MAD MARCH 2015

PROJECT ID: 1007-10-72

WITH: N/A

COUNTY: DANE

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 = 830



02

N

DESIGN DESIGNATION

		USH 51 W OF IH 39	STH 73 E OF IH 39
A.A.D.T. (2015)	=	9,160	4,240
A.A.D.T. (2035)	=	11,683	5,648
D.H.V. (2035)	=	1414	683
D.D.	=	62/38	62/38
T.	=	8.0%	8.0%
DESIGN SPEED	=	50 MPH	50 MPH S OF PIERCE RD
DESIGN SPEED	=	-	60 MPH N OF PIERCE RD
ESALS	=	1,992,900 (ASPHALT)	985,500 (ASPHALT)

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

PLAN OF PROPOSED IMPROVEMENT

ILLINOIS STATE LINE - MADISON

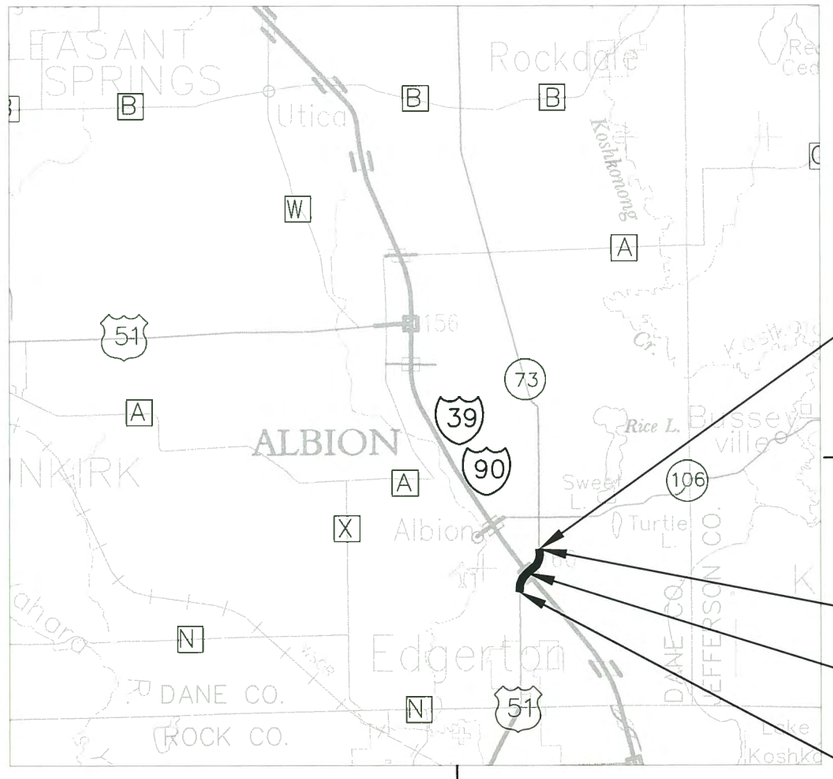
USH 51/STH 73 INTERCHANGE

IH 39

DANE COUNTY

STATE PROJECT NUMBER
1007-10-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1007-10-72	———	—



LAYOUT
SCALE 0 1 MI.

R-12-E

END PROJECT 1007-10-72
STA. 78+72.86'T'

T-5-N

EQUATION
STA. 78+72.86'T' BK. =
STA. 79+00.00'T' AH.

STRUCTURE B-13-702

BEGIN PROJECT 1007-10-72
STA. 35+50.00'T'
Y = 408347.60
X = 908653.18

TOTAL NET LENGTH OF CENTERLINE
PROJECT 1007-10-72 = 0.0 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY, NAD83 (2007).

ELEVATIONS ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 (2007).

ORIGINAL PLANS PREPARED BY

emcs.inc

901 Deming Way, Suite 203
Madison, WI 53717
608.827.8810 Fax 608.833.3198

WISCONSIN PROFESSIONAL ENGINEER
CHRISTOPHER C. DRY
E-42036-6
MADISON WI

10/27/14 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DANE PARTNERS
Designer	EMCS
Project Manager	CRAIG PRINGLE
Regional Examiner	JIM BUSCHKOPF
Regional Supervisor	JOHN STEINER

APPROVED FOR THE DEPARTMENT
DATE: 10/29/14 (Signature)

E

GENERAL NOTES

-NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

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

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

-ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH GRANULAR BACKFILL WHICH WILL BE INCLUDED IN THE PRICE OF THE ABANDONED OR REMOVED ITEM.

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

-PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLANS WITH THE ENGINEER.

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

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

-TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS.

-BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP.

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

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

-REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

-THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

-ASPHALTIC AND CONCRETE SURFACES SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

-DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOILED, FERTILIZED AND SEEDED.

-INLET PROTECTION REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

-FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
SIGNAL AND LIGHTING
ITS
EXISTING AND PERMANENT SIGNING
PAVEMENT MARKING
STAGE CONSTRUCTION
TRAFFIC CONTROL
FENCING
ALIGNMENT PLANS

-LOCATIONS OF DRAINTILE ON THE PLAN ARE BASED ON AS-BUILT OR PROPERTY OWNER INTERVIEWS. DRAINTILE EXPLORATION ITEM ARE TO BE USED TO VERIFY THE EXACT LOCATION.

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

-A CONVERSION FACTOR OF 2.10 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE ¾-INCH.

-A CONVERSION FACTOR OF 2.00 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE 1¼-INCH.

-A CONVERSION FACTOR OF 2.20 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE 3-INCH.

-A CONVERSION FACTOR OF 1.90 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR SELECT CRUSHED MATERIAL.

-A CONVERSION FACTOR OF 1.70 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR PIT RUN MATERIAL.

-A CONVERSION FACTOR OF 112 LBS/IN/SY IS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.

-ALL TYPES OF ASPHALTIC PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	NOMINAL MAXIMUM SIZE GRADATION	ASPHALTIC MATERIAL
E-3	2.00"	2.00"	12.5 MM	PG-64-28
E-0.3	3.50"	1.75" UPPER 1.75" LOWER	12.5 MM 12.5 MM	PG-58-28 PG-58-28
E-1.0	3.50"	1.75" UPPER 1.75" LOWER	12.5 MM 12.5 MM	PG-58-28 PG-58-28
E-3	4.00"	4.00"	12.5 MM	PG-64-28
E-3	4.75"	2.00" UPPER 2.75" LOWER	12.5 MM 19.0 MM	PG-64-28 PG-58-28
E-3	5.50"	2.00" UPPER 3.50" LOWER	12.5 MM 19.0 MM	PG-64-28 PG-58-28
E-30x	2.25"	2.25"	12.5 MM	PG-64-28
E-30x	4.00"	4.00"	19.0 MM	PG-64-28
E-30x	6.00"	2.25" UPPER 3.75" LOWER	12.5 MM 19.0 MM	PG-64-28 PG-58-28
ASPHALTIC SURFACE	3.00"	3.00"		

STANDARD ABBREVIATIONS

AECPRC	APRON ENDWALL CULVERT PIPE REINFORCED CONCRETE
AECPRCHE	APRON ENDWALL CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
AECPSS	APRON ENDWALL CULVERT PIPE SLOPED SECTION
AEW	APRON END WALL
AGG	AGGREGATE
ASPH	ASPHALT
BAD	BASE AGGREGATE DENSE
B/C	BACK OF CURB
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	OR CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
△	DELTA
DISCH	DISCHARGE
EL	ELEVATION
ESTR	EXISTING SIGN TO REMAIN
FE	FIELD ENTRANCE
FMS	FIXED MESSAGE SIGN
HMA	HOT MIX ASPHALT
HTCG	HIGH TENSION CABLE GUARD
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MID	MIDDLE OF RADIUS
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT-OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCE CONCRETE
REQ'D	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

2

UTILITY CONTACTS

COMMUNICATIONS
DAVID MOLTENHAUER
CHARTER COMMUNICATIONS
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
PHONE: (608) 206-0494
EMAIL: DAVID.MOLDENHAUER@CHARTER.COM

COMMUNICATIONS
ROBERT CHURCH
FRONTIER COMMUNICATIONS OF WI, LLC
2222 WEST WISCONSIN STREET
PORTAGE, WI 53901
PHONE: (608) 742-1817
EMAIL: ROBERT.CHURCH@FTR.COM

COMMUNICATIONS
JIM KOSTUCH
WINDSTREAM COMMUNICATIONS
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
PHONE: (262) 792-7938
EMAIL: JAMES.KOSTUCH@WINDSTREAM.COM

ELECTRIC
JASON HOGAN
ALLIANT ENERGY
4902 NORTH BILTMORE LANE, SUITE 1000
MADISON, WI 53718
PHONE: (608) 395-7395
EMAIL: JASONHOGAN@ALLIANTENERGY.COM

ELECTRIC
DOUG VOSBERG
ATC MANAGEMENT, INC.
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
EMAIL: DVOSBERG@ATCLLC.COM

ELECTRIC
LYNN MAIER
ROCK ENERGY COOPERATIVE
2815 KENNEDY ROAD
JANESVILLE, WI 53545
PHONE: (608) 752-4550
EMAIL: LYNNM@ROCK.CORP

GAS/PETROLEUM
JASON HOGAN
ALLIANT ENERGY
4902 NORTH BILTMORE LANE, SUITE 1000
MADISON, WI 53718
PHONE: (608) 395-7395
EMAIL: JASONHOGAN@ALLIANTENERGY.COM

SEWER
DAVID HOUFE
CONSOLIDATED KOSHKONONG SANITARY DISTRICT
328 EAST ELLENDALE ROAD
EDGERTON, WI 53534
PHONE: (608) 774-0490
EMAIL: DHCKSD@CENTURYTEL.NET

SIGNALS/LIGHTING
GRAHAM HEITZ
SW REGION, MADISON OFFICE
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-5362
GRAHAM.HEITZ@DOT.WI.GOV

OTHER AGENCIES

WDNR LIAISON
ERIC HEGGELUND
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: (608) 275-3301
EMAIL: ERIC.HEGGELUND@WISCONSIN.GOV

WISDOT DESIGN
CRAIG PRINGLE
111 INTERSTATE BLVD
MADISON, WI 53534
PHONE: (608) 884-7132
EMAIL: CRAIG.PRINGLE@DOT.WI.GOV

WISDOT CONSTRUCTION
EMMANUEL YARTEY
111 INTERSTATE BLVD
MADISON, WI 53704
PHONE: (608) 884-1173
EMAIL: JAMIE.GRAINGER@DOT.WI.GOV

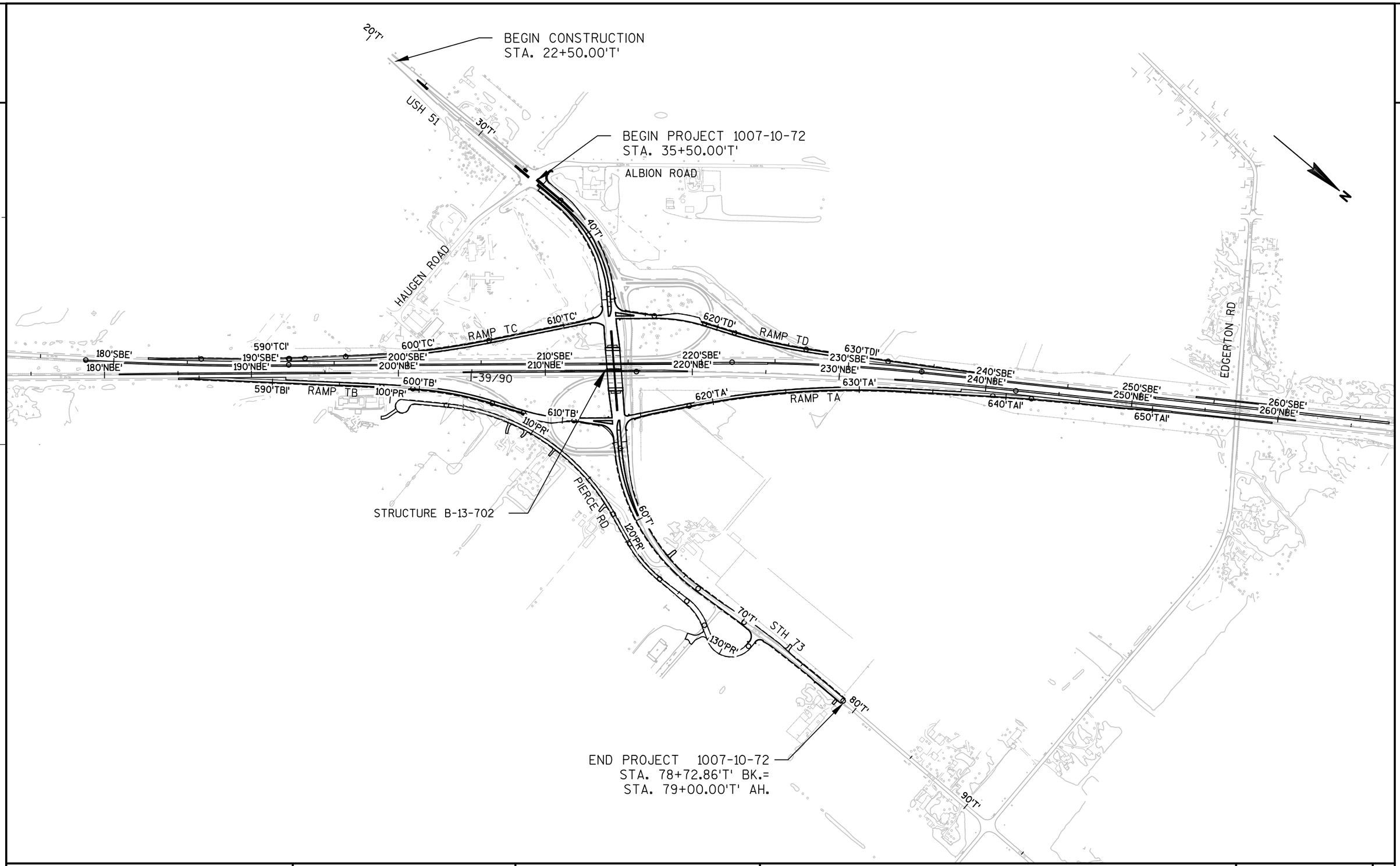
CONSULTANT DESIGN
CHRISTOPHER DRY
EMCS INC.
901 DEMING WAY
MADISON, WI 53717
PHONE: (608) 827-8810
EMAIL: CDRY@EMCSINC.COM

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

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

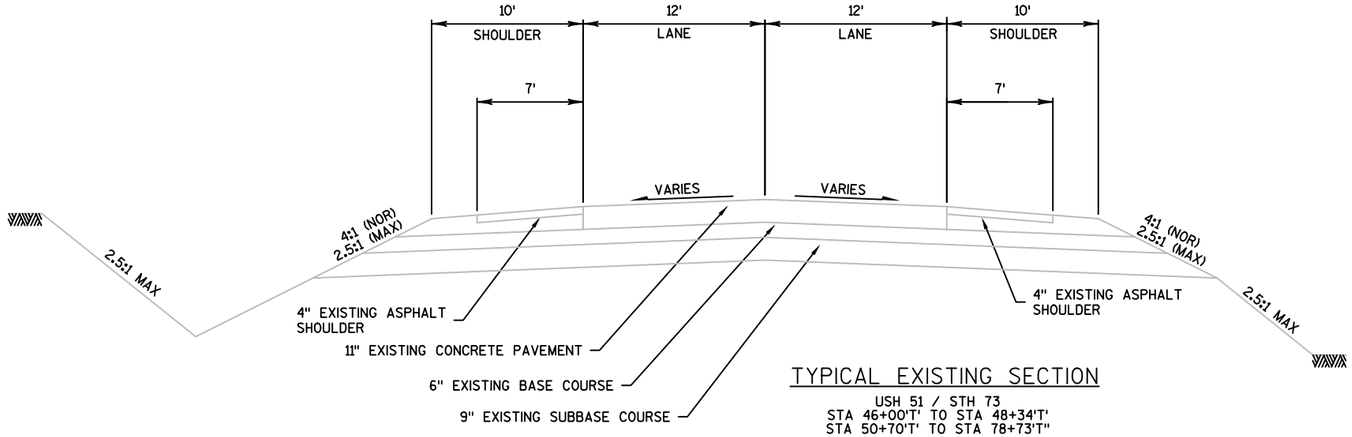
WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE.

2



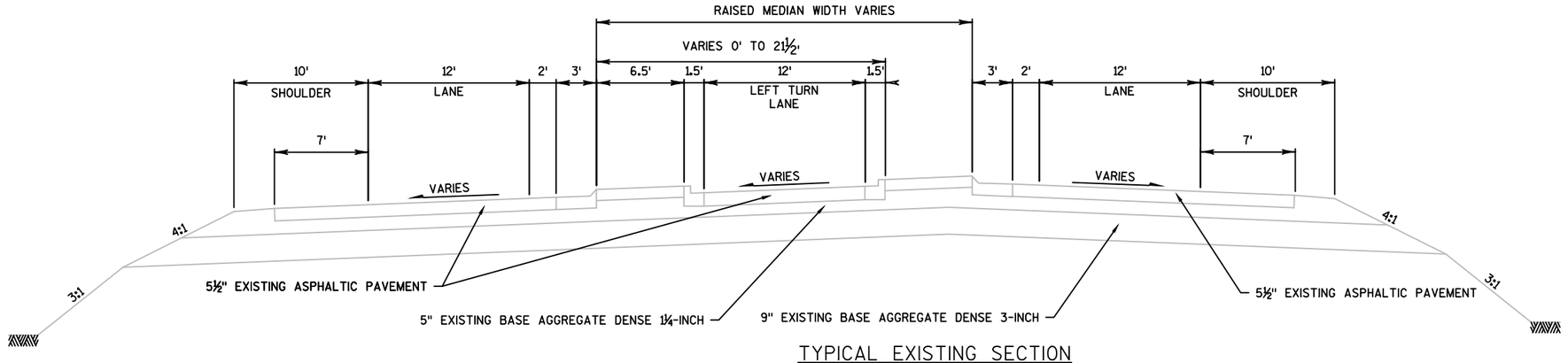
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: PROJECT OVERVIEW	SHEET 4	E

2



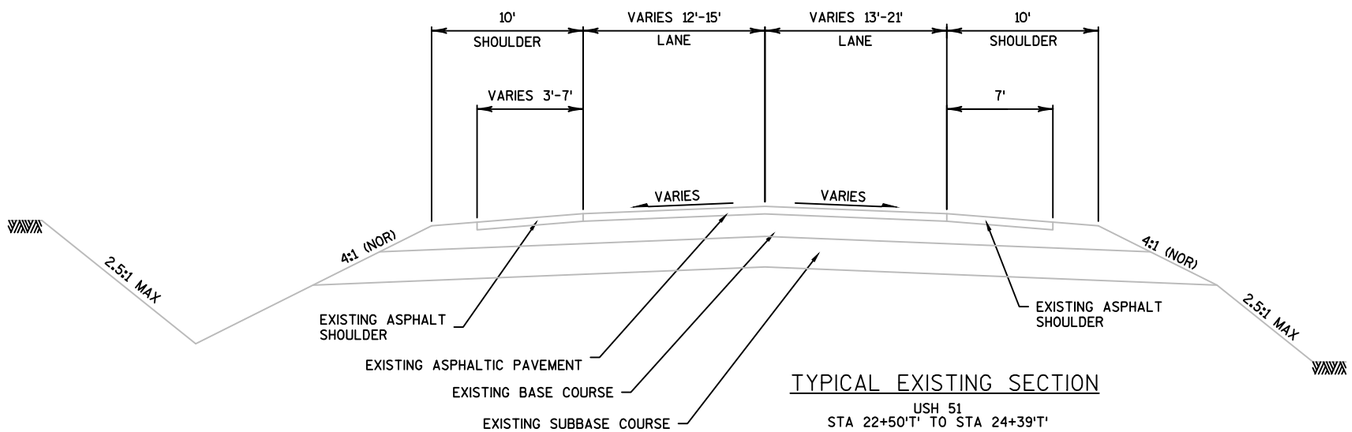
TYPICAL EXISTING SECTION

USH 51 / STH 73
STA 46+00'T' TO STA 48+34'T'
STA 50+70'T' TO STA 78+73'T"



TYPICAL EXISTING SECTION

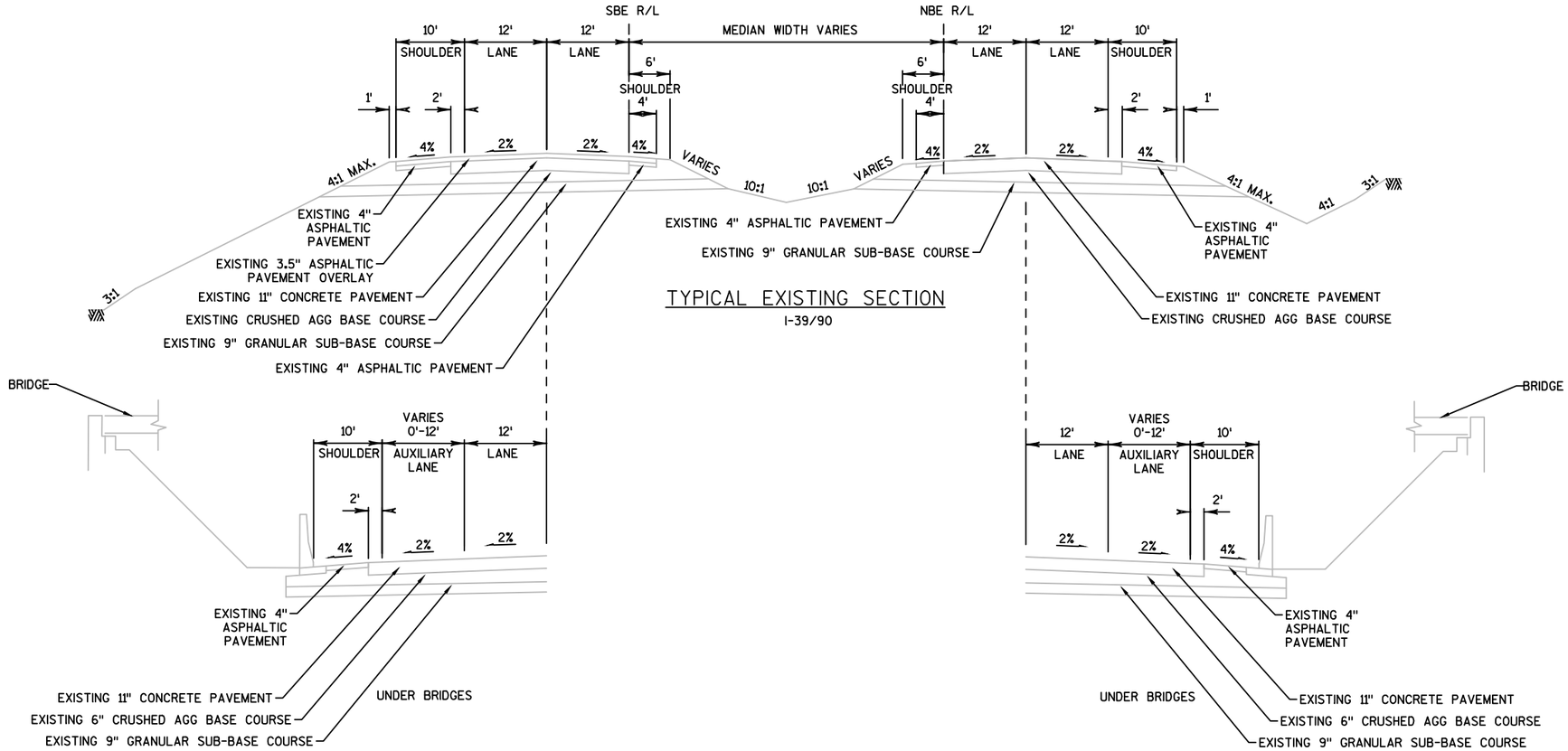
USH 51
24+39'T' TO 46+00'T'



TYPICAL EXISTING SECTION

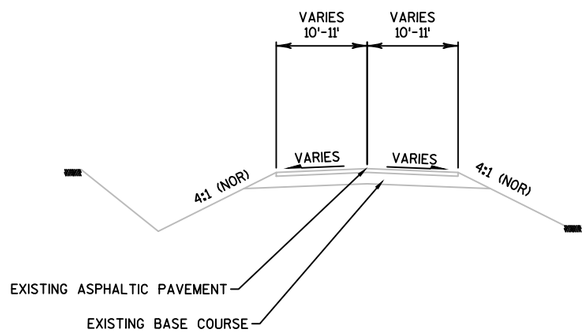
USH 51
STA 22+50'T' TO STA 24+39'T'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION - USH 51/STH 73	SHEET 5	E



TYPICAL EXISTING SECTION

I-39/90



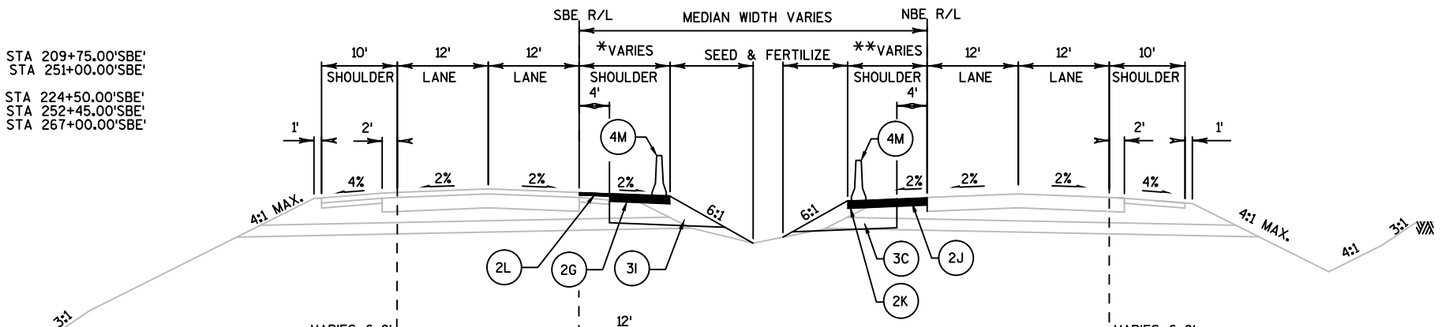
TYPICAL EXISTING SECTION

PIERCE ROAD

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 6	E

* 9' FROM STA 178+00.00'SBE' TO STA 209+75.00'SBE'
STA 224+50.00'SBE' TO STA 251+00.00'SBE'

* 12' FROM STA 219+25.00'SBE' TO STA 224+50.00'SBE'
STA 251+00.00'SBE' TO STA 252+45.00'SBE'
STA 261+00.00'SBE' TO STA 267+00.00'SBE'

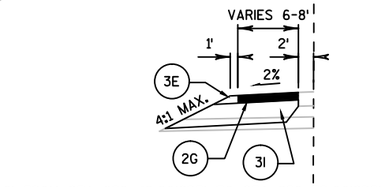


* VARIES 6-9' FROM STA 181+00.00'NBE' TO STA 185+00.00'NBE'
STA 192+75.00'NBE' TO STA 196+75.00'NBE'

* 9' FROM STA 185+00.00'NBE' TO STA 192+75.00'NBE'

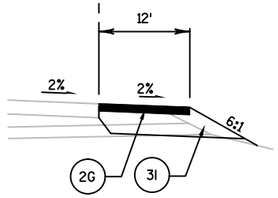
* VARIES 6-10.5' FROM STA 204+40.00'NBE' TO STA 206+00.00'NBE'
STA 218+10.00'NBE' TO STA 219+67.00'NBE'
STA 233+78.00'NBE' TO STA 235+38.00'NBE'
STA 259+60.00'NBE' TO STA 261+21.00'NBE'

* 10.5' FROM STA 206+00.00'NBE' TO STA 218+10.00'NBE'
STA 235+38.00'NBE' TO STA 259+60.00'NBE'

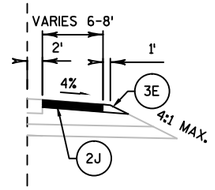


6' FROM STA 256+42.00'SBE' TO STA 258+75.00'SBE'

8' FROM STA 253+75.00'SBE' TO 256+42.00'SBE'
STA 258+75.00'SBE' TO 259+50.00'SBE'



STA 209+75.00'SBE' TO STA 219+25.00'SBE'
STA 252+45.00'SBE' TO STA 261+00.00'SBE'

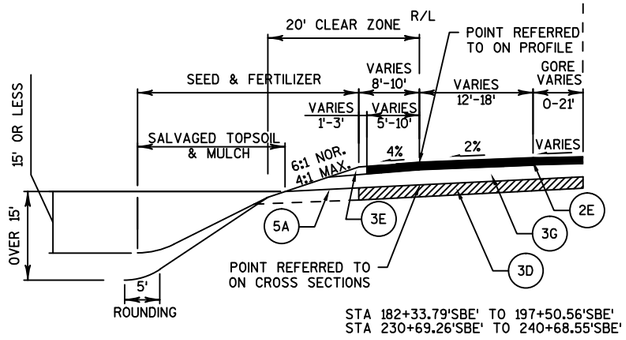


6' FROM STA 255+07.00'NBE' TO STA 257+43.00'NBE'

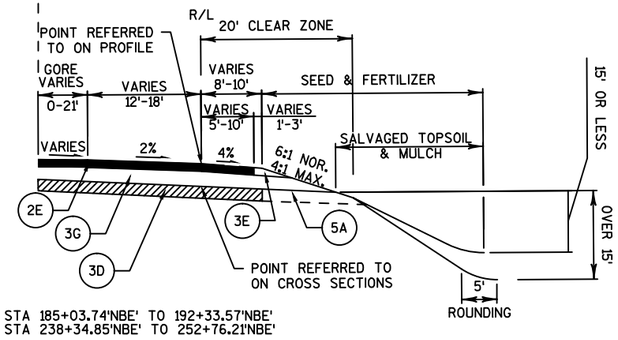
8' FROM STA 252+77.00'NBE' TO STA 255+07.00'NBE'
STA 257+43.00'NBE' TO STA 259+63.00'NBE'

TYPICAL FINISHED SECTION

I-39/90



STA 182+33.79'SBE' TO 197+50.56'SBE'
STA 230+69.26'SBE' TO 240+68.55'SBE'



STA 185+03.74'NBE' TO 192+33.57'NBE'
STA 238+34.85'NBE' TO 252+76.21'NBE'

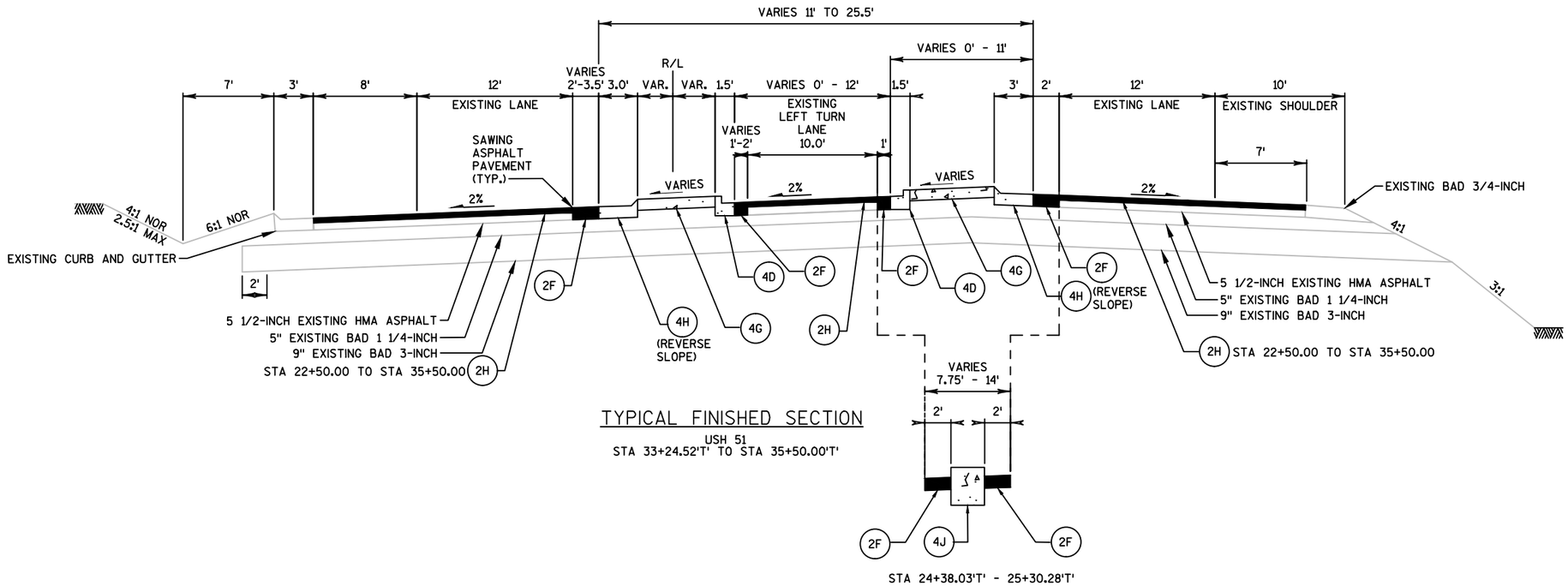
LEGEND

- (2E) 4-INCH HMA PAVEMENT, TYPE E-3
- (2G) 6-INCH HMA PAVEMENT, TYPE E-30x
- (2J) 4-INCH REMOVING ASPHALTIC SURFACE MILLING 4-INCH HMA PAVEMENT, TYPE E-30x
- (2K) 4-INCH HMA PAVEMENT, TYPE E-30x
- (2L) 2.25-INCH REMOVING ASPHALTIC SURFACE MILLING 2.25-INCH HMA PAVEMENT, TYPE E-30x
- (3C) 14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3D) 6-INCH BASE AGGREGATE DENSE 3 INCH
- (3E) BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
- (3G) 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (3I) 17-INCH BASE AGGREGATE DENSE 1 1/4-INCH
- (4M) CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
- (5A) CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 7	E

2

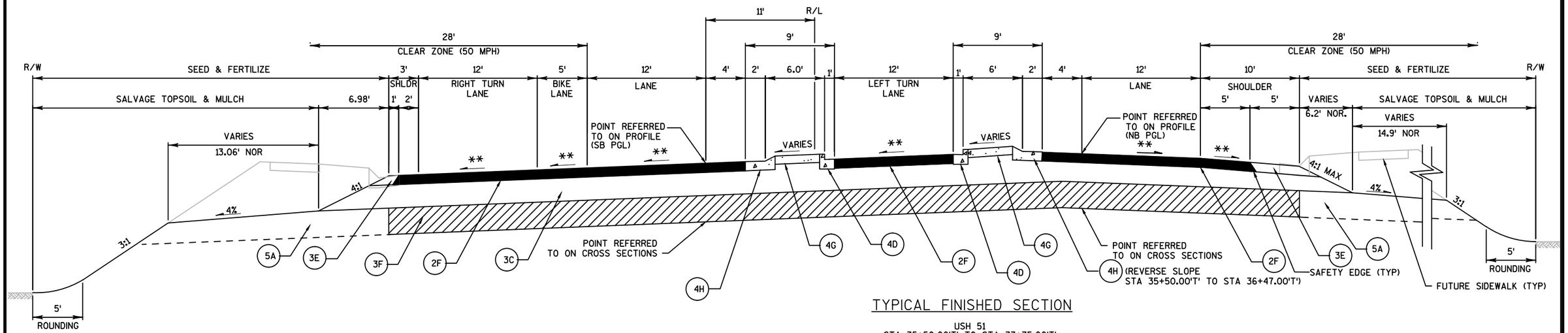
2F	5 1/2-INCH HMA PAVEMENT, TYPE E-3
2H	2-INCH REMOVING ASPHALTIC SURFACE MILLING 2-INCH HMA PAVEMENT, TYPE E-3
3C	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3E	BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
3F	16-INCH SELECT CRUSHED MATERIAL
4D	CONCRETE CURB AND GUTTER 18-INCH TYPE D
4G	CONCRETE SIDEWALK 5-INCH
4H	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
4J	CONCRETE CORRUGATED MEDIAN
5A	CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)



TYPICAL FINISHED SECTION

USH 51
STA 33+24.52'T' TO STA 35+50.00'T'

STA 24+38.03'T' - 25+30.28'T'

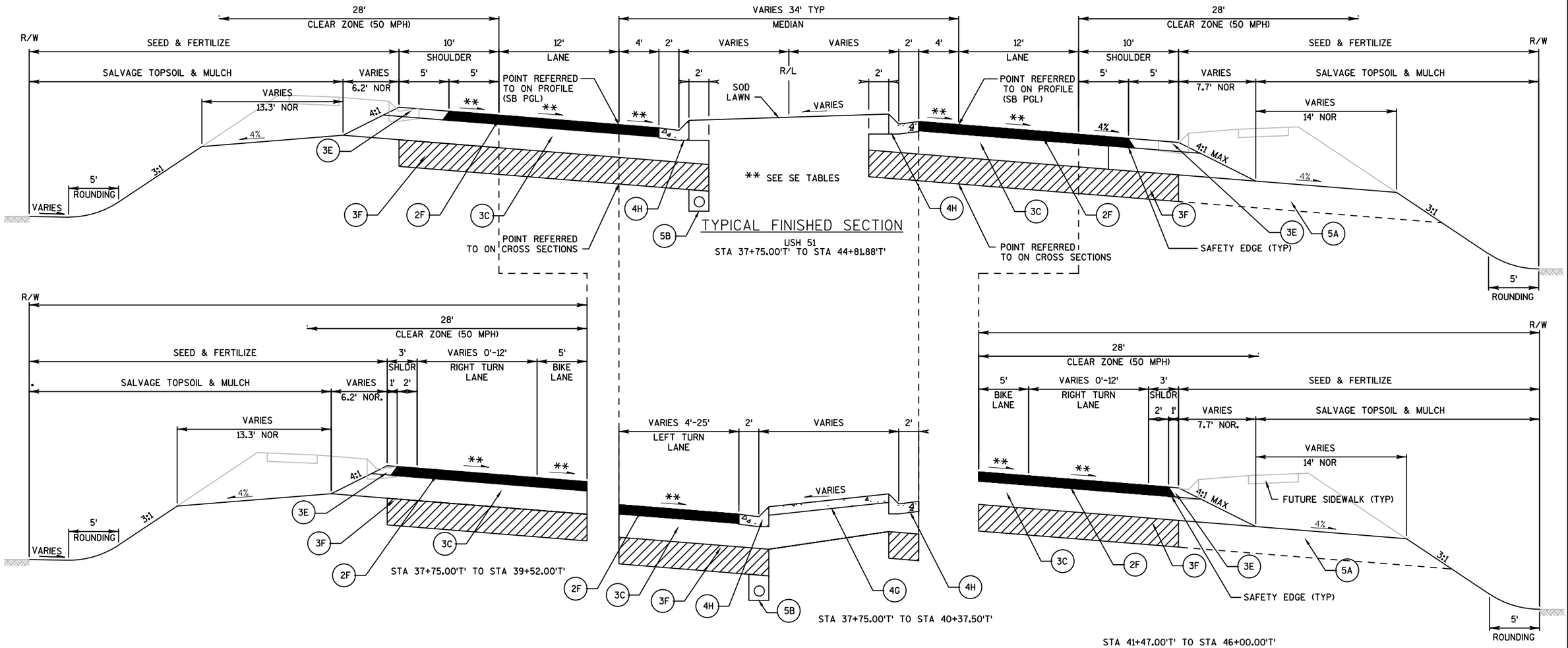


TYPICAL FINISHED SECTION

USH 51
STA 35+50.00'T' TO STA 37+75.00'T'

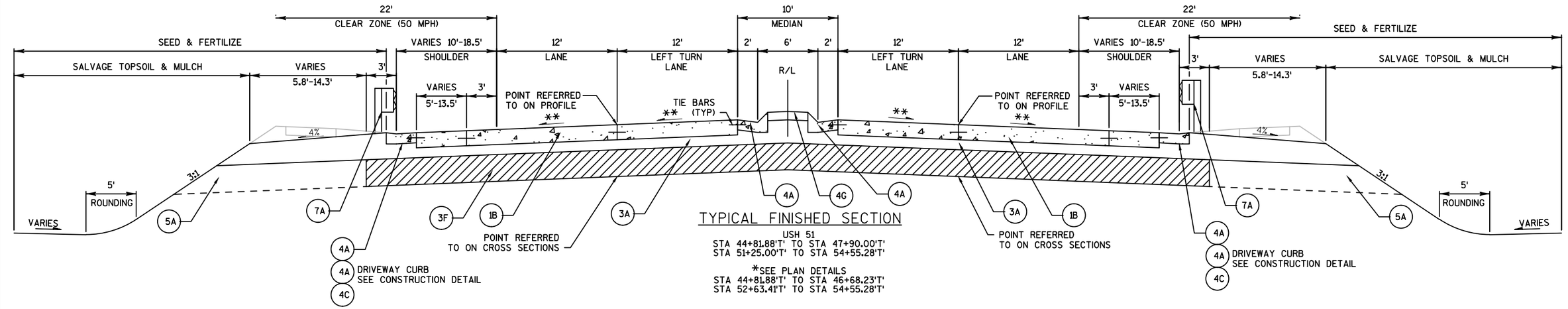
** SEE SE TABLES: 2.0% NOR.
4.0% FULL SE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION - USH 51/STH 73	SHEET 8 E



2F	5 1/2-INCH HMA PAVEMENT, TYPE E-3	4G	CONCRETE SIDEWALK 5-INCH
3C	14-INCH BASE AGGREGATE DENSE 1 1/4-INCH	4H	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
3E	BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT	5A	CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
3F	16-INCH SELECT CRUSHED MATERIAL	5B	PIPE UNDERDRAIN 6-INCH - SEE PIPE UNDERDRAIN DETAIL

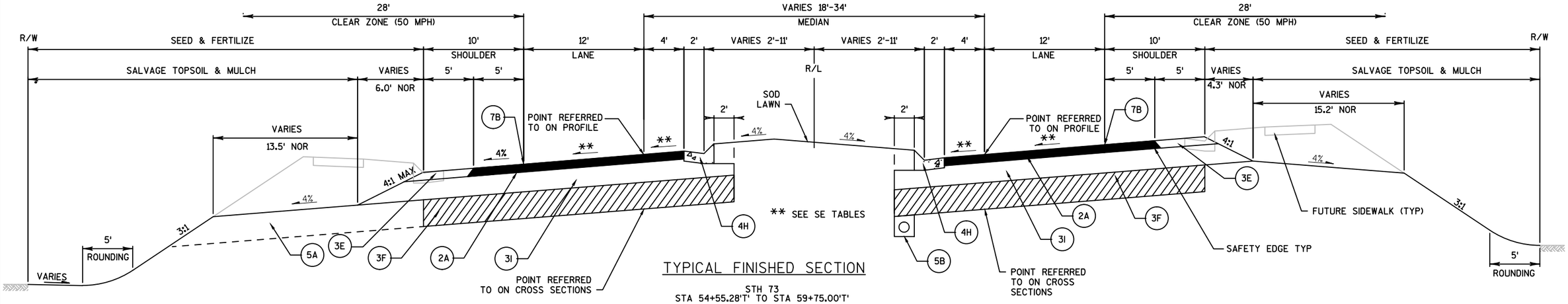
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION - USH 51/STH 73	SHEET 9	E



TYPICAL FINISHED SECTION

USH 51
STA 44+81.88'T' TO STA 47+90.00'T'
STA 51+25.00'T' TO STA 54+55.28'T'

*SEE PLAN DETAILS
STA 44+81.88'T' TO STA 46+68.23'T'
STA 52+63.41'T' TO STA 54+55.28'T'

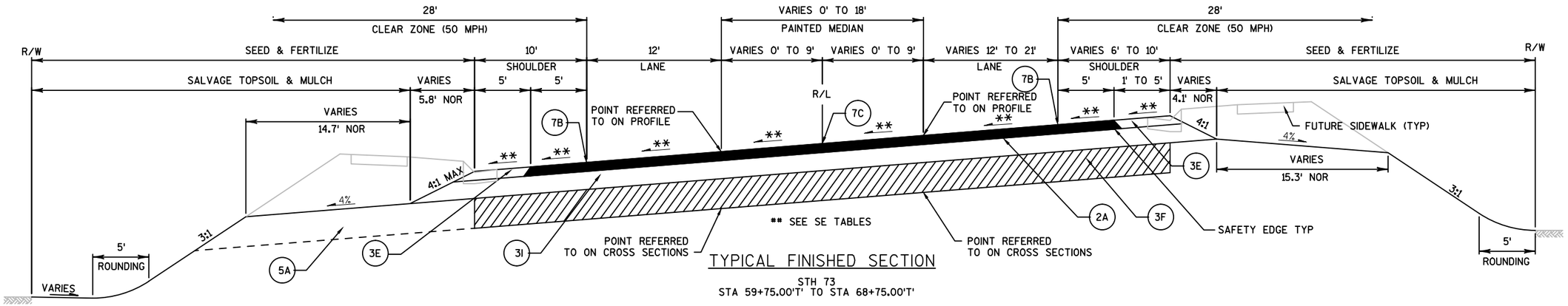


TYPICAL FINISHED SECTION

STH 73
STA 54+55.28'T' TO STA 59+75.00'T'

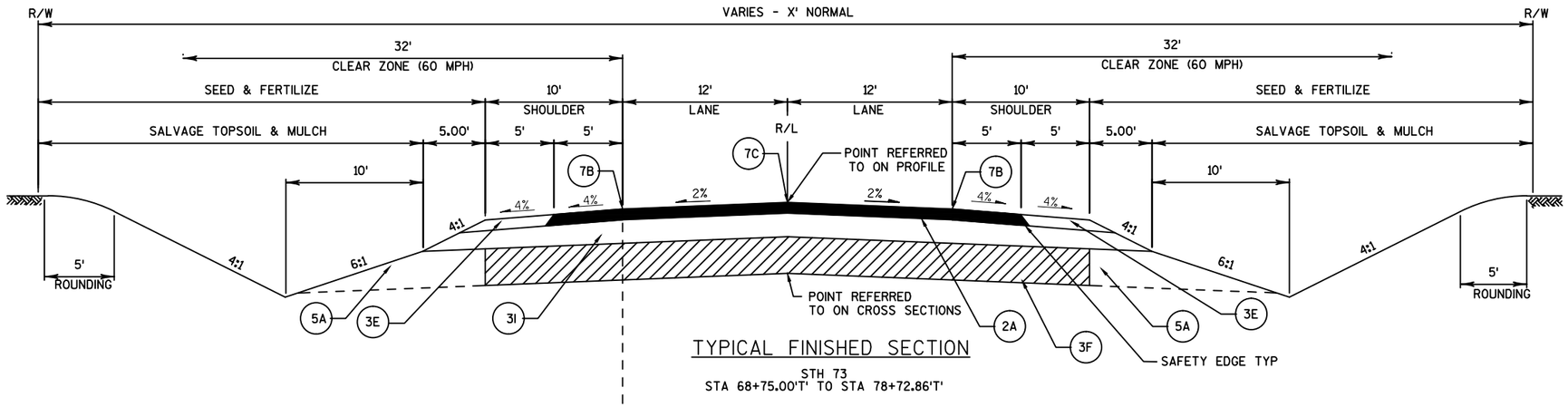
1B	8-INCH CONCRETE PAVEMENT - DOWELED AND TINED
2A	4 3/4-INCH HMA PAVEMENT, TYPE E-3
3A	6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
3E	BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
3F	16-INCH SELECT CRUSHED MATERIAL
3I	12-INCH BASE AGGREGATE DENSE 1 1/4-INCH
4A	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
4C	CONCRETE CURB AND GUTTER 30-INCH TYPE A
4G	CONCRETE SIDEWALK 5-INCH
4H	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
5A	CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
5B	PIPE UNDERDRAIN 6-INCH - SEE PIPE UNDERDRAIN DETAIL
7A	MGS GUARDRAIL 3
7B	ASPHALTIC SHOULDER RUMBLE STRIP 2-LANE RURAL
7C	ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION - USH 51/STH 73	SHEET 10	E



TYPICAL FINISHED SECTION

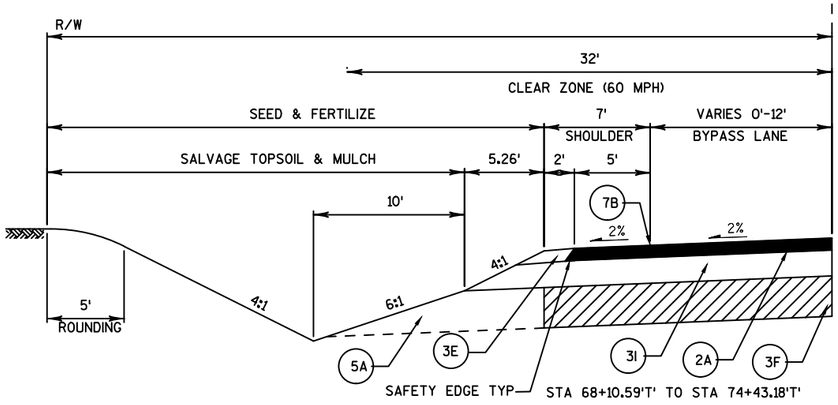
STH 73
STA 59+75.00'T' TO STA 68+75.00'T'



TYPICAL FINISHED SECTION

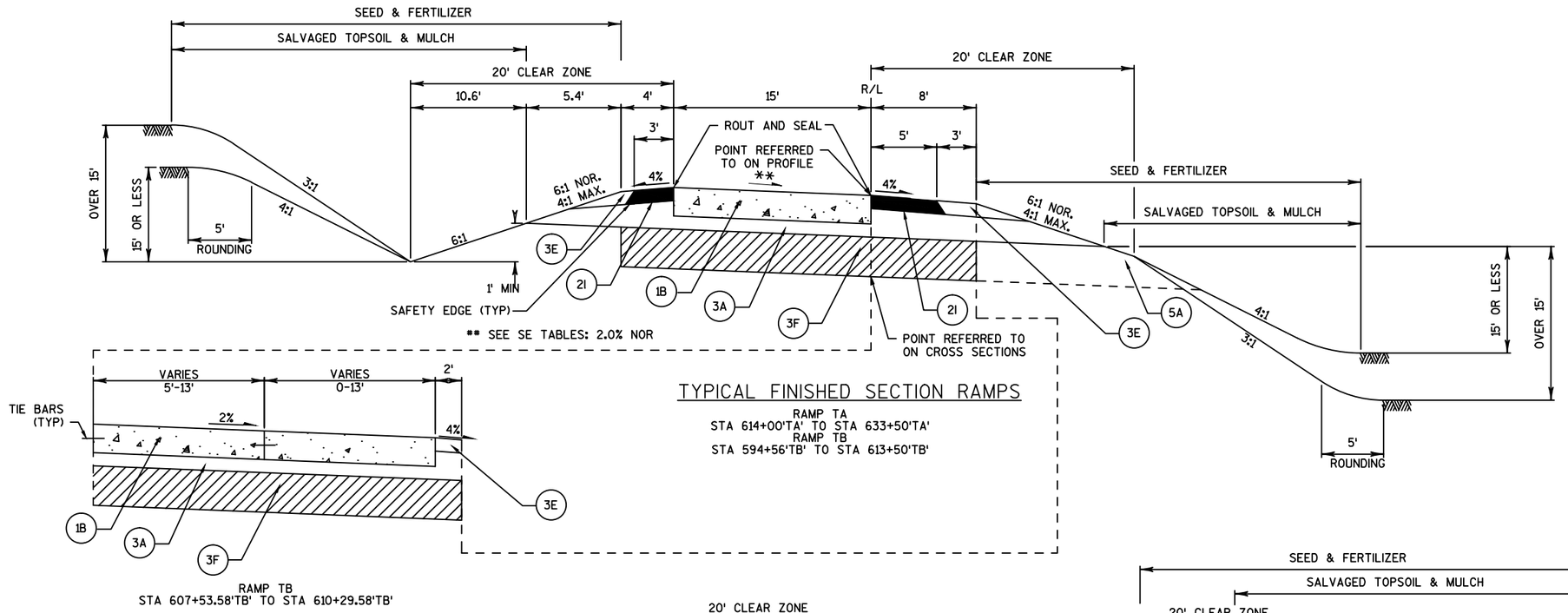
STH 73
STA 68+75.00'T' TO STA 78+72.86'T'

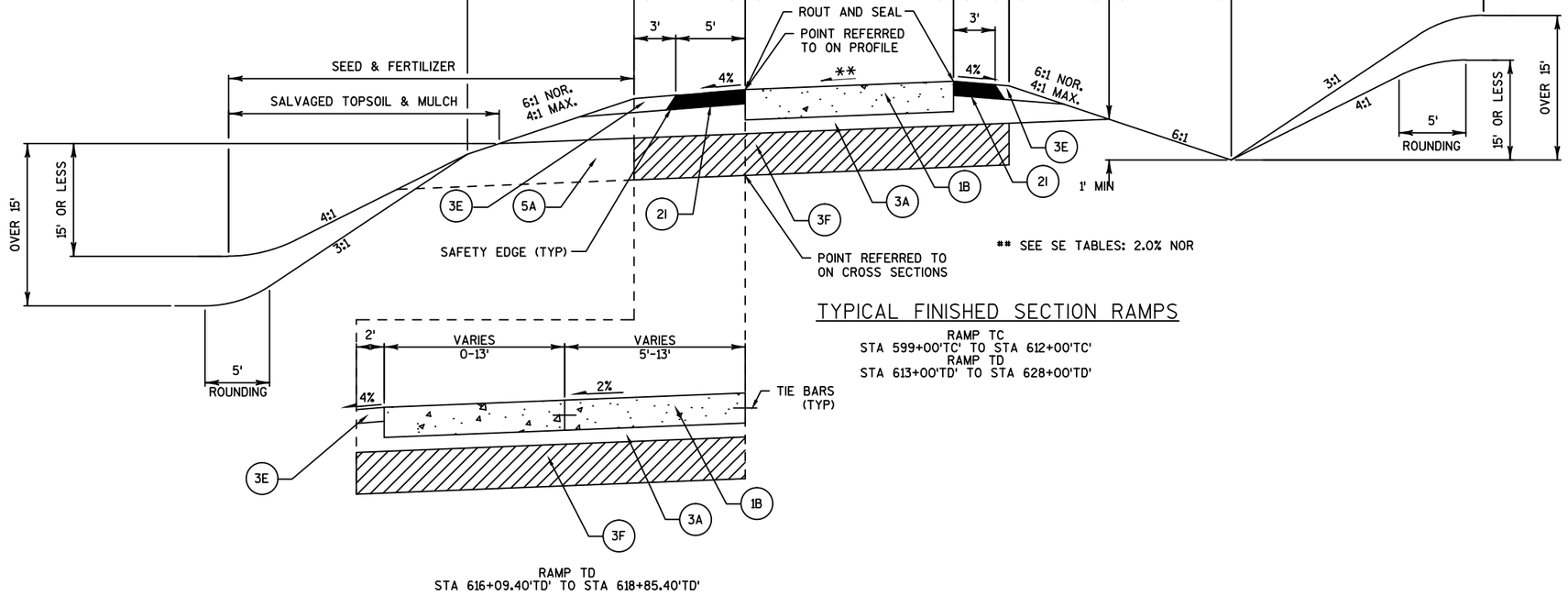
2A	4 3/4-INCH HMA PAVEMENT, TYPE E-3
3E	BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT
3F	16-INCH SELECT CRUSHED MATERIAL
3I	12-INCH BASE AGGREGATE DENSE 1 1/4-INCH
5A	CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)
7B	ASPHALTIC SHOULDER RUMBLE STRIP 2-LANE RURAL
7C	ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL



STA 68+10.59'T' TO STA 74+43.18'T'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION - USH 51/STH 73	SHEET 11	E





(1B) 8-INCH CONCRETE PAVEMENT - DOWELED AND TINED

(2I) 3 1/2-INCH HMA PAVEMENT, TYPE E-1

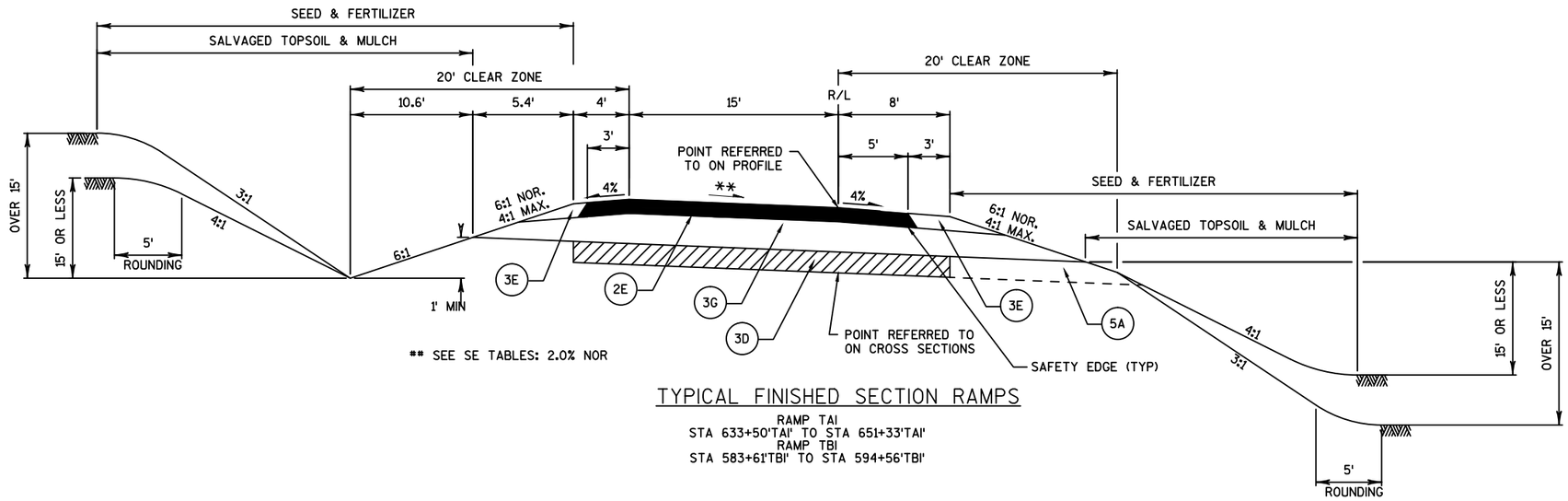
(3A) 6-INCH BASE AGGREGATE DENSE 1 1/4-INCH

(3E) BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT

(3F) 16-INCH SELECT CRUSHED MATERIAL

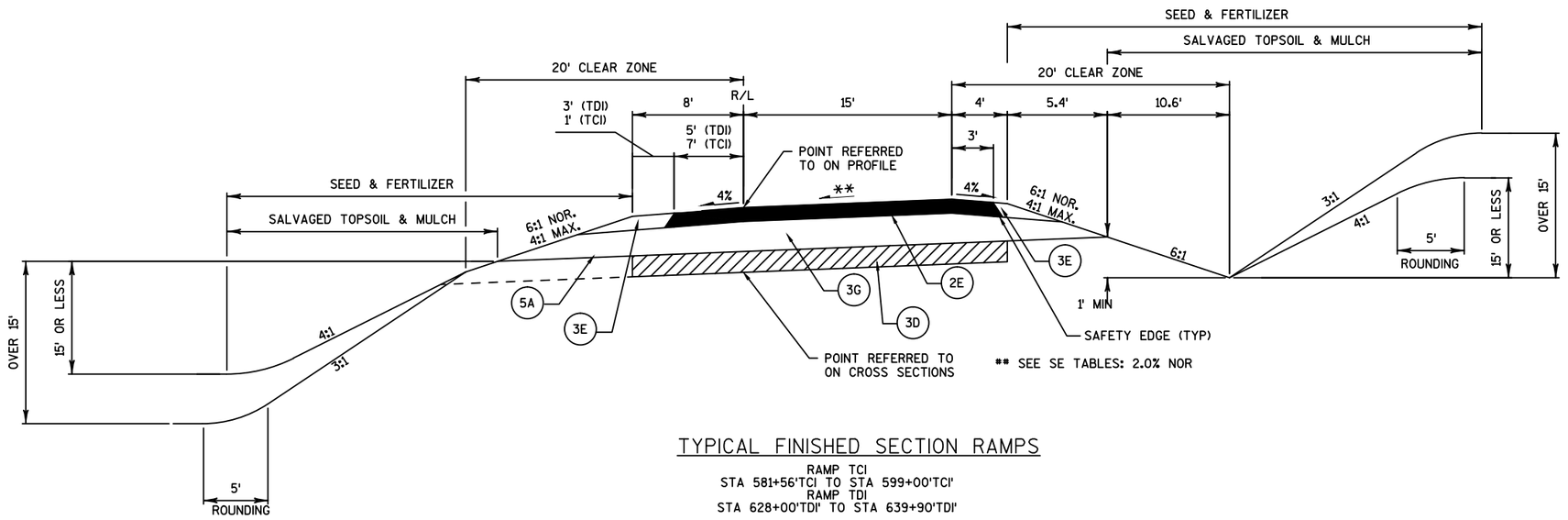
(5A) CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 12	E



TYPICAL FINISHED SECTION RAMPS

RAMP TAI
STA 633+50'TAI' TO STA 651+33'TAI'
RAMP TBI
STA 583+61'TBI' TO STA 594+56'TBI'



TYPICAL FINISHED SECTION RAMPS

RAMP TCI
STA 581+56'TCI' TO STA 599+00'TCI'
RAMP TDI
STA 628+00'TDI' TO STA 639+90'TDI'

(2E) 4-INCH HMA PAVEMENT, TYPE E-3

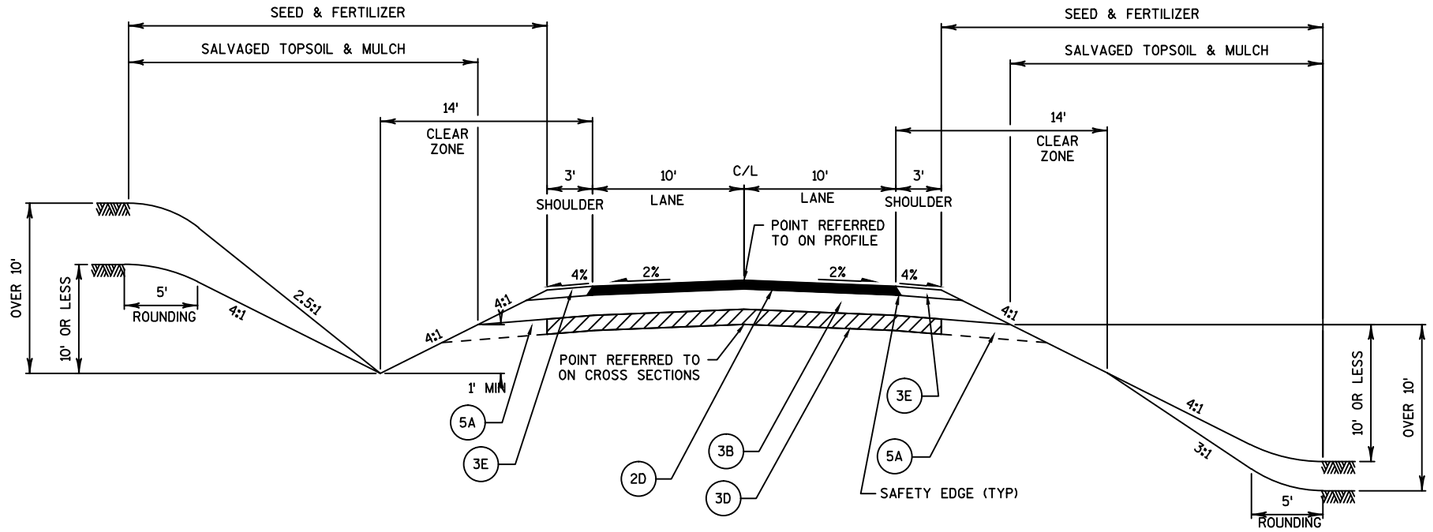
(3D) 6-INCH BASE AGGREGATE DENSE 3-INCH

(3E) BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT

(3G) 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH

(5A) CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 13	E



TYPICAL FINISHED SECTION

PIERCE ROAD

(2D) 3 1/2-INCH HMA PAVEMENT, TYPE E-0.3

(3B) 8-INCH BASE AGGREGATE DENSE 1 1/4-INCH

(3D) 6-INCH BASE AGGREGATE DENSE 3-INCH

(3E) BASE AGGREGATE DENSE 3/4-INCH THICKNESS TO MATCH ADJACENT PAVEMENT

(5A) CONSTRUCT RELIEF TRENCHES AT DITCH SAG POINTS OR EVERY 250' (SEE CONSTRUCTION DETAIL)

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 14	E

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
613+87.63 'TA'	END WARP CROWN	-4.00%	1.25%	-4.00%
614+50.00 'TA'	BEGIN NORMAL CROWN	-4.00%	2.00%	-4.00%
617+65.00 'TA'	END NORMAL SHOULDER	-4.00%	2.00%	-4.00%
618+35.00 'TA'	END NORMAL CROWN	1.00%	2.00%	-4.00%
618+63.00 'TA'	BEGIN FULL SUPER	3.00%	3.00%	-4.00%
633+22.00 'TA'	END FULL SUPER	3.00%	3.00%	-4.00%
633+50.00 'TA'	BEGIN NORMAL CROWN	2.00%	2.00%	-4.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
633+50.00 'TAI'	HIGH SIDE SHOULDER 2%	2.00%	2.00%	-4.00%
636+30.50 'TAI'	HIGH SIDE SHOULDER 2%	2.00%	2.00%	-4.00%
636+92.10 'TAI'	HIGH SIDE SHOULDER 6.4%	6.40%	2.00%	4.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
594+55.75 'TB'	HIGH SIDE SHOULDER 2%	2.00%	2.00%	-4.00%
594+82.21 'TB'	HIGH SIDE SHOULDER 2%	2.00%	2.00%	-4.00%
595+62.21 'TB'	BEGIN NORMAL SHOULDER	-4.00%	2.00%	-4.00%
598+62.70 'TB'	END NORMAL SHOULDER	-4.00%	2.00%	-4.00%
599+13.70 'TB'	END NORMAL CROWN	0.00%	2.00%	-4.00%
599+64.70 'TB'	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%
599+77.45 'TB'	BEGIN FULL SUPER	4.50%	4.50%	-4.50%
604+84.95 'TB'	END FULL SUPER	4.50%	4.50%	-4.50%
604+97.70 'TB'	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%
605+48.70 'TB'	BEGIN NORMAL CROWN	0.00%	2.00%	-4.00%
605+99.70 'TB'	BEGIN NORMAL SHOULDER	-4.00%	2.00%	-4.00%
606+25.02 'TB'	END NORMAL CROWN	-4.00%	2.00%	-4.00%
606+66.02 'TB'	LEVEL CROWN	-4.00%	0.00%	-2.00%
607+07.35 'TB'	REVERSE CROWN	-4.00%	-2.00%	-2.00%
607+48.68 'TB'	LOW SHOULDER MATCH	-4.00%	-4.00%	-2.00%
607+59.02 'TB'	BEGIN FULL SUPER	-4.50%	-4.50%	-2.00%
610+47.02 'TB'	END FULL SUPER	-4.50%	-4.50%	-2.00%
610+57.35 'TB'	LOW SHOULDER MATCH	-4.00%	-4.00%	-2.00%
610+98.68 'TB'	REVERSE CROWN	-4.00%	-2.00%	-2.00%
611+40.02 'TB'	LEVEL CROWN	-4.00%	0.00%	-2.00%
611+81.02 'TB'	BEGIN NORMAL CROWN	-4.00%	2.00%	-4.00%
613+00.00 'TB'	END NORMAL CROWN	-4.00%	2.00%	-4.00%
613+39.88 'TB'	BEGIN WARP CROWN	-4.00%	1.18%	-4.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
583+60.52 'TBI'	BEGIN ALIGNMENT	-4.00%	2.00%	-4.00%
590+90.36 'TBI'	HIGH SIDE SHOULDER 4.1%	4.10%	2.00%	-4.00%
591+93.73 'TBI'	BEGIN NORMAL SHOULDER	-4.00%	2.00%	-4.00%
593+75.75 'TBI'	END NORMAL SHOULDER	-4.00%	2.00%	-4.00%
594+55.74 'TBI'	HIGH SIDE SHOULDER 2%	2.00%	2.00%	-4.00%

STATION	DESCRIPTION	LEFT SHOULDER	RIGHT LANE	RIGHT SHOULDER
599+00.00 'TC'	BEGIN FULL SUPER	-4.00%	3.00%	3.00%
604+54.06 'TC'	END FULL SUPER	-4.00%	3.00%	3.00%
604+82.06 'TC'	BEGIN NORMAL CROWN	-4.00%	2.00%	1.00%
605+52.06 'TC'	BEGIN NORMALSHOULDER	-4.00%	2.00%	-4.00%
610+79.64 'TC'	END NORMAL CROWN	-4.00%	2.00%	-4.00%
611+14.64 'TC'	LOW SIDE SHOULDER 2%	-2.00%	2.00%	-4.00%
611+50.64 'TC'	HIGH SIDE SHOULDER 2%	-2.00%	2.00%	-2.00%
612+64.25 'TC'	BEGIN PAVEMENT WARP	-2.00%	2.00%	-2.00%
612+77.77 'TC'	FULL PAVEMENT WARP	-2.00%	1.40%	-2.00%

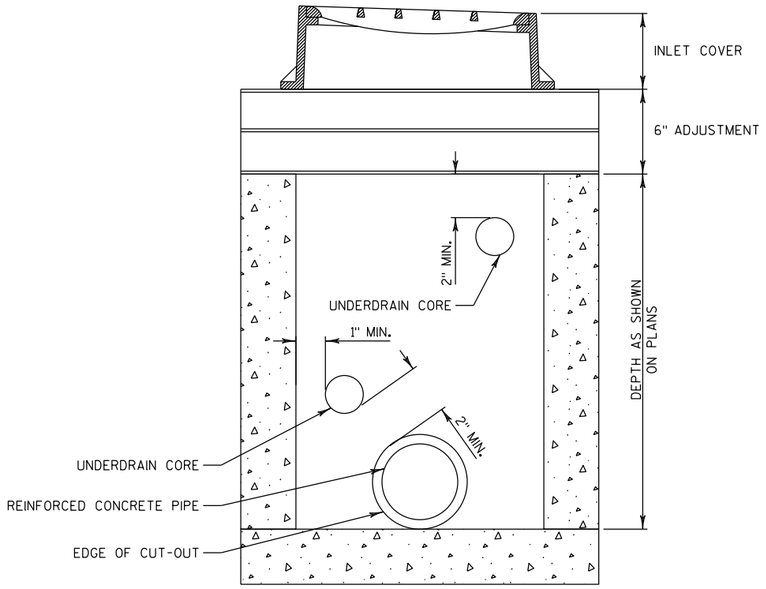
STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
581+56.00 'TCI'	BEGIN ALIGNMENT	-4.00%	2.00%	-4.00%
594+30.00 'TCI'	END NORMAL SHOULDER	-4.00%	2.00%	-4.00%
595+00.00 'TCI'	END NORMAL CROWN	-4.00%	2.00%	1.00%
595+28.00 'TCI'	BEGIN FULL SUPER	-4.00%	3.00%	3.00%
596+43.00 'TCI'	HIGH SIDE SHOULDER 3%	-4.00%	3.00%	3.00%
596+71.00 'TCI'	HIGH SIDE SHOULDER 4%	-4.00%	3.00%	4.00%
596+99.00 'TCI'	HIGH SIDE SHOULDER 3%	-4.00%	3.00%	3.00%
599+00.00 'TCI'	END ALIGNMENT	-4.00%	3.00%	3.00%

STATION	DESCRIPTION	LEFT SHOULDER	RIGHT LANE	RIGHT SHOULDER
612+99.10 'TD'	END WARP CROWN	-4.00%	1.33%	-4.00%
613+11.70 'TD'	NORMAL	-4.00%	2.00%	-4.00%
614+57.96 'TD'	END NORMAL CROWN	-4.00%	2.00%	-4.00%
614+98.96 'TD'	LEVEL CROWN	-2.00%	0.00%	-4.00%
615+40.30 'TD'	REVERSE CROWN	-2.00%	-2.00%	-4.00%
615+81.63 'TD'	LOW SHOULDER MATCH	-2.00%	-4.00%	-4.00%
615+91.96 'TD'	BEGIN FULL SUPER	-2.00%	-4.50%	-4.50%
618+79.96 'TD'	END FULL SUPER	-2.00%	-4.50%	-4.50%
618+90.29 'TD'	LOW SHOULDER MATCH	-2.00%	-4.00%	-4.00%
619+31.63 'TD'	REVERSE CROWN	-2.00%	-2.00%	-4.00%
619+72.96 'TD'	LEVEL CROWN	-2.00%	0.00%	-4.00%
620+13.96 'TD'	BEGIN NORMAL CROWN	-4.00%	2.00%	-4.00%
620+56.10 'TD'	END NORMAL SHOULDER	-4.00%	2.00%	-4.00%
621+13.47 'TD'	END NORMAL CROWN	-4.00%	2.00%	0.50%
621+51.72 'TD'	BEGIN FULL SUPER	-4.00%	3.50%	3.50%
625+92.37 'TD'	END FULL SUPER	-4.00%	3.50%	3.50%
626+30.62 'TD'	BEGIN NORMAL CROWN	-4.00%	2.00%	0.50%
626+88.00 'TD'	BEGIN NORMAL SHOULDER	-4.00%	2.00%	-4.00%

STATION	DESCRIPTION	LEFT SHOULDER	LANE	RIGHT SHOULDER
628+00.00 'TDI'	NORMAL CROWN	-4.00%	2.00%	-4.00%
628+87.70 'TDI'	END NORMAL SHOULDER	-4.00%	2.00%	-4.00%
629+89.70 'TDI'	HIGH SIDE SHOULDER 4%	-4.00%	2.00%	4.00%

STATION	DESCRIPTION	LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
103+27.86 'PR'	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
103+27.86 'PR'	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
103+61.86 'PR'	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
103+95.86 'PR'	BEGIN FULL SUPER	2.00%	2.00%	-2.00%	-4.00%
103+95.86 'PR'	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
117+81.60 'PR'	END FULL SUPER	2.00%	2.00%	-2.00%	-4.00%
117+81.60 'PR'	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
118+15.60 'PR'	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
118+49.60 'PR'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
118+49.60 'PR'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
119+61.36 'PR'	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
119+61.36 'PR'	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
119+95.36 'PR'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
120+29.76 'PR'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
120+38.36 'PR'	BEGIN FULL SUPER	-4.00%	-2.50%	2.50%	2.50%
123+26.82 'PR'	END FULL SUPER	-4.00%	-2.50%	2.50%	2.50%
123+35.42 'PR'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
123+69.82 'PR'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
124+03.82 'PR'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
124+03.82 'PR'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
125+09.70 'PR'	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
125+09.70 'PR'	END NORMAL CROWN	-2.00%	-2.00%	-2.00%	-4.00%
125+43.70 'PR'	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
125+77.89 'PR'	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
125+96.70 'PR'	BEGIN FULL SUPER	3.10%	3.10%	-3.10%	-4.00%
127+66.27 'PR'	END FULL SUPER	3.10%	3.10%	-3.10%	-4.00%
129+14.74 'PR'	BEGIN FULL SUPER	-4.00%	-4.00%	4.00%	4.00%
131+88.08 'PR'	END FULL SUPER	-4.00%	-4.00%	4.00%	4.00%
132+22.58 'PR'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
132+57.08 'PR'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
132+92.08 'PR'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-2.00%
132+92.08 'PR'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
133+23.62 'PR'	END ALIGNMENT	-4.00%	-2.00%	-2.00%	-4.00%

STATION	DESCRIPTION	SB OUTSIDE SHOULDER	SB LANE	NB LANE	NB OUTSIDE SHOULDER
35+99.49'T'	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
36+47.49'T'	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
36+95.49'T'	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
37+43.49'T'	BEGIN FULL SUPER	4.00%	4.00%	-4.00%	-4.00%
44+14.02'T'	END FULL SUPER	4.00%	4.00%	-4.00%	-4.00%
44+86.02'T'	BEGIN NB INTERSECTION CROWN	1.00%	1.00%	-1.00%	-1.00%
45+10.02'T'	LEVEL CROWN	0.00%	0.00%	-1.00%	-1.00%
45+34.02'T'	BEGIN SB INTERSECTION CROWN	-1.00%	-1.00%	-1.00%	-1.00%
46+70.00'T'	END INTERSECTION CROWN	-1.00%	-1.00%	-1.00%	-1.00%
47+30.00'T'	BEGIN NORMAL CROWN	-2.00%	-2.00%	-2.00%	-2.00%
52+00.00'T'	END NORMAL CROWN	-2.00%	-2.00%	-2.00%	-2.00%
52+60.00'T'	BEGIN INTERSECTION CROWN	-1.00%	-1.00%	-1.00%	-1.00%
54+13.79'T'	END NB INTERSECTION CROWN	-1.00%	-1.00%	-1.00%	-1.00%
54+37.79'T'	LEVEL CROWN	-1.00%	-1.00%	0.00%	0.00%
54+61.74'T'	END SB INTERSECTION CROWN	-1.00%	-1.00%	1.00%	1.00%
55+28.79'T'	BEGIN FULL SUPER	-4.00%	-3.80%	3.80%	3.80%
65+94.44'T'	END FULL SUPER	-4.00%	-3.80%	3.80%	3.80%
66+37.54'T'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
66+85.44'T'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
67+33.44'T'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%



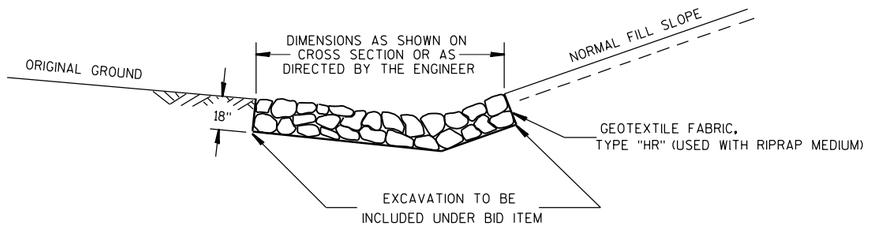
UNDERDRAIN CORE IN INLET DETAIL

RUNOFF COEFFICIENT TABLE

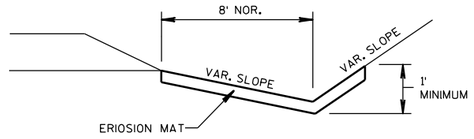
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 123.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 75.7 ACRES

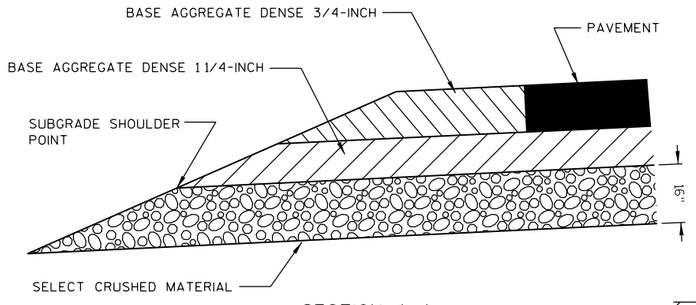
2



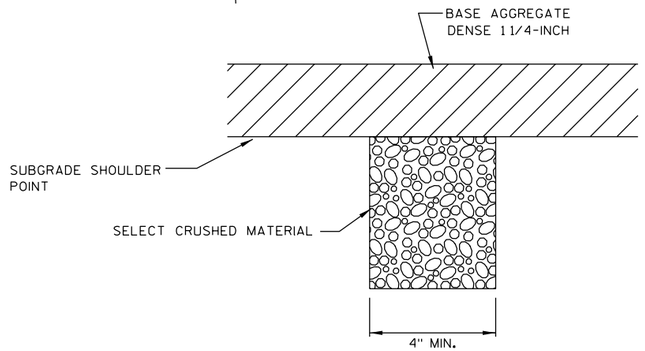
DETAIL FOR RIPRAP MEDIUM IN DITCHES



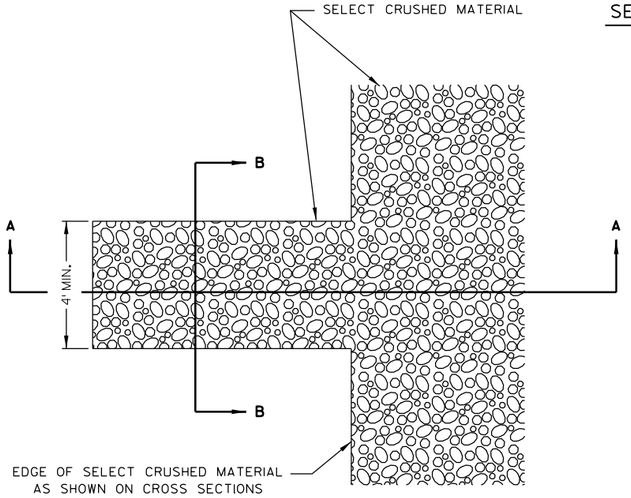
EROSION MAT DETAIL FOR DITCHES



SECTION A-A



SECTION B-B

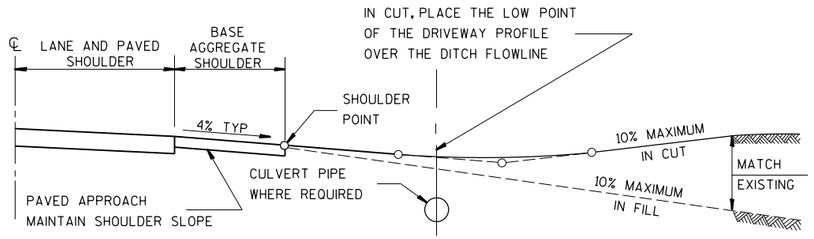


DETAIL FOR RELIEF TRENCH

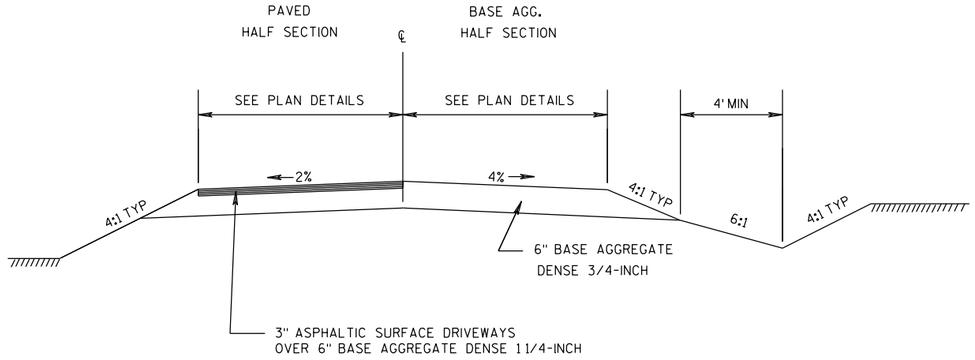
CONSTRUCT DRAINS AT LEAST EVERY 250' AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

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

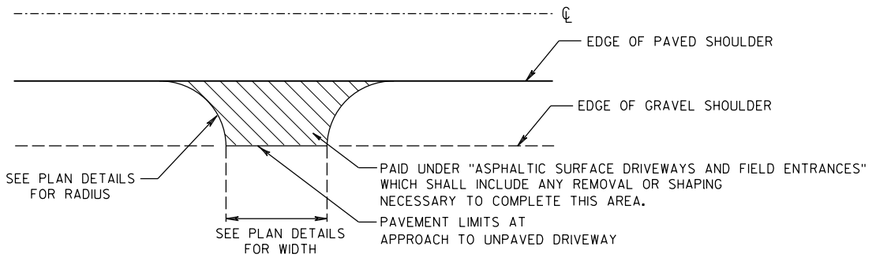
EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCH INCLUDED TO THE ITEM SELECT CRUSHED MATERIAL



RURAL DRIVEWAY PROFILE DETAIL



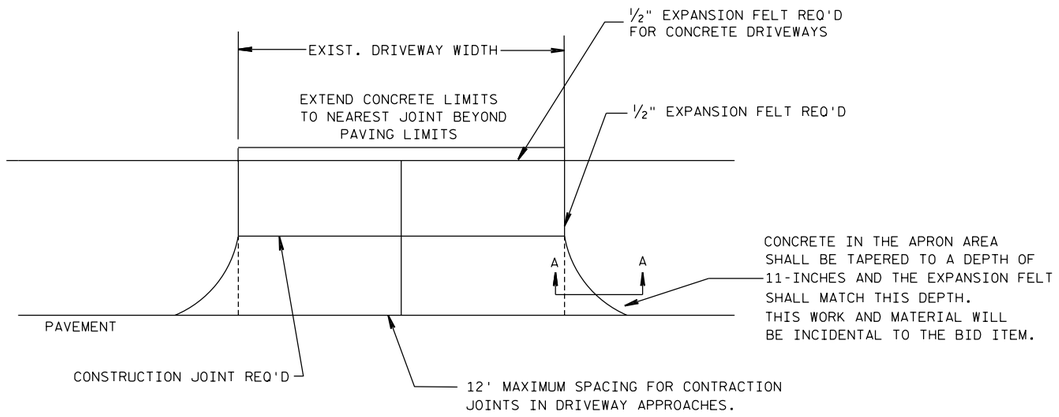
RURAL DRIVEWAY TYPICAL SECTION DETAIL



RURAL DRIVEWAY DETAIL

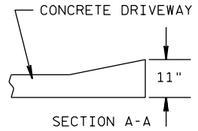
2

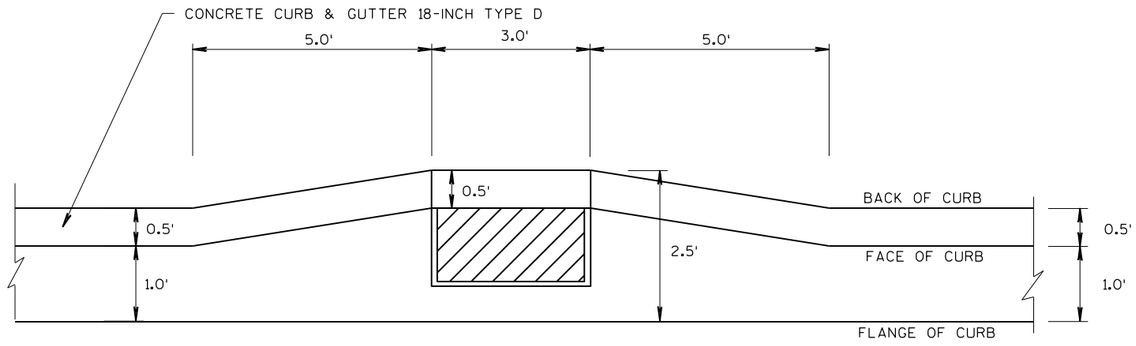
CONCRETE DRIVEWAY 8-INCH DETAIL



PLAN VIEW

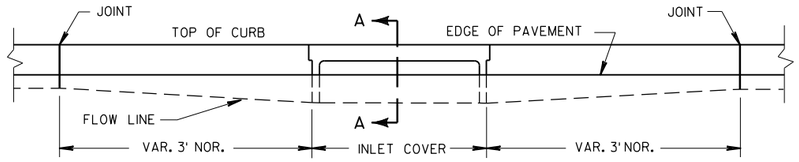
SEE RURAL DRIVEWAY PROFILE DETAIL



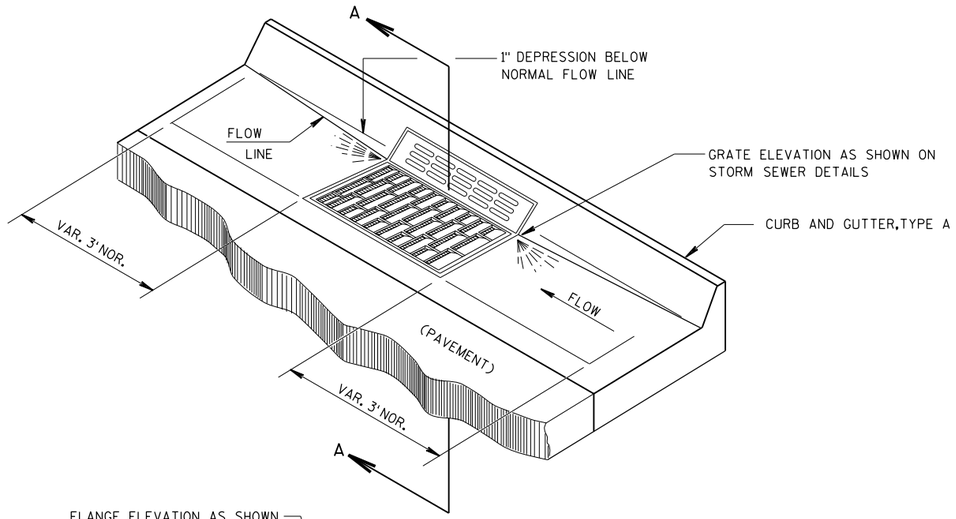


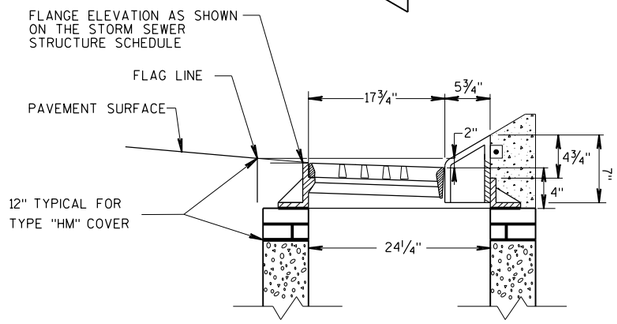
STORM SEWER INLET TRANSITION DETAIL

NOTE: WIDENING IS INCIDENTAL TO 18" CURB & GUTTER BID ITEM.



ELEVATION



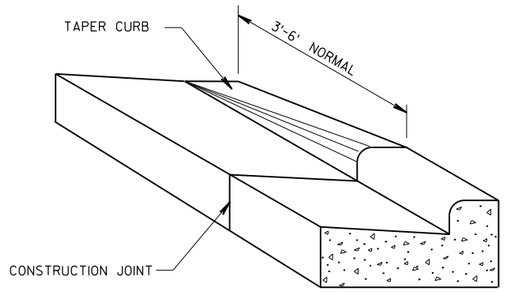


SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

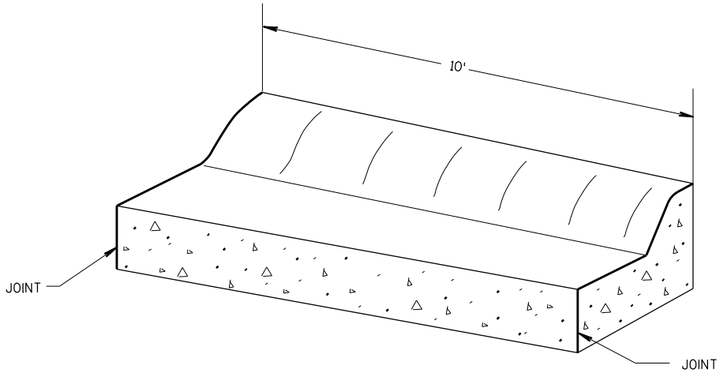
(TYPE HM COVER SHOWN)

2



DETAIL OF CURB & GUTTER TERMINI

CONCRETE CURB AND GUTTER TRANSITION DETAIL



CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
TO DRIVEWAY ENTRANCE CURB

STA 46+46'T' TO STA 46+52'T'(RT)
STA 47+15'T' TO STA 47+25'T'(RT)
STA 51+90'T' TO STA 52+00'T'(LT)
STA 52+75'T' TO STA 52+82'T'(LT)

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D REVERSE SLOPE
TO CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

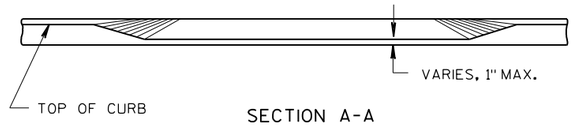
STA 36+37'T' TO STA 36+47'T'(LT)
STA 36+37'T' TO STA 36+47'T'(LT)

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
TO CONCRETE CURB & GUTTER 30-INCH TYPE A

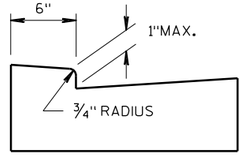
STA 47+85'T' TO STA 47+95'T'(RT)
STA 51+20'T' TO STA 51+30'T'(LT)

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
TO CONCRETE CURB & GUTTER 18-INCH TYPE D

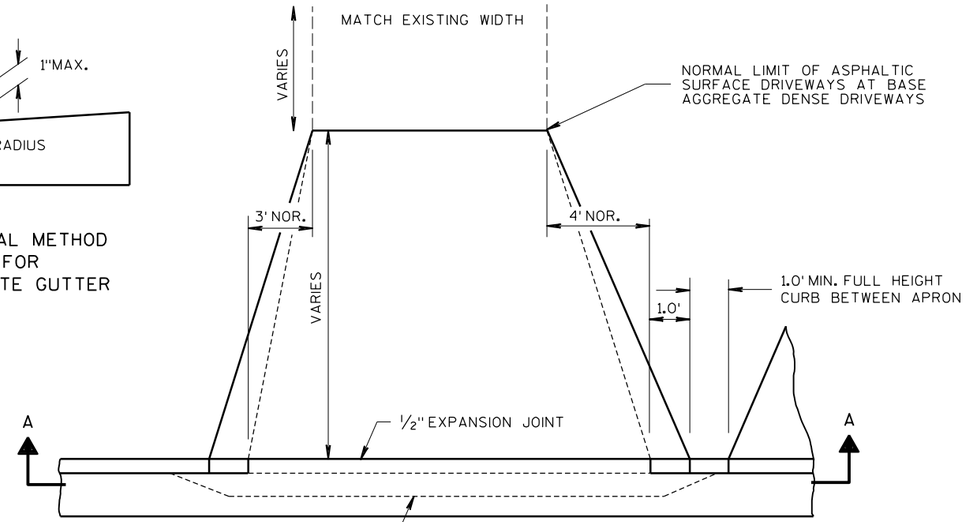
STA 38+25'T' TO 38+35'T'(RT)



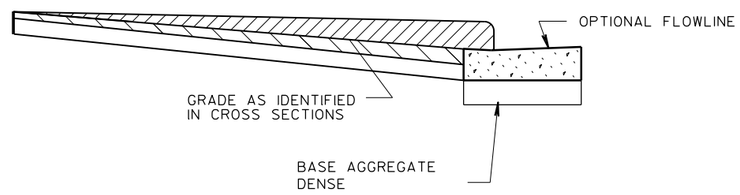
SECTION A-A



OPTIONAL METHOD
FOR
CONCRETE GUTTER

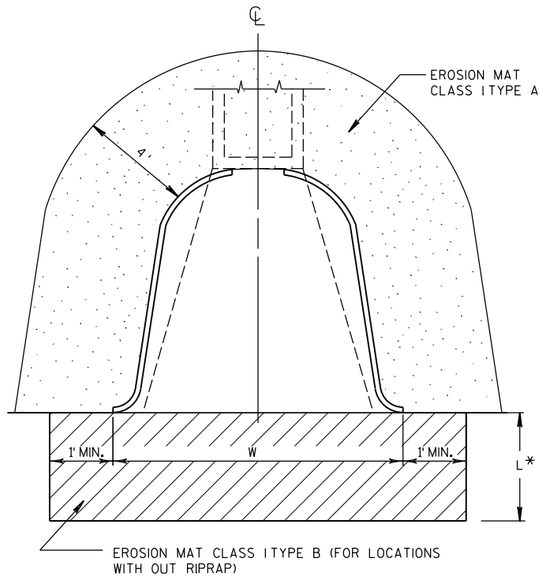


PLAN



PROFILE

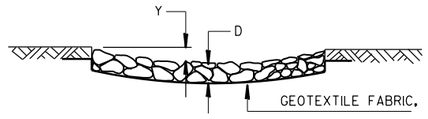
URBAN DRIVEWAY DETAIL W/ CURB AND CUTTER



L = 2W (TYP)
INCREASE IF WARRANTED

* TO BE DETERMINED BY ENGINEER IN THE FIELD

EROSION MAT DETAIL AT APRON ENDWALLS

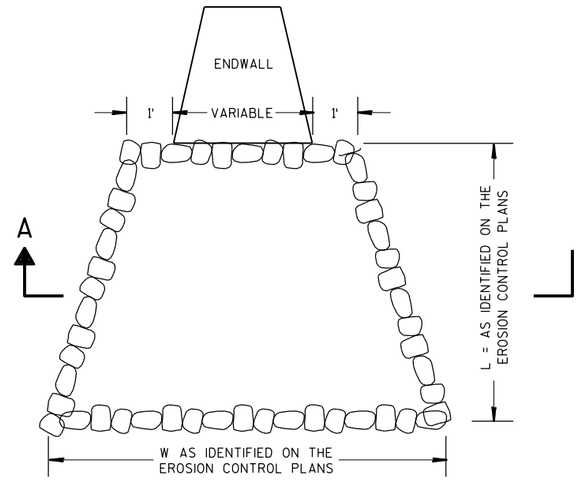


SECTION A-A

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

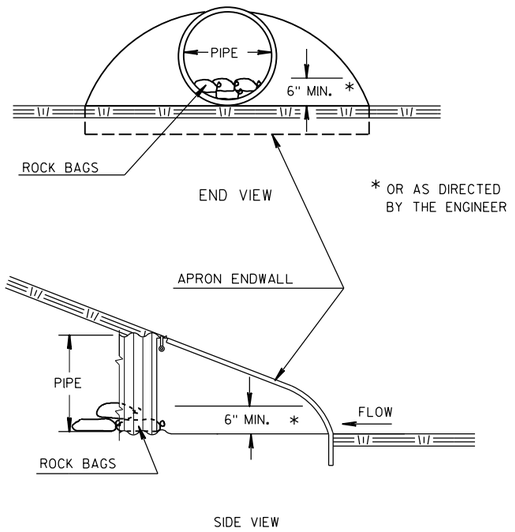
Y = 0' FOR TYPICAL CULVERT DISCHARGE INTO DITCH

12" FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

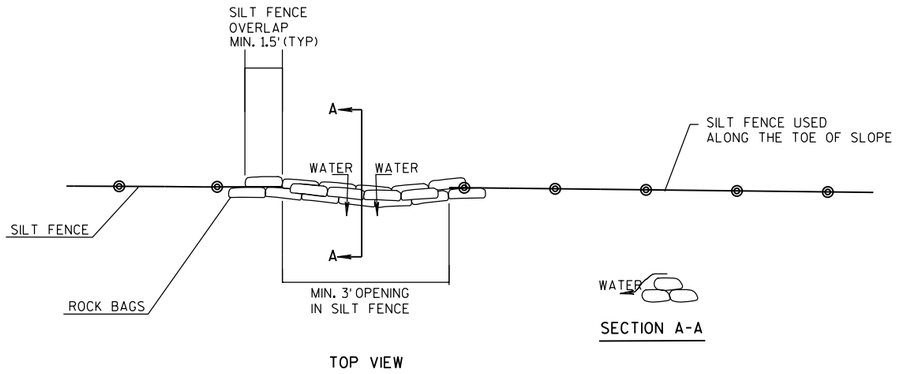


RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

(SEE EROSION CONTROL PLANS FOR LOCATIONS)



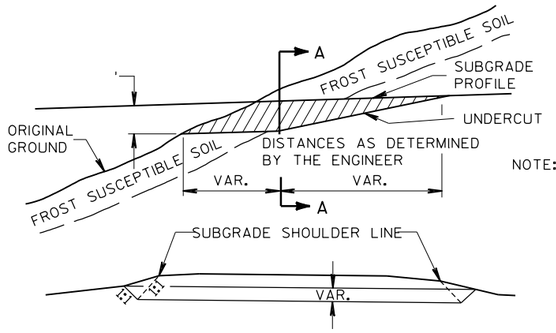
CULVERT PIPE CHECKS DETAIL



SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 20	E



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

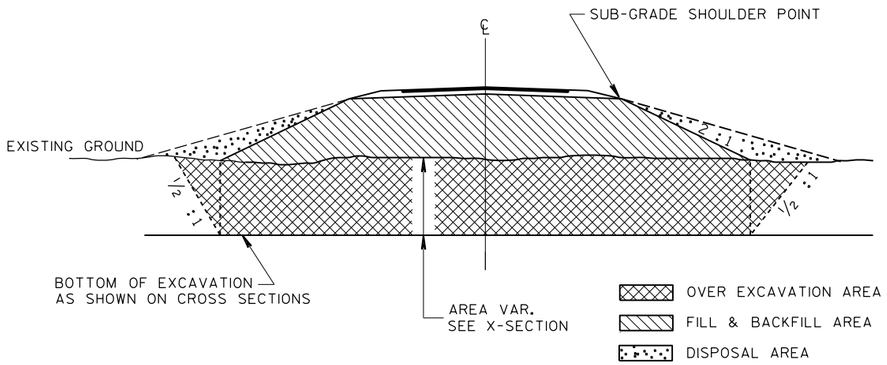
NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

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

DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS



TYPICAL OVER EXCAVATION SECTION

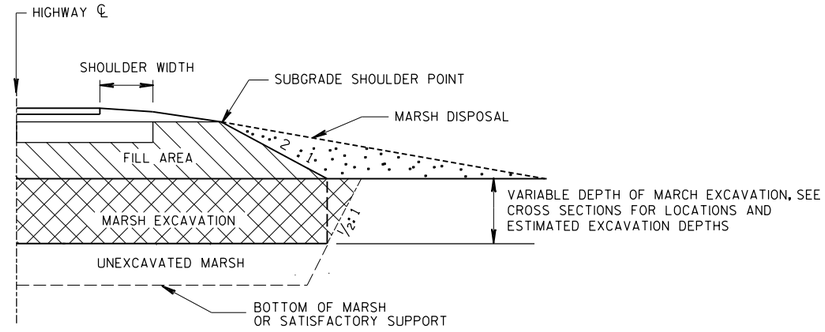
RAMP TB STA 609+50 TO 613+70'TB'
STH 73 STA 51+25 TO 52+60'T'
I-39/90 NB STA 213+64 TO 215+00'NBE'

NOTES:
OVER EXCAVATION IS REQUIRED TO REMOVE MATERIAL WITH HIGHER SETTLEMENT DEPTHS WHEN LOADED WITH FILL MATERIAL.

ALL OVER EXCAVATION MATERIAL SHALL BE REMOVED TO THE DEPTH OF EXCAVATION SHOWN ON THE CROSS SECTIONS REGARDLESS OF SOIL PROPERTIES.

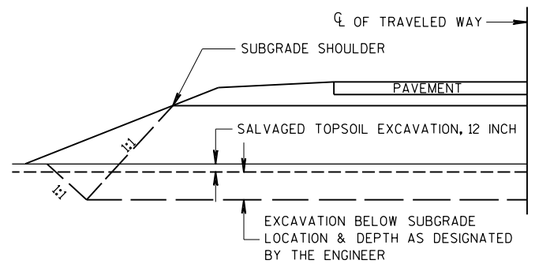
OVER EXCAVATION IS PAID UNDER ITEM EXCAVATION COMMON.

OVER EXCAVATED AREA SHALL BE REPLACED WITH BACKFILL GRANULAR.

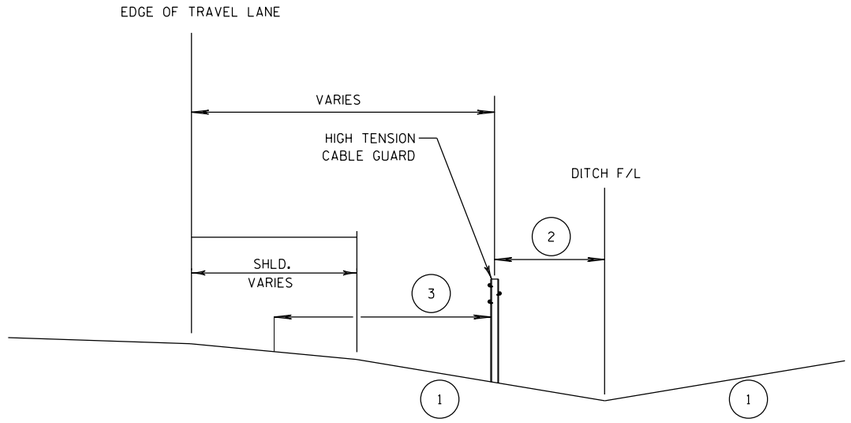


MARSH EXCAVATION DETAIL

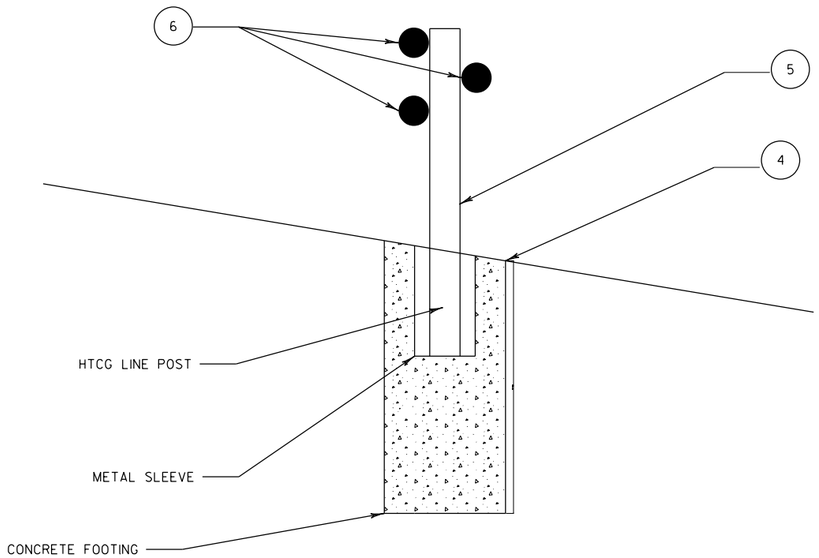
NOTES:
MARSH EXCAVATION SHALL BE REPLACED WITH SELECT CRUSHED MATERIAL BELOW WATER TABLE ELEVATION WHERE STANDING WATER IS PRESENT. ALL OTHER AREAS SHALL BE REPLACED WITH BACKFILL GRANULAR.



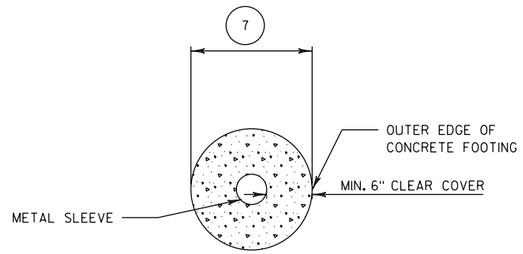
DETAIL FOR EXCAVATION BELOW SUBGRADE



HIGH-TENSION CABLE GUARD (HTCG) LINE POST PLACEMENT



CROSS SECTION VIEW
LINE POST DETAIL (7)



PLAN VIEW (7)
LINE POST DETAIL

(CABLES OMITTED FOR CLARITY)

(1) DO NOT INSTALL HIGH-TENSION CABLE GUARD ON SLOPES STEEPER THAN 6:1

(2) OFFSET OF HTCG:
DESIRABLE: 10'
MINIMUM: 8'

(3) DEFLECTION IS MEASURED FROM MIDPOINT OF SHOULDER TO LINE POST. FOR DEFLECTION CRITERIA SEE SPECIAL PROVISIONS

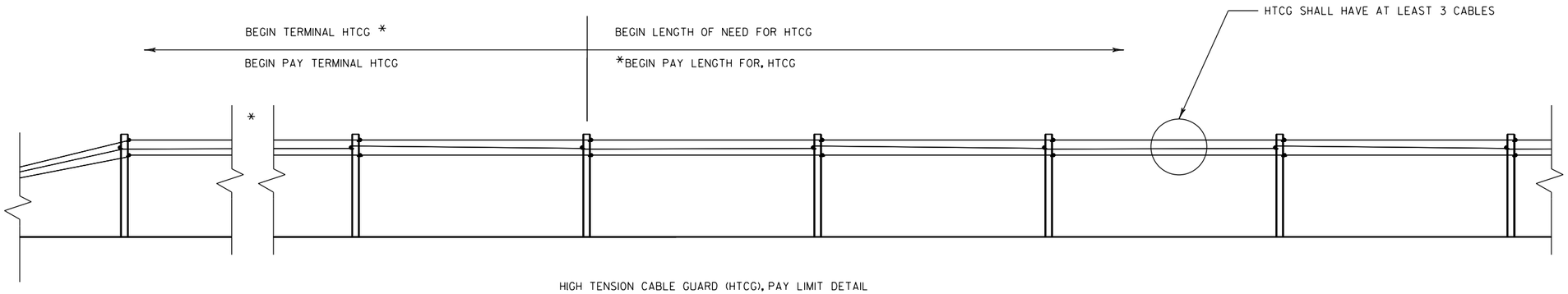
(4) CONCRETE FOOTING FOR HTCG LINE POST SHALL BE FLUSH WITH FINISH SURFACE ± 3/4" TOLERANCE

(5) LINE POST FOR HTCG SHALL BE PLUMB, EASILY REMOVED FROM STEEL SLEEVE, AND MAINTAIN CABLES AT THE CORRECT ELEVATION

(6) HTCG SHALL HAVE A MINIMUM OF 3 CABLES. CABLES SHALL HOLD DESIRED TENSION PER MANUFACTURE'S SPECIFICATIONS. SEE MANUFACTURE'S SPECIFICATION FOR CORRECT HEIGHT OF CABLES AND CABLE CONFIGURATION.

(7) SEE MANUFACTURE'S DETAILS AND SPECIFICATIONS FOR LINE POST FOOTING DESIGN

NOTE: IT IS DESIRABLE TO HAVE THE HTCG INSTALLED AS FAR AWAY FROM EDGE OF LANE AS POSSIBLE.



HIGH TENSION CABLE GUARD (HTCG), PAY LIMIT DETAIL
AND
TERMINAL, HIGH TENSION CABLE GUARD, PAY LIMIT DETAIL

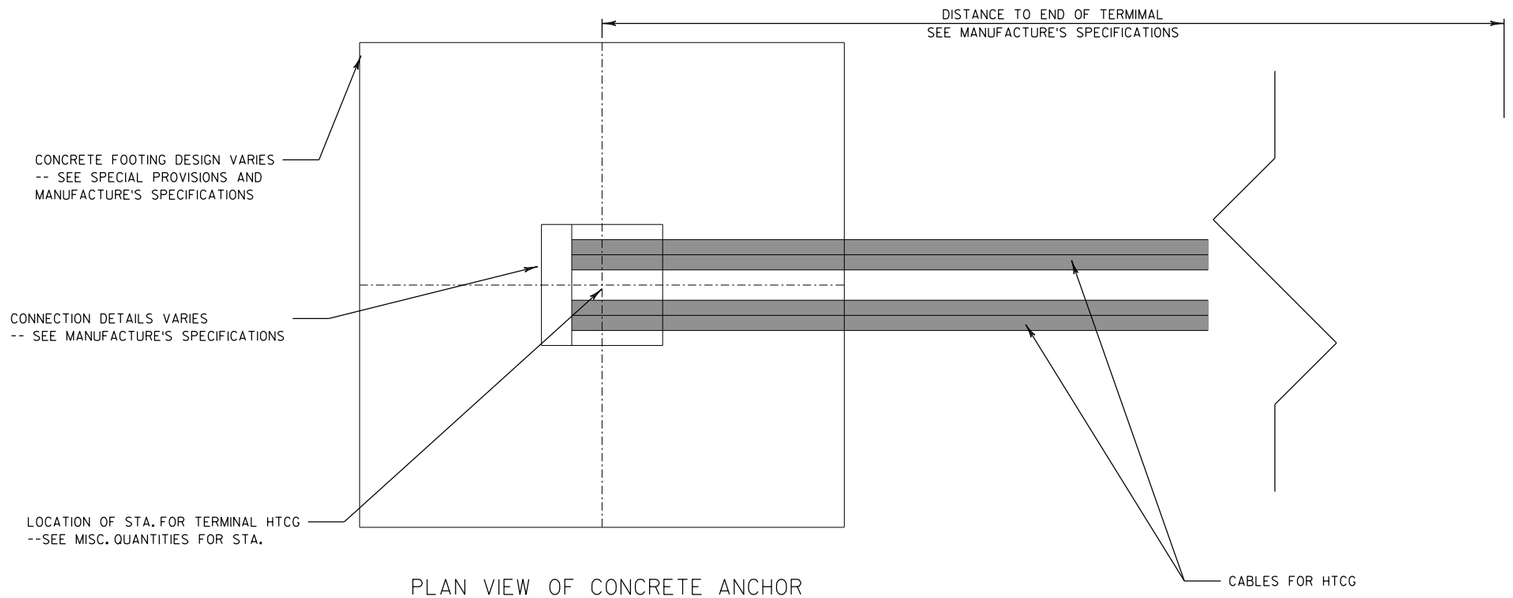
* AS DETERMINED BY MANUFACTURER

LEGEND

CMC - CROSS MEDIAN CRASHES

HTCG - HIGH TENSION CABLE GUARD

LON - LENGTH OF NEED

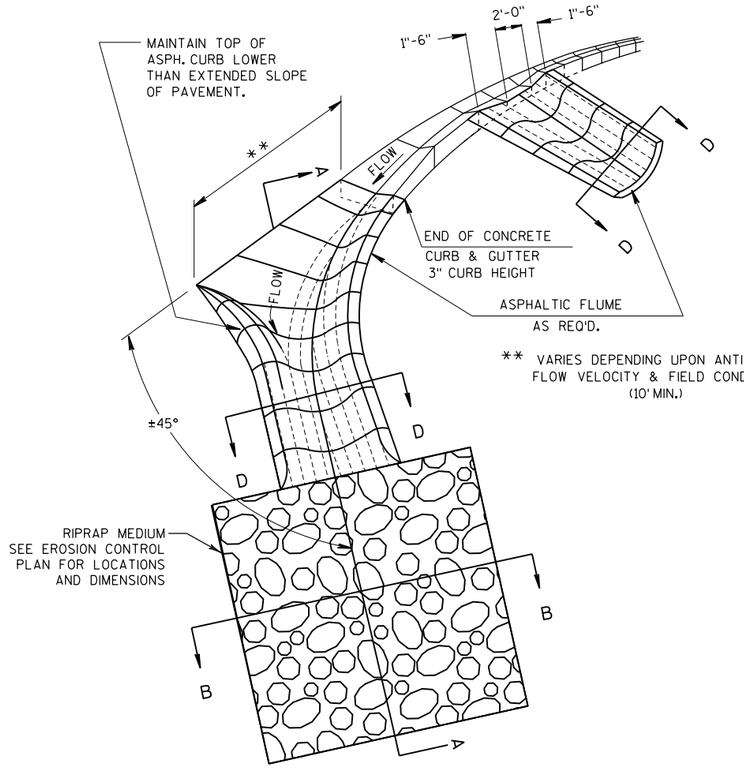


PLAN VIEW OF CONCRETE ANCHOR

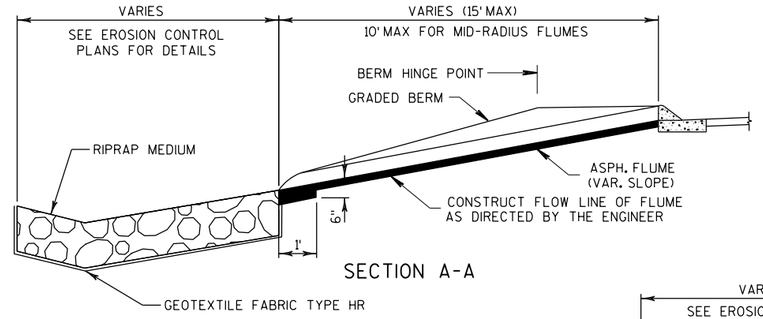
SEE STRUCTURE PLANS FOR BORING INFORMATION

CONCRETE ANCHORS FOR TERMINAL FOR
HTCG SHALL BE FLUSH WITH FINISHED
SURFACE ± 3/4" TOLERANCE

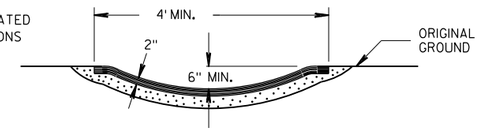
2



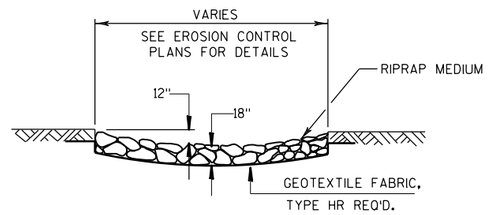
** VARIES DEPENDING UPON ANTICIPATED FLOW VELOCITY & FIELD CONDITIONS (10' MIN.)



SECTION A-A



SECTION D-D

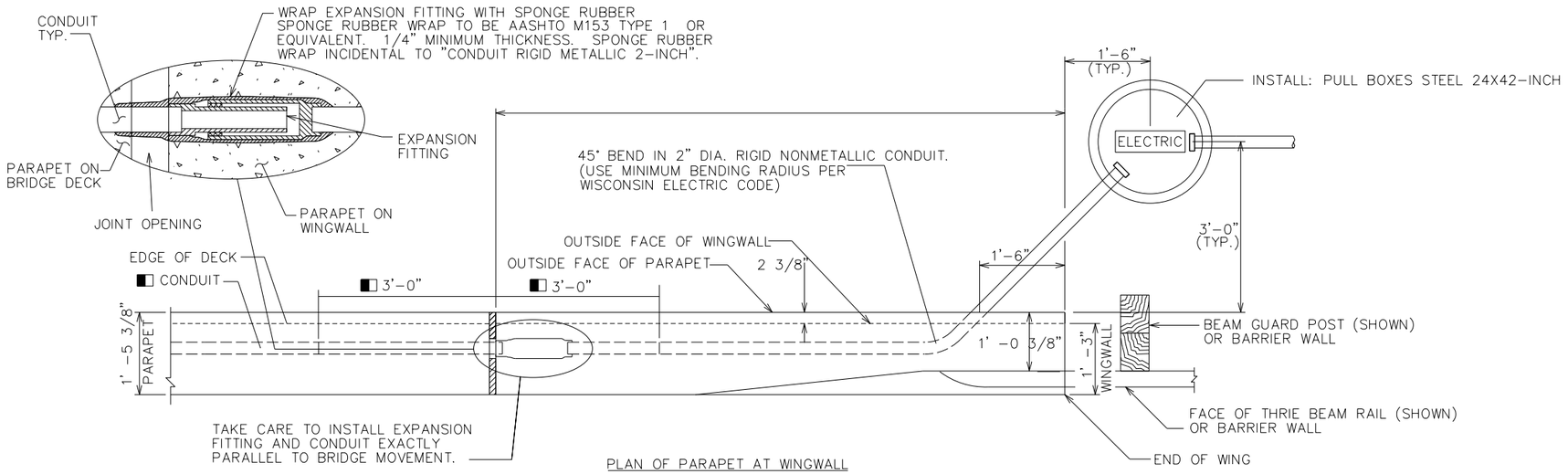


SECTION B-B

ASPHALTIC FLUME DETAIL

SEE EROSION CONTROL & PLAN AND PROFILE SHEETS FOR LOCATIONS.

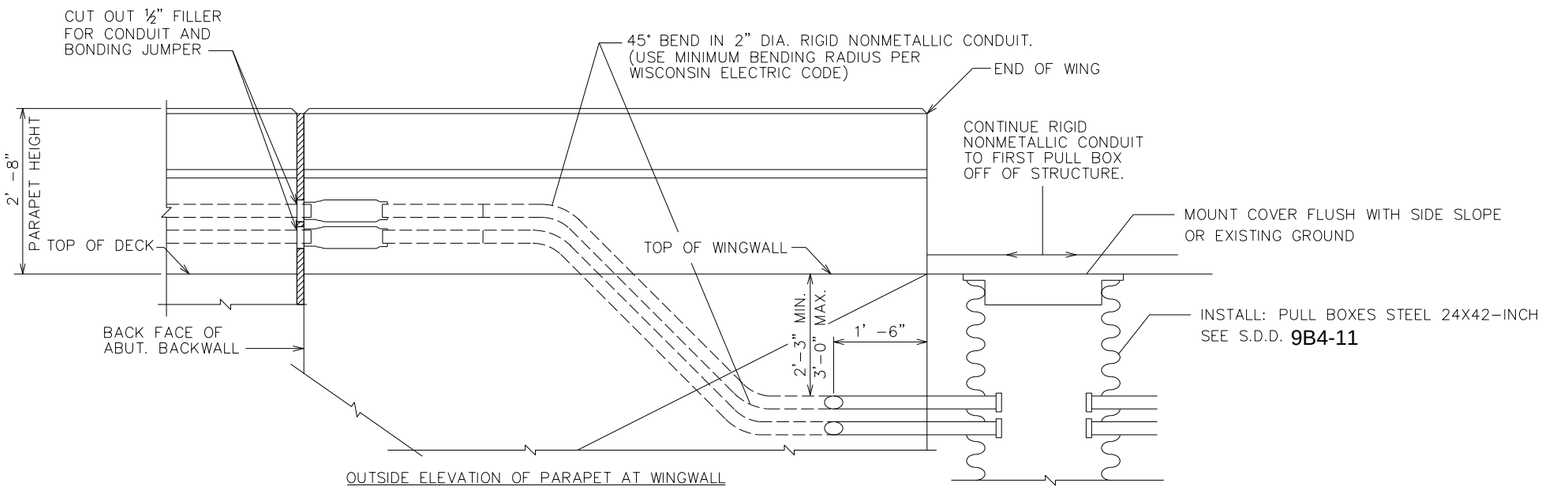
SEE SDD "CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES" FOR ADDITIONAL DETAILS.



PLAN OF PARAPET AT WINGWALL

(OVERPASS STRUCTURE SHOWN – TYP. FOR ALL CORNERS)

(USE SIMILAR DIMENSIONS FOR MAINLINE STRUCTURES)



OUTSIDE ELEVATION OF PARAPET AT WINGWALL

(OVERPASS STRUCTURE SHOWN – TYP. FOR ALL CORNERS)

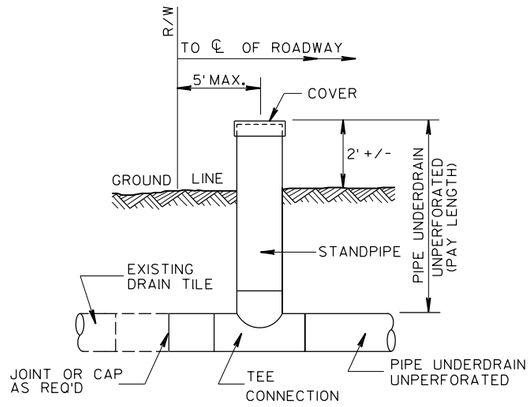
(USE SIMILAR DIMENSIONS FOR MAINLINE STRUCTURES)

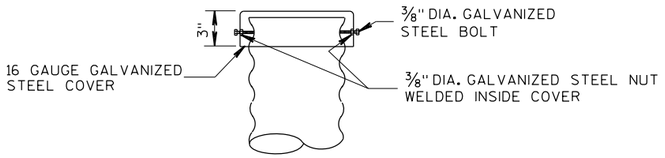
■ USE RIGID METALLIC CONDUIT 3'-0" INTO PARAPET ON DECK AND WING SIDES OF THE JOINT OPENING.

NOTES

BID ITEMS SHALL BE:
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"
"PULL BOXES STEEL 24X42-INCH"

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 25	E

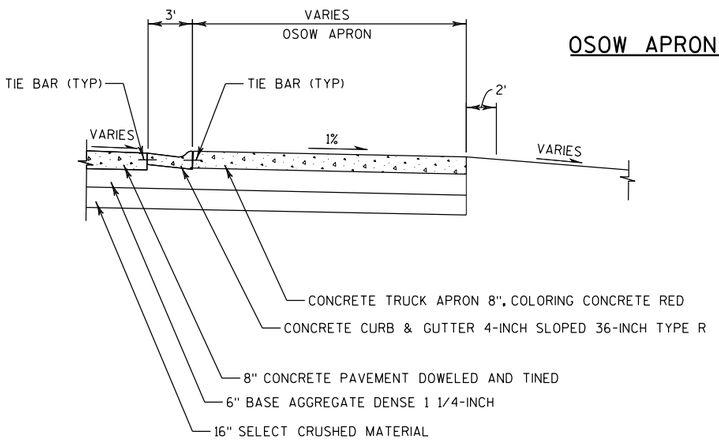




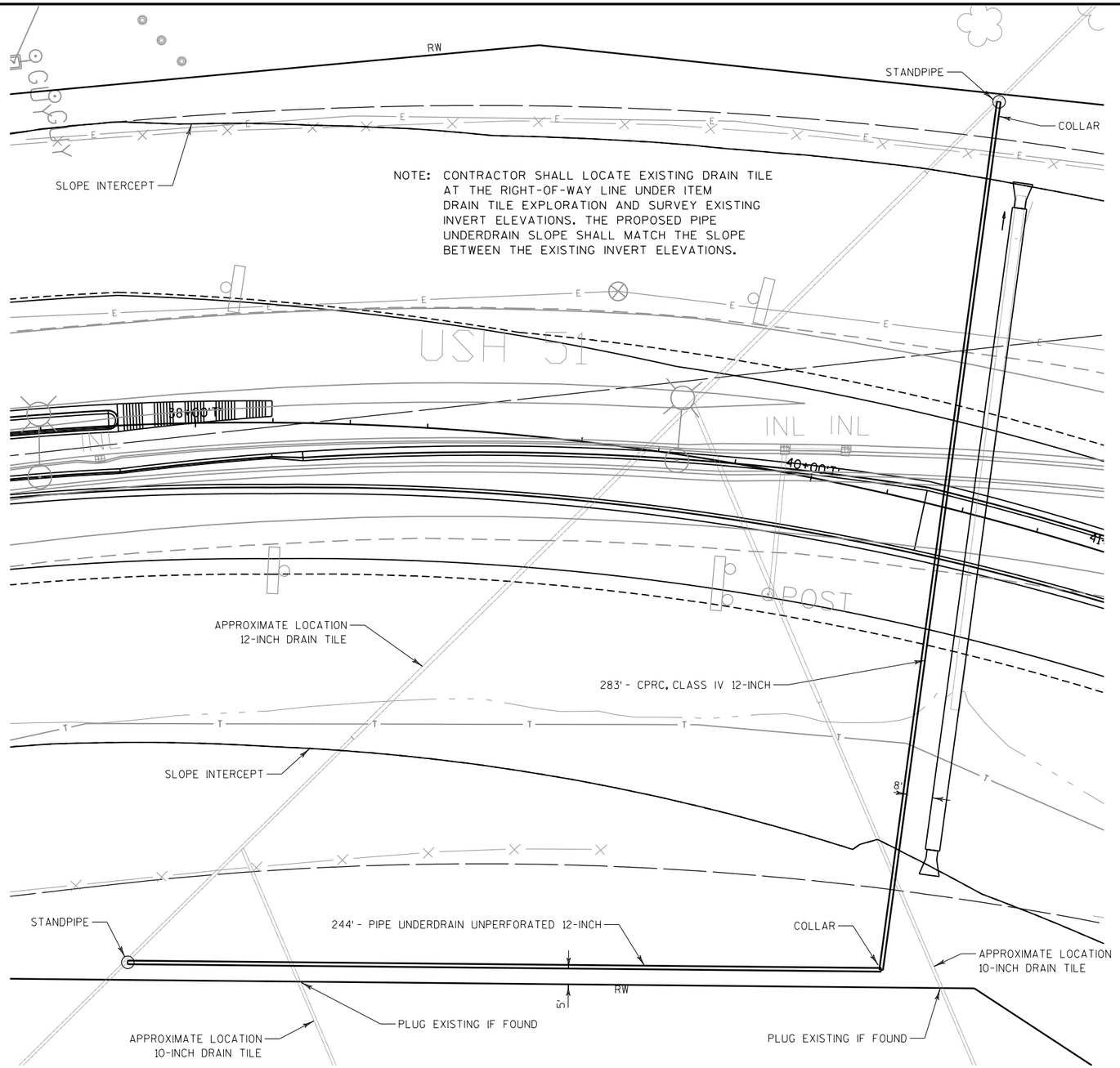
NOTE: THE COST OF FURNISHING AND INSTALLING THE CONNECTION TO THE UNDERDRAIN AND THE COVER SHALL BE CONSIDERED INCIDENTAL TO THE ITEM PIPE UNDERDRAIN, UNPERFORATED.

INSPECTION STANDPIPE AIR VENT DETAIL

FOR FIELD TILE



OSOW APRON DETAIL

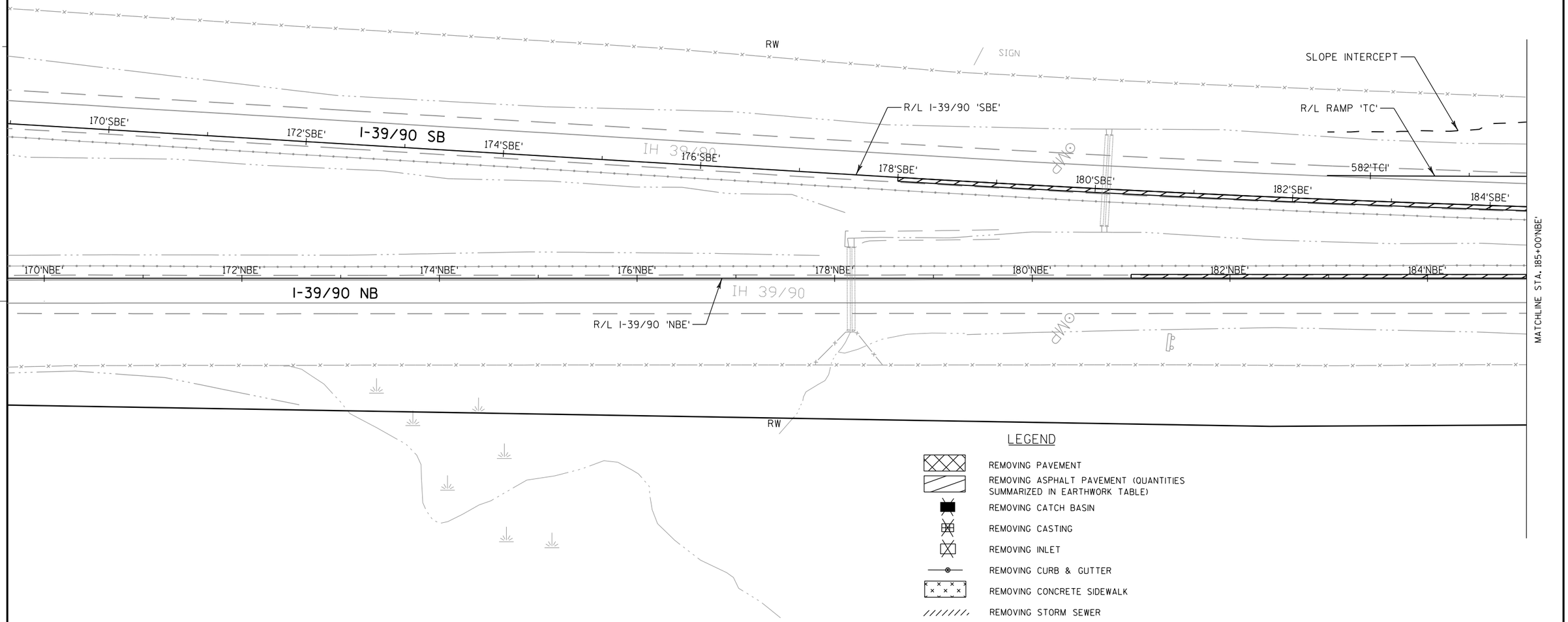


DRAIN TILE DETAIL

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 26	E

2

2



LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 27	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021101_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

2

MATCHLINE STA. 185+00'NBE'

MATCHLINE STA. 200+00'NBE'

SIGN

SIGN

SIGN

SIGN

MH

N

SLOPE INTERCEPT

RW

R/L RAMP 'TCI'

584'TCI' 586'TCI' 588'TCI' 590'TCI' 592'TCI' 594'TCI' 596'TCI' 598'TCI'

186'SBE' 188'SBE' 190'SBE' I-39/90 SB 192'SBE' IH 39/90 194'SBE' 196'SBE' 198'SBE'

INL

INL

R/L I-39/90 'SBE'

186'NBE' 188'NBE' 190'NBE' 192'NBE' 194'NBE' 196'NBE' 198'NBE' 200'

584'TBI' 586'TBI' 588'TBI' 590'TBI' 592'TBI' 594'TBI' 596'TB' 598'TB'

I-39/90 NB IH 39/90

R/L I-39/90 'NBE'

SIGN

R/L RAMP 'TBI'

SLOPE INTERCEPT

RW

R/L RAMP 'TB'

00'PR'

R/L PIERCE ROAD

SEPTIC

SEPTIC

SEPTIC

SEPTIC

LEGEND

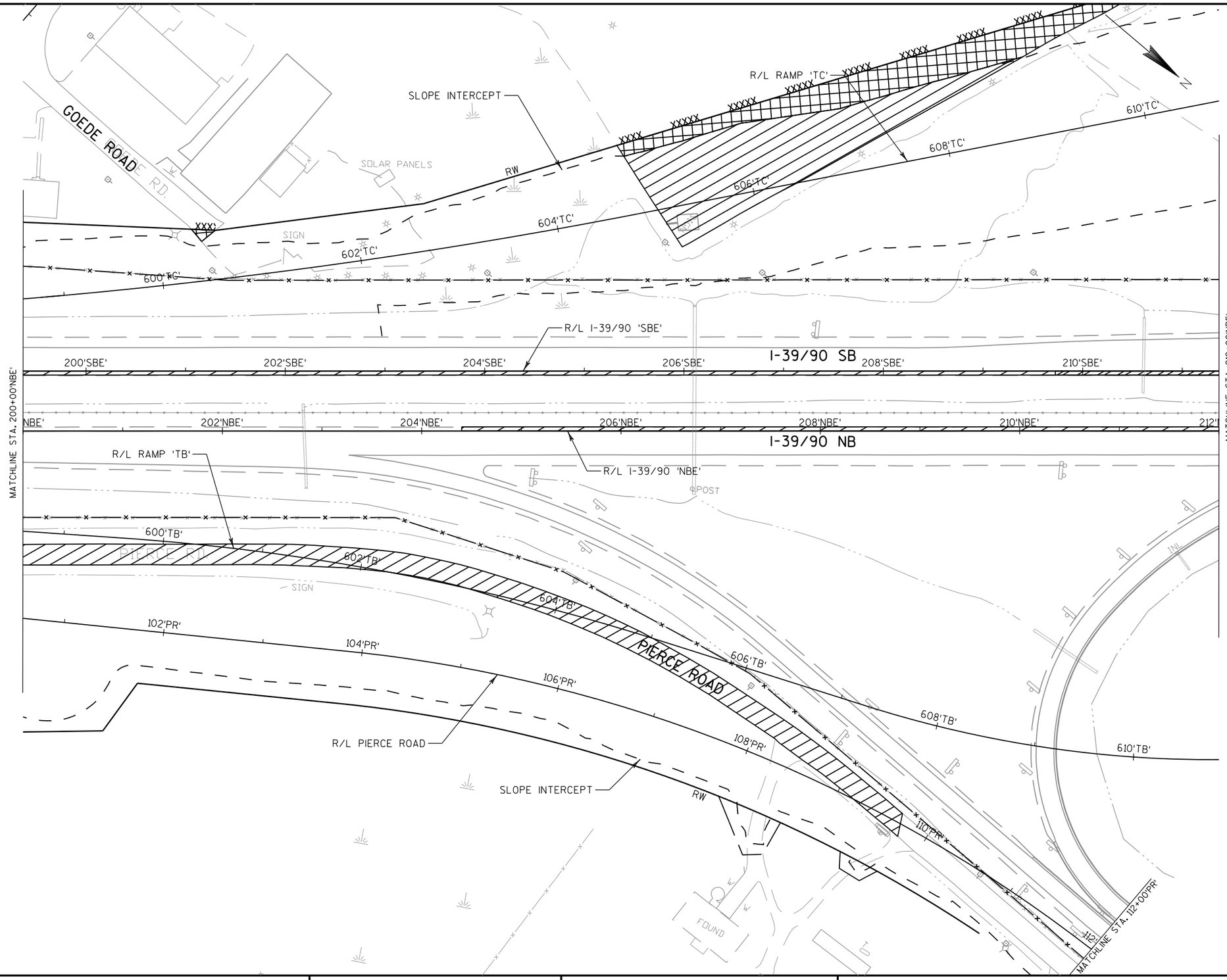
- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 28	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021102_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

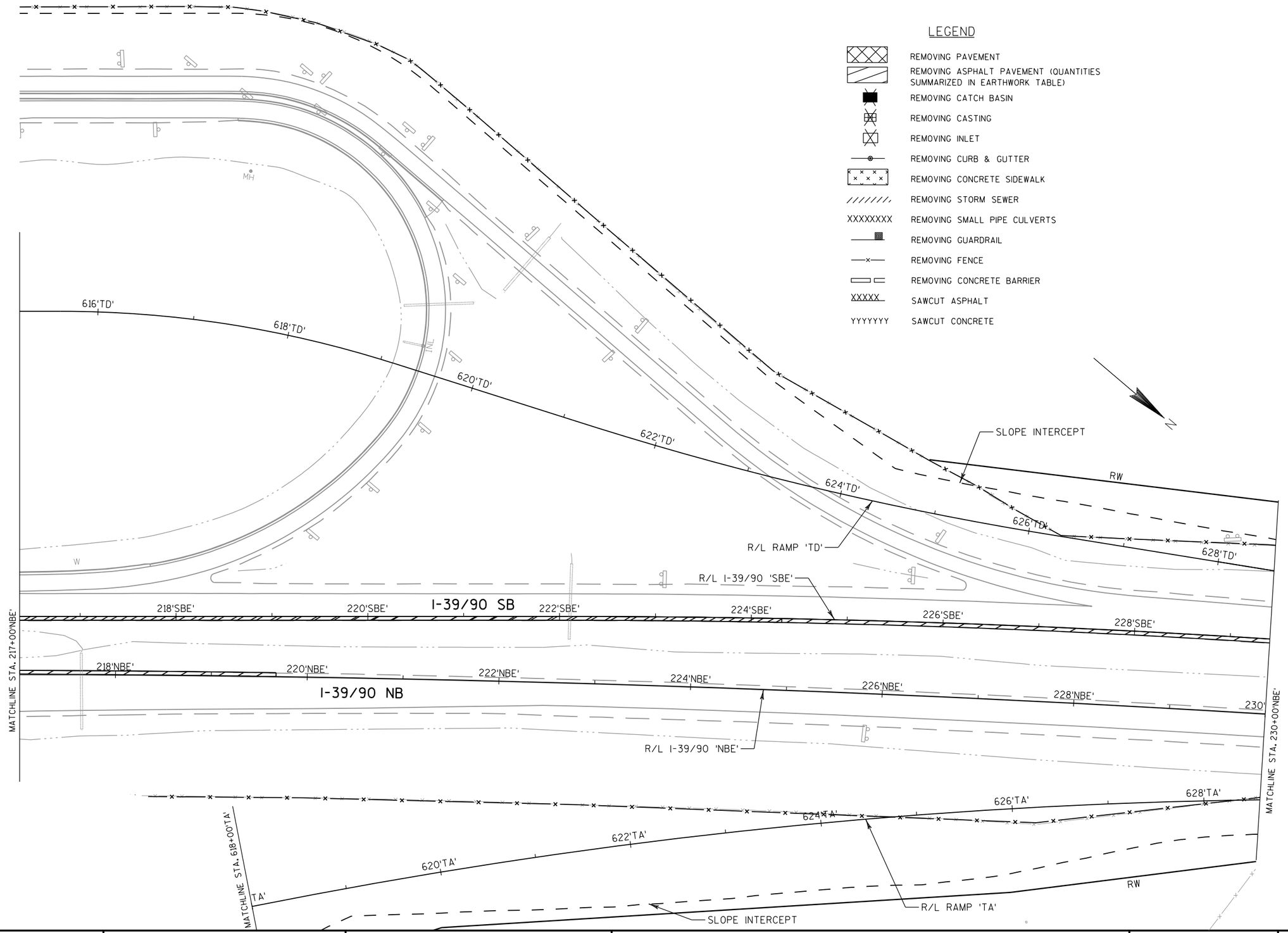
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 29	E

2

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

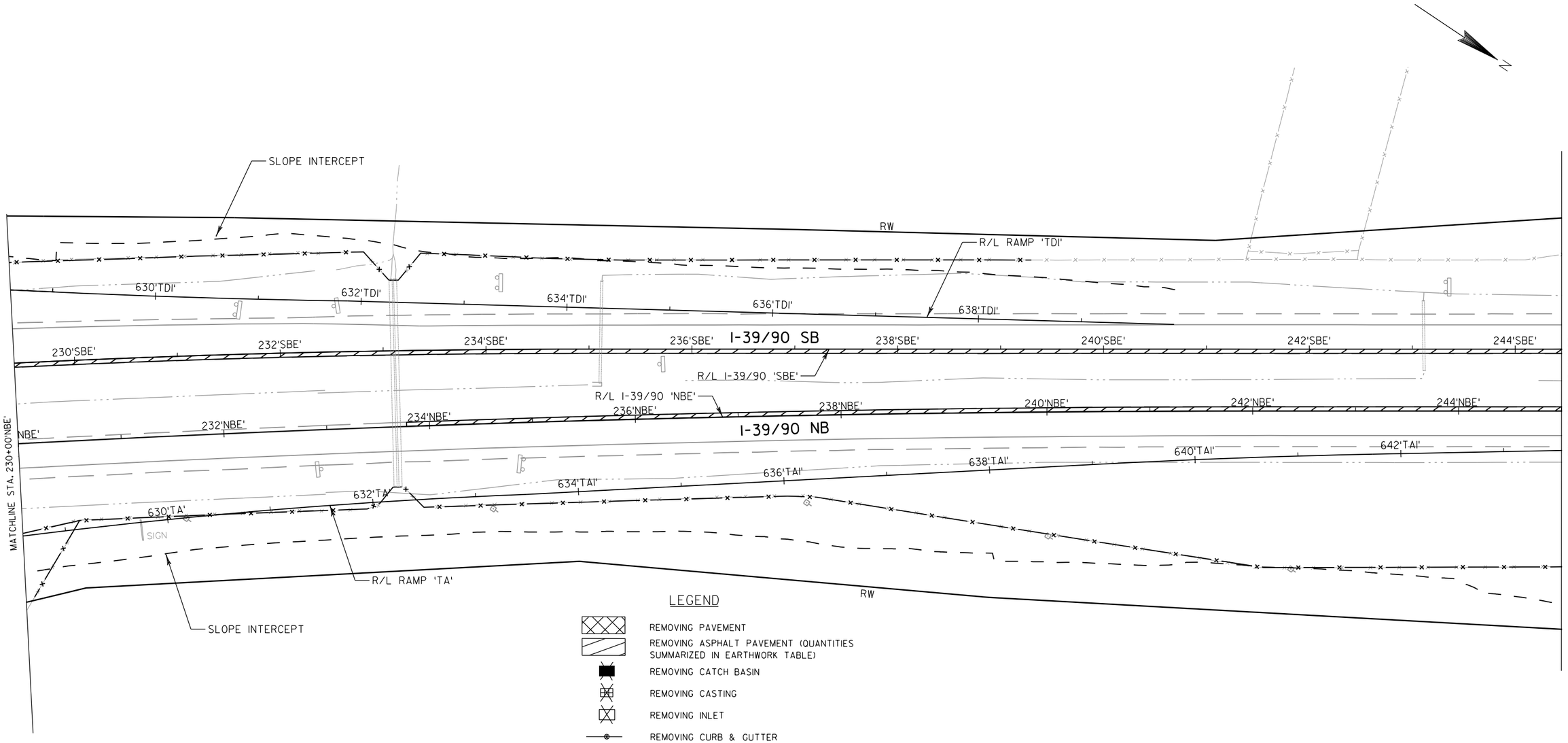


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 30	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021104_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



LEGEND

	REMOVING PAVEMENT
	REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
	REMOVING CATCH BASIN
	REMOVING CASTING
	REMOVING INLET
	REMOVING CURB & GUTTER
	REMOVING CONCRETE SIDEWALK
////////,	REMOVING STORM SEWER
XXXXXXXX	REMOVING SMALL PIPE CULVERTS
	REMOVING GUARDRAIL
—x—	REMOVING FENCE
	REMOVING CONCRETE BARRIER
XXXXX	SAWCUT ASPHALT
YYYYYYY	SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 31	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021105_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

MATCHLINE STA. 245+00'NBE'

MATCHLINE STA. 260+00'NBE'

RW

R/L EDGERTON ROAD

EDGERTON ROAD

46'J'

48'J'

50'J'

52'J'

54'J'

R/L I-39/90 'SBE'

246'SBE' 248'SBE' 250'SBE' 252'SBE' 254'SBE' 256'SBE' 258'SBE'

I-39/90 SB IH 39/90/USH 51

R/L I-39/90 'NBE'

246'NBE' 248'NBE' 250'NBE' 252'NBE' 254'NBE' 256'NBE' 258'NBE' 260'

I-39/90 NB IH 39/90/USH 51

644'TAI' 646'TAI' 648'TAI' 650'TAI'

R/L RAMP 'TAI'

INLET INLET

W

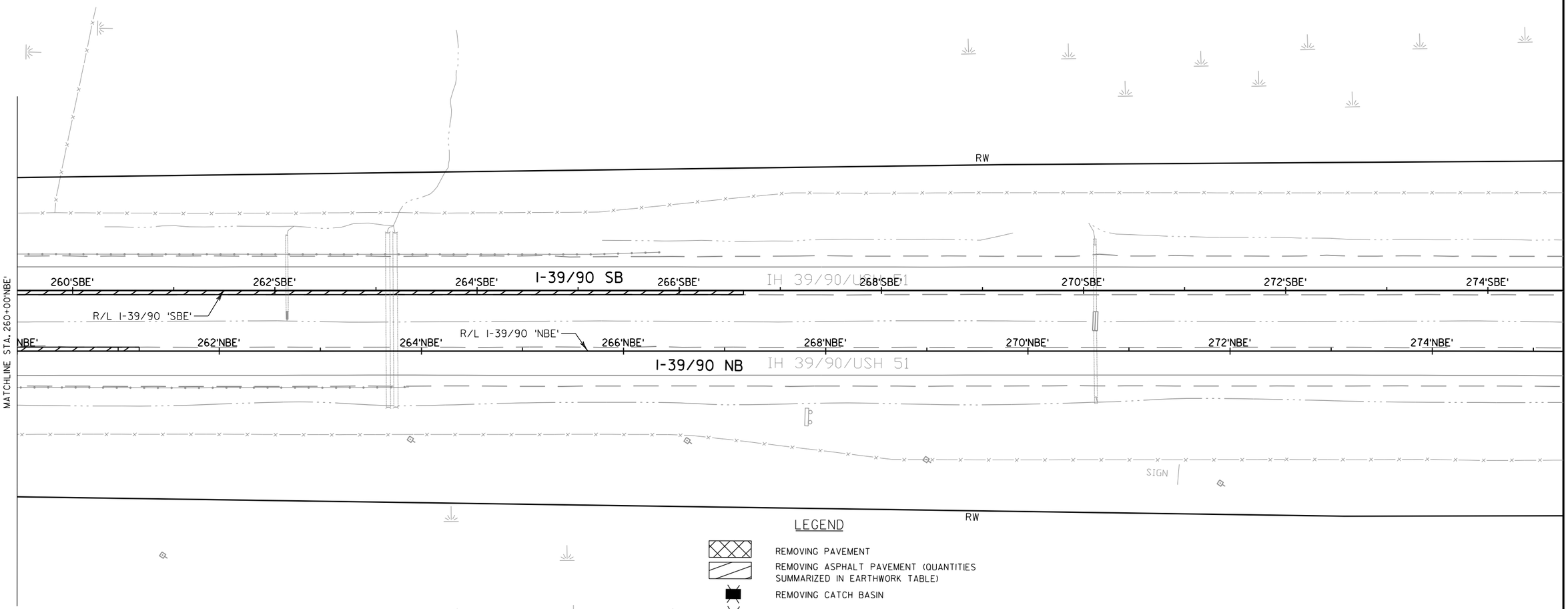
RW

SLOPE INTERCEPT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 32	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021106_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2



LEGEND

	REMOVING PAVEMENT
	REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
	REMOVING CATCH BASIN
	REMOVING CASTING
	REMOVING INLET
	REMOVING CURB & GUTTER
	REMOVING CONCRETE SIDEWALK
////////,	REMOVING STORM SEWER
XXXXXXXX	REMOVING SMALL PIPE CULVERTS
	REMOVING GUARDRAIL
—x—	REMOVING FENCE
	REMOVING CONCRETE BARRIER
XXXXX	SAWCUT ASPHALT
YYYYYYY	SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 33	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021107_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

N

BEGIN PROJECT
1007-10-72
STA. 35+50.00'T'

R/L ALBION ROAD

ALBION ROAD

48'AL'

SLOPE INTERCEPT

R/L USH 51

USH 51

22'T' 24'T' 26'T' 28'T' 30'T' 32'T' 36'T'

WM W W

INL INL INL MH MH MH

RW

50'AL'

52'AL'

54'AL'

HAUGEN ROAD

SIGN SIGN SIGN

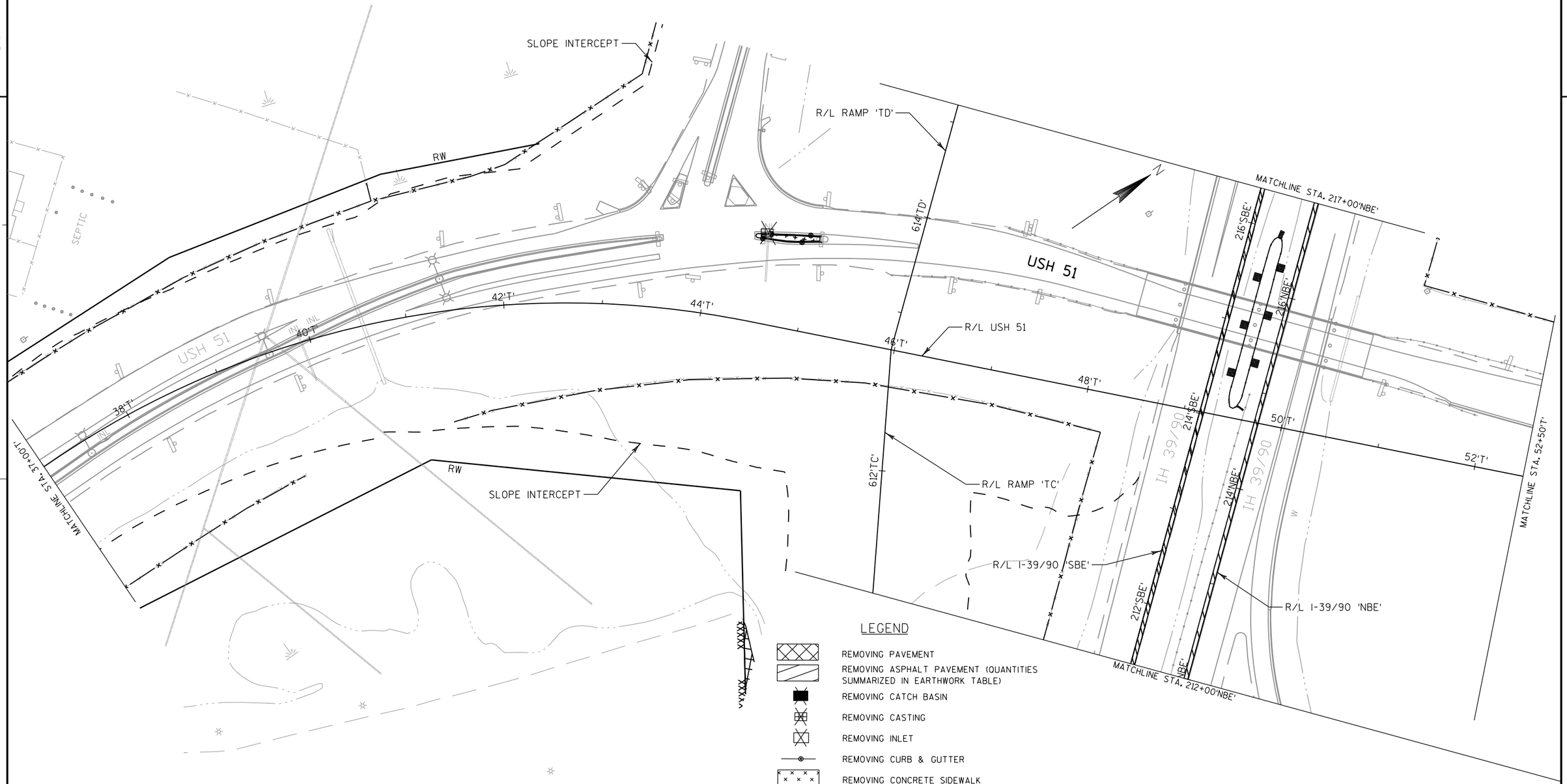
SLOPE INTERCEPT

MATCHLINE STA. 37+00'T'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 34	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021108_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2



LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 35	E

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

MATCHLINE STA. 618+00'TA'

MATCHLINE STA. 52+50'T'

MATCHLINE STA. 68+00'T'

MATCHLINE STA. 112+00'PR'

SLOPE INTERCEPT

R/L RAMP 'TA'

R/L RAMP 'TB'

R/L STH 73

R/L PIERCE ROAD

SLOPE INTERCEPT

RW

STH 73

PIERCE ROAD

PIERCE RD.

SEPTIC

RUINS

FOUND

N

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 36	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021110_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

N

MATCHLINE STA. 68+00'T'

SLOPE INTERCEPT

RW

70'T'

72'T'

74'T'

STH 73

76'T'

78'T'

80'T'

82'T'

R/L STH 73

SIGN

132'PR'

128'PR'

130'PR'

SLOPE INTERCEPT

RW

WM

R/L PIERCE ROAD

END PROJECT
1007-10-72
STA. 78+72.86'T'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 1	SHEET 37	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021111_rm_s1.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

2

RW

SIGN

SLOPE INTERCEPT

R/L I-39/90 'SBE'

R/L RAMP 'TC'

170'SBE' 172'SBE' I-39/90 SB 174'SBE' 176'SBE' 178'SBE' 180'SBE' 182'SBE' 184'SBE'

582'TC'

REMOVING PAVEMENT

IH 39/90

CMP

170'NBE' 172'NBE' 174'NBE' 176'NBE' 178'NBE' 180'NBE' 182'NBE' 184'NBE'

I-39/90 NB

IH 39/90

R/L I-39/90 'NBE'

CMP

RW

MATCHLINE STA. 185+00'NBE'

LEGEND

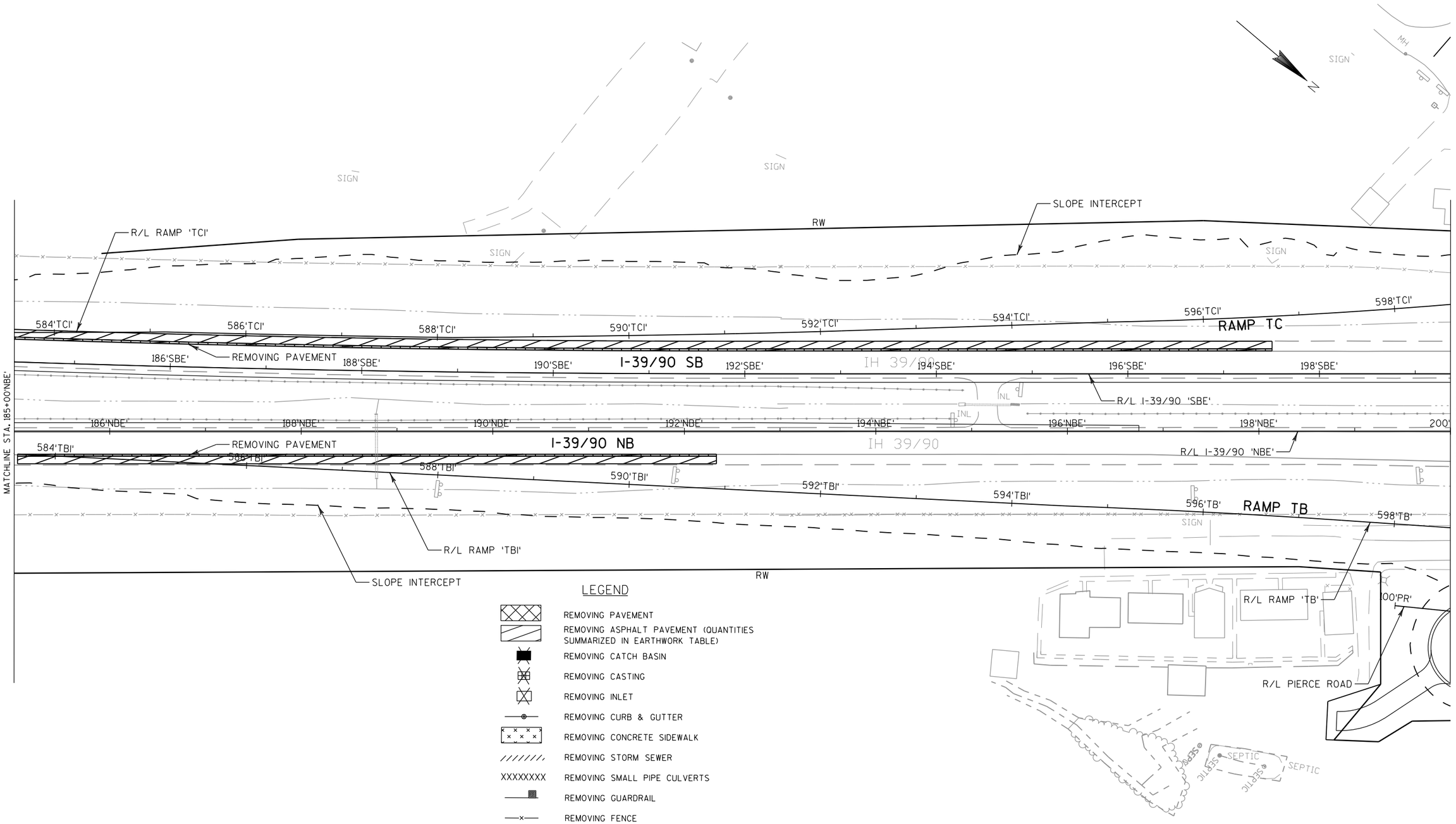
- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 2	SHEET 38	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021112_rm_s2.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



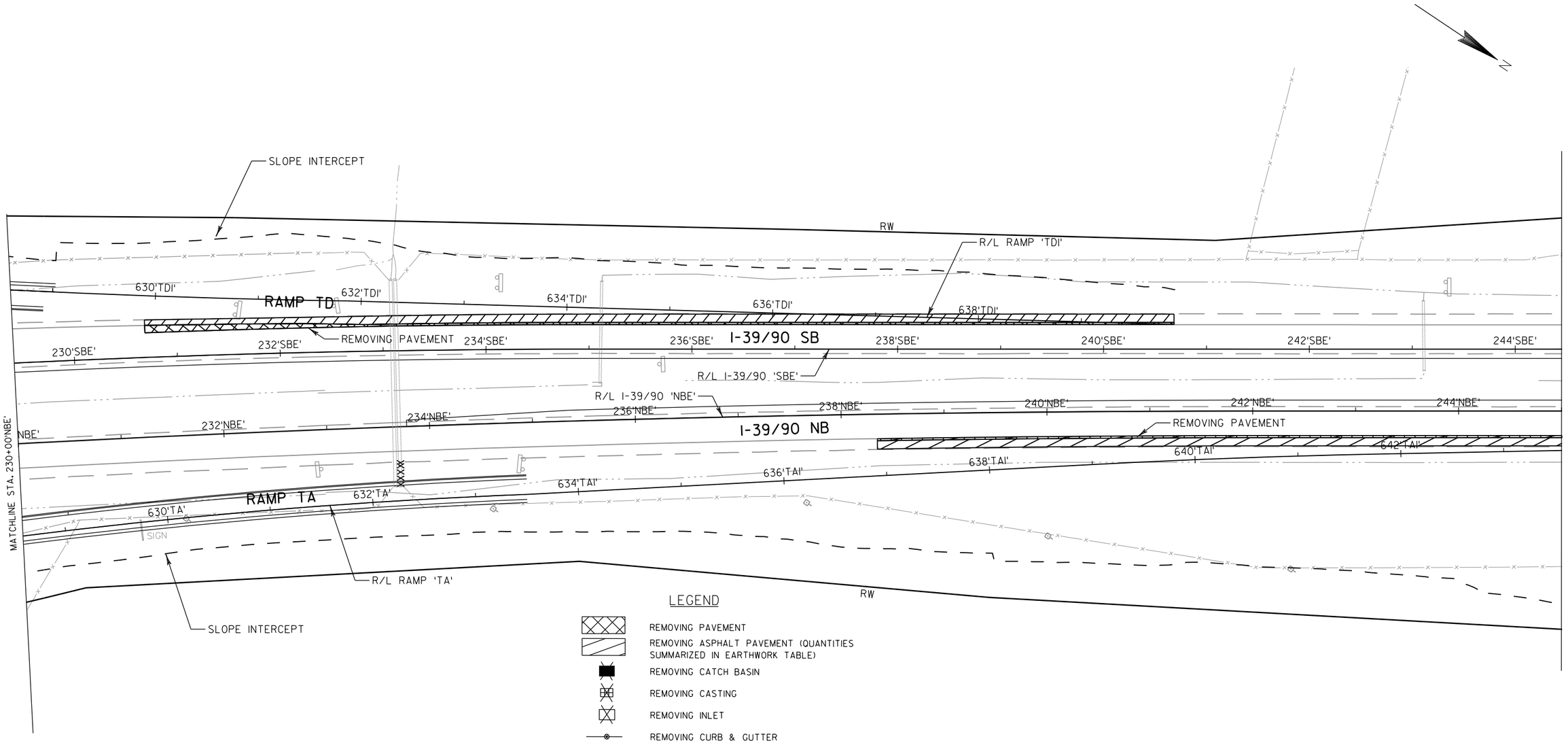
LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 2	SHEET 39	E

2

2



LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 2	SHEET 40	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021114_rm_s2.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

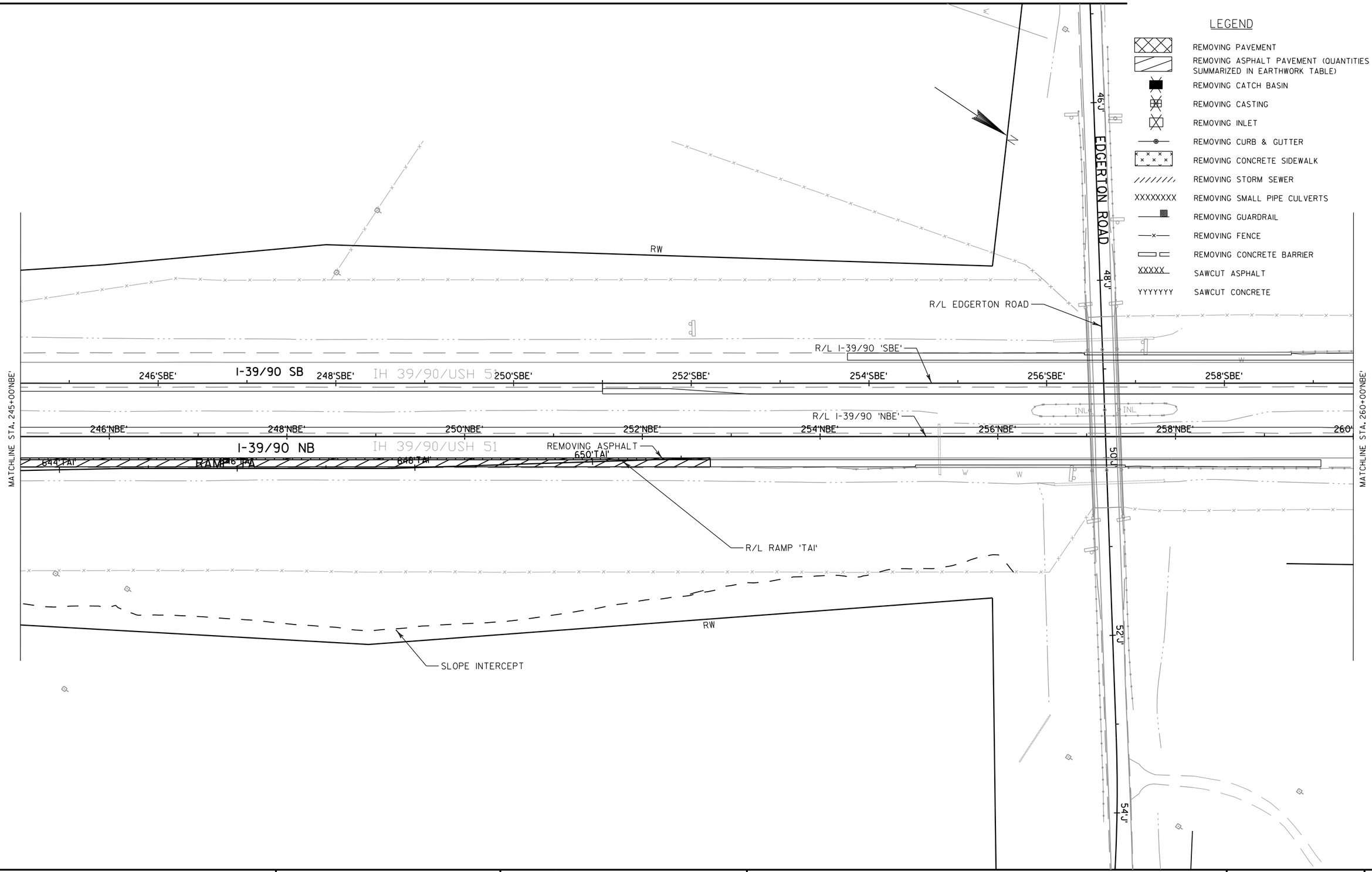
WISDOT/CADDS SHEET 42

2

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 2	SHEET 41	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021115_rm_s2.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

N

BEGIN PROJECT
1007-10-72
STA. 35+50.00'T'

R/L ALBION ROAD

ALBION ROAD

48'AL'

SLOPE INTERCEPT

R/L USH 51

USH 51

22'T' 24'T' 26'T' 28'T' 30'T' 32'T' 34'T' 36'T'

MH INL W W WM RW SIGN

50'AL'

52'AL'

54'AL'

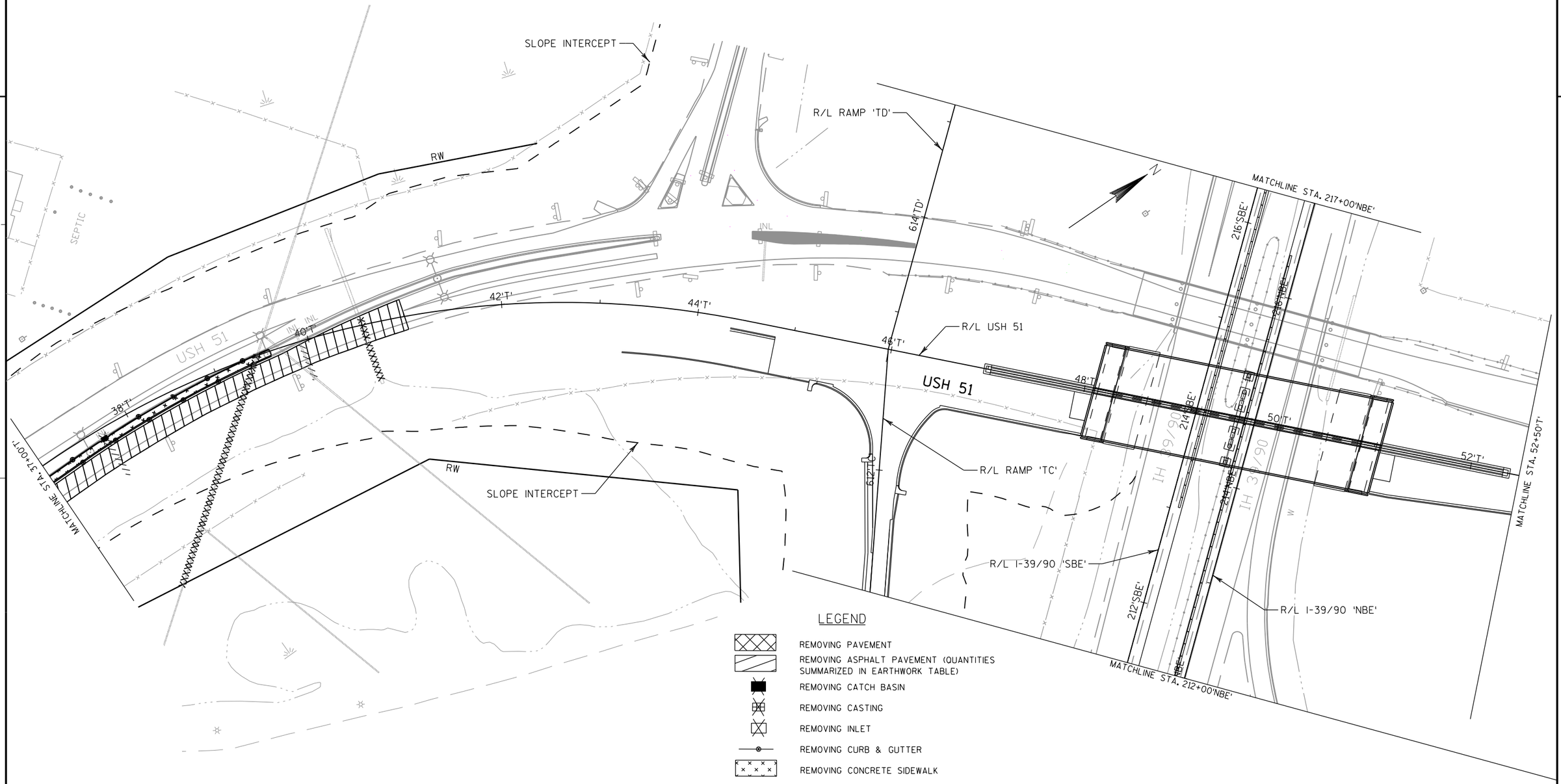
HAUGEN ROAD

MATCHLINE STA. 37+00'T'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 2	SHEET 42	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021116_rm_s2.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 2	SHEET 43	E

2

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

STAGE 2C

MATCHLINE STA. 618+00'TA'

MATCHLINE STA. 52+50'T'

MATCHLINE STA. 68+00'T'

MATCHLINE STA. 112+00'PR'

SLOPE INTERCEPT

R/L RAMP 'TA'

R/L RAMP 'TB'

R/L STH 73

R/L PIERCE ROAD

RW

STH 73

PIERCE ROAD

PIERCE RD.

SEPTIC

RUINS

FOUND

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 2	SHEET 44	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021118_rm_s2.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

N

MATCHLINE STA. 68+00'T'

SLOPE INTERCEPT

RW

70'T'

74'T'

74'T'

76'T'

78'T'

80'T' STH 73

82'T'

R/L STH 73

XXXXXX

XXXXXX

XXXXXX

SIGN

WM

SLOPE INTERCEPT

RW

132'PR'

128'PR'

PIERCE ROAD

130'PR'

R/L PIERCE ROAD

END PROJECT
1007-10-72
STA. 78+72.86'T'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 2	SHEET 45	E

2

2

GOEDE ROAD

GOEDE RD.

SOLAR PANELS

SLOPE INTERCEPT

RW

SIGN

R/L RAMP 'TC'

600'TC'

602'TC'

604'TC'

606'TC'

608'TC'

610'TC'

RAMP TC

R/L I-39/90 'SBE'

200'SBE'

202'SBE'

204'SBE'

206'SBE'

208'SBE'

210'SBE'

I-39/90 SB

MATCHLINE STA. 200+00'NBE'

NBE'

202'NBE'

204'NBE'

206'NBE'

208'NBE'

210'NBE'

CC

212'

I-39/90 NB

MATCHLINE STA. 212+00'NBE'

R/L RAMP 'TB'

R/L I-39/90 'NBE'

XXXXX

XX

POST

600'TB'

RAMP TB

602'TB'

PIERCE RD.

SIGN

604'TB'

102'PR'

PIERCE ROAD

104'PR'

606'TB'

106'PR'

608'TB'

610'TB'

R/L PIERCE ROAD

108'PR'

SLOPE INTERCEPT

RW

110'PR'

XXXXX

XXXXX

112'

MATCHLINE STA. 112+00'PR'

FOUND

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 3	SHEET 46	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021120_rm_s3.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

N

MH

XXXXXXXXXXXXX

616'TD'

618'TD'

620'TD'

622'TD'

624'TD'

626'TD'

628'TD'

SLOPE INTERCEPT

RW

RAMP TD

R/L RAMP 'TD'

R/L I-39/90 'SBE'

218'SBE'

220'SBE'

I-39/90 SB

222'SBE'

224'SBE'

226'SBE'

228'SBE'

CC

MATCHLINE STA. 217+00'NBE'

218'NBE'

220'NBE'

222'NBE'

224'NBE'

I-39/90 NB

226'NBE'

228'NBE'

230'

R/L I-39/90 'NBE'

MATCHLINE STA. 230+00'NBE'

702

626'TA'

628'TA'

624'TA'

622'TA'

RAMP TA

620'TA'

MATCHLINE STA. 618+00'TA'

TA'

RW

R/L RAMP 'TA'

SLOPE INTERCEPT

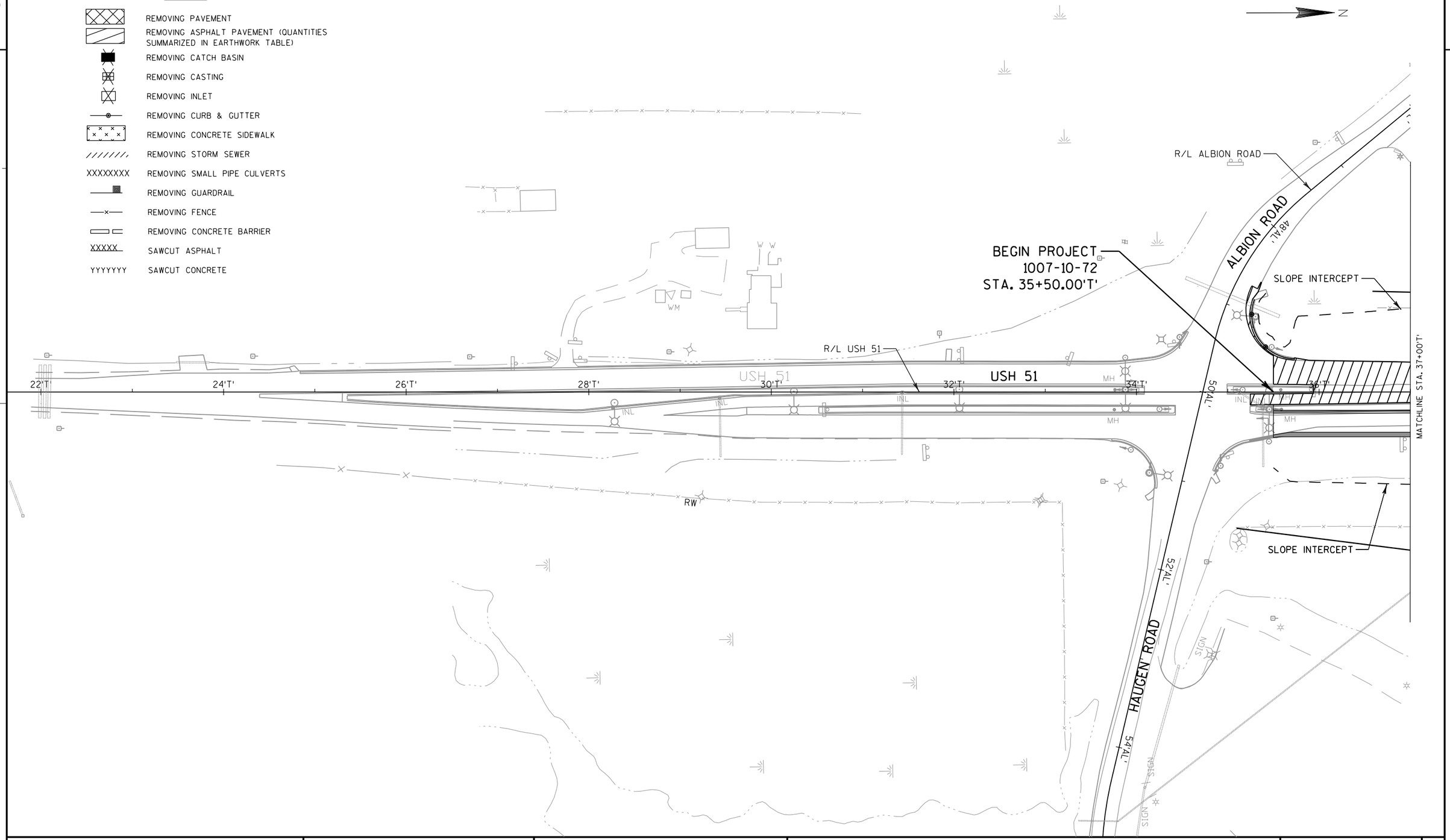
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 3	SHEET 47	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021121_rm_s3.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

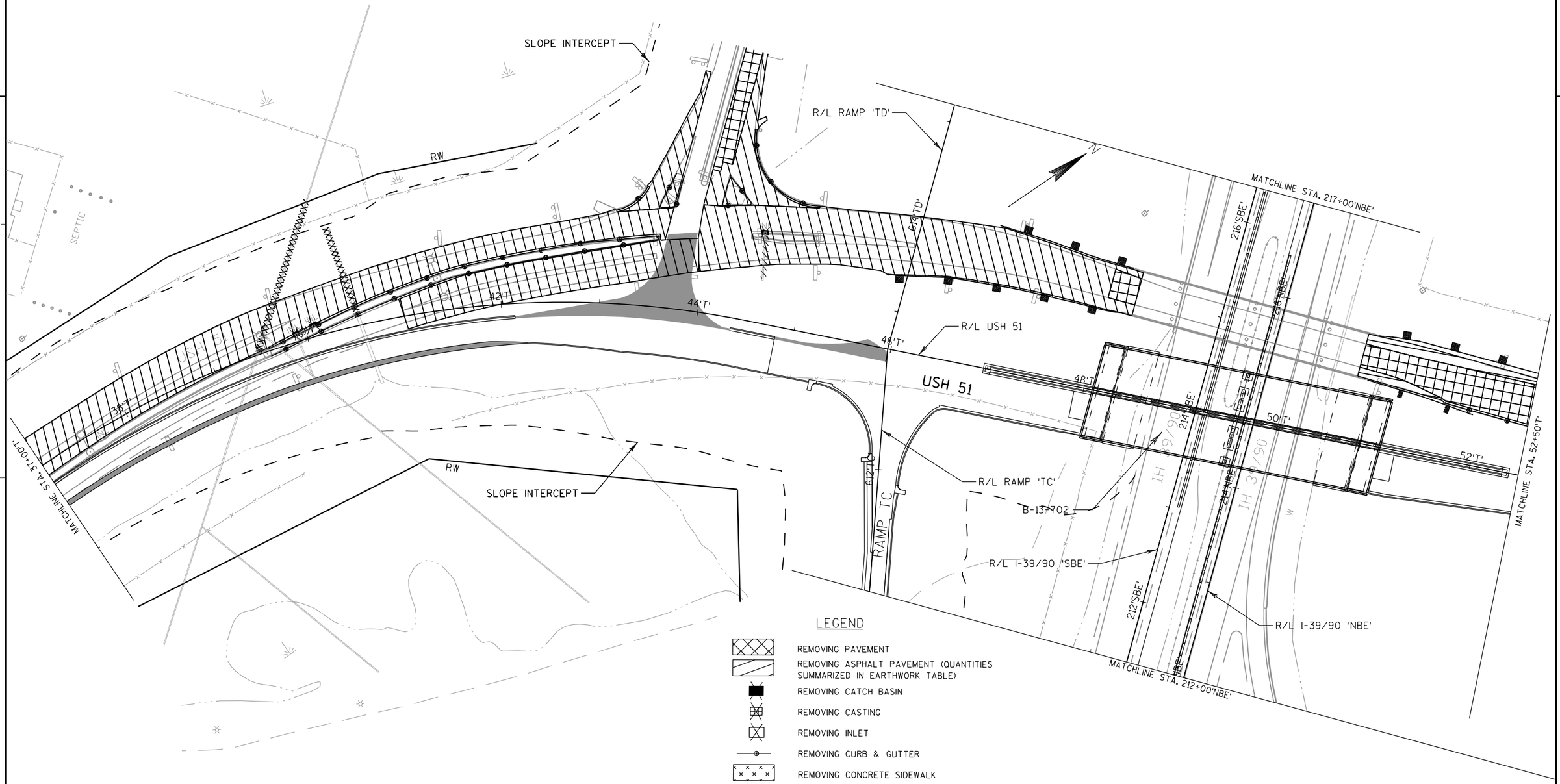


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 3	SHEET 48	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021122_rm_s3.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 3	SHEET 49	E

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

RAMP 'TA'
61'TA'
61'TA'
SLOPE INTERCEPT
R/L RAMP 'TA'
RW
MATCHLINE STA. 52+50'T'
STH 73
54'T'
56'T'
58'T'
60'T'
62'T'
64'T'
66'T'
R/L STH 73
STH 73
R/L RAMP 'TB'
INL
XXXX
114'PR'
116'PR'
118'PR'
120'PR'
122'PR'
124'PR'
126'PR'
PIERCE ROAD
RW
R/L PIERCE ROAD
SLOPE INTERCEPT
MATCHLINE STA. 112+00'PR'
PIERCE RD.
RUINS
FOUND
SEPTIC
W
MATCHLINE STA. 68+00'T'
N

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 3	SHEET 50	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021124_rm_s3.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

GOEDE ROAD

GOEDE RD.

SOLAR PANELS

SLOPE INTERCEPT

RW

SIGN

R/L RAMP 'TC'

600'TC'

602'TC'

604'TC'

606'TC'

608'TC'

610'TC'

RAMP TC

R/L I-39/90 'SBE'

200'SBE'

202'SBE'

204'SBE'

206'SBE'

208'SBE'

210'SBE'

I-39/90 SB

MATCHLINE STA. 200+00'NBE'

NBE'

202'NBE'

204'NBE'

206'NBE'

208'NBE'

210'NBE'

CC

212'

I-39/90 NB

MATCHLINE STA. 212+00'NBE'

R/L RAMP 'TB'

R/L I-39/90 'NBE'

POST

600'TB'

RAMP TB

602'TB'

PIERCE RD.

SIGN

604'TB'

102'PR'

PIERCE ROAD

104'PR'

606'TB'

106'PR'

608'TB'

610'TB'

108'PR'

R/L PIERCE ROAD

SLOPE INTERCEPT

RW

110'PR'

XXXXXXXX

XXXX

FOUND

MATCHLINE STA. 112+00'PR'

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 51	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021125_rm_s4.dgn

PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

N

MH

616'TD'

618'TD'

620'TD'

622'TD'

624'TD'

626'TD'

628'TD'

RAMP TD

SLOPE INTERCEPT

RW

R/L RAMP 'TD'

R/L I-39/90 'SBE'

218'SBE'

220'SBE'

I-39/90 SB

222'SBE'

224'SBE'

226'SBE'

228'SBE'

CC

MATCHLINE STA. 217+00'NBE'

218'NBE'

220'NBE'

222'NBE'

I-39/90 NB

224'NBE'

226'NBE'

228'NBE'

230'

R/L I-39/90 'NBE'

MATCHLINE STA. 230+00'NBE'

628'TA'

626'TA'

624'TA'

622'TA'

RAMP TA

620'TA'

MATCHLINE STA. 618+00'TA'

TA'

RW

R/L RAMP 'TA'

SLOPE INTERCEPT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 52	E

2

2

SLOPE INTERCEPT

RW

SEPTIC

R/L RAMP 'TD'

RAMP TD

MATCHLINE STA. 217+00'NBE'

216'SBE'

236'NBE'

42'T'

44'T'

40'T'

46'T'

R/L USH 51

USH 51

48'T'

214'NBE'

50'T'

52'T'

38'T'

MATCHLINE STA. 37+00'T'

RW

SLOPE INTERCEPT

62'T'

RAMP TC

R/L RAMP 'TC'

B-13-702

IH 39/90

R/L I-39/90 'SBE'

R/L I-39/90 'NBE'

212'SBE'

XXXXX

MATCHLINE STA. 52+50'T'

MATCHLINE STA. 212+00'NBE'

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 53	E

2

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

MATCHLINE STA. 618+00'TA'

618

RAMP TA

616'TA'

SLOPE INTERCEPT

R/L RAMP 'TA'

MATCHLINE STA. 52+50'T'

644'TA'

STH 73

RW

54'T'

STH 73

R/L STH 73

56'T'

58'T'

60'T'

62'T'

64'T'

66'T'

MATCHLINE STA. 68+00'T'

68

SEPTIC

W

R

WM

R/L RAMP 'TB'

XXXXXXXXXXXXXXXXXXXXXXXX

114'PR'

116'PR'

118'PR'

120'PR'

122'PR'

124'PR'

126'PR'

PIERCE ROAD

RW

R/L PIERCE ROAD

SLOPE INTERCEPT

MATCHLINE STA. 112+00'PR'

PIERCE RD.

RUINS

FOUND

N

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 4	SHEET 54	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021128_rm_s4.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

GOEDE ROAD

GOEDE RD.

SOLAR PANELS

SLOPE INTERCEPT

R/L RAMP 'TC'

RW

600'TC'

602'TC'

604'TC'

606'TC'

608'TC'

610'TC'

RAMP TC

SIGN

R/L I-39/90 'SBE'

200'SBE'

202'SBE'

204'SBE'

206'SBE'

208'SBE'

210'SBE'

I-39/90 SB

MATCHLINE STA. 200+00'NBE'

NBE'

202'NBE'

204'NBE'

206'NBE'

208'NBE'

210'NBE'

CC

212'

I-39/90 NB

MATCHLINE STA. 212+00'NBE'

R/L RAMP 'TB'

R/L I-39/90 'NBE'

POST

600'TB'

RAMP TB

602'TB'

PIERCE RD.

SIGN

604'TB'

102'PR'

PIERCE ROAD

104'PR'

606'TB'

106'PR'

608'TB'

610'TB'

R/L PIERCE ROAD

108'PR'

SLOPE INTERCEPT

RW

110'PR'

INL

FOUND

MATCHLINE STA. 112+00'PR'

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

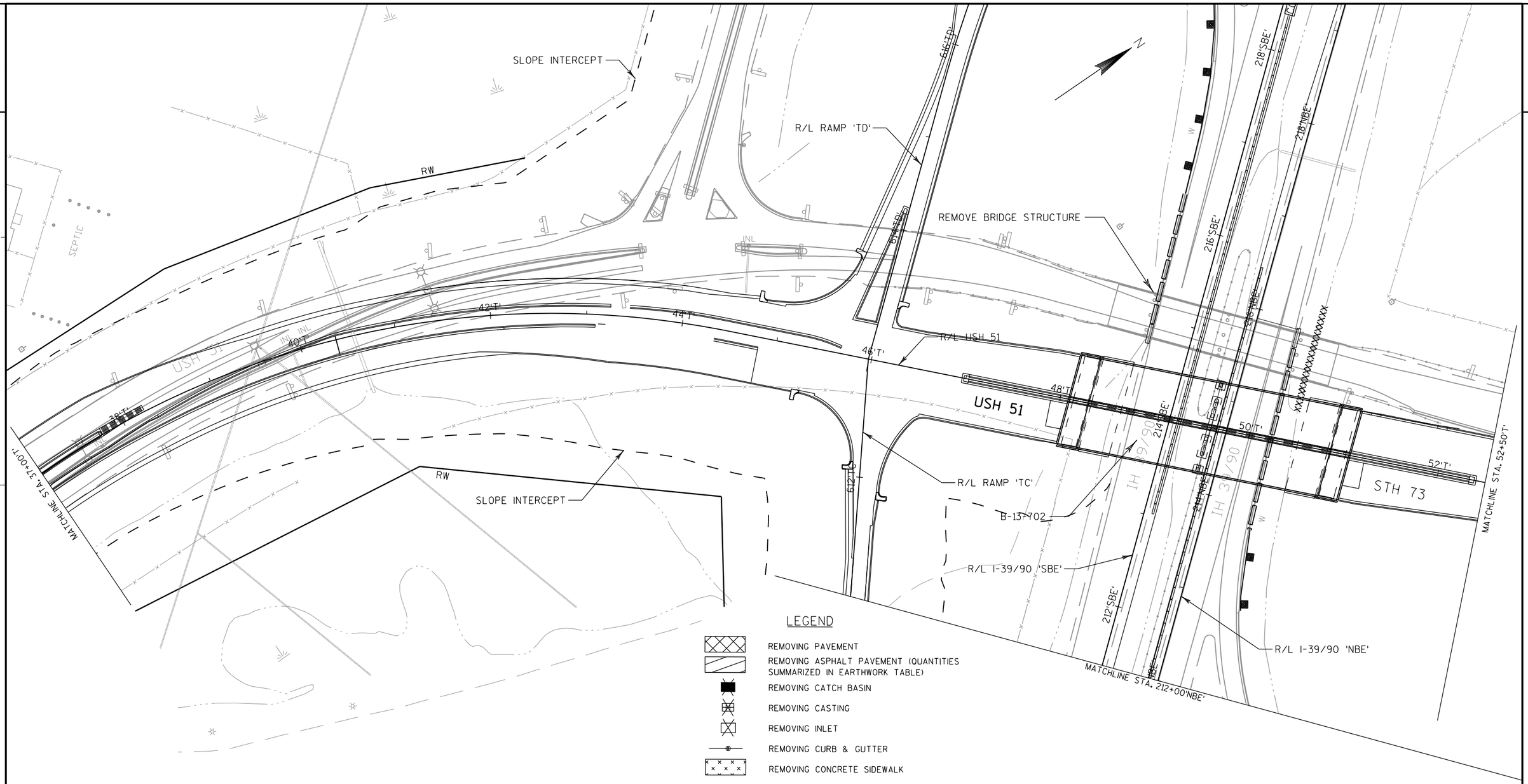
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 5	SHEET 55	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021129_rm_s5.dgn

PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 5	SHEET 56	E

2

LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING CATCH BASIN
- REMOVING CASTING
- REMOVING INLET
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING STORM SEWER
- XXXXXXXX REMOVING SMALL PIPE CULVERTS
- REMOVING GUARDRAIL
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- XXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE

MATCHLINE STA. 618+00'TA'

RAMP 'TA'

618'

616'TA'

644'TA'

SLOPE INTERCEPT

R/L RAMP 'TA'

MATCHLINE STA. 52+50'T'

STH 73

54'T'

56'T'

58'T'

60'T'

62'T'

64'T'

66'T'

RW

R/L STH 73

STH 73

R/L RAMP 'TB'

22'TB'

INL

114'PR'

116'PR'

118'PR'

120'PR'

122'PR'

124'PR'

126'PR'

PIERCE ROAD

RW

R/L PIERCE ROAD

SLOPE INTERCEPT

MATCHLINE STA. 112+00'PR'

MATCHLINE STA. 68+00'T'

SEPTIC

RUINS

FOUND

N

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	REMOVAL PLAN - STAGE 5	SHEET 57	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021131_rm_s5.dgn PLOT DATE : 10/30/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

PAVEMENT DETAIL LEGEND

(AP15) HMA PAVEMENT TYPE E-3, 5 1/2-INCH

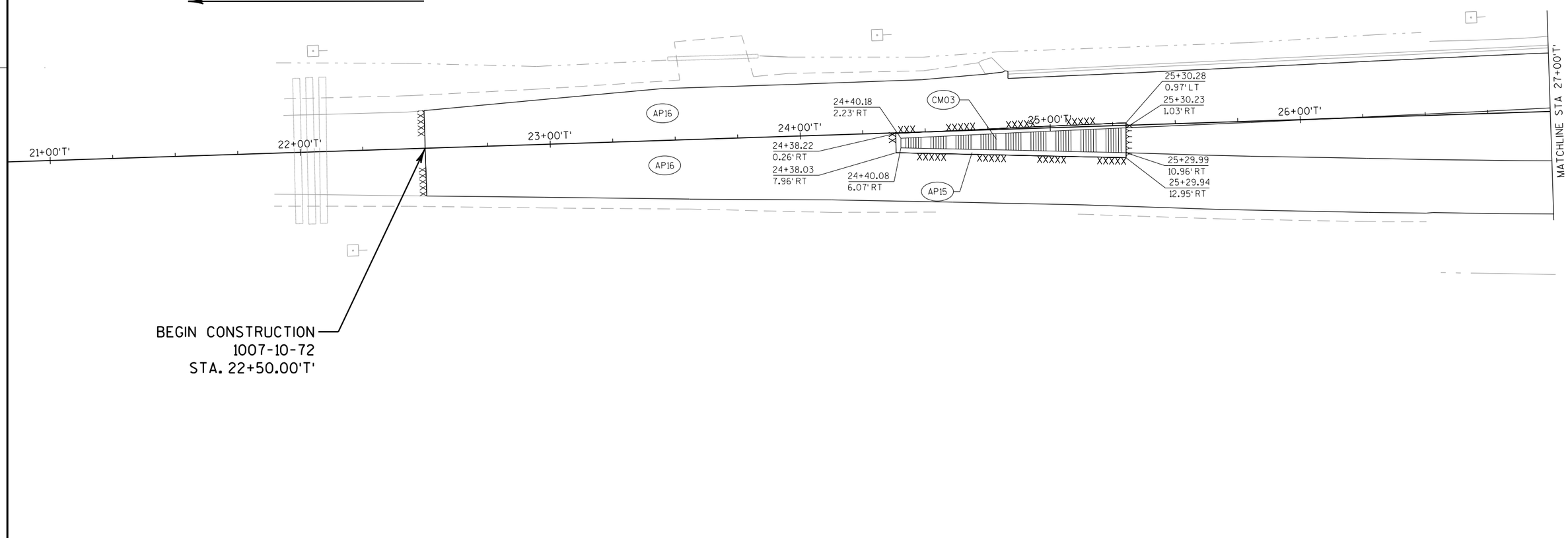
(AP16) REMOVING ASPHALTIC SUFACE MILLING, 2-INCH
HMA PAVEMENT TYPE E-3,2-INCH

XXXXX SAWCUT ASPHALT

(CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1

(CM03) CONCRETE CORRUGATED MEDIAN

N



2

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 58	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021201_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

PAVEMENT DETAIL LEGEND

(AP16) REMOVING ASPHALTIC SUFACE MILLING, 2-INCH
HMA PAVEMENT TYPE E-3,2-INCH

N

MATCHLINE STA 27+00'T'

28+00'T'

29+00'T'

30+00'T'

31+00'T'

32+00'T'

MATCHLINE STA 33+00'T'

AP16

AP16

AP16

POST

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 59	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021202_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

PAVEMENT DETAIL LEGEND

XXXXX SAWCUT ASPHALT

(AP15) HMA PAVEMENT TYPE E-3, 5 1/2-INCH

(AP16) REMOVING ASPHALTIC SUFACE MILLING, 2-INCH
HMA PAVEMENT TYPE E-3,2-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH

(PV11) CONCRETE SURFACE DRAINS

(CG03) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REVERSE SLOPE

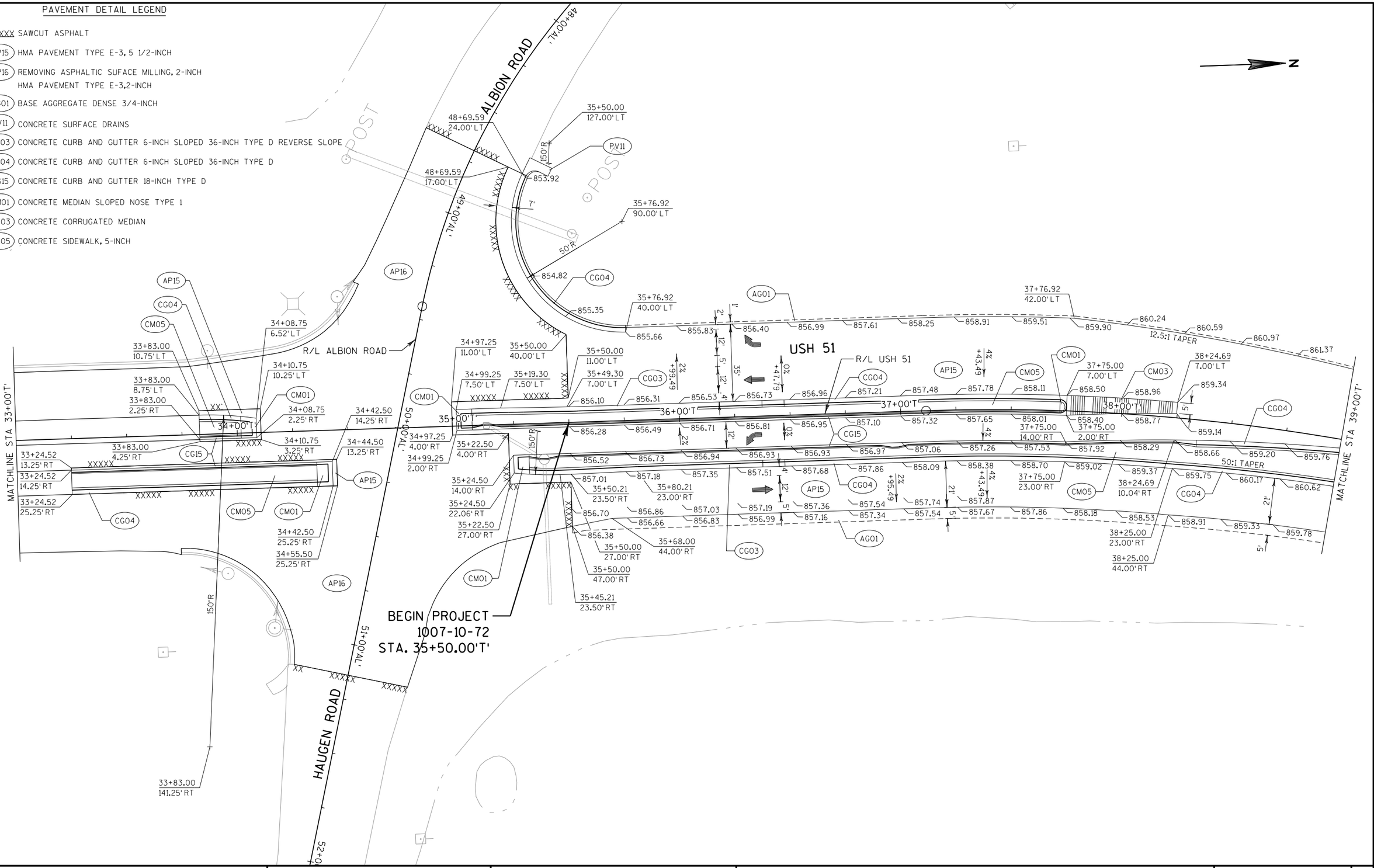
(CG04) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D

(CG15) CONCRETE CURB AND GUTTER 18-INCH TYPE D

(CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1

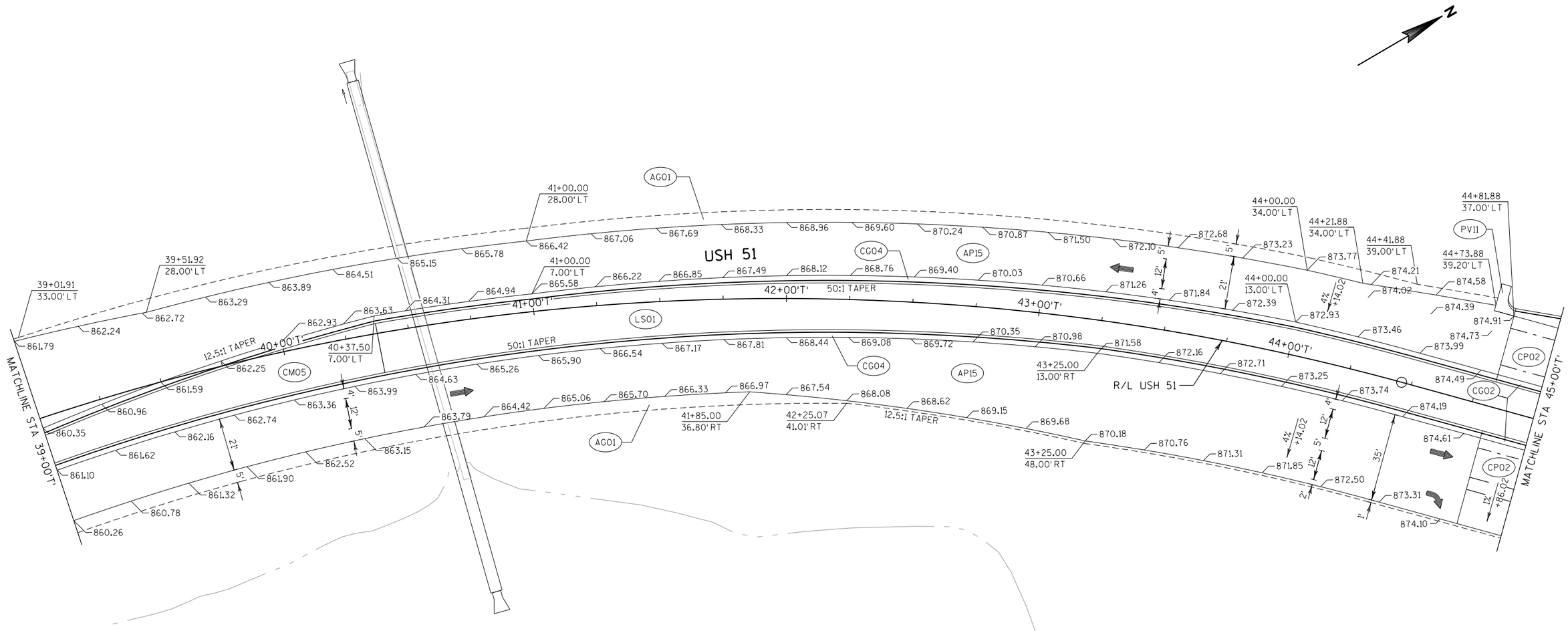
(CM03) CONCRETE CORRUGATED MEDIAN

(CM05) CONCRETE SIDEWALK, 5-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 60	E

2

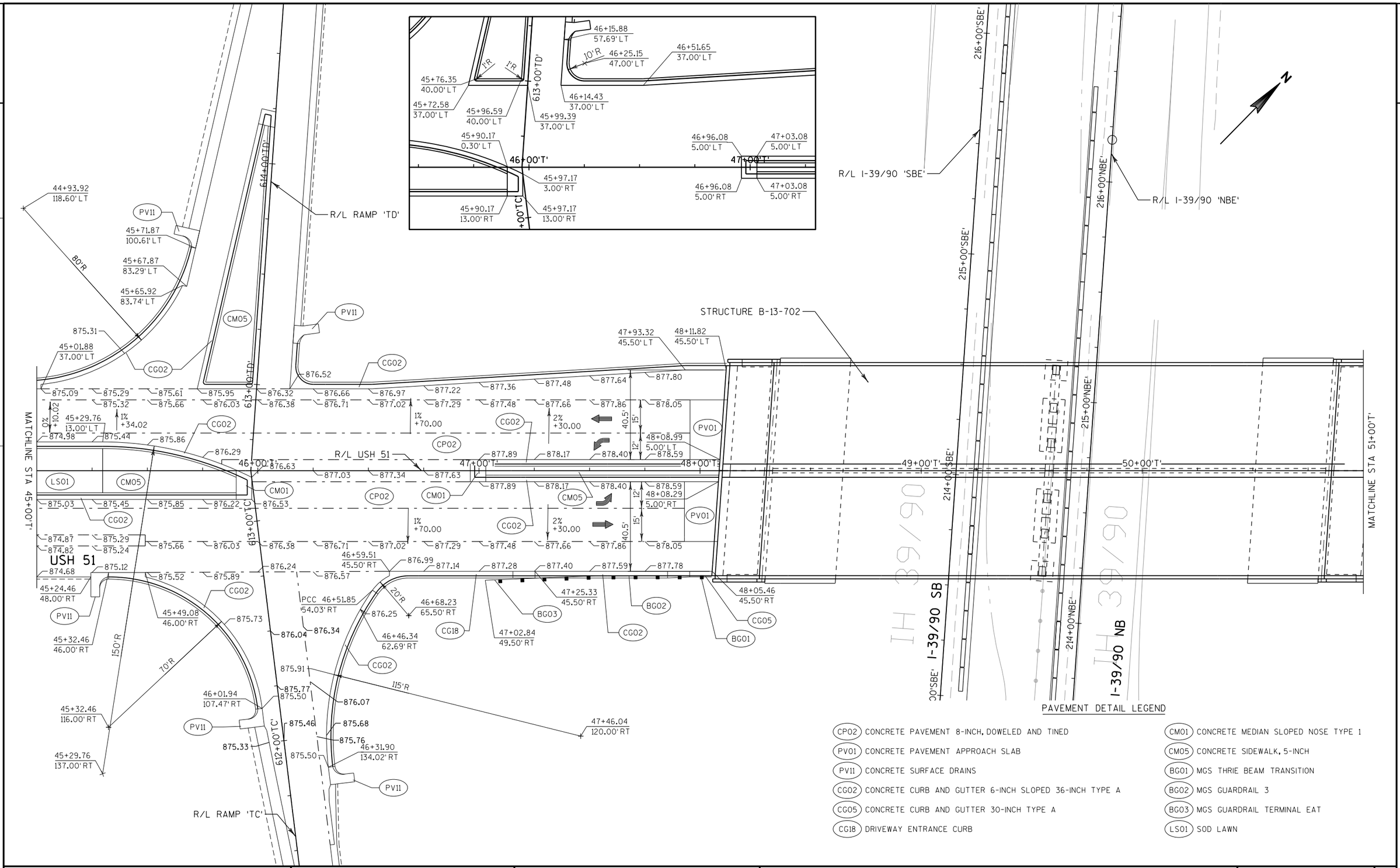


PAVEMENT DETAIL LEGEND

- (CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP15) HMA PAVEMENT TYPE E-3, 5 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (PV11) CONCRETE SURFACE DRAINS
- (CG02) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CG04) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- (CM05) CONCRETE SIDEWALK, 5-INCH
- (LS01) SOD LAWN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 61	E

2

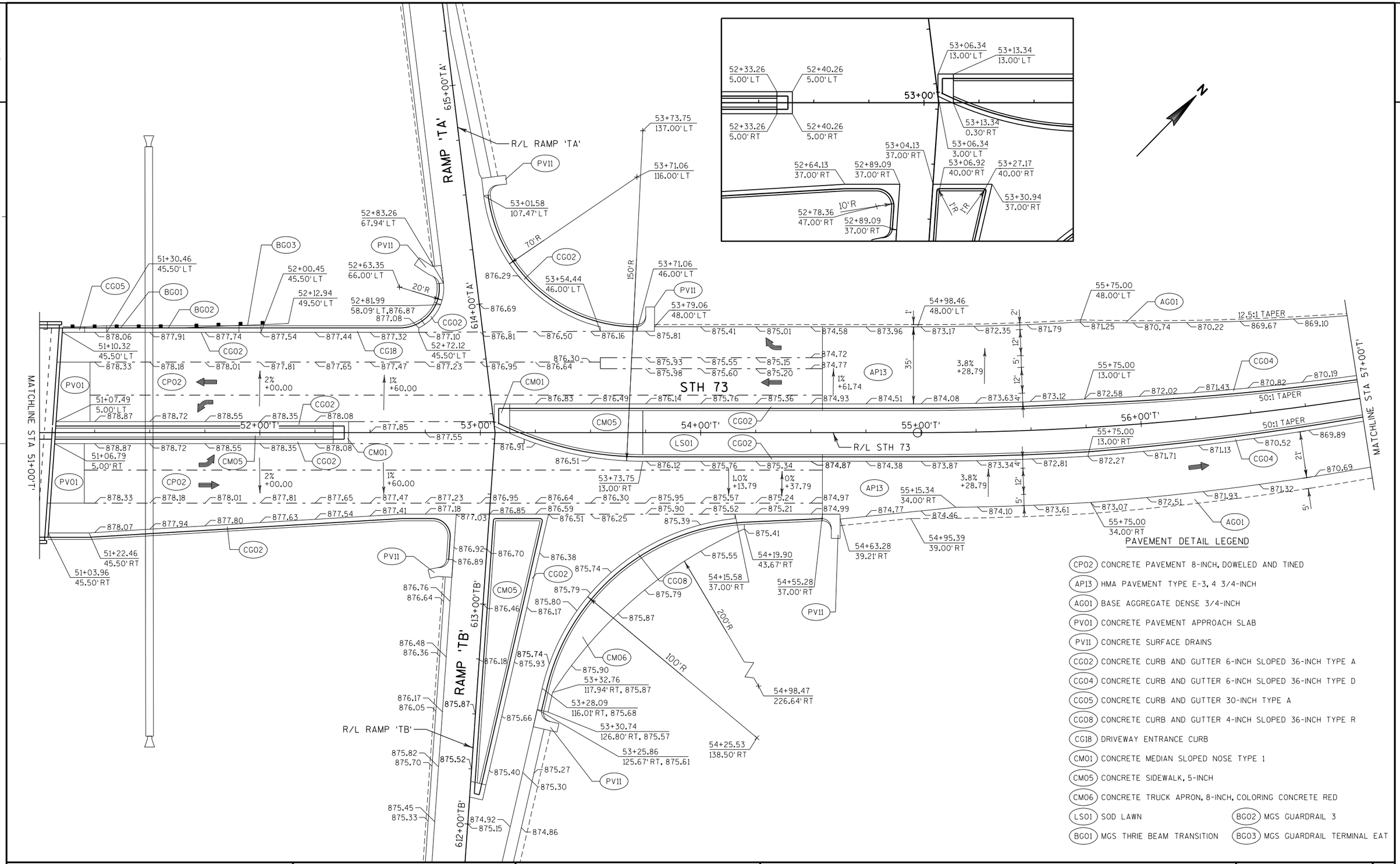


PAVEMENT DETAIL LEGEND

CP02	CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED	CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
PV01	CONCRETE PAVEMENT APPROACH SLAB	CM05	CONCRETE SIDEWALK, 5-INCH
PV11	CONCRETE SURFACE DRAINS	BG01	MGS THRIE BEAM TRANSITION
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A	BG02	MGS GUARDRAIL 3
CG05	CONCRETE CURB AND GUTTER 30-INCH TYPE A	BG03	MGS GUARDRAIL TERMINAL EAT
CG18	DRIVEWAY ENTRANCE CURB	LS01	SOD LAWN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 62	E

2



PAVEMENT DETAIL LEGEND

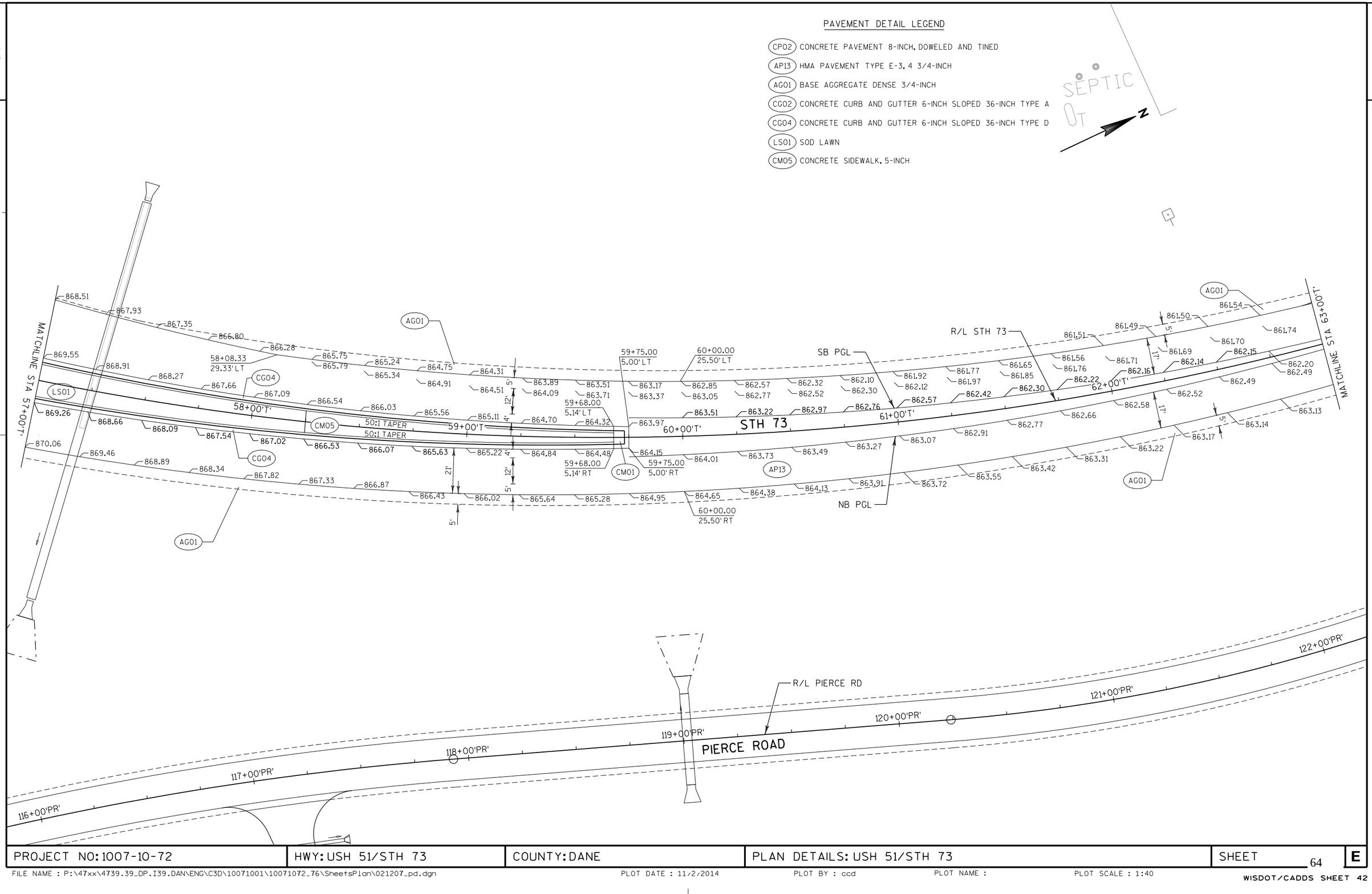
CP02	CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
AP13	HMA PAVEMENT TYPE E-3, 4 3/4-INCH
AG01	BASE AGGREGATE DENSE 3/4-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
PV11	CONCRETE SURFACE DRAINS
CG02	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CG04	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG05	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG08	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CG18	DRIVEWAY ENTRANCE CURB
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM05	CONCRETE SIDEWALK, 5-INCH
CM06	CONCRETE TRUCK APRON, 8-INCH, COLORING CONCRETE RED
LS01	SOD LAWN
BG01	MGS THRIE BEAM TRANSITION
BG02	MGS GUARDRAIL 3
BG03	MGS GUARDRAIL TERMINAL EAT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 63	E

2

PAVEMENT DETAIL LEGEND

- (CPO2) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP13) HMA PAVEMENT TYPE E-3, 4 3/4-INCH
- (AGO1) BASE AGGREGATE DENSE 3/4-INCH
- (CGO2) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CGO4) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- (LSO1) SOD LAWN
- (CMO5) CONCRETE SIDEWALK, 5-INCH

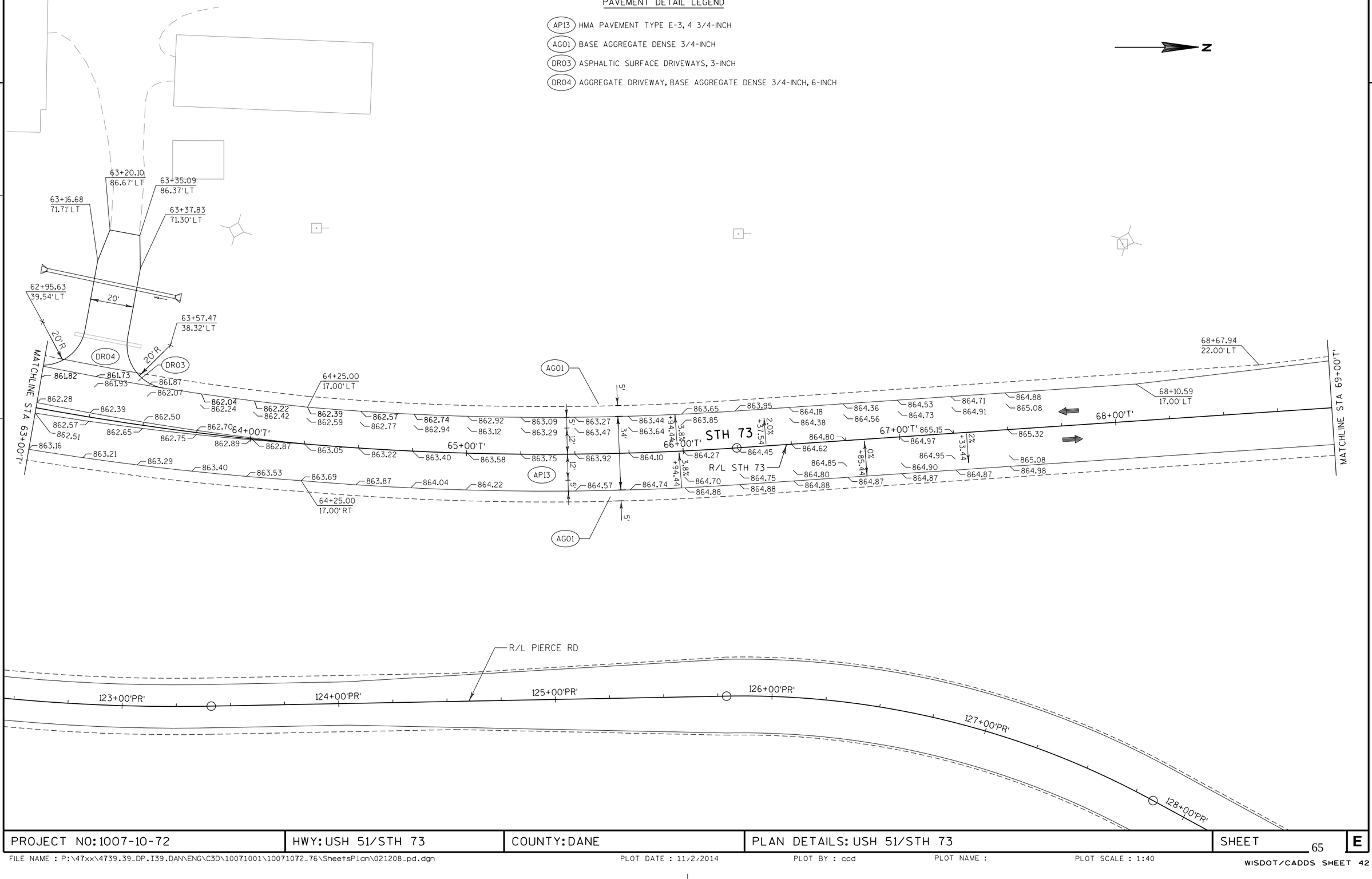


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 64	E

PAVEMENT DETAIL LEGEND

- (AP13) HMA PAVEMENT TYPE E-3, 4 3/4-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (DR03) ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
- (DR04) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH

N

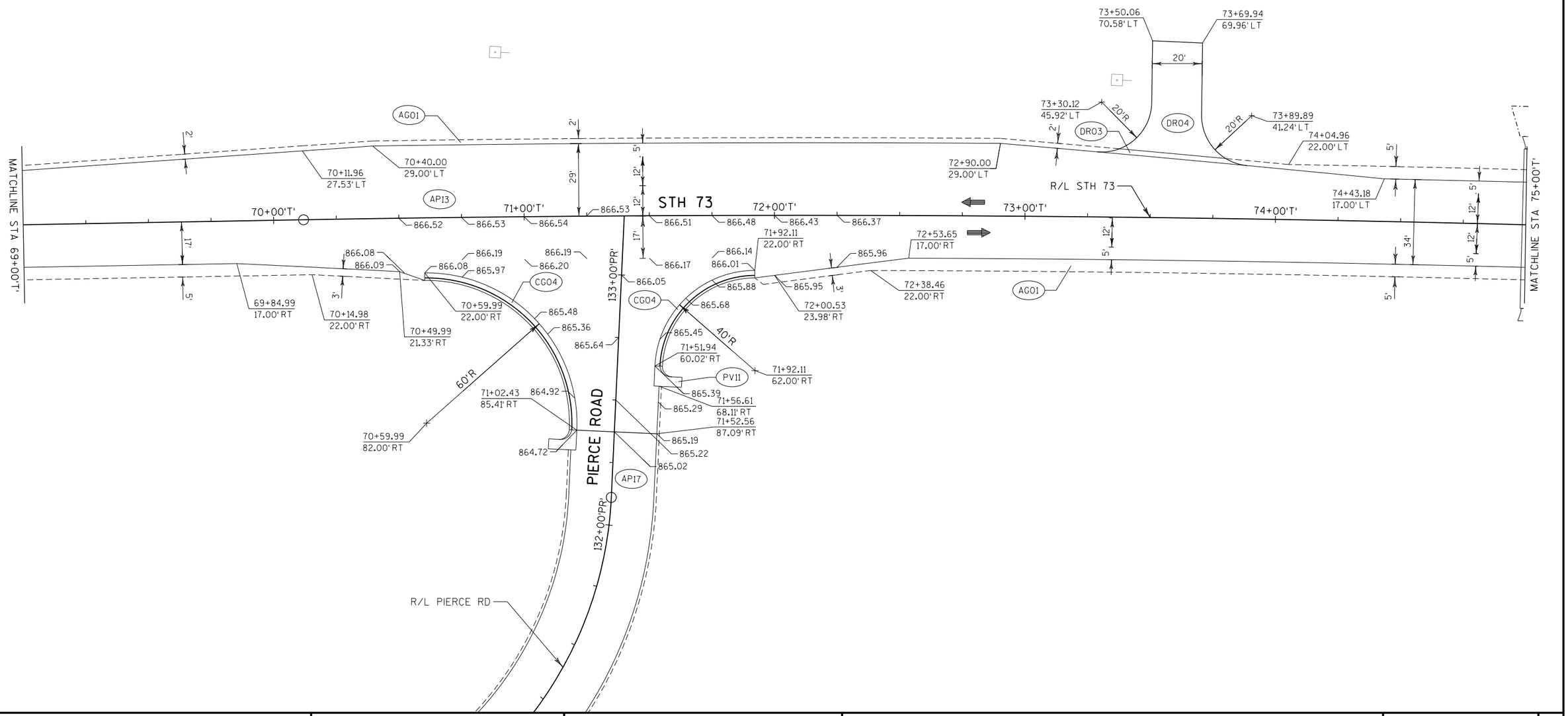


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 65	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021208_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

PAVEMENT DETAIL LEGEND

- (AP13) HMA PAVEMENT TYPE E-3, 4 3/4-INCH
- (AP17) HMA PAVEMENT TYPE E-0.3, 3 1/2-INCH
- (AGO1) BASE AGGREGATE DENSE 3/4-INCH
- (PV11) CONCRETE SURFACE DRAINS
- (DRO3) ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
- (DRO4) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH
- (CG04) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: USH 51/STH 73	SHEET 66	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021209_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

PAVEMENT DETAIL LEGEND

XXXXX SAWCUT ASPHALT

(AP13) HMA PAVEMENT TYPE E-3, 4 3/4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH

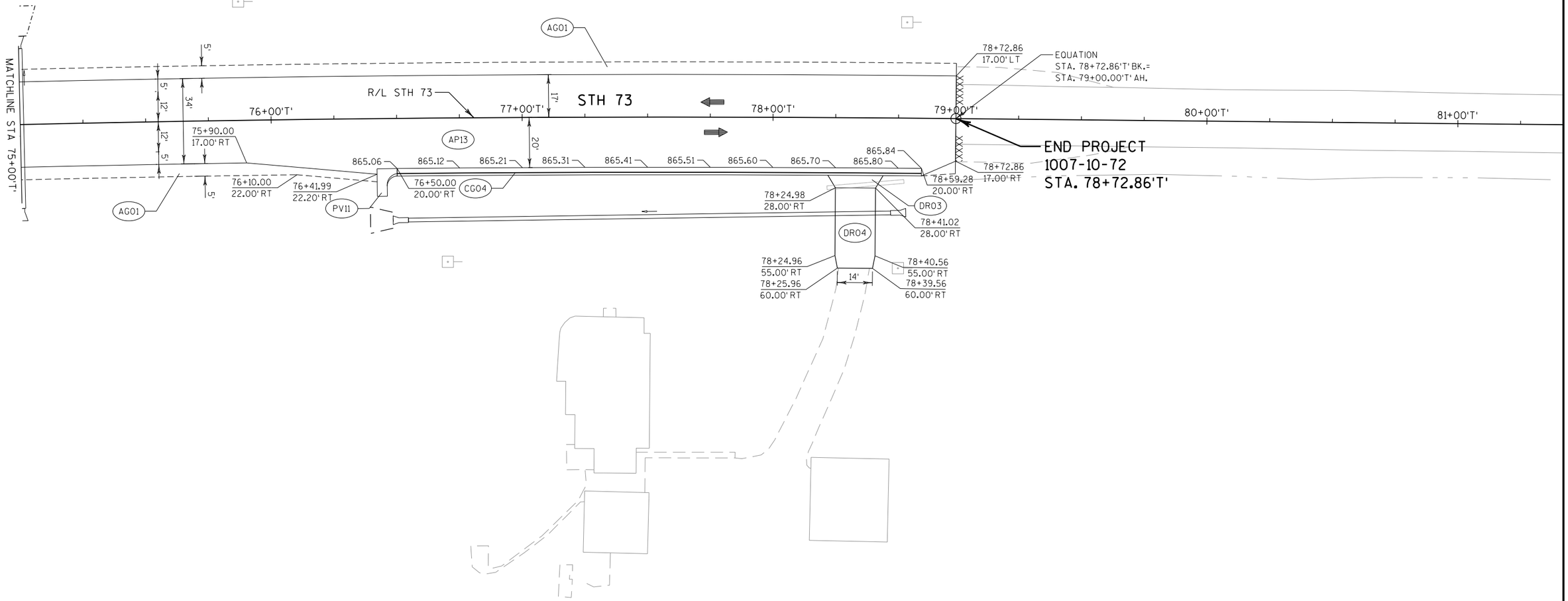
(PV11) CONCRETE SURFACE DRAINS

(CG04) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D

(DR03) ASPHALTIC SURFACE DRIVEWAYS, 3-INCH

(DR04) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH

N



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS	SHEET 67	E

2

2

PAVEMENT DETAIL LEGEND

CP02 CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED

AP14 HMA PAVEMENT TYPE E-1.0,3 1/2-INCH

AG01 BASE AGGREGATE DENSE 3/4-INCH

N

R/L RAMP 'TB'

RAMP 'TB' 613+00'TB'

52+00'T

53+00'T

54+00'T

STH 73

R/L STH 73

614+00'TA'

614+19.58
15.00'LT

876.59
876.71
876.82

876.37
876.49

876.07
876.19

875.72
875.84

875.35
875.47

874.93
875.05

876.46
876.07

876.19

8%

12.5:1 TAPER

875.89

615+00'TA'

875.79
875.59

5%

875.54
875.27

3%

875.17
875.09
874.90

614+56.58
8.00'RT

615+23.58
2.00'RT

615+48.58
ON R/L

615+48.58
2.00'RT

615+48.78
5.00'RT

874.75
874.55

CP02

616+00'TA'

RAMP 'TA'

617+00'TA'

R/L RAMP 'TA'

AG01

AP14

1"

3"

15'

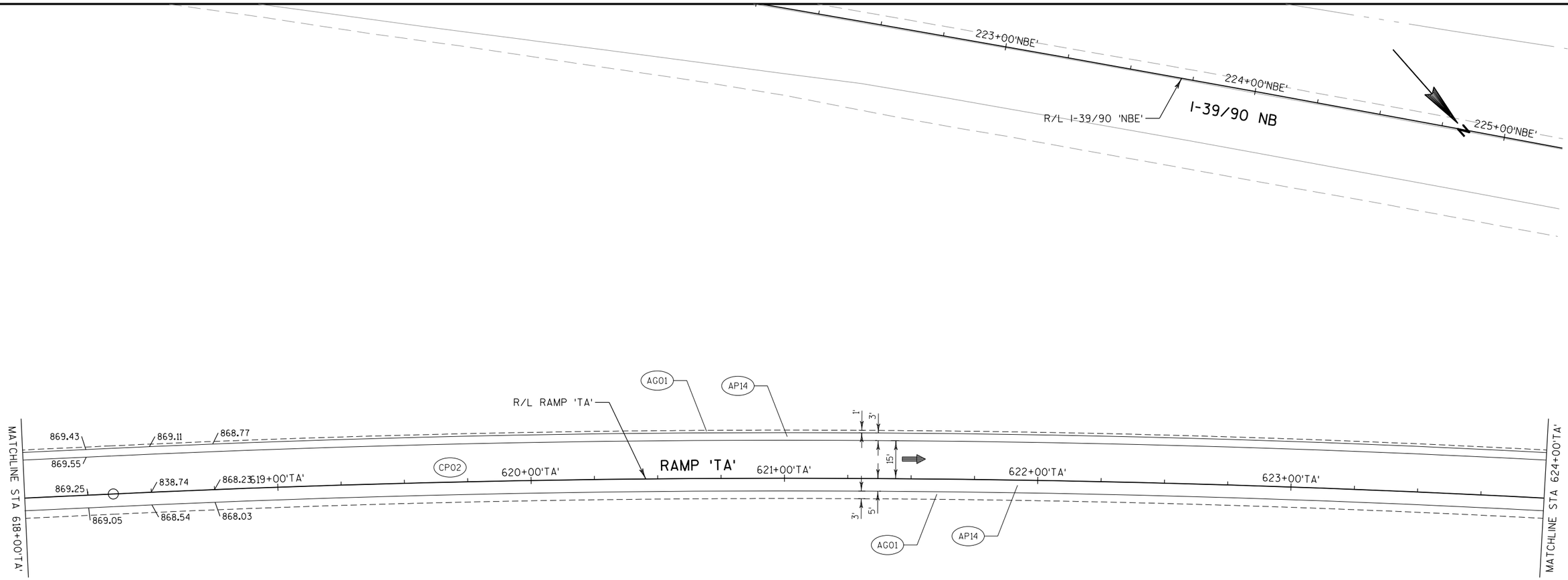
5"

3"

MATCHLINE STA 618+00'TA'

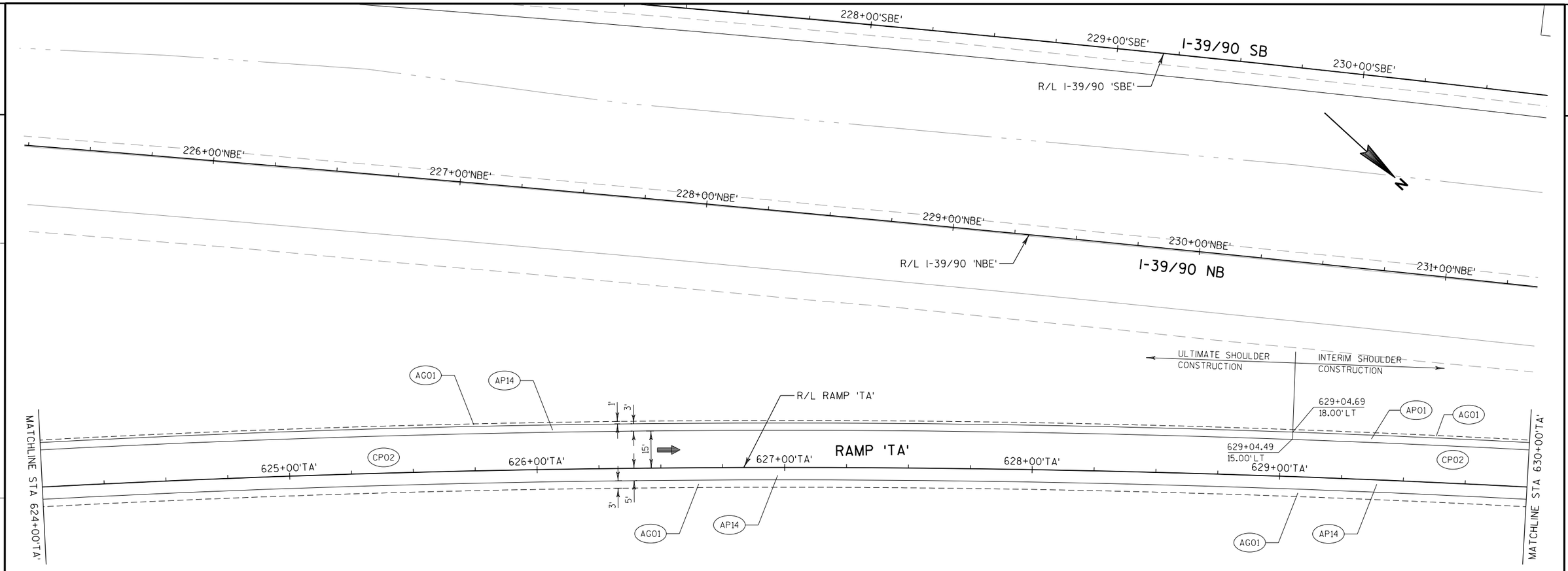
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TA	SHEET 68	E

2



PAVEMENT DETAIL LEGEND

- (CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH

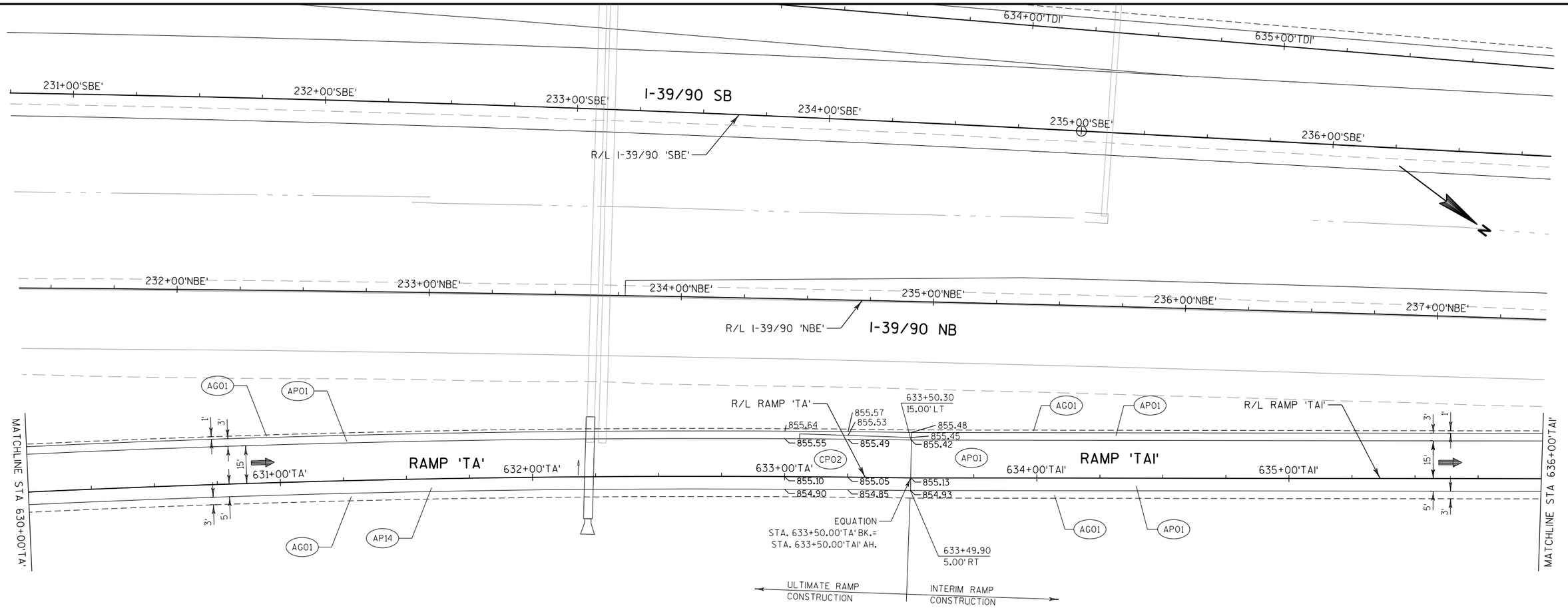


PAVEMENT DETAIL LEGEND

- (CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP01) HMA PAVEMENT TYPE E-3, 4-INCH
- (AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TA	SHEET 70	E

2



PAVEMENT DETAIL LEGEND

- (CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP01) HMA PAVEMENT TYPE E-3, 4-INCH
- (AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH

2

637+00'TDI'
638+00'TDI'
639+00'TDI'
237+00'SBE'
238+00'SBE'
239+00'SBE'
240+00'SBE'
I-39/90 SB
241+00'SBE'
242+00'SBE'
R/L I-39/90 'SBE'
238+00'NBE'
239+00'NBE'
240+00'NBE'
241+00'NBE'
R/L I-39/90 'NBE'
242+00'NBE'
243+00'NBE'
AP01
AG01
238+34.85'NBE'
24.00' RT
636+92.10
18.00' LT
I-39/90 NB
243+16.21'NBE'
24.00' RT
854.60
854.49
243+16.21'NBE'
27.00' RT
854.19
854.23
853.99
854.03
637+00'TAI'
638+00'TAI'
639+00'TAI'
RAMP 'TAI'
640+00'TAI'
641+00'TAI'
642+00'TAI'
MATCHLINE STA 636+00'TAI'
MATCHLINE STA 642+00'TAI'
R/L RAMP 'TAI'
1"
3'
18'
15'
5'

PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

XXXXX SAWCUT ASPHALT

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TA	SHEET 72	E

2

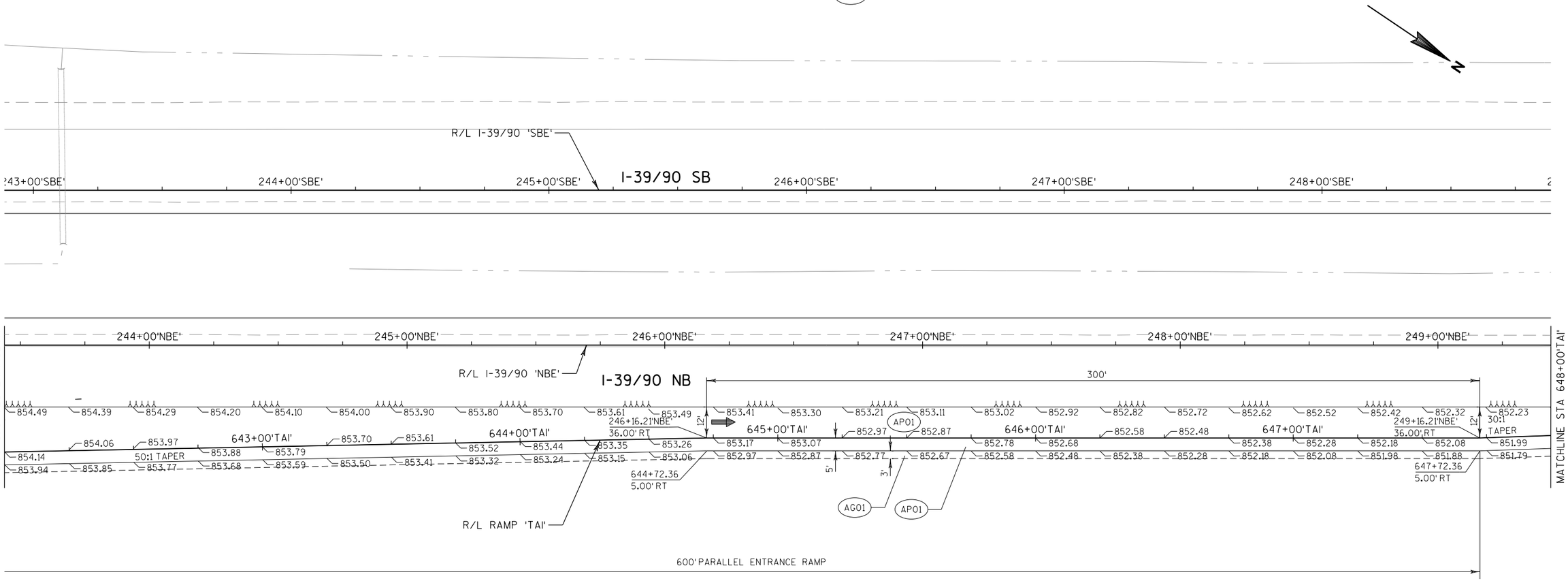
2

PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TA	SHEET 73	E

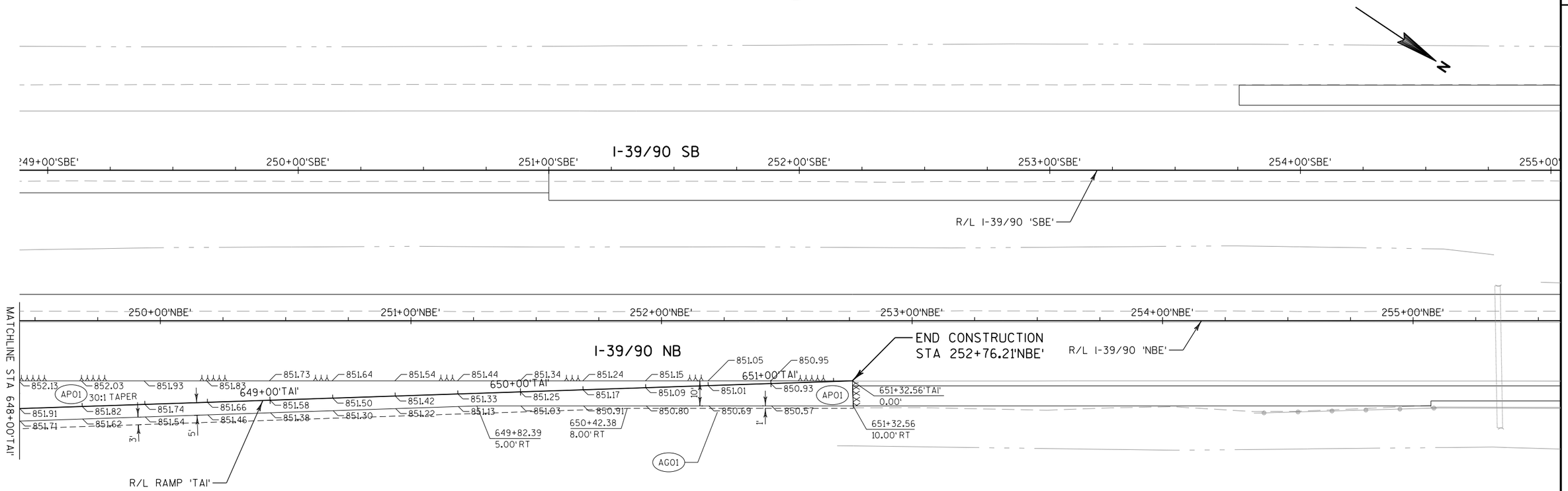
2

PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

APO1 HMA PAVEMENT TYPE E-3, 4-INCH

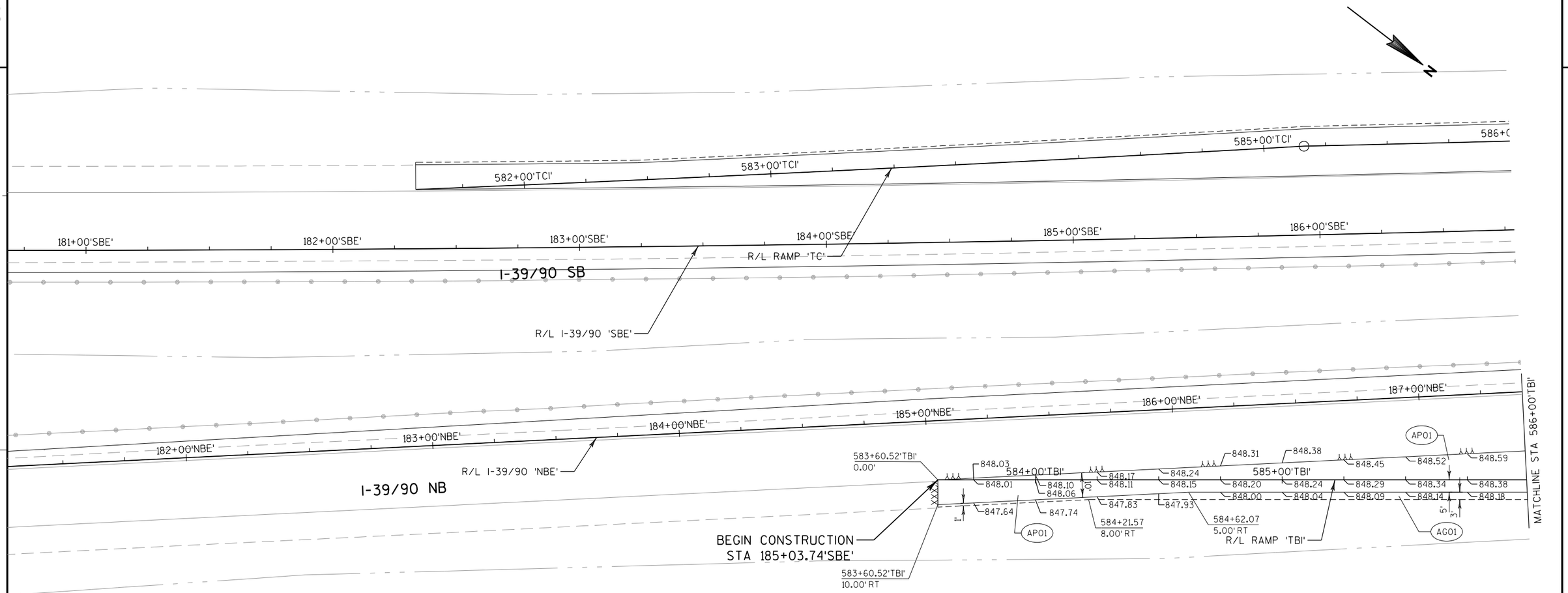
AGO1 BASE AGGREGATE DENSE 3/4-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TA	SHEET 74	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021217_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

2



PAVEMENT DETAIL LEGEND

YYYY SAWCUT CONCRETE

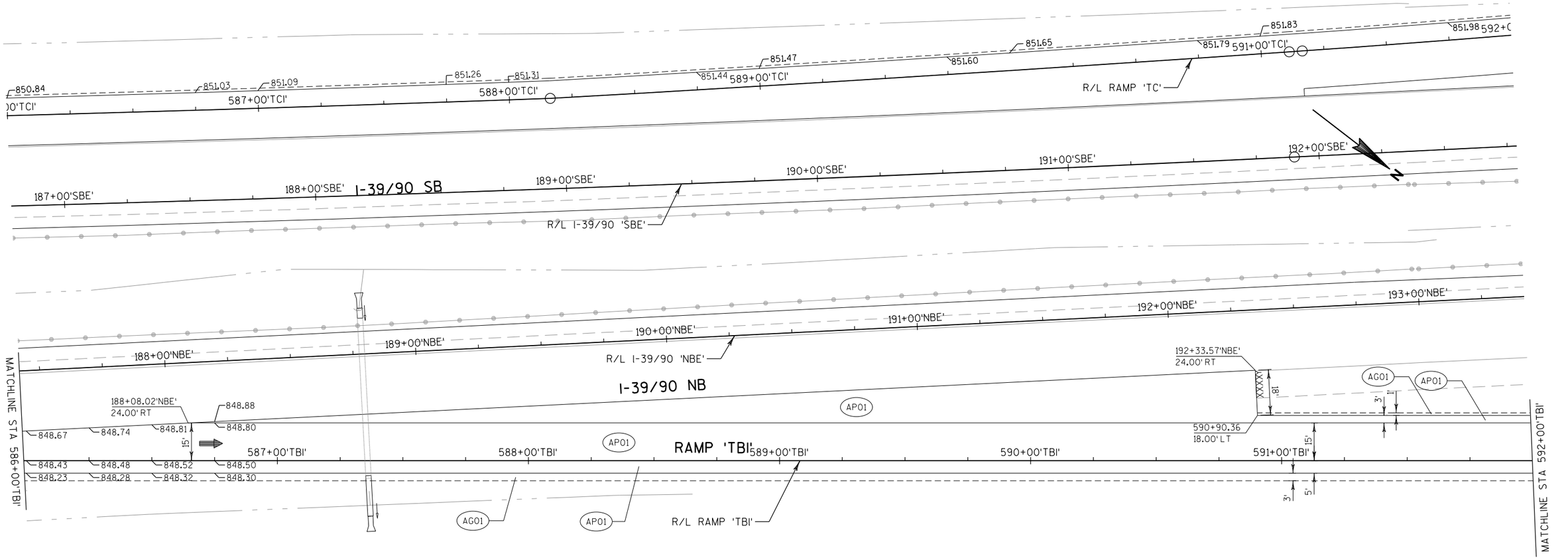
XXXXX SAWCUT ASPHALT

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TB	SHEET 75	E

2



PAVEMENT DETAIL LEGEND

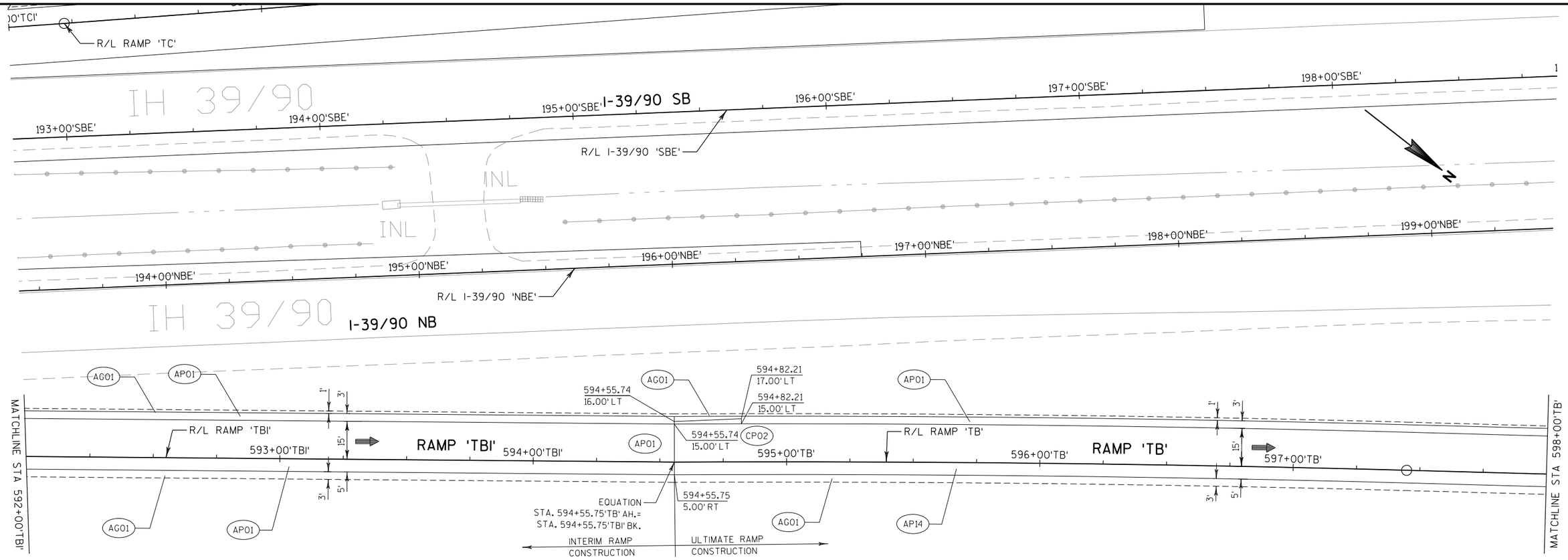
YYYYY SAWCUT CONCRETE

XXXXX SAWCUT ASPHALT

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

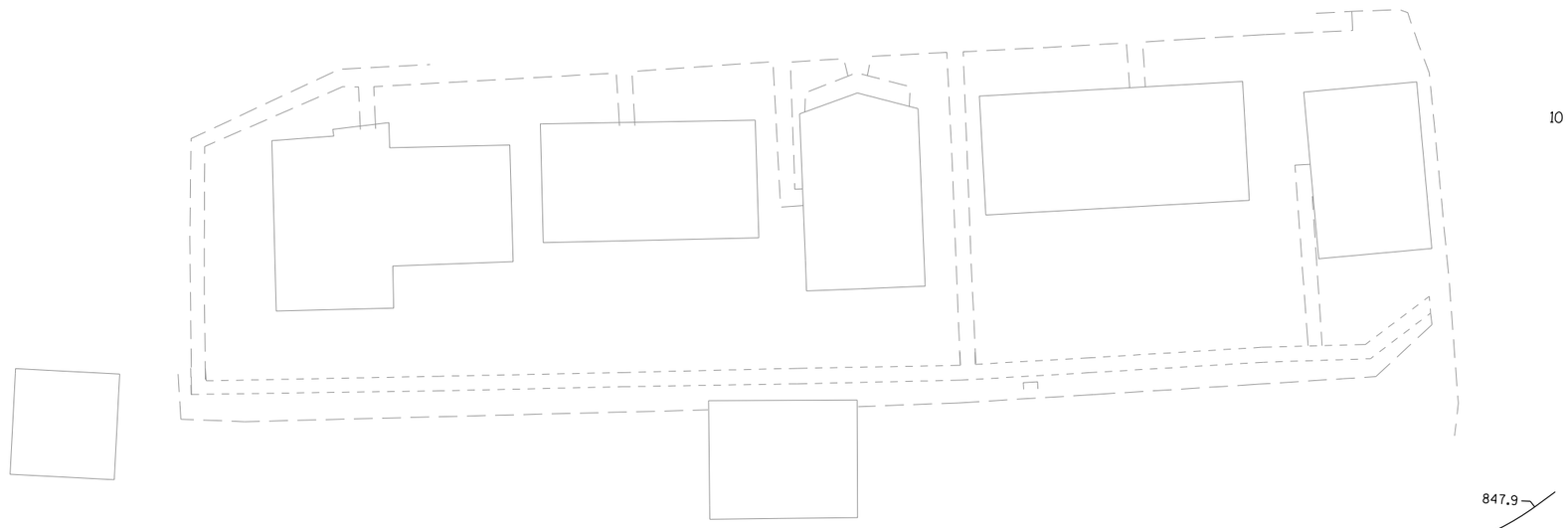
(AG01) BASE AGGREGATE DENSE 3/4-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TB	SHEET 76	E

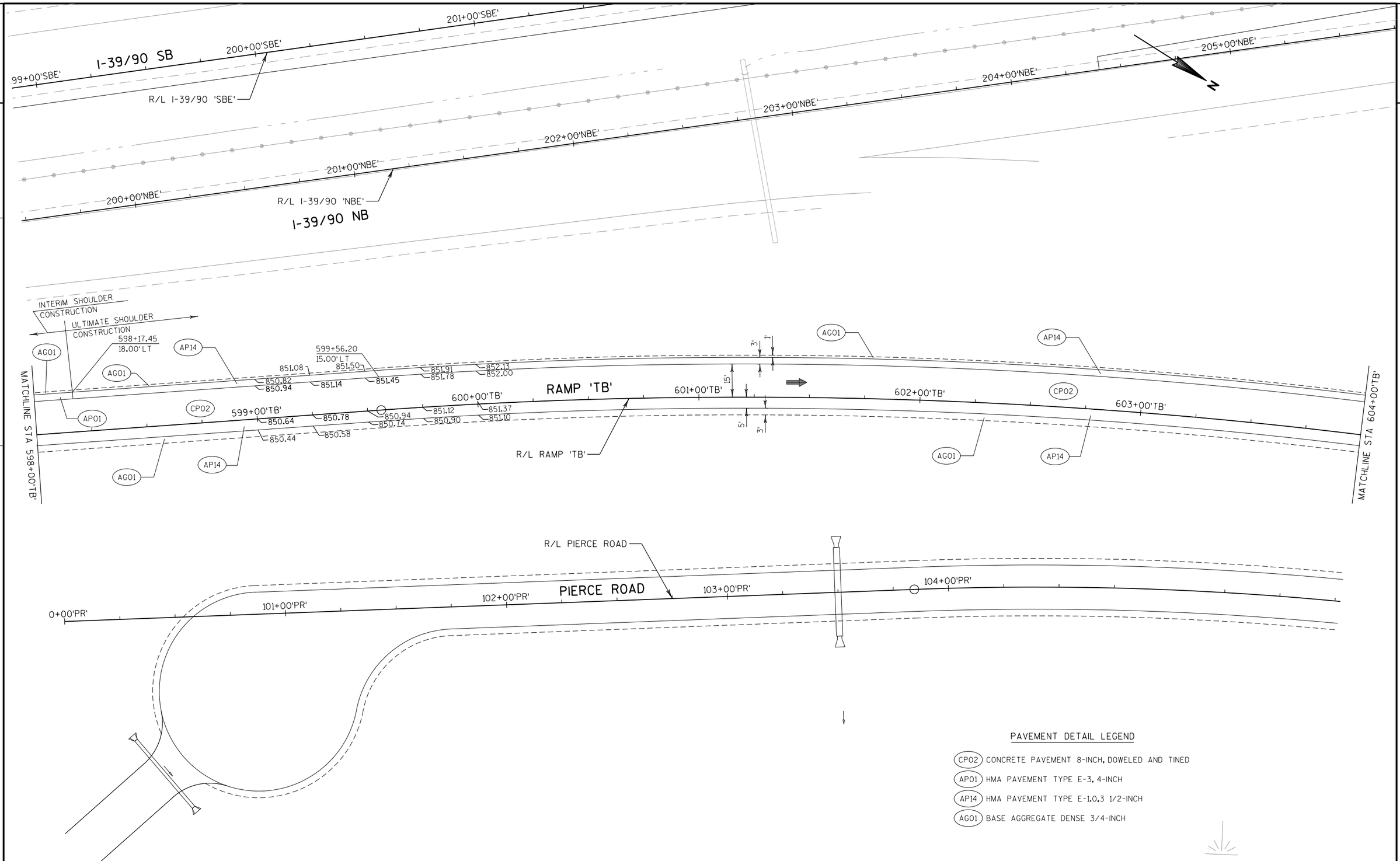


PAVEMENT DETAIL LEGEND

- (CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP01) HMA PAVEMENT TYPE E-3, 4-INCH
- (AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TB	SHEET 77	E



PAVEMENT DETAIL LEGEND

- (CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP01) HMA PAVEMENT TYPE E-3, 4-INCH
- (AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TB	SHEET 78	E

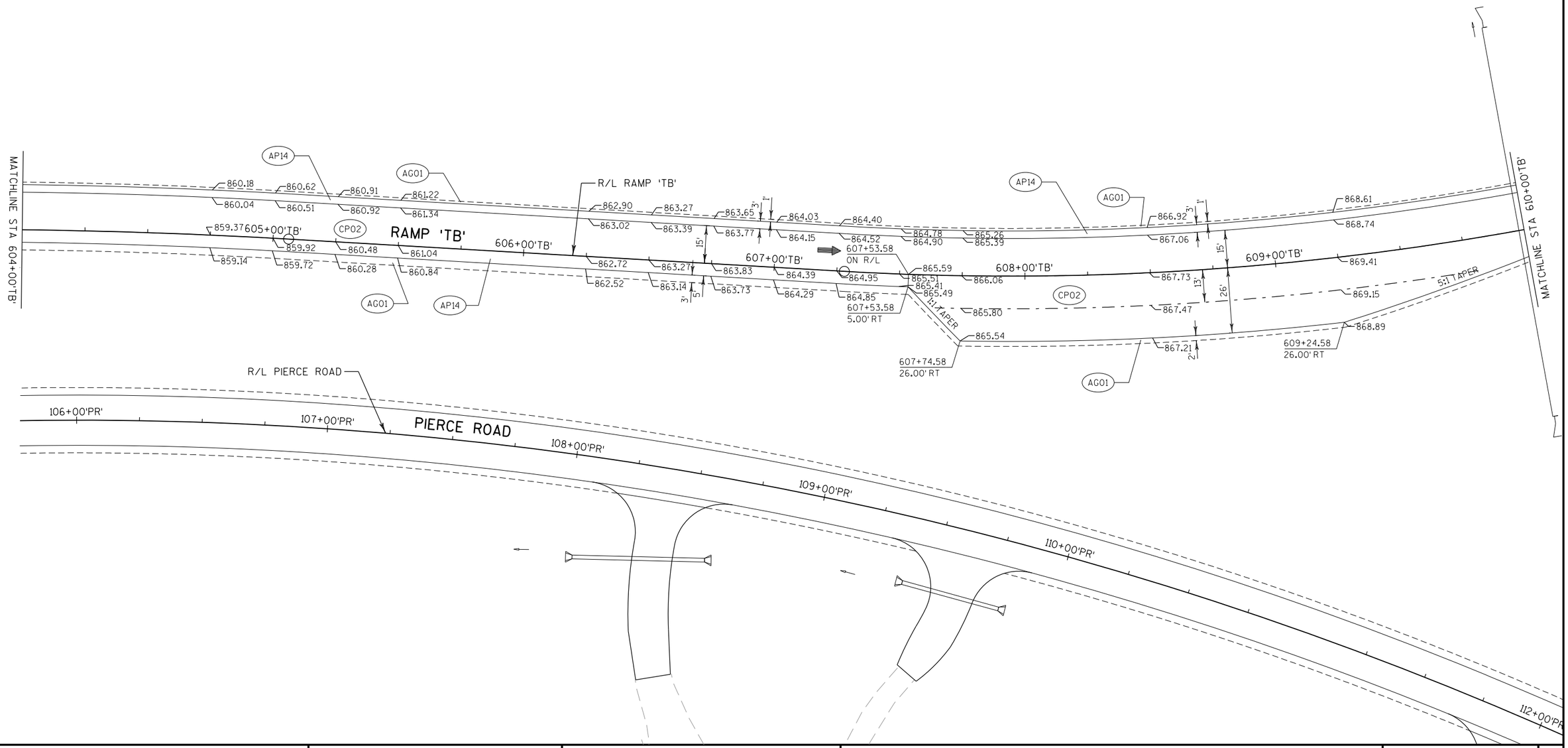
2

PAVEMENT DETAIL LEGEND

CP02 CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED

AP14 HMA PAVEMENT TYPE E-1.0,3 1/2-INCH

AG01 BASE AGGREGATE DENSE 3/4-INCH



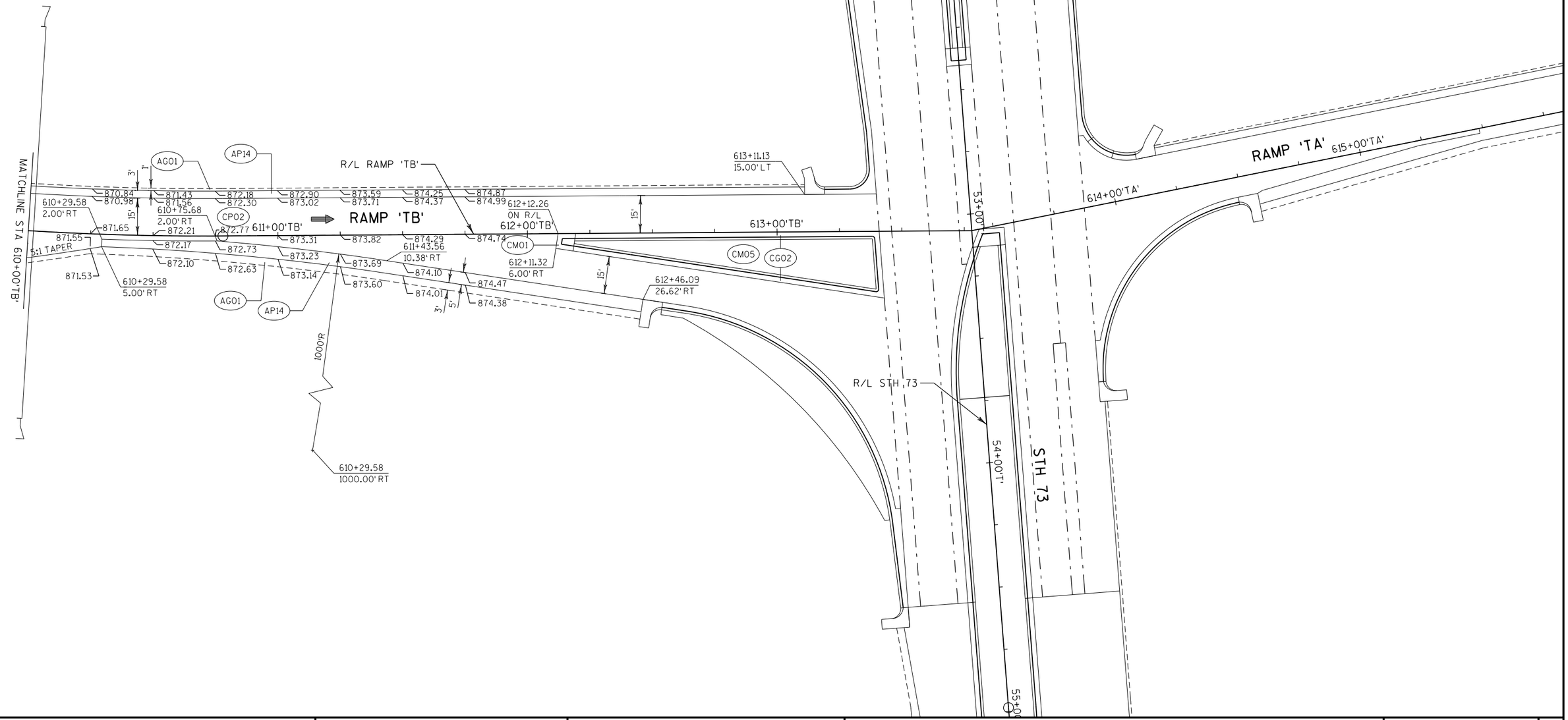
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TB	SHEET 79	E

2

2

PAVEMENT DETAIL LEGEND

- (CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (CG02) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM05) CONCRETE SIDEWALK, 5-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TB	SHEET 80	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021223_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

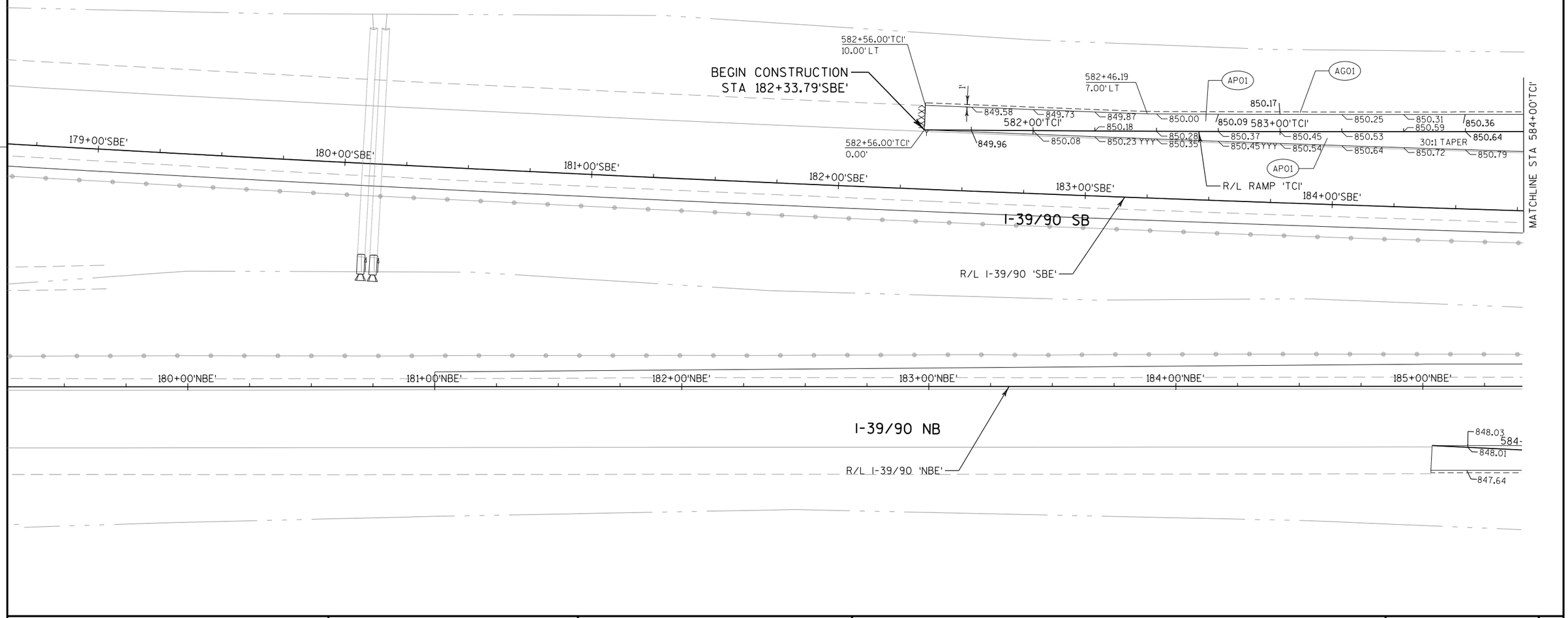
PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

XXXXX SAWCUT ASPHALT

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TC	SHEET 81	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021224_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

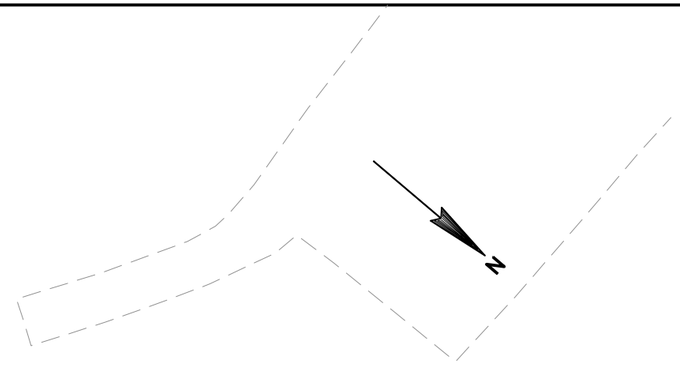
WISDOT/CADDS SHEET 42

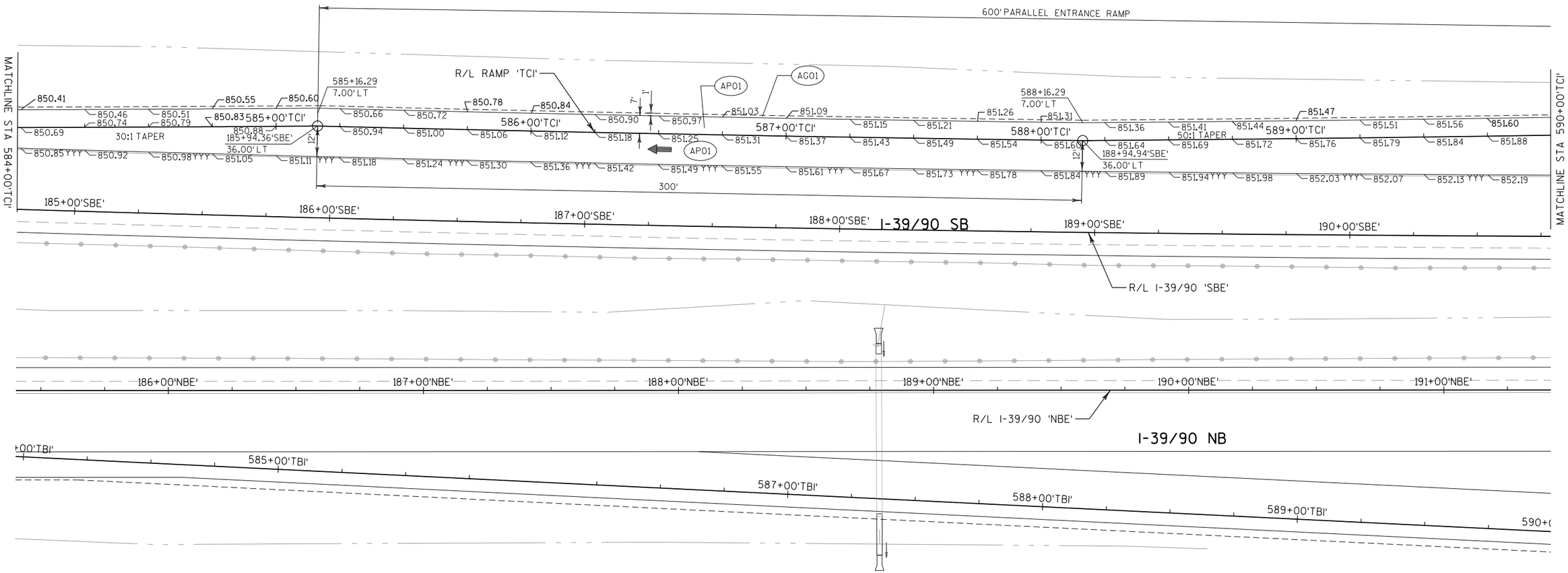
PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH





PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TC	SHEET 82	E

2

2

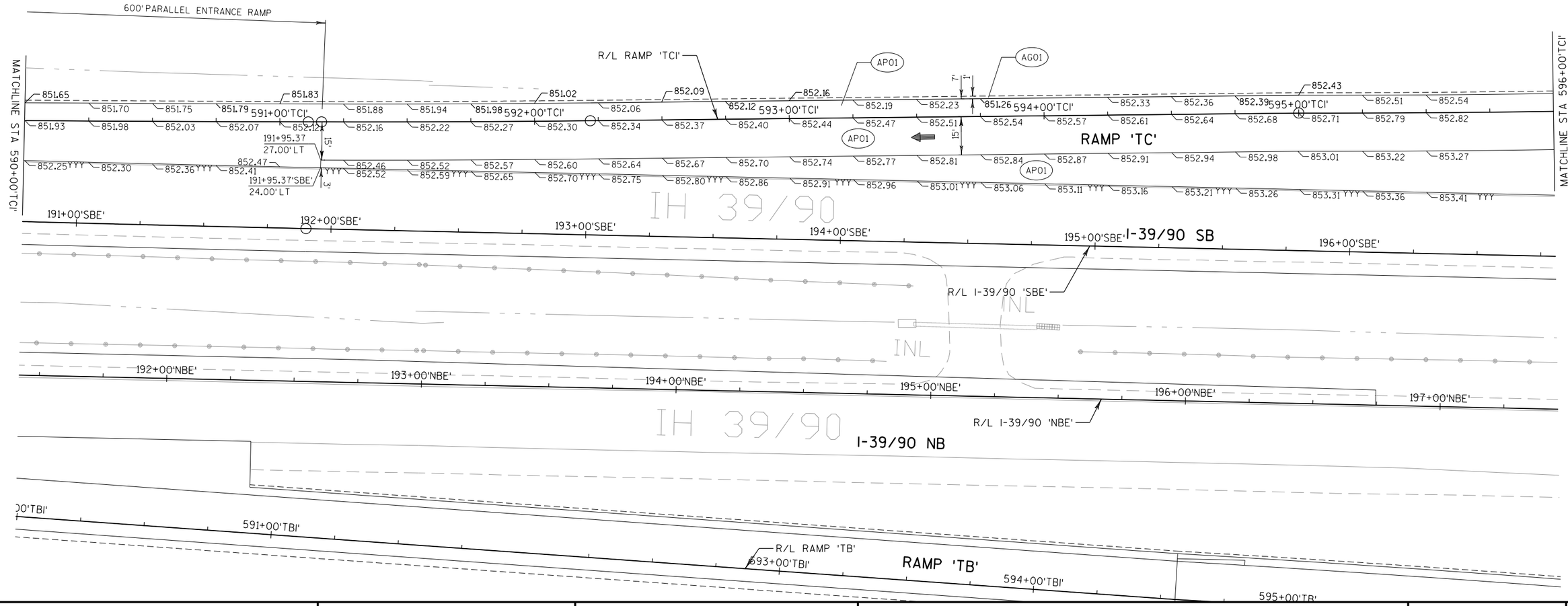
PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH

N



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TC	SHEET 83	E

2

PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

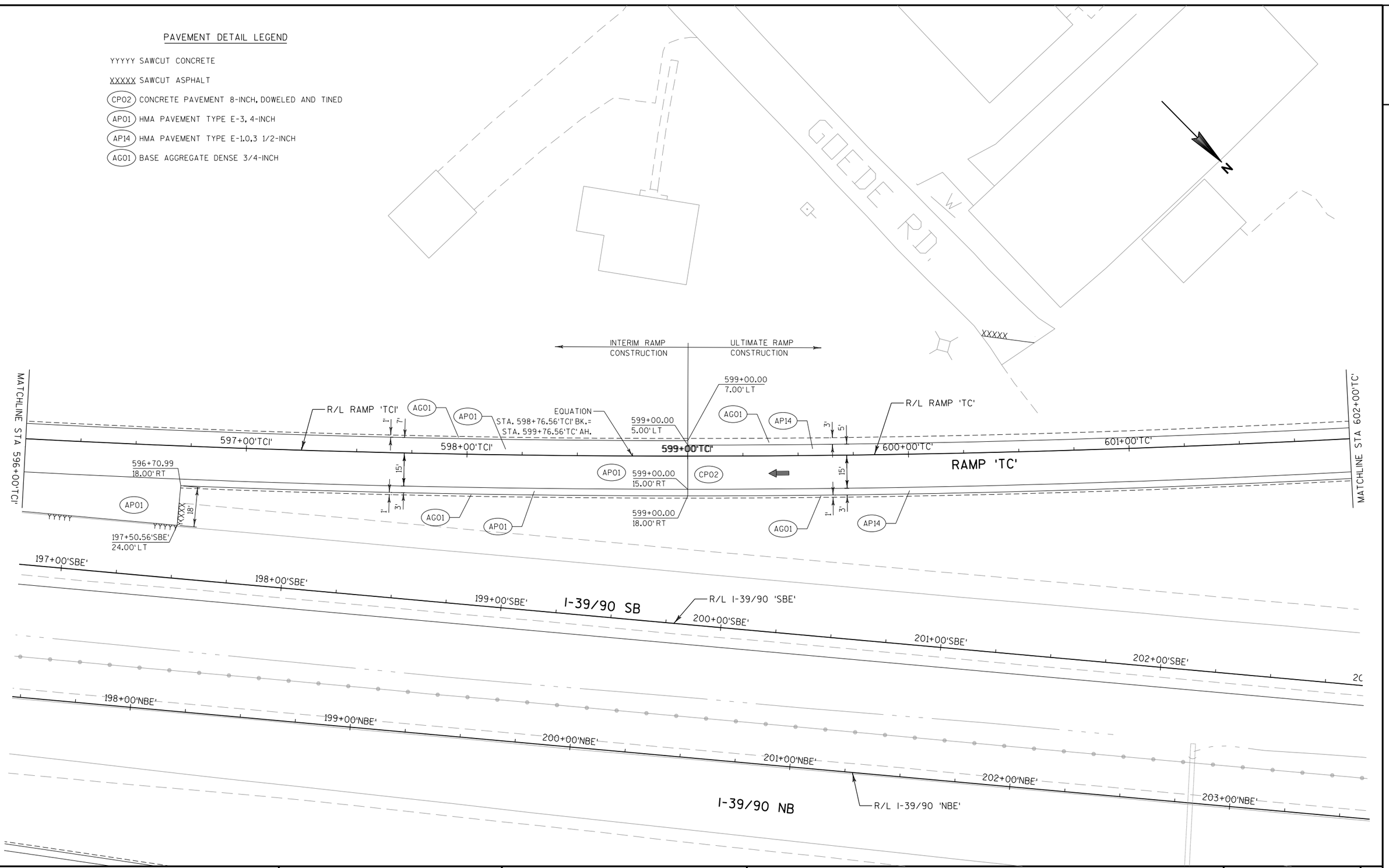
XXXXX SAWCUT ASPHALT

(CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TC	SHEET 84	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021227_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

PAVEMENT DETAIL LEGEND

(CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED

(AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH

XXXXX SAWCUT ASPHALT

N

XXXXX XXXXX XXXXX R/W XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

MATCHLINE STA 602+00'TC'

603+00'TC' 604+00'TC' 605+00'TC' 606+00'TC' 607+00'TC'

R/L RAMP 'TC'

AG01 AP14 CP02

3' 5' 15' 1' 3'

858.66 859.27 858.06 858.26 858.86 859.47

858.70 858.80 859.20 859.24 859.77 859.76

RAMP 'TC'

AG01 AP14

MATCHLINE STA 608+00'TC'

13+00'SBE' 204+00'SBE' I-39/90 SB R/L I-39/90 'SBE' 205+00'SBE' 206+00'SBE' 207+00'SBE'

204+00'NBE' 205+00'NBE'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TC	SHEET 85	E

2

2

PAVEMENT DETAIL LEGEND

(CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED

(AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH

XXXXX SAWCUT ASPHALT

N

R/L USH 51

USH 51

MATCHLINE STA 608+00'TC'

R/L RAMP 'TC'

RAMP 'TC'

609+00'TC'

610+00'TC'

611+00'TC'

612+00'TC'

613+00'TC'

613+00'TD'

R/L RAMP 'TD'

RAMP 'TD'

47+00'T

AP14

AG01

CP02

3"

5"

15"

1"

3"

611+15.64
2.00'LT

611+15.32
8.00'LT

611+40.64
2.00'LT

612+05.64
7.20'LT

12.5:1 TAPER

873.70

873.13

873.84

873.33

874.19

874.26

874.30

874.68

874.73

875.02

875.12

611+15.64
ON R/L

611+40.64
15.00'RT

611+70.64
17.00'RT

873.63

873.51

874.14

874.02

874.60

874.50

874.97

875.03

875.42

875.37

611+40.67
17.00'RT

611+50.49
18.00'RT

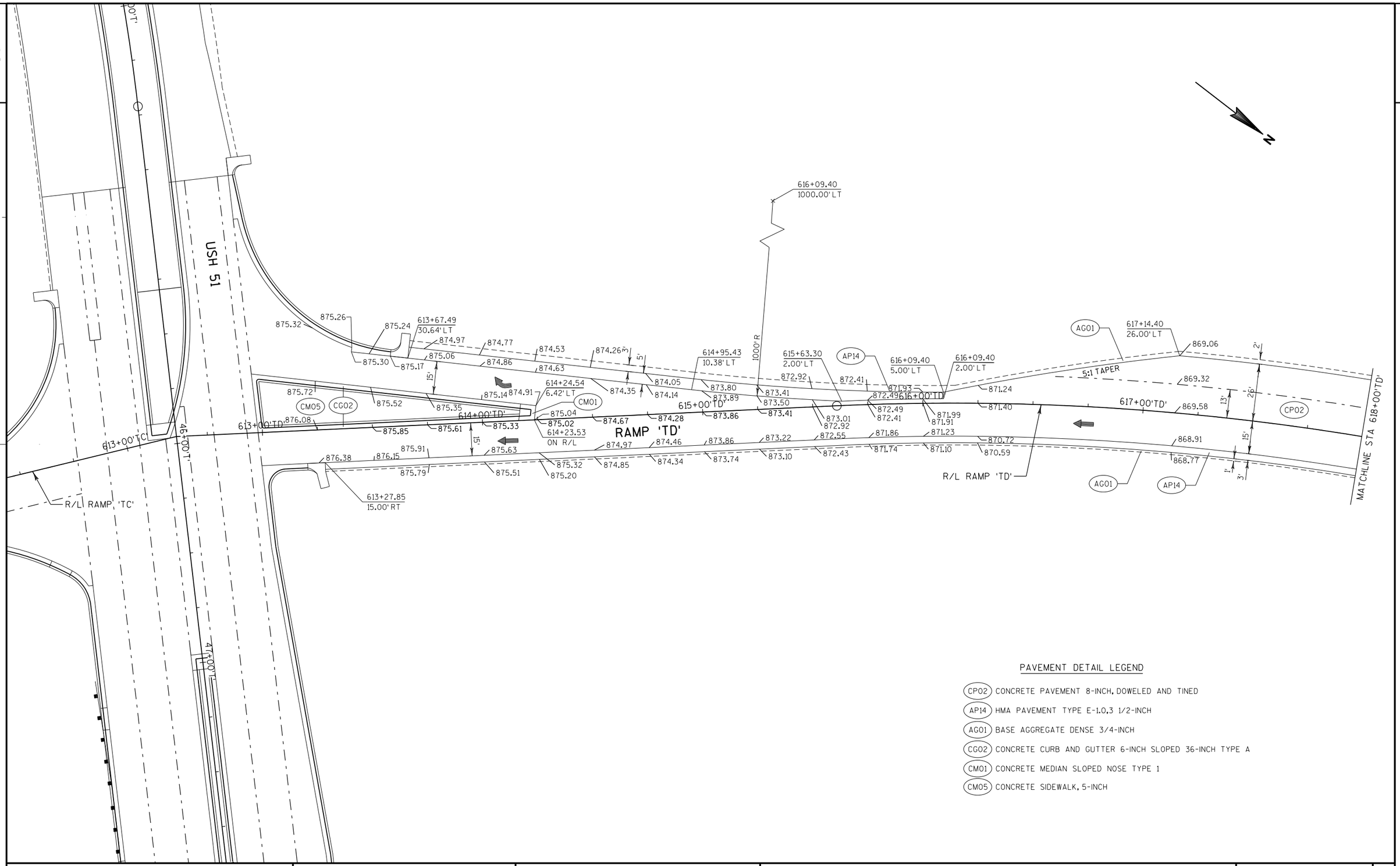
611+75.63
17.50'RT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TC	SHEET 86	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021229_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

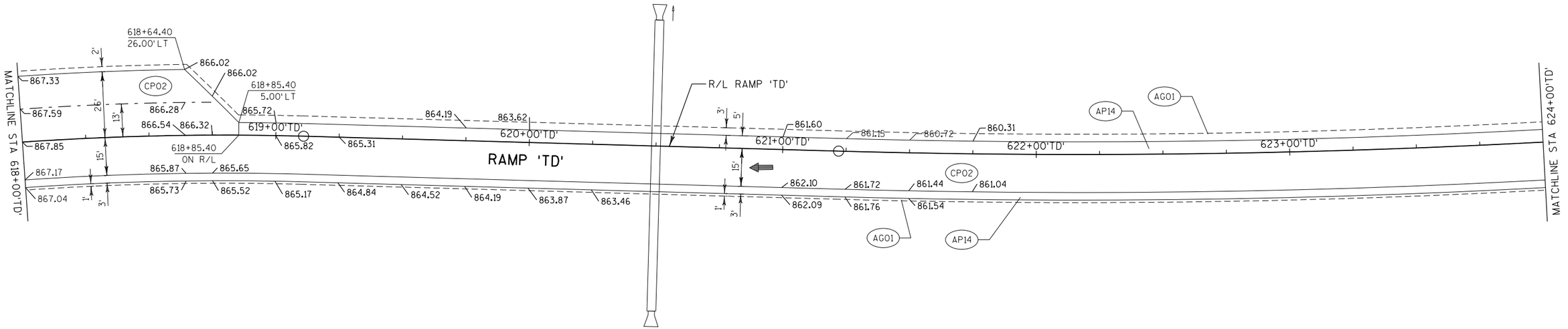


PAVEMENT DETAIL LEGEND

- (CPO2) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH
- (AGO1) BASE AGGREGATE DENSE 3/4-INCH
- (CGO2) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
- (CMO1) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CMO5) CONCRETE SIDEWALK, 5-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TD	SHEET 87	E

2

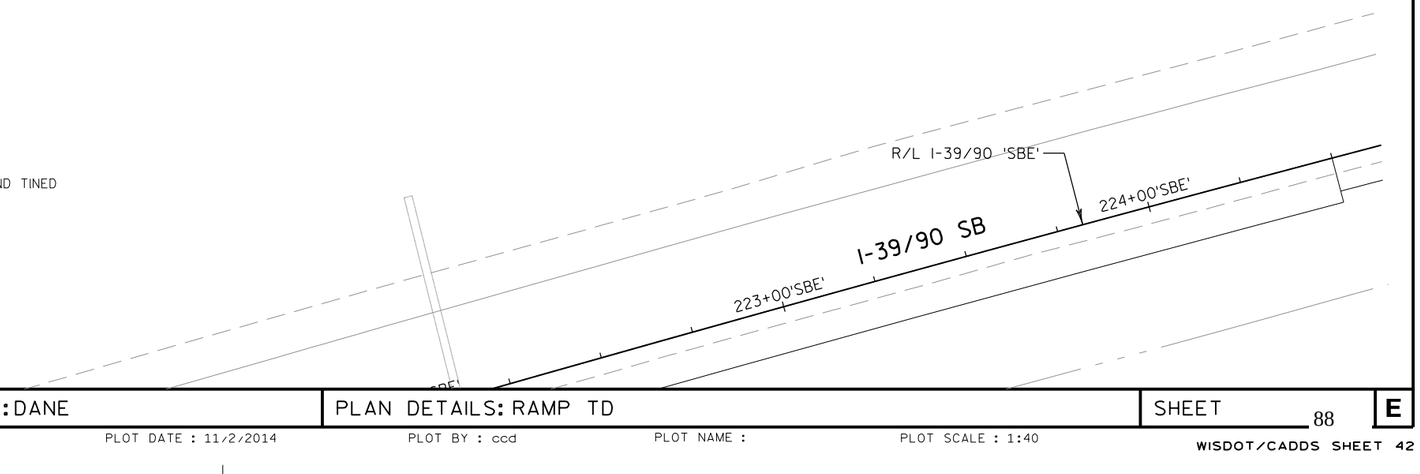


PAVEMENT DETAIL LEGEND

(CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED

(AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TD	SHEET 88	E

2

2

PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

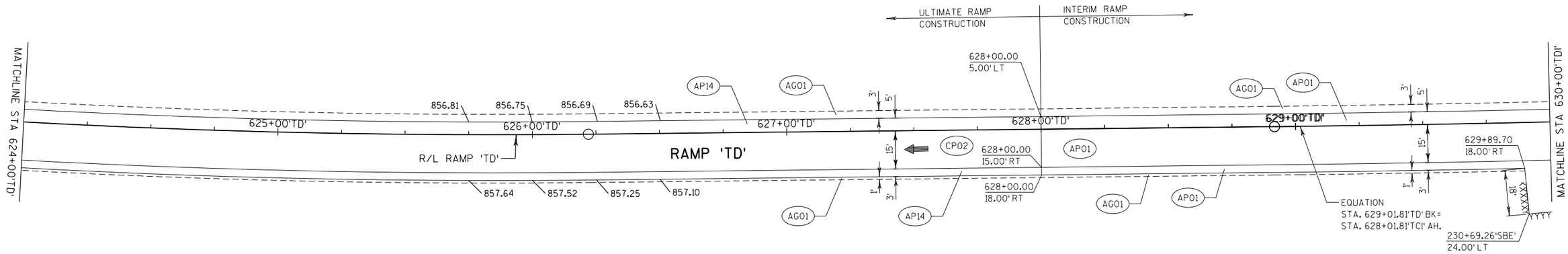
XXXXX SAWCUT ASPHALT

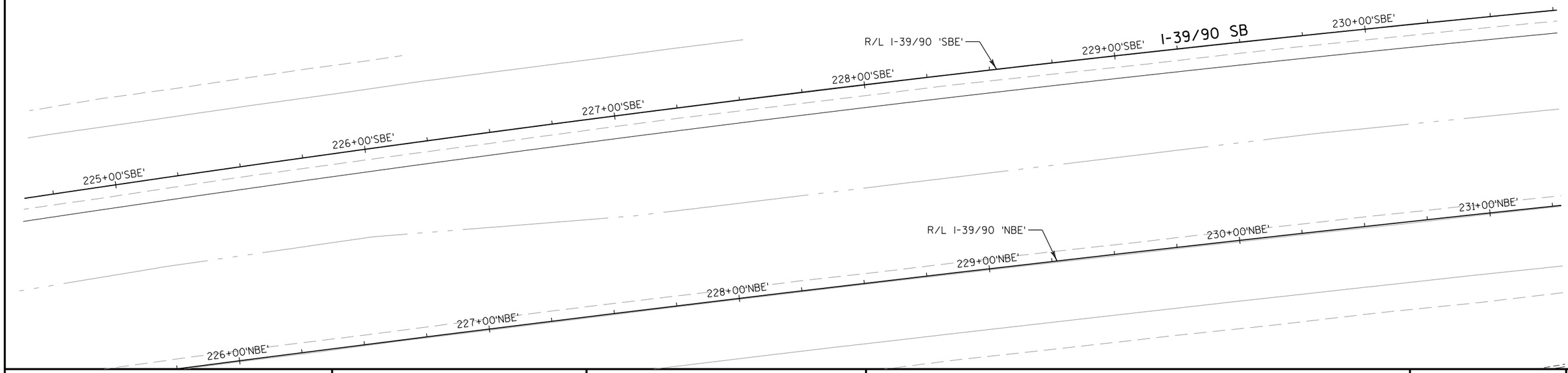
(CP02) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AP14) HMA PAVEMENT TYPE E-1.0,3 1/2-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH





PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TD	SHEET 89	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021232_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

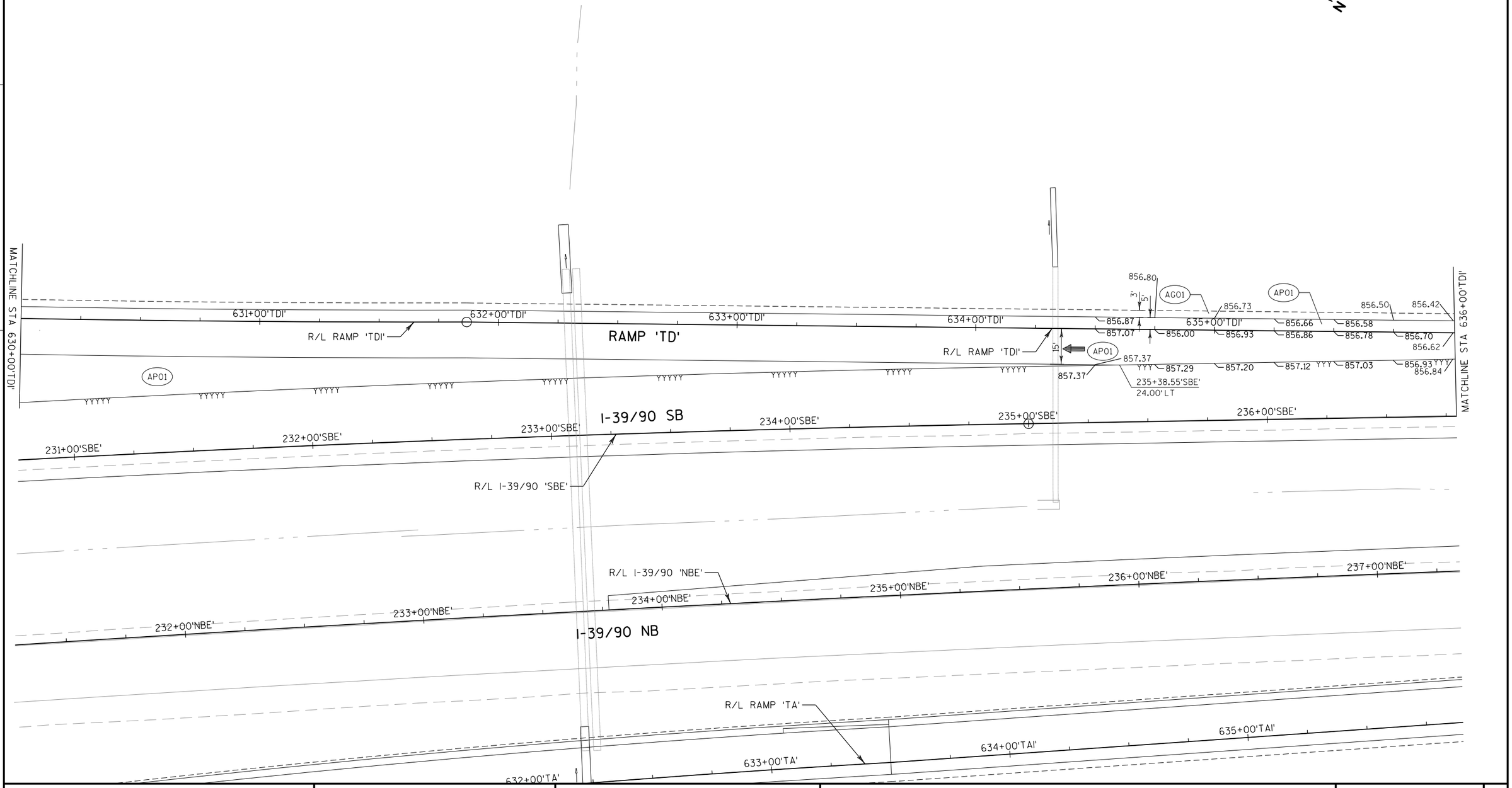
2

PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TD	SHEET 90	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021233_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

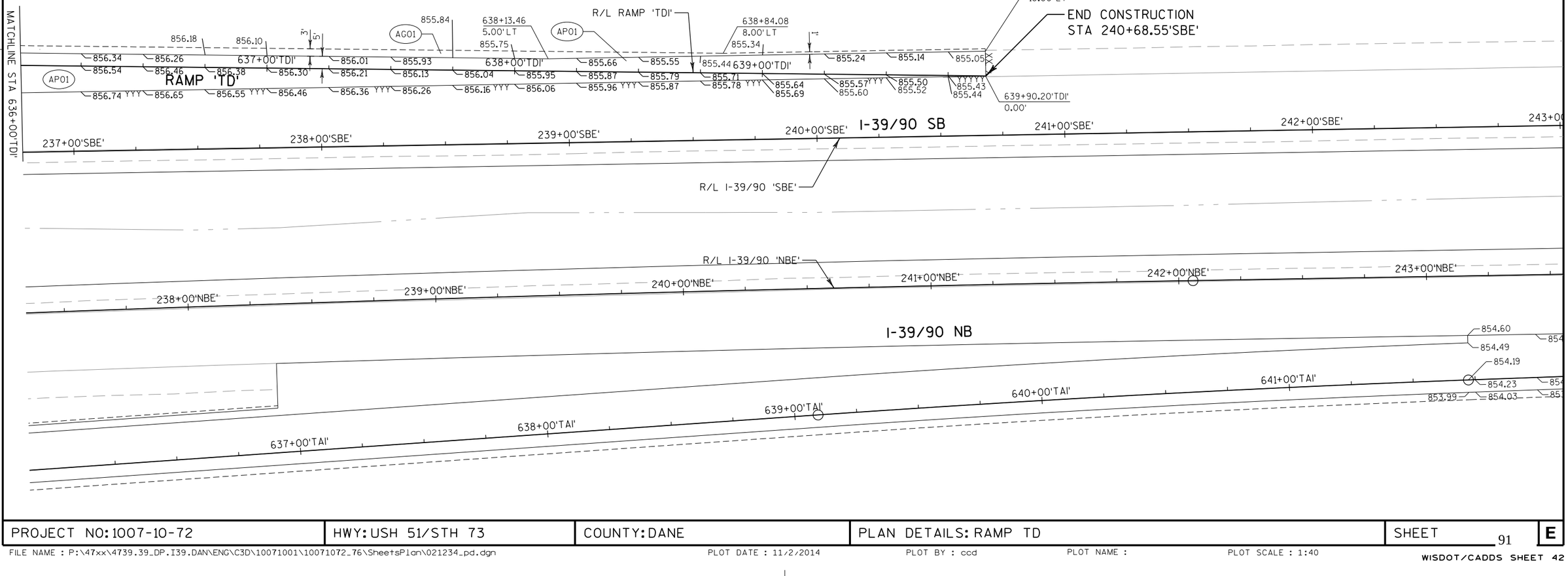
PAVEMENT DETAIL LEGEND

YYYYY SAWCUT CONCRETE

XXXXX SAWCUT ASPHALT

(AP01) HMA PAVEMENT TYPE E-3, 4-INCH

(AG01) BASE AGGREGATE DENSE 3/4-INCH



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: RAMP TD	SHEET 91	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\021234_pd.dgn PLOT DATE : 11/2/2014 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

199+00'NBE'

200+00'NBE'

R/L I-39/90 'NBE'

N

00'TB'

599+00'TB'

R/L RAMP 'TB'

600+00'TB'

RAMP 'TB'

601+00'TB'

602+00'TB'

603+00'TB'

100+00'PR'

101+00'PR'

102+00'PR'

PIERCE ROAD

103+00'PR'

104+00'PR'

R/L PIERCE ROAD

MATCHLINE STA 105+00'PR'

100+86.42
10.00' LT

848.70 848.84 849.02 849.13 849.12 849.17 849.44 849.77 850.12

849.38 849.32 849.37 849.51 849.70 849.92

848.71 849.12 849.17 849.31 849.50 849.72

AG01

AP17

DR03

3'

10'

10'

3'

849.46
849.14

849.53

101+74.26
10.00' RT

45'R

848.71

849.61

100+86.51
35.00' RT

100+17.45
46.46' RT

R 25'

848.71

101+30.38
45.00' RT

849.02

R 45'

848.76

101+74.26
55.00' RT

848.22

848.71

848.70

848.70

848.22

R 25'

597+52.03'TB'
129.53' RT

R 70'

R 90'

847.9

DR03

100+61.91
100.53' RT

597+53.59'TB'
199.52' RT
MATCH EXISTING

847.9

597+54.19'TB'
219.51' RT
MATCH EXISTING

20'

SEPTIC

PAVEMENT DETAIL LEGEND

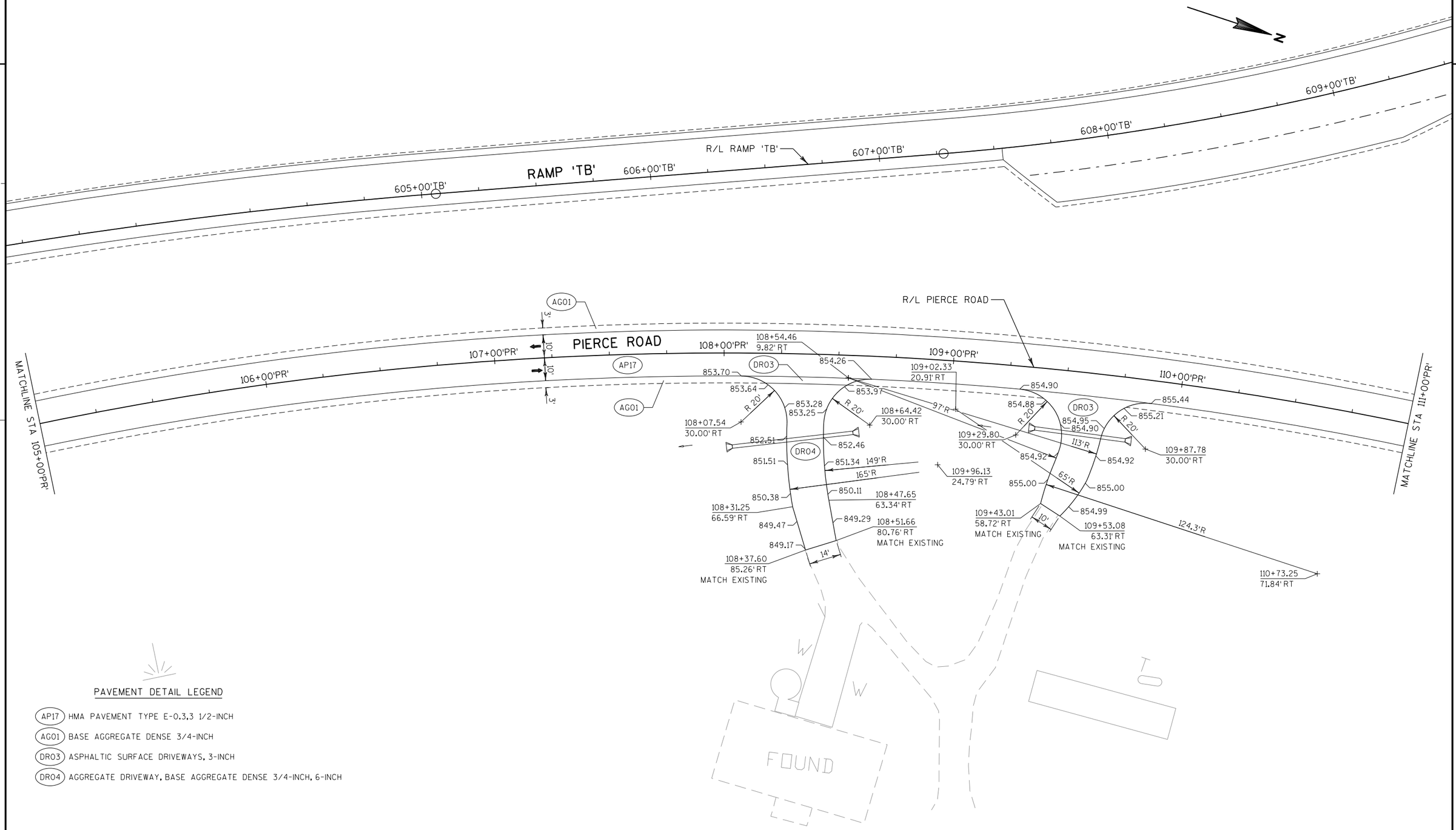
AP17 HMA PAVEMENT TYPE E-0.3,3 1/2-INCH

AG01 BASE AGGREGATE DENSE 3/4-INCH

DR03 ASPHALTIC SURFACE DRIVEWAYS, 3-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: PIERCE ROAD	SHEET 92	E

2

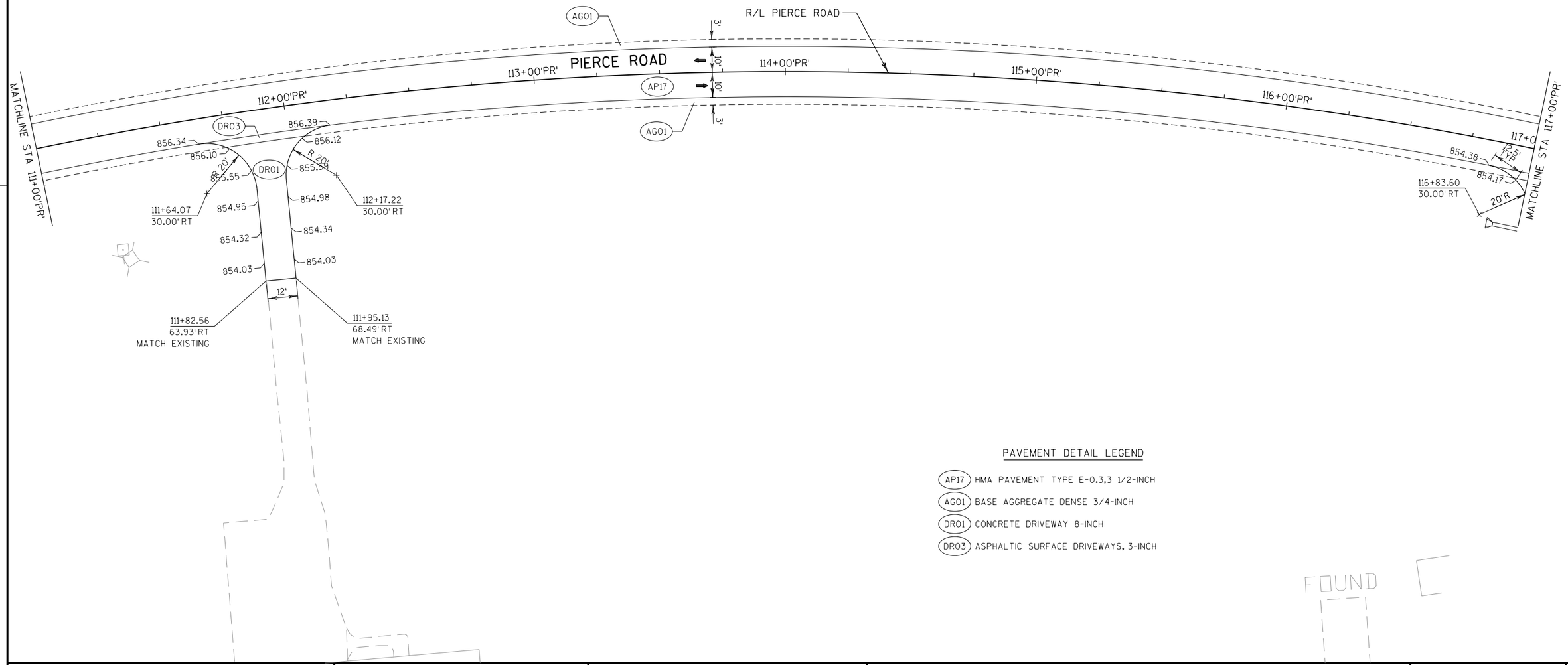


PAVEMENT DETAIL LEGEND

- (AP17) HMA PAVEMENT TYPE E-0.3.3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (DR03) ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
- (DR04) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: PIERCE ROAD	SHEET 93	E

2

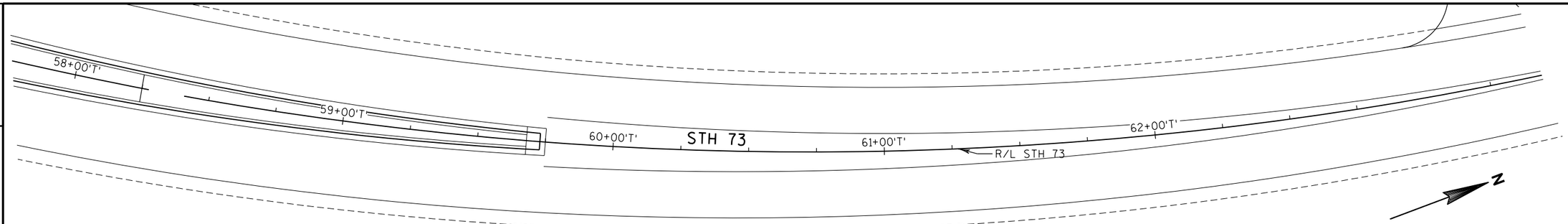


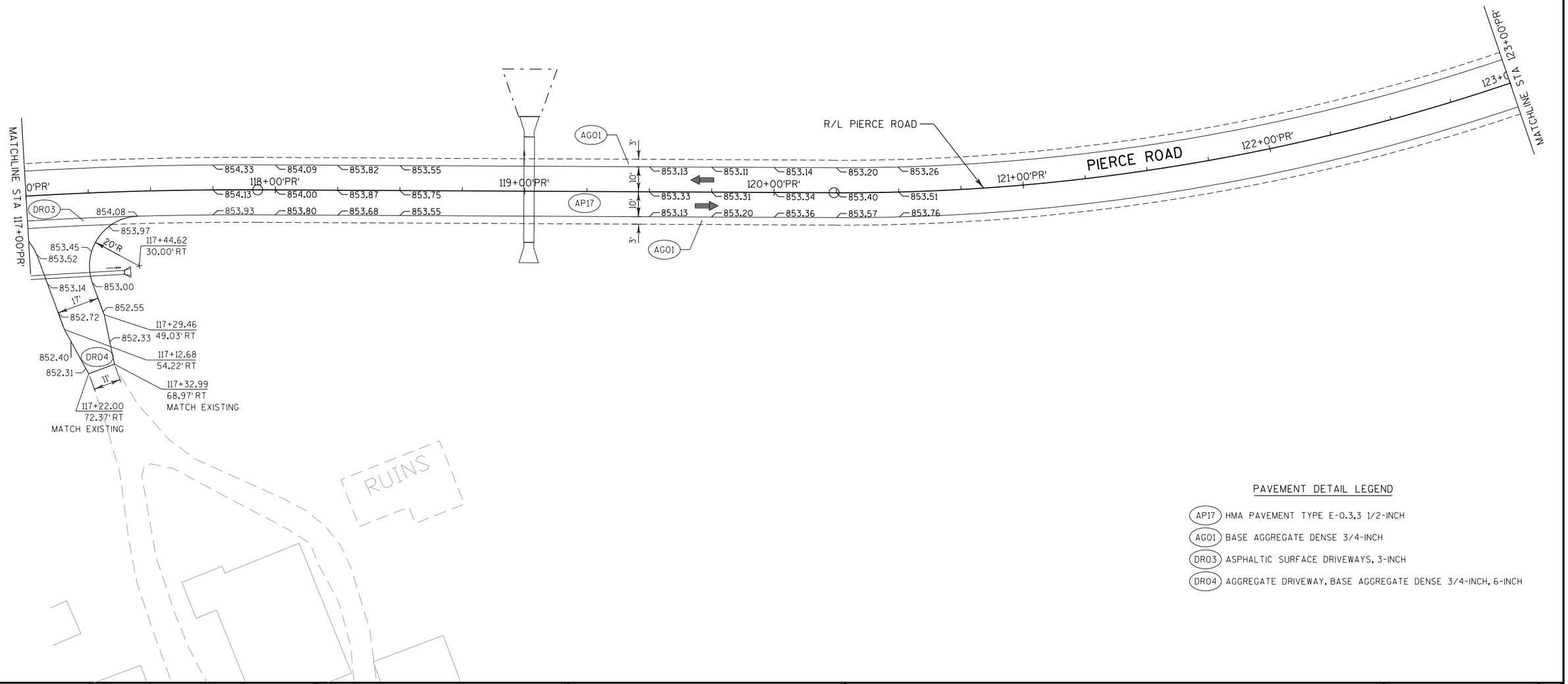
PAVEMENT DETAIL LEGEND

AP17	HMA PAVEMENT TYPE E-0.3,3 1/2-INCH
AG01	BASE AGGREGATE DENSE 3/4-INCH
DR01	CONCRETE DRIVEWAY 8-INCH
DR03	ASPHALTIC SURFACE DRIVEWAYS, 3-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: PIERCE ROAD	SHEET 94	E

2



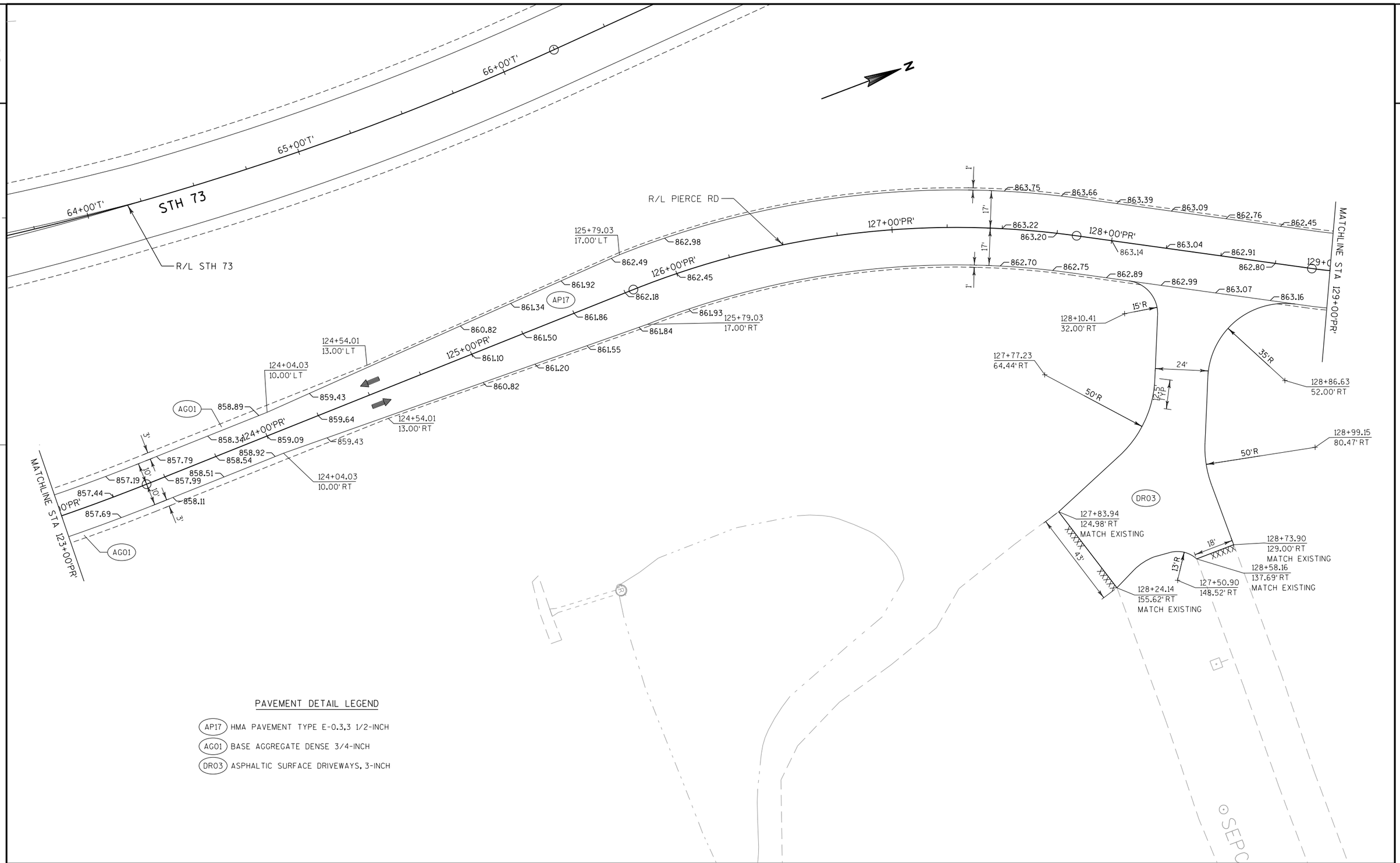


PAVEMENT DETAIL LEGEND

- (AP17) HMA PAVEMENT TYPE E-0.3,3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (DR03) ASPHALTIC SURFACE DRIVEWAYS, 3-INCH
- (DR04) AGGREGATE DRIVEWAY, BASE AGGREGATE DENSE 3/4-INCH, 6-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: PIERCE ROAD	SHEET 95	E

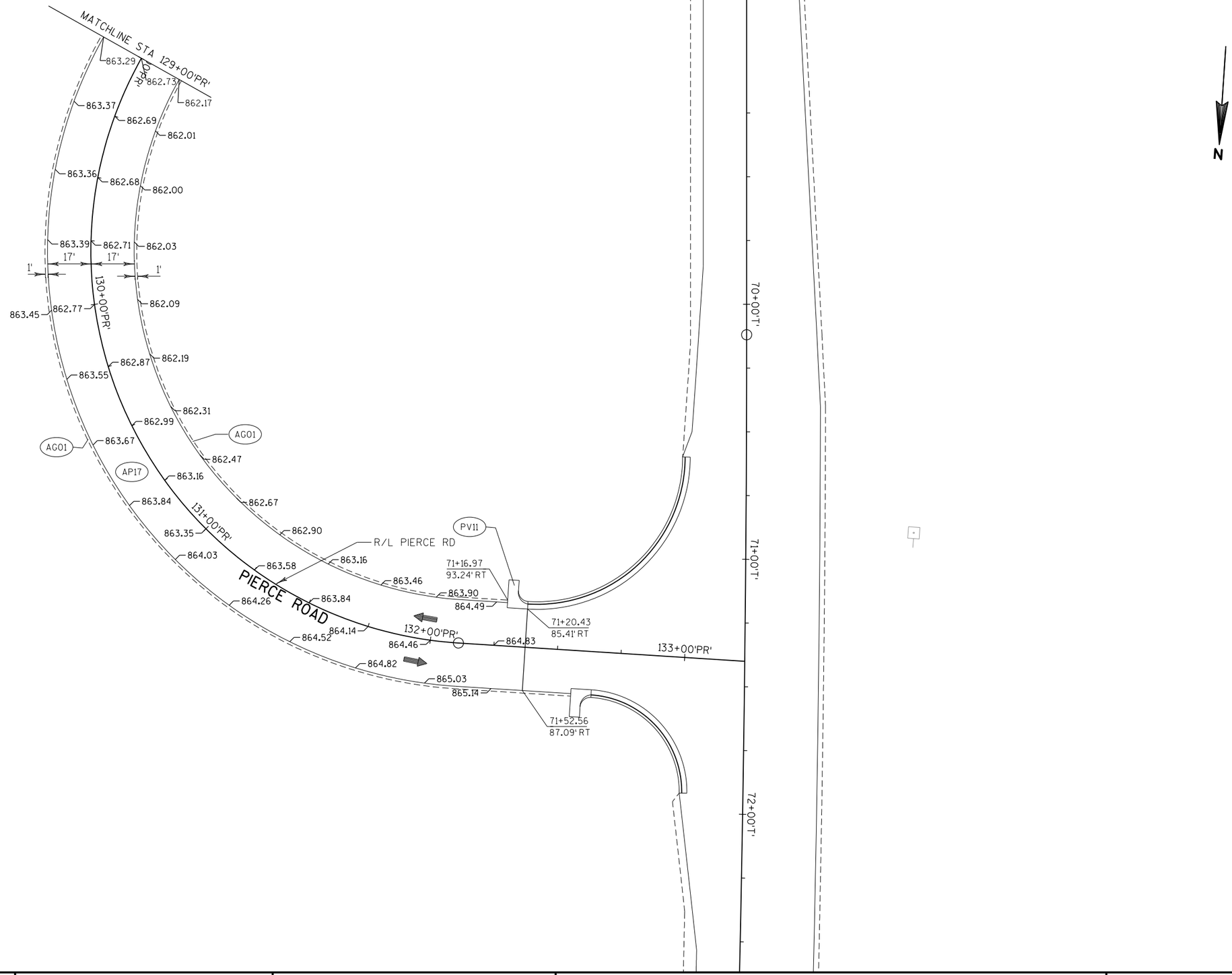
2



PAVEMENT DETAIL LEGEND

- (AP17) HMA PAVEMENT TYPE E-0.3,3 1/2-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (DR03) ASPHALTIC SURFACE DRIVEWAYS, 3-INCH

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: PIERCE ROAD	SHEET 96	E



PAVEMENT DETAIL LEGEND

- AP17 HMA PAVEMENT TYPE E-0.3,3 1/2-INCH
- AGO1 BASE AGGREGATE DENSE 3/4-INCH
- PV11 CONCRETE SURFACE DRAINS

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN DETAILS: PIERCE ROAD	SHEET 97	E

2

LEGEND

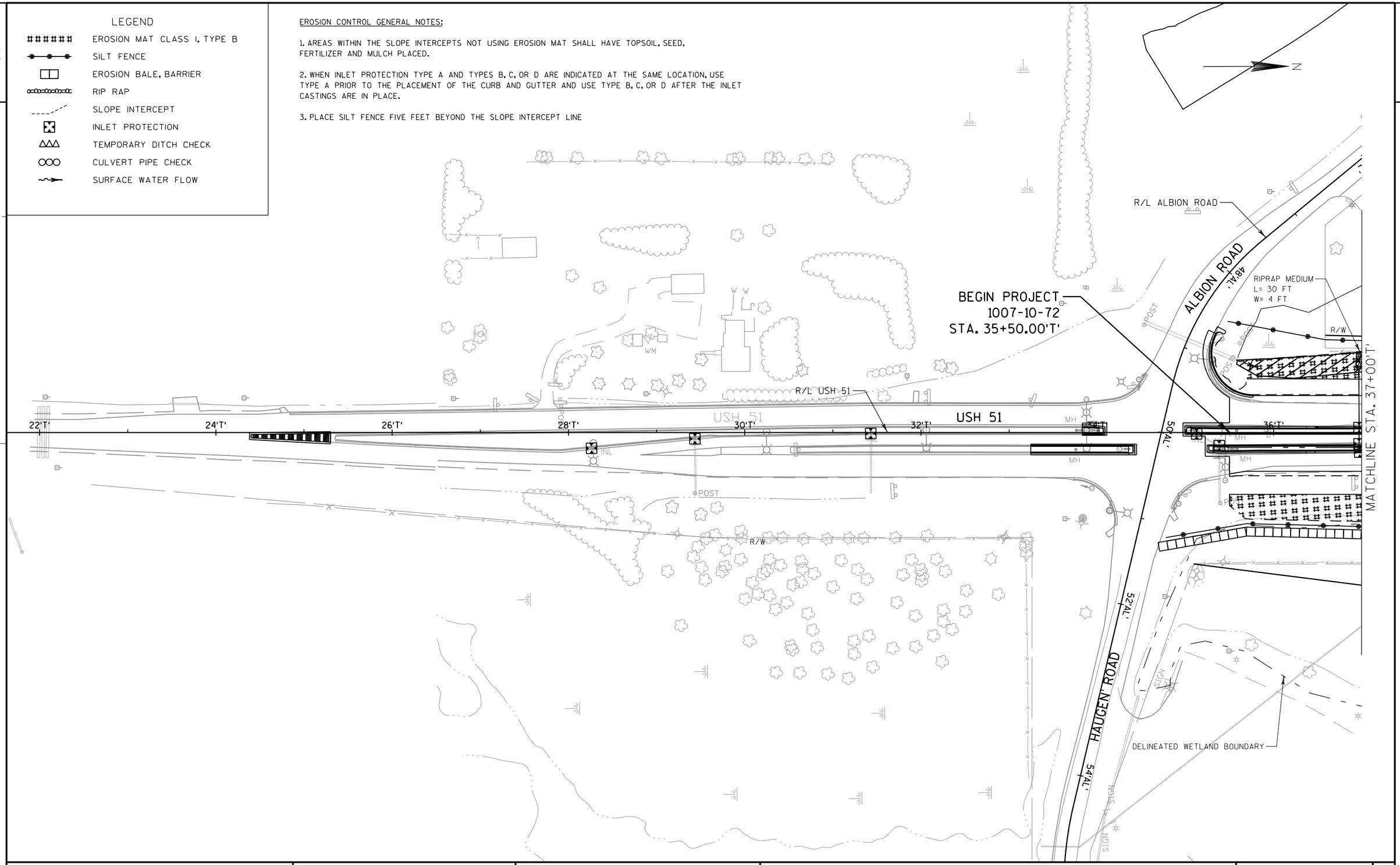
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE



PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 98	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\022001_ec.dgn PLOT DATE : 12/16/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

D10E
0.260 ACRE WETLAND LOSS (M)

D10C
0.419 ACRE WETLAND LOSS (SM)

DELINEATED WETLAND BOUNDARY
SILT FENCE RELIEF
RIPRAP MEDIUM L= 59 FT W= 4 FT
RIPRAP MEDIUM L= 30 FT W= 4 FT
RIPRAP MEDIUM L= 120 FT W= 6 FT
RIPRAP MEDIUM L= 91 FT W= 6 FT
RIPRAP MEDIUM L= 97 FT W= 6 FT
RIPRAP MEDIUM L= 79 FT W= 6 FT
RIPRAP MEDIUM L= 56 FT W= 4 FT
RIPRAP MEDIUM L= 102 FT W= 6 FT
RIPRAP MEDIUM L= 6 FT W= 6 FT

R/L RAMP 'DC'
R/L USH 51
USH 51
B-13-702
R/L I-39/90 'SBE'
R/L RAMP 'TC'
R/L I-39/90 'NBE'
MATCHLINE STA. 37+00'T'
MATCHLINE STA. 52+50'T'
SEPTIC
POST
IH 39/90

LEGEND

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

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 99 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\022002_ec.dgn PLOT DATE : 12/16/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

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

MATCHLINE STA. 52+50'T'

MATCHLINE STA. 67+00'T'

STH 73

R/L STH 73

R/L RAMP 'TA'

R/L RAMP 'TB'

R/L PIERCE ROAD

PIERCE ROAD

RIPRAP MEDIUM
L= 78 FT
W= 6 FT

RIPRAP MEDIUM
L= 126 FT
W= 6 FT

RIPRAP MEDIUM
L= 102 FT
W= 6 FT

RIPRAP MEDIUM
L= 61 FT
W= 4 FT

RIPRAP MEDIUM
L= 18 FT
W= 21 FT

RIPRAP MEDIUM
L= 40 FT
W= 4 FT

RIPRAP MEDIUM
L= 15 FT
W= 17.5 FT

618'T'
616'TA'
614'TA'
54'T'
58'T'
60'T'
62'T'
64'T'
66'T'
112'PR'
114'PR'
116'PR'
118'PR'
120'PR'
122'PR'
124'PR'
126'PR'

R/W

SEPTIC

RUINS

FOUND

TLE

N

EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 100	E

2

LEGEND

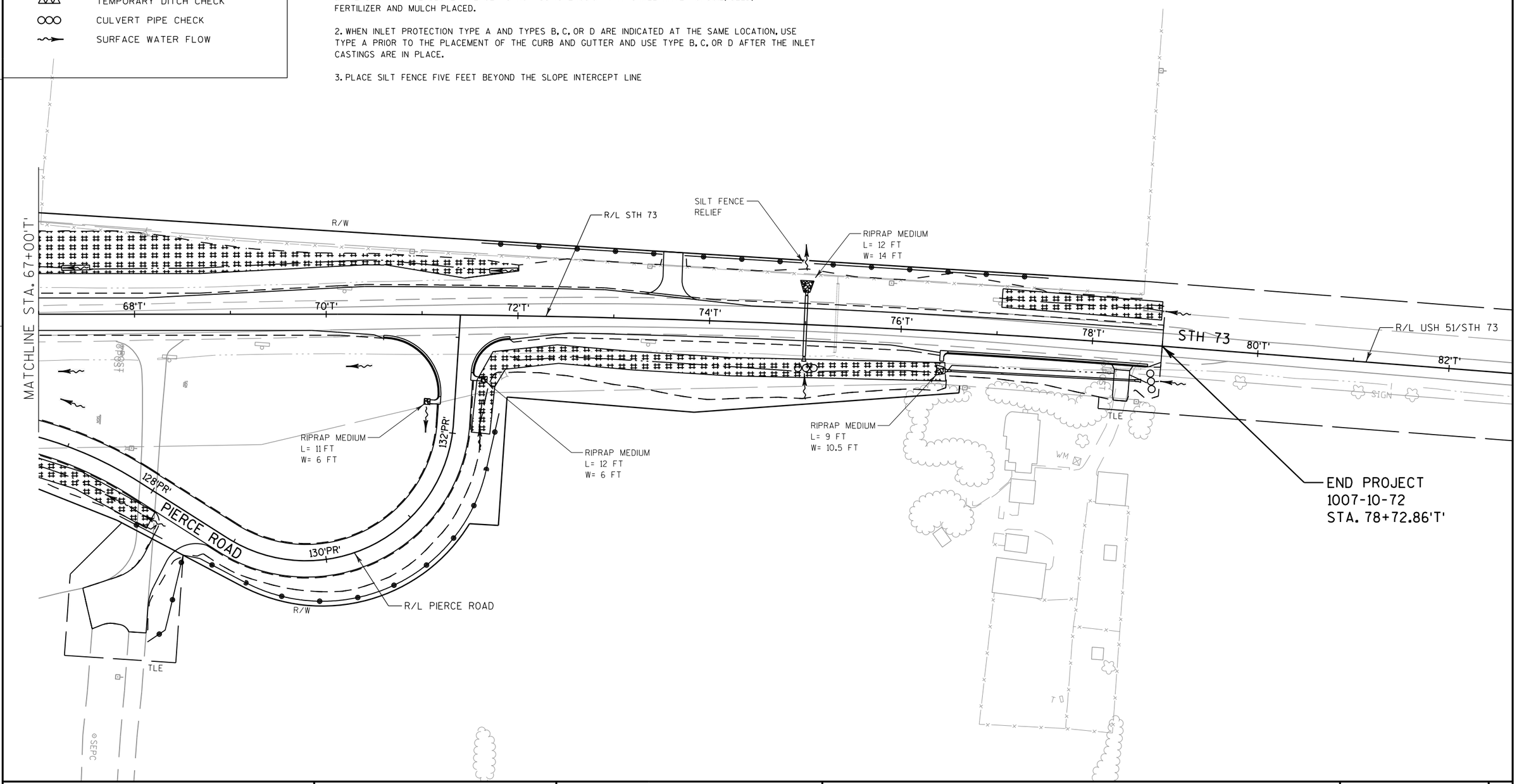
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE



PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 101	E

2



EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

LEGEND

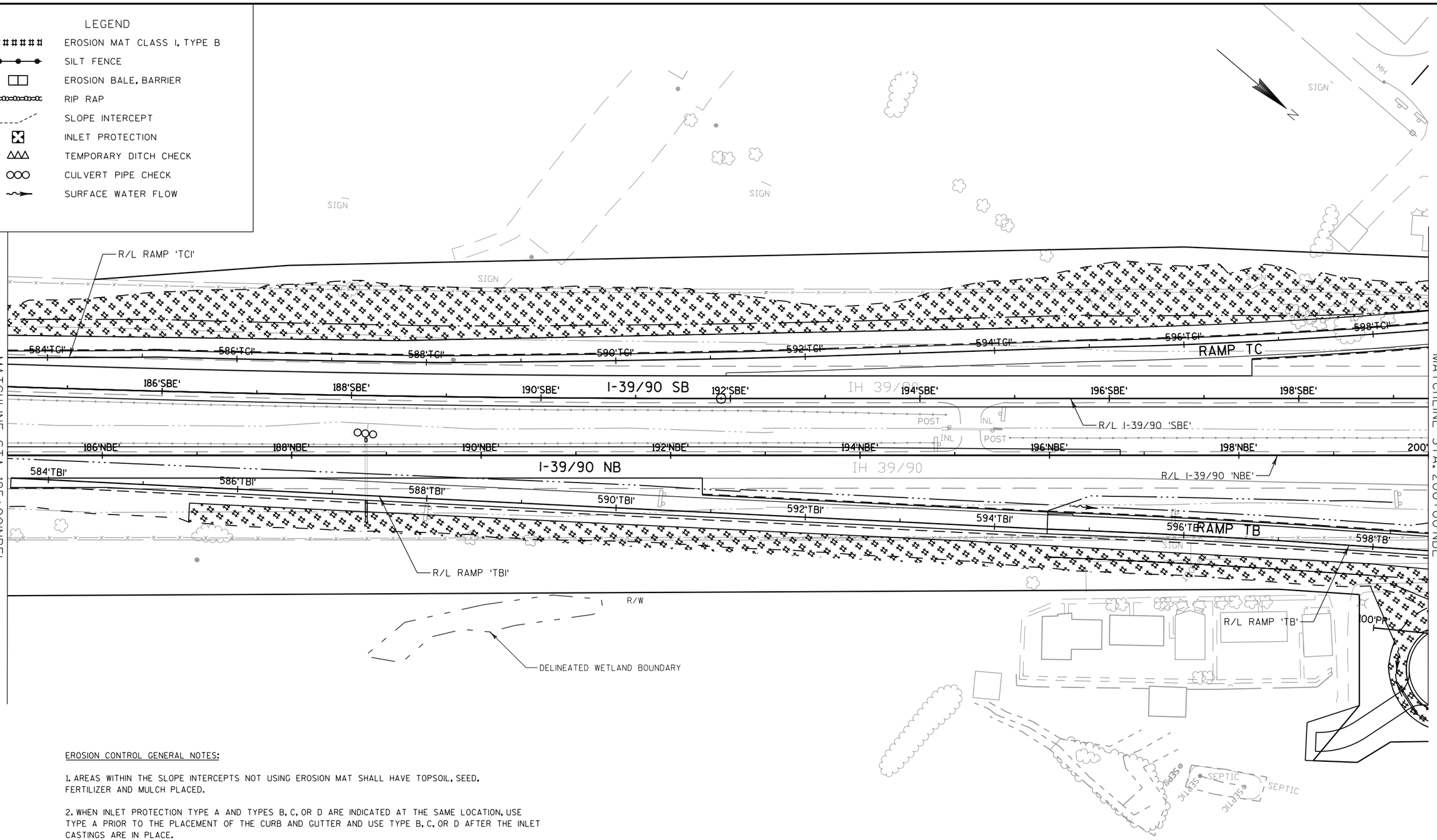
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 102	E

2

LEGEND

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



EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

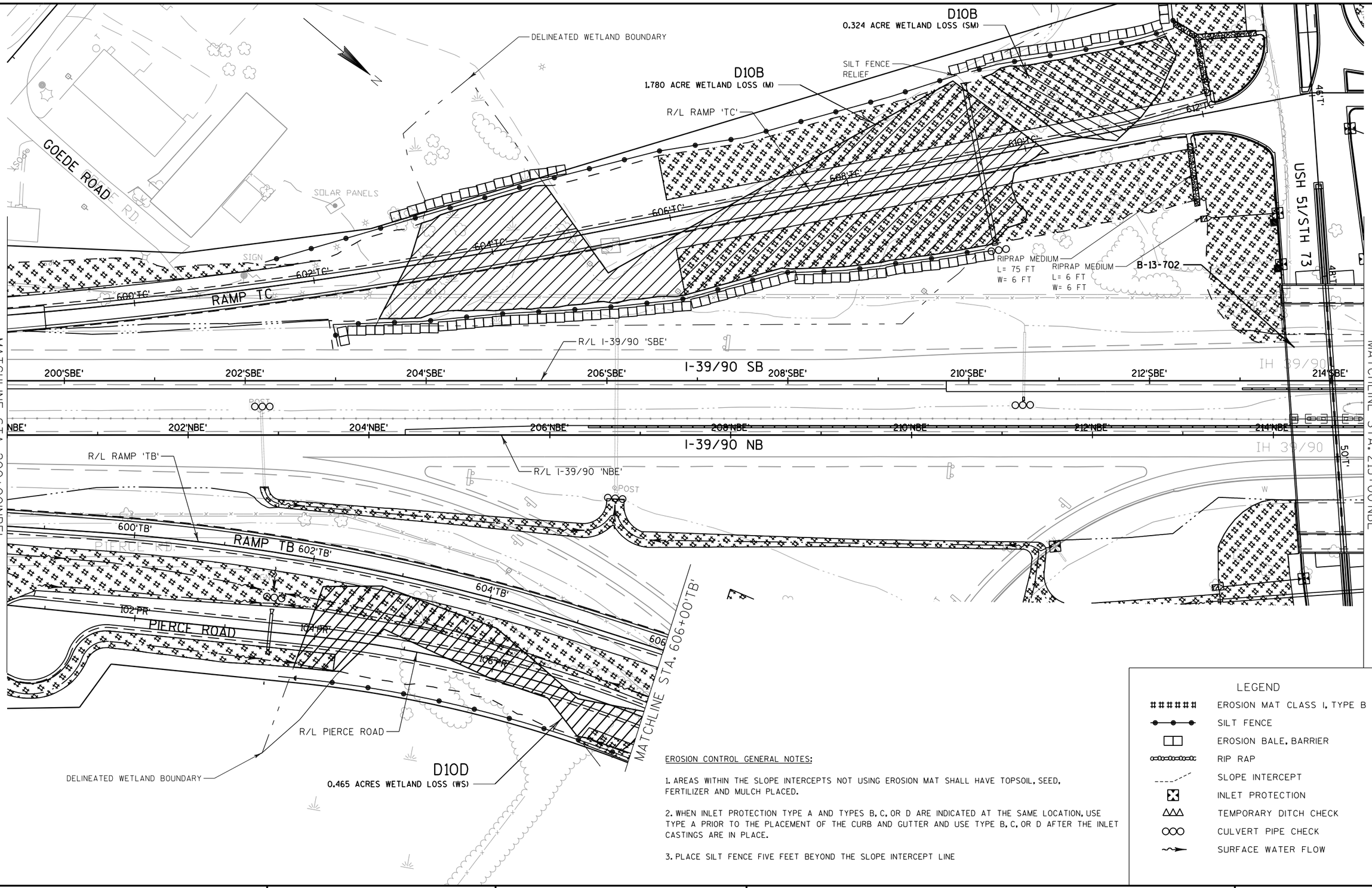
2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 103	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\022006_ec.dgn PLOT DATE : 12/16/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2



EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

LEGEND

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

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 104	E

2

LEGEND

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

MATCHLINE STA. 620+00 'TD'

MATCHLINE STA. 215+00'NBE'

MATCHLINE STA. 230+00'NBE'

N

R/W

622'TD'

624'TD'

626'TD'

628'TD'

RAMP 'TD'

R/L RAMP 'TD'

R/L I-39/90 'SBE'

216'SBE' 218'SBE' 220'SBE' I-39/90 SB 222'SBE' 224'SBE' 226'SBE' 228'SBE'

216'NBE' 218'NBE' 220'NBE' 222'NBE' 224'NBE' 226'NBE' 228'NBE' 230'

I-39/90 NB

R/L I-39/90 'NBE'

B-13-702

RAMP TA

622'TA' 624'TA' 626'TA' 628'TA'

620'TA' 618'TA' 616'TA' 614'TA'

R/L RAMP 'TA'

R/W

EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

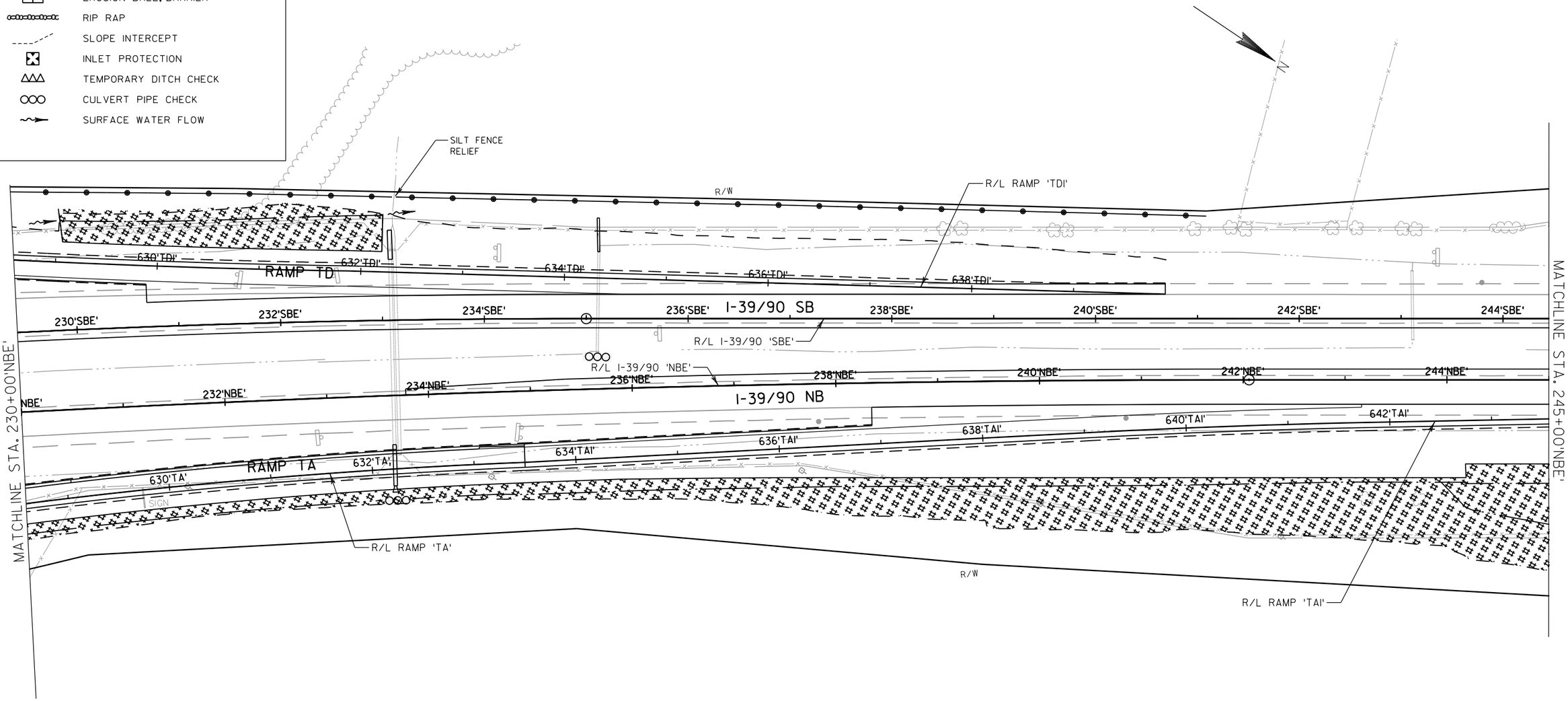
3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 105	E

2

LEGEND

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



EROSION CONTROL GENERAL NOTES:

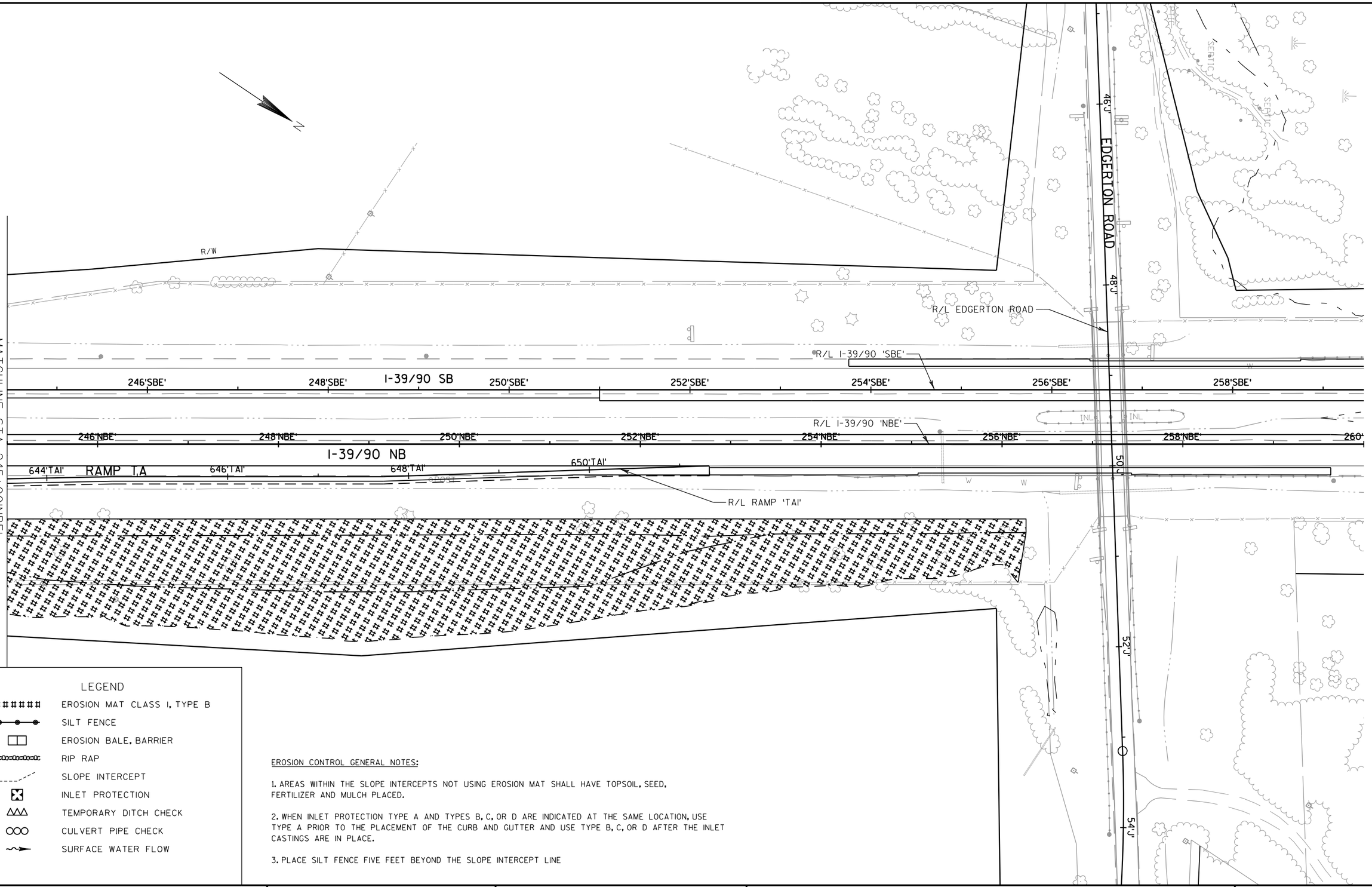
1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 106	E

2



LEGEND

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

EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 107	E

2

208'SBE' 210'SBE' 212'SBE' 214'SBE' 216'SBE' 218'SBE' 220'SBE'

210'NBE' 212'NBE' 214'NBE' 216'NBE' 218'NBE' 220'NBE'

IH 39/90

50'T

52'T

B-13-702

R/L USH 51/STH 73

RIPRAP MEDIUM
L= 77 FT
W= 4 FT

RIPRAP MEDIUM
L= 6 FT
W= 6 FT

RIPRAP MEDIUM
L= 109 FT
W= 6 FT

RIPRAP MEDIUM
L= 116 FT
W= 6 FT

608'TB' 610'TB' 612'TB'

614'TA' 616'TA' 618'TA' 620'TA'

MATCHLINE STA. 606+00'TB'

PIERCE ROAD

110'PR

112'PR

116'PR

TLE

FOUND

RIPRAP MEDIUM
L= 9 FT
W= 10.5 FT

R/L PIERCE ROAD

R/L RAMP 'TA'

R/W

EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

LEGEND

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

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 108	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\022011_ec.dgn PLOT DATE : 12/16/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

2

EROSION CONTROL GENERAL NOTES:

1. AREAS WITHIN THE SLOPE INTERCEPTS NOT USING EROSION MAT SHALL HAVE TOPSOIL, SEED, FERTILIZER AND MULCH PLACED.

2. WHEN INLET PROTECTION TYPE A AND TYPES B, C, OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE B, C, OR D AFTER THE INLET CASTINGS ARE IN PLACE.

3. PLACE SILT FENCE FIVE FEET BEYOND THE SLOPE INTERCEPT LINE

R/L USH 51/STH 73

DELINEATED WETLAND BOUNDARY

R/W

R/L RAMP 'TC'

608'TC'

610'TC'

612'TC'

614'TD'

616'TD'

618'TD'

620

R/L RAMP 'TD'

MATCHLINE STA. 620+00 'TD'

B-13-702

R/L I-39/90 'SBE'

208'SBE'

210'SBE'

212'SBE'

214'SBE'

216'SBE'

218'SBE'

R/L I-39/90 'NBE'

210'NBE'

212'NBE'

214'NBE'

216'NBE'

218'NBE'

220'NBE'

IH 39/90

46'T'

50'T'

MH

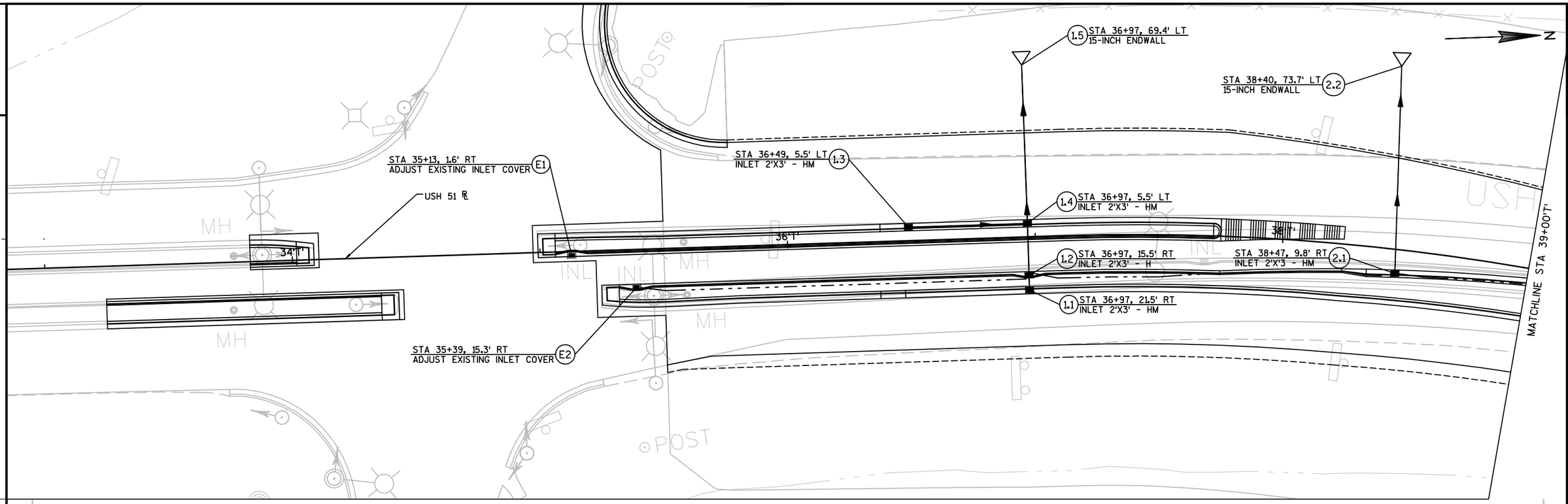
POST

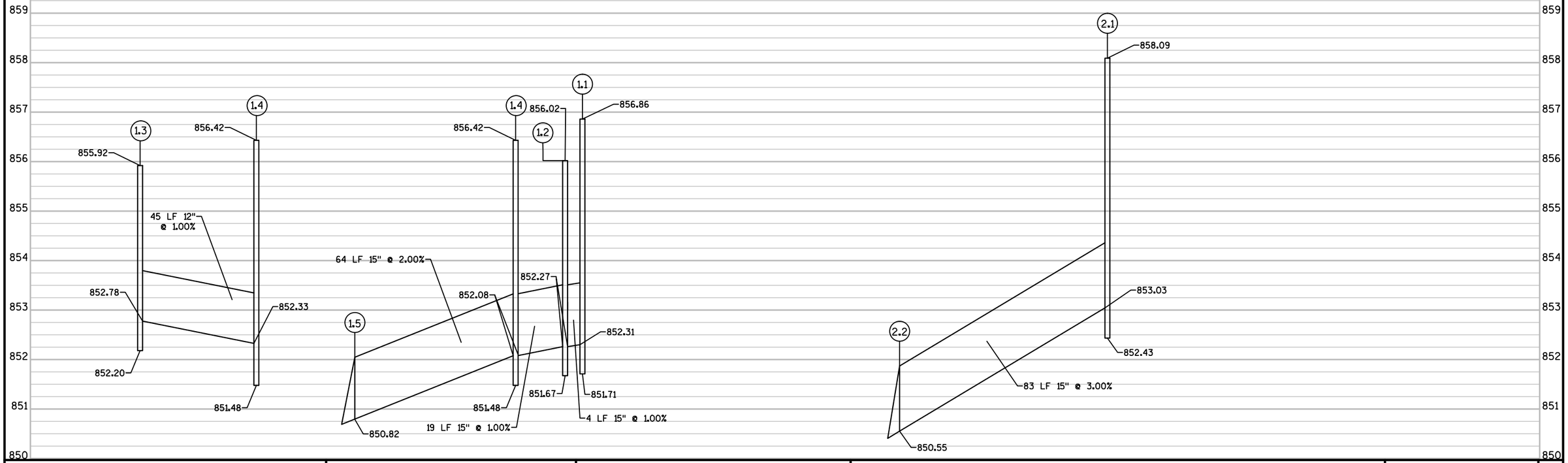
LEGEND

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

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	EROSION CONTROL - USH 51/STH 73	SHEET 109	E

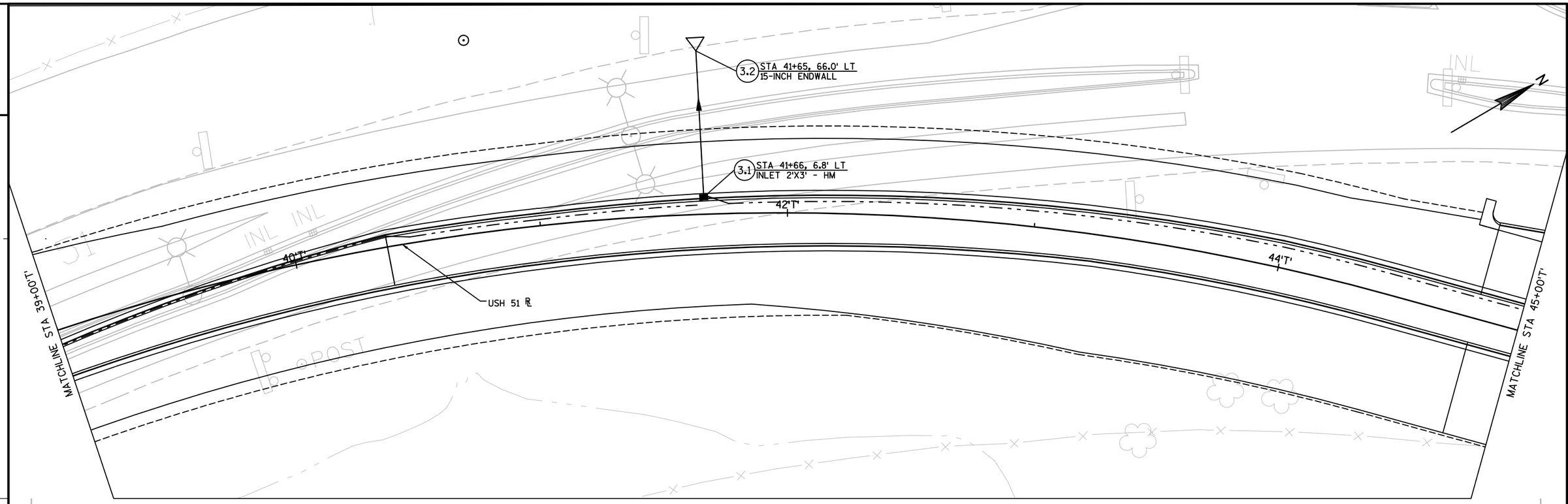
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\022012_ec.dgn PLOT DATE : 12/16/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100



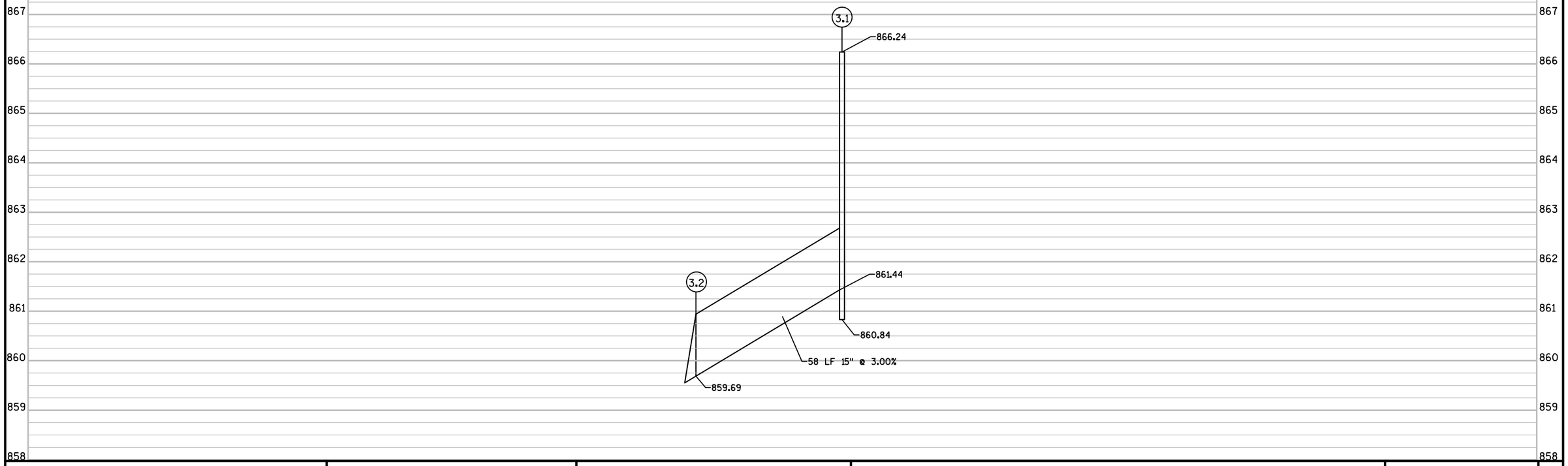


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	STORM SEWER	SHEET	E

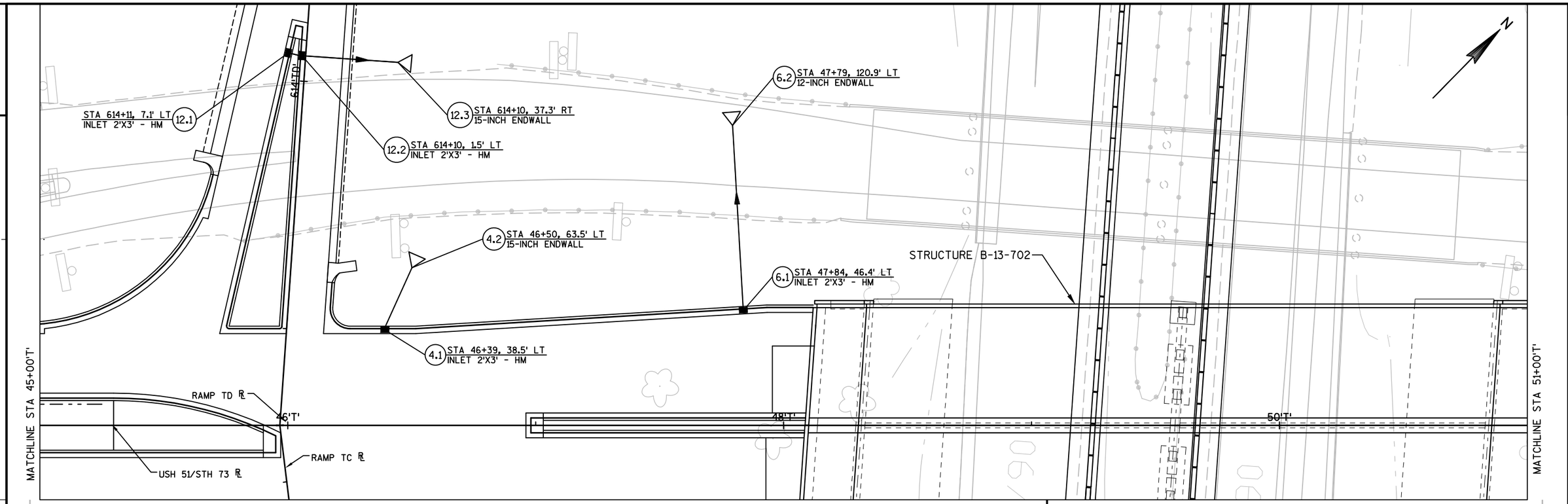
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\022501_SS.DWG PLOT DATE : 10/31/2014 8:41 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : PLOT SCALE : 1IN:40 FT_XREF

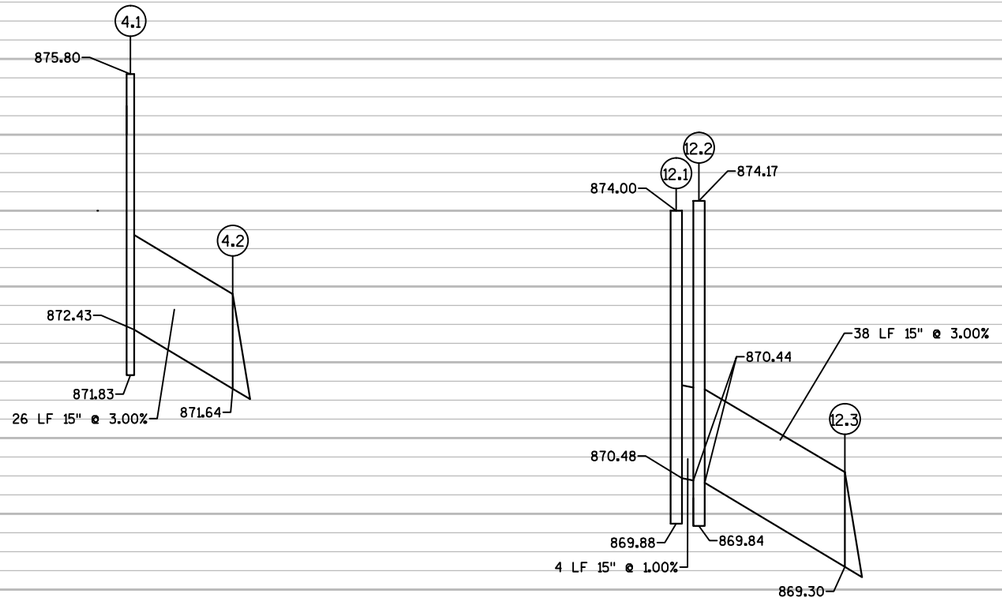


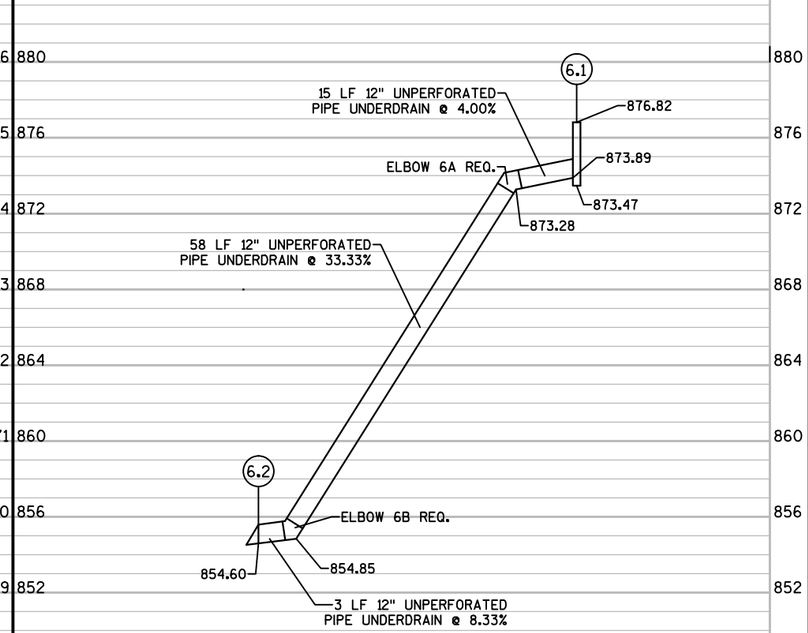
2



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	STORM SEWER	SHEET	E

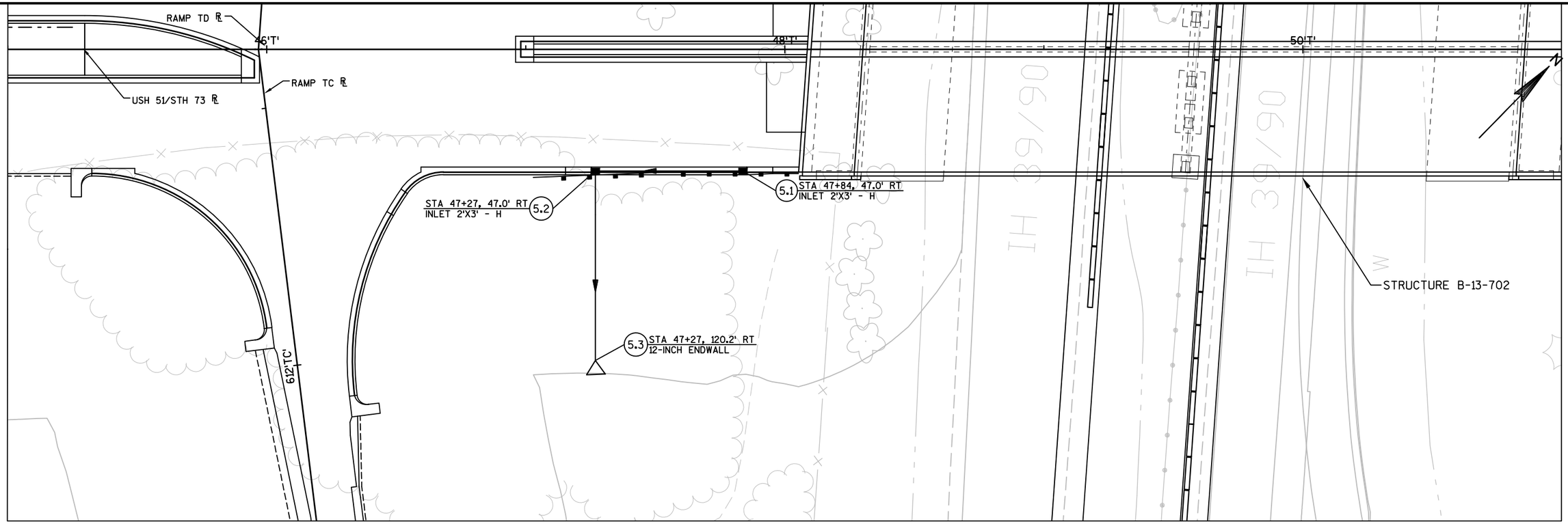


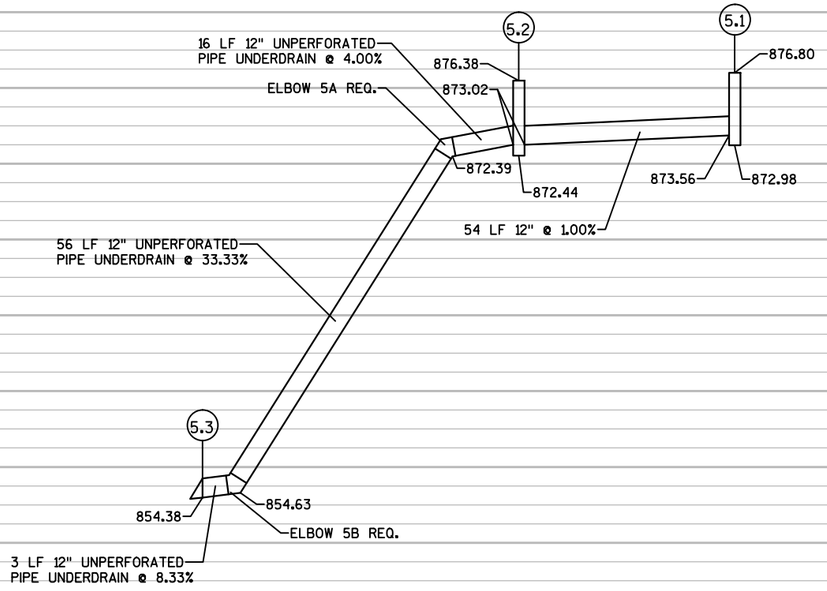




PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	STORM SEWER	SHEET	E

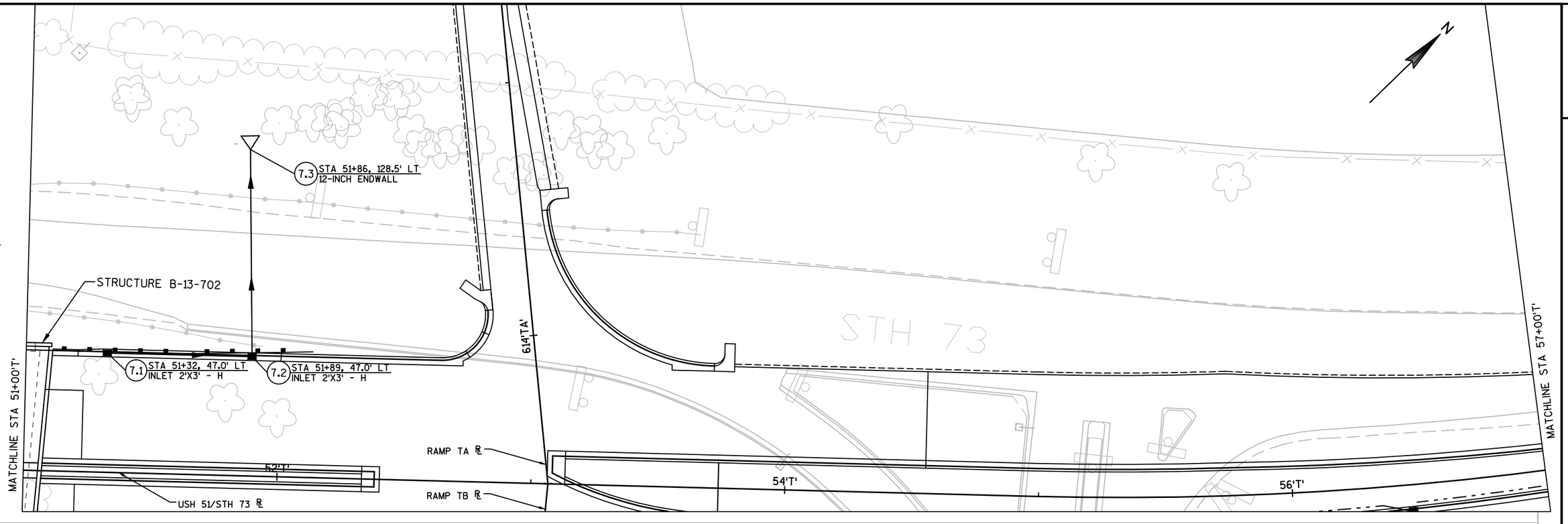
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\022501_SS.DWG
PLOT DATE : 10/31/2014 8:43 AM
PLOT BY : KEVIN DRUNASKY
PLOT NAME :
PLOT SCALE : 1IN:40 FT_XREF
WISDOT/CADDS SHEET 41

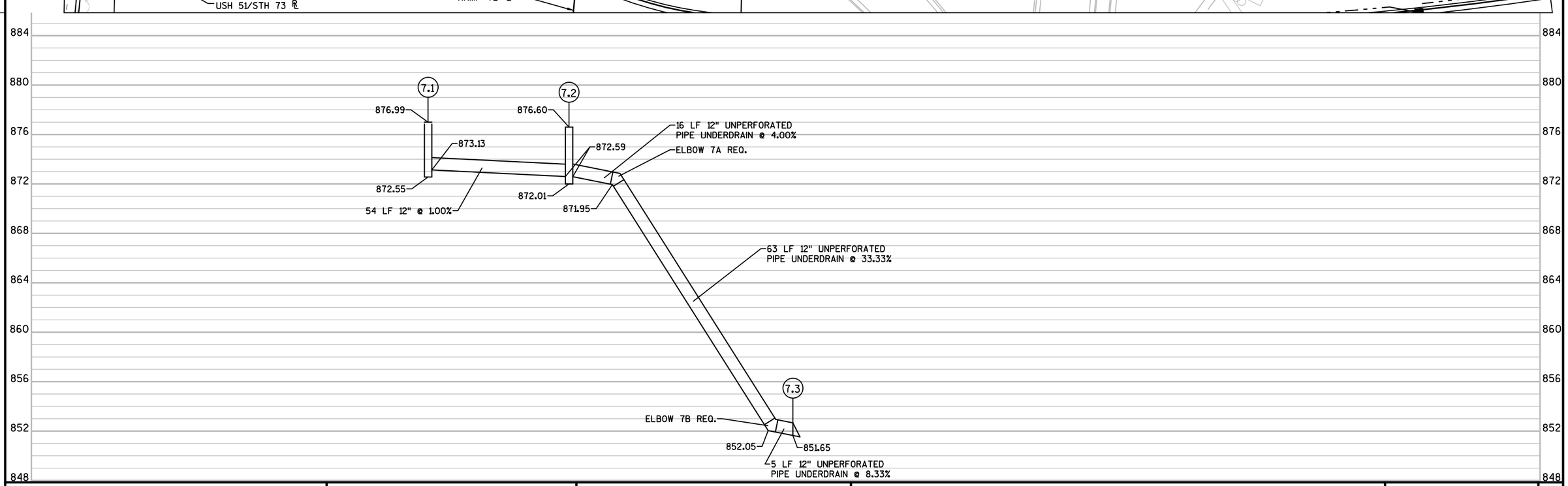




PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	STORM SEWER	SHEET	E

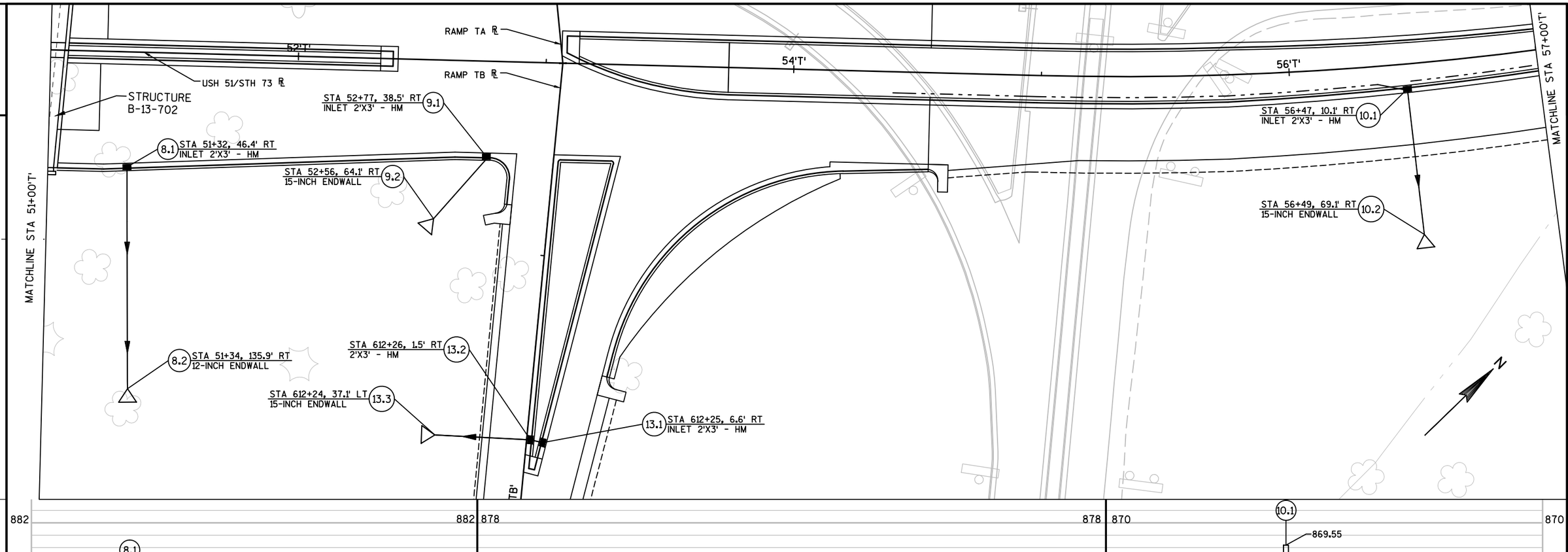
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\022501_SS.DWG
PLOT DATE : 10/31/2014 8:44 AM
PLOT BY : KEVIN DRUNASKY
PLOT NAME :
PLOT SCALE : 1IN:40 FT_XREF
WISDOT/CADDS SHEET 41

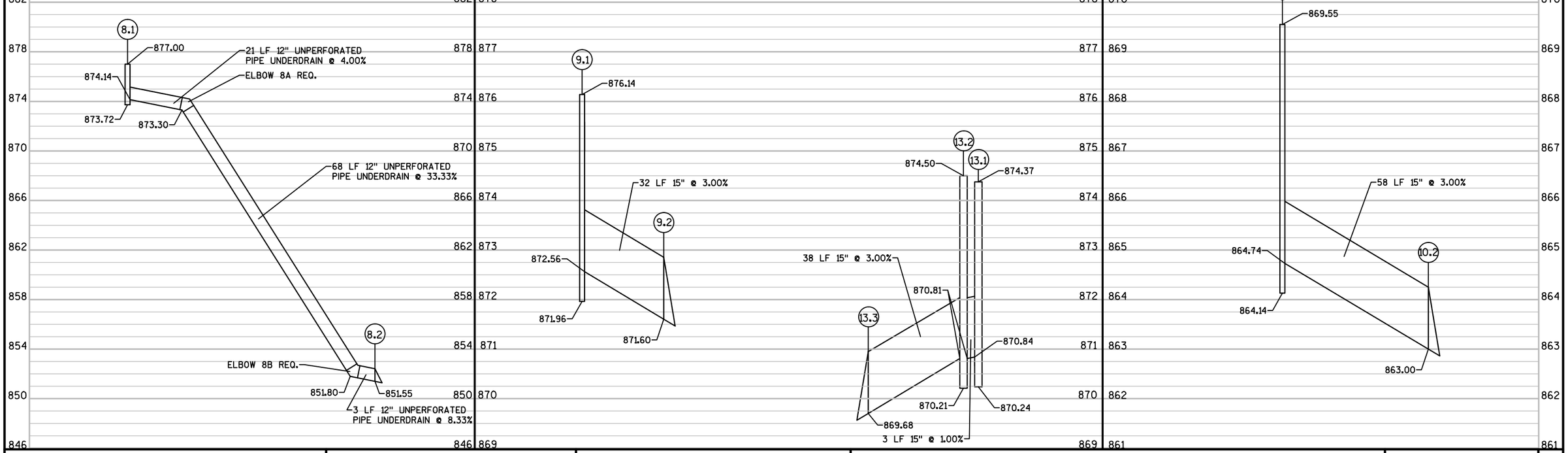




PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	STORM SEWER	SHEET	E

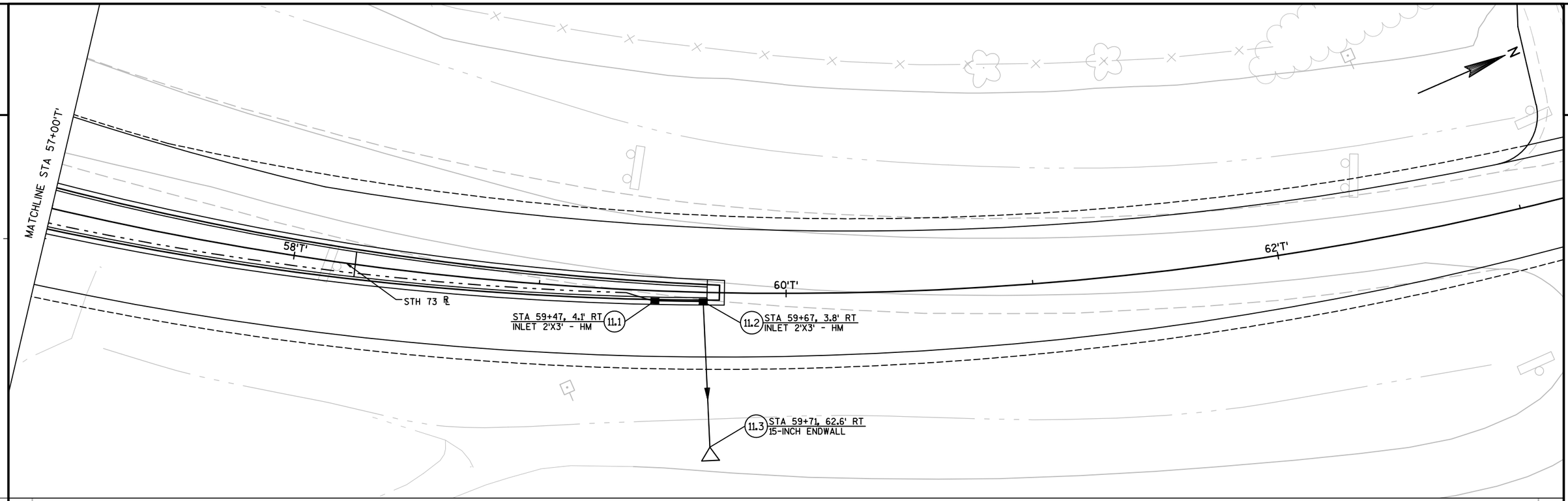
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\022501_SS.DWG PLOT DATE : 10/31/2014 8:45 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : PLOT SCALE : 1IN:40 FT_XREF

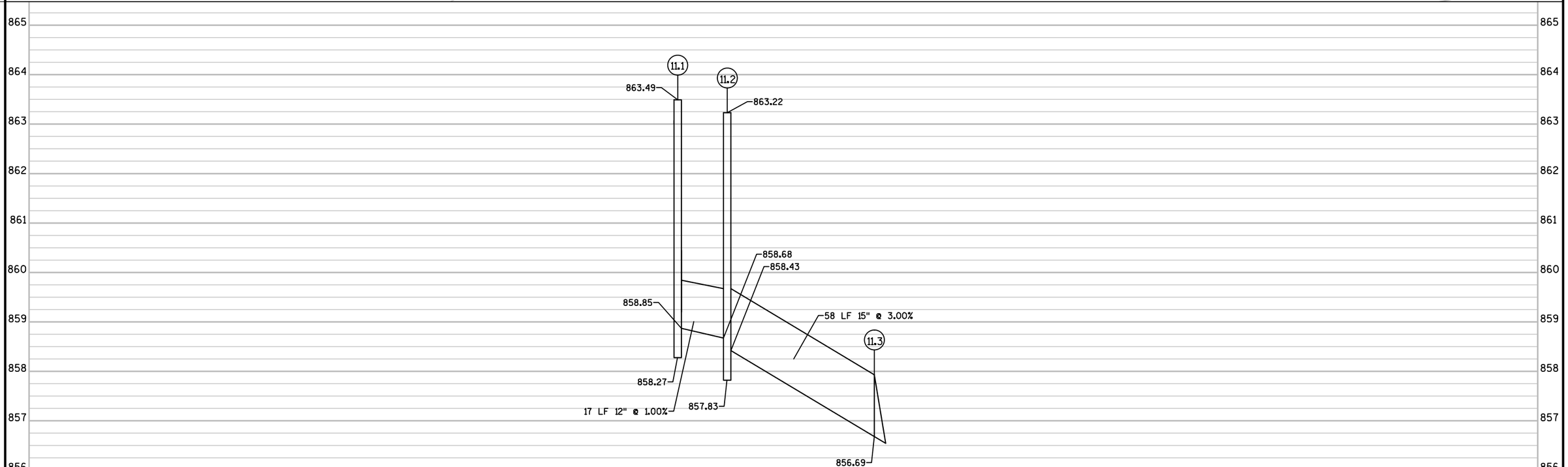




PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	STORM SEWER	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\022501_SS.DWG
PLOT DATE : 10/31/2014 8:46 AM
PLOT BY : KEVIN DRUNASKY
PLOT NAME :
PLOT SCALE : 1IN:40 FT_XREF
WISDOT/CADDS SHEET 41



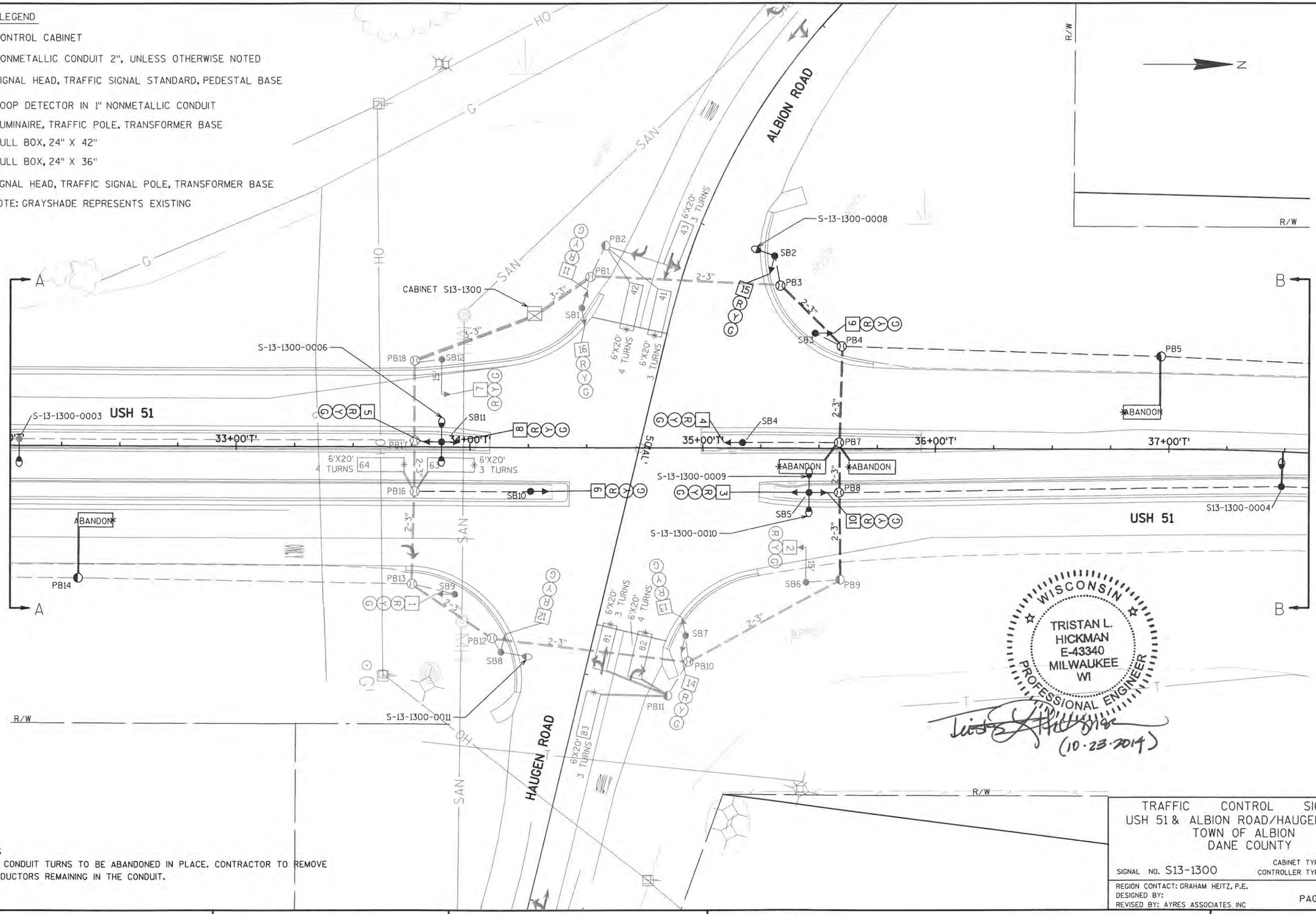


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	STORM SEWER	SHEET	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE

NOTE: GRAYSHADE REPRESENTS EXISTING



WISCONSIN
TRISTAN L. HICKMAN
E-43340
MILWAUKEE
WI
PROFESSIONAL ENGINEER
(10-23-2014)

GENERAL NOTES

1. EXISTING CONDUIT TURNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.

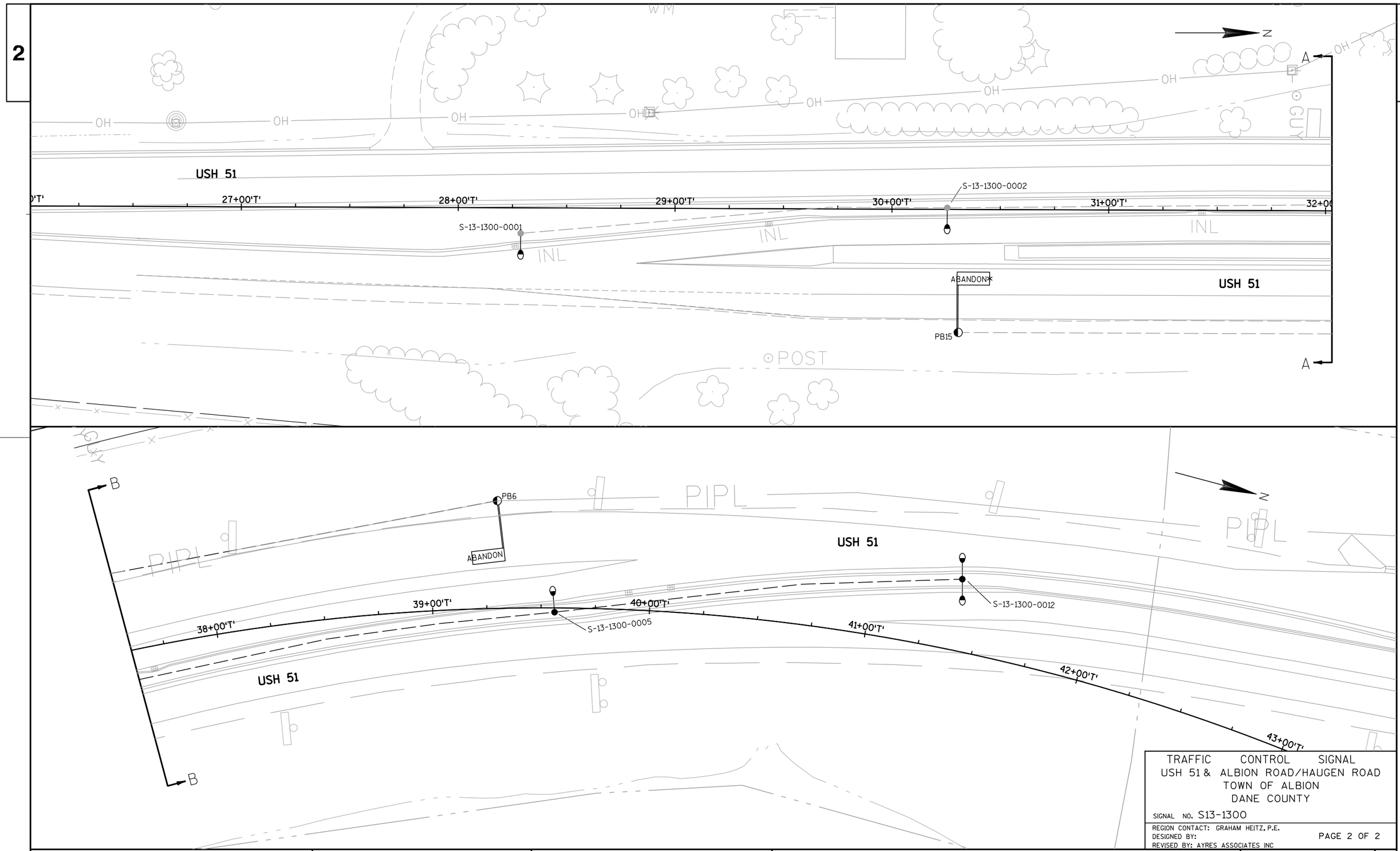
TRAFFIC CONTROL SIGNAL
USH 51 & ALBION ROAD/HAUGEN ROAD
TOWN OF ALBION
DANE COUNTY

SIGNAL NO. S13-1300 CABINET TYPE:
CONTROLLER TYPE: EPAC

REGION CONTACT: GRAHAM HEITZ, P.E.
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES INC

PAGE 1 OF 2

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 117 E



TRAFFIC CONTROL SIGNAL
USH 51 & ALBION ROAD/HAUGEN ROAD
TOWN OF ALBION
DANE COUNTY

SIGNAL NO. S13-1300

REGION CONTACT: GRAHAM HEITZ, P.E.
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES INC

PAGE 2 OF 2

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 118	E

FILE NAME : K:\45036100 I 39 Dane Partners\Traffic\US 51-STH 73 Interchange - US 51-Albion Intersection\024001_rp.dgn PLOT DATE : 10/16/2014 PLOT BY : hickmant PLOT NAME : PLOT SCALE : 1:40

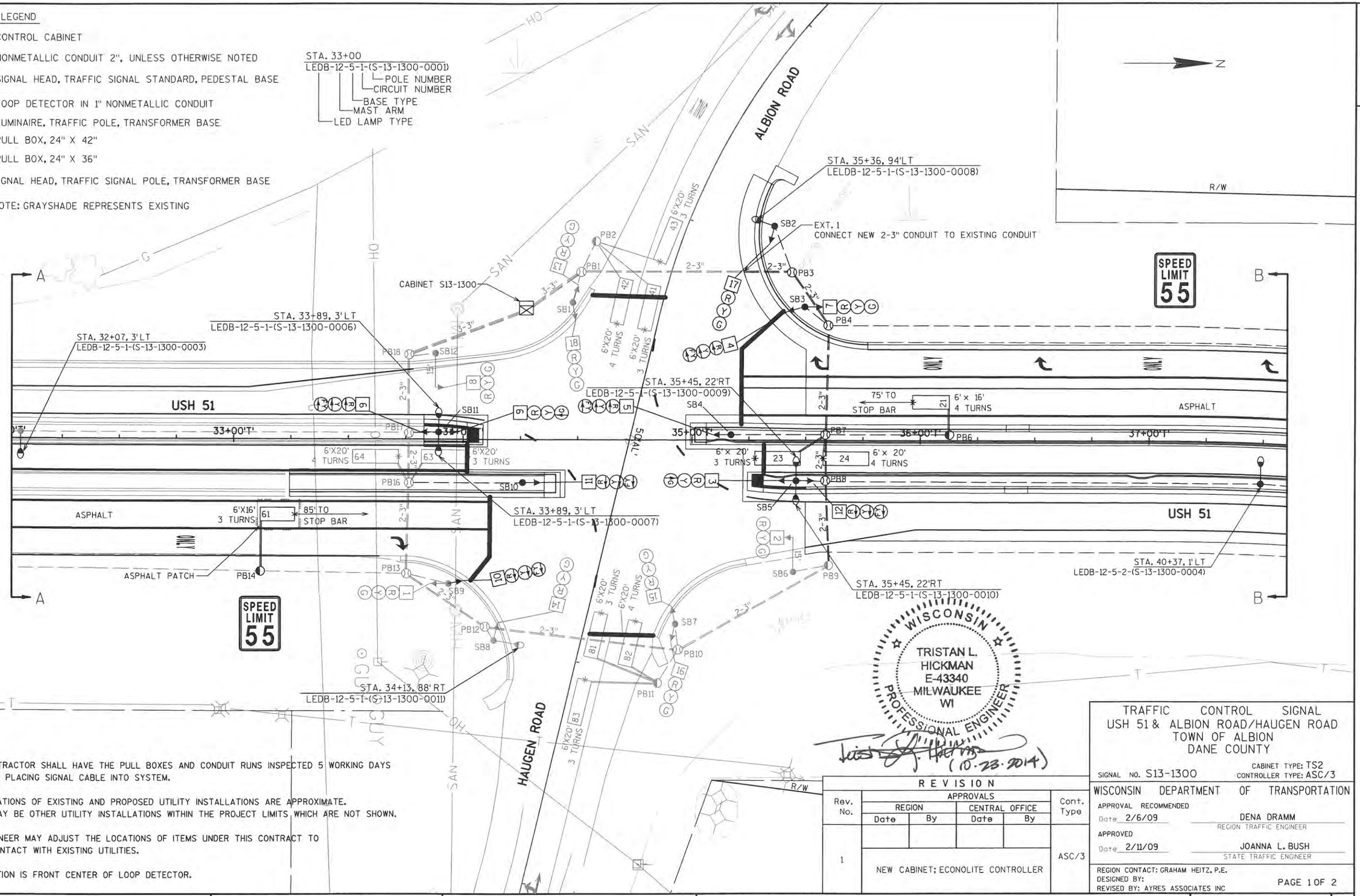
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE

NOTE: GRAYSHADE REPRESENTS EXISTING

STA. 33+00
LEDB-12-5-1-(S-13-1300-0001)
- POLE NUMBER
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM
- LED LAMP TYPE



GENERAL NOTES

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT LIMITS WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONTACT WITH EXISTING UTILITIES.
4. * LOCATION IS FRONT CENTER OF LOOP DETECTOR.

WISCONSIN
TRISTAN L. HICKMAN
E-43340
MILWAUKEE
WI
PROFESSIONAL ENGINEER
(10.23.2014)

REVISION					
Rev. No.	APPROVALS REGION Date	By	CENTRAL OFFICE Date	By	Cont. Type
1	NEW CABINET; ECONOLITE CONTROLLER				ASC/3

TRAFFIC CONTROL SIGNAL
USH 51 & ALBION ROAD/HAUGEN ROAD
TOWN OF ALBION
DANE COUNTY

SIGNAL NO. S13-1300
CABINET TYPE: TS2
CONTROLLER TYPE: ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 2/6/09 — DENA DRAMM, REGION TRAFFIC ENGINEER

APPROVED
Date 2/11/09 — JOANNA L. BUSH, STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ, P.E.
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES INC

PAGE 1 OF 2

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : K:\45036100 I 39 Dane Partners\Traffic\US 51-STH 73 Interchange - US 51-Albion Intersection\024001_sp.dgn PLOT DATE : 10/16/2014 PLOT BY : hickmant PLOT NAME : PLOT SCALE : 1:40

2

N

A

A

OH

WM

USH 51

27+00'T'

28+00'T'

29+00'T'

30+00'T'

31+00'T'

32+00

INL

STA. 30+36, 1' LT
LEDB-12-5-1-(S-13-1300-0002)

6'X16'
4 TURNS

62

420' TO
STOP BAR

USH 51

STA. 28+29, 12' RT
LEDB-12-5-1-(S-13-1300-0001)

PB15

ASPHALT PATCH

POST

EXT. 2
CONNECT NEW 2" CONDUIT TO EXISTING CONDUIT

B

B

PIPL

N

PB5

400' TO
STOP BAR

22

6'X20'
4 TURNS

USH 51

38+00'T'

39+00'T'

40+00'T'

41+00'T'

42+00'T'

43+00'T'

STA. 39+57, 7' RT
LEDB-12-5-1-(S-13-1300-0005)

TRAFFIC CONTROL SIGNAL
USH 51 & ALBION ROAD/HAUGEN ROAD
TOWN OF ALBION
DANE COUNTY

SIGNAL NO. S13-1300

REGION CONTACT: GRAHAM HEITZ, P.E.
DESIGNED BY:
REVISED BY: AYRES ASSOCIATES INC

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET 120	E

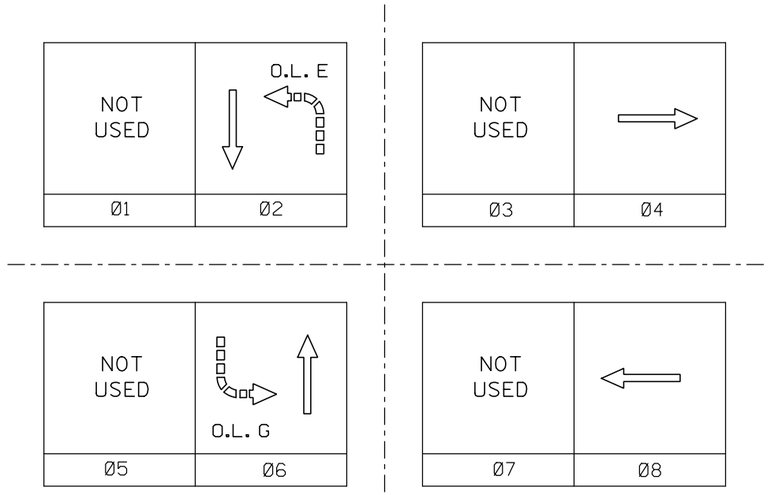
FILE NAME : K:\45036100 I 39 Dane Partners\Traffic\US 51-STH 73 Interchange - US 51-Albion Intersection\024002_sp.dgn PLOT DATE : 10/16/2014 PLOT BY : hickmant PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
ϕ1		
ϕ2	7-9	R
ϕ3		
ϕ4	13-15	R
ϕ5		
ϕ6	1-3	R
ϕ7		
ϕ8	16-18	R
ϕ2 PED		
ϕ4 PED		
ϕ6 PED		
ϕ8 PED		

O.L.			O.L. ASSIGNMENTS
OLA			
OLB			
OLC			
OLD			
OLE	10-12	R	ϕ2
OLF			
OLG	4-6	R	ϕ6
OLH			

N



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

SYSTEM INFORMATION	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM #:	SS- -

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	22	24	43		62	64	83	
PHASE CALLED	2	2	4		6	6	8	
PHASE EXTENDED	2	2	4		6	6	8	
DISCONNECT TIME								
CALLING DELAY			20				20	
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	19	17	23	21	27	25	31	29
DETECTOR #(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT PHASE								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	21	23	41	42	61	63	81	82
PHASE CALLED	2	2	4	4	6	6	8	8
PHASE EXTENDED	2	2	4	4	6	6	8	8
DISCONNECT TIME	38				40			
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION	DISCONNECT				DISCONNECT			

DETECTOR INPUT	20	18	24	22	28	26	32	30
DETECTOR #(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT PHASE								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

TRAFFIC CONTROL SIGNAL
USH 51 & ALBION RD/HAUGEN RD
TOWN OF ALBION
DANE COUNTY

SIGNAL NO. S-13-1300 CABINET TYPE: TS2

CONTROLLER TYPE: ASP/3

DATE 10/14 PAGE NO. 1 OF 1

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC SIGNAL SEQUENCE OF OPERATIONS	SHEET 121	E

FILE NAME : K:\45036100 I 39 Dane Partners\Traffic\US 51-STH 73 Interchange - US 51-Albion Intersection\S13-1300.dgn PLOT DATE : 10/16/2014 PLOT BY : hickmant PLOT NAME : S-400,seq,rev2 PLOT SCALE : 1:40.0004

USH 51 & ALBION RD/HAUGEN RD TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB1	9/C	13	EB	R	R
				Y	O
				G	G
		18	WB	R	R/BK
				Y	O/BK
				G	G/BK
CABINET TO SB2	5/C	17	WB	R	R
				Y	O
				G	G
CABINET TO SB3	9/C	4	NB LT	R ←	R/BK
				Y ←	O/BK
				FY ←	G/BK
		7	SB	R	R
				Y	O
				G	G
CABINET TO SB4	5/C	5	NB LT	R ←	R
				Y ←	O
				FY ←	G
CABINET TO SB5	9/C	3	NB	R	R
				Y	O
				G↑	G
		12	SB LT	R ←	R/BK
				Y ←	O/BK
				FY ←	G/BK
CABINET TO SB6	5/C	2	NB	R	R
				Y	O
				G	G
CABINET TO SB7	9/C	15	EB	R	R
				Y	O
				G	G
		16	WB	R	R/BK
				Y	O/BK
				G	G/BK
CABINET TO SB8	5/C	14	EB	R	R
				Y	O
				G	G
CABINET TO SB9	9/C	1	NB	R	R
				Y	O
				G	G
		10	SB LT	R ←	R/BK
				Y ←	O/BK
				FY ←	G/BK
CABINET TO SB10	5/C	11	SB LT	R ←	R
				Y ←	O
				FY ←	G
CABINET TO SB11	9/C	6	NB LT	R ←	R/BK
				Y ←	O/BK
				FY ←	G/BK
		9	SB	R	R
				Y	O
				G↑	G
CABINET TO SB12	5/C	8	SB	R	R
				Y	O
				G	G

USH 51 & ALBION RD/HAUGEN RD LIGHTING CABLING CHART NO. 8 UF		
CABLE	CABLE RUN	LOCATION
2/C WITH GROUND	CABINET TO S-13-1300-0008	NW QUADRANT
	S-13-1300-0008 TO S-13-1300-09/10	MEDIAN
	S-13-1300-0009/10 TO S-13-1300-0004	MEDIAN
	S-13-1300-0004 TO S-13-1300-0005	MEDIAN
2/C WITH GROUND	CABINET TO S-13-1300-0006/07	MEDIAN
	S-13-1300-0006/07 TO S-13-1300-0003	MEDIAN
	S-13-1300-0003 TO S-13-1300-0002	MEDIAN
	S-13-1300-0002 TO S-13-1300-0001	MEDIAN
2/C WITH GROUND	CABINET TO S-13-1300-0011	SE QUADRANT

TRAFFIC CONTROL SIGNALS

USH 51 & ALBION ROAD/HAUGEN ROAD
TOWN OF ALBION
DANE COUNTY

SIGNAL NO. S13-1300 SCALE 0 5' 10' 20'

DIST. CONTACT: G. HEITZ, P.E.

DATE 10/14 PAGE NO. 1 OF 1

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CABLE ROUTING PLAN	SHEET 122	E

FILE NAME : K:\45036100 I 39 Dane Partners\Traffic\US 51-STH 73 Interchange - US 51-Albion Intersection\024201_cr.dgn PLOT DATE : 10/16/2014 PLOT BY : hickmant PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 42

2

WISCONSIN
MICHAEL C. STOFFEL
E-31143
BLOOMER, WI
PROFESSIONAL ENGINEER

LPB 10

LPB 9

LPB 8

LPB 7

LPB 6

G13-10 (40')

RAMP 'TC'

RAMP 'TD'

STA 617+14'TD', 32'LT
LED C-15-6-1 (L-13-0863-0001)

STA 618+34'TD', 32'LT
LED C-15-6-1 (L-13-0863-0002)

613+23'TC
613+00'
612+61'TD'
613+10'TD'
612+00'TC
611+00'TC
614+00'TD'
615+00'TD'
616+00'TD'
617+00'TD'
618+00'TD'
620+00'TD'
621+00'TD'
622+00
44+00'T
45+00'T
46+00'T
47+00'T
48+00'T
49+00'T
INL
MH
IH 39/90

METER BREAKER PEDESTAL
CONDUIT RIGID NONMETALLIC, 2" UNLESS NOTED
LIGHTING UNIT
LIGHTING CONTROL CABINET (LCC)
PULL BOXES STEEL, 24" X 42" (LPB)
CONDUIT STUB FOR FUTURE USE
RAMP CLOSURE GATE (613-X)

ROADWAY LIGHTING UNIT NOTATION

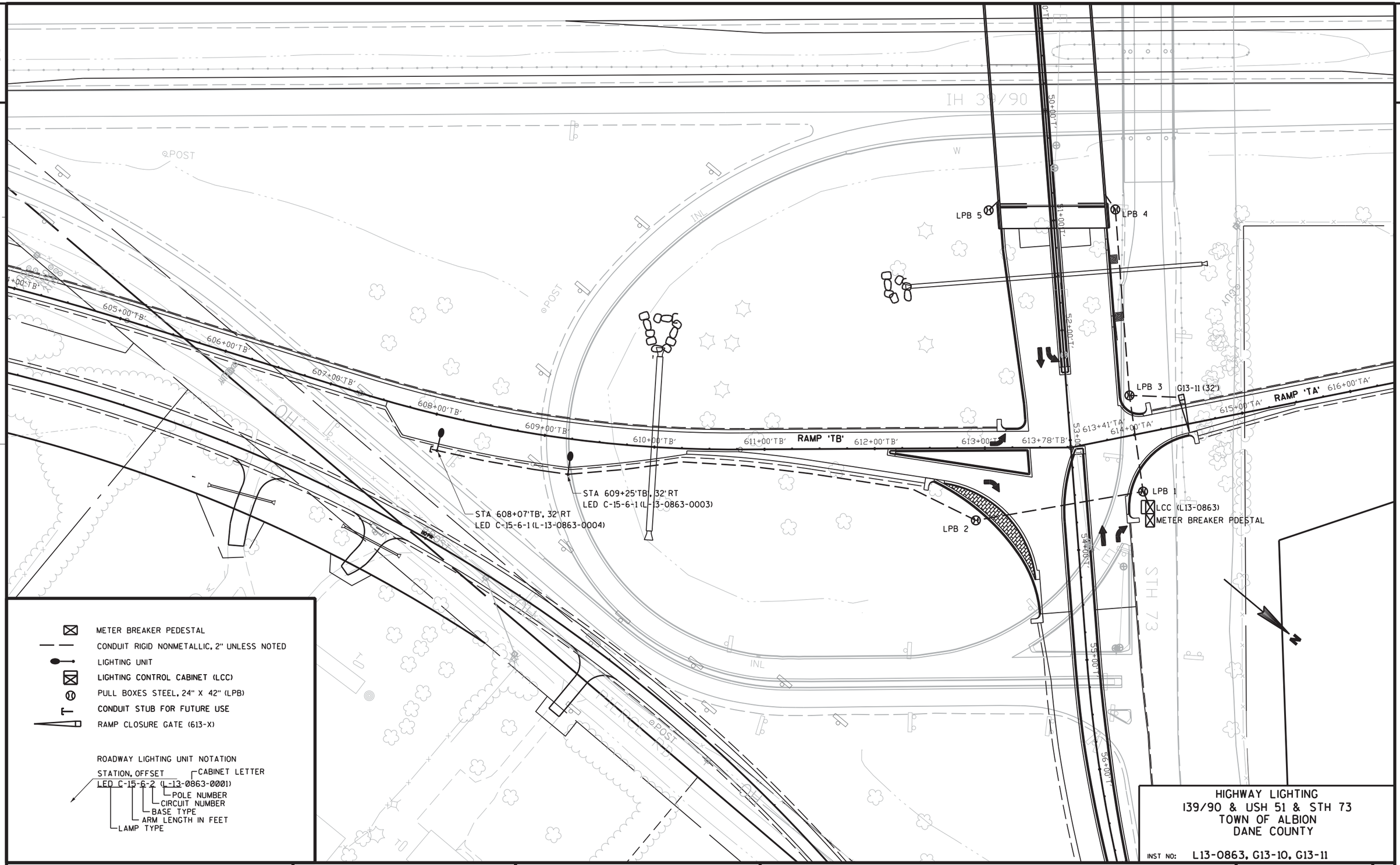
STATION, OFFSET — CABINET LETTER
LED C-15-6-2 (L-13-0863-0001)
- POLE NUMBER
- CIRCUIT NUMBER
- BASE TYPE
- ARM LENGTH IN FEET
- LAMP TYPE

HIGHWAY LIGHTING
139/90 & USH 51 & STH 73
TOWN OF ALBION
DANE COUNTY

INST NO: L13-0863, G13-10, G13-11

PROJECT NO: 1007-10-72	HWY: USH 51/STH73	COUNTY: DANE	LIGHTING PLAN	SHEET	E

FILE NAME : V:\Mun-EC\I 39 Albion\Lighting\Design\aa_0772_ltg1.dgn PLOT DATE : 10/15/2014 PLOT BY : cb685 PLOT NAME : PLOT SCALE : 1:80



HIGHWAY LIGHTING
139/90 & USH 51 & STH 73
TOWN OF ALBION
DANE COUNTY

INST NO: L13-0863, G13-10, G13-11

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	LIGHTING PLAN	SHEET E

FILE NAME : V:\Mun-EC\I 39 Albion\Lighting\Design\aa_0772_ltg2.dgn PLOT DATE : 10/15/2014 PLOT BY : cb685 PLOT NAME : PLOT SCALE : 1:80

WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

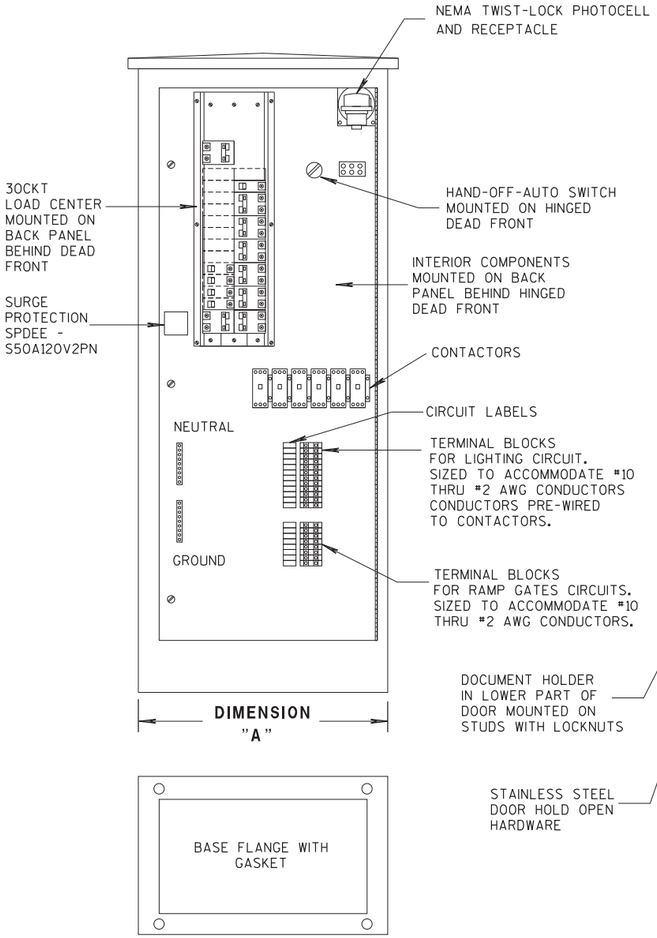
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

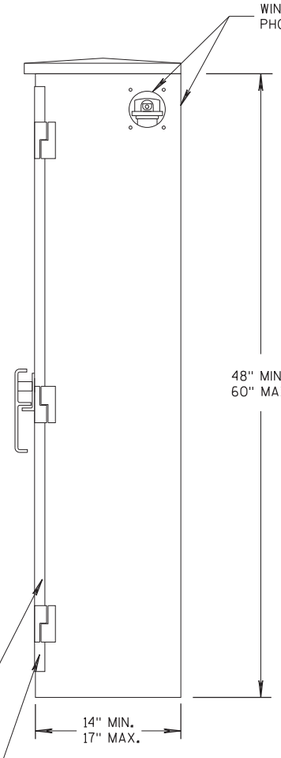
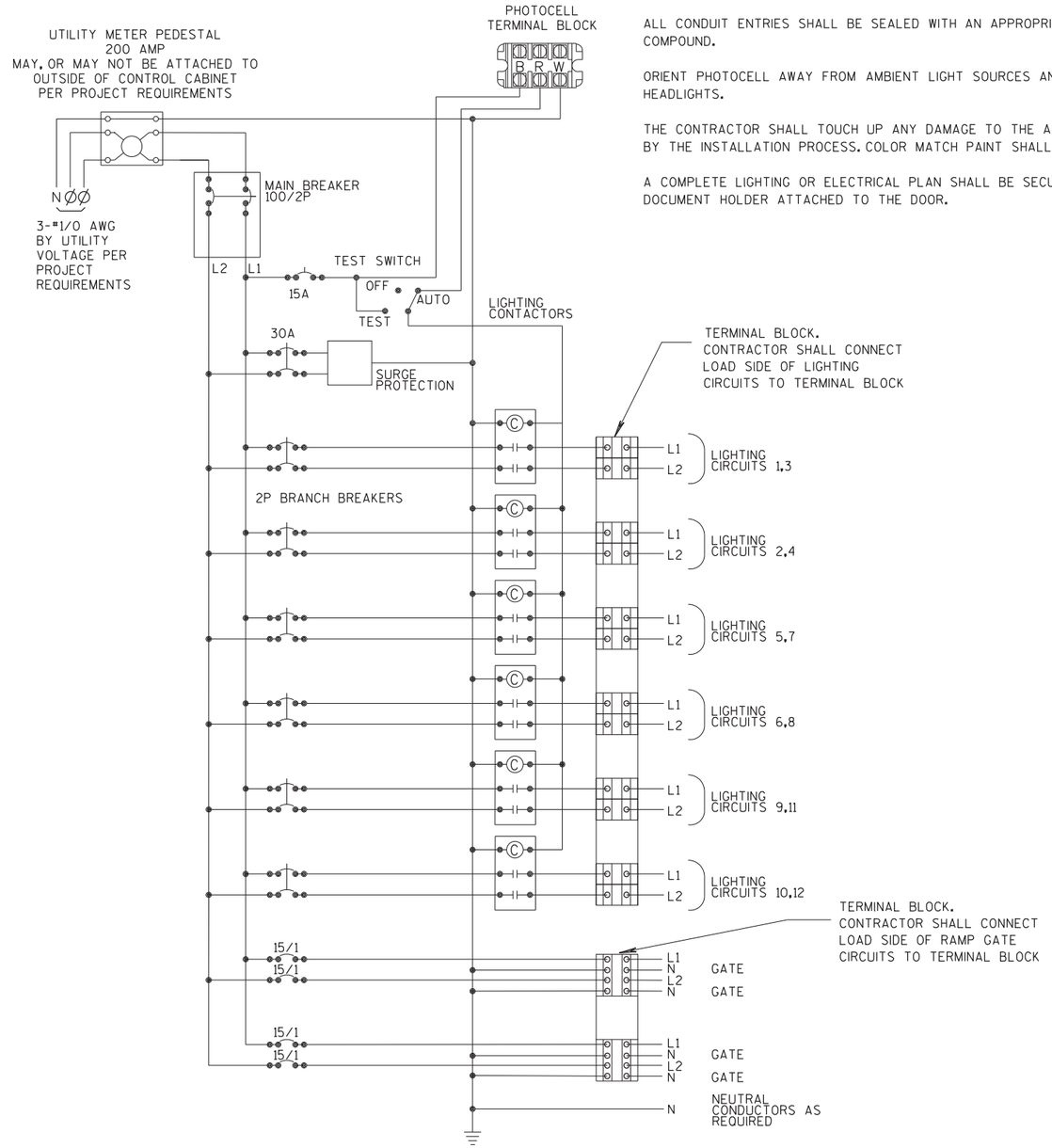


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

LIGHTING AND RAMP GATE CONTROL CABINET

ITS GENERAL NOTES

THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS, AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES.

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

ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.

NO TEST BORINGS WERE MADE WHERE CONDUIT, PULL BOXES, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.

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

AREAS WITHIN RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR ITS CONSTRUCTION ARE TO BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND MULCH. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS, BUT ALSO CONTAINING ITS CONSTRUCTION, WILL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS. NO PAYMENT WILL BE MADE FOR RESTORING AREAS DISTURBED FOR ITS CONSTRUCTION OPERATIONS.

DUE TO RAMP, LANE, AND SHOULDER CLOSURE RESTRICTIONS AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

HAND DIG TRENCHES NEAR EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE. VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE.

ITS LEGEND

DESCRIPTION	SYMBOL
JUNCTION BOX	
CCTV CAMERA	
BASE MOUNTED CABINET	
POLE MOUNTED CABINET	
POLE	
PULL BOX 24X36	
PULL BOX 24X42	
COMMUNICATIONS VAULT	V
COMMUNICATIONS MANHOLE	M
MICROWAVE DETECTOR	
ITS CONDUIT	
DYNAMIC MESSAGE SIGN, OVERHEAD	
DYNAMIC MESSAGE SIGN, ROADSIDE	
DYNAMIC MESSAGE SIGN, BUTTERFLY	
DYNAMIC MESSAGE SIGN, CANTILEVER	
PORTABLE CHANGEABLE MESSAGE SIGN	PCMS
ROAD WEATHER INFORMATION SYSTEM	
METER BREAKER PEDESTAL	
METER SOCKET	
BREAKER DISCONNECT BOX	
RAMP CLOSURE GATE	
BLUETOOTH SENSOR	B
WIRELESS MESH NODE	W
AUTOMATIC TRAFFIC RECORDER	ATR
WOODEN POWER POLE	
WOOD POST	
TRANSFORMER	
DETECTION ZONE	

ITS STANDARD ABBREVIATIONS

ATR	-----	AUTOMATIC TRAFFIC RECORDER
CB	-----	CONTROLLER CABINET
CCTV	-----	CLOSED CIRCUIT TELEVISION
CP	-----	CAMERA POLE
CV	-----	COMMUNICATIONS VAULT
DMS	-----	DYNAMIC MESSAGE SIGN
DP	-----	DETECTOR POLE
DS	-----	DRAINAGE STRUCTURE (ON ITS PLANS ONLY)
EX	-----	EXISTING
FO	-----	FIBER OPTIC
JB	-----	JUNCTION BOX
MB	-----	METER BREAKER
MD	-----	MICROWAVE DETECTOR
MH	-----	MANHOLE
MM	-----	MULTIMODE
PB	-----	PULL BOX
PCMS	-----	PORTABLE CHANGEABLE MESSAGE SIGN
PF	-----	POLE FOUNDATION
RWIS	-----	ROAD WEATHER INFORMATION SYSTEM
S	-----	OVERHEAD SIGNAL SUPPORT
SB	-----	SIGNAL BASE
SDS	-----	SYSTEM DETECTOR STATION
SM	-----	SINGLE MODE
SWEF	-----	SAFETY AND WEIGHT ENFORCEMENT FACILITY
WDS	-----	WIRELESS DETECTION SENSOR
WIM	-----	WEIGH IN MOTION
WMN	-----	WIRELESS MESH NODE

ITS CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION
MR. KYLE HEMP
608-246-5367
MR. GRAHAM HEITZ
608-246-5362
2101 WRIGHT ST
MADISON, WI 53704

WISCONSIN DEPARTMENT OF TRANSPORTATION
STATEWIDE TRAFFIC OPERATIONS CENTER
MR. DEAN BEEKMAN
414-227-2154
MR. DON SCHELL
414-227-2148
433 W. ST. PAUL AVENUE, SUITE 300
MILWAUKEE, WI 53203

SRF CONSULTING GROUP
INTELLIGENT TRANSPORTATION SYSTEMS
MR. JACOB FOLKERINGA
763-452-4730
MS. CORTNEY FALERO
763-452-4806
1 CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MN 55447

ORIGINAL PLANS PREPARED BY

SRF Consulting Group, Inc. — Engineers Planners Designers

ITS SHEETS 1-11

WISCONSIN
JACOB HW FOLKERINGA
E-43224
MINNEAPOLIS, MN
PROFESSIONAL ENGINEER

10/20/2014 (Date) (Signature)

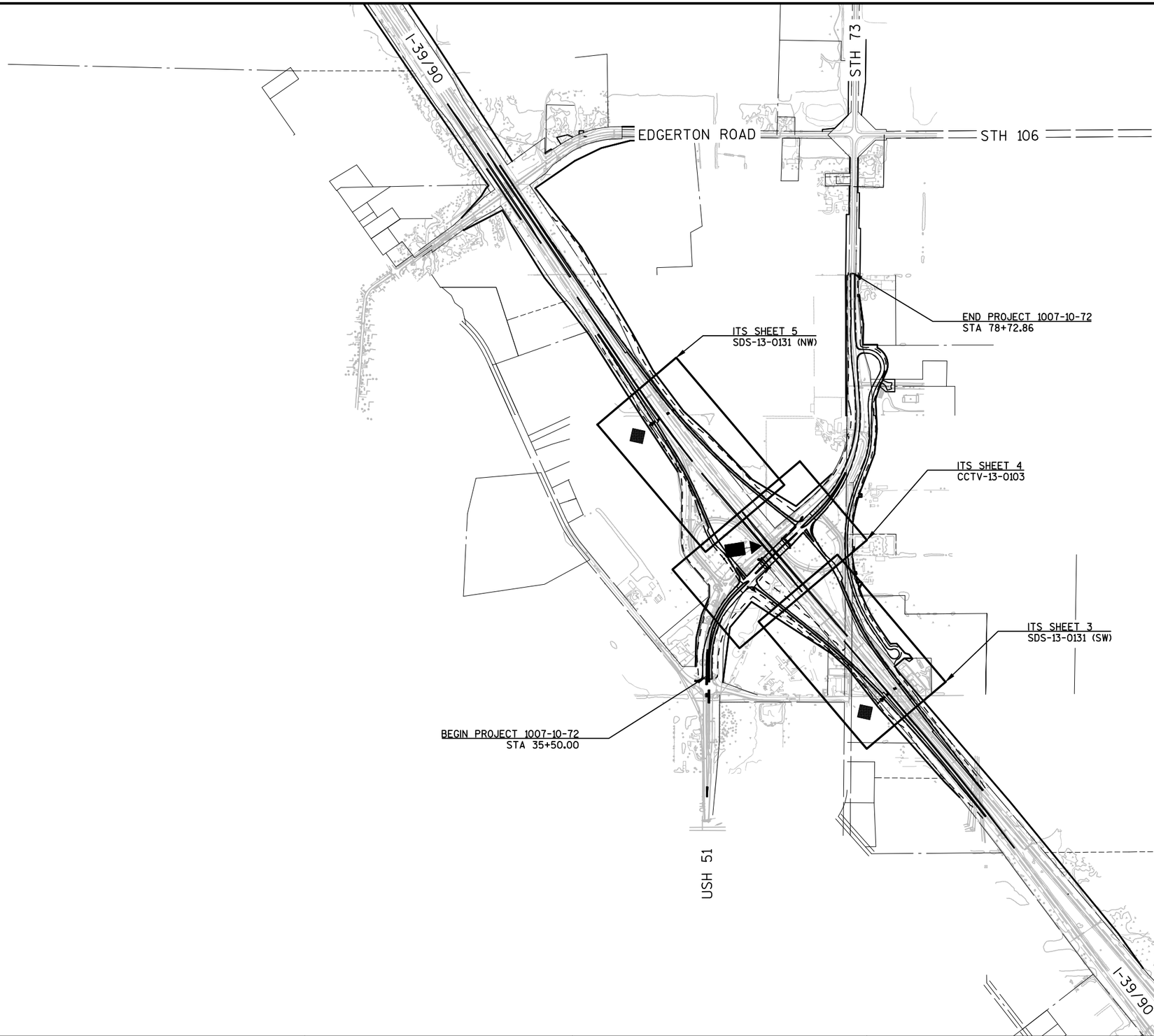
PROJECT NO:1007-10-72	HWY:USH 51/STH 73	COUNTY:DANE	ITS GENERAL NOTES	SHEET E

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
SYSTEM DETECTOR STATION	

ITS STANDARD ABBREVIATIONS

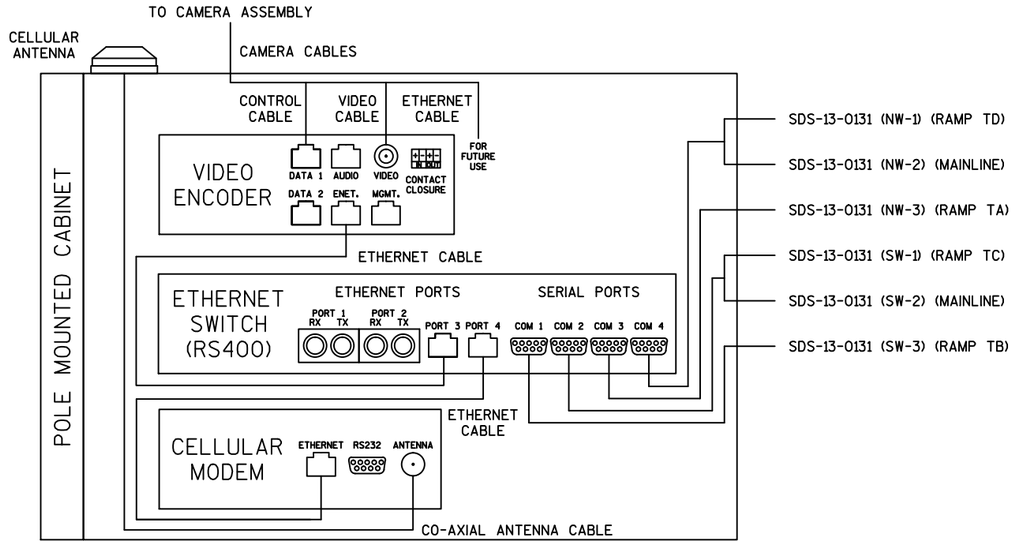
CCTV ----- CLOSED CIRCUIT TELEVISION
SDS ----- SYSTEM DETECTOR STATION



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	ITS PLAN OVERVIEW	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-10-72_USH 51-STH 73 INTERCHANGE\SR_ITS PLANS_1007_10_72.DWG PLOT DATE : 10/20/2014 2:08 PM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1" = 1000'_XREF

NOT TO SCALE



CCTV-13-0103 & SDS-13-0131 - I-39/90 @ USH 51 / STH 73 INTERCHANGE

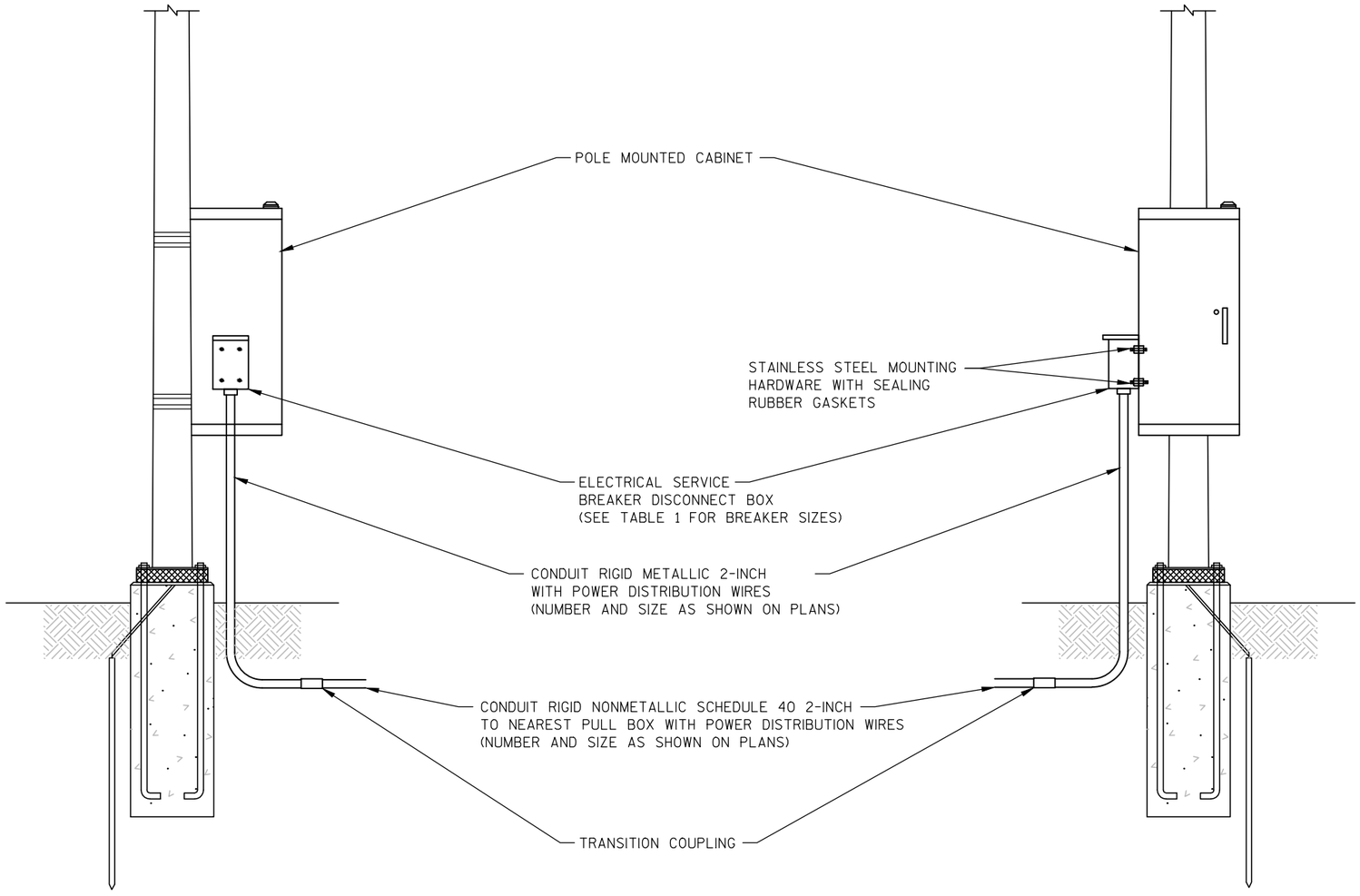
NOTES

ALL CABLES INCIDENTAL TO DEVICE INSTALLATION.

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	ITS COMMUNICATION SCHEMATICS	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-10-72_USH 51-STH 73 INTERCHANGE\SR_ITS COMMUNICATION SCHEMATICS_1007-10-72.DWG PLOT DATE : 10/20/2014 2:08 PM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

NOT TO SCALE



SIDE VIEW

FRONT VIEW

ELECTRICAL SERVICE BREAKER DISCONNECT BOX

(POLE MOUNTED CABINET)

CCTV-13-0103 & SDS-13-0131 - I-39/90 @ USH 51 / STH 73 INTERCHANGE

NOTES

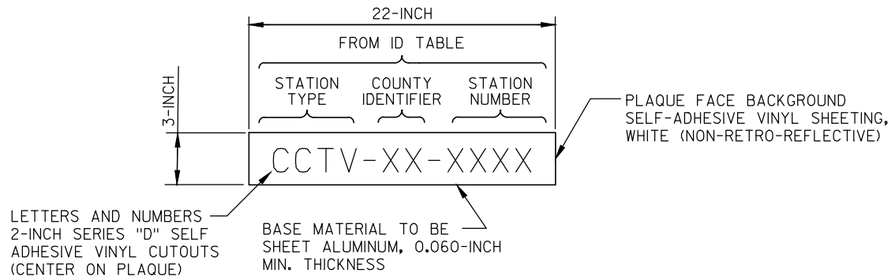
MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

TABLE 1

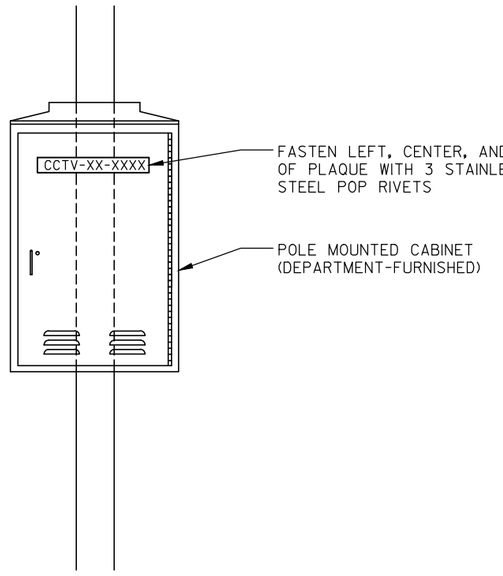
BREAKER SIZES BY LOCATION

LOCATION	ID	MAIN BREAKER SIZE	SUB-BREAKER #1 SIZE	SUB-BREAKER #2 SIZE	SUB-BREAKER #3 SIZE
I-39/90 @ USH 51/STH 73 INTERCHANGE	CCTV-13-0103 SDS-13-0131	30 AMPS (CCTV/SDS)	30 AMPS (SPARE)		

NOT TO SCALE



CONTROL CABINET IDENTIFICATION PLAQUE



PLAQUES SEQUENCE IDENTIFICATION

PLAQUES SEQUENCE IDENTIFICATION TABLE		
SITE LOCATION	ID PLAQUE	NO. OF PLAQUES
I-39/90 @ USH 51/STH 73 INTERCHANGE	CCTV-13-0103	1
I-39/90 @ USH 51/STH 73 INTERCHANGE	SDS-13-0131	2

STATION TYPE LEGEND

ATR - AUTOMATIC TRAFFIC RECORDER
CCTV - CLOSED CIRCUIT TELEVISION
DMS - DYNAMIC MESSAGE SIGN
G - RAMP CLOSURE GATE
SDS - SYSTEM DETECTOR STATION
WDS - WIRELESS DETECTION SENSOR

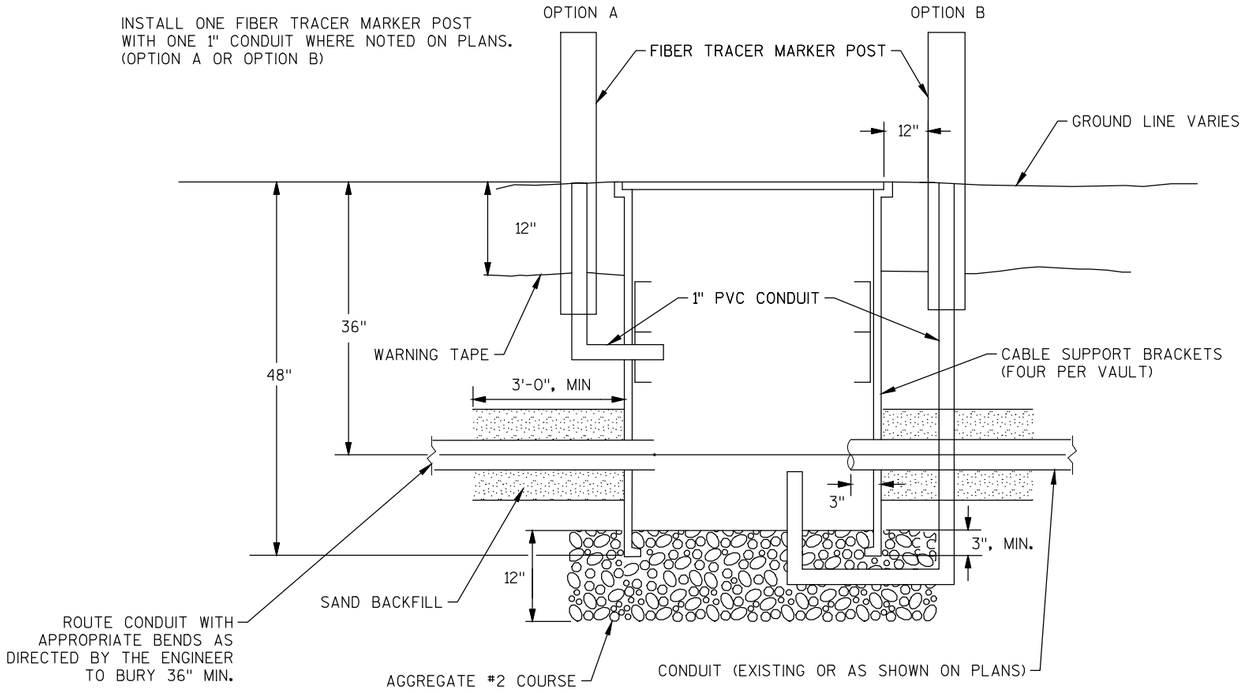
NOTES

TWO PLAQUES PER DEVICE REQUIRED ON CONTROL CABINET.

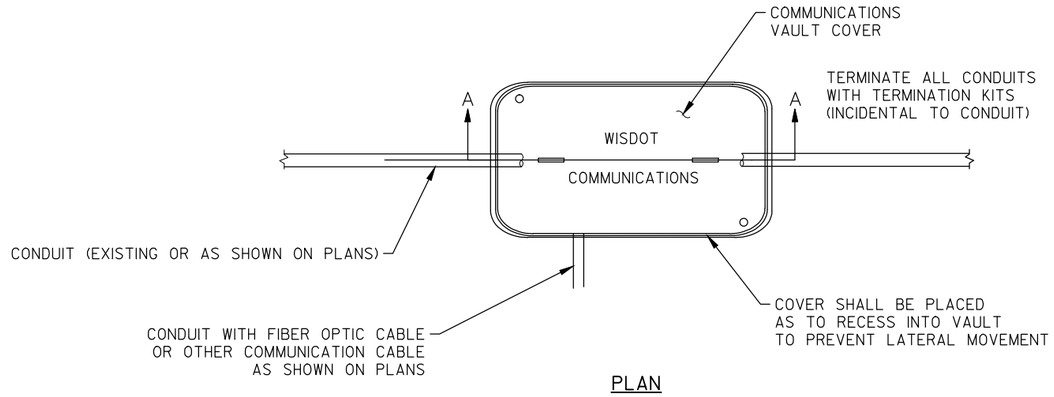
FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.

FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN PREVIOUS NOTE, FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.

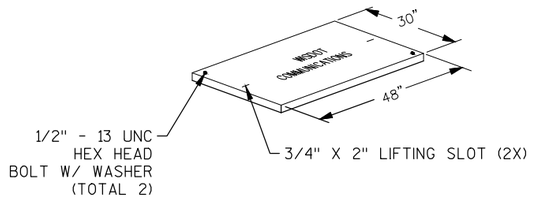
NOT TO SCALE

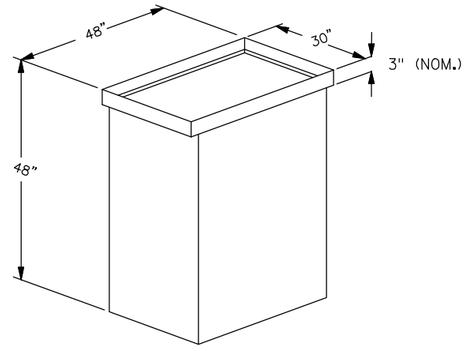


SECTION A-A



PLAN





ISOMETRIC

NOTES

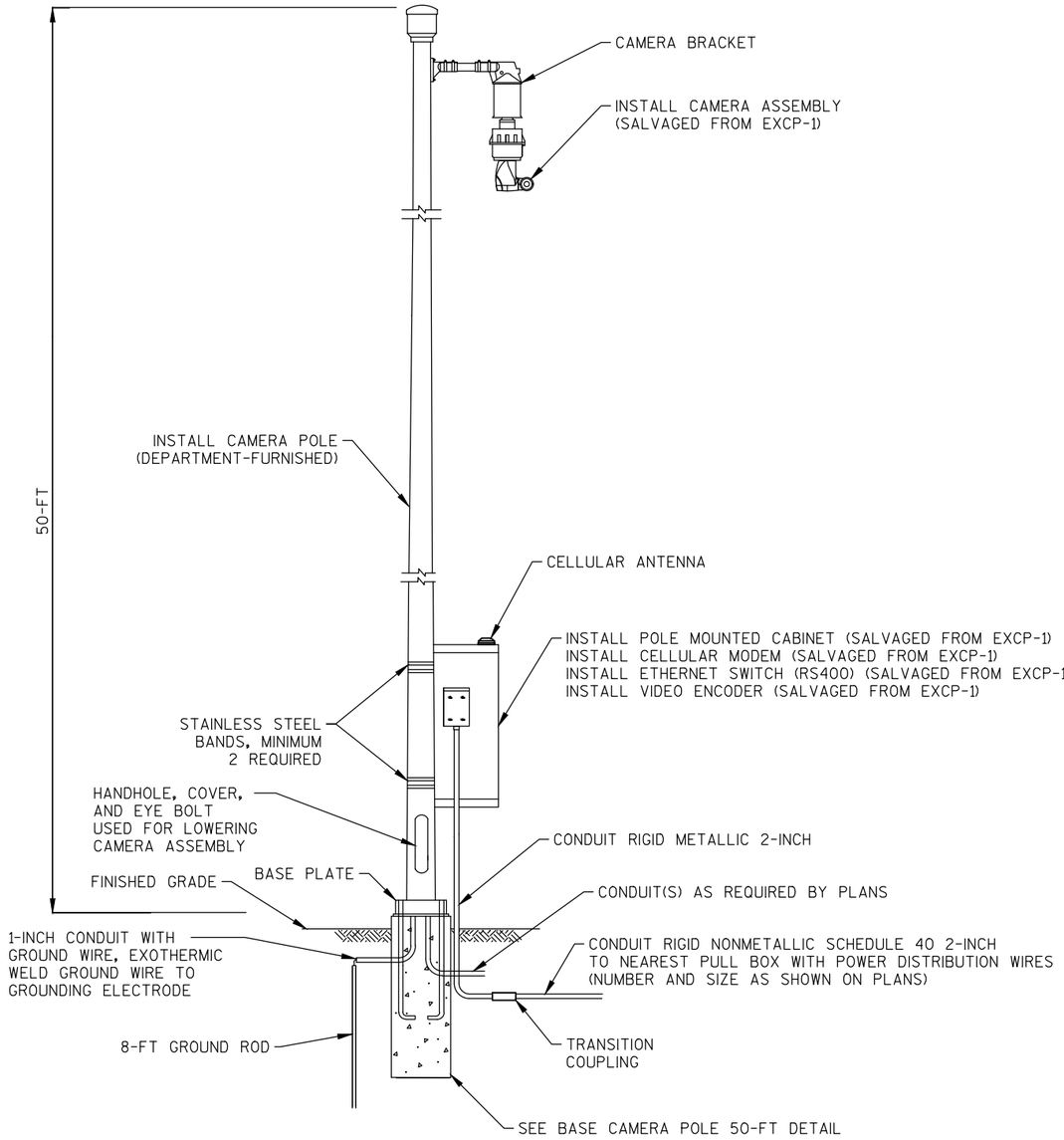
BOX SHALL HAVE AN OPEN BASE.

COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

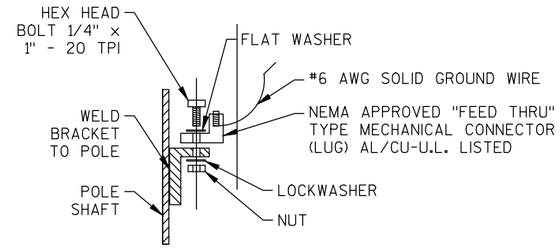
VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

NOT TO SCALE

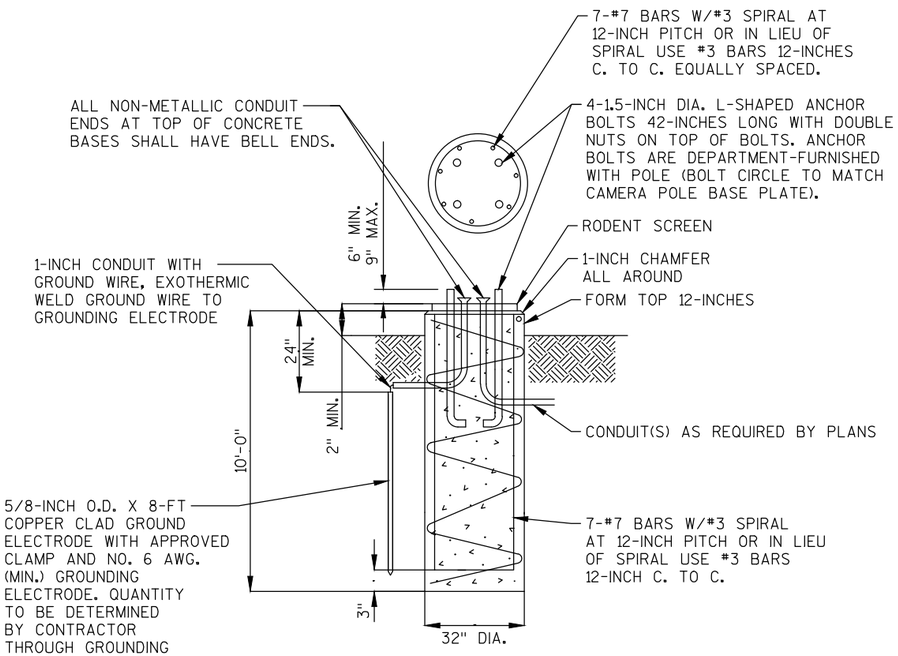


CAMERA & POLE MOUNTED CABINET MOUNTING

CCTV-13-0103 & SDS-13-0131 - I-39/90 @ USH 51 / STH 73 INTERCHANGE



FIELD INSTALLED GROUNDING LUG



MATERIALS DATA

CONCRETE	f'c = 3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi

BASE CAMERA POLE 50-FT

NOTES

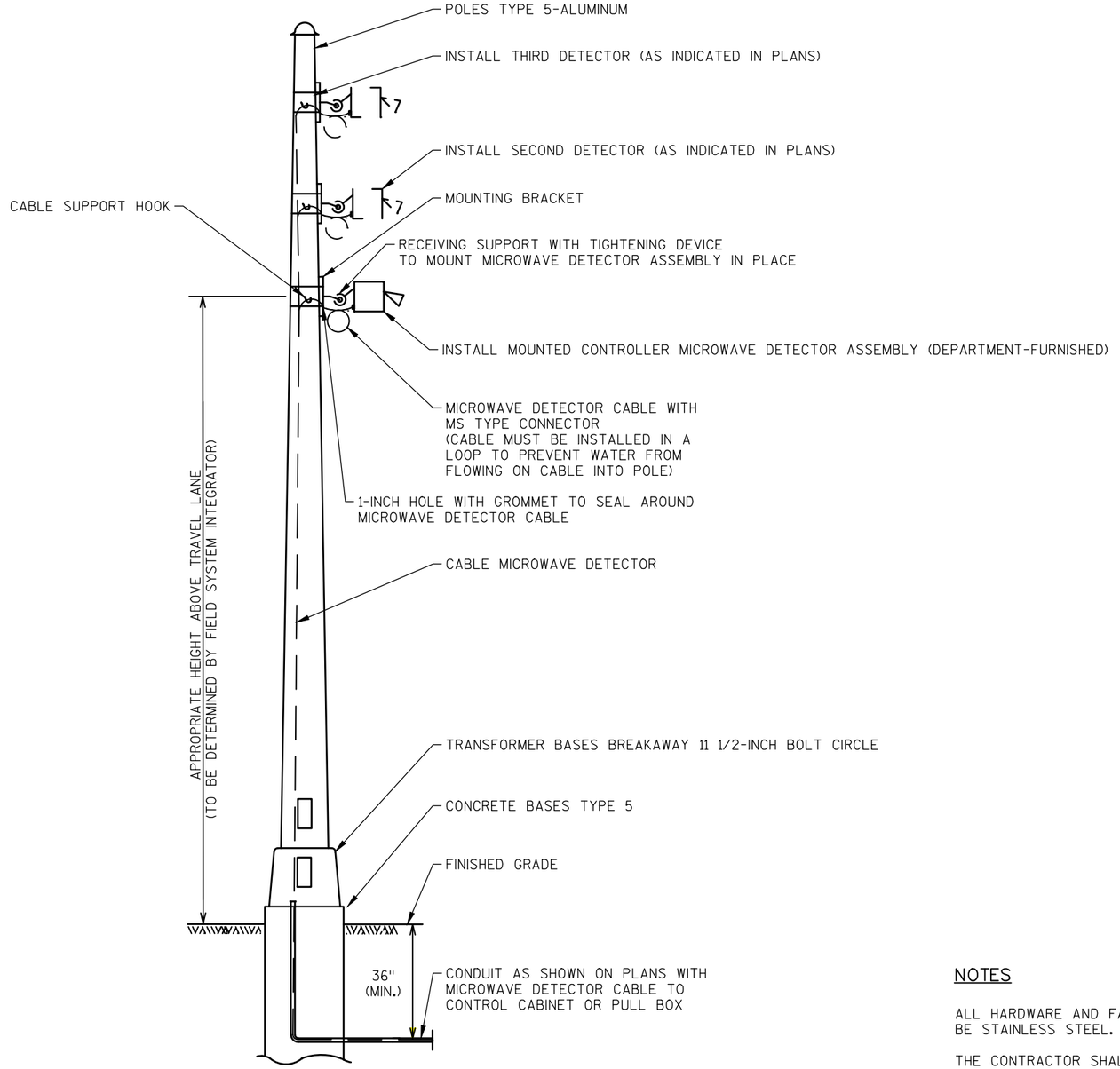
ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.

POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES WILL BE DEPARTMENT-FURNISHED.

CONTRACTOR SHALL CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF CONCRETE BASE.

CONTRACTOR SHALL INSTALL GROUNDING LUG AS SHOWN.

NOT TO SCALE



ELEVATION VIEW

INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY

SDS-13-0131 - I-39/90 @ USH 51 / STH 73 INTERCHANGE

NOTES

ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.

THE CONTRACTOR SHALL FURNISH AND INSTALL LIGHTNING ARRESTERS IN THE TRANSFORMER BASE AND CONNECT TO THE MICROWAVE DETECTOR CABLES PER THE MANUFACTURER'S RECOMMENDATION.

ITS LEGEND

DESCRIPTION	SYMBOL
POLE	●
PULL BOX 24X36	◑
MICROWAVE DETECTOR	◆
ITS CONDUIT	– – –
DETECTION ZONE	⬭

ITS STANDARD ABBREVIATIONS

DP	-----	DETECTOR POLE
PB	-----	PULL BOX
SDS	-----	SYSTEM DETECTOR STATION

CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR

PROPOSED R/W

SLOPE INTERCEPT

EXISTING R/W

PB-1 PB-2 PB-3 PB-4 PB-5 PB-6

DP-1

RAMP 'TC'

CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR

MATCH LINE STA 1609+00 NB
SEE ITS SHEET 10

SDS-13-0131 (SW)
CONCRETE BASES TYPE 5
TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
POLES TYPE 5-ALUMINUM
3-INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (DEPARTMENT-FURNISHED)
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
(BETWEEN DP-1 AND PB-1)
3-CABLE MICROWAVE DETECTOR

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-10-72_USH 51-STH 73 INTERCHANGE\SR_ITS PLANS_1007_10_72.DWG PLOT DATE : 10/27/2014 6:05 PM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1IN:100_XREF
WISDOT/CADDS SHEET 42

MATCH LINE STA 1618+00 NB
SEE ITS SHEET 11

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
POLE	
PULL BOX 24X36	
PULL BOX 24X42	
COMMUNICATIONS VAULT	V
ITS CONDUIT	
METER BREAKER PEDESTAL	
BREAKER DISCONNECT BOX	
LIGHTING CABINET	

ITS STANDARD ABBREVIATIONS

CB	-----	CONTROLLER CABINET
CCTV	-----	CLOSED CIRCUIT TELEVISION
CP	-----	CAMERA POLE
CV	-----	COMMUNICATIONS VAULT
EX	-----	EXISTING
PB	-----	PULL BOX

SLOPE INTERCEPT
EXISTING R/W
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR
REMOVE ELECTRICAL SERVICE METER BREAKER PEDESTAL
REMOVING PULL BOXES
REMOVE CABLE
ABANDON CONDUIT
PB-16
EXMB-1
EXPB-1
EXPB-2
REMOVING PULL BOXES
PROPOSED R/W
PB-15
EXISTING CCTV-13-0103 (1001-10-70)
SALVAGE ITS EQUIPMENT
REMOVE POLES WOOD
RAMP 'TD'
REMOVING PULL BOXES
EXCP-1
EXPB-3
REMOVE CABLE
ABANDON CONDUIT
I-39/90 SB
I-39/90 NB
1618
1616'SB'
1614'SB'
1612'SB'
1610'SB'
1610'NB'
1612'NB'
CCTV-13-0103
BASE CAMERA POLE 50-FT
INSTALL CAMERA POLE (DEPARTMENT-FURNISHED)
INSTALL CAMERA ASSEMBLY (SALVAGED FROM CCTV-13-0103)
INSTALL POLE MOUNTED CABINET (SALVAGED FROM CCTV-13-0103)
INSTALL CELLULAR MODEM (SALVAGED FROM CCTV-13-0103)
INSTALL ETHERNET SWITCH (RS400) (SALVAGED FROM CCTV-13-0103)
INSTALL VIDEO ENCODER (SALVAGED FROM CCTV-13-0103)
3-PLAQUES SEQUENCE IDENTIFICATION
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
3-ELECTRICAL WIRE LIGHTING 2 AWG
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
(FOR FUTURE USE)
EXISTING R/W
RAMP 'TA'
SLOPE INTERCEPT
PROPOSED R/W
EXISTING R/W
ELECTRICAL SERVICE METER BREAKER PEDESTAL
(SEE LIGHTING DRAWINGS)
PB-13 (SEE LIGHTING DRAWINGS)
MB-1
CB-1
PB-12 (SEE LIGHTING DRAWINGS)
PB-11 (SEE LIGHTING DRAWINGS)
PB-10 (SEE LIGHTING DRAWINGS)
CP-1
USH 51/STH 73
STH 73
USH 51
52'T'
50'T'
48'T'
46'T'
44'T'
42'T'
56'T'
54'T'
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
3-ELECTRICAL WIRE LIGHTING 2 AWG
CAMERA ARM ALIGNMENT
(ALIGN BOLT CIRCLE TO BE
SQUARE TO THIS LINE)
2-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(WITHIN BRIDGE PARAPET - SEE B-13-0702 PLANS)
3-ELECTRICAL WIRE LIGHTING 2 AWG
PB-14 (SEE LIGHTING DRAWINGS)
PB-9 (SEE LIGHTING DRAWINGS)
2-CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
(WITHIN BRIDGE PARAPET - SEE B-13-0702 PLANS)
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
(FOR FUTURE USE)
PB-8
CV-1
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR
EXISTING R/W
SLOPE INTERCEPT
PROPOSED R/W
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
3-CABLE MICROWAVE DETECTOR
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
(FOR FUTURE USE)
FIBER TRACER MARKER POST
PB-7
RAMP 'TC'
EXISTING R/W
RAMP 'TB'
PIERCE RD
N

IT IS ANTICIPATED THAT THE EXISTING ITS EQUIPMENT WILL BE SALVAGED DURING STAGE 3 AND INSTALLED DURING STAGE 3. ENSURE THAT THE MAXIMUM ITS EQUIPMENT DOWNTIME IS SEVEN DAYS OR LESS.

NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

MATCH LINE STA 1609+00 NB
SEE ITS SHEET 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	ITS PLANS	SHEET	E

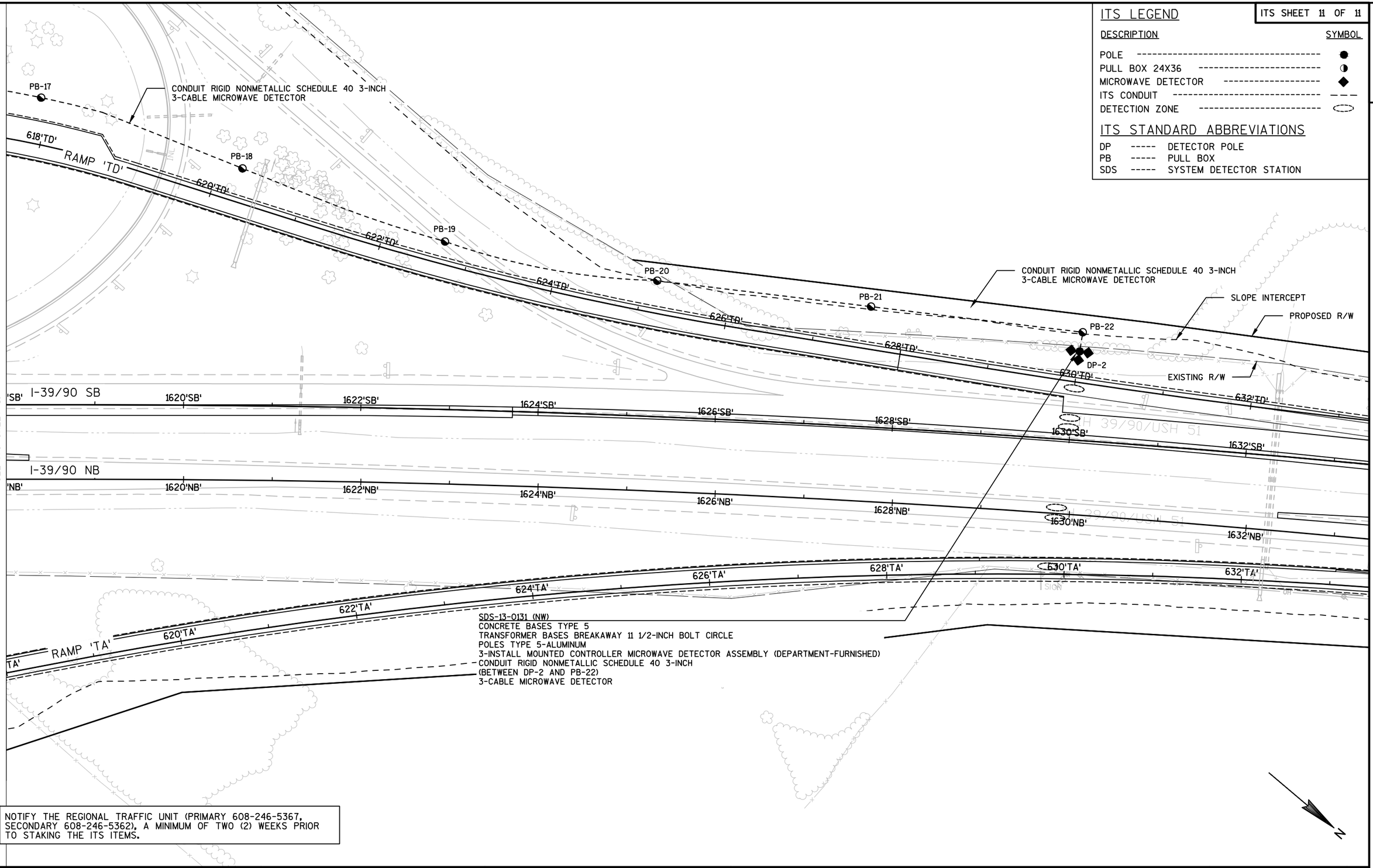
FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-10-72_USH 51-STH 73 INTERCHANGE\SR_ITS PLANS_1007_10_72.DWG PLOT DATE : 10/27/2014 6:06 PM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1IN:100_XREF
WISDOT/CADDS SHEET 42

ITS LEGEND

DESCRIPTION	SYMBOL
POLE	●
PULL BOX 24X36	◑
MICROWAVE DETECTOR	◆
ITS CONDUIT	– – –
DETECTION ZONE	⬭

ITS STANDARD ABBREVIATIONS

DP ----- DETECTOR POLE
PB ----- PULL BOX
SDS ----- SYSTEM DETECTOR STATION



NOTIFY THE REGIONAL TRAFFIC UNIT (PRIMARY 608-246-5367, SECONDARY 608-246-5362), A MINIMUM OF TWO (2) WEEKS PRIOR TO STAKING THE ITS ITEMS.

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	ITS PLANS	SHEET	E

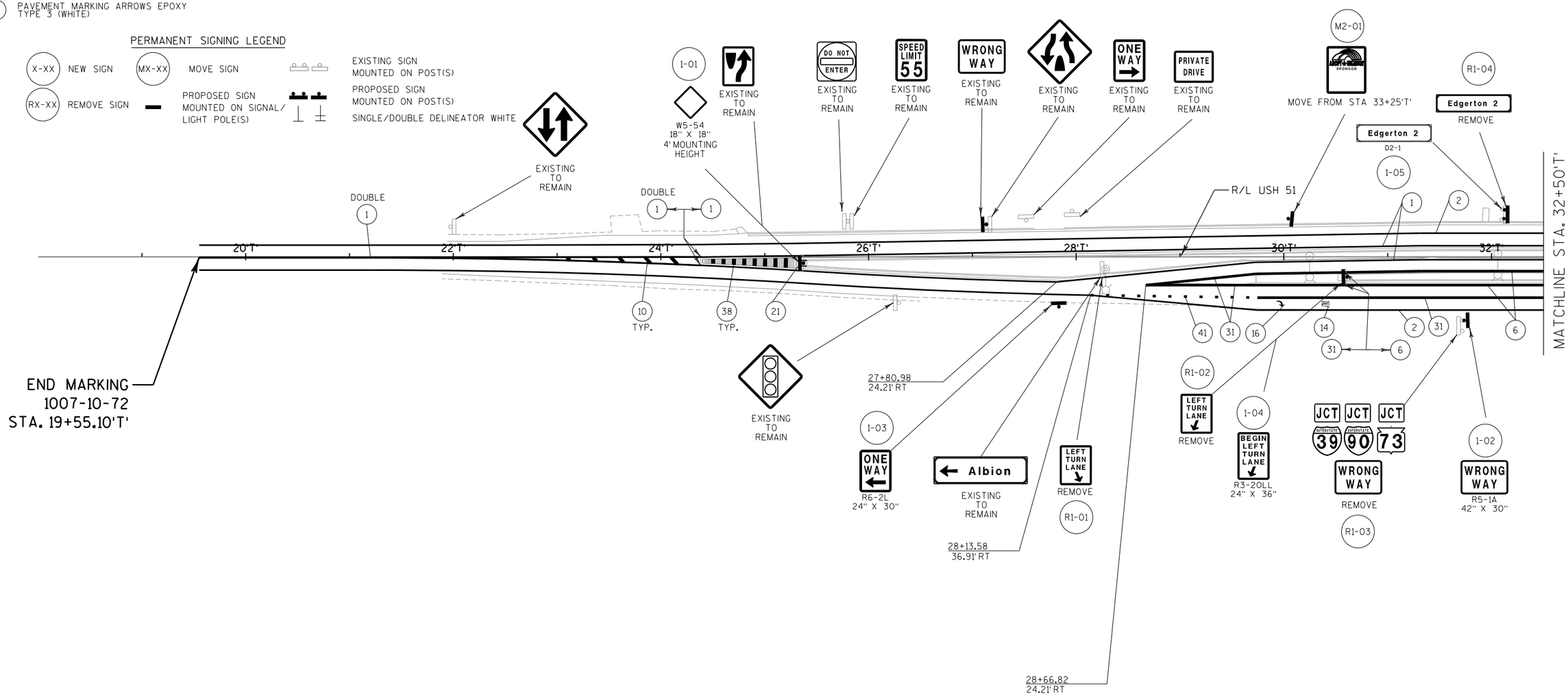
FILE NAME : H:\PROJMDSN\8136\CAD_BIM\PLAN\1007-10-72_USH 51-STH 73 INTERCHANGE\SR_ITS PLANS_1007_10_72.DWG PLOT DATE : 10/27/2014 6:07 PM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1IN:100_XREF
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	(20) PAVEMENT MARKING CURB EPOXY (YELLOW)
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)	(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)	(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)	(31) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)	(38) PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
(7) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)	(40) PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	(41) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
(13) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)	(42) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)
(14) PAVEMENT MARKING WORDS EPOXY (WHITE)	
(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)	
(17) PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)	

PERMANENT SIGNING LEGEND

X-XX NEW SIGN
MX-XX MOVE SIGN
RX-XX REMOVE SIGN
PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
EXISTING SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON POST(S)
SINGLE/DOUBLE DELINEATOR WHITE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 137	E

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17. PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
20. PAVEMENT MARKING CURB EPOXY (YELLOW)
21. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
29. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
31. PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH
38. PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
40. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(2 FT LINE 6 FT SKIP)
41. PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)
42. PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)

PERMANENT SIGNING LEGEND

X-XX NEW SIGN
RX-XX REMOVE SIGN
MX-XX MOVE SIGN
PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
EXISTING SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON POST(S)
SINGLE/DOUBLE DELINEATOR WHITE

N

MATCHLINE STA. 32+50'T'

MATCHLINE STA. 38+50'T'

ALBION ROAD

HAUGEN ROAD

R/L ALBION ROAD

R/L USH 51

USH 51

BEGIN PROJECT
1007-10-72
STA. 35+50.00'T'

48+00'AL.

49+00'AL.

50+00'AL.

51+00'AL.

52+0

33+00'T'

34+00'T'

35+00'T'

36+00'T'

37+00'T'

38+00'T'

33+06.08
22.75'LT

37+76.85
40.00'LT

35+50.30
20.50'RT

35+50.00
27.00'RT

35+98.00
39.00'RT

MOVE TO STA 30+00'T'

SPEED LIMIT 55
R2-1
24" X 30"
2-16

DIVIDED HIGHWAY
R6-3
30" X 24"
2-01

DO NOT ENTER
R5-1
36" X 36"
R2-01
REMOVE

DIVIDED HIGHWAY
R6-3
30" X 24"

STOP
2-17
EXISTING TO REMAIN

ONE WAY
R6-2L
36" X 48"
2-18

ONE WAY
R2-10
REMOVE

DO NOT ENTER
R5-1
36" X 36"
2-02

STOP
R1-1F
30" X 30"
2-03

DO NOT ENTER
REMOVE

STOP
REMOVE

R2-02

R2-03
REMOVE

Edgerton
Albion
D1-2
2-06

WRONG WAY
R5-1A
42" X 30"
2-05

WRONG WAY
REMOVE
R2-04

STOP
R1-1F
30" X 30"
2-14

STOP
REMOVE
R2-07

R4-7
24" X 30"
2-13
REMOVE

STOP
EXISTING TO REMAIN

DO NOT ENTER
REMOVE
R2-06

DO NOT ENTER
R5-1
36" X 36"
2-12

STOP
EXISTING TO REMAIN

DIVIDED HIGHWAY
R6-3
30" X 24"
2-10

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

R4-7
24" X 30"
2-11
REMOVE
R2-05

STOP
EXISTING TO REMAIN

JCT JCT JCT
39 90 73
J1-3
72" X 39"
2-09

NORTH WEST NORTH NORTH
39 90 51 73
REMOVE
R2-08

BEGIN LEFT TURN LANE
R3-20LL
24" X 36"
2-08

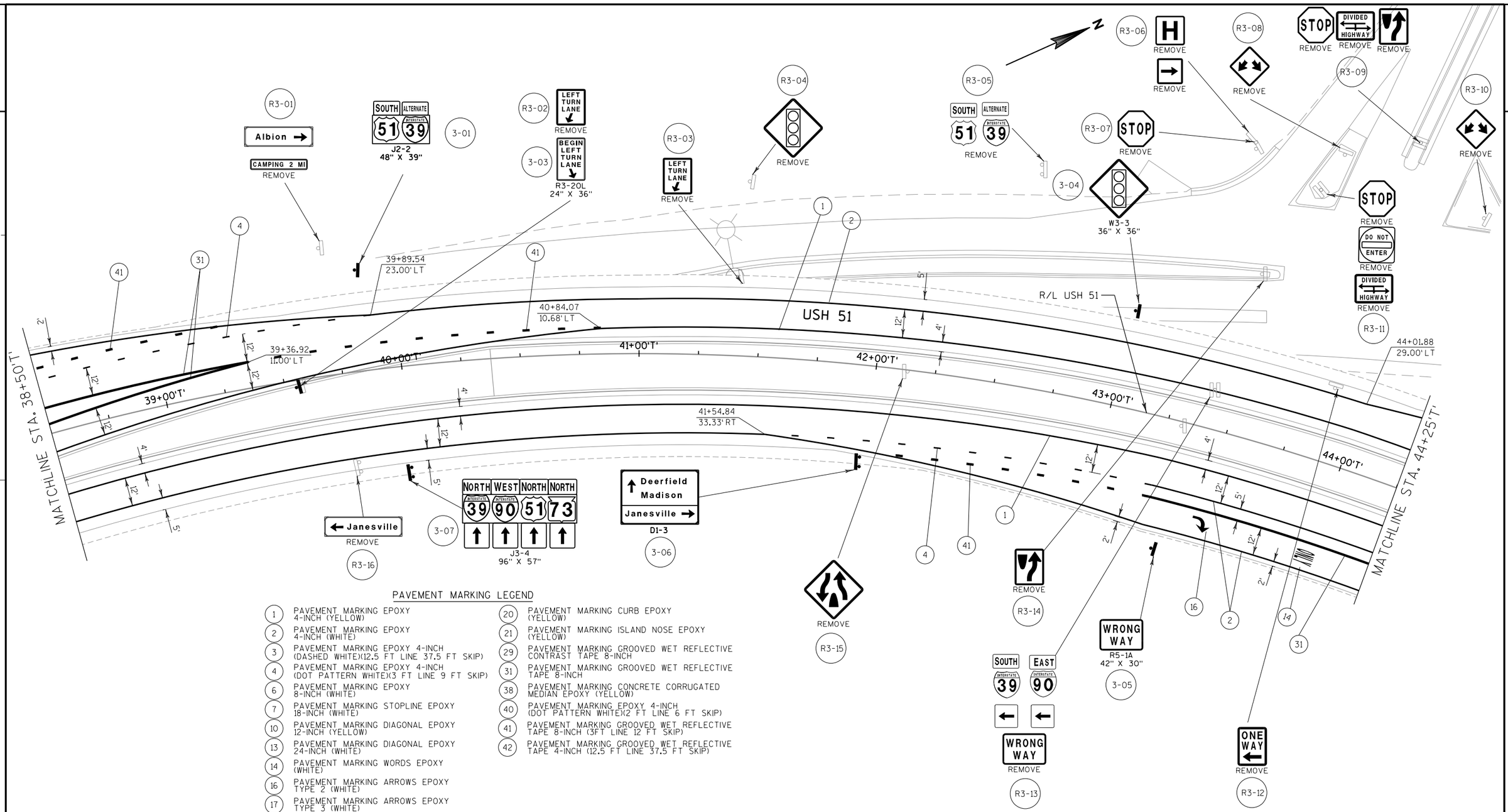
SOUTH EAST
39 90
J2-2
48" X 57"
2-15

RAMP CLOSED USE ALT ROUTE
R11-54F
48" X 30"
2-07

SOUTH EAST
39 90
REMOVE
R2-09

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 138	E

2



PAVEMENT MARKING LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7	PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
20	PAVEMENT MARKING CURB EPOXY (YELLOW)
21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH
38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
40	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(2 FT LINE 6 FT SKIP)
41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)
42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)

PERMANENT SIGNING LEGEND

X-XX	NEW SIGN	MX-XX	MOVE SIGN
RX-XX	REMOVE SIGN		PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

SINGLE/DOUBLE DELINEATOR WHITE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 139	E

2

DO NOT ENTER
REMOVE

SOUTH EAST
INTERSTATE 39 INTERSTATE 90
R4-03

H
JH-1
24" X 45"
4-21

WRONG WAY
REMOVE

Janesville
R4-05

MATCHLINE STA. 614+00'TD'

R4-01
REMOVE

R4-02
REMOVE

2

614+00'TD'

W12-1D
24" X 24"
4-05

R/L RAMP 'TD'

15'

NORTH NORTH WEST
INTERSTATE 39 INTERSTATE 90 51
R4-06
REMOVE

REMOVE
R4-07

STOP
R1-1
36" X 36"
4-02

DIVIDED HIGHWAY
R6-3
30" X 24"
4-03

R4-04
DO NOT ENTER
REMOVE

4-01
YIELD
R1-2
36" X 31"

4-20
ONE WAY
R6-2R
36" X 48"

RAMP TD

1

DO NOT ENTER
R5-1
36" X 36"
4-06

DO NOT ENTER
R5-1
36" X 36"
4-10

SOUTH EAST
INTERSTATE 39 INTERSTATE 90
J3-2
48" X 57"

4-09
R4-1
24" X 24"

4-07

WRONG WAY
R5-1A
42" X 30"
4-08

29

R/L I-39/90 'SBE'

R/L I-39/90 'NBE'

216+00'NBE'

215+00'SBE'

215+00'NBE'

214+00'SBE'

USH 51

USH 51

4-19
ONE WAY
R6-2L
24" X 30"

613+00'TD'

7

20

16

1

47+00'T'

48+00'T'

49+00'T'

50+00'T'

45+00'T'

46+00'T'

MATCHLINE STA. 44+25'T'

MATCHLINE STA. 50+00'T'

4'

12'

5'

2'

18'

21

R/L USH 51

R/L RAMP 'TC'

613+00'TC'

4-11
R4-7
24" X 30"

14

31

29

2

16

H

1

2

SOUTH EAST
INTERSTATE 39 INTERSTATE 90
J3-2
48" X 57"
4-17

DO NOT ENTER
R5-1
36" X 36"
4-16

R3-2
24" X 24"
4-18

R4-7
24" X 30"
4-15

RAMP CLOSED USE ALT ROUTE
R11-54F
48" X 30"
4-04

2

610+00'TC'

MATCHLINE STA. 612+00'TC'

ONE WAY
R6-2L
36" X 48"
4-14

WEST NORTH NORTH NORTH
INTERSTATE 39 INTERSTATE 90 51 73
J3-4
96" X 57"
4-13

Madison
D1-1
4-12

PAVEMENT MARKING LEGEND

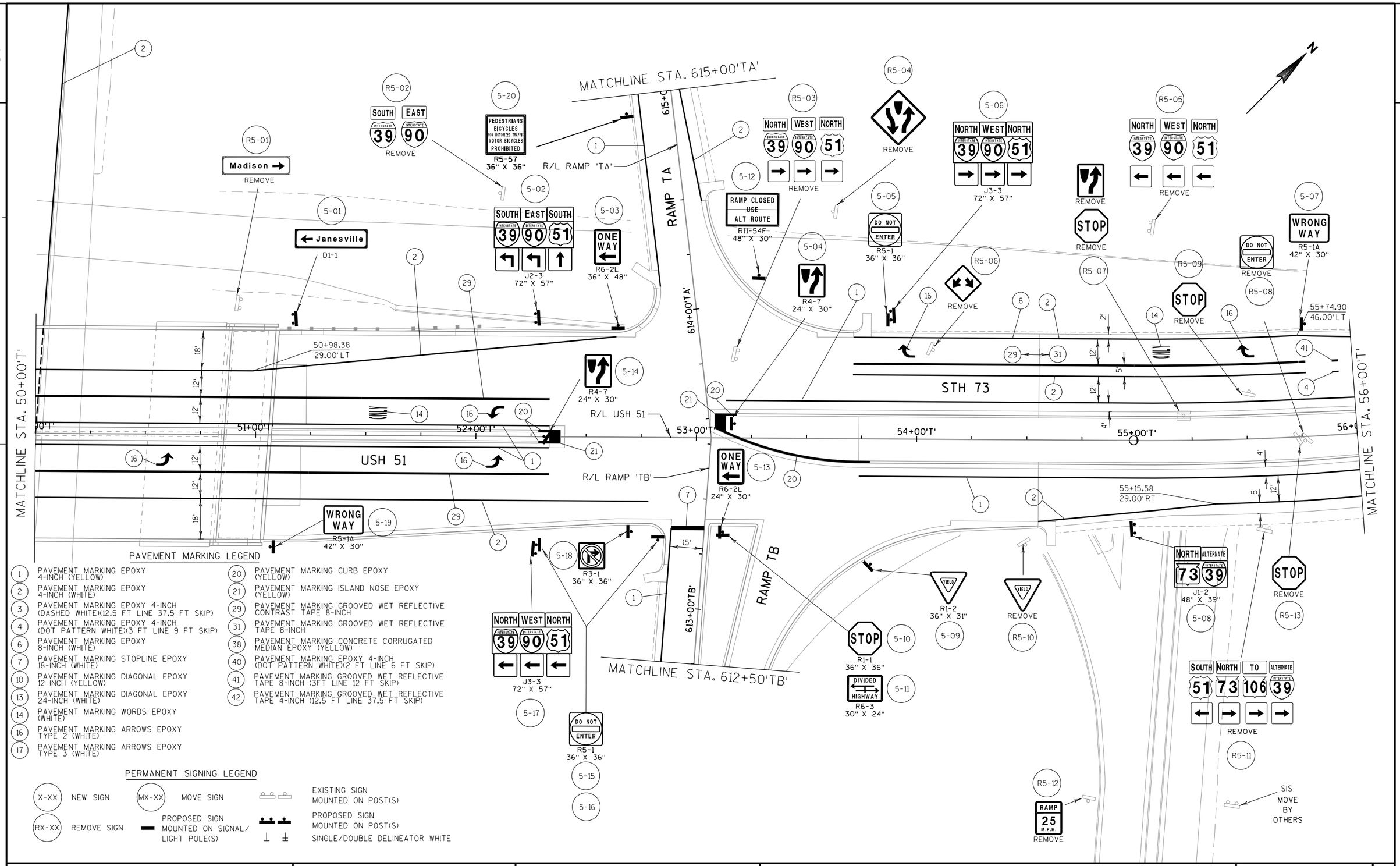
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	20	PAVEMENT MARKING CURB EPOXY (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)	21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)	29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)	31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)	38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
7	PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)	40	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(2 FT LINE 6 FT SKIP)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)	42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)		
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)		
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)		

PERMANENT SIGNING LEGEND

X-XX	NEW SIGN	MX-XX	MOVE SIGN
RX-XX	REMOVE SIGN		PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
	EXISTING SIGN MOUNTED ON POST(S)		PROPOSED SIGN MOUNTED ON POST(S)
⊥ ±	SINGLE/DOUBLE DELINEATOR WHITE		

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 140	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\024504_pm-ps.dgn
PLOT DATE : 10/31/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7	PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
20	PAVEMENT MARKING CURB EPOXY (YELLOW)
21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH
38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
40	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(2 FT LINE 6 FT SKIP)
41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)
42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)

PERMANENT SIGNING LEGEND

- X-XX NEW SIGN
- MX-XX MOVE SIGN
- RX-XX REMOVE SIGN
- PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SINGLE/DOUBLE DELINEATOR WHITE

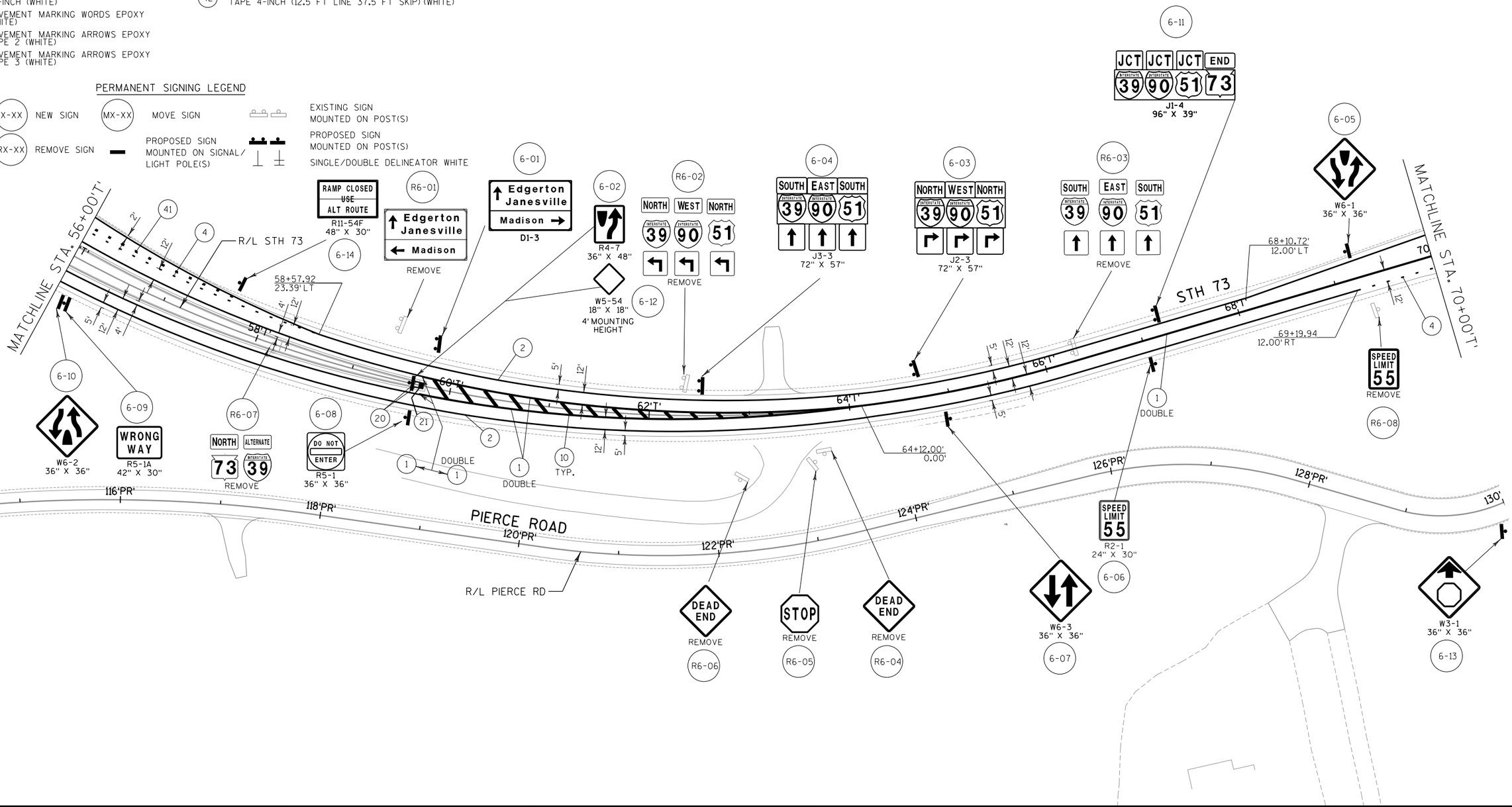
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 141 E

PAVEMENT MARKING LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	20	PAVEMENT MARKING CURB EPOXY (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)	21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)	29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)	31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)	38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)	40	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)	42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)		
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)		
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)		

PERMANENT SIGNING LEGEND

X-XX NEW SIGN
MX-XX MOVE SIGN
RX-XX REMOVE SIGN
PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
EXISTING SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON POST(S)
SINGLE/DOUBLE DELINEATOR WHITE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 142	E

PAVEMENT MARKING LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	20	PAVEMENT MARKING CURB EPOXY (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)	21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)	29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)	31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)	38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)	40	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)	42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)		
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)		
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)		

PERMANENT SIGNING LEGEND

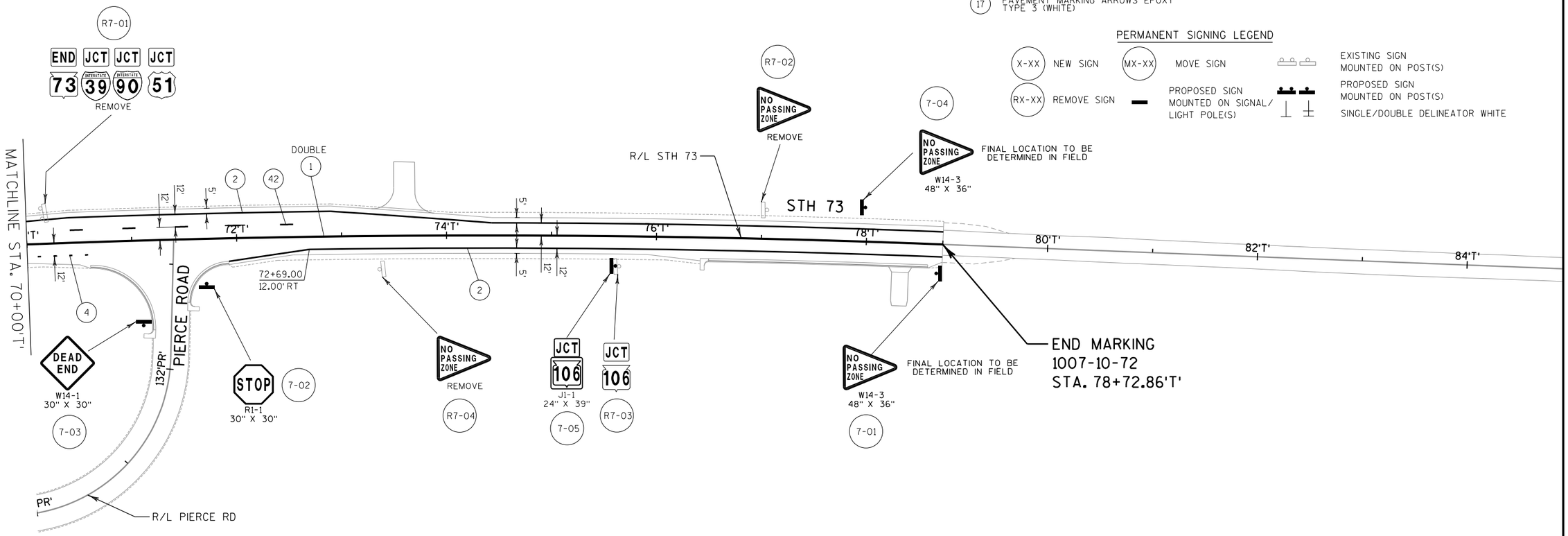
X-XX NEW SIGN — MX-XX MOVE SIGN — RX-XX REMOVE SIGN

PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)

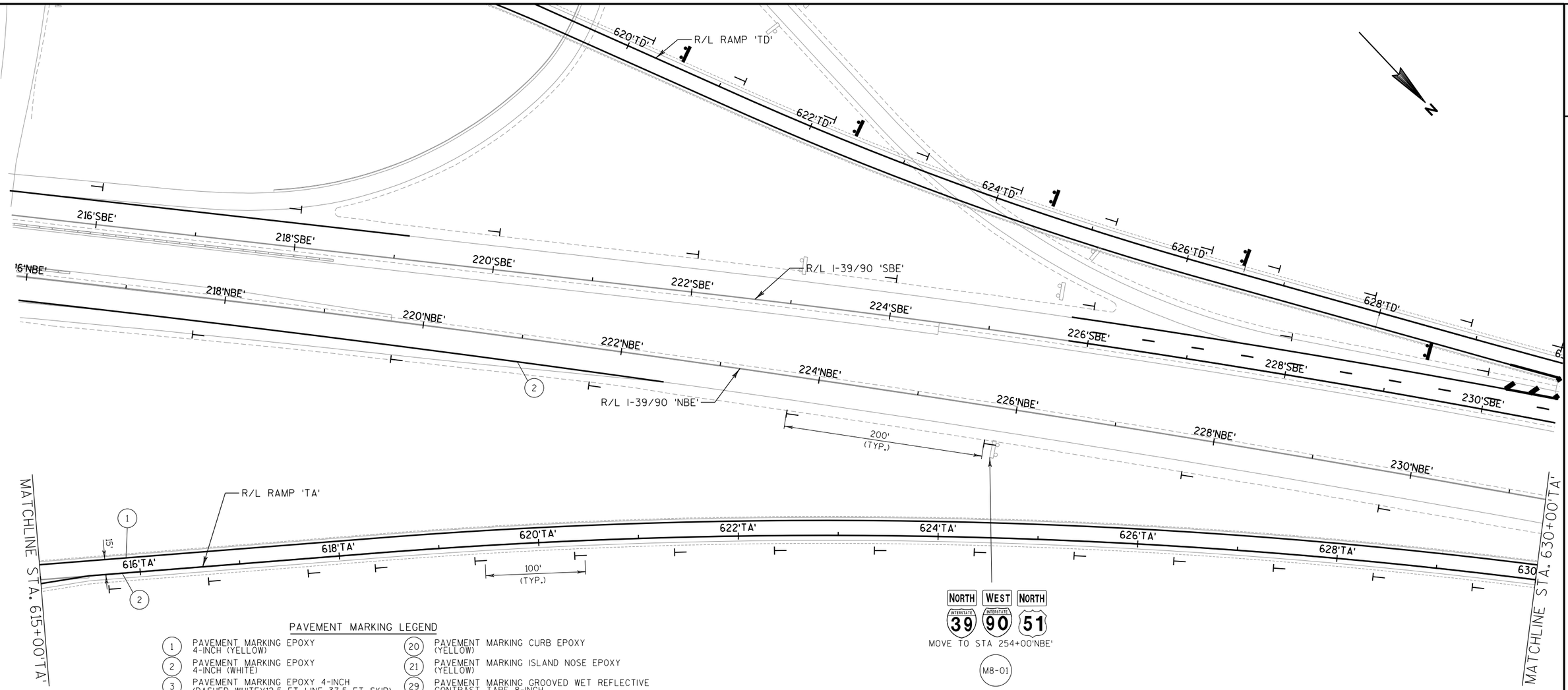
EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

SINGLE/DOUBLE DELINEATOR WHITE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 143	E



PAVEMENT MARKING LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
20	PAVEMENT MARKING CURB EPOXY (YELLOW)
21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
40	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)

PERMANENT SIGNING LEGEND

X-XX NEW SIGN

MX-XX MOVE SIGN

RX-XX REMOVE SIGN

PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)

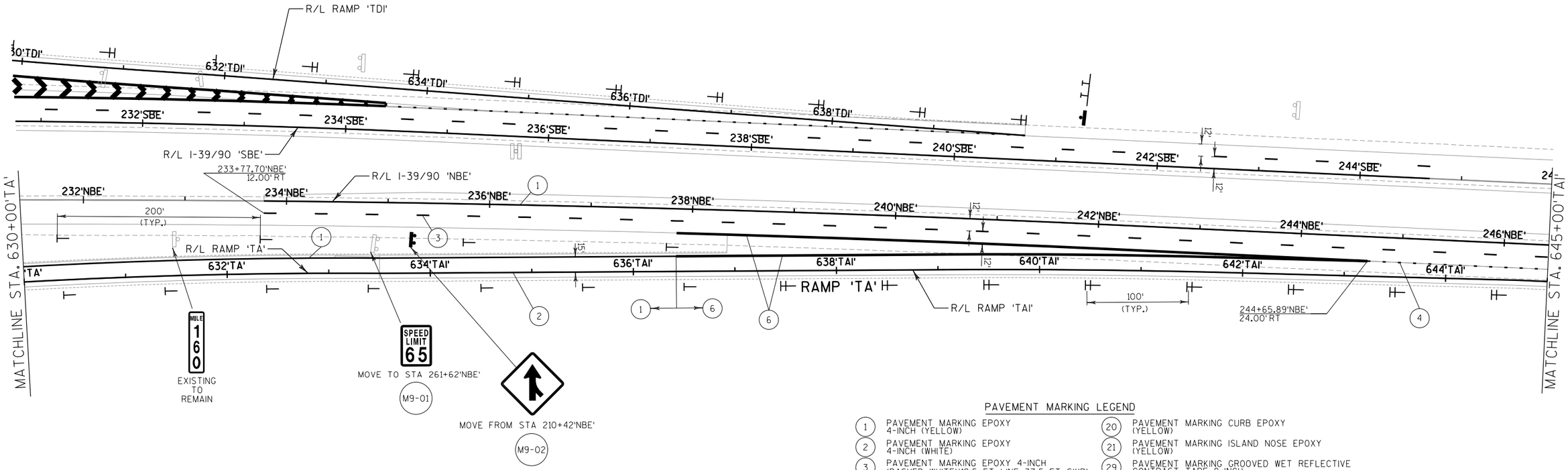
EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

SINGLE/DOUBLE DELINEATOR WHITE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 144	E

2



PAVEMENT MARKING LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
20	PAVEMENT MARKING CURB EPOXY (YELLOW)
21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
40	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)

PERMANENT SIGNING LEGEND

- X-XX — NEW SIGN
- MX-XX — MOVE SIGN
- RX-XX — REMOVE SIGN
- PROPOSED SIGN ON DOUBLE STEEL SUPPORTS
- PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SINGLE/DOUBLE DELINEATOR WHITE

PAVEMENT MARKING LEGEND

(1)	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(2)	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(3)	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
(4)	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
(6)	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(7)	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
(10)	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
(13)	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
(14)	PAVEMENT MARKING WORDS EPOXY (WHITE)
(16)	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
(17)	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
(20)	PAVEMENT MARKING CURB EPOXY (YELLOW)
(21)	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
(29)	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
(31)	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
(38)	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
(40)	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
(41)	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
(42)	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)

PERMANENT SIGNING LEGEND

(X-XX) NEW SIGN

(MX-XX) MOVE SIGN

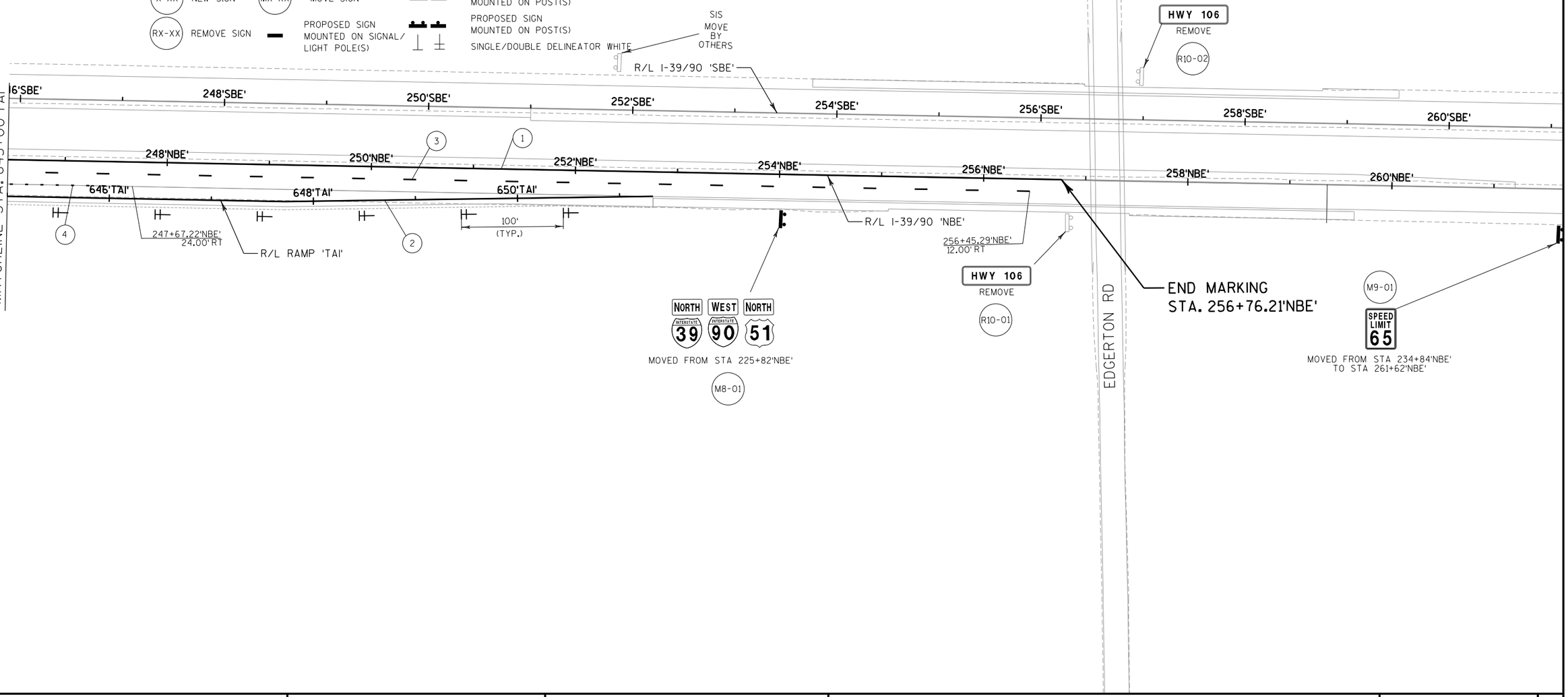
(RX-XX) REMOVE SIGN

PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)

EXISTING SIGN MOUNTED ON POST(S)

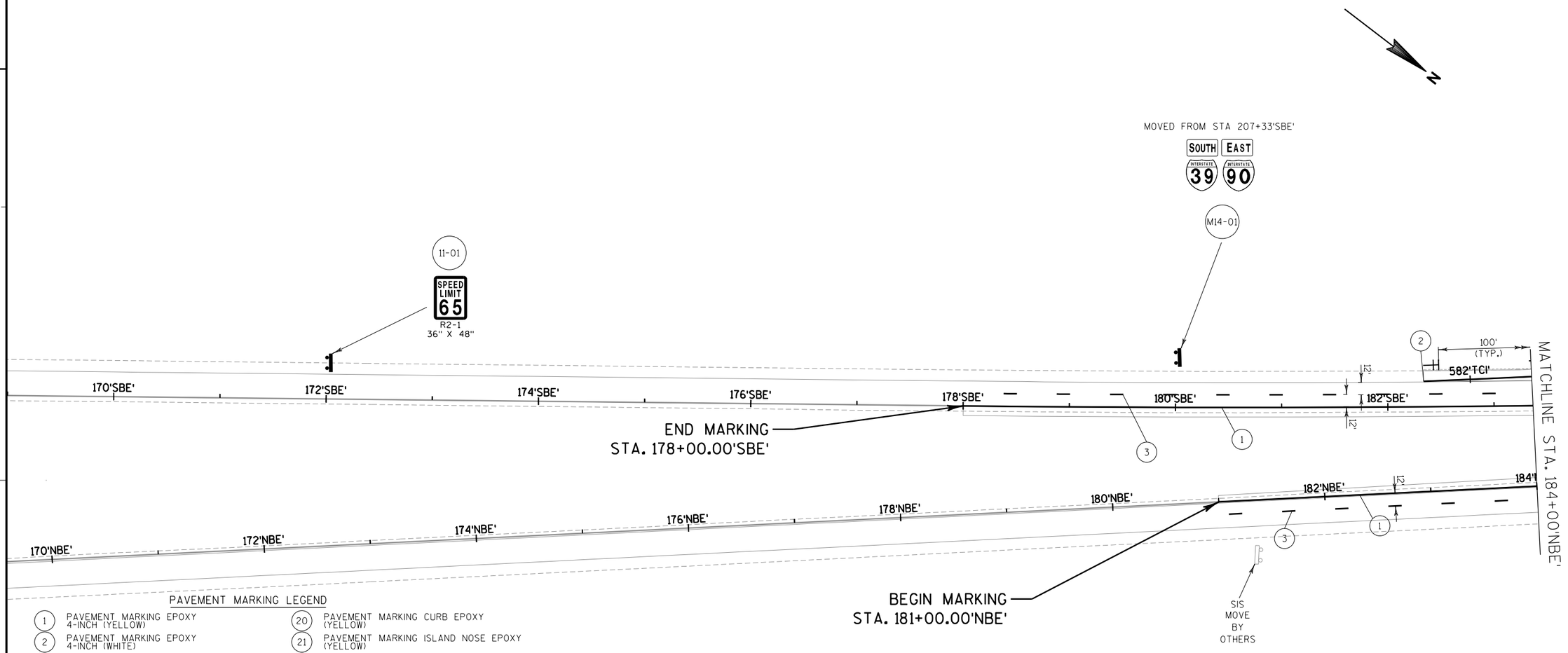
PROPOSED SIGN MOUNTED ON POST(S)

SINGLE/DOUBLE DELINEATOR WHITE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 146	E

2



PAVEMENT MARKING LEGEND

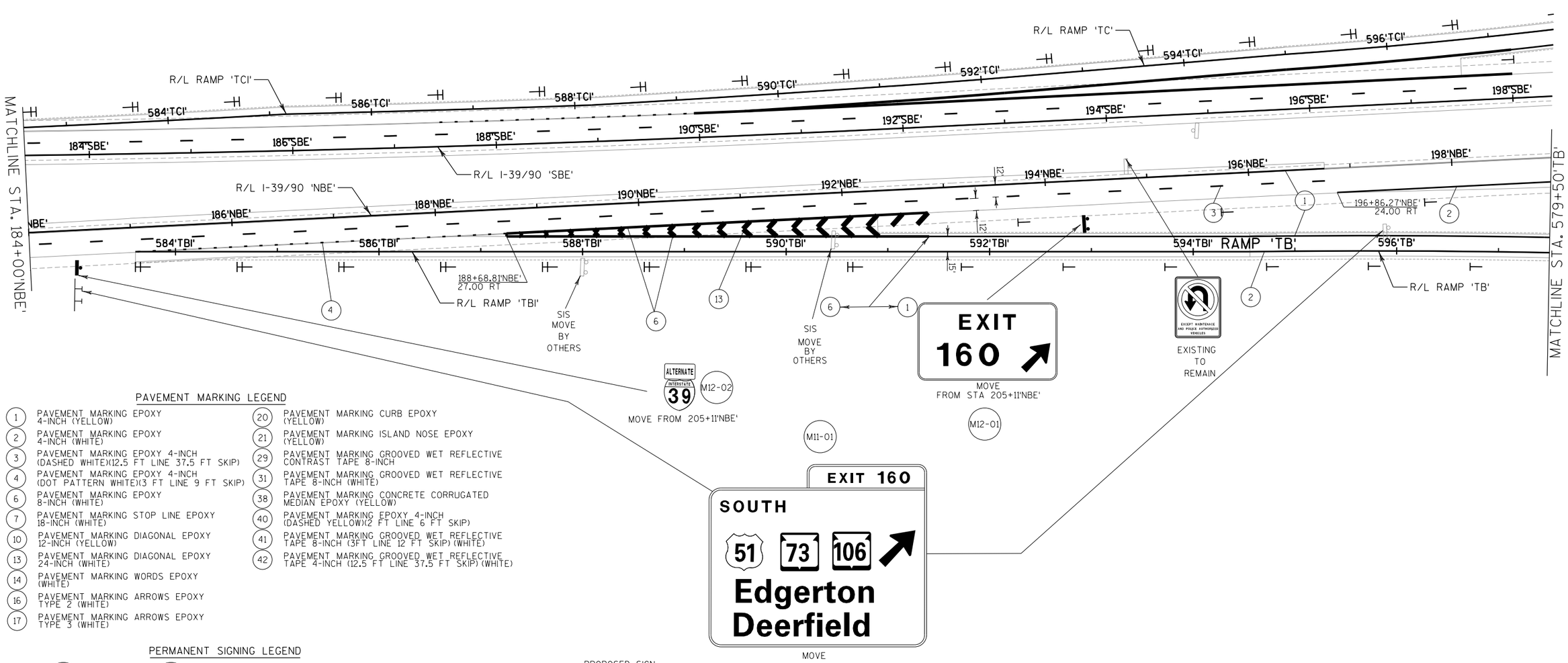
1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
20	PAVEMENT MARKING CURB EPOXY (YELLOW)
21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
40	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP) (WHITE)
42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP) (WHITE)

PERMANENT SIGNING LEGEND

X-XX	NEW SIGN
MX-XX	MOVE SIGN
RX-XX	REMOVE SIGN
	PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	SINGLE/DOUBLE DELINEATOR WHITE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 147	E

2



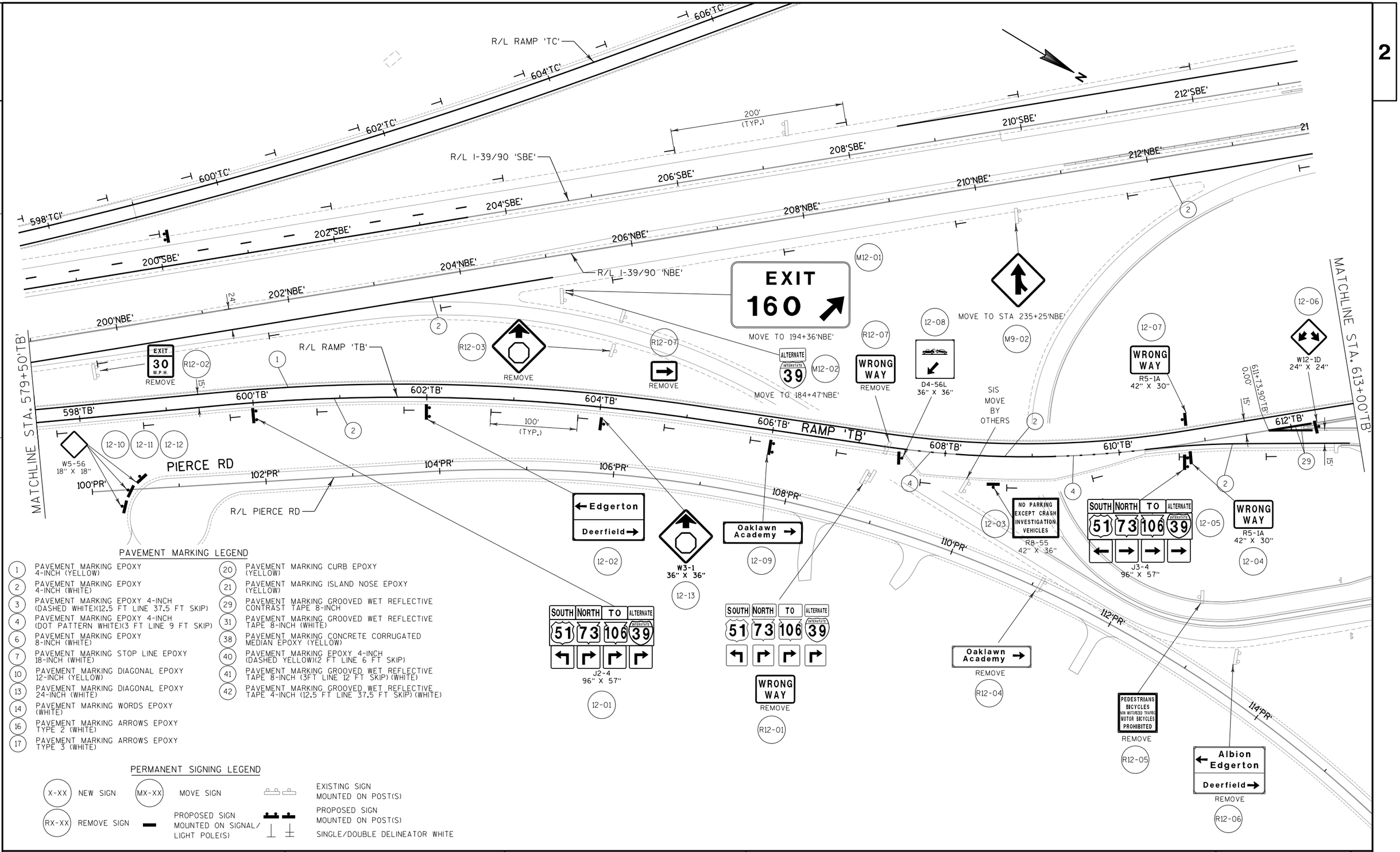
PAVEMENT MARKING LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17	PAVEMENT MARKING ARROWS EPOXY TYPE 5 (WHITE)
20	PAVEMENT MARKING CURB EPOXY (YELLOW)
21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
40	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)

PERMANENT SIGNING LEGEND

- (X-XX) NEW SIGN
- (MX-XX) MOVE SIGN
- (RX-XX) REMOVE SIGN
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
- SINGLE/DOUBLE DELINEATOR WHITE
- PROPOSED SIGN ON DOUBLE STEEL SUPPORTS

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 148	E



PAVEMENT MARKING LEGEND

1	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	20	PAVEMENT MARKING CURB EPOXY (YELLOW)
2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)	21	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)	29	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)	31	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)	38	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
7	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)	40	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
10	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	41	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
13	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)	42	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)		
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)		
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)		

PERMANENT SIGNING LEGEND

X-XX NEW SIGN

MX-XX MOVE SIGN

RX-XX REMOVE SIGN

PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

SINGLE/DOUBLE DELINEATOR WHITE

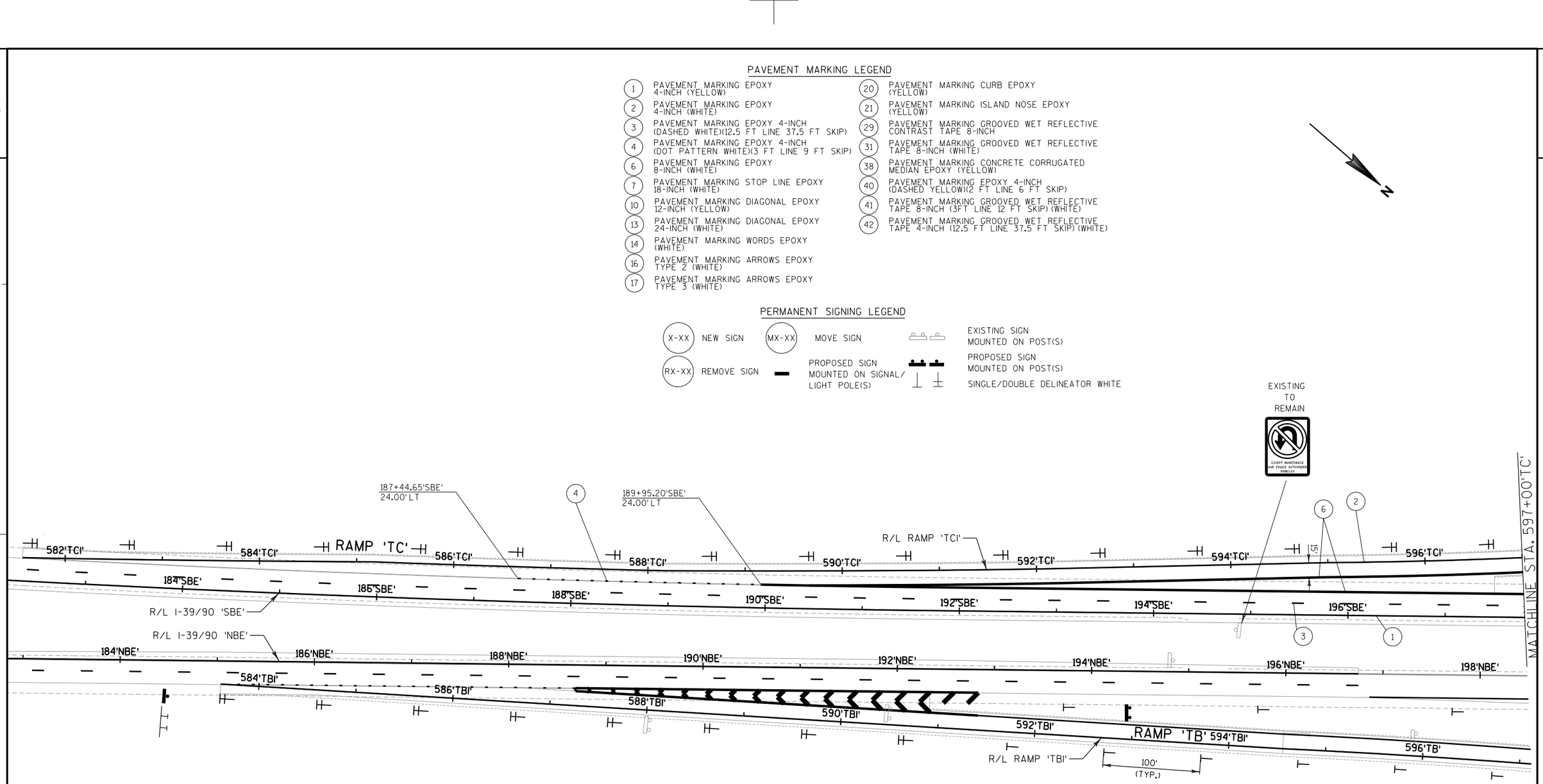
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 149	E

PAVEMENT MARKING LEGEND

(1)	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(2)	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(3)	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)
(4)	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)
(6)	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(7)	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
(10)	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
(13)	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
(14)	PAVEMENT MARKING WORDS EPOXY (WHITE)
(16)	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
(17)	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
(20)	PAVEMENT MARKING CURB EPOXY (YELLOW)
(21)	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
(29)	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
(31)	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
(38)	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
(40)	PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
(41)	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
(42)	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)

PERMANENT SIGNING LEGEND

X-XX	NEW SIGN
MX-XX	MOVE SIGN
RX-XX	REMOVE SIGN
	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
	SINGLE/DOUBLE DELINEATOR WHITE



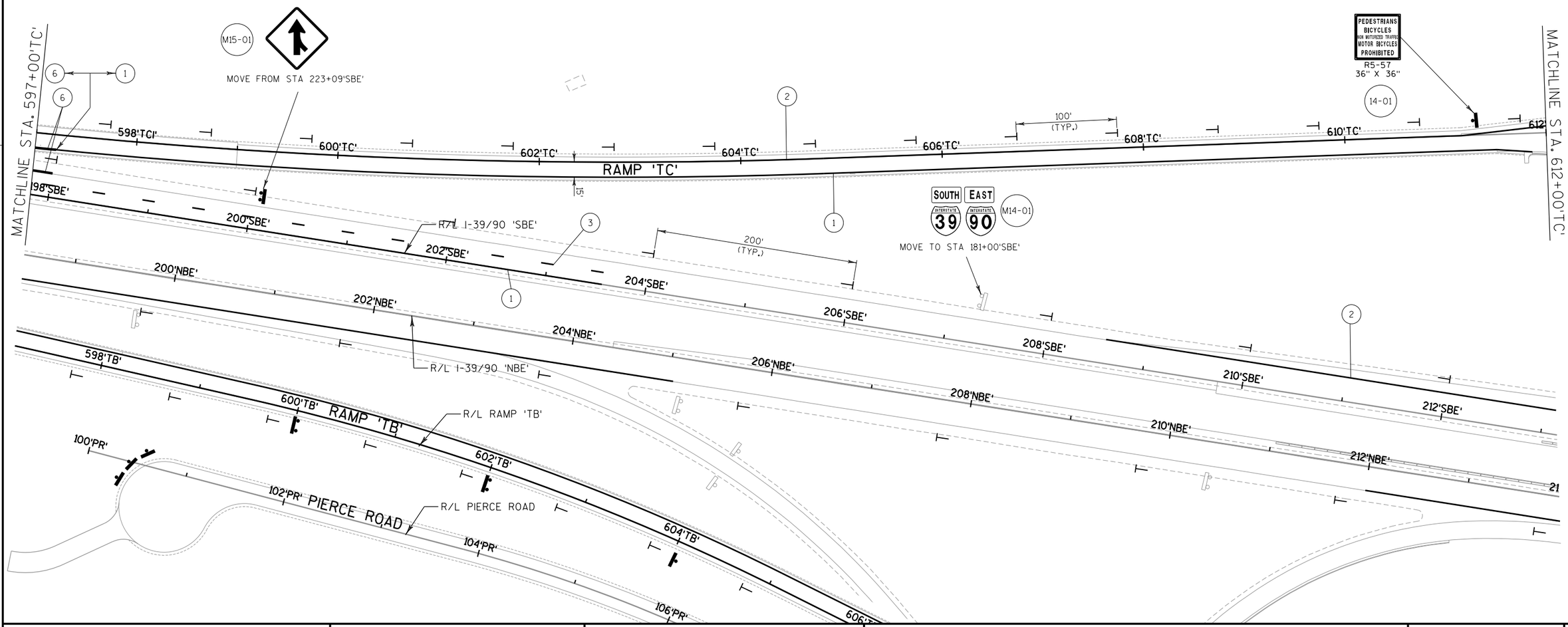
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 150	E

PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	(20) PAVEMENT MARKING CURB EPOXY (YELLOW)
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)	(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)	(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)	(31) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)	(38) PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
(7) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)	(40) PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	(41) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
(13) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)	(42) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)
(14) PAVEMENT MARKING WORDS EPOXY (WHITE)	
(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)	
(17) PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)	

PERMANENT SIGNING LEGEND

(X-XX) NEW SIGN	(MX-XX) MOVE SIGN
(RX-XX) REMOVE SIGN	PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
EXISTING SIGN MOUNTED ON POST(S)	
PROPOSED SIGN MOUNTED ON POST(S)	
SINGLE/DOUBLE DELINEATOR WHITE	



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 151	E

PAVEMENT MARKING LEGEND

1 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	20 PAVEMENT MARKING CURB EPOXY (YELLOW)
2 PAVEMENT MARKING EPOXY 4-INCH (WHITE)	21 PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
3 PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)	29 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
4 PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)	31 PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
6 PAVEMENT MARKING EPOXY 8-INCH (WHITE)	38 PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
7 PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)	40 PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
10 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	41 PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP)(WHITE)
13 PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)	42 PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP)(WHITE)
14 PAVEMENT MARKING WORDS EPOXY (WHITE)	
16 PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)	
17 PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)	

PERMANENT SIGNING LEGEND

X-XX NEW SIGN
MX-XX MOVE SIGN
RX-XX REMOVE SIGN
PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
EXISTING SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON POST(S)
SINGLE/DOUBLE DELINEATOR WHITE

WRONG WAY
NORTH TO SOUTH ALTERNATE 73 106 51 INTERSTATE 39
REMOVE
R15-01

SIS
MOVE BY OTHERS

R15-04
REMOVE

SIS
MOVE BY OTHERS

R15-05
Oaklawn Academy
Albion Edgerton
REMOVE

R15-06
NORTH TO SOUTH 73 106 51
WRONG WAY
REMOVE

15-08
Deerfield
Edgerton

M15-03
ALTERNATE INTERSTATE 39
MOVE TO STA 241+21'SBE'

15-05
NORTH TO SOUTH ALTERNATE 73 106 51 INTERSTATE 39
J3-4
96" X 57"

M15-02
EXIT 160
MOVE FROM STA 225+64'SBE'
TO STA 229+36'SBE'

R15-08
REMOVE

RAMP 25 M.P.H.
REMOVE
R15-02

15-01
WRONG WAY
R5-1A
42" X 30"

15-03
NORTH TO SOUTH ALTERNATE 73 106 51 INTERSTATE 39
J3-4
96" X 57"

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
REMOVE
R15-03

15-07
NO PARKING EXCEPT CRASH INVESTIGATION VEHICLES
R8-55
42" X 36"

D4-56L
36" X 36"

15-04

R15-07
WRONG WAY
REMOVE

MATCHLINE STA. 614+00'TD'

618'TD'
616'TD'
620'TD'
622'TD'
624'TD'
626'TD'
628'TD'
R/L RAMP 'TD'
100' (TYP.)
RAMP 'TD'

614+65.08'TD'
0.00'

WRONG WAY
R5-1A
42" X 30"
15-02

Oaklawn Academy
15-06

MOVE TO STA 200+00'SBE'
M15-01

W3-1
36" X 36"
15-09

225+80.19'SBE'
24.00'LT

226'SBE'
228'SBE'

MATCHLINE STA. 629+00'TD'

218+13.03'SBE'
24.00'LT
R/L I-39/90 'SBE'
200' (TYP.)

216'SBE'
218'SBE'
220'SBE'
222'SBE'
224'SBE'
226'NBE'
228'NBE'
230'NBE'

216'NBE'
218'NBE'
220'NBE'
222'NBE'
224'NBE'
R/L I-39/90 'NBE'

R/L RAMP 'TA'
624'TA'
626'TA'
628'TA'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 152	E

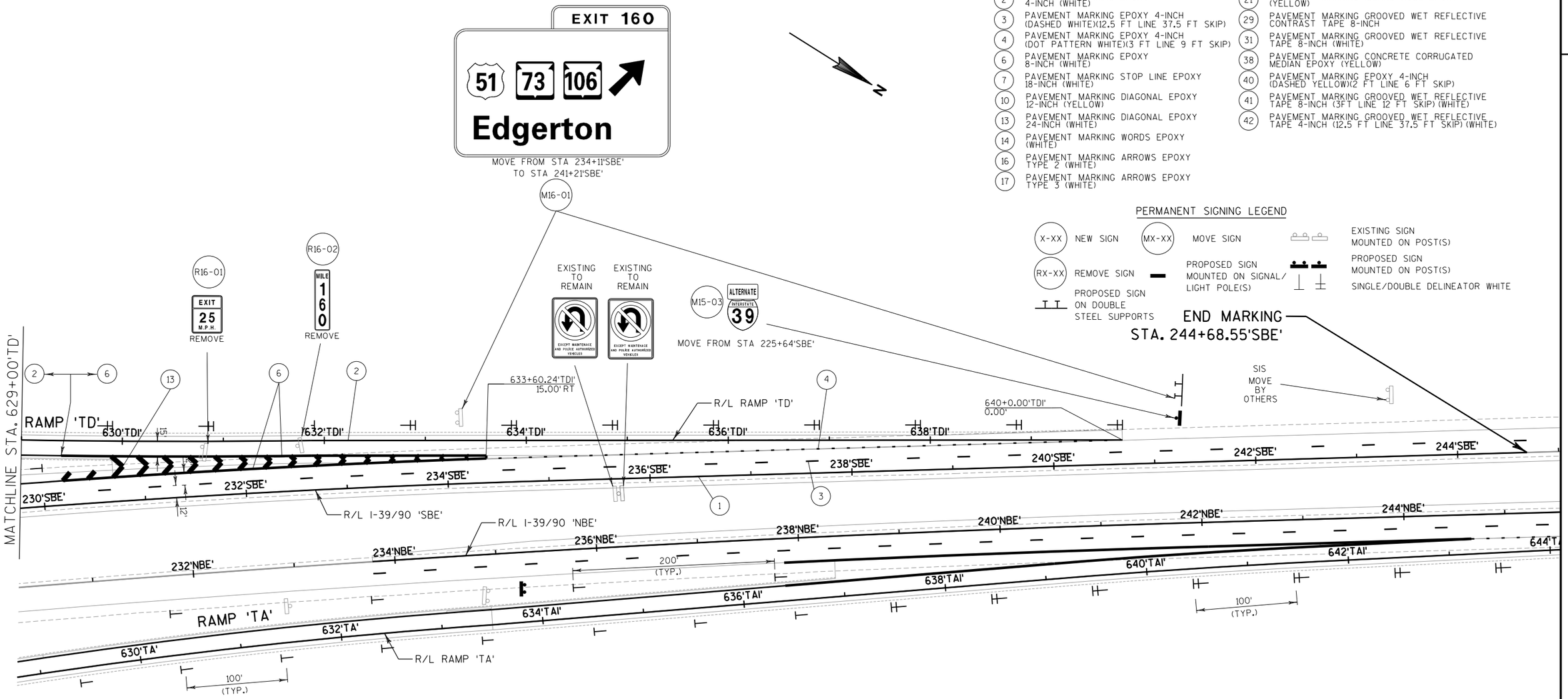
2

PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	(20) PAVEMENT MARKING CURB EPOXY (YELLOW)
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)	(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)	(29) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)(3 FT LINE 9 FT SKIP)	(31) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE)
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)	(38) PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY (YELLOW)
(7) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)	(40) PAVEMENT MARKING EPOXY 4-INCH (DASHED YELLOW)(2 FT LINE 6 FT SKIP)
(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	(41) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH (3FT LINE 12 FT SKIP) (WHITE)
(13) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)	(42) PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH (12.5 FT LINE 37.5 FT SKIP) (WHITE)
(14) PAVEMENT MARKING WORDS EPOXY (WHITE)	
(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)	
(17) PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)	

PERMANENT SIGNING LEGEND

(X-XX) NEW SIGN	(MX-XX) MOVE SIGN
(RX-XX) REMOVE SIGN	PROPOSED SIGN MOUNTED ON SIGNAL/ LIGHT POLE(S)
PROPOSED SIGN ON DOUBLE STEEL SUPPORTS	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	SINGLE/DOUBLE DELINEATOR WHITE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 153	E

NOTES

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL PLAN, INCLUDING PRE- EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

* ADVANCED WARNING SIGN FOR WIDTH RESTRICTIONS NO. 4 TO BE INSTALLED DURING STAGE 2 (CLOSURE OF STH 73).

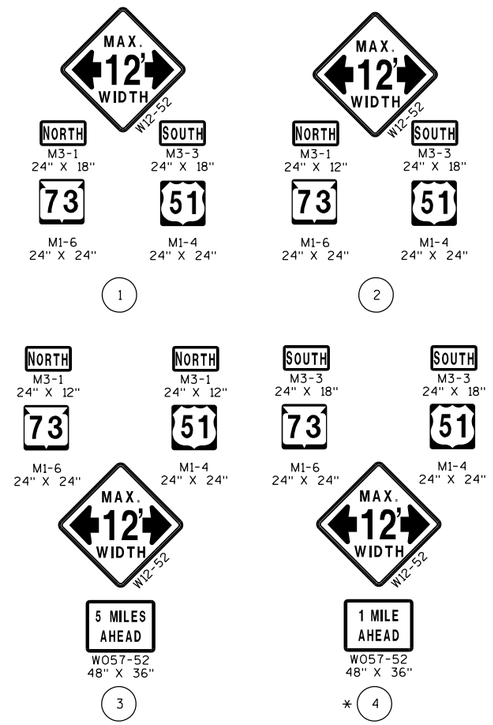
CONSIDER GEOMETRICS WHEN LOCATING MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE BOARD FOR A MINIMUM OF 1000 FEET IN FRONT OF THE MESSAGE BOARD.

PLACE MESSAGE BOARDS AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY. PLACE SIGNS ON THE BACKSLOPE BEYOND THE DITCH WHEN LOCATED ALONG AN INTERSTATE. THE LOCATION SELECTED SHOULD BE AT OR SLIGHTLY ABOVE THE ELEVATION OF THE ROADWAY. 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 BARRIER.

PLACE TRAFFIC CONTROL SIGNS PCMS AND DISPLAY THE MESSAGE 10 DAYS PRIOR TO THE EXPECTED START OF THE PROPOSED CONSTRUCTION WORK. ADJUST THE MESSAGE DATE ACCORDINGLY.

ADVANCED WARNING FOR LANE WIDTH RESTRICTIONS

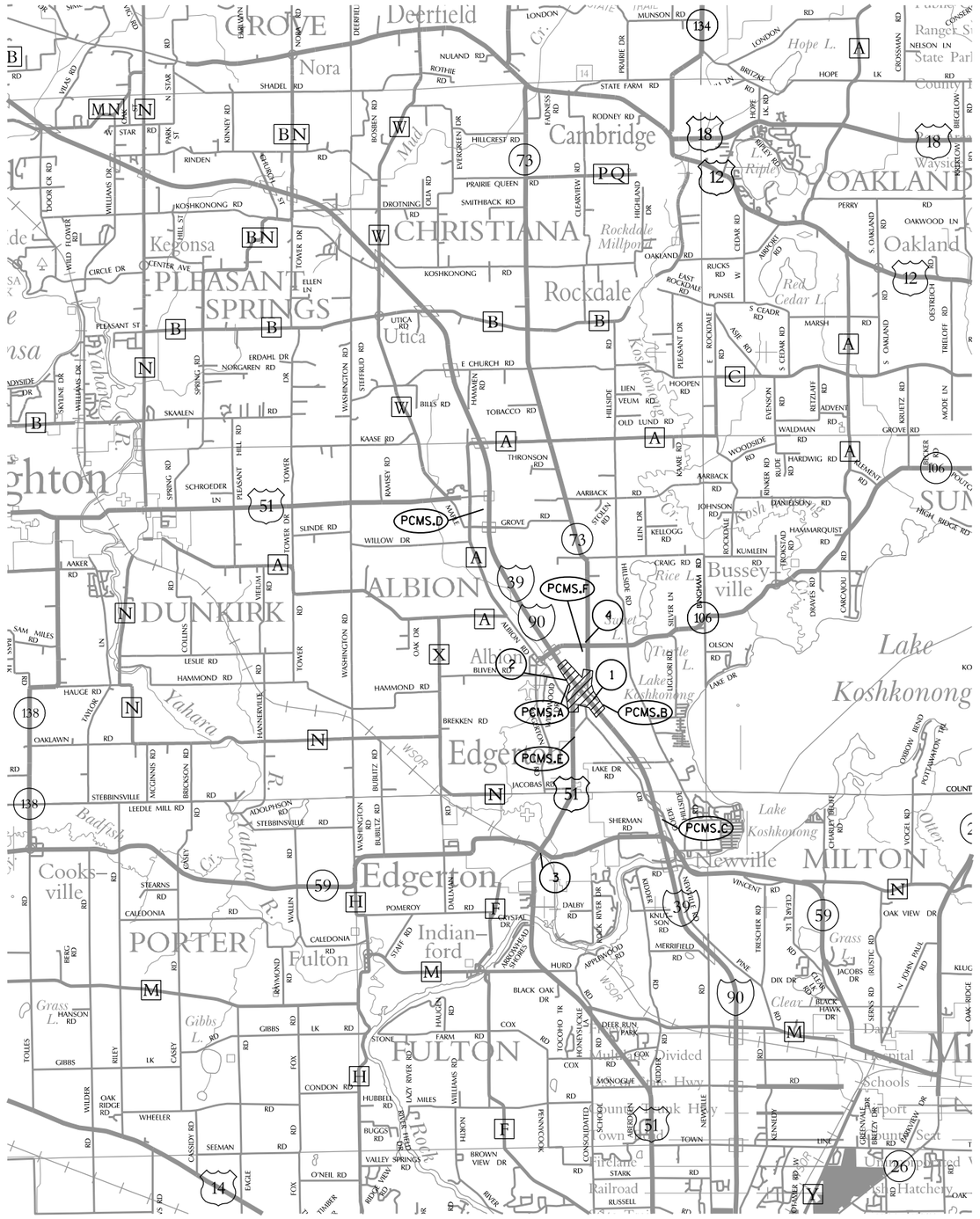
PLACE THE FOLLOWING ADVANCED WARNING SIGNS AT THE DESIGNATED LOCATIONS DURING CONSTRUCTION ON STH 73 .

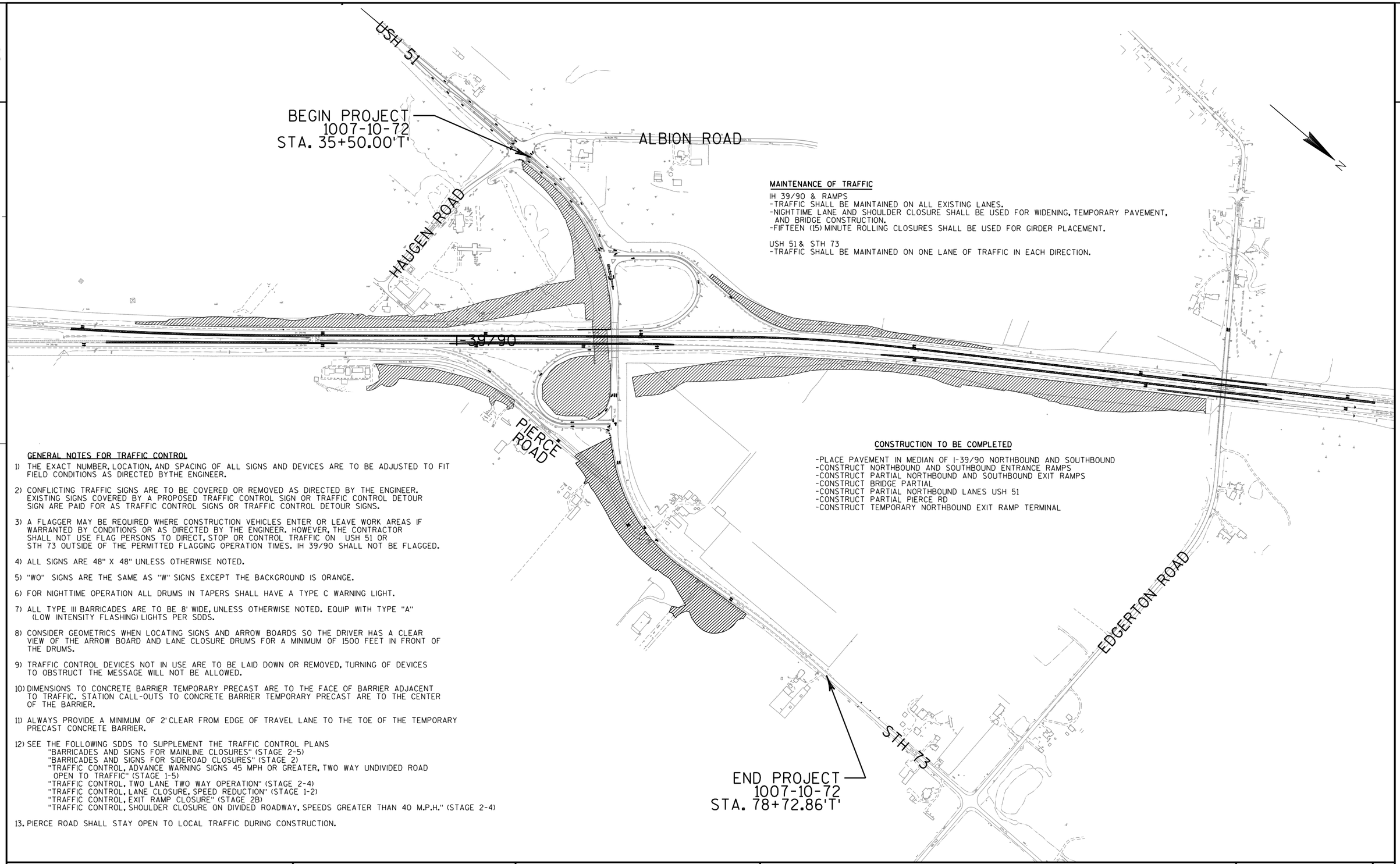


LEGEND

WORK ZONE

TRAFFIC CONTROL SIGNS PCMS MESSAGES										
	10 DAYS PRIOR TO CONSTRUCTION		STAGE 2 CONSTRUCTION		STAGE 3 CONSTRUCTION		STAGE 4 CONSTRUCTION		STAGE 5 CONSTRUCTION	
PCMS SIGN LOCATION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
A) IH 39 SB EXIT RAMP	CONTACT SW REGION TRAFFIC TEAM FOR LEADER MESSAGES									
B) IH 39 NB EXIT RAMP										
C) IH 39 NB NORTH OF STH 59 ENTRANCE RAMP										
D) IH 39 SB SOUTH OF USH 51 ENTRANCE RAMP										
E) USH 51 NB 1 MILE SOUTH OF STH 73 INTERCHANGE										
F) STH 73 SB SOUTH OF STH 106 INTERSECTION										





MAINTENANCE OF TRAFFIC

IH 39/90 & RAMPS
-TRAFFIC SHALL BE MAINTAINED ON ALL EXISTING LANES.
-NIGHTTIME LANE AND SHOULDER CLOSURE SHALL BE USED FOR WIDENING, TEMPORARY PAVEMENT, AND BRIDGE CONSTRUCTION.
-FIFTEEN (15) MINUTE ROLLING CLOSURES SHALL BE USED FOR GIRDER PLACEMENT.

USH 51 & STH 73
-TRAFFIC SHALL BE MAINTAINED ON ONE LANE OF TRAFFIC IN EACH DIRECTION.

CONSTRUCTION TO BE COMPLETED

-PLACE PAVEMENT IN MEDIAN OF I-39/90 NORTHBOUND AND SOUTHBOUND
-CONSTRUCT NORTHBOUND AND SOUTHBOUND ENTRANCE RAMPS
-CONSTRUCT PARTIAL NORTHBOUND AND SOUTHBOUND EXIT RAMPS
-CONSTRUCT BRIDGE PARTIAL
-CONSTRUCT PARTIAL NORTHBOUND LANES USH 51
-CONSTRUCT PARTIAL PIERCE RD
-CONSTRUCT TEMPORARY NORTHBOUND EXIT RAMP TERMINAL

GENERAL NOTES FOR TRAFFIC CONTROL

1) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES ARE TO BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BYTHE ENGINEER.

2) CONFLICTING TRAFFIC SIGNS ARE TO BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS COVERED BY A PROPOSED TRAFFIC CONTROL SIGN OR TRAFFIC CONTROL DETOUR SIGN ARE PAID FOR AS TRAFFIC CONTROL SIGNS OR TRAFFIC CONTROL DETOUR SIGNS.

3) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER. HOWEVER, THE CONTRACTOR SHALL NOT USE FLAG PERSONS TO DIRECT, STOP OR CONTROL TRAFFIC ON USH 51 OR STH 73 OUTSIDE OF THE PERMITTED FLAGGING OPERATION TIMES. IH 39/90 SHALL NOT BE FLAGGED.

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

5) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

6) FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A TYPE C WARNING LIGHT.

7) ALL TYPE III BARRICADES ARE TO BE 8' WIDE, UNLESS OTHERWISE NOTED. EQUIP WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS PER SDDS.

8) CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.

9) TRAFFIC CONTROL DEVICES NOT IN USE ARE TO BE LAID DOWN OR REMOVED, TURNING OF DEVICES TO OBSTRUCT THE MESSAGE WILL NOT BE ALLOWED.

10) DIMENSIONS TO CONCRETE BARRIER TEMPORARY PRECAST ARE TO THE FACE OF BARRIER ADJACENT TO TRAFFIC. STATION CALL-OUTS TO CONCRETE BARRIER TEMPORARY PRECAST ARE TO THE CENTER OF THE BARRIER.

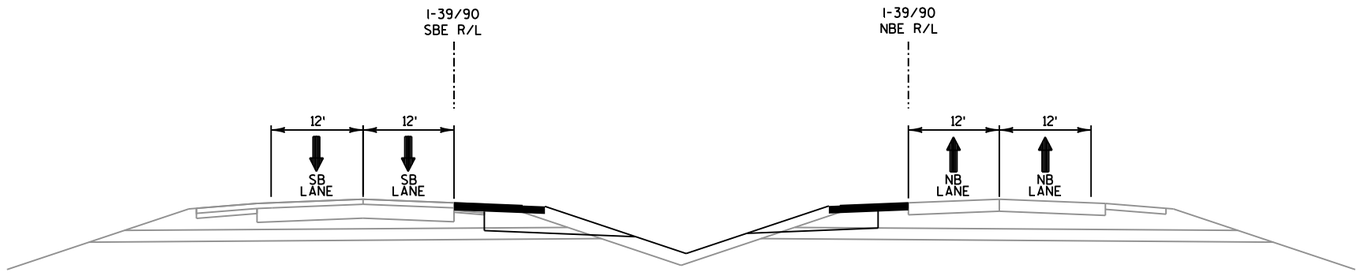
11) ALWAYS PROVIDE A MINIMUM OF 2' CLEAR FROM EDGE OF TRAVEL LANE TO THE TOE OF THE TEMPORARY PRECAST CONCRETE BARRIER.

12) SEE THE FOLLOWING SDDS TO SUPPLEMENT THE TRAFFIC CONTROL PLANS
"BARRICADES AND SIGNS FOR MAINLINE CLOSURES" (STAGE 2-5)
"BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" (STAGE 2)
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (STAGE 1-5)
"TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION" (STAGE 2-4)
"TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" (STAGE 1-2)
"TRAFFIC CONTROL, EXIT RAMP CLOSURE" (STAGE 2B)
"TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." (STAGE 2-4)

13. PIERCE ROAD SHALL STAY OPEN TO LOCAL TRAFFIC DURING CONSTRUCTION.

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - USH51/STH 73 STAGE 1	SHEET 155	E

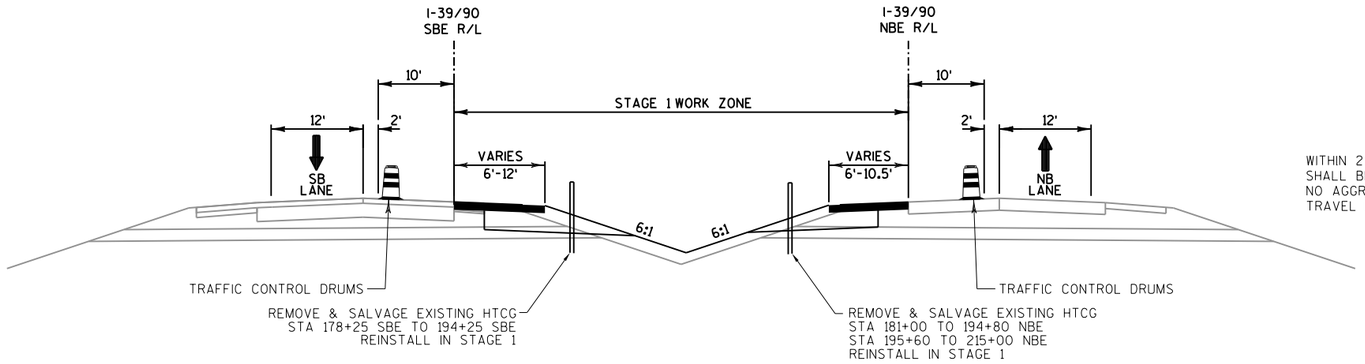
2



PROPOSED CONSTRUCTION TYPICAL SECTION

I-39/90

DAYTIME OPERATION

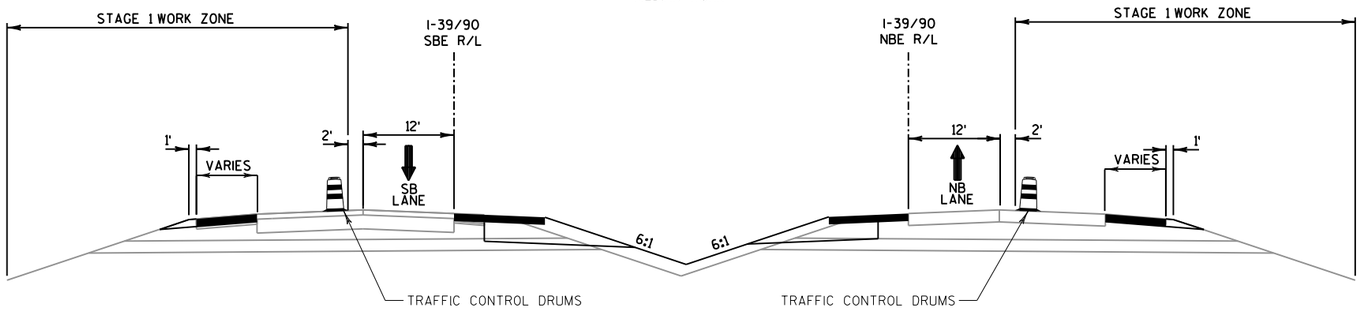


WITHIN 2 FT OF TRAVEL LANE, EXISTING SHOULDER SHALL BE REPLACED WITH NEW PAVEMENT IN THE SAME NIGHT. NO AGGREGATE SHOULDERS SHALL BE PERMITTED ADJACENT TO TRAVEL LANES.

PROPOSED CONSTRUCTION TYPICAL SECTION

I-39/90

NIGHT-TIME OPERATION
MEDIAN WORK



PROPOSED CONSTRUCTION TYPICAL SECTION

I-39/90

NIGHT-TIME OPERATION
SHOULDER WORK

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTION STAGE 1	SHEET 156	E

2

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

SIGN

R/L I-39/90 'SBE'

REMOVE & SALVAGE HTCG

R/L RAMP 'TCI'

170'SBE' 172'SBE' I-39/90 SB 174'SBE' 176'SBE' 178'SBE' 180'SBE' 182'SBE' 184'SBE'

IH 39/90

178+00.00'SBE'
0.00'

582'TCI

178+00.00'NBE'
9.00' RT

100'
(TYP.)

EXISTING HTCG TO REMAIN

EXISTING HTCG TO REMAIN

181+00.00'NBE'
6.00' LT

170'NBE' 172'NBE' 174'NBE' 176'NBE' 178'NBE' 180'NBE' 182'NBE' 184'NBE'

I-39/90 NB

IH 39/90

181+00.00'NBE'
0.00'

100'
(TYP.)

1600' 1000' 500'

50'
(TYP.)

R/L I-39/90 'NBE'

REMOVE & SALVAGE HTCG

ROAD WORK AHEAD W20-1

LEFT SHOULDER CLOSED AHEAD W21-5BL

LEFT SHOULDER CLOSED W21-5AL

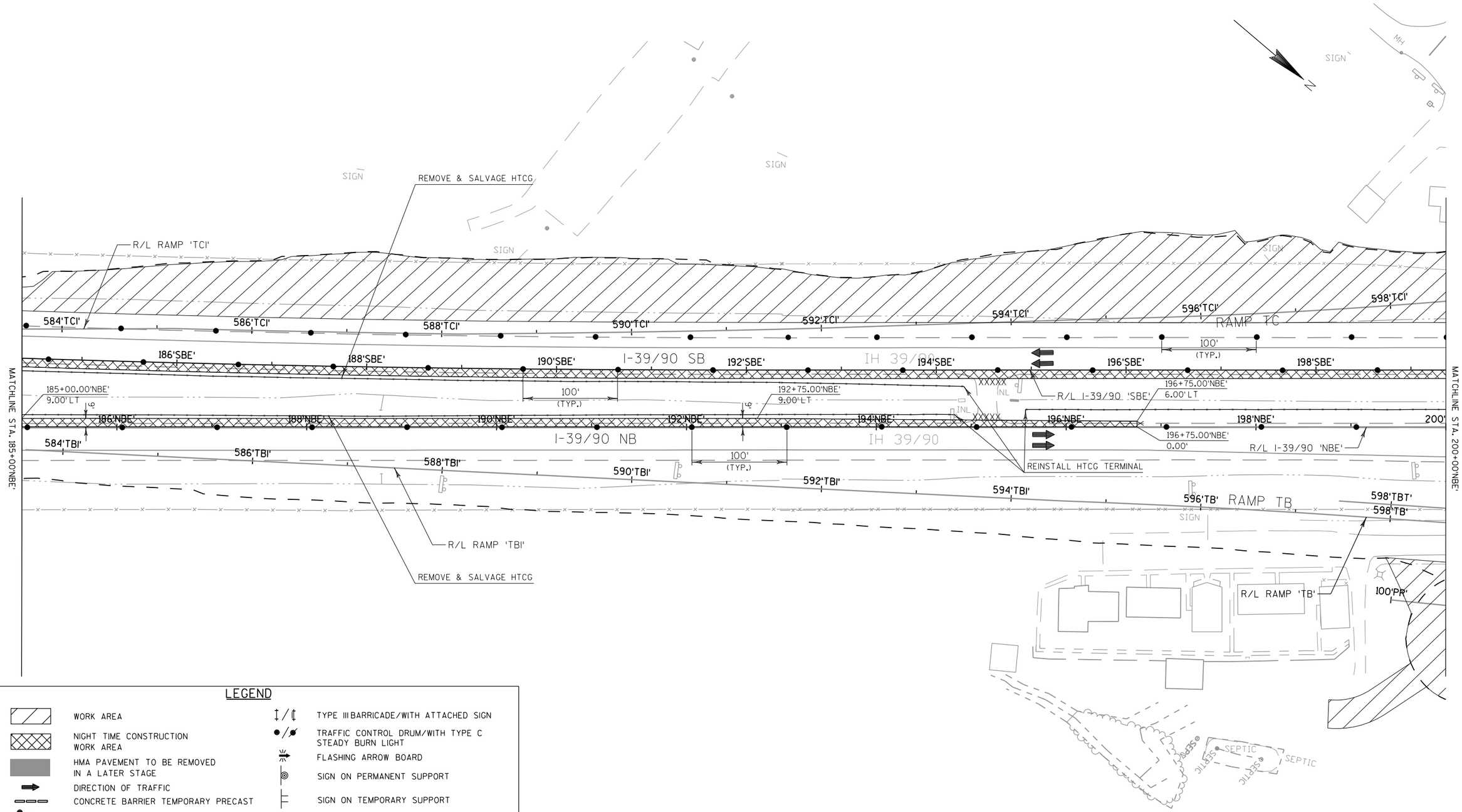
MATCHLINE STA. 185+00'NBE'

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 1	SHEET 157	E

2

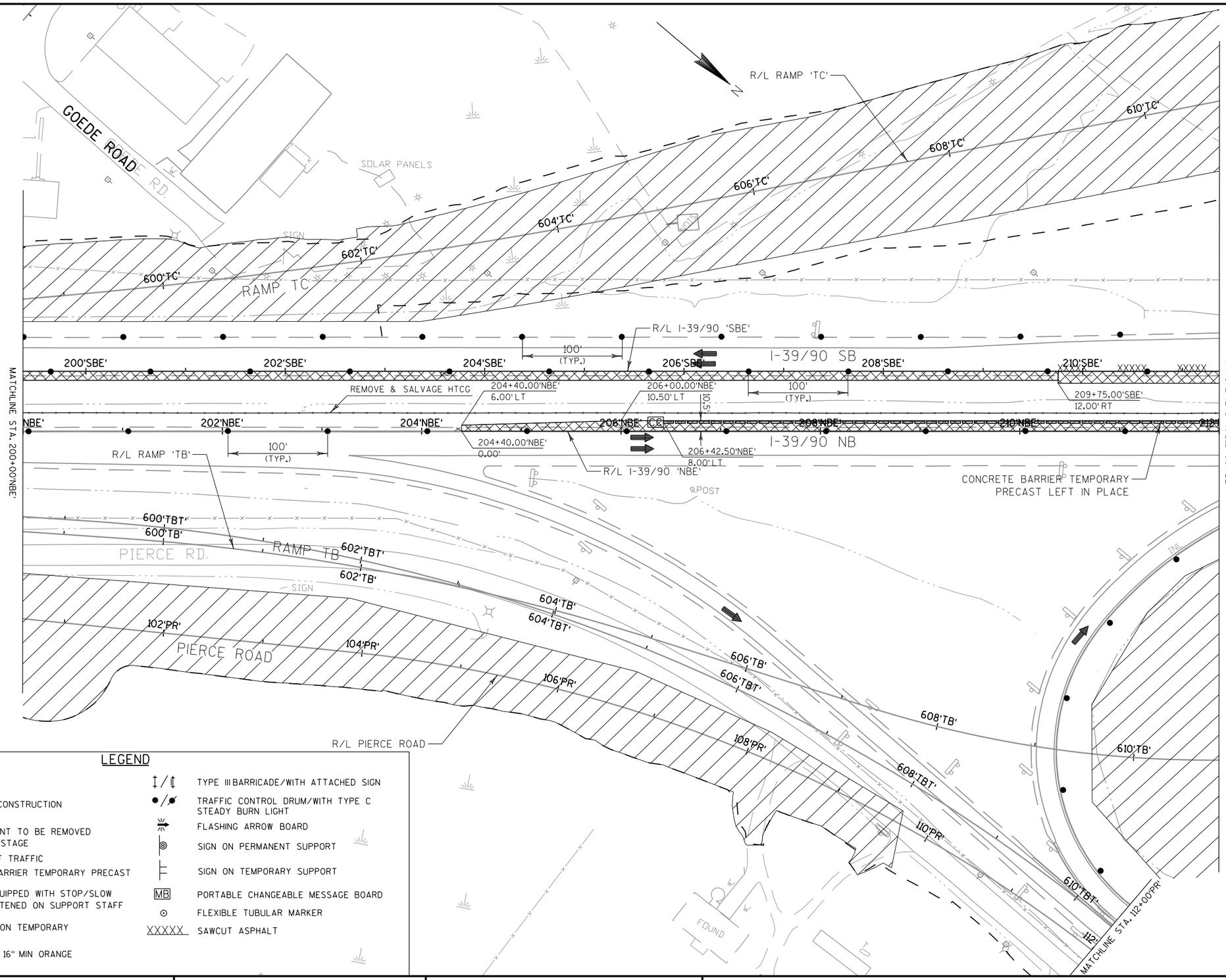


LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 1	SHEET 158	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 1	SHEET 159	E

2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

N

MH

616'TD'
618'TD'
620'TD'
622'TD'
624'TD'
626'TD'
628'TD'

620'TDT'
622'TDT'
624'TDT'
626'TDT'
628'TDT'

100'
(TYP.)

INL

RAMP TD

R/L RAMP 'TD'

CONCRETE BARRIER TEMPORARY
PRECAST LEFT IN PLACE

R/L I-39/90 'SBE'

I-39/90 SB

218'SBE'
220'SBE'
222'SBE'
224'SBE'
226'SBE'
228'SBE'

218+10.00'NBE'
10.50'LT

219+70.00'NBE'
6.00'LT

100'
(TYP.)

222+90.00'SBE'
8.00'RT

224+50.00'SBE'
12.00'RT

100'
(TYP.)

218'NBE'
220'NBE'
222'NBE'
224'NBE'
226'NBE'
228'NBE'

219+70.00'NBE'
0.00'

I-39/90 NB

100'
(TYP.)

R/L I-39/90 'NBE'

MATCHLINE STA. 217+00'NBE'

MATCHLINE STA. 230+00'NBE'

702

MATCHLINE STA. 618+00'TA'

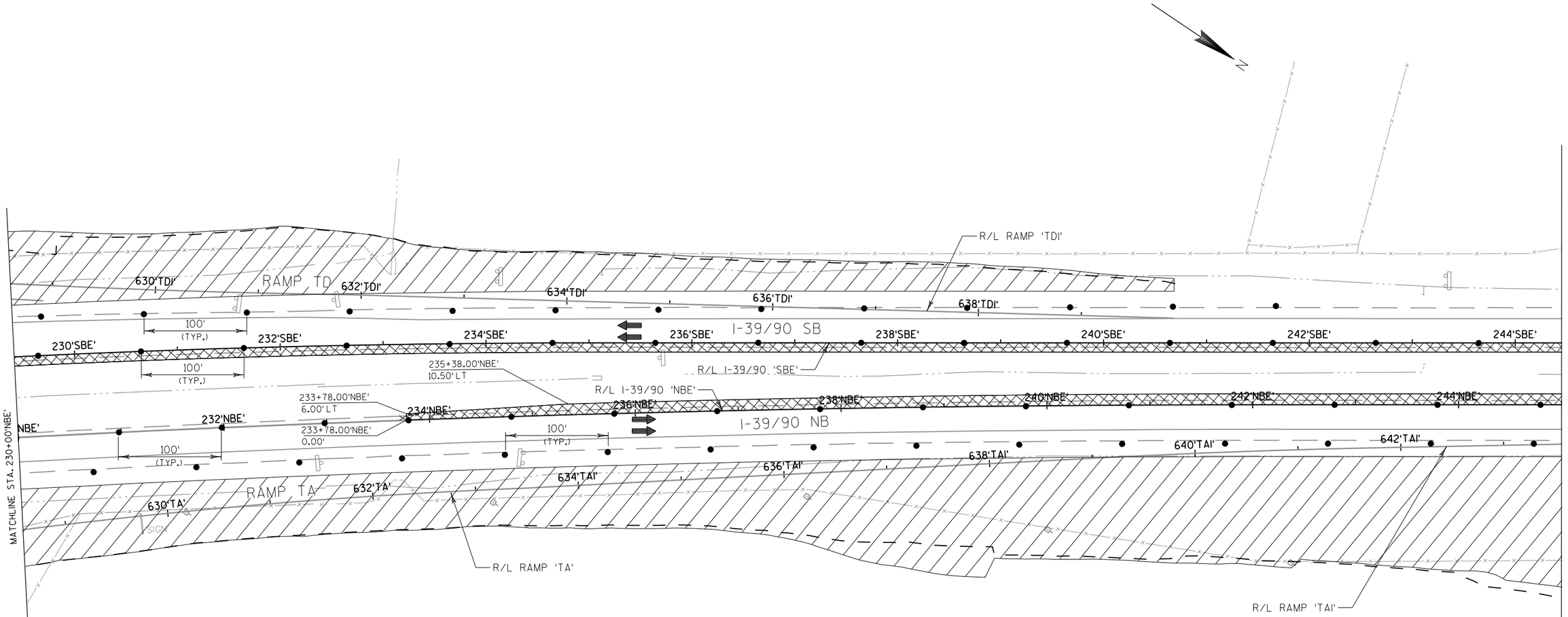
620'TA'
622'TA'
624'TA'
626'TA'
628'TA'

RAMP TA

R/L RAMP 'TA'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 1	SHEET 160	E

2

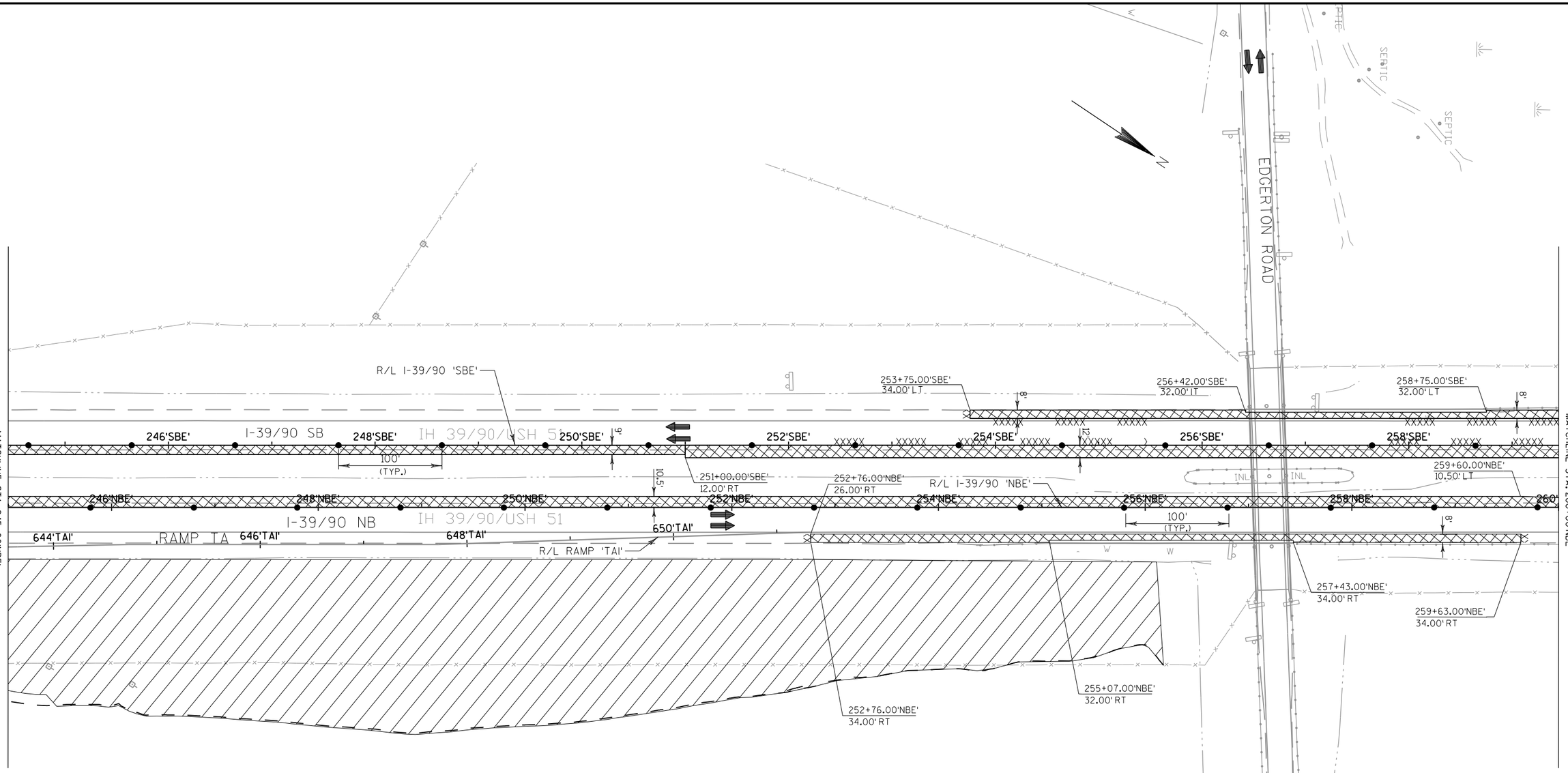


LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 1	SHEET 161	E

2

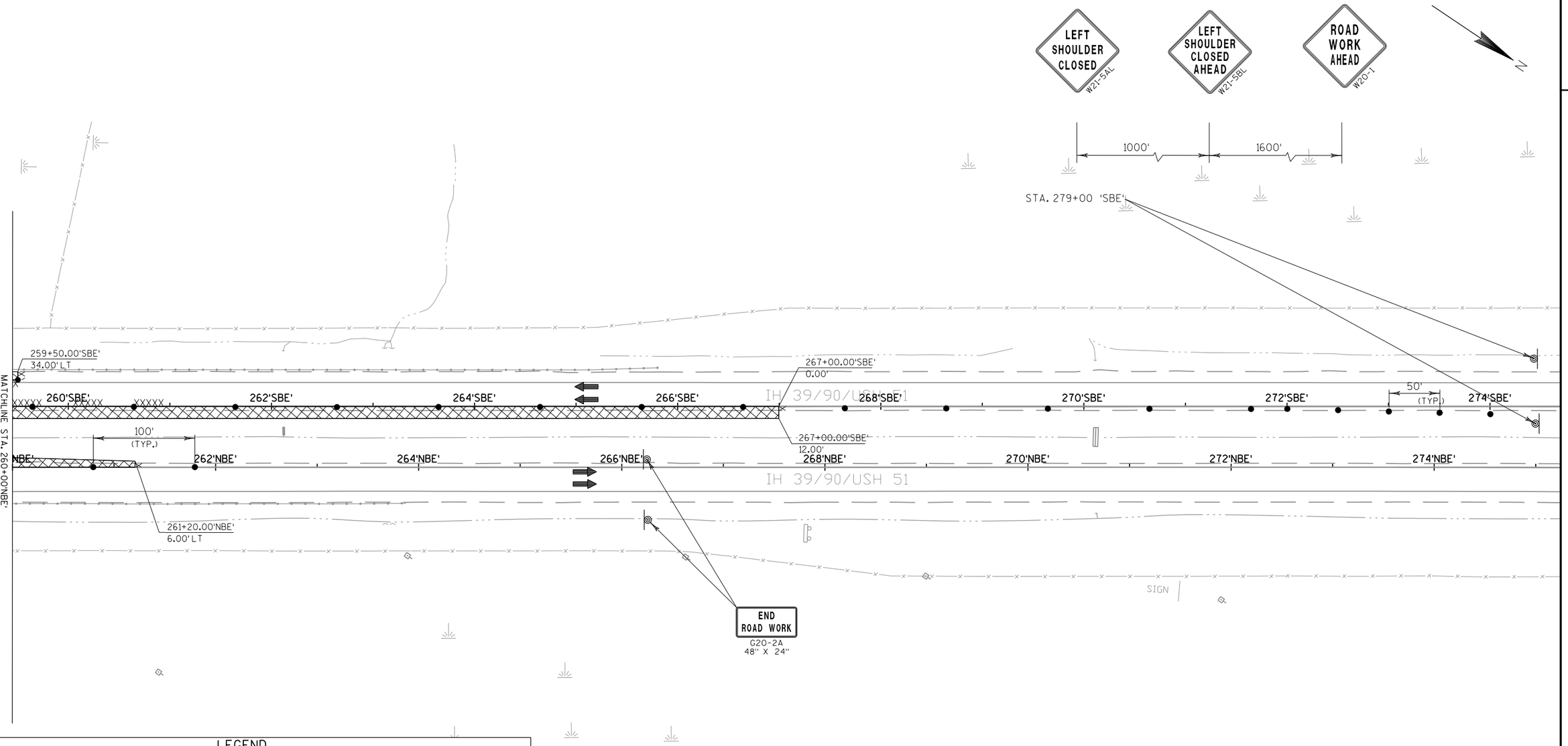


LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 1	SHEET 162	E

2



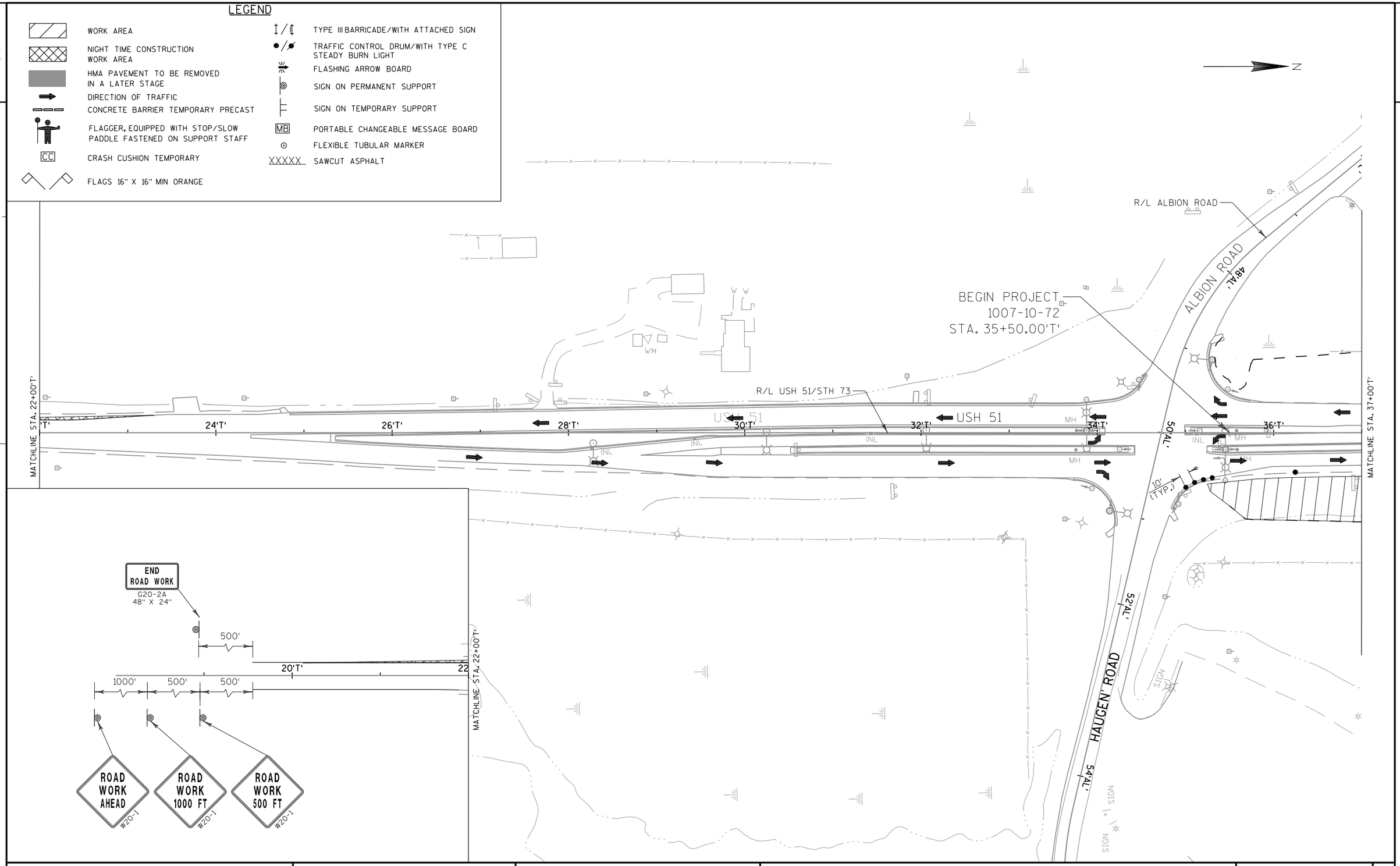
LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 1	SHEET 163	E

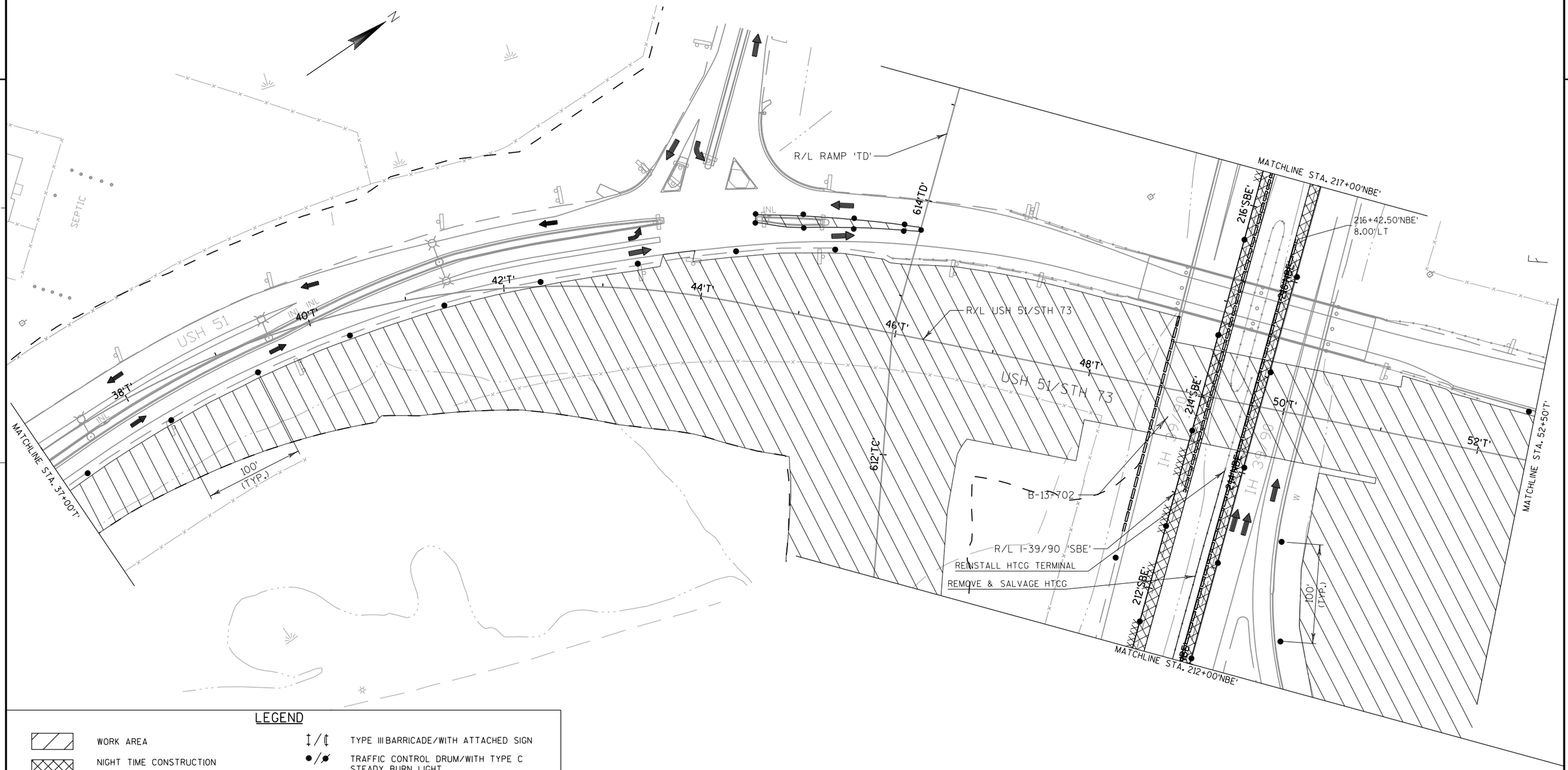
LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 1	SHEET 164	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 1	SHEET 165	E

2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

MATCHLINE STA. 618+00'TA'

618'

616'TA'

R/L RAMP 'TA'

MATCHLINE STA. 52+50'T'

614'TA'

STH 73

USH 51/STH 73

54'T'

56'T'

STH 73

R/L USH 51/STH 73

58'T'

60'T'

62'T'

64'T'

66'T'

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

MATCHLINE STA. 68+00'T'

68'

126'PR'

124'PR'

PIERCE ROAD

122'PR'

120'PR'

118'PR'

116'PR'

114'PR'

100' (TYP.)

100' (TYP.)

22'TB'

R/L RAMP 'TB'

614'TBT'

612'TBT'

INL

MATCHLINE STA. 112+00'PR'

PR'

PIERCE RD.

R/L PIERCE ROAD

SEPTIC

RUINS

FOUND

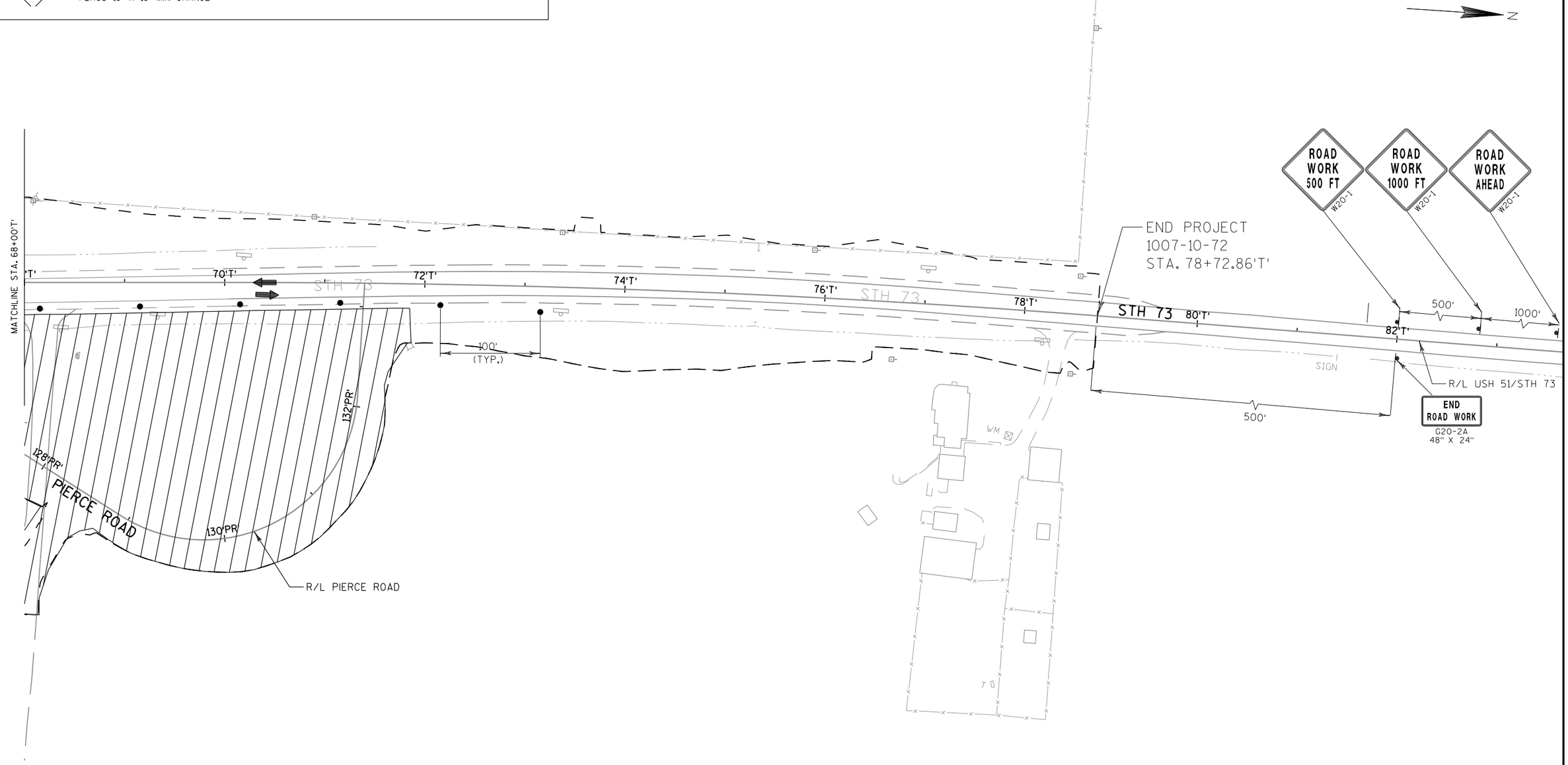
N

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 1	SHEET 166	E

2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

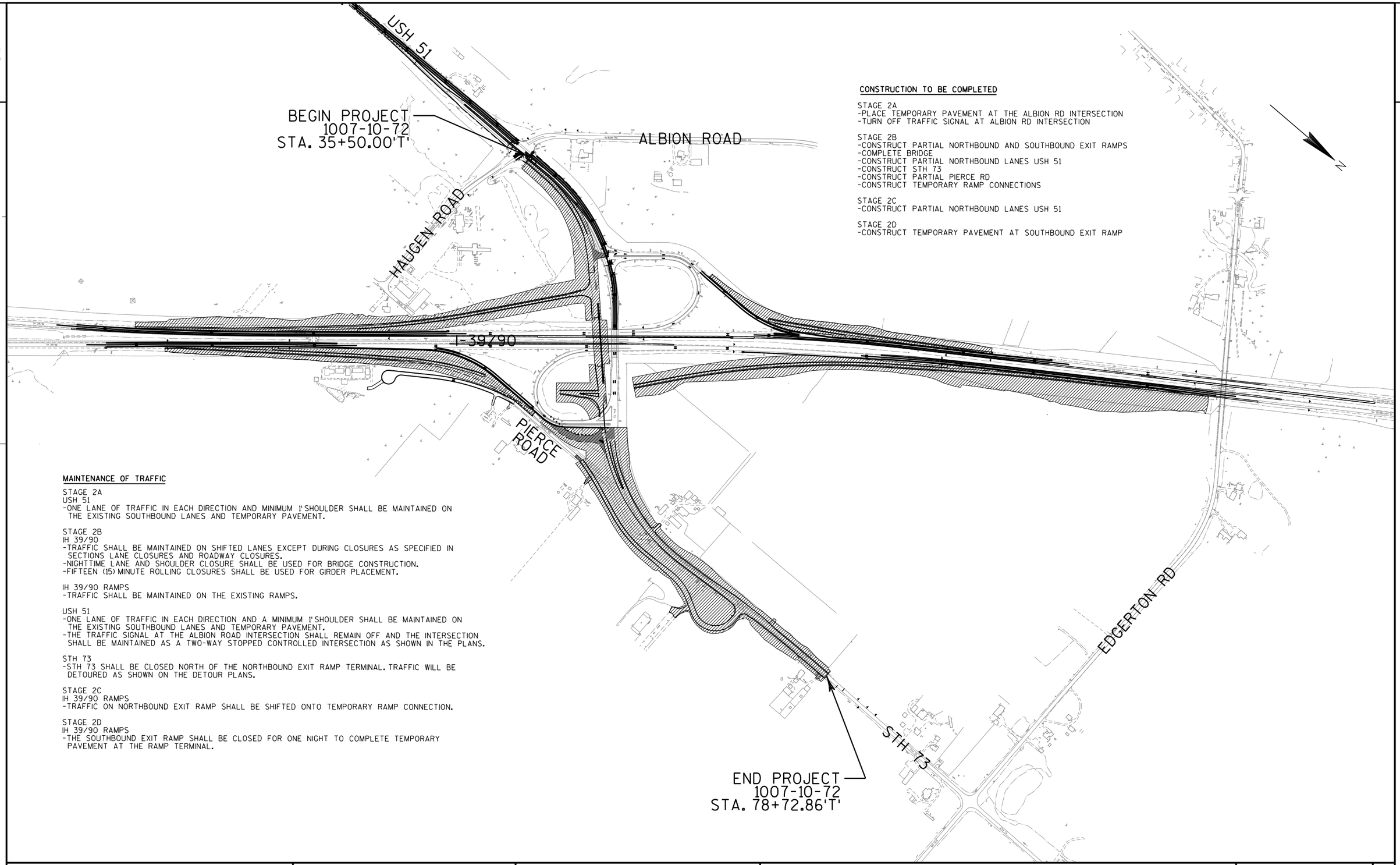


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 1	SHEET 167	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\026113_s1.dgn PLOT DATE : 12/16/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2



CONSTRUCTION TO BE COMPLETED

STAGE 2A
-PLACE TEMPORARY PAVEMENT AT THE ALBION RD INTERSECTION
-TURN OFF TRAFFIC SIGNAL AT ALBION RD INTERSECTION

STAGE 2B
-CONSTRUCT PARTIAL NORTHBOUND AND SOUTHBOUND EXIT RAMPS
-COMPLETE BRIDGE
-CONSTRUCT PARTIAL NORTHBOUND LANES USH 51
-CONSTRUCT STH 73
-CONSTRUCT PARTIAL PIERCE RD
-CONSTRUCT TEMPORARY RAMP CONNECTIONS

STAGE 2C
-CONSTRUCT PARTIAL NORTHBOUND LANES USH 51

STAGE 2D
-CONSTRUCT TEMPORARY PAVEMENT AT SOUTHBOUND EXIT RAMP

MAINTENANCE OF TRAFFIC

STAGE 2A
USH 51
-ONE LANE OF TRAFFIC IN EACH DIRECTION AND MINIMUM 1'SHOULDER SHALL BE MAINTAINED ON THE EXISTING SOUTHBOUND LANES AND TEMPORARY PAVEMENT.

STAGE 2B
IH 39/90
-TRAFFIC SHALL BE MAINTAINED ON SHIFTED LANES EXCEPT DURING CLOSURES AS SPECIFIED IN SECTIONS LANE CLOSURES AND ROADWAY CLOSURES.
-NIGHTTIME LANE AND SHOULDER CLOSURE SHALL BE USED FOR BRIDGE CONSTRUCTION.
-FIFTEEN (15) MINUTE ROLLING CLOSURES SHALL BE USED FOR GIRDER PLACEMENT.

IH 39/90 RAMPS
-TRAFFIC SHALL BE MAINTAINED ON THE EXISTING RAMPS.

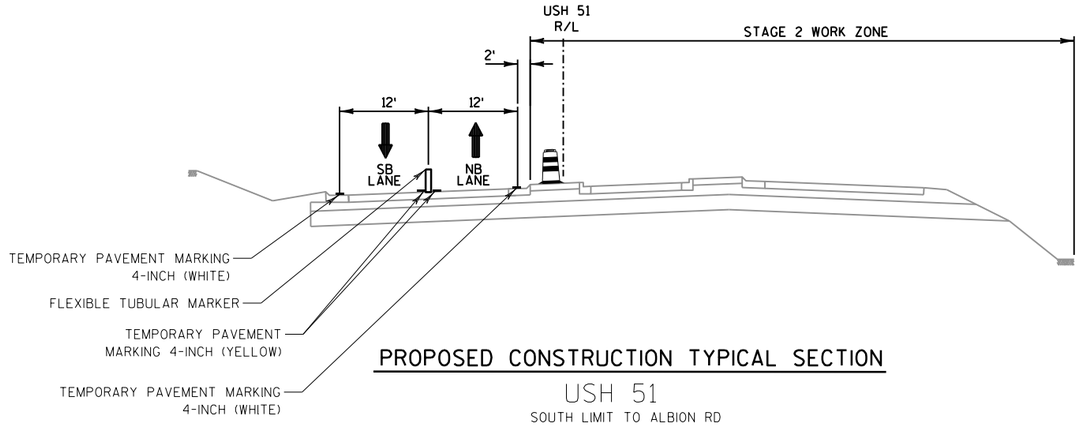
USH 51
-ONE LANE OF TRAFFIC IN EACH DIRECTION AND A MINIMUM 1'SHOULDER SHALL BE MAINTAINED ON THE EXISTING SOUTHBOUND LANES AND TEMPORARY PAVEMENT.
-THE TRAFFIC SIGNAL AT THE ALBION ROAD INTERSECTION SHALL REMAIN OFF AND THE INTERSECTION SHALL BE MAINTAINED AS A TWO-WAY STOPPED CONTROLLED INTERSECTION AS SHOWN IN THE PLANS.

STH 73
-STH 73 SHALL BE CLOSED NORTH OF THE NORTHBOUND EXIT RAMP TERMINAL. TRAFFIC WILL BE DETOURED AS SHOWN ON THE DETOUR PLANS.

STAGE 2C
IH 39/90 RAMPS
-TRAFFIC ON NORTHBOUND EXIT RAMP SHALL BE SHIFTED ONTO TEMPORARY RAMP CONNECTION.

STAGE 2D
IH 39/90 RAMPS
-THE SOUTHBOUND EXIT RAMP SHALL BE CLOSED FOR ONE NIGHT TO COMPLETE TEMPORARY PAVEMENT AT THE RAMP TERMINAL.

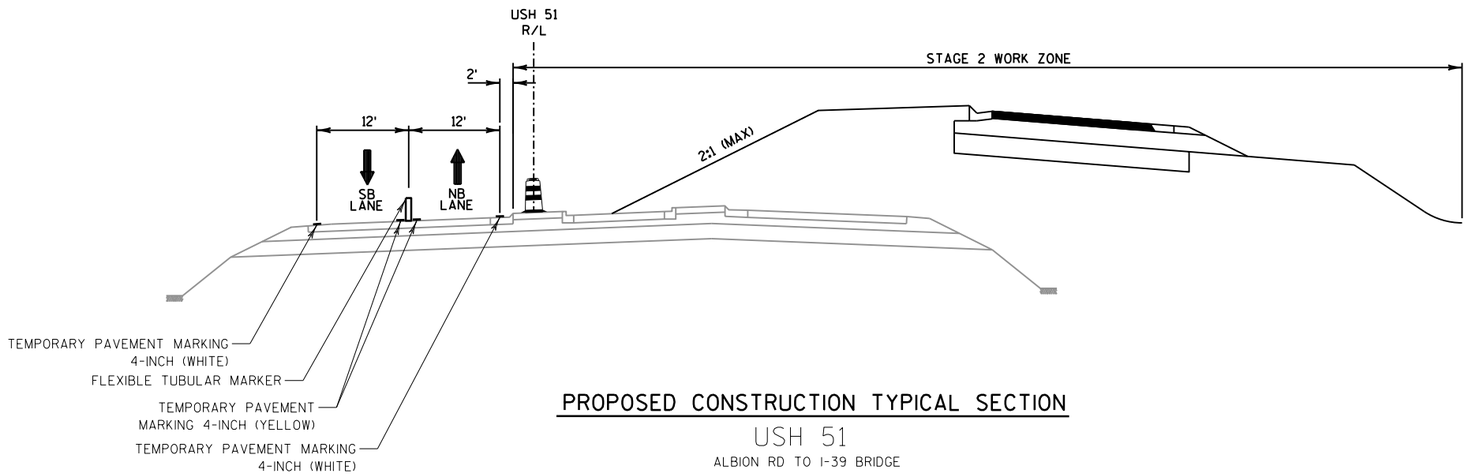
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - USH51/STH 73 STAGE 2	SHEET 168	E



PROPOSED CONSTRUCTION TYPICAL SECTION

USH 51

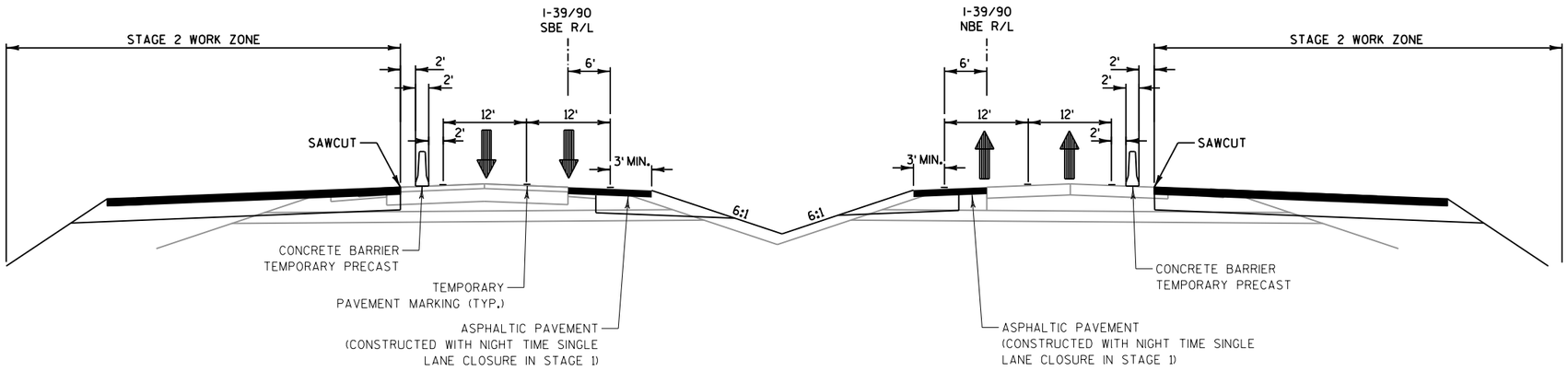
SOUTH LIMIT TO ALBION RD



PROPOSED CONSTRUCTION TYPICAL SECTION

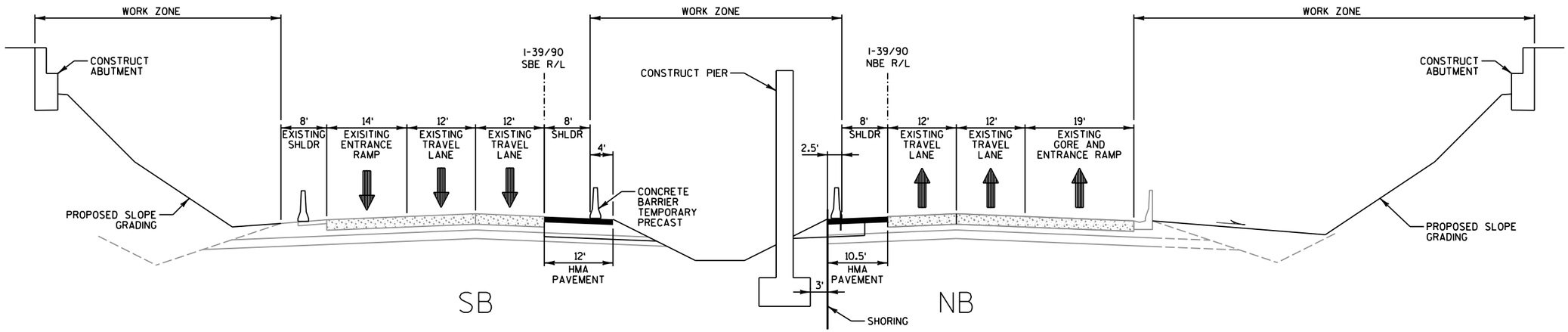
USH 51

ALBION RD TO I-39 BRIDGE



PROPOSED RAMP CONSTRUCTION TYPICAL SECTION

I-39/90



TYPICAL SECTION

I-39/90 UNDER USH 51/STH 73 BRIDGE

2

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

R/L I-39/90 'SBE'

135'
400'
SHIFTING TAPER

SIGN

178+34.25'NBE'
24.11'LT

182+33.79'SBE'
18.00'LT

R/L RAMP 'TC1'

W
Y

170'SBE'
172'SBE'
I-39/90 SB
174'SBE'
176'SBE'
178'SBE'
180'SBE'
182'SBE'
184'SBE'

12'

582'TC1'

181+33.35'SBE'
25.50'LT

ROAD WORK AHEAD
W20-1

W1-4B

181+04.02'NBE'
24.00'RT

172'NBE'
174'NBE'
176'NBE'
178'NBE'
180'NBE'
182'NBE'
184'NBE'

I-39/90 NB

CC

181+08.02'NBE'
27.12'RT

R/L I-39/90 'NBE'

1500'

MATCHLINE STA. 185+00'NBE'

W
Y

135'
400'
SHIFTING TAPER

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

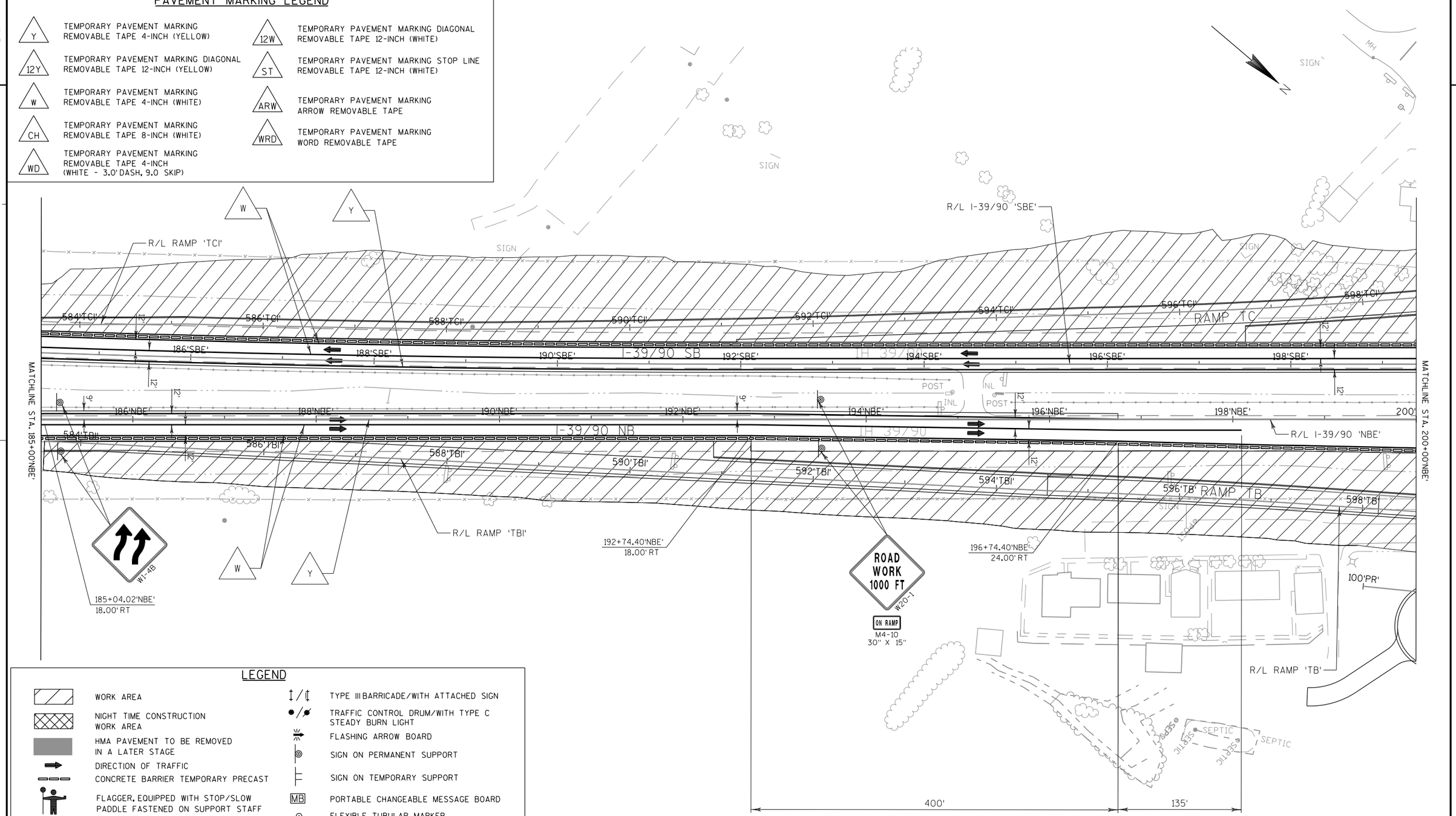
PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 2	SHEET 171	E

PAVEMENT MARKING LEGEND

Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)	ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE
WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)	

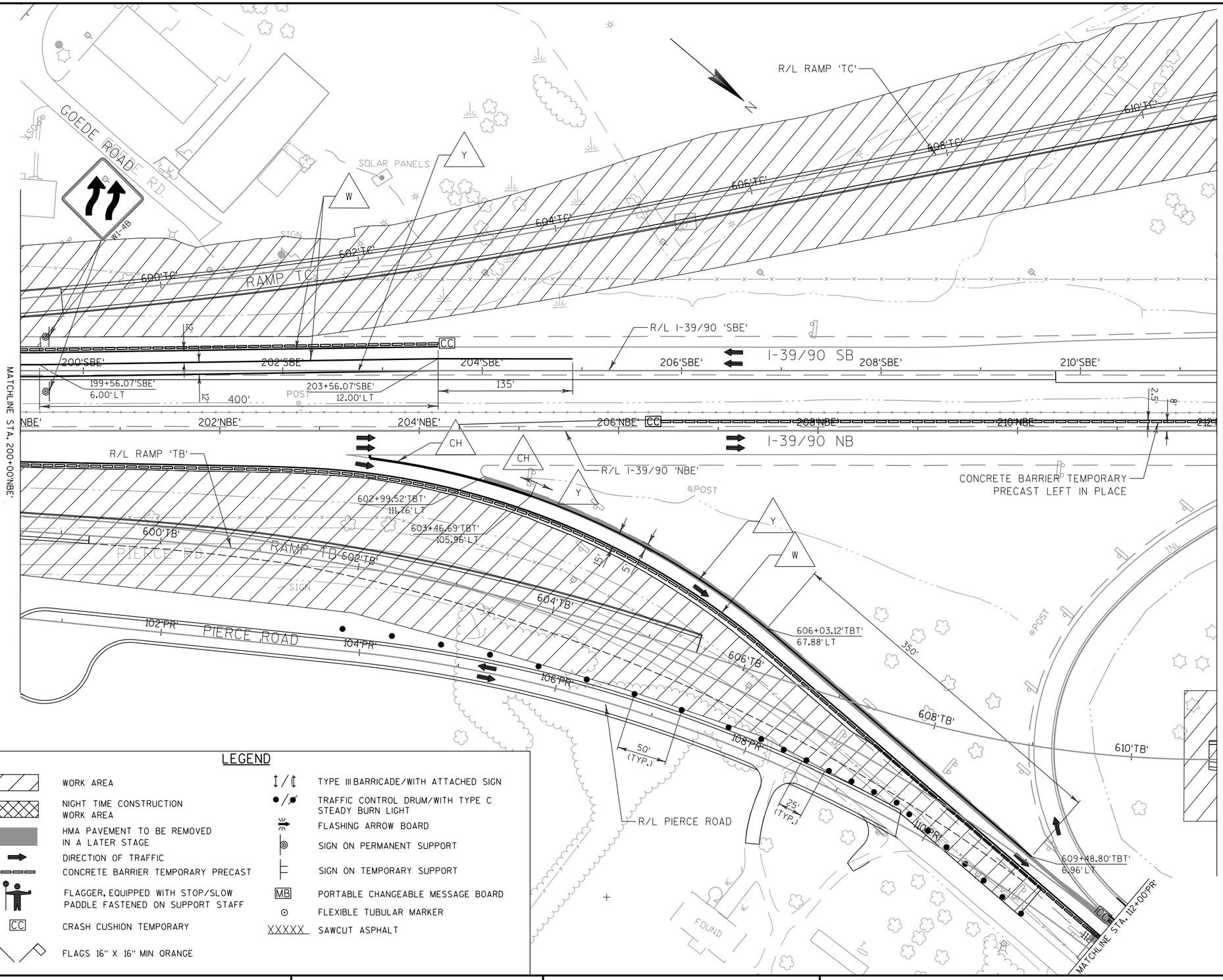


LEGEND

WORK AREA	TYPE III BARRICADE/WITH ATTACHED SIGN
NIGHT TIME CONSTRUCTION WORK AREA	TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
HMA PAVEMENT TO BE REMOVED IN A LATER STAGE	FLASHING ARROW BOARD
DIRECTION OF TRAFFIC	SIGN ON PERMANENT SUPPORT
CONCRETE BARRIER TEMPORARY PRECAST	SIGN ON TEMPORARY SUPPORT
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF	MB — PORTABLE CHANGEABLE MESSAGE BOARD
CC — CRASH CUSHION TEMPORARY	FLEXIBLE TUBULAR MARKER
FLAGS 16" X 16" MIN ORANGE	XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 2	SHEET 172	E

2



PAVEMENT MARKING LEGEND

Y	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
12Y	TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
W	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
CH	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
WD	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 12.5'DASH, 37.5 SKIP)
12W	TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
ST	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
ARW	TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
WRD	TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

LEGEND

WORK AREA	TYPE III BARRICADE/WITH ATTACHED SIGN
NIGHT TIME CONSTRUCTION WORK AREA	TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
HMA PAVEMENT TO BE REMOVED IN A LATER STAGE	FLASHING ARROW BOARD
DIRECTION OF TRAFFIC	SIGN ON PERMANENT SUPPORT
CONCRETE BARRIER TEMPORARY PRECAST	SIGN ON TEMPORARY SUPPORT
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF	PORTABLE CHANGEABLE MESSAGE BOARD
CC CRASH CUSHION TEMPORARY	FLEXIBLE TUBULAR MARKER
FLAGS 16" X 16" MIN ORANGE	XXXXX SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 2	SHEET 173	E

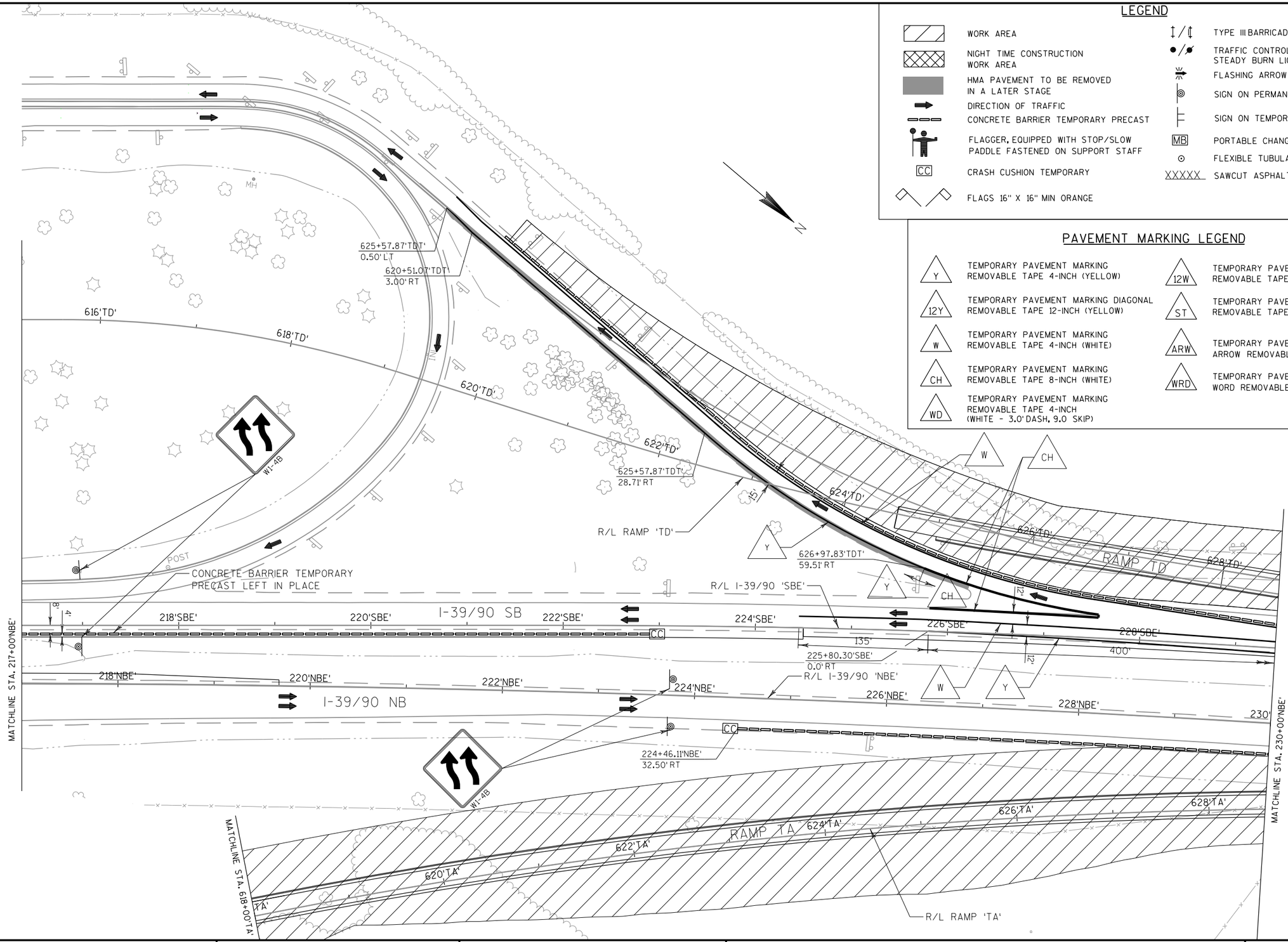
2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

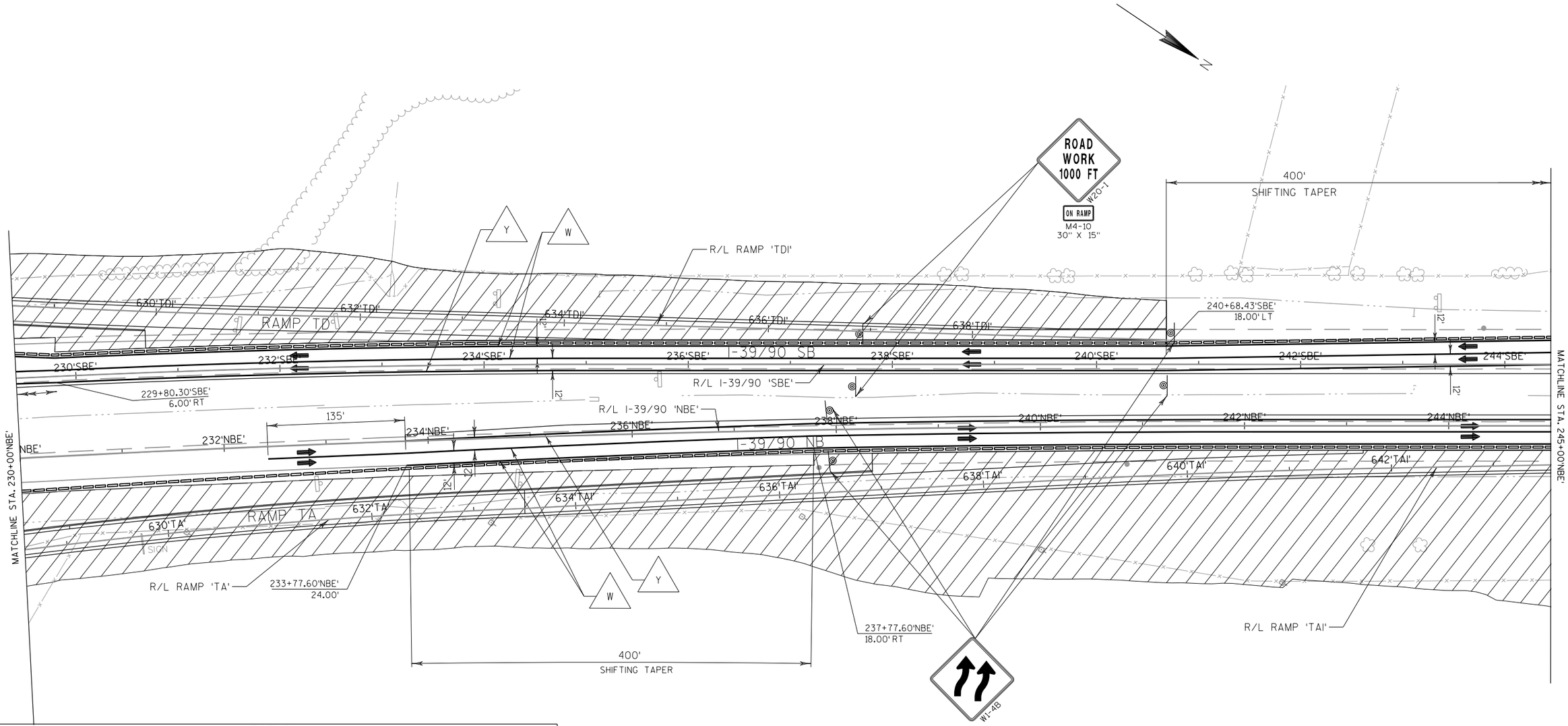
PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0' DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 2	SHEET 174	E

2



LEGEND

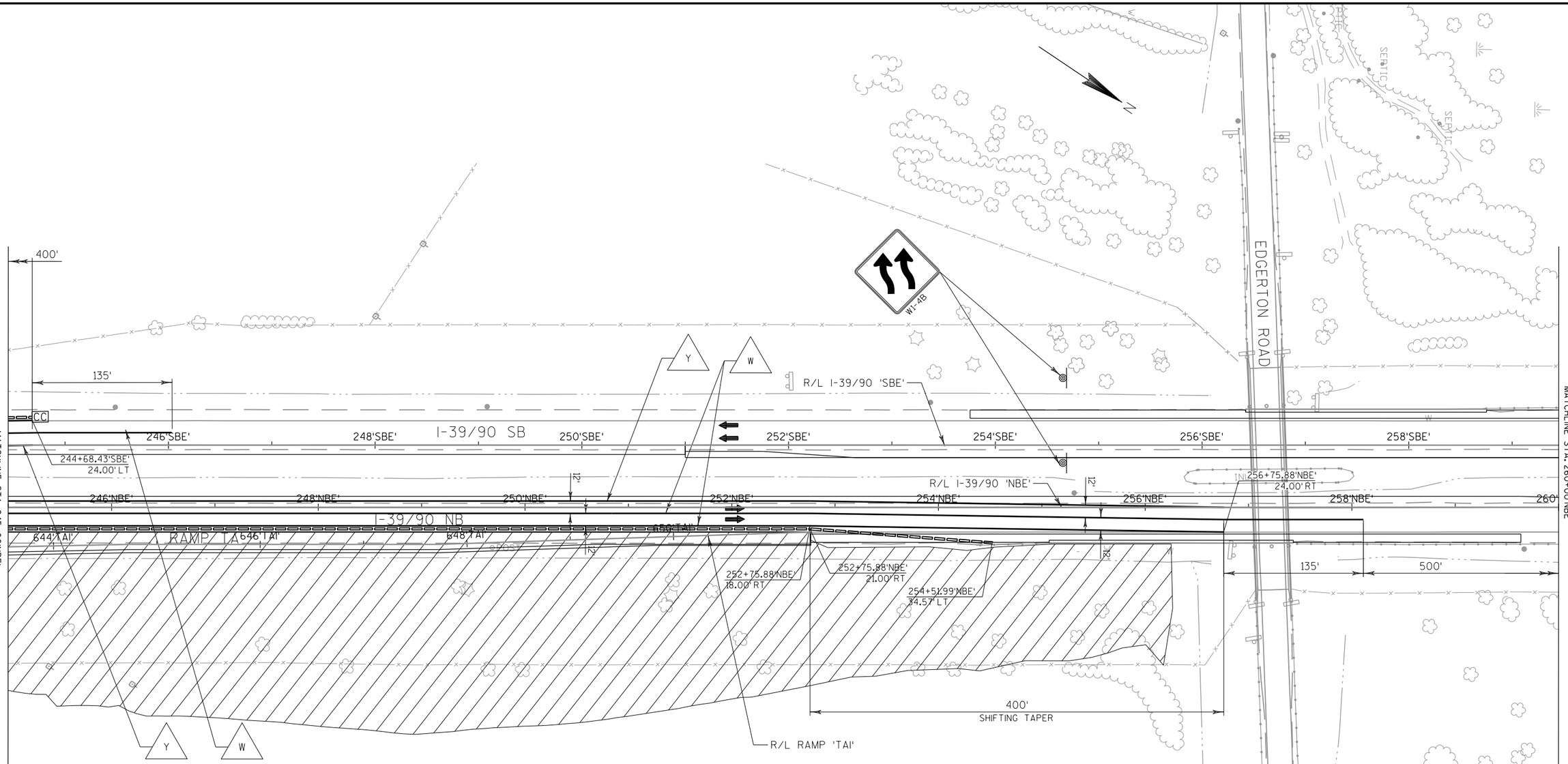
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 2	SHEET 175	E

2



LEGEND

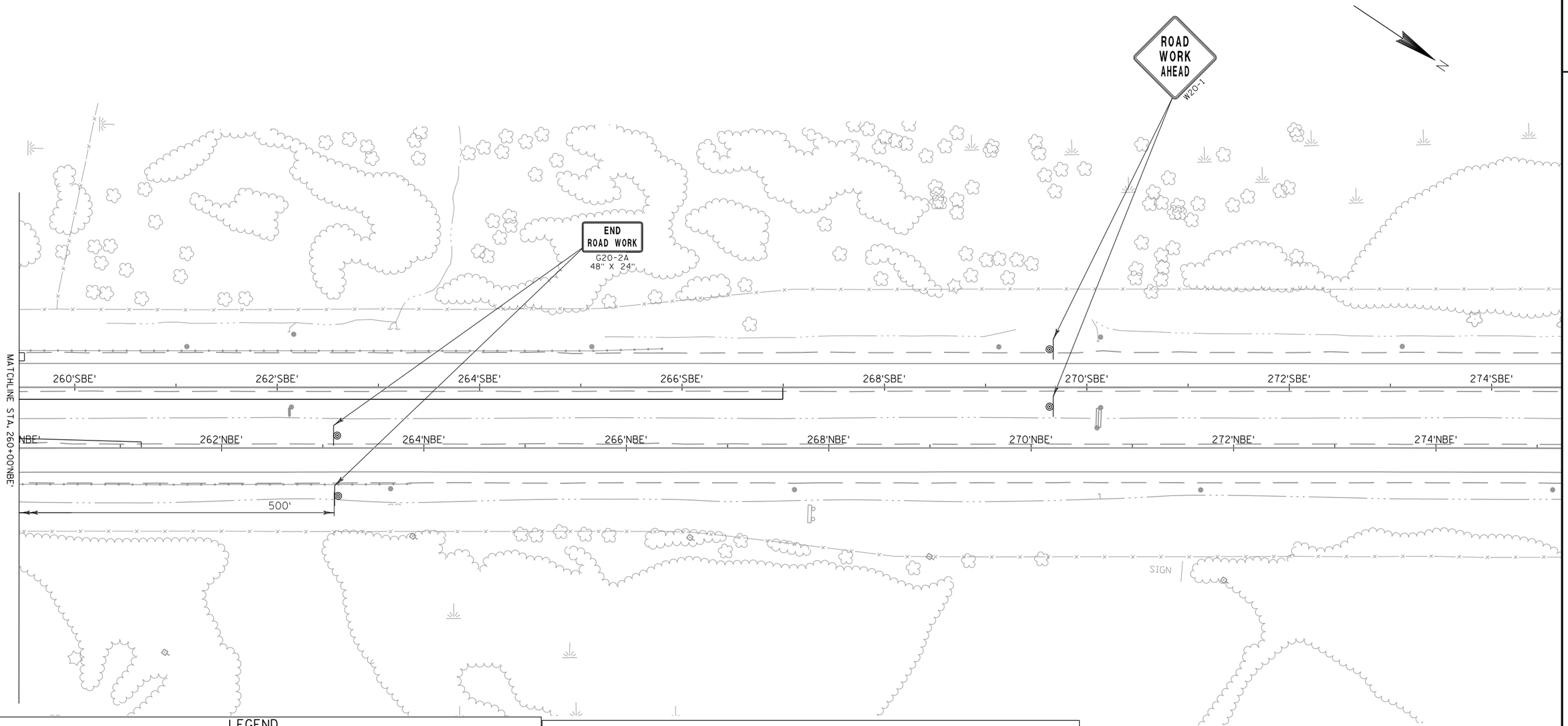
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0' DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 2	SHEET 176	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

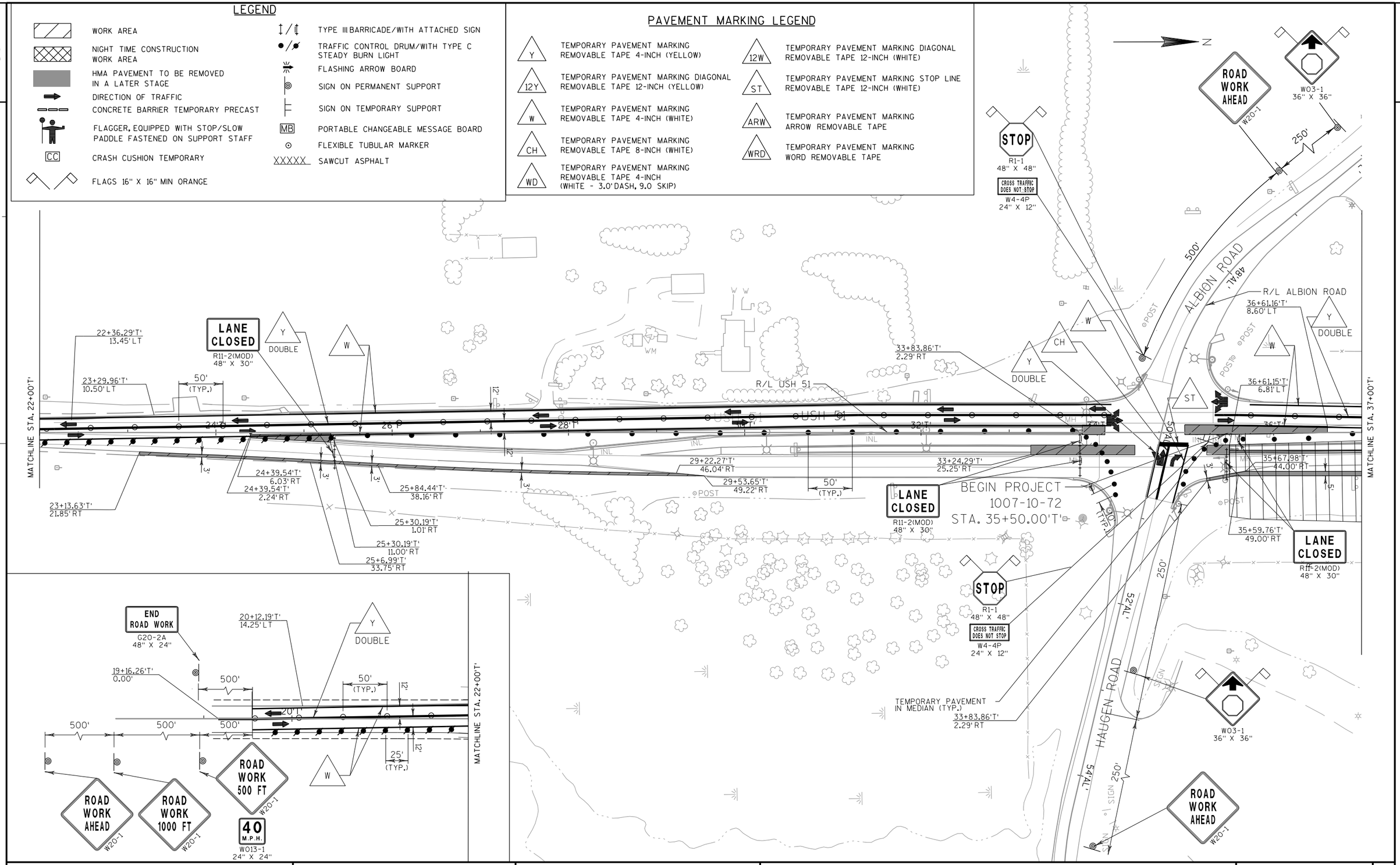
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 2	SHEET 177	E

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

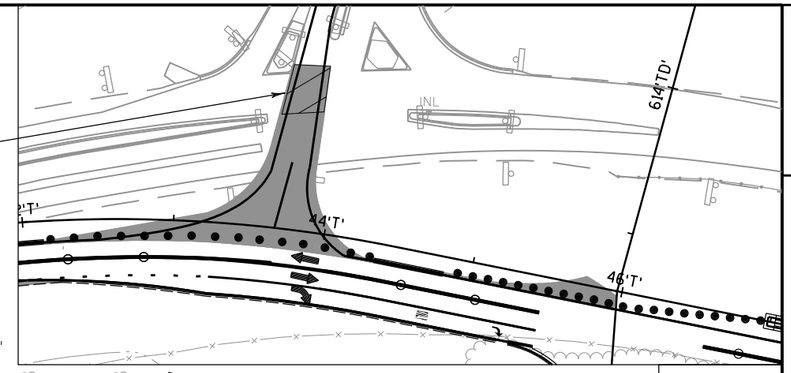
- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE



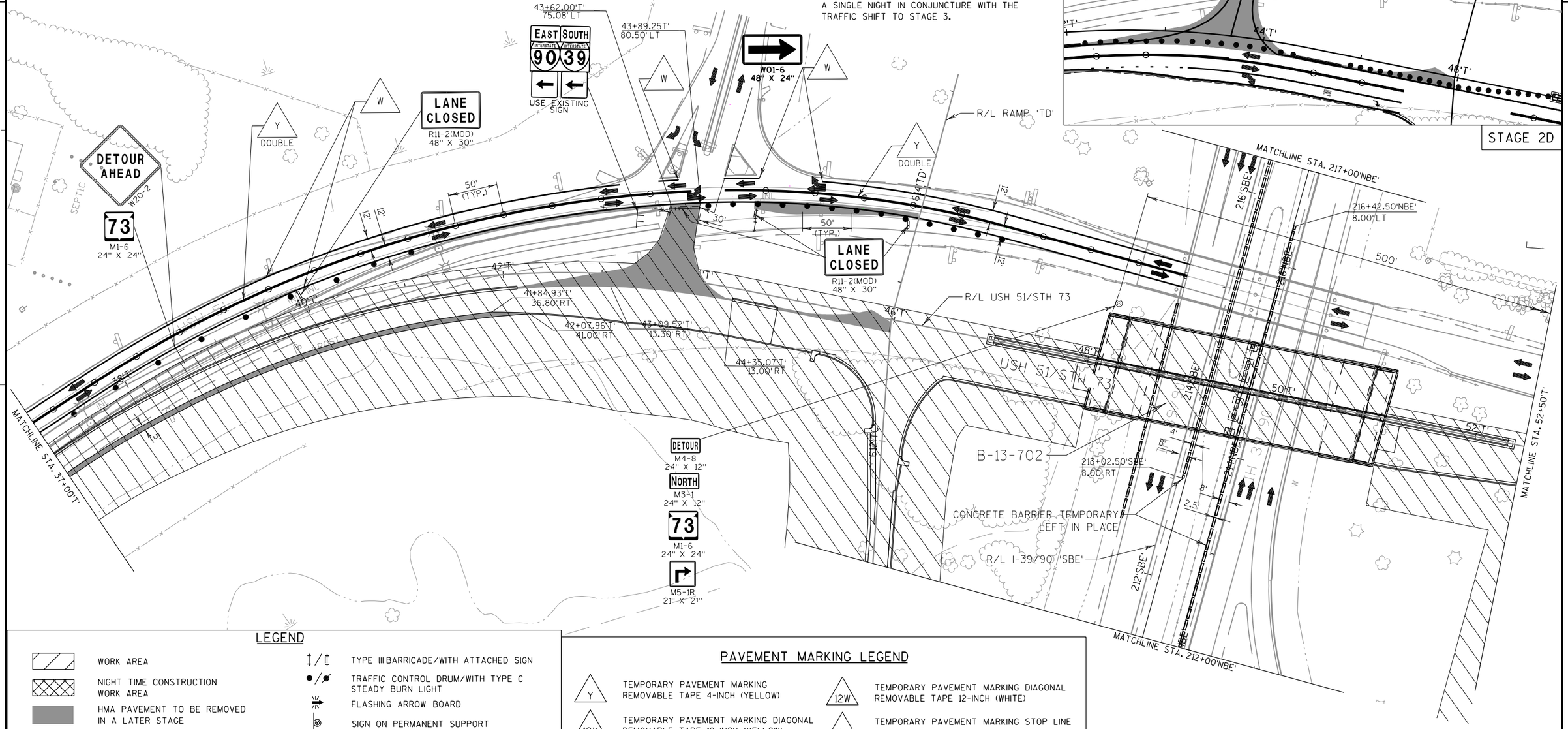
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 2	SHEET 178	E

2

FINISH CONSTRUCTION OF TEMPORARY RAMP PAVEMENT UNDER A RAMP CLOSURE DURING A SINGLE NIGHT IN CONJUNCTURE WITH THE TRAFFIC SHIFT TO STAGE 3.



STAGE 2D



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 2	SHEET 179	E

2

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

STAGE 2C

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 2	SHEET 180	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\026212_s2.dgn PLOT DATE : 12/16/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:100

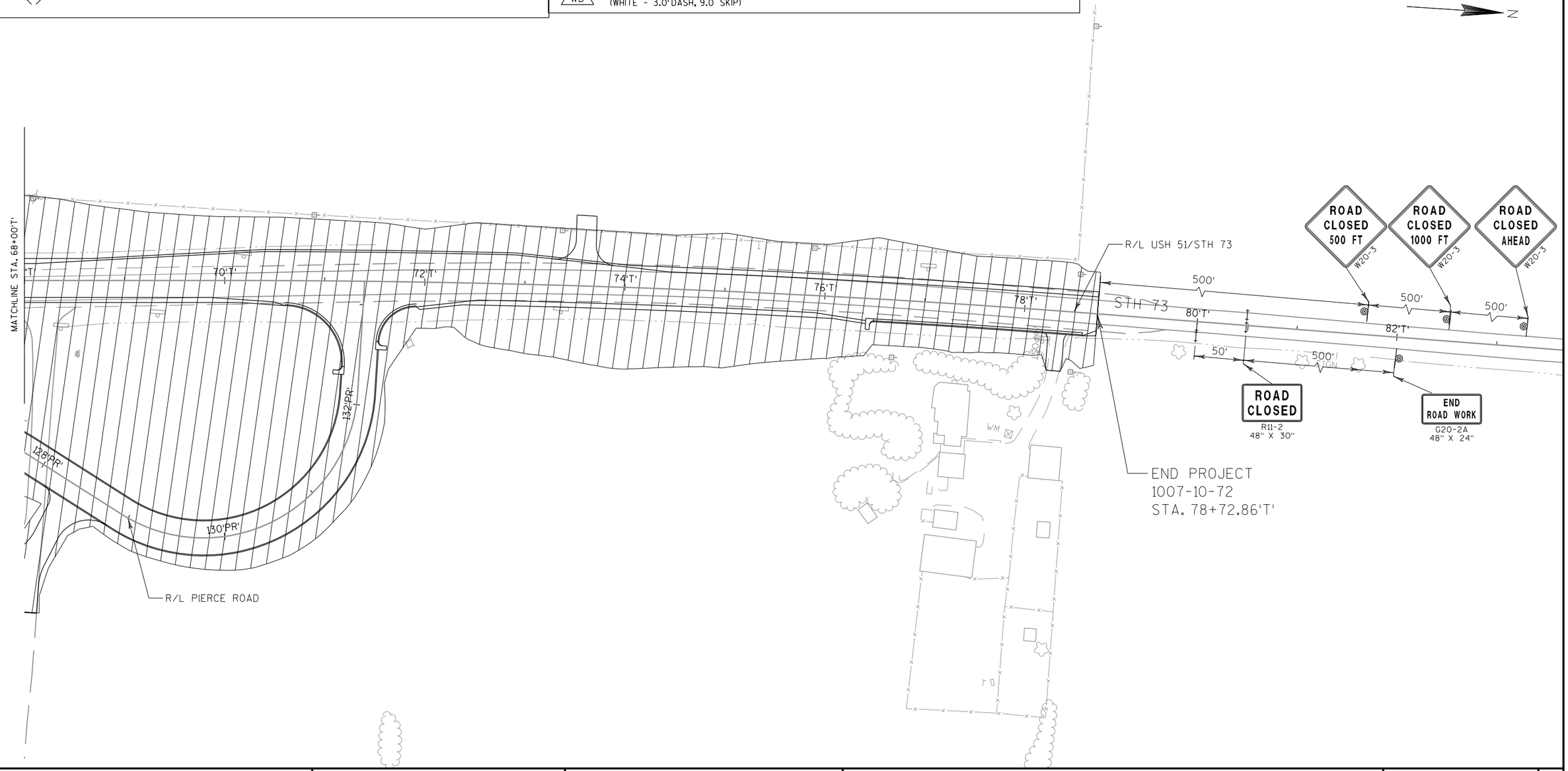
2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

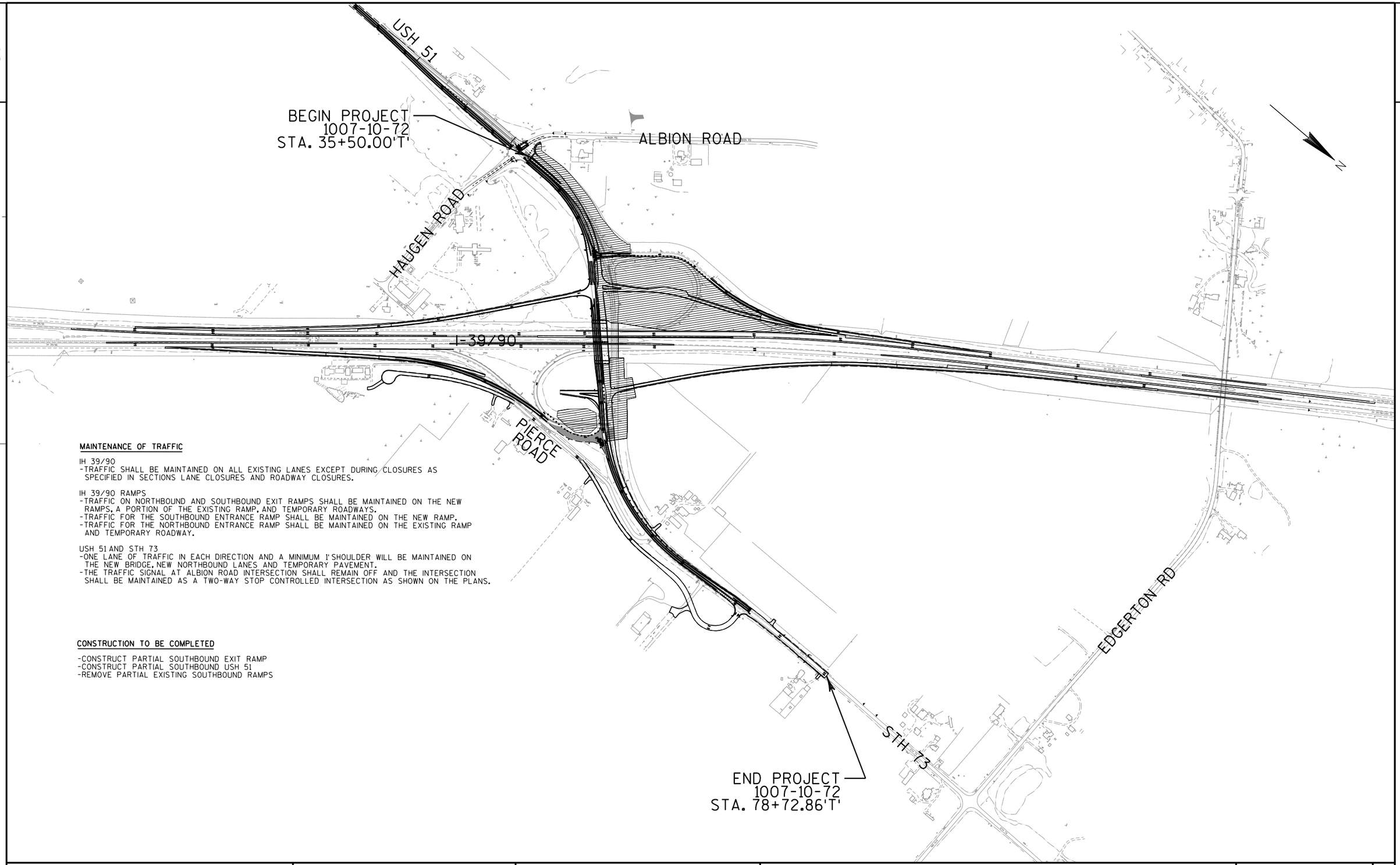
PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 2	SHEET 181	E

2



MAINTENANCE OF TRAFFIC

IH 39/90
-TRAFFIC SHALL BE MAINTAINED ON ALL EXISTING LANES EXCEPT DURING CLOSURES AS SPECIFIED IN SECTIONS LANE CLOSURES AND ROADWAY CLOSURES.

IH 39/90 RAMPS
-TRAFFIC ON NORTHBOUND AND SOUTHBOUND EXIT RAMPS SHALL BE MAINTAINED ON THE NEW RAMPS, A PORTION OF THE EXISTING RAMP, AND TEMPORARY ROADWAYS.
-TRAFFIC FOR THE SOUTHBOUND ENTRANCE RAMP SHALL BE MAINTAINED ON THE NEW RAMP.
-TRAFFIC FOR THE NORTHBOUND ENTRANCE RAMP SHALL BE MAINTAINED ON THE EXISTING RAMP AND TEMPORARY ROADWAY.

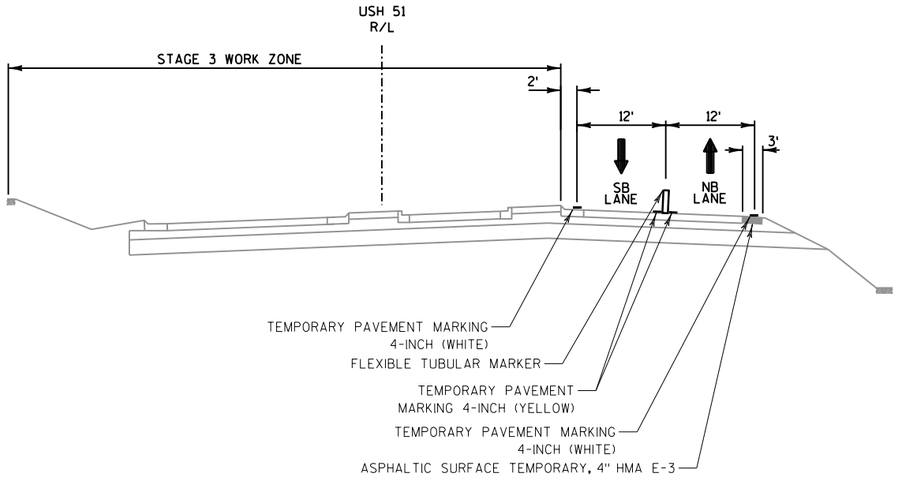
USH 51 AND STH 73
-ONE LANE OF TRAFFIC IN EACH DIRECTION AND A MINIMUM 1' SHOULDER WILL BE MAINTAINED ON THE NEW BRIDGE, NEW NORTHBOUND LANES AND TEMPORARY PAVEMENT.
-THE TRAFFIC SIGNAL AT ALBION ROAD INTERSECTION SHALL REMAIN OFF AND THE INTERSECTION SHALL BE MAINTAINED AS A TWO-WAY STOP CONTROLLED INTERSECTION AS SHOWN ON THE PLANS.

CONSTRUCTION TO BE COMPLETED

-CONSTRUCT PARTIAL SOUTHBOUND EXIT RAMP
-CONSTRUCT PARTIAL SOUTHBOUND USH 51
-REMOVE PARTIAL EXISTING SOUTHBOUND RAMPS

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - USH51/STH 73 STAGE 3	SHEET 182	E

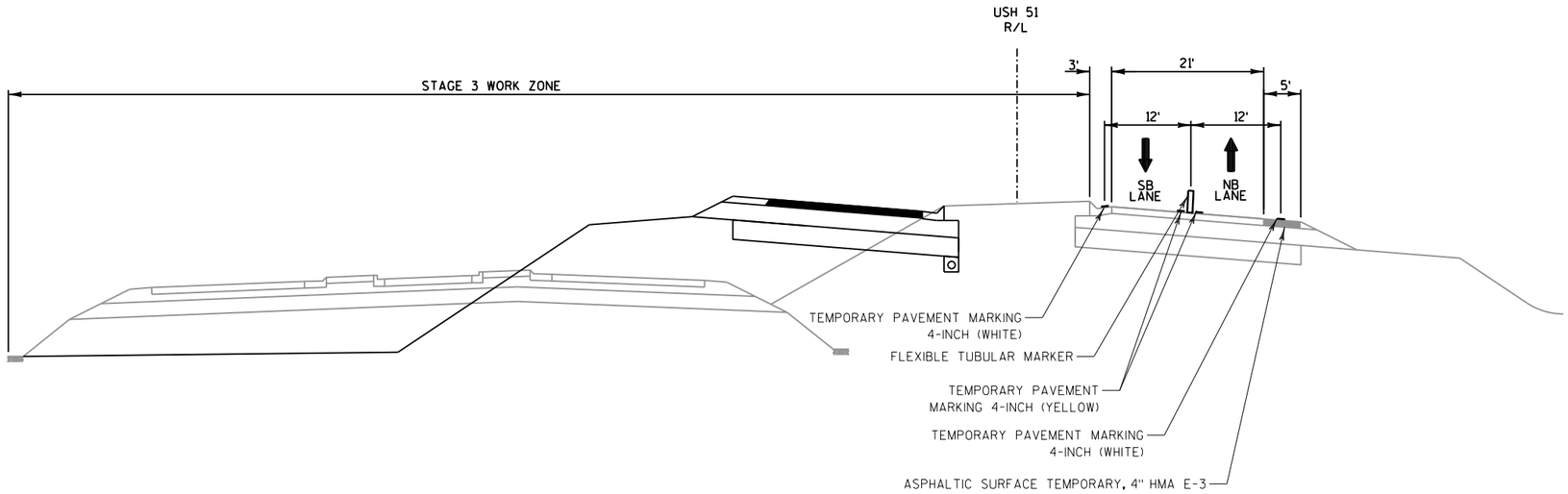
2



PROPOSED CONSTRUCTION TYPICAL SECTION

USH 51

SOUTH LIMIT TO ALBION RD

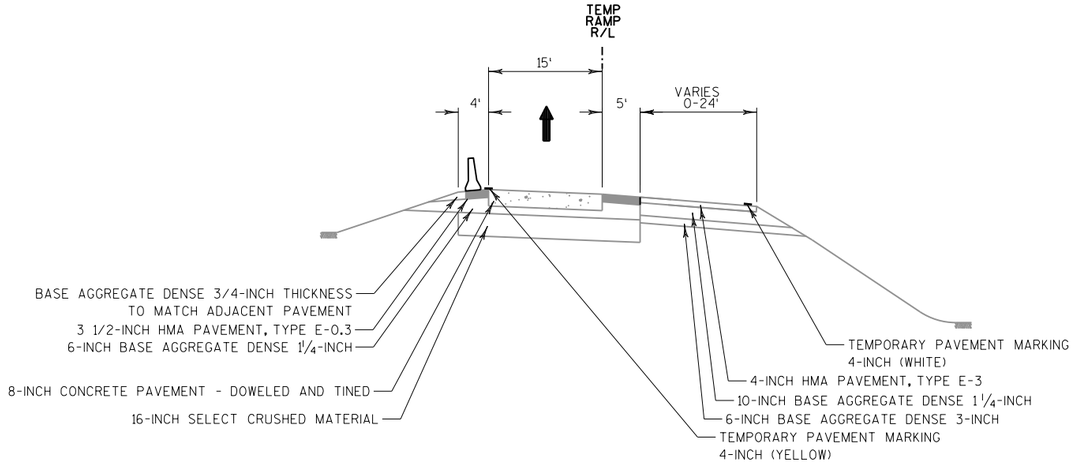


PROPOSED CONSTRUCTION TYPICAL SECTION

USH 51

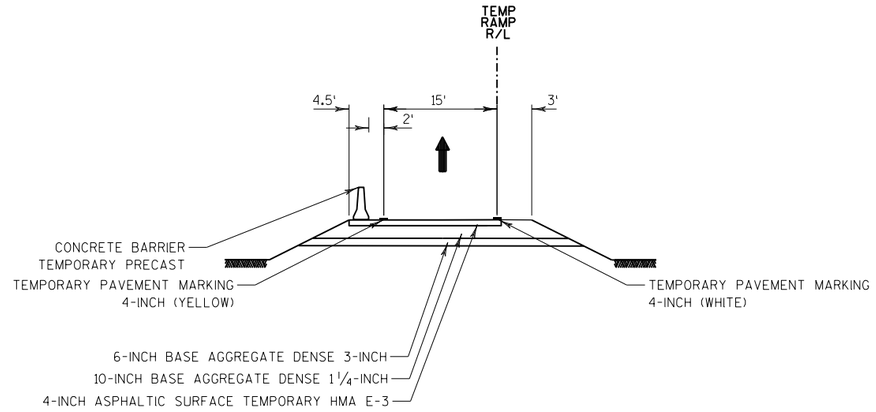
ALBION RD TO I-39 BRIDGE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTION STAGE 3	SHEET 183	E



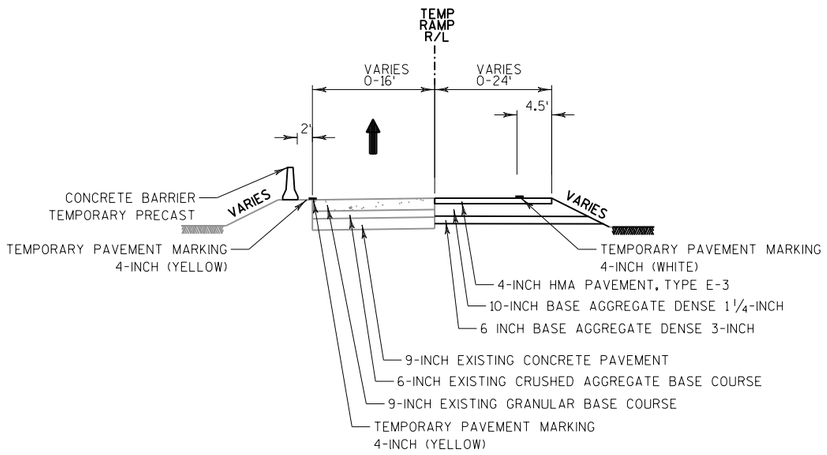
TYPICAL SECTION - NB & SB EXIT RAMP

RAMP 'TBT' STA
599+28 TO 604+80
RAMP 'TDT' STA
625+66 TO 627+85



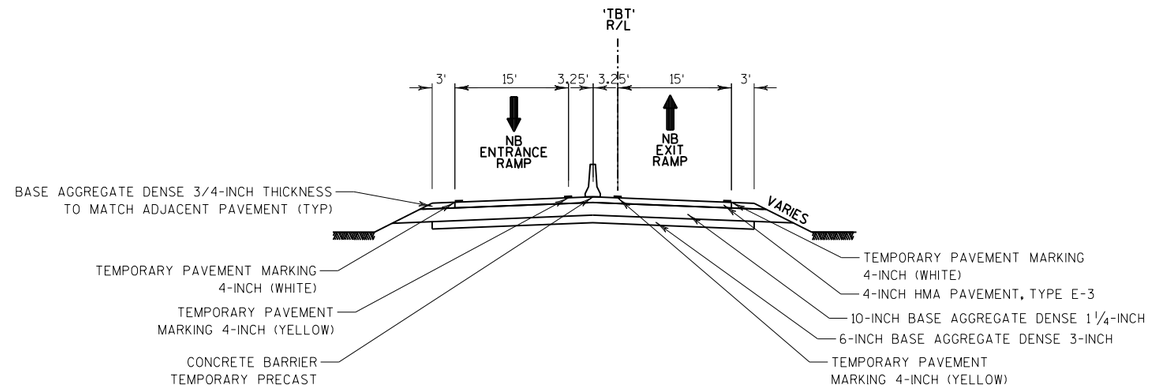
TYPICAL SECTION - NB & SB EXIT RAMP

RAMP 'TBT' STA
604+80 TO 607+78
RAMP 'TDT' STA
622+10 TO 625+66



TYPICAL SECTION - NB & SB EXIT RAMP

RAMP 'TBT' STA
607+78 TO 610+30
RAMP 'TDT' STA
619+72 TO 622+10



TYPICAL SECTION - NB EXIT RAMP

RAMP 'TBT' STA
610+37 TO 614+37

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTION STAGE 3	SHEET 184	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\026302_s3ts-tsramp.dgn
PLOT DATE : 12/16/2014
PLOT BY : hxt
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 42

2

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

ROAD
WORK
AHEAD
W20-1

SIGN

R/L I-39/90 'SBE'

R/L RAMP 'TCI'

170'SBE' 172'SBE' 174'SBE' 176'SBE' 178'SBE' 180'SBE' 182'SBE' 582'TCI' 184'SBE'

I-39/90 SB

IH 39/90

NBE' 172'NBE' 174'NBE' 176'NBE' 178'NBE' 180'NBE' 182'NBE' 184'NBE'

I-39/90 NB

IH 39/90

R/L I-39/90 'NBE'

MATCHLINE STA. 185+00'NBE'

LEGEND

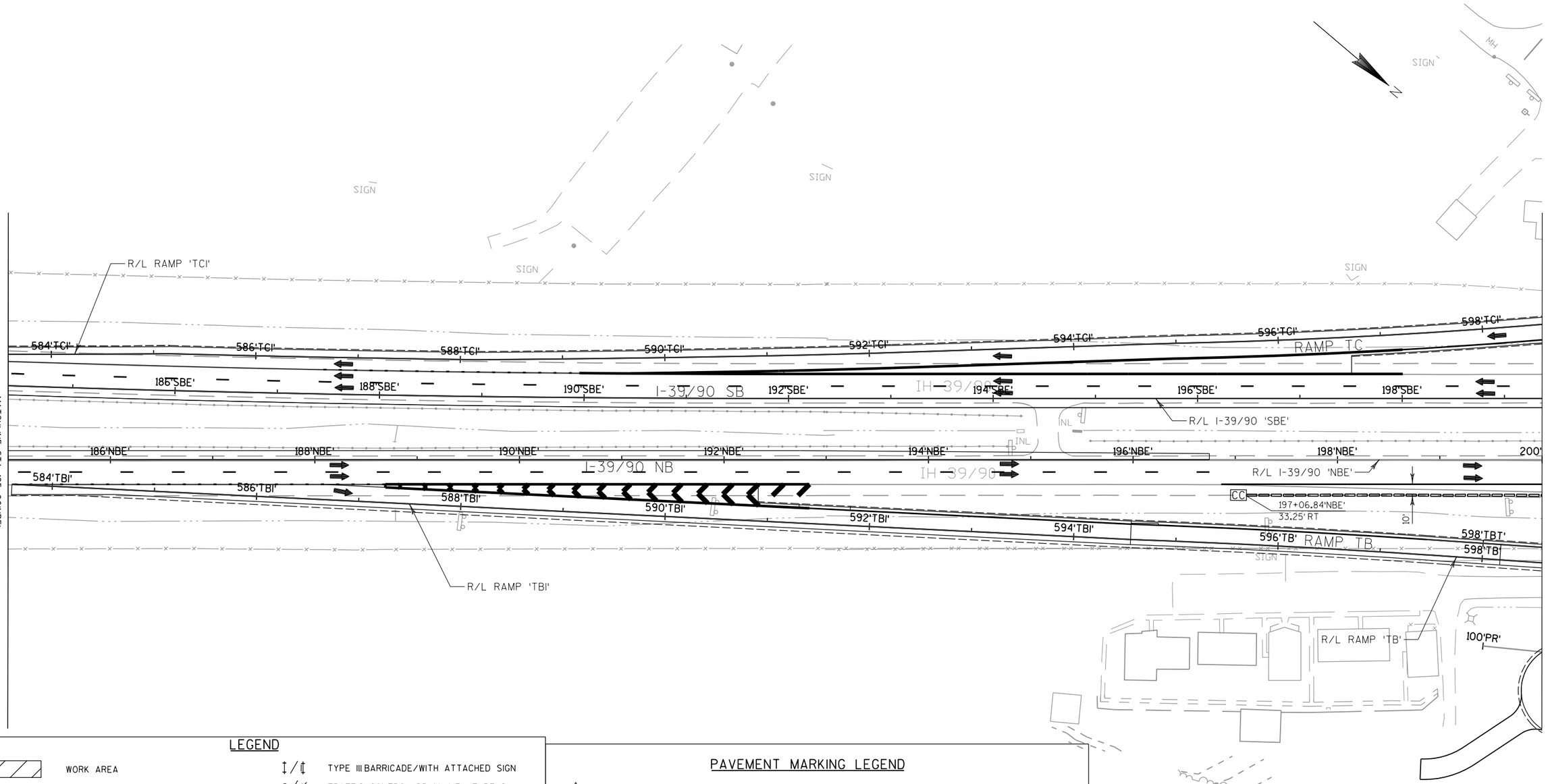
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 3	SHEET 185	E

2



LEGEND

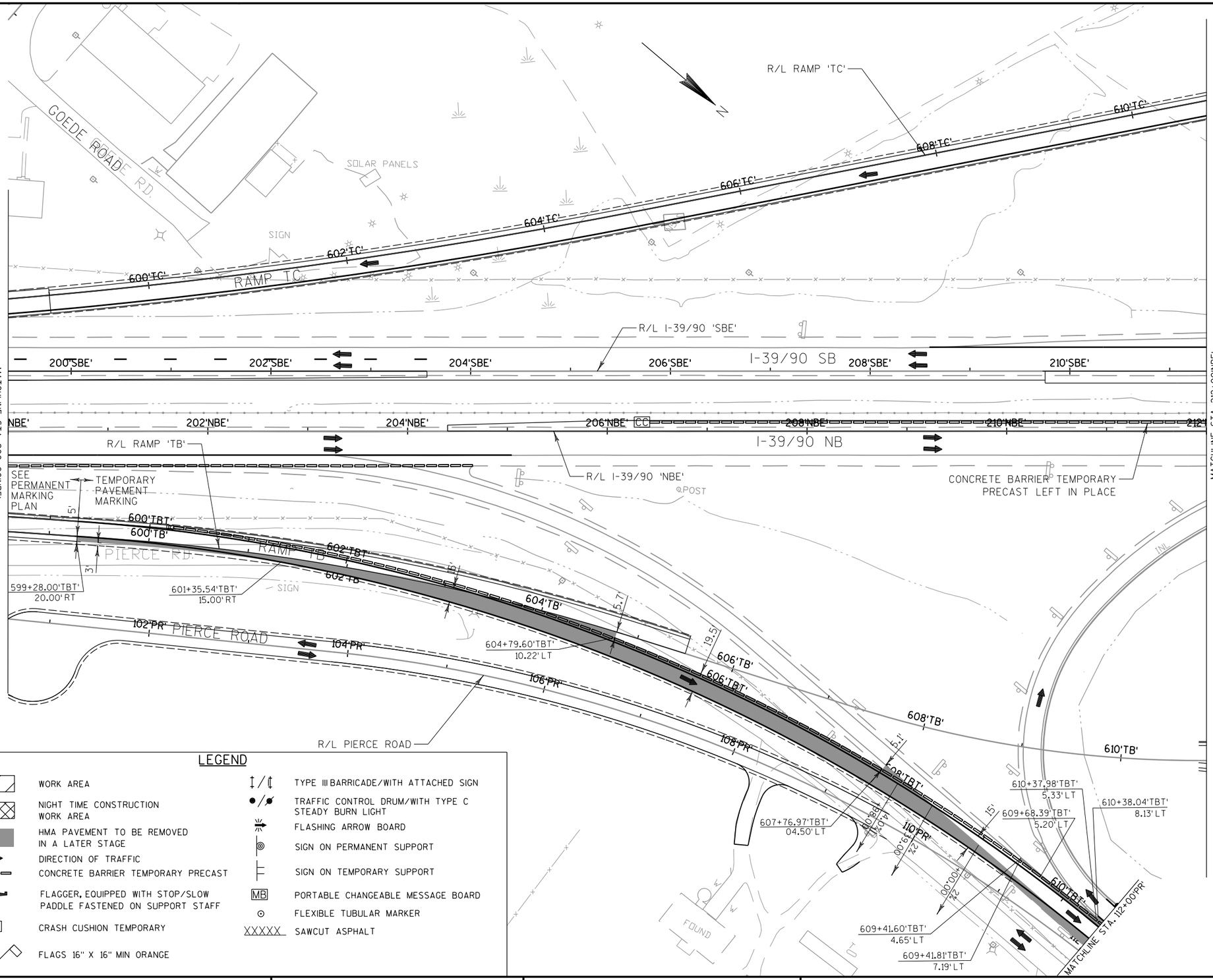
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 3	SHEET 186	E

2



PAVEMENT MARKING LEGEND

Y	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
12Y	TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
W	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
CH	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
WD	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 12.5' DASH, 37.5 SKIP)
12W	TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
ST	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
ARW	TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
WRD	TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

LEGEND

WORK AREA	TYPE III BARRICADE/WITH ATTACHED SIGN
NIGHT TIME CONSTRUCTION WORK AREA	TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
HMA PAVEMENT TO BE REMOVED IN A LATER STAGE	FLASHING ARROW BOARD
DIRECTION OF TRAFFIC	SIGN ON PERMANENT SUPPORT
CONCRETE BARRIER TEMPORARY PRECAST	SIGN ON TEMPORARY SUPPORT
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF	MB PORTABLE CHANGEABLE MESSAGE BOARD
CC CRASH CUSHION TEMPORARY	FLEXIBLE TUBULAR MARKER
FLAGS 16" X 16" MIN ORANGE	XXXXX SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 3	SHEET 187	E

2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0' DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

620+28.65'TDT'
20.58'LT

6220+28.65'TDT'
3.00'RT

616'TD'
618'TD'
620'TD'
622'TD'
624'TD'
626'TD'
628'TD'
628'TDT'

Y
W

4%
+89.81

621+89.81'TDT'
04.50'RT

19.5'

4%
+86.33

TEMPORARY PAVEMENT MARKING

SEE PERMANENT MARKING PLAN

627+78.95'TDT'
20.00'LT

5.5'

627+78.95'TDT'
3.00'RT

RAMP TD

R/L RAMP 'TD'

625+32.93'TDT'
04.50'RT

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

MATCHLINE STA. 217+00'NBE'

218'SBE'
220'SBE'
222'SBE'
224'SBE'
226'SBE'
228'SBE'
CC
I-39/90 SB
R/L I-39/90 'SBE'

218'NBE'
220'NBE'
222'NBE'
224'NBE'
226'NBE'
228'NBE'
230'
I-39/90 NB
R/L I-39/90 'NBE'

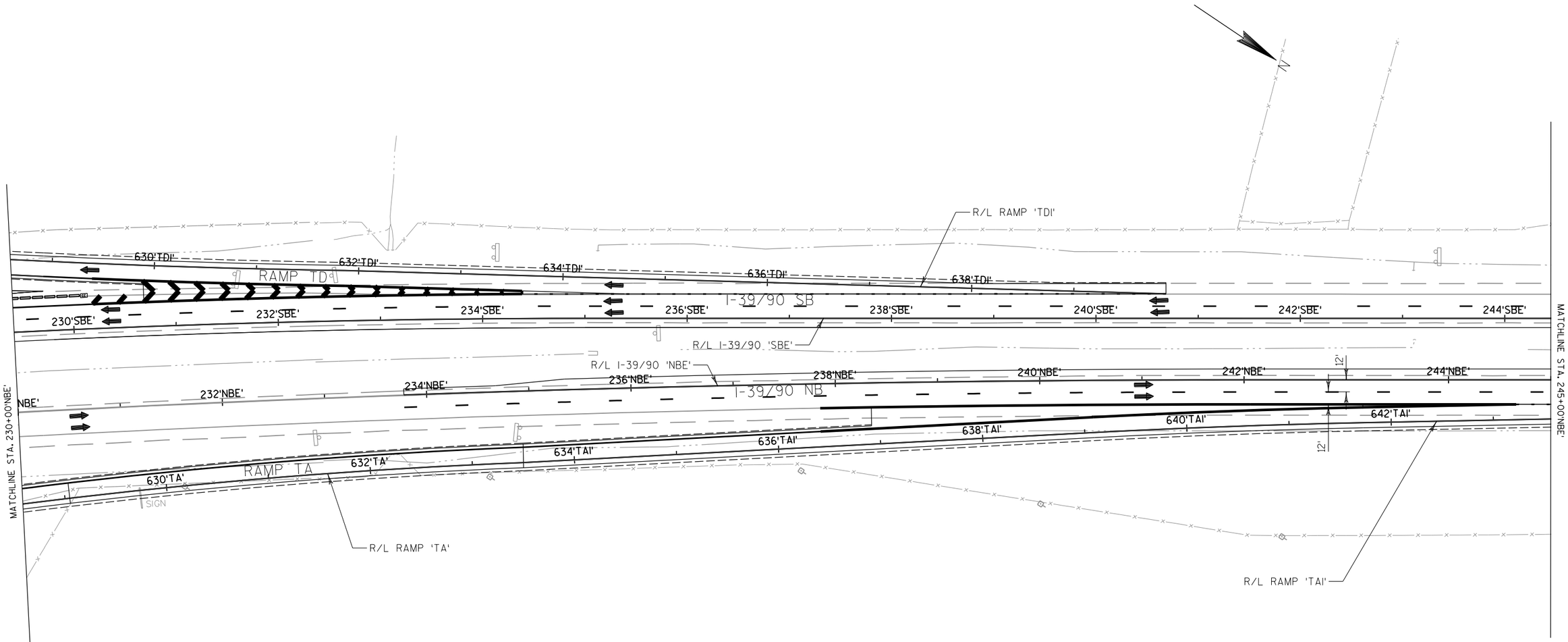
MATCHLINE STA. 230+00'NBE'

MATCHLINE STA. 618+00'TA'

620'TA'
622'TA'
624'TA'
626'TA'
628'TA'
RAMP TA
R/L RAMP 'TA'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 3	SHEET 188	E

2



LEGEND

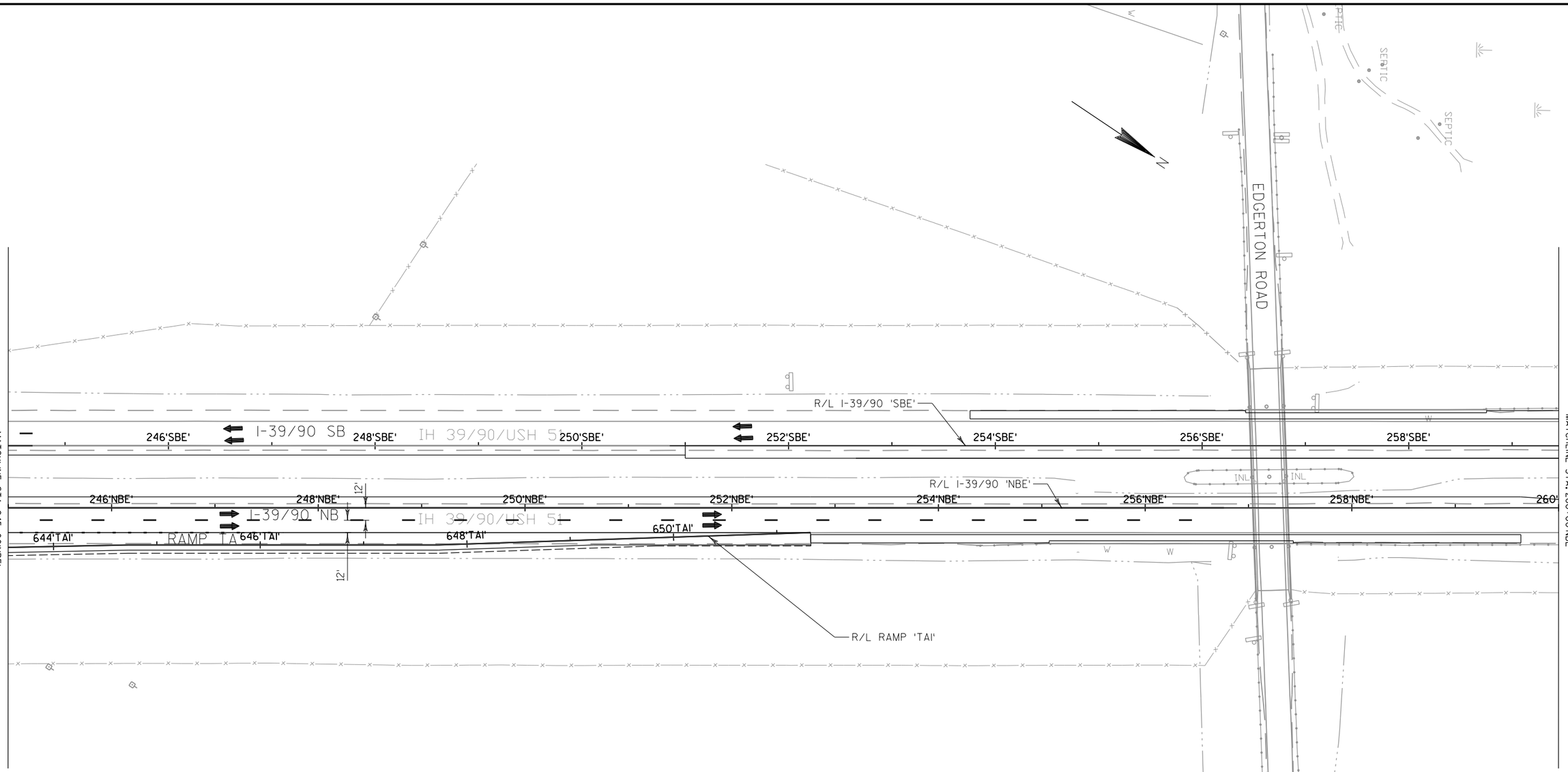
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 3	SHEET 189	E

2



LEGEND

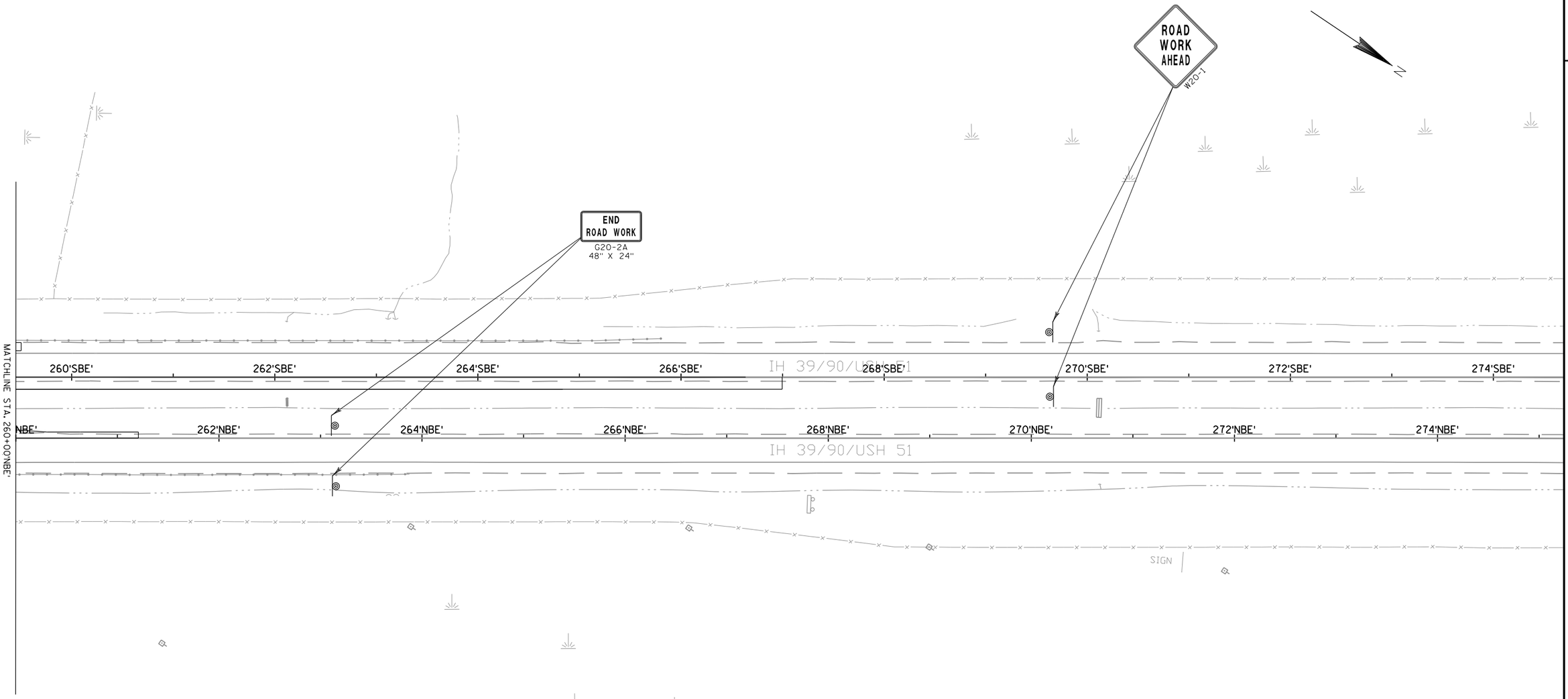
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0' DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 3	SHEET 190	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

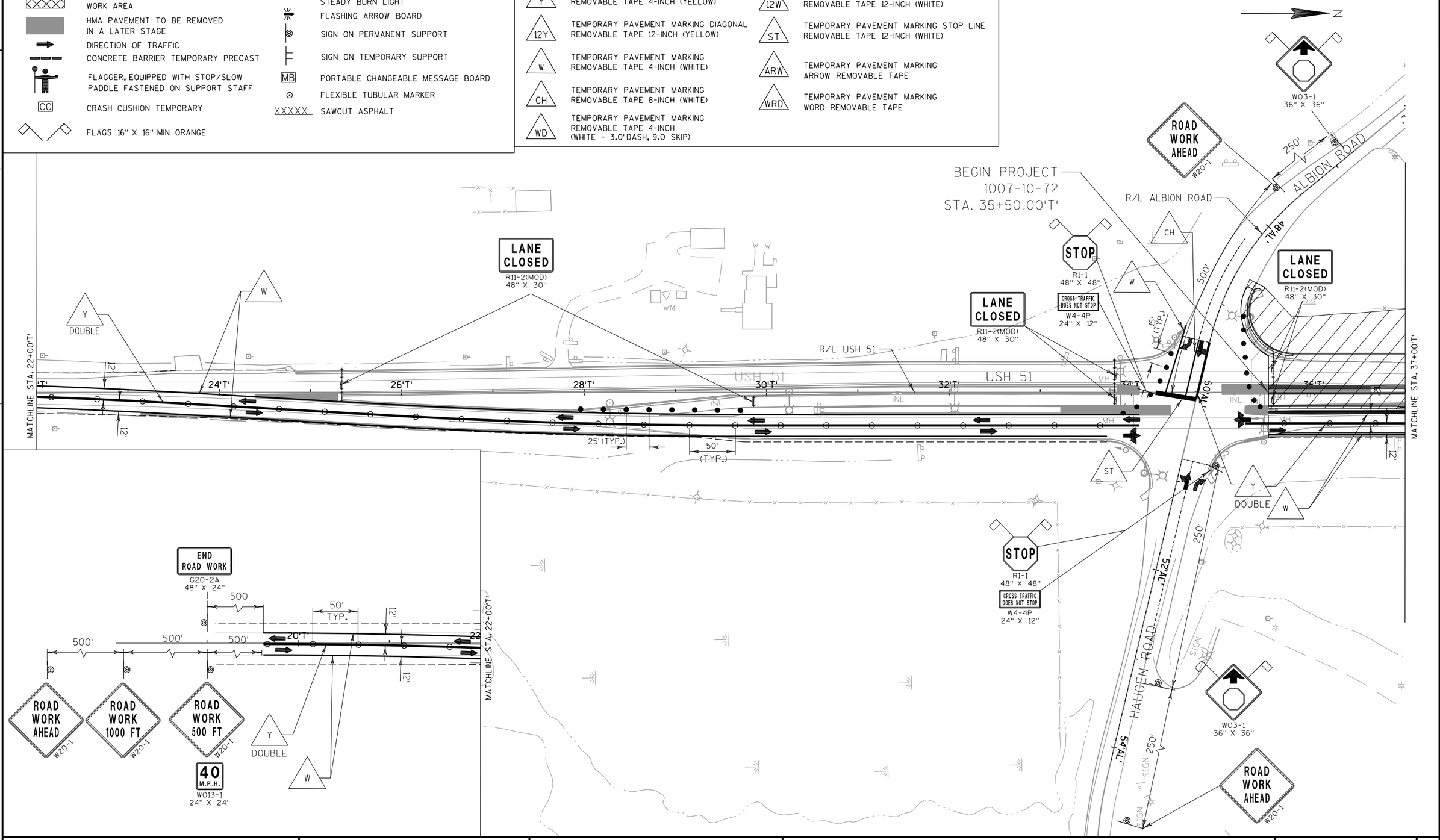
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 3	SHEET 191	E

LEGEND

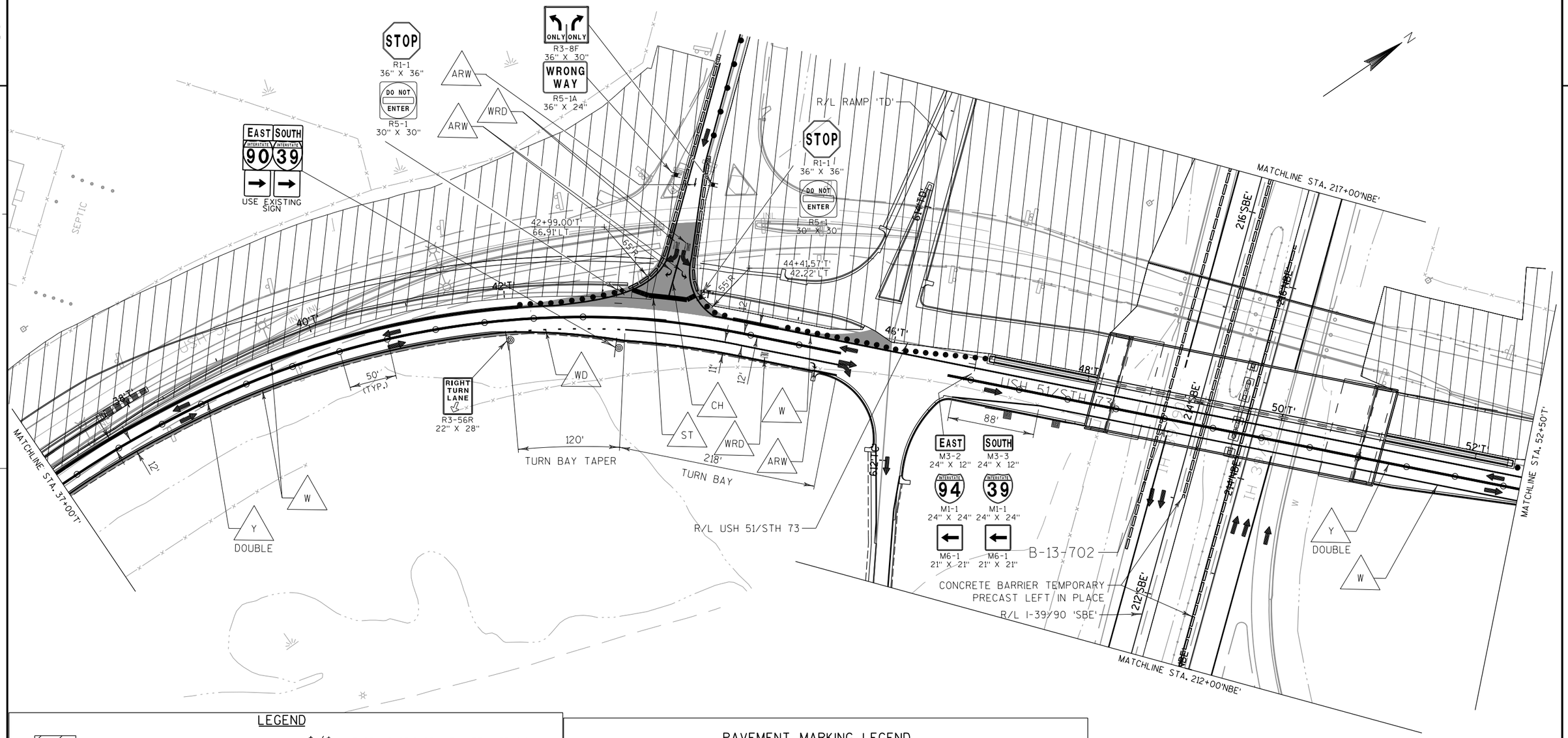
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE



2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 3	SHEET 193	E

PAVEMENT MARKING LEGEND

Y	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	12W	TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
12Y	TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)	ST	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
W	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	ARW	TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
CH	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)	WRD	TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE
WD	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)		

MATCHLINE STA. 618+00'TA'

618'TA'

616'TA'

WEST M3-4 24" X 12" | NORTH M3-4 24" X 12"

INTERSTATE 94 M1-1 24" X 24" | INTERSTATE 39 M1-1 24" X 24"

M 6-1 21" X 21" | M 6-1 21" X 21"

EAST M3-4 24" X 12" | SOUTH M3-4 24" X 12"

INTERSTATE 94 M1-1 24" X 24" | INTERSTATE 39 M1-1 24" X 24"

M 6-1 21" X 21" | M 6-1 21" X 21"

R/L RAMP 'TA'

W

Y DOUBLE

Y

CONCRETE CURB TYPE J

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

12W

CH

Y DOUBLE

STH 73

MATCHLINE STA. 52+50'T'

64'TA'

54'T'

58'T'

60'T'

62'T'

64'T'

12Y

614+19.02'TBT'
90.31'LT

56'R

150'R

613+59.17'TBT'
171.50'LT

22°
±85.89

40°
±49.59

10%
±22.39

90'R

ARW

614+01.31'TBT'
105.00'RT

250'R

ST

W

DO NOT ENTER
R5-1
30" X 30"

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

R4-7
24" X 30"

Y

3'

15'

25'(TYP.)

9'

4'

96'

114'PR'

116'PR'

118'PR'

120'PR'

122'PR'

124'PR'

126'PR'

WRONG WAY
R5-1A
36" X 24"

STOP
R1-1
36" X 36"

ONLY ONLY
R3-8F
36" X 30"

R/L PIERCE ROAD

SOUTH NORTH TO ALTERNATE INTERSTATE
51 73 106 39

USE EXISTING SIGN

611+47.13'TBT'
25.23'LT

611+26.60'TBT'
25.92'LT

613+13.94'TBT'
206.20'RT

MATCHLINE STA. 112+00'PR'

PIERCE RD.

RUINS

FOUND

SEPTIC

54+74.04'T'
1294.56'LT

56+23.20'T'
41.07'RT

1335.2'R

56+40.56'T'
38.73'RT

CURB TYPE J

3'R

1'R

1'R

1¼" BASE AGGREGATE DENSE

56+20.76'T'
60.93'RT

100'R

56+97.61'T'
119.62'RT

54+98.46 'T'
1294.56'LT

1320.2'R

66'T'

50'
TYP.

LEGEND

	WORK AREA	‡ / ‡	TYPE III BARRICADE/WITH ATTACHED SIGN
	NIGHT TIME CONSTRUCTION WORK AREA	● / ●	TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
	HMA PAVEMENT TO BE REMOVED IN A LATER STAGE		FLASHING ARROW BOARD
	DIRECTION OF TRAFFIC		SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST		SIGN ON TEMPORARY SUPPORT
	FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF	MB	PORTABLE CHANGEABLE MESSAGE BOARD
CC	CRASH CUSHION TEMPORARY	⊙	FLEXIBLE TUBULAR MARKER
	FLAGS 16" X 16" MIN ORANGE	XXXXX	SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 3	SHEET 194	E

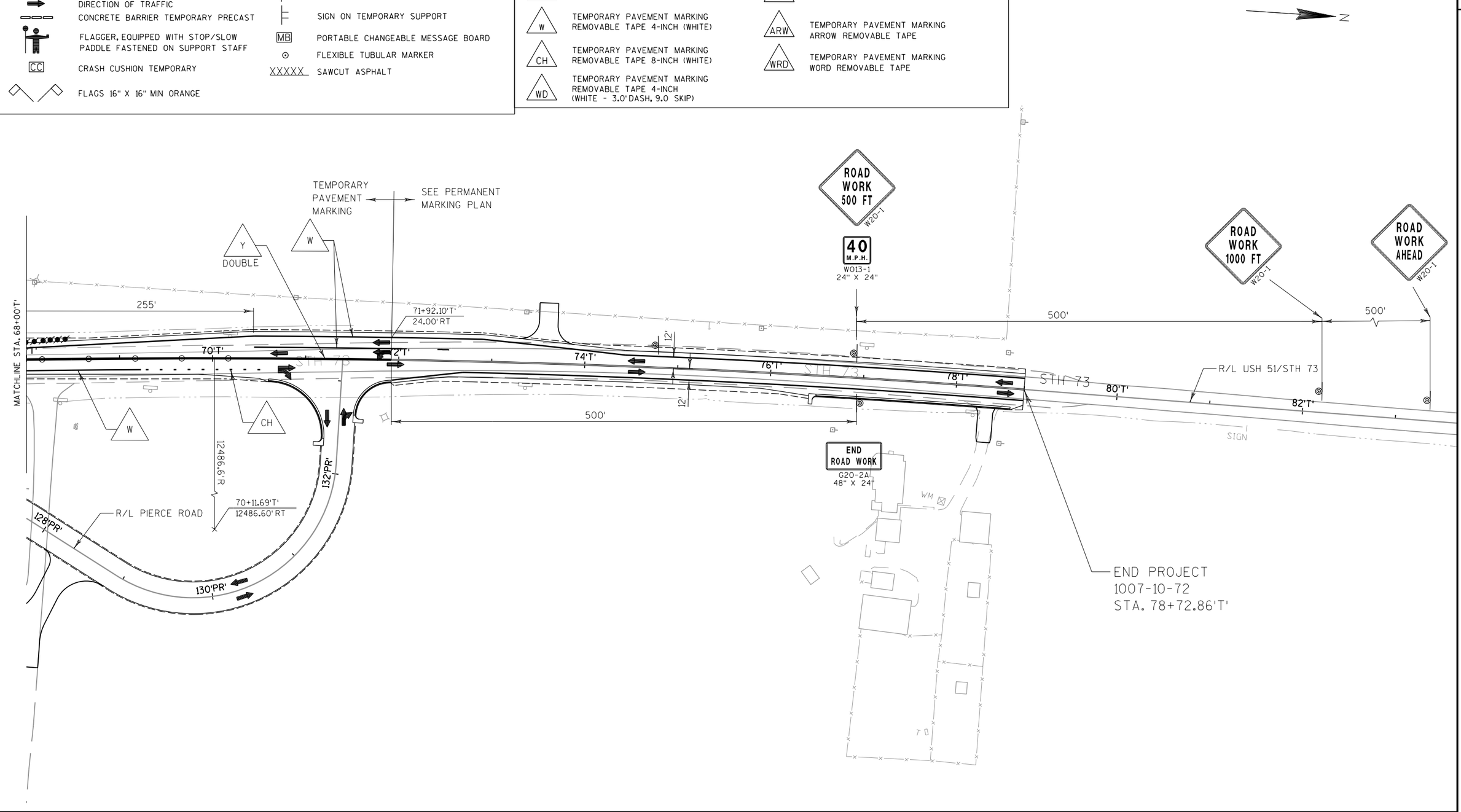
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\026312_s3.dgn
PLOT DATE : 12/16/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

LEGEND

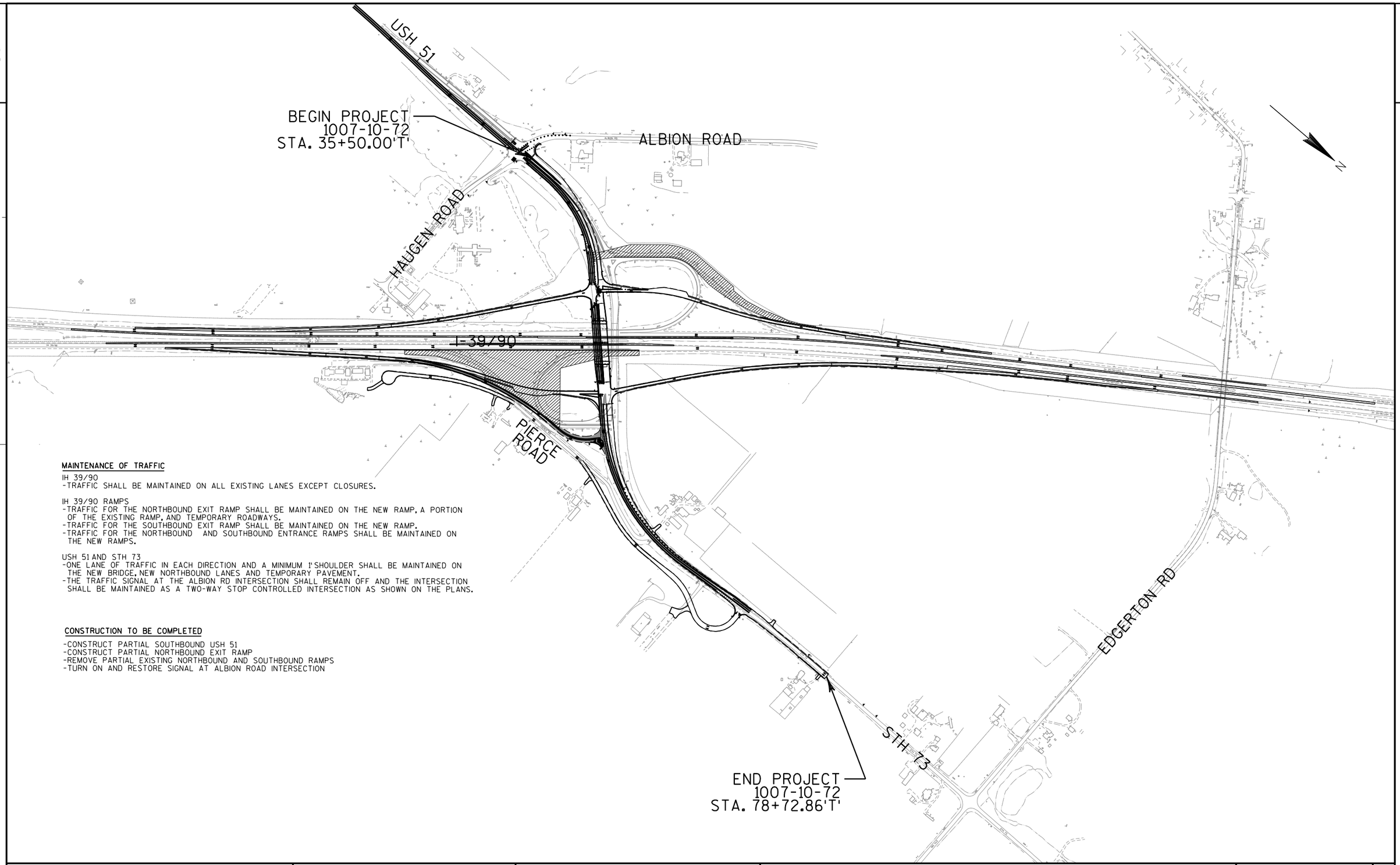
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0' DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 3	SHEET 195	E



MAINTENANCE OF TRAFFIC

IH 39/90
-TRAFFIC SHALL BE MAINTAINED ON ALL EXISTING LANES EXCEPT CLOSURES.

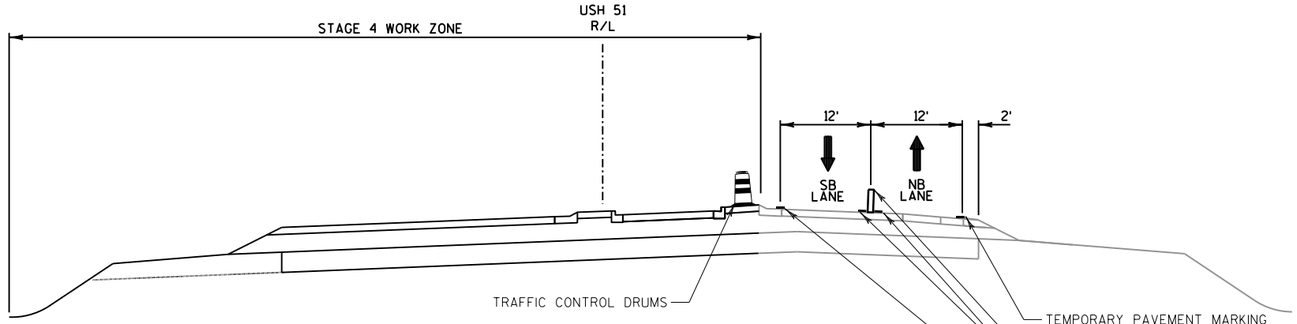
IH 39/90 RAMPS
-TRAFFIC FOR THE NORTHBOUND EXIT RAMP SHALL BE MAINTAINED ON THE NEW RAMP, A PORTION OF THE EXISTING RAMP, AND TEMPORARY ROADWAYS.
-TRAFFIC FOR THE SOUTHBOUND EXIT RAMP SHALL BE MAINTAINED ON THE NEW RAMP.
-TRAFFIC FOR THE NORTHBOUND AND SOUTHBOUND ENTRANCE RAMPS SHALL BE MAINTAINED ON THE NEW RAMPS.

USH 51 AND STH 73
-ONE LANE OF TRAFFIC IN EACH DIRECTION AND A MINIMUM 1' SHOULDER SHALL BE MAINTAINED ON THE NEW BRIDGE, NEW NORTHBOUND LANES AND TEMPORARY PAVEMENT.
-THE TRAFFIC SIGNAL AT THE ALBION RD INTERSECTION SHALL REMAIN OFF AND THE INTERSECTION SHALL BE MAINTAINED AS A TWO-WAY STOP CONTROLLED INTERSECTION AS SHOWN ON THE PLANS.

CONSTRUCTION TO BE COMPLETED

-CONSTRUCT PARTIAL SOUTHBOUND USH 51
-CONSTRUCT PARTIAL NORTHBOUND EXIT RAMP
-REMOVE PARTIAL EXISTING NORTHBOUND AND SOUTHBOUND RAMPS
-TURN ON AND RESTORE SIGNAL AT ALBION ROAD INTERSECTION

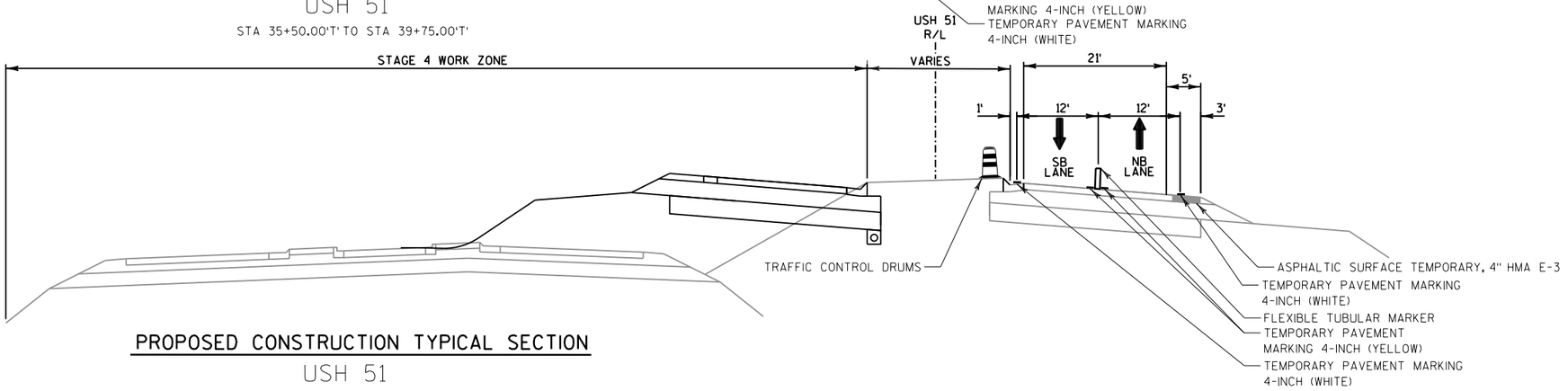
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - USH51/STH 73 STAGE 4	SHEET 196	E



PROPOSED CONSTRUCTION TYPICAL SECTION

USH 51

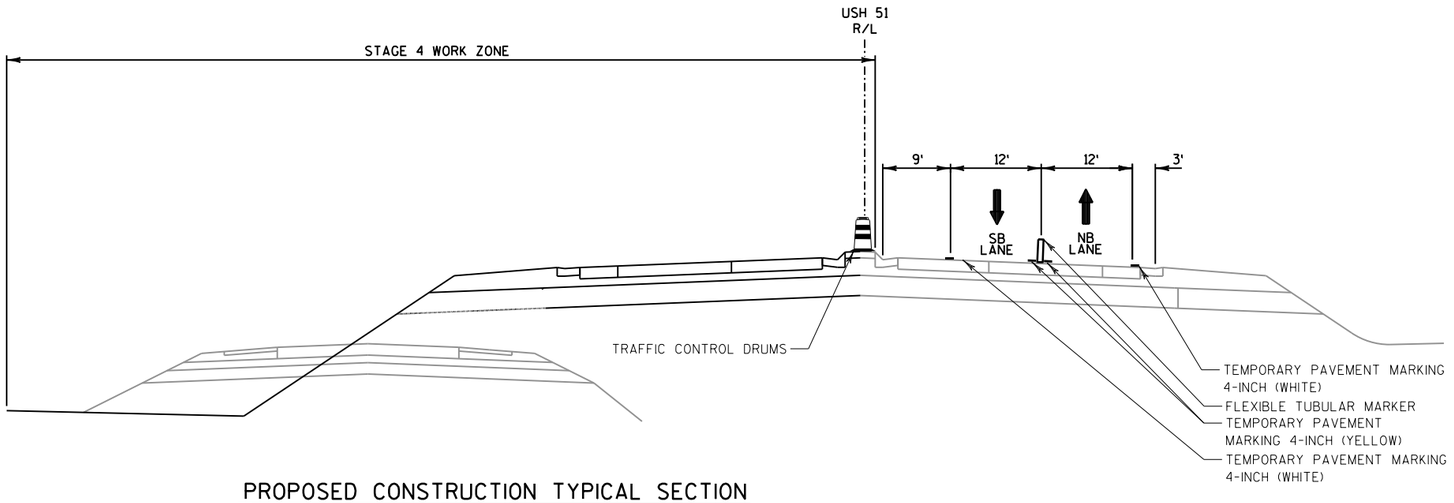
STA 35+50.00'T' TO STA 39+75.00'T'



PROPOSED CONSTRUCTION TYPICAL SECTION

USH 51

STA 39+75.00'T' TO STA 48+00.00'T'



PROPOSED CONSTRUCTION TYPICAL SECTION

USH 51

STA 48+00.00'T' TO STA 54+00.00'T'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTION STAGE 4	SHEET 197	E

2

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

ROAD
WORK
AHEAD
W20-1

I-39/90 SB

IH 39/90

I-39/90 NB

IH 39/90

SIGN

R/L I-39/90 'SBE'

R/L RAMP 'TCI'

R/L I-39/90 'NBE'

170'SBE' 172'SBE' 174'SBE' 176'SBE' 178'SBE' 180'SBE' 182'SBE' 582'TCI' 184'SBE'

172'NBE' 174'NBE' 176'NBE' 178'NBE' 180'NBE' 182'NBE' 184'NBE'

12'

MATCHLINE STA. 185+00'NBE'

LEGEND

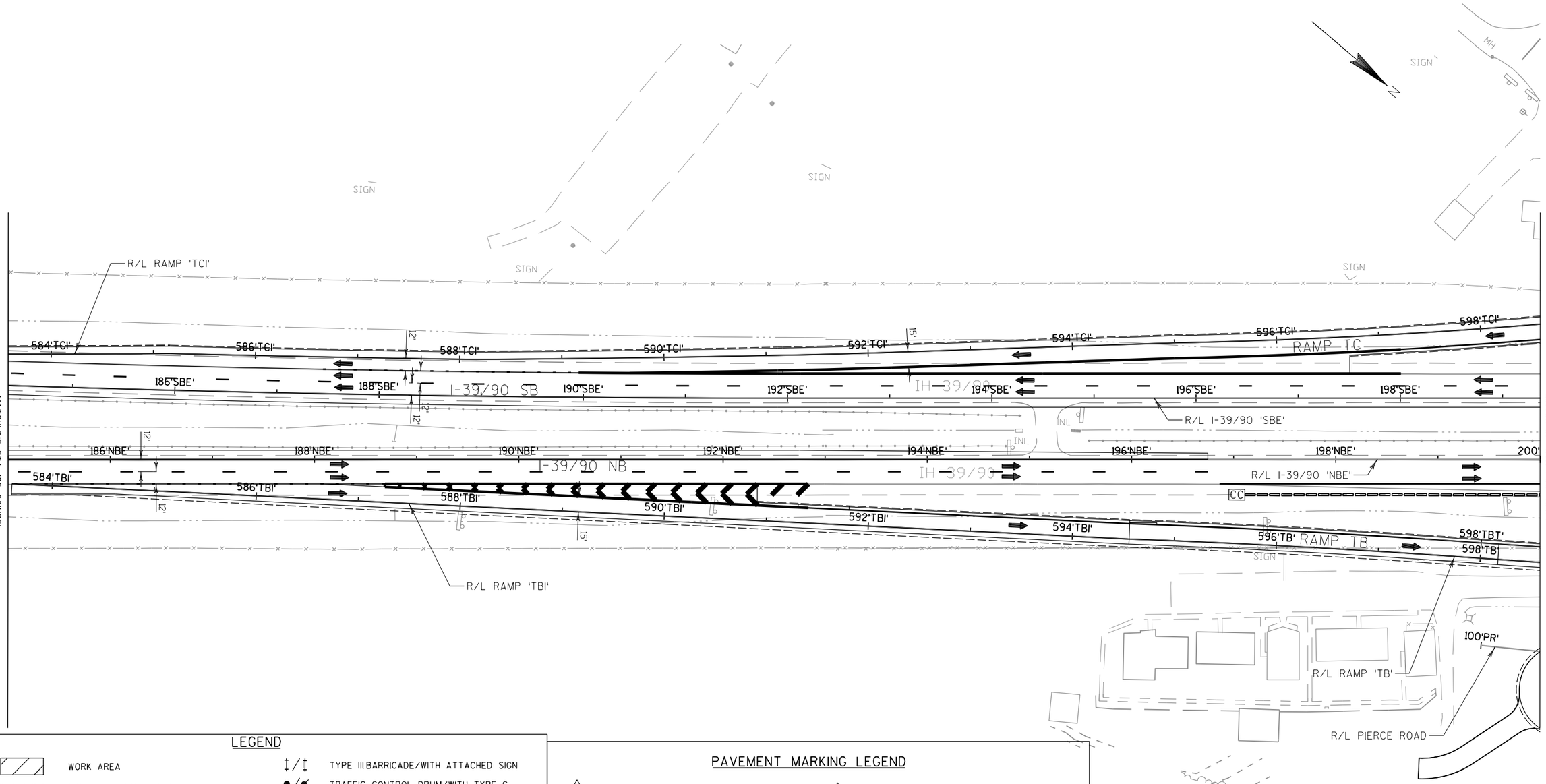
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 4	SHEET 198	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 4	SHEET 199	E

2

GOEDE ROAD RD.

SOLAR PANELS

SIGN

RAMP TC

600'TC' 602'TC' 604'TC' 606'TC' 608'TC' 610'TC'

R/L RAMP 'TC'

R/L I-39/90 'SBE'

200'SBE' 202'SBE' 204'SBE' 206'SBE' I-39/90 SB 208'SBE' 210'SBE'

MATCHLINE STA. 200+00'NBE'

NBE' 202'NBE' 204'NBE' 206'NBE' CC 208'NBE' 210'NBE' 212'

I-39/90 NB

R/L I-39/90 'NBE'

MATCHLINE STA. 212+00'NBE'

SEE PERMANENT MARKING PLAN

TEMPORARY PAVEMENT MARKING

CONCRETE BARRIER TEMPORARY PRECAST TO REMAIN

600'TBT' 600'TB' 602'TBT' 602'TB' 604'TB' 606'TB' 606'TBT' 608'TB' 610'TB' 608'TBT' 610'TBT'

RAMP TB

PIERCE RD

SIGN

R/L RAMP 'TB'

102'PR' PIERCE ROAD 104'PR' 106'PR' 108'PR' 110'PR'

R/L PIERCE ROAD

POST

FOUND

MATCHLINE STA. 112+00'PR'

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

Y	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
12Y	TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
W	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
CH	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
WD	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 12.5'DASH, 37.5 SKIP)
12W	TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
ST	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
ARW	TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
WRD	TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 4	SHEET 200	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\026405_s4.dgn PLOT DATE : 12/16/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0' DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

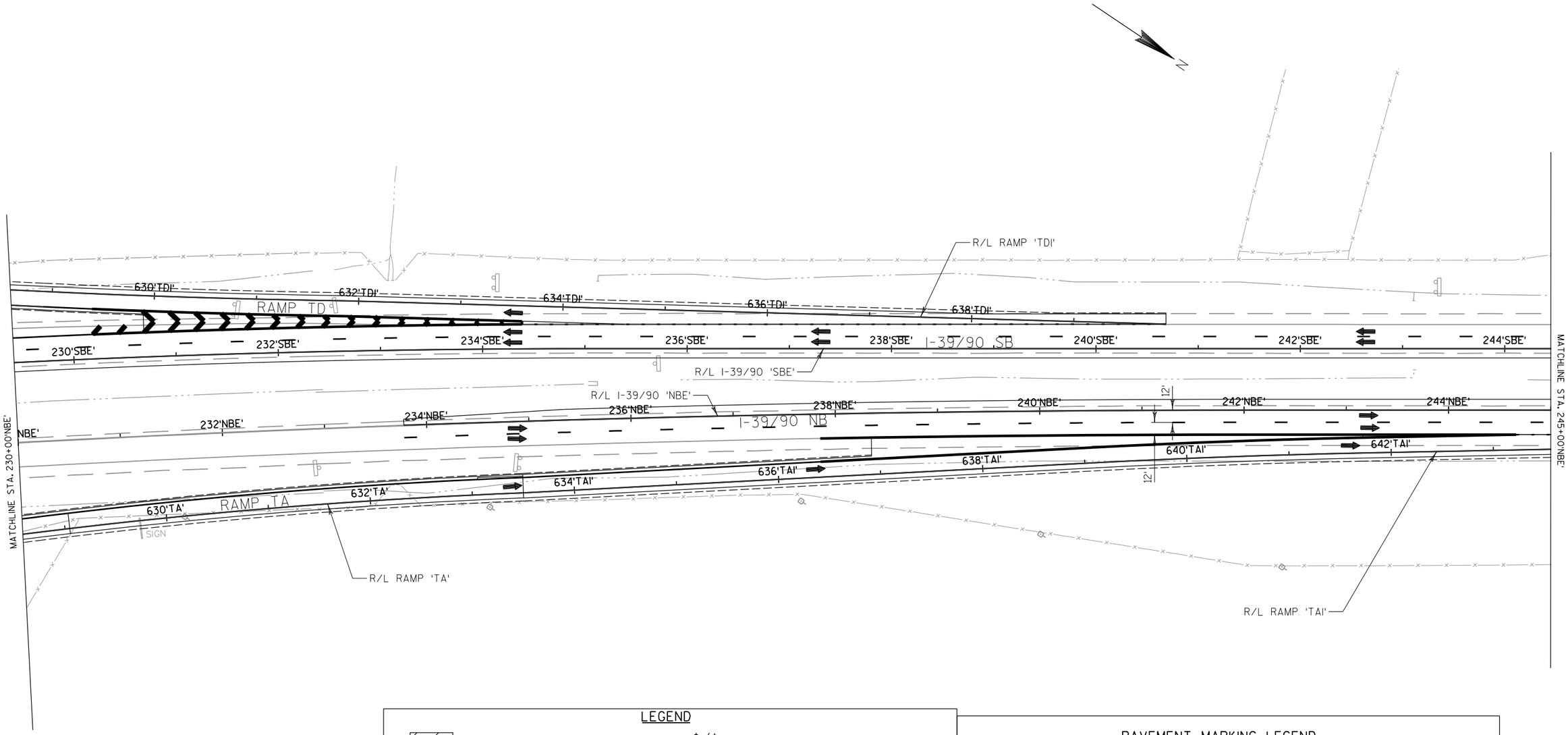
N

MH

616'TD'
618'TD'
620'TD'
622'TD'
624'TD'
626'TD'
628'TD'
620'TDT'
622'TDT'
624'TDT'
626'TDT'
628'TDT'
RAMP TD
R/L RAMP 'TD'
R/L I-39/90 'SBE'
218'SBE'
220'SBE'
I-39/90 SB
222'SBE'
224'SBE'
226'SBE'
228'SBE'
CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
218'NBE'
220'NBE'
222'NBE'
224'NBE'
226'NBE'
228'NBE'
I-39/90 NB
R/L I-39/90 'NBE'
MATCHLINE STA. 217+00'NBE'
MATCHLINE STA. 230+00'NBE'
MATCHLINE STA. 618+00'TA'
620'TA'
622'TA'
624'TA'
626'TA'
628'TA'
RAMP TA
R/L RAMP 'TA'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 4	SHEET 201	E

2



LEGEND

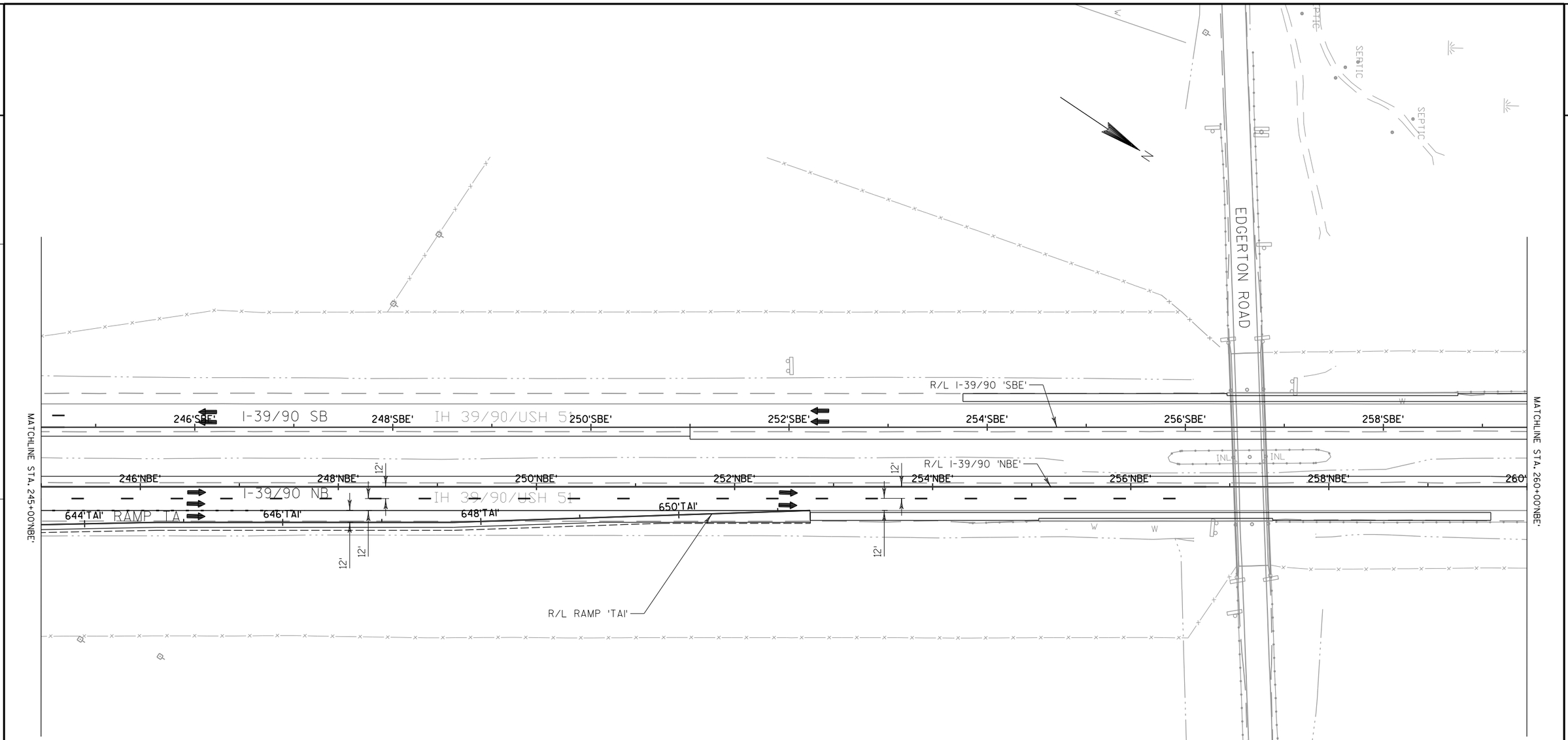
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 4	SHEET 202	E

2



LEGEND

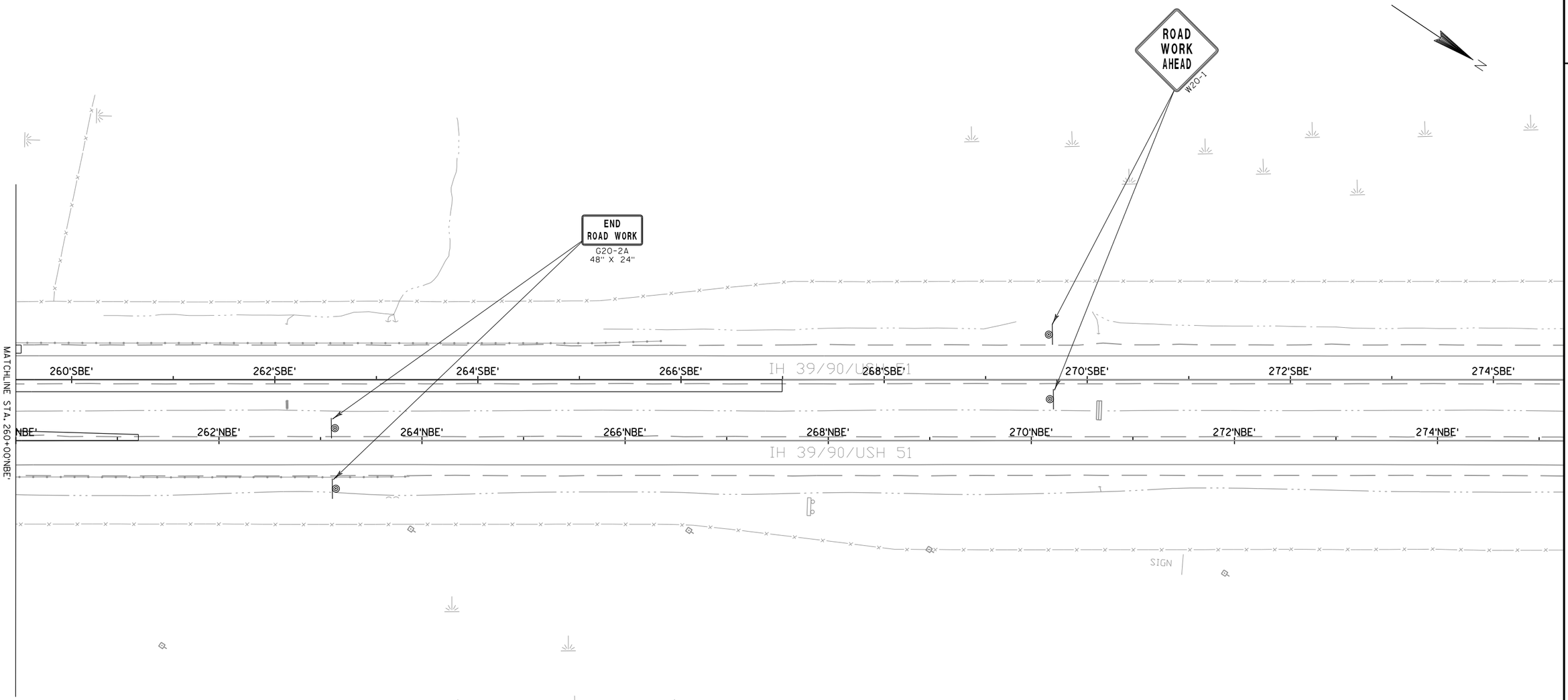
- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 4	SHEET 203	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0' DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

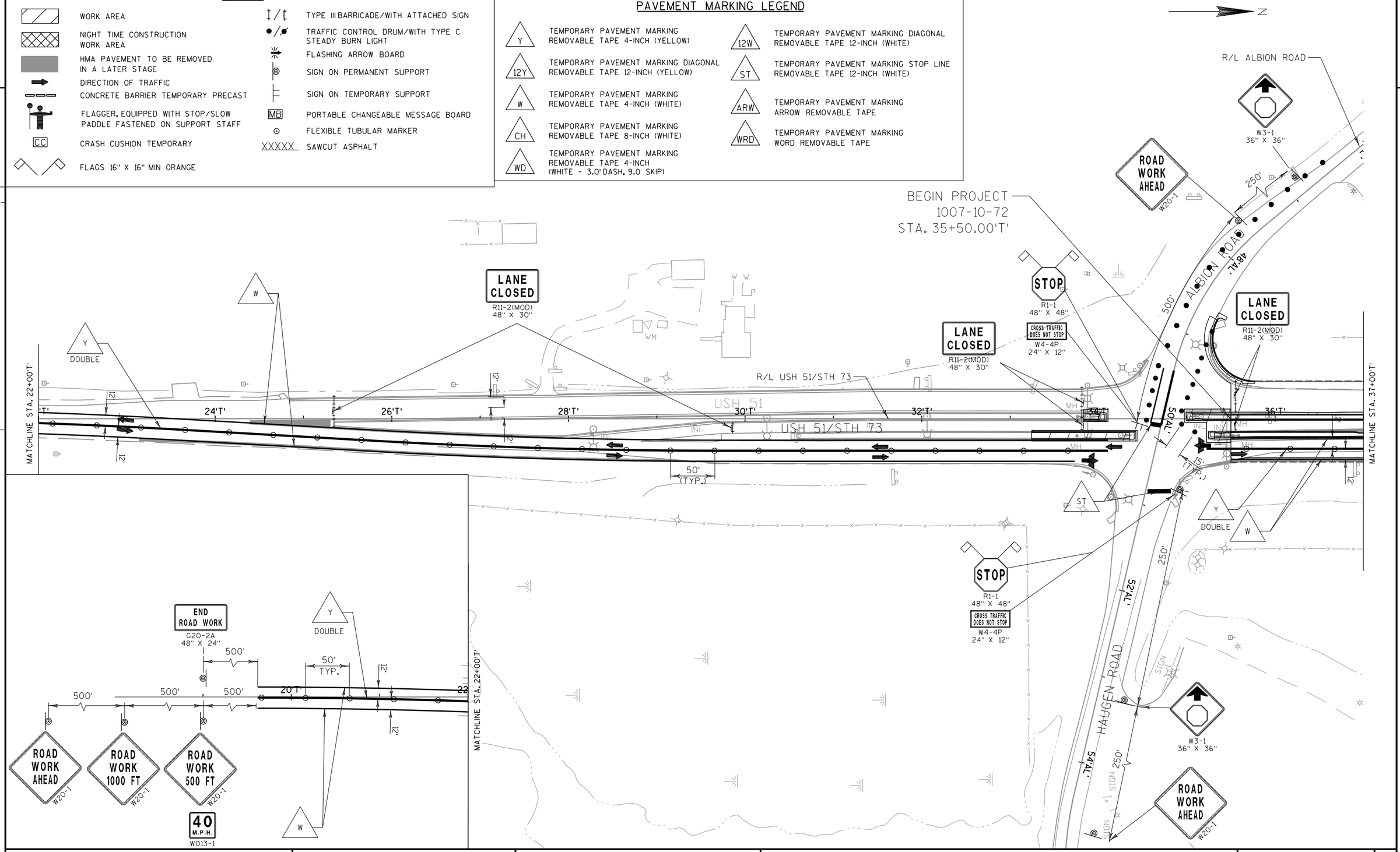
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 4	SHEET 204	E

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

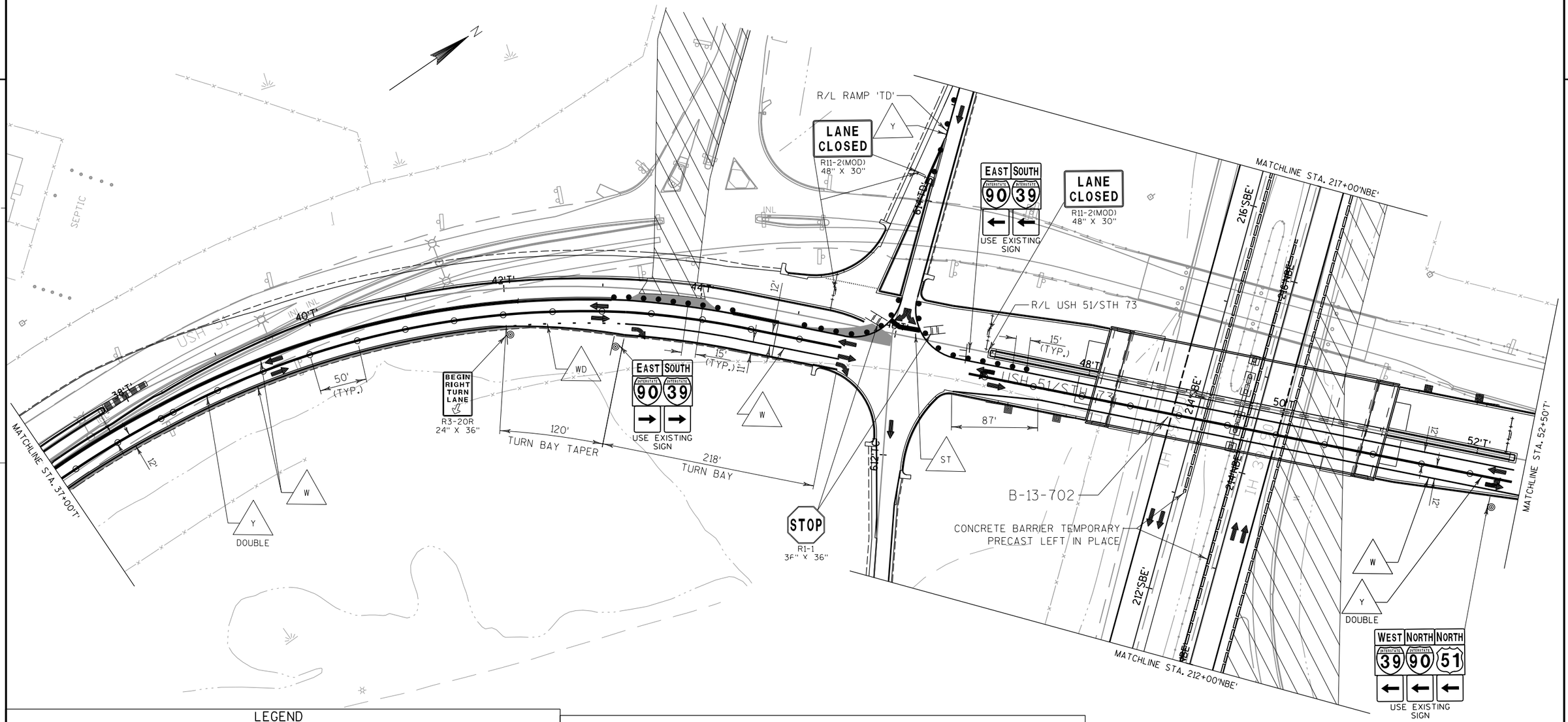
PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 4	SHEET 205 E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 4	SHEET 206	E

2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

MATCHLINE STA. 618+00'TA'

618'

616'TA'

R/L RAMP 'TA'

NORTH | WEST | NORTH
39 | 90 | 51
USE EXISTING SIGN

644'TA'

MATCHLINE STA. 52+50'TB'

USH 51/STH 73

54'T'

STH 73

DOUBLE

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

12W

12Y

ARW

Y

R/L RAMP 'TB'

WRONG WAY
R5-1A
36" X 24"

STOP
R1-1
30" X 30"

DO NOT ENTER
R5-1
30" X 30"

ST

W

15'

114'PR'

MATCHLINE STA. 112+00'PR'

SOUTH | NORTH | TO | ALTERNATE
51 | 73 | 106 | 39 (INTERSTATE)
USE EXISTING SIGN

PIERCE RD.

WEST | NORTH | NORTH
M3-4 24" X 12" | M3-1 24" X 12" | M3-1 24" X 12"
94 | 39 | 51
M1-1 24" X 24" | M1-1 24" X 24" | M1-4 24" X 24"
M5-1R 21" X 21" | M5-1R 21" X 21" | M5-1R 21" X 21"

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

58'T'

60'T'

12'

R/L STH 73

DOUBLE

Y

EAST | SOUTH | SOUTH
M3-2 24" X 12" | M3-3 24" X 12" | M3-3 24" X 12"
94 | 39 | 51
M1-1 24" X 24" | M1-1 24" X 24" | M1-4 24" X 24"
M6-1 21" X 21" | M6-1 21" X 21" | M6-1 21" X 21"

N

MATCHLINE STA. 68+00'T'

66'T'

64'T'

62'T'

50' TYP.

126'PR'

124'PR'

122'PR'

120'PR'

118'PR'

116'PR'

R/L PIERCE ROAD

SEPTIC

RUINS

FOUND

PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0' DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 4	SHEET 207	E

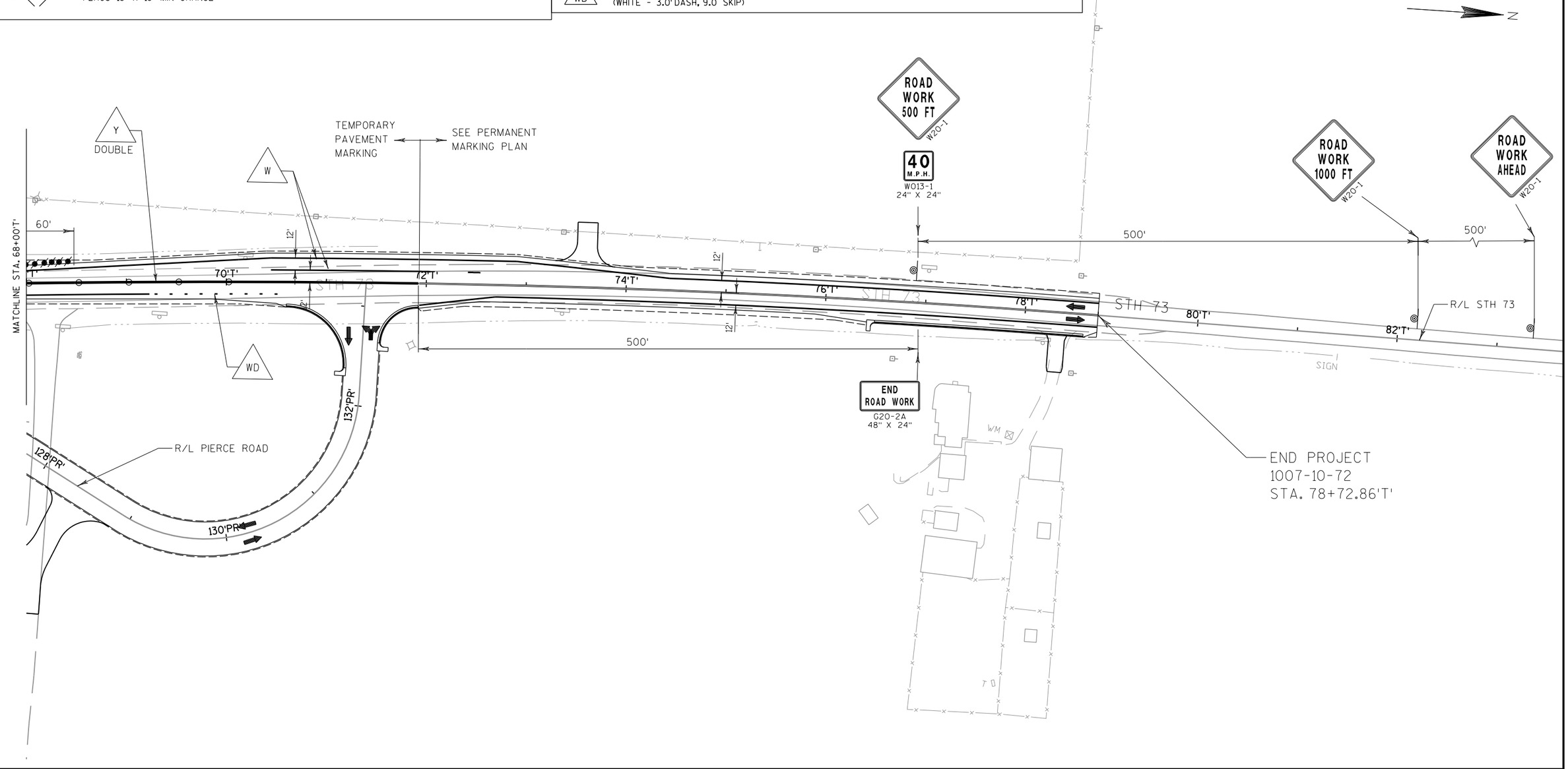
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\026412_s4.dgn
PLOT DATE : 12/16/2014
PLOT BY : hxt
PLOT NAME :
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

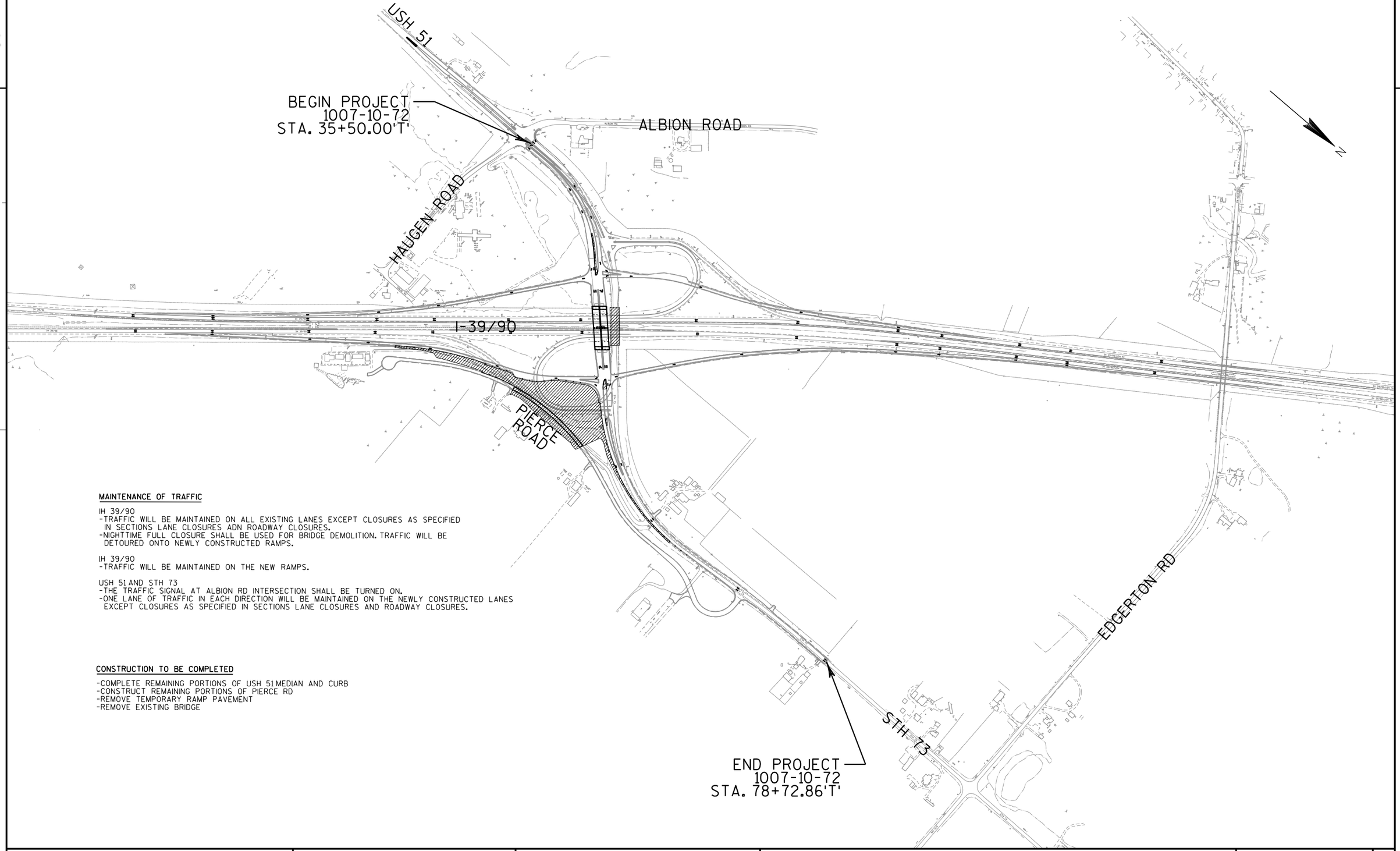
PAVEMENT MARKING LEGEND

- Y — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- 12Y — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (YELLOW)
- W — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- CH — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- WD — TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE - 3.0'DASH, 9.0 SKIP)
- 12W — TEMPORARY PAVEMENT MARKING DIAGONAL REMOVABLE TAPE 12-INCH (WHITE)
- ST — TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH (WHITE)
- ARW — TEMPORARY PAVEMENT MARKING ARROW REMOVABLE TAPE
- WRD — TEMPORARY PAVEMENT MARKING WORD REMOVABLE TAPE



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 4	SHEET 208	E

2



MAINTENANCE OF TRAFFIC

IH 39/90
-TRAFFIC WILL BE MAINTAINED ON ALL EXISTING LANES EXCEPT CLOSURES AS SPECIFIED IN SECTIONS LANE CLOSURES ADN ROADWAY CLOSURES.
-NIGHTTIME FULL CLOSURE SHALL BE USED FOR BRIDGE DEMOLITION. TRAFFIC WILL BE DETOURED ONTO NEWLY CONSTRUCTED RAMPS.

IH 39/90
-TRAFFIC WILL BE MAINTAINED ON THE NEW RAMPS.

USH 51 AND STH 73
-THE TRAFFIC SIGNAL AT ALBION RD INTERSECTION SHALL BE TURNED ON.
-ONE LANE OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED ON THE NEWLY CONSTRUCTED LANES EXCEPT CLOSURES AS SPECIFIED IN SECTIONS LANE CLOSURES AND ROADWAY CLOSURES.

CONSTRUCTION TO BE COMPLETED

-COMPLETE REMAINING PORTIONS OF USH 51 MEDIAN AND CURB
-CONSTRUCT REMAINING PORTIONS OF PIERCE RD
-REMOVE TEMPORARY RAMP PAVEMENT
-REMOVE EXISTING BRIDGE

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL OVERVIEW - USH 51/STH73 STAGE 5	SHEET 209	E

2

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

N

SIGN

R/L I-39/90 'SBE'

R/L RAMP 'TCI'

170'SBE' 172'SBE' I-39/90 SB 174'SBE' IH 39/90 176'SBE' 178'SBE' 180'SBE' 182'SBE' 582'TCI' 184'SBE'

172'NBE' 174'NBE' 176'NBE' 178'NBE' 180'NBE' 182'NBE' 184'NBE'

I-39/90 NB IH 39/90

R/L I-39/90 'NBE'

MATCHLINE STA. 185+00'NBE'

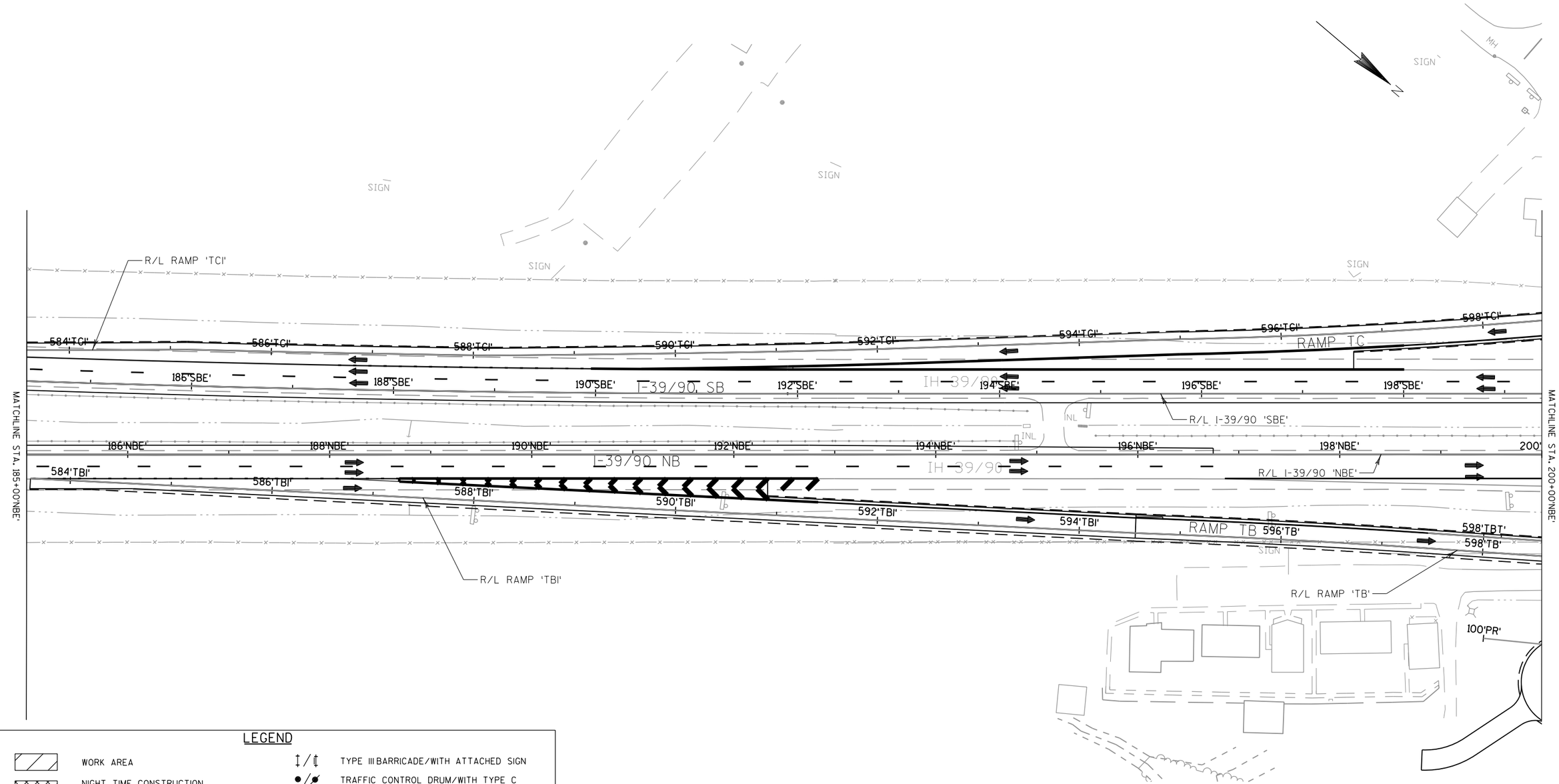
ROAD WORK AHEAD
W20-1

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 5	SHEET 210	E

2

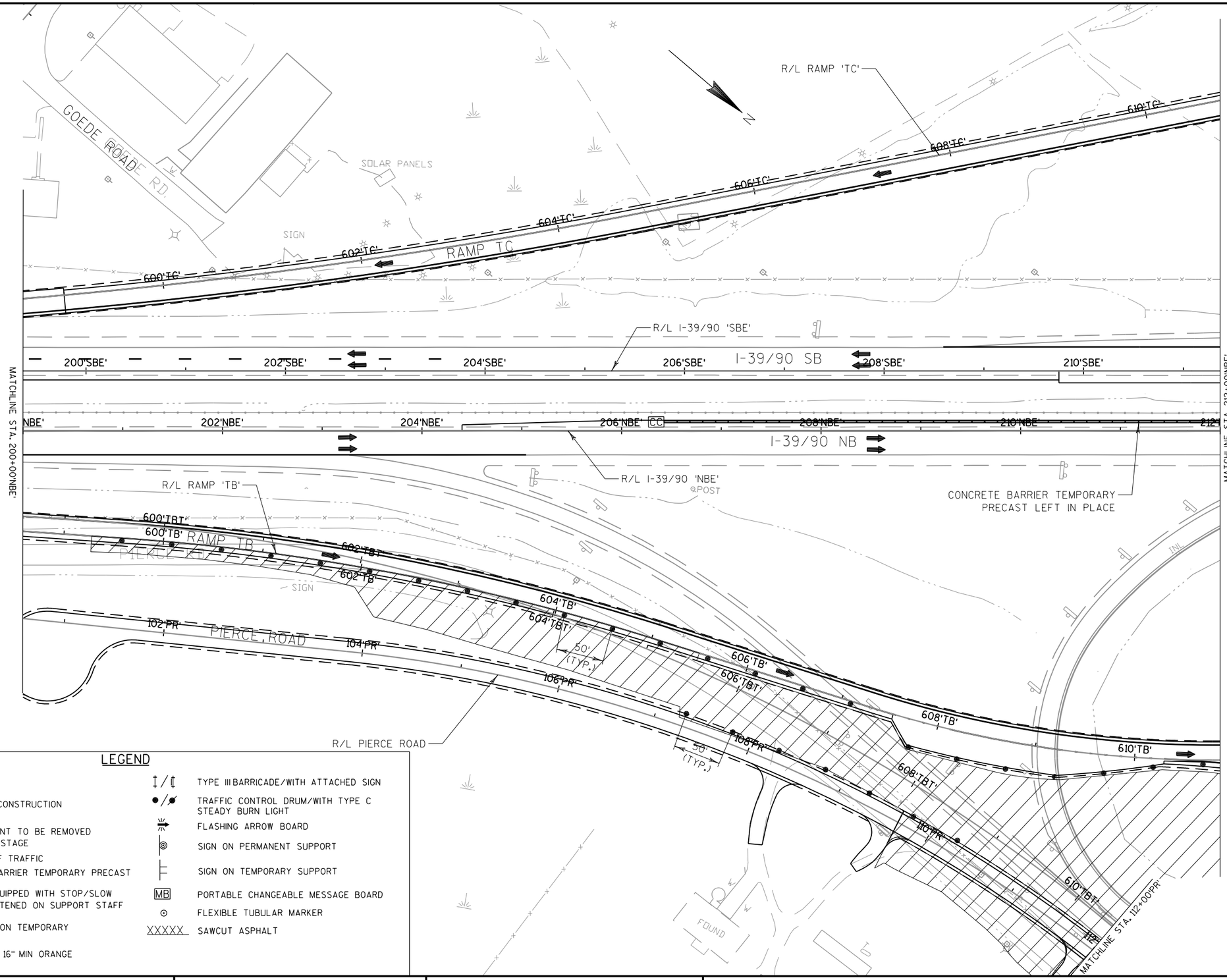


LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 5	SHEET 211	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 5	SHEET 212	E

2

2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

N

MH

INL

W

616'TD'
618'TD'
620'TD'
622'TD'
624'TD'
626'TD'
628'TD'

620'TDT'
622'TDT'
624'TDT'
626'TDT'
628'TDT'

RAMP TD

R/L RAMP 'TD'

R/L I-39/90 'SBE'

218'SBE'
220'SBE'
222'SBE'
224'SBE'
226'SBE'
228'SBE'

I-39/90 SB

CONCRETE BARRIER
TEMPORARY PRECAST
LEFT IN PLACE

218'NBE'
220'NBE'
222'NBE'
224'NBE'
226'NBE'
228'NBE'
230'

I-39/90 NB

R/L I-39/90 'NBE'

MATCHLINE STA. 217+00'NBE'

MATCHLINE STA. 230+00'NBE'

MATCHLINE STA. 618+00'TA'

620'TA'
622'TA'
624'TA'
626'TA'
628'TA'

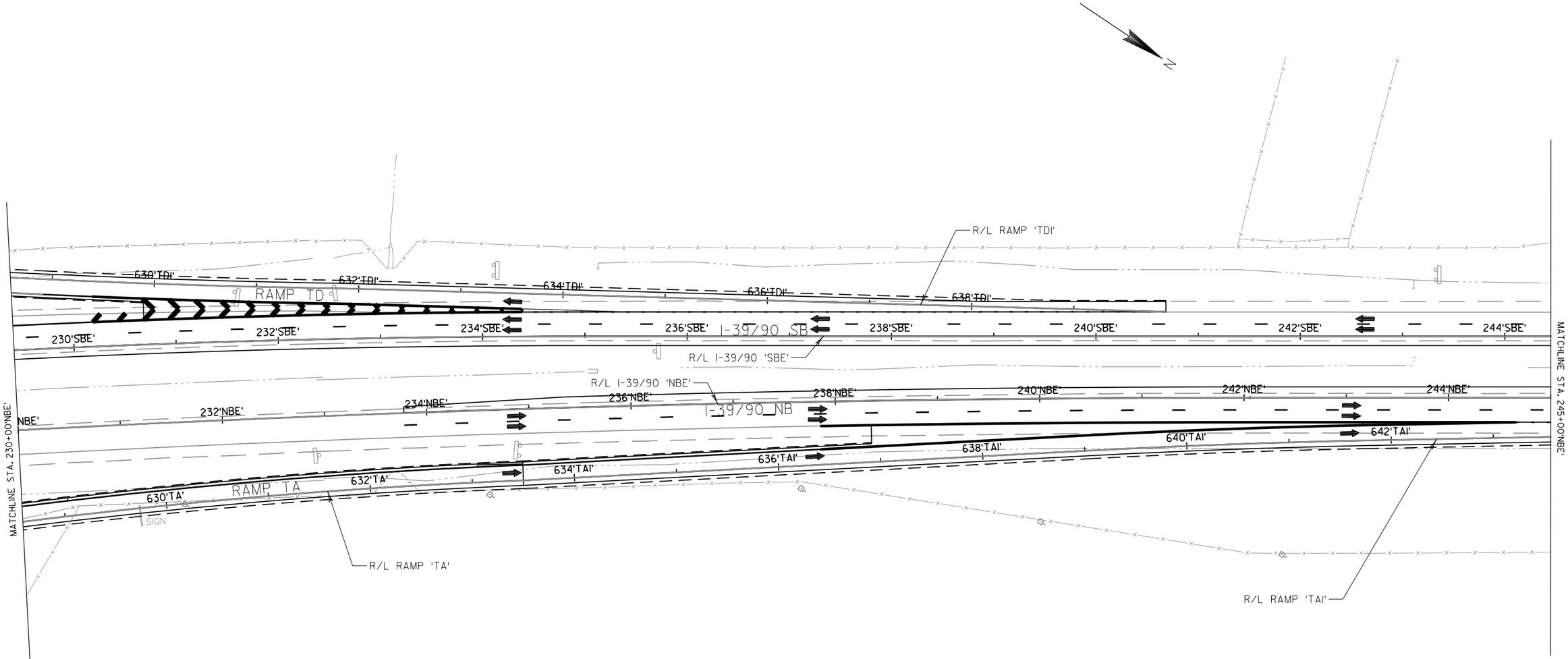
RAMP TA

R/L RAMP 'TA'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 5	SHEET 213	E

2

2

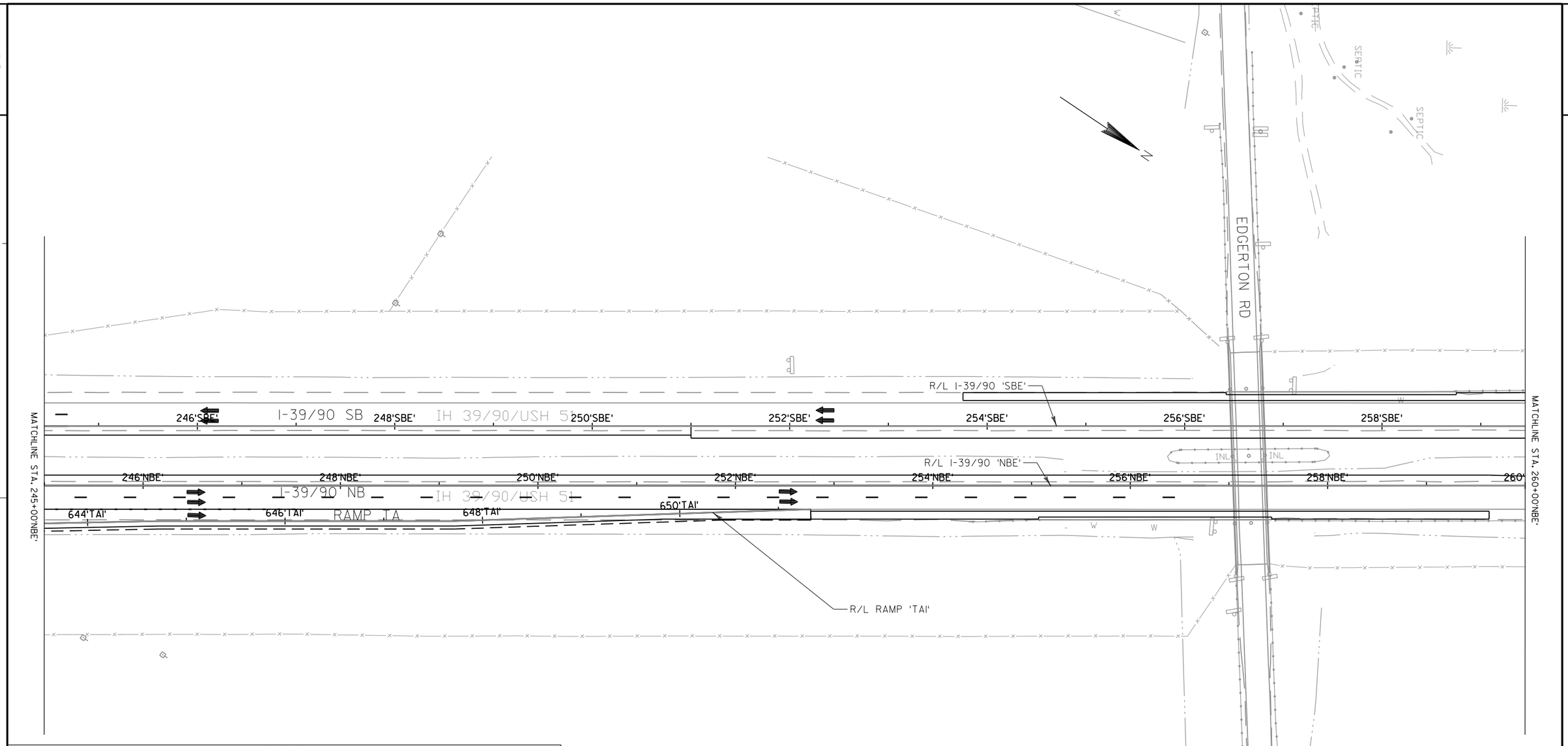


LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 5	SHEET 214	E

2

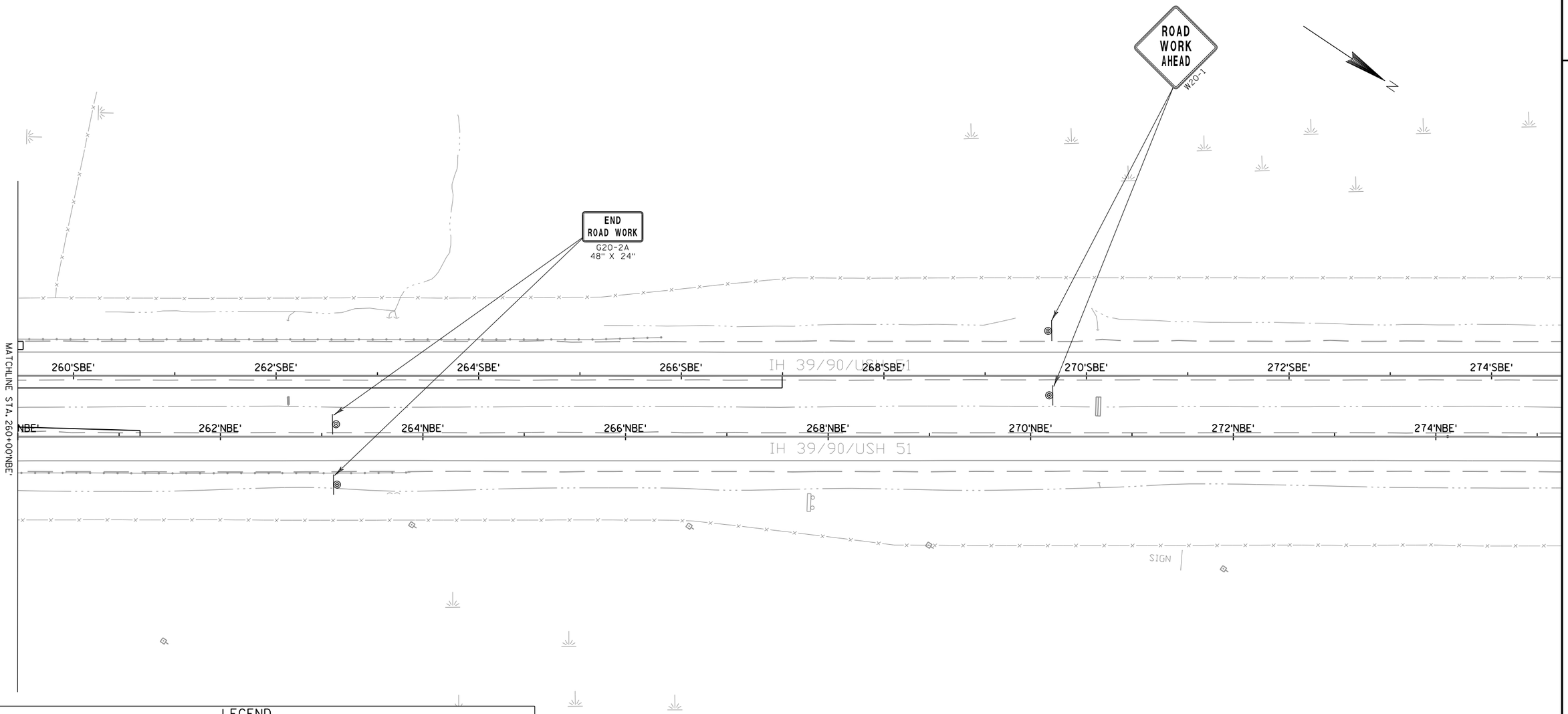


LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 5	SHEET 215	E

2



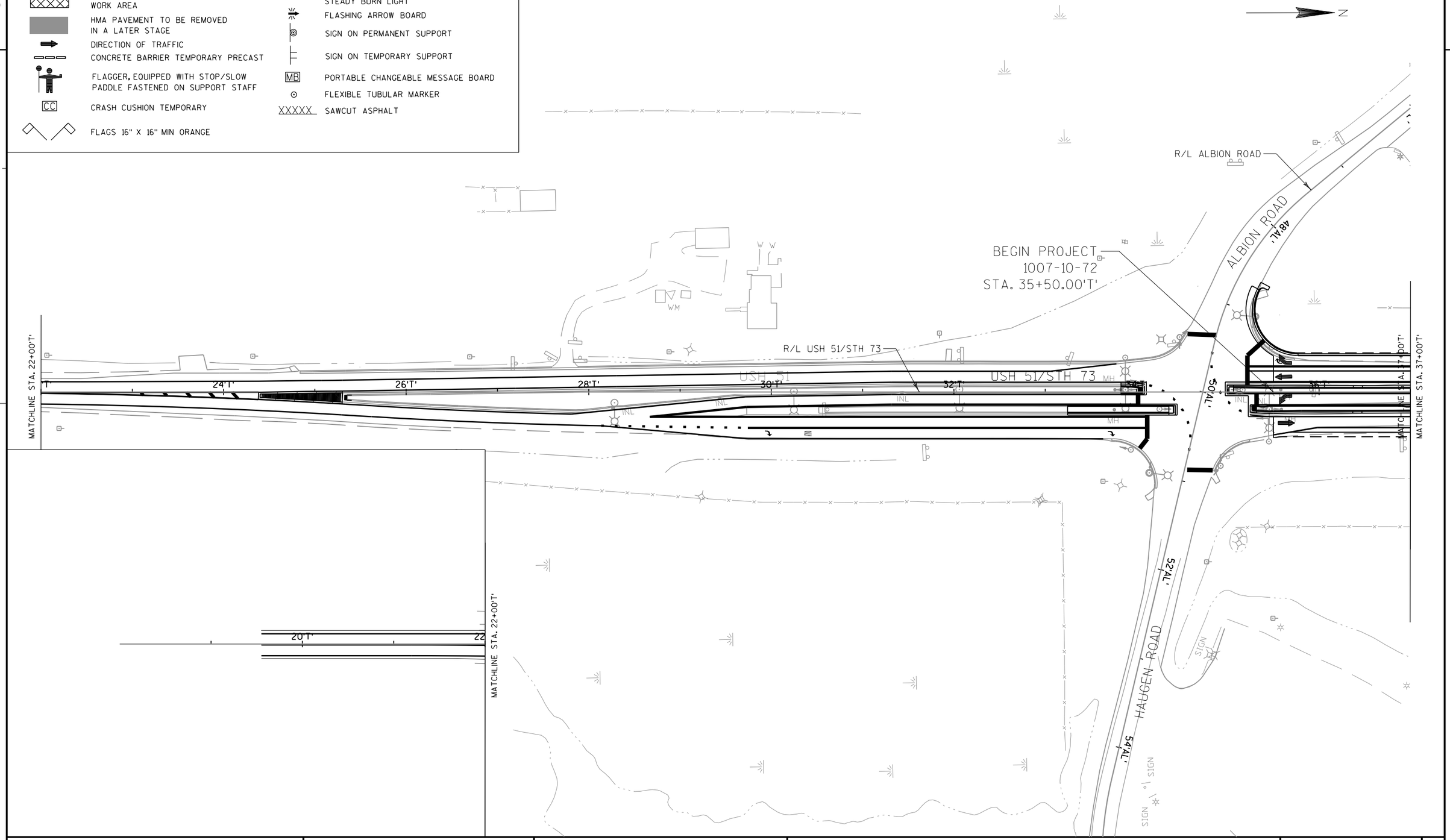
LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - I-39/90 STAGE 5	SHEET 216	E

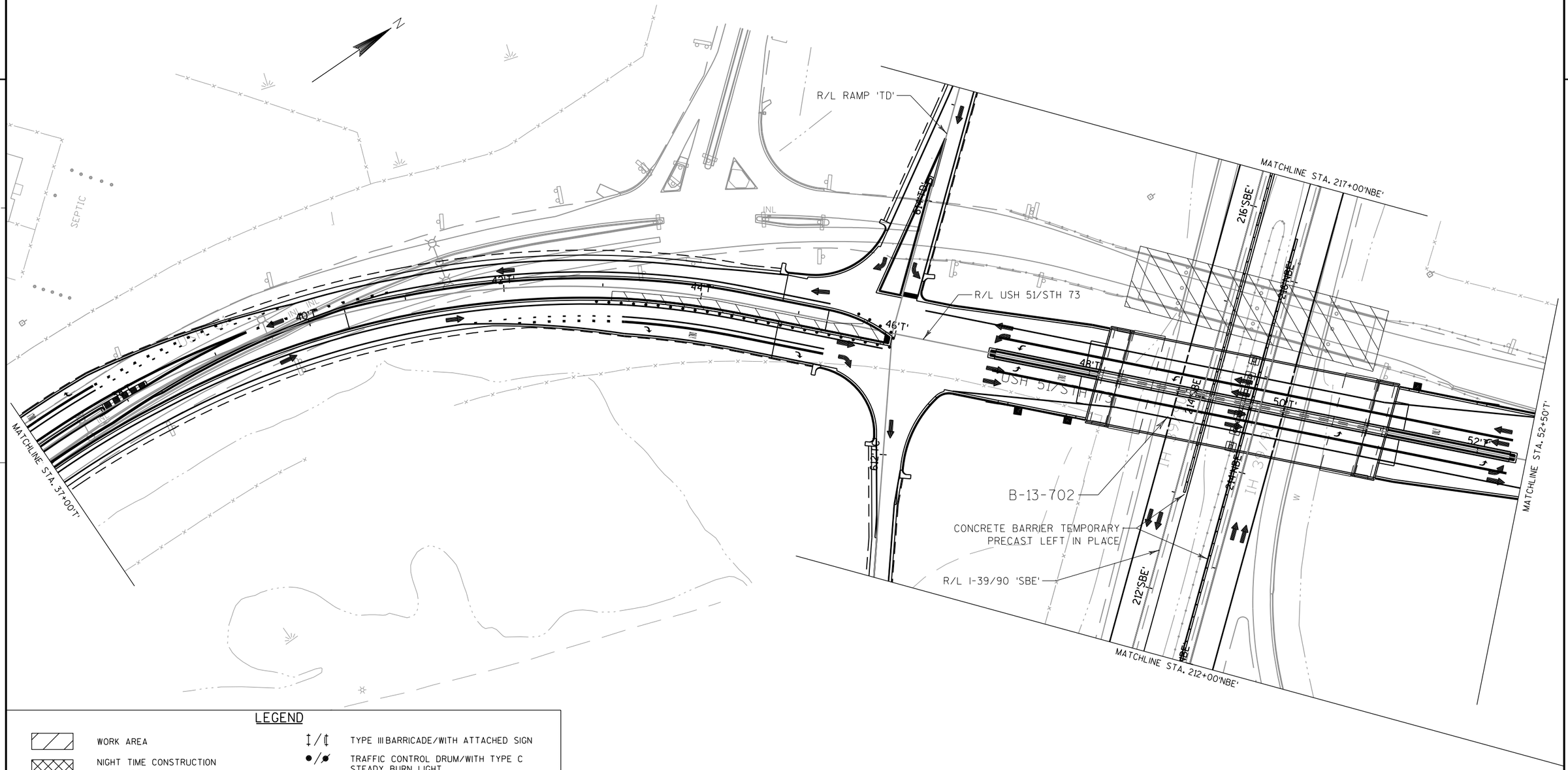
LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 5	SHEET 217	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 5	SHEET 218	E

2

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

MATCHLINE STA. 618+00'TA'

618'

616'TA'

R/L RAMP 'TA'

MATCHLINE STA. 52+50'T'

64'TA'

STH 73

25' (TYP.)

USH 51/STH 73

54'T'

58'T'

58'T'

60'T'

62'T'

64'T'

66'T'

R/L USH 51/STH 73

MATCHLINE STA. 68+00'T'

126'PR'

124'PR'

122'PR'

120'PR'

118'PR'

116'PR'

R/L RAMP TB

614'TB'

612'TB'

114'PR'

R/L PIERCE ROAD

MATCHLINE STA. 112+00'PR'

PIERCE RD

SEPTIC

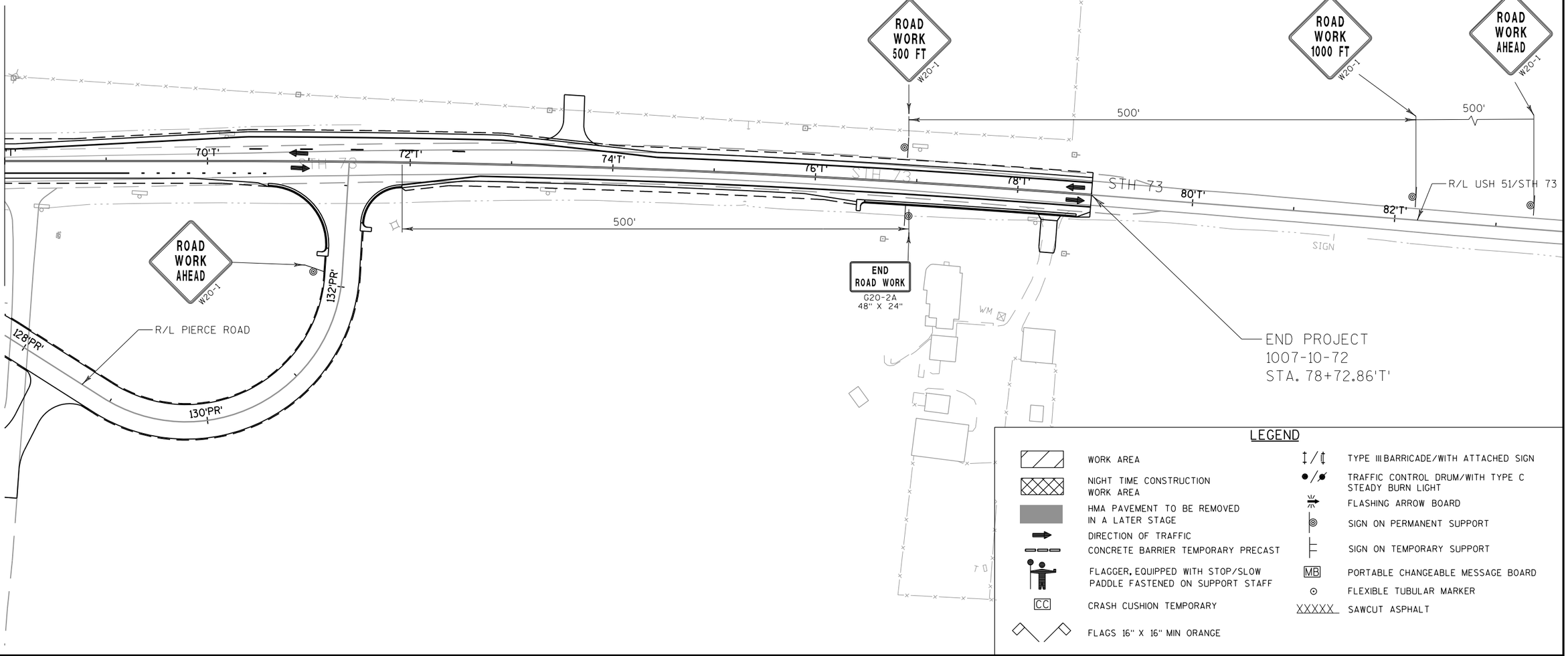
RUINS

FOUND

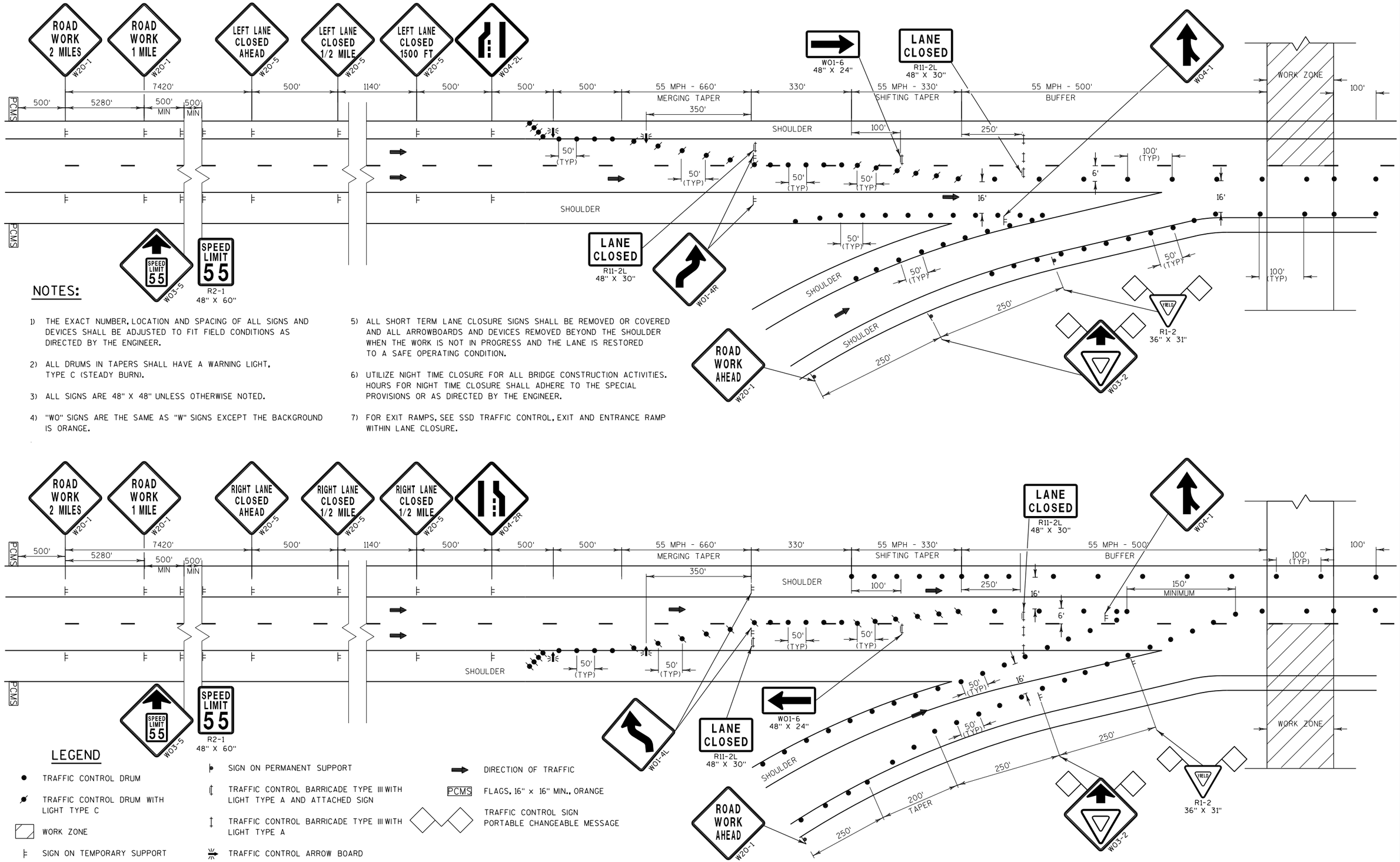
N

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 5	SHEET 219	E

2



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL - USH 51/STH 73 STAGE 5	SHEET 220	E



NOTES:

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

2) ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN).

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

4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

5) ALL SHORT TERM LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROWBOARDS AND DEVICES REMOVED BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

6) UTILIZE NIGHT TIME CLOSURE FOR ALL BRIDGE CONSTRUCTION ACTIVITIES. HOURS FOR NIGHT TIME CLOSURE SHALL ADHERE TO THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

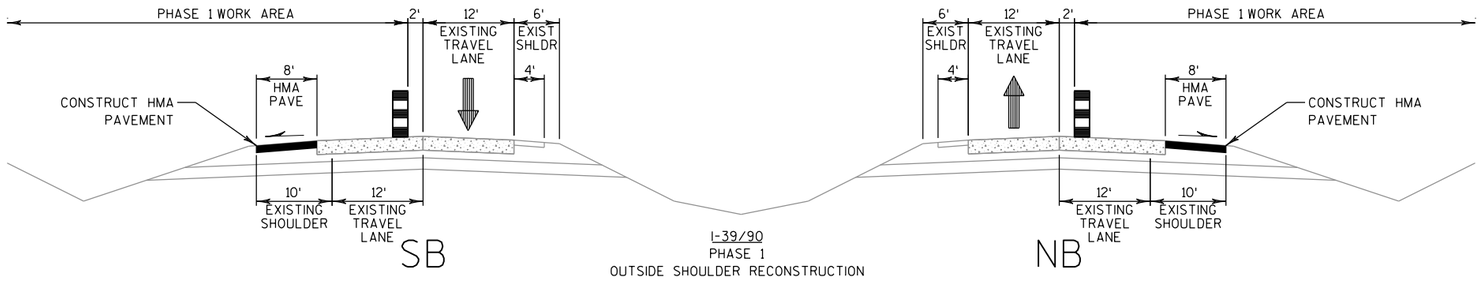
7) FOR EXIT RAMPS, SEE SSD TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE.

LEGEND

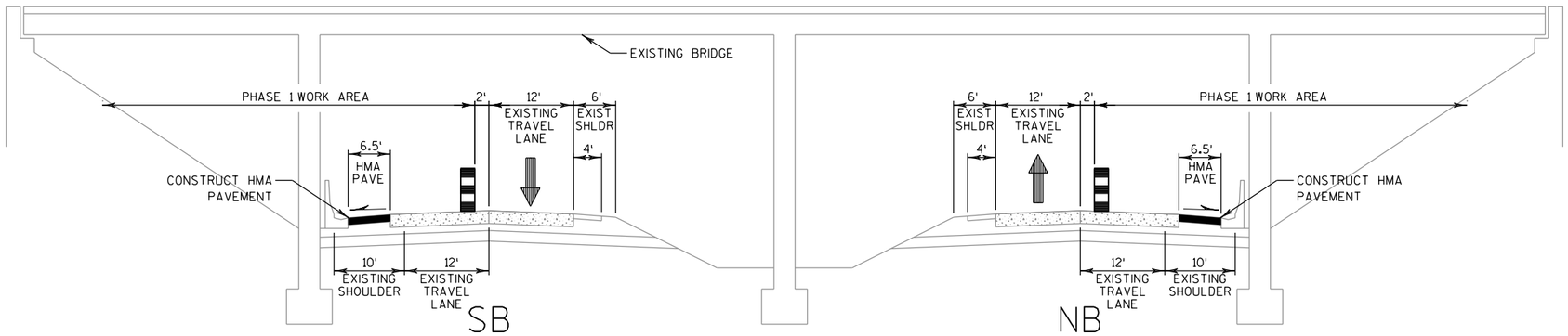
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHT TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHT TYPE A
- TRAFFIC CONTROL ARROW BOARD
- DIRECTION OF TRAFFIC
- PCMS FLAGS, 16" x 16" MIN., ORANGE
- TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE

PROJECT NO: 1007-10-72	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL CONSTRUCTION DETAILS	SHEET 221	E

PHASE 1:
-REQUIRES NIGHT-TIME OUTSIDE LANE CLOSURES
(SEE CONSTRUCTION DETAIL: TYPICAL SINGLE LANE NIGHT TIME CLOSURE)
-TRAFFIC ON EXISTING CONFIGURATION DURING DAY-TIME



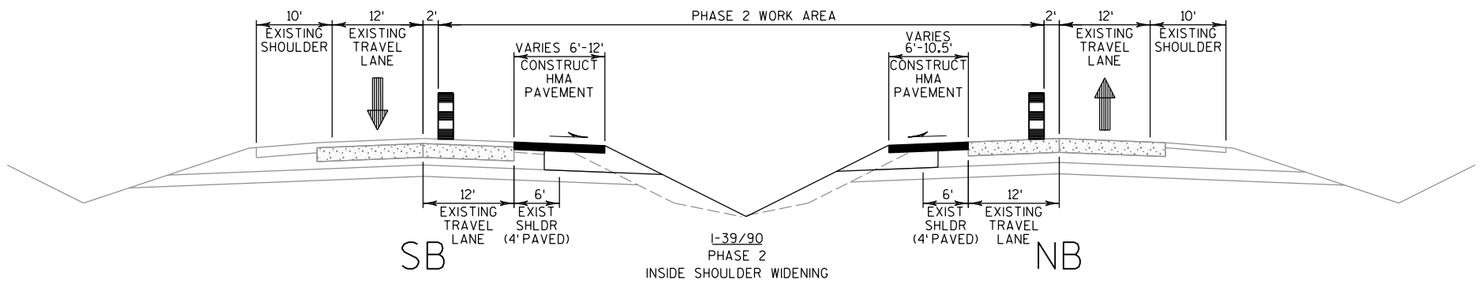
I-39/90
PHASE 1
OUTSIDE SHOULDER RECONSTRUCTION

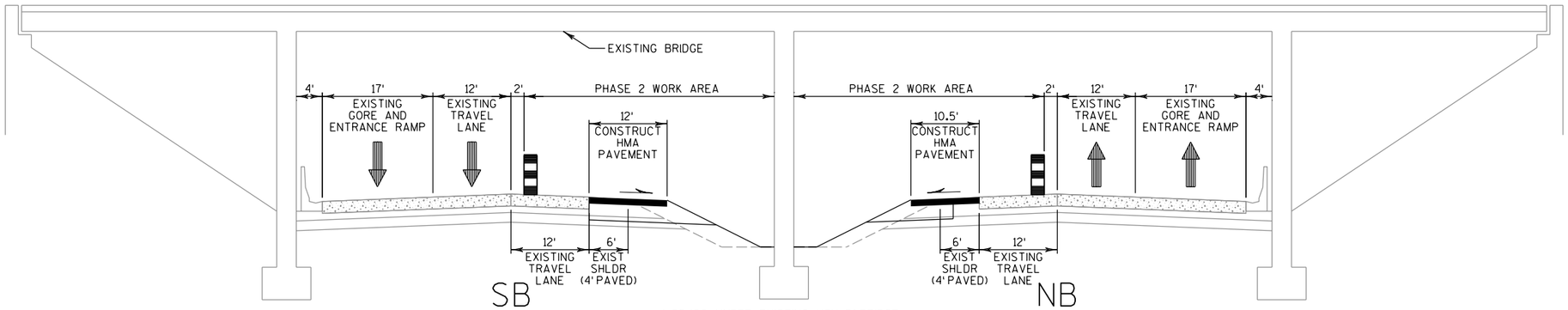


I-39/90 UNDER EDGERTON RD BRIDGE
PHASE 1
OUTSIDE SHOULDER RECONSTRUCTION

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TYPICAL SECTIONS STAGING - USH 51/STH 73 BRIDGE CONSTRUCTION	SHEET 222	E

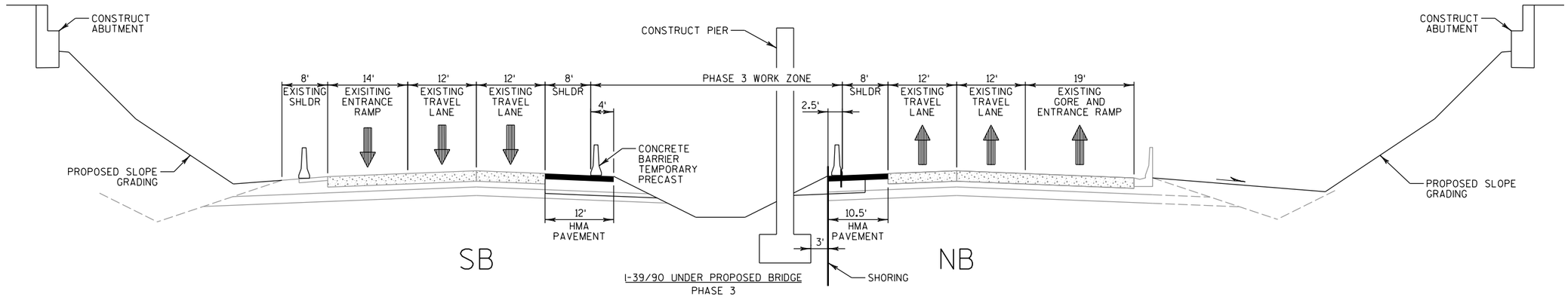
PHASE 2:
-REQUIRES NIGHT-TIME INSIDE LANE CLOSURES
(SEE CONSTRUCTION DETAIL: TYPICAL SINGLE LANE NIGHT TIME CLOSURE)
-TRAFFIC ON EXISTING CONFIGURATION DURING DAY-TIME



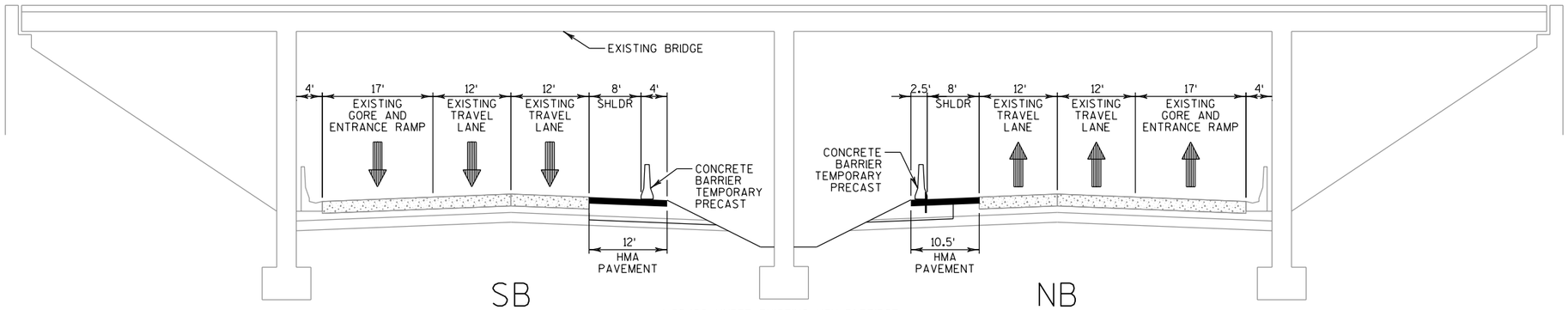


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TYPICAL SECTIONS STAGING - USH 51/STH 73 BRIDGE CONSTRUCTION	SHEET 223	E

PHASE 3:
-TRAFFIC ON EXISTING CONFIGURATION



I-39/90 UNDER PROPOSED BRIDGE
PHASE 3
BRIDGE CONSTRUCTION - ABUTMENTS AND CENTER PIER

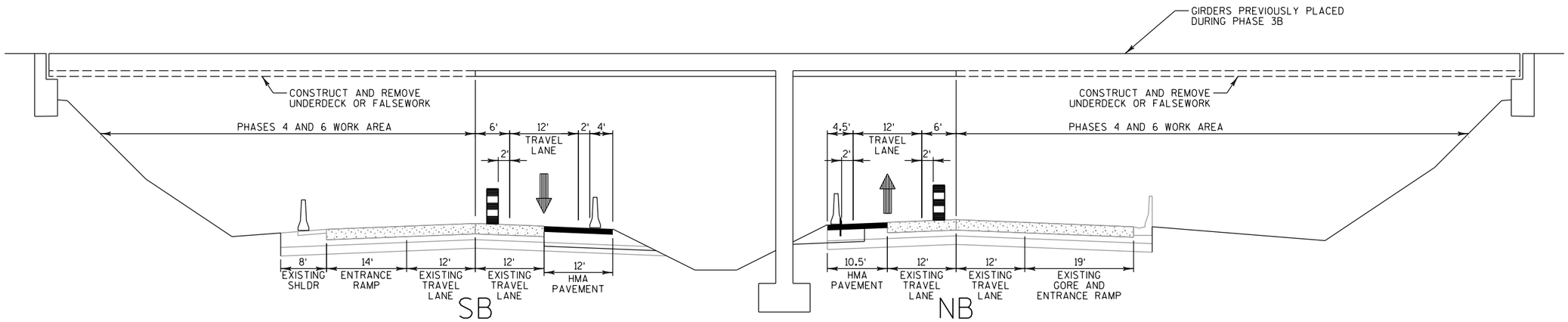


I-39/90 UNDER EXISTING USH 51 BRIDGE
PHASE 3
BRIDGE CONSTRUCTION - ABUTMENTS AND CENTER PIER

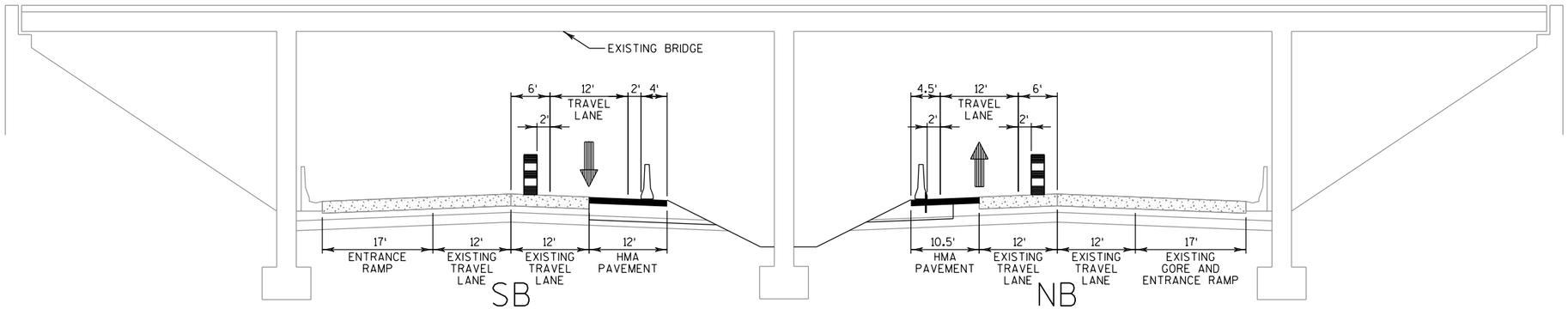
PHASE 3B TO FOLLOW:
GIRDER PLACEMENT
-REQUIRES NIGHT-TIME LANE CLOSURES
-REQUIRES NIGHT-TIME ROLLING CLOSURES

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TYPICAL SECTIONS STAGING - USH 51/STH 73 BRIDGE CONSTRUCTION	SHEET 224	E

PHASES 4 AND 6:
-REQUIRES NIGHT-TIME OUTSIDE LANE CLOSURES
(SEE CONSTRUCTION DETAIL: TYPICAL SINGLE LANE NIGHT TIME CLOSURE)
-TRAFFIC ON EXISTING CONFIGURATION DURING DAY-TIME



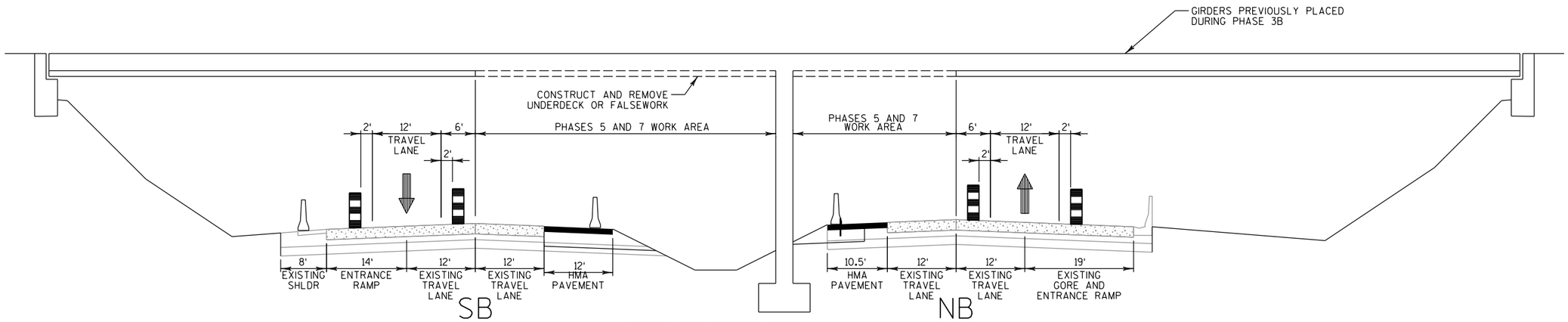
I-39/90 UNDER PROPOSED BRIDGE
PHASE 4
CONSTRUCT UNDERDECK OR FALSEWORK OVER OUTSIDE LANES
PHASE 6
REMOVE UNDERDECK OR FALSEWORK OVER OUTSIDE LANES



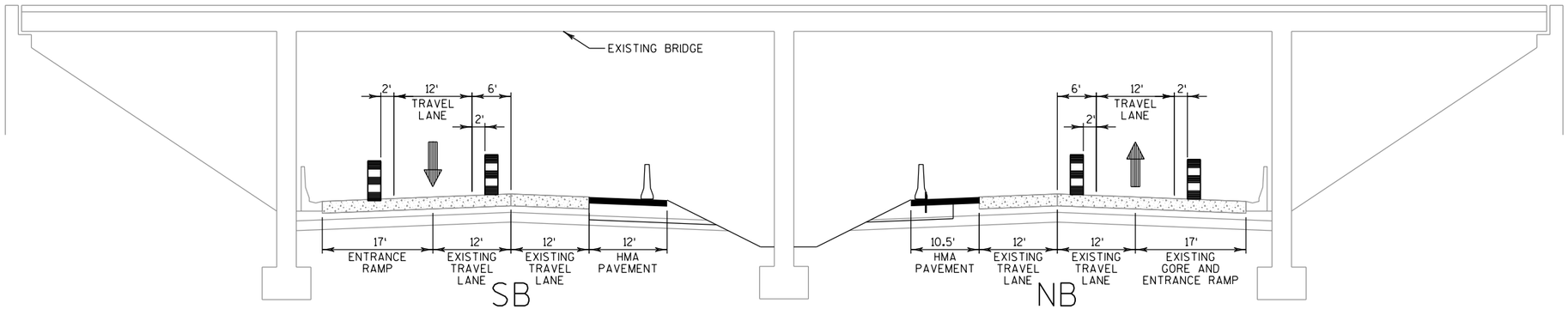
I-39/90 UNDER EXISTING USH 51 BRIDGE
PHASE 4
CONSTRUCT UNDERDECK OR FALSEWORK OVER OUTSIDE LANES
PHASE 6
REMOVE UNDERDECK OR FALSEWORK OVER OUTSIDE LANES

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TYPICAL SECTIONS STAGING - USH 51/STH 73 BRIDGE CONSTRUCTION	SHEET 225	E

PHASES 5 AND 7:
-REQUIRES NIGHT-TIME INSIDE LANE CLOSURES
(SEE CONSTRUCTION DETAIL: TYPICAL SINGLE LANE NIGHT TIME CLOSURE)
-TRAFFIC ON EXISTING CONFIGURATION DURING DAY-TIME



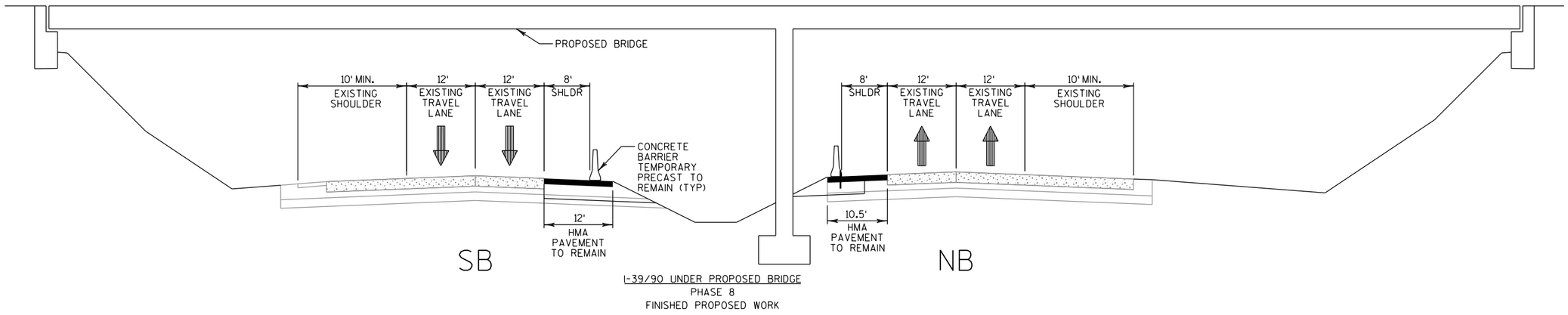
I-39/90 UNDER PROPOSED BRIDGE
PHASE 5
CONSTRUCT UNDERDECK OR FALSEWORK OVER OUTSIDE LANES
PHASE 7
REMOVE UNDERDECK OR FALSEWORK OVER OUTSIDE LANES



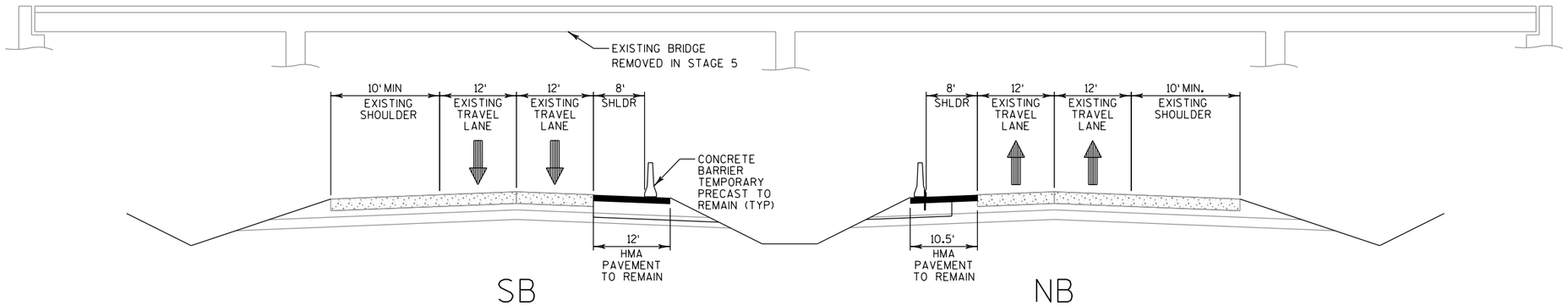
I-39/90 UNDER EXISTING USH 51 BRIDGE
PHASE 5
CONSTRUCT UNDERDECK OR FALSEWORK OVER OUTSIDE LANES
PHASE 7
REMOVE UNDERDECK OR FALSEWORK OVER OUTSIDE LANES

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TYPICAL SECTIONS STAGING - USH 51/STH 73 BRIDGE CONSTRUCTION	SHEET 226	E

PHASE 8:
-TRAFFIC ON EXISTING CONFIGURATION
-NIGHT-TIME FULL CLOSURE SHALL BE USED FOR BRIDGE DEMOLITION.
TRAFFIC WILL BE DETOURED ONTO NEWLY CONSTRUCTED RAMPS.



I-39/90 UNDER PROPOSED BRIDGE
PHASE 8
FINISHED PROPOSED WORK



I-39/90 UNDER EXISTING USH 51 BRIDGE
PHASE 8
FINISHED PROPOSED WORK

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TYPICAL SECTIONS STAGING - USH 51/STH 73 BRIDGE CONSTRUCTION	SHEET 227	E

TRAFFIC CONTROL AND DETOURS

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL PLAN, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL AND SHALL BE PAID FOR WITH BID ITEM 643.0920 - TRAFFIC CONTROL COVERING SIGNS TYPE II.

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLORESCENT DIAMOND GRADE SHEETING.

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

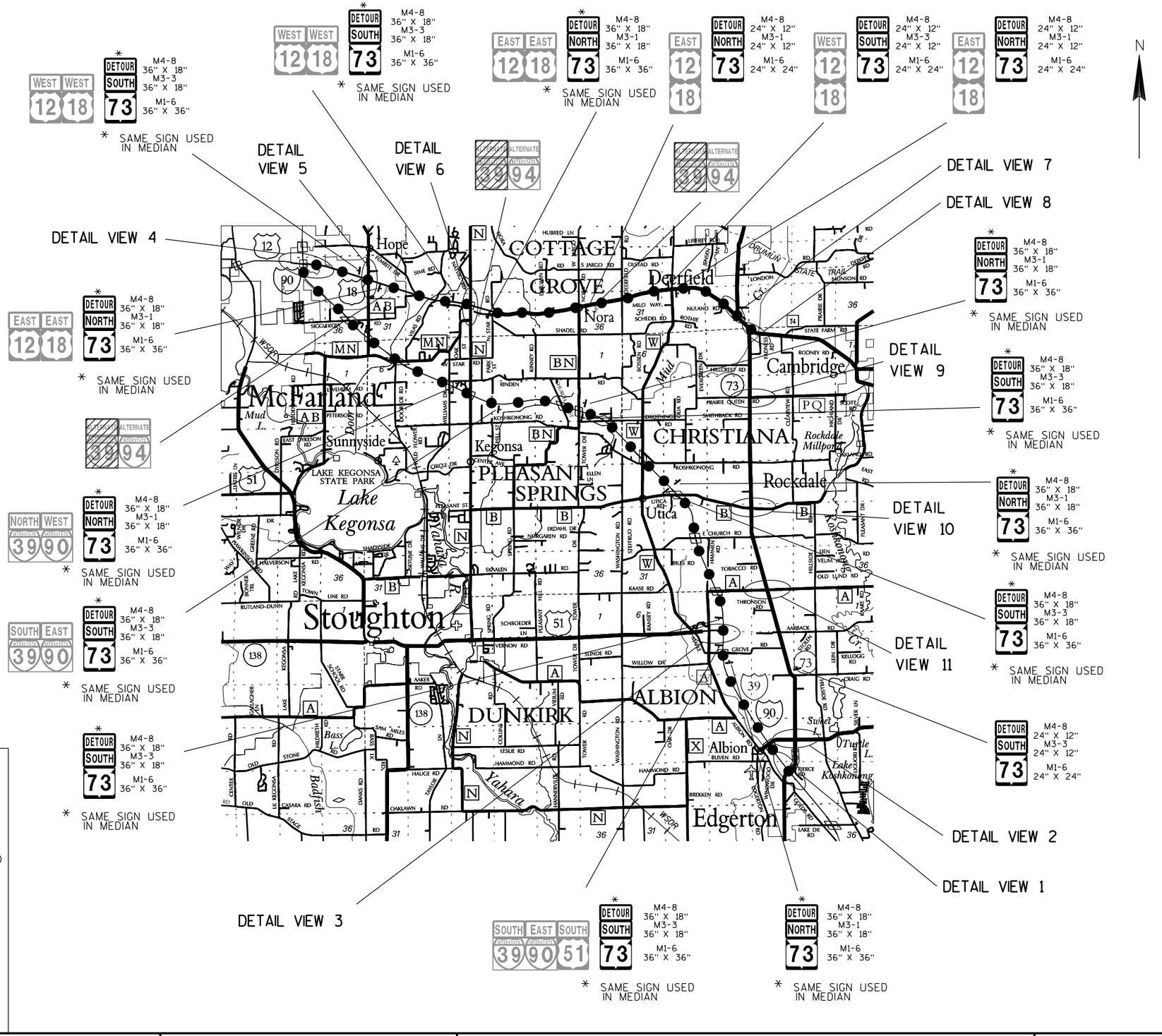
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

ADDITIONAL DRUMS, CONCRETE BARRIER, OR TYPE III BARRICADES MAY BE REQUIRED ADJACENT TO DROP-OFFS, OPEN TRENCHES, OR PROTRUSIONS. THE COST OF THESE DEVICES IS INCIDENTAL TO THE OPERATION THAT CREATES THE HAZARD.

ALL SIDEROAD CLOSURES SHALL FOLLOW STANDARD DETAIL DRAWING 15C3 AND ALLOW FOR LOCAL ACCESS.



LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 10007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	TRAFFIC CONTROL & DETOUR - OVERVIEW - STAGE 2	SHEET 228	E

2

2

N

LAKE DRIVE RD

IH 39/90

I-39 SB / I-90 EB

IH 39/90

IH 39/90

1000'

I-39 NB / I-90 WB

IH 39/90

SIGN

* M3-1 36" X 18"
NORTH
73
M1-6 36" X 36"
DETOUR AHEAD
W20-2

* SAME SIGN USED IN MEDIAN

EXIT 160
51 SOUTH
73 106
Oberfield
1 MILE
BUSINESSES OPEN DURING CONSTRUCTION

TYPE I SIGN TO BE FURNISHED BY WISDOT AND INSTALLED BY CONTRACTOR

* M4-8 36" X 18"
DETOUR
M3-1 36" X 18"
NORTH
73
M1-6 36" X 36"
M06-1 30" X 30"

* SAME SIGN USED IN MEDIAN

Oaklawn Academy
EXIT 160

LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 1 - STAGE 2	SHEET 229	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027002_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2

2

N

IH 39/90

I-39 SB / I-90 EB

IH 39/90

IH 39/90

I-39 NB / I-90 WB

IH 39/90

HAUGEN RD

COEDE RD

PIERCE RD

POST

INL

SIGN

SEPTIC

WELL

LODGING-EXIT 160

TOWNE EDGE MOTEL

CAMPING-EXIT 160

HICKORY HILLS CAMPGROUND

* DETOUR NORTH 73

M4-8 36" X 18"
M3-1 36" X 18"
M1-6 36" X 36"
M06-1 30" X 30"

DETOUR NEXT 30 MILES
G20-51 60" X 24"

* SAME SIGN USED IN MEDIAN

EXIT 160

SOUTH

51 73 106

Edgerton

Deerfield

LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 1 - STAGE 2	SHEET 230	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027003_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 42

2

N

NORTH 73 M3-1 24" X 12" M1-6 24" X 24"

DETOUR AHEAD W20-2

1000'

USH 51

ALBION RD.

HAUGEN RD

JCT 39 JCT 90

DETOUR M4-8 24" X 12"

NORTH 39 WEST 90 NORTH 51 NORTH 73 M06-1 21" X 21"

LODGING TOWNE EDGE MOTEL

CAMPING

Oakhawn Academy

Albion Edgerton

NORTH 73 108 SOUTH 51

NORTH 73 108 ALTERNATE 39 SOUTH 51

END DETOUR SOUTH 73 M4-8A 24" X 18" M3-3 24" X 12" M1-6 24" X 24"

DETOUR NORTH 73 M4-8 24" X 12" M3-1 24" X 12" M1-6 24" X 24" M05-1R 21" X 21"

NORTH 39 WEST 90 NORTH 51

EXIT 160

I-39 SB / I-90 EB

I-39 NB / I-90 WB

IH 39/90

I-39 NB / I-90 WB / NB USH 51

I-39 SB / I-90 EB / USH 51 SB

LEGEND

- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- DETOUR ROUTE
- PCMS — PORTABLE CHANGABLE MESSAGE SIGN
- WORK ZONE
- POST MOUNTED SIGN (NEW)
- POST/POLE MOUNTED SIGN (EXISTING)
- DOUBLE POST MOUNTED SIGN (EXISTING)
- TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 1 - STAGE 2	SHEET 231	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027004_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2

I-39 SB / I-90 EB

I-39 NB / I-90 WB

IH 39/90

I-39 SB / I-90 EB / USH 51 SB

I-39 NB / I-90 WB / USH 51 NB

PIERCE RD.

PIERCE RD

STH 73

EXIT 160

SOUTH 51 | NORTH 73 | TO 106 | 39

LODGING

CAMPING

Oakland Academy

NORTH WEST NORTH 39 90 51

DETOUR NORTH 73

M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"

NORTH WEST 51 90

DETOUR NORTH 73

M4-8 24" X 12"
M3-1 24" X 12"
M1-6 24" X 24"
M06-1 21" X 21"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

SOUTH 51 | NORTH 73 | TO 106 | 39

Albion
Edgerton
Deerfield

NORTH WEST NORTH 39 90 51

DETOUR NORTH 73

M4-8 36" X 18"
M3-1 36" X 18"
M1-6 36" X 36"

N

LEGEND

- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- DETOUR ROUTE
- PCMS — PORTABLE CHANGABLE MESSAGE SIGN
- WORK ZONE
- POST MOUNTED SIGN (NEW)
- POST/POLE MOUNTED SIGN (EXISTING)
- DOUBLE POST MOUNTED SIGN (EXISTING)
- TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 1 - STAGE 2	SHEET	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027005_dt.dgn | PLOT DATE : 10/14/2014 | PLOT BY : hxt | PLOT NAME : | PLOT SCALE : 1:200

2

EXIT 160

51 73 100

Edgerton

LODGING-EXIT 160

TOWNE EDGE MOTEL

CAMPING-EXIT 160

HICKORY HILLS CAMPGROUND

N

EDGERTON RD.

IH 39/90/USH 51

IH 39/90/USH 51

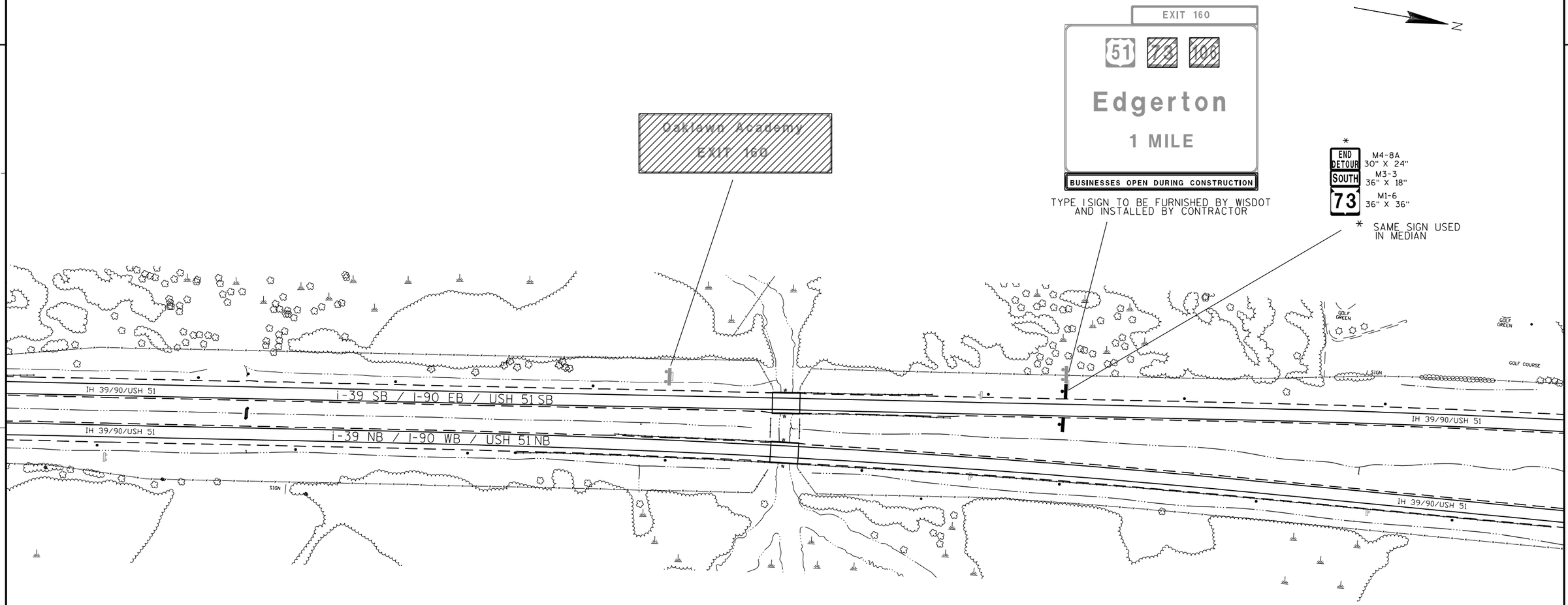
LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 1 - STAGE 2	SHEET 233	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027006_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2



LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 1 - STAGE 2	SHEET 234	E

2

2

N

STH 73

EDGERTON RD.

STH 106

DETOUR
SOUTH
73
M4-8 24" X 12"
M3-3 24" X 12"
M1-6 24" X 24"

NORTH ALTERNATE 73 39

STOP

DETOUR
SOUTH NORTH
73 73
M4-8 24" X 12"
MO 6-1 21" X 21"

Albion
Edgerton
Columbus

M4-8 24" X 12"
DETOUR DETOUR
SOUTH TO END NORTH
73 39 106 73
M4-8 24" X 12"
MO5-1R 21" X 21"
MO5-1R 21" X 21"

SOUTH
73

JCT
73

DETOUR
NORTH EAST SOUTH
73 106 73
M4-8 24" X 12"
MO5-1L 21" X 21"

Fort Atkinson
Columbus
Edgerton

DETOUR
NORTH SOUTH
73 73
M4-8 24" X 12"
MO 6-1 21" X 21"

ROAD CLOSED 1000 FT W20-3

500'

500'

ROAD CLOSED 500 FT W20-3

BEGINNING OF PROJECT

ROAD CLOSED
R11-2
48" X 30"

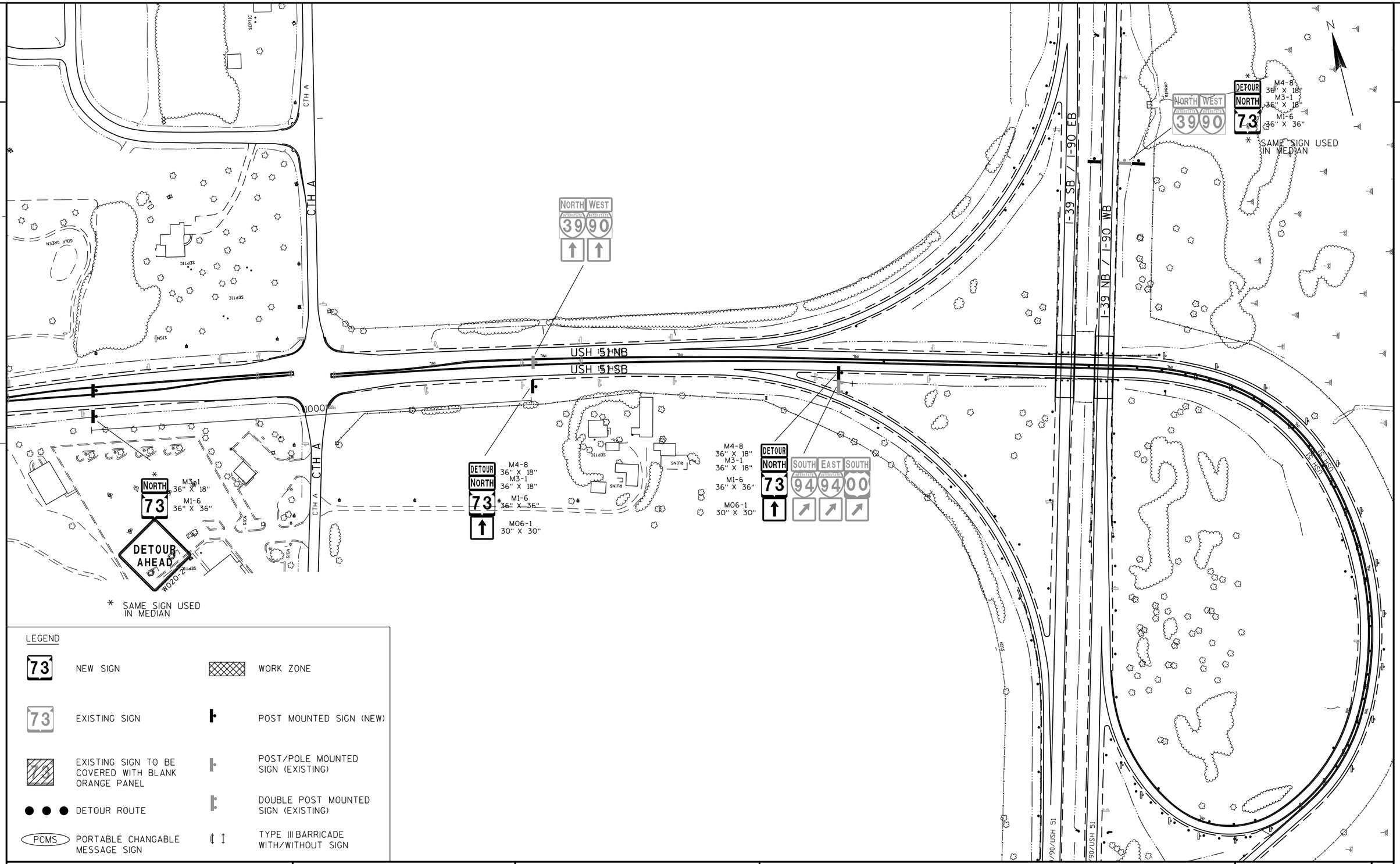
LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 2 - STAGE 2	SHEET 235	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027008_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2

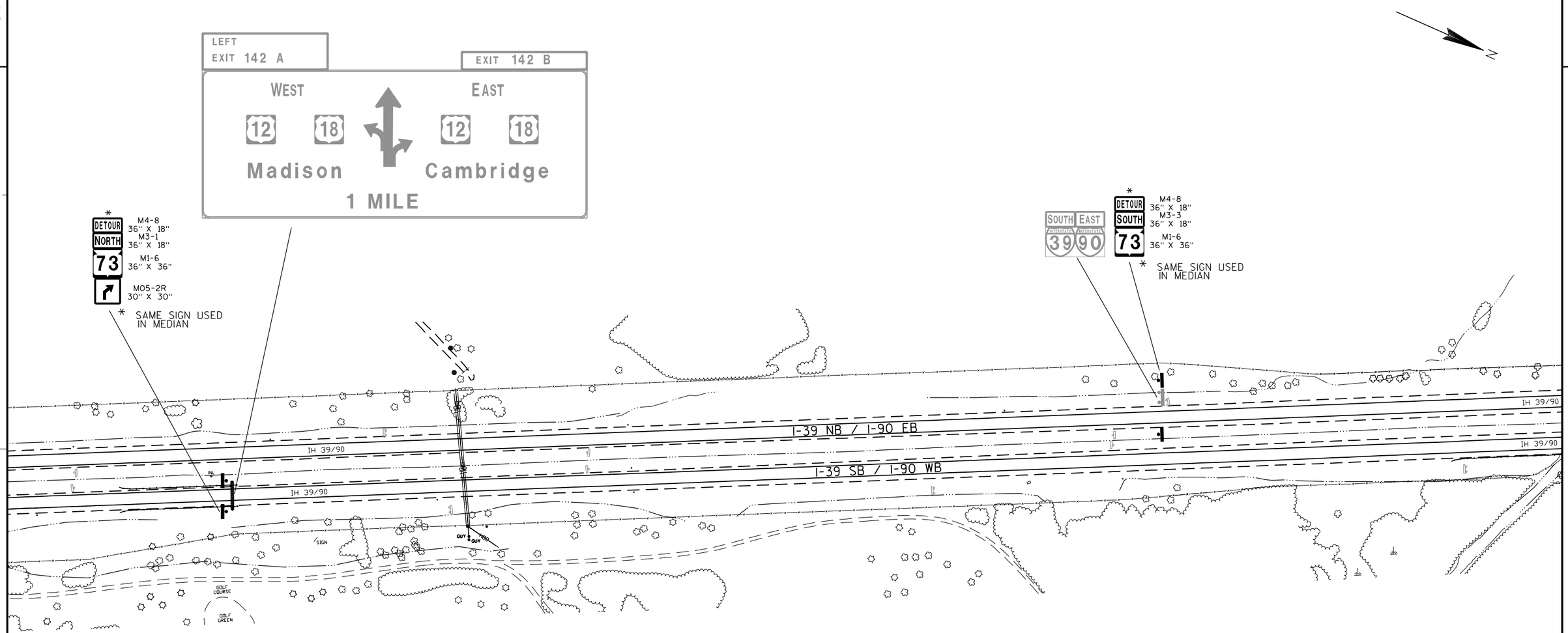


LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 3 - STAGE 2	SHEET 236	E

2



LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 4 - STAGE 2	SHEET 237	E

2

I-39 SB / I-90 EB

IH 39/90

I-39 NB / I-90 WB

IH 39/90

USH 51/STH 12/18 EB

RIPRAP

LEFT
EXIT 142 A

12 18 WEST
Madison
3/4 MILE

39 90
Wis Dells

EXIT 142 B

12 18 EAST
Cambridge

DETOUR
NORTH
7.3

M4-8
36" X 18"
M3-1
36" X 18"
M1-6
36" X 36"
M06-2
30" X 30"

EVAN ACRES RD

SAVANNAH RD

MILL POND RD

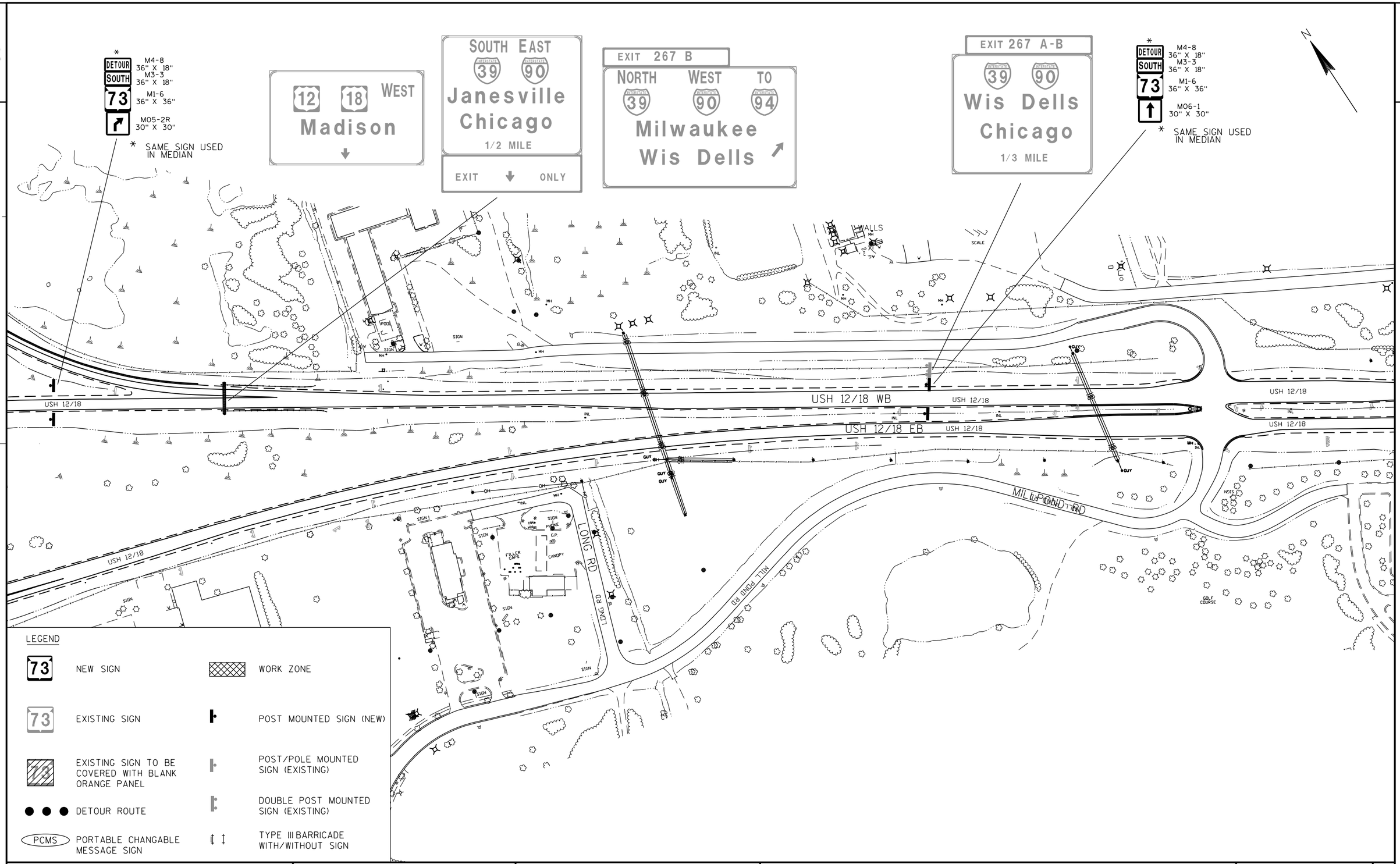
USH 12/18 EB

LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 4 - STAGE 2	SHEET 238	E

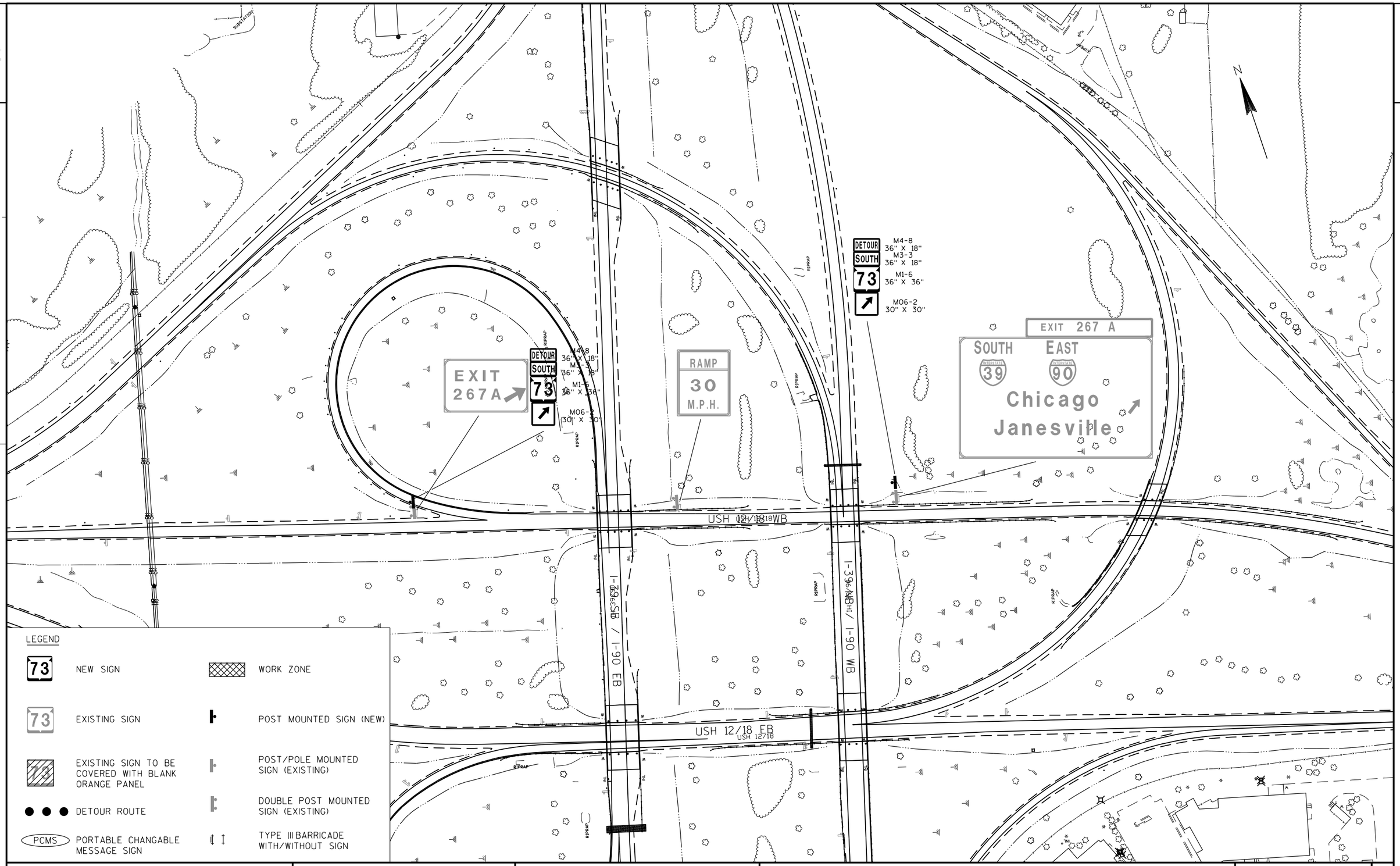
2



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 4 - STAGE 2	SHEET 239	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027012_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2



LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 4 - STAGE 2	SHEET 240	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027013_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2

SOUTH 73 M3-3 24" X 12" M1-6 24" X 24"

DETOUR AHEAD W20-2

DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M05-1R 21" X 21"

1000'

12 18 DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M06-1 21" X 21"

500'

USH 12/18

18

FEMRITE DR

CTH AB

N

DETOUR SOUTH 73 12 18 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M06-1 21" X 21"

500'

1000'

USH 12/18

CTH AB

DETOUR SOUTH 73 M4-8 24" X 12" M3-3 24" X 12" M1-6 24" X 24" M05-1L 21" X 21"

SOUTH 73 M3-3 24" X 12" M1-6 24" X 24"

DETOUR AHEAD W20-2

AB

LEGEND

- 73 NEW SIGN
- 73 EXISTING SIGN
- 73 EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- DETOUR ROUTE
- PCMS PORTABLE CHANGABLE MESSAGE SIGN
- WORK ZONE
- POST MOUNTED SIGN (NEW)
- POST/POLE MOUNTED SIGN (EXISTING)
- DOUBLE POST MOUNTED SIGN (EXISTING)
- TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 5 - STAGE 2	SHEET 241	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027014_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2

2

SOUTH
73
M3-3
24" X 12"
M1-6
24" X 24"
DETOUR AHEAD
W20-2

NATVIG RD

DETOUR
SOUTH
73
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
MO5-1R
21" X 21"
WEST WEST
12 18

1000'

CTH N

DETOUR
SOUTH
73
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
MO6-1
21" X 21"
WEST WEST
12 18

DETOUR
SOUTH
73
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
MO5-1L
21" X 21"
WEST WEST
12 18

EAST EAST
12 18

CTH N

1000'

DETOUR
SOUTH
73
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
MO6-1
21" X 21"
EAST EAST
12 18

CTH MN

SOUTH
73
M3-3
24" X 12"
M1-6
24" X 24"
DETOUR AHEAD
W20-2

N

LEGEND

- 73 — NEW SIGN
- 73 — EXISTING SIGN
- 73 — EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- ● ● ● — DETOUR ROUTE
- PCMS — PORTABLE CHANGABLE MESSAGE SIGN
- WORK ZONE
- POST MOUNTED SIGN (NEW)
- POST/POLE MOUNTED SIGN (EXISTING)
- DOUBLE POST MOUNTED SIGN (EXISTING)
- TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 6 - STAGE 2	SHEET 242	E

2

M3-3
24" X 12"
M1-6
24" X 24"
SOUTH
73
DETOUR AHEAD
W20-2

1000'

STH 73

M4-8
24" X 12"
DETOUR
EAST EAST SOUTH
12 18 73
M05-1R
21" X 21"

STH 73

WEST WEST
12 18

WEST WEST ALTERNATE
12 18 39

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
DETOUR
SOUTH
73

A4-12 Edgerton
A4-12 Cambridge
Madison

NORTH ALTERNATE
73 94

Madison
Deerfield

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M06-1
21" X 21"
DETOUR
SOUTH
73
WEST WEST NORTH
12 18 73
ALTERNATE ALTERNATE
39 94

SHAUL LN

SHAUL LN

CEMETERY

RIPRAP

SLAB

SLAB

SIGN

RIPRAP

N

USH 12/18

USH 12/18

USH 12/18/STH 73

USH 12/18 / STH 73

NULAND RD

JCT
73

WEST WEST
12 18

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
M06-1
21" X 21"
DETOUR
SOUTH
73

MIKKELSON FARM RD

NORTH EAST EAST SOUTH
73 12 18 73

Cambridge
Deerfield

NORTH EAST EAST SOUTH
73 12 18 73

EAST EAST SOUTH
12 18 73

ALTERNATE
94

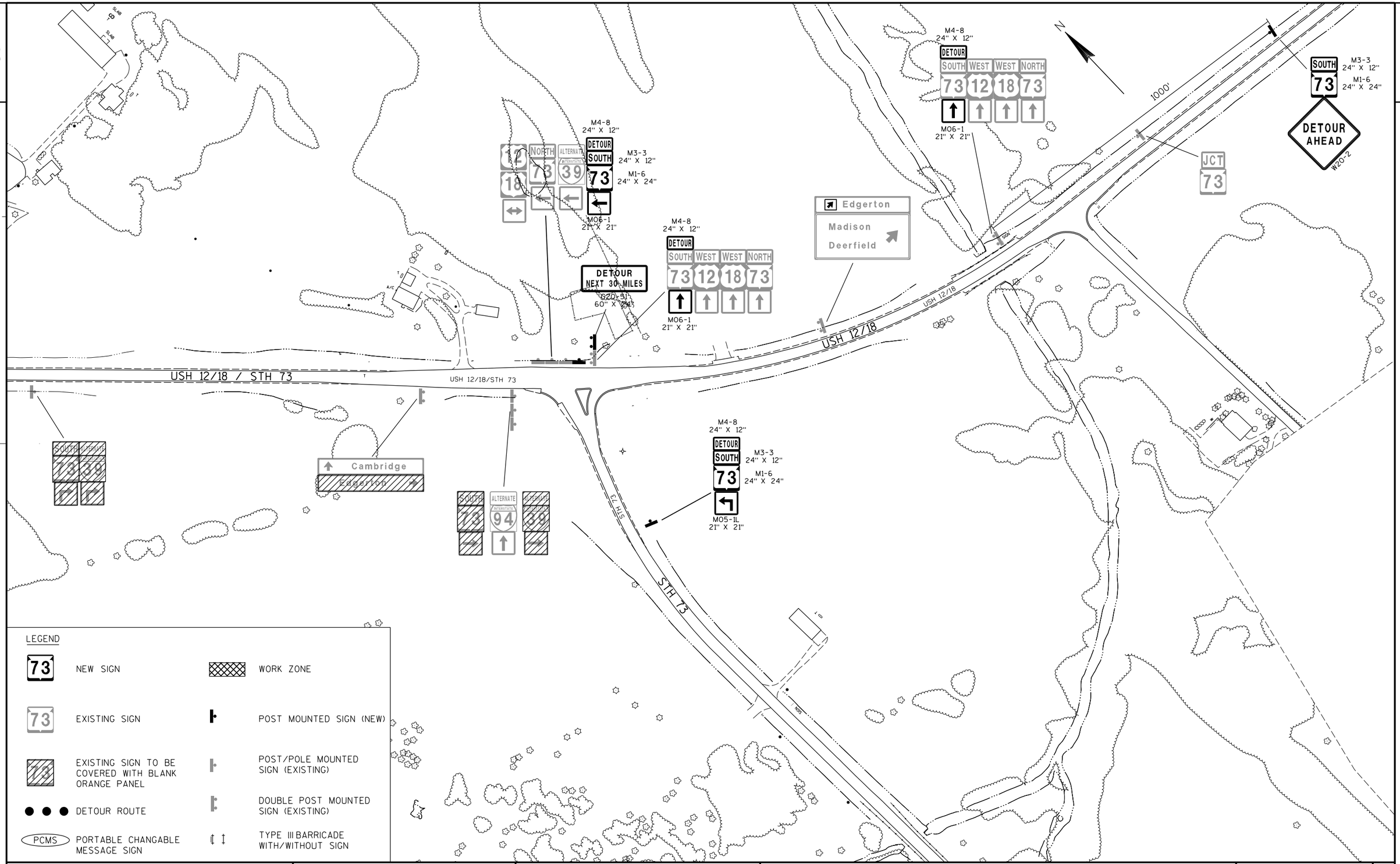
LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 7 - STAGE 2	SHEET 243	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027016_dt.dgn
PLOT DATE : 10/14/2014
PLOT BY : hxt
PLOT NAME :
PLOT SCALE : 1:200
WISDOT/CADDS SHEET 42

2



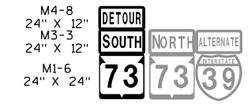
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 8 - STAGE 2	SHEET 244	E

2

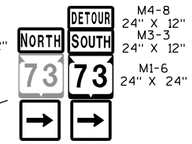
2

N

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"



M3-1
24" X 12"



M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"

MO 6-1
21" X 21"
MO 6-1
21" X 21"

CTH PQ



ROAD CLOSED
8 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

STH 73

LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 9 - STAGE 2	SHEET 245	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027018_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 42

2

2

N

CTH B

STH 73

M3-1
24" X 12"
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
MO 6-1
21" X 21"
MO 6-1
21" X 21"

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"

M3-1
24" X 12"
M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"
MO 6-1
21" X 21"
MO 6-1
21" X 21"

SOUTH
73
39

ROAD CLOSED
6 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

LEGEND

- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL
- DETOUR ROUTE
- PCMS — PORTABLE CHANGABLE MESSAGE SIGN
- WORK ZONE
- POST MOUNTED SIGN (NEW)
- POST/POLE MOUNTED SIGN (EXISTING)
- DOUBLE POST MOUNTED SIGN (EXISTING)
- TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 10 - STAGE 2	SHEET E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027019_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2

2

N

M3-1
24" X 12"

DETOUR
SOUTH
73

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"

MO 6-1
21" X 21"

MO 6-1
21" X 21"

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"

DETOUR
SOUTH
73

NORTH
73
ALTERNATE
INTERSTATE
39

M3-1
24" X 12"

NORTH
73

DETOUR
SOUTH
73

M4-8
24" X 12"
M3-3
24" X 12"
M1-6
24" X 24"

MO 6-1
21" X 21"

MO 6-1
21" X 21"

CTH A

STH 73

SOUTH
73
39

ROAD CLOSED
4 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

LEGEND

73	NEW SIGN		WORK ZONE
73	EXISTING SIGN		POST MOUNTED SIGN (NEW)
73	EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANEL		POST/POLE MOUNTED SIGN (EXISTING)
● ● ●	DETOUR ROUTE		DOUBLE POST MOUNTED SIGN (EXISTING)
PCMS	PORTABLE CHANGABLE MESSAGE SIGN		TYPE III BARRICADE WITH/WITHOUT SIGN

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR - DETAIL VIEW 11 - STAGE 2	SHEET 247	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027020_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

2

2

154'SBE'
156'SBE'
158'SBE'
IH 39/90
160'SBE'
162'SBE'
I-39/90 SB
164'SBE'
166'SBE'
R/L I-39/90 'SBE'

500' BUFFER
780' MERGING TAPER
R/L I-39/90 'NBE'
154'NBE'
156'NBE'
158'NBE'
160'NBE'
162'NBE'
164'NBE'
166'NBE'
168'
IH 39/90
I-39/90 NB
50' TYP

MATCHLINE STA. 168+00'NBE'

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

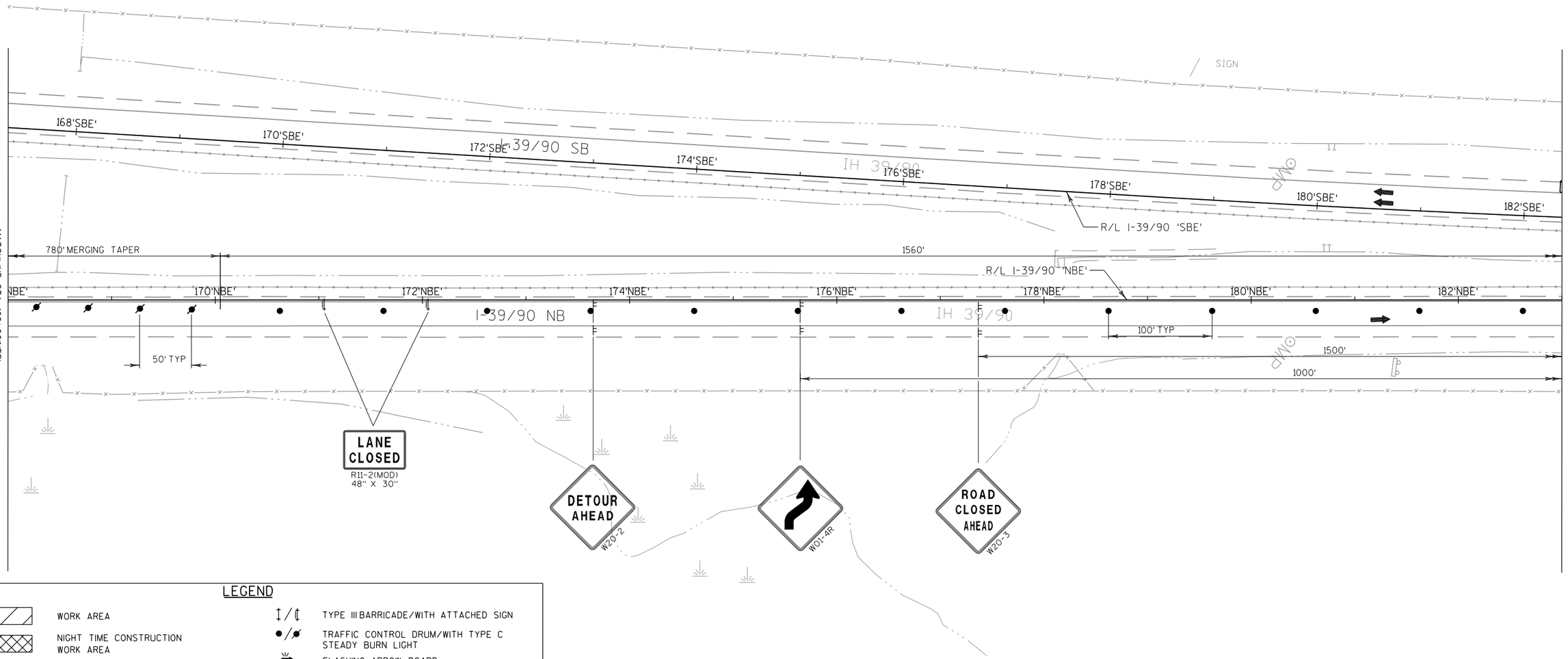
NOTES:

STAGE 5 DETOUR TO BE NIGHT-TIME OPERATION WITH ALL MAINLINE TRAFFIC DETOURED THROUGH THE USH 51/STH 73 INTERCHANGE.

LAW ENFORCEMENT PERSONNEL SHALL BE REQUIRED AT THE USH 51 RAMP INTERSECTIONS WHILE TRAFFIC IS DETOURED.

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR PLAN - IH 39/90 - STAGE 5	SHEET 248	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR PLAN - IH 39/90 - STAGE 5	SHEET 249	E

2

2

MATCHLINE STA. 183+00'NBE'

MATCHLINE STA. 198+00'NBE'

SIGN

SIGN

SIGN

R/L RAMP 'TCI'

582'TCI' 584'TCI' 586'TCI' 588'TCI' 590'TCI' 592'TCI' 594'TCI' 596'TCI'

RAMP TC

184'SBE' 186'SBE' 188'SBE' 190'SBE' I-39/90 SB 192'SBE' 50' TYP IH 39/90 194'SBE' 196'SBE'

1560'

400' TAPER

INL

INL

R/L I-39/90 'SBE'

184'NBE' 186'NBE' 188'NBE' 190'NBE' 192'NBE' 194'NBE' 196'NBE' R/L I-39/90 'NBE' 198'

50' TYP

R/L RAMP 'TBI'

584'TBI' 586'TBI' 588'TBI' 590'TBI' 592'TBI' 594'TBI' 596'TB

I-39/90 NB

IH 39/90

RAMP TB

SIGN

100' TYP

1500'

1000'

R/L RAMP 'TB'

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

M4-8 36" X 18"
MB3-1 36" X 18"
M1-1 36" X 36"
M06-2 30" X 30"

DETOUR NORTH DETOUR WEST
INTERSTATE 39 INTERSTATE 90

M4-8 36" X 18"
MB3-4 36" X 18"
M1-1 36" X 36"
M06-2 30" X 30"

ROAD CLOSED
R11-2
48" X 30"

BE PREPARED TO STOP
W3-4
36" X 36"

25 M.P.H.
W13-1
24" X 24"

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR PLAN - IH 39/90 - STAGE 5	SHEET 250	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027023_dt.dgn PLOT DATE : 10/14/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA. 198+00'NBE'

MATCHLINE STA. 213+00'NBE'

SIGN

MH

GOEDE ROAD RD

SOLAR PANELS

SIGN

SIGN

ROAD CLOSED

R11-2
48" X 30"

R/L RAMP 'TC'

598'TC'

600'TC'

602'TC'

604'TC'

606'TC'

608'TC'

610'TC'

RAMP TC

B-13-702

R/L I-39/90 'SBE'

198'SBE'

200'SBE'

202'SBE'

204'SBE'

206'SBE'

I-39/90 SB

208'SBE'

210'SBE'

212'SBE'

200'NBE'

202'NBE'

204'NBE'

206'NBE'

208'NBE'

210'NBE'

CC

212'NBE'

I-39/90 NB

R/L I-39/90 'NBE'

@POST

598'TB'

600'TB'

RAMP TB

PIERCE RD

R/L RAMP 'TB'

SIGN

602'TB'

604'TB'

606'TB'

608'TB'

610'TB'

100'PR'

102'PR'

PIERCE ROAD

104'PR'

106'PR'

108'PR'

110'PR'

R/L PIERCE ROAD

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR PLAN - IH 39/90 - STAGE 5	SHEET 251	E

2

2

MATCHLINE STA. 213+00'NBE'

MATCHLINE STA. 228+00'NBE'

W3-1
36" X 36"

STOP
R1-1
36" X 36"

500'

46'T'

612'TC

614'TD'

616'TD'

618'TD'

620'TD'

622'TD'

624'TD'

626'TD'

R/L RAMP 'TD'

RAMP TD

M4-8 36" X 18"
MB3-3 36" X 18"
M1-1 36" X 36"
M06-1 30" X 30"

DETOUR SOUTH EAST
INTERSTATE 39 INTERSTATE 90

M4-8 36" X 18"
MB3-2 36" X 18"
M1-1 36" X 36"
M06-1 30" X 30"

48'T'

IH 39/90

214'SBE'

216'SBE'

218'SBE'

220'SBE'

222'SBE'

224'SBE'

226'SBE'

CC

I-39/90 SB

R/L I-39/90 'SBE'

214'NBE'

216'NBE'

218'NBE'

220'NBE'

222'NBE'

224'NBE'

226'NBE'

228'

I-39/90 NB

R/L I-39/90 'NBE'

IH 39/90

50'T'

52'T'

USH 51/STH 73

M4-8 36" X 18"
MB3-1 36" X 18"
M1-1 36" X 36"
M06-1 30" X 30"

DETOUR NORTH WEST
INTERSTATE 39 INTERSTATE 90

M4-8 36" X 18"
MB3-4 36" X 18"
M1-1 36" X 36"
M06-1 30" X 30"

RAMP TA 626'TA'

624'TA'

622'TA'

620'TA'

618'TA'

616'TA'

614'TA'

612'TB'

R/L RAMP 'TA'

STOP
R1-1
36" X 36"

W3-1
36" X 36"

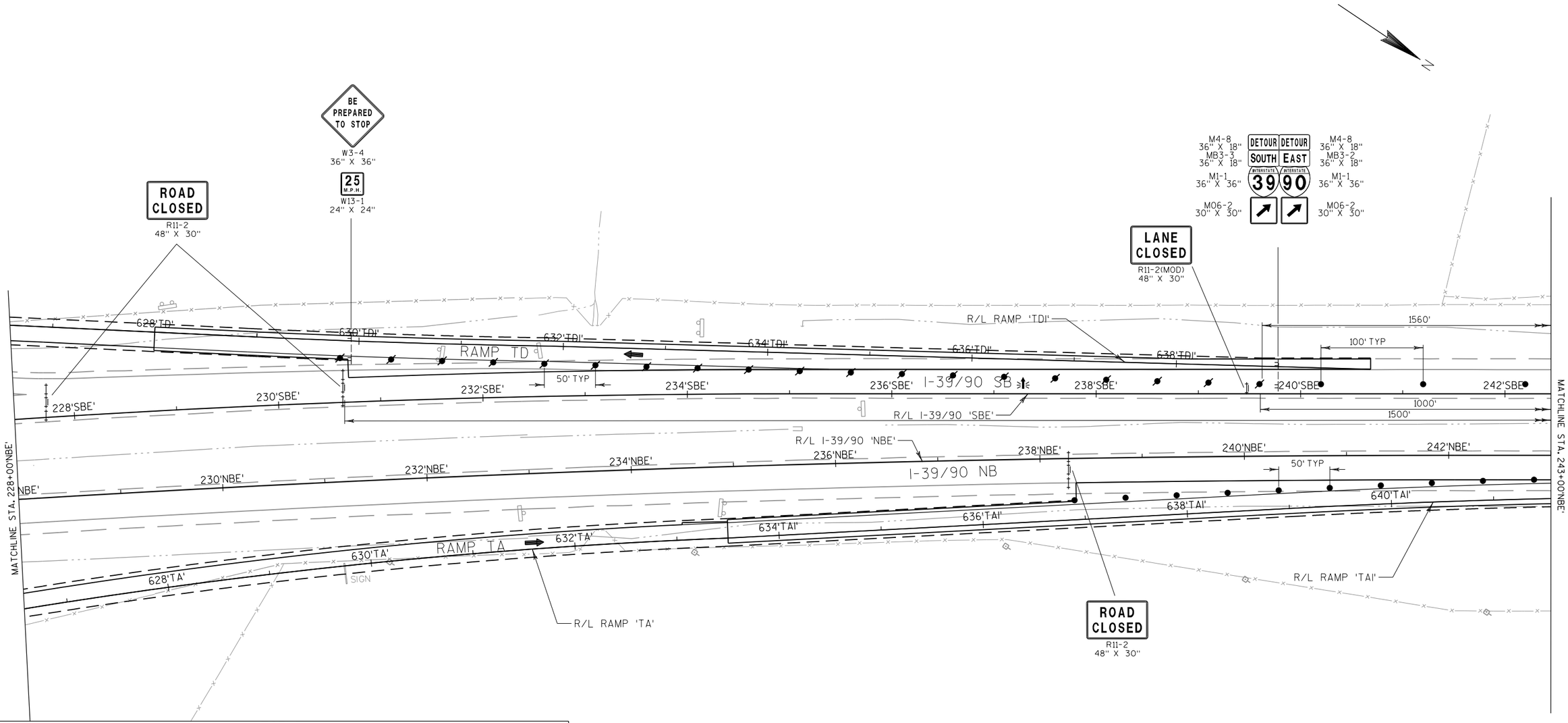
500'

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR PLAN - IH 39/90 - STAGE 5	SHEET 252	E

2

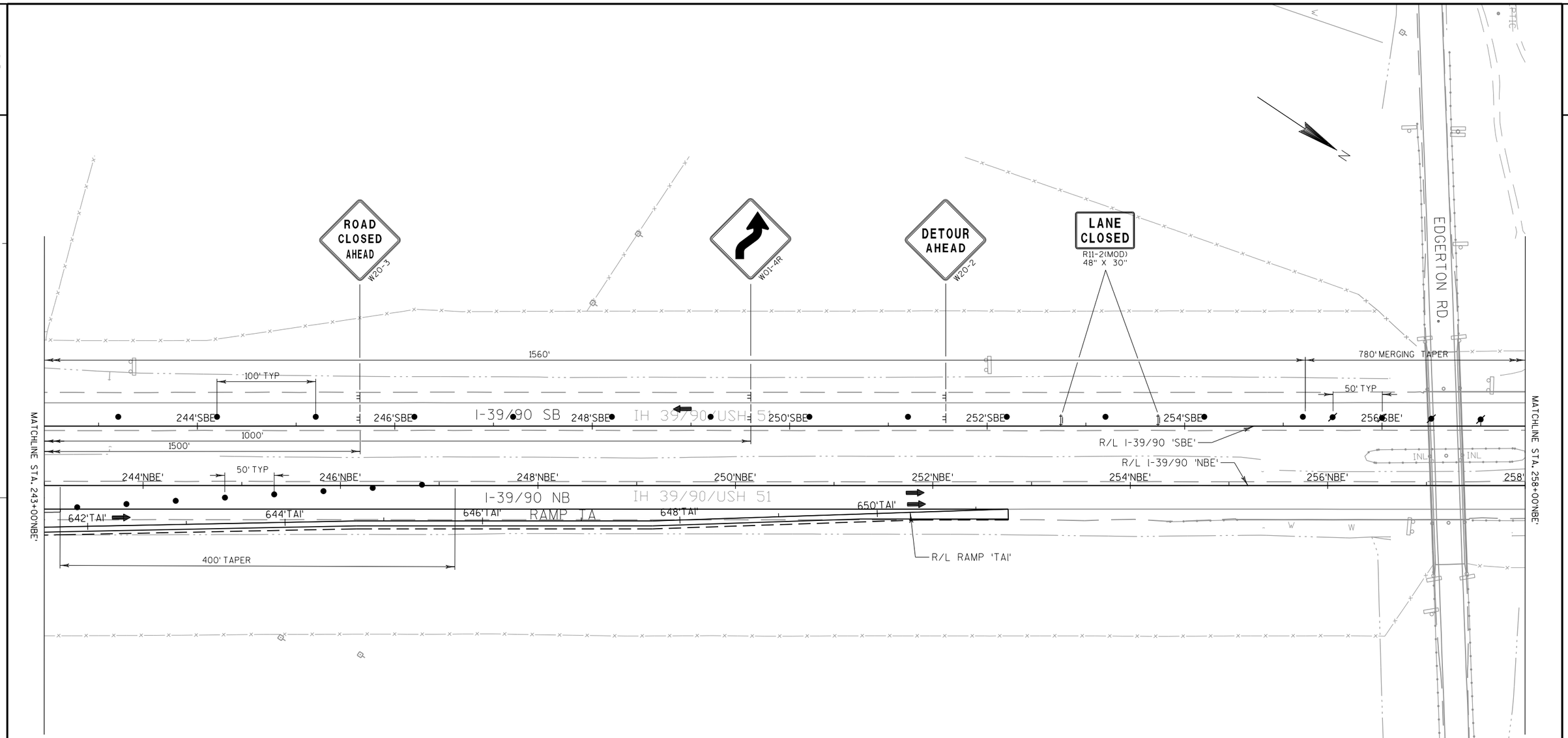


LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR PLAN - IH 39/90 - STAGE 5	SHEET 253	E

2



LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR PLAN - IH 39/90 - STAGE 5	SHEET 254	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027027_dt.dgn
PLOT DATE : 10/14/2014
PLOT BY : hxt
PLOT NAME :
PLOT SCALE : 1:100
WISDOT/CADDS SHEET 42

2

SEPTIC

SEPTIC

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

780' MERGING TAPER

500' BUFFER

50' TYP

W

258'SBE' 260'SBE' 262'SBE' 264'SBE' 266'SBE' 268'SBE' 270'SBE' 272'SBE'

I-39/90 SB

IH 39/90/USH 51

R/L I-39/90 'SBE'

R/L I-39/90 'NBE'

MATCHLINE STA. 258+00 'NBE'

NBE' 260'NBE' 262'NBE' 264'NBE' 266'NBE' 268'NBE' 270'NBE' 272'NBE'

I-39/90 NB

IH 39/90/USH 51

SIGN

LEGEND

- WORK AREA
- NIGHT TIME CONSTRUCTION WORK AREA
- HMA PAVEMENT TO BE REMOVED IN A LATER STAGE
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- CC — CRASH CUSHION TEMPORARY
- FLAGS 16" X 16" MIN ORANGE
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM/WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLEXIBLE TUBULAR MARKER
- XXXXX — SAWCUT ASPHALT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	DETOUR PLAN - IH 39/90 - STAGE 5	SHEET 255	E

2

2

584+39.90'TCI'
-77.61'LT
MATCH EXISTING FENCE

586+52.69'TCI'
-97.00'LT

3'(TYP.)

R/W

596+03.83'TCI'
-100.05'LT

3'(TYP.)

R/L RAMP 'TCI'

584'TCI' 586'TCI' 588'TCI' 590'TCI' 592'TCI' 594'TCI' 596'TCI' 598'TCI'

RAMP TCI

SBE' 186'SBE' 188'SBE' 190'SBE' I-39/90 SB 192'SBE' IH 39/90 194'SBE' 196'SBE' 198'SBE'

R/L I-39/90 'SBE'

186'NBE' 188'NBE' 190'NBE' 192'NBE' 194'NBE' 196'NBE' 198'NBE' 200

MATCHLINE STA. 200+00'NBE'

I-39/90 NB IH 39/90

584'TBI' 586'TBI' 588'TBI' 590'TBI' 592'TBI' 594'TBI' RAMP TB 596'TB' 598'TB'

R/L I-39/90 'NBE'

R/L RAMP 'TBI'

R/L RAMP 'TB'

583+96'TBI'
61.58'RT
MATCH EXISTING FENCE

584+61.88'TBI'
116.02'RT

3'(TYP.)

R/W

597+03.53'TB'
48.25'RT

3'(TYP.)

597+89.14'TB'
48.12'RT

598+07.68'TB'
52.21'RT

00'PR'

R/L PIERCE ROAD

TLE

SEPTIC

SEPTIC

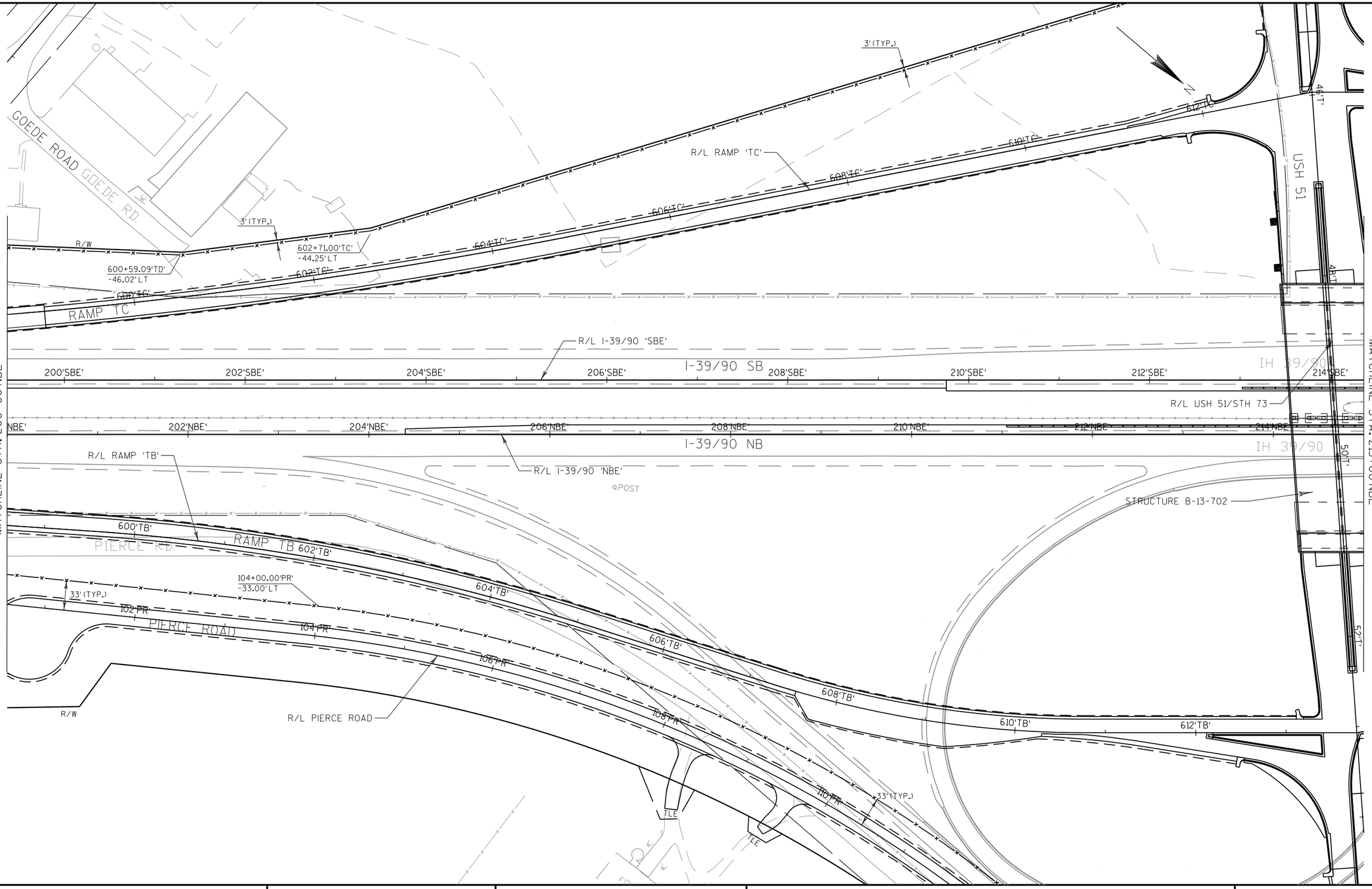
SEPTIC

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	FENCING PLAN	SHEET 256	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027101_fn.dgn PLOT DATE : 10/31/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

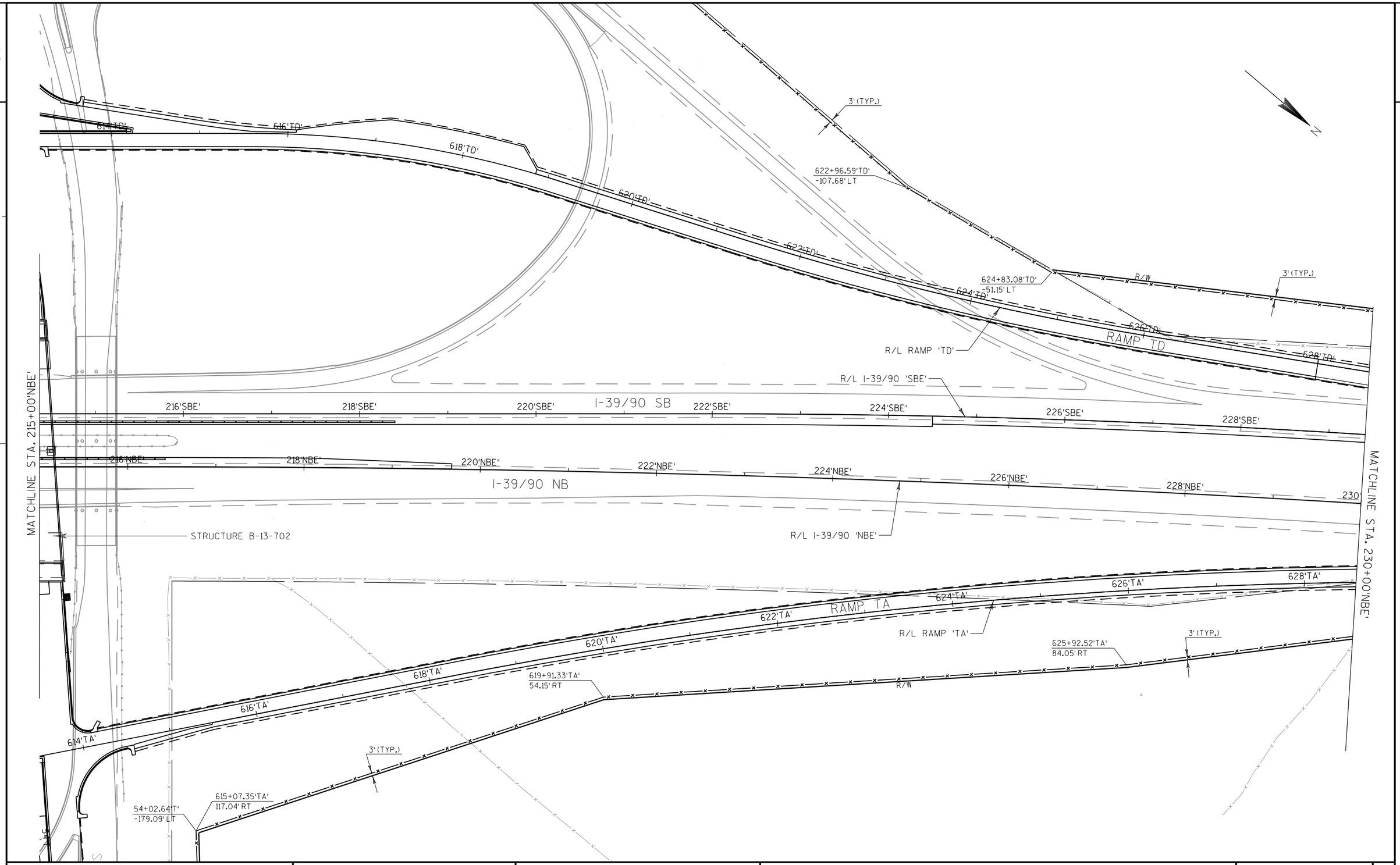


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	FENCING PLAN	SHEET 257	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027102_fn.dgn PLOT DATE : 10/31/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

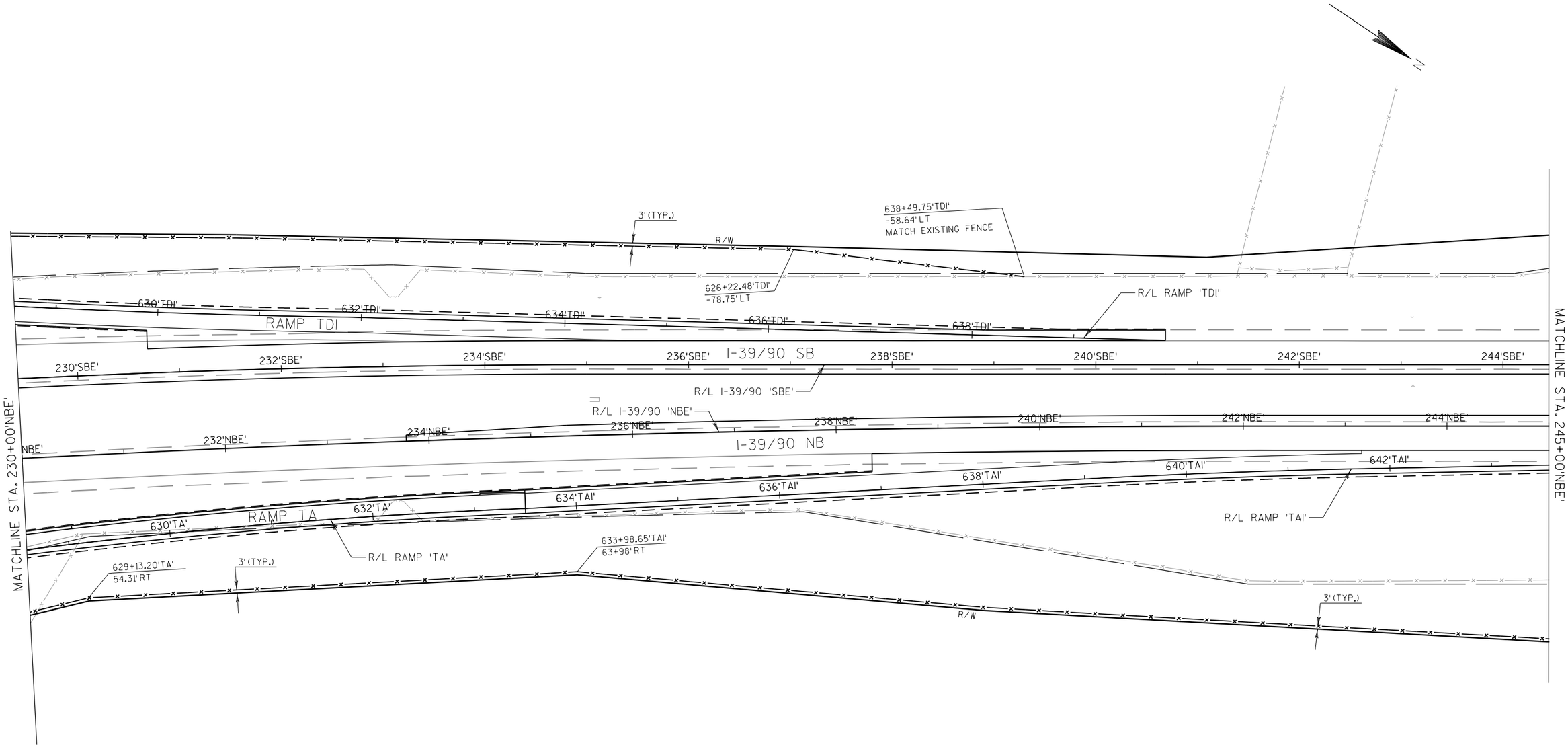
2



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	FENCING PLAN	SHEET 258	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027103_fn.dgn PLOT DATE : 10/31/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	FENCING PLAN	SHEET 259	E

2

2

MATCHLINE STA. 245+00'NBE'

R/W

R/L EDGERTON ROAD

R/L I-39/90 'SBE'

246'SBE' I-39/90 SB 248'SBE' IH 39/90/USH 51 250'SBE' 252'SBE' 254'SBE' 256'SBE' 258'SBE'

R/L I-39/90 'NBE'

246'NBE' 248'NBE' 250'NBE' 252'NBE' 254'NBE' 256'NBE' 258'NBE' 260'NBE'

I-39/90 NB IH 39/90/USH 51

RAMP TAI

R/L RAMP 'TAI'

EDGERTON ROAD

46'J'

48'J'

50'J'

52'J'

54'J'

INL

INL

255+93.58'NBE'
178.55'RT
MATCH PROJ. 1007-10-76 PROPOSED FENCE

3'(TYP.)

3'(TYP.)

248+94.03'NBE'
230.73'RT

647+50.18'TAI'
194.73'RT

R/W

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	FENCING PLAN	SHEET 260	E

2

N

R/L ALBION ROAD

ALBION ROAD

46'AL.

47'AL.

50'AL.

52'AL.

54'AL.

HAUGEN ROAD

36+58.54'T'
-107.30'LT

3'(TYP.)

R/W

39+00.00'T'
-123.00'LT

41+00.00'T'
-144.00'LT

42+40.00'T'
-158.71'LT

3'(TYP.)

614+58.15'TD'
-317.59'LT

43+21.40'T'
-227.64'LT

617+04.19'TD'
-328.82'LT

617+91.23'TD'
-327.21'LT

618+75.47'TD'
-294.54'LT

3'(TYP.)

R/L USH 51

USH 51

36'T'

38'T'

40'T'

42'T'

44'T'

35+09.51'T'
146.26'RT

3'(TYP.)

41+00.00'T'
144.00'RT

R/W

R/L RAMP 'TC'

44+75.00'T'
167.00'RT
611+71.98'TC'
-138.90'LT

3'(TYP.)

R/L RAMP 'TD'

618'TD'

646'TD'

RAMP TD

RAMP TC

64'TD'

64'TC'

216'SBE'

I-39/90 SB

I-39/90 NB

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	FENCING PLAN	SHEET 261	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\027106_fn.dgn PLOT DATE : 10/31/2014 PLOT BY : kjd PLOT NAME : PLOT SCALE : 1:100

2

2

RAMP 'TA'

3' (TYP.)

61'6'TA'

R/L RAMP 'TA'

615+07.35'TA'
117.04' RT

52+02.64'T'
179.09' LT

64'TA'

STH 73

54'

STH 73

R/L STH 73

3' (TYP.)

59+00.00'T'
-104.06' LT

62+72.75'T'
-80.09' LT

R/W

68'T'

66'T'

64'T'

62'T'

60'T'

58'T'

127+51.53'PR
-33.00' LT

33' (TYP.)

126'PR'

124'PR'

PIERCE ROAD

122+00.00'PR'
-33.00' LT

122'PR'

120'PR'

118'PR'

116'PR'

114'PR'

112'PR'

R/W

R/L PIERCE ROAD

TLE

RUINS

FOUND

PIERCE RD.

TLE

64'TB'

RAMP 'TB'

R/L RAMP 'TB'

N

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	FENCING PLAN	SHEET 262	E

2

Y = 400273.64
X = 912647.34

Y = 402920.28
X = 912628.24

Y = 405557.19
X = 912609.21

MATCHLINE STA 165+50'NBE'

R/L EXIST. I-39/90 SB

R/L EXIST. I-39/90 NB

160'SBE'
160'NBE'
150'SBE'
150'NBE'
140'SBE'
140'NBE'
130'SBE'
130'NBE'
120'SBE'
120'NBE'
110'SBE'
110'NBE'
100'SBE'
100'NBE'
90'SBE'
90'NBE'

PT: 134+95.62'SBE'

PT: 153+19.17'NBE'

CURVE SBE1

CURVE NBE1

PC: 100+24.37'SBE'

PC: 100+00.00'NBE'

Y = 400288.94
X = 915317.17

Y = 402939.41
X = 915287.22

Y = 400291.74
X = 917965.38

Y = 405575.28
X = 915259.84

ROCK COUNTY
DANE COUNTY

CURVE SBE1

PI STA = 117+83.98'SBE'
Y = 401874.15
X = 915207.19
DELTA = 23°08'30"
D = 0°40'00"
T = 1759.61
L = 3471.25
R = 8594.37
PC STA = 100+24.37'SBE'
PT STA = 134+95.62'SBE'

CURVE NBE1

PI STA = 127+08.39'NBE'
Y = 402786.34
X = 915045.84
DELTA = 26°35'45"
D = 0°30'00"
T = 2708.39
L = 5319.17
R = 11459.16
PC STA = 100+00.00'NBE'
PT STA = 153+19.17'NBE'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: ALIGNMENT DETAILS	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\027201_AD.DWG PLOT DATE : 10/14/2014 9:29 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1" = 500'_XREF
WISDOT/CADDS SHEET 42

2

CURVE SBE2
PI STA = 184+99.54'SBE'
Y = 407283.83
X = 911147.54
DELTA = 3°27'15"
D = 0°15'00"
T = 691.04
L = 1381.67
R = 22918.31
PC STA = 178+08.50'SBE'
PT STA = 191+90.16'SBE'

CURVE SBE3
PI STA = 228+54.03'SBE'
Y = 410603.20
X = 908328.49
DELTA = 6°28'00"
D = 0°30'00"
T = 647.35
L = 1293.33
R = 11459.16
PC STA = 222+06.68'SBE'
PT STA = 235+00.01'SBE'

CURVE NBE2
PI STA = 229+13.81'NBE'
Y = 410639.45
X = 908376.42
DELTA = 6°28'00"
D = 0°15'00"
T = 1294.71
L = 2586.67
R = 22918.31
PC STA = 216+19.10'NBE'
PT STA = 242+05.77'NBE'

CURVE TA1
PI STA = 625+96.98'TA'
Y = 410553.93
X = 908567.61
DELTA = 15°12'07"
D = 1°00'12"
T = 761.97
L = 1515.00
R = 5710.00
PC STA = 618+35.00'TA'
PT STA = 633+50.00'TA'
SE = 3.0%

CURVE T1
PI STA = 40+99.31'T'
Y = 408896.91
X = 908655.21
DELTA = 45°26'54"
D = 6°11'15"
T = 387.81
L = 734.52
R = 926.00
PC STA = 37+11.50'T'
PT STA = 44+46.02'T'
SE = 4.0%

CURVE T2
PI STA = 60+99.39'T'
Y = 410323.53
X = 910115.06
DELTA = 49°27'01"
D = 4°23'26"
T = 600.93
L = 1126.31
R = 1305.00
PC STA = 54+98.46'T'
PT STA = 66+24.77'T'
SE = 3.8%

CURVE T3
PI STA = 74+42.62'T'
Y = 411739.21
X = 910021.27
DELTA = 4°26'38"
D = 0°30'58"
T = 430.67
L = 860.91
R = 11100.00
PC STA = 70+11.95'T'
PT STA = 79+00.00'T'
SE = NC

CURVE TA2
PI STA = 634+99.55'TA'
Y = 411290.07
X = 908030.05
DELTA = 1°05'43"
D = 0°21'58"
T = 149.55
L = 299.09
R = 15645.85
PC STA = 633+50.00'TA'
PT STA = 636+49.09'TA'
SE = NC

CURVE TD1
PI STA = 617+37.35'TD'
Y = 409636.45
X = 908732.04
DELTA = 17°35'26"
D = 5°01'33"
T = 176.39
L = 350.00
R = 1140.00
PC STA = 615+60.96'TD'
PT STA = 619+10.96'TD'
SE = 4.5%

CURVE TD2
PI STA = 623+72.50'TD'
Y = 410224.75
X = 908485.35
DELTA = 8°24'03"
D = 1°40'49"
T = 250.44
L = 499.99
R = 3410.00
PC STA = 621+22.05'TD'
PT STA = 626+22.04'TD'
SE = 3.5%

CURVE TD3
PI STA = 631+70.95'TD'
Y = 410908.84
X = 908071.85
DELTA = 3°30'13"
D = 0°37'39"
T = 279.23
L = 558.28
R = 9130.00
PC STA = 628+91.72'TD'
PT STA = 634+50.00'TD'
SE = NC

CURVE AL1
PI STA = 48+50.19'AL'
Y = 408306.76
X = 908500.26
DELTA = 37°09'39"
D = 19°05'55"
T = 100.85
L = 194.57
R = 300.00
PC STA = 47+49.34'AL'
PT STA = 49+43.92'AL'

CURVE AL2
PI STA = 54+81.07'AL'
Y = 408158.18
X = 909120.72
DELTA = 13°02'16"
D = 14°19'26"
T = 45.71
L = 91.02
R = 400.00
PC STA = 54+35.36'AL'
PT STA = 55+26.38'AL'

CURVE TB1
PI STA = 594+35.02'TB'
Y = 408142.69
X = 910591.31
DELTA = 3°53'23"
D = 0°37'39"
T = 310.02
L = 619.81
R = 9130.00
PC STA = 591+25.00'TB'
PT STA = 597+44.81'TB'
SE = NC

CURVE TC1
PI STA = 599+92.24'TC'
Y = 408440.56
X = 910081.40
DELTA = 9°51'15"
D = 1°00'12"
T = 492.24
L = 982.06
R = 5710.00
PC STA = 595+00.00'TC'
PT STA = 604+82.06'TC'
SE = 3.0%

CURVE TB2
PI STA = 602+32.52'TB'
Y = 408784.36
X = 910117.35
DELTA = 13°42'04"
D = 2°29'28"
T = 276.32
L = 550.00
R = 2300.00
PC STA = 599+56.20'TB'
PT STA = 605+06.20'TB'
SE = 4.5%

CURVE TB3
PI STA = 609+04.40'TB'
Y = 409406.40
X = 909856.52
DELTA = 17°35'27"
D = 5°01'33"
T = 176.39
L = 350.00
R = 1140.00
PC STA = 607+28.02'TB'
PT STA = 610+78.02'TB'
SE = 4.5%

CURVE PR1
PI STA = 111+48.95'PR'
Y = 409438.91
X = 909787.71
DELTA = 55°16'15"
D = 3°55'28"
T = 764.42
L = 1408.40
R = 1460.00
PC STA = 103+84.53'PR'
PT STA = 117+92.93'PR'
SE = RC

CURVE PR2
PI STA = 121+84.53'PR'
Y = 410519.99
X = 910197.14
DELTA = 21°47'10"
D = 6°52'12"
T = 160.50
L = 317.12
R = 834.00
PC STA = 120+24.03'PR'
PT STA = 123+41.15'PR'
SE = 2.5%

CURVE PR3
PI STA = 126+83.85'PR'
Y = 411023.11
X = 910187.97
DELTA = 29°43'20"
D = 14°30'19"
T = 104.81
L = 204.91
R = 395.00
PC STA = 125+79.03'PR'
PT STA = 127+83.94'PR'
SE = 3.1%

CURVE PR4
PI STA = 131+52.18'PR'
Y = 411438.13
X = 910414.99
DELTA = 118°48'29"
D = 37°12'18"
T = 260.44
L = 319.33
R = 154.00
PC STA = 128+91.74'PR'
PT STA = 132+11.07'PR'
SE = 4.0%

BEGIN PROJECT
1007-10-72
STA 35+50.00'T'
Y=408347.60
X=908653.18

END PROJECT
1007-10-72
STA 78+72.86'T'

POT 18+00.00'T'
Y=408646.72
X=406597.62

STA 592+00.00'TC'=
STA 192+78.85'SBE', 48.00 LT
Y= 407847.07
X= 910606.21

PC STA 591+25.00'TB'=
STA 192+66.96'NBE', 72.00 RT
Y= 407906.38
X= 910792.00

STA 100+00.00'PR'=
STA 199+42.13'NBE', 182.21 RT
Y= 408492.35
X= 910438.94

STA 45+96.80'T'=
STA 613+22.93'TC'
Y = 409273.34
X = 909040.41

STA 45+96.80'T'=
STA 612+60.96'TD'
Y = 409273.34
X = 909040.41

STA 49+15.79'T'=
STA 214+01.81'SBE'
Y = 409496.29
X = 909268.55

STA 49+75.94'T'=
STA 214+69.17'NBE'
Y = 409538.33
X = 909311.57

STA 53+06.71'T'=
STA 613+78.02'TB'
Y = 409769.51
X = 909548.14

STA 53+06.71'T'=
STA 613+41.29'TA'
Y = 409769.51
X = 909548.14

PT STA 634+50.00'TD'=
STA 235+28.66'SBE', 46.53 LT
Y= 411138.53
X= 907913.08

PT STA 636+49.09'TA'=
STA 237+92.57'NBE', 68.29 RT
Y= 411412.51
X= 907944.18

STA 71+40.00'T'=
STA 133+23.62'PR'
Y = 411437.29
X = 910042.01

Y = 405539.59
X = 909958.49

Y = 408184.58
X = 909981.44

Y = 408194.51
X = 907335.94

Y = 410832.92
X = 907358.63

Y = 410824.05
X = 910004.95

Y = 408203.50
X = 912650.71

N0° 12' 41.00"E
S39° 22' 19.00"E
S76° 31' 58.44"E
S89° 34' 14.72"E
N40° 20' 25.00"W
N51° 20' 25.00"W
N45° 39' 35.00"E
N22° 44' 58.09"W
N34° 31' 41.03"W
N36° 27' 02.28"W
N20° 44' 33.91"E
N1° 02' 36.02"W
N3° 47' 25.96"W
N22° 44' 58.73"W
N31° 09' 02.19"W
N28° 40' 44.26"E
S89° 52' 15.00"W

STA BACK = 78+72.86
STA AHEAD = 79+00.00

STA 165+50'NBE'
MATCHLINE STA 165+50'NBE'
MATCHLINE 242+25'NBE'
PC: 178+08.50'SBE'
PT: 191+90.16'SBE'
PC: 222+06.68'SBE'
PT: 235+00.01'SBE'
PC: 222+06.68
PC: 216+19.10'NBE'
PT: 242+05.77'NBE'

R/L EXIST. I-39/90 SB
R/L EXIST. I-39/90 NB
R/L RAMP 'TBI'
R/L RAMP 'TCI'
R/L RAMP 'TB'
R/L RAMP 'TC'
R/L RAMP 'TA'
R/L RAMP 'TD'
R/L RAMP 'TDI'
R/L RAMP 'TAI'
R/L USH 51
R/L STH 73
R/L PIERCE ROAD
SEE NEXT SHEET FOR INTERIM ALIGNMENTS
SEE NEXT SHEET FOR INTERIM ALIGNMENTS

CURVE SBE2
CURVE TB1
CURVE TB2
CURVE TB3
CURVE TC1
CURVE T1
CURVE T2
CURVE T3
CURVE TA1
CURVE TA2
CURVE TD1
CURVE TD2
CURVE TD3
CURVE NBE2
CURVE SBE3
CURVE AL1
CURVE AL2
CURVE PR1
CURVE PR2
CURVE PR3
CURVE PR4
CURVE T1
CURVE T2
CURVE T3

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: ALIGNMENT DETAILS	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\027201_AD.DWG
PLOT DATE : 10/14/2014 9:29 AM
PLOT BY : HARRY TRAN
PLOT NAME :
PLOT SCALE : 1" = 500'_XREF
WISDOT/CADDS SHEET 42

CURVE TCI1
PI STA = 583+36.15'TCI'
Y = 407192.42
X = 911169.52
DELTA = 0°54'09"
D = 0°15'02"
T = 180.15
L = 360.29
R = 22875.64
PC STA = 581+56.00'TCI'
PT STA = 585+16.29'TCI'
SE = NC

CURVE TCI2
PI STA = 586+66.29'TCI'
Y = 407445.69
X = 910957.81
DELTA = 0°45'04"
D = 0°15'01"
T = 150.00
L = 300.00
R = 22882.31
PC STA = 585+16.29'TCI'
PT STA = 588+16.29'TCI'
SE = NC

CURVE TCI3
PI STA = 589+63.74'TCI'
Y = 407672.98
X = 910765.96
DELTA = 0°45'03"
D = 0°15'17"
T = 147.45
L = 294.89
R = 22499.53
PC STA = 588+16.29'TCI'
PT STA = 591+11.18'TCI'
SE = NC

CURVE TCI4
PI STA = 591+69.15'TCI'
Y = 407826.85
X = 910629.88
DELTA = 0°45'00"
D = 0°42'39"
T = 52.75
L = 105.51
R = 8060.00
PC STA = 591+16.39'TCI'
PT STA = 592+21.90'TCI'
SE = NC

CURVE TCI5
PI STA = 597+00.08'TCI'
Y = 408221.69
X = 910274.94
DELTA = 4°00'50"
D = 1°00'12"
T = 200.08
L = 400.00
R = 5709.83
PC STA = 595+00.00'TCI'
PT STA = 599+00.00'TCI'
SE = 3.0%

PT STA 581+56.00'TCI'=
STA 182+33.79'SBE', 24.00' LT
Y= 407054.13
X= 911284.98

STA 592+00.00'TC'=
STA 192+78.85'SBE', 48.00' LT
Y= 407847.07
X= 910606.21

STA 598+76.56'TCI'=
STA 598+76.56'TC', ON R/L
Y= 408345.47
X= 910148.92

R/L RAMP 'TCI'
R/L RAMP 'TC'
CURVE TCI1
CURVE TCI2
CURVE TCI3
CURVE TCI4
CURVE TCI5
PCC
PCC
PT
PT
PC
PC
PT
PT
PI
PT: 191+90.16'SBE'
590'TCI'
600'TC'
180'SBE'
190'SBE'
200'SBE'
210'S
N45
180'NBE'
190'NBE'
200'NBE'
210'NBE'

590'TBI'
PI
594'TBI'
600'TB'
PC
PT
PI
R/L RAMP 'TBI'
R/L RAMP 'TB'
PT
PC
PI

STA 583+60.52'TBI'=
STA 185+03.74'NBE', 24.00' RT
Y= 407293.57
X= 911249.47

PC STA 591+25.00'TB'=
STA 192+66.96'NBE', 72.00' RT
Y= 407906.38
X= 910792.00

STA 594+55.74'TBI'=
STA 594+55.75'TB', ON R/L
Y= 408162.30
X= 910582.51

R/L PIERCE ROAD
110'P'

R/L RAMP 'TD'
N31° 09' 02.19"W
PT
BP
PC
PC
STA 629+01.81'TDI'=
STA 629+01.81'TD',
Y= 410678.50
X= 908211.07
CURVE TDI1
630'TDI'
PT
PI
PT: 235+00.01'SBE'
PT STA 634+50.00'TD'=
STA 235+28.66'SBE', 46.53' LT
Y= 411138.53
X= 907913.08
R/L RAMP 'TDI'
STA 639+90.20'TDI'=
STA 240+68.55'SBE', 24.00' LT
Y= 411599.34
X= 907630.87
PT: 242+05.77'NBE'
639'TDI'
230'SBE'
230'NBE'
240'SBE'
240'NBE'
PI

CURVE TDI1
PI STA = 630+39.22'TDI'
Y = 410796.11
X = 908139.99
DELTA = 1°51'04"
D = 0°37'39"
T = 147.51
L = 294.98
R = 9129.99
PC STA = 628+91.72'TDI'
PT STA = 631+86.70'TDI'
SE = NC

R/L EDGERTON RD
630'TA'
633'TAI'
PI
PC
640'TAI'
PT
PI
PI
250'SBE'
250'NBE'
650'TAI'
651'TAI'
TA1
R/L RAMP 'TA'
PCC
CURVE TAI1
R/L RAMP 'TAI'

CURVE TAI1
PI STA = 640+40.86'TAI'
Y = 411721.85
X = 907703.55
DELTA = 1°52'08"
D = 0°42'39"
T = 131.47
L = 262.91
R = 8060.00
PC STA = 639+09.39'TAI'
PT STA = 641+72.30'TAI'
SE = NC

PT STA 636+49.09'TA'=
STA 237+92.57'NBE', 68.29' RT
Y= 411412.51
X= 907944.18

STA 633+50.00'TAI'=
STA 633+50.00'TA', ON R/L
Y= 411169.30
X= 908118.24

STA 651+32.56'TAI'=
STA 252+76.21'NBE', 24.00' RT
Y= 412616.55
X= 907078.10

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: ALIGNMENT DETAILS	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\027203_AD.DWG
PLOT DATE : 10/14/2014 9:30 AM
PLOT BY : HARRY TRAN
PLOT NAME :
PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 42

2

POT 38+00.00'J'
Y=905857.66
X=412282.93

40'J'

STA 256+64.11'SBE'=
STA 49+15.95'J'
Y = 412937.46
X = 906761.50

N54° 05' 20.00"E

MATCHLINE STA 242+25'NBE'

250'SBE' 250'NBE' 260'SBE' 260'NBE' 270'SBE' 270'NBE' 280'SBE' 280'NBE' 290'SBE' 290'NBE' 300'SBE' 300'NBE' 310'SBE' 310'NBE'

50'J'

R/L EXIST. I-39/90 SB

CURVE NBE3

CURVE SBE4

PC: 290+03.80'SBE'

PT: 312+17.13'SBE'

PC: 274+11.60'NBE'

PT: 291+13.78'NBE'

R/L EXIST. I-39/90 NB

R/L RAMP 'TAI'

PC: 53+15.33'J'

STA 257+19.12'NBE'=
STA 49+75.91'J'
Y = 412970.90
X = 906811.31

R/L EDGERTON RD

SEE PREVIOUS SHEET
FOR INTERIM ALIGNMENTS

60'J'

CURVE J1

PI: 58+61.01'J'

PT: 63+69.33'J'

70'J'

80'J'

Y = 413473.66
X = 909033.31

PI: 73+30.14'J'

S89° 18' 40.00"E

S89° 56' 35.36"E

STA 83+37.86'J'=
STA 92+02.89'T'
Y = 413472.66
X = 910041.03

Y = 413472.66
X = 910041.03

N0° 39' 11.77"E

100'T'

R/L STH 73

Y = 413467.89
X = 904753.99

Y = 413468.97
X = 907398.30

Y = 416182.32
X = 902093.81

Y = 416110.59
X = 904790.96

Y = 418795.40
X = 904764.34

Y = 416112.18
X = 907438.08

MATCHLINE STA 317+00'NBE'

CURVE J1

PI STA = 58+61.01'J'
Y = 413491.77
X = 907526.93
DELTA = 36°36'00"
D = 3°28'21"
T = 545.69
L = 1054.00
R = 1650.00
PC STA = 53+15.33'J'
PT STA = 63+69.33'J'
SE = 5.8%

CURVE NBE3

PI STA = 282+63.08'NBE'
Y = 415083.07
X = 905393.40
DELTA = 4°15'20"
D = 0°15'00"
T = 851.48
L = 1702.18
R = 22918.31
PC STA = 274+11.60'NBE'
PT STA = 291+13.78'NBE'

CURVE SBE4

PI STA = 301+11.33'SBE'
Y = 416629.85
X = 904282.78
DELTA = 5°32'00"
D = 0°15'00"
T = 1107.53
L = 2213.33
R = 22918.31
PC STA = 290+03.80'SBE'
PT STA = 312+17.13'SBE'

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN: ALIGNMENT DETAILS	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\027201_AD.DWG PLOT DATE : 10/14/2014 9:30 AM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1" = 500'_XREF

DATE 12JAN15 E S T I M A T E O F Q U A N T I T I E S

LINE 1007-10-72

NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	Clearing	STA	75.000	75.000
0020	201.0205	Grubbing	STA	75.000	75.000
0030	203.0100	Removing Small Pipe Culverts	EACH	15.000	15.000
0040	203.0200	Removing Old Structure (station) 001. Sta. 49+70'T'	LS	1.000	1.000
0050	203.0225.S	Debris Containment (structure) 001. B-13-175	LS	1.000	1.000
0060	204.0100	Removing Pavement	SY	19,978.000	19,978.000
0070	204.0110	Removing Asphaltic Surface	SY	1,444.000	1,444.000
0080	204.0120	Removing Asphaltic Surface Milling	SY	15,161.000	15,161.000
0090	204.0150	Removing Curb & Gutter	LF	7,526.000	7,526.000
0100	204.0155	Removing Concrete Sidewalk	SY	862.000	862.000
0110	204.0157	Removing Concrete Barrier	LF	374.000	374.000
0120	204.0165	Removing Guardrail	LF	1,430.000	1,430.000
0130	204.0170	Removing Fence	LF	16,938.000	16,938.000
0140	204.0180	Removing Delineators and Markers	EACH	34.000	34.000
0150	204.0195	Removing Concrete Bases	EACH	12.000	12.000
0160	204.0220	Removing Inlets	EACH	7.000	7.000
0170	204.0245	Removing Storm Sewer (size) 001. 18-Inch	LF	80.000	80.000
0180	204.0245	Removing Storm Sewer (size) 002. 12-Inch	LF	159.000	159.000
0190	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0200	205.0100	Excavation Common	CY	364,553.000	364,553.000
0210	205.0400	Excavation Marsh	CY	23,920.000	23,920.000
0220	206.1000	Excavation for Structures Bridges (structure) 001. B-13-702	LS	1.000	1.000
0230	208.0100	Borrow	CY	110,416.000	110,416.000
0240	209.0100	Backfill Granular	CY	30,153.000	30,153.000
0250	210.0100	Backfill Structure	CY	780.000	780.000
0260	213.0100	Finishing Roadway (project) 001. ID 1007-10-72	EACH	1.000	1.000
0270	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,208.000	3,208.000
0280	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	69,924.000	69,924.000
0290	305.0130	Base Aggregate Dense 3-Inch	TON	12,430.000	12,430.000
0300	312.0110	Select Crushed Material	TON	111,810.000	111,810.000
0310	405.0100	Coloring Concrete Red	CY	28.000	28.000
0320	415.0080	Concrete Pavement 8-Inch **P**	SY	19,345.000	19,345.000
0330	415.0210	Concrete Pavement Gaps	EACH	1.000	1.000
0340	415.0410	Concrete Pavement Approach Slab **P**	SY	200.000	200.000
0350	415.6000.S	Rout and Seal	LF	12,464.000	12,464.000
0360	416.0180	Concrete Driveway 8-Inch	SY	85.000	85.000
0370	416.0508	Concrete Roundabout Truck Apron 8-Inch	SY	126.000	126.000
0380	416.1010	Concrete Surface Drains	CY	16.000	16.000
0390	440.4410.S	Incentive IRI Ride	DOL	9,000.000	9,000.000
0400	455.0105	Asphaltic Material PG58-28	TON	434.000	434.000
0410	455.0120	Asphaltic Material PG64-28	TON	665.000	665.000
0420	455.0605	Tack Coat	GAL	4,027.000	4,027.000
0430	460.1100	Hma Pavement Type E-0.3	TON	1,730.000	1,730.000
0440	460.1101	Hma Pavement Type E-1	TON	999.000	999.000
0450	460.1103	Hma Pavement Type E-3	TON	11,171.000	11,171.000
0460	460.1132	Hma Pavement Type E-30X	TON	4,354.000	4,354.000
0470	460.2000	Incentive Density HMA Pavement	DOL	11,690.000	11,690.000
0480	460.4000	HMA Cold Weather Paving	TON	130.000	130.000
0490	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	3,796.000	3,796.000

3

DATE 12JAN15 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	1007-10-72 QUANTITY
0500	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	188.000	188.000
0510	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	3,075.000	3,075.000
0520	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	1,461.000	1,461.000
0530	502.0100	Concrete Masonry Bridges	CY	402.000	402.000
0540	502.2000	Compression Joint Sealer Preformed Elastomeric (width) 001. 3-Inch	LF	296.000	296.000
0550	502.3200	Protective Surface Treatment	SY	3,420.000	3,420.000
0560	503.0155	Prestressed Girder Type I 54W-Inch **P**	LF	3,553.000	3,553.000
0570	505.0405	Bar Steel Reinforcement HS Bridges **P**	LB	25,325.000	25,325.000
0580	505.0605	Bar Steel Reinforcement HS Coated Bridges **P**	LB	280,280.000	280,280.000
0590	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	56.000	56.000
0600	506.4000	Steel Diaphragms (structure) 001. B-13-702 **P**	EACH	48.000	48.000
0610	511.1200	Temporary Shoring (structure) 001. B-13-702	SF	1,570.000	1,570.000
0620	516.0500	Rubberized Membrane Waterproofing	SY	50.000	50.000
0630	517.1010.S	Concrete Staining (structure) 001. B-13-702	SF	12,455.000	12,455.000
0640	517.1050.S	Architectural Surface Treatment (structure) 001. B-13-702	SF	3,065.000	3,065.000
0650	520.8000	Concrete Collars for Pipe	EACH	13.000	13.000
0660	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	242.000	242.000
0670	521.0130	Culvert Pipe Corrugated Steel 30-Inch	LF	113.000	113.000
0680	521.0136	Culvert Pipe Corrugated Steel 36-Inch	LF	16.000	16.000
0690	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	4.000	4.000
0700	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	10.000	10.000
0710	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	1.000	1.000
0720	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0730	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	262.000	262.000
0740	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	104.000	104.000
0750	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	115.000	115.000
0760	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	29.000	29.000
0770	522.0312	Culvert Pipe Reinforced Concrete Class IV 12-Inch	LF	283.000	283.000
0780	522.0315	Culvert Pipe Reinforced Concrete Class IV 15-Inch	LF	30.000	30.000
0790	522.0330	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	41.000	41.000
0800	522.0336	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	351.000	351.000
0810	522.0342	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	376.000	376.000
0820	522.0530	Culvert Pipe Reinforced Concrete Class V 30-Inch	LF	268.000	268.000

3

DATE 12JAN15 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	1007-10-72 QUANTITY
0830	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	11.000	11.000
0840	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	7.000	7.000
0850	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	4.000	4.000
0860	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	5.000	5.000
0870	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	5.000	5.000
0880	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	4.000	4.000
0890	523.0124	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	42.000	42.000
0900	523.0524	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000
0910	550.0500	Pile Points	EACH	118.000	118.000
0920	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	3,600.000	3,600.000
0930	601.0120	Concrete Curb Type J	LF	78.000	78.000
0940	601.0407	Concrete Curb & Gutter 18-Inch Type D **P**	LF	693.000	693.000
0950	601.0409	Concrete Curb & Gutter 30-Inch Type A **P**	LF	30.000	30.000
0960	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A **P**	LF	2,606.000	2,606.000
0970	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D **P**	LF	3,475.000	3,475.000
0980	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R **P**	LF	130.000	130.000
0990	602.0410	Concrete Sidewalk 5-Inch **P**	SF	12,665.000	12,665.000
1000	603.8000	Concrete Barrier Temporary Precast Delivered	LF	13,575.000	13,575.000
1010	603.8125	Concrete Barrier Temporary Precast Installed	LF	19,975.000	19,975.000
1020	604.0400	Slope Paving Concrete	SY	530.000	530.000
1030	604.0500	Slope Paving Crushed Aggregate	SY	270.000	270.000
1040	606.0200	Riprap Medium	CY	660.000	660.000
1050	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	170.000	170.000
1060	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	485.000	485.000
1070	611.0624	Inlet Covers Type H	EACH	5.000	5.000
1080	611.0627	Inlet Covers Type HM	EACH	16.000	16.000
1090	611.3230	Inlets 2x3-Ft	EACH	21.000	21.000
1100	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
1110	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
1120	611.8120.S	Cover Plates Temporary	EACH	3.000	3.000
1130	612.0106	Pipe Underdrain 6-Inch	LF	1,439.000	1,439.000
1140	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	571.000	571.000
1150	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	320.000	320.000
1160	612.0700	Drain Tile Exploration	LF	527.000	527.000
1170	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000
1180	614.0800	Crash Cushions Permanent	EACH	2.000	2.000
1190	614.0905	Crash Cushions Temporary	EACH	12.000	12.000

3

DATE 12JAN15 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 QUANTITY	1007-10-72 QUANTITY
1200	614.2300	Mgs Guardrail 3	LF	25.000	25.000
1210	614.2500	Mgs Thrie Beam Transition	LF	78.800	78.800
1220	614.2610	Mgs Guardrail Terminal EAT	EACH	2.000	2.000
1230	616.0100	Fence Woven Wire (height) 001. 4-Ft **P**	LF	15,838.000	15,838.000
1240	616.0700.S	Fence Safety	LF	1,000.000	1,000.000
1250	619.1000	Mobilization	EACH	1.000	1.000
1260	620.0100	Concrete Corrugated Median **P**	SF	970.000	970.000
1270	620.0300	Concrete Median Sloped Nose **P**	SF	765.000	765.000
1280	624.0100	Water	MGAL	2,000.000	2,000.000
1290	625.0500	Salvaged Topsoil	SY	309,030.000	309,030.000
1300	627.0200	Mulching	SY	169,069.000	169,069.000
1310	628.1104	Erosion Bales	EACH	963.000	963.000
1320	628.1504	Silt Fence	LF	10,609.000	10,609.000
1330	628.1520	Silt Fence Maintenance	LF	63,653.000	63,653.000
1340	628.1905	Mobilizations Erosion Control	EACH	15.000	15.000
1350	628.1910	Mobilizations Emergency Erosion Control	EACH	7.000	7.000
1360	628.2004	Erosion Mat Class I Type B	SY	139,960.000	139,960.000
1370	628.6510	Soil Stabilizer Type B	ACRE	56.000	56.000
1380	628.7005	Inlet Protection Type A	EACH	21.000	21.000
1390	628.7015	Inlet Protection Type C	EACH	31.000	31.000
1400	628.7555	Culvert Pipe Checks	EACH	29.000	29.000
1410	628.7560	Tracking Pads	EACH	4.000	4.000
1420	628.7570	Rock Bags	EACH	189.000	189.000
1430	629.0205	Fertilizer Type A	CWT	215.000	215.000
1440	630.0110	Seeding Mixture No. 10	LB	2,544.000	2,544.000
1450	630.0170	Seeding Mixture No. 70	LB	609.000	609.000
1460	630.0200	Seeding Temporary	LB	161.000	161.000
1470	631.1000	Sod Lawn	SY	1,907.000	1,907.000
1480	633.0100	Delineator Posts Steel	EACH	163.000	163.000
1490	633.0500	Delineator Reflectors	EACH	212.000	212.000
1500	633.5200	Markers Culvert End	EACH	41.000	41.000
1510	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
1520	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	12.000	12.000
1530	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	61.000	61.000
1540	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	30.000	30.000
1550	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	4.000	4.000
1560	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	1.000	1.000
1570	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	3.000	3.000
1580	635.0200	Sign Supports Structural Steel HS	LB	586.000	586.000
1590	636.0100	Sign Supports Concrete Masonry	CY	3.200	3.200
1600	636.0500	Sign Supports Steel Reinforcement	LB	196.000	196.000
1610	637.2210	Signs Type II Reflective H	SF	1,125.800	1,125.800
1620	637.2215	Signs Type II Reflective H Folding	SF	12.500	12.500
1630	637.2220	Signs Type II Reflective SH	SF	6.750	6.750
1640	637.2230	Signs Type II Reflective F	SF	115.750	115.750
1650	638.2101	Moving Signs Type I	EACH	6.000	6.000
1660	638.2102	Moving Signs Type II	EACH	19.000	19.000
1670	638.2602	Removing Signs Type II	EACH	85.000	85.000
1680	638.3000	Removing Small Sign Supports	EACH	98.000	98.000
1690	638.4000	Moving Small Sign Supports	EACH	14.000	14.000
1700	638.4100	Moving Structural Steel Sign Supports	EACH	4.000	4.000
1710	642.5201	Field Office Type C	EACH	1.000	1.000

3

DATE 12JAN15 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	1007-10-72 QUANTITY
1720	643.0100	Traffic Control (project) 001. ID 1007-10-72	EACH	1.000	1.000
1730	643.0300	Traffic Control Drums	DAY	23,918.000	23,918.000
1740	643.0420	Traffic Control Barricades Type III	DAY	1,629.000	1,629.000
1750	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	149.000	149.000
1760	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	149.000	149.000
1770	643.0705	Traffic Control Warning Lights Type A	DAY	1,414.000	1,414.000
1780	643.0715	Traffic Control Warning Lights Type C	DAY	1,095.000	1,095.000
1790	643.0800	Traffic Control Arrow Boards	DAY	38.000	38.000
1800	643.0900	Traffic Control Signs	DAY	6,177.000	6,177.000
1810	643.0910	Traffic Control Covering Signs Type I	EACH	5.000	5.000
1820	643.0920	Traffic Control Covering Signs Type II	EACH	96.000	96.000
1830	643.1050	Traffic Control Signs PCMS	DAY	386.000	386.000
1840	643.2000	Traffic Control Detour (project) 001. ID 1007-10-72	EACH	1.000	1.000
1850	643.3000	Traffic Control Detour Signs	DAY	8,925.000	8,925.000
1860	645.0120	Geotextile Fabric Type HR	SY	2,099.000	2,099.000
1870	646.0106	Pavement Marking Epoxy 4-Inch	LF	57,797.000	57,797.000
1880	646.0126	Pavement Marking Epoxy 8-Inch	LF	943.000	943.000
1890	646.0138	Pavement Marking Preformed Thermoplastic 12-Inch	LF	226.000	226.000
1900	646.0600	Removing Pavement Markings	LF	22,653.000	22,653.000
1910	646.0843.S	Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	LF	1,395.000	1,395.000
1920	646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF	63.000	63.000
1930	646.0883.S	Pavement Marking Grooved Wet Reflective Tape 8-Inch	LF	6,448.000	6,448.000
1940	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	15.000	15.000
1950	647.0356	Pavement Marking Words Epoxy	EACH	5.000	5.000
1960	647.0456	Pavement Marking Curb Epoxy	LF	234.000	234.000
1970	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	211.000	211.000
1980	647.0606	Pavement Marking Island Nose Epoxy	EACH	8.000	8.000
1990	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	230.000	230.000
2000	647.0746	Pavement Marking Diagonal Epoxy 24-Inch	LF	558.000	558.000
2010	647.0856	Pavement Marking Concrete Corrugated Median Epoxy	SF	221.000	221.000
2020	648.0100	Locating No-Passing Zones	MI	2.000	2.000
2030	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	66,964.000	66,964.000
2040	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	790.000	790.000
2050	649.1000	Temporary Pavement Marking Stop Line Removable Tape 12-Inch	LF	189.000	189.000
2060	649.1600	Temporary Pavement Marking Diagonal Removable Tape 12-Inch	LF	108.000	108.000
2070	649.1800	Temporary Pavement Marking Arrows Removable Tape	EACH	7.000	7.000
2080	649.2000	Temporary Pavement Marking Words Removable Tape	EACH	3.000	3.000
2090	652.0125	Conduit Rigid Metallic 2-Inch	LF	100.000	100.000
2100	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,164.000	4,164.000

3

DATE 12JAN15 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	1007-10-72 QUANTITY
2110	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	5,550.000	5,550.000
2120	652.0800	Conduit Loop Detector	LF	466.000	466.000
2130	653.0135	Pull Boxes Steel 24x36-Inch	EACH	18.000	18.000
2140	653.0140	Pull Boxes Steel 24x42-Inch	EACH	16.000	16.000
2150	653.0222	Junction Boxes 18x12x6-Inch	EACH	4.000	4.000
2160	653.0905	Removing Pull Boxes	EACH	24.000	24.000
2170	654.0101	Concrete Bases Type 1	EACH	3.000	3.000
2180	654.0102	Concrete Bases Type 2	EACH	3.000	3.000
2190	654.0105	Concrete Bases Type 5	EACH	6.000	6.000
2200	654.0106	Concrete Bases Type 6	EACH	4.000	4.000
2210	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
2220	655.0230	Cable Traffic Signal 5-14 AWG	LF	572.000	572.000
2230	655.0250	Cable Traffic Signal 9-14 AWG	LF	2,199.000	2,199.000
2240	655.0510	Electrical Wire Traffic Signals 12 AWG	LF	432.000	432.000
2250	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,695.000	1,695.000
2260	655.0610	Electrical Wire Lighting 12 AWG	LF	1,728.000	1,728.000
2270	655.0615	Electrical Wire Lighting 10 AWG	LF	322.000	322.000
2280	655.0620	Electrical Wire Lighting 8 AWG	LF	11,172.000	11,172.000
2290	655.0635	Electrical Wire Lighting 2 AWG	LF	1,950.000	1,950.000
2300	655.0700	Loop Detector Lead In Cable	LF	3,473.000	3,473.000
2310	655.0800	Loop Detector Wire	LF	2,968.000	2,968.000
2320	656.0200	Electrical Service Meter Breaker Pedestal (location) 001. L 13-0863	LS	1.000	1.000
2330	657.0100	Pedestal Bases	EACH	3.000	3.000
2340	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	13.000	13.000
2350	657.0310	Poles Type 3	EACH	3.000	3.000
2360	657.0322	Poles Type 5-Aluminum	EACH	4.000	4.000
2370	657.0327	Poles Type 6-Aluminum	EACH	4.000	4.000
2380	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	3.000	3.000
2390	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	5.000	5.000
2400	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	2.000	2.000
2410	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	4.000	4.000
2420	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	10.000	10.000
2430	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	10.000	10.000
2440	658.0600	Led Modules 12-Inch Red Ball	EACH	4.000	4.000
2450	658.0605	Led Modules 12-Inch Yellow Ball	EACH	4.000	4.000
2460	658.0610	Led Modules 12-Inch Green Ball	EACH	2.000	2.000
2470	658.0615	Led Modules 12-Inch Red Arrow	EACH	6.000	6.000
2480	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	12.000	12.000
2490	658.0625	Led Modules 12-Inch Green Arrow	EACH	2.000	2.000
2500	658.5069	Signal Mounting Hardware (location) 001. Ush 51 & Albion Rd/Haugen Rd	LS	1.000	1.000
2510	659.0802	Plaques Sequence Identification	EACH	3.000	3.000
2520	659.1120	Luminaires Utility LED B	EACH	11.000	11.000
2530	659.1125	Luminaires Utility LED C	EACH	4.000	4.000
2540	662.1032.S	Ramp Closure Gates Hardwired 32-FT	EACH	1.000	1.000
2550	662.1040.S	Ramp Closure Gates Hardwired 40-FT	EACH	1.000	1.000
2560	662.3040.S	Ramp Closure Gate Arms Stockpile 40-FT	EACH	1.000	1.000
2570	670.0100	Field System Integrator	LS	1.000	1.000
2580	670.0200	ITS Documentation	LS	1.000	1.000

3

DATE 12JAN15 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	1007-10-72 QUANTITY
2590	672.0250	Base Camera Pole 50-FT	EACH	1.000	1.000
2600	673.0105	Communication Vault Type 1	EACH	1.000	1.000
2610	673.0225.S	Install Pole Mounted Cabinet	EACH	1.000	1.000
2620	674.0200	Cable Microwave Detector	LF	14,091.000	14,091.000
2630	674.0300	Remove Cable	LF	505.000	505.000
2640	675.0300	Install Mounted Controller Microwave Detector Assembly	EACH	6.000	6.000
2650	675.0400.S	Install Ethernet Switch	EACH	1.000	1.000
2660	677.0100	Install Camera Pole	EACH	1.000	1.000
2670	677.0200	Install Camera Assembly	EACH	1.000	1.000
2680	677.0300.S	Install Video Encoder	EACH	1.000	1.000
2690	690.0150	Sawing Asphalt	LF	3,820.000	3,820.000
2700	690.0250	Sawing Concrete	LF	4,432.000	4,432.000
2710	715.0415	Incentive Strength Concrete Pavement	DOL	1,290.000	1,290.000
2720	715.0502	Incentive Strength Concrete Structures	DOL	2,412.000	2,412.000
2730	SPV.0035	Special 701. Hpc Masonry Structures	CY	1,228.000	1,228.000
2740	SPV.0060	Special 001. Baseline CPM Progress Schedule	EACH	1.000	1.000
2750	SPV.0060	Special 002. CPM Progress Schedule Updates and Accepted Revisions	EACH	6.000	6.000
2760	SPV.0060	Special 003. Landmark Reference Monuments Special	EACH	1.000	1.000
2770	SPV.0060	Special 010. Care Cycles	EACH	24.000	24.000
2780	SPV.0060	Special 101. Reinstall Terminal High-Tension Cable Tl-3 Gibraltar	EACH	4.000	4.000
2790	SPV.0060	Special 102. Salvage Terminal High-Tension Cable Tl-3 Gibraltar	EACH	4.000	4.000
2800	SPV.0060	Special 401. Fiber Tracer Marker Post	EACH	1.000	1.000
2810	SPV.0060	Special 402. Install Cellular Modem	EACH	1.000	1.000
2820	SPV.0060	Special 403. Remove Poles Wood	EACH	1.000	1.000
2830	SPV.0060	Special 404. Remove Electrical Service Meter Breaker Pedestal	EACH	1.000	1.000
2840	SPV.0060	Special 602. Salvage Ramp Closure Gate	EACH	3.000	3.000
2850	SPV.0060	Special 604. Removing Light Poles	EACH	3.000	3.000
2860	SPV.0060	Special 605. Lighting And Ramp Gate Control Cabinent 120/240 30-Inch	EACH	1.000	1.000
2870	SPV.0060	Special 701. Grouted Bar Couplers	EACH	216.000	216.000
2880	SPV.0085	Special 001. Wet Prairie Native Seed Mix	LB	301.000	301.000
2890	SPV.0085	Special 002. Seeding Nurse Crop	LB	240.000	240.000
2900	SPV.0085	Special 701. Bar Steel Reinforcement Hs Stainless Bridges	LB	3,335.000	3,335.000
2910	SPV.0090	Special 101. Reinstall High-Tension Cable Tl-3 Socketed Gibraltar	LF	4,860.000	4,860.000
2920	SPV.0090	Special 102. Salvage High-Tension Cable TI-3 Socketed Gibraltar	LF	4,956.000	4,956.000
2930	SPV.0090	Special 200. Concrete Barrier Temporary Precast Left In Place	LF	1,987.500	1,987.500
2940	SPV.0090	Special 701. Precast Pier Columns **P**	LF	108.000	108.000
2950	SPV.0090	Special 702. Precast Pier Caps **P**	LF	91.000	91.000
2960	SPV.0090	Special 703. Fence Chain Link Polymer Coated 6-Ft	LF	571.000	571.000
2970	SPV.0105	Special 001. Concrete Pavement Joint Layout	LS	1.000	1.000
2980	SPV.0105	Special 003. Survey Project 1007-10-72	LS	1.000	1.000
2990	SPV.0105	Special 401. Salvage ITS Equipment	LS	1.000	1.000

3

DATE 12JAN15 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	1007-10-72 QUANTITY
3000	SPV.0105	Special 601. Partial Traffic Signal Removal, Ush 51 & Albion Rd/Haugen Rd	LS	1.000	1.000
3010	SPV.0105	Special 602. Remove Loop Detector Wire And Lead-In Cable, Ush 51 & Albion/Haugen Rd	LS	1.000	1.000
3020	SPV.0165	Special 701. Longitudinal Grooving Bridge Deck **P**	SF	26,260.000	26,260.000
3030	SPV.0195	Special 001. Qmp Base Agg Dense 1 1/4-Inch Compaction	TON	69,324.000	69,324.000

CLEARING AND GRUBBING

STAGE	LOCATION	STATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
1	USH 51	43+00 - 49+00 'T'	6	6
	STH 73	51+00 - 57+00 'T'	6	6
	RAMP TA	618+00 - 652+00 'TA'	11	11
	RAMP TB	610+00 - 614+00 'TB'	4	4
	RAMP TC	597+00 - 613+00 'TC'	8	8
	RAMP TD	625+00 - 632+00 'TD'	5	5
	IH 39 NB	253+00 - 257+00 'NBE'	4	4
	PIERCE ROAD	104+00 - 125+00 'PR'	16	16
	STAGE 1 SUBTOTALS		60	60
2	RAMP TB	601+00 - 609+00 'TB'	4	4
	STAGE 2 SUBTOTALS		4	4
3	RAMP TD	614+00 - 625+00 'TD'	11	11
	STAGE 3 SUBTOTALS		11	11
	CATEGORY 1000 SUBTOTALS		75	75
	PROJECT TOTALS		75	75

REMOVING SMALL PIPE CULVERTS

STAGE	LOCATION	STATION	DESCRIPTION	203.0100 EACH	204.0270 ABANDONING CULVERT PIPES EACH	REMARKS
1	PIERCE ROAD	116+88 - 117+21 'PR'	18" CMCP	1	-	DRIVEWAY
		117+86 'PR'	30" CMCP	1	-	CROSS PIPE
		STAGE 1 SUBTOTAL		2	-	
2	STH 73	57+28 'T'	30" CMCP	1	-	CROSS PIPE
		63+12 - 63+44 'T'	18" CMCP	1	-	DRIVEWAY
		68+24 - 68+35 'T'	18" CMCP	1	-	LONGITUDINAL
		75+33 'T'	24" CMCP	1	-	CROSS PIPE
		78+22 - 78+52 'T'	18" CMCP	1	-	DRIVEWAY
	RAMP TA	632+22 'TA'	36" CMCP	1	1	CROSS PIPE
		STAGE 2 SUBTOTAL		6	1	
2-3	USH 51	40+56 'T'	36" CMCP	1	-	CROSS PIPE
		37+60 - 40+32 'T'	12" CMCP	1	-	CROSSING DRAIN TILE
		STAGE 2-3 SUBTOTAL		2	-	
3	WEST RAMPS	619+06 - 619+75 'TD'	24" CMCP	1	-	CROSS PIPE SB ENTRANCE
		STAGE 3 SUBTOTAL		1	-	
4	WEST RAMPS	620+00 - 620+31 'TD'	30" CMCP	1	-	CROSS PIPE SB EXIT
	EAST RAMPS	608+79 - 609+54 'TB'	30" CMCP	1	-	CROSS PIPE NB ENTRANCE
		611+88 'TB'	30" CMCP	1	-	CROSS PIPE
		STAGE 4 SUBTOTAL		3	-	
5	STH 73	50+44 'T'	30" CMCP	1	-	CROSS PIPE UNDER BRIDGE
		STAGE 5 SUBTOTAL		1	-	
		CATEGORY 1000 SUBTOTAL		15	1	
		PROJECT TOTAL		15	1	

REMOVING ASPHALTIC SURFACE

STAGE	LOCATION	STATION	204.0110 SY
1	USH 51	24+38 - 25+30 'T'	41
		33+25 - 34+42 'T'	17
		33+83 - 34+09 'T'	14
	RAMP TC	600+34 - 600+55 'TC'	16
		604+79 - 610+36 'TC'	1,357
	CATEGORY 1000 SUBTOTAL		1,444
	PROJECT TOTAL		1,444

REMOVING CONCRETE SIDEWALK

STAGE	LOCATION	STATION	204.0155 SY	REMARKS
1	USH 51	24+38 - 25+30 'T'	69	CORRUGATED MEDIAN
		33+25 - 34+35 'T'	78	MEDIAN
		33+83 - 34+03 'T'	13	MEDIAN
		35+06 - 35+94 'T'	55	MEDIAN
		35+31 - 35+49 'T'	11	MEDIAN
		44+45 - 45+06 'T'	32	MEDIAN
	STAGE 1 SUBTOTAL		257	
2	USH 51	35+49 - 39+59 'T'	290	MEDIAN
	STAGE 2 SUBTOTAL		290	
3	USH 51	39+59 - 43+50 'T'	259	MEDIAN
		43+55 - 43+68 'T'	25	MEDIAN
		44+09 - 44+27 'T'	32	MEDIAN
	STAGE 3 SUBTOTAL		315	
	CATEGORY 1000 SUBTOTAL		862	
	PROJECT TOTAL		862	

REMOVING PAVEMENT

STAGE	LOCATION	STATION	204.0100 SY
2	STH 73	55+43 - 79+00 'T'	6,495
	EAST RAMPS	613+28 - 613+78 'TB'	96
	IH 39 NB	185+04 - 192+34 'NBE'	162
		238+35 - 252+76 'NBE'	320
	IH 39 SB	182+34 - 197+51 'SBE'	337
		230+69 - 240+69 'SBE'	292
	STAGE 2 SUBTOTAL		7,702
2A	EAST RAMPS	612+60 - 613+78 'TB'	949
	STAGE 2A SUBTOTAL		949
3	USH 51	48+06 - 48+34 'T'	90
	STH 73	50+70 - 56+23 'T'	2,514
	WEST RAMPS	613+90 - 619+60 'TD'	2,285
		622+29 - 627+20 'TD'	760
	EAST RAMPS	601+16 - 608+51 'TB'	1,099
	STAGE 3 SUBTOTAL		6,747
4	WEST RAMPS	613+71 - 622+40 'TD'	1,721
	EAST RAMPS	609+01 - 612+60 'TB'	2,291
	STAGE 4 SUBTOTAL		4,012
5	EAST RAMPS	607+15 - 610+70 'TB'	567
	STAGE 5 SUBTOTAL		567
	CATEGORY 1000 SUBTOTAL		19,978
	PROJECT TOTAL		19,978

REMOVING CURB & GUTTER

STAGE	LOCATION	STATION	204.0150 LF	REMARKS
1	USH 51	33+25 - 34+42 'T'	241	MEDIAN
		33+83 - 34+09 'T'	52	MEDIAN
		34+99 - 36+00 'T'	190	MEDIAN
		35+24 - 35+49 'T'	49	MEDIAN
		44+40 - 45+12 'T'	136	MEDIAN
	STAGE 1 SUBTOTAL		668	
2	USH 51	35+49 - 39+59 'T'	816	MEDIAN
	EAST RAMPS	609+86 - 610+78 'TB'	232	MEDIAN
		613+78 'TB'	56	ISLAND
	STAGE 2 SUBTOTAL		1,104	
2A	EAST RAMPS	612+60 - 613+78 'TB'	172	LT RADII
		612+60 - 613+78 'TB'	324	MEDIAN
		613+42 - 613+78 'TB'	144	ISLAND
	STAGE 2A SUBTOTAL		640	
3	USH 51	35+29 - 35+73 'T'	91	LT
		39+59 - 43+54 'T'	834	MEDIAN
		43+12 - 43+40 'T'	41	LT RADII
		43+52 - 43+71 'T'	86	ISLAND
		44+08 - 44+33 'T'	93	ISLAND
		44+27 - 45+00 'T'	114	LT RADII
	STH 73	51+63 - 53+99 'T'	242	RT
		53+97 - 54+96 'T'	168	ISLAND
	WEST RAMPS	617+18 - 619+76 'TD'	732	SB ON-RAMP RT
	STAGE 3 SUBTOTAL		2,401	
4	WEST RAMPS	613+76 619+11 'TD'	1,238	MEDIAN
	EAST RAMPS	609+15 - 609+86 'TB'	96	NB OFF-RAMP LT
		609+32 - 609+88 'TB'	93	NB ON-RAMP LT
		609+21 - 613+78 'TB'	839	NB ON-RAMP RT
		610+77 - 612+61 'TB'	369	MEDIAN
	STAGE 4 SUBTOTAL		2,635	
	EAST RAMPS	612+54 - 614+50 'TB'	78	TEMP RAMP ISLAND
	STAGE 5 SUBTOTAL		78	
	CATEGORY 1000 SUBTOTAL		7,526	
	PROJECT TOTAL		7,526	

REMOVING CONCRETE BARRIER

STAGE	LOCATION	STATION			OFFSET	204.0157 LF
5	IH 39 NB	213+78	-	215+90 'NBE'	RT	214
	IH 39 SB	214+72	-	216+32 'SBE'	LT	160
				CATEGORY 1000 SUBTOTAL		374
				PROJECT TOTAL		374

REMOVING GUARDRAIL

STAGE	LOCATION	STATION			OFFSET	204.0165 LF
1	IH 39	214+77	-	216+56 'NBE'	LT	364
				STAGE 1 SUBTOTAL		364
3	USH 51	45+82	-	48+23 'T'	LT	242
		46+84	-	48+27 'T'	LT	143
	STH 73	50+80	-	51+93 'T'	LT	114
		50+83	-	53+64 'T'	LT	282
				STAGE 3 SUBTOTAL		781
5	IH 39	212+91	-	213+76 'NBE'	RT	85
		216+32	-	218+30 'SBE'	LT	200
				STAGE 5 SUBTOTAL		285
				CATEGORY 1000 SUBTOTAL		1,430
				PROJECT TOTAL		1,430

REMOVING FENCE

STAGE	LOCATION	STATION			OFFSET	204.0170 LF
1	USH 51	35+09	-	39+50 'T'	RT	406
		36+64	-	43+25 'T'	LT	780
		41+34	-	48+21 'T'	RT	665
	STH 73	51+14	-	62+12 'T'	LT	1,042
		67+02	-	78+50 'T'	LT	1,153
	IH 39 NB	185+36	-	199+52 'NBE'	RT	1,406
		216+49	-	255+96 'NBE'	RT	4,316
	IH 39 SB	185+15	-	213+55 'SBE'	LT	2,837
		614+64	-	638+50 'TD'	LT	2,557
	PIERCE ROAD	100+00	-	117+09 'PR'	LT	1,776
				CATEGORY 1000 SUBTOTAL		16,938
				PROJECT TOTAL		16,938

REMOVING DELINEATORS AND MARKERS

LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	REMARKS
IH 39 NB RAMPS	5	NB EXIT
	12	NB ENTRANCE
IH 39 SB RAMPS	5	SB EXIT
	12	SB ENTRANCE
CATEGORY 1000 SUBTOTAL	34	
PROJECT TOTAL	34	

REMOVING STORM SEWER STRUCTURES

STAGE	LOCATION	STATION			OFFSET	204.0220 REMOVING INLETS EACH	REMARKS
2	USH 51	37+69	'T'		11' RT	1	MEDIAN
				STAGE 2 SUBTOTAL		1	
3	USH 51	39+90	'T'		8' LT	1	MEDIAN
		40+09	'T'		11' LT	1	MEDIAN
		44+52	'T'		92' LT	1	MEDIAN
	WEST RAMPS	619+38	'TD'		27' LT	1	EXISTING SB ENTRANCE RAMP
				STAGE 3 SUBTOTAL		4	
4	EAST RAMPS	610+36	'TB'		207' LT	1	EXISTING NB ENTRANCE RAMP
		610+93	'TB'		188' RT	1	EXISTING NB ENTRANCE RAMP
				STAGE 4 SUBTOTAL		2	
				CATEGORY 1000 SUBTOTAL		7	
				PROJECT TOTAL		7	

REMOVING STORM SEWER

STAGE	LOCATION	STATION			OFFSET	204.0245.001 12-INCH LF	204.0245.002 18-INCH LF	REMARKS
2	USH 51	37+69		'T'	RT	42	-	CROSSING EXISTING NB
				STAGE 2 SUBTOTALS		42	-	
2-3	USH 51	39+90		'T'	LT & RT	49	-	CROSSING EXISTING NB
				STAGE 2-3 SUBTOTALS		49	-	
3	USH 51	39+90	- 40+08	'T'	LT	20	-	MEDIAN
		44+54		'T'	LT	48	-	CROSSING EXISTING NB
	WEST RAMPS	619+17	- 619+36	'TD'	LT	-	21	EXISTING SB ENTRANCE RAMP
				STAGE 3 SUBTOTALS		68	21	
4	EAST RAMPS	610+38	- 610+52	'TB'	LT	-	20	EXISTING NB ENTRANCE RAMP
		610+95		'TB'	RT	-	39	EXISTING NB ENTRANCE RAMP
				STAGE 4 SUBTOTALS		-	59	
				CATEGORY 1000 SUBTOTALS		159	80	
				PROJECT TOTALS		159	80	

MARSH AND EBS BACKFILL

STAGE	LOCATION	STATION			209.0100 BACKFILL GRANULAR CY	*312.0110 SELECT CRUSHED MATERIAL TON	REMARKS
1	USH 51	35+50	- 47+90	'T'	-	41,418	
	RAMP TC	597+77	- 612+77	'TC'	-	19,665	
	PIERCE ROAD	100+39	- 109+75	'PR'	5,351	-	
		115+79	- 133+02	'PR'	9,424	-	
			STAGE 1 SUBTOTALS		14,775	61,083	
2	RAMP TB	583+81	- 605+50	'TB'	12,719	-	
	PIERCE ROAD	112+50	- 116+00	'PR'	856		
			STAGE 2 SUBTOTALS		13,576	-	
3	USH 51	34+97	- 43+50	'T'	-	7,087	
			STAGE 3 SUBTOTALS		-	7,087	
5	PIERCE ROAD	109+75	- 115+79	'PR'	1,802	-	
			STAGE 5 SUBTOTALS		1,802	-	
			CATEGORY 1000 SUBTOTALS		30,153	68,171	
			PROJECT TOTALS		30,153	68,171	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

CONCRETE PAVEMENT APPROACH SLAB

STAGE	LOCATION	STATION			415.0410 SY	REMARKS
2	USH 51	47+91	- 48+08		50	NB TRAVEL LANES
	STH 73	51+07	- 51+25		50	NB TRAVEL LANES
			STAGE 2 SUBTOTAL		100	
3	USH 51	47+91	- 48+08		50	SB TRAVEL LANES
	STH 73	51+07	- 51+25		50	SB TRAVEL LANES
			STAGE 2 SUBTOTAL		100	
			CATEGORY 1000 SUBTOTAL		200	
			PROJECT TOTAL		200	

EARTHWORK SUMMARY

STAGE/DIVISION	LOCATION	STATION	205.0100 EXCAVATION COMMON (1) CY CUT (2)	EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0500 MARSH EXCAVATION (6)	REDUCED MARSH IN FILL (7) FACTOR 0.60	REDUCED EBS IN FILL (8) FACTOR 0.80	EXPANDED MARSH BACKFILL (9) FACTOR 1.5	EXPANDED EBS BACKFILL (10) FACTOR 1.3	UNEXPANDED FILL	EXPANDED FILL (11) FACTOR 1.25	MASS ORDINATE (12)	WASTE	208.0100 BORROW CY
1	USH 51	35+50 - 47+90 'T'	0	0	0	0	14,533	8,720	0	21,799	0	51,332	53,266	-53,266	-	-
	STH 73	51+25- 78+73 'T'	8,478	0	0	8,478	0	0	0	0	0	14,568	18,210	-9,732	-	-
	RAMP TA	614+50 - 651+33 'TA'	119,051	0	0	119,051	0	0	0	0	0	17,429	21,786	97,266	-	-
	RAMP TB	594+56 - 613+00 'TB'	9,276	0	0	9,276	0	0	0	0	0	39,907	49,884	-40,609	-	-
	RAMP TC	581+56 - 613+06 'TC'	15,619	0	0	15,619	6,900	4,140	0	10,350	0	69,765	82,031	-66,412	-	-
	NB IH 39	181+00 - 261+21 'NBE'	3,409	0	0	3,409	0	0	0	0	0	280	350	3,059	-	-
	SB IH 39	178+00 - 267+00 'SBE'	6,870	0	142	6,728	0	0	0	0	0	3,728	4,661	2,210	-	-
	PIERCE ROAD	100+20 - 133+09 'PR'	15,802	11,366	122	15,681	0	0	9,093	0	14,775	10,581	1,861	13,820	-	-
		STAGE 1 SUBTOTALS	178,506	11,366	264	178,242	21,433	12,860	9,093	32,149	14,775	207,591	232,048	-53,806	0	53,806
2	USH 51	35+50 - 47+90 'T'	641	0	208	433	0	0	0	0	0	3,660	4,574	-4,142	-	-
	STH 73	51+25- 78+73 'T'	11,250	0	403	10,847	0	0	0	0	0	28,570	35,713	-24,866	-	-
	RAMP TA	614+50 - 651+33 'TA'	2,228	0	0	2,228	0	0	0	0	0	607	759	1,469	-	-
	RAMP TB	583+61 - 613+00 'TB'	3,370	9,784	190	3,180	0	0	7,827	0	12,719	10,693	3,582	-402	-	-
	RAMP TBT	601+50 - 614+72'TBT'	306	0	4	302	0	0	0	0	0	22,294	27,867	-27,565	-	-
	RAMP TC	581+56 - 613+06 'TC'	2,438	0	0	2,438	0	0	0	0	0	1,679	2,098	340	-	-
	RAMP TD	612+99 - 629+02 'TD'	145	0	19	126	0	0	0	0	0	778	973	-847	-	-
	RAMP TDT	619+72 - 626+50 'TDT'	499	0	17	481	0	0	0	0	0	362	453	29	-	-
	RAMP TDI	628+88 - 639+90 'TDI'	1,564	0	0	1,564	0	0	0	0	0	4,251	5,313	-3,749	-	-
	NB IH 39	213+00 - 261+21 'NBE'	13,106	0	0	13,106	0	0	0	0	0	3,479	4,349	8,757	-	-
	SB IH 39	212+50 - 213+00 'SBE'	0	0	0	0	0	0	0	0	0	281	351	-351		
	PIERCE ROAD	100+20 - 133+09 'PR'	548	659	0	548	0	0	527	0	856	506	-27	574	-	-
		STAGE 2 SUBTOTALS	36,094	10,443	841	35,254	0	0	8,354	0	13,576	77,159	86,006	-50,753	0	50,753
3	USH 51	35+50 - 48+06 'T'	8,007	0	929	7,079	2,487	1,492	0	3,730	0	11,582	12,613	-5,534	-	-
	STH 73	51+10- 78+73 'T'	3,474	0	20	3,454	0	0	0	0	0	3,673	4,592	-1,138	-	-
	RAMP TA	613+82 - 651+33 'TA'	4,445	0	0	4,445	0	0	0	0	0	426	533	3,912	-	-
	RAMP TB	610+10 - 613+00 'TB'	792	0	0	792	0	0	0	0	0	0	0	792	-	-
	RAMP TC	581+56 - 613+06 'TC'	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	RAMP TD	612+99 - 629+02 'TD'	22,415	0	129	22,286	0	0	0	0	0	35,819	44,774	-22,488	-	-
	PIERCE ROAD	100+20 - 133+09 'PR'	6,537	0	8	6,530	0	0	0	0	0	0	0	6,530		
	NB IH 39	181+04 - 256+27 'NBE'	2,786	0	0	2,786	0	0	0	0	0	0	0	2,786	-	-
	SB IH 39	181+04 - 256+27 'SBE'	9,588	0	0	9,588	0	0	0	0	0	243	304	9,284	-	-
		STAGE 3 SUBTOTALS	58,043	0	1,086	56,958	2,487	1,492	0	3,730	0	51,744	62,815	-5,857	0	5,857
4	USH 51	35+50 - 47+90 'T'	71	0	0	71	0	0	0	0	0	732	915	-844	-	-
	RAMP TB	594+56 - 613+00 'TB'	4,043	0	0	4,043	0	0	0	0	0	11,638	14,548	-10,504	-	-
	RAMP TD	612+99 - 629+02 'TD'	31,035	0	150	30,885	0	0	0	0	0	3,658	4,572	26,313	-	-
	NB IH 39	181+04 - 256+27 'NBE'	9,055	0	0	9,055	0	0	0	0	0	497	621	8,434	-	-
		STAGE 4 SUBTOTALS	44,205	0	150	44,055	0	0	0	0	0	16,525	20,656	23,399	23,399	0
5	STH 73	51+25- 78+73 'T'	3,699	0	140	3,559	0	0	0	0	0	0	0	3,559	-	-
	RAMP TB	594+56 - 613+00 'TB'	2,087	0	145	1,942	0	0	0	0	0	241	301	1,641	-	-
	PIERCE ROAD	100+20 - 133+09 'PR'	18,723	1,386	286	18,438	0	0	1,109	0	1,802	888	1,110	18,437	-	-
		STAGE 5 SUBTOTALS	24,509	1,386	571	23,938	0	0	1,109	0	1,802	1,128	1,410	23,914	23,914	0
		CATEGORY 1000 SUBTOTALS	341,358	23,195	2,911	338,447	23,920	14,352	18,556	35,879	30,153	354,147	402,936	-63,102	47,313	110,416
		PROJECT TOTALS	341,358	23,195	2,911	338,447	23,920	14,352	18,556	35,879	30,153	354,147	402,936	-63,102	47,313	110,416

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/UNUSABLE 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 20505
7) REDUCED MARSH IN FILL - EXCAVATED MARSH MATERIAL IS USUABLE IN FILLS OUTSIDE THE 2:1 SLOPE IN STAGES ONE THROUGH FOUR. MARSH IN FILL REDUCTION FACTOR = 0.6
8) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE IN STAGES ONE THROUGH FOUR. EBS IN FILL REDUCTION FACTOR = 0.8
9) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL. MARSH BACKFILL FACTOR = 1.5. ITEM NUMBER 208.1100
10) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL. EBS BACKFILL FACTOR = 1.3. ITEM NUMBER 208.1100
11) EXPANDED FILL. FACTOR = 1.25
EXPANDED FILL = (UNEXPANDED FILL - REDUCED MARSH - REDUCED EBS) * FILL FACTOR
12) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

BASE AGG ITEMS

STAGE	LOCATION	STATION			305.0110 BASE AGG DENSE 3/4-INCH TON	305.0120 BASE AGG DENSE 1 1/4-INCH TON	SPV.0195.001 QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION TON	305.0130 BASE AGG DENSE 3-INCH TON	*312.0110 SELECT CRUSHED MATERIAL TON	REMARKS
	USH 51	20+12	- 23+30	'T'	-	38	-	25		TEMPORARY
1		43+25	- 44+82	'T'	13	1,413	-	-	2,314	NB
		44+40	- 46+04	'T'	-	88	-	58	-	TEMPORARY
	STH 73	51+07	- 53+74	'T'	-	517	-	-	1,197	NB
	RAMP TA	615+48	- 633+50	'TA'	239	2,524	-	73	4,417	
	RAMP TB	610+78	- 613+41	'TB'	26	687	-	-	1,469	
	RAMP TC	597+77	- 612+77	'TC'	171	1,961	-	-	3,806	
	RAMP TD	624+56	- 629+03	'TD'	47	462	-	-	876	
	NB IH 39	181+00	- 196+75	'NBE'	-	1,861	-	-	-	WIDENING
		204+40	- 219+67	'NBE'	-	2,044	-	-	-	WIDENING
		233+78	- 261+21	'NBE'	-	3,718	-	-	-	WIDENING
	SB IH 39	178+00	- 267+00	'SBE'	-	10,670	-	-	-	WIDENING
		253+76	- 259+50	'SBE'	-	434	-	-	-	OUTSIDE SHOULDER
	PIERCE ROAD	100+39	- 109+75	'PR'	206	1,832	-	1,219	-	
		115+79	- 133+02	'PR'	314	3,287	-	2,221	-	
		STAGE 1 SUBTOTALS			1,016	31,536	-	3,596	14,078	
2	USH 51	23+14	- 34+43	'T'	-	273	-	180	-	TEMPORARY
		35+50	- 43+25	'T'	120	2,263	-	-	2,189	NB
		43+54	- 43+89	'T'	-	76	-	50	-	TEMPORARY
	STH 73	53+74	- 78+73	'T'	693	9,770	-	-	11,688	
	RAMP TA	633+50	- 651+33	'TA'	194	3,310	-	1,800	-	
	RAMP TB	583+81	- 605+50	'TB'	221	3,779	-	1,272	2,580	
		601+30	- 609+77	'TB'	135	854	-	563	-	TEMPORARY
		603+03	- 609+15	'TB'	-	182	-	120	-	TEMPORARY
		609+76	- 613+57	'TB'	67	1,118	-	738	-	TEMPORARY
	RAMP TC	581+56	- 598+77	'TC'	102	3,241	-	1,782	-	
	RAMP TD	619+11	- 625+43	'TD'	-	200	-	132	-	TEMPORARY
		619+93	- 627+79	'TD'	-	626	-	348	-	TEMPORARY
		629+03	- 639+90	'TD'	126	2,144	-	1,163	-	
		STAGE 2 SUBTOTALS			1,658	27,836	-	8,150	16,457	
3	USH 51	34+97	- 43+50	'T'	123	4,154	-	-	3,785	SB
		39+25	- 44+81	'T'	29	312	-	-	265	SB
		44+81	- 48+09	'T'	-	387	-	-	891	SB
	STH 73	51+25	- 56+23	'T'	40	1,020	-	-	1,863	SB
	RAMP TA	613+87	- 615+48	'TA'	15	280	-	-	580	
	RAMP TB	609+85	- 610+68	'TB'	-	53	-	35	-	TEMPORARY
	RAMP TD	612+99	- 624+56	'TD'	135	1,988	-	-	3,969	
		STAGE 3 SUBTOTALS			341	8,195	-	35	11,353	
4	RAMP TB	605+50	- 610+78	'TB'	27	824	-	-	1,751	
	RAMP TD	624+00	- 627+79	'TB'	33	-	-	-	-	LT SHOULDER
		STAGE 4 SUBTOTALS			60	824	-	-	1,751	
5	RAMP TB	599+28	- 607+54	'TB'	33	-	-	-	-	RT SHOULDER
	PIERCE ROAD	109+75	- 115+79	'PR'	99	933	-	648	-	
		STAGE 5 SUBTOTALS			132	933	-	648	-	
		CATEGORY 1000 SUBTOTALS			3,208	69,324	-	12,430	43,639	
		PROJECT TOTALS			3,208	69,324	69,324	12,430	43,639	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

CONCRETE DRIVEWAY 8-INCH

STAGE	LOCATION	STATION		416.0180 SY
5	PIERCE ROAD	111+74	- 112+07	85
	CATEGORY 1000 SUBTOTAL			85
	PROJECT TOTAL			85

CONCRETE PAVEMENT GAPS

STAGE	LOCATION	STATION		415.0210 EACH
2	RAMP TB	605+50	- 610+78	1
	CATEGORY 1000 SUBTOTAL			1
	PROJECT TOTAL			1

CONCRETE PAVEMENT

STAGE	LOCATION	STATION			OFFSET	415.0080 8-INCH SY	415.6000.S ROUT AND SEAL LF	REMARKS
2	USH 51	44+82	- 48+09	'T'	RT	1,392	-	NB TRAVEL LANES
	STH 73	51+07	- 54+55	'T'	RT	1,288	-	NB TRAVEL LANES
	RAMP TA	615+49	- 633+50	'TA'	LT	3,006	3,606	TRAVEL LANE
	RAMP TB	594+56	- 605+50	'TB'	LT	1,827	2,193	TRAVEL LANE
		610+78	- 613+41	'TB'	LT & RT	971	414	TRAVEL LANES
	RAMP TC	599+00	- 612+77	'TC'	RT	2,644	2,598	TRAVEL LANE
	RAMP TD	624+56	- 628+00	'TD'	RT	575	689	TRAVEL LANE
		STAGE 2 SUBTOTAL				11,704	9,500	TRAVEL LANE
3	USH 51	44+82	- 48+09	'T'	LT	1,182	-	SB TRAVEL LANES
	STH 73	51+07	- 54+55	'T'	LT	1,371	-	SB TRAVEL LANES
	RAMP TA	613+87	- 615+49	'TA'	LT & RT	468	227	TRAVEL LANE
	RAMP TD	612+98	- 624+56	'TD'	LT & RT	3,077	1,956	TRAVEL LANE
		STAGE 3 SUBTOTAL				6,097	2,183	
4	RAMP TB	605+50	- 610+78	'TB'	LT & RT	1,544	781	TRAVEL LANE
		STAGE 4 SUBTOTAL				1,544	781	
		CATEGORY 1000 SUBTOTAL				19,345	12,464	
		PROJECT TOTAL				19,345	12,464	

RUMBLE STRIP 2-LANE RURAL

STAGE	LOCATION	STATION			OFFSET	465.0425 ASPHALTIC SHOULDER LF	465.0475 ASPHALTIC CENTER LINE LF	REMARKS
2	STH 73	64+12	- 78+73	'T'		-	1461	
		55+64	- 69+85	'T'	RT	1441	-	TYPE 1
		73+04	- 75+90	'T'	RT	286	-	TYPE 1
		58+08	- 62+90	'T'	LT	473	-	TYPE 1
		63+62	- 68+11	'T'	LT	445	-	TYPE 1
		74+43	- 78+73	'T'	LT	430	-	TYPE 1
	CATEGORY 1000 SUBTOTAL					3075	1461	
	PROJECT TOTAL					3075	1461	

CONCRETE ROUNDABOUT TRUCK APRON

STAGE	LOCATION	STATION		OFFSET	416.0508 8-INCH SY	405.0100 COLORING CONCRETE RED CY
2	STH 73	53+30	- 54+25	RT	126	28
	CATEGORY 1000 SUBTOTAL				126	28
	PROJECT TOTAL				126	28

CONCRETE SURFACE DRAINS

STAGE	LOCATION	STATION		OFFSET	416.1010 CY
2	USH 51	45+28	'T'	RT	1
	STH 73	54+59	'T'	RT	1
		76+46	'T'	RT	1
	RAMP TB	612+50	'TB'	RT	1
		613+15	'TB'	LT	1
	RAMP TC	611+82	'TC'	RT	1
		612+12	'TC'	LT	1
	PIERCE ROAD	132+33	'PR'	LT	1
		132+60	'PR'	RT	1
	STAGE 2 SUBTOTAL				9
3	USH 51	35+39	'T'	LT	1
		44+78	'T'	LT	1
	STH 73	53+75	'T'	LT	1
	RAMP TA	614+16	'TA'	LT	1
		614+53	'TA'	RT	1
	RAMP TD	613+24	'TD'	RT	1
		613+64	'TD'	LT	1
	STAGE 3 SUBTOTAL				7
	CATEGORY 1000 SUBTOTAL				16
	PROJECT TOTAL				16

ASPHALTIC PAVEMENT ITEMS

STAGE	LOCATION	STATION	OFFSET	ASPHALT AREA SF	ASPHALT AREA SY	LAYER THICKNESS INCHES	455.0605 TACK COAT GAL	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0120 ASPHALTIC MATERIAL PG64-28 TON	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1103 HMA PAVEMENT TYPE E-3 TON	460.1132 HMA PAVEMENT TYPE E-30X TON	460.4000 HMA COLD WEATHER PAVING TON	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
1	USH 51	20+12 - 23+30 'T'	LT & RT	622	69	4.00	-	-	1	-	-	15	-	-	-	-	-	TEMP PAVE.
	STH 73	70+50 - 72+00 'T'	RT	1,243	138	4.00	-	-	2	-	-	31	-	-	-	-	-	TEMP PAVE.
	IH 39 NB	181+00 - 196+75 'NBE'	LT	6,662	740	4.00	52	-	10	-	-	-	166	-	-	-	-	SHOULDER WIDENING
		181+00 - 196+75 'NBE'	LT	6,299	700	4.00	49	-	9	-	-	-	157	-	-	-	700	SHOULDER WIDENING
		204+40 - 219+67 'NBE'	LT	9,200	1,022	4.00	72	-	14	-	-	-	229	-	-	-	-	SHOULDER WIDENING
		204+40 - 219+67 'NBE'	LT	6,110	679	4.00	48	-	9	-	-	-	152	-	-	-	679	SHOULDER WIDENING
		233+78 - 261+21 'NBE'	LT	17,108	1,901	4.00	133	-	26	-	-	-	426	-	-	-	-	SHOULDER WIDENING
		233+78 - 261+21 'NBE'	LT	10,972	1,219	4.00	85	-	16	-	-	-	273	-	-	-	1,219	SHOULDER WIDENING
		252+77 - 259+63 'NBE'	RT	5,024	558	4.00	39	-	8	-	-	-	125	-	-	-	558	SHOULDER
	IH 39 SB	178+00 - 209+75 'SBE'	RT	15,876	1,764	6.00	123	22	13	-	-	-	593	-	-	-	-	SHOULDER WIDENING
		178+00 - 209+75 'SBE'	RT	12,701	1,411	2.25	99	-	11	-	-	-	178	-	-	-	1,411	SHOULDER WIDENING
		209+75 - 219+25 'SBE'	RT	11,397	1,266	6.00	89	16	10	-	-	-	425	-	-	-	-	SHOULDER WIDENING
		219+25 - 252+45 'SBE'	RT	18,606	2,067	6.00	145	26	16	-	-	-	695	-	-	-	-	SHOULDER WIDENING
		219+25 - 252+45 'SBE'	RT	13,259	1,473	2.25	103	-	11	-	-	-	186	-	-	-	1,473	SHOULDER WIDENING
		252+45 - 261+00 'SBE'	RT	10,260	1,140	6.00	80	14	9	-	-	-	383	-	-	-	-	SHOULDER WIDENING
		261+00 - 267+00 'SBE'	RT	4,797	533	6.00	37	7	4	-	-	-	179	-	-	-	-	SHOULDER WIDENING
		261+00 - 267+00 'SBE'	RT	2,398	266	2.25	19	-	2	-	-	-	34	-	-	-	266	SHOULDER WIDENING
		253+76 - 259+50 'SBE'	LT	4,131	459	6.00	32	6	3	-	-	-	154	-	-	-	-	SHOULDER
	PIERCE ROAD	100+45 - 109+50 'PR'	LT & RT	23,661	2,629	3.50	184	31	-	515	-	-	-	-	-	-	-	TRAVEL LANES
		115+28 - 115+80 'PR'	LT & RT	966	107	4.00	-	-	1	-	-	24	-	-	-	-	-	TEMP PAVE.
		116+00 - 130+75 'PR'	LT & RT	43,578	4,842	3.50	339	57	-	949	-	-	-	-	-	-	-	TRAVEL LANES
		100+45 - 130+75 'PR'	RT	9,056	1,006	3.00	-	-	-	-	-	-	-	-	-	179	-	DRIVEWAYS
			STAGE 1 SUBTOTALS				1,727	179	174	1,464	-	70	4,354	-	-	179	6,307	
2	USH 51	23+14 - 36+61 'T'	LT & RT	6,228	692	4.00	-	-	9	-	-	155	-	-	-	-	-	TEMP PAVE.
		22+50 - 35+50 'T'	RT	43,655	4,851	2.00	340	-	33	-	-	543	-	-	-	-	4,851	MILL AND OVERLAY
		35+25 - 42+25 'T'	RT	3,244	360	4.00	-	-	5	-	-	81	-	-	-	-	-	TEMP PAVE.
		35+50 - 44+82 'T'	RT	22,181	2,465	5.50	173	29	17	-	-	759	-	-	-	-	-	NB TRAVEL LANE
		42+14 - 44+35 'T'	LT & RT	5,682	631	4.00	-	-	8	-	-	141	-	-	-	-	-	TEMP PAVE.
		44+82 - 45+97 'T'	LT & RT	976	108	4.00	-	-	1	-	-	24	-	-	-	-	-	TEMP PAVE.
	STH 73	53+06 - 53+74 'T'	LT & RT	1,401	156	4.00	-	-	2	-	-	35	-	-	-	-	-	TEMP PAVE.
		54+55 - 65+30 'T'	LT & RT	24,871	2,763	4.00	-	-	37	-	-	619	-	-	-	-	-	TEMP RAMP PAVE.
		54+55 - 78+73 'T'	LT & RT	98,377	10,931	4.75	765	101	73	-	-	2,908	-	-	3,796	-	-	TRAVEL LANES
		54+55 - 78+73 'T'	LT & RT	310	34	3.00	-	-	-	-	-	-	-	-	-	6	-	DRIVEWAY APRONS
	RAMP TA	615+50 - 633+50 'TA'	LT & RT	13,073	1,453	3.50	102	17	-	-	285	-	-	-	-	-	-	SHOULDERS
		629+05 - 651+33 'TA'	LT &RT	40,076	4,453	4.00	-		60	-	-	997	-	-	-	-	-	INTERIM CONNECTION
	RAMP TB	583+56 - 598+17 'TB'	LT & RT	27,000	3,000	4.00	-	-	40	-	-	672	-	-	-	-	-	INTERIM CONNECTION
		599+28 - 610+11 'TB'	RT	14,547	1,616	4.00	-	-	22	-	-	362	-	-	-	-	-	TEMP RAMP PAVEMENT
		603+04 - 609+18 'TB'	LT & RT	3,317	369	4.00	-	-	5	-	-	83	-	-	-	-	-	TEMP RAMP PAVEMENT
		609+85 - 611+68 'TB'	RT	921	102	4.00	-	-	1	-	-	23	-	-	-	-	-	TEMP PAVE.
		595+50 - 605+50 'TB'	LT & RT	4,099	455	3.50	32	5	-	-	89	-	-	-	-	-	-	SHOULDERS
		610+75 - 613+10 'TB'	LT & RT	1,546	172	3.50	12	2	-	-	34	-	-	-	-	-	-	SHOULDERS
	RAMP TC	581+56 - 599+00 'TC'	LT & RT	41,414	4,602	4.00	-	-	62	-	-	1,031	-	-	-	-	-	INTERIM CONNECTION
		599+00 - 612+07 'TC'	LT & RT	10,331	1,148	3.50	80	13	-	-	225	-	-	-	-	-	-	SHOULDERS
	RAMP TD	619+11 - 625+43 'TD'	LT & RT	3,627	403	4.00	-	-	5	-	-	90	-	-	-	-	-	TEMP RAMP PAVE.
		619+93 - 627+79 'TD'	LT	10,319	1,147	4.00	-	-	15	-	-	257	-	-	-	-	-	TEMP RAMP PAVE.
		624+56 - 628+00 'TD'	LT & RT	1,142	127	3.50	9	1	-	-	25	-	-	-	-	-	-	SHOULDERS
		628+00 - 639+90 'TD'	LT & RT	25,032	2,781	4.00	-	-	37	-	-	623	-	-	-	-	-	INTERIM CONNECTION
			STAGE 2 SUBTOTALS				1,512	169	434	-	657	9,403	-	-	3,796	6	4,851	
3	USH 51	22+50 - 35+50 'T'	LT	36,029	4,003	2.00	280	-	27	-	-	448	-	-	-	-	4,003	MILL AND OVERLAY
		35+25 - 43+49 'T'	LT	27,159	3,018	5.50	211	35	21	-	-	929	-	-	-	-	-	TRAVEL LANE
		43+94 - 44+82 'T'	LT	1,973	219	5.50	15	3	1	-	-	68	-	-	-	-	-	TRAVEL LANE
	STH 73	54+55 - 56+22 'T'	LT	5,681	631	4.75	44	6	4	-	-	168	-	-	-	-	-	TRAVEL LANE
	RAMP TA	614+20 - 615+49 'TA'	LT & RT	823	91	3.50	6	1	-	-	18	-	-	-	-	-	-	SHOULDERS
	RAMP TD	613+28 - 624+56 'TD'	LT & RT	7,102	789	3.50	55	9	-	-	155	-	-	-	-	-	-	SHOULDERS
			STAGE 3 SUBTOTALS				613	54	54	-	173	1,613	-	-	-	-	4,003	
4	USH 51	33+25 - 35+50 'T'	LT & RT	989	110	5.50	8	2	1	-	-	34	-	-	-	-	-	STRIPS ALONG CURB & GUTTER
		43+44 - 44+00 'T'	LT	1,083	120	5.50	8	1	1	-	-	37	-	-	-	-	-	TRAVEL LANE
	RAMP TB	605+50 - 610+78 'TB'	LT & RT	1,894	210	3.50	15	3	-	-	41	-	-	-	-	-	-	SHOULDERS
	RAMP TD	624+00 - 627+79 'TB'	LT	1,751	195	3.50	14	3	-	-	38	-	-	-	-	-	-	SHOULDERS
			STAGE 4 SUBTOTALS				44	9	2	-	79	71	-	38	-	-	-	
5	USH 51	24+38 - 25+30 'T'	RT	376	42	5.50	3	1	1	-	-	13	-	-	-	-	-	STRIP ALONG MEDIAN
	RAMP TB	599+28 - 607+54 'TB'	RT	4,126	458	3.50	32	5	-	-	90	-	-	-	-	-	-	SHOULDER
	PIERCE ROAD	109+68 - 115+82 'PR'	LT & RT	12,184	1,354	3.50	95	16	-	265	-	-	-	-	-	-	-	TRAVEL LANES
		111+64 - 112+21 PR'	RT	115	13	3.00	1	-	-	-	-	-	-	-	-	2	-	DRIVEWAY APRONS
			STAGE 5 SUBTOTALS				131	22	1	265	90	13	-	92	-	2	-	
			CATEGORY 1000 SUBTOTALS				4,027	434	665	1,730	999	11,171	4,354	130	3,796	188	15,161	
			PROJECT TOTALS				4,027	434	665	1,730	999	11,171	4,354	130	3,796	188	15,161	

CULVERT PIPE

LOCATION	INLET STATION		INLET OFFSET	INLET ELEVATION	OUTLET STATION		OUTLET OFFSET	OUTLET ELEVATION	SLOPE %	*520.8000 CONCRETE COLLARS FOR PIPE EACH	521.0118 CORRUGATED STEEL 18-INCH LF	521.0130 CORRUGATED STEEL 30-INCH LF	521.0136 CORRUGATED STEEL 36-INCH LF	MIN. PIPE THICKNESS STEEL IN	522.0118 REINFORCED CONC. CLASS III 18-INCH LF	522.0124 REINFORCED CONC. CLASS III 24-INCH LF	522.0130 REINFORCED CONC. CLASS III 30-INCH LF	522.0136 REINFORCED CONC. CLASS III 36-INCH LF	522.0315 REINFORCED CONC. CLASS IV 15-INCH LF	522.0330 REINFORCED CONC. CLASS IV 30-INCH LF	522.0336 REINFORCED CONC. CLASS IV 36-INCH LF	522.0342 REINFORCED CONC. CLASS IV 42-INCH LF	522.0530 REINFORCED CONC. CLASS V 30-INCH LF	523.0124 REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24x38-INCH LF	REMARKS
I-39/90 NB	188+78.73	'NBE'	48.4' RT	843.89	188+78.78	'NBE'	64.6' RT	843.23	4.09	1	-	-	-	-	16	-	-	-	-	-	-	-	-	-	OUTSIDE EXT.
	188+78.51	'NBE'	18.3' LT	844.79	188+78.48	'NBE'	14.3' LT	844.74	1.30	1	-	-	-	-	4	-	-	-	-	-	-	-	-	-	MEDIAN EXT.
I-39/90 SB	180+08.42	'SBE'	44.9' RT	839.46	180+08.44	'SBE'	36.9' RT	839.39	0.82	1	-	-	8	0.079	-	-	-	-	-	-	-	-	-	-	MEDIAN EXT.
	180+13.45	'SBE'	45.0' RT	839.41	180+13.47	'SBE'	37.0' RT	839.34	0.89	1	-	-	8	0.079	-	-	-	-	-	-	-	-	-	-	MEDIAN EXT.
	210+60.64	'SBE'	22.0' RT	852.06	210+60.68	'SBE'	18.0' RT	852.93	3.21	1	-	-	-	-	4	-	-	-	-	-	-	-	-	-	MEDIAN EXT.
	222+09.86	'SBE'	27.6' RT	853.35	222+10.12	'SBE'	19.9 RT	853.30	0.65	1	-	-	-	-	8	-	-	-	-	-	-	-	-	-	MEDIAN EXT.
USH 51	40+70.24	'T'	108.1' RT	843.00	40+44.32	'T'	99.7' LT	843.00	0.00	-	-	-	-	-	-	-	-	-	-	-	-	210	-	-	TRANSVERSE
STH 73	51+49.55	'T'	129.8' LT	849.58	51+49.93	'T'	137.8' RT	848.63	0.36	1	-	-	-	-	-	-	-	-	-	-	-	-	268	-	TRANSVERSE
	57+35.14	'T'	90.2' LT	850.00	51+15.48	'T'	99.8' RT	849.00	0.52	-	-	-	-	-	-	-	-	-	-	-	193	-	-	-	TRANSVERSE
	63+56.65	'T'	60.7' LT	854.13	62+93.16	'T'	63.4' LT	853.35	1.29	-	61	-	-	0.064	-	-	-	-	-	-	-	-	-	-	DRIVEWAY
	75+00.02	'T'	33.4' RT	859.94	75+00.02	'T'	30.3' LT	859.94	0.00	-	-	-	-	-	-	64	-	-	-	-	-	-	-	-	TRANSVERSE
	78+47.11	'T'	37.8' RT	862.54	76+54.35	'T'	40.5' RT	861.72	0.42	-	-	-	-	-	197	-	-	-	-	-	-	-	-	-	LONGITUDINAL
RAMP TA	632+21.84	'TA'	16.6' RT	850.32	632+23.23	'TA'	23.8' LT	849.76	1.26	1	-	-	-	-	-	-	-	-	-	41	-	-	-	-	UPSTREAM EXT.
RAMP TB	610+00.00	'TB'	75.3' RT	847.00	610+00.00	'TB'	82.0' LT	847.00	0.00	-	-	-	-	-	-	-	-	-	-	-	158	-	-	-	TRANSVERSE
	613+16.67	'TBT'	73.6' RT	849.50	612+90.10	'TBT'	35.1' LT	848.88	0.56	1	-	113	-	0.079	-	-	-	-	-	-	-	-	-	-	TRANSVERSE
RAMP TC	609+47.17	'TC'	90.2' RT	845.00	609+47.17	'TC'	75.8' LT	845.00	0.00	-	-	-	-	-	-	-	-	-	-	-	-	166	-	-	TRANSVERSE
RAMP TD	620+50.00	'TD'	65.2' RT	849.50	620+50.00	'TD'	49.8' LT	849.50	0.00	-	-	-	-	-	-	-	115	-	-	-	-	-	-	-	TRANSVERSE
	632+28.77	'TD'	12.0' LT	848.16	632+27.47	'TD'	40.6' LT	847.88	0.99	1	-	-	-	-	-	-	-	29	-	-	-	-	-	-	DOWNSTREAM EXT.
	634+33.90	'TD'	19.2' LT	846.42	634+33.81	'TD'	52.4' LT	845.26	3.51	1	-	-	-	-	33	-	-	-	-	-	-	-	-	-	EXT.
	624+50.00	'TDT'	9.8' RT	853.55	624+50.00	'TDT'	20.0' LT	853.46	0.18	-	-	-	-	-	-	-	-	-	30	-	-	-	-	-	TRANSVERSE
PIERCE ROAD	119+01.74	'PR'	20.5' RT	848.60	119+01.74	'PR'	21.7' LT	848.30	0.55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	TRANSVERSE
	108+57.41	'PR'	33.7' RT	848.99	108+03.67	'PR'	40.7' RT	846.76	4.24	-	53	-	-	0.064	-	-	-	-	-	-	-	-	-	-	DRIVEWAY
	109+78.41	'PR'	27.3' RT	851.67	109+37.94	'PR'	26.4' RT	851.52	0.39	-	40	-	-	0.064	-	-	-	-	-	-	-	-	-	-	DRIVEWAY
	116+89.61	'PR'	32.7' RT	849.36	117+38.43	'PR'	32.3' RT	849.20	0.33	-	48	-	-	0.064	-	-	-	-	-	-	-	-	-	-	DRIVEWAY
	100+30.22	'PR'	54.9' RT	844.20	100+55.05	'PR'	86.2' RT	844.10	0.25	-	40	-	-	0.064	-	-	-	-	-	-	-	-	-	-	DRIVEWAY
	103+50.00	'PR'	20.3' LT	844.70	103+50.00	'PR'	19.8' RT	844.61	0.20	-	-	-	-	-	-	40	-	-	-	-	-	-	-	-	TRANSVERSE
CATEGORY 1000 SUBTOTALS										11	242	113	16		262	104	115	29	30	41	351	376	268	42	
PROJECT TOTALS										11	242	113	16		262	104	115	29	30	41	351	376	268	42	

NOTE: STATION, OFFSET AND ELEVATION INFORMATION PROVIDED IS TO THE END OF PIPE
*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

CULVERT PIPE ENDWALLS

LOCATION	STATION		OFFSET	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.1030 APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH EACH	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH EACH	*522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	523.0524 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	*633.52 MARKERS CULVERT END EACH
I-39/90 NB	188+78	'NBE'	RT	-	-	-	-	1	-	-	-	-	-	1
	188+78	'NBE'	LT	-	-	-	-	1	-	-	-	-	-	1
	217+64	'NBE'	LT	-	-	-	-	-	-	-	-	-	-	1
	255+34	'NBE'	LT	-	-	-	-	-	-	-	-	-	-	1
I-39/90 SB	180+08	'SBE'	RT	-	-	1	-	-	-	-	-	-	-	1
	180+13	'SBE'	RT	-	-	1	-	-	-	-	-	-	-	-
	210+61	'SBE'	RT	-	-	-	-	1	-	-	-	-	-	1
	222+10	'SBE'	RT	-	-	-	-	1	-	-	-	-	-	1
	235+11	'SBE'	RT	-	-	-	-	-	-	-	-	-	-	1
	243+12	'SBE'	RT	-	-	-	-	-	-	-	-	-	-	1
USH 51	40+55	'T'		-	-	-	-	-	-	-	-	2	-	-
STH 73	51+50	'T'		-	-	-	-	-	-	2	-	-	-	2
	57+25	'T'		-	-	-	-	-	-	-	2	-	-	2
	62+98 - 63+58	'T'	LT	2	-	-	-	-	-	-	-	-	-	-
	75+01	'T'		-	-	-	-	-	2	-	-	-	-	2
	76+57 - 78+59	'T'	RT	-	-	-	-	2	-	-	-	-	-	2
RAMP TA	632+22	'TA'	RT	-	-	-	-	-	-	1	-	-	-	1
RAMP TB	610+00	'TB'		-	-	-	-	-	-	-	2	-	-	2
	613+00	'TBT'		-	1	-	-	-	-	-	-	-	-	-
RAMP TC	609+53	'TC'		-	-	-	-	-	-	-	-	2	-	-
RAMP TD	620+50	'TD'		-	-	-	-	-	-	2	-	-	-	2
	632+28	'TD'	LT	-	-	-	-	-	-	-	1	-	-	1
	634+34	'TD'	LT	-	-	-	-	1	-	-	-	-	-	1
	624+50	'TDT'		-	-	-	2	-	-	-	-	-	-	-
PIERCE ROAD	119+01	'PR'		-	-	-	-	-	-	-	-	-	2	2
	108+00 - 108+59	'PR'	RT	2	-	-	-	-	-	-	-	-	-	-
	109+30 - 109+85	'PR'	RT	2	-	-	-	-	-	-	-	-	-	-
	116+83 - 117+49	'PR'	RT	2	-	-	-	-	-	-	-	-	-	-
	100+30 - 100+55	'PR'	RT	2	-	-	-	-	-	-	-	-	-	-
	103+50	'PR'		-	-	-	-	-	2	-	-	-	-	2
CATEGORY 1000 SUBTOTALS				10	1	2	2	7	4	5	5	4	2	28
PROJECT TOTALS				10	1	2	2	7	4	5	5	4	2	28

*ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

STORM SEWER SUMMARY

	INLET		OUTLET		SLOPE	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	522.1015 *APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	*612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH	633.5200 *MARKERS CULVERT END
STAGE	STRUCTURE	ELEVATION	STRUCTURE	ELEVATION	%	EACH	EACH	LF	LF	LF	EACH
1	5.1	873.56	5.2	873.02	1.00	-	-	54	-	-	-
	5.2	873.02	ELBOW 5A	872.39	4.00	-	-	-	-	16	-
	ELBOW 5A	872.39	ELBOW 5B	854.63	33.33	-	-	-	-	56	-
	ELBOW 5B	854.63	5.3	854.38	8.33	1	-	-	-	3	1
	8.1	874.14	ELBOW 8A	873.30	4.00	-	-	-	-	21	-
	ELBOW 8A	873.30	ELBOW 8B	851.80	33.33	-	-	-	-	68	-
	ELBOW 8B	851.80	8.2	851.55	8.33	1	-	-	-	3	1
	9.1	872.56	9.2	871.60	3.00	-	1	-	32	-	1
	13.1	870.84	13.2	870.81	1.00	-	-	-	3	-	-
	13.2	870.81	13.3	869.68	3.00	-	1	-	38	-	1
				STAGE 1 SUBTOTALS		2	2	54	73	167	4
2	10.1	864.74	10.2	863.00	3.00	-	1	-	58	-	1
	11.1	858.85	11.2	858.68	1.00	-	-	17	-	-	-
	11.2	858.43	11.3	856.69	3.00	-	1	-	58	-	1
				STAGE 2 SUBTOTALS		-	2	17	116	-	2
3	1.1	852.31	1.2	852.27	1.00	-	-	-	4	-	-
	1.2	852.27	1.4	852.08	1.00	-	-	-	19	-	-
	1.3	852.78	1.4	852.33	1.00	-	-	45	-	-	-
	1.4	852.08	1.5	850.82	2.00	-	1	-	64	-	1
	2.1	853.03	2.2	850.55	3.00	-	1	-	83	-	1
	3.1	861.44	3.2	859.69	3.00	-	1	-	58	-	1
	4.1	872.43	4.2	871.64	3.00	-	1	-	26	-	1
	6.1	873.89	ELBOW 6A	873.28	4.00	-	-	-	-	15	-
	ELBOW 6A	873.28	ELBOW 6B	854.85	33.33	-	-	-	-	58	-
	ELBOW 6B	854.85	6.2	854.60	8.33	1	-	-	-	3	1
	7.1	873.13	7.2	872.59	1.00	-	-	54	-	-	-
	7.2	872.59	ELBOW 7A	871.95	4.00	-	-	-	-	16	-
	ELBOW 71	871.95	ELBOW 7B	852.05	33.33	-	-	-	-	63	-
	ELBOW 7B	852.05	7.3	851.65	8.33	1	-	-	-	5	1
	12.1	870.48	12.2	870.44	1.00	-	-	-	4	-	-
	12.2	870.44	12.3	869.30	3.00	-	1	-	38	-	1
				STAGE 3 SUBTOTALS		2	5	99	296	160	7
				CATEGORY 1000 SUBTOTALS		4	9	170	485	327	13
				PROJECT TOTALS		4	9	170	485	327	13

*ADDITIONAL QUANTITES LISTED ELSEWHERE IN PLAN

PIPE UNDERDRAIN

STAGE	LOCATION	STATION	612.0106 6-INCH LF	*612.0212 UNPERFORATED 12-INCH LF	612.0700 DRAIN TILE EXPLORATION LF	522.0312 CULVERT PIPE REINFORCED CONCRETE CLASS IV 12 INCH LF	*520.8000 CONCRETE COLLARS FOR PIPE EACH	REMARKS
2	USH 51	35+40 - 35+50 'T'	10	-	-	-	-	-
		43+48 - 43+94 'T'	46	-	-	-	-	-
		37+69 - 40+64 'T'	-	244	244	-	-	PARALLEL TO RW LINE
	STH 73	54+40 - 59+65 'T'	505	-	-	-	-	-
		STAGE 2 SUBTOTALS	561	244	244	-	-	
2-3	USH 51	40+44 'T'	-	-	283	283	2	PARALLEL TO CULVERT 40+49
		STAGE 2-3 SUBTOTALS	-	-	283	283	2	
3	USH 51	37+75 - 43+48 'T'	747	-	-	-	-	-
		43+94 - 45+25 'T'	131	-	-	-	-	-
		STAGE 3 SUBTOTALS	878	-	-	-	-	
		CATEGORY 1000 SUBTOTALS	1,439	244	527	283	2	
		PROJECT TOTALS	1,439	244	527	283	2	

* ADDITIONAL QUANTITES LISTED ELSEWHERE IN PLAN

STORM SEWER STRUCTURE SCHEDULE

STAGE	STRUCTURE	STATION	OFFSET	FLANGE ELEVATION	STRUCTURE ELEVATION	BOTTOM OF STRUCTURE ELEVATION	DEPTH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.3230 INLETS 2x3-FT EACH
1	5.1	47+84 'T'	47.0' RT	877.80	876.80	872.98	3.82	1	-	1
	5.2	47+27 'T'	47.0' RT	877.38	876.38	872.44	3.94	1	-	1
	8.1	51+32 'T'	46.4' RT	878.00	877.00	873.72	3.28	-	1	1
	9.1	52+77 'T'	38.5' RT	877.14	876.14	871.96	4.18	-	1	1
	13.1	612+25 'TD'	6.6' RT	875.37	874.37	870.24	4.13	-	1	1
	13.2	612+25 'TD'	1.5' RT	875.50	874.50	870.21	4.29	-	1	1
						STAGE 1 SUBTOTALS		2	4	6
2	1.1	36+97 'T'	21.5' RT	857.86	856.86	851.71	5.15	-	1	1
	10.1	56+47 'T'	10.1' RT	870.55	869.55	864.14	5.41	-	1	1
	11.1	59+47 'T'	4.1' RT	864.49	863.49	858.27	5.22	-	1	1
	11.2	59+67 'T'	3.8' RT	864.22	863.22	857.83	5.39	-	1	1
						STAGE 2 SUBTOTALS		-	4	4
3	1.2	36+97 'T'	15.5' RT	857.02	856.02	851.67	4.35	1	-	1
	1.3	36+49 'T'	5.5' LT	856.92	855.92	852.20	3.72	-	1	1
	1.4	36+97 'T'	5.5 ' LT	857.42	856.42	851.48	4.94	-	1	1
	2.1	38+47 'T'	9.8' RT	859.09	858.09	852.43	5.66	-	1	1
	3.1	41+66 'T'	6.8' LT	867.24	866.24	860.84	5.40	-	1	1
	4.1	46+39 'T'	38.5' LT	876.80	875.80	871.83	3.97	-	1	1
	6.1	47+84 'T'	46.4' LT	877.82	876.82	873.47	3.35	-	1	1
	7.1	51+32 'T'	47.0' LT	877.99	876.99	872.55	4.44	1	-	1
	7.2	51+89 'T'	47.0' LT	877.60	876.60	872.01	4.59	1		1
	12.1	614+11 'TB'	7.1' LT	875.00	874.00	869.88	4.12	-	1	1
	12.2	614+10 'TB'	1.5' LT	875.17	874.17	869.84	4.33	-	1	1
						STAGE 3 SUBTOTALS		3	8	11
						CATEGORY 1000 SUBTOTALS		5	16	21
						PROJECT TOTALS		5	16	21

EXISTING COVER ADJUSTMENTS

STAGE	STATION	OFFSET	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
1	33+75 'T'	18.1' RT	1	-
	35+13 'T'	1.6' RT	-	1
	35+39 'T'	15.2' RT	-	1
	CATEGORY 1000 SUBTOTALS		1	2
	PROJECT TOTALS		1	2

COVER PLATES TEMPORARY

STAGE	STATION	OFFSET	611.8120.S EACH
1	33+75 'T'	18.1' RT	1
	35+13 'T'	1.6' RT	1
	35+39 'T'	15.2' RT	1
	CATEGORY 1000 SUBTOTALS		3
	PROJECT TOTALS		3

CONCRETE CURB & GUTTER

STAGE	LOCATION	STATION				OFFSET	601.0120 CONCRETE CURB TYPE J LF	601.0407 18-INCH TYPE D LF	601.0409 30-INCH TYPE A LF	601.0555 6-INCH SLOPED 36-INCH TYPE A LF	601.0557 6-INCH SLOPED 36-INCH TYPE D LF	601.0580 4-INCH SLOPED 36-INCH TYPE R LF	REMARKS
1	USH 51	46+68	-	48+09 'T'		LT & RT	-	-	15	333	-	-	
	STH 73	51+03	-	52+78 'T'		LT & RT	-	-	-	427	-	-	
	Ramp TB	612+19	-	613+40 'TB'		RT	-	-	-	289	-	-	
	RAMP TC	611+86	-	612+67 'TC'		RT	-	-	-	100	-	-	
		612+16	-	612+83 'TC'		LT	-	-	-	99	-	-	
				STAGE 1 SUBTOTALS			-	-	15	1,248	-	-	
2	USH51	35+50	-	36+42 'T'		RT	-	-	-	-	92	-	REVERSE SLOPE
		36+42	-	42+13 'T'		RT	-	-	-	-	562	-	
	STH 73	53+74	-	55+75 'T'		RT	-	-	-	81	120	-	
		56+22	-	59+68 'T'		LT & RT	-	-	-	-	692	-	
		76+50	-	78+59 'T'		RT	-	-	-	-	209	-	
	RAMP TB	612+54	-	614+50 'TB'		RT	78	-	-	-	-	130	
	PIERCE ROAD	132+37	-	133+02 'PR'		LT & RT	-	-	-	-	153	-	
				STAGE 2 SUBTOTALS			78	-	-	81	1,828	130	
3	USH 51	35+29	-	35+77 'T'		LT	-	-	-	-	98	-	
		35+50	-	37+72 'T'		LT	-	221	-	-	-	-	
		35+50	-	36+43 'T'		LT	-	-	-	-	93	-	REVERSE SLOPE
		36+43	-	37+72 'T'		LT	-	-	-	-	130	-	
		35+50	-	43+44 'T'		LT & RT	-	279	-	-	516	-	
		44+00	-	45+67 'T'		LT	-	-	-	85	82	-	
		46+25	-	48+12 'T'		LT	-	-	-	187	-	-	
	STH 73	51+10	-	52+63 'T'		LT	-	-	15	138	-	-	
		53+13	-	56+22 'T'		LT	-	-	-	82	166	-	
	RAMP TA	613+81	-	614+49 'TA'		LT & RT	-	-	-	130	-	-	
	RAMP TD	612+92	-	614+17 'TD'		LT & RT	-	-	-	400	-	-	
				STAGE 3 SUBTOTALS			-	500	15	1,022	1,085	-	
4	USH 51	33+25	-	34+36 'T'		RT	-	111	-	-	111	-	
		33+83	-	34+02 'T'		LT	-	19	-	-	19	-	
		35+06	-	35+50 'T'		LT	-	44	-	-	44*	-	*REVERSE SLOPE
		35+32	-	35+50 'T'		RT	-	19	-	-	19*	-	*REVERSE SLOPE
		43+44	-	44+00 'T'		LT	-	-	-	-	56	-	
				STAGE 4 SUBTOTALS			-	193	-	-	249	-	
5	USH 51	42+13	-	45+90 'T'		RT	-	-	-	108	266	-	
		45+67	-	45+90 'T'		LT	-	-	-	25	-	-	
	STH 73	53+13	-	53+74 'T'		LT & RT	-	-	-	122	-	-	
		55+75	-	56+22 'T'		RT	-	-	-	-	47	-	
				STAGE 5 SUBTOTALS			-	-	-	255	313	-	
				CATEGORY 1000 SUBTOTALS			78	693	30	2,606	3,475	130	
				PROJECT TOTALS			78	693	30	2,606	3,475	130	

HIGH-TENSION CABLE GUARD ITEMS

STAGE	LOCATION	STATION				OFFSET	SPV.0060.101 REINSTALL TERMINAL HIGH-TENSION CABLE TL-3 GIBRALTAR EACH	SPV.0090.101 REINSTALL HIGH-TENSION CABLE TL-3 SOCKETED GIBRALTAR LF	SPV.0060.102 SALVAGE TERMINAL HIGH-TENSION CABLE TL-3 GIBRALTAR EACH	SPV.0090.102 SALVAGE HIGH-TENSION CABLE TL-3 SOCKETED GIBRALTAR LF
1	IH 39 NB	181+00	-	194+82	'NBE'	LT	-	1381	-	1381
		194+82			'NBE'	LT	1	-	1	-
		195+57	-	214+96	'NBE'	LT	-	1843	-	1939
		195+57			'NBE'	LT	1	-	1	-
		214+00			'NBE'	LT	1	-	-	-
		214+96			'NBE'	LT	-	-	1	-
	IH 39 SB	178+00	-	194+29	'SBE'	RT	-	1636	-	1636
		194+29			'SBE'	RT	1	-	1	-
						CATEGORY 1000 SUBTOTAL	4	4,860	4	4,956
						PROJECT TOTAL	4	4,860	4	4,956

CONCRETE SIDEWALK

STAGE	LOCATION	STATION				OFFSET	602.0410 5-INCH SF
2	USH 51	47+03	-	48+09 'T'		LT & RT	422
	STH 73	51+07	-	52+33 'T'		LT & RT	504
		58+25	-	59+68 'T'		LT & RT	1,030
	RAMP TB	612+19	-	613+38 'TB'		LT	1,270
				STAGE 2 SUBTOTAL			3,226
3	USH 51	35+50	-	37+72 'T'		LT	1,000
		35+50	-	40+38 'T'		RT	4,150
	RAMP TD	613+00	-	614+16 'TD'		RT	1,266
				STAGE 3 SUBTOTAL			6,416
4	USH 51	33+26	-	34+36 'T'		RT	721
		33+83	-	34+02 'T'		LT	114
		35+06	-	35+50 'T'		LT	203
		35+32	-	35+50 'T'		RT	81
				STAGE 4 SUBTOTAL			1,119
5	USH 51	45+30	-	45+90 'T'		LT & RT	952
	STH 73	53+13	-	53+74 'T'		LT & RT	952
				STAGE 5 SUBTOTAL			1,904
				CATEGORY 1000 SUBTOTAL			12,665
				PROJECT TOTAL			12,665

CONCRETE MEDIAN

STAGE	LOCATION	STATION				OFFSET	620.0100 CONCRETE CORRUGATED MEDIAN SF	620.0300 SLOPED NOSE TYPE 1 SF
1	USH 51	47+03			'T'	LT & RT	-	70
	STH 73	52+33			'T'	LT & RT	-	70
	RAMP TB	612+19			'TB'	LT & RT	-	46
				STAGE 1 SUBTOTALS			-	186
2	STH 73	59+68			'T'	LT & RT	-	71
				STAGE 2 SUBTOTALS			-	71
3	USH 51	37+72			'T'	LT	-	27
		37+75	-	38+25	'T'	LT	348	-
	RAMP TD	614+17			'TD'	LT	-	49
				STAGE 3 SUBTOTALS			348	76
4	USH 51	34+02			'T'	LT	-	65
		34+36			'T'	RT	-	77
		35+06			'T'	LT	-	67
		35+32			'T'	RT	-	59
				STAGE 4 SUBTOTALS			-	268
5	USH 51	24+38	-	25+30	'T'	RT	622	-
		45+90			'T'	RT	-	82
	STH 73	53+13			'T'	LT	-	82
				STAGE 5 SUBTOTALS			622	164
				CATEGORY 1000 SUBTOTALS			970	765
				PROJECT TOTALS			970	765

GUARDRAIL ITEMS

STAGE	LOCATION	STATION	OFFSET	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
2	USH 51	47+03 - 48+08 'T'	RT	12.5	39.4	1
			STAGE 1 SUBTOTALS	12.5	39.4	1
3	STH 73	51+10 - 52+13 'T'	LT	12.5	39.4	1
			STAGE 2 SUBTOTALS	12.5	39.4	1
			CATEGORY 1000 SUBTOTALS	25.0	78.8	2
			PROJECT TOTALS	25.0	78.8	2

EROSION CONTROL

LOCATION	STATION	606.0200 RIPRAP MEDIUM CY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTAINANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	645.0120 GEOTEXTILE FABRIC TYPE HR SY
USH 51	28+00 - 48+70 'T'	96	626	1,853	11,118	15,328	1	-	306
STH 73	50+50 - 78+73 'T'	112	-	570	3,420	20,466	4	-	387
RAMP TA	614+00 - 651+30 'TA'	65	-	484	2,904	30,336	4	-	198
RAMP TB	585+50 - 613+00 'TB'	97	-	-	-	15,982	6	-	301
RAMP TC	581+50 - 612+00 'TC'	52	144	1,793	10,758	17,820	1	-	158
RAMP TD	613+50 - 639+90 'TD'	87	-	2,705	16,230	6,186	2	-	271
PIERCE ROAD	100+00 - 133+00 'PR'	19	-	1,082	6,492	5,851	5	-	58
	UNDISTRIBUTED	132	193	2,122	12,731	27,992	6	4	420
	CATEGORY 1000 SUBTOTALS	660	963	10,609	63,653	139,960	29	4	2,099
	PROJECT TOTALS	660	963	10,609	63,653	139,960	29	4	2,099

FENCE WOVEN WIRE 4-FT

STAGE	LOCATION	STATION	OFFSET	616.0100 LF
5	USH 51	36+58 - 43+21 'T'	LT	781
		35+10 - 44+75 'T'	RT	843
	STH 73	54+03 - 62+73 'T'	LT	807
	IH 39 NB	583+96 - 597+89 'TB'	RT	1,432
		615+07 - 647+50 'TA'	RT	3,229
		248+94 - 255+94 'NBE'	RT	704
	IH 39 SB	584+40 - 611+72 'TC'	LT	2,728
		614+58 - 638+50 'TD'	LT	2,529
	PIERCE ROAD	100+00 127+52 PR'	LT	2,785
			CATEGORY 1000 SUBTOTAL	15,838
			PROJECT TOTAL	15,838

EROSION CONTROL MOBILIZATION

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 EMERGENCY MOBILIZATIONS EROSION CONTROL EACH
PROJECT ID 1007-10-72	15	7
CATEGORY 1000 SUBTOTALS	15	7
PROJECT TOTALS	15	7

FENCE SAFETY

LOCATION	616.0700.S LF
UNDISTRIBUTED	1,000
CATEGORY 1000	1,000
PROJECT TOTAL	1,000

WATER

LOCATION	624.0100 MGAL	REMARKS
UNDISTRIBUTED	1,000	BASE COMPACTION
UNDISTRIBUTED	1,000	DUST CONTROL
CATEGORY 1000 SUBTOTAL	2,000	
PROJECT TOTAL	2,000	

RESTORATION

LOCATION	STATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0205 FERTILIZER TYPE A CWT
USH 51	35+50 - 48+09 'T'	17,708	2,380	-	10
STH 73	51+07 - 78+73 'T'	25,344	4,878	-	22
RAMP TA	613+87 - 651+33 'TA'	54,776	24,440	-	37
RAMP TB	583+81 - 613+57 'TB'	40,839	24,857	-	28
RAMP TC	581+56 - 612+77 'TC'	26,779	8,959	-	18
RAMP TD	612+99 - 639+90 'TD'	56,540	50,354	-	38
PIERCE ROAD	100+39 - 133+02 'PR'	25,238	19,387	-	18
	UNDISTRIBUTED	61,806	33,814	56	43
	CATEGORY 1000 SUBTOTALS	309,030	169,069	56	215
	PROJECT TOTALS	309,030	169,069	56	215

INLET PROTECTION

STRUCTURE	STATION	OFFSET	628.7005 TYPE A EACH	628.7015 TYPE C EACH
1.1	36+97 'T'	21.0' RT	1	1
1.2	36+97 'T'	14.5' RT	1	1
1.3	36+49 'T'	5.0 ' LT	1	1
1.4	36+97 'T'	5.0 ' LT	1	1
2.1	38+46 'T'	9.8' RT	1	1
3.1	41+66 'T'	7.3' LT	1	1
4.1	46+39 'T'	38.5' LT	1	1
5.1	47+84 'T'	47.0' RT	1	1
5.2	47+27 'T'	47.0' RT	1	1
6.1	47+84 'T'	46.5' LT	1	1
7.1	51+32 'T'	47.0' LT	1	1
7.2	51+89 'T'	47.0' LT	1	1
8.1	51+32 'T'	46.5' RT	1	1
9.1	52+77 'T'	38.5' RT	1	1
10.1	56+47 'T'	10.1' RT	1	1
11.1	59+47 'T'	4.1' RT	1	1
11.2	59+67 'T'	3.7' RT	1	1
12.1	614+11 'TB'	7.1' LT	1	1
12.2	614+10 'TB'	1.5' LT	1	1
13.1	612+25 'TD'	6.6' RT	1	1
13.2	612+25 'TD'	1.5' RT	1	1
EXIST 73	28+25 'T'	16.5' RT	-	1
EXIST 73	29+44 'T'	5.7' RT	-	1
EXIST 73	31+43 'T'	0' RT	-	1
EXIST 73	37+70 'T'	10.5' RT	-	1
EXIST 73	39+90 'T'	7.7' LT	-	1
EXIST 73	40+09 'T'	11.5' LT	-	1
EXIST 73	44+46 'T'	90.9' LT	-	1
EXIST NB RAMPS	610+35 'TB'	206.3' LT	-	1
EXIST NB RAMPS	610+93 'TB'	186.2' RT	-	1
EXIST SB RAMPS	619+38 'TD'	26.5' LT	-	1
CATEGORY 1000 SUBTOTALS			21	31
PROJECT TOTALS			21	31

SEEDING

LOCATION	STATION	OFFSET	630.0110 SEEDING MIXTURE NO. 10 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	SPV.0085.001 WET PRAIRIE NATIVE SEED MIX LB	SPV.0085.002 SEEDING NURSE CROP LB	SPV.0060.010 CARE CYCLES EACH	REMARKS
USH 51	35+50 - 48+20 'T'	LT & RT	-	68	-	-	-	-	
STH 73	50+84 - 53+00 'T'	LT & RT	-	13	-	-	-	-	
	53+00 - 78+73 'T'	LT	189	-	-	-	-	-	
	58+25 - 70+50 'T'	RT	121	-	-	-	-	-	
	72+00 - 78+73 'T'	RT	43	-	-	-	-	-	
RAMP TA	613+87 - 637+00 'TA'	RT	-	42	-	-	-	-	
	637+00 - 651+33 'TA'	TO 44' RT	79	-	-	-	-	-	
	637+00 - 651+33 'TA'	FROM 44' RT TO SI	-	57	-	-	-	-	
RAMP TB	583+81 - 594+56 'TB'	RT	48	-	13	-	-	-	
	594+56 - 609+00 'TB'	RT	-	23	20	-	-	-	
RAMP TC	581+56 - 595+00 'TC'	TO 39' LT	64	-	-	-	-	-	
	581+56 - 595+00 'TC'	FROM 39' LT TO SI	60	-	-	-	-	-	
	595+00 - 612+77 'TC'	LT	-	41	-	-	-	-	
RAMP TD	612+93 - 631+85 'TD'	LT	-	114	86	-	-	-	
	631+85 - 639+90 'TD'	LT	46	-	11	-	-	-	
IH 39 NB	181+04 - 196+75 'NBE'	LT	57	-	-	-	-	-	
	193+04 - 206+00 'NBE'	TO 107' RT	87	-	-	-	-	-	RAMP TB INFIELD
	203+00 - 214+75 'NBE'	FROM 95' LT OF RAMP TB TO RAMP TB	-	31	-	-	-	-	RAMP TB INFIELD
	206+00 - 213+25 'NBE'	TO 95' LT OF RAMP TB	-	-	-	54	43	-	RAMP TB INFIELD
	204+40 - 219+67 'NBE'	LT	70	-	-	-	-	-	
	213+25 - 219+25 'NBE'	TO 98' RT	57	-	-	-	-	-	BRIDGE GRADING/RAMP TA INFIELD
	214+75 - 219+25 'NBE'	FROM 98' RT TO RAMP TA	-	22	-	-	-	-	RAMP TA INFIELD
	219+25 - 222+50 'NBE'	RT TO RAMP TA	-	-	-	23	18	-	RAMP TA INFIELD
	222+50 - 238+35 'NBE'	TO 98' RT	89	-	-	-	-	-	RAMP TA INFIELD
	222+50 - 229+98 'NBE'	FROM 98' RT TO RAMP TA	-	5	-	-	-	-	RAMP TA INFIELD
	233+78 - 261+21 'NBE'	LT	103	-	-	-	-	-	
	252+85 - 256+25 'NBE'	TO 98' RT	31	-	-	-	-	-	
	252+85 - 256+25 'NBE'	FROM 98' RT TO SI	-	8	-	-	-	-	
IH 39 SB	178+00 - 267+00 'SBE'	RT	252	-	-	-	-	-	
	197+50 - 202+90 'SBE'	LT TO RAMP TC	27	-	-	-	-	-	RAMP TC INFIELD
	202+90 - 213+36 'SBE'	FROM 90' RT OF RAMP TC TO RAMP TC	-	27	-	-	-	-	RAMP TC INFIELD
	202+90 - 213+36 'SBE'	LT TO 90 RT OF RAMP TC	-	-	-	39	31	-	RAMP TC INFIELD
	212+71 - 215+29 'SBE'	TO 86' LT	13	-	-	-	-	-	WEST BRIDGE GRADING
	224+71 - 229+80 'SBE'	TO 75' LT	26	-	-	-	-	-	RAMP TD INFIELD
	215+25 - 224+70 'SBE'	FROM 110' RT OF RAMP TC TO RAMP TC	-	37	-	-	-	-	RAMP TD INFIELD
	215+25 - 224+70 'SBE'	TO 110' RT OF RAMP TC	-	-	-	52	42	-	RAMP TD INFIELD
PIERCE ROAD	100+39 - 133+02 'PR'	RT	268	-	-	-	-	-	
	100+39 - 110+50 'PR'	TO 40' LT	82	-	-	-	-	-	
	110+50 - 117+50 'PR'	LT TO RAMP TB/STH 73	-	-	-	74	59	-	
	117+50 - 133+02 'PR'	TO 60' LT	224	-	-	-	-	-	
		UNDISTRIBUTED	509	122	32	60	48	24	
		CATEGORY 1000 SUBTOTALS	2,544	609	161	301	240	24	
		PROJECT TOTALS	2,544	609	161	301	240	24	

ROCK BAGS

LOCATION	STATION	628.7570 EACH
USH 51/STH 73	40+23 - 40+54 'T'	43
	74+94 - 75+00 'T'	43
RAMP TC	609+42 - 609+58 'TC'	52
RAMP TD	632+29 - 632+32 'TD'	13
UNDISTRIBUTED		38
CATEGORY 1000 SUBTOTALS		189
PROJECT TOTALS		189

SOD LAWN

STAGE	LOCATION	STATION	631.1000 SOD LAWN SY
5	USH 51	40+38 - 45+30 'T'	1,041
	STH 73	53+74 - 58+25 'T'	866
		STAGE 5 SUBTOTALS	1,907
		CATEGORY 1000 SUBTOTALS	1,907
		PROJECT TOTALS	1,907

DELINEATORS

LOCATION	STATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
RAMP 'TA'	614+50 - 650+50 'TA'	36	50
RAMP 'TB'	584+00 - 612+50 'TB'	29	37
RAMP 'TC'	581+50 - 611+50 'TC'	31	47
RAMP 'TD'	614+00 - 640+00 'TD'	27	38
IH 39 NB	192+50 - 238+00 'NBE'	23	23
IH 39 SB	198+00 - 230+00 'SBE'	17	17
CATEGORY 1000 SUBTOTALS		163	212
PROJECT TOTALS		163	212

REMOVING & MOVING SIGNS

SIGN NO.	SIGN MESSAGE	STATION	LOCATION	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	*634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	638.4100 MOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	REMARKS
M2-01	ADOPT A HIGHWAY	33+50	STH 73. LT	-	-	-	-	-	1	-	-	1	-	-
R1-01	LEFT TURN LANE	28+28	USH 51. RT	-	-	-	-	-	-	1	-	-	-	-
R1-02	LEFT TURN LANE	30+61	USH 51. RT	-	-	-	-	-	-	1	-	-	-	-
R1-03	JUNCTION ASSEMBLY	31+60	USH 51. RT	-	-	-	-	-	-	1	2	-	-	-
	WRONG WAY	31+60	USH 51. RT				-			1	-	-	-	ON SAME POLE AS R1-03
R1-04	EDGERTON 2	32+00	USH 51. RT	-	-	-	-	-	-	1	2	-	-	
R2-01	DO NOT ENTER	35+15	USH 51. RT	-	-	-	-	-	-	1	-	-	-	-
R2-02	DO NOT ENTER	35+50	USH 51. LT	-	-	-	-	-	-	1	-	-	-	-
	STOP FOLDING	35+50	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POLE AS R2-02
R2-03	DOUBLE DOWN ARROW	35+90	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R2-04	WRONG WAY	38+15	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
R2-05	KEEP RIGHT SYMBOL	35+50	USH 51. RT	-	-	-	-	-	-	1	-	-	-	-
R2-06	DO NOT ENTER	34+25	USH 51. RT	-	-	-	-	-	-	1	-	-	-	-
R2-07	KEEP RIGHT SYMBOL	33+85	USH 51. LT	-	-	-	-	-	-	1	-	-	-	-
	STOP FOLDING	33+85	USH 51. LT	-	-	-	-	-	-	1	-	-	-	-
R2-08	DIRECTIONAL ASSEMBLY	36+90	USH 51. RT	-	-	-	-	-	-	1	2	-	-	-
R2-09	DIRECTIONAL ASSEMBLY	38+25	USH 51. RT	-	-	-	-	-	-	1	1	-	-	-
R2-10	ONE WAY	34+41	USH 51. RT	-	-	-	-	-	-	1	1	-	-	-
R2-10	ONE WAY	35+10	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R3-01	ALBION ARROW	39+75	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
	CAMPING 2 MI	39+75	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R3-01
R3-02	LEFT TURN LANE	39+60	USH 51. RT	-	-	-	-	-	-	1	-	-	-	-
R3-03	LEFT TURN LANE	41+45	USH 51. LT	-	-	-	-	-	-	1	-	-	-	-
R3-04	SIGNAL AHEAD SYMBOL	41+45	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R3-05	DIRECTIONAL ASSEMBLY	42+60	USH 51. LT	-	-	-	-	-	-	1	2	-	-	-
R3-06	HOSPITAL SYMBOL	43+35	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
	RIGHT ARROW	43+35	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R3-06
R3-07	STOP	43+35	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R3-08	DOUBLE DOWN ARROW	43+70	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R3-09	STOP	43+90	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
	DIVIDED HIGHWAY	43+90	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R3-09
	KEEP RIGHT SYMBOL	43+90	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R3-09
R3-10	DOUBLE DOWN ARROW	44+20	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R3-11	STOP	43+70	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
	DIVIDED HIGHWAY	43+70	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R3-11
	DO NOT ENTER	43+70	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R3-11
R3-12	ONE WAY	43+90	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R3-13	DIRECTIONAL ASSEMBLY	43+35	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
	WRONG WAY	43+30	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R3-13
R3-14	KEEP RIGHT SYMBOL	43+50	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R3-15	END DIVIDED HIGHWAY SYMBOL	42+10	USH 51. RT	-	-	-	-	-	-	1	1	-	-	-
R3-16	JANESVILLE LEFT ARROW	44+50	USH 51. RT	-	-	-	-	-	-	1	2	-	-	-
R4-01	KEEP RIGHT SYMBOL	45+05	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R4-02	KEEP RIGHT SYMBOL	45+05	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R4-03	DO NOT ENTER	45+05	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
	DIRECTIONAL ASSEMBLY	45+15	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R4-03
R4-04	DO NOT ENTER	47+05	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R4-05	WRONG WAY	47+05	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
	JANESVILLE RIGHT ARROW	46+40	USH 51. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R4-05
R4-06	DIRECTIONAL ASSEMBLY	47+30	USH 51. LT	-	-	-	-	-	-	1	2	-	-	-
R4-07	DIVIDED HIGHWAY SYMBOL	47+30	USH 51. LT	-	-	-	-	-	-	1	1	-	-	-
R5-01	MADISON LEFT ARROW	50+90	STH 73. LT	-	-	-	-	-	-	1	2	-	-	-
R5-02	DIRECTIONAL ASSEMBLY	52+20	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
R5-03	DIRECTIONAL ASSEMBLY	53+15	STH 73. LT	-	-	-	-	-	-	1	2	-	-	-
R5-04	DIVIDED HIGHWAY SYMBOL	53+60	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
R5-05	DIRECTIONAL ASSEMBLY	55+10	STH 73. LT	-	-	-	-	-	-	1	2	-	-	-
R5-06	DOUBLE DOWN ARROW	53+90	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
R5-07	KEEP RIGHT SYMBOL	55+20	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
	STOP	55+20	STH 73. LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R5-07
R5-08	DO NOT ENTER	55+75	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
R5-09	STOP	55+50	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
R5-10	YIELD	54+50	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
R5-11	DIRECTIONAL ASSEMBLY	55+55	STH 73. RT	-	-	-	-	-	-	1	2	-	-	-
R5-12	RAMP 25 MPH	54+50	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
R5-13	STOP	55+75	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
			SHEET SUBTOTALS	-	-	-	-	-	1	53	52	1	-	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

CONTINUED ON NEXT SHEET

REMOVING & MOVING SIGNS (CONT.)

SIGN NO.	SIGN MESSAGE	STATION	LOCATION	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	*634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	638.4100 MOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	REMARKS
R6-01	EDGERTON JANESVILLE MADISON	59+35	STH 73. LT	-	-	-	-	-	-	1	2	-	-	-
R6-02	DIRECTIONAL ASSEMBLY	62+30	STH 73. LT	-	-	-	-	-	-	1	2	-	-	-
R6-03	DIRECTIONAL ASSEMBLY	66+30	STH 73. LT	-	-	-	-	-	-	1	2	-	-	-
R6-04	DEAD END	63+75	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
R6-05	STOP	63+65	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
R6-06	DEAD END	62+95	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
R6-07	DIRECTIONAL ASSEMBLY	58+20	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
R6-08	SPEED LIMIT 55	69+30	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
R7-01	JUNCTION ASSEMBLY	70+20	STH 73. LT	-	-	-	-	-	-	1	2	-	-	-
R7-02	NO PASSING ZONE	77+00	STH 73. LT	-	-	-	-	-	-	1	1	-	-	-
R7-03	JUNCTION ASSEMBLY	75+65	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
R7-04	NO PASSING ZONE	73+30	STH 73. RT	-	-	-	-	-	-	1	1	-	-	-
M8-01	DIRECTIONAL ASSEMBLY	225+85	IH 39 NB,RT	-	-	-	-	-	1	-	-	2	-	-
M9-01	SPEED LIMIT 65	234+90	IH 39 NB,RT	-	-	-	-	-	1	-	-	2	-	-
M9-02	MERGE SYMBOL	210+40	IH 39 NB,RT	-	-	-	-	-	1	-	-	2	-	-
R10-01	HWY 106	256+40	IH 39 NB,RT	-	-	-	-	-	-	1	2	-	-	-
R10-02	HWY 106	257+00	IH 39 SB,LT	-	-	-	-	-	-	1	2	-	-	-
M11-01	SOUTH 51/73/106 EDGERTON DEERFIELD	197+25	IH 39 NB,RT	293	1.6	98	-	1	-	-	-	-	2	-
M12-01	EXIT 160	205+10	IH 39 NB,RT	-	-	-	-	1	-	-	-	2	-	-
M12-02	ALTERNATIVE 39	205+10	IH 39 NB,RT	-	-	-	1	1	-	-	-	-	-	-
R12-01	DIRECTIONAL ASSEMBLY	208+00	IH 39 NB,RT	-	-	-	-	-	-	1	2	-	-	-
	WRONG WAY	208+00	IH 39 NB,RT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R12-01
R12-02	EXIT 30 MPH	199+65	IH 39 NB,RT	-	-	-	-	-	-	1	2	-	-	-
R12-03	STOP AHEAD SYMBOL	205+50	IH 39 NB,RT	-	-	-	-	-	-	1	1	-	-	-
R12-04	OAKLAWN ACADEMY	210+05	IH 39 NB,RT	-	-	-	-	-	-	1	2	-	-	-
R12-05	PED BIKES PHROHIBITED	211+80	IH 39 NB,RT	-	-	-	-	-	-	1	1	-	-	-
R12-06	ALBION EDGERTON DEERFILED	212+10	IH 39 NB,RT	-	-	-	-	-	-	1	2	-	-	-
R12-07	WRONG WAY	208+35	IH 39 NB,RT	-	-	-	-	-	-	1	1	-	-	-
R12-07	RIGHT ARROW	205+77	IH 39 NB,RT	-	-	-	-	-	-	1	1	-	-	-
M14-01	DIRECTIONAL ASSEMBLY	207+30	IH 39 SB,LT	-	-	-	-	-	1	-	-	2	-	-
M15-01	MERGE SYMBOL	223+10	IH 39 SB,LT	-	-	-	-	-	1	-	-	1	-	-
M15-02	EXIT 160	225+65	IH 39 SB,LT	-	-	-	-	1	-	-	-	2	-	-
M15-03	ALTERNATE 39	225+65	IH 39 SB,LT	-	-	-	1	1	-	-	-	-	-	-
R15-01	DIRECTIONAL ASSEMBLY	216+10	IH 39 SB,LT	-	-	-	-	-	-	1	2	-	-	-
	WRONG WAY	216+10	IH 39 SB,LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R15-01
R15-02	RAMP 25 MPH	216+40	IH 39 SB,LT	-	-	-	-	-	-	1	1	-	-	-
R15-03	PED BIKES PHROHIBITED	217+80	IH 39 SB,LT	-	-	-	-	-	-	1	1	-	-	-
R15-04	LEFT ARROW	219+55	IH 39 SB,LT	-	-	-	-	-	-	1	1	-	-	-
R15-05	OAKLAWN ACADEMY ALBION EDGERTON	221+65	IH 39 SB,LT	-	-	-	-	-	-	1	2	-	-	-
R15-06	DIRECTIONAL ASSEMBLY	222+80	IH 39 SB,LT	-	-	-	-	-	-	1	2	-	-	-
	WRONG WAY	222+80	IH 39 SB,LT	-	-	-	-	-	-	-	-	-	-	ON SAME POST AS R15-06
R15-07	WRONG WAY	222+55	IH 39 SB,LT	-	-	-	-	-	-	1	1	-	-	-
R15-08	STOP AHEAD SYMBOL	225+90	IH 39 SB,LT	-	-	-	-	-	-	1	1	-	-	-
M16-01	EXIT 160 51/73/106 EDGERTON	231+60	IH 39 SB,LT	293	1.6	98	-	1	-	-	-	-	2	-
R16-01	EXIT 25 MPH	232+50	IH 39 SB,LT	-	-	-	-	-	-	1	2	-	-	-
R16-02	MILE 160	234+15	IH 39 SB,LT	-	-	-	-	-	-	1	1	-	-	-
MOVE	VARIOUS MEDIAN MILE MARKERS		IH 39 MEDIAN	-	-	-	-	-	13	-	-	-	-	MOVE MEDIAN MILE MARKERS WHERE MEDIAN GRADING OCCURS
			SHEET SUBTOTALS	586	3.2	196	2	6	18	32	46	13	4	
			CATEGORY 1000 SUBTOTALS	586	3.2	196	2	6	19	85	98	14	4	
			PROJECT TOTALS	586	3.2	196	2	6	19	85	98	14	4	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

PERMANENT SIGNING

SIGN NO.	CODE NO.	SIGN MESSAGE	SIZE INCH	x	INCH	637.2210 SIGNS TYPE II RELECTIVE H SF	637.2220 SIGNS TYPE II RELECTIVE SH SF	637.2215 SIGNS TYPE II RELECTIVE H FOLDING SF	637.2230 SIGNS TYPE II RELECTIVE F SF	SAME POST AS SIGN NO.	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	*634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	634.0812 POST TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0816 POST TUBULAR STEEL 2X2-INCH X 16-FT EACH	648.0100 LOCATING NO-PASSING ZONES MILE	REMARKS
1-01	W5-54	OBJECT MARKER	18	x	18	-	-	-	2.25	-	-	-	-	-	-	-	-	-	4' MOUNTING HEIGHT ON EXISTING POST
1-02	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	-	-	-	-	-	-	-	MOUNT ON EXISTING SIGN POST
1-03	R6-2L	ONE WAY	24	x	30	5.00	-	-	-	-	-	-	1	-	-	-	-	-	-
1-04	R3-20LL	BEGIN LEFT TURN LANE (W/LEFT ARROW)	24	x	36	6.00	-	-	-	-	-	-	-	-	-	-	-	-	MOUNT ON EXISTING SIGN POST
1-05	D2-1	EDGERTON 2	72	x	15	7.50	-	-	-	-	-	-	2	-	-	-	-	-	-
2-01	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	-	-	-	-	-	-	-	-	-	MOUNT ON SIGNAL POLE
2-02	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	-	-	-	-	-	-	-	-	-	MOUNT ON SIGNAL POLE
2-03	R1-1F	STOP(FOLDING)	30	x	30	-	-	6.25	-	-	-	-	-	-	-	-	-	-	MOUNT ON SIGNAL POLE
2-04	R6-2L	ONE WAY LEFT	36	x	48	12.00	-	-	-	-	-	-	1	-	-	-	-	-	-
2-05	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	2-06	-	-	-	-	-	-	-	-	-
2-06	D1-1	EDGERTON UP ARROW ALBION RIGHT ARROW	66	x	30	13.75	-	-	-	-	-	-	2	-	-	-	-	-	-
2-07	R11-54F	RAMP CLOSED USE ALT ROUTE	48	x	30	10.00	-	-	-	-	-	-	1	-	-	-	-	-	-
2-08	R3-20LL	BEGIN LEFT TURN LANE	24	x	36	6.00	-	-	-	-	-	-	1	-	-	-	-	-	-
2-09	J1-3	JUNCTION	72	x	39	19.50	-	-	-	-	-	-	2	-	-	-	-	-	-
2-10	R6-3A	DIVIDED HIGHWAY	30	x	24	5.00	-	-	-	-	-	-	-	-	-	-	-	-	MOUNT ON LIGHT POLE
2-11	R4-7	KEEP RIGHT SYMBOL	24	x	30	5.00	-	-	-	-	-	-	-	-	-	-	-	-	MOUNT ON LIGHT POLE
2-12	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	-	-	-	-	-	-	-	-	-	MOUNT ON SIGNAL POLE
2-13	R4-7	KEEP RIGHT SYMBOL	24	x	30	5.00	-	-	-	-	-	-	-	-	-	-	-	-	MOUNT ON LIGHT POLE
2-14	R1-1F	STOP(FOLDING)	30	x	30	-	-	6.25	-	-	-	-	-	-	-	-	-	-	MOUNT ON LIGHT POLE
2-15	J2-2	DIRECTIONAL ASSEMBLY	48	x	57	19.00	-	-	-	-	-	-	-	1	-	-	-	-	-
2-16	R2-1	SPEED LIMIT 55	24	x	30	5.00	-	-	-	-	-	1	-	-	-	-	-	-	-
2-17	R1-1F	DIVIDED HIGHWAY	30	x	24	5.00	-		-	-	-	-	-	-	-	-	-	-	MOUNT ON LIGHT POLE
2-18	R6-2L	ONE WAY LEFT	36	x	48	12.00	-	-	-	-	-	-	1	-	-	-	-	-	-
3-01	J1-2	DIRECTIONAL ASSEMBLY	48	x	39	13.00	-	-	-	-	-	-	-	1	-	-	-	-	-
3-03	R3-20L	BEGIN LEFT TURN LANE	24	x	36	6.00	-	-	-	-	-	-	1	-	-	-	-	-	-
3-04	W3-3	SIGNAL AHEAD	36	x	36	-	-	-	9.00	-	-	-	1	-	-	-	-	-	-
3-05	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	1	-	-	-	-	-	-	-
3-06	D3-1	DEERFIELD MADISON /JANESVILLE	72	x	36	18.00	-	-	-	-	-	-	2	-	-	-	-	-	-
3-07	J3-4	DIRECTIONAL ASSEMBLY	96	x	57	38.00	-	-	-	-	-	-	-	2	-	-	-	-	-
4-01	R1-2	YIELD	36	x	31	3.88	-	-	-	-	-	-	1	-	-	-	-	-	-
4-02	R1-1	STOP	36	x	36	5.18	-	-	-	-	-	-	-	1	-	-	-	-	-
4-03	R6-3	DIVIDED HIGHWAY	30	x	24	5.00	-	-	-	4-02	-	-	-	-	-	-	-	-	-
4-04	R11-54F	RAMP CLOSED USE ALT ROUTE	48	x	30	10.00	-	-	-	-	-	-	1	-	-	-	-	-	-
4-05	W12-1D	DOUBLE DOWN ARROW	24	x	24	-	-	-	4.00	-	1	-	-	-	-	-	-	-	-
4-06	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
4-07	J3-2	DIRECTIONAL ASSEMBLY	48	x	57	19.00	-	-	-	-	-	-	-	-	-	-	3	-	-
4-08	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	-	1	-	-	-	-	-	-
4-09	R3-1	NO RIGHT TURN SYMBOL	24	x	24	4.00	-	-	-	-	-	-	1	-	-	-	-	-	-
4-10	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	4-07	-	-	-	-	-	-	-	-	-
4-11	R4-7	KEEP RIGHT SYMBOL	24	x	30	5.00	-	-	-	-	-	1	-	-	-	-	-	-	-
4-12	D1-1	MADISON LEFT ARROW	66	x	15	6.88	-	-	-	-	-	-	2	-	-	-	-	-	-
4-13	J3-4	DIRECTIONAL ASSEMBLY	96	x	57	38.00	-	-	-	-	-	-	-	-	2	-	-	-	-
4-14	R6-2L	ONE WAY	36	x	48	12.00	-	-	-	-	-	-	-	1	-	-	-	-	-
4-15	R4-7	KEEP RIGHT SYMBOL	24	x	30	5.00	-	-	-	-	-	1	-	-	-	-	-	-	-
4-16	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	4-17	-	-	-	-	-	-	-	-	-
4-17	J3-2	DIRECTIONAL ASSEMBLY	48	x	57	19.00	-	-	-	-	-	-	-	1	-	-	-	-	-
4-18	R3-2	NO LEFT TURN SYMBOL	24	x	24	4.00	-	-	-	-	-	1	-	-	-	-	-	-	-
4-19	R6-2L	ONE WAY	24	x	30	5.00	-	-	-	4-02	-	-	-	-	-	-	-	-	-
4-20	R6-2R	ONE WAY	36	x	48	12.00	-	-	-	-	-	1	-	-	-	-	-	-	-
4-21	JH-1	HOSPITAL SYMBOL RIGHT ARROW	24	x	45	7.50	-	-	-	-	-	-	1	-	-	-	-	-	-
5-01	D1-1	JANESVILLE/LEFT ARROW	72	x	15	7.50	-	-	-	-	-	-	2	-	-	-	-	-	-
5-02	J2-3	DIRECTIONAL ASSEMBLY	72	x	57	28.50	-	-	-	-	-	-	-	2	-	-	-	-	-
5-03	R6-2L	ONE WAY	36	x	48	12.00	-	-	-	-	-	-	-	1	-	-	-	-	-
5-04	R4-7	KEEP RIGHT SYMBOL	24	x	30	5.00	-	-	-	-	-	1	-	-	-	-	-	-	-
5-05	R5-1	DO NOT ENTER	30	x	30	6.25	-	-	-	5-06	-	-	-	-	-	-	-	-	-
5-06	J3-3	DIRECTIONAL ASSEMBLY	72	x	57	28.50	-	-	-	-	-	-	-	2	-	-	-	-	-
5-07	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	1	-	-	-	-	-	-	-
5-08	J2-2	DIRECTIONAL ASSEMBLY	48	x	39	13.00	-	-	-	-	-	-	1	-	-	-	-	-	-
5-09	R1-2	YIELD	36	x	31	7.75	-	-	-	-	-	-	-	-	-	1	-	-	-
5-10	R1-1	STOP	36	x	36	5.18	-	-	-	-	-	-	1	-	-	-	-	-	-
5-11	R6-3	DIVIDED HIGHWAY	30	x	24	5.00	-	-	-	5-10	-	-	-	-	-	-	-	-	-
		SHEET SUBTOTALS				588.62	-	12.50	15.25		1	8	27	12	2	1	3	-	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

CONTINUED ON NEXT SHEET

PERMANENT SIGNING (CONT.)

SIGN NO.	CODE NO.	SIGN MESSAGE	SIZE INCH	x	INCH	637.2210 SIGNS TYPE II RELECTIVE H SF	637.2220 SIGNS TYPE II RELECTIVE SH SF	637.2215 SIGNS TYPE II RELECTIVE H FOLDING SF	637.2230 SIGNS TYPE II RELECTIVE F SF	SAME POST AS SIGN NO.	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	*634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	634.0812 POST TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0816 POST TUBULAR STEEL 2X2-INCH X 16-FT EACH	648.0100 LOCATING NO-PASSING ZONES MILE	REMARKS
5-12	R11-54F	RAMP CLOSED USE ALT ROUTE	48	x	30	10.00	-	-	-	-	-	-	1	-	-	-	-	-	-
5-13	R6-2L	ONE WAY	24	x	30	5.00	-	-	-	5-10	-	-	-	-	-	-	-	-	-
5-14	R4-7	KEEP RIGHT SYMBOL	24	x	30	5.00	-	-	-	-	-	1	-	-	-	-	-	-	-
5-15	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
5-16	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
5-17	J3-3	DIRECTIONAL ASSEMBLY	72	x	57	28.50	-	-	-	-	-	-	-	-	2	-	-	-	-
5-18	R3-1	NO RIGHT TURN SYMBOL	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
5-19	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	-	1	-	-	-	-	-	-
5-20	R5-57	PED BIKES NON-MOTORIZED PROHIBITED	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
6-01	D3-1	EDGRTON/JANESVILLE UP ARROW/ MADISON RIGHT ARROW	72	x	36	18.00	-	-	-	-	-	-	2	-	-	-	-	-	-
6-02	R4-7	KEEP RIGHT SYMBOL	36	x	48	12.00	-	-	-	-	-	-	1	-	-	-	-	-	-
6-03	J2-3	DIRECTIONAL ASSEMBLY	72	x	57	28.50	-	-	-	-	-	-	-	2	-	-	-	-	-
6-04	J3-3	DIRECTIONAL ASSEMBLY	72	x	57	28.50	-	-	-	-	-	-	-	2	-	-	-	-	-
6-05	W6-1	DIVIDED HIGHWAY SYMBOL	36	x	36	-	-	-	9.00	-	-		1	-	-	-	-	-	-
6-06	R2-1	SPEED LIMIT 55	24	x	30	5.00	-	-	-	-	-	-	1	-	-	-	-	-	-
6-07	W6-3	TWO WAY TRAFFIC SYMBOL	36	x	36	-	-	-	9.00	-	-	-	1	-	-	-	-	-	-
6-08	R5-1	DO NOT ENTER	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
6-09	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	-	1	-	-	-	-	-	-
6-10	W6-2	END DIVIDED HIGHWAY SYMBOL	36	x	36	-	-	-	9.00	6-09	-	-	-	-	-	-	-	-	-
6-11	J1-4	DIRECTIONAL ASSEMBLY	96	x	39	26.00	-	-	-	-	-	-	-	2	-	-	-	-	-
6-12	W5-54	OBJECT MARKER	18	x	18	-	-	-	2.25	6-02	-	-	-	-	-	-	-	-	4' MOUNTING HEIGHT ON EXISTING POST
6-13	W3-1	STOP AHEAD	36	x	36		-	-	9.00	-	-	-	1	-	-	-	-	-	-
6-14	R11-54F	RAMP CLOSED USE ALT ROUTE	48	x	30		-	-	10.00	-	-	-	1	-	-	-	-	-	-
7-01	W14-3	NO PASSING ZONE	48	x	36	-	-	-	12.00	-	-	-	1	-	-	-	-	1	-
7-02	R1-1	STOP	30	x	30	5.18	-	-	-	7-03	-	-	-	-	-	-	-	-	-
7-03	W14-1	DEAD END	30	x	30	-	-	-	6.25	-	-	-	1	-	-	-	-	-	-
7-04	W14-3	NO PASSING ZONE	48	x	36	-	-	-	12.00	-	-	-	1	-	-	-	-	1	-
7-05	J1-1	JUNCTION	24	x	39	6.50	-	-	-	-	-	-	-	1	-	-	-	-	-
11-01	R2-1	SPEED LIMIT 65	36	x	48	12.00				-	-	-	-	1	-	-	-	-	-
12-01	J2-4	DIRECTIONAL ASSEMBLY	96	x	57	38.00	-	-	-	-	-	-	-	2	-	-	-	-	-
12-02	D1-2	EDGERTON LEFT ARROW/DEERFIELD RIGHT ARROW	66	x	30	13.75	-	-	-	-	-	-	2	-	-	-	-	-	-
12-03	R6-55	NO PARKING EXCEPT CRASH INV. VEH.	42	x	36	10.50	-	-	-	-	-	-	1	-	-	-	-	-	-
12-04	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	12-05	-	-	-	-	-	-	-	-	-
12-05	J3-4	DIRECTIONAL ASSEMBLY	96	x	57	38.00	-	-	-	-	-	-	-	2	-	-	-	-	-
12-06	W12-1D	DOUBLE DOWN ARROW	24	x	24	-	-	-	4.00	-	-	1	-	-	-	-	-	-	-
12-07	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	-	1	-	-	-	-	-	-
12-08	D4-56L	CRASH INVESTIGATION SITE SYMBOL	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
12-09	D2-1	OAKLAWN ACADEMY RIGHT ARROW	66	x	24	11.00	-	-	-	-	-	2	-	-	-	-	-	-	-
12-10	W5-56	OBJECT MARKER	18	x	18	-	2.25	-	-	-	1	-	-	-	-	-	-	-	-
12-11	W5-56	OBJECT MARKER	18	x	18	-	2.25	-	-	-	1	-	-	-	-	-	-	-	-
12-12	W5-56	OBJECT MARKER	18	x	18	-	2.25	-	-	-	1	-	-	-	-	-	-	-	-
12-13	W3-1	STOP AHEAD	36	x	36	-	-	-	9.00	-	-	-	1	-	-	-	-	-	-
14-01	R5-57	PED BIKES NON-MOTORIZED PROHIBITED	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
15-01	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	-	1	-	-	-	-	-	-
15-02	R5-1A	WRONG WAY	42	x	30	8.75	-	-	-	-	-	-	1	-	-	-	-	-	-
15-03	J3-4	DIRECTIONAL ASSEMBLY	96	x	57	38.00	-	-	-	-	-	-	-	2	-	-	-	-	-
15-04	D4-56L	CRASH INVESTIGATION SITE SYMBOL	36	x	36	9.00	-	-	-	-	-	-	1	-	-	-	-	-	-
15-05	J2-3	DIRECTIONAL ASSEMBLY	96	x	57	38.00	-	-	-	-	-	-	-	2	-	-	-	-	-
15-06	D1-2	OAKLAWN ACADEMY LEFT ARROW	66	x	24	11.00	-	-	-	-	-	-	2	-	-	-	-	-	-
15-07	R6-55	NO PARKING EXCEPT CRASH INV. VEH.	42	x	36	10.50	-	-	-	-	-	-	1	-	-	-	-	-	-
15-08	D1-2	DEERFIELD LEFT ARROW/EDGERTON RIGHT ARROW	66	x	30	13.75	-	-	-	-	-	-	2	-	-	-	-	-	-
15-09	W3-1	STOP AHEAD	36	x	36	-	-	-	9.00	-	-	-	-	-	-	-	-	-	-
		SHEET SUBTOTALS				537.18	6.75	-	100.50	-	3	4	34	16	2	-	-	2	
		CATEGORY 1000 SUBTOTALS				1125.80	6.75	12.50	115.75	-	4	12	61	28	4	1	3	2	
		PROJECT TOTALS				1125.80	6.75	12.50	115.75	-	4	12	61	28	4	1	3	2	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

TRAFFIC CONTROL ITEMS

STAGE	LOCATION	# OF DAYS	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED (LF)	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED (LF)	SPV.0090.200 LEFT IN PLACE (LF)	614.0800 CRASH CUSHIONS PERMANENT (EACH)	614.0905 CRASH CUSHIONS TEMPORARY (EACH)	643.0300 DRUMS NO.	643.0300 DRUMS (DAYS)	643.0420 BARRICADES TYPE III NO.	643.0420 BARRICADES TYPE III (DAYS)	643.0500 FLEXIBLE TUBULAR MARKER POST (EACH)	643.0600 FLEXIBLE TUBULAR MARKER BASES (EACH)	643.0705 WARNING LIGHTS TYPE A NO.	643.0705 WARNING LIGHTS TYPE A (DAYS)	643.0715 WARNING LIGHTS TYPE C NO.	643.0715 WARNING LIGHTS TYPE C (DAYS)
1	USH 51 / STH 73	48	-	-	-	-	-	45	2160	3	144	-	-	6	288	-	-
	RAMP TB	48	-	-	-	-	-	12	576	-	-	-	-	-	-	-	-
	RAMP TD	48	-	-	-	-	-	8	384	-	-	-	-	-	-	-	-
	IH 39 NB	48	987.5	987.5	987.5	1	-	120	5760	-	-	-	-	-	-	-	-
		1	-	-	-	-	-	-	-	2	2	-	-	4	4	15	15
		1	-	-	-	-	-	-	-	2	2	-	-	4	4	15	15
		2	-	-	-	-	-	70	140	5	10	-	-	10	20	18	36
		2	-	-	-	-	-	70	140	5	10	-	-	10	20	18	36
	IH 39 SB	48	1225	1225	1000	1	-	150	7200	-	-	-	-	-	-	-	-
		1	-	-	-	-	-	-	-	2	2	-	-	4	4	15	15
		1	-	-	-	-	-	-	-	2	2	-	-	4	4	15	15
		2	-	-	-	-	-	70	140	5	10	-	-	10	20	18	36
		2	-	-	-	-	-	70	140	5	10	-	-	10	20	18	36
	STAGE 1 SUBTOTALS		2,212.5	2,212.5	1,987.5	2	-		16,640		192	-	-		384		204
2	USH 51 / STH 73	25	-	-	-	-	-	91	2,275	24	600	56	56	26	650	23	575
	PIERCE ROAD	25	-	-	-	-	-	-	-	1	25	-	-	-	-	-	-
	RAMP TB	25	1,412.5	1,412.5	-	-	1	-	-	1	25	-	-	2	50	-	-
	RAMP TD	25	775	775	-	-	-	-	-	-	-	-	-	-	-	-	-
	IH 39 NB	25	5,237.5	5,237.5	-	-	2	-	-	-	-	-	-	-	-	-	-
		1	-	-	-	-	-	36	36	5	5	-	-	10	10	11	11
	IH 39 SB	25	3,937.5	3,937.5	-	-	2	-	-	-	-	-	-	-	-	-	-
		1	-	-	-	-	-	36	36	5	5	-	-	10	10	11	11
2C	RAMP TB	5	-	400	-	-	1	30	-	7	35	-	-	6	30	-	-
	USH 51/STH 73	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2D	RAMP TD	1		-	-	-	-	69	69	4	4	-	-	4	4	-	-
	USH 51 / STH 73	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	STAGE 2 SUBTOTALS		11,362.5	11,762.5	-	-	6		2,416		699	56	56		754		597
3	USH 51 / STH 73	18	-	-	-	-	-	83	1,494	14	252	93	93	14	252	6	108
	RAMP TB	18	-	1,025	-	-	1	21	378	7	126	-	-	-	-	-	-
	RAMP TD	18	-	1,175	-	-	3	35	630	-	-	-	-	-	-	-	-
	IH 39 NB	18	-	762.5	-	-	1	-	-	-	-	-	-	-	-	-	-
	IH 39 SB	18	-	1,775	-	-	1	-	-	-	-	-	-	-	-	-	-
	STAGE 3 SUBTOTALS		-	4,737.5	-	-	6		2,502		378	93	93		252		108
4	USH 51 / STH 73	9	-	-	-	-	-	89	801	25	225	-	-	-	-	6	54
	RAMP TB	9	-	-	-	-	-	-	-	11	99	-	-	-	-	-	-
	RAMP TD	9	-	-	-	-	-	15	135	-	-	-	-	-	-	-	-
	IH 39 NB	9	-	1262.5	-	-	-	-	-	-	-	-	-	-	-	-	-
	IH 39 SB	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	STAGE 4 SUBTOTALS		-	1262.5	-	-	-		936		324	-	-		-		54
5	USH 51 / STH 73	9	-	-	-	-	-	98	882	-	-	-	-	-	-	-	-
	RAMP TA	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RAMP TB	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RAMP TC	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RAMP TD	9	-	-	-	-	-	26	234	-	-	-	-	-	-	-	-
		2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	IH 39 NB	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		2	-	-	-	-	-	79	158	9	18	-	-	6	12	30	60
	IH 39 SB	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		2	-	-	-	-	-	75	150	9	18	-	-	6	12	36	72
	STAGE 5 SUBTOTALS		-	-	-	-	-		1,424		36	-	-		24		132
	CATEGORY 1000 SUBTOTALS		13,575.0	19,975.0	1,987.5	2	12		23,918		1,629	149	149		1,414		1,095
	PROJECT TOTALS		13,575.0	19,975.0	1,987.5	2	12		23,918		1,629	149	149		1,414		1,095

CONTINUED ON NEXT SHEET

3

TRAFFIC CONTROL ITEMS (CONT.)

			643.0800		643.0900		643.0910	643.0920	643.1050		643.3000	
			ARROW BOARDS		SIGNS		COVERING SIGNS TYPE I	COVERING SIGNS TYPE II	SIGNS PCMS		DETOUR SIGNS	
STAGE	LOCATION	# OF DAYS	NO.	(DAYS)	NO.	(DAYS)	(EACH)	(EACH)	NO.	(DAYS)	NO.	(DAYS)
1	USH 51 / STH 73	48	-	-	9	432	-	-		-	-	-
	RAMP TB	48	-	-	-	-	-	-		-	-	-
	RAMP TB	48	-	-	-	-	-	-		-	-	-
	IH 39 NB	48	-	-	8	384	-	-		-	-	-
		1	2	2	14	14	-	-		-	-	-
		1	2	2	14	14	-	-		-	-	-
		2	2	4	21	42	-	-		-	-	-
		2	2	4	21	42	-	-		-	-	-
	IH 39 SB	48	-	-	8	384	-	-		-	-	-
		1	1	1	14	14	-	-		-	-	-
		1	1	1	14	14	-	-		-	-	-
		2	2	4	21	42	-	-		-	-	-
		2	2	4	21	42	-	-		-	-	-
	STAGE 1 SUBTOTALS			22		1,424	-	-		-		-
2	USH 51 / STH 73	25	-	-	46	1,150	5	55	2	70	221	5,525
	PIERCE ROAD	25	-	-	-	-	-	-	-	-	-	-
	RAMP TB	25	-	-	-	-	-	21	1	35	-	-
	RAMP TD	25	-	-	-	-	-	-	1	35	-	-
	IH 39 NB	25	-	-	16	400	-	8	1	35	64	1,600
		1	2	2	17	17	-	-	-	-	-	-
	IH 39 SB	25	-	-	16	400	-	12	1	35	56	1,400
		1	2	2	17	17	-	-	-	-	-	-
2C	RAMP TB	5	-	-	10	50	-	-	-	-	-	-
	USH 51/STH 73	5	-	-	4	20	-	-	-	-	-	-
2D	RAMP TD	1	-	-	8	8	-	-	1	10	-	-
	USH 51 / STH 73	1	-	-	-	-	-	-	-	-	-	-
	STAGE 2 SUBTOTALS			4		2,062	5	96		220		8,525
3	USH 51 / STH 73	18	-	-	52	936	-	-	2	36	-	-
	RAMP TB	18	-	-	17	306	-	-	1	18	-	-
	RAMP TD	18	-	-	8	144	-	-	1	18	-	-
	IH 39 NB	18	-	-	4	72	-	-	1	18	-	-
	IH 39 SB	18		-	4	72	-	-	1	18	-	-
	STAGE 3 SUBTOTALS			-		1,530	-	-		108		-
4	USH 51 / STH 73	9	-	-	85	765	-	-	2	18	-	-
	RAMP TB	9	-	-	15	135	-	-	1	9	-	-
	RAMP TD	9	-	-	4	36	-	-	1	9	-	-
	IH 39 NB	9	-	-	4	36	-	-	1	9	-	-
	IH 39 SB	9	-	-	4	36	-	-	1	9	-	-
	STAGE 4 SUBTOTALS			-		1,008	-	-		54		-
5	USH 51 / STH 73	9	-	-	9	81	-	-	-	-	8	72
	RAMP TA	2	-	-	-	-	-	-	-	-	16	32
	RAMP TB	2	-	-	-	-	-	-	-	-	18	36
	RAMP TC	2	-	-	-	-	-	-	-	-	16	32
	RAMP TD	9	-	-	-	-	-	-	-	-	-	-
		2	-	-	-	-	-	-	-	-	18	36
	IH 39 NB	9	-	-	4	36	-	-	-	-	-	-
		2	3	6	-	-	-	-	1	2	48	96
	IH 39 SB	9	-	-	4	36	-	-	-	-	-	-
		2	3	6	-	-	-	-	1	2	48	96
	STAGE 5 SUBTOTALS			12		153	-	-		4		400
	CATEGORY 1000 SUBTOTALS			38		6,177	5	96		386		8,925
	PROJECT TOTALS			38		6,177	5	96		386		8,925

PAVEMENT MARKING

LOCATION	STATION				646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0106 EPOXY 4-INCH SKIPS WHITE LF	646.0106 EPOXY 4-INCH SKIPS YELLOW LF	646.0138 PREFORMED THERMOPLASTIC 12-INCH WHITE LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH SKIPS WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH SKIPS WHITE LF	646.0126 EPOXY 8-INCH WHITE LF	647.0166 ARROWS EPOXY TYPE 2 WHITE EA	647.0356 WORDS EPOXY WHITE EA	647.0456 CURB EPOXY YELLOW LF	647.0566 STOPLINE EPOXY 18-INCH WHITE LF	647.0606 ISLAND NOSE EPOXY YELLOW EA	647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF	647.0746 DIAGONAL EPOXY 24-INCH WHITE LF	647.0856 CONCRETE CORRUGATED MEDIAN EPOXY YELLOW SF
USH 51	19+50	-	34+75	'T'	2,833	3,538	-	25	-	-	-	821	33	697	3	-	34	111	2	33	-	221
	34+75	-	46+00	'T'	2,343	2,052	96	22	-	-	51	753	84	246	4	2	97	70	2	-	-	-
USH 51/STH 73	46+00	-	53+00	'T'	1,250	1,060	-	-	-	-	1,060	-	-	-	6	2	20	-	2	-	-	-
STH 73	53+00	-	78+73	'T'	4,850	5,918	104	-	-	63	84	118	39	-	2	1	83	-	2	197	-	-
RAMP TA	614+12	-	651+33	'TA'	3,684	2,234	75	-	-	-	-	1,362	-	-	-	-	-	-	-	-	-	-
RAMP TB	583+61	-	613+37	'TB'	2,742	2,195	132	-	113	-	100	833	-	-	-	-	-	15	-	-	294	-
RAMP TC	581+66	-	612+16	'TC'	3,060	1,467	63	-	-	-	-	1,561	-	-	-	-	-	-	-	-	-	-
RAMP TD	613+02	-	639+90	'TD'	2,469	1,634	199	-	113	-	100	844	-	-	-	-	-	15	-	-	264	-
IH 39 NB	181+04	-	256+76	'NBE'	1,864	3,903	968	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IH 39 SB	178+34	-	244+69	'SBE'	1,494	4,420	1,103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CATEGORY 1000 SUBTOTALS					26,589	28,421	2,740	47	226	63	1,395	6,292	156	943	15	5	234	211	8	230	558	221
PROJECT TOTALS					57,797				226	63	1,395	6,448		943	15	5	234	211	8	230	558	221

REMOVING PAVEMENT MARKING

LOCATION	646.0600 LF
IH 39 NB	9,491
IH 39 NB EXIT RAMP	2,157
IH 39 SB	9,147
IH 39 SB EXIT RAMP	1,858
CATEGORY 1000 SUBTOTAL	22,653
PROJECT TOTAL	22,653

TEMPORARY PAVEMENT MARKING

STAGE	LOCATION	649.0400 REMOVABLE TAPE 4-INCH WHITE LF	649.0400 REMOVABLE TAPE 4-INCH YELLOW LF	649.0400 REMOVABLE TAPE 4-INCH SKIPS WHITE LF	649.0801 REMOVABLE TAPE 8-INCH WHITE LF	649.1000 STOP LINE REMOVABLE TAPE 12-INCH WHITE LF	649.1600 DIAGONAL REMOVABLE TAPE 12-INCH YELLOW LF	649.1800 ARROWS REMOVABLE TAPE EACH	649.2000 WORDS REMOVABLE TAPE EACH
2	STH 73	5,591	5,846	-	63	46	-	-	-
	RAMP TB	1,366	-	-	170	-	-	-	-
	RAMP TD	1,030	626	-	367	-	-	-	-
	IH 39 NB	8,927	3,870	-	-	-	-	-	-
	IH 39 SB	8,950	4,411	-	-	-	-	-	-
STAGE 2 SUBTOTALS		25,864	14,753	-	600	46	-	-	-
2C	RAMP TB	1,226	987	-	126	30	108	3	-
STAGE 2C SUBTOTALS		1,226	987	-	126	30	108	3	-
3	STH 73	9,866	10,026	64	64	65	-	1	1
	RAMP TB	970	993	-	-	-	34	-	-
	RAMP TD	1,389	826	-	-	48	-	3	2
STAGE 3 SUBTOTALS		12,225	11,845	64	64	113	-	4	3
CATEGORY 1000 SUBTOTALS		39,315	27,585	64	790	189	108	7	3
PROJECT TOTALS		39,315	27,585	64	790	189	108	7	3

SAWING PAVEMENT

STAGE	LOCATION	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
1	RAMP TC	600+34 - 600+55 'TC'	24	-	GOEDE ROAD
		604+74 - 610+37 'TC'	566	-	PARKING LOT
	IH 39 NB	181+00 'NBE'	4	-	SHOULDER
		195+01 - 195+33 'NBE'	32	-	SHOULDER
		196+75 'NBE'	4	-	SHOULDER
		204+40 'NBE'	4	-	SHOULDER
		219+70 'NBE'	4	-	SHOULDER
		233+78 'NBE'	4	-	SHOULDER
		252+76 'NBE'	8	-	SHOULDER
		259+63 'NBE'	8	-	SHOULDER
		261+20 'NBE'	4	-	SHOULDER
	IH 39 SB	178+00 - 267+00 'SBE'	1365	-	SHOULDER
		253+76 - 259+50 'SBE'	355	-	SHOULDER
		STAGE 1 SUBTOTALS	2,382	-	
2	USH 51	22+50 'T'	17	-	-
		24+38 - 25+30 'T'	194	10	CORRUGATED MEDIAN
		33+25 - 34+56 'T'	256	11	MEDIAN
		33+83 - 34+09 'T'	73	11	MEDIAN
		34+97 - 35+50 'T'	164	-	-
	HAUGEN ROAD	51+14 'AL'	52	-	-
	STH 73	78+73 'T'	10	24	-
	PIERCE ROAD	109+44-109+53 'PR'	10	-	DRIVEWAY
		111+83-111+94 'PR'	-	12	DRIVEWAY
		127+93-128+74 'PR'	61	-	DRIVEWAY
	IH 39 NB	238+35 - 252+76 'NBE'	18	1,445	INTERIM CONNECTION
	IH 39 SB	182+34 - 197+51 'SBE'	17	1,520	INTERIM CONNECTION
		230+69 - 240+69 'SBE'	19	1,004	INTERIM CONNECTION
		STAGE 2 SUBTOTALS	891	4,037	
3	USH 51	22+50 'T'	17	-	-
		35+50 'T'	125	-	-
	ALBION ROAD	48+70 'AL'	41	-	-
	IH 39 NB	202+25 - 204+66 'NBE'	117	129	NB EXIT-RAMP
	IH 39 SB	216+90 - 218+39 'SBE'	71	79	SB-ENTRANCE RAMP
		226+18 - 228+25 'SBE'	99	110	SB EXIT-RAMP
		STAGE 3 SUBTOTALS	470	318	
4	IH 39 NB	212+57 - 214+15 'NBE'	77	77	NB ENTRANCE-RAMP
		STAGE 4 SUBTOTALS	77	77	
		CATEGORY 1000 SUBTOTALS	3,820	4,432	
		PROJECT TOTALS	3,820	4,432	

REMOVING CONCRETE BASES

BASE NO.	LOCATION	204.0195 EACH
USH 51 & ALBION ROAD/HAUGEN ROAD		
SB2	35+30 'T', 83' LT	1
SB3	35+48 'T', 50' LT	1
SB4	35+17 'T', 2' LT	1
SB5	35+46 'T', 19' RT	1
SB10	34+26 'T', 19' RT	1
SB11	33+88 'T', 2' RT	1
S13-1300-0004	37+49 'T', 15' RT	1
S13-1300-0005	39+56 'T', 1' RT	1
S13-1300-0012	41+14 'T', 33' LT	1
SUBTOTAL (CATEGORY 1300)		**9**
RAMP GATES		
EXG GATE	44+00 'T' LT	1
EXG GATE	54+00 'T' LT	1
EXG GATE	55+00 'T' RT	1
SUBTOTAL (CATEGORY 1100)		**3**
PROJECT TOTAL		**12**

PARTIAL TRAFFIC SIGNAL REMOVAL

LOCATION	SPV.0105.601 LS
USH 51 & ALBION RD/HAUGEN RD	1
TOTAL (CATEGORY 1300)	**1**

REMOVING PULL BOXES

PULL BOX NO.	LOCATION	653.0905* EACH
USH 51 & ALBION ROAD/HAUGEN ROAD		
PB3	35+33 'T', 70' LT	1
PB4	35+60 'T', 44' LT	1
PB5	36+96 'T', 40' LT	1
PB6	39+35 'T', 50' LT	1
PB7	35+60 'T', 3' LT	1
PB8	35+60 'T', 19' RT	1
PB14	32+32 'T', 57' RT	1
PB15	30+30 'T', 57' RT	1
SUBTOTAL (CATEGORY 1300)		**8**
RAMP GATES		
EX PB	40+98 'T', 64' LT	1
EX PB	42+81 'T', 90' LT	1
EX PB	43+56 'T', 182' LT	1
EX PB	44+35 'T', 182' LT	1
EX PB	614+06 'T', 45' RT	1
EX PB	613+26 'T', 5' RT	1
EX PB	48+58 'T', 15' LT	1
EX PB	50+32 'T', 8' LT	1
EX PB	50+49 'T', 4' LT	1
EX PB	52+22 'T', 0' LT	1
EX PB	53+90 'T', 13' LT	1
EX PB	54+19 'T', 43' LT	1
EX PB	54+91 'T', 36' LT	1
SUBTOTAL (CATEGORY 1100)		**13**
PROJECT TOTAL		**21**

* ADDITIONAL QUANTITIES WITH 'REMOVE & SALVAGE - EACH ITEMS' SECTION

3

3

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB.	LOCATION*	SIZE (FT. X FT.)	NO. OF TURNS	PAVEMENT	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD-IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF
USH 51 & ALBION ROAD/HAUGEN ROAD									
21	PB6	36+07 'T'; 17' LT	6' X 16'	4	ASPHALT	LOOP DETECTOR PLACED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	64	272	196
22	PB5	39+30 'T'; 17' LT	6' X 16'	4	ASPHALT	LOOP DETECTOR PLACED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	82	552	238
23	PB7	25+27 'T'; 8' RT	6' X 20'	3	ASPHALT	LOOP DETECTOR PLACED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	78	218	182
24	PB7	35+57 'T'; 8' RT	6' X 20'	4	ASPHALT	LOOP DETECTOR PLACED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	68	218	224
41	PB2	34+79 'T'; 48' LT	6' X 20'	3	ASPHALT	EXISTING	--	54	214
42	PB2	34+67 'T'; 51' LT	6' X 20'	4	ASPHALT	EXISTING	--	54	246
43	PB2	34+86 'T'; 48' LT	6' X 20'	3	ASPHALT	EXISTING	--	54	208
61	PB15	33+27 'T'; 33' RT	6' X 16'	3	ASPHALT	LOOP DETECTOR PLACED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	86	239	174
62	PB14	29+80 'T'; 32' RT	6' X 16'	4	ASPHALT	LOOP DETECTOR PLACED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) SDD 9F15-4B	88	590	220
63	PB16	34+02 'T'; 8' RT	6' X 20'	3	ASPHALT	EXISTING	--	125	176
64	PB16	33+72 'T'; 8' RT	6' X 20'	4	ASPHALT	EXISTING	--	125	228
81	PB11	34+60 'T'; 76' RT	6' X 20'	3	ASPHALT	EXISTING	--	324	214
82	PB11	34+75 'T'; 80' RT	6' X 20'	4	ASPHALT	EXISTING	--	324	234
83	PB11	34+53 'T'; 105' RT	6' X 20'	3	ASPHALT	EXISTING	--	324	214
TOTAL (CATEGORY 1300)							**466**	**3473**	**2968**

* LOCATION IS TO FRONT CENTER OF DETECTOR
** BASE PATCH AREA NOTED IN PLAN

3

3

LIGHTING CONTROL CABINETS & METER BREAKER PEDESTAL

STATION	OFFSET	DESCRIPTION	SPV.0060.605 LIGHTING AND RAMP GATE CONTROL CABINET 120/240 30-INCH EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.	LOCATION
53+65.3 'T'	61' LT	L13-0863	1	1	1	RAMP 'TA'
TOTAL (CATEGORY 1100)			**1**	**1**	**1**	

RAMP CLOSURE GATES, POLES, BASES, AND WIRE

STATION	OFFSET	NUMBER	662.1032.S RAMP CLOSURE GATES HARDWIRED (32-FT) EACH	662.1040.S RAMP CLOSURE GATES HARDWIRED (40-FT) EACH	662.3040.S RAMP CLOSURE GATE ARMS STOCKPILE (40-FT) EACH	654.0105** CONCRETE BASES TYPE 5 EACH	657.0255* TRANSFORMER BASE BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	655.0510 ELECTRICAL WIRE TRAFFIC SIGNALS 12 AWG L.F.
612+15.6 'TC'	34' RT	G13-10	0	1	1	1	1	228
614+48.6 'TA'	25' LT	G13-11	1	0	0	1	1	204
TOTAL (CATEGORY 1100)			**1**	**1**	**1**	**2**	**2**	**432**

* ADDITIONAL QUANTITIES WITH 'SIGNALS AND LIGHTING POLES' AND 'ITS MICROWAVE RADAR ITEMS' SECTIONS
** ADDITIONAL QUANTITIES WITH 'CONCRETE BASES' AND 'ITS MICROWAVE RADAR ITEMS' SECTIONS

SALVAGE RAMP CLOSURE GATE

LOCATION	OFFSET	SPV.0060.602 EACH
44+00 'T'	LT	1
54+00 'T'	LT	1
55+00 'T'	RT	1
TOTAL (CATEGORY 1100)		**3**

PULL BOXES

PB NO.	STATION	OFFSET	653.0135 ^ PULL BOXES STEEL 24X36-INCH EACH	653.01400 ^ PULL BOXES STEEL 24x42-INCH EACH	REMARKS
USH 51 & ALBION ROAD/HAUGEN ROAD					
PB1	34+52 'T'	74' LT	--	--	EXISTING
PB2	34+58 'T'	87' LT	--	--	EXISTING
PB3	35+44 'T'	74' LT	--	1	--
PB4	35+60 'T'	51' LT	--	1	--
PB5	39+30 'T'	36' LT	1	--	--
PB6	36+23 'T'	2' LT	1	--	--
PB7	35+58 'T'	2' LT	--	1	--
PB8	35+58 'T'	19' RT	--	1	--
PB9	35+60 'T'	55' RT	--	--	EXISTING
PB10	34+93 'T'	92' RT	--	--	EXISTING
PB11	34+84 'T'	107' RT	--	--	EXISTING
PB12	34+09 'T'	82' RT	--	--	EXISTING
PB13	33+75 'T'	59' RT	--	--	EXISTING
PB14	33+12 'T'	58' RT	1	--	--
PB15	29+65 'T'	57' RT	1	--	--
PB16	33+77 'T'	19' RT	--	--	EXISTING
PB17	33+77 'T'	3' LT	--	--	EXISTING
PB18	33+77 'T'	37' LT	--	--	EXISTING
SUBTOTAL (CATEGORY 1300)			**4**	**4**	
RAMP GATES AND CRASH INVESTIGATION SITE LIGHTING					
LPB1	53+51 'T'	62' LT	--	1	--
LPB2	53+66 'T'	91' RT	--	1	--
LPB3	52+63 'T'	58' LT	--	1	--
LPB4	50+94 'T'	58' LT	--	1	--
LPB5	50+86 'T'	58' RT	--	1	--
LPB6	48+29 'T'	58' LT	--	1	--
LPB7	48+21 'T'	58' RT	--	1	--
LPB8	46+63 'T'	58' RT	--	1	--
LPB9	46+39 'T'	47' LT	--	1	--
LPB10	45+37 'T'	67' LT	--	1	--
SUBTOTAL (CATEGORY 1100)			**0**	**10**	
PROJECT TOTAL			**4**	**14**	

^ ADDITIONAL QUANTITIES WITH ' ITS PULL BOX & COMMUNICATION VAULT ITEMS' SECTION

SIGNAL CABLE

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF
USH 51 & ALBION ROAD/HAUGEN ROAD			
CABINET S13-1300	SB1	--	49
SB1	FACE 13	19	--
SB1	FACE 18	19	--
CABINET S13-1300	SB2	--	155
SB2	FACE 17	19	--
CABINET S13-1300	SB3	--	180
SB3	FACE 4	--	19
SB3	FACE 7	19	--
CABINET S13-1300	SB4	--	262
SB4	FACE 5	--	19
CABINET S13-1300	SB5	--	262
SB5	FACE 3	19	--
SB5	FACE 12	--	19
CABINET S13-1300	SB6	--	307
SB6	FACE 2	40	--
CABINET S13-1300	SB7	--	385
SB7	FACE 15	19	--
SB7	FACE 16	19	--
CABINET S13-1300	SB8	229	--
SB8	FACE 14	19	--
CABINET S13-1300	SB9	--	193
SB9	FACE 1	19	--
SB9	FACE 10	--	19
CABINET S13-1300	SB10	--	178
SB10	FACE 11	--	19
CABINET S13-1300	SB11	--	114
SB11	FACE 6	--	19
SB11	FACE 9	19	--
CABINET S13-1300	SB12	73	--
SB12	FACE 8	40	--
TOTAL (CATEGORY 1300)		**572**	**2199**

CONCRETE BASES

BASE NO.	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105** CONCRETE BASES TYPE 5 EACH	654.0106 CONCRETE BASES TYPE 6 EACH	REMARKS
USH 51 & ALBION ROAD / HAUGEN ROAD							
CABINET S13-1300	34+27 'T'	57' LT	--	--	--	--	EXISTING
SB1	34+48 'T'	60' LT	--	--	--	--	EXISTING
SB2	35+36 'T'	94' LT	--	1	--	--	--
SB3	35+50 'T'	58' LT	1	--	--	--	--
SB4	35+17 'T'	2' LT	1	--	--	--	--
SB5	35+45 'T'	22' RT	--	1	--	--	--
SB6	35+44 'T'	58' RT	--	--	--	--	EXISTING
SB7	34+92 'T'	81' RT	--	--	--	--	EXISTING
SB8	34+13 'T'	88' RT	--	--	--	--	EXISTING
SB9	33+93 'T'	63' RT	--	--	--	--	EXISTING
SB10	34+26 'T'	19' RT	1	--	--	--	--
SB11	33+89 'T'	3' LT	--	1	--	--	--
SB12	33+88 'T'	38' LT	--	--	--	--	EXISTING
S13-1300-0004	37+48 'T'	19' RT	--	--	1	--	--
S13-1300-0005	39+57 'T'	7' RT	--	--	1	--	--
SUBTOTAL (CATEGORY 1300)			**3**	**3**	**2**	**0**	
CRASH INVESTIGATION SITE LIGHTING							
L-13-0863-0001	617+14'TD'	32' LT	--	--	--	1	--
L-13-0863-0002	618+34'TD'	32' LT	--	--	--	1	--
L-13-0863-0003	609+25'TB'	32' RT	--	--	--	1	--
L-13-0863-0004	608+07'TB'	32' RT	--	--	--	1	--
SUBTOTAL (CATEGORY 1100)			**0**	**0**	**0**	**4**	
PROJECT TOTAL			**3**	**3**	**2**	**4**	

** ADDITIONAL QUANTITIES IN 'RAMP CLOSURE GATE' AND 'ITS MICROWAVE RADAR ITEMS' SECTION

PULL BOX BONDING JUMPERS

FROM		TO	655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF
USH 51 & ALBION ROAD/HAUGEN ROAD			
CABINET S13-1300	-	PB1	40
CABINET S13-1300	-	PB18	65
PB3	-	SB2	35
PB4	-	SB3	25
PB7	-	SB4	55
PB8	-	SB5	25
PB9	-	SB6	30
PB10	-	SB7	25
PB12	-	SB8	20
PB13	-	SB9	30
PB16	-	SB10	60
PB17	-	SB11	25
PB18	-	SB12	25
TOTAL (CATEGORY 1300)			**460**

* ADDITIONAL QUANTITIES WITH 'EQUIPMENT GROUNDING CONDUCTORS'

EQUIPMENT GROUNDING CONDUCTORS

LOCATION			655.0515* ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF
USH 51 & ALBION ROAD/HAUGEN ROAD			
CABINET S13-1300	-	SB1	50
SB1	-	SB2	140
SB2	-	SB3	75
SB3	-	SB4	115
SB4	-	SB5	90
SB5	-	SB6	80
SB6	-	SB7	120
SB7	-	SB8	115
SB8	-	SB9	80
SB9	-	SB10	120
SB10	-	SB11	100
SB11	-	SB12	75
SB12	-	CABINET S13-1300	75
TOTAL (CATEGORY 1300)			**1235**

* ADDITIONAL QUANTITIES WITH 'PULL BOX BONDING JUMPERS'

SIGNAL & LIGHTING POLES

BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0322** POLES TYPE 5-ALUMINUM EACH	657.0327 POLES TYPE 6-ALUMINUM EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH
USH 51 & ALBION ROAD/HAUGEN ROAD						
SB2	--	1	1	--	--	--
SB3	1	--	--	--	--	1
SB4	1	--	--	--	--	1
SB5	--	1	1	--	--	--
SB10	1	--	--	--	--	1
SB11	--	1	1	--	--	--
S13-1300-0004	--	1	--	1	--	--
S13-1300-0005	--	1	--	1	--	--
SUBTOTAL (CATEGORY 1300)	**3**	**5**	**3**	**2**	**0**	**3**
CRASH INVESTIGATION SITE LIGHTING						
L-13-0863-0001	--	1	--	--	1	--
L-13-0863-0002	--	1	--	--	1	--
L-13-0863-0003	--	1	--	--	1	--
L-13-0863-0004	--	1	--	--	1	--
SUBTOTAL (CATEGORY 1100)	**0**	**4**	**0**	**0**	**4**	**0**
PROJECT TOTAL	**3**	**9**	**3**	**2**	**4**	**3**

* ADDITIONAL QUANTITIES WITH 'RAMP GATES, POLES, BASES, AND WIRE' AND 'ITS MICROWAVE RADAR ITEMS' SECTION
** ADDITIONAL QUANTITIES WITH 'ITS MICROWAVE RADAR ITEMS' SECTION

REMOVING LIGHT POLES

BASE NO.	STATION / OFFSET	SPV.0060.604 EA
S-13-1300-0003	37+49 'T', 15' RT	1
S-13-1300-0005	39+56 'T', 2' RT	1
S-13-1300-0012	41+39 'T', 33' LT	1
TOTAL (CATEGORY 1300)		**3**

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 LS
USH 51 & ALBION RD/HAUGEN RD	1
TOTAL (CATEGORY 1300)	**1**

3

SIGNAL FACES & LED MODULES

SB NO.	FACE NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0600 12-INCH RED BALL EACH	658.0605 12-INCH YELLOW BALL EACH	658.0610 12-INCH GREEN BALL EACH	658.0615 12-INCH RED ARROW EACH	658.0620 12-INCH YELLOW ARROW EACH	658.0625 12-INCH GREEN ARROW EACH
USH 51 & ALBION ROAD/HAUGEN ROAD									
SB2	17	1	1	1	1	1	--	--	--
SB3	4	1	1	--	--	--	1	2	--
	7	1	1	1	1	1	--	--	--
SB4	5	1	1	--	--	--	1	2	
SB5	3	1	1	1	1	--	--	--	1
	12	1	1		--	--	1	2	--
SB9	10	1	1	--	--	--	1	2	--
SB10	11	1	1	--	--	--	1	2	--
SB11	6	1	1	--	--	--	1	2	--
	9	1	1	1	1	--	--	--	1
TOTAL (CATEGORY 1300)		**10**	**10**	**4**	**4**	**2**	**6**	**12**	**2**

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	SPV.0105.602 LS
USH 51 & ALBION RD/HAUGEN RD	1
TOTAL (CATEGORY 1300)	**1**

3

	LIGHTING UNITS				
	657.0709 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT	657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT	657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT	659.1120 LUMINAIRES UTILITY LED B	659.1125 LUMINAIRES UTILITY LED C
LIGHT NO.	EACH	EACH	EACH	EACH	EACH
USH 51 & ALBION ROAD / HAUGEN ROAD					
S-13-1300-0001	--	--	--	1	--
S-13-1300-0002	--	--	--	1	--
S-13-1300-0003	--	--	--	1	--
S-13-1300-0004	--	1	--	1	--
S-13-1300-0005	--	1	--	1	--
S-13-1300-0006	1	--	--	1	--
S-13-1300-0007	1	--	--	1	--
S-13-1300-0008	1	--	--	1	--
S-13-1300-0009	1	--	--	1	--
S-13-1300-0010	1	--	--	1	--
S-13-1300-0011	--	--	--	1	--
SUBTOTAL (CATEGORY 1300)	**5**	**2**	**0**	**11**	**0**
CRASH INVESTIGATION SITE LIGHTING					
L-13-0863-0001	--	--	1	--	1
L-13-0863-0002	--	--	1	--	1
L-13-0863-0003	--	--	1	--	1
L-13-0863-0004	--	--	1	--	1
SUBTOTAL (CATEGORY 1100)	**0**	**0**	**4**	**0**	**4**
PROJECT TOTAL	**5**	**2**	**4**	**11**	**4**

CONDUIT RIGID NONMETALLIC SCHEDULE 40 AND ELECTRICAL WIRE LIGHTING

FROM	TO	652.0225* CONDUIT 2-INCH LF	652.0235* CONDUIT 3-INCH LF	655.0620 ELECTRICAL WIRE 8 AWG LF	655.0615 ELECTRICAL WIRE 10 AWG LF	655.0610 ELECTRICAL WIRE 12 AWG LF
USH 51 & ALBION ROAD / HAUGEN ROAD						
EXT. 1	PB3	--	45	--	--	--
EXT. 2	PB15	68	--	--	--	--
PB3	PB4	--	57	--	--	--
PB4	PB5	--	383	--	--	--
PB4	PB7	--	97	--	--	--
PB6	PB7	--	55	--	--	--
PB7	PB8	--	45	--	--	--
PB8	PB9	--	73	--	--	--
PB3	SB2	23	--	--	--	--
PB4	SB3	14	--	--	--	--
PB7	SB4	43	--	--	--	--
PB8	SB5	14	--	--	--	--
PB16	SB10	51	--	--	--	--
PB17	SB11	14	--	--	--	--
PB8	S-13-1300-0004	192	--	--	--	--
S-13-1300-0004	S-13-1300-0005	211	--	--	--	--
S-13-1300-0005	STUB	6	--	--	--	--
CABINET S13-1300	SB2	--	--	465	--	--
SB2	S-13-1300-0008	--	--	--	--	144
SB2	SB5	--	--	468	--	--
SB5	S-13-1300-0009 & 10	--	--	--	--	288
SB5	S-13-1300-0004	--	--	627	--	144
S-13-1300-0004	S-13-1300-0005	--	--	873	--	144
CABINET S13-1300	SB11	--	--	441	--	--
SB11	S-13-1300-0006 & 7	--	--	--	--	288
SB11	S-13-1300-0003	--	--	567	--	--
CABINET S13-1300	SB8	--	--	687	--	--
SB8	EX LUM	--	--	--	--	144
SUBTOTAL (CATEGORY 1300)		**636**	**755**	**4128**	**0**	**1152**

* ADDITIONAL QUANTITIES WITH 'ITS CONDUIT' SECTION

CONDUIT RIGID NONMETALLIC SCHEDULE 40 AND ELECTRICAL WIRE LIGHTING 'CONT.'

FROM	TO	652.0225* CONDUIT 2-INCH LF	652.0235* CONDUIT 3-INCH LF	655.0620 ELECTRICAL WIRE 8 AWG LF	655.0615 ELECTRICAL WIRE 10 AWG LF	655.0610 ELECTRICAL WIRE 12 AWG LF
RAMP GATES AND CRASH INVESTIGATION SITE LIGHTING						
CABINET L13-0863	LPB1	24	--	98	28	--
LPB1	LPB2	154	--	480	--	--
LPB2	L-13-0863-0003	414	--	1260	--	144
L-13-0863-0003	L-13-0863-0004	89	--	285	--	144
L-13-0863-0004	STUB	5	--	--	--	--
LPB1	LPB3	88	--	470	188	--
LPB3	G13-11	47	--	53	106	--
LPB3	LPB4	161	--	835	--	--
LPB4	STRUCTURE	10	--	80	--	--
LPB5	STRUCTURE	10	--	--	--	--
STRUCTURE	LPB6	10	--	80	--	--
STRUCTURE	LPB7	10	--	--	--	--
LPB6	LPB9	185	--	955	--	--
LPB9	LPB8	107	--	339	--	--
LPB8	G13-10	51	--	171	--	--
LPB9	LPB10	103	--	327	--	--
LPB10	L-13-0863-0001	439	--	1335	--	144
L-13-0863-0001	L-13-0863-0002	86	--	276	--	144
L-13-0863-0002	STUB	5	--	--	--	--
SUBTOTAL (CATEGORY 1100)		**1998**	**0**	**7044**	**322**	**576**
PROJECT TOTAL		**2634**	**755**	**11172**	**322**	**1728**

* ADDITIONAL QUANTITIES WITH 'ITS CONDUIT' SECTION

3

3

ITS PULL BOX & COMMUNICATION VAULT ITEMS

EQUIPMENT CODE	STATION	OFFSET	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	SPV.0060.401 FIBER TRACER MARKER POST EACH
CATEGORY 1200						
CV-1	612+30 'TC'	LT	---	---	1	1
PB-1	596+25 'TC'	LT	1	---	---	---
PB-2	598+55 'TC'	LT	1	---	---	---
PB-3	600+85 'TC'	LT	1	---	---	---
PB-4	603+15 'TC'	LT	1	---	---	---
PB-5	605+50 'TC'	LT	1	---	---	---
PB-6	607+80 'TC'	LT	1	---	---	---
PB-7	610+10 'TC'	LT	1	---	---	---
PB-8	612+30 'TC'	LT	---	1	---	---
PB-9	48+25 'T'	RT	SEE LIGHTING DRAWINGS FOR QUANTITY			
PB-10	48+30 'T'	LT	SEE LIGHTING DRAWINGS FOR QUANTITY			
PB-11	50+95 'T'	LT	SEE LIGHTING DRAWINGS FOR QUANTITY			
PB-12	614+00 'TA'	LT	SEE LIGHTING DRAWINGS FOR QUANTITY			
PB-13	613+95 'TA'	RT	SEE LIGHTING DRAWINGS FOR QUANTITY			
PB-14	50+90 'T'	LT	SEE LIGHTING DRAWINGS FOR QUANTITY			
PB-15	613+15 'TD'	LT	---	1	---	---
PB-16	615+60 'TD'	LT	1	---	---	---
PB-17	617+90 'TD'	LT	1	---	---	---
PB-18	620+25 'TD'	LT	1	---	---	---
PB-19	622+70 'TD'	LT	1	---	---	---
PB-20	625+15 'TD'	LT	1	---	---	---
PB-21	627+60 'TD'	LT	1	---	---	---
PB-22	630+00 'TD'	LT	1	---	---	---
TOTALS			14	2	1	1

3

ITS CONDUIT ITEMS

FROM	TO	LINEAR DISTANCE LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
CATEGORY 1200				
DP-1	PB-1	45	---	45
PB-1	PB-2	230	---	230
PB-2	PB-3	230	---	230
PB-3	PB-4	230	---	230
PB-4	PB-5	235	---	230
PB-5	PB-6	230	---	230
PB-6	PB-7	230	---	230
PB-7	PB-8	230	---	230
CV-1/PB-8	PB-9	265	---	795
PB-9	PB-10	120	---	360
PB-10	CP-1	30	30	90
PB-10	PB-11	275	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (WITHIN BRIDGE PARAPET - SEE B-13-0702 PLANS)	
PB-11	PB-12	170	170	---
PB-12	PB-13	90	90	---
PB-13	MB-1	25	25	---
PB-8	PB-15	155	---	155
PB-15	PB-16	245	---	245
PB-16	PB-17	245	---	245
PB-17	PB-18	245	---	245
PB-18	PB-19	245	---	245
PB-19	PB-20	245	---	245
PB-20	PB-21	245	---	245
PB-21	PB-22	245	---	245
PB-22	DP-2	25	---	25
TOTALS			315	4795

3

3

ITS CABLE ITEMS

FROM	TO	LINEAR DISTANCE LF	NUMBER OF ELECTRICAL WIRES LIGHTING 2 AWG	NUMBER OF CABLE MICROWAVE DETECTOR	CABLE SLACK ELECTRICAL AND/OR MICROWAVE DETECTOR LF	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	674.0200 CABLE MICROWAVE DETECTOR LF
CATEGORY 1200							
DP-1	PB-1	45	---	3	30	---	225
PB-1	PB-2	230	---	3	12	---	726
PB-2	PB-3	230	---	3	12	---	726
PB-3	PB-4	230	---	3	12	---	726
PB-4	PB-5	235	---	3	12	---	741
PB-5	PB-6	230	---	3	12	---	726
PB-6	PB-7	230	---	3	12	---	726
PB-7	PB-8	230	---	3	12	---	726
CV-1/PB-8	PB-9	265	---	6	12	---	1662
PB-9	PB-10	120	---	6	12	---	792
PB-10	CP-1	30	3	6	12	126	252
PB-10	PB-11	275	3	---	12	861	---
PB-11	PB-12	170	3	---	12	546	---
PB-12	PB-13	90	3	---	12	306	---
PB-13	MB-1	25	3	---	12	111	---
PB-8	PB-15	155	---	3	12	---	501
PB-15	PB-16	245	---	3	12	---	771
PB-16	PB-17	245	---	3	12	---	771
PB-17	PB-18	245	---	3	12	---	771
PB-18	PB-19	245	---	3	12	---	771
PB-19	PB-20	245	---	3	12	---	771
PB-20	PB-21	245	---	3	12	---	771
PB-21	PB-22	245	---	3	12	---	771
PB-22	DP-2	25	---	3	30	---	165
TOTALS						1950	14091

3

ITS DEVICES & COMMUNICATION ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	659.0802 PLAQUES SEQUENCE IDENTIFICATION EACH	670.0100 FIELD SYSTEM INTEGRATOR LS	670.0200 ITS DOCUMENTATION LS	672.0250 BASE CAMERA POLE 50-FT EACH	673.0225.S INSTALL POLE MOUNTED CABINET EACH	675.0400.S INSTALL ETHERNET SWITCH EACH	677.0100 INSTALL CAMERA POLE EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	677.0300.S INSTALL VIDEO ENCODER EACH	SPV.0060.402 INSTALL CELLULAR MODEM EACH
CATEGORY 1200													
CCTV-13-0103	CP-1	48+05 'T'	LT	3	---	---	1	1	1	1	1	1	1
UNDISTRIBUTED	---	---	---	---	1	1	---	---	---	---	---	---	---
TOTALS				3	1	1	1	1	1	1	1	1	1

ITS MICROWAVE RADAR ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EACH
CATEGORY 1200							
SDS-13-0131 (SW)	DP-1	596+25 'TC'	LT	1	1	1	3
SDS-13-0131 (NW)	DP-2	630+00 'TD'	LT	1	1	1	3
TOTALS				2	2	2	6

REMOVE & SALVAGE - EACH AND LUMP SUM ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	653.0905 REMOVING PULL BOXES EACH	SPV.0060.403 REMOVE POLES WOOD EACH	SPV.0060.404 REMOVE ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH	SPV.0105.401 SALVAGE ITS EQUIPMENT LUMP SUM
CATEGORY 1200							
---	EXMB-1	615+05 'TD'	LT	---	---	1	---
---	EXPB-1	615+05 'TD'	LT	1	---	---	---
---	EXPB-2	615+20 'TD'	LT	1	---	---	---
---	EXPB-3	615+50 'TD'	RT	1	---	---	---
EXISTING CCTV-13-0103	EXCP-1	615+50 'TD'	RT	---	1	---	1
TOTALS				3	1	1	1

REMOVE & SALVAGE - LINEAR FEET ITEMS

FROM	TO	LINEAR DISTANCE LF	674.0300 REMOVE CABLE LF
CATEGORY 1200			
EXMB-1	EXPB-1	10	10
EXPB-1	EXPB-2	175	175
EXPB-2	EXPB-3	300	300
EXPB-3	EXCP-1	20	20
TOTALS			505

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

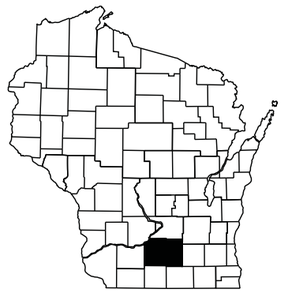
TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT 1007-10-21
ILLINOIS STATE LINE - MADISON

SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD

I-39/90

DANE COUNTY



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR 1007-10-21.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT: PROJECT I-90-3(29) 140, ASSESSOR'S PLAT OF VILLAGE OF ALBION, CSM 489, CSM 9619, CSM 5733, CSM 6883, CSM 7490, CSM 8753, CSM 7703, CSM 7950, CSM 5363, CSM 5053 AND CSM 9667.
EXISTING HIGHWAY RIGHT-OF-WAY FOR LAKE DRIVE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 7418, AND CSM 9619.
EXISTING HIGHWAY RIGHT-OF-WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 7703, AND CSM 2552.
EXISTING HIGHWAY RIGHT-OF-WAY FOR GOEDE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 5719, CSM 489, AND CSM 8753.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 13090, AND CSM 6546.
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND CSM 9667
EXISTING HIGHWAY RIGHT OF WAY FOR ALBION ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR HAUGAN ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 106 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND ASSESSOR'S PLAT OF VILLAGE OF ALBION.
EXISTING HIGHWAY RIGHT-OF-WAY FOR MAPLE GROVE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH A ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140, CSM 866, CSM 7989, CSM 5053, AND CSM 7950.
EXISTING HIGHWAY RIGHT-OF-WAY FOR EAST CHURCH ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT-OF-WAY FOR UNNAMED ROAD ESTABLISHED FROM SURVEYS OF RECORD.
EXISTING HIGHWAY RIGHT-OF-WAY FOR HAMMEN ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING ACCESS CONTROL FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.

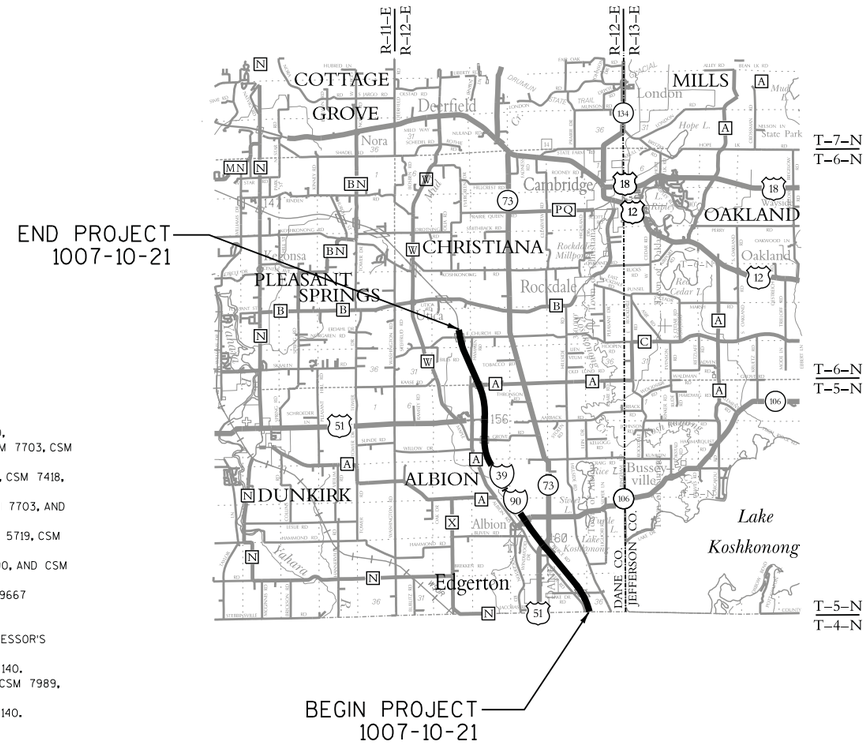
FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL INDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF AQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS.

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **HIGHWAY EASEMENT** (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.



CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	BUILDING	B
ACCESS RIGHTS	AR	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	VOL.
HIGHWAY EASEMENT	H.E.	**CURVE DATA**	
LAND CONTRACT	LC	LONG CHORD	LCH
MONUMENT	MON.	LONG CHORD BEARING	LCB
PAGE	P.	RADIUS	R
PERMANENT LIMITED EASEMENT	PLE	DEGREE OF CURVE	D
PROPERTY LINE	PL	CENTRAL ANGLE OR DELTA	Δ
RECORDED AS	(100')	LENGTH OF CURVE	L
DIRECTION AHEAD	DA	TANGENT	T
DIRECTION BACK	DB		
POINT OF TANGENCY	POT		

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⌀ (1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	•(SET)	EXISTING H.E. LINE	
R/W STANDARD	▲(SET)	PROPERTY LINE	
SIGN	ISIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
FEE (HATCH VARIES)		ACCESS CONTROLLED (BY PREVIOUS ACQUISITION/CONTROL)	
TEMPORARY LIMITED EASEMENT		ACCESS CONTROLLED (BY ACQUISITION)	
PERMANENT LIMITED EASEMENT		ACCESS CONTROLLED (BY STATUTORY AUTHORITY)	
R/W BOUNDARY POINT		SECTION LINE	
PARCEL NUMBER	RWB20	QUARTER LINE	
UTILITY PARCEL NUMBER	102	SIXTEENTH LINE	
SIGN NUMBER (OFF PREMISE)	92 / 21-A	EXISTING CENTERLINE	
BUILDING		PROPOSED REFERENCE LINE	
BRIDGE		PARALLEL OFFSET	
GEODETIC MONUMENT			

CONVENTIONAL UTILITY SYMBOLS

		NON COMPENSABLE	COMPENSABLE
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH		
ELECTRIC	E	POWER POLE	
CABLE TELEVISION	TV	TELEPHONE POLE	
FIBER OPTIC	FO	TELEPHONE PEDESTAL	
SANITARY SEWER	SAN	ELECTRIC TOWER	
STORM SEWER	SS		

PROJECT NUMBER 1007-10-21 - 4.01
SHEET 2 OF 2

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\CADDS\Plan\TPP\040100_rp.dgn
PLOT DATE : 2/19/2014
PLOT BY : bjl
PLOT NAME :
PLOT SCALE : 1:200

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5093305
08/22/2014 09:54 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.05
AMENDMENT NO: 2

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.05 AMENDMENT NO: 2

AMENDS UTILITY NUMBERS 221 AND 241 OF TPP 1007-10-21-4.05 RECORDED AS DOCUMENT 5059305.

THAT PART OF LOT 2 OF C.S.M. NO. 7490 AND PART OF LOTS 1 & 2 OF C.S.M. NO. 8753, LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 26. ALSO THAT PART OF LOT 1 OF C.S.M. NO. 7703 LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALSO THAT PART OF VACATED GOEDE ROAD LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

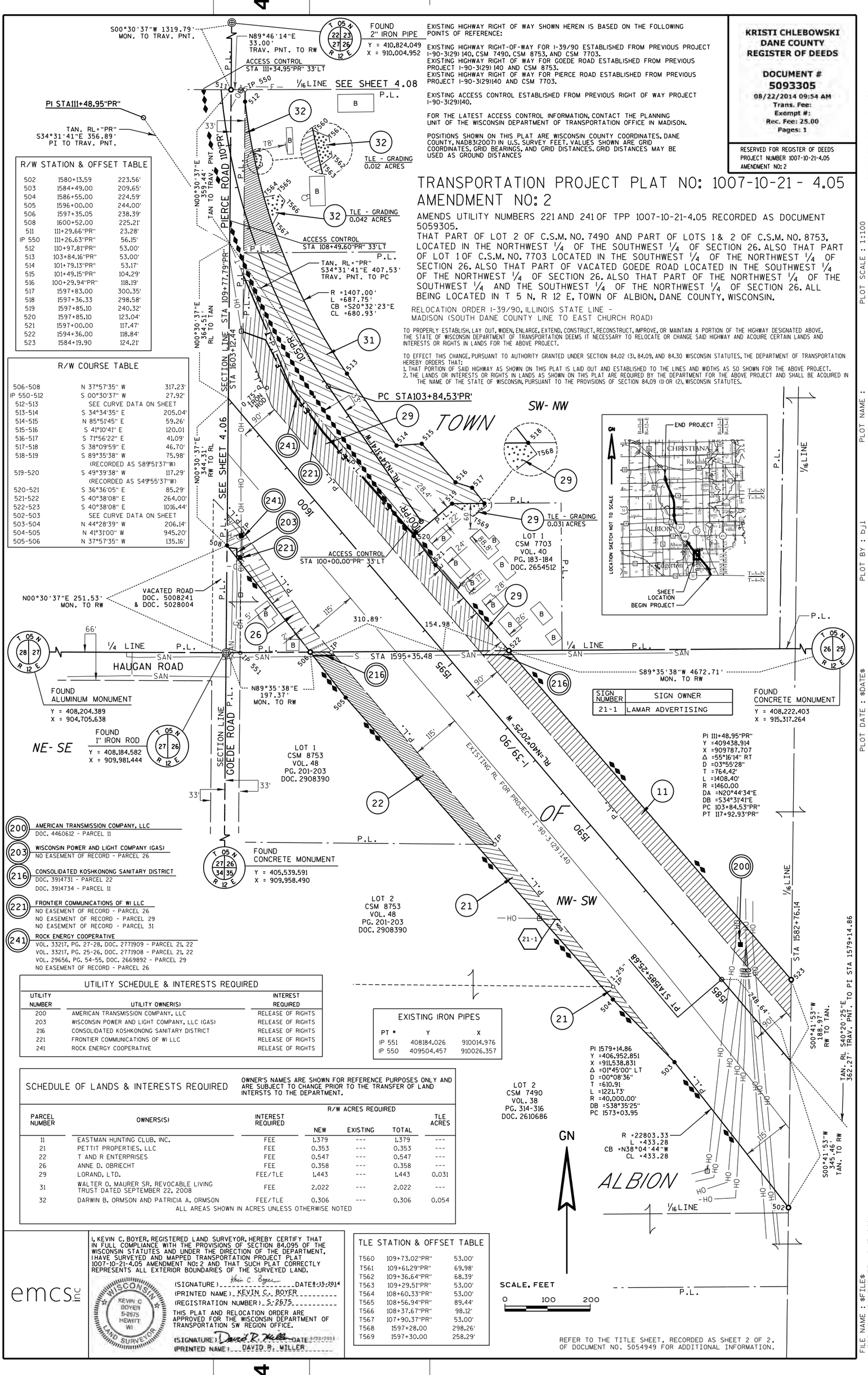
EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140, CSM 7490, CSM 8753, AND CSM 7703.
EXISTING HIGHWAY RIGHT OF WAY FOR GOEDE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140 AND CSM 8753.
EXISTING HIGHWAY RIGHT OF WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140 AND CSM 7703.

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES



SIGN NUMBER	SIGN OWNER
21-1	LAMAR ADVERTISING

R/W STATION & OFFSET TABLE

502	1580+13.59	223.56'
503	1584+49.00	209.65'
504	1586+55.00	224.59'
505	1596+00.00	244.00'
506	1597+35.05	238.39'
508	1600+52.00	225.21'
511	111+29.66"PR"	23.28'
IP 550	111+26.63"PR"	56.15'
512	110+97.81"PR"	53.00'
513	103+84.16"PR"	53.00'
514	101+79.13"PR"	53.17'
515	101+49.15"PR"	104.29'
516	100+29.94"PR"	118.19'
517	1597+83.00	300.35'
518	1597+36.33	298.58'
519	1597+85.10	240.32'
520	1597+85.10	123.04'
521	1597+00.00	117.47'
522	1594+36.00	118.84'
523	1584+19.90	124.21'

R/W COURSE TABLE

506-508	N 37°57'35" W	317.23'
IP 550-512	S 00°30'37" W	27.92'
512-513	SEE CURVE DATA ON SHEET	
513-514	S 34°34'35" E	205.04'
514-515	N 85°51'45" E	59.26'
515-516	S 41°10'41" E	120.01
516-517	S 71°56'22" E	41.09'
517-518	S 38°09'59" E	46.70'
518-519	S 89°35'38" W	75.98'
	(RECORDED AS S89°51'37"W)	
519-520	S 49°39'38" W	117.29'
	(RECORDED AS S49°55'37"W)	
520-521	S 36°36'05" E	85.29'
521-522	S 40°38'08" E	264.00'
522-523	S 40°38'08" E	1016.44'
502-503	SEE CURVE DATA ON SHEET	
503-504	N 44°28'39" W	206.14'
504-505	N 41°31'00" W	945.20'
505-506	N 37°57'35" W	135.16'

(200) AMERICAN TRANSMISSION COMPANY, LLC
DOC. 4460612 - PARCEL 11

(203) WISCONSIN POWER AND LIGHT COMPANY (GAS)
NO EASEMENT OF RECORD - PARCEL 26

(216) CONSOLIDATED KOSHKONONG SANITARY DISTRICT
DOC. 3914731 - PARCEL 22
DOC. 3914734 - PARCEL 11

(221) FRONTIER COMMUNICATIONS OF WI LLC
NO EASEMENT OF RECORD - PARCEL 26
NO EASEMENT OF RECORD - PARCEL 29
NO EASEMENT OF RECORD - PARCEL 31

(241) ROCK ENERGY COOPERATIVE
VOL. 33217, PG. 27-28, DOC. 2771909 - PARCEL 21, 22
VOL. 33217, PG. 25-26, DOC. 2771908 - PARCEL 21, 22
VOL. 29656, PG. 54-55, DOC. 2669892 - PARCEL 29
NO EASEMENT OF RECORD - PARCEL 26

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
200	AMERICAN TRANSMISSION COMPANY, LLC	RELEASE OF RIGHTS
203	WISCONSIN POWER AND LIGHT COMPANY, LLC (GAS)	RELEASE OF RIGHTS
216	CONSOLIDATED KOSHKONONG SANITARY DISTRICT	RELEASE OF RIGHTS
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

EXISTING IRON PIPES

PT #	Y	X
IP 551	408184.026	910014.976
IP 550	409504.457	910026.357

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
11	EASTMAN HUNTING CLUB, INC.	FEE	1.379	---	1.379	---
21	PETTIT PROPERTIES, LLC	FEE	0.353	---	0.353	---
22	T AND R ENTERPRISES	FEE	0.547	---	0.547	---
26	ANNE D. OBRIECHT	FEE	0.358	---	0.358	---
29	LORAND, LTD.	FEE/TLE	1.443	---	1.443	0.031
31	WALTER O. MAURER SR. REVOCABLE LIVING TRUST DATED SEPTEMBER 22, 2008	FEE	2.022	---	2.022	---
32	DARWIN B. ORMSON AND PATRICIA A. ORMSON	FEE/TLE	0.306	---	0.306	0.054

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

TLE STATION & OFFSET TABLE

T560	109+73.02"PR"	53.00'
T561	109+61.29"PR"	69.98'
T562	109+36.64"PR"	68.39'
T563	109+29.51"PR"	53.00'
T564	108+60.33"PR"	53.00'
T565	108+56.94"PR"	89.44'
T566	108+37.67"PR"	98.12'
T567	107+90.37"PR"	53.00'
T568	1597+28.00	298.26'
T569	1597+30.00	258.29'

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.05 AMENDMENT NO: 2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE 8-15-2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 8/20/2014
(PRINTED NAME) DAVID R. MILLER

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.05 AMENDMENT NO: 2
PLOT SCALE : 1:1100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 8/15/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.06
AMENDMENT NO: 1

AMENDS UTILITY NUMBER 241 AND REMOVES UTILITY NUMBER 202 OF TPP 1007-10-21-4.06 RECORDED AS DOCUMENT 5059306.

THAT PART OF VACATED GOEDE ROAD LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 27. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 27. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140.
EXISTING HIGHWAY RIGHT OF WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140.
EXISTING HIGHWAY RIGHT OF WAY FOR ALBION ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140
EXISTING HIGHWAY RIGHT OF WAY FOR HAUGAN ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140
EXISTING HIGHWAY RIGHT-OF-WAY FOR GOEDE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140.
EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.
FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
27	WILLIAM E. GRIDLEY AND VICKY L. GRIDLEY	FEE	0.424	---	0.424
28	TRUCK STOP, LLC	FEE	5.857	---	5.857
36	JEROME A. SHINKAY AND ARDYS A. SHINKAY REVOCABLE TRUST AND KEITH E. HOLDEN	FEE	0.215	---	0.215

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

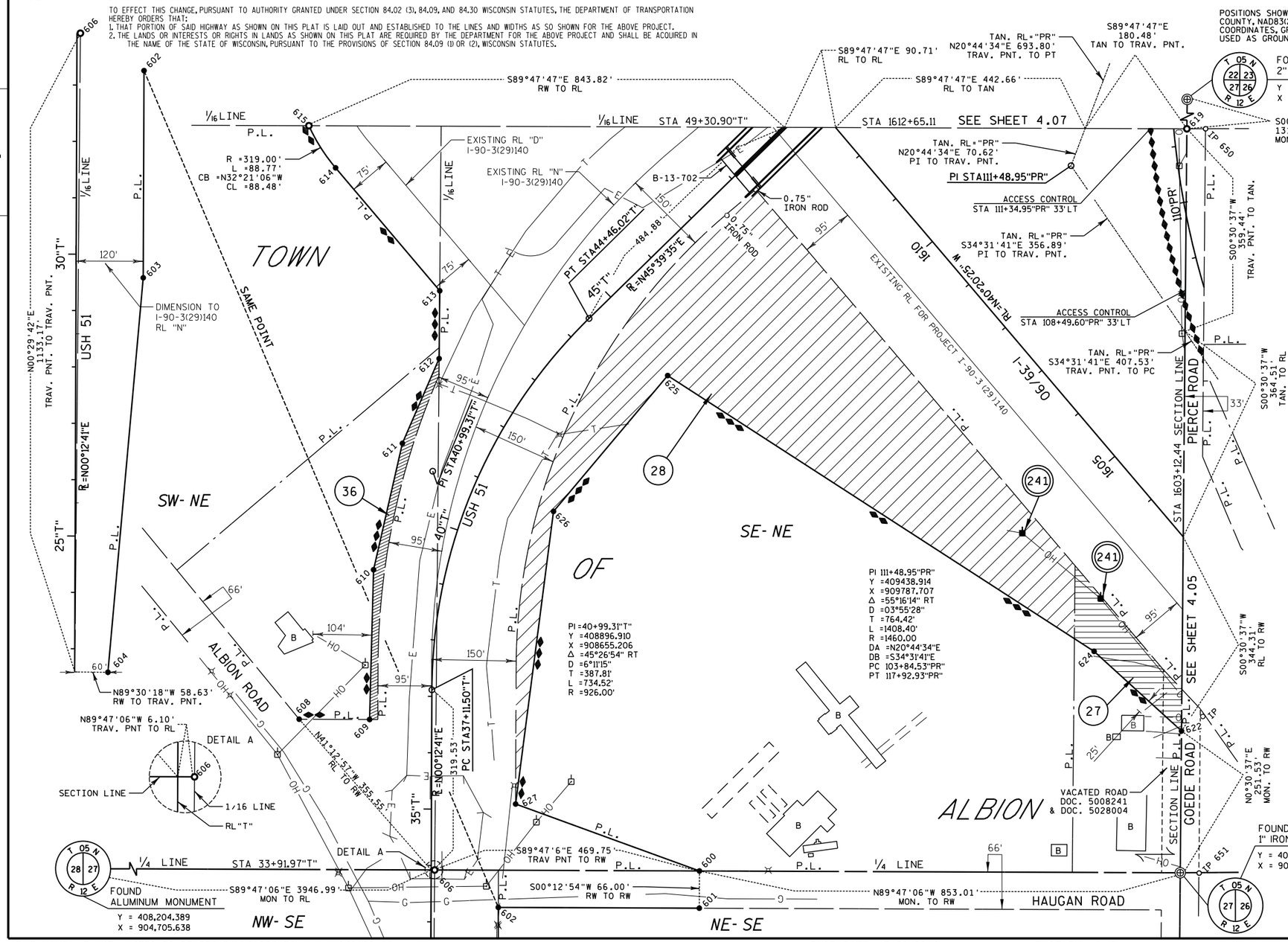
KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5089315
08/05/2014 12:20 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.06
AMENDMENT NO: 1

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET, VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

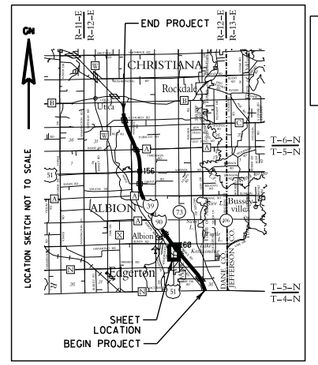


(221) FRONTIER COMMUNICATIONS OF WI LLC
VOL. 9862, PG. 56, DOC. 2011857 - PARCEL 28

(241) ROCK ENERGY COOPERATIVE
VOL. 33089, PG. 37, DOC. 2768195 - PARCEL 27
NO EASEMENT OF RECORD - PARCEL 28

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS



EXISTING IRON PIPES

PT #	Y	X
IP 650	409504.457	910026.357
IP 651	408184.026	910014.976

GN

SCALE, FEET
0 100 200

R/W COURSE TABLE

600-601	S 00°12'54" W	66.00'
601-602	N 89°47'06" W	356.61'
602-603	S 00°13'03" W	367.44'
603-604	S 05°07'00" W	702.57'
608-609	S 89°46'57" E	124.95'
609-610	N 01°30'37" E	265.70'
610-611	N 12°51'14" E	229.99'
611-612	N 23°26'40" E	163.84'
612-613	N 00°30'05" E	120.28'
613-614	N 40°16'12" W	285.89'
614-615	SEE CURVE DATA ON SHEET	
622-624	N 47°40'46" W	209.72'
624-625	N 57°06'14" W	900.97'
625-626	S 40°03'13" W	314.85'
626-627	S 07°22'43" W	523.40'
627-600	S 69°59'24" E	347.11'

R/W STATION & OFFSET TABLE

600	33+91.94"T"	475.85'
601	33+25.94"T"	475.84'
602	33+25.96"T"	119.24'
603	29+58.52"T"	119.20'
604	22+58.52"T"	59.12'
606	33+91.97"T"	6.10'
608	36+58.55"T"	235.25'
609	36+58.54"T"	110.30'
610	39+00.00"T"	126.00'
611	41+00.00"T"	147.00'
612	42+40.00"T"	161.71'
613	43+21.40"T"	230.64'
614	43+59.01"T"	511.69'
615	43+75.08"T"	596.37'
619	1608+60.05	473.53'
622	1600+52.00	225.21'
624	1602+60.00	252.00'
625	44+75.00"T"	170.00'
626	41+00.00"T"	147.00'
627	35+09.51"T"	149.26'

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.06 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Kevin C. Boyer

(SIGNATURE) _____ DATE 7/30/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 7/31/2014
(PRINTED NAME) DAVID R

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\CADDS\Plan\tpp\040106_A1_rp.dgn
APPRAISAL PLAT DATE : 7/30/2014
PLOT DATE : 7/30/2014
PLOT BY : bjl
PLOT NAME :
PLOT SCALE : 1:100

1007-10-21-4.06 AMENDMENT NO: 1

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

SCHEDULE OF LANDS & INTERESTS REQUIRED			OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.		
PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED		
			NEW	EXISTING	TOTAL
37	HENRY B. BRATLAND SR., AND RITA R. BRATLAND	FEE	4.490	---	4.490
51	JACOB A. REPPEN AND LINDA G. REPPEN	FEE	0.585	---	0.585
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED					

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140.
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140.
EXISTING HIGHWAY RIGHT OF WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.07

THAT PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 27. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

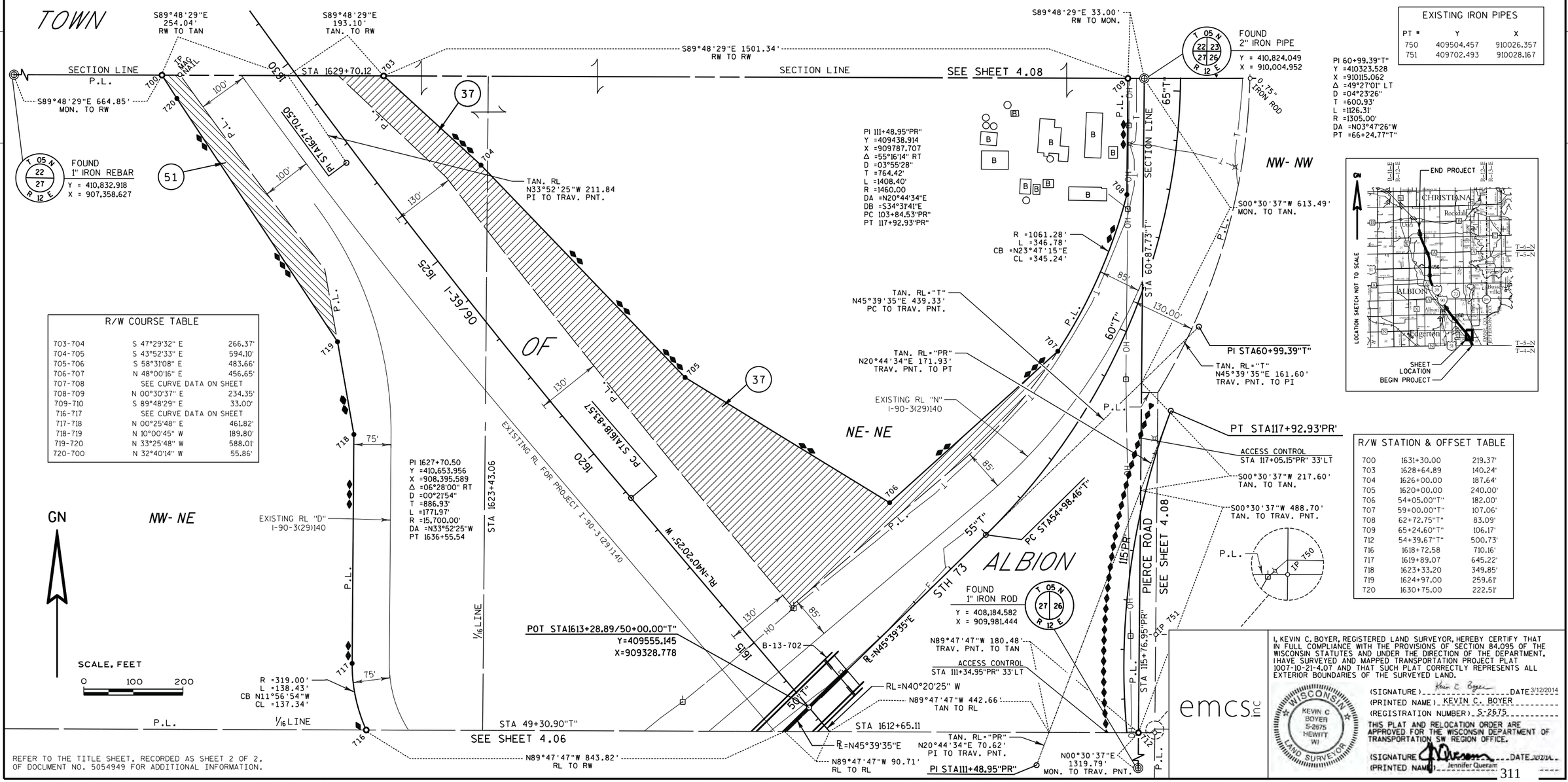
RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5059307
03/20/2014 09:20 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.07
AMENDMENT NO:



EXISTING IRON PIPES		
PT #	Y	X
750	409504.457	910026.357
751	409702.493	910028.167

PI 60+99.39"T"
Y =410323.528
X =910115.062
Δ =49°27'01" LT
D =04°23'26"
T =600.93'
L =1126.31'
R =1305.00'
DA =N03°47'26"W
PT =66+24.77"T"

R/W COURSE TABLE		
703-704	S 47°29'32" E	266.37'
704-705	S 43°52'33" E	594.10'
705-706	S 58°31'08" E	483.66'
706-707	N 48°00'16" E	456.65'
707-708	SEE CURVE DATA ON SHEET	
708-709	N 00°30'37" E	234.35'
709-710	S 89°48'29" E	33.00'
716-717	SEE CURVE DATA ON SHEET	
717-718	N 00°25'48" E	461.82'
718-719	N 10°00'45" W	189.80'
719-720	N 33°25'48" W	588.01'
720-700	N 32°40'14" W	55.86'

R/W STATION & OFFSET TABLE		
700	1631+30.00	219.37'
703	1628+64.89	140.24'
704	1626+00.00	187.64'
705	1620+00.00	240.00'
706	54+05.00"T"	182.00'
707	59+00.00"T"	107.06'
708	62+72.75"T"	83.09'
709	65+24.60"T"	106.17'
712	54+39.67"T"	500.73'
716	1618+72.58	710.16'
717	1619+89.07	645.22'
718	1623+33.20	349.85'
719	1624+97.00	259.61'
720	1630+75.00	222.51'

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 3/12/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) DATE 3/27/14
(PRINTED NAME) Jennifer Queram

emcs inc

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\CADDS\Plan\TPP\040107_rp.dgn
PLOT DATE : 3/12/2014
PLOT BY : bjl
PLOT NAME :
PLOT SCALE : 1:100
APPRAISAL PLAT DATE : 03/12/2014

1007-10-21-4.07

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5089316
08/05/2014 12:34 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.08
AMENDMENT NO: 1

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140, CSM 13090, AND CSM 6546
EXISTING HIGHWAY RIGHT OF WAY FOR PIERCE ROAD ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29)140 AND CSM 2552

EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140 AND PREVIOUS ACCESS CONTROL PROJECT 3070-00-29

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.08 AMENDMENT NO: 1

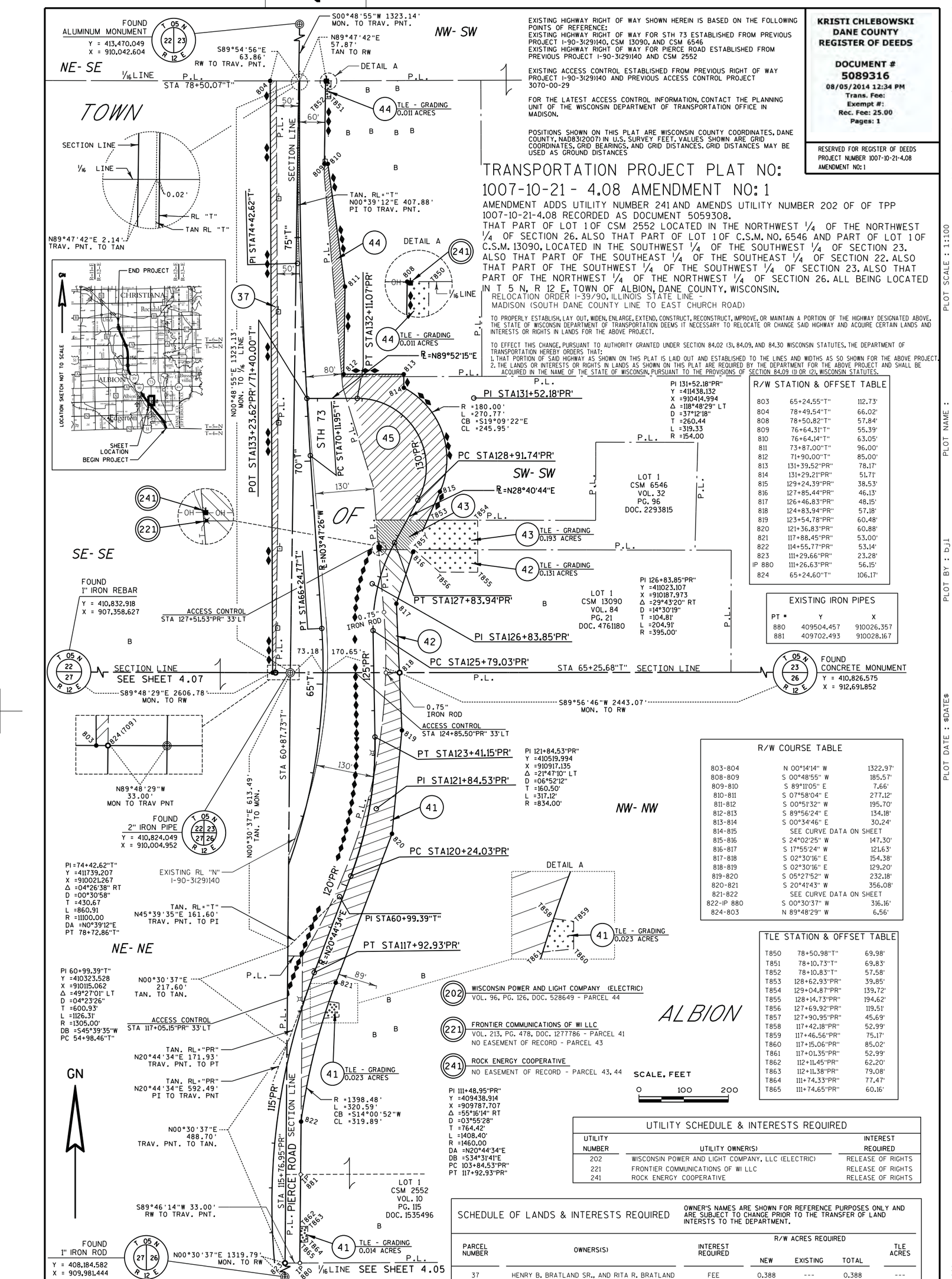
AMENDMENT ADDS UTILITY NUMBER 241 AND AMENDS UTILITY NUMBER 202 OF OF TPP 1007-10-21-4.08 RECORDED AS DOCUMENT 5059308.

THAT PART OF LOT 1 OF CSM 2552 LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALSO THAT PART OF LOT 1 OF C.S.M. NO. 6546 AND PART OF LOT 1 OF C.S.M. 13090, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23. ALSO THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 22. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23. ALSO THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26. ALL BEING LOCATED IN T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



R/W STATION & OFFSET TABLE

803	65+24.55"T"	112.73'
804	78+49.54"T"	66.02'
808	78+50.82"T"	57.84'
809	76+64.31"T"	55.39'
810	76+64.14"T"	63.05'
811	73+87.00"T"	96.00'
812	71+90.00"T"	85.00'
813	131+39.52"PR"	78.17'
814	131+29.21"PR"	51.71'
815	129+24.39"PR"	38.53'
816	127+85.44"PR"	46.13'
817	126+46.83"PR"	48.15'
818	124+83.94"PR"	57.18'
819	123+54.78"PR"	60.48'
820	121+36.83"PR"	60.88'
821	117+88.45"PR"	53.00'
822	114+55.77"PR"	53.14'
823	111+29.66"PR"	23.28'
IP 880	111+26.63"PR"	56.15'
824	65+24.60"T"	106.17'

EXISTING IRON PIPES

PT #	Y	X
880	409504.457	910026.357
881	409702.493	910028.167

R/W COURSE TABLE

803-804	N 00°14'14" W	1322.97'
808-809	S 00°48'55" W	185.57'
809-810	S 89°11'05" E	7.66'
810-811	S 07°58'04" E	277.12'
811-812	S 00°51'32" W	195.70'
812-813	S 89°56'24" E	134.18'
813-814	S 00°34'46" E	30.24'
814-815	SEE CURVE DATA ON SHEET	
815-816	S 24°02'25" W	147.30'
816-817	S 17°55'24" W	121.63'
817-818	S 02°30'16" E	154.38'
818-819	S 02°30'16" E	129.20'
819-820	S 05°27'52" W	232.18'
820-821	S 20°41'43" W	356.08'
821-822	SEE CURVE DATA ON SHEET	
822-IP 880	S 00°30'37" W	316.16'
824-803	N 89°48'29" W	6.56'

TLE STATION & OFFSET TABLE

T850	78+50.98"T"	69.98'
T851	78+10.73"T"	69.83'
T852	78+10.83"T"	57.58'
T853	128+62.93"PR"	39.85'
T854	129+04.87"PR"	139.72'
T855	128+14.73"PR"	194.62'
T856	127+69.92"PR"	119.51'
T857	127+90.95"PR"	45.69'
T858	117+42.18"PR"	52.99'
T859	117+46.56"PR"	75.17'
T860	117+15.06"PR"	85.02'
T861	117+01.35"PR"	52.99'
T862	112+11.45"PR"	62.20'
T863	112+11.38"PR"	79.08'
T864	111+74.33"PR"	77.47'
T865	111+74.65"PR"	60.16'

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS
221	FRONTIER COMMUNICATIONS OF WI LLC	RELEASE OF RIGHTS
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
37	HENRY B. BRATLAND SR., AND RITA R. BRATLAND	FEE	0.388	---	0.388	---
41	ROBERT W. LYKE AND SANDRA P. LYKE, TRUSTEES OF THE ROBERT W. LYKE AND SANDRA P. LYKE REVOCABLE TRUST DATED 6-18-09	FEE/TLE	1.249	0.520	1.769	0.037
42	CHS INC.	FEE/TLE	0.252	---	0.252	0.131
43	DAVID G. MILLAR	FEE/TLE	0.147	---	0.147	0.193
44	EDWARD J. OLSON AND JEAN A. OLSON	FEE/TLE	0.194	---	0.194	0.011
45	CRAZY ACRES, INC.	FEE	1.209	---	1.209	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.08 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) Kevin C. Boyer DATE: 7-30-2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION OFFICE.

(SIGNATURE) David R. Miller DATE 7/31/2014
(PRINTED NAME) DAVID R. MILLER

emcs inc

WISCONSIN LAND SURVEYOR KEVIN C BOYER S-2675 HEWITT WI

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.

1007-10-21-4.08 AMENDMENT NO: 1
PLOT SCALE : 1:1100
PLOT NAME :
PLOT BY : bjl
PLOT DATE : $DATE$
FILE NAME : $FILE$
APPRAISAL PLAT DATE : 7/30/2014

COMPOSITE DRAWING, ORIGINAL ON FILE AT THE DANE COUNTY REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1007-10-21 - 4.09

THAT PART OF OUTLOT 61 OF ASSESSOR'S PLAT OF VILLAGE OF ALBION (UNINCORPORATED) LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4. ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4. ALL BEING LOCATED IN SECTION 22. T 5 N, R 12 E, TOWN OF ALBION, DANE COUNTY, WISCONSIN.

RELOCATION ORDER I-39/90, ILLINOIS STATE LINE - MADISON (SOUTH DANE COUNTY LINE TO EAST CHURCH ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #
5059309
03/20/2014 09:20 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1007-10-21-4.09
AMENDMENT NO:

1007-10-21-4.09

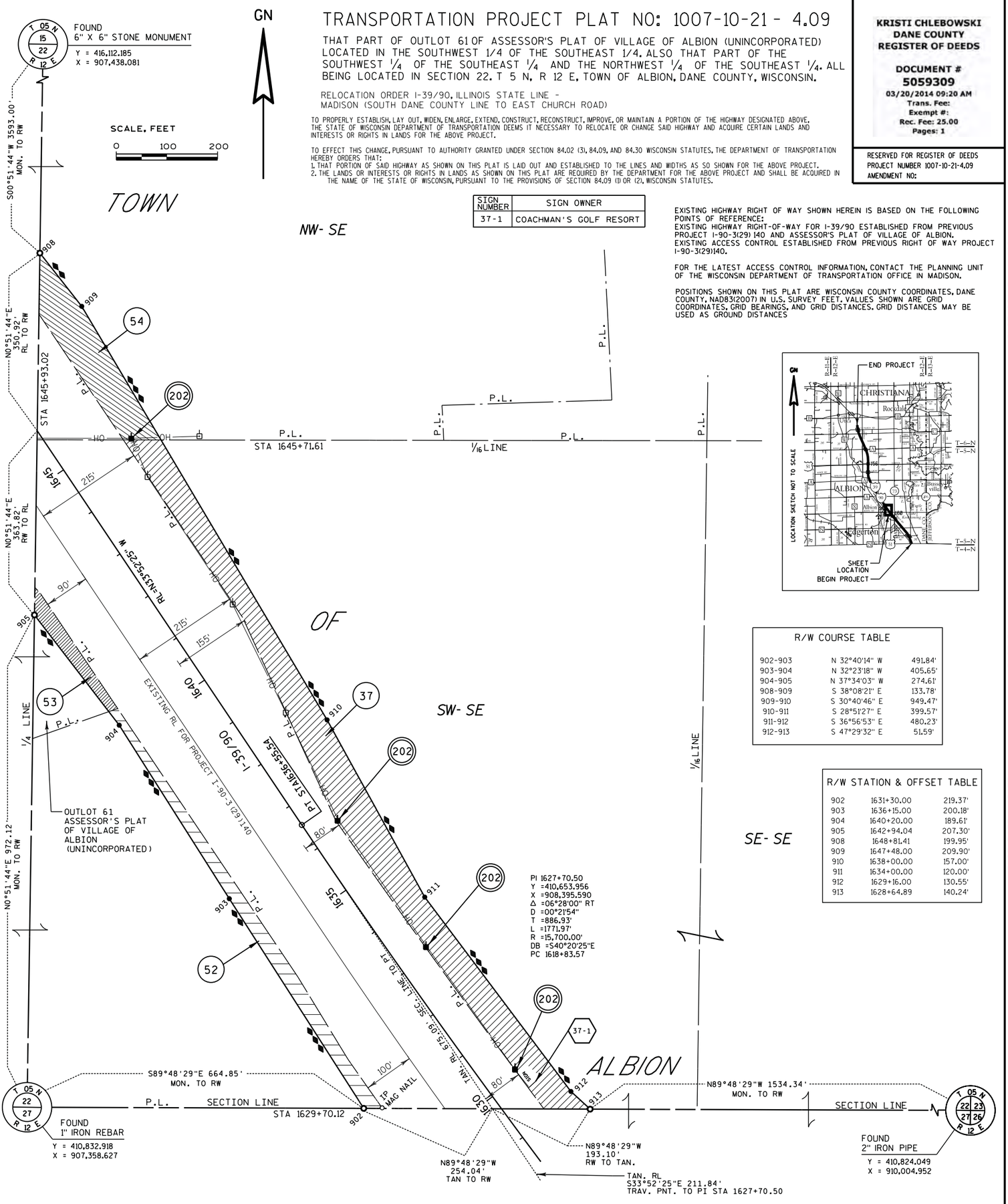
PLOT SCALE : 1:100

PLOT NAME :

PLOT BY : bjl

PLOT DATE : $DATE$

FILE NAME : $FILE$
APPRAISAL PLAT DATE : 03/19/2014



SIGN NUMBER	SIGN OWNER
37-1	COACHMAN'S GOLF RESORT

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR I-39/90 ESTABLISHED FROM PREVIOUS PROJECT I-90-3(29) 140 AND ASSESSOR'S PLAT OF VILLAGE OF ALBION.
EXISTING ACCESS CONTROL ESTABLISHED FROM PREVIOUS RIGHT OF WAY PROJECT I-90-3(29)140.

FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES

R/W COURSE TABLE

902-903	N 32°40'14" W	491.84'
903-904	N 32°23'18" W	405.65'
904-905	N 37°34'03" W	274.61'
908-909	S 38°08'21" E	133.78'
909-910	S 30°40'46" E	949.47'
910-911	S 28°51'27" E	399.57'
911-912	S 36°56'53" E	480.23'
912-913	S 47°29'32" E	51.59'

R/W STATION & OFFSET TABLE

902	1631+30.00	219.37'
903	1636+15.00	200.18'
904	1640+20.00	189.61'
905	1642+94.04	207.30'
908	1648+81.41	199.95'
909	1647+48.00	209.90'
910	1638+00.00	157.00'
911	1634+00.00	120.00'
912	1629+16.00	130.55'
913	1628+64.89	140.24'

(202) WISCONSIN POWER AND LIGHT COMPANY (ELECTRIC)
NO EASEMENT OF RECORD - PARCEL 37, 54

UTILITY SCHEDULE & INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN POWER AND LIGHT COMPANY, LLC (ELECTRIC)	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL
37	HENRY B. BRATLAND, SR., AND RITA R. BRATLAND	FEE	2.158	---	2.158
52	BERT N. BROOKENS AND BRENDA J. BROOKENS	FEE	0.536	---	0.536
53	HARDING JOINT REVOCABLE TRUST DATED MARCH 26, 2012, AND AS THEREAFTER MAY BE AMENDED FROM TIME TO TIME	FEE	0.161	---	0.161
54	ROGER J. OLSON AND NANCY J. OLSON	FEE	0.611	---	0.611

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

emcs inc

I, KEVIN C. BOYER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1007-10-21-4.09 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

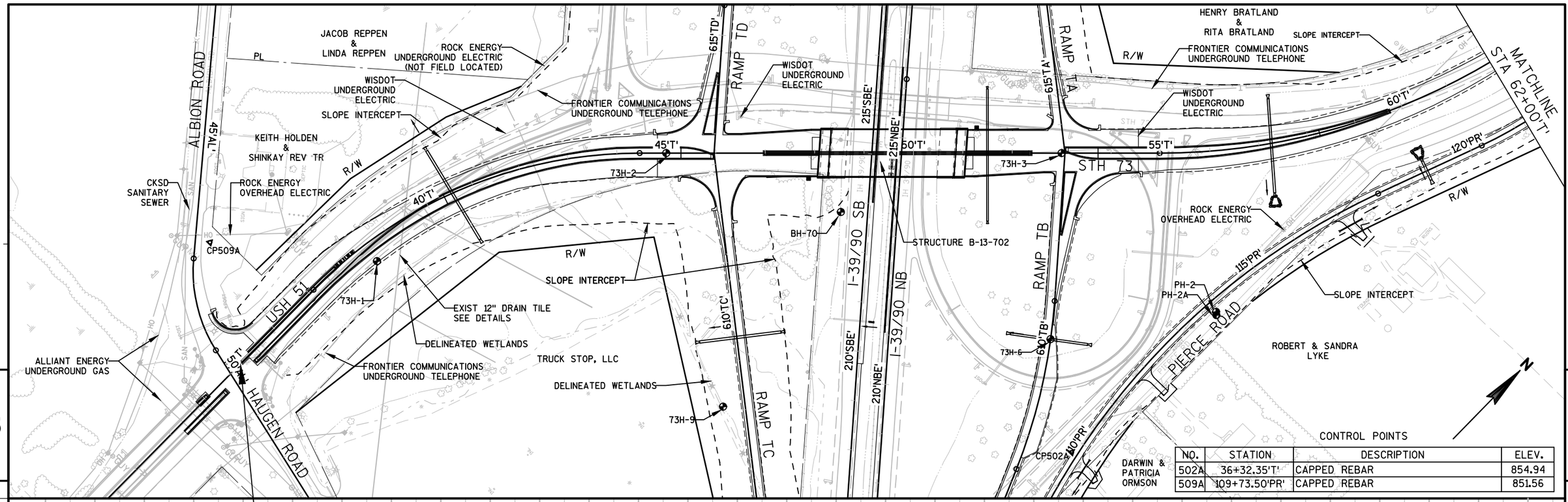
WISCONSIN KEVIN C BOYER S-2675 HEWITT WI LAND SURVEYOR

(SIGNATURE) Kevin C. Boyer DATE 3/19/2014
(PRINTED NAME) KEVIN C. BOYER
(REGISTRATION NUMBER) S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SW REGION OFFICE.

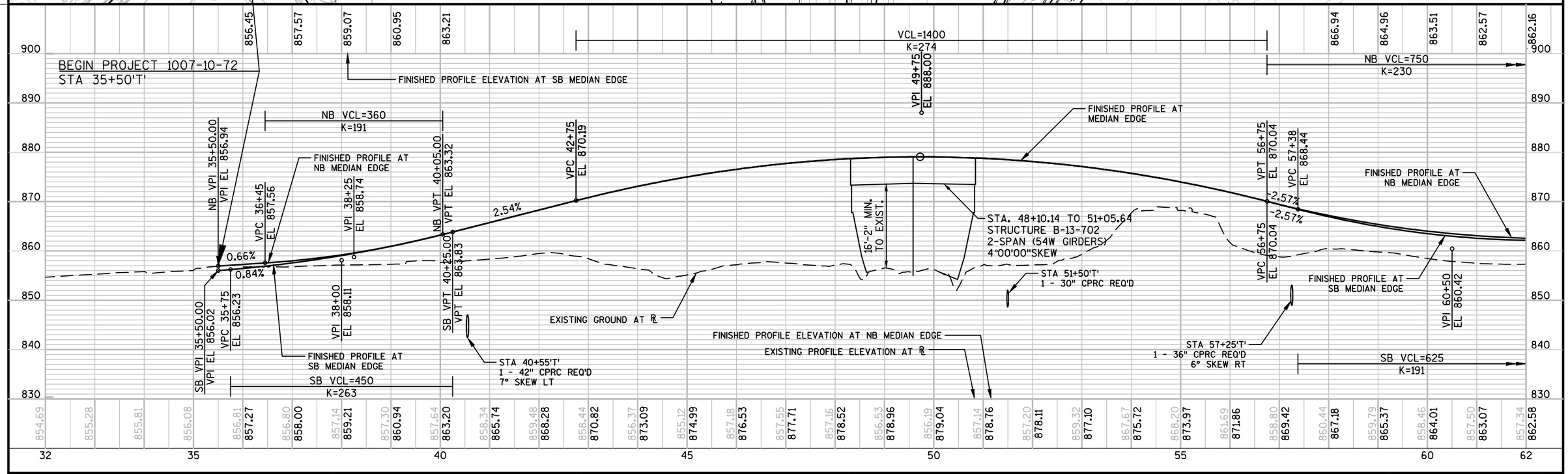
(SIGNATURE) DATE 3/20/14
(PRINTED NAME) Jennifer Querram

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 5054949 FOR ADDITIONAL INFORMATION.



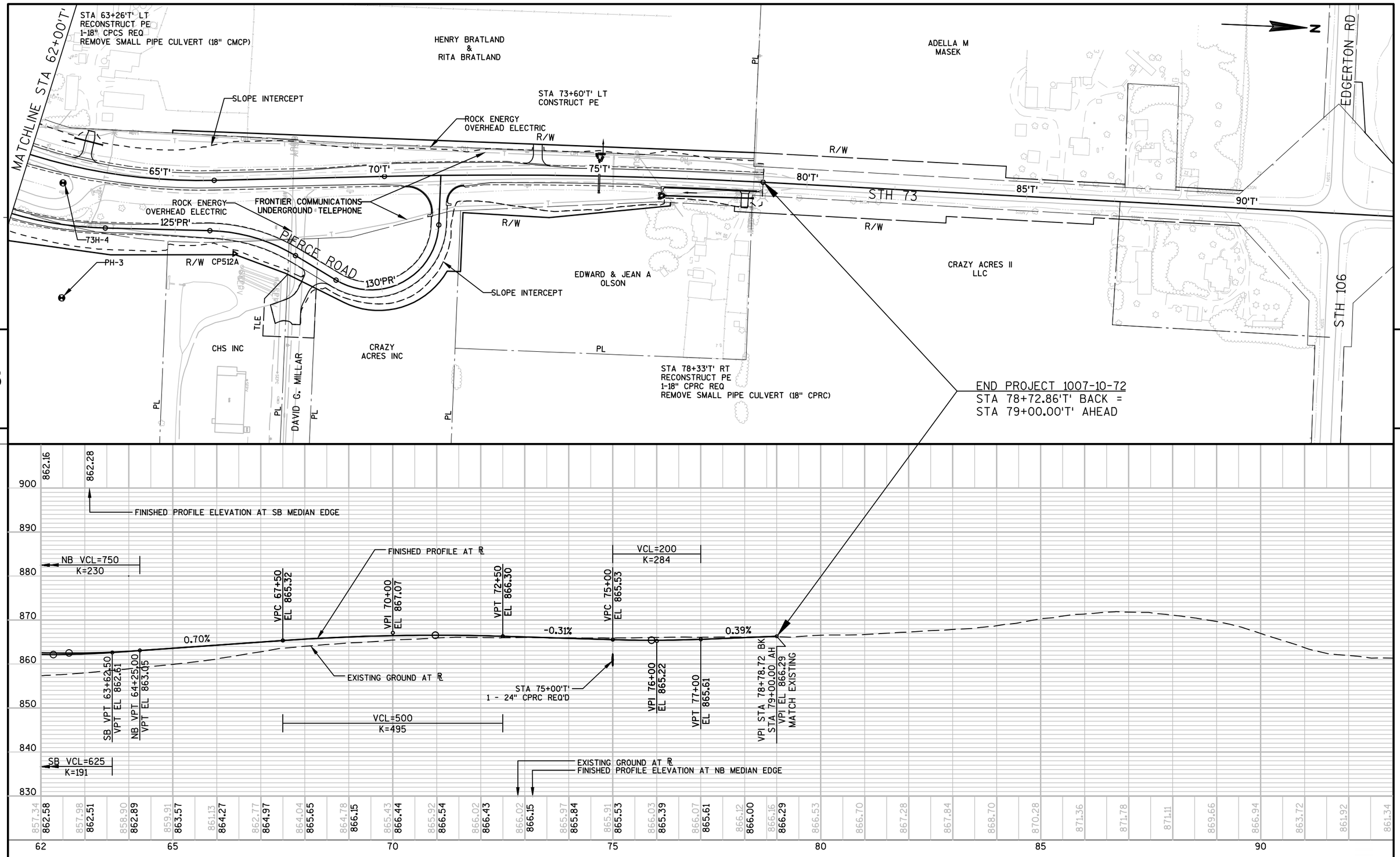
CONTROL POINTS

NO.	STATION	DESCRIPTION	ELEV.
502A	36+32.35'T'	CAPPED REBAR	854.94
509A	109+73.50'PR'	CAPPED REBAR	851.56



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: USH 51/STH 73	SHEET E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050101_PP_STH73.DWG PLOT DATE : 12/15/2014 2:18 PM PLOT BY : HARRY TRAN PLOT NAME : PLOT SCALE : 1:200_XREF_XREF_XREF (2)
WISDOT/CADDS SHEET 44



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: USH 51 / STH 73	SHEET 315 E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050101_PP_STH73.DWG PLOT DATE : 12/18/2014 9:38 AM PLOT BY : KEVIN DRUNASKY PLOT NAME : PLOT SCALE : 1 IN:200 FT

BH-70
215'SBE'
I-39/90 SB 220'SBE'
215'NBE'
220'NBE'
I-39/90 NB
225'SBE'
225'NBE'
230'NBE'
625'TD'
630'TDI'
BH-71
230'SBE'
RAMP TD
R/W
635'TDI'
235'SBE'
S397-1
235'NBE'
240'SBE'
240'NBE'
640'TAI'
MATCHLINE STA 641+00 'TAI'
60'
B-13-702
BH-8
USH 51
FRONTIER COMMUNICATIONS
UNDERGROUND TELEPHONE
625'TA'
620'TA'
630'TA'
615'TA'
RAMP TA
73H-8
BH-9
635'TAI'
RAMP TB
73H-3
73H-7
B621TA
SLOPE INTERCEPT
R/W
ROCK ENERGY
OVERHEAD ELECTRIC
B619TA
WISDOT
UNDERGROUND ELECTRIC
HENRY & RITA
BRATLAND
PH-2
55'
PIERCE RD
115'PR'
R/W
PH-2A
R/W
5
5

890
880
870
860
850
840
830
820

VPC 614+00
EL 876.69
VPI 615+00
EL 875.84
VPT 616+00
EL 873.81
-0.85%
STA 613+41
EL 877.19
VCL=200
K=169
FINISHED PROFILE AT ℄
-2.03%
VCL=500
K=285
VPC 621+50
EL 862.65
EXISTING GROUND AT ℄
VPT 626+50
EL 856.89
VPI 624+00
EL 857.58
-0.28%
STA 633+06
EL 855.09
SEE PLAN DETAIL GRADES
STA 633+05.83'TA' TO STA 633+50.00'TA'
-0.11%
STA 633+50
EL 855.13
STA 632+22'TA'
1 - 30" CPRC REQ'D
EXTEND 41' RT
STA 632+27'TA'
EXISTING 36" CMP
REMOVE 10'
ABANDON CULVERT PIPE
FINISHED PROFILE ELEVATIONS
EXISTING PROFILE ELEVATIONS

873.02	857.40	856.51	857.55	860.90
876.69	875.54	873.81	871.78	869.75
865.29	868.01	869.47	870.84	868.36
867.72	865.70	863.67	861.68	860.00
865.09	863.54	862.16	857.51	853.68
858.68	857.70	857.07	856.75	856.48
852.25	852.31	852.26	851.56	851.43
856.20	855.93	855.65	855.38	855.10
851.67	852.03	853.23	855.06	853.92
855.07	854.96	854.84	854.73	854.62
852.70	852.55	852.86		
854.50	854.39	854.28		

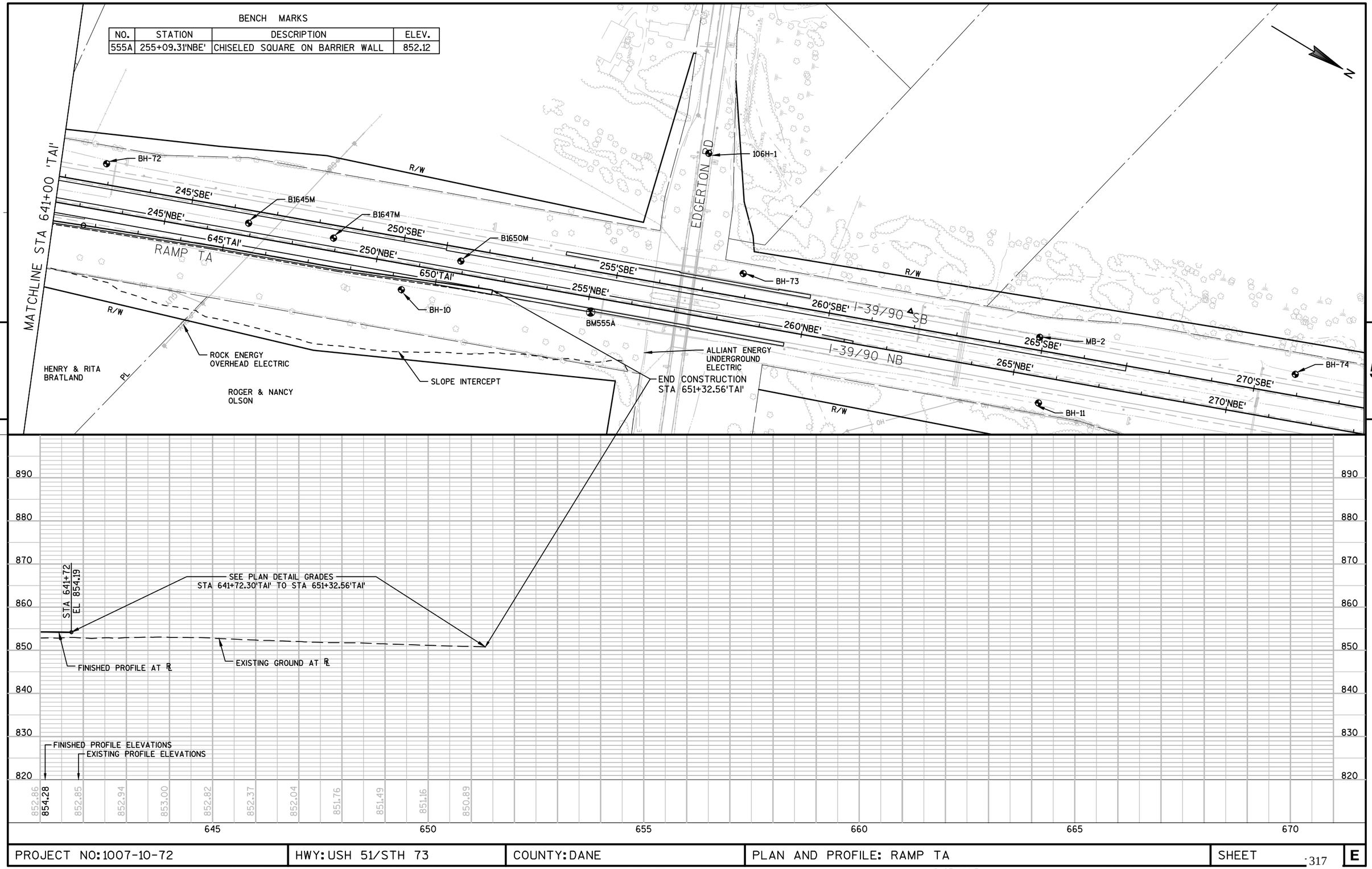
615 620 625 630 635 640

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: RAMP TA	SHEET 316 E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050201_PP_RAMPS.DWG
PLOT DATE : 11/1/2014 1:22 PM
PLOT BY : JEFF OTTO
PLOT NAME : ---------- PLOT SCALE : 1:200_XREF_XREF_XREF (2)

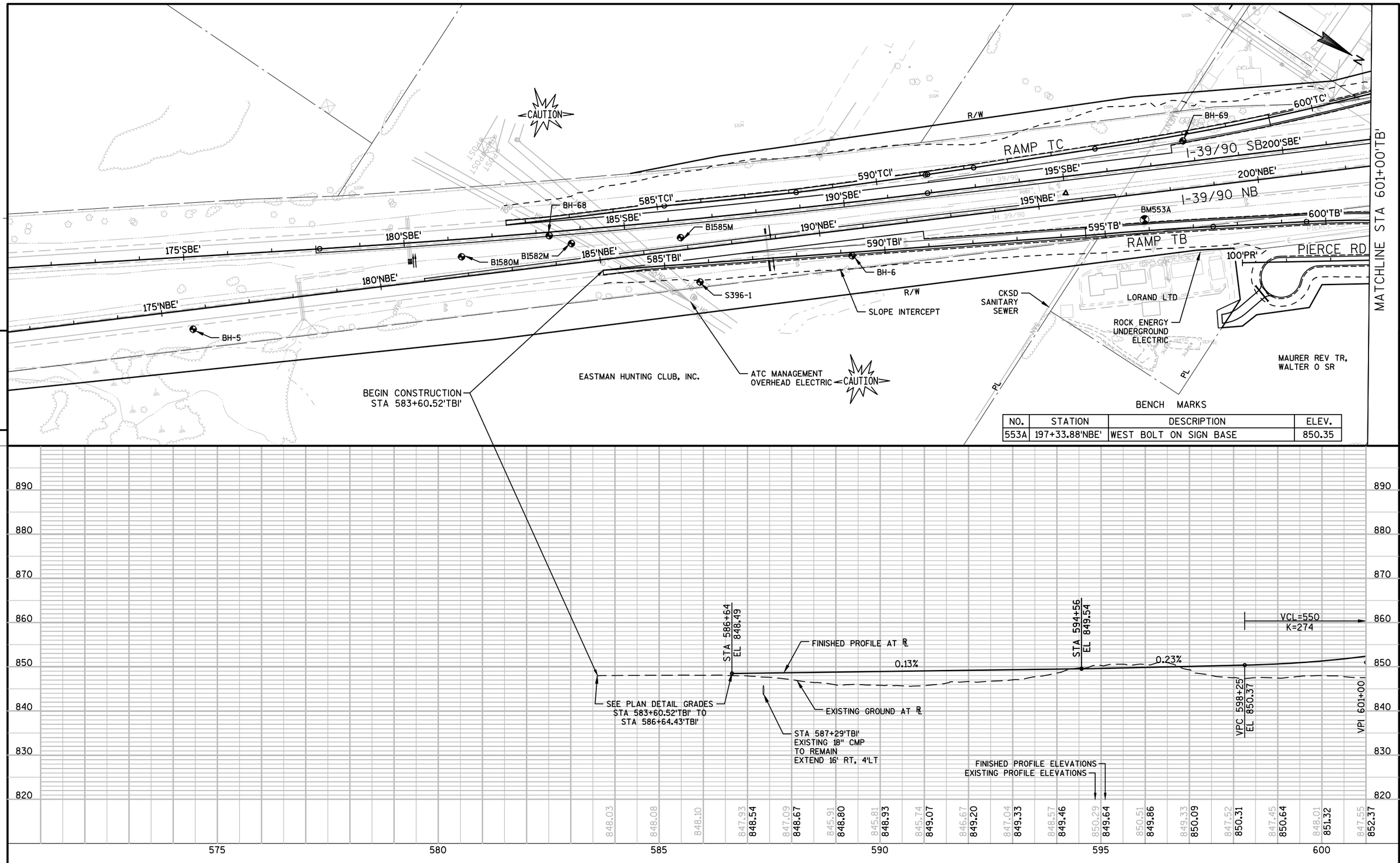
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
555A	255+09.31'NBE'	CHISELED SQUARE ON BARRIER WALL	852.12

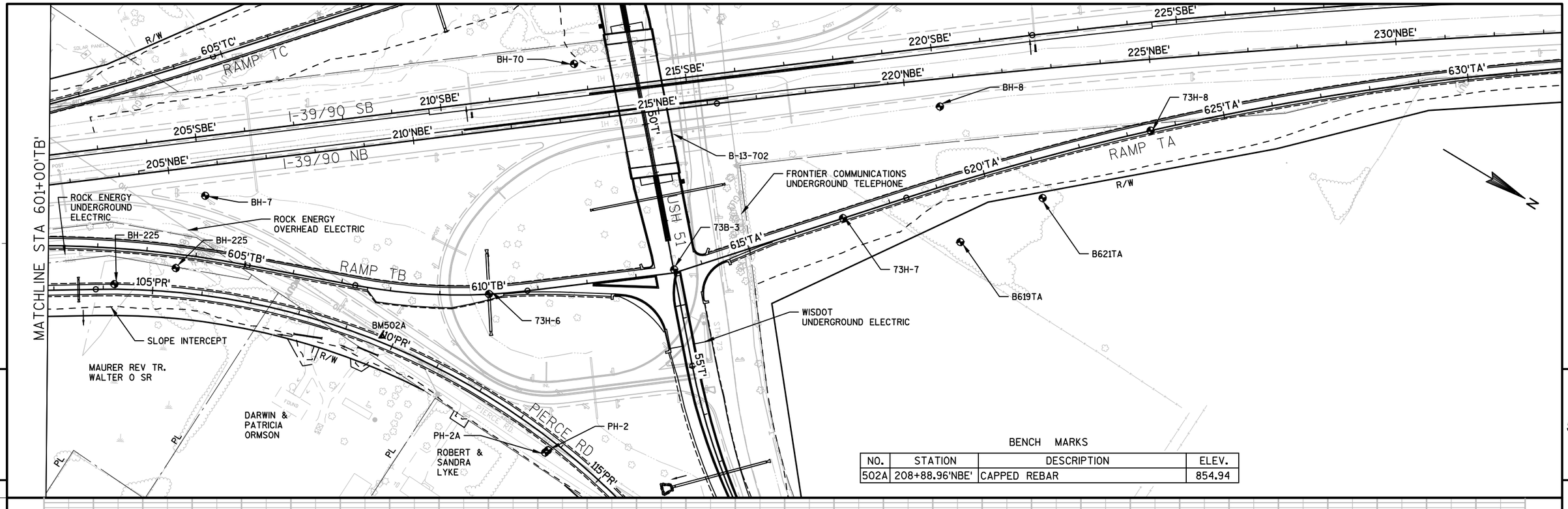


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: RAMP TA	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050201_PP_RAMPS.DWG
PLOT DATE : 11/1/2014 1:21 PM
PLOT BY : JEFF OTTO
PLOT NAME : ---------- PLOT SCALE : 1:200_XREF_XREF_XREF (2)
WISDOT/CADDS SHEET 44

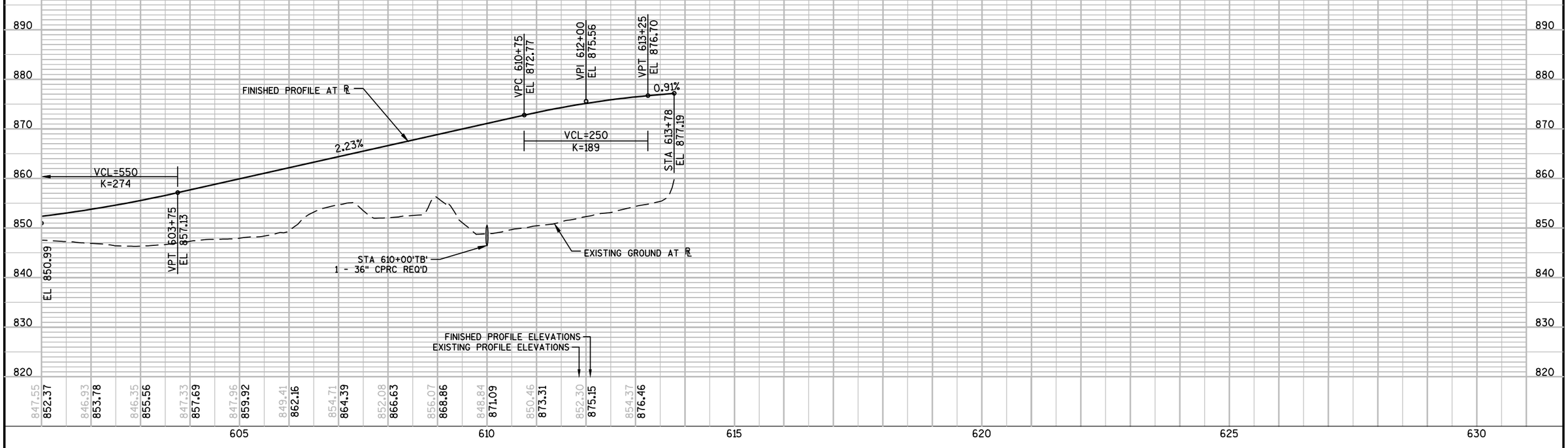


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: RAMP TB	SHEET 318	E



BENCH MARKS

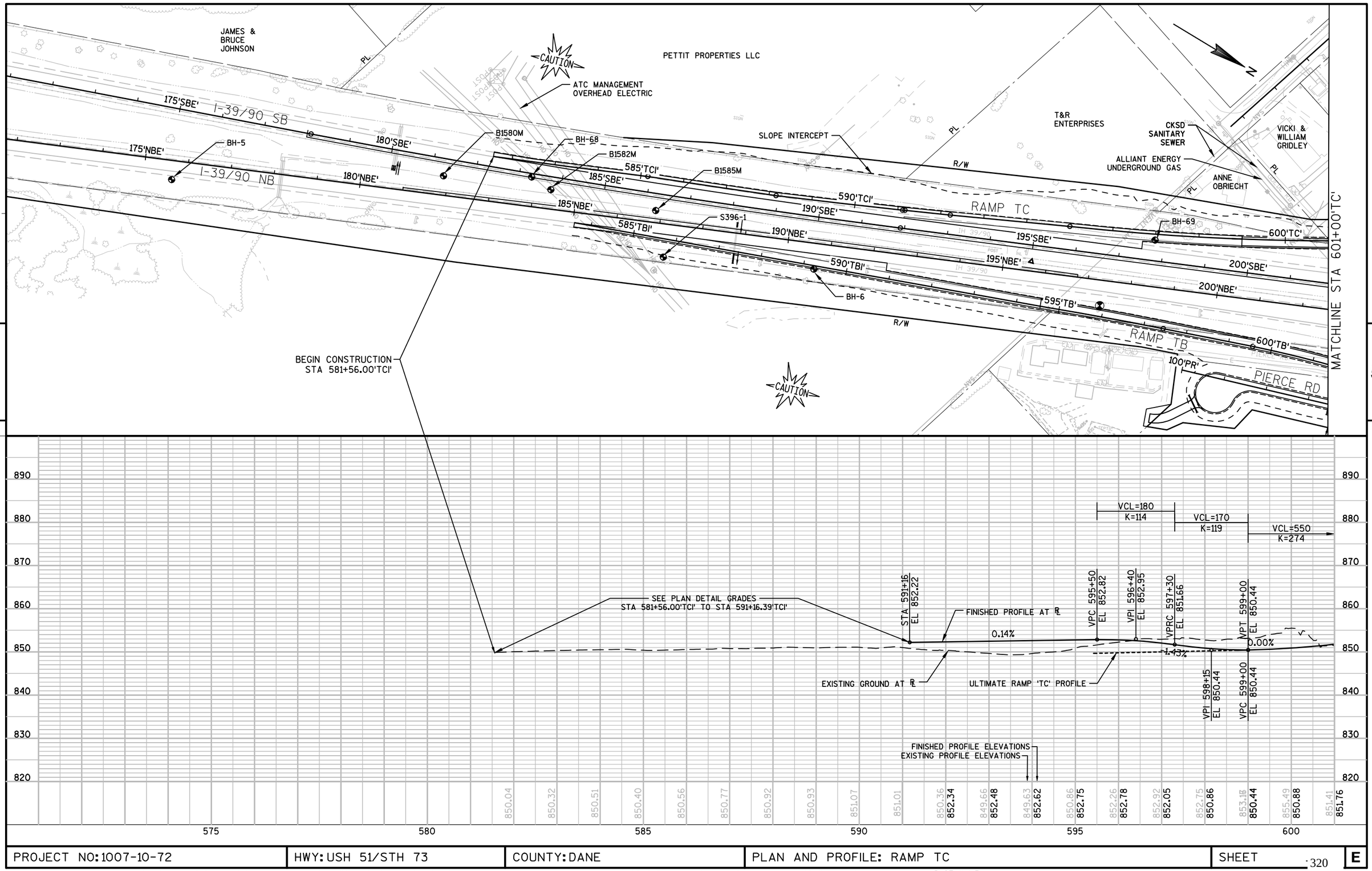
NO.	STATION	DESCRIPTION	ELEV.
502A	208+88.96'NBE'	CAPPED REBAR	854.94



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: RAMP TB	SHEET 319	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050201_PP_RAMPS.DWG PLOT DATE : 11/1/2014 1:18 PM PLOT BY : JEFF OTTO PLOT NAME : ---------- PLOT SCALE : 1:200_XREF_XREF_XREF (2)

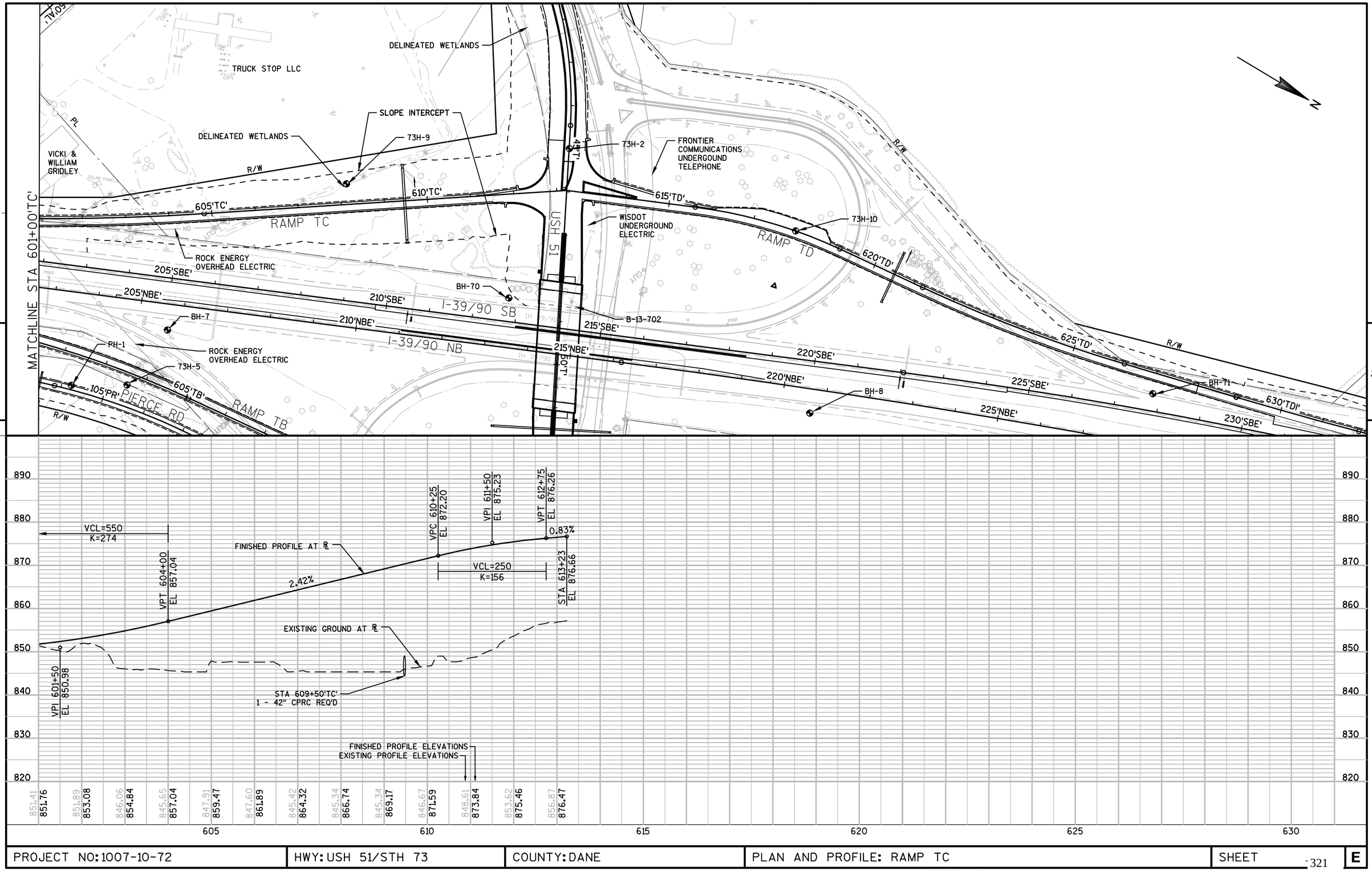
WISDOT/CADDS SHEET 44



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: RAMP TC	SHEET 320	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050201_PP_RAMPS.DWG PLOT DATE : 11/1/2014 1:16 PM PLOT BY : JEFF OTTO PLOT NAME : ---------- PLOT SCALE : 1:200_XREF_XREF_XREF (2)

WISDOT/CADDS SHEET 44

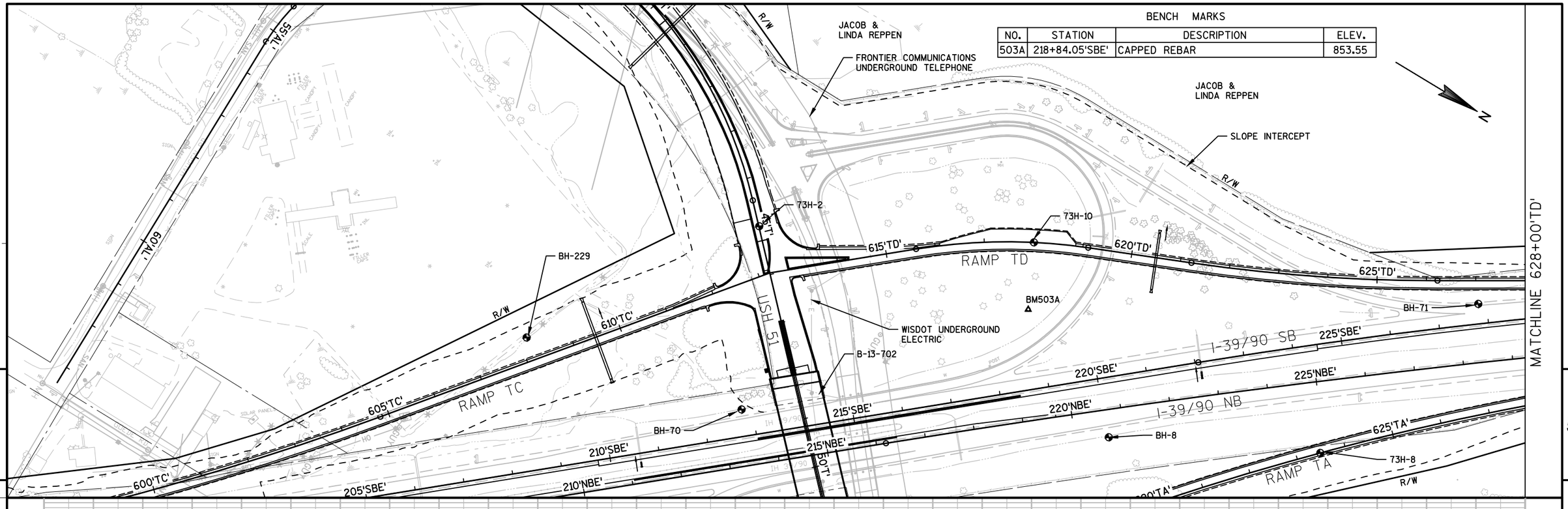


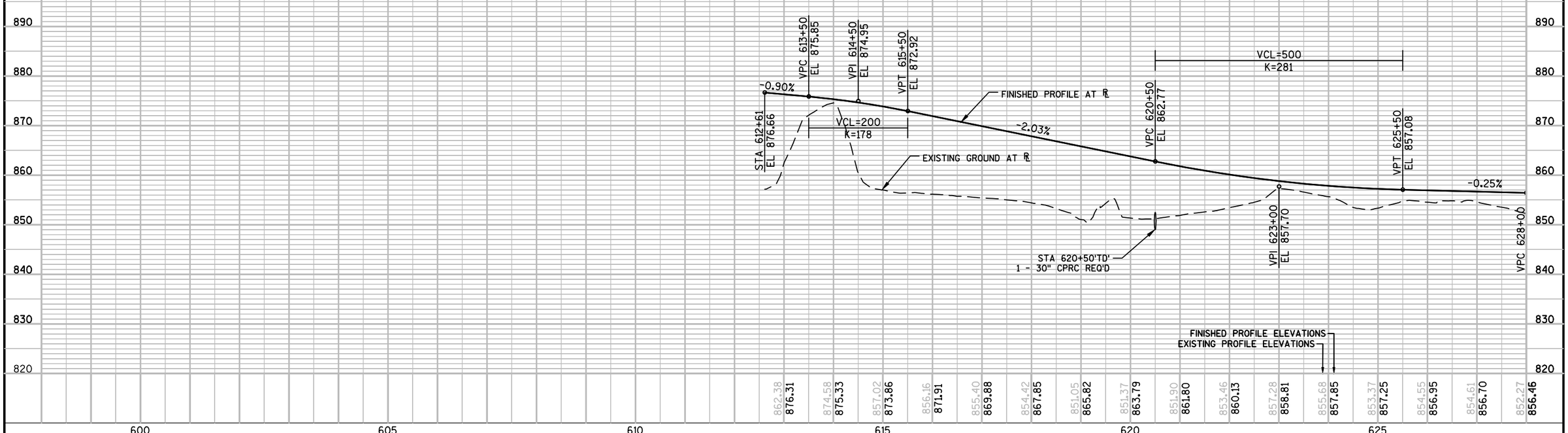
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: RAMP TC	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050201_PP_RAMPS.DWG PLOT DATE : 11/1/2014 1:14 PM PLOT BY : JEFF OTTO PLOT NAME : ---------- PLOT SCALE : 1:200_XREF_XREF_XREF (2)

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
503A	218+84.05'SBE'	CAPPED REBAR	853.55





PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: RAMP TD	SHEET 322	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050201_PP_RAMPS.DWG PLOT DATE : 11/1/2014 1:12 PM PLOT BY : JEFF OTTO PLOT NAME : ---------- PLOT SCALE : 1:200_XREF_XREF_XREF (2)

WISDOT/CADDS SHEET 44

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
504A	249+44.77'SBE'	CAPPED REBAR	867.30
554A	234+12.54'SBE'	NORTHEAST BOLT ON SIGN BASE	852.11

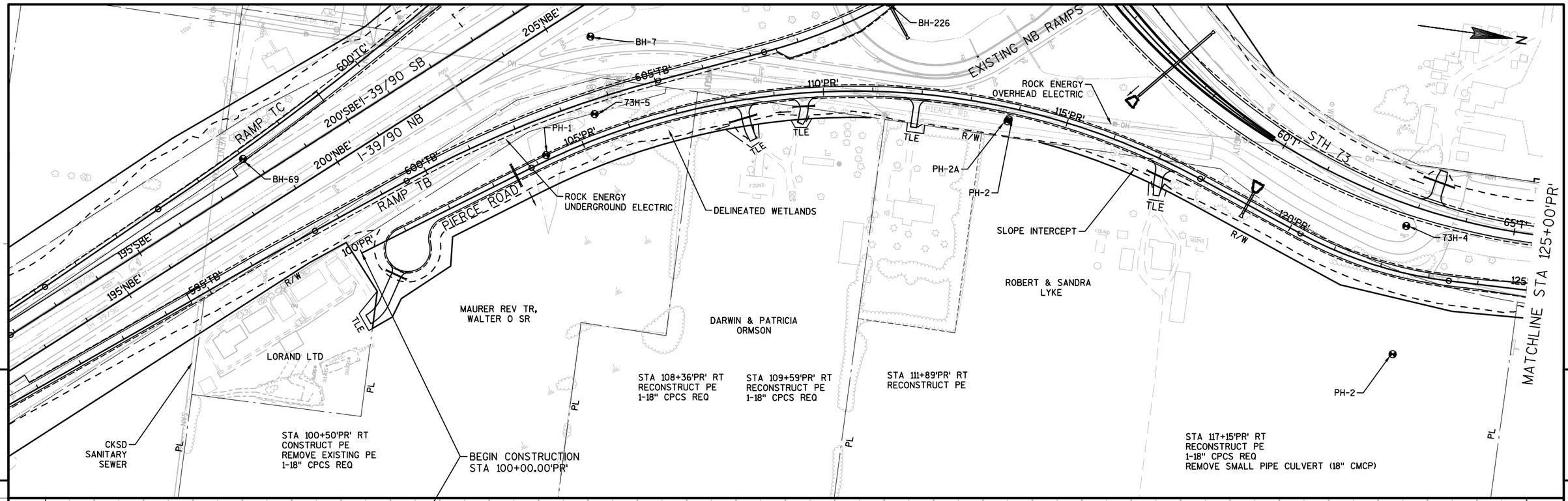
JACOB & LINDA REPPEN
BERT & BRENDA BROOKENS
HARDING JT REV TR
ALLIANT ENERGY UNDERGROUND ELECTRIC
ROCK ENERGY OVERHEAD ELECTRIC
106H-1
BH-73
R/W
PL
MATCHLINE 628+00'TD'
SLOPE INTERCEPT
S397-1
BM504A
B1650M
BH-72
B1645M
B1647M
BM554A
RAMP TD
630'TDI'
635'TDI'
240'SBE'
245'SBE'
250'SBE'
255'SBE'
I-39/90 SB
235'SBE'
230'SBE'
240'NBE'
245'NBE'
250'NBE'
255'NBE'
260'N
650'TAI'
645'TAI'
640'TAI'
235'NBE'
230'NBE'
635'TAI'
RAMP TA
630'TA'
BH-9
BH-10
EDGERTON RD
END CONSTRUCTION
STA 639+90.20'TDI'
ULTIMATE RAMP 'TD' PROFILE
VCL=170
K=272
VCL=180
K=1173
VPI 630+60
EL 858.20
VPC 629+70
EL 857.41
VPT 631+50
EL 857.83
VPC 632+30
EL 857.50
VPT 634+10
EL 856.89
STA 634+60
EL 856.76
STA 639+90
EL 855.39
EXISTING GROUND AT ℄
0.25%
0.88%
-0.41%
-0.26%
EL 856.46
VPI 628+85
EL 856.61
VPT 629+70
EL 857.41
VPI 633+20
EL 857.13
SEE PLAN DETAIL GRADES
STA 634+60.42'TDI' TO STA 639+90.20'TDI'
STA 632+29'TDI'
EXISTING 36" CMP(LINED)
TO REMAIN
EXTEND 29' LT
STA 634+33'TDI'
EXISTING 18" CMP(LINED)
TO REMAIN
EXTEND 33' LT
VCL=180
K=140
FINISHED PROFILE AT ℄
STA 632+34'TDI'
EXISTING 36" CMP
ABANDON CULVERT PIPE
FINISHED PROFILE ELEVATIONS
EXISTING PROFILE ELEVATIONS

890 880 870 860 850 840 830 820

852.27 856.46 | 851.67 856.80 | 853.48 857.64 | 855.05 857.95 | 855.49 857.62 | 855.67 857.23 | 855.86 856.92 | 855.89 856.66 | 856.29 856.40 | 856.17 856.14 | 855.84 855.88 | 855.59 855.62

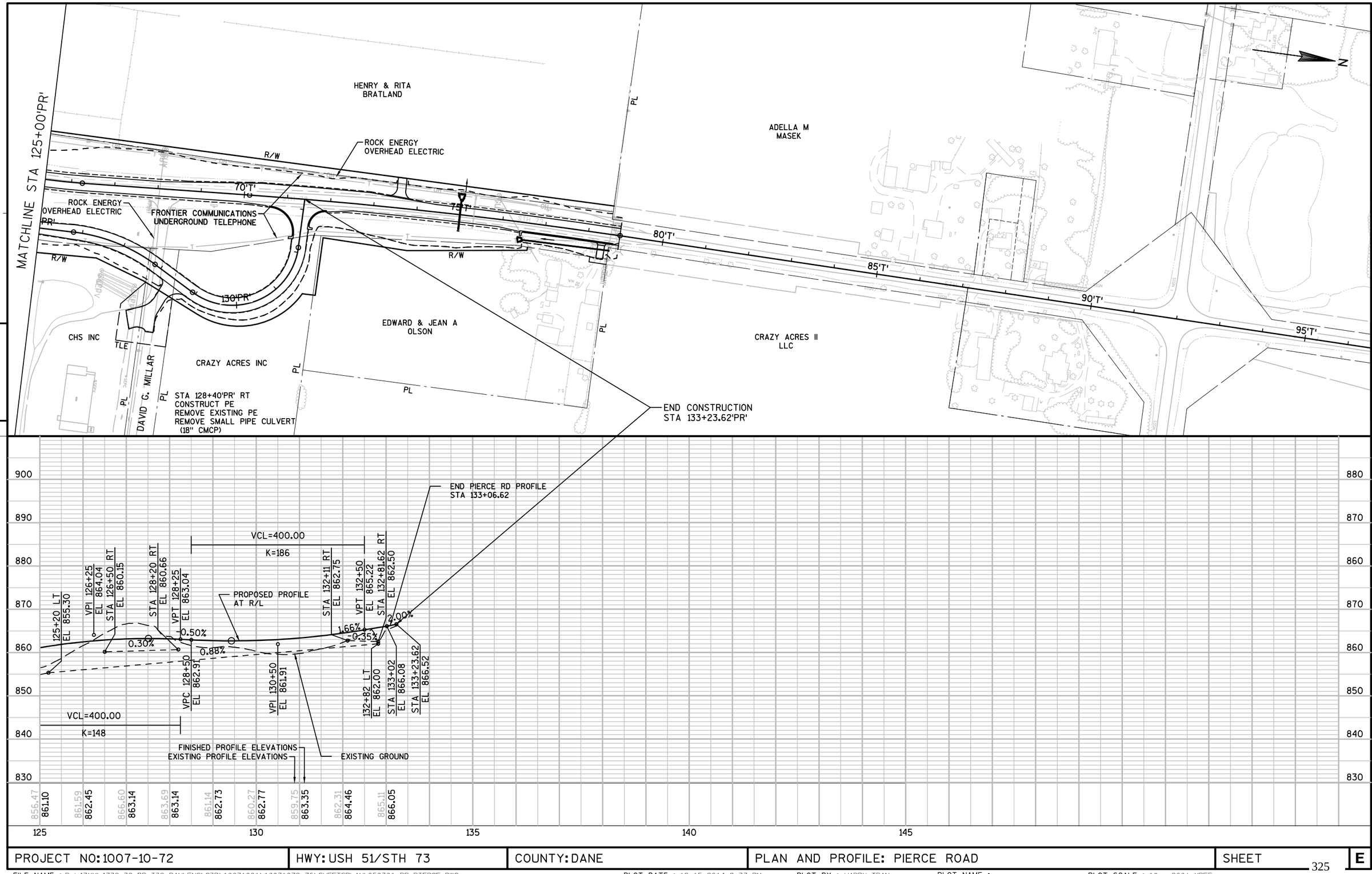
630 635 640 645 650 655

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: RAMP TD	SHEET 323	E



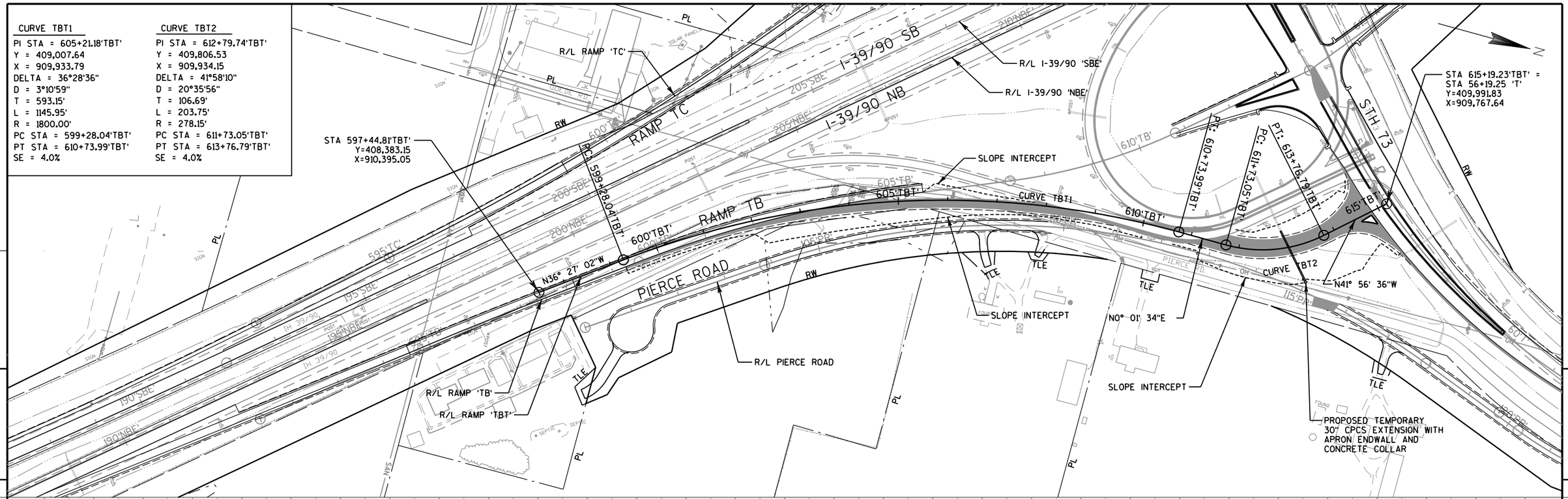
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: PIERCE ROAD	SHEET 324	E

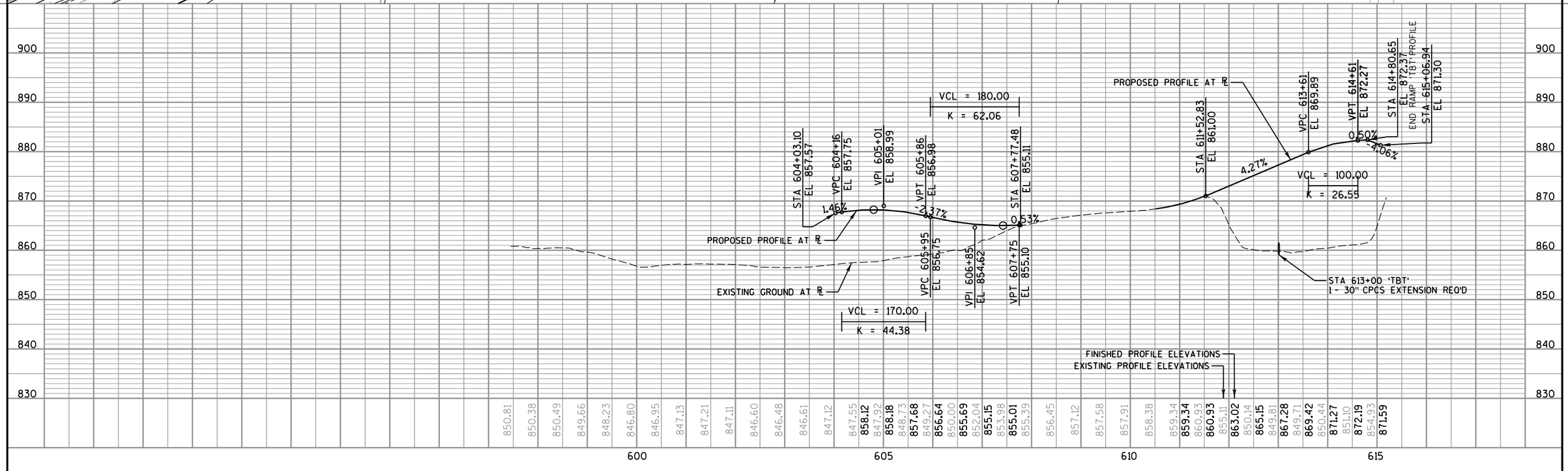
FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\050301_PP_PIERCE.DWG
PLOT DATE : 12/15/2014 2:36 PM
PLOT BY : HARRY TRAN
PLOT NAME : ---------- PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 44



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: PIERCE ROAD	SHEET 325	E

CURVE TBT1	CURVE TBT2
PI STA = 605+21.18'TBT'	PI STA = 612+79.74'TBT'
Y = 409,007.64	Y = 409,806.53
X = 909,933.79	X = 909,934.15
DELTA = 36°28'36"	DELTA = 41°58'10"
D = 3°10'59"	D = 20°35'56"
T = 593.15'	T = 106.69'
L = 1145.95'	L = 203.75'
R = 1800.00'	R = 278.15'
PC STA = 599+28.04'TBT'	PC STA = 611+73.05'TBT'
PT STA = 610+73.99'TBT'	PT STA = 613+76.79'TBT'
SE = 4.0%	SE = 4.0%





PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: TEMPORARY RAMP 'TBT'	SHEET 326	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\050401_pp_TempRampTB.dgn PLOT DATE : 12/15/2014 PLOT BY : hxt PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 40

CURVE TDT1
PI STA = 623+85.72'TDT'
Y = 410,226.55
X = 908,501.78
DELTA = 31°34'29"
D = 3°54'40"
T = 414.20'
L = 807.34'
R = 1465.00'
PC STA = 619+71.51'TDT'
PT STA = 627+78.85'TDT'
SE = 4.0%

STA 618+52.45'TDT
Y=409,693.30
X=908,497.84

PC: 619+71.51'DT'

N0° 25' 27"E

620'TDT'

615'TD'

620'TD'

625'TDT'

R/L RAMP 'TDT'

SLOPE INTERCEPT

PROPOSED TEMPORARY
15" RCCP WITH
APRON ENDWALLS

CURVE TDT1

PT: 627+78.85'DT'

N31° 09' 02"W

STA 628+91.72'TDT'
Y=410,677.63
X=908,229.13

RW

R/L RAMP 'TD'

RAMP TD

630'TD'

USH 51/STH 73

IH 39/90

220'SBE'

225'SBE'

230'SBE'

235'SBE'

240'SBE'

I-39/90 SB

R/L I-39/90 'SBE'

220'NBE'

225'NBE'

230'NBE'

235'NBE'

240'NBE'

I-39/90 NB

R/L I-39/90 'NBE'

625'TA'

630'TA'

635'TA'

620'TA'

RAMP TA

R/L RAMP 'TA'

RW

PL

N

5

5

890
880
870
860
850
840
830
820

FINISHED PROFILE AT ℄

621+50 LT
EL 851.62

STA 622+43.04
EL 854.86

VPC 623+25
EL 855.72

VPI 624+00
EL 856.50

VPT 624+75
EL 856.81

STA 624+99.23
EL 856.91

1.05%

0.61%

0.41%

90.0

624+57 LT
EL 853.50

624+99 LT
EL 854.31

PROPOSED DITCH
PROFILE LEFT

STA 624+50'TDT'
1 - 15" CPRC REQ'D

EXISTING GROUND AT ℄

VCL = 150.00
K = 235.52

PROPOSED FINISHED ELEVATIONS
EXISTING PROFILE ELEVATIONS

856.58 855.80 855.26 854.92 854.75 854.87 854.85 854.37 **854.93** 853.00 **855.46** 852.12 **855.97** 853.04 **856.38** 854.09 **856.69** 854.77 854.96 854.79 855.16 854.29 853.00 853.78 854.88

620 625 630

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	PLAN AND PROFILE: TEMPORARY RAMP 'TDT'	SHEET 327	E

Standard Detail Drawing List

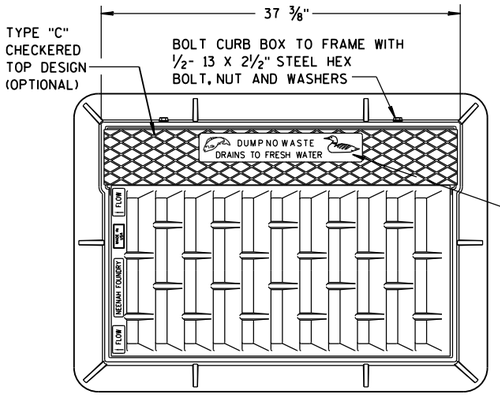
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D03-06	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-08	CONDUIT UNDER PAVED HIGHWAYS
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-01	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-13B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-13D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-13E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E01-13G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E02-04	FREEWAY LIGHTING UNIT POLE WIRING
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-05	CONCRETE PAVEMENT SHOULDERS
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13B02-07A	CONCRETE BRIDGE APPROACH
13B02-07B	STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-02E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B29-01	SAFETY EDGE
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)

6

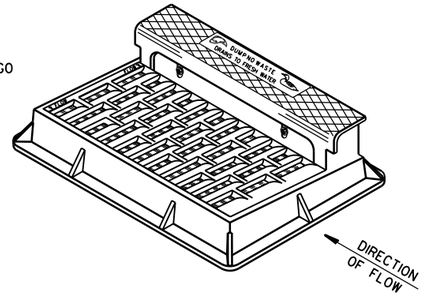
Standard Detail Drawing List

14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A02-08	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
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-03A	BICYCLE LANE MARKING
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D16-02	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D35-01A	RAMP GATE HARD WIRED
15D35-01B	RAMP GATE HARD WIRED
15D35-01C	RAMP GATE HARD WIRED
15D35-01D	RAMP GATE HARD WIRED

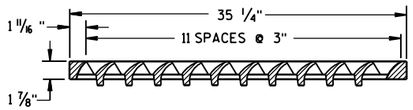
6

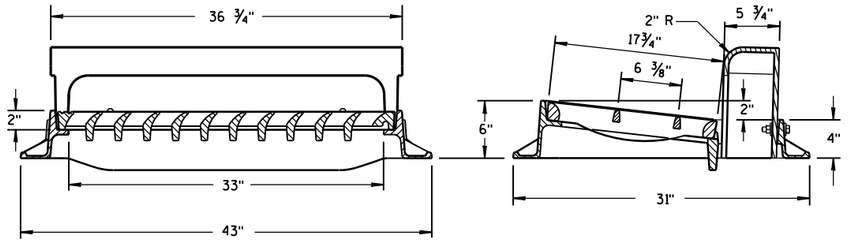


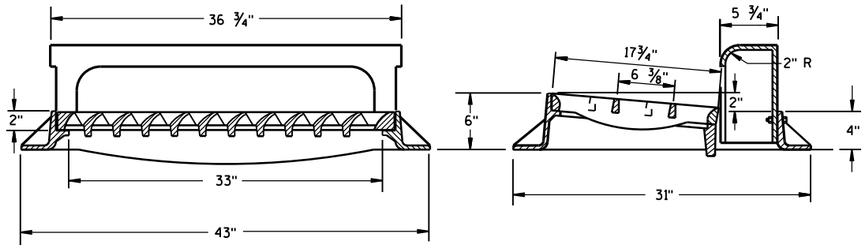
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

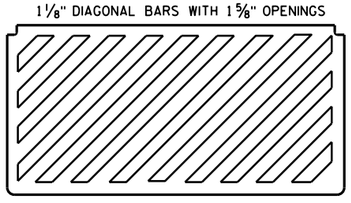






TYPE "H"

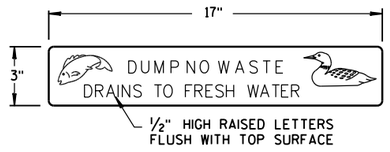
NOTE: EITHER CASTING IS ACCEPTABLE



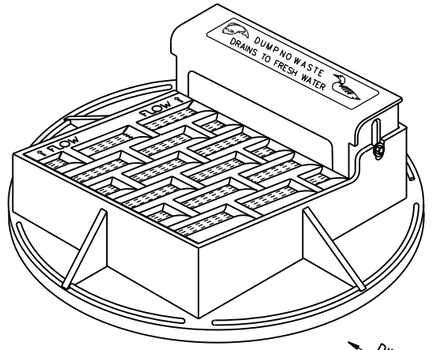
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

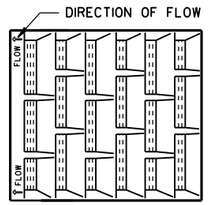
NOTE:
GRATE IS REVERSIBLE.

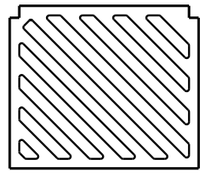
GENERAL NOTES

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.

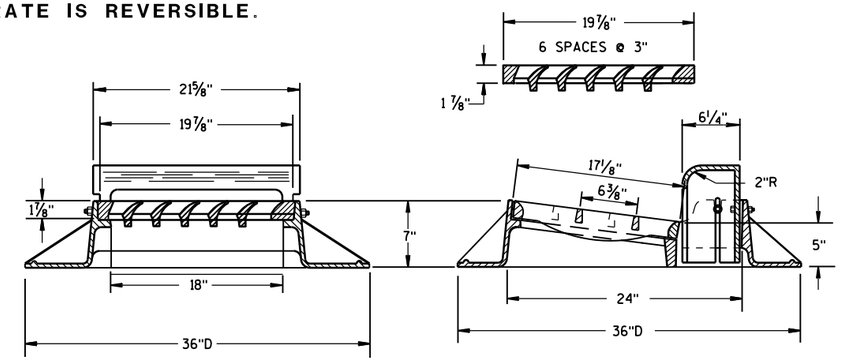




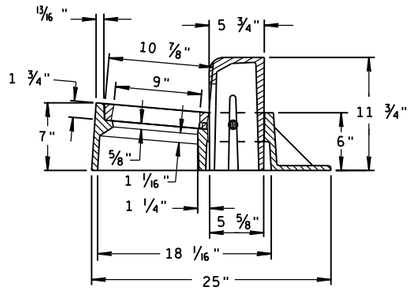
SPECIAL GRATE FOR TYPE "A" COVER

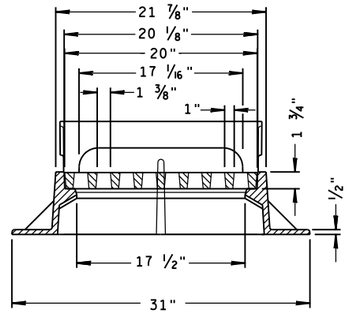
(MEASURES 19 3/4" X 17" X 1 7/8")

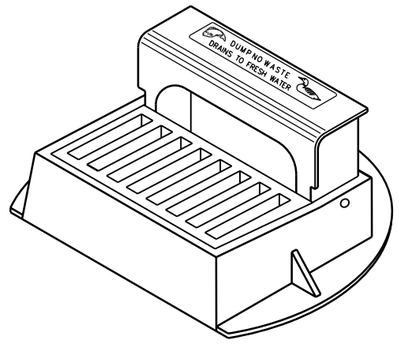
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

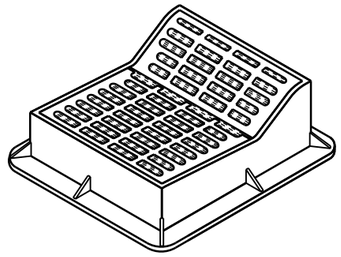
INLET COVERS
TYPE A, H, A-S, H-S & Z

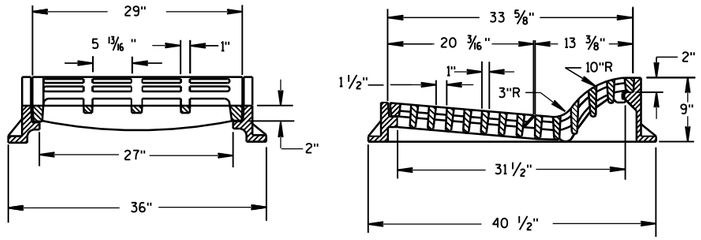
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

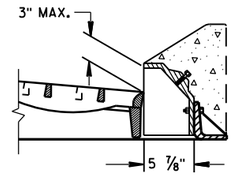
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

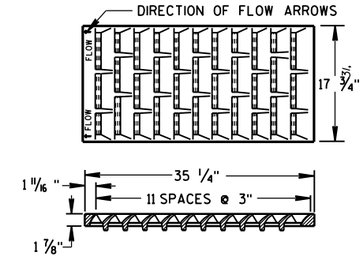
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

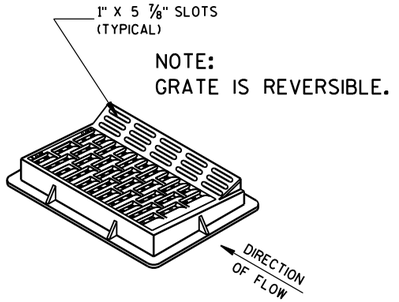
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

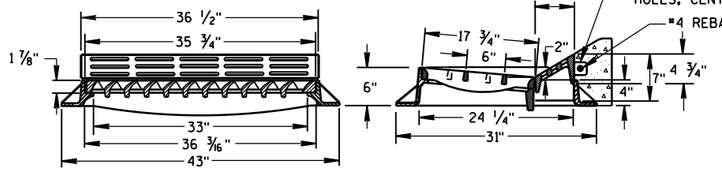
GENERAL NOTES

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

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



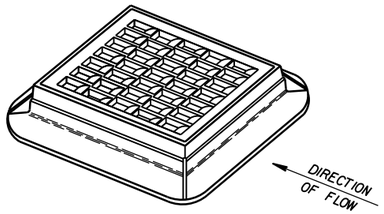


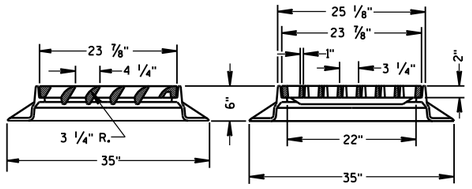


TYPE "HM"

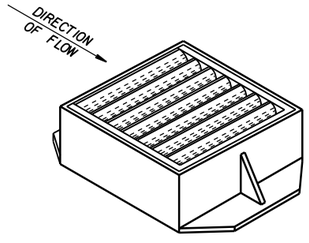
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

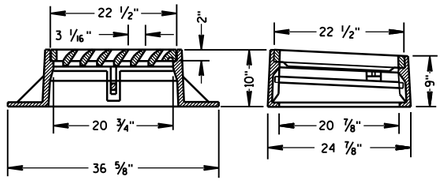
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



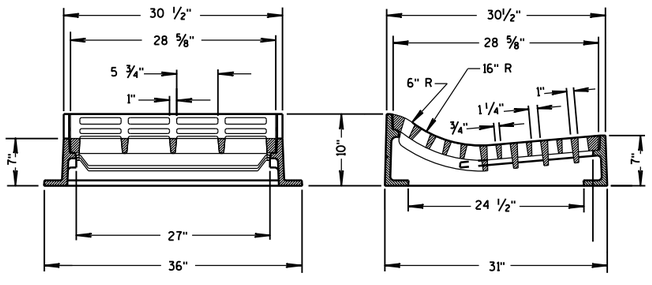


TYPE "S"



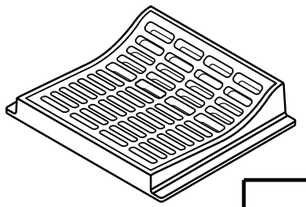


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



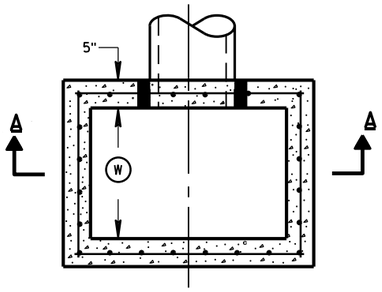
INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

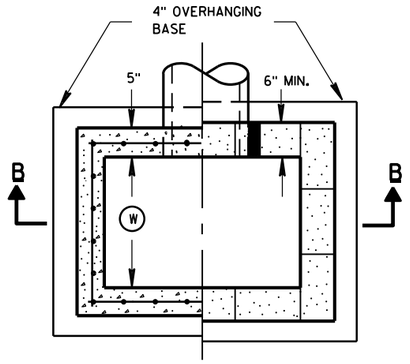
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

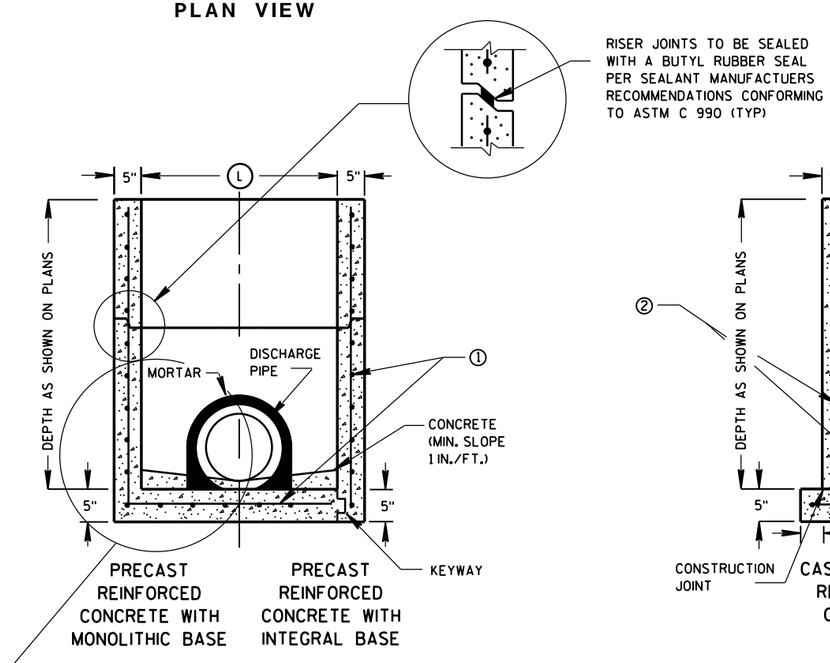
S.D.D. 8 A 5-19c



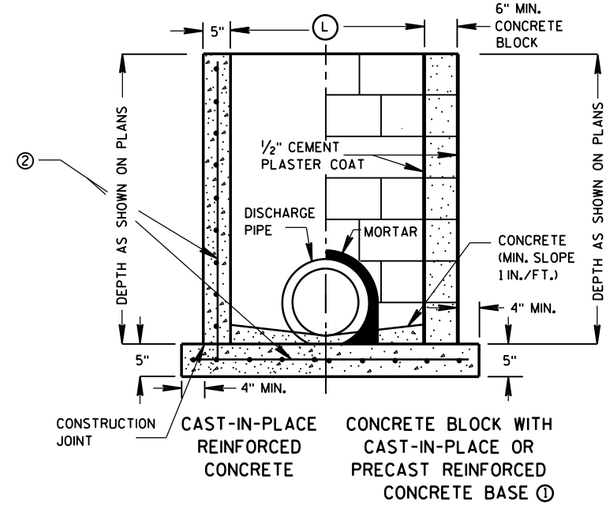
PLAN VIEW



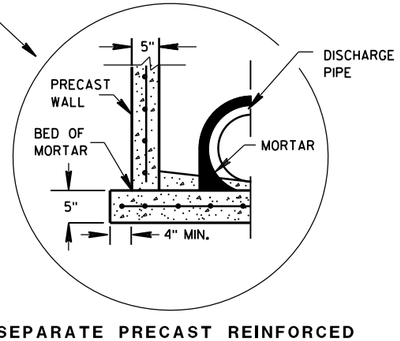
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

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

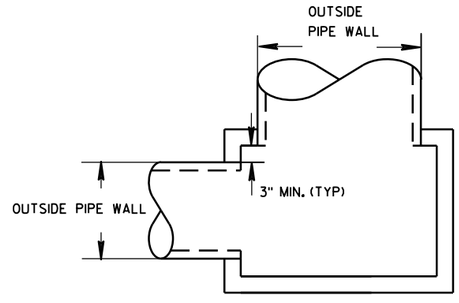
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

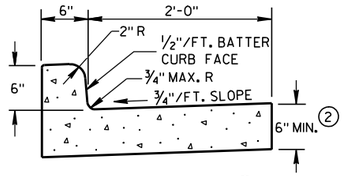
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

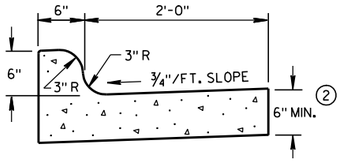
APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE ENGINEER
FHWA

6

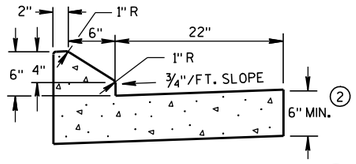
S.D.D. 8 C 7-1



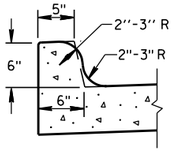
TYPES A & D (1)



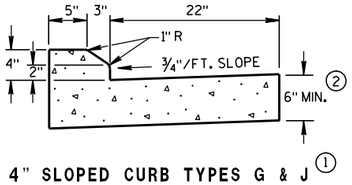
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

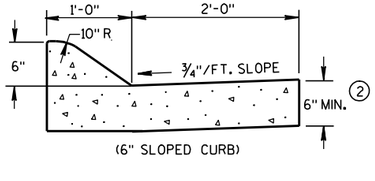


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

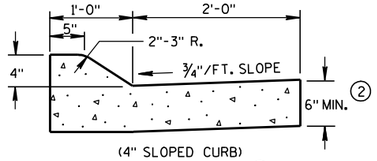


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

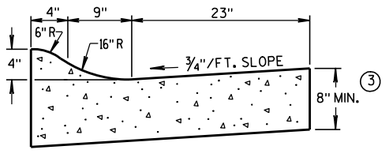


(6" SLOPED CURB)



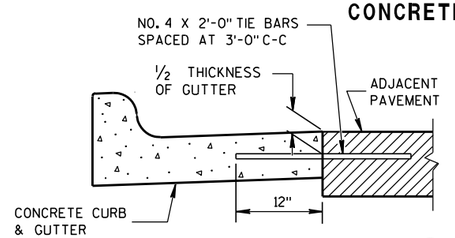
(4" SLOPED CURB)

TYPES A & D (1)

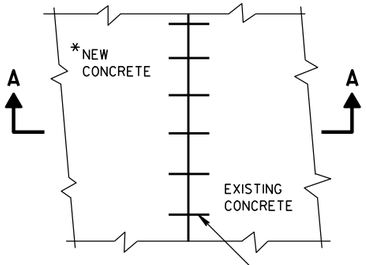


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

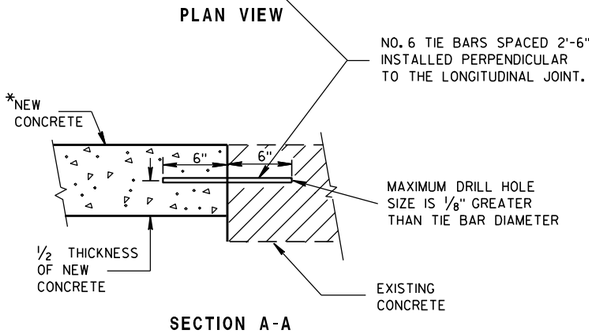


TYPICAL TIE BAR LOCATION (1)



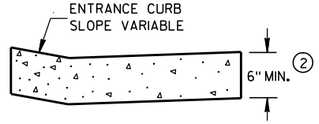
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

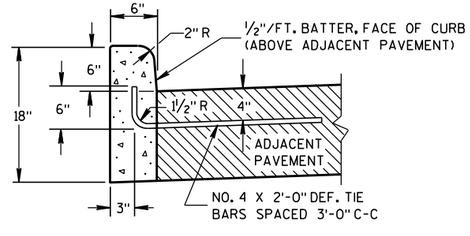


SECTION A-A

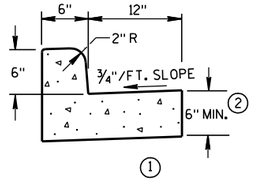
TIE BARS DRILLED INTO EXISTING PAVEMENT



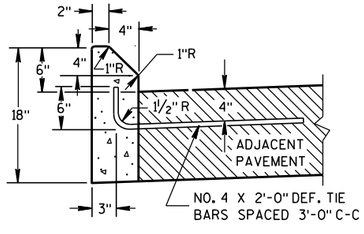
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D

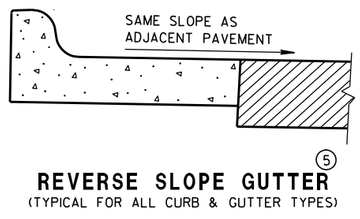


(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES G & J

CONCRETE CURB



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

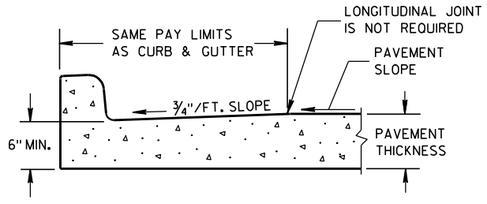
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

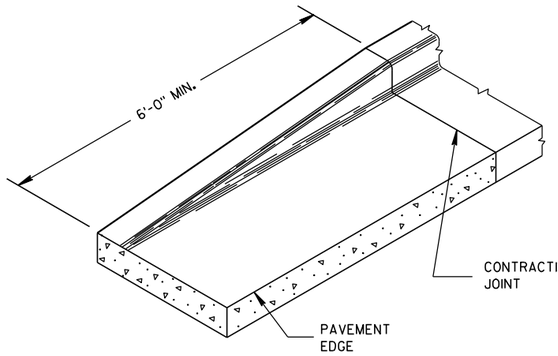
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

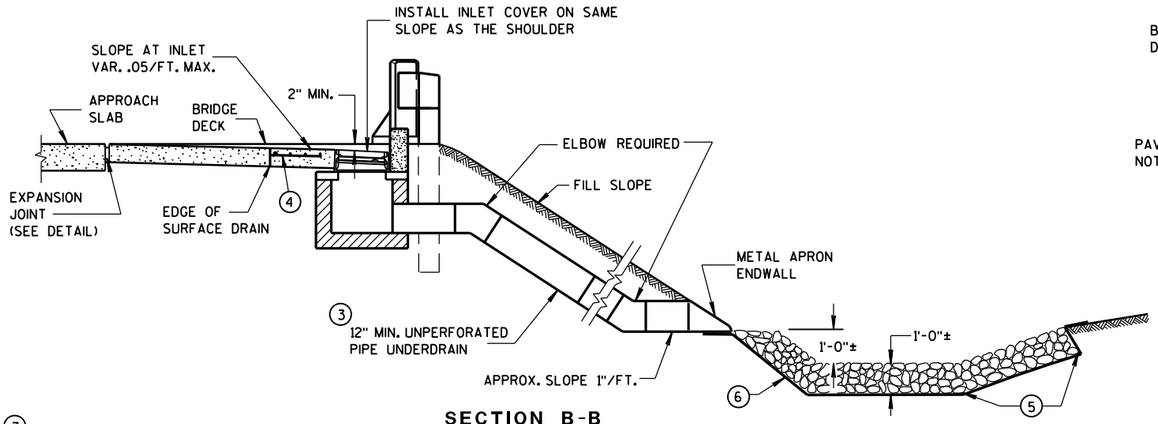
APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
333
FHWA
ENT

6

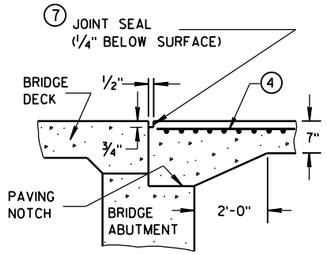
S.D.D. 8 D 1-17

6

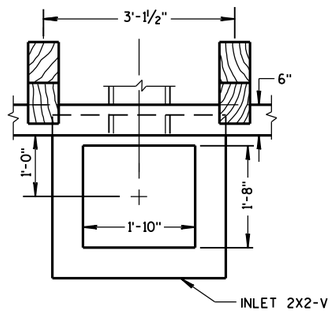
S.D.D. 8 D 1-17



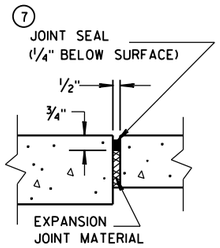
SECTION B-B



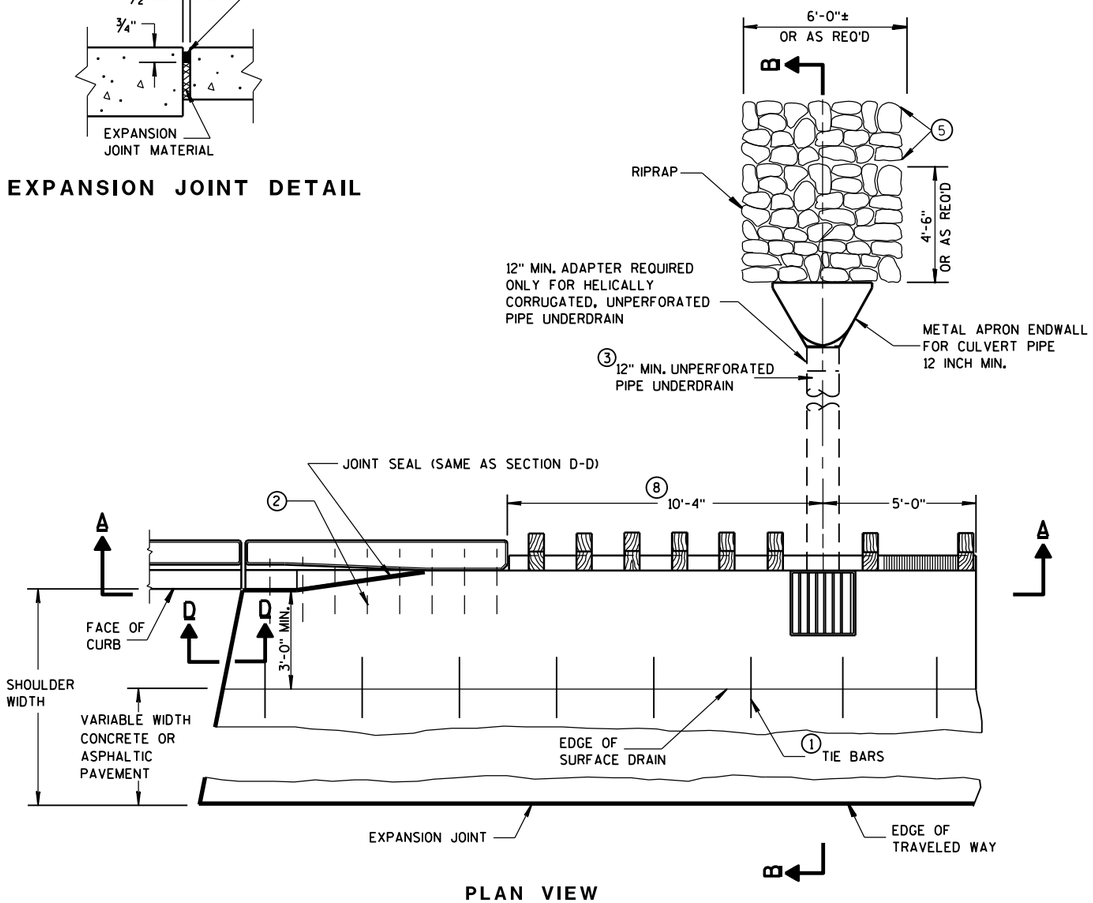
SECTION D-D



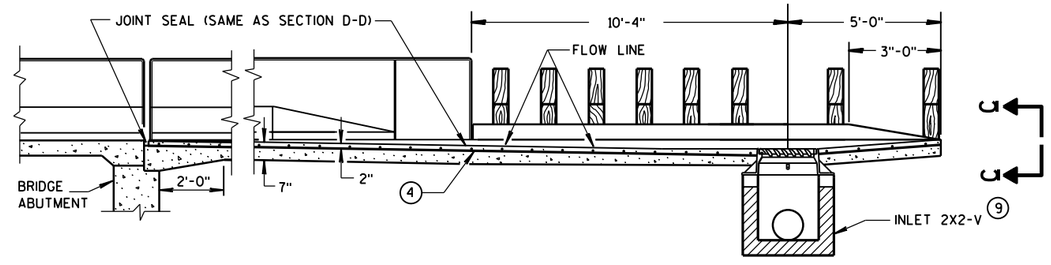
PLAN VIEW



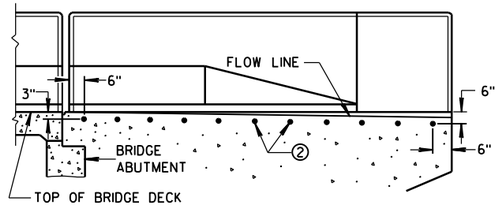
EXPANSION JOINT DETAIL



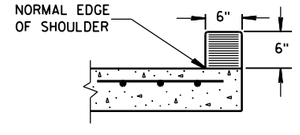
PLAN VIEW



SECTION A-A



LOCATION OF TIE BARS IN WINGWALL



SECTION C-C

GENERAL NOTES

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

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

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

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

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

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

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(6) GEOTEXTILE FABRIC, TYPE 'R'

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".

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

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

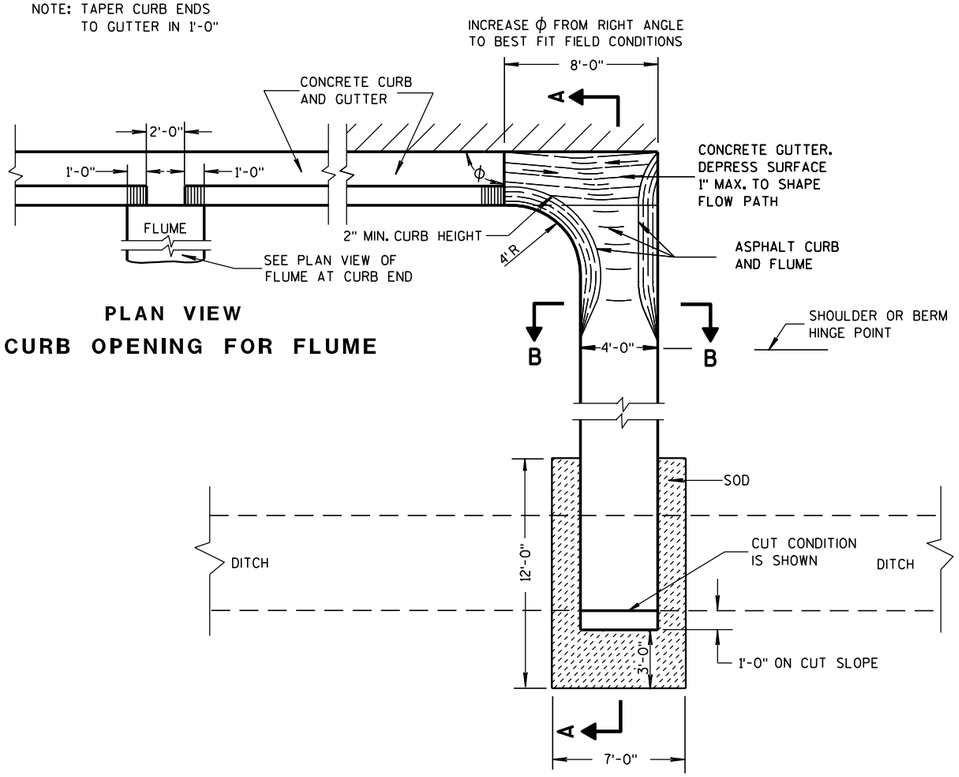
6

S.D.D. 8 D 3-6

6

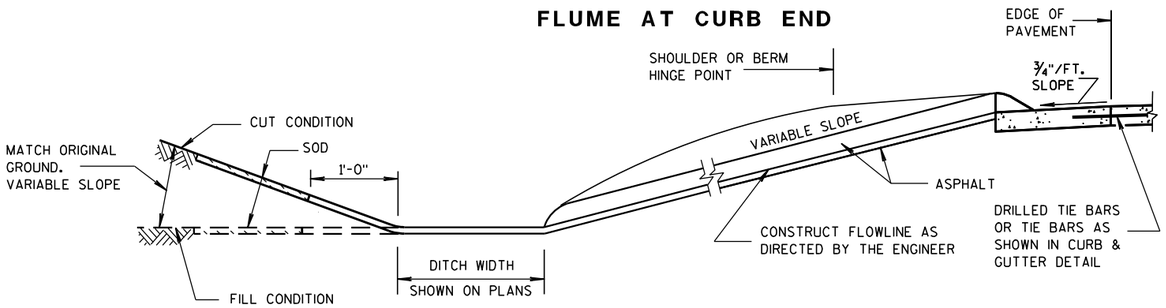
S.D.D. 8 D 3-6

ASPHALTIC FLUME

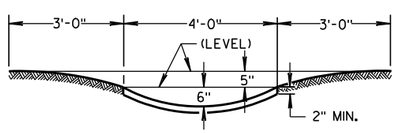


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

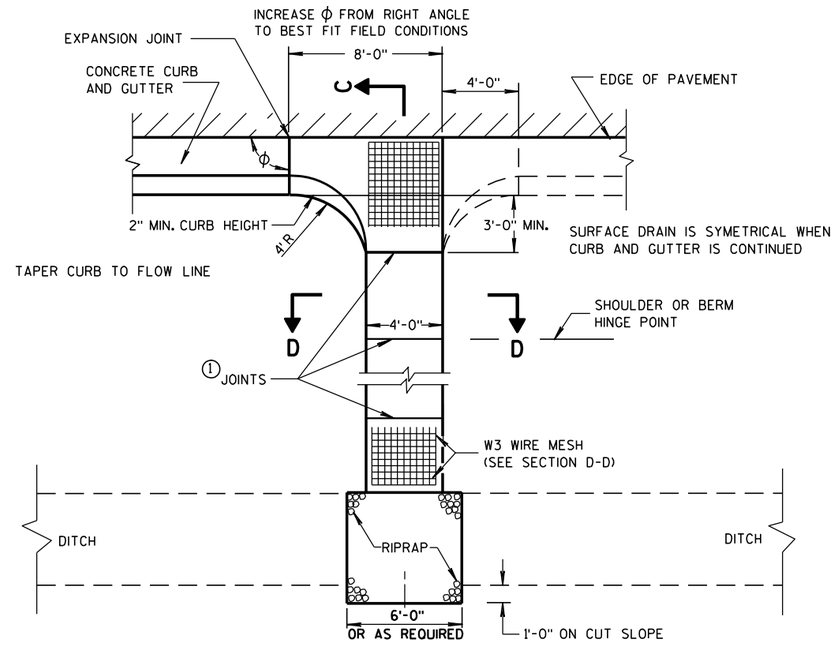
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

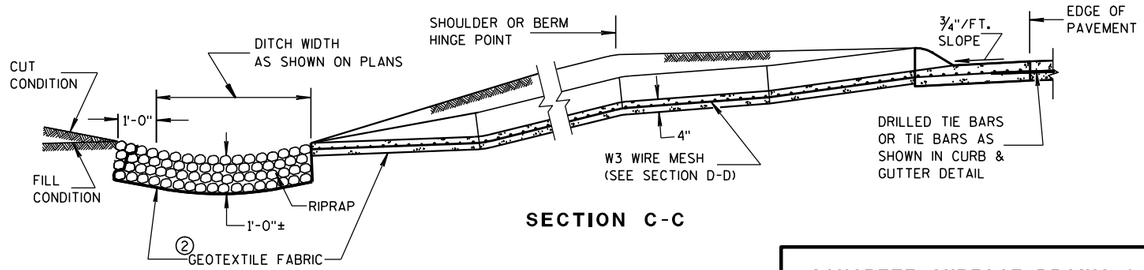
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

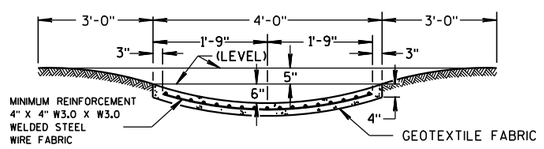
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-4-08 DATE — /S/ Jerry H. ... ROADWAY STANDARDS ENGINEER — MENT

FHWA

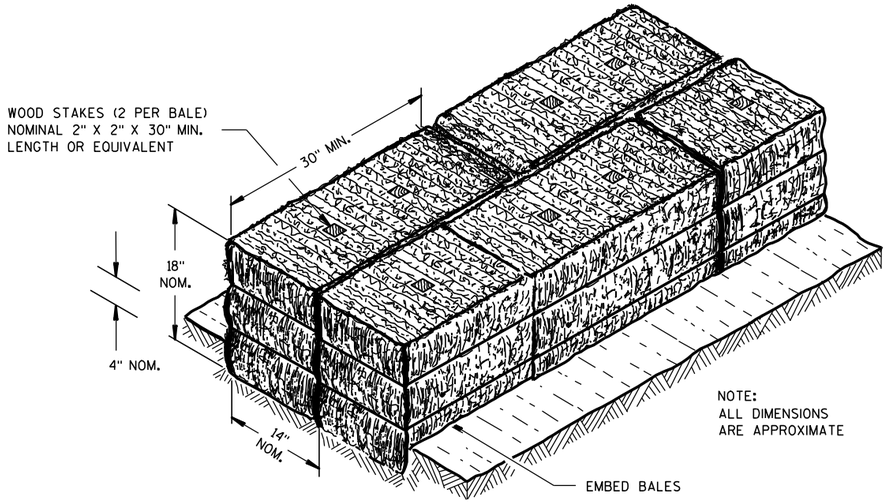
335

6

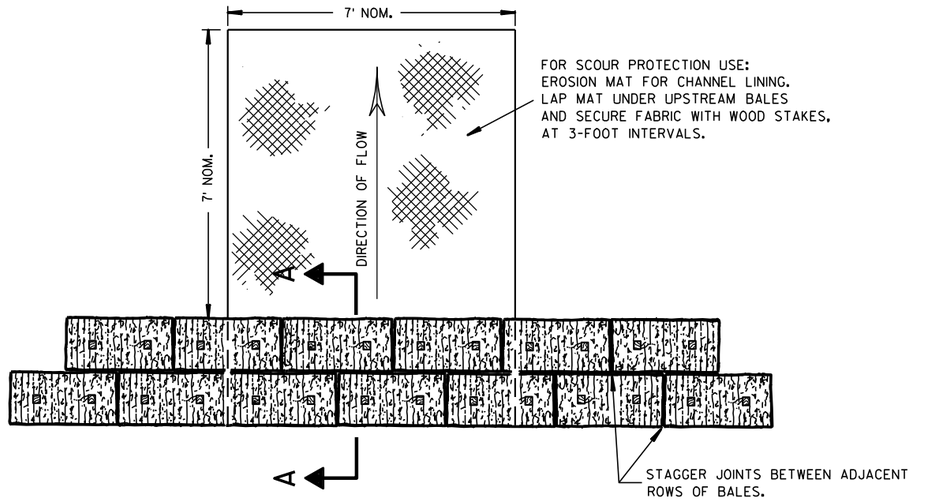
S.D.D. 8 D 4-5

6

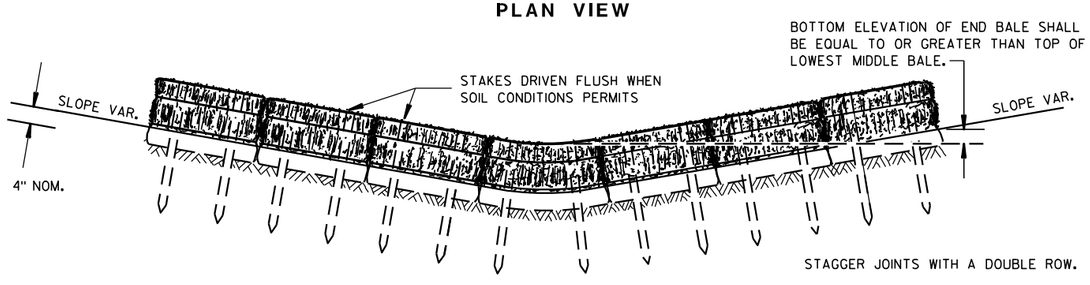
S.D.D. 8 D 4-5



SECTION A-A



PLAN VIEW



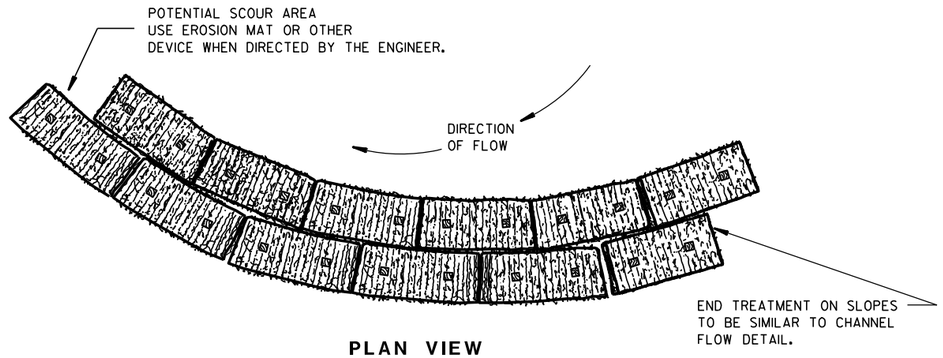
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

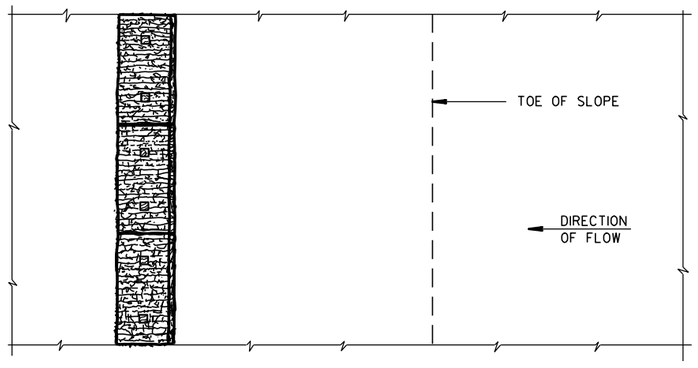
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

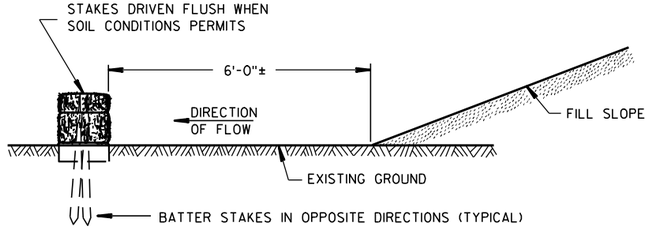


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

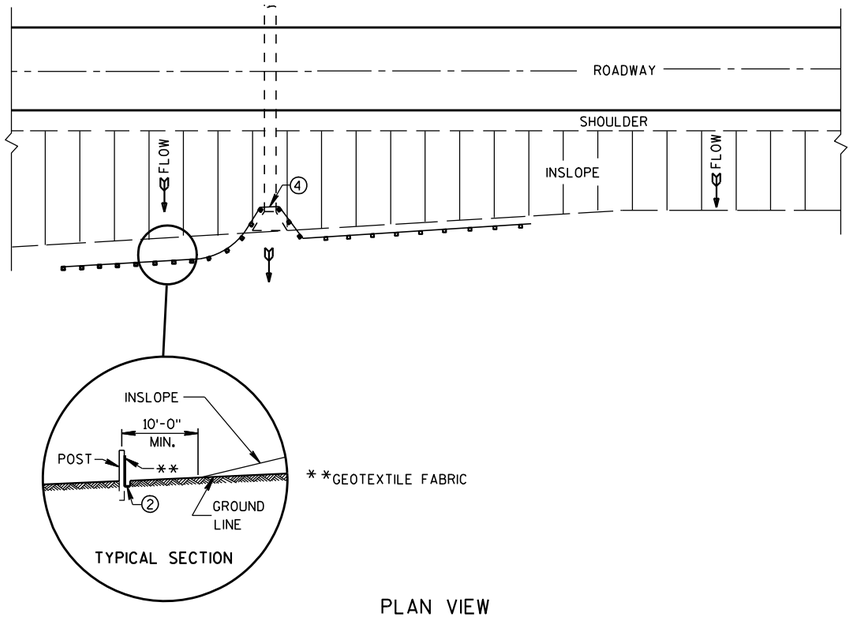
FHWA

6

S.D.D. 8 E 8-3

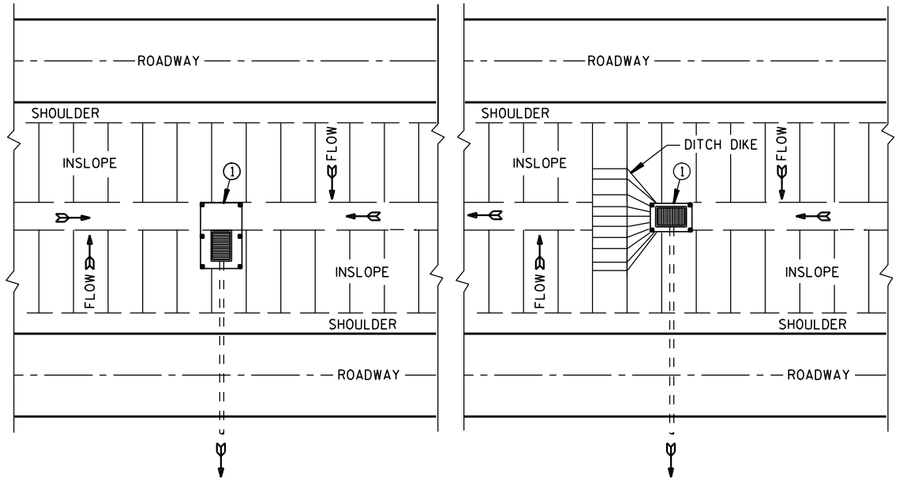
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



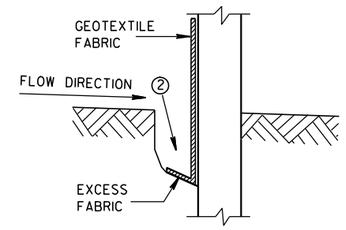
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

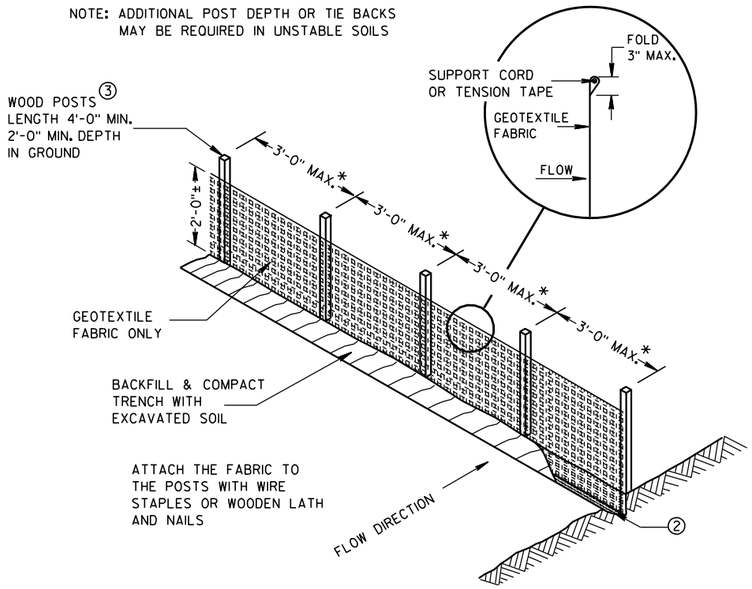
GENERAL NOTES

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

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

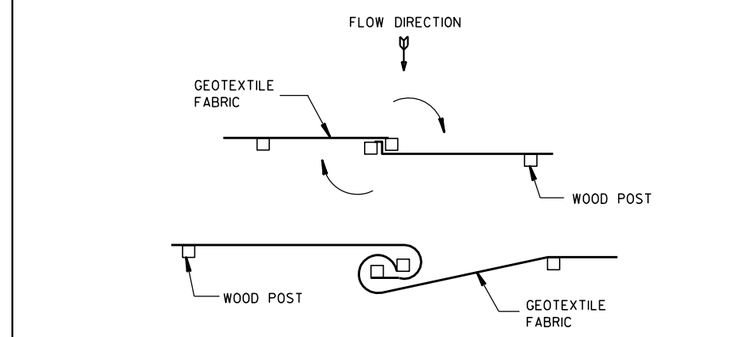


TRENCH DETAIL

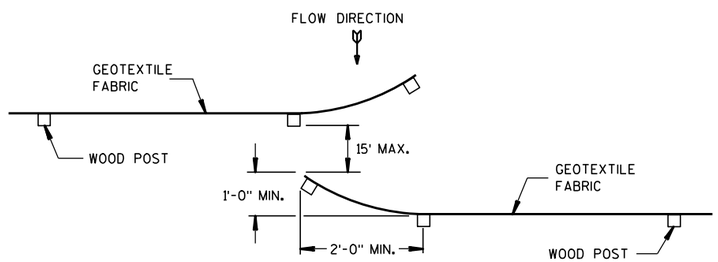


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

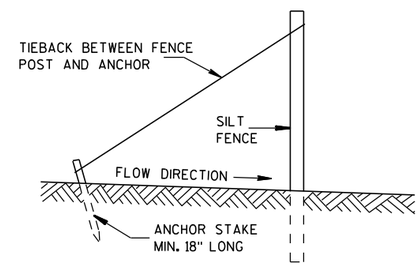


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

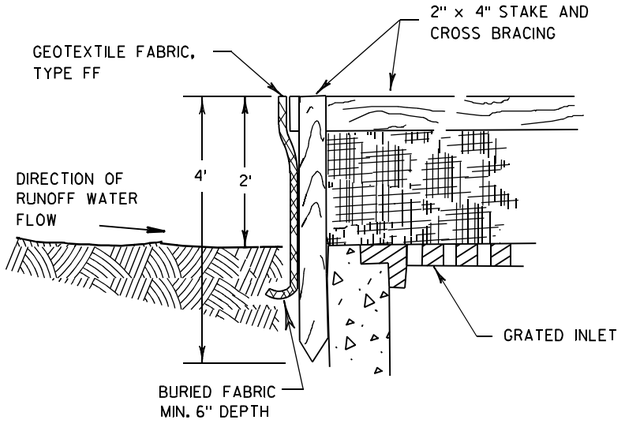
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

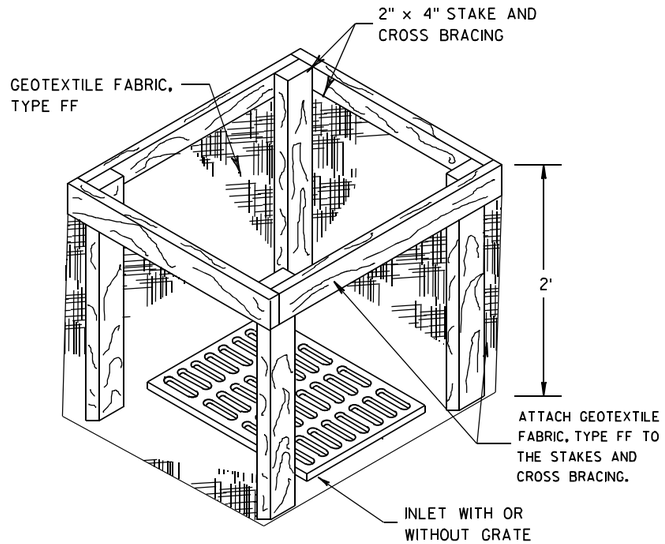
6

S.D.D. 8 E 9-6

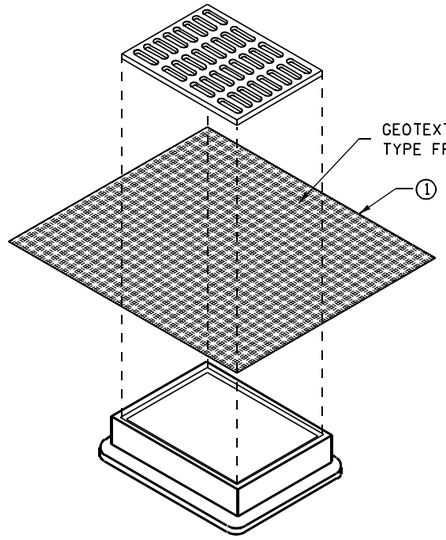
6

S.D.D. 8 E 9-6



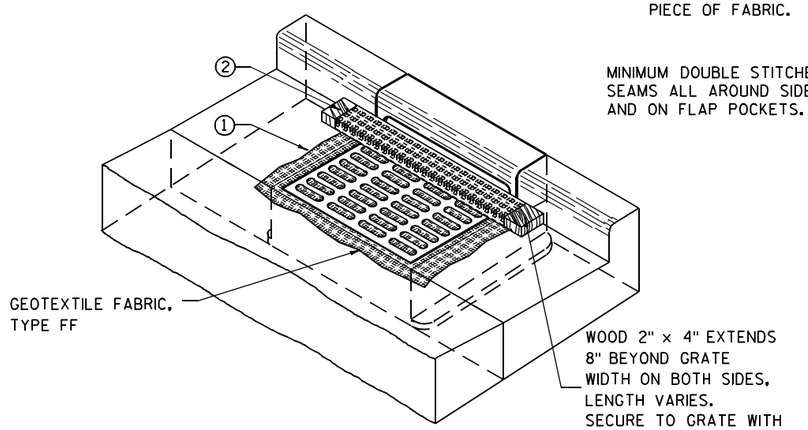


INLET PROTECTION, TYPE A

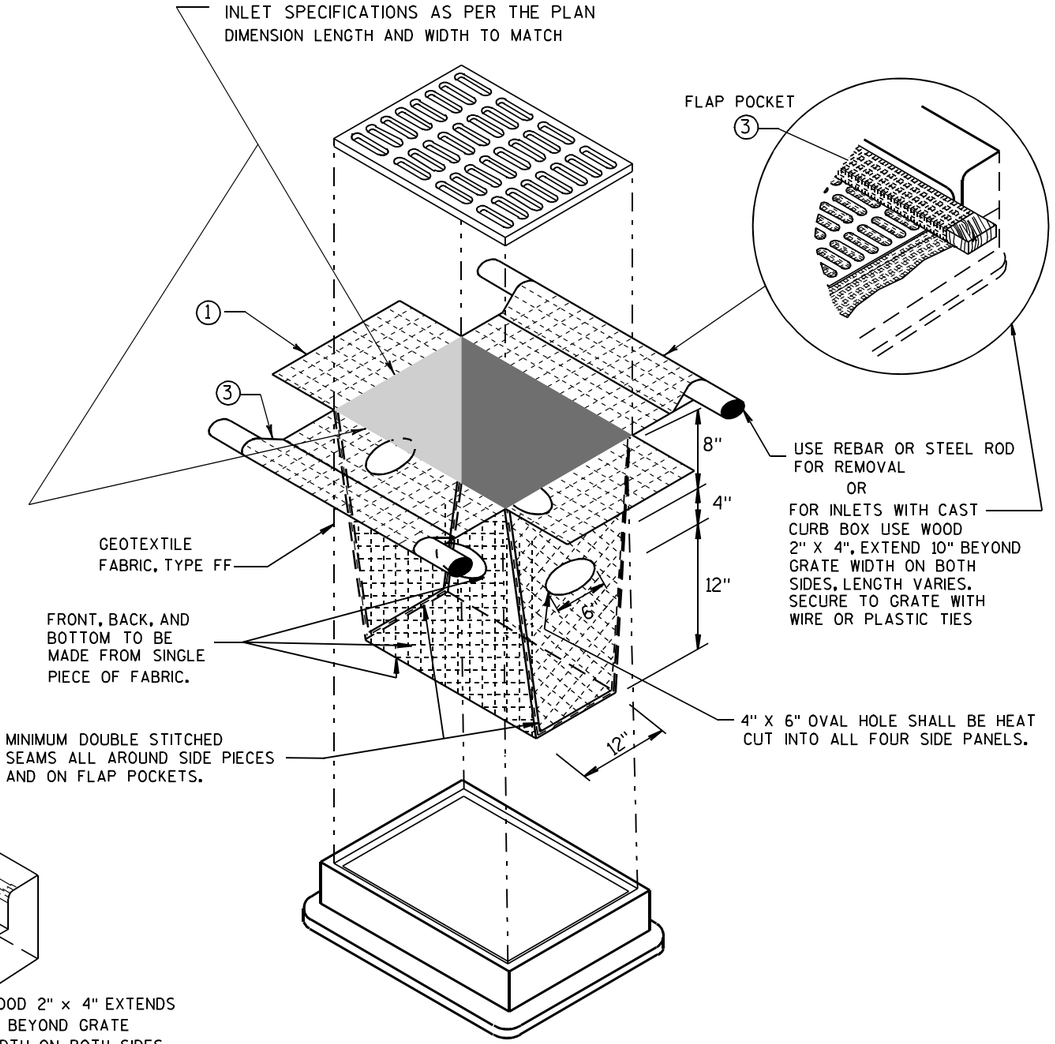


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

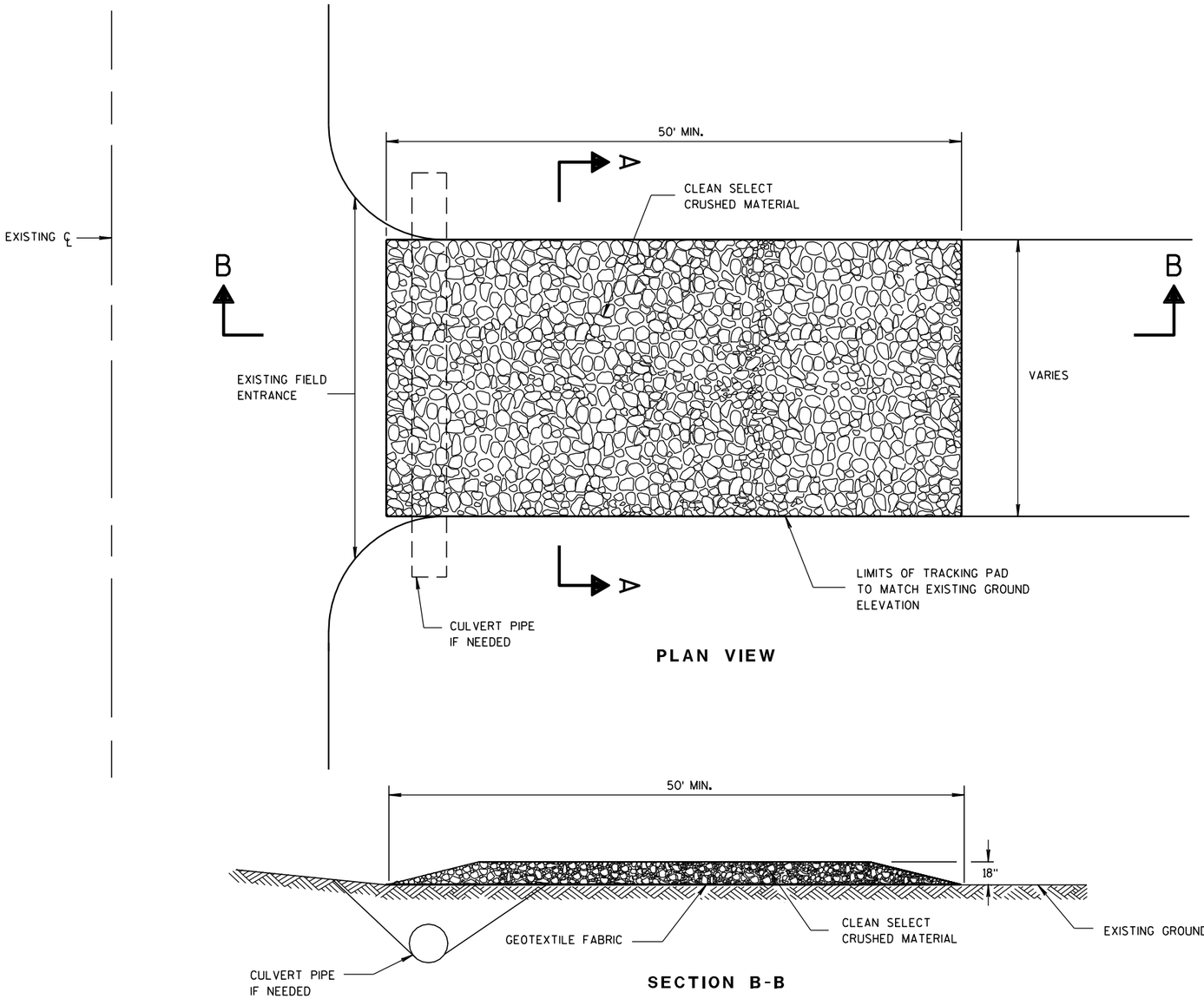
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

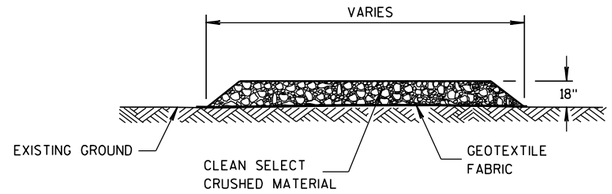
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER
339	ENT

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

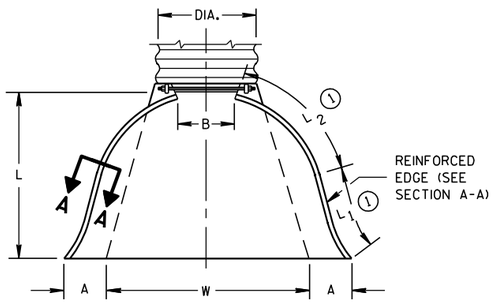
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

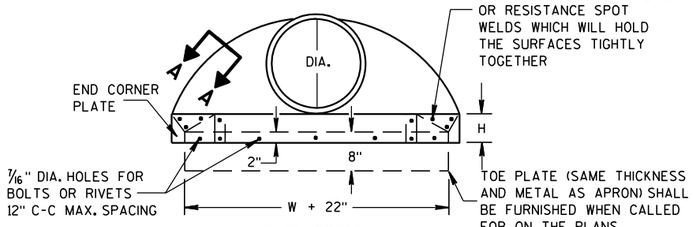
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

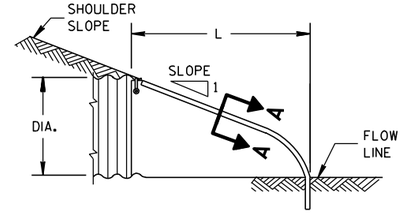
*MINIMUM
**MAXIMUM



PLAN VIEW

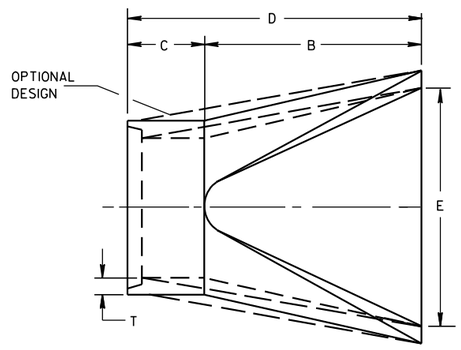


END VIEW

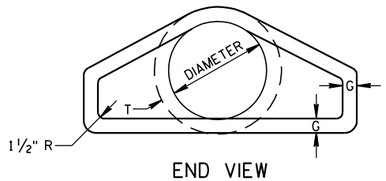


SIDE ELEVATION

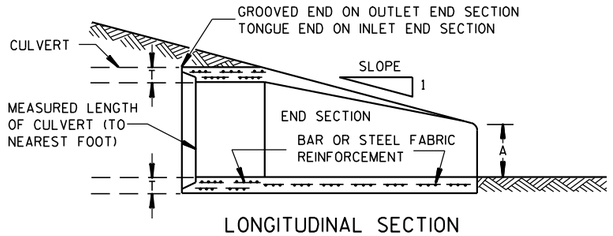
METAL ENDWALLS



PLAN

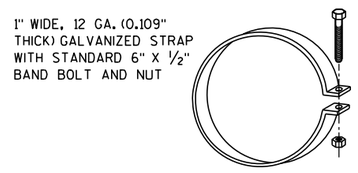


END VIEW



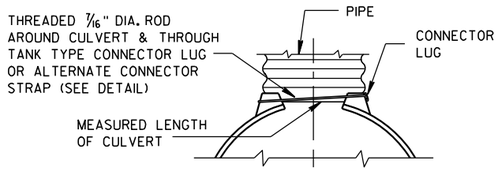
LONGITUDINAL SECTION

CONCRETE ENDWALLS

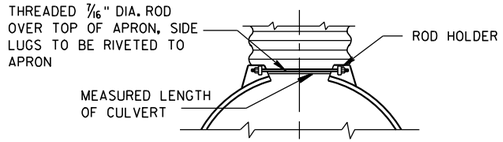


ALTERNATE FOR TYPE 1 CONNECTION

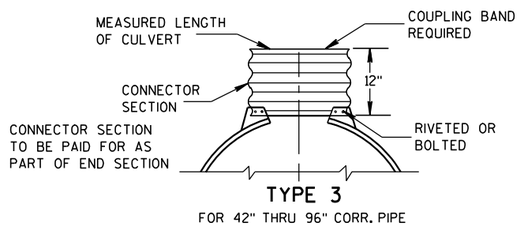
END SECTION CONNECTOR STRAP



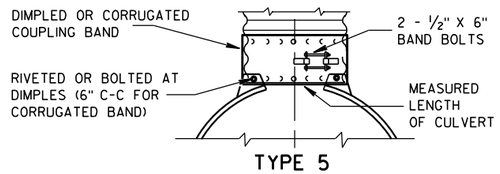
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

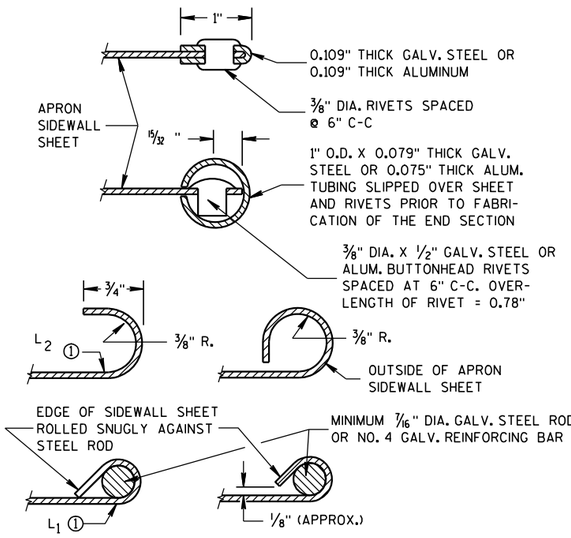
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

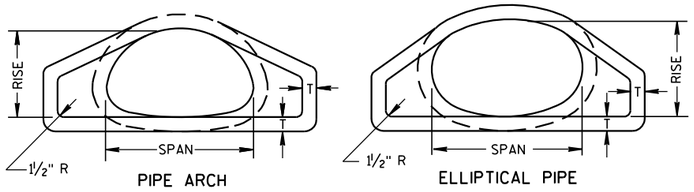
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

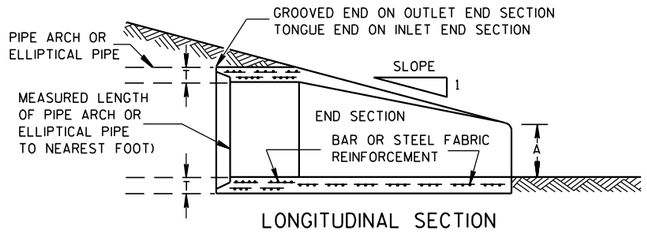
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

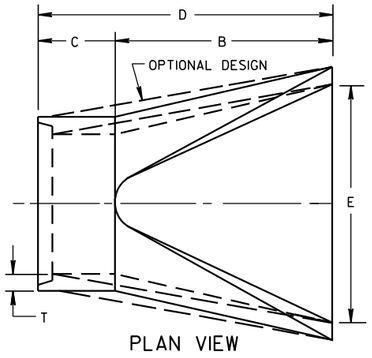
6
S.D.D. 8 F 1-11



END VIEW

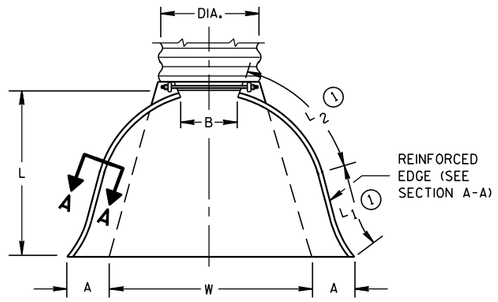


LONGITUDINAL SECTION

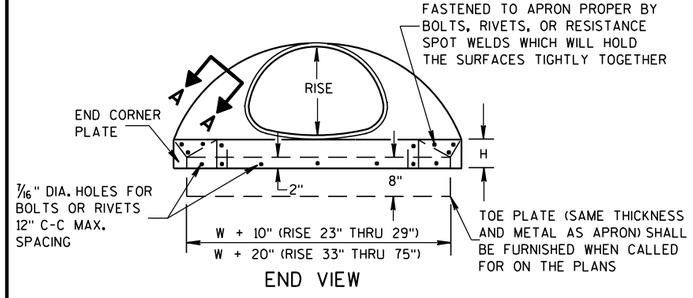


PLAN VIEW

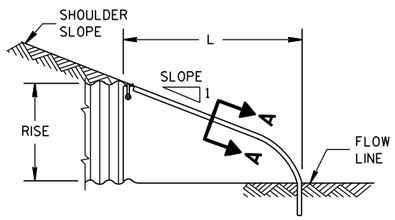
CONCRETE ENDWALLS



PLAN VIEW

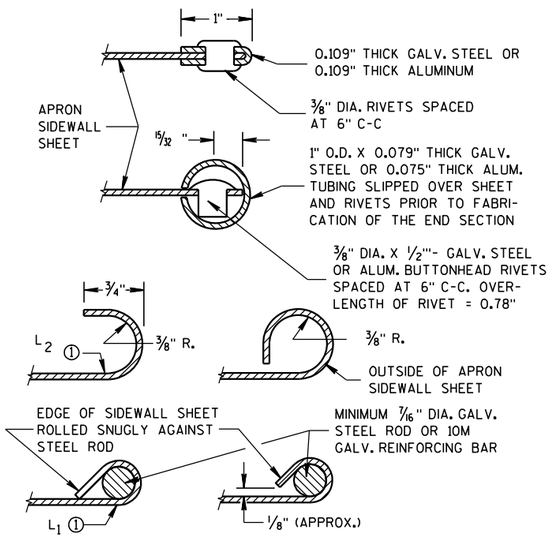


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

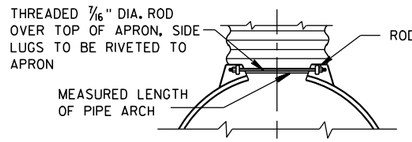
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

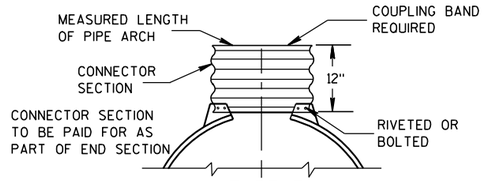
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



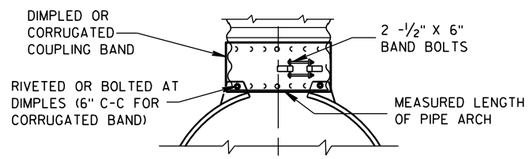
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

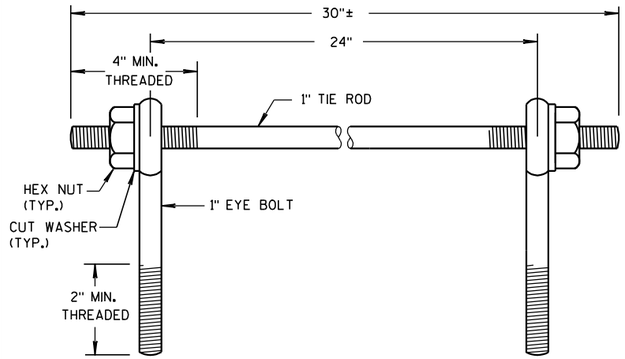
FHWA

6

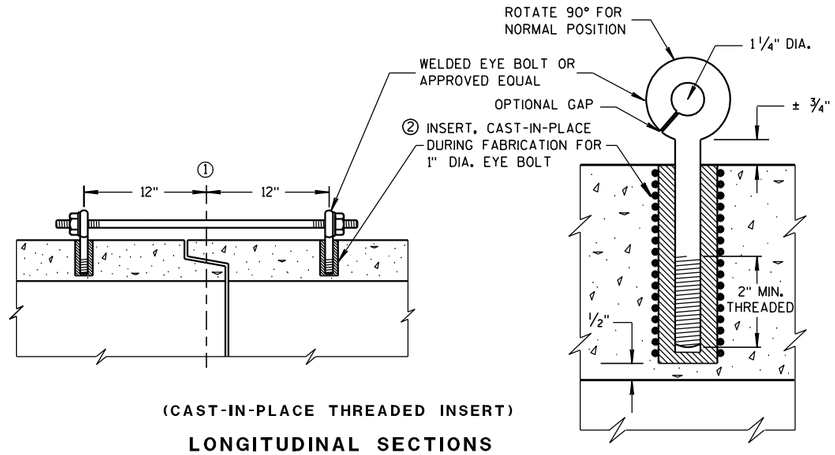
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

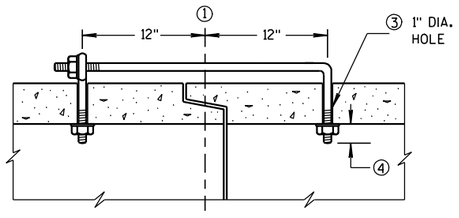
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

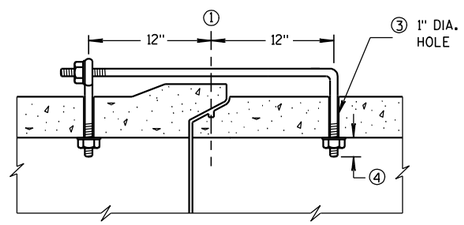
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

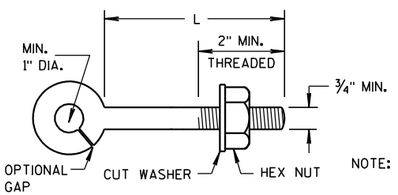


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

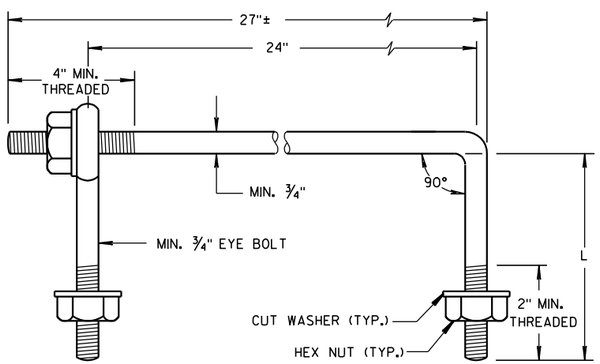
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

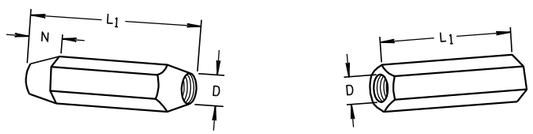
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

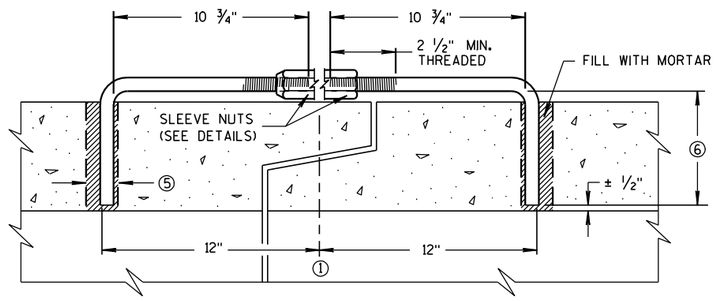
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

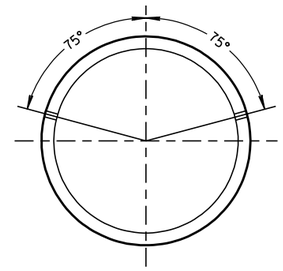
SLEEVE NUTS



LONGITUDINAL SECTION

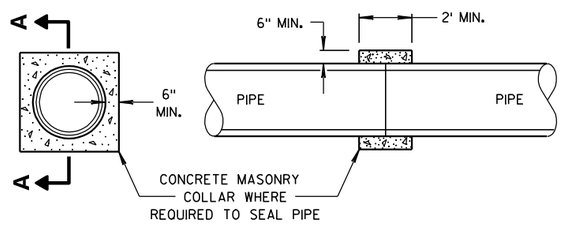
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

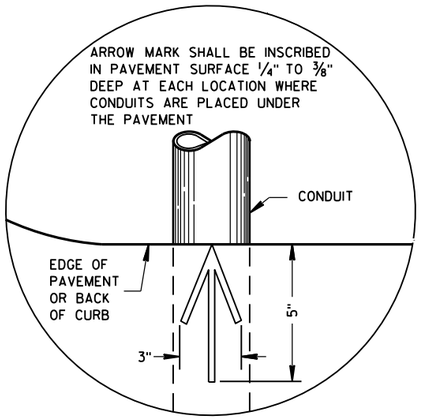
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
342
FHWA

6

S.D.D. 8 F 4-7

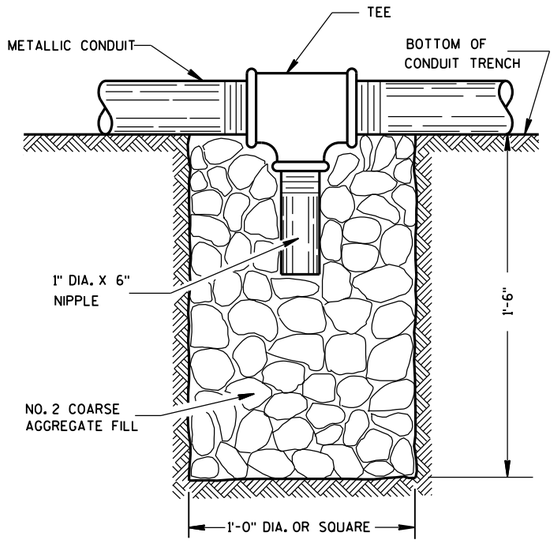
6

S.D.D. 8 F 4-7



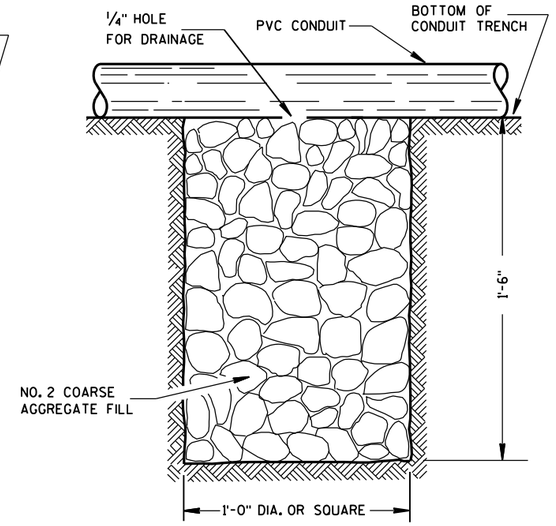
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

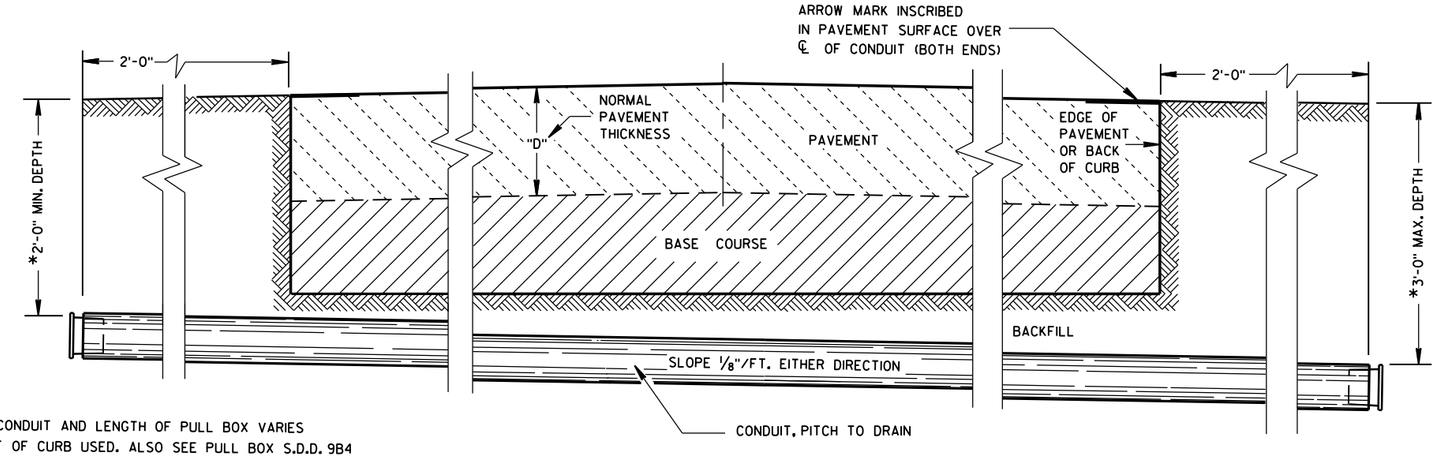
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT UNDER PAVED HIGHWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

6

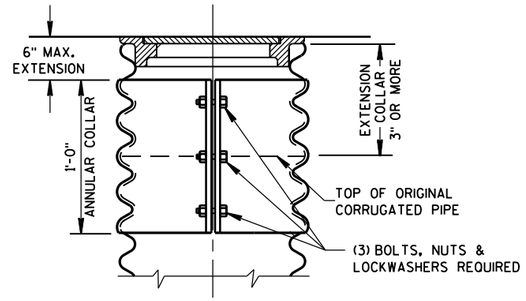
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

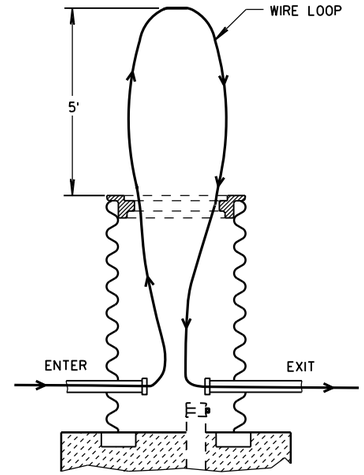
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

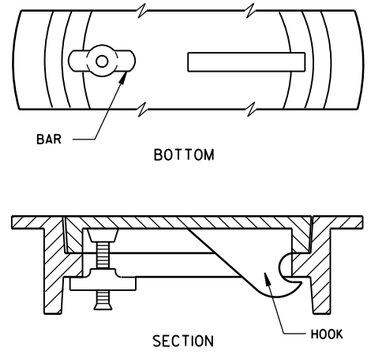
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

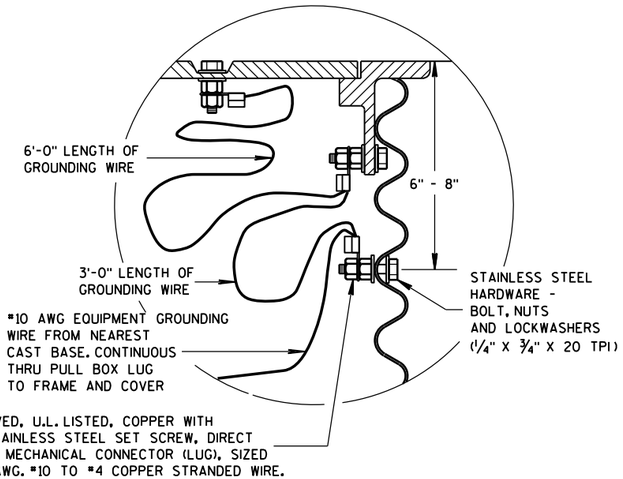


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

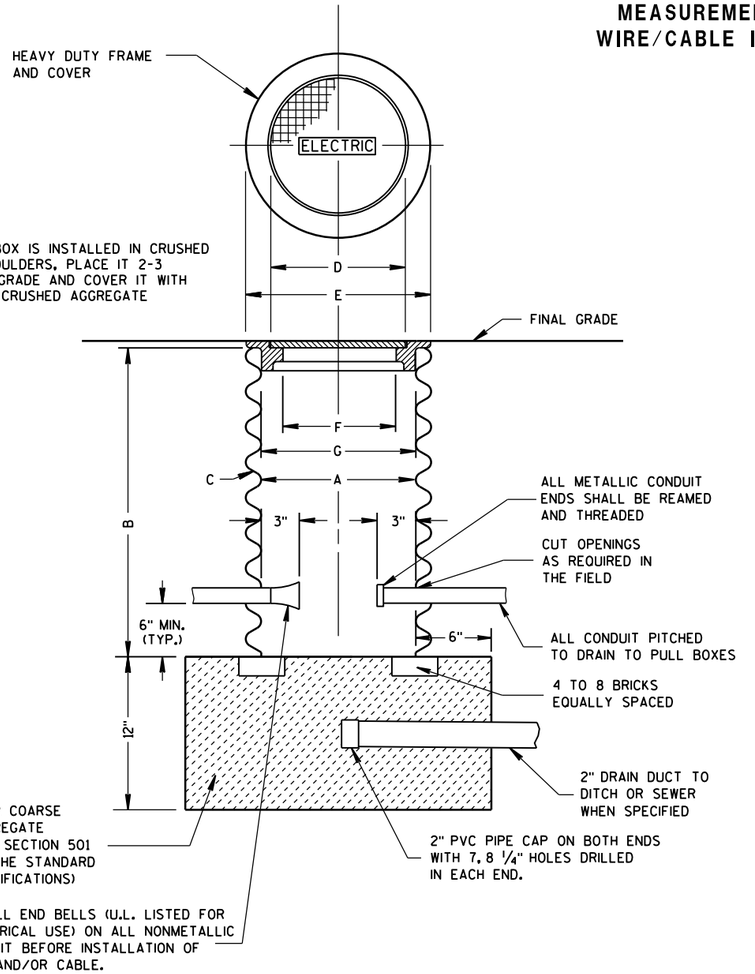


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

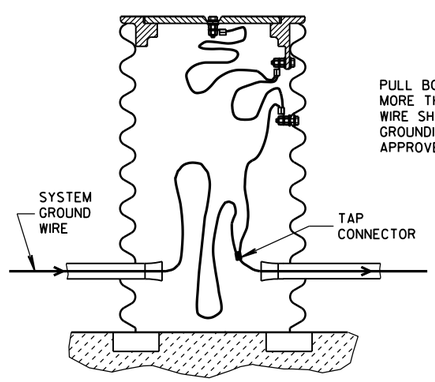
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

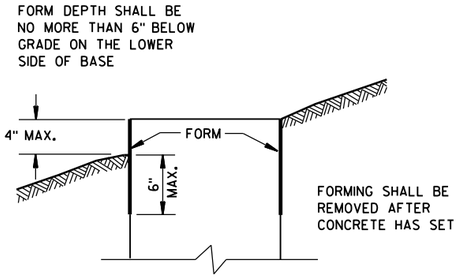
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

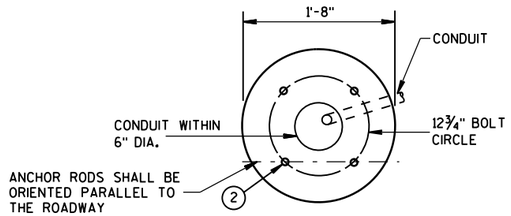
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

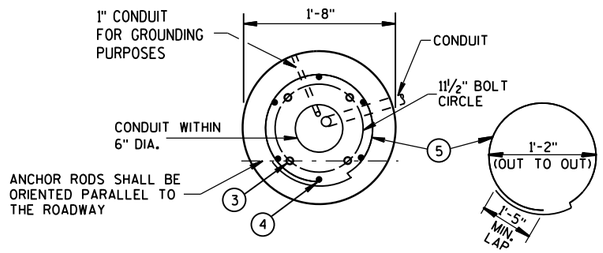
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

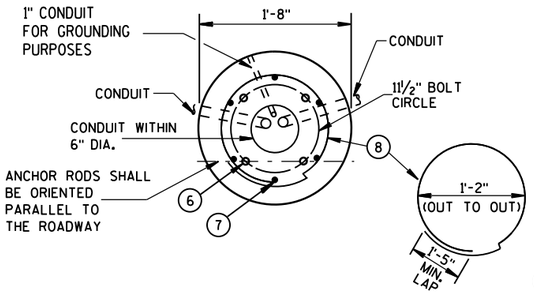
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

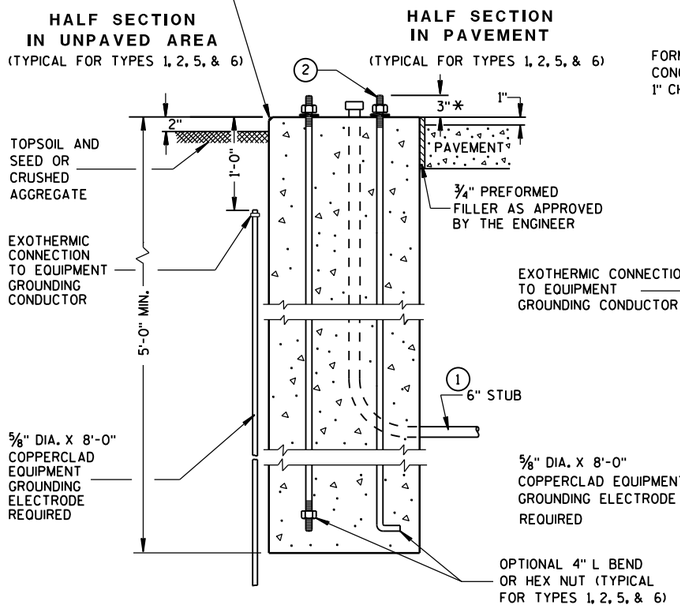






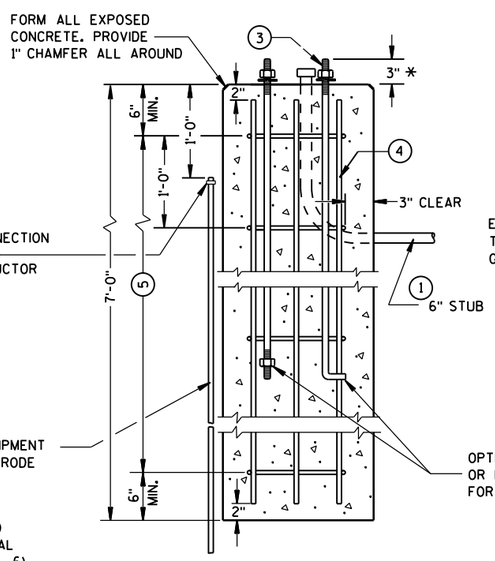
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

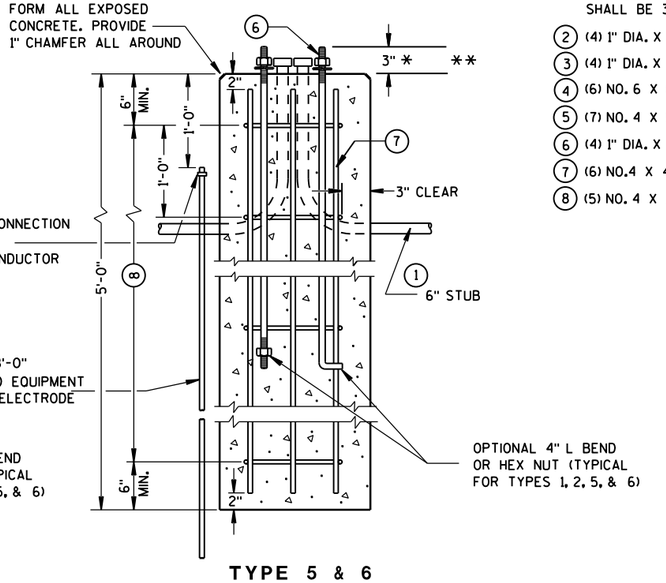


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 2-7

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

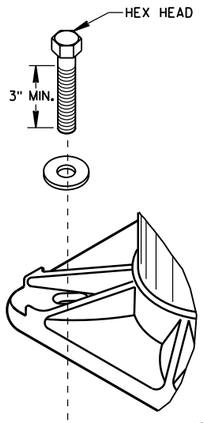
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

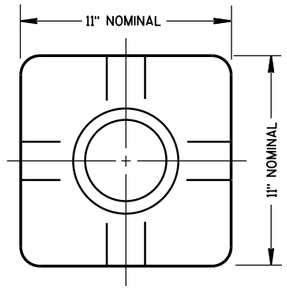
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

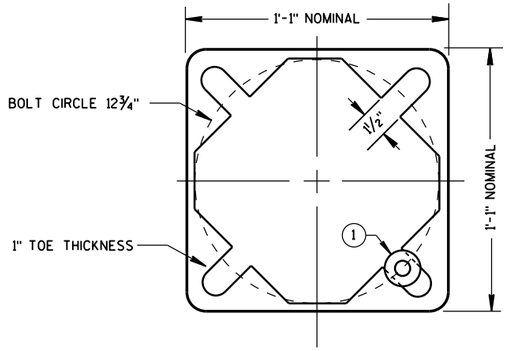
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

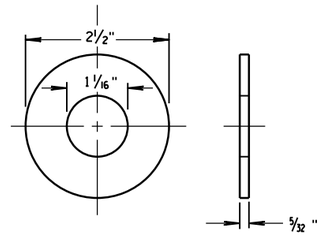




TOP VIEW
(PEDESTAL BASE)

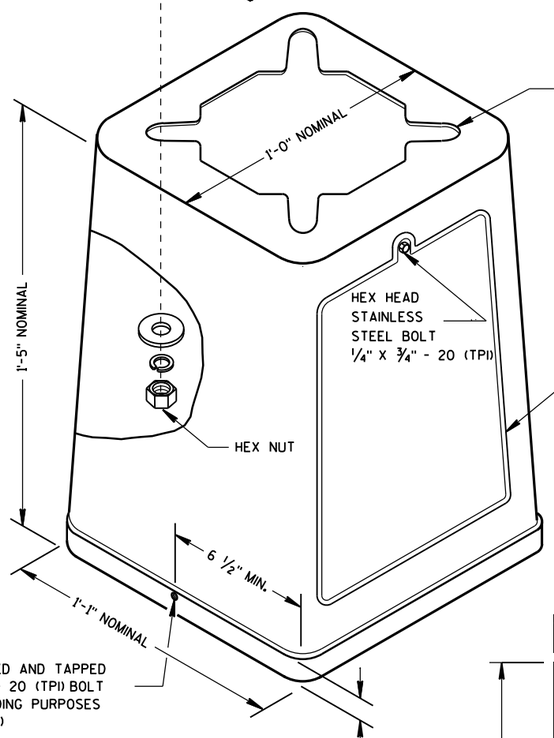


BOTTOM VIEW
(PEDESTAL BASE)

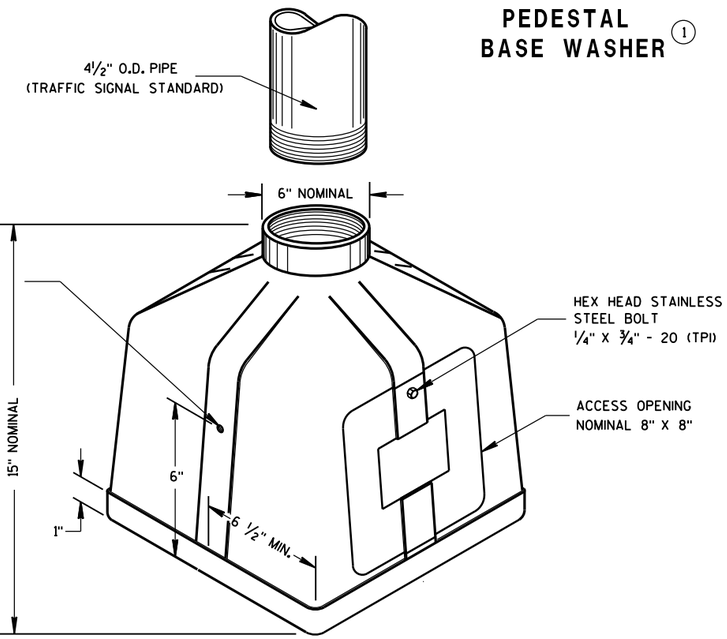


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

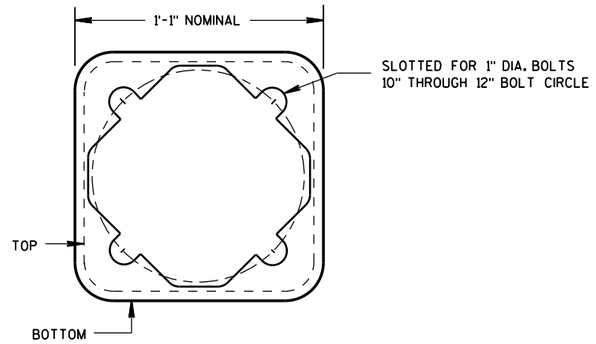


ISOMETRIC VIEW

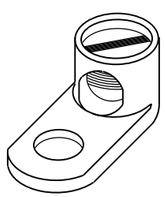


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

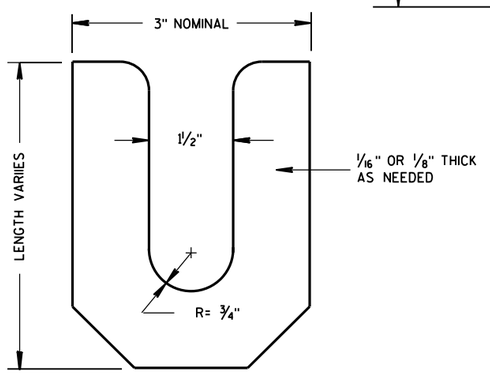


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

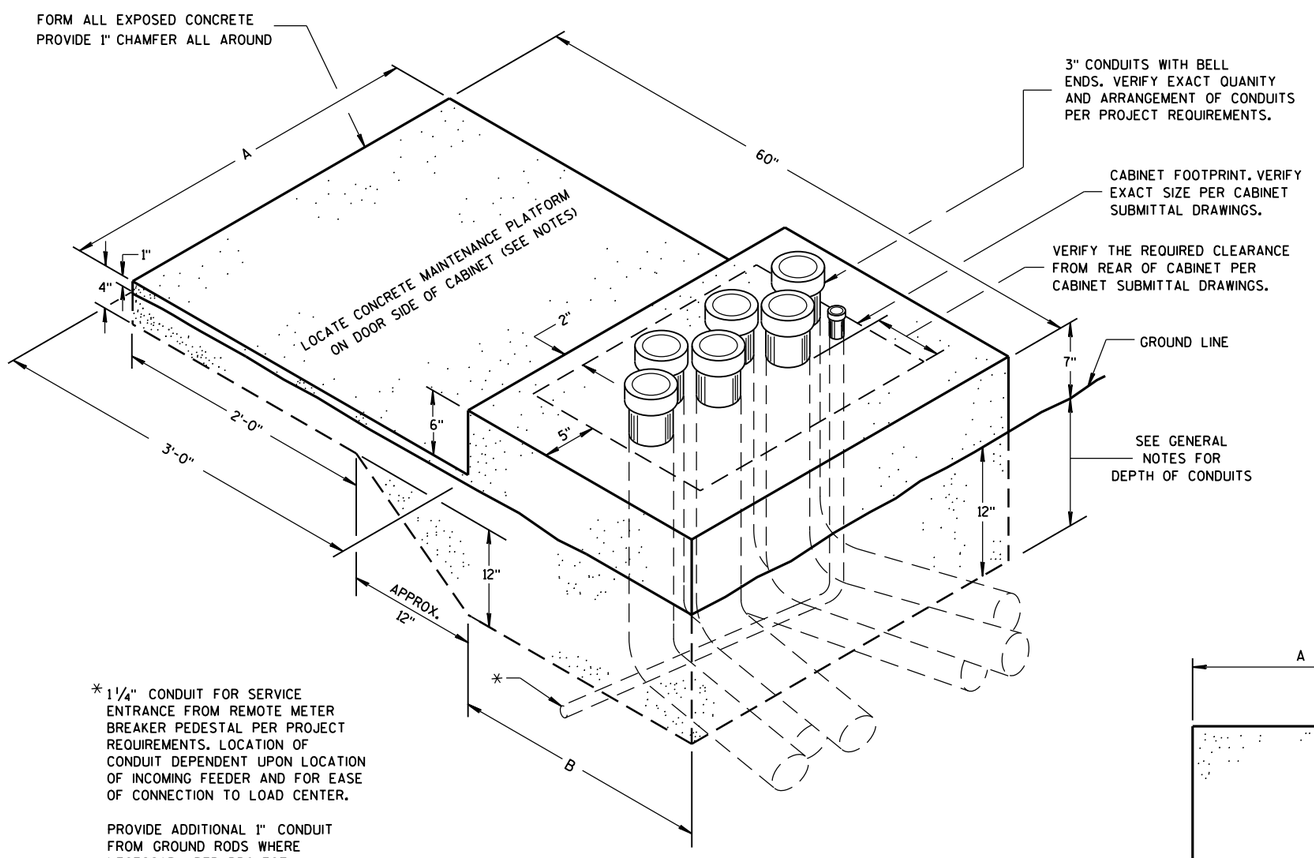
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4



* 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

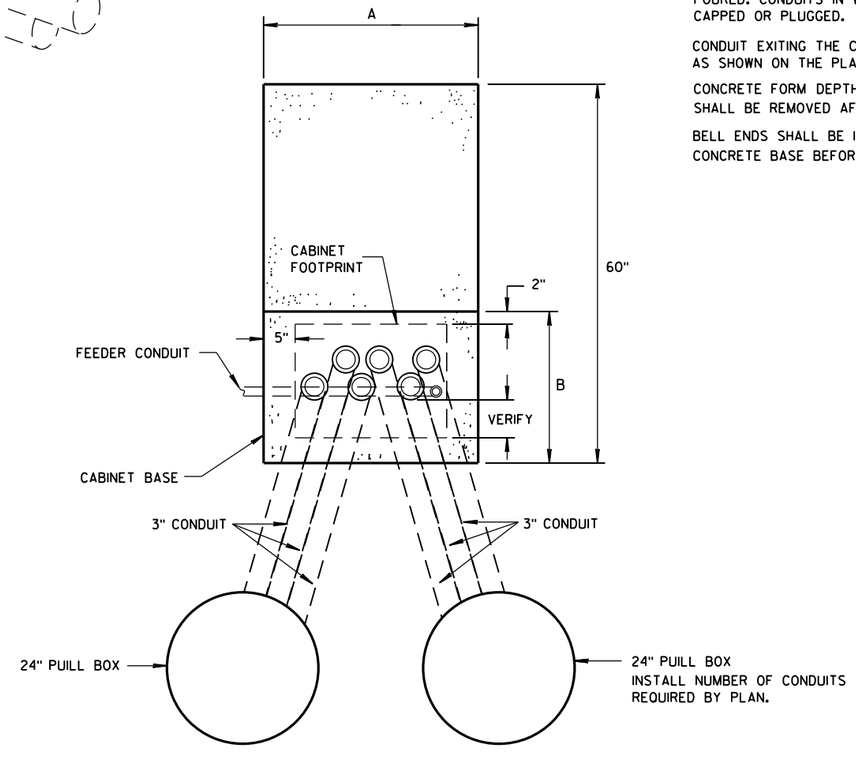
PROVIDE ADDITIONAL 1" CONDUIT FROM GROUND RODS WHERE NECESSARY PER PROJECT REQUIREMENTS.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS	
		A	B
L24	24"	34"	24"
L30	30"	40"	24"



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

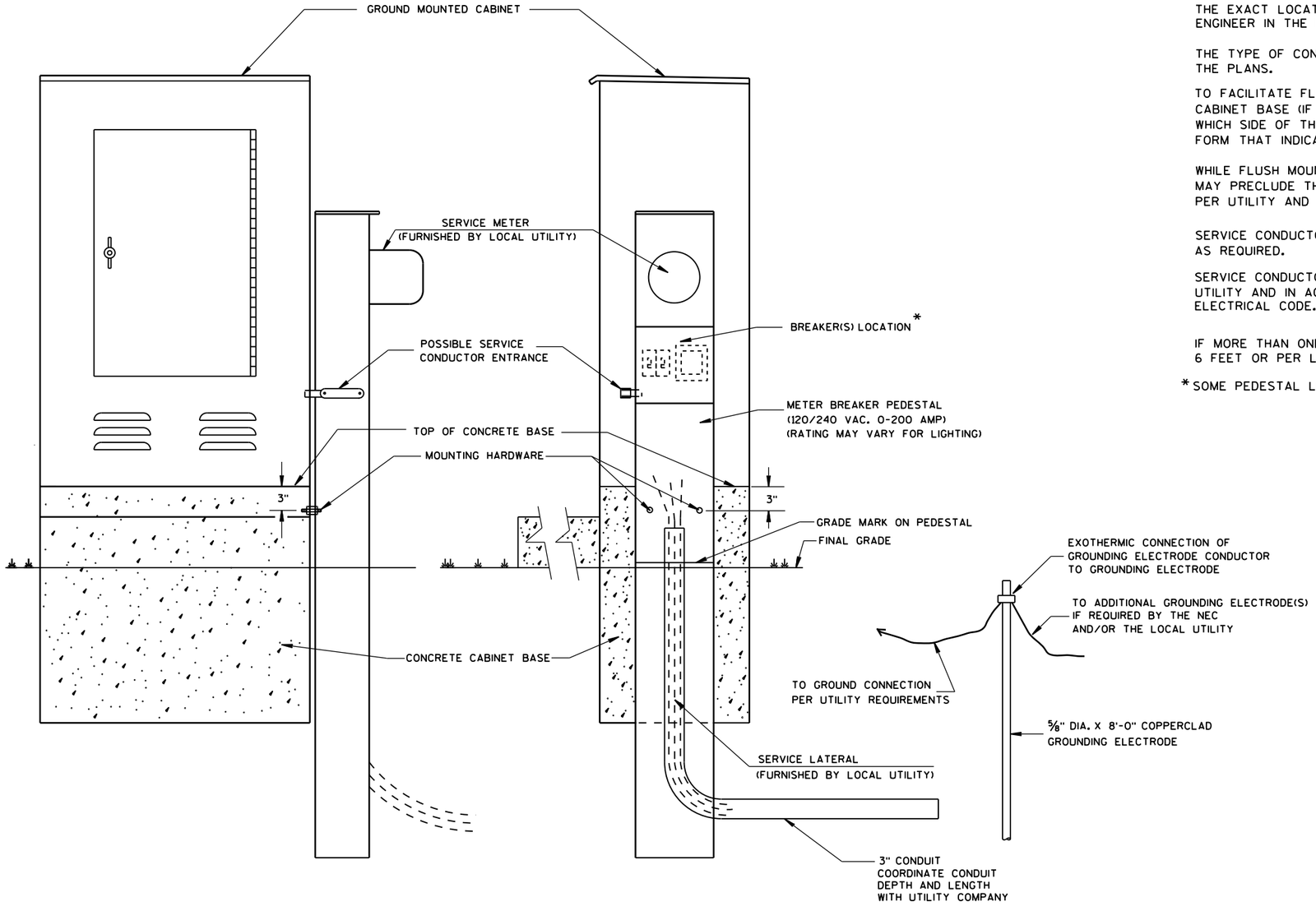
CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
347 WYS
FHWA

6

S.D.D. 9 C 14-1



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

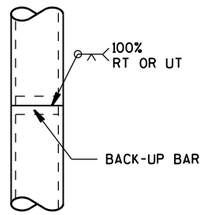
/S/ Ahmet Demirbilek
STATE ELECTRICAL

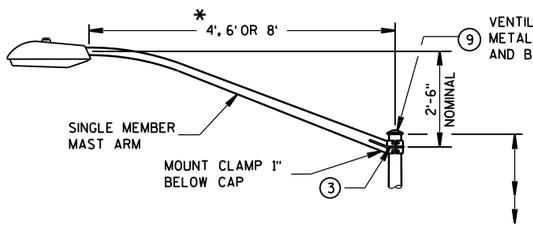
FHWA

FOR MANUFACTURERS USE ONLY

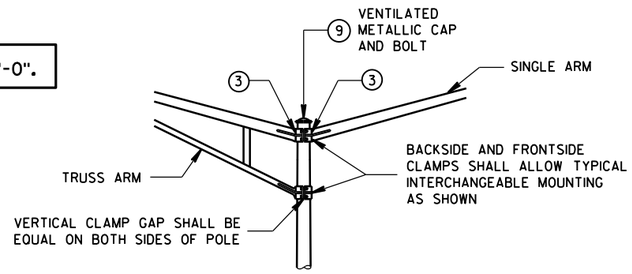
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





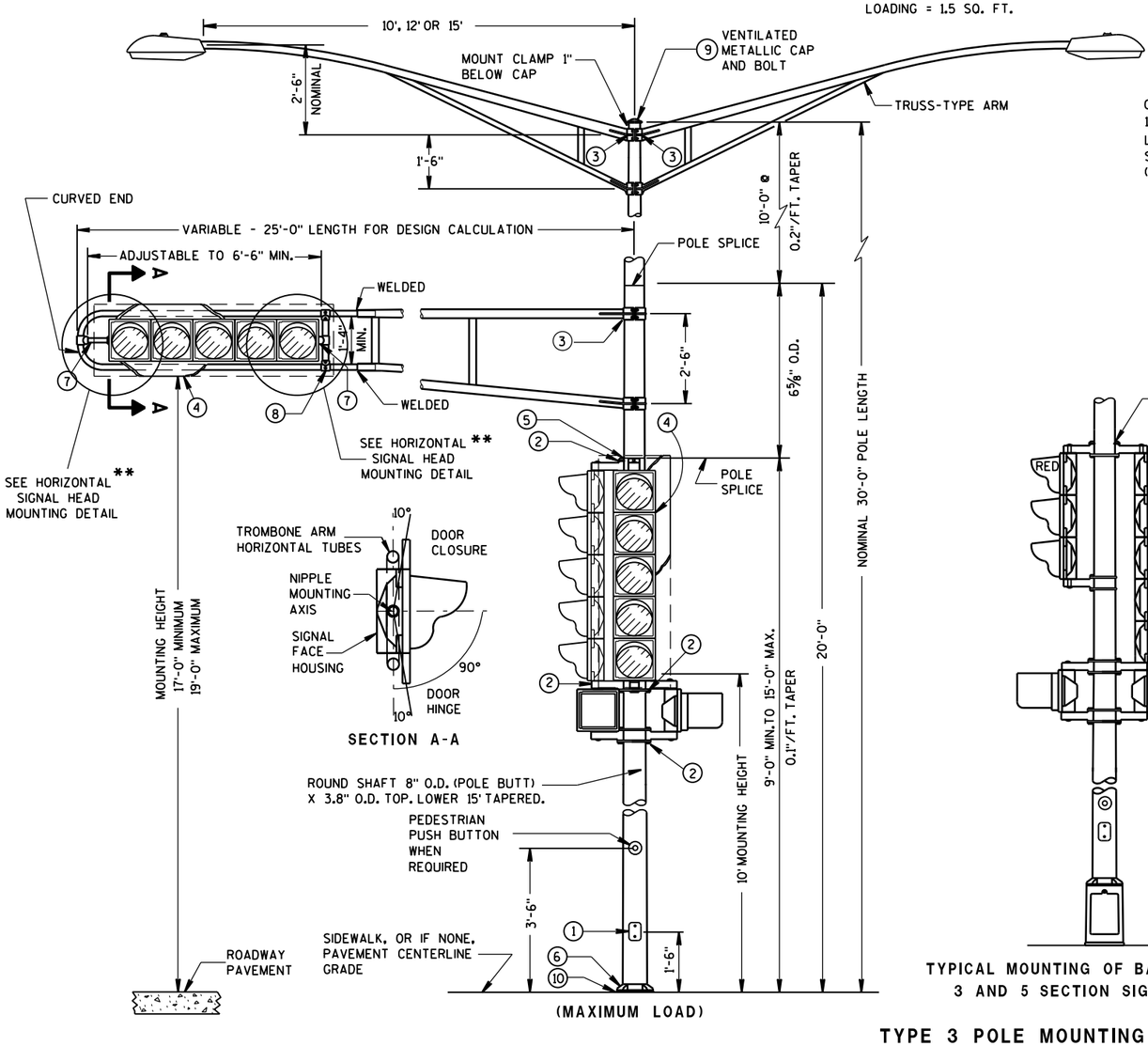
POLE SPLICE DETAIL

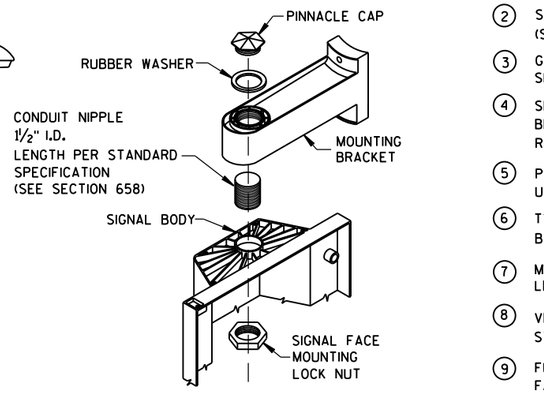


INTERCHANGEABLE MOUNTING DETAIL

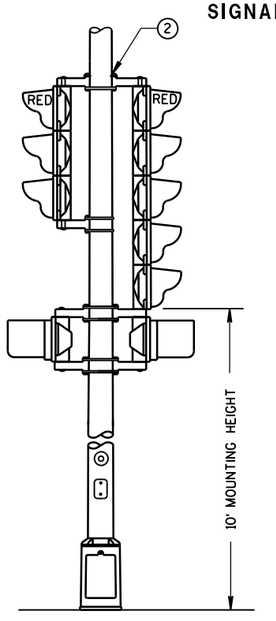
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

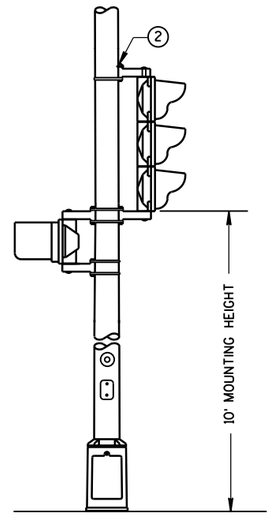




SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

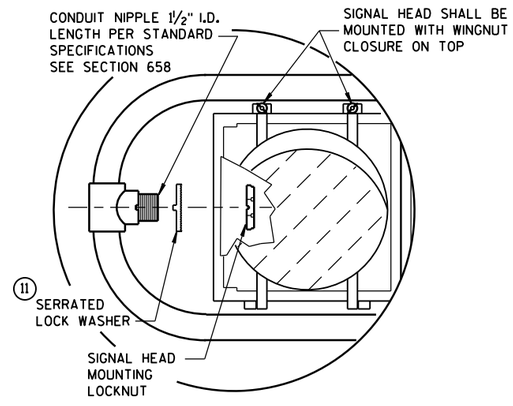
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL**

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

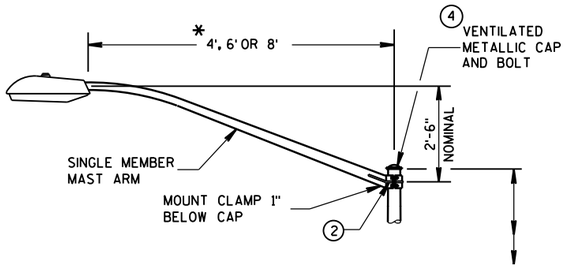
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

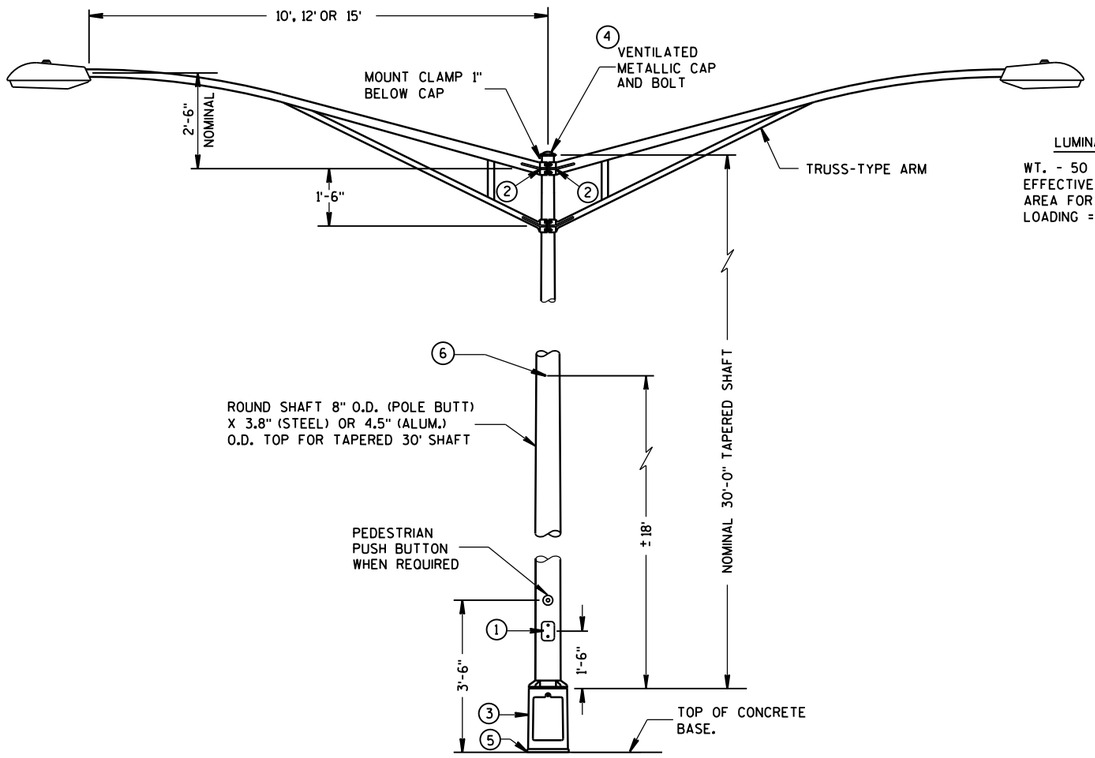
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

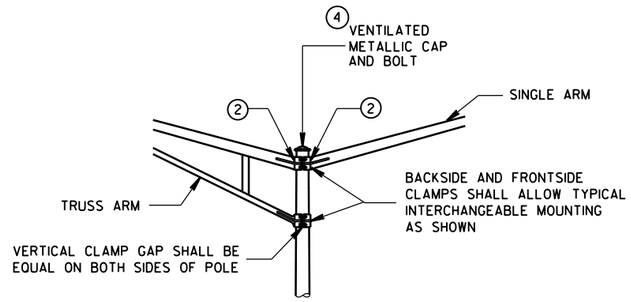
S.D.D. 9 E 1-13b

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

S.D.D. 9 E 1-13d

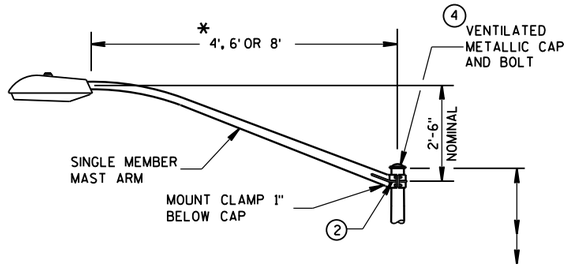
POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

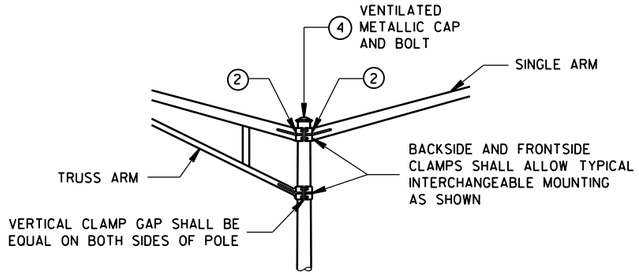
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

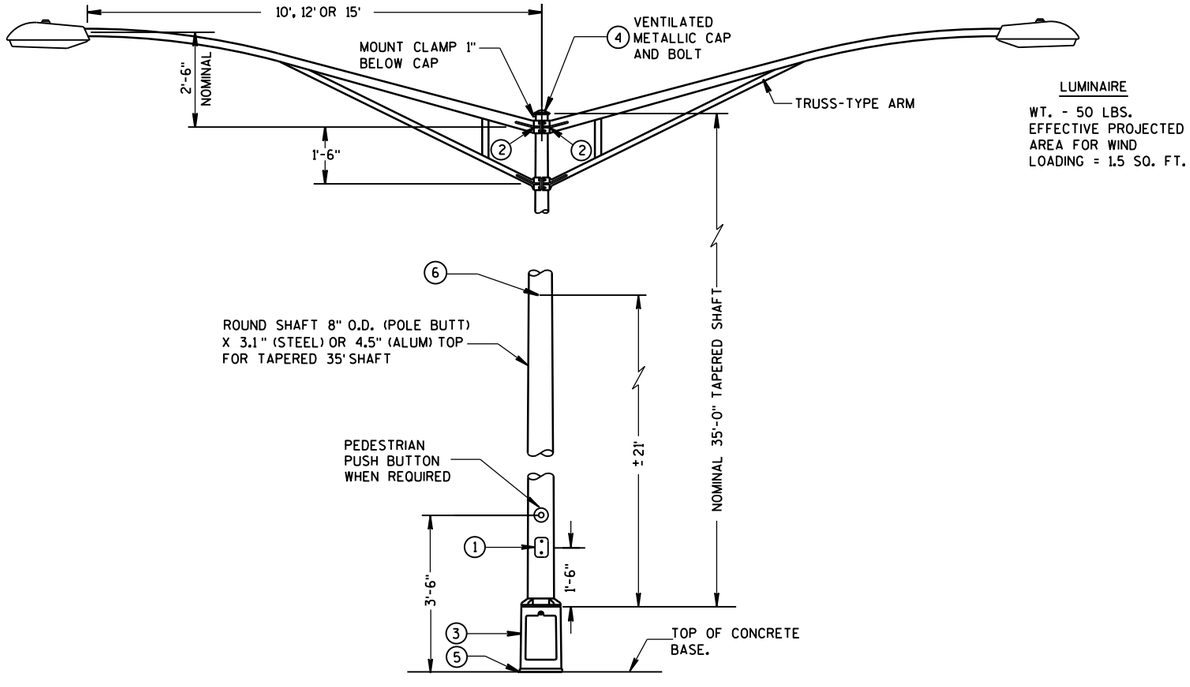
S.D.D. 9 E 1-13d

* RISE FOR 4' ARM SHALL BE 2'-0".





INTERCHANGEABLE MOUNTING DETAIL



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM ~~TO THE PERTINENT~~ REQUIREMENTS OF THE CONTRACT.

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE EITHER GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

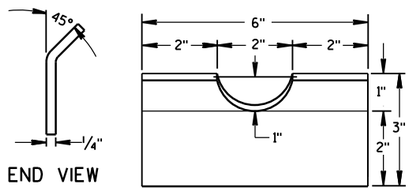
(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 9 E 1-13e

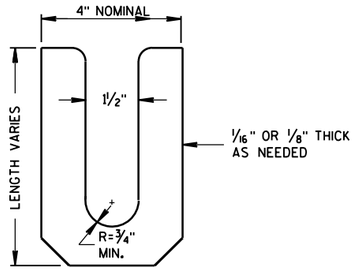


END VIEW

FRONT VIEW

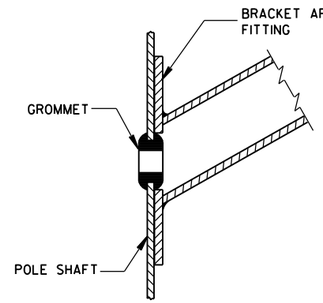
RECTANGULAR CLAMP SHIM

(4 TO A SET)

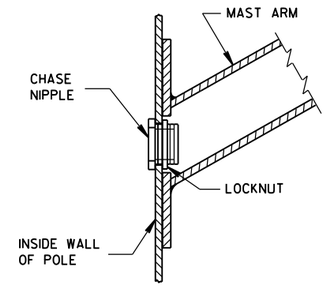


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

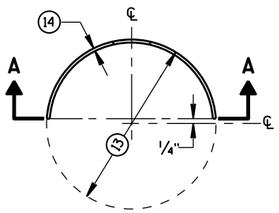
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

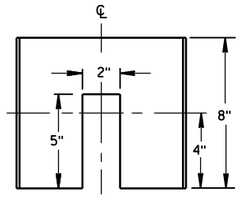
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



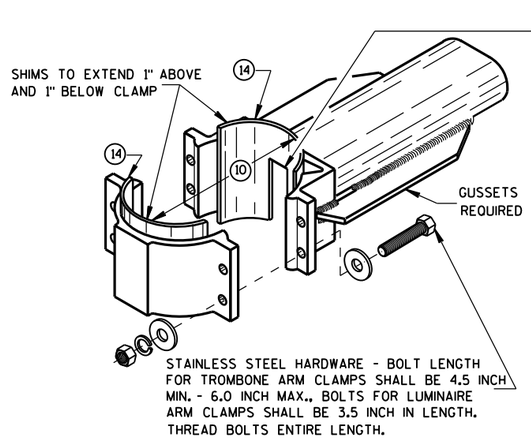
PLAN VIEW



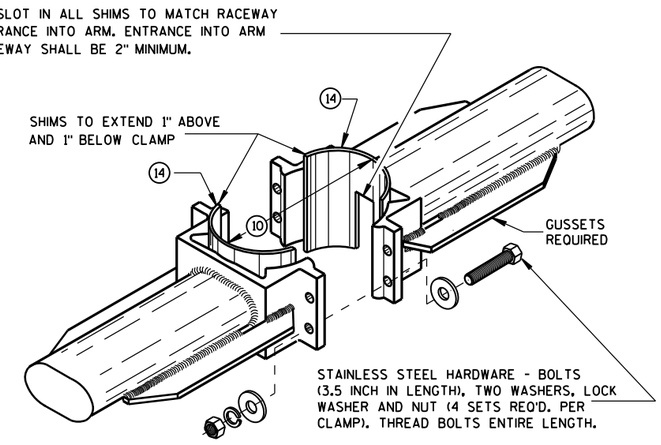
SECTION A-A

CIRCULAR CLAMP SHIM

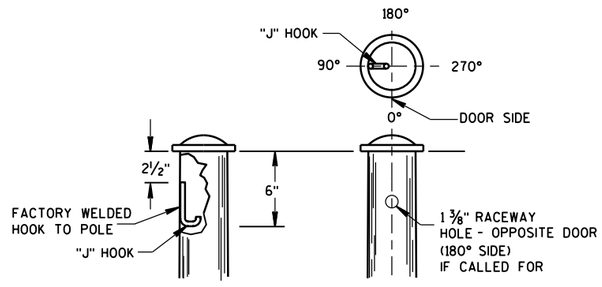
(2 TO A SET)



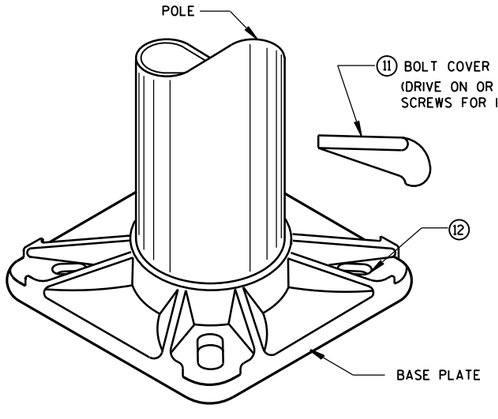
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



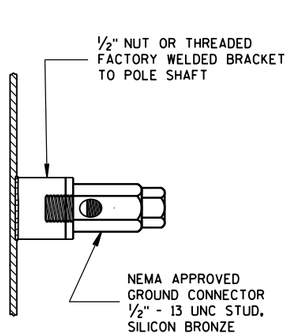
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

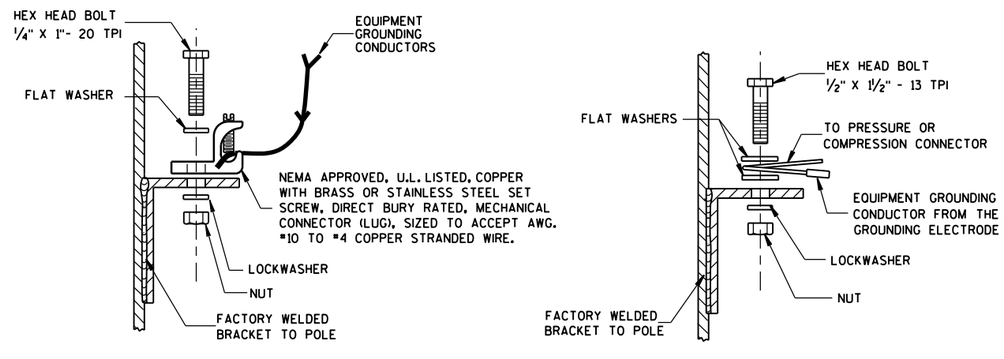


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

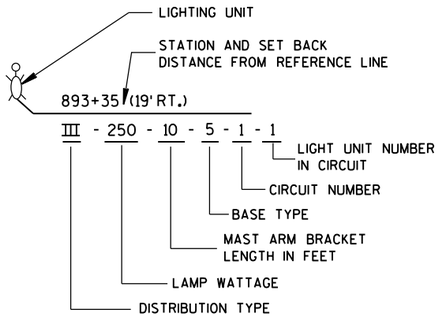
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

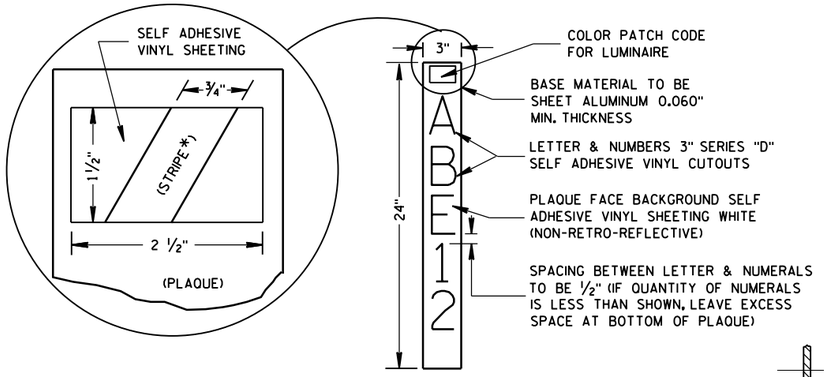
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 E 1-13g



LIGHTING UNIT CODE
(TYPICAL)



COLOR PATCH CODE FOR LUMINAIRES

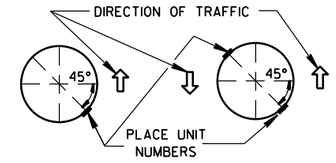
(HIGH PRESSURE SODIUM)

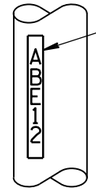
1000 WATT - NO PATCH
400 WATT - ORANGE
310 WATT - BLUE
250 WATT - ORANGE W/WHITE STRIPE*
200 WATT - RED
150 WATT - GREEN
100 WATT - BROWN

(MERCURY VAPOR)

400 WATT - (NO PATCH)
250 WATT - YELLOW

IDENTIFICATION PLAQUE





FASTEN TOP, CENTER AND BOTTOM OF PLAQUE WITH 3 ALUMINUM POP RIVETS (ALUM. POLES) OR STAINLESS STEEL POP RIVETS (STEEL POLES)

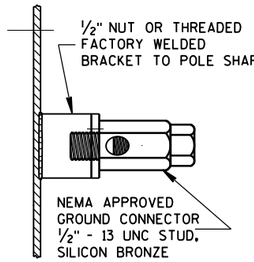
NOTES:

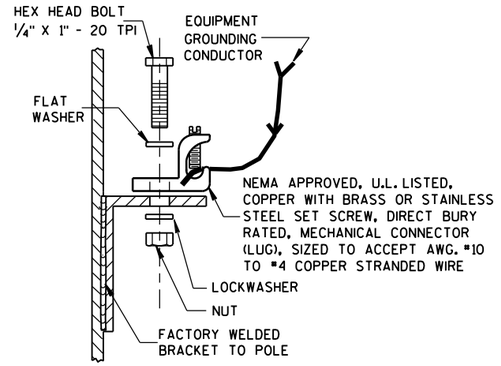
1) PLACE BOTTOM OF UNIT NUMBER PLAQUE 5'-0" ABOVE ELEVATION OF ADJACENT CURB OR SHOULDER.

2) UNIT NUMBERS: ONE REQUIRED FOR SINGLE ARM POLES TWO REQUIRED FOR MEDIAN MOUNT POLES.

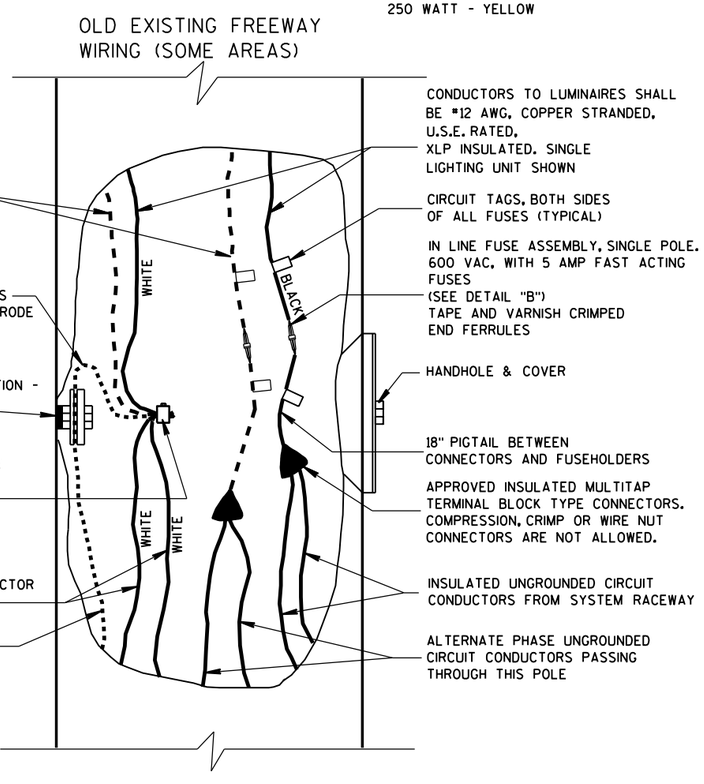
LIGHTING UNIT IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENT
(TYPICAL ALL LIGHTING UNITS)

FURNISH PLAQUE WHEN CALLED FOR BY SPECIAL PROVISIONS

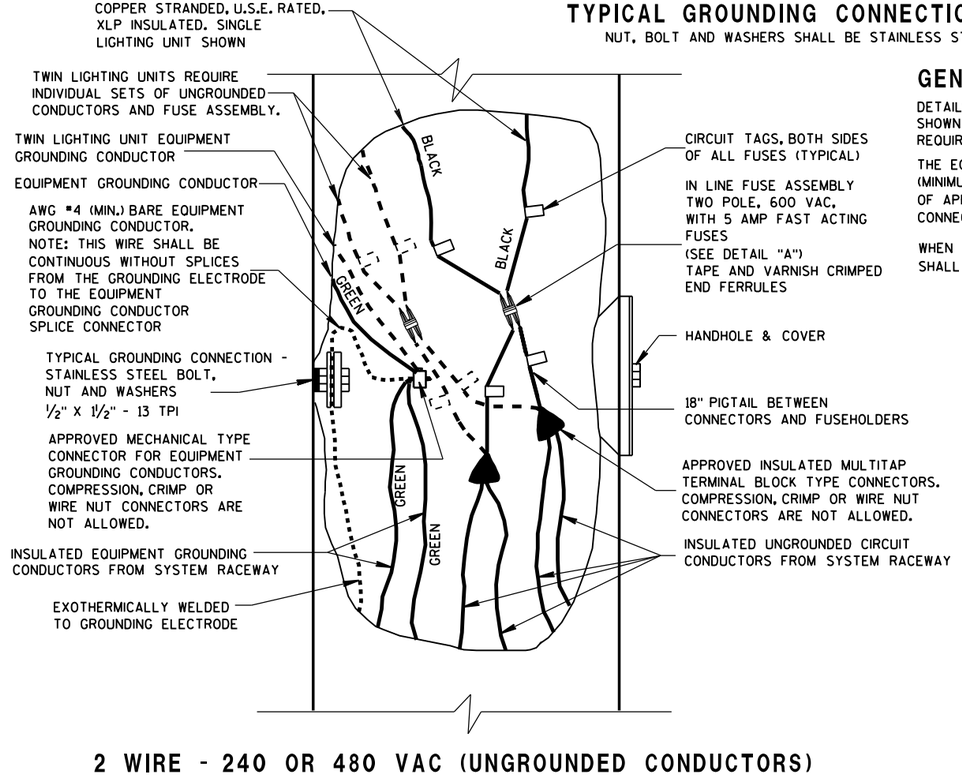




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



2 WIRE - 120, 240 OR 480 VAC TO GROUND



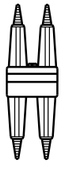
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

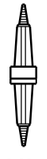
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT

FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

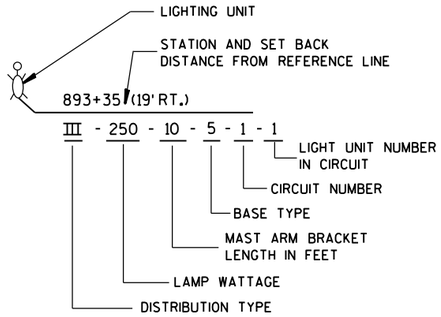
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

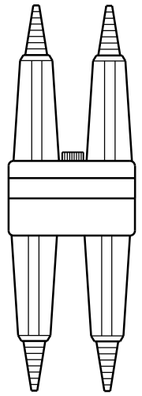
S.D.D. 9 E 2-4

6

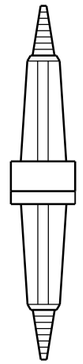
S.D.D. 9 E 2-4



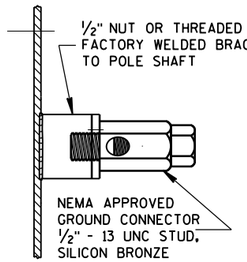
LIGHTING UNIT CODE
(TYPICAL)

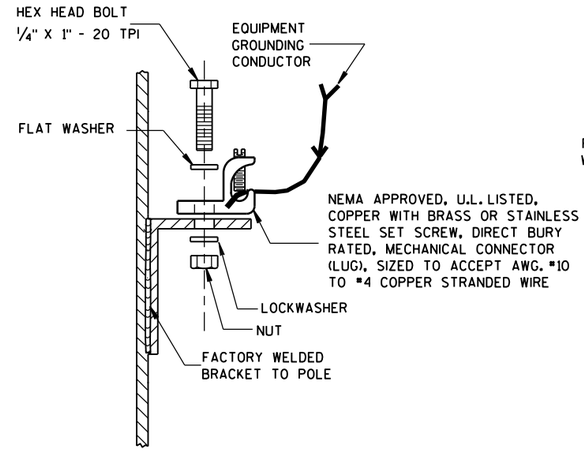


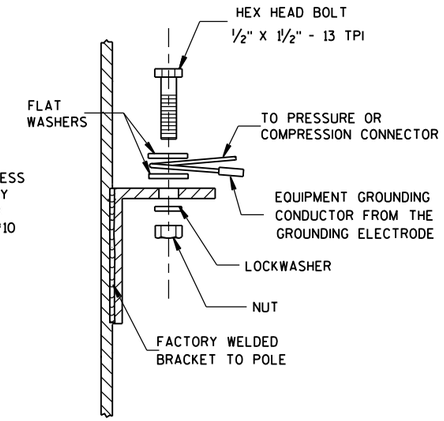
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



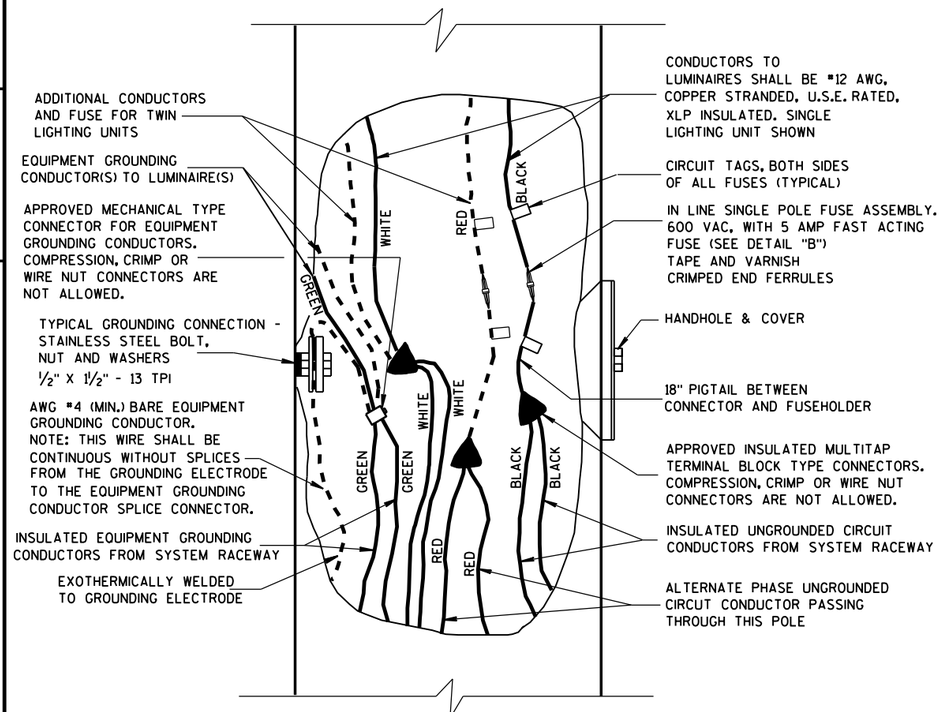
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



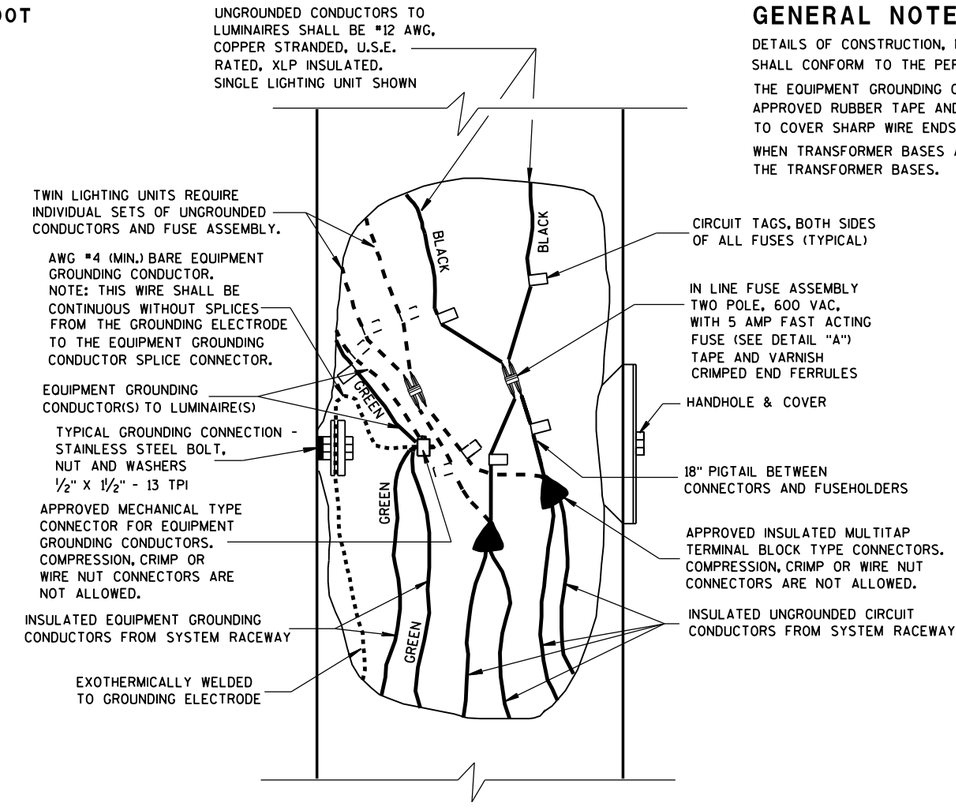




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

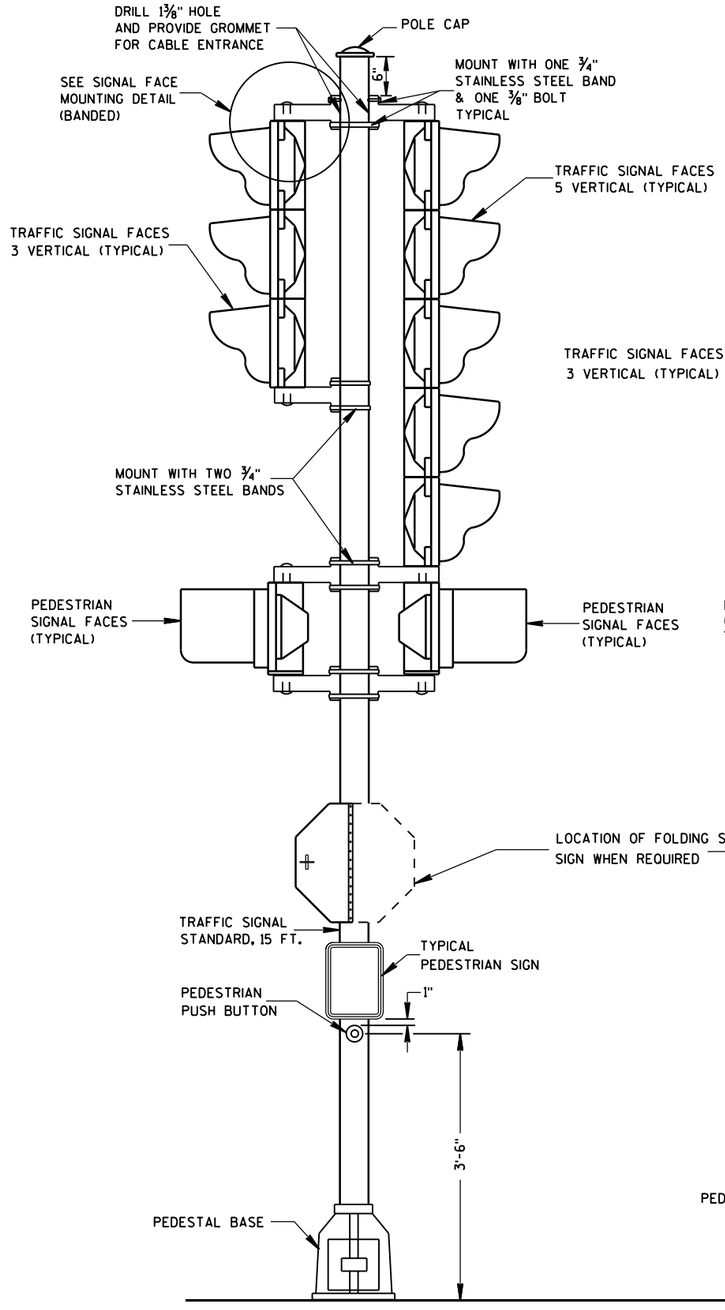
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

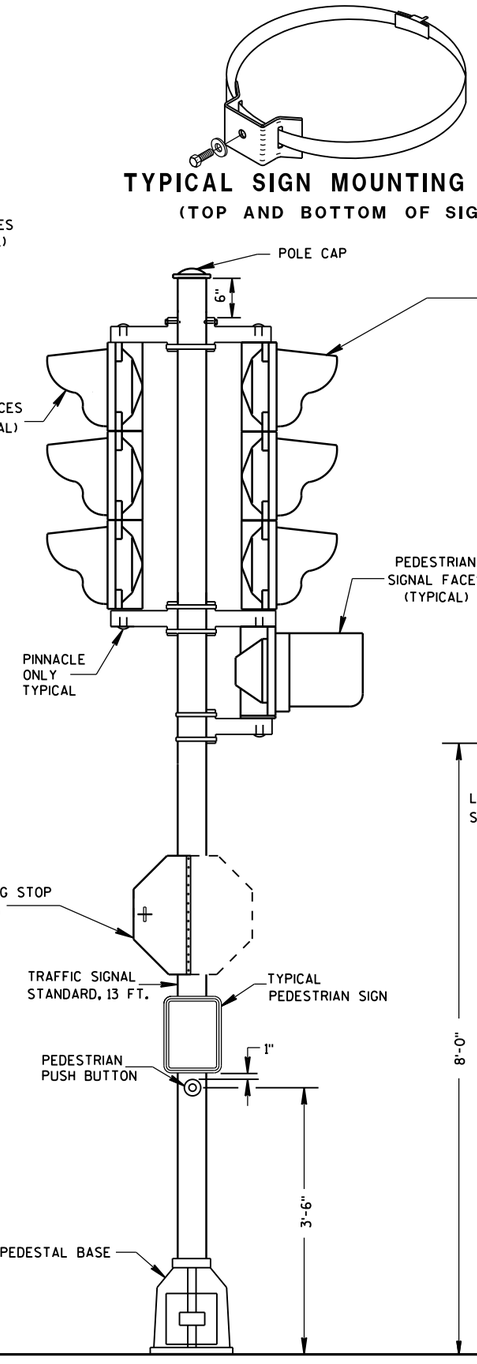
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 E 3-5

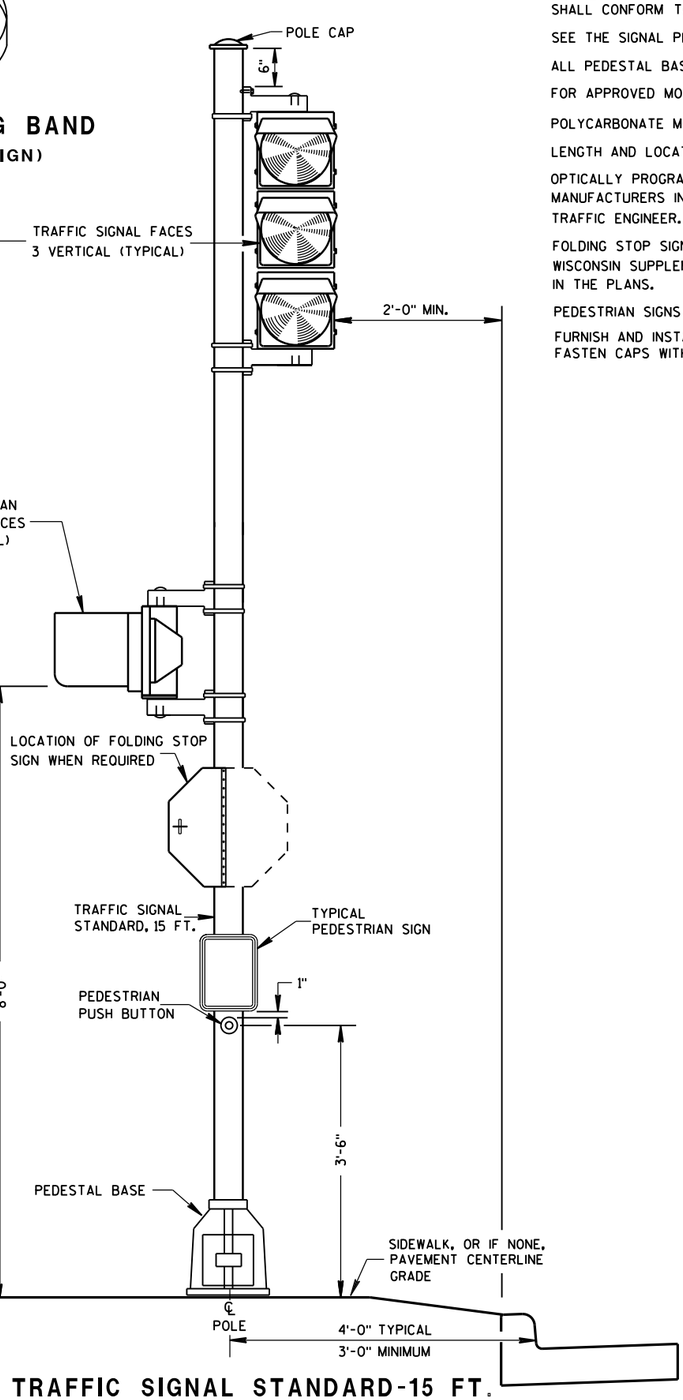


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

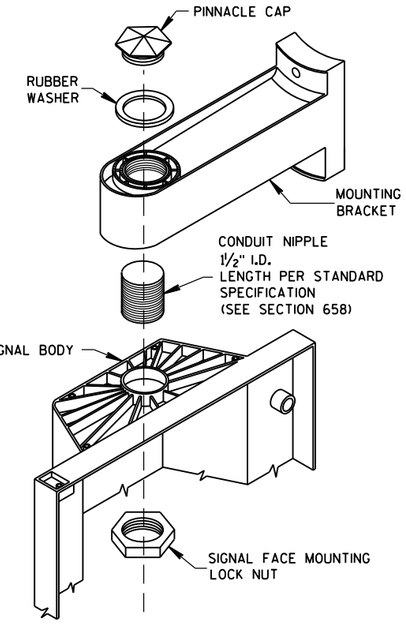
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

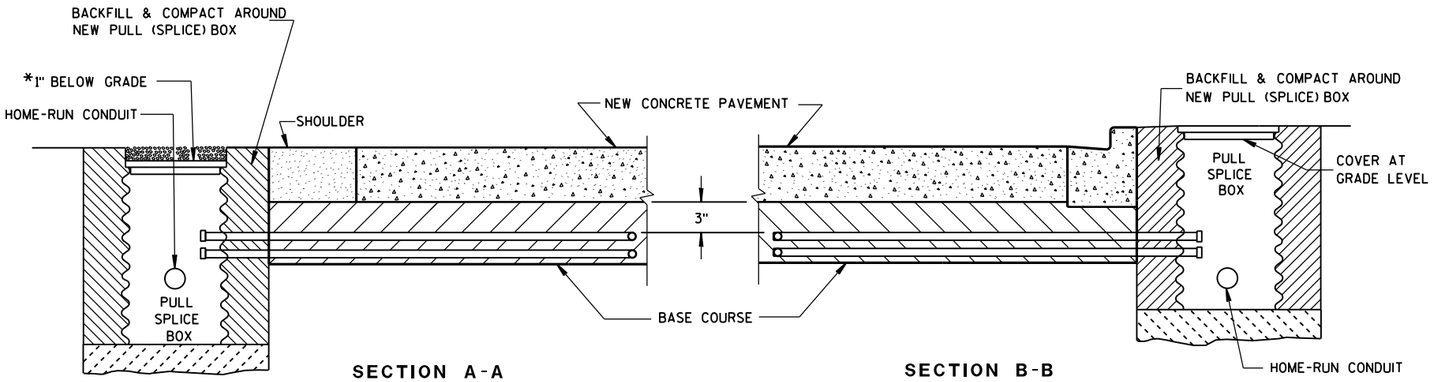
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 355

FHWA

6
S.D.D. 9 E 6-5



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

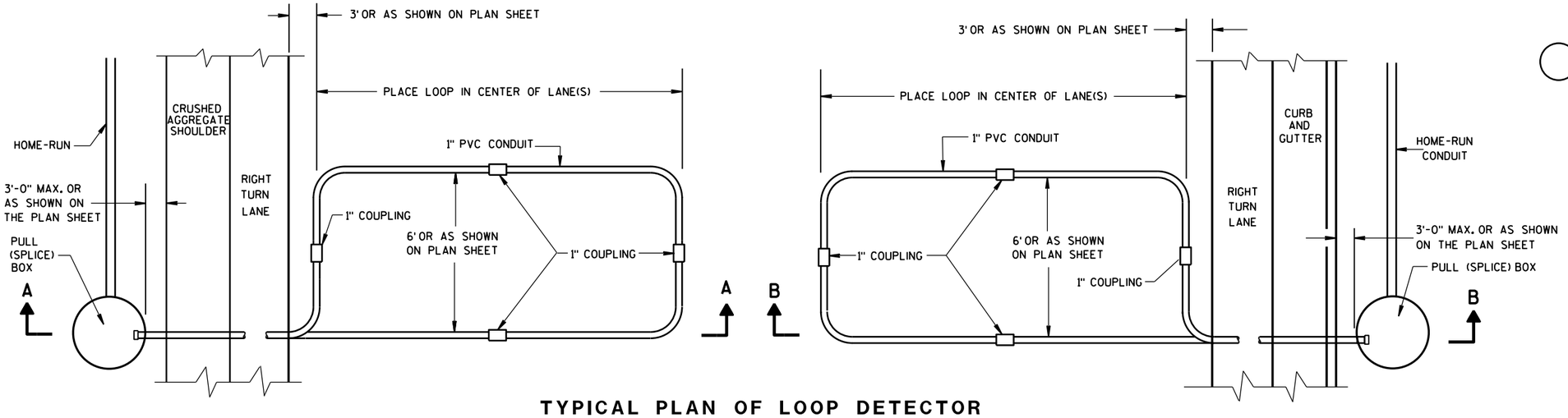
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

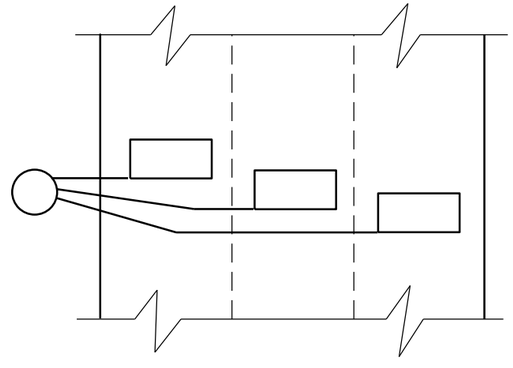
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

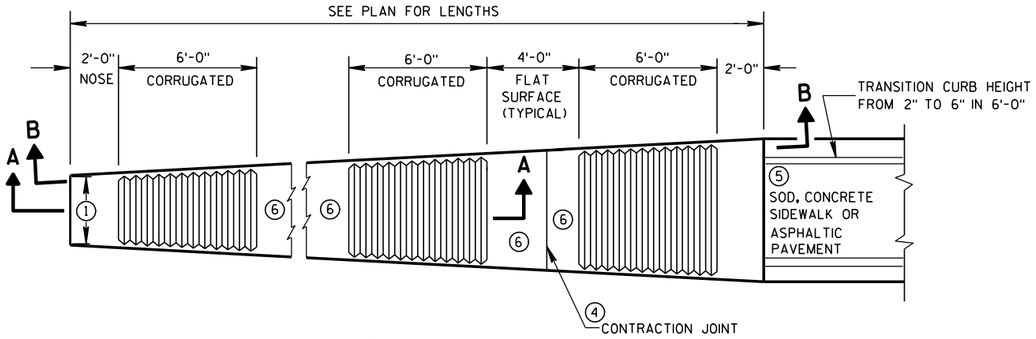
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 356
FHWA

6

S.D.D. 9 F 15-4b

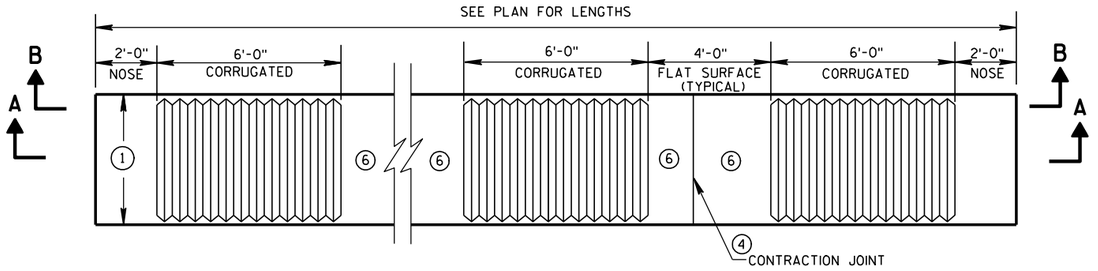
6

S.D.D. 9 F 15-4b



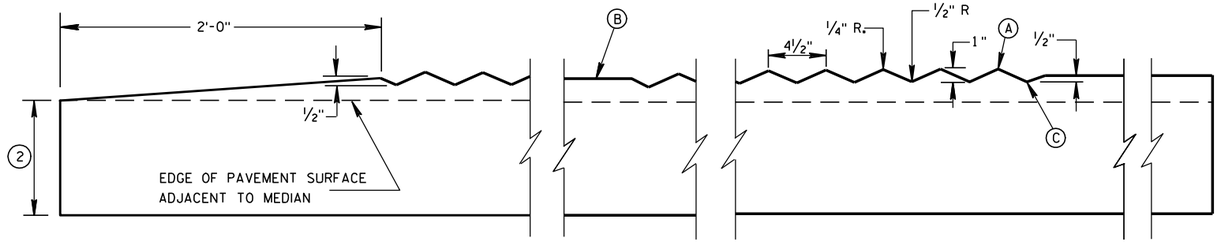
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

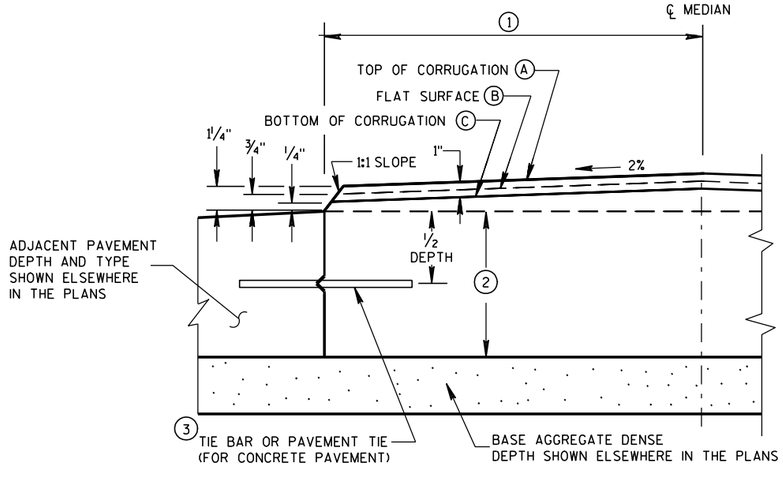
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

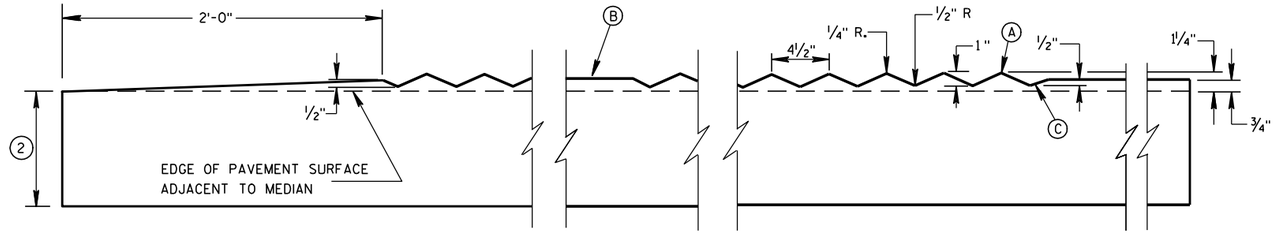
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

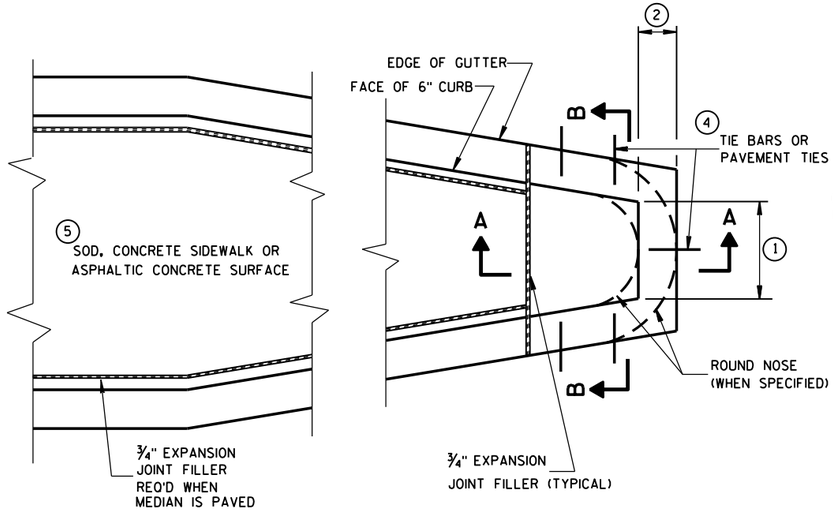
CONCRETE CORRUGATED MEDIAN	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
12/17/07 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER
FHWA	357

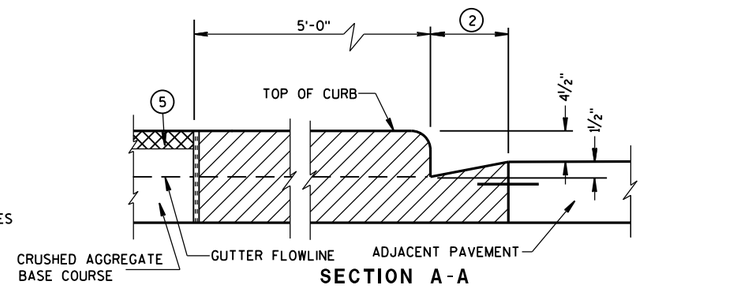
6

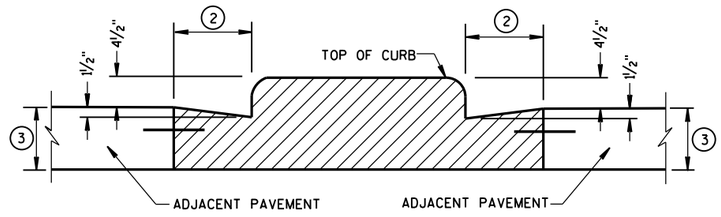
S.D.D. 11 B 1-5

6

S.D.D. 11 B 1-5







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

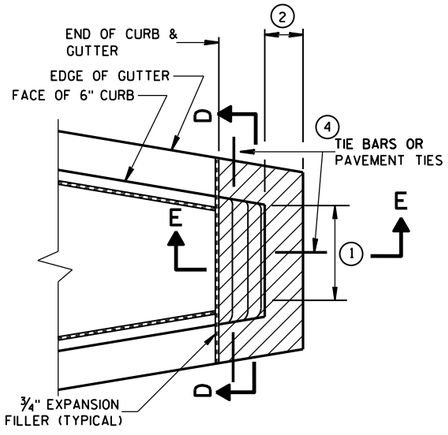
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

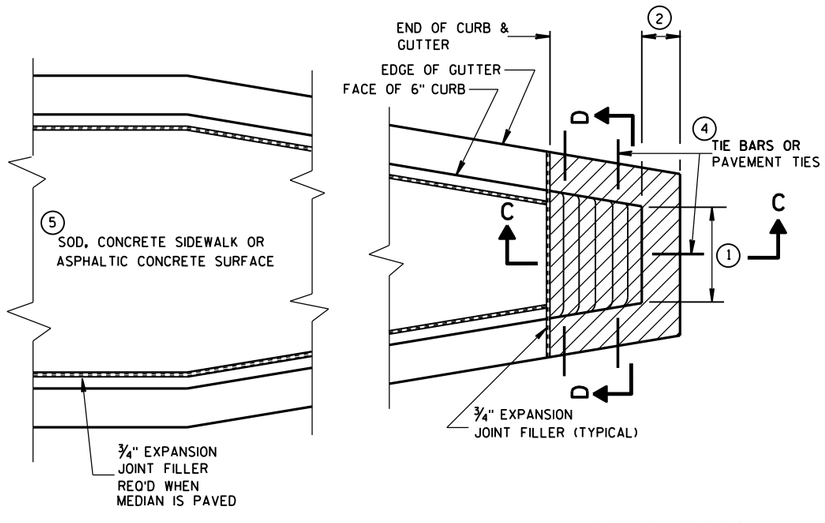
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

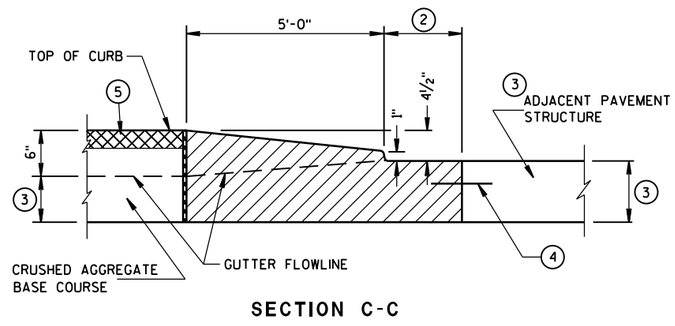
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

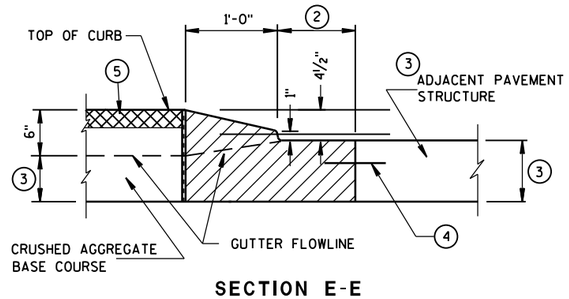
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



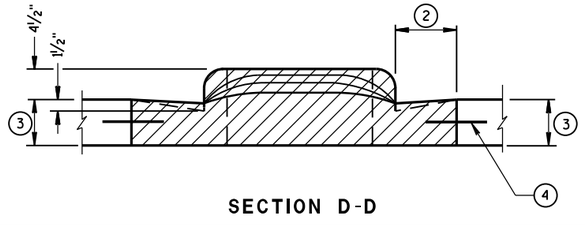






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

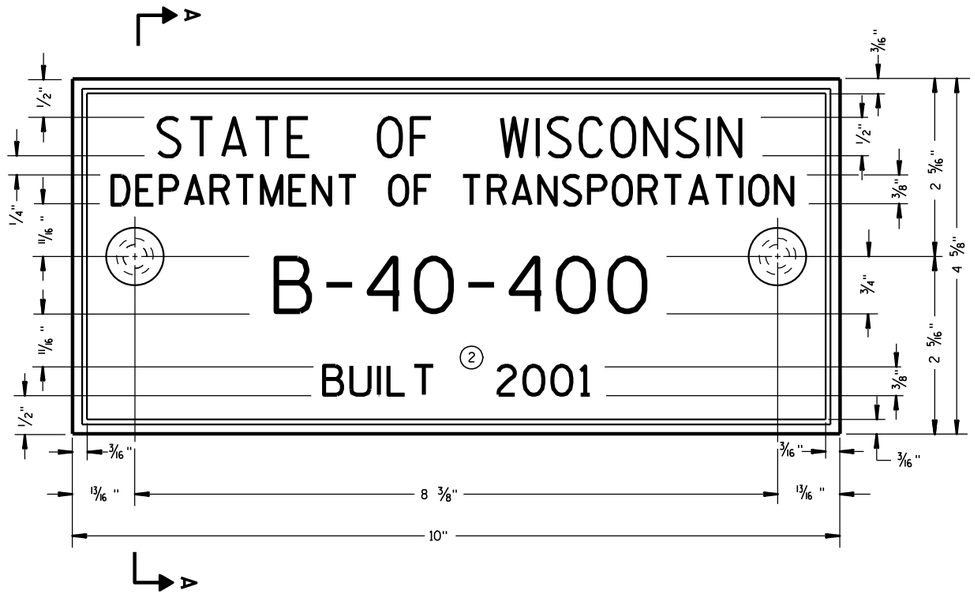
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

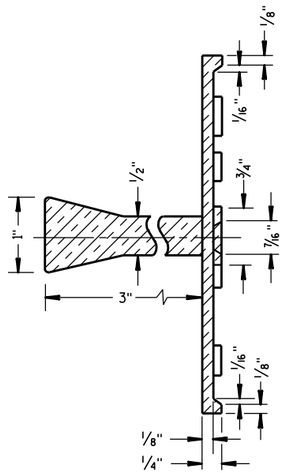
GENERAL NOTES

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

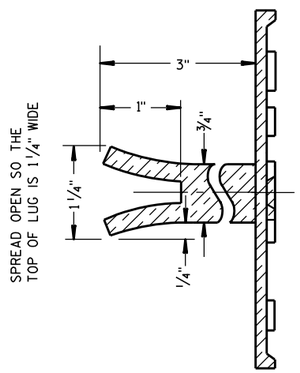
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

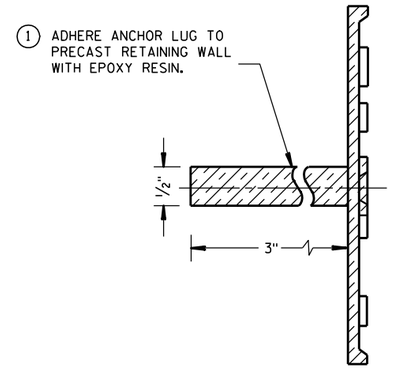
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP 359 ENGINEER

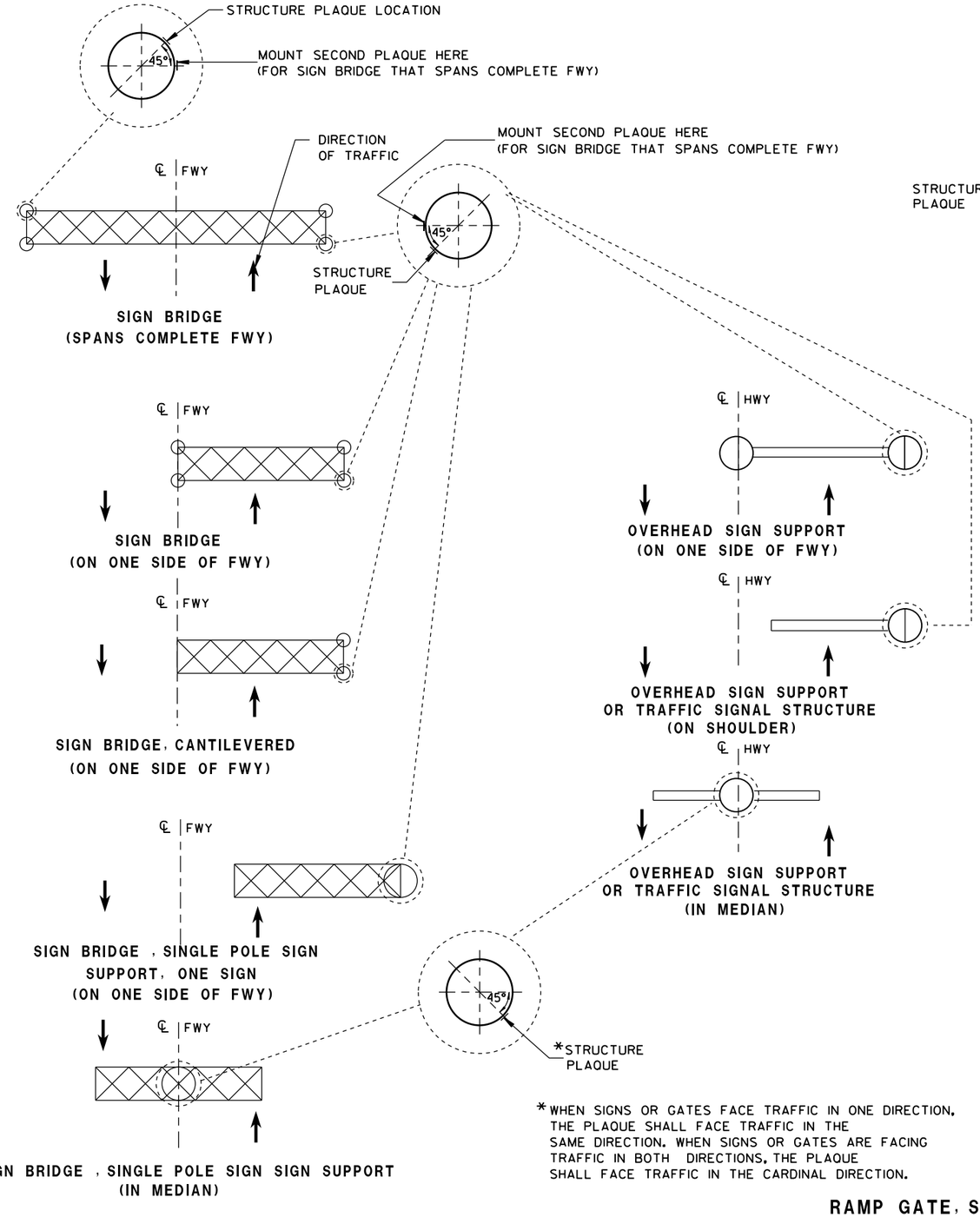
FHWA

6

S.D.D. 12 A 3-10

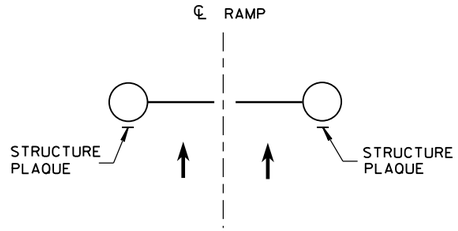
6

S.D.D. 12 A 3-10

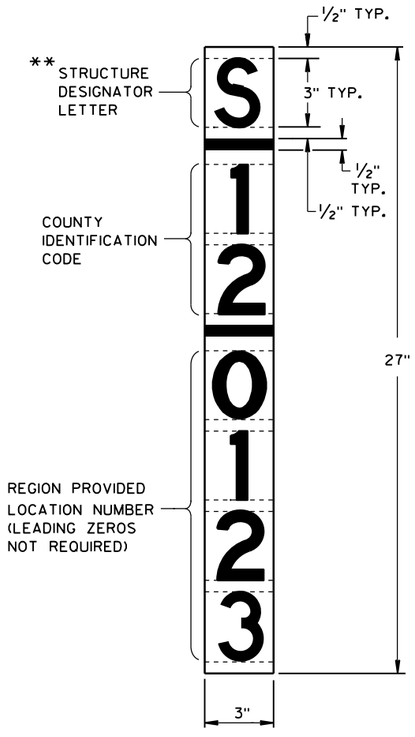


* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

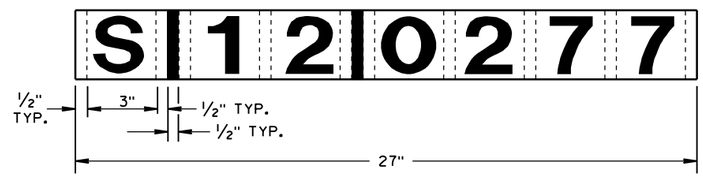
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

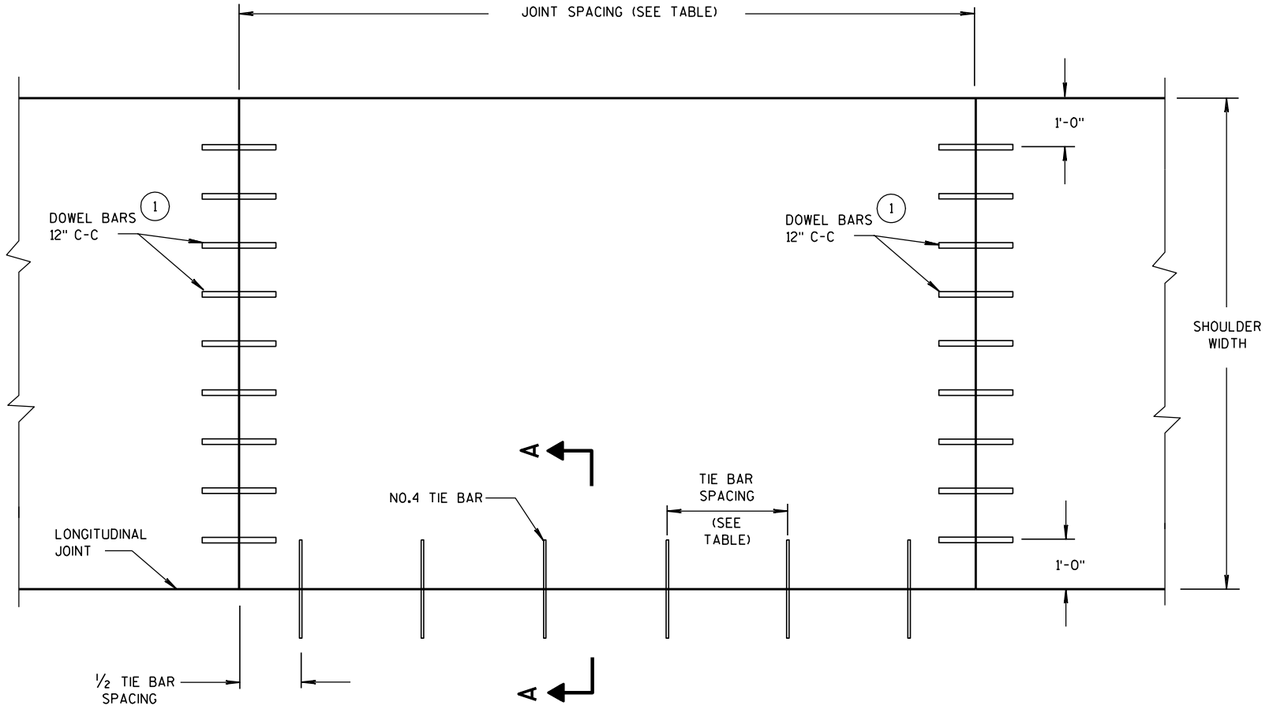
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3

6

S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

PAVEMENT TYPE OF TRAFFIC LANES	TIE BAR SPACING	SHOULDER JOINT SPACING
NON-REINFORCED	30"	MATCH JOINT SPACING OF ADJACENT TRAFFIC LANE
CONTINUOUSLY REINFORCED	30"	15' FOR 6' TO 10' WIDE SHOULDERS
CONTINUOUSLY REINFORCED	36"	12' FOR 3' WIDE SHOULDERS

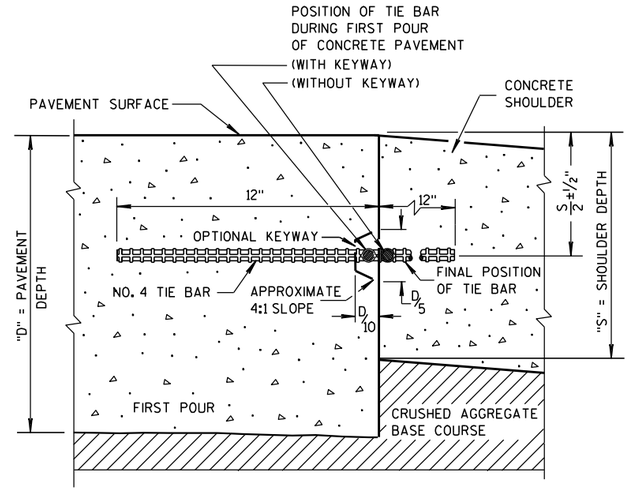
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

(1)

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

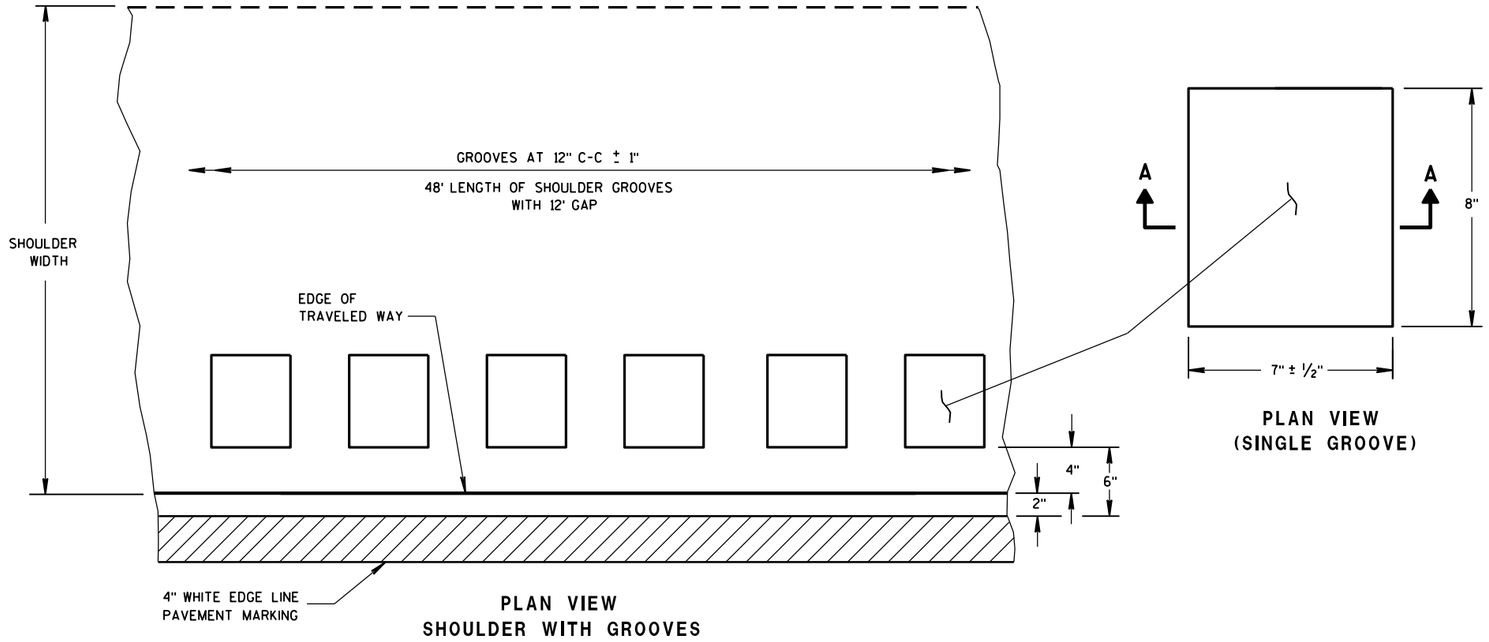
APPROVED
8/15/2011 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & D — INEER
FHWA

6

S.D.D. 13 A 3-5

6

S.D.D. 13 A 3-5



PLAN VIEW
SHOULDER WITH GROOVES

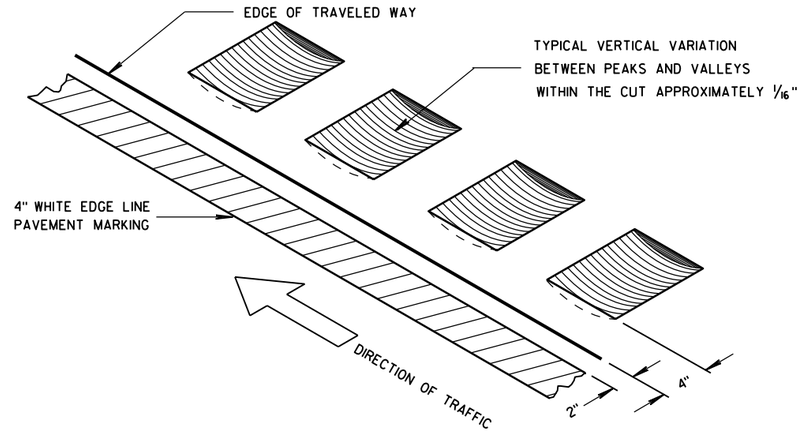
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

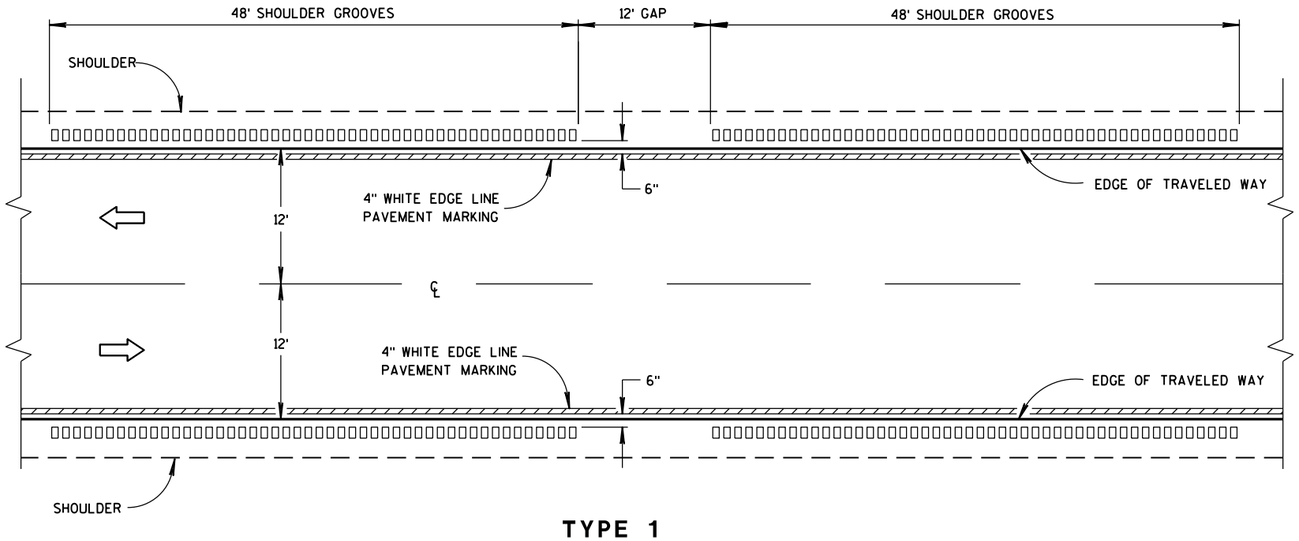
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

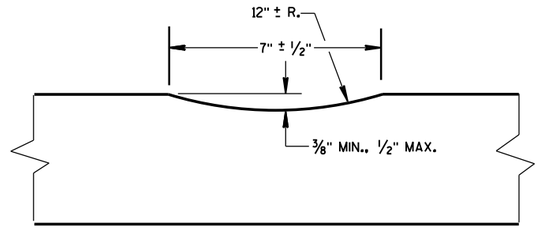


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2-LANE SHOULDER RUMBLE STRIP



SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

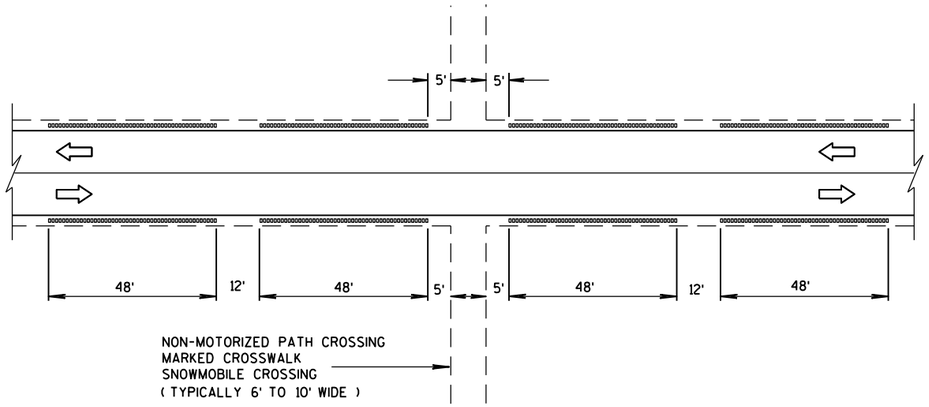
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

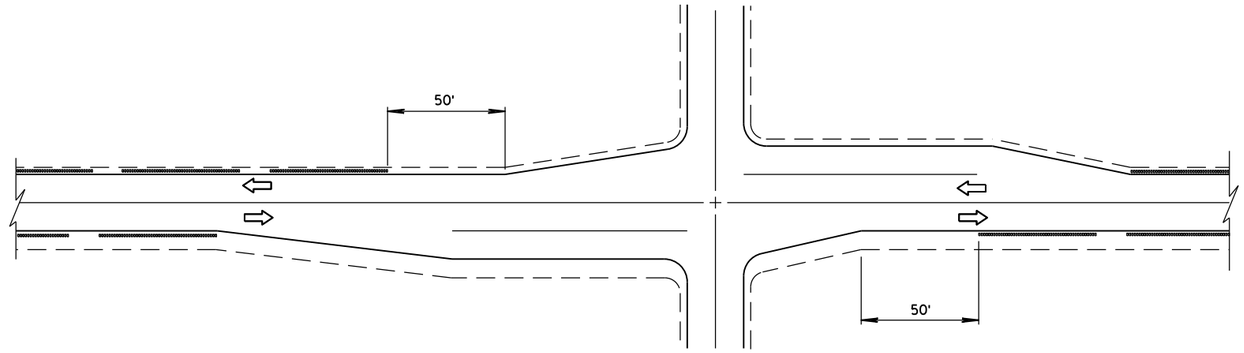
S.D.D. 13 A 10-1a

6

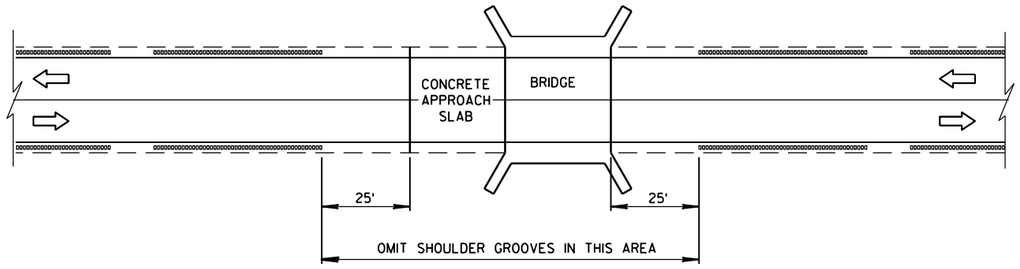
S.D.D. 13 A 10-1a



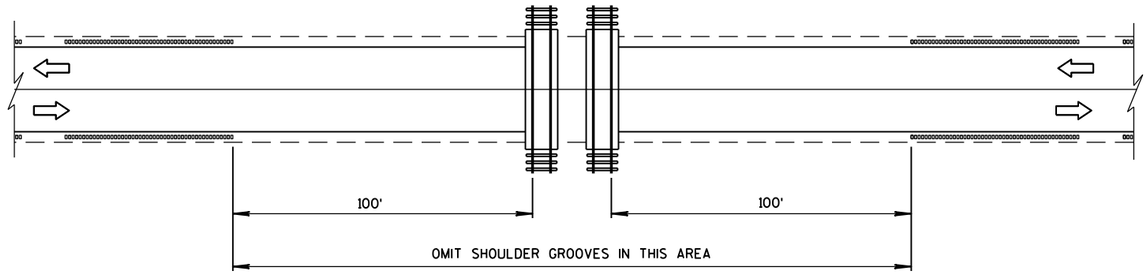
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



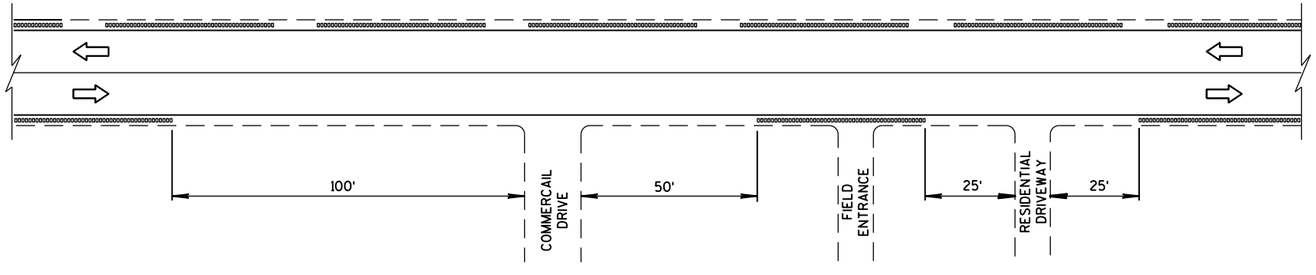
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT RAILROADS

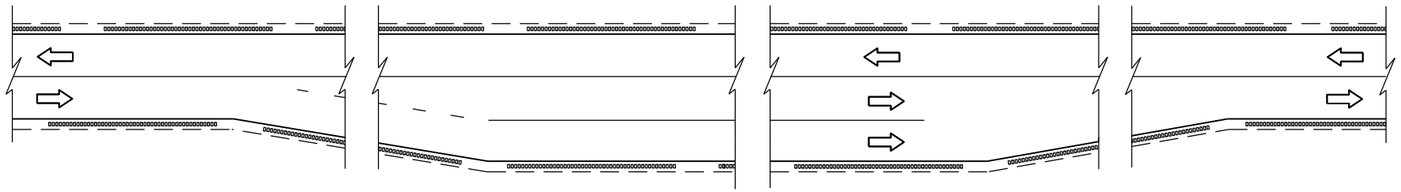


SHOULDER GROOVES AT DRIVEWAYS (1)

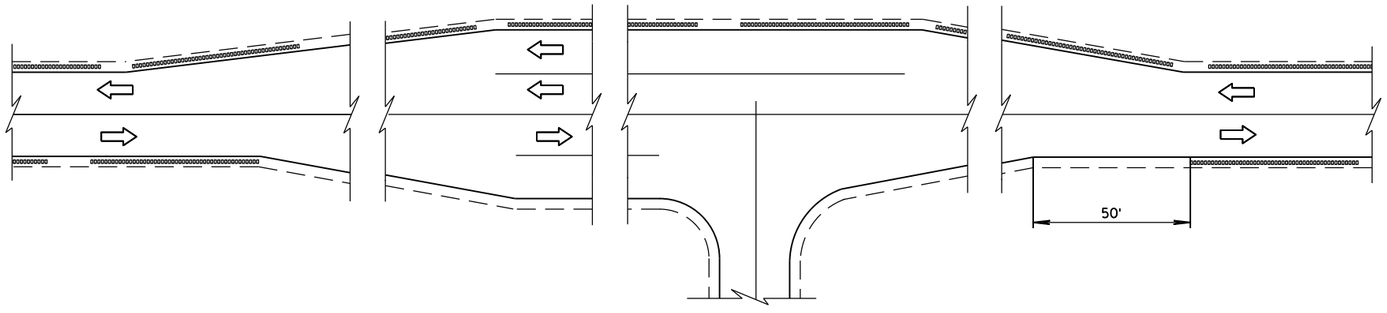
2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 13 A 10-1c



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

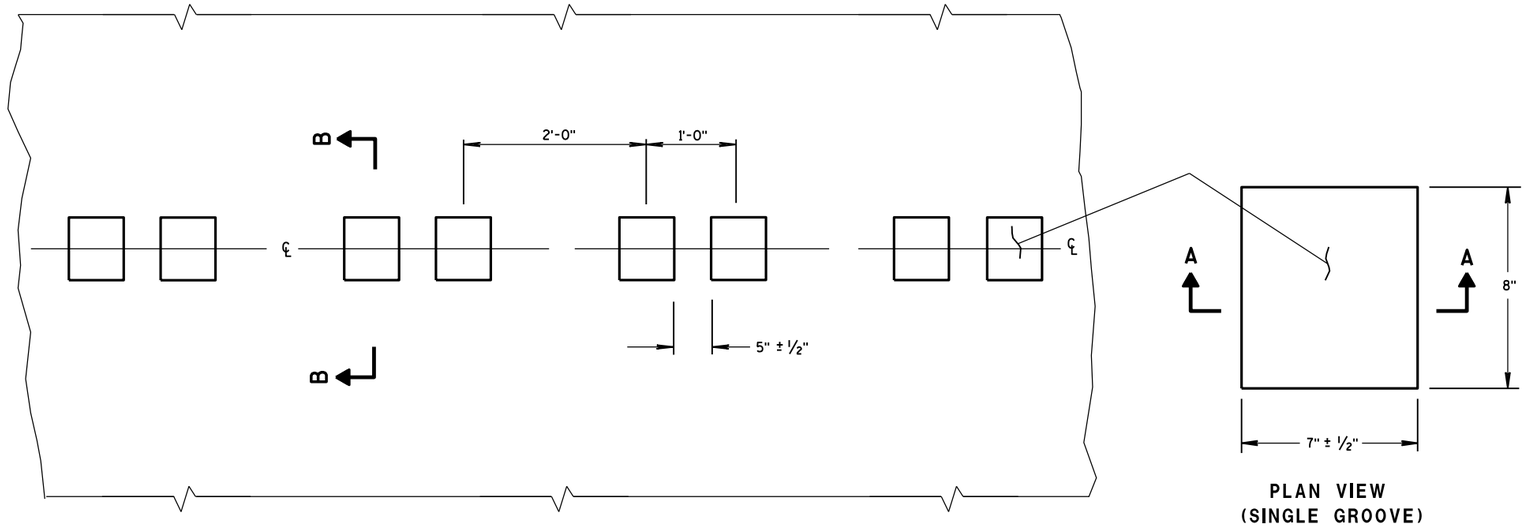
12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

S.D.D. 13 A 10-1d

S.D.D. 13 A 10-1d



PLAN VIEW
CENTER LINE WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

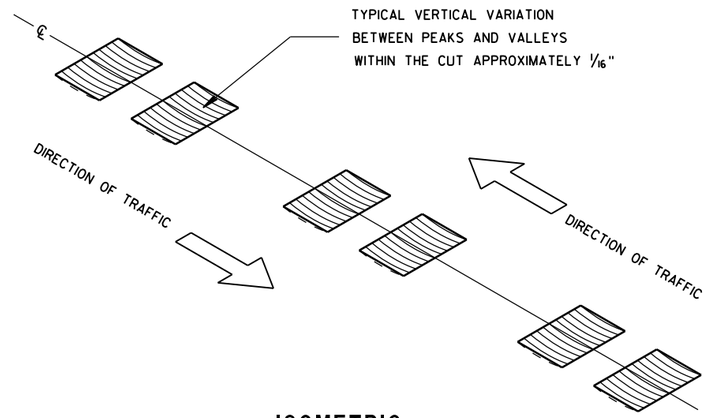
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

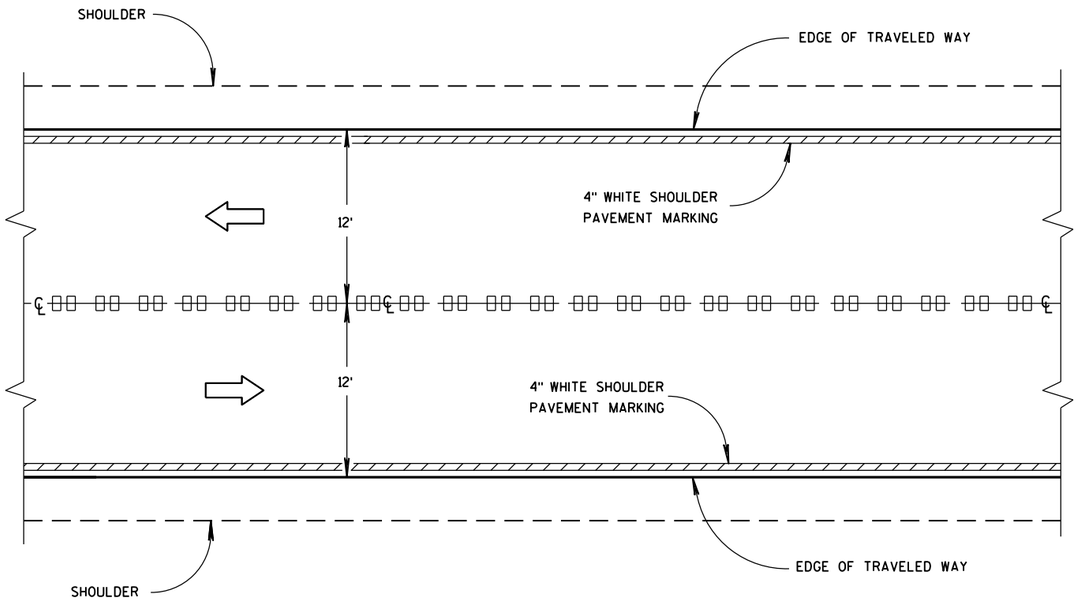
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

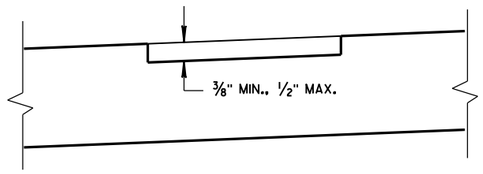
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



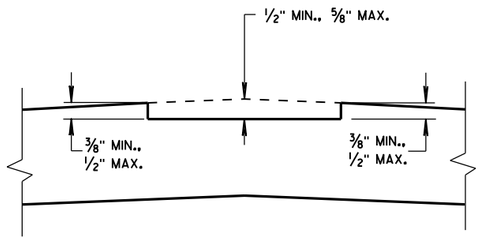
ISOMETRIC



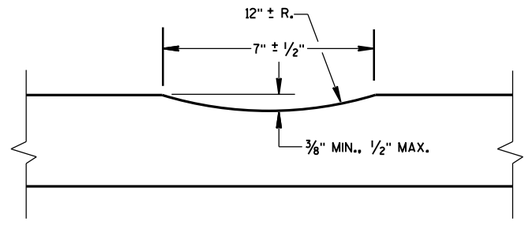
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

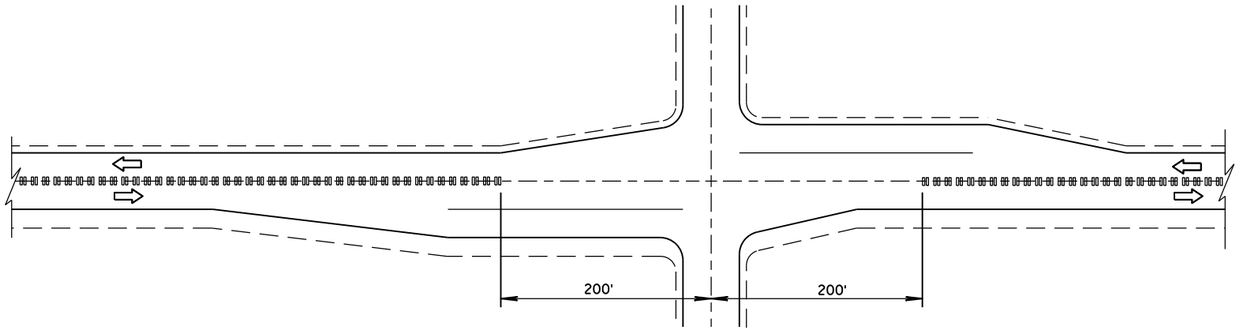
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

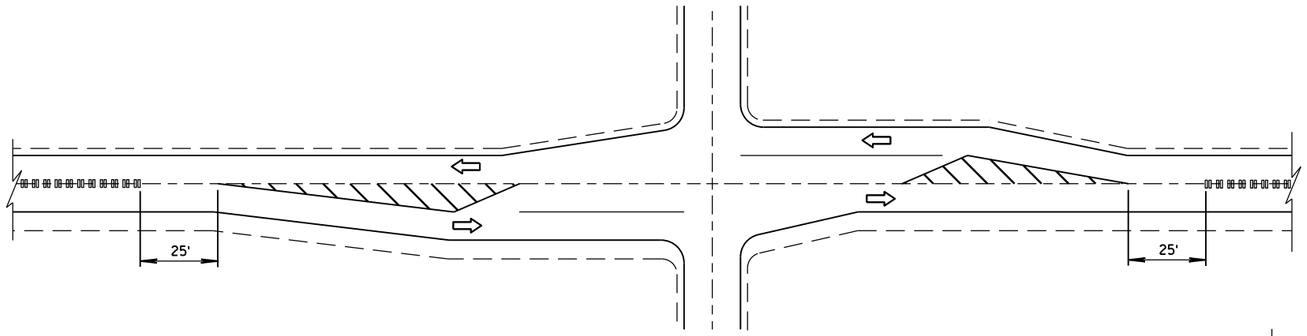
S.D.D. 13 A 11-2a

6

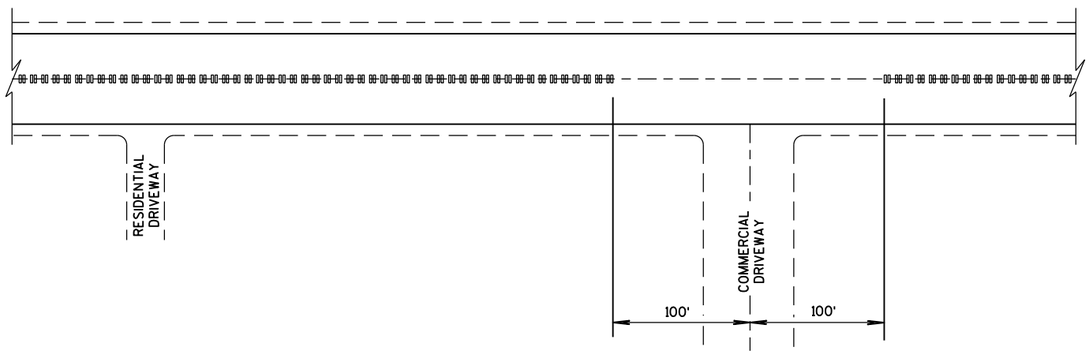
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

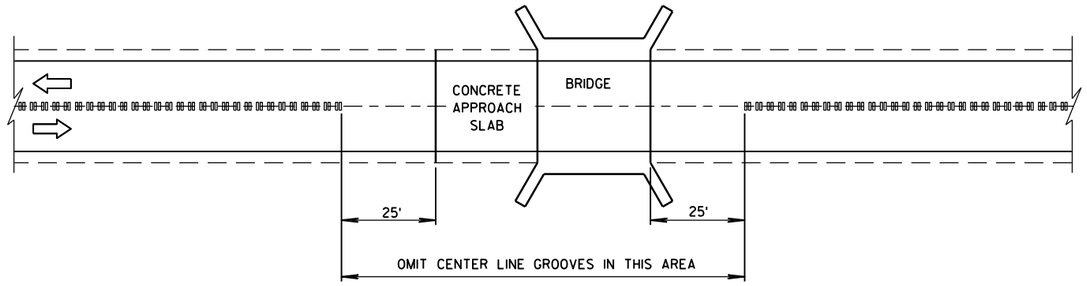


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

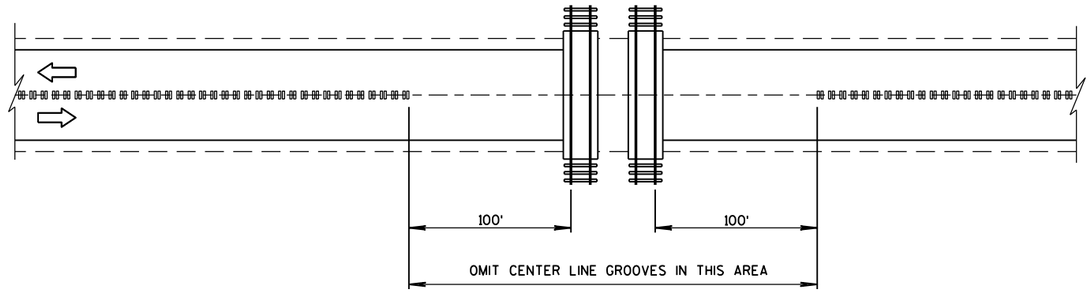


CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

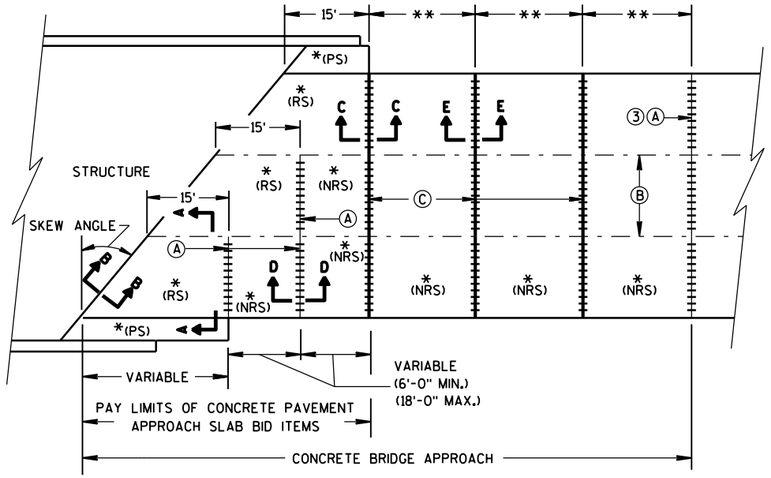
APPROVED

5/15/2013
DATE

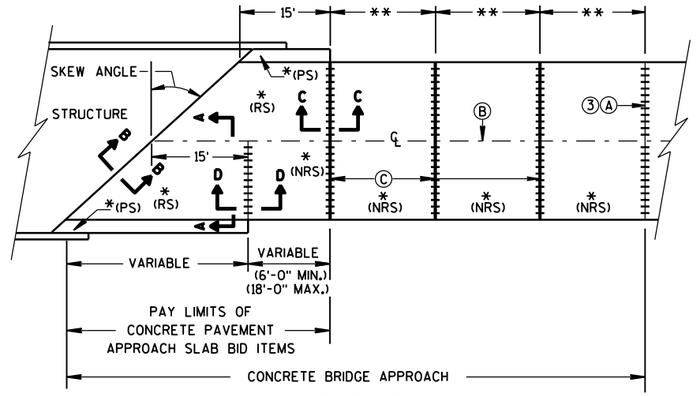
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

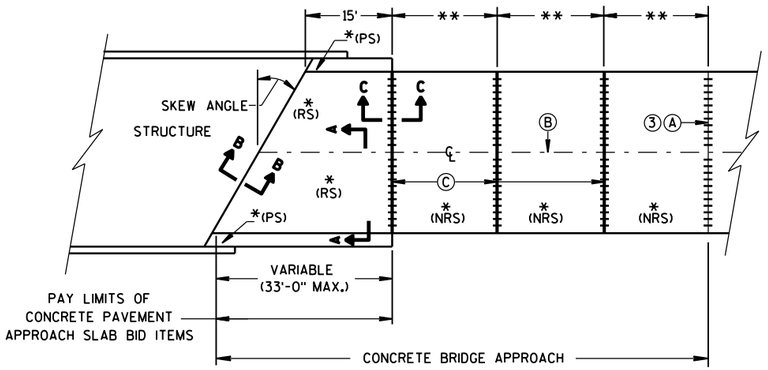
NT



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



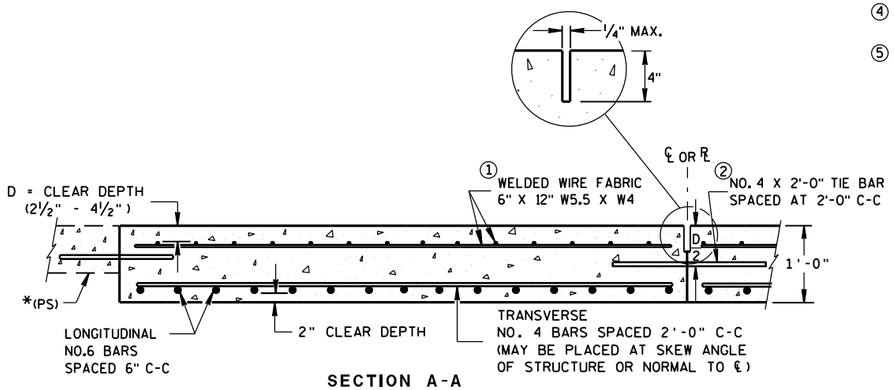
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

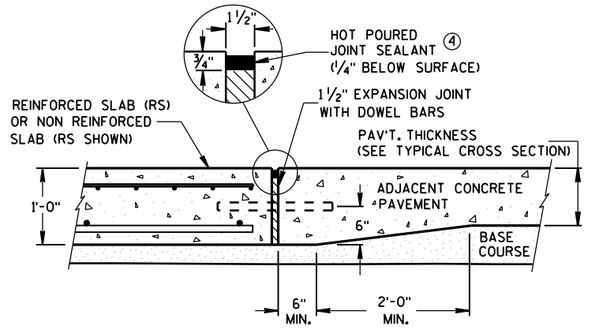
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

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

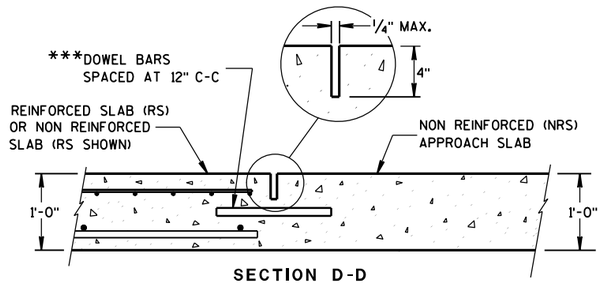
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) STANDARD LONGITUDINAL JOINT AND TIE BARS.
(C) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



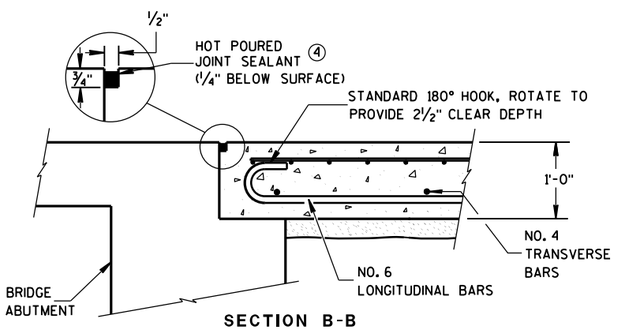
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

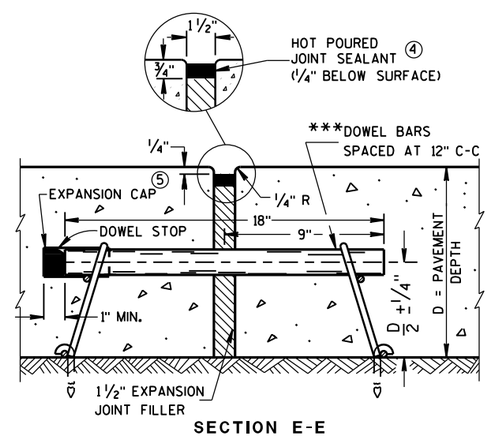
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

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



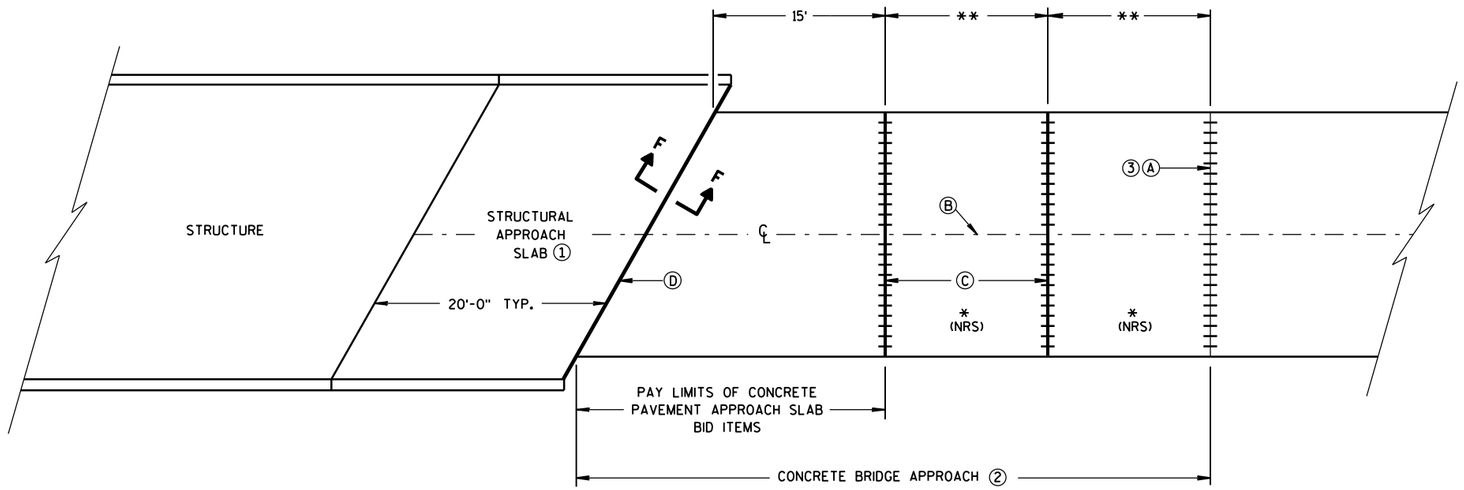
SECTION E-E
EXPANSION JOINT

CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
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

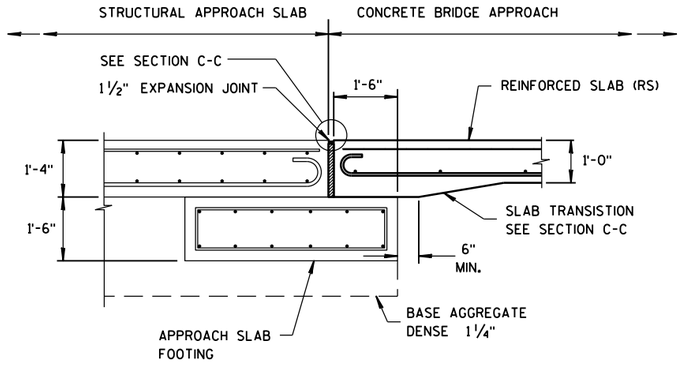
**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

Ⓐ 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

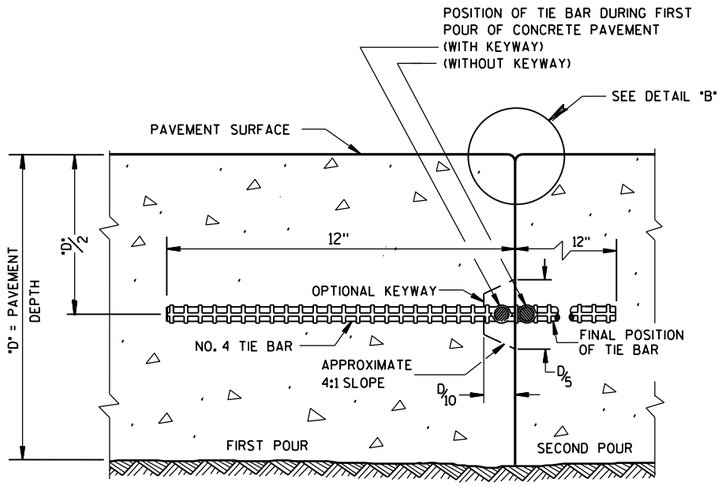
STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

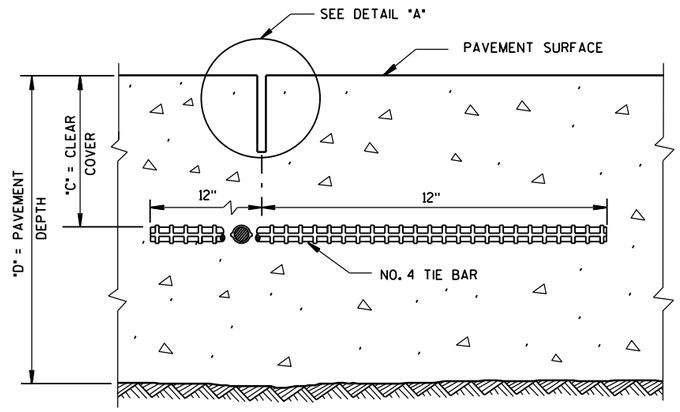
APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
FHWA
EER

6

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



CONSTRUCTION JOINT



SAWED JOINT

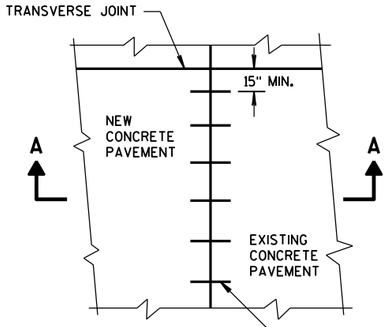
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

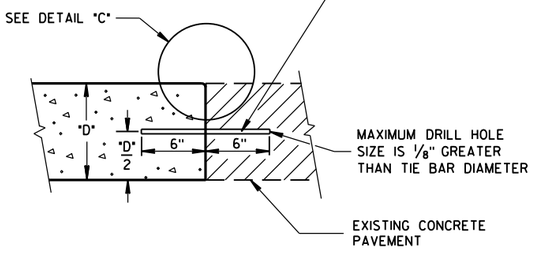
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

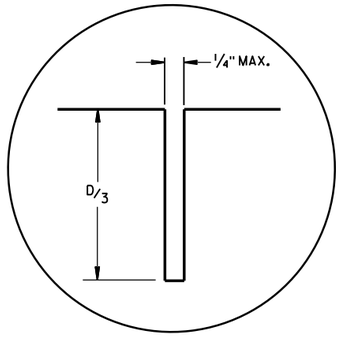


PLAN VIEW

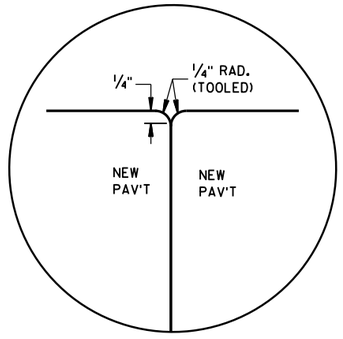


SECTION A-A

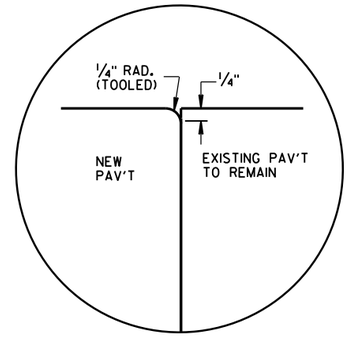
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



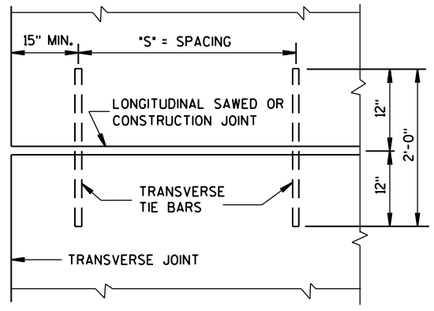
DETAIL "B"



DETAIL "C"

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"



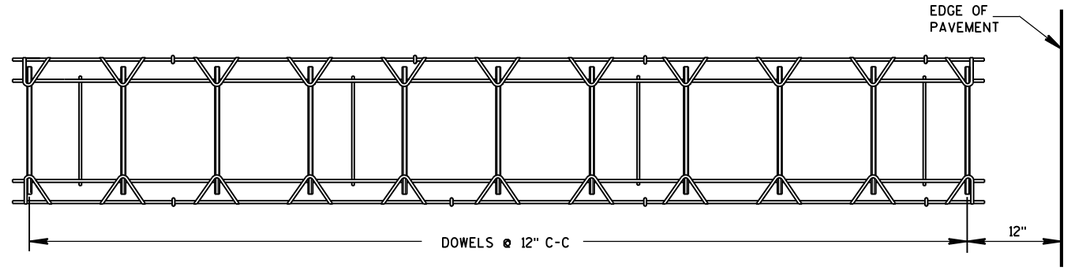
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/2014 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

6
S.D.D. 13 C 1-17

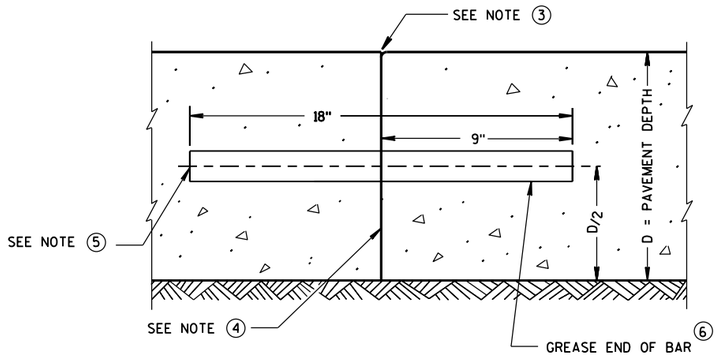


PLAN VIEW

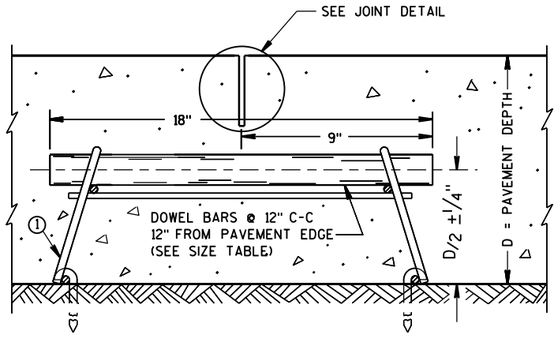


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



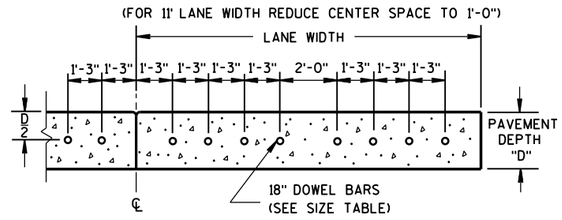
TRANSVERSE CONSTRUCTION JOINT



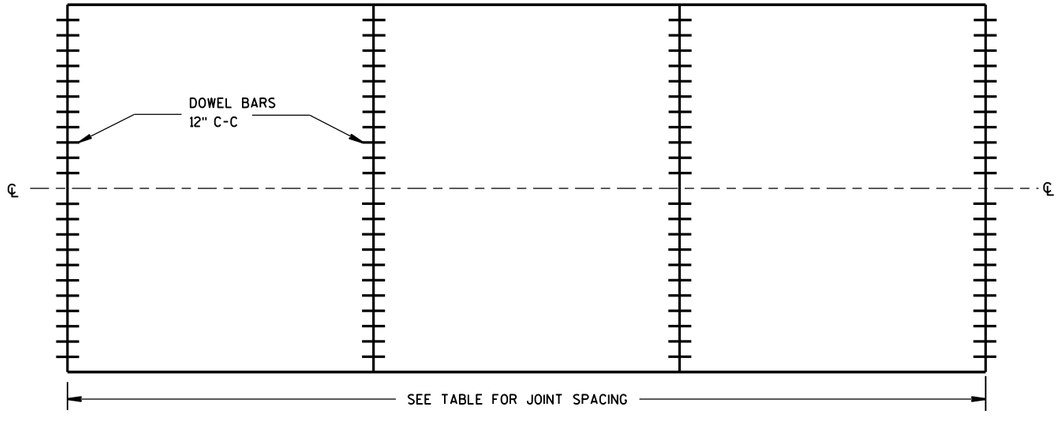
DOWELED CONTRACTION JOINT

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'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

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 LONGITUDINAL JOINT AND 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 **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.

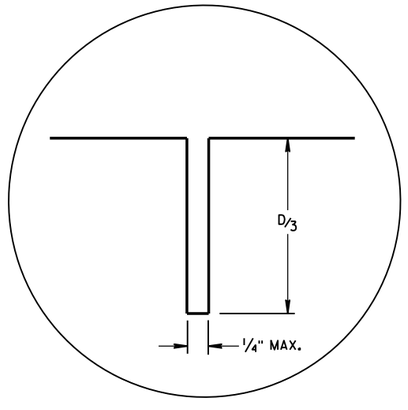
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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 ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

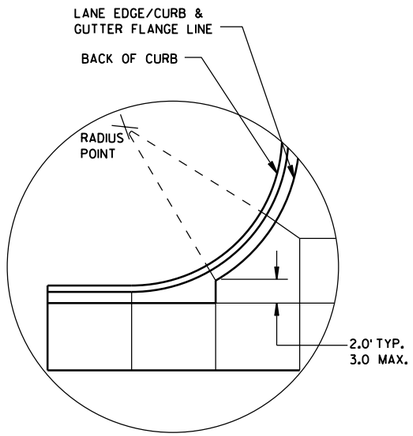
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

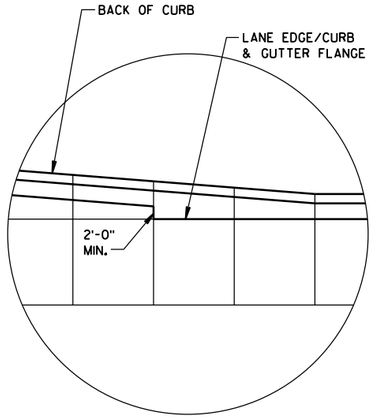
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

6

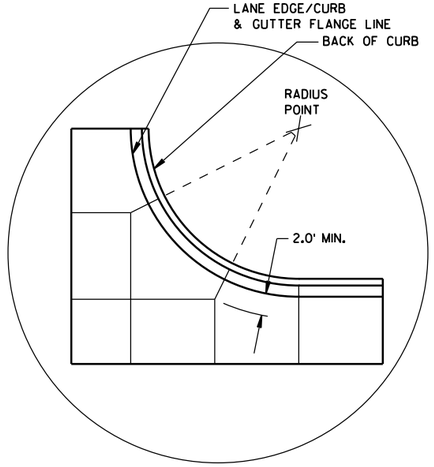
S.D.D. 13 C 13-8



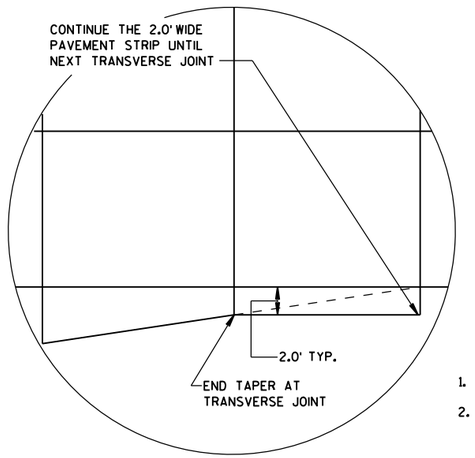
DETAIL "A"



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.

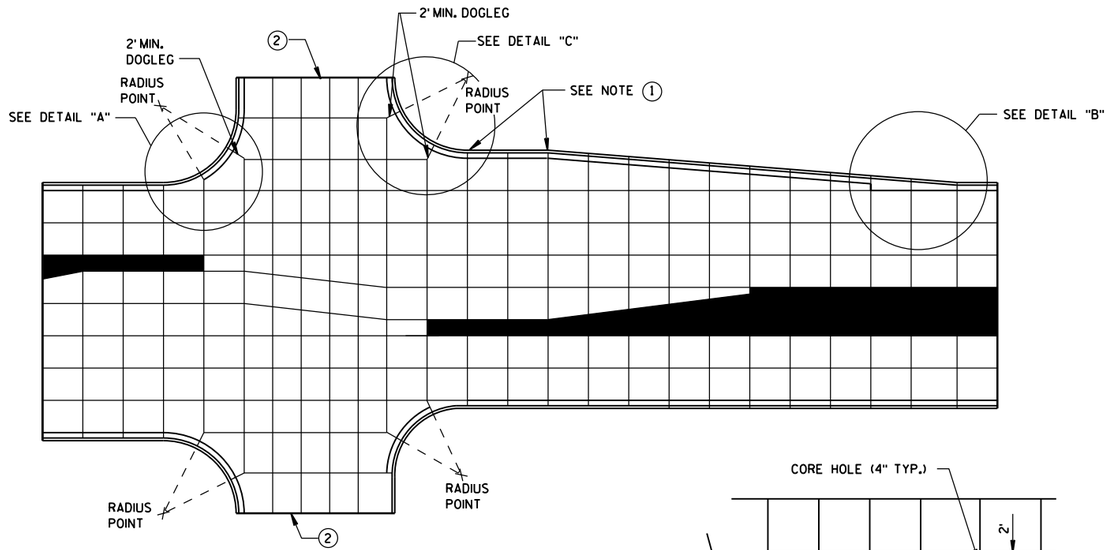
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

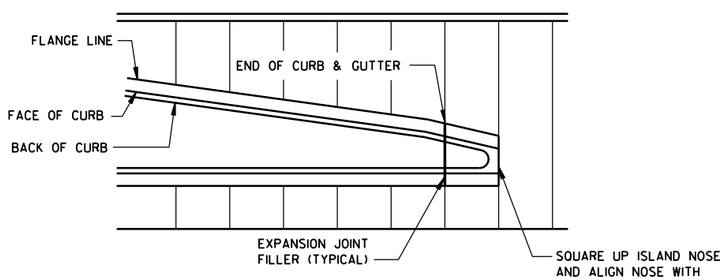


STANDARD INTERSECTION

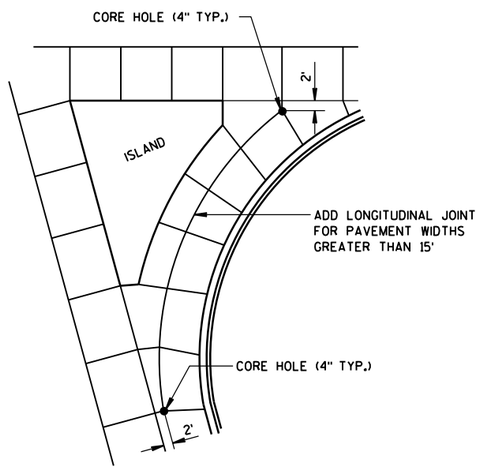
PAVEMENT DEPTH AND JOINT SPACING TABLE

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

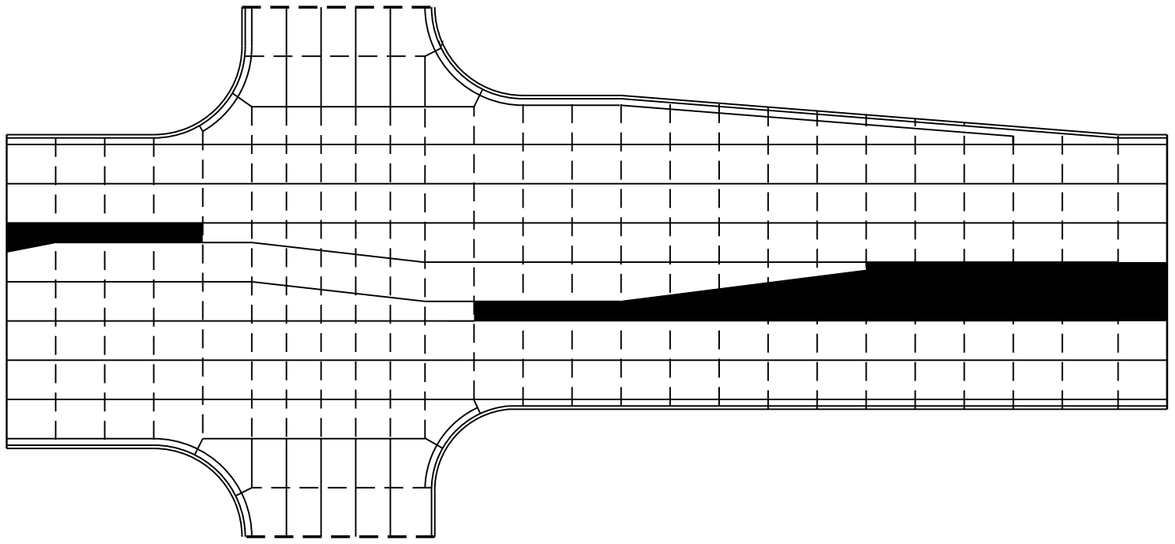
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

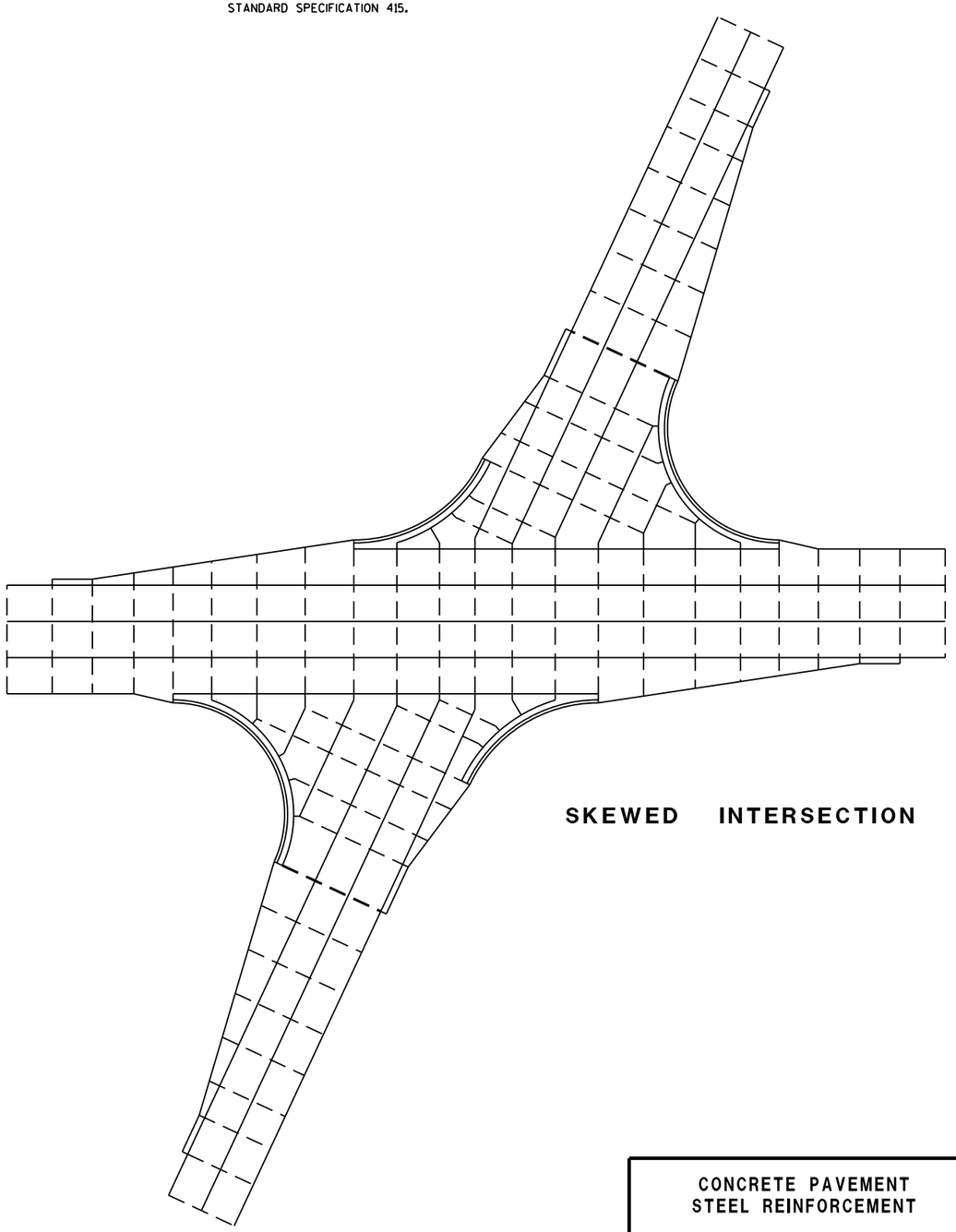
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

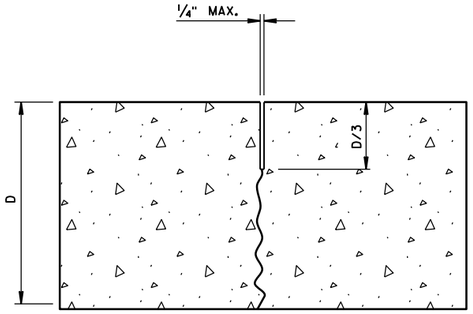
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

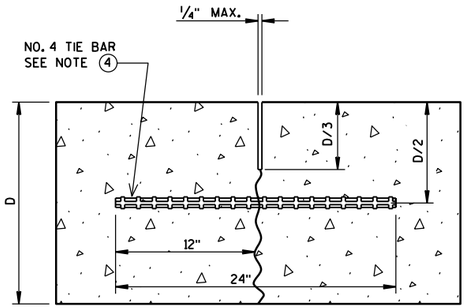
S.D.D. 13 C 18-2b

6

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



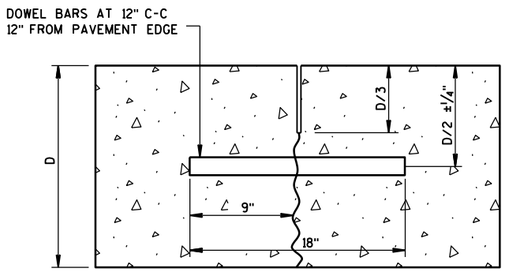
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

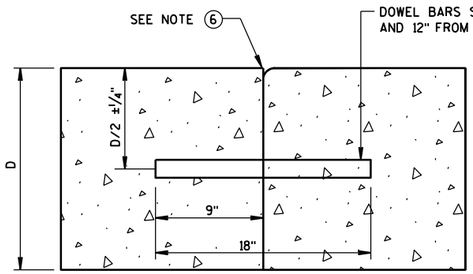
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



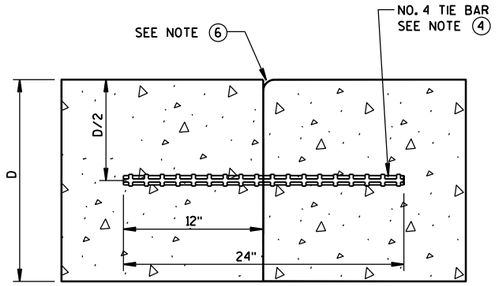
DOWELED-TRANSVERSE

CONTRACTION JOINTS

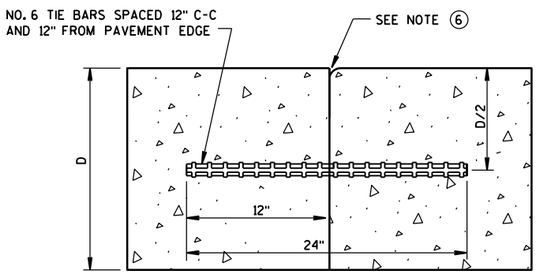
SEE NOTE (2)



DOWELED TRANSVERSE

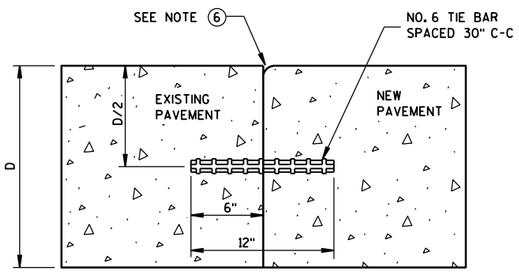


TIED LONGITUDINAL



TIED TRANSVERSE

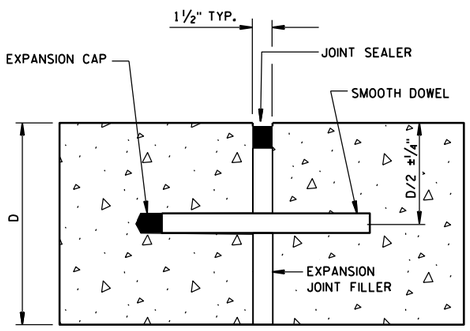
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

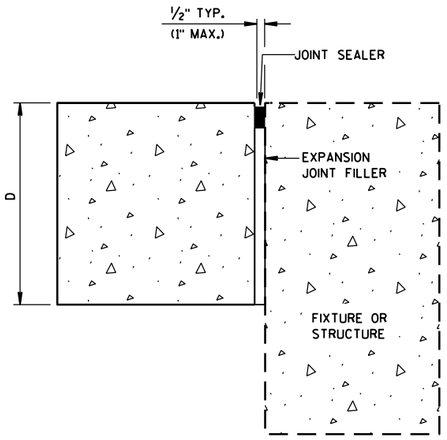
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

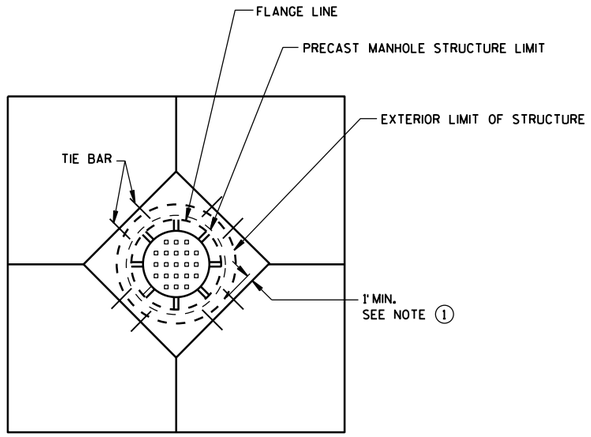
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

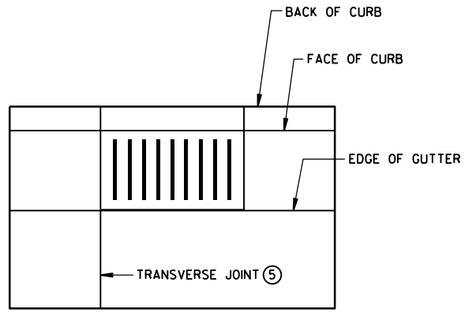
S.D.D. 13 C 18-2c

6

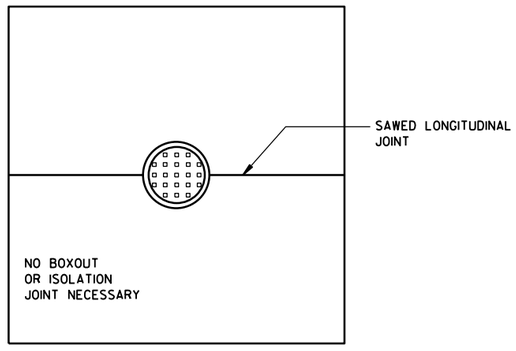
S.D.D. 13 C 18-2c



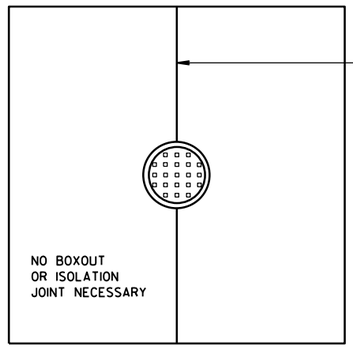
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



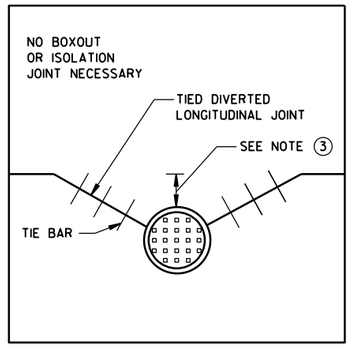
INLET WITH TRANSVERSE JOINT



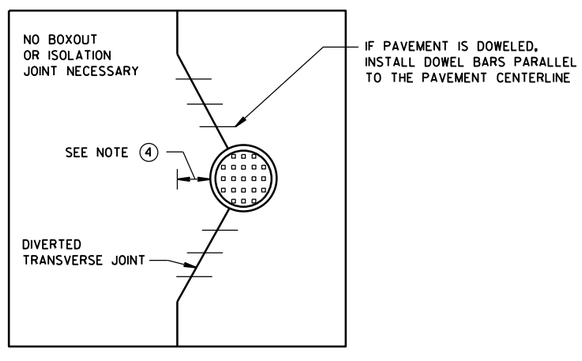
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013 DATE — /S/ Deb Bischoff PAVEMENT POLICY & DE — NEER

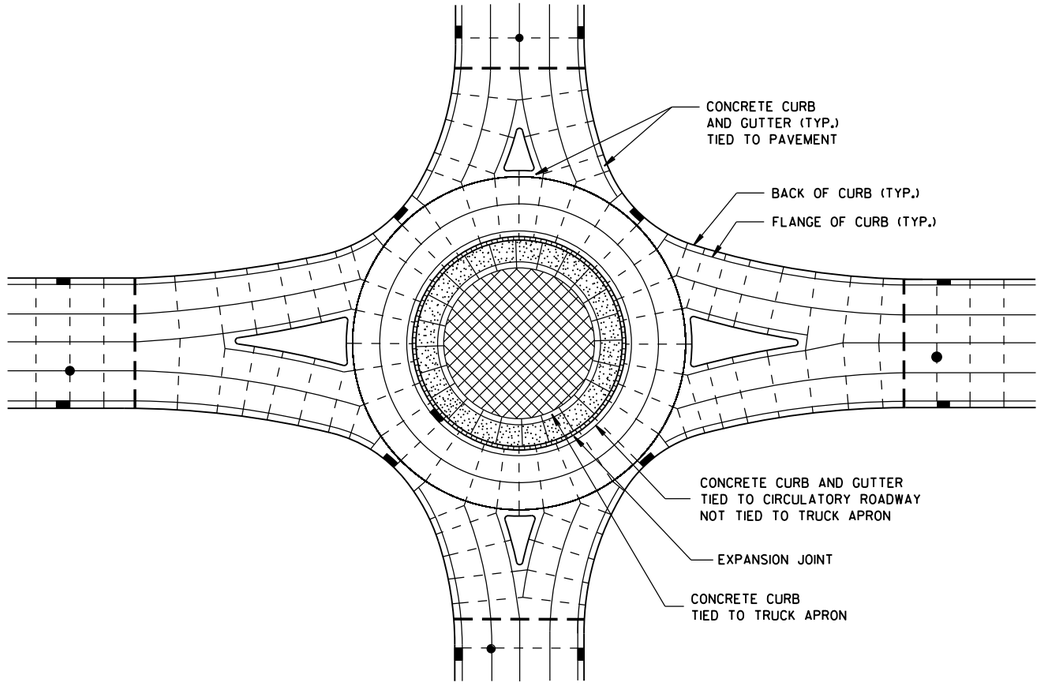
FHWA

6

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

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES



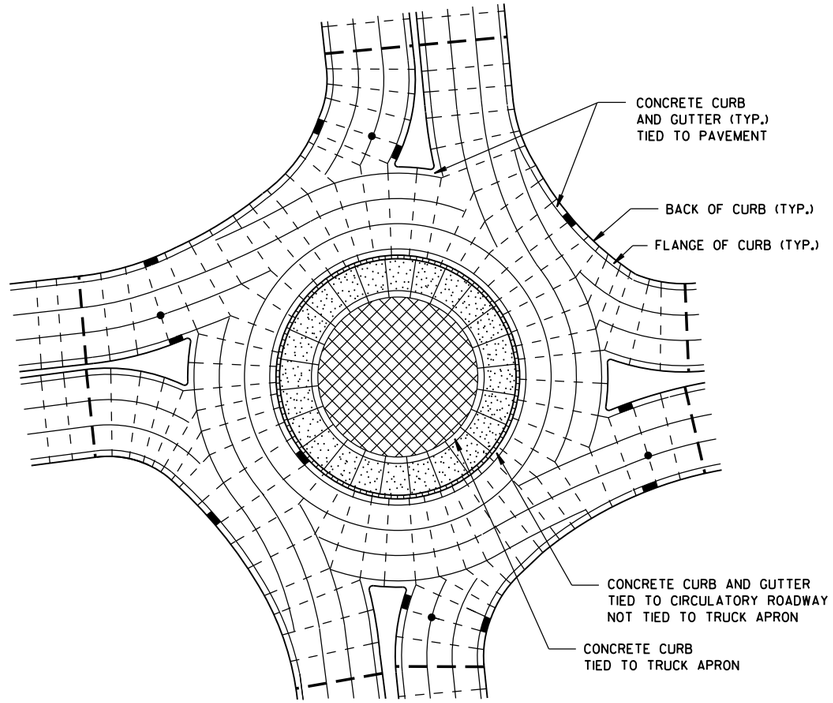
ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

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

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

6

6

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

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

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

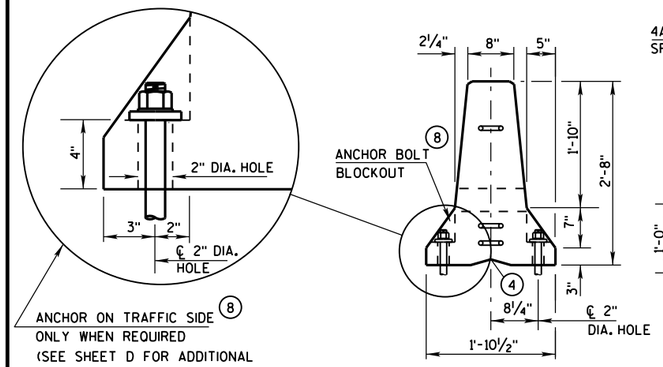
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

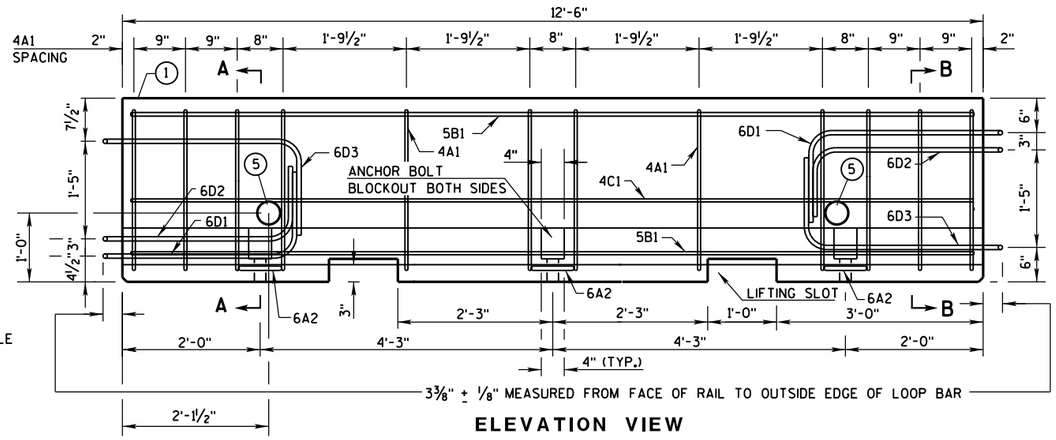
5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

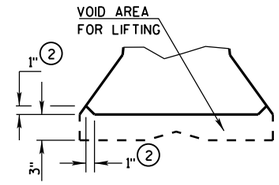
FHWA



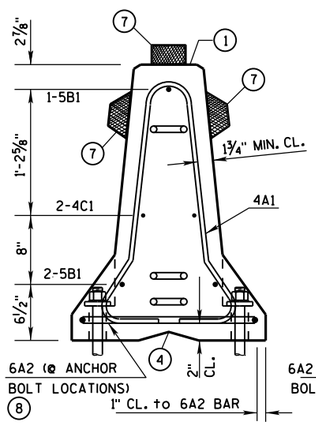
END VIEW



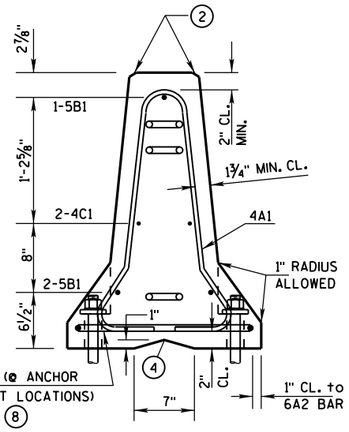
ELEVATION VIEW



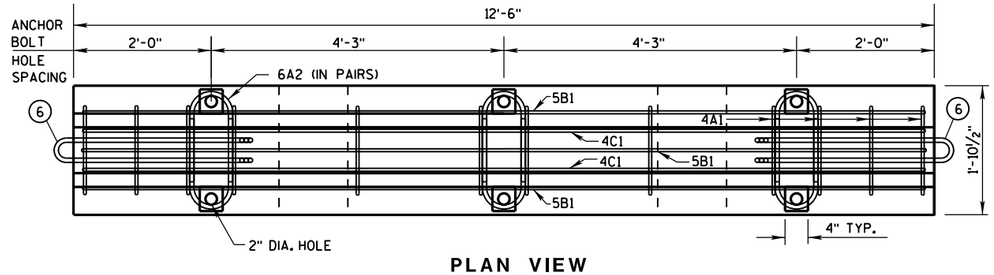
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

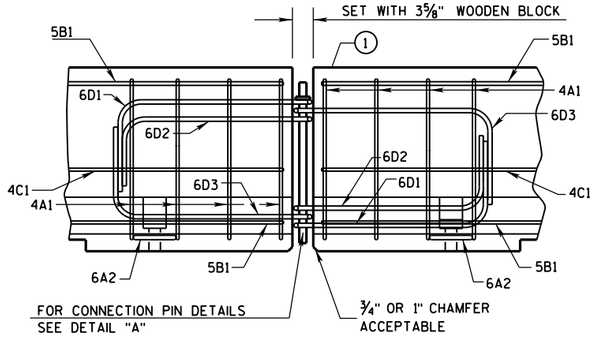


SECTION B-B
(STIRRUP PLACEMENT)

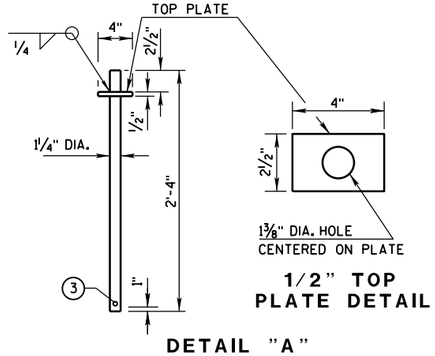


PLAN VIEW

DETAILS OF BARRIER SECTION

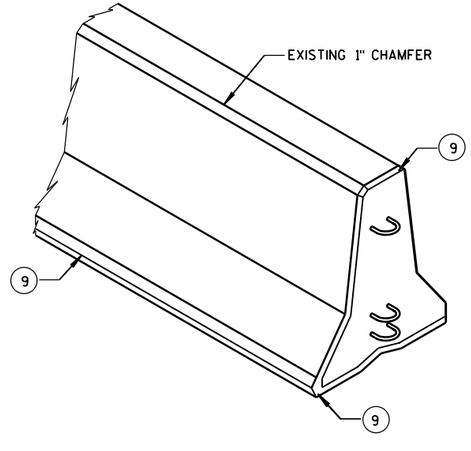


DETAILS OF BARRIER CONNECTION



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.

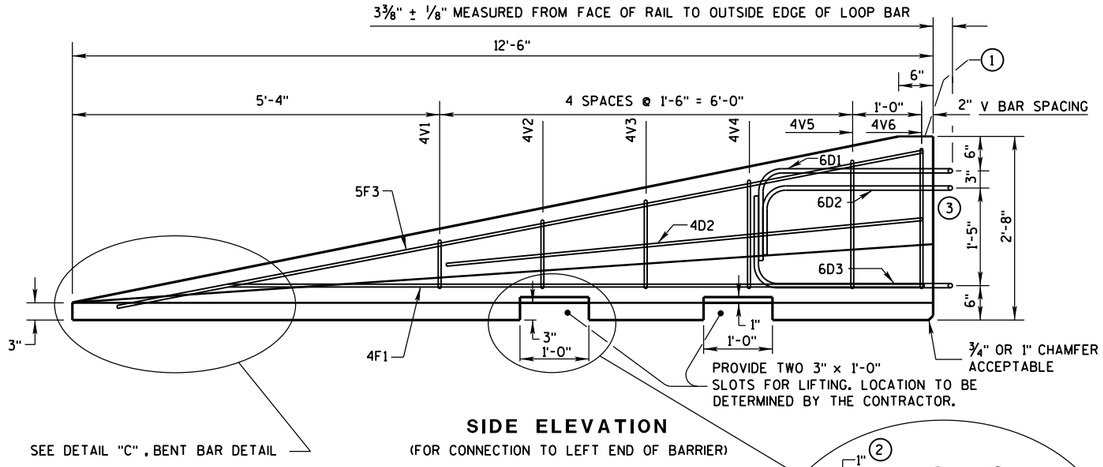
(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

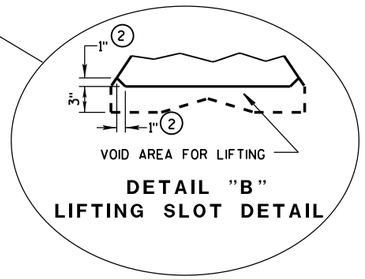
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

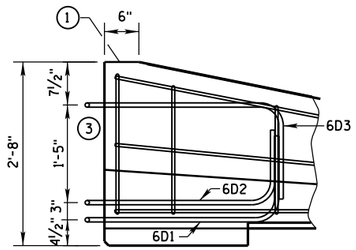
S.D.D. 14 B 7-14a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



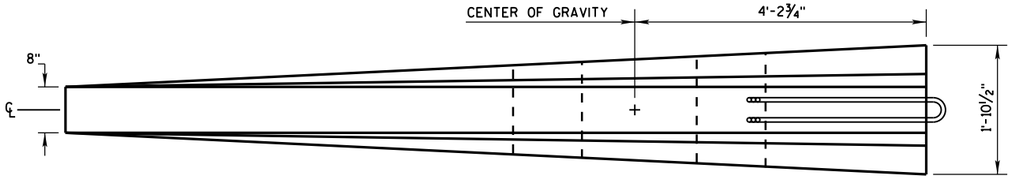
DETAIL "B"
LIFTING SLOT DETAIL



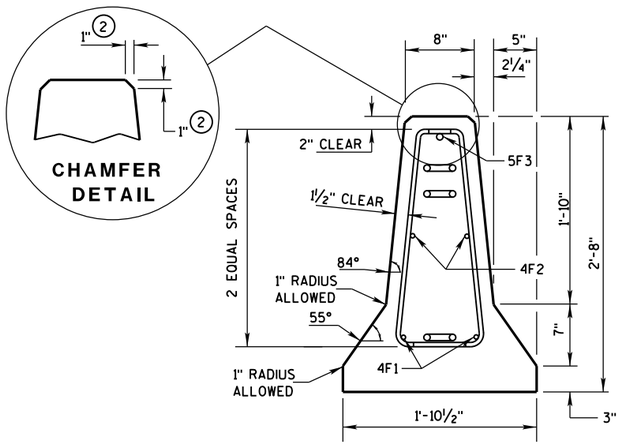
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

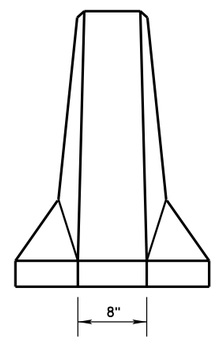
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



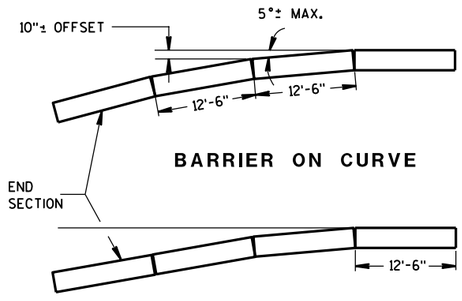
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

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

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

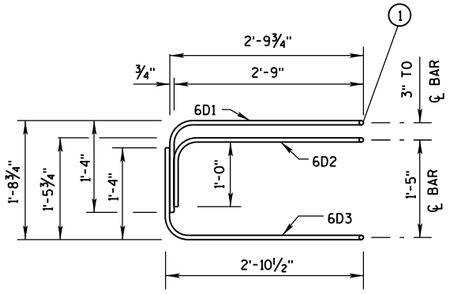
6

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

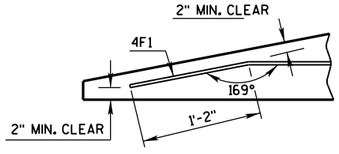
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

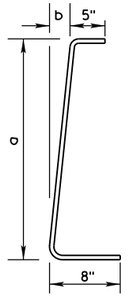
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

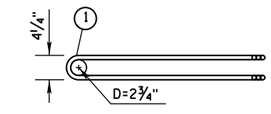
GENERAL NOTES

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

BARRIER SECTION BILL OF MATERIALS

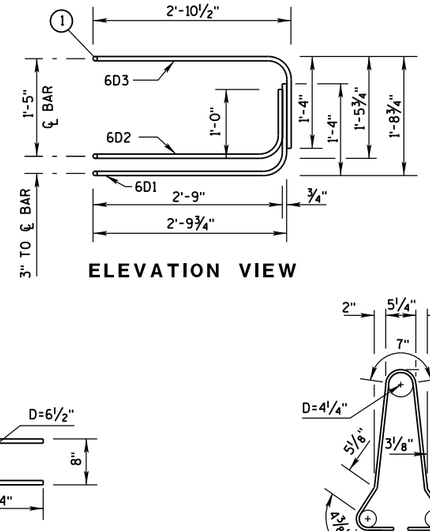
(PER 12'-6" BARRIER SECTION)

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"

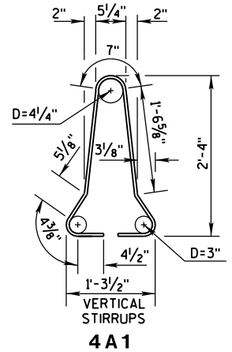


PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)

6A2



ELEVATION VIEW



4A1

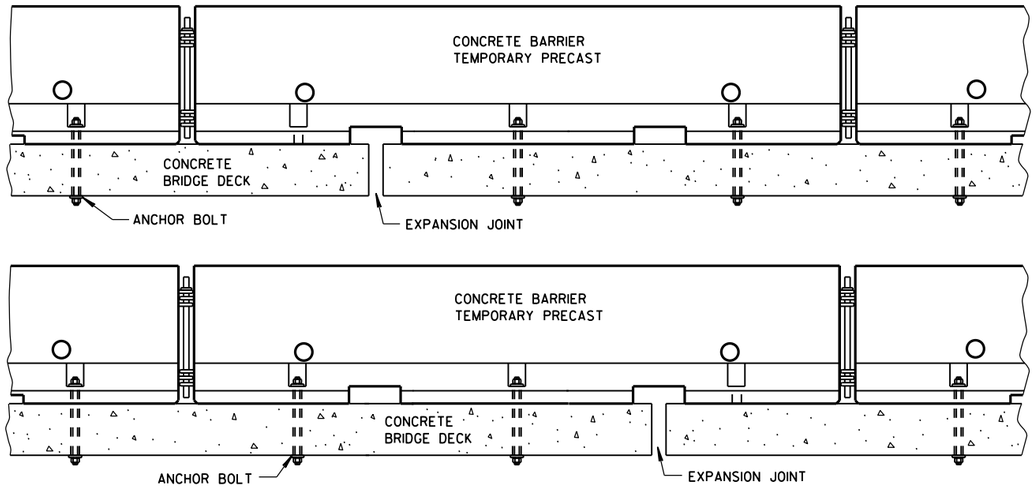
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

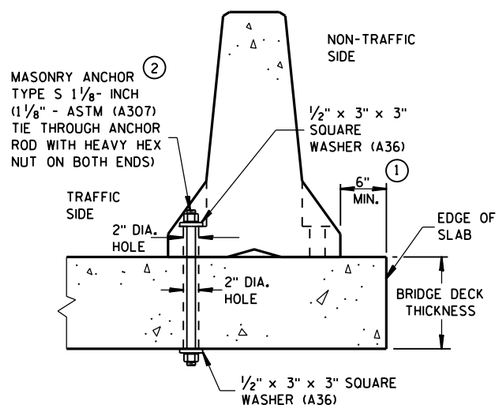
6

S.D.D. 14 B 7-14c



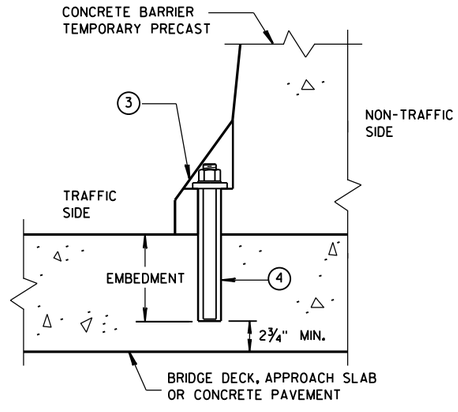
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



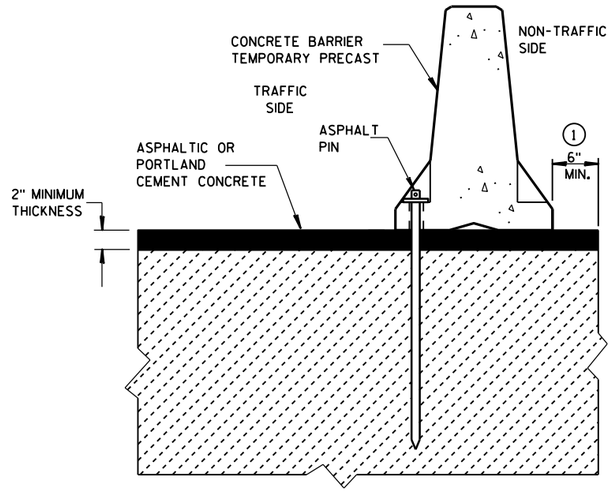
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



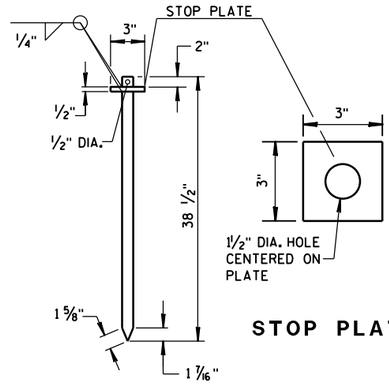
REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

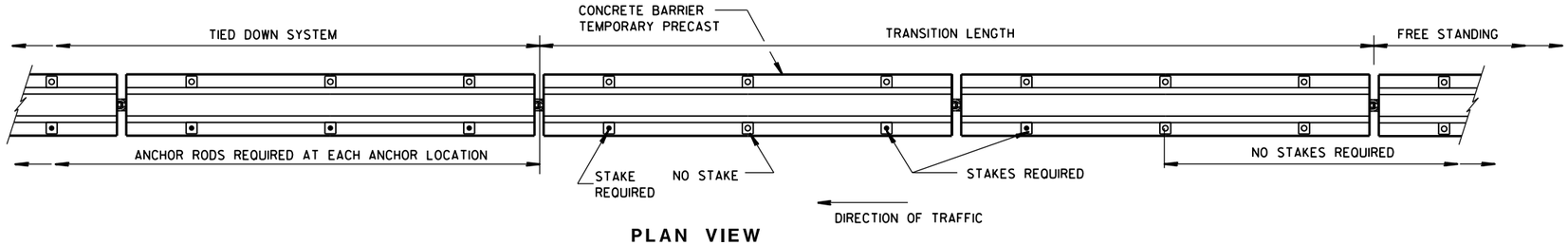
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

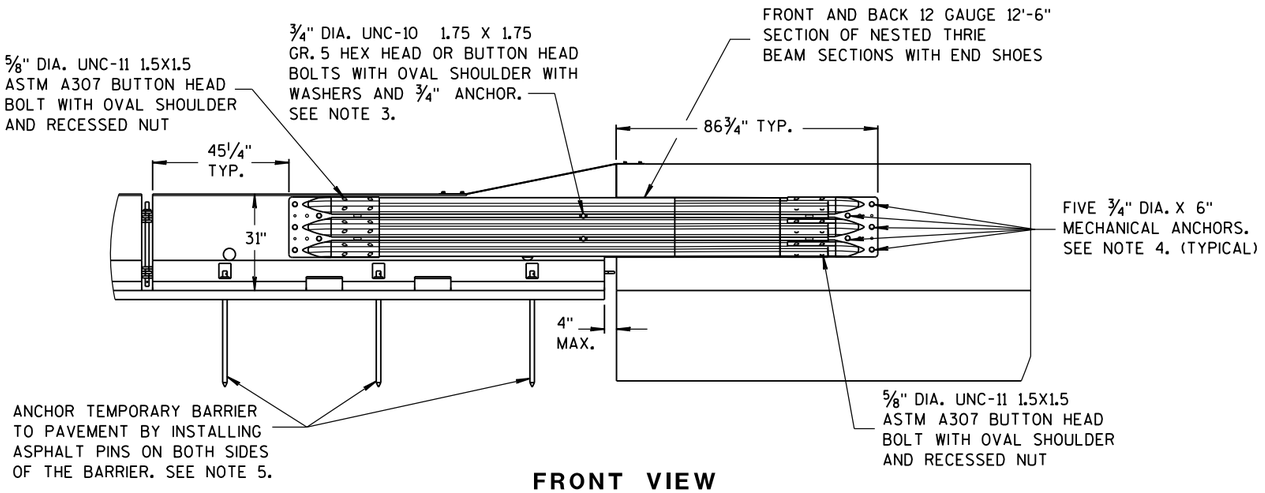
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

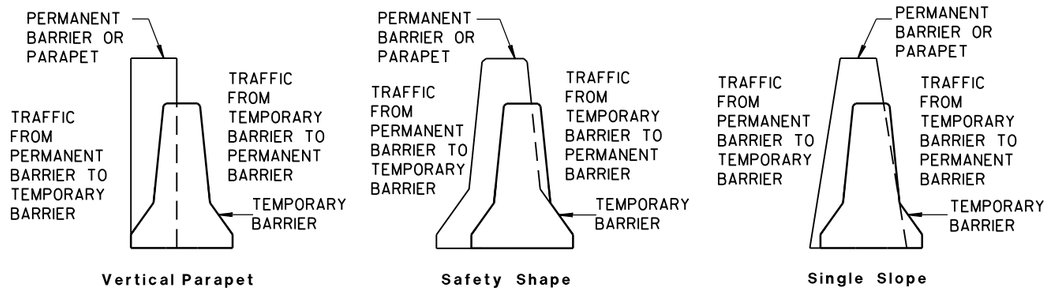
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14d



FRONT VIEW



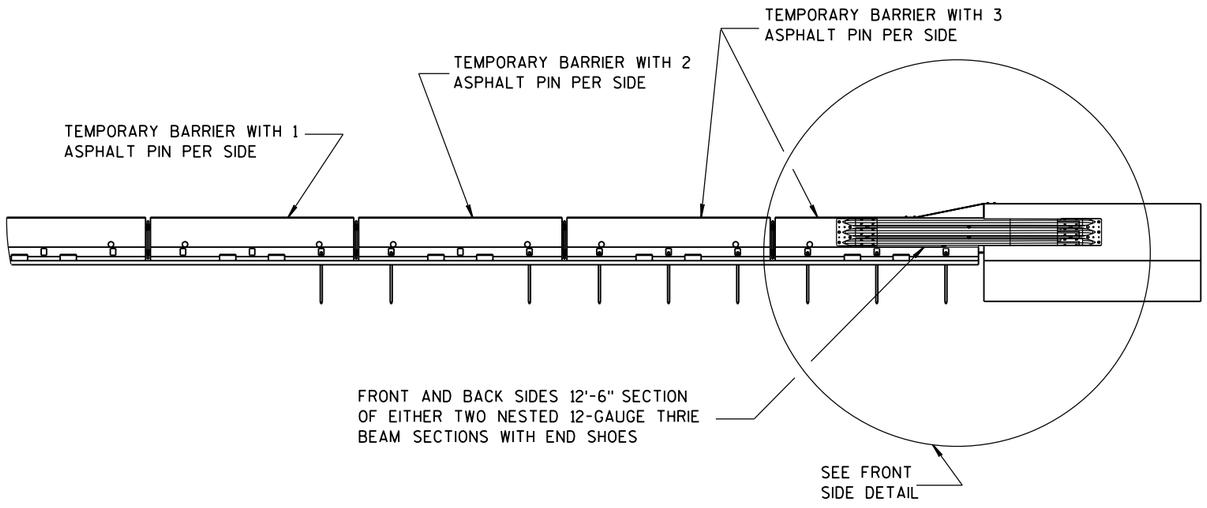
TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

NOTES

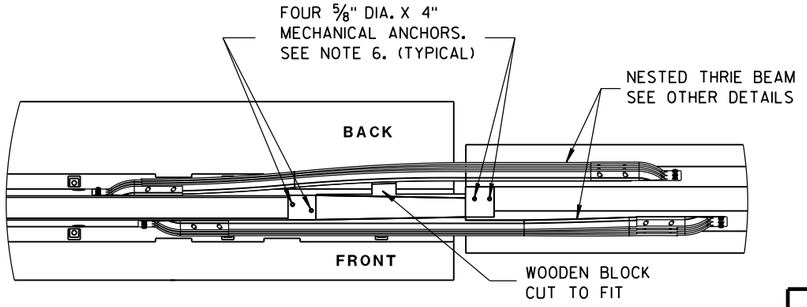
NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.

BACK VIEW



FRONT VIEW



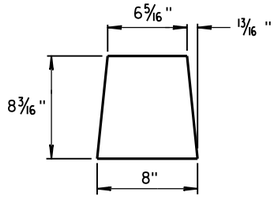
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

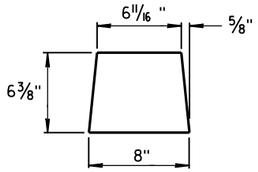
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

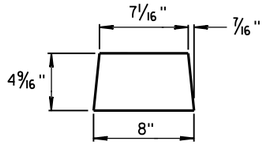
6
S.D.D. 14 B 7-14e



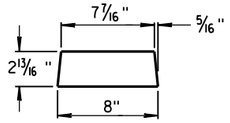
GUSSET 1



GUSSET 2

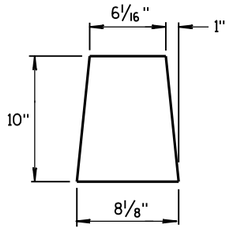


GUSSET 3

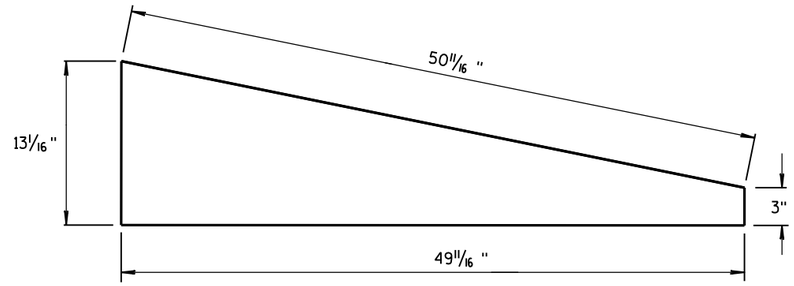


GUSSET 4

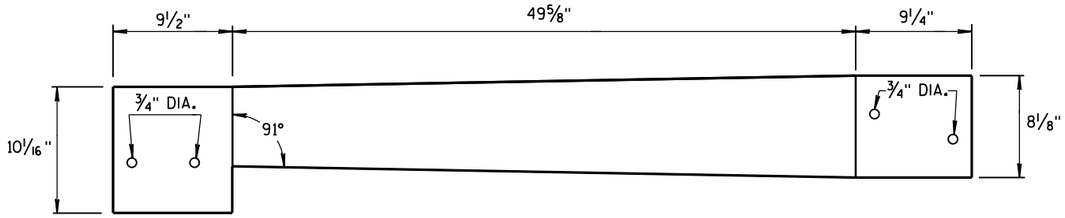
GUSSETS

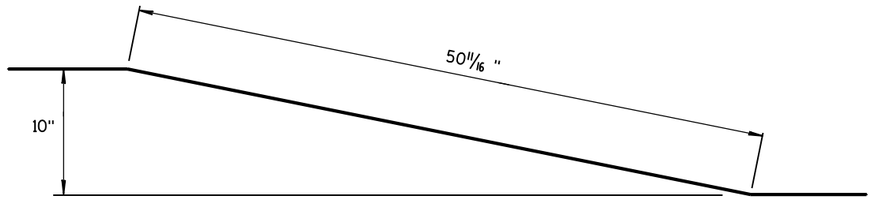


END PLATE



SIDE PLATE

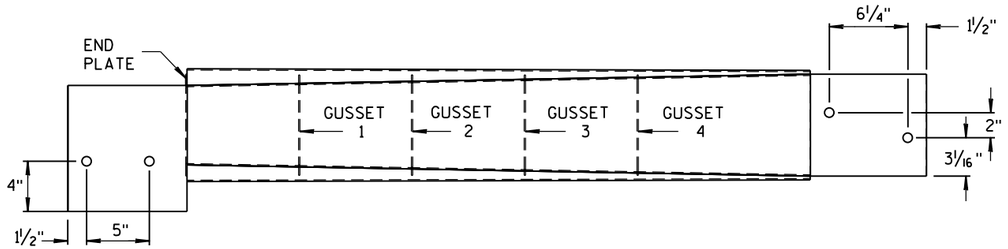


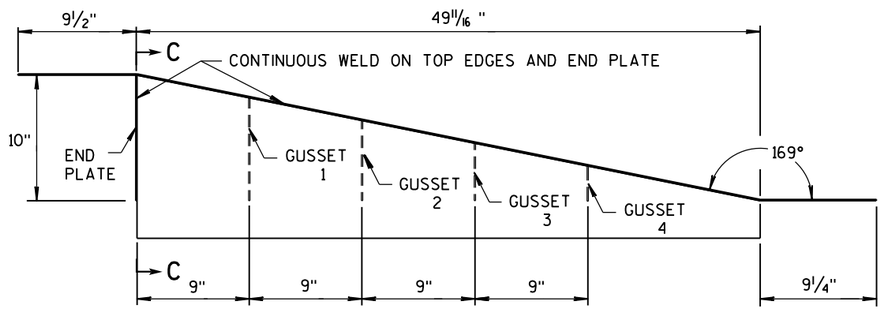


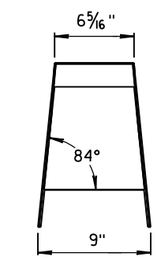
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

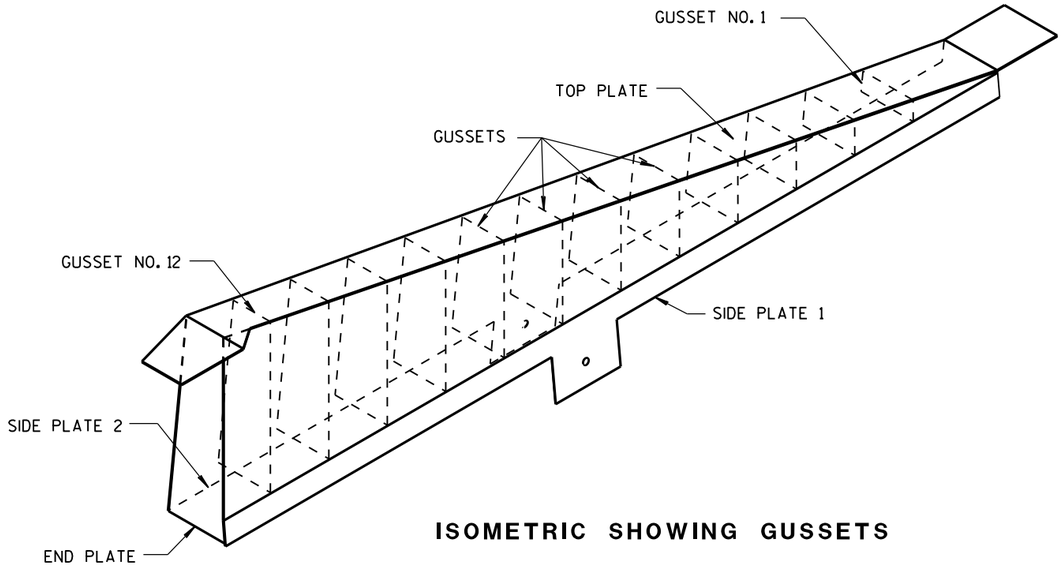
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

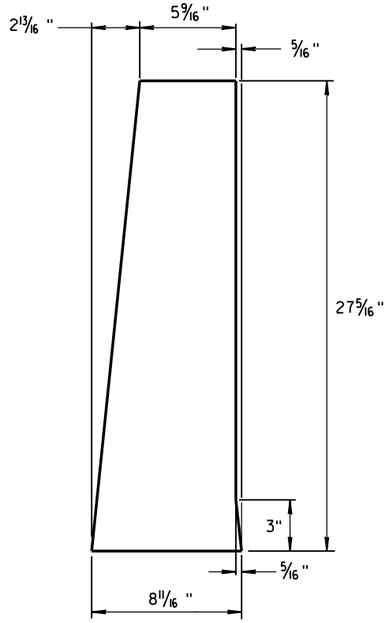
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14f

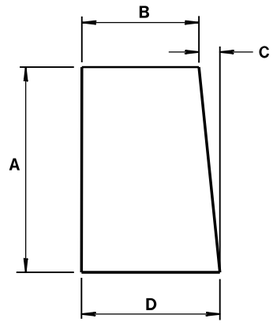


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



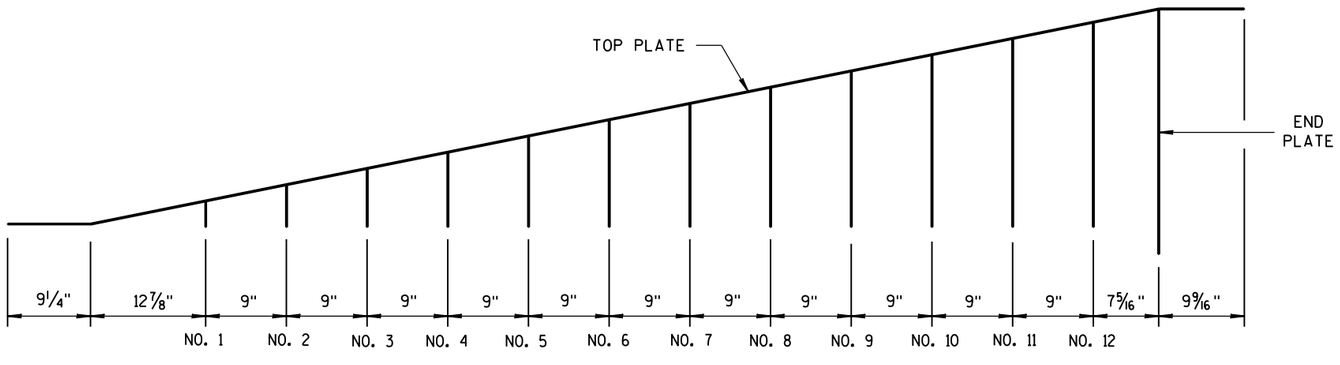
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

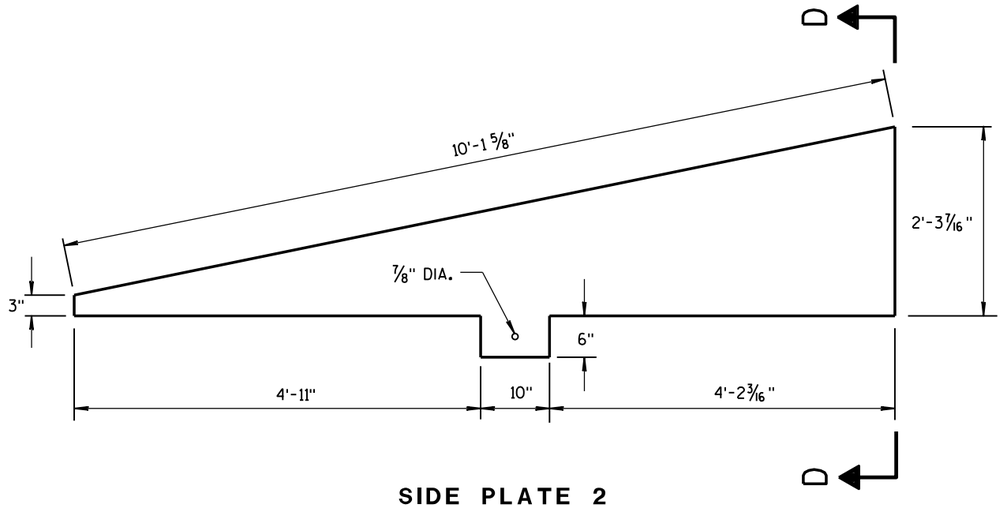
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

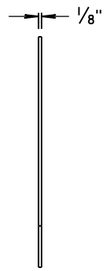
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

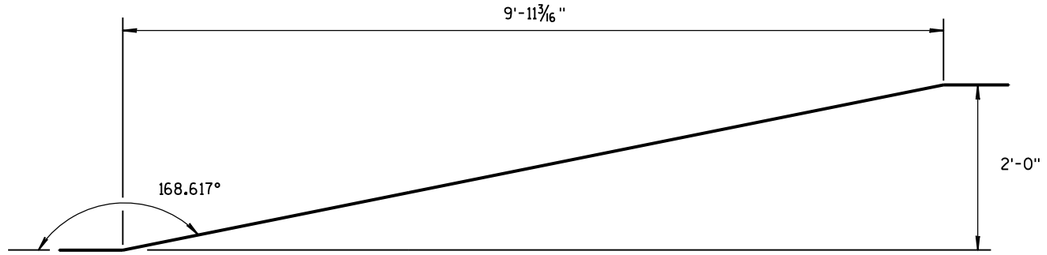
S.D.D. 14 B 7-14g



SIDE PLATE 2

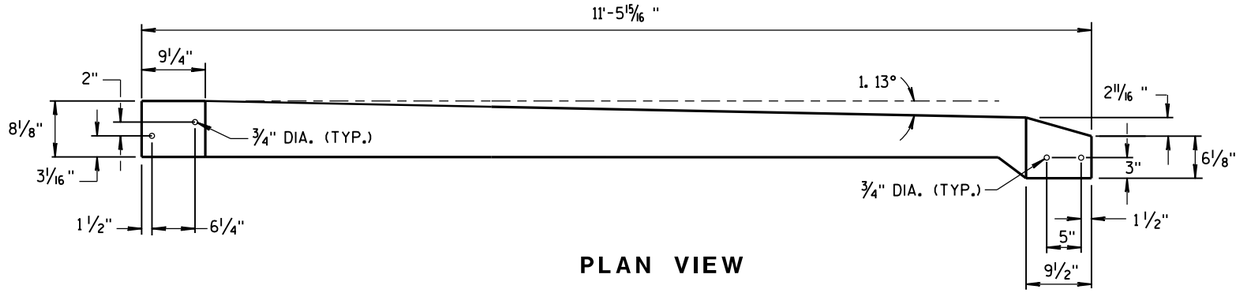


END VIEW



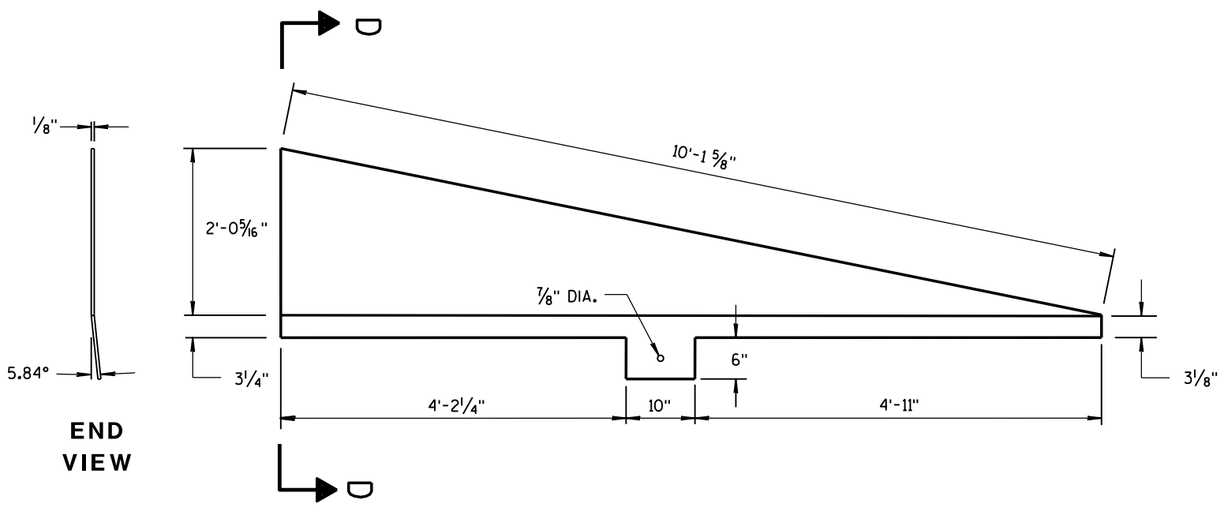
SIDE VIEW

TOP PLATE



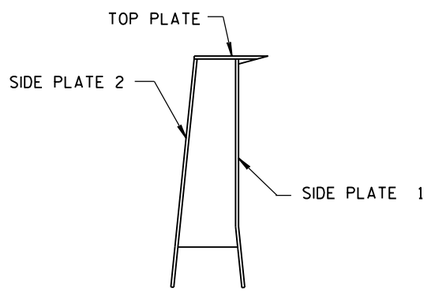
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

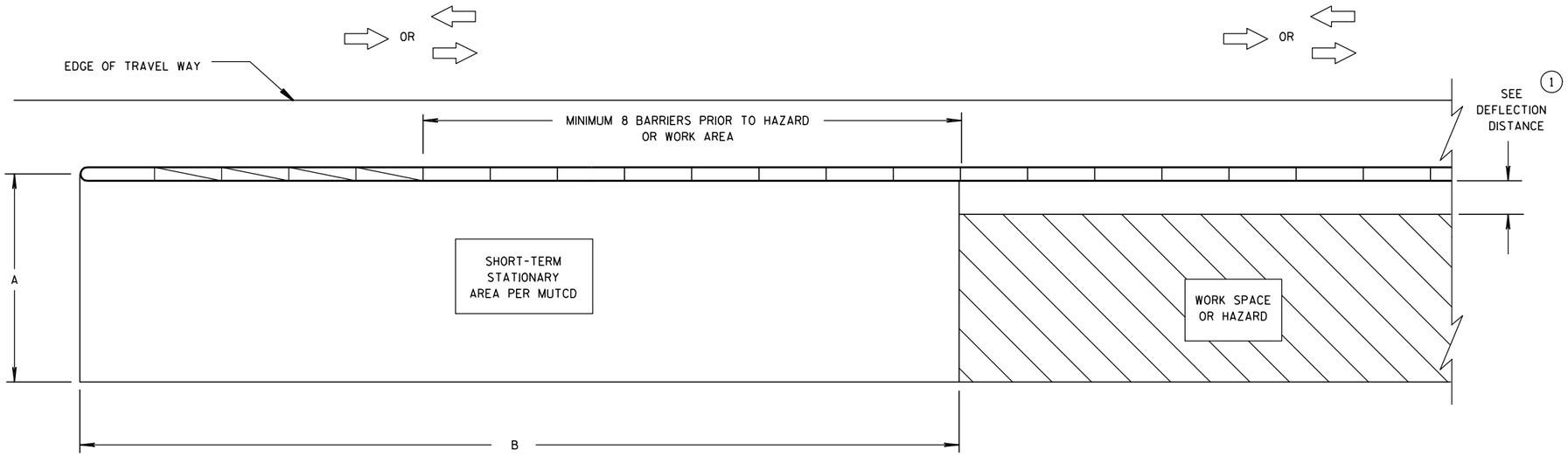
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

6

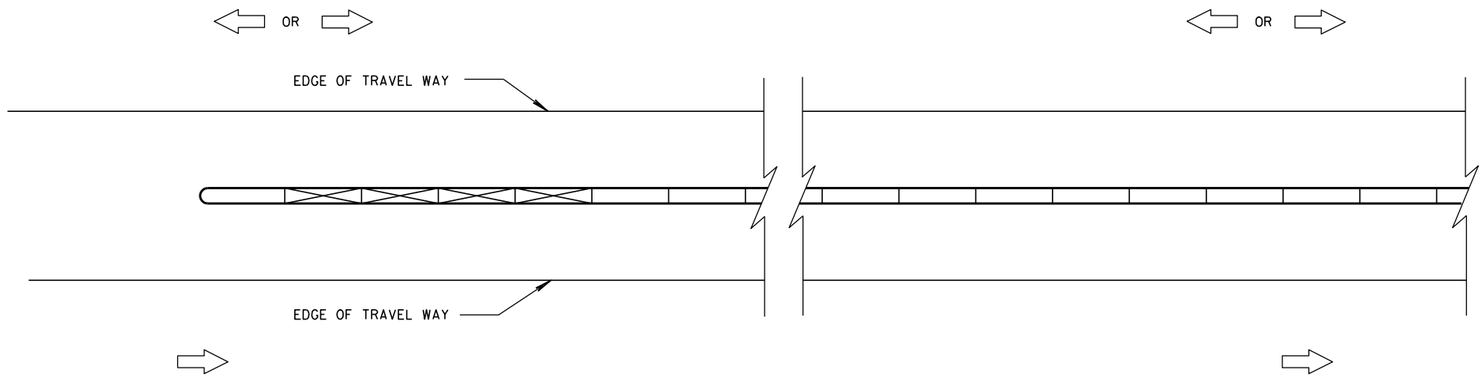
S.D.D. 14 B 7-14h

6

S.D.D. 14 B 7-14h



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



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

DIMENSION A TABLE (2)

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

DIMENSION B TABLE (2)

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

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

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

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

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

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

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

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

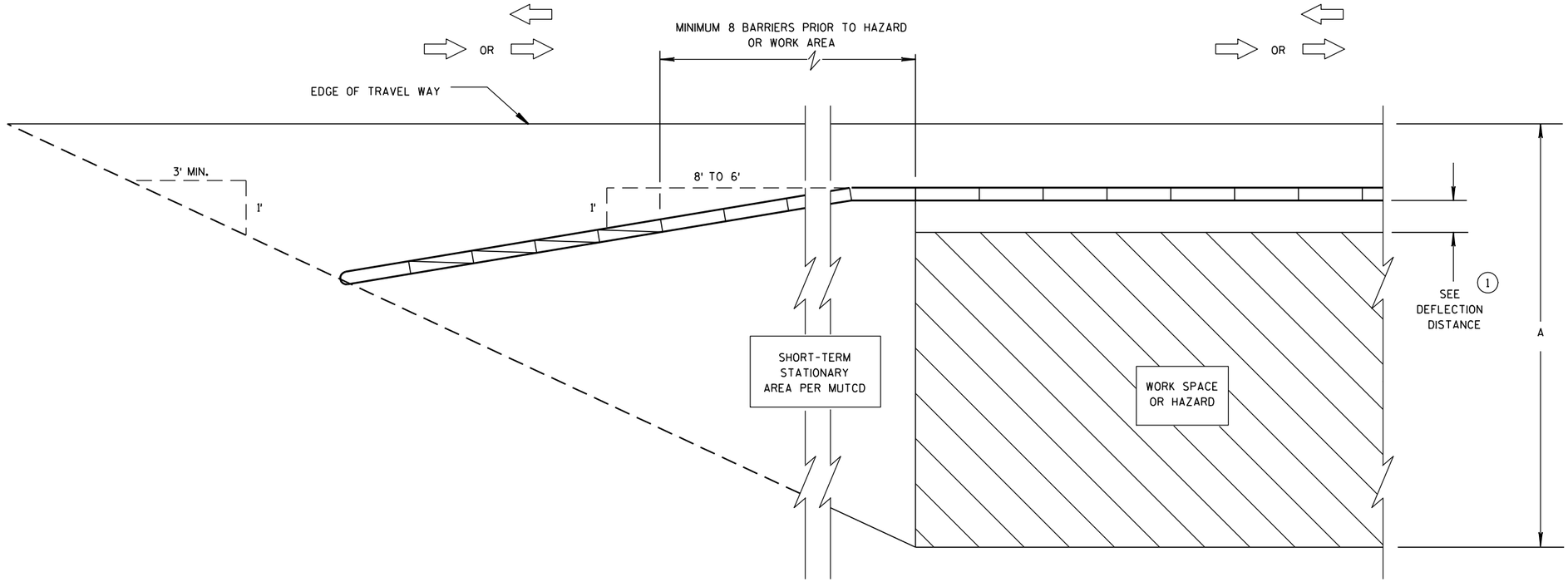
(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

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

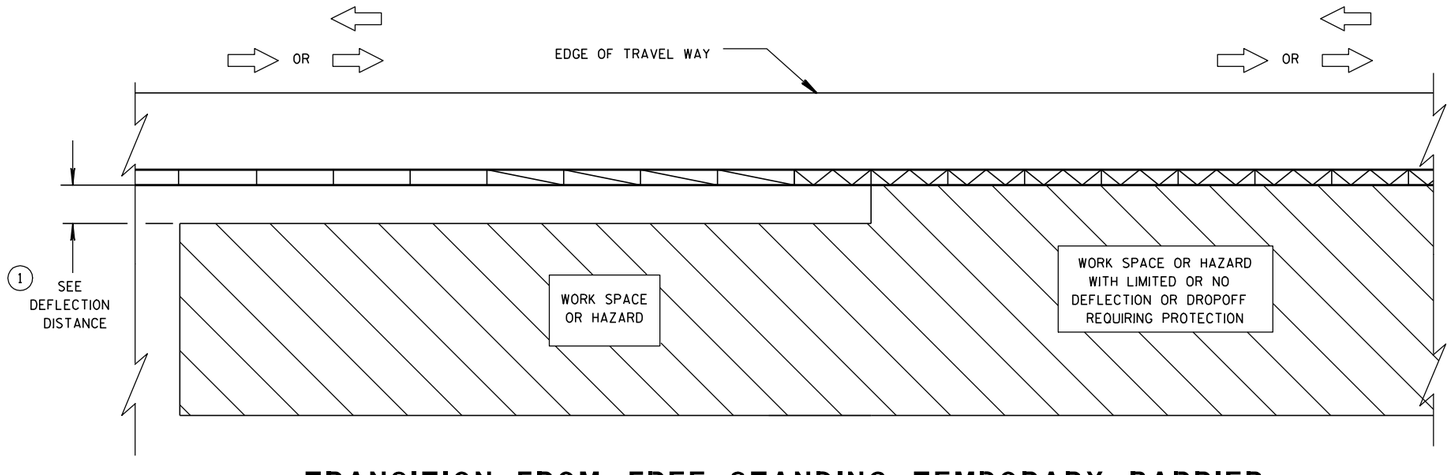
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 8-1a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

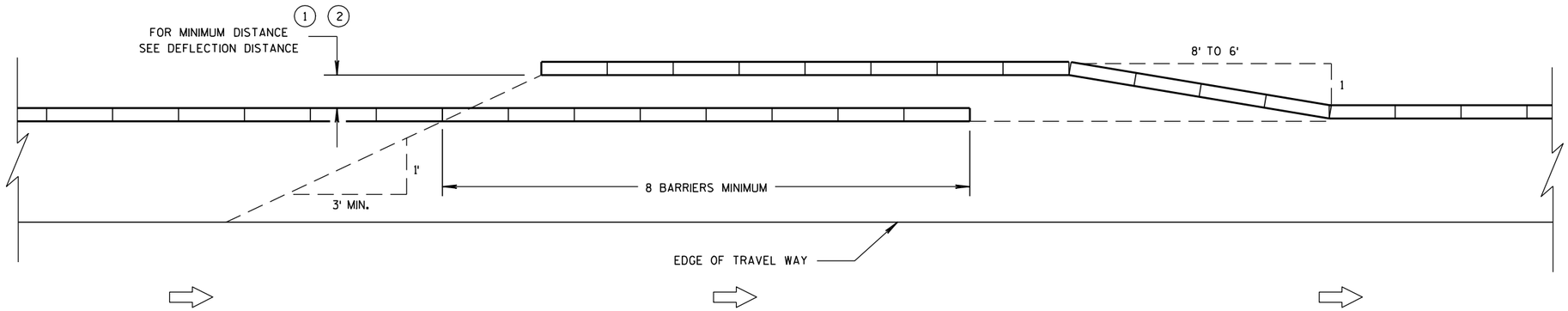
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

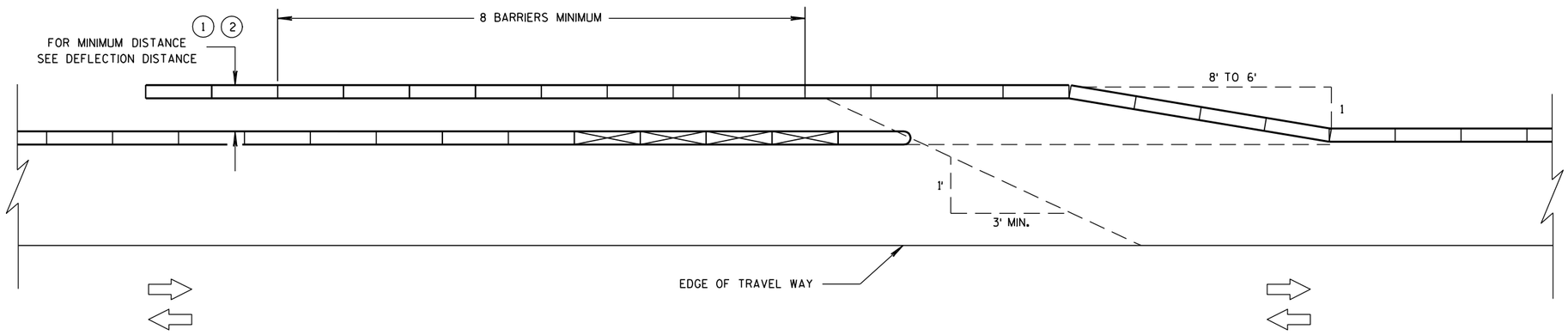
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

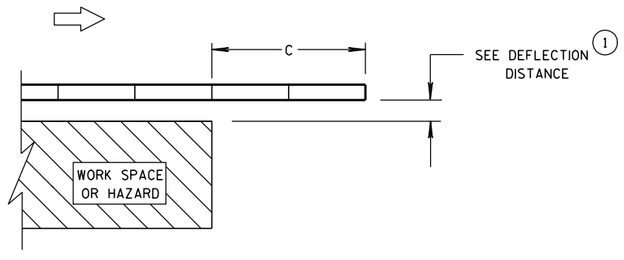
S.D.D. 14 B 8-1b



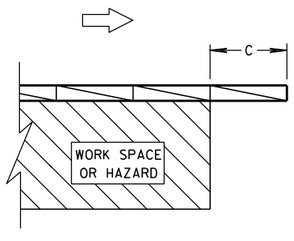
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

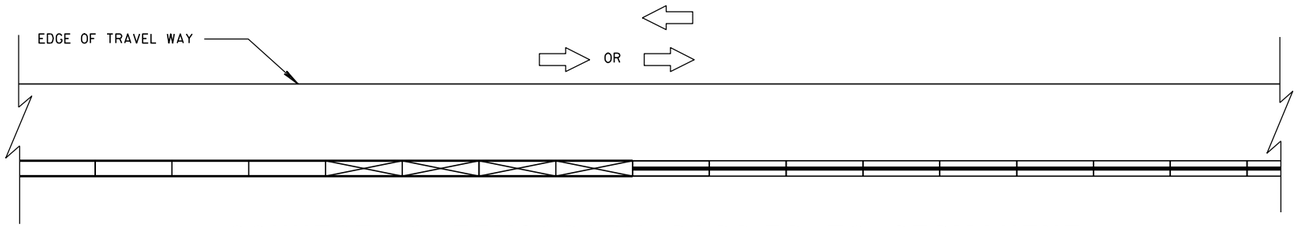
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

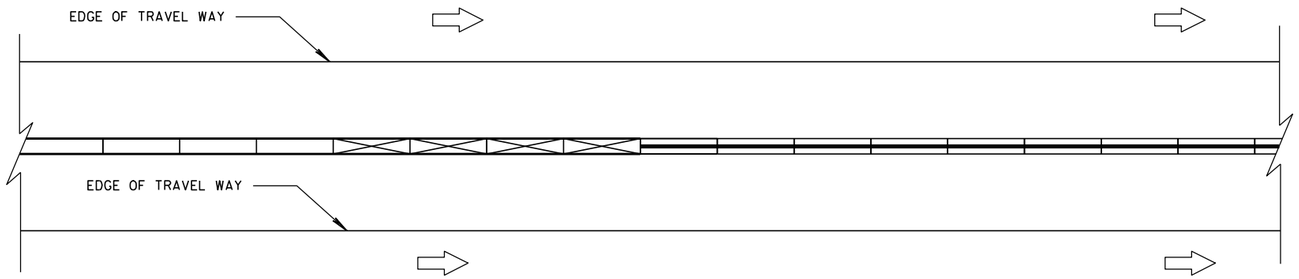
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 8-1c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

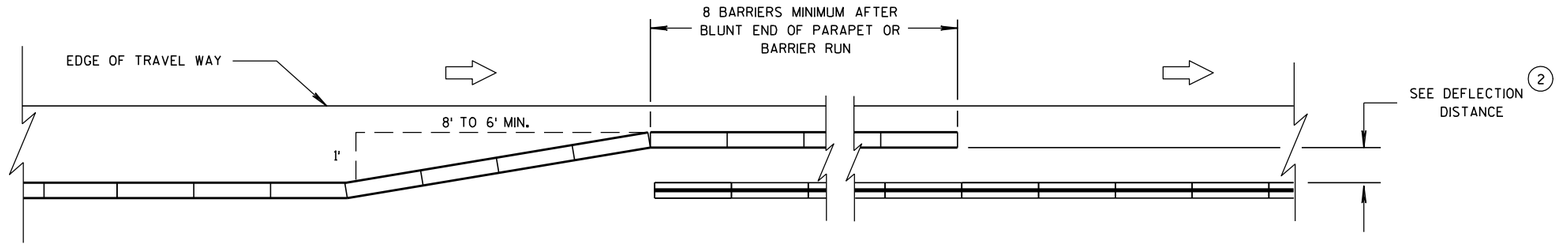
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

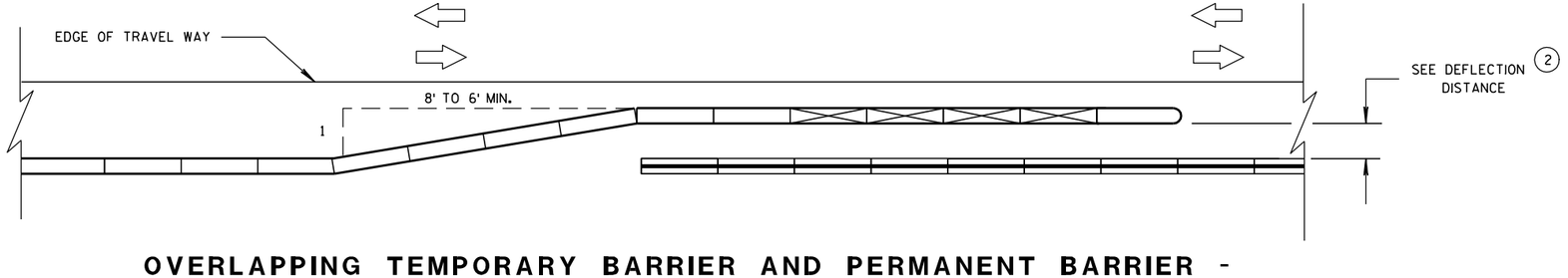
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6
S.D.D. 14 B 8-1d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

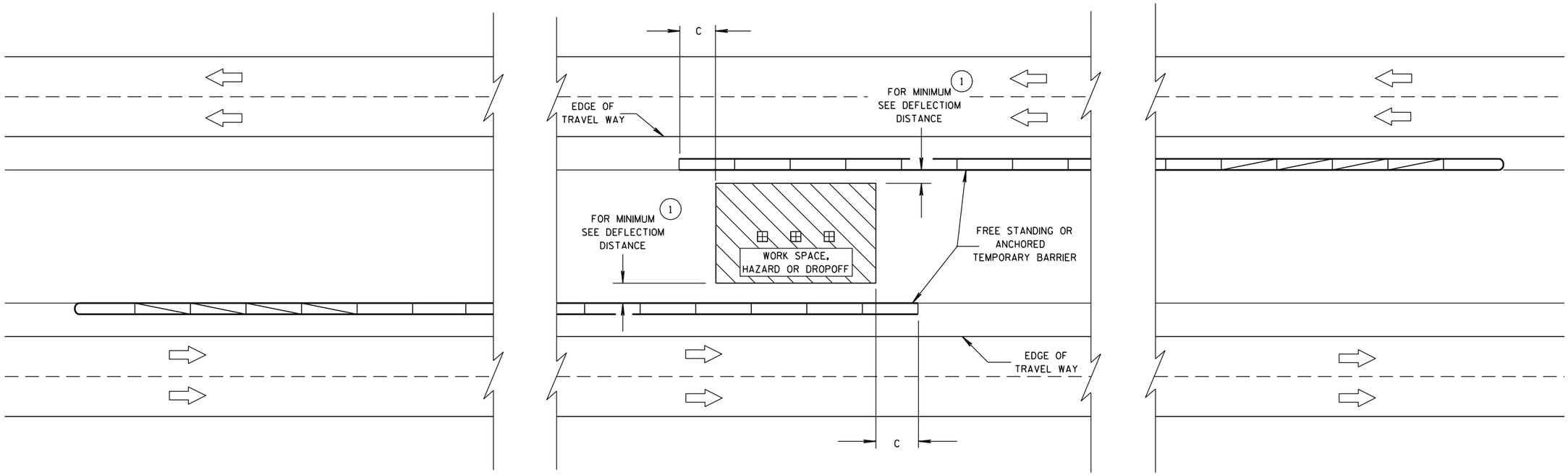
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

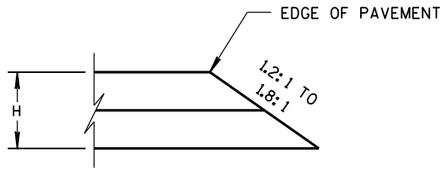
DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



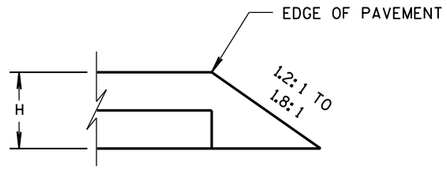
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8/31/2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINNER
FHWA	388

6
S.D.D. 14 B 8-1e



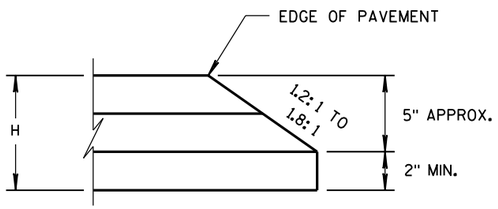
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



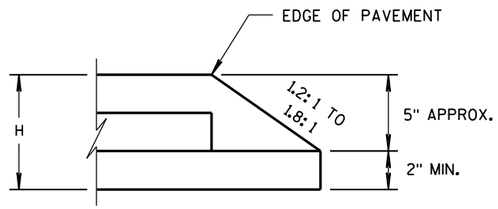
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

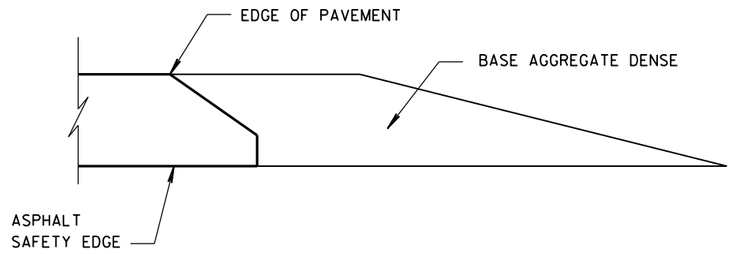
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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.

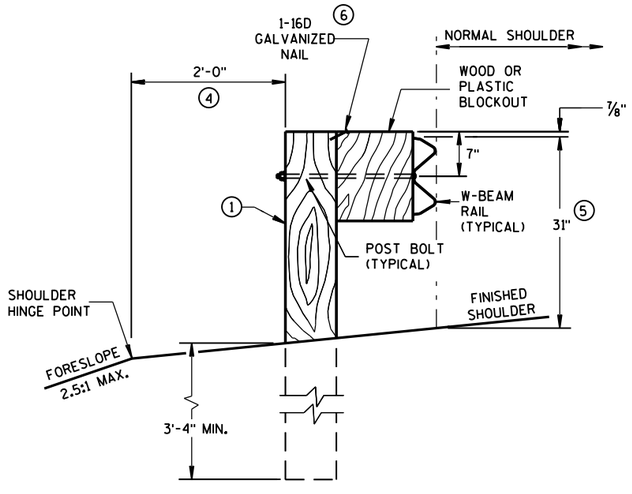
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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).

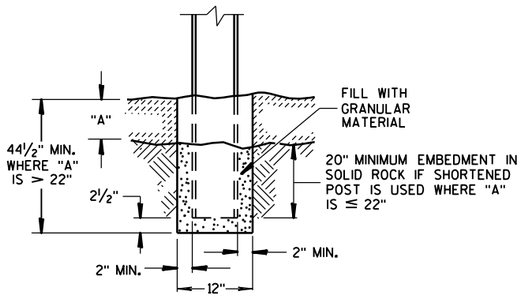
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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.



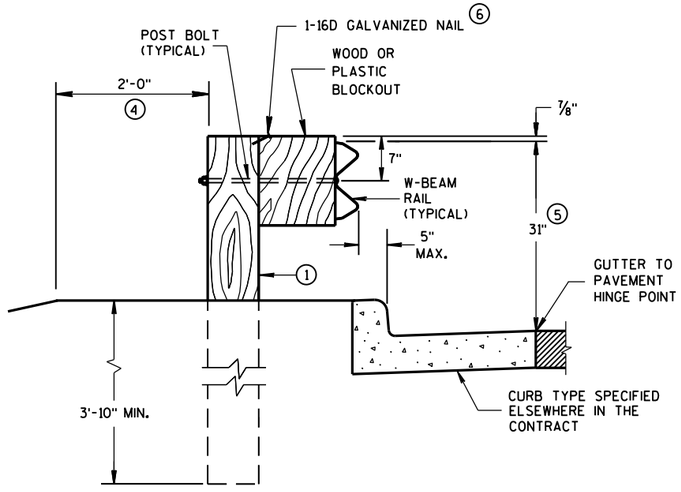
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



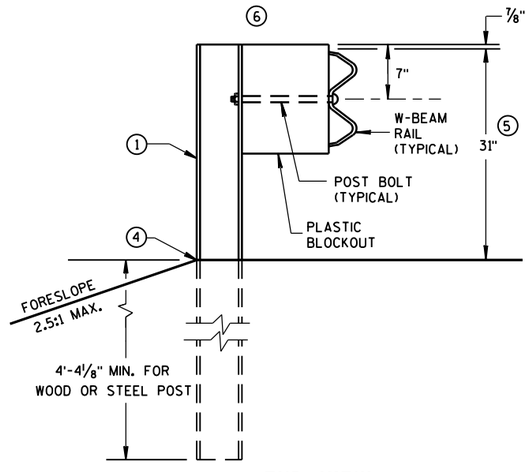
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



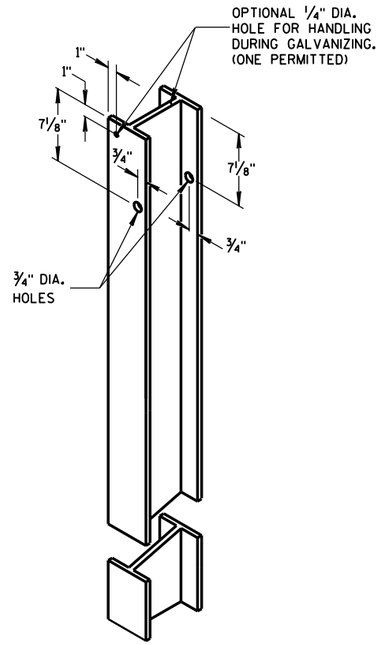
END VIEW

LOCATED ALONG A CURBED ROADWAY

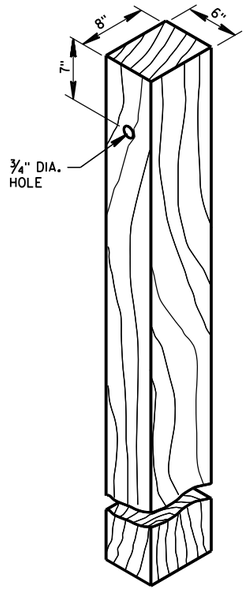


END VIEW

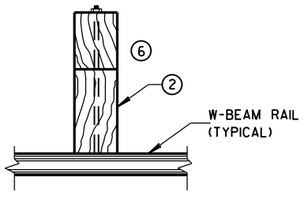
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



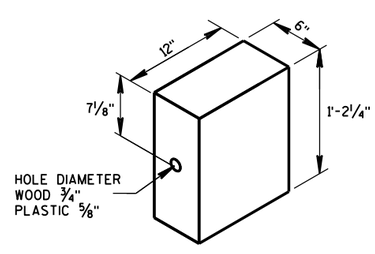
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



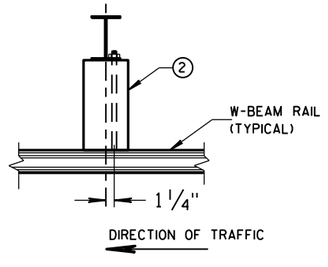
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

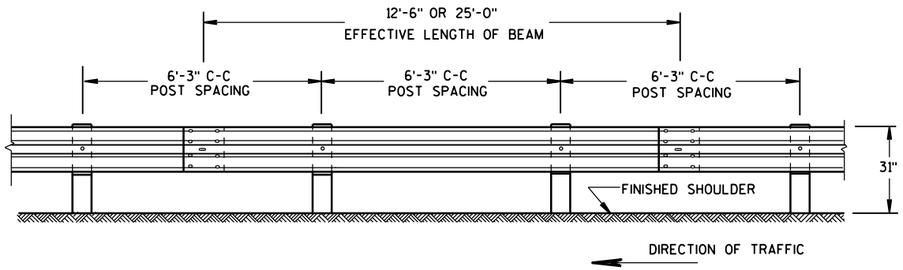


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

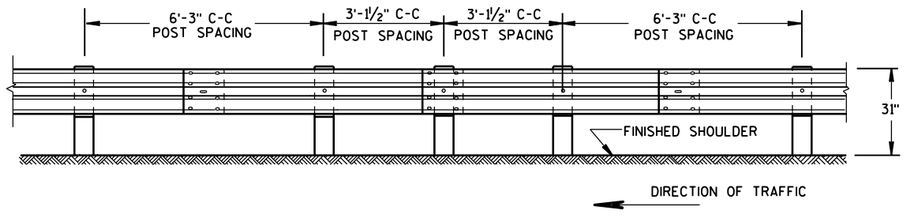
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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



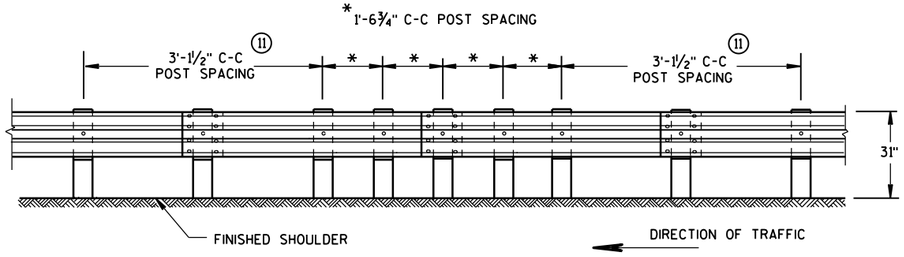
FRONT VIEW

POST SPACING STANDARD INSTALLATION



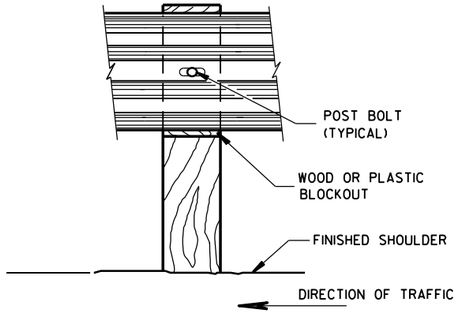
FRONT VIEW

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

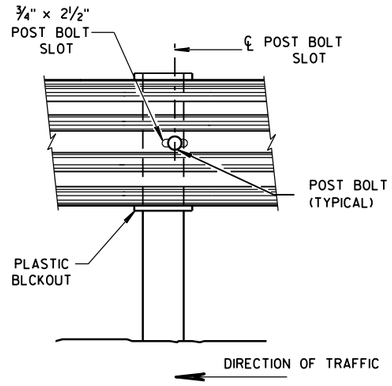


FRONT VIEW

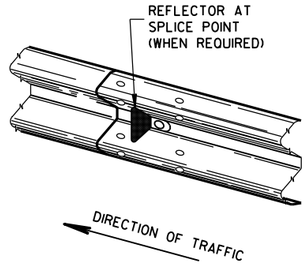
QUARTER POST SPACING (QS)

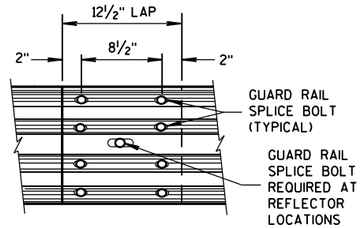


FRONT VIEW AT WOOD POST



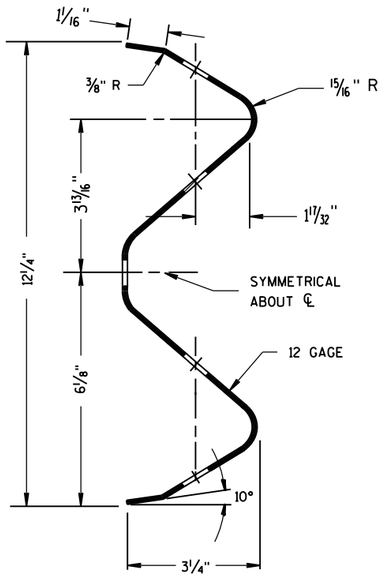
FRONT VIEW AT STEEL POST



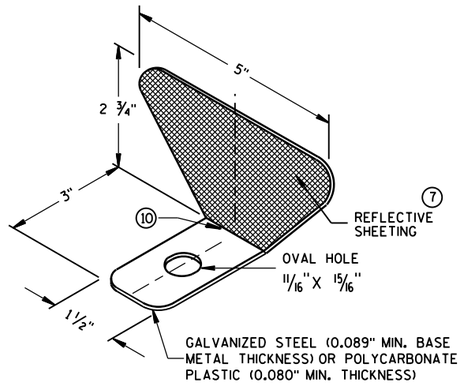


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

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 ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

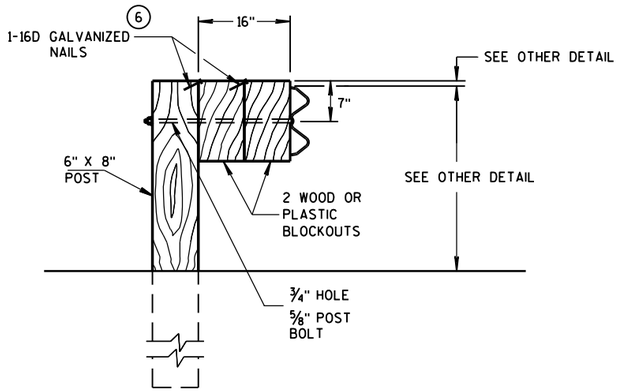
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 ⑨	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 ⑩	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

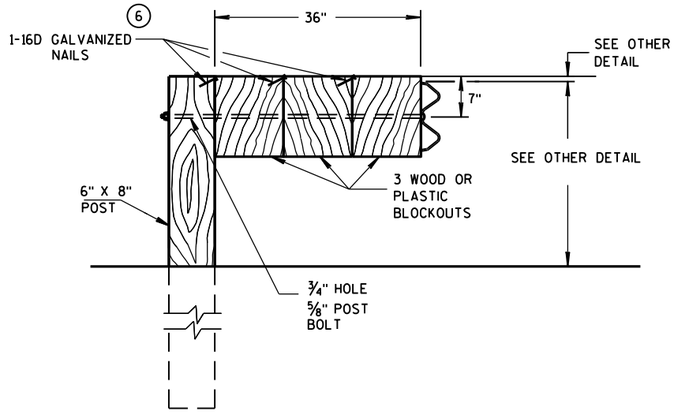
6

S.D.D. 14 B 42-3b



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.

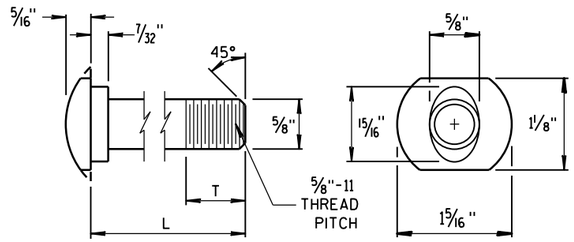


DETAIL FOR 36" BLOCKOUT DEPTH

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.

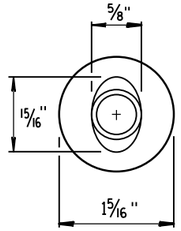
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

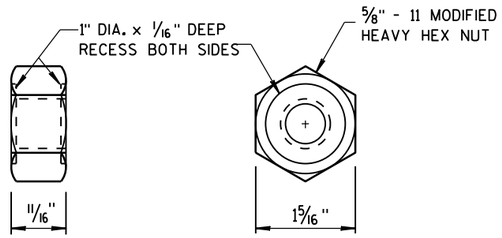


POST BOLT TABLE

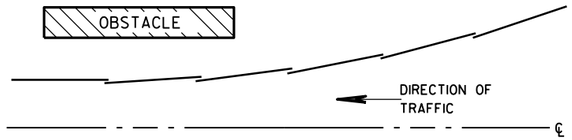
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

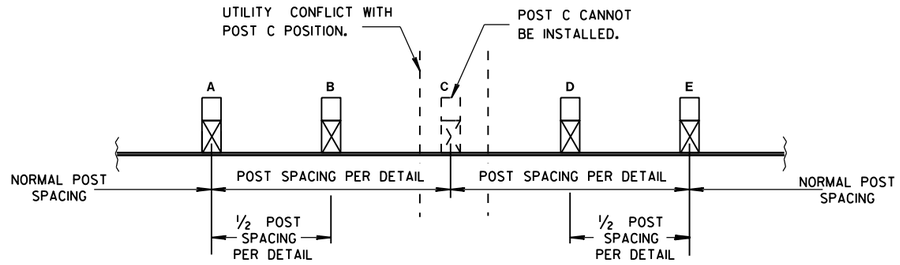


POST BOLT AND RECESS NUT

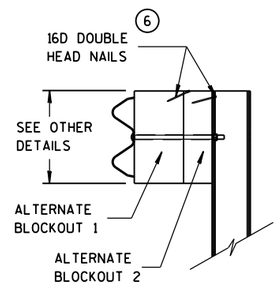


PLAN VIEW

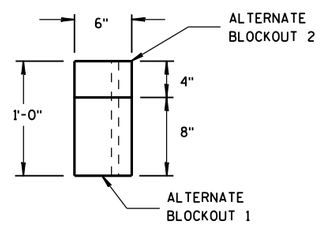
BEAM LAPPING DETAIL



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
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
392
FHWA

6

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

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.

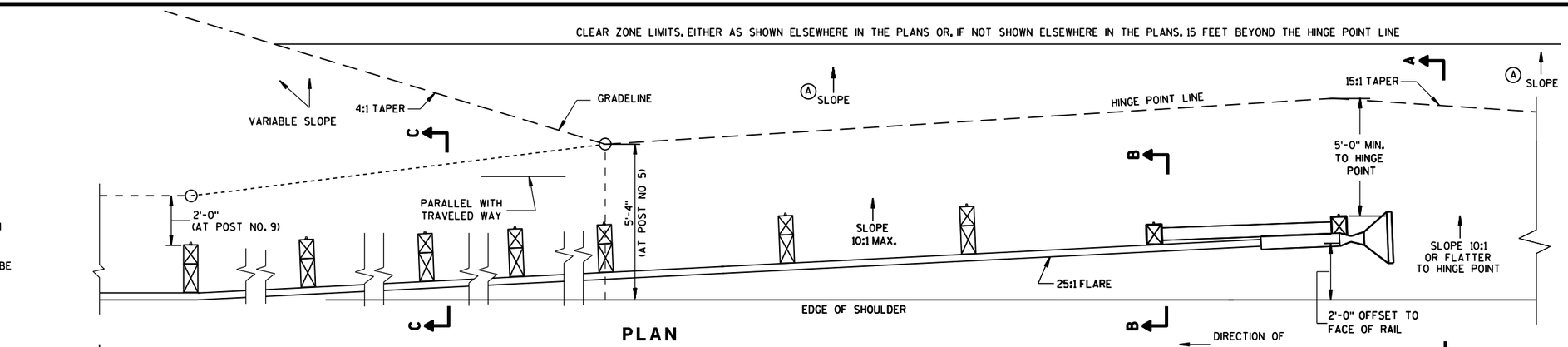
SEE SDD 14B42 FOR MORE INFORMATION.

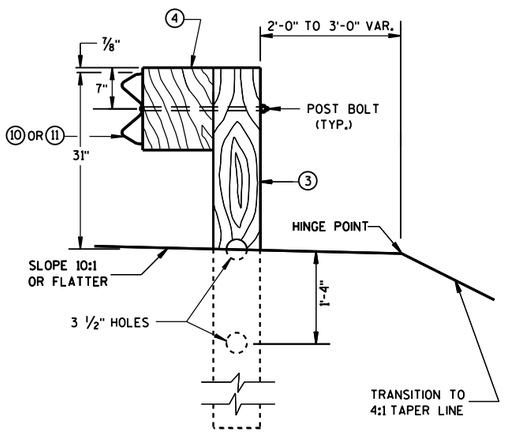
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

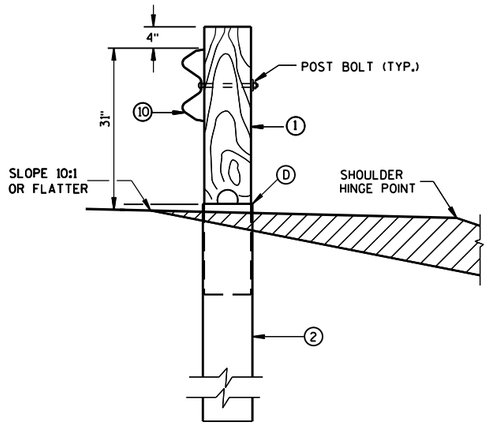
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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.

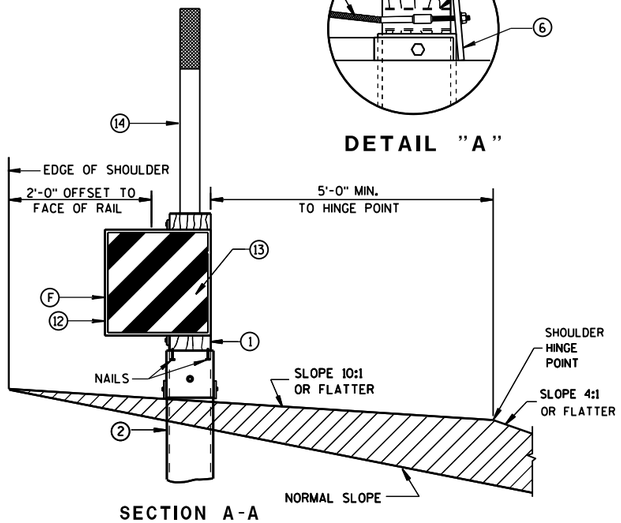




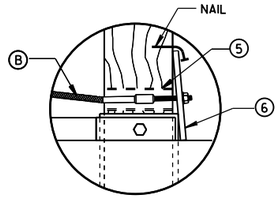
SECTION C-C
TYPICAL AT POST NOS. 3-9



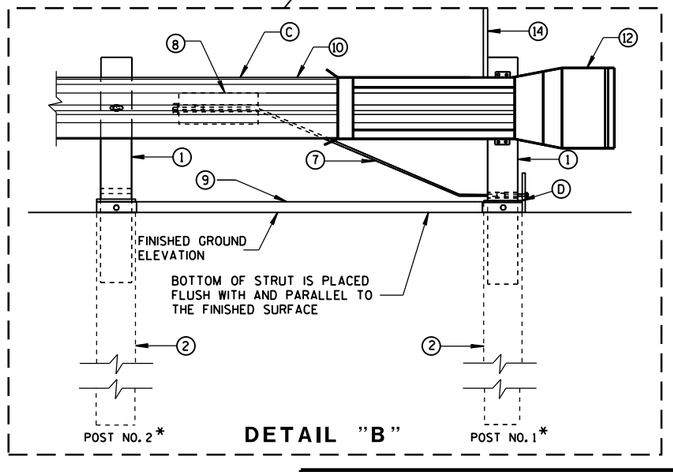
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

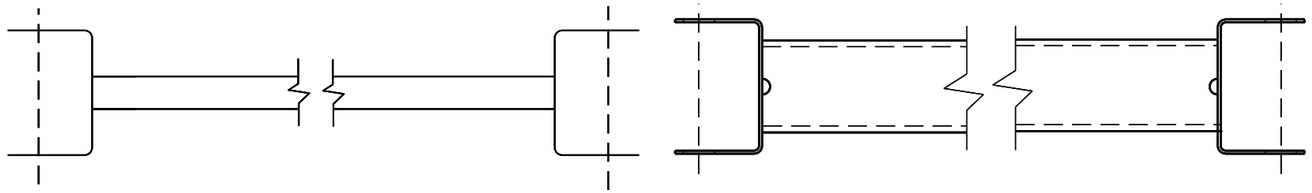


DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

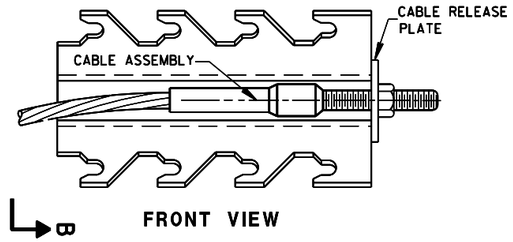
S.D.D. 14 B 44-2a



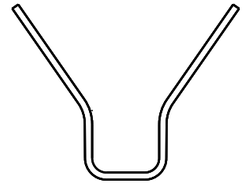
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

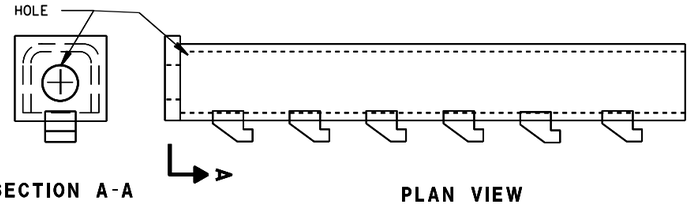
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR 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)



FRONT VIEW



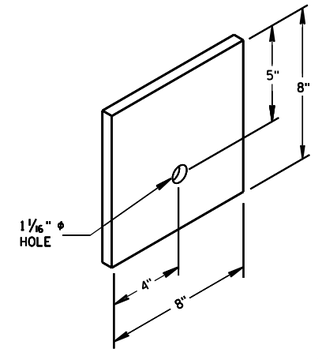
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)



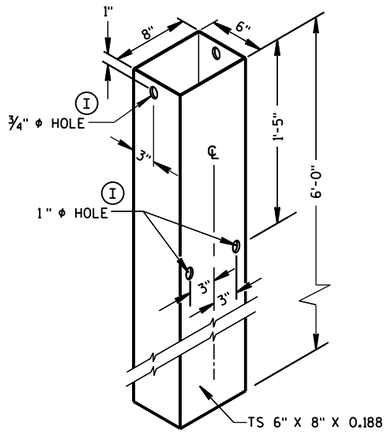
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

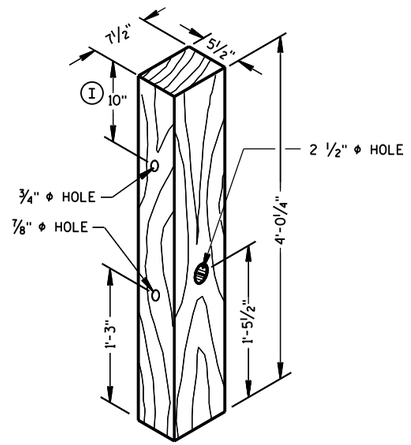
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

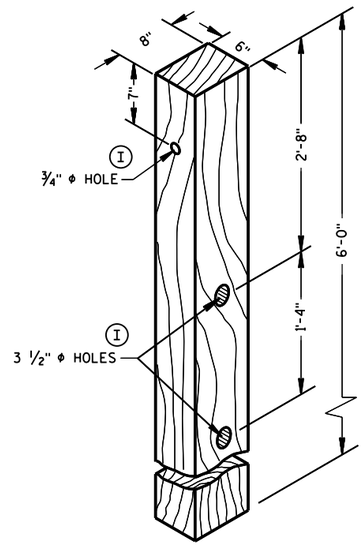


FOUNDATION TUBE (2)



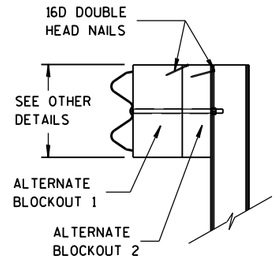
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

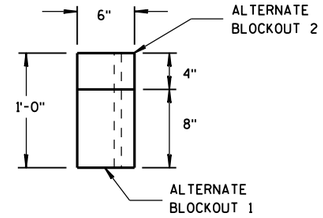


POSTS NUMBER 3-9

WOOD CRT POST (3)

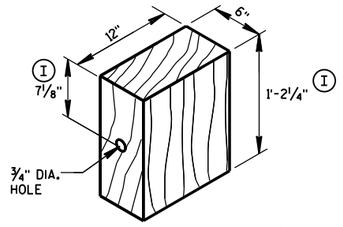


SIDE VIEW



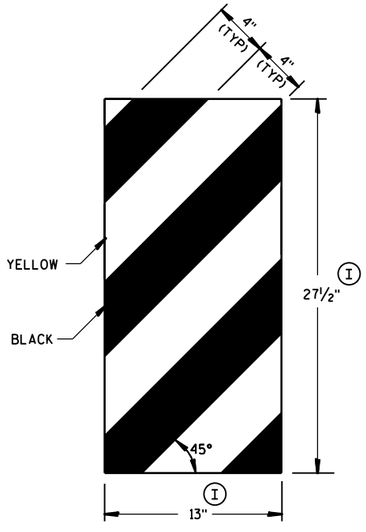
TOP VIEW

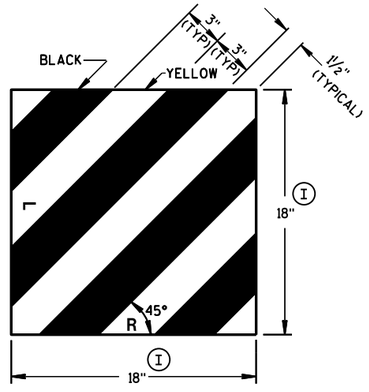
ALTERNATE WOOD BLOCKOUT DETAIL



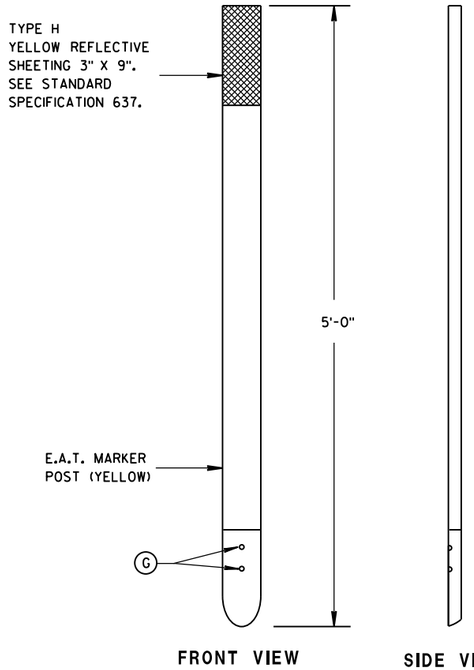
WOOD BLOCKOUT (4)

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





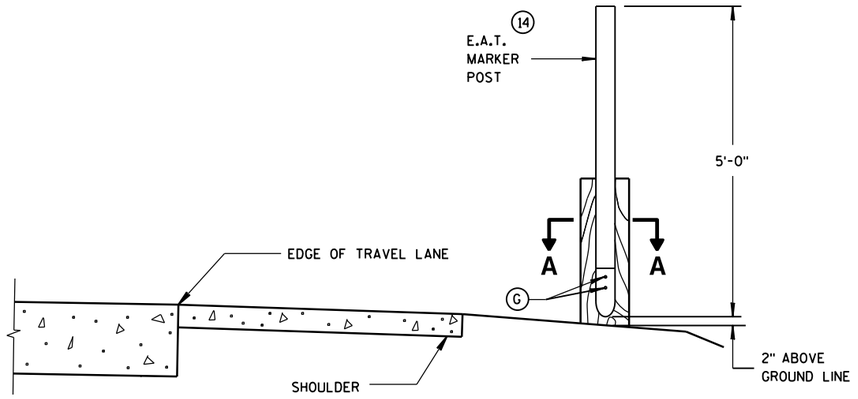
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

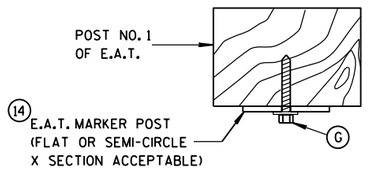
SIDE VIEW

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

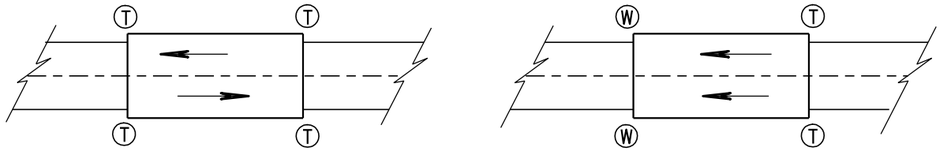
FHWA

6

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

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

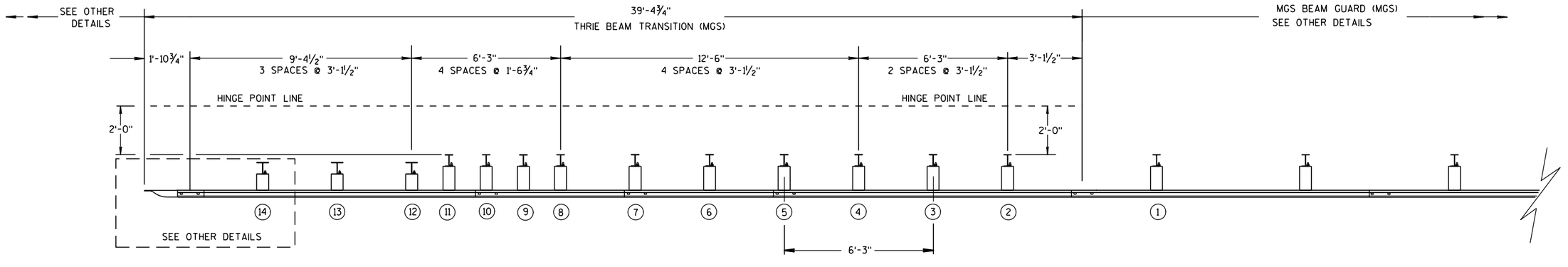
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

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

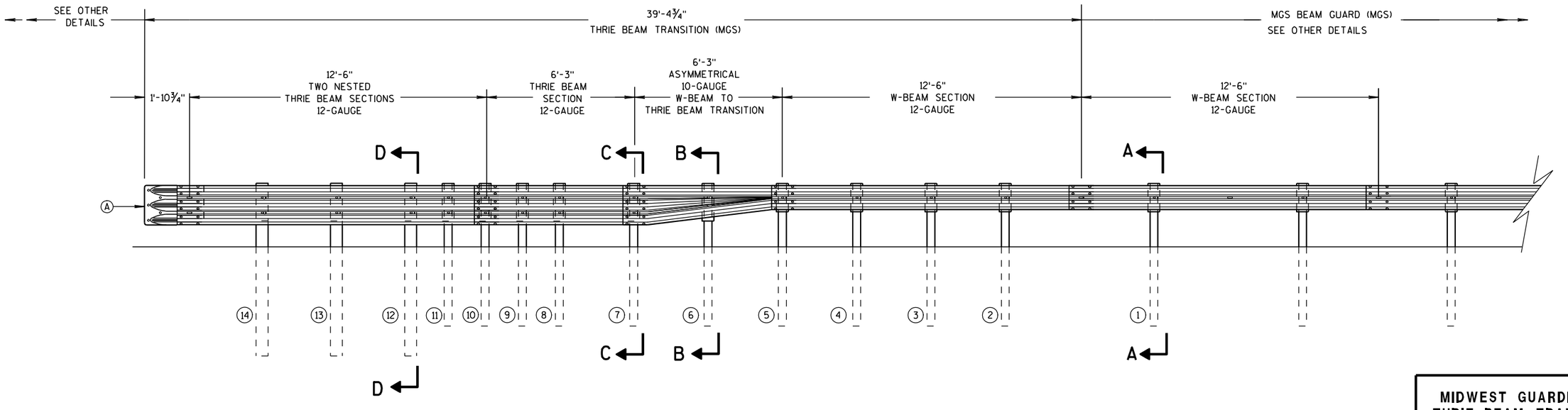
TRANSITION USES STEEL POSTS ONLY.

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

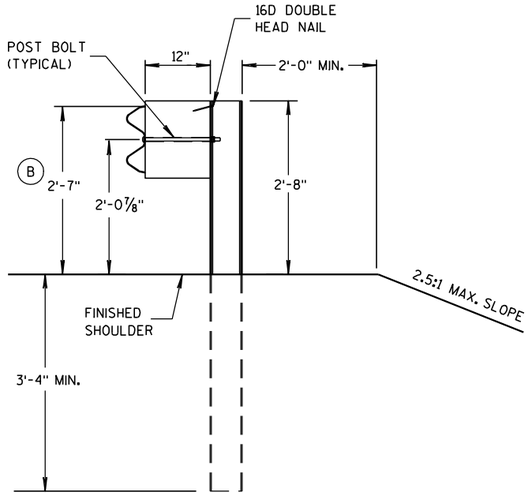
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

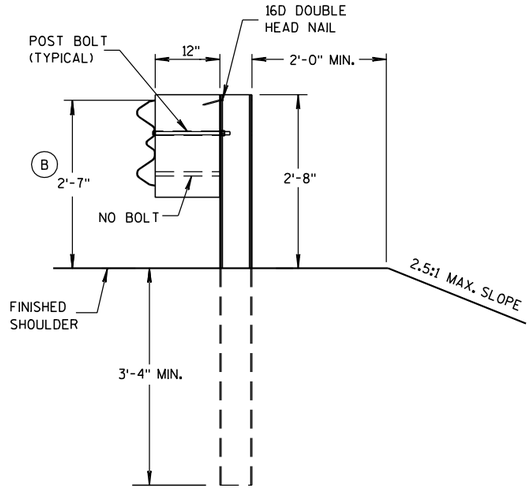
GENERAL NOTES

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



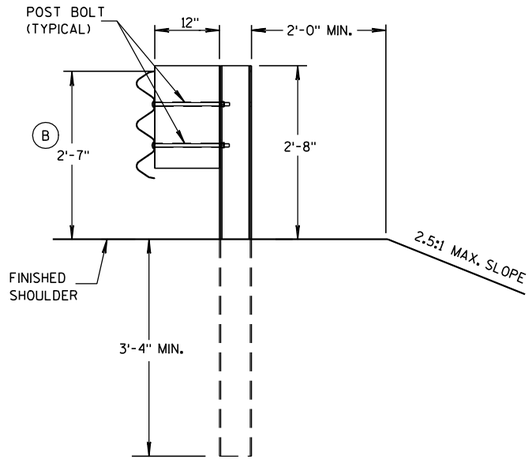
SECTION A-A

POSTS 1-5



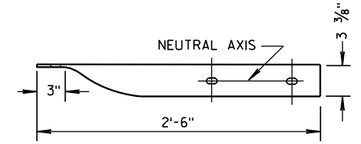
SECTION B-B

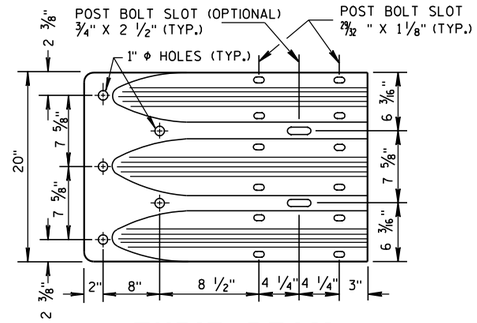
POST 6



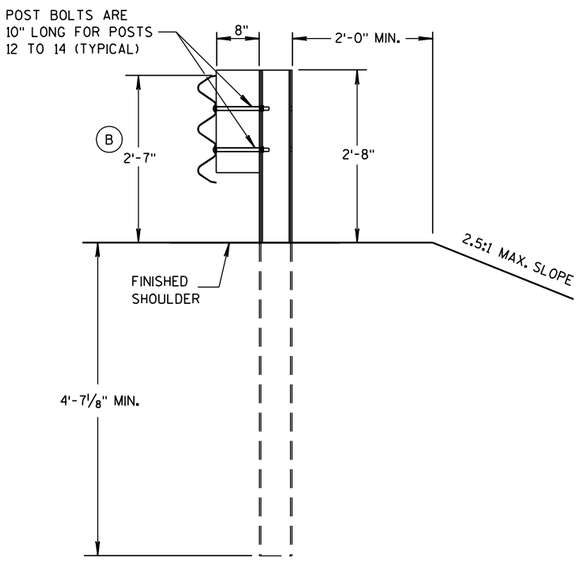
SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14

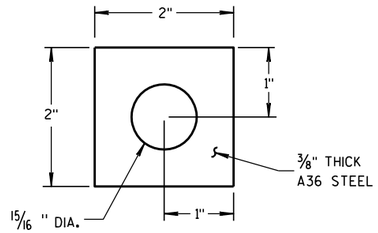
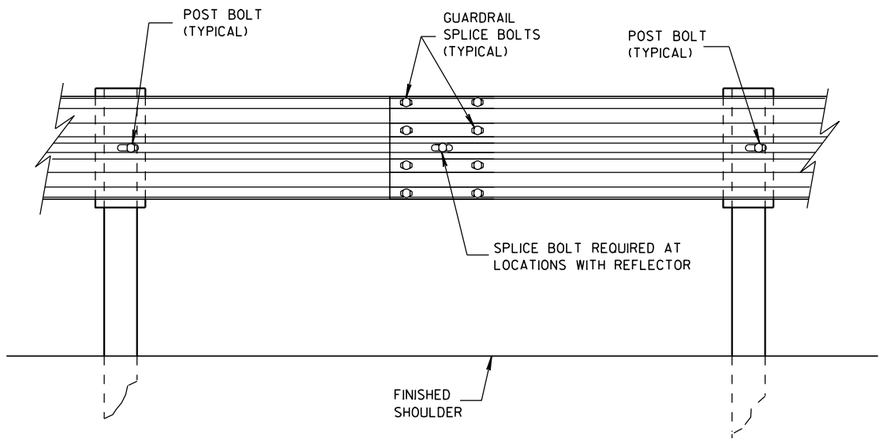
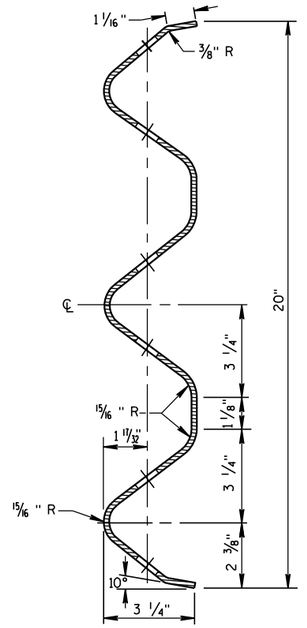


PLATE WASHER DETAIL



SPLICE DETAIL



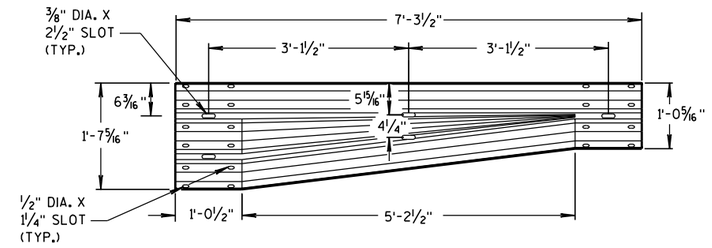
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

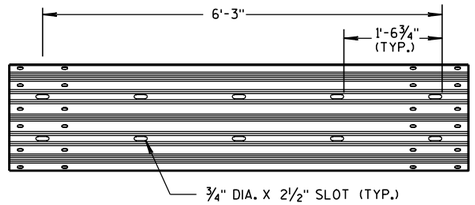
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

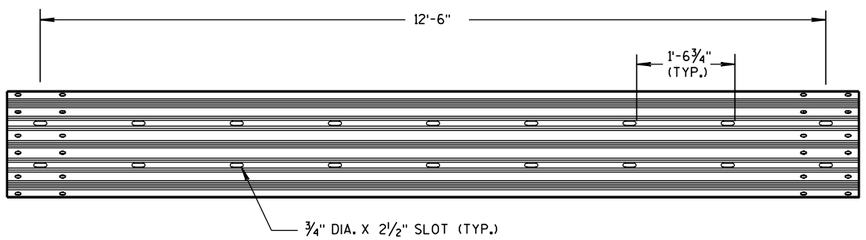
S.D.D. 14 B 45-3b



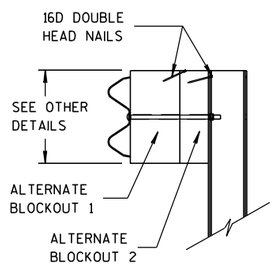
W-BEAM TO THRIE BEAM TRANSITION SECTION



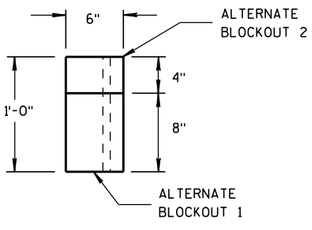
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

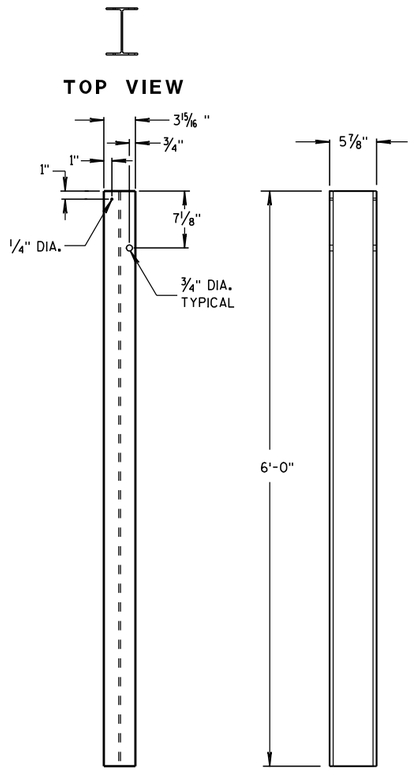


SIDE VIEW

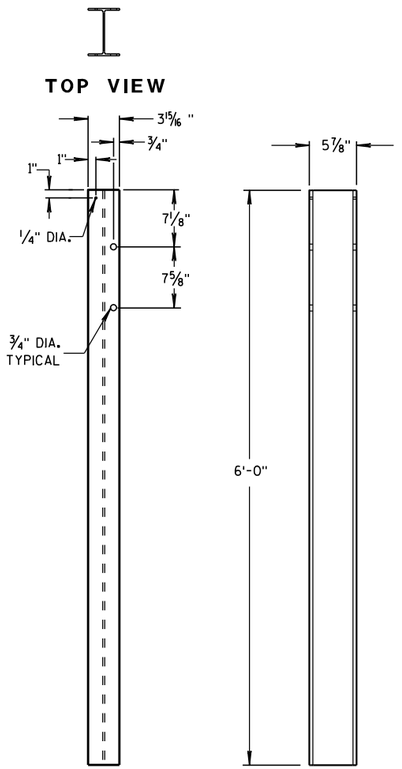


TOP VIEW

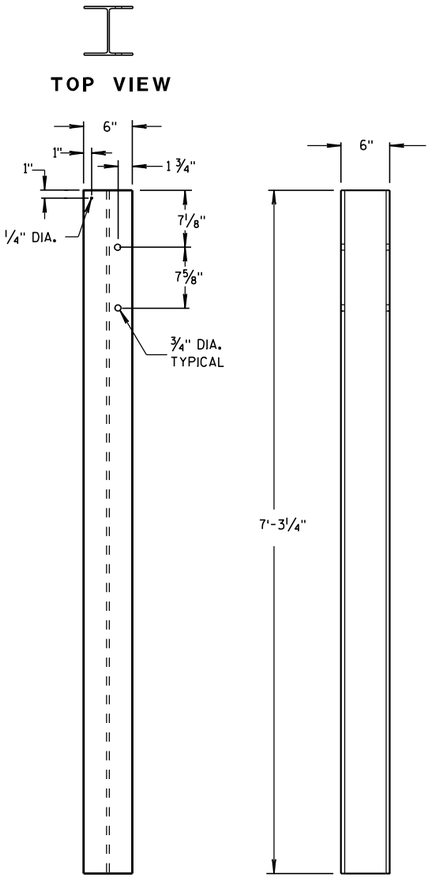
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

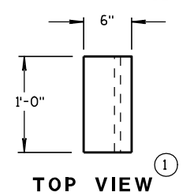


STEEL POSTS 6-11

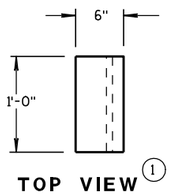


STEEL POSTS 12-14

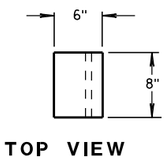
① WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



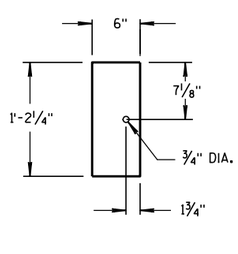
TOP VIEW ①



TOP VIEW ①

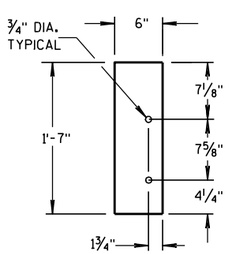


TOP VIEW



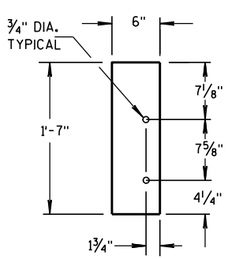
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

STEEL POST SIZES

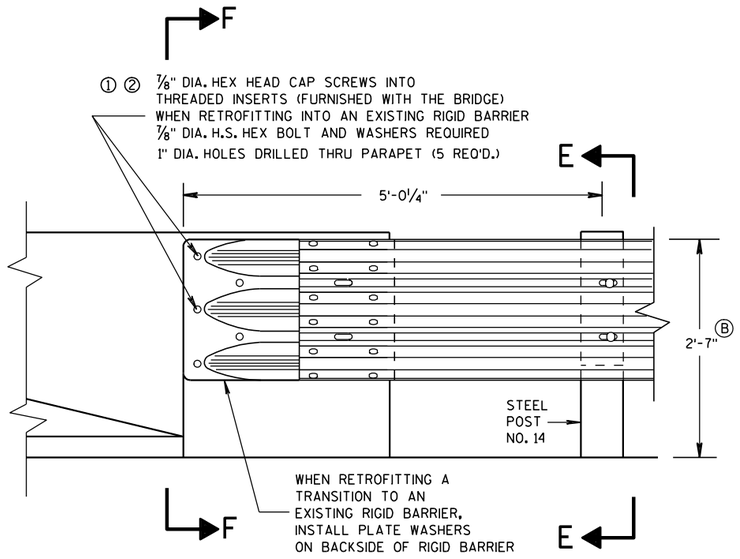
POST NUMBER	SECTION TYPE	LENGTH
①	W6x9	72"
②	W6x9	72"
③	W6x9	72"
④	W6x9	72"
⑤	W6x9	72"
⑥	W6x9	72"
⑦	W6x9	72"
⑧	W6x9	72"
⑨	W6x9	72"
⑩	W6x9	72"
⑪	W6x9	72"
⑫	W6x15	87 1/8"
⑬	W6x15	87 1/8"
⑭	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

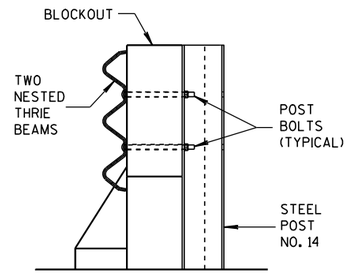
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

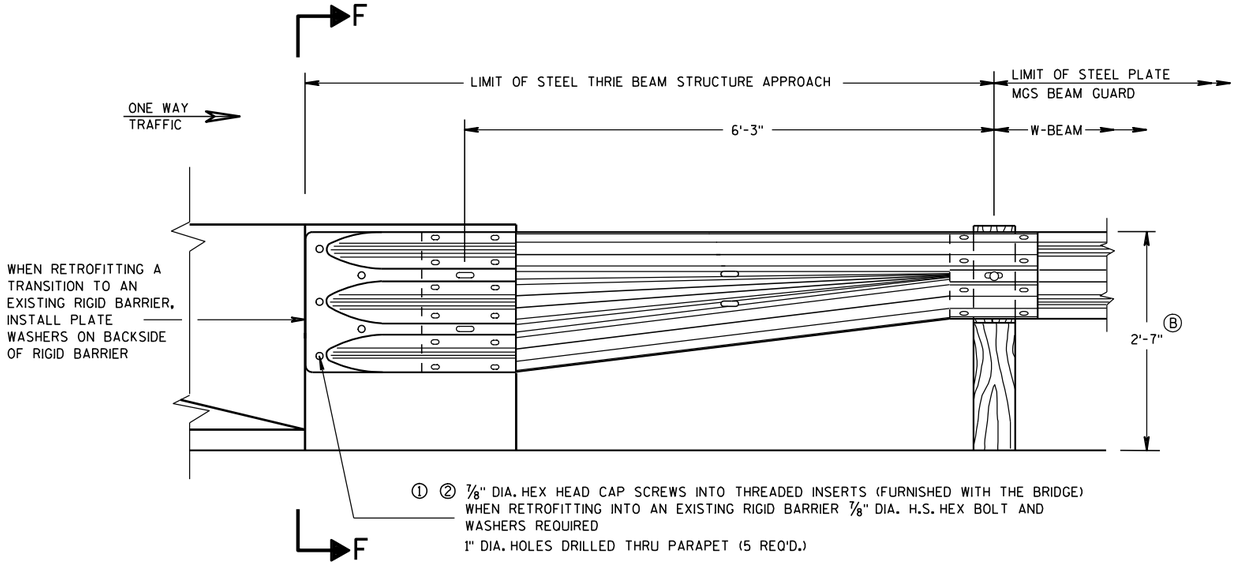
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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.

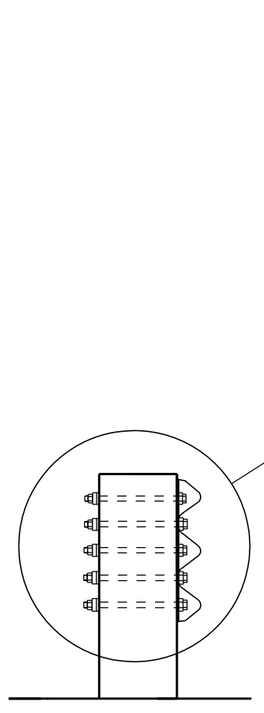
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

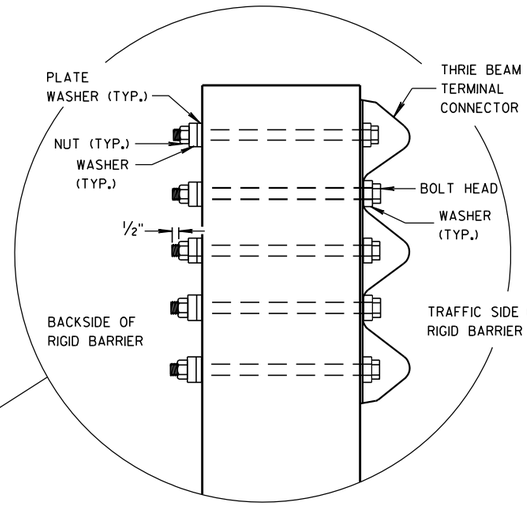
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



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 (399) — ENGINEER

FHWA

6

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

6

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

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

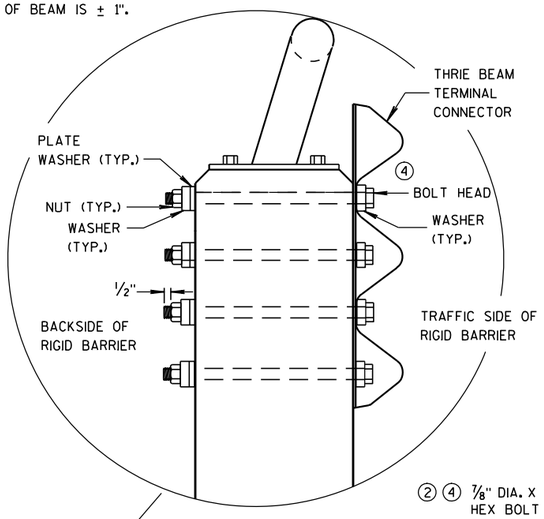
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

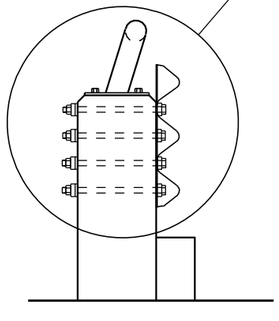
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

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

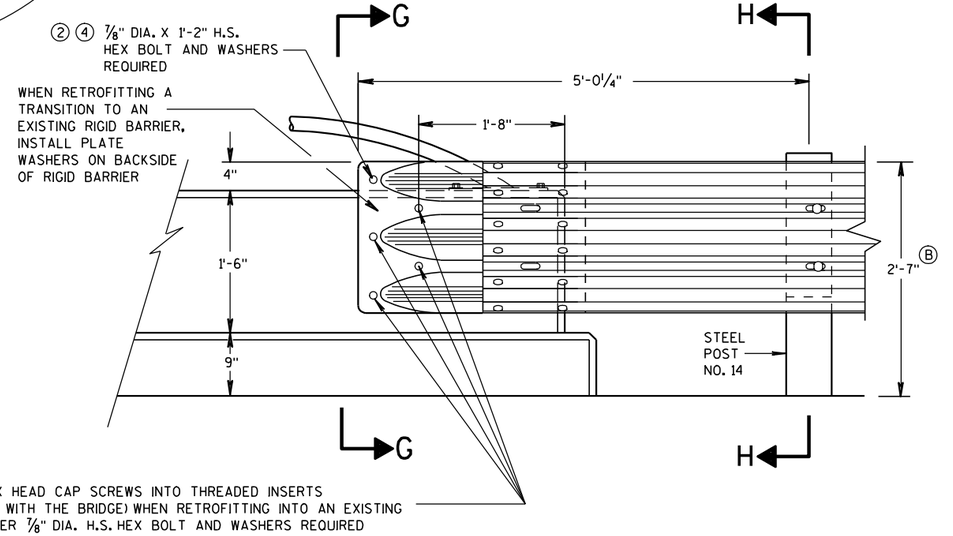
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

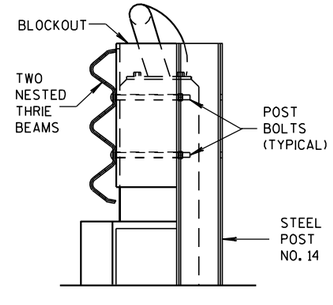




SECTION G-G

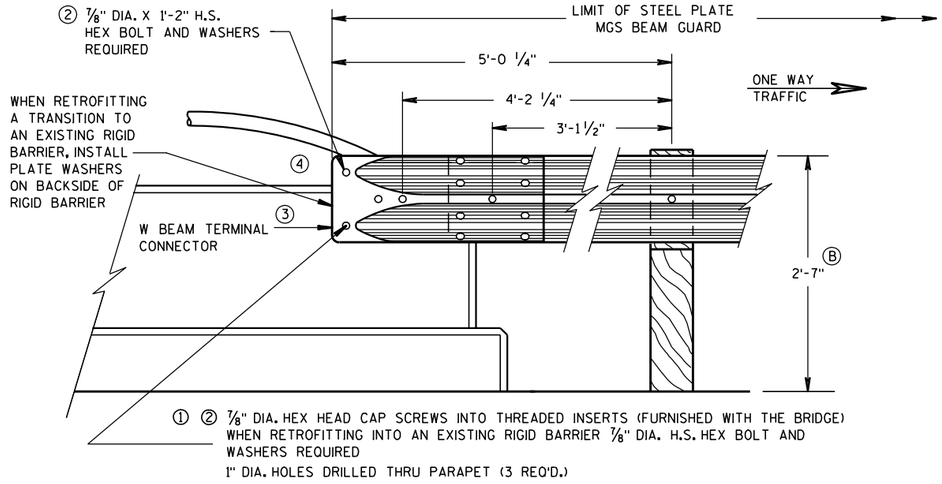


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

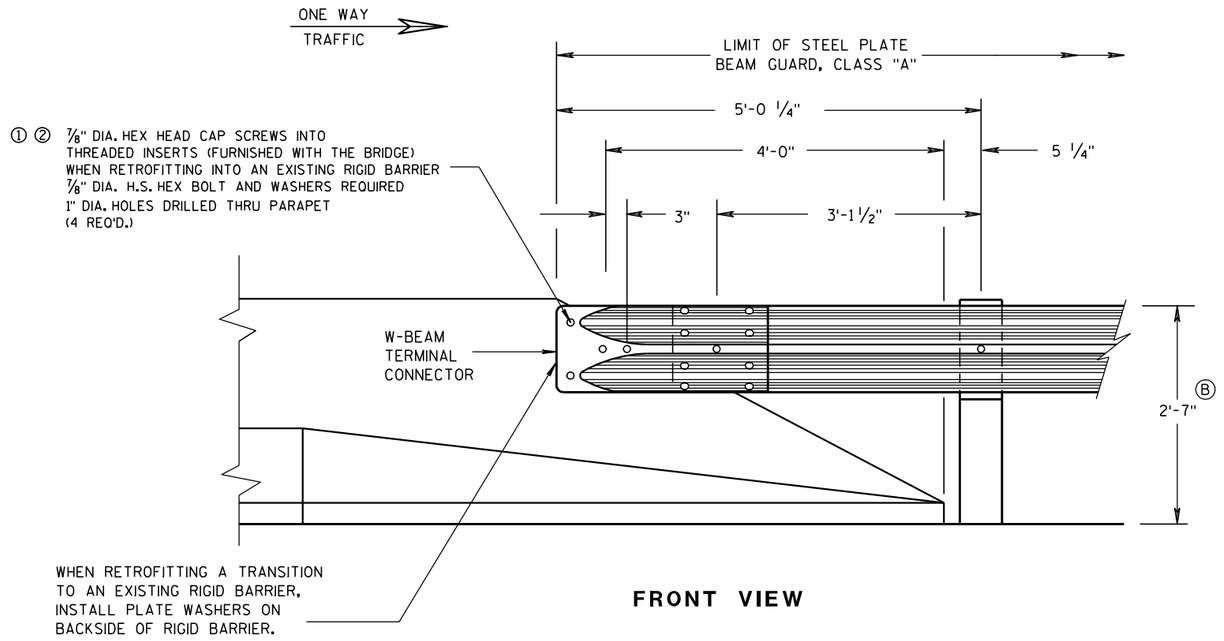
FHWA

6

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

6

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



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

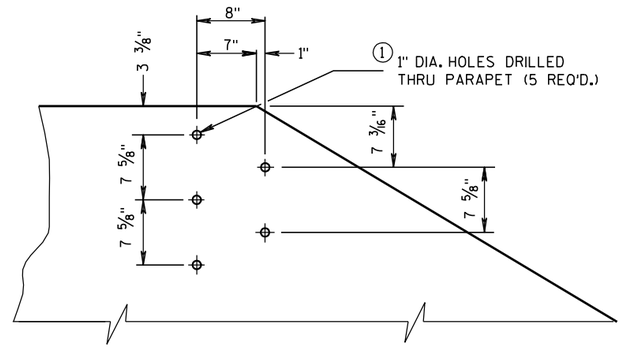
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

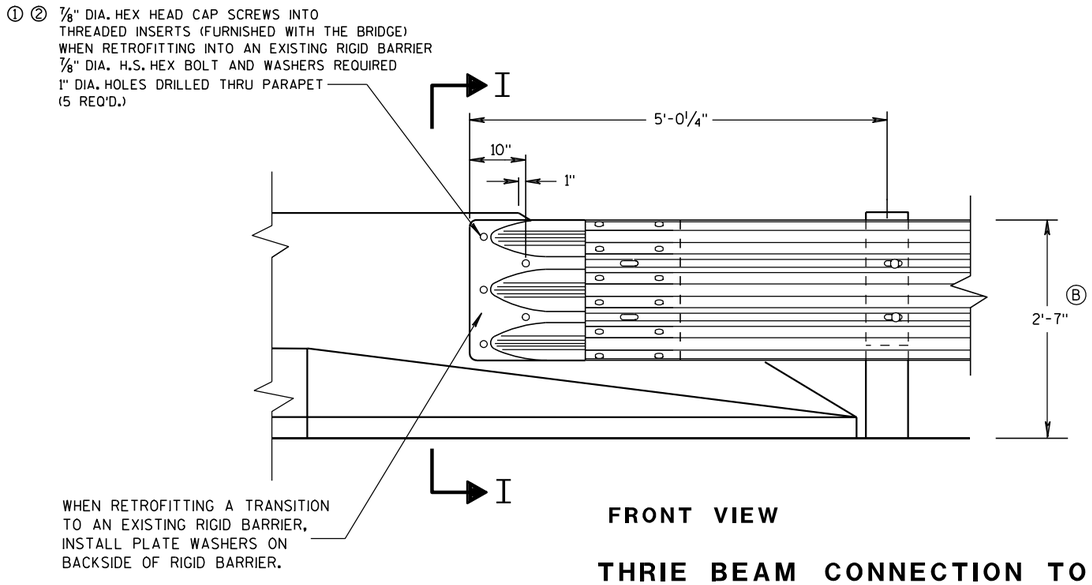
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

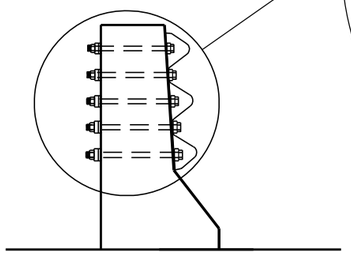
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



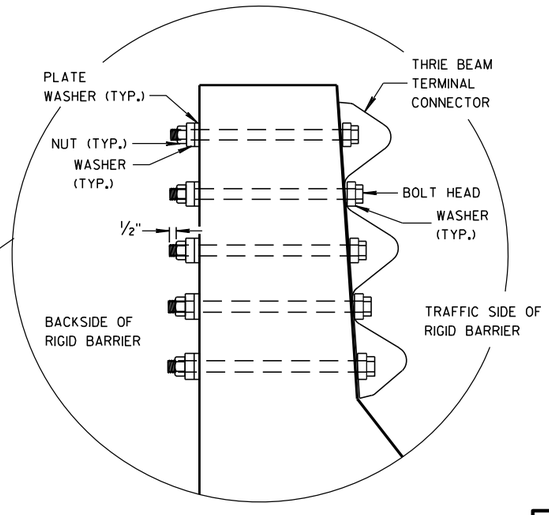
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

401

ENT

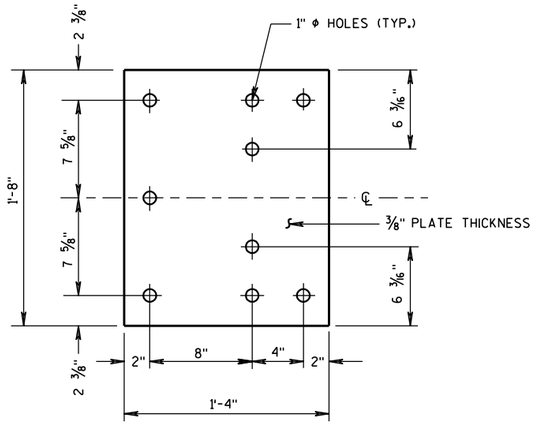
FHWA

6

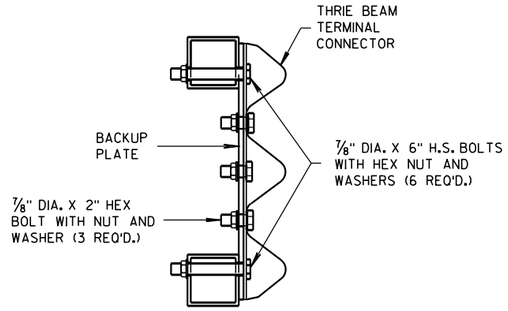
S.D.D. 14 B 45-3f

6

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



BACK-UP PLATE DETAIL

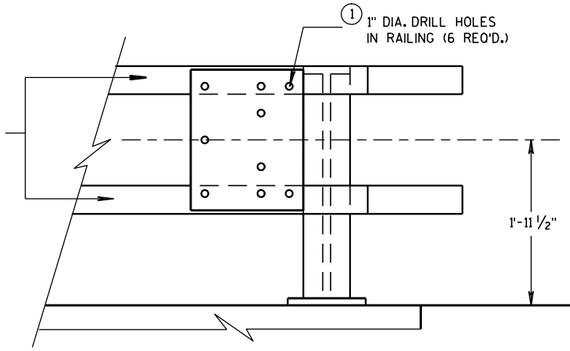


SECTION J-J

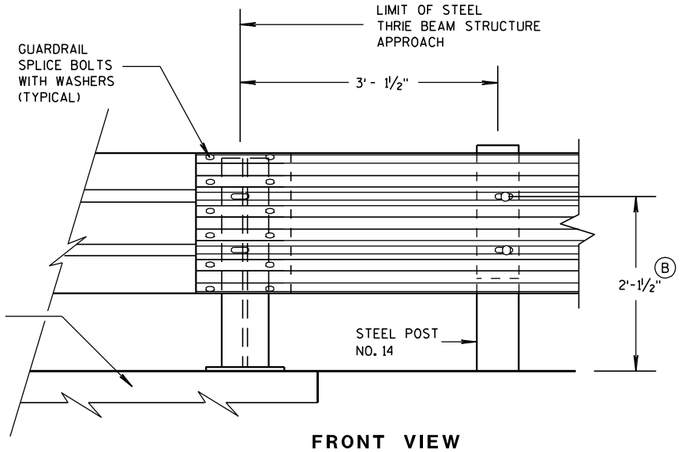
GENERAL NOTES

(1) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

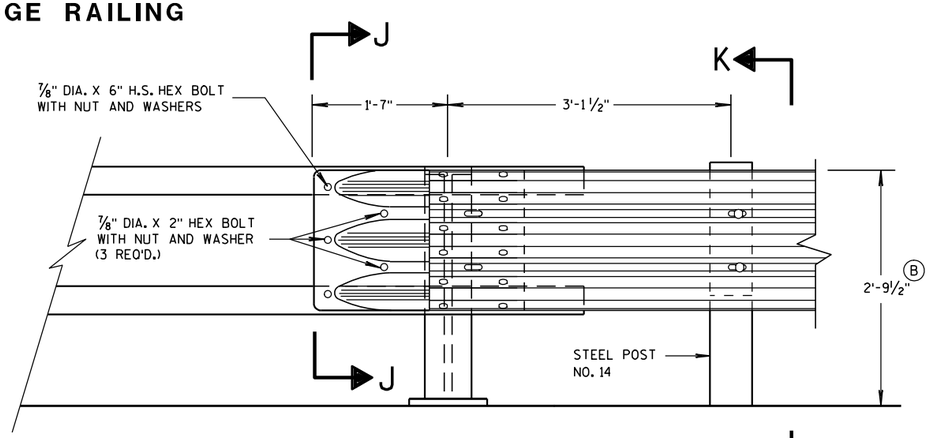


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

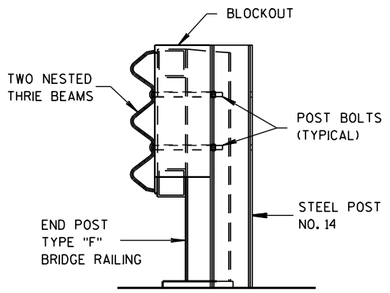


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

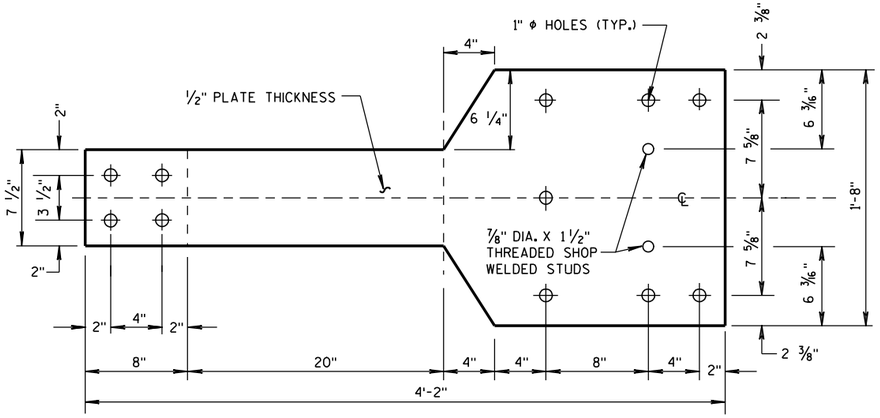
THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

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

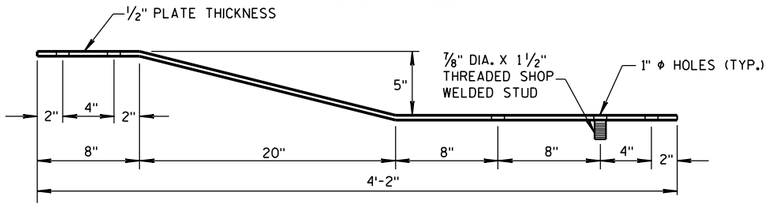
6
S.D.D. 14 B 45-3g

GENERAL NOTES

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

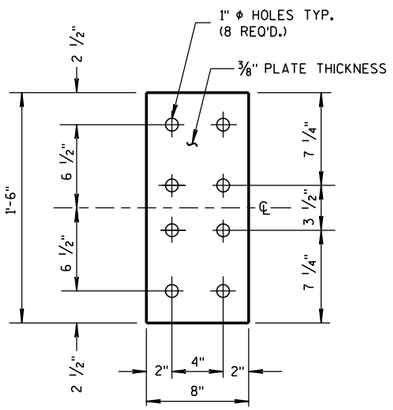


FRONT VIEW



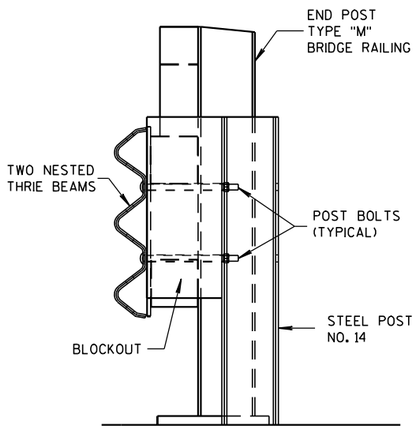
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

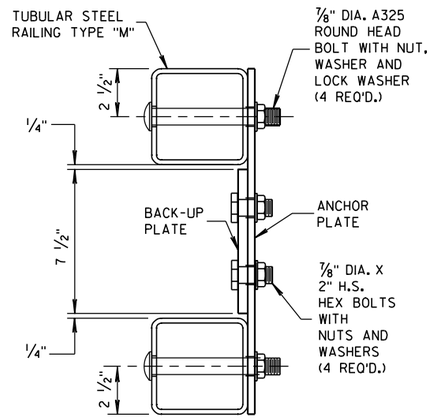


FRONT VIEW

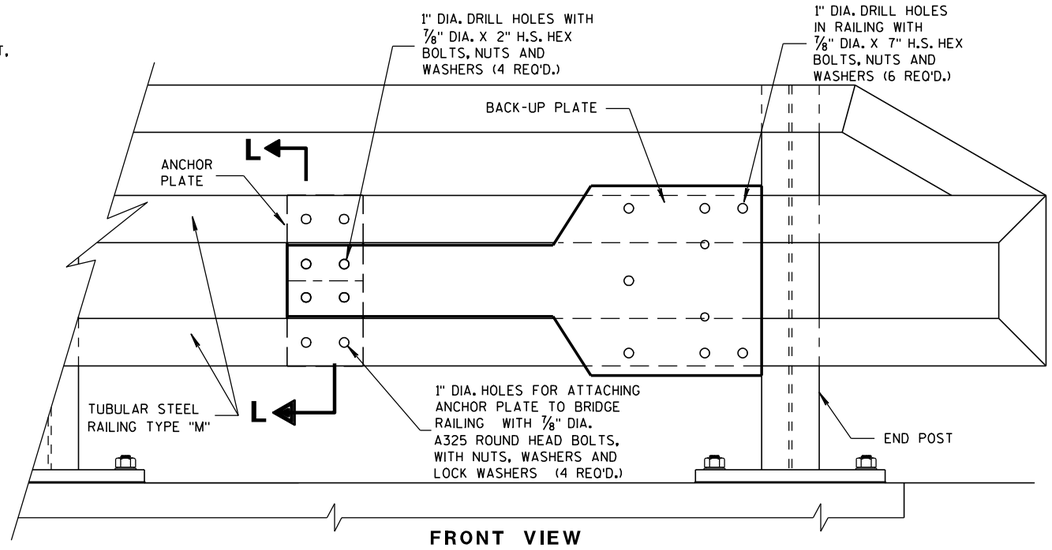
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

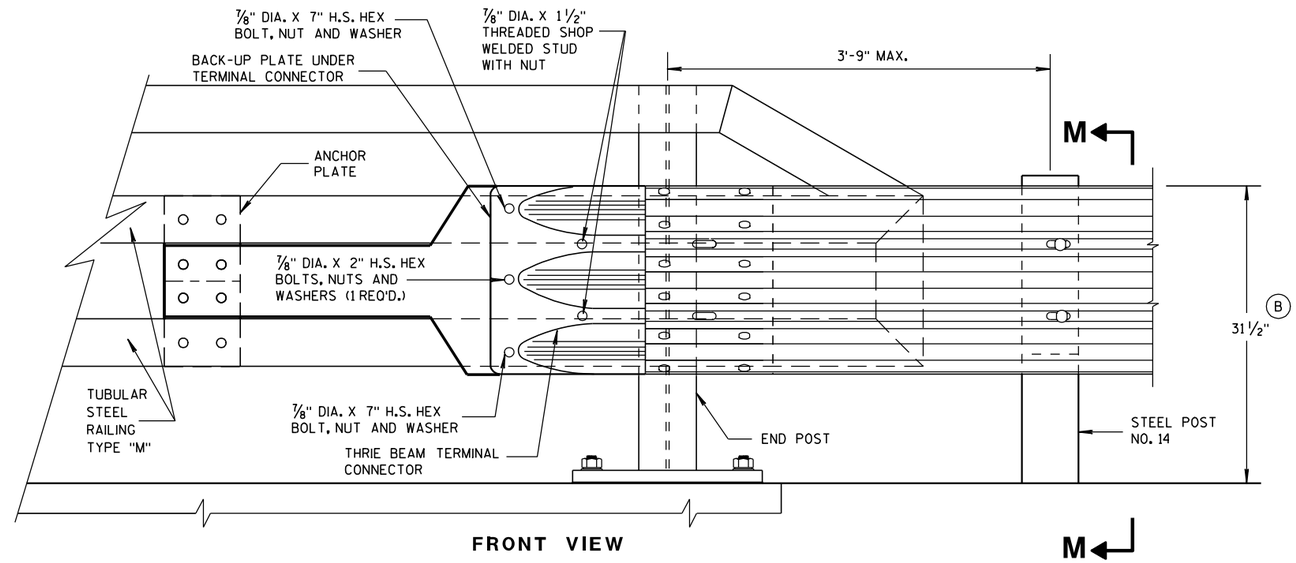


SECTION L-L

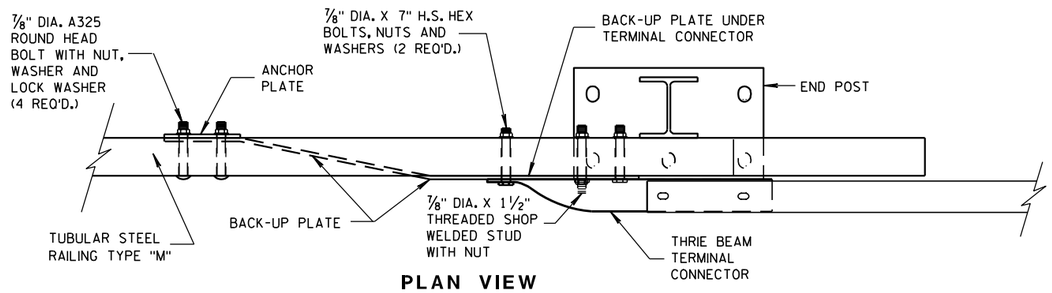


FRONT VIEW

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

403

FHWA

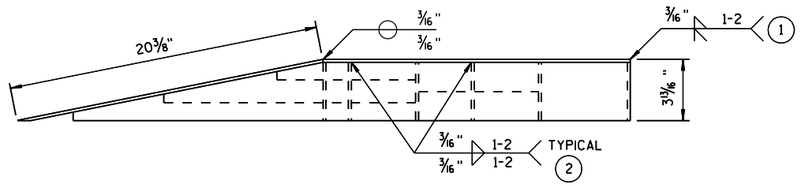
ENT

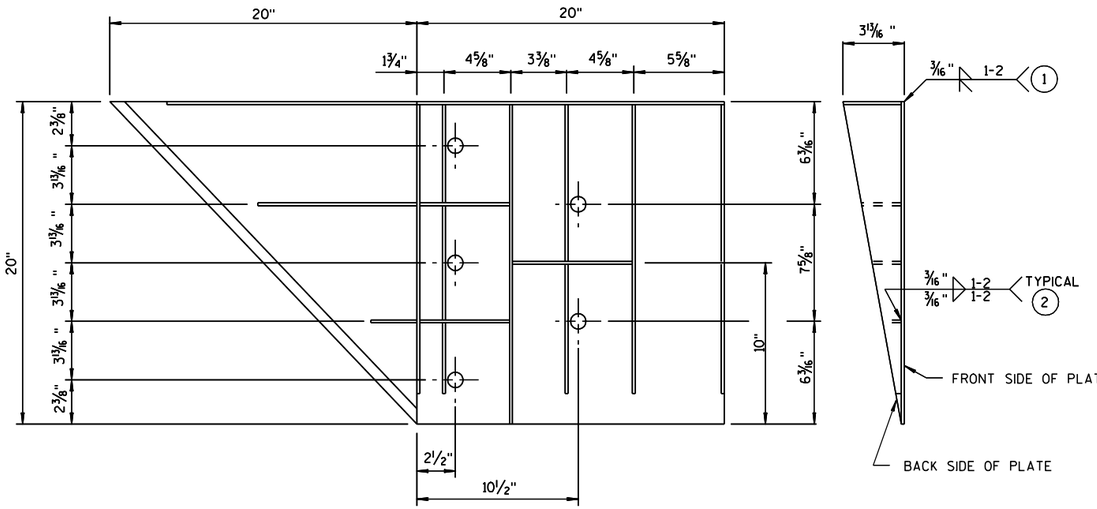
6

S.D. 14 B 45-3h

6

S.D. 14 B 45-3h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

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

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

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

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

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

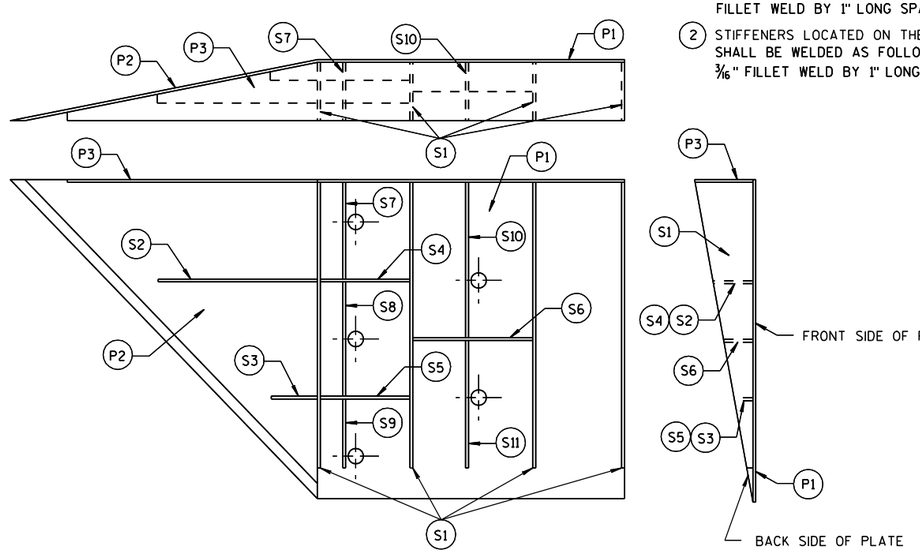


PLATE AND STIFFENER IDENTIFICATION

(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

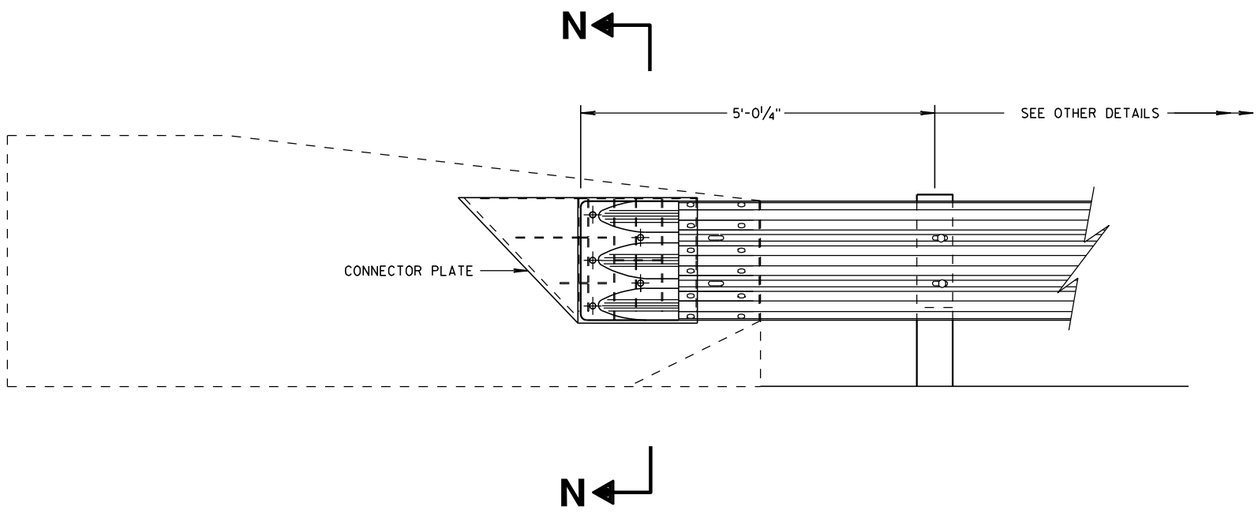
APPROVED
8/31/2012
DATE
/S/ Jerry H ...
ROADWAY STANDARDS ENGINEER
404
...MENT
FHWA

6

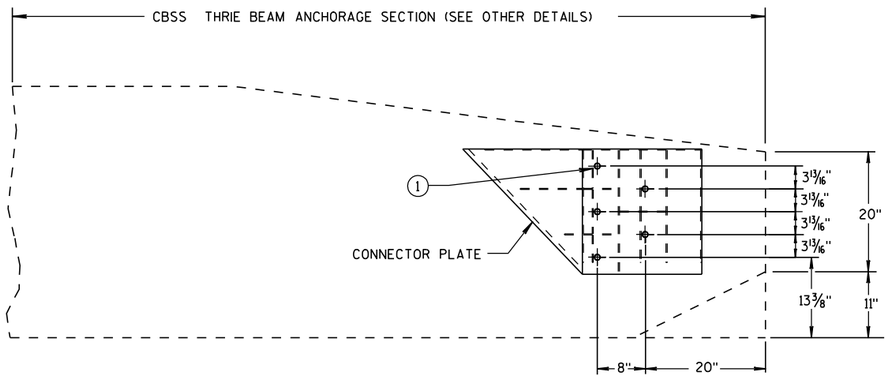
S.D.D. 14 B 45-3i

6

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



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

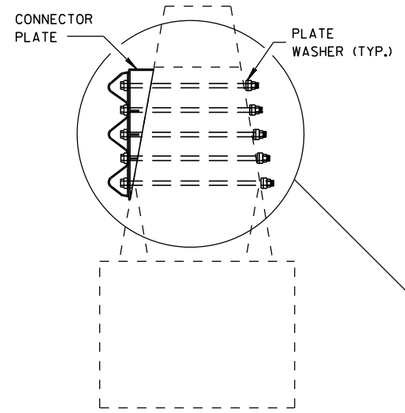


SINGLE SLOPE CONNECTION PLATE PLACEMENT

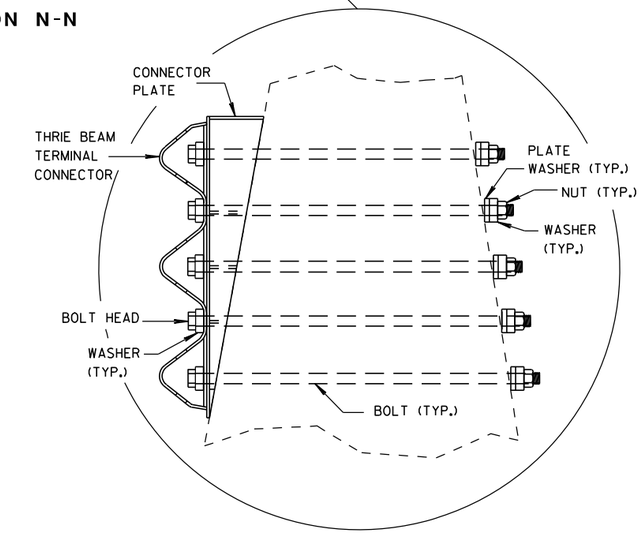
GENERAL NOTES

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

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

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

405

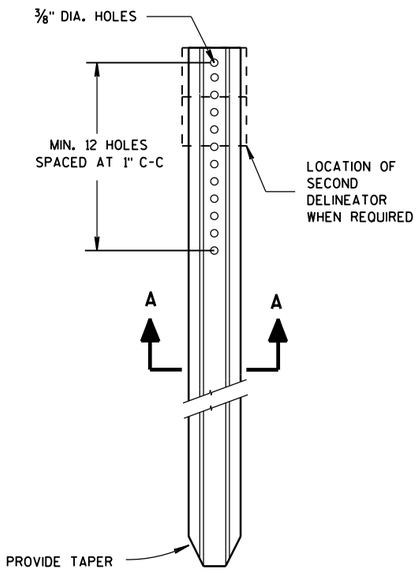
FHWA

6

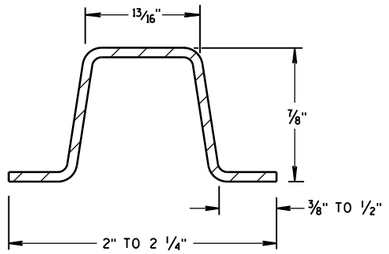
S.D.D. 14 B 45-3j

6

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

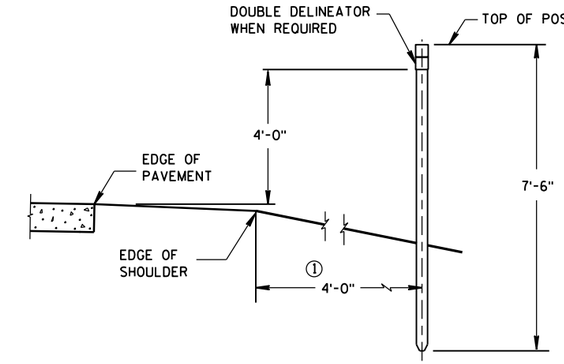


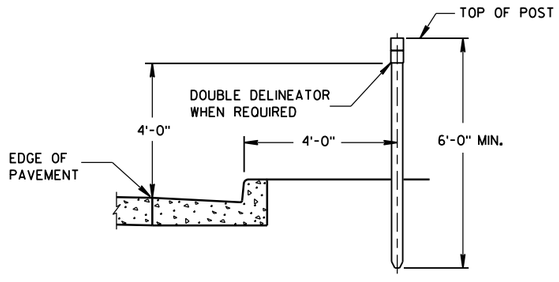
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



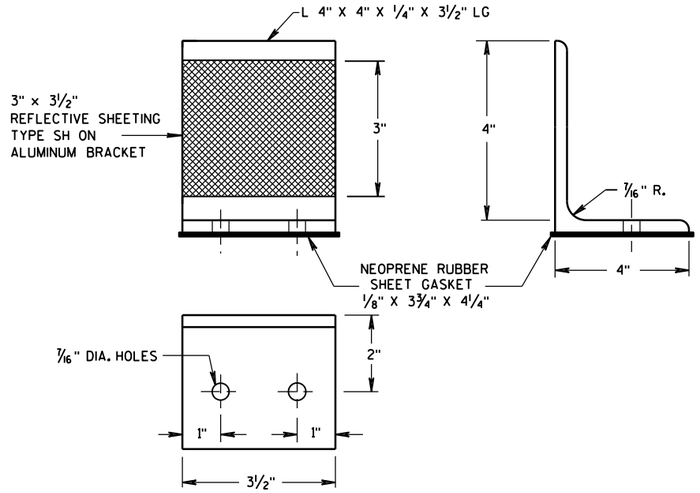


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

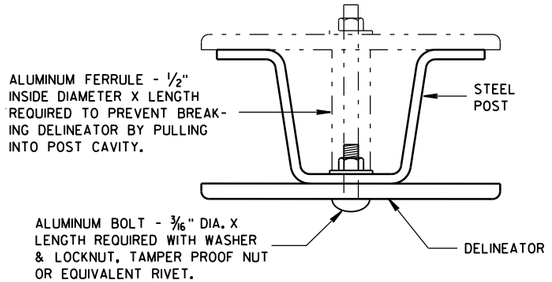
GENERAL NOTES

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

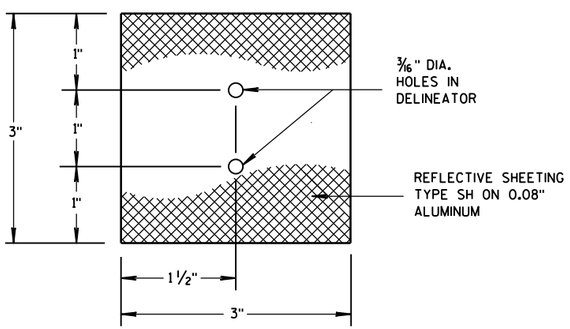
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



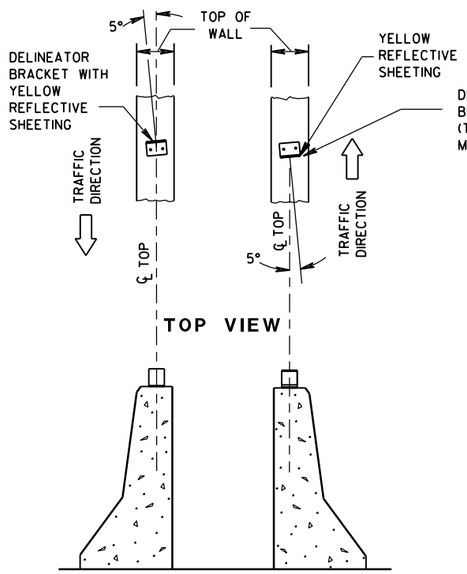
DELINEATOR BRACKET



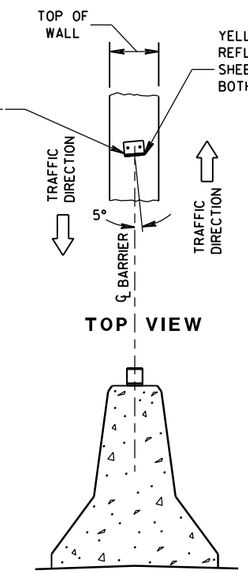
MOUNTING DETAIL FOR DELINEATOR



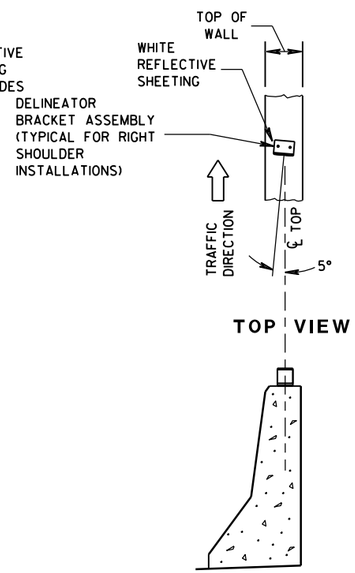
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

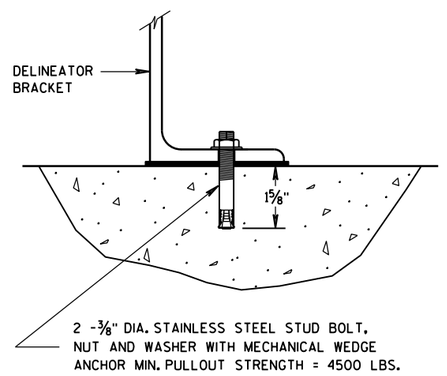


MEDIAN BARRIER



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

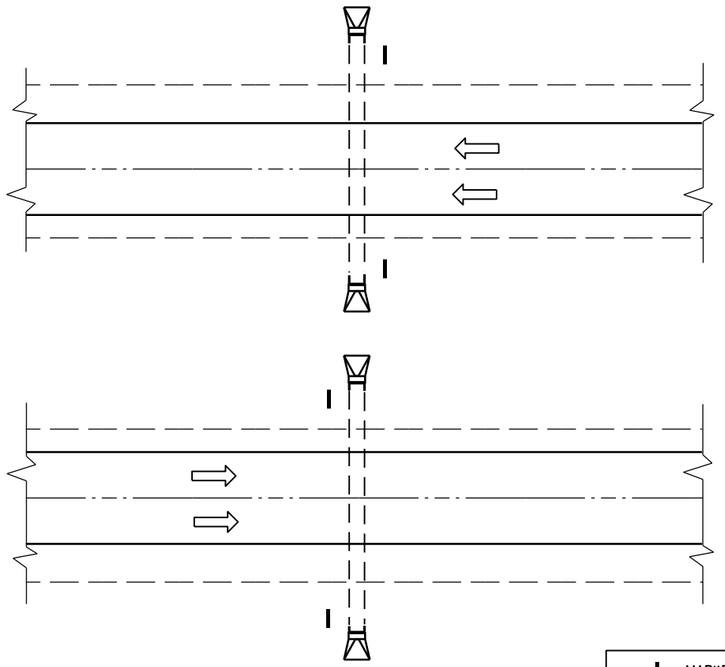
406

6

S.D.D. 15 A 2-8

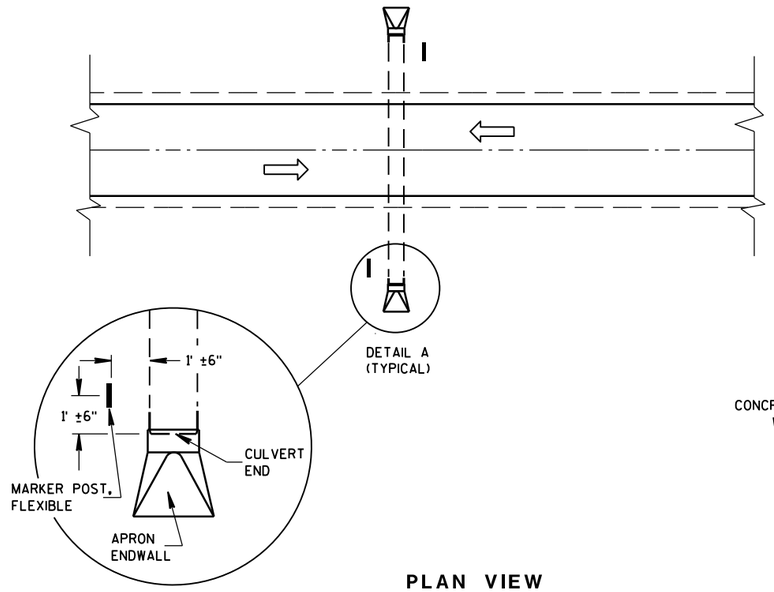
6

S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

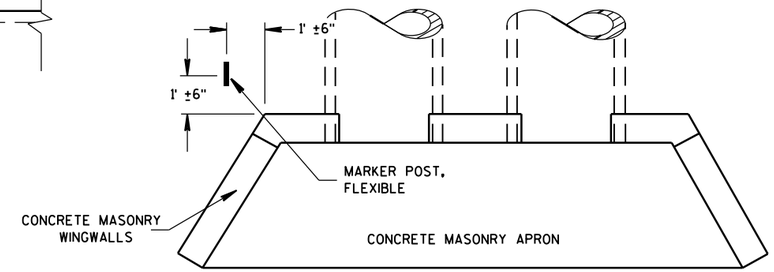
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

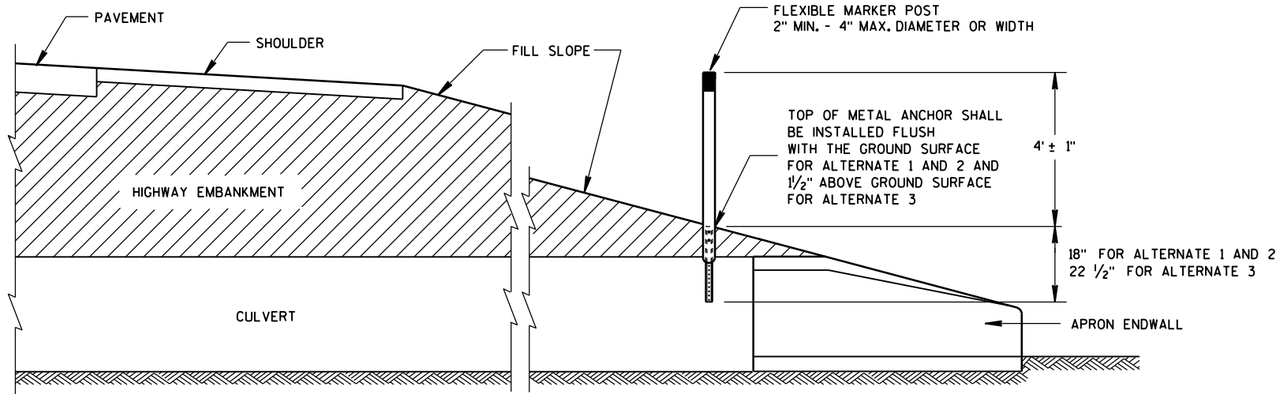
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

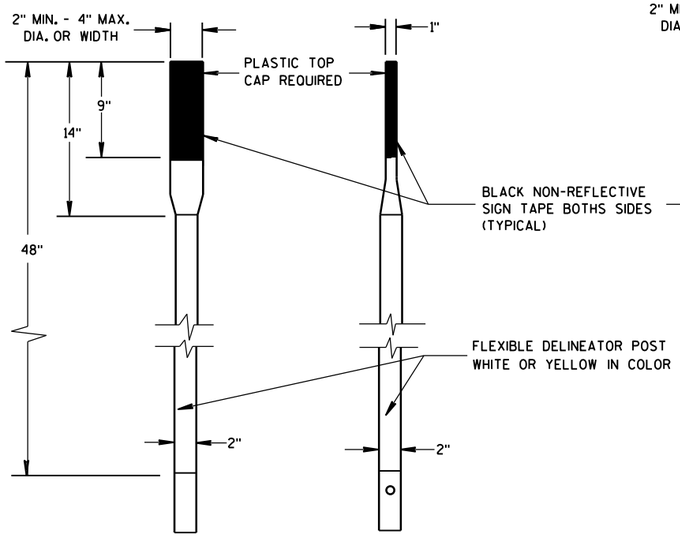
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

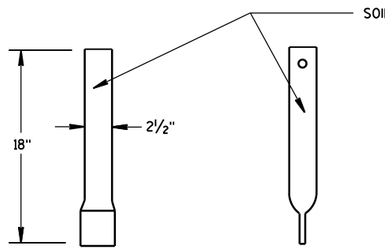
6

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

6

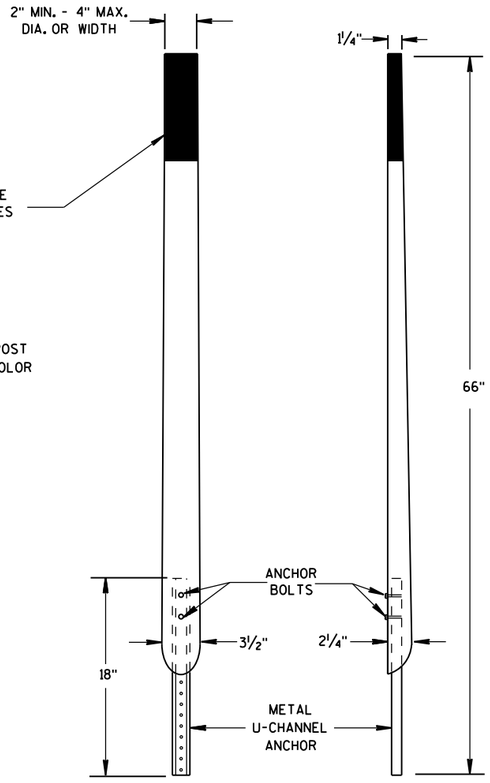
S.D.D. 15 A 3-2a





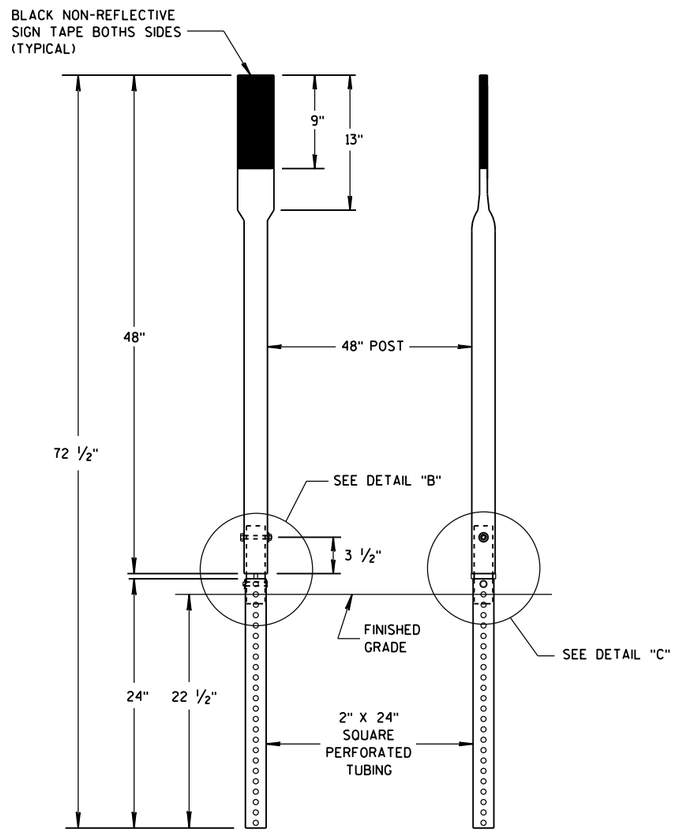
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

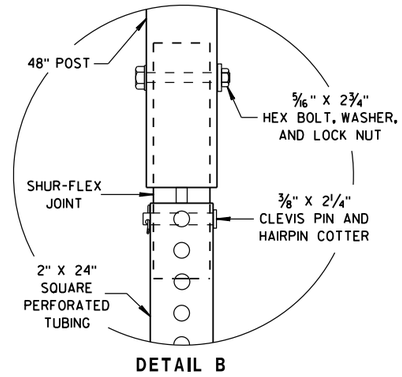
ALTERNATE 2



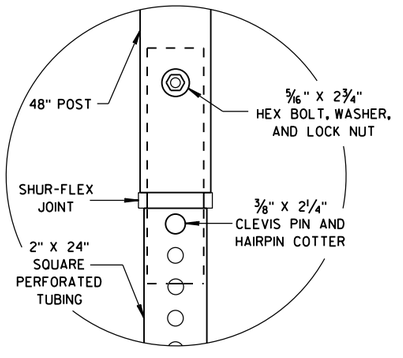
FRONT VIEW SIDE VIEW

ALTERNATE 3

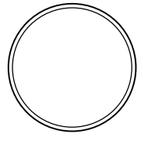
FLEXIBLE MARKER POSTS



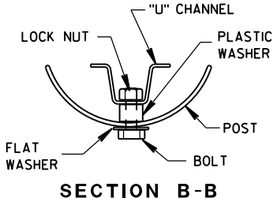
DETAIL B



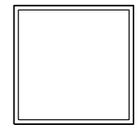
DETAIL C



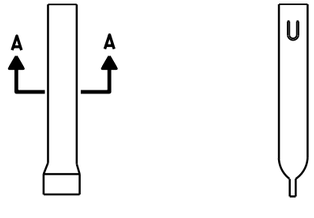
SECTION A-A



SECTION B-B

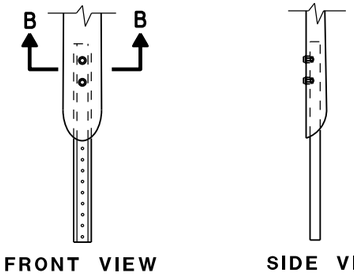


SECTION C-C



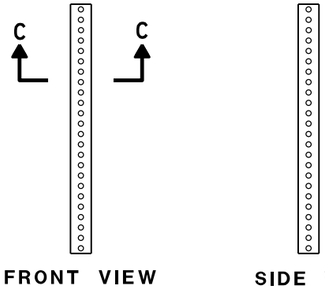
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
408
IGN
FHWA

6

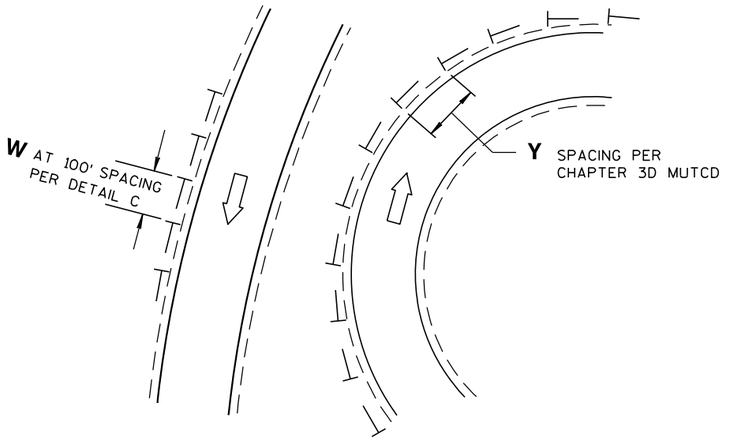
S.D.D. 15 A 3-2b

6

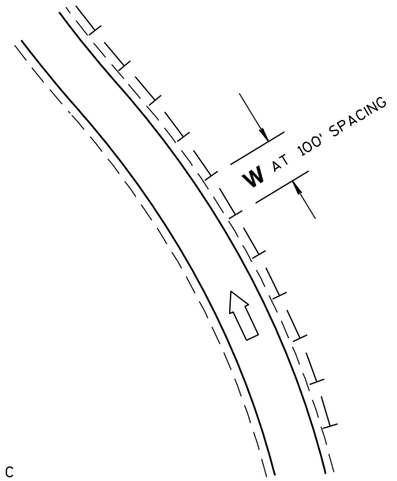
S.D.D. 15 A 3-2b

GENERAL NOTES

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



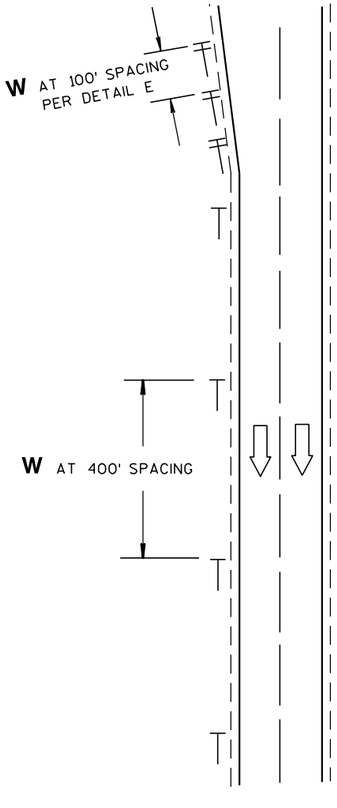
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



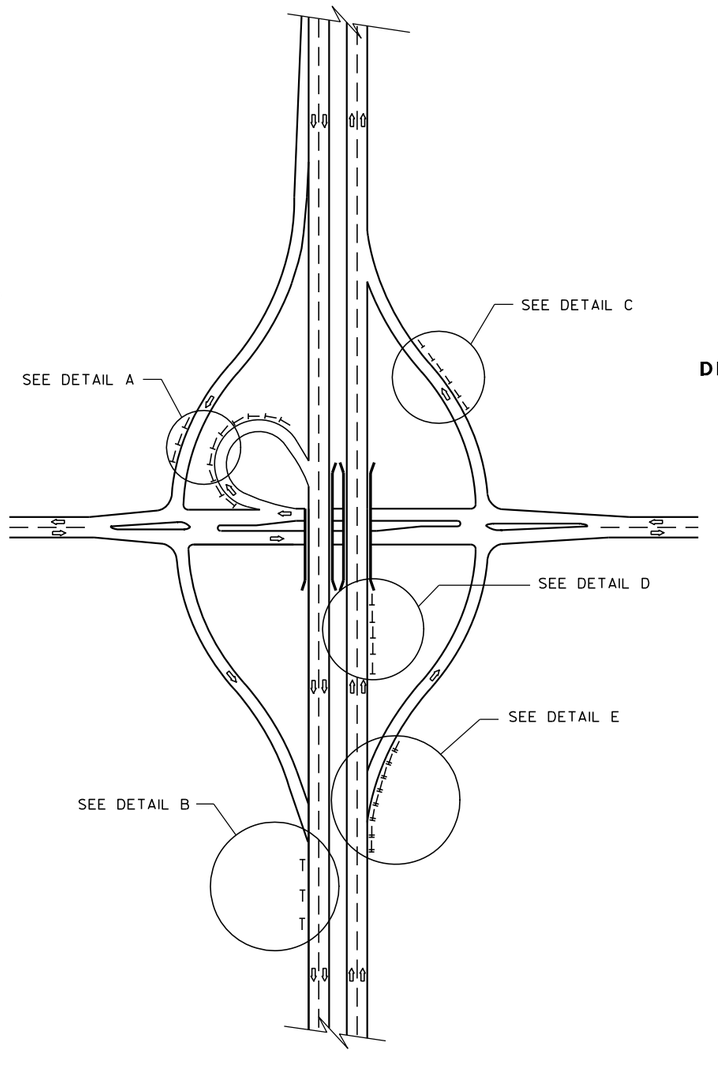
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

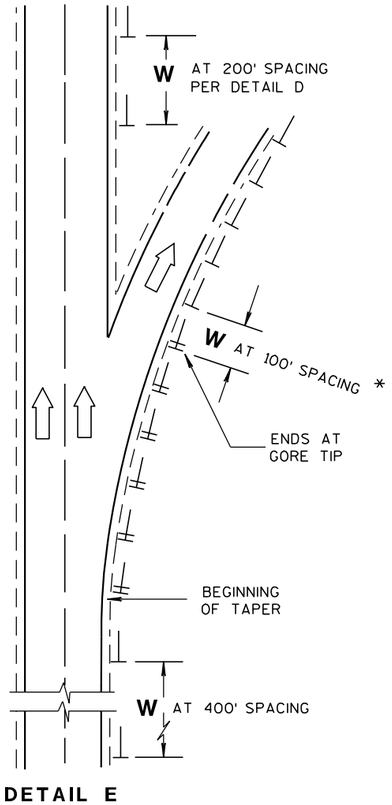
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



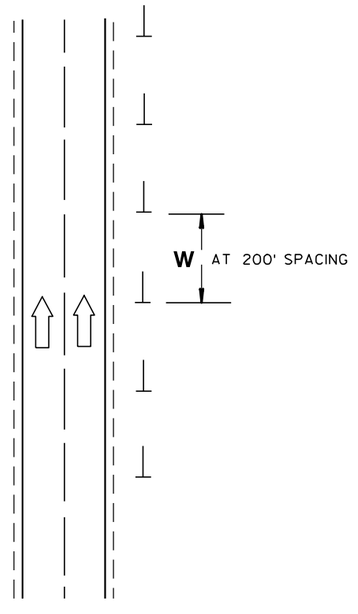
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



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



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft
STATE TRAFFIC ENGINEER
FHWA

6

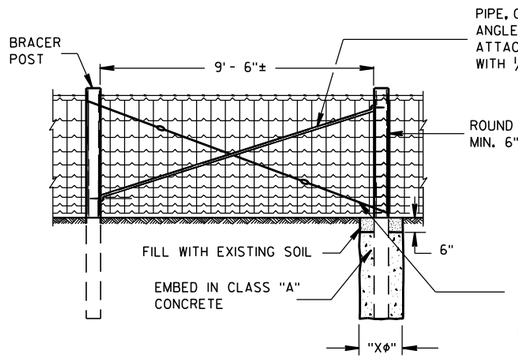
S.D.D. 15 A 6-2

6

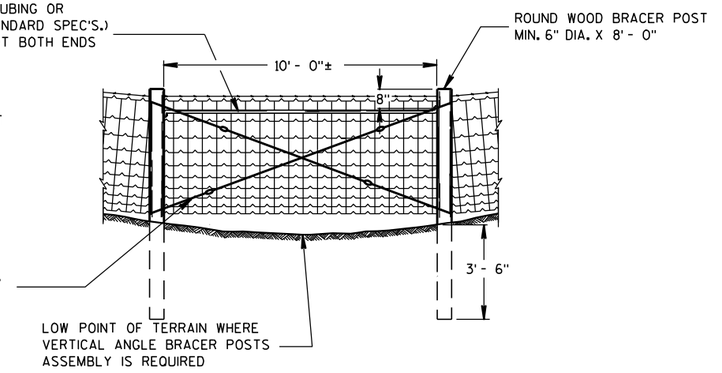
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

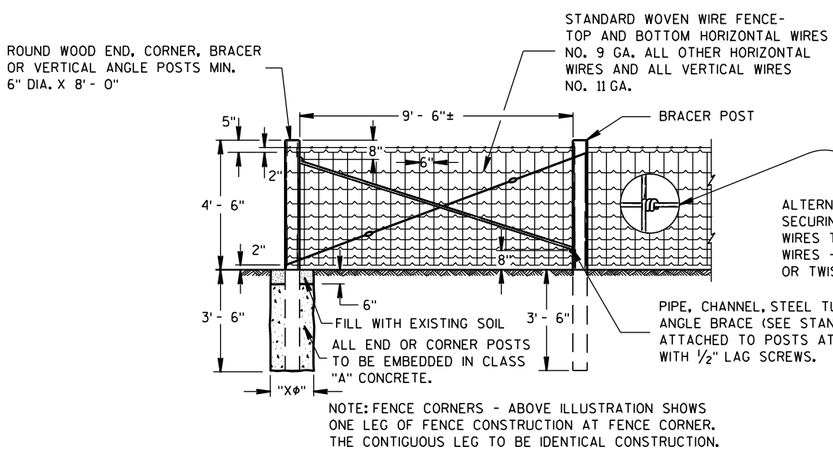
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

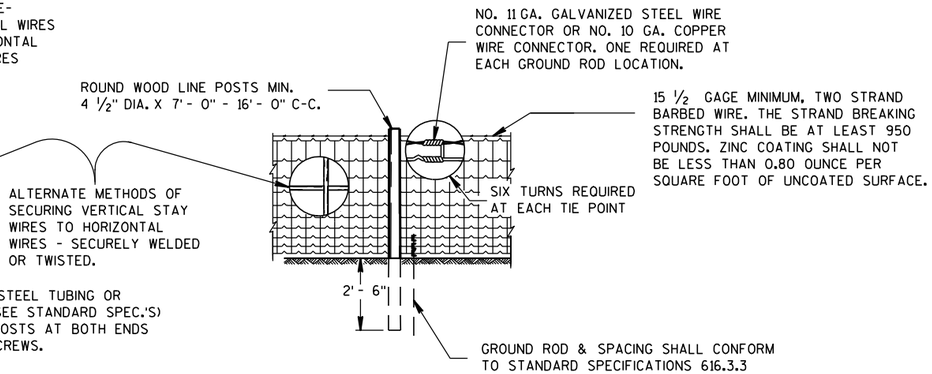
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



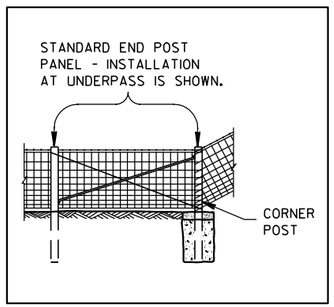
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

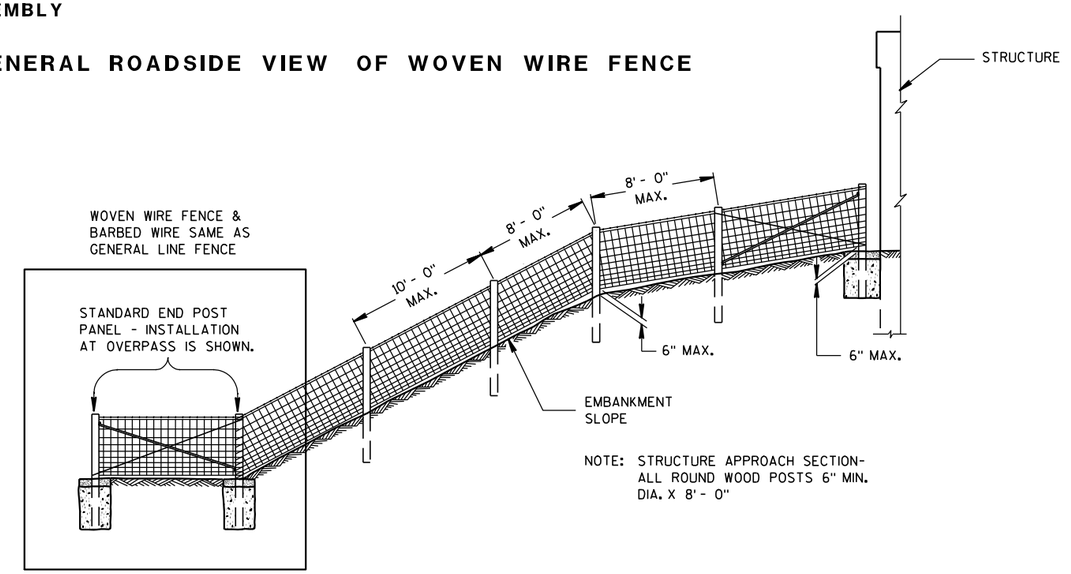


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

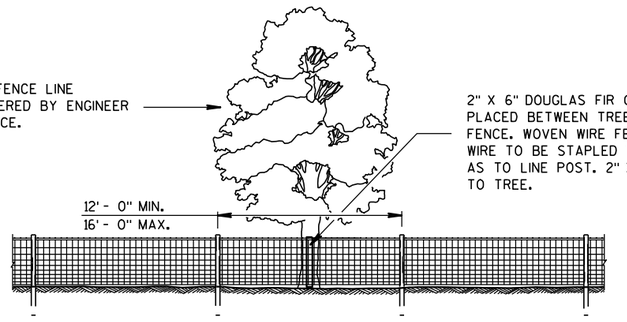
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

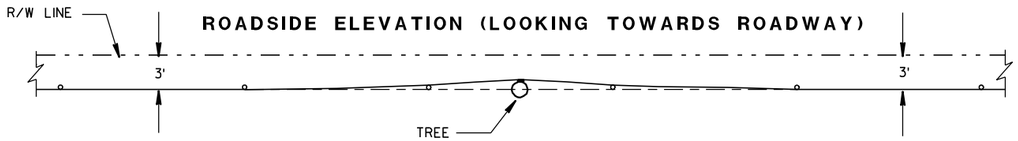
S.D.D. 15 B 1-8a

NOTE: TREE IN NORMAL FENCE LINE SPECIFICALLY ORDERED BY ENGINEER TO REMAIN IN PLACE.

2" X 6" DOUGLAS FIR OR SO. YELLOW PINE PLACED BETWEEN TREE AND WOVEN WIRE FENCE. WOVEN WIRE FENCE AND BARBED WIRE TO BE STAPLED TO 2" X 6" LIKE AS TO LINE POST. 2" X 6" NOT FASTENED TO TREE.

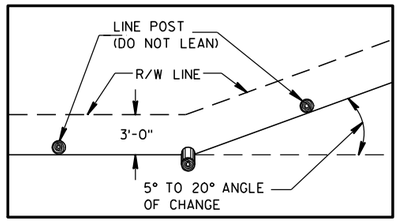


ROADSIDE ELEVATION (LOOKING TOWARDS ROADWAY)

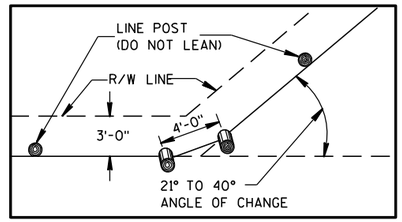


PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



PLAN VIEW
SINGLE POST CORNER

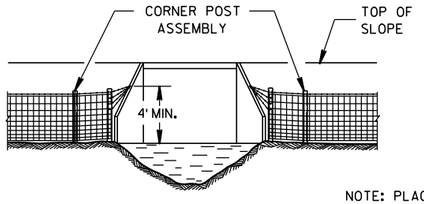


PLAN VIEW
DOUBLE POST CORNER

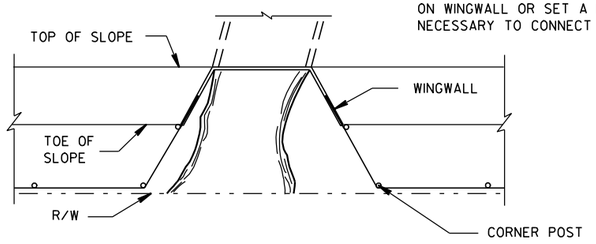
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

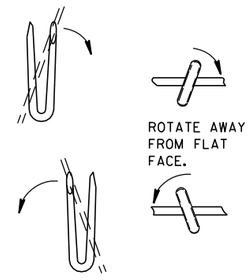
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



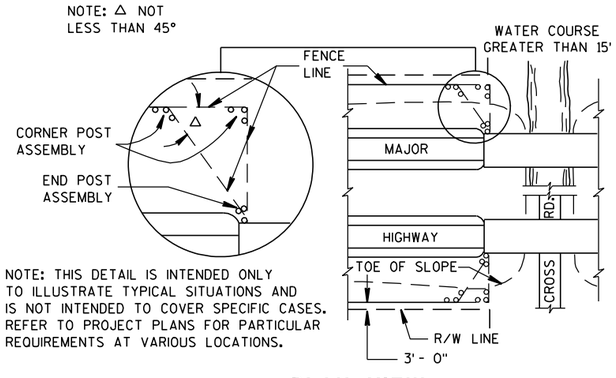
FENCE INSTALLATION TO WINGWALLS



LINE POST

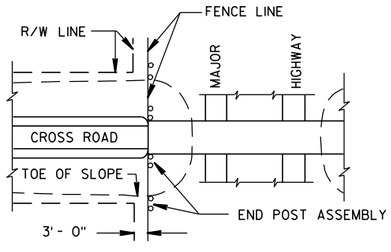
FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH

NOTE: △ NOT LESS THAN 45°



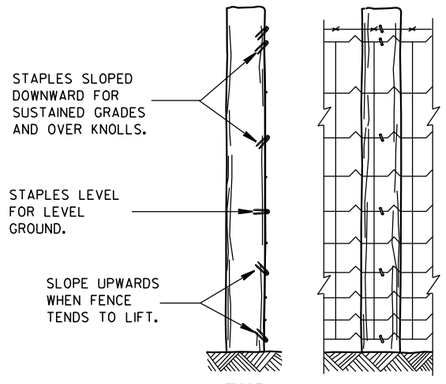
NOTE: THIS DETAIL IS INTENDED ONLY TO ILLUSTRATE TYPICAL SITUATIONS AND IS NOT INTENDED TO COVER SPECIFIC CASES. REFER TO PROJECT PLANS FOR PARTICULAR REQUIREMENTS AT VARIOUS LOCATIONS.

PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION

FARM SIDE ELEVATION

FENCE MOUNTING DETAIL

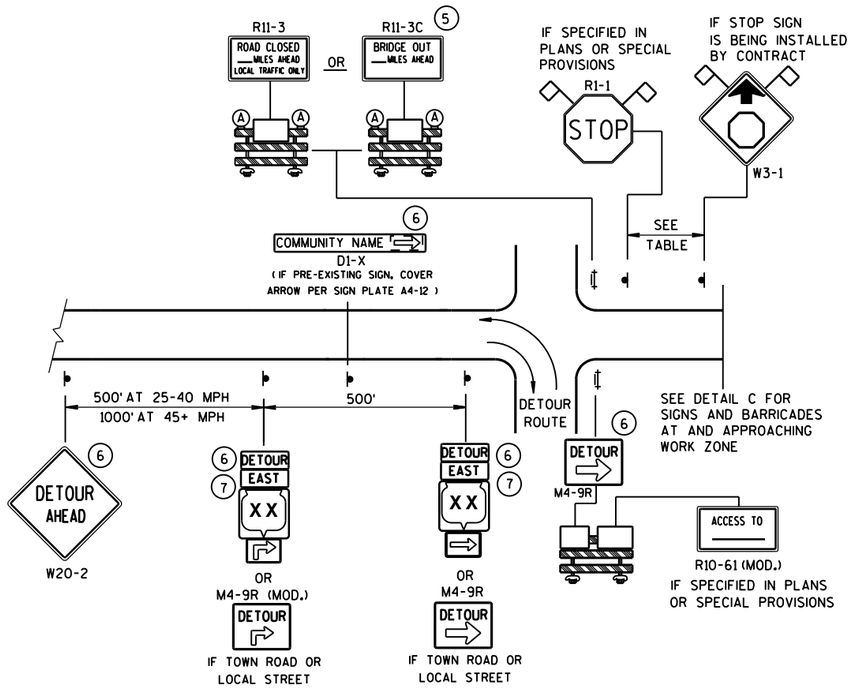
FENCE LOCATION AT STRUCTURES

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

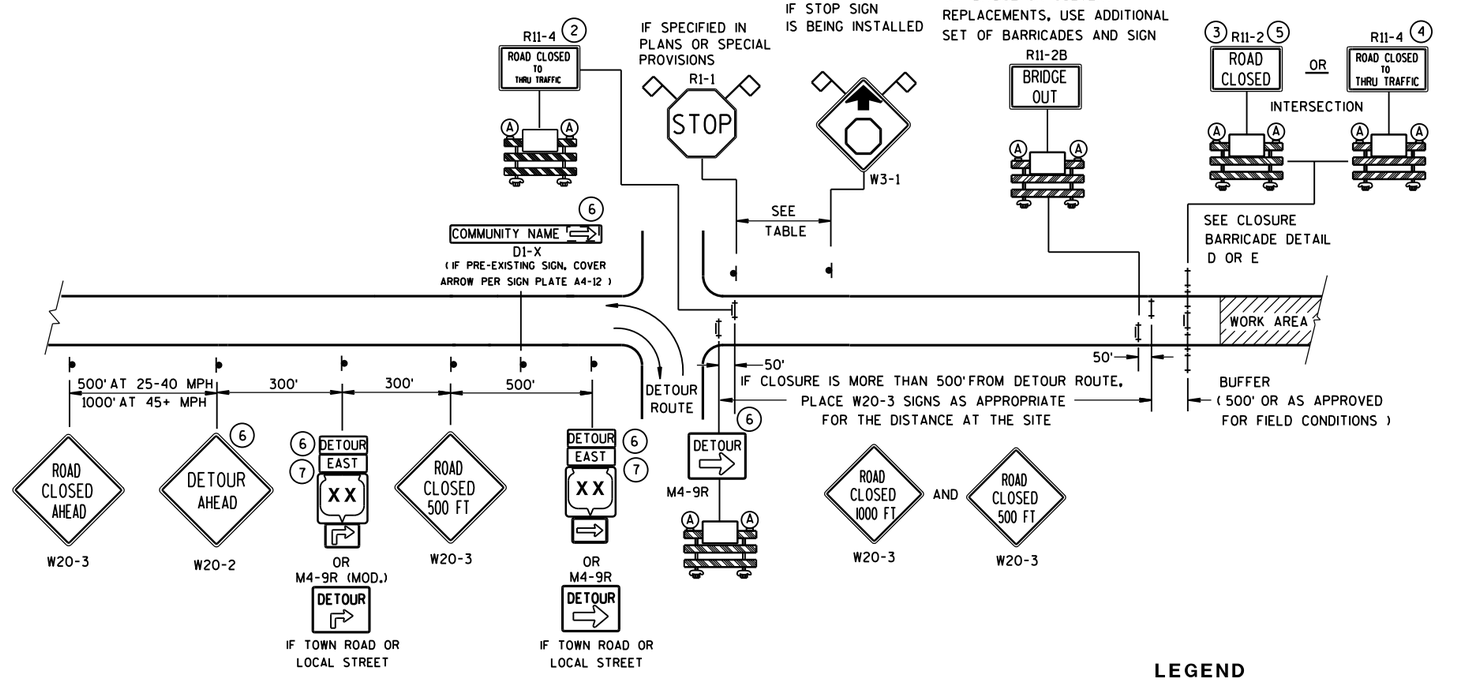
APPROVED
4/4/2008
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]411
ENGINEER
FHWA

6
S.D.D. 15 B 1-8b



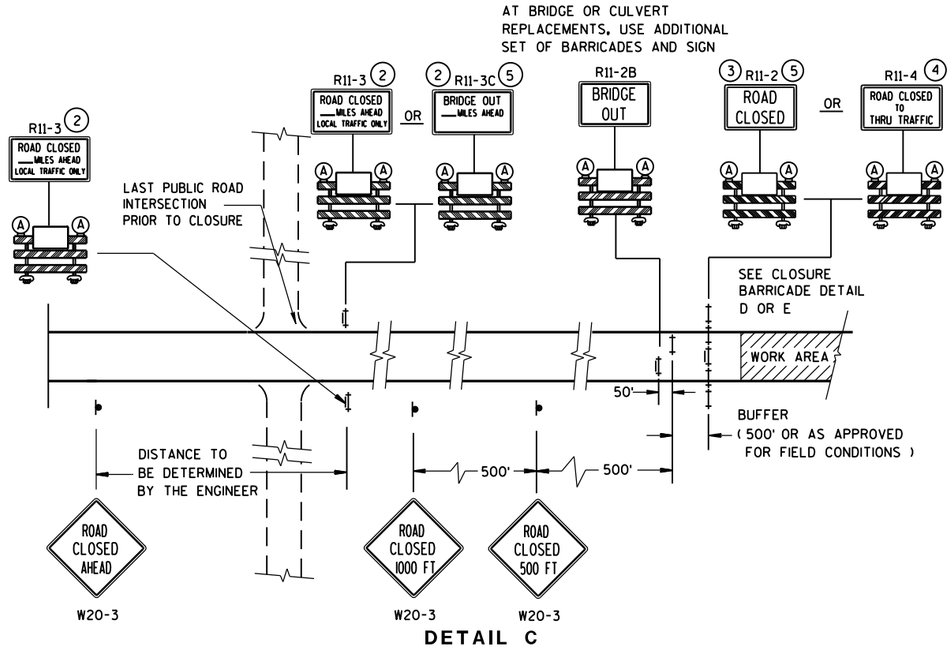
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

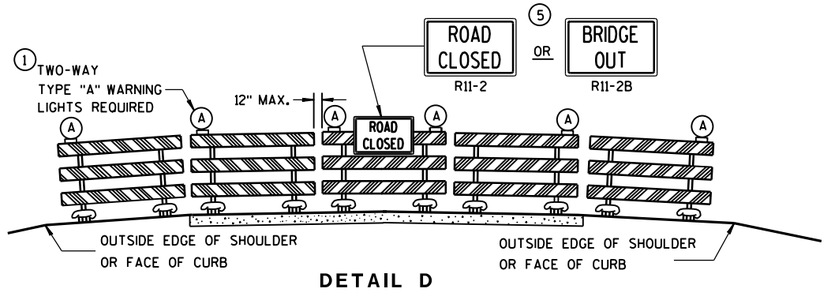
8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

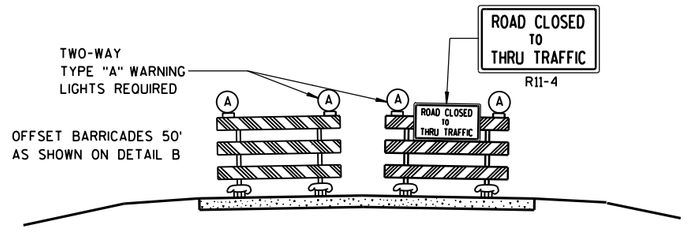
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X 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.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 2-5b

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.

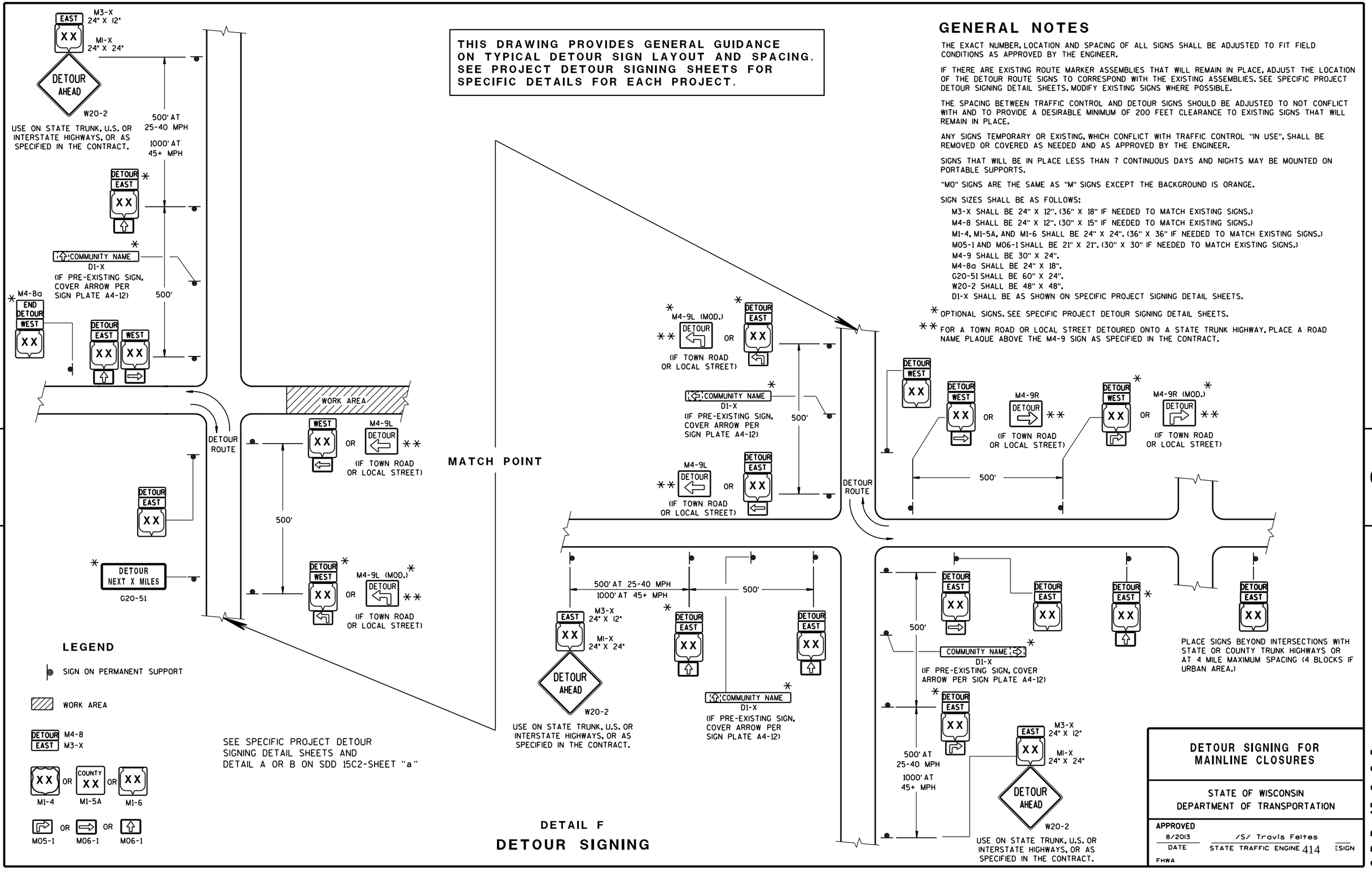
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.



DETAIL F

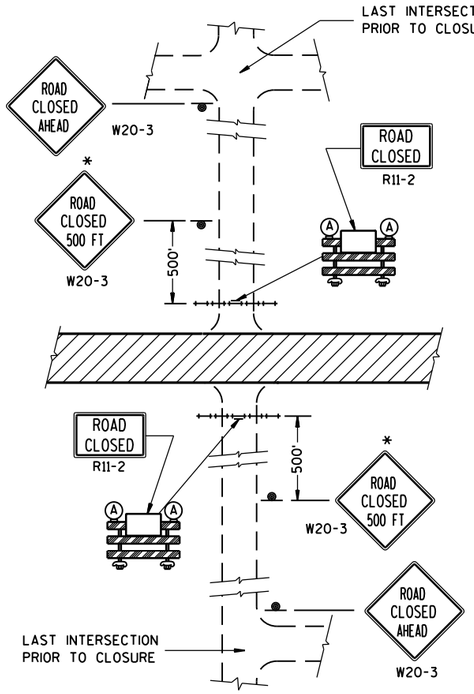
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

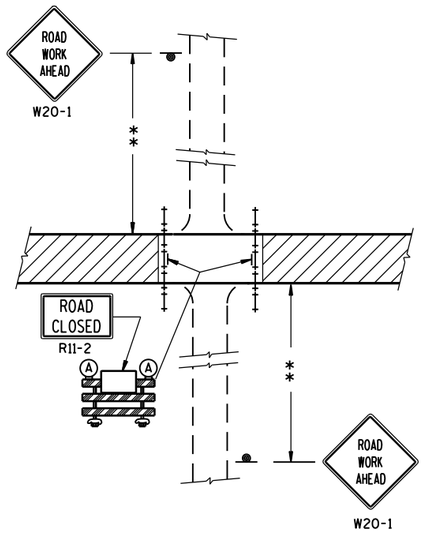
APPROVED
8/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINE
FHWA

6
S.D.D. 15 C 2-5c



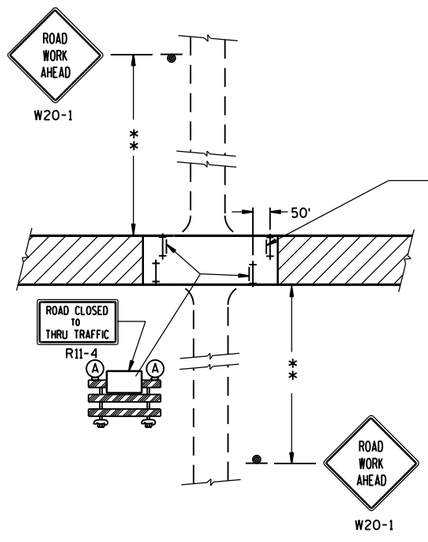
DETAIL 1

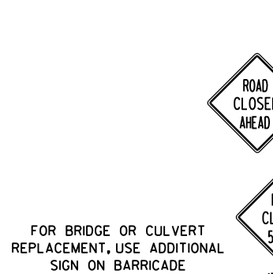
(NO ACCESS TO PROJECT)



DETAIL 2

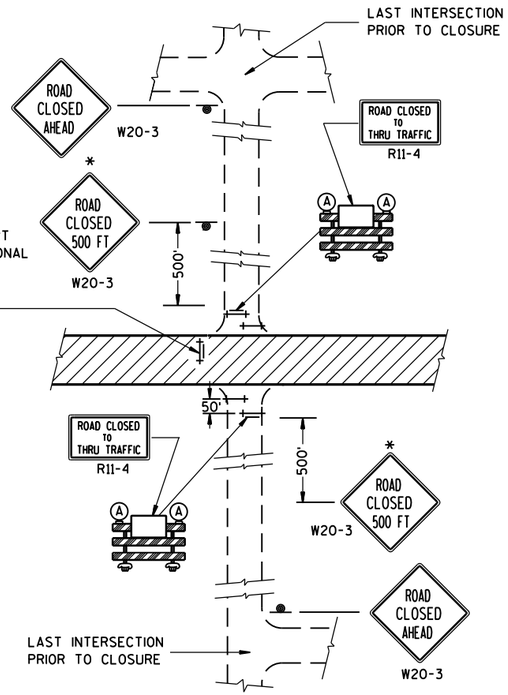
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

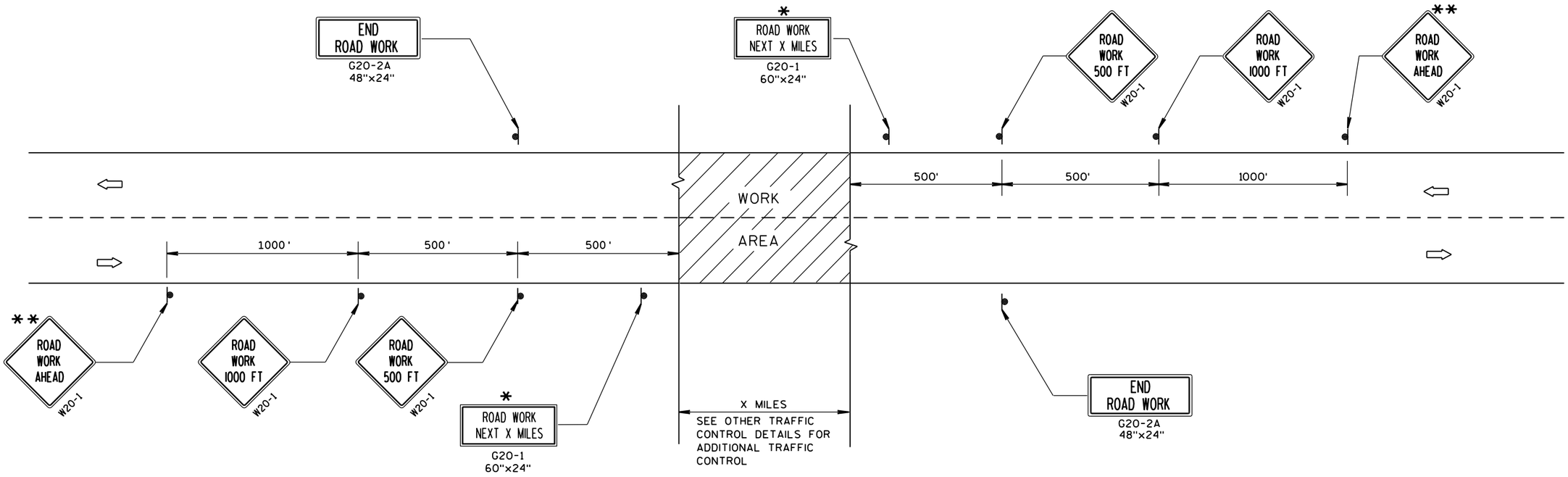
BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 3-2



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

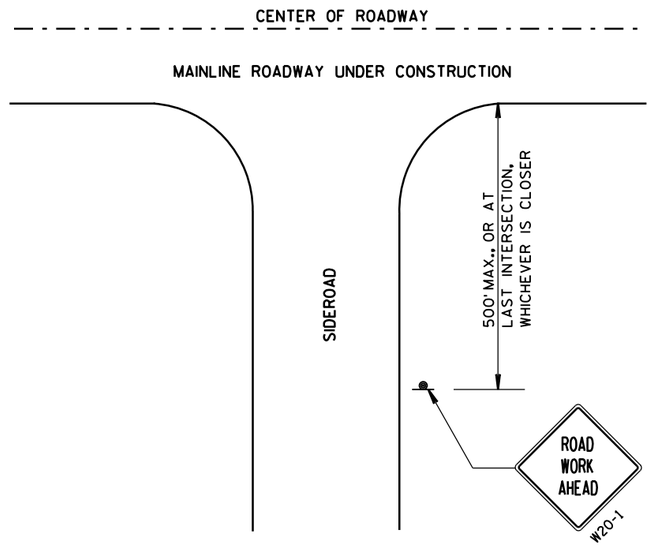
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

SIGN

FHWA

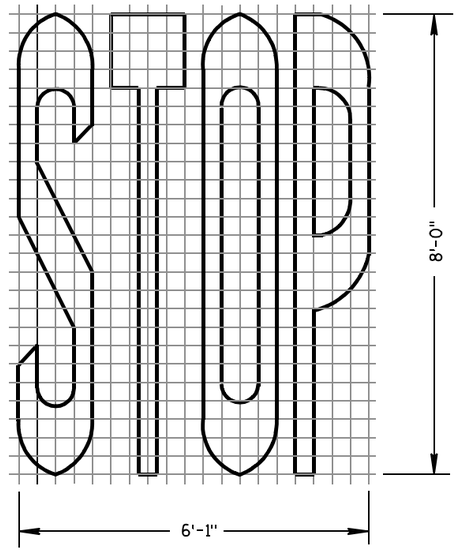
6

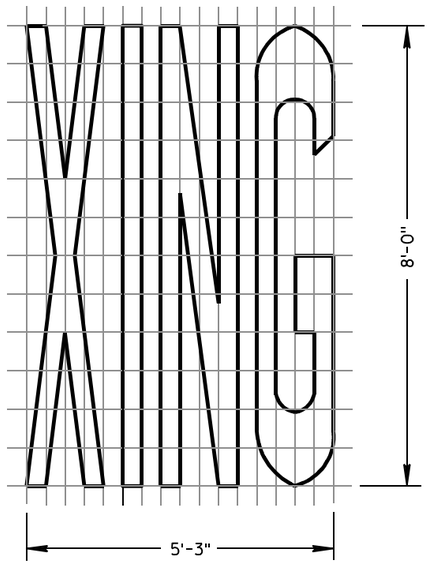
S.D.D. 15 C 4-2

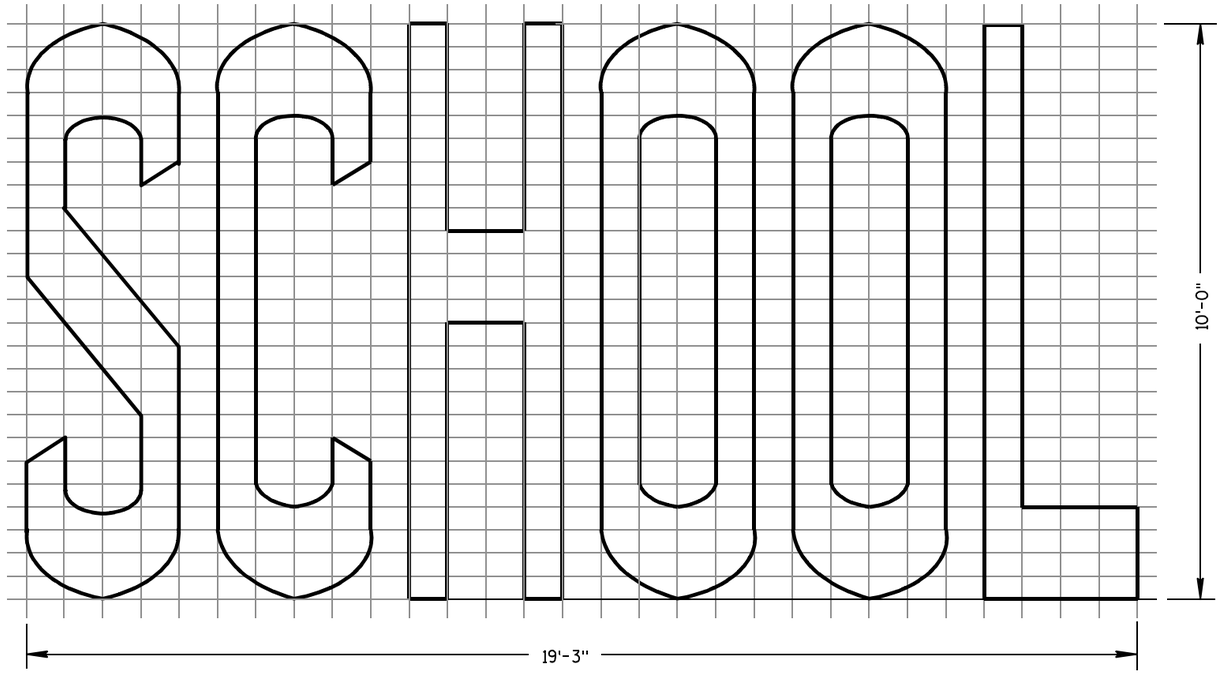
GENERAL NOTES

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

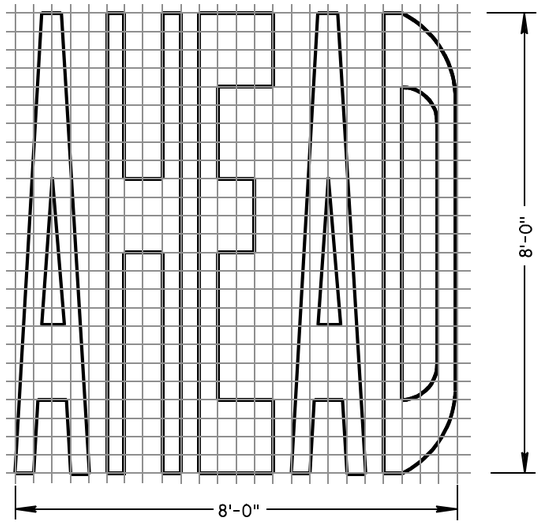
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

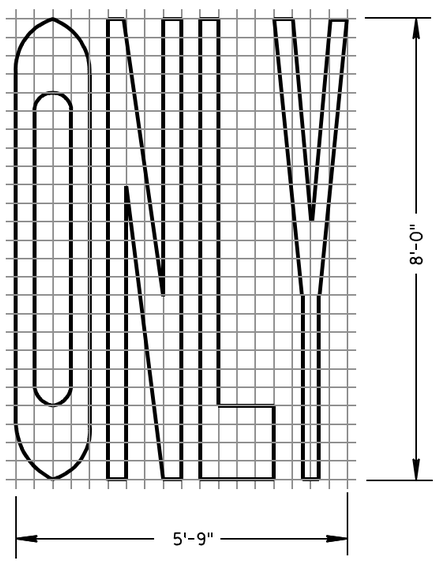


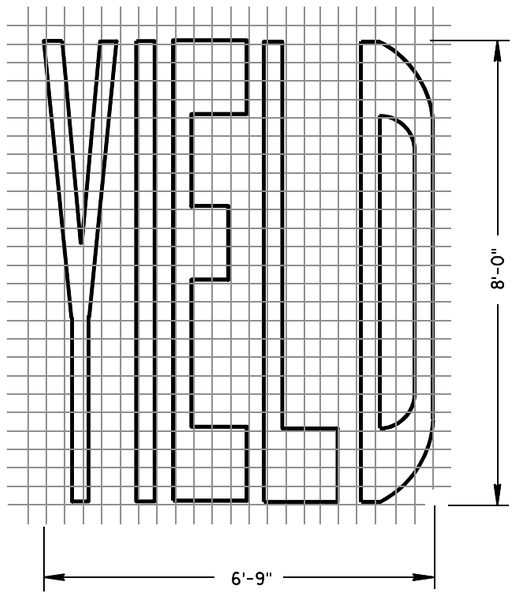


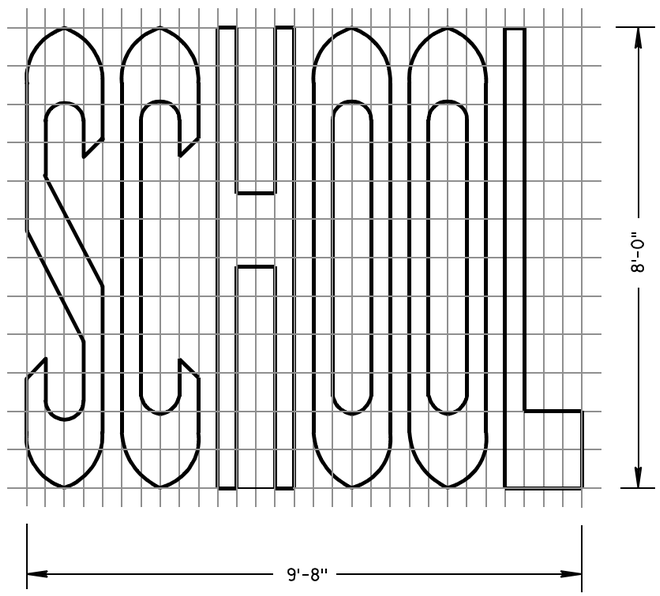


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

FHWA

IGN

6

S.D.D. 15 C 7-12b

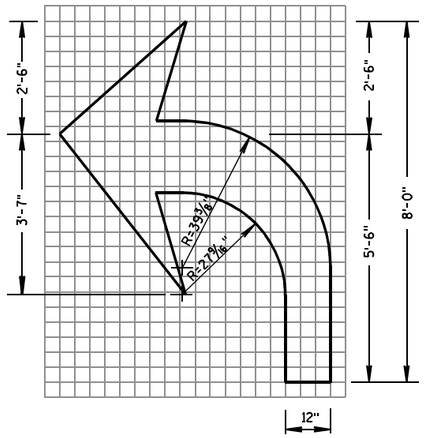
6

S.D.D. 15 C 7-12b

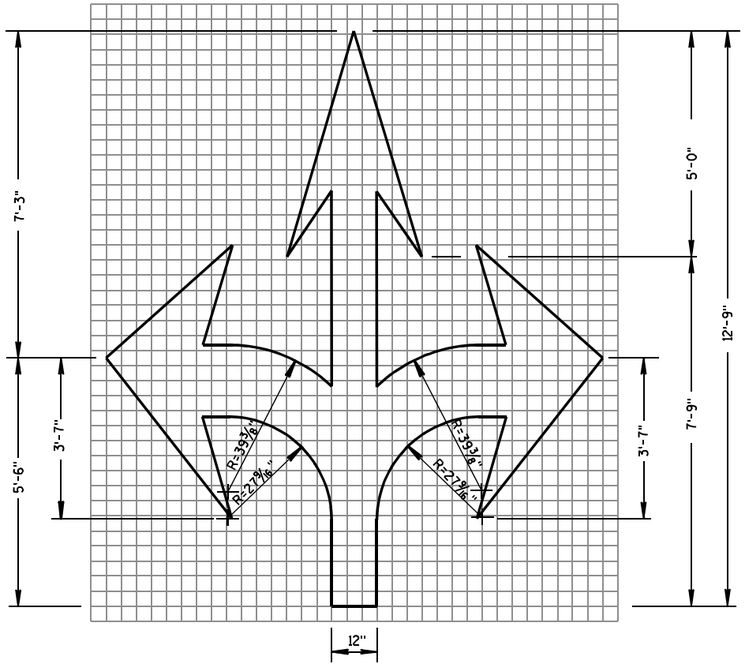
GENERAL NOTES

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

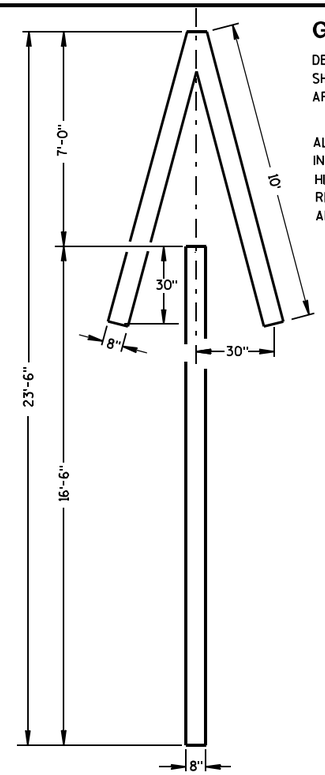
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



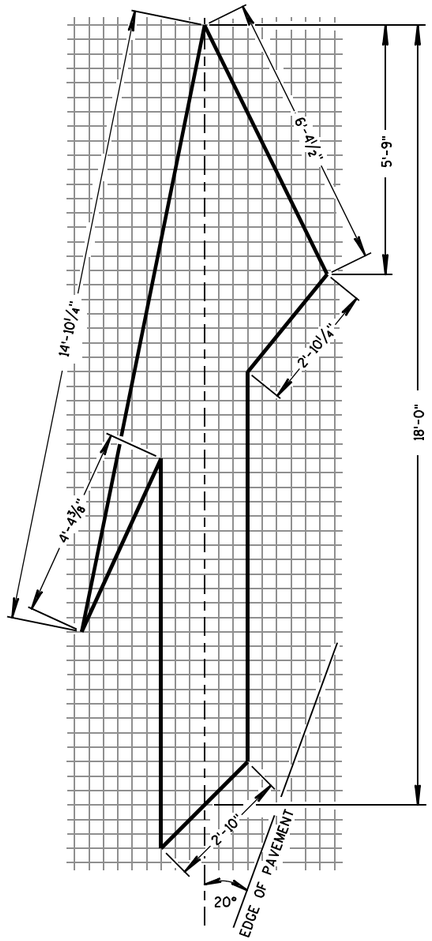
TYPE 2



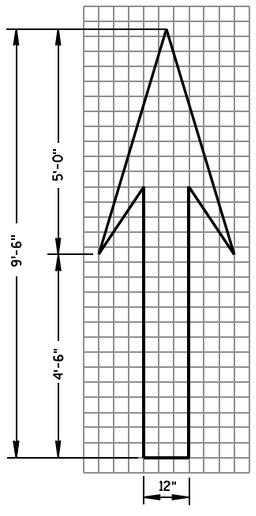
TYPE 6



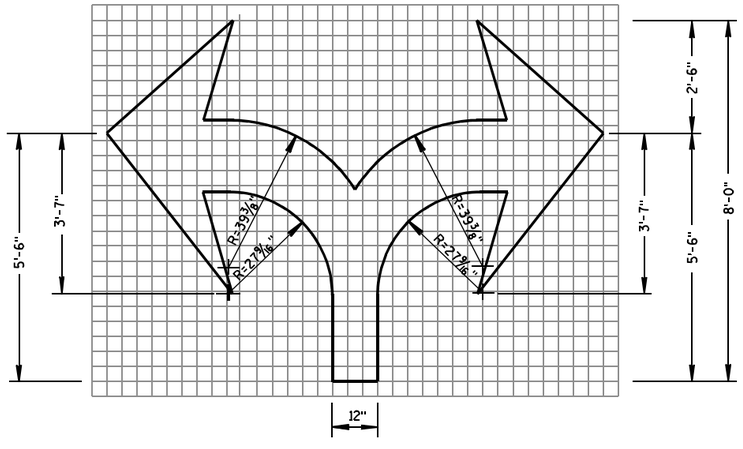
TYPE 4



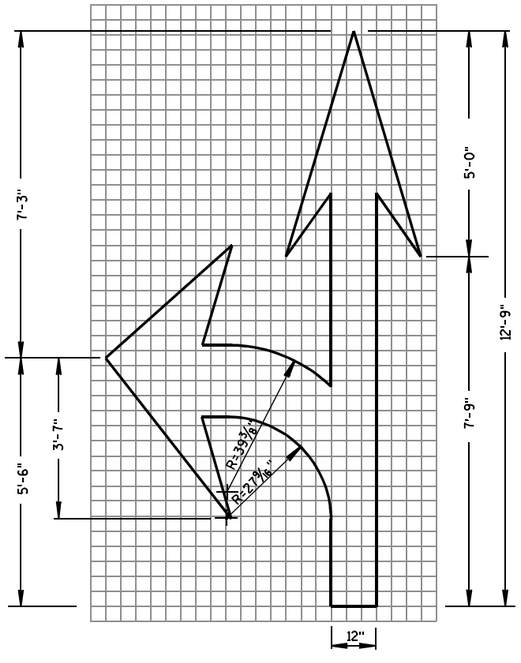
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

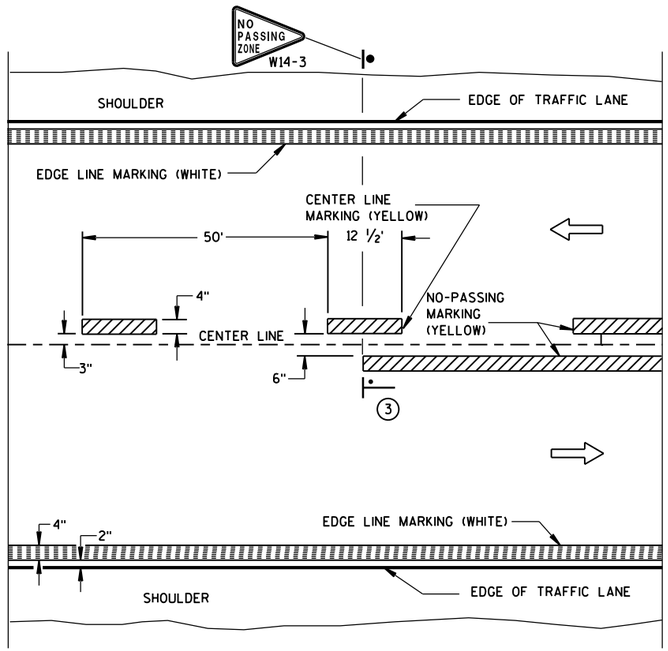
FHWA

6

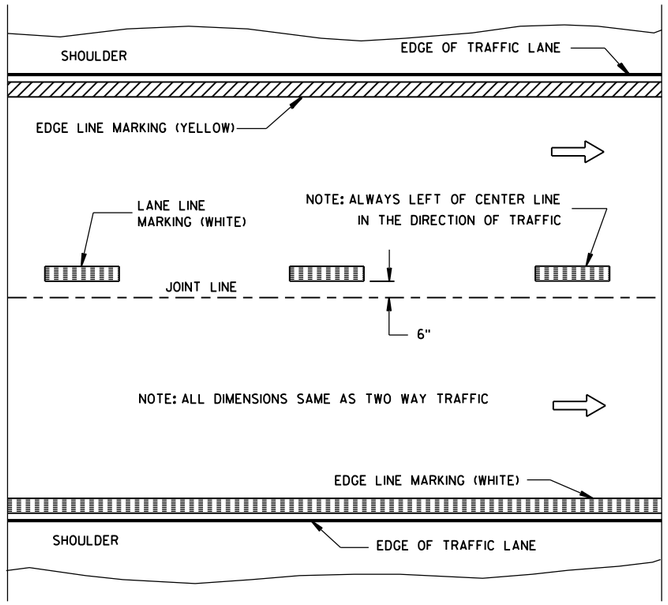
S.D.D. 15 C 7-12c

6

S.D.D. 15 C 7-12c

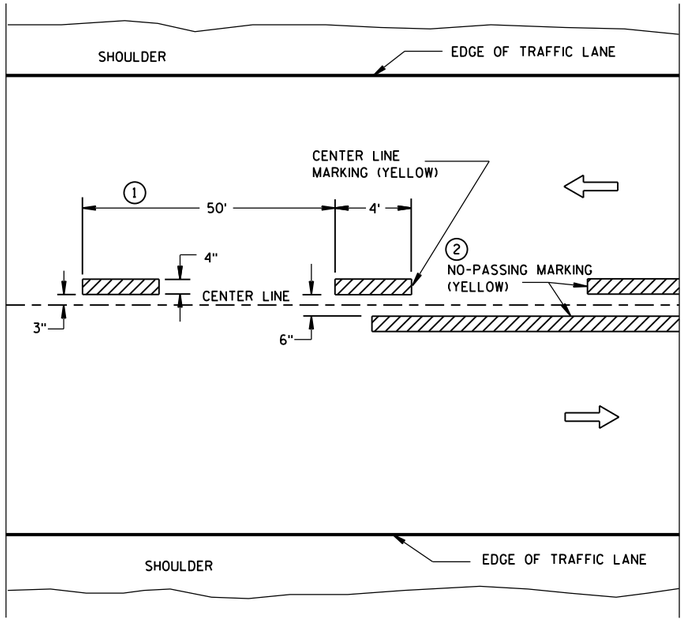


TWO WAY TRAFFIC

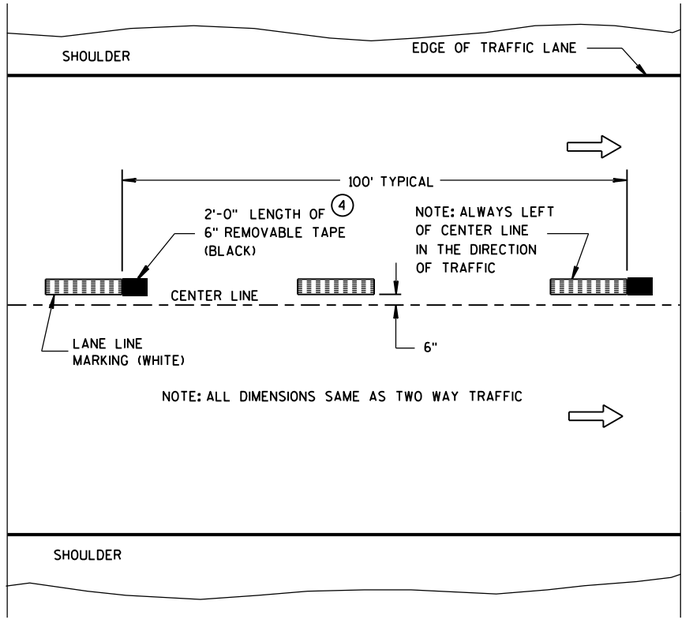


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

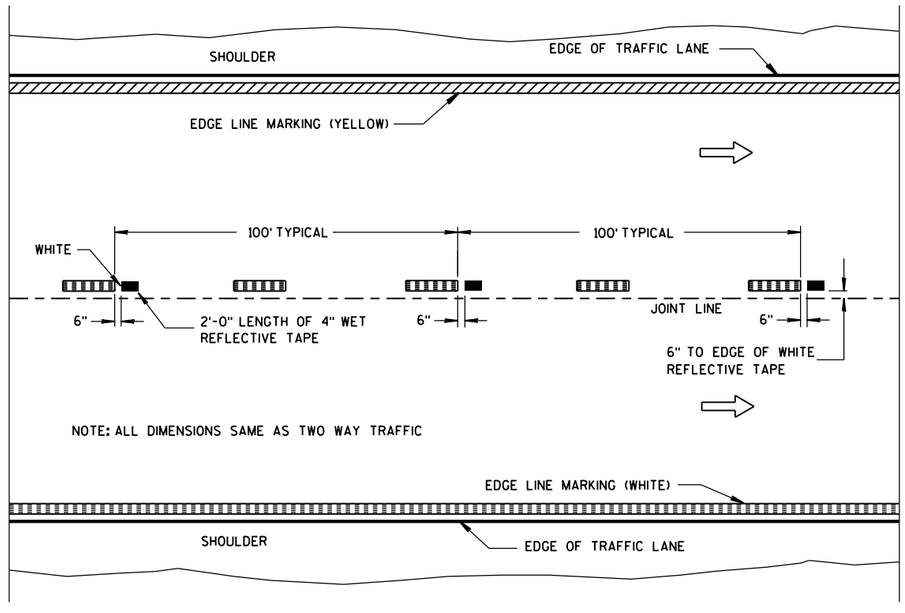
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

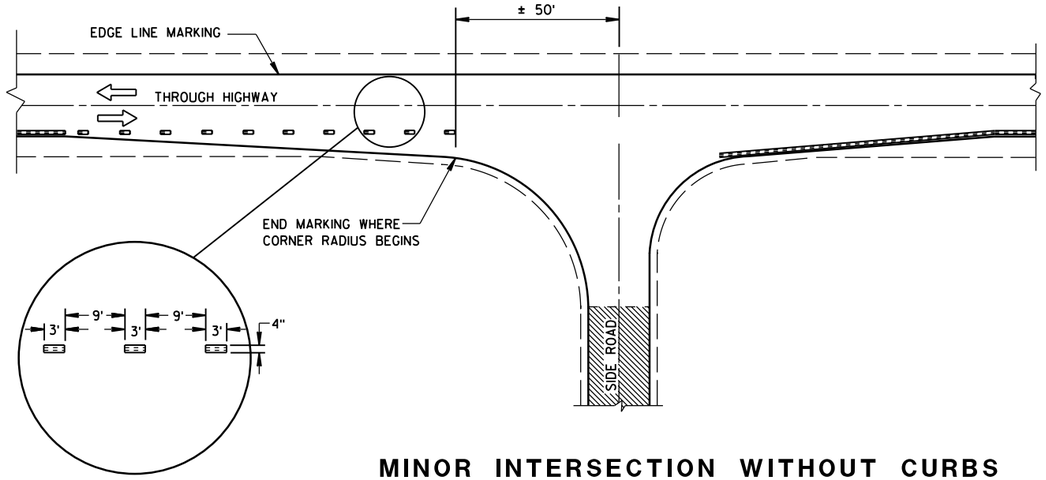
5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

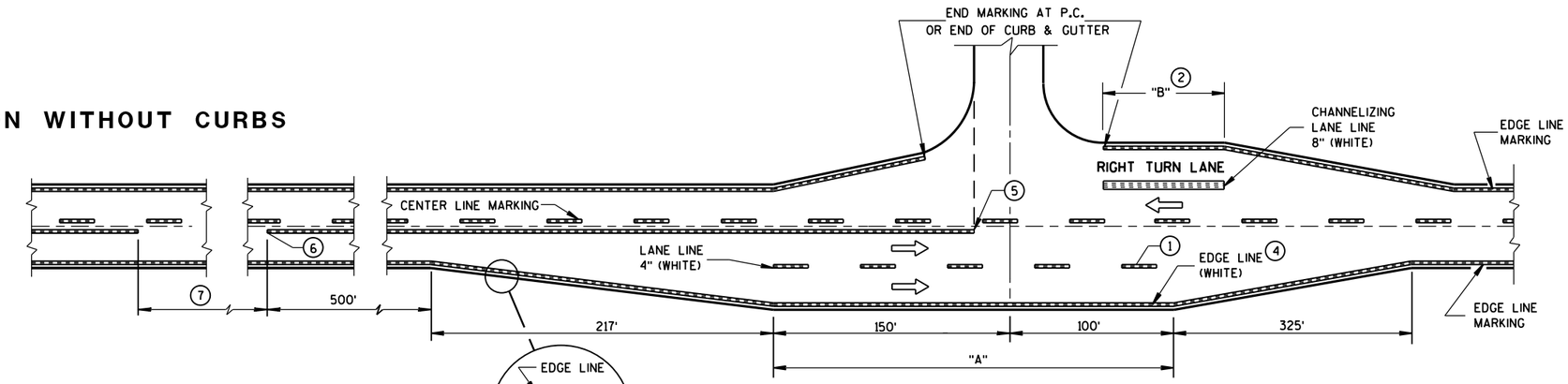
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

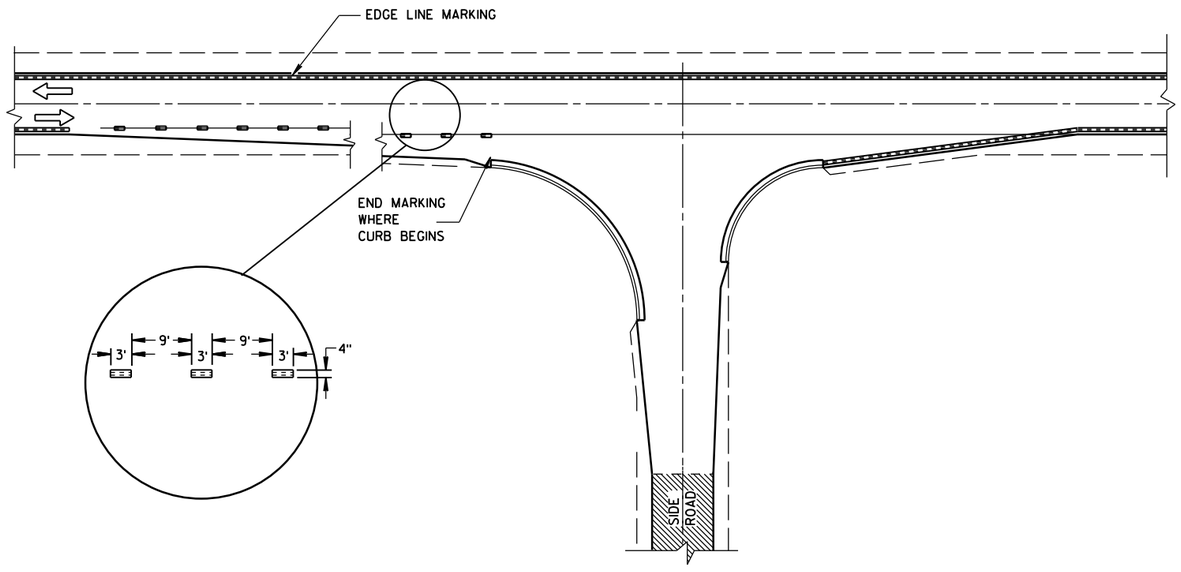
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



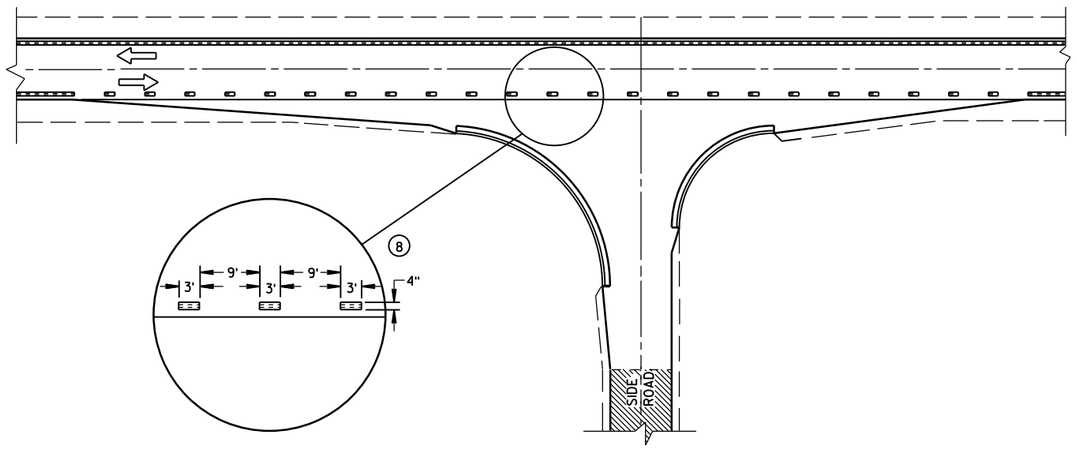
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

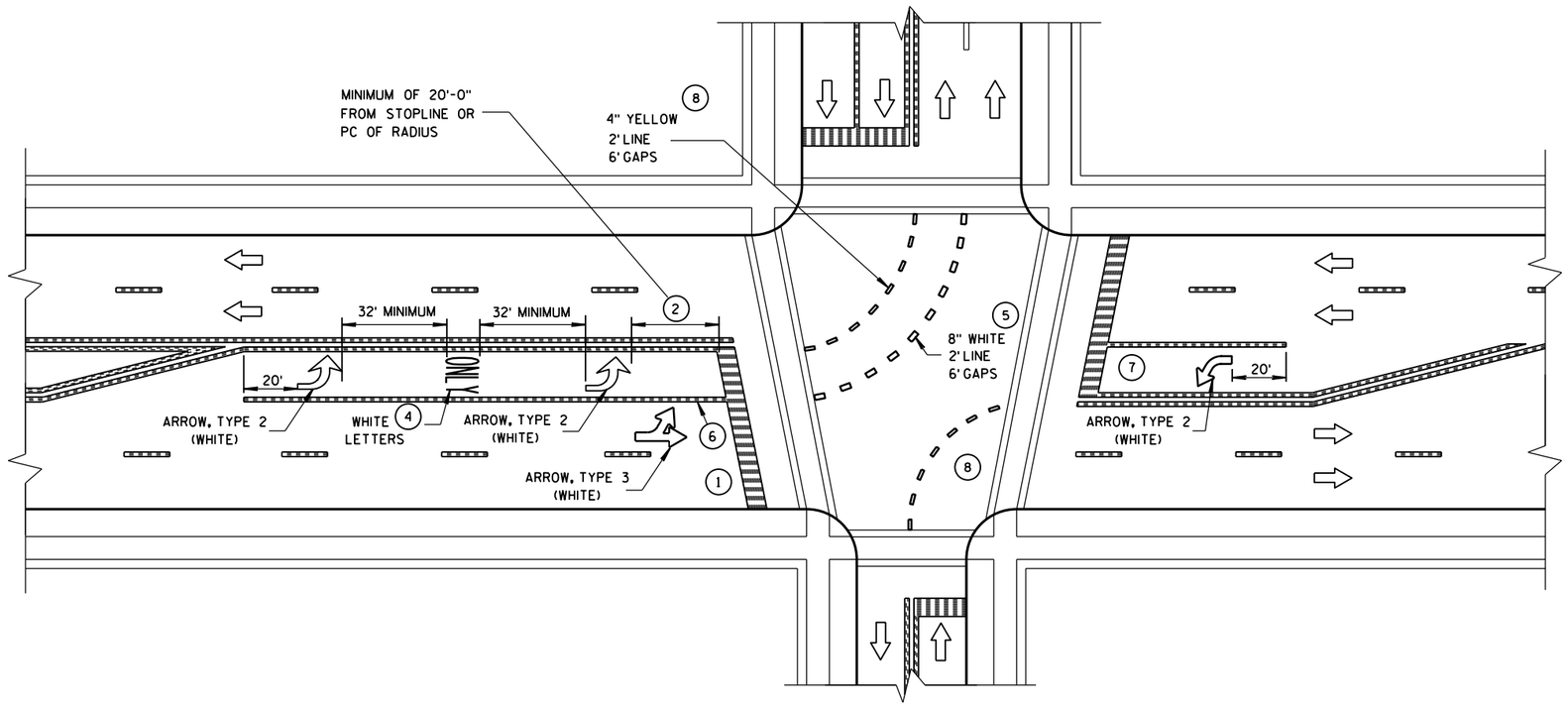
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

6

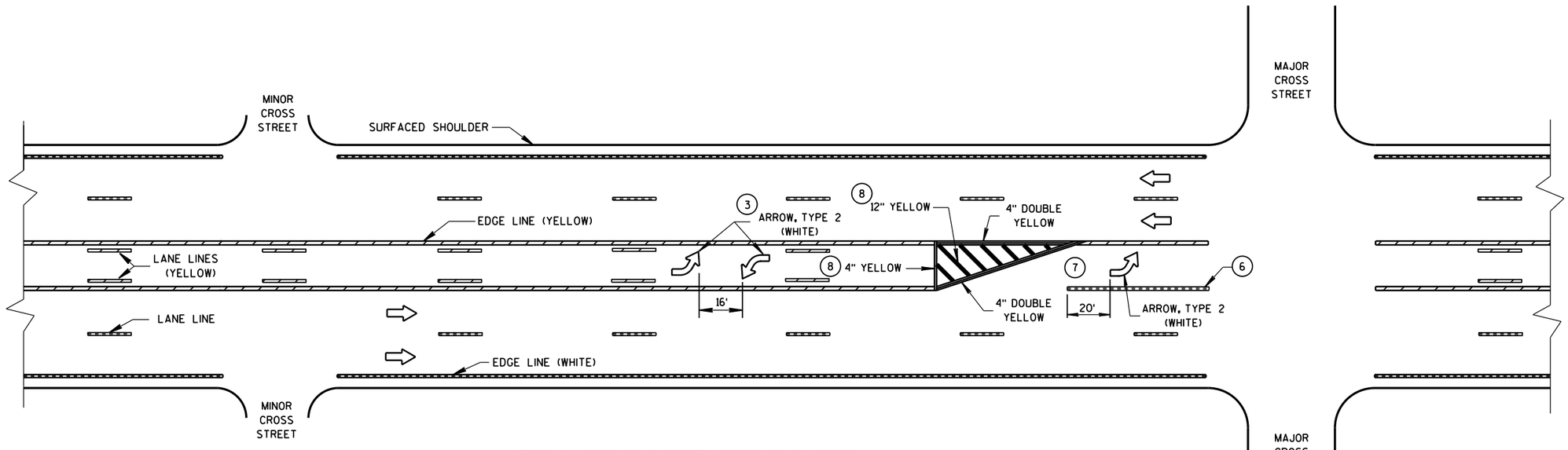
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

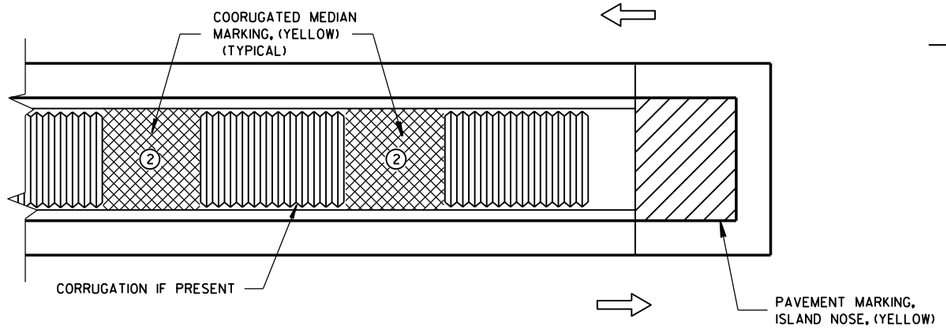
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

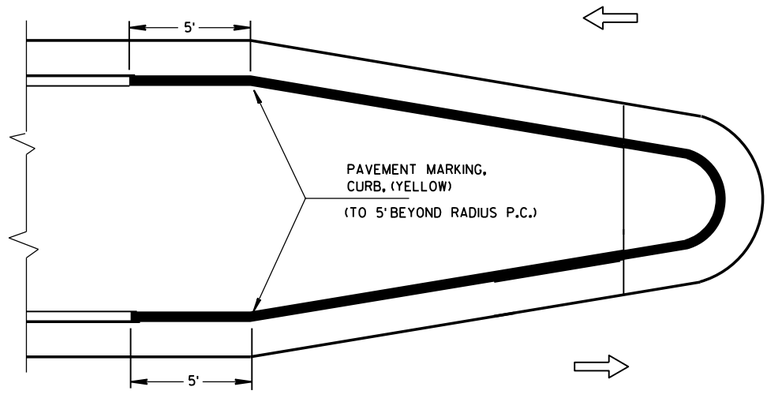
S.D.D. 15 C 8-16e

6

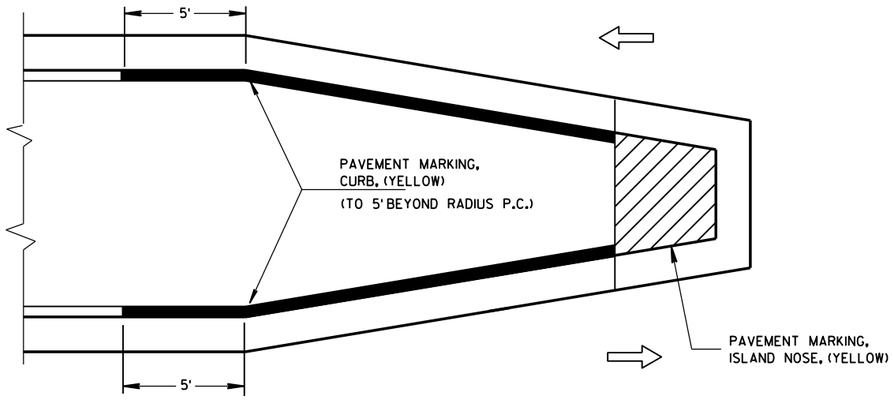
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

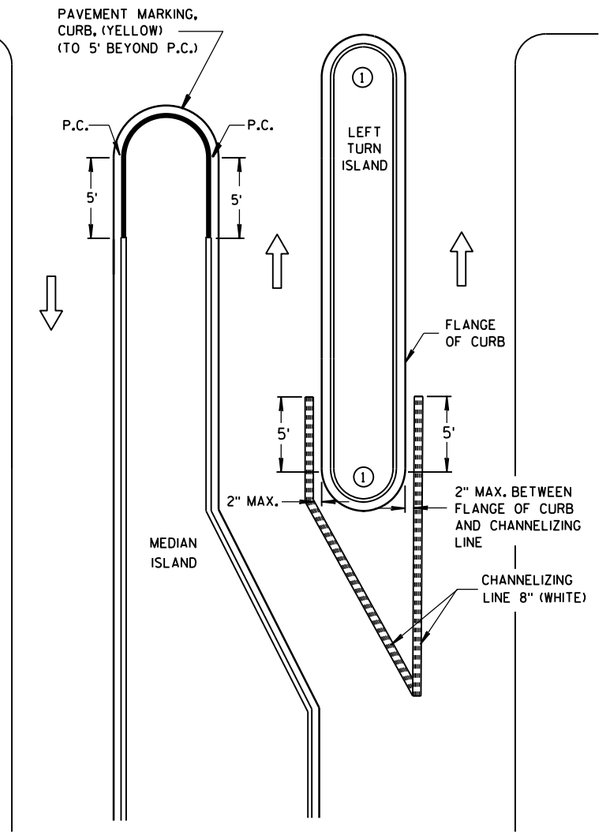


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

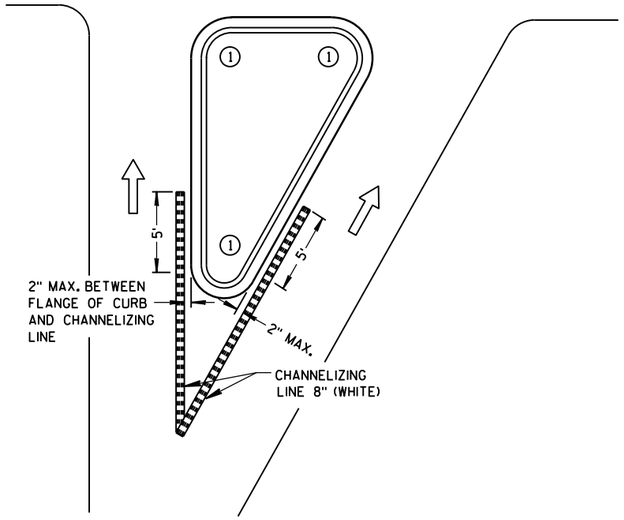


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

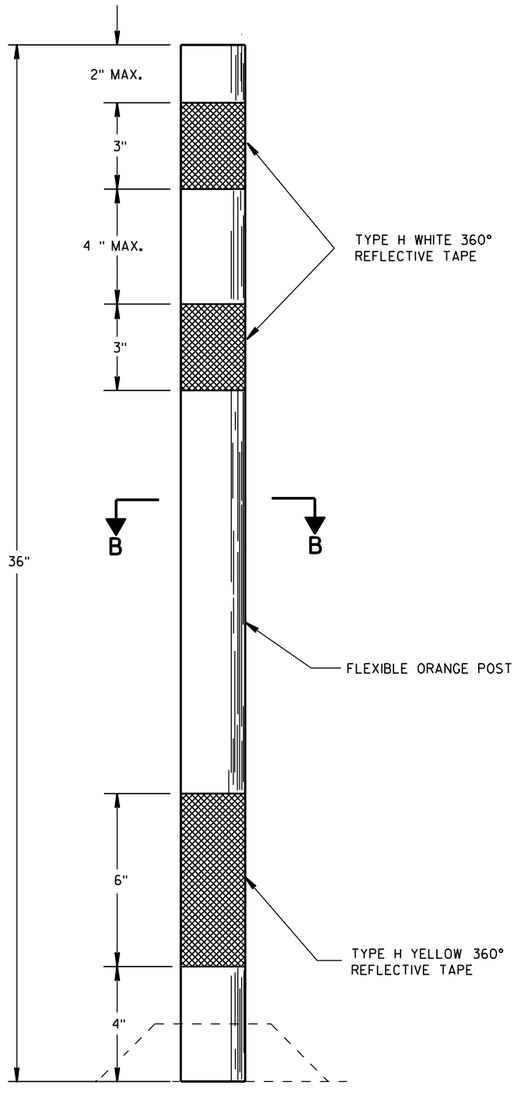
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

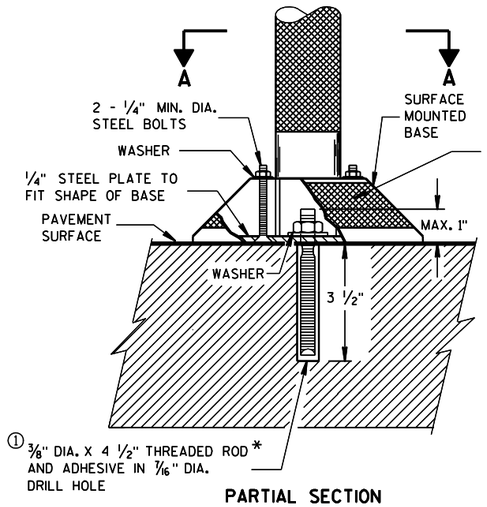
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

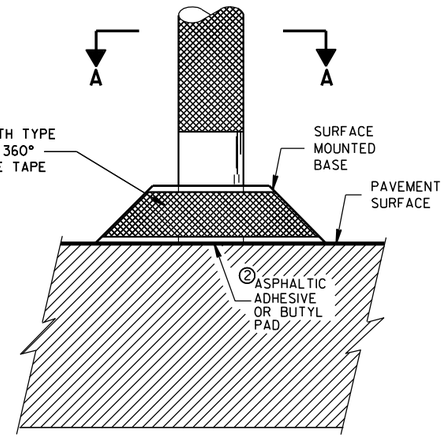
S.D.D. 15 C 8-16f



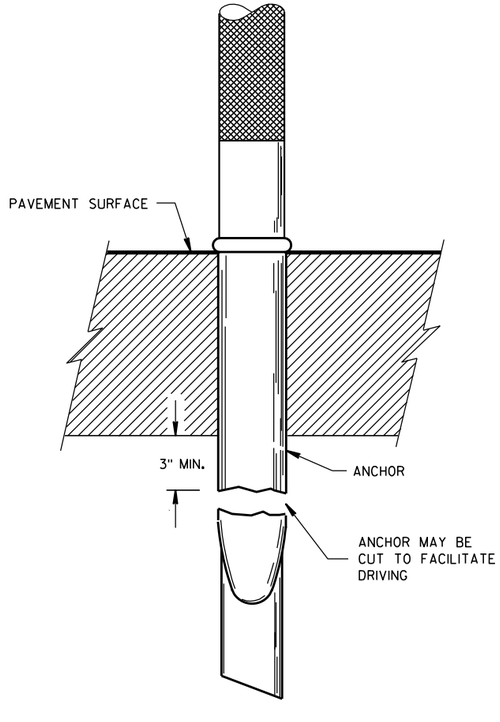
FLEXIBLE TUBULAR MARKER POST

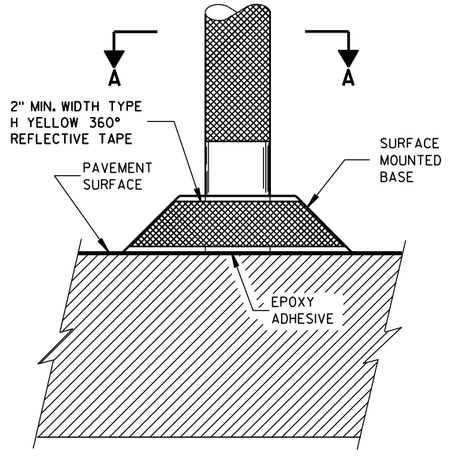


PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

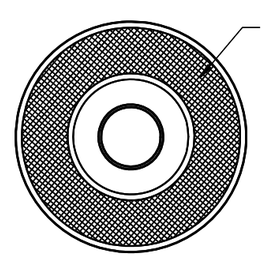
GENERAL NOTES

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.

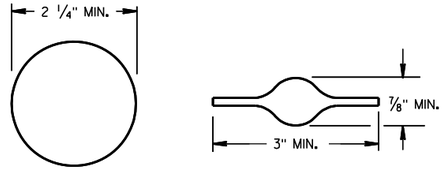
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

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

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE O

FHWA

6

S.D.D. 15 C 11-5

6

S.D.D. 15 C 11-5

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

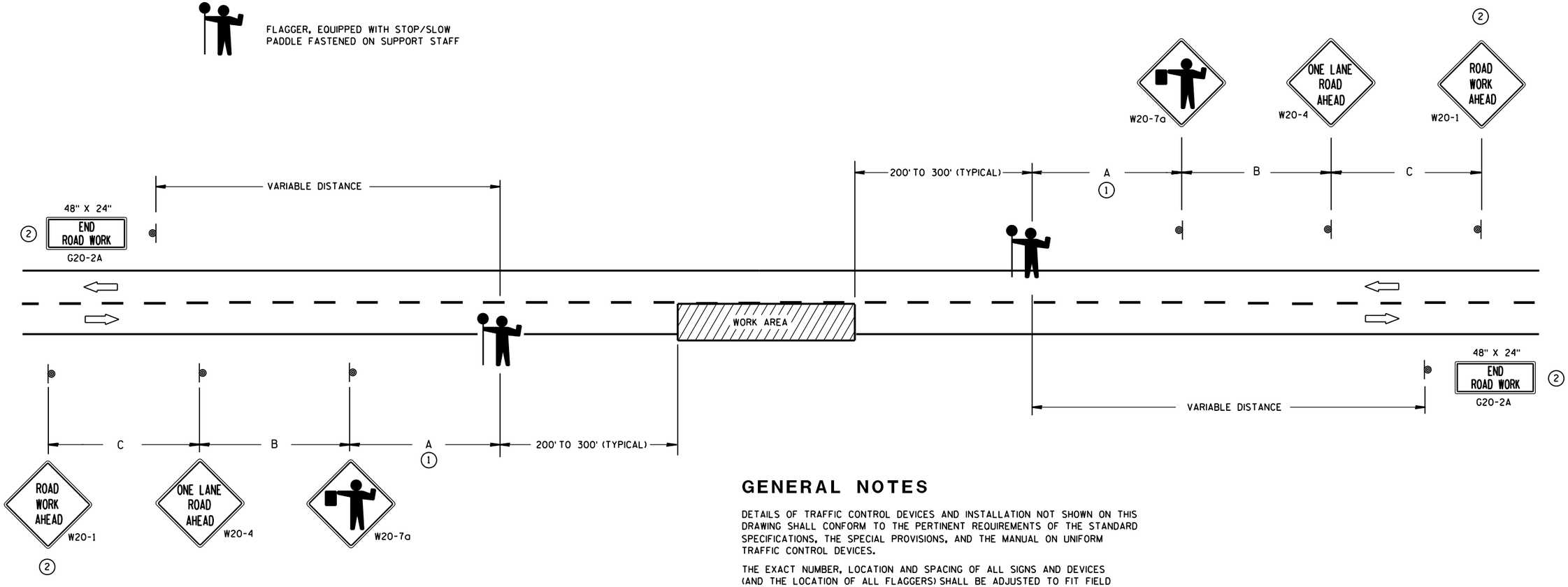
SIGN SPACING TABLE

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

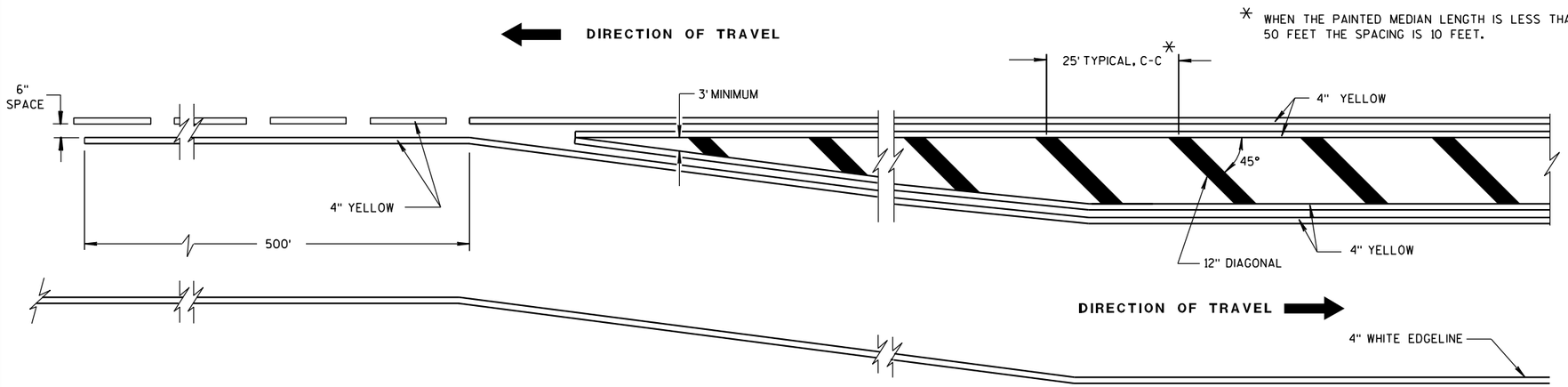
APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

6

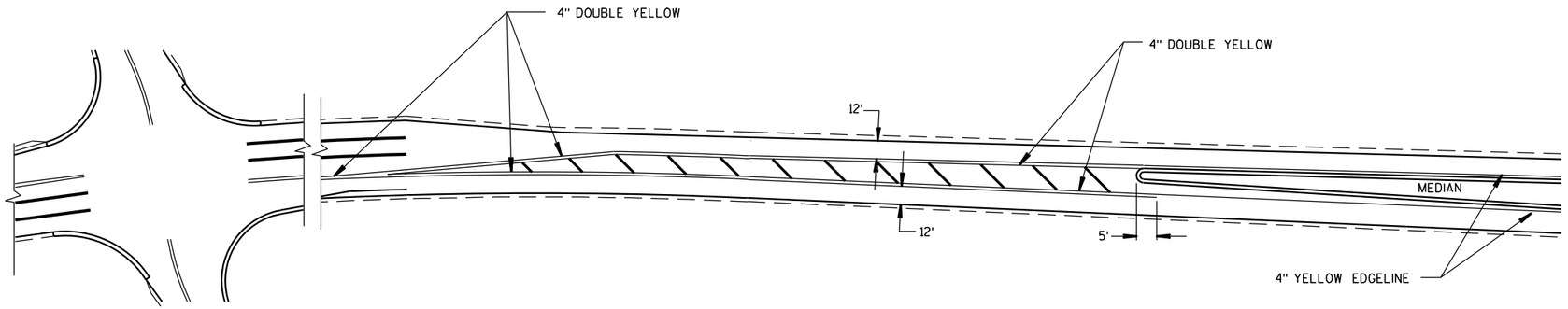
S.D.D. 15 C 12-4



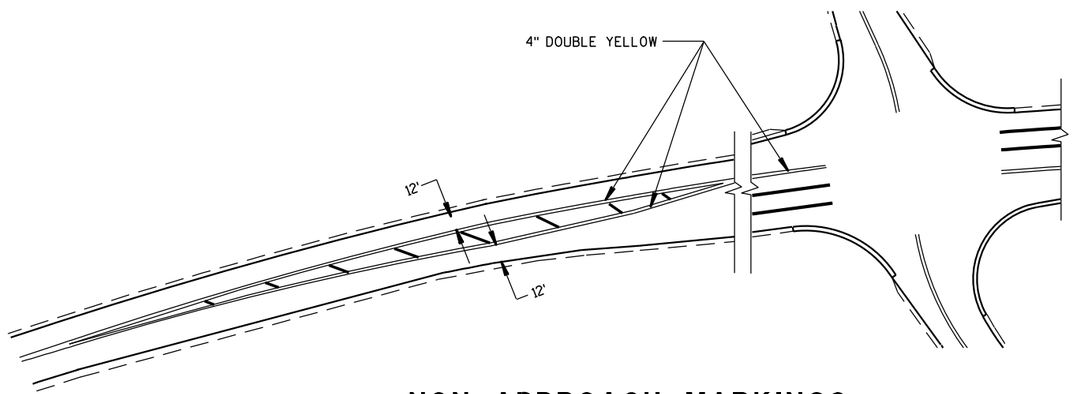
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

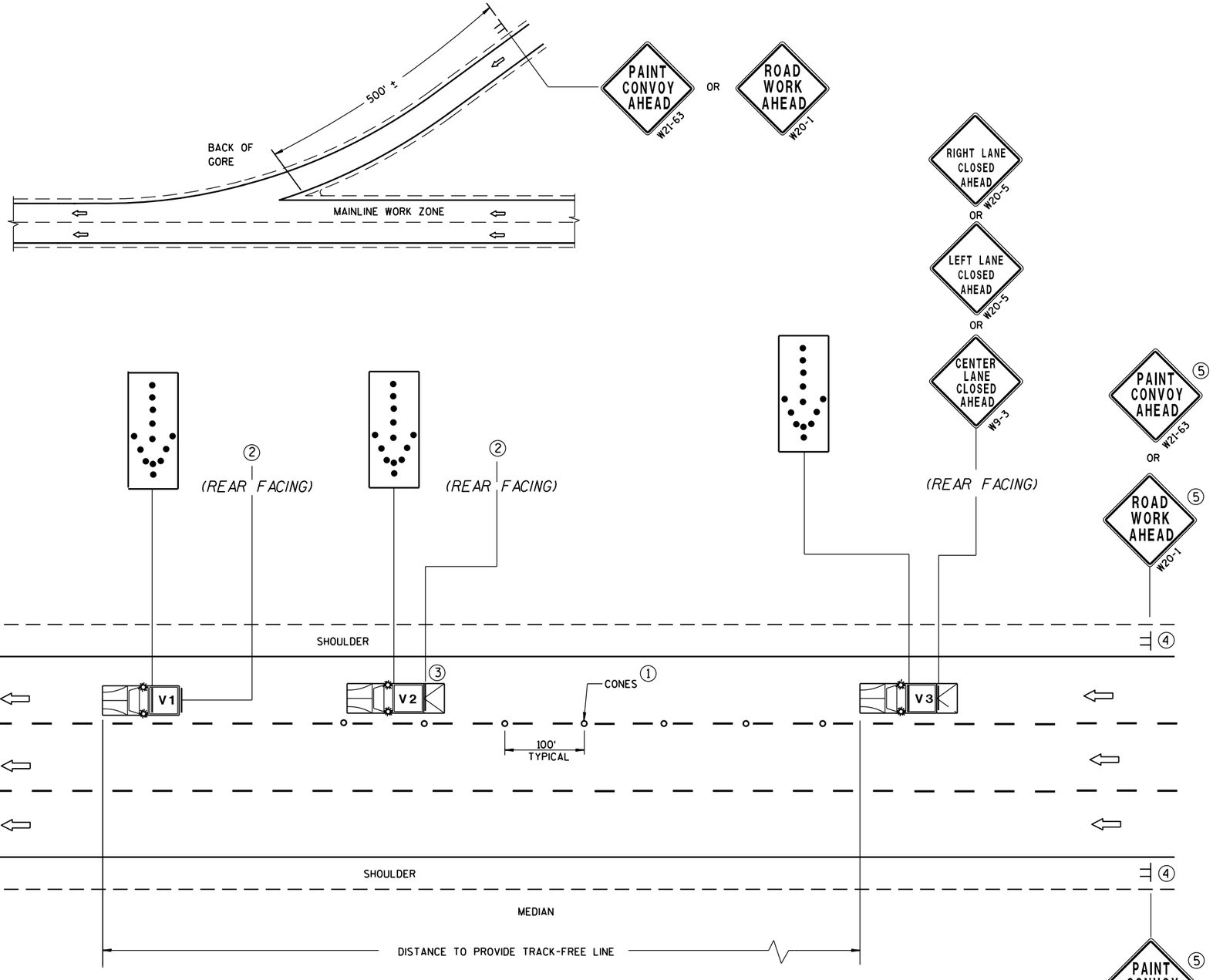
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	425 IGN

6

S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

6

S.D.D. 15 C 19-2c

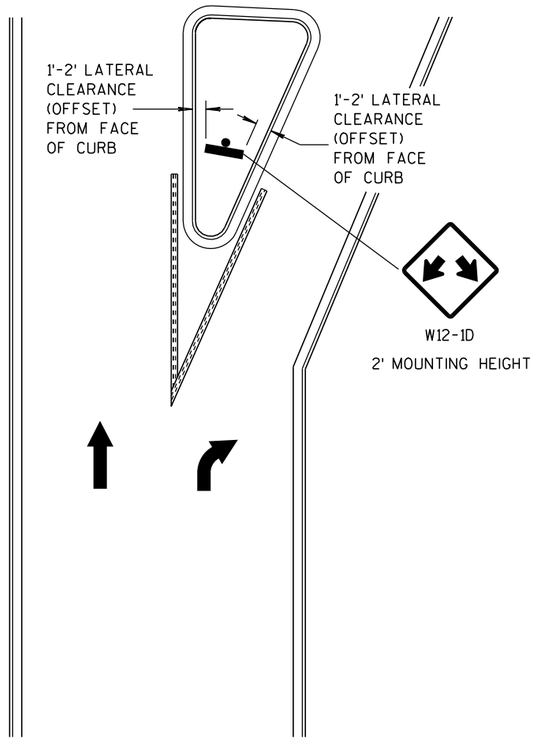
6

S.D.D. 15 C 19-2c

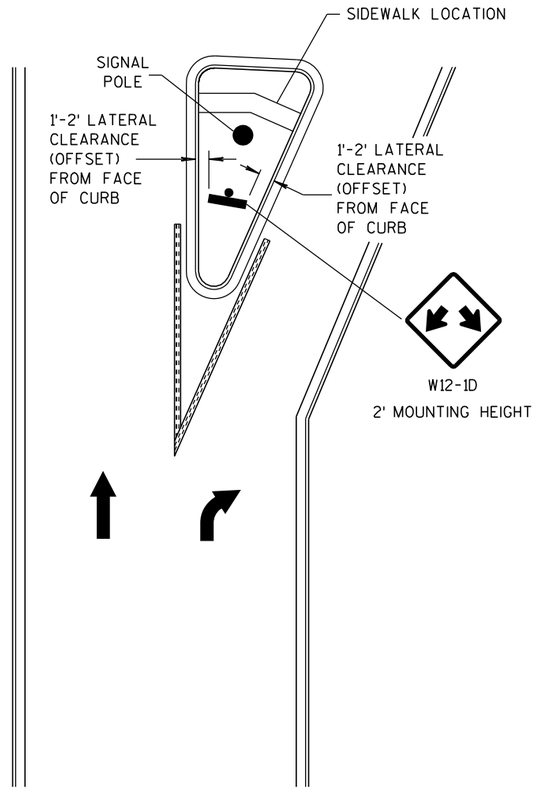
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

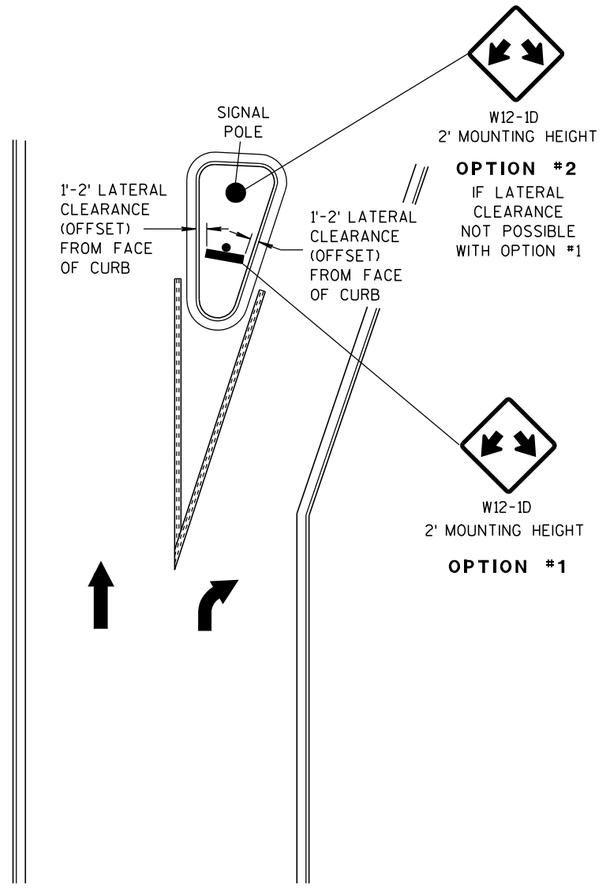
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



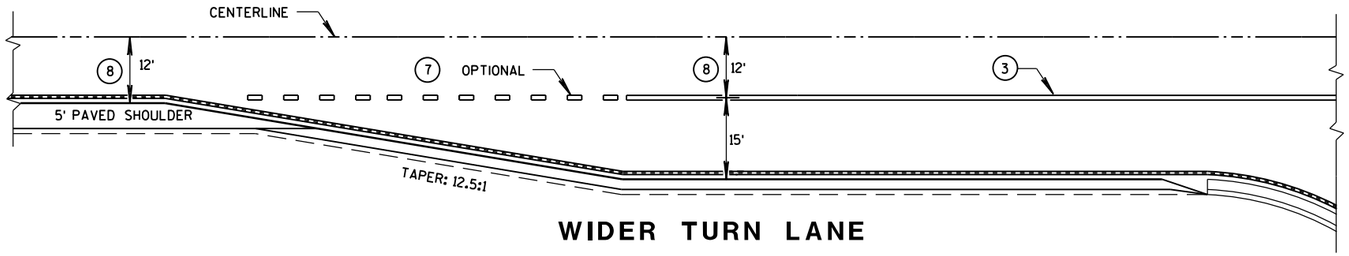
LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



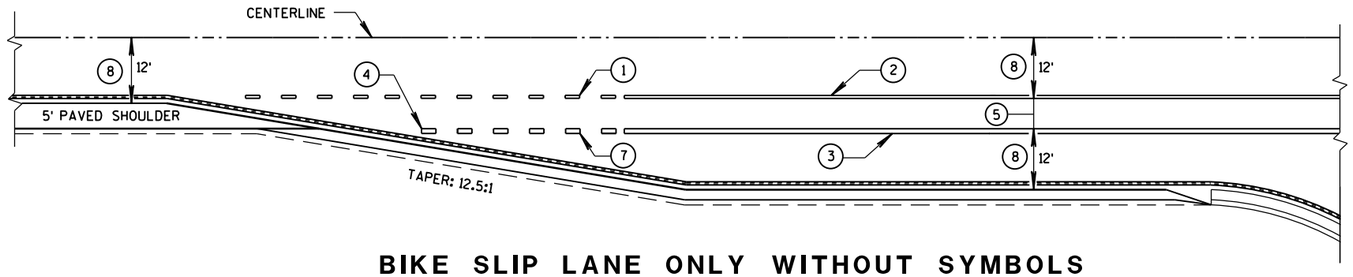
SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

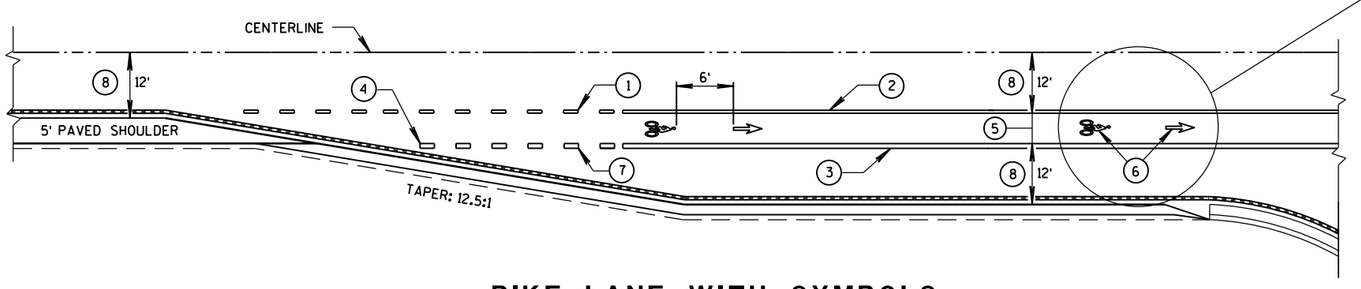
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER 427 IGN
FHWA	



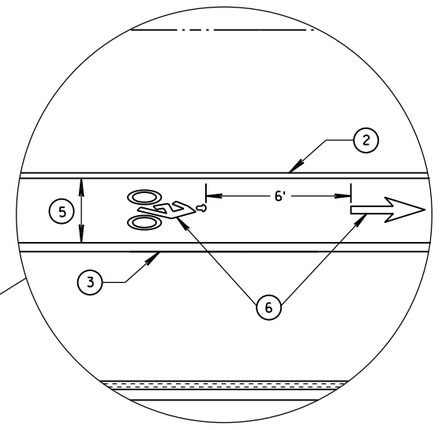
WIDER TURN LANE



BIKE SLIP LANE ONLY WITHOUT SYMBOLS



BIKE LANE WITH SYMBOLS



GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE.
   BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

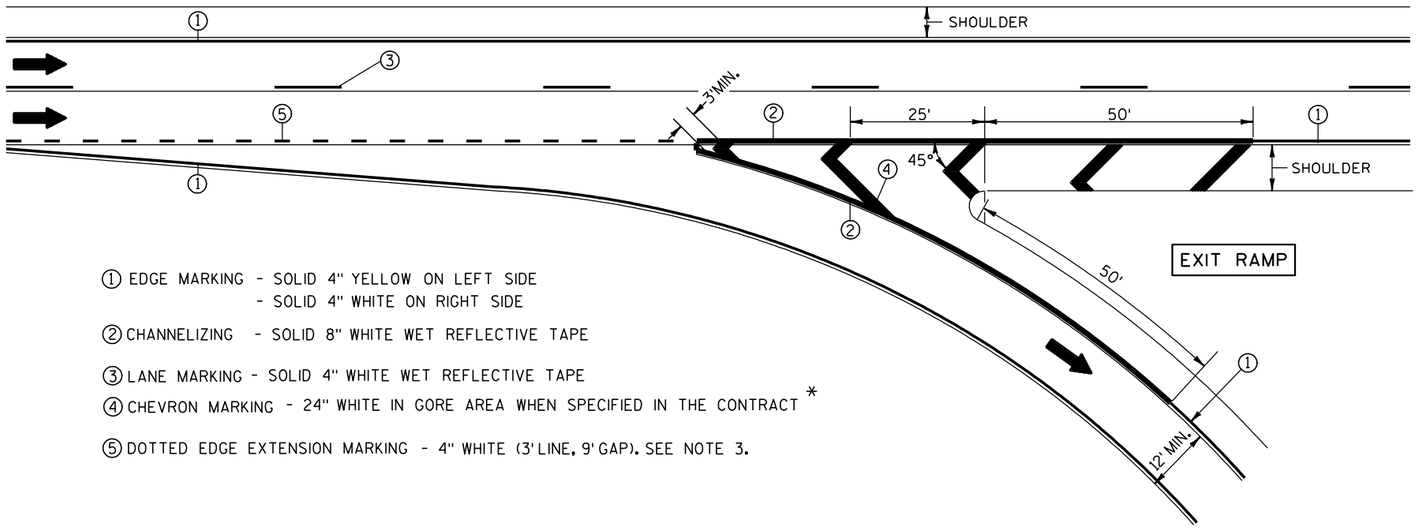
4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 29-3a



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

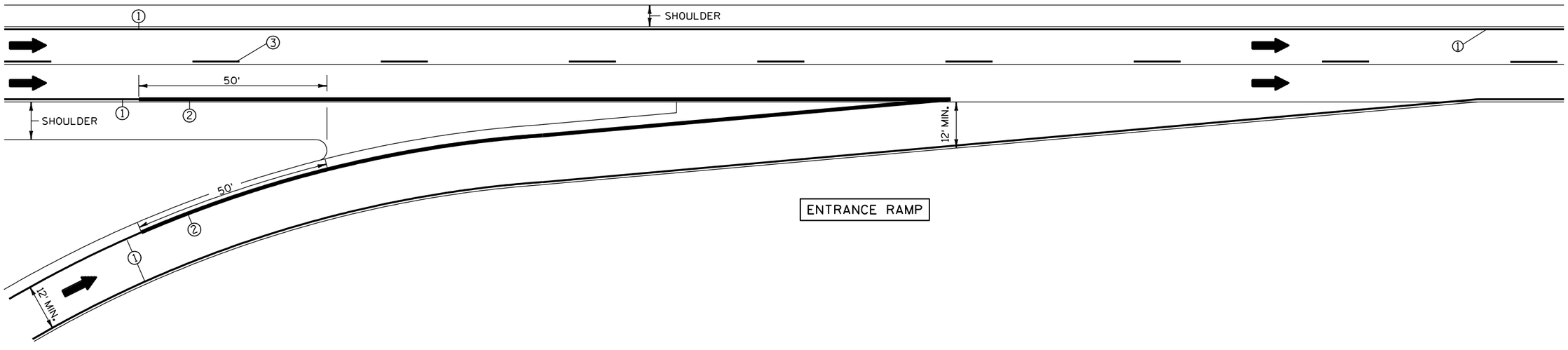
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



6

6

S.D.D. 15 C 31-1a

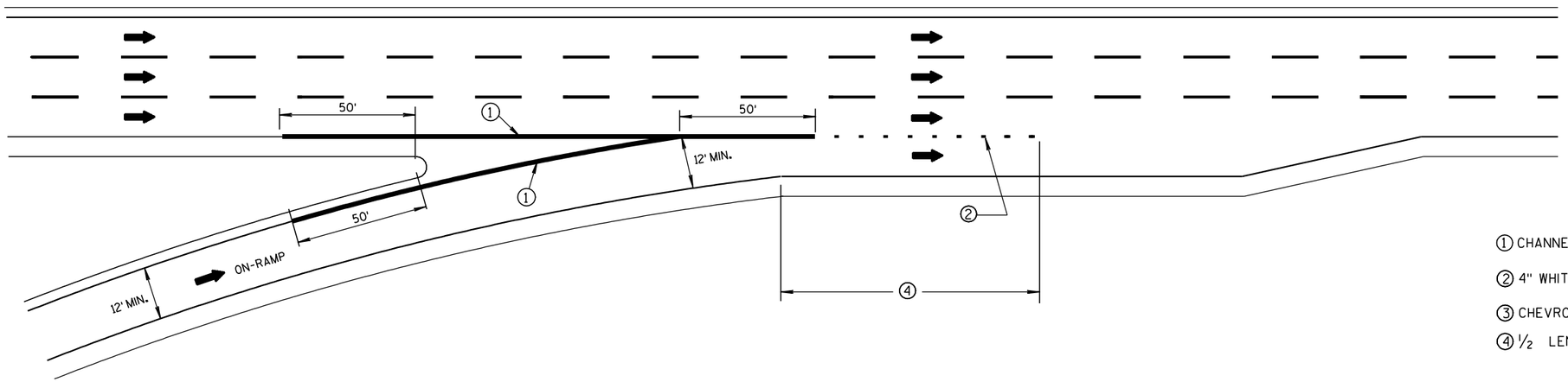
S.D.D. 15 C 31-1a

PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

NOTES:

1. 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.



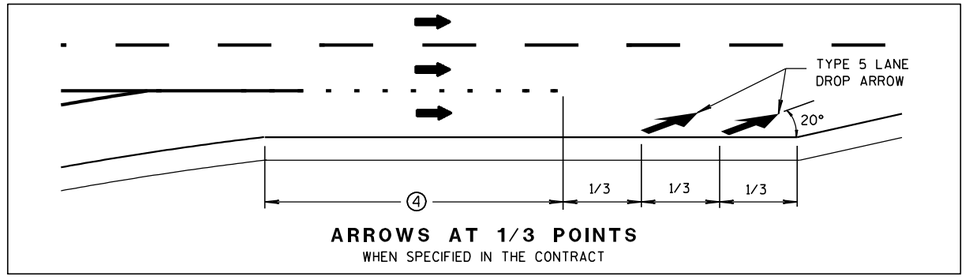
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

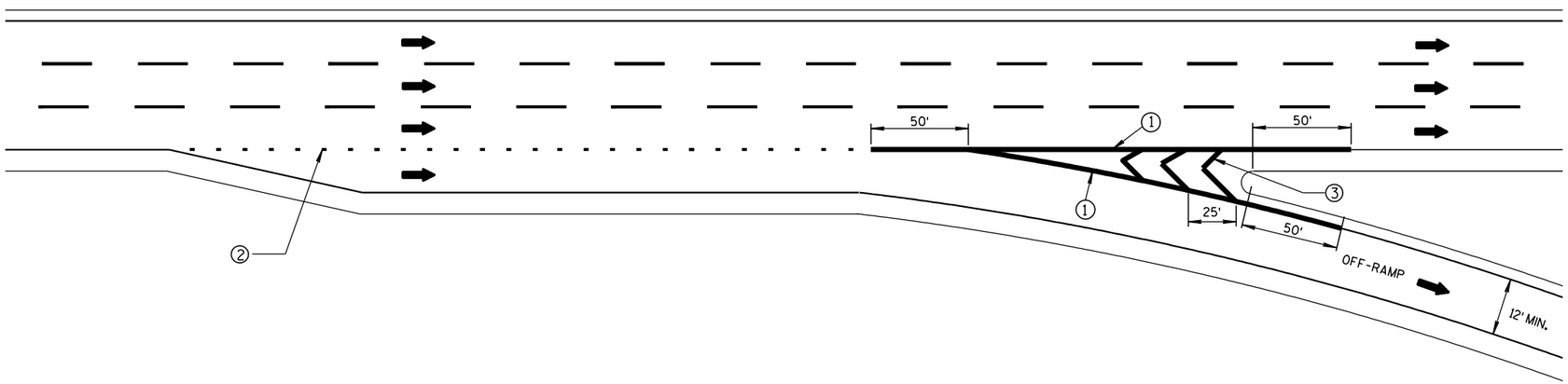
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

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



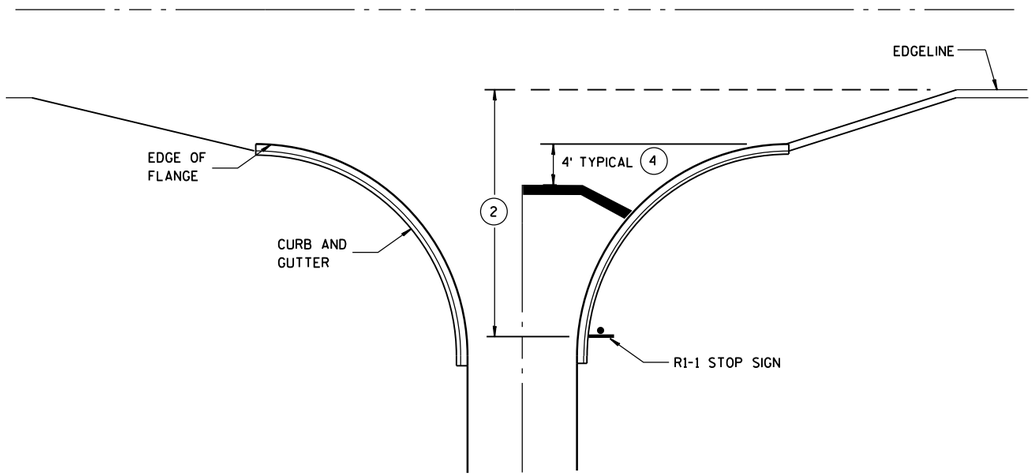
SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

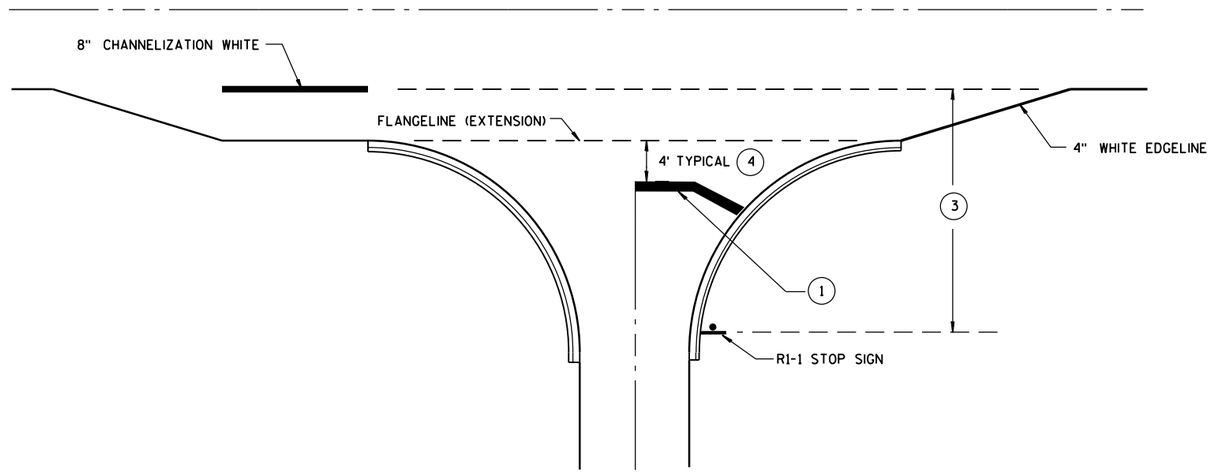
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/23/2011 DATE
/S/ Thomas N. Nothem STATE TRAFFIC ENGINE 430 SIGN
FHWA

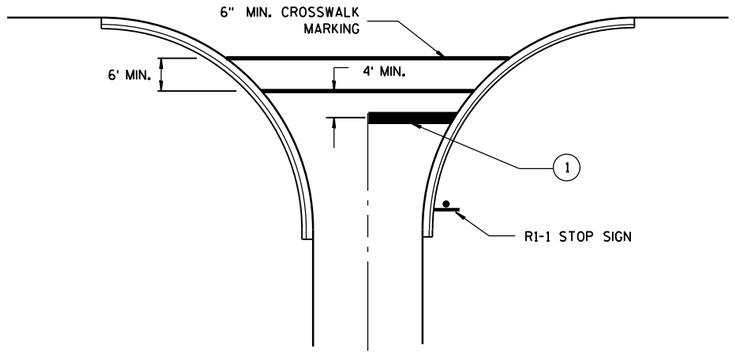
6
S.D.D. 15 C 31-1d



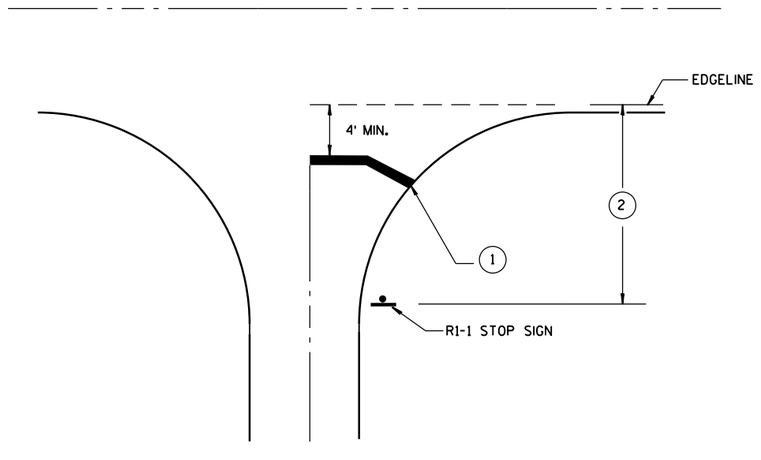
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

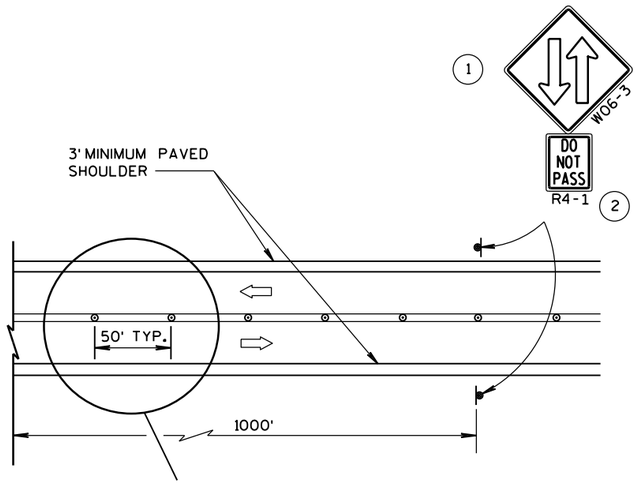
4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

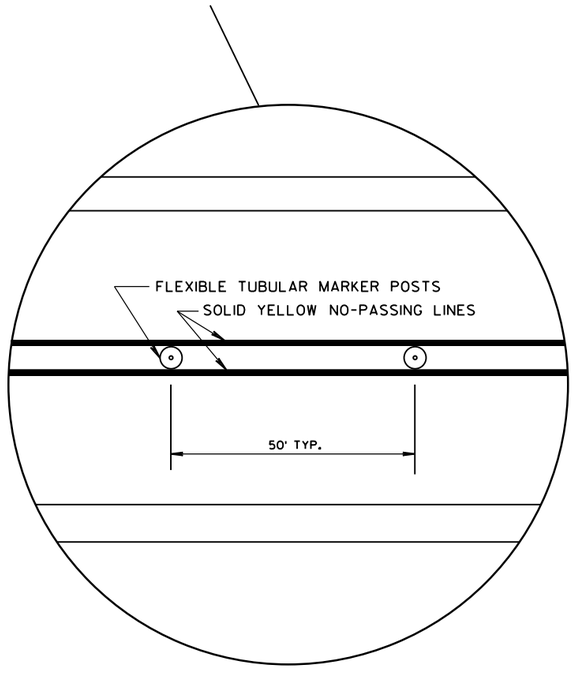
FHWA

6

S.D.D. 15 C 33-1



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

6

S.D.D. 15 D 6-3

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.

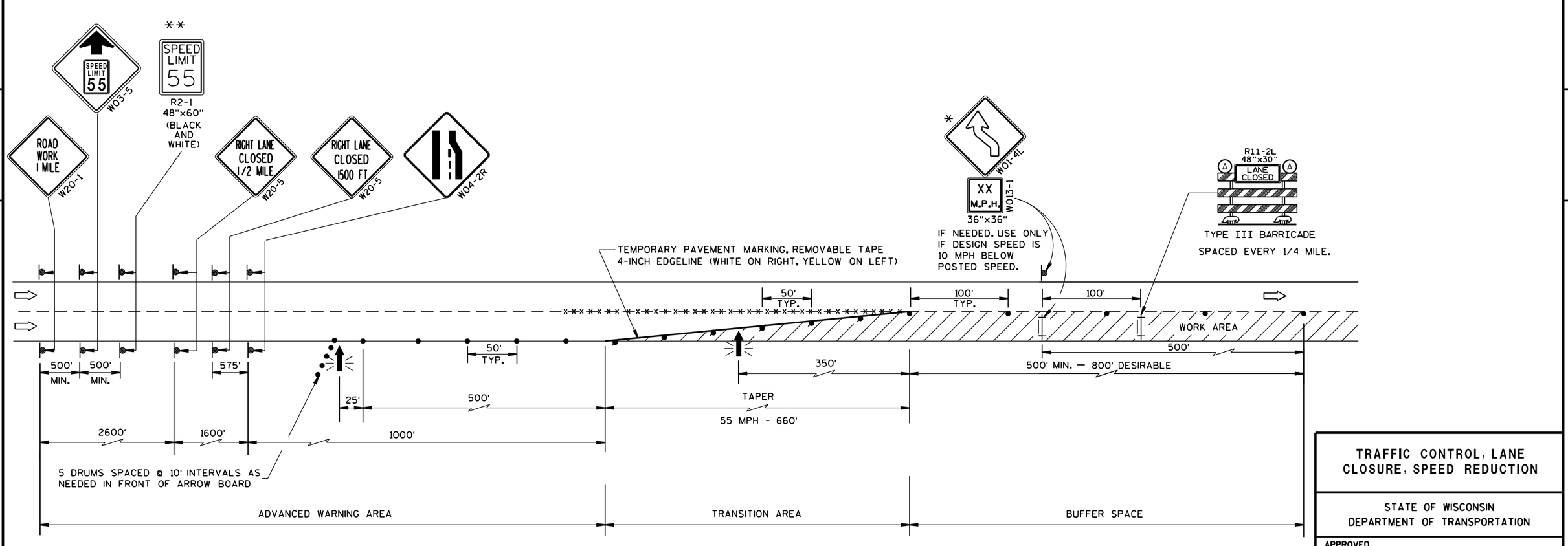
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 (WO1-4L) 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

S.D.D. 15 D 12-4

S.D.D. 15 D 12-4

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TRAFFIC CONTROL DRUM

SIGN ON PERMANENT SUPPORT

TYPE "A" WARNING LIGHT (FLASHING)

DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

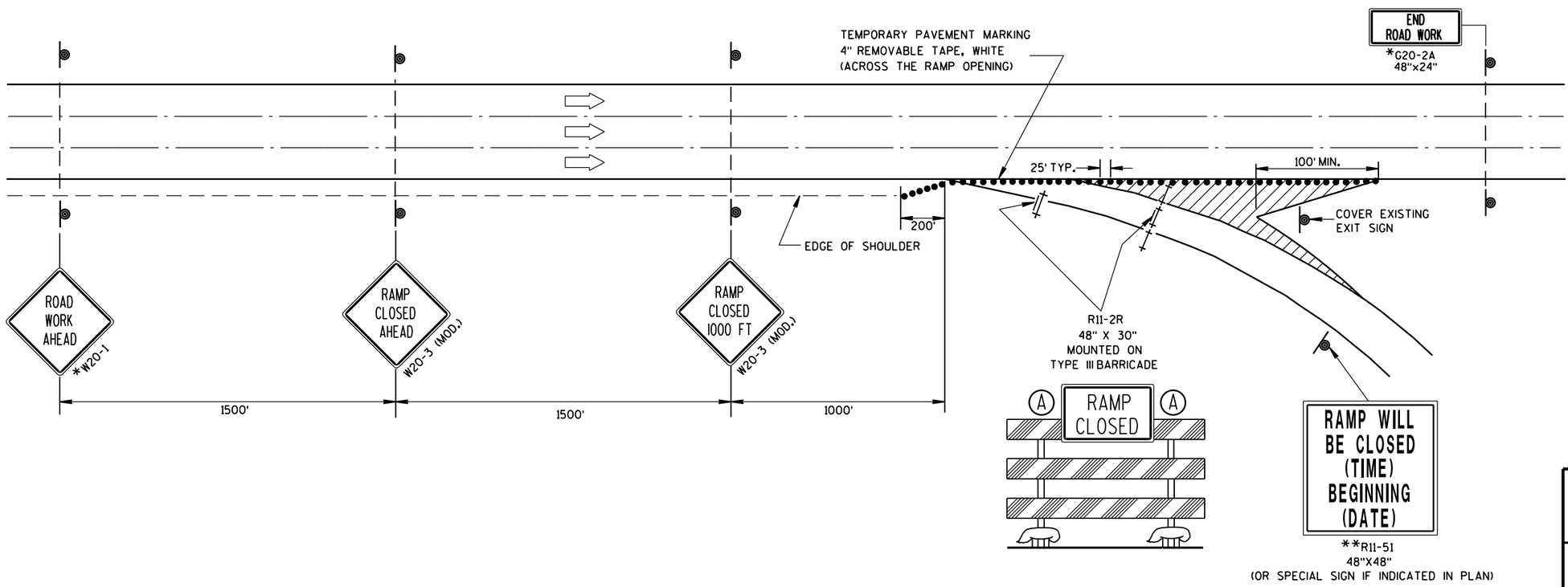
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

*W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP WILL BE CLOSED" SIGN 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



TRAFFIC CONTROL,
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

DESIGN

FHWA

6

S.D.D. 15 D 16-2

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.

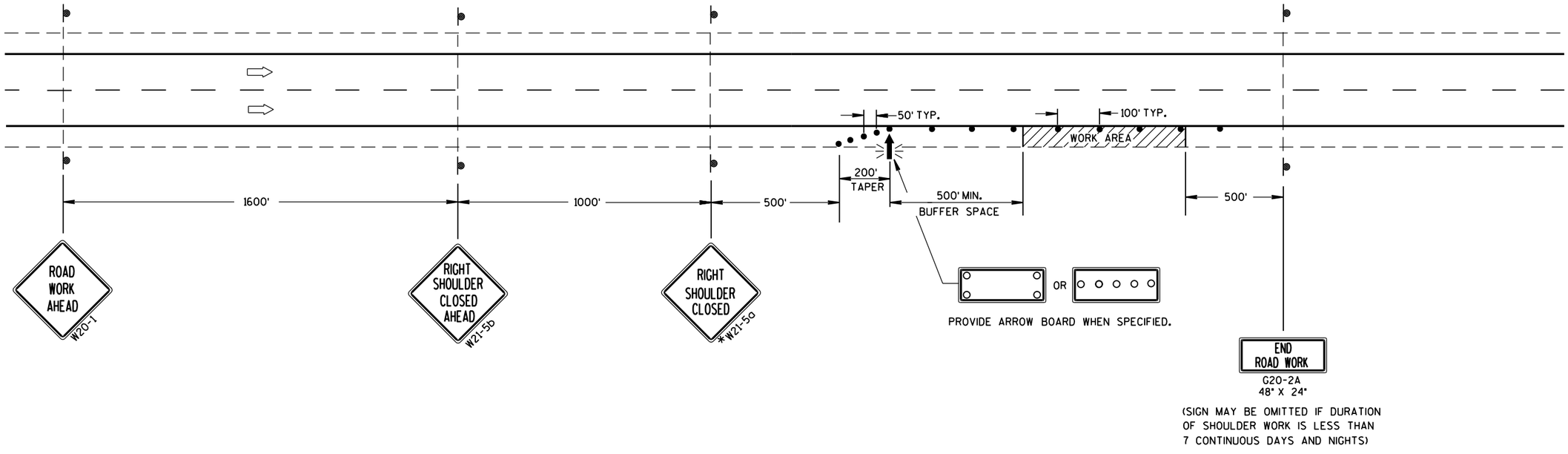
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

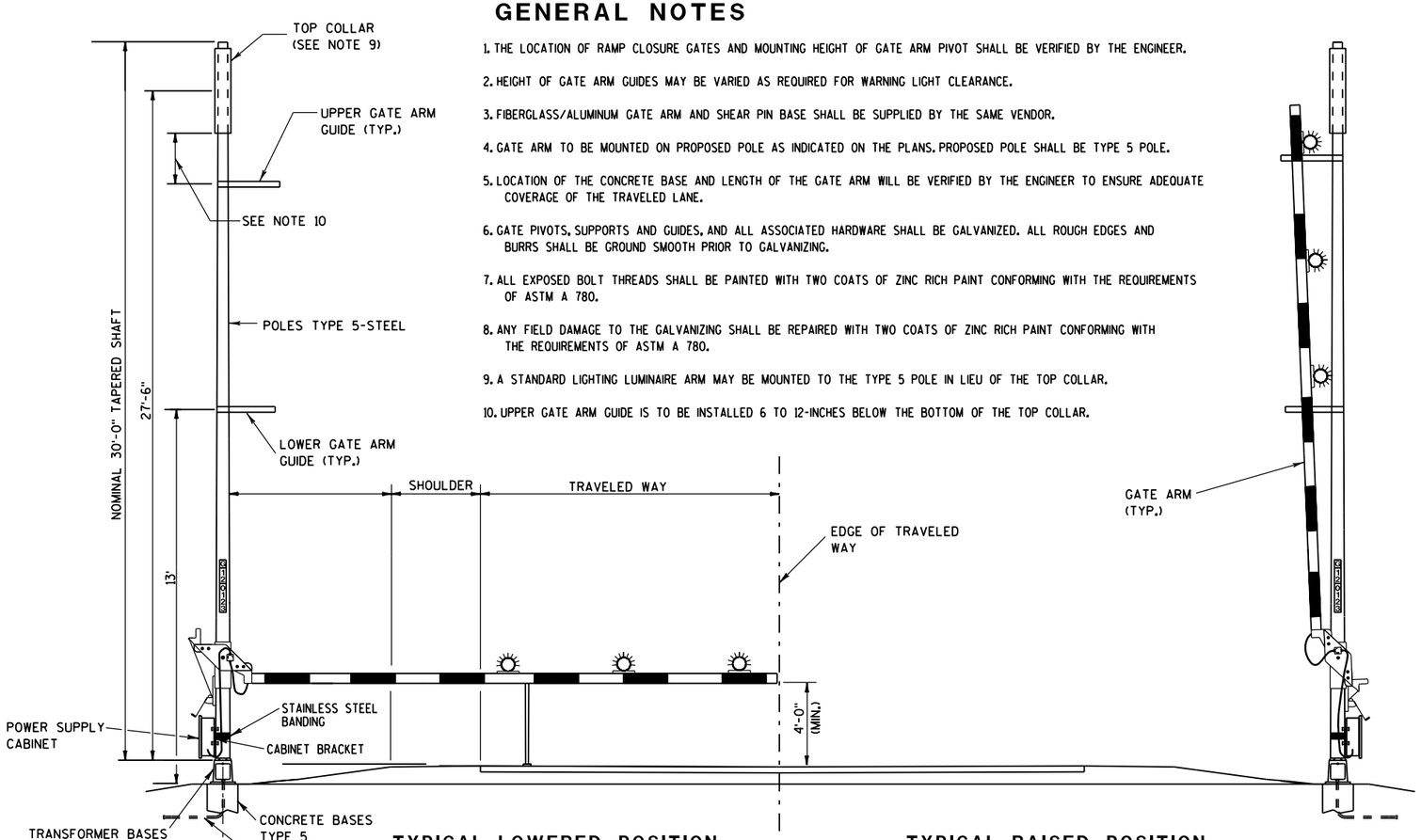
FHWA

6

S.D.D. 15 D 27-2

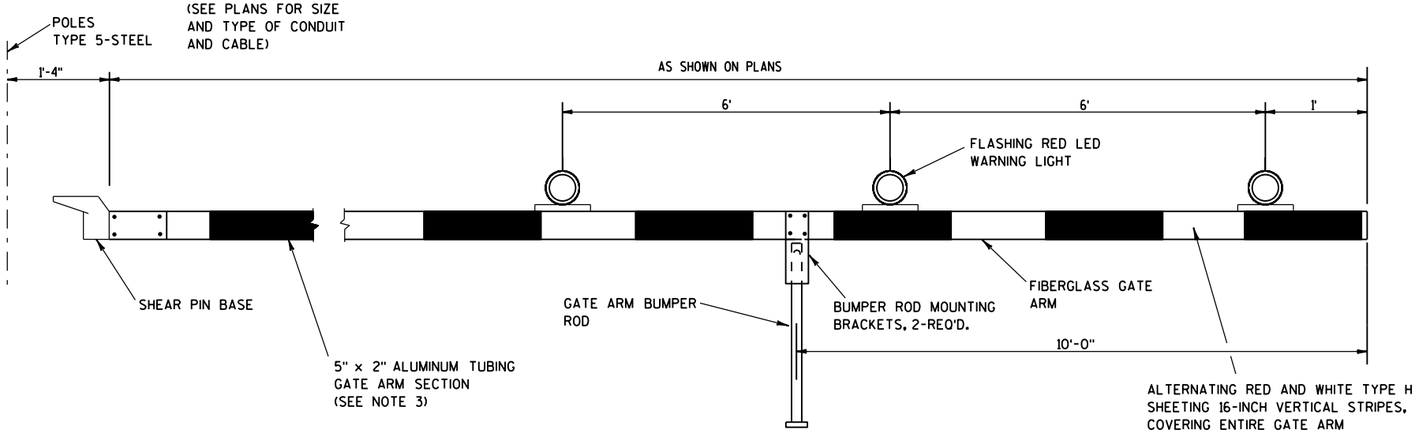
GENERAL NOTES

1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.

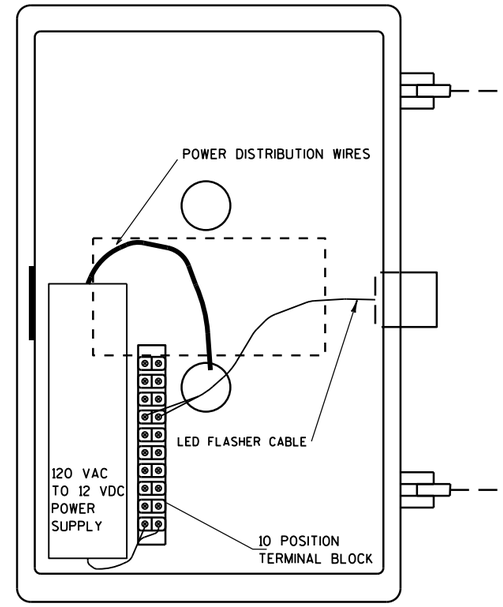


TYPICAL LOWERED POSITION

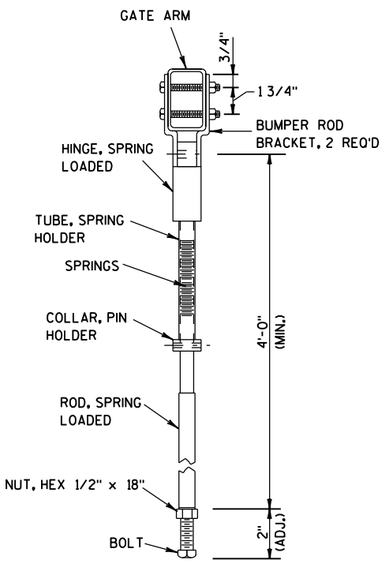
TYPICAL RAISED POSITION



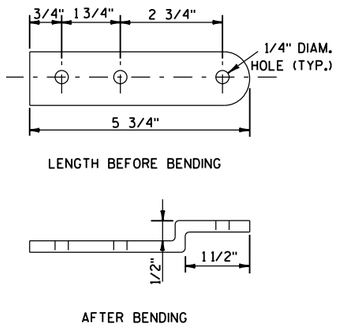
GATE DETAIL
(HARDWIRE POWER OPTION)



POWER SUPPLY CABINET



GATE ARM BUMPER ROD DETAIL

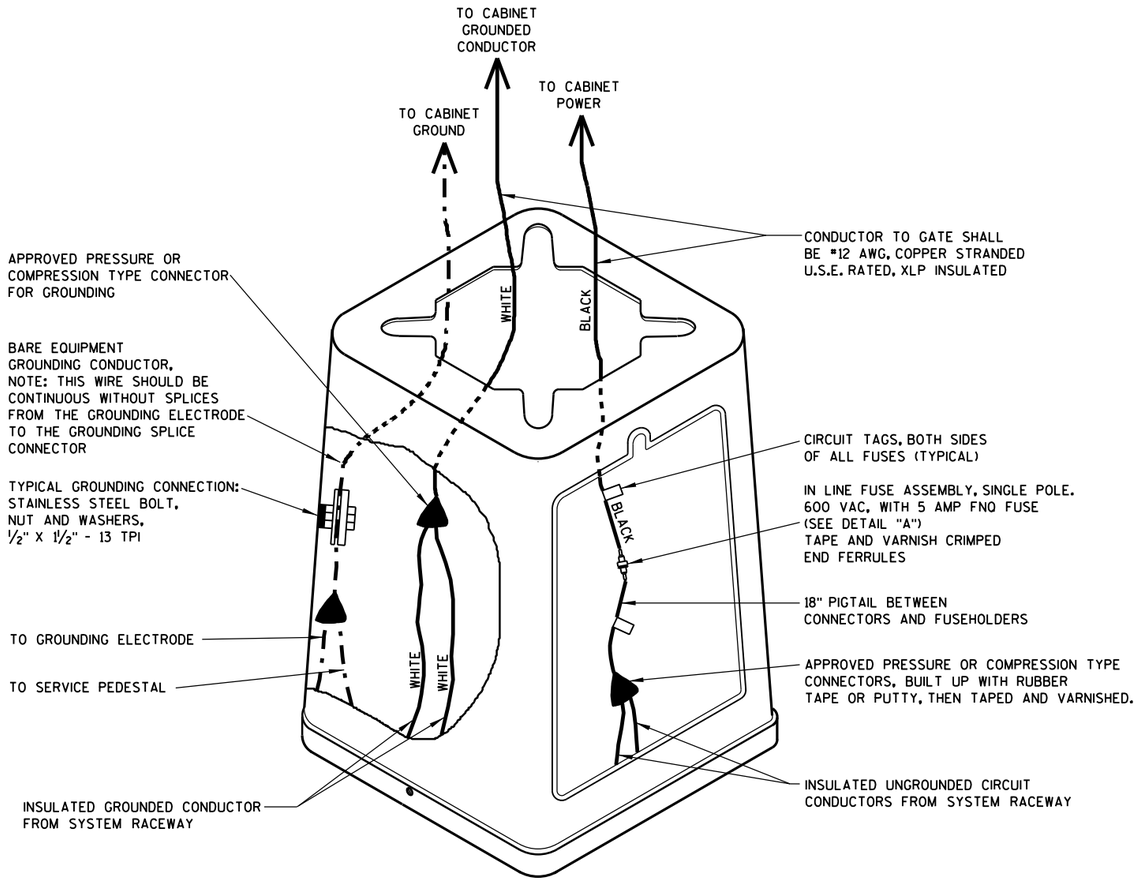


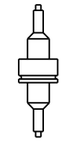
BUMPER ROD MOUNTING
BRACKET DETAIL

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 15 D 35-1a





DETAIL "A"
SINGLE POLE

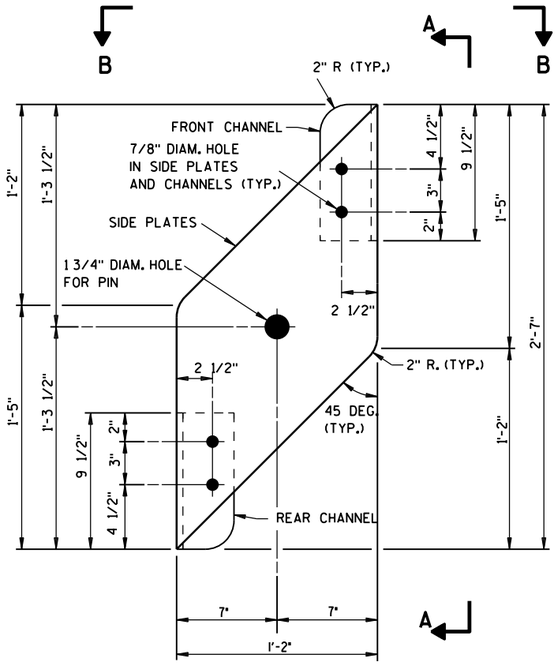
6

S.D.D. 15 D 35-1b

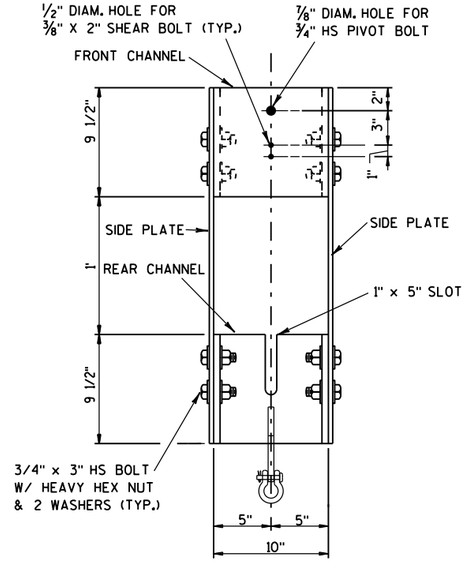
RAMP GATE
HARD WIRED

6

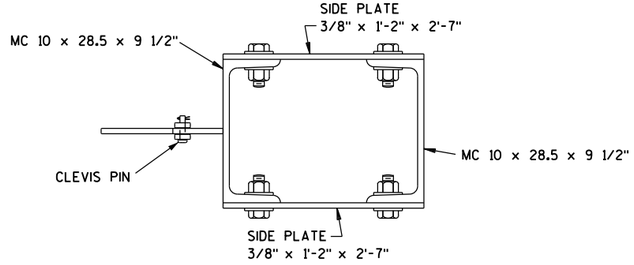
S.D.D. 15 D 35-1b



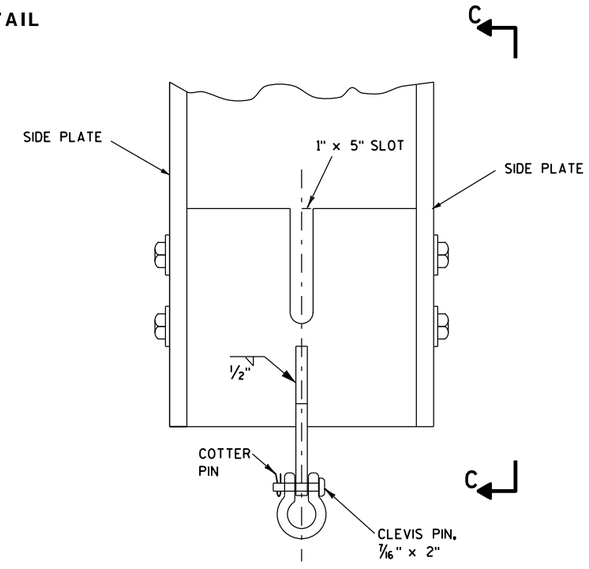
SIDE PLATE DETAIL



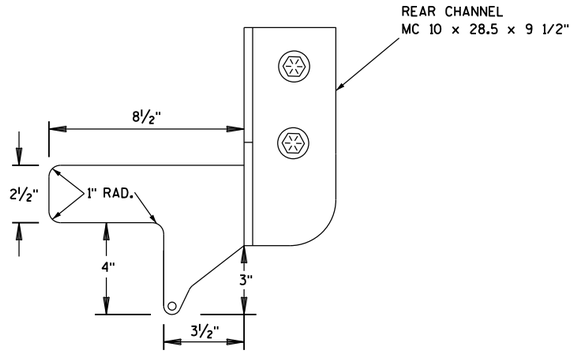
SECTION A-A



SECTION B-B



YOKE ASSEMBLY DETAIL



SECTION C-C

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 35-1c

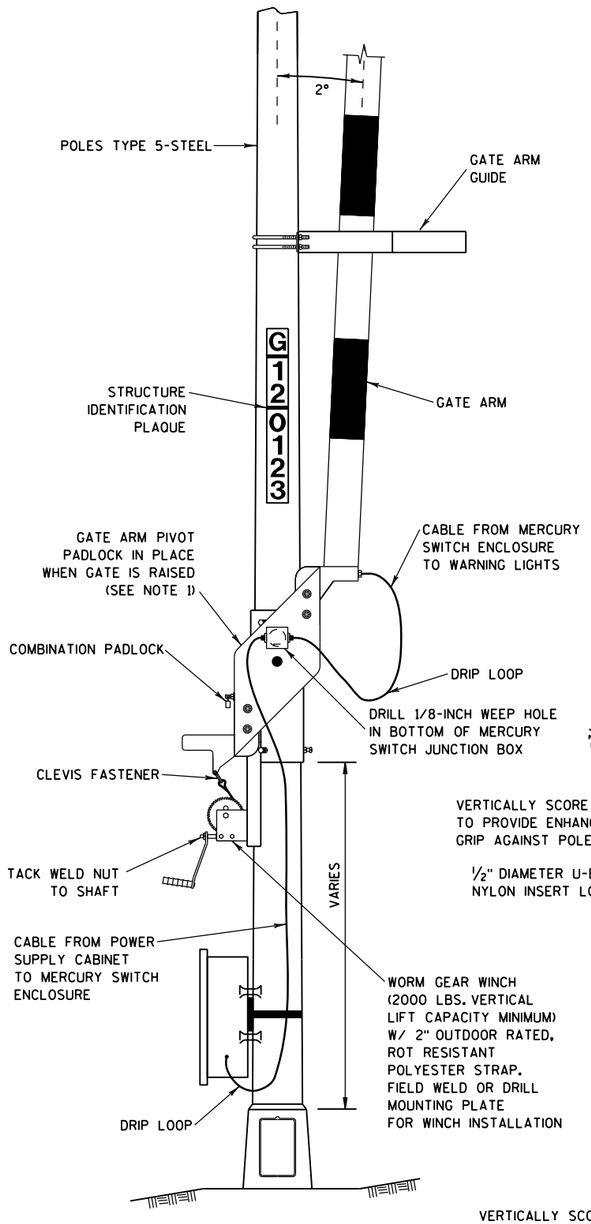
GENERAL NOTES

1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL AND PADLOCKED IN PLACE.

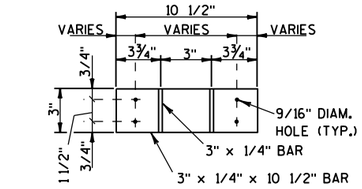
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL AND PADLOCKED INTO PLACE.

3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.

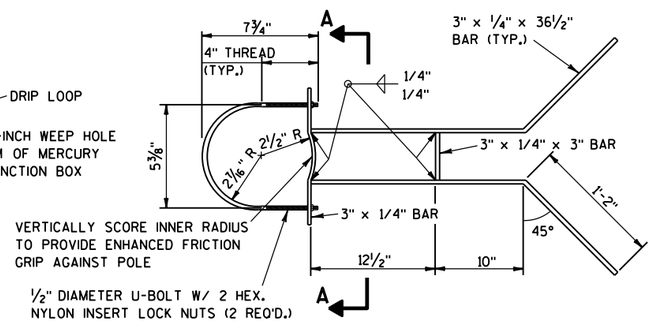
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF ½" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



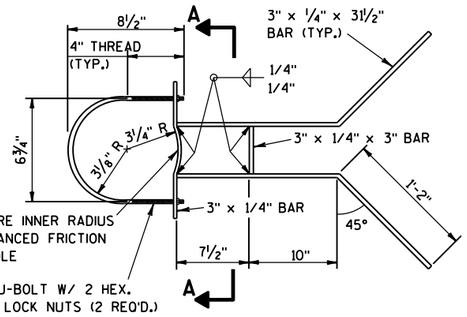
GATE PIVOT ASSEMBLY



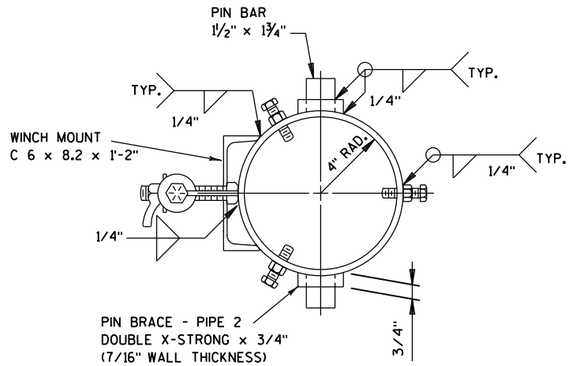
SECTION A-A
U-BOLTS NOT SHOWN



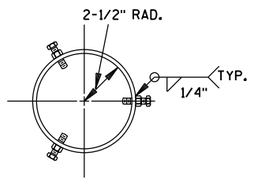
UPPER GATE ARM GUIDE DETAIL



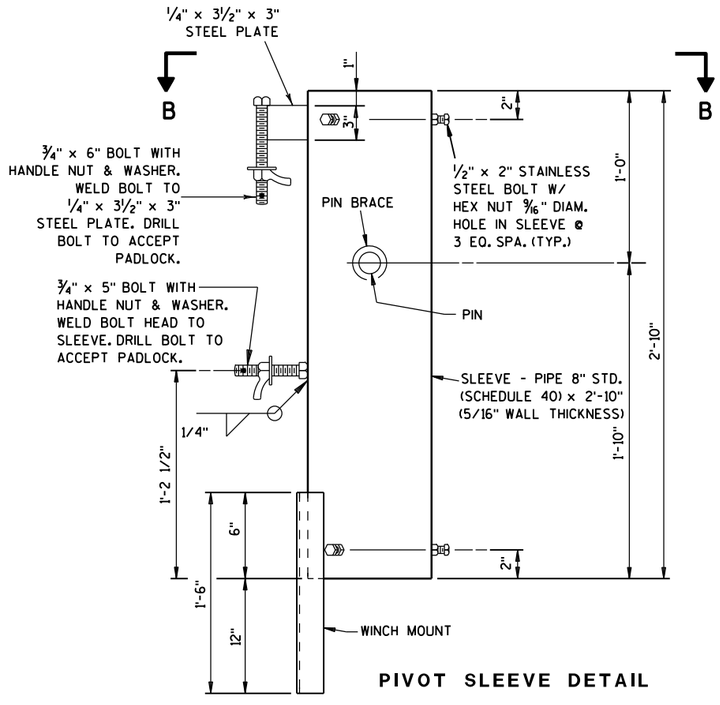
LOWER GATE ARM GUIDE DETAIL



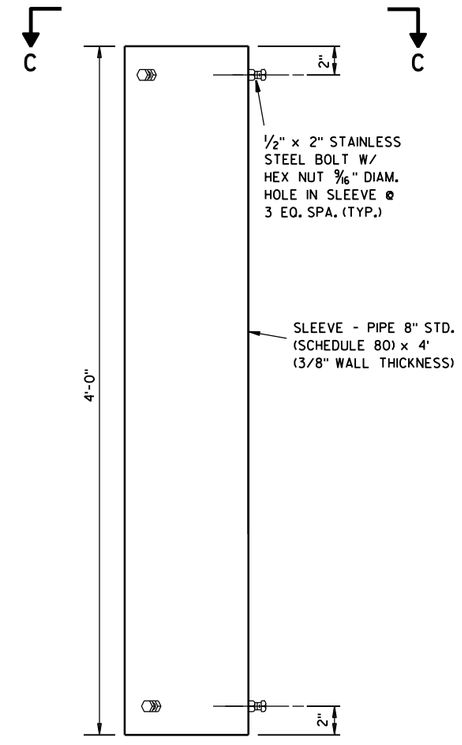
SECTION B-B



SECTION C-C



PIVOT SLEEVE DETAIL



TOP COLLAR

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

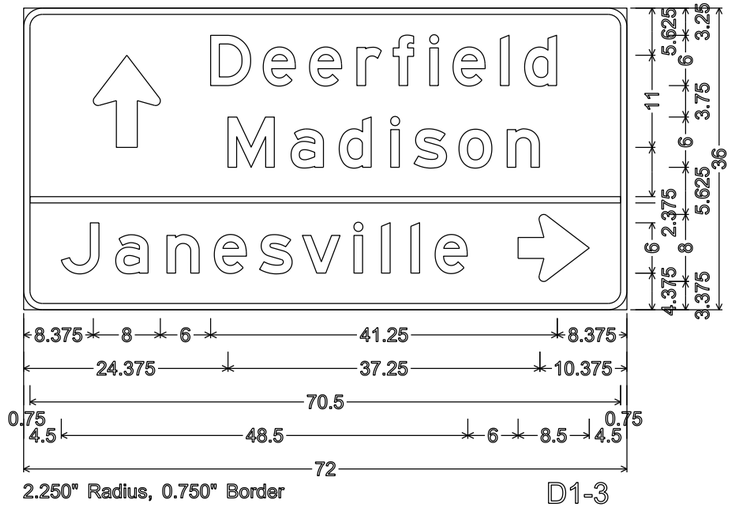
APPROVED
4-30-2013
DATE
/S/ Bill Wondrachek
STATE TRAFFIC MANAGEMENT EN
FHWA

6

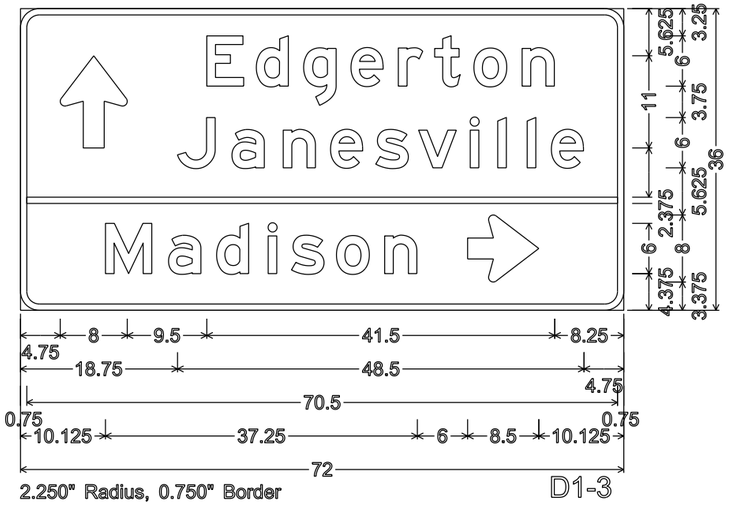
S.D.D. 15 D 35-1d

NOTES

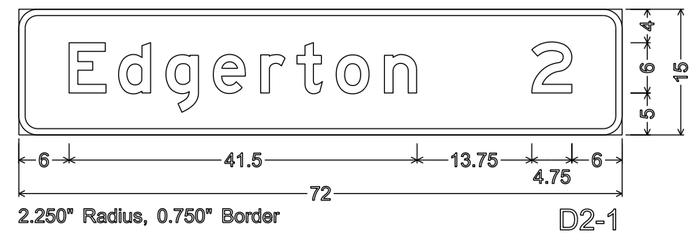
1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



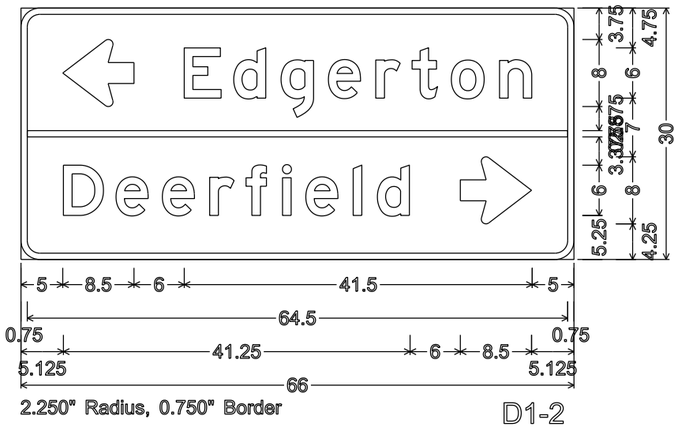
2.250" Radius, 0.750" Border D1-3



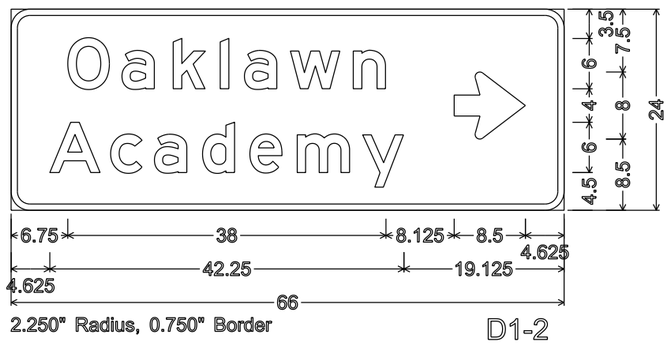
2.250" Radius, 0.750" Border D1-3



2.250" Radius, 0.750" Border D2-1



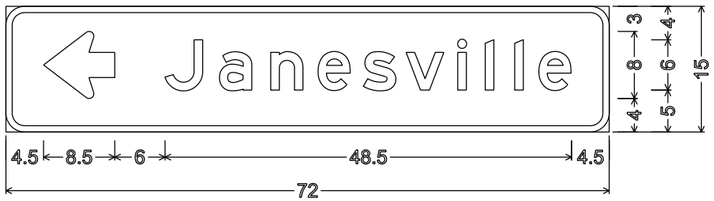
2.250" Radius, 0.750" Border D1-2



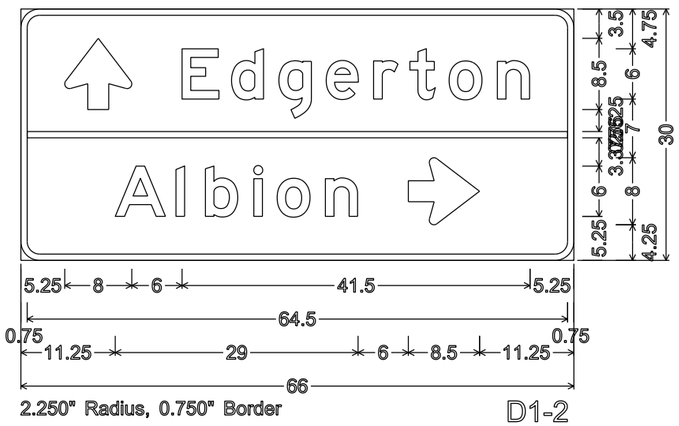
2.250" Radius, 0.750" Border D1-2



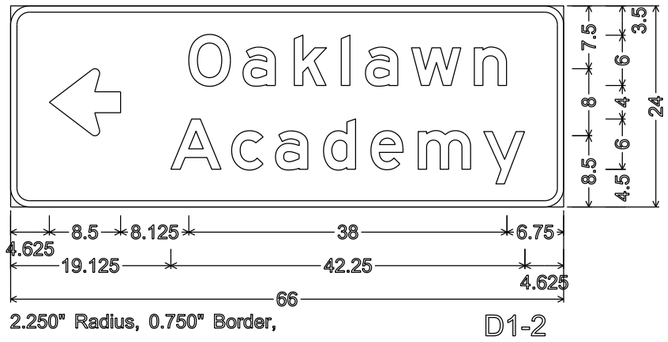
2.250" Radius, 0.750" Border D1-1



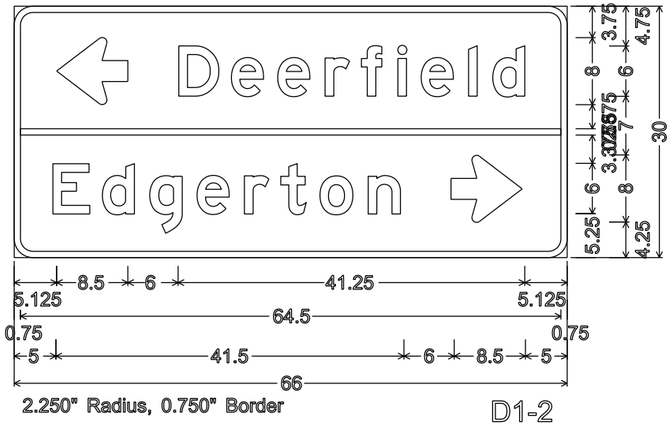
2.250" Radius, 0.750" Border D1-1



2.250" Radius, 0.750" Border D1-2



2.250" Radius, 0.750" Border, D1-2

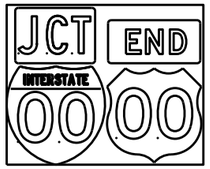


2.250" Radius, 0.750" Border D1-2

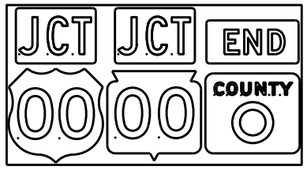
TYPICAL ASSEMBLIES



J1-1



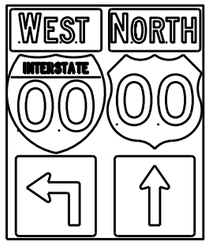
J1-2



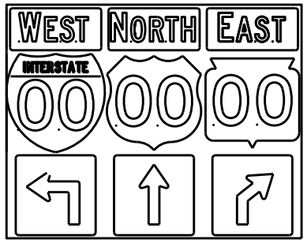
J1-3



J2-1



J2-2

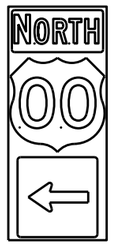


J2-3

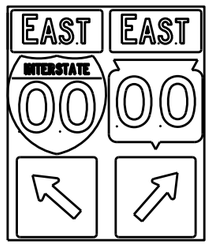


JV

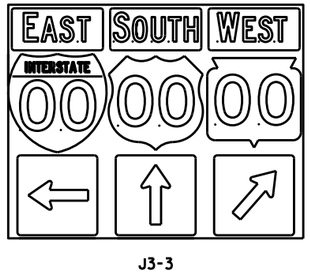
(Typical Vertical J-Assembly
See Note 10 and 11)



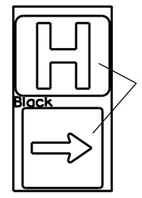
J3-1



J3-2



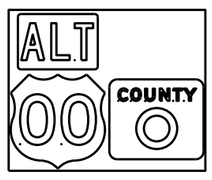
J3-3



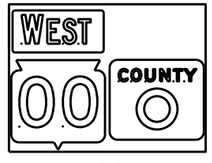
JH-1



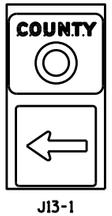
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

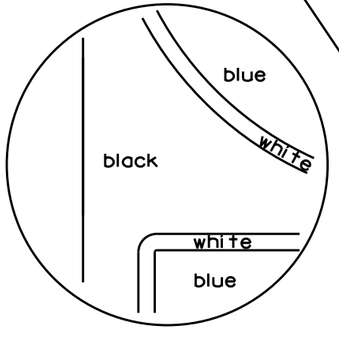


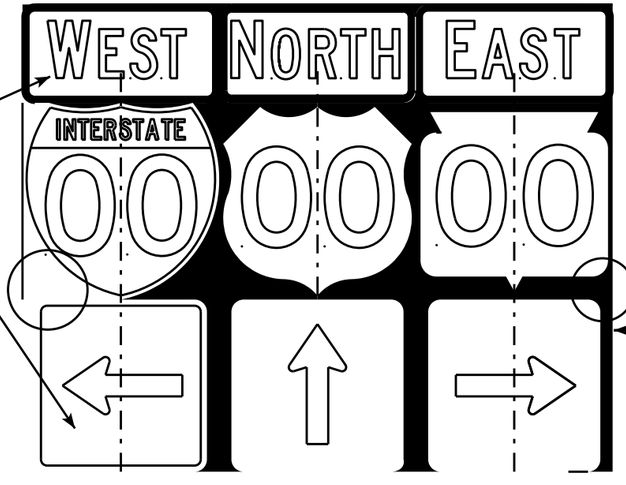
J23-1

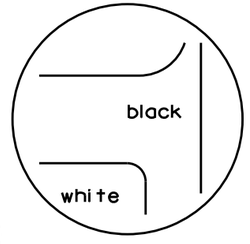


J22-1

[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

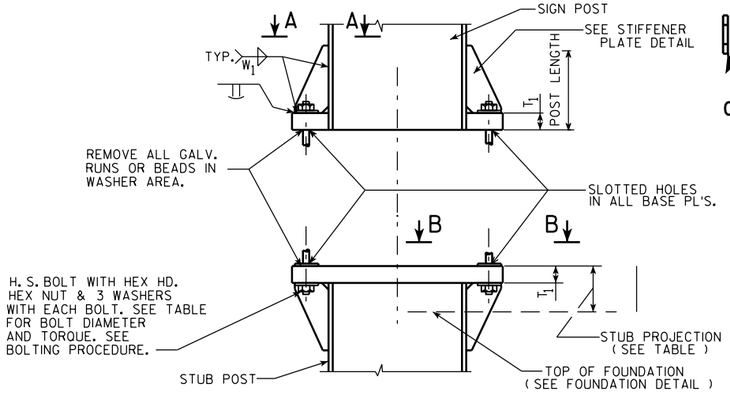
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

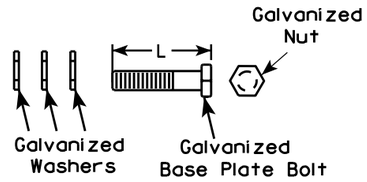
DATE 2/06/14 PL... A2-1S.8

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

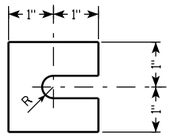


SIGN POST AND STUB POST ELEVATION



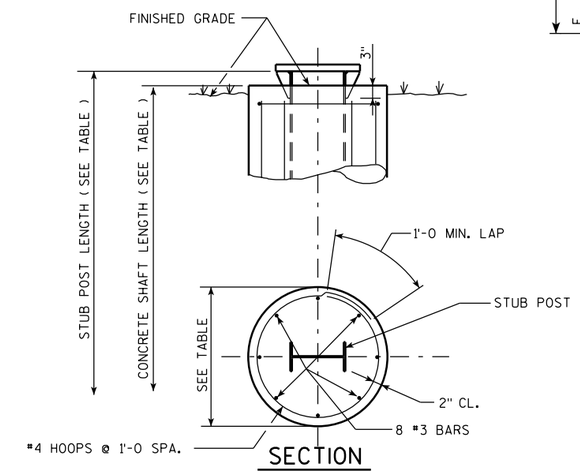
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

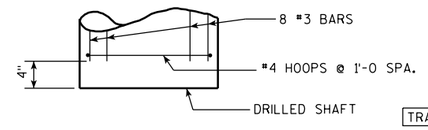


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

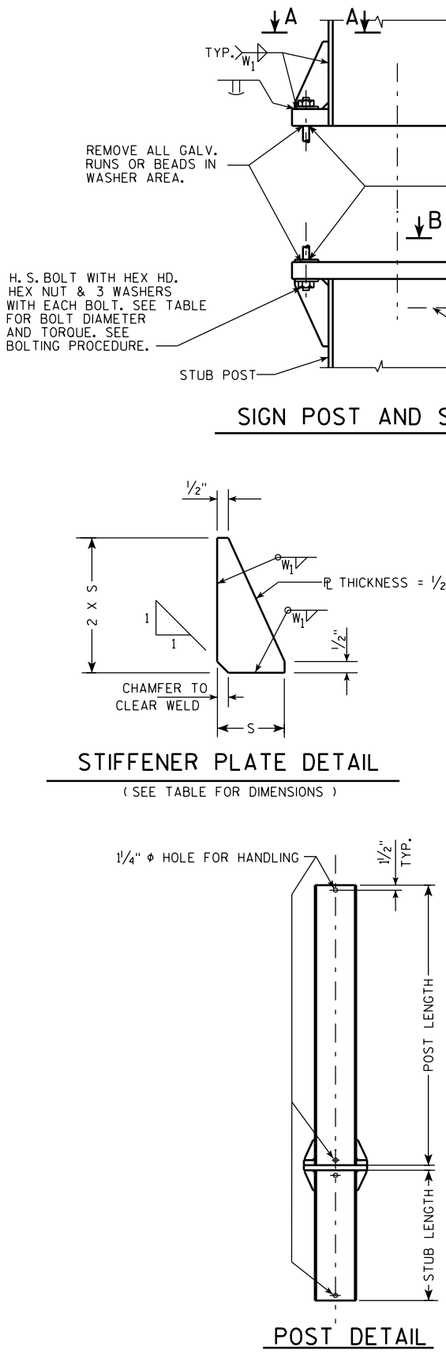
SHIM DETAIL



SECTION



FOUNDATION DETAIL



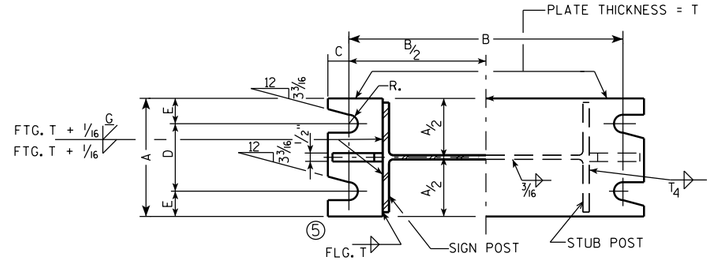
POST DETAIL

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

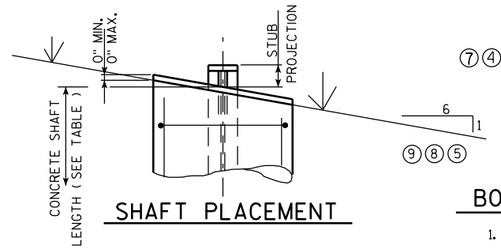
⑦

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 & 1/2 WIND[4]	140

[4] 25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1 1/2 T / 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.

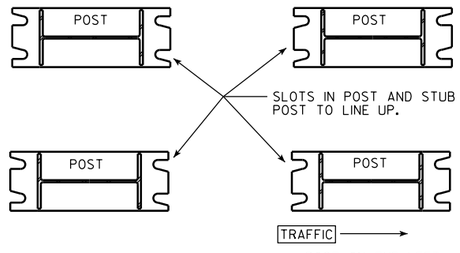
GENERAL NOTES

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 3/4	④	A	W10"X12.0 #/FT.	3/4" Φ @ 75#-FT.	5 1/4"	1'-0 3/8"	7/8"	3 1/2"	7/8"	1"	3/16"	5/16"	13/32"	2 1/8"	3'-6	3"	2'-0 Φ	5'-0	76.0# ④
4 3/4	④	B	W12"X16.0 #/FT.	7/8" Φ @ 85#-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/4"	1/4"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	7/8" Φ @ 85#-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/2"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	7/8" Φ @ 85#-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/2"	3/8"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4 1/4"	1 1/4"	4"	1 1/2"	1 1/2"	3/8"	5/16"	17/32"	3"	7'-0	3"	2'-0 Φ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO. A3-1.15

NO.	DATE	REVISION
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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

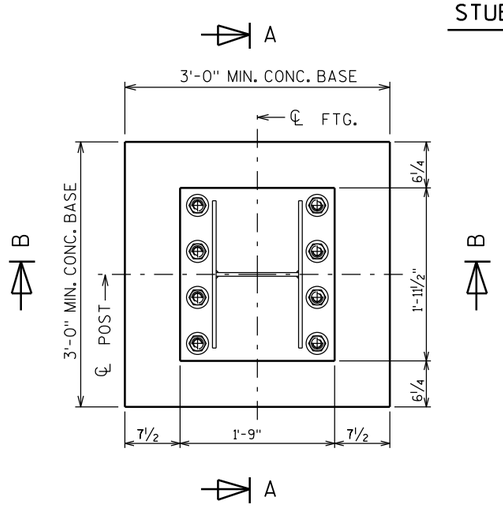
CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

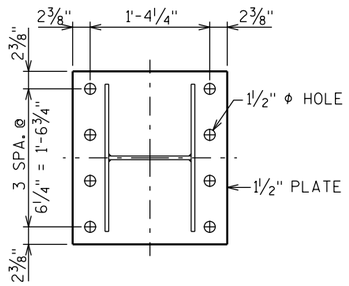
SHEET 442

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

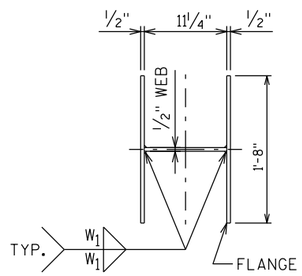
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



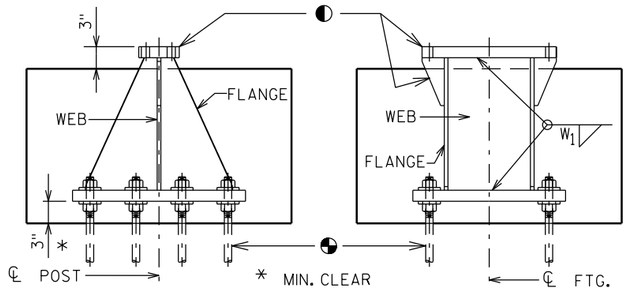
BASE PLATE



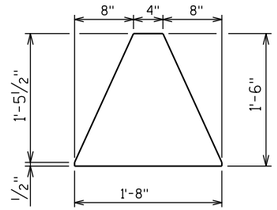
STUB

◐ 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



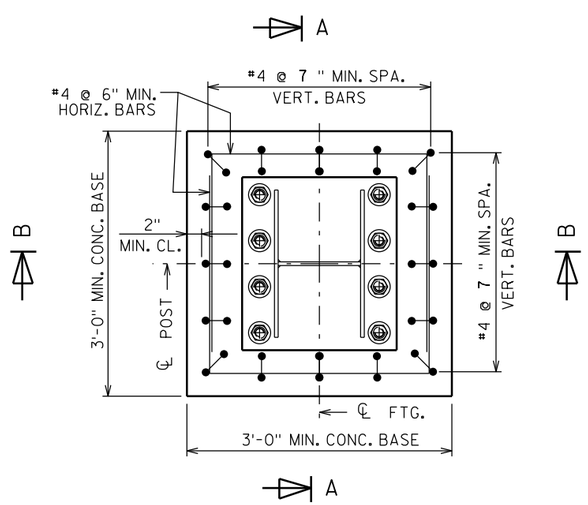
FLANGE

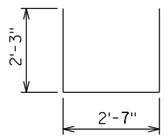
GENERAL NOTES

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

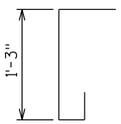
CONCRETE BASE SECTION





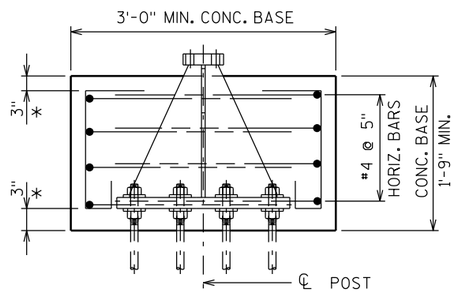
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



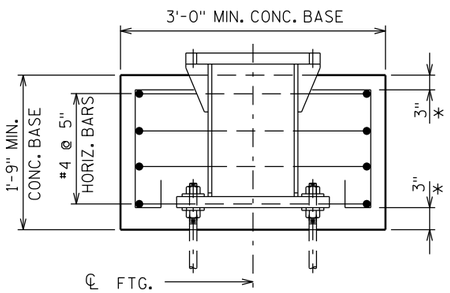
VERTICAL BARS

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

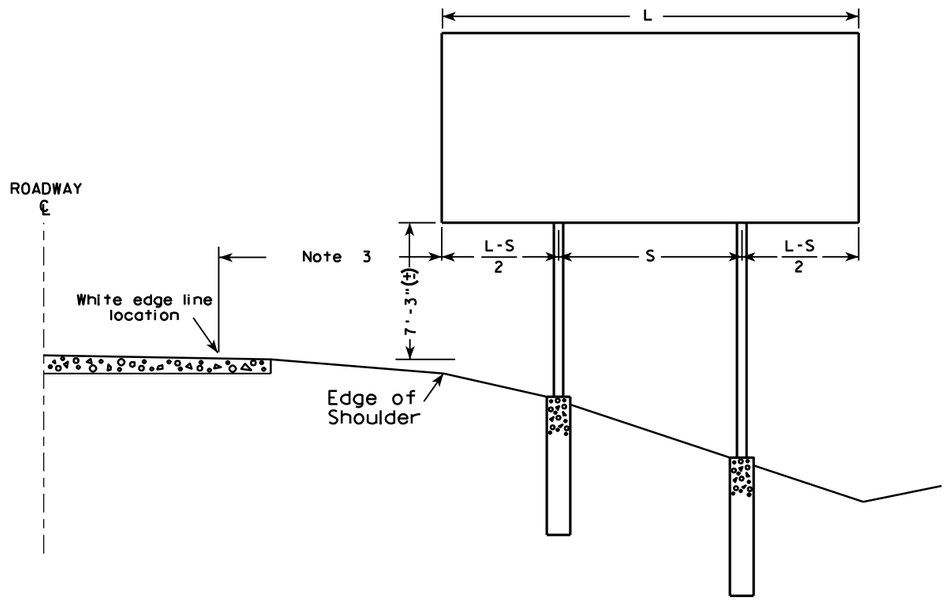
APPROVED Matthew R Rauch
for State Traffic Engineer

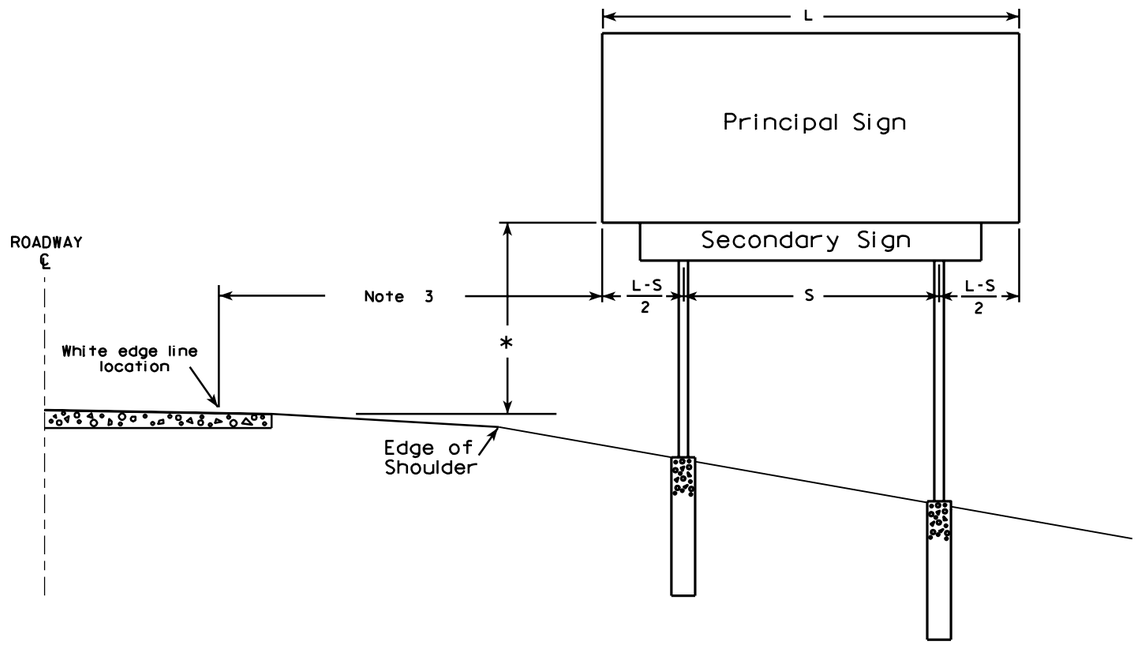
DATE 2/06/2014 PLAN A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000

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

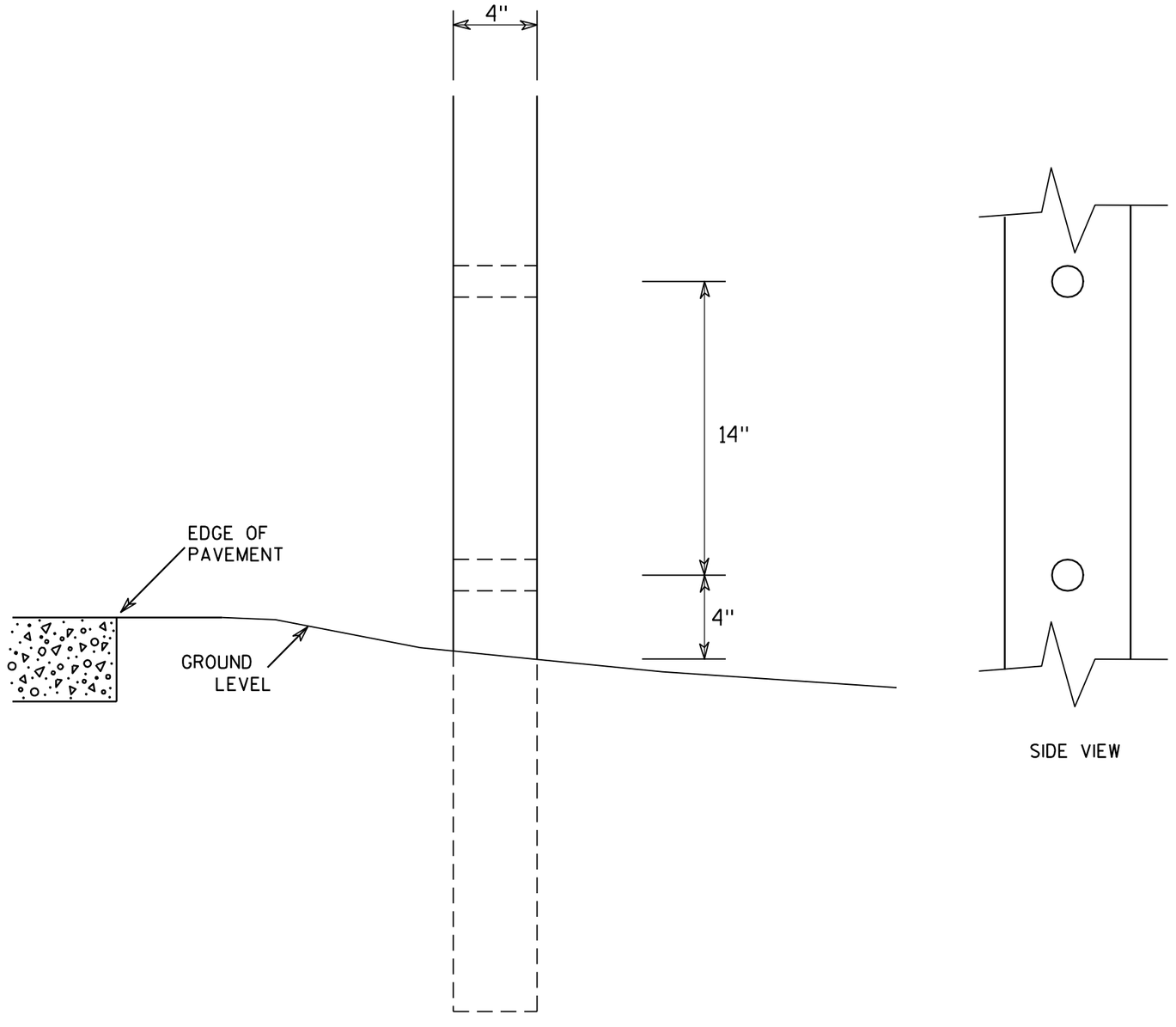
7

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



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.

7

7

4 X 6 WOOD POST MODIFICATIONS

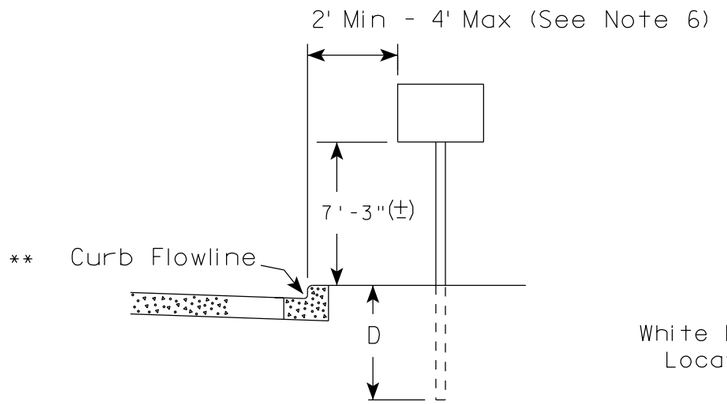
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

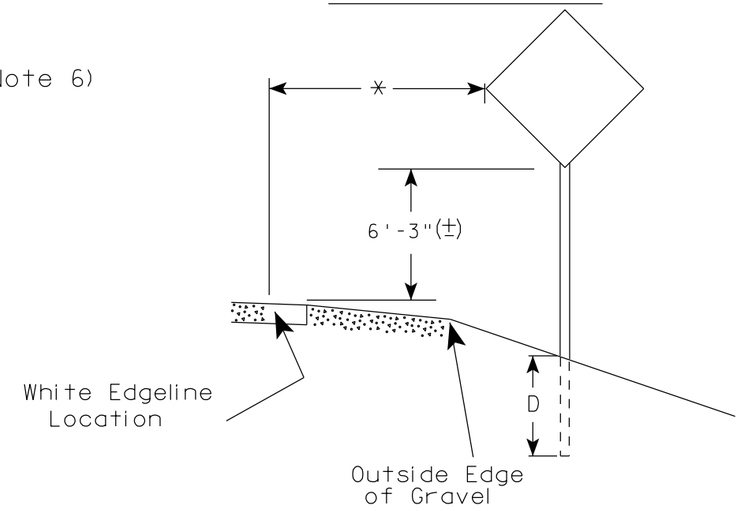
DATE 3/27/97 PLATE NO. A4-11.2

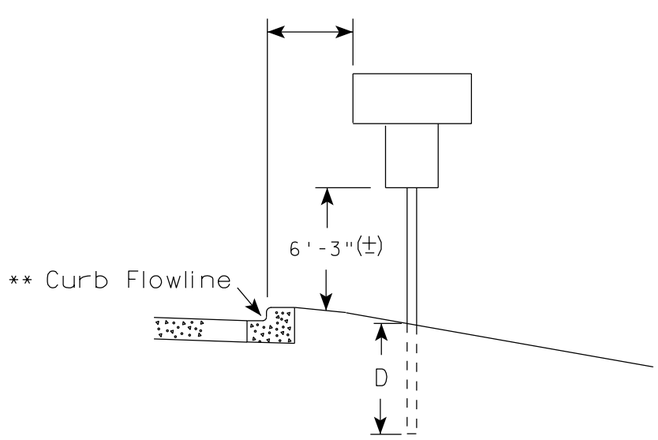
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 445	E

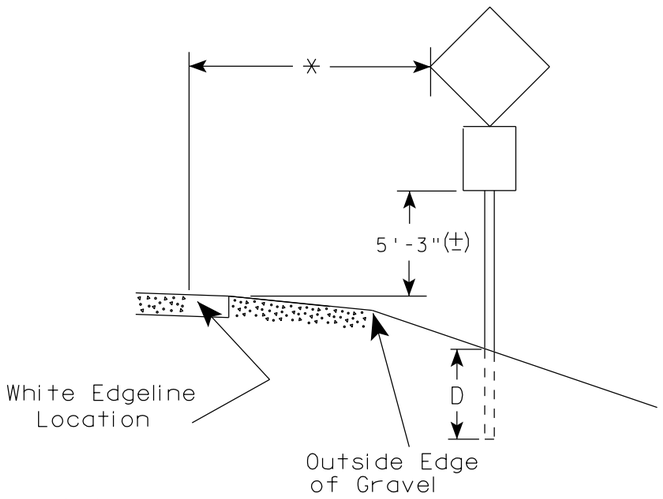
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

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 signs shall be mounted at a height of 5'-3" (±) or as directd 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" (±).

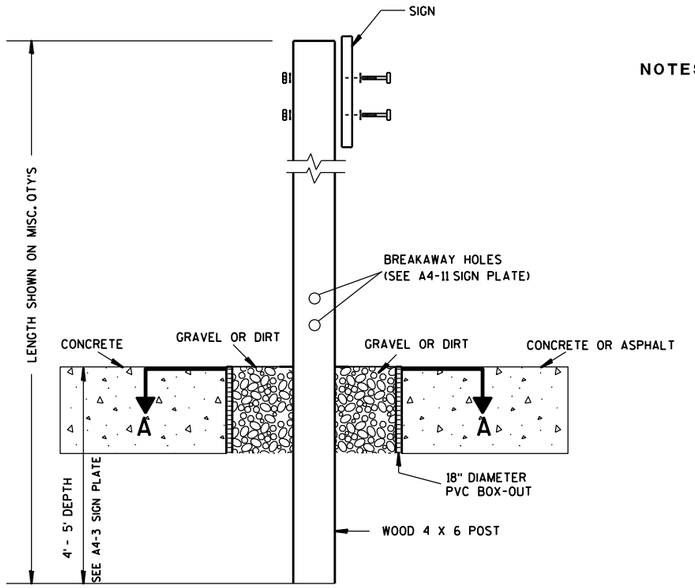
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

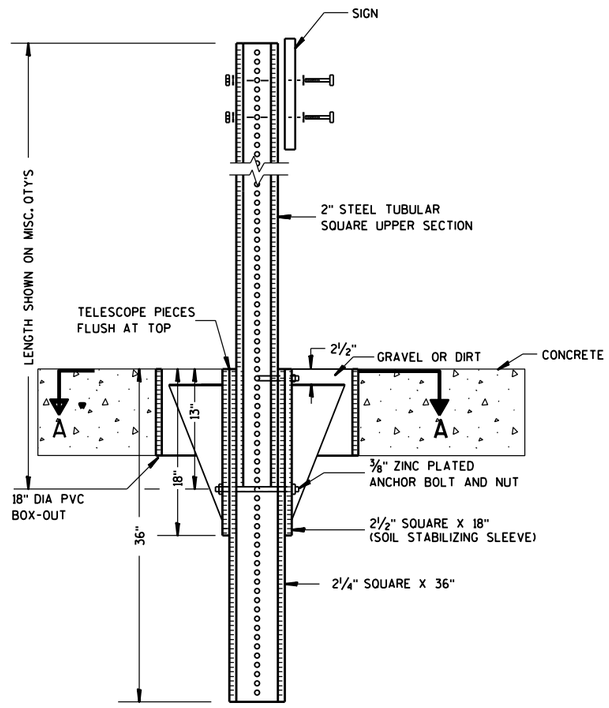
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

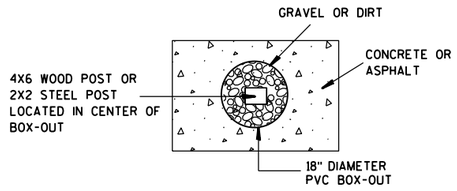
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

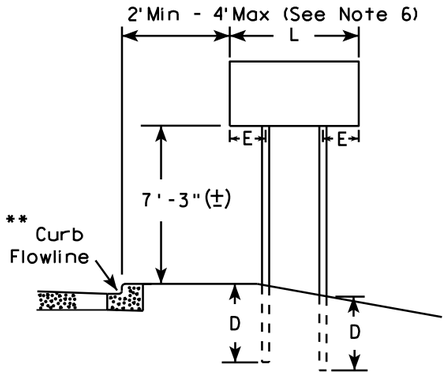
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

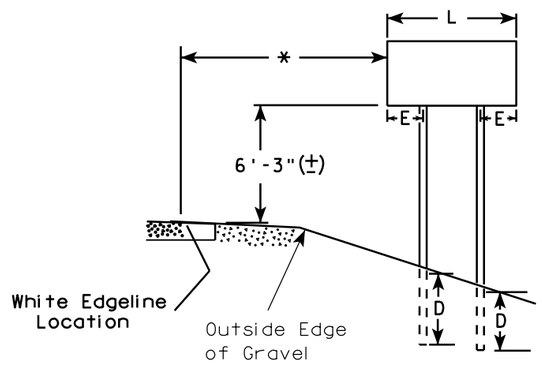
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

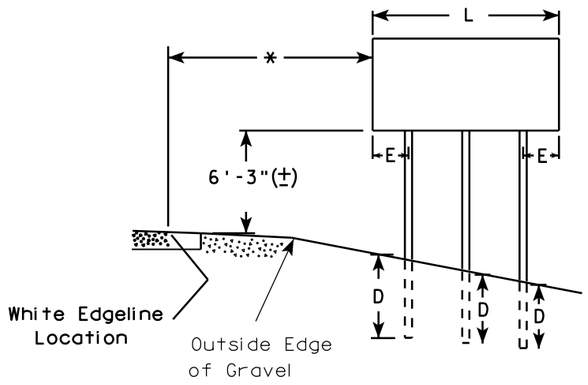
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

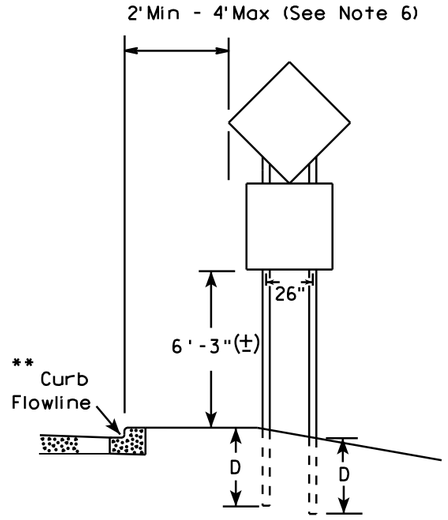
URBAN AREA



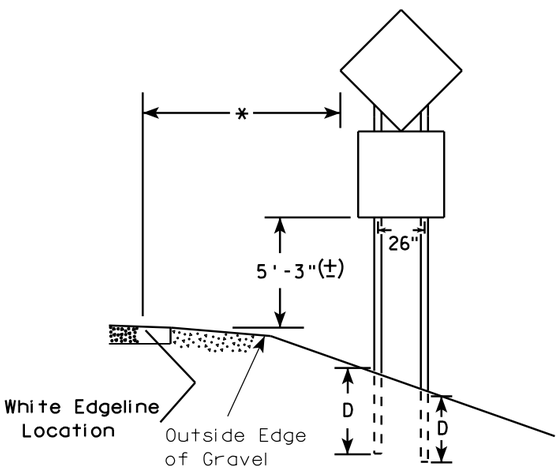
RURAL AREA (See Note 3)







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 signs 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

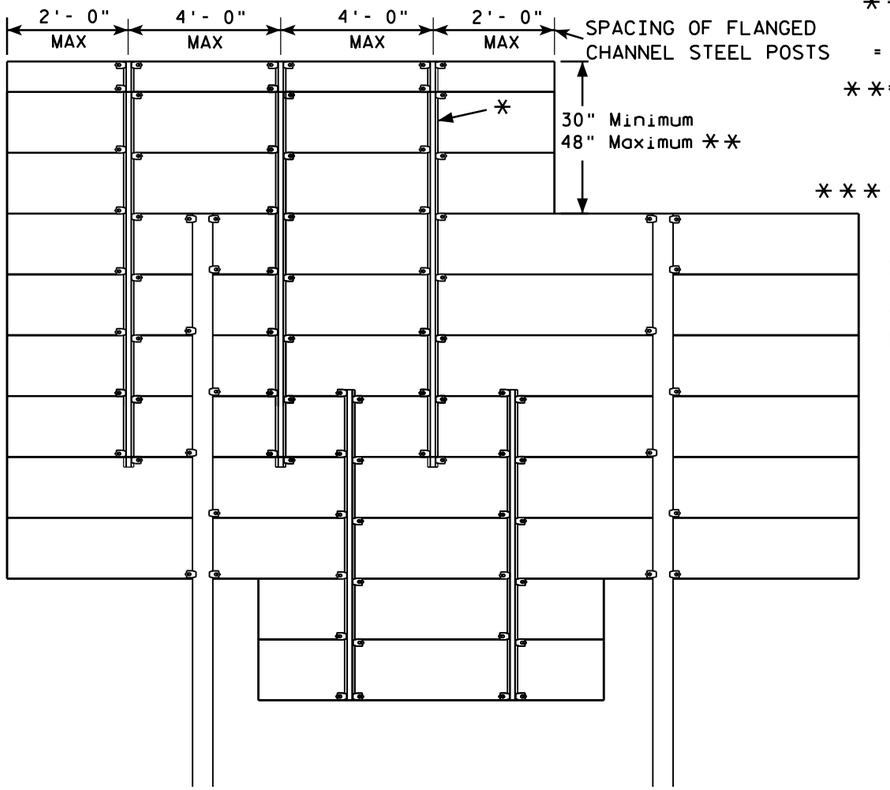
DATE 11/12/14 PLATE NO. A4-4 448 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 12-NOV-2014 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42

GROUND MOUNTED SIGN

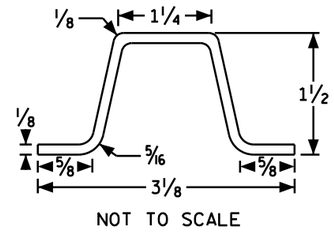


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

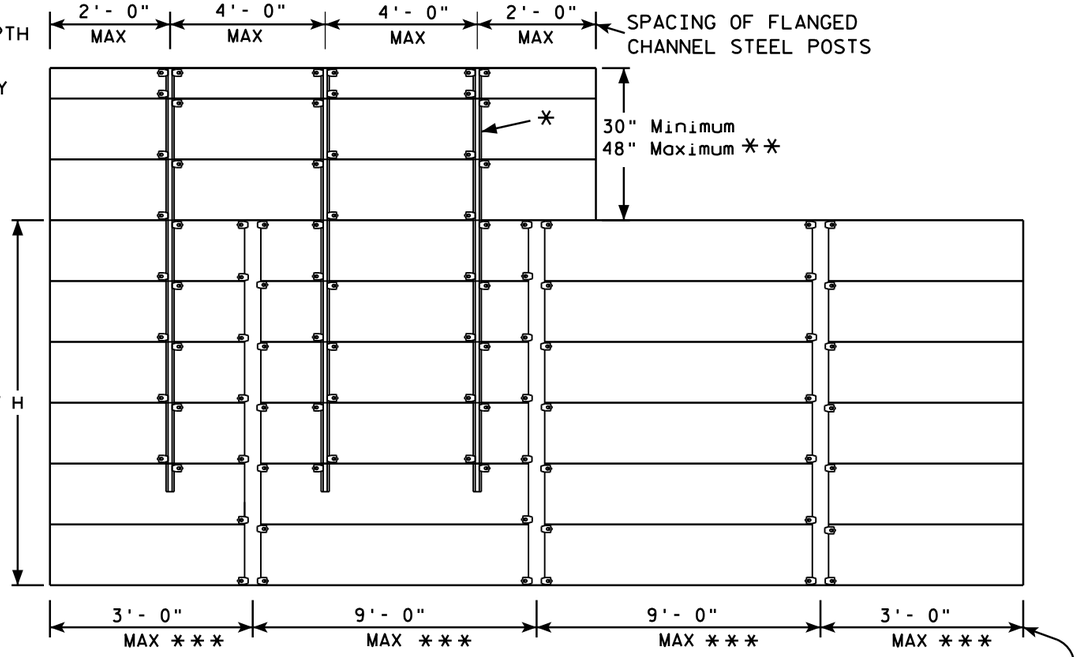
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

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.

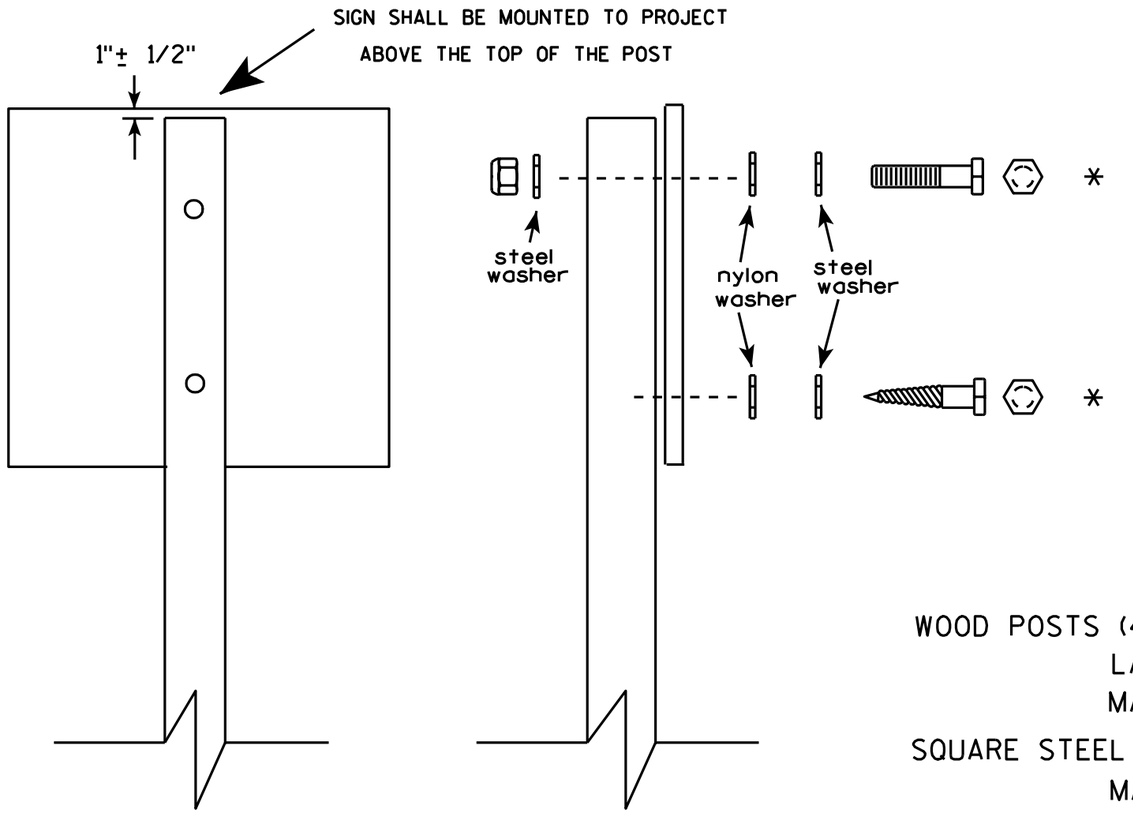
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 449 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

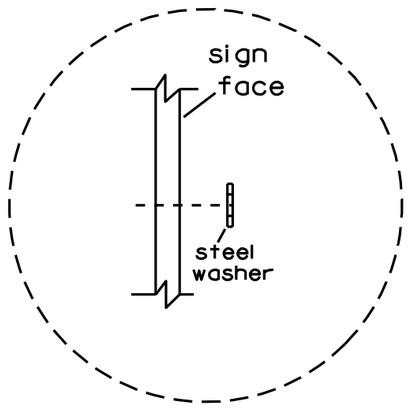
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

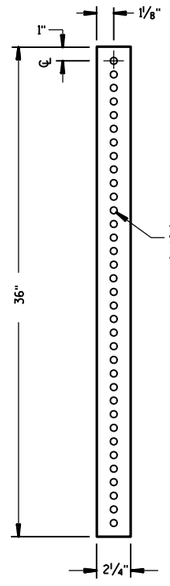
7

PROJECT NO:

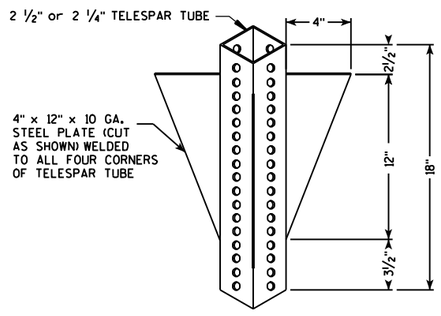
SHEET NO: 450 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

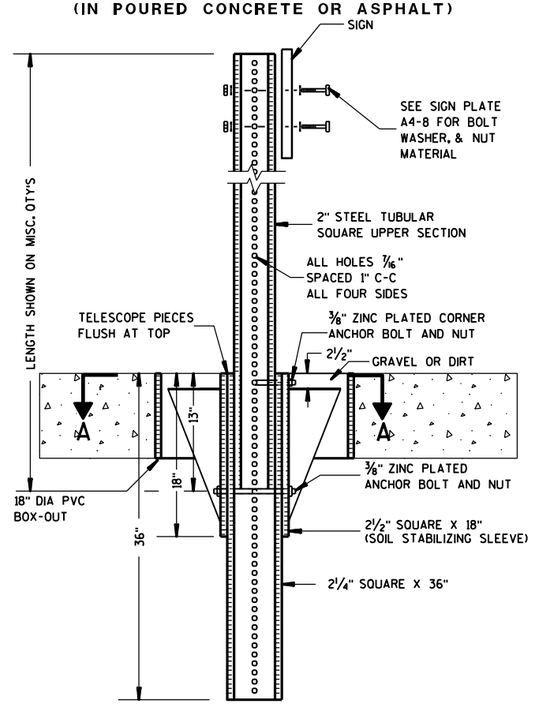
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



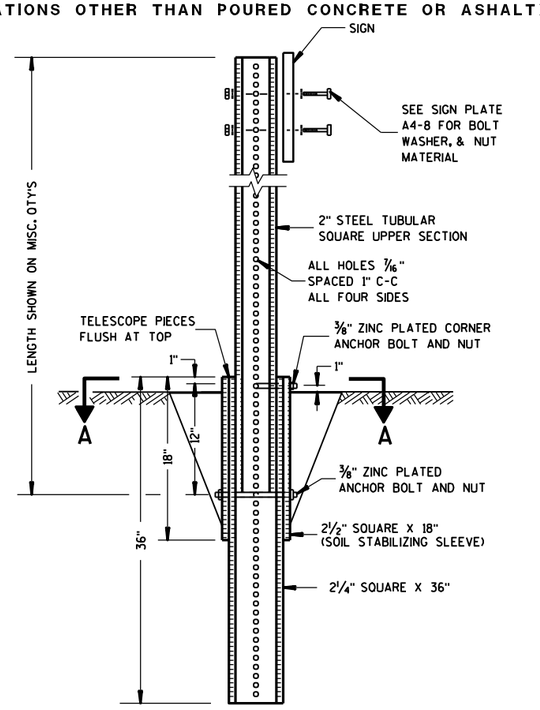
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

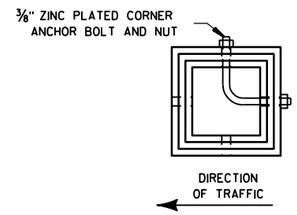


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

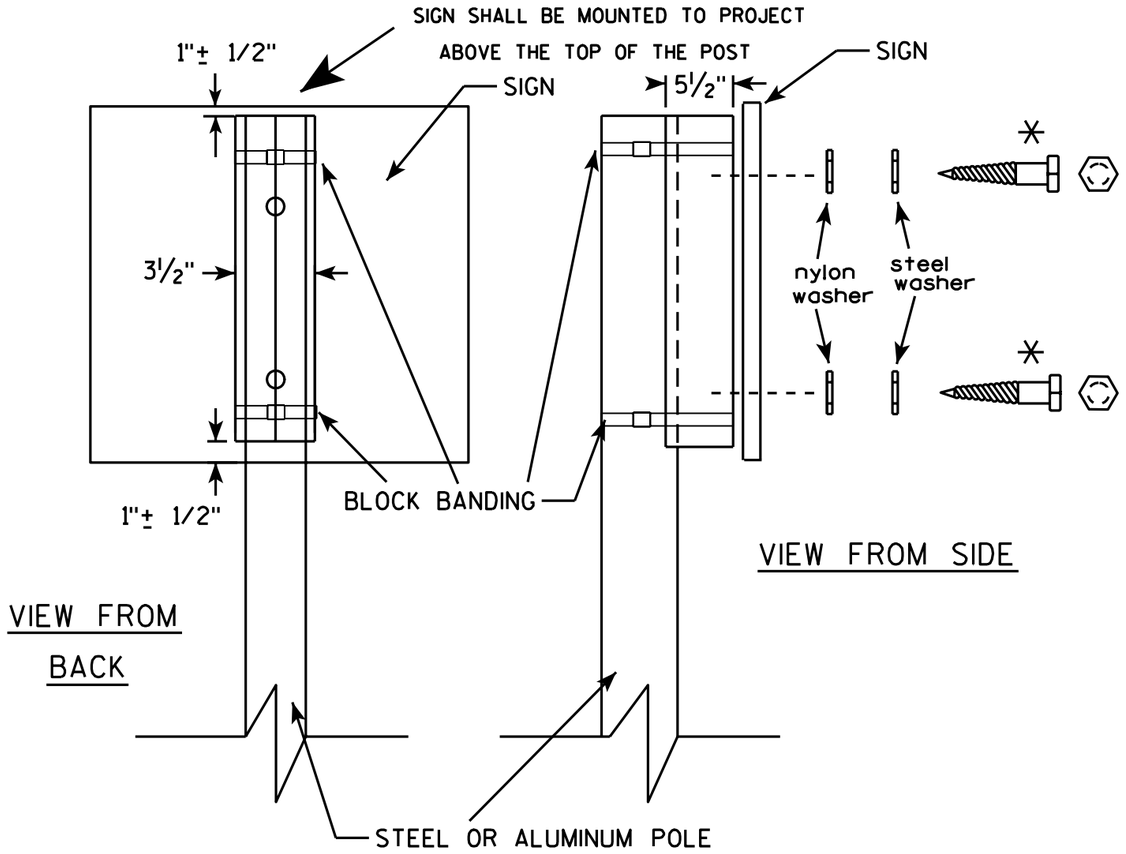
TUBULAR STEEL SIGN POST A4-9

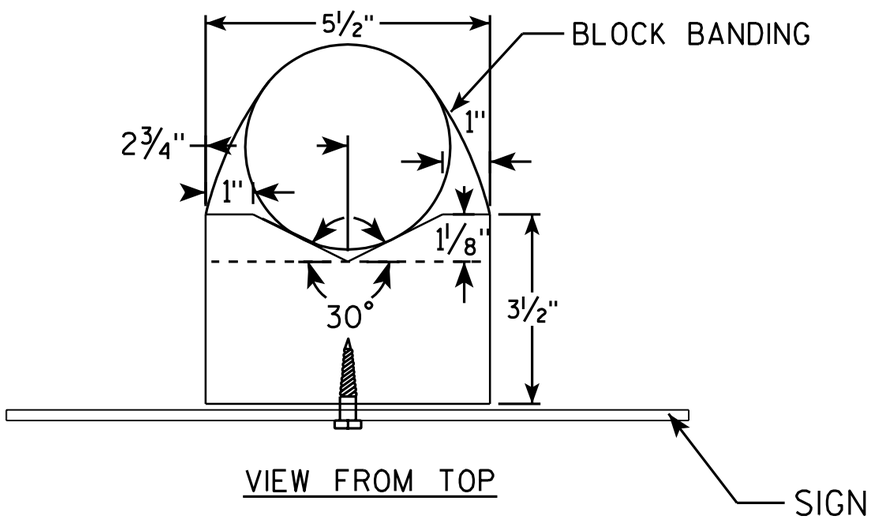
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. A4-9.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 451	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

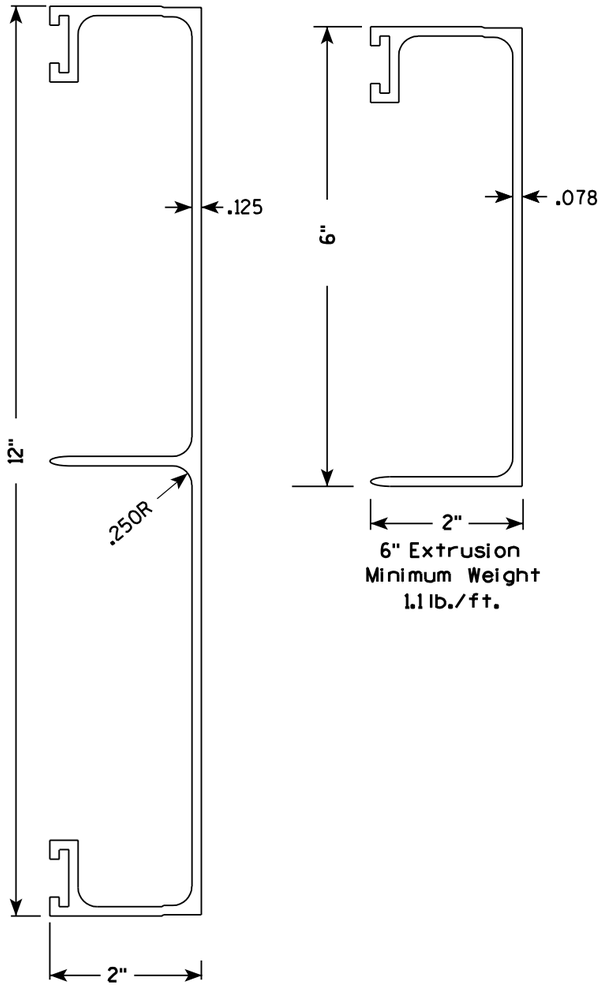
PROJECT NO:

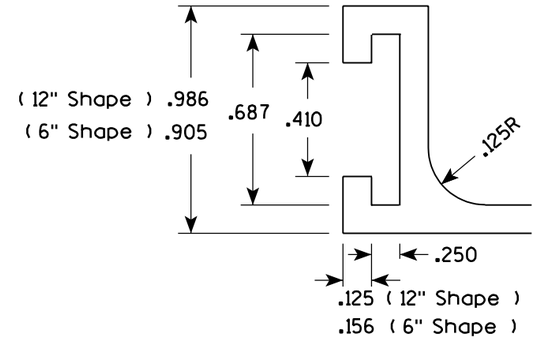
SHEET NO: 452 E

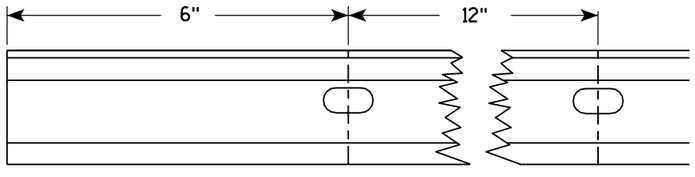
FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

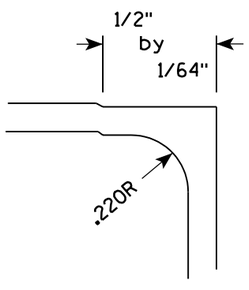
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

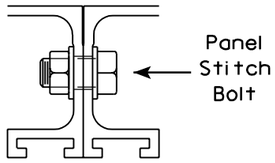


Hardware

STITCH BOLT, WASHER & NUT

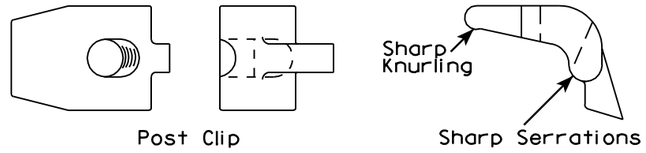
The hardware includes:

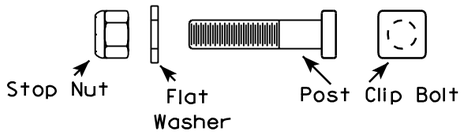
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

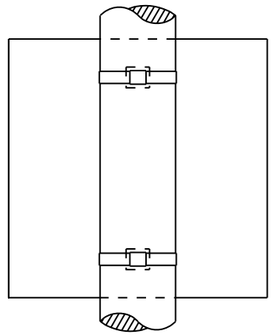
DATE 11/18/99 PLATE NO. A5-2.9

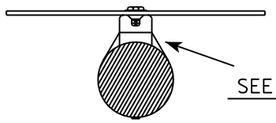
PROJECT NO:

SHEET NO: 453 E

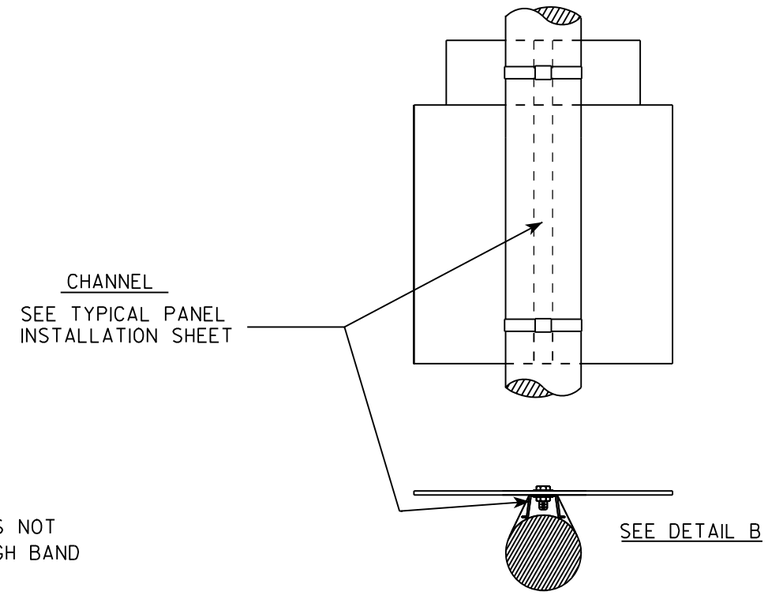
BANDING

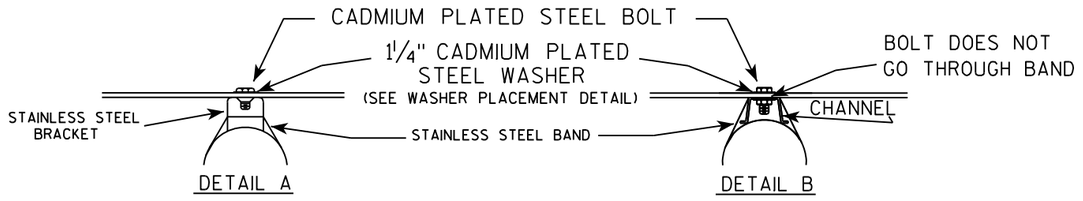
SINGLE SIGN



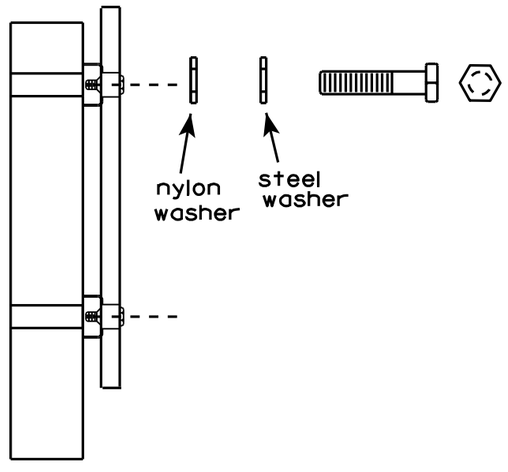


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

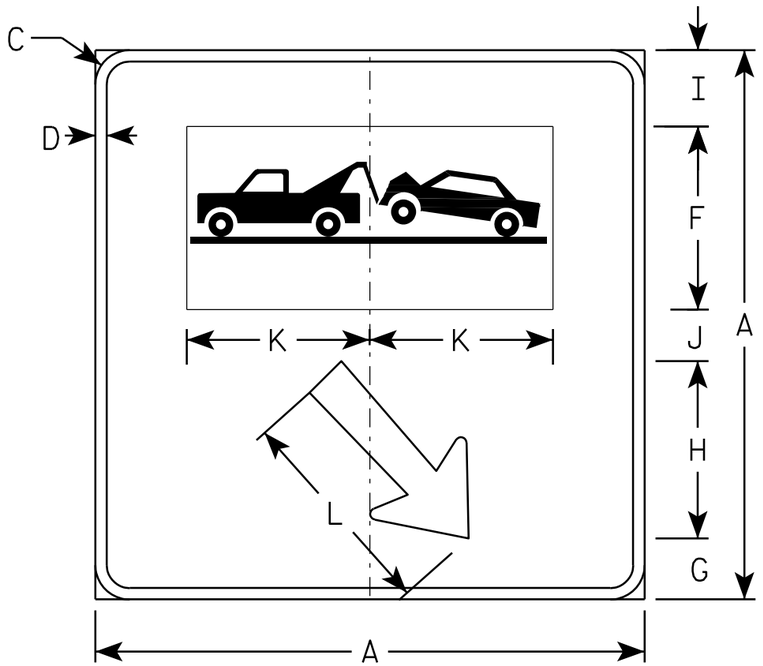
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

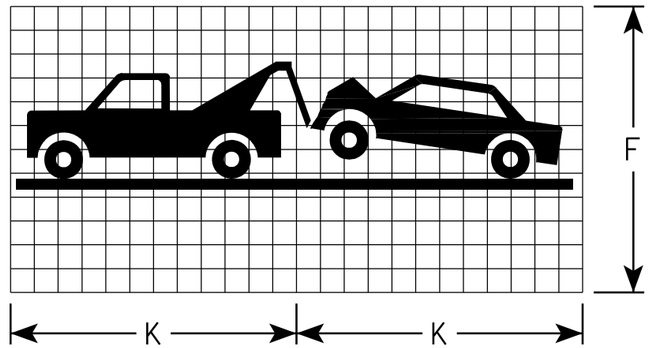
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 454	E



D4-56R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLUE
   Message - WHITE
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. D4-56L is same as D4-56R except arrow is reversed.
6. Arrow is from A1-2 Lower Case 4½ Series D & E, with a modified length.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	36		2 1/4	3/4		12	4	11 5/8	5	3 3/8	12	14															9.0
3																											
4																											
5																											

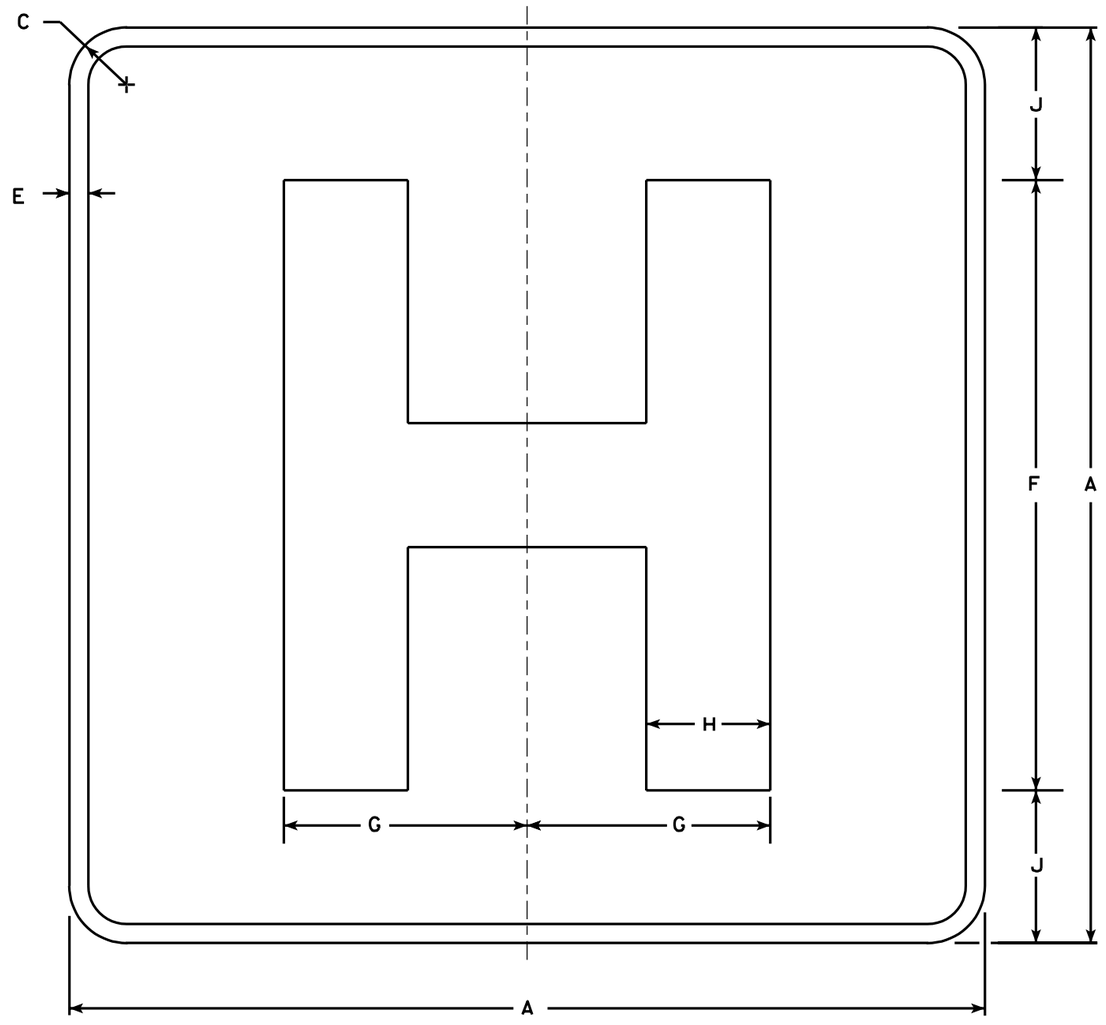
STANDARD SIGN
D4-56 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/14/2011 PLATE NO. D4-56.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 455	E



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
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	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

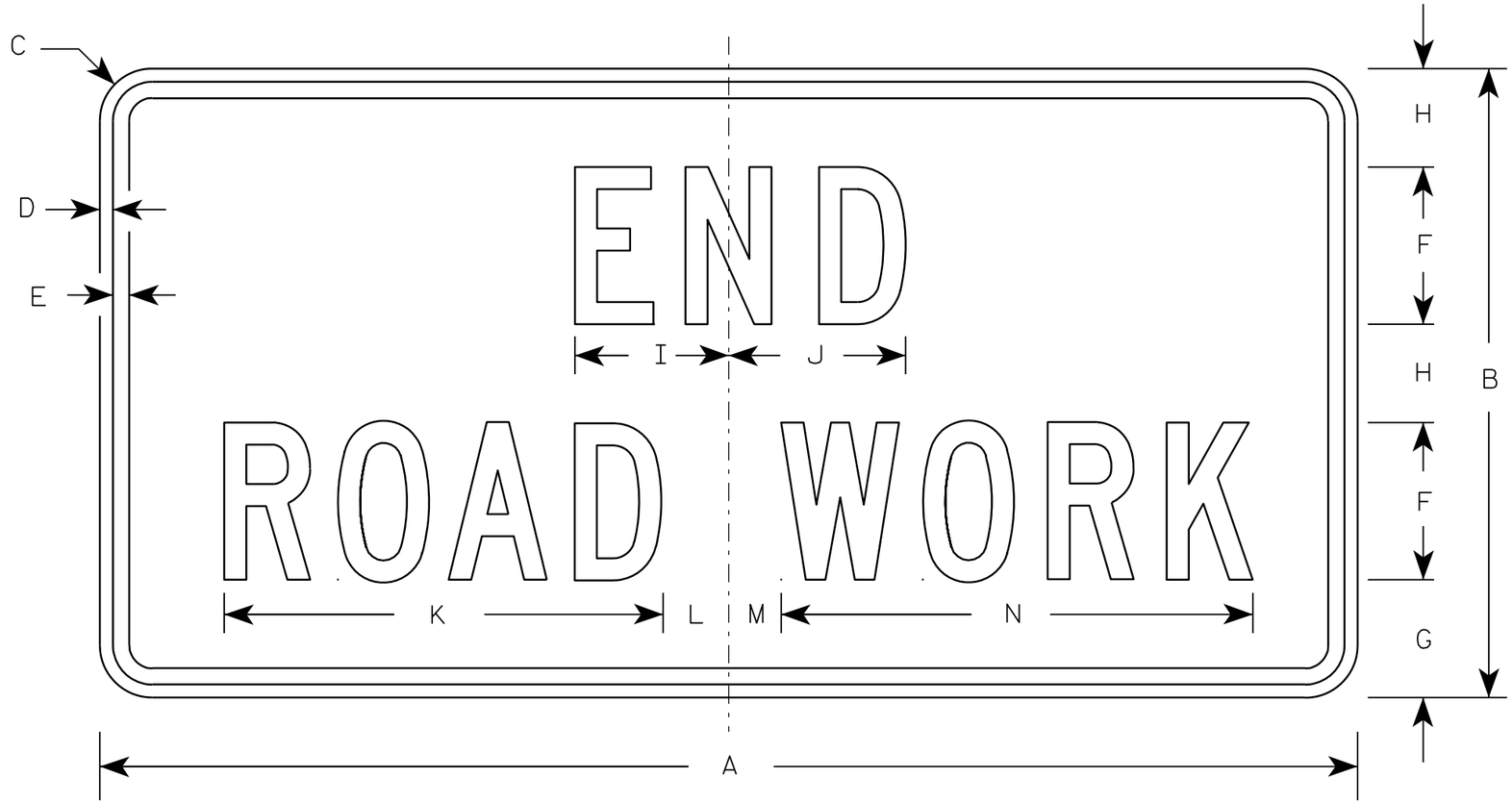
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 456 E



G20-2A

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 - 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 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	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

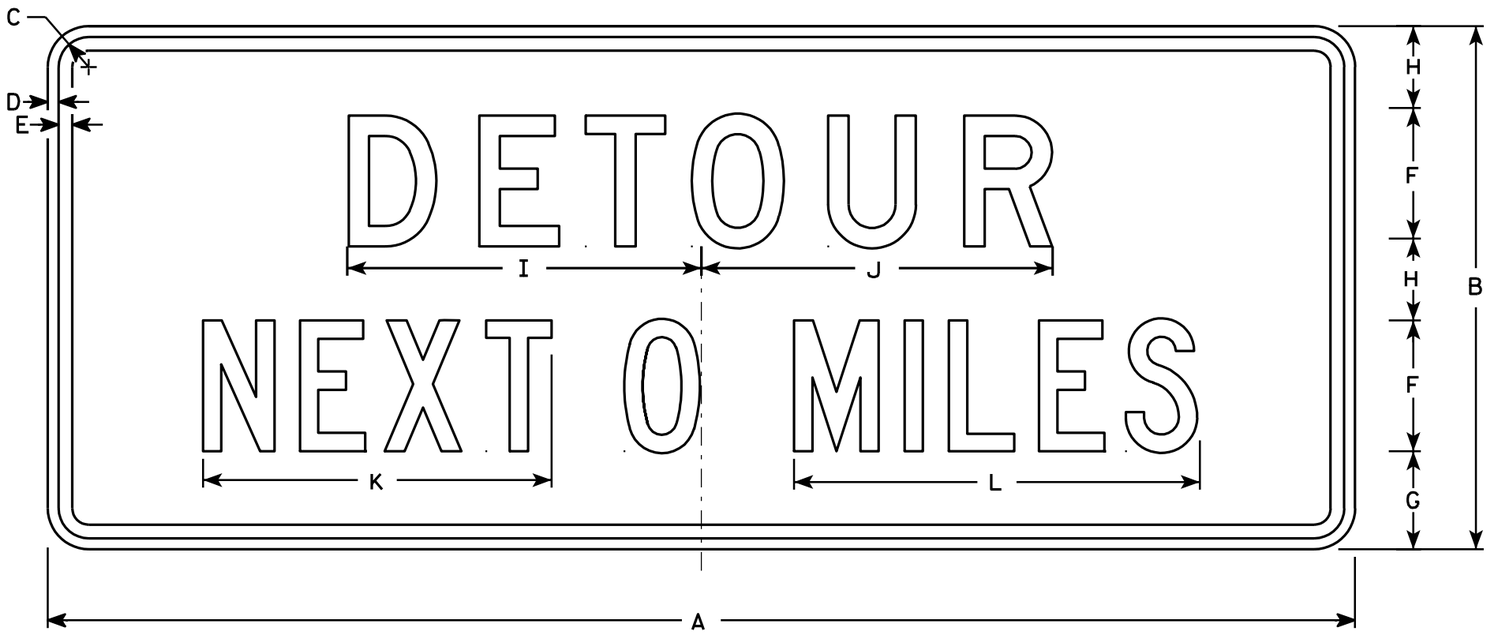
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 457	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is 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. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 600 mm
3	
4	1500 mm X 600 mm
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	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10	.90
3																												
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10	.90
5																												

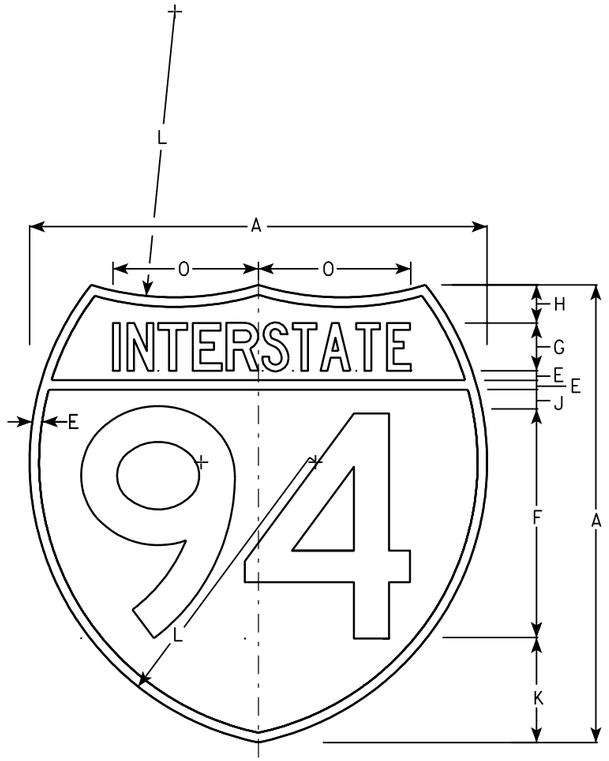
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

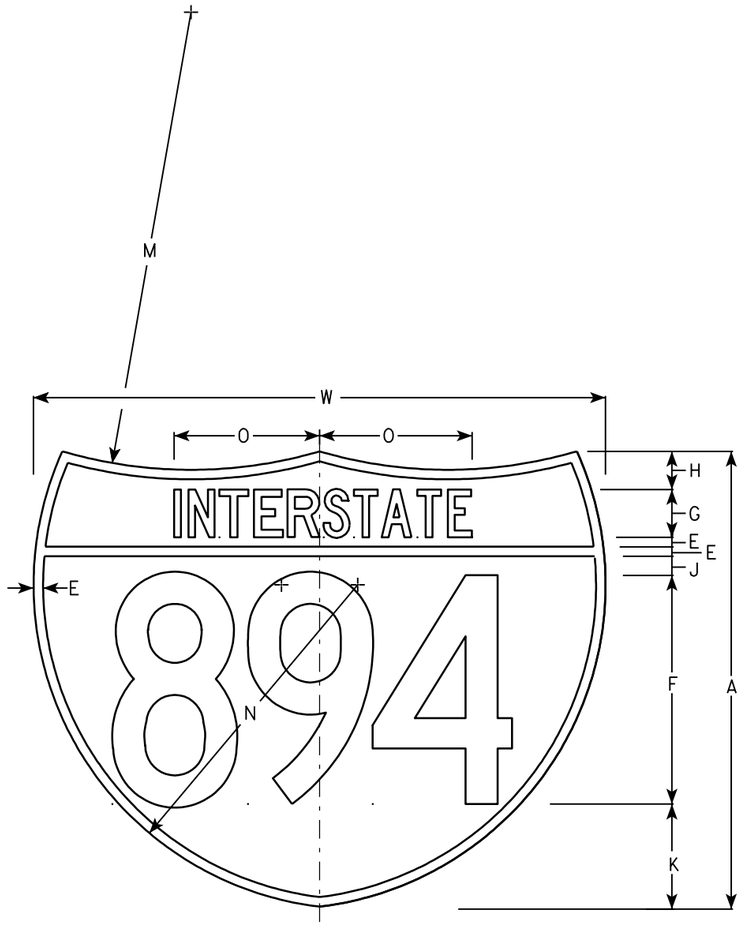
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/02 PLATE NO. G20-51.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 458	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

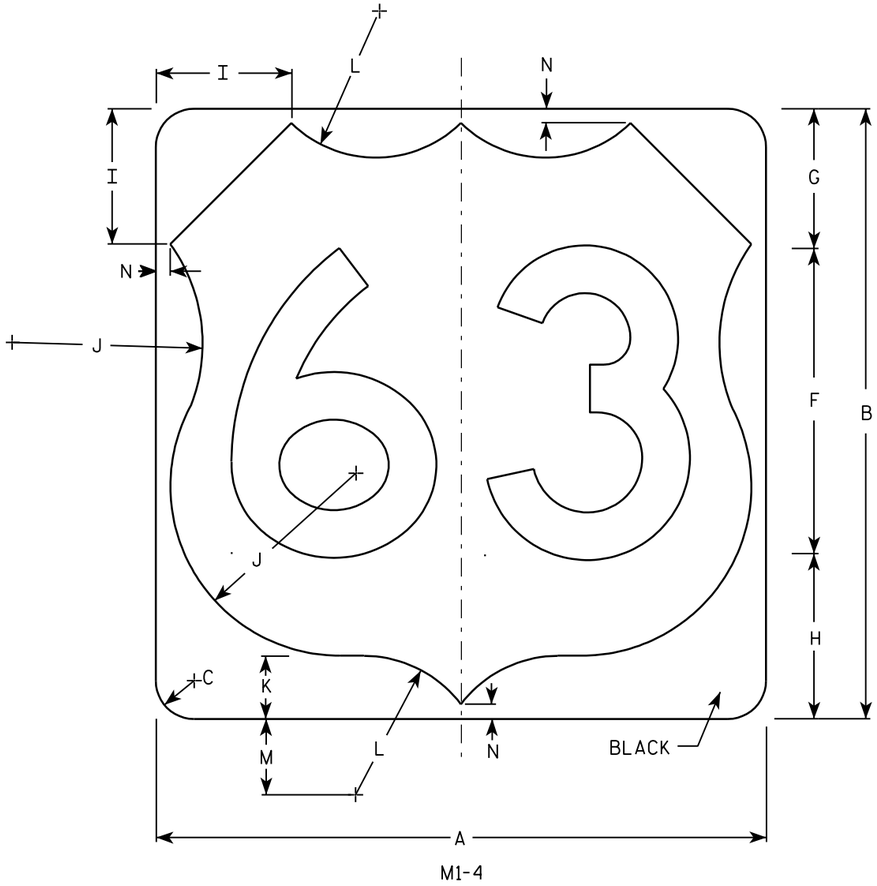
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

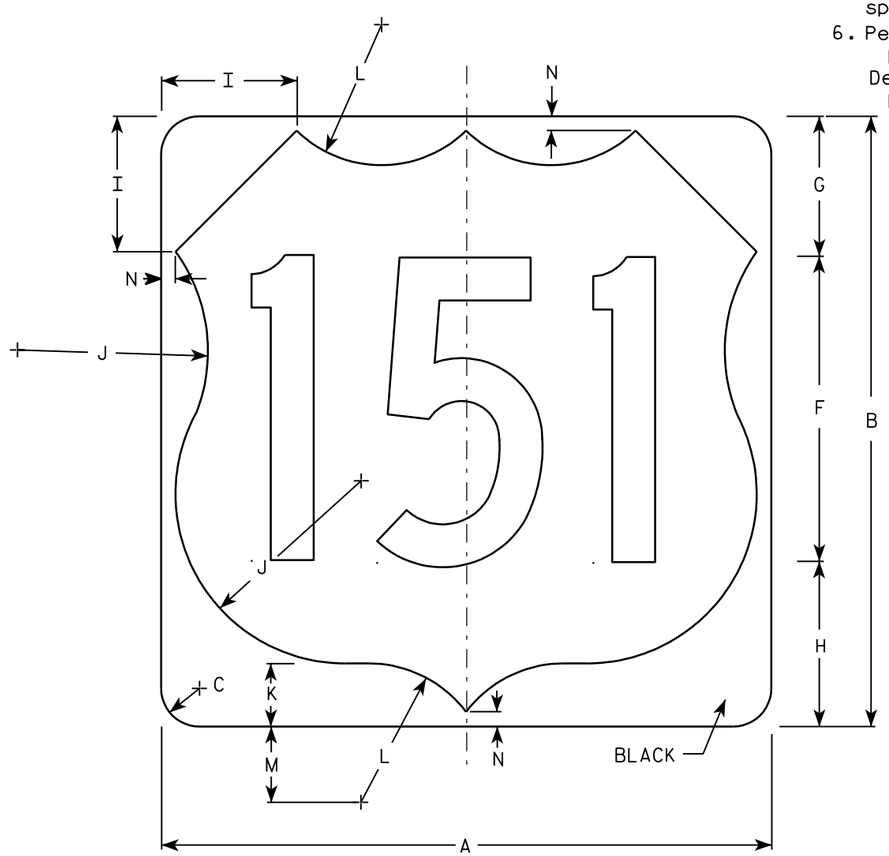
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 459	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

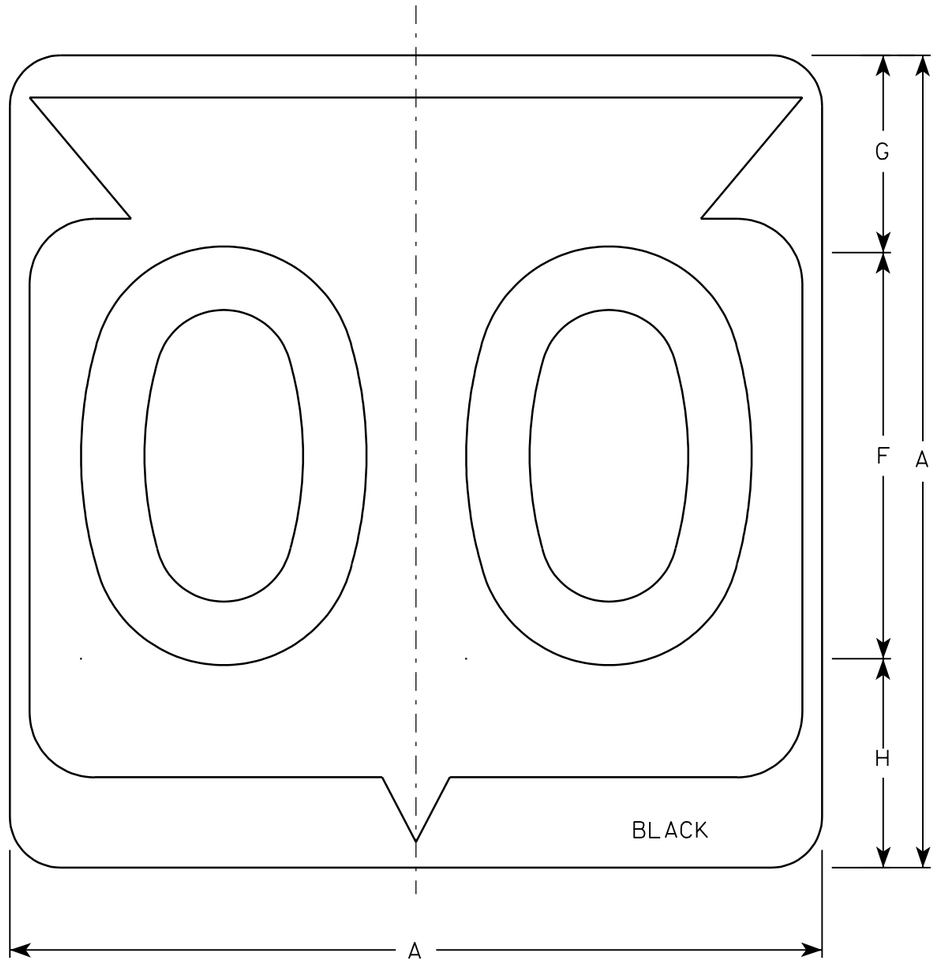
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

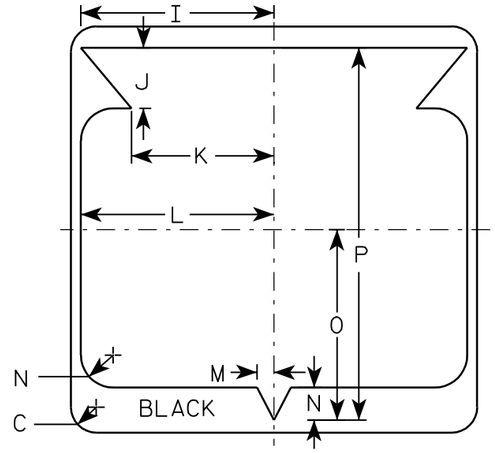
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 460 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

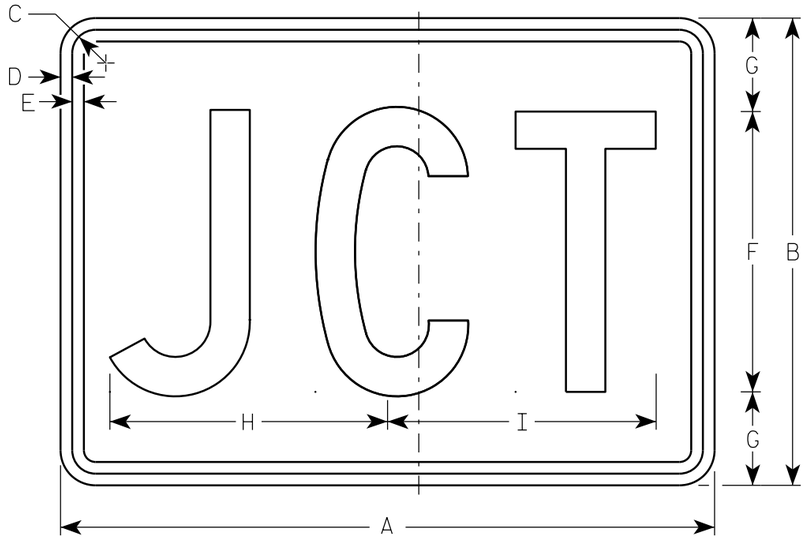
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

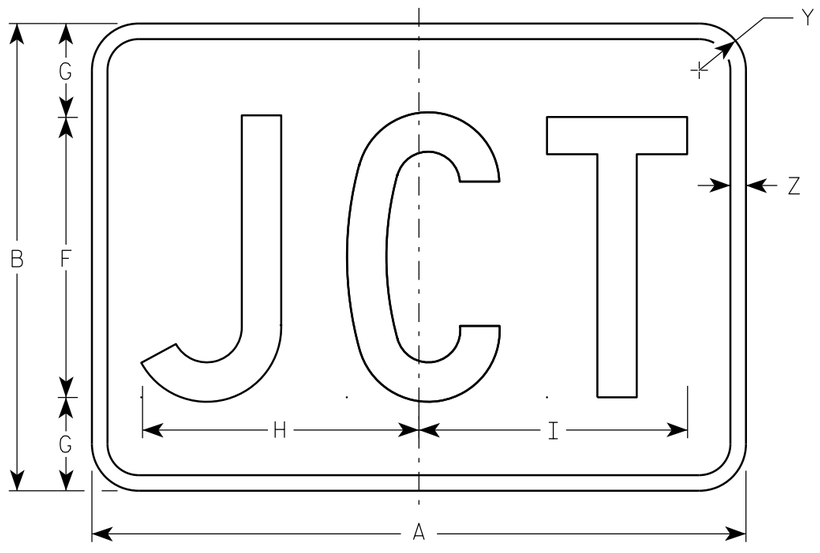
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 461	E



M2-1
MK2-1
MM2-1
MN2-1
MR2-1



MB2-1

NOTES

1. Sign is 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. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MR2-1 Background - Brown
   Message - Yellow

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	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

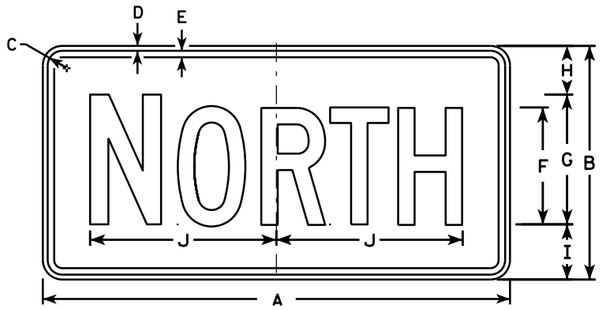
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

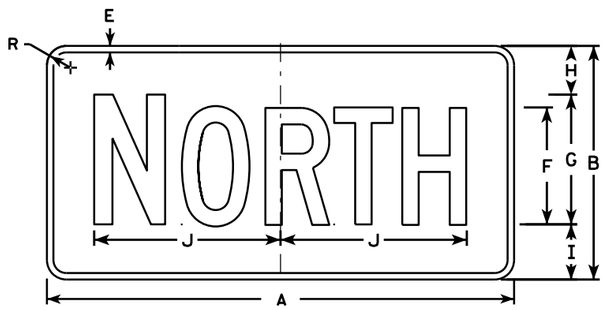
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 462 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M3-1
MK3-1
MM3-1
MN3-1



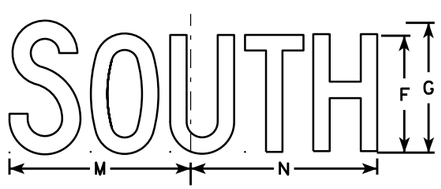
MB3-1



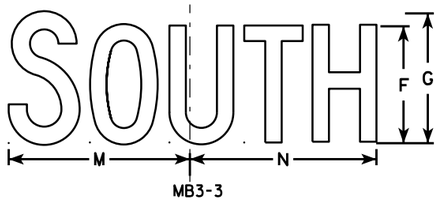
M3-2
MK3-2
MM3-2
MN3-2



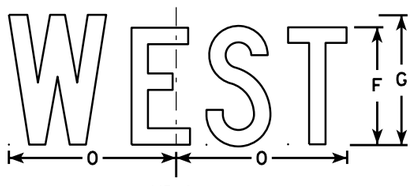
MB3-2



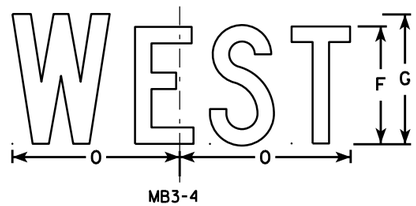
M3-3
MK3-3
MM3-3
MN3-3



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

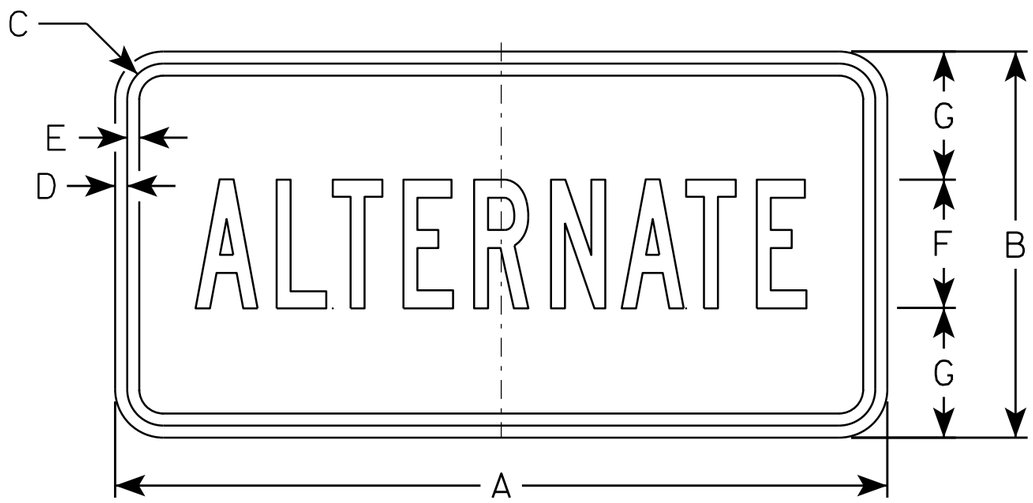
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

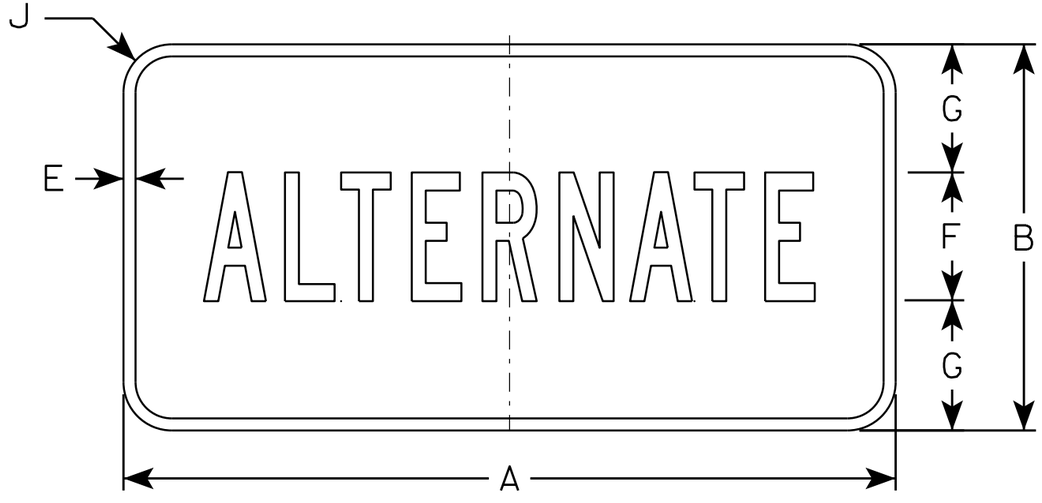
DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

7



M4-1
MO4-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
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.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   MO4-1 Background - Orange - Type F
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

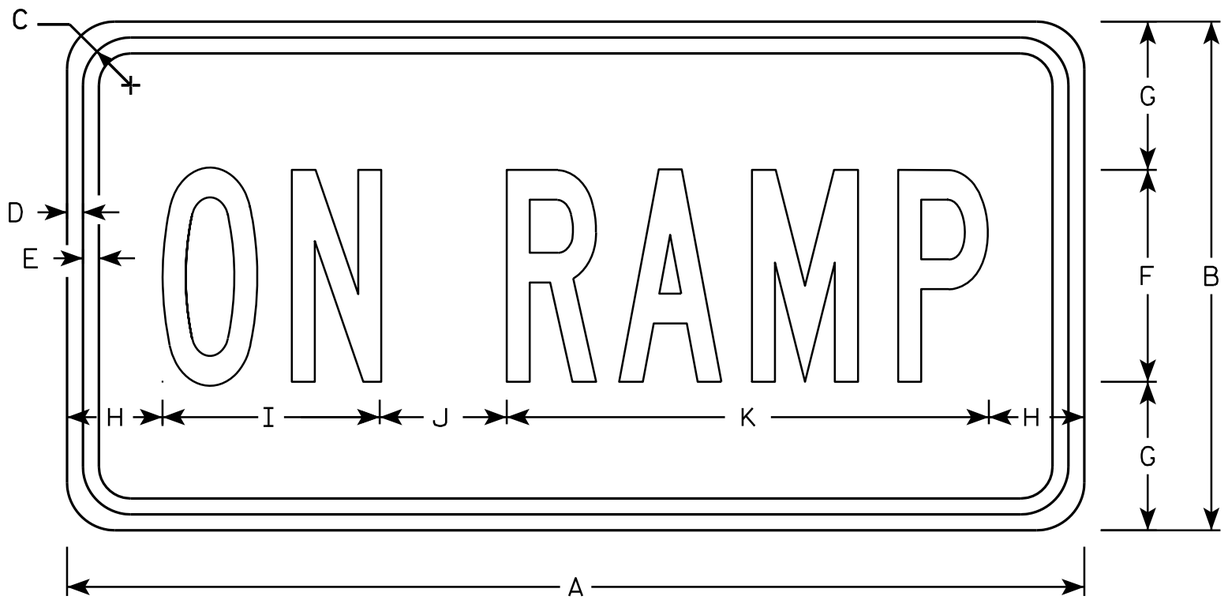
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 14-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000
WISDOT/CADDS SHEET 42



M4-10

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	5	3 1/2	2 1/4	5 1/8	3	11 3/8																2.0
3	36	18	1 1/8	3/8	1/2	8	5	2 1/4	8 1/4	5	18 1/4																4.5
4																											
5																											

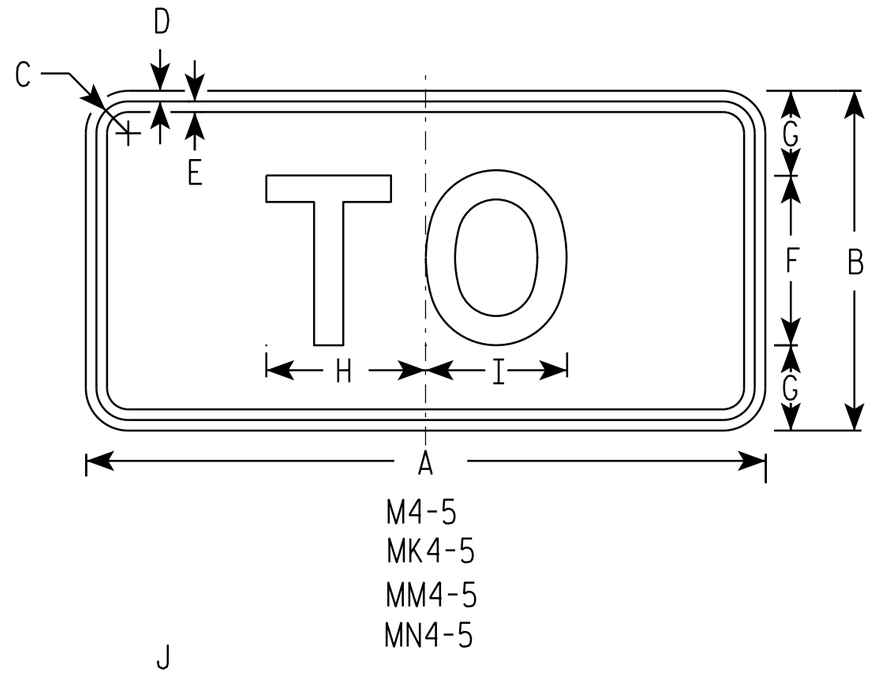
STANDARD SIGN
M4-10

WISCONSIN DEPT OF TRANSPORTATION

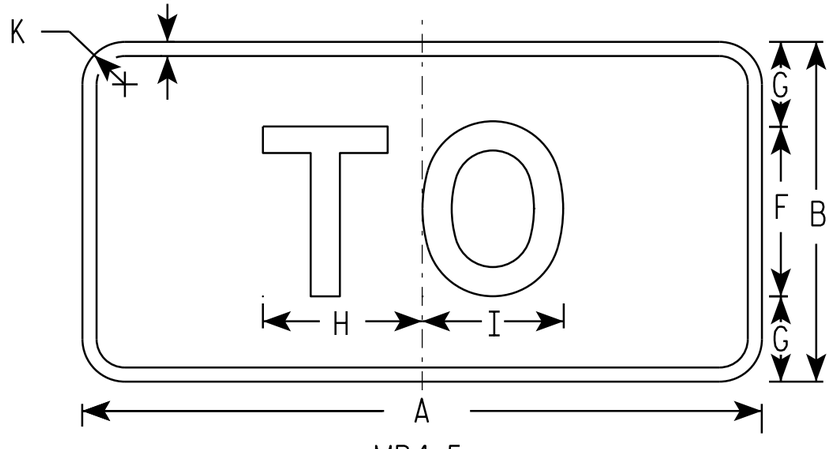
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-10.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 465	E



M4-5
MK4-5
MM4-5
MN4-5



MB4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

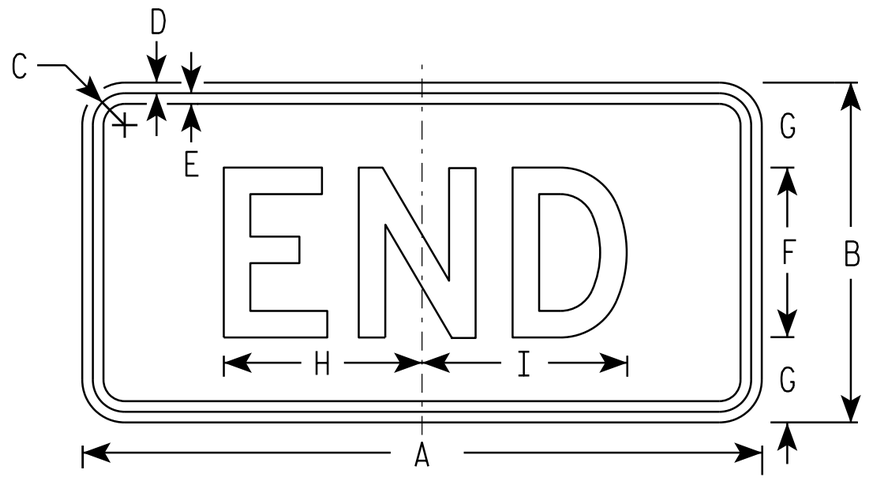
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

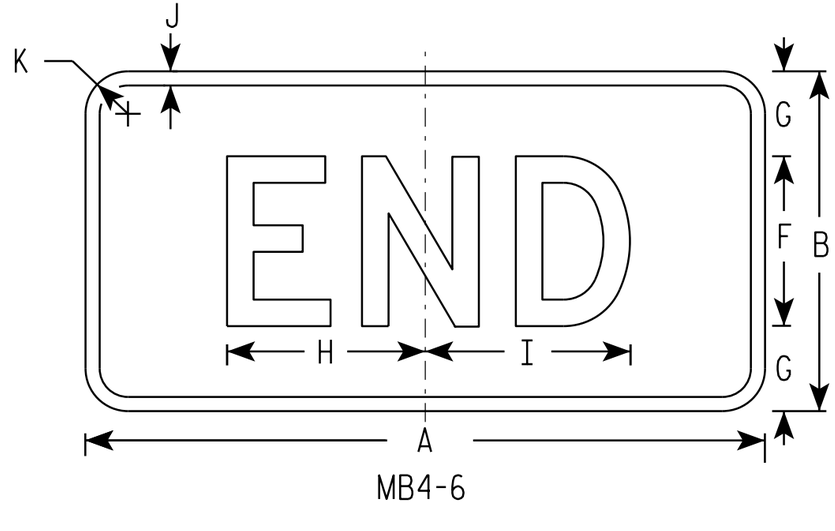
DATE 6/30/14 PLATE M4-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 30-JUN-2014 12:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000
WISDOT/CADDS SHEET 42



M4-6
MK4-6
MM4-6
MN4-6
MR4-6



MB4-6

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MR4-6 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

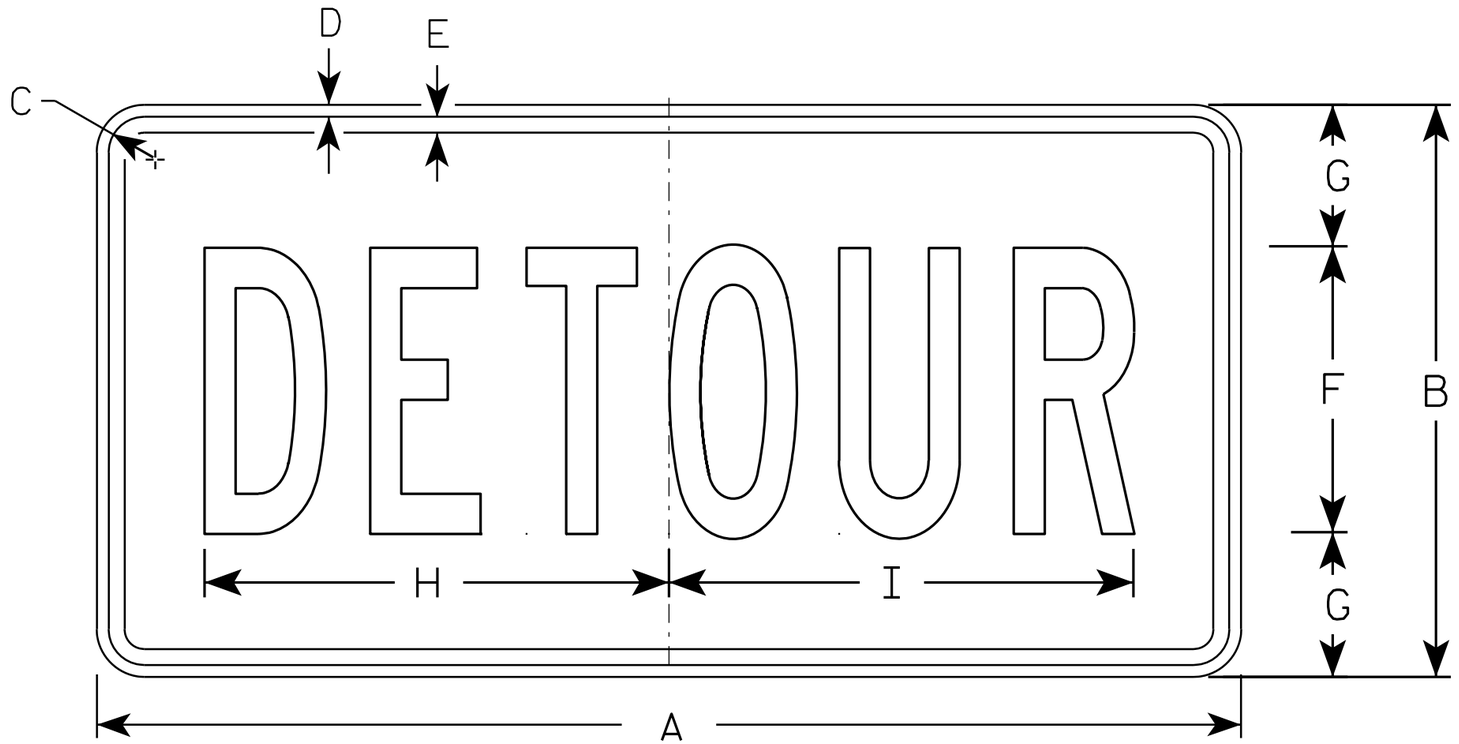
STANDARD SIGN
M4-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 467 '14-7.8

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																											

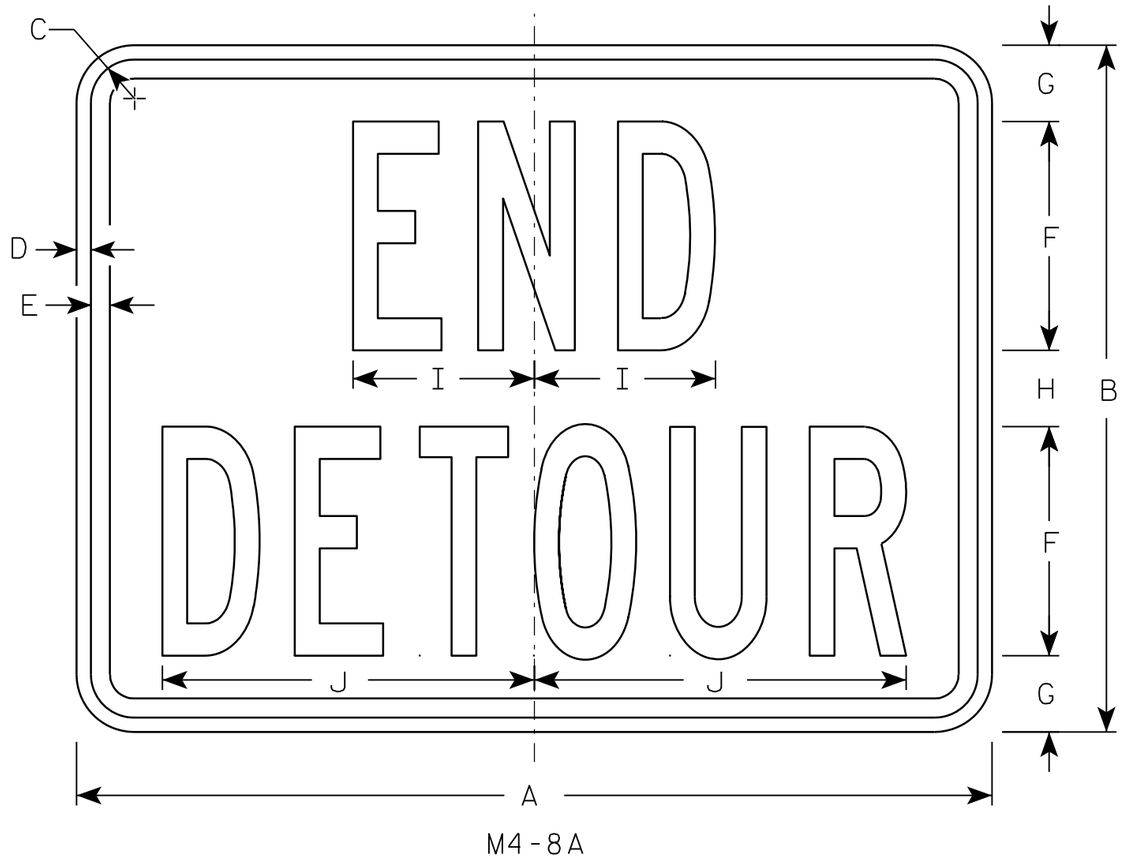
STANDARD SIGN
M4-8

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: 468	E



M4-8A

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	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

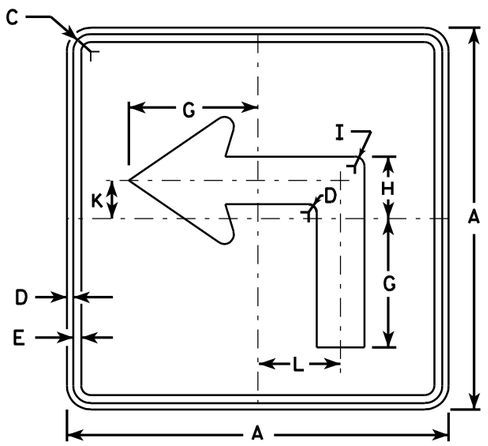
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

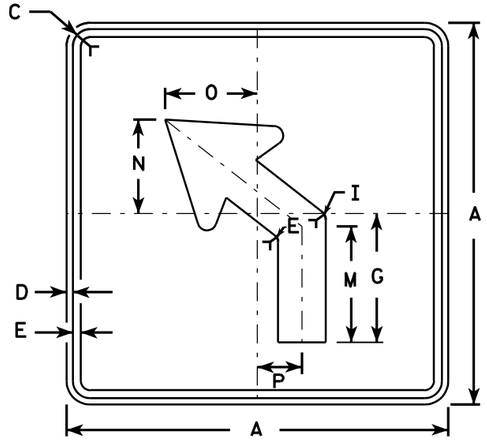
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

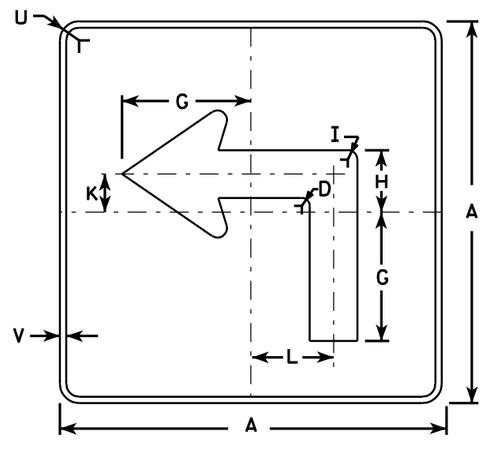
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 469	E



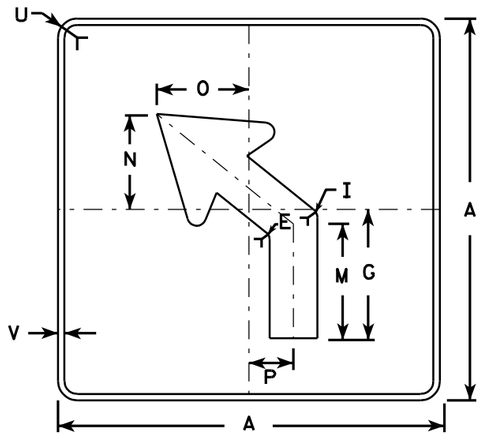
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



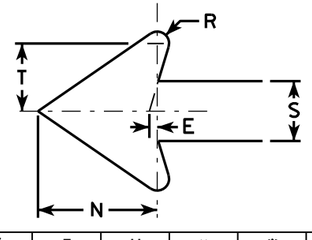
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



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

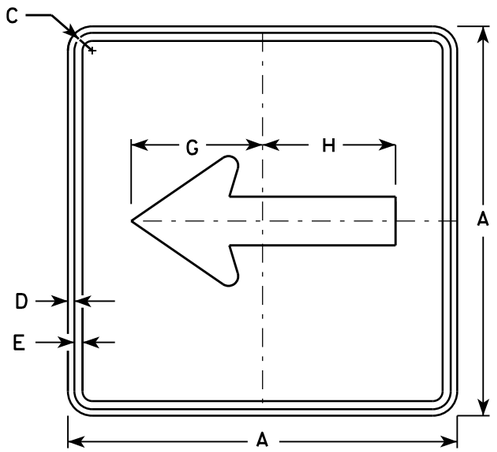
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

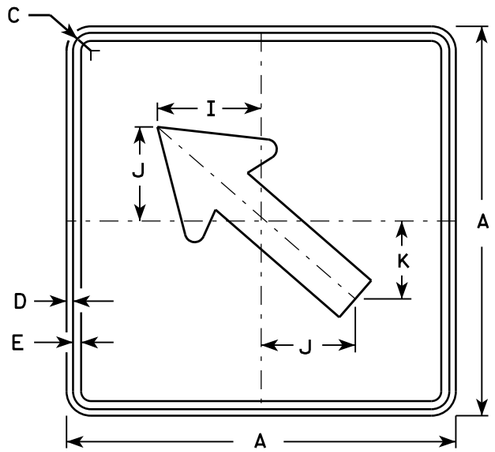
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 470 | E

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



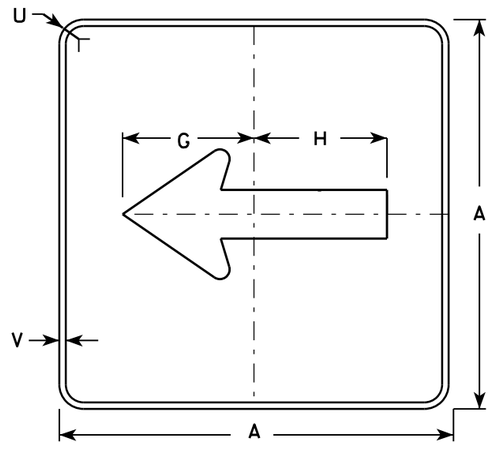
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



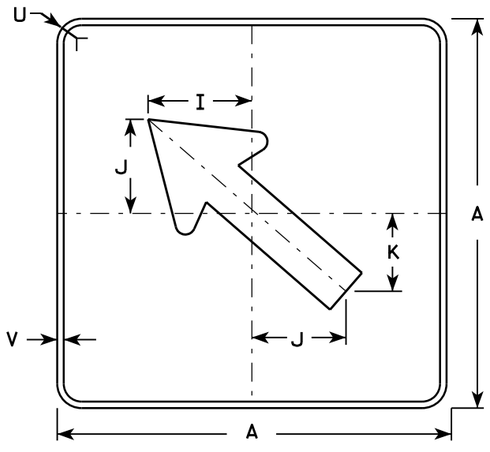
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

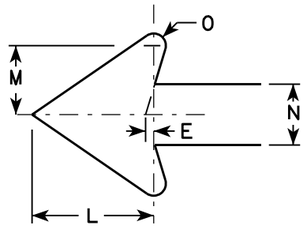
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

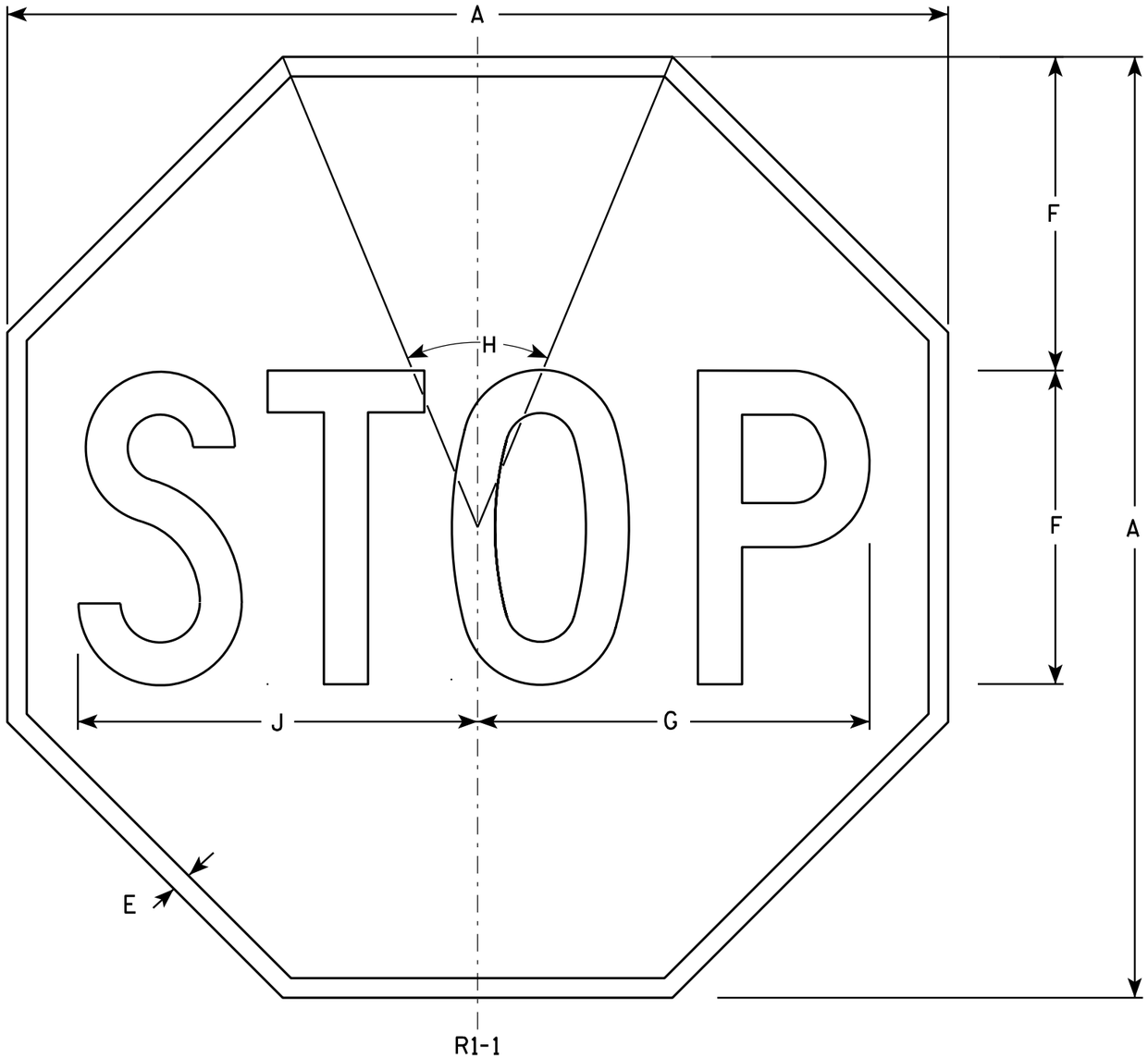
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE 471 M6-1.14

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

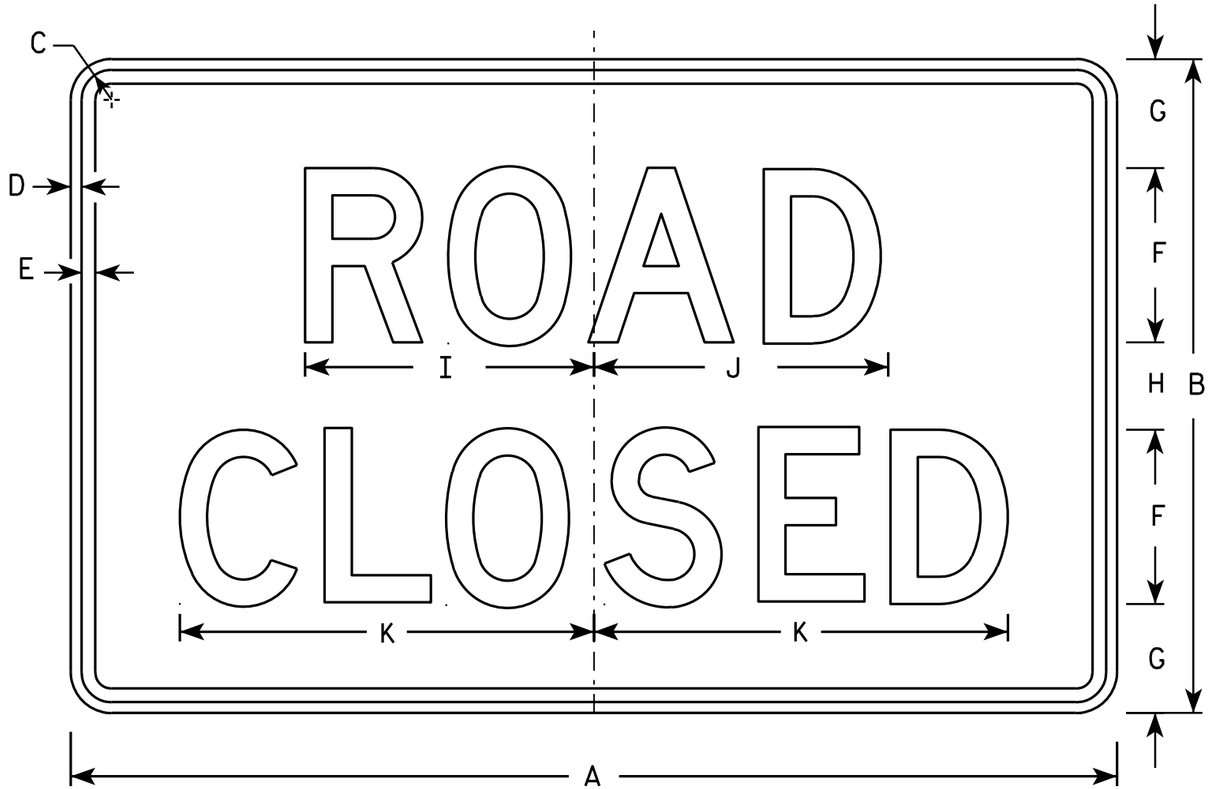
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

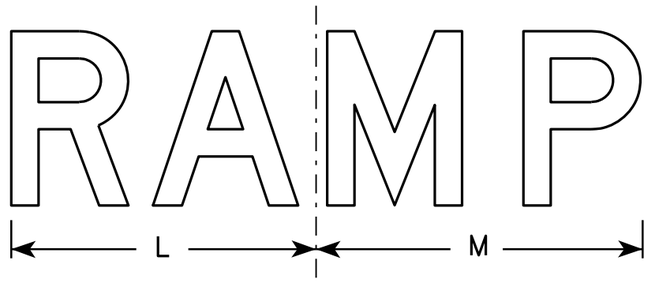
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 472	E



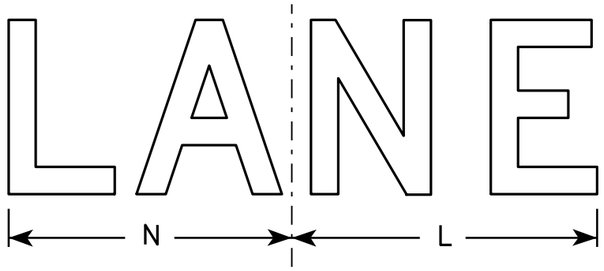
R11-2

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

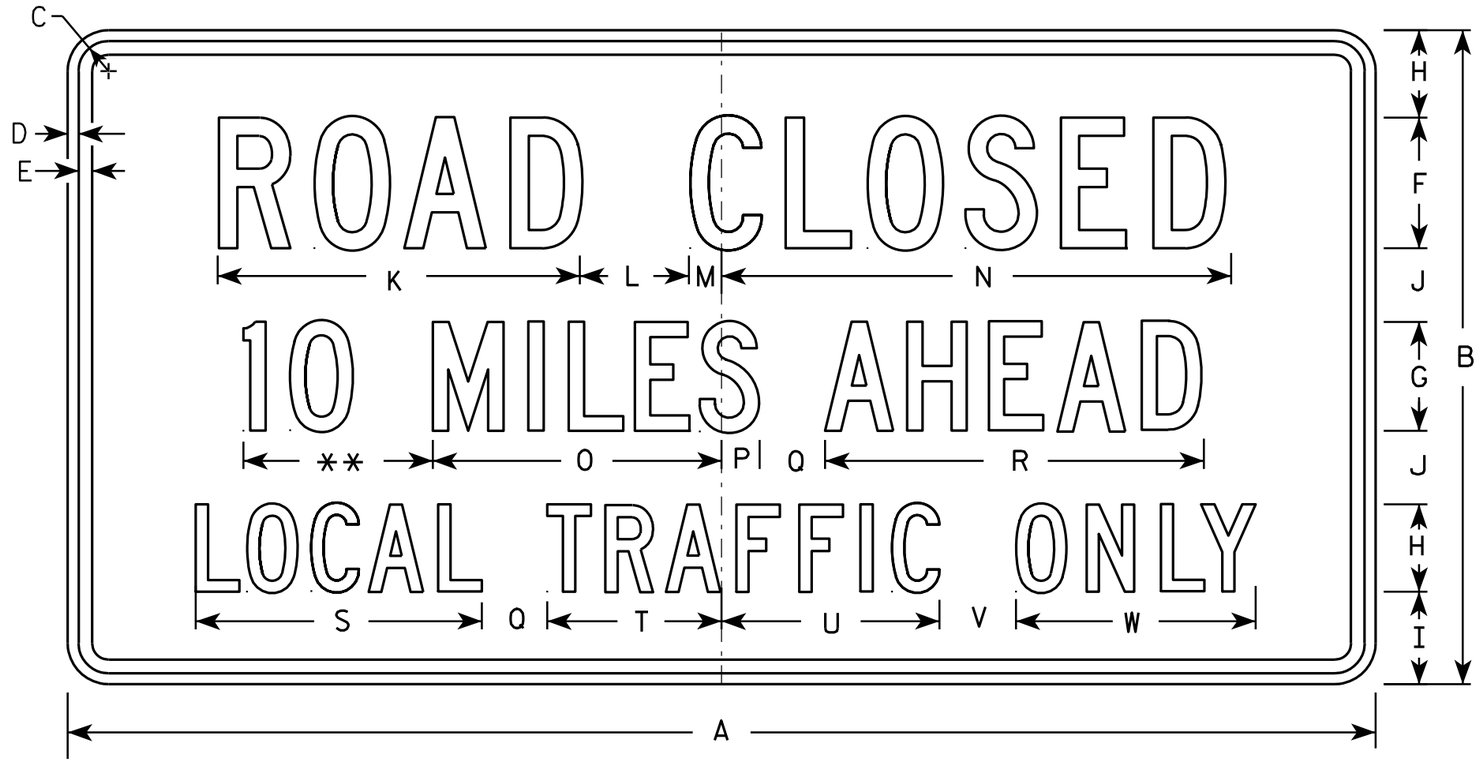
STANDARD SIGN
R11-2

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: 473	E



R11-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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. 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	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

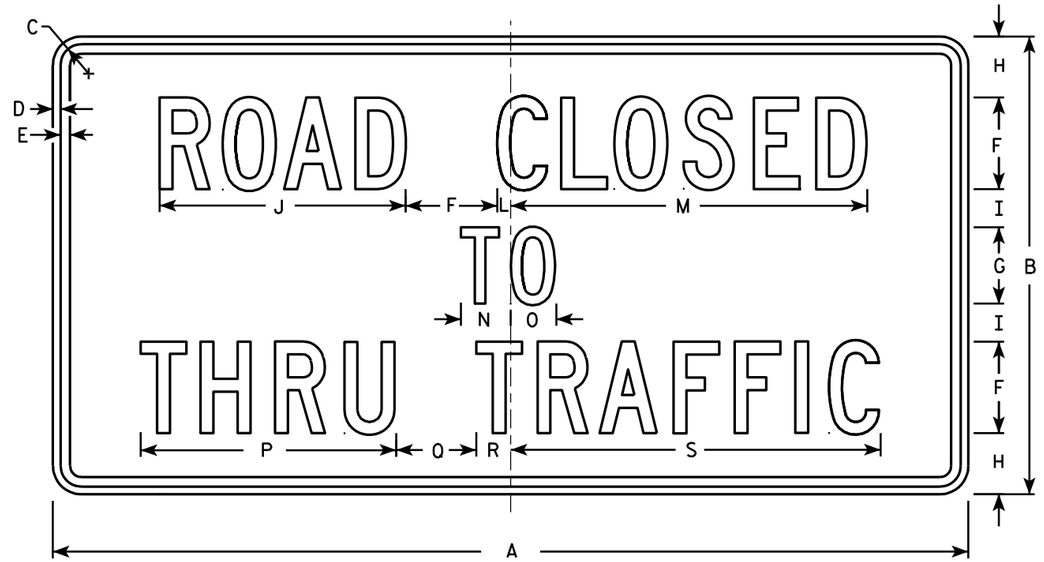
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-3.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 474 | E



R11-4

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 - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

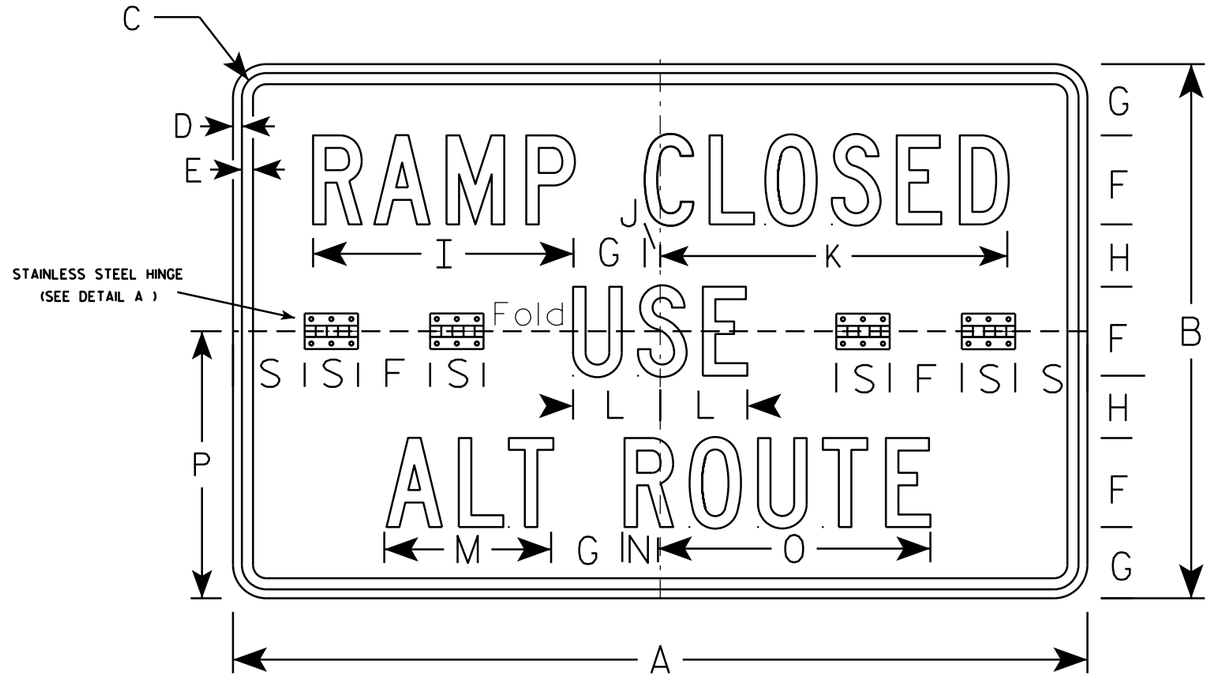
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

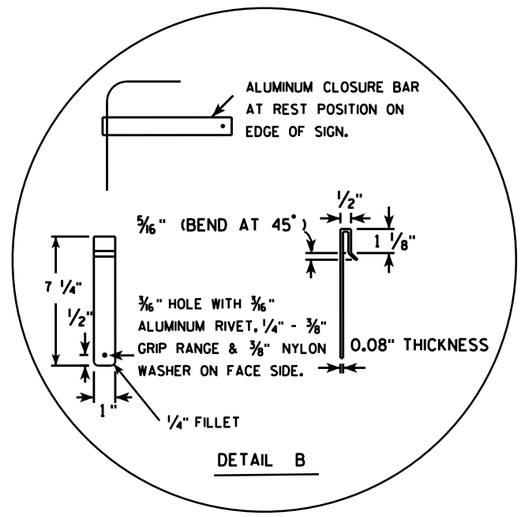
DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 475 | E



R11-54F

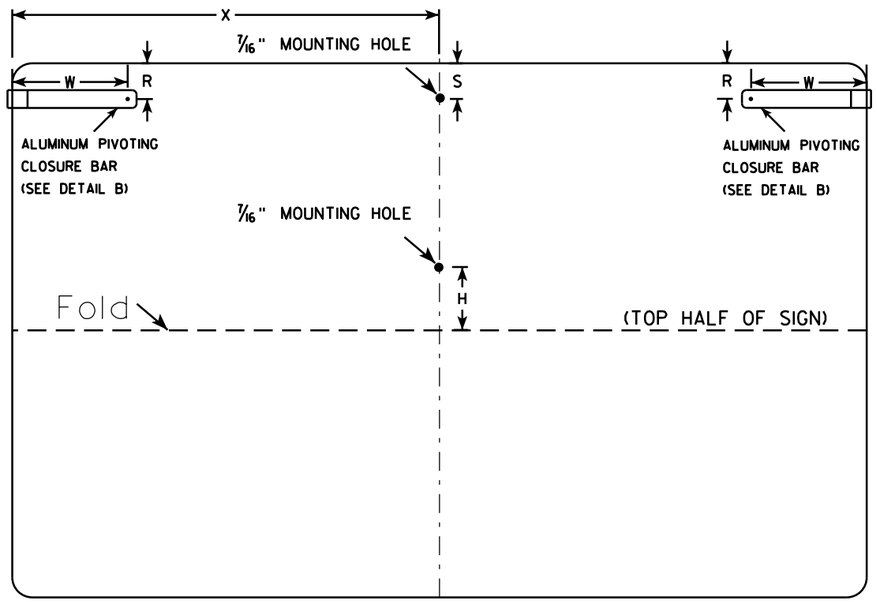
DETAIL A



DETAIL B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Sign Base Material shall be aluminum, corners and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.
6. Refer to plate A5-3A for sign blank layout.



(BACK VIEW)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
2M	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
3																											
4																											
5																											

STANDARD SIGN
R11-54F

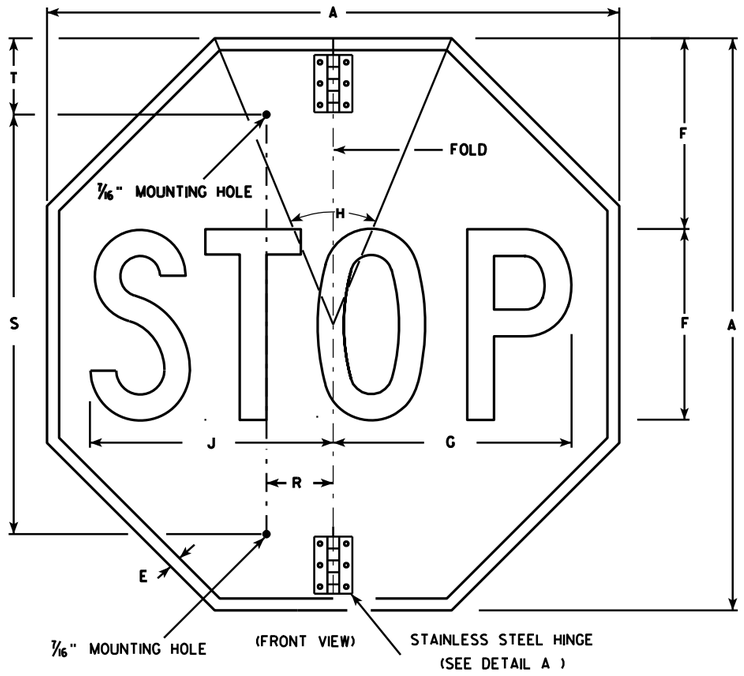
WISCONSIN DEPT OF TRANSPORTATION

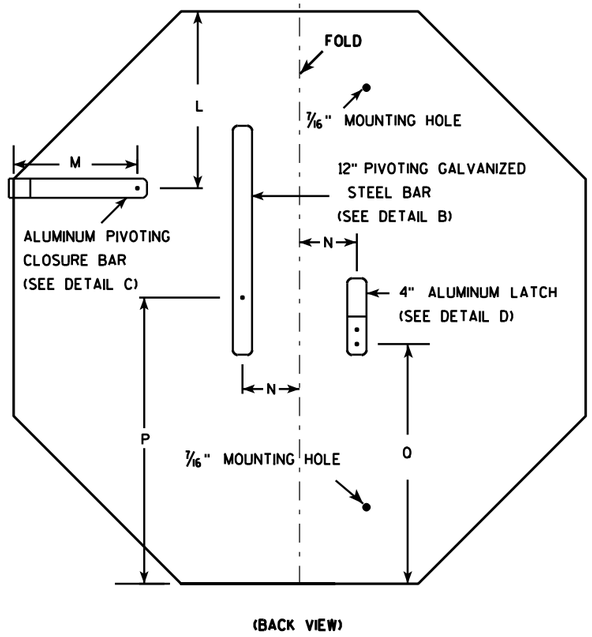
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/28/14 PLATE R11-54F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

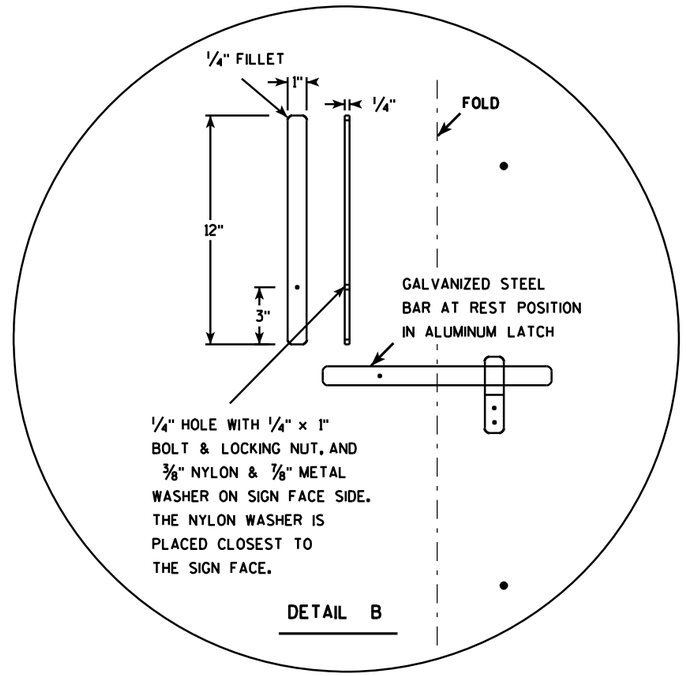
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R1154F.DGN PLOT DATE : 28-MAY-2014 14:15 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 8.511110:1.000000
WISDOT/CADDS SHEET 42

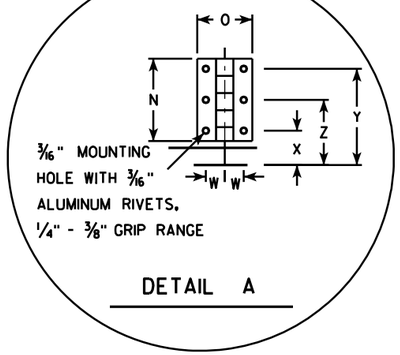


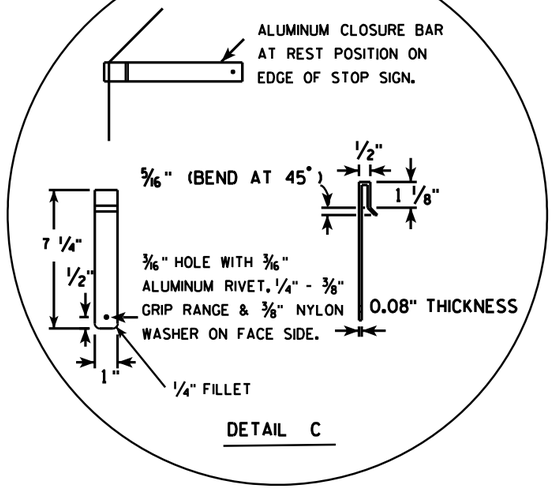


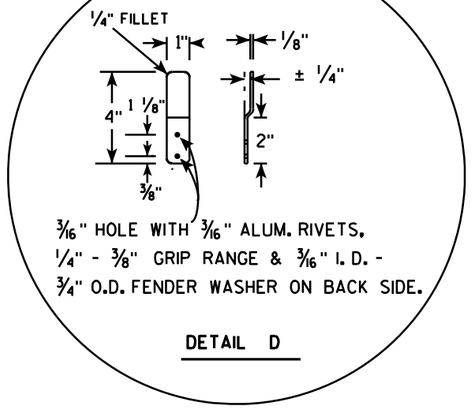
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

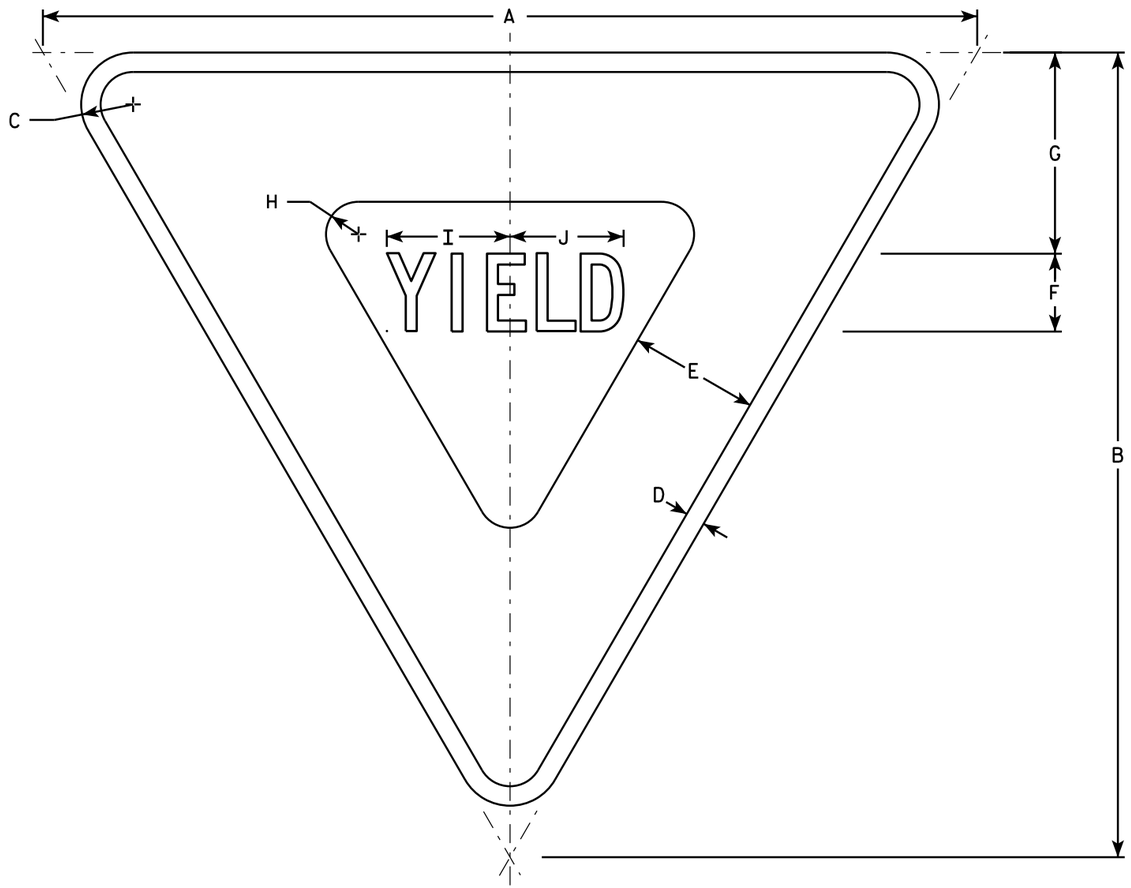
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 477	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

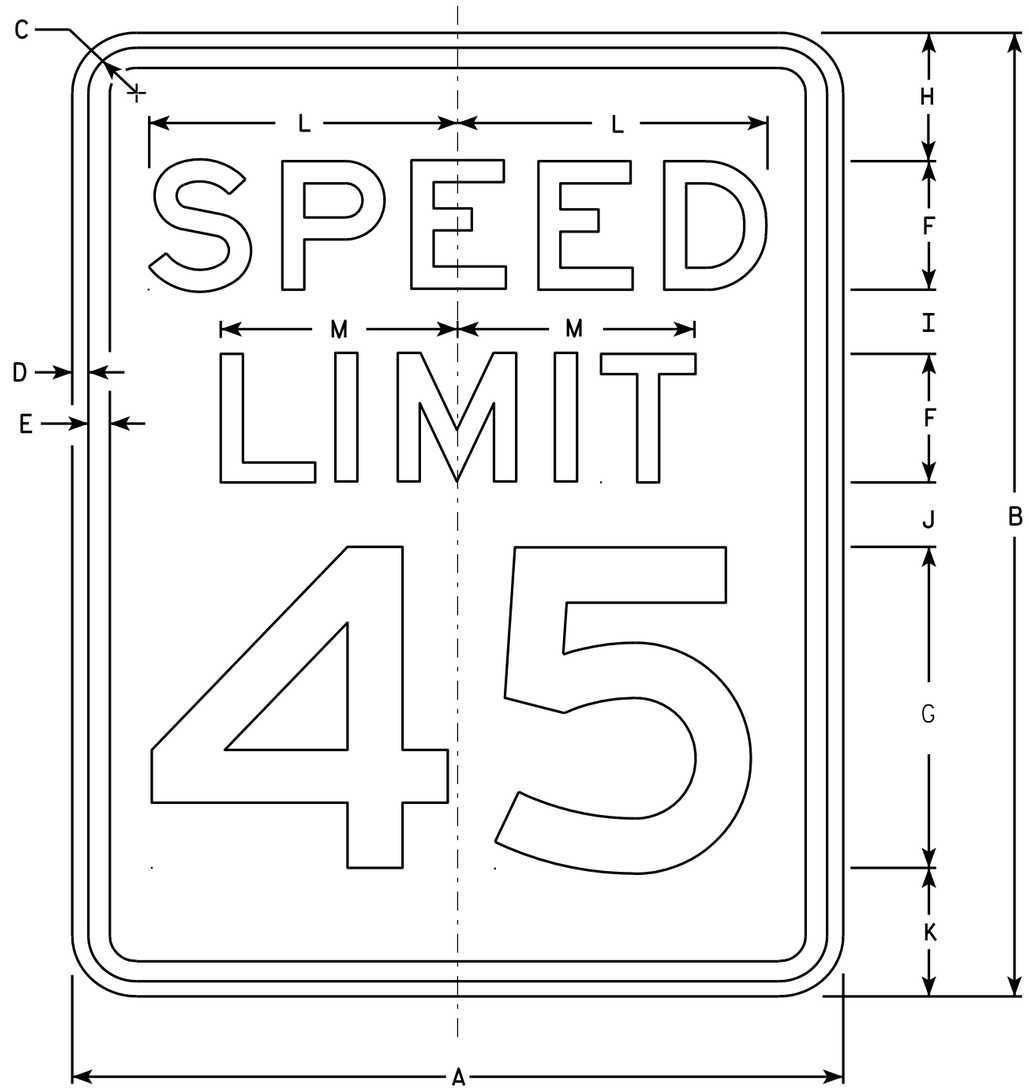
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



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

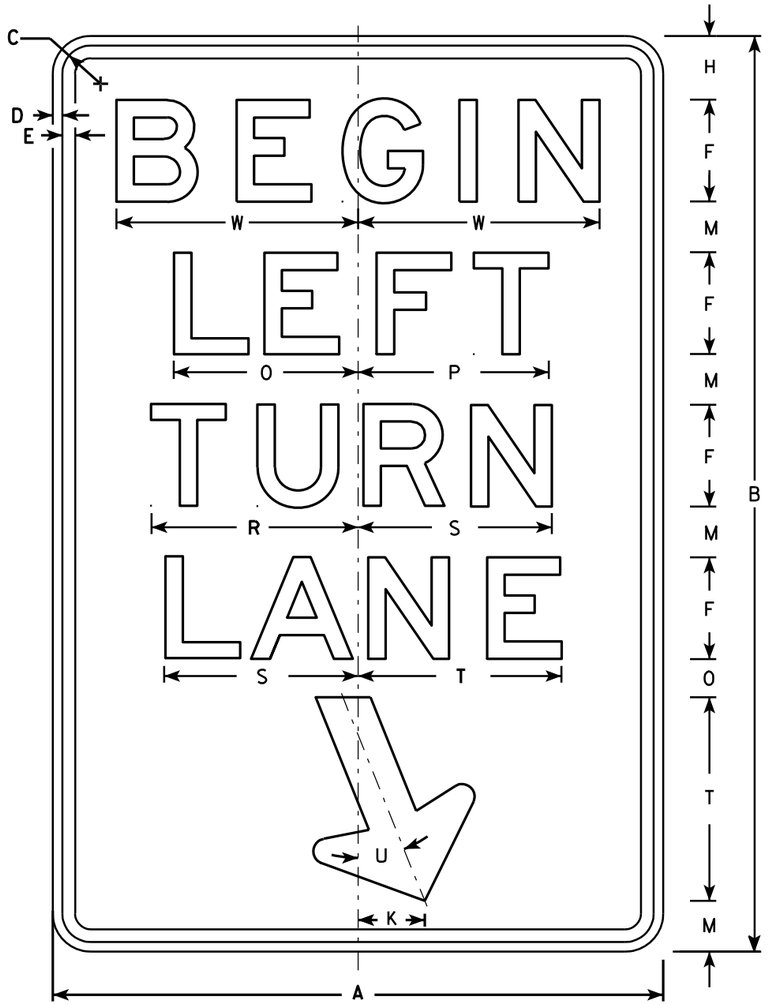
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

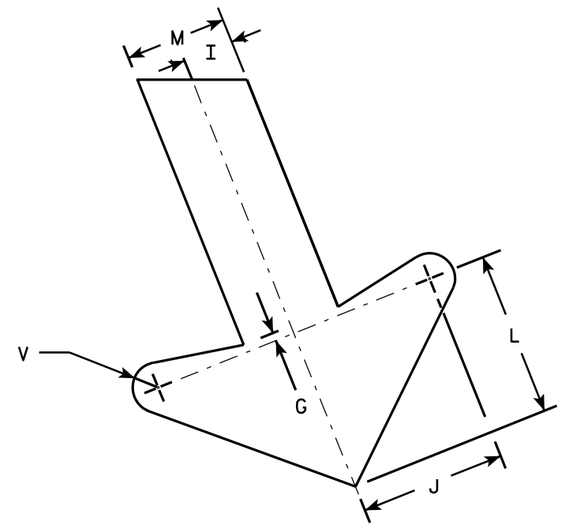
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 479 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

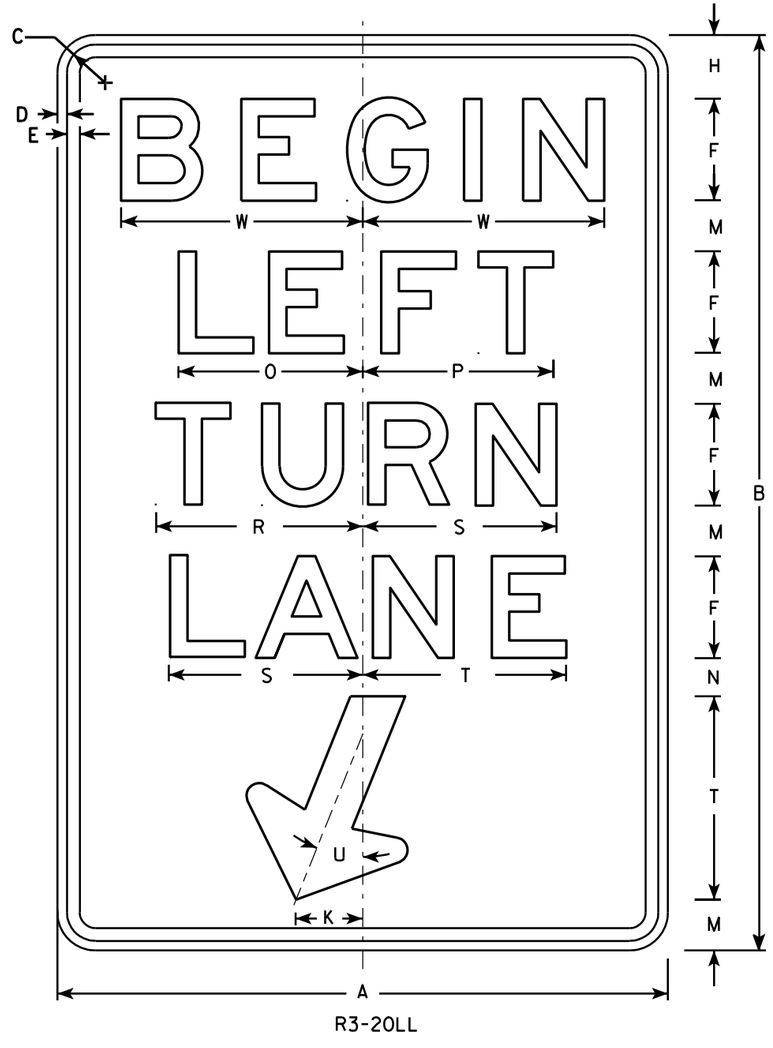
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

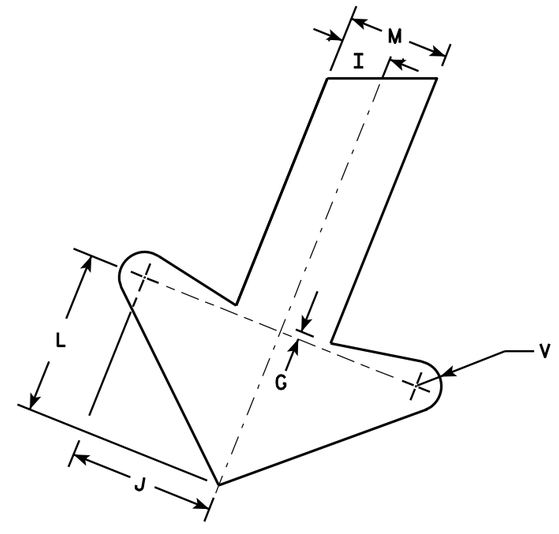
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 480 | E



R3-20LL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

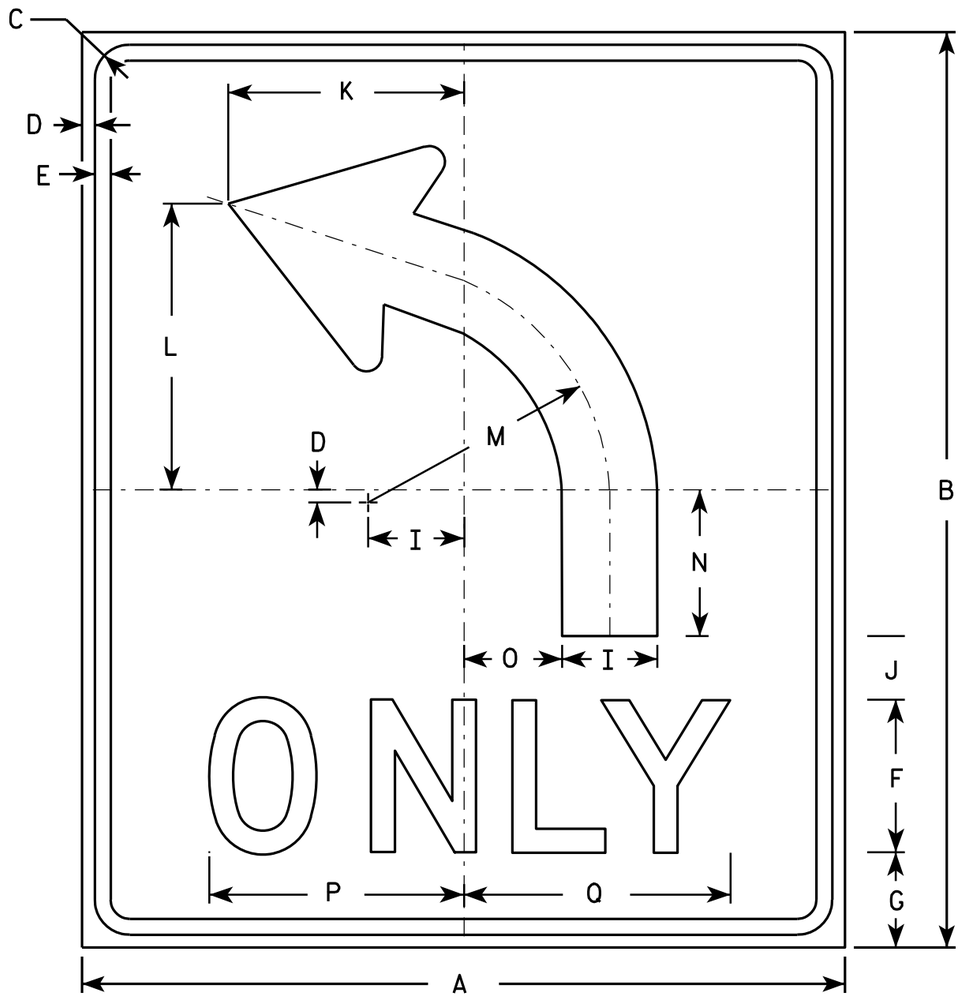
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 481	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320LL.DGN PLOT DATE : 15-OCT-2010 14:38 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

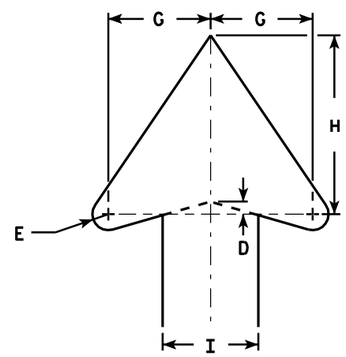
WISDOT/CADDS SHEET 42



R3-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-50R is the same as R3-50L except curved portion of arrow points right.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

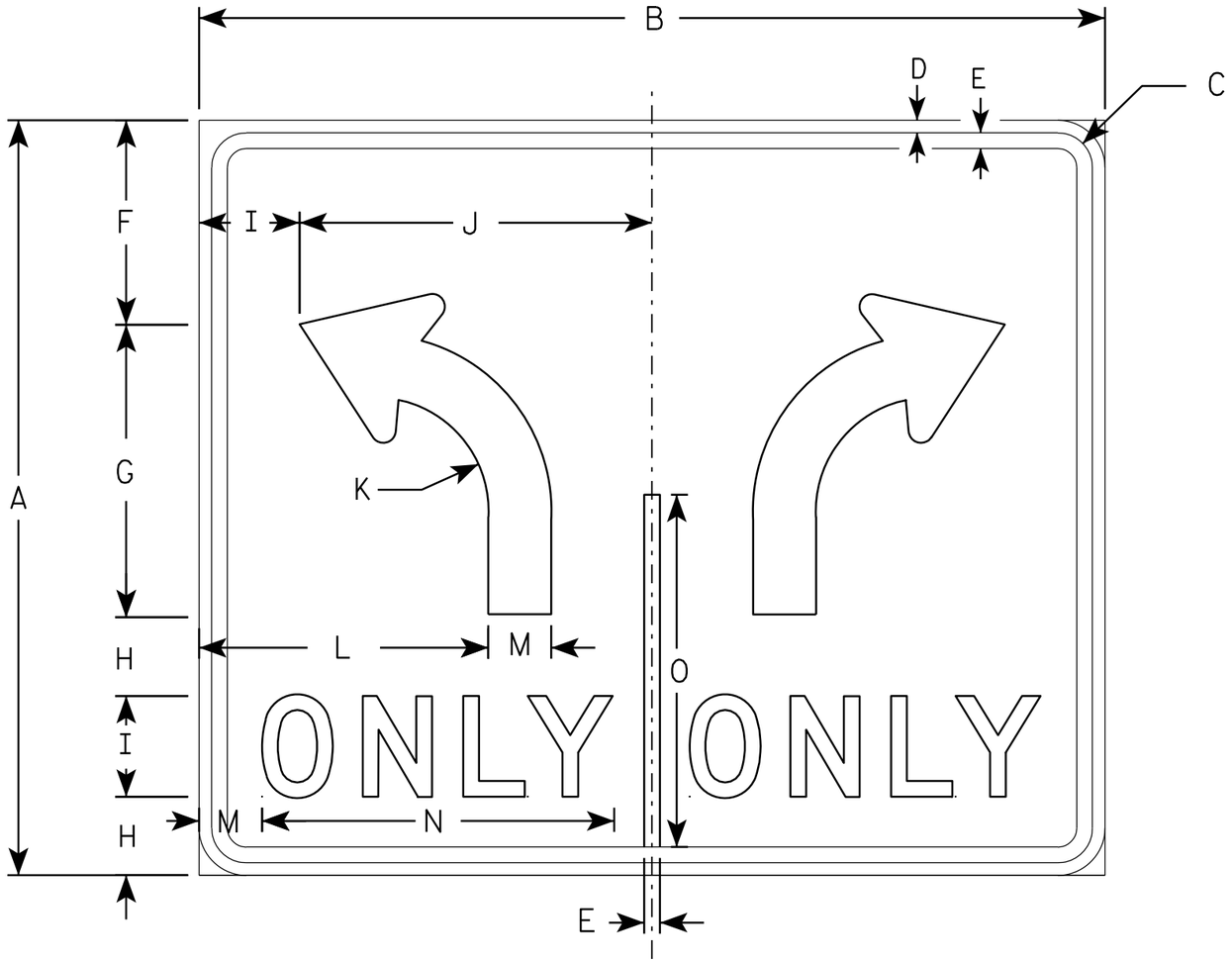
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 482	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R350.DGN PLOT DATE : 24-MAR-2011 13:40 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

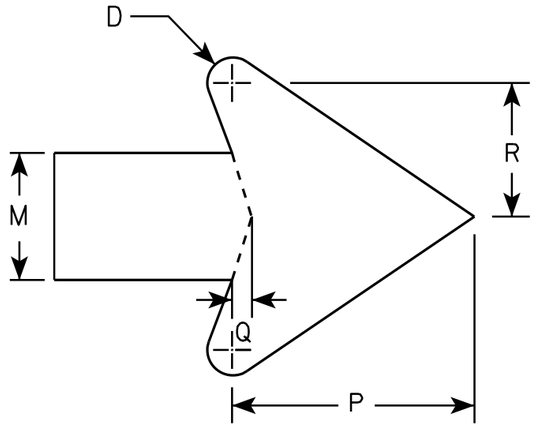
7



R3-8F

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8									7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4									18.0

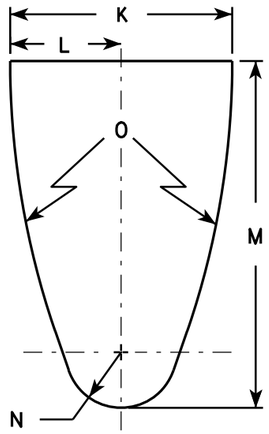
STANDARD SIGN
R3-8F

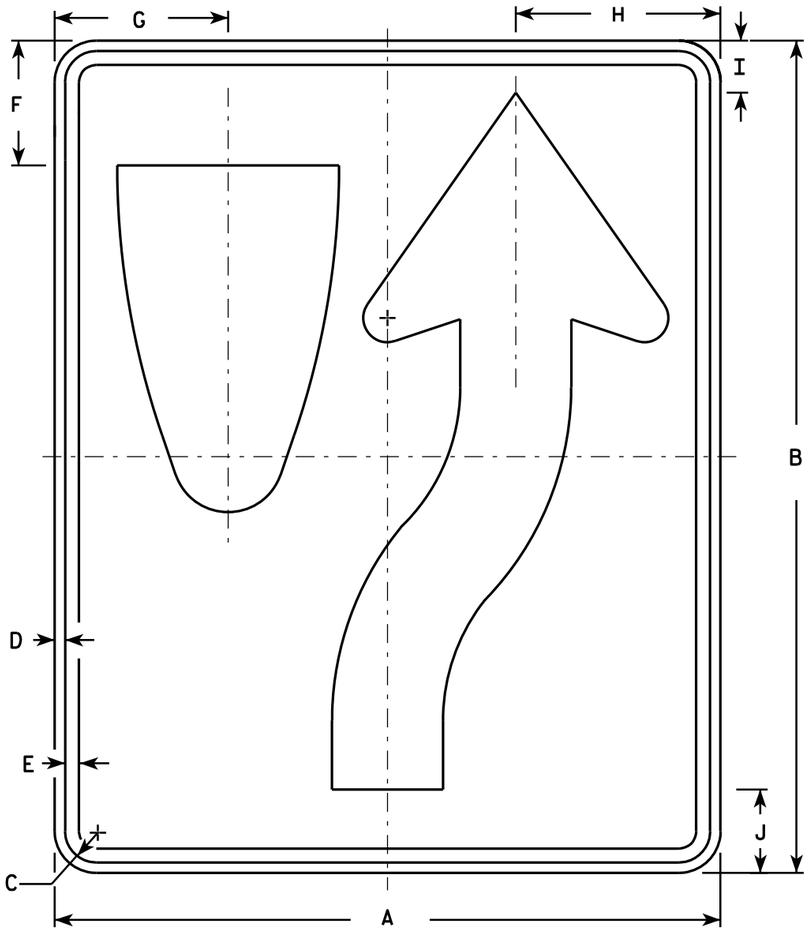
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8F.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 483 | E

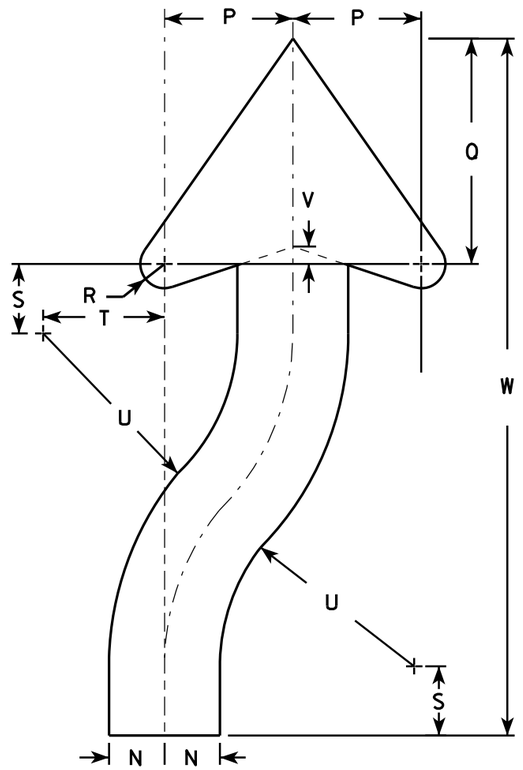




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

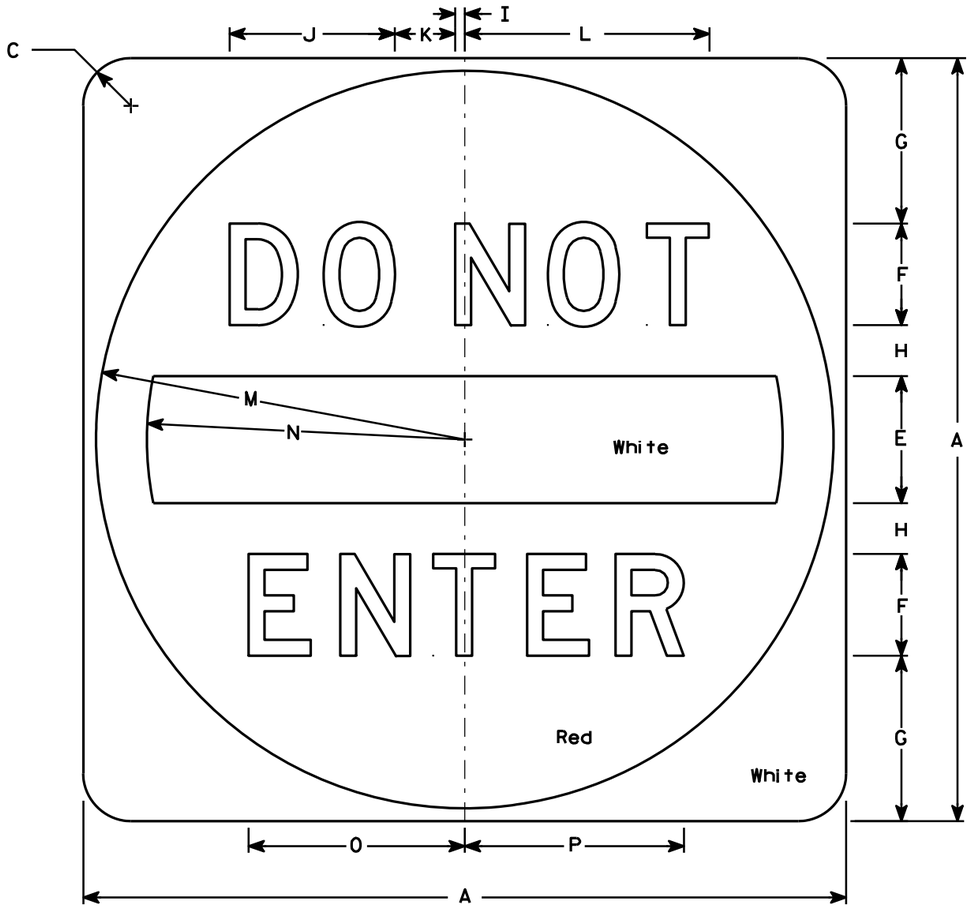
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 484	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

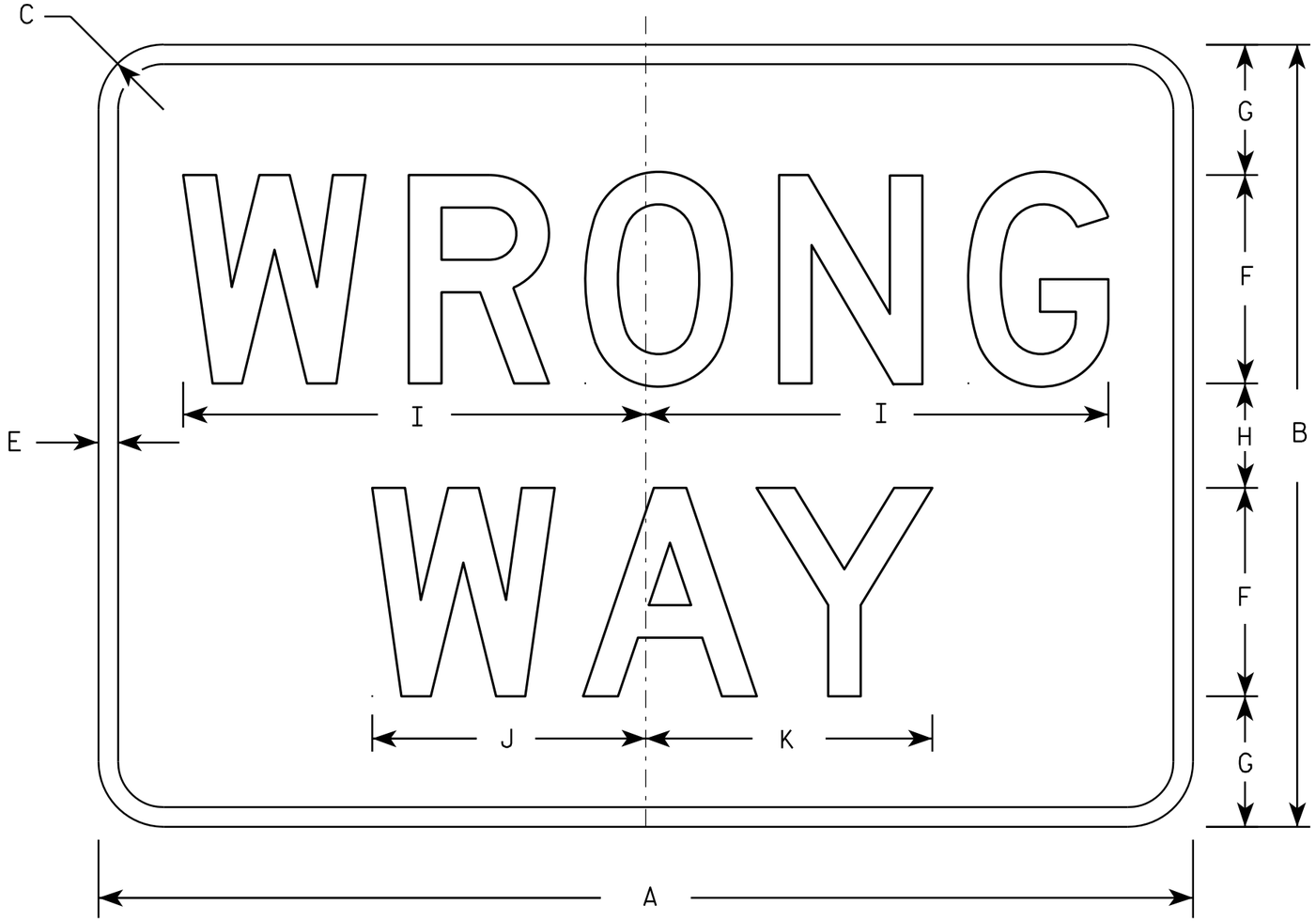
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 485 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 486	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

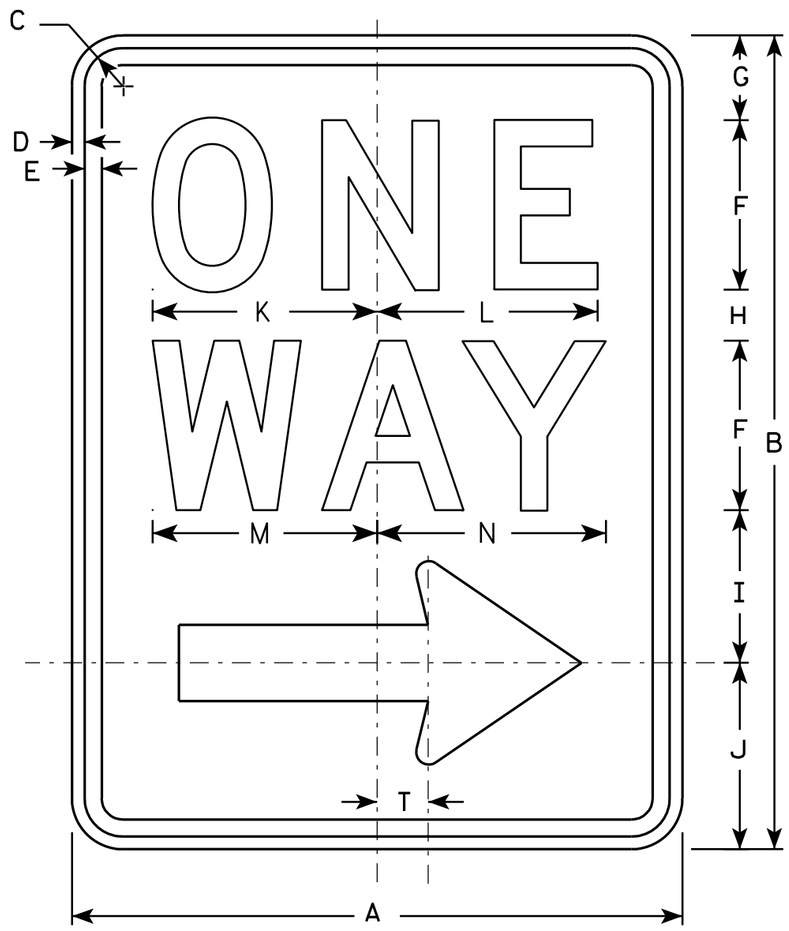
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

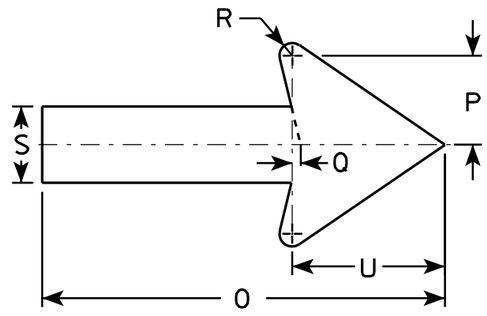
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 487 | E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

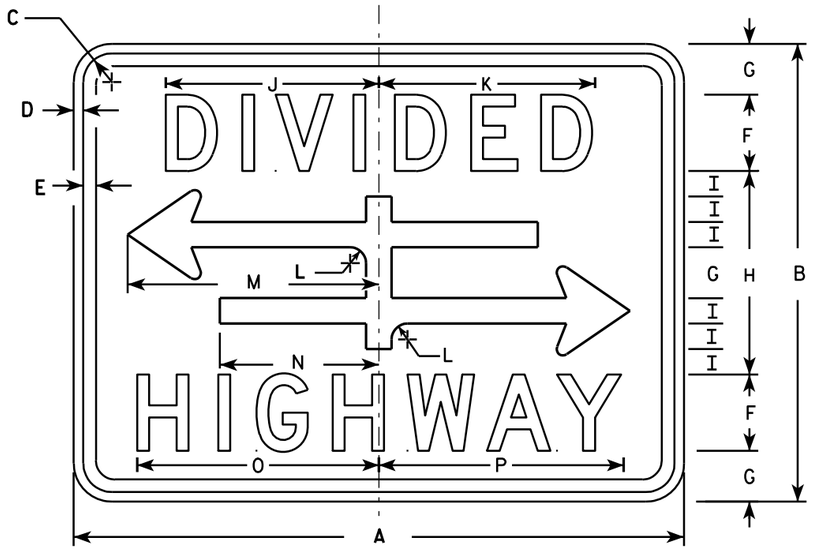
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

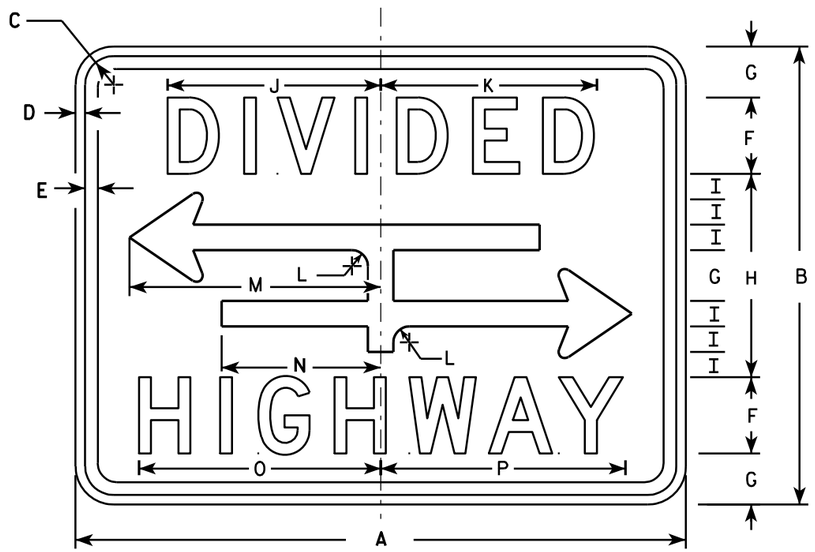
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 488	E



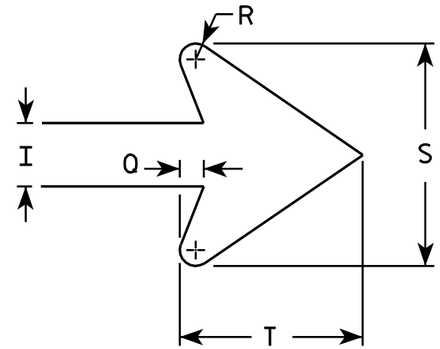
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

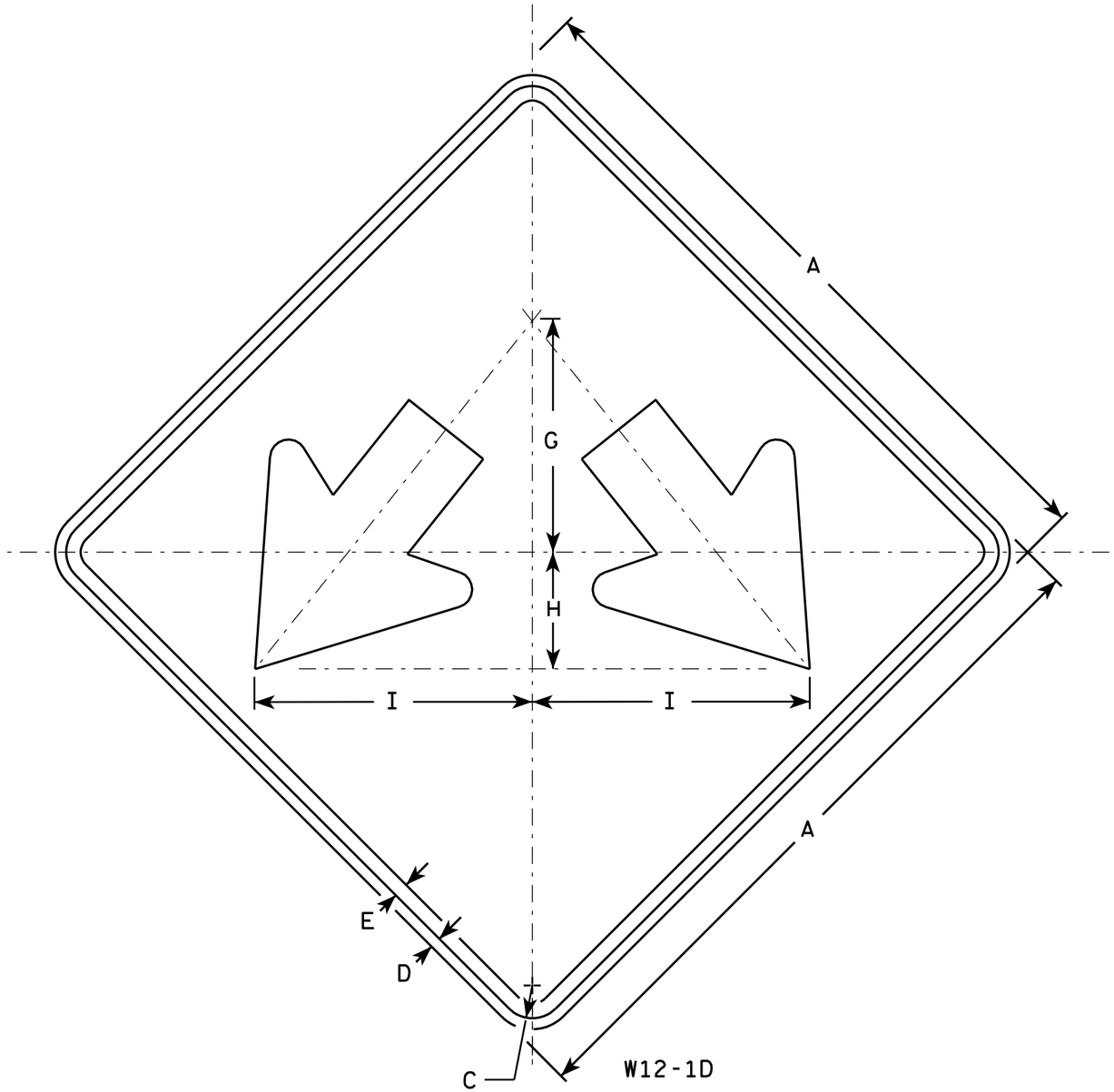
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

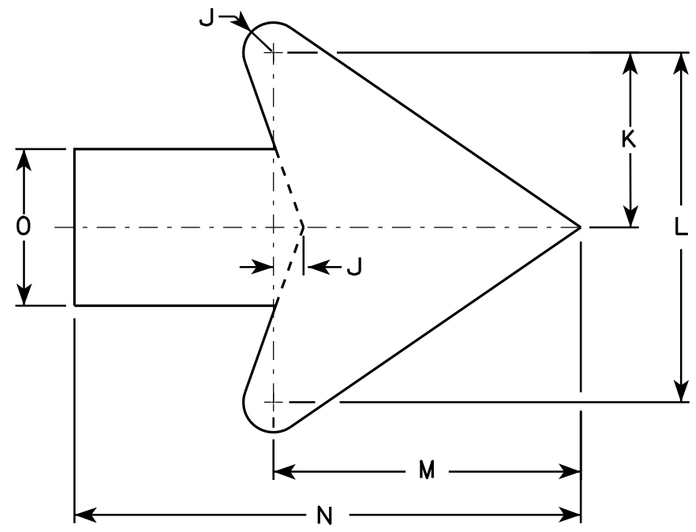
PROJECT NO:

SHEET NO: 489 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

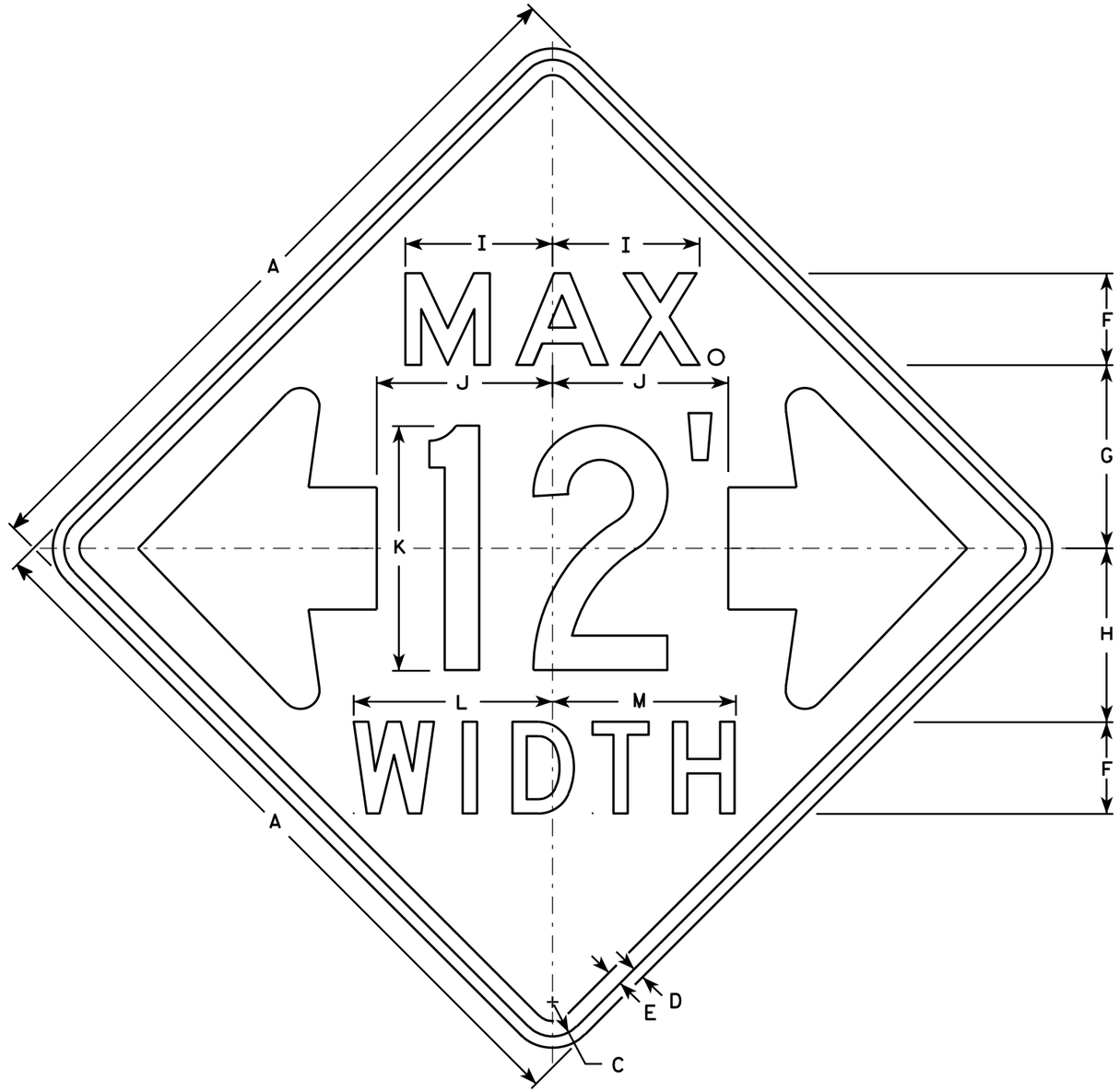
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

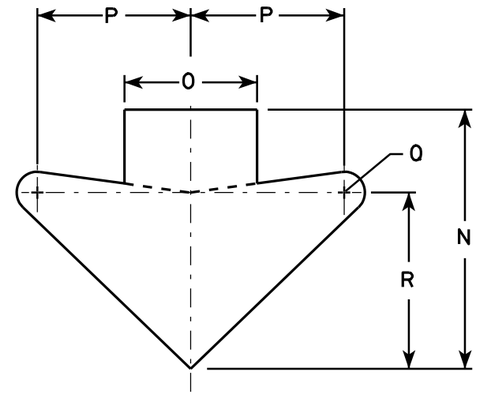
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 490	E



W12-52

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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



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	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

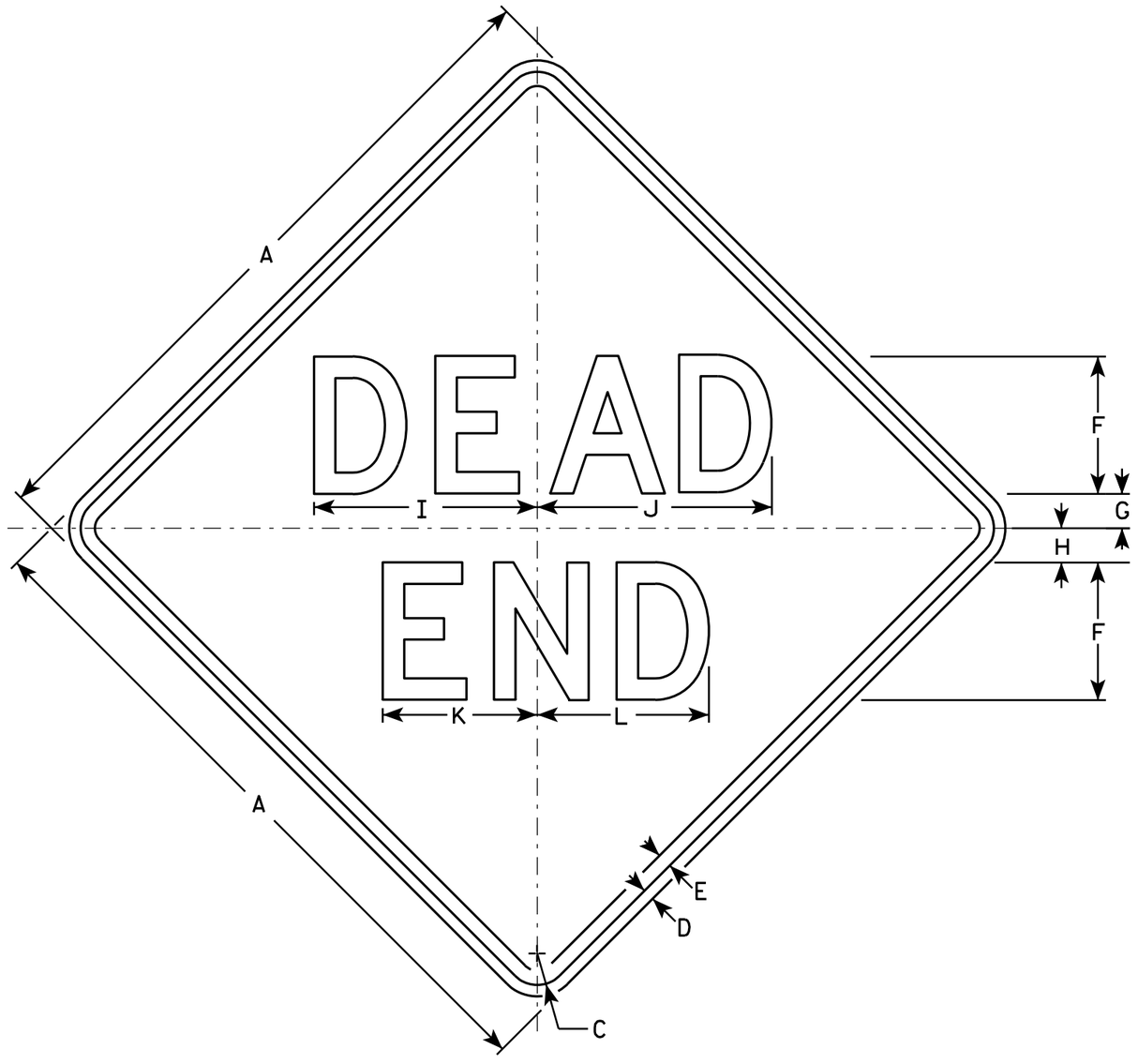
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 491 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000

WISDOT/CADDS SHEET 42

7

7



W14-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

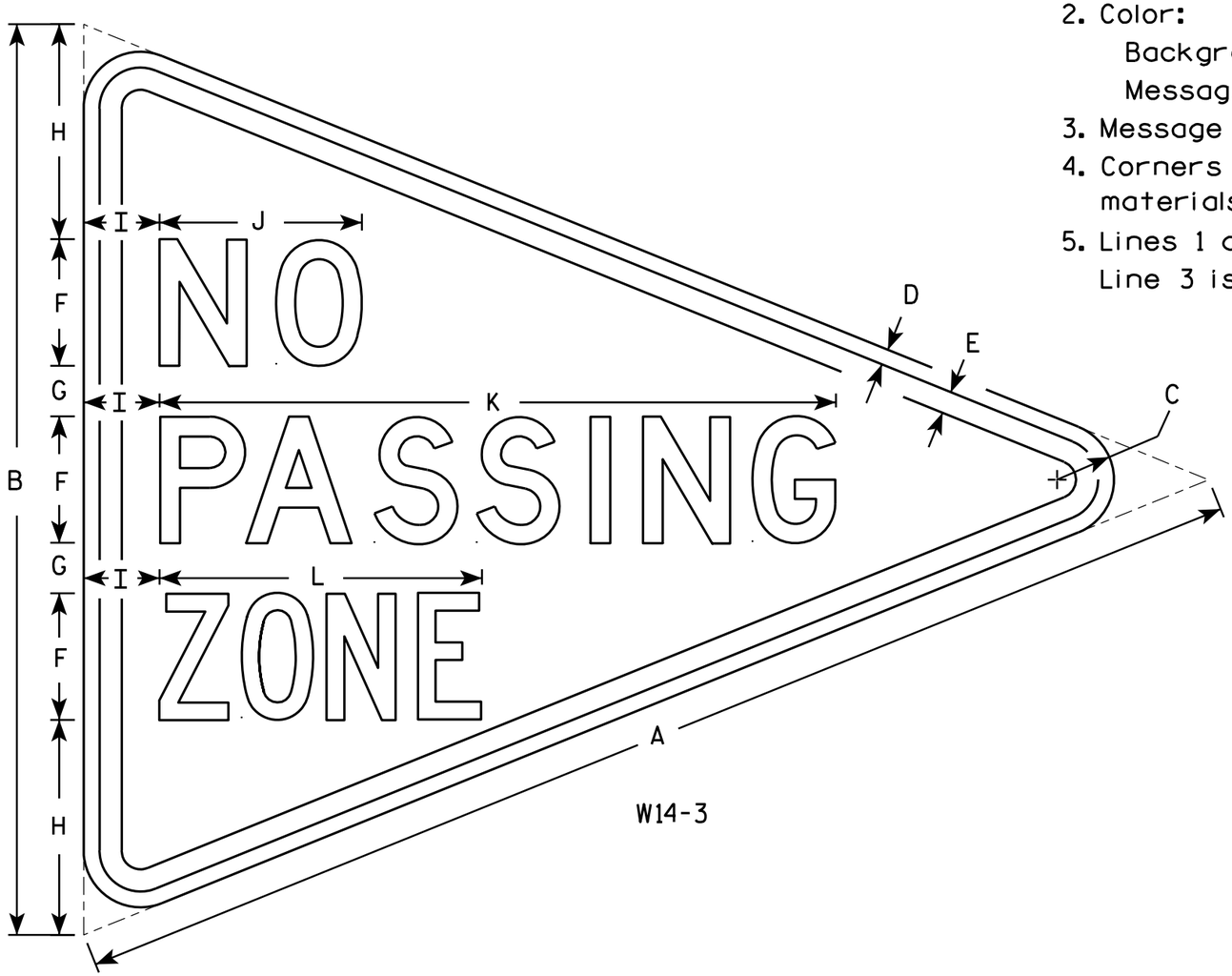
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 492	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

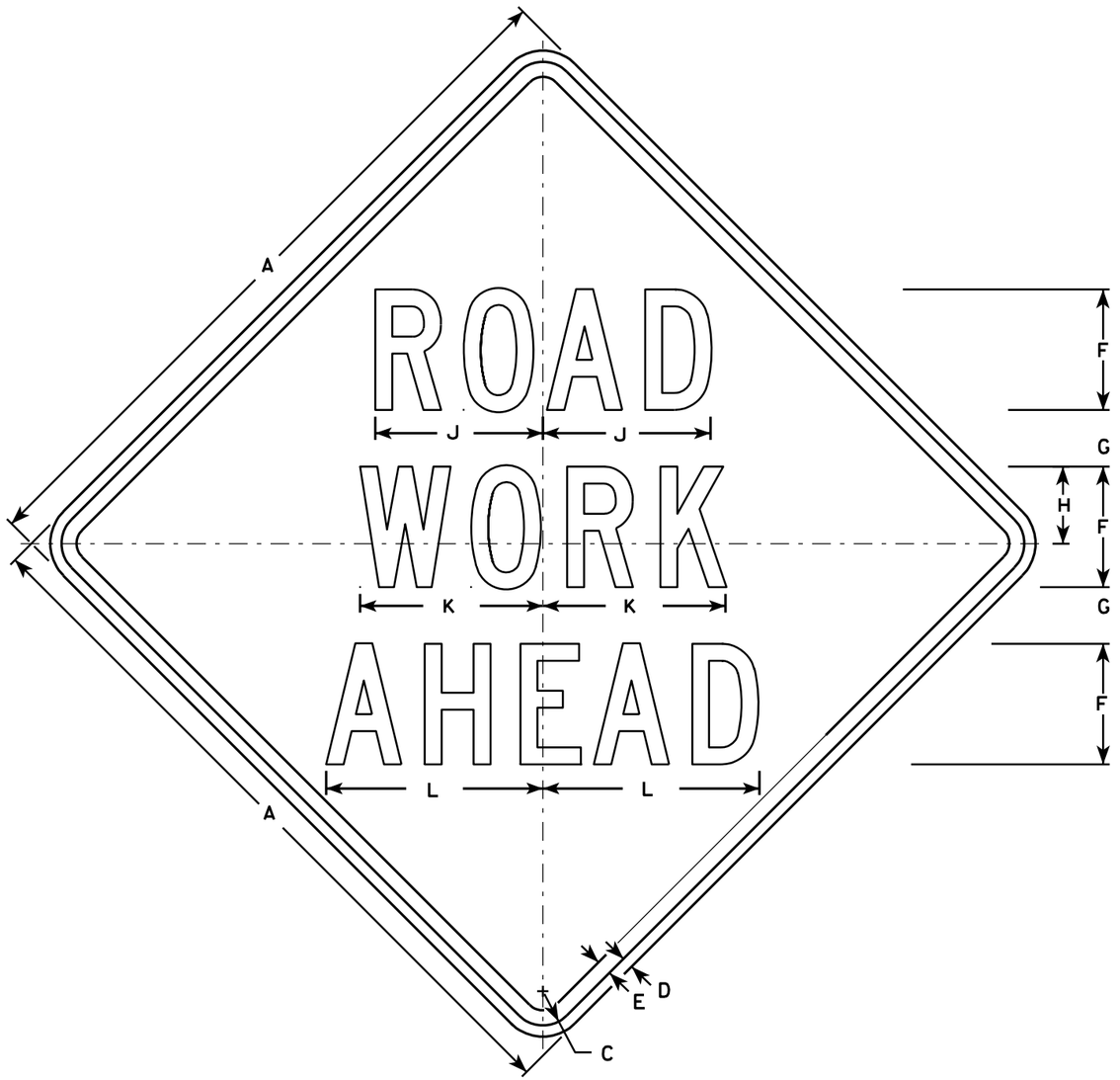
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

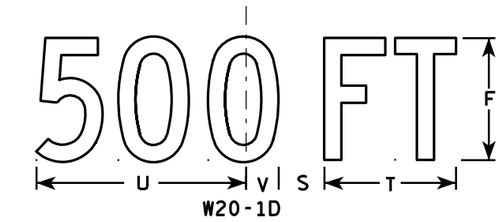
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

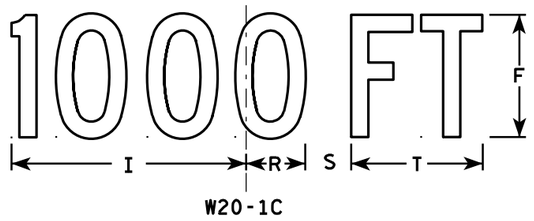
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 493	E



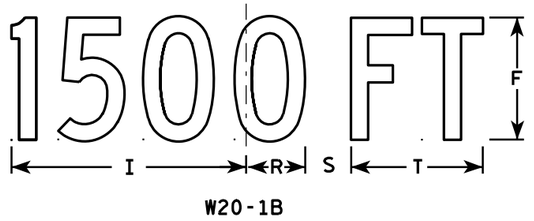
W20-1A



W20-1D



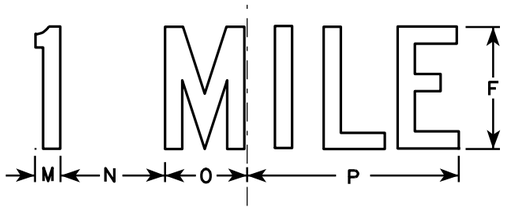
W20-1C



W20-1B



W20-1G



W20-1F

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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	1 7/8	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

PROJECT NO:

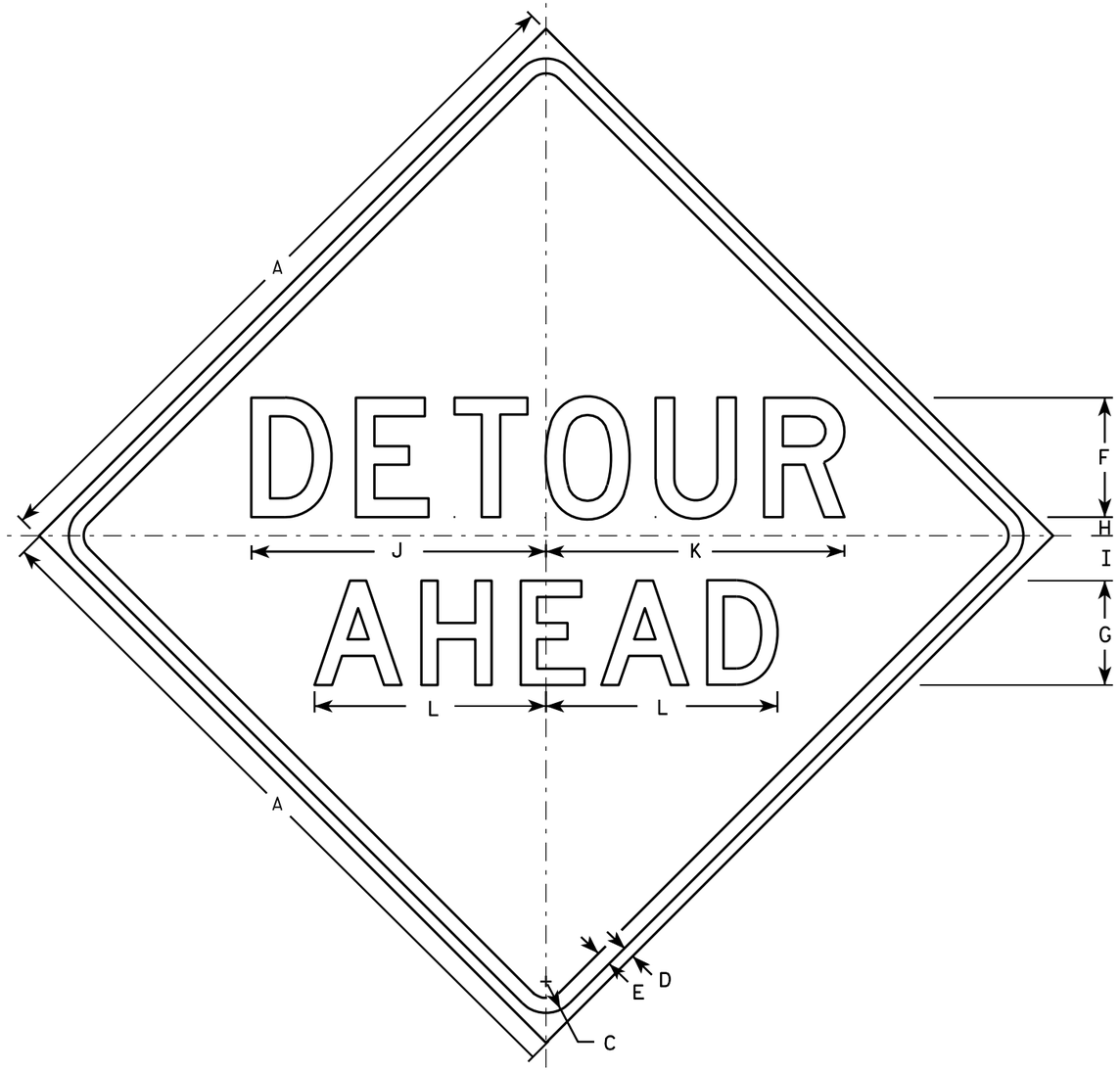
SHEET NO: 494 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

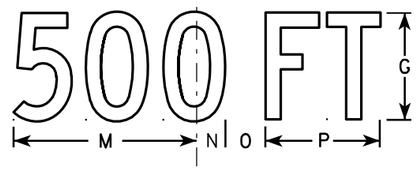
WISDOT/CADDS SHEET 42

7

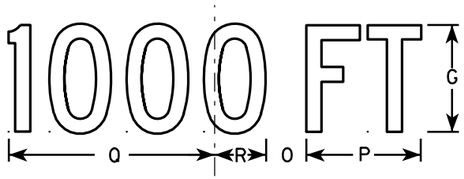
7



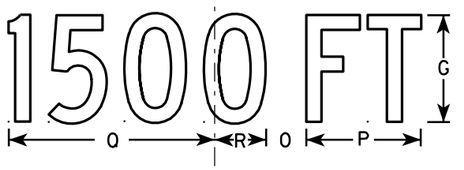
W20-2A



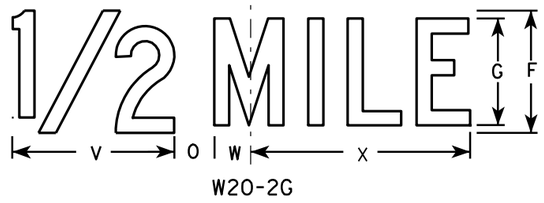
W20-2D



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

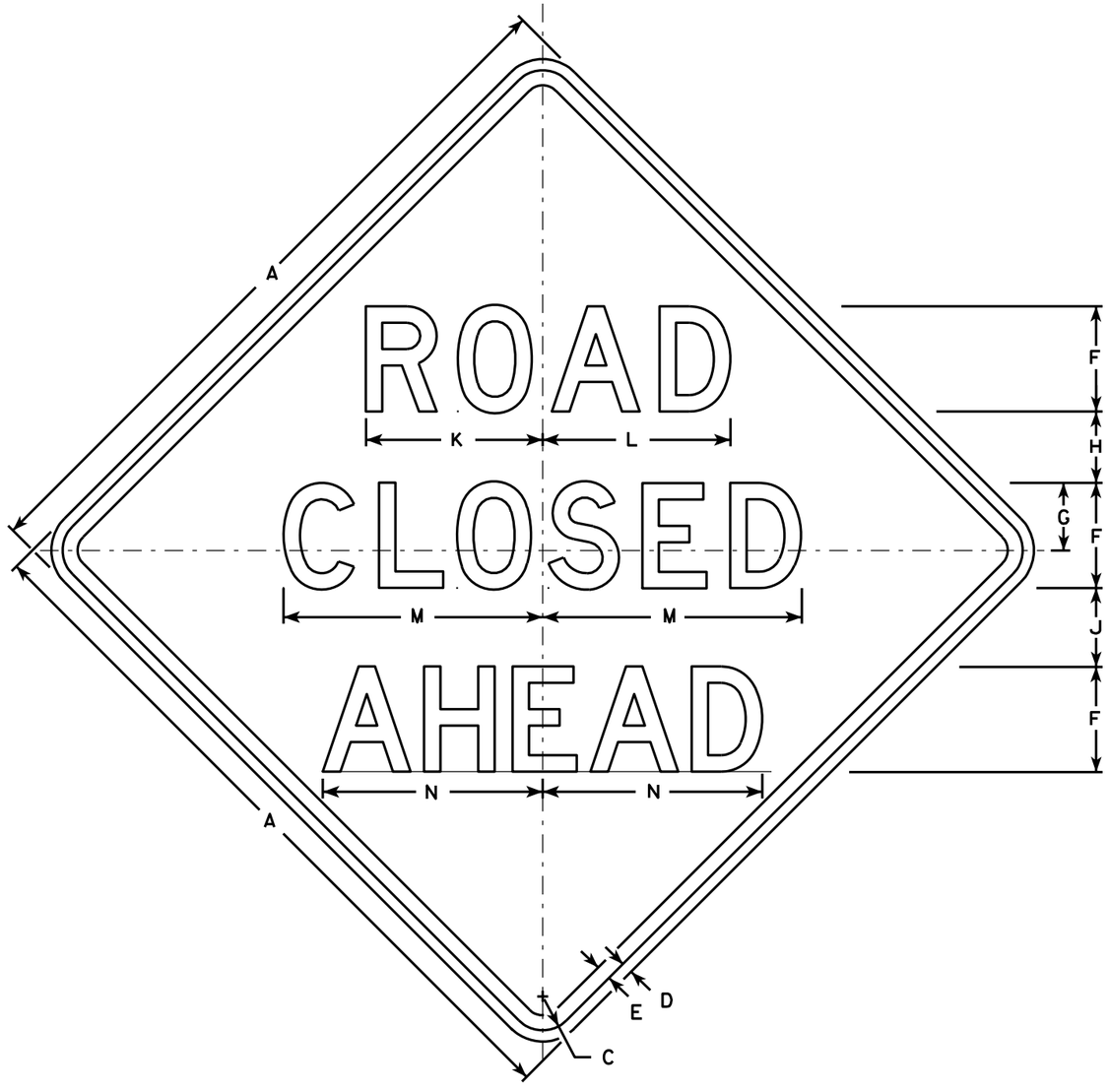
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

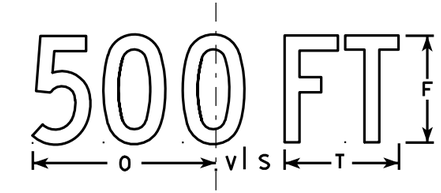
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 495 | E

7

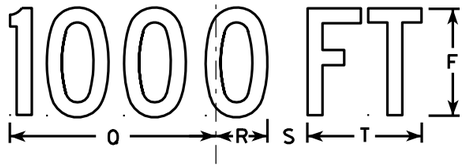
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



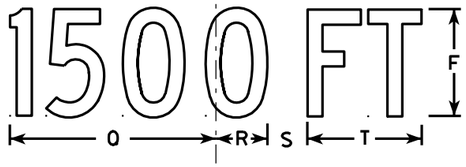
W20-3A



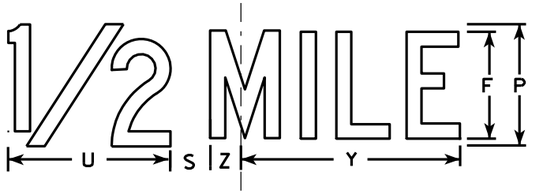
W20-3D



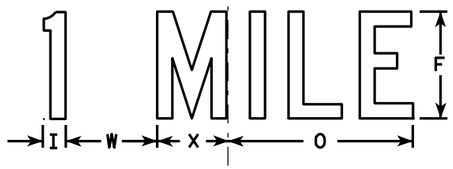
W20-3C



W20-3B



W20-3G



W20-3F

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. Lines 1 and 2 are Series D.
   Line 3 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	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

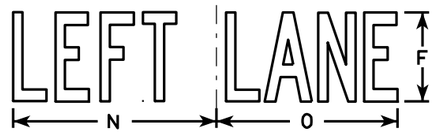
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 496 | E

7

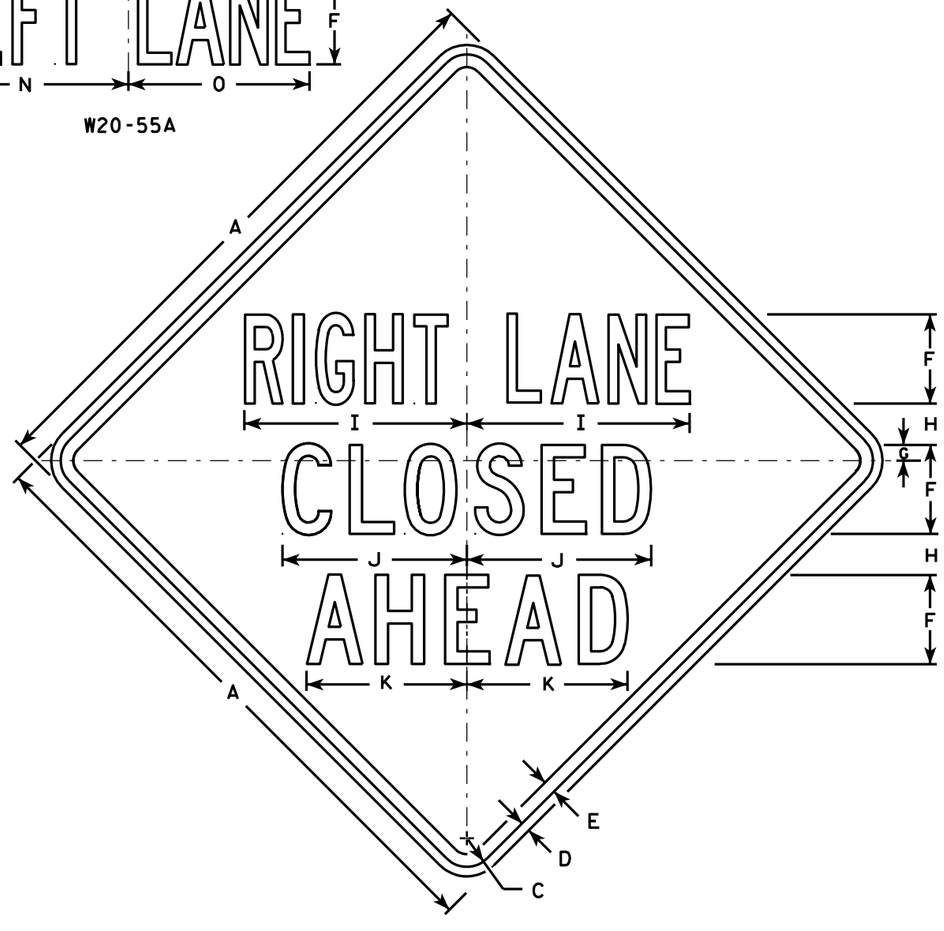
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



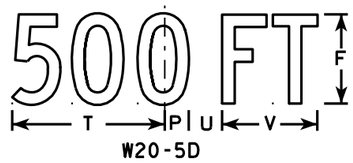
W20-56A



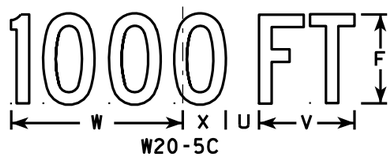
W20-55A



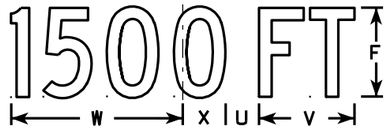
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

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. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

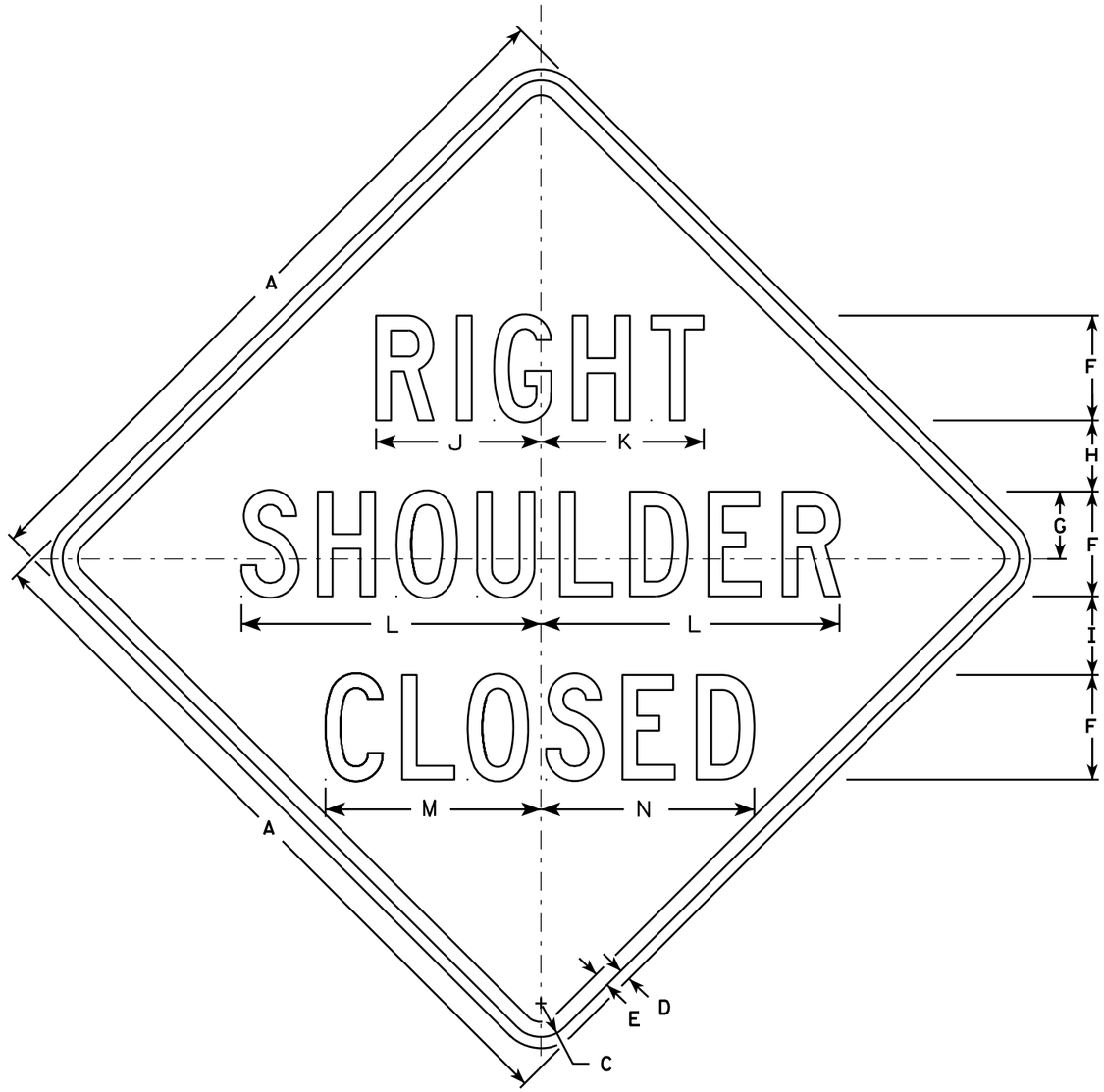
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

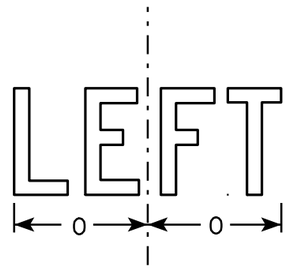
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 497 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W21-5A



W21-5AL

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 - 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	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

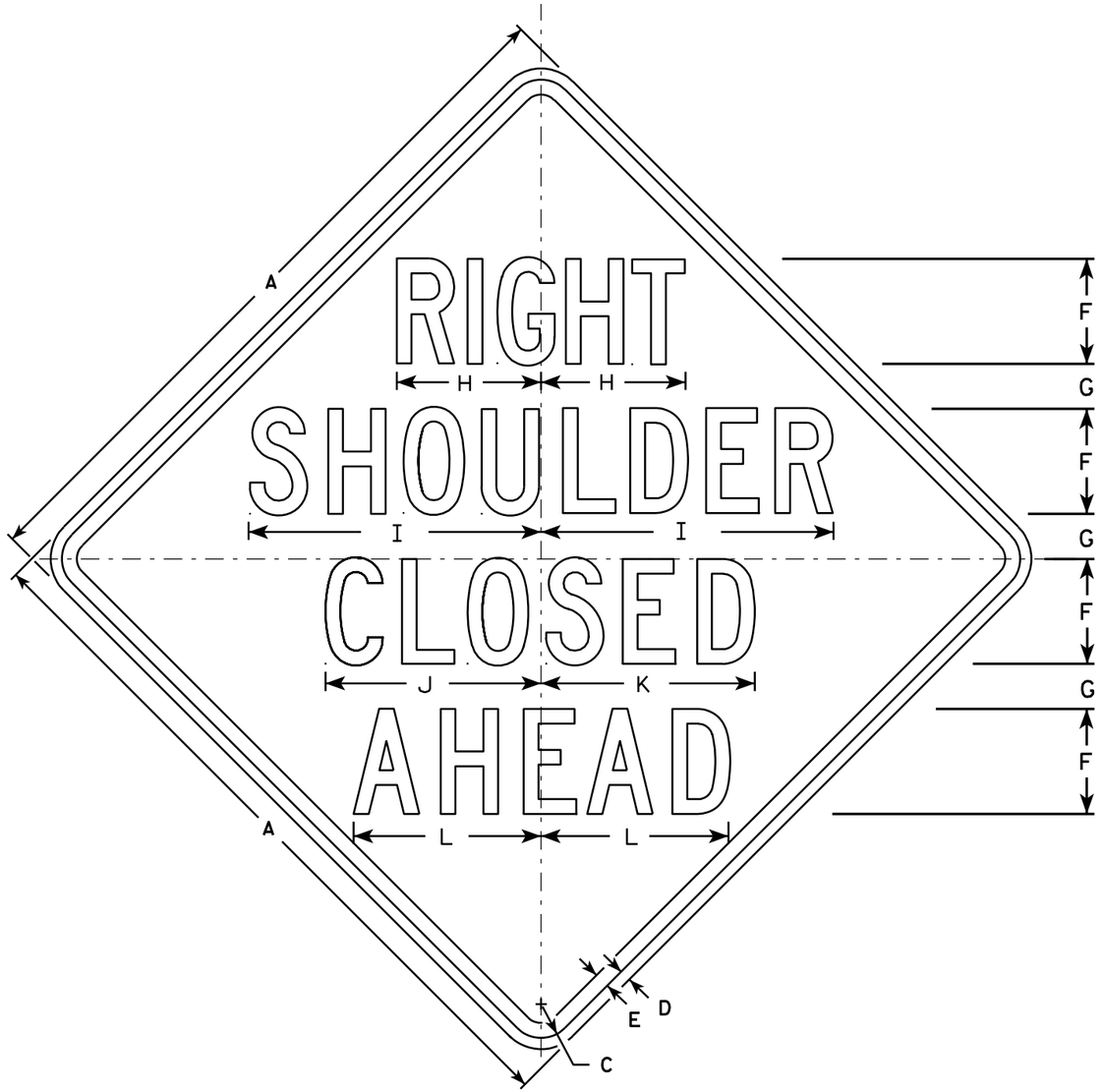
STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5A.3

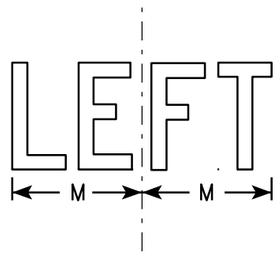
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 498 | E



W21-5B

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 - 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.



W21-5BL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 1/4	7 3/8	14 1/4	10 1/4	10 1/8	8 7/8	6 1/4														9.0
2S	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
2M	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
3	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
4	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
5	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0

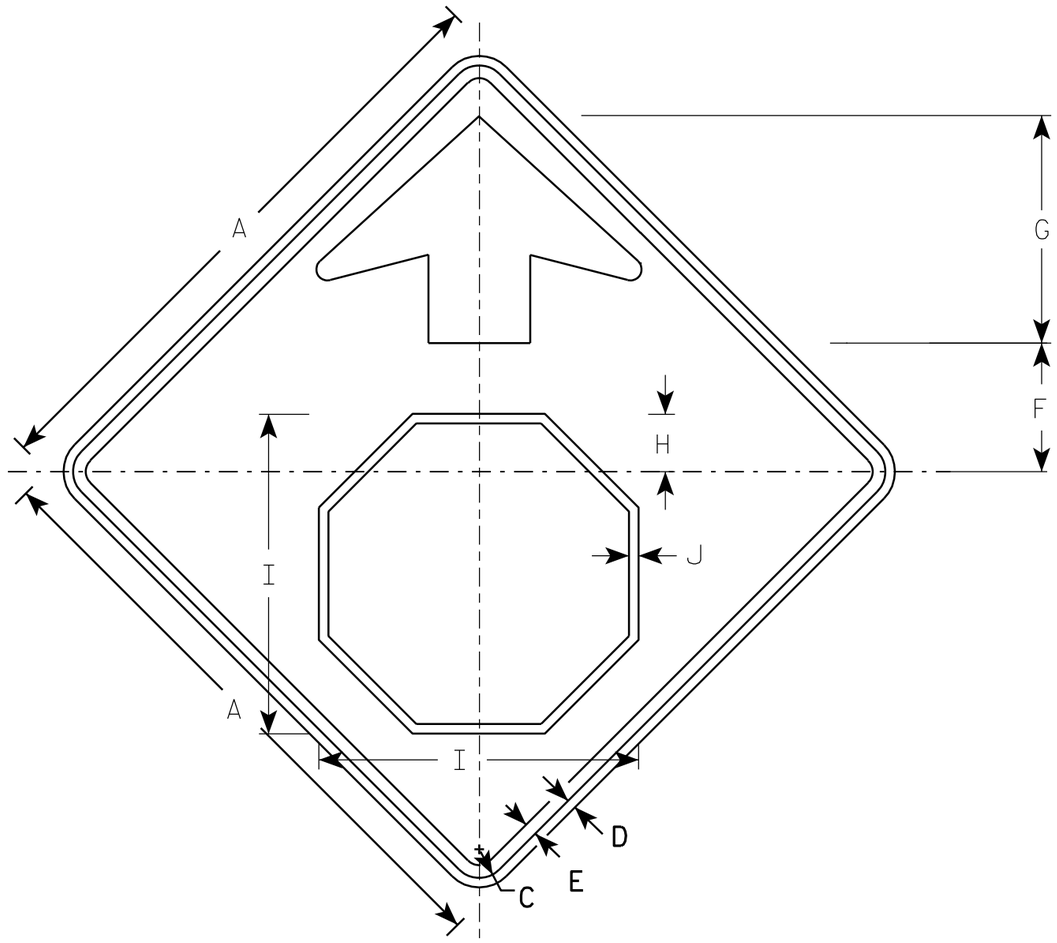
STANDARD SIGN
W21-5B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5B.3

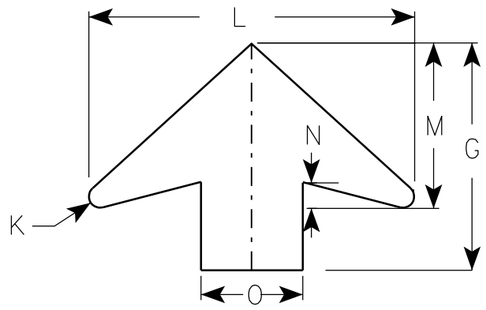
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 499	E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

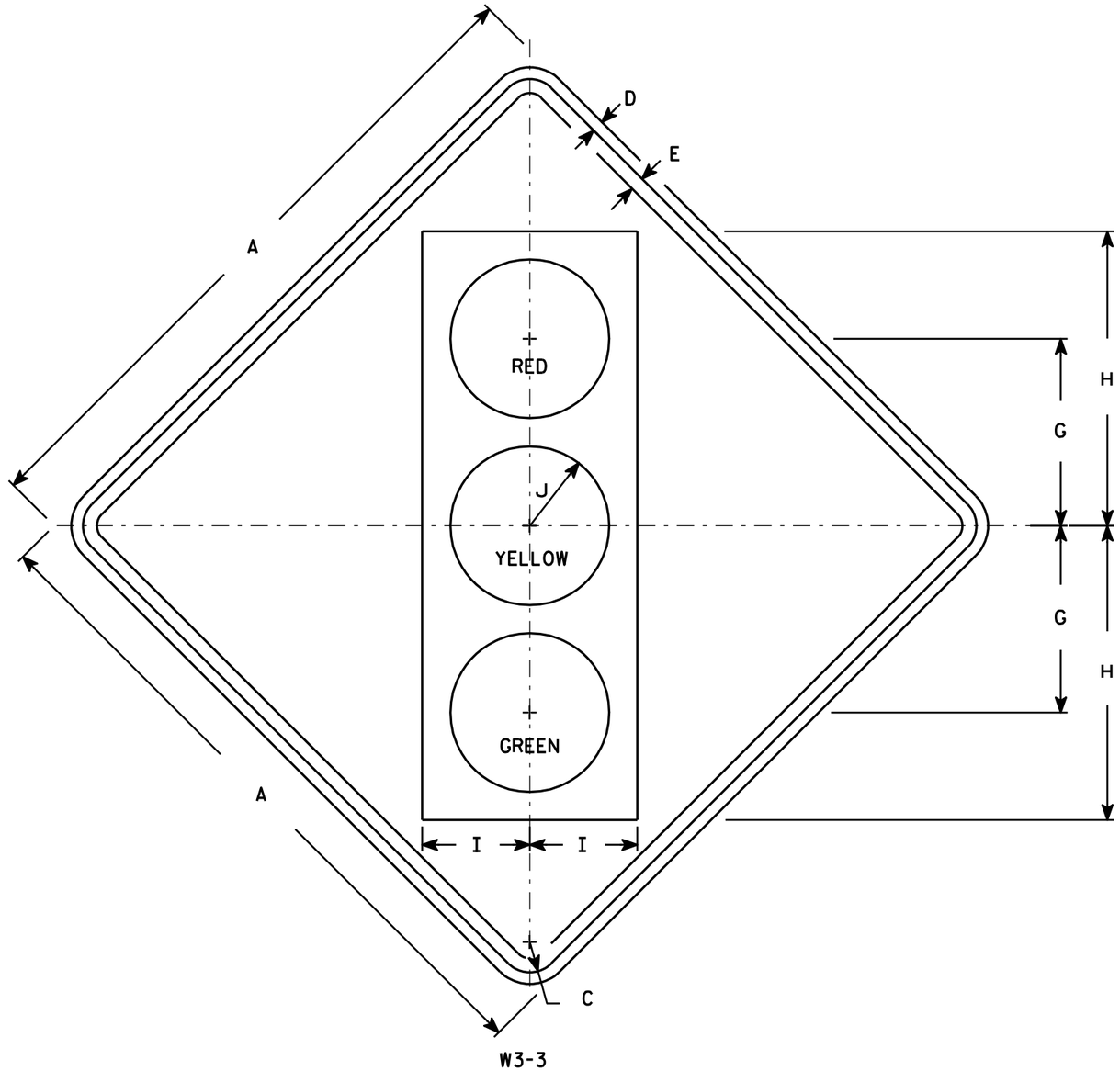
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 500 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

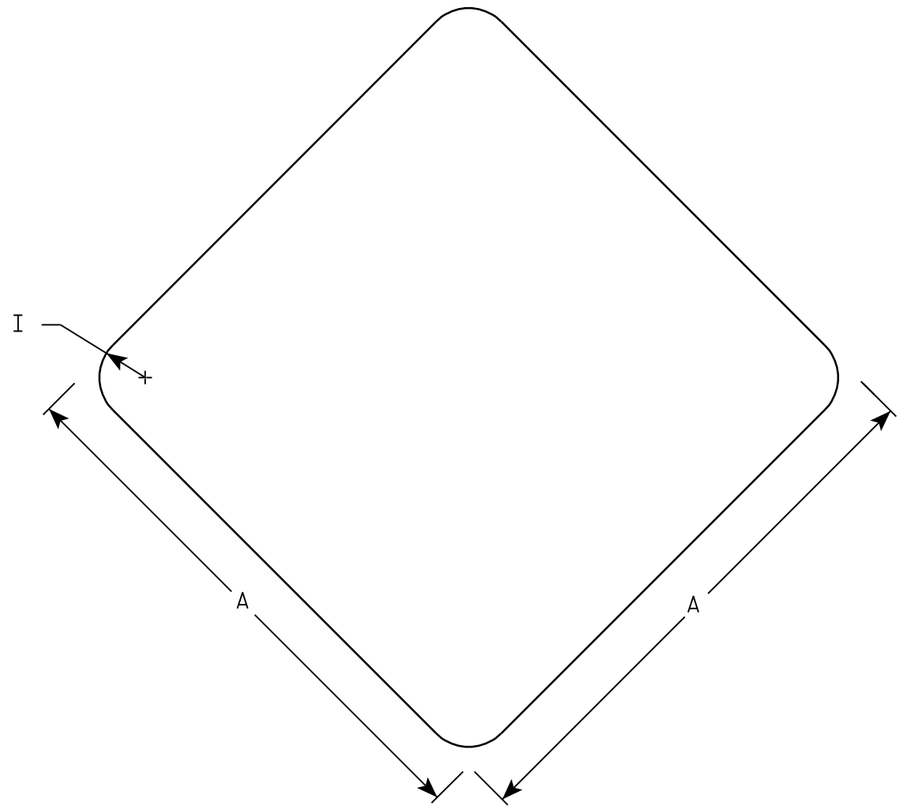
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 501 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000

WISDOT/CADDS SHEET 42

7

7



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

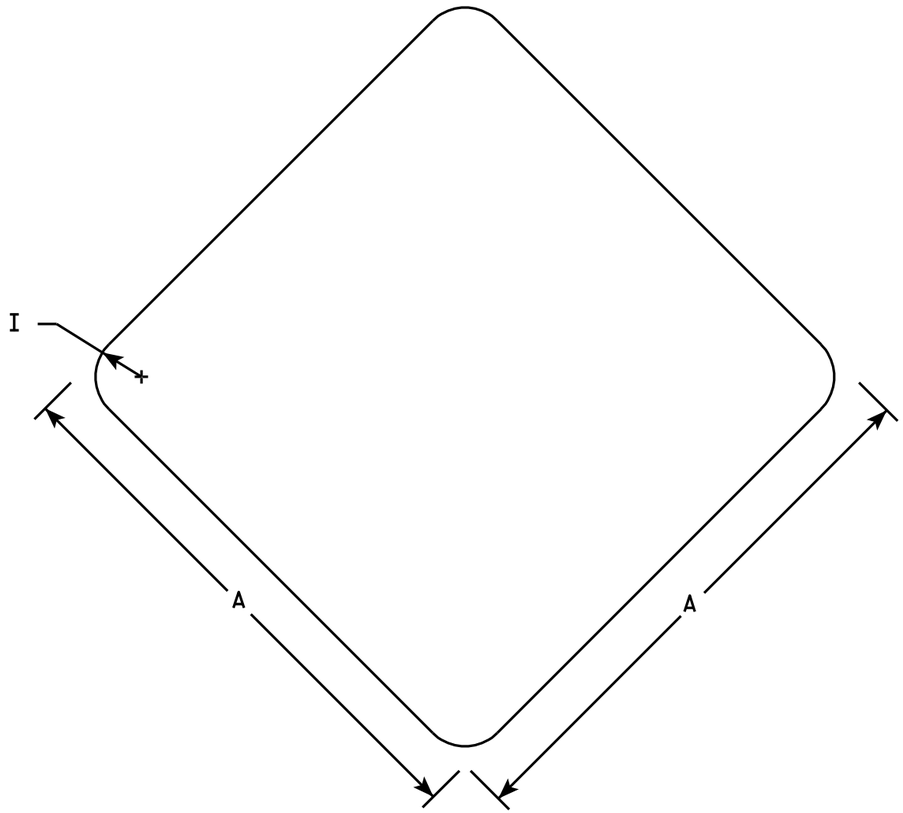
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 502	E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

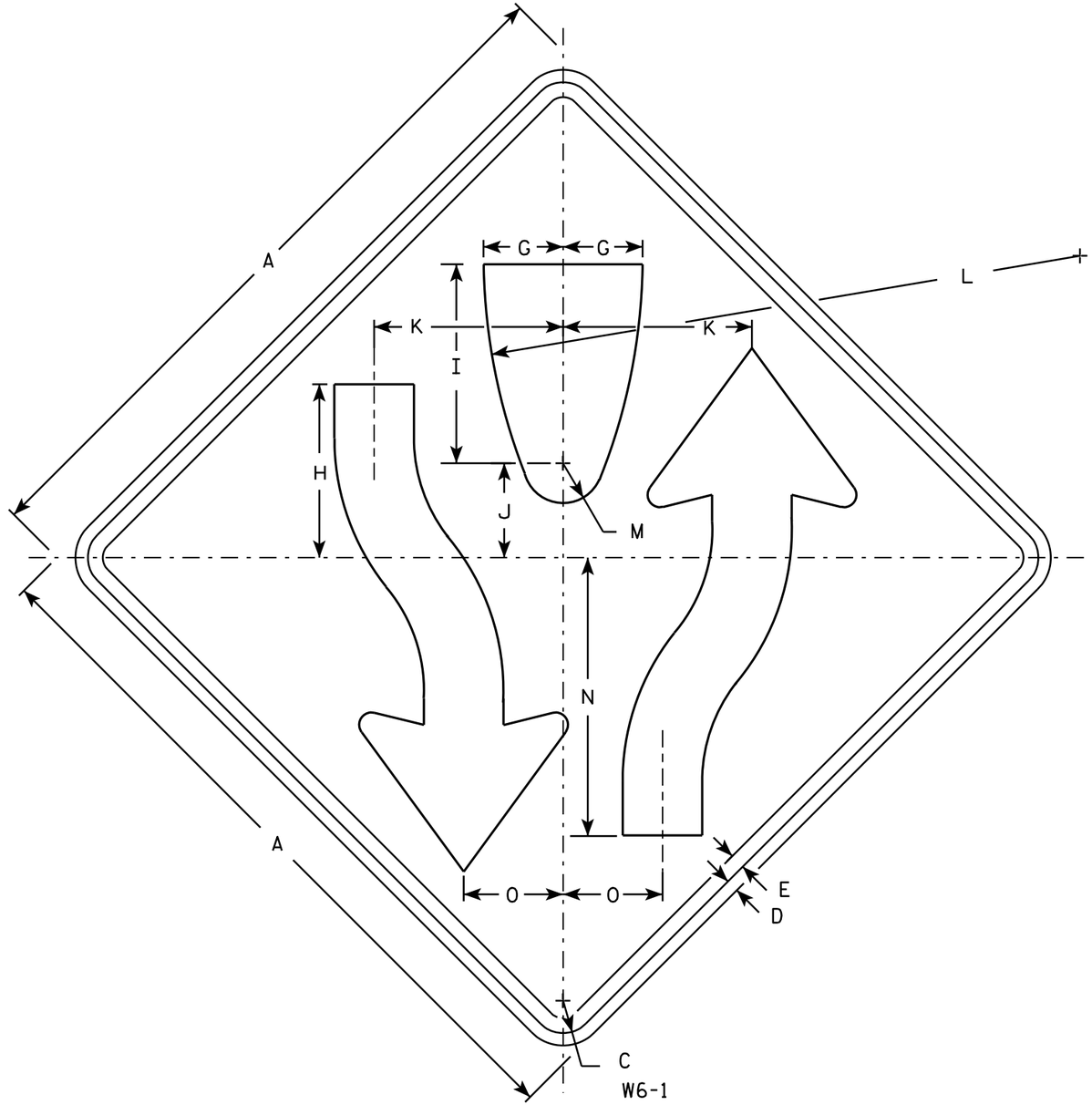
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

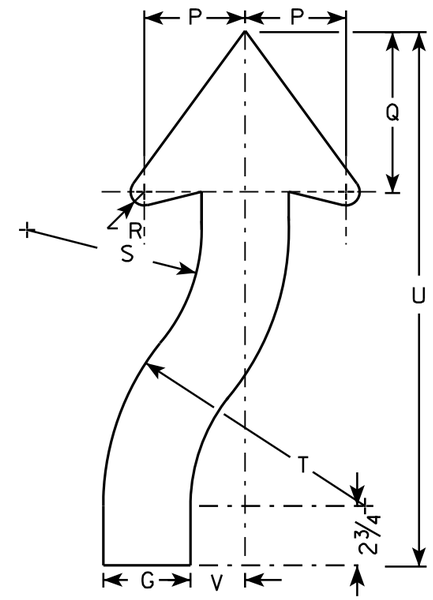
DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 503	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

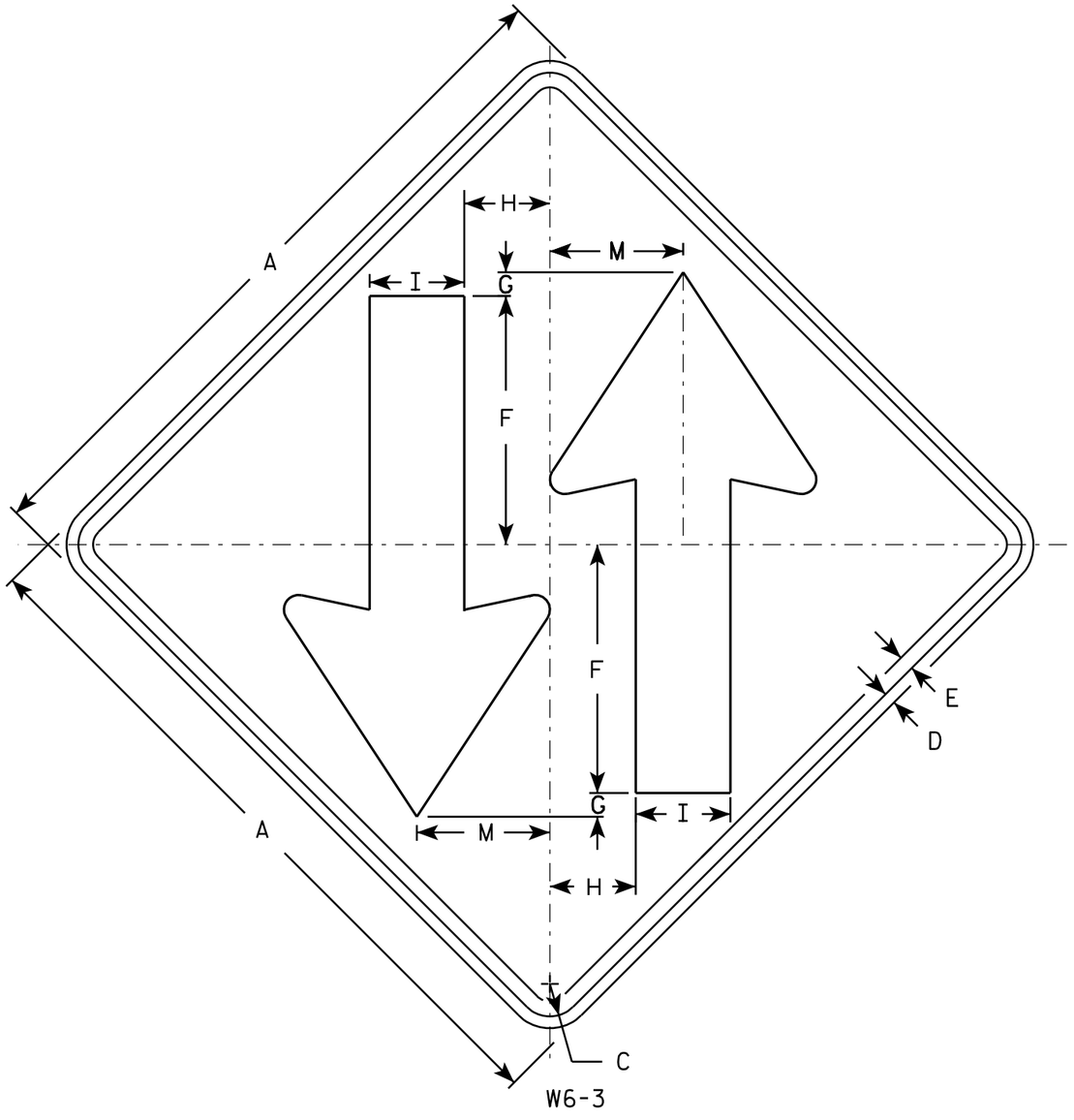
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 504	E

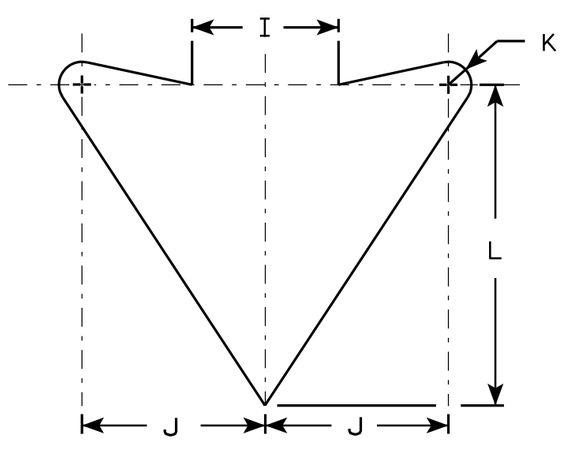
7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10 1/2	1	3 5/8	4	5	5/8	8 3/4	5 5/8														6.25
2S	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2M	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
3																											
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

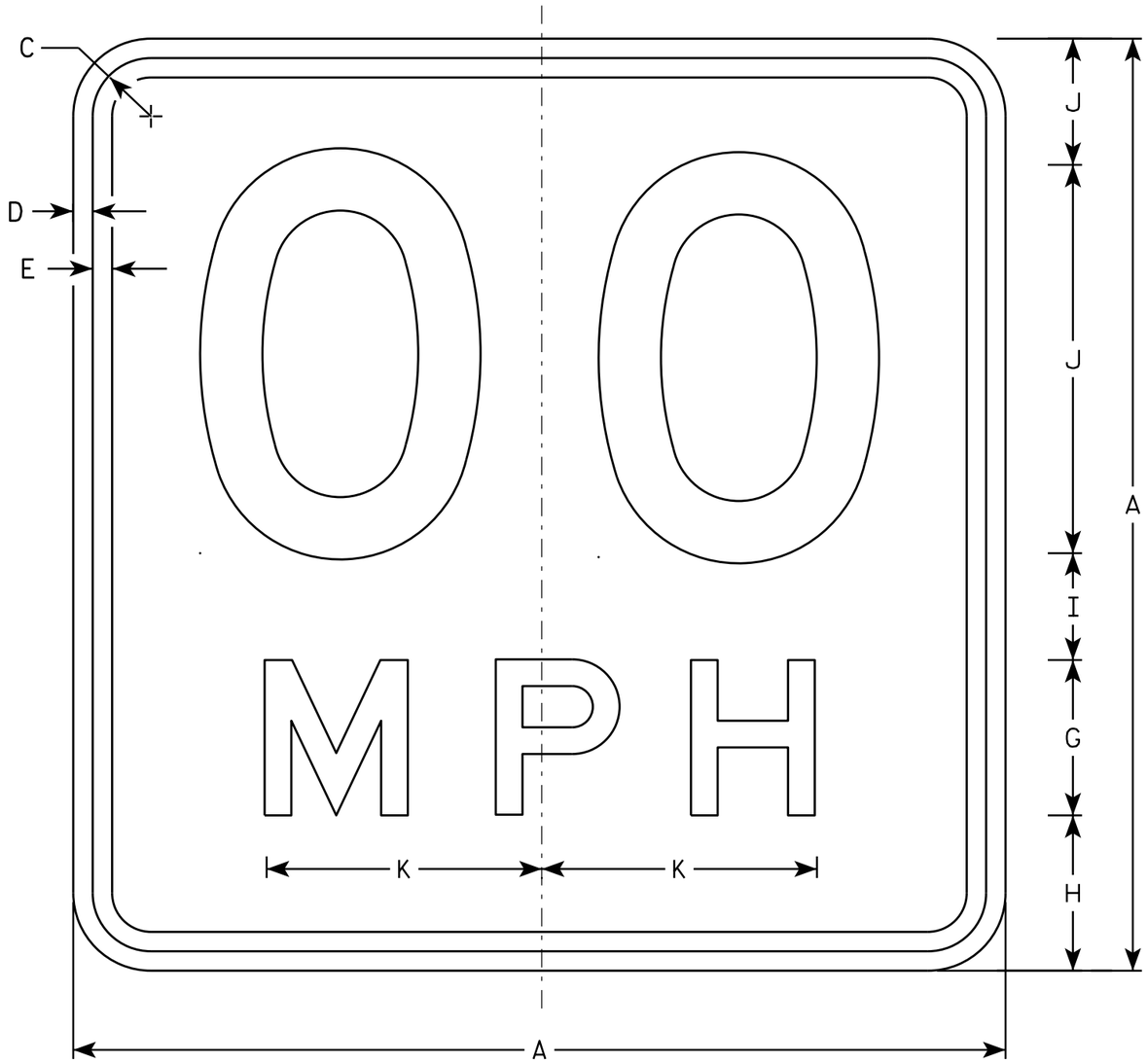
STANDARD SIGN
W6-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 505 | E



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

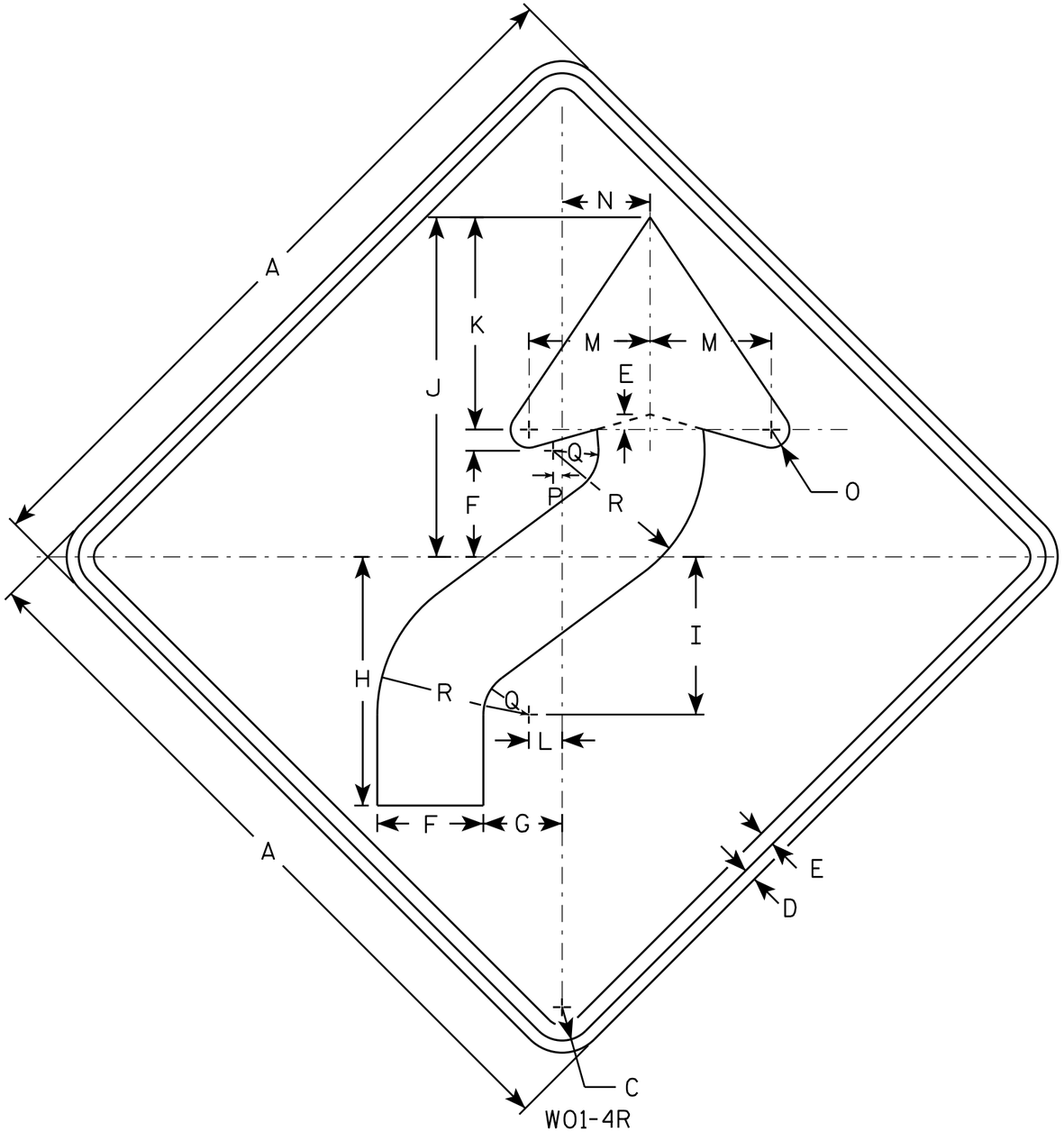
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 506 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W01-4R

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.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

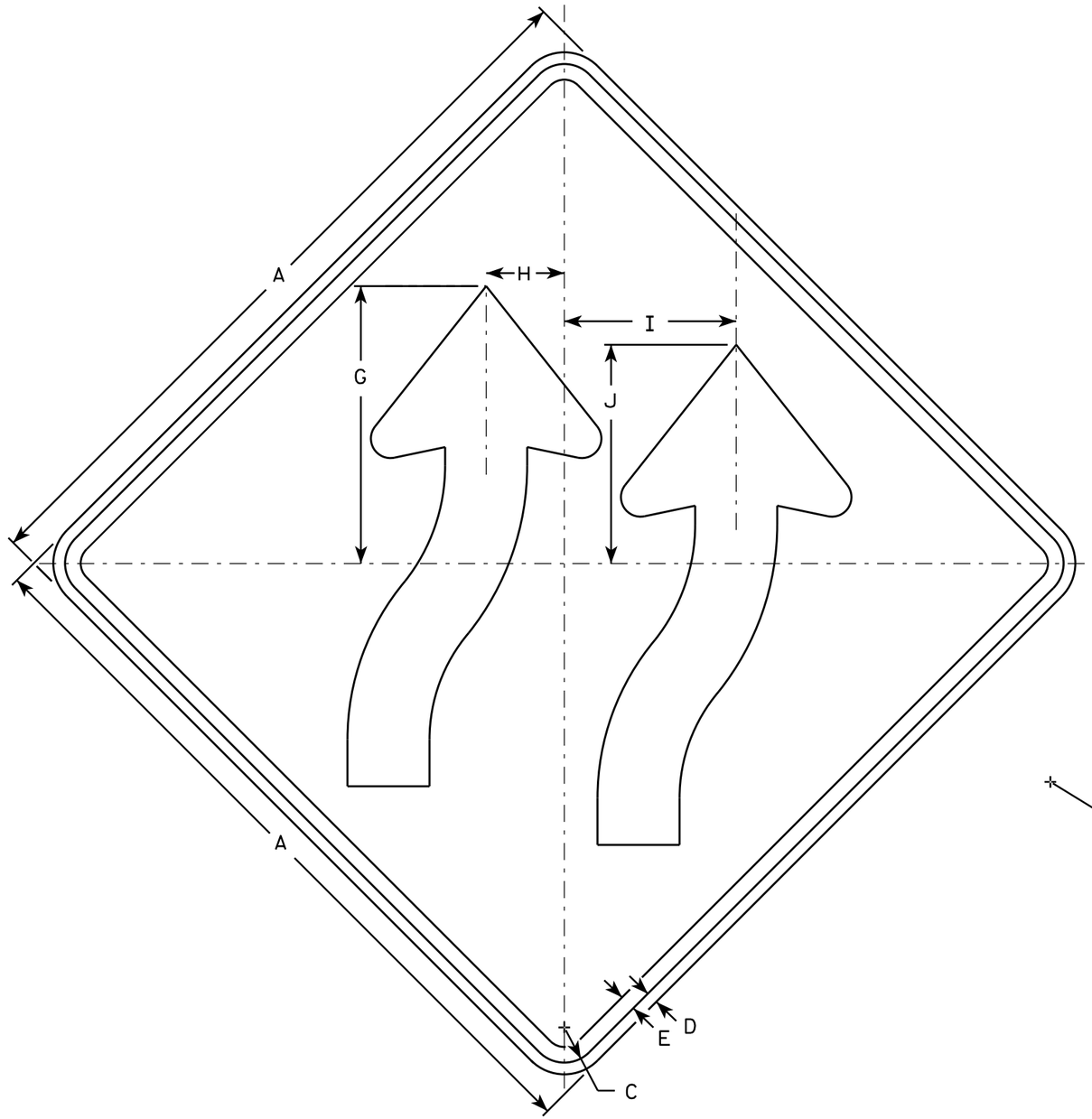
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

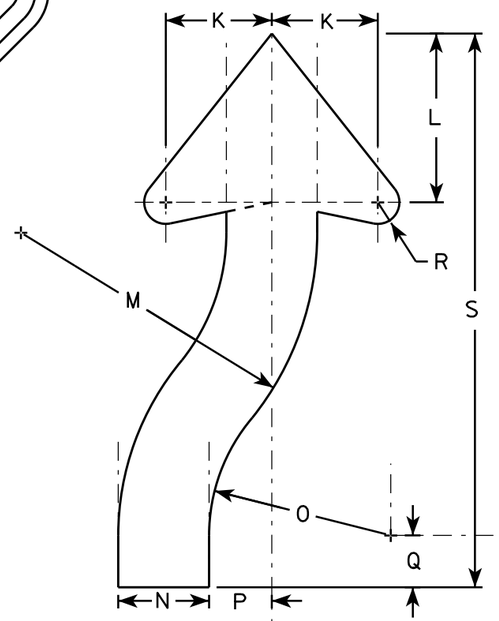
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42

7



W01-4bR



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.
4. W01-4bL is the same as W014-bR exept arrows are reversed along the vertical centerline

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

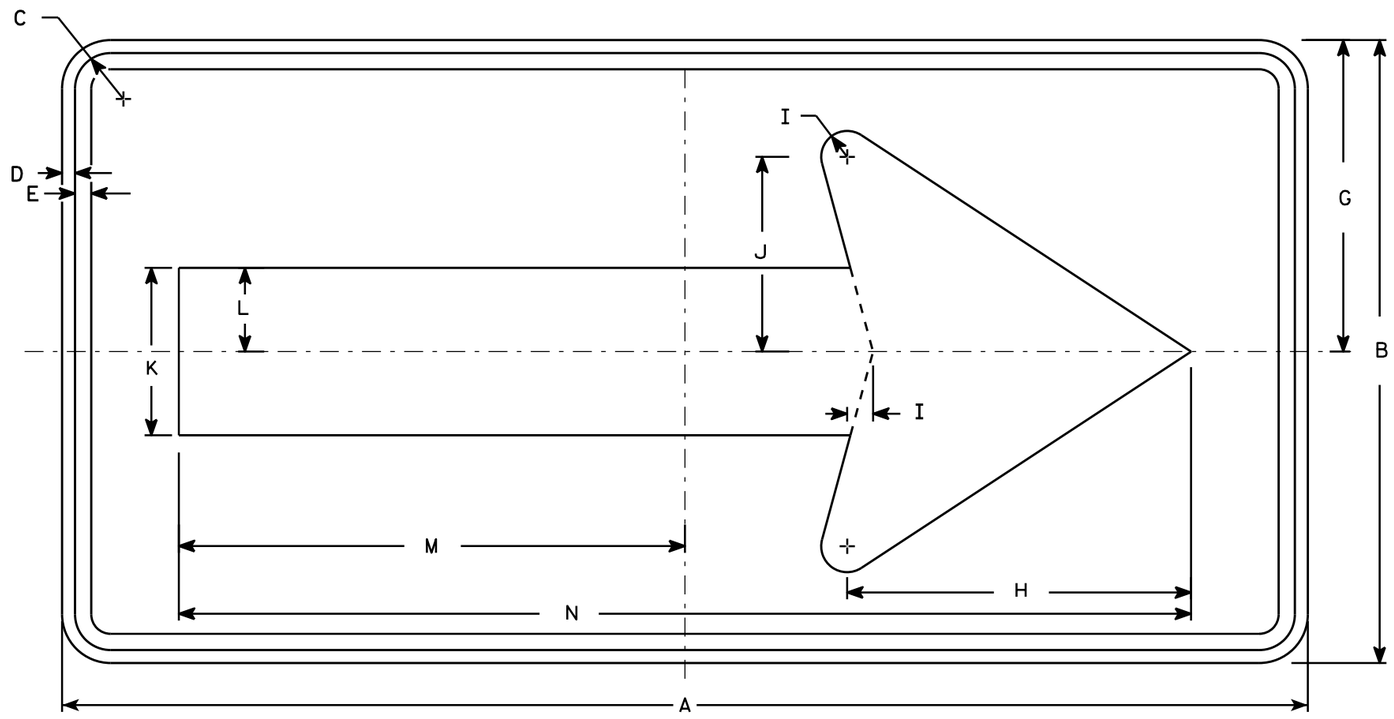
STANDARD SIGN
W01-4b

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	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

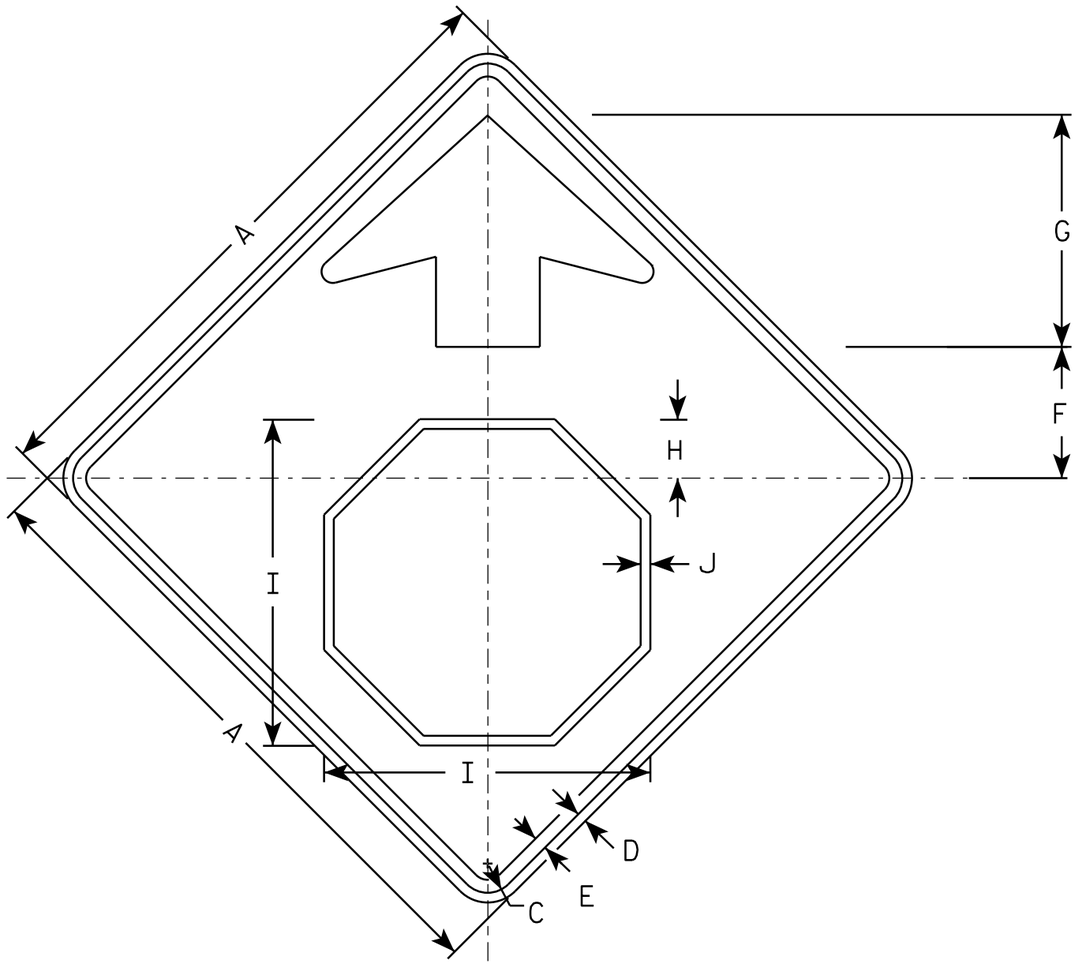
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

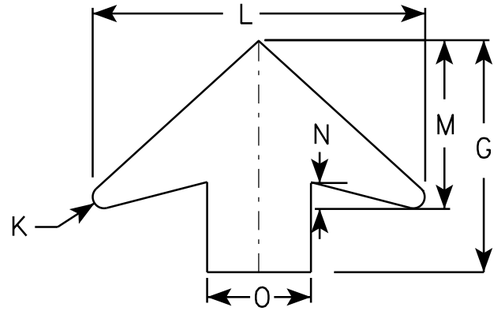
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

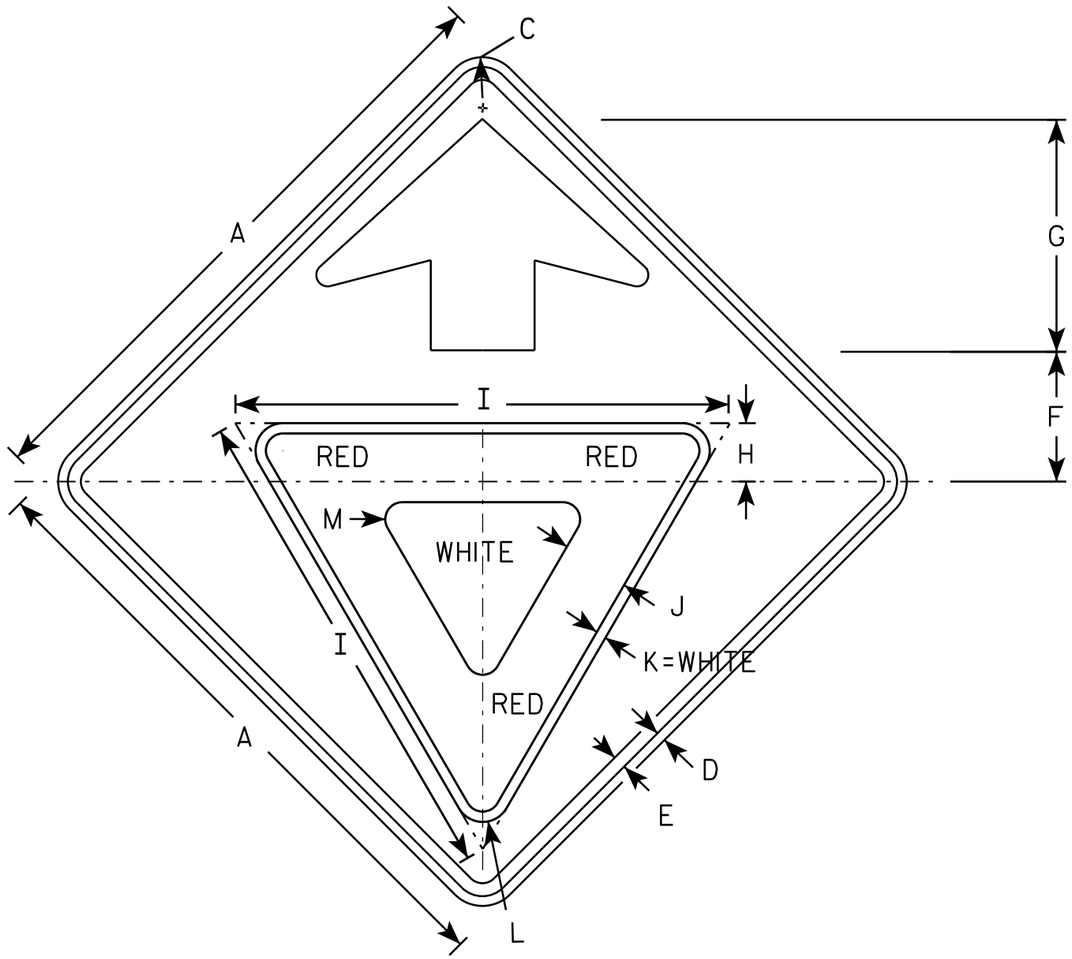
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 510 03-1.1

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN PLOT DATE : 20-NOV-2013 10:54 PLOT BY : mscsja

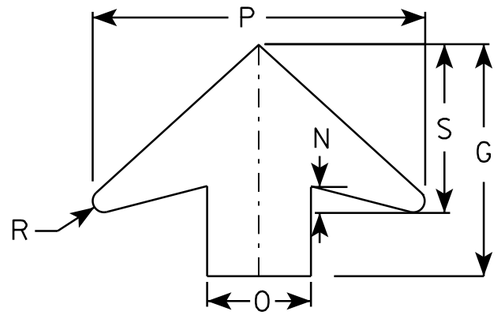
WISDOT/CADDS SHEET 42



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W03-2

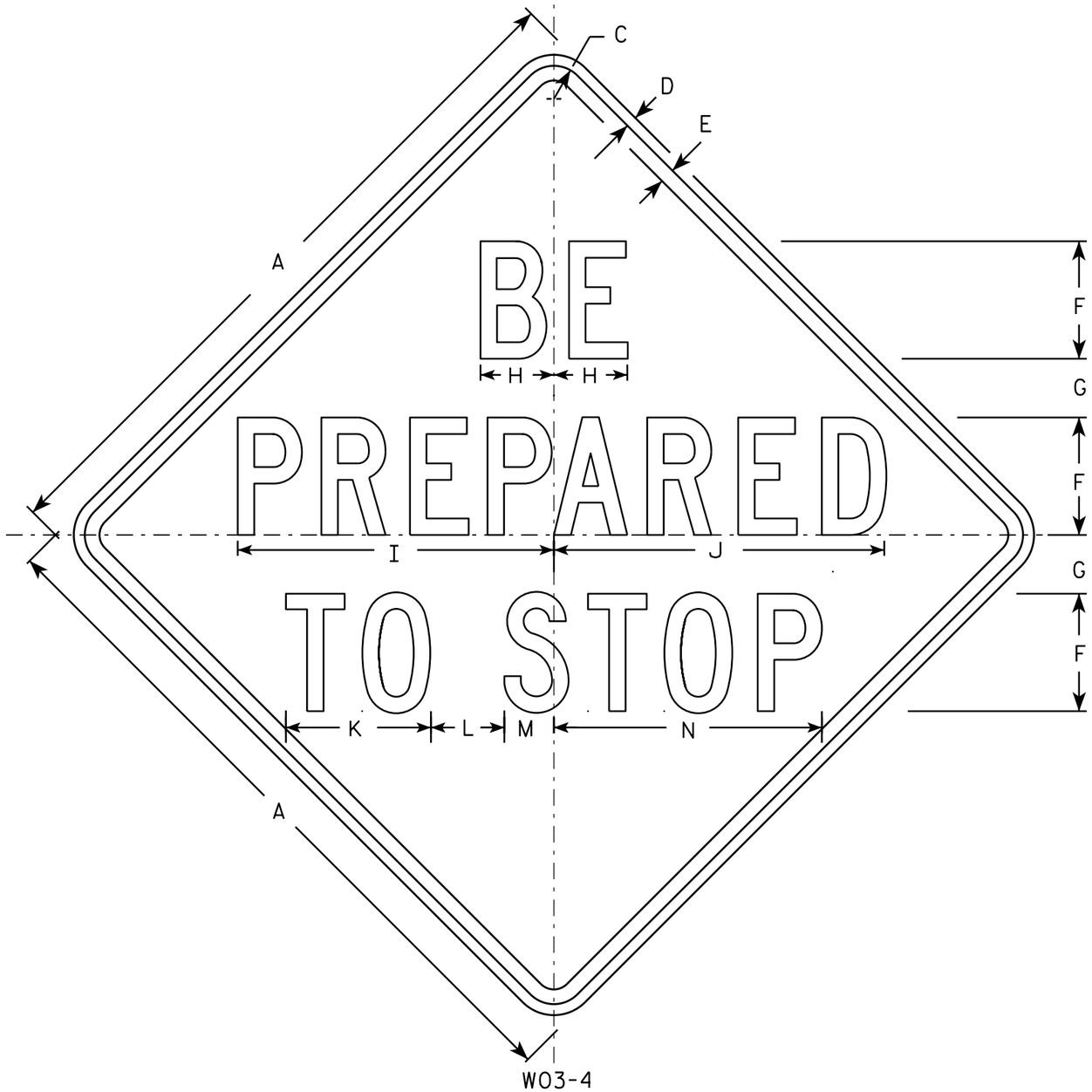
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO:

SHEET NO: E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	6	2 1/2	3 3/4	15 7/8	16 7/8	7 3/8	4	2 3/8	13 3/4													9.0
2S	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
2M	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
3	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
4	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
5	48		2 1/4	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0

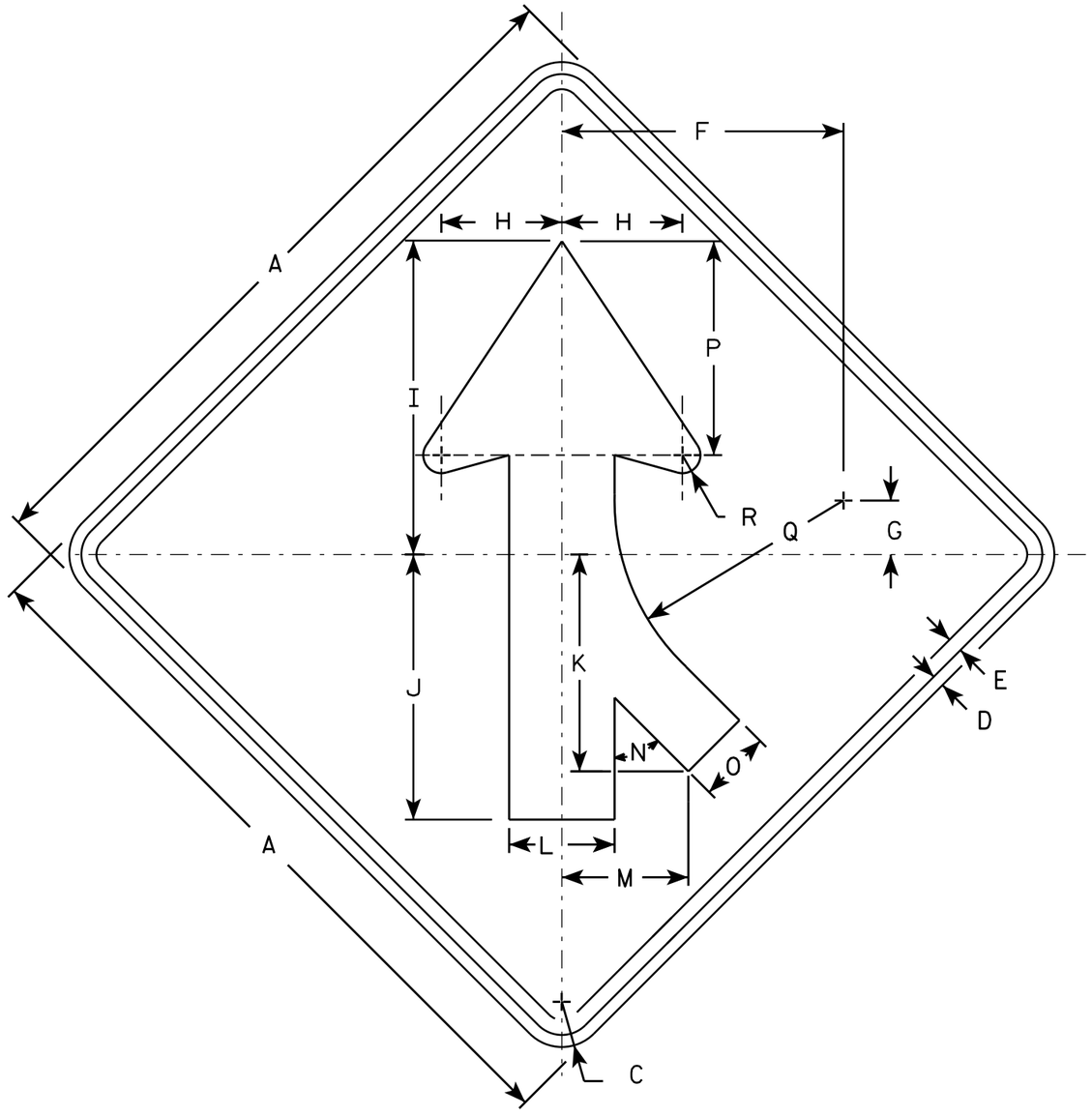
STANDARD SIGN
W03-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/02/13 PLATE NO. W03-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W04-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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
2S	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
2M	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
3	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
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

STANDARD SIGN
W04-1

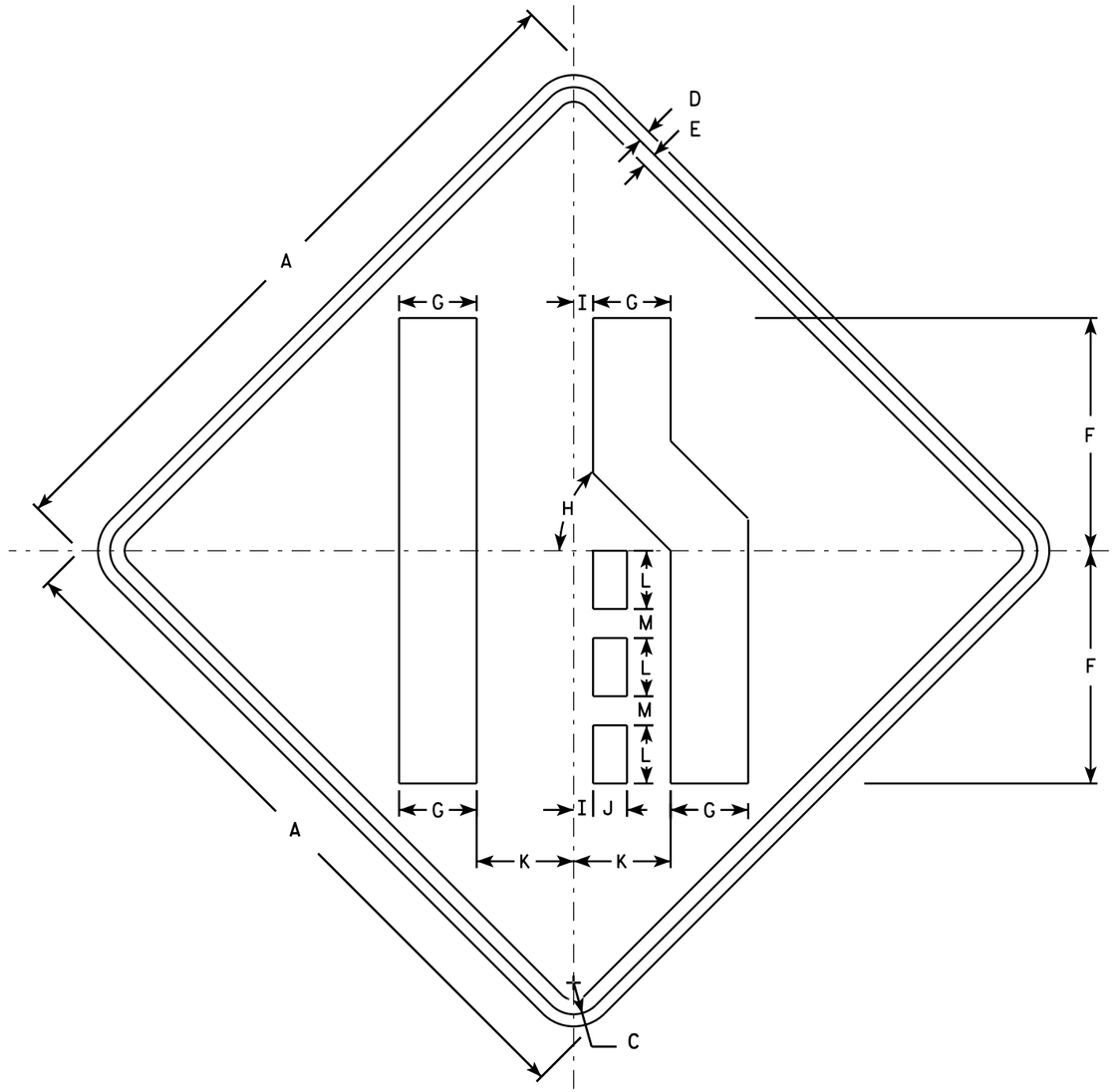
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W04-1.1

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W041.DGN PLOT DATE : 20-NOV-2013 11:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

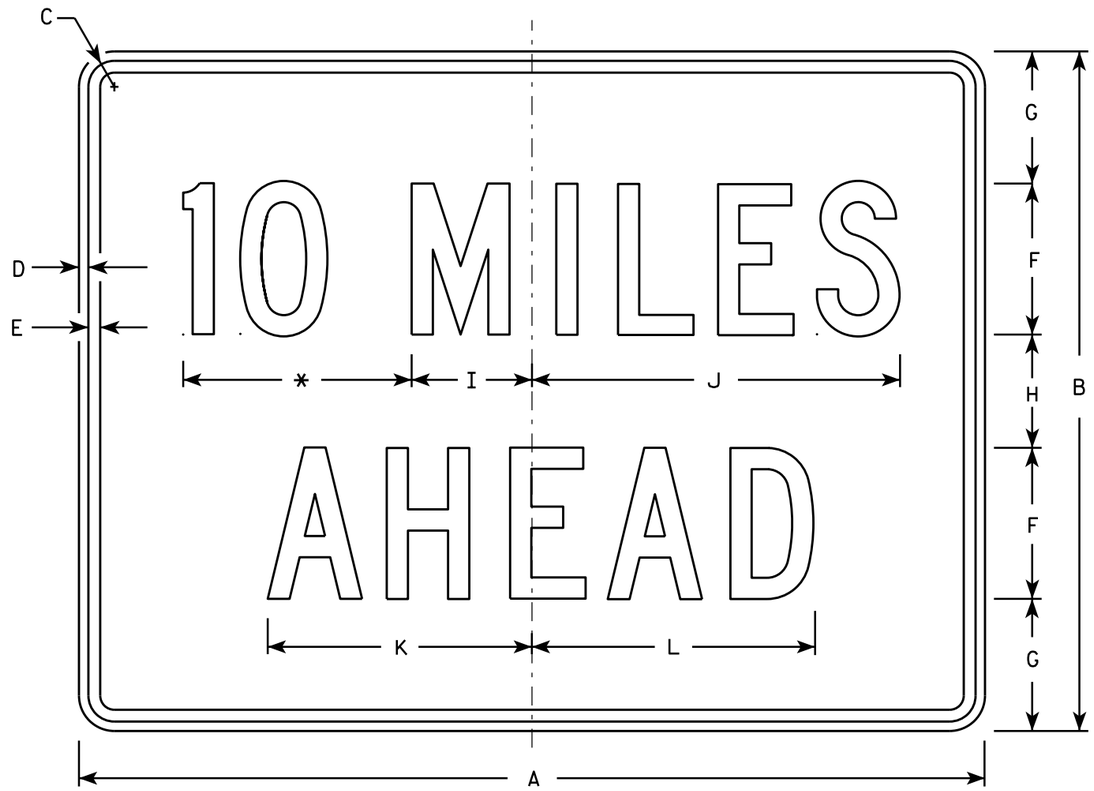
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

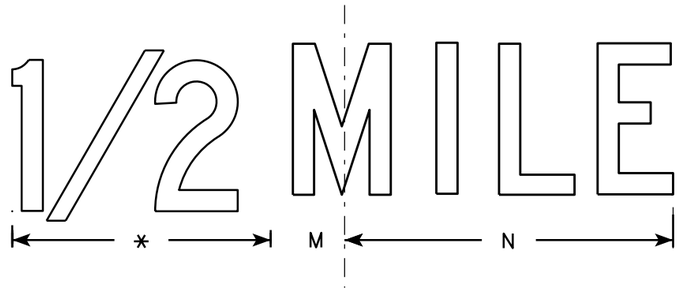
DATE 11/20/13 PLATE 514 W04-2.1

PROJECT NO:

SHEET NO: E



W057-52



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 - 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. 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	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0

STANDARD SIGN
W057-52

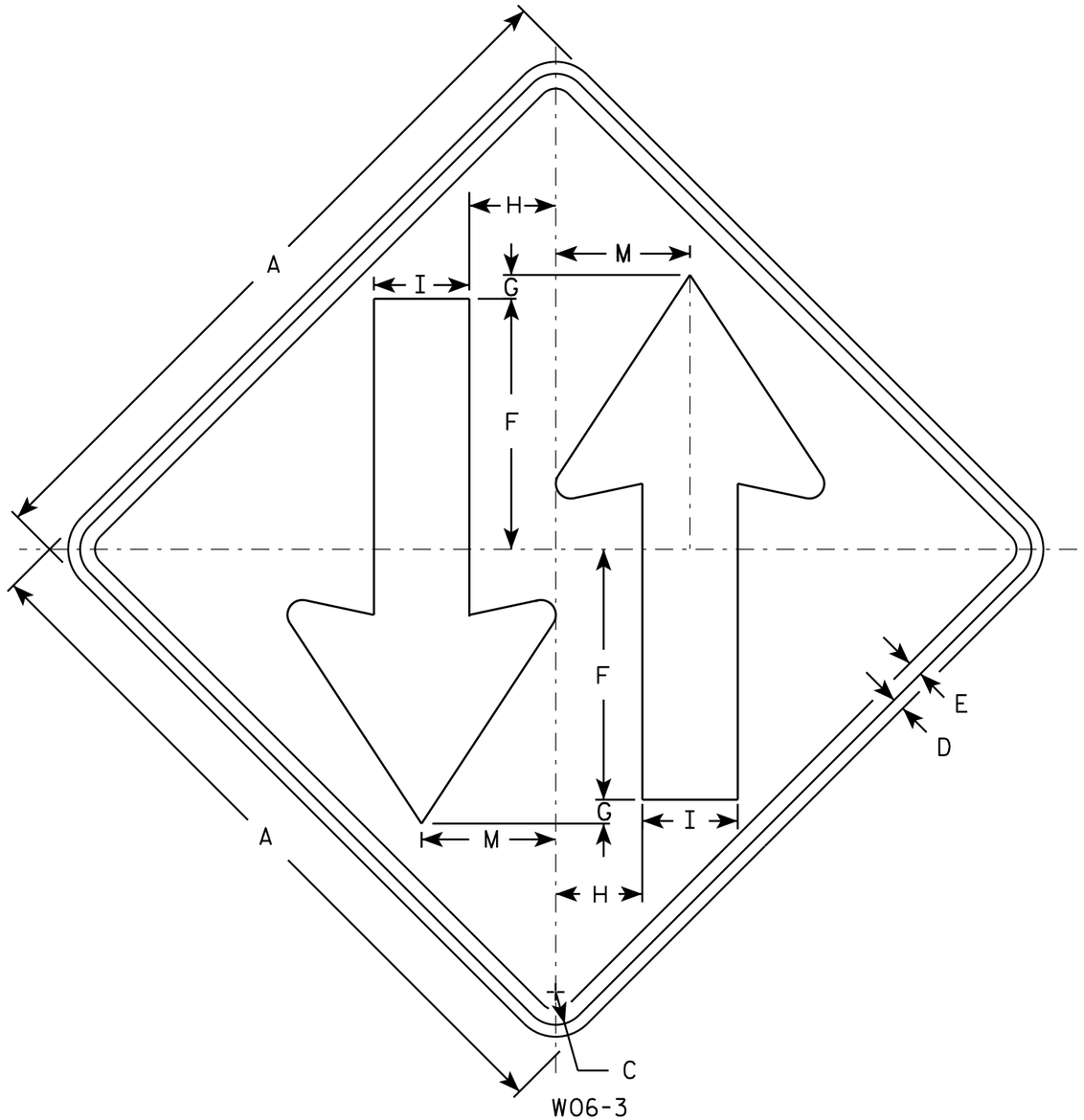
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W057-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

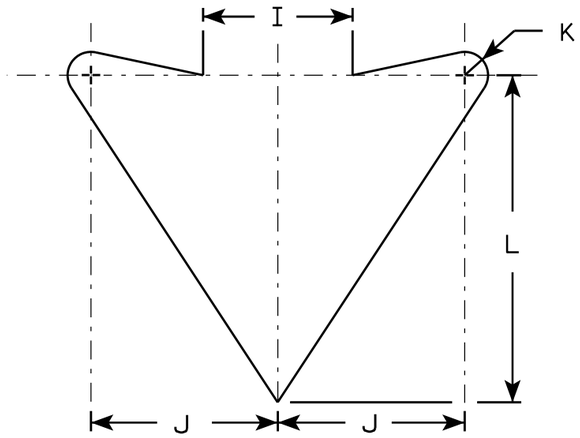
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W05752.DGN PLOT DATE : 28-FEB-2014 11:42 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.026599:1.000000 WISDOT/CADDS SHEET 42



W06-3

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.



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	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

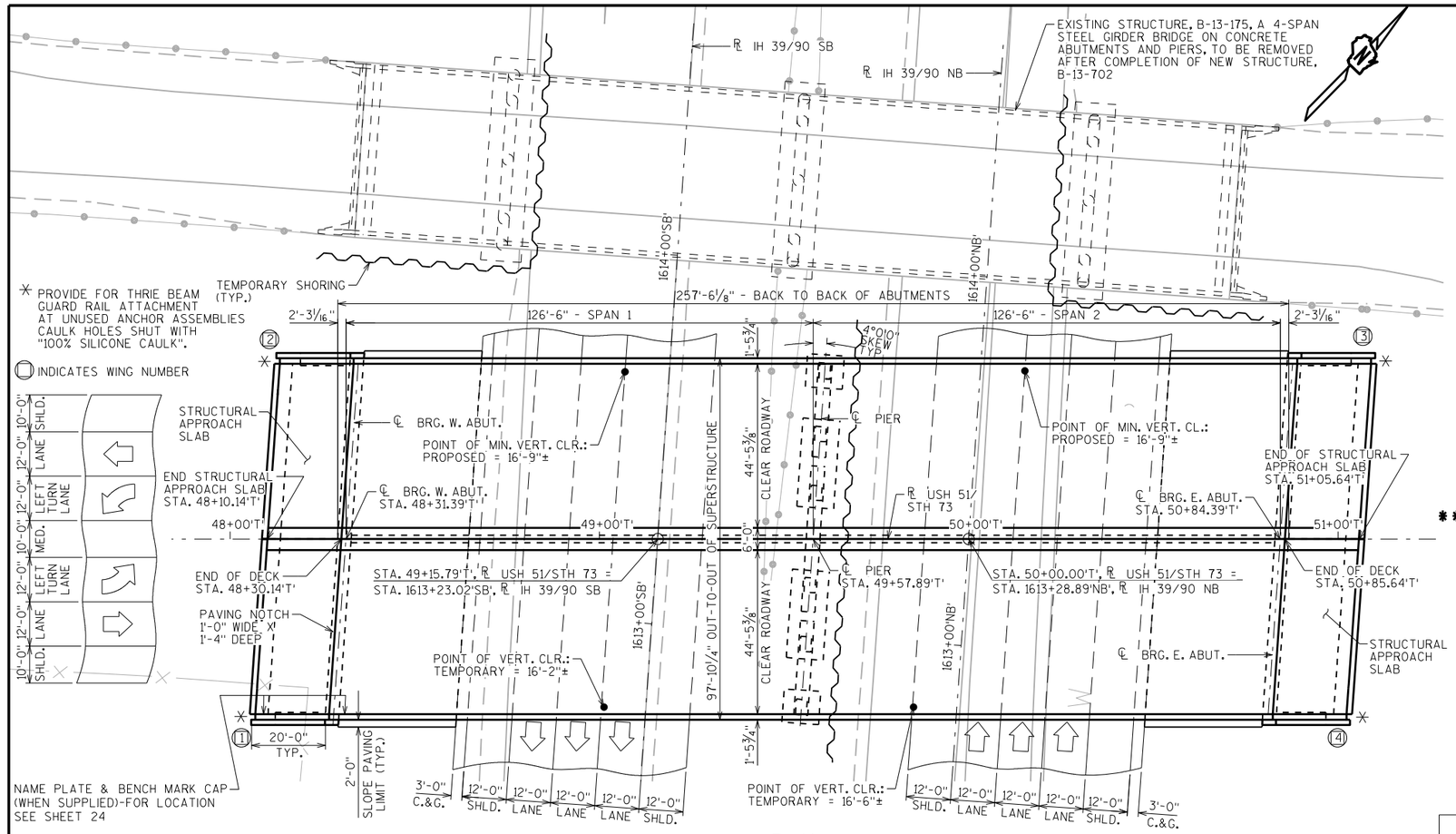
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

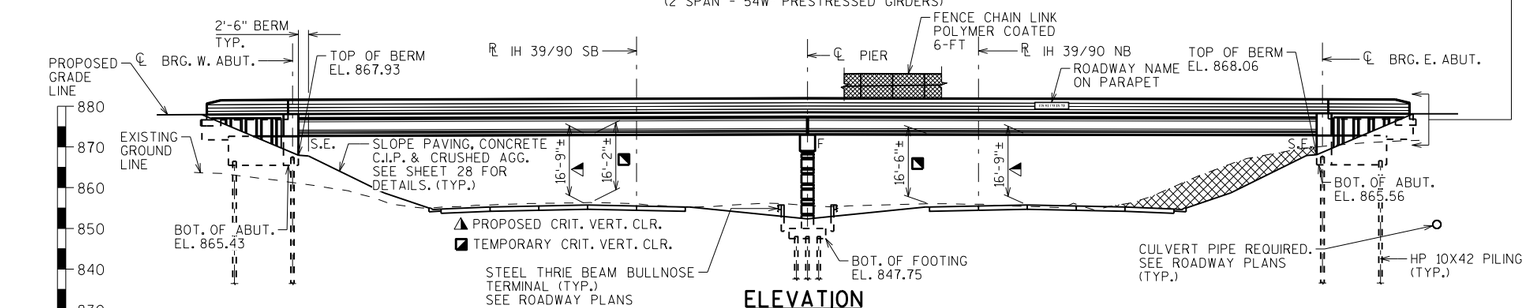
DATE 11/20/13 PLATE 516 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



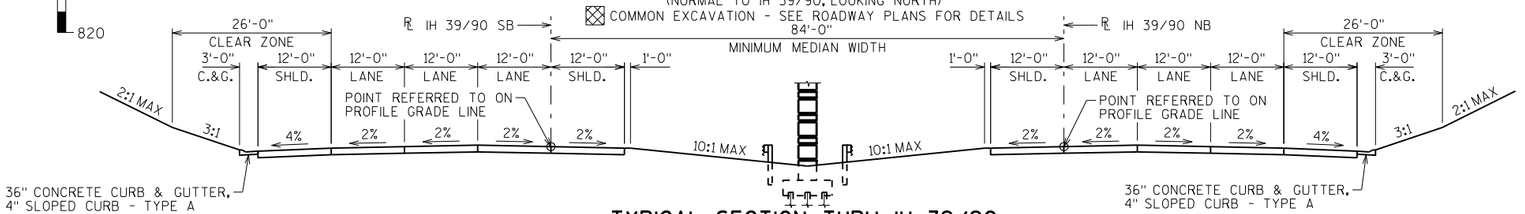
PLAN

(2 SPAN - 54W" PRESTRESSED GIRDERS)



ELEVATION

(NORMAL TO IH 39/90, LOOKING NORTH)



TYPICAL SECTION THRU IH 39/90

(FOR INFORMATION ONLY - IH 39/90 NB TO BE RECONSTRUCTED UNDER FUTURE CONTRACT 1007-10-75 & IH 39/90 SB TO BE RECONSTRUCTED UNDER FUTURE CONTRACT 1007-11-74))

(LOOKING NORTH)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.14
OPERATING RATING FACTOR: RF=1.48
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT AND FOR A FUTURE SIDEWALK AS SHOWN ON SHEET 2.

STRUCTURE IS RATED FOR A POLYMER OVERLAY OF 5 POUNDS PER SQUARE FOOT THAT WILL BE APPLIED TO THE ENTIRE BRIDGE DECK AT A FUTURE DATE.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY (HPC) DECK, PARAPET, DIAPHRAGMS, APPROACH SLAB, & MEDIAN	f'c =	4,000 P.S.I.
CONCRETE MASONRY ALL OTHER (INCLUDING APPROACH SLAB FTG.)	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.
54W" PRESTRESSED GIRDERS, CONCRETE MASONRY	f'c =	8,000 P.S.I.

STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

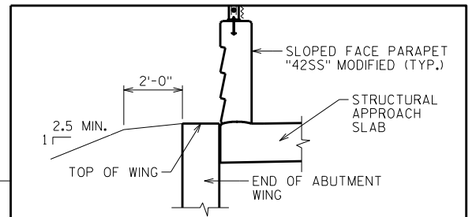
ABUTMENTS TO BE SUPPORTED ON HP 10X42 STEEL PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ✱✱PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 40'-0" LONG AT THE WEST ABUTMENT.
ESTIMATED 35'-0" LONG AT THE EAST ABUTMENT.

PIER TO BE SUPPORTED ON HP 10X42 STEEL PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ✱✱PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 25'-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

USH 51/STH 73	IH 39/90 NB & SB
A.D.T.=11,683 (2035)	A.D.T.=71,800 (2040)
R.D.S.=50 M.P.H.	R.D.S.=70 M.P.H.



TYPICAL FILL SECTION AT WING TIPS

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & PROFILES
3. QUANTITIES & GENERAL NOTES
4. SUBSURFACE EXPLORATION
5. WEST ABUTMENT
6. WEST ABUTMENT DETAILS
7. EAST ABUTMENT
8. EAST ABUTMENT DETAILS
9. PIER
10. PIER FOOTINGS
11. PIER COLUMNS
12. PIER CAPS
13. PRECAST PIER DETAILS
14. 54W" PRESTRESSED GIRDER DETAILS 1
15. 54W" PRESTRESSED GIRDER DETAILS 2
16. STEEL DIAPHRAGM
17. SUPERSTRUCTURE CROSS SECTION
18. SUPERSTRUCTURE PLAN
19. ABUTMENT DIAPHRAGMS
20. PIER DIAPHRAGM
21. SUPERSTRUCTURE BAR DETAILS
22. STRUCTURAL APPROACH SLAB
23. STRUCTURAL APPROACH SLAB & BAR DETAILS
24. MODIFIED SINGLE SLOPE PARAPET 42SS
25. CONDUIT DETAILS
26. CHAIN LINK FENCE DETAILS
27. AESTHETIC DETAILS
28. SLOPE PAVING (CAST-IN-PLACE CONCRETE)
29. ALTERNATE CONSTRUCTION JOINT

STRUCTURE DESIGN CONTACTS:

NICK RICE	(608) 266-5092
AARON BONK	(608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 1/21/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STATE PROJECT NUMBER

1007-10-72

STRUCTURE B-13-702

USH 51/STH 73 OVER IH 39/90 NB & SB

COUNTY	TOWN/~~CITY/VILLAGE~~
DANE	ALBION

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	NAR	DESIGN CK'D.	SAD	DRAWN BY	NAR	PLANS CK'D.	SAD

GENERAL PLAN

SHEET 1 OF 29

517

I.D. 1007-10-01P

DATE: SEPT. 2014

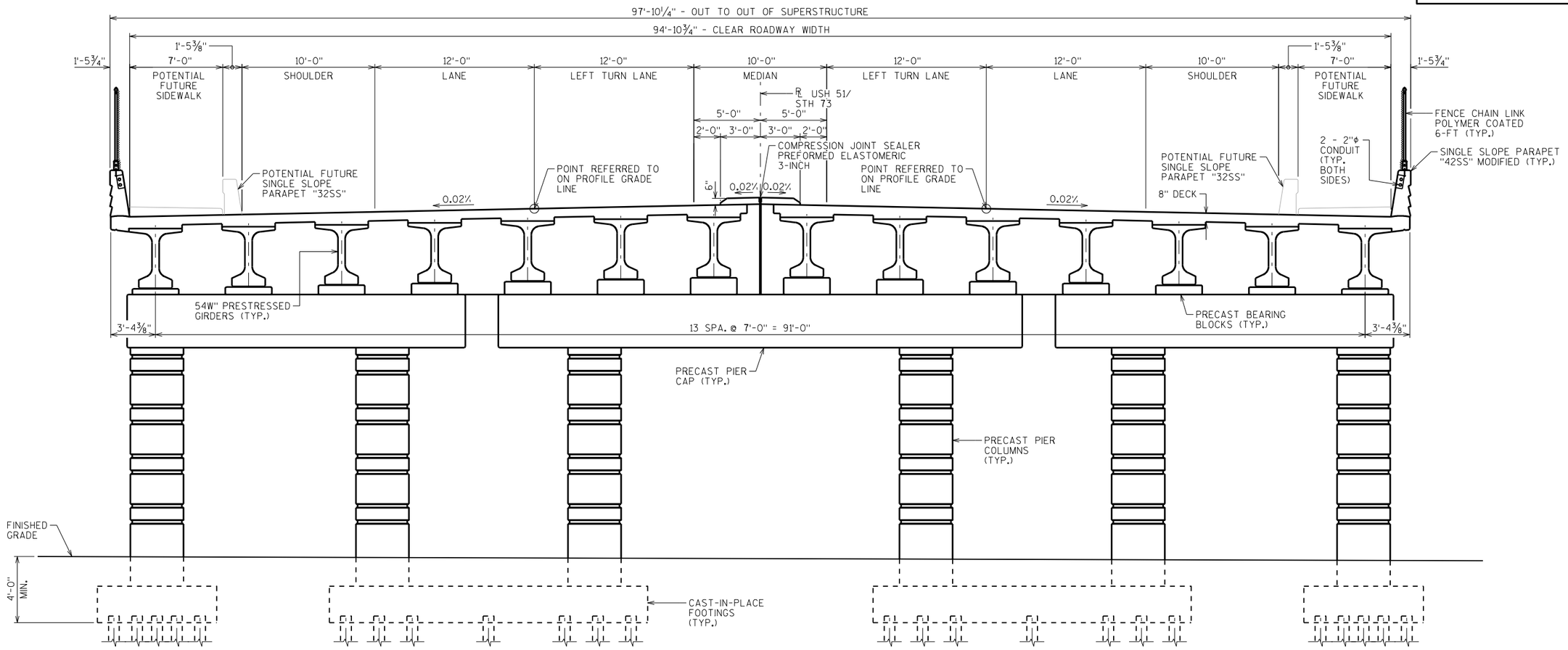
SCALE = 18

8

8

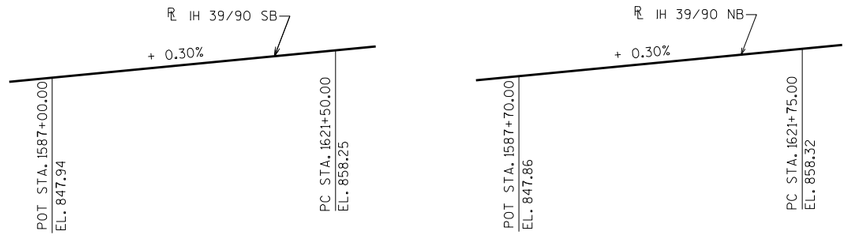
STATE PROJECT NUMBER

1007-10-72



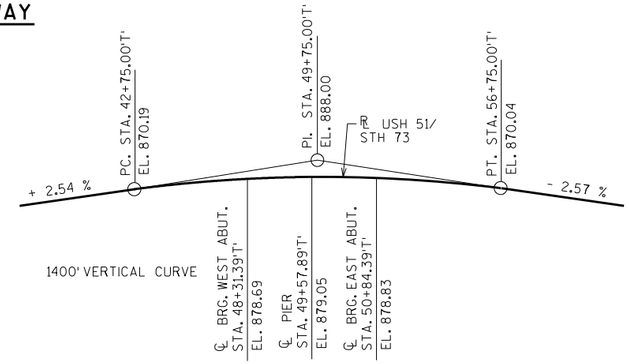
CROSS-SECTION THRU ROADWAY

(LOOKING EAST)



PROFILE GRADE LINE IH 39/90 SB

PROFILE GRADE LINE IH 39/90 NB



PROFILE GRADE LINE USH 51/STH 73

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY NAR | PLANS CK'D. SAD

CROSS SECTION & PROFILES

SHEET 2

518

SCALE = 4

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	WEST APPROACH	SUPER.	WEST ABUT.	EAST ABUT.	PIER	EAST APPROACH	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 49+70'T'	LS	———	———	———	———	———	———	1
203.0225.S	DEBRIS CONTAINMENT B-13-175	LS	———	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-13-702	LS	———	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	———	390	390	———	———	780
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	300	———	———	———	———	300	600
502.0100	CONCRETE MASONRY BRIDGES	CY	27	———	140	140	68	27	402
502.2000	COMPRESSION JOINT SEALER PREFORMED ELASTOMERIC 3-INCH	LF	20	256	———	———	———	20	296
502.3200	PROTECTIVE SURFACE TREATMENT	SY	230	2,960	———	———	———	230	3,420
503.0155	PRESTRESSED GIRDER TYPE I 54W-INCH	LF	———	3,553	———	———	———	———	3,553
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	———	———	9,050	9,050	7,225	———	25,325
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGE	LB	21,220	229,065	3,390	3,390	1,995	21,220	280,280
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	14	14	28	———	56
506.4000	STEEL DIAPHRAGMS B-13-702	EACH	———	48	———	———	———	———	48
511.1200	TEMPORARY SHORING B-13-702	SF	———	———	305	305	960	———	1,570
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	25	25	———	———	50
517.1010.S	CONCRETE STAINING B-13-702	SF	160	7,650	910	910	2,665	160	12,455
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-13-702	SF	95	1215	830	830	———	95	3,065
550.0500	PILE POINTS	EACH	———	———	26	26	66	———	118
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	———	1,040	910	1,650	———	3,600
604.0400	SLOPE PAVING CONCRETE	SY	———	———	265	265	———	———	530
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	———	———	135	135	———	———	270
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	160	160	———	———	320
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2	———	———	———	———	2	4
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	———	100	———	———	———	———	100
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	———	935	140	140	———	———	1,215
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	———	4	———	———	———	———	4
SPV.0035.701	HPC MASONRY STRUCTURES	CY	104	1,020	———	———	———	104	1228
SPV.0060.701	GROUTED BAR COUPLERS	EACH	———	———	———	———	216	———	216
SPV.0085.701	BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES	LB	———	3,335	———	———	———	———	3,335
SPV.0090.701	PRECAST PIER COLUMNS	LF	———	———	———	———	108	———	108
SPV.0090.702	PRECAST PIER CAPS	LF	———	———	———	———	91	———	91
SPV.0090.703	FENCE CHAIN LINK POLYMER COATED 6-FT	LF	30	511	———	———	———	30	571
SPV.0165.701	LONGITUDINAL GROOVING BRIDGE DECK	SF	1,770	22,720	———	———	———	1,770	26,260
	NON-BID ITEMS								
	FILLER	SIZE	———	———	———	———	———	———	½", ¾", 1"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK, APPROACH SLABS, AND MEDIAN SURFACES AND THE FRONT FACE AND THE 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 SHEET 1 AND IN THE ABUTMENT DETAILS.

THE CONCRETE QUANTITIES FOR THE PARAPETS, SUPERSTRUCTURE DECK, MEDIAN, APPROACH SLABS, CONCRETE DIAPHRAGMS AND HAUNCH OVER GIRDERS SHALL BE PAID FOR UNDER THE BID ITEM "HPC MASONRY STRUCTURES".

POLYMER OVERLAY TO BE APPLIED TO ENTIRE TOP OF DECK SURFACE UNDER A FUTURE CONTRACT.

THE SOIL BORINGS INDICATE THAT THE SURFACE BEDROCK ELEVATION IS VARIABLE AT BOTH ABUTMENTS. THE BEDROCK AT THE ABUTMENTS IS SLOPING DOWNWARD FROM NORTH TO SOUTH AND IS FAIRLY CONSISTENT AT THE PIER. AT THE NORTH SIDE OF THE STRUCTURE, BEDROCK IS ALSO SLOPING DOWNWARD FROM EAST TO WEST (EAST ABUTMENT) AND FROM WEST TO EAST (WEST ABUTMENT). AT THE SOUTH SIDE OF THE STRUCTURE, THE BEDROCK SURFACE ELEVATIONS ARE FAIRLY CONSISTENT. VARIABLE PILE PENETRATION IS EXPECTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS SHOWN OTHERWISE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M 153, TYPE I, II, OR III OR A.A.S.H.T.O. DESIGNATION M 213.

THE EXISTING PIER 1 & PIER 3 FOOTINGS OF STRUCTURE B-13-175 SHALL BE COMPLETELY REMOVED.

STATE PROJECT NUMBER

1007-10-72

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY NAR | PLANS CK'D. SAD

QUANTITIES & GENERAL NOTES

SHEET 3

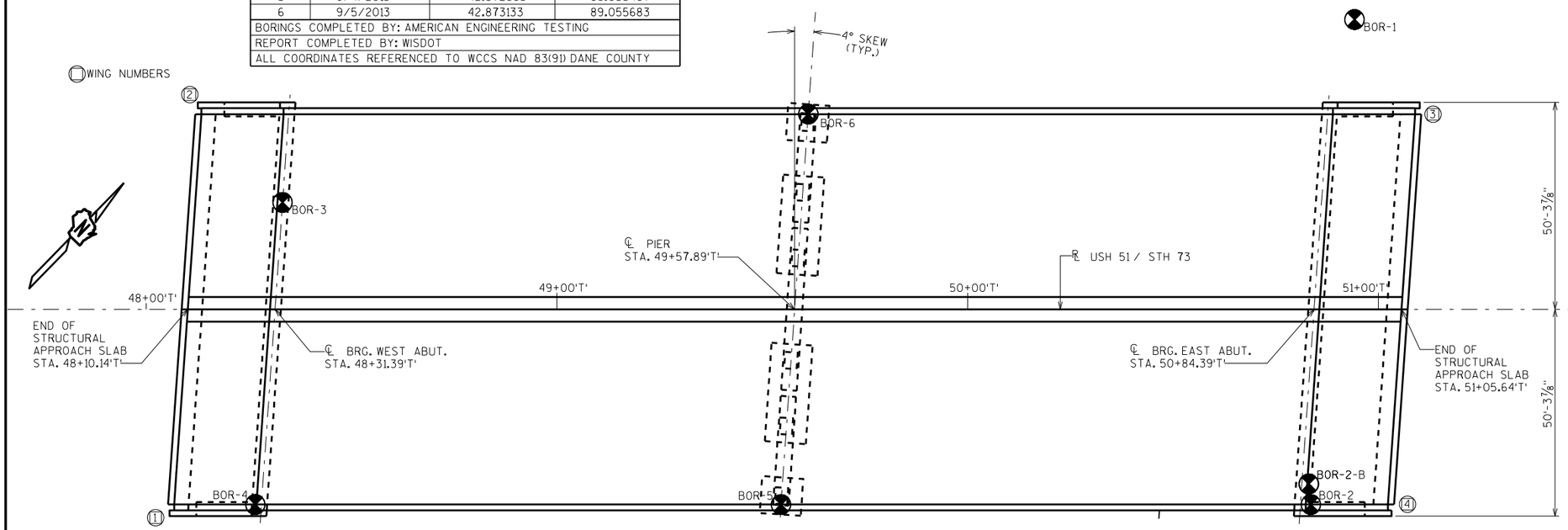
519

SCALE = 4

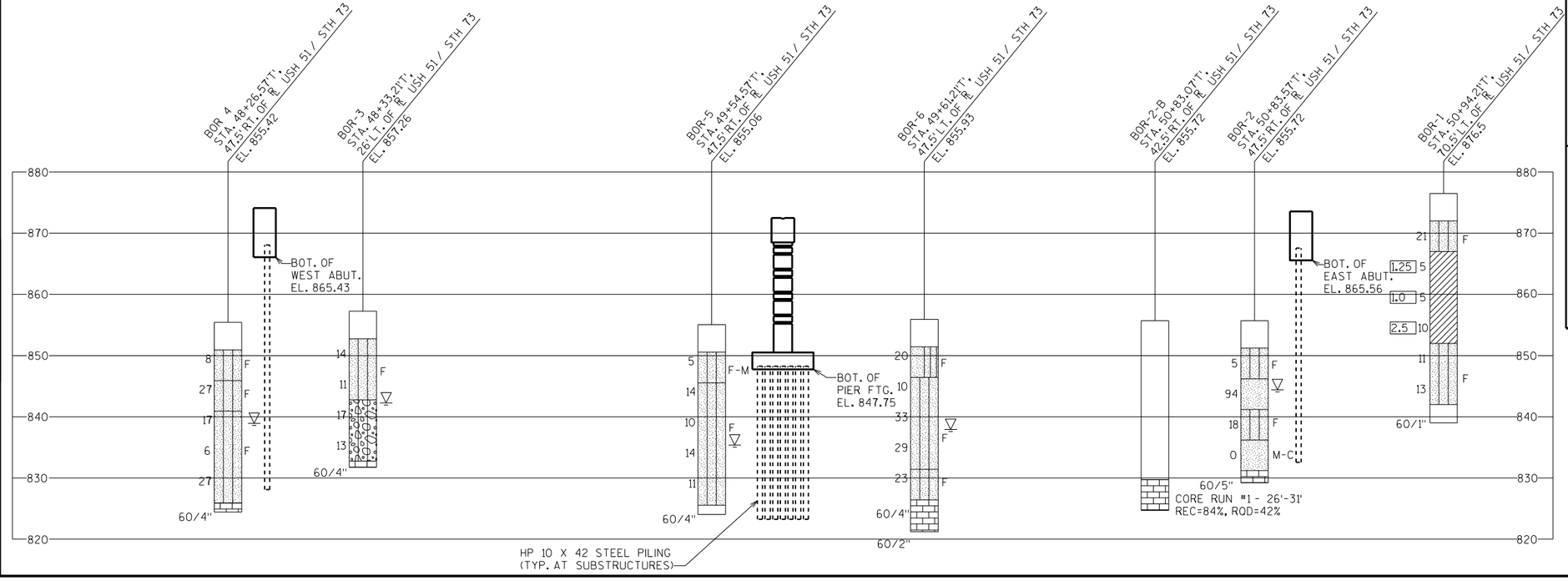
ILLINOIS STATE LINE - MADISON
SOUTH DANE COUNTY LINE - UP RR

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	7/30/2013	42.873367	89.05535
2	7/30/2013	42.873117	89.055117
2-B	7/31/2013	42.873117	89.055117
3	9/4/2013	42.872817	89.055967
4	9/5/2013	42.872667	89.055767
5	9/4/2013	42.872883	89.055467
6	9/5/2013	42.873133	89.055683

BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING
REPORT COMPLETED BY: WISDOT
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY



PLAN



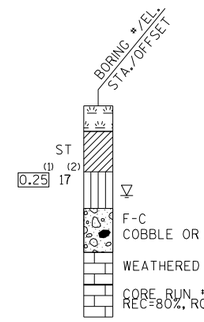
STATE PROJECT NUMBER

1007-10-72

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-13-702

DRAWN BY JPH | PLANS CK'D. SAD

SUBSURFACE EXPLORATION

SHEET 4

520

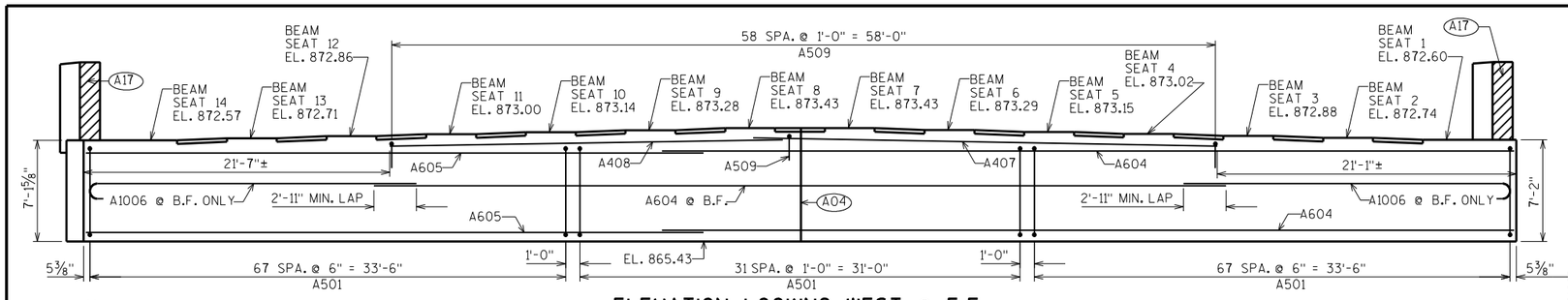
8

8

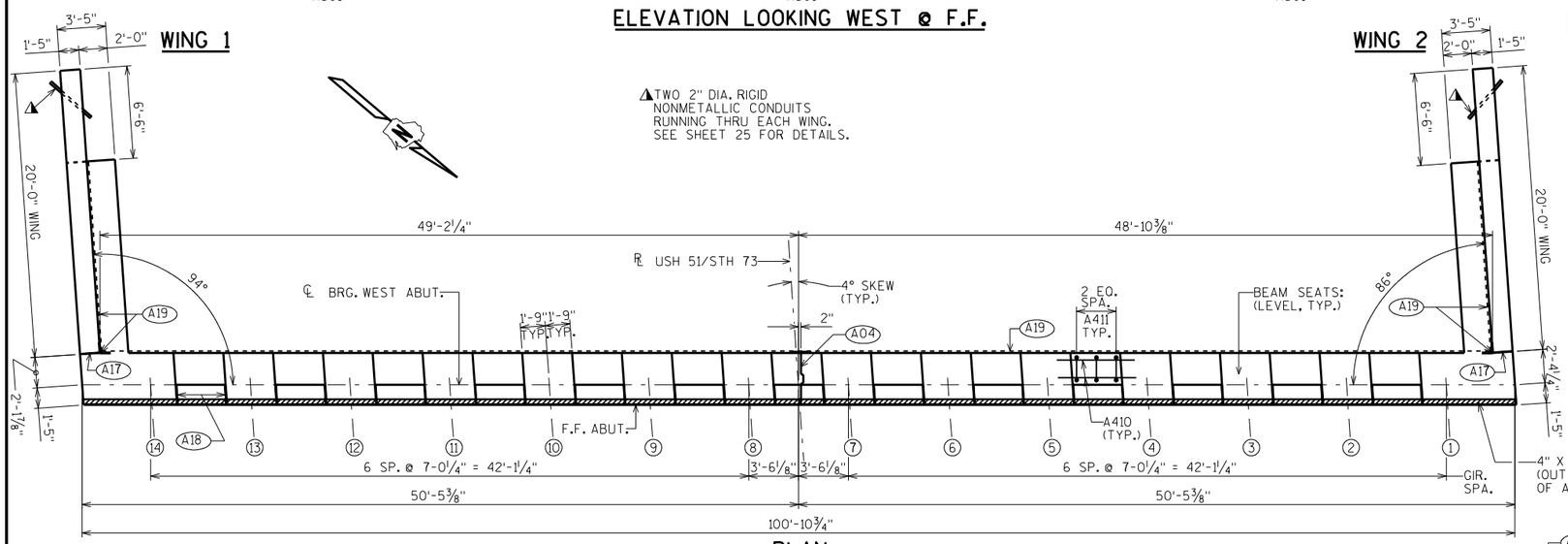
SCALE = 15

STATE PROJECT NUMBER

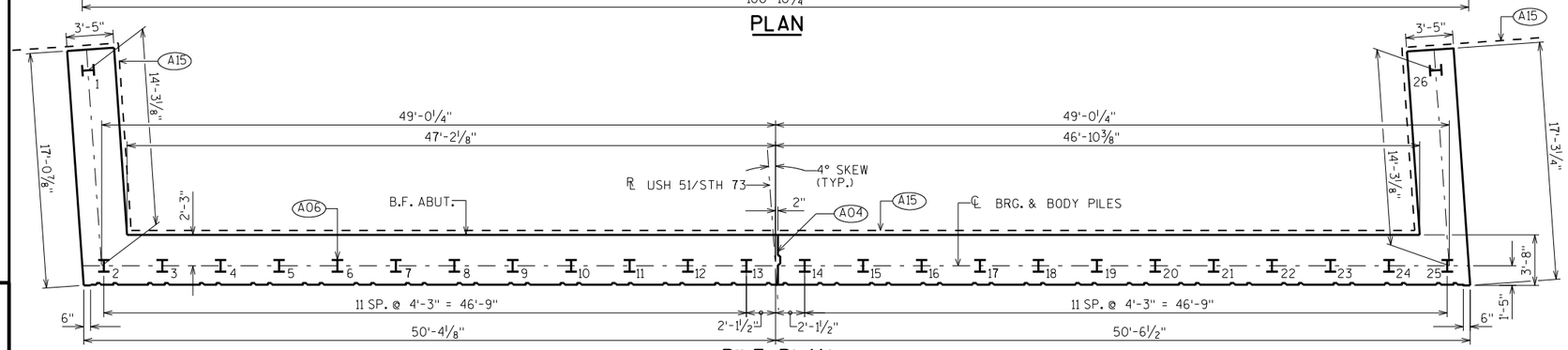
1007-10-72



ELEVATION LOOKING WEST @ F.F.



PLAN



PILE PLAN

LEGEND

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" X 8". ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET 29.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

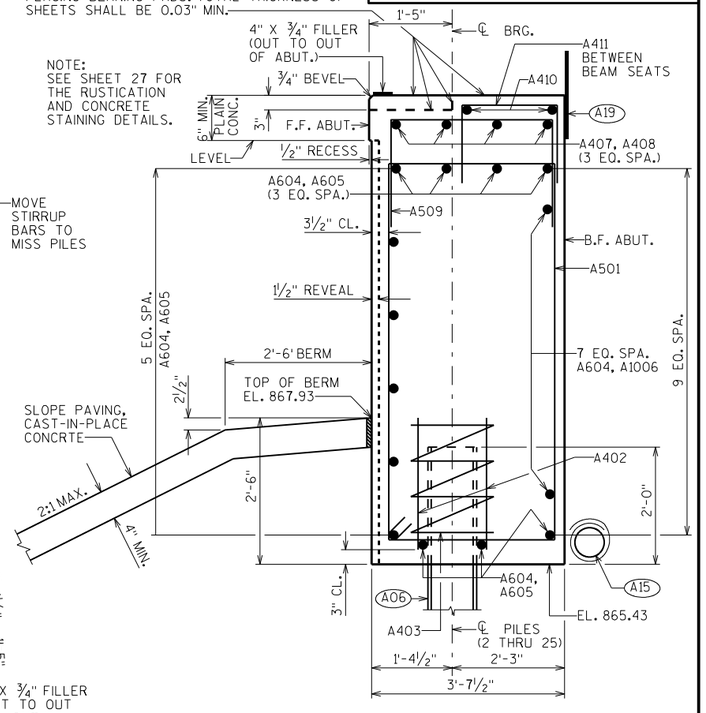
(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

⚠TWO 2" DIA. RIGID NONMETALLIC CONDUITS RUNNING THRU EACH WING. SEE SHEET 25 FOR DETAILS.

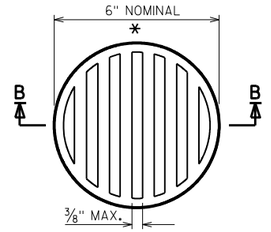
STEEL TROWEL TOP SURFACE OF ABUTMENT (OUT TO OUT OF ABUTMENT DIAPHRAGM ONLY). PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.

NOTE: SEE SHEET 27 FOR THE RUSTICATION AND CONCRETE STAINING DETAILS.

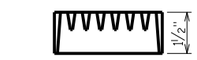


MOVE STIRRUP BARS TO MISS PILES

SECTION THRU BODY



RODENT SHIELD DETAIL

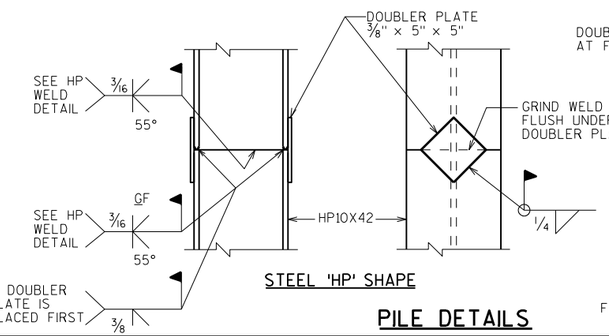


SECTION B-B

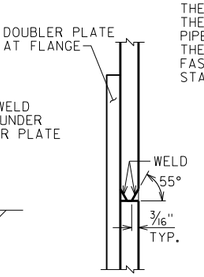
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

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.



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-13-702

DRAWN BY JPH | PLANS CK'D. SAD

WEST ABUTMENT

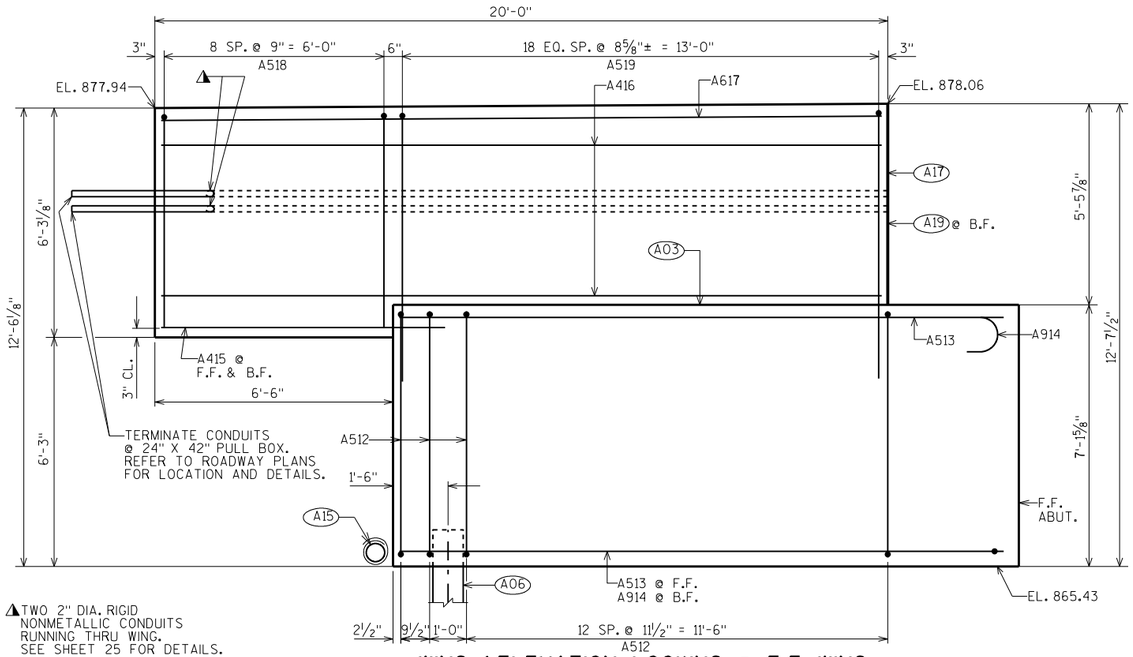
SHEET 5

521

SCALE = 5

8

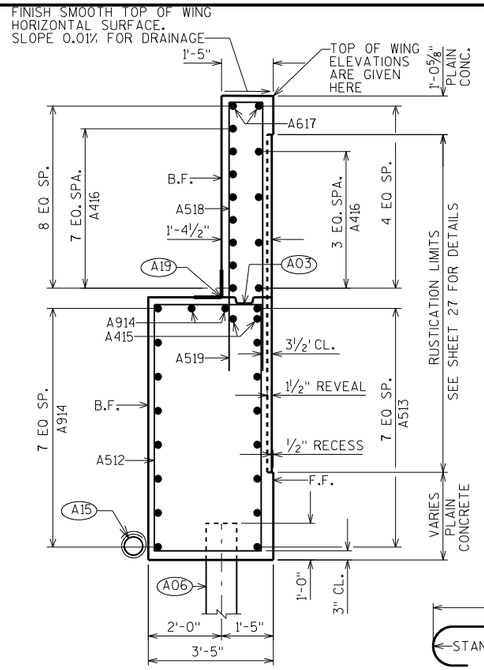
8



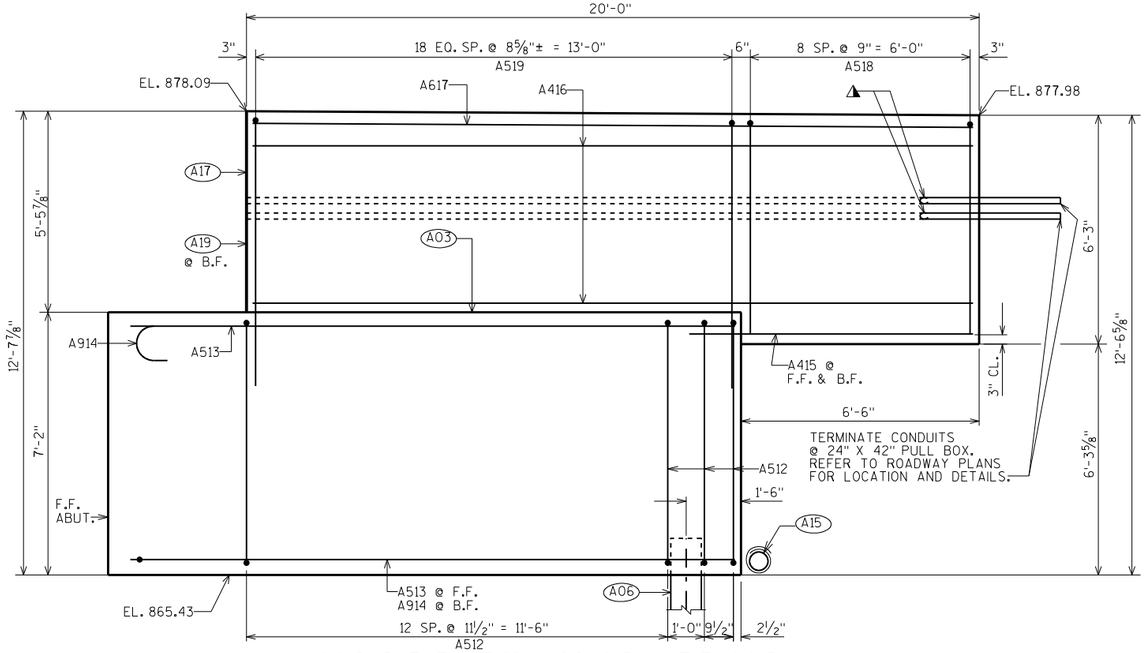
TWO 2" DIA. RIGID NONMETALLIC CONDUITS RUNNING THRU WING. SEE SHEET 25 FOR DETAILS.

WING 1 ELEVATION LOOKING @ F.F. WING

(RUSTICATION NOT SHOWN FOR CLARITY)



SECTION THRU WINGS 1&2



WING 2 ELEVATION LOOKING @ F.F. WING

(RUSTICATION NOT SHOWN FOR CLARITY)

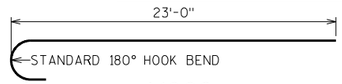
STATE PROJECT NUMBER

1007-10-72

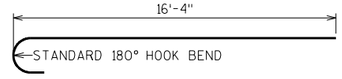
NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

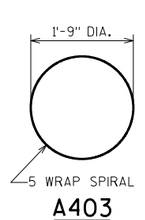
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		168	19'-10"	X		BODY-STIRRUPS-VERT.
A402		48	2'-3"			BODY-VERT.-BOT.-2 PER PILE
A403		24	28'-0"	X		BODY-VERT.-BOT.-SPIRAL-1 PER PILE
A604		20	60'-0"			BODY-HORIZONTAL
A605		12	43'-6"			BODY-HORIZONTAL-WING 1 END ONLY
A1006		16	24'-5"	X		BODY-HORIZONTAL-B.F.-AT ENDS ONLY
A407		4	32'-8"			BODY-TOP-HORIZ.-UNDER BEAM SEATS 4-8
A408		4	27'-8"			BODY-TOP-HORIZ.-UNDER BEAM SEATS 8-11
A509		59	6'-8"	X		BODY-TOP-VERT.-UNDER BEAM SEATS 4-11
A410		26	5'-7"			BODY-HORIZ.-TOP-BETWEEN BEAM SEATS
A411		39	4'-5"	X		BODY-VERT.-TOP-BETWEEN BEAM SEATS
A512	X	30	19'-11"	X		WINGS 1&2-BOT.-VERT.-STIRRUP
A513	X	16	16'-6"			WINGS 1&2-HORIZONTAL-F.F.
A914	X	20	17'-7"	X		WINGS 1&2-HORIZONTAL-B.F.
A415	X	4	7'-9"			WINGS 1&2-HORIZONTAL-B.F. & F.F.
A416	X	24	19'-8"			WINGS 1&2-HORIZONTAL-F.F. & B.F.
A617	X	4	19'-8"			WINGS 1&2-HORIZONTAL-TOP-F.F. & B.F.
A518	X	18	12'-4"	X		WINGS 1&2-VERTICAL
A519	X	38	15'-4"	X		WINGS 1&2-VERTICAL



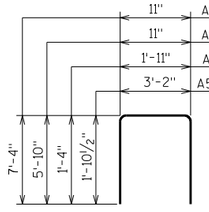
A1006



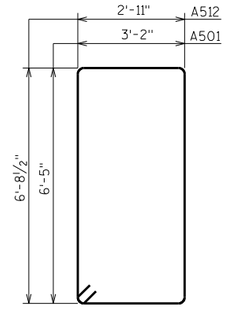
A914



A403



A509 A411
A518 A519



A501 A512

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 40 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE
SEE SHEET 27 FOR
THE RUSTICATION AND
CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

WEST ABUTMENT DETAILS

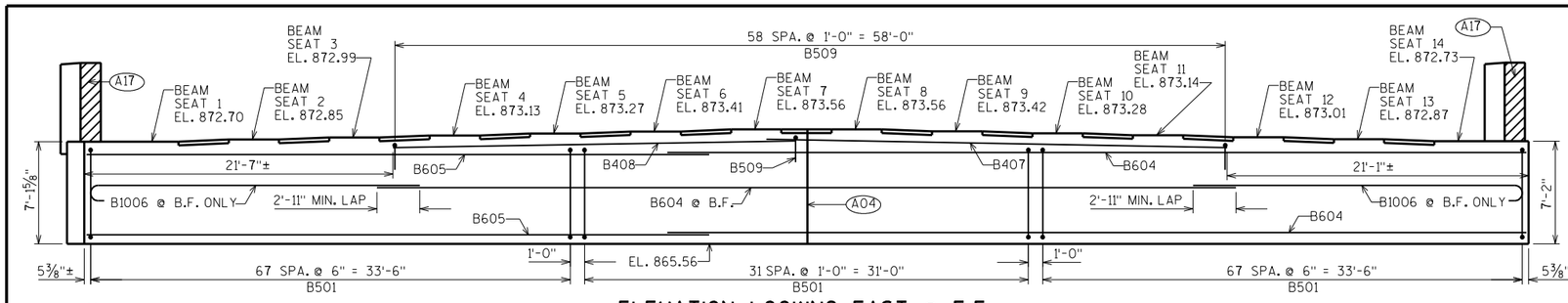
SHEET 6

522

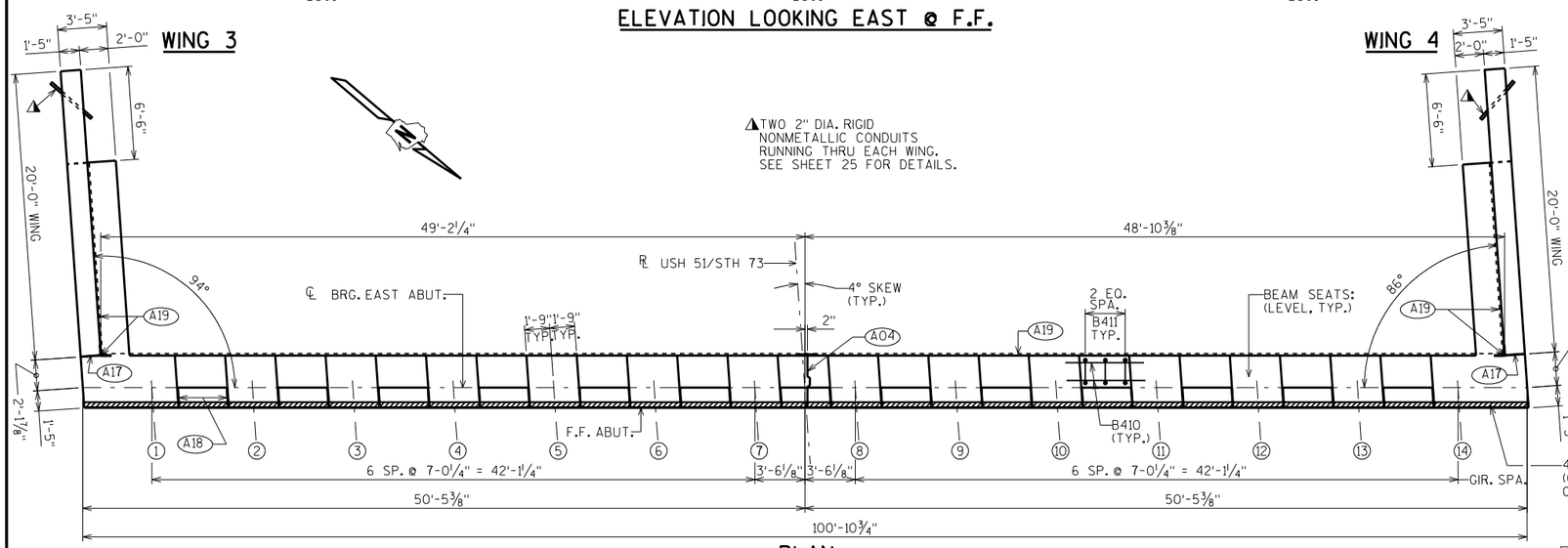
SCALE = 2

8

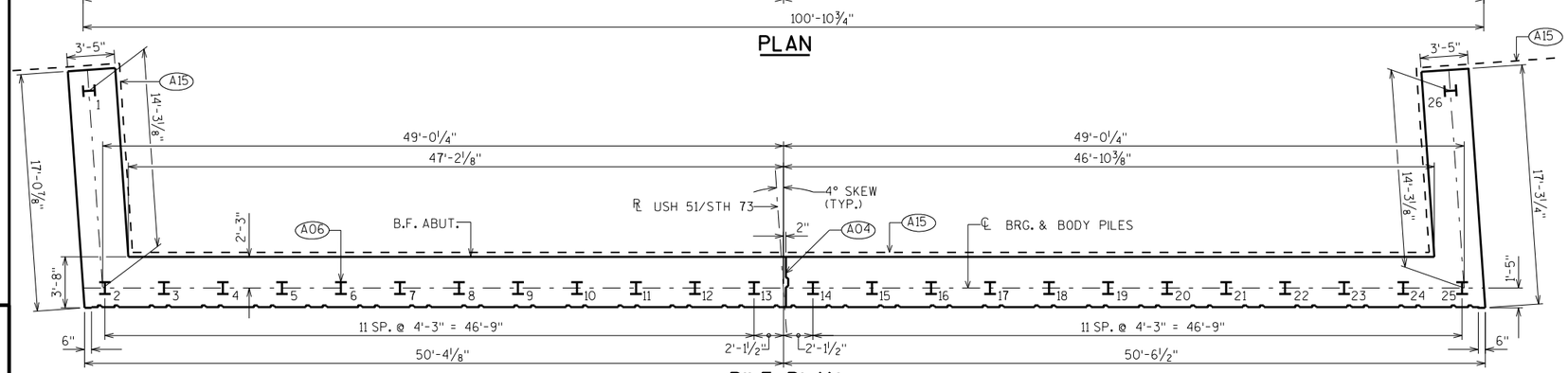
8



ELEVATION LOOKING EAST @ F.F.



PLAN



PILE PLAN

LEGEND

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" X 8". ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET 29.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

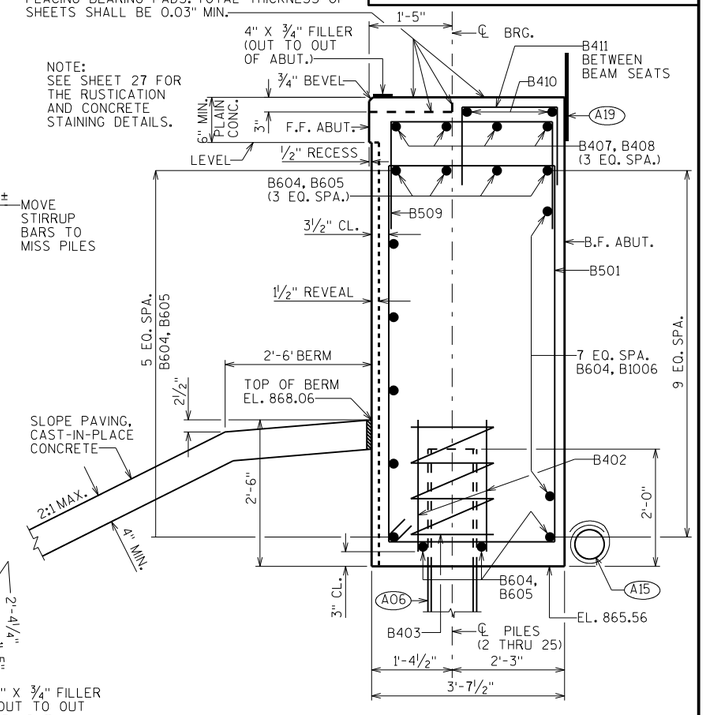
(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

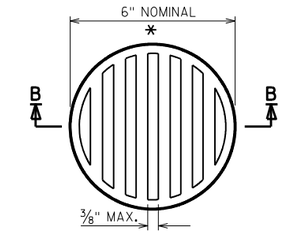
(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

STEEL TROWEL TOP SURFACE OF ABUTMENT (OUT TO OUT OF ABUTMENT DIAPHRAGM ONLY). PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE 0.03" MIN.

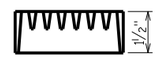


SECTION THRU BODY

MOVE STIRRUP BARS TO MISS PILES



RODENT SHIELD DETAIL

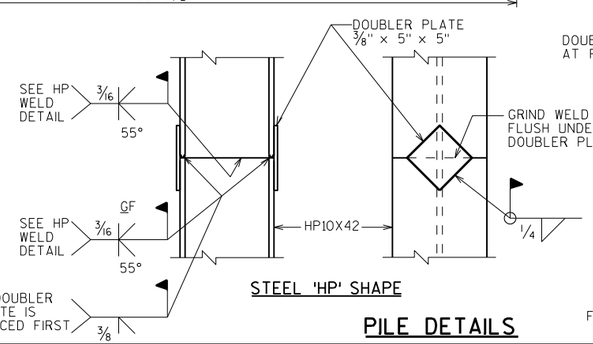


SECTION B-B

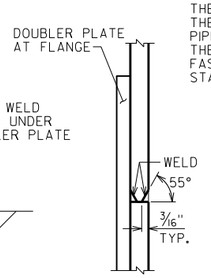
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

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.



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-13-702

DRAWN BY JPH | PLANS CK'D. SAD

EAST ABUTMENT

SHEET 7

523

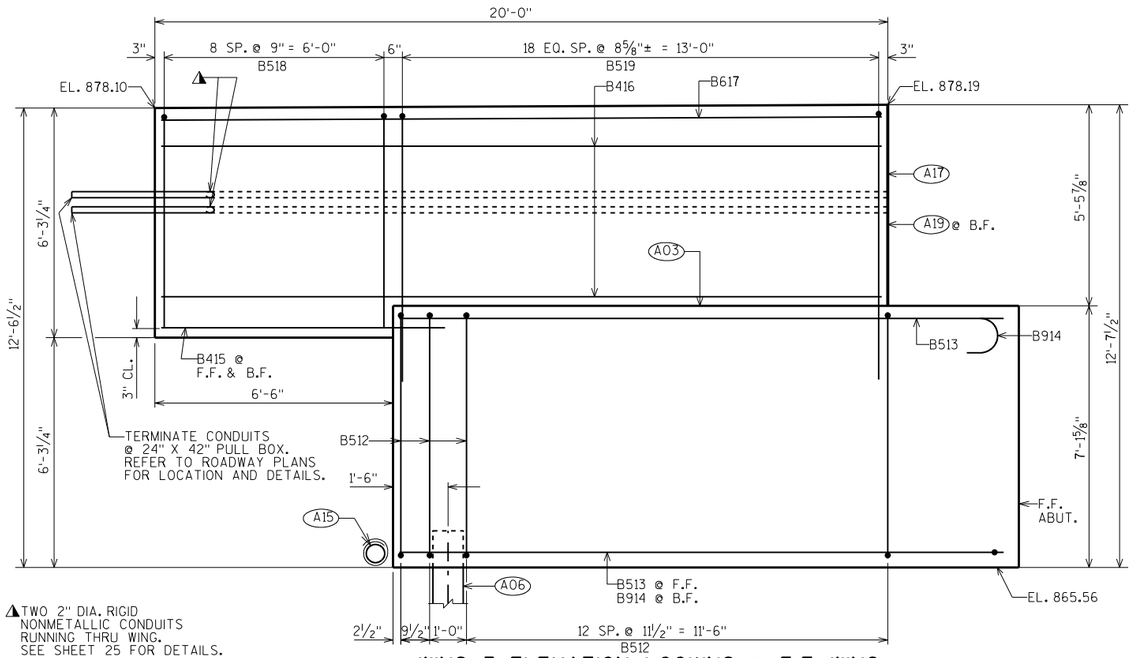
STATE PROJECT NUMBER

1007-10-72

8

8

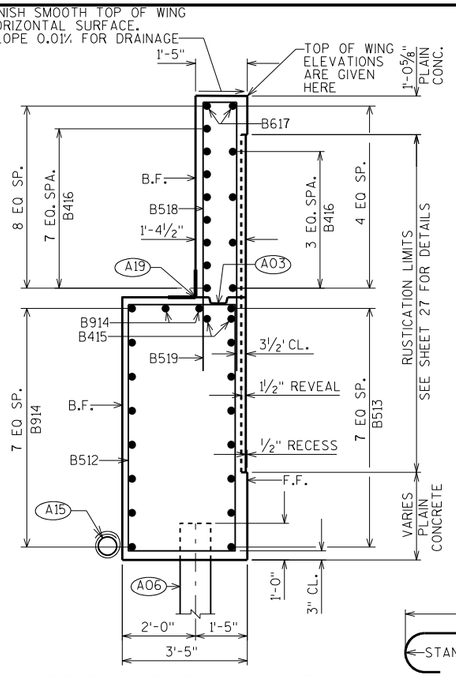
SCALE = 5



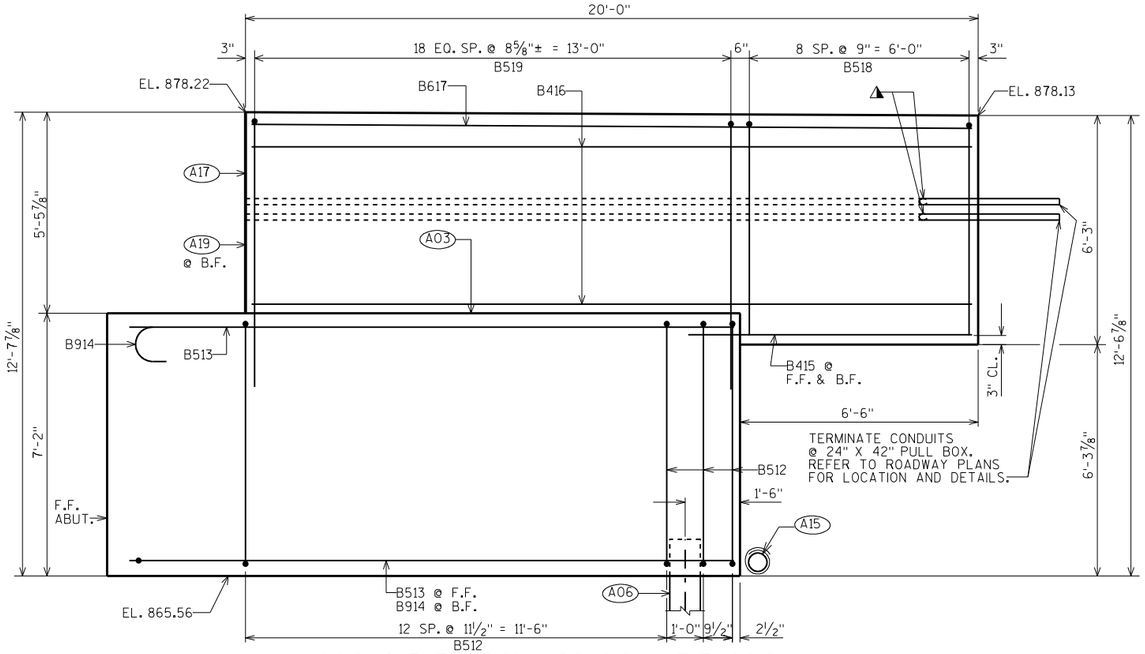
TWO 2" DIA. RIGID NONMETALLIC CONDUITS RUNNING THRU WING. SEE SHEET 25 FOR DETAILS.

WING 3 ELEVATION LOOKING @ F.F. WING

(RUSTICATION NOT SHOWN FOR CLARITY)



SECTION THRU WINGS 3&4



WING 4 ELEVATION LOOKING @ F.F. WING

(RUSTICATION NOT SHOWN FOR CLARITY)

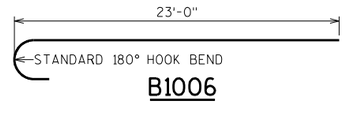
STATE PROJECT NUMBER

1007-10-72

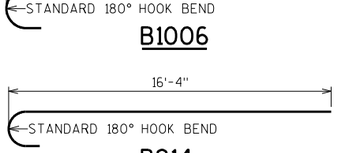
NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

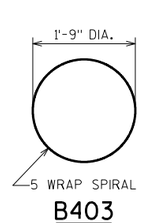
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		168	19'-10"	X		BODY-STIRRUPS-VERT.
B402		48	2'-3"			BODY-VERT.-BOT.-2 PER PILE
B403		24	28'-0"	X		BODY-VERT.-BOT.-SPIRAL-1 PER PILE
B604		20	60'-0"			BODY-HORIZONTAL
B605		12	43'-6"			BODY-HORIZONTAL-WING 3 END ONLY
B1006		16	24'-5"	X		BODY-HORIZONTAL-B.F.-AT ENDS ONLY
B407		4	32'-2"			BODY-TOP-HORIZ.-UNDER BEAM SEATS 7-11
B408		4	28'-2"			BODY-TOP-HORIZ.-UNDER BEAM SEATS 4-7
B509		59	6'-8"	X		BODY-TOP-VERT.-UNDER BEAM SEATS 4-11
B410		26	5'-7"			BODY-HORIZ.-TOP-BETWEEN BEAM SEATS
B411		39	4'-5"	X		BODY-VERT.-TOP-BETWEEN BEAM SEATS
B512	X	30	19'-11"	X		WINGS 3&4-BOT.-VERT.-STIRRUP
B513	X	16	16'-6"			WINGS 3&4-HORIZONTAL-F.F.
B914	X	20	17'-7"	X		WINGS 3&4-HORIZONTAL-B.F.
B415	X	4	7'-9"			WINGS 3&4-HORIZONTAL-B.F. & F.F.
B416	X	24	19'-8"			WINGS 3&4-HORIZONTAL-F.F. & B.F.
B617	X	4	19'-8"			WINGS 3&4-HORIZONTAL-TOP-F.F. & B.F.
B518	X	18	12'-4"	X		WINGS 3&4-VERTICAL
B519	X	38	15'-4"	X		WINGS 3&4-VERTICAL



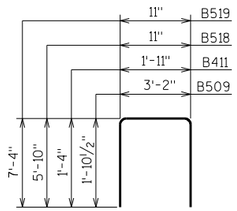
B1006



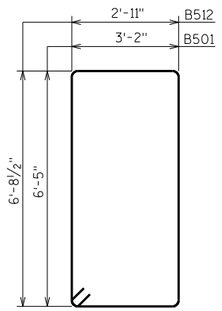
B914



B403



B509 B411
B518 B519



B501 B512

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" R.M.W. @ B.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 180 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 AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NOTE
SEE SHEET 27 FOR
THE RUSTICATION AND
CONCRETE STAINING DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

EAST ABUTMENT DETAILS

SHEET 8

524

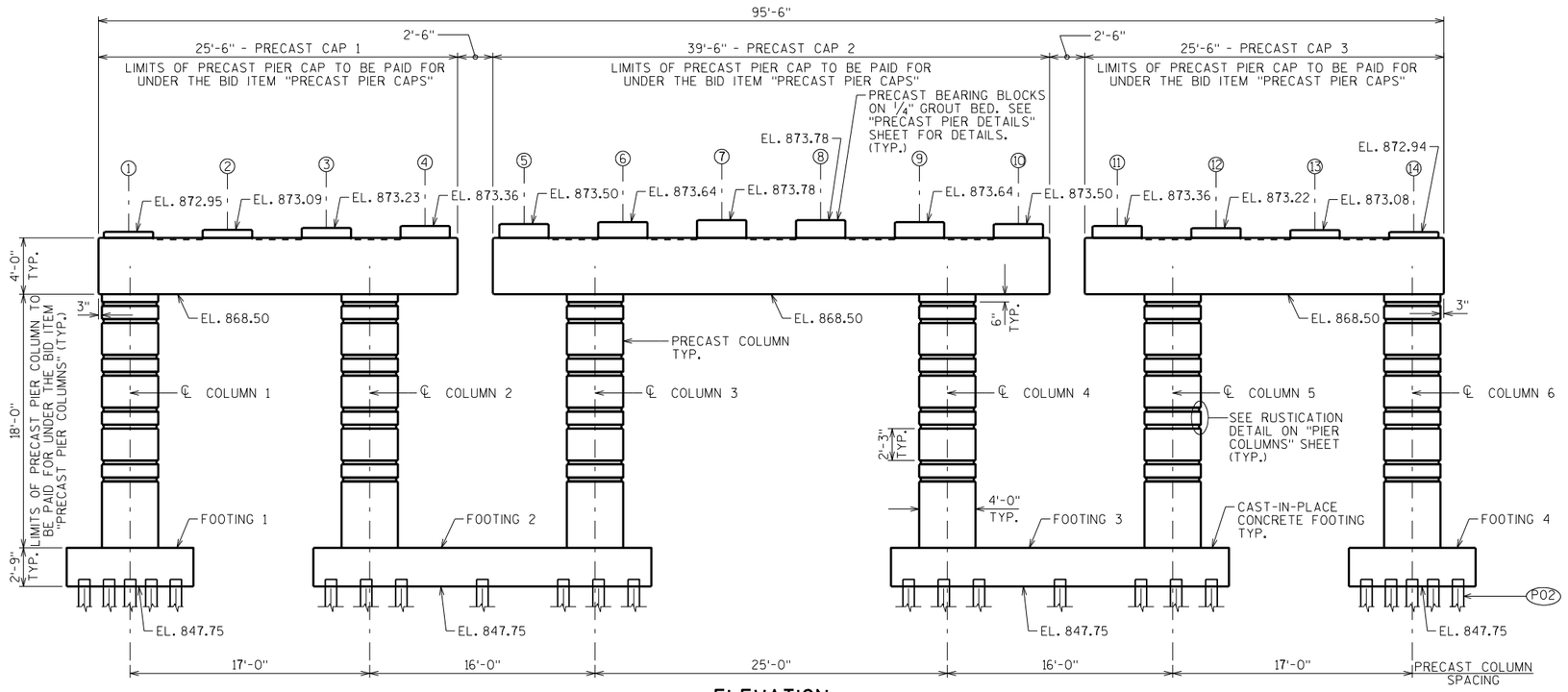
8

SCALE = 2

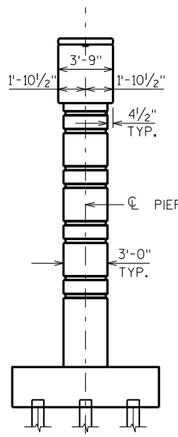
STATE PROJECT NUMBER

1007-10-72

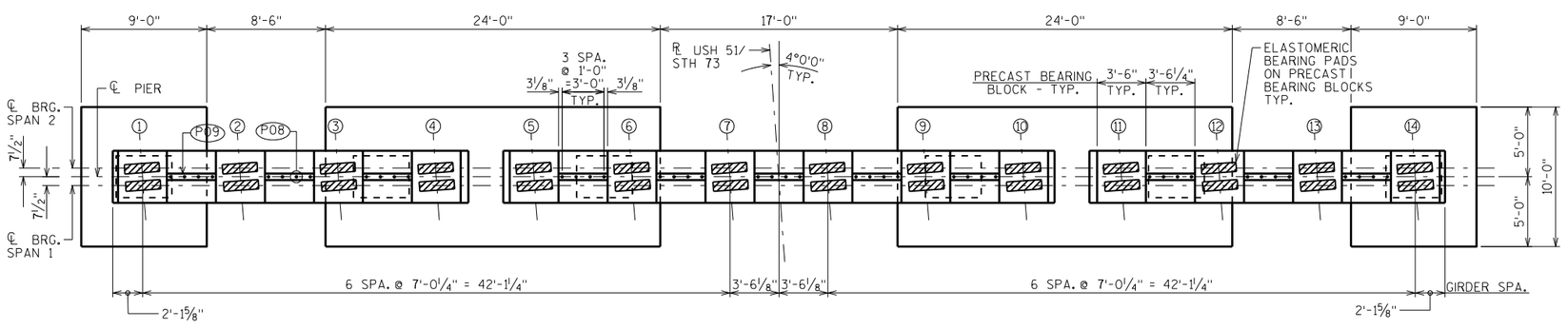
○ INDICATES GIRDER NUMBER



ELEVATION
(LOOKING NORTHEAST)



END VIEW
(LOOKING NORTHWEST)



PLAN

(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(P08) P523 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. EMBED 1'-0" INTO CAP CONCRETE.

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

GENERAL NOTES

PROVIDE A SUITABLE LIFTING DEVICE FOR THE PRECAST CAP AND COLUMN UNIT(S).

CAST-IN-PLACE ALTERNATIVE IS NOT ALLOWED.

STIRRUPS AT THE GROUTED COUPLERS ARE SIZED BASED ON A 3" OUTER DIAMETER COUPLER SLEEVE. ADJUST STIRRUP DIMENSIONS AS REQUIRED IF THE ACTUAL COUPLER SLEEVE DIAMETER DIFFERS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY NAR | PLANS CK'D. SAD

PIER

SHEET 9

525

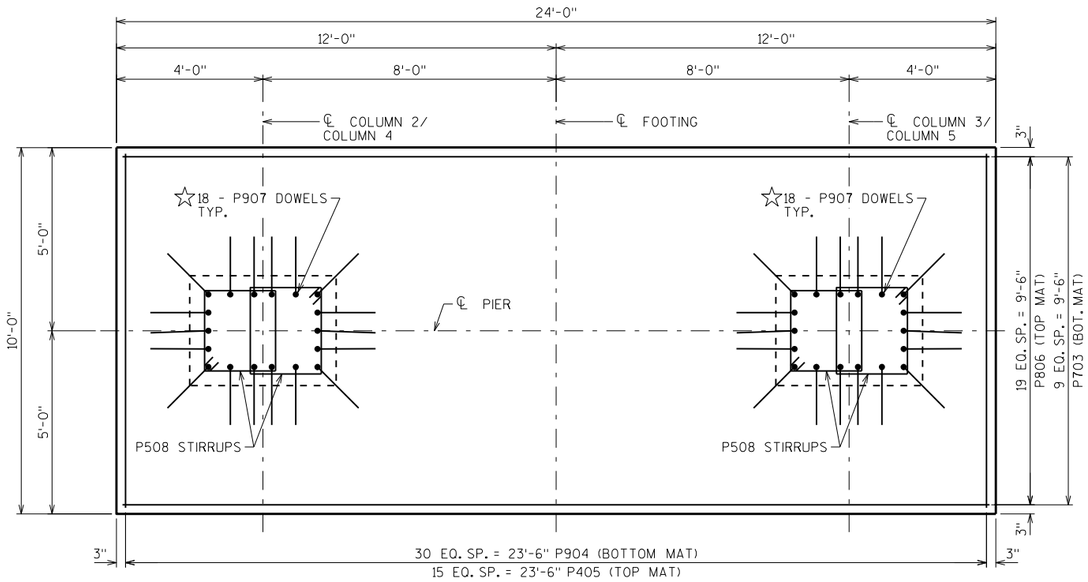
SCALE = 5

8

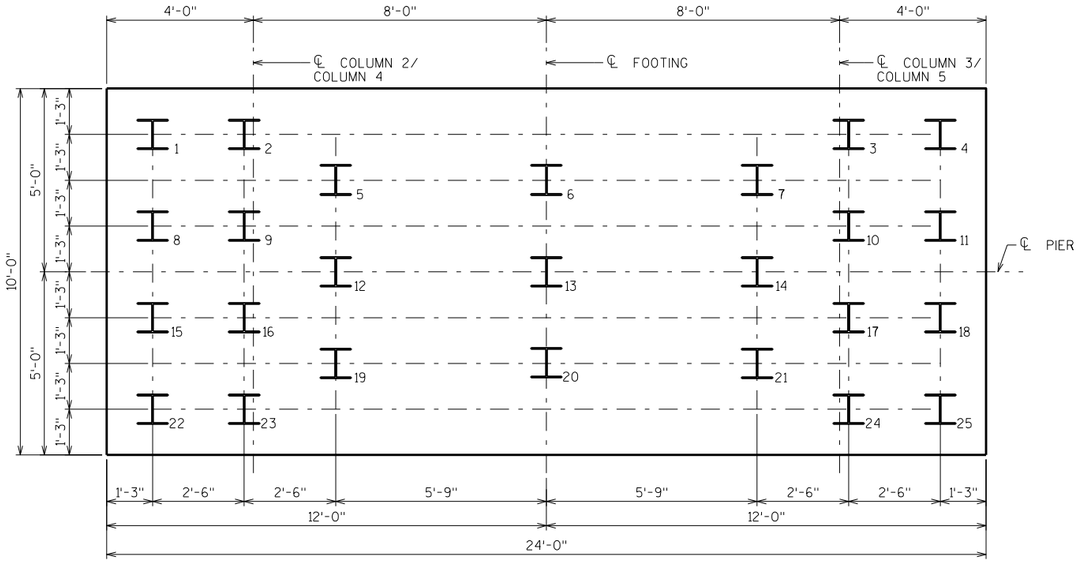
8

STATE PROJECT NUMBER

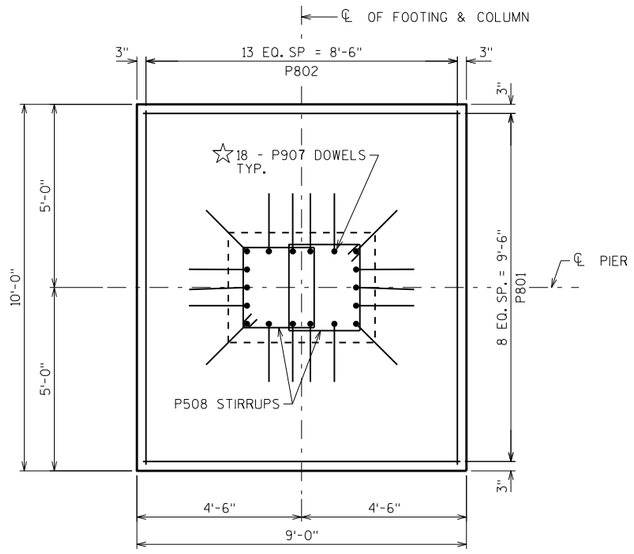
1007-10-72



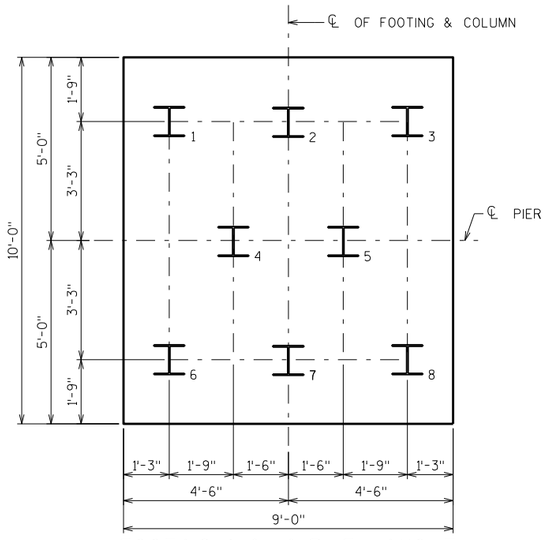
FOOTING 2 & 3 REINFORCEMENT PLAN



FOOTING 2 & 3 PILE LAYOUT



FOOTING 1 & 4 REINFORCEMENT PLAN



FOOTING 1 & 4 PILE LAYOUT

NOTE:

USE TEMPLATE TO ALIGN P907 DOWELS INTO PRECAST COLUMNS. TEMPLATE TO BE PROVIDED BY PRECASTER.

☆SUPPLY REINFORCEMENT BARS ACCORDING TO GROUTED COUPLER REQUIREMENTS FOR EMBEDMENT. BARS MAY BE FIELD CUT IF NEEDED. PAYMENT IS BASED ON PLAN LENGTHS AS SHOWN IN THE BILL OF BARS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY NAR | PLANS CK'D. SAD

PIER FOOTINGS

SHEET 10

526

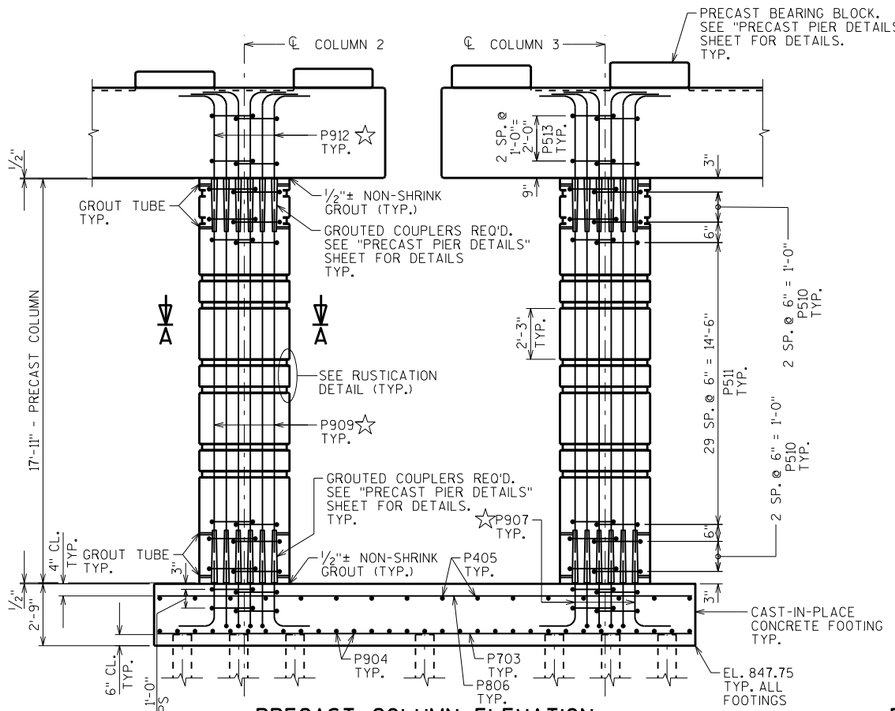
SCALE = 2

8

8

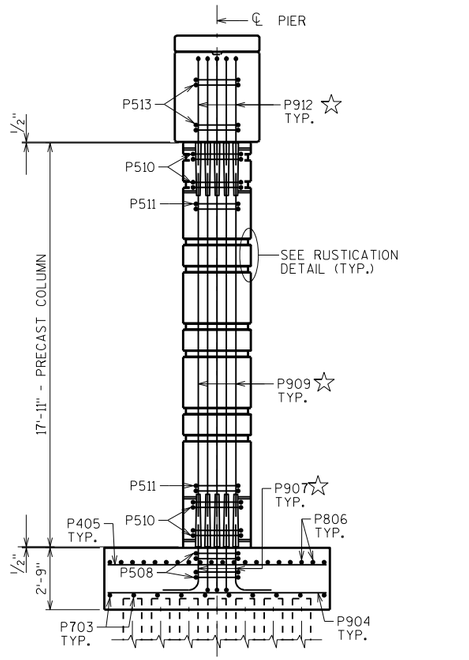
STATE PROJECT NUMBER

1007-10-72



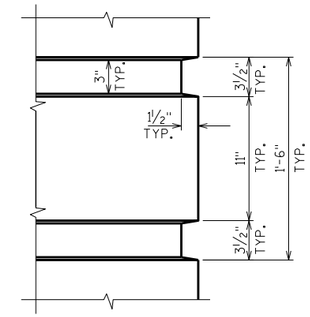
PRECAST COLUMN ELEVATION

(COLUMNS 2 & 3 SHOWN, COLUMNS 4 & 5 SIMILAR)

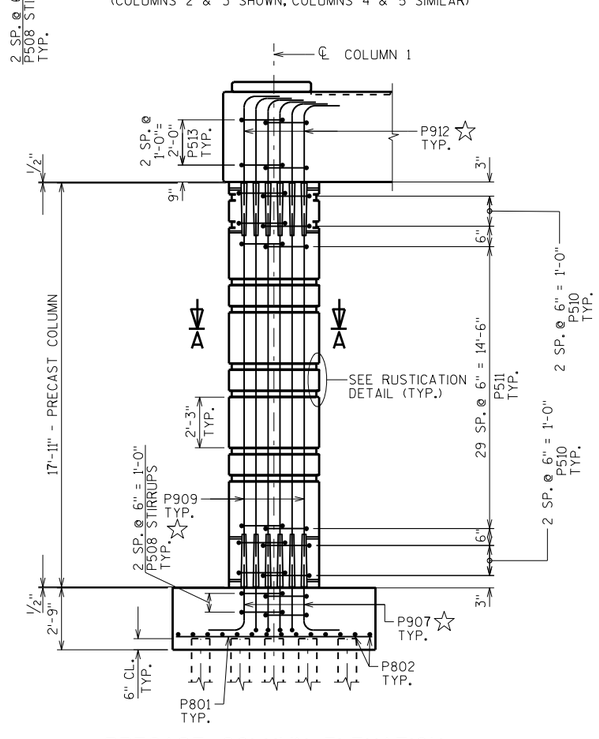


PRECAST COLUMN ELEVATION - END VIEW

(COLUMNS 2 & 3 SHOWN, COLUMNS 4 & 5 SIMILAR)

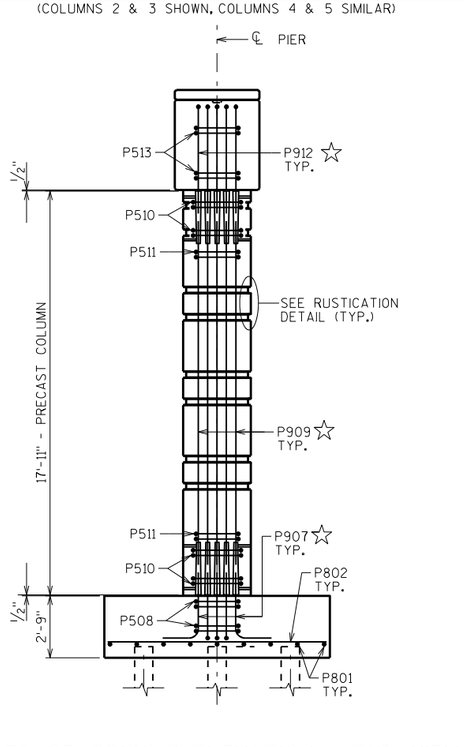


RUSTICATION DETAIL



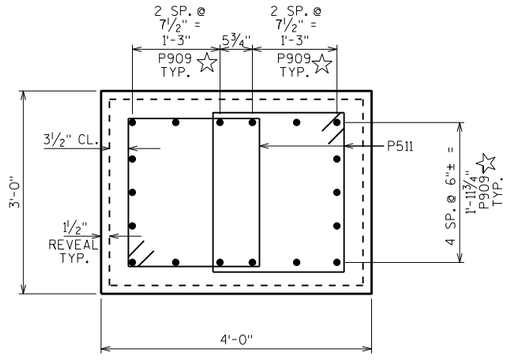
PRECAST COLUMN ELEVATION

(COLUMN 1 SHOWN, COLUMN 6 SIMILAR)



PRECAST COLUMN ELEVATION - END VIEW

(COLUMN 1 SHOWN, COLUMN 6 SIMILAR)



SECTION A-A

☆ SUPPLY REINFORCEMENT BARS ACCORDING TO GROUTED COUPLER REQUIREMENTS FOR EMBEDMENT. BARS MAY BE FIELD CUT IF NEEDED. PAYMENT IS BASED ON PLAN LENGTHS AS SHOWN IN THE BILL OF BARS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY NAR | PLANS CK'D. SAD

PIER COLUMNS

SHEET 11

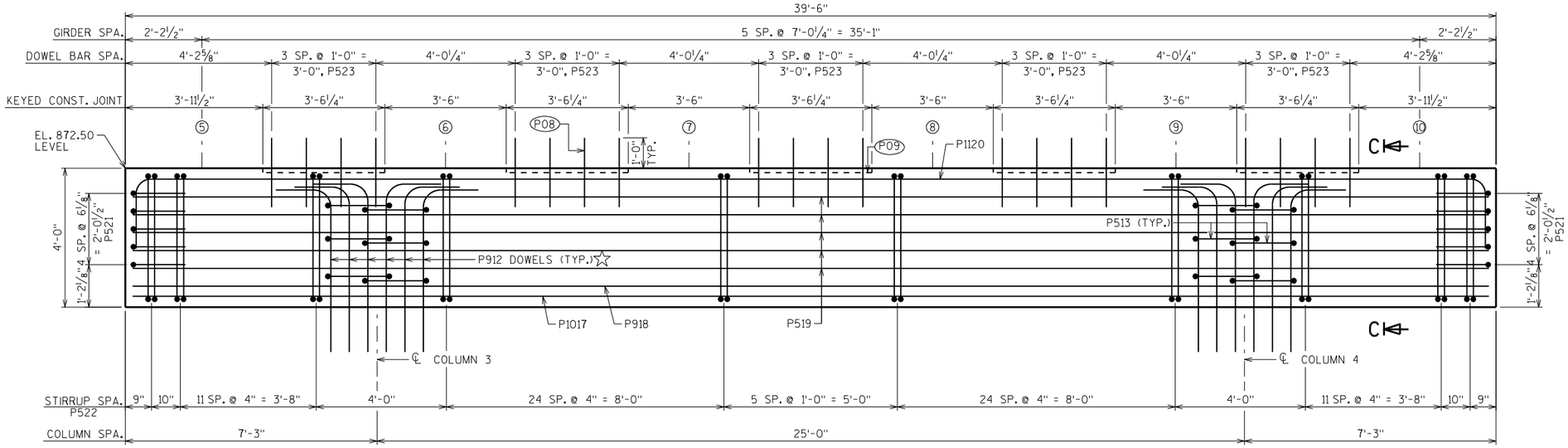
527

SCALE = 3.25

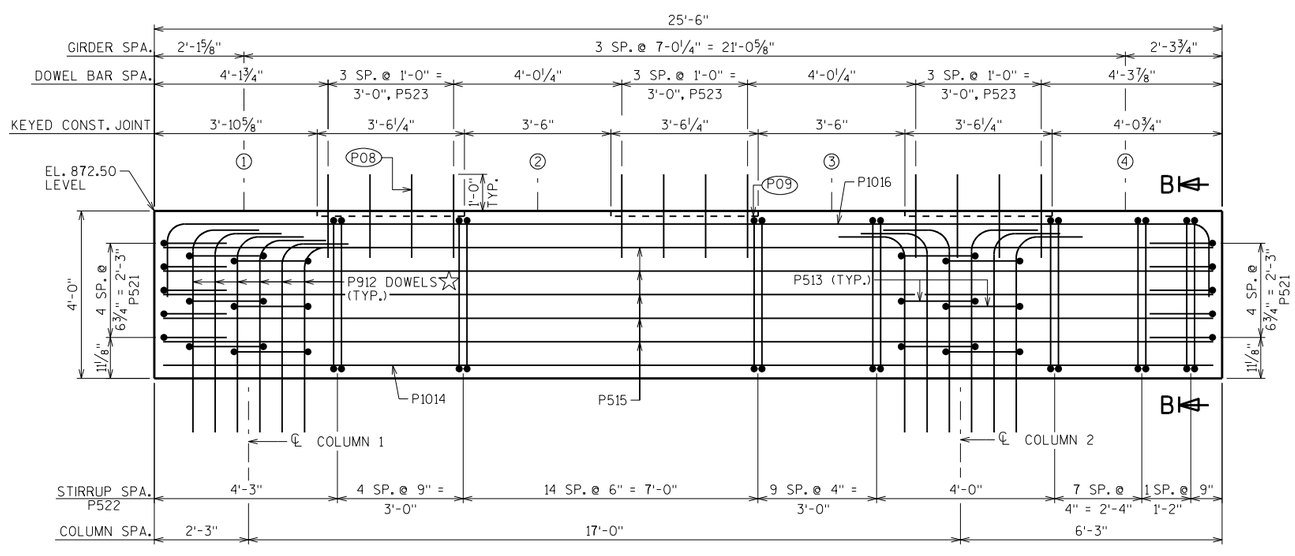
8

8

STATE PROJECT NUMBER
1007-10-72



PRECAST CAP 2 ELEVATION - LOOKING NORTHEAST

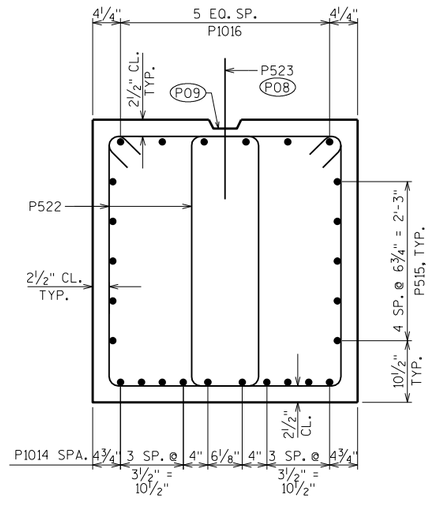


PRECAST CAP 1 ELEVATION - LOOKING NORTHEAST

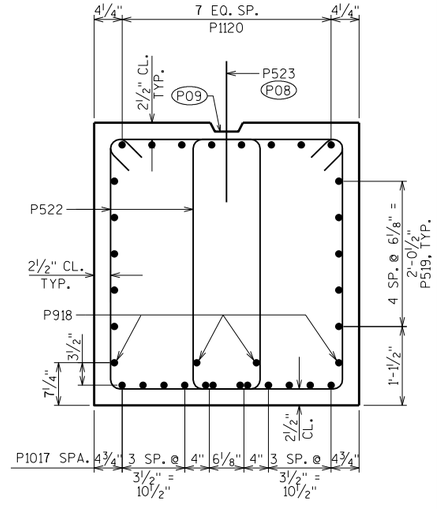
(PRECAST CAP 3 IS SIMILAR)



BUNDLING DETAIL



SECTION B-B



SECTION C-C

(P08) P523 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. EMBED 1'-0" INTO CAP CONCRETE.

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

☆ SUPPLY REINFORCEMENT BARS ACCORDING TO GROUTED COUPLER REQUIREMENTS FOR EMBEDMENT. BARS MAY BE FIELD CUT IF NEEDED. PAYMENT IS BASED ON PLAN LENGTHS AS SHOWN IN THE BILL OF BARS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY NAR | PLANS CK'D. SAD

PIER CAPS

SHEET 12

528

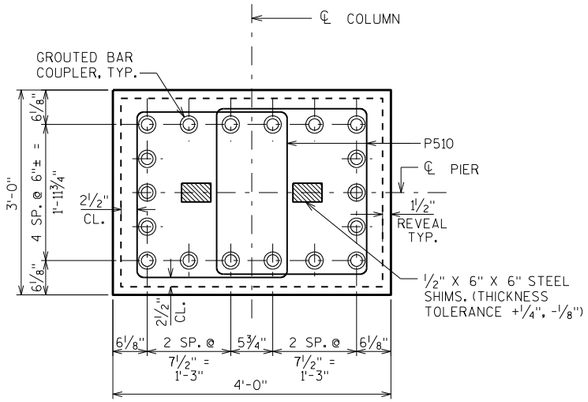
SCALE = 1.75

8

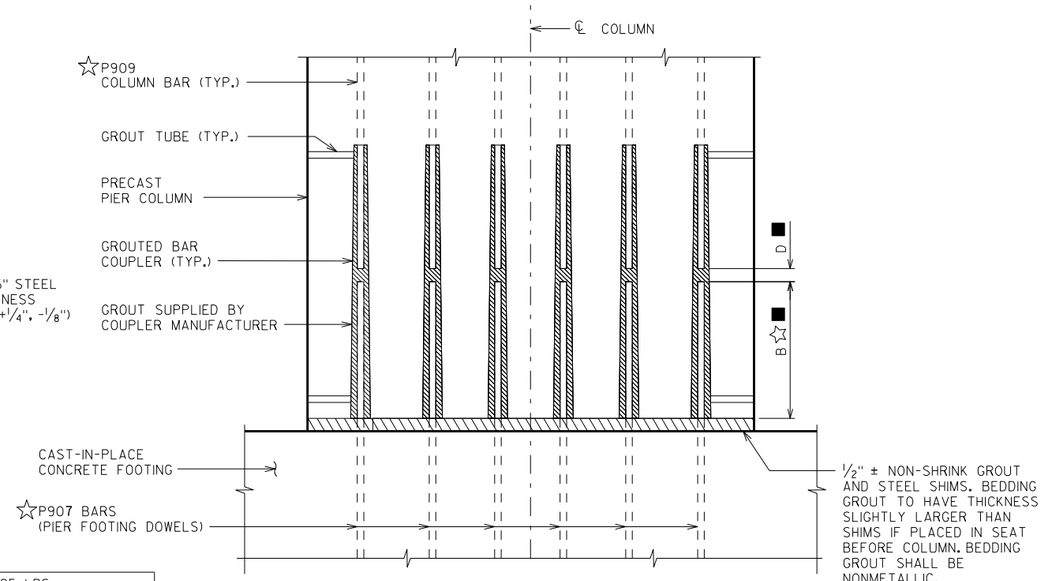
8

STATE PROJECT NUMBER

1007-10-72



GROUTED COUPLER PLAN AT TOP AND BOTTOM OF COLUMN



GROUTED BAR COUPLER DETAILS

(PIER COLUMN/FOOTING CONNECTION SHOWN. PIER CAP/COLUMN CONNECTION SIMILAR)

BILL OF BARS - PIER FOOTINGS

BAR MARK	NO. REQ'D.	LENGTH	COAT	BENT	UNCOATED = 7,225 LBS. COATED = 1,995 LBS. LOCATION
P801	18	8'-8"			FOOTING 1 & 4 - BOTTOM - HORIZ. - LONGIT.
P802	28	9'-8"			FOOTING 1 & 4 - BOTTOM - HORIZ. - TRANS.
P703	20	23'-8"			FOOTING 2 & 3 - BOTTOM - HORIZ. - LONGIT.
P904	62	9'-8"			FOOTING 2 & 3 - BOTTOM - HORIZ. - TRANS.
P405	32	9'-8"			FOOTING 2 & 3 - BOTTOM - HORIZ. - TRANS.
P806	40	23'-8"			FOOTING 2 & 3 - BOTTOM - HORIZ. - LONGIT.
☆ P907	108	5'-5"	X	X	FOOTING DOWELS - VERT.
P508	36	9'-2"		X	FOOTING DOWEL STIRRUPS - HORIZ.

BILL OF BARS - PIER PRECAST COLUMNS◐

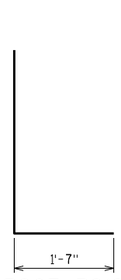
BAR MARK	NO. REQ'D.	LENGTH	COAT	BENT	UNCOATED = 0 LBS. COATED = 10,770 LBS. LOCATION
☆ P909	108	18'-0"	X		COLUMNS - VERT.
P510	72	9'-6"	X	X	COLUMNS - STIRRUPS - AT BAR COUPLERS
P511	360	9'-2"	X	X	COLUMNS - STIRRUPS - BETWEEN BAR COUPLERS

BILL OF BARS - PIER PRECAST CAPS◐

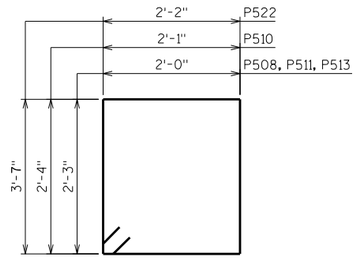
BAR MARK	NO. REQ'D.	LENGTH	COAT	BENT	UNCOATED = 0 LBS. COATED = 16,050 LBS. LOCATION
☆ P912	108	7'-1"	X	X	CAP 1, 2, & 3 - DOWELS - BOT. - VERT.
P513	36	9'-2"	X	X	CAP 1, 2, & 3 - DOWEL STIRRUPS - HORIZ.
P1014	20	25'-1"	X		CAP 1 & 3 - BOTTOM - HORIZ. - LONGIT.
P515	20	25'-1"	X		CAP 1 & 3 - AT BOTH FACES - HORIZ. - LONGIT.
P1016	12	28'-2"	X	X	CAP 1 & 3 - TOP - HORIZ. - LONGIT.
P1017	12	39'-1"	X		CAP 2 - BOTTOM - HORIZ. - LONGIT.
P918	4	39'-1"	X		CAP 2 - BOTTOM - HORIZ. - LONGIT.
P519	10	39'-1"	X		CAP 2 - AT BOTH FACES - HORIZ. - LONGIT.
P1120	8	42'-5"	X	X	CAP 2 - TOP - HORIZ. - LONGIT.
P521	30	6'-7"	X	X	CAP 1, 2 & 3 - BOTH ENDS - HORIZ.
P522	308	12'-2"	X	X	CAP 1, 2, & 3 - STIRRUPS - VERT.
P523	44	2'-0"	X		CAP 1, 2, & 3 - DOWELS - TOP - VERT.

◐ NOTE: THIS BILL OF BARS IS SHOWN FOR INFORMATION ONLY. PAYMENT FOR REINFORCEMENT IN PRECAST COLUMNS AND PRECAST CAP IS INCLUDED IN THE BID ITEMS 'PRECAST PIER COLUMNS' AND 'PRECAST PIER CAPS'.

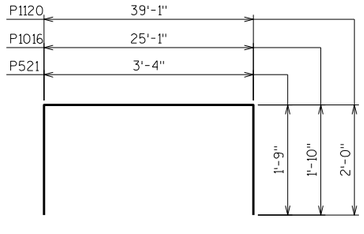
☆ SUPPLY REINFORCEMENT BARS ACCORDING TO GROUTED COUPLER REQUIREMENTS FOR EMBEDMENT. BARS MAY BE FIELD CUT IF NEEDED. PAYMENT IS BASED ON PLAN LENGTHS AS SHOWN IN THE BILL OF BARS.



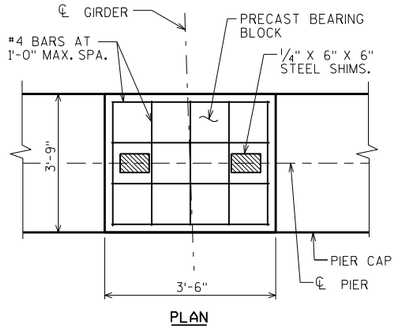
P907, P912



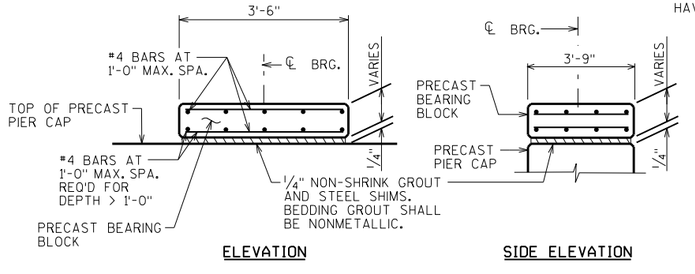
P508, P510, P511, P513, P522



P521, P1016, P1120



PLAN



ELEVATION SIDE ELEVATION

PRECAST BEARING BLOCK DETAILS

PRECAST BEARING BLOCKS ARE INCIDENTAL TO THE BID ITEM "PRECAST PIER CAPS"
REINFORCING STEEL TO BE EPOXY COATED

GROUTED SPLICE COUPLER CONNECTION SEQUENCE

FOLLOW THE WRITTEN INSTALLATION PROCEDURES OF THE COUPLER MANUFACTURER. THE FOLLOWING ARE GENERAL PROCEDURES THAT APPLY TO MOST COUPLER MANUFACTURERS:

1. IT IS RECOMMENDED THAT THE ELEMENT WITH THE REINFORCEMENT BARS EXTENDING OUT BE FABRICATED WITH EXTRA BAR LENGTHS.
2. SURVEY LOCATION AND ELEVATION OF LOWER ELEMENT.
3. DETERMINE THE REQUIRED REINFORCING BAR EXTENSION LENGTHS AND THE REQUIRED SHIM HEIGHTS BASED ON THE SURVEY.
4. CUT THE BAR EXTENSIONS TO THE REQUIRED LENGTH BASED ON THE SURVEY AND THE COUPLER MANUFACTURER'S RECOMMENDATIONS. FOR COATED BARS, THE ENDS OF THE BARS SHALL BE RE-COATED.
5. PLACE BEDDING GROUT ON TOP OF LOWER ELEMENT. THE USE OF EXTRA GROUT THAT IS ALLOWED TO FLOW OUT DURING ELEMENT PLACEMENT IS RECOMMENDED. IN LIEU OF PRE-PLACEMENT OF BEDDING GROUT, THE BEDDING GROUT CAN BE FLOWED INTO PLACE AFTER ELEMENT ERECTION BUT PRIOR TO GROUTING OF COUPLERS.
6. ERECT UPPER ELEMENT TO WITHIN THE SPECIFIED ERECTION TOLERANCES INDICATED IN THE SPECIAL PROVISIONS. PREVENT BEDDING GROUT FROM FLOWING INTO COUPLER.
7. MAINTAIN INTEGRITY OF GROUT BED DURING SETTING OPERATION. REPAIR GROUT THAT IS DISPLACED OR GAPS THAT DEVELOP IN THE GROUT JOINT USING HAND TOOLS.
8. BRACE THE UPPER ELEMENT.
9. INSTALL GROUT IN COUPLERS FOLLOWING THE MANUFACTURER'S WRITTEN PROCEDURES. IF THE COUPLER IS BELOW THE JOINT, COUPLER GROUT CAN BE INSTALLED PRIOR TO APPLICATION OF BEDDING GROUT.
10. ERECTION OF SUBSEQUENT ELEMENTS ABOVE A CONNECTION SHALL NOT COMMENCE UNTIL THE CONNECTION HAS ACHIEVED ADEQUATE STRENGTH AS DETERMINED THROUGH STRENGTH TESTING OF THE GROUT. THE TIMING OF SUBSEQUENT CONSTRUCTION STEPS SHOULD BE SPECIFIED IN BRIDGE ASSEMBLY PLAN.

GROUTED COUPLER NOTES

USE MATCHING TEMPLATES FOR THE LOCATION OF REINFORCEMENT AND GROUTED COUPLER PLACEMENT WITHIN THE ELEMENTS TO CONTROL CRITICAL DIMENSIONS AND ORIENTATION IN ALL DIRECTIONS.

■ CONSULT MANUFACTURER OF THE GROUTED COUPLER FOR PROPER DIMENSIONS "B" AND "D" AND FOR TOLERANCE OF THESE DIMENSIONS. FIELD CUT FOOTING AND CAP DOWELS AS REQUIRED.

BEFORE EXECUTING GROUTED COUPLER ASSEMBLIES, ALWAYS SEEK INSTALLATION RECOMMENDATIONS FROM THE MANUFACTURER OF THE GROUTED COUPLER USED.

CONTRACTOR TO PROVIDE ADEQUATE BRACING OF COLUMNS UNTIL GROUTED COUPLER CONNECTIONS HAVE ACHIEVED ADEQUATE STRENGTH.

ALL GROUTED COUPLERS SHALL BE EPOXY COATED.

ADJUST SHIM STACK HEIGHT TO CONTROL ERECTION ELEVATIONS.

☆ SUPPLY REINFORCEMENT BARS ACCORDING TO GROUTED COUPLER REQUIREMENTS FOR EMBEDMENT. BARS MAY BE FIELD CUT IF NEEDED. PAYMENT IS BASED ON PLAN LENGTHS AS SHOWN IN THE BILL OF BARS.

PRECASTER SHALL PROVIDE PORTS IN THE PRECAST ELEMENTS TO ALLOW THE COUPLERS TO BE GROUTED AFTER THE PRECAST ELEMENTS HAVE BEEN ERECTED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY NAR | PLANS CK'D. SAD

PRECAST PIER DETAILS

SHEET 13

529

SCALE = 2.333

8

8

STATE PROJECT NUMBER

1007-10-72

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" 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.

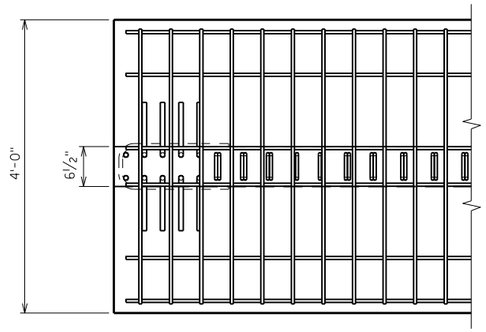
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

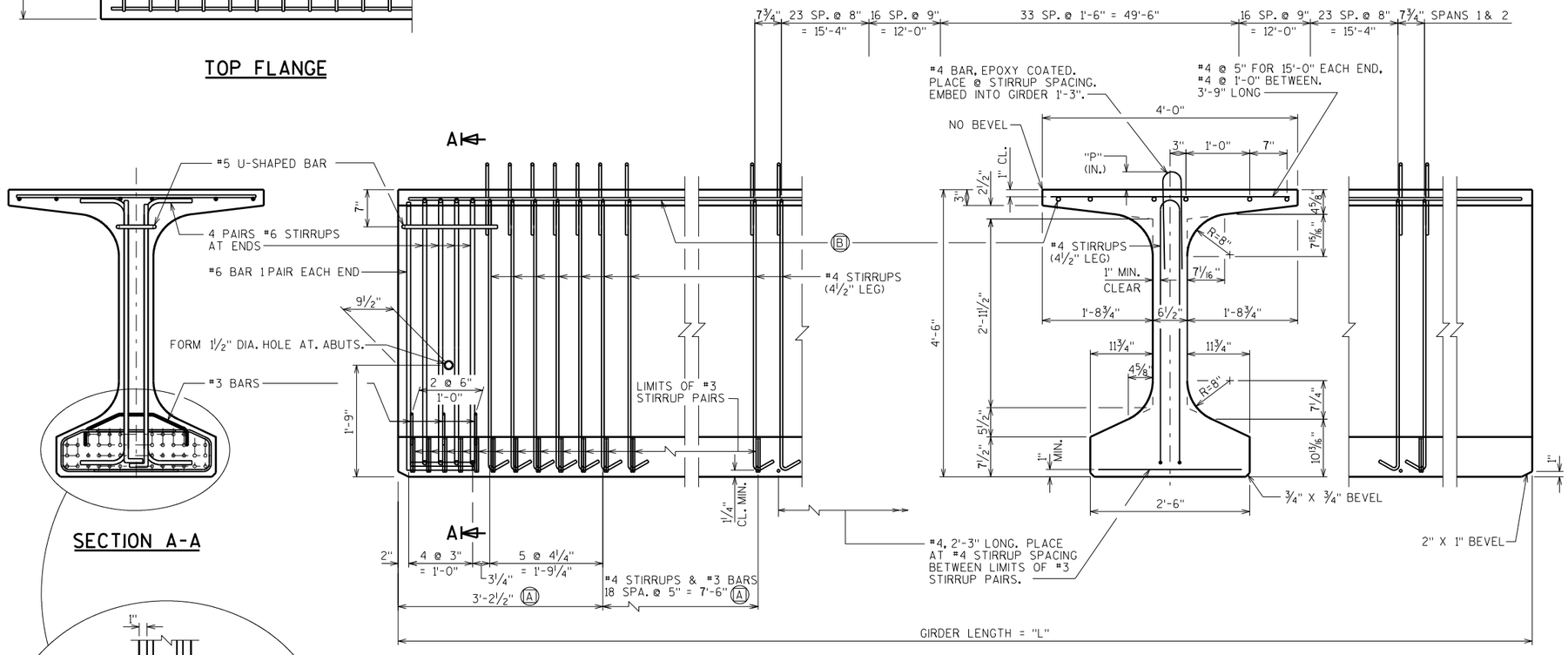
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

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.



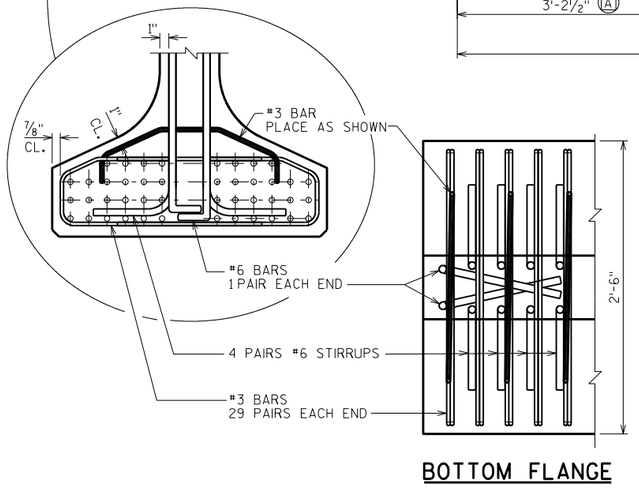
TOP FLANGE



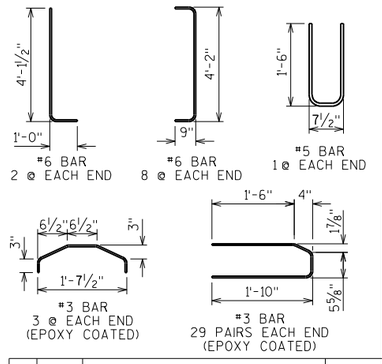
SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 #4 BARS, FULL LENGTH, MIN. LAPS = 1'-11"



BOTTOM FLANGE



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	("A"	"B" MIN.	"B" MAX.	"C")	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1, 14	126.875	0.9	1.6	2.2	2.6	2.7	2.6	2.2	1.6	0.8	8000	8	8	8	0.60	42	6800	49.0	16.0	19.0	5.0		
1	2-6, 9-13	126.875	0.8	1.5	2.1	2.4	2.5	2.4	2.1	1.5	0.8	8000	8	8	8	0.60	42	6800	49.0	16.0	19.0	5.0		
1	7, 8	126.875	0.7	1.4	1.9	2.2	2.3	2.2	1.8	1.3	0.7	8000	8	8	8	0.60	42	6800	49.0	16.0	19.0	5.0		
2	1, 14	126.875	0.8	1.6	2.2	2.6	2.7	2.6	2.2	1.6	0.9	8000	8	8	8	0.60	42	6800	49.0	16.0	19.0	5.0		
2	2-6, 9-13	126.875	0.8	1.5	2.1	2.4	2.5	2.4	2.1	1.5	0.8	8000	8	8	8	0.60	42	6800	49.0	16.0	19.0	5.0		
2	7, 8	126.875	0.7	1.3	1.8	2.2	2.3	2.2	1.9	1.4	0.7	8000	8	8	8	0.60	42	6800	49.0	16.0	19.0	5.0		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

54W" PRESTRESSED GIRDER DETAILS 1

SHEET 14

530

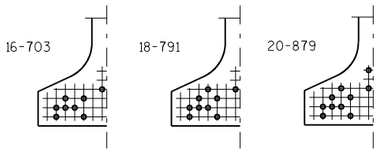
SCALE = 1

8

8

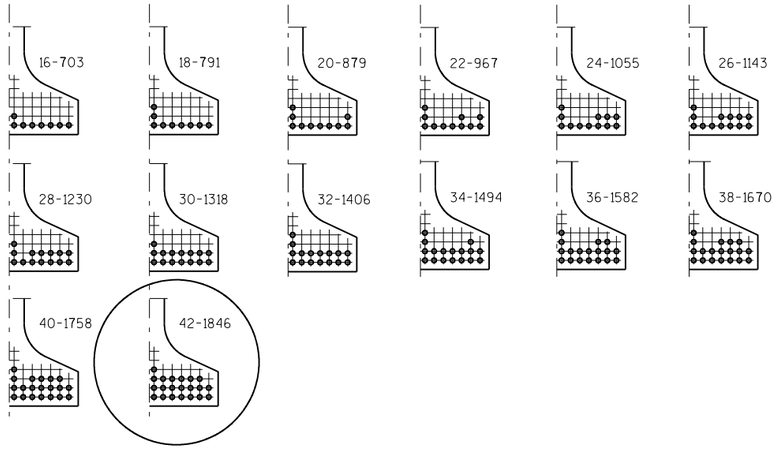
STATE PROJECT NUMBER

1007-10-72



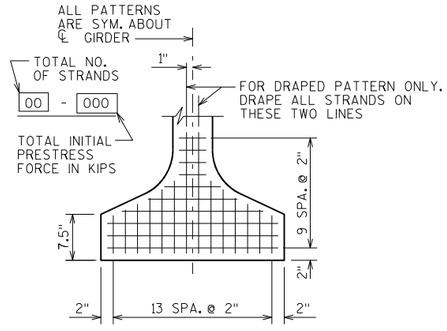
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS



ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

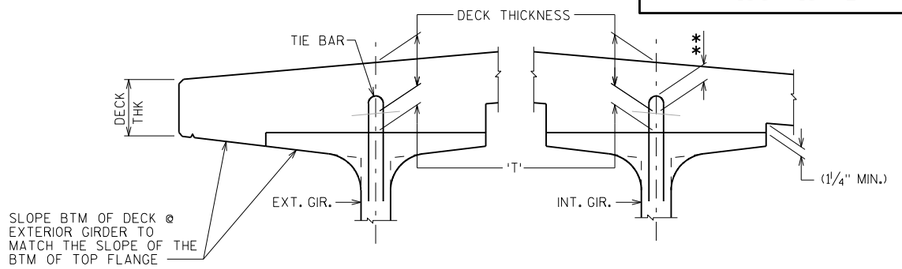
0.6"Φ STRANDS



TYP. STRAND PATTERN

ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



DECK HAUNCH DETAIL

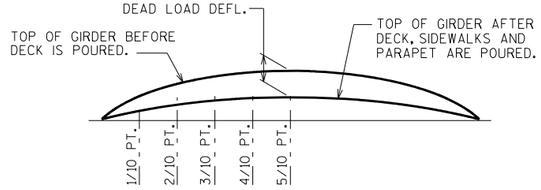
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLANS DECKTHICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

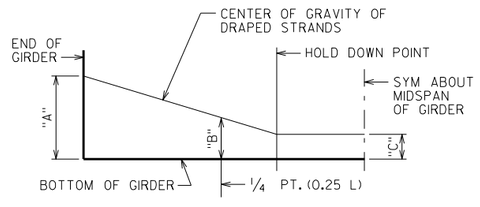
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE:
AN AVERAGE HAUNCH ('T') OF 3⅜" WAS USED FOR COMPUTING THE QUANTITY "CONCRETE MASONRY BRIDGES" FOR THE SUPERSTRUCTURE.



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	4.63
2	4.63

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

54W" PRESTRESSED GIRDER DETAILS 2

SHEET 15

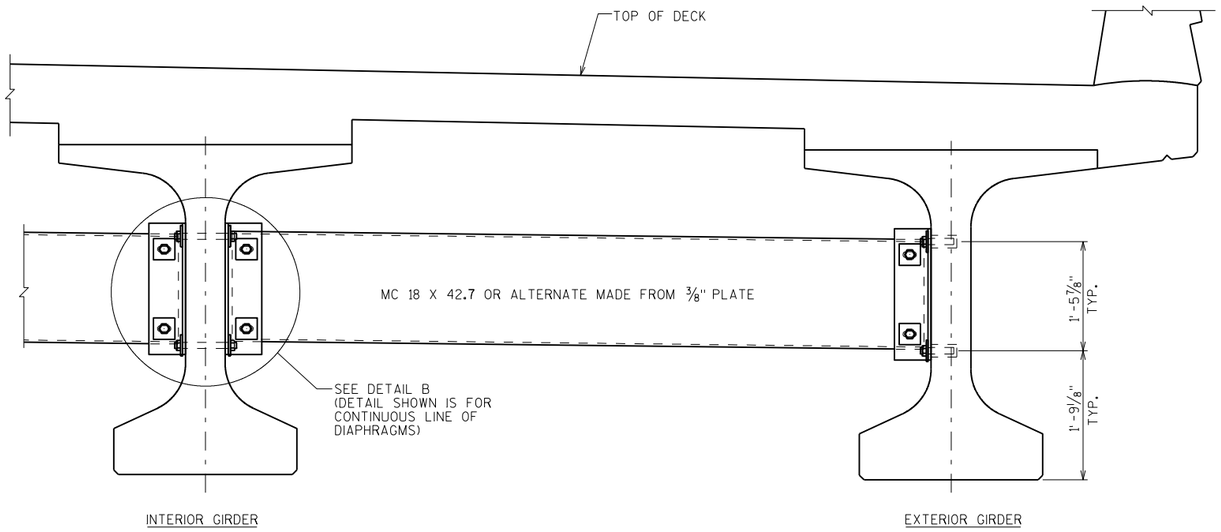
531

8

SCALE = 1

STATE PROJECT NUMBER

1007-10-72



PART TRANSVERSE SECTION AT DIAPHRAGM

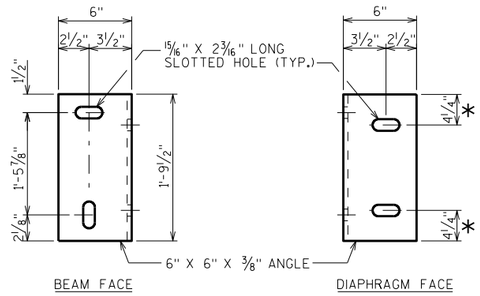
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-13-702", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

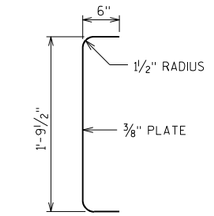
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.



DIAPHRAGM SUPPORT

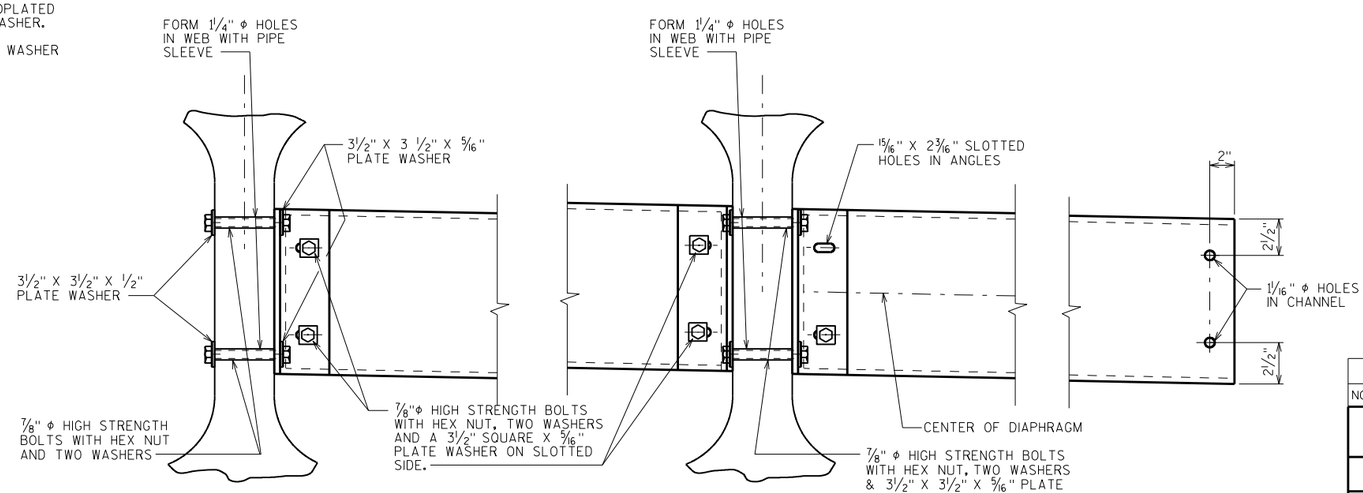
* 2 1/2" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM

SECTION A-A

(FOR EXTERIOR ATTACHMENT)



(FOR STAGGERED DIAPHRAGM)

(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

STEEL DIAPHRAGM

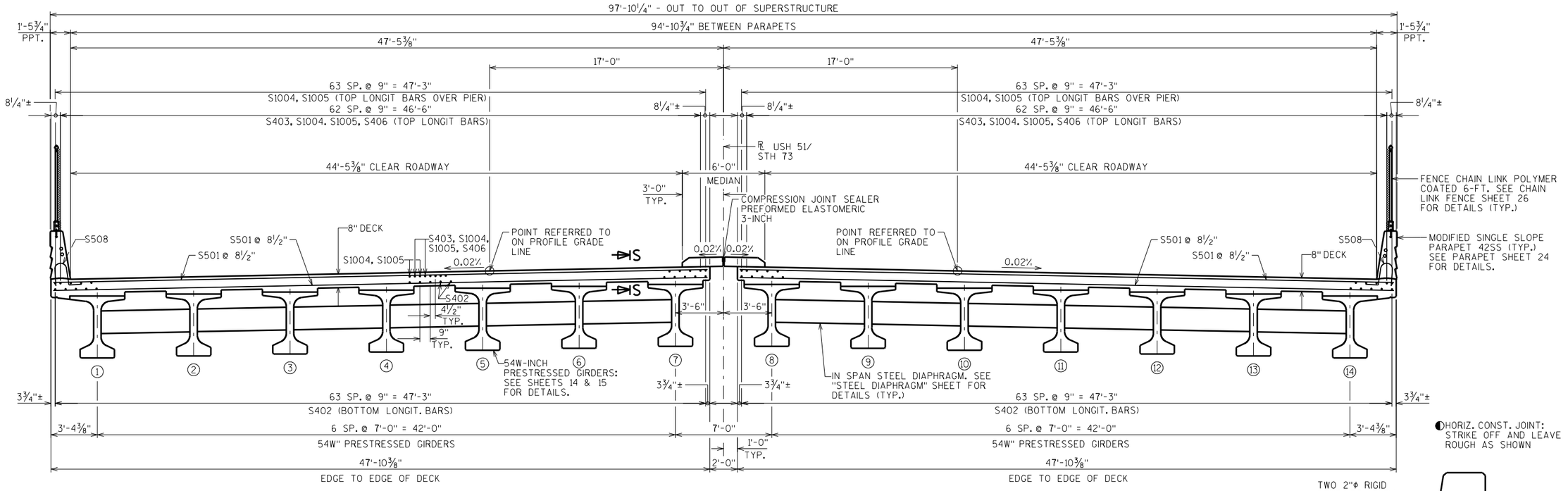
SHEET 16

532

SCALE = 1

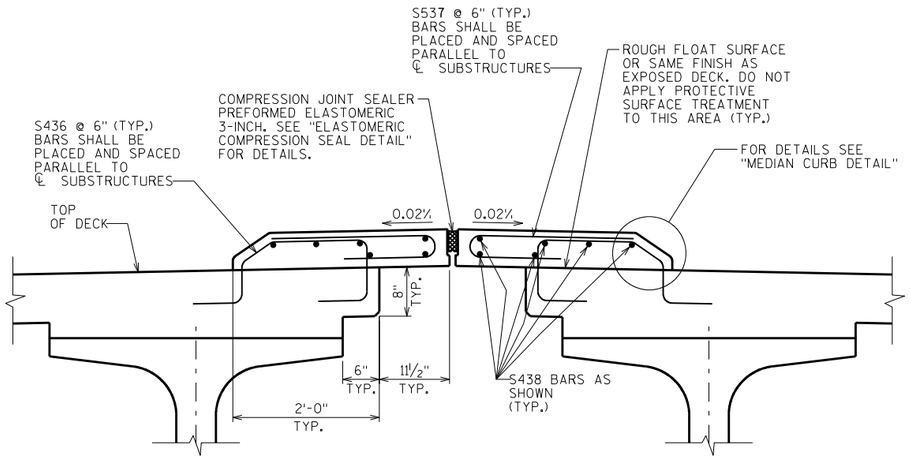
STATE PROJECT NUMBER

1007-10-72

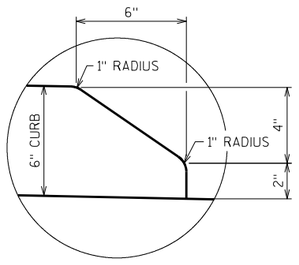


CROSS SECTION THRU ROADWAY

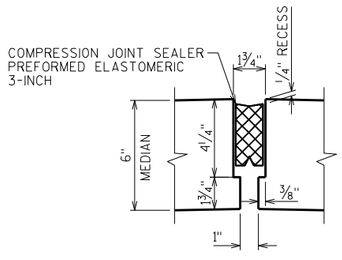
(LOOKING NORTH)



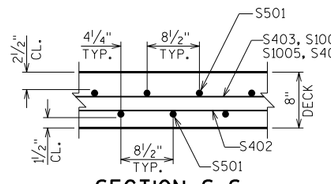
SECTION THRU MEDIAN



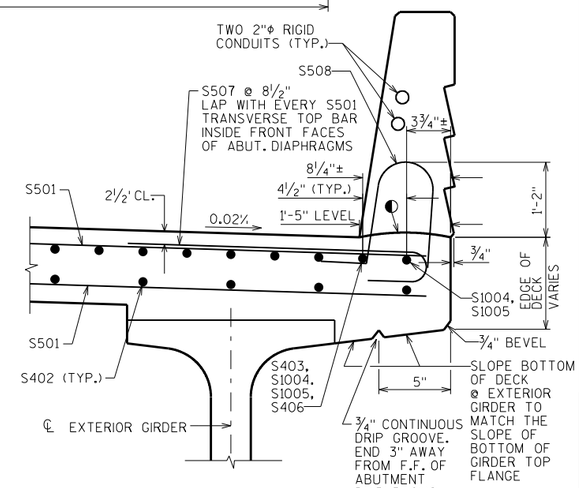
MEDIAN CURB DETAIL



ELASTOMERIC COMPRESSION SEAL DETAIL



SECTION S-S



EDGE OF DECK DETAIL

(TYP. AT BOTH EDGES)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

SUPERSTRUCTURE CROSS SECTION

SHEET 17

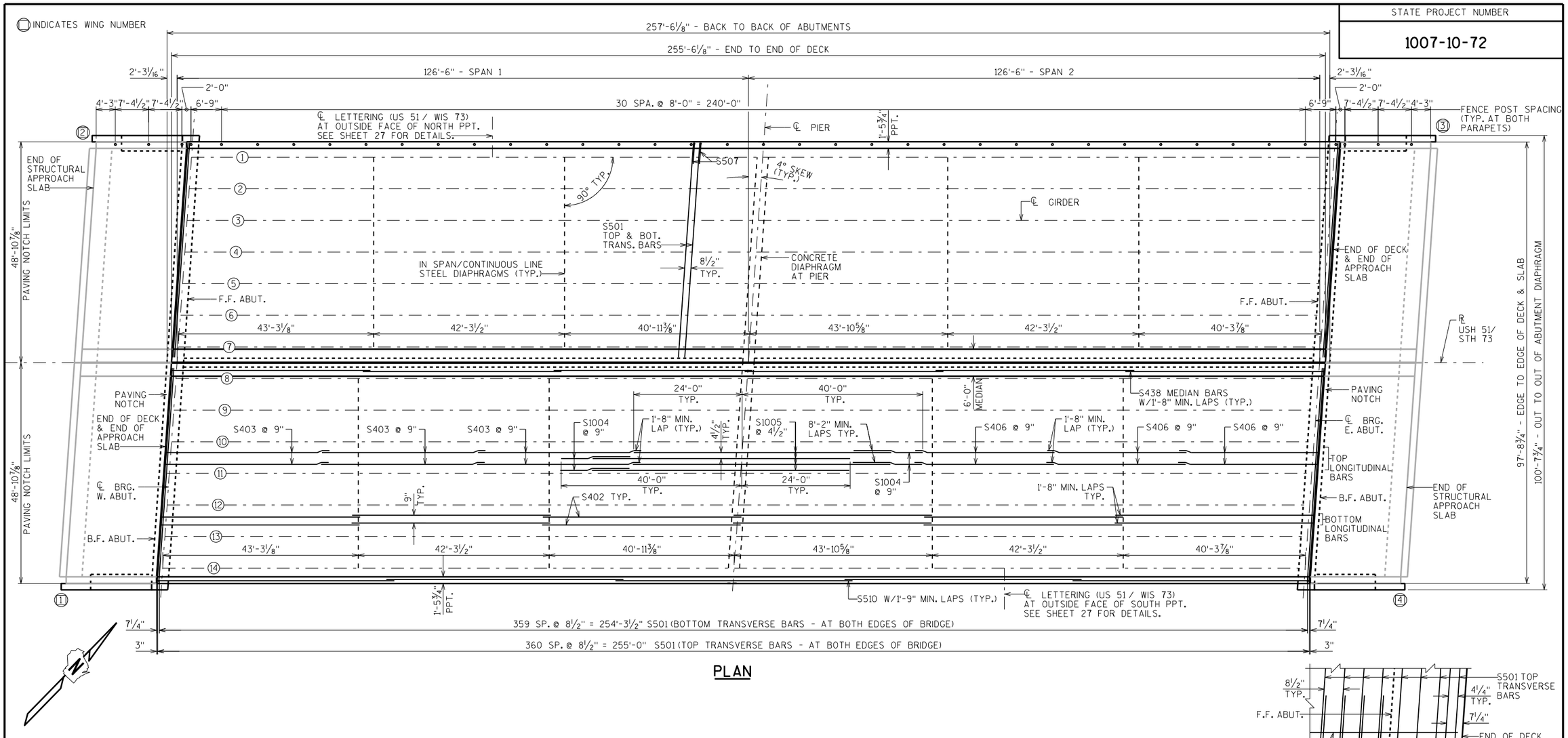
533

SCALE = 3.75

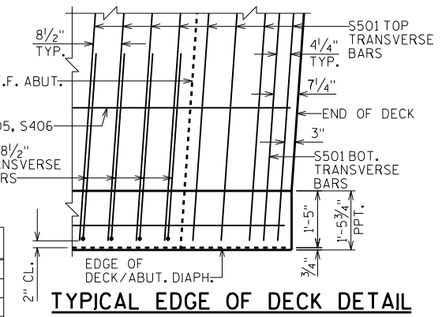
8

8

STATE PROJECT NUMBER
1007-10-72



PLAN



TYPICAL EDGE OF DECK DETAIL

TOP OF DECK ELEVATIONS

EOD = EDGE OF DECK

	℄ BRG. W. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ BRG. E. ABUT.	
N. EOD	878.11	878.17	878.22	878.27	878.31	878.35	878.38	878.41	878.43	878.44	878.45	878.45	878.44	878.44	878.42	878.40	878.37	878.34	878.30	878.25	878.20	N. EOD
℄ GIRDER 1	878.14	878.20	878.26	878.31	878.35	878.39	878.42	878.44	878.46	878.48	878.49	878.49	878.48	878.47	878.46	878.44	878.41	878.38	878.34	878.29	878.24	℄ GIRDER 1
℄ GIRDER 2	878.28	878.34	878.40	878.45	878.49	878.53	878.56	878.58	878.60	878.62	878.63	878.63	878.62	878.61	878.60	878.58	878.55	878.52	878.48	878.44	878.39	℄ GIRDER 2
℄ GIRDER 3	878.42	878.48	878.53	878.58	878.63	878.66	878.70	878.72	878.74	878.76	878.77	878.77	878.76	878.76	878.74	878.72	878.69	878.66	878.62	878.58	878.53	℄ GIRDER 3
℄ GIRDER 4	878.56	878.62	878.67	878.72	878.77	878.80	878.84	878.86	878.88	878.90	878.90	878.91	878.90	878.90	878.88	878.86	878.83	878.80	878.76	878.72	878.67	℄ GIRDER 4
℄ GIRDER 5	878.69	878.75	878.81	878.86	878.90	878.94	878.97	879.00	879.02	879.04	879.04	879.05	879.04	879.04	879.02	879.00	878.98	878.94	878.91	878.86	878.81	℄ GIRDER 5
℄ GIRDER 6	878.83	878.89	878.95	879.00	879.04	879.08	879.11	879.14	879.16	879.18	879.18	879.19	879.19	879.18	879.16	879.14	879.12	879.08	879.05	879.00	878.95	℄ GIRDER 6
℄ GIRDER 7	878.97	879.03	879.09	879.14	879.18	879.22	879.25	879.28	879.30	879.31	879.32	879.33	879.33	879.32	879.30	879.28	879.26	879.23	879.19	879.15	879.10	℄ GIRDER 7
℄ GIRDER 8	878.97	879.03	879.08	879.13	879.18	879.22	879.25	879.28	879.30	879.31	879.32	879.33	879.33	879.32	879.30	879.28	879.26	879.23	879.19	879.15	879.10	℄ GIRDER 8
℄ GIRDER 9	878.82	878.89	878.94	878.99	879.04	879.08	879.11	879.14	879.16	879.17	879.18	879.19	879.19	879.18	879.16	879.14	879.12	879.09	879.05	879.01	878.96	℄ GIRDER 9
℄ GIRDER 10	878.68	878.74	878.80	878.85	878.90	878.94	878.97	879.00	879.02	879.03	879.04	879.05	879.05	879.04	879.03	879.01	878.98	878.95	878.91	878.87	878.82	℄ GIRDER 10
℄ GIRDER 11	878.54	878.60	878.66	878.71	878.75	878.79	878.83	878.85	878.88	878.89	878.90	878.91	878.91	878.90	878.89	878.87	878.84	878.81	878.77	878.73	878.68	℄ GIRDER 11
℄ GIRDER 12	878.40	878.46	878.52	878.57	878.61	878.65	878.69	878.71	878.74	878.75	878.76	878.77	878.77	878.76	878.75	878.73	878.70	878.67	878.64	878.59	878.55	℄ GIRDER 12
℄ GIRDER 13	878.25	878.32	878.37	878.43	878.47	878.51	878.54	878.57	878.60	878.61	878.62	878.63	878.63	878.62	878.61	878.59	878.56	878.53	878.50	878.46	878.41	℄ GIRDER 13
℄ GIRDER 14	878.11	878.17	878.23	878.28	878.33	878.37	878.40	878.43	878.45	878.47	878.48	878.49	878.49	878.48	878.47	878.45	878.42	878.40	878.36	878.32	878.27	℄ GIRDER 14
S. EOD	878.07	878.13	878.19	878.24	878.29	878.33	878.36	878.39	878.42	878.43	878.44	878.45	878.45	878.44	878.43	878.41	878.39	878.36	878.32	878.28	878.23	S. EOD

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

SUPERSTRUCTURE PLAN

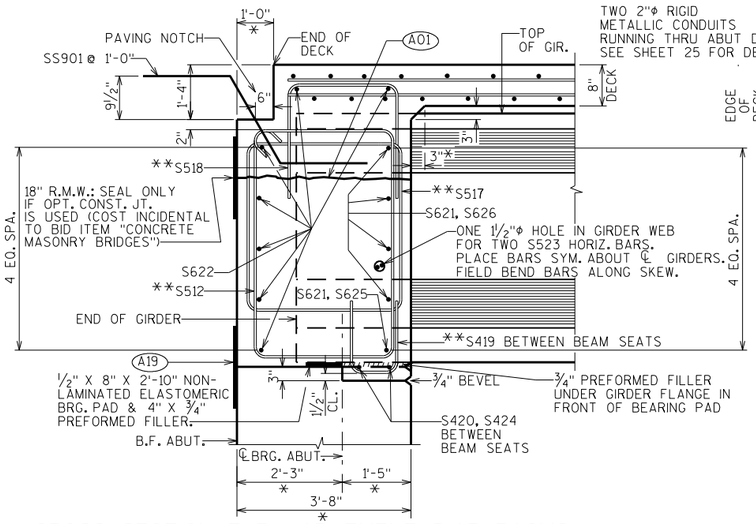
SHEET 18

534

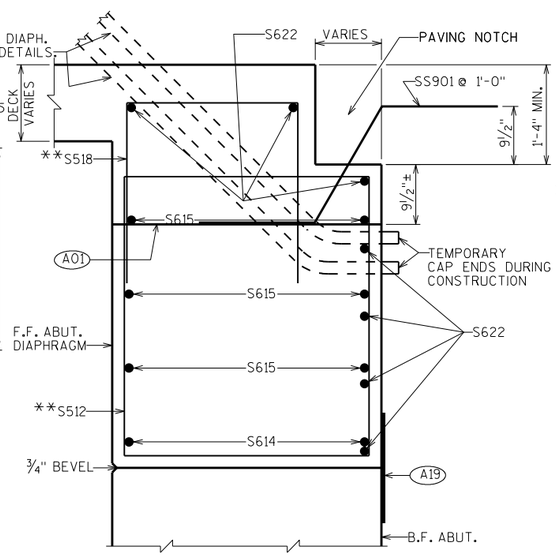
SCALE = 11

STATE PROJECT NUMBER

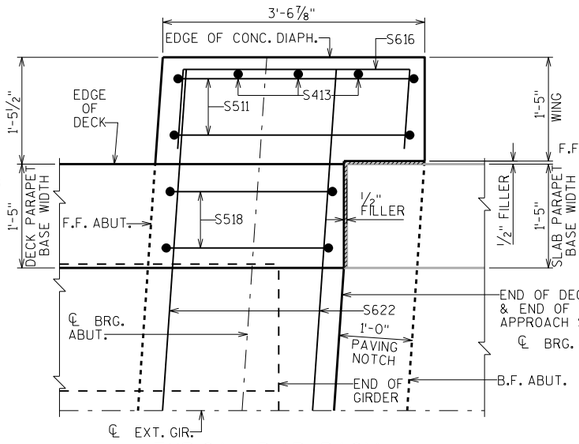
1007-10-72



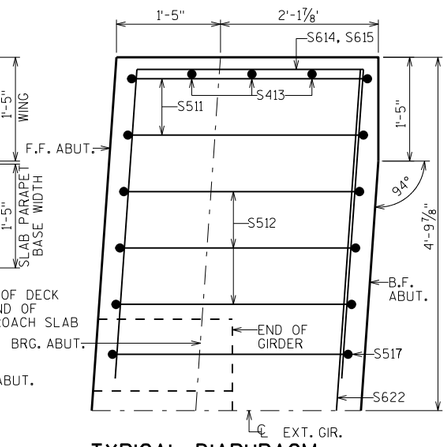
CROSS SECTION THRU ABUTMENT DIAPHRAGMS BETWEEN EXTERIOR GIRDERS



SECTION THRU ABUT. DIAPHRAGM AT ALL WING CORNERS (UNDERNEATH 'SLAB PARAPET')



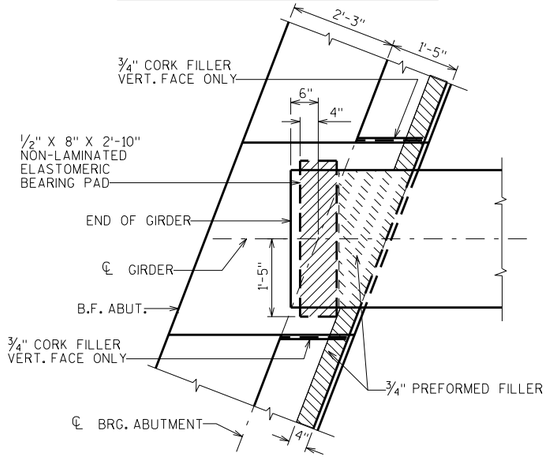
TYPICAL DIAPHRAGM CORNER DETAIL AT WINGS 1&3 (PLAN VIEW)



TYPICAL DIAPHRAGM CORNER DETAIL AT WINGS 1&3 (SECTION BELOW PAVING NOTCH)

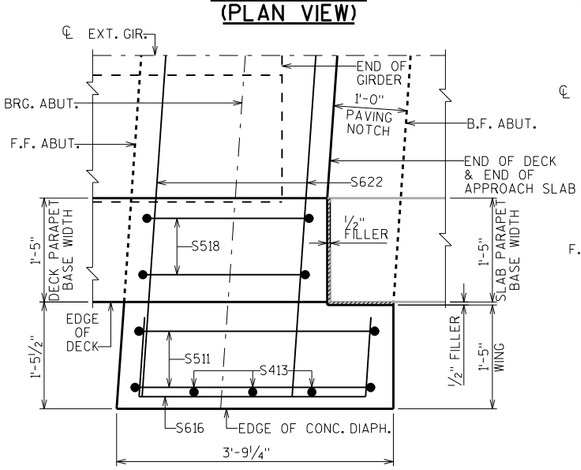
*DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

**DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER. BARS PLACED PARALLEL TO ℄ GIRDERS. BARS SPACING PERPENDICULAR TO ℄ GIRDERS

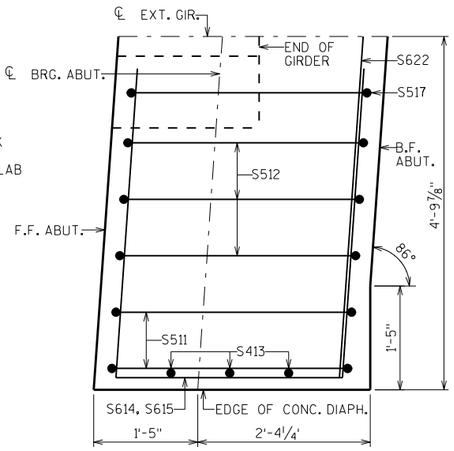


PLAN VIEW AT ABUTMENTS

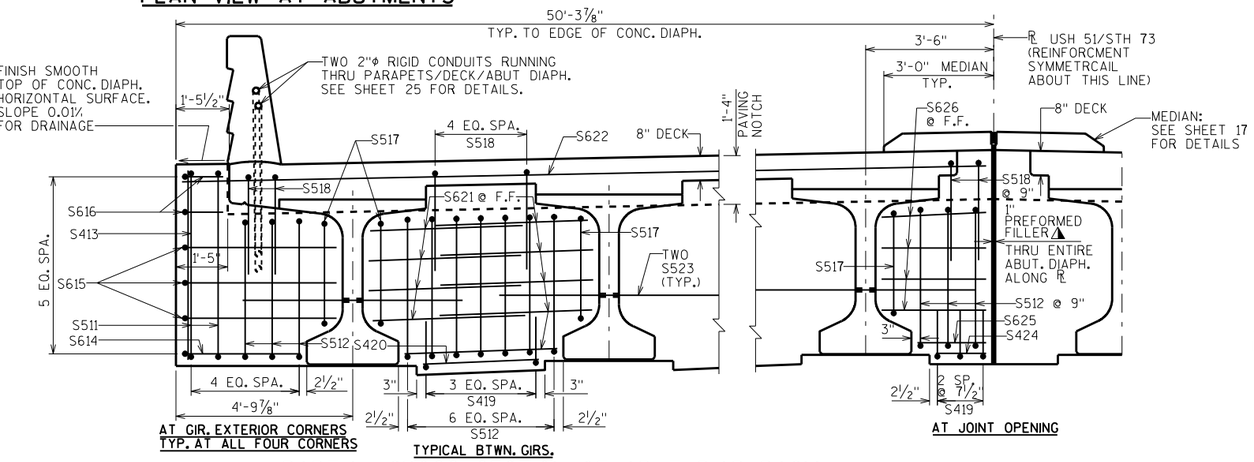
▲ 1" FILLER:
SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).



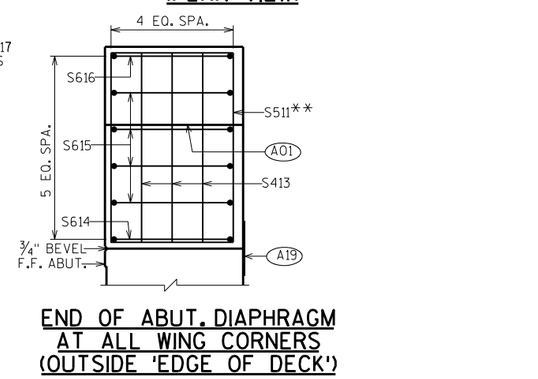
TYPICAL DIAPHRAGM CORNER DETAIL AT WINGS 2&4 (PLAN VIEW)



TYPICAL DIAPHRAGM CORNER DETAIL AT WINGS 2&4 (SECTION BELOW PAVING NOTCH)



PARTIAL CROSS SECTION OF ABUT. DIAPHRAGM



END OF ABUT. DIAPHRAGM AT ALL WING CORNERS (OUTSIDE 'EDGE OF DECK')

A01 OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

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-13-702

DRAWN BY JPH | PLANS CK'D. SAD

ABUTMENT DIAPHRAGMS

SHEET 19

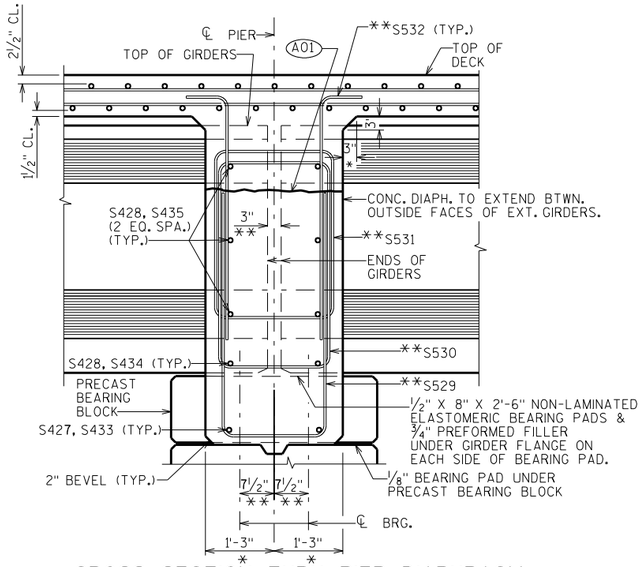
535

SCALE = 2

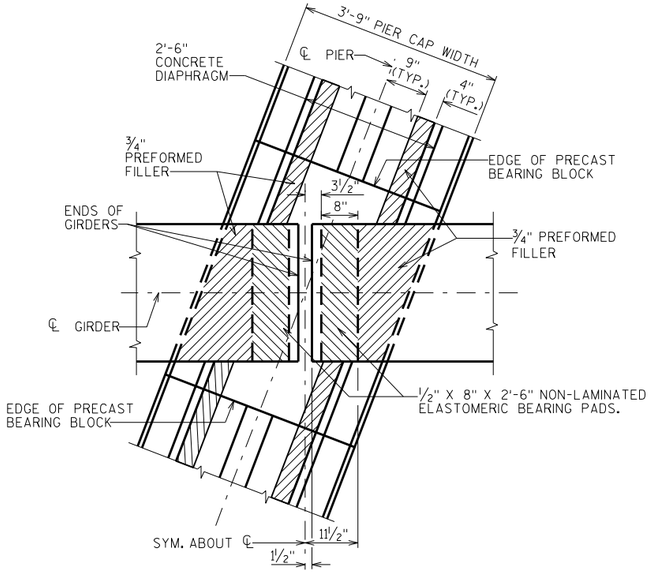
8

8

STATE PROJECT NUMBER
1007-10-72



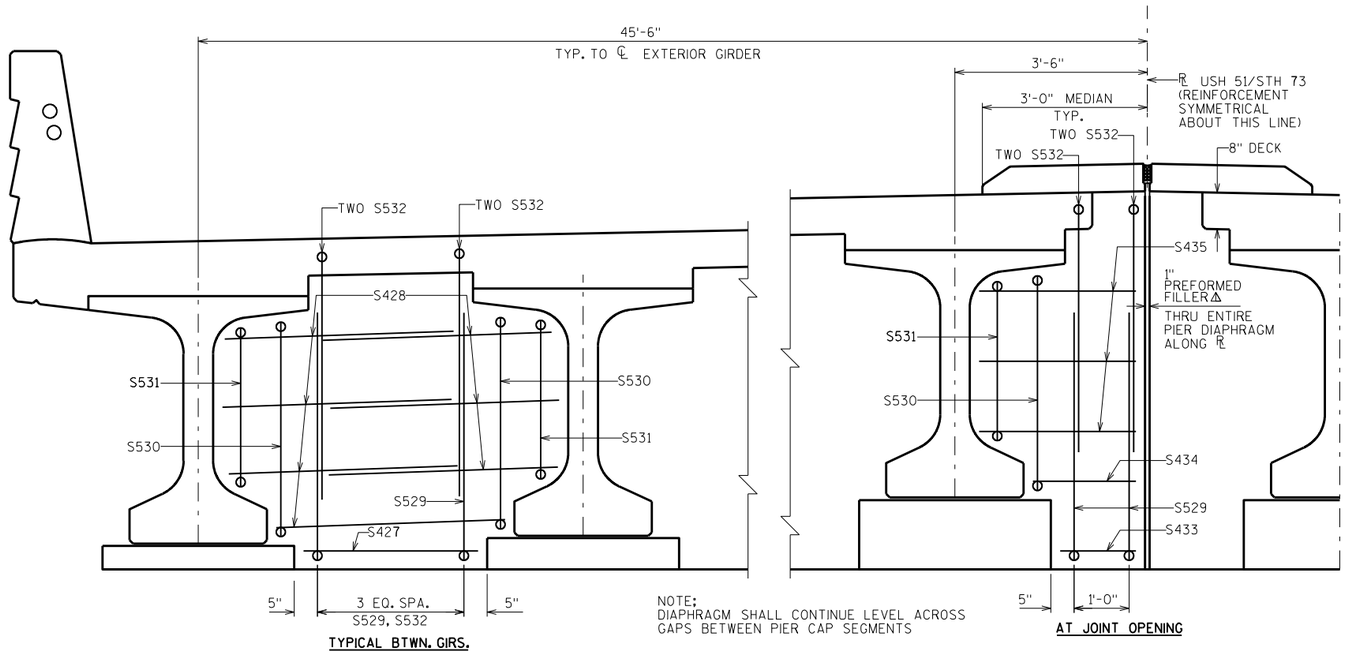
CROSS SECTION THRU PIER DIAPHRAGM



PLAN VIEW AT PIER

*DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

**DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER. BARS PLACED PARALLEL TO ℄ GIRDERS. BARS SPACING PERPENDICULAR TO ℄ GIRDERS



PARTIAL CROSS SECTION OF PIER DIAPHRAGM

△1" FILLER:
SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

A01 OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

PIER DIAPHRAGM

SHEET 20

536

SCALE = 1.3333

8

8

BILL OF BARS

NOTE:
THE FIRST OR FIRST TWO DIGITS OF
THE BAR MARK SIGNIFIES THE BAR SIZE.

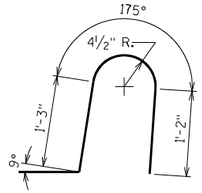
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S501	X	1442	47'-8"			DECKS-TOP & BOT.-HORIZ.-TRANS.
S402	X	768	44'-0"			DECKS-BOT.-HORIZ.-LONGIT.
S403	X	378	36'-3"			DECKS-TOP-HORIZ.-LONGIT.-SPAN 1
S1004	X	254	12'-3"			DECKS-TOP.-HORIZ.-LONGIT.-CONTINUITY-SPANS 1&2
S1005	X	254	60'-0"			DECKS-TOP.-HORIZ.-LONGIT.-CONTINUITY-OVER PIER
S406	X	378	30'-11"			DECKS-TOP-HORIZ.-LONGIT.-SPAN 2
S507	X	706	5'-4"	X		DECK-TOP-VERT.-TRANS.-AT OUTSIDE EDGES ONLY
S508	X	768	4'-5"	X		PARAPET/DECK-VERT.-TRANS.
S509	X	768	6'-8"	X		PARAPET-VERT.-TRANS..
S510	X	80	52'-6"			PARAPET-HORIZ.-LONGIT.
S511	X	8	17'-8"	X		ABUT. DIAPHRAGMS-VERT.-AT ALL FOUR GIR. EXTERIORS
S512	X	192	15'-0"	X		ABUT. DIAPHRAGMS-VERT.-UNDER PAVING NOTCHES
S413	X	12	5'-2"			ABUT. DIAPH.-VERT.-AT ALL FOUR GIR. EXTERIORS
S614	X	4	9'-4"	X		ABUT. DIAPH.-BOT.-HORIZ.-AT ALL FOUR GIR. EXTERIORS
S615	X	12	11'-4"	X		ABUT. DIAPH.-HORIZ.-AT ALL FOUR GIR. EXTERIORS
S616	X	8	5'-1"	X		ABUT. DIAPH.-TOP-HORIZ.-AT ALL FOUR GIR. EXTERIORS
S517	X	56	13'-1"	X		ABUT. DIAPH.-VERT.-UNDER GIR. FLANGES
S518	X	136	7'-7"	X		ABUT. DIAPH./DECK-VERT.-BETWEEN OUTSIDE EDGES OF DECKS
S419	X	108	3'-7"	X		ABUT. DIAPH.-F.F.-BOT.-VERT.-BTWN. BEAM SEATS
S420	X	48	3'-2"			ABUT. DIAPH.-BOT.-HORIZ.-BTWN. BEAM SEATS
S621	X	216	4'-2"			ABUT. DIAPH.-F.F.-HORIZ.-BTWN. GIRS ONLY
S622	X	28	50'-1"			ABUT. DIAPH. B.F. & DECK-HORIZ.
S523	X	56	6'-0"			ABUT. DIAPH.-HORIZ.-THRU GIRDERS
S424	X	8	1'-5"			ABUT. DIAPH.-BOT.-HORIZ.-BTWN. BEAM SEATS 7&8 ONLY
S625	X	4	1'-11"			ABUT. DIAPH.-F.F.-BOT.-HORIZ.-BTWN. GIRS 7&8 ONLY
S626	X	16	2'-10"			ABUT. DIAPH.-F.F.-HORIZ.-BTWN. GIRS 7&8 ONLY
S427	X	24	3'-2"			PIER DIAPH.-BOT.-HORIZ.-BOTH FACES-BTWN. PRECAST BLOCKS ONLY
S428	X	168	4'-2"			PIER DIAPH.-HORIZ.-BOTH FACES-BTWN. GIRS. ONLY
S529	X	52	9'-11"	X		PIER DIAPH.-BOT.-VERT.-BTWN. GIRS. ONLY
S530	X	26	12'-10"	X		PIER DIAPHRAGMS-VERT.-UNDER GIR. FLANGES
S531	X	26	10'-9"	X		PIER DIAPHRAGMS-VERT.-UNDER GIR. FLANGES
S532	X	104	4'-9"	X		PIER DIAPH./DECK-VERT.-BETWEEN GIRS. ONLY
S433	X	4	1'-5"			PIER DIAPH.-BOT.-HORIZ.-BOTH FACES-BTWN. BEAM SEATS 7&8 ONLY
S434	X	4	1'-11"			PIER DIAPH.-BOT.-HORIZ.-BOTH FACES-BTWN. GIRS 7&8 ONLY
S435	X	12	2'-10"			PIER DIAPH.-HORIZ.-BOTH FACES-BTWN. GIRS 7&8 ONLY
S436	X	1024	4'-0"	X		MEDIAN/DECKS-VERT.-TRANS.
S537	X	1024	4'-8"	X		MEDIAN-VERT.-TRANS.
S438	X	72	44'-0"			MEDIAN-TOP & BOT.-HORIZ.-LONGIT.

SS901		196	5'-0"	X		APPROACH SLAB/ABUT. DIAPH.-VERT.-AT PAVING NOTCHES

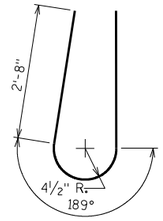
STAINLESS STEEL REINFORCEMENT



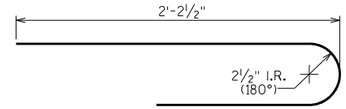
S507



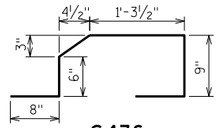
S508



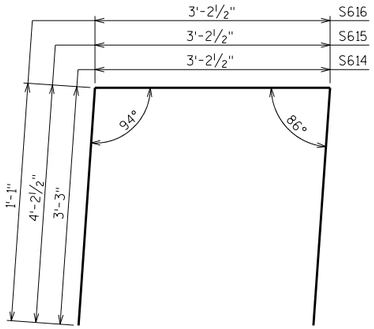
S509



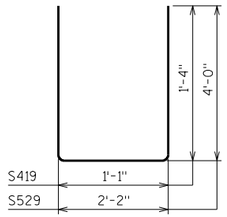
S537



S436



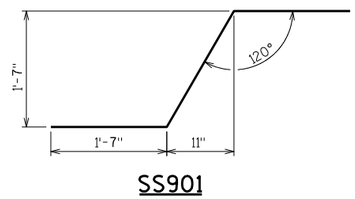
S614 S615 S616



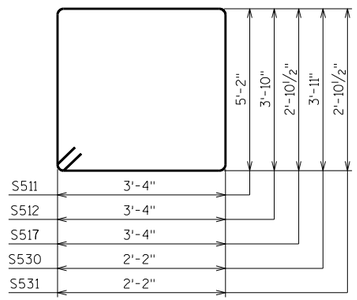
S419 S529



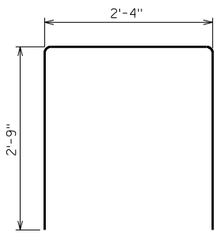
S532



SS901



S511 S512 S517 S530 S531
(STIRRUP BARS)



S518

STATE PROJECT NUMBER

1007-10-72

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

SUPERSTRUCTURE BAR DETAILS

SHEET 21

537

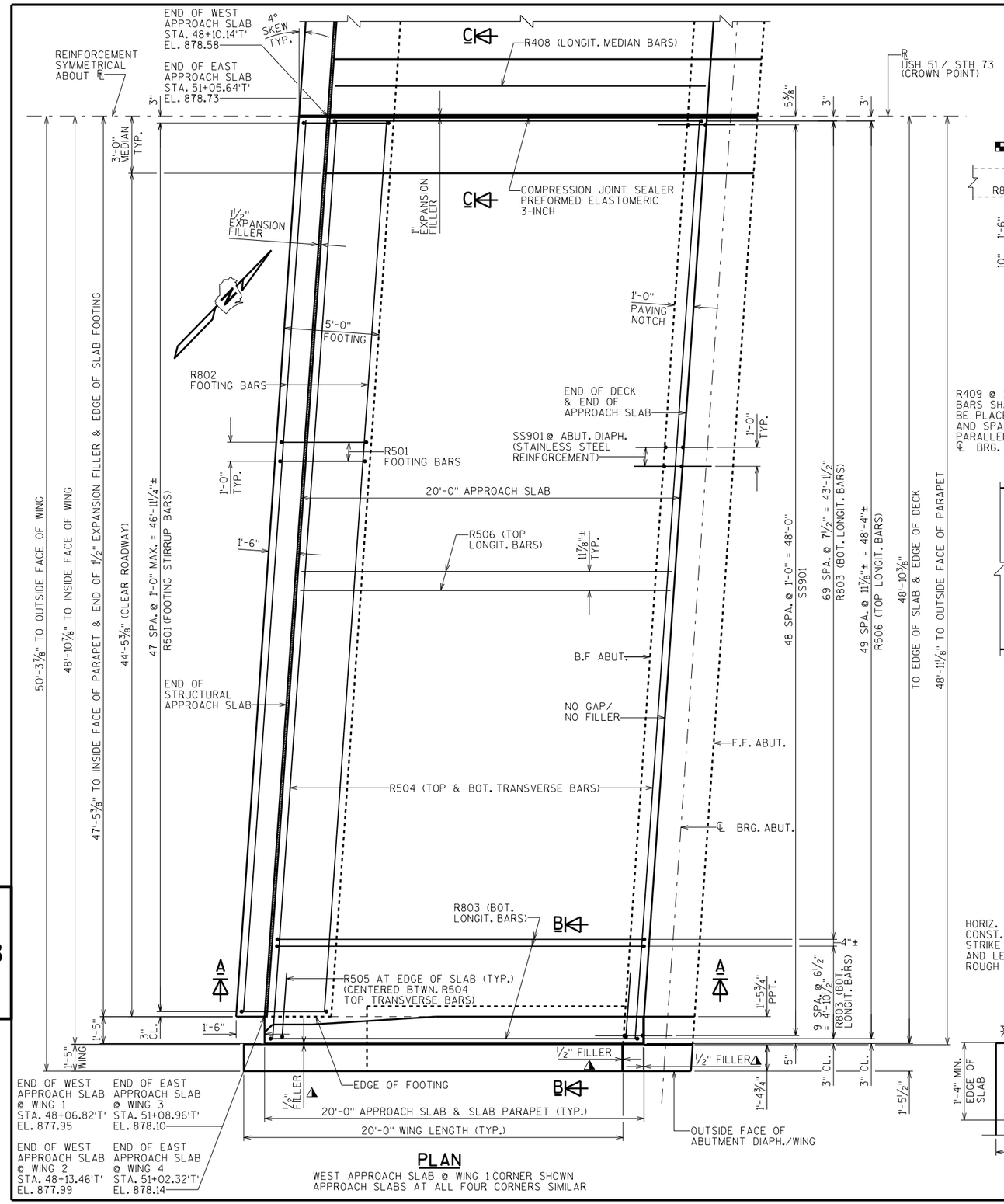
SCALE = 1

8

8

STATE PROJECT NUMBER

1007-10-72



END OF WEST APPROACH SLAB @ WING 1 STA. 48+06.82'T' EL. 877.95

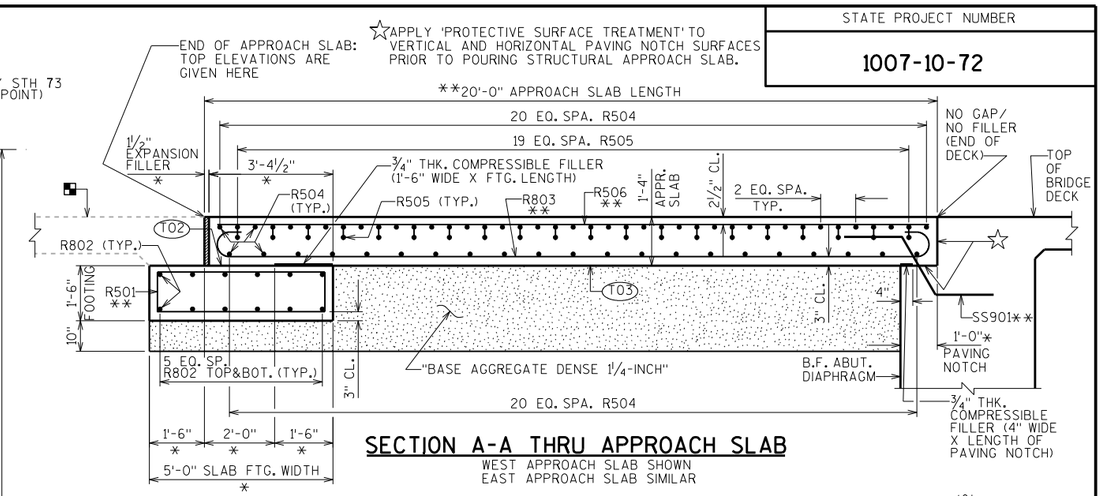
END OF WEST APPROACH SLAB @ WING 2 STA. 48+13.46'T' EL. 877.99

END OF EAST APPROACH SLAB @ WING 3 STA. 51+08.96'T' EL. 878.10

END OF EAST APPROACH SLAB @ WING 4 STA. 51+02.32'T' EL. 878.14

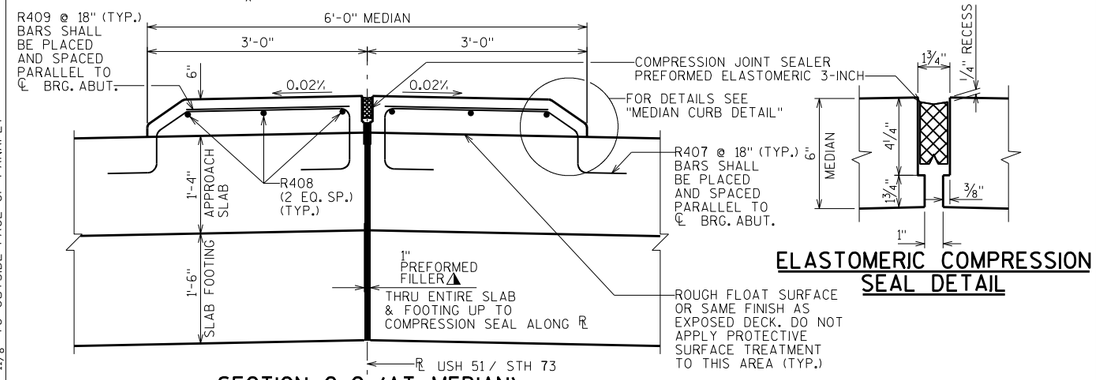
PLAN

WEST APPROACH SLAB @ WING 1 CORNER SHOWN
APPROACH SLABS AT ALL FOUR CORNERS SIMILAR



SECTION A-A THRU APPROACH SLAB

WEST APPROACH SLAB SHOWN
EAST APPROACH SLAB SIMILAR



ELASTOMERIC COMPRESSION SEAL DETAIL

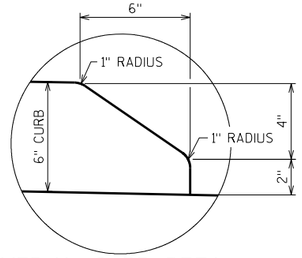
SECTION C-C (AT MEDIAN)

*DIMENSION IS TAKEN NORMAL TO ℄ BRG. ABUTS.

**DIMENSION IS TAKEN PARALLEL TO ℄ USH 51 / STH 73. BARS PLACED PARALLEL TO ℄ USH 51 / STH 73. BARS SPACING PERPENDICULAR TO ℄ USH 51 / STH 73.

(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.



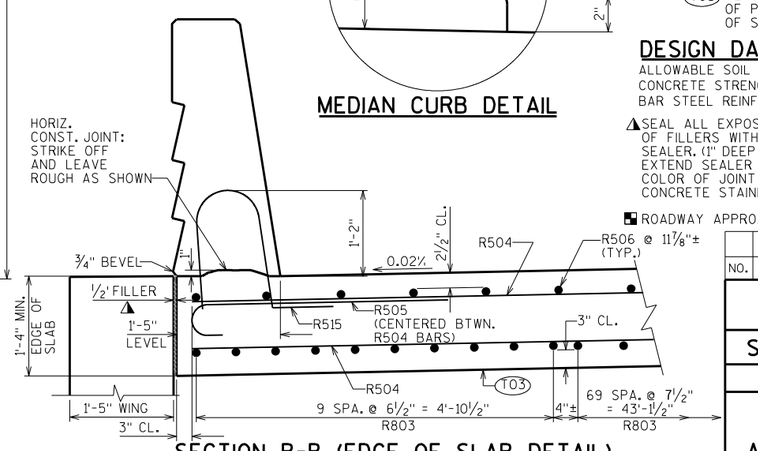
MEDIAN CURB DETAIL

DESIGN DATA

ALLOWABLE SOIL BEARING PRESSURE: 2,000 P.S.F.
CONCRETE STRENGTH f'c: 4,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60, fy: 60,000 P.S.I.

▲SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLERS WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING AND BE APPROVED BY THE ENGINEER.

■ROADWAY APPROACH SLAB: SEE ROADWAY PLANS FOR DETAILS.



SECTION B-B (EDGE OF SLAB DETAIL)

(TYP. AT BOTH SIDES)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

STRUCTURAL APPROACH SLAB

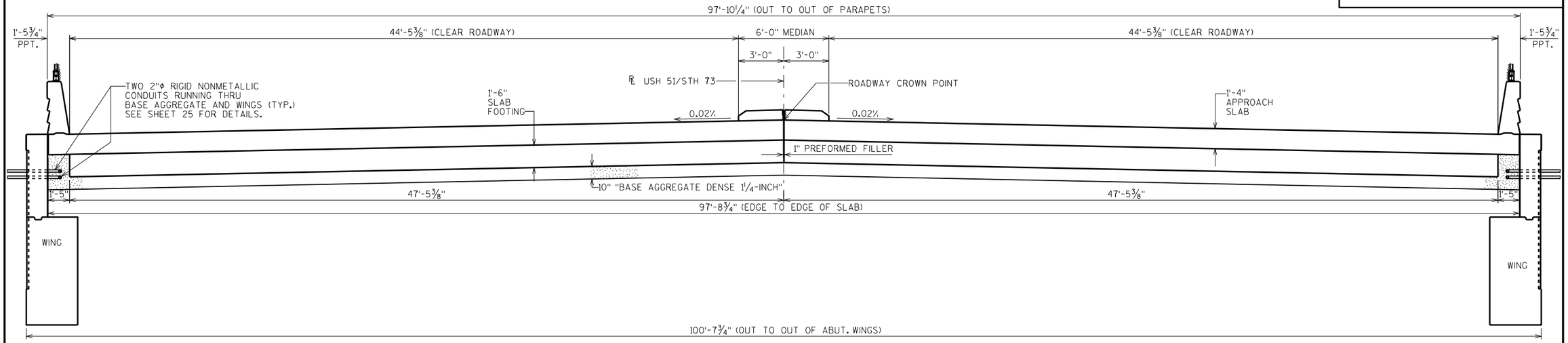
SHEET 22

538

SCALE = 3

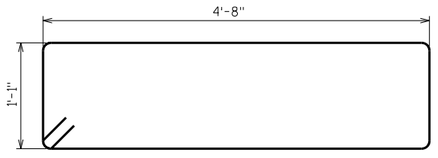
8

STATE PROJECT NUMBER
1007-10-72

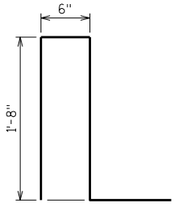


CROSS SECTION THRU APPROACH SLABS

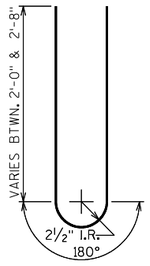
(PERPENDICULAR TO REFERENCE LINE)



R501



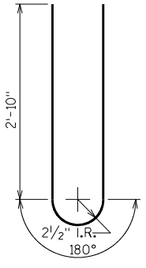
R510



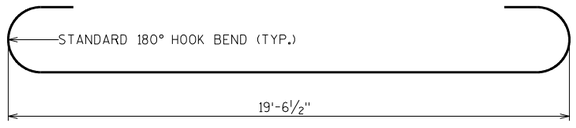
R511



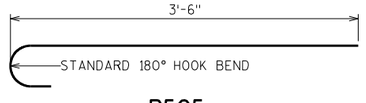
R512



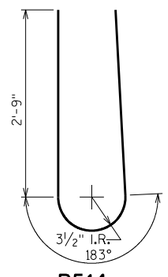
R513



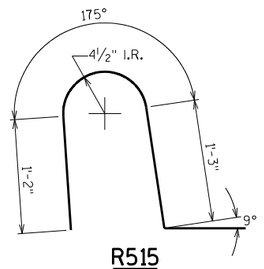
R803



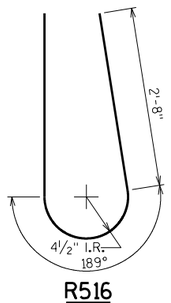
R505



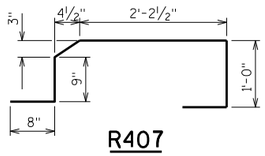
R514



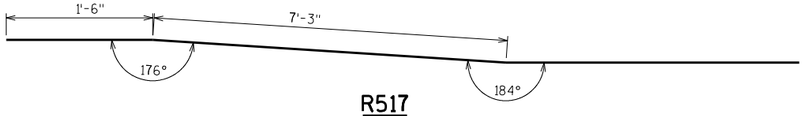
R515



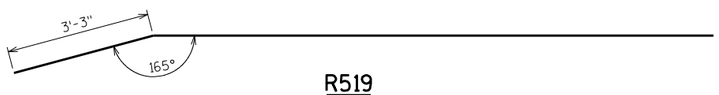
R516



R407



R517



R519

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQUIRED WEST SLAB	NO. REQUIRED EAST SLAB	LENGTH	BENT	LOCATION
R501	X	96	96	12'-2"	X	FOOTING-VERT.-LONGIT.-STIRRUP
R802	X	24	24	47'-1"		FOOTING-HORIZ.-TRANS.-TOP & BOT.
R803	X	160	160	21'-5"	X	SLAB-VERT.-LONGIT.-BOT.
R504	X	84	84	48'-6"		SLAB-HORIZ.-TRANS.-TOP & BOT.
R505	X	40	40	4'-1"	X	SLAB-TOP-TRANS.-VERT.-AT EDGES OF SLAB
R506	X	100	100	19'-7"		SLAB-HORIZ.-LONGIT.-TOP
R407	X	28	28	5'-5"	X	MEDIAN/SLAB-VERT.-TRANS.
R408	X	6	6	19'-6"		MEDIAN-TOP-HORIZ.-LONGIT.
R409	X	28	28	2'-3"		MEDIAN-TOP-HORIZ.-TRANS.
R510	X	34	34	4'-4"	X	SLAB & PARAPET-VERT.-TRANS.
⚠R511	X	12	12	5'-5"	X	PARAPET-VERT.-TRANS.-AT ENDS
R512	X	22	22	2'-9"	X	SLAB & PARAPET-VERT.-TRANS.-INSIDE FACE
R513	X	10	10	6'-5"	X	PARAPET-VERT.-TRANS.
R514	X	12	12	6'-6"	X	PARAPET-VERT.-TRANS.
R515	X	34	34	4'-5"	X	SLAB & PARAPET-VERT.-TRANS.
R516	X	34	34	6'-8"	X	PARAPET-VERT.-TRANS.
R517	X	2	2	19'-5"	X	PARAPET-HORIZ.-LONGIT.-BOT.-INSIDE FACE
R518	X	10	10	19'-5"		PARAPET-HORIZ.-LONGIT.-BOTH FACES
R519	X	4	4	19'-5"	X	PARAPET-HORIZ.-LONGIT.-TOP-BOTH FACES

⚠LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
R511	4 SERIES OF 6 BARS	4'-9" TO 6'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

STRUCTURAL APPROACH SLAB & BAR DETAILS

SHEET 23

539

SCALE = 3.3

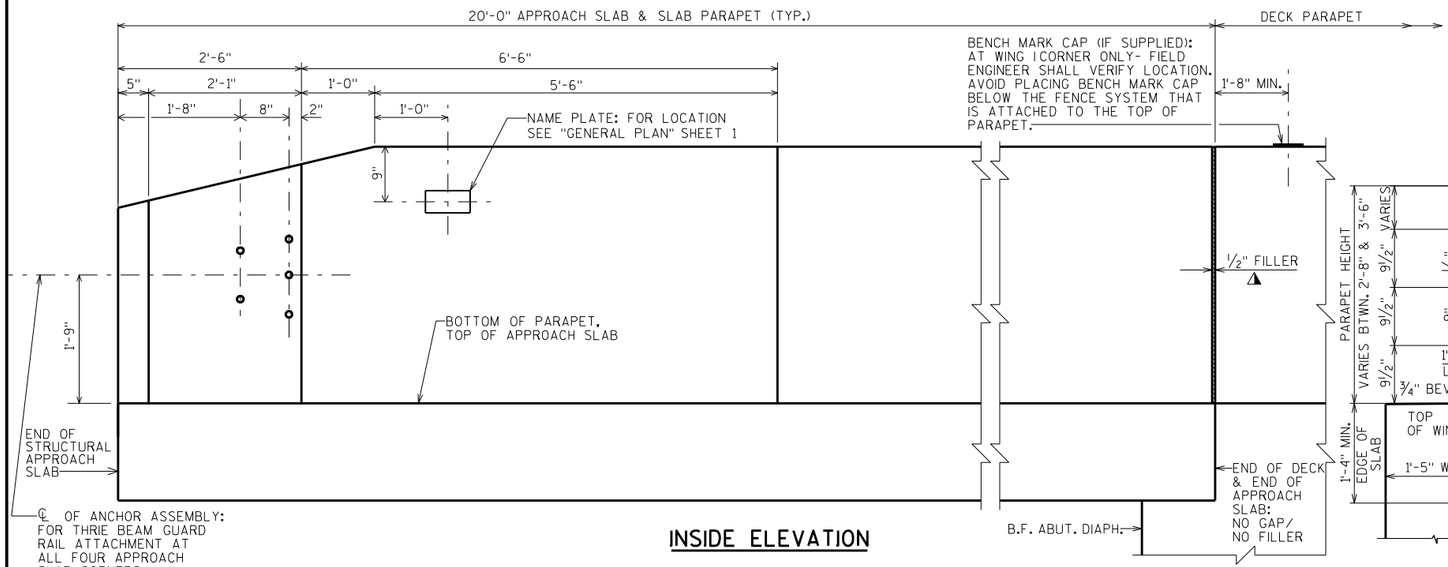
8

8

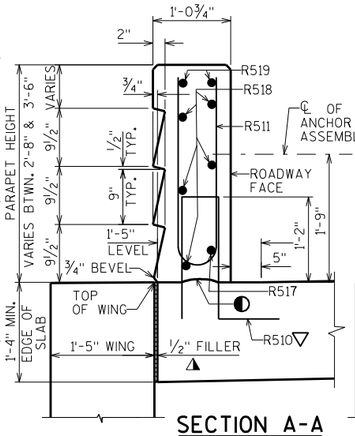
STATE PROJECT NUMBER
1007-10-72

NOTES:
SEE SHEET 23 FOR THE BILL OF BARS AND BAR DETAILS FOR THE SLAB PARAPET R-BARS.

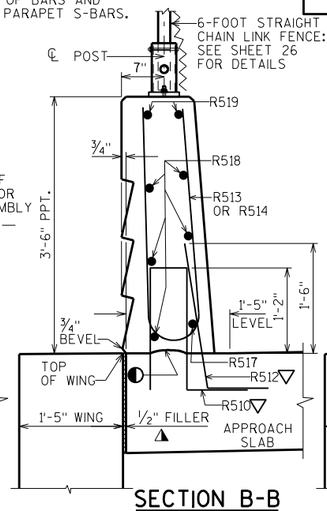
SEE SHEET 21 FOR THE BILL OF BARS AND BAR DETAILS FOR THE DECK PARAPET S-BARS.



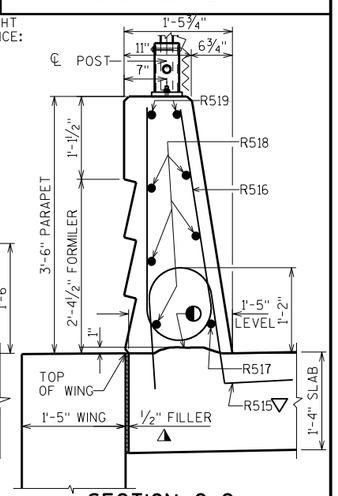
INSIDE ELEVATION



SECTION A-A

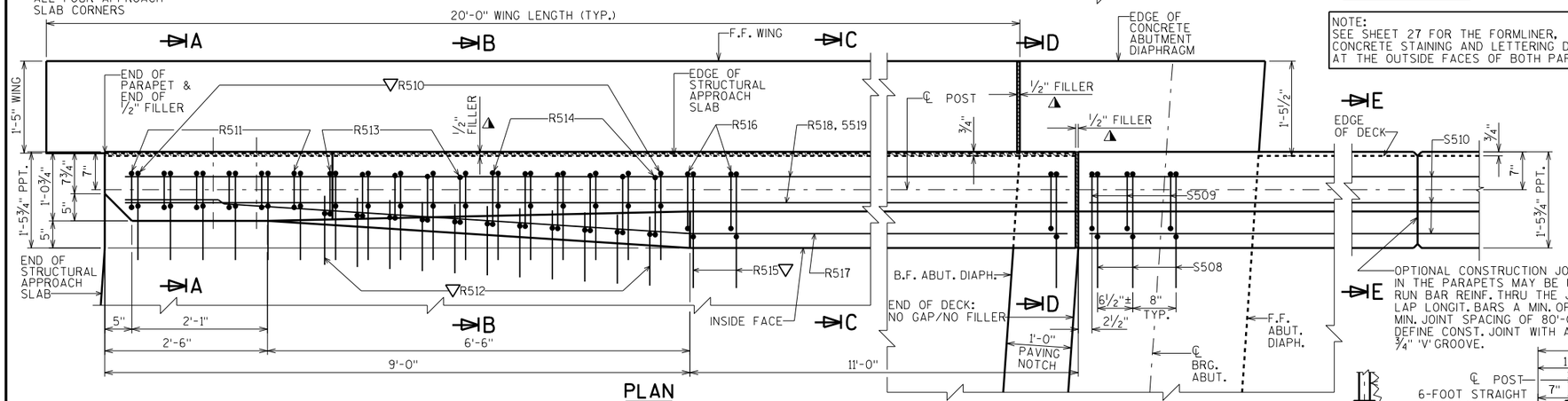


SECTION B-B

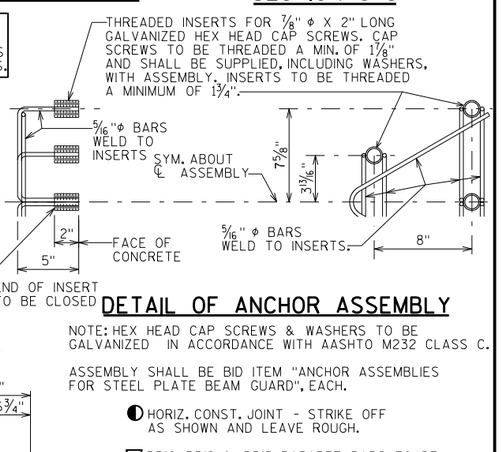


SECTION C-C

NOTE:
SEE SHEET 27 FOR THE FORMLINER, CONCRETE STAINING AND LETTERING DETAILS AT THE OUTSIDE FACES OF BOTH PARAPETS.



PLAN



DETAIL OF ANCHOR ASSEMBLY

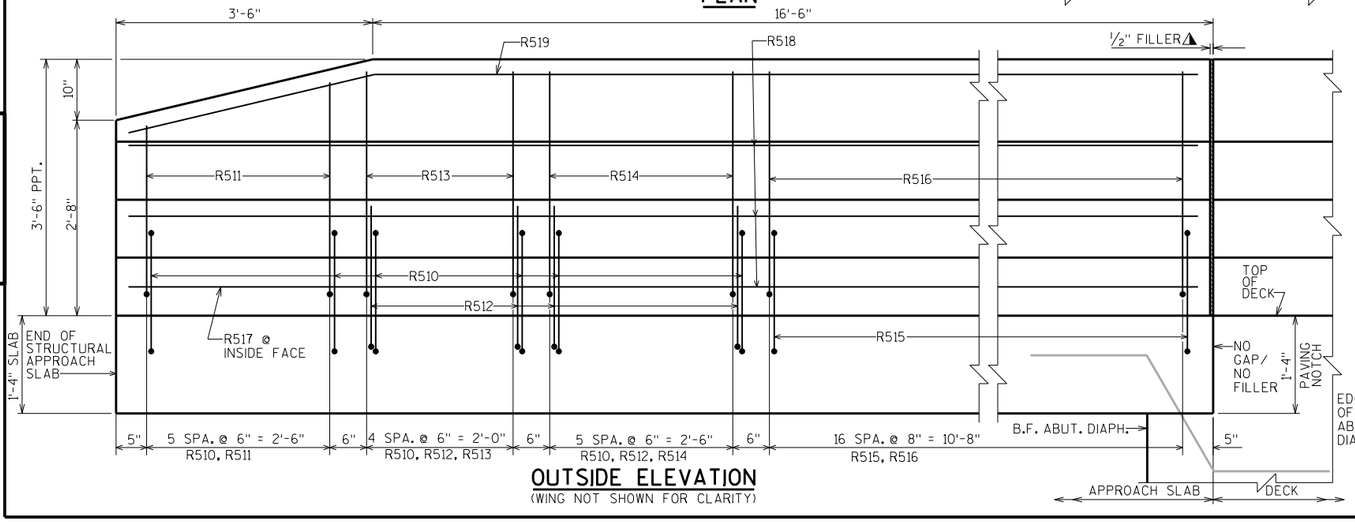
NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

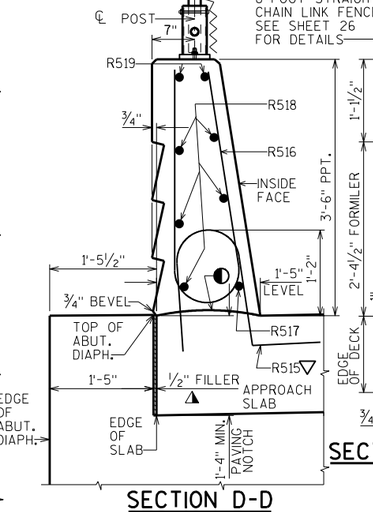
◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

▽ R510, R512 & R515 PARAPET BARS TO BE TIED TO SLAB STEEL BEFORE SLAB IS POURED. USE CARE TO PLACE R512 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

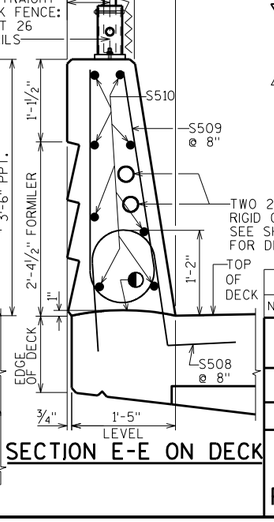
△ ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING AND NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE. COLOR OF JOINT SEALER SHALL MATCH THE ADJACENT CONCRETE STAINING COLOR AND MUST BE APPROVED BY THE ENGINEER.



OUTSIDE ELEVATION
(WING NOT SHOWN FOR CLARITY)



SECTION D-D



SECTION E-E ON DECK

TWO 2"ϕ RIGID CONDUITS SEE SHEET 25 FOR DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

MODIFIED SINGLE SLOPE PARAPET 42SS

SHEET 24

540

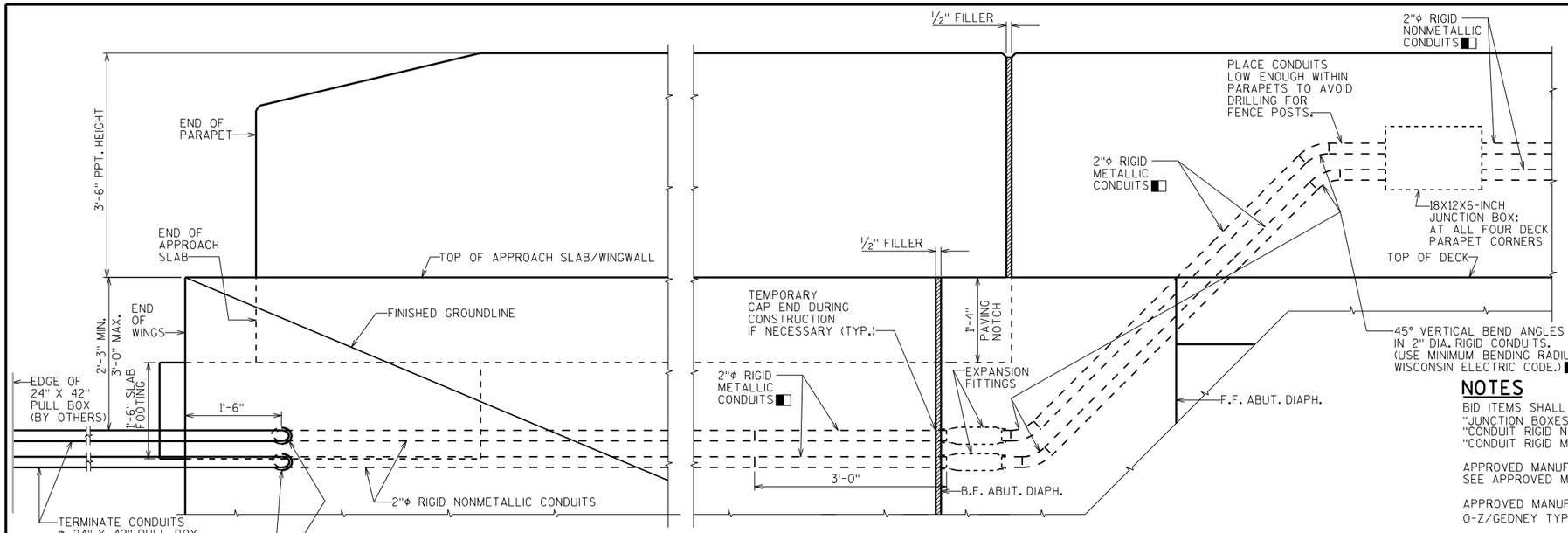
8

8

SCALE = 1

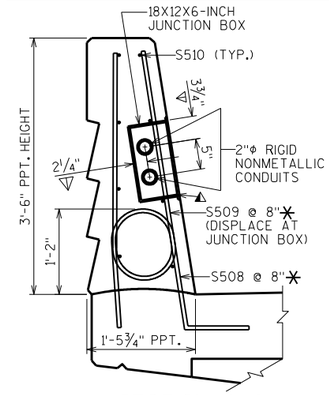
STATE PROJECT NUMBER

1007-10-72



OUTSIDE ELEVATION OF WINGWALL/STRUCTURAL APPROACH SLAB/PARAPET SHOWING CONDUITS

(TYPICAL AT ALL FOUR WINGS)



SECTION A-A (AT JUNCTION BOX)

NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"

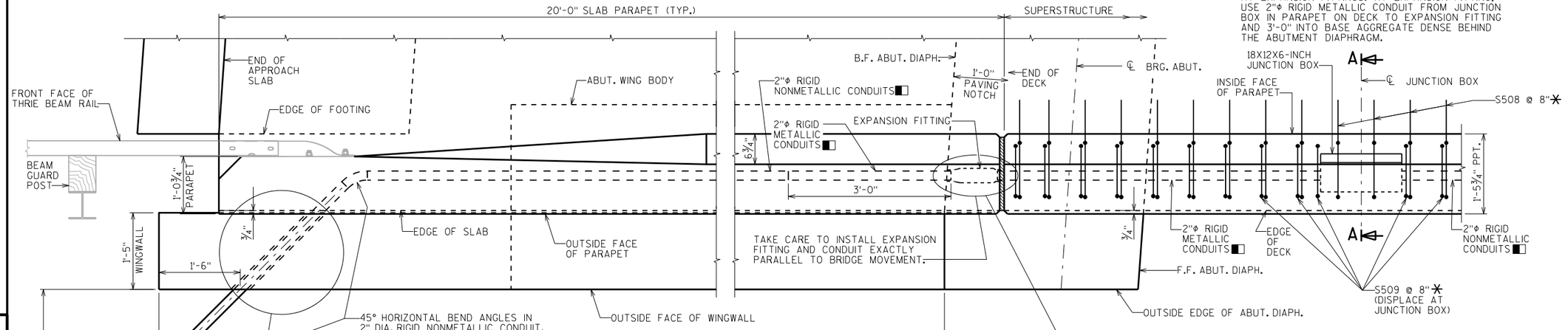
APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTINGS:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

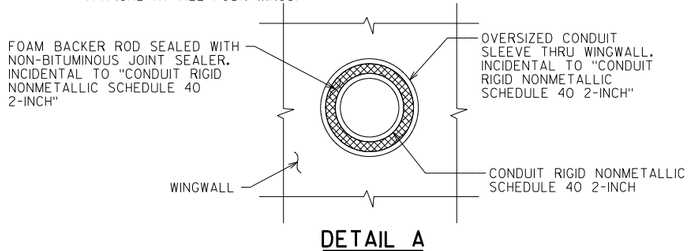
WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED.

■ USE 2"ϕ RIGID NONMETALLIC CONDUIT EXCEPT AT EXPANSION FITTINGS. AT EXPANSION FITTING, USE 2"ϕ RIGID METALLIC CONDUIT FROM JUNCTION BOX IN PARAPET ON DECK TO EXPANSION FITTING AND 3'-0" INTO BASE AGGREGATE DENSE BEHIND THE ABUTMENT DIAPHRAGM.

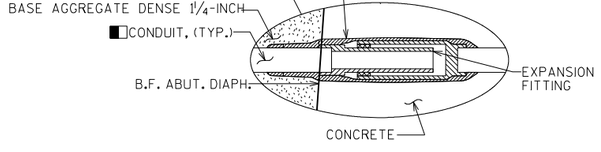


PLAN VIEW OF WINGWALL/STRUCTURAL APPROACH SLAB/PARAPET SHOWING CONDUITS

(TYPICAL AT ALL FOUR WINGS)



DETAIL A



▲ CUT OUT 1"± OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

✳ SEE "MODIFIED SINGLE SLOPE PARAPET 42SS" SHEET 24. FOR ADDITIONAL BAR STEEL DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

CONDUIT DETAILS

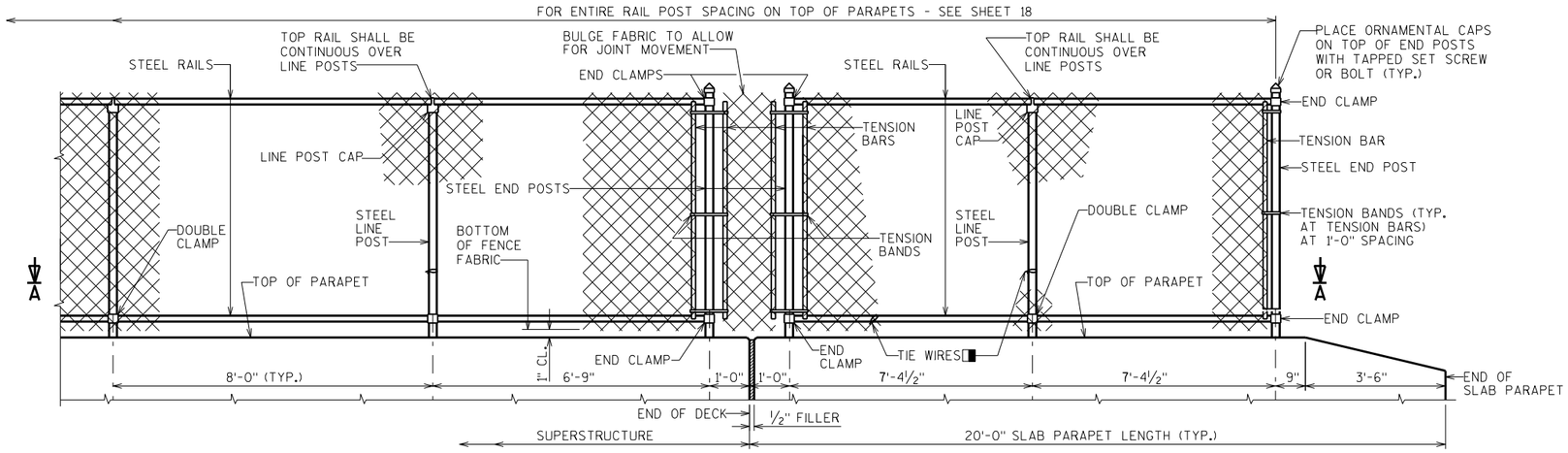
SHEET 25

541

8

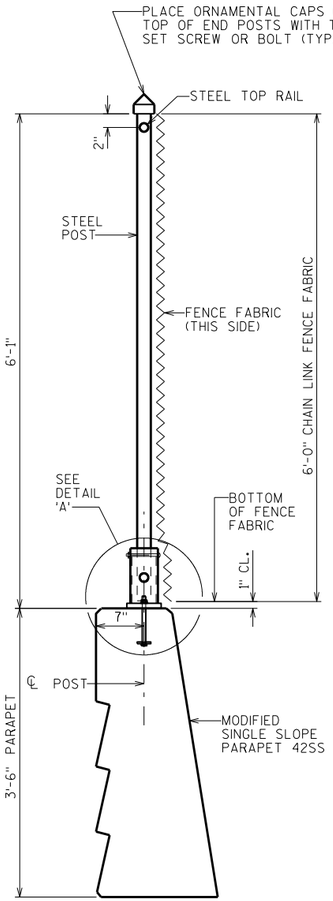
8

SCALE = 1

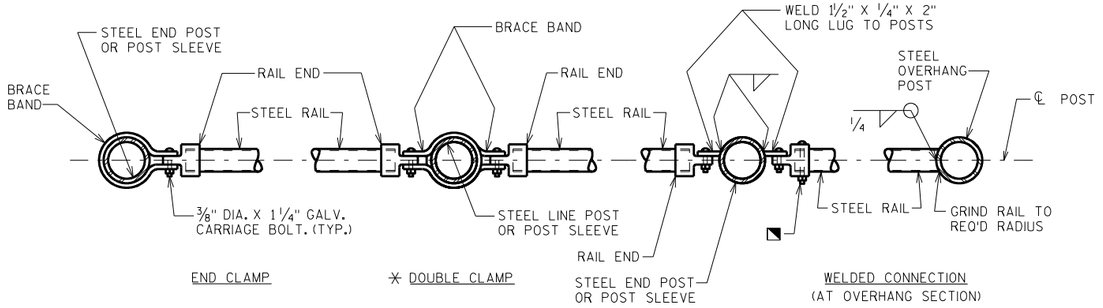


FENCE PART ELEVATION

VIEWING FABRIC SIDE - INSIDE FACE OF PARAPET

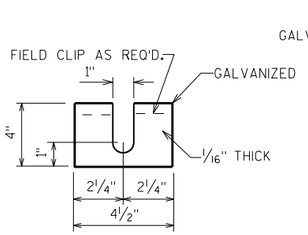


SECTION THRU FENCE



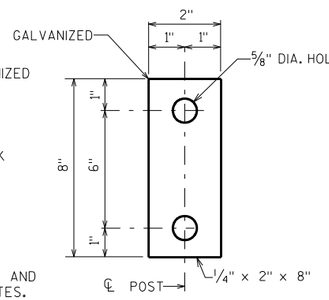
SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

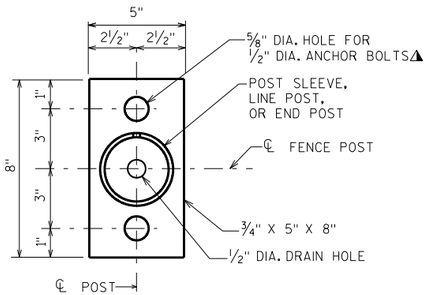


POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



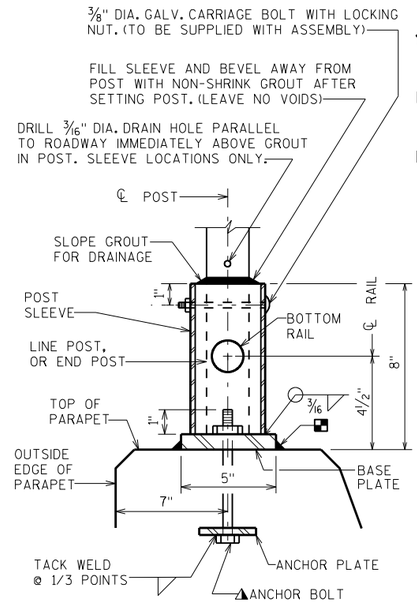
ANCHOR PLATE



BASE PLATE

FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

STATE PROJECT NUMBER

1007-10-72

GENERAL NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS FENCING SHALL BE FEDERAL COLOR NO. 30140 IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER COATED 6-FT", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE ℄ OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

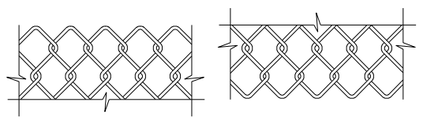
▲ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", ½" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ MASONRY ANCHOR TYPE S ½-INCH. EMBED 6" IN CONCRETE. ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◹ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

CHAIN LINK FENCE DETAILS

SHEET 26

542

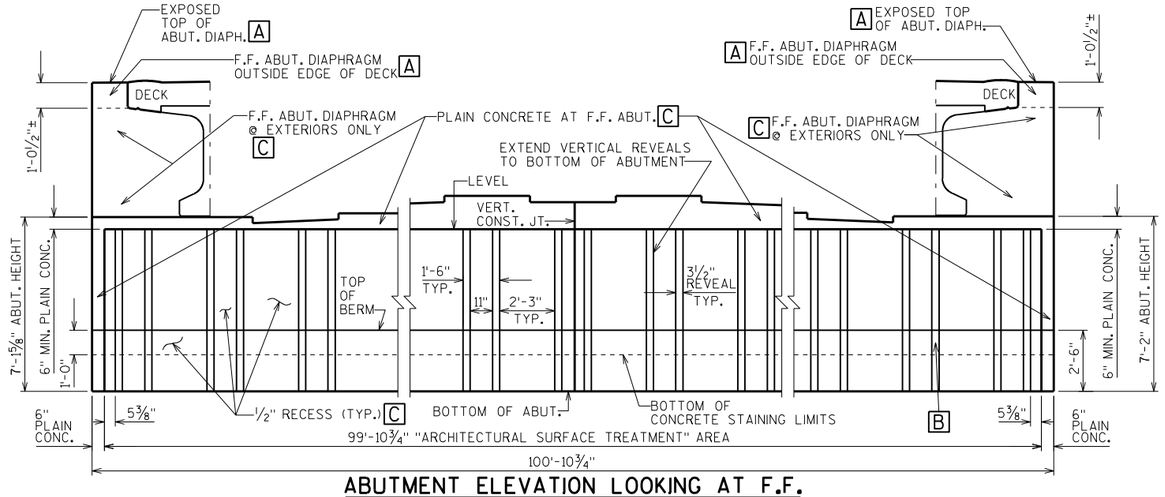
SCALE = 5.3333

8

8

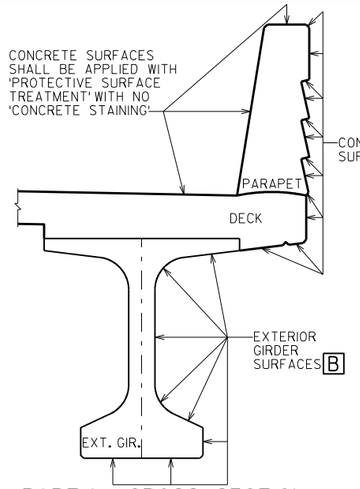
STATE PROJECT NUMBER

1007-10-72

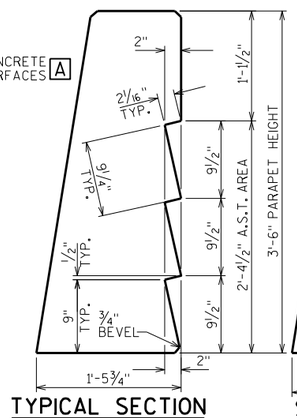


ABUTMENT ELEVATION LOOKING AT F.F.

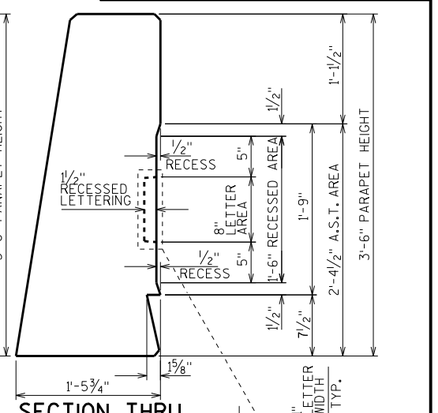
(TYPICAL AT BOTH ABUTMENTS)



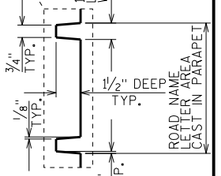
PARTIAL CROSS SECTION AT BOTH EDGES OF DECK

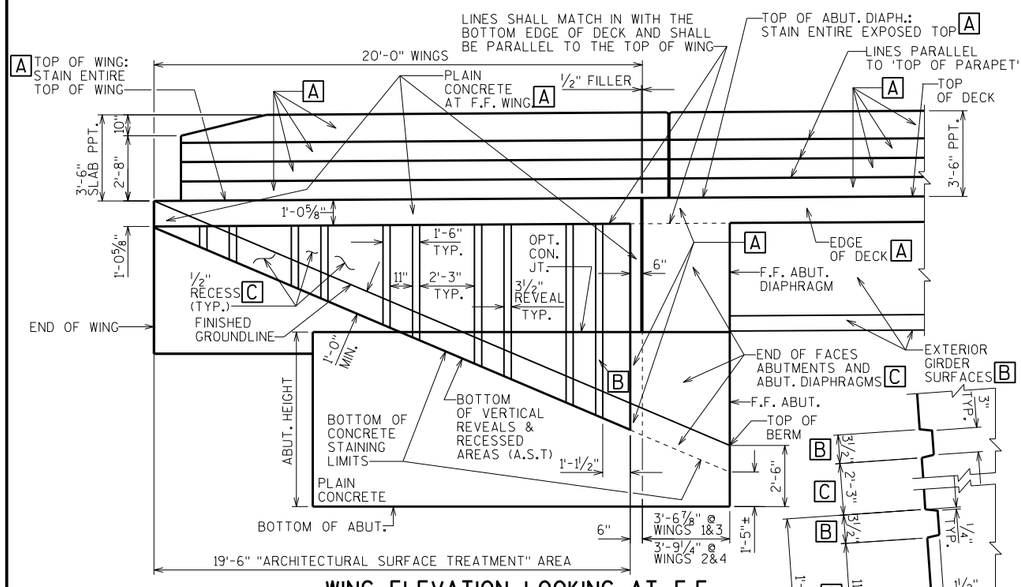


TYPICAL SECTION THRU PARAPET



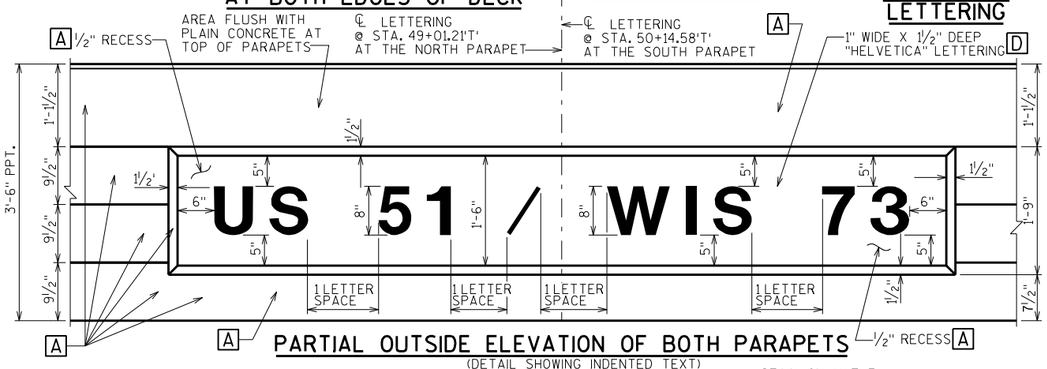
SECTION THRU PARAPET @ LETTERING



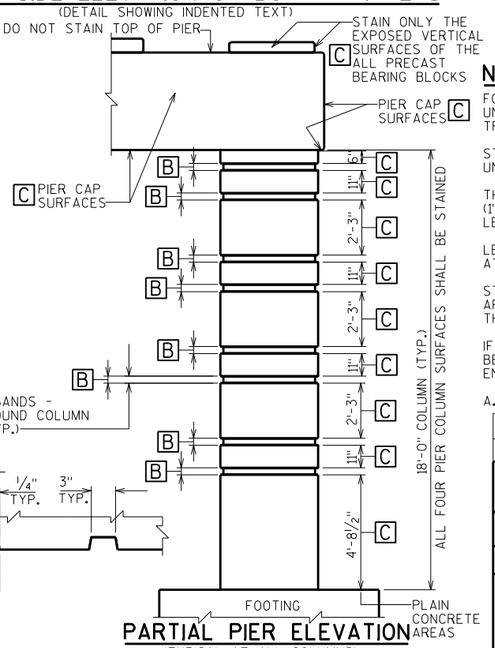


WING ELEVATION LOOKING AT F.F.

(TYPICAL AT ALL FOUR WINGS)

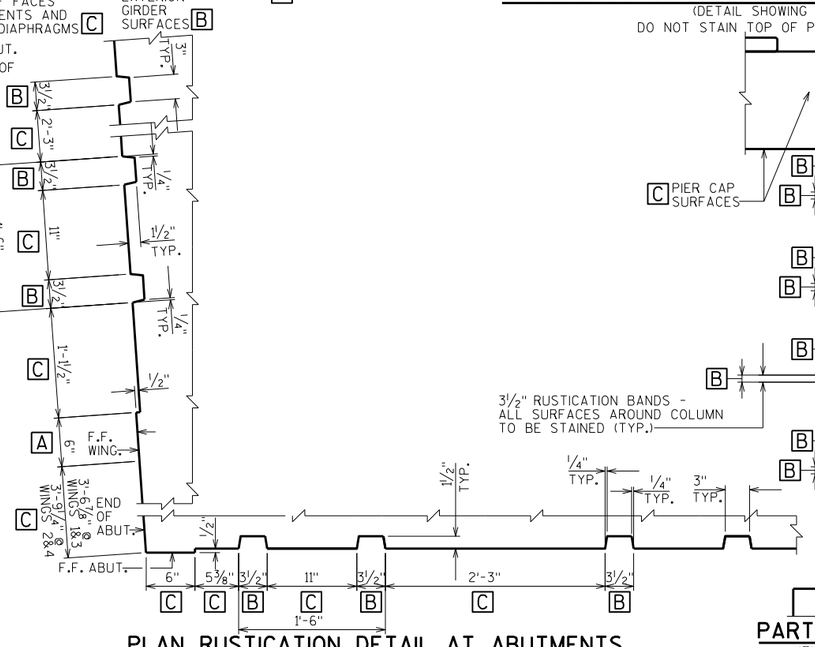


PARTIAL OUTSIDE ELEVATION OF BOTH PARAPETS



PARTIAL PIER ELEVATION

(TYPICAL AT ALL COLUMNS)



PLAN RUSTICATION DETAIL AT ABUTMENTS

COLOR STAINING SCHEDULE

- A AREAS SHALL BE STAINED WITH FEDERAL COLOR NUMBER 36642.
- B AREAS SHALL BE STAINED WITH FEDERAL COLOR NUMBER 30140.
- C AREAS SHALL BE STAINED WITH FEDERAL COLOR NUMBER 30372.
- D LETTERING SHALL BE STAINED WITH FEDERAL COLOR NUMBER 27038.

NOTES

FORMING LETTERING WORK SHALL BE PAID FOR UNDER THE BID ITEM "ARCHITECTURAL SURFACE TREATMENT B-13-702".

STAINING LETTERING WORK SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING B-13-702".

THE LETTERING FONT TYPE SHALL BE "HELVETICA" (1" WIDE X 1½" DEEP) WITH 8" HIGH UPPER CASE LETTERS AND 6" HIGH LOWER CASE LETTERS.

LETTERING SHALL ONLY BE PLACED AT THE OUTSIDE FACES OF PARAPETS.

STAINING OF CONCRETE SURFACE AREAS SHALL BE PAID FOR UNDER THE BID ITEM "CONCRETE STAINING B-13-702".

IF TOUCH UP PAINTING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE FIELD ENGINEER AT NO ADDITIONAL COST.

A.S.T. = ARCHITECTURAL SURFACE TREATMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

AESTHETIC DETAILS

SHEET 27

543

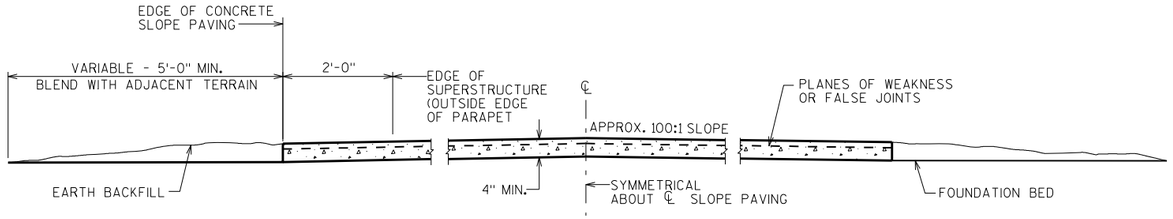
SCALE = 3

8

8

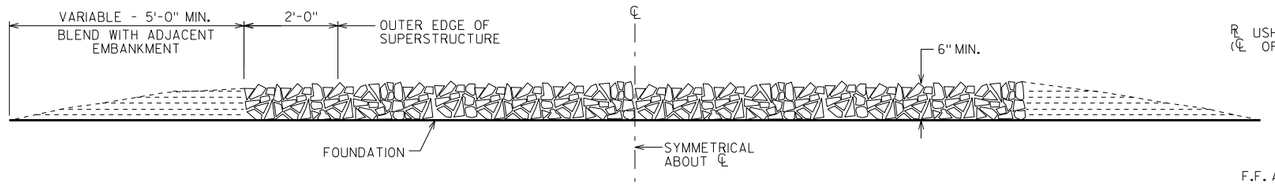
STATE PROJECT NUMBER

1007-10-72



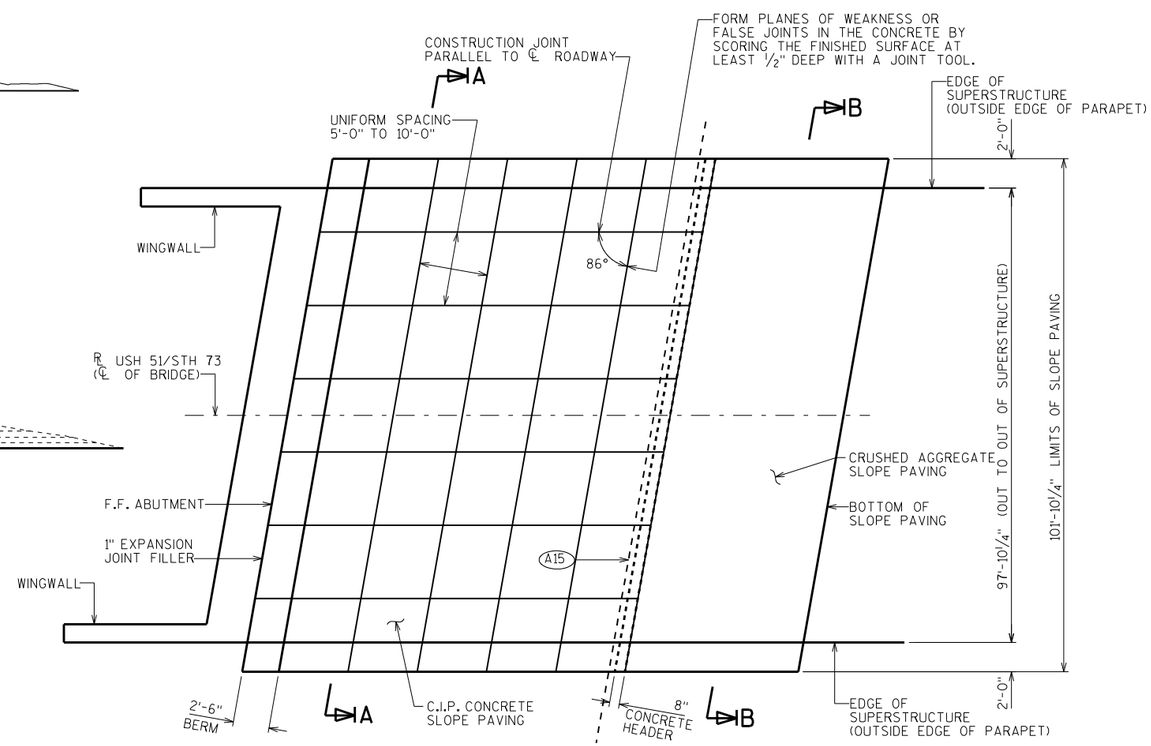
SECTION A-A

(SHOWING SECTION THRU C.I.P. SLOPE PAVING)



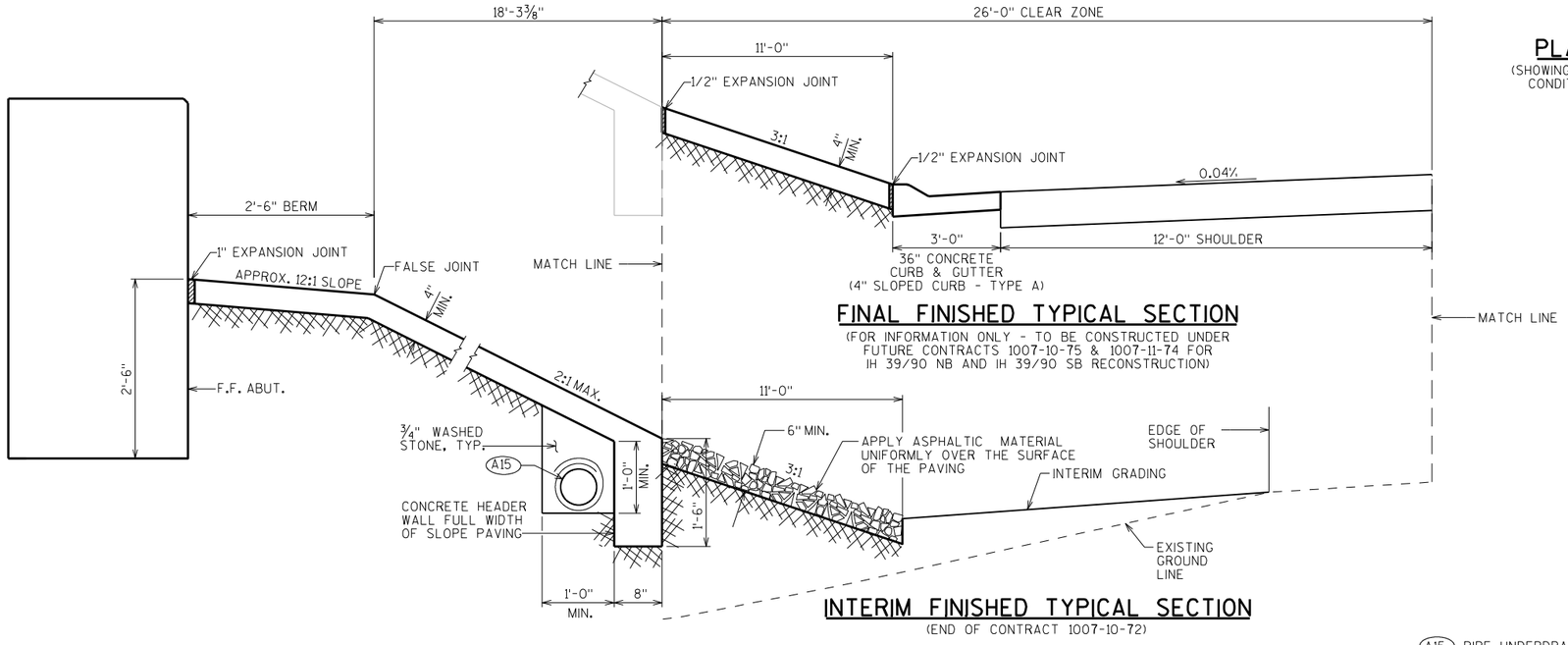
SECTION B-B

(SHOWING SECTION THRU CRUSHED AGGREGATE SLOPE PAVING)



PLAN

(SHOWING FINAL CONDITION)



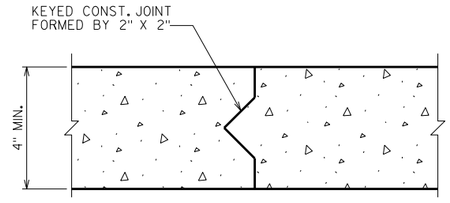
FINAL FINISHED TYPICAL SECTION

(FOR INFORMATION ONLY - TO BE CONSTRUCTED UNDER FUTURE CONTRACTS 1007-10-75 & 1007-11-74 FOR IH 39/90 NB AND IH 39/90 SB RECONSTRUCTION)

INTERIM FINISHED TYPICAL SECTION

(END OF CONTRACT 1007-10-72)

CROSS SECTION THRU SLOPE PAVING AT ABUTMENTS



CONSTRUCTION JOINT

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. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. SEE SHT. 5 OR SHT. 7 FOR RODENT SCREEN DETAIL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-702

DRAWN BY JPH | PLANS CK'D. SAD

SLOPE PAVING (CAST-IN-PLACE CONCRETE)

SHEET 28

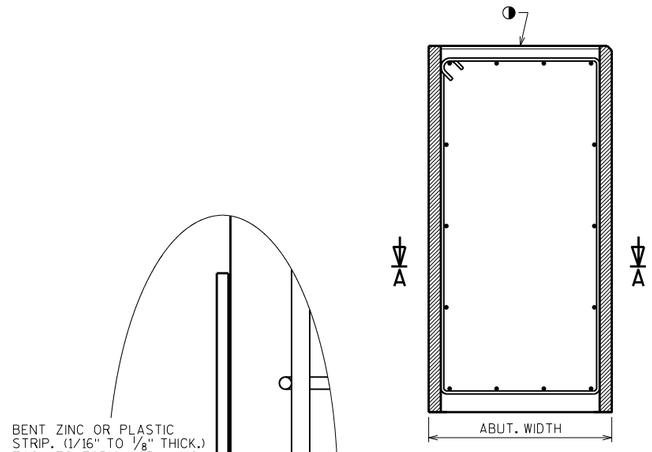
544

SCALE = 1

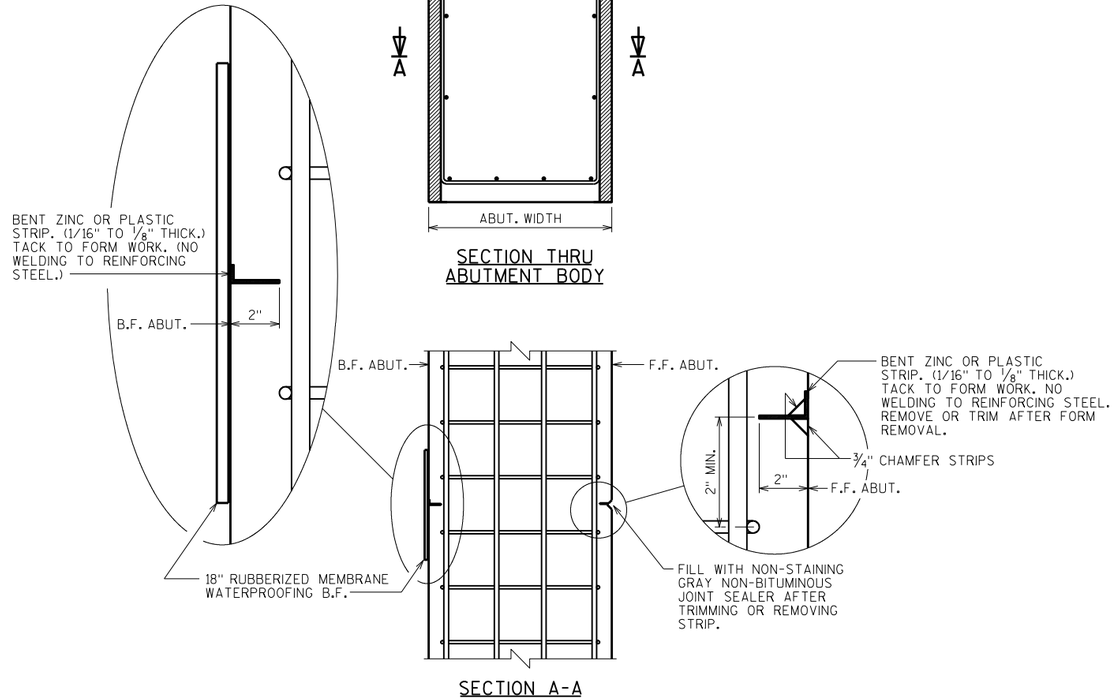
8

8

STATE PROJECT NUMBER
1007-10-72



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-13-702

DRAWN BY JPH | PLANS CK'D. SAD

ALTERNATE CONSTRUCTION JOINT

SHEET 29

545

8

8

123

SCALE = 1

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
35+50.00 'T'	0.00	0.00	0.00	12.78	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	STH 73
35+99.49 'T'	49.49	0.00	0.00	87.20	137.53	0.00	0.00	0	0	92	126	0	0	0	20	189	0	0	75.63	0.00	-20.01	STH 73
36+00.00 'T'	0.51	0.00	0.00	87.59	137.62	0.00	0.00	0	0	2	3	0	0	0	20	193	0	0	77.19	0.00	-20.12	STH 73
36+47.49 'T'	47.49	0.00	0.00	129.22	137.42	0.00	0.00	0	0	191	242	0	0	0	77	556	0	0	222.31	0.00	-77.05	STH 73
36+50.00 'T'	2.51	0.00	0.00	130.11	138.90	0.00	0.00	0	0	12	13	0	0	0	82	575	0	0	230.02	0.00	-82.48	STH 73
36+95.49 'T'	45.49	0.00	0.00	143.35	161.73	0.00	0.00	0	0	230	253	0	0	0	181	955	0	0	381.97	0.00	-180.50	STH 73
37+00.00 'T'	4.51	0.00	0.00	144.60	161.71	0.00	0.00	0	0	24	27	0	0	0	190	995	0	0	398.18	0.00	-190.30	STH 73
37+11.50 'T'	11.50	0.00	0.00	142.83	166.34	0.00	0.00	0	0	61	70	0	0	0	214	1,100	0	0	440.10	0.00	-214.42	STH 73
37+43.49 'T'	31.99	0.00	0.00	161.41	166.78	0.00	0.00	0	0	180	197	0	0	0	292	1,396	0	0	558.50	0.00	-291.71	STH 73
37+50.00 'T'	6.51	0.00	0.00	166.95	170.16	0.00	0.00	0	0	40	41	0	0	0	311	1,457	0	0	582.88	0.00	-310.73	STH 73
38+00.00 'T'	50.00	0.00	0.00	223.98	186.92	0.00	0.00	0	0	362	331	0	0	0	515	1,953	0	0	781.25	0.00	-515.22	STH 73
38+50.00 'T'	50.00	0.00	0.00	288.81	209.13	0.00	0.00	0	0	475	367	0	0	0	834	2,503	0	0	1,001.28	0.00	-833.69	STH 73
39+00.00 'T'	50.00	0.00	0.00	379.87	211.14	0.00	0.00	0	0	619	389	0	0	0	1,316	3,087	0	0	1,234.76	0.00	-1,315.77	STH 73
39+50.00 'T'	50.00	0.00	0.00	457.85	249.35	0.00	0.00	0	0	776	426	0	0	0	1,966	3,726	0	0	1,490.59	0.00	-1,965.56	STH 73
40+00.00 'T'	50.00	0.00	0.00	589.98	261.81	0.00	0.00	0	0	970	473	0	0	0	2,823	4,436	0	0	1,774.57	0.00	-2,823.36	STH 73
40+44.00 'T'	44.00	0.00	0.00	636.48	306.21	0.00	0.00	0	0	999	463	0	0	0	3,725	5,131	0	0	2,052.27	0.00	-3,725.41	STH 73
40+50.00 'T'	6.00	0.00	0.00	666.98	254.69	0.00	0.00	0	0	145	62	0	0	0	3,860	5,224	0	0	2,089.66	0.00	-3,859.70	STH 73
40+70.00 'T'	20.00	0.00	0.00	758.30	255.86	0.00	0.00	0	0	528	189	0	0	0	4,378	5,508	0	0	2,203.12	0.00	-4,377.74	STH 73
41+00.00 'T'	30.00	0.00	0.00	906.54	305.41	0.00	0.00	0	0	925	312	0	0	0	5,300	5,976	0	0	2,390.21	0.00	-5,300.02	STH 73
41+50.00 'T'	50.00	0.00	0.00	1059.09	374.29	0.00	0.00	0	0	1,820	629	0	0	0	7,103	6,920	0	0	2,767.82	0.00	-7,103.03	STH 73
42+00.00 'T'	50.00	0.00	0.00	1281.10	403.16	0.00	0.00	0	0	2,167	720	0	0	0	9,272	7,999	0	0	3,199.74	0.00	-9,271.69	STH 73
42+50.00 'T'	50.00	0.00	0.00	1558.58	467.61	0.00	0.00	0	0	2,629	806	0	0	0	11,954	9,209	0	0	3,683.50	0.00	-11,953.65	STH 73
43+00.00 'T'	50.00	0.00	0.00	1901.18	588.24	0.00	0.00	0	0	3,203	978	0	0	0	15,225	10,675	0	0	4,270.08	0.00	-15,224.76	STH 73
43+50.00 'T'	50.00	0.00	0.00	2115.60	711.73	0.00	0.00	0	0	3,719	1,204	0	0	0	18,971	12,481	0	0	4,992.29	0.00	-18,971.05	STH 73
44+00.00 'T'	50.00	0.00	0.00	2223.79	824.36	0.00	0.00	0	0	4,018	1,422	0	0	0	22,927	14,614	0	0	5,845.68	0.00	-22,926.76	STH 73
44+14.02 'T'	14.02	0.00	0.00	2254.66	855.75	0.00	0.00	0	0	1,163	436	0	0	0	24,053	15,269	0	0	6,107.40	0.00	-24,053.03	STH 73
44+46.02 'T'	32.00	0.00	0.00	2349.09	993.54	0.00	0.00	0	0	2,728	1,096	0	0	0	26,641	16,912	0	0	6,764.93	0.00	-26,641.30	STH 73
44+50.00 'T'	3.98	0.00	0.00	2358.94	1016.60	0.00	0.00	0	0	347	148	0	0	0	26,964	17,135	0	0	6,853.83	0.00	-26,963.93	STH 73
44+86.02 'T'	36.02	0.00	0.00	2440.50	1181.18	0.00	0.00	0	0	3,201	1,466	0	0	0	29,866	19,334	0	0	7,733.43	0.00	-29,866.19	STH 73
45+00.00 'T'	13.98	0.00	0.00	2424.56	1226.36	0.00	0.00	0	0	1,260	623	0	0	0	30,973	20,268	0	0	8,107.40	0.00	-30,973.11	STH 73
45+10.02 'T'	10.02	0.00	0.00	2404.56	1258.51	0.00	0.00	0	0	896	461	0	0	0	31,747	20,960	0	0	8,384.05	0.00	-31,747.39	STH 73
45+34.02 'T'	24.00	0.00	0.00	1076.07	0.00	0.00	0.00	0	0	1,547	559	0	0	0	33,262	21,799	0	0	8,719.65	0.00	-33,261.56	STH 73
45+50.00 'T'	15.98	0.00	0.00	1063.73	0.00	0.00	0.00	0	0	633	0	0	0	0	34,053	21,799	0	0	8,719.65	0.00	-34,053.09	STH 73
46+00.00 'T'	50.00	0.00	0.00	1117.48	0.00	0.00	0.00	0	0	2,020	0	0	0	0	36,578	21,799	0	0	8,719.65	0.00	-36,577.63	STH 73
46+14.00 'T'	14.00	0.00	0.00	1121.39	0.00	0.00	0.00	0	0	580	0	0	0	0	37,303	21,799	0	0	8,719.65	0.00	-37,303.19	STH 73
46+50.00 'T'	36.00	0.00	0.00	1143.30	0.00	0.00	0.00	0	0	1,510	0	0	0	0	39,190	21,799	0	0	8,719.65	0.00	-39,190.43	STH 73
46+70.00 'T'	20.00	0.00	0.00	1162.36	0.00	0.00	0.00	0	0	854	0	0	0	0	40,258	21,799	0	0	8,719.65	0.00	-40,257.87	STH 73
47+00.00 'T'	30.00	0.00	0.00	1273.39	0.00	0.00	0.00	0	0	1,353	0	0	0	0	41,949	21,799	0	0	8,719.65	0.00	-41,949.37	STH 73
47+02.84 'T'	2.84	0.00	0.00	2227.35	0.00	0.00	0.00	0	0	184	0	0	0	0	42,180	21,799	0	0	8,719.65	0.00	-42,179.51	STH 73
47+27.84 'T'	25.00	0.00	0.00	2284.65	0.00	0.00	0.00	0	0	2,089	0	0	0	0	44,791	21,799	0	0	8,719.65	0.00	-44,790.62	STH 73
47+30.00 'T'	2.16	0.00	0.00	2290.66	0.00	0.00	0.00	0	0	183	0	0	0	0	45,019	21,799	0	0	8,719.65	0.00	-45,019.38	STH 73
47+50.00 'T'	20.00	0.00	0.00	2329.07	0.00	0.00	0.00	0	0	1,711	0	0	0	0	47,158	21,799	0	0	8,719.65	0.00	-47,158.15	STH 73
47+52.80 'T'	2.80	0.00	0.00	2349.61	0.00	0.00	0.00	0	0	243	0	0	0	0	47,461	21,799	0	0	8,719.65	0.00	-47,461.39	STH 73
48+00.00 'T'	47.20	0.00	0.00	2383.57	0.00	0.00	0.00	0	0	4,137	0	0	0	0	52,633	21,799	0	0	8,719.65	0.00	-52,632.83	STH 73
48+05.71 'T'	5.71	0.00	0.00	2403.68	0.00	0.00	0.00	0	0	506	0	0	0	0	53,266	21,799	0	0	8,719.65	0.00	-53,265.59	STH 73
51+10.07 'T'	0.00	452.83	0.00	1958.63	0.00	0.00	0.00	0	0	0	0	0	0	0	53,266	21,799	0	0	8,719.65	0.00	-53,265.59	STH 73
51+50.00 'T'	39.93	524.57	0.00	2291.61	0.00	0.00	0.00	723	0	3,143	0	0	0	723	57,194	21,799	0	0	8,719.65	0.00	-56,471.38	STH 73
51+62.98 'T'	12.98	510.52	0.00	2217.38	0.00	0.00	0.00	249	0	1,084	0	0	0	972	58,549	21,799	0	0	8,719.65	0.00	-57,577.36	STH 73
51+87.94 'T'	24.96	451.45	0.00	1996.50	0.00	0.00	0.00	445	0	1,948	0	0	0	1,416	60,984	21,799	0	0	8,719.65	0.00	-59,567.40	STH 73
52+00.00 'T'	12.06	400.30	0.00	1858.04	0.00	0.00	0.00	190	0	861	0	0	0	1,606	62,060	21,799	0	0	8,719.65	0.00	-60,453.23	STH 73
52+12.95 'T'	12.95	343.88	0.00	1685.29	0.00	0.00	0.00	178	0	850	0	0	0	1,785	63,122	21,799	0	0	8,719.65	0.00	-61,336.87	STH 73
52+50.00 'T'	37.05	371.78	0.00	1716.72	0.00	0.00	0.00	491	0	2,334	0	0	0	2,276	66,040	21,799	0	0	8,719.65	0.00	-63,763.61	STH 73
52+60.00 'T'	10.00	150.32	0.00	891.82	0.00	0.00	0.00	97	0	483	0	0	0	2,373	66,643	21,799	0	0	8,719.65	0.00	-64,270.76	STH 73
53+00.00 'T'	40.00	125.81	0.00	844.11	0.00	0.00	0.00	205	0	1,286	0	0	0	2,577	68,251	21,799	0	0	8,719.65	0.00	-65,673.57	STH 73
53+50.00 'T'	50.00	81.22	0.00	717.82	0.00	0.00	0.00	192	0	1,446	0	0	0	2,769	70,058	21,799	0	0	8,719.65	0.00	-67,289.67	STH 73
53+71.00 'T'	21.00	33.84	0.00	599.89	0.00	0.00	0.00	45	0	512	0	0	0	2,814	70,699	21,799	0	0	8,719.65	0.00	-67,885.48	STH 73
54+00.00 'T'	29.00	0.00	0.00	377.85	0.00	0.00	0.00	18	0	525	0	0	0	2,832	71,355	21,799	0	0	8,719.65	0.00	-68,523.65	STH 73
54+13.79 'T'	13.79	0.00	0.00	0.00	0.00	0.00	0.00	0	0	96	0	0	0	2,832	71,476	21,799	0	0	8,719.65	0.00	-68,644.26	STH 73
57+00.00 'T'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2,832	71,476	21,799	0	0	8,719.65	0.00	-68,644.26	STH 73
57+15.39 'T'	15.39	73.79	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	2,853	71,476	21,799	0	0	8,719.65	0.00	-68,623.24	STH 73
57+35.26 'T'	19.87	59.45	0.00	0.00	0.00	0.00	0.00	49	0	0	0	0	0	2,902	71,476	21,799	0	0	8,719.65	0.00	-68,574.21	STH 73
57+50.00 'T'	14.74	51.89	0.00	0.00	0.00	0.00	0.00	30	0	0	0	0	0	2,932	71,476	21,799	0	0	8,719.65	0.00	-68,543.82	STH 73

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	EARTHWORK DATA: STAGE 1	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\090101_EWK_STAGE 1.DWG PLOT DATE : 10/29/2014 3:18 PM PLOT BY : CORY INMAN PLOT NAME : _____ PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
58+00.00 'T'	50.00	28.88	0.00	0.00	0.00	0.00	0.00	75	0	0	0	0	0	3,007	71,476	21,799	0	0	8,719.65	0.00	-68,469.03	STH 73
58+50.00 'T'	50.00	33.81	0.00	0.00	0.00	0.00	0.00	58	0	0	0	0	0	3,065	71,476	21,799	0	0	8,719.65	0.00	-68,410.98	STH 73
59+00.00 'T'	50.00	20.38	0.00	0.00	0.00	0.00	0.00	50	0	0	0	0	0	3,115	71,476	21,799	0	0	8,719.65	0.00	-68,360.81	STH 73
59+50.00 'T'	50.00	11.40	0.00	0.00	0.00	0.00	0.00	29	0	0	0	0	0	3,145	71,476	21,799	0	0	8,719.65	0.00	-68,331.38	STH 73
60+00.00 'T'	50.00	13.92	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	3,168	71,476	21,799	0	0	8,719.65	0.00	-68,307.94	STH 73
60+50.00 'T'	50.00	22.56	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	3,202	71,476	21,799	0	0	8,719.65	0.00	-68,274.16	STH 73
61+00.00 'T'	50.00	42.90	0.00	0.00	0.00	0.00	0.00	61	0	0	0	0	0	3,262	71,476	21,799	0	0	8,719.65	0.00	-68,213.55	STH 73
61+50.00 'T'	50.00	42.43	0.00	0.00	0.00	0.00	0.00	79	0	0	0	0	0	3,341	71,476	21,799	0	0	8,719.65	0.00	-68,134.54	STH 73
62+00.00 'T'	50.00	50.66	0.00	0.00	0.00	0.00	0.00	86	0	0	0	0	0	3,428	71,476	21,799	0	0	8,719.65	0.00	-68,048.35	STH 73
62+50.00 'T'	50.00	71.45	0.00	0.00	0.00	0.00	0.00	113	0	0	0	0	0	3,541	71,476	21,799	0	0	8,719.65	0.00	-67,935.28	STH 73
63+00.00 'T'	50.00	181.41	0.00	0.00	0.00	0.00	0.00	234	0	0	0	0	0	3,775	71,476	21,799	0	0	8,719.65	0.00	-67,701.14	STH 73
63+26.00 'T'	26.00	238.51	0.00	0.00	0.00	0.00	0.00	202	0	0	0	0	0	3,977	71,476	21,799	0	0	8,719.65	0.00	-67,498.96	STH 73
63+50.00 'T'	24.00	178.71	0.00	0.00	0.00	0.00	0.00	185	0	0	0	0	0	4,162	71,476	21,799	0	0	8,719.65	0.00	-67,313.53	STH 73
64+00.00 'T'	50.00	41.16	0.00	0.00	0.00	0.00	0.00	204	0	0	0	0	0	4,366	71,476	21,799	0	0	8,719.65	0.00	-67,109.94	STH 73
64+50.00 'T'	50.00	41.06	0.00	0.00	0.00	0.00	0.00	76	0	0	0	0	0	4,442	71,476	21,799	0	0	8,719.65	0.00	-67,033.81	STH 73
65+00.00 'T'	50.00	50.07	0.00	0.00	0.00	0.00	0.00	84	0	0	0	0	0	4,527	71,476	21,799	0	0	8,719.65	0.00	-66,949.43	STH 73
65+50.00 'T'	50.00	64.43	0.00	0.00	0.00	0.00	0.00	106	0	0	0	0	0	4,633	71,476	21,799	0	0	8,719.65	0.00	-66,843.42	STH 73
65+94.44 'T'	44.44	95.39	0.00	0.00	0.00	0.00	0.00	132	0	0	0	0	0	4,764	71,476	21,799	0	0	8,719.65	0.00	-66,711.89	STH 73
66+00.00 'T'	5.56	104.84	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	4,785	71,476	21,799	0	0	8,719.65	0.00	-66,691.27	STH 73
66+24.77 'T'	24.77	125.58	0.00	0.00	0.00	0.00	0.00	106	0	0	0	0	0	4,890	71,476	21,799	0	0	8,719.65	0.00	-66,585.58	STH 73
66+37.54 'T'	12.77	136.60	0.00	0.00	0.00	0.00	0.00	62	0	0	0	0	0	4,952	71,476	21,799	0	0	8,719.65	0.00	-66,523.58	STH 73
66+50.00 'T'	12.46	155.29	0.00	0.00	0.00	0.00	0.00	67	0	0	0	0	0	5,020	71,476	21,799	0	0	8,719.65	0.00	-66,456.23	STH 73
66+85.44 'T'	35.44	209.19	0.00	0.00	0.00	0.00	0.00	239	0	0	0	0	0	5,259	71,476	21,799	0	0	8,719.65	0.00	-66,217.02	STH 73
67+00.00 'T'	14.56	230.99	0.00	0.00	0.00	0.00	0.00	119	0	0	0	0	0	5,378	71,476	21,799	0	0	8,719.65	0.00	-66,098.34	STH 73
67+33.44 'T'	33.44	277.66	0.00	0.00	0.00	0.00	0.00	315	0	0	0	0	0	5,693	71,476	21,799	0	0	8,719.65	0.00	-65,783.35	STH 73
67+50.00 'T'	16.56	294.66	0.00	0.00	0.00	0.00	0.00	176	0	0	0	0	0	5,868	71,476	21,799	0	0	8,719.65	0.00	-65,607.84	STH 73
68+00.00 'T'	50.00	248.43	0.00	0.00	0.00	0.00	0.00	503	0	0	0	0	0	6,371	71,476	21,799	0	0	8,719.65	0.00	-65,104.98	STH 73
68+50.00 'T'	50.00	266.81	0.00	0.00	0.00	0.00	0.00	477	0	0	0	0	0	6,848	71,476	21,799	0	0	8,719.65	0.00	-64,627.90	STH 73
69+00.00 'T'	50.00	284.39	0.00	0.00	0.00	0.00	0.00	510	0	0	0	0	0	7,358	71,476	21,799	0	0	8,719.65	0.00	-64,117.53	STH 73
69+50.00 'T'	50.00	279.86	0.00	0.00	0.00	0.00	0.00	522	0	0	0	0	0	7,881	71,476	21,799	0	0	8,719.65	0.00	-63,595.08	STH 73
69+79.00 'T'	29.00	277.36	0.00	0.00	0.00	0.00	0.00	299	0	0	0	0	0	8,180	71,476	21,799	0	0	8,719.65	0.00	-63,295.83	STH 73
70+00.00 'T'	21.00	164.06	0.00	0.00	0.00	0.00	0.00	172	0	0	0	0	0	8,352	71,476	21,799	0	0	8,719.65	0.00	-63,124.17	STH 73
70+11.95 'T'	11.95	96.97	0.00	0.00	0.00	0.00	0.00	58	0	0	0	0	0	8,410	71,476	21,799	0	0	8,719.65	0.00	-63,066.41	STH 73
70+50.00 'T'	38.05	0.00	0.00	0.00	0.00	0.00	0.00	68	0	0	0	0	0	8,478	71,476	21,799	0	0	8,719.65	0.00	-62,998.09	STH 73
614+86.00 'TA'	0.00	0.00	0.00	1057.43	0.00	0.00	0.00	0	0	0	0	0	0	8,478	71,476	21,799	0	0	8,719.65	0.00	-62,998.09	NB Entrance Ramp
615+00.00 'TA'	14.00	0.00	0.00	1614.76	0.00	0.00	0.00	0	0	693	0	0	0	8,478	72,342	21,799	0	0	8,719.65	0.00	-63,864.08	NB Entrance Ramp
615+50.00 'TA'	50.00	532.35	0.00	1572.51	0.00	0.00	0.00	493	0	2,951	0	0	0	8,971	76,031	21,799	0	0	8,719.65	0.00	-67,060.13	NB Entrance Ramp
616+00.00 'TA'	50.00	600.17	0.00	1471.92	0.00	0.00	0.00	1,049	0	2,819	0	0	0	10,019	79,555	21,799	0	0	8,719.65	0.00	-69,535.15	NB Entrance Ramp
616+50.00 'TA'	50.00	751.74	0.00	1304.59	0.00	0.00	0.00	1,252	0	2,571	0	0	0	11,271	82,768	21,799	0	0	8,719.65	0.00	-71,496.93	NB Entrance Ramp
617+00.00 'TA'	50.00	912.58	0.00	1059.99	0.00	0.00	0.00	1,541	0	2,189	0	0	0	12,812	85,505	21,799	0	0	8,719.65	0.00	-72,692.67	NB Entrance Ramp
617+50.00 'TA'	50.00	1024.08	0.00	808.49	0.00	0.00	0.00	1,793	0	1,730	0	0	0	14,605	87,668	21,799	0	0	8,719.65	0.00	-73,062.05	NB Entrance Ramp
618+00.00 'TA'	50.00	1188.50	0.00	548.47	0.00	0.00	0.00	2,049	0	1,256	0	0	0	16,654	89,238	21,799	0	0	8,719.65	0.00	-72,583.92	NB Entrance Ramp
618+35.00 'TA'	35.00	1267.33	0.00	338.29	0.00	0.00	0.00	1,592	0	575	0	0	0	18,246	89,956	21,799	0	0	8,719.65	0.00	-71,710.62	NB Entrance Ramp
618+50.00 'TA'	15.00	1314.17	0.00	254.61	0.00	0.00	0.00	717	0	165	0	0	0	18,963	90,162	21,799	0	0	8,719.65	0.00	-71,199.41	NB Entrance Ramp
618+63.00 'TA'	13.00	1734.64	0.00	254.61	0.00	0.00	0.00	734	0	123	0	0	0	19,697	90,316	21,799	0	0	8,719.65	0.00	-70,618.67	NB Entrance Ramp
619+00.00 'TA'	37.00	1829.43	0.00	33.69	0.00	0.00	0.00	2,442	0	198	0	0	0	22,139	90,563	21,799	0	0	8,719.65	0.00	-68,423.54	NB Entrance Ramp
619+50.00 'TA'	50.00	1980.71	0.00	0.00	0.00	0.00	0.00	3,528	0	31	0	0	0	25,667	90,602	21,799	0	0	8,719.65	0.00	-64,934.63	NB Entrance Ramp
620+00.00 'TA'	50.00	2099.55	0.00	0.00	0.00	0.00	0.00	3,778	0	0	0	0	0	29,445	90,602	21,799	0	0	8,719.65	0.00	-61,156.62	NB Entrance Ramp
620+50.00 'TA'	50.00	2169.86	0.00	0.00	0.00	0.00	0.00	3,953	0	0	0	0	0	33,398	90,602	21,799	0	0	8,719.65	0.00	-57,203.46	NB Entrance Ramp
621+00.00 'TA'	50.00	2143.90	0.00	0.00	0.00	0.00	0.00	3,994	0	0	0	0	0	37,392	90,602	21,799	0	0	8,719.65	0.00	-53,209.24	NB Entrance Ramp
621+50.00 'TA'	50.00	2109.25	0.00	0.00	0.00	0.00	0.00	3,938	0	0	0	0	0	41,330	90,602	21,799	0	0	8,719.65	0.00	-49,271.14	NB Entrance Ramp
622+00.00 'TA'	50.00	2046.00	0.00	0.00	0.00	0.00	0.00	3,847	0	0	0	0	0	45,178	90,602	21,799	0	0	8,719.65	0.00	-45,423.68	NB Entrance Ramp
622+50.00 'TA'	50.00	1843.37	0.00	0.00	0.00	0.00	0.00	3,601	0	0	0	0	0	48,779	90,602	21,799	0	0	8,719.65	0.00	-41,822.41	NB Entrance Ramp
623+00.00 'TA'	50.00	1576.48	0.00	0.00	0.00	0.00	0.00	3,167	0	0	0	0	0	51,946	90,602	21,799	0	0	8,719.65	0.00	-38,655.87	NB Entrance Ramp
623+50.00 'TA'	50.00	1305.13	0.00	0.00	0.00	0.00	0.00	2,668	0	0	0	0	0	54,614	90,602	21,799	0	0	8,719.65	0.00	-35,987.71	NB Entrance Ramp
624+00.00 'TA'	50.00	1063.26	0.00	0.43	0.00	0.00	0.00	2,193	0	0	0	0	0	56,807	90,602	21,799	0	0	8,719.65	0.00	-33,795.26	NB Entrance Ramp
624+50.00 'TA'	50.00	909.06	0.00	2.32	0.00	0.00	0.00	1,826	0	3	0	0	0	58,633	90,605	21,799	0	0	8,719.65	0.00	-31,972.22	NB Entrance Ramp
625+00.00 'TA'	50.00	832.80	0.00	1.83	0.00	0.00	0.00	1,613	0	4	0	0	0	60,246	90,610	21,799	0	0	8,719.65	0.00	-30,364.19	NB Entrance Ramp
625+50.00 'TA'	50.00	735.15	0.00	0.50	0.00	0.00	0.00	1,452	0	2	0	0	0	61,698	90,613	21,799	0	0	8,719.65	0.00	-28,915.08	NB Entrance Ramp
626+00.00 'TA'	50.00	622.98	0.00	0.01	0.00	0.00	0.00	1,258	0	0	0	0	0	62,955	90,613	21,799	0	0	8,719.65	0.00	-27,658.14	NB Entrance Ramp
626+50.00 'TA'	50.00	429.75	0.00	6.87	0.00	0.00	0.00	975	0	6	0	0	0	63,930	90,621	21,799	0	0	8,719.65	0.00	-26,691.35	NB Entrance Ramp
627+00.00 'TA'	50.00	222.57	0.00	15.34	0.00	0.00	0.00	604	0	21	0	0	0	64,534	90,647	21,799	0	0	8,719.65	0.00	-26,113.05	NB Entrance Ramp

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\090101_EWK_STAGE 1.DWG PLOT DATE : 10/29/2014 3:18 PM PLOT BY : CORY INMAN PLOT NAME : _____ PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	LOCATION
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
627+50.00 'TA'	50.00	29.42	0.00	36.74	0.00	0.00	0.00	233	0	48	0	0	0	64,767	90,707	21,799	0	0	8,719.65	0.00	-25,940.00	NB Entrance Ramp
628+00.00 'TA'	50.00	14.28	0.00	66.96	0.00	0.00	0.00	40	0	96	0	0	0	64,808	90,827	21,799	0	0	8,719.65	0.00	-26,019.56	NB Entrance Ramp
628+50.00 'TA'	50.00	8.17	0.00	93.96	0.00	0.00	0.00	21	0	149	0	0	0	64,829	91,014	21,799	0	0	8,719.65	0.00	-26,185.02	NB Entrance Ramp
629+00.00 'TA'	50.00	3.47	0.00	108.85	0.00	0.00	0.00	11	0	188	0	0	0	64,839	91,248	21,799	0	0	8,719.65	0.00	-26,408.96	NB Entrance Ramp
629+50.00 'TA'	50.00	4.48	0.00	93.81	0.00	0.00	0.00	7	0	188	0	0	0	64,847	91,483	21,799	0	0	8,719.65	0.00	-26,636.16	NB Entrance Ramp
630+00.00 'TA'	50.00	1.54	0.00	97.87	0.00	0.00	0.00	6	0	177	0	0	0	64,852	91,705	21,799	0	0	8,719.65	0.00	-26,852.45	NB Entrance Ramp
630+50.00 'TA'	50.00	0.66	0.00	95.40	0.00	0.00	0.00	2	0	179	0	0	0	64,854	91,928	21,799	0	0	8,719.65	0.00	-27,074.11	NB Entrance Ramp
631+00.00 'TA'	50.00	0.97	0.00	93.05	0.00	0.00	0.00	2	0	174	0	0	0	64,856	92,146	21,799	0	0	8,719.65	0.00	-27,290.71	NB Entrance Ramp
631+50.00 'TA'	50.00	1.68	0.00	78.85	0.00	0.00	0.00	2	0	159	0	0	0	64,858	92,345	21,799	0	0	8,719.65	0.00	-27,487.22	NB Entrance Ramp
632+00.00 'TA'	50.00	2.67	0.00	63.86	0.00	0.00	0.00	4	0	132	0	0	0	64,862	92,511	21,799	0	0	8,719.65	0.00	-27,648.38	NB Entrance Ramp
632+22.42 'TA'	22.42	2.90	0.00	61.78	0.00	0.00	0.00	2	0	52	0	0	0	64,865	92,576	21,799	0	0	8,719.65	0.00	-27,711.27	NB Entrance Ramp
632+28.35 'TA'	5.93	3.78	0.00	60.74	0.00	0.00	0.00	1	0	13	0	0	0	64,865	92,593	21,799	0	0	8,719.65	0.00	-27,727.35	NB Entrance Ramp
632+50.00 'TA'	21.65	4.41	0.00	46.29	0.00	0.00	0.00	3	0	43	0	0	0	64,869	92,646	21,799	0	0	8,719.65	0.00	-27,777.70	NB Entrance Ramp
633+00.00 'TA'	50.00	3.74	0.00	44.51	0.00	0.00	0.00	8	0	84	0	0	0	64,876	92,751	21,799	0	0	8,719.65	0.00	-27,875.25	NB Entrance Ramp
633+22.00 'TA'	22.00	5.08	0.00	59.15	0.00	0.00	0.00	4	0	42	0	0	0	64,880	92,804	21,799	0	0	8,719.65	0.00	-27,924.44	NB Entrance Ramp
633+50.00 'TA'	28.00	5.08	0.00	67.19	0.00	0.00	0.00	5	0	66	0	0	0	64,885	92,886	21,799	0	0	8,719.65	0.00	-28,001.07	NB Entrance Ramp
634+00.00 'TAI'	50.00	9.45	0.00	0.00	0.00	0.00	0.00	13	0	62	0	0	0	64,898	92,964	21,799	0	0	8,719.65	0.00	-28,065.38	NB Entrance Ramp
634+50.00 'TAI'	50.00	14.24	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	64,920	92,964	21,799	0	0	8,719.65	0.00	-28,043.44	NB Entrance Ramp
635+00.00 'TAI'	50.00	18.63	0.00	0.00	0.00	0.00	0.00	30	0	0	0	0	0	64,951	92,964	21,799	0	0	8,719.65	0.00	-28,013.01	NB Entrance Ramp
635+50.00 'TAI'	50.00	37.74	0.00	0.00	0.00	0.00	0.00	52	0	0	0	0	0	65,003	92,964	21,799	0	0	8,719.65	0.00	-27,960.80	NB Entrance Ramp
636+00.00 'TAI'	50.00	95.53	0.00	0.00	0.00	0.00	0.00	123	0	0	0	0	0	65,126	92,964	21,799	0	0	8,719.65	0.00	-27,837.40	NB Entrance Ramp
636+30.00 'TAI'	30.00	154.31	0.00	0.00	0.00	0.00	0.00	139	0	0	0	0	0	65,265	92,964	21,799	0	0	8,719.65	0.00	-27,698.60	NB Entrance Ramp
636+50.00 'TAI'	20.00	208.35	0.00	0.00	0.00	0.00	0.00	134	0	0	0	0	0	65,400	92,964	21,799	0	0	8,719.65	0.00	-27,564.28	NB Entrance Ramp
636+92.00 'TAI'	42.00	325.15	0.00	0.00	0.00	0.00	0.00	415	0	0	0	0	0	65,814	92,964	21,799	0	0	8,719.65	0.00	-27,149.34	NB Entrance Ramp
637+00.00 'TAI'	8.00	332.23	0.00	0.00	0.00	0.00	0.00	97	0	0	0	0	0	65,912	92,964	21,799	0	0	8,719.65	0.00	-27,051.95	NB Entrance Ramp
637+50.00 'TAI'	50.00	443.77	0.00	0.00	0.00	0.00	0.00	719	0	0	0	0	0	66,630	92,964	21,799	0	0	8,719.65	0.00	-26,333.44	NB Entrance Ramp
638+00.00 'TAI'	50.00	481.48	0.00	3.07	0.00	0.00	0.00	857	0	3	0	0	0	67,487	92,967	21,799	0	0	8,719.65	0.00	-25,480.28	NB Entrance Ramp
638+50.00 'TAI'	50.00	506.50	0.00	3.12	0.00	0.00	0.00	915	0	6	0	0	0	68,402	92,975	21,799	0	0	8,719.65	0.00	-24,572.66	NB Entrance Ramp
639+00.00 'TAI'	50.00	530.71	0.00	5.05	0.00	0.00	0.00	960	0	8	0	0	0	69,362	92,984	21,799	0	0	8,719.65	0.00	-23,621.75	NB Entrance Ramp
639+50.00 'TAI'	50.00	544.60	0.00	5.62	0.00	0.00	0.00	996	0	10	0	0	0	70,358	92,996	21,799	0	0	8,719.65	0.00	-22,638.45	NB Entrance Ramp
640+00.00 'TAI'	50.00	559.69	0.00	2.07	0.00	0.00	0.00	1,022	0	7	0	0	0	71,380	93,005	21,799	0	0	8,719.65	0.00	-21,624.87	NB Entrance Ramp
640+50.00 'TAI'	50.00	598.34	0.00	4.29	0.00	0.00	0.00	1,072	0	6	0	0	0	72,453	93,013	21,799	0	0	8,719.65	0.00	-20,559.99	NB Entrance Ramp
641+00.00 'TAI'	50.00	632.01	0.00	5.07	0.00	0.00	0.00	1,139	0	9	0	0	0	73,592	93,023	21,799	0	0	8,719.65	0.00	-19,431.60	NB Entrance Ramp
641+50.00 'TAI'	50.00	677.86	0.00	4.17	0.00	0.00	0.00	1,213	0	9	0	0	0	74,805	93,034	21,799	0	0	8,719.65	0.00	-18,229.44	NB Entrance Ramp
642+00.00 'TAI'	50.00	712.09	0.00	3.88	0.00	0.00	0.00	1,287	0	7	0	0	0	76,092	93,043	21,799	0	0	8,719.65	0.00	-16,951.78	NB Entrance Ramp
642+50.00 'TAI'	50.00	752.07	0.00	5.15	0.00	0.00	0.00	1,356	0	8	0	0	0	77,447	93,054	21,799	0	0	8,719.65	0.00	-15,606.53	NB Entrance Ramp
643+00.00 'TAI'	50.00	985.70	0.00	3.96	0.00	0.00	0.00	1,609	0	8	0	0	0	79,056	93,064	21,799	0	0	8,719.65	0.00	-14,008.03	NB Entrance Ramp
643+50.00 'TAI'	50.00	1072.38	0.00	4.45	0.00	0.00	0.00	1,906	0	8	0	0	0	80,962	93,074	21,799	0	0	8,719.65	0.00	-12,112.14	NB Entrance Ramp
644+00.00 'TAI'	50.00	1139.52	0.00	4.34	0.00	0.00	0.00	2,048	0	8	0	0	0	83,010	93,084	21,799	0	0	8,719.65	0.00	-10,074.26	NB Entrance Ramp
644+50.00 'TAI'	50.00	1254.78	0.00	5.15	0.00	0.00	0.00	2,217	0	9	0	0	0	85,227	93,095	21,799	0	0	8,719.65	0.00	-7,868.30	NB Entrance Ramp
645+00.00 'TAI'	50.00	1496.87	0.00	6.09	0.00	0.00	0.00	2,548	0	10	0	0	0	87,775	93,108	21,799	0	0	8,719.65	0.00	-5,333.48	NB Entrance Ramp
645+50.00 'TAI'	50.00	1681.50	0.00	5.43	0.00	0.00	0.00	2,943	0	11	0	0	0	90,718	93,122	21,799	0	0	8,719.65	0.00	-2,403.87	NB Entrance Ramp
646+00.00 'TAI'	50.00	1817.68	0.00	5.03	0.00	0.00	0.00	3,240	0	10	0	0	0	93,958	93,134	21,799	0	0	8,719.65	0.00	824.00	NB Entrance Ramp
646+50.00 'TAI'	50.00	1966.00	0.00	5.16	0.00	0.00	0.00	3,503	0	9	0	0	0	97,461	93,146	21,799	0	0	8,719.65	0.00	4,315.62	NB Entrance Ramp
647+00.00 'TAI'	50.00	2060.48	0.00	5.33	0.00	0.00	0.00	3,728	0	10	0	0	0	101,189	93,158	21,799	0	0	8,719.65	0.00	8,031.69	NB Entrance Ramp
647+50.00 'TAI'	50.00	2162.08	0.00	5.67	0.00	0.00	0.00	3,910	0	10	0	0	0	105,099	93,170	21,799	0	0	8,719.65	0.00	11,928.73	NB Entrance Ramp
648+00.00 'TAI'	50.00	2036.03	0.00	4.66	0.00	0.00	0.00	3,887	0	10	0	0	0	108,986	93,182	21,799	0	0	8,719.65	0.00	15,803.92	NB Entrance Ramp
648+50.00 'TAI'	50.00	1919.64	0.00	4.50	0.00	0.00	0.00	3,663	0	8	0	0	0	112,649	93,193	21,799	0	0	8,719.65	0.00	19,455.98	NB Entrance Ramp
649+00.00 'TAI'	50.00	1780.13	0.00	4.85	0.00	0.00	0.00	3,426	0	9	0	0	0	116,075	93,204	21,799	0	0	8,719.65	0.00	22,870.87	NB Entrance Ramp
649+50.00 'TAI'	50.00	1586.26	0.00	4.94	0.00	0.00	0.00	3,117	0	9	0	0	0	119,192	93,215	21,799	0	0	8,719.65	0.00	25,976.57	NB Entrance Ramp
650+00.00 'TAI'	50.00	1344.79	0.00	4.82	0.00	0.00	0.00	2,714	0	9	0	0	0	121,906	93,226	21,799	0	0	8,719.65	0.00	28,679.20	NB Entrance Ramp
650+50.00 'TAI'	50.00	1186.76	0.00	4.67	0.00	0.00	0.00	2,344	0	9	0	0	0	124,250	93,237	21,799	0	0	8,719.65	0.00	31,012.23	NB Entrance Ramp
651+00.00 'TAI'	50.00	1055.70	0.00	5.33	0.00	0.00	0.00	2,076	0	9	0	0	0	126,326	93,249	21,799	0	0	8,719.65	0.00	33,077.00	NB Entrance Ramp
651+32.56 'TAI'	32.56	939.81	0.00	11.43	0.00	0.00	0.00	1,203	0	10	0	0	0	127,529	93,262	21,799	0	0	8,719.65	0.00	34,267.58	NB Entrance Ramp
609+00.00 'TB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	127,529	93,262	21,799	0	0	8,719.65	0.00	34,267.58	NB Exit Ramp
609+50.00 'TB'	50.00	19.24	0.00	1717.48	0.00	0.00	0.00	18	0	1,590	0	0	0	127,547	95,249	21,799	0	0	8,719.65	0.00	32,297.57	NB Exit Ramp
609+88.87 'TB'	38.87	560.74	0.00	2162.24	0.00	0.00	0.00	417	0	2,793	0	0	0	127,965	98,740	21,799	0	0	8,719.65	0.00	29,224.19	NB Exit Ramp
610+00.00 'TB'	11.13	567.82	0.00	2182.71	0.00	0.00	0.00	233	0	896	0	0	0	128,197	99,860	21,799	0	0	8,719.65	0.00	28,337.37	NB Exit Ramp
610+09.83 'TB'	9.83	561.43	0.00	2183.62	0.00	0.00	0.00	206	0	795	0	0	0	128,403	100,853	21,799	0	0	8,719.65	0.00	27,549.40	NB Exit Ramp
610+50.00 'TB'	40.17	568.66	0.00	2208.55	0.00	0.00	0.00	841	0	3,267	0	0	0	129,243	104,937	21,799	0	0	8,719.65	0.00	24,305.95	NB Exit Ramp
610+57.00 'TB'	7.00	572.19	0.00	2222.46	0.00	0.00	0.00	148	0	574	0	0	0	129,391	105,655	21,799	0	0	8,719.65	0.00	23,735.85	NB Exit Ramp
610+78.00 'TB'	21.00	584.58	0.00	2296.77	0.00	0.00	0.00	450	0	1,757	0	0	0	129,841	107,852	21,799	0	0	8,719.65	0.00	21,988.85	NB Exit Ramp

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	LOCATION
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
610+99.00 'TB'	21.00	598.49	0.00	2387.28	0.00	0.00	0.00	460	0	1,822	0	0	0	130,301	110,129	21,799	0	0	8,719.65	0.00	20,171.97	NB Exit Ramp
611+00.00 'TB'	1.00	599.31	0.00	2393.73	0.00	0.00	0.00	22	0	89	0	0	0	130,323	110,240	21,799	0	0	8,719.65	0.00	20,083.48	NB Exit Ramp
611+40.00 'TB'	40.00	627.71	0.00	2582.22	0.00	0.00	0.00	909	0	3,686	0	0	0	131,232	114,847	21,799	0	0	8,719.65	0.00	16,385.02	NB Exit Ramp
611+50.00 'TB'	10.00	635.39	0.00	2625.32	0.00	0.00	0.00	234	0	964	0	0	0	131,466	116,053	21,799	0	0	8,719.65	0.00	15,413.47	NB Exit Ramp
611+81.00 'TB'	31.00	656.50	0.00	2735.04	0.00	0.00	0.00	742	0	3,077	0	0	0	132,208	119,899	21,799	0	0	8,719.65	0.00	12,308.56	NB Exit Ramp
612+00.00 'TB'	19.00	669.79	0.00	2786.63	0.00	0.00	0.00	467	0	1,943	0	0	0	132,674	122,328	21,799	0	0	8,719.65	0.00	10,346.71	NB Exit Ramp
612+50.00 'TB'	50.00	707.37	0.00	2976.22	0.00	0.00	0.00	1,275	0	5,336	0	0	0	133,950	128,998	21,799	0	0	8,719.65	0.00	4,951.90	NB Exit Ramp
613+00.00 'TB'	50.00	1039.17	0.00	3876.73	0.00	0.00	0.00	1,617	0	6,345	0	0	0	135,567	136,929	21,799	0	0	8,719.65	0.00	-1,362.59	NB Exit Ramp
613+38.00 'TB'	38.00	659.84	0.00	2917.20	0.00	0.00	0.00	1,196	0	4,781	0	0	0	136,762	142,906	21,799	0	0	8,719.65	0.00	-6,143.13	NB Exit Ramp
613+40.00 'TB'	2.00	487.27	0.00	2275.08	0.00	0.00	0.00	42	0	192	0	0	0	136,805	143,146	21,799	0	0	8,719.65	0.00	-6,341.02	NB Exit Ramp
581+56.00 'TCI'	0.00	2.21	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	136,805	143,146	21,799	0	0	8,719.65	0.00	-6,341.02	SB Entrance Ramp
582+00.00 'TCI'	44.00	3.25	0.00	0.00	0.00	0.00	0.00	4	0	0	0	0	0	136,809	143,146	21,799	0	0	8,719.65	0.00	-6,336.58	SB Entrance Ramp
582+50.00 'TCI'	50.00	4.51	0.00	0.00	0.00	0.00	0.00	7	0	0	0	0	0	136,816	143,146	21,799	0	0	8,719.65	0.00	-6,329.40	SB Entrance Ramp
583+00.00 'TCI'	50.00	4.01	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	136,824	143,146	21,799	0	0	8,719.65	0.00	-6,321.51	SB Entrance Ramp
583+50.00 'TCI'	50.00	8.31	0.00	0.00	0.00	0.00	0.00	11	0	0	0	0	0	136,836	143,146	21,799	0	0	8,719.65	0.00	-6,310.10	SB Entrance Ramp
584+00.00 'TCI'	50.00	31.37	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	136,873	143,146	21,799	0	0	8,719.65	0.00	-6,273.36	SB Entrance Ramp
584+50.00 'TCI'	50.00	52.81	0.00	0.00	0.00	0.00	0.00	78	0	0	0	0	0	136,950	143,146	21,799	0	0	8,719.65	0.00	-6,195.41	SB Entrance Ramp
585+00.00 'TCI'	50.00	82.99	0.00	0.00	0.00	0.00	0.00	126	0	0	0	0	0	137,076	143,146	21,799	0	0	8,719.65	0.00	-6,069.67	SB Entrance Ramp
585+50.00 'TCI'	50.00	114.56	0.00	0.00	0.00	0.00	0.00	183	0	0	0	0	0	137,259	143,146	21,799	0	0	8,719.65	0.00	-5,886.76	SB Entrance Ramp
586+00.00 'TCI'	50.00	138.24	0.00	0.00	0.00	0.00	0.00	234	0	0	0	0	0	137,493	143,146	21,799	0	0	8,719.65	0.00	-5,652.69	SB Entrance Ramp
586+50.00 'TCI'	50.00	177.55	0.00	0.00	0.00	0.00	0.00	292	0	0	0	0	0	137,786	143,146	21,799	0	0	8,719.65	0.00	-5,360.30	SB Entrance Ramp
587+00.00 'TCI'	50.00	212.80	0.00	0.00	0.00	0.00	0.00	361	0	0	0	0	0	138,147	143,146	21,799	0	0	8,719.65	0.00	-4,998.87	SB Entrance Ramp
587+50.00 'TCI'	50.00	199.89	0.00	0.00	0.00	0.00	0.00	382	0	0	0	0	0	138,529	143,146	21,799	0	0	8,719.65	0.00	-4,616.76	SB Entrance Ramp
588+00.00 'TCI'	50.00	181.88	0.00	0.00	0.00	0.00	0.00	353	0	0	0	0	0	138,883	143,146	21,799	0	0	8,719.65	0.00	-4,263.27	SB Entrance Ramp
588+50.00 'TCI'	50.00	170.13	0.00	0.00	0.00	0.00	0.00	326	0	0	0	0	0	139,209	143,146	21,799	0	0	8,719.65	0.00	-3,937.33	SB Entrance Ramp
589+00.00 'TCI'	50.00	177.97	0.00	0.00	0.00	0.00	0.00	322	0	0	0	0	0	139,531	143,146	21,799	0	0	8,719.65	0.00	-3,615.01	SB Entrance Ramp
589+50.00 'TCI'	50.00	191.60	0.00	0.00	0.00	0.00	0.00	342	0	0	0	0	0	139,873	143,146	21,799	0	0	8,719.65	0.00	-3,272.81	SB Entrance Ramp
590+00.00 'TCI'	50.00	192.65	0.00	0.00	0.00	0.00	0.00	356	0	0	0	0	0	140,229	143,146	21,799	0	0	8,719.65	0.00	-2,917.03	SB Entrance Ramp
590+50.00 'TCI'	50.00	191.54	0.00	0.00	0.00	0.00	0.00	356	0	0	0	0	0	140,585	143,146	21,799	0	0	8,719.65	0.00	-2,561.30	SB Entrance Ramp
591+00.00 'TCI'	50.00	174.63	0.00	0.00	0.00	0.00	0.00	339	0	0	0	0	0	140,924	143,146	21,799	0	0	8,719.65	0.00	-2,222.25	SB Entrance Ramp
591+50.00 'TCI'	50.00	125.01	0.00	0.00	0.00	0.00	0.00	277	0	0	0	0	0	141,201	143,146	21,799	0	0	8,719.65	0.00	-1,944.80	SB Entrance Ramp
592+00.00 'TCI'	50.00	102.31	0.00	0.00	0.00	0.00	0.00	210	0	0	0	0	0	141,412	143,146	21,799	0	0	8,719.65	0.00	-1,734.32	SB Entrance Ramp
592+50.00 'TCI'	50.00	60.24	0.00	0.00	0.00	0.00	0.00	151	0	0	0	0	0	141,562	143,146	21,799	0	0	8,719.65	0.00	-1,583.81	SB Entrance Ramp
593+00.00 'TCI'	50.00	104.34	0.00	0.00	0.00	0.00	0.00	152	0	0	0	0	0	141,714	143,146	21,799	0	0	8,719.65	0.00	-1,431.42	SB Entrance Ramp
593+50.00 'TCI'	50.00	207.55	0.00	0.00	0.00	0.00	0.00	289	0	0	0	0	0	142,003	143,146	21,799	0	0	8,719.65	0.00	-1,142.64	SB Entrance Ramp
594+00.00 'TCI'	50.00	292.58	0.00	0.00	0.00	0.00	0.00	463	0	0	0	0	0	142,466	143,146	21,799	0	0	8,719.65	0.00	-679.56	SB Entrance Ramp
594+30.00 'TCI'	30.00	327.62	0.00	0.00	0.00	0.00	0.00	345	0	0	0	0	0	142,811	143,146	21,799	0	0	8,719.65	0.00	-335.00	SB Entrance Ramp
594+50.00 'TCI'	20.00	355.68	0.00	0.00	0.00	0.00	0.00	253	0	0	0	0	0	143,064	143,146	21,799	0	0	8,719.65	0.00	-81.93	SB Entrance Ramp
595+00.00 'TCI'	50.00	512.05	0.00	0.00	0.00	0.00	0.00	803	0	0	0	0	0	143,867	143,146	21,799	0	0	8,719.65	0.00	721.52	SB Entrance Ramp
595+28.00 'TCI'	28.00	584.07	0.00	0.00	0.00	0.00	0.00	568	0	0	0	0	0	144,436	143,146	21,799	0	0	8,719.65	0.00	1,289.88	SB Entrance Ramp
595+50.00 'TCI'	22.00	610.15	0.00	0.00	0.00	0.00	0.00	487	0	0	0	0	0	144,922	143,146	21,799	0	0	8,719.65	0.00	1,776.41	SB Entrance Ramp
596+00.00 'TCI'	50.00	542.98	0.00	0.00	0.00	0.00	0.00	1,068	0	0	0	0	0	145,990	143,146	21,799	0	0	8,719.65	0.00	2,844.12	SB Entrance Ramp
596+43.00 'TCI'	43.00	566.24	0.00	0.00	0.00	0.00	0.00	883	0	0	0	0	0	146,873	143,146	21,799	0	0	8,719.65	0.00	3,727.38	SB Entrance Ramp
596+50.00 'TCI'	7.00	578.06	0.00	0.00	0.00	0.00	0.00	148	0	0	0	0	0	147,022	143,146	21,799	0	0	8,719.65	0.00	3,875.72	SB Entrance Ramp
596+71.00 'TCI'	21.00	618.23	0.00	0.00	0.00	0.00	0.00	465	0	0	0	0	0	147,487	143,146	21,799	0	0	8,719.65	0.00	4,340.94	SB Entrance Ramp
596+99.00 'TCI'	28.00	599.44	0.00	0.00	0.00	0.00	0.00	631	0	0	0	0	0	148,118	143,146	21,799	0	0	8,719.65	0.00	4,972.32	SB Entrance Ramp
597+00.00 'TCI'	1.00	596.11	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	148,140	143,146	21,799	0	0	8,719.65	0.00	4,994.46	SB Entrance Ramp
597+50.00 'TCI'	50.00	320.86	0.00	0.00	0.00	0.00	0.00	849	0	0	0	0	0	148,989	143,146	21,799	0	0	8,719.65	0.00	5,843.50	SB Entrance Ramp
598+00.00 'TCI'	50.00	232.11	0.00	0.00	0.00	0.00	0.00	512	0	0	0	0	0	149,501	143,146	21,799	0	0	8,719.65	0.00	6,355.51	SB Entrance Ramp
598+50.00 'TCI'	50.00	218.67	0.00	0.00	0.00	0.00	0.00	417	0	0	0	0	0	149,919	143,146	21,799	0	0	8,719.65	0.00	6,772.90	SB Entrance Ramp
598+72.00 'TCI'	22.00	201.37	0.00	0.00	0.00	0.00	0.00	171	0	0	0	0	0	150,090	143,146	21,799	0	0	8,719.65	0.00	6,944.03	SB Entrance Ramp
599+00.00 'TC'	28.00	305.94	0.00	2.89	0.00	0.00	0.00	263	0	1	0	0	0	150,353	143,148	21,799	0	0	8,719.65	0.00	7,205.20	SB Entrance Ramp
599+50.00 'TC'	50.00	337.82	0.00	6.25	0.00	0.00	0.00	596	0	8	0	0	0	150,949	143,158	21,799	0	0	8,719.65	0.00	7,790.70	SB Entrance Ramp
600+00.00 'TC'	50.00	319.55	0.00	5.90	0.00	0.00	0.00	609	0	11	0	0	0	151,558	143,172	21,799	0	0	8,719.65	0.00	8,385.31	SB Entrance Ramp
600+50.00 'TC'	50.00	175.03	0.00	7.60	0.00	0.00	0.00	458	0	13	0	0	0	152,016	143,188	21,799	0	0	8,719.65	0.00	8,827.62	SB Entrance Ramp
601+00.00 'TC'	50.00	100.42	0.00	13.96	0.00	0.00	0.00	255	0	20	0	0	0	152,271	143,213	21,799	0	0	8,719.65	0.00	9,057.70	SB Entrance Ramp
601+50.00 'TC'	50.00	11.55	0.00	33.58	61.26	0.00	0.00	104	0	44	57	0	0	152,374	143,225	21,884	0	0	8,753.68	0.00	9,148.89	SB Entrance Ramp
602+00.00 'TC'	50.00	20.97	0.00	108.46	55.29	0.00	0.00	30	0	132	108	0	0	152,404	143,309	22,046	0	0	8,818.43	0.00	9,095.52	SB Entrance Ramp
602+50.00 'TC'	50.00	0.00	0.00	209.29	51.83	0.00	0.00	19	0	294	99	0	0	152,424	143,602	22,195	0	0	8,877.94	0.00	8,821.55	SB Entrance Ramp
603+00.00 'TC'	50.00	0.00	0.00	501.05	109.29	0.00	0.00	0	0	658	149	0	0	152,424	144,313	22,419	0	0	8,967.45	0.00	8,111.29	SB Entrance Ramp
603+50.00 'TC'	50.00	0.00	0.00	635.91	156.30	0.00	0.00	0	0	1,053	246	0	0	152,424	145,444	22,787	0	0	9,115.00	0.00	6,979.81	SB Entrance Ramp
604+00.00 'TC'	50.00	0.00	0.00	830.70	203.78	0.00	0.00	0	0	1,358	333	0	0	152,424	146,891	23,288	0	0	9,315.04	0.00	5,532.41	SB Entrance Ramp

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	EARTHWORK DATA: STAGE 1

SHEET 549 E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\090101_EWK_STAGE 1.DWG PLOT DATE : 10/29/2014 3:19 PM PLOT BY : CORY INMAN PLOT NAME : _____ PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
604+50.00 'TC'	50.00	0.00	0.00	1005.19	191.82	0.00	0.00	0	0	1,700	366	0	0	152,424	148,742	23,837	0	0	9,534.81	0.00	3,682.26	SB Entrance Ramp
604+54.00 'TC'	4.00	0.00	0.00	1020.14	191.82	0.00	0.00	0	0	150	28	0	0	152,424	148,908	23,880	0	0	9,551.86	0.00	3,516.04	SB Entrance Ramp
604+82.00 'TC'	28.00	0.00	0.00	1059.58	191.82	0.00	0.00	0	0	1,078	199	0	0	152,424	150,107	24,178	0	0	9,671.22	0.00	2,317.26	SB Entrance Ramp
605+00.00 'TC'	18.00	0.00	0.00	1022.31	169.52	0.00	0.00	0	0	694	120	0	0	152,424	150,884	24,359	0	0	9,743.49	0.00	1,540.14	SB Entrance Ramp
605+50.00 'TC'	50.00	0.00	0.00	1137.90	49.09	0.00	0.00	0	0	2,000	202	0	0	152,424	153,232	24,662	0	0	9,864.93	0.00	-808.29	SB Entrance Ramp
605+52.00 'TC'	2.00	0.00	0.00	1147.26	49.09	0.00	0.00	0	0	85	4	0	0	152,424	153,335	24,668	0	0	9,867.12	0.00	-911.36	SB Entrance Ramp
606+00.00 'TC'	48.00	0.00	0.00	1370.08	83.22	0.00	0.00	0	0	2,238	118	0	0	152,424	156,044	24,844	0	0	9,937.68	0.00	-3,620.20	SB Entrance Ramp
606+50.00 'TC'	50.00	0.00	0.00	1486.43	117.06	0.00	0.00	0	0	2,645	185	0	0	152,424	159,211	25,122	0	0	10,048.95	0.00	-6,787.26	SB Entrance Ramp
607+00.00 'TC'	50.00	0.00	0.00	1585.26	127.70	0.00	0.00	0	0	2,844	227	0	0	152,424	162,596	25,462	0	0	10,184.93	0.00	-10,172.49	SB Entrance Ramp
607+50.00 'TC'	50.00	0.00	0.00	1864.20	206.86	0.00	0.00	0	0	3,194	310	0	0	152,424	166,356	25,927	0	0	10,370.79	0.00	-13,932.58	SB Entrance Ramp
608+00.00 'TC'	50.00	0.00	0.00	2109.34	281.44	0.00	0.00	0	0	3,679	452	0	0	152,424	170,616	26,605	0	0	10,642.07	0.00	-18,192.48	SB Entrance Ramp
608+50.00 'TC'	50.00	0.00	0.00	2330.06	311.39	0.00	0.00	0	0	4,111	549	0	0	152,424	175,343	27,429	0	0	10,971.42	0.00	-22,918.98	SB Entrance Ramp
609+00.00 'TC'	50.00	0.00	0.00	2534.83	300.74	0.00	0.00	0	0	4,505	567	0	0	152,424	180,548	28,279	0	0	11,311.50	0.00	-28,124.55	SB Entrance Ramp
609+47.00 'TC'	47.00	0.00	0.00	2260.48	292.14	0.00	0.00	0	0	4,174	516	0	0	152,424	185,379	29,053	0	0	11,621.11	0.00	-32,954.65	SB Entrance Ramp
609+53.00 'TC'	6.00	0.00	0.00	2657.49	245.63	0.00	0.00	0	0	546	60	0	0	152,424	186,017	29,142	0	0	11,656.96	0.00	-33,592.89	SB Entrance Ramp
610+00.00 'TC'	47.00	0.00	0.00	2667.51	329.95	0.00	0.00	0	0	4,635	501	0	0	152,424	191,434	29,894	0	0	11,957.54	0.00	-39,010.57	SB Entrance Ramp
610+50.00 'TC'	50.00	0.00	0.00	2686.19	314.50	0.00	0.00	0	0	4,957	597	0	0	152,424	197,183	30,789	0	0	12,315.57	0.00	-44,759.44	SB Entrance Ramp
610+80.00 'TC'	30.00	0.00	0.00	2682.65	314.50	0.00	0.00	0	0	2,983	349	0	0	152,424	200,650	31,313	0	0	12,525.23	0.00	-48,225.71	SB Entrance Ramp
611+00.00 'TC'	20.00	0.00	0.00	2612.93	280.11	0.00	0.00	0	0	1,961	220	0	0	152,424	202,936	31,643	0	0	12,657.37	0.00	-50,512.20	SB Entrance Ramp
611+15.00 'TC'	15.00	0.00	0.00	2692.20	280.11	0.00	0.00	0	0	1,474	156	0	0	152,424	204,661	31,877	0	0	12,750.74	0.00	-52,237.55	SB Entrance Ramp
611+50.00 'TC'	35.00	0.00	0.00	2673.24	0.00	0.00	0.00	0	0	3,478	182	0	0	152,424	208,872	32,149	0	0	12,859.68	0.00	-56,448.39	SB Entrance Ramp
611+51.00 'TC'	1.00	0.00	0.00	2672.48	0.00	0.00	0.00	0	0	99	0	0	0	152,424	208,996	32,149	0	0	12,859.68	0.00	-56,572.13	SB Entrance Ramp
611+85.22 'TC'	34.22	0.00	0.00	2532.20	0.00	0.00	0.00	0	0	3,298	0	0	0	152,424	213,119	32,149	0	0	12,859.68	0.00	-60,694.92	SB Entrance Ramp
611+91.39 'TC'	6.17	0.00	0.00	2548.27	0.00	0.00	0.00	0	0	580	0	0	0	152,424	213,844	32,149	0	0	12,859.68	0.00	-61,420.53	SB Entrance Ramp
612+00.00 'TC'	8.61	0.00	0.00	2590.28	0.00	0.00	0.00	0	0	819	0	0	0	152,424	214,869	32,149	0	0	12,859.68	0.00	-62,444.67	SB Entrance Ramp
612+50.00 'TC'	50.00	0.00	0.00	3256.41	0.00	0.00	0.00	0	0	5,414	0	0	0	152,424	221,636	32,149	0	0	12,859.68	0.00	-69,211.67	SB Entrance Ramp
612+64.00 'TC'	14.00	0.00	0.00	3196.46	0.00	0.00	0.00	0	0	1,673	0	0	0	152,424	223,727	32,149	0	0	12,859.68	0.00	-71,302.87	SB Entrance Ramp
612+65.19 'TC'	1.19	0.00	0.00	3191.29	0.00	0.00	0.00	0	0	141	0	0	0	152,424	223,903	32,149	0	0	12,859.68	0.00	-71,478.83	SB Entrance Ramp
612+75.00 'TC'	9.81	0.00	0.00	1584.18	0.00	0.00	0.00	0	0	868	0	0	0	152,424	224,987	32,149	0	0	12,859.68	0.00	-72,563.26	SB Entrance Ramp
612+78.00 'TC'	3.00	0.00	0.00	1147.29	0.00	0.00	0.00	0	0	152	0	0	0	152,424	225,177	32,149	0	0	12,859.68	0.00	-72,752.95	SB Entrance Ramp
100+19.74 'PR'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	152,424	225,177	32,149	0	0	12,859.68	0.00	-72,752.95	Pierce Rd
100+41.59 'PR'	21.85	42.38	0.00	7.27	0.00	0.00	0.00	17	0	3	0	0	0	152,441	225,181	32,149	0	0	12,859.68	0.00	-72,739.47	Pierce Rd
100+50.00 'PR'	8.41	40.19	0.00	11.70	0.00	0.00	0.00	13	0	3	0	0	0	152,454	225,184	32,149	0	0	12,859.68	0.00	-72,730.30	Pierce Rd
101+00.00 'PR'	50.00	6.48	0.00	54.30	0.00	0.00	0.00	43	0	61	0	0	0	152,497	225,261	32,149	0	0	12,859.68	0.00	-72,763.47	Pierce Rd
101+50.00 'PR'	50.00	19.21	0.00	33.35	0.00	0.00	0.00	24	0	81	0	0	0	152,521	225,362	32,149	0	0	12,859.68	0.00	-72,841.12	Pierce Rd
102+00.00 'PR'	50.00	13.51	0.00	22.19	0.00	0.00	114.26	30	0	51	0	0	106	152,551	225,321	32,149	0	138	12,859.68	84.64	-72,769.31	Pierce Rd
102+50.00 'PR'	50.00	17.36	0.00	20.12	0.00	0.00	113.71	29	0	39	0	0	211	152,580	225,158	32,149	0	412	12,859.68	253.51	-72,578.62	Pierce Rd
103+00.00 'PR'	50.00	18.54	0.00	34.03	0.00	0.00	119.43	33	0	50	0	0	216	152,613	225,005	32,149	0	693	12,859.68	426.21	-72,392.18	Pierce Rd
103+27.86 'PR'	27.86	13.43	0.00	58.04	0.00	0.00	124.21	16	0	47	0	0	126	152,630	224,939	32,149	0	856	12,859.68	526.77	-72,309.36	Pierce Rd
103+50.00 'PR'	22.14	7.94	0.00	88.13	0.00	0.00	132.71	9	0	60	0	0	105	152,638	224,908	32,149	0	993	12,859.68	611.04	-72,270.17	Pierce Rd
103+61.86 'PR'	11.86	5.62	0.00	106.35	0.00	0.00	137.06	3	0	43	0	0	59	152,641	224,903	32,149	0	1,070	12,859.68	658.44	-72,261.33	Pierce Rd
103+84.53 'PR'	22.67	2.32	0.00	145.85	0.00	0.00	148.66	3	0	106	0	0	120	152,645	224,915	32,149	0	1,226	12,859.68	754.40	-72,270.39	Pierce Rd
103+95.86 'PR'	11.33	1.64	0.00	167.37	0.00	0.00	151.63	1	0	66	0	0	63	152,645	224,934	32,149	0	1,308	12,859.68	804.80	-72,288.71	Pierce Rd
104+00.00 'PR'	4.14	1.64	0.00	167.37	0.00	0.00	152.45	0	0	26	0	0	23	152,646	224,943	32,149	0	1,338	12,859.68	823.45	-72,297.22	Pierce Rd
104+50.00 'PR'	50.00	0.00	0.00	252.54	0.00	0.00	164.91	2	0	389	0	0	294	152,647	225,135	32,149	0	1,720	12,859.68	1,058.53	-72,487.86	Pierce Rd
105+00.00 'PR'	50.00	0.00	0.00	236.59	0.00	0.00	183.52	0	0	453	0	0	323	152,647	225,379	32,149	0	2,140	12,859.68	1,316.63	-72,731.35	Pierce Rd
105+00.00 'PR'	0.00	0.00	0.00	236.59	0.00	0.00	183.52	0	0	0	0	0	0	152,647	225,379	32,149	0	2,140	12,859.68	1,316.63	-72,731.35	Pierce Rd
105+50.00 'PR'	50.00	0.00	0.00	245.94	0.00	0.00	156.05	0	0	447	0	0	314	152,647	225,623	32,149	0	2,548	12,859.68	1,568.17	-72,975.41	Pierce Rd
106+00.00 'PR'	50.00	0.00	0.00	197.24	0.00	0.00	156.76	0	0	410	0	0	290	152,647	225,846	32,149	0	2,925	12,859.68	1,799.87	-73,198.73	Pierce Rd
106+50.00 'PR'	50.00	0.00	0.00	106.50	0.00	0.00	174.45	0	0	281	0	0	307	152,647	225,891	32,149	0	3,323	12,859.68	2,045.21	-73,243.60	Pierce Rd
106+74.37 'PR'	24.37	0.00	0.00	251.56	0.00	0.00	199.47	0	0	162	0	0	169	152,647	225,924	32,149	0	3,543	12,859.68	2,180.22	-73,276.84	Pierce Rd
107+00.00 'PR'	25.63	0.00	0.00	266.49	0.00	0.00	216.69	0	0	246	0	0	198	152,647	226,034	32,149	0	3,800	12,859.68	2,338.24	-73,386.67	Pierce Rd
107+50.00 'PR'	50.00	0.00	0.00	327.02	0.00	0.00	144.22	0	0	550	0	0	334	152,647	226,387	32,149	0	4,234	12,859.68	2,605.58	-73,739.43	Pierce Rd
108+00.00 'PR'	50.00	0.00	1.42	276.06	0.00	0.00	131.22	0	1	558	0	0	255	152,646	226,830	32,149	0	4,566	12,859.68	2,809.61	-74,183.71	Pierce Rd
108+36.00 'PR'	36.00	0.00	1.42	246.52	0.00	0.00	131.22	0	2	348	0	0	175	152,644	227,090	32,149	0	4,793	12,859.68	2,949.59	-74,446.12	Pierce Rd
108+50.00 'PR'	14.00	5.07	3.00	145.28	0.00	0.00	115.45	1	1	102	0	0	64	152,644	227,153	32,149	0	4,876	12,859.68	3,000.75	-74,508.97	Pierce Rd
109+00.00 'PR'	50.00	62.98	3.67	20.10	0.00	0.00	64.85	63	6	153	0	0	167	152,701	227,178	32,149	0	5,093	12,859.68	3,134.30	-74,476.62	Pierce Rd
109+50.00 'PR'	50.00	86.34	5.33	0.00	0.00	0.00	68.43	138	8	19	0	0	123	152,831	227,077	32,149	0	5,254	12,859.68	3,233.02	-74,246.55	Pierce Rd
109+59.00 'PR'	9.00	79.37	5.70	0.00	0.00	0.00	68.43	28	2	0	0	0	23	152,857	227,055	32,149	0	5,283	12,859.68	3,251.27	-74,197.96	Pierce Rd
110+00.00 'PR'	41.00	0.00	0.00	0.00	0.00	0.00	0.00	60	4	0	0	0	52	152,913	227,003	32,149	0	5,351	12,859.68	3,292.84	-74,090.07	Pierce Rd
115+50.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	152,913	227,003	32,149	0	5,351	12,859.68	3,292.84	-74,090.07	Pierce Rd
116+00.00 'PR'	50.00	74.00	3.67	109.42	0.00	0.00	182.65	69	3	101	0	0	169	152,978	226,960	32,149	0	5,571	12,859.68	3,428.13	-73,982.47	Pierce Rd

9

PROJECT NO:1007-10-72 | HWY:USH 51/STH 73 | COUNTY:DANE | EARTHWORK DATA:STAGE 1 | SHEET | E

9

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\090101_EWK_STAGE 1.DWG PLOT DATE : 10/29/2014 3:19 PM PLOT BY : CORY INMAN PLOT NAME : _____ PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
116+50.00 'PR'	50.00	61.06	3.67	88.80	0.00	0.00	121.81	125	7	184	0	0	282	153,096	226,908	32,149	0	5,937	12,859.68	3,653.66	-73,811.74	Pierce Rd
117+00.00 'PR'	50.00	72.07	3.67	90.42	0.00	0.00	130.17	123	7	166	0	0	233	153,212	226,882	32,149	0	6,241	12,859.68	3,840.31	-73,669.37	Pierce Rd
117+15.00 'PR'	15.00	79.03	3.67	97.91	0.00	0.00	130.17	42	2	52	0	0	72	153,252	226,875	32,149	0	6,335	12,859.68	3,898.17	-73,622.51	Pierce Rd
117+50.00 'PR'	35.00	99.27	0.00	104.95	0.00	0.00	131.85	116	2	131	0	0	170	153,366	226,869	32,149	0	6,555	12,859.68	4,034.03	-73,503.85	Pierce Rd
117+81.60 'PR'	31.60	84.56	0.00	94.54	0.00	0.00	126.66	108	0	117	0	0	151	153,473	226,864	32,149	0	6,752	12,859.68	4,155.05	-73,390.92	Pierce Rd
117+92.93 'PR'	11.33	69.90	0.00	92.58	0.00	0.00	128.21	32	0	39	0	0	53	153,506	226,860	32,149	0	6,821	12,859.68	4,197.83	-73,354.12	Pierce Rd
118+00.00 'PR'	7.07	67.17	0.00	91.42	0.00	0.00	128.55	18	0	24	0	0	34	153,524	226,856	32,149	0	6,865	12,859.68	4,224.72	-73,332.67	Pierce Rd
118+15.60 'PR'	15.60	61.22	0.00	88.19	0.00	0.00	132.37	37	0	52	0	0	75	153,561	226,846	32,149	0	6,963	12,859.68	4,285.02	-73,285.06	Pierce Rd
118+49.60 'PR'	34.00	71.38	0.00	82.00	0.00	0.00	131.41	83	0	107	0	0	166	153,644	226,814	32,149	0	7,179	12,859.68	4,417.89	-73,169.43	Pierce Rd
118+50.00 'PR'	0.40	71.63	0.00	81.97	0.00	0.00	131.42	1	0	1	0	0	2	153,645	226,813	32,149	0	7,182	12,859.68	4,419.44	-73,167.94	Pierce Rd
119+00.00 'PR'	50.00	97.86	0.33	77.14	0.00	0.00	128.94	157	0	147	0	0	241	153,802	226,756	32,149	0	7,495	12,859.68	4,612.30	-72,954.40	Pierce Rd
119+50.00 'PR'	50.00	132.19	1.17	59.93	0.00	0.00	122.02	213	1	127	0	0	232	154,013	226,682	32,149	0	7,797	12,859.68	4,798.20	-72,669.05	Pierce Rd
119+61.36 'PR'	11.36	138.61	1.83	58.24	0.00	0.00	122.75	57	1	25	0	0	51	154,070	226,662	32,149	0	7,864	12,859.68	4,839.39	-72,592.29	Pierce Rd
119+95.36 'PR'	34.00	158.85	2.33	58.59	0.00	0.00	120.77	187	3	74	0	0	153	154,254	226,601	32,149	0	8,063	12,859.68	4,962.06	-72,346.25	Pierce Rd
120+00.00 'PR'	4.64	161.39	2.50	58.88	0.00	0.00	121.38	28	0	10	0	0	21	154,282	226,592	32,149	0	8,090	12,859.68	4,978.71	-72,310.96	Pierce Rd
120+24.03 'PR'	24.03	181.22	2.58	64.43	0.00	0.00	118.29	152	2	55	0	0	107	154,432	226,554	32,149	0	8,229	12,859.68	5,064.03	-72,122.70	Pierce Rd
120+29.76 'PR'	5.73	187.54	2.75	64.52	0.00	0.00	117.52	39	1	14	0	0	25	154,470	226,547	32,149	0	8,262	12,859.68	5,084.05	-72,076.21	Pierce Rd
120+38.36 'PR'	8.60	197.92	2.75	63.52	0.00	0.00	115.72	61	1	20	0	0	37	154,531	226,535	32,149	0	8,310	12,859.68	5,113.76	-72,004.04	Pierce Rd
120+50.00 'PR'	11.64	212.79	3.00	60.71	0.00	0.00	112.55	89	1	27	0	0	49	154,618	226,519	32,149	0	8,374	12,859.68	5,153.13	-71,901.02	Pierce Rd
121+00.00 'PR'	50.00	265.90	3.67	66.30	0.00	0.00	100.52	443	6	118	0	0	197	155,055	226,469	32,149	0	8,630	12,859.68	5,310.95	-71,413.68	Pierce Rd
121+50.00 'PR'	50.00	308.95	3.67	79.43	0.00	0.00	79.94	532	7	135	0	0	167	155,581	226,470	32,149	0	8,848	12,859.68	5,444.62	-70,889.78	Pierce Rd
122+00.00 'PR'	50.00	329.26	3.67	401.01	0.00	0.00	63.11	591	7	445	0	0	132	156,165	226,894	32,149	0	9,020	12,859.68	5,550.58	-70,729.24	Pierce Rd
122+50.00 'PR'	50.00	279.90	2.00	125.30	0.00	0.00	65.58	564	5	487	0	0	119	156,724	227,384	32,149	0	9,175	12,859.68	5,645.91	-70,660.44	Pierce Rd
123+00.00 'PR'	50.00	24.34	0.00	205.69	0.00	0.00	148.23	282	2	306	0	0	198	157,003	227,569	32,149	0	9,432	12,859.68	5,804.28	-70,565.72	Pierce Rd
123+26.82 'PR'	26.82	10.43	0.00	224.45	0.00	0.00	157.44	17	0	214	0	0	152	157,021	227,684	32,149	0	9,629	12,859.68	5,925.73	-70,663.68	Pierce Rd
123+35.42 'PR'	8.60	7.22	0.00	230.68	0.00	0.00	158.90	3	0	72	0	0	50	157,023	227,725	32,149	0	9,695	12,859.68	5,966.04	-70,701.09	Pierce Rd
123+41.15 'PR'	5.73	6.65	0.00	232.17	0.00	0.00	158.70	1	0	49	0	0	34	157,025	227,752	32,149	0	9,739	12,859.68	5,993.00	-70,727.31	Pierce Rd
123+50.00 'PR'	8.85	6.73	0.00	234.16	0.00	0.00	159.01	2	0	76	0	0	52	157,027	227,796	32,149	0	9,806	12,859.68	6,034.65	-70,768.58	Pierce Rd
123+69.82 'PR'	19.82	6.95	0.00	237.00	0.00	0.00	160.38	5	0	173	0	0	117	157,032	227,895	32,149	0	9,959	12,859.68	6,128.44	-70,862.50	Pierce Rd
124+00.00 'PR'	30.18	7.35	0.00	230.66	0.00	0.00	168.00	8	0	261	0	0	184	157,040	228,038	32,149	0	10,197	12,859.68	6,275.26	-70,997.69	Pierce Rd
124+03.82 'PR'	3.82	7.35	0.00	228.83	0.00	0.00	168.46	1	0	33	0	0	24	157,041	228,055	32,149	0	10,228	12,859.68	6,294.30	-71,013.48	Pierce Rd
124+50.00 'PR'	46.18	11.62	0.00	213.12	0.00	0.00	170.06	16	0	378	0	0	289	157,057	228,238	32,149	0	10,605	12,859.68	6,525.90	-71,180.19	Pierce Rd
125+00.00 'PR'	50.00	14.71	0.00	155.55	0.00	0.00	146.07	24	0	341	0	0	293	157,082	228,372	32,149	0	10,985	12,859.68	6,760.07	-71,289.79	Pierce Rd
125+09.50 'PR'	9.50	17.35	0.00	151.17	0.00	0.00	144.68	6	0	54	0	0	51	157,087	228,388	32,149	0	11,052	12,859.68	6,800.99	-71,300.45	Pierce Rd
125+43.70 'PR'	34.20	34.43	0.00	98.83	0.00	0.00	134.87	33	0	158	0	0	177	157,120	228,409	32,149	0	11,282	12,859.68	6,942.63	-71,288.52	Pierce Rd
125+50.00 'PR'	6.30	37.95	0.00	86.20	0.00	0.00	133.40	8	0	22	0	0	31	157,129	228,404	32,149	0	11,322	12,859.68	6,967.67	-71,275.76	Pierce Rd
125+77.89 'PR'	27.89	76.18	0.00	30.00	0.00	0.00	127.54	59	0	60	0	0	135	157,188	228,345	32,149	0	11,498	12,859.68	7,075.49	-71,157.06	Pierce Rd
125+79.03 'PR'	1.14	77.96	0.00	27.98	0.00	0.00	126.74	3	0	1	0	0	5	157,191	228,341	32,149	0	11,505	12,859.68	7,079.78	-71,149.97	Pierce Rd
125+96.70 'PR'	17.67	119.10	0.00	3.54	0.00	0.00	103.82	64	0	10	0	0	75	157,255	228,278	32,149	0	11,603	12,859.68	7,140.14	-71,022.94	Pierce Rd
126+00.00 'PR'	3.30	132.73	0.00	2.32	0.00	0.00	96.65	15	0	0	0	0	12	157,271	228,267	32,149	0	11,619	12,859.68	7,149.94	-70,995.74	Pierce Rd
126+50.00 'PR'	50.00	337.29	0.00	0.00	0.00	0.00	7.48	435	0	2	0	0	96	157,706	228,173	32,149	0	11,744	12,859.68	7,227.07	-70,466.82	Pierce Rd
127+00.00 'PR'	50.00	631.88	0.00	0.00	0.00	0.00	0.00	897	0	0	0	0	7	158,603	228,166	32,149	0	11,753	12,859.68	7,232.61	-69,562.52	Pierce Rd
127+50.00 'PR'	50.00	689.45	1.47	0.00	0.00	0.00	0.00	1,223	1	0	0	0	0	159,825	228,166	32,149	0	11,753	12,859.68	7,232.61	-68,340.43	Pierce Rd
127+66.27 'PR'	16.27	606.50	7.17	0.00	0.00	0.00	3.32	390	3	0	0	0	1	160,213	228,165	32,149	0	11,754	12,859.68	7,233.41	-67,951.56	Pierce Rd
127+83.94 'PR'	17.67	618.68	6.17	0.00	0.00	0.00	27.87	401	4	0	0	0	10	160,610	228,155	32,149	0	11,768	12,859.68	7,241.58	-67,544.81	Pierce Rd
128+00.00 'PR'	16.06	611.98	8.63	0.00	0.00	0.00	54.15	366	4	0	0	0	24	160,971	228,130	32,149	0	11,799	12,859.68	7,261.09	-67,158.81	Pierce Rd
128+40.00 'PR'	40.00	491.60	12.08	39.23	0.00	0.00	90.74	817	15	29	0	0	107	161,774	228,059	32,149	0	11,939	12,859.68	7,346.96	-66,285.69	Pierce Rd
128+50.00 'PR'	10.00	467.62	8.33	57.50	0.00	0.00	131.31	178	4	18	0	0	41	161,947	228,041	32,149	0	11,992	12,859.68	7,379.85	-66,093.11	Pierce Rd
128+91.74 'PR'	41.74	435.77	0.00	18.80	0.00	0.00	139.96	698	6	59	0	0	210	162,639	227,905	32,149	0	12,265	12,859.68	7,547.60	-65,265.30	Pierce Rd
129+00.00 'PR'	8.26	432.97	0.00	19.20	0.00	0.00	138.47	133	0	6	0	0	43	162,772	227,869	32,149	0	12,320	12,859.68	7,581.67	-65,097.09	Pierce Rd
129+14.74 'PR'	14.74	430.79	0.00	19.66	0.00	0.00	134.16	236	0	11	0	0	74	163,008	227,808	32,149	0	12,417	12,859.68	7,641.20	-64,800.16	Pierce Rd
129+50.00 'PR'	35.26	409.17	0.00	19.18	0.00	0.00	137.50	548	0	25	0	0	177	163,556	227,662	32,149	0	12,648	12,859.68	7,783.11	-64,106.02	Pierce Rd
130+00.00 'PR'	50.00	351.06	0.00	64.18	0.00	0.00	155.22	704	0	77	0	0	271	164,260	227,488	32,149	0	13,000	12,859.68	7,999.94	-63,227.54	Pierce Rd
130+50.00 'PR'	50.00	289.81	0.00	116.96	0.00	0.00	166.02	593	0	168	0	0	297	164,854	227,400	32,149	0	13,387	12,859.68	8,237.89	-62,546.35	Pierce Rd
131+00.00 'PR'	50.00	272.35	0.00	121.02	0.00	0.00	154.68	521	0	220	0	0	297	165,374	227,379	32,149	0	13,773	12,859.68	8,475.45	-62,004.31	Pierce Rd
131+50.00 'PR'	50.00	296.82	0.00	87.58	0.00	0.00	157.18	527	0	193	0	0	289	165,901	227,331	32,149	0	14,148	12,859.68	8,706.46	-61,429.98	Pierce Rd
131+88.08 'PR'	38.08	346.25	0.00	56.51	0.00	0.00	152.37	453	0	102	0	0	218	166,355	227,240	32,149	0	14,432	12,859.68	8,881.09	-60,885.21	Pierce Rd
132+00.00 'PR'	11.92	365.12	0.00	40.54	0.00	0.00	149.60	157	0	21	0	0	67	166,512	227,200	32,149	0	14,518	12,859.68	8,934.41	-60,688.31	Pierce Rd
132+11.07 'PR'	11.07	383.05	0.00	24.52	0.00	0.00	150.05	153	0	13	0	0	61	166,665	227,155	32,149	0	14,598	12,859.68	8,983.56	-60,490.18	Pierce Rd
132+22.58 'PR'	11.51	388.78	0.00	11.81	0.00	0.00	144.58	165	0	8	0	0	63	166,830	227,102	32,149	0	14,680	12,859.68	9,033.80	-60,272.54	Pierce Rd
132+50.00 'PR'	27.42	532.19	0.00	0.64	0.00	0.00	0.00	468	0	6	0	0	73	167,297	227,037	32,149	0	14,775	12,859.68	9,092.53	-59,739.38	Pierce Rd
133+02.17 'PR'	52.17	267.14	0.00	0.00	0.00	0.00	0.00	772	0	1	0	0	0	168,070	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,967.91	Pierce Rd

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	LOCATION
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
133+09.24 'PR'	7.07	0.00	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	168,104	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,932.93	Pierce Rd
181+00.00 'NBE'	0.00	8.64	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	168,104	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,932.93	I39 NB
181+50.00 'NBE'	50.00	10.80	0.00	0.00	0.00	0.00	0.00	18	0	0	0	0	0	168,122	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,914.93	I39 NB
182+00.00 'NBE'	50.00	11.39	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	168,143	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,894.38	I39 NB
182+50.00 'NBE'	50.00	11.96	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	168,165	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,872.77	I39 NB
183+00.00 'NBE'	50.00	12.02	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	168,187	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,850.57	I39 NB
183+50.00 'NBE'	50.00	13.72	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	168,211	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,826.74	I39 NB
184+00.00 'NBE'	50.00	12.38	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	168,235	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,802.57	I39 NB
184+50.00 'NBE'	50.00	11.83	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	168,257	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,780.15	I39 NB
185+00.00 'NBE'	50.00	10.48	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	168,278	227,037	32,149	0	14,775	12,859.68	9,092.53	-58,759.49	I39 NB
185+50.00 'NBE'	50.00	9.43	0.00	0.25	0.00	0.00	0.00	18	0	0	0	0	0	168,296	227,038	32,149	0	14,775	12,859.68	9,092.53	-58,741.35	I39 NB
186+00.00 'NBE'	50.00	9.12	0.00	0.18	0.00	0.00	0.00	17	0	0	0	0	0	168,314	227,038	32,149	0	14,775	12,859.68	9,092.53	-58,724.68	I39 NB
186+50.00 'NBE'	50.00	10.80	0.00	0.00	0.00	0.00	0.00	18	0	0	0	0	0	168,332	227,038	32,149	0	14,775	12,859.68	9,092.53	-58,706.45	I39 NB
187+00.00 'NBE'	50.00	11.92	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	168,353	227,038	32,149	0	14,775	12,859.68	9,092.53	-58,685.41	I39 NB
187+50.00 'NBE'	50.00	12.91	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	168,376	227,038	32,149	0	14,775	12,859.68	9,092.53	-58,662.42	I39 NB
188+00.00 'NBE'	50.00	11.13	0.00	0.22	0.00	0.00	0.00	22	0	0	0	0	0	168,398	227,039	32,149	0	14,775	12,859.68	9,092.53	-58,640.42	I39 NB
188+50.00 'NBE'	50.00	15.46	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	168,423	227,039	32,149	0	14,775	12,859.68	9,092.53	-58,616.05	I39 NB
188+78.54 'NBE'	28.54	11.56	0.00	0.40	0.00	0.00	0.00	14	0	0	0	0	0	168,437	227,039	32,149	0	14,775	12,859.68	9,092.53	-58,602.04	I39 NB
189+00.00 'NBE'	21.46	10.88	0.00	0.80	0.00	0.00	0.00	9	0	0	0	0	0	168,446	227,040	32,149	0	14,775	12,859.68	9,092.53	-58,593.72	I39 NB
189+50.00 'NBE'	50.00	9.10	0.00	1.94	0.00	0.00	0.00	18	0	3	0	0	0	168,465	227,043	32,149	0	14,775	12,859.68	9,092.53	-58,578.38	I39 NB
190+00.00 'NBE'	50.00	9.42	0.00	0.42	0.00	0.00	0.00	17	0	2	0	0	0	168,482	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,563.96	I39 NB
190+50.00 'NBE'	50.00	9.94	0.00	0.00	0.00	0.00	0.00	18	0	0	0	0	0	168,500	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,546.53	I39 NB
191+00.00 'NBE'	50.00	9.76	0.00	0.00	0.00	0.00	0.00	18	0	0	0	0	0	168,518	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,528.29	I39 NB
191+50.00 'NBE'	50.00	9.29	0.00	0.01	0.00	0.00	0.00	18	0	0	0	0	0	168,535	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,510.66	I39 NB
192+00.00 'NBE'	50.00	9.56	0.00	0.02	0.00	0.00	0.00	17	0	0	0	0	0	168,553	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,493.24	I39 NB
192+50.00 'NBE'	50.00	12.05	0.00	0.00	0.00	0.00	0.00	20	0	0	0	0	0	168,573	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,473.25	I39 NB
193+00.00 'NBE'	50.00	10.25	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	168,594	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,452.61	I39 NB
193+50.00 'NBE'	50.00	10.98	0.00	0.00	0.00	0.00	0.00	20	0	0	0	0	0	168,613	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,432.95	I39 NB
194+00.00 'NBE'	50.00	11.32	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	168,634	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,412.30	I39 NB
194+50.00 'NBE'	50.00	11.35	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	168,655	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,391.31	I39 NB
195+00.00 'NBE'	50.00	4.25	0.00	0.20	0.00	0.00	0.00	14	0	0	0	0	0	168,669	227,046	32,149	0	14,775	12,859.68	9,092.53	-58,377.11	I39 NB
195+50.00 'NBE'	50.00	4.10	0.00	0.07	0.00	0.00	0.00	8	0	0	0	0	0	168,677	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,369.69	I39 NB
196+00.00 'NBE'	50.00	9.61	0.00	0.03	0.00	0.00	0.00	13	0	0	0	0	0	168,690	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,357.10	I39 NB
196+50.00 'NBE'	50.00	10.89	0.00	0.00	0.00	0.00	0.00	19	0	0	0	0	0	168,709	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,338.15	I39 NB
196+75.00 'NBE'	25.00	0.00	0.00	0.00	0.00	0.00	0.00	5	0	0	0	0	0	168,714	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,333.10	I39 NB
204+40.00 'NBE'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	168,714	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,333.10	I39 NB
204+50.00 'NBE'	10.00	12.03	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	168,716	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,330.88	I39 NB
205+00.00 'NBE'	50.00	10.73	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	168,737	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,309.81	I39 NB
205+50.00 'NBE'	50.00	14.00	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	168,760	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,286.91	I39 NB
206+00.00 'NBE'	50.00	20.44	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	168,792	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,255.02	I39 NB
206+50.00 'NBE'	50.00	19.32	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	168,829	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,218.20	I39 NB
207+00.00 'NBE'	50.00	20.20	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	168,865	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,181.60	I39 NB
207+50.00 'NBE'	50.00	22.68	0.00	0.00	0.00	0.00	0.00	40	0	0	0	0	0	168,905	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,141.89	I39 NB
208+00.00 'NBE'	50.00	25.10	0.00	0.00	0.00	0.00	0.00	44	0	0	0	0	0	168,949	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,097.65	I39 NB
208+50.00 'NBE'	50.00	23.98	0.00	0.00	0.00	0.00	0.00	45	0	0	0	0	0	168,995	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,052.21	I39 NB
209+00.00 'NBE'	50.00	22.44	0.00	0.00	0.00	0.00	0.00	43	0	0	0	0	0	169,038	227,047	32,149	0	14,775	12,859.68	9,092.53	-58,009.24	I39 NB
209+50.00 'NBE'	50.00	23.31	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	169,080	227,047	32,149	0	14,775	12,859.68	9,092.53	-57,966.89	I39 NB
210+00.00 'NBE'	50.00	21.07	0.00	0.00	0.00	0.00	0.00	41	0	0	0	0	0	169,121	227,047	32,149	0	14,775	12,859.68	9,092.53	-57,925.80	I39 NB
210+50.00 'NBE'	50.00	19.71	0.00	0.00	0.00	0.00	0.00	38	0	0	0	0	0	169,159	227,047	32,149	0	14,775	12,859.68	9,092.53	-57,888.04	I39 NB
211+00.00 'NBE'	50.00	18.57	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	169,194	227,047	32,149	0	14,775	12,859.68	9,092.53	-57,852.60	I39 NB
211+50.00 'NBE'	50.00	12.14	0.00	4.32	0.00	0.00	0.00	28	0	4	0	0	0	169,223	227,052	32,149	0	14,775	12,859.68	9,092.53	-57,829.16	I39 NB
212+00.00 'NBE'	50.00	15.60	0.00	0.13	0.00	0.00	0.00	26	0	4	0	0	0	169,248	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,808.64	I39 NB
212+50.00 'NBE'	50.00	23.31	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	169,284	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,772.77	I39 NB
213+00.00 'NBE'	50.00	27.36	0.00	0.00	0.00	0.00	0.00	47	0	0	0	0	0	169,331	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,725.86	I39 NB
213+50.00 'NBE'	50.00	23.72	0.00	0.00	0.00	0.00	0.00	47	0	0	0	0	0	169,379	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,678.56	I39 NB
214+00.00 'NBE'	50.00	36.93	0.00	0.00	0.00	0.00	0.00	56	0	0	0	0	0	169,435	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,622.40	I39 NB
214+50.00 'NBE'	50.00	48.97	0.00	0.00	0.00	0.00	0.00	80	0	0	0	0	0	169,514	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,542.86	I39 NB
215+00.00 'NBE'	50.00	64.16	0.00	0.00	0.00	0.00	0.00	105	0	0	0	0	0	169,619	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,438.12	I39 NB
215+50.00 'NBE'	50.00	57.26	0.00	0.00	0.00	0.00	0.00	112	0	0	0	0	0	169,732	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,325.70	I39 NB
216+00.00 'NBE'	50.00	63.15	0.00	0.00	0.00	0.00	0.00	111	0	0	0	0	0	169,843	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,214.21	I39 NB
216+19.10 'NBE'	19.10	59.20	0.00	0.00	0.00	0.00	0.00	43	0	0	0	0	0	169,886	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,170.94	I39 NB
216+50.00 'NBE'	30.90	53.27	0.00	0.00	0.00	0.00	0.00	64	0	0	0	0	0	169,951	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,106.58	I39 NB

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
217+00.00 'NBE'	50.00	37.50	0.00	0.00	0.00	0.00	0.00	84	0	0	0	0	0	170,035	227,057	32,149	0	14,775	12,859.68	9,092.53	-57,022.53	I39 NB
217+50.00 'NBE'	50.00	19.18	0.00	0.54	0.00	0.00	0.00	52	0	1	0	0	0	170,087	227,058	32,149	0	14,775	12,859.68	9,092.53	-56,970.68	I39 NB
218+00.00 'NBE'	50.00	14.57	0.00	0.00	0.00	0.00	0.00	31	0	1	0	0	0	170,118	227,058	32,149	0	14,775	12,859.68	9,092.53	-56,940.06	I39 NB
218+50.00 'NBE'	50.00	14.91	0.00	0.00	0.00	0.00	0.00	27	0	0	0	0	0	170,146	227,058	32,149	0	14,775	12,859.68	9,092.53	-56,912.77	I39 NB
219+00.00 'NBE'	50.00	14.47	0.00	0.00	0.00	0.00	0.00	27	0	0	0	0	0	170,173	227,058	32,149	0	14,775	12,859.68	9,092.53	-56,885.57	I39 NB
219+50.00 'NBE'	50.00	13.15	0.00	0.00	0.00	0.00	0.00	26	0	0	0	0	0	170,198	227,058	32,149	0	14,775	12,859.68	9,092.53	-56,860.01	I39 NB
219+67.49 'NBE'	17.49	12.72	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	170,207	227,058	32,149	0	14,775	12,859.68	9,092.53	-56,851.63	I39 NB
233+77.70 'NBE'	0.00	14.14	0.00	2.11	0.00	0.00	0.00	0	0	0	0	0	0	170,207	227,058	32,149	0	14,775	12,859.68	9,092.53	-56,851.63	I39 NB
234+00.00 'NBE'	22.30	13.46	0.00	2.65	0.00	0.00	0.00	11	0	2	0	0	0	170,218	227,061	32,149	0	14,775	12,859.68	9,092.53	-56,842.69	I39 NB
234+50.00 'NBE'	50.00	12.36	0.00	3.98	0.00	0.00	0.00	24	0	6	0	0	0	170,242	227,069	32,149	0	14,775	12,859.68	9,092.53	-56,826.46	I39 NB
235+00.00 'NBE'	50.00	11.05	0.00	10.03	0.00	0.00	0.00	22	0	13	0	0	0	170,264	227,085	32,149	0	14,775	12,859.68	9,092.53	-56,821.00	I39 NB
235+50.00 'NBE'	50.00	12.14	0.00	27.79	0.00	0.00	0.00	21	0	35	0	0	0	170,285	227,129	32,149	0	14,775	12,859.68	9,092.53	-56,843.32	I39 NB
236+00.00 'NBE'	50.00	54.80	0.00	0.00	0.00	0.00	0.00	62	0	26	0	0	0	170,347	227,161	32,149	0	14,775	12,859.68	9,092.53	-56,813.51	I39 NB
236+50.00 'NBE'	50.00	12.38	0.00	1.00	0.00	0.00	0.00	62	0	1	0	0	0	170,409	227,162	32,149	0	14,775	12,859.68	9,092.53	-56,752.46	I39 NB
237+00.00 'NBE'	50.00	9.72	0.00	3.81	0.00	0.00	0.00	20	0	4	0	0	0	170,430	227,167	32,149	0	14,775	12,859.68	9,092.53	-56,737.56	I39 NB
237+50.00 'NBE'	50.00	10.42	0.00	3.67	0.00	0.00	0.00	19	0	7	0	0	0	170,449	227,176	32,149	0	14,775	12,859.68	9,092.53	-56,727.57	I39 NB
238+00.00 'NBE'	50.00	11.43	0.00	3.92	0.00	0.00	0.00	20	0	7	0	0	0	170,469	227,185	32,149	0	14,775	12,859.68	9,092.53	-56,716.13	I39 NB
238+50.00 'NBE'	50.00	11.37	0.00	2.33	0.00	0.00	0.00	21	0	6	0	0	0	170,490	227,192	32,149	0	14,775	12,859.68	9,092.53	-56,702.26	I39 NB
239+00.00 'NBE'	50.00	11.86	0.00	1.60	0.00	0.00	0.00	22	0	4	0	0	0	170,511	227,197	32,149	0	14,775	12,859.68	9,092.53	-56,685.30	I39 NB
239+50.00 'NBE'	50.00	11.13	0.00	2.24	0.00	0.00	0.00	21	0	4	0	0	0	170,533	227,201	32,149	0	14,775	12,859.68	9,092.53	-56,668.45	I39 NB
240+00.00 'NBE'	50.00	10.88	0.00	2.39	0.00	0.00	0.00	20	0	4	0	0	0	170,553	227,206	32,149	0	14,775	12,859.68	9,092.53	-56,653.44	I39 NB
240+50.00 'NBE'	50.00	10.47	0.00	3.51	0.00	0.00	0.00	20	0	5	0	0	0	170,573	227,213	32,149	0	14,775	12,859.68	9,092.53	-56,640.51	I39 NB
241+00.00 'NBE'	50.00	10.17	0.00	3.22	0.00	0.00	0.00	19	0	6	0	0	0	170,592	227,221	32,149	0	14,775	12,859.68	9,092.53	-56,629.19	I39 NB
241+50.00 'NBE'	50.00	10.90	0.00	4.82	0.00	0.00	0.00	20	0	7	0	0	0	170,611	227,230	32,149	0	14,775	12,859.68	9,092.53	-56,618.99	I39 NB
242+00.00 'NBE'	50.00	11.10	0.00	3.13	0.00	0.00	0.00	20	0	7	0	0	0	170,632	227,240	32,149	0	14,775	12,859.68	9,092.53	-56,607.83	I39 NB
242+05.77 'NBE'	5.77	11.14	0.00	3.07	0.00	0.00	0.00	2	0	1	0	0	0	170,634	227,240	32,149	0	14,775	12,859.68	9,092.53	-56,606.28	I39 NB
242+50.00 'NBE'	44.23	10.60	0.00	2.13	0.00	0.00	0.00	18	0	4	0	0	0	170,652	227,246	32,149	0	14,775	12,859.68	9,092.53	-56,593.81	I39 NB
243+00.00 'NBE'	50.00	9.01	0.00	6.13	0.00	0.00	0.00	18	0	8	0	0	0	170,670	227,255	32,149	0	14,775	12,859.68	9,092.53	-56,585.21	I39 NB
243+50.00 'NBE'	50.00	8.59	0.00	13.02	0.00	0.00	0.00	16	0	18	0	0	0	170,686	227,278	32,149	0	14,775	12,859.68	9,092.53	-56,591.09	I39 NB
244+00.00 'NBE'	50.00	9.25	0.00	6.38	0.00	0.00	0.00	17	0	18	0	0	0	170,703	227,300	32,149	0	14,775	12,859.68	9,092.53	-56,597.03	I39 NB
244+50.00 'NBE'	50.00	12.36	0.00	1.16	0.00	0.00	0.00	20	0	7	0	0	0	170,723	227,309	32,149	0	14,775	12,859.68	9,092.53	-56,585.76	I39 NB
245+00.00 'NBE'	50.00	12.91	0.00	0.71	0.00	0.00	0.00	23	0	2	0	0	0	170,746	227,311	32,149	0	14,775	12,859.68	9,092.53	-56,564.53	I39 NB
245+50.00 'NBE'	50.00	9.87	0.00	1.93	0.00	0.00	0.00	21	0	2	0	0	0	170,767	227,314	32,149	0	14,775	12,859.68	9,092.53	-56,546.49	I39 NB
246+00.00 'NBE'	50.00	10.72	0.00	0.67	0.00	0.00	0.00	19	0	2	0	0	0	170,787	227,317	32,149	0	14,775	12,859.68	9,092.53	-56,530.43	I39 NB
246+50.00 'NBE'	50.00	11.62	0.00	0.63	0.00	0.00	0.00	21	0	1	0	0	0	170,807	227,318	32,149	0	14,775	12,859.68	9,092.53	-56,511.24	I39 NB
247+00.00 'NBE'	50.00	10.62	0.00	1.69	0.00	0.00	0.00	21	0	2	0	0	0	170,828	227,321	32,149	0	14,775	12,859.68	9,092.53	-56,493.33	I39 NB
247+50.00 'NBE'	50.00	11.86	0.00	1.15	0.00	0.00	0.00	21	0	3	0	0	0	170,849	227,324	32,149	0	14,775	12,859.68	9,092.53	-56,475.80	I39 NB
248+00.00 'NBE'	50.00	14.21	0.00	1.01	0.00	0.00	0.00	24	0	2	0	0	0	170,873	227,327	32,149	0	14,775	12,859.68	9,092.53	-56,454.16	I39 NB
248+50.00 'NBE'	50.00	11.45	0.00	1.58	0.00	0.00	0.00	24	0	2	0	0	0	170,897	227,330	32,149	0	14,775	12,859.68	9,092.53	-56,433.40	I39 NB
249+00.00 'NBE'	50.00	10.97	0.00	3.98	0.00	0.00	0.00	21	0	5	0	0	0	170,917	227,336	32,149	0	14,775	12,859.68	9,092.53	-56,419.08	I39 NB
249+50.00 'NBE'	50.00	10.50	0.00	3.49	0.00	0.00	0.00	20	0	7	0	0	0	170,937	227,345	32,149	0	14,775	12,859.68	9,092.53	-56,407.85	I39 NB
250+00.00 'NBE'	50.00	12.78	0.00	1.81	0.00	0.00	0.00	22	0	5	0	0	0	170,959	227,351	32,149	0	14,775	12,859.68	9,092.53	-56,392.43	I39 NB
250+50.00 'NBE'	50.00	12.34	0.00	1.66	0.00	0.00	0.00	23	0	3	0	0	0	170,982	227,355	32,149	0	14,775	12,859.68	9,092.53	-56,373.18	I39 NB
251+00.00 'NBE'	50.00	13.57	0.00	0.70	0.00	0.00	0.00	24	0	2	0	0	0	171,006	227,358	32,149	0	14,775	12,859.68	9,092.53	-56,351.93	I39 NB
251+50.00 'NBE'	50.00	14.05	0.00	0.32	0.00	0.00	0.00	26	0	1	0	0	0	171,032	227,359	32,149	0	14,775	12,859.68	9,092.53	-56,327.54	I39 NB
252+00.00 'NBE'	50.00	12.19	0.00	0.56	0.00	0.00	0.00	24	0	1	0	0	0	171,056	227,360	32,149	0	14,775	12,859.68	9,092.53	-56,304.27	I39 NB
252+50.00 'NBE'	50.00	11.48	0.00	0.59	0.00	0.00	0.00	22	0	1	0	0	0	171,078	227,361	32,149	0	14,775	12,859.68	9,092.53	-56,283.70	I39 NB
253+00.00 'NBE'	50.00	11.14	0.00	1.04	0.00	0.00	0.00	21	0	2	0	0	0	171,099	227,363	32,149	0	14,775	12,859.68	9,092.53	-56,264.65	I39 NB
253+50.00 'NBE'	50.00	12.13	0.00	0.09	0.00	0.00	0.00	22	0	1	0	0	0	171,120	227,365	32,149	0	14,775	12,859.68	9,092.53	-56,244.42	I39 NB
254+00.00 'NBE'	50.00	11.18	0.00	2.52	0.00	0.00	0.00	22	0	2	0	0	0	171,142	227,368	32,149	0	14,775	12,859.68	9,092.53	-56,225.86	I39 NB
254+50.00 'NBE'	50.00	12.63	0.00	0.86	0.00	0.00	0.00	22	0	3	0	0	0	171,164	227,372	32,149	0	14,775	12,859.68	9,092.53	-56,207.72	I39 NB
255+00.00 'NBE'	50.00	13.17	0.00	1.30	0.00	0.00	0.00	24	0	2	0	0	0	171,188	227,374	32,149	0	14,775	12,859.68	9,092.53	-56,186.34	I39 NB
255+50.00 'NBE'	50.00	19.04	0.00	0.00	0.00	0.00	0.00	30	0	1	0	0	0	171,218	227,376	32,149	0	14,775	12,859.68	9,092.53	-56,158.03	I39 NB
256+00.00 'NBE'	50.00	18.85	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	171,253	227,376	32,149	0	14,775	12,859.68	9,092.53	-56,122.95	I39 NB
256+50.00 'NBE'	50.00	10.60	0.00	0.24	0.00	0.00	0.00	27	0	0	0	0	0	171,280	227,376	32,149	0	14,775	12,859.68	9,092.53	-56,095.95	I39 NB
257+00.00 'NBE'	50.00	16.73	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	171,305	227,376	32,149	0	14,775	12,859.68	9,092.53	-56,070.92	I39 NB
257+50.00 'NBE'	50.00	12.47	0.00	0.92	0.00	0.00	0.00	27	0	1	0	0	0	171,332	227,377	32,149	0	14,775	12,859.68	9,092.53	-56,044.95	I39 NB
258+00.00 'NBE'	50.00	12.94	0.00	0.00	0.00	0.00	0.00	24	0	1	0	0	0	171,356	227,378	32,149	0	14,775	12,859.68	9,092.53	-56,022.48	I39 NB
258+50.00 'NBE'	50.00	21.74	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	171,388	227,378	32,149	0	14,775	12,859.68	9,092.53	-55,990.37	I39 NB
259+00.00 'NBE'	50.00	12.40	0.00	0.55	0.00	0.00	0.00	32	0	1	0	0	0	171,420	227,379	32,149	0	14,775	12,859.68	9,092.53	-55,959.39	I39 NB
259+50.00 'NBE'	50.00	11.88	0.00	3.19	0.00	0.00	0.00	22	0	3	0	0	0	171,442	227,383	32,149	0	14,775	12,859.68	9,092.53	-55,941.24	I39 NB
260+00.00 'NBE'	50.00	11.24	0.00	0.24	0.00	0.00	0.00	21	0	3	0	0	0	171,463	227,387	32,149	0	14,775	12,859.68	9,092.53	-55,923.80	I39 NB

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								LOCATION
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
260+50.00 'NBE'	50.00	11.19	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	171,484	227,387	32,149	0	14,775	12,859.68	9,092.53	-55,903.31	I39 NB
261+00.00 'NBE'	50.00	11.39	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	171,505	227,387	32,149	0	14,775	12,859.68	9,092.53	-55,882.40	I39 NB
261+20.72 'NBE'	20.72	10.69	0.00	0.01	0.00	0.00	0.00	8	0	0	0	0	0	171,514	227,388	32,149	0	14,775	12,859.68	9,092.53	-55,873.93	I39 NB
178+00.00 'SBE'	0.00	16.13	0.00	6.87	0.00	0.00	0.00	0	0	0	0	0	0	171,514	227,388	32,149	0	14,775	12,859.68	9,092.53	-55,873.93	I39 SB
178+08.50 'SBE'	8.50	15.99	0.00	0.06	0.00	0.00	0.00	5	0	1	0	0	0	171,519	227,389	32,149	0	14,775	12,859.68	9,092.53	-55,870.23	I39 SB
178+50.00 'SBE'	41.50	14.30	0.00	28.58	0.00	0.00	0.00	23	0	22	0	0	0	171,542	227,416	32,149	0	14,775	12,859.68	9,092.53	-55,874.47	I39 SB
179+00.00 'SBE'	50.00	13.07	0.00	41.32	0.00	0.00	0.00	25	0	65	0	0	0	171,567	227,497	32,149	0	14,775	12,859.68	9,092.53	-55,930.03	I39 SB
179+50.00 'SBE'	50.00	13.55	0.00	43.26	0.00	0.00	0.00	25	0	78	0	0	0	171,592	227,595	32,149	0	14,775	12,859.68	9,092.53	-56,003.29	I39 SB
180+00.00 'SBE'	50.00	14.86	0.00	38.11	0.00	0.00	0.00	26	0	75	0	0	0	171,618	227,689	32,149	0	14,775	12,859.68	9,092.53	-56,071.16	I39 SB
180+08.63 'SBE'	8.63	14.14	0.00	43.72	0.00	0.00	0.00	5	0	13	0	0	0	171,623	227,706	32,149	0	14,775	12,859.68	9,092.53	-56,082.87	I39 SB
180+50.00 'SBE'	41.37	13.53	0.00	19.42	0.00	0.00	0.00	21	0	48	0	0	0	171,644	227,766	32,149	0	14,775	12,859.68	9,092.53	-56,122.13	I39 SB
181+00.00 'SBE'	50.00	14.35	0.00	12.62	0.00	0.00	0.00	26	0	30	0	0	0	171,670	227,803	32,149	0	14,775	12,859.68	9,092.53	-56,133.41	I39 SB
181+50.00 'SBE'	50.00	15.98	0.00	11.36	0.00	0.00	0.00	28	0	22	0	0	0	171,698	227,831	32,149	0	14,775	12,859.68	9,092.53	-56,133.08	I39 SB
182+00.00 'SBE'	50.00	16.23	0.00	8.54	0.00	0.00	0.00	30	0	18	0	0	0	171,728	227,854	32,149	0	14,775	12,859.68	9,092.53	-56,126.30	I39 SB
182+50.00 'SBE'	50.00	14.35	0.00	12.89	0.00	0.00	0.00	28	0	20	0	0	0	171,756	227,879	32,149	0	14,775	12,859.68	9,092.53	-56,122.78	I39 SB
183+00.00 'SBE'	50.00	14.39	0.00	11.55	0.00	0.00	0.00	27	0	23	0	0	0	171,783	227,907	32,149	0	14,775	12,859.68	9,092.53	-56,124.44	I39 SB
183+50.00 'SBE'	50.00	14.00	0.00	12.78	0.00	0.00	0.00	26	0	23	0	0	0	171,809	227,935	32,149	0	14,775	12,859.68	9,092.53	-56,126.31	I39 SB
184+00.00 'SBE'	50.00	14.57	0.00	9.94	0.00	0.00	0.00	26	0	21	0	0	0	171,835	227,962	32,149	0	14,775	12,859.68	9,092.53	-56,126.15	I39 SB
184+50.00 'SBE'	50.00	13.89	0.00	12.01	0.00	0.00	0.00	26	0	20	0	0	0	171,862	227,987	32,149	0	14,775	12,859.68	9,092.53	-56,125.20	I39 SB
185+00.00 'SBE'	50.00	14.48	0.00	11.64	0.00	0.00	0.00	26	0	22	0	0	0	171,888	228,014	32,149	0	14,775	12,859.68	9,092.53	-56,126.29	I39 SB
185+50.00 'SBE'	50.00	14.21	0.00	12.59	0.00	0.00	0.00	27	0	22	0	0	0	171,915	228,042	32,149	0	14,775	12,859.68	9,092.53	-56,127.78	I39 SB
186+00.00 'SBE'	50.00	14.65	0.00	8.43	0.00	0.00	0.00	27	0	19	0	0	0	171,941	228,067	32,149	0	14,775	12,859.68	9,092.53	-56,125.39	I39 SB
186+50.00 'SBE'	50.00	15.00	0.00	5.96	0.00	0.00	0.00	27	0	13	0	0	0	171,969	228,083	32,149	0	14,775	12,859.68	9,092.53	-56,114.58	I39 SB
187+00.00 'SBE'	50.00	15.01	0.00	10.50	0.00	0.00	0.00	28	0	15	0	0	0	171,997	228,102	32,149	0	14,775	12,859.68	9,092.53	-56,105.84	I39 SB
187+50.00 'SBE'	50.00	13.54	0.00	12.90	0.00	0.00	0.00	26	0	22	0	0	0	172,023	228,129	32,149	0	14,775	12,859.68	9,092.53	-56,106.49	I39 SB
188+00.00 'SBE'	50.00	13.61	0.00	2.70	0.00	0.00	0.00	25	0	14	0	0	0	172,048	228,148	32,149	0	14,775	12,859.68	9,092.53	-56,099.41	I39 SB
188+50.00 'SBE'	50.00	13.84	0.00	16.52	0.00	0.00	0.00	25	0	18	0	0	0	172,074	228,170	32,149	0	14,775	12,859.68	9,092.53	-56,096.24	I39 SB
189+00.00 'SBE'	50.00	12.49	0.00	16.13	0.00	0.00	0.00	24	0	30	0	0	0	172,098	228,208	32,149	0	14,775	12,859.68	9,092.53	-56,109.65	I39 SB
189+50.00 'SBE'	50.00	11.33	0.00	12.55	0.00	0.00	0.00	22	0	27	0	0	0	172,120	228,241	32,149	0	14,775	12,859.68	9,092.53	-56,120.79	I39 SB
190+00.00 'SBE'	50.00	11.95	0.00	7.83	0.00	0.00	0.00	22	0	19	0	0	0	172,142	228,264	32,149	0	14,775	12,859.68	9,092.53	-56,122.83	I39 SB
190+50.00 'SBE'	50.00	12.91	0.00	5.24	0.00	0.00	0.00	23	0	12	0	0	0	172,165	228,280	32,149	0	14,775	12,859.68	9,092.53	-56,114.94	I39 SB
191+00.00 'SBE'	50.00	12.74	0.00	6.70	0.00	0.00	0.00	24	0	11	0	0	0	172,188	228,293	32,149	0	14,775	12,859.68	9,092.53	-56,105.02	I39 SB
191+50.00 'SBE'	50.00	12.72	0.00	5.66	0.00	0.00	0.00	24	0	11	0	0	0	172,212	228,308	32,149	0	14,775	12,859.68	9,092.53	-56,095.75	I39 SB
191+90.16 'SBE'	40.16	13.97	0.00	3.43	0.00	0.00	0.00	20	0	7	0	0	0	172,232	228,316	32,149	0	14,775	12,859.68	9,092.53	-56,084.35	I39 SB
192+00.00 'SBE'	9.84	14.42	0.00	3.34	0.00	0.00	0.00	5	0	1	0	0	0	172,237	228,318	32,149	0	14,775	12,859.68	9,092.53	-56,080.72	I39 SB
192+50.00 'SBE'	50.00	12.00	0.00	5.97	0.00	0.00	0.00	24	0	9	0	0	0	172,261	228,328	32,149	0	14,775	12,859.68	9,092.53	-56,067.03	I39 SB
193+00.00 'SBE'	50.00	11.23	0.00	6.47	0.00	0.00	0.00	22	0	12	0	0	0	172,283	228,343	32,149	0	14,775	12,859.68	9,092.53	-56,059.91	I39 SB
193+50.00 'SBE'	50.00	12.00	0.00	6.57	0.00	0.00	0.00	22	0	12	0	0	0	172,304	228,358	32,149	0	14,775	12,859.68	9,092.53	-56,053.49	I39 SB
194+00.00 'SBE'	50.00	14.69	0.00	7.27	0.00	0.00	0.00	25	0	13	0	0	0	172,329	228,374	32,149	0	14,775	12,859.68	9,092.53	-56,044.80	I39 SB
194+50.00 'SBE'	50.00	8.00	0.00	0.75	0.00	0.00	0.00	21	0	7	0	0	0	172,350	228,383	32,149	0	14,775	12,859.68	9,092.53	-56,033.08	I39 SB
195+00.00 'SBE'	50.00	13.75	0.00	12.79	0.00	0.00	0.00	20	0	13	0	0	0	172,370	228,399	32,149	0	14,775	12,859.68	9,092.53	-56,028.62	I39 SB
195+50.00 'SBE'	50.00	12.60	0.00	12.71	0.00	0.00	0.00	24	0	24	0	0	0	172,395	228,428	32,149	0	14,775	12,859.68	9,092.53	-56,033.74	I39 SB
196+00.00 'SBE'	50.00	12.88	0.00	9.10	0.00	0.00	0.00	24	0	20	0	0	0	172,418	228,454	32,149	0	14,775	12,859.68	9,092.53	-56,035.39	I39 SB
196+50.00 'SBE'	50.00	13.72	0.00	5.05	0.00	0.00	0.00	25	0	13	0	0	0	172,443	228,470	32,149	0	14,775	12,859.68	9,092.53	-56,027.14	I39 SB
197+00.00 'SBE'	50.00	14.78	0.00	4.86	0.00	0.00	0.00	26	0	9	0	0	0	172,469	228,481	32,149	0	14,775	12,859.68	9,092.53	-56,012.22	I39 SB
197+50.00 'SBE'	50.00	16.12	0.00	1.31	0.00	0.00	0.00	29	0	6	0	0	0	172,498	228,489	32,149	0	14,775	12,859.68	9,092.53	-55,990.75	I39 SB
198+00.00 'SBE'	50.00	18.73	0.00	0.00	0.00	0.00	0.00	32	0	1	0	0	0	172,530	228,490	32,149	0	14,775	12,859.68	9,092.53	-55,960.01	I39 SB
198+50.00 'SBE'	50.00	17.50	0.00	1.20	0.00	0.00	0.00	34	0	1	0	0	0	172,564	228,492	32,149	0	14,775	12,859.68	9,092.53	-55,927.86	I39 SB
199+00.00 'SBE'	50.00	14.58	0.00	1.67	0.00	0.00	0.00	30	0	3	0	0	0	172,593	228,495	32,149	0	14,775	12,859.68	9,092.53	-55,901.49	I39 SB
199+50.00 'SBE'	50.00	16.08	0.00	2.37	0.00	0.00	0.00	28	0	4	0	0	0	172,622	228,500	32,149	0	14,775	12,859.68	9,092.53	-55,877.78	I39 SB
200+00.00 'SBE'	50.00	17.84	0.00	0.10	0.00	0.00	0.00	31	0	2	0	0	0	172,653	228,502	32,149	0	14,775	12,859.68	9,092.53	-55,849.25	I39 SB
200+50.00 'SBE'	50.00	14.72	0.00	0.96	0.00	0.00	0.00	30	0	1	0	0	0	172,683	228,504	32,149	0	14,775	12,859.68	9,092.53	-55,820.34	I39 SB
201+00.00 'SBE'	50.00	13.76	0.00	3.40	0.00	0.00	0.00	26	0	4	0	0	0	172,710	228,509	32,149	0	14,775	12,859.68	9,092.53	-55,799.03	I39 SB
201+50.00 'SBE'	50.00	12.54	0.00	3.93	0.00	0.00	0.00	24	0	7	0	0	0	172,734	228,517	32,149	0	14,775	12,859.68	9,092.53	-55,783.17	I39 SB
202+00.00 'SBE'	50.00	11.77	0.00	5.20	0.00	0.00	0.00	23	0	8	0	0	0	172,757	228,528	32,149	0	14,775	12,859.68	9,092.53	-55,771.23	I39 SB
202+50.00 'SBE'	50.00	14.41	0.00	2.36	0.00	0.00	0.00	24	0	7	0	0	0	172,781	228,536	32,149	0	14,775	12,859.68	9,092.53	-55,755.73	I39 SB
203+00.00 'SBE'	50.00	17.59	0.00	0.02	0.00	0.00	0.00	30	0	2	0	0	0	172,810	228,539	32,149	0	14,775	12,859.68	9,092.53	-55,728.86	I39 SB
203+50.00 'SBE'	50.00	16.60	0.00	1.60	0.00	0.00	0.00	32	0	2	0	0	0	172,842	228,541	32,149	0	14,775	12,859.68	9,092.53	-55,699.08	I39 SB
204+00.00 'SBE'	50.00	16.82	0.00	0.00	0.00	0.00	0.00	31	0	1	0	0	0	172,873	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,670.00	I39 SB
204+50.00 'SBE'	50.00	18.10	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	172,905	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,637.66	I39 SB
205+00.00 'SBE'	50.00	16.67	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	172,938	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,605.46	I39 SB
205+50.00 'SBE'	50.00	18.00	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	172,970	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,573.35	I39 SB

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	LOCATION
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
206+00.00 'SBE'	50.00	15.04	0.00	0.00	0.00	0.00	0.00	31	0	0	0	0	0	173,000	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,542.76	I39 SB
206+50.00 'SBE'	50.00	18.33	0.00	0.00	0.00	0.00	0.00	31	0	0	0	0	0	173,031	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,511.87	I39 SB
207+00.00 'SBE'	50.00	19.23	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	173,066	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,477.09	I39 SB
207+50.00 'SBE'	50.00	17.31	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	173,100	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,443.26	I39 SB
208+00.00 'SBE'	50.00	16.48	0.00	0.00	0.00	0.00	0.00	31	0	0	0	0	0	173,131	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,411.97	I39 SB
208+50.00 'SBE'	50.00	17.27	0.00	0.00	0.00	0.00	0.00	31	0	0	0	0	0	173,162	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,380.72	I39 SB
209+00.00 'SBE'	50.00	19.00	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	173,196	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,347.14	I39 SB
209+50.00 'SBE'	50.00	18.39	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	173,230	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,312.52	I39 SB
210+00.00 'SBE'	50.00	28.82	1.33	0.00	0.00	0.00	0.00	44	1	0	0	0	0	173,273	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,270.04	I39 SB
210+50.00 'SBE'	50.00	26.45	1.33	0.00	0.00	0.00	0.00	51	2	0	0	0	0	173,322	228,543	32,149	0	14,775	12,859.68	9,092.53	-55,221.34	I39 SB
210+61.02 'SBE'	11.02	24.16	1.33	4.64	0.00	0.00	0.00	10	1	1	0	0	0	173,331	228,544	32,149	0	14,775	12,859.68	9,092.53	-55,212.74	I39 SB
211+00.00 'SBE'	38.98	26.57	1.33	0.01	0.00	0.00	0.00	37	2	3	0	0	0	173,366	228,548	32,149	0	14,775	12,859.68	9,092.53	-55,182.24	I39 SB
211+50.00 'SBE'	50.00	28.81	1.33	0.00	0.00	0.00	0.00	51	2	0	0	0	0	173,415	228,548	32,149	0	14,775	12,859.68	9,092.53	-55,133.44	I39 SB
212+00.00 'SBE'	50.00	33.98	1.33	0.00	0.00	0.00	0.00	58	2	0	0	0	0	173,471	228,548	32,149	0	14,775	12,859.68	9,092.53	-55,077.77	I39 SB
212+50.00 'SBE'	50.00	32.81	1.33	0.00	0.00	0.00	0.00	62	2	0	0	0	0	173,530	228,548	32,149	0	14,775	12,859.68	9,092.53	-55,018.40	I39 SB
213+00.00 'SBE'	50.00	32.94	1.33	0.00	0.00	0.00	0.00	61	2	0	0	0	0	173,588	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,959.98	I39 SB
213+50.00 'SBE'	50.00	40.54	1.33	0.00	0.00	0.00	0.00	68	2	0	0	0	0	173,654	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,894.42	I39 SB
214+00.00 'SBE'	50.00	40.44	1.33	0.00	0.00	0.00	0.00	75	2	0	0	0	0	173,726	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,821.91	I39 SB
214+50.00 'SBE'	50.00	45.00	1.33	0.00	0.00	0.00	0.00	79	2	0	0	0	0	173,803	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,745.28	I39 SB
215+00.00 'SBE'	50.00	48.46	1.33	0.00	0.00	0.00	0.00	87	2	0	0	0	0	173,887	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,661.21	I39 SB
215+50.00 'SBE'	50.00	49.32	1.33	0.00	0.00	0.00	0.00	91	2	0	0	0	0	173,975	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,573.14	I39 SB
216+00.00 'SBE'	50.00	44.37	1.33	0.00	0.00	0.00	0.00	87	2	0	0	0	0	174,060	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,488.86	I39 SB
216+50.00 'SBE'	50.00	36.34	1.33	0.00	0.00	0.00	0.00	75	2	0	0	0	0	174,132	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,416.60	I39 SB
217+00.00 'SBE'	50.00	27.55	1.33	0.00	0.00	0.00	0.00	59	2	0	0	0	0	174,188	228,548	32,149	0	14,775	12,859.68	9,092.53	-54,359.90	I39 SB
217+50.00 'SBE'	50.00	24.66	1.33	0.48	0.00	0.00	0.00	48	2	0	0	0	0	174,234	228,549	32,149	0	14,775	12,859.68	9,092.53	-54,314.58	I39 SB
218+00.00 'SBE'	50.00	24.35	1.33	0.90	0.00	0.00	0.00	45	2	1	0	0	0	174,277	228,551	32,149	0	14,775	12,859.68	9,092.53	-54,273.25	I39 SB
218+50.00 'SBE'	50.00	24.14	1.33	0.36	0.00	0.00	0.00	45	2	1	0	0	0	174,320	228,552	32,149	0	14,775	12,859.68	9,092.53	-54,232.27	I39 SB
219+00.00 'SBE'	50.00	22.33	1.33	0.44	0.00	0.00	0.00	43	2	1	0	0	0	174,360	228,553	32,149	0	14,775	12,859.68	9,092.53	-54,192.63	I39 SB
219+48.25 'SBE'	48.25	12.69	0.00	0.94	0.00	0.00	0.00	31	1	1	0	0	0	174,390	228,554	32,149	0	14,775	12,859.68	9,092.53	-54,164.08	I39 SB
219+50.00 'SBE'	1.75	12.77	0.00	0.91	0.00	0.00	0.00	1	0	0	0	0	0	174,391	228,555	32,149	0	14,775	12,859.68	9,092.53	-54,163.33	I39 SB
220+00.00 'SBE'	50.00	13.86	0.00	0.69	0.00	0.00	0.00	25	0	1	0	0	0	174,416	228,556	32,149	0	14,775	12,859.68	9,092.53	-54,140.53	I39 SB
220+42.79 'SBE'	42.79	13.70	0.00	0.12	0.00	0.00	0.00	22	0	1	0	0	0	174,438	228,557	32,149	0	14,775	12,859.68	9,092.53	-54,119.49	I39 SB
220+50.00 'SBE'	7.21	14.08	0.00	0.06	0.00	0.00	0.00	4	0	0	0	0	0	174,441	228,557	32,149	0	14,775	12,859.68	9,092.53	-54,115.81	I39 SB
221+00.00 'SBE'	50.00	14.76	0.00	0.98	0.00	0.00	0.00	27	0	1	0	0	0	174,468	228,558	32,149	0	14,775	12,859.68	9,092.53	-54,090.31	I39 SB
221+37.34 'SBE'	37.34	13.79	0.00	1.44	0.00	0.00	0.00	20	0	2	0	0	0	174,488	228,561	32,149	0	14,775	12,859.68	9,092.53	-54,072.66	I39 SB
221+50.00 'SBE'	12.66	13.18	0.00	2.15	0.00	0.00	0.00	6	0	1	0	0	0	174,494	228,562	32,149	0	14,775	12,859.68	9,092.53	-54,067.39	I39 SB
222+00.00 'SBE'	50.00	12.80	0.00	9.40	0.00	0.00	0.00	24	0	11	0	0	0	174,518	228,575	32,149	0	14,775	12,859.68	9,092.53	-54,056.71	I39 SB
222+06.68 'SBE'	6.68	12.67	0.00	16.54	0.00	0.00	0.00	3	0	3	0	0	0	174,521	228,579	32,149	0	14,775	12,859.68	9,092.53	-54,057.57	I39 SB
222+09.86 'SBE'	3.18	12.61	0.00	22.53	0.00	0.00	0.00	1	0	2	0	0	0	174,523	228,582	32,149	0	14,775	12,859.68	9,092.53	-54,058.96	I39 SB
222+31.89 'SBE'	22.03	12.36	0.00	11.81	0.00	0.00	0.00	10	0	14	0	0	0	174,533	228,599	32,149	0	14,775	12,859.68	9,092.53	-54,066.28	I39 SB
222+41.34 'SBE'	9.45	12.54	0.00	9.79	0.00	0.00	0.00	4	0	4	0	0	0	174,537	228,604	32,149	0	14,775	12,859.68	9,092.53	-54,066.65	I39 SB
222+50.00 'SBE'	8.66	12.32	0.00	9.61	0.00	0.00	0.00	4	0	3	0	0	0	174,541	228,608	32,149	0	14,775	12,859.68	9,092.53	-54,066.55	I39 SB
223+00.00 'SBE'	50.00	12.37	0.00	8.63	0.00	0.00	0.00	23	0	17	0	0	0	174,564	228,629	32,149	0	14,775	12,859.68	9,092.53	-54,064.81	I39 SB
223+50.00 'SBE'	50.00	13.35	0.00	3.69	0.00	0.00	0.00	24	0	11	0	0	0	174,588	228,643	32,149	0	14,775	12,859.68	9,092.53	-54,055.26	I39 SB
224+00.00 'SBE'	50.00	14.45	0.00	2.16	0.00	0.00	0.00	26	0	5	0	0	0	174,614	228,650	32,149	0	14,775	12,859.68	9,092.53	-54,036.28	I39 SB
224+50.00 'SBE'	50.00	13.58	0.00	1.59	0.00	0.00	0.00	26	0	3	0	0	0	174,640	228,654	32,149	0	14,775	12,859.68	9,092.53	-54,014.66	I39 SB
225+00.00 'SBE'	50.00	13.36	0.00	0.20	0.00	0.00	0.00	25	0	2	0	0	0	174,665	228,656	32,149	0	14,775	12,859.68	9,092.53	-53,991.79	I39 SB
225+50.00 'SBE'	50.00	14.27	0.00	0.00	0.00	0.00	0.00	26	0	0	0	0	0	174,690	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,966.44	I39 SB
226+00.00 'SBE'	50.00	14.77	0.00	0.00	0.00	0.00	0.00	27	0	0	0	0	0	174,717	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,939.55	I39 SB
226+50.00 'SBE'	50.00	15.33	0.00	0.01	0.00	0.00	0.00	28	0	0	0	0	0	174,745	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,911.68	I39 SB
227+00.00 'SBE'	50.00	16.06	0.00	0.00	0.00	0.00	0.00	29	0	0	0	0	0	174,774	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,882.62	I39 SB
227+50.00 'SBE'	50.00	15.84	0.00	0.00	0.00	0.00	0.00	30	0	0	0	0	0	174,804	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,853.08	I39 SB
228+00.00 'SBE'	50.00	17.13	0.00	0.00	0.00	0.00	0.00	31	0	0	0	0	0	174,834	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,822.55	I39 SB
228+50.00 'SBE'	50.00	18.74	0.00	0.00	0.00	0.00	0.00	33	0	0	0	0	0	174,867	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,789.33	I39 SB
229+00.00 'SBE'	50.00	18.13	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	174,902	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,755.19	I39 SB
229+50.00 'SBE'	50.00	15.75	0.00	0.00	0.00	0.00	0.00	31	0	0	0	0	0	174,933	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,723.81	I39 SB
230+00.00 'SBE'	50.00	18.32	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	174,964	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,692.26	I39 SB
230+50.00 'SBE'	50.00	17.76	0.00	0.00	0.00	0.00	0.00	33	0	0	0	0	0	174,998	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,658.85	I39 SB
231+00.00 'SBE'	50.00	17.32	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	175,030	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,626.37	I39 SB
231+50.00 'SBE'	50.00	16.97	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	175,062	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,594.62	I39 SB
232+00.00 'SBE'	50.00	17.59	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	175,094	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,562.62	I39 SB
232+50.00 'SBE'	50.00	26.12	0.00	0.00	0.00	0.00	0.00	40	0	0	0	0	0	175,135	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,522.15	I39 SB

9

PROJECT NO:1007-10-72 | HWY:USH 51/STH 73 | COUNTY:DANE | EARTHWORK DATA:STAGE 1 | SHEET 555 E

9

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
233+00.00 'SBE'	50.00	25.30	0.00	0.00	0.00	0.00	0.00	48	0	0	0	0	0	175,182	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,474.54	I39 SB
233+50.00 'SBE'	50.00	20.48	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	175,225	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,432.15	I39 SB
234+00.00 'SBE'	50.00	19.38	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	175,261	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,395.24	I39 SB
234+50.00 'SBE'	50.00	16.29	0.00	0.00	0.00	0.00	0.00	33	0	0	0	0	0	175,295	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,362.22	I39 SB
234+65.35 'SBE'	15.35	15.78	0.00	0.00	0.00	0.00	0.00	9	0	0	0	0	0	175,304	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,353.10	I39 SB
234+74.80 'SBE'	9.45	16.30	0.00	0.00	0.00	0.00	0.00	6	0	0	0	0	0	175,309	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,347.49	I39 SB
235+00.00 'SBE'	25.20	17.28	0.00	0.04	0.00	0.00	0.00	16	0	0	0	0	0	175,325	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,331.84	I39 SB
235+00.01 'SBE'	0.01	17.28	0.00	0.04	0.00	0.00	0.00	0	0	0	0	0	0	175,325	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,331.84	I39 SB
235+50.00 'SBE'	49.99	28.70	0.00	0.00	0.00	0.00	0.00	43	0	0	0	0	0	175,367	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,289.32	I39 SB
235+69.35 'SBE'	19.35	20.80	0.00	0.00	0.00	0.00	0.00	18	0	0	0	0	0	175,385	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,271.59	I39 SB
236+00.00 'SBE'	30.65	18.27	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	175,407	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,249.42	I39 SB
236+50.00 'SBE'	50.00	18.52	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	175,441	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,215.35	I39 SB
236+63.89 'SBE'	13.89	17.32	0.00	0.00	0.00	0.00	0.00	9	0	0	0	0	0	175,451	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,206.14	I39 SB
237+00.00 'SBE'	36.11	19.10	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	175,475	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,181.78	I39 SB
237+50.00 'SBE'	50.00	20.53	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	175,512	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,145.09	I39 SB
237+58.44 'SBE'	8.44	20.16	0.00	0.00	0.00	0.00	0.00	6	0	0	0	0	0	175,518	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,138.73	I39 SB
238+00.00 'SBE'	41.56	19.32	0.00	0.00	0.00	0.00	0.00	30	0	0	0	0	0	175,548	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,108.34	I39 SB
238+50.00 'SBE'	50.00	19.22	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	175,584	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,072.66	I39 SB
239+00.00 'SBE'	50.00	18.27	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	175,619	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,037.95	I39 SB
239+50.00 'SBE'	50.00	17.93	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	175,652	228,657	32,149	0	14,775	12,859.68	9,092.53	-53,004.43	I39 SB
240+00.00 'SBE'	50.00	19.95	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	175,687	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,969.35	I39 SB
240+50.00 'SBE'	50.00	18.01	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	175,723	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,934.20	I39 SB
241+00.00 'SBE'	50.00	18.48	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	175,756	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,900.41	I39 SB
241+50.00 'SBE'	50.00	19.57	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	175,792	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,865.18	I39 SB
242+00.00 'SBE'	50.00	16.98	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	175,825	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,831.33	I39 SB
242+50.00 'SBE'	50.00	15.59	0.00	0.00	0.00	0.00	0.00	30	0	0	0	0	0	175,856	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,801.18	I39 SB
243+00.00 'SBE'	50.00	15.11	0.00	0.24	0.00	0.00	0.00	28	0	0	0	0	0	175,884	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,773.02	I39 SB
243+50.00 'SBE'	50.00	16.85	0.00	0.00	0.00	0.00	0.00	30	0	0	0	0	0	175,914	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,743.71	I39 SB
244+00.00 'SBE'	50.00	19.14	0.00	0.00	0.00	0.00	0.00	33	0	0	0	0	0	175,947	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,710.38	I39 SB
244+50.00 'SBE'	50.00	19.65	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	175,983	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,674.47	I39 SB
245+00.00 'SBE'	50.00	19.54	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	176,019	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,638.18	I39 SB
245+50.00 'SBE'	50.00	20.27	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	176,056	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,601.32	I39 SB
246+00.00 'SBE'	50.00	19.72	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	176,093	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,564.29	I39 SB
246+50.00 'SBE'	50.00	17.49	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	176,128	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,529.83	I39 SB
247+00.00 'SBE'	50.00	17.51	0.00	0.00	0.00	0.00	0.00	32	0	0	0	0	0	176,160	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,497.42	I39 SB
247+50.00 'SBE'	50.00	20.15	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	176,195	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,462.56	I39 SB
248+00.00 'SBE'	50.00	18.64	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	176,231	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,426.65	I39 SB
248+50.00 'SBE'	50.00	19.91	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	176,266	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,390.96	I39 SB
249+00.00 'SBE'	50.00	19.09	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	176,303	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,354.85	I39 SB
249+50.00 'SBE'	50.00	18.89	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	176,338	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,319.68	I39 SB
250+00.00 'SBE'	50.00	18.88	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	176,373	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,284.70	I39 SB
250+50.00 'SBE'	50.00	19.14	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	176,408	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,249.49	I39 SB
251+00.00 'SBE'	50.00	21.88	0.00	0.00	0.00	0.00	0.00	38	0	0	0	0	0	176,446	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,211.50	I39 SB
251+50.00 'SBE'	50.00	20.52	0.00	0.00	0.00	0.00	0.00	39	0	0	0	0	0	176,485	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,172.24	I39 SB
252+00.00 'SBE'	50.00	20.43	0.00	0.00	0.00	0.00	0.00	38	0	0	0	0	0	176,523	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,134.33	I39 SB
252+50.00 'SBE'	50.00	30.09	1.33	0.00	0.00	0.00	0.00	47	1	0	0	0	0	176,569	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,088.79	I39 SB
253+00.00 'SBE'	50.00	30.64	1.33	0.00	0.00	0.00	0.00	56	2	0	0	0	0	176,622	228,657	32,149	0	14,775	12,859.68	9,092.53	-52,035.04	I39 SB
253+50.00 'SBE'	50.00	29.83	1.33	0.00	0.00	0.00	0.00	56	2	0	0	0	0	176,676	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,981.52	I39 SB
254+00.00 'SBE'	50.00	31.35	1.33	0.00	0.00	0.00	0.00	57	2	0	0	0	0	176,730	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,927.34	I39 SB
254+50.00 'SBE'	50.00	33.28	1.33	0.00	0.00	0.00	0.00	60	2	0	0	0	0	176,787	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,869.96	I39 SB
255+00.00 'SBE'	50.00	37.57	1.33	0.00	0.00	0.00	0.00	66	2	0	0	0	0	176,851	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,806.82	I39 SB
255+50.00 'SBE'	50.00	37.99	1.33	0.00	0.00	0.00	0.00	70	2	0	0	0	0	176,918	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,739.32	I39 SB
256+00.00 'SBE'	50.00	32.69	1.33	0.00	0.00	0.00	0.00	65	2	0	0	0	0	176,981	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,676.35	I39 SB
256+50.00 'SBE'	50.00	35.09	1.33	0.00	0.00	0.00	0.00	63	2	0	0	0	0	177,041	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,616.05	I39 SB
257+00.00 'SBE'	50.00	36.33	1.33	0.00	0.00	0.00	0.00	66	2	0	0	0	0	177,105	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,552.39	I39 SB
257+50.00 'SBE'	50.00	34.28	1.33	0.00	0.00	0.00	0.00	65	2	0	0	0	0	177,168	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,489.49	I39 SB
258+00.00 'SBE'	50.00	40.83	1.33	0.00	0.00	0.00	0.00	70	2	0	0	0	0	177,235	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,422.42	I39 SB
258+50.00 'SBE'	50.00	32.21	1.33	0.00	0.00	0.00	0.00	68	2	0	0	0	0	177,300	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,357.25	I39 SB
259+00.00 'SBE'	50.00	31.03	1.33	0.00	0.00	0.00	0.00	59	2	0	0	0	0	177,356	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,301.16	I39 SB
259+50.00 'SBE'	50.00	31.47	1.33	0.00	0.00	0.00	0.00	58	2	0	0	0	0	177,412	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,245.77	I39 SB
260+00.00 'SBE'	50.00	29.28	1.33	0.00	0.00	0.00	0.00	56	2	0	0	0	0	177,465	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,191.99	I39 SB
260+50.00 'SBE'	50.00	27.52	1.33	0.00	0.00	0.00	0.00	53	2	0	0	0	0	177,515	228,657	32,149	0	14,775	12,859.68	9,092.53	-51,141.87	I39 SB

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								LOCATION
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
35+50.00 'T'	0.00	116.08	11.46	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	STH 73
35+99.49 'T'	49.49	100.23	10.08	0.00	0.00	0.00	0.00	198	20	0	0	0	0	179	0	0	0	0	0.00	0.00	178.50	STH 73
36+00.00 'T'	0.51	100.09	10.08	0.00	0.00	0.00	0.00	2	0	0	0	0	0	180	0	0	0	0	0.00	0.00	180.21	STH 73
36+47.49 'T'	47.49	85.66	10.08	0.00	0.00	0.00	0.00	163	18	0	0	0	0	326	0	0	0	0	0.00	0.00	325.82	STH 73
36+50.00 'T'	2.51	84.65	10.08	0.00	0.00	0.00	0.00	8	1	0	0	0	0	333	0	0	0	0	0.00	0.00	332.80	STH 73
36+95.49 'T'	45.49	65.80	9.63	0.00	0.00	0.00	0.00	127	17	0	0	0	0	443	0	0	0	0	0.00	0.00	442.94	STH 73
37+00.00 'T'	4.51	62.05	9.63	0.00	0.00	0.00	0.00	11	2	0	0	0	0	452	0	0	0	0	0.00	0.00	452.01	STH 73
37+11.50 'T'	11.50	57.32	9.63	0.00	0.00	0.00	0.00	25	4	0	0	0	0	473	0	0	0	0	0.00	0.00	473.33	STH 73
37+43.49 'T'	31.99	33.93	9.63	0.00	0.00	0.00	0.00	54	11	0	0	0	0	516	0	0	0	0	0.00	0.00	515.99	STH 73
37+50.00 'T'	6.51	29.04	9.63	0.00	0.00	0.00	0.00	8	2	0	0	0	0	521	0	0	0	0	0.00	0.00	521.26	STH 73
38+00.00 'T'	50.00	6.77	9.63	20.99	0.00	0.00	0.00	33	18	19	0	0	0	537	24	0	0	0	0.00	0.00	512.30	STH 73
38+50.00 'T'	50.00	2.73	9.63	63.54	0.00	0.00	0.00	9	18	78	0	0	0	528	122	0	0	0	0.00	0.00	405.44	STH 73
39+00.00 'T'	50.00	0.34	9.63	101.69	0.00	0.00	0.00	3	18	153	0	0	0	513	313	0	0	0	0.00	0.00	199.23	STH 73
39+50.00 'T'	50.00	0.00	9.63	138.98	0.00	0.00	0.00	0	18	223	0	0	0	495	592	0	0	0	0.00	0.00	-96.83	STH 73
40+00.00 'T'	50.00	0.00	9.63	175.21	0.00	0.00	0.00	0	18	291	0	0	0	477	956	0	0	0	0.00	0.00	-478.30	STH 73
40+43.92 'T'	43.92	0.00	9.63	215.06	0.00	0.00	0.00	0	16	317	0	0	0	462	1,352	0	0	0	0.00	0.00	-890.73	STH 73
40+50.00 'T'	6.08	0.00	9.63	212.17	0.00	0.00	0.00	0	2	48	0	0	0	459	1,412	0	0	0	0.00	0.00	-953.02	STH 73
40+70.00 'T'	20.00	0.00	9.63	224.44	0.00	0.00	0.00	0	7	162	0	0	0	452	1,615	0	0	0	0.00	0.00	-1,162.29	STH 73
41+00.00 'T'	30.00	0.00	9.63	221.92	0.00	0.00	0.00	0	11	248	0	0	0	442	1,925	0	0	0	0.00	0.00	-1,482.95	STH 73
41+50.00 'T'	50.00	0.00	0.00	208.88	0.00	0.00	0.00	0	9	399	0	0	0	433	2,423	0	0	0	0.00	0.00	-1,990.47	STH 73
42+00.00 'T'	50.00	0.00	0.00	155.57	0.00	0.00	0.00	0	0	337	0	0	0	433	2,845	0	0	0	0.00	0.00	-2,412.29	STH 73
42+50.00 'T'	50.00	0.00	0.00	127.05	0.00	0.00	0.00	0	0	262	0	0	0	433	3,172	0	0	0	0.00	0.00	-2,739.40	STH 73
43+00.00 'T'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	118	0	0	0	433	3,319	0	0	0	0.00	0.00	-2,886.45	STH 73
43+50.00 'T'	50.00	0.00	0.00	326.77	0.00	0.00	0.00	0	0	303	0	0	0	433	3,697	0	0	0	0.00	0.00	-3,264.65	STH 73
44+00.00 'T'	50.00	0.00	0.00	241.60	0.00	0.00	0.00	0	0	526	0	0	0	433	4,355	0	0	0	0.00	0.00	-3,922.49	STH 73
44+14.02 'T'	14.02	0.00	0.00	132.27	0.00	0.00	0.00	0	0	97	0	0	0	433	4,477	0	0	0	0.00	0.00	-4,043.82	STH 73
44+46.02 'T'	32.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	78	0	0	0	433	4,574	0	0	0	0.00	0.00	-4,141.80	STH 73
54+00.00 'T'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	433	4,574	0	0	0	0.00	0.00	-4,141.80	STH 73
54+13.79 'T'	13.79	0.00	0.00	291.15	0.00	0.00	0.00	0	0	74	0	0	0	433	4,667	0	0	0	0.00	0.00	-4,234.74	STH 73
54+37.79 'T'	24.00	49.06	0.00	728.18	0.00	0.00	0.00	22	0	453	0	0	0	454	5,234	0	0	0	0.00	0.00	-4,779.23	STH 73
54+50.00 'T'	12.21	202.21	0.00	511.26	0.00	0.00	0.00	57	0	280	0	0	0	511	5,584	0	0	0	0.00	0.00	-5,072.73	STH 73
54+61.74 'T'	11.74	331.26	0.00	413.83	0.00	0.00	0.00	116	0	201	0	0	0	627	5,835	0	0	0	0.00	0.00	-5,208.15	STH 73
54+98.46 'T'	36.72	446.40	0.00	340.87	0.00	0.00	0.00	529	0	513	0	0	0	1,156	6,477	0	0	0	0.00	0.00	-5,320.84	STH 73
55+00.00 'T'	1.54	448.16	0.00	338.52	0.00	0.00	0.00	26	0	19	0	0	0	1,182	6,501	0	0	0	0.00	0.00	-5,319.55	STH 73
55+28.79 'T'	28.79	460.06	0.00	309.32	0.00	0.00	0.00	484	0	345	0	0	0	1,666	6,933	0	0	0	0.00	0.00	-5,267.08	STH 73
55+50.00 'T'	21.21	0.00	0.00	139.11	0.00	0.00	0.00	181	0	176	0	0	0	1,847	7,153	0	0	0	0.00	0.00	-5,306.54	STH 73
56+00.00 'T'	50.00	71.83	0.00	804.50	0.00	0.00	0.00	67	0	874	0	0	0	1,913	8,245	0	0	0	0.00	0.00	-6,332.16	STH 73
56+50.00 'T'	50.00	60.78	1.33	841.71	0.00	0.00	0.00	123	1	1,524	0	0	0	2,035	10,151	0	0	0	0.00	0.00	-8,115.93	STH 73
57+00.00 'T'	50.00	98.92	1.33	807.92	0.00	0.00	0.00	148	2	1,527	0	0	0	2,180	12,060	0	0	0	0.00	0.00	-9,879.82	STH 73
57+15.39 'T'	15.39	38.15	1.33	1639.14	0.00	0.00	0.00	39	1	697	0	0	0	2,218	12,932	0	0	0	0.00	0.00	-10,713.28	STH 73
57+35.26 'T'	19.87	9.37	1.33	1583.97	0.00	0.00	0.00	17	1	1,186	0	0	0	2,235	14,414	0	0	0	0.00	0.00	-12,179.26	STH 73
57+50.00 'T'	14.74	13.91	1.33	1525.55	0.00	0.00	0.00	6	1	849	0	0	0	2,240	15,475	0	0	0	0.00	0.00	-13,234.61	STH 73
58+00.00 'T'	50.00	15.23	2.33	1338.94	0.00	0.00	0.00	27	3	2,652	0	0	0	2,264	18,790	0	0	0	0.00	0.00	-16,526.41	STH 73
58+50.00 'T'	50.00	7.80	4.33	1206.75	0.00	0.00	0.00	21	6	2,357	0	0	0	2,279	21,737	0	0	0	0.00	0.00	-19,457.66	STH 73
59+00.00 'T'	50.00	11.36	8.34	1036.44	0.00	0.00	0.00	18	12	2,077	0	0	0	2,285	24,333	0	0	0	0.00	0.00	-22,047.93	STH 73
59+50.00 'T'	50.00	12.20	8.34	936.06	0.00	0.00	0.00	22	15	1,826	0	0	0	2,292	26,616	0	0	0	0.00	0.00	-24,324.53	STH 73
60+00.00 'T'	50.00	14.95	6.84	829.95	0.00	0.00	0.00	25	14	1,635	0	0	0	2,303	28,660	0	0	0	0.00	0.00	-26,357.43	STH 73
60+50.00 'T'	50.00	15.30	6.50	720.77	0.00	0.00	0.00	28	12	1,436	0	0	0	2,318	30,455	0	0	0	0.00	0.00	-28,136.60	STH 73
61+00.00 'T'	50.00	15.62	6.17	617.38	0.00	0.00	0.00	29	12	1,239	0	0	0	2,335	32,004	0	0	0	0.00	0.00	-29,668.48	STH 73
61+50.00 'T'	50.00	19.00	5.00	522.21	0.00	0.00	0.00	32	10	1,055	0	0	0	2,357	33,323	0	0	0	0.00	0.00	-30,965.72	STH 73
62+00.00 'T'	50.00	12.57	4.67	445.13	0.00	0.00	0.00	29	9	896	0	0	0	2,377	34,442	0	0	0	0.00	0.00	-32,065.04	STH 73
62+50.00 'T'	50.00	9.44	4.67	382.35	0.00	0.00	0.00	20	9	766	0	0	0	2,389	35,400	0	0	0	0.00	0.00	-33,011.03	STH 73
63+00.00 'T'	50.00	0.00	8.34	296.55	0.00	0.00	0.00	9	12	629	0	0	0	2,386	36,186	0	0	0	0.00	0.00	-33,800.10	STH 73
63+26.00 'T'	26.00	0.00	8.34	225.25	0.00	0.00	0.00	0	8	251	0	0	0	2,378	36,500	0	0	0	0.00	0.00	-34,122.17	STH 73
63+50.00 'T'	24.00	0.00	8.34	238.54	0.00	0.00	0.00	0	7	206	0	0	0	2,370	36,757	0	0	0	0.00	0.00	-34,387.24	STH 73
64+00.00 'T'	50.00	10.61	4.67	261.82	0.00	0.00	0.00	10	12	463	0	0	0	2,368	37,337	0	0	0	0.00	0.00	-34,968.57	STH 73
64+50.00 'T'	50.00	15.64	4.67	226.69	0.00	0.00	0.00	24	9	452	0	0	0	2,384	37,902	0	0	0	0.00	0.00	-35,518.31	STH 73
65+00.00 'T'	50.00	18.53	4.67	193.28	0.00	0.00	0.00	32	9	389	0	0	0	2,407	38,388	0	0	0	0.00	0.00	-35,981.39	STH 73
65+50.00 'T'	50.00	25.81	4.67	131.94	0.00	0.00	0.00	41	9	301	0	0	0	2,439	38,764	0	0	0	0.00	0.00	-36,325.39	STH 73
65+94.44 'T'	44.44	32.14	4.67	128.32	0.00	0.00	0.00	48	8	214	0	0	0	2,479	39,032	0	0	0	0.00	0.00	-36,553.11	STH 73
66+00.00 'T'	5.56	35.57	4.67	128.60	0.00	0.00	0.00	7	1	26	0	0	0	2,485	39,065	0	0	0	0.00	0.00	-36,580.17	STH 73
66+24.77 'T'	24.77	44.86	4.67	123.50	0.00	0.00	0.00	37	4	116	0	0	0	2,518	39,210	0	0	0	0.00	0.00	-36,692.11	STH 73

9

9

PROJECT NO: 1007-10-72 | HWY: USH 51/STH 73 | COUNTY: DANE | EARTHWORK DATA: STAGE 2 | SHEET 557 | E

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
66+37.54 'T'	12.77	56.85	4.67	116.60	0.00	0.00	0.00	24	2	57	0	0	0	2,540	39,281	0	0	0	0.00	0.00	-36,741.24	STH 73
66+50.00 'T'	12.46	67.00	4.67	104.20	0.00	0.00	0.00	29	2	51	0	0	0	2,566	39,344	0	0	0	0.00	0.00	-36,778.50	STH 73
66+85.44 'T'	35.44	98.37	4.67	69.89	0.00	0.00	0.00	109	6	114	0	0	0	2,668	39,487	0	0	0	0.00	0.00	-36,818.91	STH 73
67+00.00 'T'	14.56	110.77	4.67	61.00	0.00	0.00	0.00	56	3	35	0	0	0	2,722	39,531	0	0	0	0.00	0.00	-36,809.15	STH 73
67+33.44 'T'	33.44	143.12	4.67	44.04	0.00	0.00	0.00	157	6	65	0	0	0	2,874	39,613	0	0	0	0.00	0.00	-36,739.01	STH 73
67+50.00 'T'	16.56	149.07	4.67	34.69	0.00	0.00	0.00	90	3	24	0	0	0	2,960	39,643	0	0	0	0.00	0.00	-36,682.45	STH 73
68+00.00 'T'	50.00	208.79	4.67	23.00	0.00	0.00	0.00	331	9	53	0	0	0	3,283	39,710	0	0	0	0.00	0.00	-36,426.51	STH 73
68+50.00 'T'	50.00	200.09	4.67	24.52	0.00	0.00	0.00	379	9	44	0	0	0	3,653	39,765	0	0	0	0.00	0.00	-36,111.57	STH 73
69+00.00 'T'	50.00	163.00	4.67	32.88	0.00	0.00	0.00	336	9	53	0	0	0	3,981	39,831	0	0	0	0.00	0.00	-35,850.46	STH 73
69+50.00 'T'	50.00	135.11	4.67	30.67	0.00	0.00	0.00	276	9	59	0	0	0	4,248	39,905	0	0	0	0.00	0.00	-35,656.63	STH 73
69+79.00 'T'	29.00	127.59	4.67	27.02	0.00	0.00	0.00	141	5	31	0	0	0	4,384	39,943	0	0	0	0.00	0.00	-35,559.29	STH 73
70+00.00 'T'	21.00	126.17	4.67	26.17	0.00	0.00	0.00	99	4	21	0	0	0	4,479	39,969	0	0	0	0.00	0.00	-35,490.09	STH 73
70+11.95 'T'	11.95	124.60	4.67	24.78	0.00	0.00	0.00	55	2	11	0	0	0	4,533	39,983	0	0	0	0.00	0.00	-35,450.76	STH 73
70+50.00 'T'	38.05	131.95	4.67	7.46	0.00	0.00	0.00	181	7	23	0	0	0	4,707	40,012	0	0	0	0.00	0.00	-35,304.96	STH 73
70+60.00 'T'	10.00	120.40	4.67	6.96	0.00	0.00	0.00	47	2	3	0	0	0	4,752	40,015	0	0	0	0.00	0.00	-35,263.29	STH 73
71+00.00 'T'	40.00	129.90	4.67	4.54	0.00	0.00	0.00	185	7	9	0	0	0	4,930	40,026	0	0	0	0.00	0.00	-35,095.45	STH 73
71+35.06 'T'	35.06	139.76	4.67	2.78	0.00	0.00	0.00	175	6	5	0	0	0	5,099	40,032	0	0	0	0.00	0.00	-34,932.37	STH 73
71+50.00 'T'	14.94	142.94	4.67	1.55	0.00	0.00	0.00	78	3	1	0	0	0	5,175	40,033	0	0	0	0.00	0.00	-34,858.23	STH 73
72+00.00 'T'	50.00	157.30	4.67	13.30	0.00	0.00	0.00	278	9	14	0	0	0	5,444	40,050	0	0	0	0.00	0.00	-34,606.06	STH 73
72+50.00 'T'	50.00	149.88	4.67	9.38	0.00	0.00	0.00	284	9	21	0	0	0	5,720	40,077	0	0	0	0.00	0.00	-34,356.52	STH 73
73+00.00 'T'	50.00	196.35	4.67	8.00	0.00	0.00	0.00	321	9	16	0	0	0	6,032	40,097	0	0	0	0.00	0.00	-34,064.69	STH 73
73+50.00 'T'	50.00	260.86	4.67	7.94	0.00	0.00	0.00	423	9	15	0	0	0	6,447	40,115	0	0	0	0.00	0.00	-33,668.44	STH 73
74+00.00 'T'	50.00	328.01	4.67	8.18	0.00	0.00	0.00	545	9	15	0	0	0	6,983	40,134	0	0	0	0.00	0.00	-33,150.50	STH 73
74+50.00 'T'	50.00	324.45	4.67	6.91	0.00	0.00	0.00	604	9	14	0	0	0	7,579	40,151	0	0	0	0.00	0.00	-32,572.48	STH 73
75+00.00 'T'	50.00	328.92	4.67	5.65	0.00	0.00	0.00	605	9	12	0	0	0	8,175	40,166	0	0	0	0.00	0.00	-31,990.70	STH 73
75+50.00 'T'	50.00	301.54	4.67	3.29	0.00	0.00	0.00	584	9	8	0	0	0	8,750	40,176	0	0	0	0.00	0.00	-31,425.94	STH 73
76+00.00 'T'	50.00	268.82	4.67	2.13	0.00	0.00	0.00	528	9	5	0	0	0	9,270	40,182	0	0	0	0.00	0.00	-30,912.75	STH 73
76+50.00 'T'	50.00	231.53	4.67	7.88	0.00	0.00	0.00	463	9	9	0	0	0	9,724	40,194	0	0	0	0.00	0.00	-30,469.69	STH 73
77+00.00 'T'	50.00	203.19	4.67	13.51	0.00	0.00	0.00	403	9	20	0	0	0	10,118	40,219	0	0	0	0.00	0.00	-30,100.57	STH 73
77+50.00 'T'	50.00	183.06	4.67	11.38	0.00	0.00	0.00	358	9	23	0	0	0	10,467	40,248	0	0	0	0.00	0.00	-29,780.38	STH 73
78+00.00 'T'	50.00	170.33	4.67	11.14	0.00	0.00	0.00	327	9	21	0	0	0	10,786	40,274	0	0	0	0.00	0.00	-29,487.87	STH 73
78+50.00 'T'	50.00	198.17	4.67	0.45	0.00	0.00	0.00	341	9	11	0	0	0	11,118	40,287	0	0	0	0.00	0.00	-29,168.72	STH 73
78+72.86 'T'	22.86	192.44	4.67	0.00	0.00	0.00	0.00	165	4	0	0	0	0	11,280	40,287	0	0	0	0.00	0.00	-29,007.55	STH 73
631+50.00 'TA'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,280	40,287	0	0	0	0.00	0.00	-29,007.55	NB ENTRANCE RAMP
632+00.00 'TA'	50.00	0.00	0.00	15.90	0.00	0.00	0.00	0	0	15	0	0	0	11,280	40,306	0	0	0	0.00	0.00	-29,025.96	NB ENTRANCE RAMP
632+22.42 'TA'	22.42	0.00	0.00	12.64	0.00	0.00	0.00	0	0	12	0	0	0	11,280	40,320	0	0	0	0.00	0.00	-29,040.77	NB ENTRANCE RAMP
632+28.35 'TA'	5.93	0.00	0.00	14.02	0.00	0.00	0.00	0	0	3	0	0	0	11,280	40,324	0	0	0	0.00	0.00	-29,044.43	NB ENTRANCE RAMP
632+50.00 'TA'	21.65	0.00	0.00	16.01	0.00	0.00	0.00	0	0	12	0	0	0	11,280	40,339	0	0	0	0.00	0.00	-29,059.48	NB ENTRANCE RAMP
633+00.00 'TA'	50.00	0.00	0.00	17.72	0.00	0.00	0.00	0	0	31	0	0	0	11,280	40,378	0	0	0	0.00	0.00	-29,098.53	NB ENTRANCE RAMP
633+22.00 'TA'	22.00	0.00	0.00	19.08	0.00	0.00	0.00	0	0	15	0	0	0	11,280	40,397	0	0	0	0.00	0.00	-29,117.27	NB ENTRANCE RAMP
633+50.00 'TA'	28.00	0.00	0.00	24.57	0.00	0.00	0.00	0	0	23	0	0	0	11,280	40,425	0	0	0	0.00	0.00	-29,145.56	NB ENTRANCE RAMP
634+00.00 'TAI'	50.00	0.00	0.00	83.24	0.00	0.00	0.00	0	0	100	0	0	0	11,280	40,550	0	0	0	0.00	0.00	-29,270.33	NB ENTRANCE RAMP
634+50.00 'TAI'	50.00	0.00	0.00	63.76	0.00	0.00	0.00	0	0	136	0	0	0	11,280	40,720	0	0	0	0.00	0.00	-29,440.47	NB ENTRANCE RAMP
635+00.00 'TAI'	50.00	0.00	0.00	47.72	0.00	0.00	0.00	0	0	103	0	0	0	11,280	40,849	0	0	0	0.00	0.00	-29,569.50	NB ENTRANCE RAMP
635+50.00 'TAI'	50.00	0.00	0.00	25.13	0.00	0.00	0.00	0	0	67	0	0	0	11,280	40,934	0	0	0	0.00	0.00	-29,653.81	NB ENTRANCE RAMP
636+00.00 'TAI'	50.00	0.00	0.00	5.96	0.00	0.00	0.00	0	0	29	0	0	0	11,280	40,970	0	0	0	0.00	0.00	-29,689.79	NB ENTRANCE RAMP
636+30.00 'TAI'	30.00	28.34	0.00	0.00	0.00	0.00	0.00	16	0	3	0	0	0	11,295	40,974	0	0	0	0.00	0.00	-29,678.18	NB ENTRANCE RAMP
636+50.00 'TAI'	20.00	40.05	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	11,321	40,974	0	0	0	0.00	0.00	-29,652.85	NB ENTRANCE RAMP
636+92.00 'TAI'	42.00	67.11	0.00	0.00	0.00	0.00	0.00	83	0	0	0	0	0	11,404	40,974	0	0	0	0.00	0.00	-29,569.51	NB ENTRANCE RAMP
637+00.00 'TAI'	8.00	81.08	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	11,426	40,974	0	0	0	0.00	0.00	-29,547.56	NB ENTRANCE RAMP
637+50.00 'TAI'	50.00	78.30	0.00	0.00	0.00	0.00	0.00	148	0	0	0	0	0	11,574	40,974	0	0	0	0.00	0.00	-29,399.99	NB ENTRANCE RAMP
638+00.00 'TAI'	50.00	72.13	0.00	0.00	0.00	0.00	0.00	139	0	0	0	0	0	11,713	40,974	0	0	0	0.00	0.00	-29,260.71	NB ENTRANCE RAMP
638+50.00 'TAI'	50.00	60.97	0.00	0.00	0.00	0.00	0.00	123	0	0	0	0	0	11,836	40,974	0	0	0	0.00	0.00	-29,137.47	NB ENTRANCE RAMP
639+00.00 'TAI'	50.00	53.98	0.00	0.00	0.00	0.00	0.00	106	0	0	0	0	0	11,943	40,974	0	0	0	0.00	0.00	-29,031.03	NB ENTRANCE RAMP
639+50.00 'TAI'	50.00	48.69	0.00	0.00	0.00	0.00	0.00	95	0	0	0	0	0	12,038	40,974	0	0	0	0.00	0.00	-28,935.97	NB ENTRANCE RAMP
640+00.00 'TAI'	50.00	44.30	0.00	0.01	0.00	0.00	0.00	86	0	0	0	0	0	12,124	40,974	0	0	0	0.00	0.00	-28,849.89	NB ENTRANCE RAMP
640+50.00 'TAI'	50.00	40.34	0.00	0.26	0.00	0.00	0.00	78	0	0	0	0	0	12,202	40,974	0	0	0	0.00	0.00	-28,771.84	NB ENTRANCE RAMP
641+00.00 'TAI'	50.00	38.37	0.00	0.87	0.00	0.00	0.00	73	0	1	0	0	0	12,275	40,975	0	0	0	0.00	0.00	-28,700.26	NB ENTRANCE RAMP
641+50.00 'TAI'	50.00	34.44	0.00	1.20	0.00	0.00	0.00	67	0	2	0	0	0	12,342	40,978	0	0	0	0.00	0.00	-28,635.24	NB ENTRANCE RAMP
642+00.00 'TAI'	50.00	32.19	0.00	2.35	0.00	0.00	0.00	62	0	3	0	0	0	12,404	40,982	0	0	0	0.00	0.00	-28,577.65	NB ENTRANCE RAMP
642+50.00 'TAI'	50.00	32.05	0.00	3.49	0.00	0.00	0.00	59	0	5	0	0	0	12,464	40,989	0	0	0	0.00	0.00	-28,524.92	NB ENTRANCE RAMP
643+00.00 'TAI'	50.00	32.99	0.00	3.22	0.00	0.00	0.00	60	0	6	0	0	0	12,524	40,996	0	0	0	0.00	0.00	-28,472.47	NB ENTRANCE RAMP

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
643+50.00 'TAI'	50.00	33.80	0.00	2.71	0.00	0.00	0.00	62	0	5	0	0	0	12,586	41,003	0	0	0	0.00	0.00	-28,417.50	NB ENTRANCE RAMP
644+00.00 'TAI'	50.00	33.32	0.00	1.78	0.00	0.00	0.00	62	0	4	0	0	0	12,648	41,008	0	0	0	0.00	0.00	-28,360.53	NB ENTRANCE RAMP
644+50.00 'TAI'	50.00	34.12	0.00	1.24	0.00	0.00	0.00	62	0	3	0	0	0	12,710	41,012	0	0	0	0.00	0.00	-28,301.58	NB ENTRANCE RAMP
645+00.00 'TAI'	50.00	34.14	0.00	0.64	0.00	0.00	0.00	63	0	2	0	0	0	12,773	41,014	0	0	0	0.00	0.00	-28,240.54	NB ENTRANCE RAMP
645+50.00 'TAI'	50.00	33.70	0.00	0.31	0.00	0.00	0.00	63	0	1	0	0	0	12,836	41,015	0	0	0	0.00	0.00	-28,178.82	NB ENTRANCE RAMP
646+00.00 'TAI'	50.00	32.52	0.00	2.10	0.00	0.00	0.00	61	0	2	0	0	0	12,898	41,018	0	0	0	0.00	0.00	-28,120.30	NB ENTRANCE RAMP
646+50.00 'TAI'	50.00	34.04	0.00	0.64	0.00	0.00	0.00	62	0	3	0	0	0	12,959	41,021	0	0	0	0.00	0.00	-28,061.84	NB ENTRANCE RAMP
647+00.00 'TAI'	50.00	33.26	0.00	2.19	0.00	0.00	0.00	62	0	3	0	0	0	13,022	41,024	0	0	0	0.00	0.00	-28,002.80	NB ENTRANCE RAMP
647+50.00 'TAI'	50.00	33.57	0.00	3.11	0.00	0.00	0.00	62	0	5	0	0	0	13,083	41,030	0	0	0	0.00	0.00	-27,947.07	NB ENTRANCE RAMP
648+00.00 'TAI'	50.00	33.50	0.00	2.71	0.00	0.00	0.00	62	0	5	0	0	0	13,146	41,037	0	0	0	0.00	0.00	-27,891.70	NB ENTRANCE RAMP
648+50.00 'TAI'	50.00	34.27	0.00	0.46	0.00	0.00	0.00	63	0	3	0	0	0	13,208	41,041	0	0	0	0.00	0.00	-27,832.61	NB ENTRANCE RAMP
649+00.00 'TAI'	50.00	31.82	0.00	0.30	0.00	0.00	0.00	61	0	1	0	0	0	13,269	41,042	0	0	0	0.00	0.00	-27,772.29	NB ENTRANCE RAMP
649+50.00 'TAI'	50.00	30.70	0.00	0.00	0.00	0.00	0.00	58	0	0	0	0	0	13,327	41,042	0	0	0	0.00	0.00	-27,714.76	NB ENTRANCE RAMP
650+00.00 'TAI'	50.00	28.91	0.00	0.72	0.00	0.00	0.00	55	0	1	0	0	0	13,383	41,043	0	0	0	0.00	0.00	-27,660.41	NB ENTRANCE RAMP
650+50.00 'TAI'	50.00	28.00	0.00	0.66	0.00	0.00	0.00	53	0	1	0	0	0	13,435	41,045	0	0	0	0.00	0.00	-27,609.31	NB ENTRANCE RAMP
651+00.00 'TAI'	50.00	26.94	0.00	0.04	0.00	0.00	0.00	51	0	1	0	0	0	13,486	41,045	0	0	0	0.00	0.00	-27,559.25	NB ENTRANCE RAMP
651+32.56 'TAI'	32.56	9.19	0.00	1.06	0.00	0.00	0.00	22	0	1	0	0	0	13,508	41,046	0	0	0	0.00	0.00	-27,538.30	NB ENTRANCE RAMP
583+61.00 'TBI'	0.00	34.54	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	13,508	41,046	0	0	0	0.00	0.00	-27,538.30	NB EXIT RAMP
584+00.00 'TBI'	39.00	30.17	0.00	0.66	0.00	0.00	0.00	47	0	0	0	0	0	13,555	41,047	0	0	0	0.00	0.00	-27,492.16	NB EXIT RAMP
584+50.00 'TBI'	50.00	32.19	0.00	7.21	0.00	0.00	0.00	58	0	7	0	0	0	13,612	41,056	0	0	0	0.00	0.00	-27,443.52	NB EXIT RAMP
585+00.00 'TBI'	50.00	30.84	0.00	15.59	0.00	0.00	0.00	58	0	21	0	0	0	13,671	41,082	0	0	0	0.00	0.00	-27,411.54	NB EXIT RAMP
585+50.00 'TBI'	50.00	30.70	0.00	22.69	0.00	0.00	0.00	57	0	35	0	0	0	13,728	41,127	0	0	0	0.00	0.00	-27,398.86	NB EXIT RAMP
586+00.00 'TBI'	50.00	32.88	0.00	23.69	0.00	0.00	0.00	59	0	43	0	0	0	13,787	41,180	0	0	0	0.00	0.00	-27,393.68	NB EXIT RAMP
586+50.00 'TBI'	50.00	34.59	0.00	28.12	0.00	0.00	0.00	62	0	48	0	0	0	13,849	41,240	0	0	0	0.00	0.00	-27,391.16	NB EXIT RAMP
587+00.00 'TBI'	50.00	38.84	0.00	31.53	0.00	0.00	0.00	68	0	55	0	0	0	13,917	41,309	0	0	0	0.00	0.00	-27,392.20	NB EXIT RAMP
587+50.00 'TBI'	50.00	37.90	0.00	39.10	0.00	0.00	0.00	71	0	65	0	0	0	13,988	41,391	0	0	0	0.00	0.00	-27,402.88	NB EXIT RAMP
588+00.00 'TBI'	50.00	38.17	0.00	44.01	0.00	0.00	0.00	70	0	77	0	0	0	14,059	41,487	0	0	0	0.00	0.00	-27,428.63	NB EXIT RAMP
588+50.00 'TBI'	50.00	36.32	0.00	47.94	0.00	0.00	0.00	69	0	85	0	0	0	14,128	41,594	0	0	0	0.00	0.00	-27,466.09	NB EXIT RAMP
589+00.00 'TBI'	50.00	38.80	0.00	47.45	0.00	0.00	0.00	70	0	88	0	0	0	14,197	41,704	0	0	0	0.00	0.00	-27,506.94	NB EXIT RAMP
589+50.00 'TBI'	50.00	37.20	0.00	44.76	0.00	0.00	0.00	70	0	85	0	0	0	14,267	41,811	0	0	0	0.00	0.00	-27,543.29	NB EXIT RAMP
590+00.00 'TBI'	50.00	39.28	0.00	49.15	0.00	0.00	0.00	71	0	87	0	0	0	14,338	41,919	0	0	0	0.00	0.00	-27,581.16	NB EXIT RAMP
590+50.00 'TBI'	50.00	40.24	0.00	45.11	0.00	0.00	0.00	74	0	87	0	0	0	14,412	42,029	0	0	0	0.00	0.00	-27,616.62	NB EXIT RAMP
590+90.00 'TBI'	40.00	50.23	0.00	38.08	0.00	0.00	0.00	67	0	62	0	0	0	14,479	42,106	0	0	0	0.00	0.00	-27,626.63	NB EXIT RAMP
591+00.00 'TBI'	10.00	9.57	0.00	38.24	0.00	0.00	0.00	11	0	14	0	0	0	14,490	42,123	0	0	0	0.00	0.00	-27,633.22	NB EXIT RAMP
591+50.00 'TBI'	50.00	11.43	0.00	26.02	0.00	0.00	0.00	19	0	60	0	0	0	14,509	42,198	0	0	0	0.00	0.00	-27,688.15	NB EXIT RAMP
591+94.00 'TBI'	44.00	11.83	0.00	20.99	0.00	0.00	0.00	19	0	38	0	0	0	14,528	42,245	0	0	0	0.00	0.00	-27,717.08	NB EXIT RAMP
592+00.00 'TBI'	6.00	13.69	0.00	20.82	0.00	0.00	0.00	3	0	5	0	0	0	14,531	42,251	0	0	0	0.00	0.00	-27,720.05	NB EXIT RAMP
592+50.00 'TBI'	50.00	14.18	0.00	17.67	0.00	0.00	0.00	26	0	36	0	0	0	14,557	42,296	0	0	0	0.00	0.00	-27,738.79	NB EXIT RAMP
593+00.00 'TBI'	50.00	14.50	0.00	18.93	0.00	0.00	0.00	27	0	34	0	0	0	14,584	42,338	0	0	0	0.00	0.00	-27,754.60	NB EXIT RAMP
593+50.00 'TBI'	50.00	27.47	0.00	18.10	0.00	0.00	0.00	39	0	34	0	0	0	14,622	42,381	0	0	0	0.00	0.00	-27,758.61	NB EXIT RAMP
594+00.00 'TBI'	50.00	52.49	0.00	13.25	0.00	0.00	0.00	74	0	29	0	0	0	14,696	42,417	0	0	0	0.00	0.00	-27,720.86	NB EXIT RAMP
594+50.00 'TBI'	50.00	108.29	0.00	10.50	0.00	0.00	0.00	149	0	22	0	0	0	14,845	42,445	0	0	0	0.00	0.00	-27,599.49	NB EXIT RAMP
594+55.90 'TB'	5.90	125.40	0.00	10.55	0.00	0.00	0.00	26	0	2	0	0	0	14,871	42,448	0	0	0	0.00	0.00	-27,576.83	NB EXIT RAMP
594+82.00 'TB'	26.10	143.20	0.00	9.59	0.00	0.00	0.00	130	0	10	0	0	0	15,001	42,460	0	0	0	0.00	0.00	-27,459.18	NB EXIT RAMP
595+00.00 'TB'	18.00	140.71	0.00	7.01	0.00	0.00	0.00	95	0	6	0	0	0	15,095	42,467	0	0	0	0.00	0.00	-27,371.45	NB EXIT RAMP
595+50.00 'TB'	50.00	132.26	0.00	3.29	0.00	0.00	0.00	253	0	10	0	0	0	15,348	42,479	0	0	0	0.00	0.00	-27,130.62	NB EXIT RAMP
595+62.00 'TB'	12.00	125.28	0.00	3.43	0.00	0.00	0.00	57	0	1	0	0	0	15,405	42,481	0	0	0	0.00	0.00	-27,075.25	NB EXIT RAMP
596+00.00 'TB'	38.00	84.25	0.00	3.08	0.00	0.00	0.00	147	0	5	0	0	0	15,553	42,486	0	0	0	0.00	0.00	-26,933.52	NB EXIT RAMP
596+50.00 'TB'	50.00	140.33	0.00	0.18	0.00	0.00	0.00	208	0	3	0	0	0	15,761	42,490	0	0	0	0.00	0.00	-26,729.34	NB EXIT RAMP
597+00.00 'TB'	50.00	127.36	0.00	2.44	0.00	0.00	0.00	248	0	2	0	0	0	16,009	42,493	0	0	0	0.00	0.00	-26,484.52	NB EXIT RAMP
597+50.00 'TB'	50.00	131.00	0.00	4.44	0.00	0.00	0.00	239	0	6	0	0	0	16,248	42,501	0	0	0	0.00	0.00	-26,253.26	NB EXIT RAMP
598+00.00 'TB'	50.00	121.79	3.67	2.21	0.00	0.00	0.00	234	3	6	0	0	0	16,478	42,509	0	0	0	0.00	0.00	-26,030.28	NB EXIT RAMP
598+50.00 'TB'	50.00	91.65	3.67	3.01	0.00	0.00	0.00	198	7	5	0	0	0	16,669	42,515	0	0	0	0.00	0.00	-25,845.49	NB EXIT RAMP
598+63.00 'TB'	13.00	31.79	3.67	7.77	0.00	0.00	0.00	30	2	3	0	0	0	16,697	42,518	0	0	0	0.00	0.00	-25,820.78	NB EXIT RAMP
599+00.00 'TB'	37.00	24.56	3.67	18.00	0.00	0.00	0.00	39	5	18	0	0	0	16,731	42,540	0	0	0	0.00	0.00	-25,809.26	NB EXIT RAMP
599+14.00 'TB'	14.00	25.65	3.67	20.78	0.00	0.00	0.00	13	2	10	0	0	0	16,742	42,553	0	0	0	0.00	0.00	-25,810.71	NB EXIT RAMP
599+50.00 'TB'	36.00	14.05	3.67	32.47	0.00	0.00	0.00	26	5	36	0	0	0	16,764	42,597	0	0	0	0.00	0.00	-25,833.51	NB EXIT RAMP
599+56.00 'TB'	6.00	11.47	3.67	38.47	0.00	0.00	0.00	3	1	8	0	0	0	16,766	42,607	0	0	0	0.00	0.00	-25,841.35	NB EXIT RAMP
599+65.00 'TB'	9.00	8.49	3.67	35.39	0.00	0.00	0.00	3	1	12	0	0	0	16,768	42,622	0	0	0	0.00	0.00	-25,854.63	NB EXIT RAMP
599+77.00 'TB'	12.00	6.04	3.67	44.25	0.00	0.00	0.00	3	2	18	0	0	0	16,769	42,644	0	0	0	0.00	0.00	-25,875.15	NB EXIT RAMP
600+00.00 'TB'	23.00	2.82	3.67	58.58	0.00	0.00	289.02	4	3	44	0	0	123	16,770	42,576	0	0	160	0.00	98.48	-25,806.15	NB EXIT RAMP
600+50.00 'TB'	50.00	0.85	3.67	111.75	0.00	0.00	311.02	3	7	158	0	0	556	16,766	42,218	0	0	882	0.00	542.95	-25,451.09	NB EXIT RAMP

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	EARTHWORK DATA: STAGE 2	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\090101_EWK_STAGE 2.DWG PLOT DATE : 10/29/2014 3:20 PM PLOT BY : CORY INMAN PLOT NAME : _____ PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
601+00.00 'TB'	50.00	1.03	3.67	171.57	0.00	0.00	378.97	2	7	262	0	0	639	16,761	41,907	0	0	1,713	0.00	1,054.06	-25,145.17	NB EXIT RAMP
601+50.00 'TB'	50.00	0.65	5.33	246.52	0.00	0.00	445.10	2	8	387	0	0	763	16,755	41,627	0	0	2,705	0.00	1,664.48	-24,872.82	NB EXIT RAMP
602+00.00 'TB'	50.00	0.00	5.33	313.08	0.00	0.00	485.14	1	10	518	0	0	861	16,745	41,414	0	0	3,825	0.00	2,353.54	-24,668.44	NB EXIT RAMP
602+50.00 'TB'	50.00	0.09	5.33	324.86	0.00	0.00	550.35	0	10	591	0	0	959	16,736	41,193	0	0	5,071	0.00	3,120.57	-24,457.80	NB EXIT RAMP
603+00.00 'TB'	50.00	0.00	3.33	358.53	0.00	0.00	547.31	0	8	633	0	0	1,016	16,728	40,968	0	0	6,392	0.00	3,933.66	-24,240.35	NB EXIT RAMP
603+50.00 'TB'	50.00	0.00	7.00	407.40	0.00	0.00	528.12	0	10	709	0	0	996	16,718	40,859	0	0	7,687	0.00	4,730.27	-24,140.65	NB EXIT RAMP
604+00.00 'TB'	50.00	0.00	7.00	444.25	0.00	0.00	540.31	0	13	789	0	0	989	16,705	40,855	0	0	8,973	0.00	5,521.70	-24,150.03	NB EXIT RAMP
604+50.00 'TB'	50.00	0.00	7.00	792.28	0.00	0.00	511.89	0	13	1,145	0	0	974	16,692	41,312	0	0	10,239	0.00	6,301.11	-24,619.91	NB EXIT RAMP
604+85.00 'TB'	35.00	0.00	7.00	518.40	0.00	0.00	511.89	0	9	850	0	0	664	16,683	41,710	0	0	11,102	0.00	6,831.96	-25,027.31	NB EXIT RAMP
604+98.00 'TB'	13.00	0.00	7.00	428.72	0.00	0.00	511.89	0	3	228	0	0	246	16,680	41,749	0	0	11,422	0.00	7,029.13	-25,069.23	NB EXIT RAMP
605+00.00 'TB'	2.00	0.00	7.00	426.69	0.00	0.00	523.24	0	1	32	0	0	38	16,679	41,750	0	0	11,472	0.00	7,059.80	-25,071.01	NB EXIT RAMP
605+06.00 'TB'	6.00	0.00	7.00	417.83	0.00	0.00	523.24	0	2	94	0	0	116	16,678	41,751	0	0	11,623	0.00	7,152.82	-25,073.59	NB EXIT RAMP
605+49.00 'TB'	43.00	0.00	7.00	349.82	0.00	0.00	523.24	0	11	611	0	0	833	16,666	41,682	0	0	12,707	0.00	7,819.47	-25,015.52	NB EXIT RAMP
605+50.00 'TB'	1.00	0.00	7.00	760.98	0.00	0.00	0.00	0	0	21	0	0	10	16,666	41,698	0	0	12,719	0.00	7,827.22	-25,031.81	NB EXIT RAMP
606+00.00 'TB'	50.00	0.00	7.00	468.36	0.00	0.00	0.00	0	13	1,138	0	0	0	16,653	43,121	0	0	12,719	0.00	7,827.22	-26,467.61	NB EXIT RAMP
606+50.00 'TB'	50.00	0.00	7.00	295.84	0.00	0.00	0.00	0	13	708	0	0	0	16,640	44,005	0	0	12,719	0.00	7,827.22	-27,365.07	NB EXIT RAMP
607+00.00 'TB'	50.00	0.00	3.33	111.09	0.00	0.00	0.00	0	10	377	0	0	0	16,631	44,476	0	0	12,719	0.00	7,827.22	-27,845.62	NB EXIT RAMP
607+50.00 'TB'	50.00	25.72	1.67	10.12	0.00	0.00	0.00	24	5	112	0	0	0	16,650	44,617	0	0	12,719	0.00	7,827.22	-27,966.72	NB EXIT RAMP
608+00.00 'TB'	50.00	5.10	1.67	0.00	0.00	0.00	0.00	29	3	9	0	0	0	16,675	44,628	0	0	12,719	0.00	7,827.22	-27,952.98	NB EXIT RAMP
608+50.00 'TB'	50.00	6.87	1.67	0.00	0.00	0.00	0.00	11	3	0	0	0	0	16,683	44,628	0	0	12,719	0.00	7,827.22	-27,944.98	NB EXIT RAMP
609+00.00 'TB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	6	2	0	0	0	0	16,688	44,628	0	0	12,719	0.00	7,827.22	-27,940.16	NB EXIT RAMP
581+56.00 'TC'	0.00	24.54	0.00	6.98	0.00	0.00	0.00	0	0	0	0	0	0	16,688	44,628	0	0	12,719	0.00	7,827.22	-27,940.16	SB ENTRANCE RAMP
582+00.00 'TC'	44.00	24.47	0.00	9.27	0.00	0.00	0.00	40	0	13	0	0	0	16,728	44,645	0	0	12,719	0.00	7,827.22	-27,916.78	SB ENTRANCE RAMP
582+50.00 'TC'	50.00	24.77	0.00	17.60	0.00	0.00	0.00	46	0	25	0	0	0	16,774	44,676	0	0	12,719	0.00	7,827.22	-27,902.29	SB ENTRANCE RAMP
583+00.00 'TC'	50.00	25.85	0.00	28.44	0.00	0.00	0.00	47	0	43	0	0	0	16,821	44,729	0	0	12,719	0.00	7,827.22	-27,908.71	SB ENTRANCE RAMP
583+50.00 'TC'	50.00	27.45	0.00	33.16	0.00	0.00	0.00	49	0	57	0	0	0	16,870	44,801	0	0	12,719	0.00	7,827.22	-27,930.66	SB ENTRANCE RAMP
584+00.00 'TC'	50.00	28.28	0.00	41.71	0.00	0.00	0.00	52	0	69	0	0	0	16,922	44,887	0	0	12,719	0.00	7,827.22	-27,965.72	SB ENTRANCE RAMP
584+50.00 'TC'	50.00	27.41	0.00	53.15	0.00	0.00	0.00	52	0	88	0	0	0	16,973	44,997	0	0	12,719	0.00	7,827.22	-28,023.95	SB ENTRANCE RAMP
585+00.00 'TC'	50.00	28.21	0.00	50.71	0.00	0.00	0.00	52	0	96	0	0	0	17,025	45,117	0	0	12,719	0.00	7,827.22	-28,092.66	SB ENTRANCE RAMP
585+50.00 'TC'	50.00	28.30	0.00	49.44	0.00	0.00	0.00	52	0	93	0	0	0	17,077	45,233	0	0	12,719	0.00	7,827.22	-28,156.25	SB ENTRANCE RAMP
586+00.00 'TC'	50.00	28.26	0.00	48.26	0.00	0.00	0.00	52	0	90	0	0	0	17,129	45,346	0	0	12,719	0.00	7,827.22	-28,216.96	SB ENTRANCE RAMP
586+50.00 'TC'	50.00	28.18	0.00	43.80	0.00	0.00	0.00	52	0	85	0	0	0	17,182	45,453	0	0	12,719	0.00	7,827.22	-28,271.25	SB ENTRANCE RAMP
587+00.00 'TC'	50.00	28.89	0.00	35.12	0.00	0.00	0.00	53	0	73	0	0	0	17,234	45,544	0	0	12,719	0.00	7,827.22	-28,309.74	SB ENTRANCE RAMP
587+50.00 'TC'	50.00	30.31	0.00	32.90	0.00	0.00	0.00	55	0	63	0	0	0	17,289	45,623	0	0	12,719	0.00	7,827.22	-28,333.65	SB ENTRANCE RAMP
588+00.00 'TC'	50.00	30.26	0.00	34.19	0.00	0.00	0.00	56	0	62	0	0	0	17,345	45,701	0	0	12,719	0.00	7,827.22	-28,355.21	SB ENTRANCE RAMP
588+50.00 'TC'	50.00	30.49	0.00	36.14	0.00	0.00	0.00	56	0	65	0	0	0	17,402	45,782	0	0	12,719	0.00	7,827.22	-28,380.36	SB ENTRANCE RAMP
589+00.00 'TC'	50.00	30.41	0.00	38.46	0.00	0.00	0.00	56	0	69	0	0	0	17,458	45,868	0	0	12,719	0.00	7,827.22	-28,410.32	SB ENTRANCE RAMP
589+50.00 'TC'	50.00	31.76	0.00	39.20	0.00	0.00	0.00	58	0	72	0	0	0	17,515	45,958	0	0	12,719	0.00	7,827.22	-28,442.65	SB ENTRANCE RAMP
590+00.00 'TC'	50.00	32.57	0.00	38.90	0.00	0.00	0.00	60	0	72	0	0	0	17,575	46,049	0	0	12,719	0.00	7,827.22	-28,473.49	SB ENTRANCE RAMP
590+50.00 'TC'	50.00	33.57	0.00	40.45	0.00	0.00	0.00	61	0	73	0	0	0	17,636	46,140	0	0	12,719	0.00	7,827.22	-28,504.09	SB ENTRANCE RAMP
591+00.00 'TC'	50.00	31.31	0.00	40.31	0.00	0.00	0.00	60	0	75	0	0	0	17,696	46,234	0	0	12,719	0.00	7,827.22	-28,537.48	SB ENTRANCE RAMP
591+50.00 'TC'	50.00	30.55	0.00	40.41	0.00	0.00	0.00	57	0	75	0	0	0	17,754	46,327	0	0	12,719	0.00	7,827.22	-28,573.64	SB ENTRANCE RAMP
592+00.00 'TC'	50.00	30.86	0.00	34.60	0.00	0.00	0.00	57	0	69	0	0	0	17,811	46,414	0	0	12,719	0.00	7,827.22	-28,603.60	SB ENTRANCE RAMP
592+50.00 'TC'	50.00	30.75	0.00	34.35	0.00	0.00	0.00	57	0	64	0	0	0	17,868	46,494	0	0	12,719	0.00	7,827.22	-28,626.35	SB ENTRANCE RAMP
593+00.00 'TC'	50.00	30.86	0.00	34.49	0.00	0.00	0.00	57	0	64	0	0	0	17,925	46,574	0	0	12,719	0.00	7,827.22	-28,648.97	SB ENTRANCE RAMP
593+50.00 'TC'	50.00	28.67	0.00	27.85	0.00	0.00	0.00	55	0	58	0	0	0	17,980	46,646	0	0	12,719	0.00	7,827.22	-28,666.00	SB ENTRANCE RAMP
594+00.00 'TC'	50.00	29.15	0.00	15.45	0.00	0.00	0.00	54	0	40	0	0	0	18,033	46,696	0	0	12,719	0.00	7,827.22	-28,662.58	SB ENTRANCE RAMP
594+30.00 'TC'	30.00	29.98	0.00	9.29	0.00	0.00	0.00	33	0	14	0	0	0	18,066	46,713	0	0	12,719	0.00	7,827.22	-28,646.90	SB ENTRANCE RAMP
594+50.00 'TC'	20.00	30.96	0.00	5.81	0.00	0.00	0.00	23	0	6	0	0	0	18,089	46,720	0	0	12,719	0.00	7,827.22	-28,631.32	SB ENTRANCE RAMP
595+00.00 'TC'	50.00	32.71	0.00	0.00	0.00	0.00	0.00	59	0	5	0	0	0	18,148	46,727	0	0	12,719	0.00	7,827.22	-28,579.09	SB ENTRANCE RAMP
595+28.00 'TC'	28.00	37.88	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	18,184	46,727	0	0	12,719	0.00	7,827.22	-28,542.49	SB ENTRANCE RAMP
595+50.00 'TC'	22.00	36.90	0.00	0.00	0.00	0.00	0.00	30	0	0	0	0	0	18,215	46,727	0	0	12,719	0.00	7,827.22	-28,512.03	SB ENTRANCE RAMP
596+00.00 'TC'	50.00	74.19	0.00	0.00	0.00	0.00	0.00	103	0	0	0	0	0	18,318	46,727	0	0	12,719	0.00	7,827.22	-28,409.16	SB ENTRANCE RAMP
596+43.00 'TC'	43.00	88.82	0.00	0.00	0.00	0.00	0.00	130	0	0	0	0	0	18,447	46,727	0	0	12,719	0.00	7,827.22	-28,279.35	SB ENTRANCE RAMP
596+50.00 'TC'	7.00	92.18	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	18,471	46,727	0	0	12,719	0.00	7,827.22	-28,255.89	SB ENTRANCE RAMP
596+71.00 'TC'	21.00	64.88	0.00	0.00	0.00	0.00	0.00	61	0	0	0	0	0	18,532	46,727	0	0	12,719	0.00	7,827.22	-28,194.81	SB ENTRANCE RAMP
596+99.00 'TC'	28.00	67.01	0.00	0.00	0.00	0.00	0.00	68	0	0	0	0	0	18,600	46,727	0	0	12,719	0.00	7,827.22	-28,126.42	SB ENTRANCE RAMP
597+00.00 'TC'	1.00	67.17	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	18,603	46,727	0	0	12,719	0.00	7,827.22	-28,123.93	SB ENTRANCE RAMP
597+50.00 'TC'	50.00	82.21	0.00	0.00	0.00	0.00	0.00	138	0	0	0	0	0	18,741	46,727	0	0	12,719	0.00	7,827.22	-27,985.62	SB ENTRANCE RAMP
598+00.00 'TC'	50.00	86.54	0.00	0.00	0.00	0.00	0.00	156	0	0	0	0	0	18,897	46,727	0	0	12,719	0.00	7,827.22	-27,829.37	SB ENTRANCE RAMP
598+50.00 'TC'	50.00	75.50	0.00	0.00	0.00	0.00	0.00	150	0	0	0	0	0	19,047	46,727	0	0	12,719	0.00	7,827.22	-27,679.33	SB ENTRANCE RAMP
598+72.00 'TC'	22.00	97.33	0.00	0.00	0.00	0.00	0.00	70	0	0	0	0	0	19,118	46,727	0	0	12,719	0.00	7,827.22	-27,608.92	SB ENTRANCE RAMP

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
598+76.69 'TC'	4.69	0.00	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	19,126	46,727	0	0	12,719	0.00	7,827.22	-27,600.46	SB ENTRANCE RAMP
619+50.00 'TD'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	19,126	46,727	0	0	12,719	0.00	7,827.22	-27,600.46	SB EXIT RAMP
620+00.00 'TD'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	2	0	0	0	0	19,125	46,727	0	0	12,719	0.00	7,827.22	-27,602.01	SB EXIT RAMP
620+14.00 'TD'	14.00	14.74	1.67	0.00	0.00	0.00	0.00	4	1	0	0	0	0	19,128	46,727	0	0	12,719	0.00	7,827.22	-27,599.05	SB EXIT RAMP
620+50.00 'TD'	36.00	26.37	1.67	0.00	0.00	0.00	0.00	27	2	0	0	0	0	19,153	46,727	0	0	12,719	0.00	7,827.22	-27,573.87	SB EXIT RAMP
620+56.00 'TD'	6.00	27.65	1.67	0.00	0.00	0.00	0.00	6	0	0	0	0	0	19,158	46,727	0	0	12,719	0.00	7,827.22	-27,568.23	SB EXIT RAMP
621+00.00 'TD'	44.00	15.83	1.67	0.00	0.00	0.00	0.00	35	3	0	0	0	0	19,191	46,727	0	0	12,719	0.00	7,827.22	-27,535.52	SB EXIT RAMP
621+22.00 'TD'	22.00	11.95	1.67	0.00	0.00	0.00	0.00	11	1	0	0	0	0	19,201	46,727	0	0	12,719	0.00	7,827.22	-27,525.56	SB EXIT RAMP
621+50.00 'TD'	28.00	7.25	1.67	0.00	0.00	0.00	0.00	10	2	0	0	0	0	19,209	46,727	0	0	12,719	0.00	7,827.22	-27,517.33	SB EXIT RAMP
621+52.00 'TD'	2.00	6.83	1.67	0.00	0.00	0.00	0.00	1	0	0	0	0	0	19,210	46,727	0	0	12,719	0.00	7,827.22	-27,516.94	SB EXIT RAMP
622+00.00 'TD'	48.00	0.00	1.67	0.00	0.00	0.00	0.00	6	3	0	0	0	0	19,213	46,727	0	0	12,719	0.00	7,827.22	-27,513.82	SB EXIT RAMP
622+50.00 'TD'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	19,210	46,727	0	0	12,719	0.00	7,827.22	-27,516.91	SB EXIT RAMP
623+00.00 'TD'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	2	0	0	0	0	19,208	46,727	0	0	12,719	0.00	7,827.22	-27,518.45	SB EXIT RAMP
624+50.00 'TD'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	19,208	46,727	0	0	12,719	0.00	7,827.22	-27,518.45	SB EXIT RAMP
625+00.00 'TD'	50.00	0.00	0.00	25.81	0.00	0.00	0.00	0	0	24	0	0	0	19,208	46,757	0	0	12,719	0.00	7,827.22	-27,548.33	SB EXIT RAMP
625+50.00 'TD'	50.00	0.00	0.00	35.32	0.00	0.00	0.00	0	0	57	0	0	0	19,208	46,827	0	0	12,719	0.00	7,827.22	-27,619.08	SB EXIT RAMP
625+92.00 'TD'	42.00	0.00	0.00	32.37	0.00	0.00	0.00	0	0	53	0	0	0	19,208	46,893	0	0	12,719	0.00	7,827.22	-27,684.89	SB EXIT RAMP
626+00.00 'TD'	8.00	11.06	0.00	48.75	0.00	0.00	0.00	2	0	12	0	0	0	19,210	46,908	0	0	12,719	0.00	7,827.22	-27,698.28	SB EXIT RAMP
626+22.00 'TD'	22.00	2.74	0.00	24.28	0.00	0.00	0.00	6	0	30	0	0	0	19,216	46,945	0	0	12,719	0.00	7,827.22	-27,729.85	SB EXIT RAMP
626+31.00 'TD'	9.00	3.76	0.00	21.62	0.00	0.00	0.00	1	0	8	0	0	0	19,217	46,955	0	0	12,719	0.00	7,827.22	-27,738.33	SB EXIT RAMP
626+50.00 'TD'	19.00	7.23	0.00	19.61	0.00	0.00	0.00	4	0	15	0	0	0	19,220	46,973	0	0	12,719	0.00	7,827.22	-27,752.59	SB EXIT RAMP
626+88.00 'TD'	38.00	13.65	0.00	57.45	0.00	0.00	0.00	15	0	54	0	0	0	19,235	47,041	0	0	12,719	0.00	7,827.22	-27,805.68	SB EXIT RAMP
627+00.00 'TD'	12.00	7.81	0.00	59.89	0.00	0.00	0.00	5	0	26	0	0	0	19,240	47,073	0	0	12,719	0.00	7,827.22	-27,833.51	SB EXIT RAMP
627+50.00 'TD'	50.00	0.00	0.00	81.97	0.00	0.00	0.00	7	0	131	0	0	0	19,247	47,238	0	0	12,719	0.00	7,827.22	-27,990.47	SB EXIT RAMP
628+00.00 'TD'	50.00	0.00	0.00	101.28	0.00	0.00	0.00	0	0	170	0	0	0	19,247	47,450	0	0	12,719	0.00	7,827.22	-28,202.57	SB EXIT RAMP
628+50.00 'TD'	50.00	5.63	0.00	114.55	0.00	0.00	0.00	5	0	200	0	0	0	19,252	47,700	0	0	12,719	0.00	7,827.22	-28,447.17	SB EXIT RAMP
628+87.70 'TDI'	37.70	26.89	0.00	115.16	0.00	0.00	0.00	23	0	160	0	0	0	19,275	47,900	0	0	12,719	0.00	7,827.22	-28,624.93	SB EXIT RAMP
628+91.72 'TDI'	4.02	27.85	0.00	114.13	0.00	0.00	0.00	4	0	17	0	0	0	19,279	47,921	0	0	12,719	0.00	7,827.22	-28,642.19	SB EXIT RAMP
629+00.00 'TDI'	8.28	29.58	0.00	113.47	0.00	0.00	0.00	9	0	35	0	0	0	19,288	47,965	0	0	12,719	0.00	7,827.22	-28,677.01	SB EXIT RAMP
629+50.00 'TDI'	50.00	29.38	0.00	138.16	0.00	0.00	0.00	55	0	233	0	0	0	19,343	48,256	0	0	12,719	0.00	7,827.22	-28,913.66	SB EXIT RAMP
629+89.70 'TDI'	39.70	44.50	0.00	145.64	0.00	0.00	0.00	54	0	209	0	0	0	19,397	48,517	0	0	12,719	0.00	7,827.22	-29,120.16	SB EXIT RAMP
630+00.00 'TDI'	10.30	70.30	0.00	144.59	0.00	0.00	0.00	22	0	55	0	0	0	19,419	48,586	0	0	12,719	0.00	7,827.22	-29,167.46	SB EXIT RAMP
630+50.00 'TDI'	50.00	77.56	0.00	138.73	0.00	0.00	0.00	137	0	262	0	0	0	19,556	48,914	0	0	12,719	0.00	7,827.22	-29,358.49	SB EXIT RAMP
631+00.00 'TDI'	50.00	82.87	0.00	127.60	0.00	0.00	0.00	149	0	247	0	0	0	19,704	49,222	0	0	12,719	0.00	7,827.22	-29,518.21	SB EXIT RAMP
631+50.00 'TDI'	50.00	72.01	0.00	127.34	0.00	0.00	0.00	143	0	236	0	0	0	19,848	49,517	0	0	12,719	0.00	7,827.22	-29,669.87	SB EXIT RAMP
631+86.70 'TDI'	36.70	53.59	0.00	136.80	0.00	0.00	0.00	85	0	180	0	0	0	19,933	49,742	0	0	12,719	0.00	7,827.22	-29,808.91	SB EXIT RAMP
631+86.70 'TDI'	0.00	53.59	0.00	136.80	0.00	0.00	0.00	0	0	0	0	0	0	19,933	49,742	0	0	12,719	0.00	7,827.22	-29,808.91	SB EXIT RAMP
632+00.00 'TDI'	13.30	48.48	0.00	140.45	0.00	0.00	0.00	25	0	68	0	0	0	19,958	49,827	0	0	12,719	0.00	7,827.22	-29,869.12	SB EXIT RAMP
632+27.04 'TDI'	27.04	40.03	0.00	166.56	0.00	0.00	0.00	44	0	154	0	0	0	20,002	50,019	0	0	12,719	0.00	7,827.22	-30,016.96	SB EXIT RAMP
632+31.44 'TDI'	4.40	39.86	0.00	165.94	0.00	0.00	0.00	7	0	27	0	0	0	20,009	50,053	0	0	12,719	0.00	7,827.22	-30,044.32	SB EXIT RAMP
632+50.00 'TDI'	18.56	39.64	0.00	127.41	0.00	0.00	0.00	27	0	101	0	0	0	20,036	50,179	0	0	12,719	0.00	7,827.22	-30,143.03	SB EXIT RAMP
633+00.00 'TDI'	50.00	36.82	0.00	108.94	0.00	0.00	0.00	71	0	219	0	0	0	20,107	50,453	0	0	12,719	0.00	7,827.22	-30,345.80	SB EXIT RAMP
633+50.00 'TDI'	50.00	33.53	0.00	112.99	0.00	0.00	0.00	65	0	205	0	0	0	20,172	50,710	0	0	12,719	0.00	7,827.22	-30,537.52	SB EXIT RAMP
634+00.00 'TDI'	50.00	32.26	0.00	115.36	0.00	0.00	0.00	61	0	211	0	0	0	20,233	50,974	0	0	12,719	0.00	7,827.22	-30,740.88	SB EXIT RAMP
634+31.60 'TDI'	31.60	31.48	0.00	119.86	0.00	0.00	0.00	37	0	138	0	0	0	20,270	51,146	0	0	12,719	0.00	7,827.22	-30,875.64	SB EXIT RAMP
634+50.00 'TDI'	18.40	30.80	0.00	106.39	0.00	0.00	0.00	21	0	77	0	0	0	20,292	51,242	0	0	12,719	0.00	7,827.22	-30,950.78	SB EXIT RAMP
635+00.00 'TDI'	50.00	27.86	0.00	98.10	0.00	0.00	0.00	54	0	189	0	0	0	20,346	51,479	0	0	12,719	0.00	7,827.22	-31,133.15	SB EXIT RAMP
635+50.00 'TDI'	50.00	26.96	0.00	99.19	0.00	0.00	0.00	51	0	183	0	0	0	20,397	51,707	0	0	12,719	0.00	7,827.22	-31,310.74	SB EXIT RAMP
636+00.00 'TDI'	50.00	27.06	0.00	96.89	0.00	0.00	0.00	50	0	182	0	0	0	20,447	51,934	0	0	12,719	0.00	7,827.22	-31,487.66	SB EXIT RAMP
636+50.00 'TDI'	50.00	26.77	0.00	90.84	0.00	0.00	0.00	50	0	174	0	0	0	20,497	52,152	0	0	12,719	0.00	7,827.22	-31,655.09	SB EXIT RAMP
637+00.00 'TDI'	50.00	26.51	0.00	90.26	0.00	0.00	0.00	49	0	168	0	0	0	20,546	52,361	0	0	12,719	0.00	7,827.22	-31,815.37	SB EXIT RAMP
637+50.00 'TDI'	50.00	26.20	0.00	76.89	0.00	0.00	0.00	49	0	155	0	0	0	20,595	52,555	0	0	12,719	0.00	7,827.22	-31,960.02	SB EXIT RAMP
638+00.00 'TDI'	50.00	25.33	0.00	61.15	0.00	0.00	0.00	48	0	128	0	0	0	20,642	52,715	0	0	12,719	0.00	7,827.22	-32,072.08	SB EXIT RAMP
638+50.00 'TDI'	50.00	24.91	0.00	41.56	0.00	0.00	0.00	47	0	95	0	0	0	20,689	52,833	0	0	12,719	0.00	7,827.22	-32,144.45	SB EXIT RAMP
639+00.00 'TDI'	50.00	24.36	0.00	29.28	0.00	0.00	0.00	46	0	66	0	0	0	20,735	52,915	0	0	12,719	0.00	7,827.22	-32,180.81	SB EXIT RAMP
639+50.00 'TDI'	50.00	24.46	0.00	23.22	0.00	0.00	0.00	45	0	49	0	0	0	20,780	52,976	0	0	12,719	0.00	7,827.22	-32,196.37	SB EXIT RAMP
639+90.00 'TDI'	40.00	25.11	0.00	16.34	0.00	0.00	0.00	37	0	29	0	0	0	20,816	53,013	0	0	12,719	0.00	7,827.22	-32,196.29	SB EXIT RAMP
601+50.00 'TBT'	0.00	0.00	0.00	59.82	0.00	0.00	0.00	0	0	0	0	0	0	20,816	53,013	0	0	12,719	0.00	7,827.22	-32,196.29	TBT CONNECT TO EXISTING RAMP
602+00.00 'TBT'	50.00	0.00	0.00	106.16	0.00	0.00	0.00	0	0	154	0	0	0	20,816	53,205	0	0	12,719	0.00	7,827.22	-32,388.40	TBT CONNECT TO EXISTING RAMP
602+50.00 'TBT'	50.00	0.00	0.00	253.65	0.00	0.00	0.00	0	0	333	0	0	0	20,816	53,621	0	0	12,719	0.00	7,827.22	-32,804.85	TBT CONNECT TO EXISTING RAMP
603+00.00 'TBT'	50.00	0.00	0.00	320.51	0.00	0.00	0.00	0	0	532	0	0	0	20,816	54,286	0	0	12,719	0.00	7,827.22	-33,469.38	TBT CONNECT TO EXISTING RAMP
603+50.00 'TBT'	50.00	0.00	0.00	356.54	0.00	0.00	0.00	0	0	627	0	0	0	20,816	55,070	0	0	12,719	0.00	7,827.22	-34,253.00	TBT CONNECT TO EXISTING RAMP

9

9

PROJECT NO: 1007-10-72 | HWY: USH 51/STH 73 | COUNTY: DANE | EARTHWORK DATA: STAGE 2 | SHEET E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\090101_EWK_STAGE 2.DWG PLOT DATE : 10/29/2014 3:20 PM PLOT BY : CORY INMAN PLOT NAME : _____ PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
604+00.00 'TBT'	50.00	0.00	0.00	389.31	0.00	0.00	0.00	0	0	691	0	0	0	20,816	55,933	0	0	12,719	0.00	7,827.22	-35,116.26	TBT CONNECT TO EXISTING RAMP
604+50.00 'TBT'	50.00	0.00	0.00	423.16	0.00	0.00	0.00	0	0	752	0	0	0	20,816	56,873	0	0	12,719	0.00	7,827.22	-36,056.62	TBT CONNECT TO EXISTING RAMP
605+00.00 'TBT'	50.00	0.00	0.00	443.95	0.00	0.00	0.00	0	0	803	0	0	0	20,816	57,877	0	0	12,719	0.00	7,827.22	-37,060.21	TBT CONNECT TO EXISTING RAMP
605+50.00 'TBT'	50.00	0.00	0.00	413.78	0.00	0.00	0.00	0	0	794	0	0	0	20,816	58,869	0	0	12,719	0.00	7,827.22	-38,052.95	TBT CONNECT TO EXISTING RAMP
606+00.00 'TBT'	50.00	0.00	0.00	321.97	0.00	0.00	0.00	0	0	681	0	0	0	20,816	59,721	0	0	12,719	0.00	7,827.22	-38,904.52	TBT CONNECT TO EXISTING RAMP
606+50.00 'TBT'	50.00	0.00	0.00	163.06	0.00	0.00	0.00	0	0	449	0	0	0	20,816	60,282	0	0	12,719	0.00	7,827.22	-39,465.90	TBT CONNECT TO EXISTING RAMP
607+00.00 'TBT'	50.00	0.00	0.00	52.96	0.00	0.00	0.00	0	0	200	0	0	0	20,816	60,532	0	0	12,719	0.00	7,827.22	-39,715.92	TBT CONNECT TO EXISTING RAMP
607+50.00 'TBT'	50.00	14.04	0.00	0.75	0.00	0.00	0.00	13	0	50	0	0	0	20,829	60,595	0	0	12,719	0.00	7,827.22	-39,765.09	TBT CONNECT TO EXISTING RAMP
607+98.00 'TBT'	48.00	33.26	0.00	0.00	0.00	0.00	0.00	42	0	1	0	0	0	20,872	60,595	0	0	12,719	0.00	7,827.22	-39,723.88	TBT CONNECT TO EXISTING RAMP
608+00.00 'TBT'	2.00	32.42	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	20,874	60,595	0	0	12,719	0.00	7,827.22	-39,721.45	TBT CONNECT TO EXISTING RAMP
608+39.00 'TBT'	39.00	25.08	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	20,915	60,595	0	0	12,719	0.00	7,827.22	-39,679.93	TBT CONNECT TO EXISTING RAMP
608+50.00 'TBT'	11.00	22.71	0.00	0.33	0.00	0.00	0.00	10	0	0	0	0	0	20,925	60,596	0	0	12,719	0.00	7,827.22	-39,670.28	TBT CONNECT TO EXISTING RAMP
609+00.00 'TBT'	50.00	20.35	0.00	0.00	0.00	0.00	0.00	40	0	0	0	0	0	20,965	60,596	0	0	12,719	0.00	7,827.22	-39,630.80	TBT CONNECT TO EXISTING RAMP
609+50.00 'TBT'	50.00	19.50	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	21,002	60,596	0	0	12,719	0.00	7,827.22	-39,593.90	TBT CONNECT TO EXISTING RAMP
610+00.00 'TBT'	50.00	20.18	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	21,039	60,596	0	0	12,719	0.00	7,827.22	-39,557.16	TBT CONNECT TO EXISTING RAMP
611+31.71 'TBT'	0.00	25.74	2.67	28.50	0.00	0.00	0.00	0	0	0	0	0	0	21,039	60,596	0	0	12,719	0.00	7,827.22	-39,557.16	TBT CONNECT TO STH 73N
611+50.00 'TBT'	18.29	25.89	2.60	91.43	0.00	0.00	0.00	17	2	41	0	0	0	21,054	60,647	0	0	12,719	0.00	7,827.22	-39,592.24	TBT CONNECT TO STH 73N
611+64.43 'TBT'	14.43	21.48	2.78	162.96	0.00	0.00	0.00	13	1	68	0	0	0	21,066	60,732	0	0	12,719	0.00	7,827.22	-39,665.99	TBT CONNECT TO STH 73N
611+73.05 'TBT'	8.62	19.11	2.47	219.43	0.00	0.00	0.00	6	1	61	0	0	0	21,071	60,808	0	0	12,719	0.00	7,827.22	-39,736.65	TBT CONNECT TO STH 73N
611+73.05 'TBT'	0.00	19.11	0.00	219.45	0.00	0.00	0.00	0	0	0	0	0	0	21,071	60,808	0	0	12,719	0.00	7,827.22	-39,736.65	TBT CONNECT TO STH 73N
612+00.00 'TBT'	26.95	9.47	0.00	485.30	0.00	0.00	0.00	14	0	352	0	0	0	21,086	61,248	0	0	12,719	0.00	7,827.22	-40,162.04	TBT CONNECT TO STH 73N
612+14.38 'TBT'	14.38	0.39	0.00	636.39	0.00	0.00	0.00	3	0	299	0	0	0	21,088	61,621	0	0	12,719	0.00	7,827.22	-40,532.80	TBT CONNECT TO STH 73N
612+50.00 'TBT'	35.62	0.00	0.00	977.97	0.00	0.00	0.00	0	0	1,065	0	0	0	21,088	62,952	0	0	12,719	0.00	7,827.22	-41,863.64	TBT CONNECT TO STH 73N
613+00.00 'TBT'	50.00	0.00	0.00	1384.26	0.00	0.00	0.00	0	0	2,187	0	0	0	21,088	65,686	0	0	12,719	0.00	7,827.22	-44,597.71	TBT CONNECT TO STH 73N
613+35.47 'TBT'	35.47	0.00	0.00	1617.22	0.00	0.00	0.00	0	0	1,972	0	0	0	21,088	68,151	0	0	12,719	0.00	7,827.22	-47,062.12	TBT CONNECT TO STH 73N
613+50.00 'TBT'	14.53	4.63	0.00	1717.51	0.00	0.00	0.00	1	0	897	0	0	0	21,090	69,272	0	0	12,719	0.00	7,827.22	-48,182.49	TBT CONNECT TO STH 73N
613+76.79 'TBT'	26.79	10.32	0.00	1850.33	0.00	0.00	0.00	7	0	1,770	0	0	0	21,097	71,485	0	0	12,719	0.00	7,827.22	-50,387.63	TBT CONNECT TO STH 73N
613+76.80 'TBT'	0.01	10.32	0.00	1850.35	0.00	0.00	0.00	0	0	1	0	0	0	21,097	71,486	0	0	12,719	0.00	7,827.22	-50,388.48	TBT CONNECT TO STH 73N
614+00.00 'TBT'	23.20	11.65	0.00	1913.92	0.00	0.00	0.00	9	0	1,617	0	0	0	21,107	73,507	0	0	12,719	0.00	7,827.22	-52,400.59	TBT CONNECT TO STH 73N
614+18.13 'TBT'	18.13	8.37	0.00	2038.53	0.00	0.00	0.00	7	0	1,327	0	0	0	21,113	75,166	0	0	12,719	0.00	7,827.22	-54,052.62	TBT CONNECT TO STH 73N
614+50.00 'TBT'	31.87	0.00	0.00	2386.10	0.00	0.00	0.00	5	0	2,611	0	0	0	21,118	78,430	0	0	12,719	0.00	7,827.22	-57,311.87	TBT CONNECT TO STH 73N
614+59.47 'TBT'	9.47	0.00	0.00	2427.62	0.00	0.00	0.00	0	0	844	0	0	0	21,118	79,485	0	0	12,719	0.00	7,827.22	-58,367.10	TBT CONNECT TO STH 73N
614+72.00 'TBT'	12.53	0.00	0.00	2380.02	0.00	0.00	0.00	0	0	1,116	0	0	0	21,118	80,880	0	0	12,719	0.00	7,827.22	-59,761.53	TBT CONNECT TO STH 73N
619+71.51 'TDT'	0.00	37.93	1.67	0.00	0.00	0.00	0.00	0	0	0	0	0	0	21,118	80,880	0	0	12,719	0.00	7,827.22	-59,761.53	TDT CONNECT TO EXISTING RAMP
619+75.00 'TDT'	3.49	37.18	1.67	0.00	0.00	0.00	0.00	5	0	0	0	0	0	21,123	80,880	0	0	12,719	0.00	7,827.22	-59,756.90	TDT CONNECT TO EXISTING RAMP
619+99.18 'TDT'	24.18	26.92	1.67	0.40	0.00	0.00	0.00	29	1	0	0	0	0	21,150	80,880	0	0	12,719	0.00	7,827.22	-59,729.91	TDT CONNECT TO EXISTING RAMP
620+00.00 'TDT'	0.82	26.21	1.67	2.18	0.00	0.00	0.00	1	0	0	0	0	0	21,151	80,880	0	0	12,719	0.00	7,827.22	-59,729.20	TDT CONNECT TO EXISTING RAMP
620+25.00 'TDT'	25.00	34.12	1.89	0.00	0.00	0.00	0.00	28	2	1	0	0	0	21,177	80,881	0	0	12,719	0.00	7,827.22	-59,704.19	TDT CONNECT TO EXISTING RAMP
620+50.00 'TDT'	25.00	34.22	1.92	0.00	0.00	0.00	0.00	32	2	0	0	0	0	21,207	80,881	0	0	12,719	0.00	7,827.22	-59,674.31	TDT CONNECT TO EXISTING RAMP
620+75.00 'TDT'	25.00	30.94	1.87	0.00	0.00	0.00	0.00	30	2	0	0	0	0	21,235	80,881	0	0	12,719	0.00	7,827.22	-59,645.90	TDT CONNECT TO EXISTING RAMP
621+00.00 'TDT'	25.00	29.07	1.87	0.00	0.00	0.00	0.00	28	2	0	0	0	0	21,261	80,881	0	0	12,719	0.00	7,827.22	-59,619.84	TDT CONNECT TO EXISTING RAMP
621+25.00 'TDT'	25.00	26.46	1.83	0.00	0.00	0.00	0.00	26	2	0	0	0	0	21,285	80,881	0	0	12,719	0.00	7,827.22	-59,595.85	TDT CONNECT TO EXISTING RAMP
621+50.00 'TDT'	25.00	24.07	1.80	0.01	0.00	0.00	0.00	23	2	0	0	0	0	21,307	80,881	0	0	12,719	0.00	7,827.22	-59,574.14	TDT CONNECT TO EXISTING RAMP
621+75.00 'TDT'	25.00	25.32	1.90	1.86	0.00	0.00	0.00	23	2	1	0	0	0	21,328	80,882	0	0	12,719	0.00	7,827.22	-59,554.07	TDT CONNECT TO EXISTING RAMP
622+00.00 'TDT'	25.00	25.73	1.85	4.61	0.00	0.00	0.00	24	2	3	0	0	0	21,350	80,886	0	0	12,719	0.00	7,827.22	-59,535.92	TDT CONNECT TO EXISTING RAMP
622+25.00 'TDT'	25.00	26.00	1.11	5.20	0.00	0.00	0.00	24	1	5	0	0	0	21,373	80,892	0	0	12,719	0.00	7,827.22	-59,519.02	TDT CONNECT TO EXISTING RAMP
622+50.00 'TDT'	25.00	18.76	0.00	6.33	0.00	0.00	0.00	21	1	5	0	0	0	21,393	80,898	0	0	12,719	0.00	7,827.22	-59,505.48	TDT CONNECT TO EXISTING RAMP
622+75.00 'TDT'	25.00	18.89	0.00	11.14	0.00	0.00	0.00	17	0	8	0	0	0	21,410	80,909	0	0	12,719	0.00	7,827.22	-59,498.16	TDT CONNECT TO EXISTING RAMP
623+00.00 'TDT'	25.00	20.53	0.00	19.95	0.00	0.00	0.00	18	0	14	0	0	0	21,429	80,927	0	0	12,719	0.00	7,827.22	-59,497.89	TDT CONNECT TO EXISTING RAMP
623+25.00 'TDT'	25.00	25.72	0.00	29.45	0.00	0.00	0.00	21	0	23	0	0	0	21,450	80,955	0	0	12,719	0.00	7,827.22	-59,505.06	TDT CONNECT TO EXISTING RAMP
623+50.00 'TDT'	25.00	27.57	0.00	36.77	0.00	0.00	0.00	25	0	31	0	0	0	21,475	80,993	0	0	12,719	0.00	7,827.22	-59,518.72	TDT CONNECT TO EXISTING RAMP
623+75.00 'TDT'	25.00	30.18	0.00	38.26	0.00	0.00	0.00	27	0	35	0	0	0	21,501	81,037	0	0	12,719	0.00	7,827.22	-59,535.41	TDT CONNECT TO EXISTING RAMP
624+00.00 'TDT'	25.00	30.83	0.00	37.88	0.00	0.00	0.00	28	0	35	0	0	0	21,530	81,081	0	0	12,719	0.00	7,827.22	-59,551.23	TDT CONNECT TO EXISTING RAMP
624+25.00 'TDT'	25.00	25.85	0.00	36.81	0.00	0.00	0.00	26	0	35	0	0	0	21,556	81,124	0	0	12,719	0.00	7,827.22	-59,568.22	TDT CONNECT TO EXISTING RAMP
624+50.00 'TDT'	25.00	19.59	0.00	33.94	0.00	0.00	0.00	21	0	33	0	0	0	21,577	81,165	0	0	12,719	0.00	7,827.22	-59,588.13	TDT CONNECT TO EXISTING RAMP
624+75.00 'TDT'	25.00	10.16	0.00	6.50	0.00	0.00	0.00	14	0	19	0	0	0	21,591	81,189	0	0	12,719	0.00	7,827.22	-59,597.76	TDT CONNECT TO EXISTING RAMP
625+00.00 'TDT'	25.00	4.40	0.00	15.85	0.00	0.00	0.00	7	0	10	0	0	0	21,598	81,201	0	0	12,719	0.00	7,827.22	-59,603.96	TDT CONNECT TO EXISTING RAMP
625+25.00 'TDT'	25.00	0.03	0.00	11.21	0.00	0.00	0.00	2	0	13	0	0	0	21,600	81,217	0	0	12,719	0.00	7,827.22	-59,617.56	TDT CONNECT TO EXISTING RAMP
625+50.00 'TDT'	25.00	0.00	0.00	15.50	0.00	0.00	0.00	0	0	12	0	0	0	21,600	81,233	0	0	12,719	0.00	7,827.22	-59,633.00	TDT CONNECT TO EXISTING RAMP
625+75.00 'TDT'	25.00	0.00	0.00	21.21	0.00	0.00	0.00	0	0	17	0	0	0	21,600	81,254	0	0	12,719	0.00	7,827.22	-59,654.24	TDT CONNECT TO EXISTING RAMP
626+00.00 'TDT'	25.00	0.00	0.00	24.77	0.00	0.00	0.00	0	0	21	0	0	0	21,600	81,280	0	0	12,719	0.00	7,827.22	-59,680.85	TDT CONNECT TO EXISTING RAMP
626+25.00 'TDT'	25.00	0.00	0.00	19.88	0.00	0.00	0.00	0	0	21	0	0	0	21,600	81,306	0	0	12,719	0.00	7,827.22	-59,706.69	TDT CONNECT TO EXISTING RAMP

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
626+50.00 'TDT'	25.00	0.00	0.00	25.49	0.00	0.00	0.00	0	0	21	0	0	0	21,600	81,333	0	0	12,719	0.00	7,827.22	-59,732.95	TDT CONNECT TO EXISTING RAMP
100+19.59 'PR'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	21,600	81,333	0	0	12,719	0.00	7,827.22	-59,732.95	PIERCE RD
100+41.59 'PR'	22.00	49.85	0.00	0.00	0.00	0.00	0.00	20	0	0	0	0	0	21,620	81,333	0	0	12,719	0.00	7,827.22	-59,712.64	PIERCE RD
100+50.00 'PR'	8.41	52.56	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	21,636	81,333	0	0	12,719	0.00	7,827.22	-59,696.70	PIERCE RD
101+00.00 'PR'	50.00	64.62	0.00	0.00	0.00	0.00	0.00	108	0	0	0	0	0	21,744	81,333	0	0	12,719	0.00	7,827.22	-59,588.20	PIERCE RD
101+50.00 'PR'	50.00	55.84	0.00	0.00	0.00	0.00	0.00	112	0	0	0	0	0	21,856	81,333	0	0	12,719	0.00	7,827.22	-59,476.66	PIERCE RD
102+00.00 'PR'	50.00	49.76	0.00	0.00	0.00	0.00	0.00	98	0	0	0	0	0	21,954	81,333	0	0	12,719	0.00	7,827.22	-59,378.88	PIERCE RD
102+50.00 'PR'	50.00	42.59	0.00	0.00	0.00	0.00	0.00	86	0	0	0	0	0	22,039	81,333	0	0	12,719	0.00	7,827.22	-59,293.37	PIERCE RD
103+00.00 'PR'	50.00	28.27	0.00	0.00	0.00	0.00	0.00	66	0	0	0	0	0	22,105	81,333	0	0	12,719	0.00	7,827.22	-59,227.76	PIERCE RD
103+27.86 'PR'	27.86	18.29	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	22,129	81,333	0	0	12,719	0.00	7,827.22	-59,203.74	PIERCE RD
103+50.00 'PR'	22.14	10.39	0.00	0.00	0.00	0.00	0.00	12	0	0	0	0	0	22,141	81,333	0	0	12,719	0.00	7,827.22	-59,191.98	PIERCE RD
103+61.86 'PR'	11.86	6.23	0.00	0.00	0.00	0.00	0.00	4	0	0	0	0	0	22,144	81,333	0	0	12,719	0.00	7,827.22	-59,188.33	PIERCE RD
103+84.53 'PR'	22.67	0.74	0.00	0.00	0.00	0.00	0.00	3	0	0	0	0	0	22,147	81,333	0	0	12,719	0.00	7,827.22	-59,185.41	PIERCE RD
103+95.86 'PR'	11.33	0.32	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	22,147	81,333	0	0	12,719	0.00	7,827.22	-59,185.19	PIERCE RD
104+00.00 'PR'	4.14	0.00	0.00	0.32	0.00	0.00	0.00	0	0	0	0	0	0	22,147	81,333	0	0	12,719	0.00	7,827.22	-59,185.20	PIERCE RD
104+50.00 'PR'	50.00	0.00	0.00	0.38	0.00	0.00	0.00	0	0	1	0	0	0	22,147	81,333	0	0	12,719	0.00	7,827.22	-59,186.01	PIERCE RD
105+00.00 'PR'	50.00	0.00	0.00	1.23	0.00	0.00	0.00	0	0	1	0	0	0	22,147	81,335	0	0	12,719	0.00	7,827.22	-59,187.88	PIERCE RD
105+50.00 'PR'	50.00	0.00	0.00	6.02	0.00	0.00	0.00	0	0	7	0	0	0	22,147	81,344	0	0	12,719	0.00	7,827.22	-59,196.28	PIERCE RD
106+00.00 'PR'	50.00	0.00	0.00	24.99	0.00	0.00	0.00	0	0	29	0	0	0	22,147	81,380	0	0	12,719	0.00	7,827.22	-59,232.17	PIERCE RD
106+50.00 'PR'	50.00	0.00	0.00	65.01	0.00	0.00	0.00	0	0	83	0	0	0	22,147	81,484	0	0	12,719	0.00	7,827.22	-59,336.32	PIERCE RD
106+74.37 'PR'	24.37	0.00	0.00	98.44	0.00	0.00	0.00	0	0	74	0	0	0	22,147	81,576	0	0	12,719	0.00	7,827.22	-59,428.53	PIERCE RD
107+00.00 'PR'	25.63	0.00	0.00	80.30	0.00	0.00	0.00	0	0	85	0	0	0	22,147	81,682	0	0	12,719	0.00	7,827.22	-59,534.57	PIERCE RD
107+50.00 'PR'	50.00	0.00	0.00	52.90	0.00	0.00	0.00	0	0	123	0	0	0	22,147	81,836	0	0	12,719	0.00	7,827.22	-59,688.75	PIERCE RD
108+00.00 'PR'	50.00	0.00	0.00	29.11	0.00	0.00	0.00	0	0	76	0	0	0	22,147	81,931	0	0	12,719	0.00	7,827.22	-59,783.67	PIERCE RD
108+50.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	27	0	0	0	22,147	81,965	0	0	12,719	0.00	7,827.22	-59,817.36	PIERCE RD
112+50.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	22,147	81,965	0	0	12,719	0.00	7,827.22	-59,817.36	PIERCE RD
113+00.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	47.42	0	0	0	0	0	44	22,147	81,921	0	0	12,776	0.00	7,862.34	-59,773.46	PIERCE RD
113+50.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	70.82	0	0	0	0	0	109	22,147	81,811	0	0	12,919	0.00	7,949.92	-59,663.99	PIERCE RD
113+73.37 'PR'	23.37	0.00	0.00	0.00	0.00	0.00	117.80	0	0	0	0	0	82	22,147	81,730	0	0	13,025	0.00	8,015.22	-59,582.36	PIERCE RD
114+00.00 'PR'	26.63	0.00	0.00	0.00	0.00	0.00	117.80	0	0	0	0	0	116	22,147	81,614	0	0	13,176	0.00	8,108.17	-59,466.18	PIERCE RD
114+50.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	82.26	0	0	0	0	0	185	22,147	81,428	0	0	13,417	0.00	8,256.36	-59,280.94	PIERCE RD
115+00.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	24.91	0	0	0	0	0	99	22,147	81,329	0	0	13,546	0.00	8,335.73	-59,181.72	PIERCE RD
115+50.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	23	22,147	81,306	0	0	13,576	0.00	8,354.18	-59,158.66	PIERCE RD
213+00.00 'NBE'	0.00	561.05	0.00	0.02	0.00	0.00	0.00	0	0	0	0	0	0	22,147	81,306	0	0	13,576	0.00	8,354.18	-59,158.66	NB GRADING
213+50.00 'NBE'	50.00	118.63	0.00	7.04	0.00	0.00	0.00	629	0	7	0	0	0	22,777	81,314	0	0	13,576	0.00	8,354.18	-58,537.51	NB GRADING
214+00.00 'NBE'	50.00	1.67	0.00	716.42	0.00	0.00	0.00	111	0	670	0	0	0	22,888	82,152	0	0	13,576	0.00	8,354.18	-59,263.46	NB GRADING
214+50.00 'NBE'	50.00	3.54	0.00	708.51	0.00	0.00	0.00	5	0	1,319	0	0	0	22,893	83,801	0	0	13,576	0.00	8,354.18	-60,907.85	NB GRADING
215+00.00 'NBE'	50.00	6.70	0.00	399.74	0.00	0.00	0.00	9	0	1,026	0	0	0	22,902	85,083	0	0	13,576	0.00	8,354.18	-62,181.07	NB GRADING
215+50.00 'NBE'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	6	0	370	0	0	0	22,909	85,546	0	0	13,576	0.00	8,354.18	-62,637.52	NB GRADING
216+00.00 'NBE'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	22,909	85,546	0	0	13,576	0.00	8,354.18	-62,637.52	NB GRADING
216+19.10 'NBE'	19.10	682.69	0.00	0.00	0.00	0.00	0.00	241	0	0	0	0	0	23,150	85,546	0	0	13,576	0.00	8,354.18	-62,396.06	NB GRADING
216+50.00 'NBE'	30.90	377.36	0.00	0.00	0.00	0.00	0.00	607	0	0	0	0	0	23,757	85,546	0	0	13,576	0.00	8,354.18	-61,789.48	NB GRADING
217+00.00 'NBE'	50.00	392.98	0.00	0.00	0.00	0.00	0.00	713	0	0	0	0	0	24,470	85,546	0	0	13,576	0.00	8,354.18	-61,076.20	NB GRADING
217+50.00 'NBE'	50.00	415.34	0.00	0.00	0.00	0.00	0.00	748	0	0	0	0	0	25,218	85,546	0	0	13,576	0.00	8,354.18	-60,327.76	NB GRADING
218+00.00 'NBE'	50.00	429.76	0.00	0.00	0.00	0.00	0.00	783	0	0	0	0	0	26,001	85,546	0	0	13,576	0.00	8,354.18	-59,545.25	NB GRADING
218+50.00 'NBE'	50.00	432.08	0.00	0.00	0.00	0.00	0.00	798	0	0	0	0	0	26,799	85,546	0	0	13,576	0.00	8,354.18	-58,747.26	NB GRADING
219+00.00 'NBE'	50.00	415.85	0.00	0.00	0.00	0.00	0.00	785	0	0	0	0	0	27,584	85,546	0	0	13,576	0.00	8,354.18	-57,962.14	NB GRADING
219+50.00 'NBE'	50.00	395.72	0.00	0.00	0.00	0.00	0.00	751	0	0	0	0	0	28,335	85,546	0	0	13,576	0.00	8,354.18	-57,210.69	NB GRADING
219+67.49 'NBE'	17.49	387.11	0.00	0.00	0.00	0.00	0.00	254	0	0	0	0	0	28,589	85,546	0	0	13,576	0.00	8,354.18	-56,957.14	NB GRADING
253+00.00 'NBE'	0.00	845.93	0.00	10.37	0.00	0.00	0.00	0	0	0	0	0	0	28,589	85,546	0	0	13,576	0.00	8,354.18	-56,957.14	NB GRADING
253+50.00 'NBE'	50.00	651.59	0.00	12.80	0.00	0.00	0.00	1,387	0	21	0	0	0	29,976	85,573	0	0	13,576	0.00	8,354.18	-55,597.36	NB GRADING
254+00.00 'NBE'	50.00	580.08	0.00	12.98	0.00	0.00	0.00	1,140	0	24	0	0	0	31,116	85,603	0	0	13,576	0.00	8,354.18	-54,486.76	NB GRADING
254+50.00 'NBE'	50.00	536.99	0.00	10.90	0.00	0.00	0.00	1,034	0	22	0	0	0	32,150	85,630	0	0	13,576	0.00	8,354.18	-53,480.08	NB GRADING
255+00.00 'NBE'	50.00	501.50	0.00	5.13	0.00	0.00	0.00	962	0	15	0	0	0	33,112	85,649	0	0	13,576	0.00	8,354.18	-52,537.06	NB GRADING
255+50.00 'NBE'	50.00	514.69	0.00	0.05	0.00	0.00	0.00	941	0	5	0	0	0	34,053	85,655	0	0	13,576	0.00	8,354.18	-51,602.14	NB GRADING
256+00.00 'NBE'	50.00	391.02	0.00	0.01	0.00	0.00	0.00	839	0	0	0	0	0	34,891	85,655	0	0	13,576	0.00	8,354.18	-50,763.58	NB GRADING
256+50.00 'NBE'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	362	0	0	0	0	0	35,254	85,655	0	0	13,576	0.00	8,354.18	-50,401.54	NB GRADING
212+50.00 'SBE'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	35,254	85,655	0	0	13,576	0.00	8,354.18	-50,401.54	SB GRADING
213+00.00 'SBE'	50.00	0.00	0.00	303.62	0.00	0.00	0.00	0	0	281	0	0	0	35,254	86,006	0	0	13,576	0.00	8,354.18	-50,752.95	SB GRADING

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	EARTHWORK DATA: STAGE 2	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\090101_EWK_STAGE 2.DWG PLOT DATE : 10/29/2014 3:20 PM PLOT BY : CORY INMAN PLOT NAME : _____ PLOT SCALE : 1 IN:20 FT

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
35+50.00 'T'	0.00	212.38	20.17	0.54	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	STH 73
35+99.49 'T'	49.49	168.76	22.46	82.96	117.57	0.00	0.00	349	39	77	108	0	0	310	15	162	0	0	64.65	0.00	295.40	STH 73
36+00.00 'T'	0.51	168.29	20.40	82.39	118.69	0.00	0.00	3	0	2	2	0	0	313	15	165	0	0	65.99	0.00	297.90	STH 73
36+47.49 'T'	47.49	149.14	20.40	115.54	135.10	0.00	0.00	279	36	174	223	0	0	556	65	500	0	0	199.91	0.00	491.01	STH 73
36+50.00 'T'	2.51	147.15	20.40	116.64	136.28	0.00	0.00	14	2	11	13	0	0	568	69	519	0	0	207.48	0.00	498.85	STH 73
36+95.49 'T'	45.49	124.66	20.30	161.63	150.30	0.00	0.00	229	34	234	241	0	0	763	181	881	0	0	352.33	0.00	581.58	STH 73
37+00.00 'T'	4.51	122.51	20.17	169.17	150.04	0.00	0.00	21	3	28	25	0	0	780	197	918	0	0	367.38	0.00	583.12	STH 73
37+11.50 'T'	11.50	117.82	20.17	184.78	151.44	0.00	0.00	51	9	75	64	0	0	823	243	1,015	0	0	405.90	0.00	579.64	STH 73
37+43.49 'T'	31.99	109.46	19.62	198.31	174.44	0.00	0.00	135	24	227	193	0	0	934	382	1,304	0	0	521.73	0.00	551.82	STH 73
37+50.00 'T'	6.51	107.18	19.53	197.44	179.34	0.00	0.00	26	5	48	43	0	0	955	410	1,368	0	0	547.32	0.00	545.57	STH 73
38+00.00 'T'	50.00	83.36	19.25	135.24	164.15	0.00	0.00	176	36	308	318	0	0	1,096	556	1,845	0	0	738.15	0.00	539.59	STH 73
38+50.00 'T'	50.00	43.18	19.25	80.14	189.14	0.00	0.00	117	36	199	327	0	0	1,177	560	2,336	0	0	934.42	0.00	617.17	STH 73
39+00.00 'T'	50.00	31.66	19.25	32.15	164.56	0.00	0.00	69	36	104	327	0	0	1,211	444	2,827	0	0	1,130.92	0.00	766.48	STH 73
39+50.00 'T'	50.00	142.30	19.07	6.61	86.73	0.00	0.00	161	35	36	233	0	0	1,336	315	3,176	0	0	1,270.53	0.00	1,021.72	STH 73
40+00.00 'T'	50.00	55.84	16.50	106.03	166.11	0.00	0.00	183	33	104	234	0	0	1,487	270	3,527	0	0	1,410.99	0.00	1,217.47	STH 73
40+43.92 'T'	43.92	74.84	14.67	169.54	0.00	0.00	0.00	106	25	224	135	0	0	1,568	448	3,730	0	0	1,492.05	0.00	1,119.57	STH 73
40+50.00 'T'	6.08	75.45	14.30	169.68	0.00	0.00	0.00	17	3	38	0	0	0	1,582	496	3,730	0	0	1,492.05	0.00	1,085.48	STH 73
40+70.83 'T'	20.83	108.47	13.52	184.82	0.00	0.00	0.00	71	11	137	0	0	0	1,642	667	3,730	0	0	1,492.05	0.00	974.77	STH 73
41+00.00 'T'	29.17	154.45	12.60	184.57	0.00	0.00	0.00	142	14	200	0	0	0	1,770	916	3,730	0	0	1,492.05	0.00	853.26	STH 73
41+50.00 'T'	50.00	218.51	11.00	232.64	0.00	0.00	0.00	345	22	386	0	0	0	2,093	1,399	3,730	0	0	1,492.05	0.00	693.85	STH 73
42+00.00 'T'	50.00	270.55	11.00	293.47	0.00	0.00	0.00	453	20	487	0	0	0	2,526	2,008	3,730	0	0	1,492.05	0.00	517.40	STH 73
42+50.00 'T'	50.00	378.64	11.00	322.23	0.00	0.00	0.00	601	20	570	0	0	0	3,106	2,721	3,730	0	0	1,492.05	0.00	385.52	STH 73
43+00.00 'T'	50.00	484.42	12.38	760.49	0.00	0.00	0.00	799	22	1,003	0	0	0	3,884	3,974	3,730	0	0	1,492.05	0.00	-90.13	STH 73
43+50.00 'T'	50.00	334.12	11.92	0.00	0.00	0.00	0.00	758	22	704	0	0	0	4,619	4,854	3,730	0	0	1,492.05	0.00	-234.90	STH 73
44+00.00 'T'	50.00	192.75	30.94	0.00	0.00	0.00	0.00	488	40	0	0	0	0	5,067	4,854	3,730	0	0	1,492.05	0.00	213.27	STH 73
44+14.02 'T'	14.02	171.89	30.02	0.00	0.00	0.00	0.00	95	16	0	0	0	0	5,146	4,854	3,730	0	0	1,492.05	0.00	292.11	STH 73
44+46.02 'T'	32.00	155.03	28.83	513.20	0.00	0.00	0.00	194	35	304	0	0	0	5,305	5,234	3,730	0	0	1,492.05	0.00	70.82	STH 73
44+50.00 'T'	3.98	159.37	28.78	515.94	0.00	0.00	0.00	23	4	76	0	0	0	5,324	5,329	3,730	0	0	1,492.05	0.00	-5.07	STH 73
44+86.02 'T'	36.02	136.78	27.00	562.30	0.00	0.00	0.00	198	37	719	0	0	0	5,484	6,228	3,730	0	0	1,492.05	0.00	-743.76	STH 73
45+00.00 'T'	13.98	106.76	26.72	586.08	0.00	0.00	0.00	63	14	297	0	0	0	5,534	6,600	3,730	0	0	1,492.05	0.00	-1,066.24	STH 73
45+10.02 'T'	10.02	0.00	26.68	355.99	0.00	0.00	0.00	20	10	175	0	0	0	5,543	6,818	3,730	0	0	1,492.05	0.00	-1,274.85	STH 73
45+34.02 'T'	24.00	0.00	26.13	361.62	0.00	0.00	0.00	0	23	319	0	0	0	5,520	7,217	3,730	0	0	1,492.05	0.00	-1,696.99	STH 73
45+50.00 'T'	15.98	0.00	26.58	365.25	0.00	0.00	0.00	0	16	215	0	0	0	5,504	7,486	3,730	0	0	1,492.05	0.00	-1,981.47	STH 73
46+00.00 'T'	50.00	0.00	28.23	241.95	0.00	0.00	0.00	0	51	562	0	0	0	5,454	8,189	3,730	0	0	1,492.05	0.00	-2,735.01	STH 73
46+13.86 'T'	13.86	0.00	28.23	243.73	0.00	0.00	0.00	0	14	125	0	0	0	5,439	8,344	3,730	0	0	1,492.05	0.00	-2,905.32	STH 73
46+50.00 'T'	36.14	0.00	27.73	525.38	0.00	0.00	0.00	0	37	515	0	0	0	5,402	8,988	3,730	0	0	1,492.05	0.00	-3,586.20	STH 73
46+70.00 'T'	20.00	0.00	26.77	587.79	0.00	0.00	0.00	0	20	412	0	0	0	5,382	9,503	3,730	0	0	1,492.05	0.00	-4,121.74	STH 73
47+00.00 'T'	30.00	109.99	26.45	504.15	0.00	0.00	0.00	61	30	607	0	0	0	5,413	10,262	3,730	0	0	1,492.05	0.00	-4,848.49	STH 73
47+02.84 'T'	2.84	129.97	26.22	503.00	0.00	0.00	0.00	13	3	53	0	0	0	5,423	10,328	3,730	0	0	1,492.05	0.00	-4,904.85	STH 73
47+27.84 'T'	25.00	371.46	24.98	487.19	0.00	0.00	0.00	232	24	458	0	0	0	5,631	10,901	3,730	0	0	1,492.05	0.00	-5,269.43	STH 73
47+30.00 'T'	2.16	397.92	24.84	485.63	0.00	0.00	0.00	31	2	39	0	0	0	5,660	10,949	3,730	0	0	1,492.05	0.00	-5,289.29	STH 73
47+50.00 'T'	20.00	670.31	24.06	481.41	0.00	0.00	0.00	396	18	358	0	0	0	6,038	11,397	3,730	0	0	1,492.05	0.00	-5,359.47	STH 73
47+52.80 'T'	2.80	717.71	23.83	478.12	0.00	0.00	0.00	72	2	50	0	0	0	6,107	11,459	3,730	0	0	1,492.05	0.00	-5,352.17	STH 73
48+00.00 'T'	47.20	358.61	22.00	461.53	0.00	0.00	0.00	941	40	821	0	0	0	7,008	12,486	3,730	0	0	1,492.05	0.00	-5,478.10	STH 73
48+06.00 'T'	6.00	322.83	22.00	453.06	0.00	0.00	0.00	76	5	102	0	0	0	7,079	12,613	3,730	0	0	1,492.05	0.00	-5,534.30	STH 73
51+10.00 'T'	0.00	899.58	0.00	255.72	0.00	0.00	0.00	0	0	0	0	0	0	7,079	12,613	3,730	0	0	1,492.05	0.00	-5,534.30	STH 73
51+50.00 'T'	40.00	425.65	0.00	218.69	0.00	0.00	0.00	982	0	351	0	0	0	8,060	13,052	3,730	0	0	1,492.05	0.00	-4,991.91	STH 73
51+63.00 'T'	13.00	302.97	0.00	219.22	0.00	0.00	0.00	175	0	105	0	0	0	8,236	13,184	3,730	0	0	1,492.05	0.00	-4,948.28	STH 73
51+88.00 'T'	25.00	119.24	0.00	191.86	0.00	0.00	0.00	195	0	190	0	0	0	8,431	13,422	3,730	0	0	1,492.05	0.00	-4,990.70	STH 73
52+00.00 'T'	12.00	55.05	0.00	188.99	0.00	0.00	0.00	39	0	85	0	0	0	8,470	13,528	3,730	0	0	1,492.05	0.00	-5,057.76	STH 73
52+13.00 'T'	13.00	8.45	0.00	191.54	0.00	0.00	0.00	15	0	92	0	0	0	8,485	13,642	3,730	0	0	1,492.05	0.00	-5,156.99	STH 73
52+50.00 'T'	37.00	0.00	0.00	183.09	0.00	0.00	0.00	6	0	257	0	0	0	8,491	13,963	3,730	0	0	1,492.05	0.00	-5,472.06	STH 73
52+60.00 'T'	10.00	0.00	0.00	170.44	0.00	0.00	0.00	0	0	65	0	0	0	8,491	14,045	3,730	0	0	1,492.05	0.00	-5,553.89	STH 73
53+00.00 'T'	40.00	0.00	0.00	148.49	0.00	0.00	0.00	0	0	236	0	0	0	8,491	14,340	3,730	0	0	1,492.05	0.00	-5,849.20	STH 73
53+50.00 'T'	50.00	0.00	0.00	160.02	0.00	0.00	0.00	0	0	286	0	0	0	8,491	14,697	3,730	0	0	1,492.05	0.00	-6,206.27	STH 73
53+71.00 'T'	21.00	434.52	0.00	261.38	0.00	0.00	0.00	169	0	164	0	0	0	8,660	14,902	3,730	0	0	1,492.05	0.00	-6,242.14	STH 73
54+00.00 'T'	29.00	380.11	0.00	268.27	0.00	0.00	0.00	437	0	284	0	0	0	9,098	15,258	3,730	0	0	1,492.05	0.00	-6,160.20	STH 73
54+13.79 'T'	13.79	347.65	0.00	259.91	0.00	0.00	0.00	186	0	135	0	0	0	9,283	15,426	3,730	0	0	1,492.05	0.00	-6,142.95	STH 73
54+37.79 'T'	24.00	289.20	0.00	239.93	0.00	0.00	0.00	283	0	222	0	0	0	9,566	15,704	3,730	0	0	1,492.05	0.00	-6,137.60	STH 73
54+50.00 'T'	12.21	268.18	0.00	239.18	0.00	0.00	0.00	126	0	108	0	0	0	9,692	15,839	3,730	0	0	1,492.05	0.00	-6,146.98	STH 73
54+61.74 'T'	11.74	250.58	0.00	228.14	0.00	0.00	0.00	113	0	102	0	0	0	9,805	15,966	3,730	0	0	1,492.05	0.00	-6,161.20	STH 73
54+98.46 'T'	36.72	209.26	0.00	237.70	0.00	0.00	0.00	313	0	317	0	0	0	10,118	16,362	3,730	0	0	1,492.05	0.00	-6,244.47	STH 73

9

9

PROJECT NO: 1007-10-72 | HWY: USH 51/STH 73 | COUNTY: DANE | EARTHWORK DATA: STAGE 3 | SHEET 564 | E

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
55+00.00 'T'	1.54	207.29	0.00	237.23	0.00	0.00	0.00	12	0	14	0	0	0	10,130	16,379	3,730	0	0	1,492.05	0.00	-6,249.52	STH 73
55+28.79 'T'	28.79	172.37	21.67	234.38	0.00	0.00	0.00	202	12	251	0	0	0	10,321	16,694	3,730	0	0	1,492.05	0.00	-6,372.95	STH 73
55+50.00 'T'	21.21	115.85	0.00	240.23	0.00	0.00	0.00	113	9	186	0	0	0	10,425	16,927	3,730	0	0	1,492.05	0.00	-6,501.27	STH 73
56+00.00 'T'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	107	0	222	0	0	0	10,533	17,205	3,730	0	0	1,492.05	0.00	-6,672.05	STH 73
613+92.00 'TA'	0.00	0.00	0.00	147.73	0.00	0.00	0.00	0	0	0	0	0	0	10,533	17,205	3,730	0	0	1,492.05	0.00	-6,672.05	NB ENTRANCE RAMP
614+00.00 'TA'	8.00	0.00	0.00	222.03	0.00	0.00	0.00	0	0	55	0	0	0	10,533	17,273	3,730	0	0	1,492.05	0.00	-6,740.52	NB ENTRANCE RAMP
614+50.00 'TA'	50.00	776.05	0.00	104.09	0.00	0.00	0.00	719	0	302	0	0	0	11,251	17,651	3,730	0	0	1,492.05	0.00	-6,399.41	NB ENTRANCE RAMP
614+86.00 'TA'	36.00	1552.88	0.00	0.00	0.00	0.00	0.00	1,553	0	69	0	0	0	12,804	17,737	3,730	0	0	1,492.05	0.00	-4,933.54	NB ENTRANCE RAMP
615+00.00 'TA'	14.00	1494.14	0.00	0.00	0.00	0.00	0.00	790	0	0	0	0	0	13,594	17,737	3,730	0	0	1,492.05	0.00	-4,143.57	NB ENTRANCE RAMP
615+50.00 'TA'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	1,383	0	0	0	0	0	14,977	17,737	3,730	0	0	1,492.05	0.00	-2,760.11	NB ENTRANCE RAMP
610+09.83 'TB'	9.83	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	14,977	17,737	3,730	0	0	1,492.05	0.00	-2,760.11	SB EXIT RAMP
610+50.00 'TB'	40.17	132.93	0.00	0.00	0.00	0.00	0.00	99	0	0	0	0	0	15,076	17,737	3,730	0	0	1,492.05	0.00	-2,661.22	SB EXIT RAMP
610+57.00 'TB'	7.00	125.25	0.00	0.00	0.00	0.00	0.00	33	0	0	0	0	0	15,110	17,737	3,730	0	0	1,492.05	0.00	-2,627.75	SB EXIT RAMP
610+78.00 'TB'	21.00	110.80	0.00	0.00	0.00	0.00	0.00	92	0	0	0	0	0	15,201	17,737	3,730	0	0	1,492.05	0.00	-2,535.95	SB EXIT RAMP
610+99.00 'TB'	21.00	100.01	0.00	0.00	0.00	0.00	0.00	82	0	0	0	0	0	15,283	17,737	3,730	0	0	1,492.05	0.00	-2,453.97	SB EXIT RAMP
611+00.00 'TB'	1.00	99.23	0.00	0.00	0.00	0.00	0.00	4	0	0	0	0	0	15,287	17,737	3,730	0	0	1,492.05	0.00	-2,450.28	SB EXIT RAMP
611+40.00 'TB'	40.00	93.19	0.00	0.00	0.00	0.00	0.00	143	0	0	0	0	0	15,430	17,737	3,730	0	0	1,492.05	0.00	-2,307.75	SB EXIT RAMP
611+50.00 'TB'	10.00	90.44	0.00	0.00	0.00	0.00	0.00	34	0	0	0	0	0	15,464	17,737	3,730	0	0	1,492.05	0.00	-2,273.74	SB EXIT RAMP
611+81.00 'TB'	31.00	87.12	0.00	0.00	0.00	0.00	0.00	102	0	0	0	0	0	15,566	17,737	3,730	0	0	1,492.05	0.00	-2,171.81	SB EXIT RAMP
612+00.00 'TB'	19.00	71.54	0.00	0.00	0.00	0.00	0.00	56	0	0	0	0	0	15,621	17,737	3,730	0	0	1,492.05	0.00	-2,115.99	SB EXIT RAMP
612+50.00 'TB'	50.00	43.83	0.00	0.00	0.00	0.00	0.00	107	0	0	0	0	0	15,728	17,737	3,730	0	0	1,492.05	0.00	-2,009.16	SB EXIT RAMP
613+00.00 'TB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	41	0	0	0	0	0	15,769	17,737	3,730	0	0	1,492.05	0.00	-1,968.58	SB EXIT RAMP
612+99.06 'TD'	0.00	0.00	0.00	1088.90	0.00	0.00	0.00	0	0	0	0	0	0	15,769	17,737	3,730	0	0	1,492.05	0.00	-1,968.58	SB EXIT RAMP
613+12.00 'TD'	12.94	0.00	26.76	1066.08	0.00	0.00	0.00	0	6	516	0	0	0	15,762	18,383	3,730	0	0	1,492.05	0.00	-2,620.49	SB EXIT RAMP
613+50.00 'TD'	38.00	208.33	2.29	159.99	0.00	0.00	0.00	147	20	863	0	0	0	15,889	19,461	3,730	0	0	1,492.05	0.00	-3,572.81	SB EXIT RAMP
614+00.00 'TD'	50.00	3807.00	0.67	0.79	0.00	0.00	0.00	3,718	3	149	0	0	0	19,604	19,647	3,730	0	0	1,492.05	0.00	-43.75	SB EXIT RAMP
614+50.00 'TD'	50.00	1533.87	0.67	1356.22	0.00	0.00	0.00	4,945	1	1,256	0	0	0	24,548	21,218	3,730	0	0	1,492.05	0.00	3,329.65	SB EXIT RAMP
614+58.00 'TD'	8.00	398.43	1.40	1206.17	0.00	0.00	0.00	286	0	380	0	0	0	24,834	21,693	3,730	0	0	1,492.05	0.00	3,141.09	SB EXIT RAMP
614+99.00 'TD'	41.00	939.24	1.41	1689.72	0.00	0.00	0.00	1,016	2	2,199	0	0	0	25,847	24,441	3,730	0	0	1,492.05	0.00	1,406.19	SB EXIT RAMP
615+00.00 'TD'	1.00	937.07	1.73	1688.99	0.00	0.00	0.00	35	0	63	0	0	0	25,882	24,519	3,730	0	0	1,492.05	0.00	1,362.66	SB EXIT RAMP
615+40.00 'TD'	40.00	724.76	1.78	1547.36	0.00	0.00	0.00	1,231	3	2,397	0	0	0	27,110	27,516	3,730	0	0	1,492.05	0.00	-405.56	SB EXIT RAMP
615+50.00 'TD'	10.00	666.95	1.67	1721.63	0.00	0.00	0.00	258	1	605	0	0	0	27,367	28,272	3,730	0	0	1,492.05	0.00	-905.19	SB EXIT RAMP
615+61.00 'TD'	11.00	576.58	1.67	1457.48	0.00	0.00	0.00	253	1	648	0	0	0	27,620	29,082	3,730	0	0	1,492.05	0.00	-1,462.05	SB EXIT RAMP
615+82.00 'TD'	21.00	449.86	1.67	1432.51	0.00	0.00	0.00	399	1	1,124	0	0	0	28,018	30,487	3,730	0	0	1,492.05	0.00	-2,469.03	SB EXIT RAMP
615+92.00 'TD'	10.00	413.71	1.67	1452.05	0.00	0.00	0.00	160	1	534	0	0	0	28,177	31,155	3,730	0	0	1,492.05	0.00	-2,977.45	SB EXIT RAMP
616+00.00 'TD'	8.00	385.92	1.67	1481.48	0.00	0.00	0.00	118	0	435	0	0	0	28,295	31,698	3,730	0	0	1,492.05	0.00	-3,402.72	SB EXIT RAMP
616+50.00 'TD'	50.00	227.95	1.67	1730.43	0.00	0.00	0.00	568	3	2,974	0	0	0	28,860	35,415	3,730	0	0	1,492.05	0.00	-6,554.89	SB EXIT RAMP
617+00.00 'TD'	50.00	251.49	0.00	1478.82	0.00	0.00	0.00	444	2	2,972	0	0	0	29,303	39,130	3,730	0	0	1,492.05	0.00	-9,826.90	SB EXIT RAMP
617+14.00 'TD'	14.00	258.78	0.00	1422.58	0.00	0.00	0.00	132	0	752	0	0	0	29,435	40,070	3,730	0	0	1,492.05	0.00	-10,634.88	SB EXIT RAMP
617+50.00 'TD'	36.00	119.99	0.00	1678.47	0.00	0.00	0.00	253	0	2,067	0	0	0	29,688	42,654	3,730	0	0	1,492.05	0.00	-12,966.57	SB EXIT RAMP
618+00.00 'TD'	50.00	178.77	0.00	1257.27	0.00	0.00	0.00	277	0	2,718	0	0	0	29,964	46,052	3,730	0	0	1,492.05	0.00	-16,087.78	SB EXIT RAMP
618+50.00 'TD'	50.00	521.00	0.00	1244.87	0.00	0.00	0.00	648	0	2,317	0	0	0	30,612	48,948	3,730	0	0	1,492.05	0.00	-18,335.84	SB EXIT RAMP
618+64.00 'TD'	14.00	510.02	0.00	1013.00	0.00	0.00	0.00	267	0	585	0	0	0	30,879	49,680	3,730	0	0	1,492.05	0.00	-18,800.25	SB EXIT RAMP
618+80.00 'TD'	16.00	550.99	0.00	1250.16	0.00	0.00	0.00	314	0	671	0	0	0	31,194	50,518	3,730	0	0	1,492.05	0.00	-19,324.09	SB EXIT RAMP
618+90.00 'TD'	10.00	600.17	0.00	1274.44	0.00	0.00	0.00	213	0	468	0	0	0	31,407	51,102	3,730	0	0	1,492.05	0.00	-19,695.31	SB EXIT RAMP
619+00.00 'TD'	10.00	659.84	0.00	1311.81	0.00	0.00	0.00	233	0	479	0	0	0	31,640	51,701	3,730	0	0	1,492.05	0.00	-20,060.64	SB EXIT RAMP
619+11.00 'TD'	11.00	727.71	2.52	1247.39	0.00	0.00	0.00	283	1	521	0	0	0	31,922	52,353	3,730	0	0	1,492.05	0.00	-20,430.15	SB EXIT RAMP
619+32.00 'TD'	21.00	909.03	3.53	827.71	0.00	0.00	0.00	637	2	807	0	0	0	32,557	53,361	3,730	0	0	1,492.05	0.00	-20,804.72	SB EXIT RAMP
619+50.00 'TD'	18.00	780.94	5.78	672.05	0.00	0.00	0.00	563	3	500	0	0	0	33,117	53,986	3,730	0	0	1,492.05	0.00	-20,869.40	SB EXIT RAMP
619+73.00 'TD'	23.00	727.57	0.00	439.73	0.00	0.00	0.00	643	2	474	0	0	0	33,757	54,578	3,730	0	0	1,492.05	0.00	-20,821.26	SB EXIT RAMP
620+00.00 'TD'	27.00	285.80	0.00	1013.66	0.00	0.00	0.00	507	0	727	0	0	0	34,264	55,487	3,730	0	0	1,492.05	0.00	-21,222.95	SB EXIT RAMP
620+14.00 'TD'	14.00	267.81	0.00	982.44	0.00	0.00	0.00	144	0	518	0	0	0	34,407	56,133	3,730	0	0	1,492.05	0.00	-21,726.31	SB EXIT RAMP
620+50.00 'TD'	36.00	262.30	0.00	814.51	0.00	0.00	0.00	353	0	1,198	0	0	0	34,761	57,631	3,730	0	0	1,492.05	0.00	-22,870.36	SB EXIT RAMP
620+56.00 'TD'	6.00	248.99	0.00	830.76	0.00	0.00	0.00	57	0	183	0	0	0	34,817	57,859	3,730	0	0	1,492.05	0.00	-23,042.06	SB EXIT RAMP
621+00.00 'TD'	44.00	198.17	1.67	586.17	0.00	0.00	0.00	364	1	1,155	0	0	0	35,180	59,303	3,730	0	0	1,492.05	0.00	-24,122.23	SB EXIT RAMP
621+13.00 'TD'	13.00	176.62	1.67	620.60	0.00	0.00	0.00	90	1	291	0	0	0	35,270	59,666	3,730	0	0	1,492.05	0.00	-24,395.95	SB EXIT RAMP
621+22.00 'TD'	9.00	168.59	1.67	594.88	0.00	0.00	0.00	58	1	203	0	0	0	35,327	59,919	3,730	0	0	1,492.05	0.00	-24,592.20	SB EXIT RAMP
621+50.00 'TD'	28.00	153.67	1.67	187.01	0.00	0.00	0.00	167	2	405	0	0	0	35,492	60,426	3,730	0	0	1,492.05	0.00	-24,933.60	SB EXIT RAMP
621+52.00 'TD'	2.00	150.87	1.67	515.13	0.00	0.00	0.00	11	0	26	0	0	0	35,503	60,458	3,730	0	0	1,492.05	0.00	-24,954.95	SB EXIT RAMP
622+00.00 'TD'	48.00	166.16	1.67	344.72	0.00	0.00	0.00	282	3	764	0	0	0	35,782	61,414	3,730	0	0	1,492.05	0.00	-25,631.50	SB EXIT RAMP
622+50.00 'TD'	50.00	155.65	3.67	188.36	0.00	0.00	0.00	298	5	494	0	0	0	36,075	62,031	3,730	0	0	1,492.05	0.00	-25,955.47	SB EXIT RAMP
623+00.00 'TD'	50.00	155.47	3.67	63.38	0.00	0.00	0.00	288	7	233	0	0	0	36,356	62,322	3,730	0	0	1,492.05	0.00	-25,965.55	SB EXIT RAMP

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	LOCATION
623+50.00 'TD'	50.00	168.84	3.67	22.99	0.00	0.00	0.00	300	7	80	0	0	0	36,650	62,422	3,730	0	0	1,492.05	0.00	-25,772.02	SB EXIT RAMP
624+00.00 'TD'	50.00	182.14	3.67	16.77	0.00	0.00	0.00	325	7	37	0	0	0	36,968	62,468	3,730	0	0	1,492.05	0.00	-25,499.85	SB EXIT RAMP
624+50.00 'TD'	50.00	167.47	3.67	10.21	0.00	0.00	0.00	324	7	25	0	0	0	37,285	62,499	3,730	0	0	1,492.05	0.00	-25,214.16	SB EXIT RAMP
625+00.00 'TD'	50.00	135.77	3.67	0.00	0.00	0.00	0.00	281	7	9	0	0	0	37,559	62,511	3,730	0	0	1,492.05	0.00	-24,951.98	SB EXIT RAMP
625+50.00 'TD'	50.00	85.09	6.33	0.00	0.00	0.00	0.00	205	9	0	0	0	0	37,754	62,511	3,730	0	0	1,492.05	0.00	-24,756.74	SB EXIT RAMP
625+92.00 'TD'	42.00	59.42	1.67	0.00	0.00	0.00	0.00	112	6	0	0	0	0	37,860	62,511	3,730	0	0	1,492.05	0.00	-24,650.56	SB EXIT RAMP
626+00.00 'TD'	8.00	48.24	1.67	0.00	0.00	0.00	0.00	16	0	0	0	0	0	37,876	62,511	3,730	0	0	1,492.05	0.00	-24,635.11	SB EXIT RAMP
626+31.00 'TD'	31.00	34.98	1.67	0.00	0.00	0.00	0.00	48	2	0	0	0	0	37,922	62,511	3,730	0	0	1,492.05	0.00	-24,589.25	SB EXIT RAMP
626+50.00 'TD'	19.00	29.29	1.67	0.00	0.00	0.00	0.00	23	1	0	0	0	0	37,943	62,511	3,730	0	0	1,492.05	0.00	-24,567.81	SB EXIT RAMP
626+88.00 'TD'	38.00	16.93	1.67	0.00	0.00	0.00	0.00	33	2	0	0	0	0	37,973	62,511	3,730	0	0	1,492.05	0.00	-24,537.63	SB EXIT RAMP
627+00.00 'TD'	12.00	14.49	1.67	0.00	0.00	0.00	0.00	7	1	0	0	0	0	37,980	62,511	3,730	0	0	1,492.05	0.00	-24,531.39	SB EXIT RAMP
627+50.00 'TD'	50.00	12.21	1.67	0.00	0.00	0.00	0.00	25	3	0	0	0	0	38,001	62,511	3,730	0	0	1,492.05	0.00	-24,509.76	SB EXIT RAMP
628+00.00 'TD'	50.00	11.83	1.67	0.00	0.00	0.00	0.00	22	3	0	0	0	0	38,020	62,511	3,730	0	0	1,492.05	0.00	-24,490.60	SB EXIT RAMP
628+50.00 'TDI'	50.00	9.37	0.00	0.00	0.00	0.00	0.00	20	2	0	0	0	0	38,038	62,511	3,730	0	0	1,492.05	0.00	-24,472.52	SB EXIT RAMP
629+00.00 'TDI'	50.00	7.53	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	38,054	62,511	3,730	0	0	1,492.05	0.00	-24,456.87	SB EXIT RAMP
112+00.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	38,054	62,511	3,730	0	0	1,492.05	0.00	-24,456.62	PIERCE RD
112+50.00 'PR'	50.00	21.44	0.00	0.00	0.00	0.00	0.00	20	0	0	0	0	0	38,074	62,511	3,730	0	0	1,492.05	0.00	-24,436.77	PIERCE RD
113+00.00 'PR'	50.00	513.58	0.00	0.00	0.00	0.00	0.00	495	0	0	0	0	0	38,570	62,511	3,730	0	0	1,492.05	0.00	-23,941.38	PIERCE RD
113+50.00 'PR'	50.00	1287.49	0.00	0.00	0.00	0.00	0.00	1,668	0	0	0	0	0	40,237	62,511	3,730	0	0	1,492.05	0.00	-22,273.73	PIERCE RD
113+73.37 'PR'	23.37	1753.21	3.33	0.00	0.00	0.00	0.00	1,316	1	0	0	0	0	41,552	62,511	3,730	0	0	1,492.05	0.00	-20,959.23	PIERCE RD
114+00.00 'PR'	26.63	1464.63	3.33	0.00	0.00	0.00	0.00	1,587	3	0	0	0	0	43,135	62,511	3,730	0	0	1,492.05	0.00	-19,375.64	PIERCE RD
114+50.00 'PR'	50.00	51.60	0.00	0.00	0.00	0.00	0.00	1,404	3	0	0	0	0	44,536	62,511	3,730	0	0	1,492.05	0.00	-17,974.81	PIERCE RD
115+00.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	48	0	0	0	0	0	44,584	62,511	3,730	0	0	1,492.05	0.00	-17,927.04	PIERCE RD
215+00.00 'NBE'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	44,584	62,511	3,730	0	0	1,492.05	0.00	-17,927.04	NB GRADING
215+50.00 'NBE'	50.00	720.45	0.00	0.00	0.00	0.00	0.00	667	0	0	0	0	0	45,251	62,511	3,730	0	0	1,492.05	0.00	-17,259.96	NB GRADING
216+00.00 'NBE'	50.00	1134.63	0.00	0.00	0.00	0.00	0.00	1,718	0	0	0	0	0	46,969	62,511	3,730	0	0	1,492.05	0.00	-15,542.29	NB GRADING
216+19.10 'NBE'	19.10	0.00	0.00	0.00	0.00	0.00	0.00	401	0	0	0	0	0	47,370	62,511	3,730	0	0	1,492.05	0.00	-15,140.97	NB GRADING
214+50.00 'SBE'	0.00	2.55	0.00	248.06	0.00	0.00	0.00	0	0	0	0	0	0	47,370	62,511	3,730	0	0	1,492.05	0.00	-15,140.97	SB GRADING
215+00.00 'SBE'	50.00	779.88	0.00	0.00	0.00	0.00	0.00	724	0	230	0	0	0	48,094	62,798	3,730	0	0	1,492.05	0.00	-14,703.60	SB GRADING
215+50.00 'SBE'	50.00	1862.21	0.00	0.00	0.00	0.00	0.00	2,446	0	0	0	0	0	50,541	62,798	3,730	0	0	1,492.05	0.00	-12,257.22	SB GRADING
216+00.00 'SBE'	50.00	575.28	0.00	0.00	0.00	0.00	0.00	2,257	0	0	0	0	0	52,798	62,798	3,730	0	0	1,492.05	0.00	-10,000.29	SB GRADING
216+50.00 'SBE'	50.00	421.71	0.00	0.00	0.00	0.00	0.00	923	0	0	0	0	0	53,721	62,798	3,730	0	0	1,492.05	0.00	-9,077.15	SB GRADING
217+00.00 'SBE'	50.00	382.37	0.00	0.80	0.00	0.00	0.00	745	0	1	0	0	0	54,465	62,799	3,730	0	0	1,492.05	0.00	-8,333.55	SB GRADING
217+50.00 'SBE'	50.00	320.79	0.00	0.77	0.00	0.00	0.00	651	0	1	0	0	0	55,117	62,801	3,730	0	0	1,492.05	0.00	-7,684.28	SB GRADING
218+00.00 'SBE'	50.00	320.92	0.00	1.25	0.00	0.00	0.00	594	0	2	0	0	0	55,711	62,803	3,730	0	0	1,492.05	0.00	-7,092.44	SB GRADING
218+50.00 'SBE'	50.00	337.11	0.00	2.58	0.00	0.00	0.00	609	0	4	0	0	0	56,320	62,808	3,730	0	0	1,492.05	0.00	-6,487.58	SB GRADING
219+00.00 'SBE'	50.00	351.57	0.00	3.47	0.00	0.00	0.00	638	0	6	0	0	0	56,958	62,815	3,730	0	0	1,492.05	0.00	-5,856.90	SB GRADING

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	EARTHWORK DATA: STAGE 3	SHEET	E

FILE NAME : P:\47XX\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SHEETSPLAN\090101_EWK_STAGE 3.DWG PLOT DATE : 10/29/2014 3:20 PM PLOT BY : CORY INMAN PLOT NAME : _____ PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								LOCATION
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
43+00.00 'T'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	STH 73
43+50.00 'T'	50.00	34.92	0.00	97.55	0.00	0.00	0.00	32	0	90	0	0	0	32	113	0	0	0	0.00	0.00	-80.57	STH 73
44+00.00 'T'	50.00	5.38	0.00	209.27	0.00	0.00	0.00	37	0	284	0	0	0	70	468	0	0	0	0.00	0.00	-398.37	STH 73
44+14.02 'T'	14.02	0.00	0.00	355.82	0.00	0.00	0.00	1	0	147	0	0	0	71	651	0	0	0	0.00	0.00	-580.37	STH 73
44+46.02 'T'	32.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	211	0	0	0	71	915	0	0	0	0.00	0.00	-843.94	STH 73
598+00.00 'TB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	71	915	0	0	0	0.00	0.00	-843.94	NB EXIT RAMP
598+63.00 'TB'	63.00	28.69	0.00	0.00	0.00	0.00	0.00	33	0	0	0	0	0	105	915	0	0	0	0.00	0.00	-810.46	NB EXIT RAMP
599+00.00 'TB'	37.00	31.95	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	146	915	0	0	0	0.00	0.00	-768.91	NB EXIT RAMP
599+14.00 'TB'	14.00	33.15	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	163	915	0	0	0	0.00	0.00	-752.03	NB EXIT RAMP
599+50.00 'TB'	36.00	30.37	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	205	915	0	0	0	0.00	0.00	-709.69	NB EXIT RAMP
599+56.00 'TB'	6.00	31.12	0.00	0.00	0.00	0.00	0.00	7	0	0	0	0	0	212	915	0	0	0	0.00	0.00	-702.86	NB EXIT RAMP
599+65.00 'TB'	9.00	32.43	0.00	0.00	0.00	0.00	0.00	11	0	0	0	0	0	223	915	0	0	0	0.00	0.00	-692.27	NB EXIT RAMP
599+77.00 'TB'	12.00	29.66	0.00	0.00	0.00	0.00	0.00	14	0	0	0	0	0	237	915	0	0	0	0.00	0.00	-678.47	NB EXIT RAMP
600+00.00 'TB'	23.00	26.98	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	261	915	0	0	0	0.00	0.00	-654.35	NB EXIT RAMP
600+50.00 'TB'	50.00	28.99	0.00	0.00	0.00	0.00	0.00	52	0	0	0	0	0	312	915	0	0	0	0.00	0.00	-602.52	NB EXIT RAMP
601+00.00 'TB'	50.00	30.58	0.00	0.00	0.00	0.00	0.00	55	0	0	0	0	0	368	915	0	0	0	0.00	0.00	-547.37	NB EXIT RAMP
601+50.00 'TB'	50.00	24.71	0.00	0.00	0.00	0.00	0.00	51	0	0	0	0	0	419	915	0	0	0	0.00	0.00	-496.17	NB EXIT RAMP
602+00.00 'TB'	50.00	34.02	0.00	0.00	0.00	0.00	0.00	54	0	0	0	0	0	473	915	0	0	0	0.00	0.00	-441.79	NB EXIT RAMP
602+50.00 'TB'	50.00	54.91	0.00	0.00	0.00	0.00	0.00	82	0	0	0	0	0	556	915	0	0	0	0.00	0.00	-359.44	NB EXIT RAMP
603+00.00 'TB'	50.00	108.12	0.00	0.00	0.00	0.00	0.00	151	0	0	0	0	0	706	915	0	0	0	0.00	0.00	-208.49	NB EXIT RAMP
603+50.00 'TB'	50.00	196.00	0.00	0.00	0.00	0.00	0.00	282	0	0	0	0	0	988	915	0	0	0	0.00	0.00	73.10	NB EXIT RAMP
604+00.00 'TB'	50.00	240.17	0.00	0.00	0.00	0.00	0.00	404	0	0	0	0	0	1,392	915	0	0	0	0.00	0.00	476.97	NB EXIT RAMP
604+50.00 'TB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	222	0	0	0	0	0	1,614	915	0	0	0	0.00	0.00	699.35	NB EXIT RAMP
604+98.00 'TB'	48.00	14.83	0.00	76.26	0.00	0.00	0.00	13	0	68	0	0	0	1,628	1,000	0	0	0	0.00	0.00	627.79	NB EXIT RAMP
605+00.00 'TB'	2.00	16.19	0.00	75.91	0.00	0.00	0.00	1	0	6	0	0	0	1,629	1,007	0	0	0	0.00	0.00	621.90	NB EXIT RAMP
605+06.00 'TB'	6.00	20.22	0.00	77.54	0.00	0.00	0.00	4	0	17	0	0	0	1,633	1,028	0	0	0	0.00	0.00	604.63	NB EXIT RAMP
605+49.00 'TB'	43.00	56.88	0.00	84.23	0.00	0.00	0.00	61	0	129	0	0	0	1,694	1,189	0	0	0	0.00	0.00	505.00	NB EXIT RAMP
605+50.00 'TB'	1.00	57.77	0.00	509.90	0.00	0.00	0.00	2	0	11	0	0	0	1,696	1,203	0	0	0	0.00	0.00	493.37	NB EXIT RAMP
606+00.00 'TB'	50.00	9.08	0.00	328.56	0.00	0.00	0.00	62	0	776	0	0	0	1,758	2,173	0	0	0	0.00	0.00	-415.17	NB EXIT RAMP
606+25.00 'TB'	25.00	8.44	0.00	512.20	0.00	0.00	0.00	8	0	389	0	0	0	1,766	2,660	0	0	0	0.00	0.00	-893.62	NB EXIT RAMP
606+50.00 'TB'	25.00	10.12	0.00	466.27	0.00	0.00	0.00	9	0	453	0	0	0	1,775	3,226	0	0	0	0.00	0.00	-1,451.27	NB EXIT RAMP
606+66.00 'TB'	16.00	13.98	0.00	641.03	0.00	0.00	0.00	7	0	328	0	0	0	1,782	3,636	0	0	0	0.00	0.00	-1,854.24	NB EXIT RAMP
607+00.00 'TB'	34.00	28.30	0.00	741.24	0.00	0.00	0.00	27	0	870	0	0	0	1,809	4,724	0	0	0	0.00	0.00	-2,915.53	NB EXIT RAMP
607+07.00 'TB'	7.00	32.98	0.00	756.20	0.00	0.00	0.00	8	0	194	0	0	0	1,817	4,967	0	0	0	0.00	0.00	-3,150.23	NB EXIT RAMP
607+28.00 'TB'	21.00	46.71	0.00	801.32	0.00	0.00	0.00	31	0	606	0	0	0	1,848	5,724	0	0	0	0.00	0.00	-3,876.37	NB EXIT RAMP
607+49.00 'TB'	21.00	61.29	0.00	852.50	0.00	0.00	0.00	42	0	643	0	0	0	1,890	6,528	0	0	0	0.00	0.00	-4,638.31	NB EXIT RAMP
607+50.00 'TB'	1.00	62.14	0.00	831.33	0.00	0.00	0.00	2	0	31	0	0	0	1,892	6,567	0	0	0	0.00	0.00	-4,675.00	NB EXIT RAMP
607+59.00 'TB'	9.00	65.45	0.00	871.60	0.00	0.00	0.00	21	0	284	0	0	0	1,913	6,922	0	0	0	0.00	0.00	-5,008.51	NB EXIT RAMP
608+00.00 'TB'	41.00	60.03	0.00	1108.71	0.00	0.00	0.00	95	0	1,504	0	0	0	2,008	8,801	0	0	0	0.00	0.00	-6,792.71	NB EXIT RAMP
608+50.00 'TB'	50.00	50.72	0.00	1308.55	0.00	0.00	0.00	103	0	2,238	0	0	0	2,111	11,599	0	0	0	0.00	0.00	-9,487.91	NB EXIT RAMP
609+00.00 'TB'	50.00	299.32	0.00	1014.98	0.00	0.00	0.00	324	0	2,151	0	0	0	2,435	14,288	0	0	0	0.00	0.00	-11,853.06	NB EXIT RAMP
609+50.00 'TB'	50.00	123.03	0.00	0.00	0.00	0.00	0.00	391	0	940	0	0	0	2,826	15,463	0	0	0	0.00	0.00	-12,636.74	NB EXIT RAMP
609+88.87 'TB'	38.87	38.05	0.00	0.00	0.00	0.00	0.00	116	0	0	0	0	0	2,942	15,463	0	0	0	0.00	0.00	-12,520.79	NB EXIT RAMP
610+00.00 'TB'	11.13	64.75	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	2,963	15,463	0	0	0	0.00	0.00	-12,499.60	NB EXIT RAMP
610+09.83 'TB'	9.83	57.60	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	2,985	15,463	0	0	0	0.00	0.00	-12,477.33	NB EXIT RAMP
610+47.00 'TB'	37.17	88.37	0.00	0.00	0.00	0.00	0.00	100	0	0	0	0	0	3,086	15,463	0	0	0	0.00	0.00	-12,376.85	NB EXIT RAMP
610+50.00 'TB'	3.00	90.48	0.00	0.00	0.00	0.00	0.00	10	0	0	0	0	0	3,096	15,463	0	0	0	0.00	0.00	-12,366.91	NB EXIT RAMP
610+57.00 'TB'	7.00	95.91	0.00	0.00	0.00	0.00	0.00	24	0	0	0	0	0	3,120	15,463	0	0	0	0.00	0.00	-12,342.75	NB EXIT RAMP
610+78.00 'TB'	21.00	108.94	0.00	0.00	0.00	0.00	0.00	80	0	0	0	0	0	3,200	15,463	0	0	0	0.00	0.00	-12,263.09	NB EXIT RAMP
610+99.00 'TB'	21.00	127.62	0.00	0.00	0.00	0.00	0.00	92	0	0	0	0	0	3,292	15,463	0	0	0	0.00	0.00	-12,171.09	NB EXIT RAMP
611+00.00 'TB'	1.00	128.71	0.00	0.00	0.00	0.00	0.00	5	0	0	0	0	0	3,296	15,463	0	0	0	0.00	0.00	-12,166.34	NB EXIT RAMP
611+40.00 'TB'	40.00	160.97	0.00	0.00	0.00	0.00	0.00	215	0	0	0	0	0	3,511	15,463	0	0	0	0.00	0.00	-11,951.76	NB EXIT RAMP
611+50.00 'TB'	10.00	168.79	0.00	0.00	0.00	0.00	0.00	61	0	0	0	0	0	3,572	15,463	0	0	0	0.00	0.00	-11,890.70	NB EXIT RAMP
611+81.00 'TB'	31.00	190.71	0.00	0.00	0.00	0.00	0.00	206	0	0	0	0	0	3,778	15,463	0	0	0	0.00	0.00	-11,684.32	NB EXIT RAMP
612+00.00 'TB'	19.00	210.46	0.00	0.00	0.00	0.00	0.00	141	0	0	0	0	0	3,920	15,463	0	0	0	0.00	0.00	-11,543.16	NB EXIT RAMP
612+50.00 'TB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	195	0	0	0	0	0	4,115	15,463	0	0	0	0.00	0.00	-11,348.29	NB EXIT RAMP
613+00.00 'TB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4,115	15,463	0	0	0	0.00	0.00	-11,348.29	NB EXIT RAMP
612+99.06 'TD'	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4,115	15,463	0	0	0	0.00	0.00	-11,348.29	SB EXIT RAMP
613+50.00 'TD'	50.94	3435.36	0.00	0.00	0.00	0.00	0.00	3,241	0	0	0	0	0	7,355	15,463	0	0	0	0.00	0.00	-8,107.60	SB EXIT RAMP
614+00.00 'TD'	50.00	2414.28	0.33	0.00	0.00	0.00	0.00	5,416	0	0	0	0	0	12,771	15,463	0	0	0	0.00	0.00	-2,691.58	SB EXIT RAMP
614+50.00 'TD'	50.00	1804.67	0.33	0.00	0.00	0.00	0.00	3,906	1	0	0	0	0	16,677	15,463	0	0	0	0.00	0.00	1,214.24	SB EXIT RAMP
614+99.00 'TD'	49.00	1519.19	0.33	0.00	0.00	0.00	0.00	3,016	1	0	0	0	0	19,693	15,463	0	0	0	0.00	0.00	4,229.73	SB EXIT RAMP

STATION	DISTANCE	AREA (SF) CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUMULATIVE VOL (CY) CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	LOCATION
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
615+00.00 'TD'	1.00	1519.19	1.67	0.00	0.00	0.00	0.00	56	0	0	0	0	0	19,749	15,463	0	0	0	0.00	0.00	4,285.96	SB EXIT RAMP
615+40.00 'TD'	40.00	1195.46	1.67	0.00	0.00	0.00	0.00	2,011	2	0	0	0	0	21,757	15,463	0	0	0	0.00	0.00	6,294.35	SB EXIT RAMP
615+50.00 'TD'	10.00	1116.07	1.67	0.00	0.00	0.00	0.00	428	1	0	0	0	0	22,185	15,463	0	0	0	0.00	0.00	6,721.79	SB EXIT RAMP
615+61.00 'TD'	11.00	1036.07	1.67	0.00	0.00	0.00	0.00	438	1	0	0	0	0	22,622	15,463	0	0	0	0.00	0.00	7,159.51	SB EXIT RAMP
615+82.00 'TD'	21.00	821.48	1.67	0.00	0.00	0.00	0.00	722	1	0	0	0	0	23,343	15,463	0	0	0	0.00	0.00	7,880.60	SB EXIT RAMP
615+92.00 'TD'	10.00	738.34	1.67	0.00	0.00	0.00	0.00	289	1	0	0	0	0	23,632	15,463	0	0	0	0.00	0.00	8,168.83	SB EXIT RAMP
616+00.00 'TD'	8.00	662.61	1.67	0.00	0.00	0.00	0.00	208	0	0	0	0	0	23,839	15,463	0	0	0	0.00	0.00	8,375.89	SB EXIT RAMP
616+50.00 'TD'	50.00	398.12	1.67	0.00	0.00	0.00	0.00	982	3	0	0	0	0	24,818	15,463	0	0	0	0.00	0.00	9,354.96	SB EXIT RAMP
617+00.00 'TD'	50.00	712.15	1.67	0.00	0.00	0.00	0.00	1,028	3	0	0	0	0	25,843	15,463	0	0	0	0.00	0.00	10,379.90	SB EXIT RAMP
617+14.00 'TD'	14.00	756.29	1.67	0.00	0.00	0.00	0.00	381	1	0	0	0	0	26,223	15,463	0	0	0	0.00	0.00	10,759.74	SB EXIT RAMP
617+50.00 'TD'	36.00	374.16	1.67	0.00	0.00	0.00	0.00	754	2	0	0	0	0	26,974	15,463	0	0	0	0.00	0.00	11,511.16	SB EXIT RAMP
618+00.00 'TD'	50.00	583.83	2.00	0.00	0.00	0.00	0.00	887	3	0	0	0	0	27,858	15,463	0	0	0	0.00	0.00	12,394.79	SB EXIT RAMP
618+50.00 'TD'	50.00	704.15	2.00	0.00	0.00	0.00	0.00	1,193	4	0	0	0	0	29,046	15,463	0	0	0	0.00	0.00	13,583.66	SB EXIT RAMP
618+64.00 'TD'	14.00	662.40	2.00	0.00	0.00	0.00	0.00	354	1	0	0	0	0	29,400	15,463	0	0	0	0.00	0.00	13,936.91	SB EXIT RAMP
618+80.00 'TD'	16.00	663.93	2.00	0.00	0.00	0.00	0.00	393	1	0	0	0	0	29,792	15,463	0	0	0	0.00	0.00	14,328.71	SB EXIT RAMP
618+90.00 'TD'	10.00	679.67	2.00	0.00	0.00	0.00	0.00	249	1	0	0	0	0	30,040	15,463	0	0	0	0.00	0.00	14,576.79	SB EXIT RAMP
619+00.00 'TD'	10.00	717.06	2.00	0.00	0.00	0.00	0.00	259	1	0	0	0	0	30,297	15,463	0	0	0	0.00	0.00	14,834.70	SB EXIT RAMP
619+11.00 'TD'	11.00	688.32	2.00	0.00	0.00	0.00	0.00	286	1	0	0	0	0	30,583	15,463	0	0	0	0.00	0.00	15,120.16	SB EXIT RAMP
619+32.00 'TD'	21.00	499.63	2.00	0.00	0.00	0.00	0.00	462	2	0	0	0	0	31,043	15,463	0	0	0	0.00	0.00	15,580.59	SB EXIT RAMP
619+50.00 'TD'	18.00	480.51	2.00	0.00	0.00	0.00	0.00	327	1	0	0	0	0	31,369	15,463	0	0	0	0.00	0.00	15,905.96	SB EXIT RAMP
619+73.00 'TD'	23.00	426.81	2.00	0.00	0.00	0.00	0.00	386	2	0	0	0	0	31,754	15,463	0	0	0	0.00	0.00	16,290.71	SB EXIT RAMP
620+00.00 'TD'	27.00	400.56	2.00	0.00	0.00	0.00	0.00	414	2	0	0	0	0	32,165	15,463	0	0	0	0.00	0.00	16,702.40	SB EXIT RAMP
620+14.00 'TD'	14.00	342.73	2.00	0.00	0.00	0.00	0.00	193	1	0	0	0	0	32,357	15,463	0	0	0	0.00	0.00	16,894.07	SB EXIT RAMP
620+50.00 'TD'	36.00	278.71	2.00	0.00	0.00	0.00	0.00	414	3	0	0	0	0	32,768	15,463	0	0	0	0.00	0.00	17,305.69	SB EXIT RAMP
620+56.00 'TD'	6.00	277.20	2.00	0.00	0.00	0.00	0.00	62	0	0	0	0	0	32,830	15,463	0	0	0	0.00	0.00	17,367.01	SB EXIT RAMP
621+00.00 'TD'	44.00	219.77	2.00	0.00	0.00	0.00	0.00	405	3	0	0	0	0	33,231	15,463	0	0	0	0.00	0.00	17,768.69	SB EXIT RAMP
621+13.00 'TD'	13.00	202.77	2.08	0.00	0.00	0.00	0.00	102	1	0	0	0	0	33,332	15,463	0	0	0	0.00	0.00	17,869.43	SB EXIT RAMP
621+22.00 'TD'	9.00	197.80	2.37	0.00	0.00	0.00	0.00	67	1	0	0	0	0	33,398	15,463	0	0	0	0.00	0.00	17,935.45	SB EXIT RAMP
621+50.00 'TD'	28.00	180.21	3.47	0.00	0.00	0.00	0.00	196	3	0	0	0	0	33,591	15,463	0	0	0	0.00	0.00	18,128.43	SB EXIT RAMP
622+00.00 'TD'	50.00	170.55	5.93	173.10	0.00	0.00	0.00	325	9	160	0	0	0	33,907	15,663	0	0	0	0.00	0.00	18,244.15	SB EXIT RAMP
622+50.00 'TD'	50.00	156.95	6.72	1761.00	0.00	0.00	0.00	303	12	1,791	0	0	0	34,199	17,902	0	0	0	0.00	0.00	16,297.14	SB EXIT RAMP
623+00.00 'TD'	50.00	100.10	6.68	4.77	0.00	0.00	0.00	238	12	1,635	0	0	0	34,424	19,945	0	0	0	0.00	0.00	14,479.02	SB EXIT RAMP
623+50.00 'TD'	50.00	75.90	6.67	8.25	0.00	0.00	0.00	163	12	12	0	0	0	34,575	19,960	0	0	0	0.00	0.00	14,614.54	SB EXIT RAMP
624+00.00 'TD'	50.00	68.28	6.67	11.69	0.00	0.00	0.00	134	12	18	0	0	0	34,696	19,984	0	0	0	0.00	0.00	14,712.62	SB EXIT RAMP
624+50.00 'TD'	50.00	48.55	6.67	8.50	0.00	0.00	0.00	108	12	19	0	0	0	34,792	20,007	0	0	0	0.00	0.00	14,785.09	SB EXIT RAMP
625+00.00 'TD'	50.00	48.92	6.67	0.00	0.00	0.00	0.00	90	12	8	0	0	0	34,870	20,017	0	0	0	0.00	0.00	14,853.15	SB EXIT RAMP
625+50.00 'TD'	50.00	36.50	3.83	0.00	0.00	0.00	0.00	79	10	0	0	0	0	34,939	20,017	0	0	0	0.00	0.00	14,922.51	SB EXIT RAMP
625+92.00 'TD'	42.00	22.65	3.83	0.00	0.00	0.00	0.00	46	6	0	0	0	0	34,979	20,017	0	0	0	0.00	0.00	14,962.55	SB EXIT RAMP
626+00.00 'TD'	8.00	19.12	2.00	0.00	0.00	0.00	0.00	6	1	0	0	0	0	34,985	20,017	0	0	0	0.00	0.00	14,967.88	SB EXIT RAMP
626+22.00 'TD'	22.00	6.99	2.00	1.34	0.00	0.00	0.00	11	2	1	0	0	0	34,994	20,017	0	0	0	0.00	0.00	14,976.21	SB EXIT RAMP
626+31.00 'TD'	9.00	5.14	2.00	4.26	0.00	0.00	0.00	2	1	1	0	0	0	34,995	20,019	0	0	0	0.00	0.00	14,976.39	SB EXIT RAMP
626+50.00 'TD'	19.00	3.71	0.67	9.18	0.00	0.00	0.00	3	1	5	0	0	0	34,997	20,025	0	0	0	0.00	0.00	14,972.66	SB EXIT RAMP
627+00.00 'TD'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	3	1	8	0	0	0	35,000	20,035	0	0	0	0.00	0.00	14,964.85	SB EXIT RAMP
206+00.00 'NBE'	0.00	270.31	0.00	6.97	0.00	0.00	0.00	0	0	0	0	0	0	35,000	20,035	0	0	0	0.00	0.00	14,964.85	NB GRADING
206+50.00 'NBE'	50.00	226.17	0.00	43.88	0.00	0.00	0.00	460	0	47	0	0	0	35,460	20,094	0	0	0	0.00	0.00	15,365.71	NB GRADING
207+00.00 'NBE'	50.00	115.01	0.00	50.22	0.00	0.00	0.00	316	0	87	0	0	0	35,776	20,203	0	0	0	0.00	0.00	15,572.71	NB GRADING
207+50.00 'NBE'	50.00	20.35	0.00	74.02	0.00	0.00	0.00	125	0	115	0	0	0	35,901	20,347	0	0	0	0.00	0.00	15,554.26	NB GRADING
208+00.00 'NBE'	50.00	15.34	0.00	60.37	0.00	0.00	0.00	33	0	124	0	0	0	35,934	20,502	0	0	0	0.00	0.00	15,431.76	NB GRADING
208+50.00 'NBE'	50.00	30.59	0.00	18.20	0.00	0.00	0.00	43	0	73	0	0	0	35,977	20,593	0	0	0	0.00	0.00	15,383.35	NB GRADING
209+00.00 'NBE'	50.00	65.16	0.00	9.06	0.00	0.00	0.00	89	0	25	0	0	0	36,065	20,625	0	0	0	0.00	0.00	15,440.46	NB GRADING
209+50.00 'NBE'	50.00	125.13	0.00	2.45	0.00	0.00	0.00	176	0	11	0	0	0	36,241	20,638	0	0	0	0.00	0.00	15,603.33	NB GRADING
210+00.00 'NBE'	50.00	189.03	0.00	5.11	0.00	0.00	0.00	291	0	7	0	0	0	36,532	20,647	0	0	0	0.00	0.00	15,885.46	NB GRADING
210+50.00 'NBE'	50.00	662.98	0.00	1.57	0.00	0.00	0.00	789	0	6	0	0	0	37,321	20,655	0	0	0	0.00	0.00	16,666.63	NB GRADING
211+00.00 'NBE'	50.00	884.74	0.00	0.00	0.00	0.00	0.00	1,433	0	1	0	0	0	38,754	20,656	0	0	0	0.00	0.00	18,097.87	NB GRADING
211+50.00 'NBE'	50.00	812.47	0.00	0.00	0.00	0.00	0.00	1,571	0	0	0	0	0	40,326	20,656	0	0	0	0.00	0.00	19,669.36	NB GRADING
212+00.00 'NBE'	50.00	705.42	0.00	0.00	0.00	0.00	0.00	1,405	0	0	0	0	0	41,731	20,656	0	0	0	0.00	0.00	21,074.81	NB GRADING
212+50.00 'NBE'	50.00	621.83	0.00	0.00	0.00	0.00	0.00	1,229	0	0	0	0	0	42,960	20,656	0	0	0	0.00	0.00	22,303.75	NB GRADING
213+00.00 'NBE'	50.00	561.05	0.00	0.02	0.00	0.00	0.00	1,095	0	0	0	0	0	44,055	20,656	0	0	0	0.00	0.00	23,398.98	NB GRADING

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								LOCATION
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
54+61.74 'T'	11.74	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	STH 73
54+98.46 'T'	36.72	0.00	1.10	0.00	0.00	0.00	0.00	0	1	0	0	0	0	-1	0	0	0	0	0.00	0.00	-0.75	STH 73
55+00.00 'T'	1.54	0.00	1.15	0.00	0.00	0.00	0.00	0	0	0	0	0	0	-1	0	0	0	0	0.00	0.00	-0.81	STH 73
55+28.79 'T'	28.79	0.00	1.67	0.00	0.00	0.00	0.00	0	2	0	0	0	0	-2	0	0	0	0	0.00	0.00	-2.32	STH 73
55+50.00 'T'	21.21	330.79	3.31	0.00	0.00	0.00	0.00	130	2	0	0	0	0	126	0	0	0	0	0.00	0.00	125.65	STH 73
56+00.00 'T'	50.00	1021.05	33.19	0.00	0.00	0.00	0.00	1,252	34	0	0	0	0	1,344	0	0	0	0	0.00	0.00	1,343.57	STH 73
56+50.00 'T'	50.00	740.58	9.46	0.00	0.00	0.00	0.00	1,631	39	0	0	0	0	2,935	0	0	0	0	0.00	0.00	2,935.23	STH 73
57+00.00 'T'	50.00	0.00	2.45	0.00	0.00	0.00	0.00	686	11	0	0	0	0	3,610	0	0	0	0	0.00	0.00	3,609.94	STH 73
57+15.39 'T'	15.39	0.00	1.67	0.00	0.00	0.00	0.00	0	1	0	0	0	0	3,609	0	0	0	0	0.00	0.00	3,608.76	STH 73
57+35.26 'T'	19.87	0.00	1.76	0.00	0.00	0.00	0.00	0	1	0	0	0	0	3,608	0	0	0	0	0.00	0.00	3,607.50	STH 73
57+50.00 'T'	14.74	0.00	1.67	0.00	0.00	0.00	0.00	0	1	0	0	0	0	3,607	0	0	0	0	0.00	0.00	3,606.56	STH 73
58+00.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,603	0	0	0	0	0.00	0.00	3,603.48	STH 73
58+50.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,600	0	0	0	0	0.00	0.00	3,600.39	STH 73
59+00.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,597	0	0	0	0	0.00	0.00	3,597.31	STH 73
59+50.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,594	0	0	0	0	0.00	0.00	3,594.22	STH 73
60+00.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,591	0	0	0	0	0.00	0.00	3,591.13	STH 73
60+50.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,588	0	0	0	0	0.00	0.00	3,588.05	STH 73
61+00.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,585	0	0	0	0	0.00	0.00	3,584.96	STH 73
61+50.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,582	0	0	0	0	0.00	0.00	3,581.87	STH 73
62+00.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,579	0	0	0	0	0.00	0.00	3,578.79	STH 73
62+50.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,576	0	0	0	0	0.00	0.00	3,575.70	STH 73
63+00.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,573	0	0	0	0	0.00	0.00	3,572.61	STH 73
63+50.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,570	0	0	0	0	0.00	0.00	3,569.53	STH 73
64+00.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,566	0	0	0	0	0.00	0.00	3,566.44	STH 73
64+50.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,563	0	0	0	0	0.00	0.00	3,563.35	STH 73
65+00.00 'T'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,560	0	0	0	0	0.00	0.00	3,560.27	STH 73
65+50.00 'T'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	2	0	0	0	0	3,559	0	0	0	0	0.00	0.00	3,558.72	STH 73
599+00.00 'TB'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	3,559	0	0	0	0	0.00	0.00	3,558.72	NB EXIT RAMP
599+50.00 'TB'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	2	0	0	0	0	3,557	0	0	0	0	0.00	0.00	3,557.18	NB EXIT RAMP
600+00.00 'TB'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,554	0	0	0	0	0.00	0.00	3,554.10	NB EXIT RAMP
600+50.00 'TB'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,551	0	0	0	0	0.00	0.00	3,551.01	NB EXIT RAMP
601+00.00 'TB'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,548	0	0	0	0	0.00	0.00	3,547.92	NB EXIT RAMP
601+50.00 'TB'	50.00	0.00	1.88	0.00	0.00	0.00	0.00	0	3	0	0	0	0	3,545	0	0	0	0	0.00	0.00	3,544.64	NB EXIT RAMP
602+00.00 'TB'	50.00	3.10	2.59	0.00	0.00	0.00	0.00	3	4	0	0	0	0	3,543	0	0	0	0	0.00	0.00	3,543.37	NB EXIT RAMP
602+50.00 'TB'	50.00	18.07	3.41	0.00	0.00	0.00	0.00	20	6	0	0	0	0	3,557	0	0	0	0	0.00	0.00	3,557.41	NB EXIT RAMP
603+00.00 'TB'	50.00	37.10	4.33	0.00	0.00	0.00	0.00	51	7	0	0	0	0	3,601	0	0	0	0	0.00	0.00	3,601.31	NB EXIT RAMP
603+50.00 'TB'	50.00	52.20	5.36	0.00	0.00	0.00	0.00	83	9	0	0	0	0	3,675	0	0	0	0	0.00	0.00	3,675.02	NB EXIT RAMP
604+00.00 'TB'	50.00	59.41	6.48	0.00	0.00	0.00	0.00	103	11	0	0	0	0	3,767	0	0	0	0	0.00	0.00	3,767.40	NB EXIT RAMP
604+50.00 'TB'	50.00	47.06	7.70	0.00	0.00	0.00	0.00	99	13	0	0	0	0	3,853	0	0	0	0	0.00	0.00	3,852.85	NB EXIT RAMP
604+85.00 'TB'	35.00	24.39	6.52	0.00	0.00	0.00	0.00	46	9	0	0	0	0	3,890	0	0	0	0	0.00	0.00	3,889.94	NB EXIT RAMP
604+98.00 'TB'	13.00	14.35	6.52	0.00	0.00	0.00	0.00	9	3	0	0	0	0	3,896	0	0	0	0	0.00	0.00	3,896.13	NB EXIT RAMP
605+00.00 'TB'	2.00	12.66	6.52	0.00	0.00	0.00	0.00	1	0	0	0	0	0	3,897	0	0	0	0	0.00	0.00	3,896.64	NB EXIT RAMP
605+06.00 'TB'	6.00	12.05	6.52	0.00	0.00	0.00	0.00	3	1	0	0	0	0	3,898	0	0	0	0	0.00	0.00	3,897.94	NB EXIT RAMP
605+49.00 'TB'	43.00	8.64	6.54	0.00	0.00	0.00	0.00	16	10	0	0	0	0	3,904	0	0	0	0	0.00	0.00	3,904.02	NB EXIT RAMP
605+50.00 'TB'	1.00	8.53	6.54	0.00	0.00	0.00	0.00	0	0	0	0	0	0	3,904	0	0	0	0	0.00	0.00	3,904.10	NB EXIT RAMP
606+00.00 'TB'	50.00	4.09	6.56	43.60	0.00	0.00	0.00	12	12	40	0	0	0	3,904	50	0	0	0	0.00	0.00	3,853.20	NB EXIT RAMP
606+50.00 'TB'	50.00	63.81	6.59	34.22	0.00	0.00	0.00	63	12	72	0	0	0	3,954	141	0	0	0	0.00	0.00	3,813.83	NB EXIT RAMP
606+66.00 'TB'	16.00	2.23	6.60	57.85	0.00	0.00	0.00	20	4	27	0	0	0	3,970	175	0	0	0	0.00	0.00	3,795.38	NB EXIT RAMP
607+00.00 'TB'	34.00	8.75	6.29	36.84	0.00	0.00	0.00	7	8	60	0	0	0	3,969	249	0	0	0	0.00	0.00	3,719.65	NB EXIT RAMP
607+07.00 'TB'	7.00	11.37	5.59	36.28	0.00	0.00	0.00	3	2	9	0	0	0	3,970	261	0	0	0	0.00	0.00	3,708.87	NB EXIT RAMP
607+28.00 'TB'	21.00	19.17	5.59	22.73	0.00	0.00	0.00	12	4	23	0	0	0	3,977	290	0	0	0	0.00	0.00	3,687.71	NB EXIT RAMP
607+49.00 'TB'	21.00	28.21	4.97	0.00	0.00	0.00	0.00	18	4	9	0	0	0	3,992	301	0	0	0	0.00	0.00	3,690.98	NB EXIT RAMP
607+50.00 'TB'	1.00	29.37	4.97	0.00	0.00	0.00	0.00	1	0	0	0	0	0	3,993	301	0	0	0	0.00	0.00	3,691.87	NB EXIT RAMP
607+59.00 'TB'	9.00	24.19	4.62	0.00	0.00	0.00	0.00	9	2	0	0	0	0	4,000	301	0	0	0	0.00	0.00	3,699.19	NB EXIT RAMP
608+00.00 'TB'	41.00	7.26	2.89	0.00	0.00	0.00	0.00	24	6	0	0	0	0	4,018	301	0	0	0	0.00	0.00	3,717.37	NB EXIT RAMP
608+50.00 'TB'	50.00	51.55	0.00	0.00	0.00	0.00	0.00	54	3	0	0	0	0	4,070	301	0	0	0	0.00	0.00	3,769.15	NB EXIT RAMP
609+00.00 'TB'	50.00	116.88	0.00	0.00	0.00	0.00	0.00	156	0	0	0	0	0	4,226	301	0	0	0	0.00	0.00	3,925.10	NB EXIT RAMP
609+50.00 'TB'	50.00	252.14	0.00	0.00	0.00	0.00	0.00	342	0	0	0	0	0	4,568	301	0	0	0	0.00	0.00	4,266.77	NB EXIT RAMP
609+88.87 'TB'	38.87	257.48	0.00	0.00	0.00	0.00	0.00	367	0	0	0	0	0	4,934	301	0	0	0	0.00	0.00	4,633.60	NB EXIT RAMP
610+00.00 'TB'	11.13	235.82	0.00	0.00	0.00	0.00	0.00	102	0	0	0	0	0	5,036	301	0	0	0	0.00	0.00	4,735.27	NB EXIT RAMP
610+09.83 'TB'	9.83	227.43	0.00	0.00	0.00	0.00	0.00	84	0	0	0	0	0	5,120	301	0	0	0	0.00	0.00	4,819.60	NB EXIT RAMP
610+47.00 'TB'	37.17	134.05	0.00	0.00	0.00	0.00	0.00	249	0	0	0	0	0	5,369	301	0	0	0	0.00	0.00	5,068.42	NB EXIT RAMP

9

9

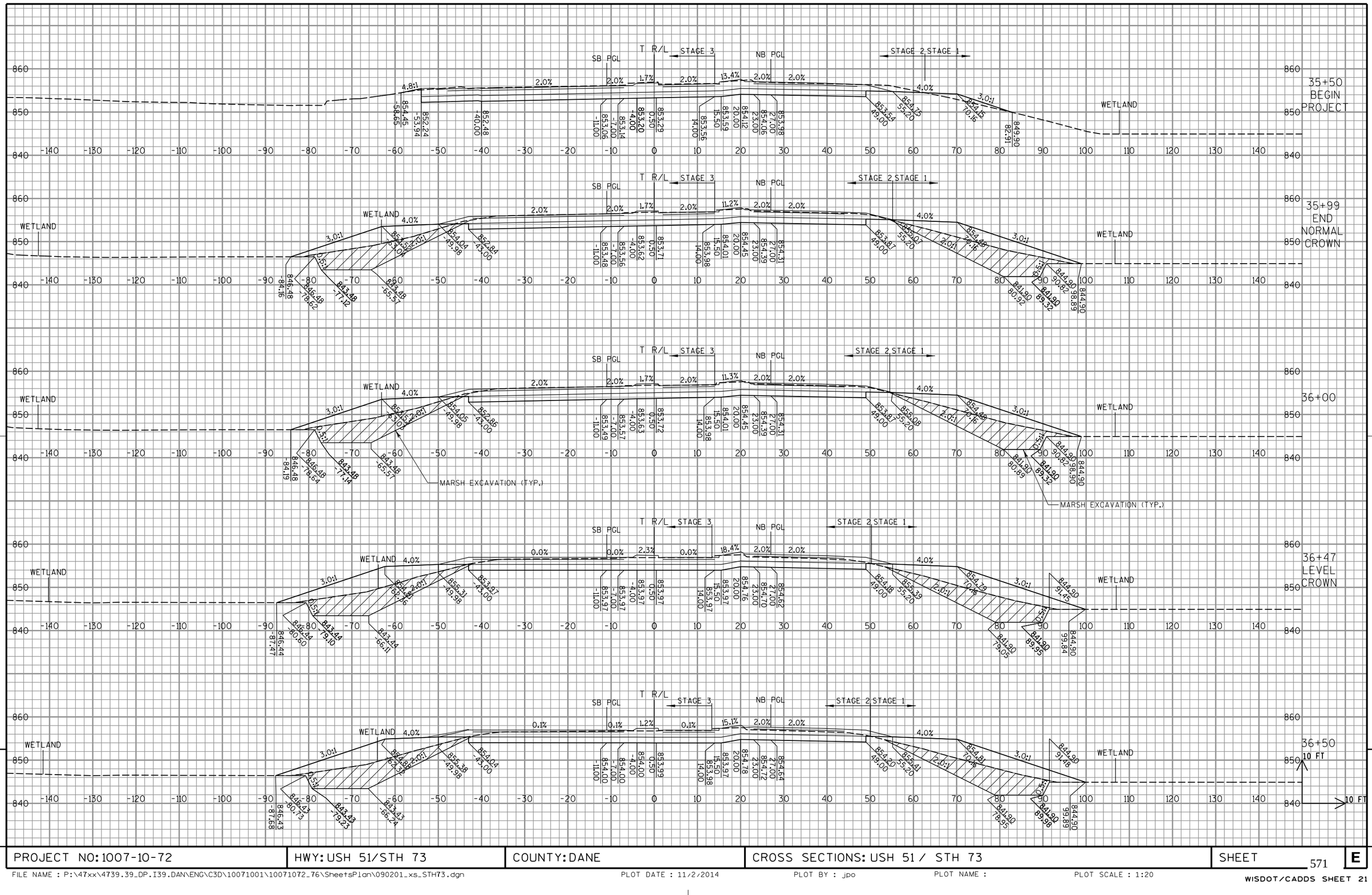
PROJECT NO: 1007-10-72 | HWY: USH 51/STH 73 | COUNTY: DANE | EARTHWORK DATA: STAGE 5 | SHEET 569 | E

STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)								LOCATION
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED MARSH BACKFILL 1.50	EXPANDED ROCK 1.10	EXPANDED EBS BACKFILL 1.30	REDUCED MARSH IN FILL 0.60	REDUCED EBS IN FILL 0.80	MASS ORDINATE	
								Note 1	Note 2	Note 3				NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8	
611+00.00 'TB'	53.00	0.00	0.00	0.00	0.00	0.00	0.00	132	0	0	0	0	0	5,501	301	0	0	0	0.00	0.00	5,199.99	NB EXIT RAMP
108+00.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	5,501	301	0	0	0	0.00	0.00	5,199.99	PIERCE RD
108+36.00 'PR'	36.00	14.38	0.00	0.00	0.00	0.00	0.00	10	0	0	0	0	0	5,510	301	0	0	0	0.00	0.00	5,209.58	PIERCE RD
108+50.00 'PR'	14.00	17.37	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	5,519	301	0	0	0	0.00	0.00	5,217.81	PIERCE RD
109+00.00 'PR'	50.00	20.13	1.09	0.00	0.00	0.00	0.00	35	1	0	0	0	0	5,552	301	0	0	0	0.00	0.00	5,251.54	PIERCE RD
109+50.00 'PR'	50.00	24.61	2.75	0.00	0.00	0.00	0.00	41	4	0	0	0	0	5,590	301	0	0	0	0.00	0.00	5,289.42	PIERCE RD
109+59.00 'PR'	9.00	31.98	3.10	0.00	0.00	0.00	0.00	9	1	0	0	0	0	5,599	301	0	0	0	0.00	0.00	5,297.87	PIERCE RD
110+00.00 'PR'	41.00	156.71	8.57	2.54	0.00	0.00	91.92	143	9	2	0	0	70	5,733	233	0	0	91	0.00	55.83	5,499.65	PIERCE RD
110+50.00 'PR'	50.00	179.04	6.58	0.00	0.00	0.00	75.58	311	14	2	0	0	155	6,030	81	0	0	292	0.00	179.91	5,948.65	PIERCE RD
111+00.00 'PR'	50.00	268.34	5.78	9.30	0.00	0.00	62.08	414	11	9	0	0	127	6,433	-36	0	0	458	0.00	281.88	6,468.15	PIERCE RD
111+50.00 'PR'	50.00	392.36	7.36	7.97	0.00	0.00	62.61	612	12	16	0	0	115	7,032	-131	0	0	608	0.00	374.24	7,163.22	PIERCE RD
111+89.00 'PR'	39.00	460.38	8.10	34.91	0.00	0.00	62.61	616	11	31	0	0	90	7,637	-183	0	0	726	0.00	446.60	7,819.65	PIERCE RD
112+00.00 'PR'	11.00	489.18	9.06	26.64	0.00	0.00	46.78	193	3	13	0	0	22	7,827	-189	0	0	755	0.00	464.42	8,016.19	PIERCE RD
112+50.00 'PR'	50.00	806.61	9.53	0.00	0.00	0.00	68.58	1,200	17	25	0	0	107	9,009	-265	0	0	894	0.00	549.87	9,274.76	PIERCE RD
113+00.00 'PR'	50.00	881.83	11.17	45.73	0.00	0.00	0.84	1,563	19	42	0	0	64	10,554	-277	0	0	977	0.00	601.29	10,830.32	PIERCE RD
113+50.00 'PR'	50.00	1080.05	15.95	25.34	0.00	0.00	0.00	1,817	25	66	0	0	1	12,345	-195	0	0	978	0.00	601.92	12,540.29	PIERCE RD
113+73.37 'PR'	23.37	1201.77	16.35	24.35	0.00	0.00	0.00	988	14	22	0	0	0	13,319	-168	0	0	978	0.00	601.92	13,486.95	PIERCE RD
114+00.00 'PR'	26.63	1513.95	16.75	30.56	0.00	0.00	0.00	1,339	16	27	0	0	0	14,642	-134	0	0	978	0.00	601.92	14,776.03	PIERCE RD
114+50.00 'PR'	50.00	2382.77	18.92	59.99	0.00	0.00	48.54	3,608	33	84	0	0	45	18,217	-75	0	0	1,037	0.00	637.87	18,291.21	PIERCE RD
115+00.00 'PR'	50.00	1718.31	11.64	135.14	0.00	0.00	121.11	3,797	28	181	0	0	157	21,986	-6	0	0	1,241	0.00	763.54	21,991.46	PIERCE RD
115+50.00 'PR'	50.00	230.86	19.17	131.88	0.00	0.00	172.63	1,805	29	247	0	0	272	23,762	31	0	0	1,594	0.00	981.12	23,730.66	PIERCE RD
116+00.00 'PR'	50.00	0.00	6.67	0.00	0.00	0.00	0.00	214	24	122	0	0	160	23,952	24	0	0	1,802	0.00	1,108.99	23,927.71	PIERCE RD
116+50.00 'PR'	50.00	0.00	2.17	0.00	0.00	0.00	0.00	0	8	0	0	0	0	23,944	24	0	0	1,802	0.00	1,108.99	23,919.53	PIERCE RD
117+00.00 'PR'	50.00	0.00	1.67	0.00	0.00	0.00	0.00	0	4	0	0	0	0	23,940	24	0	0	1,802	0.00	1,108.99	23,915.98	PIERCE RD
117+50.00 'PR'	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0	2	0	0	0	0	23,938	24	0	0	1,802	0.00	1,108.99	23,914.44	PIERCE RD

9

9

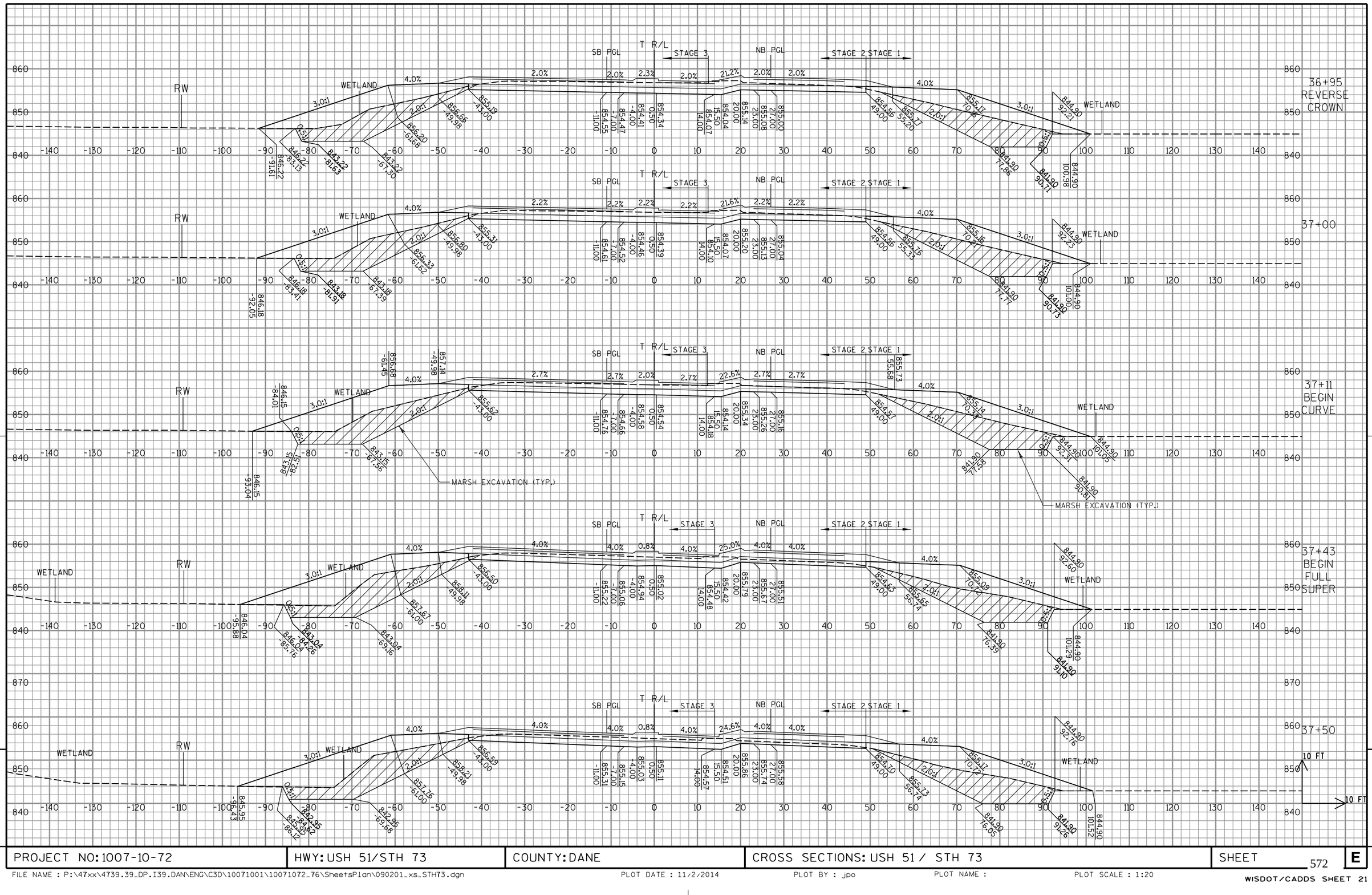
PROJECT NO:1007-10-72 | HWY:USH 51/STH 73 | COUNTY:DANE | EARTHWORK DATA:STAGE 5 | SHEET 570 | E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 571	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

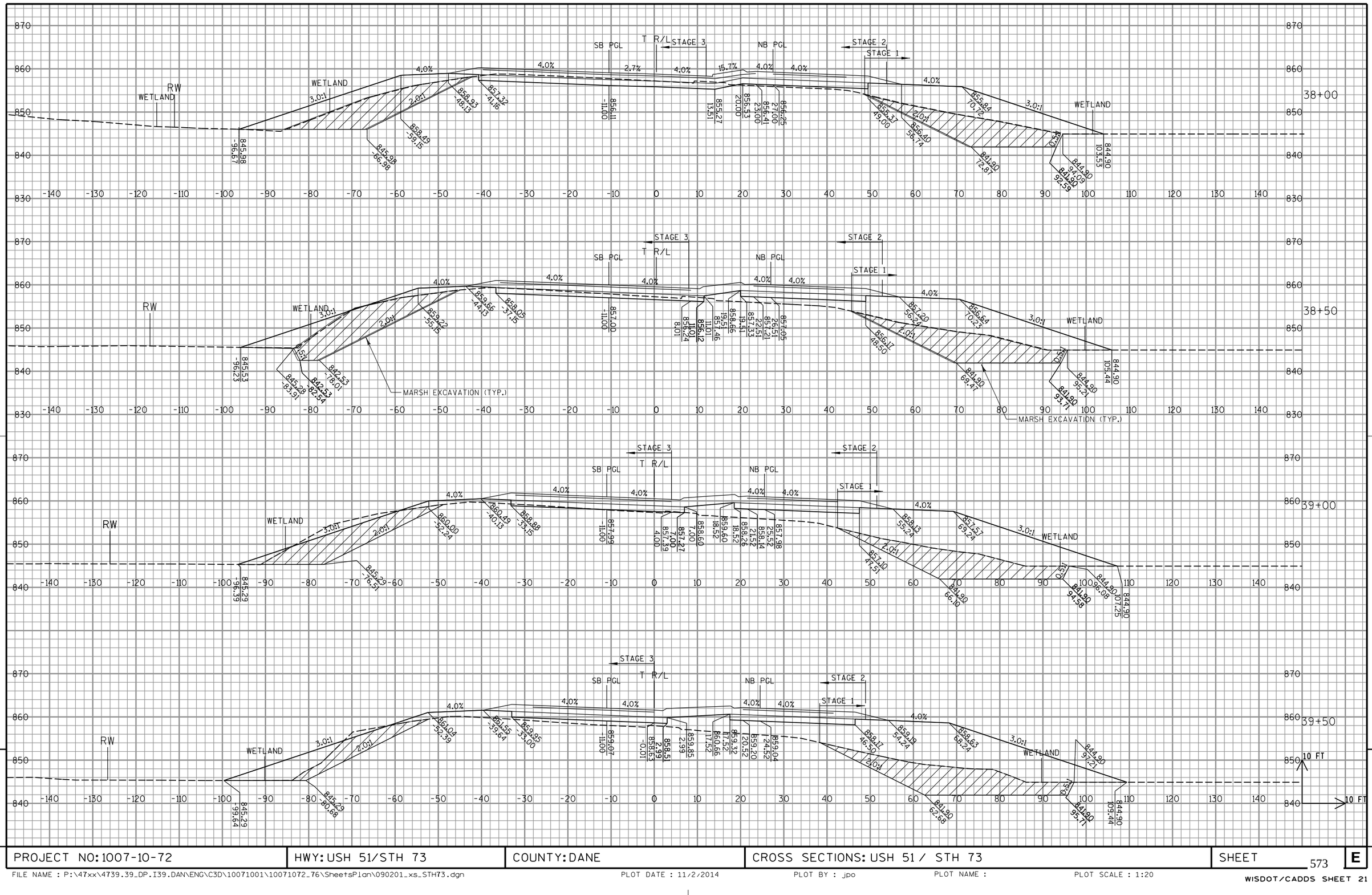
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 572	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

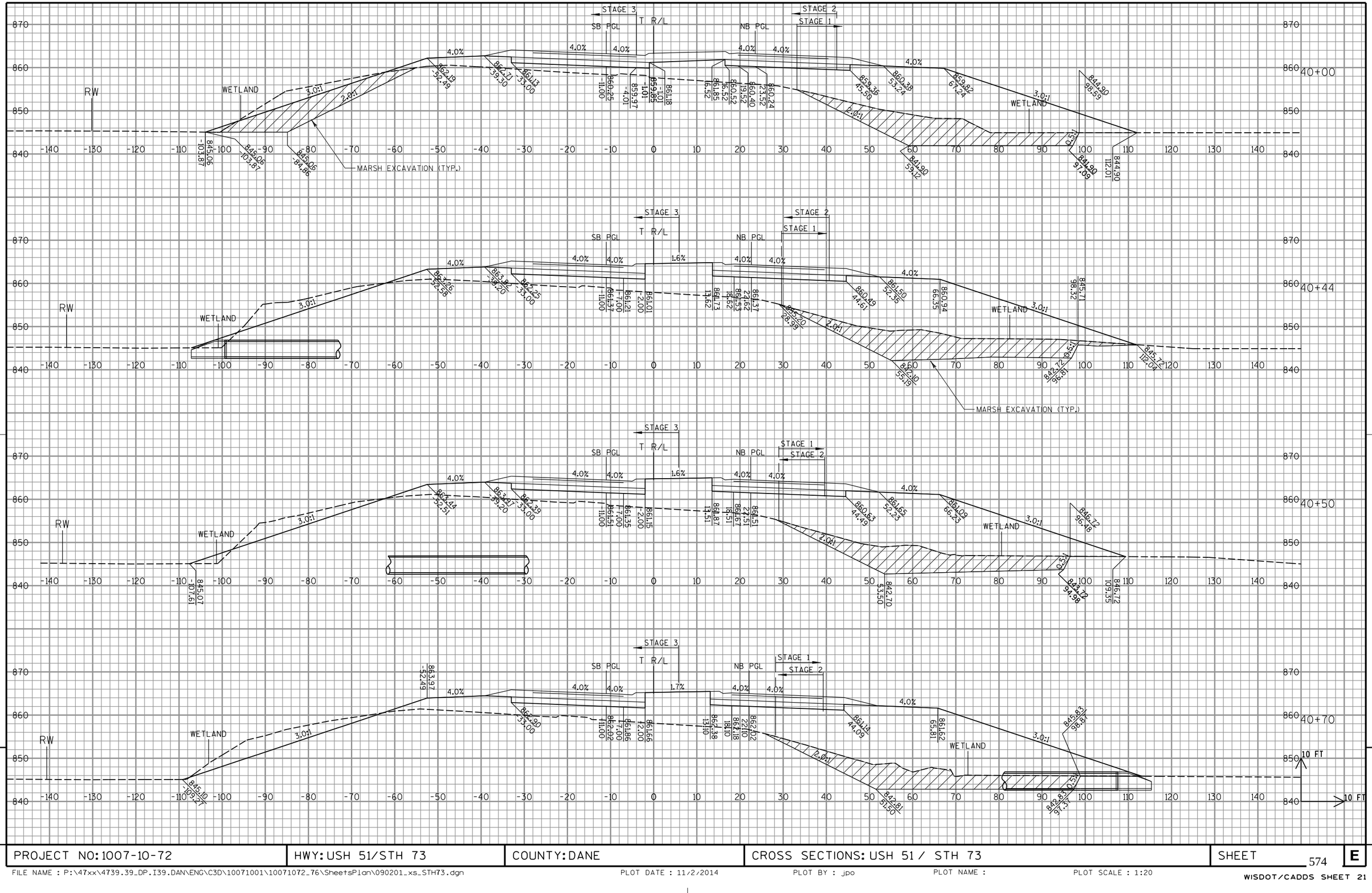
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 573	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

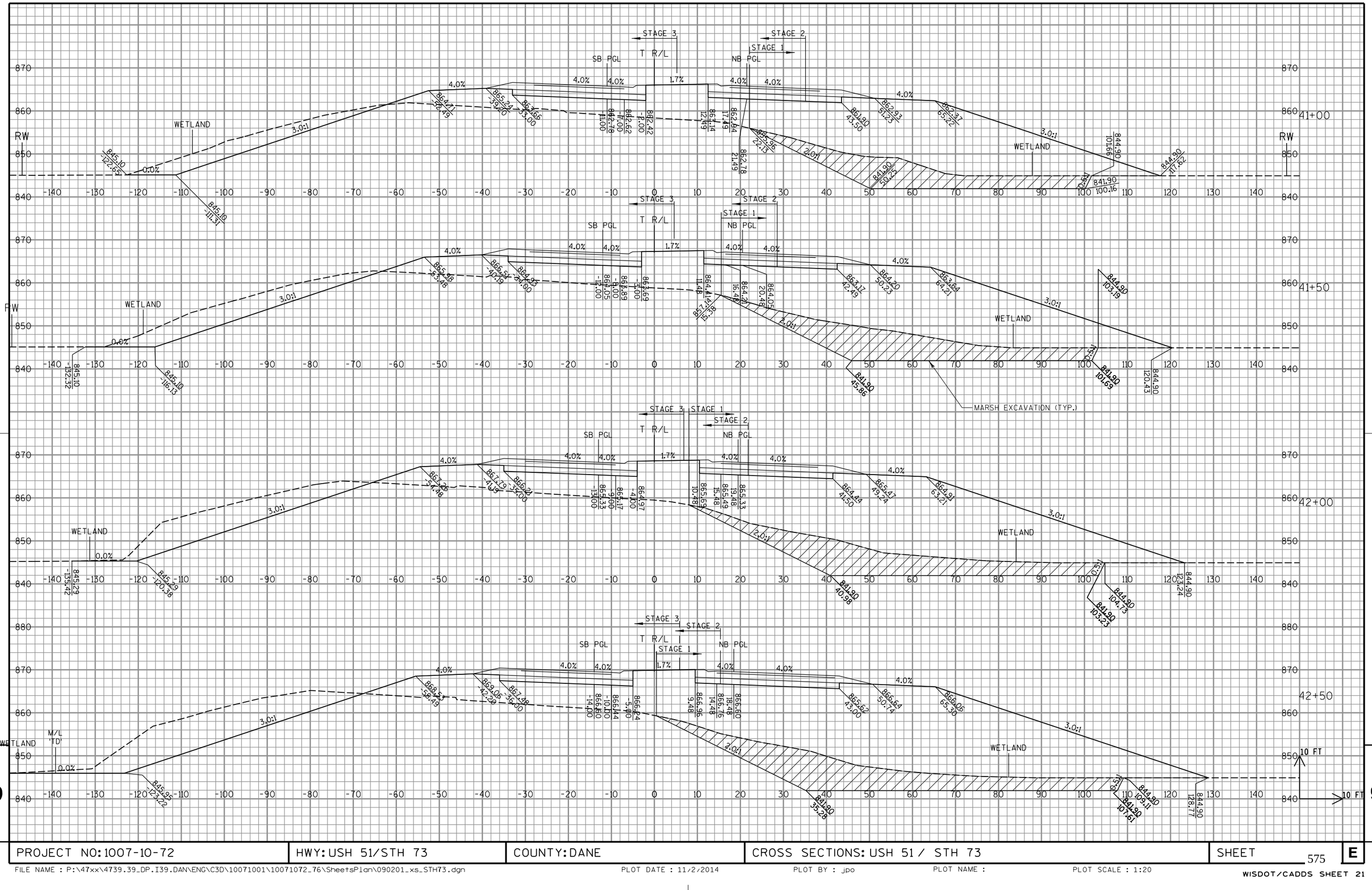
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 574 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

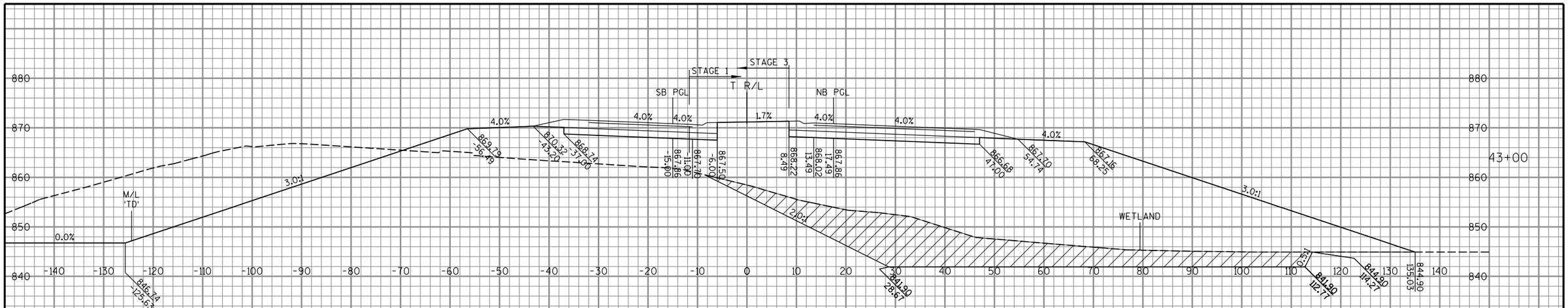
WISDOT/CADDS SHEET 21

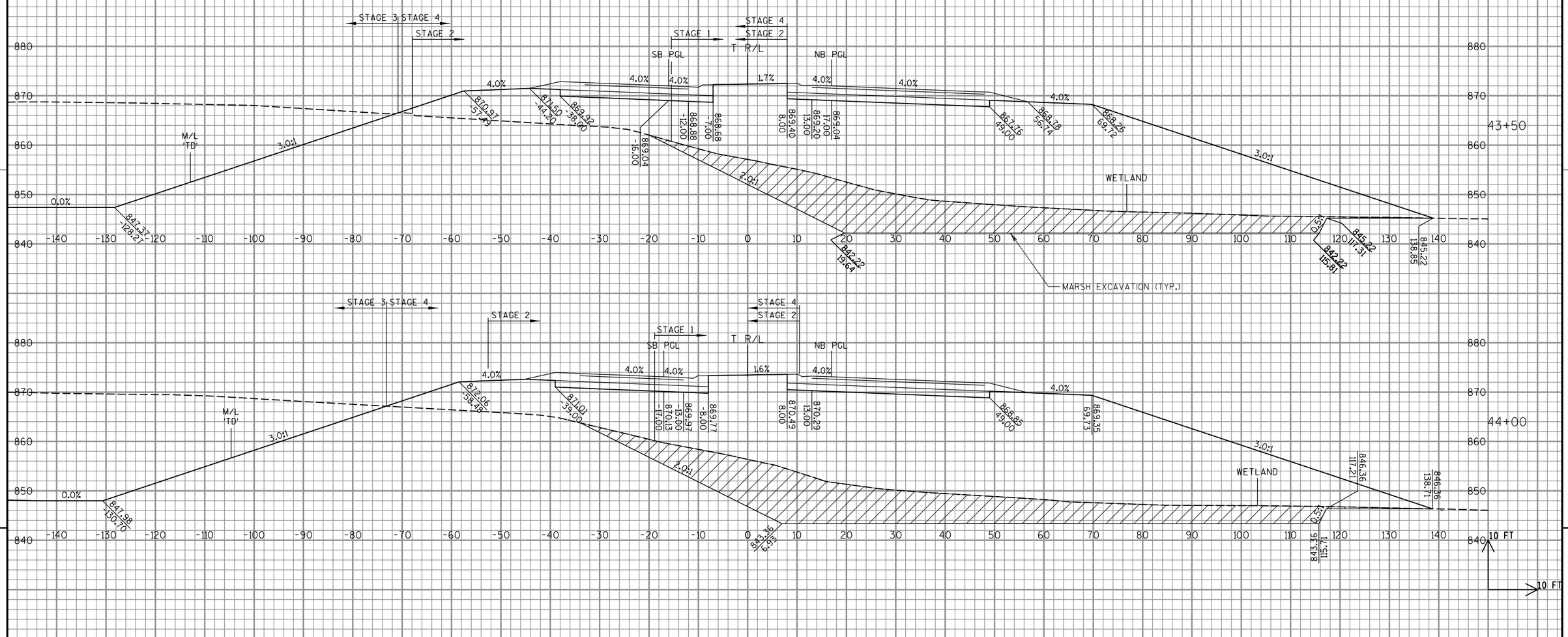


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 575	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

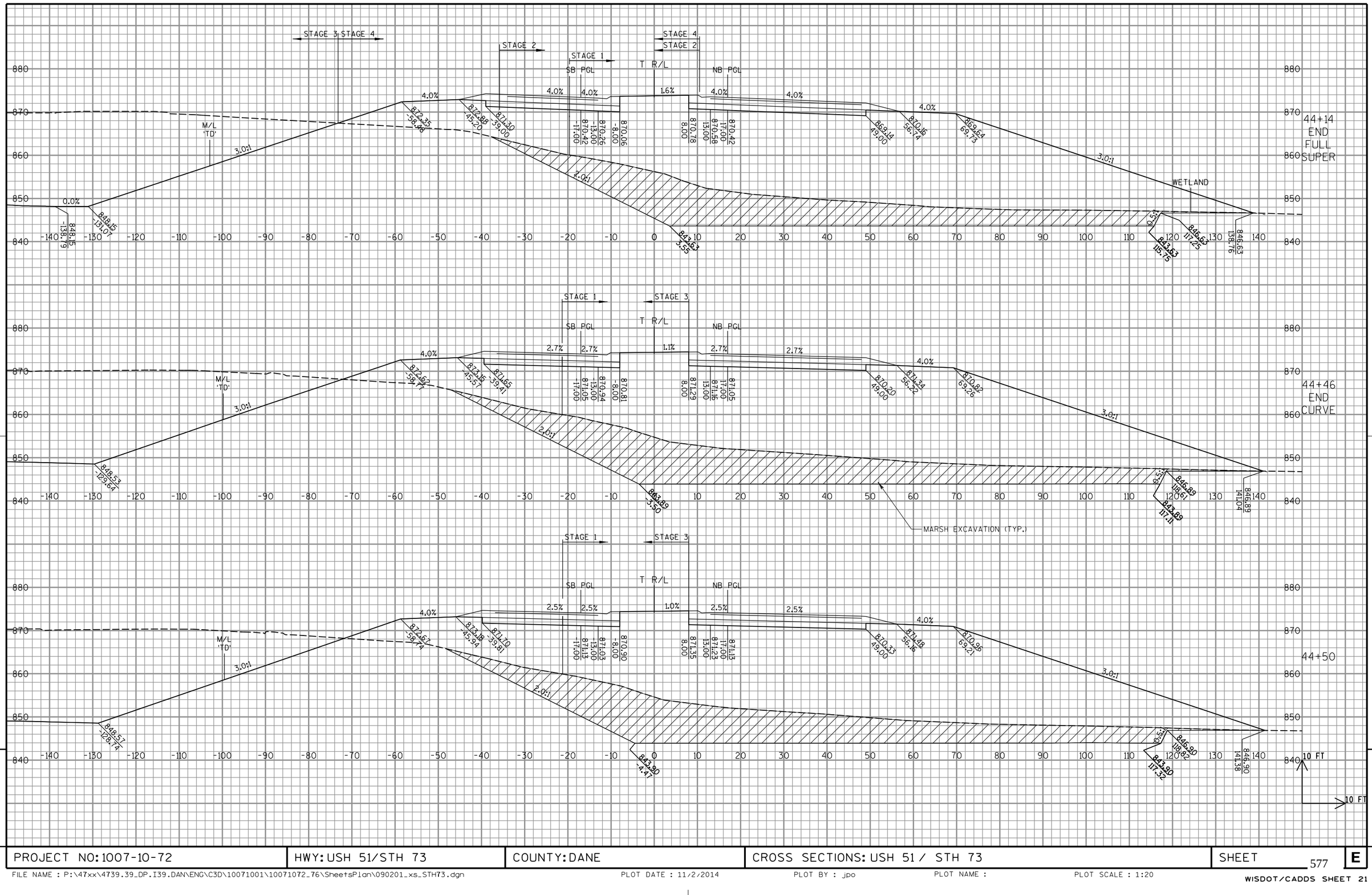




PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 576	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

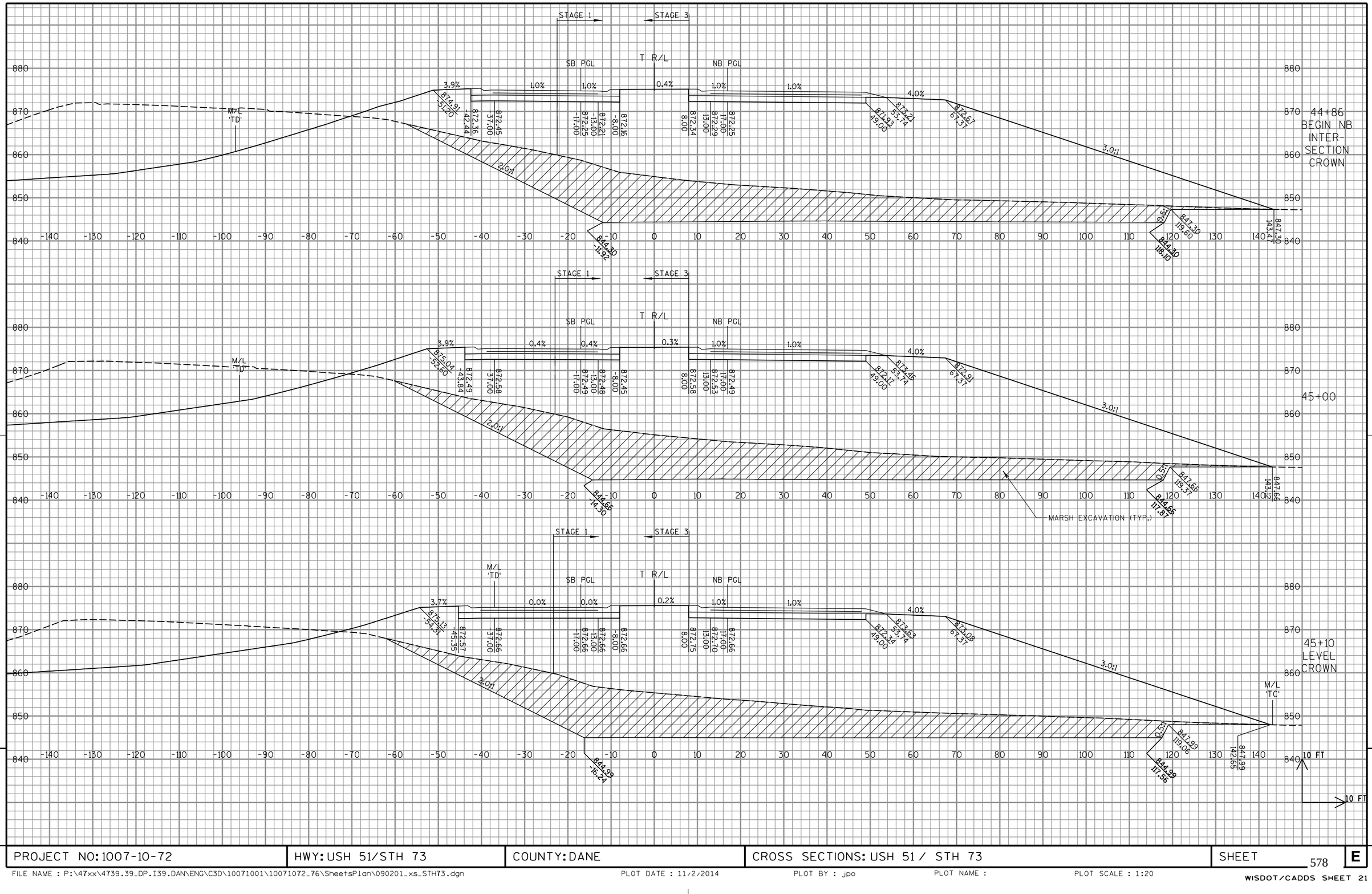
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 577	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



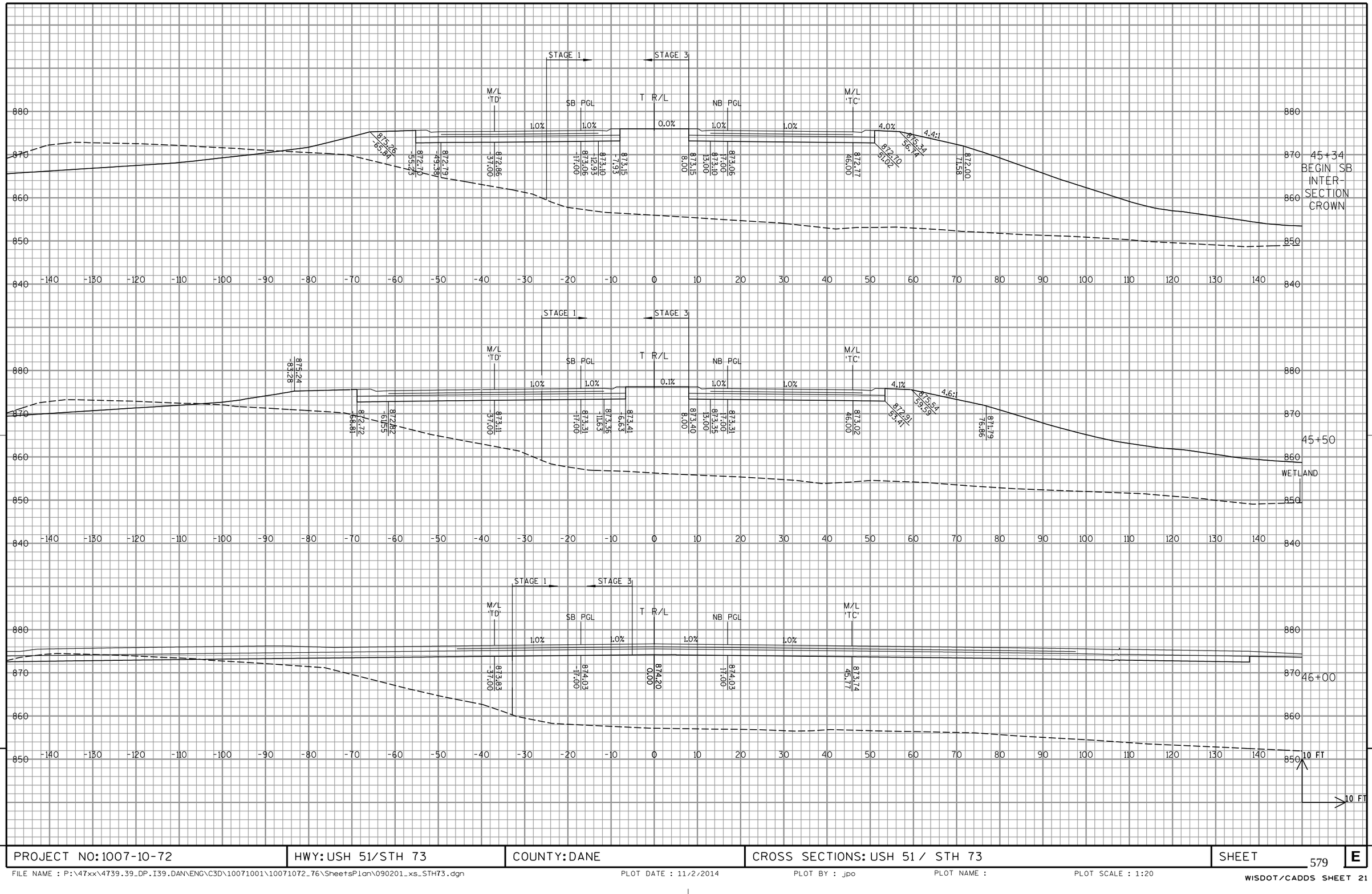
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 578	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

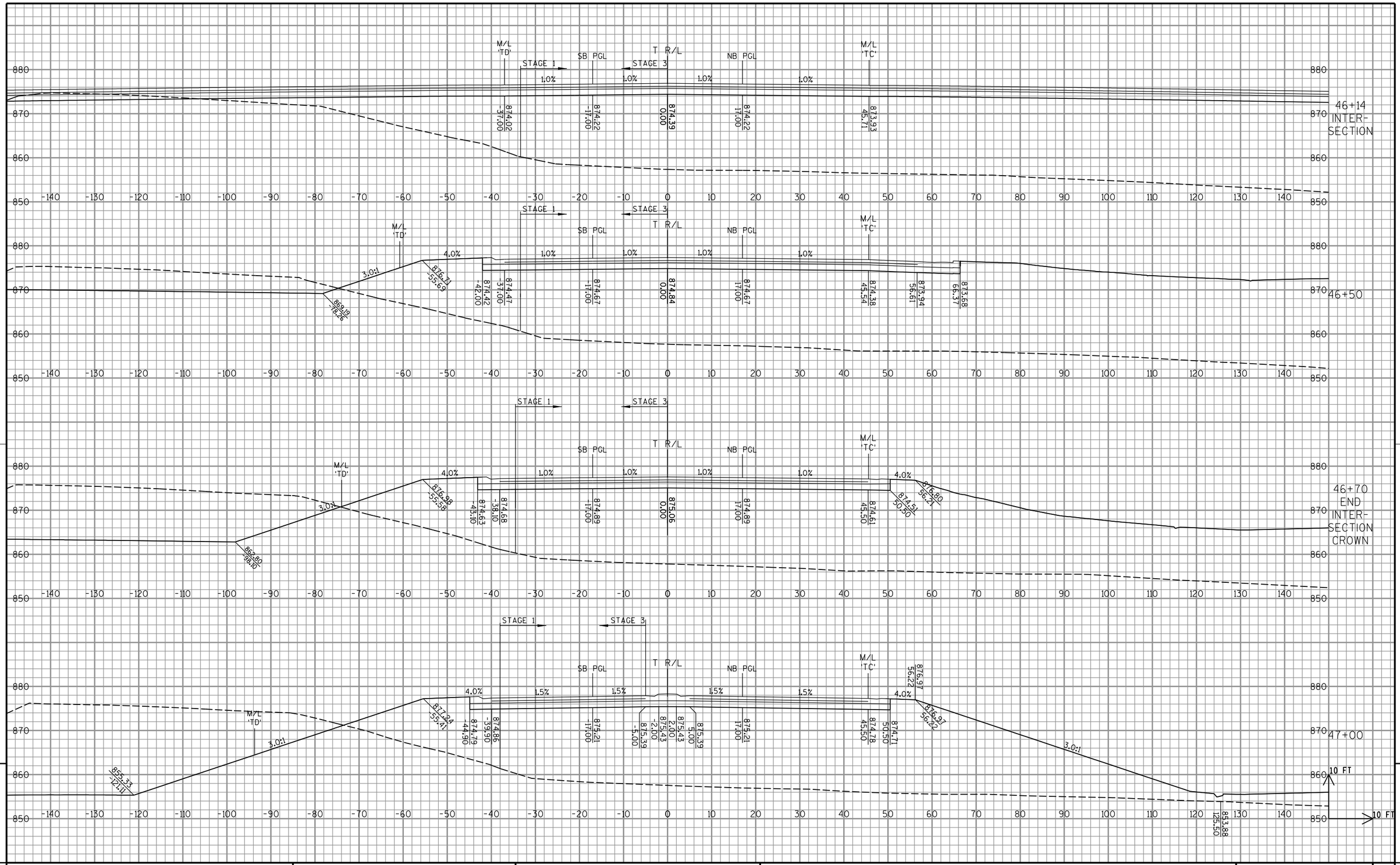
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 579	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

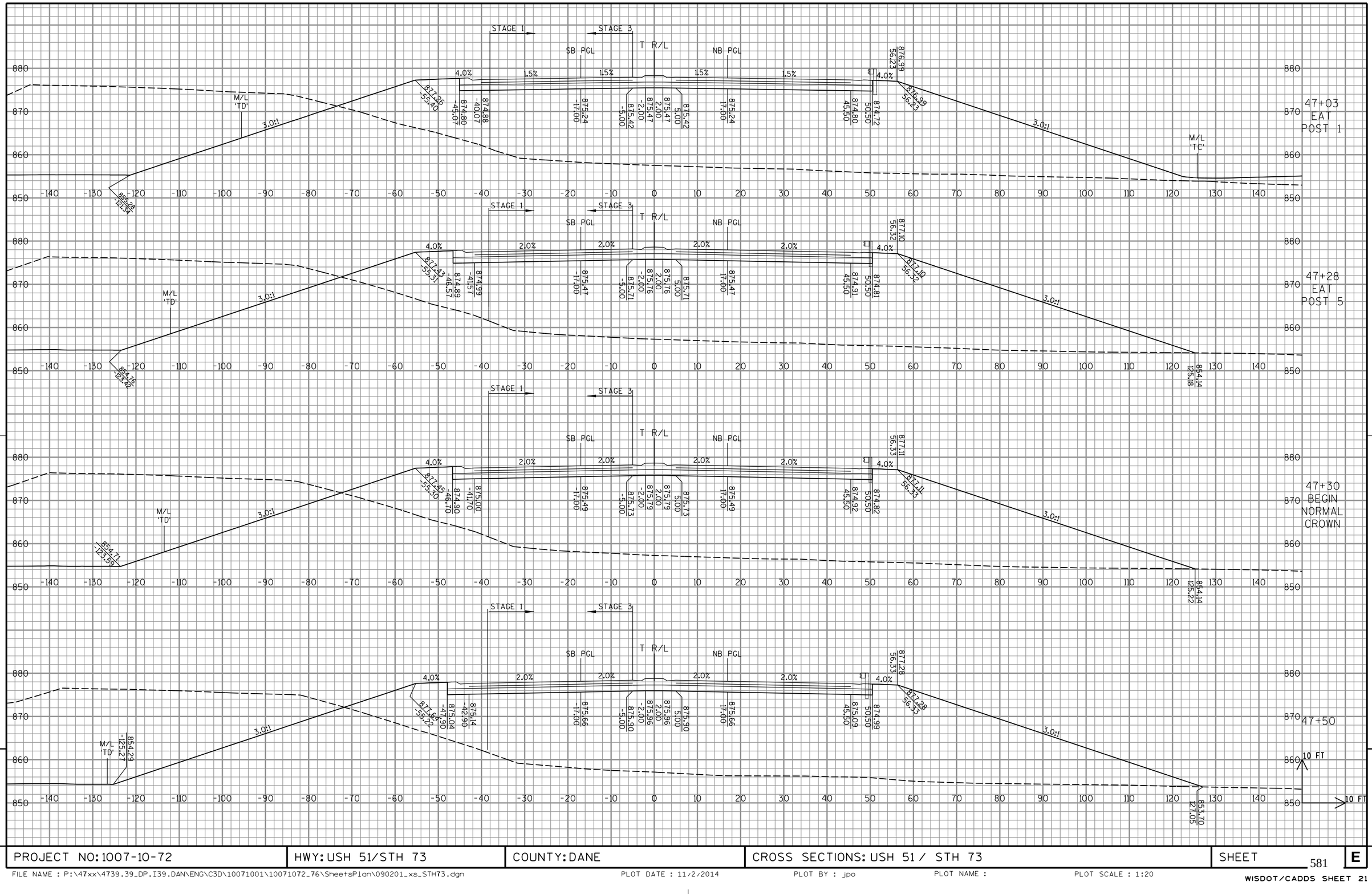
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 580	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn
PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



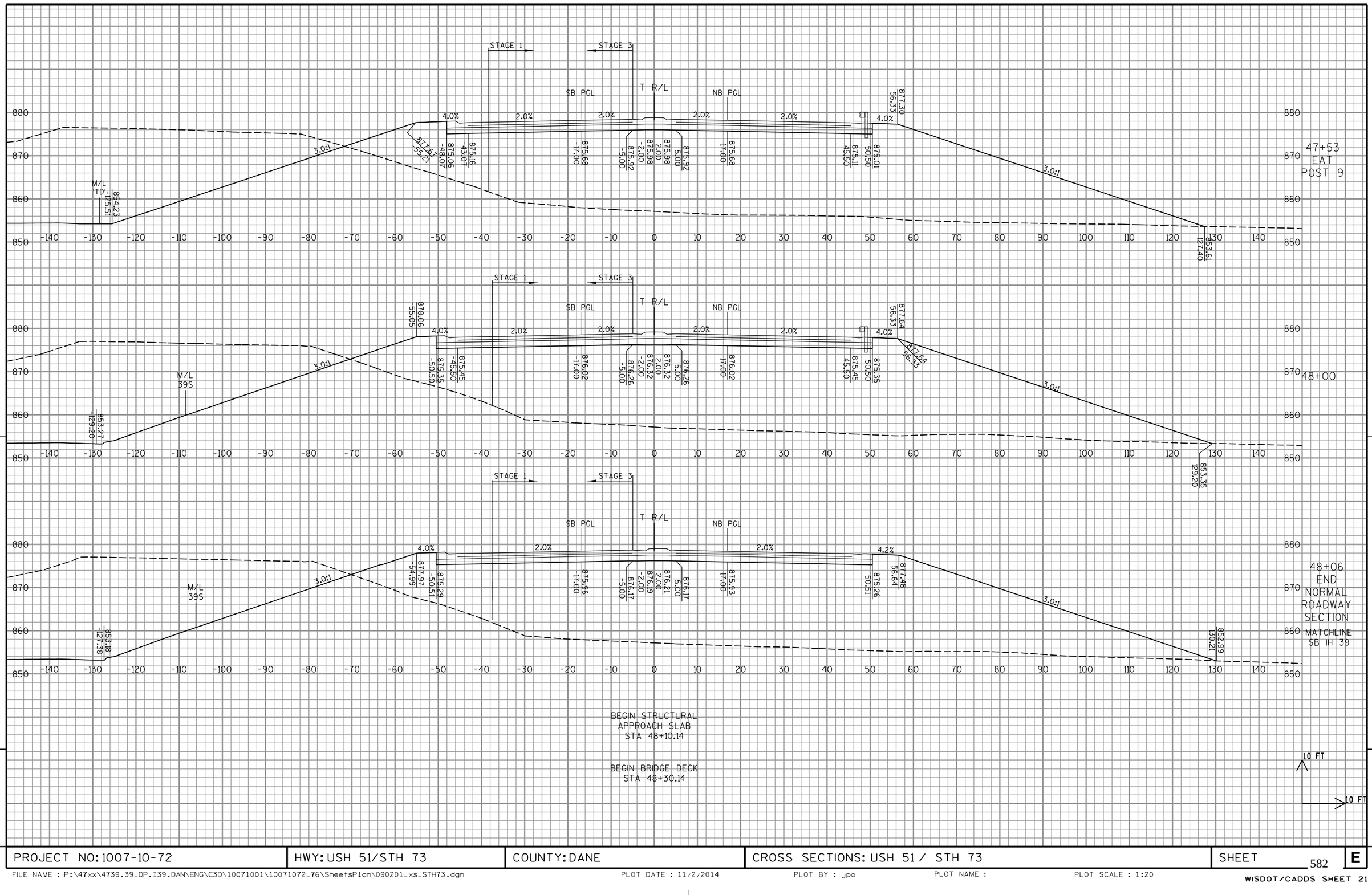
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 581	E

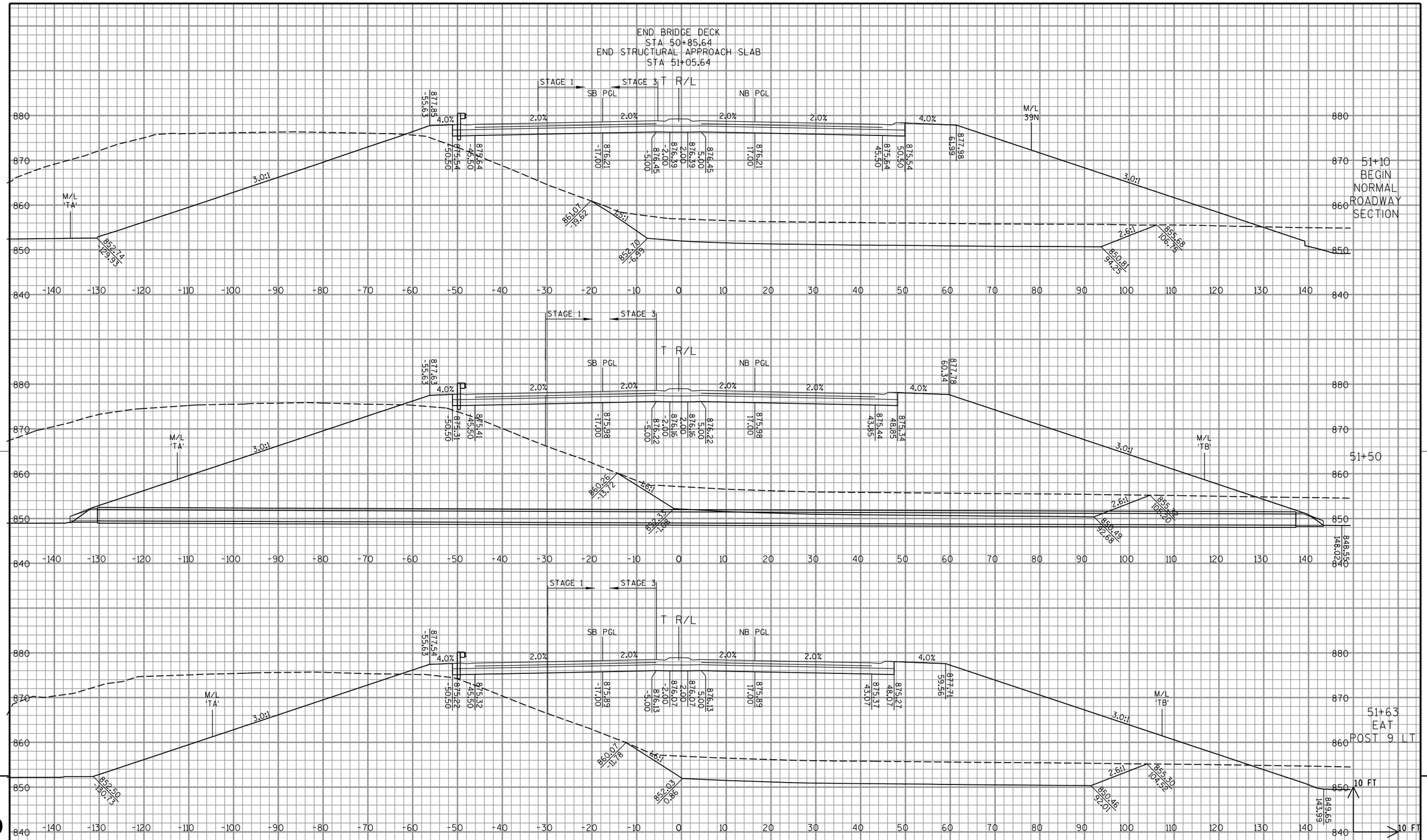
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

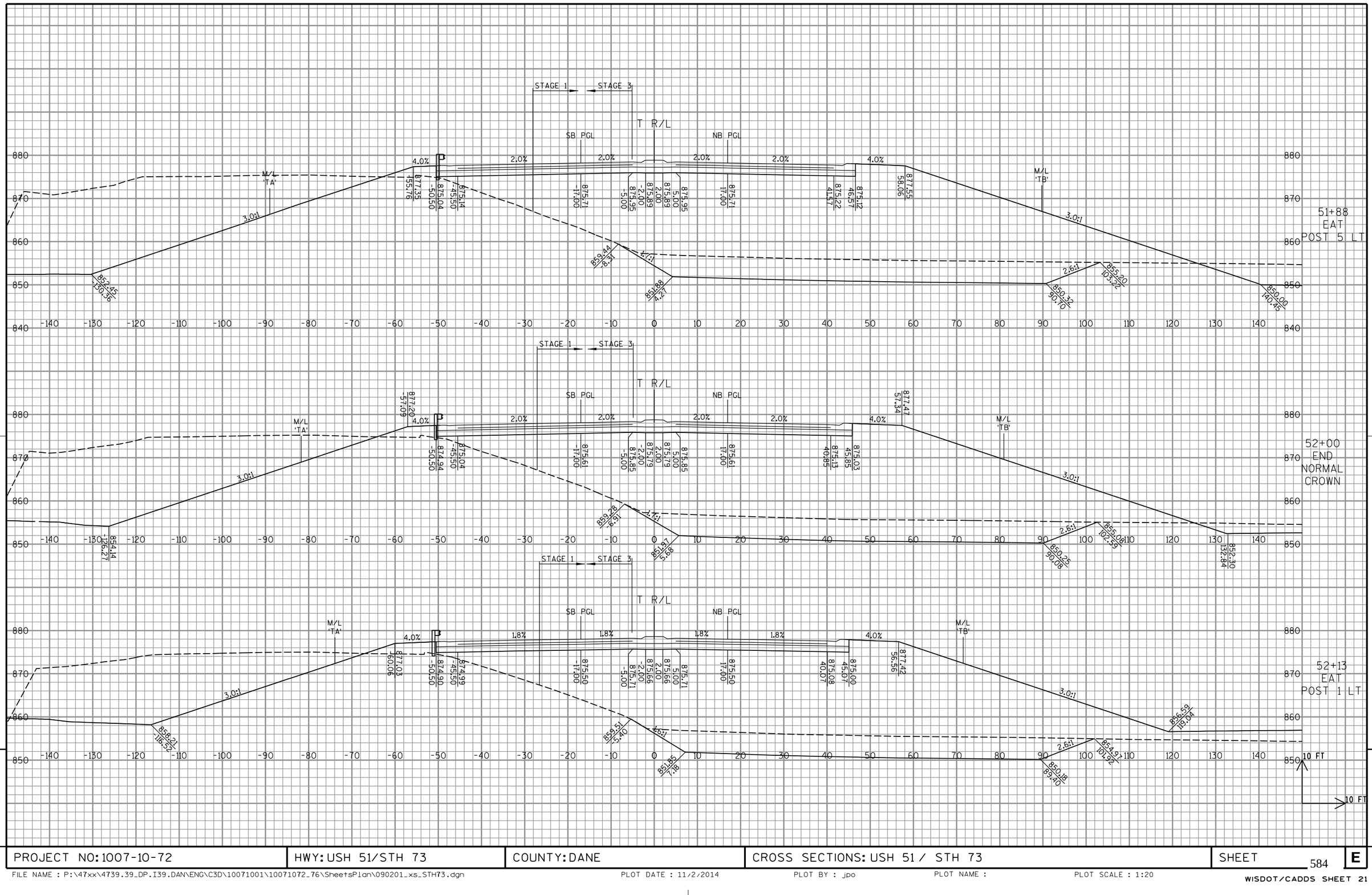


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 582	E

END BRIDGE DECK
STA 50+85.64
END STRUCTURAL APPROACH SLAB
STA 51+05.64



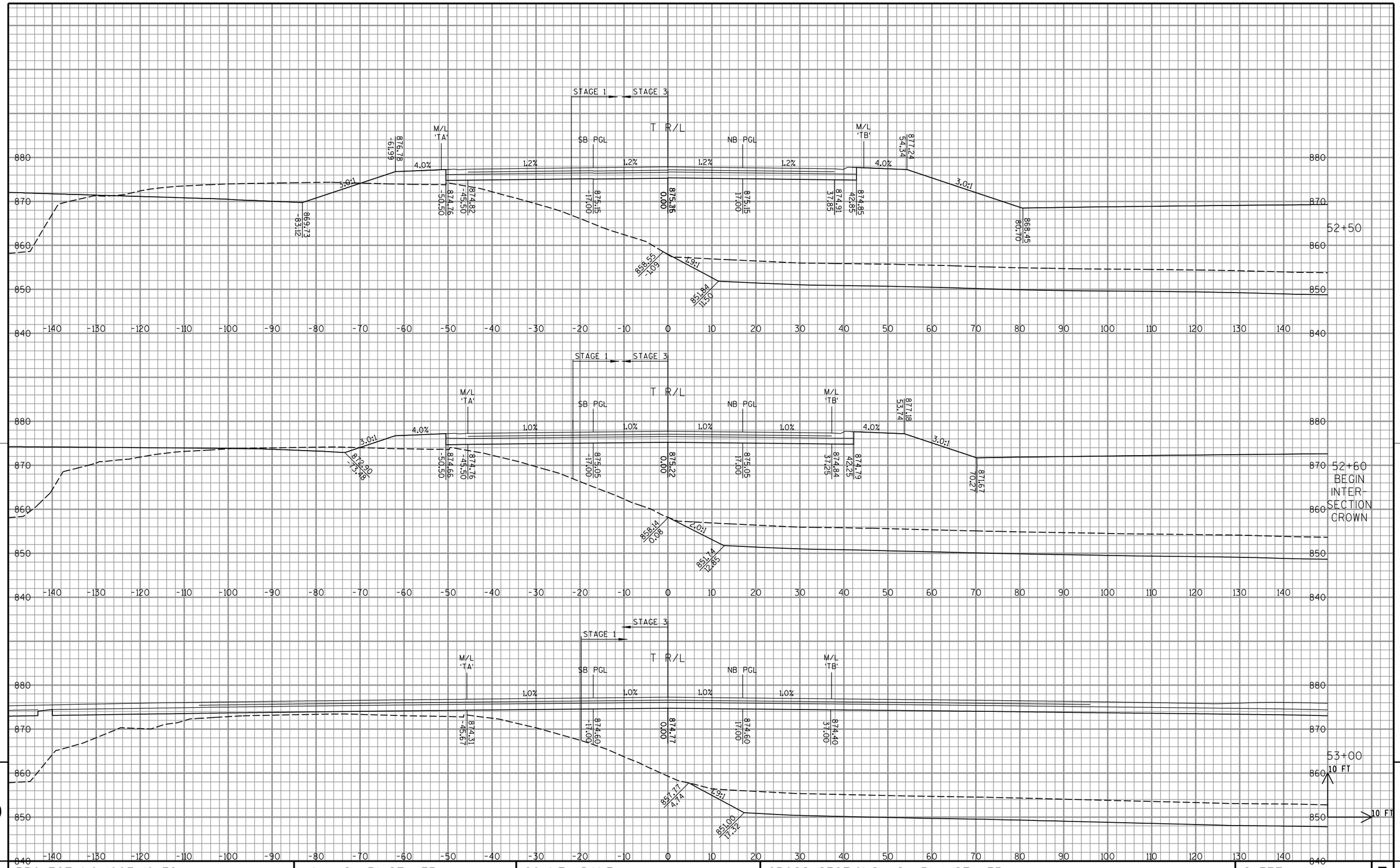
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 583	E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 584	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

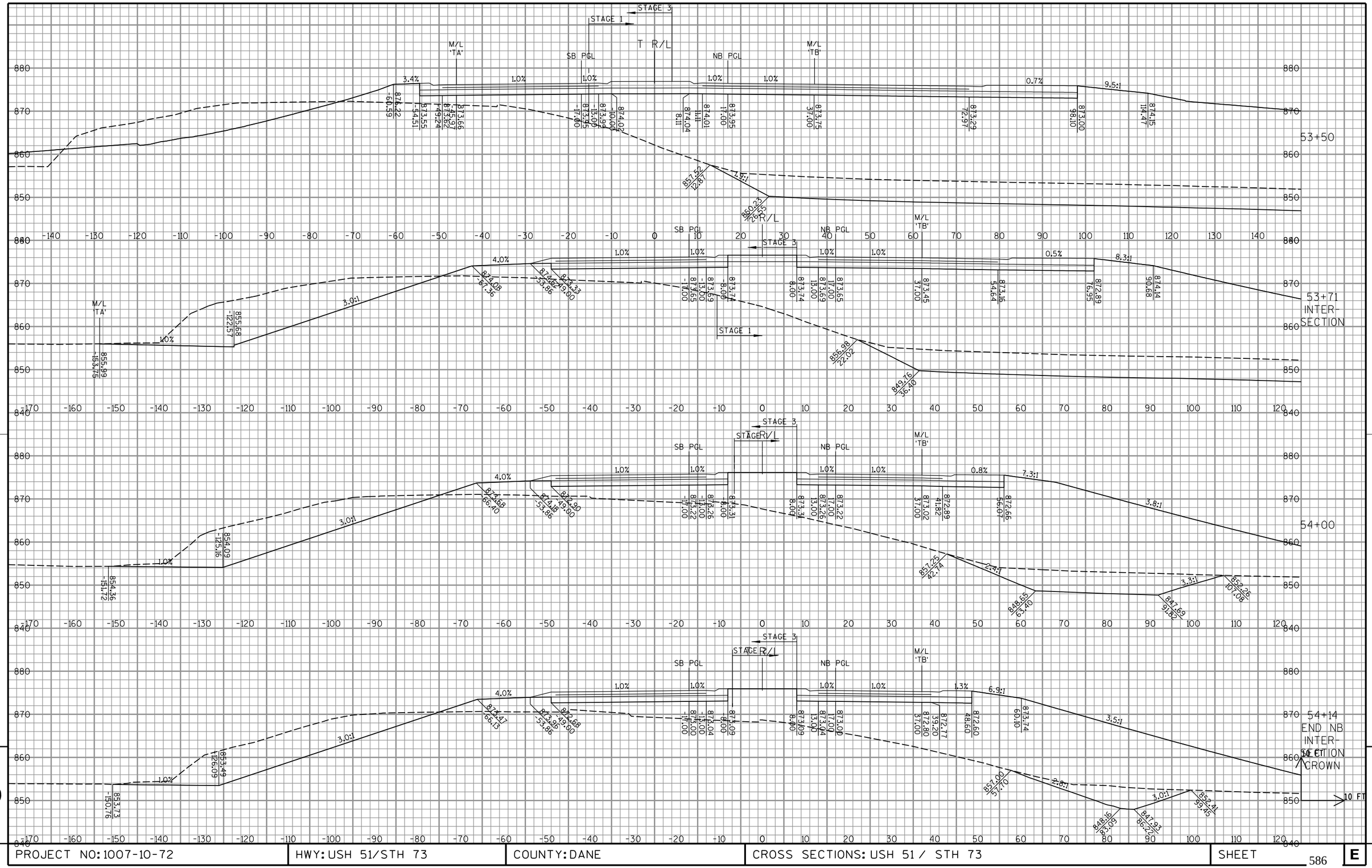
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 585 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

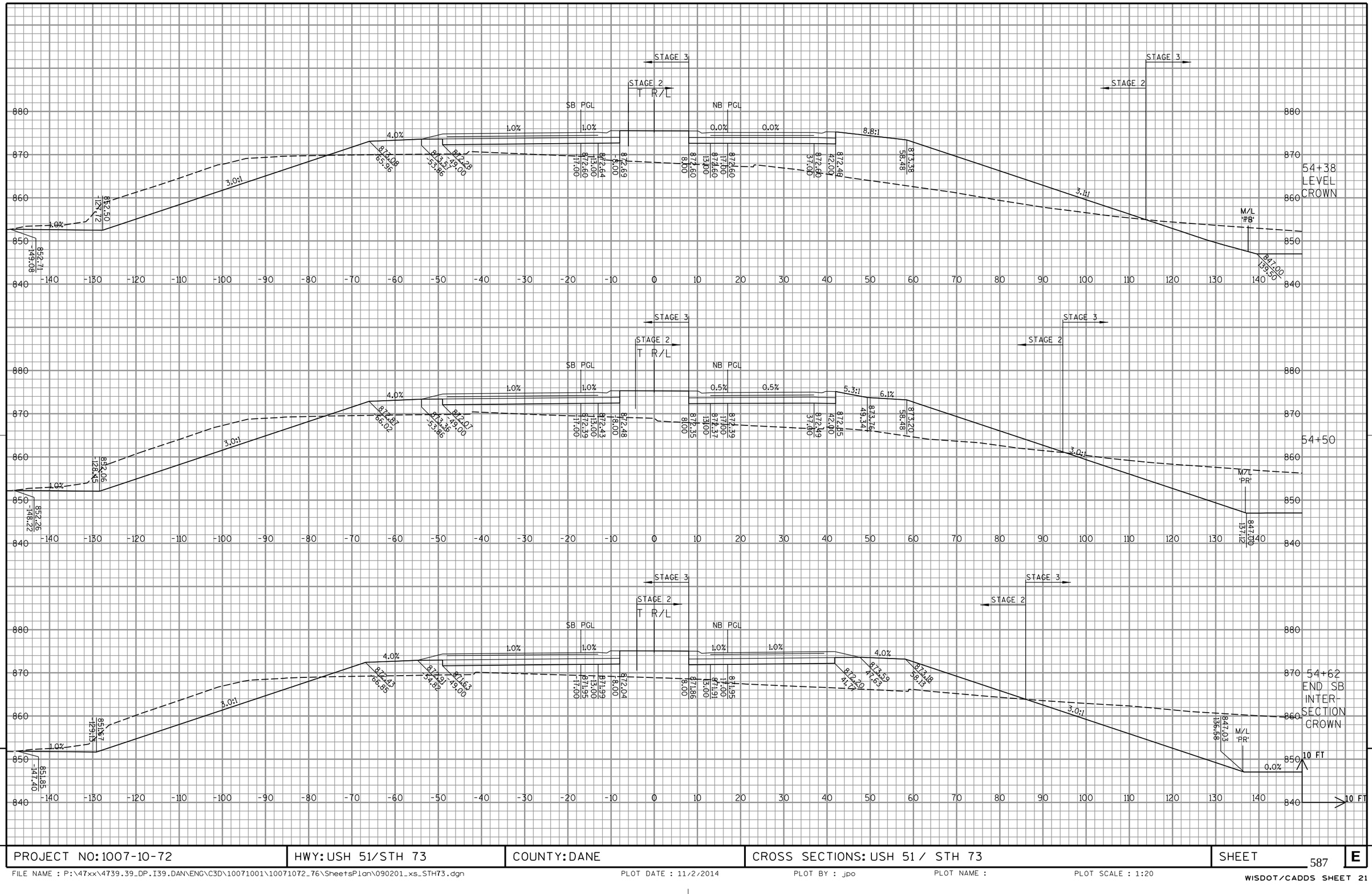


9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 586	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

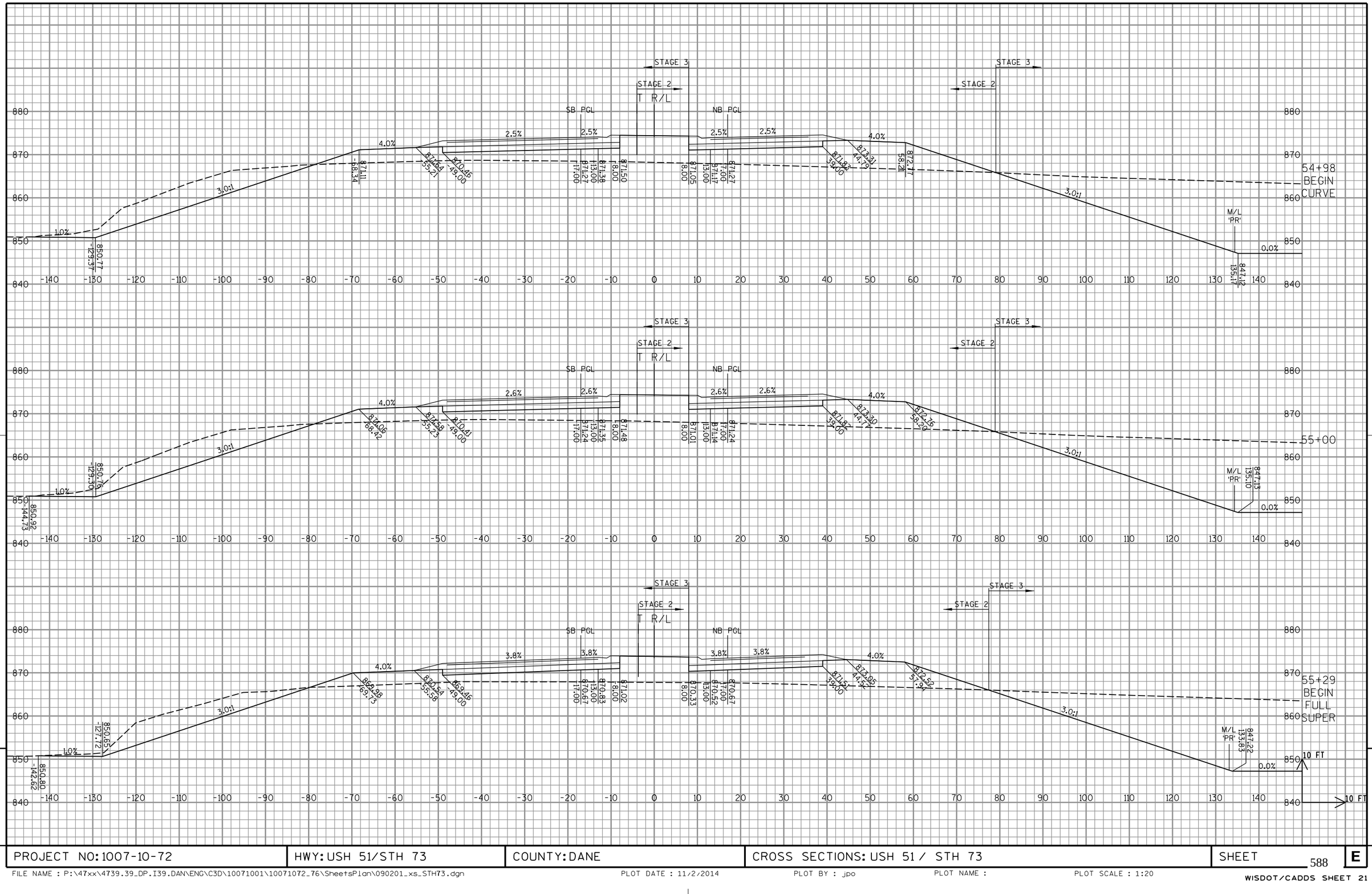
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 587	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



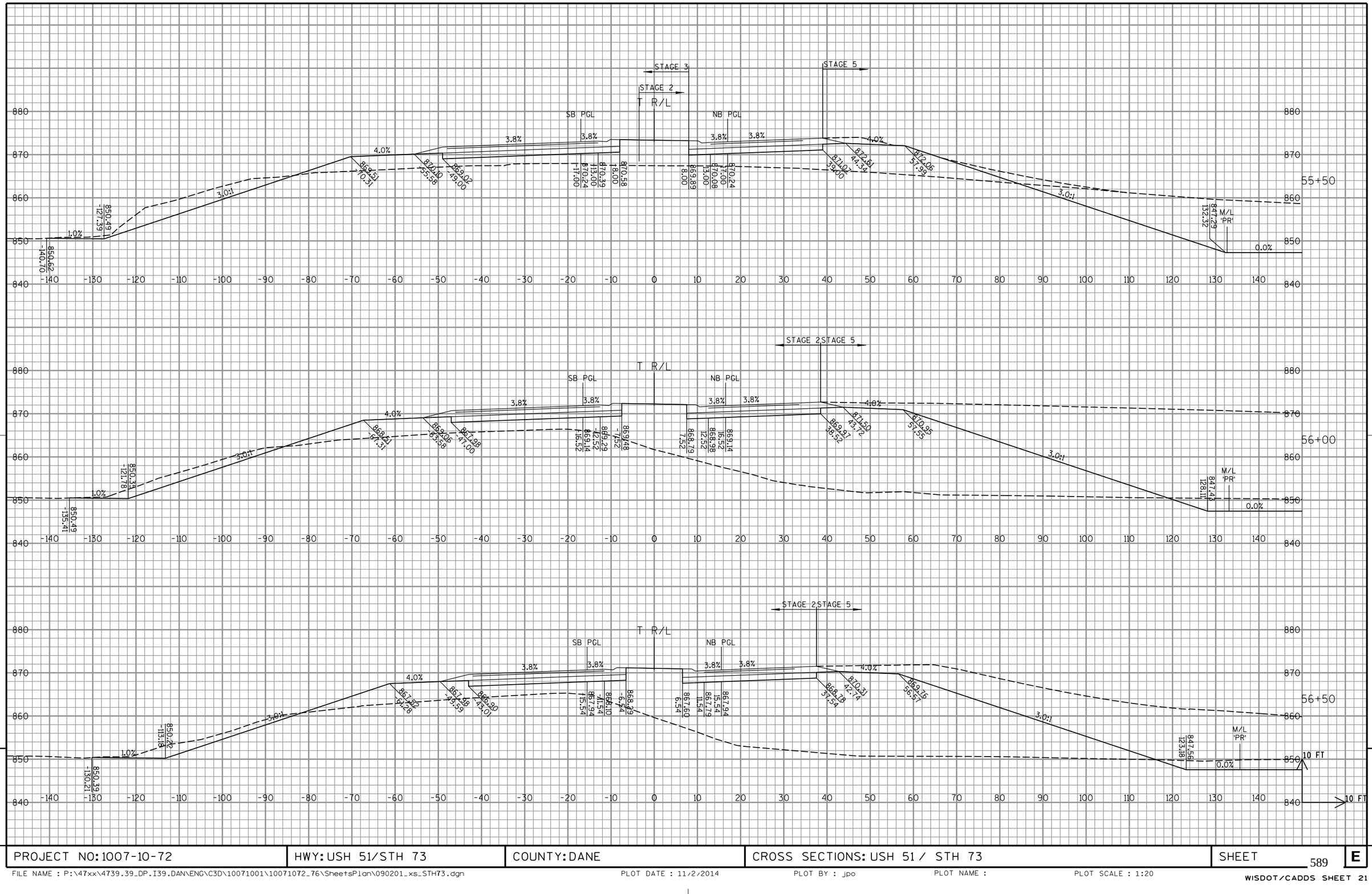
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 588	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

9



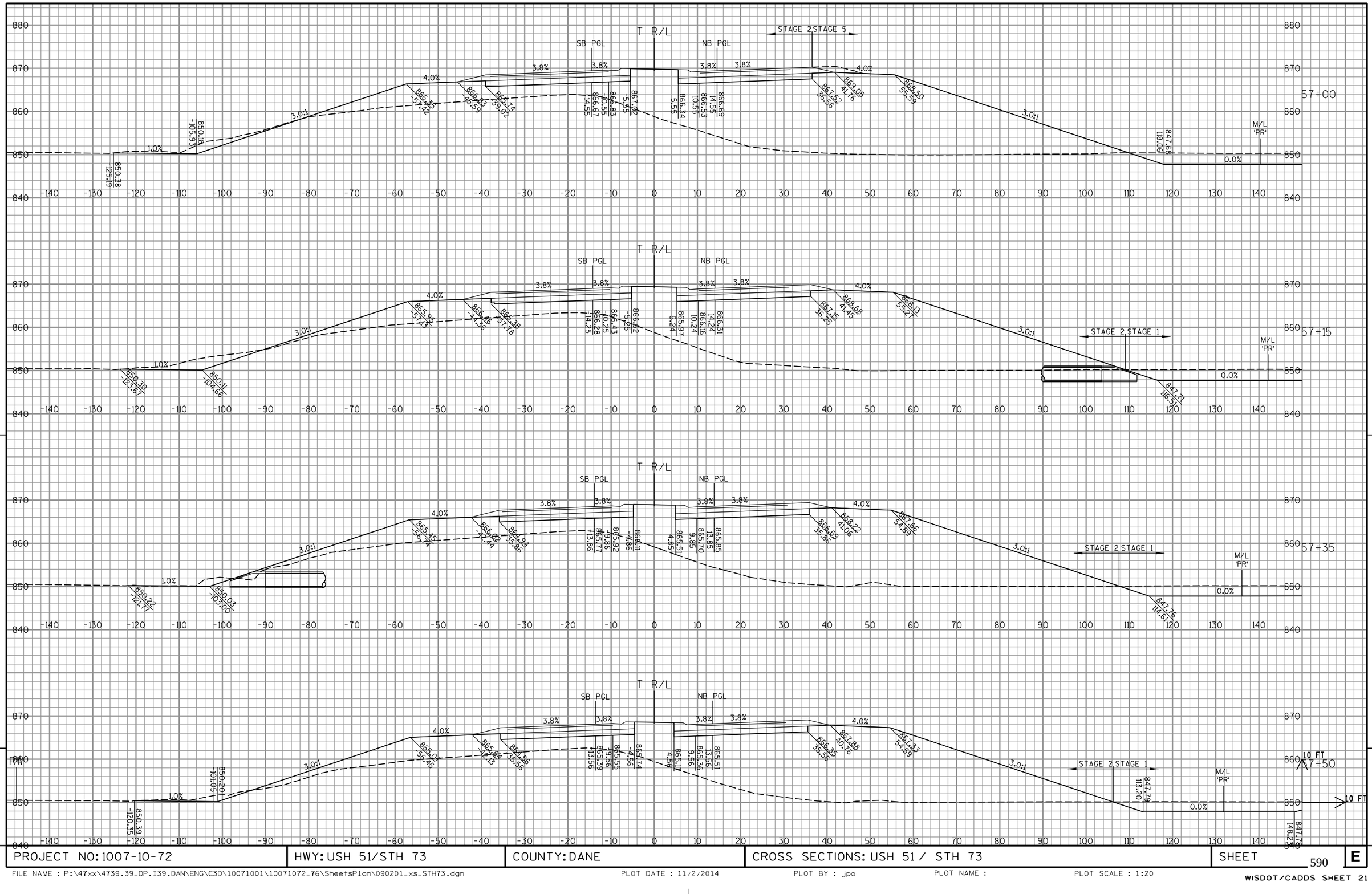
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 589	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

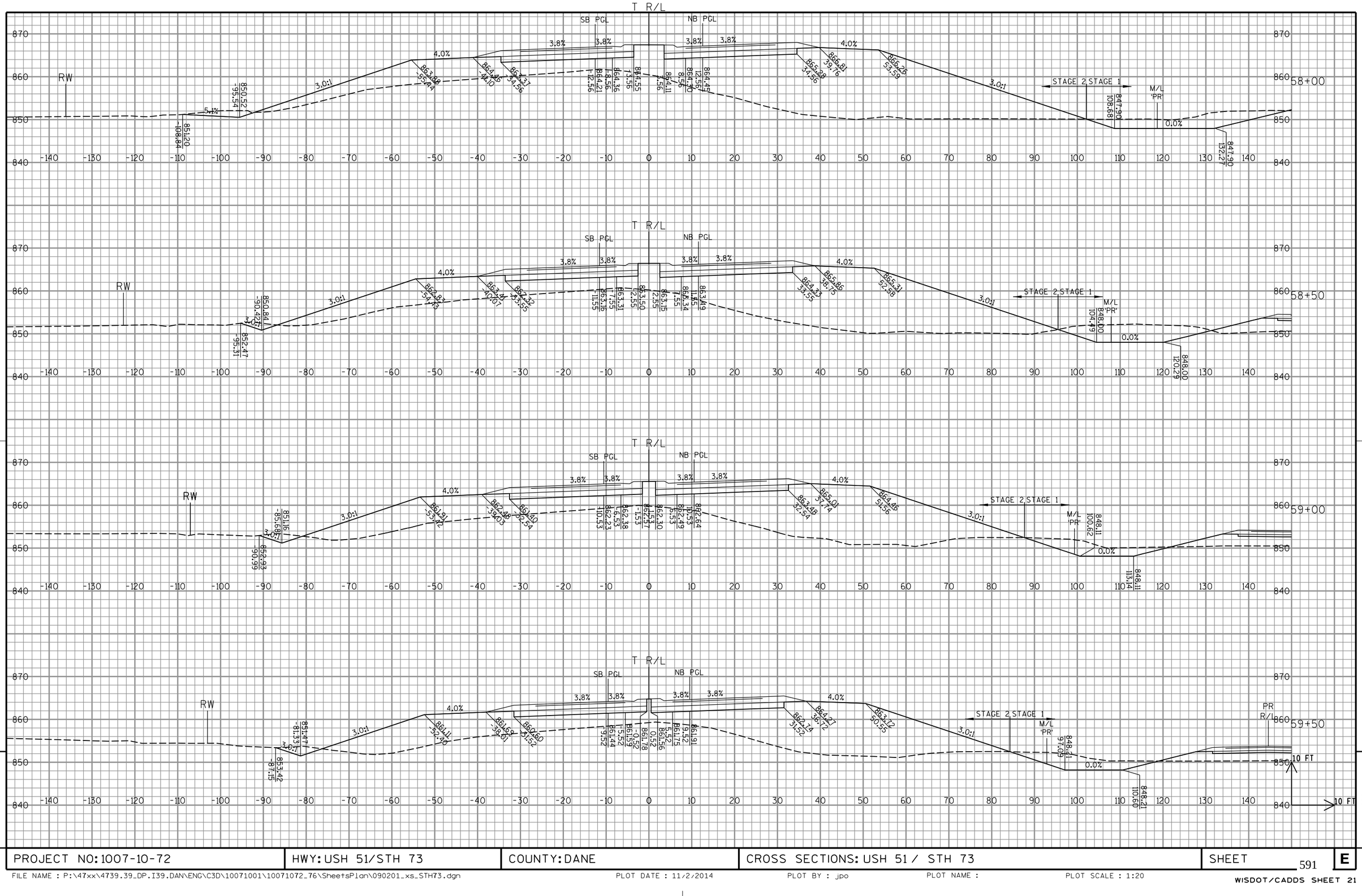
WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 590	E



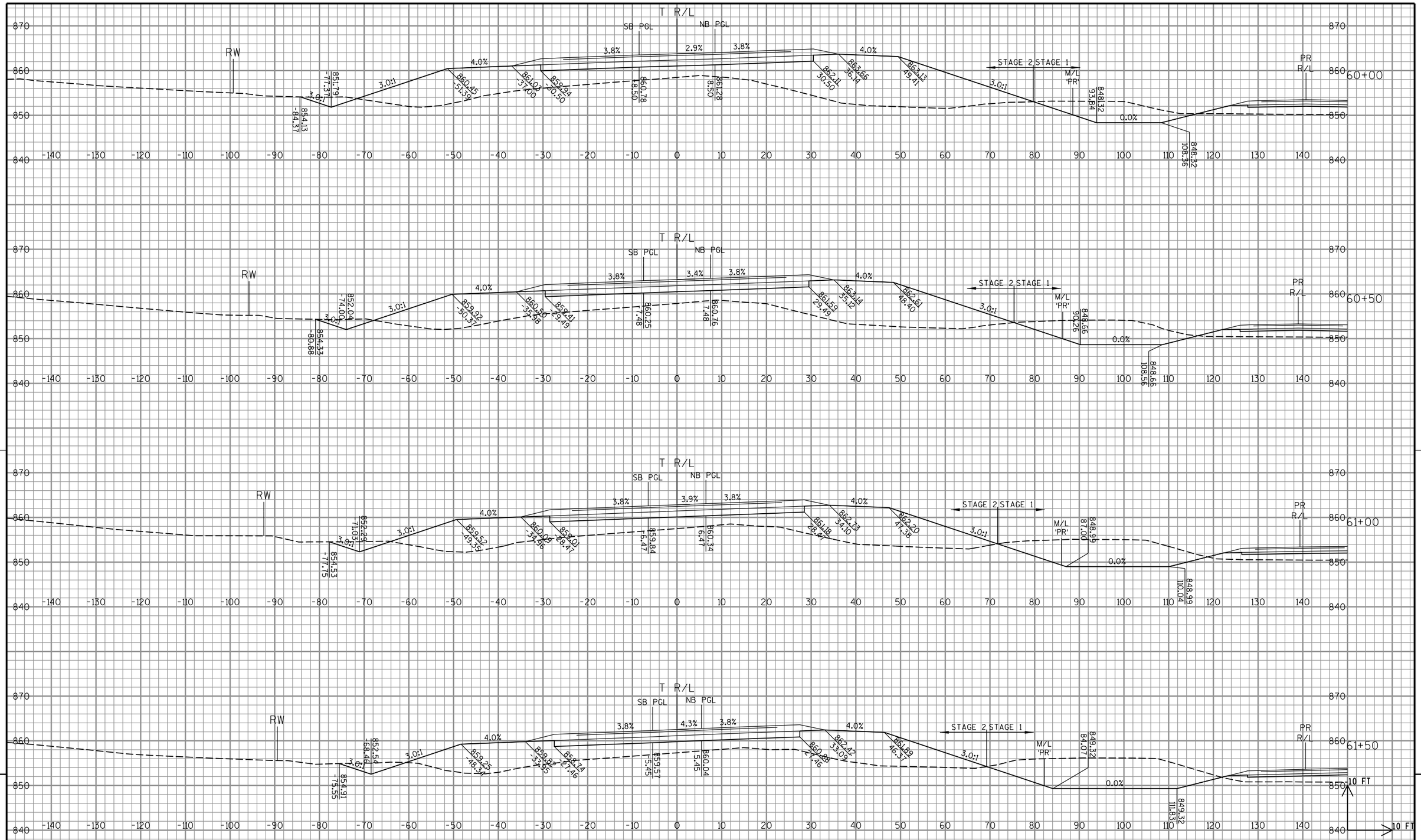
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 591	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

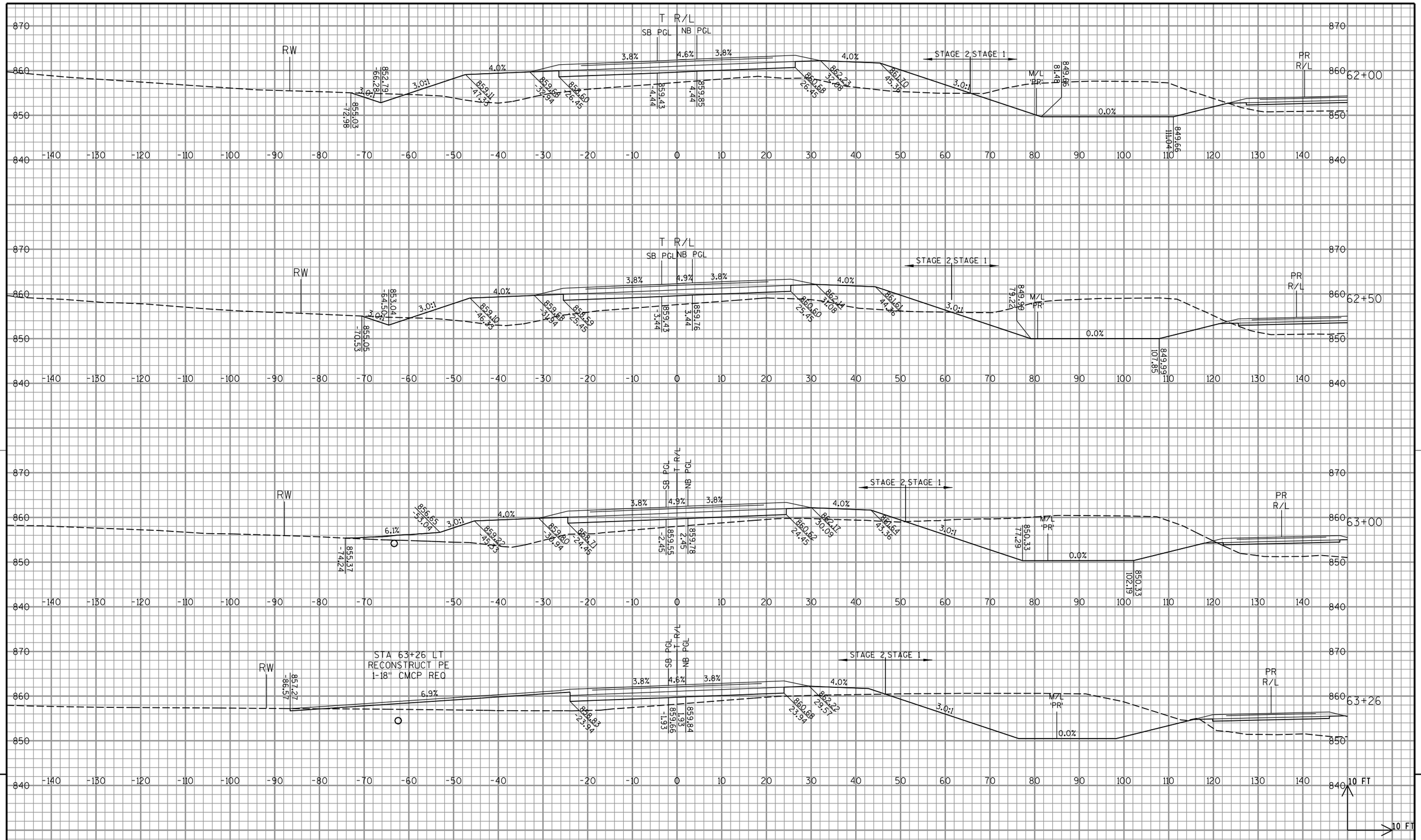
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 592	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn
PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



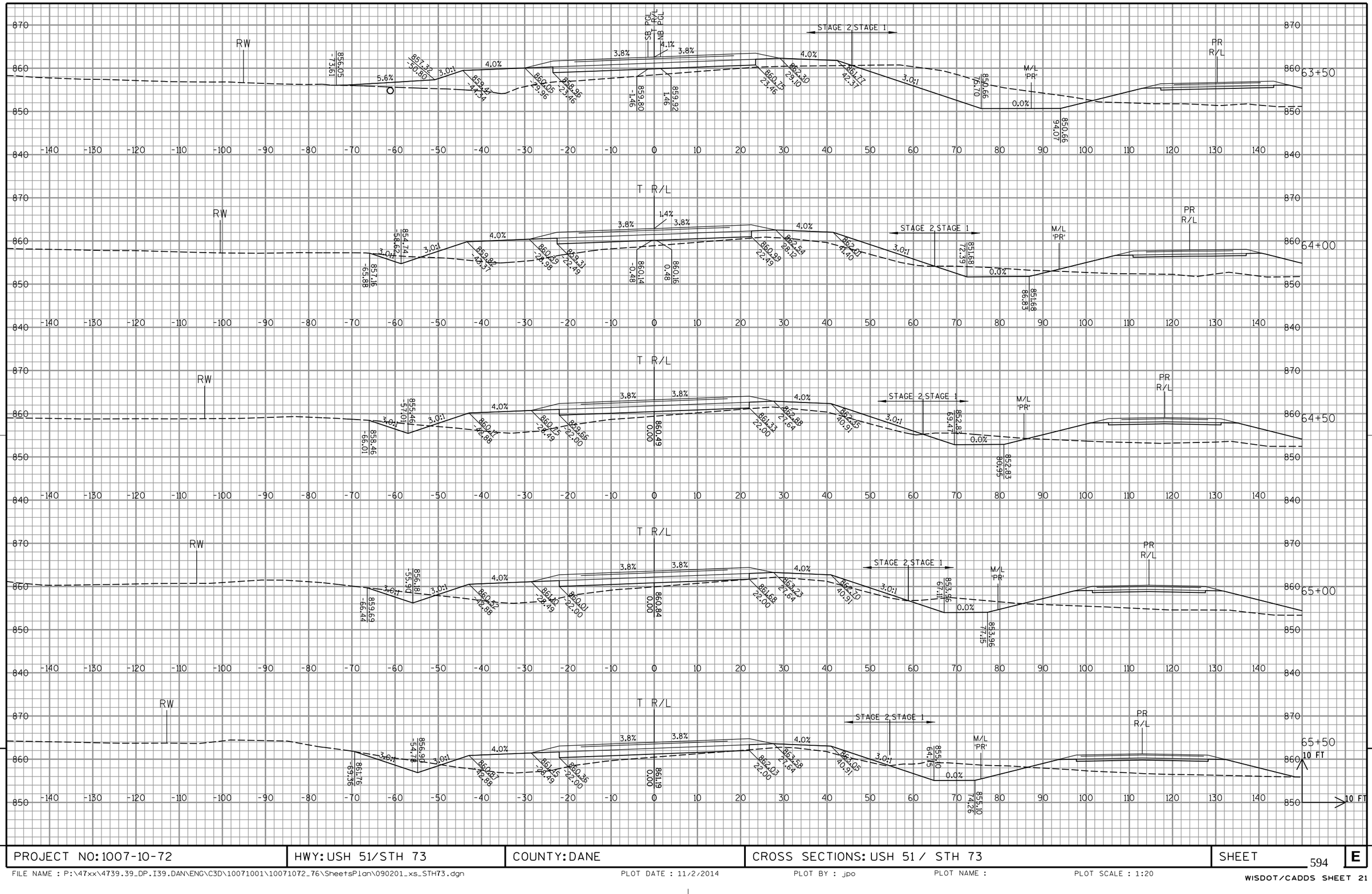
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 593	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



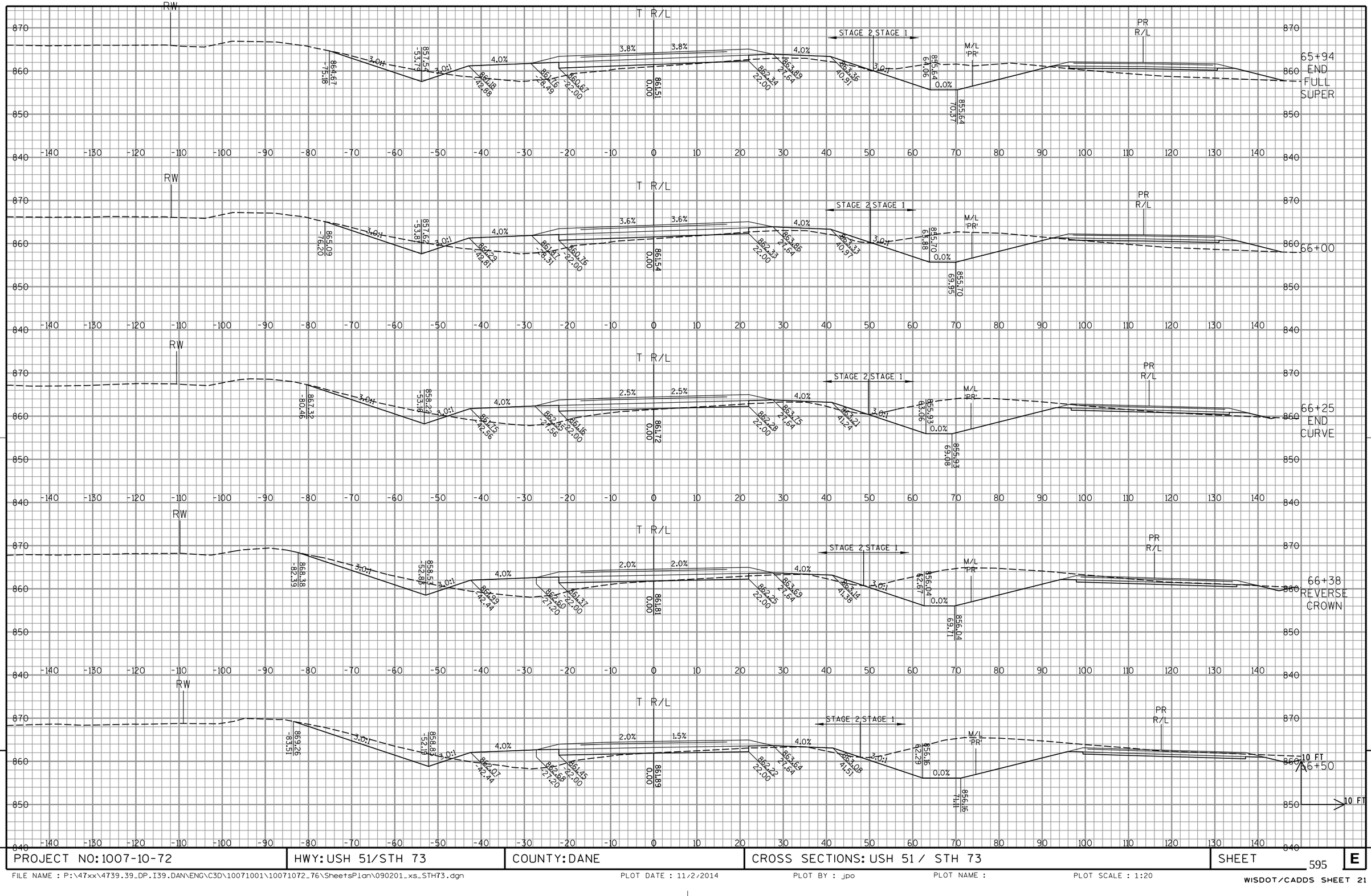
9

9

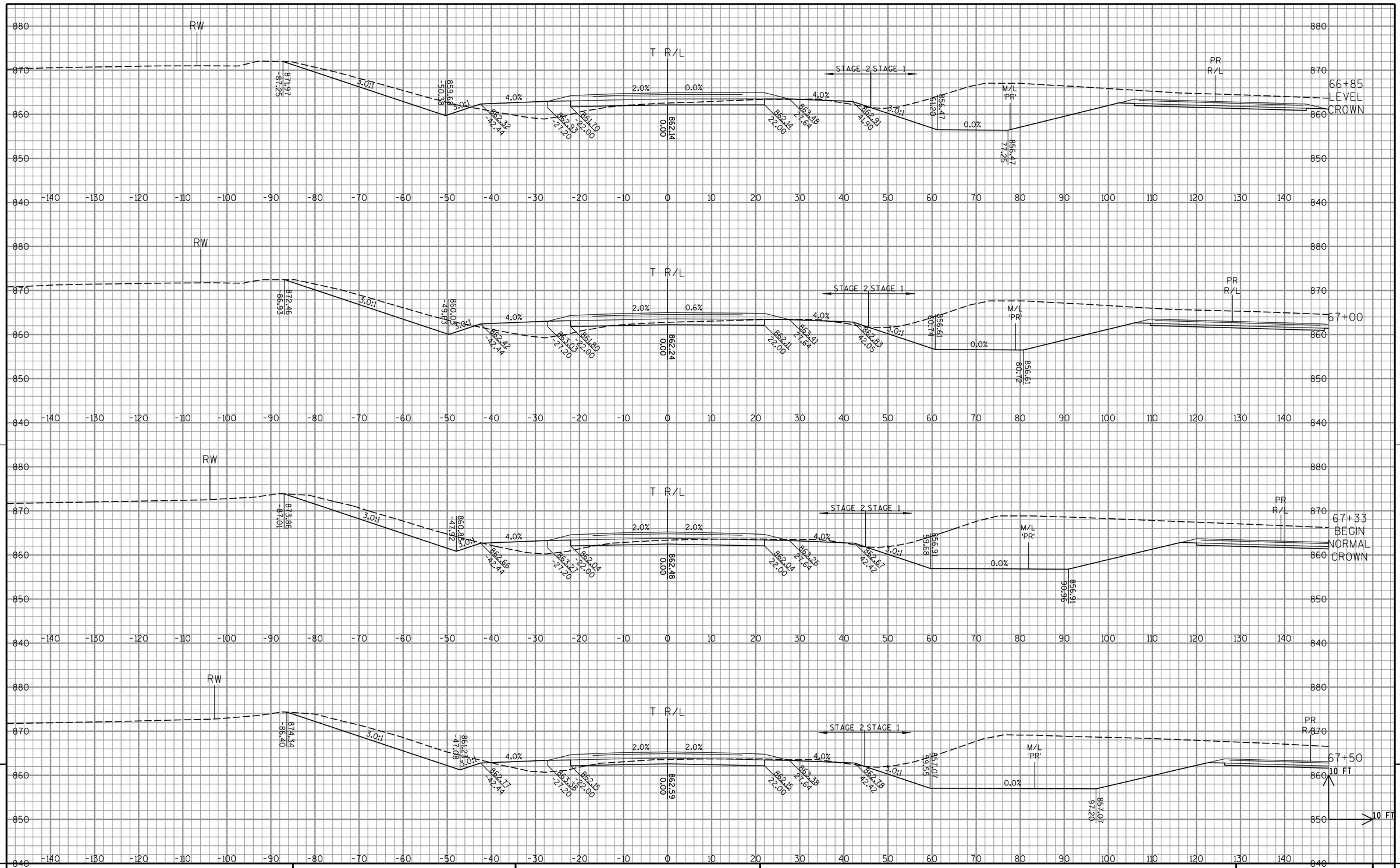
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 594	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 595	E

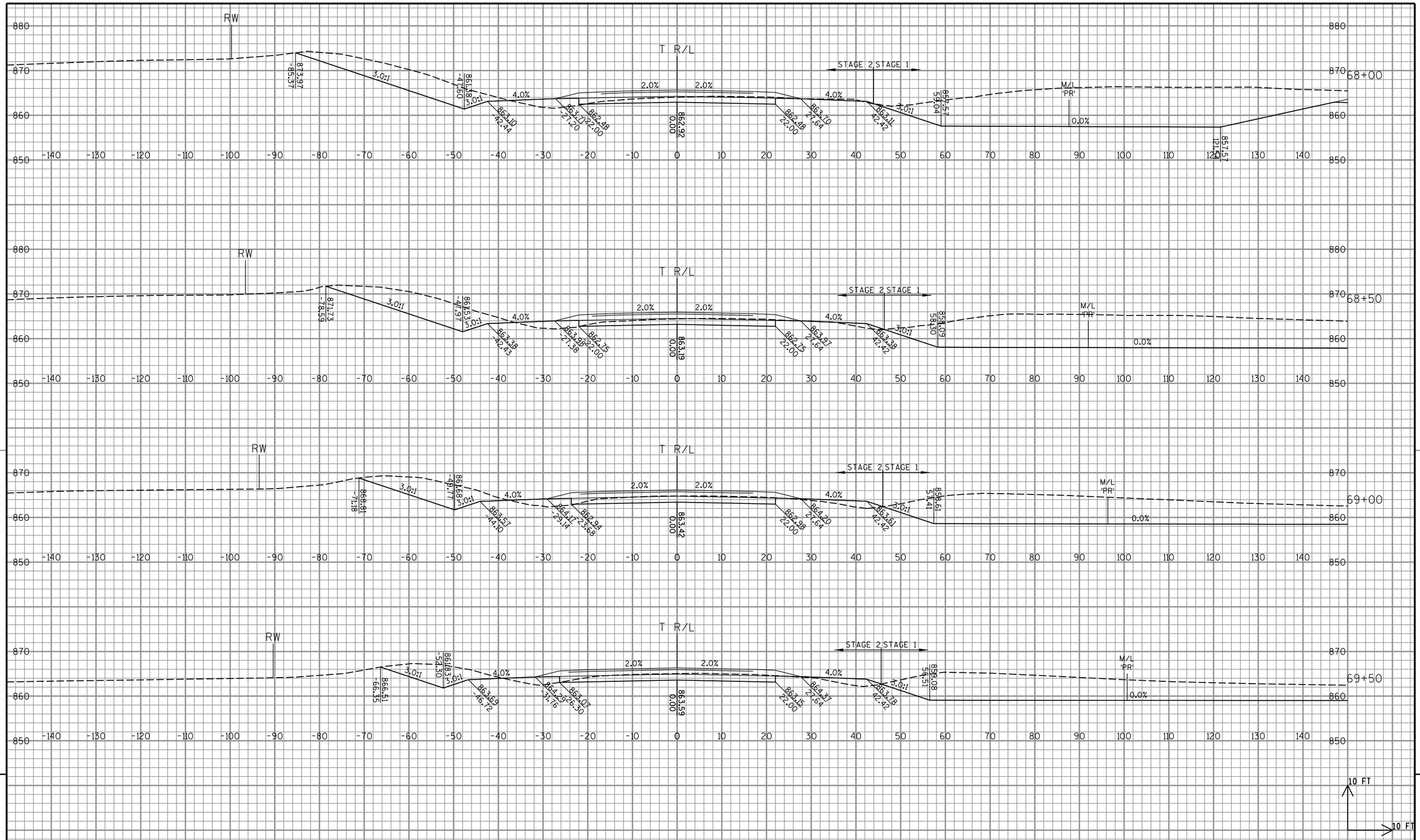


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 596	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



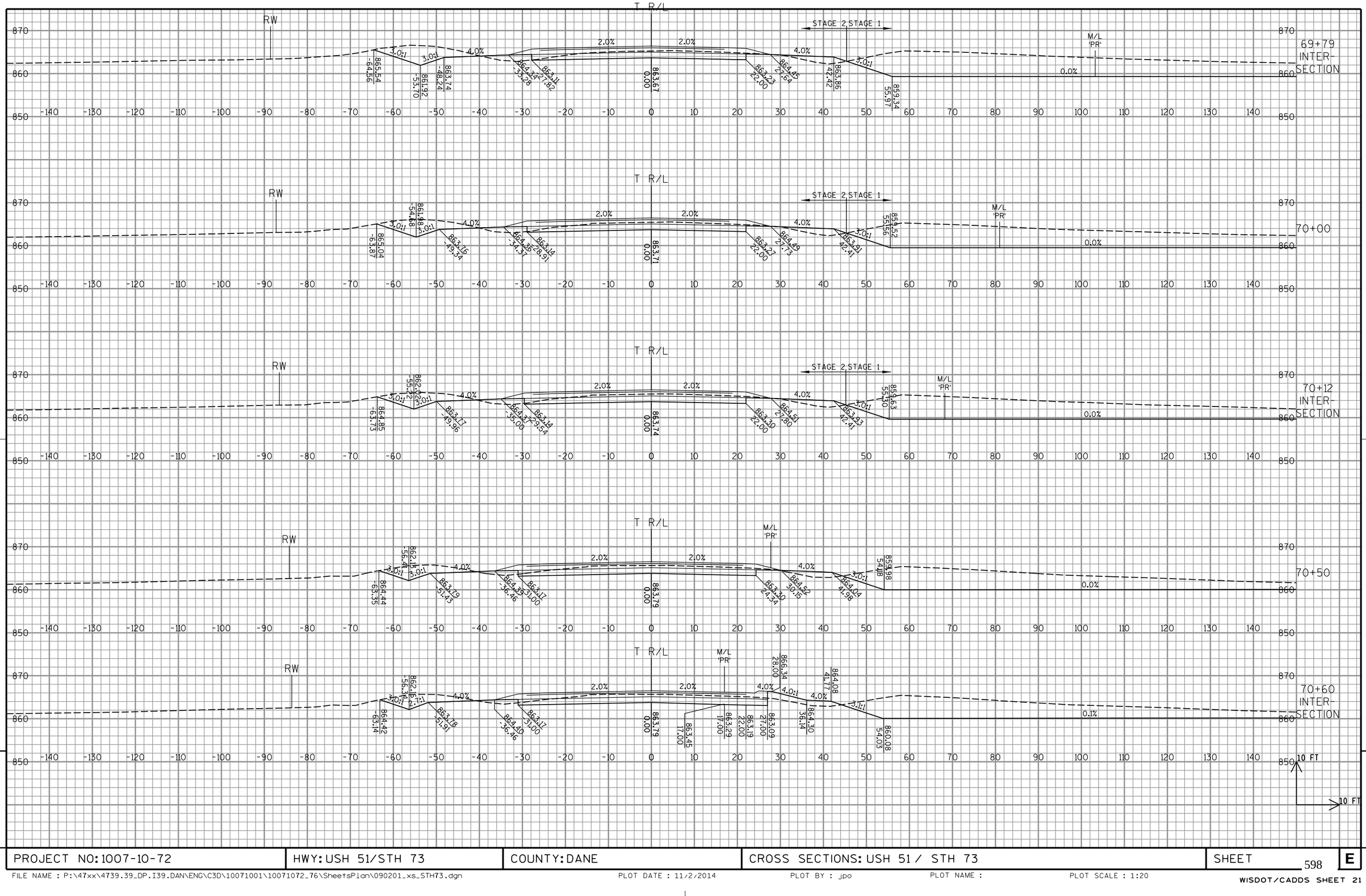
9

9

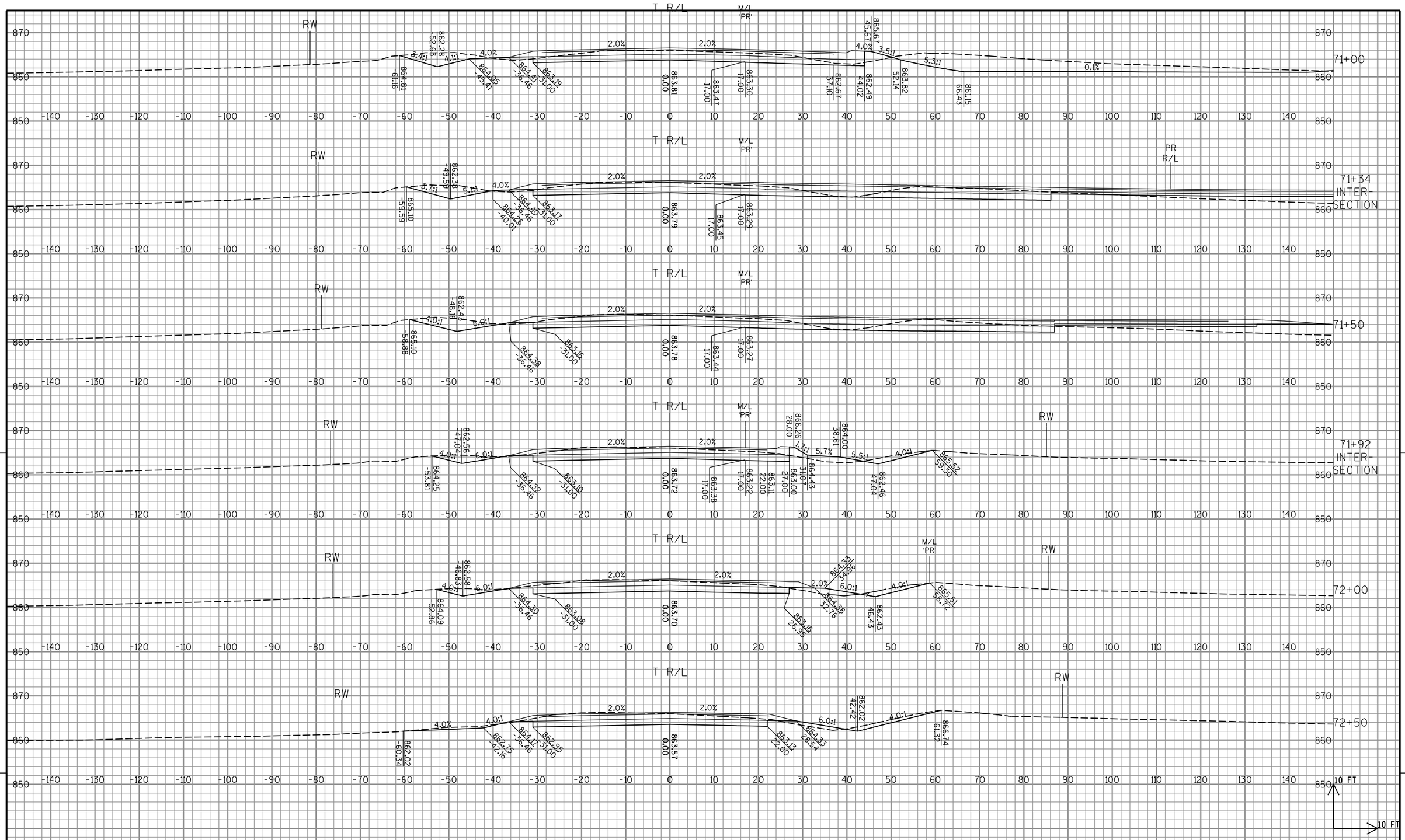
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 597	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 598	E



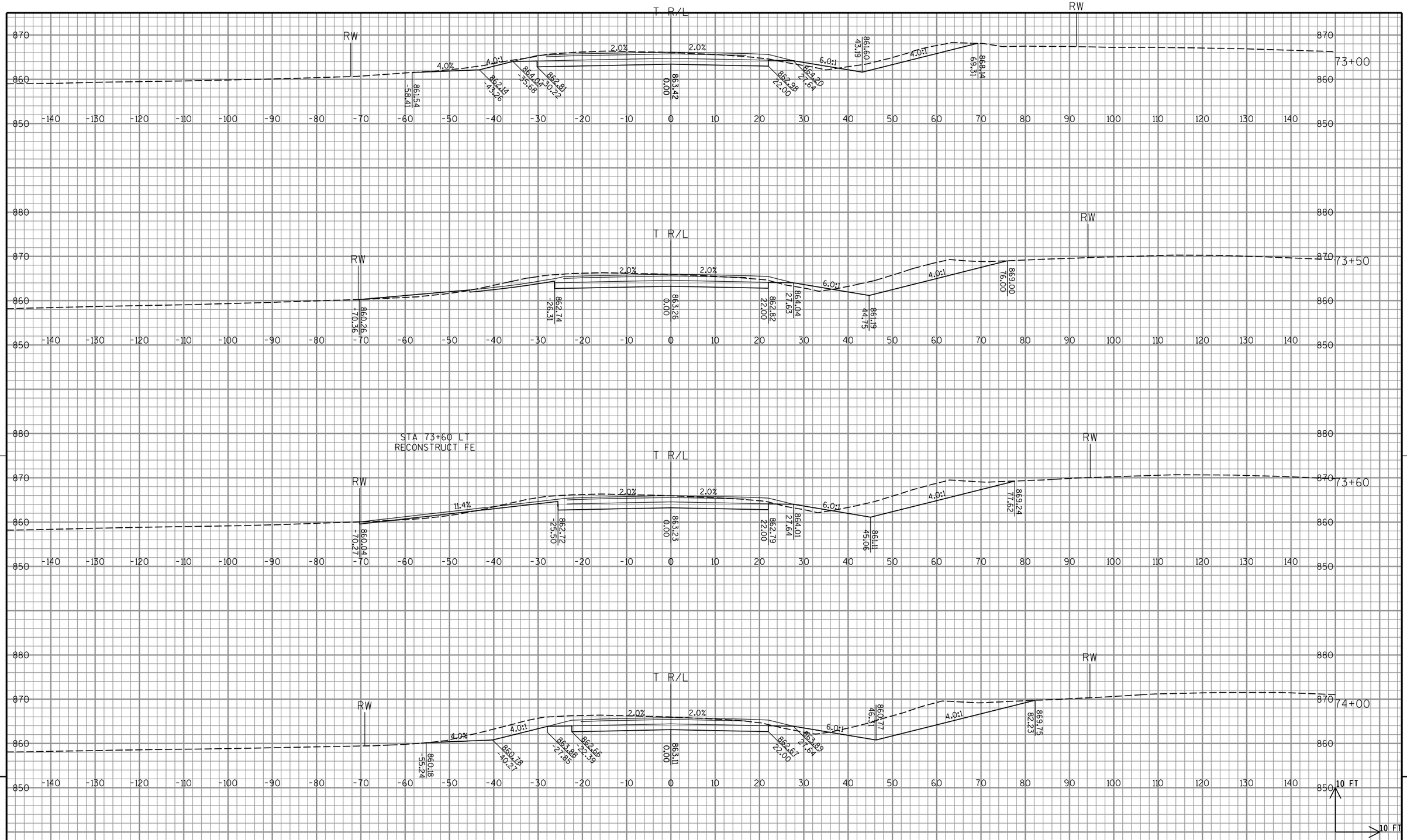
9

9

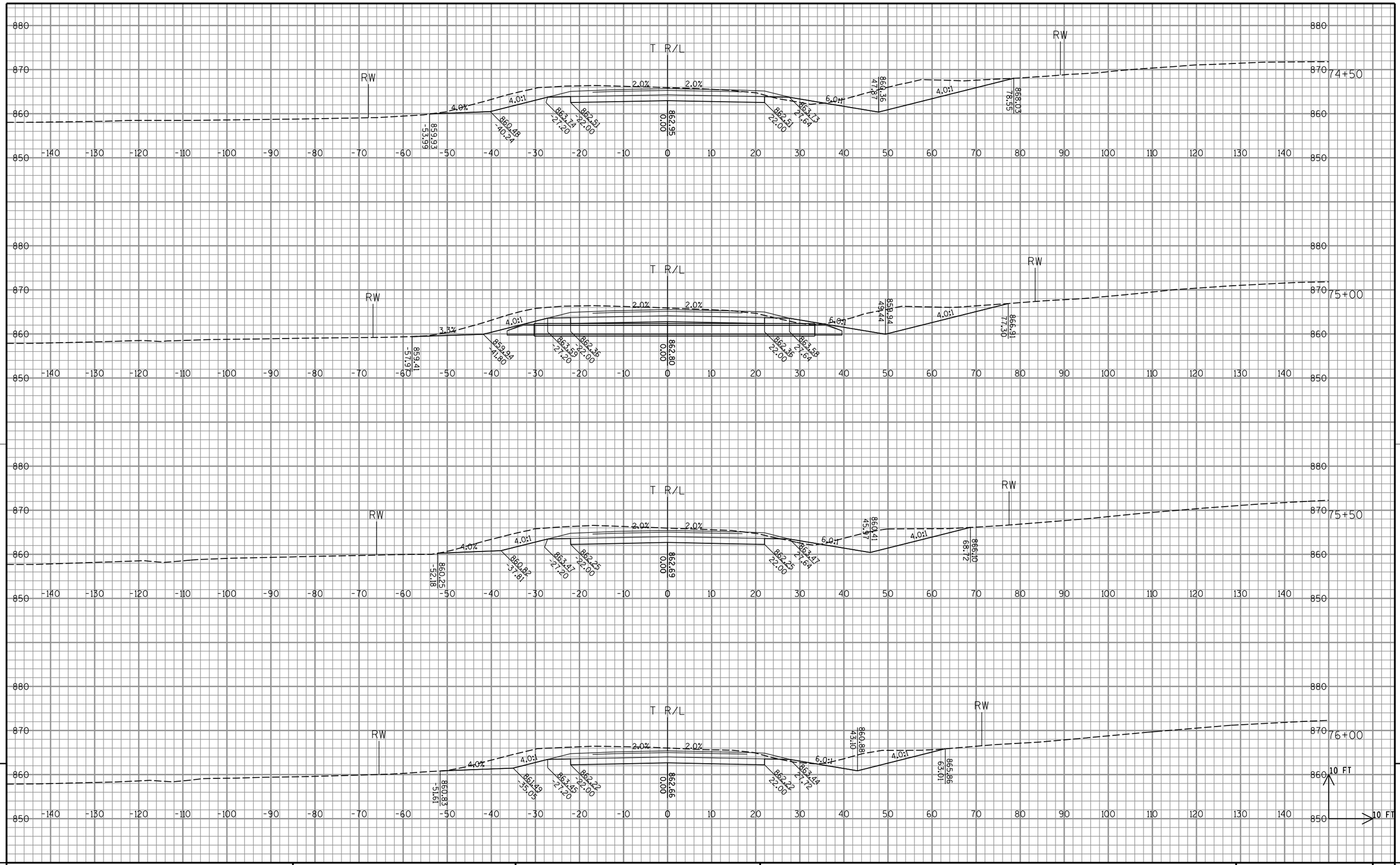
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 599	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 600	E



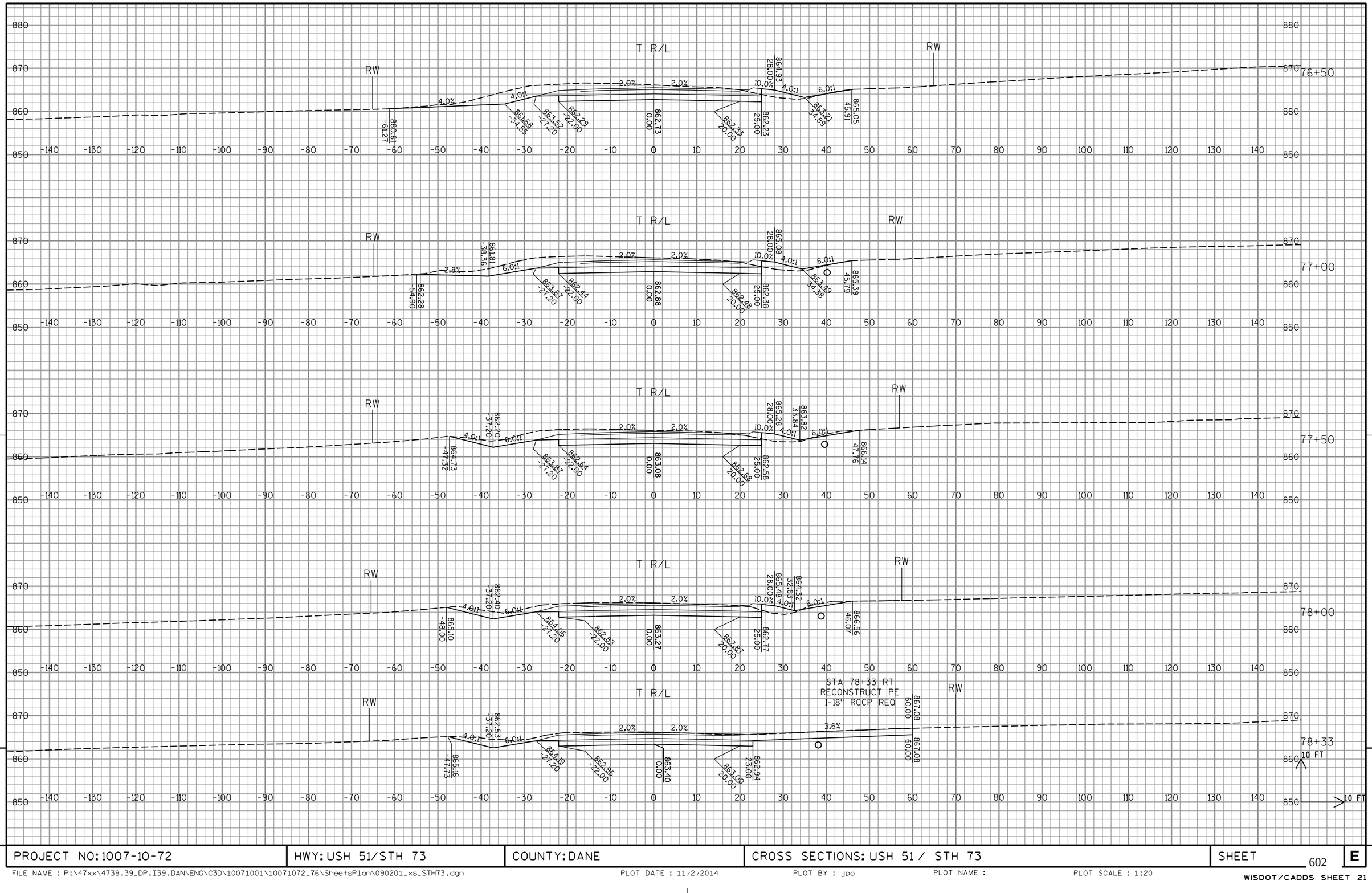
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 601	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

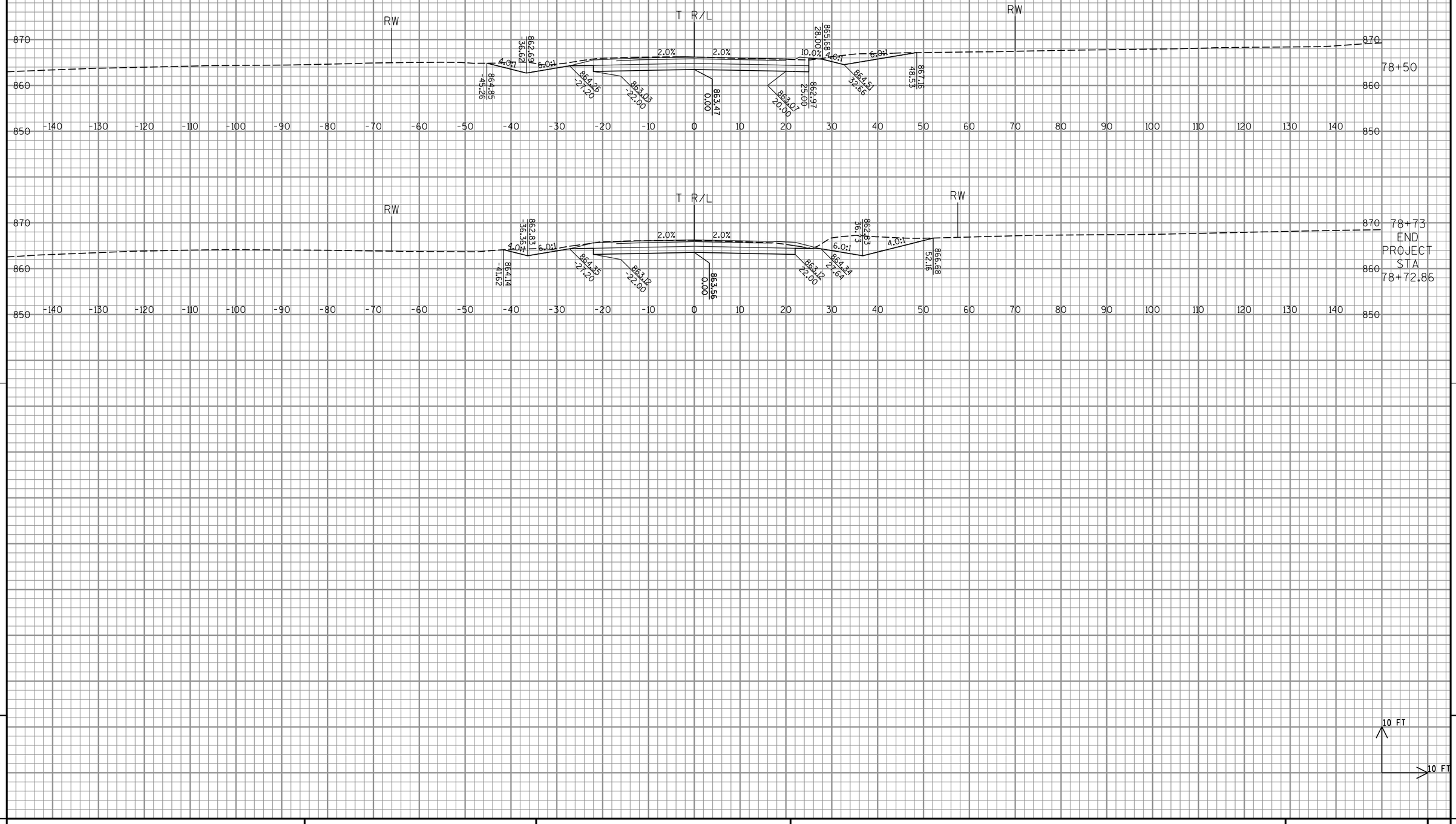
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 602	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

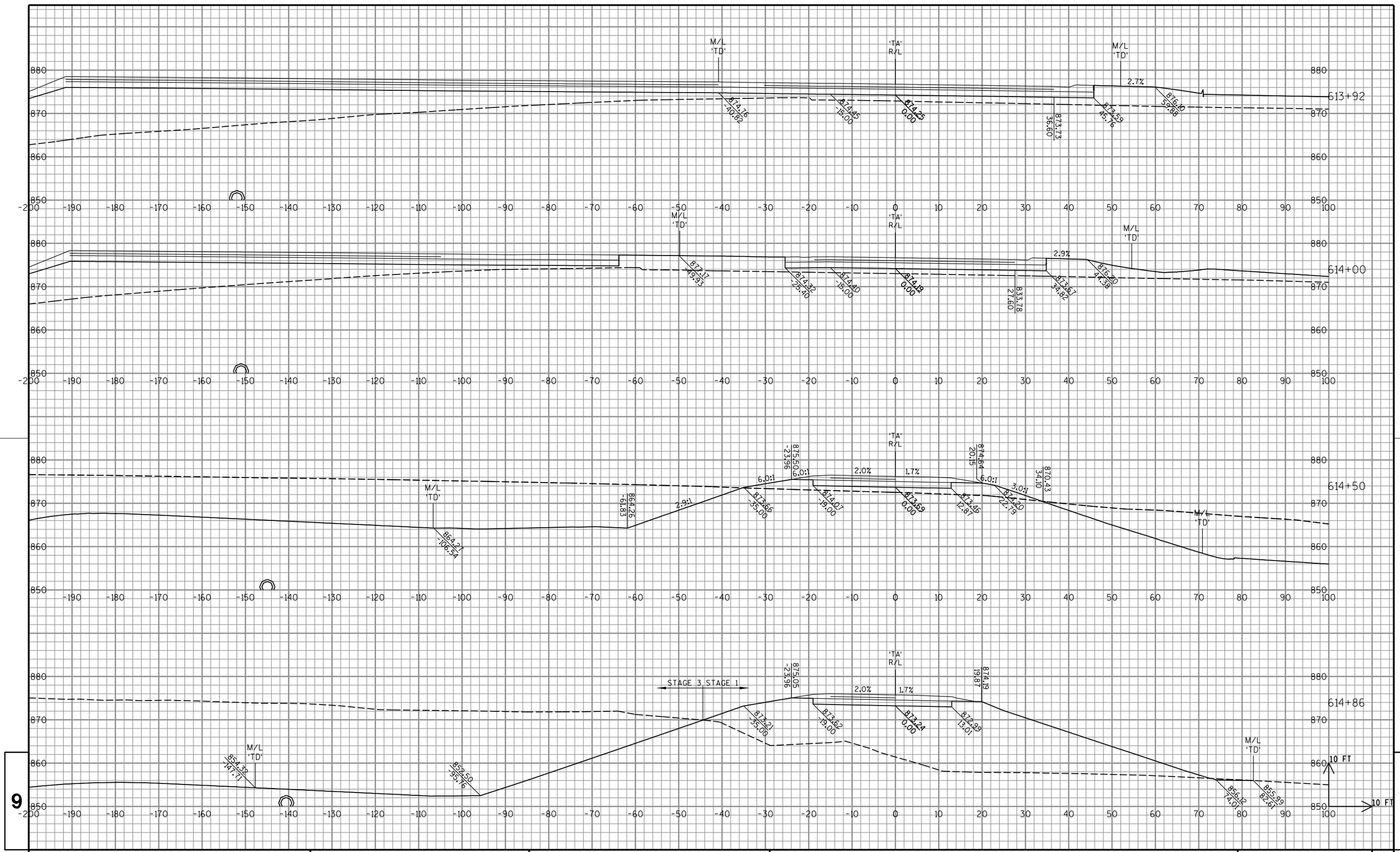


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: USH 51 / STH 73	SHEET 603	E

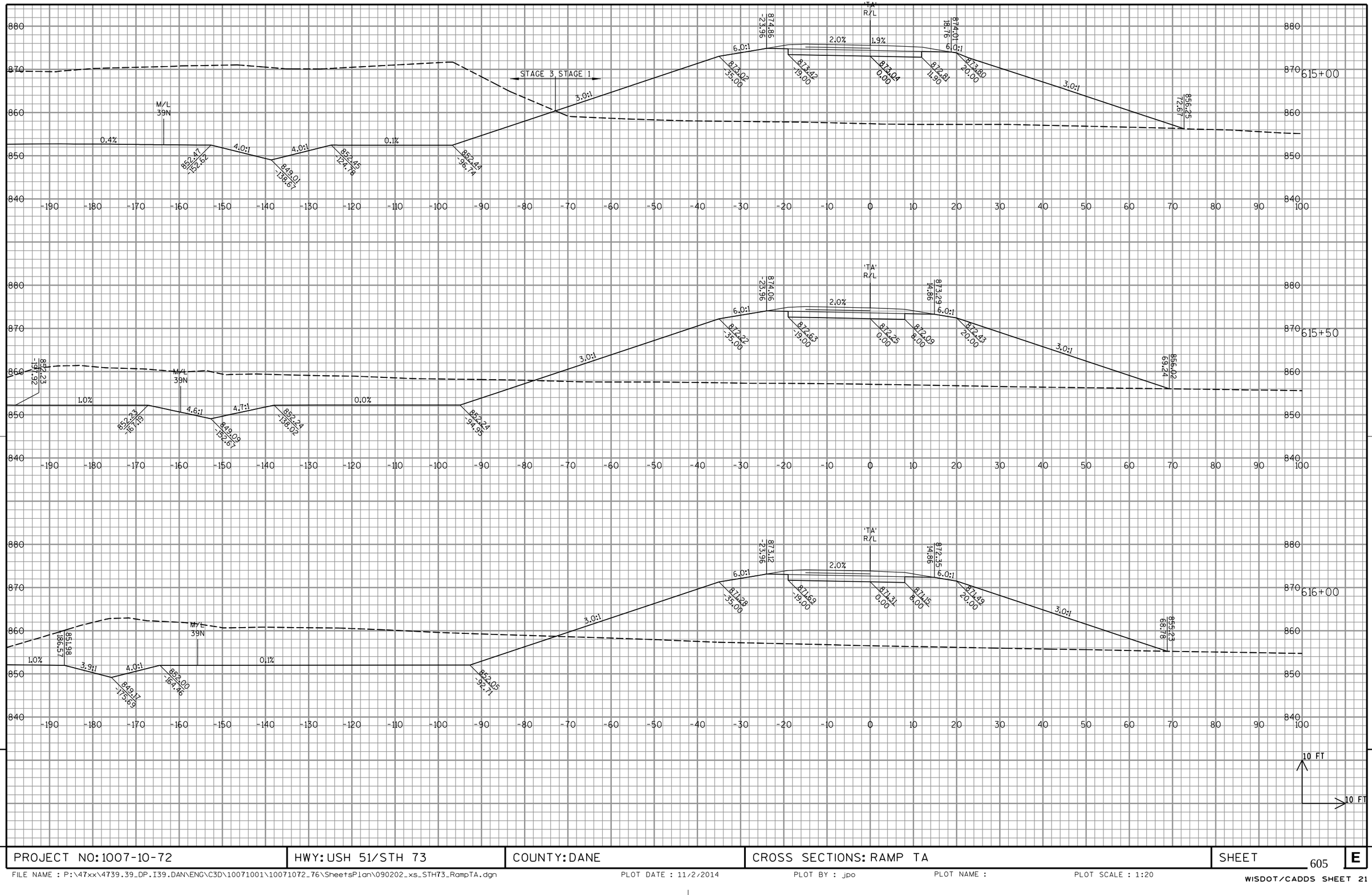
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090201_xs_STH73.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 604	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



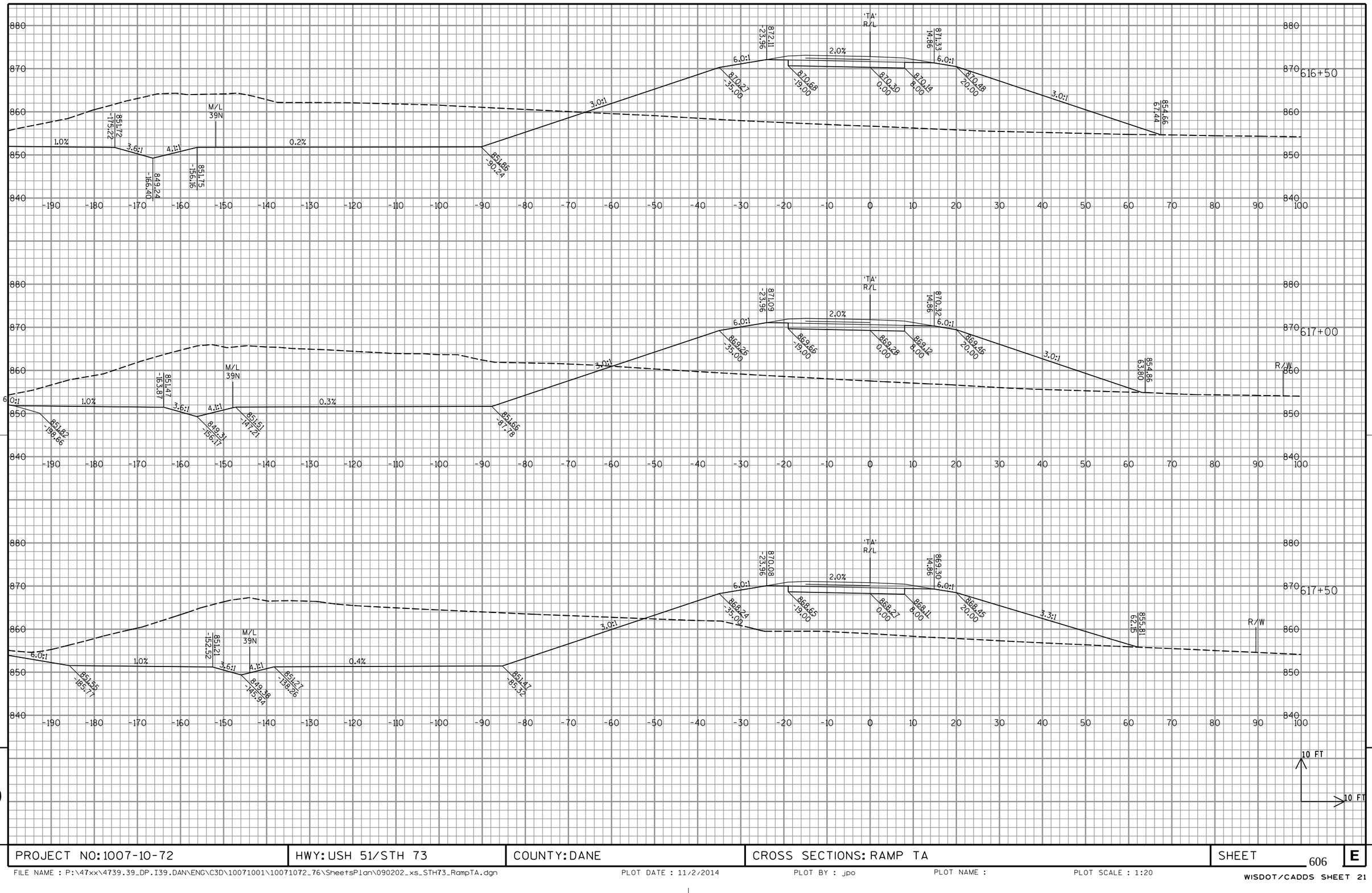
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 605	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

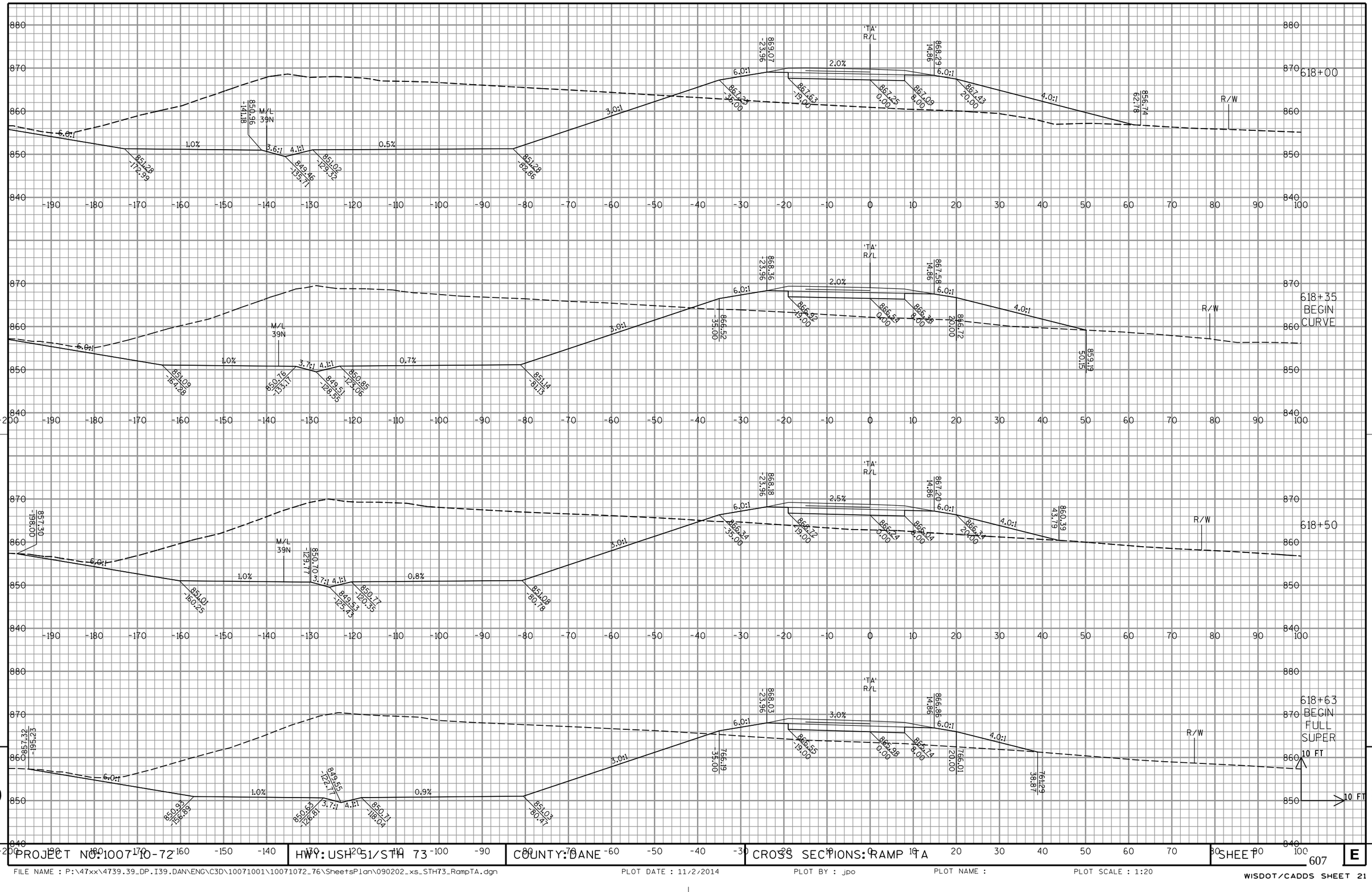
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 606	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



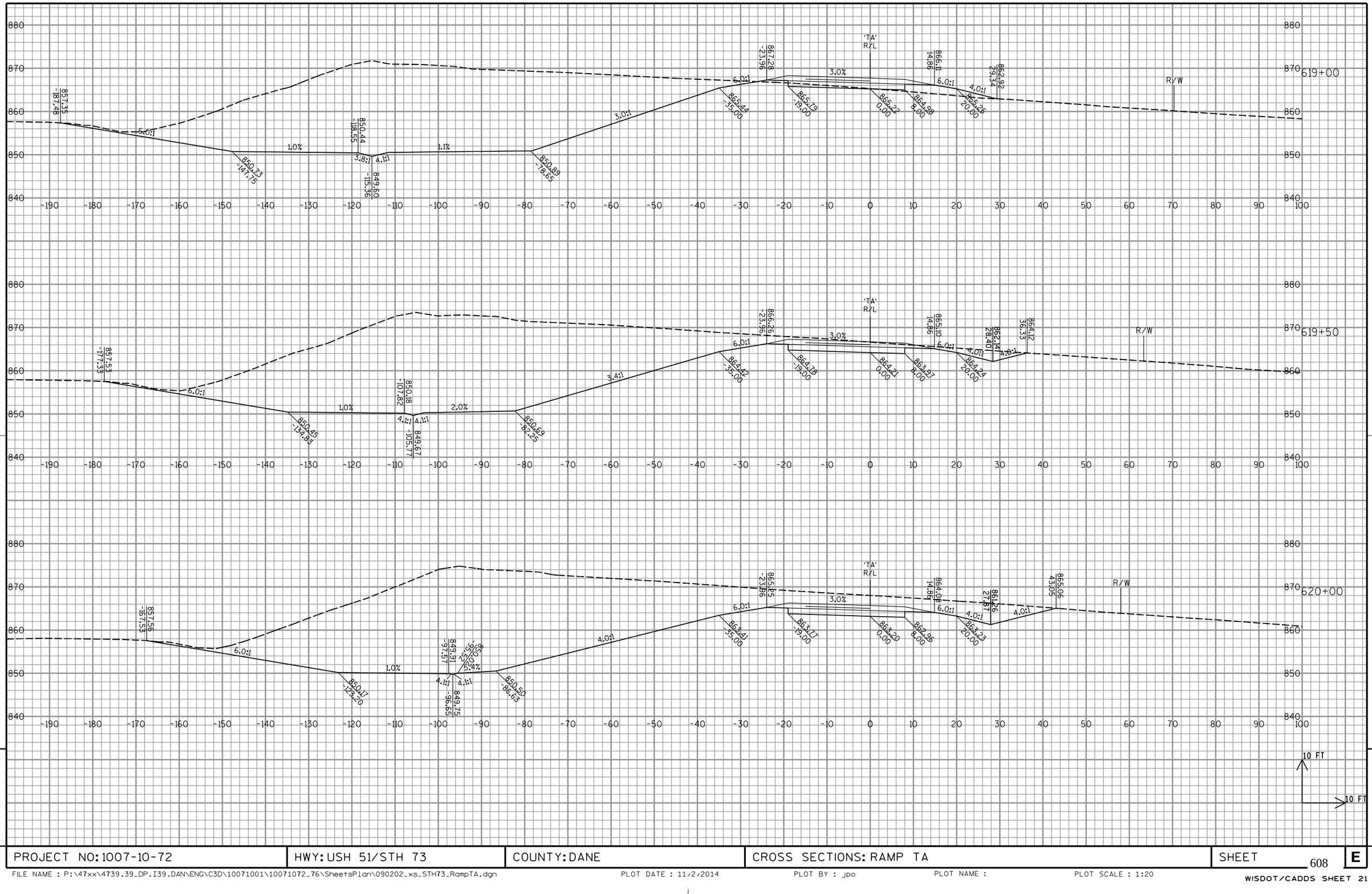
9

9

PROJECT NO: 1007 10-72 | HWY: USH 51/STH 73 | COUNTY: DANE | CROSS SECTIONS: RAMP TA | SHEET | 607 | E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

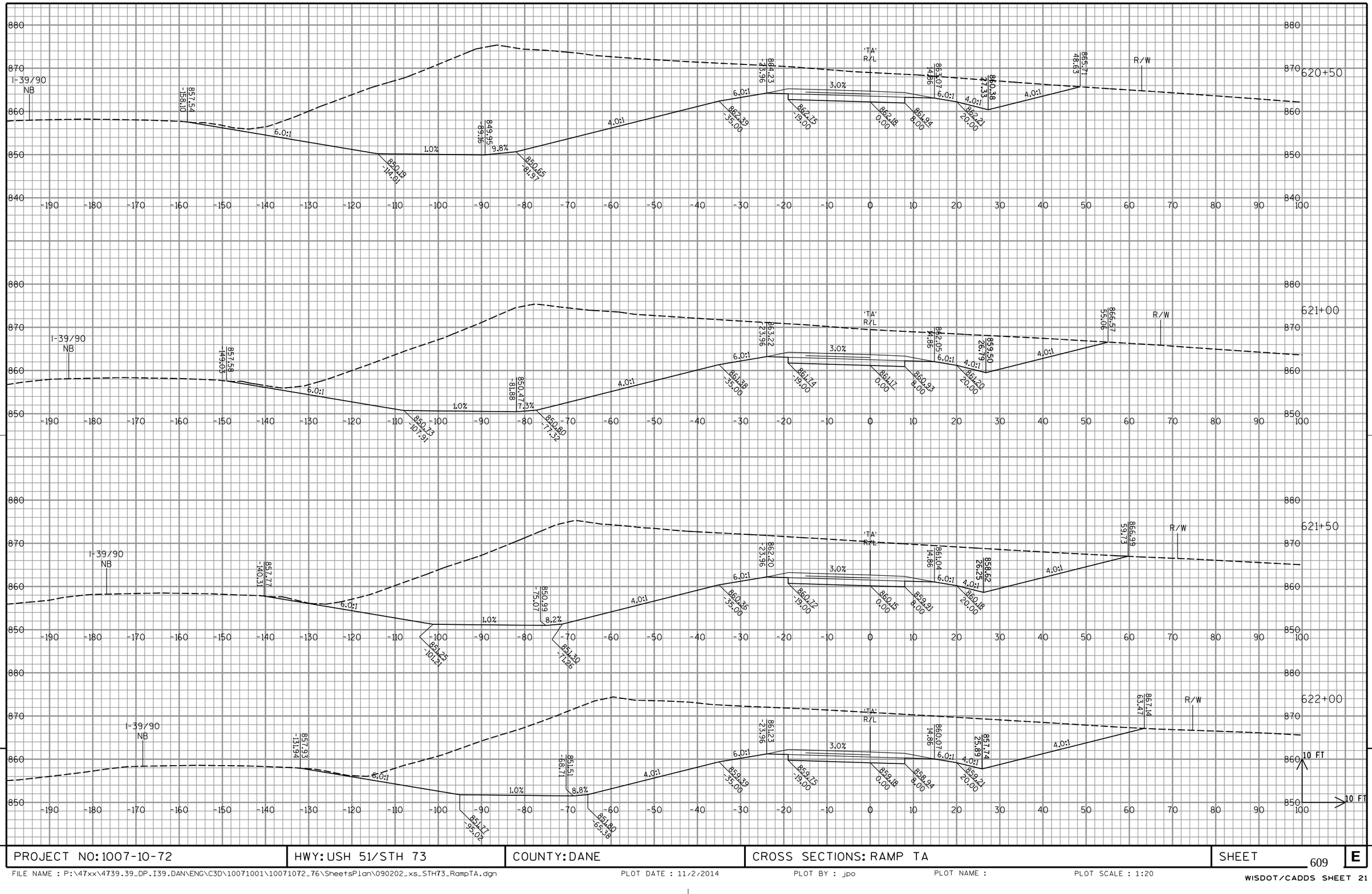
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 608	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

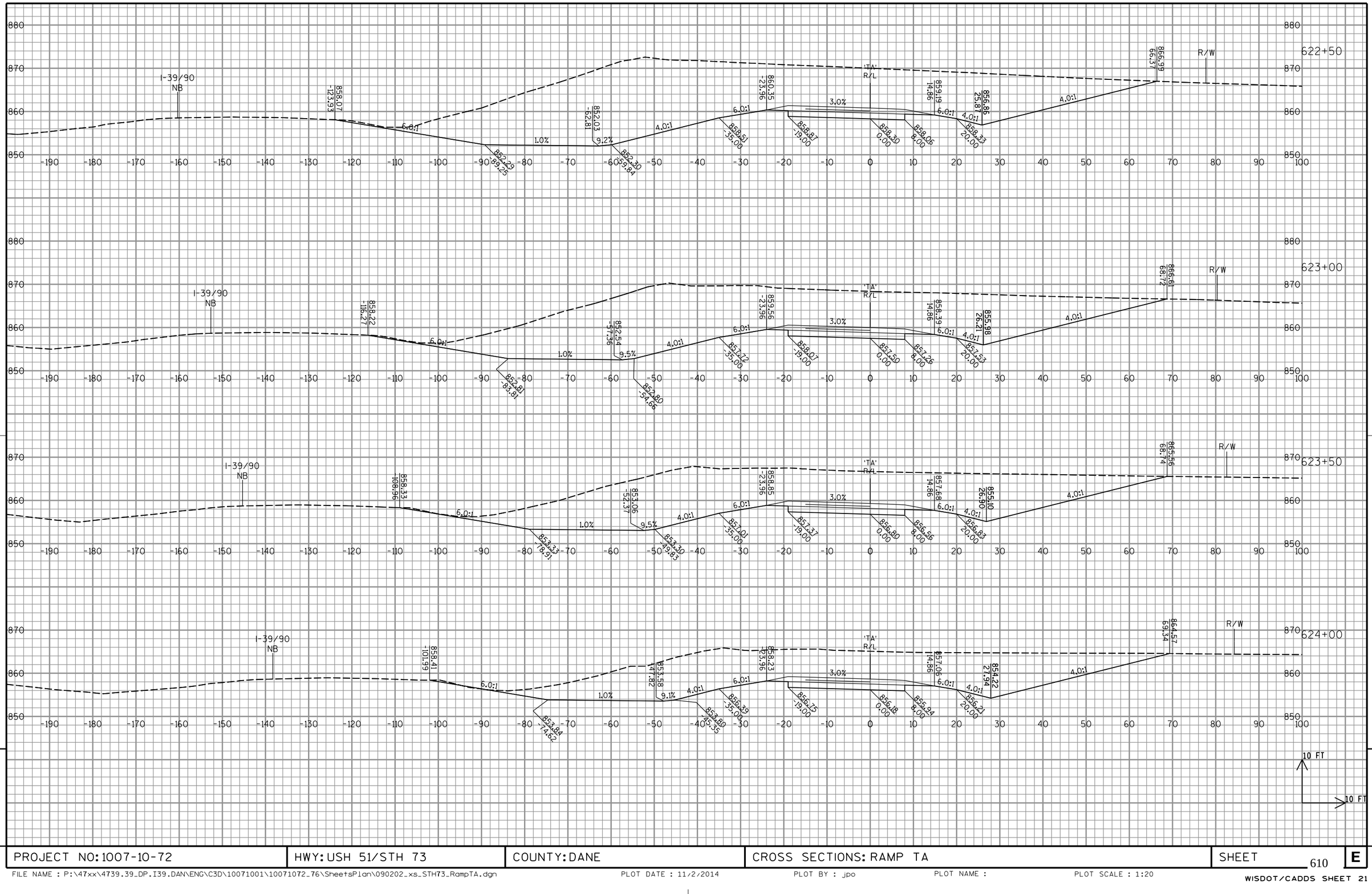


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 609	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



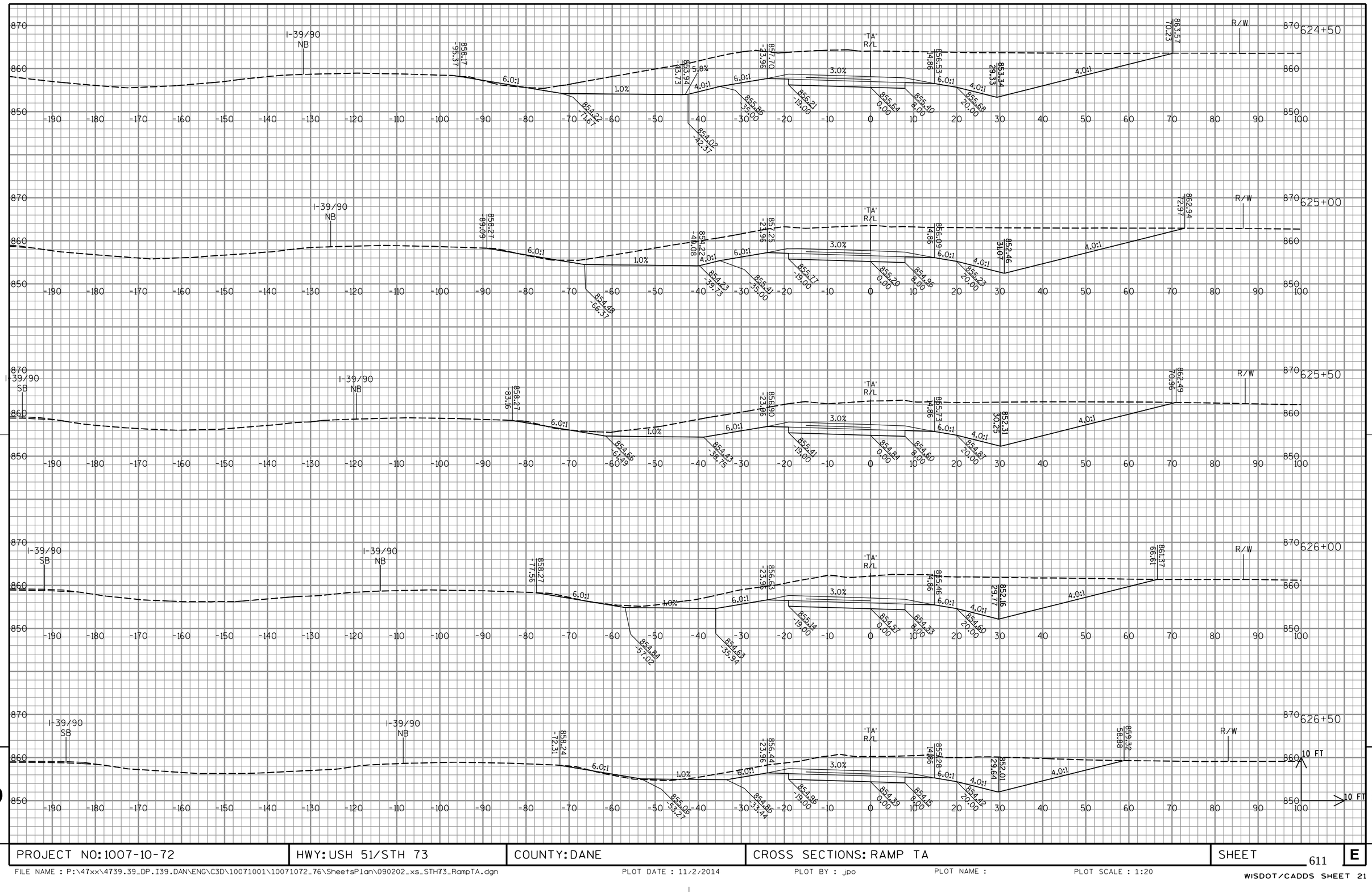
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 610	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

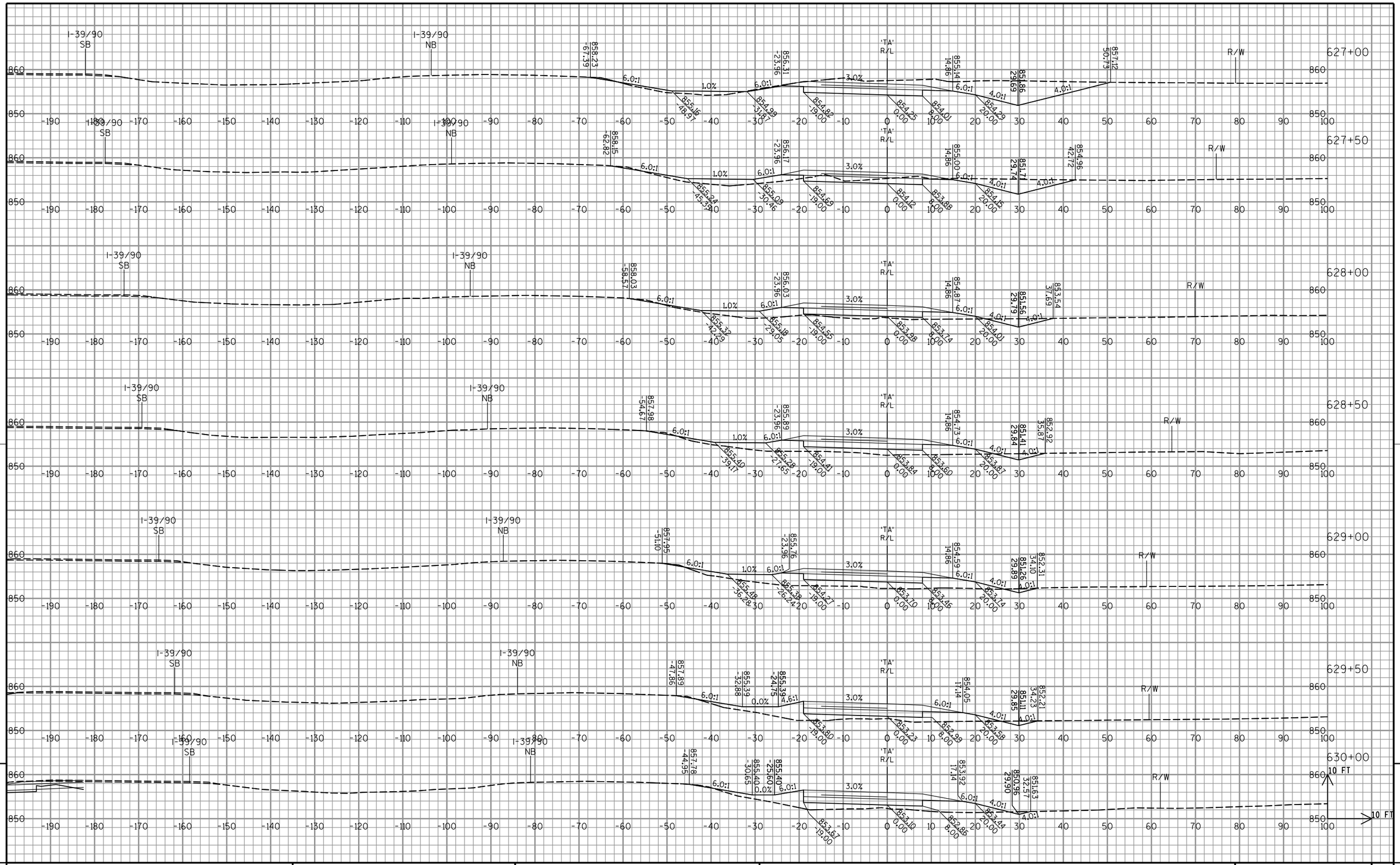


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 611	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



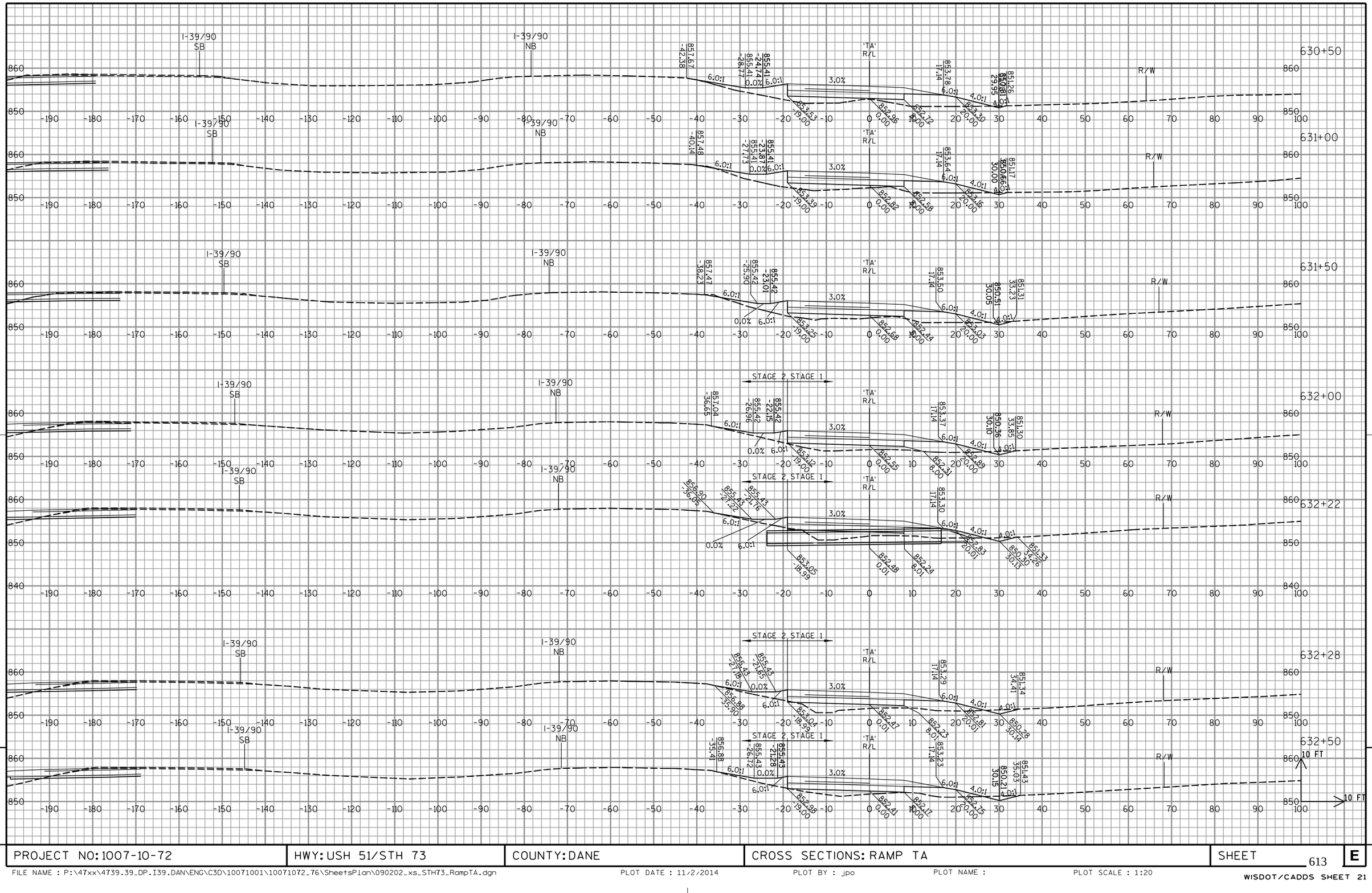
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 612	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

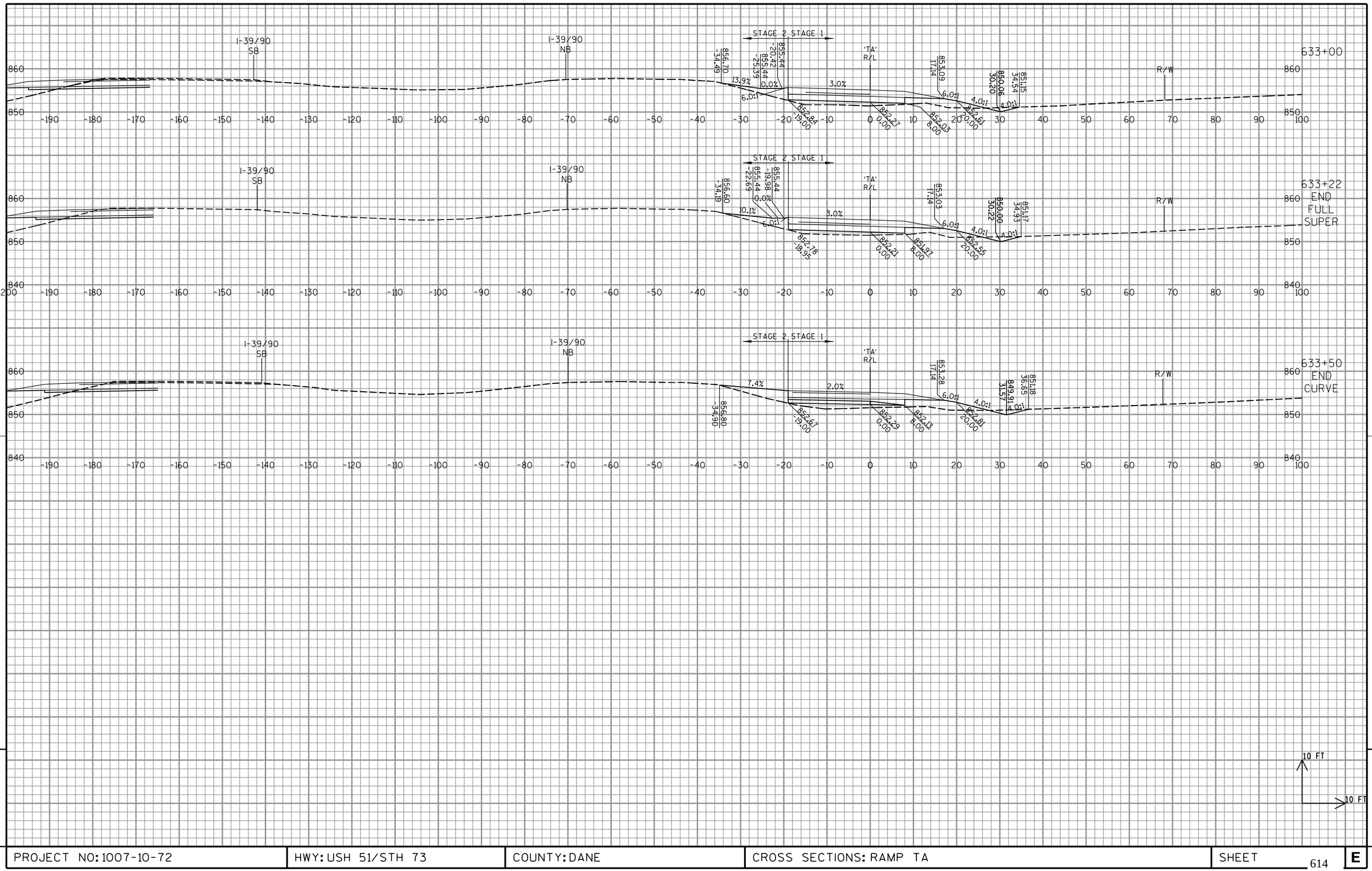


9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 613	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

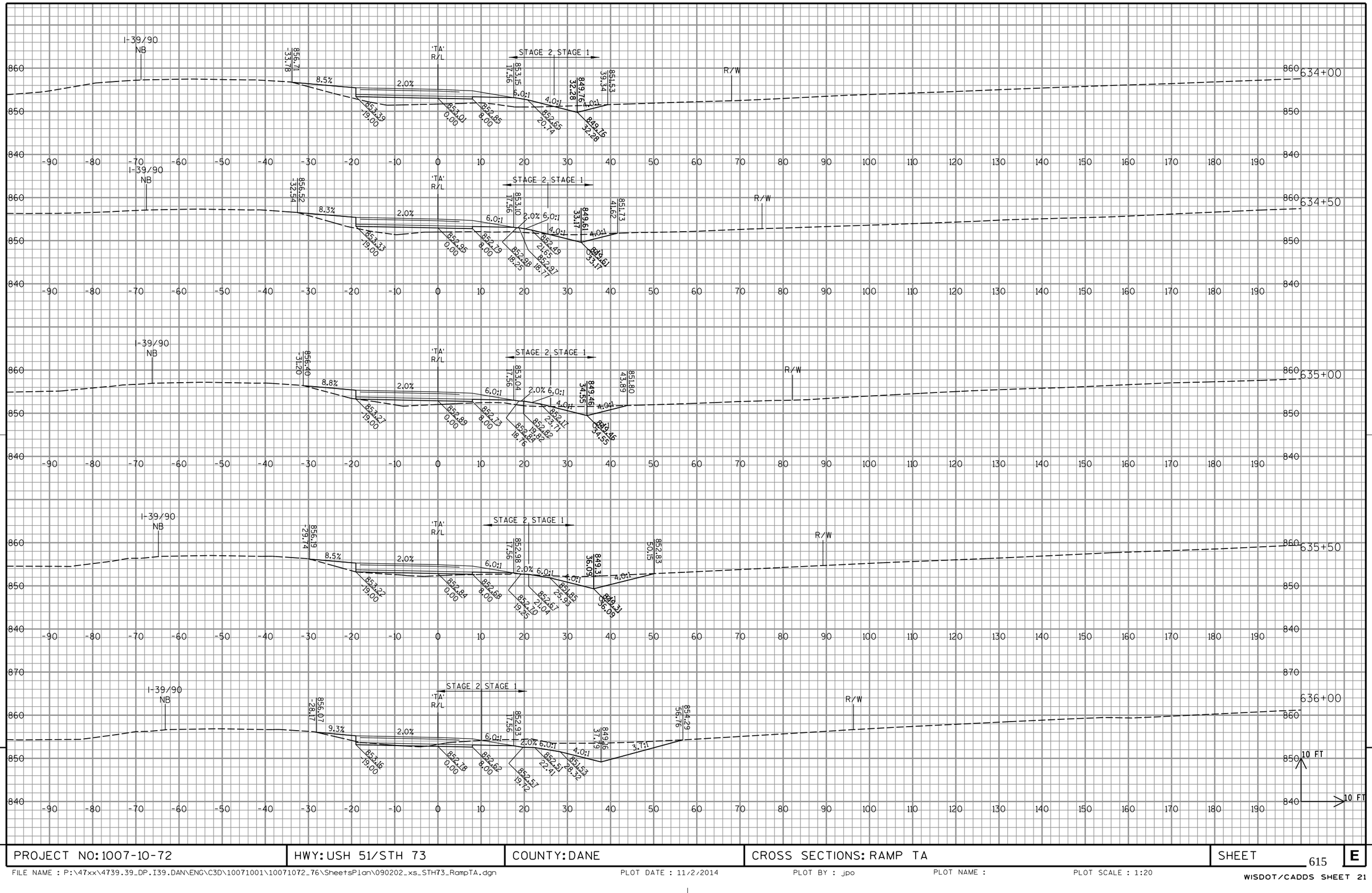
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 614	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



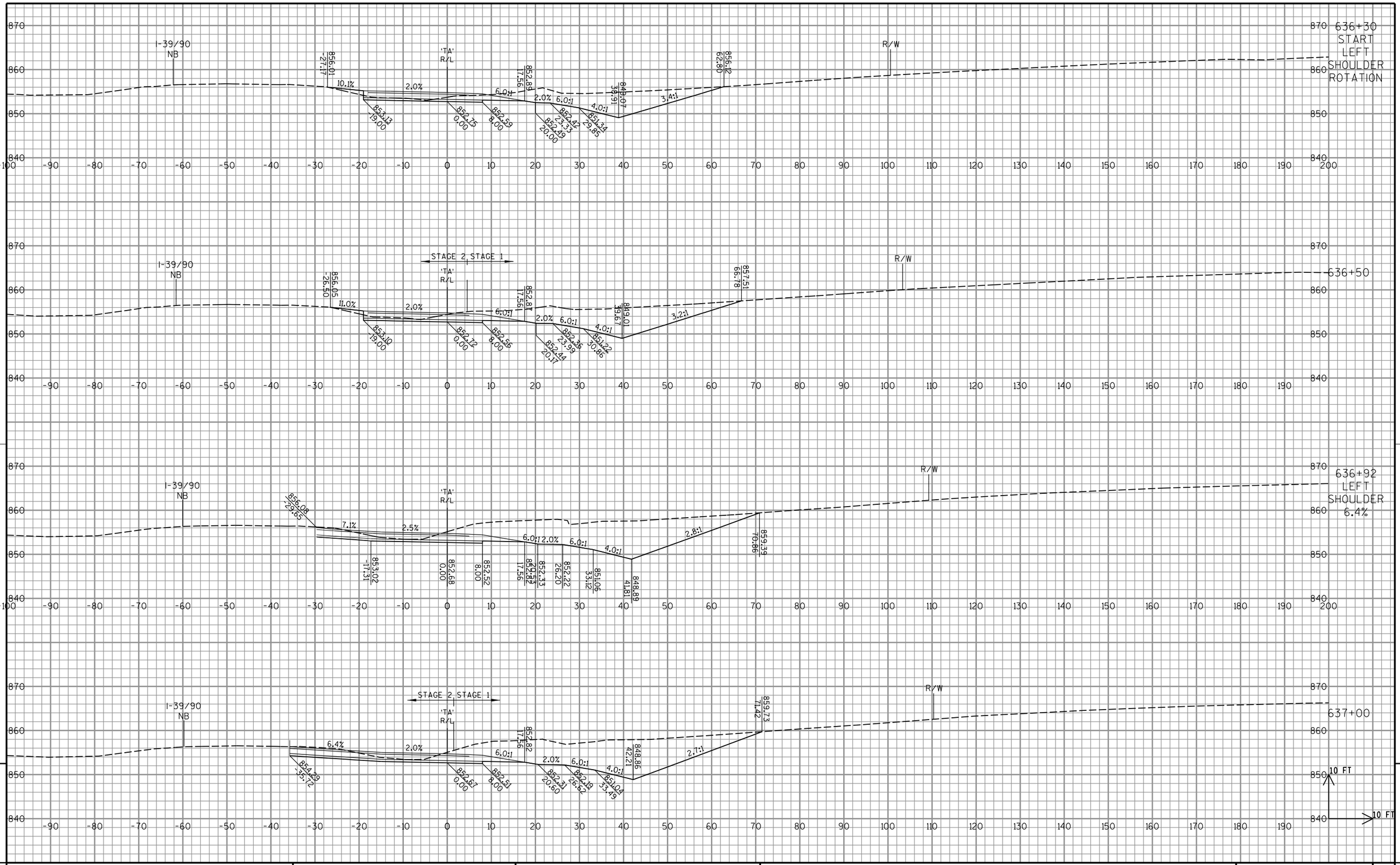
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 615	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



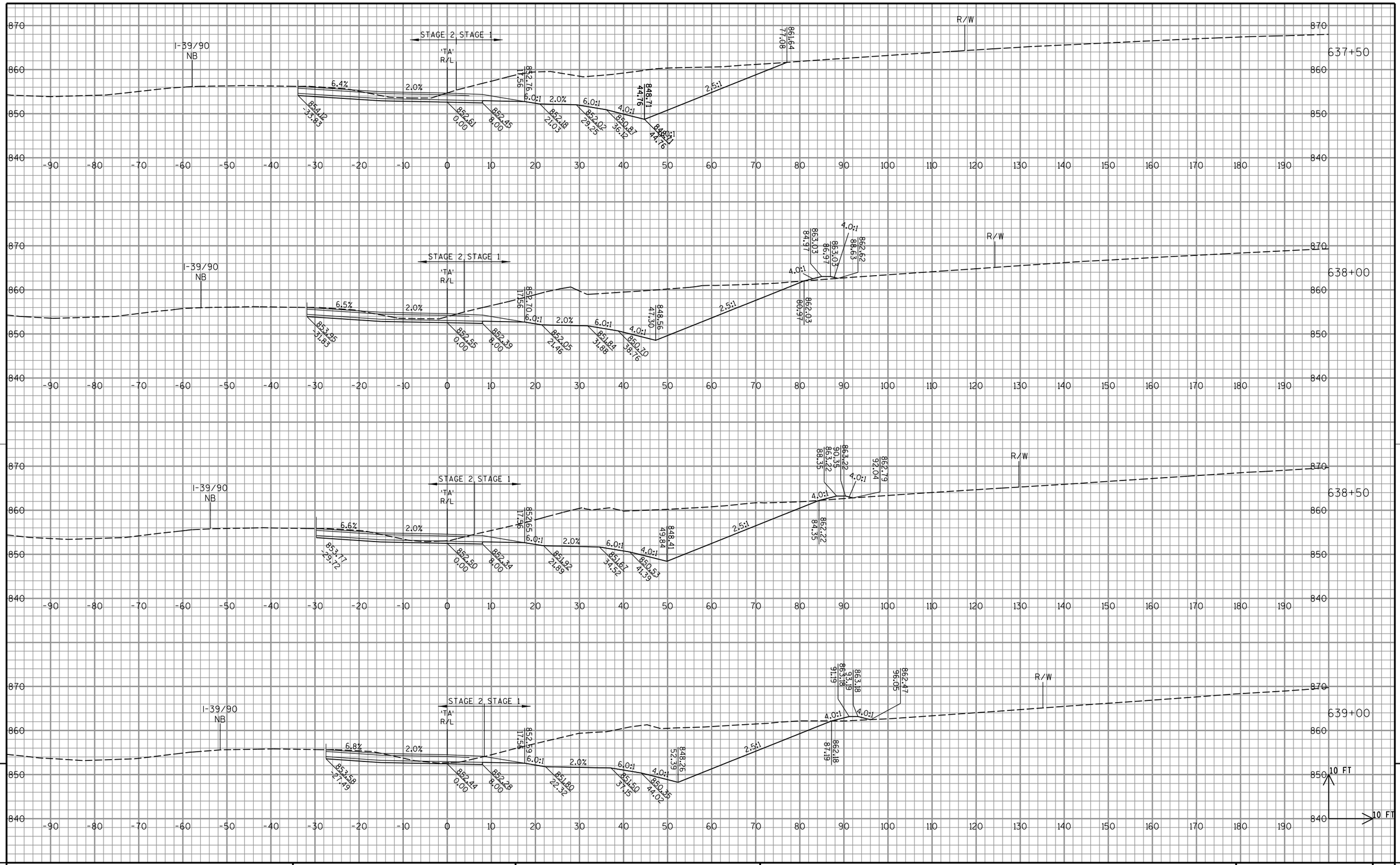
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 616	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

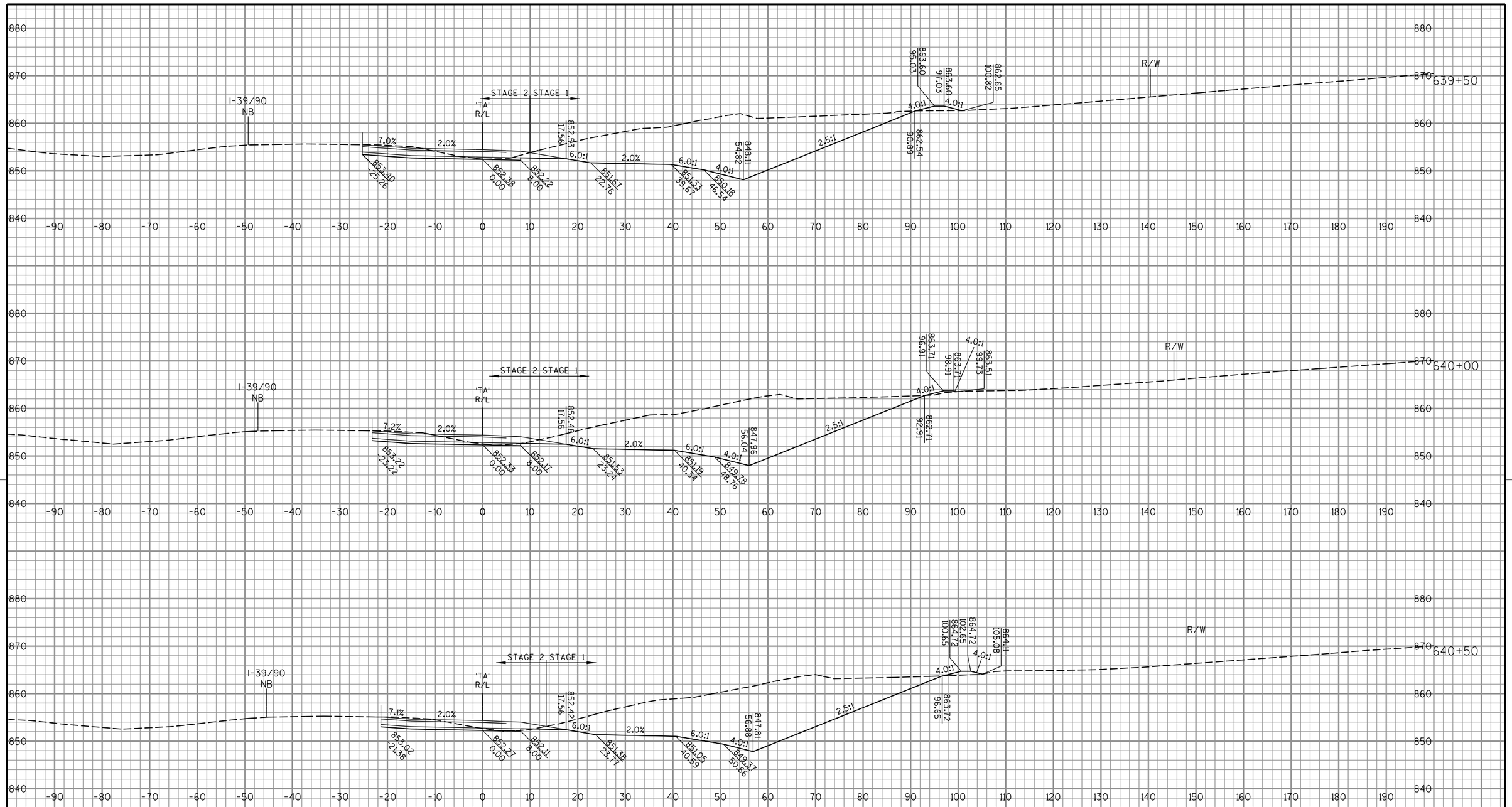
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 617	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

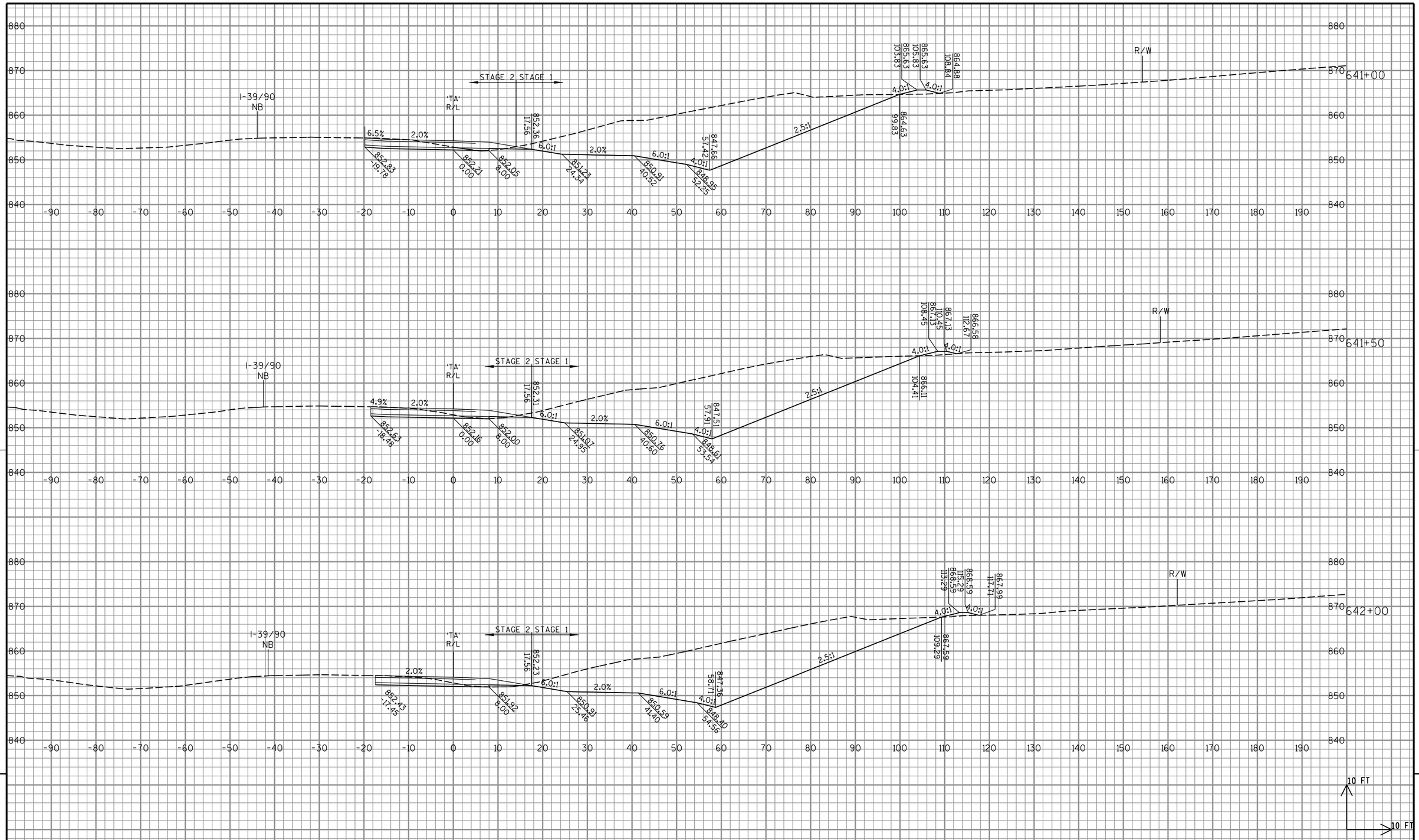
WISDOT/CADDS SHEET 21



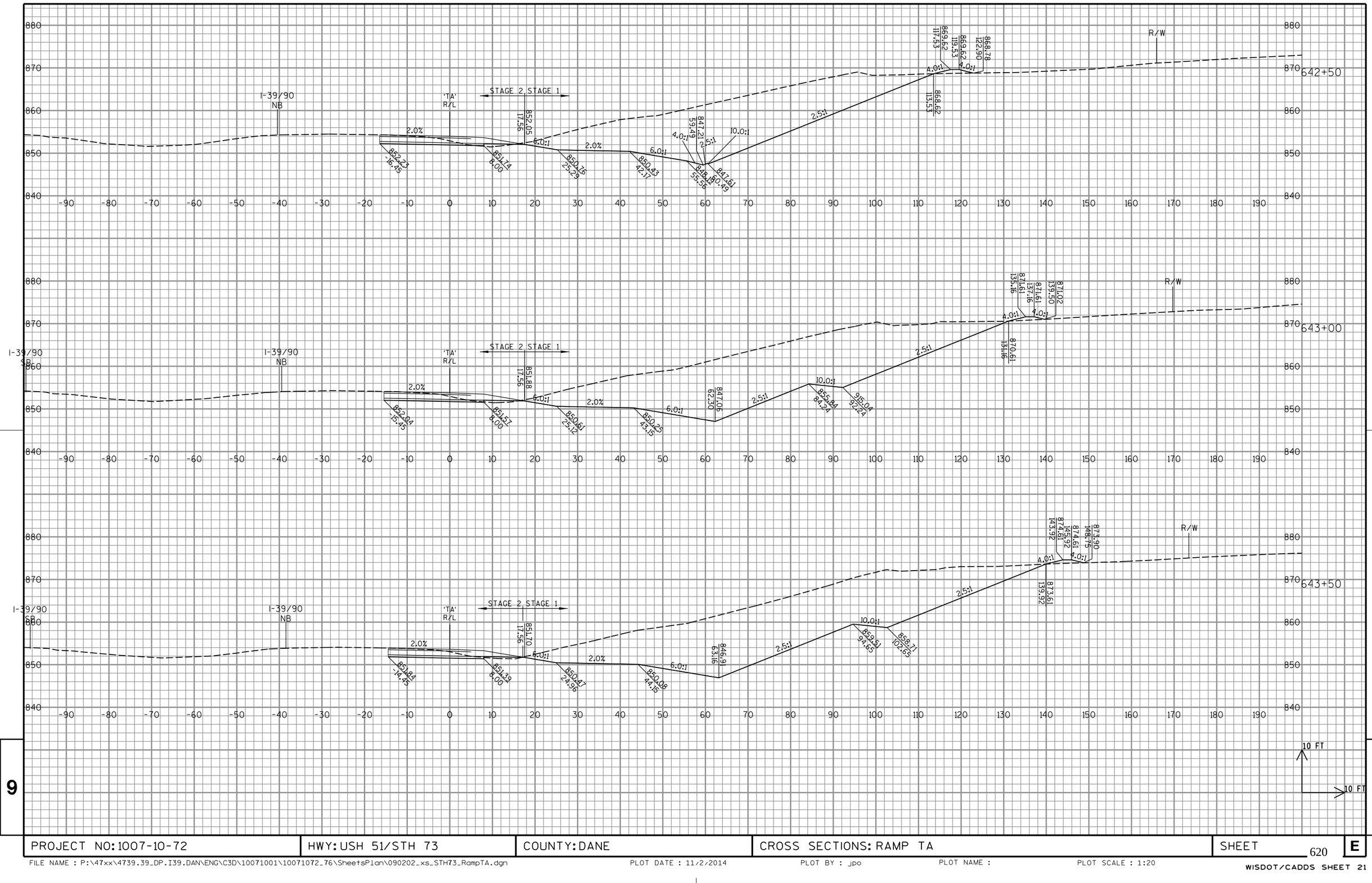
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 618	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



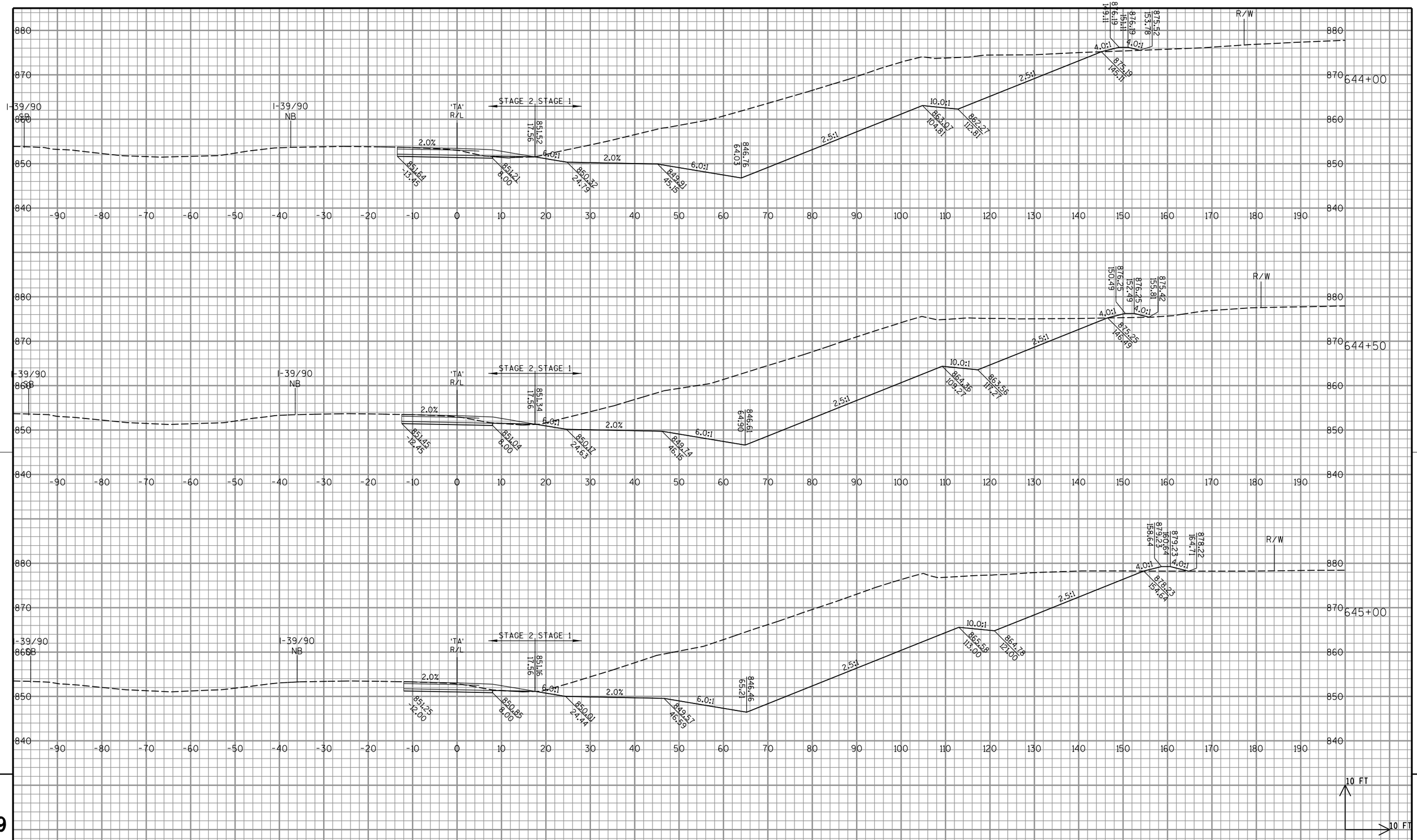
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 619 E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 620	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

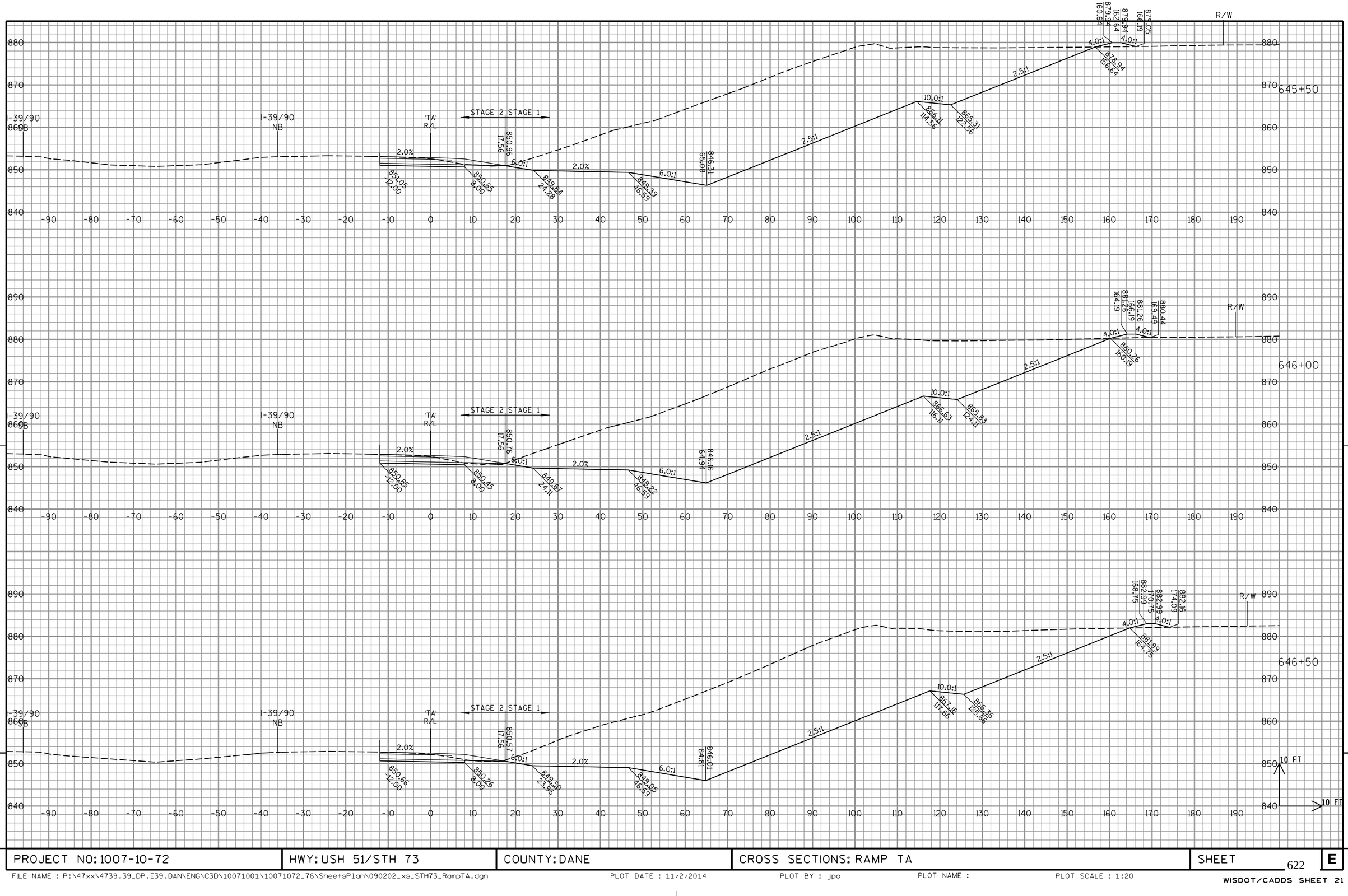
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 621	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

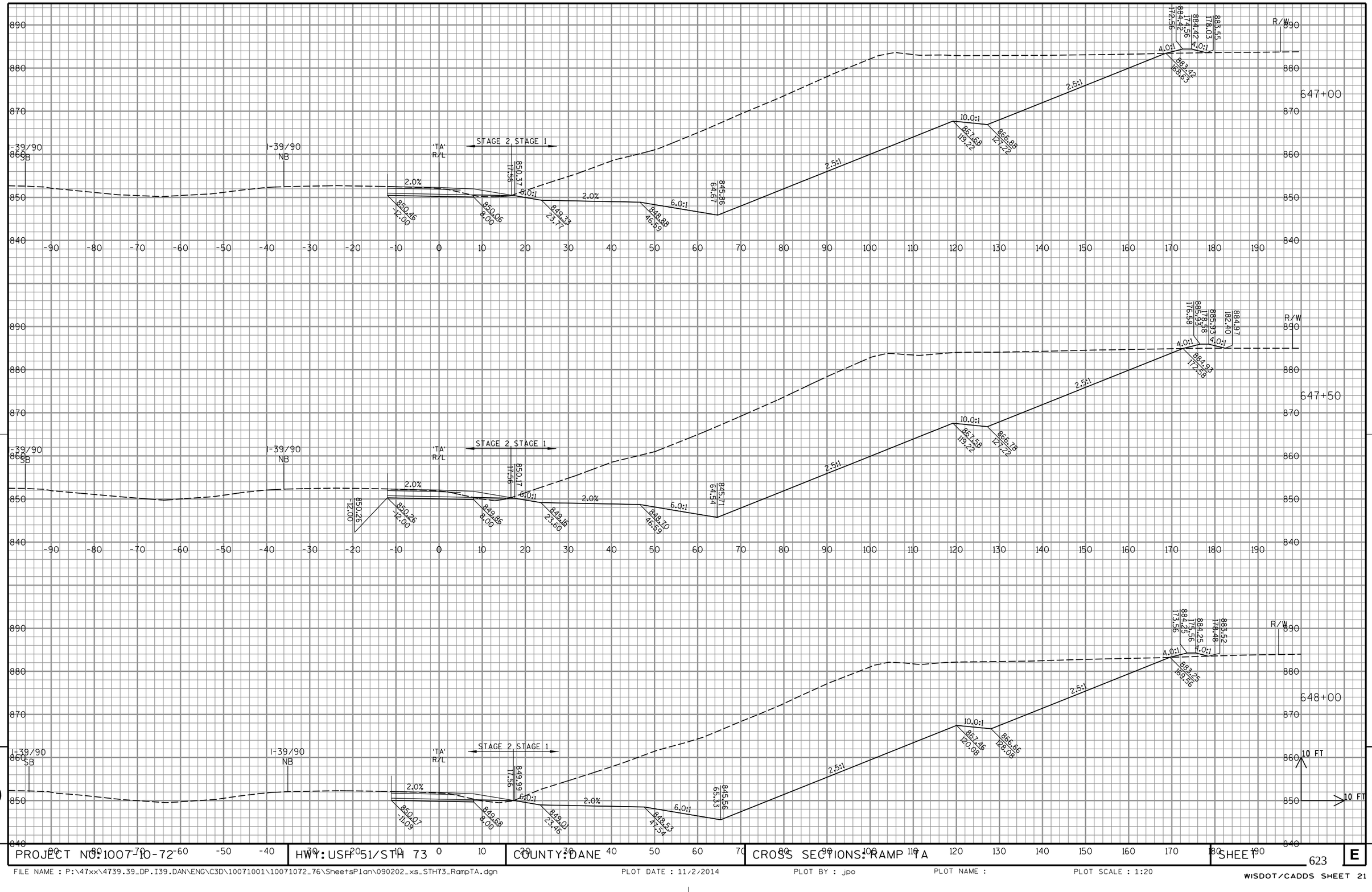
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 622	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

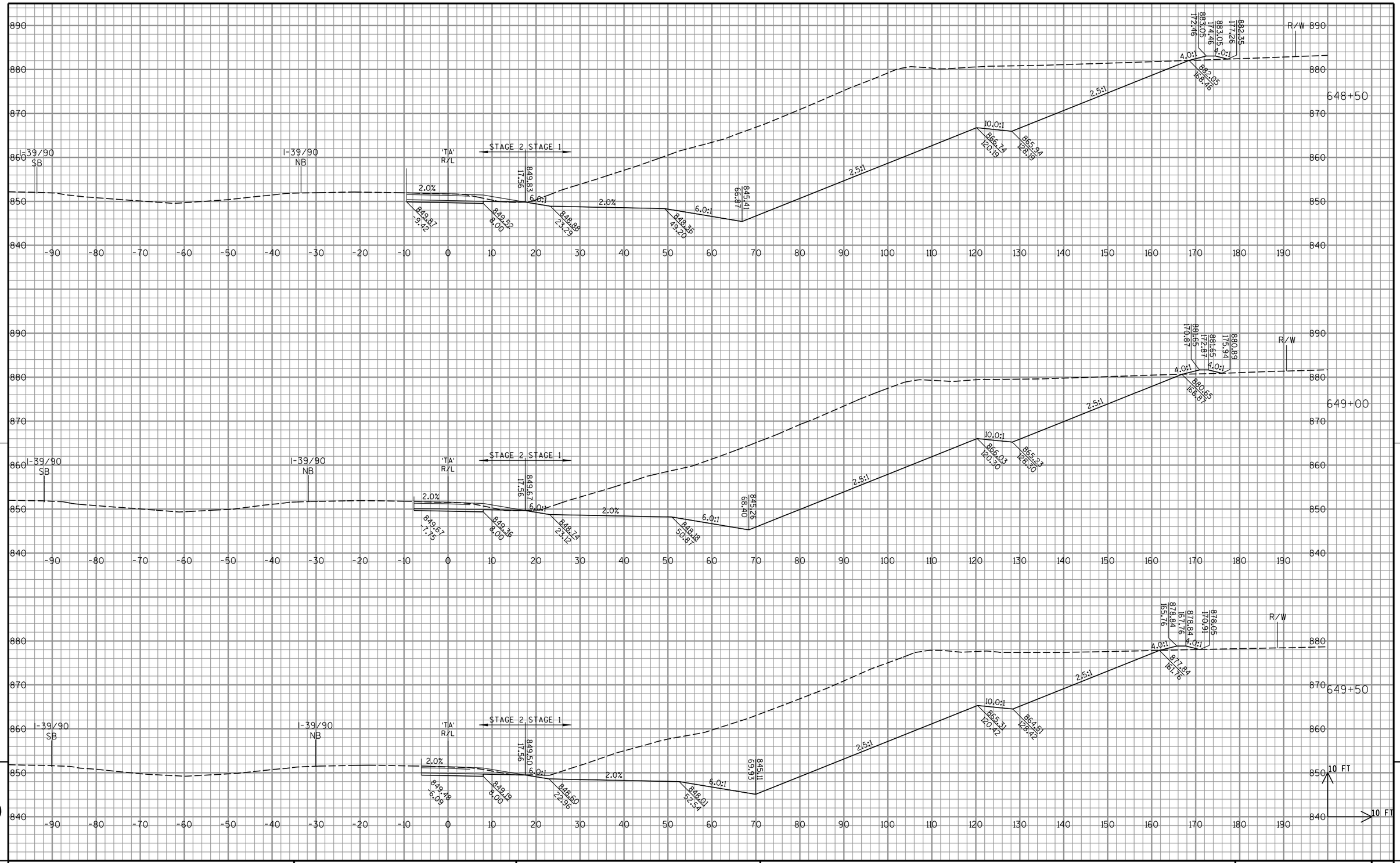
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72 | HWY: USH 51/STH 73 | COUNTY: DANE | CROSS SECTIONS: RAMP TA | SHEET 623 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 624	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

650+00

I-39/90 SB

I-39/90 NB

'TA' R/L

STAGE 2 STAGE 1

849.34 17.56

2.0%

6.0:1

849.28 4.42

849.03 8.00

849.47 22.19

2.0%

6.0:1

844.96 71.46

841.84 54.20

2.5:1

10.0:1

864.08 119.26

863.28 127.26

2.5:1

4.0:1

871.44 155.88

4.0:1

874.95 164.97

875.73 159.38

876.13 159.38

876.13 59.88

R/W

650+50

I-39/90 SB

I-39/90 NB

'TA' R/L

STAGE 2 STAGE 1

849.17 17.18

2.0%

6.0:1

849.08 2.75

849.86 9.25

849.36 22.62

2.0%

6.0:1

844.81 73.19

841.70 55.87

2.5:1

10.0:1

856.85 103.30

856.07 111.21

2.5:1

4.0:1

871.23 149.13

4.0:1

871.54 157.91

872.23 155.13

872.23 153.13

R/W

651+00

I-39/90 SB

I-39/90 NB

'TA' R/L

STAGE 2 STAGE 1

848.98 19.22

2.0%

6.0:1

848.89 1.09

848.61 9.92

848.44 22.46

2.0%

6.0:1

844.66 75.99

841.74 57.54

2.5:1

10.0:1

849.20 81.34

848.41 95.25

2.5:1

4.0:1

868.51 144.99

4.0:1

868.44 154.46

869.31 150.99

869.31 148.99

R/W

10 FT

10 FT

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 625	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn

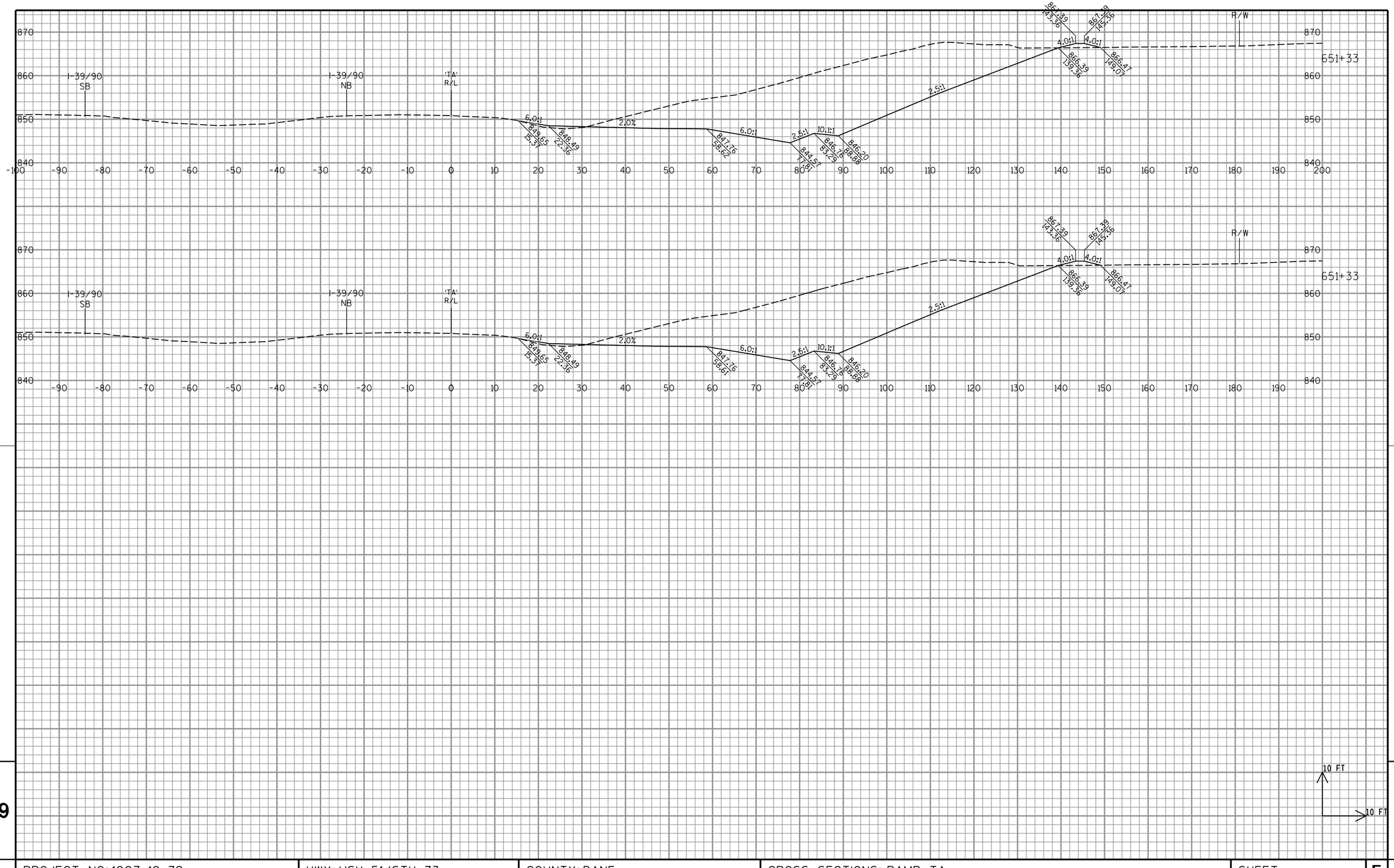
PLOT DATE : 11/2/2014

PLOT BY : jpo

PLOT NAME :

PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



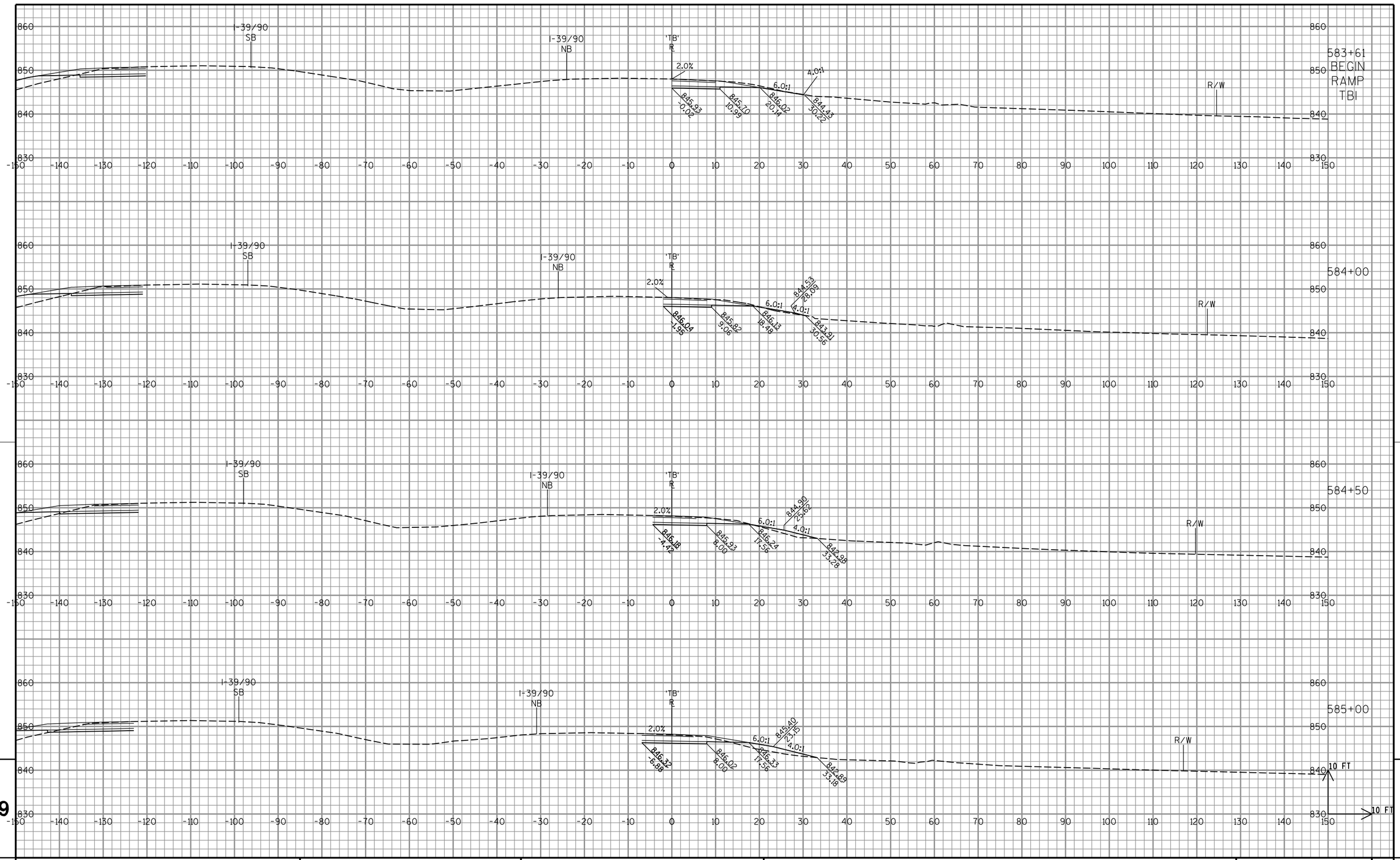
I-39/90
SB
I-39/90
NB
'TA'
R/L
R/W
651+33
6.0:1
2.0%
2.5:1
10.1:1
4.0:1
866.47
149.07
866.39
139.36
867.39
143.36
867.19
145.36
849.62
15.37
848.49
22.36
847.76
58.61
846.76
83.29
846.20
88.88
844.67
117.81

10 FT
10 FT

9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TA	SHEET 626	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090202_xs_STH73_RampTA.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



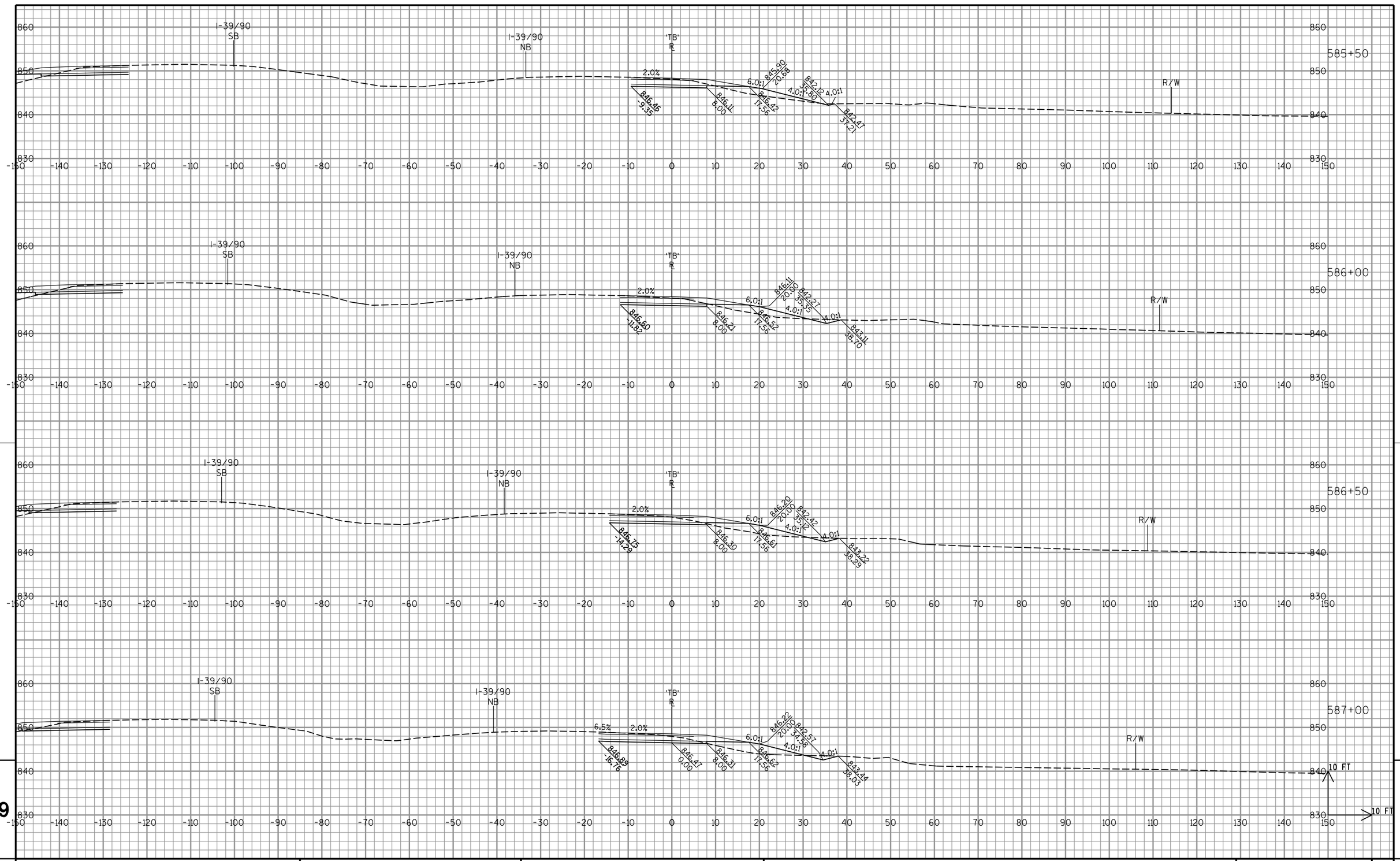
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 627	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



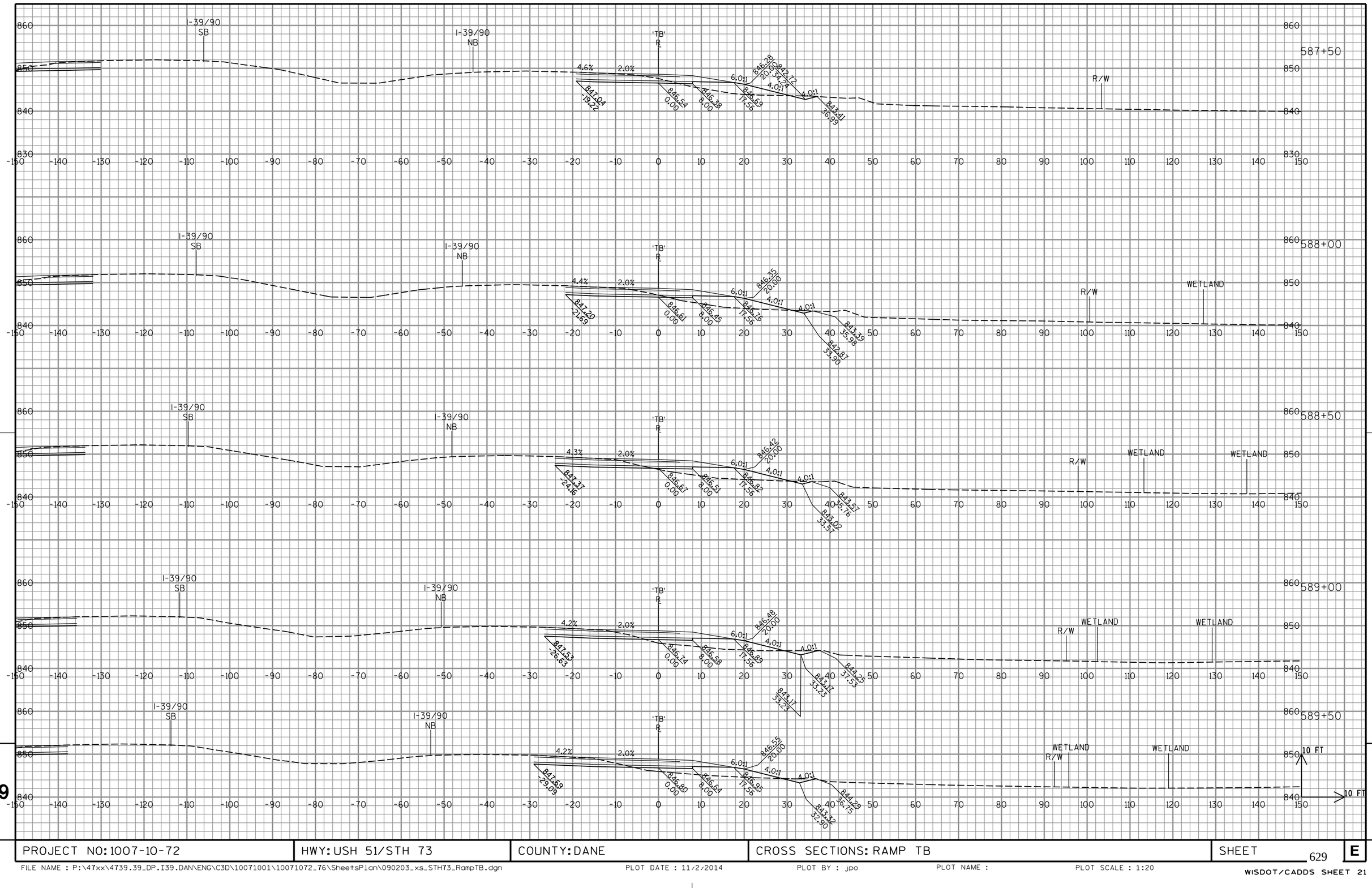
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 628	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

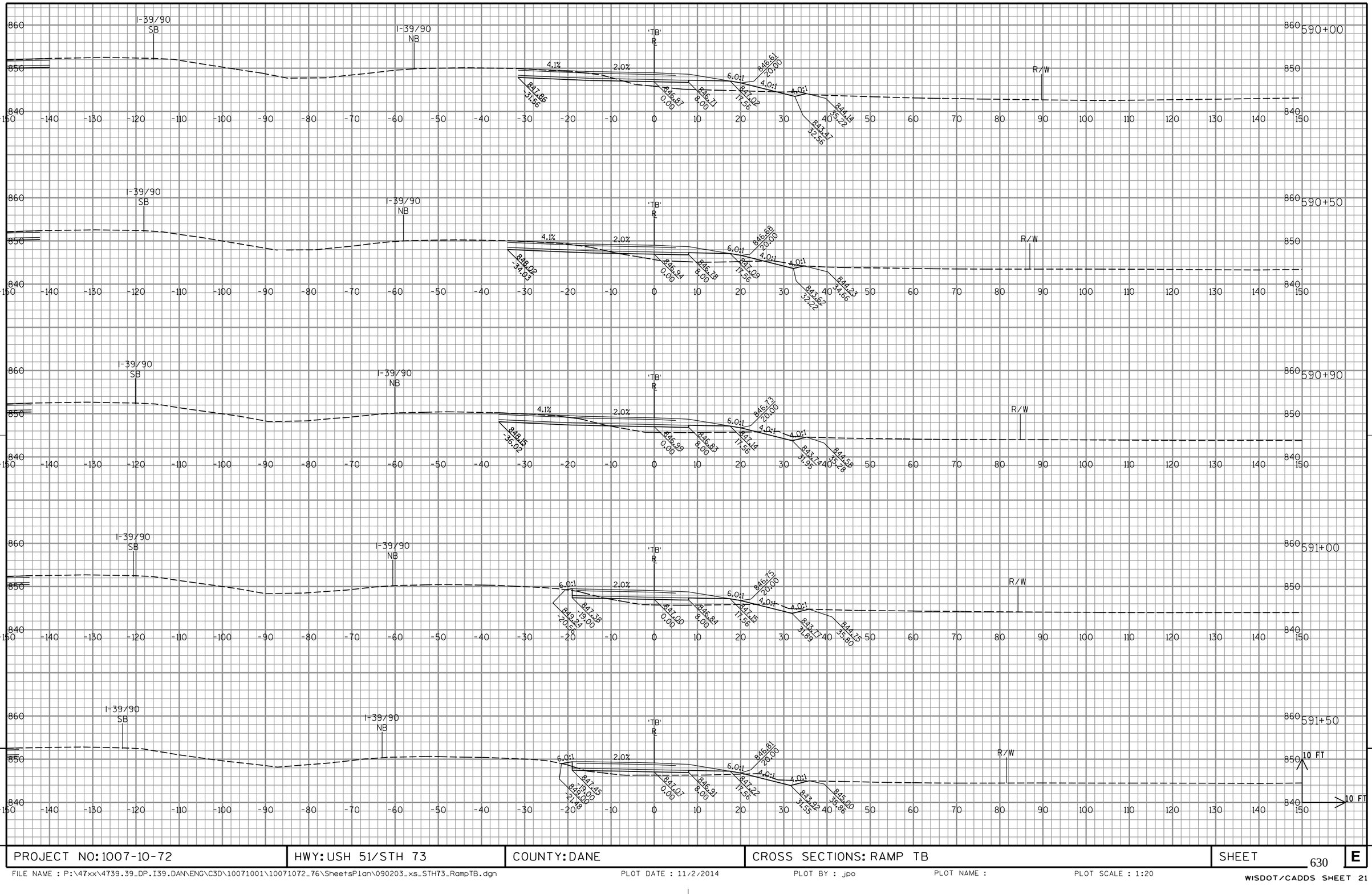
WISDOT/CADDS SHEET 21



9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 629	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

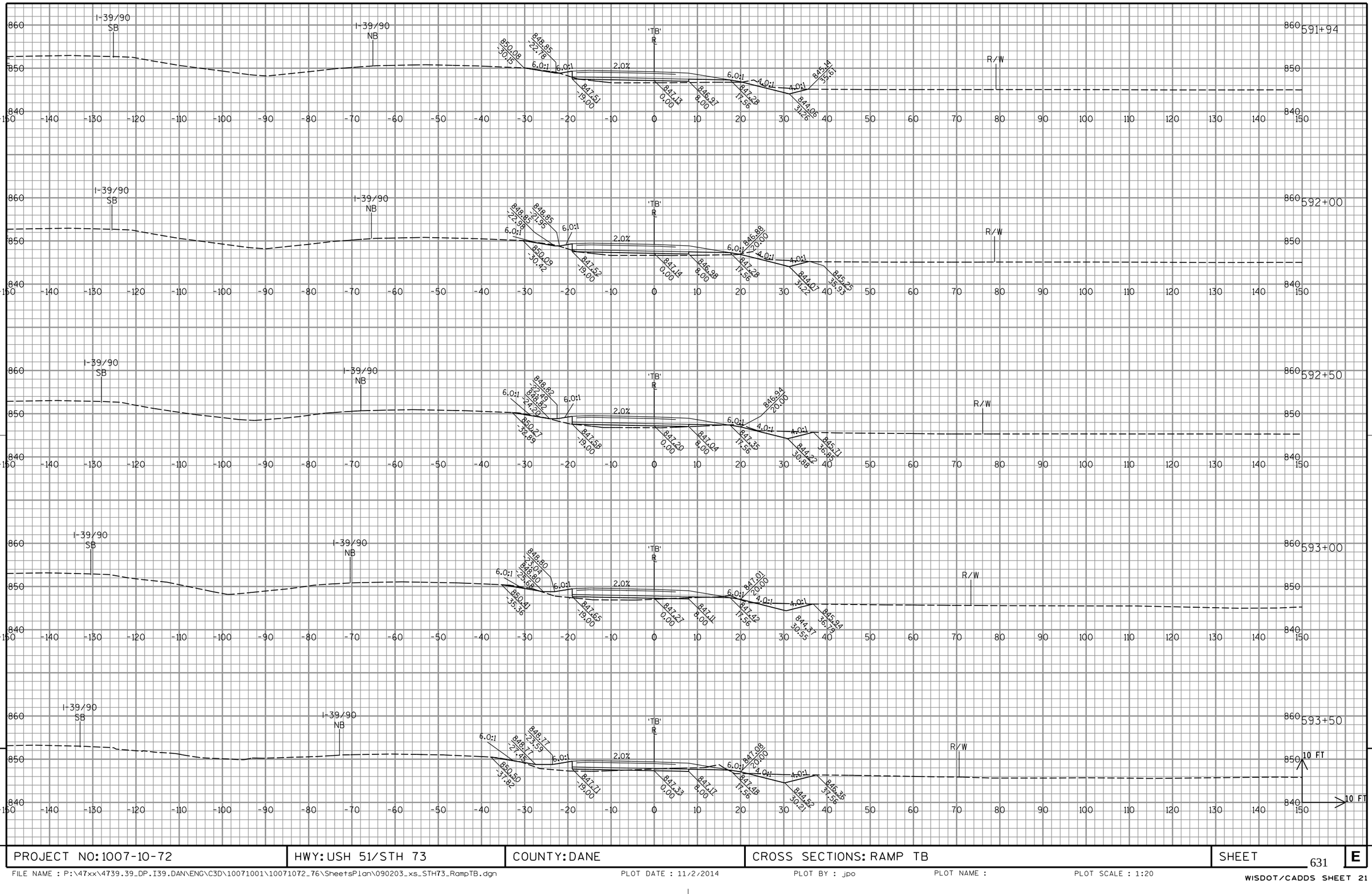


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 630	E

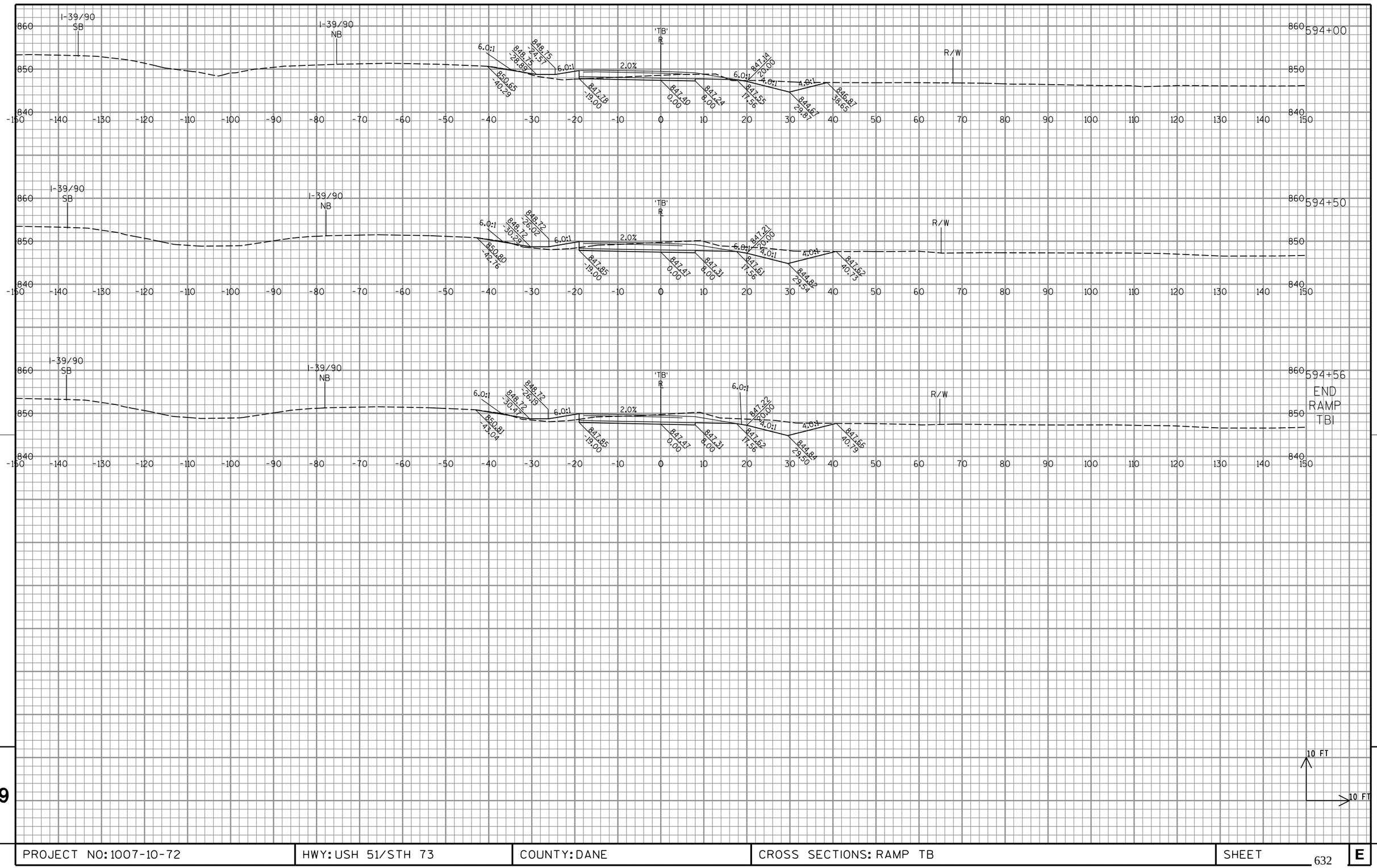
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 631	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



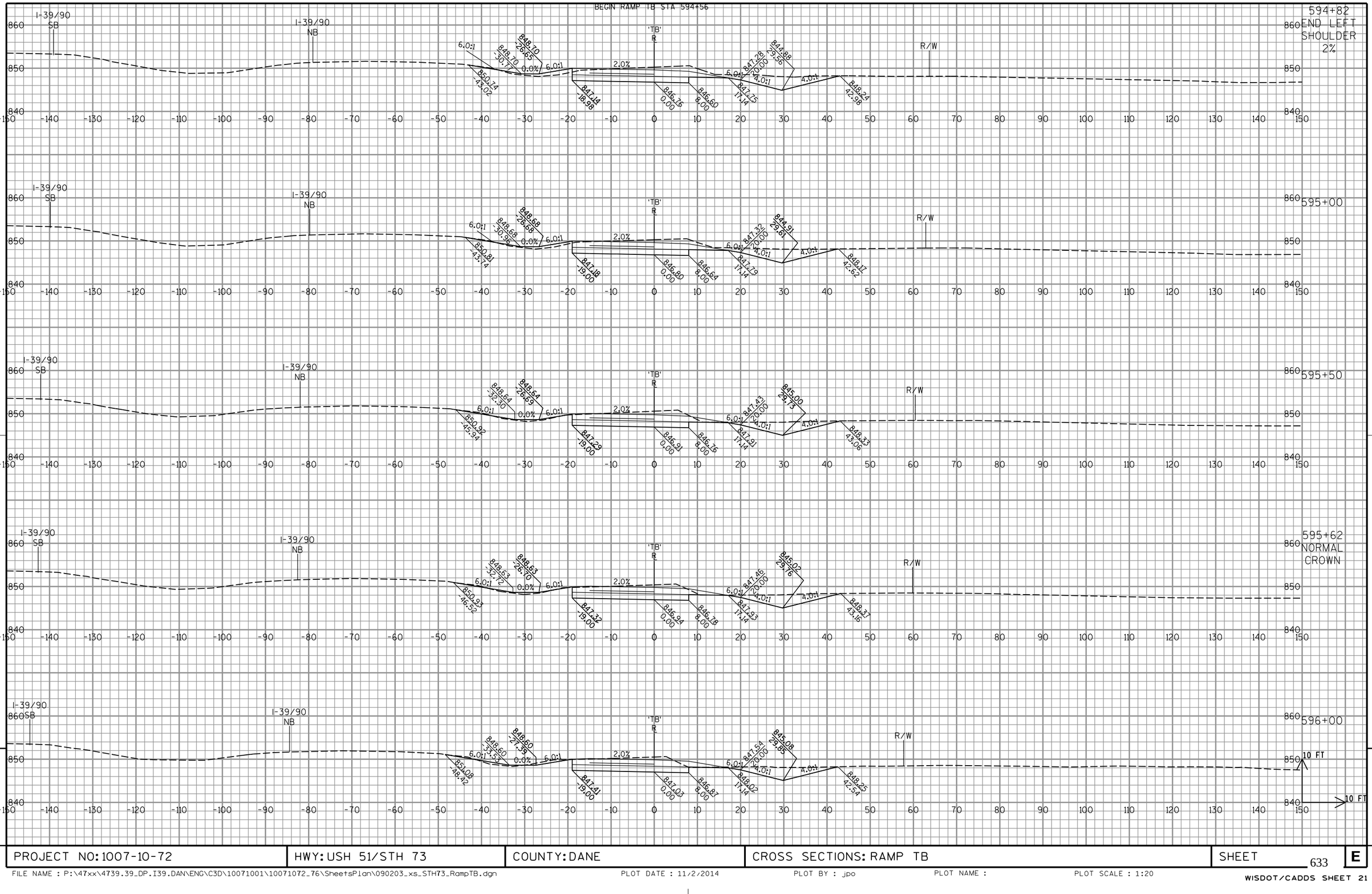
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 632	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

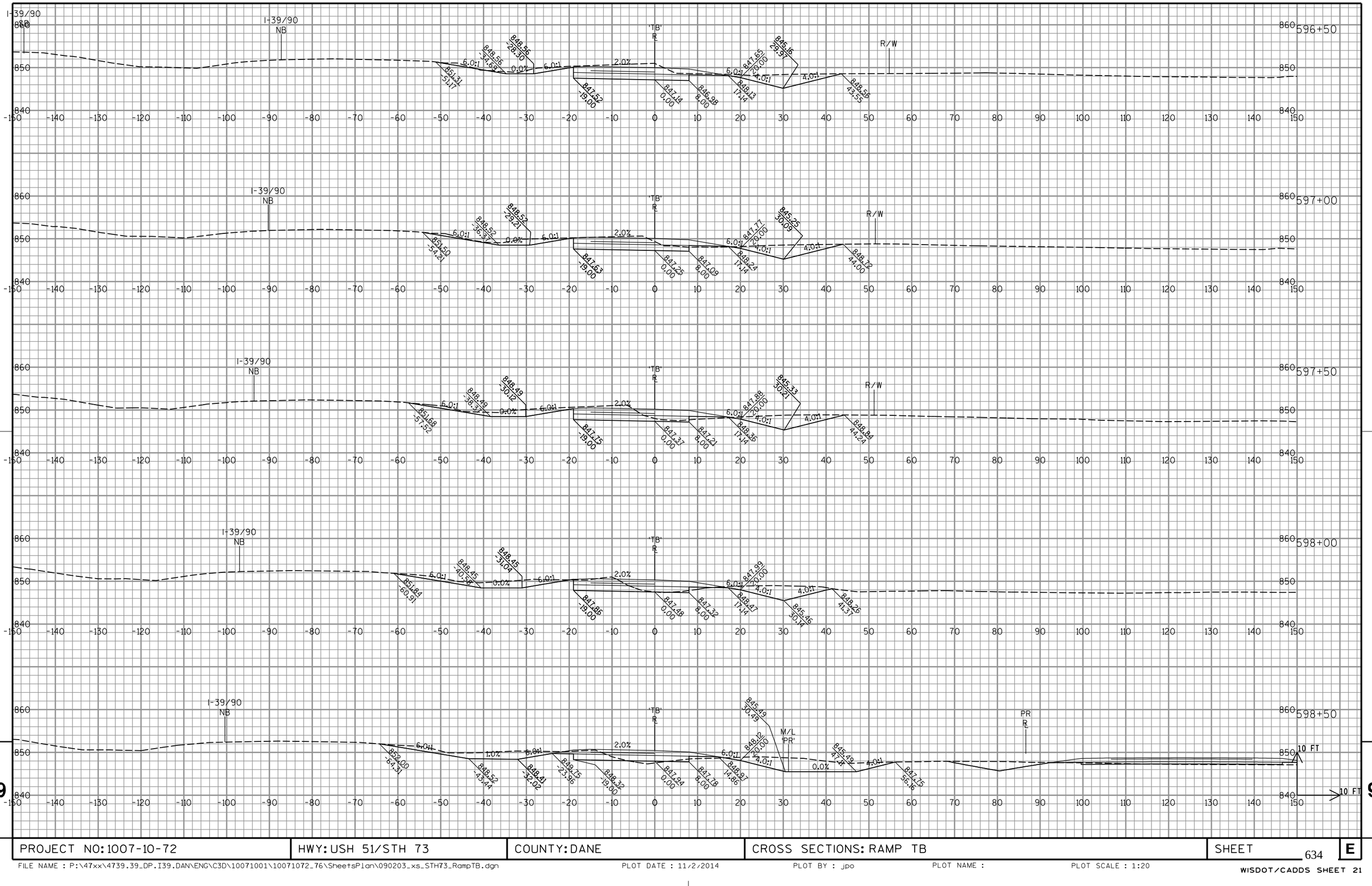
BEGIN RAMP TB STA 594+56



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 633	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 634	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

598+63
END
NORMAL
SHOULDER

599+00

599+14
END
NORMAL
CROWN

599+50

599+56
BEGIN
CURVE

I-39/90
NB

STAGE 2
STAGE 4

'TB'
R

STAGE 2 STAGE 1

M/L
'PR'

PR
R

6.0:1
1.0%
2.0%
4.0:1
0.0%
3.4%
3.7%

10 FT
10 FT

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 635 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

599+65
LOW SHOULDER MATCH

599+77
BEGIN FULL SUPER

600+00

600+50

601+00

I-39/90 NB

STAGE 4 STAGE 2

STAGE 2 STAGE 1

'TB' R

PR R

M/L 'PR'

R/W

MARSH EXCAVATION (TYP.)

10 FT

10 FT

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 636	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn

PLOT DATE : 11/2/2014

PLOT BY : jpo

PLOT NAME :

PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



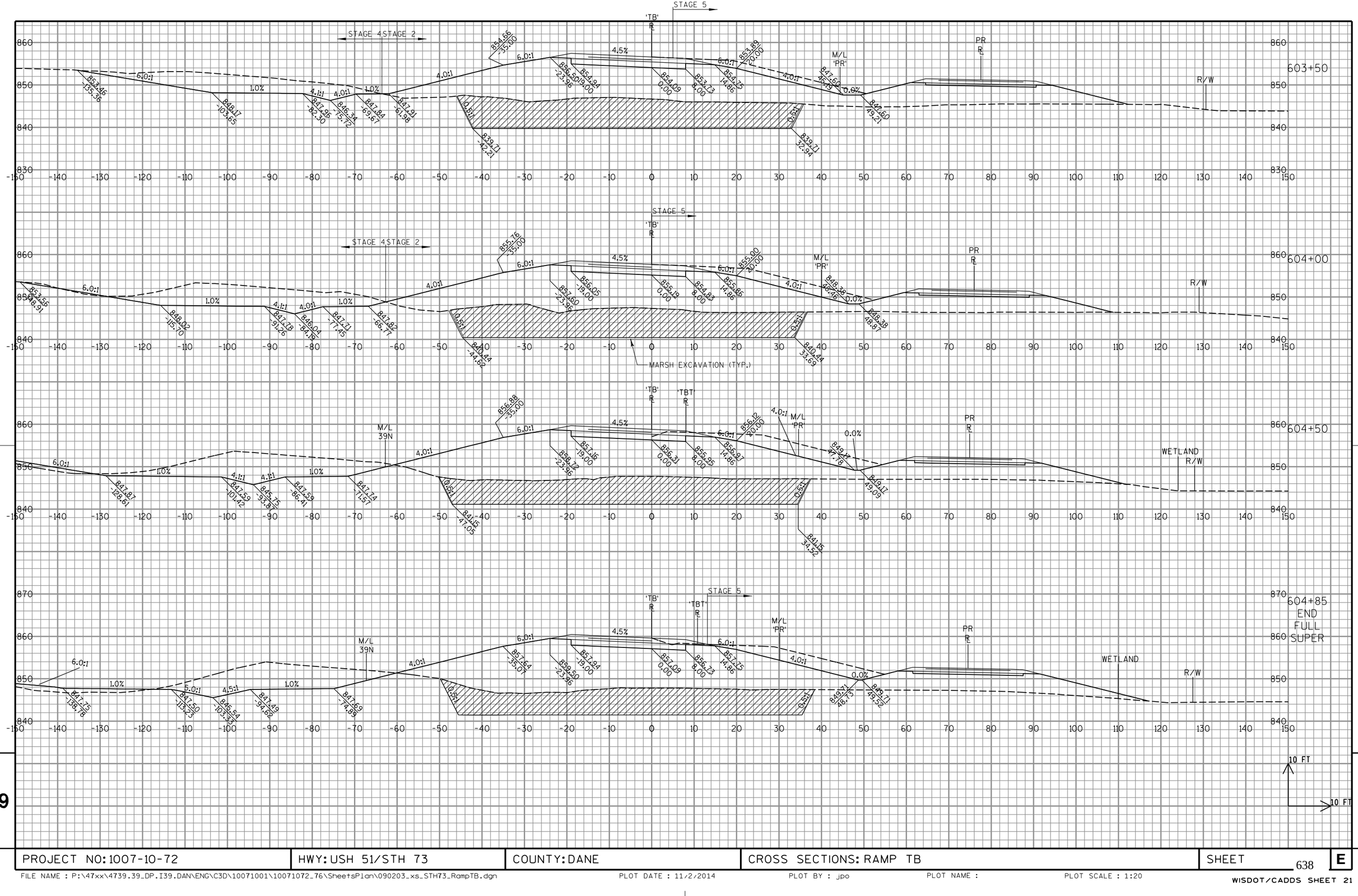
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 637	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

9



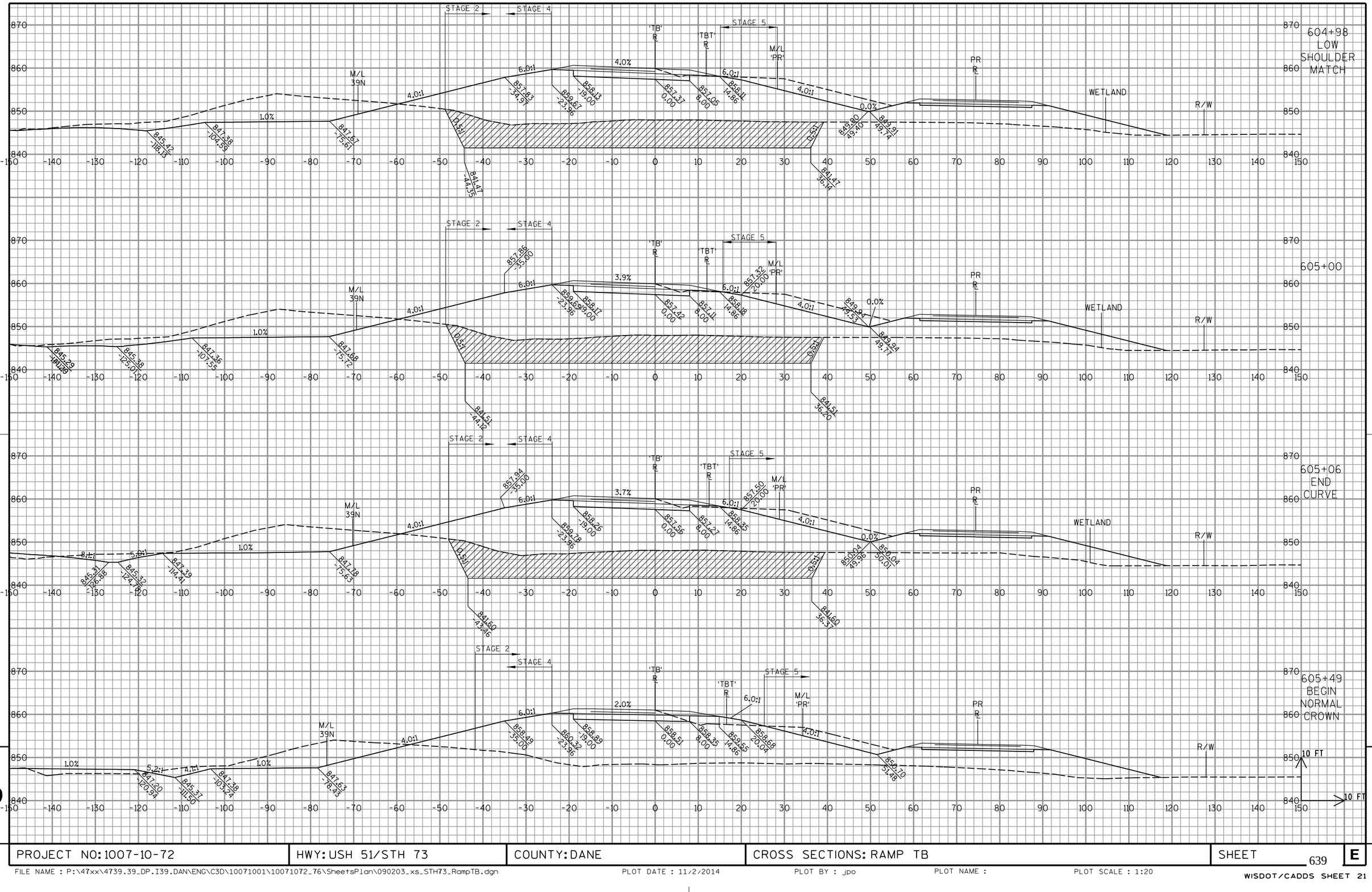
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 638	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

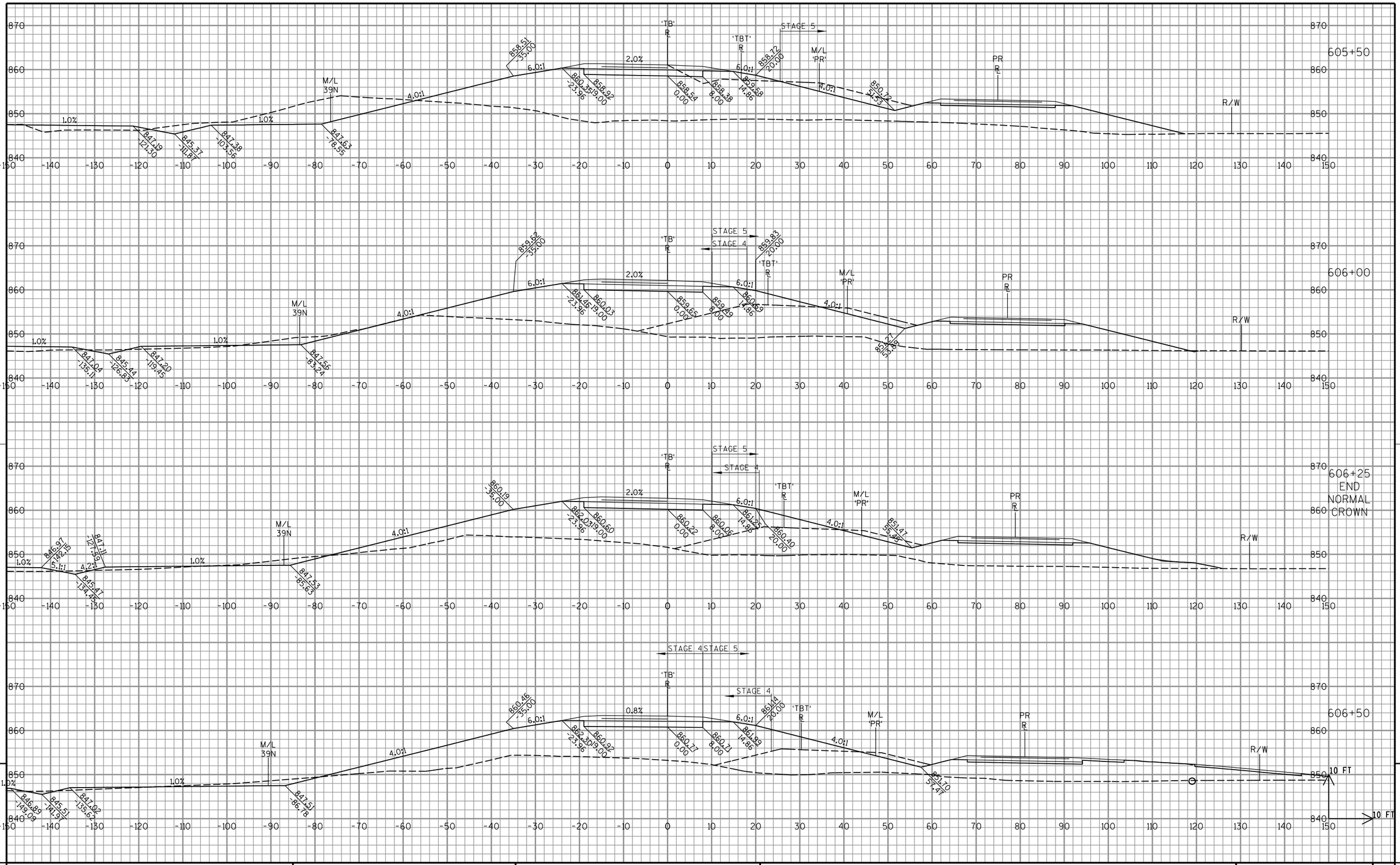


9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 639	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 640	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

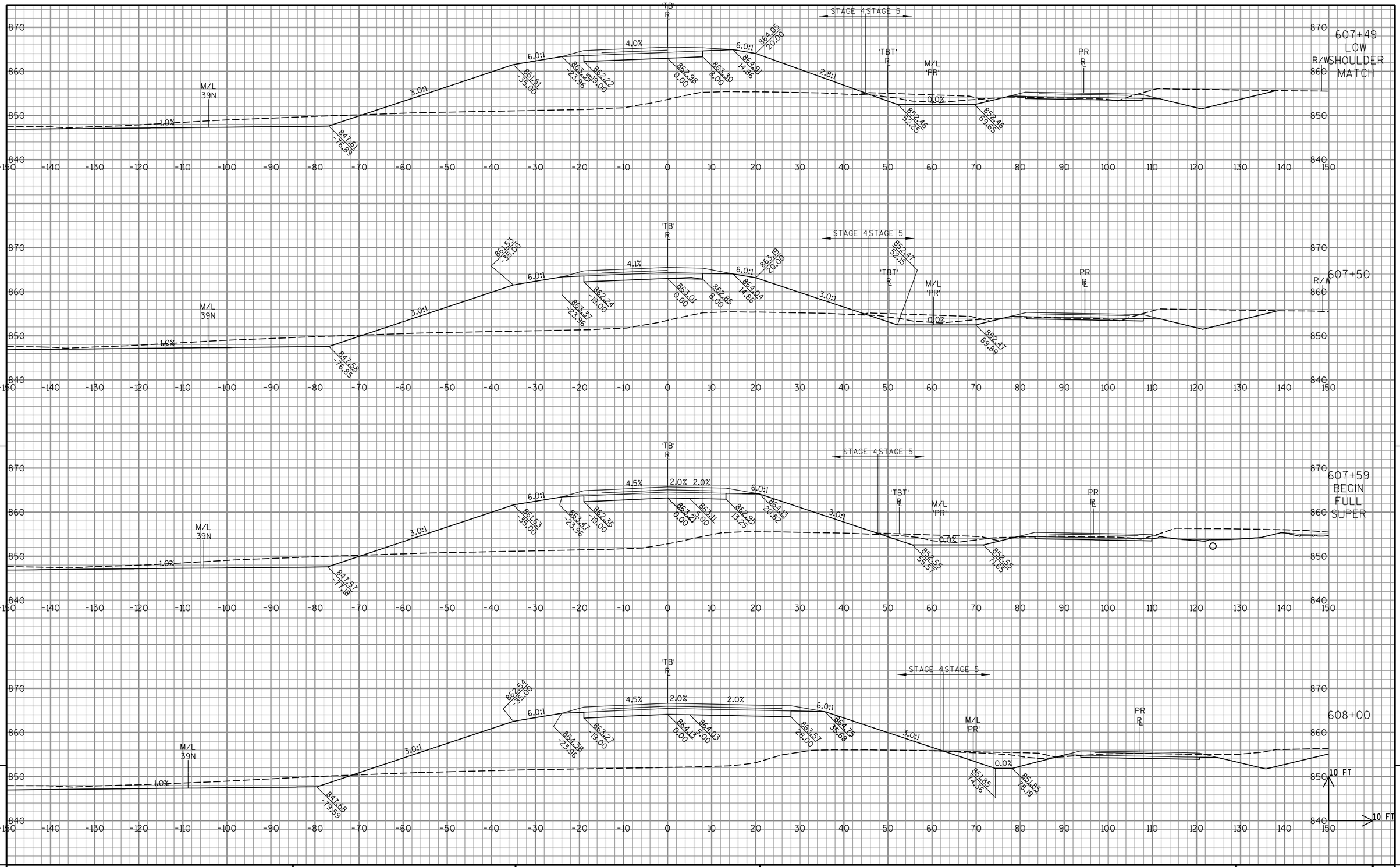
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 641	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



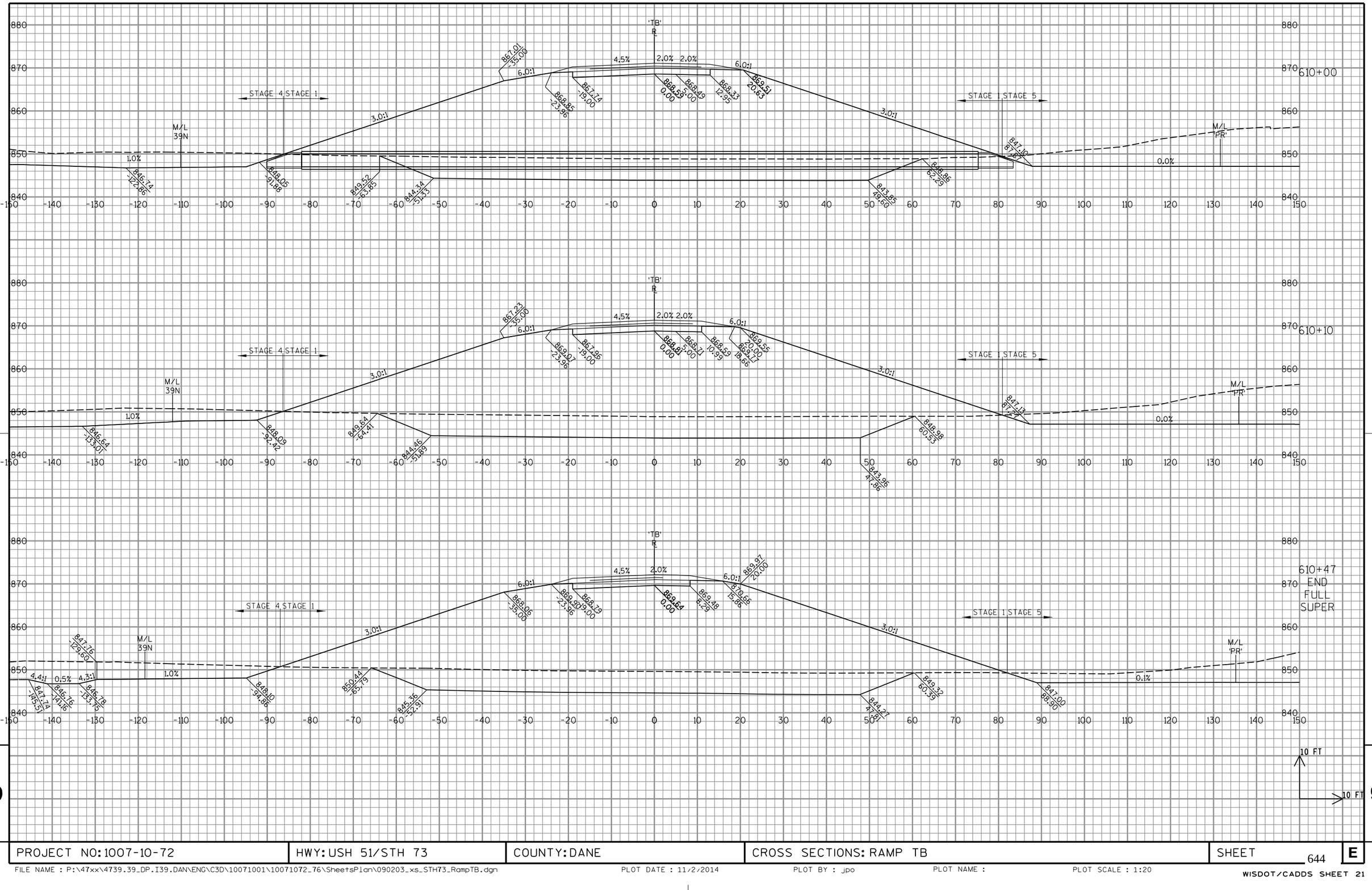
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 642	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 643	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 644	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

'TB'
℄

610+50

868.16
-35.00
6.0:1
4.4%
2.0%
6.0:1
870.05
20.00
868.88
-19.00
870.00
-23.96
869.71
0.00
869.54
8.40
870.72
15.97
STAGE 4 STAGE 1
STAGE 1 STAGE 3
3.0:1
M/L
39N
M/L
'PR'
1.0%
846.81
-133.02
847.77
-144.47
846.79
-140.27
847.19
-128.91
848.42
-95.11
850.51
-185.85
845.40
-52.75
844.33
48.16
849.38
60.75
847.00
89.76

'TB'
℄

610+57
LOW
SHOULDER
MATCH

868.41
-35.00
6.0:1
4.0%
2.0%
6.0:1
870.27
20.00
869.41
-19.00
870.25
-23.96
869.87
0.00
869.70
6.74
870.38
16.22
STAGE 4 STAGE 1
STAGE 1 STAGE 3
3.0:1
M/L
39N
M/L
'PR'
1.0%
847.86
-127.89
847.86
-143.18
846.86
-139.95
846.87
-131.91
848.18
-95.69
850.67
-185.97
845.49
-52.33
844.46
49.07
849.47
61.55
847.00
89.80

'TB'
℄

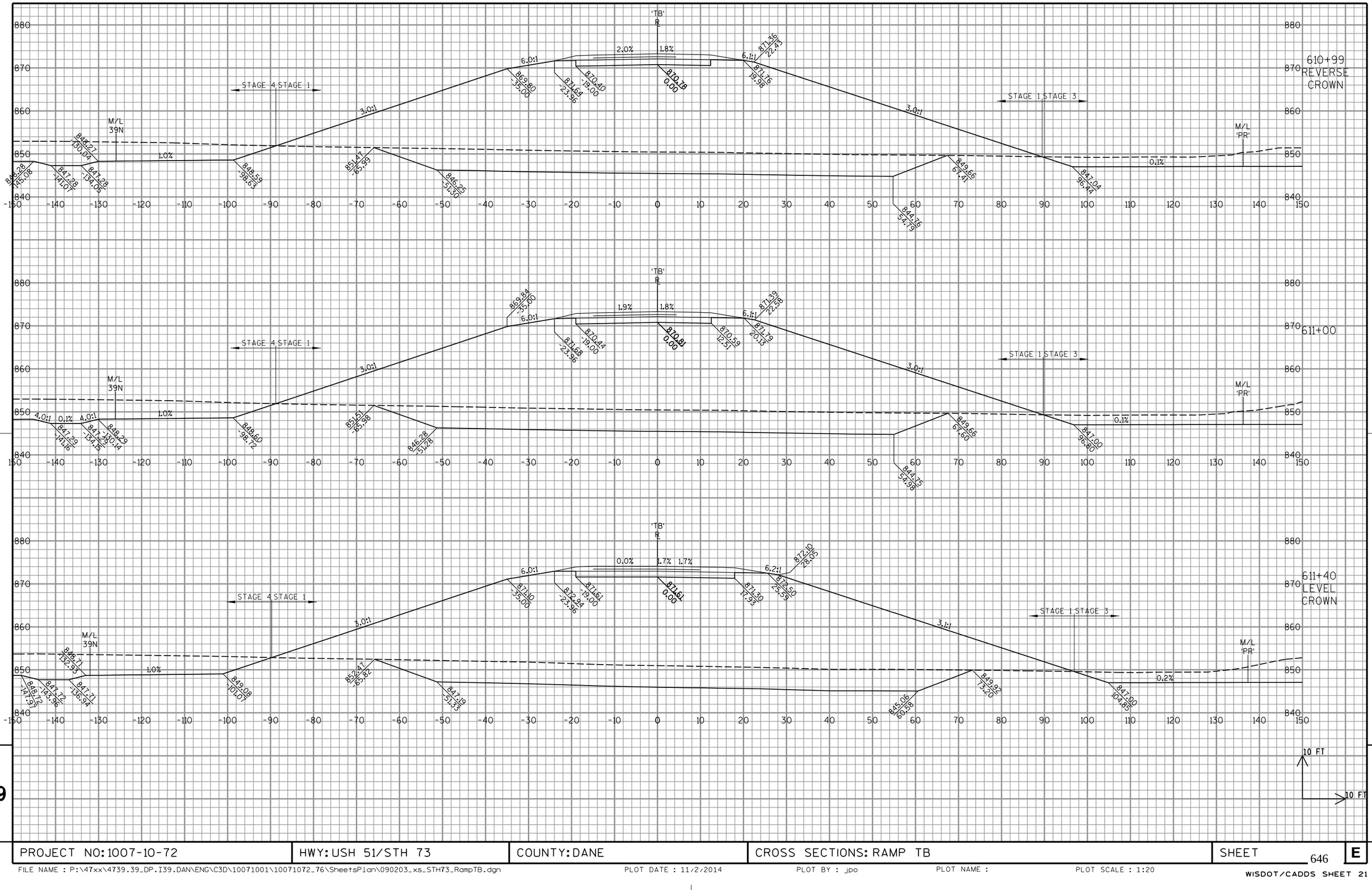
610+78
END
CURVE

869.11
-35.00
6.0:1
3.0%
1.8%
6.1:1
870.95
20.29
869.17
-19.00
870.85
-23.96
870.34
0.00
870.15
10.24
871.35
17.84
STAGE 4 STAGE 1
STAGE 1 STAGE 3
3.0:1
M/L
39N
M/L
'PR'
1.0%
848.07
-143.64
847.06
-139.65
847.06
-132.61
848.05
-98.60
848.37
-97.22
851.00
-186.07
845.78
-51.20
844.58
51.90
849.57
64.52
847.00
92.91

10 FT
10 FT

9
9

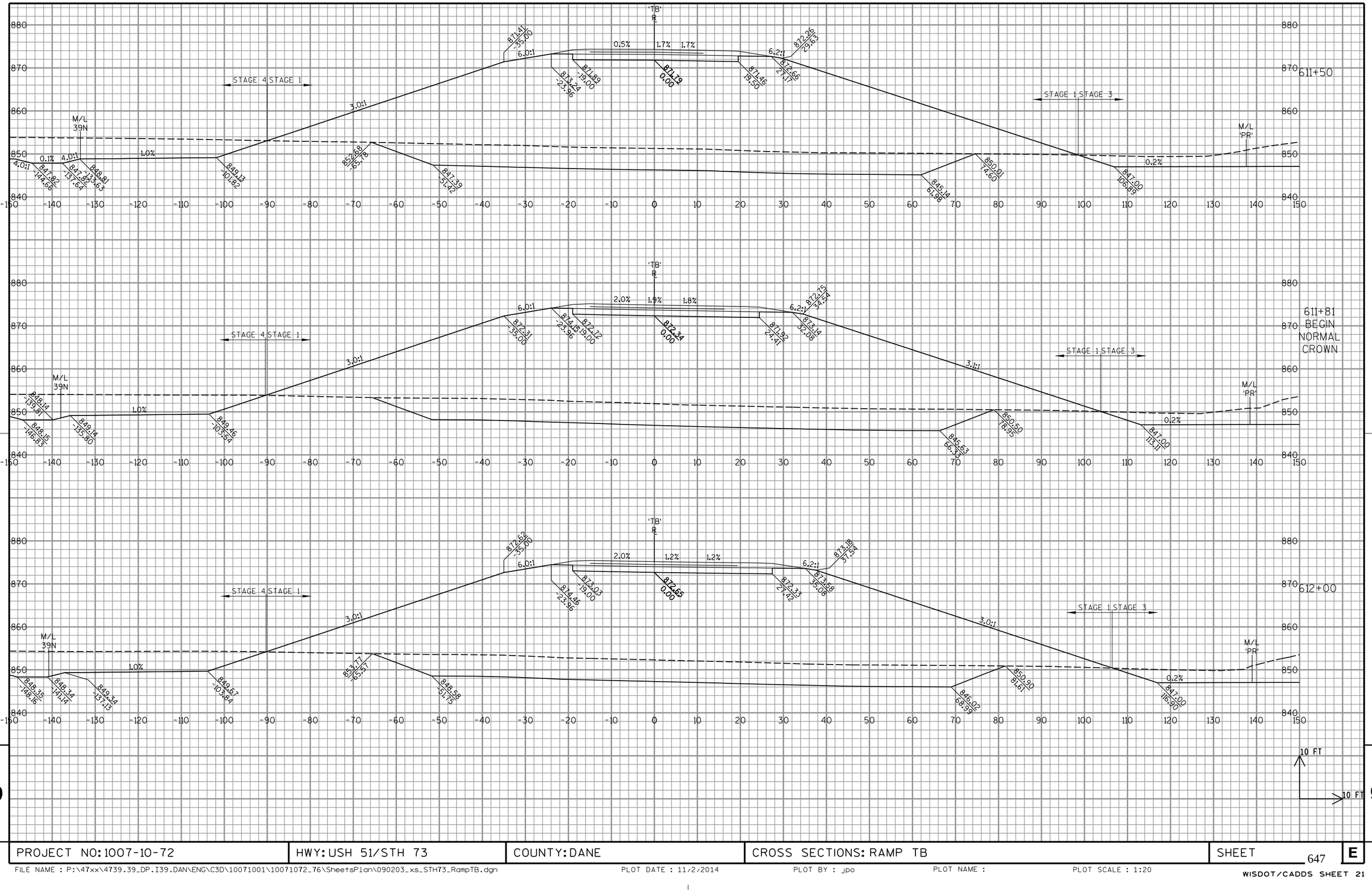
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 645	E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 646	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

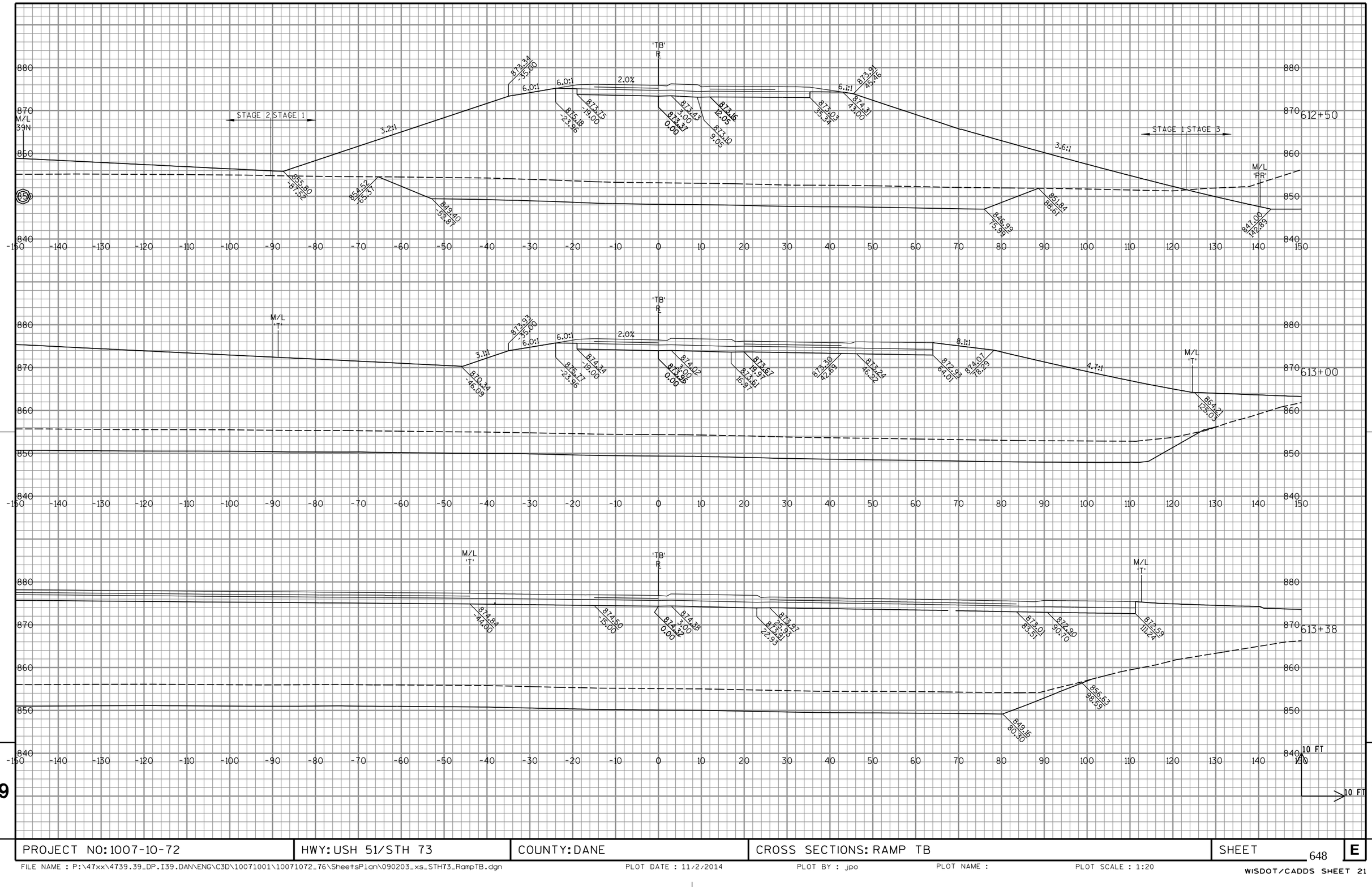


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 647	E

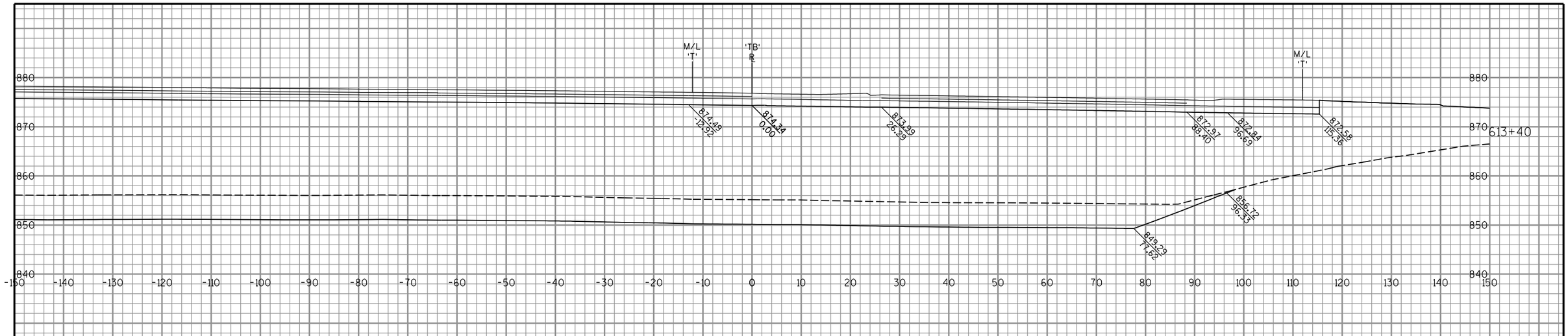
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

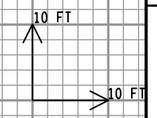


PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 648	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





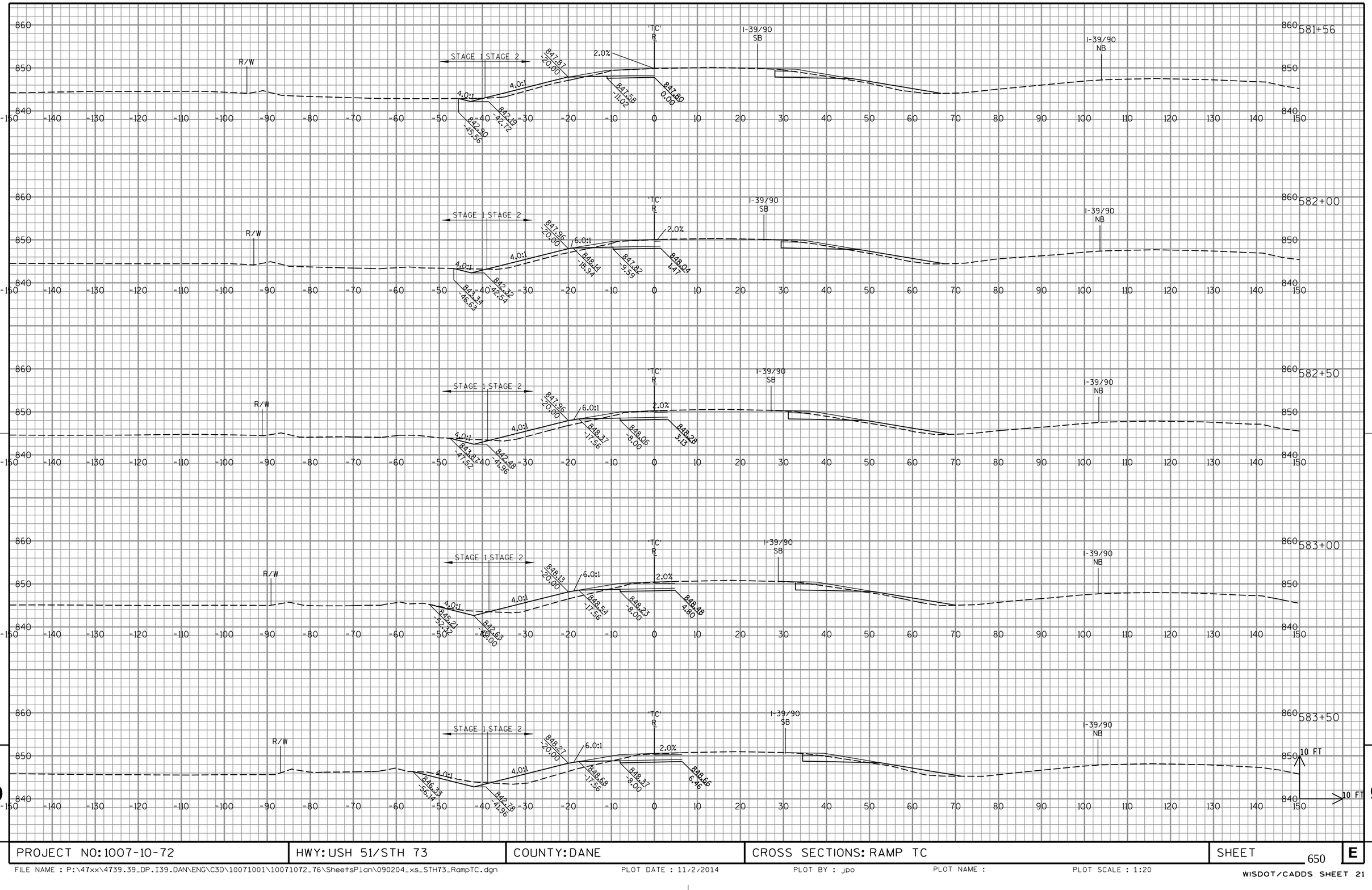
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TB	SHEET 649	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090203_xs_STH73_RampTB.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

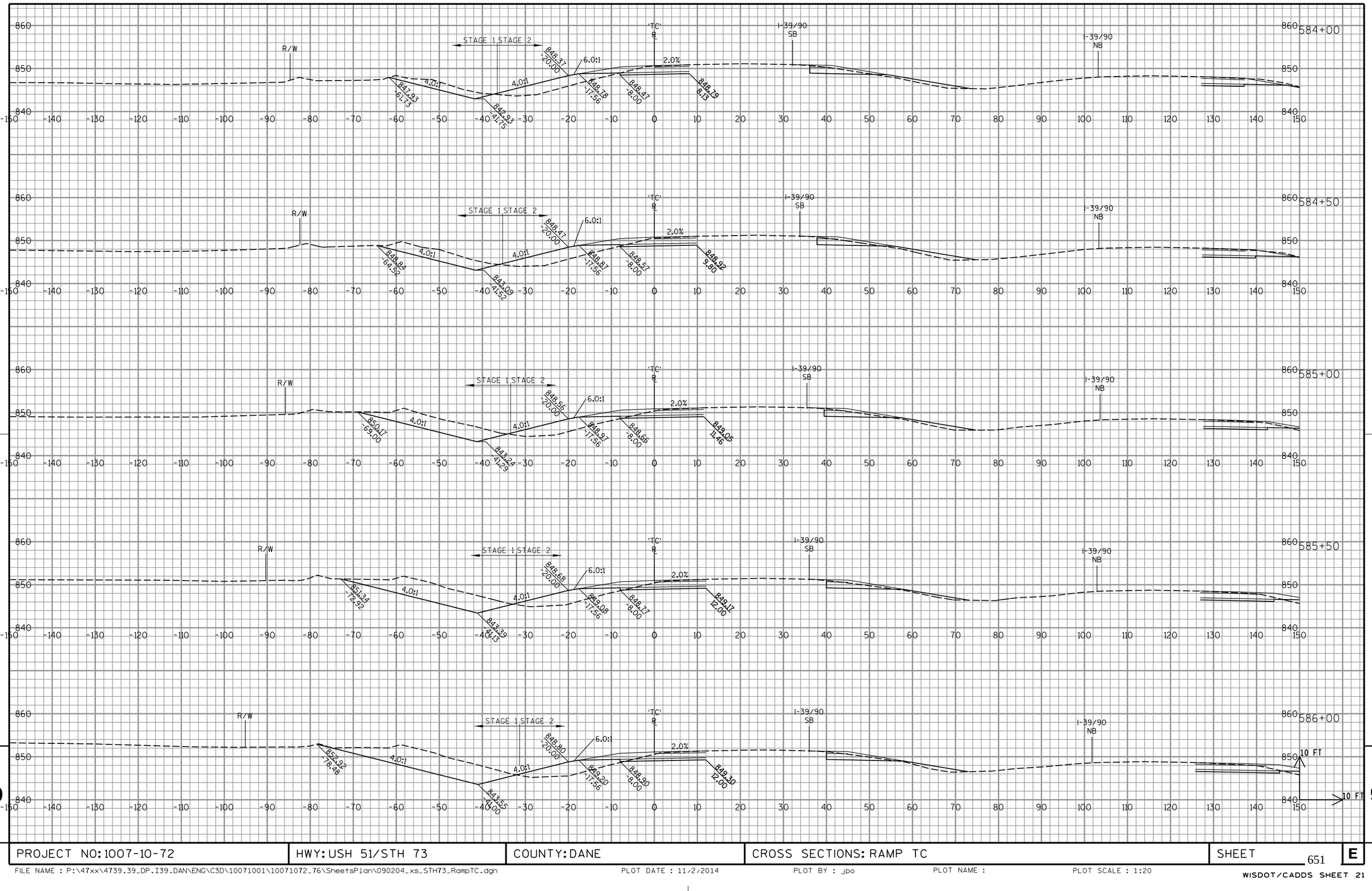
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 650	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

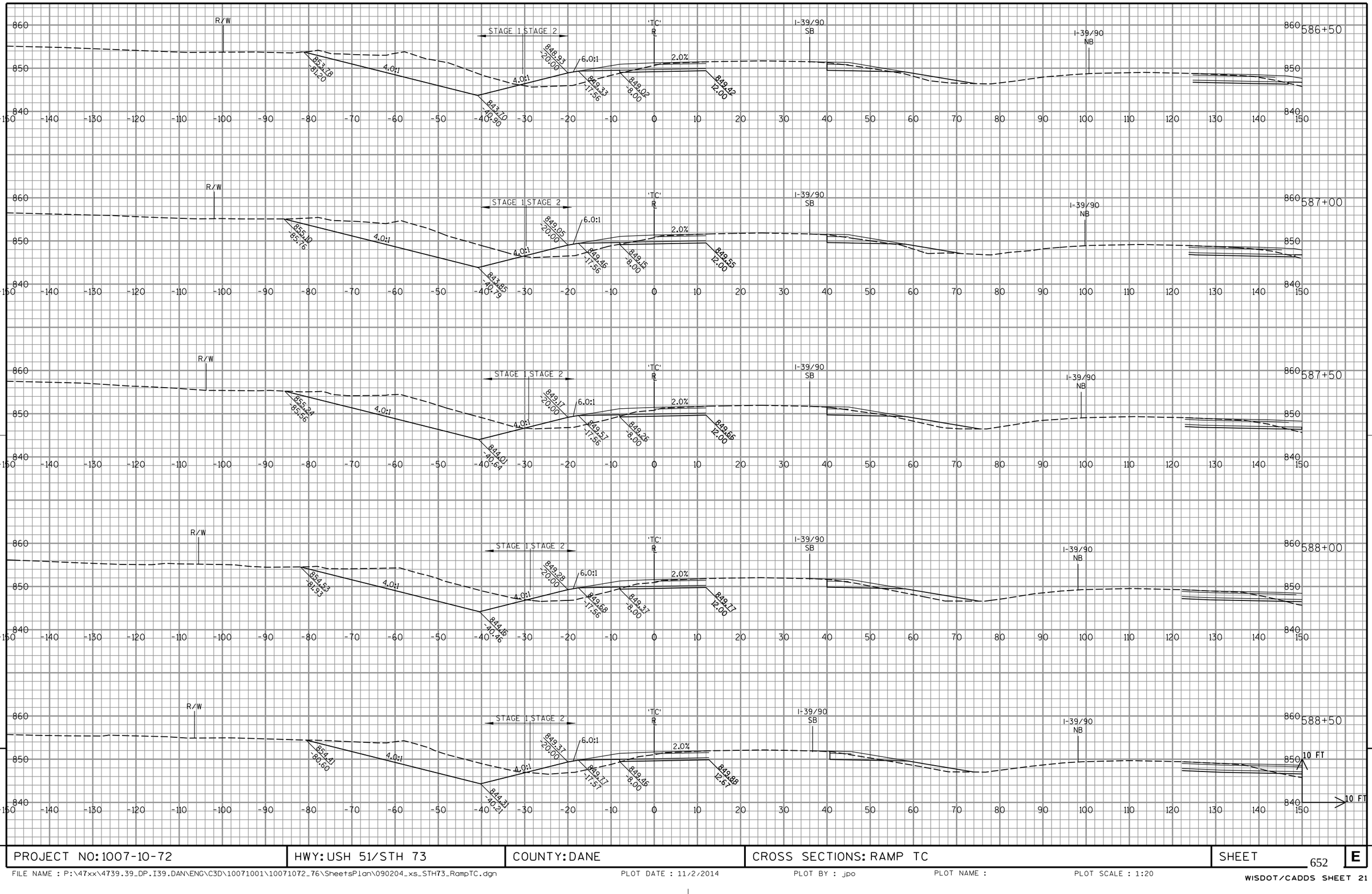
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 651	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

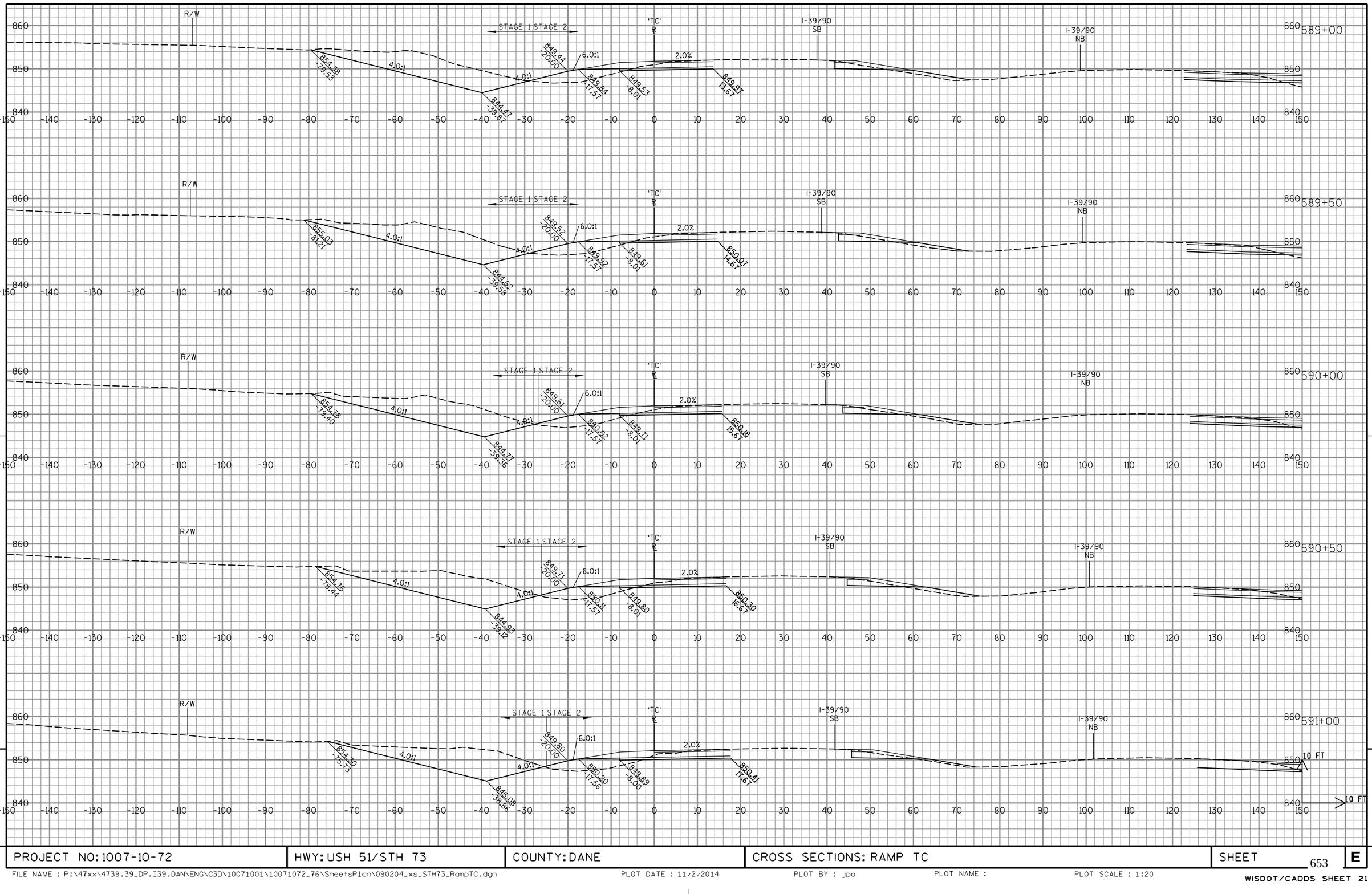
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 652	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

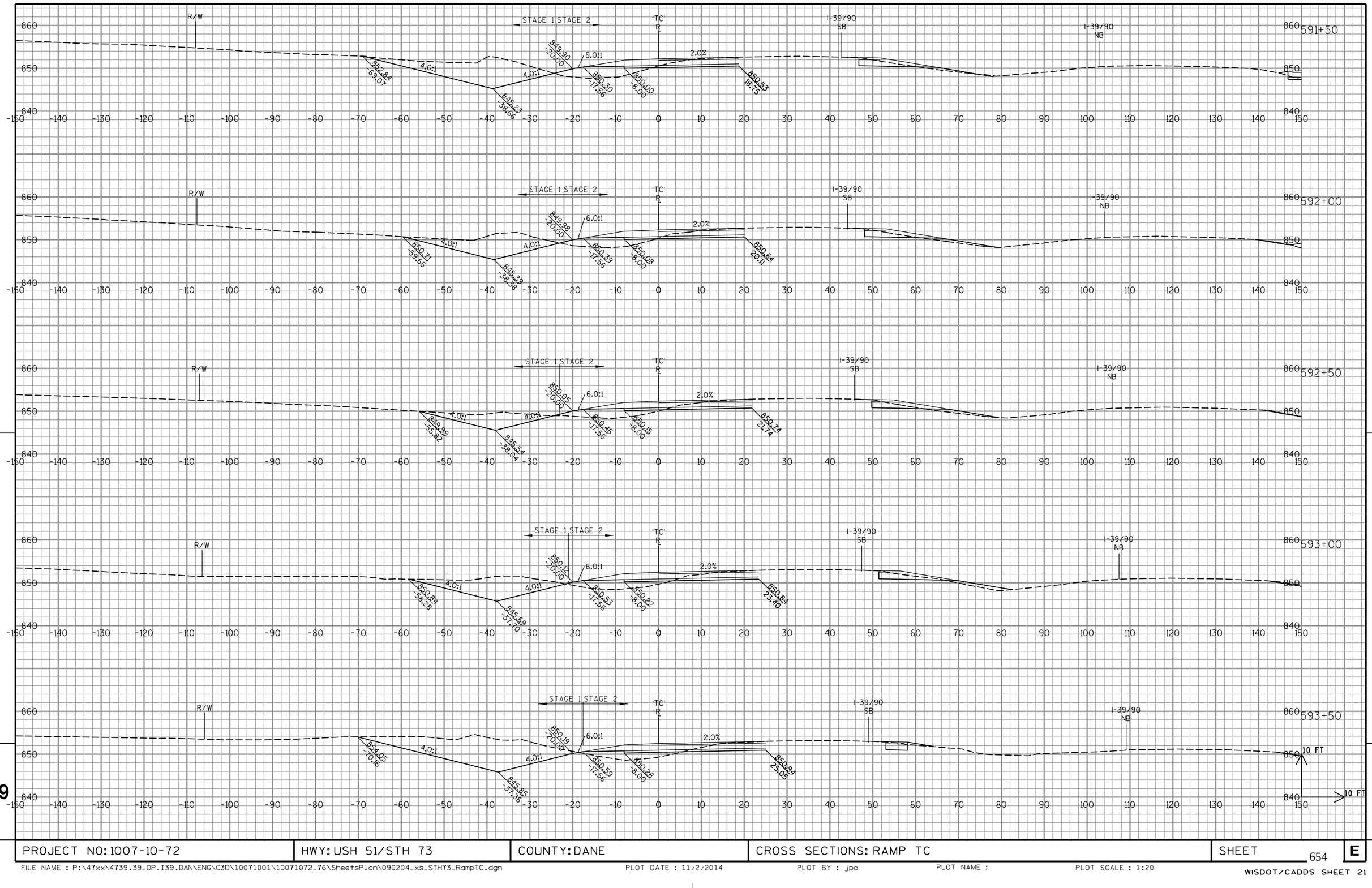
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 653	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

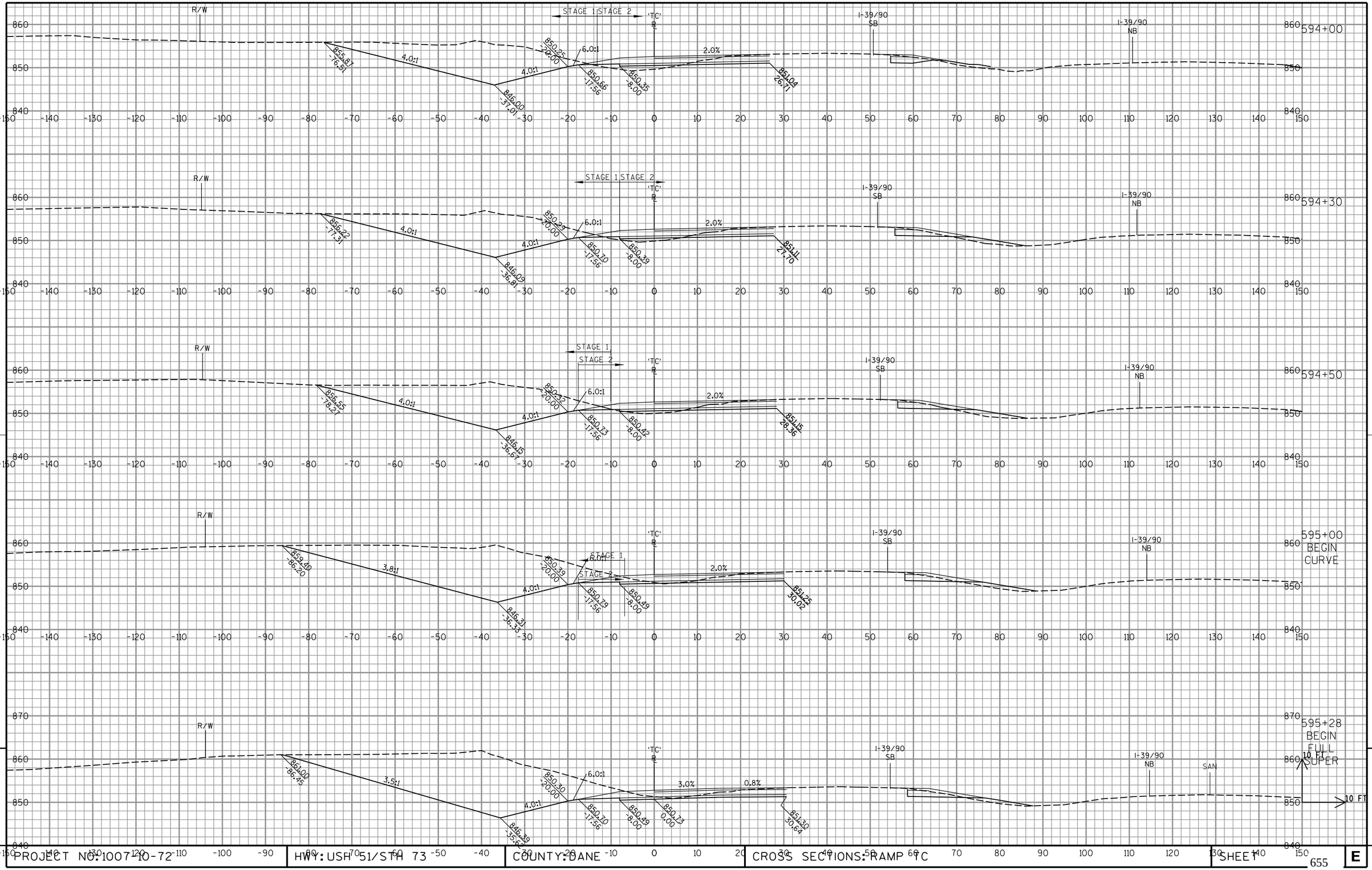
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 654	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

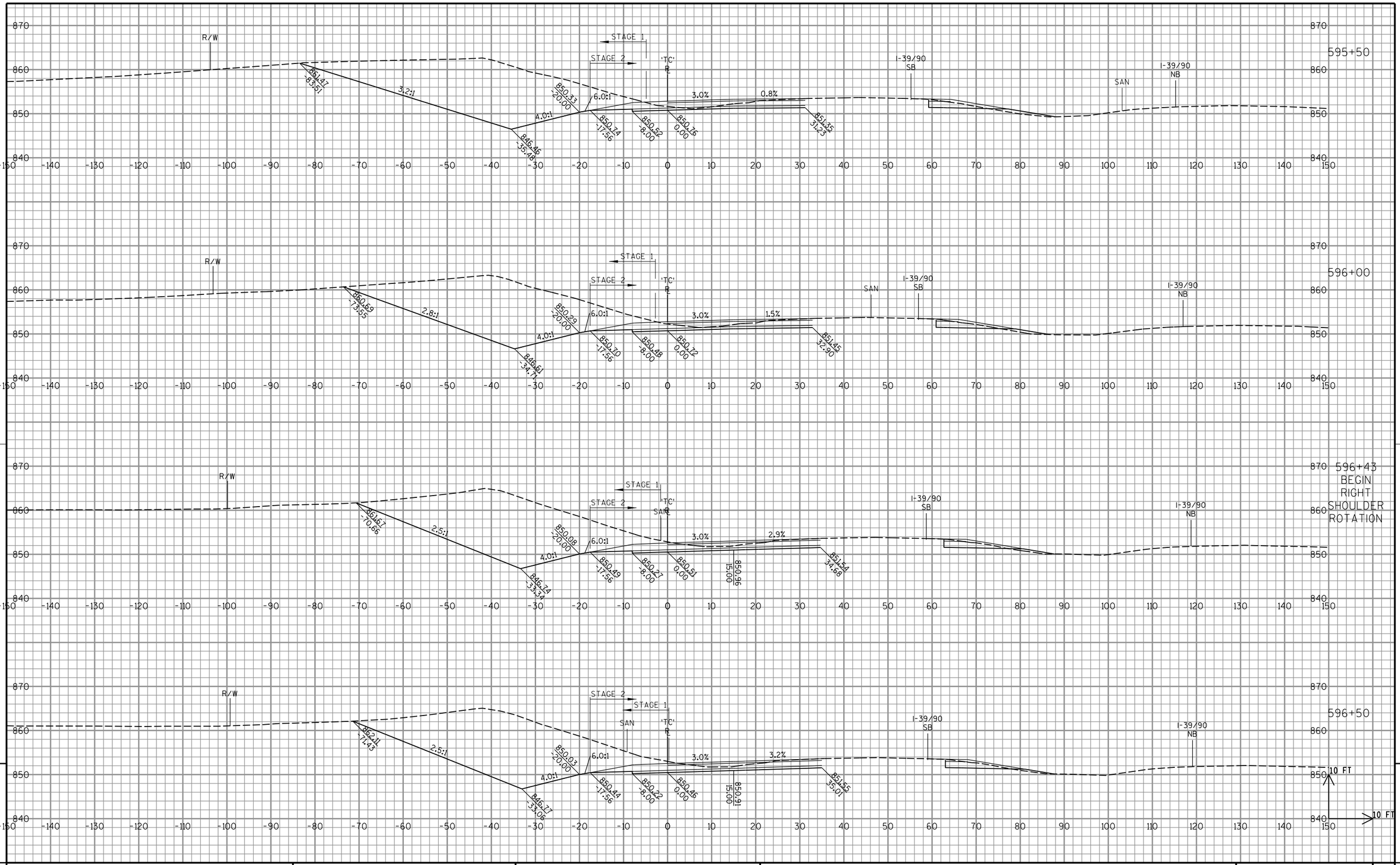


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 655	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



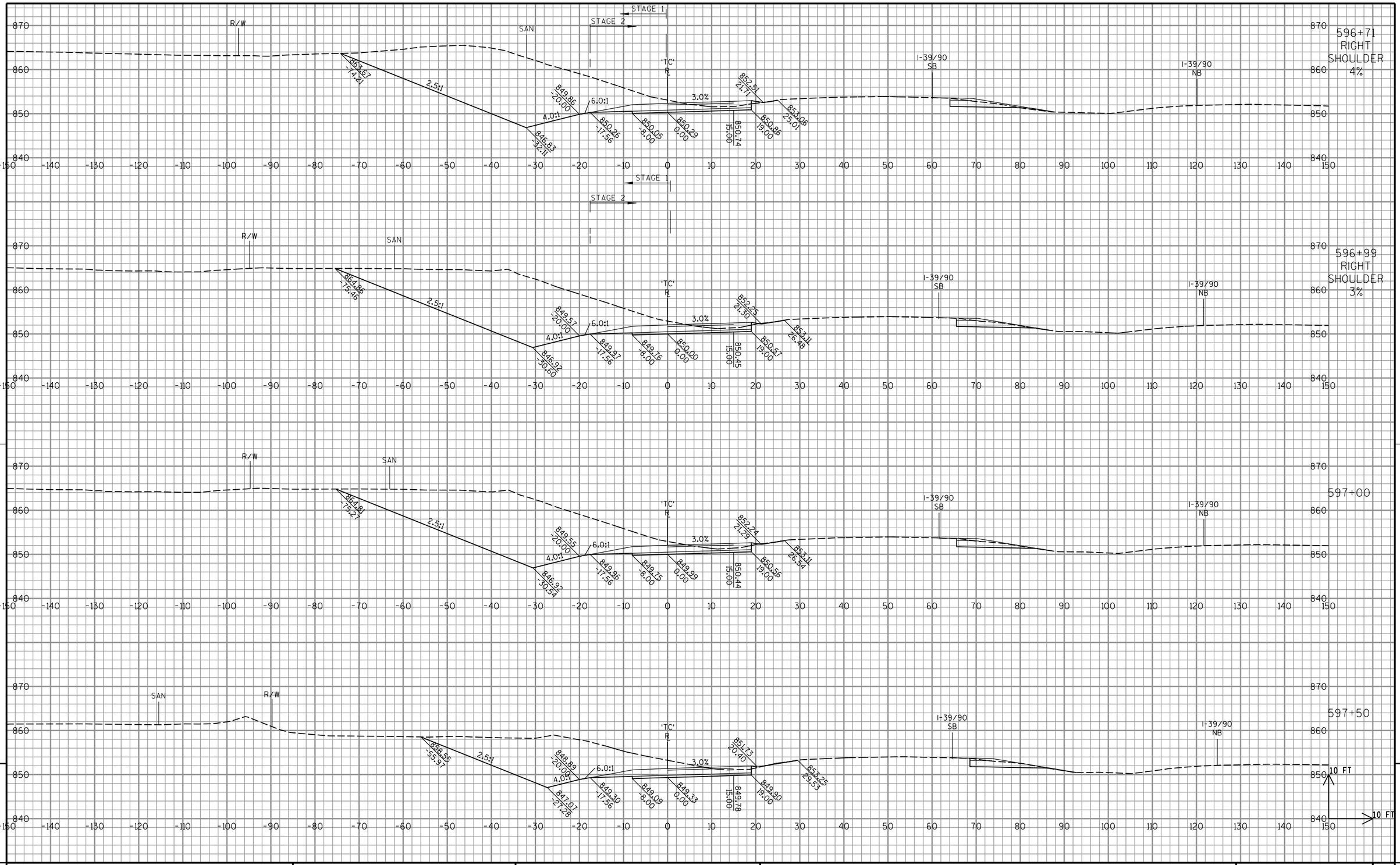
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 656	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



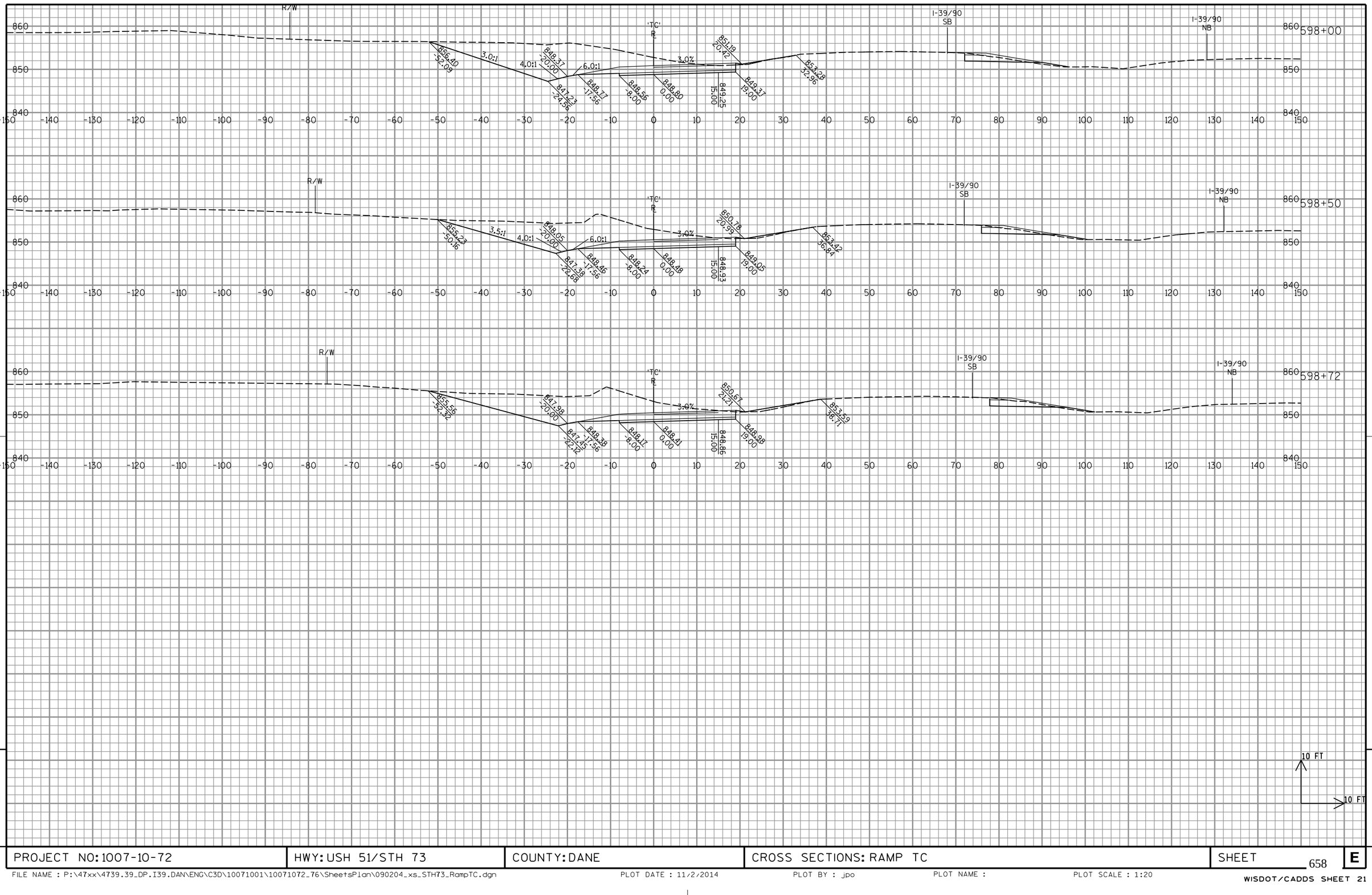
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 657	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



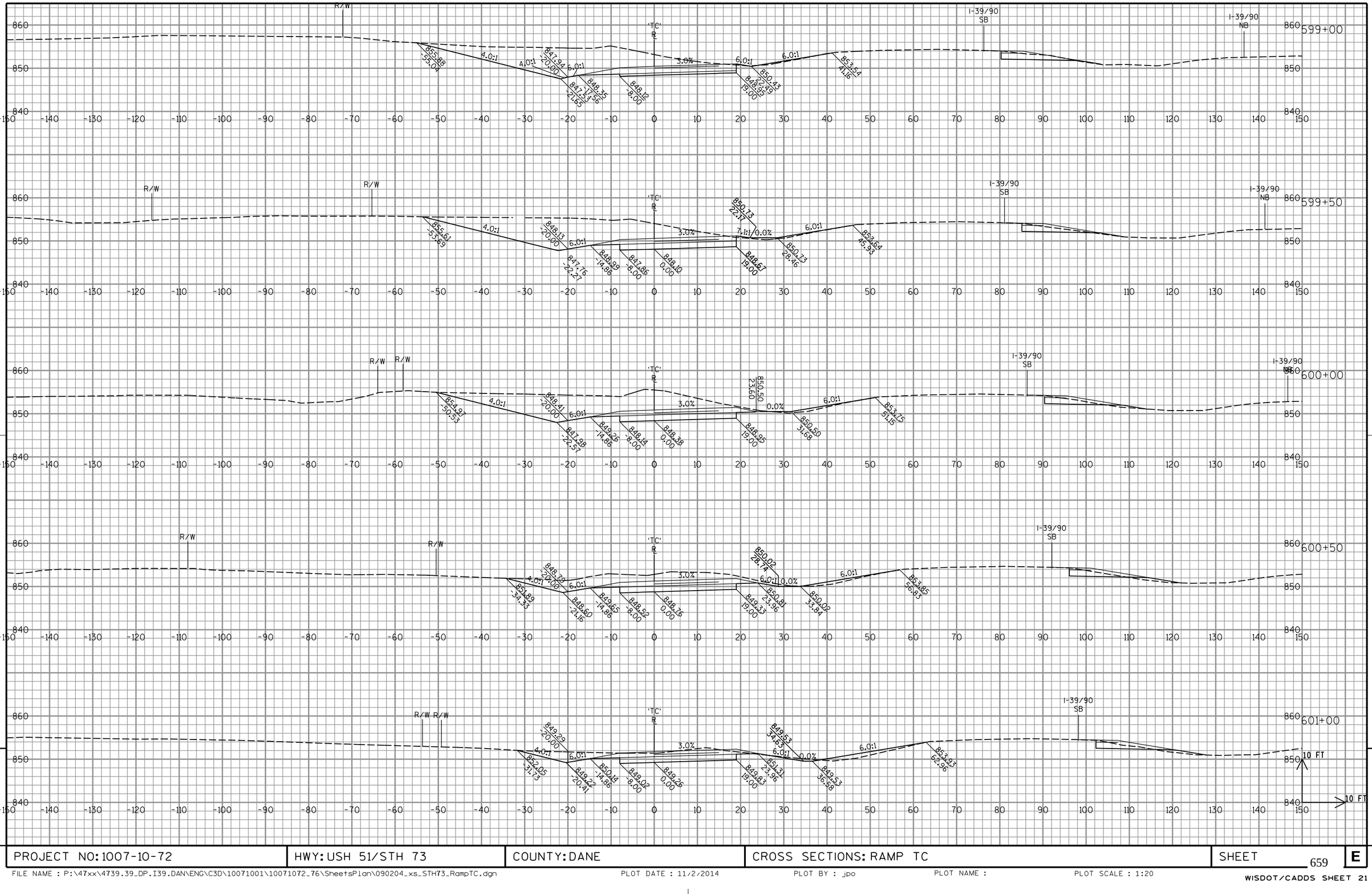
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 658	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



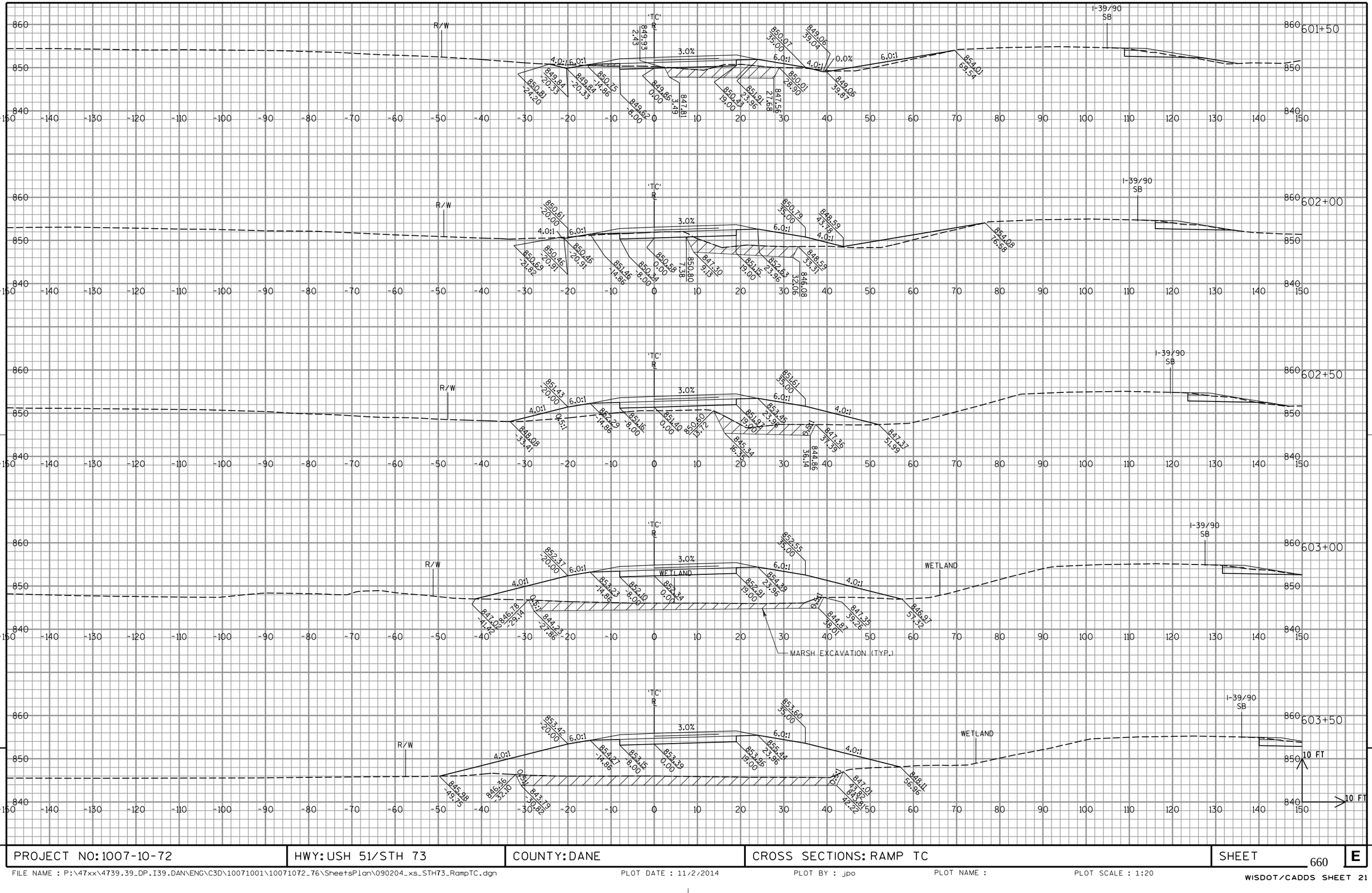
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 659	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

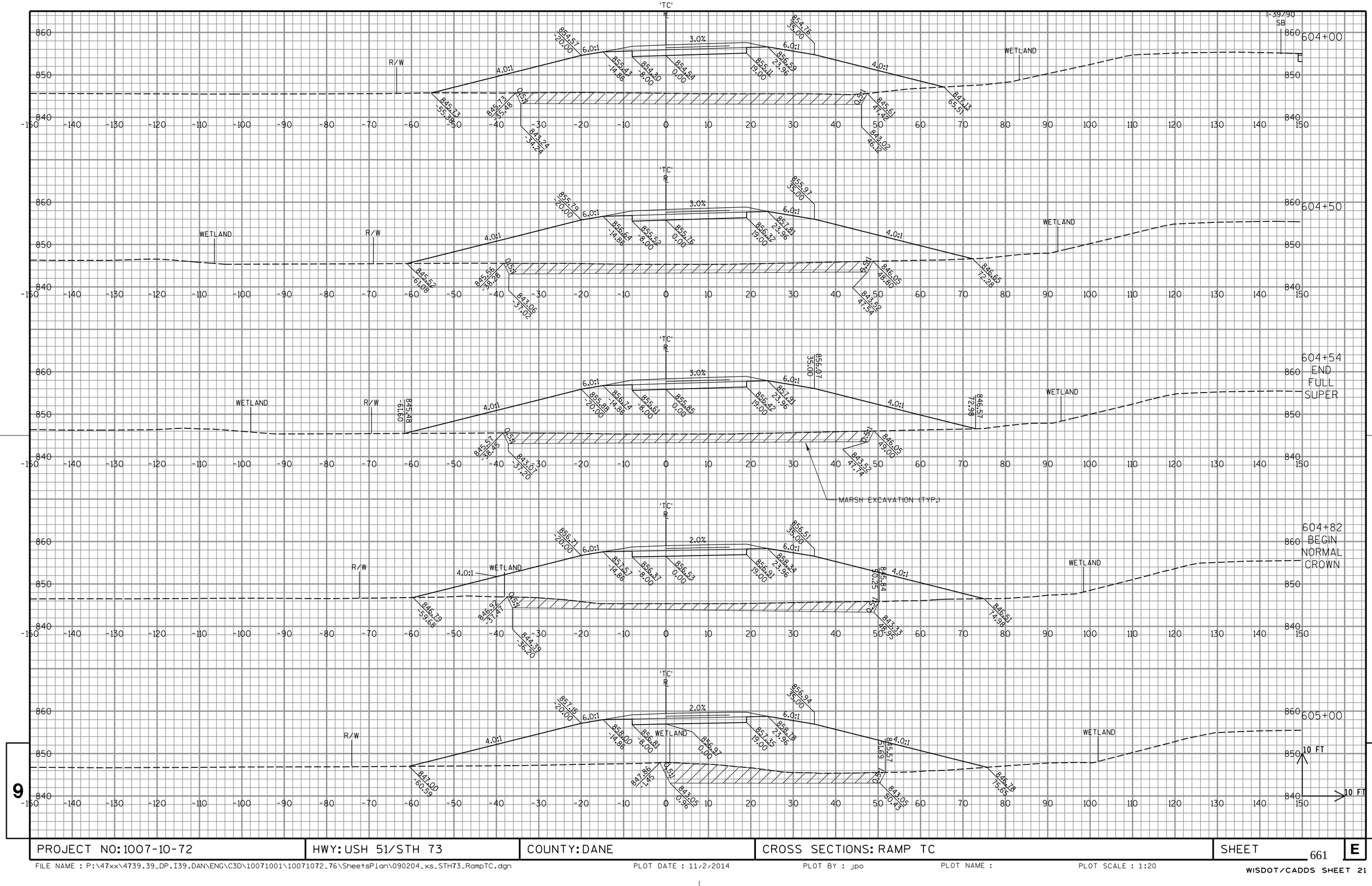


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 660	E

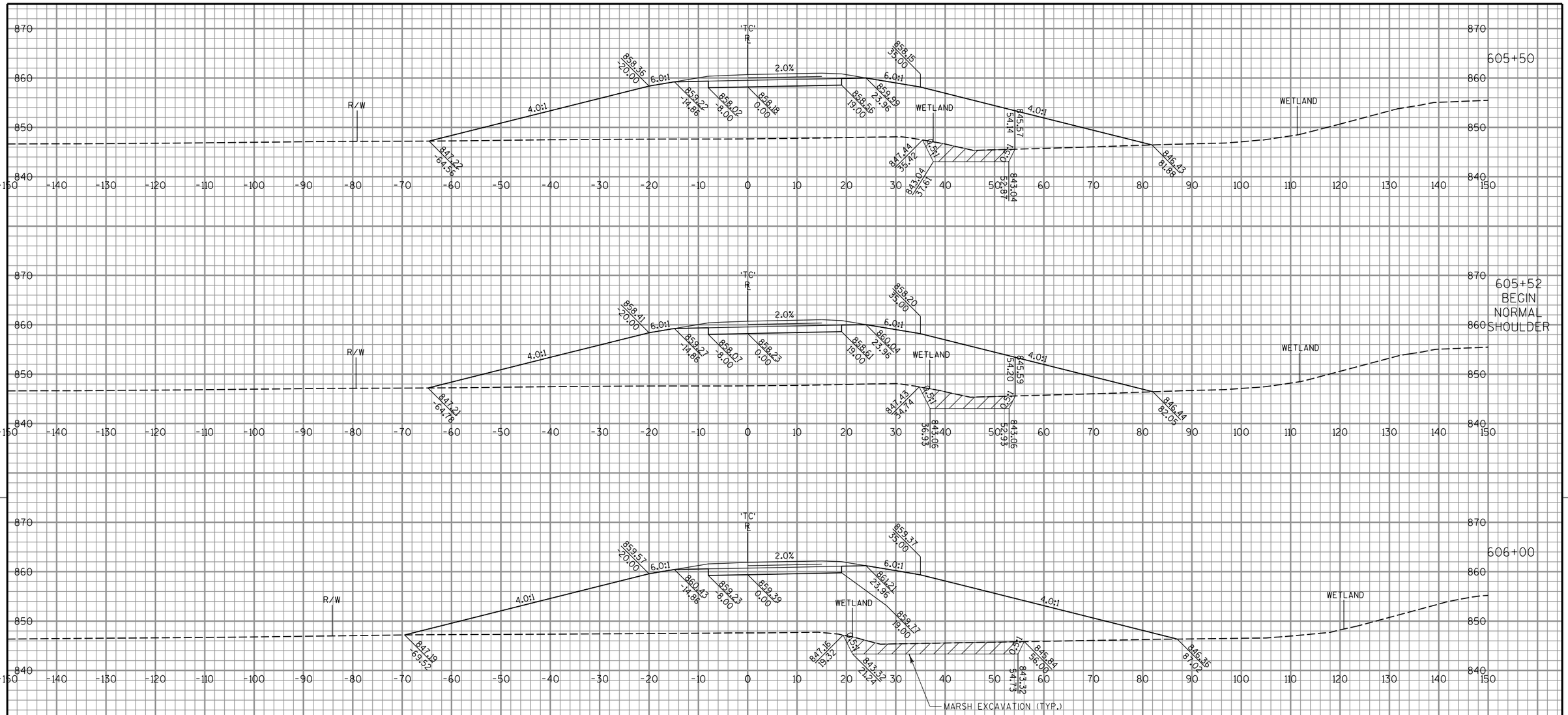
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 661	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

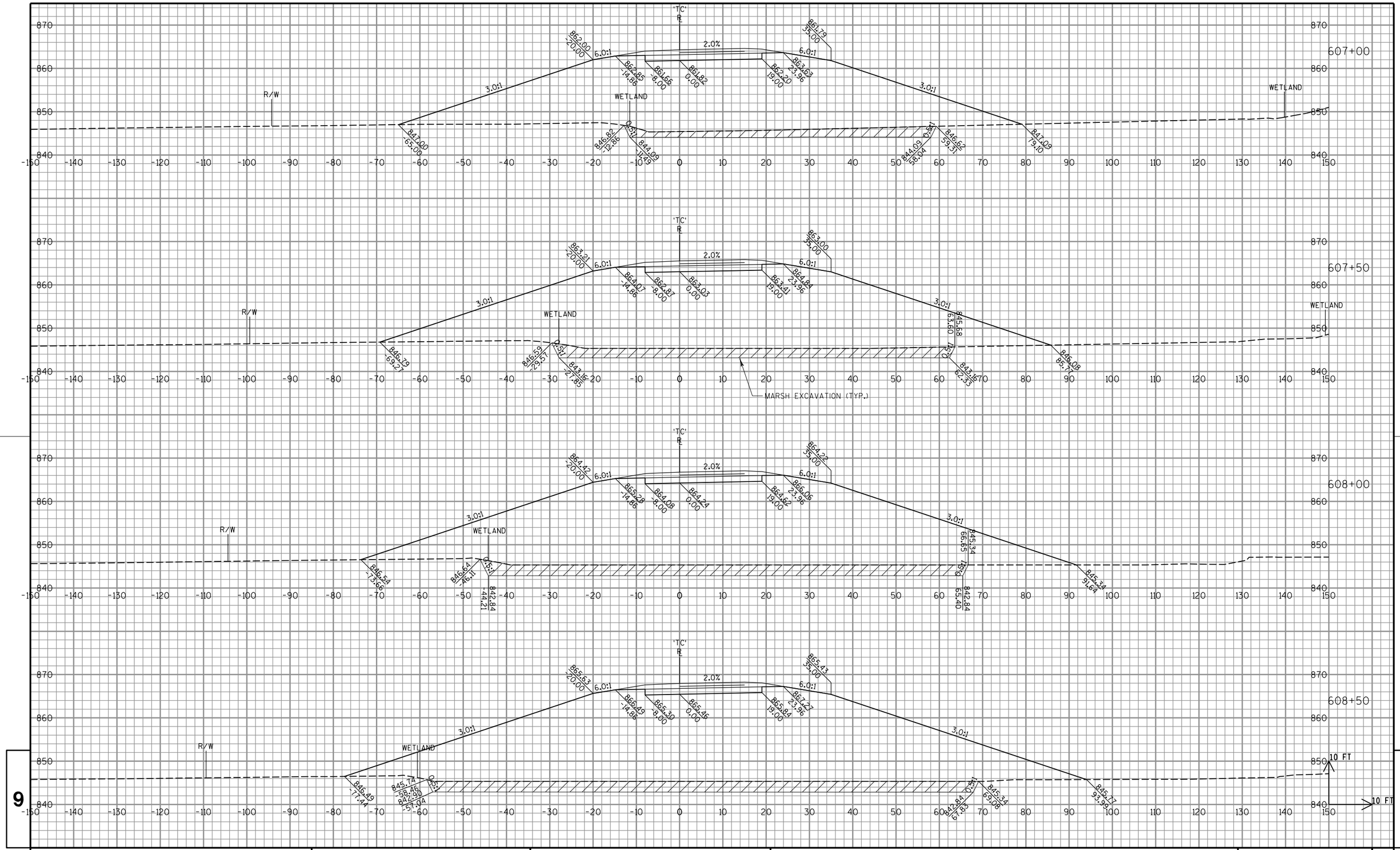
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 662	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



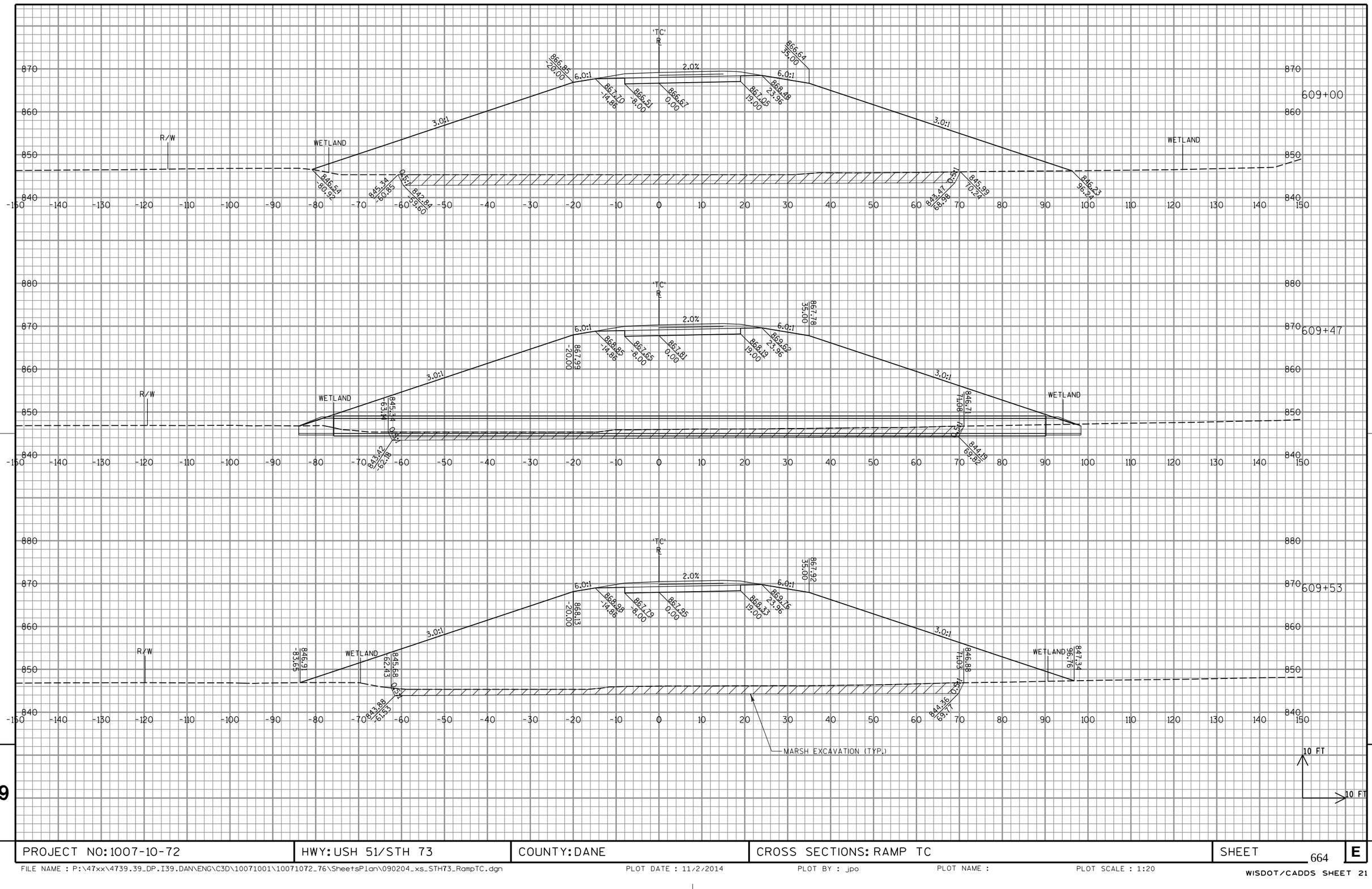
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 663	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

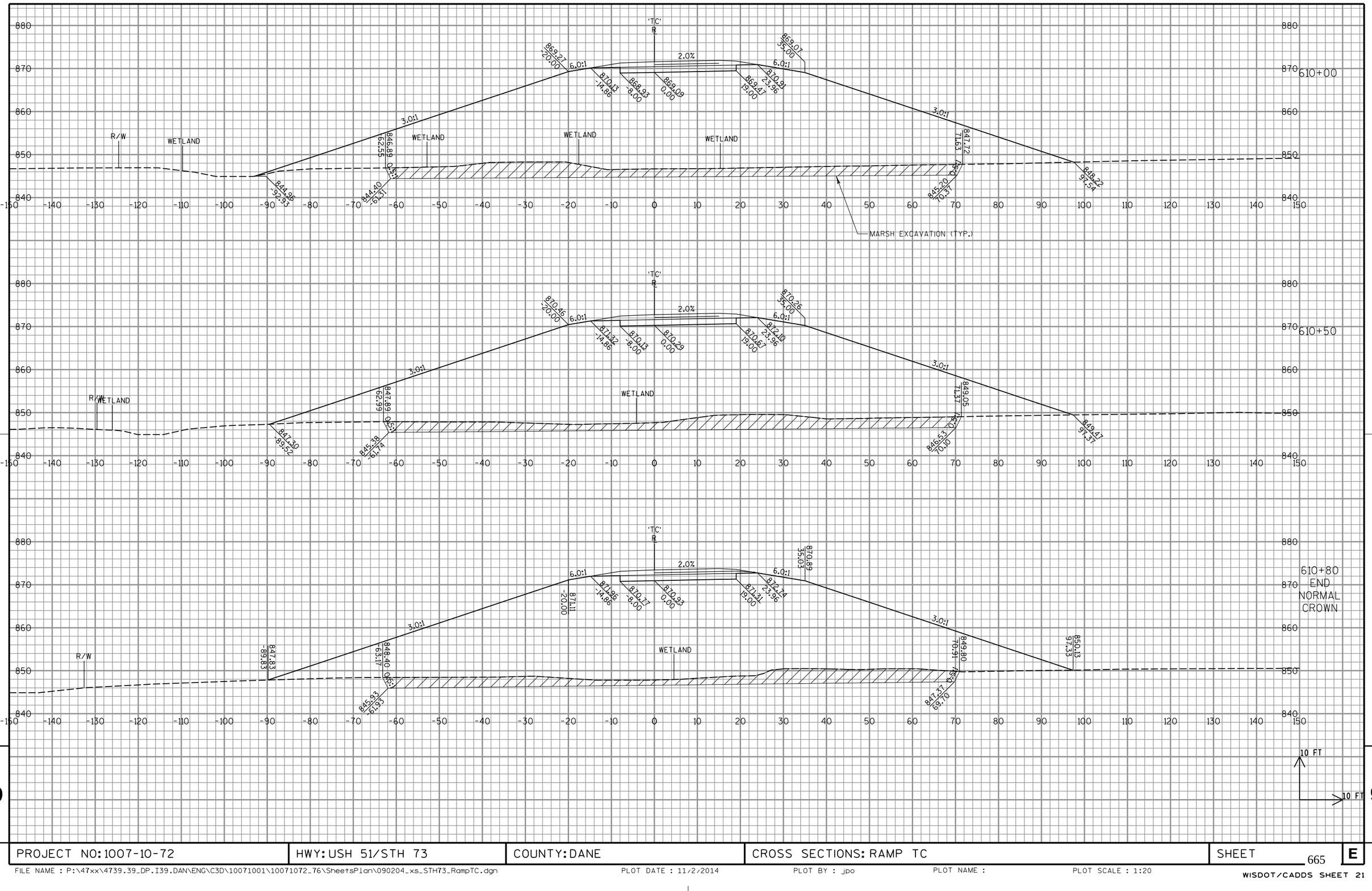
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 664	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



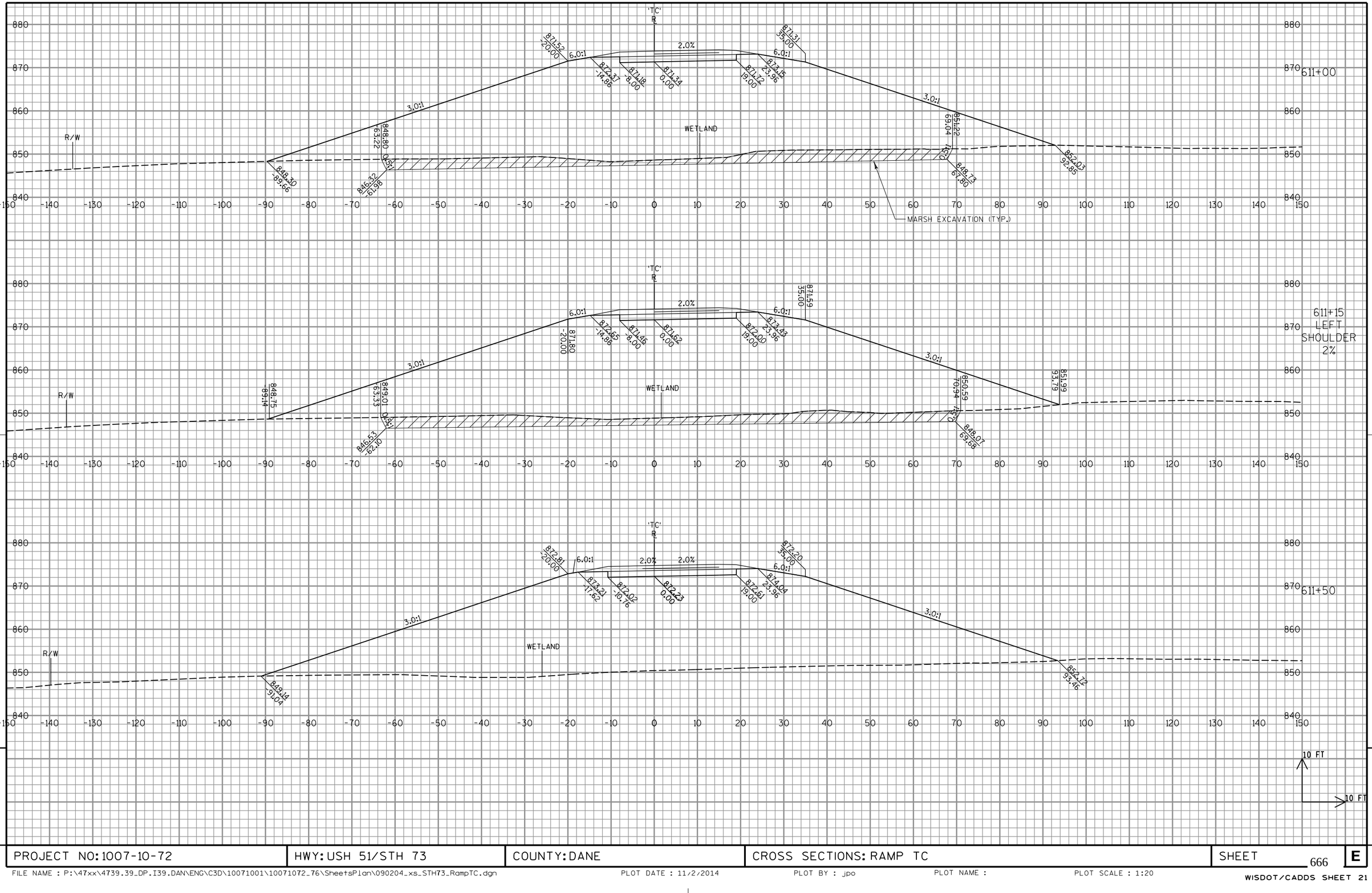
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 665	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 666	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

611+51
RIGHT
SHOULDER
2%

'TC'
R/W
WETLAND
6.0:1
3.0:1
2.0%
872.20
35.03
872.82
-20.03
873.22
-17.67
872.02
-10.81
872.24
0.00
872.62
19.00
874.05
23.96
849.13
-91.12
852.75
53.41

611+85

'TC'
M/L
'T'
4.0%
875.57
29.18
873.69
-20.45
872.49
-15.58
872.76
0.00
873.14
19.00
874.90
23.48
848.24
-96.11
853.92
-91.93

611+91

3.9:1
875.55
29.37
873.16
-20.94
872.57
-14.08
872.85
0.00
873.35
15.00
873.08
18.24
873.65
23.65
848.11
-98.34
855.80
88.68

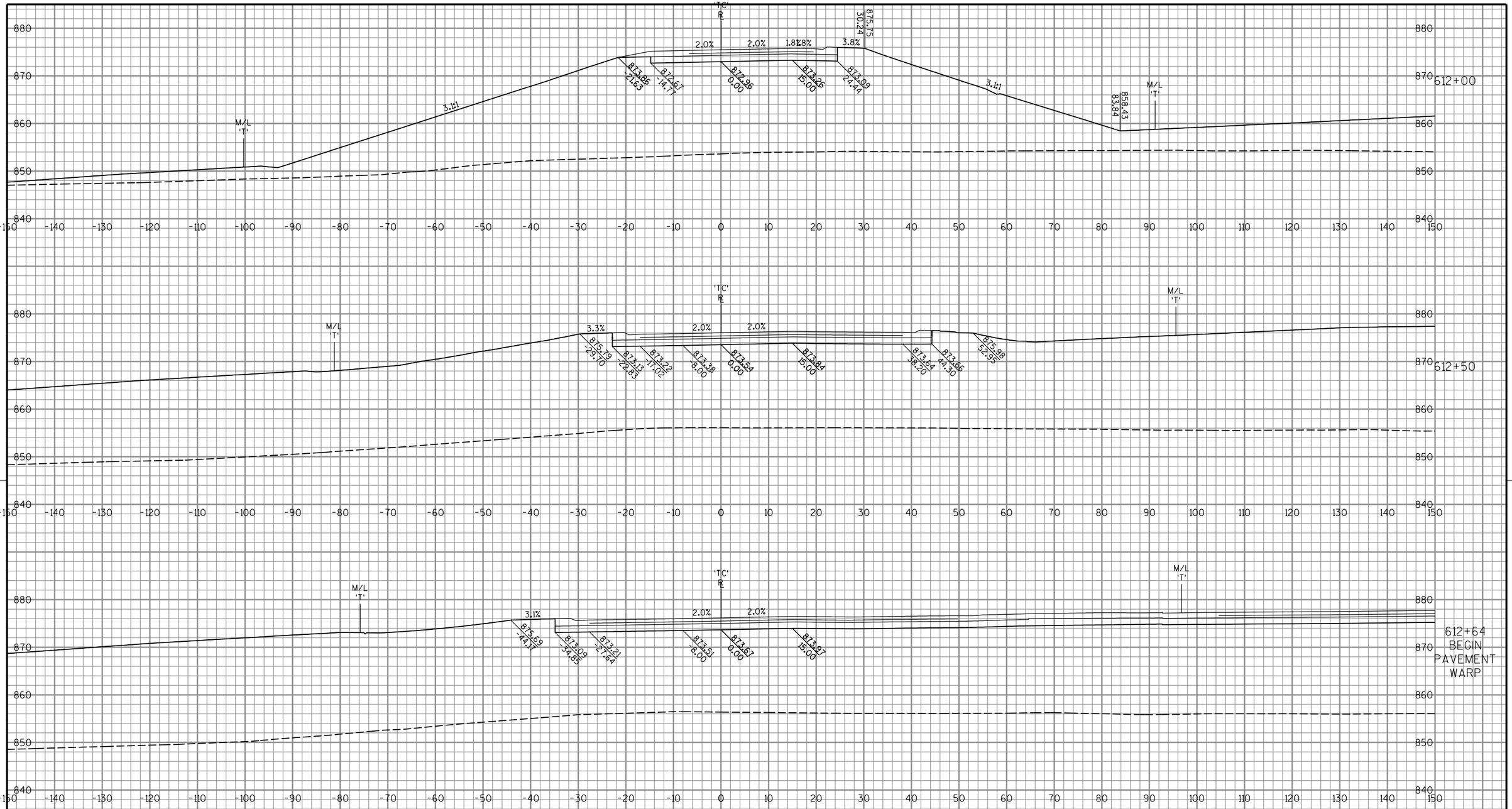
10 FT
10 FT

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 667	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20

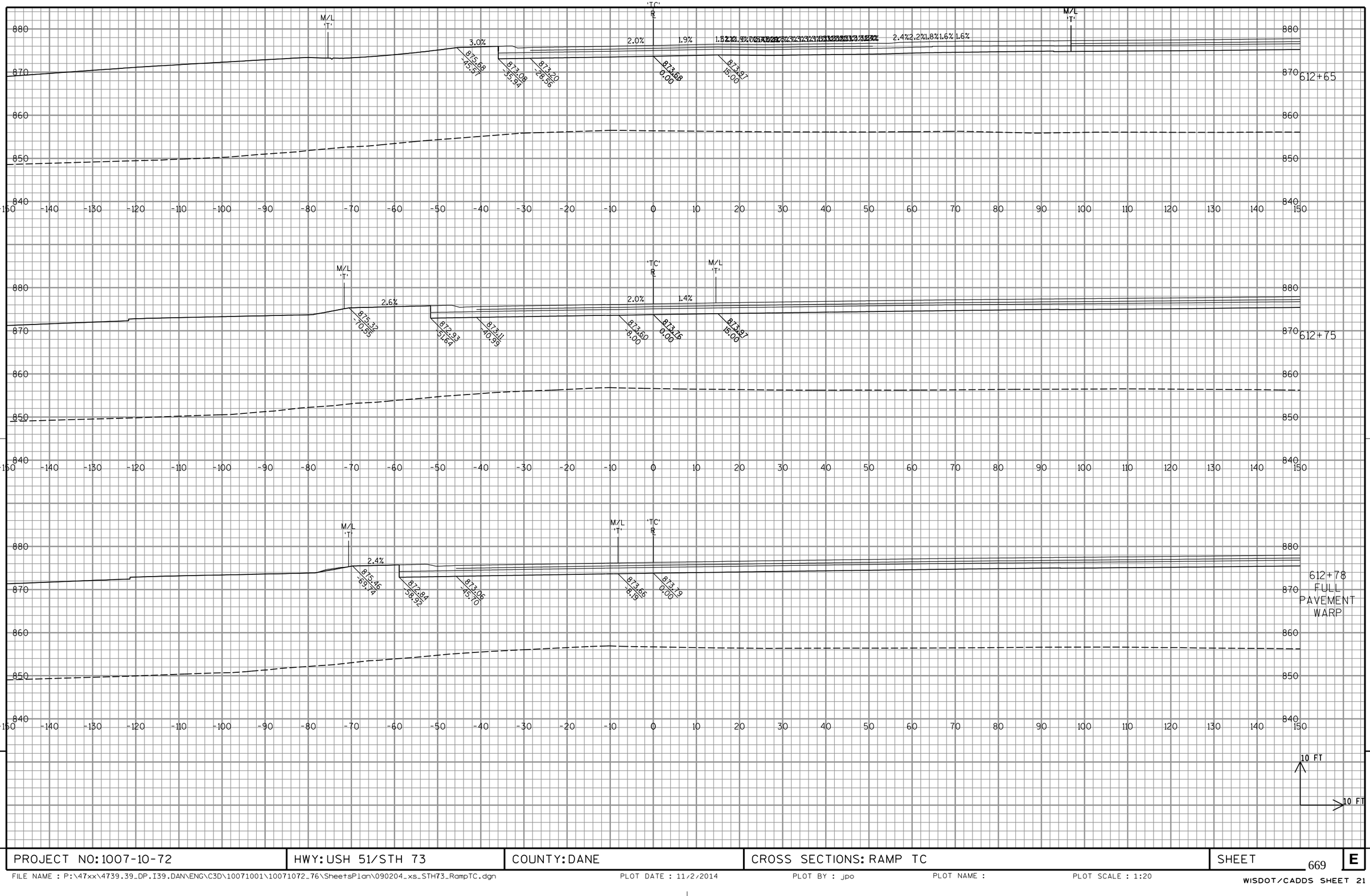
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 668	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TC	SHEET 669	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090204_xs_STH73_RampTC.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

612+99
BEGIN
RAMP
SUPER
TRANSISTION

613+12
BEGIN
NORMAL
CROWN

613+50

614+00

STAGE 3

STAGE 4

STAGE 3

'TD'

M/L 'T'

2.0%

1.3%

1.8%

6.0:1

4.1:1

10 FT

10 FT

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 670	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn

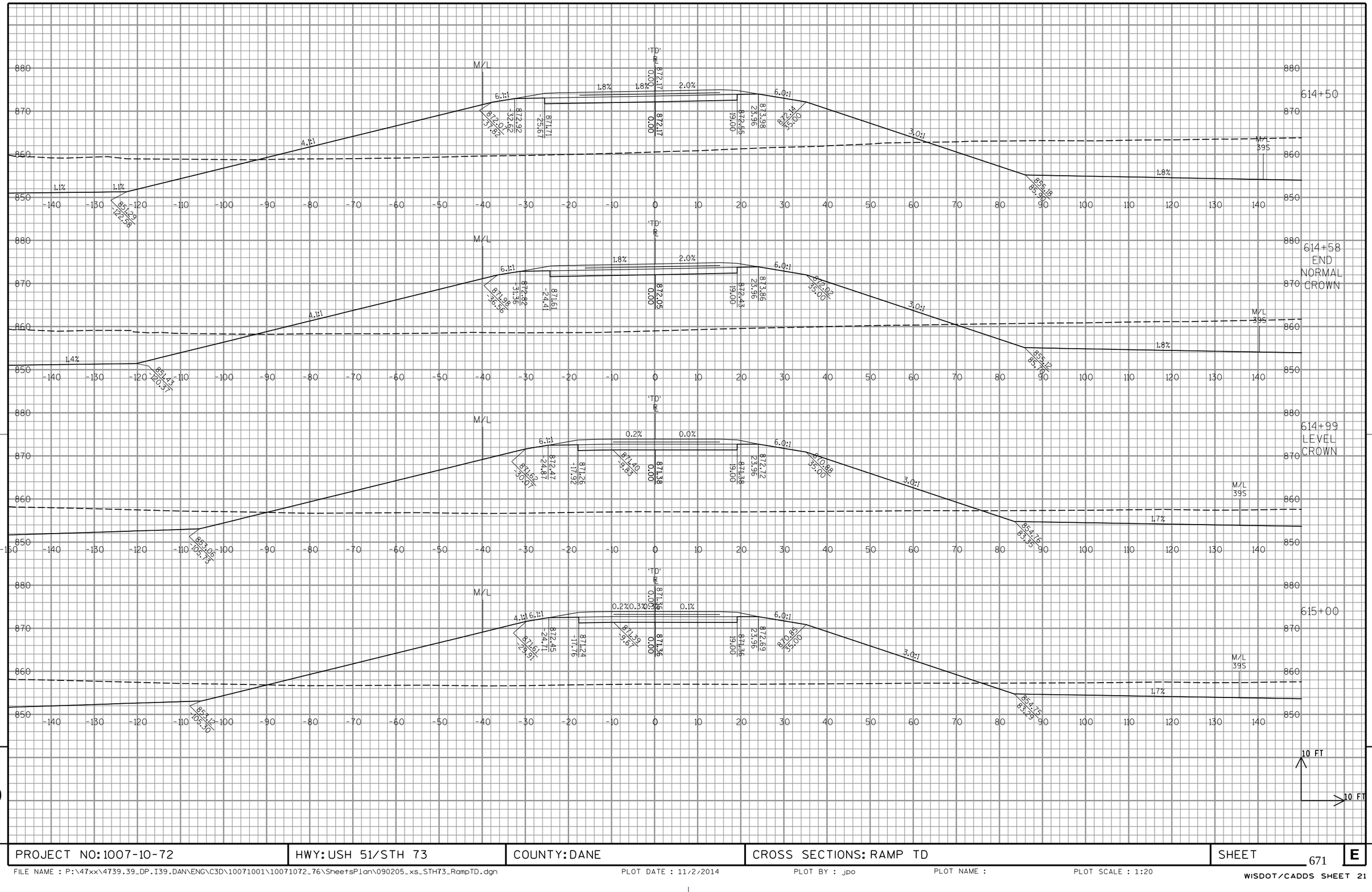
PLOT DATE : 11/2/2014

PLOT BY : jpo

PLOT NAME :

PLOT SCALE : 1:20

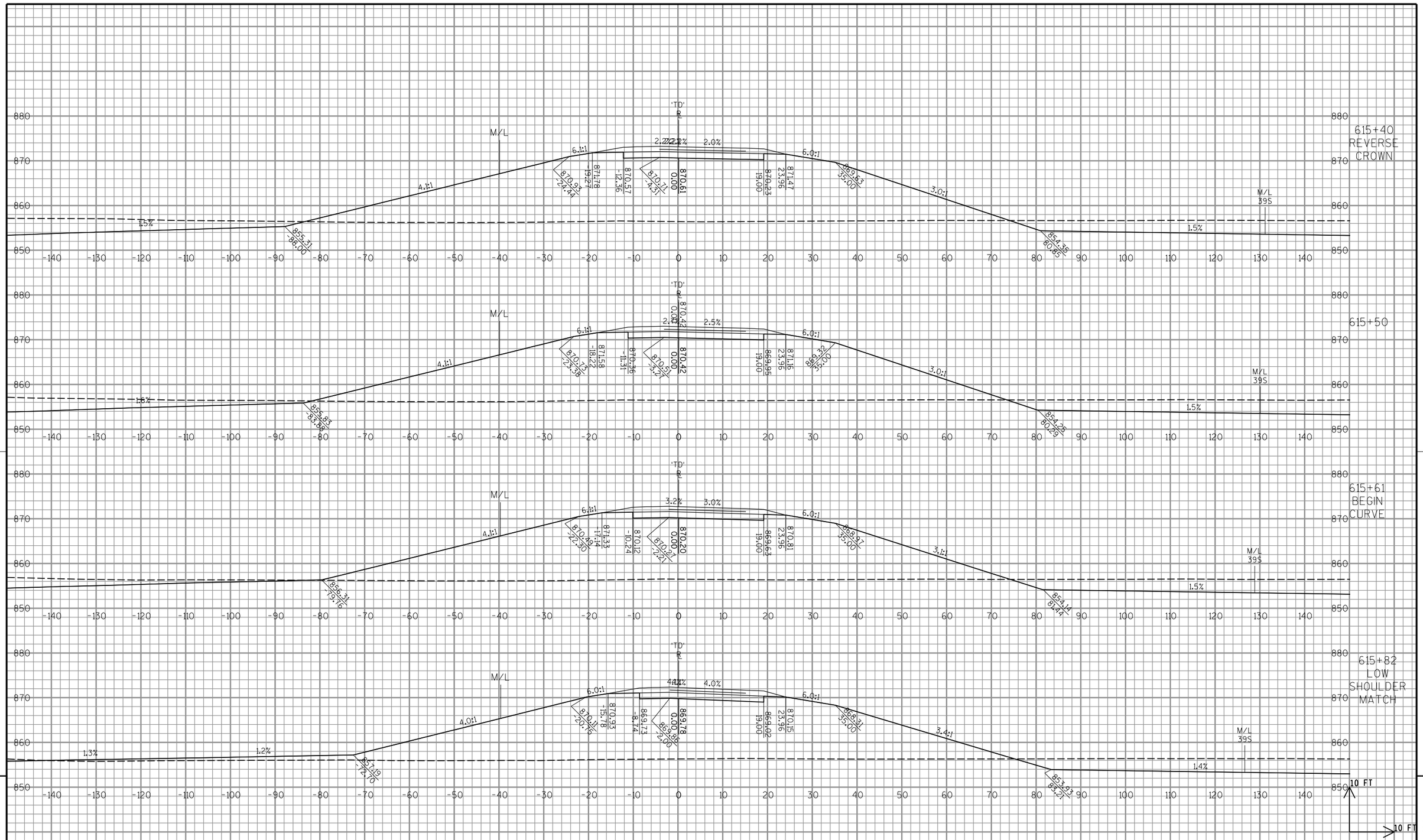
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 671	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



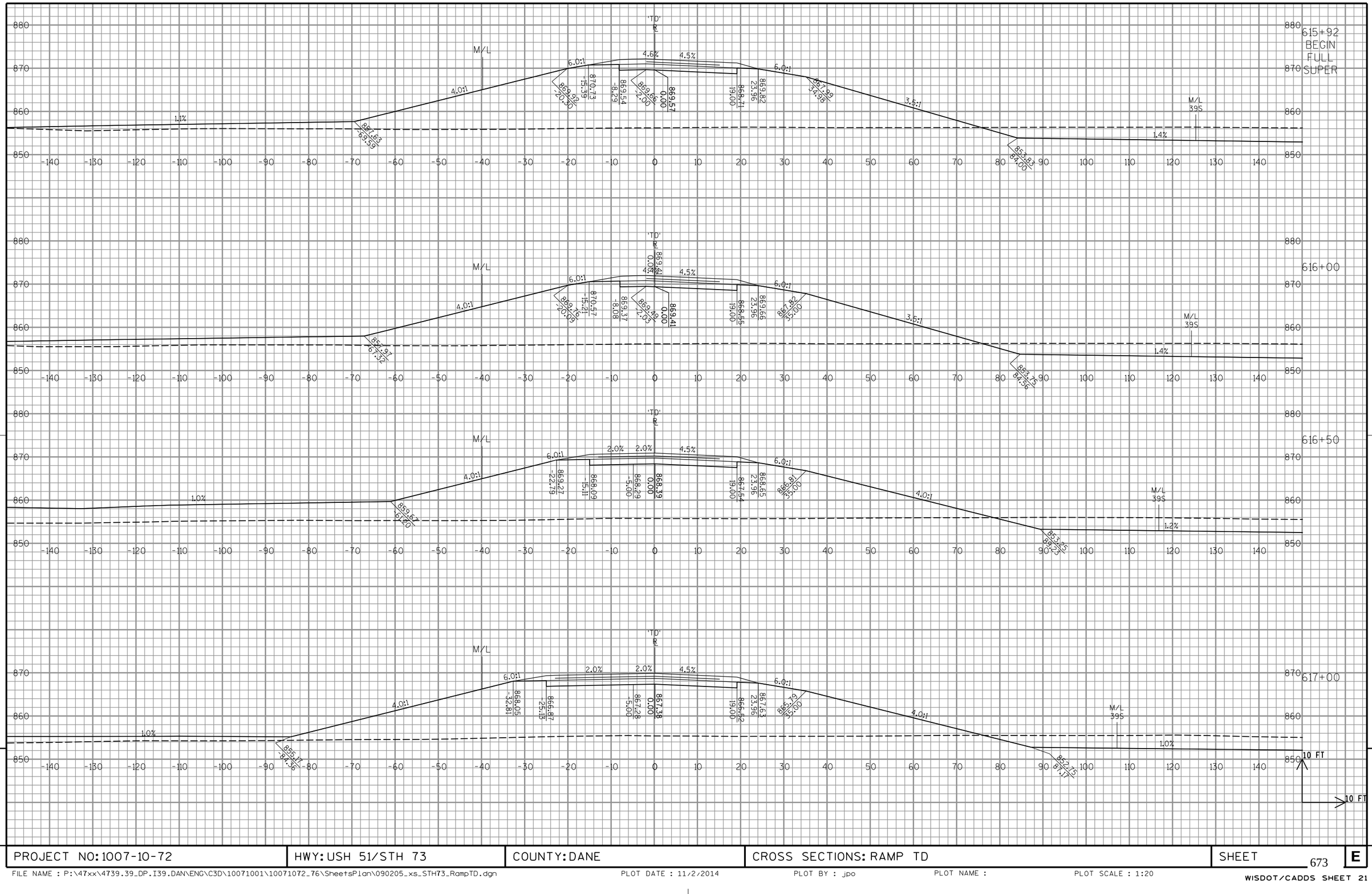
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 672	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

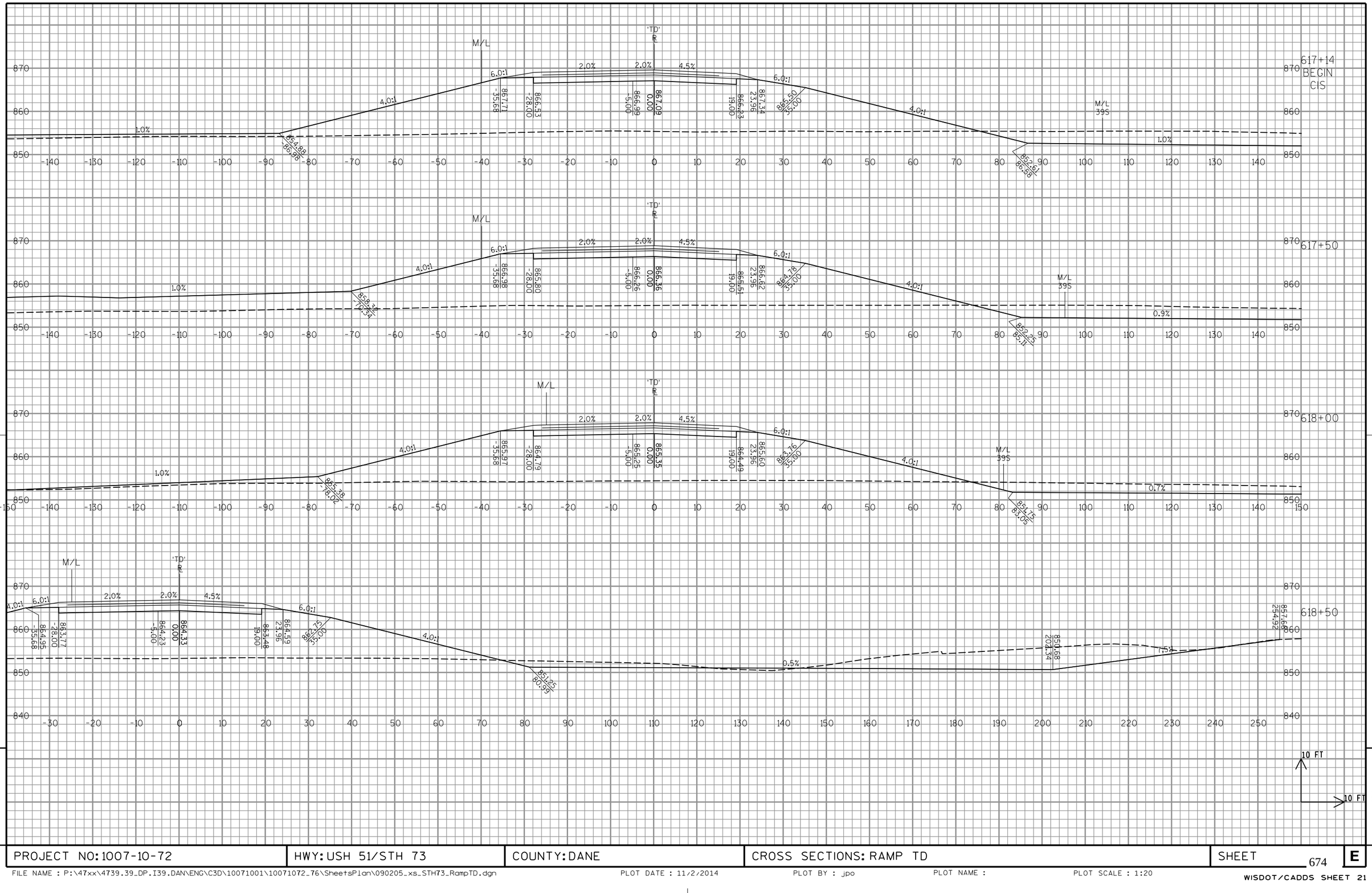


9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 673	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



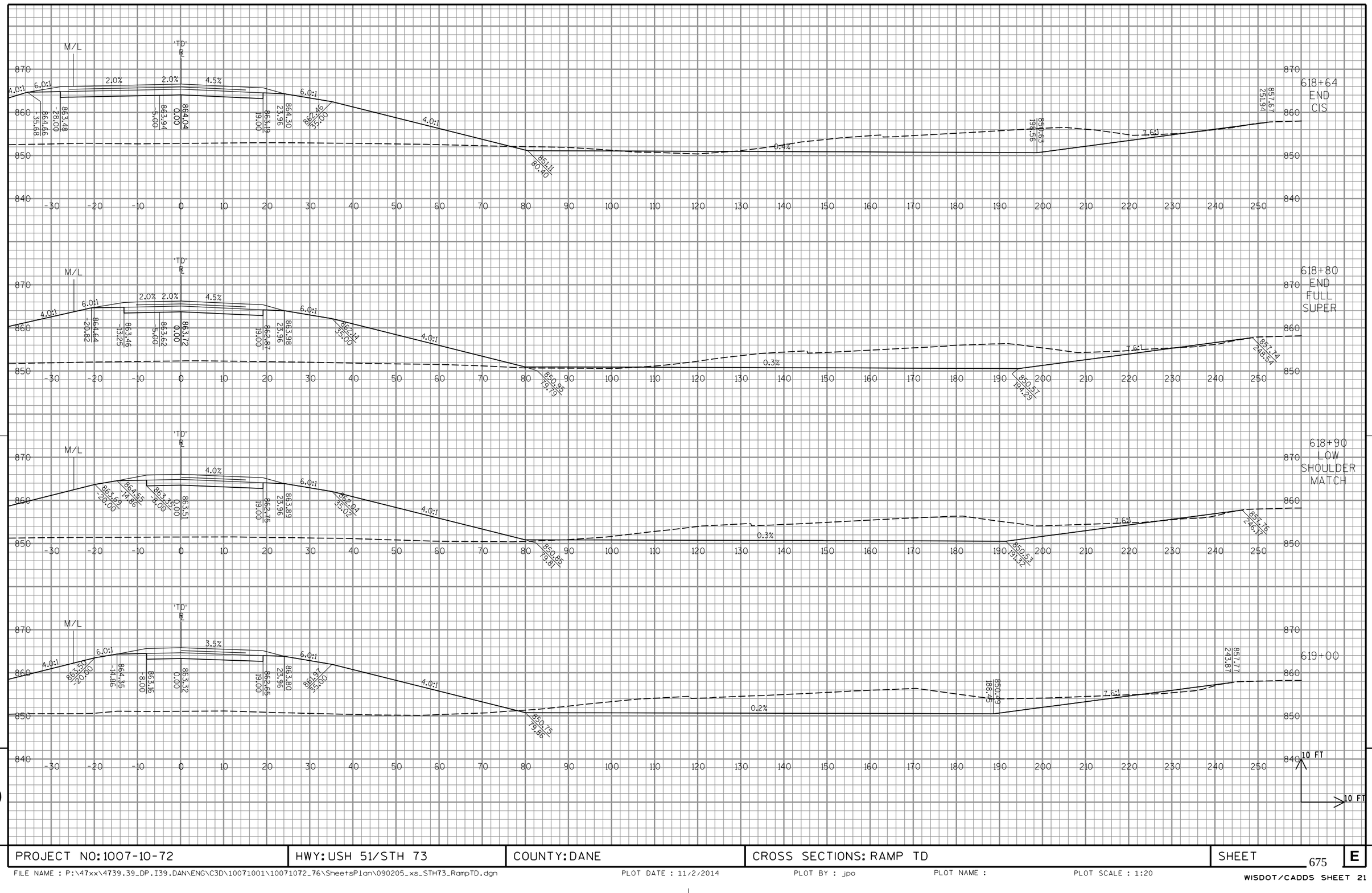
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 674	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

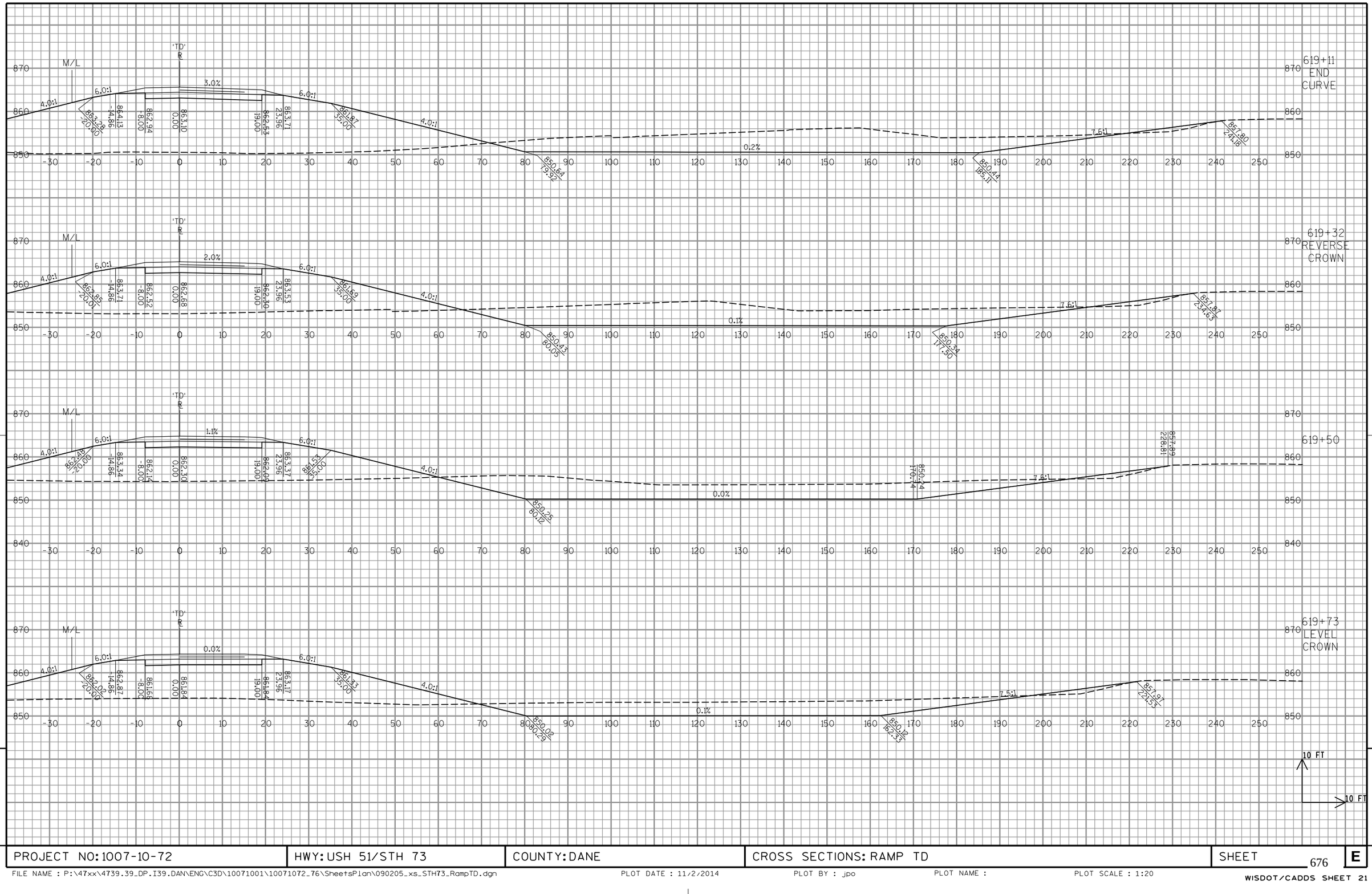
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 675	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

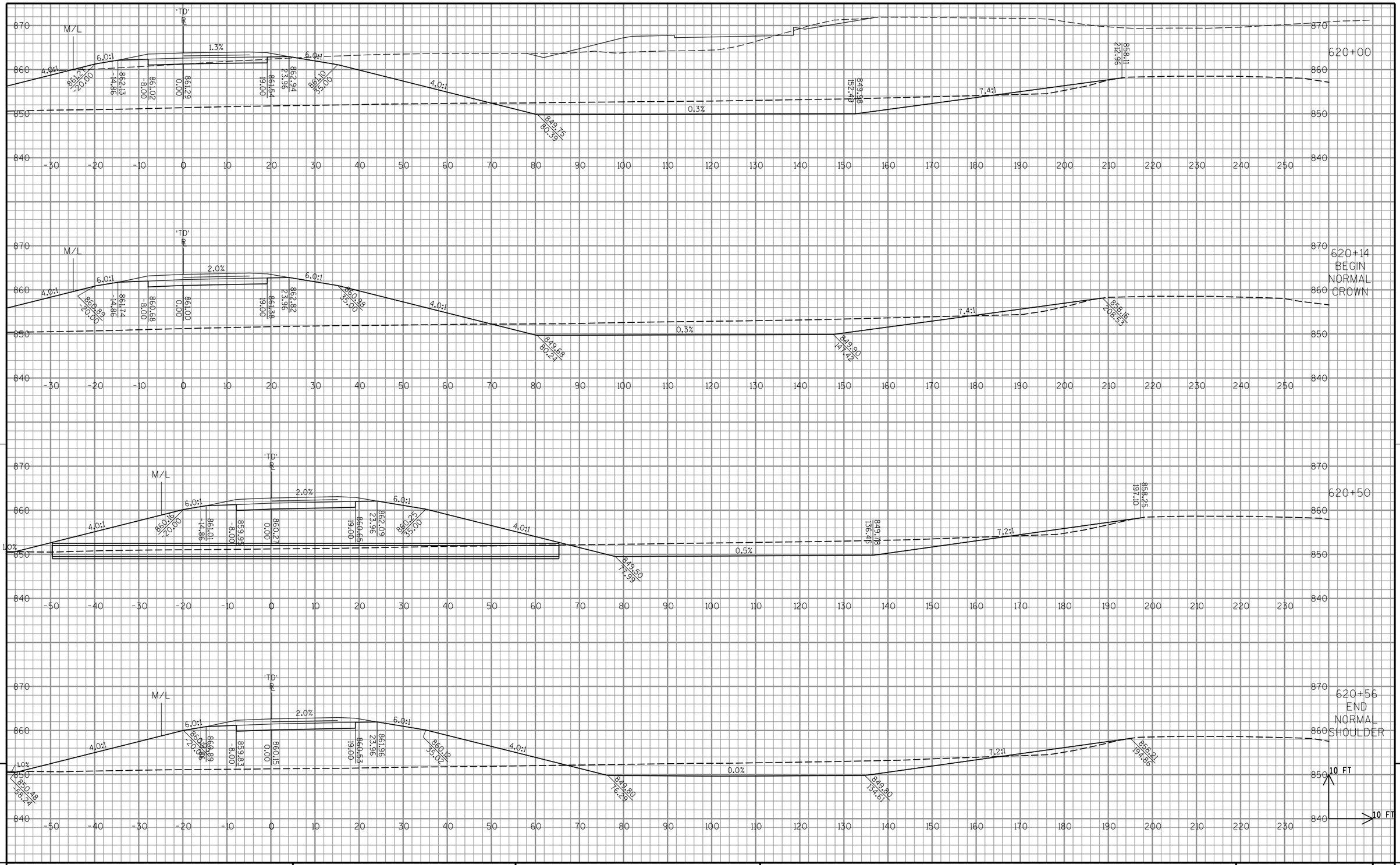
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 676 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

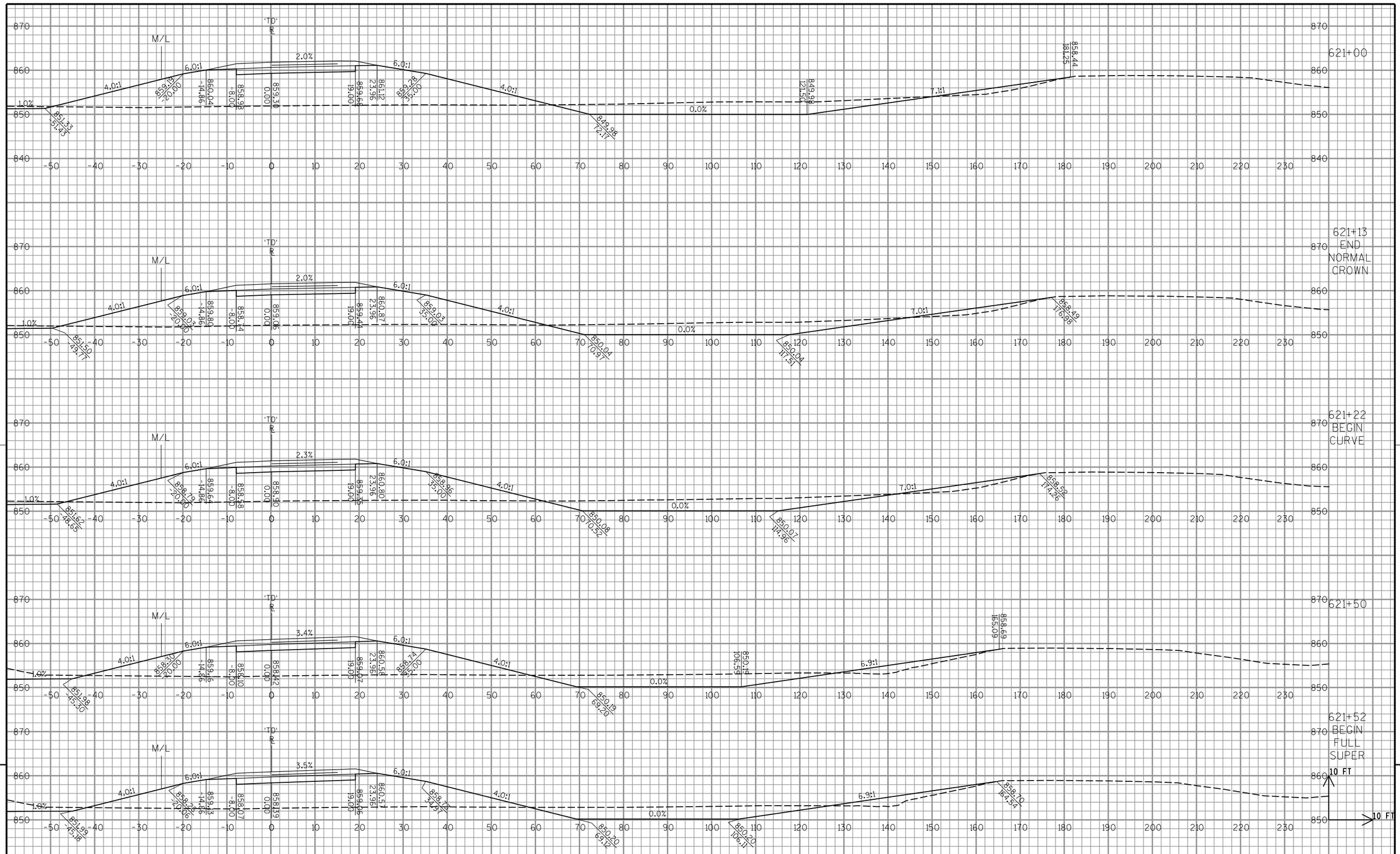
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 677	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

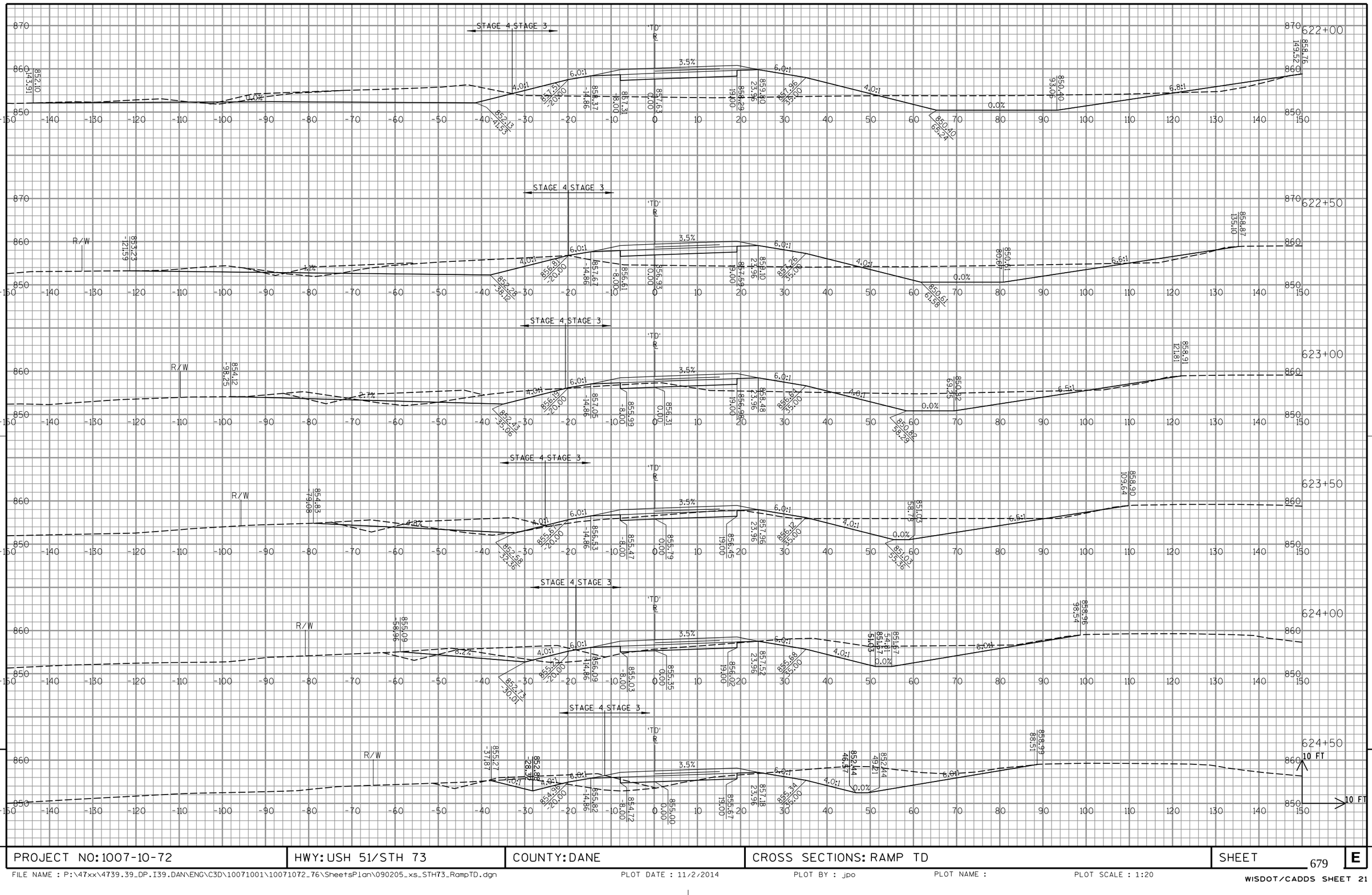


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 678	E

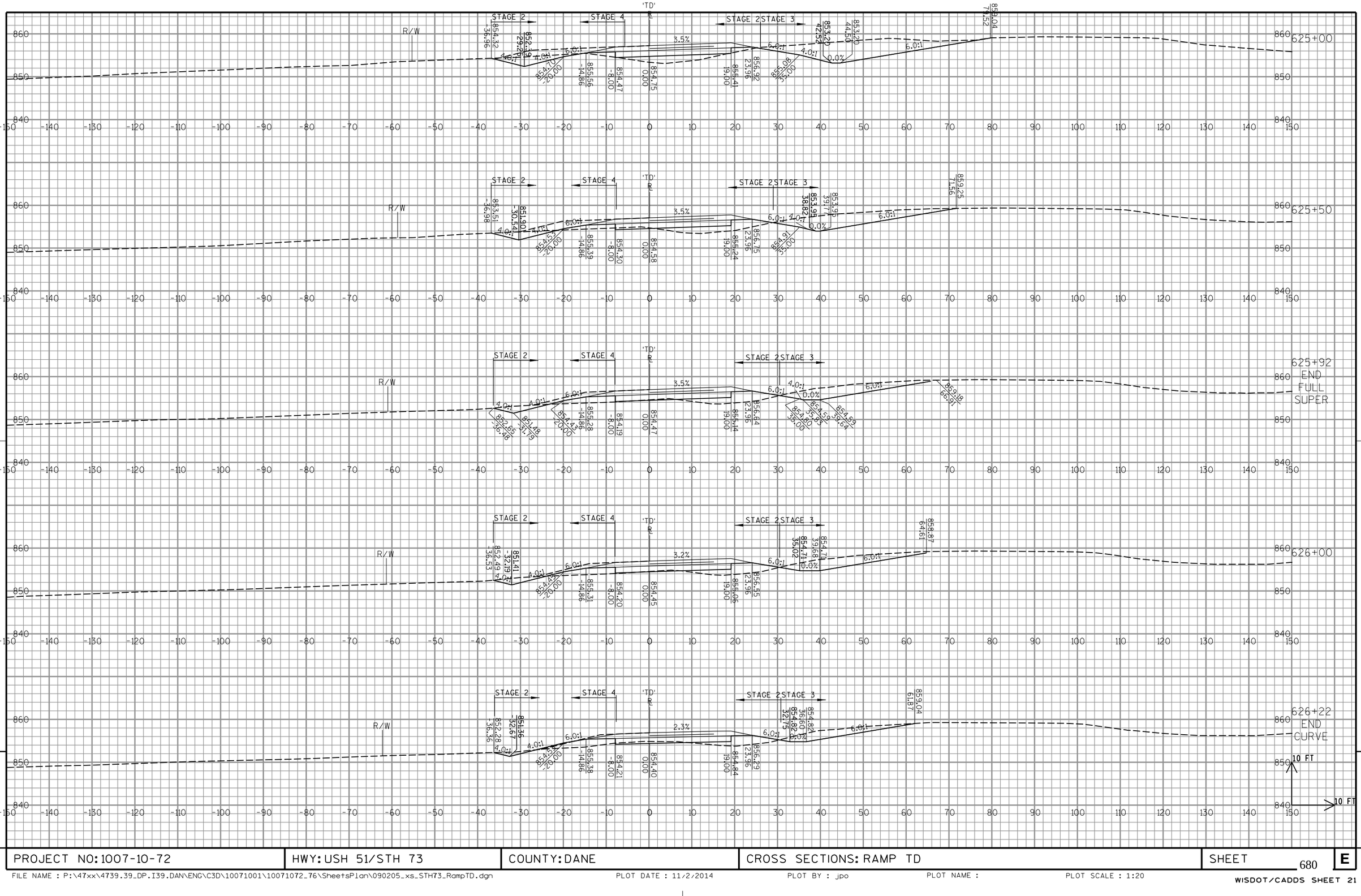
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 679	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

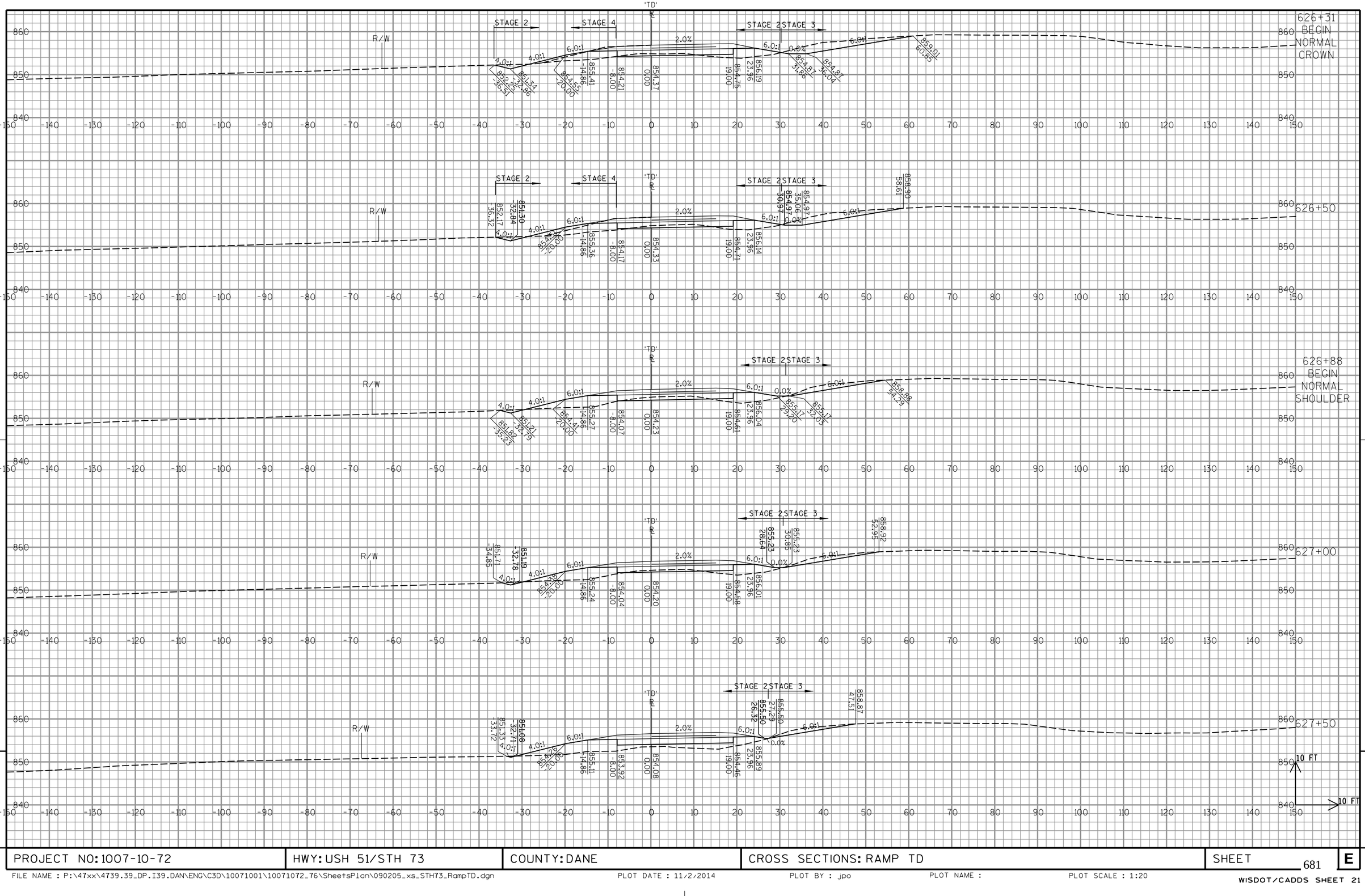
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 680	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

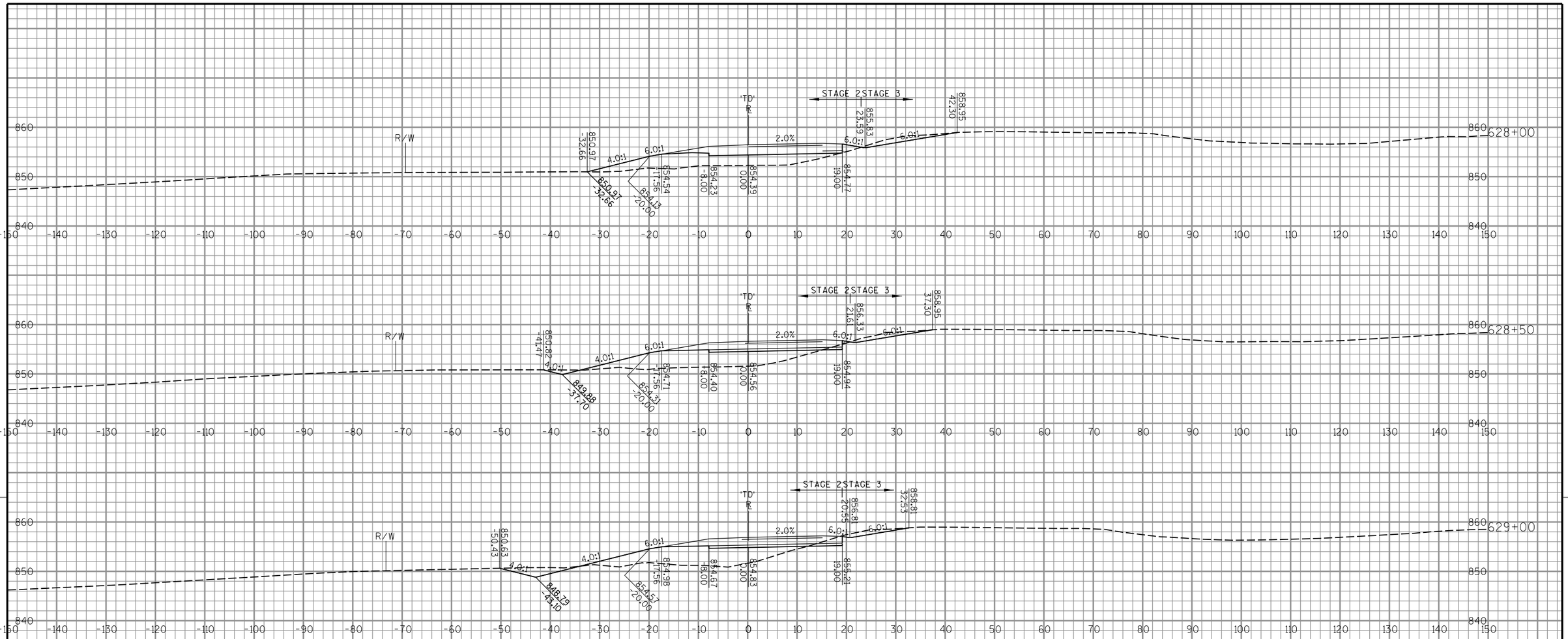
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 681 E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn | PLOT DATE : 11/2/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

9

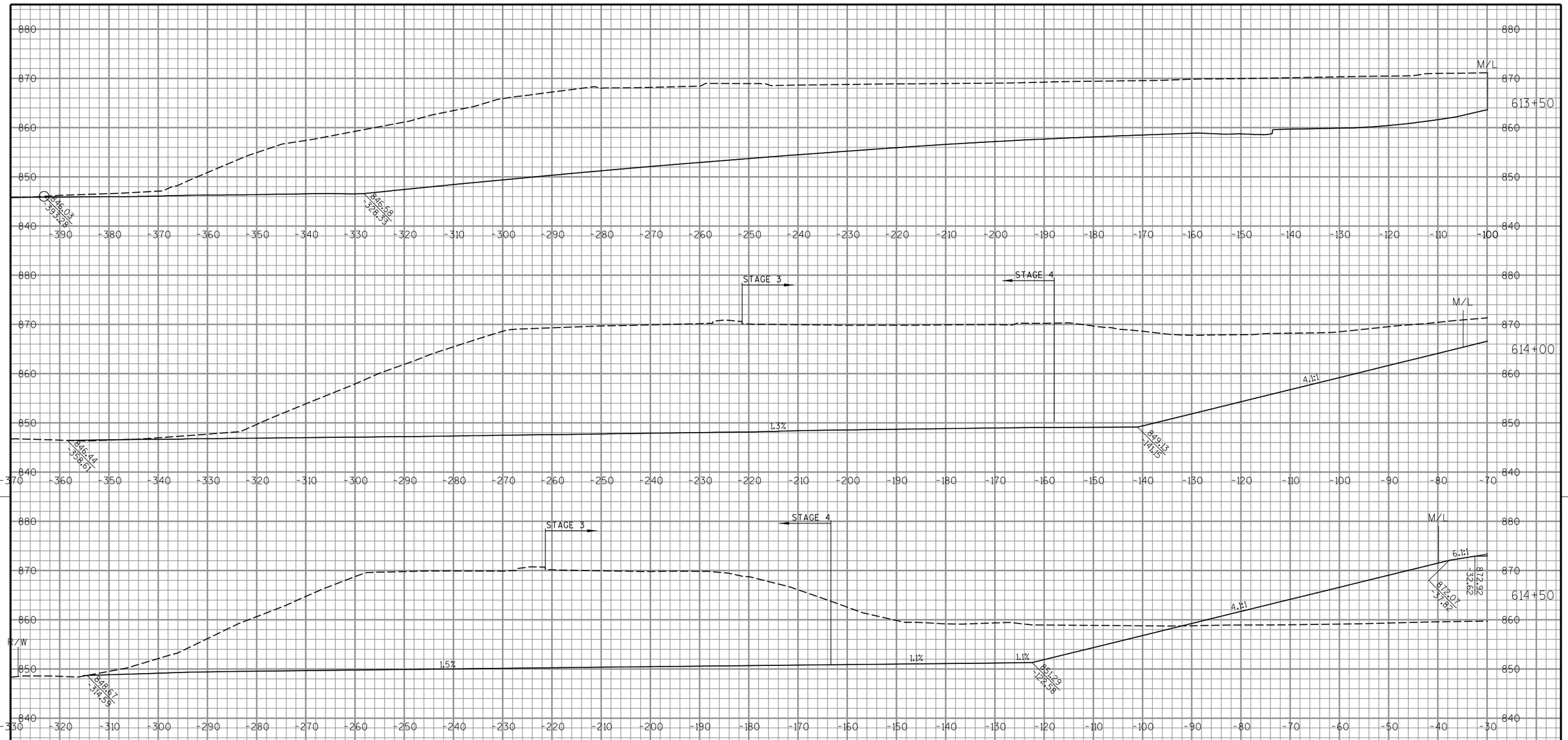
10 FT

10 FT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 682	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



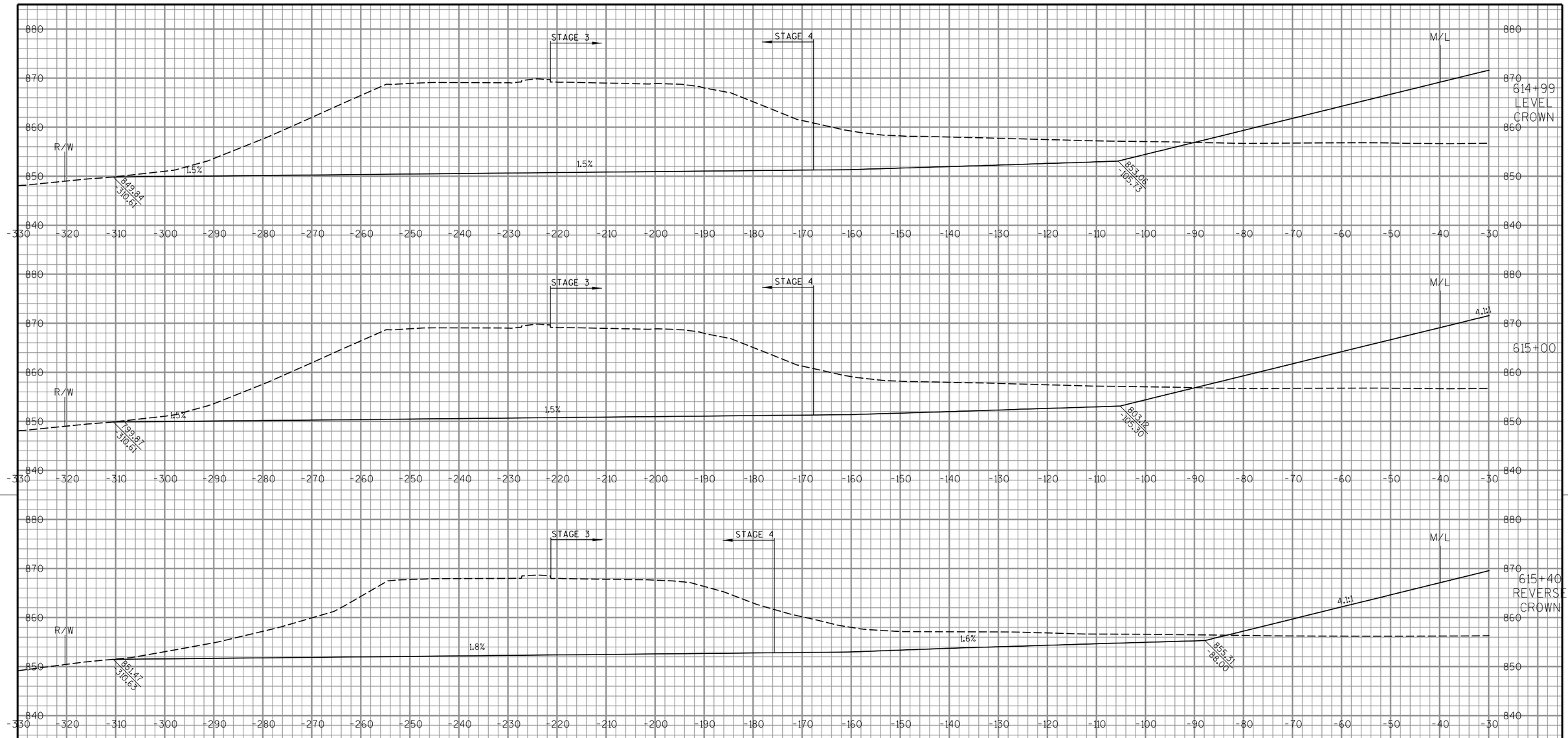
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 683	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

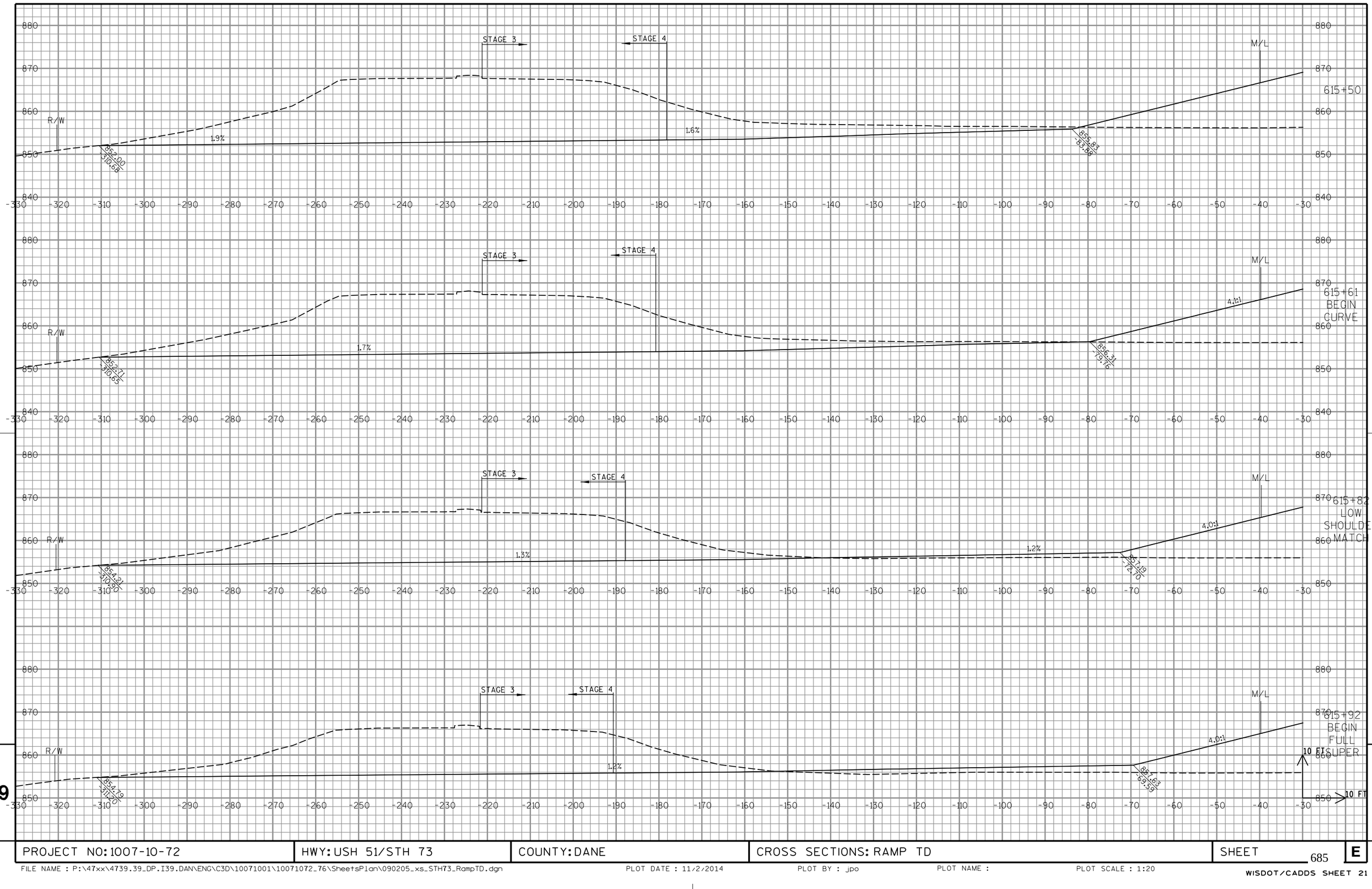


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 684	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

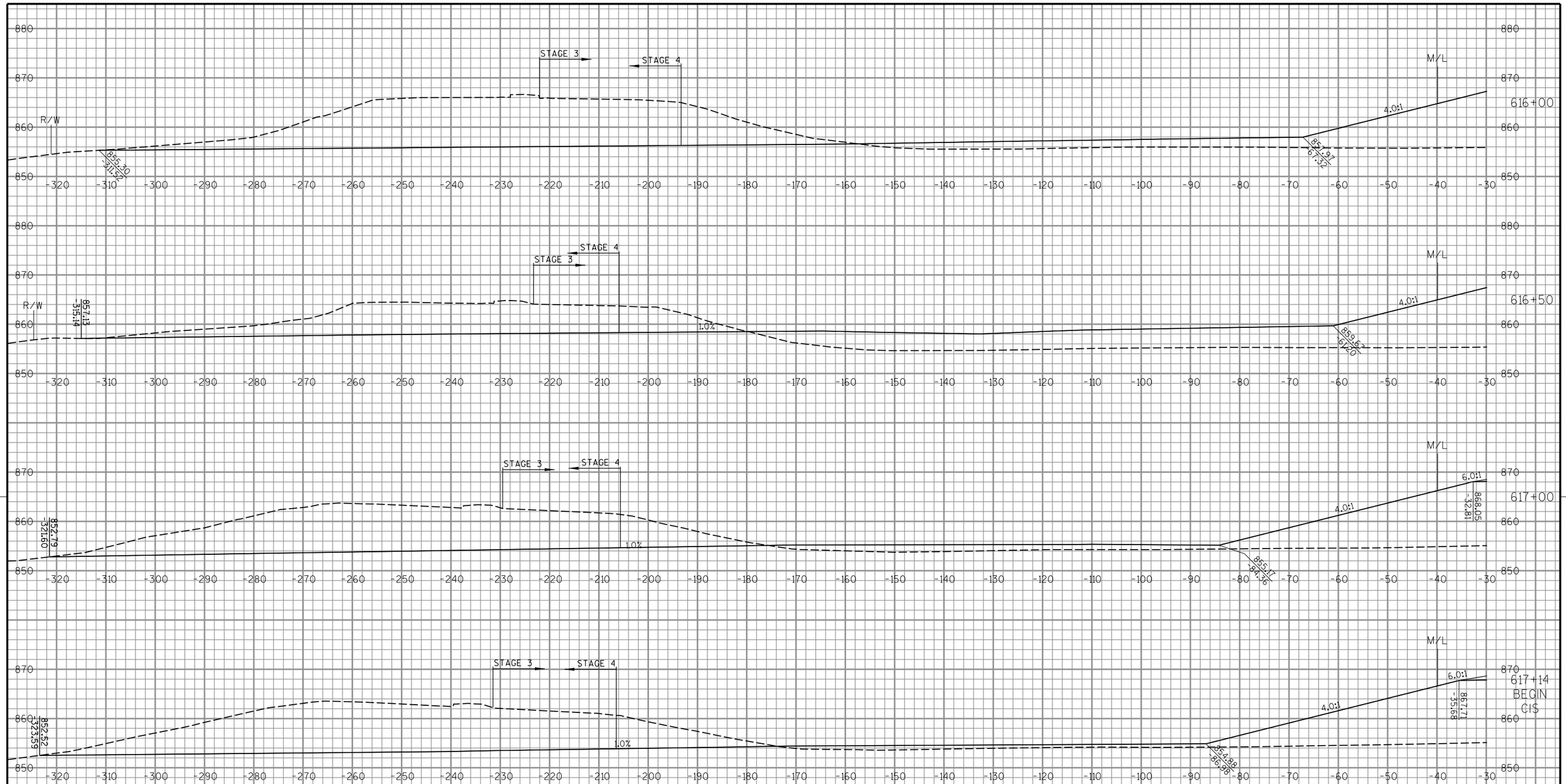


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 685	E

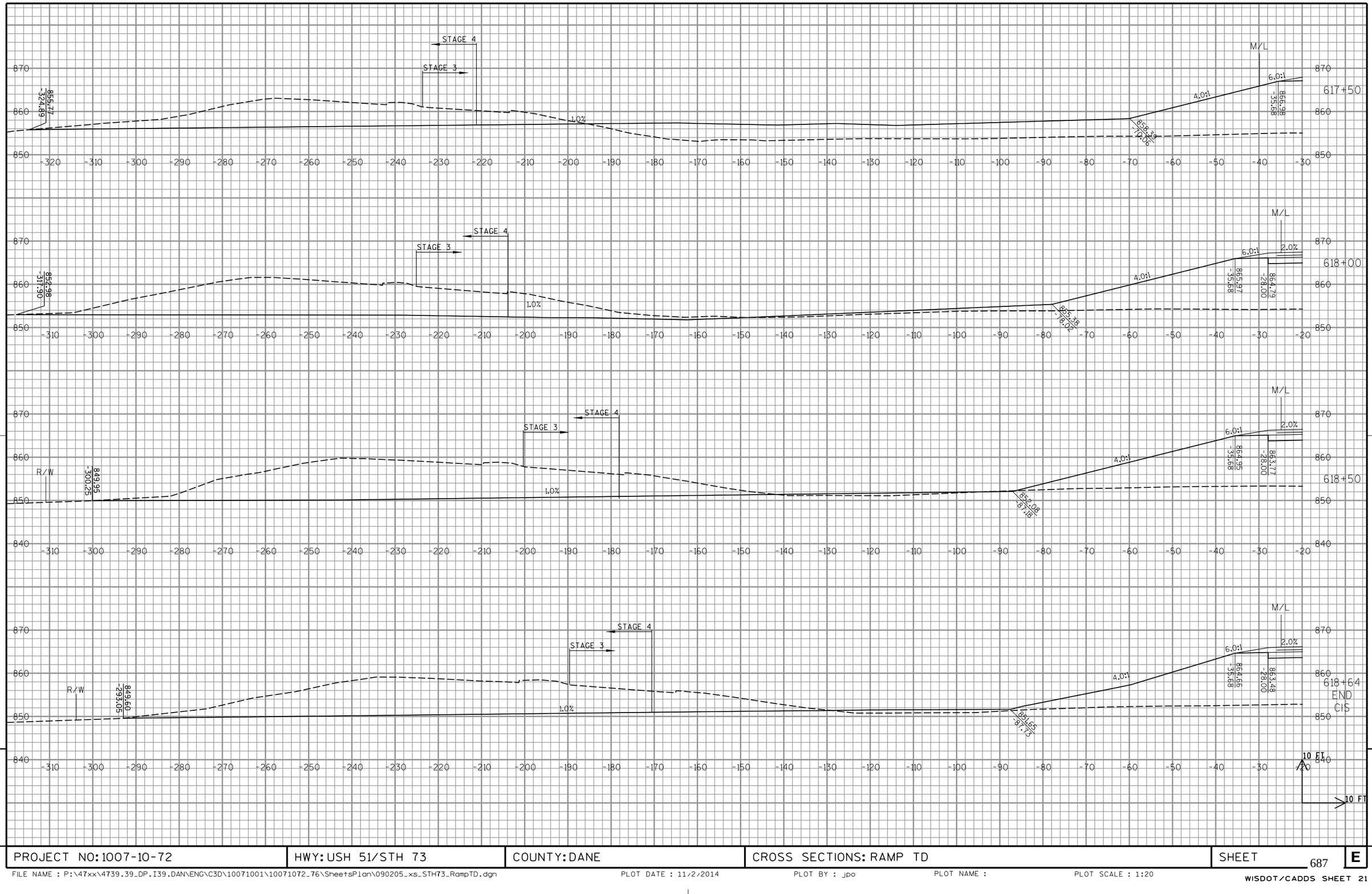
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 686	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



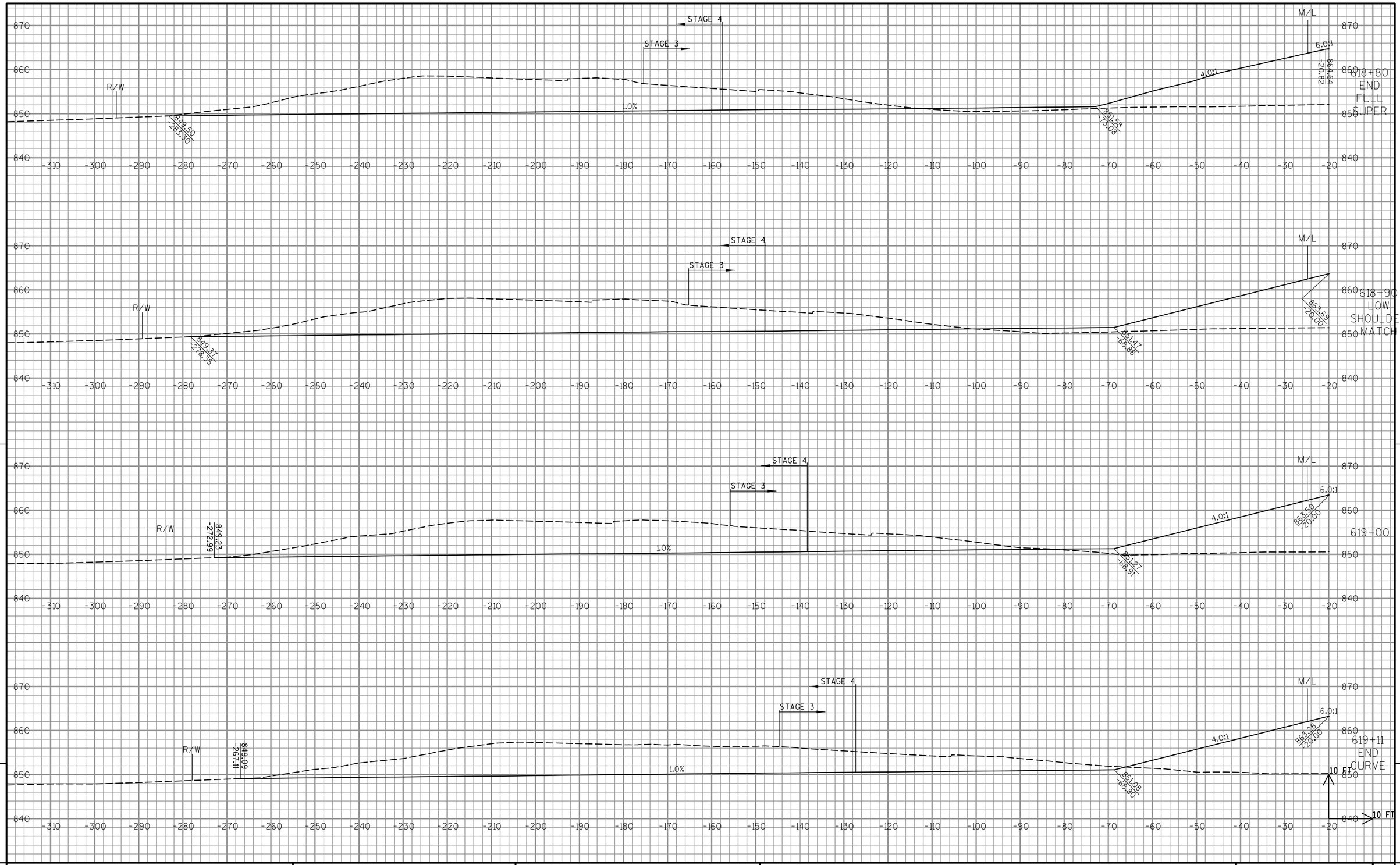
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 687	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



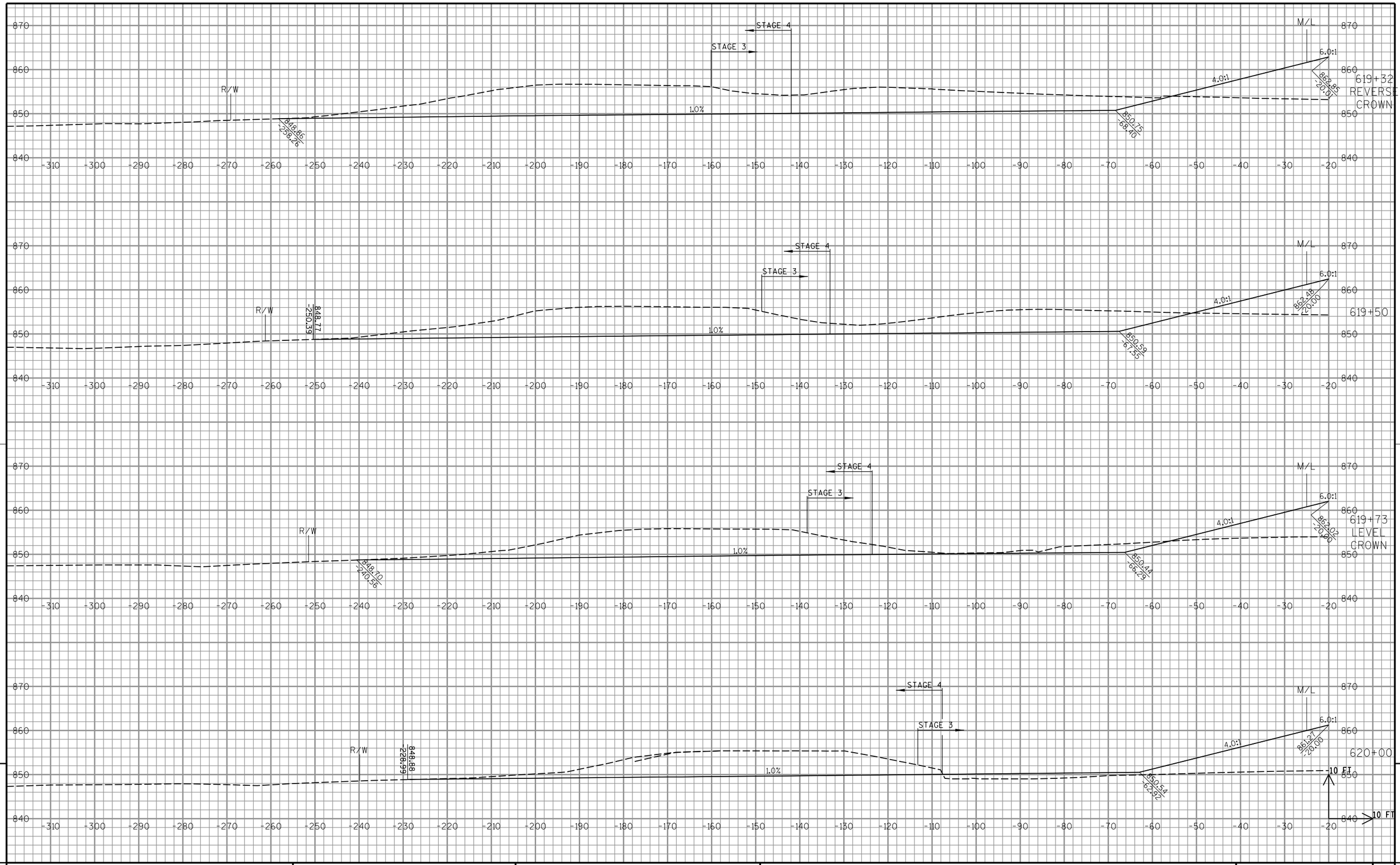
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 688	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



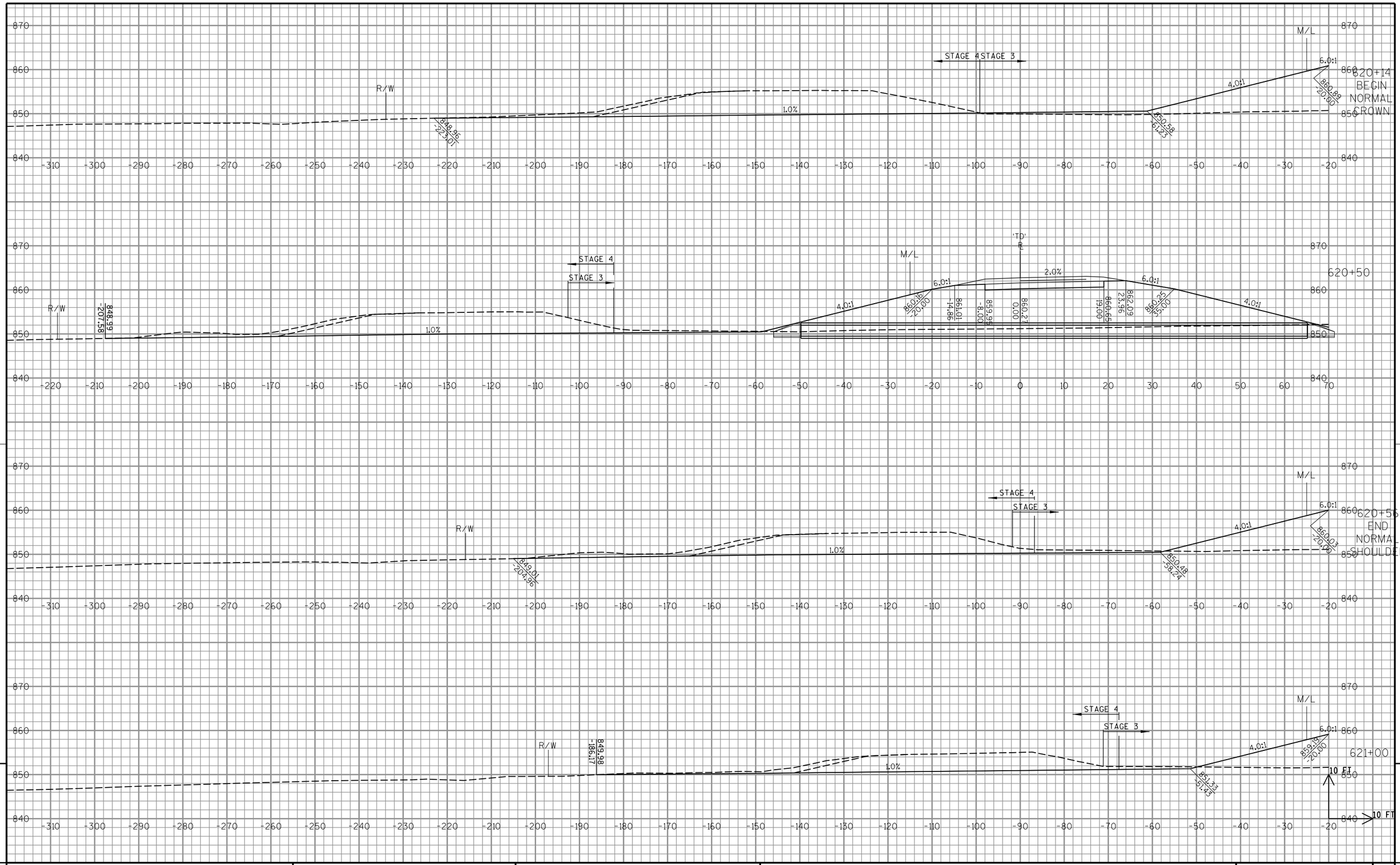
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 689	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

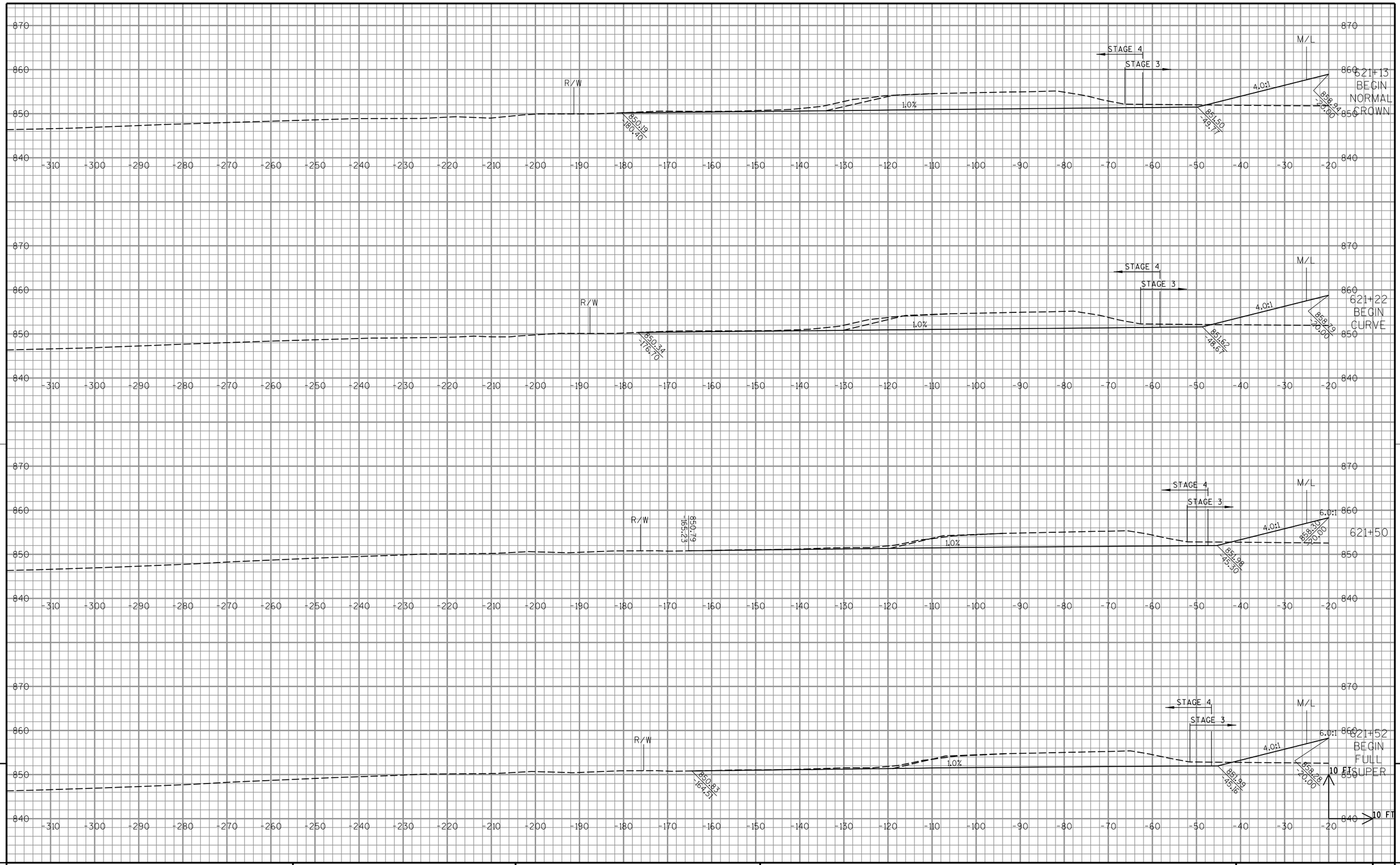
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 690	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn
PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



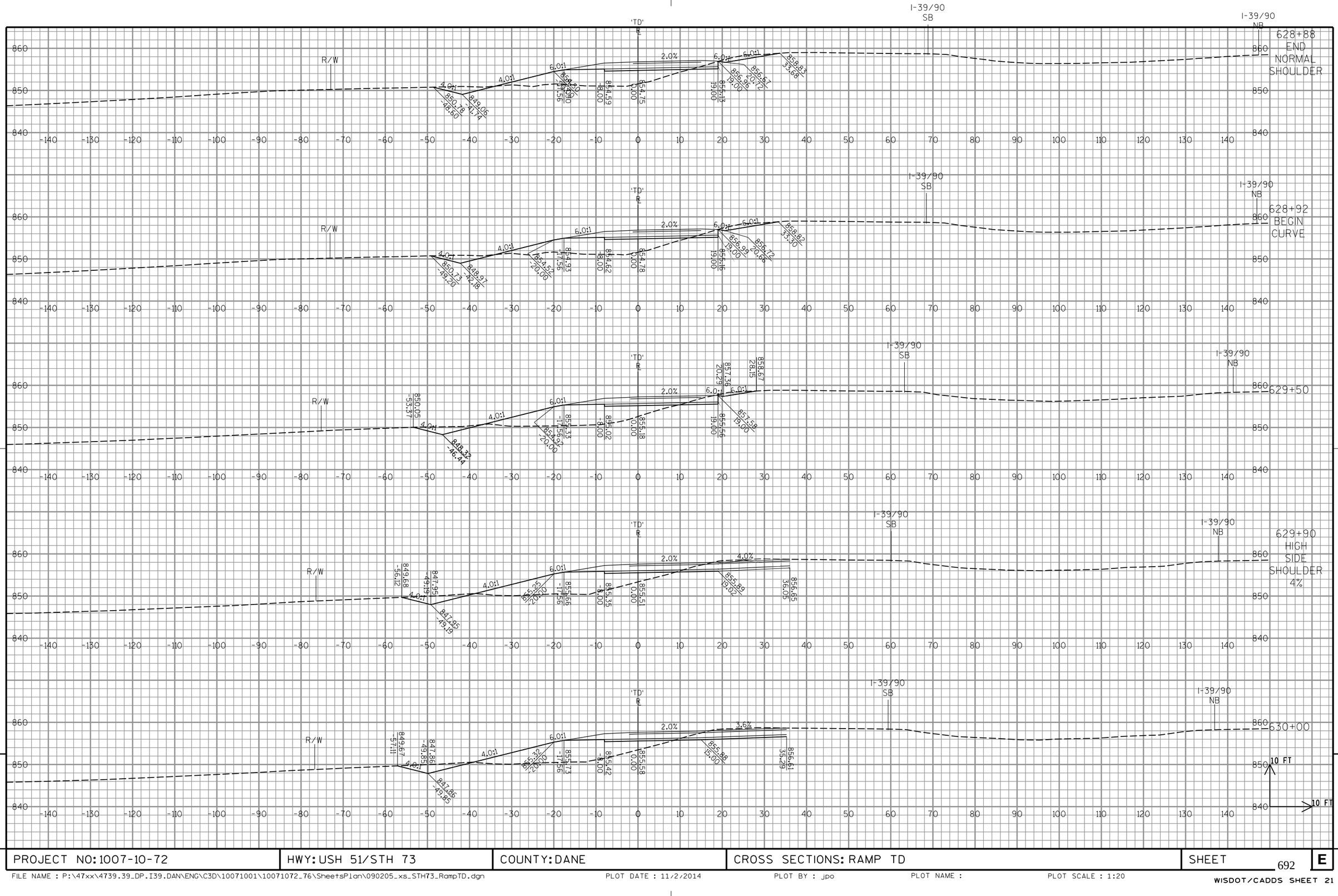
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 691	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

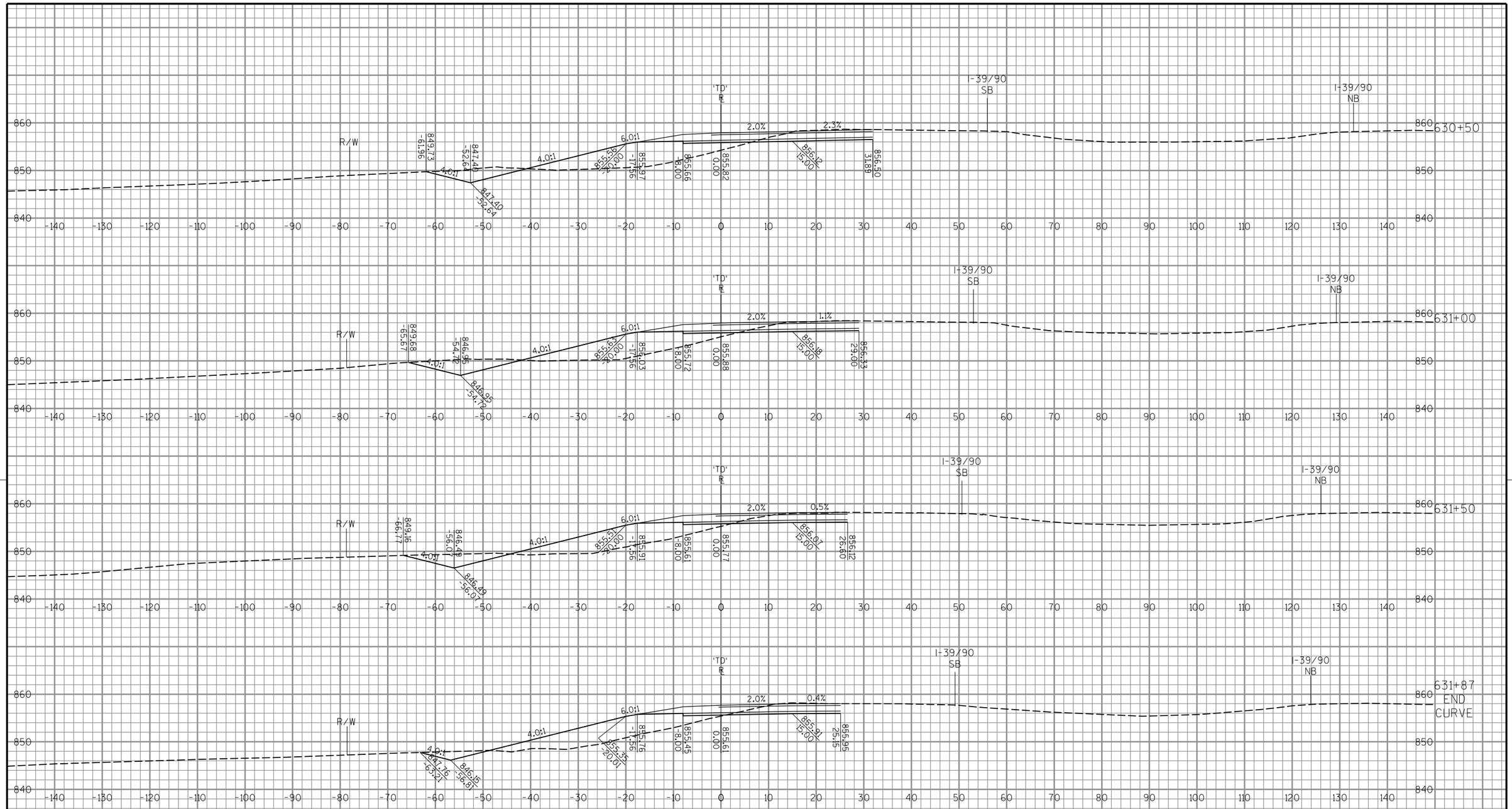
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 692	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

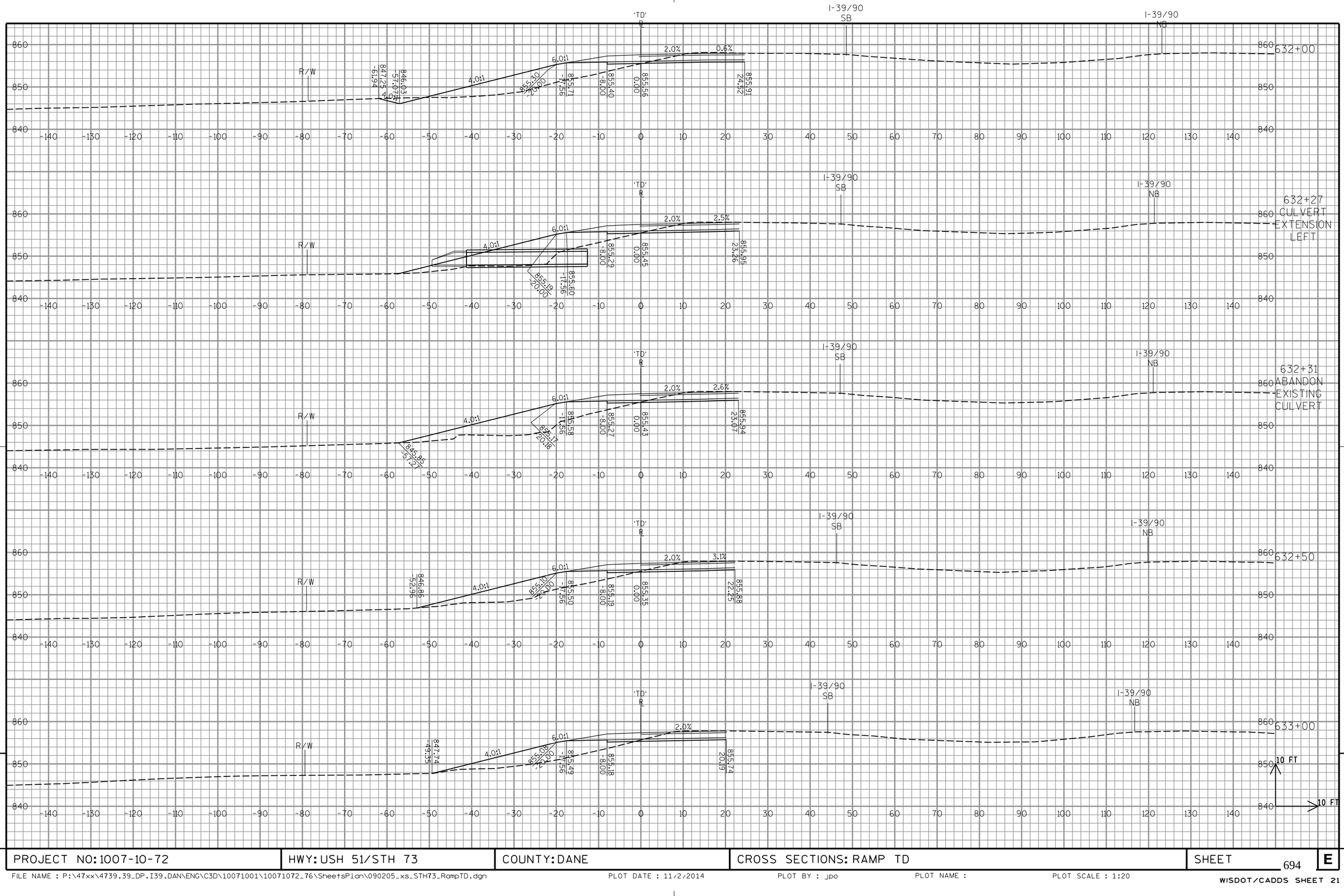
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 693	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

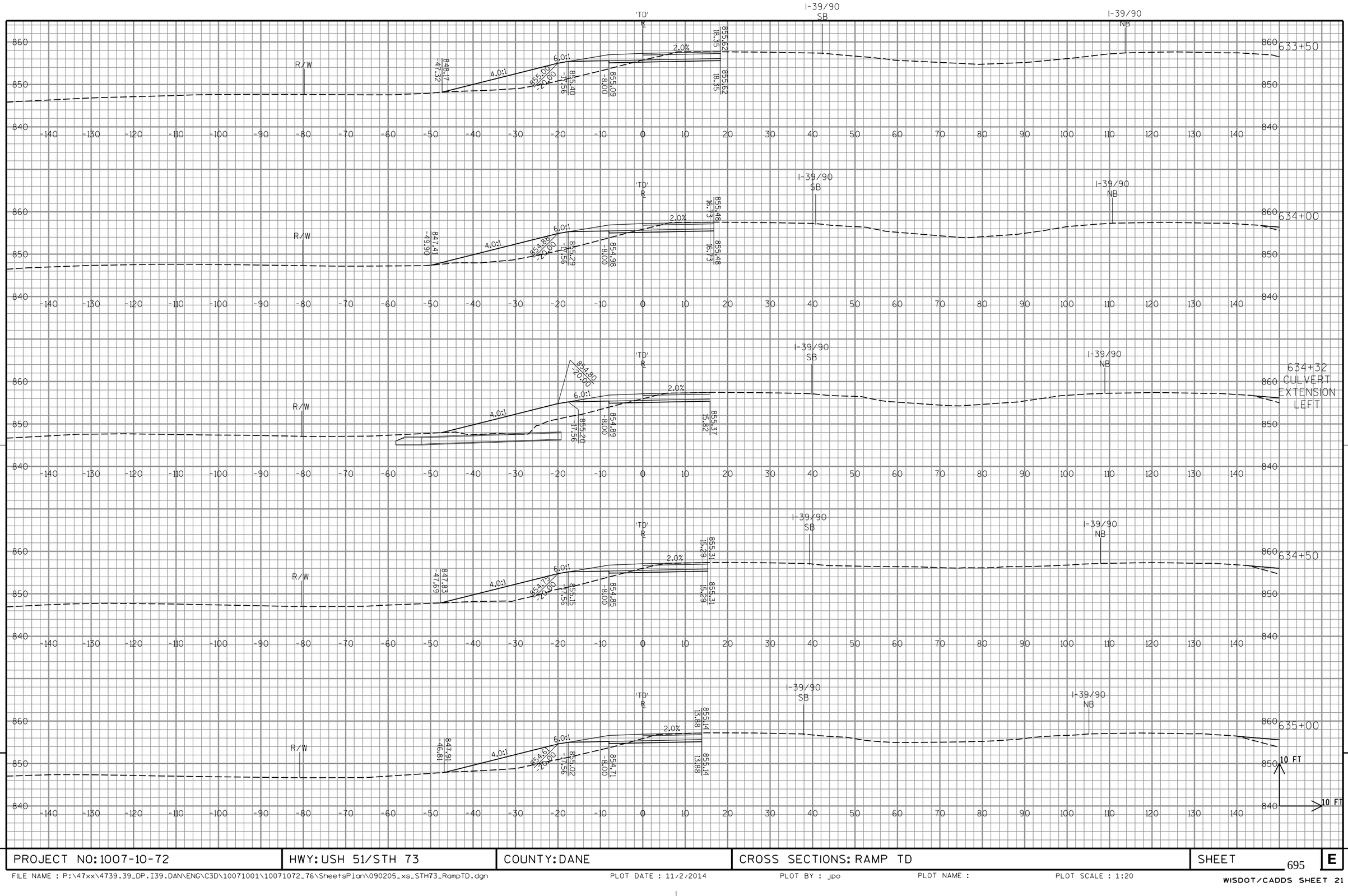
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 694	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

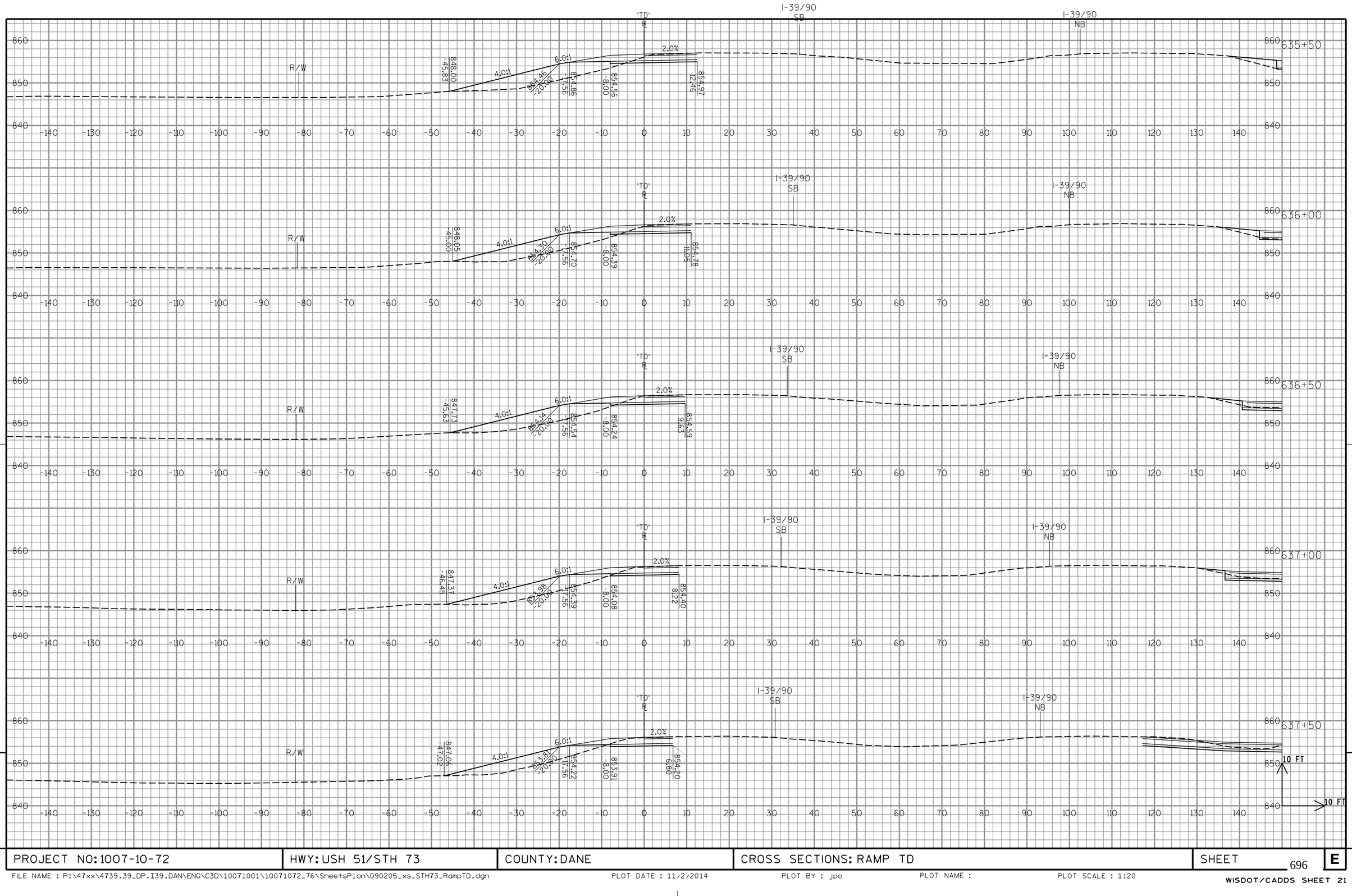
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 695	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

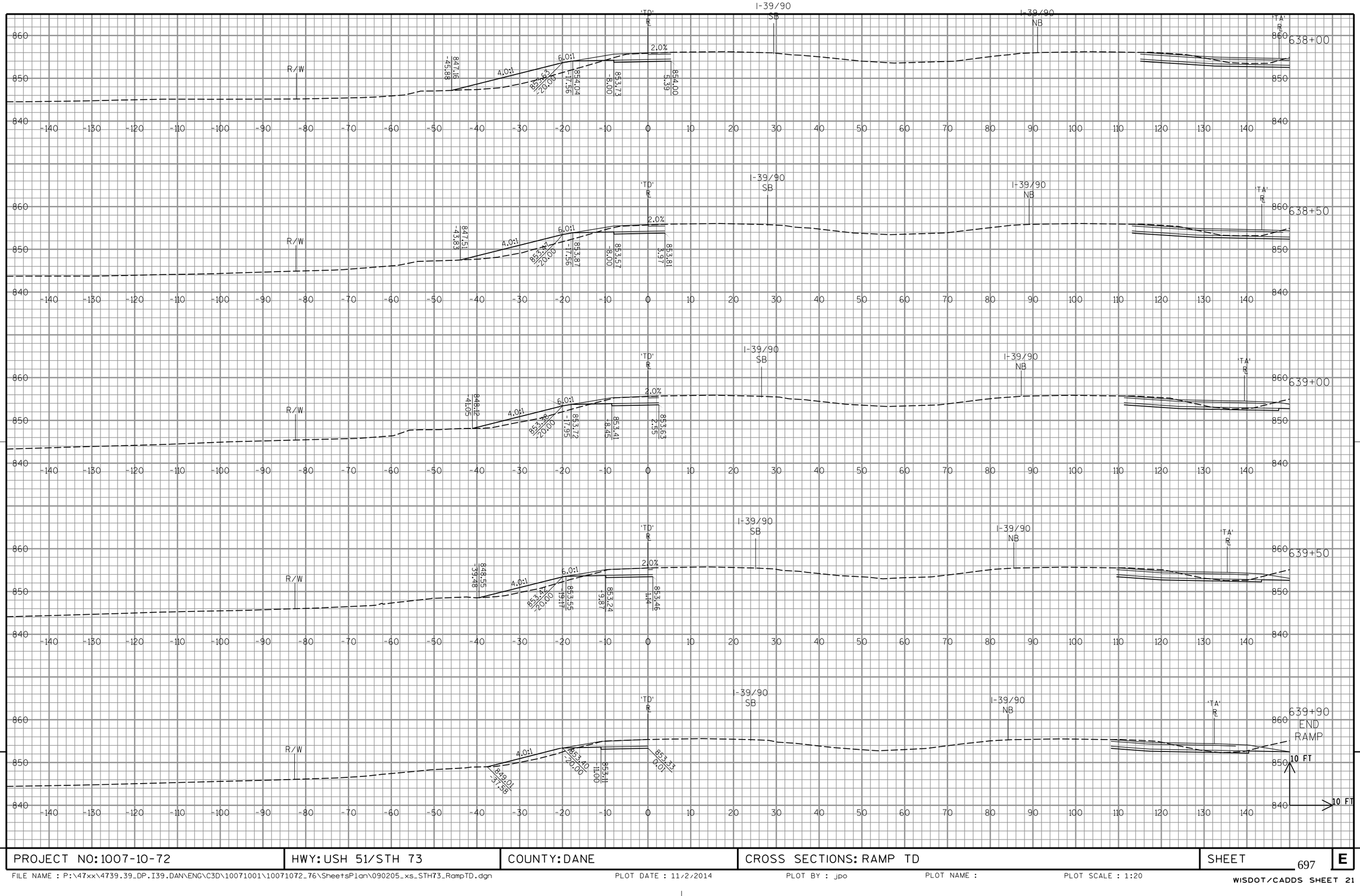
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 696	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

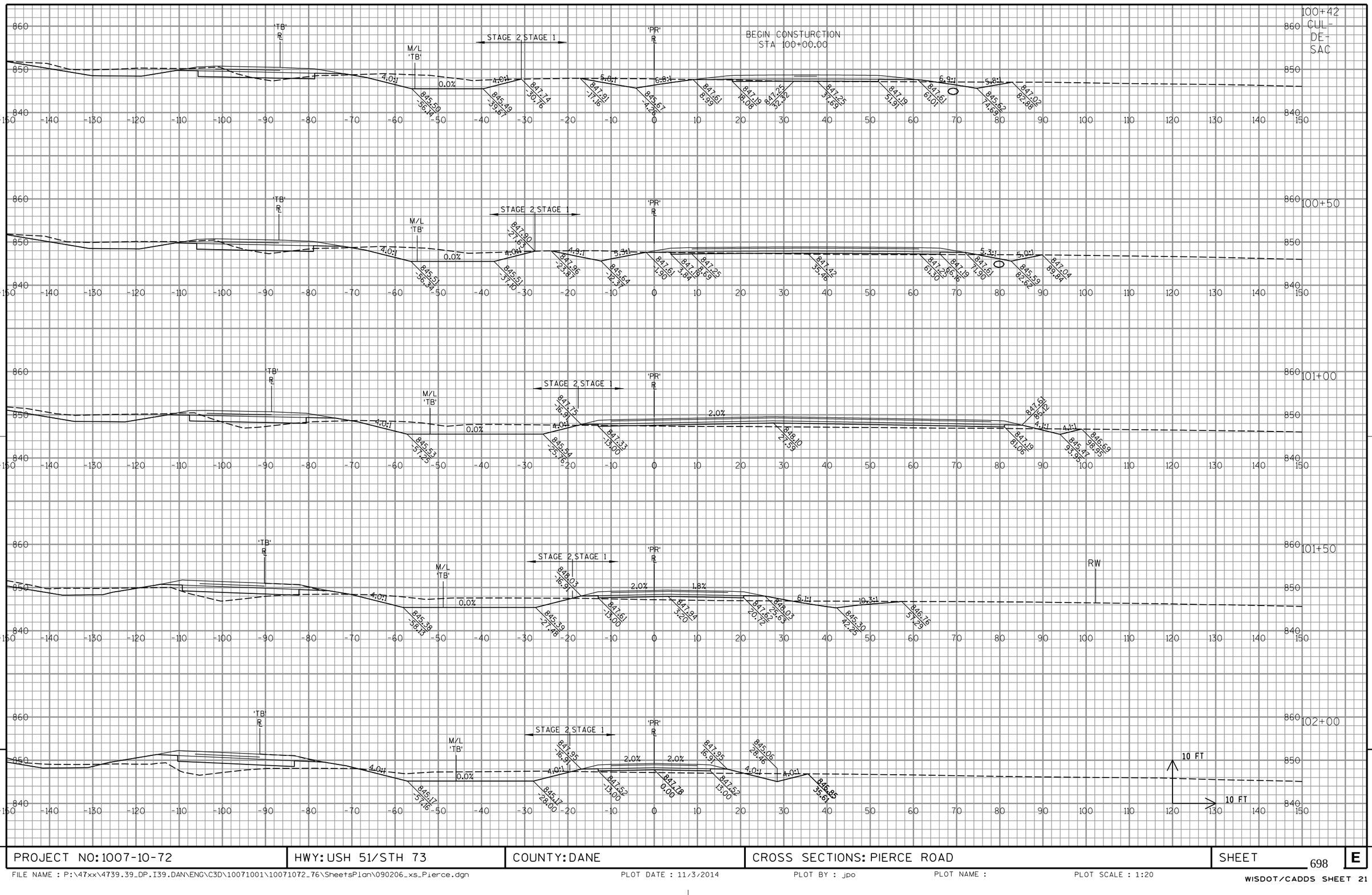


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TD	SHEET 697	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090205_xs_STH73_RampTD.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



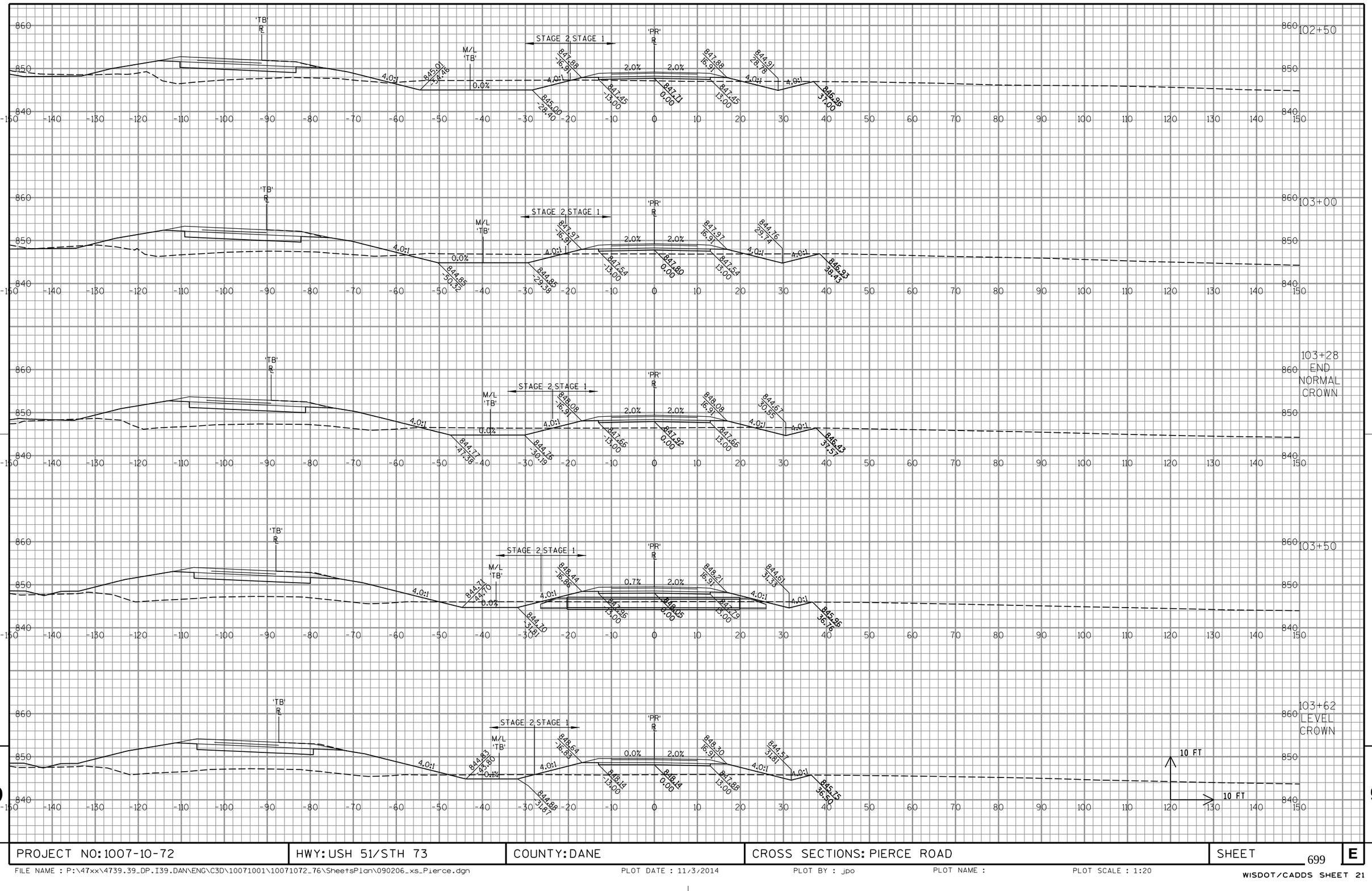
9

9

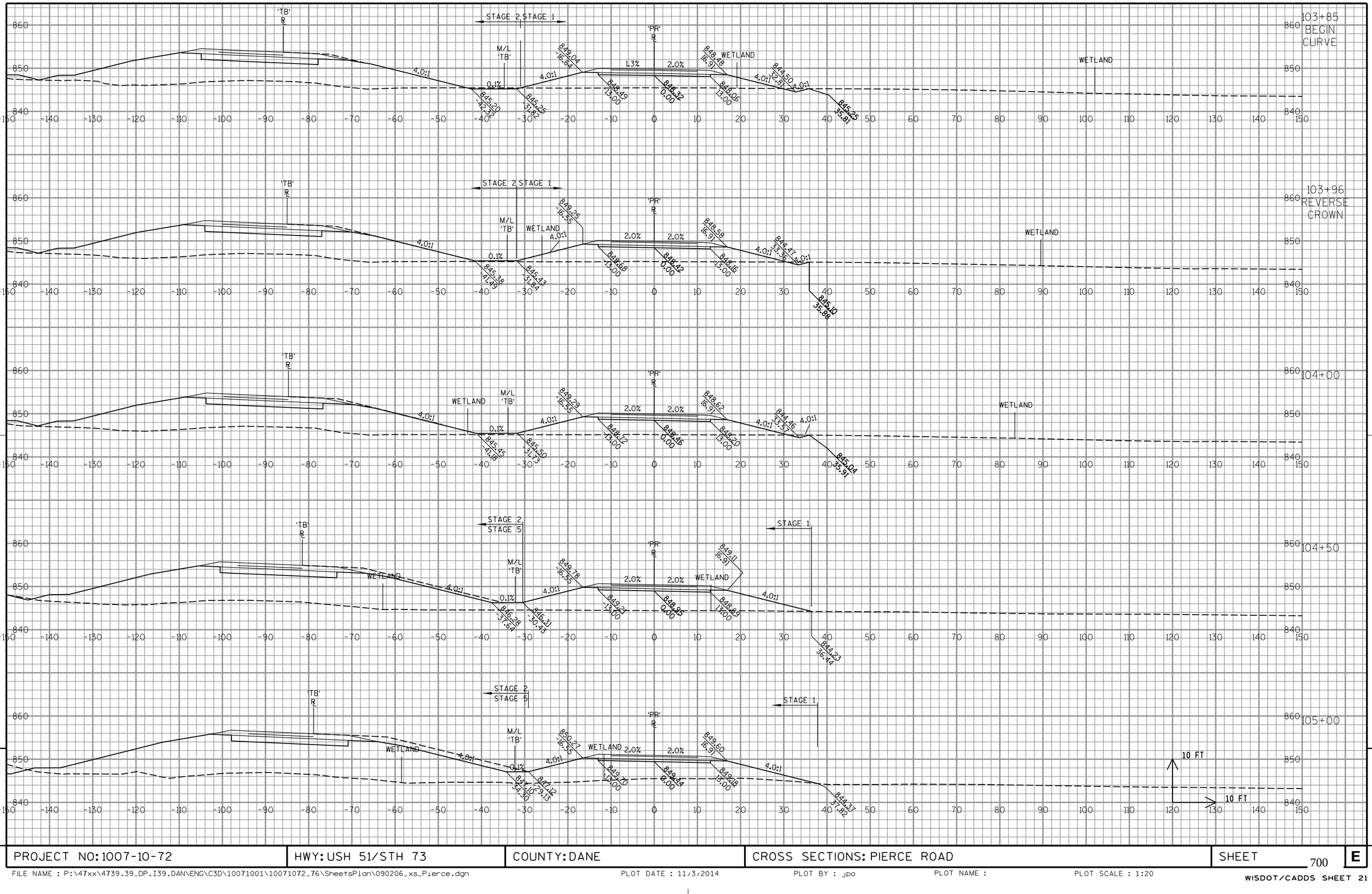
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 698	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



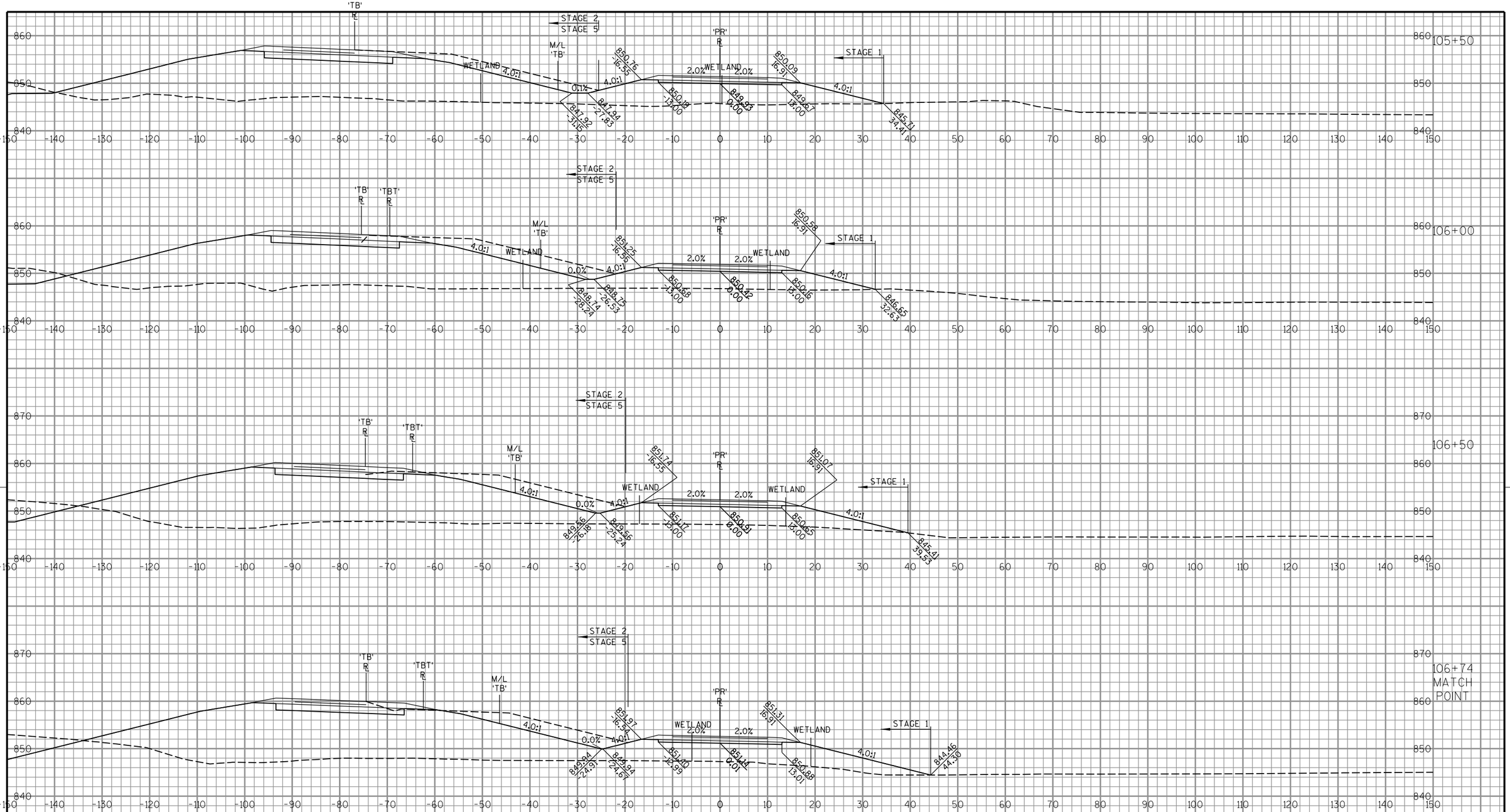
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 699	E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 700	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

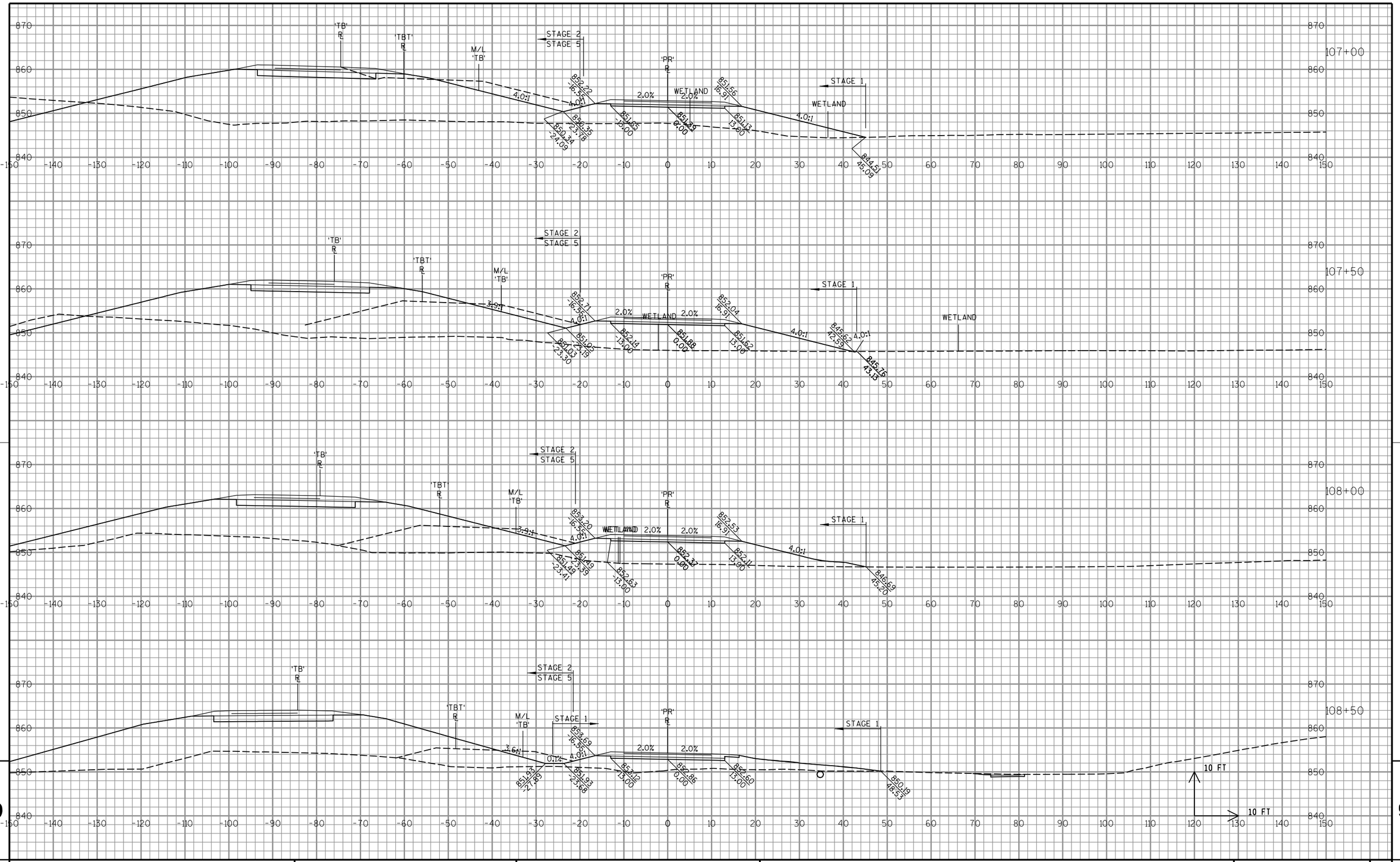
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 701	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

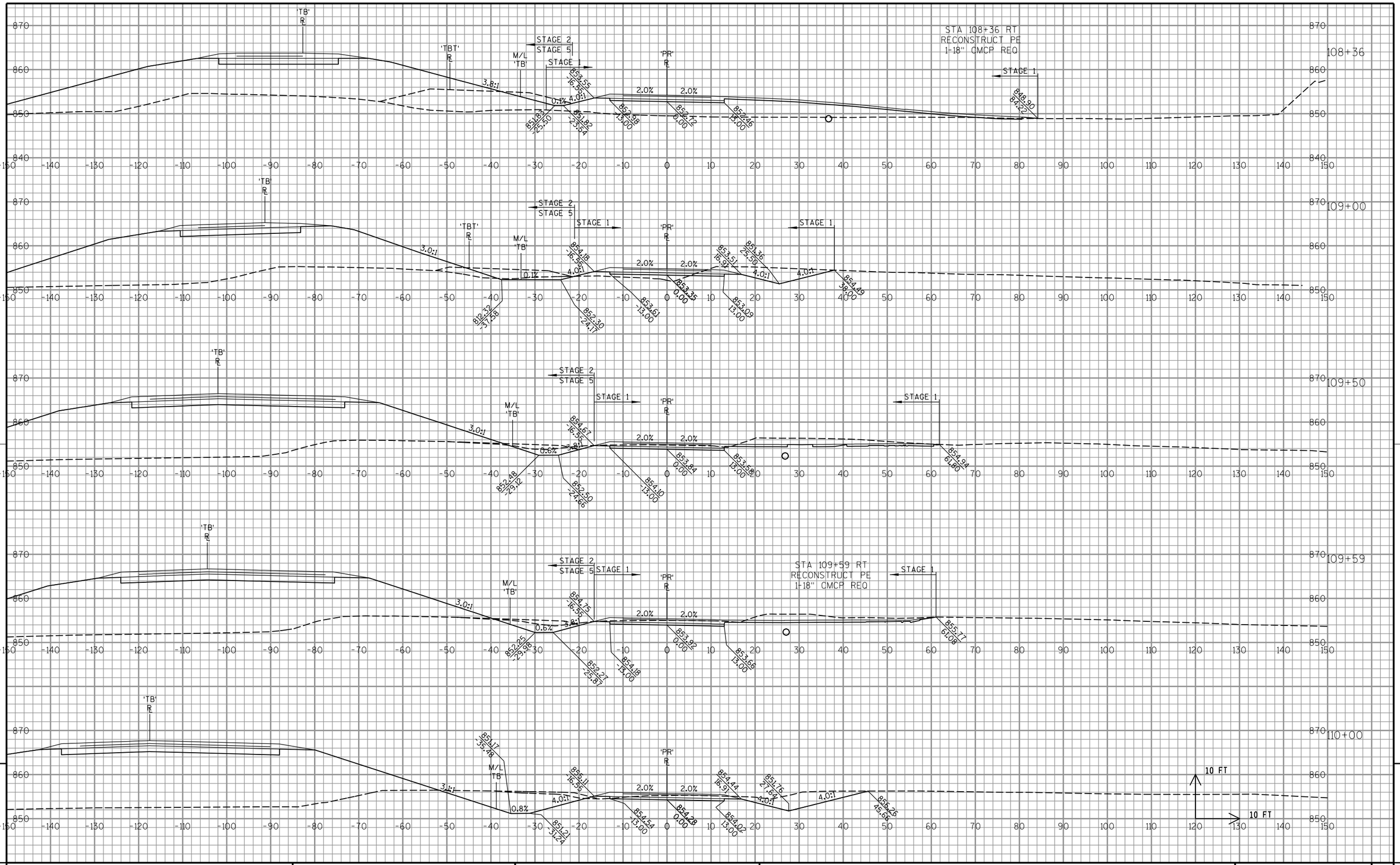
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 702	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

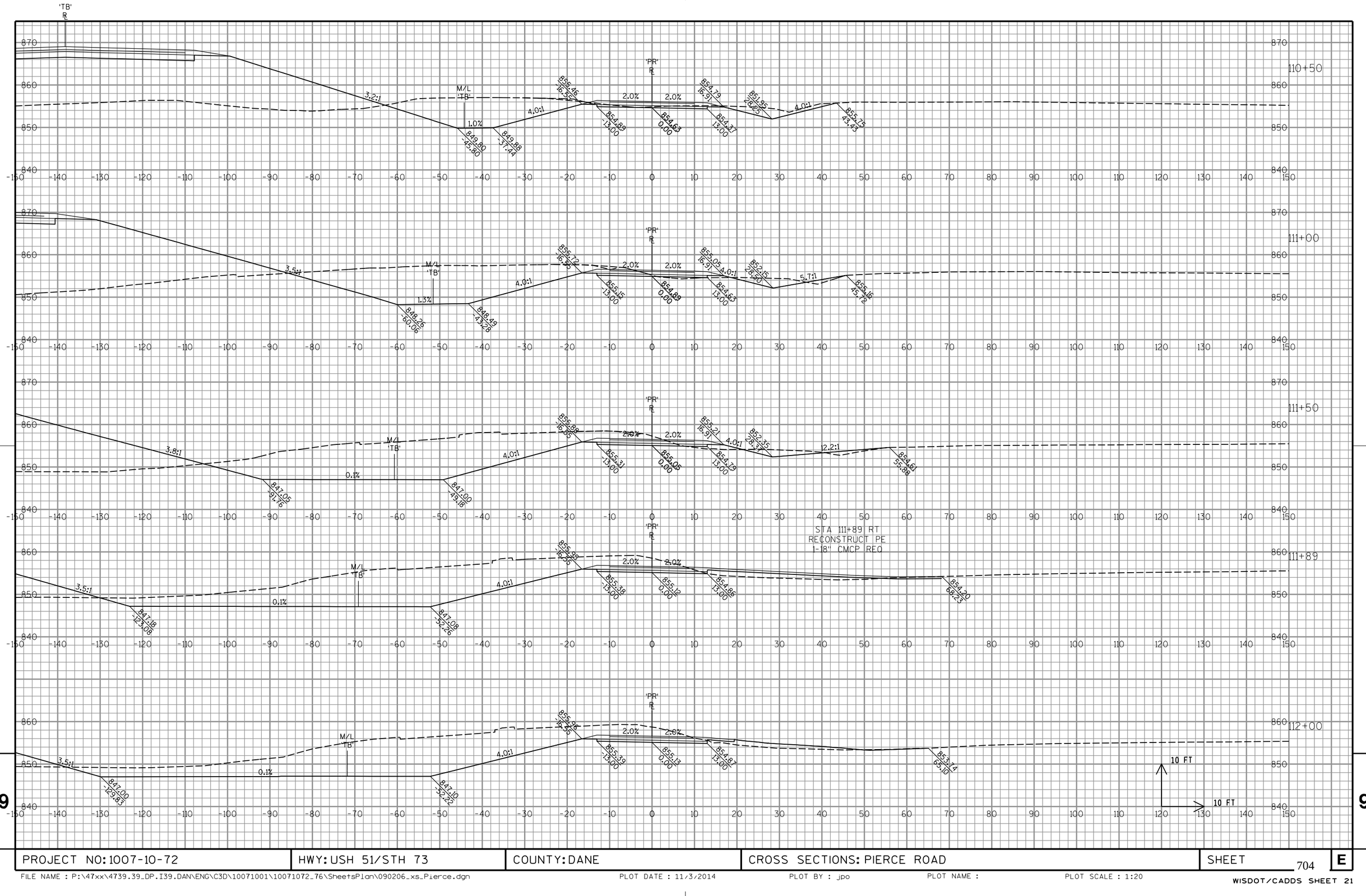
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 703	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



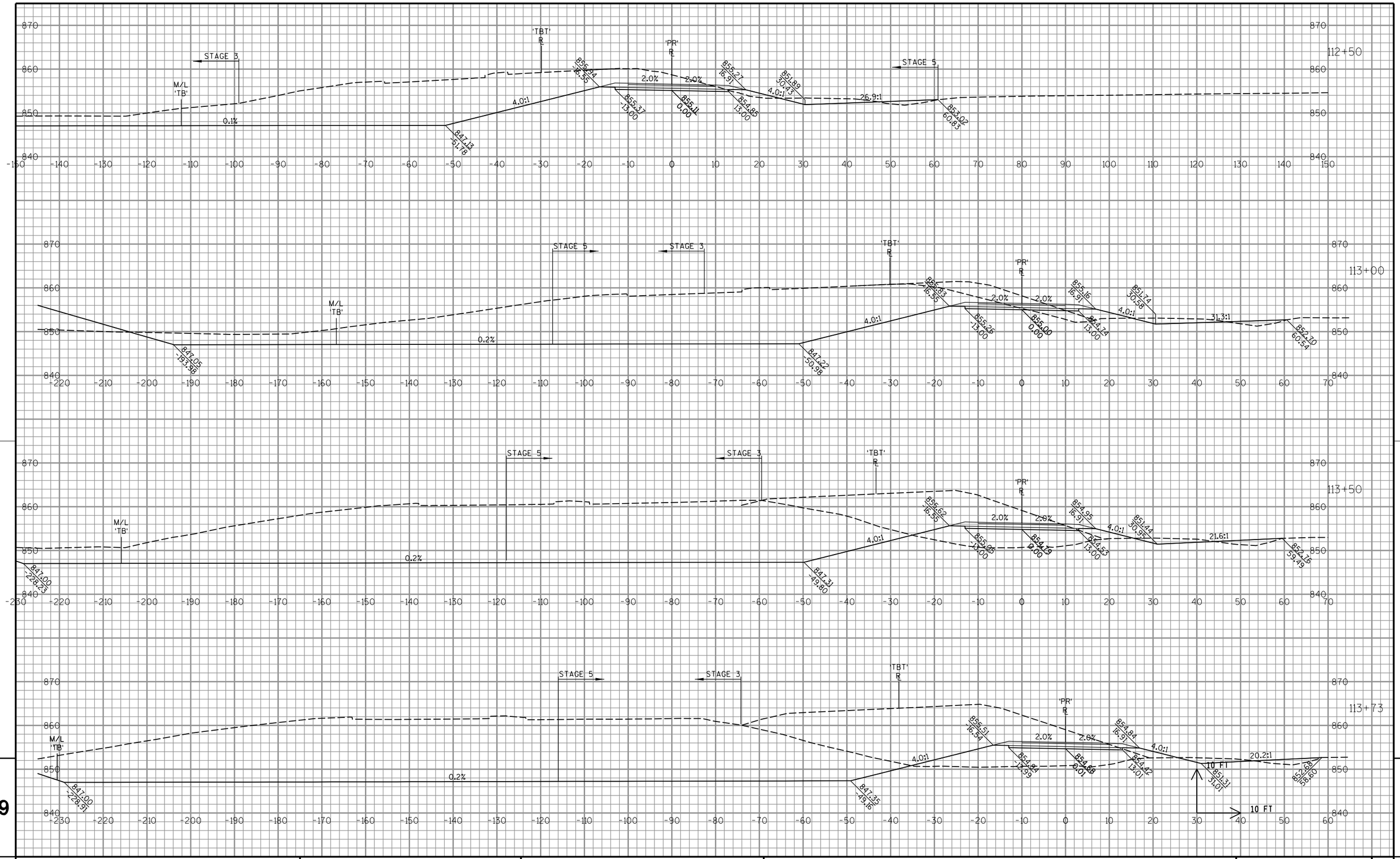
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 704	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

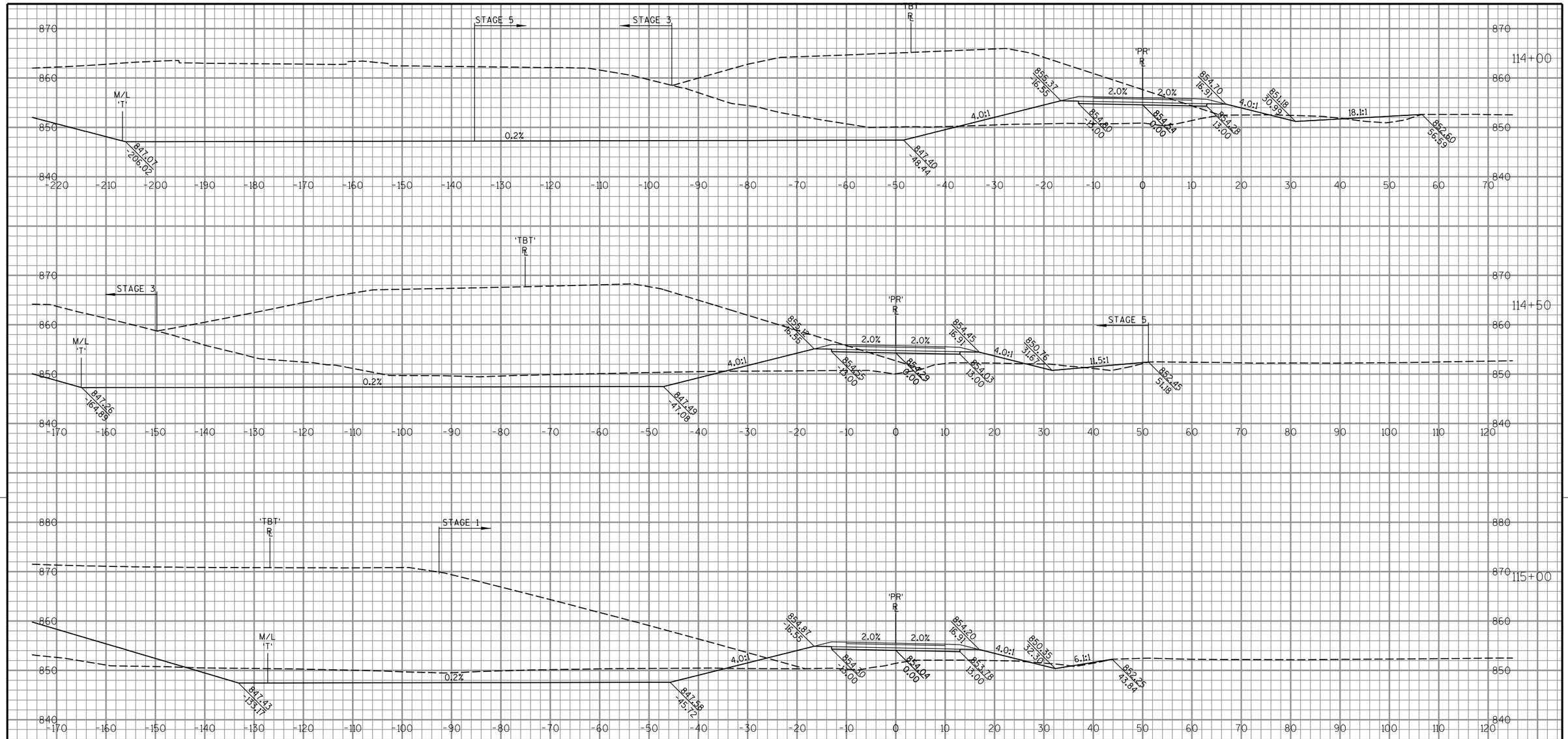
WISDOT/CADDS SHEET 21



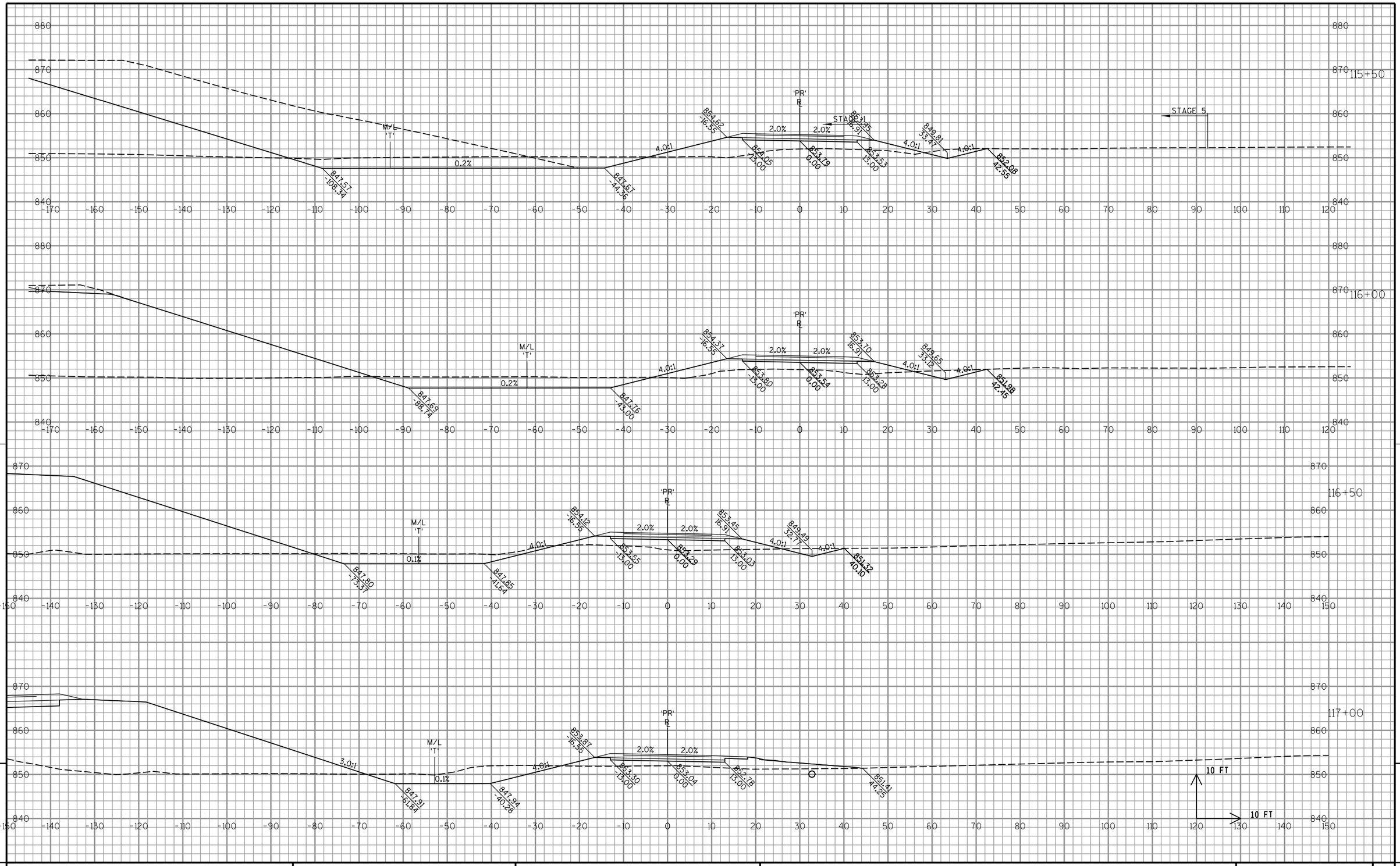
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 705	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



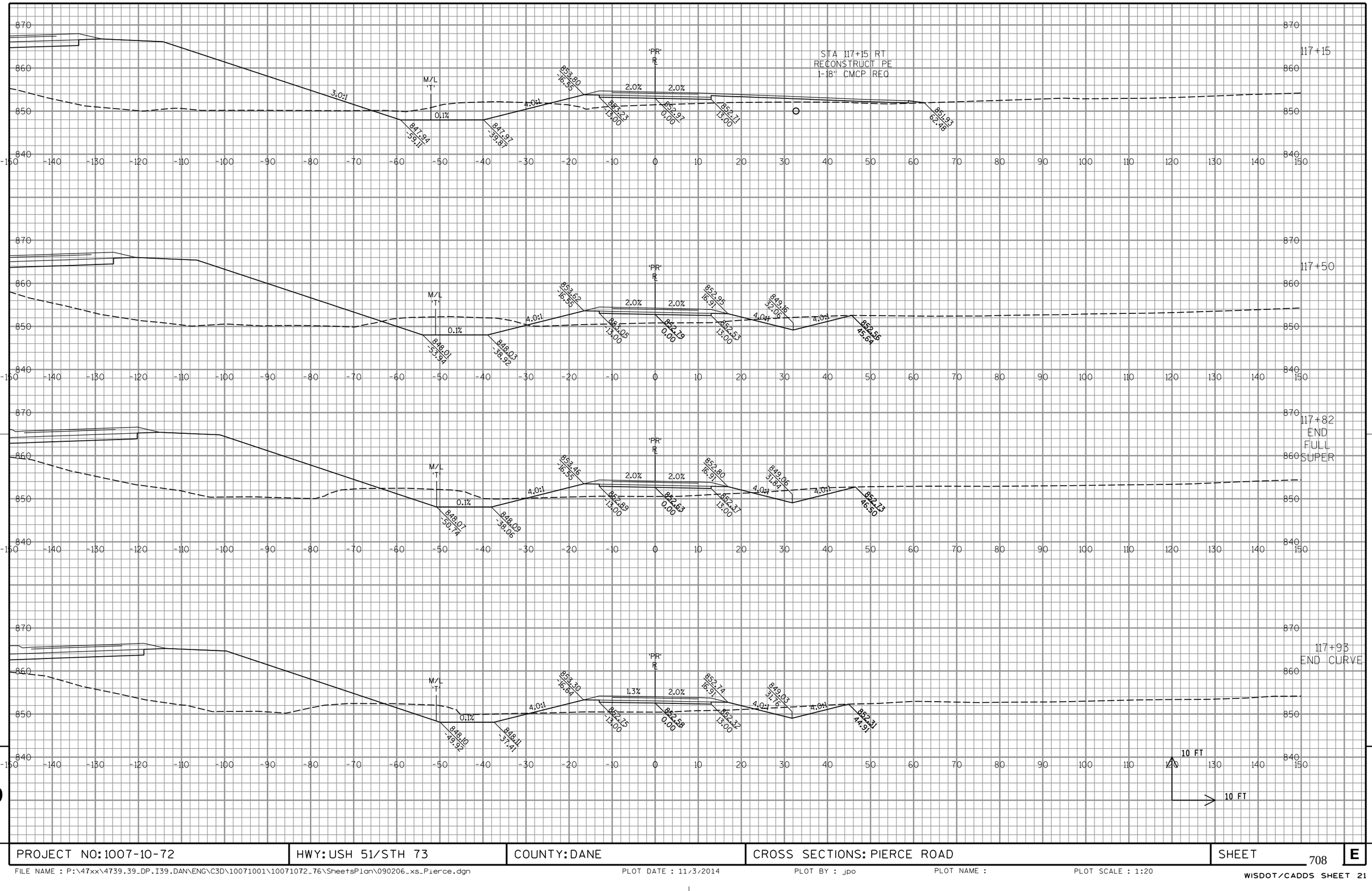
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 706	E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 707	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

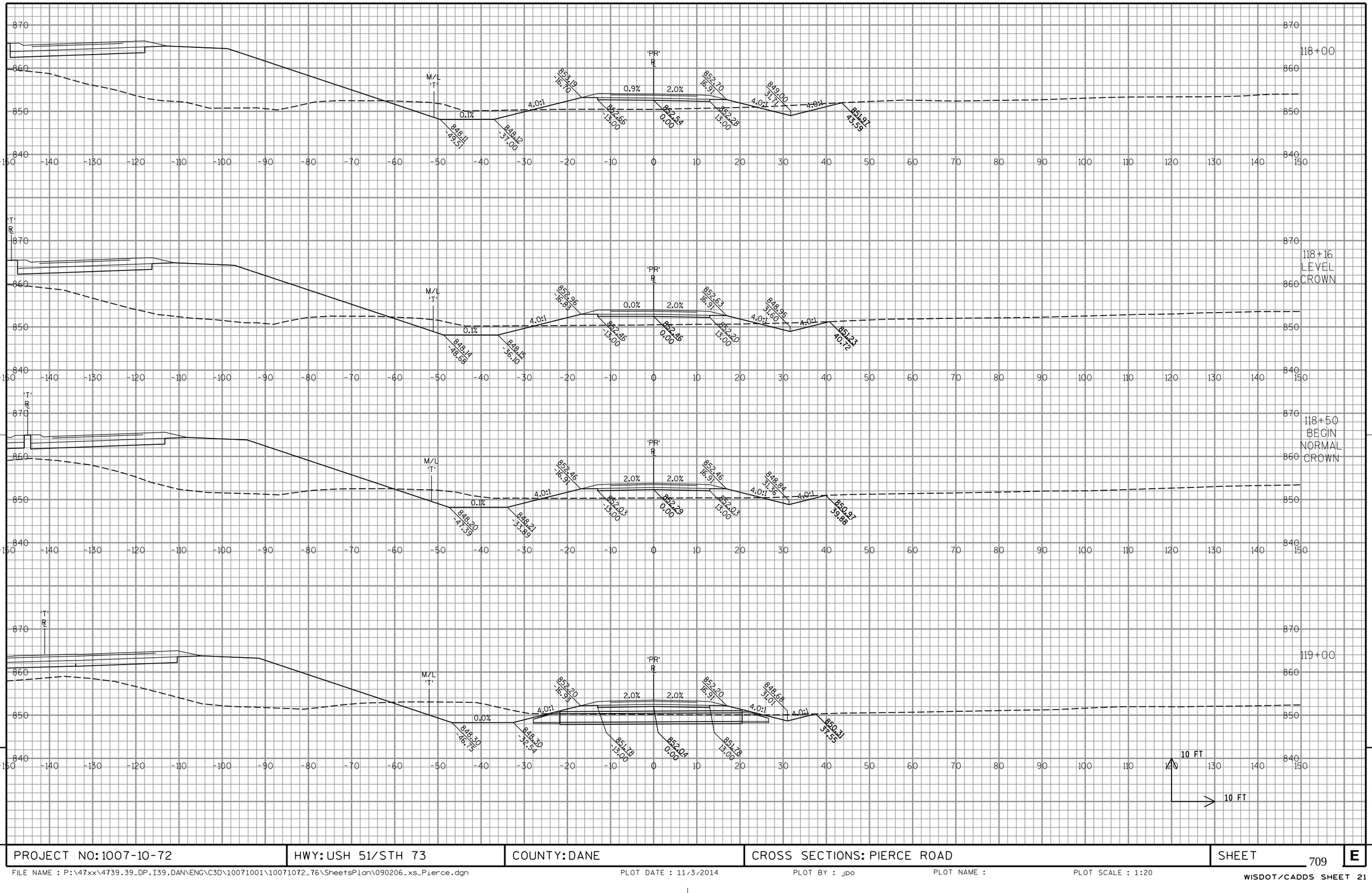
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 708	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn | PLOT DATE : 11/3/2014 | PLOT BY : jpo | PLOT NAME : | PLOT SCALE : 1:20

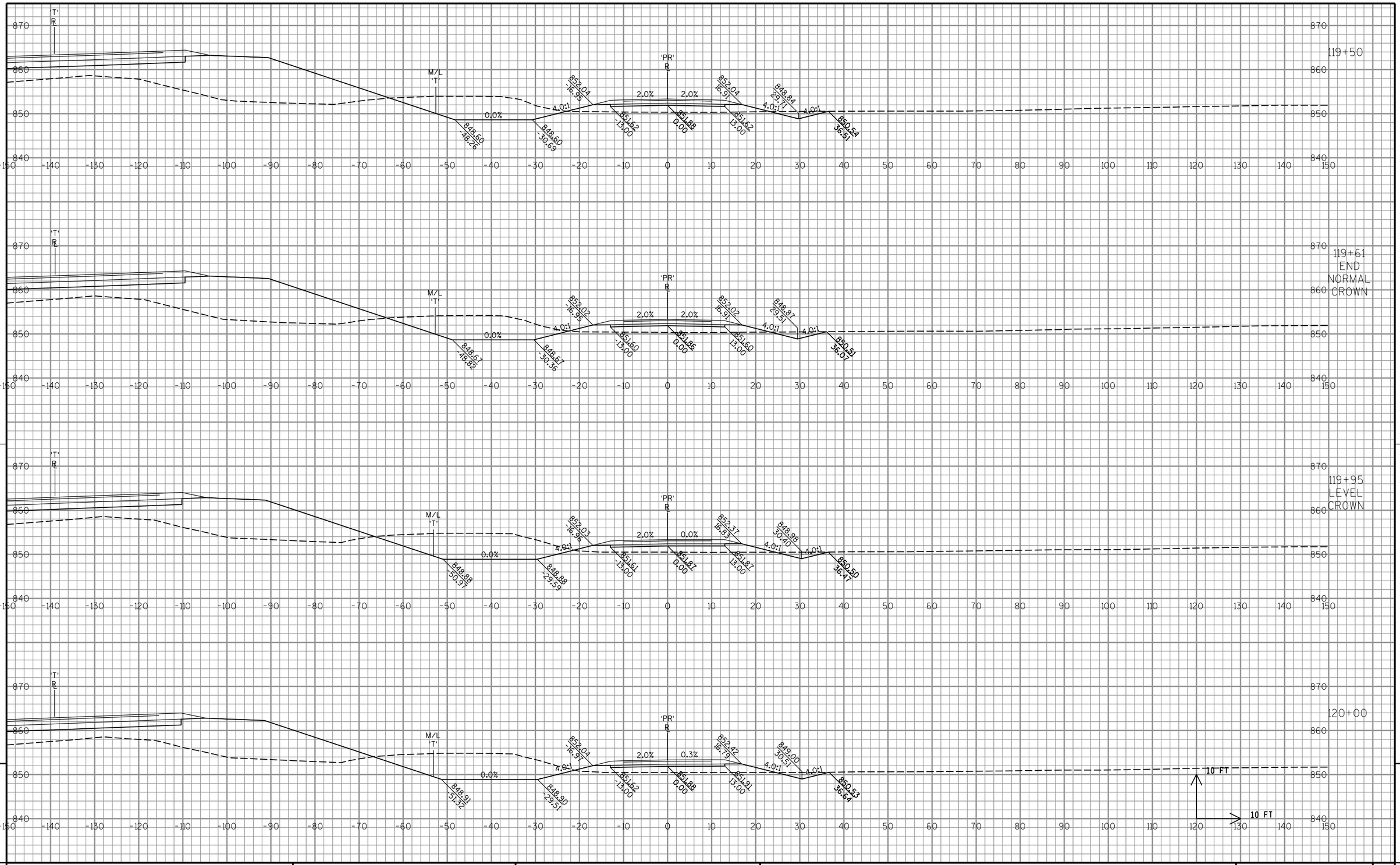
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 709	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



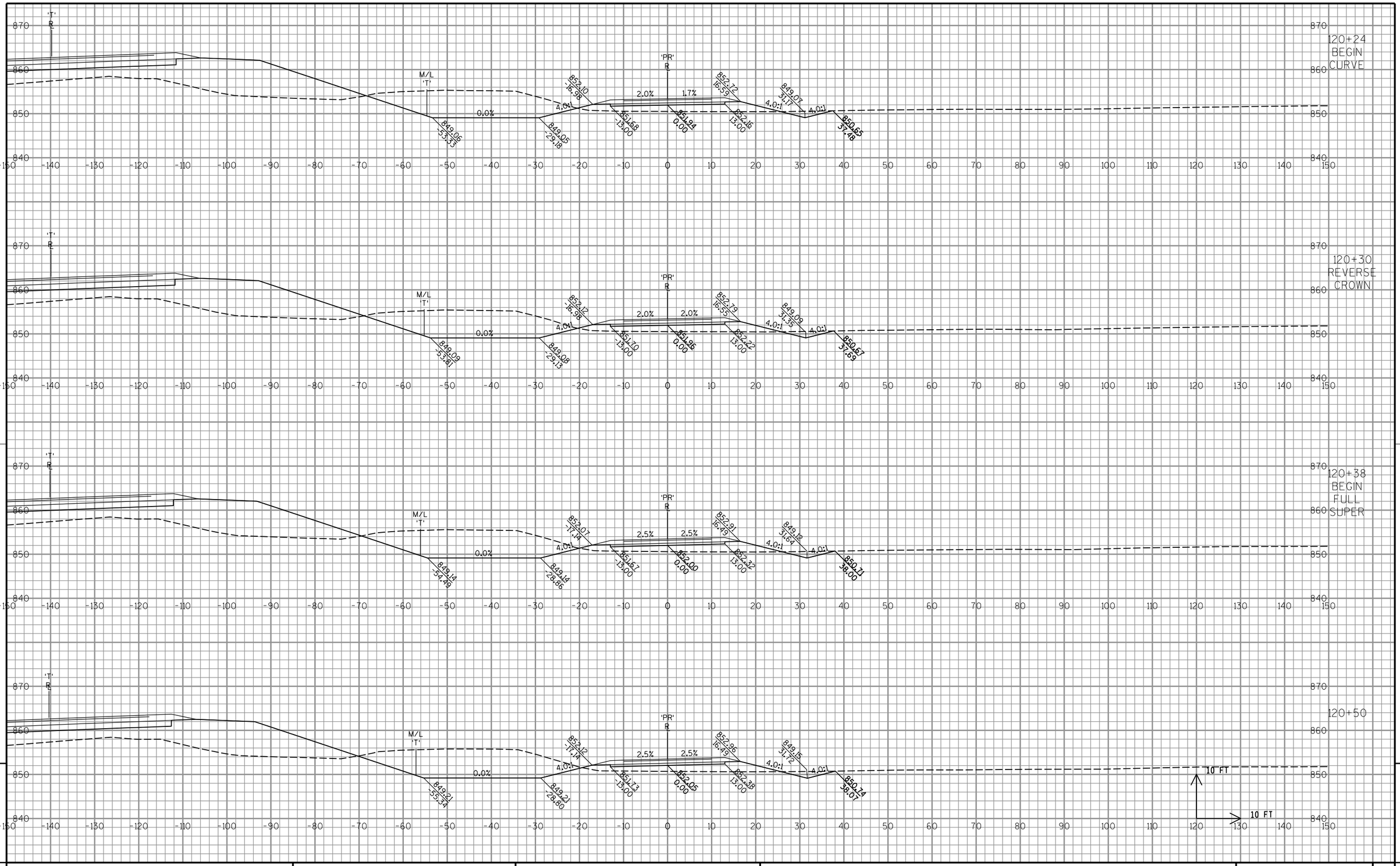
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 710	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

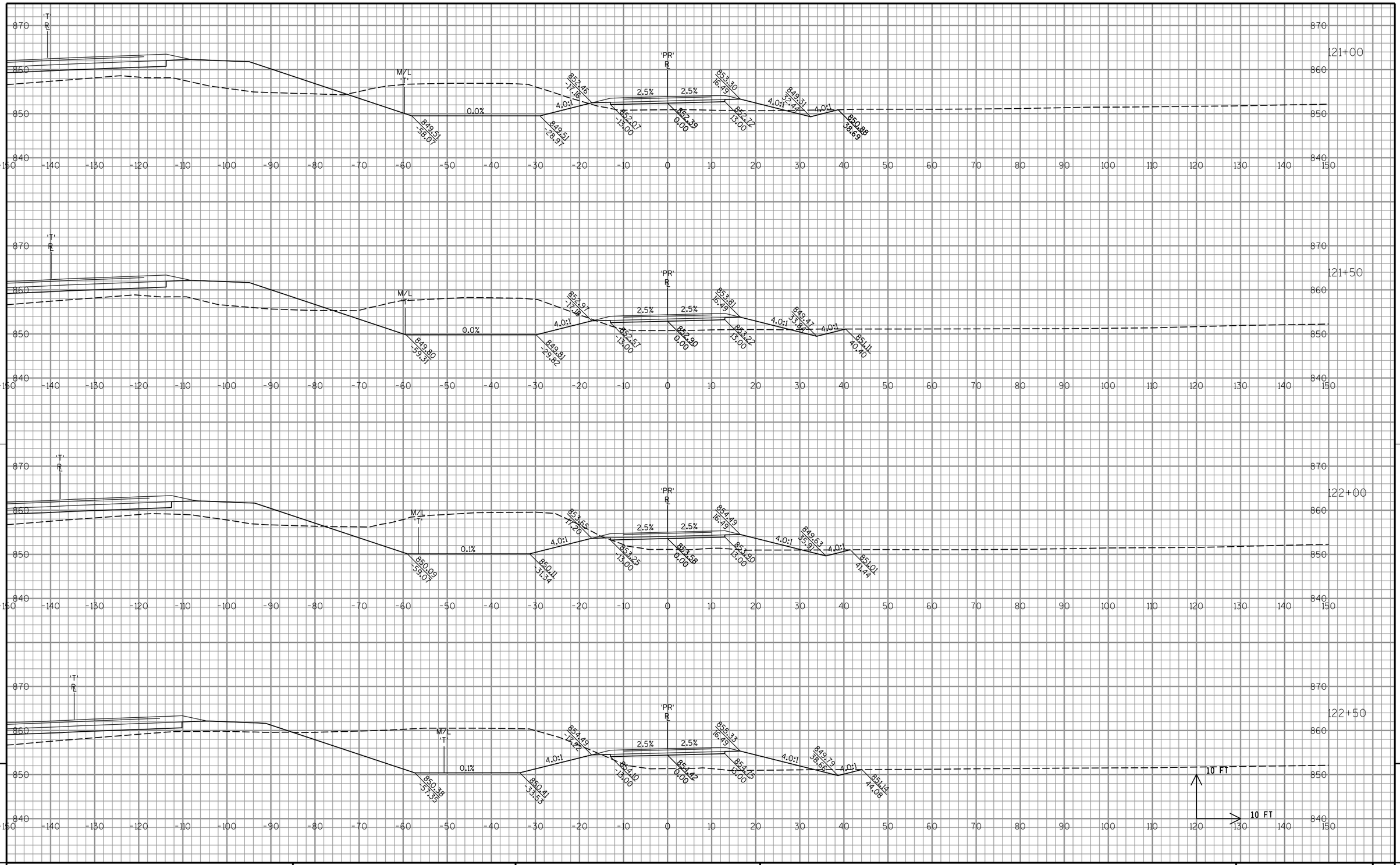
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 711	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

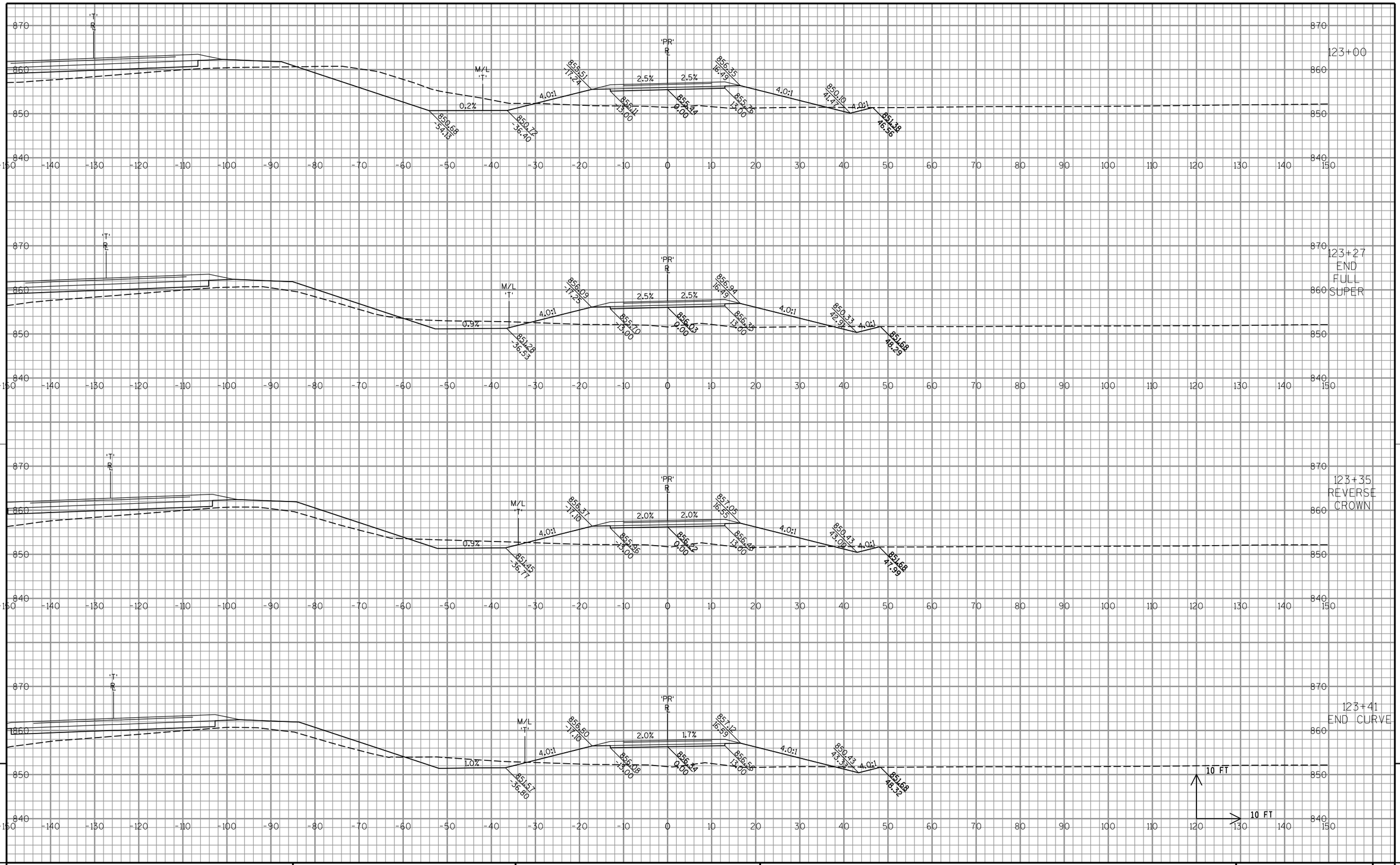
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 712	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



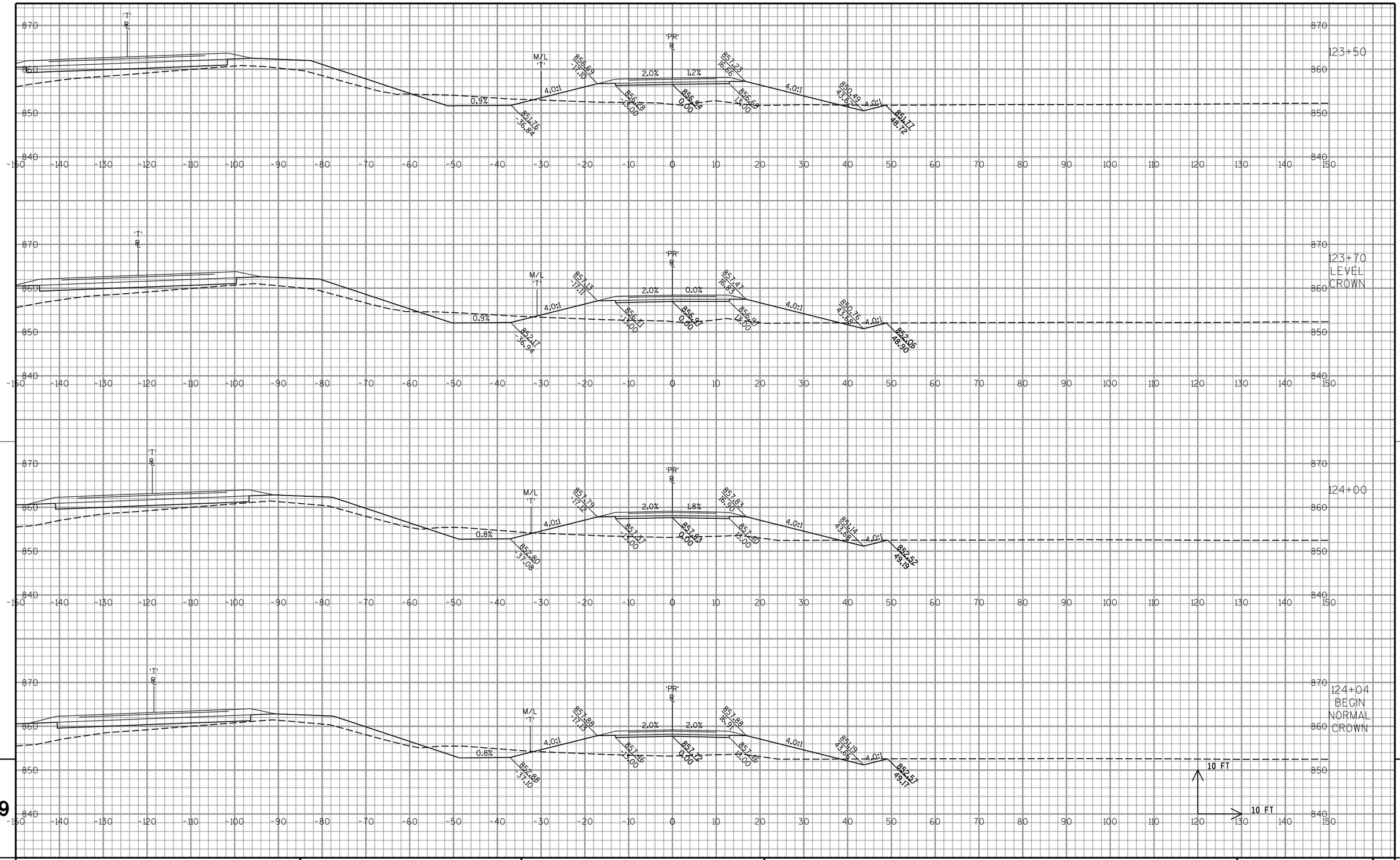
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 713	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

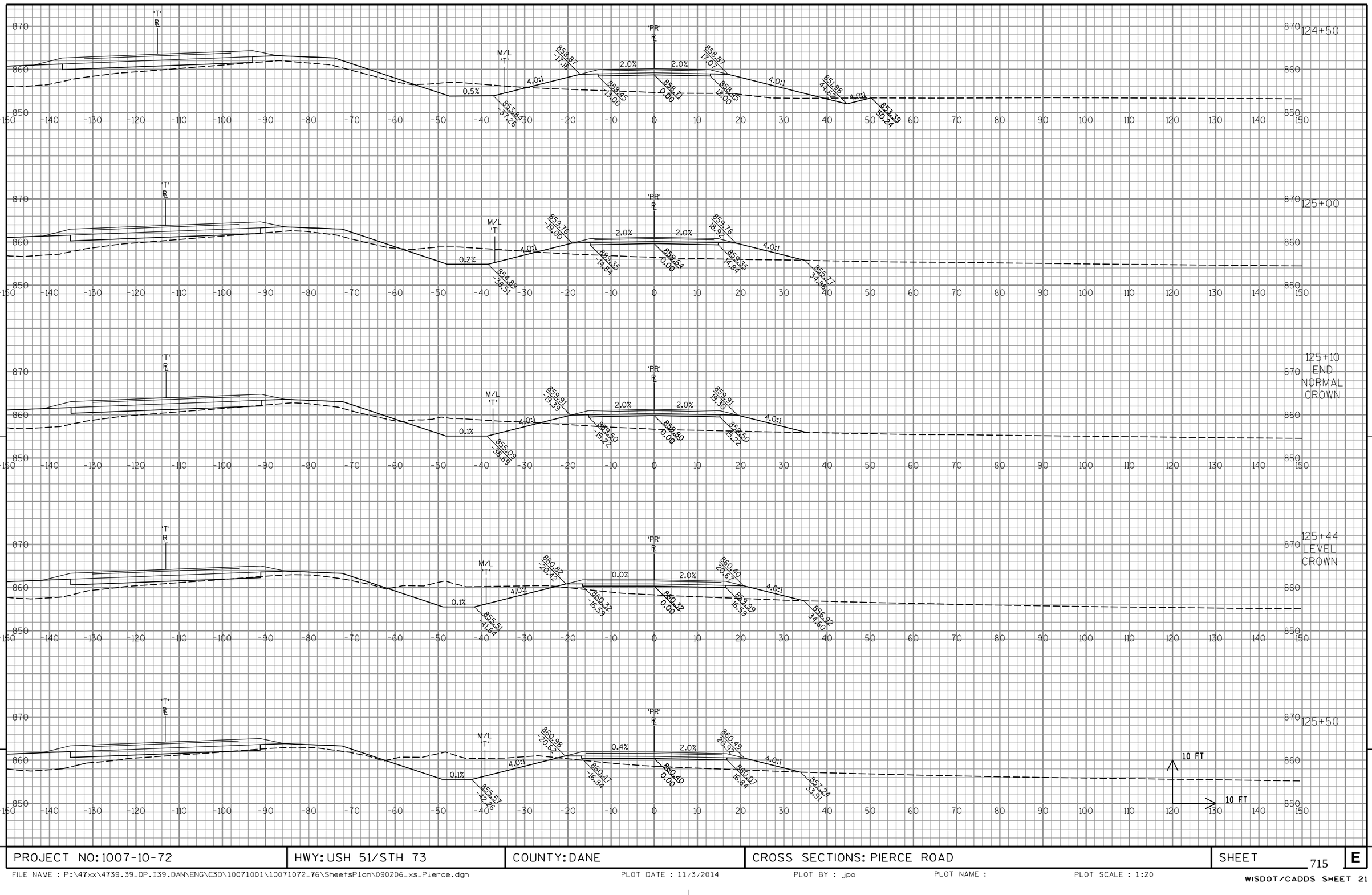
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 714	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 715	E

125+78
REVERSE
CROWN

'T' ℄
'PR' ℄
M/L 'T'
2.0%
2.0%
4.0:1
4.0:1
0.3%
861.69 -21.50
861.11 -17.95
860.81 22.04
860.76 0.00
860.40 17.96
858.73 30.39
855.81 -44.99

125+79
BEGIN
CURVE

'T' ℄
'PR' ℄
M/L 'T'
2.1%
2.1%
4.0:1
4.0:1
0.3%
861.71 -21.54
861.14 -18.00
860.81 22.10
860.77 0.00
860.40 18.00
858.79 30.19
855.82 -45.10

125+97
BEGIN
FULL
SUPER

'T' ℄
'PR' ℄
M/L 'T'
3.1%
3.1%
4.0:1
4.0:1
0.6%
862.13 -21.47
861.52 -18.00
860.75 22.96
860.96 0.00
860.38 18.64
859.42 28.31
859.80 29.93
855.98 -46.00

126+00

'T' ℄
'PR' ℄
M/L 'T'
3.1%
3.1%
4.0:1
4.0:1
0.7%
862.16 -21.41
861.55 -18.00
860.78 23.06
860.00 0.00
860.42 19.15
859.45 28.42
859.95 30.46
856.01 -46.02

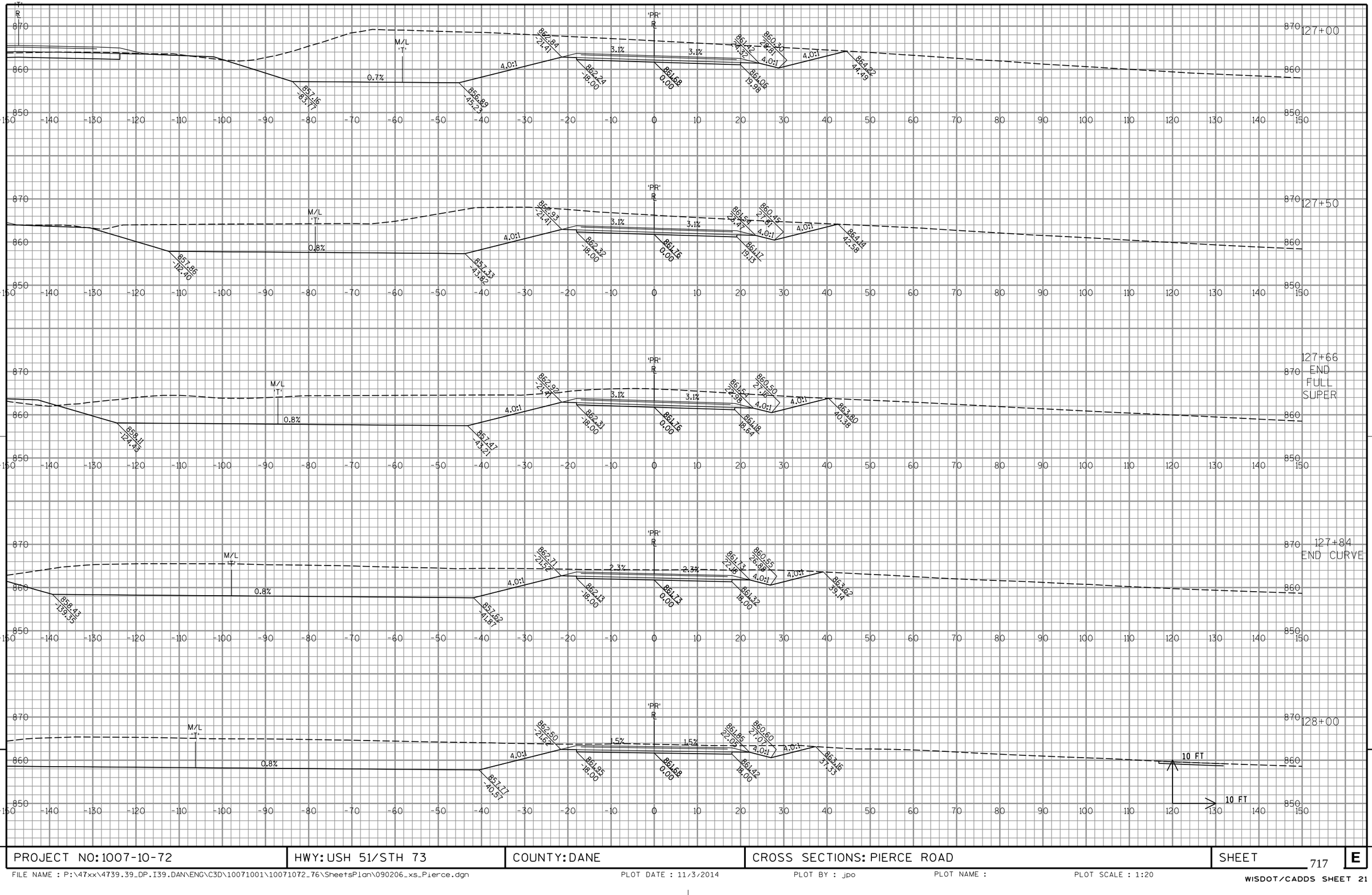
126+50

'T' ℄
'PR' ℄
M/L 'T'
3.1%
3.1%
4.0:1
4.0:1
0.7%
862.98 -21.41
861.98 -18.00
861.17 24.23
860.42 0.00
860.61 19.85
860.15 28.28
862.51 31.72
856.58 -64.54
856.45 -45.96

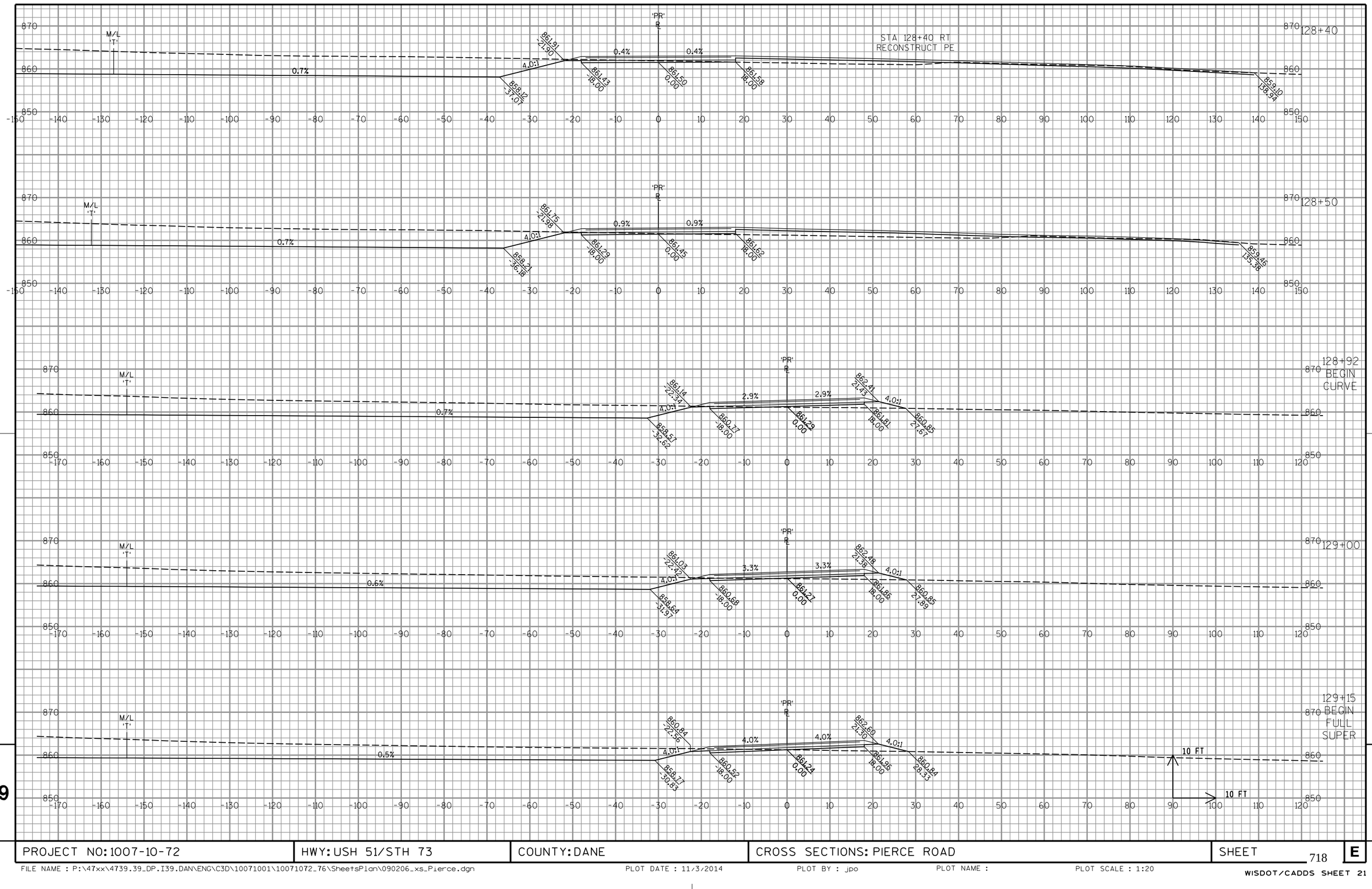
10 FT
10 FT

9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 716	E



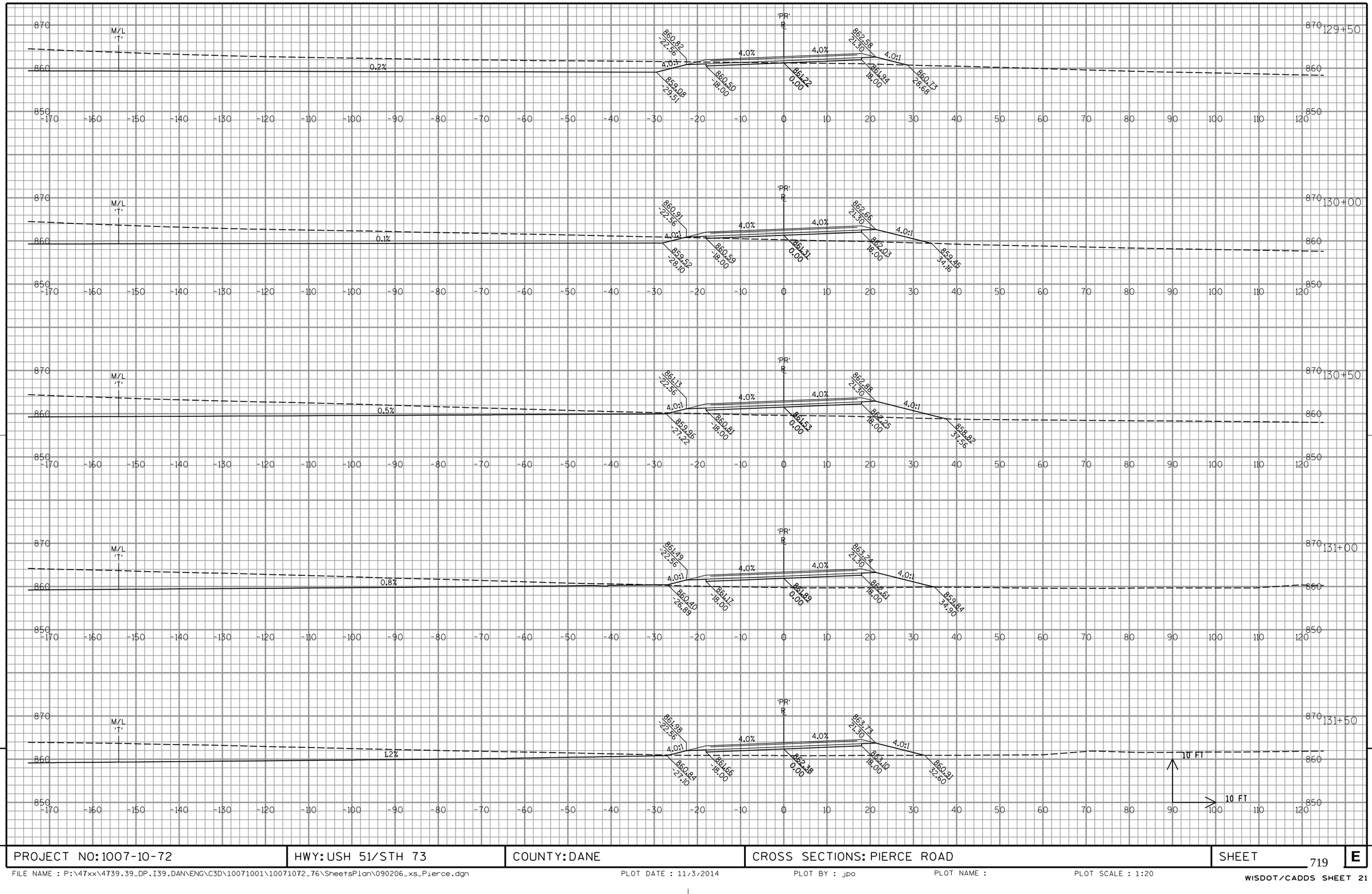
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 717	E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 718	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

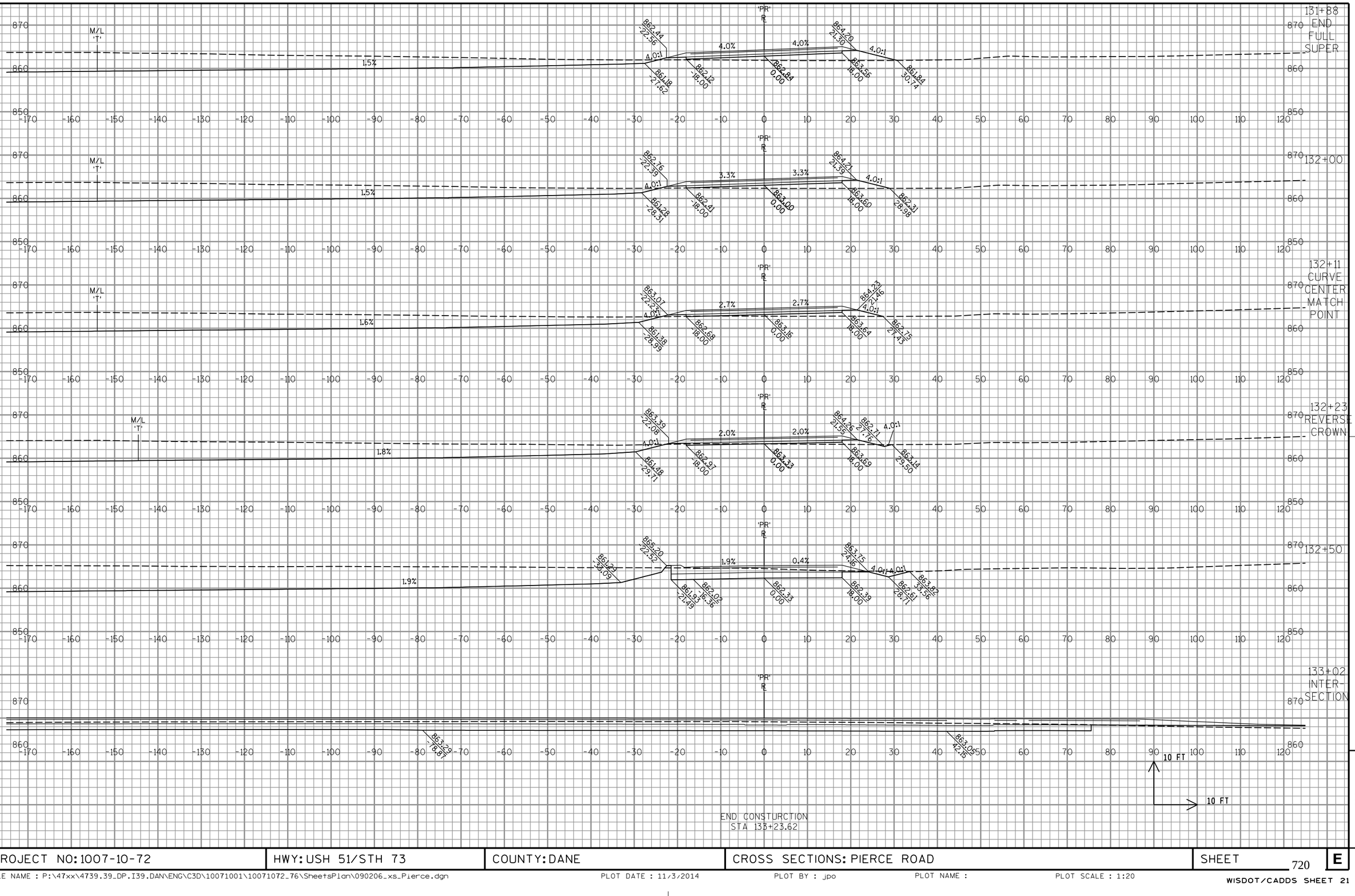
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 719	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

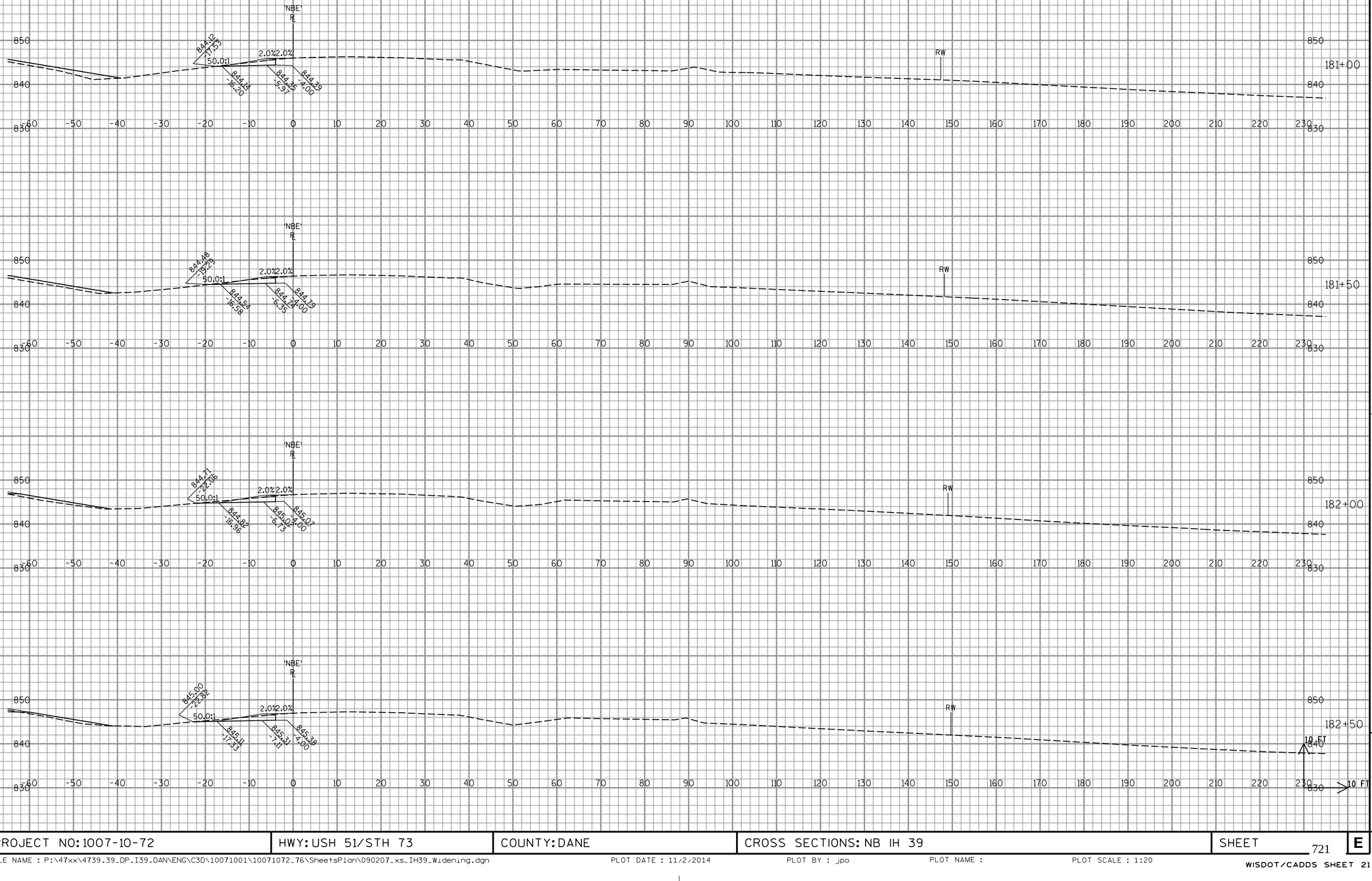
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: PIERCE ROAD	SHEET 720	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090206_xs_Pierce.dgn PLOT DATE : 11/3/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

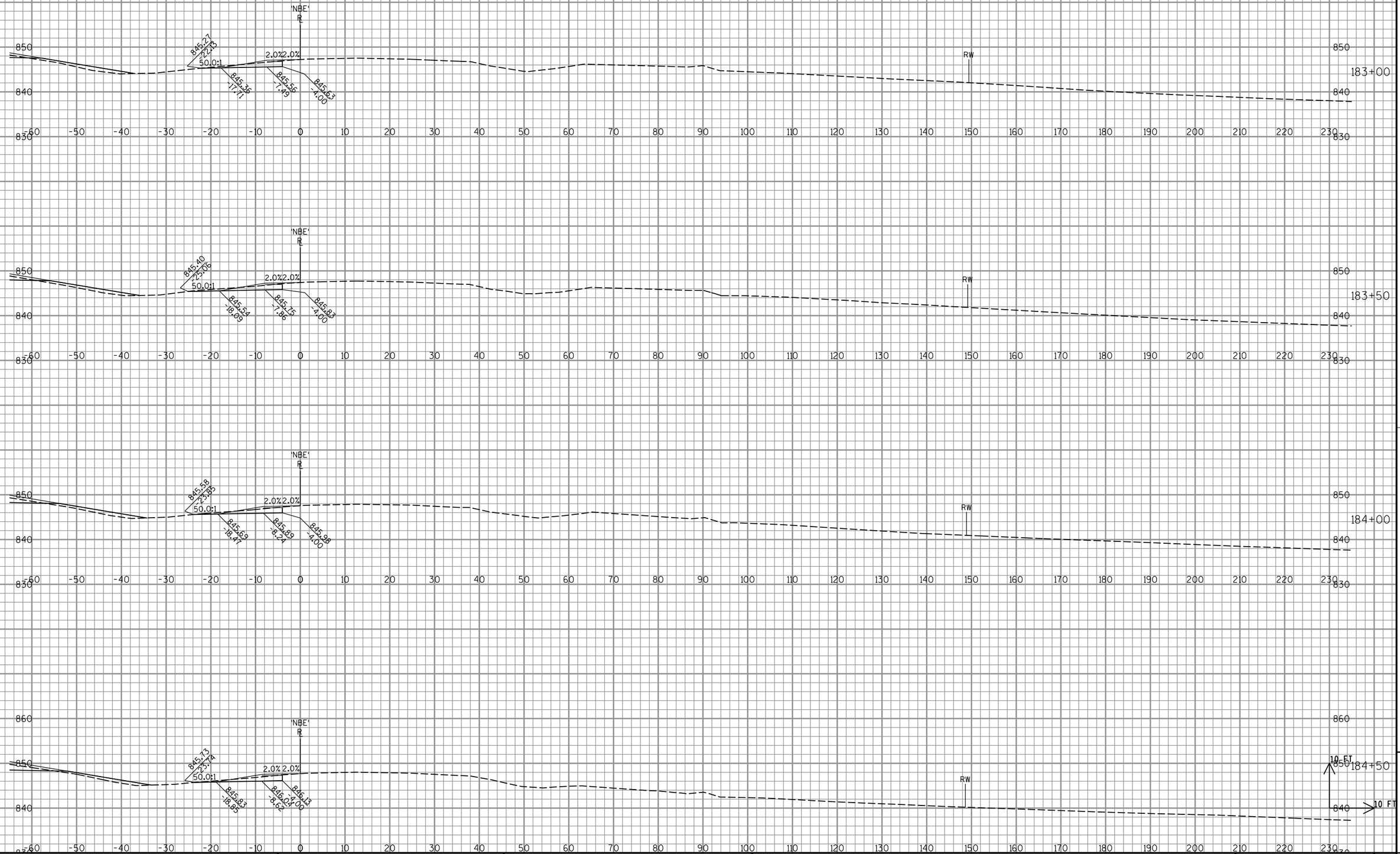


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 721	E

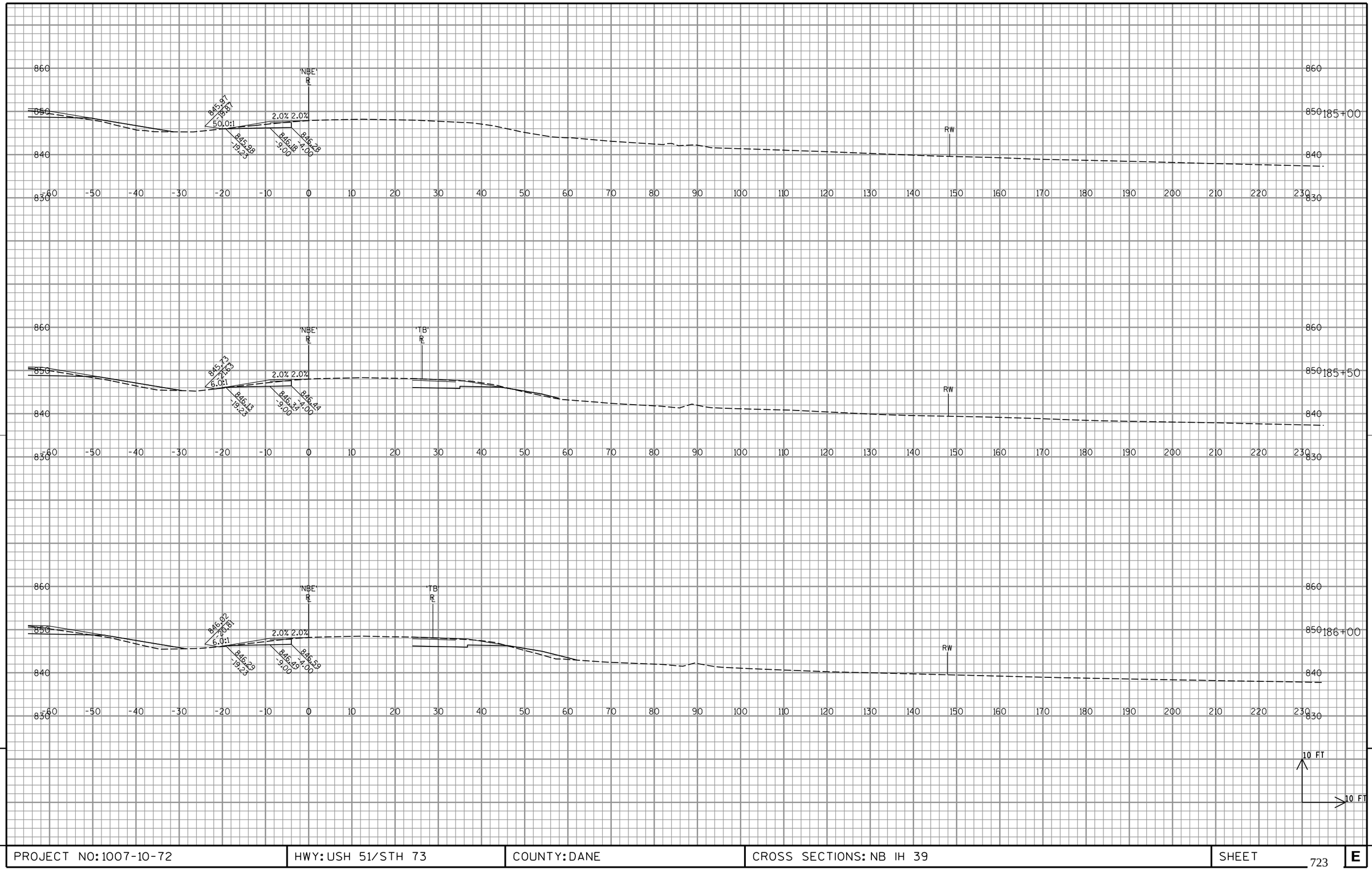
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 722	E



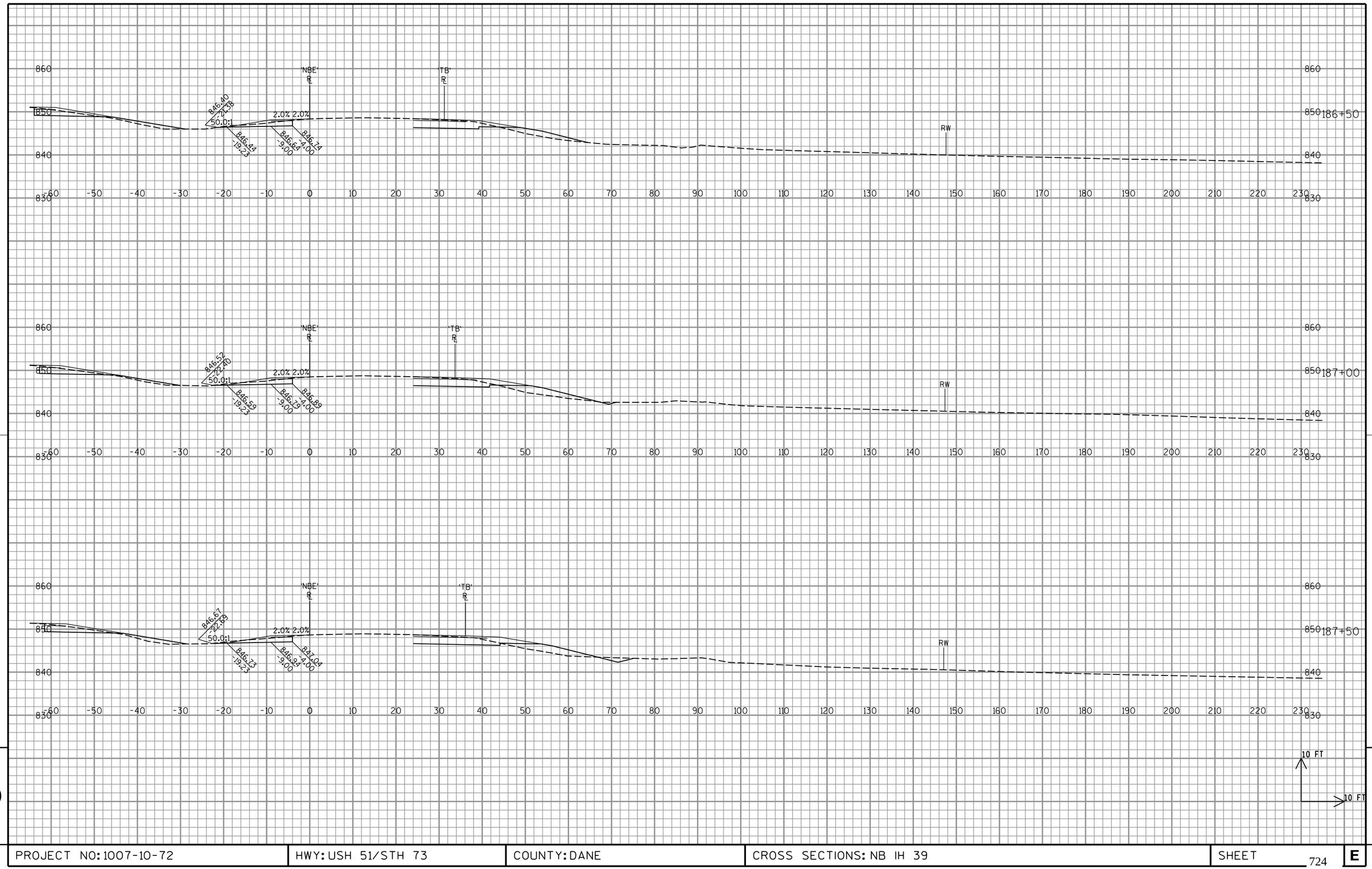
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 723	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

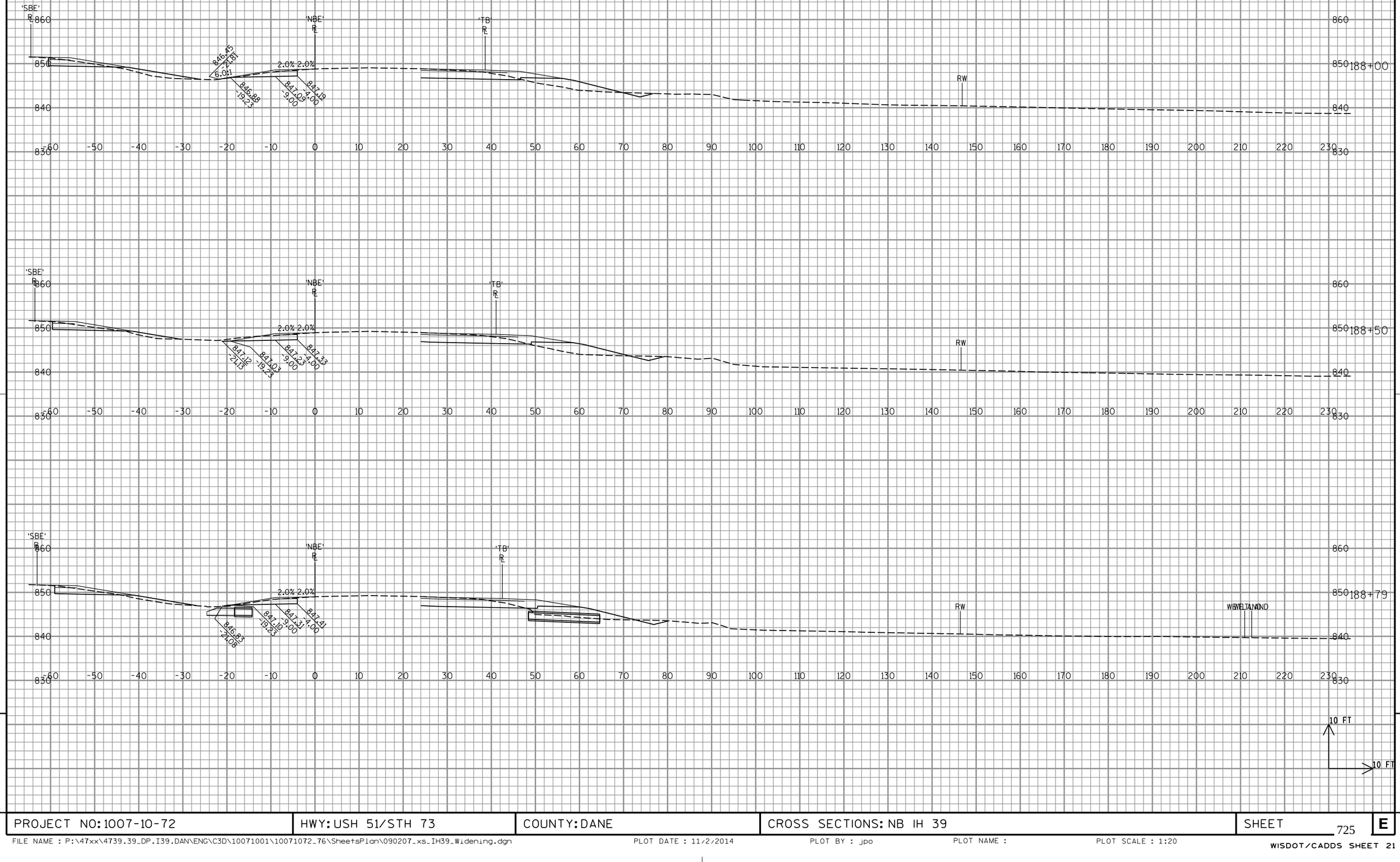


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 724	E

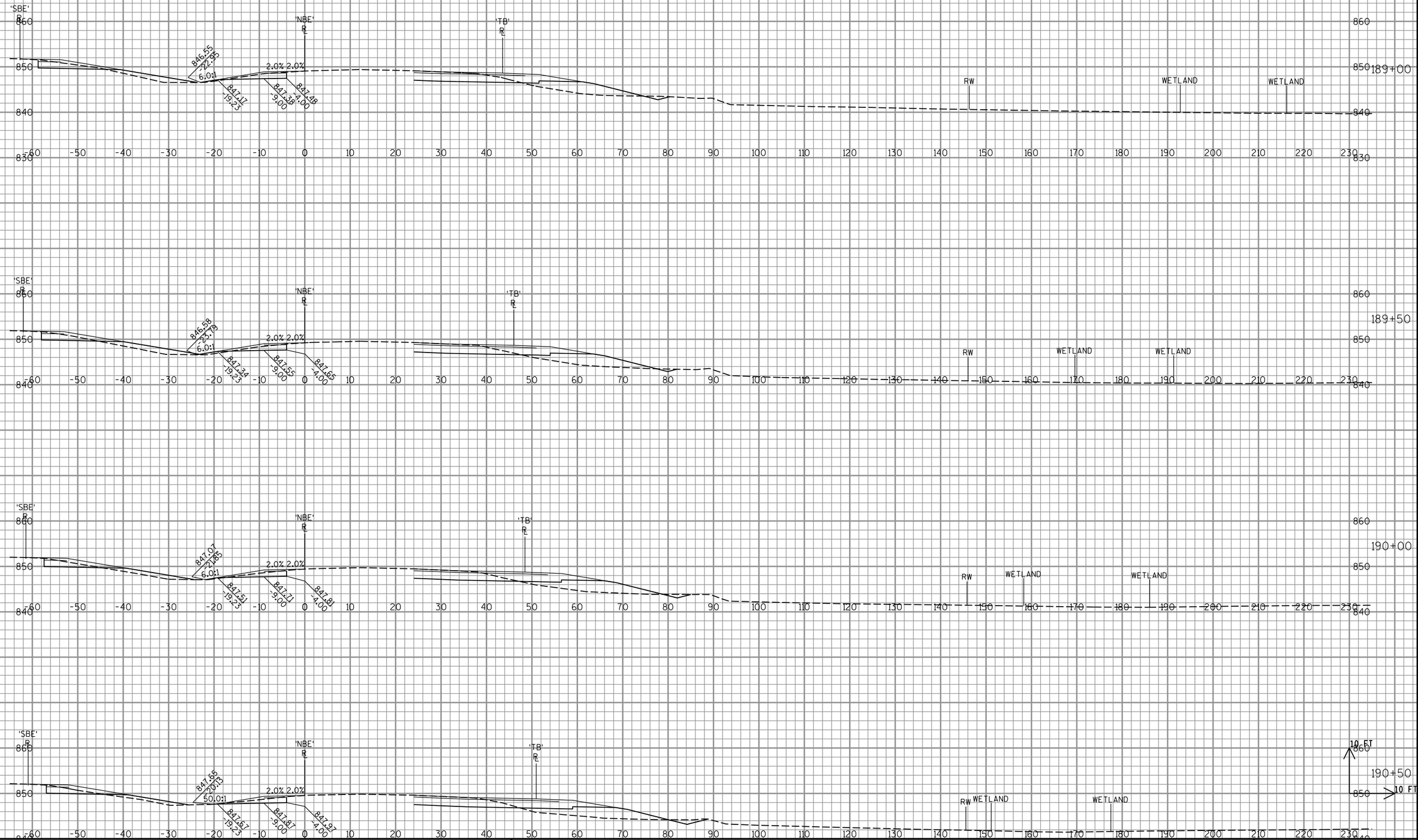
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



9

9

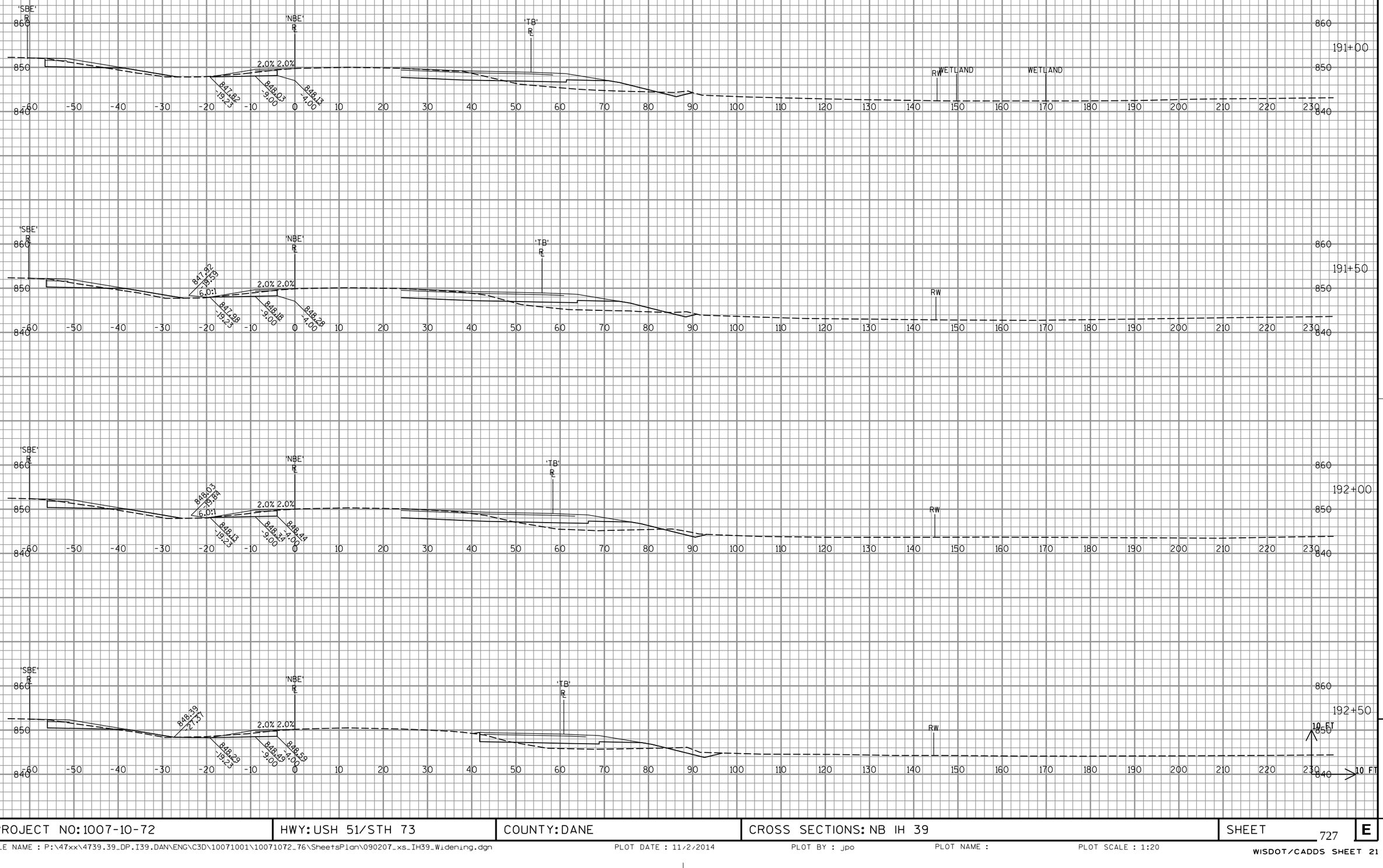
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 725	E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 726	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

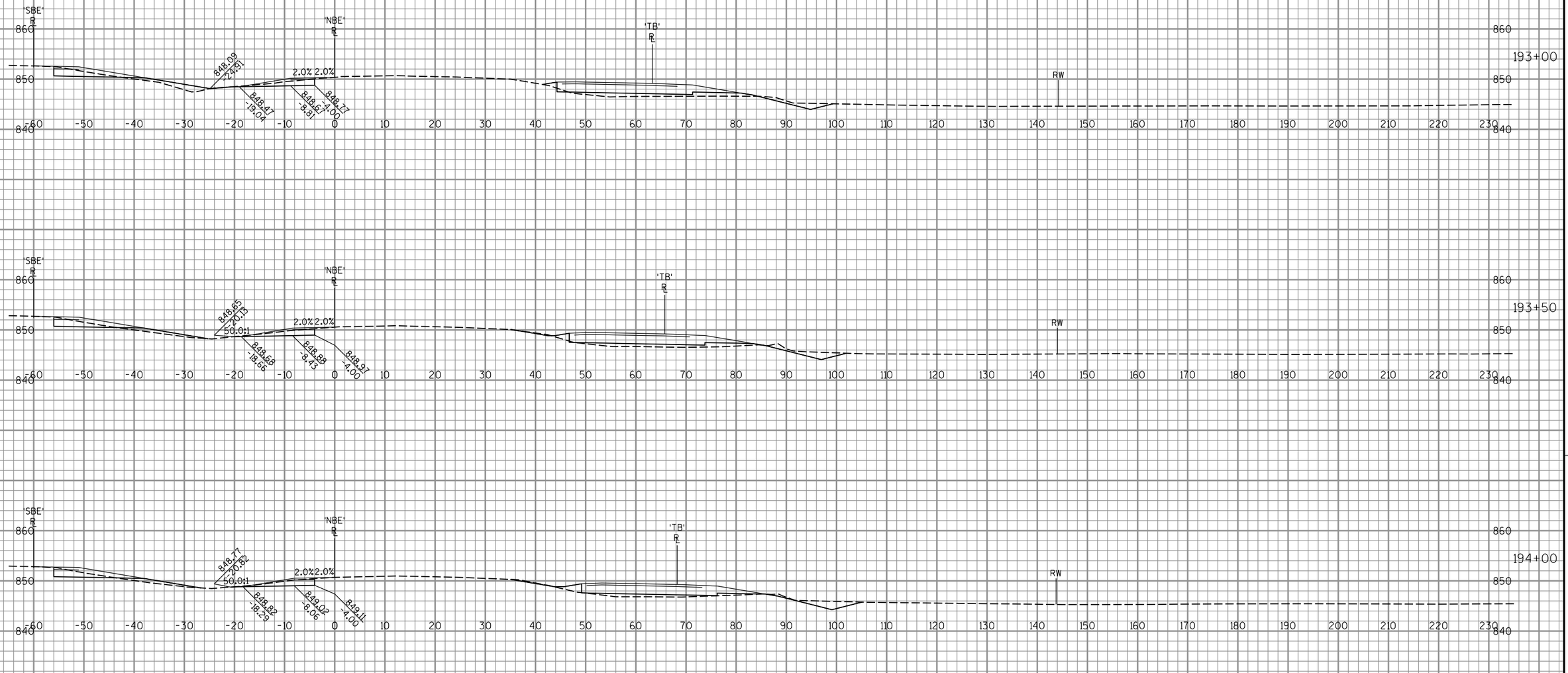


9

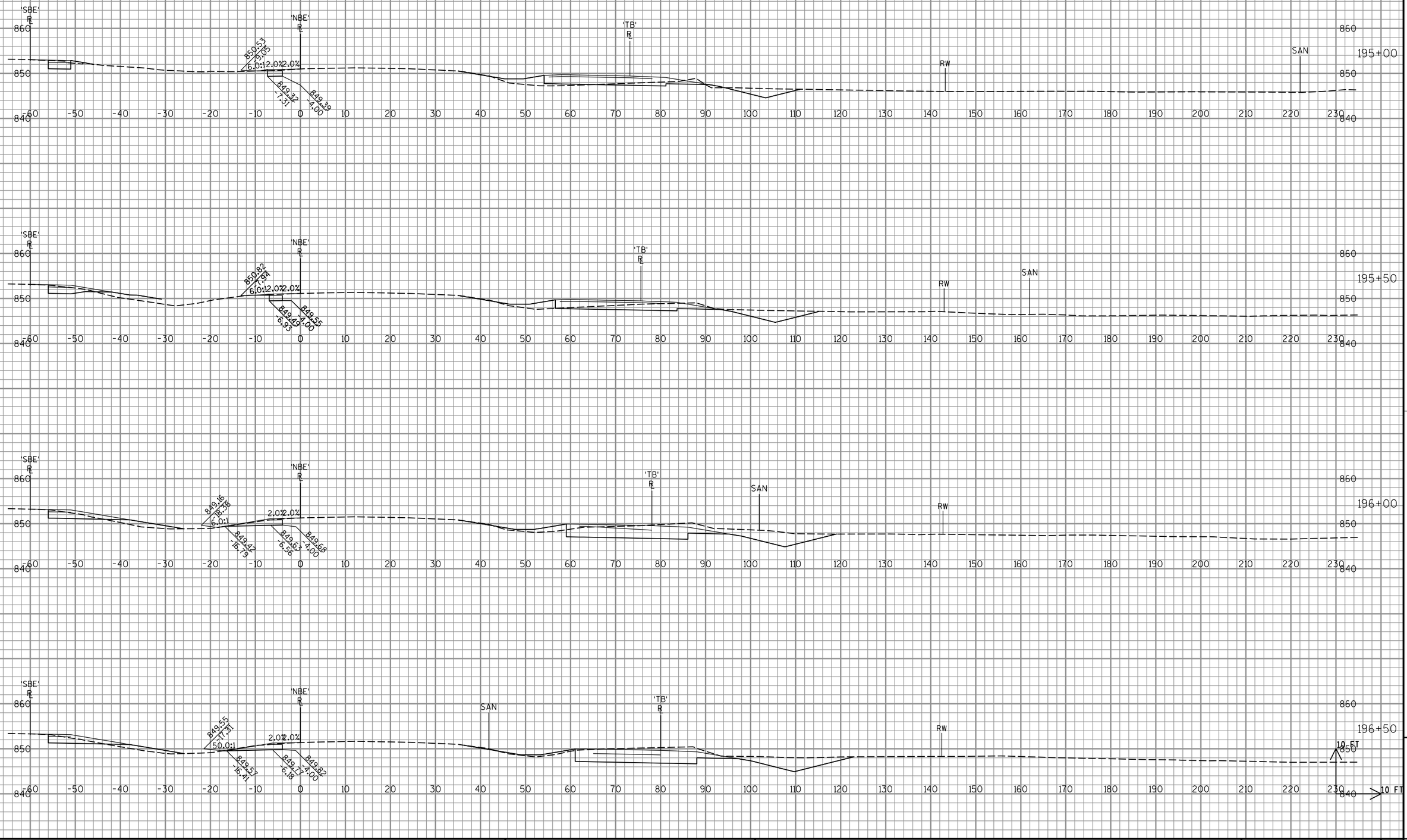
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 727	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 728	E

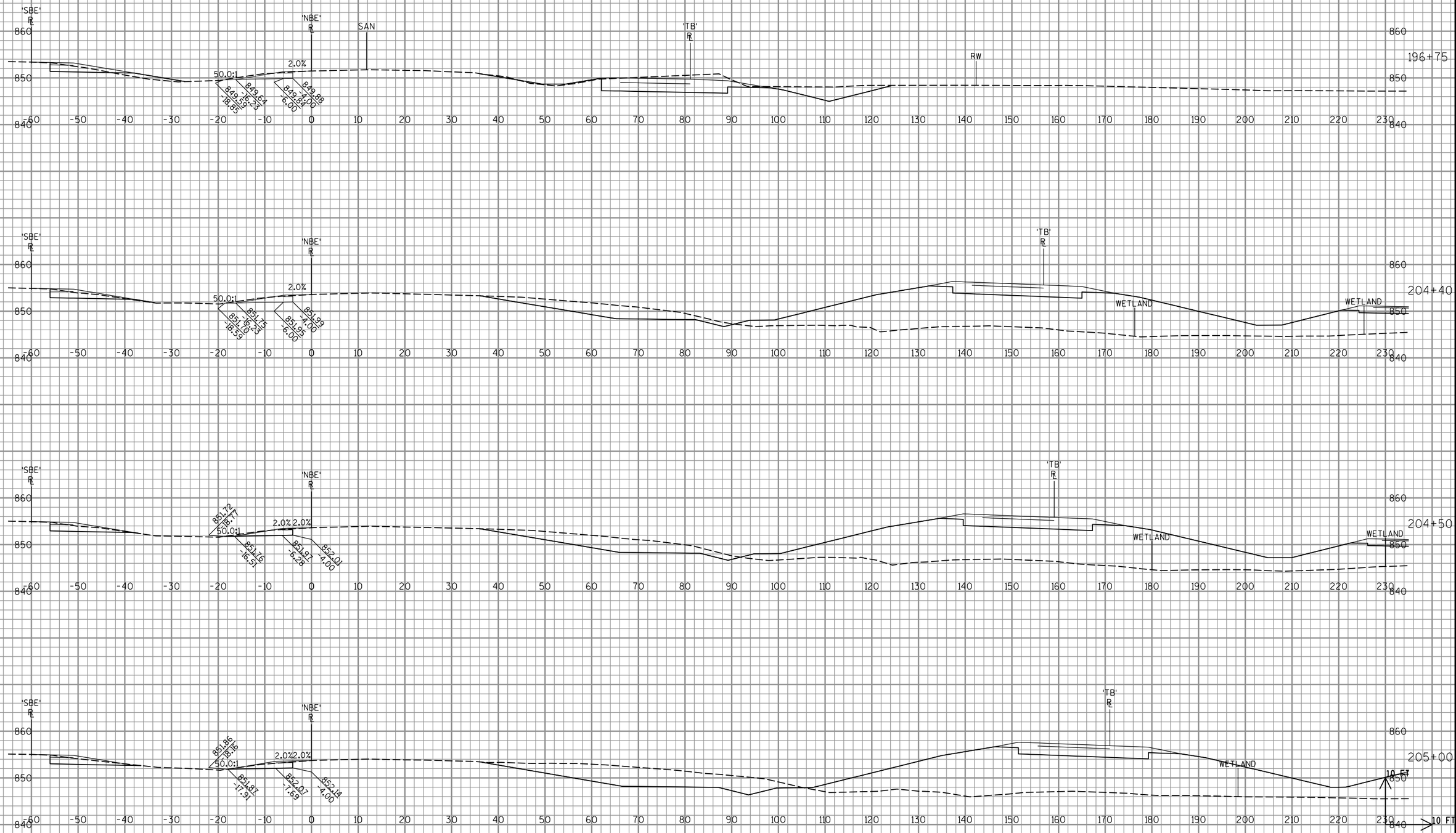


9

9

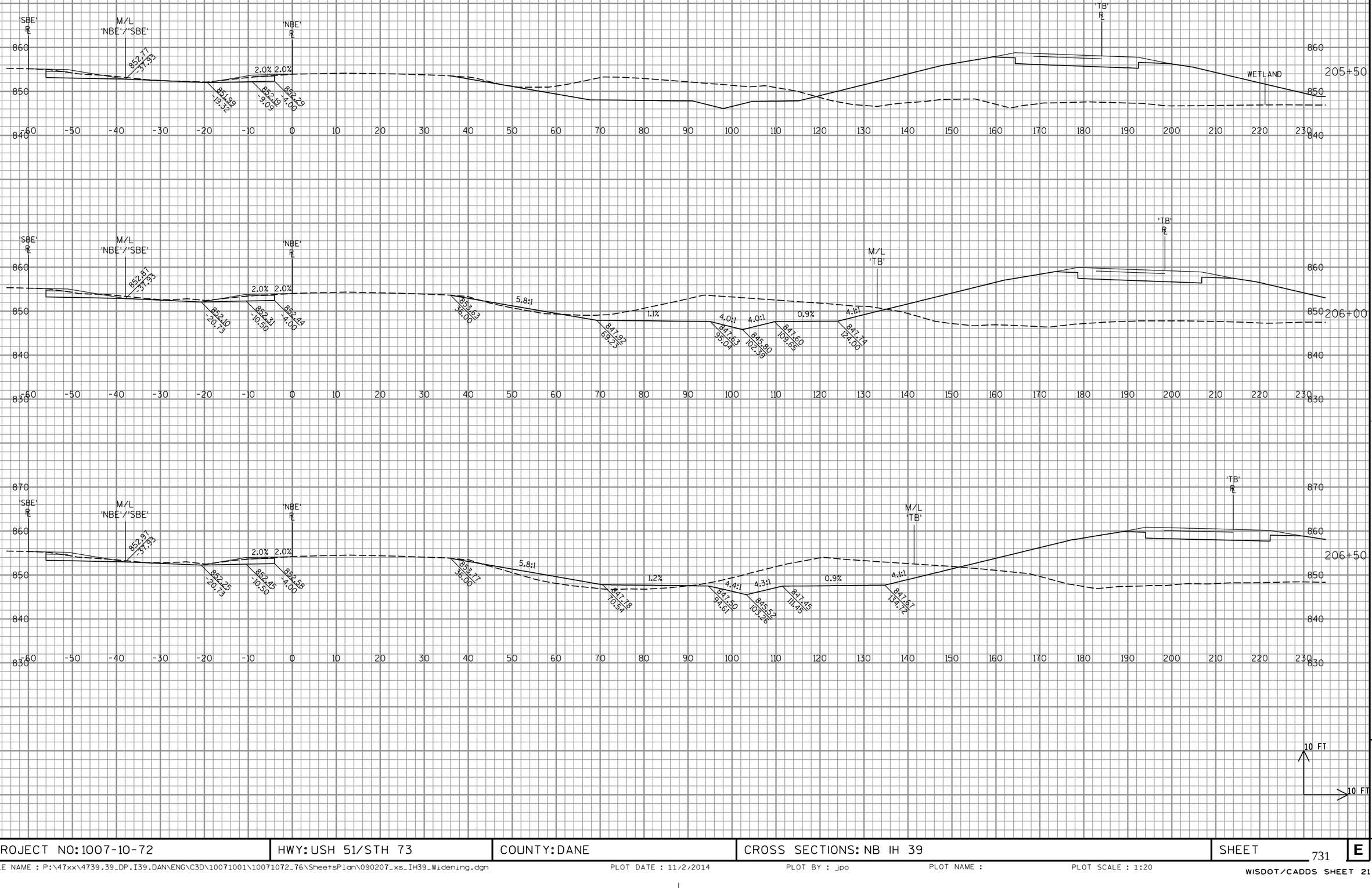
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 729	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 730	E

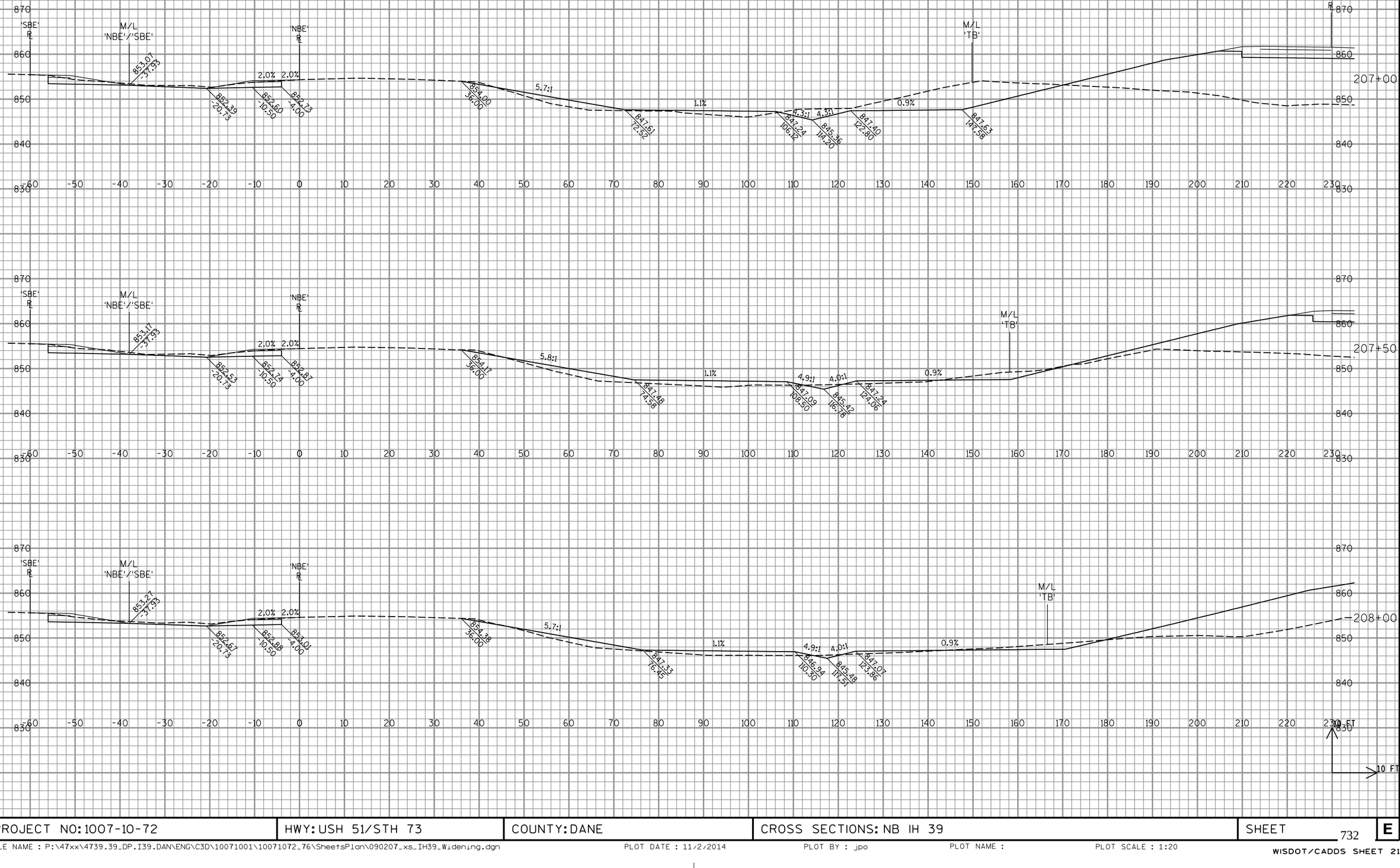


9

9

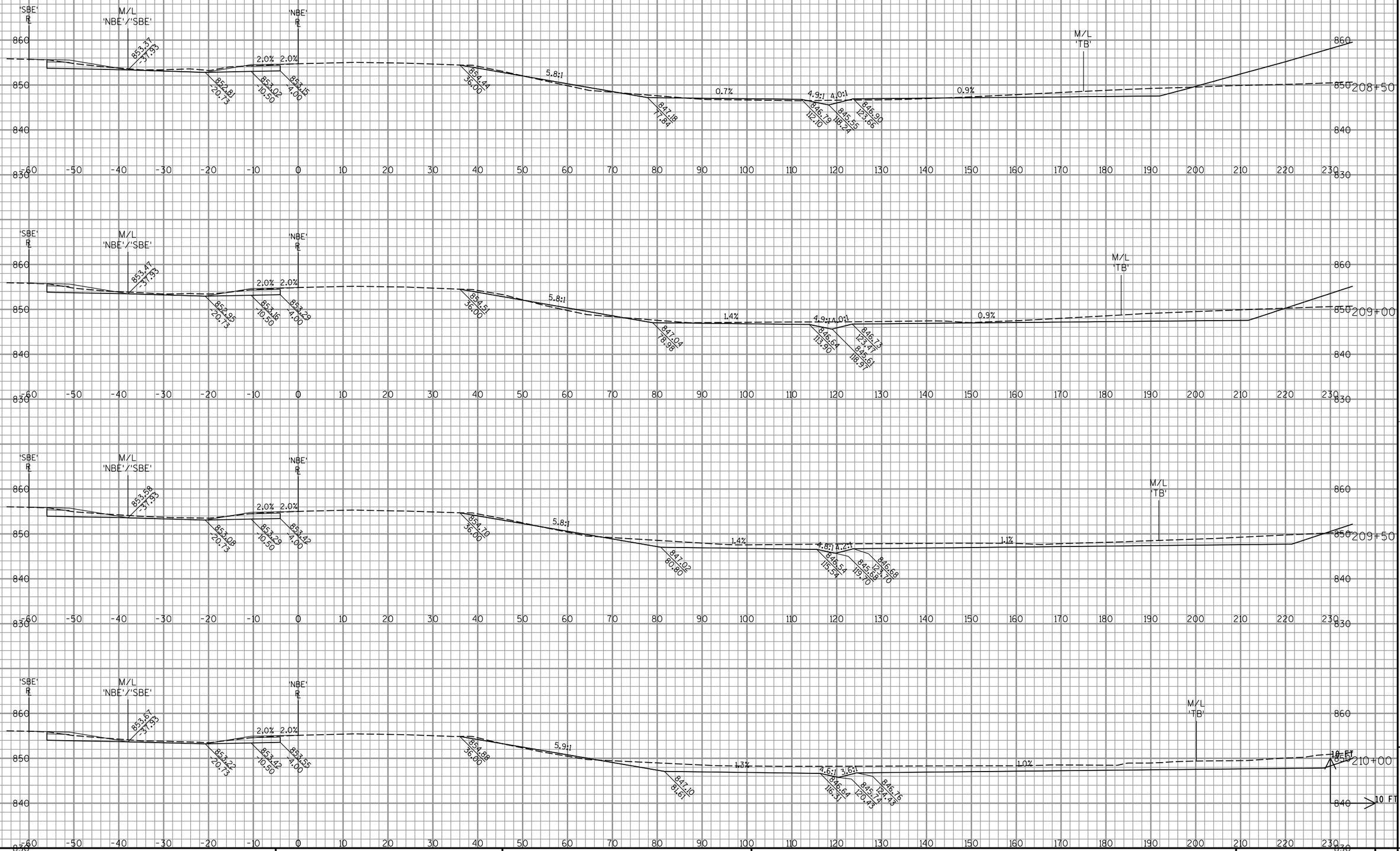
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 731	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 732	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



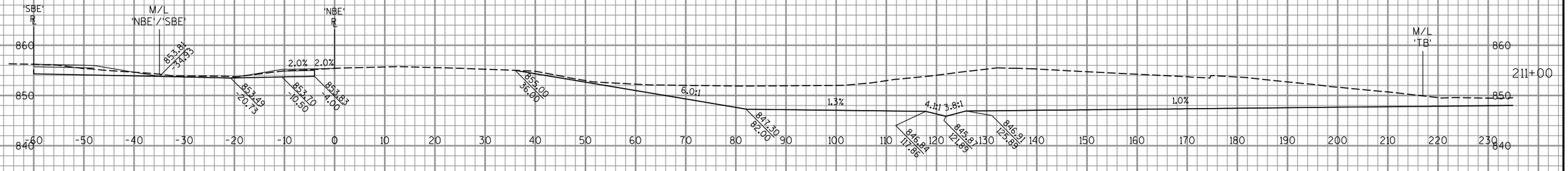
9

9

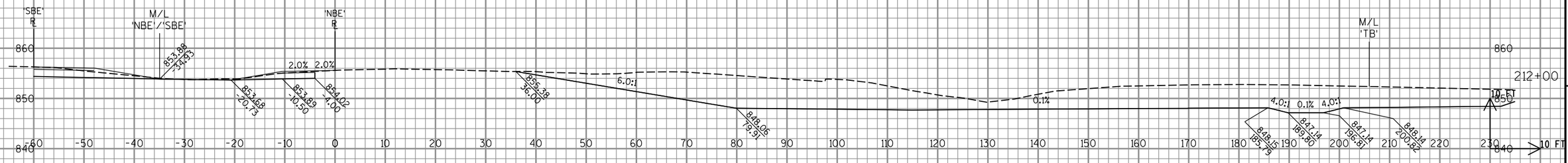
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 733	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



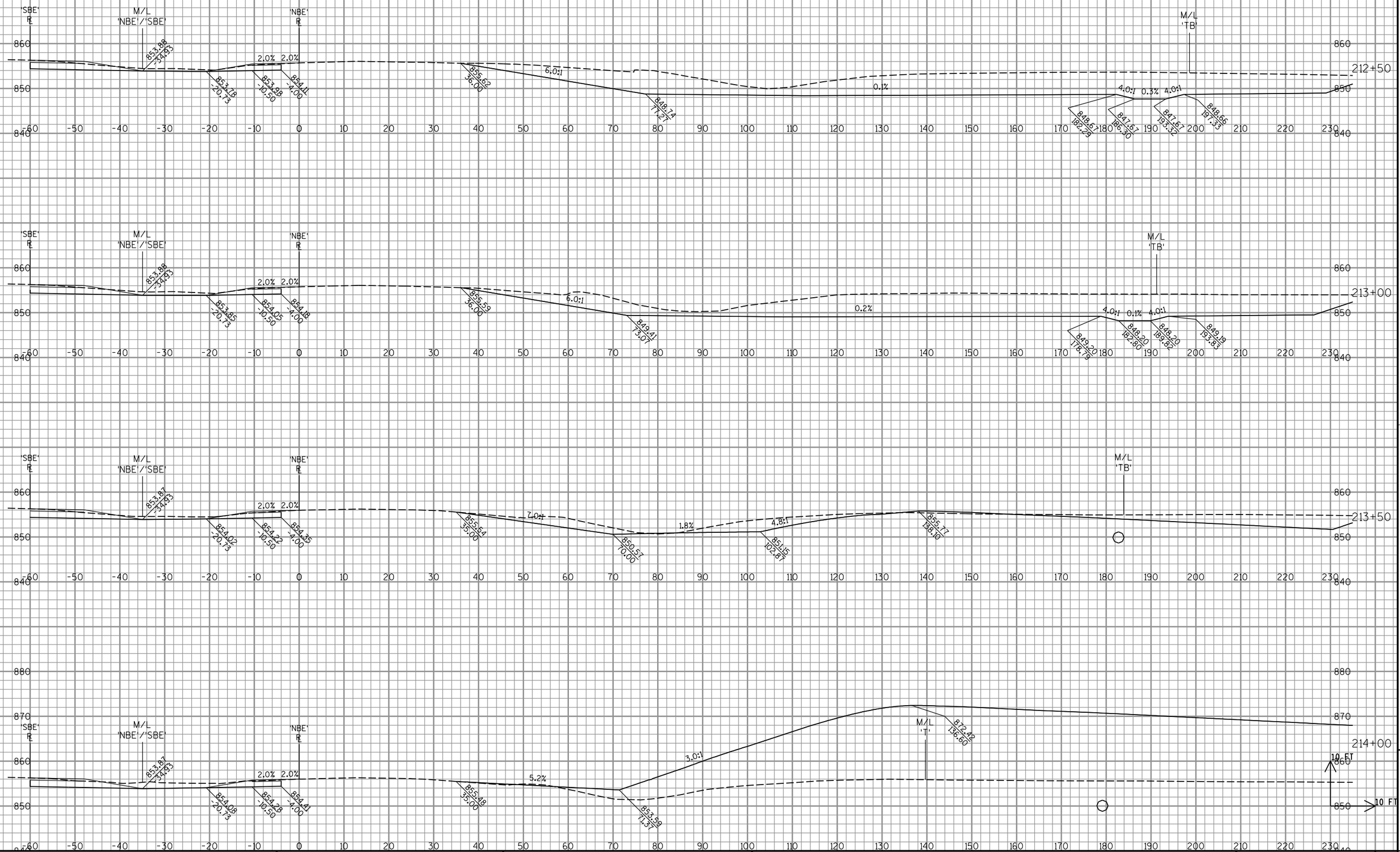






9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 734	E



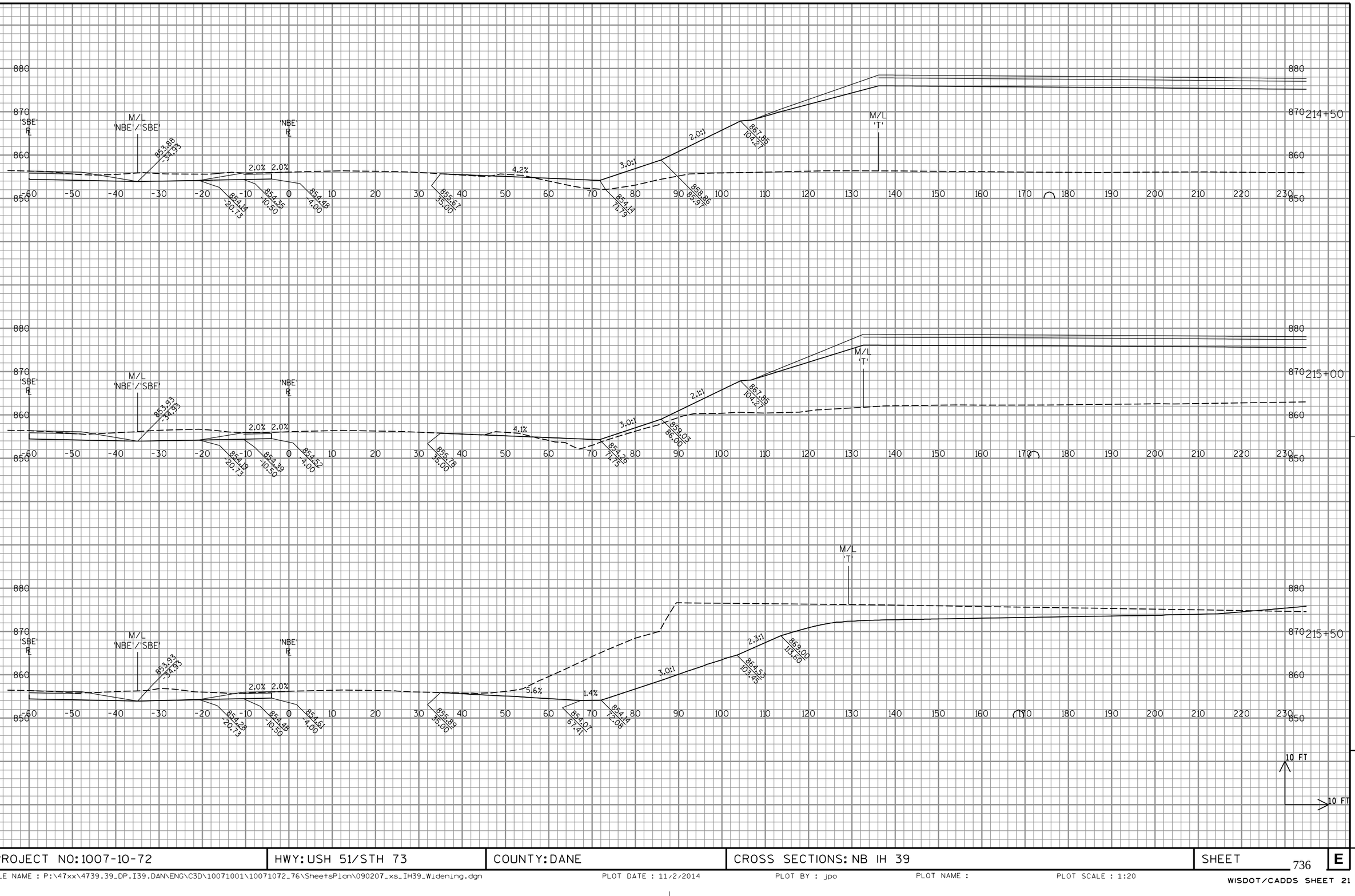
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 735	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



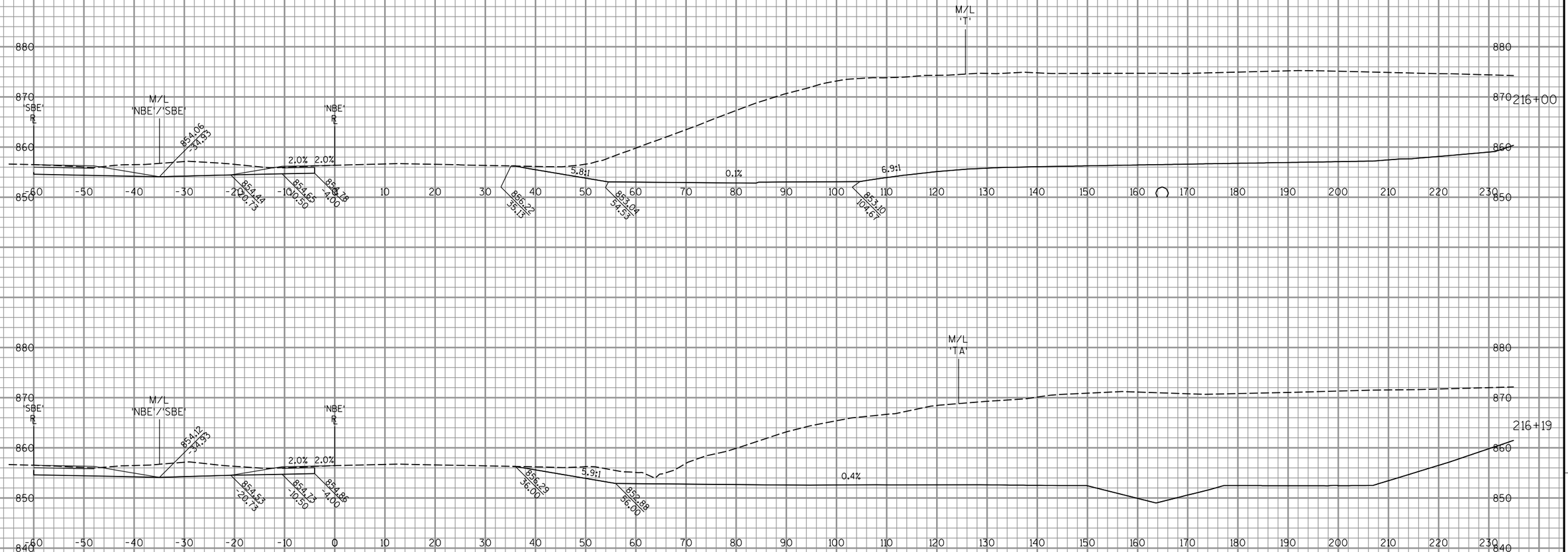
9

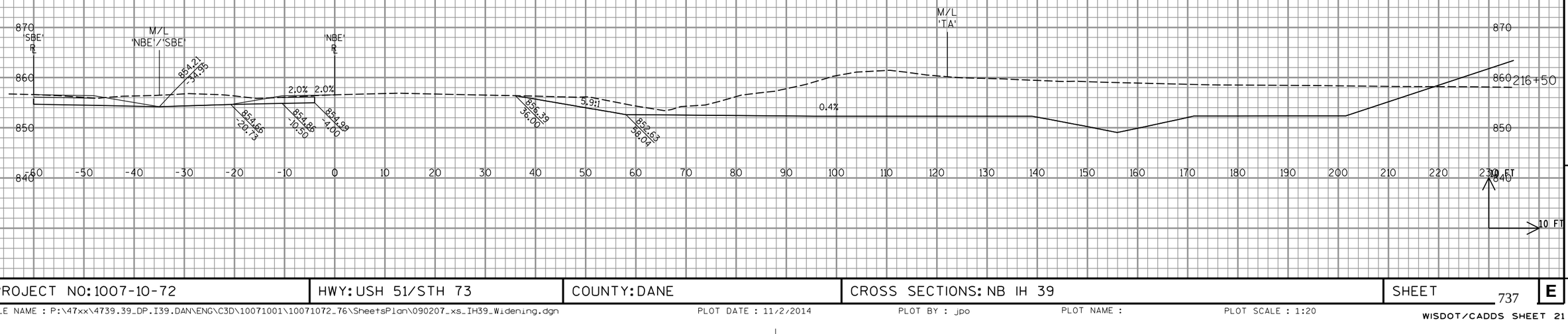
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 736	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





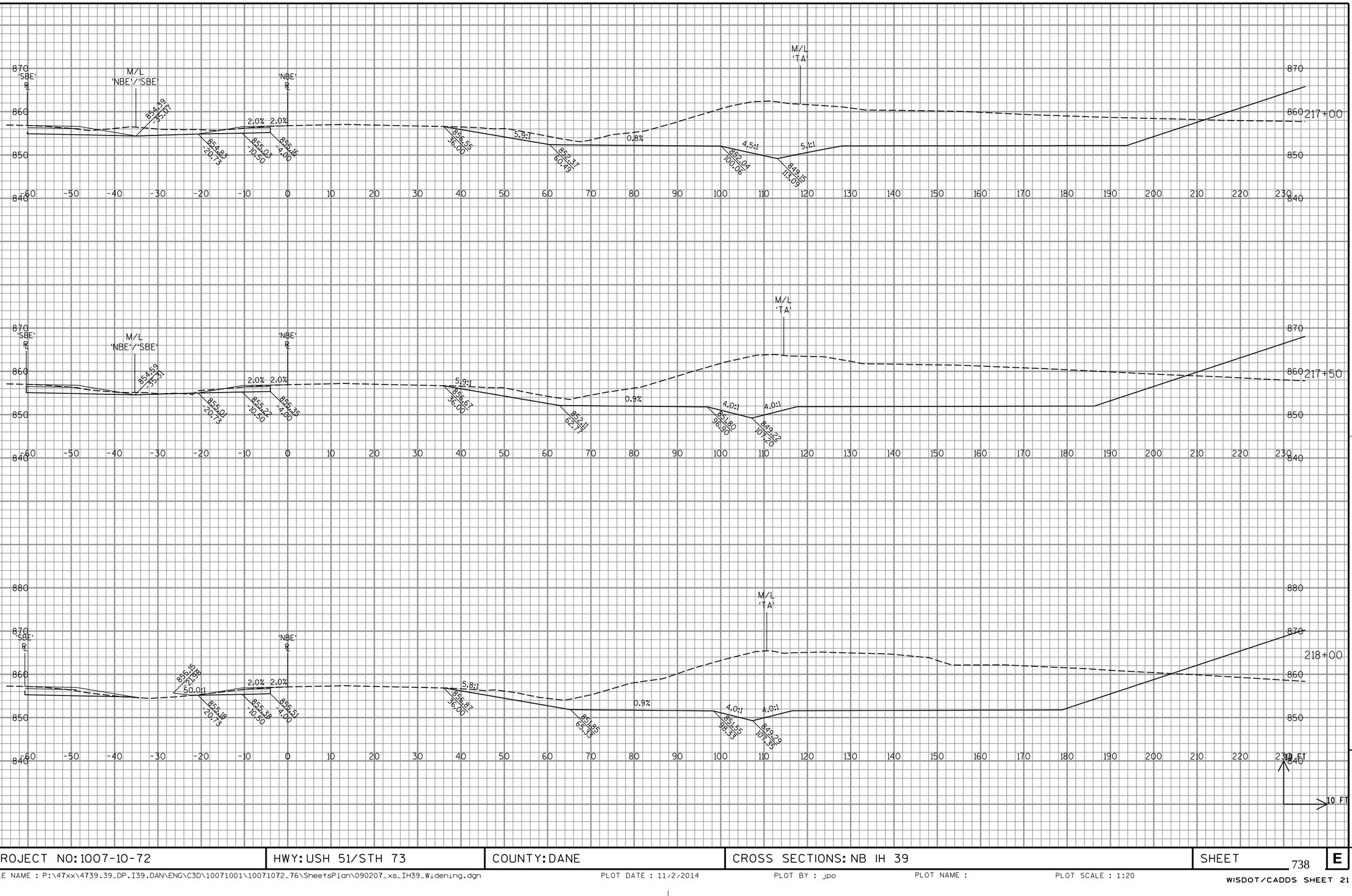
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 737	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

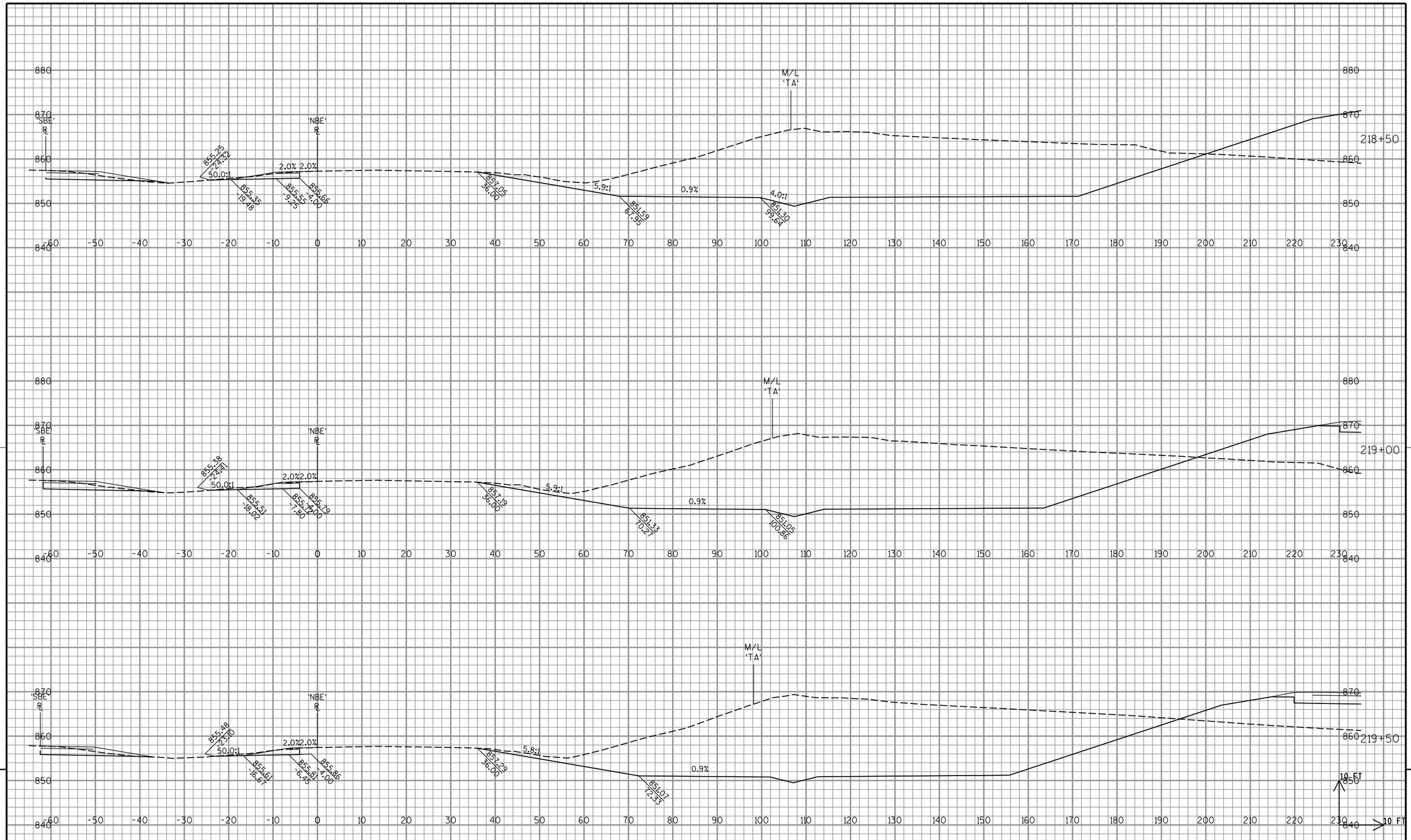


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 738	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



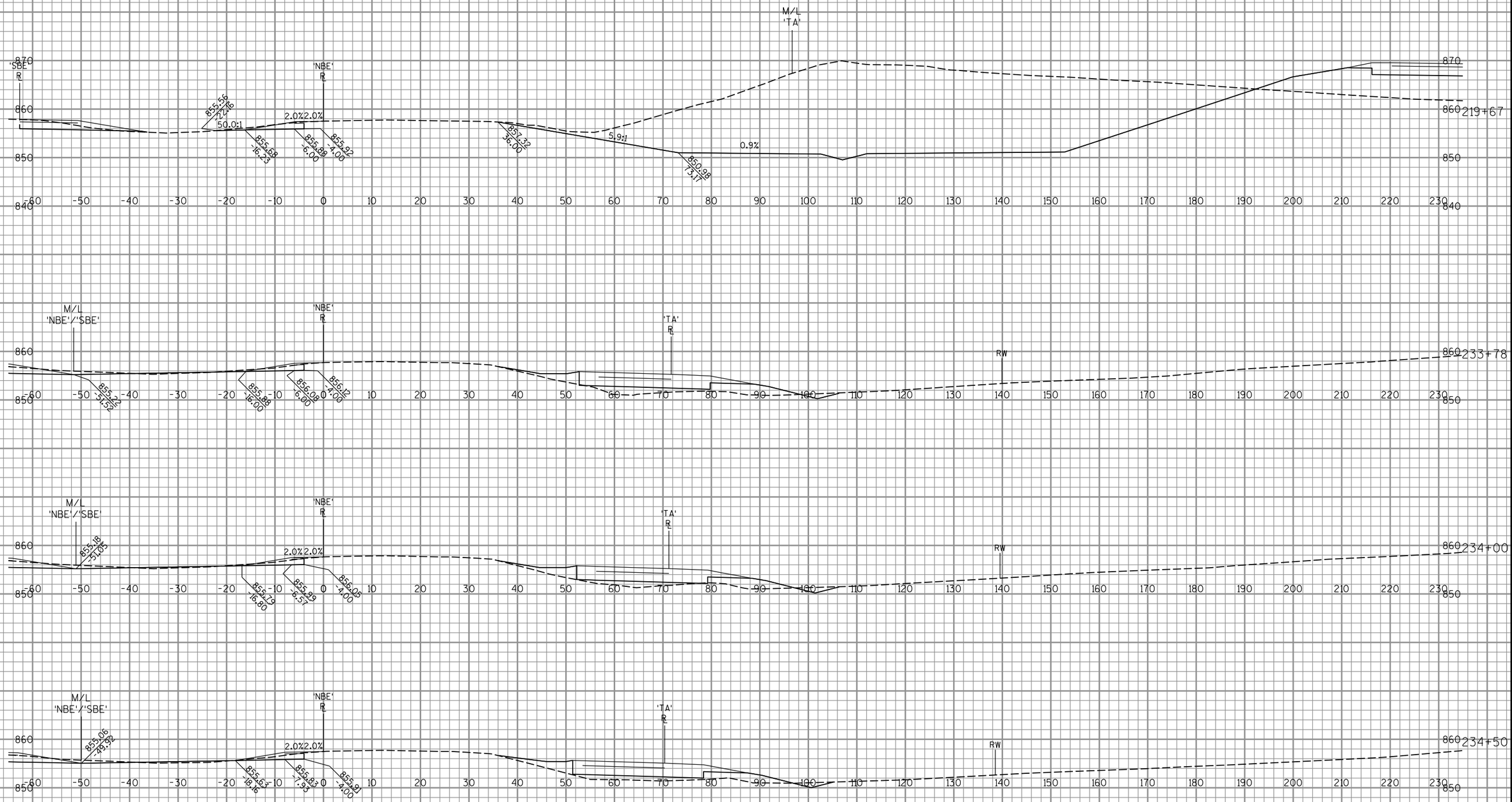
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 739	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

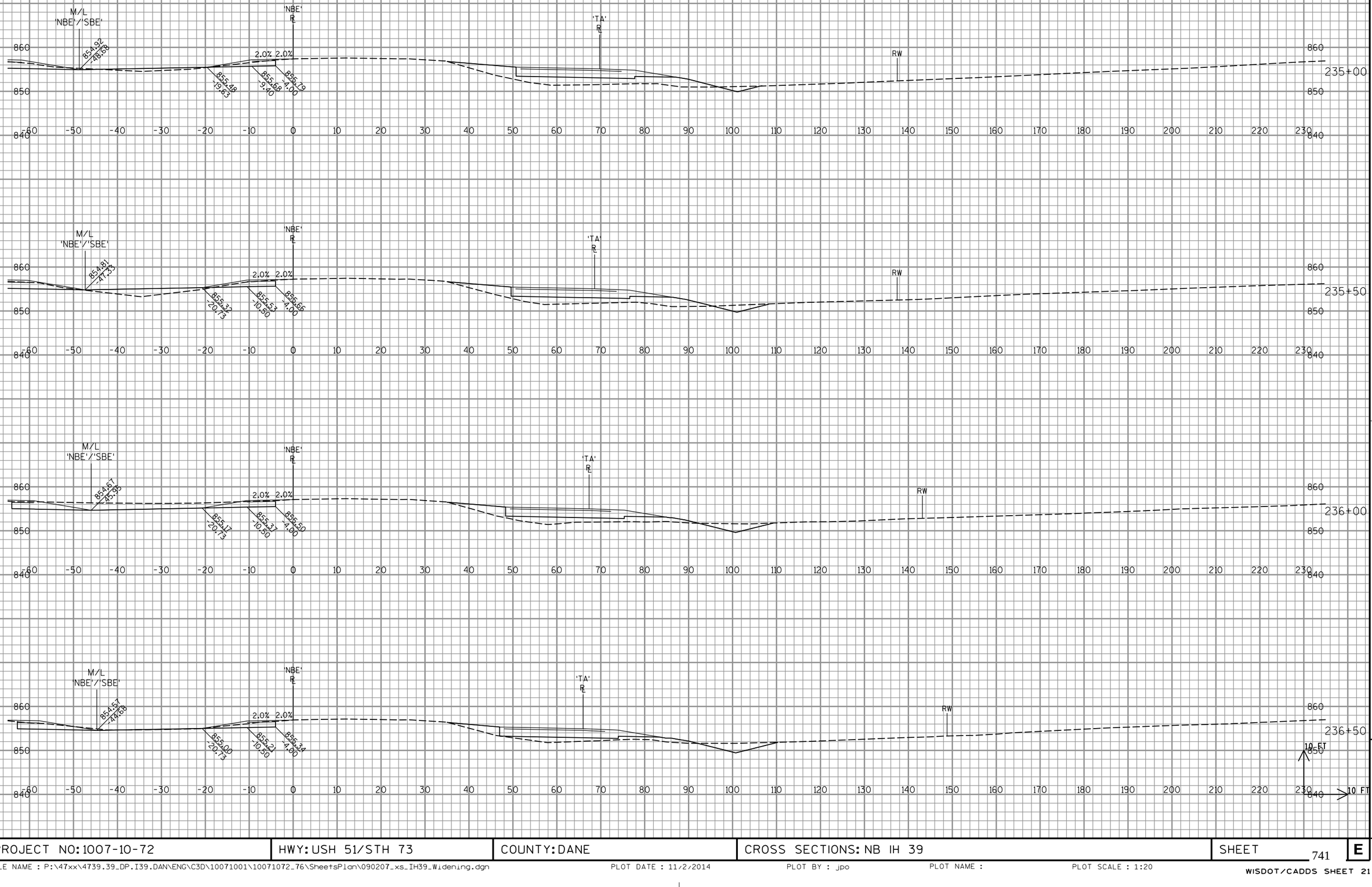


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 740	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



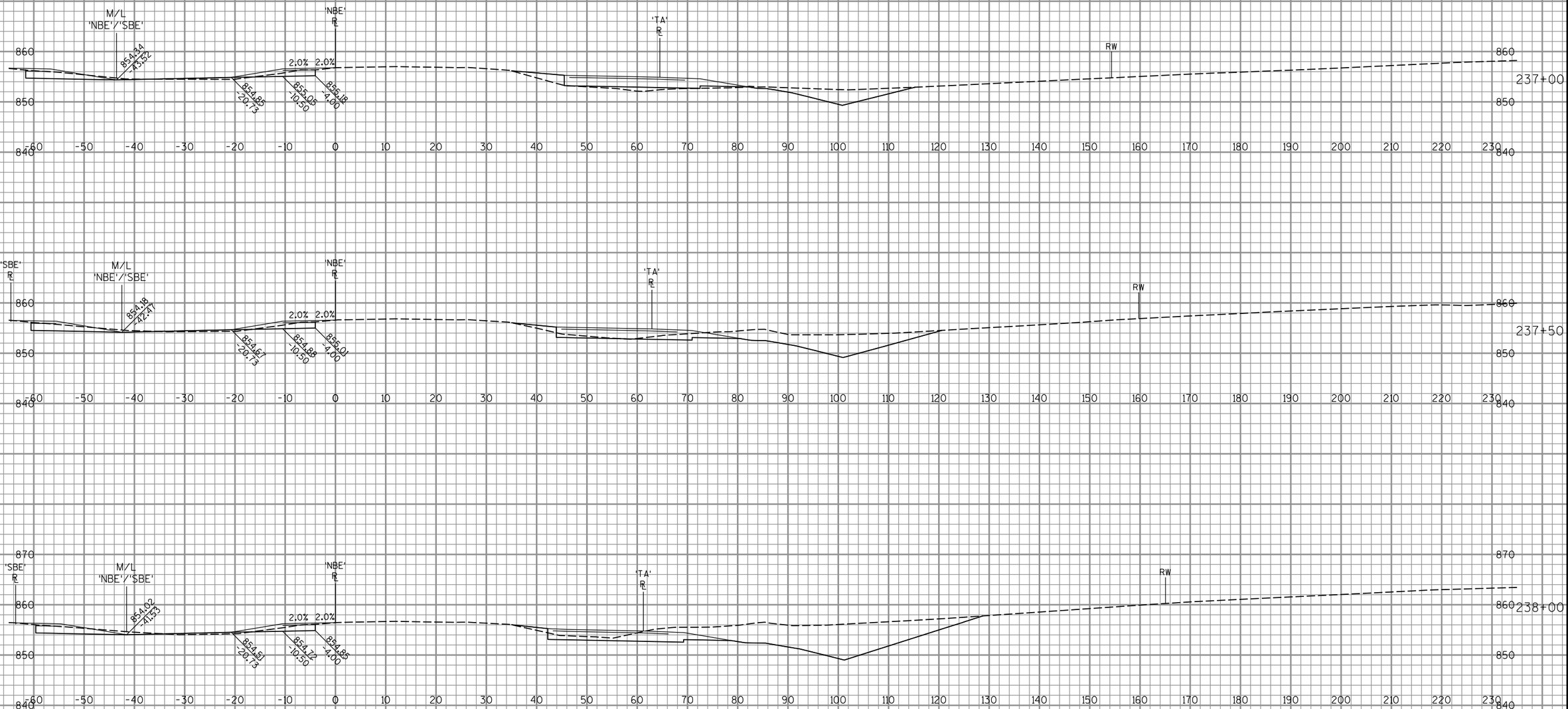
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 741	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

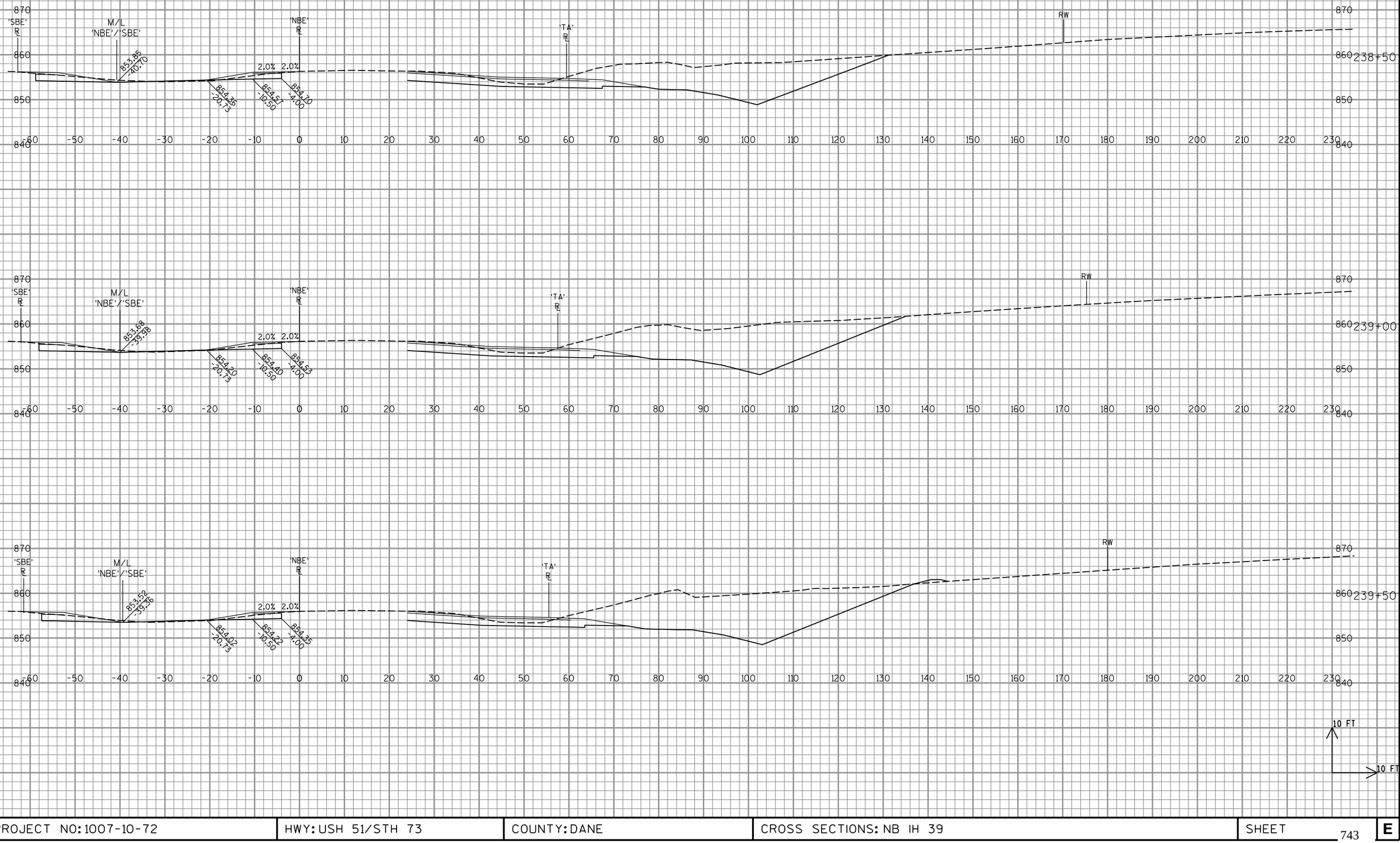


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 742	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

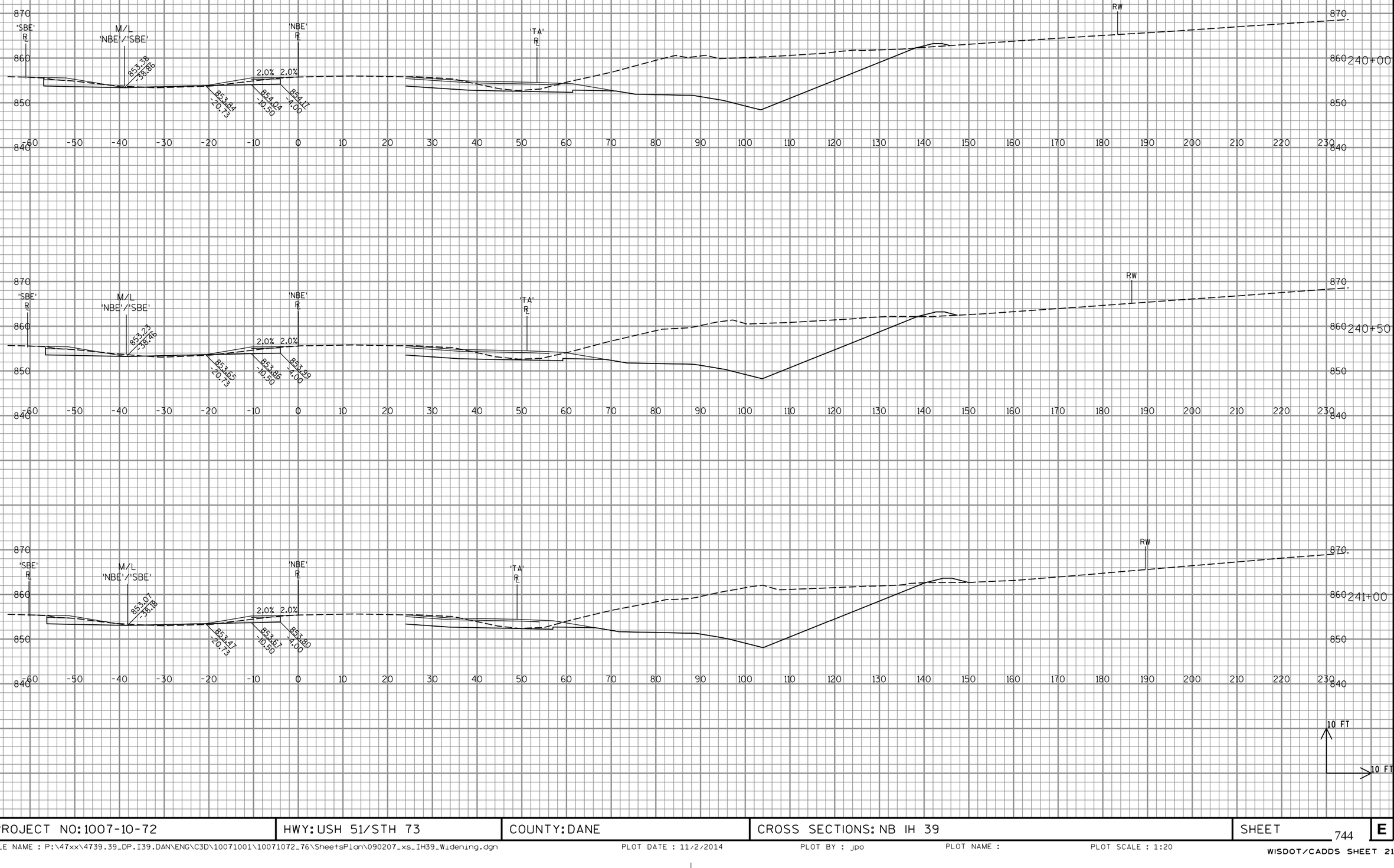


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 743	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

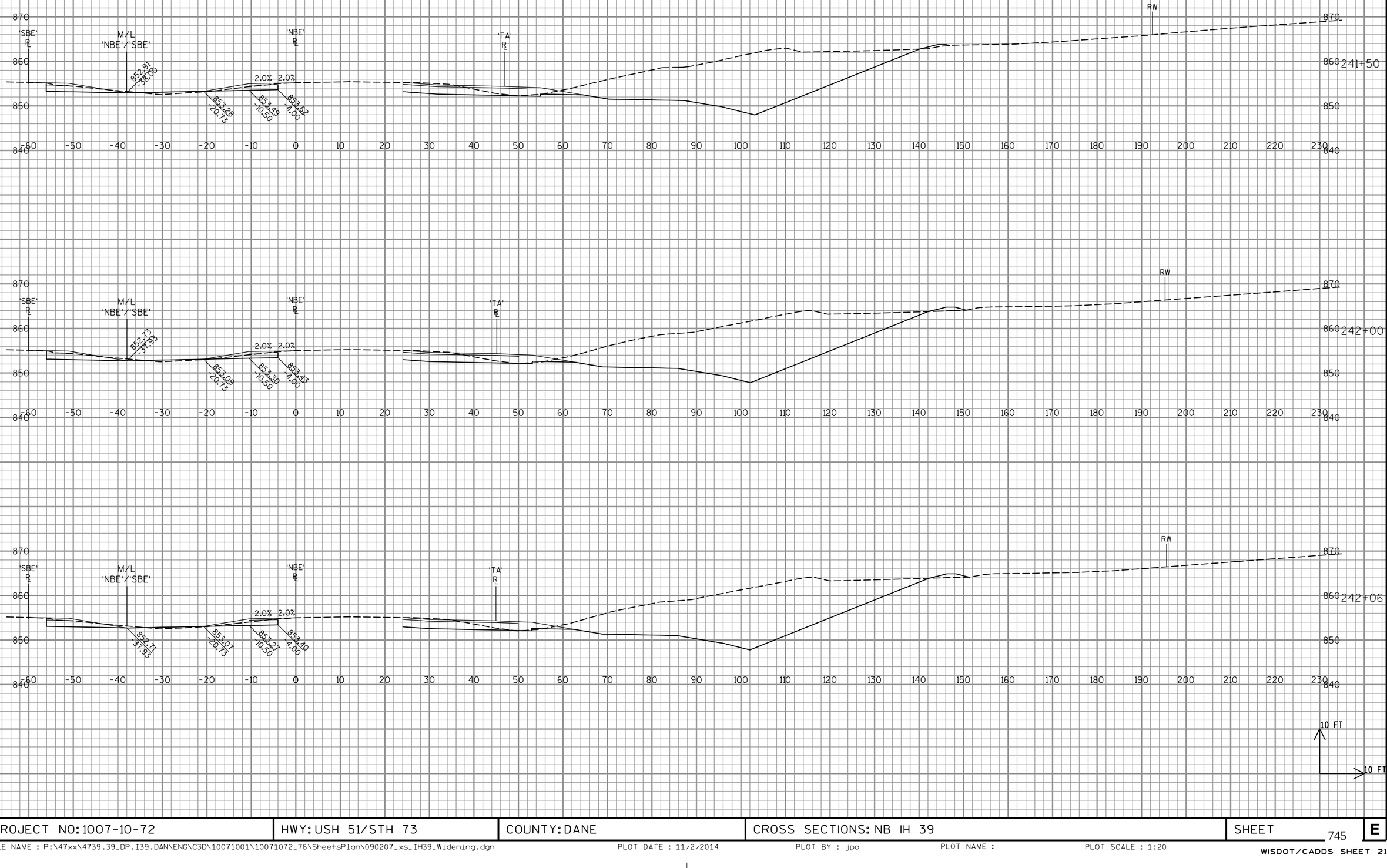


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 744	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

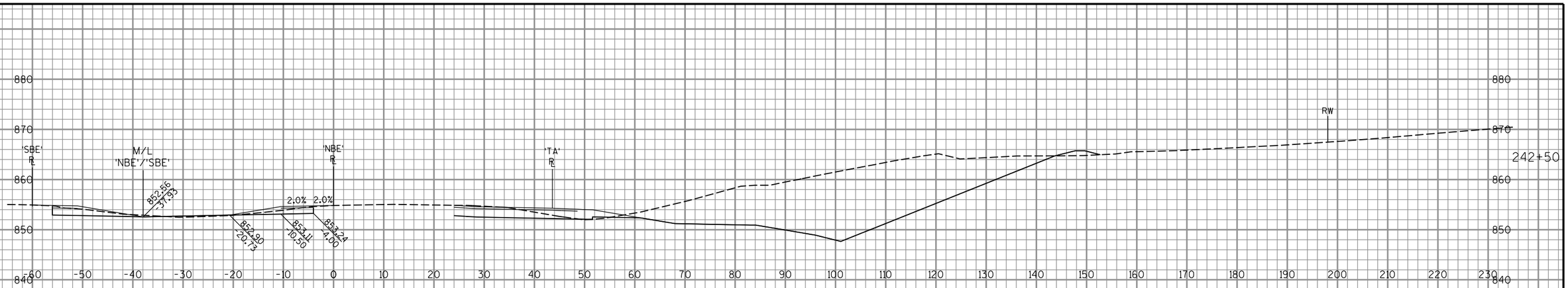


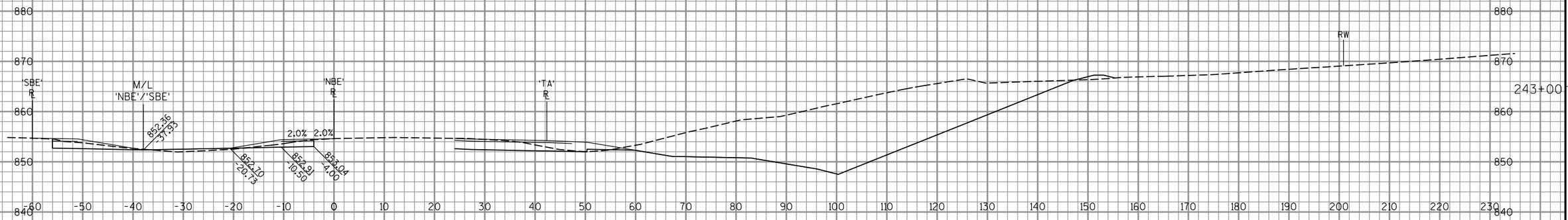
9

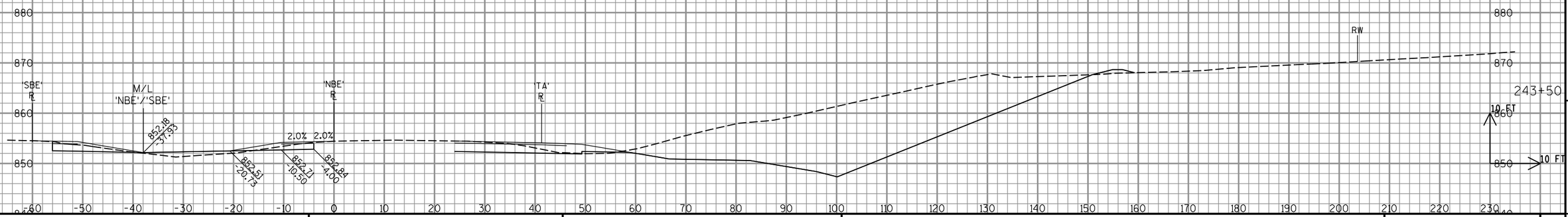
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 745	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



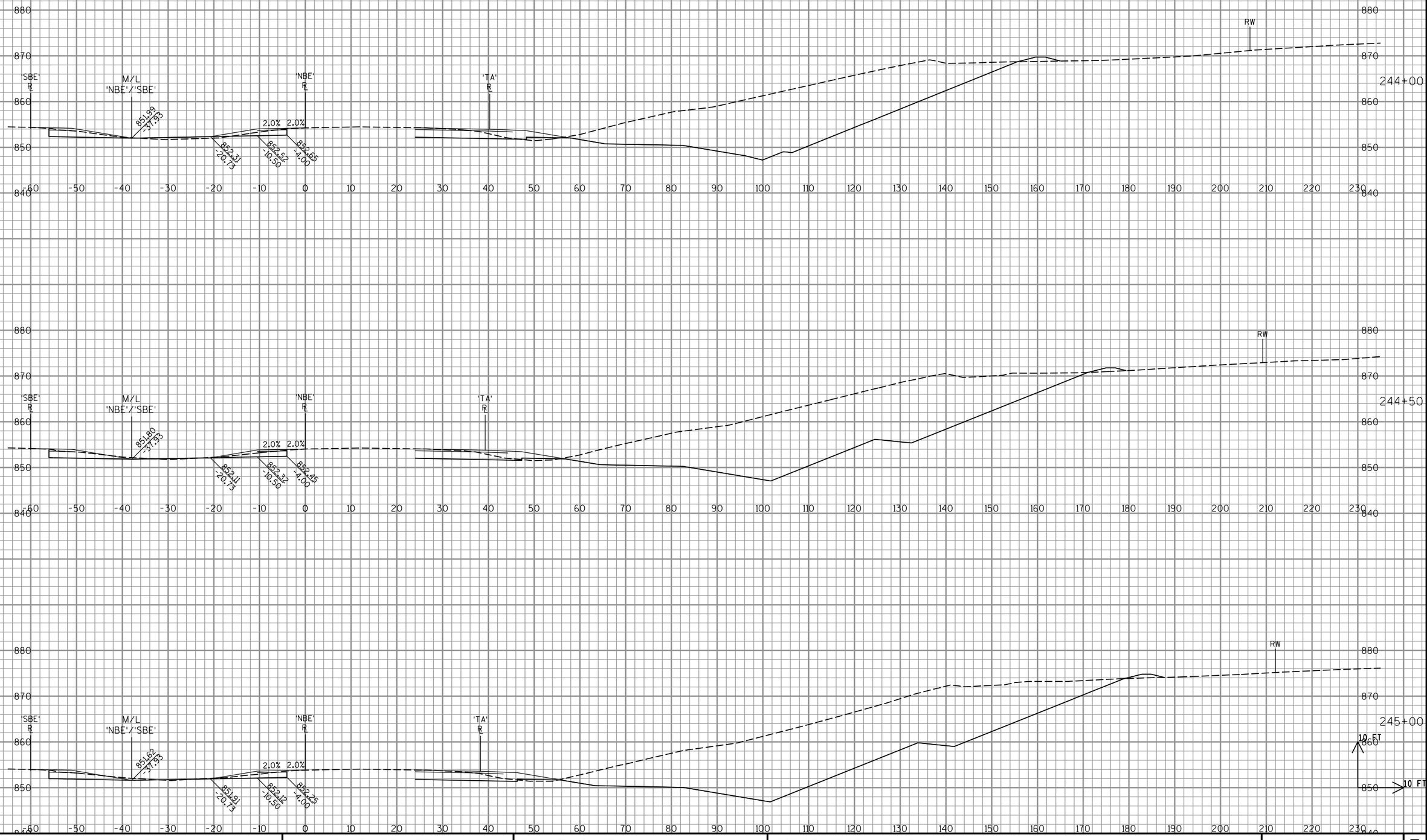




9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 746	E



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 747	E

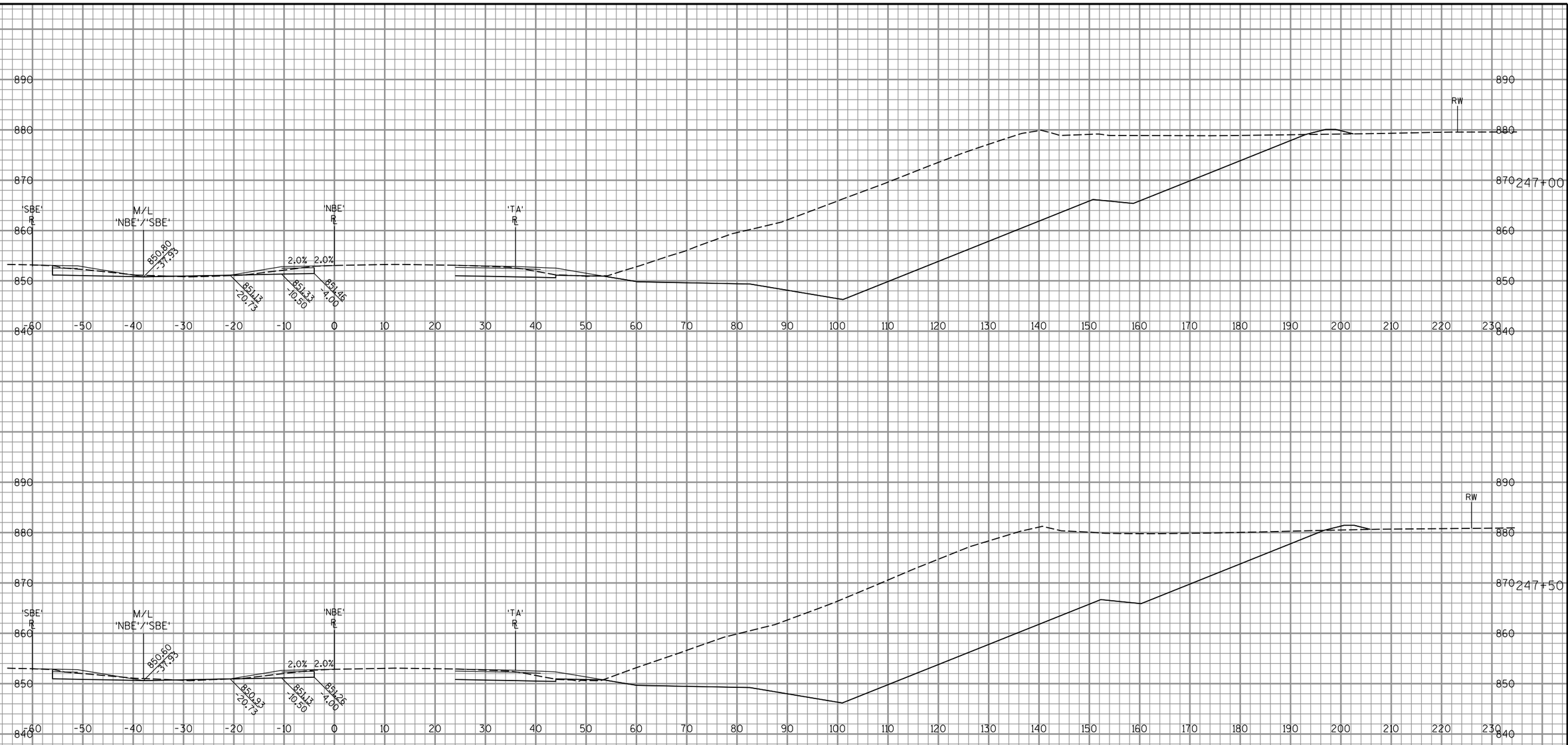
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

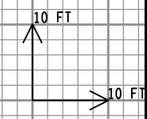
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 748	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

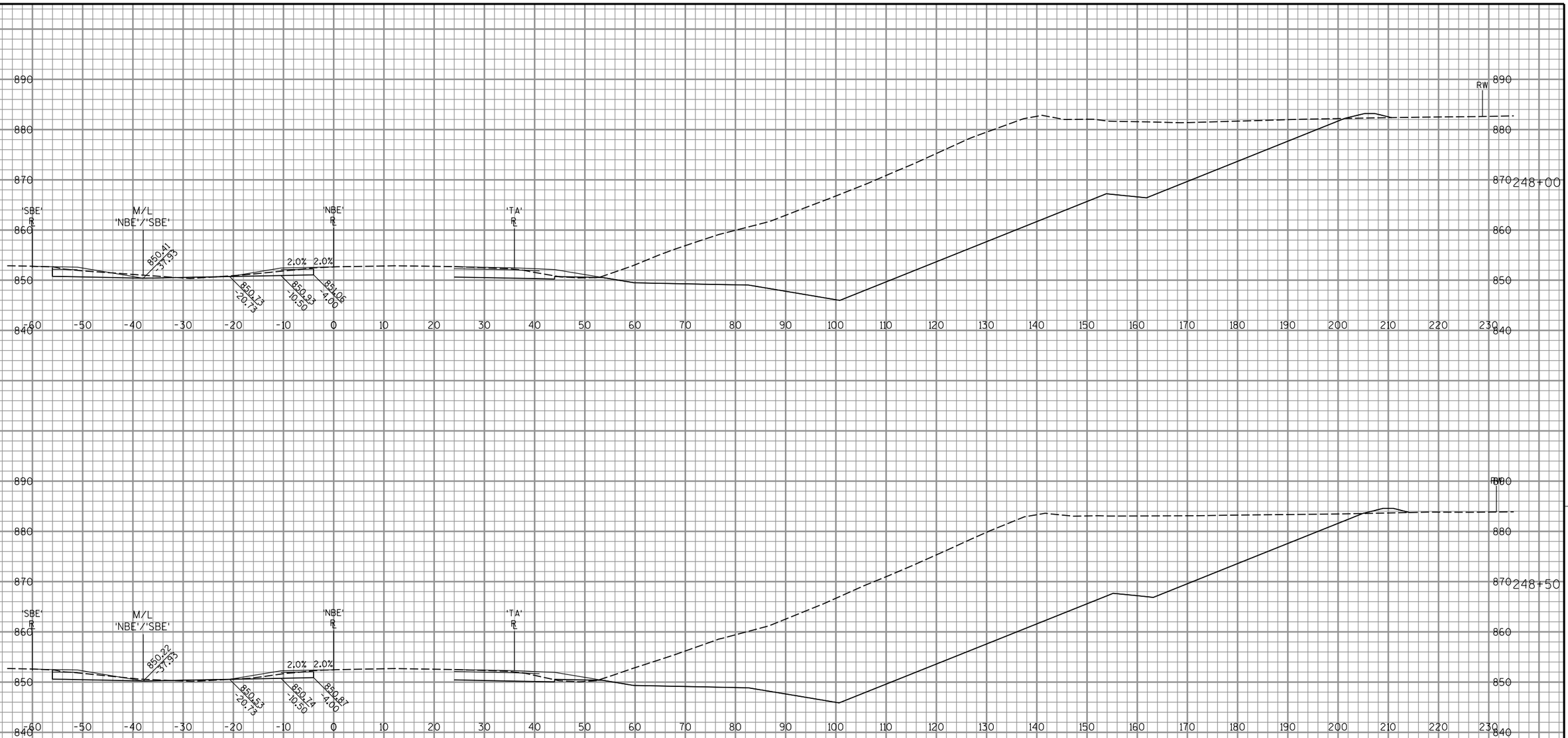




9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 749	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

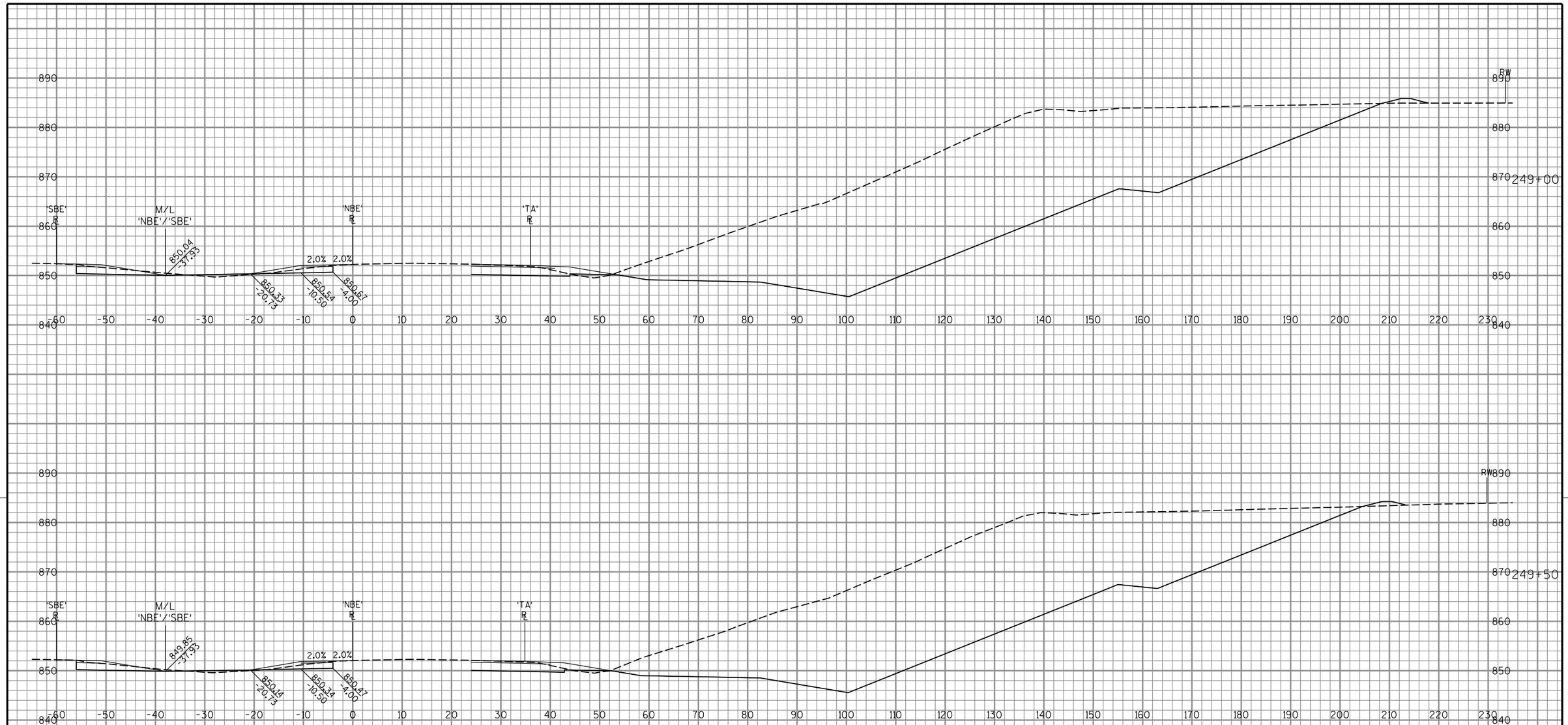


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 750	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

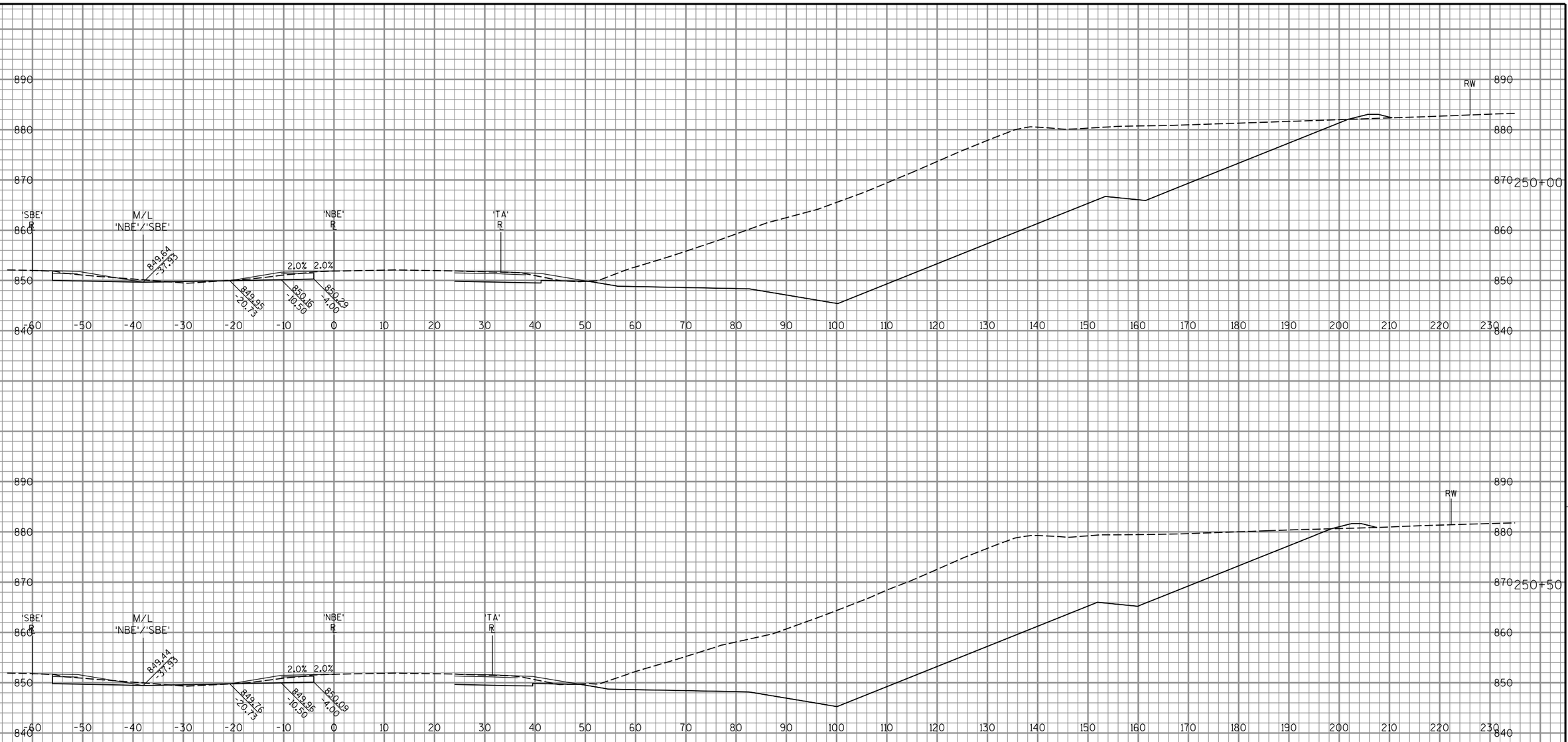


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 751	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



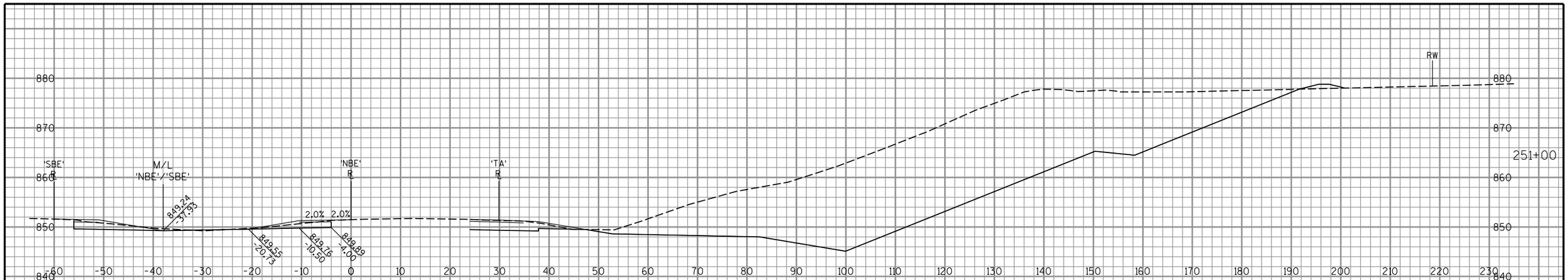
9

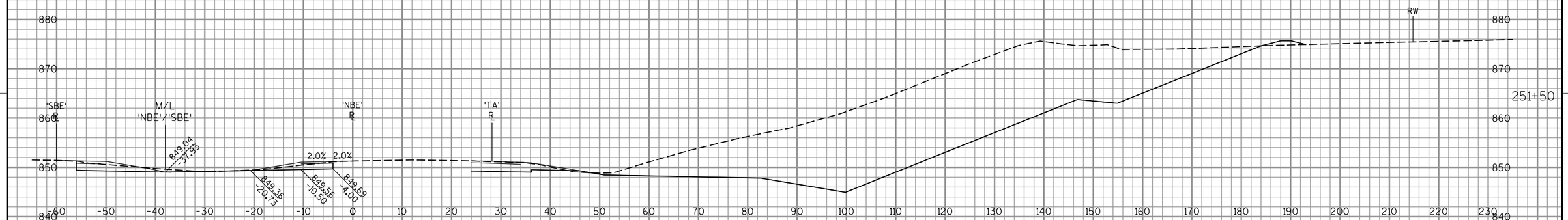
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 752	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21





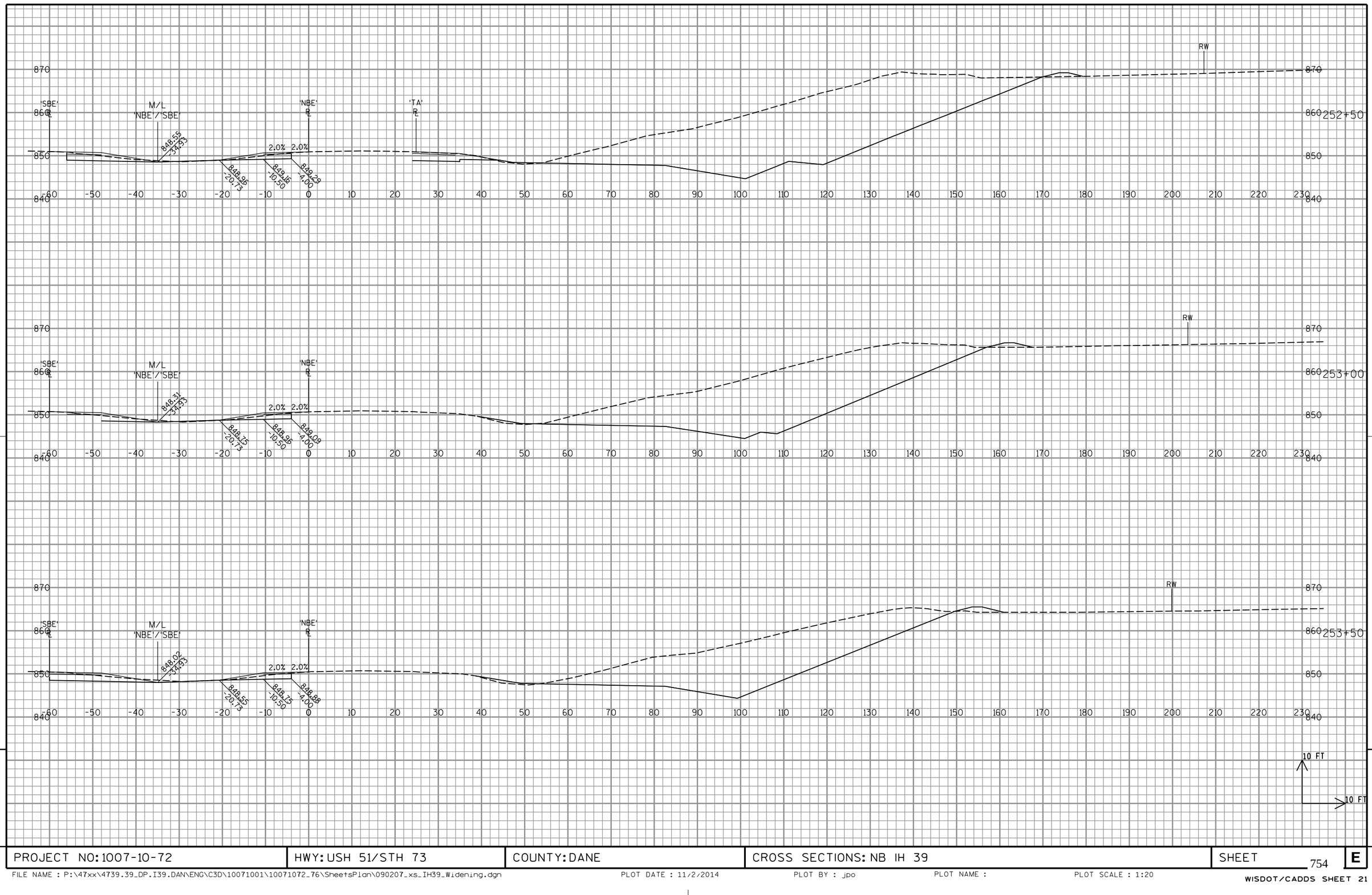


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 753	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

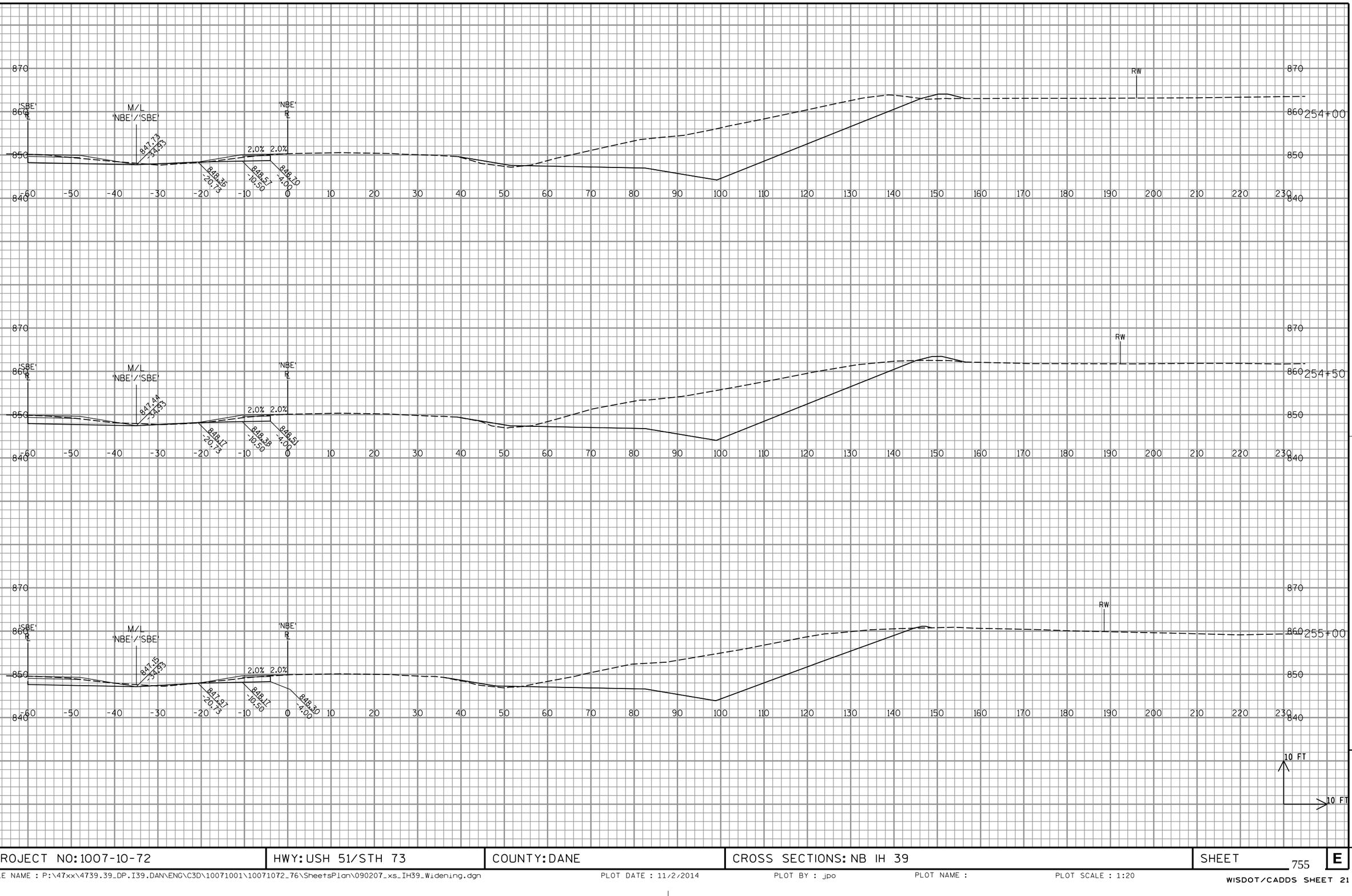


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 754	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

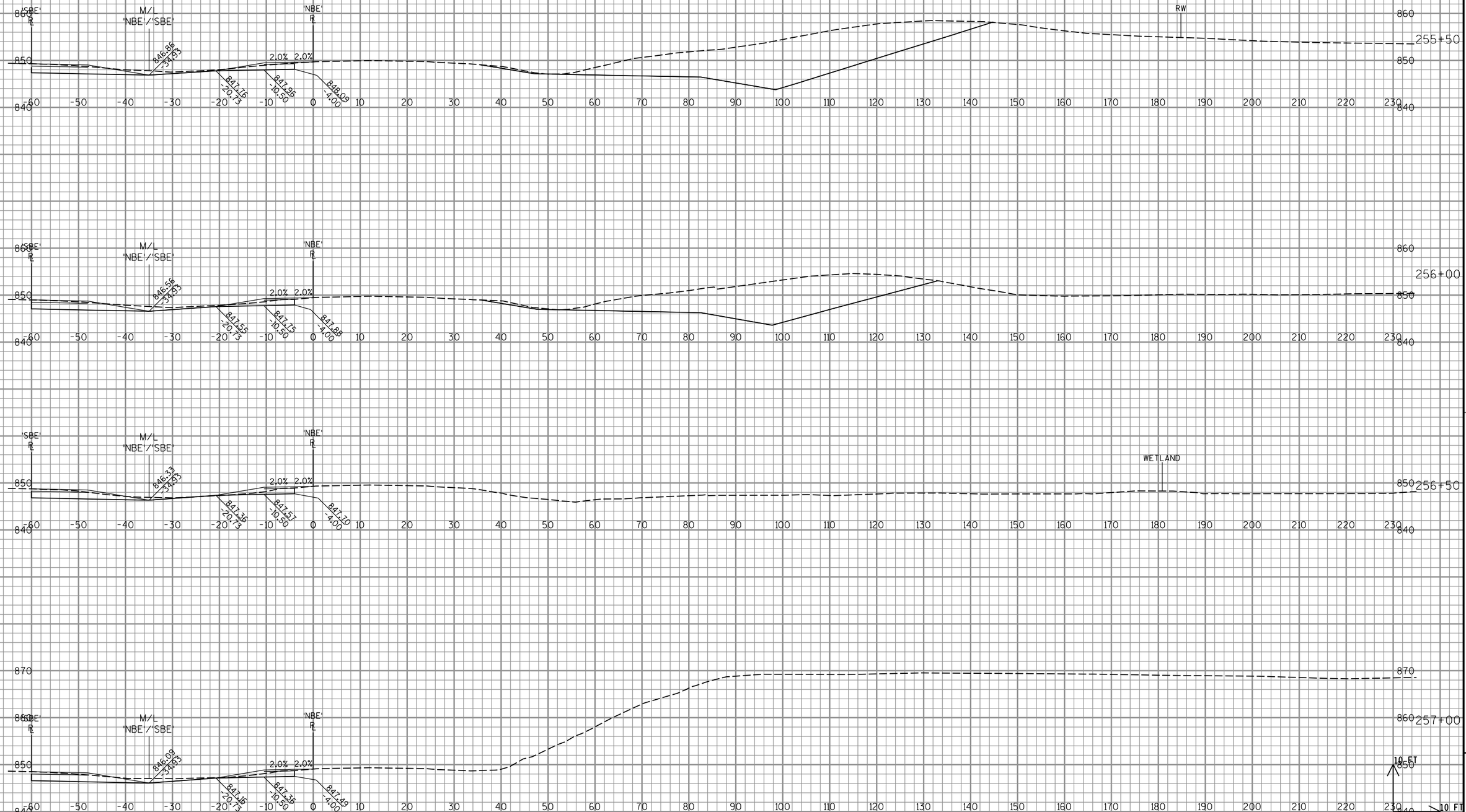


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 755	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 756	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

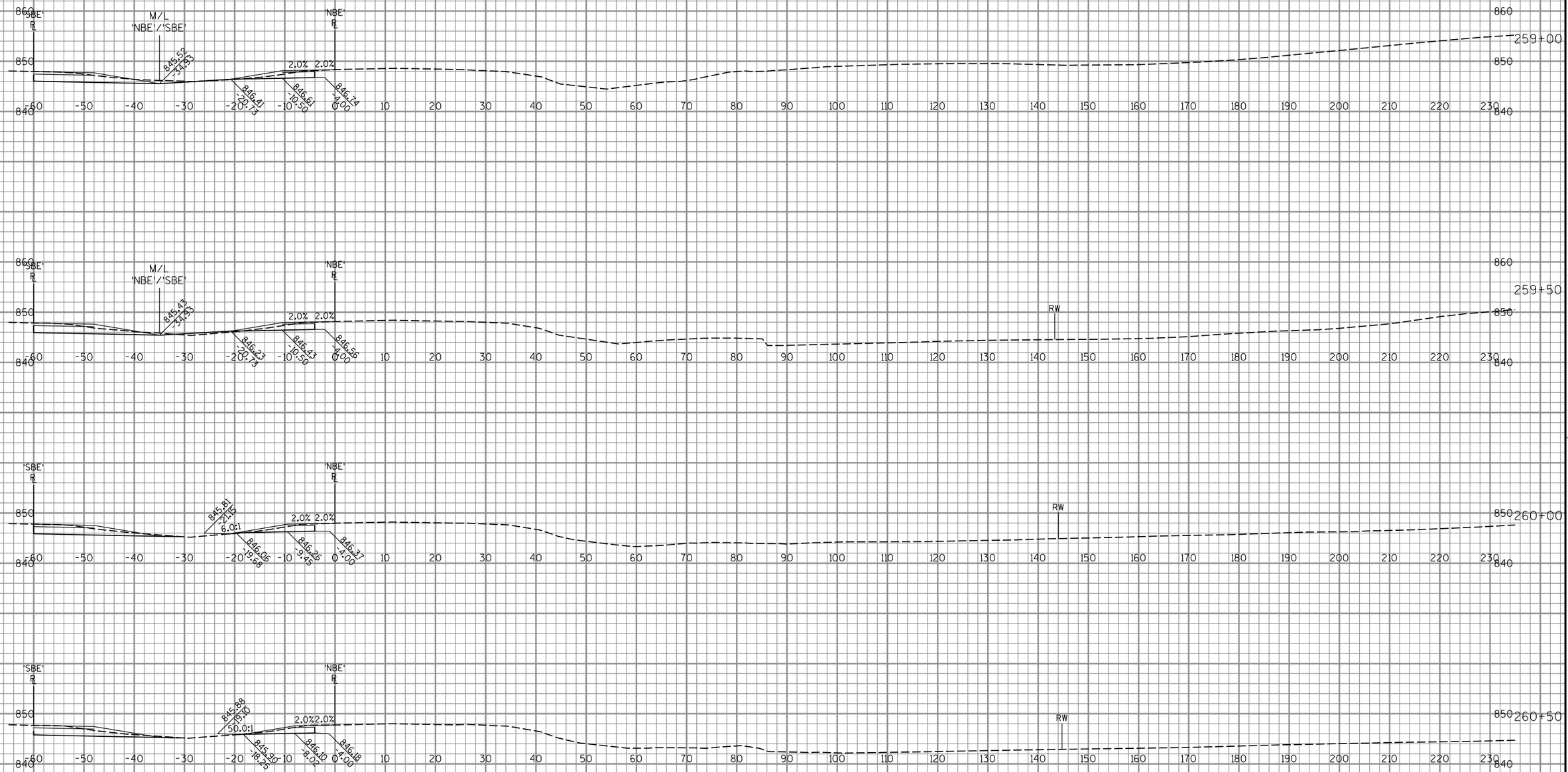
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 757	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



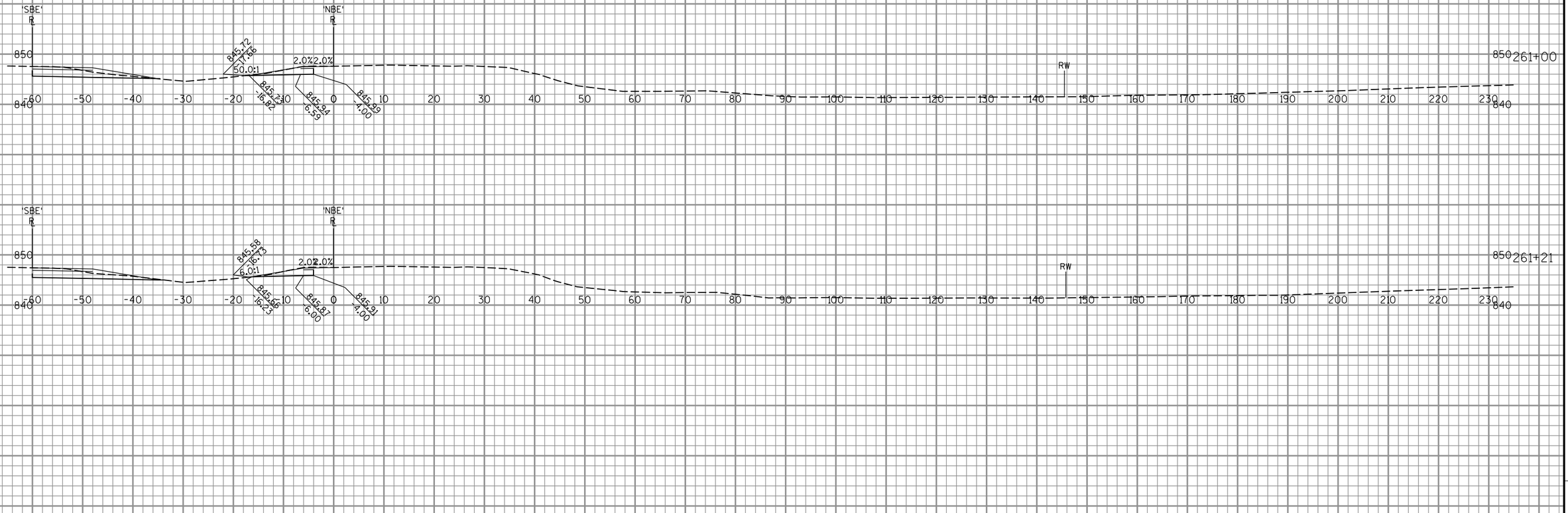
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 758	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

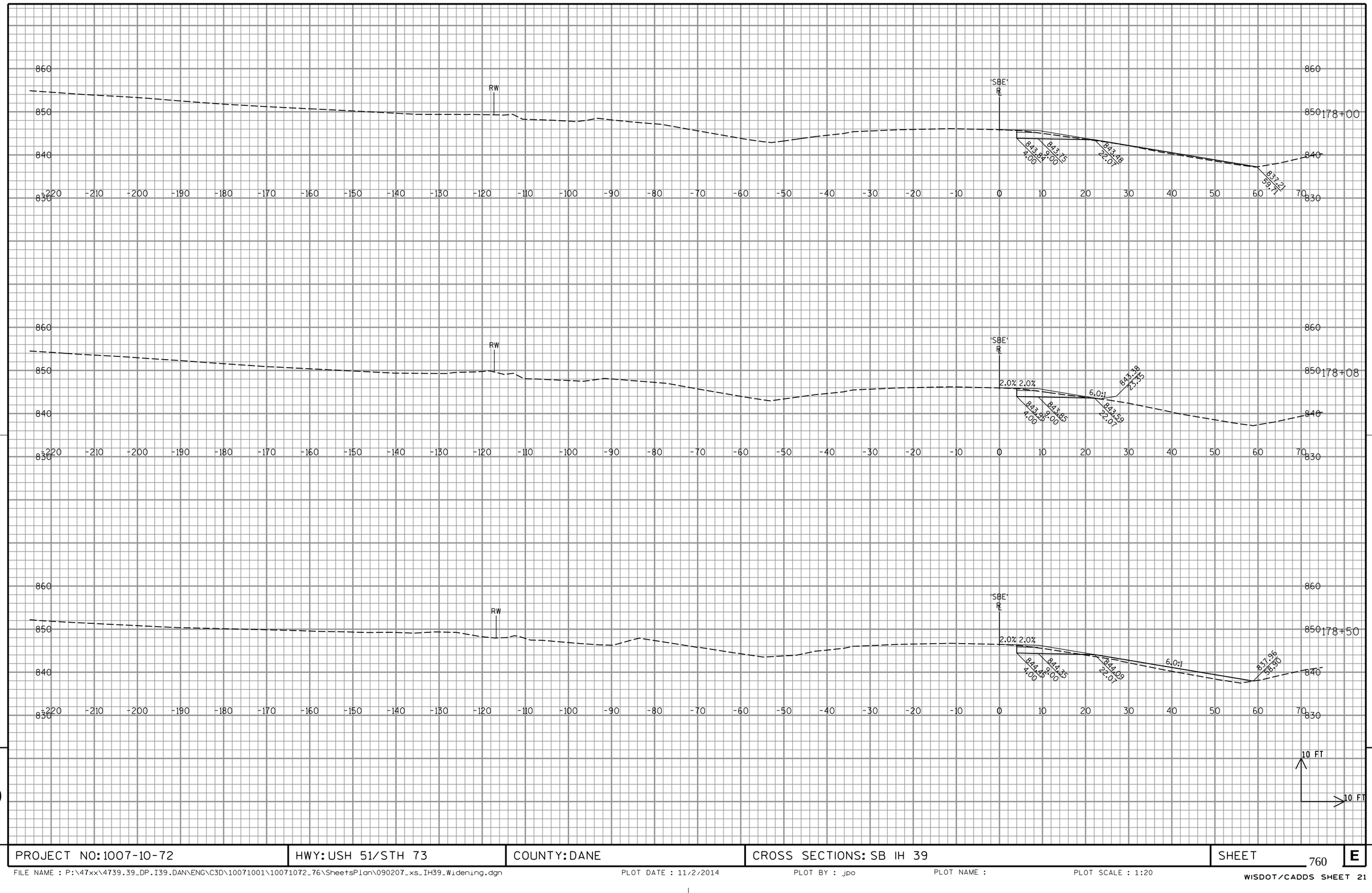


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: NB IH 39	SHEET 759	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

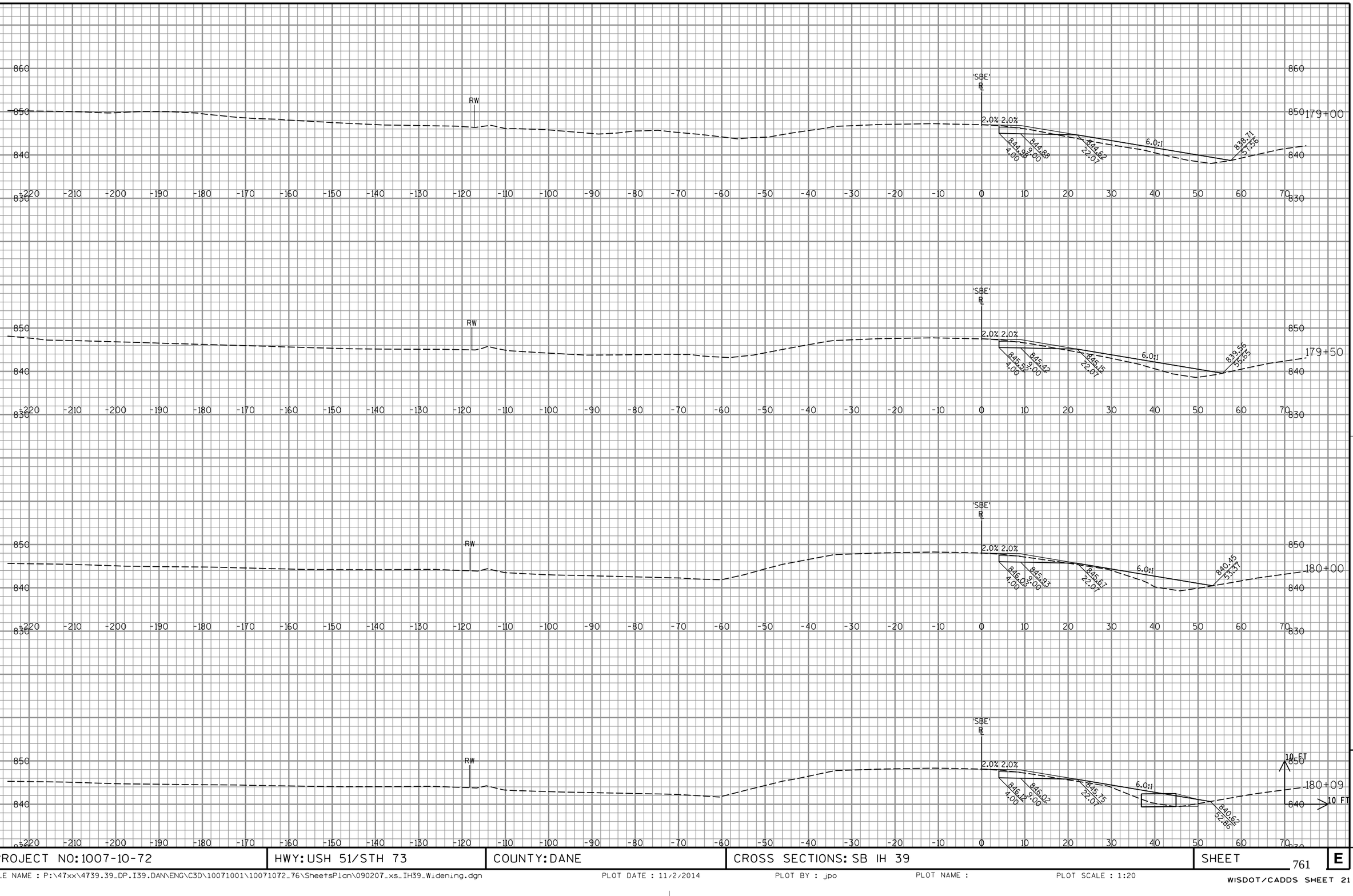


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 760	E

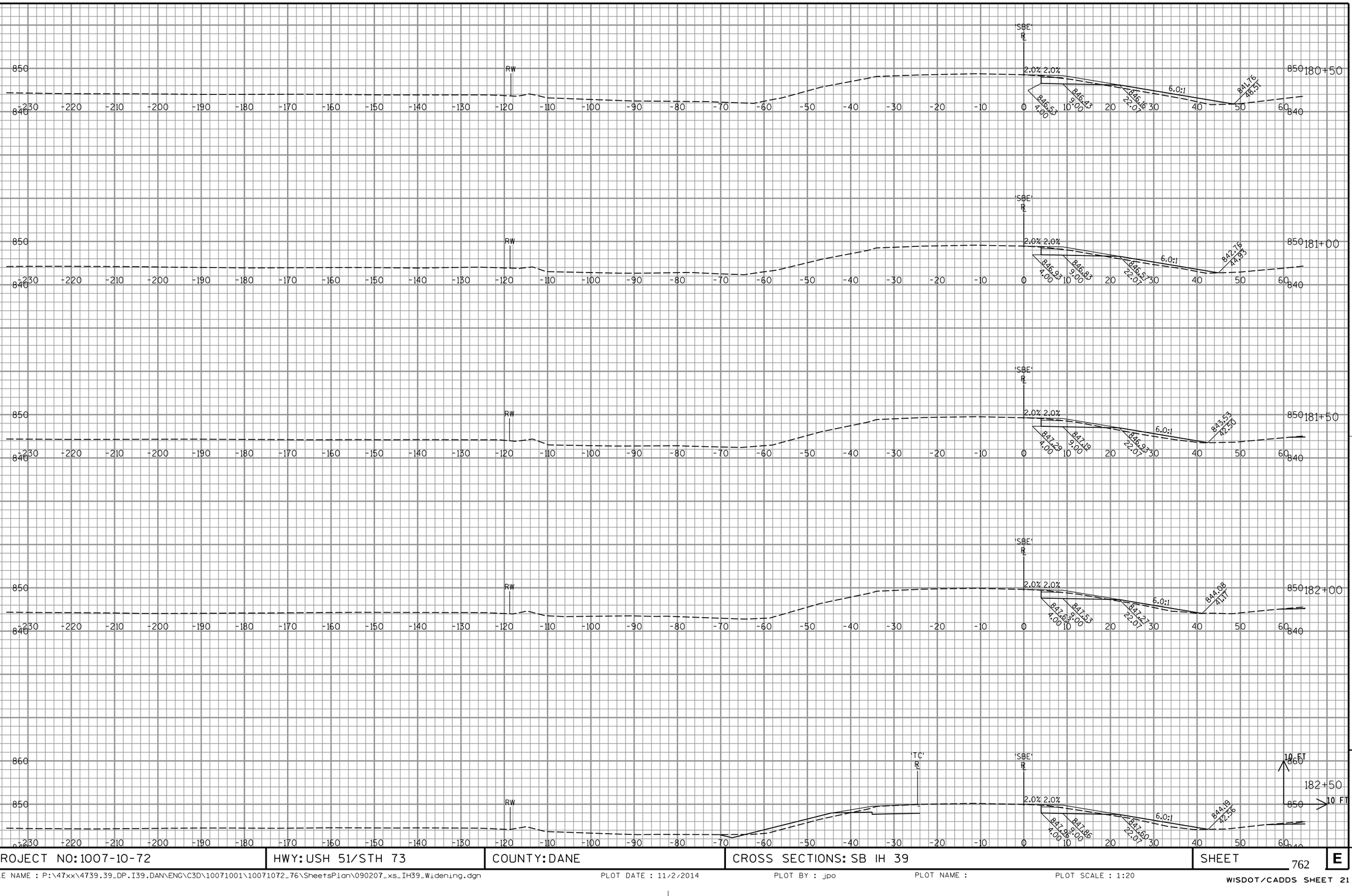
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 761	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

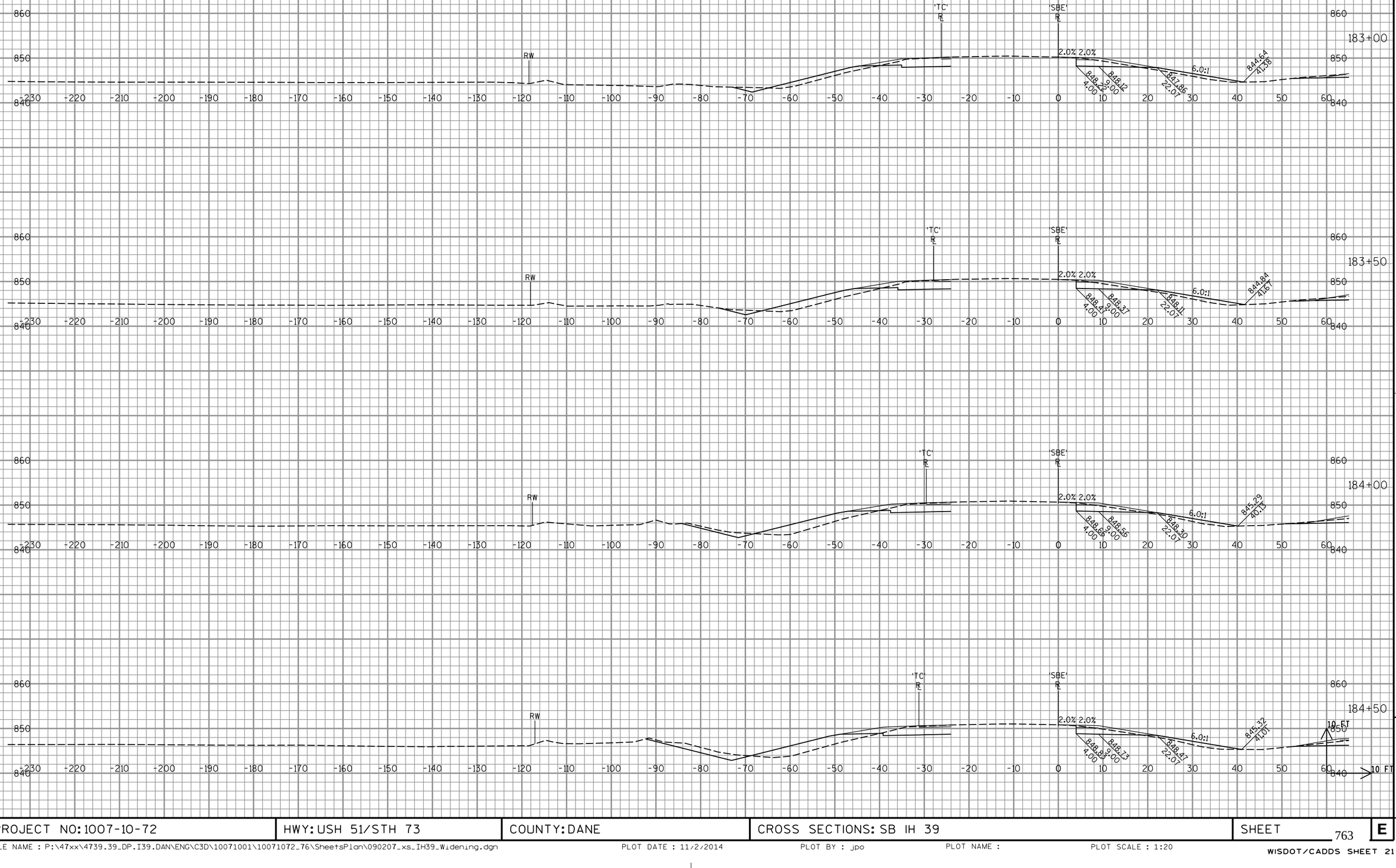
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 762	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

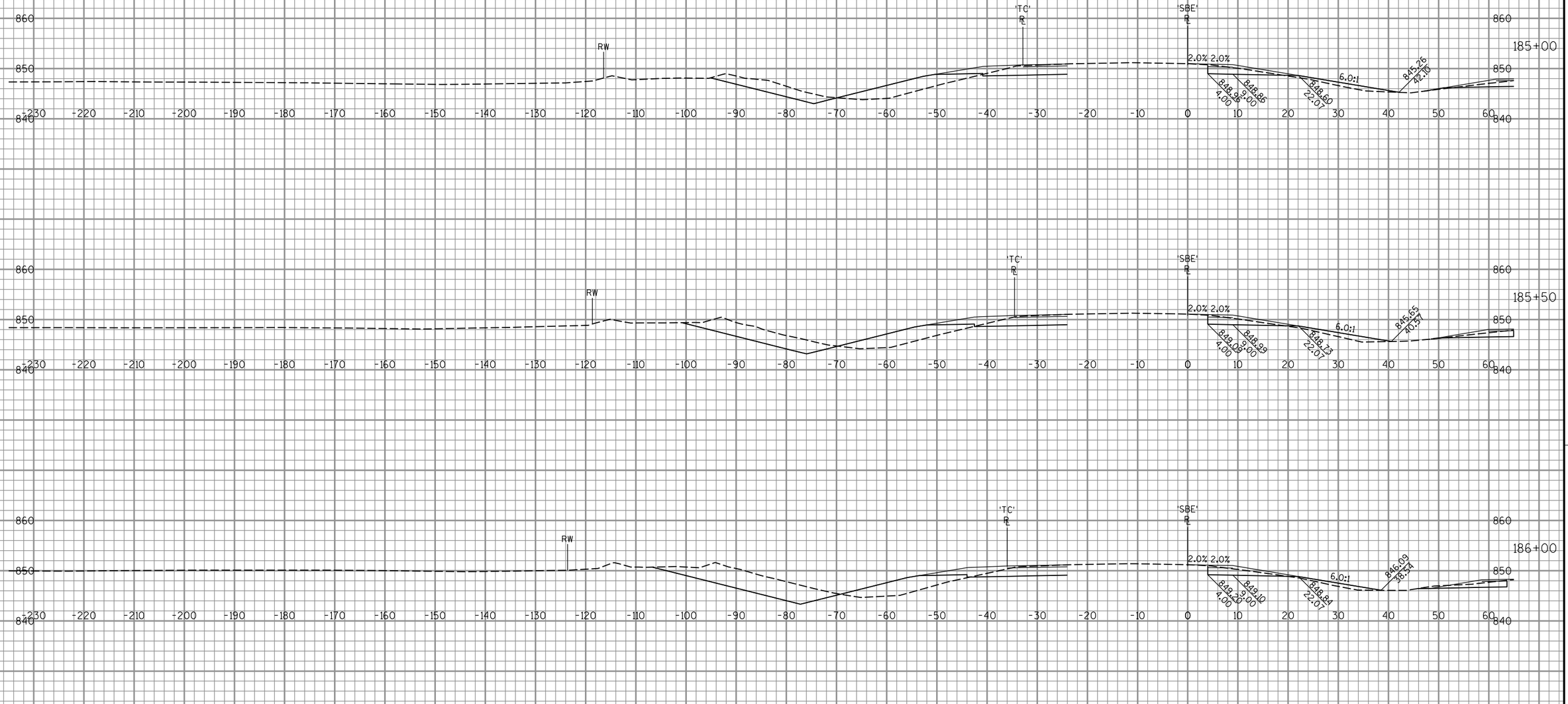


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 763	E

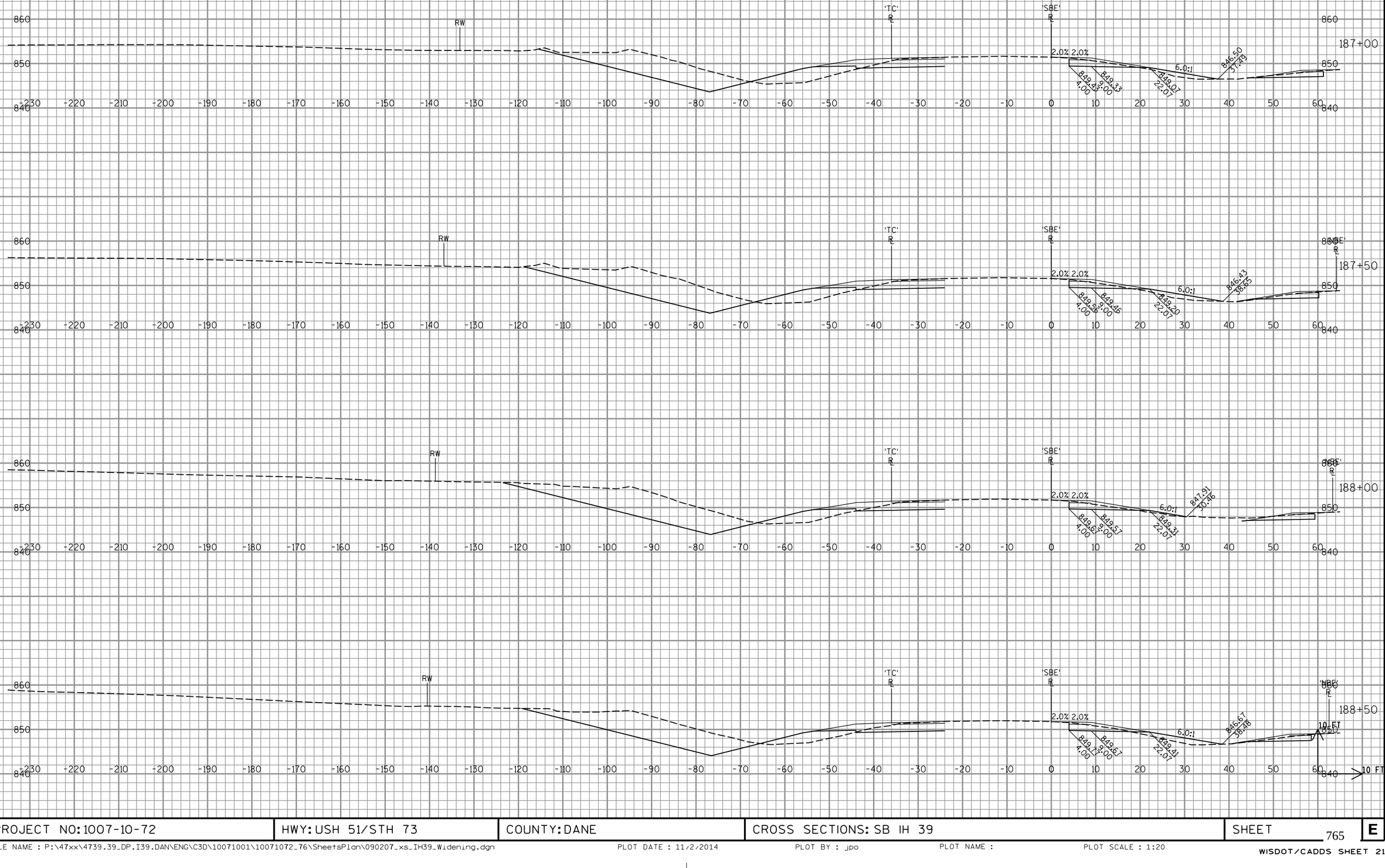
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 764	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

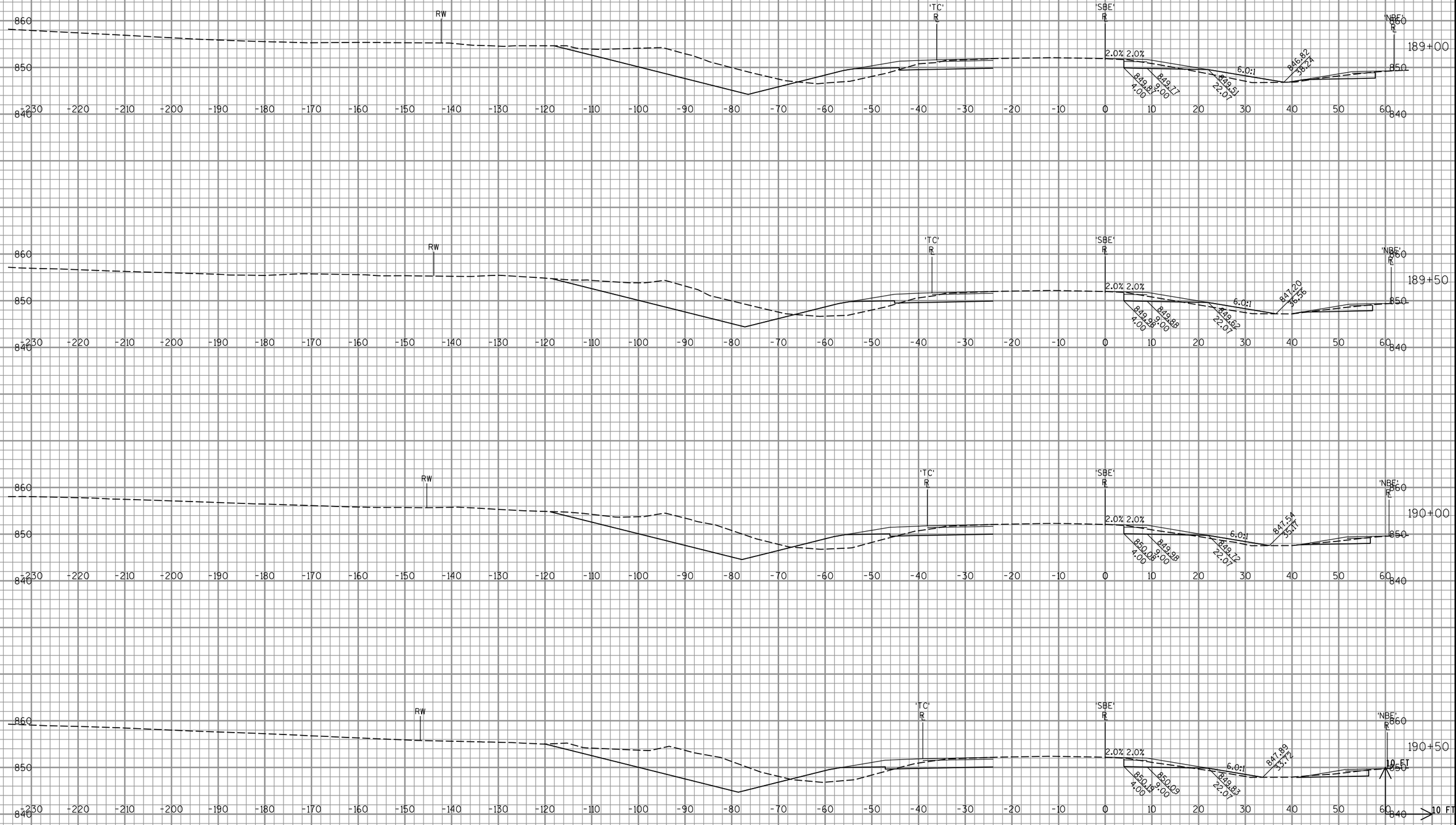


9

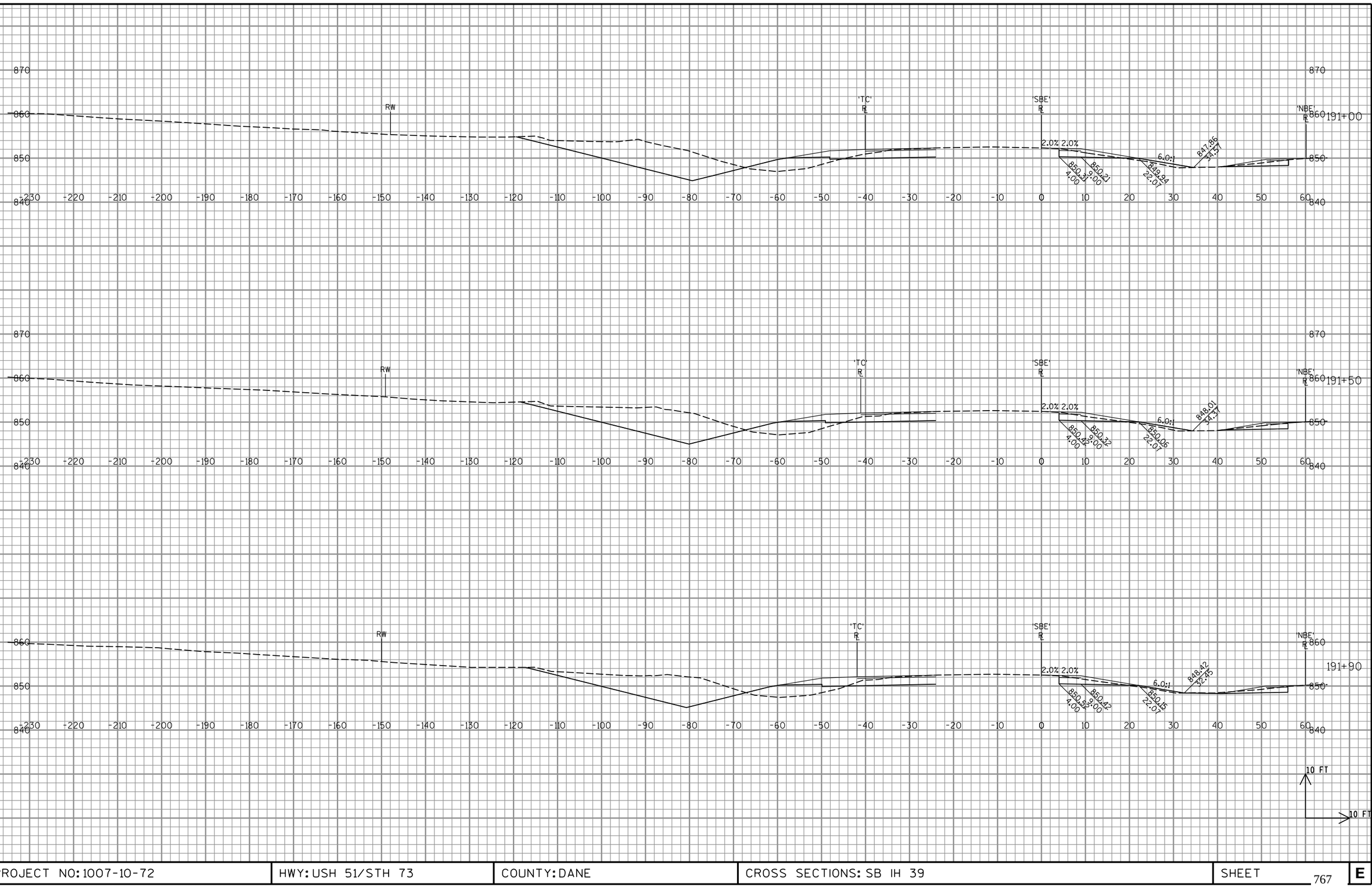
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 765	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



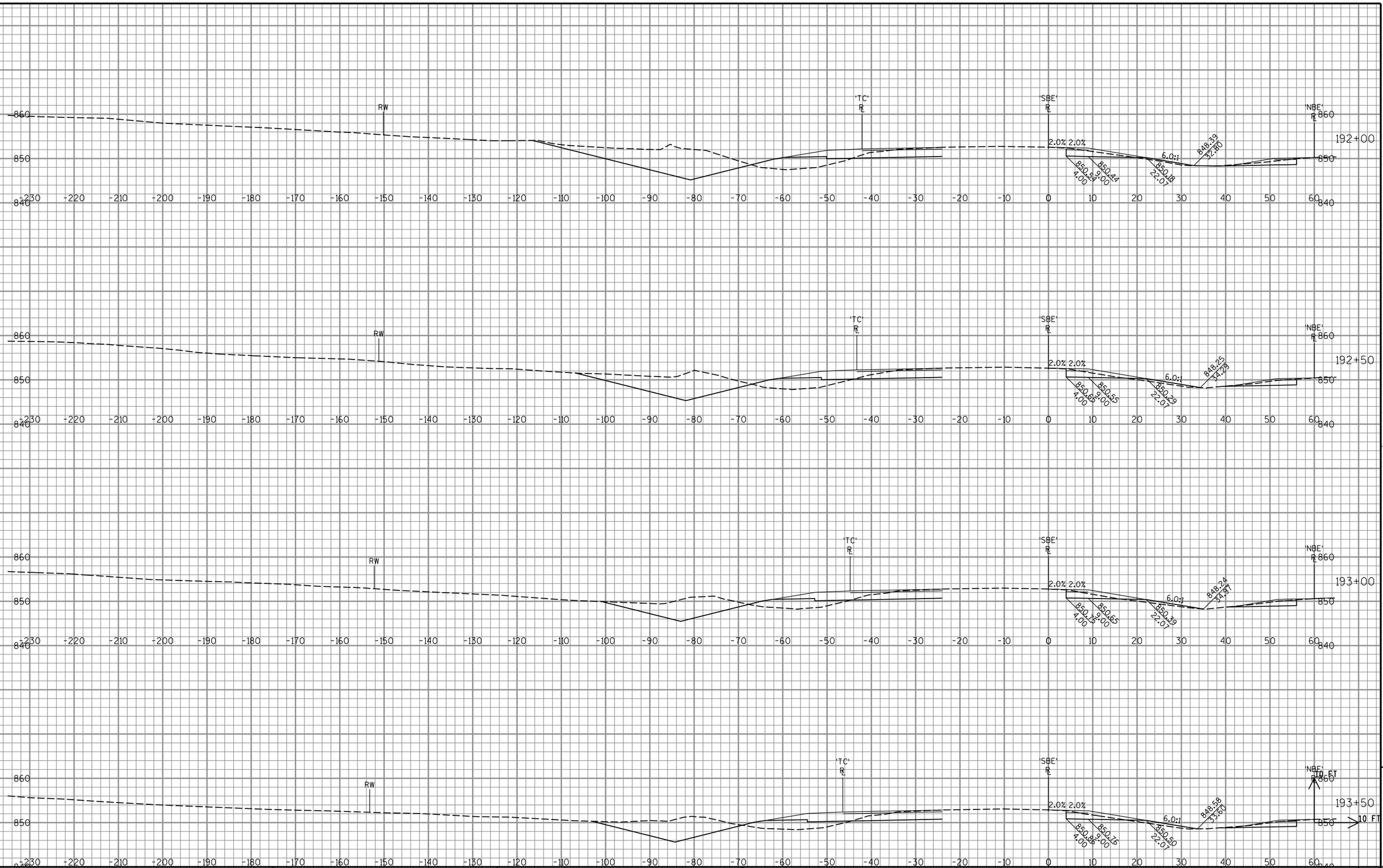
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 766	E



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 767	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

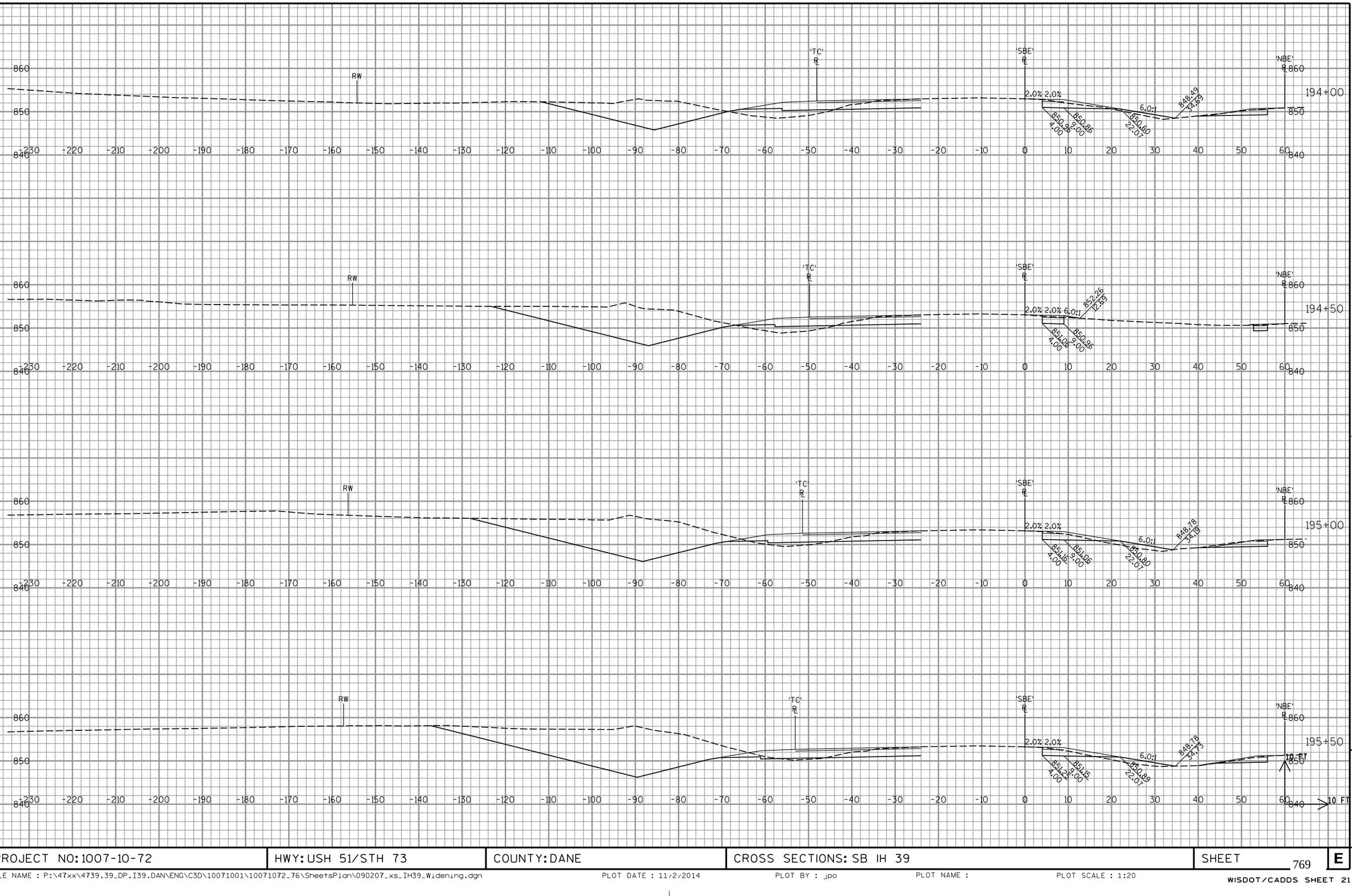


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 768	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

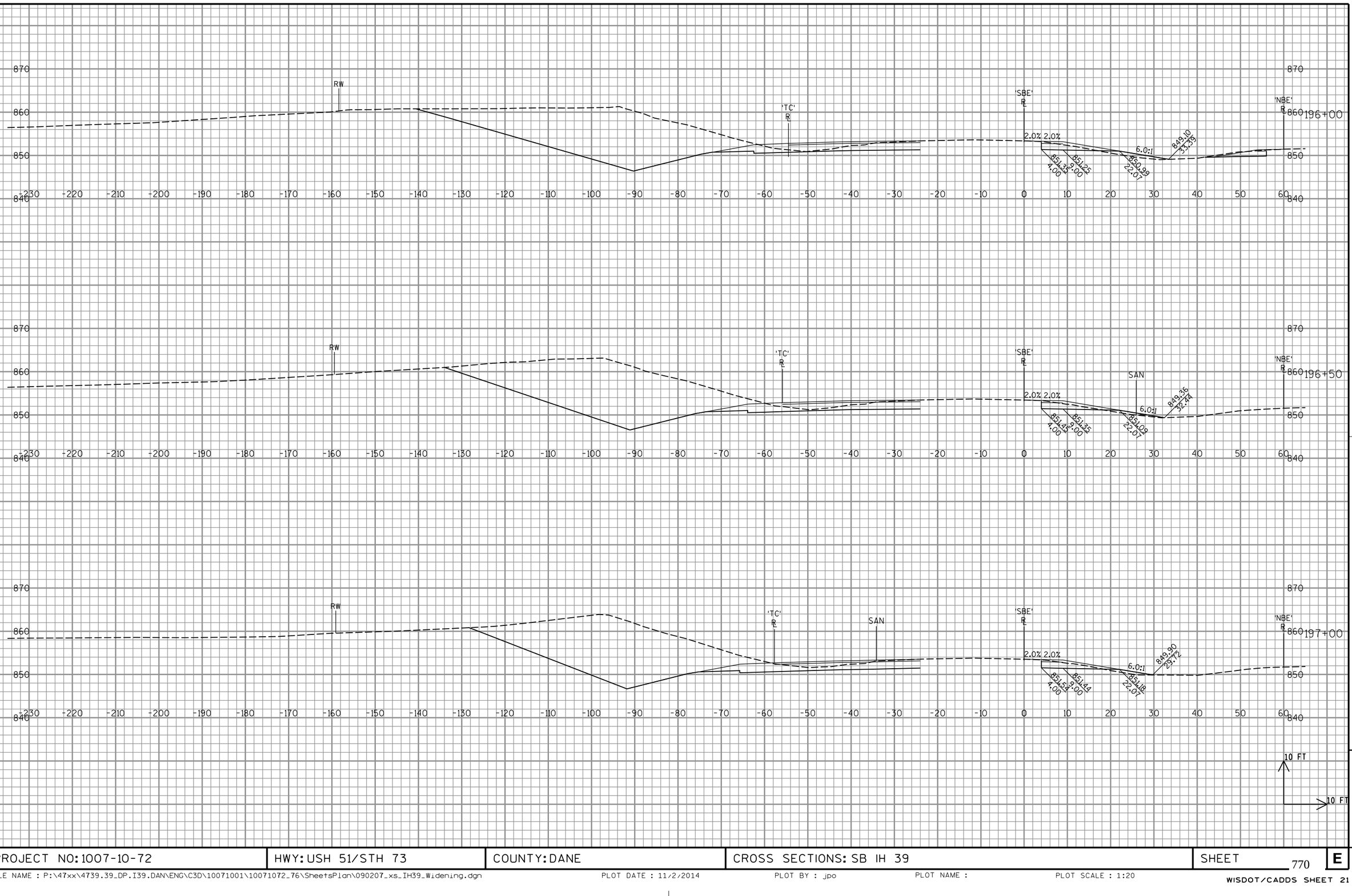


9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 769	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

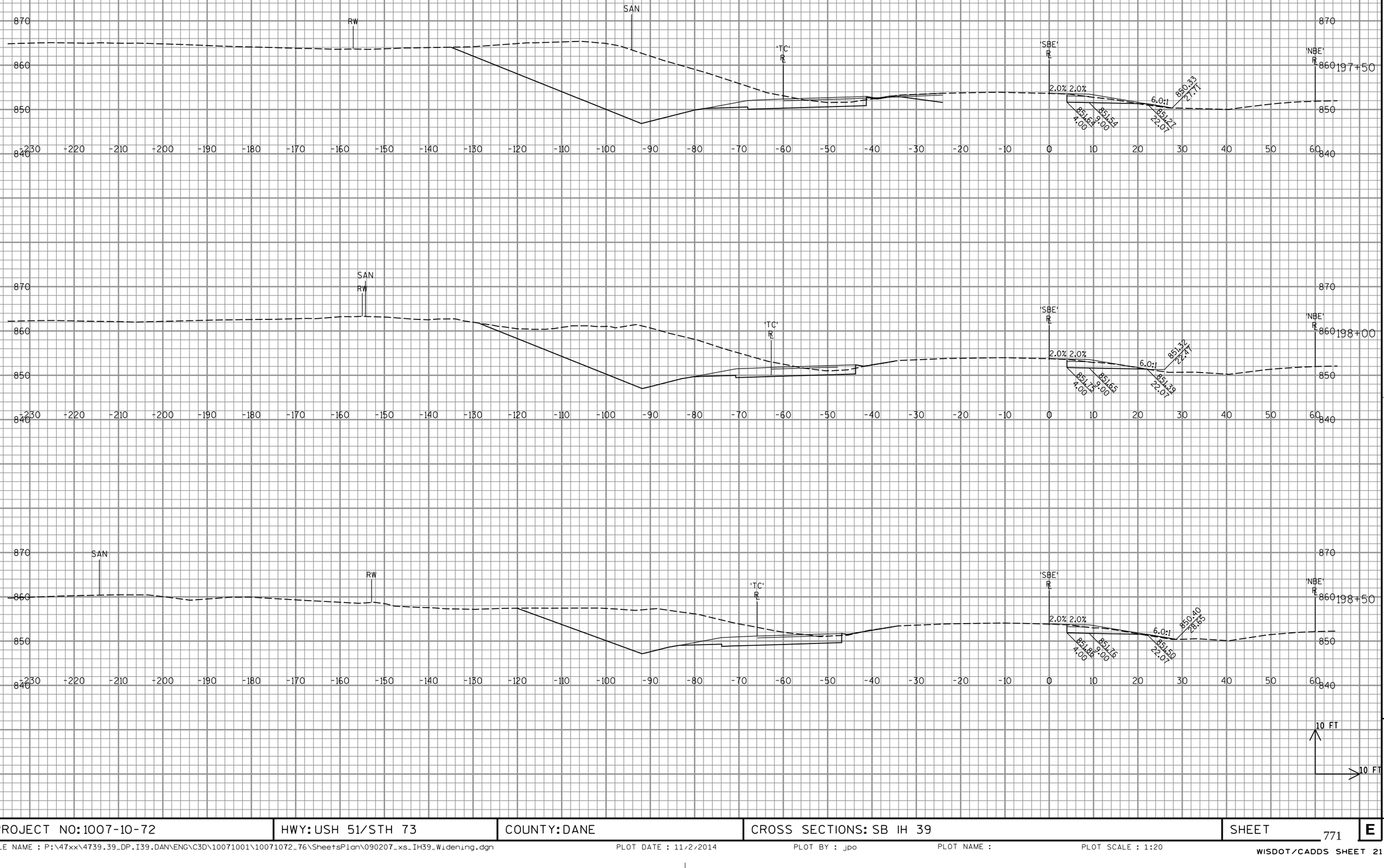


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 770	E

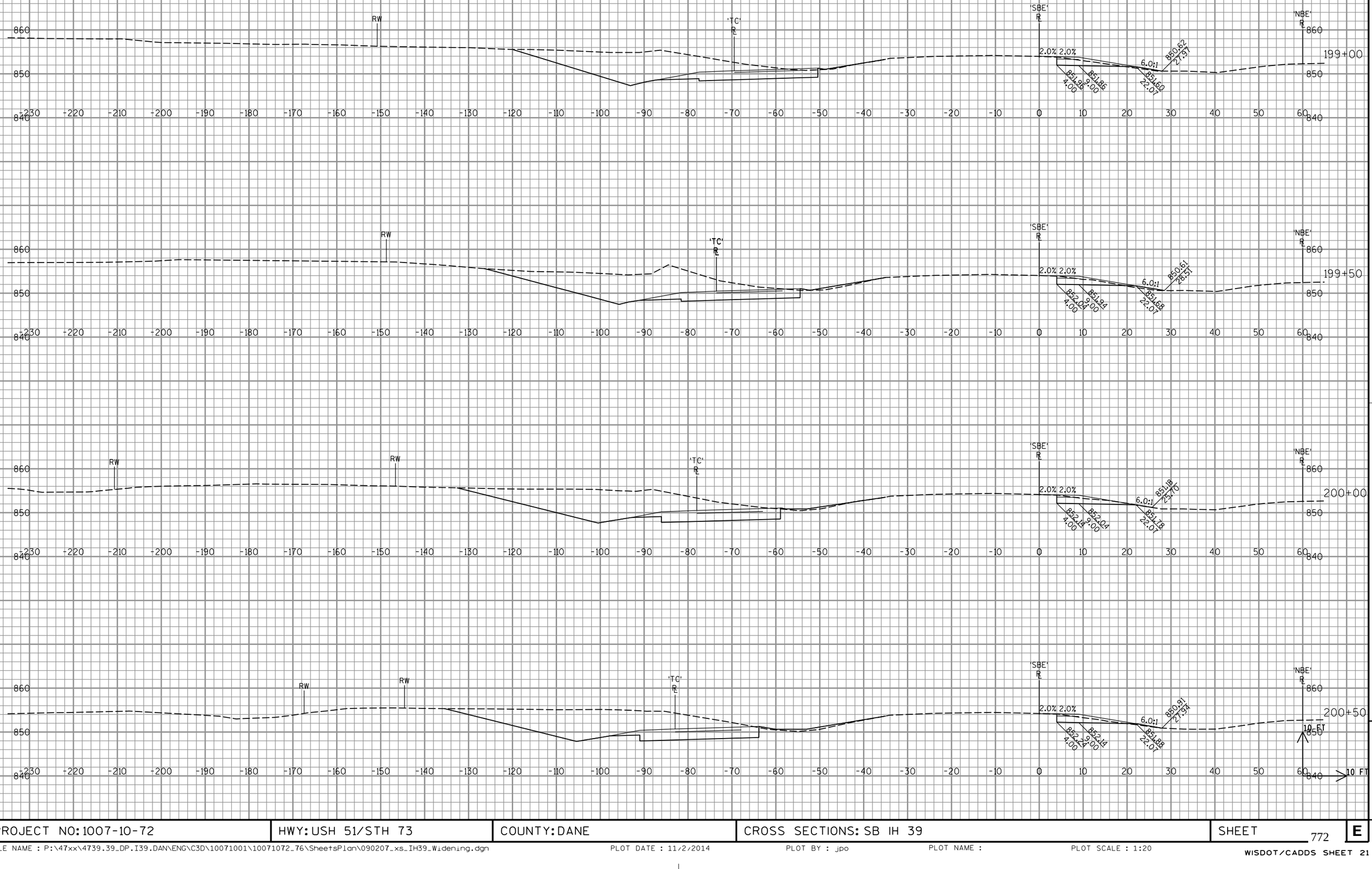
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 771	E

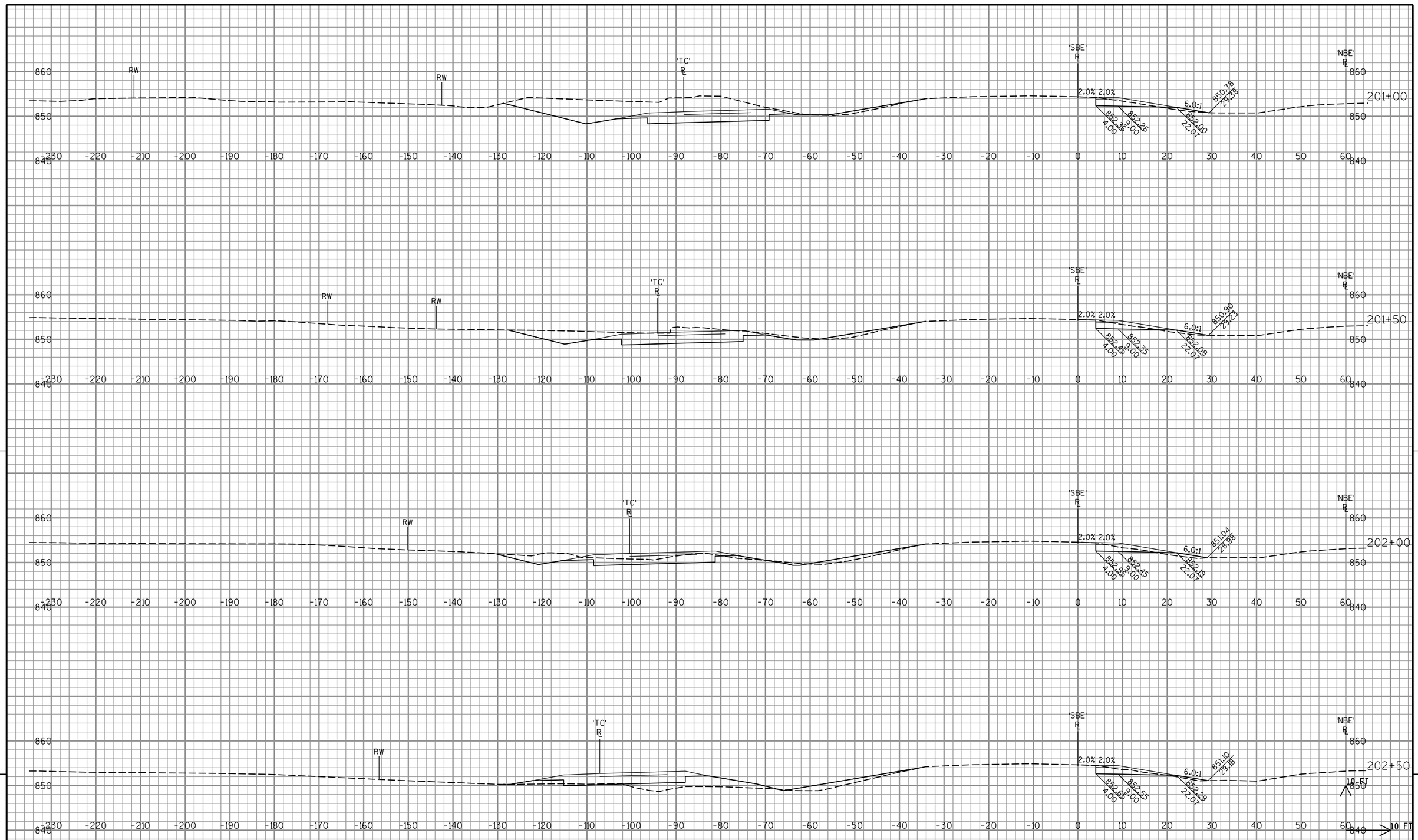
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9 9

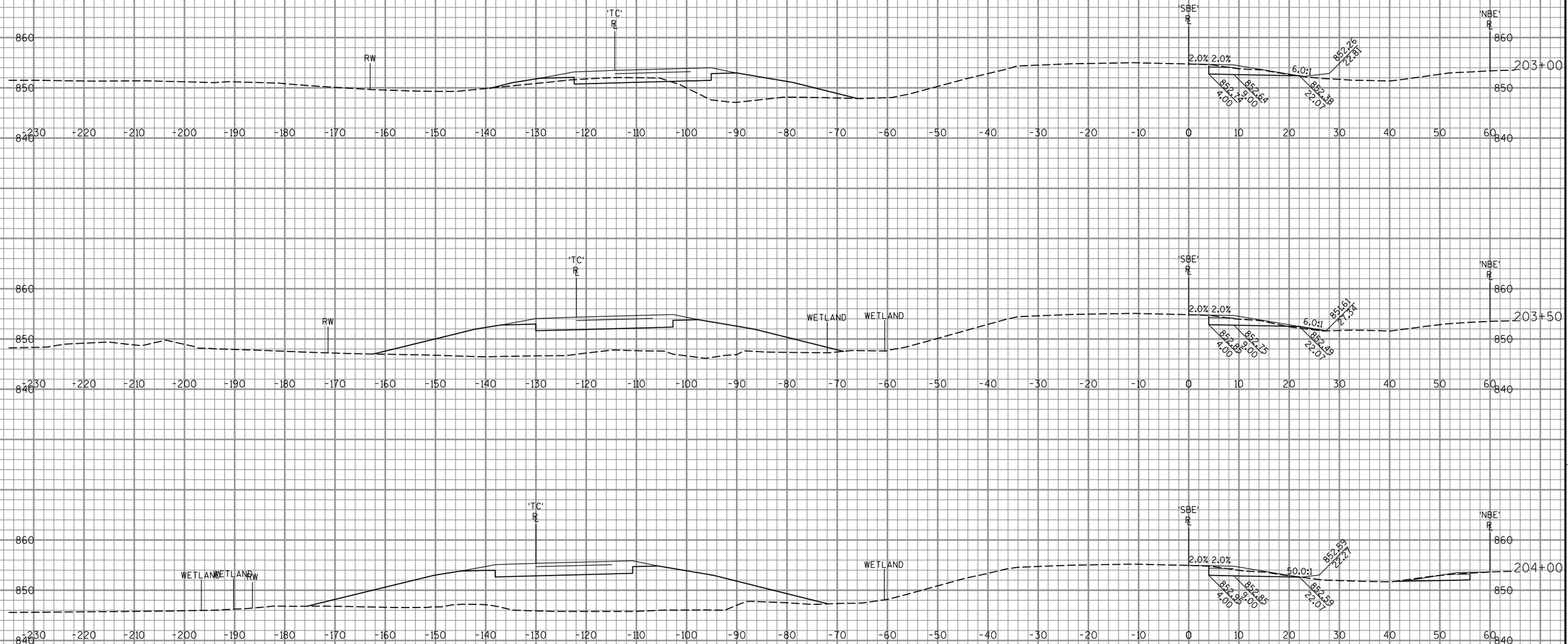
PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 772	E

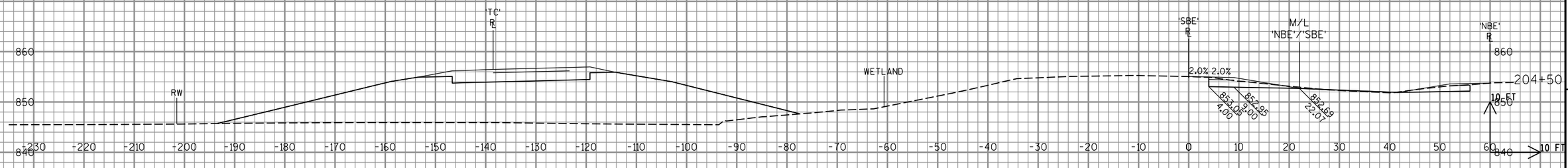


9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 773	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

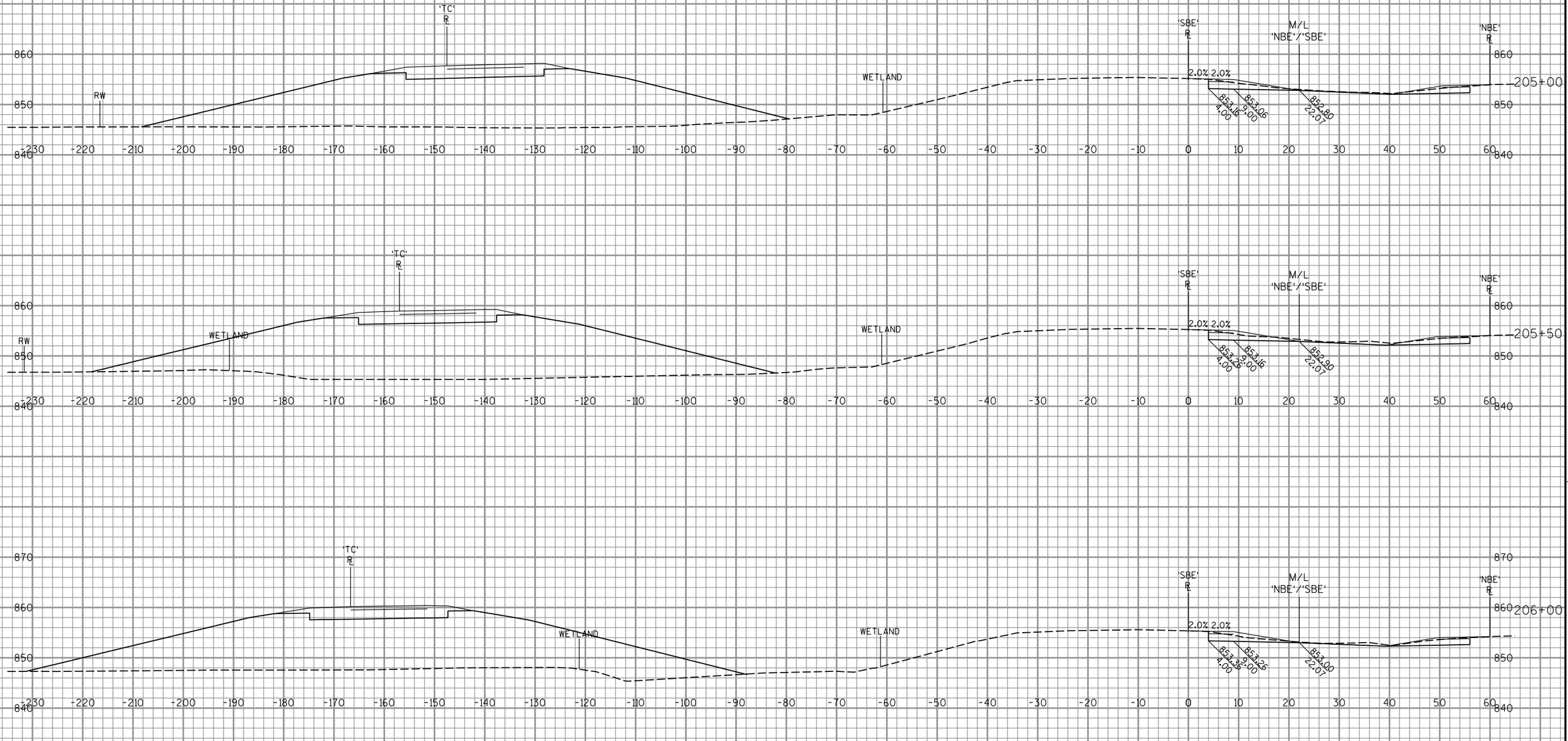




9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 774	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



9

9

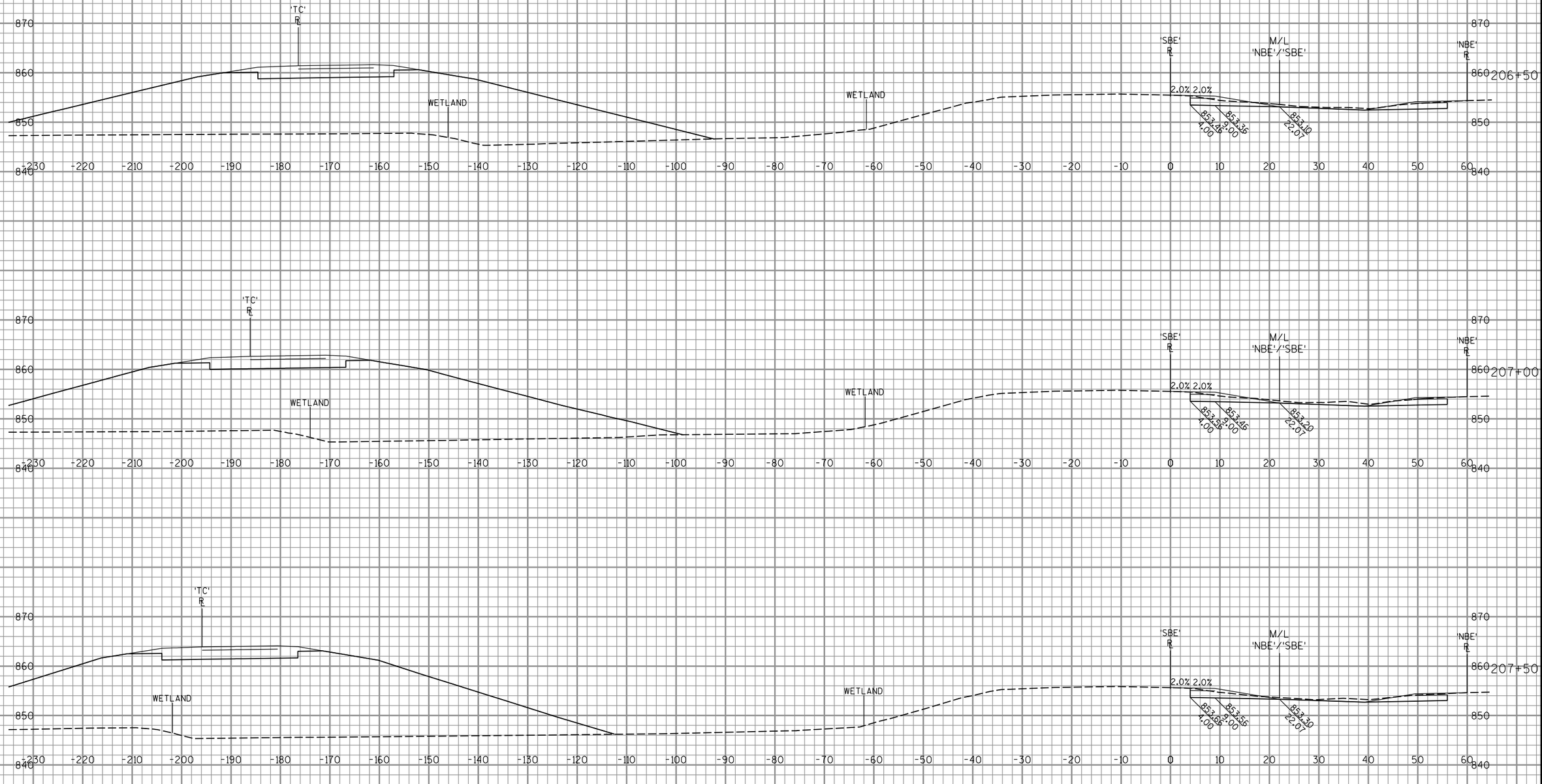
10 FT

10 FT

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 775	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 776	E

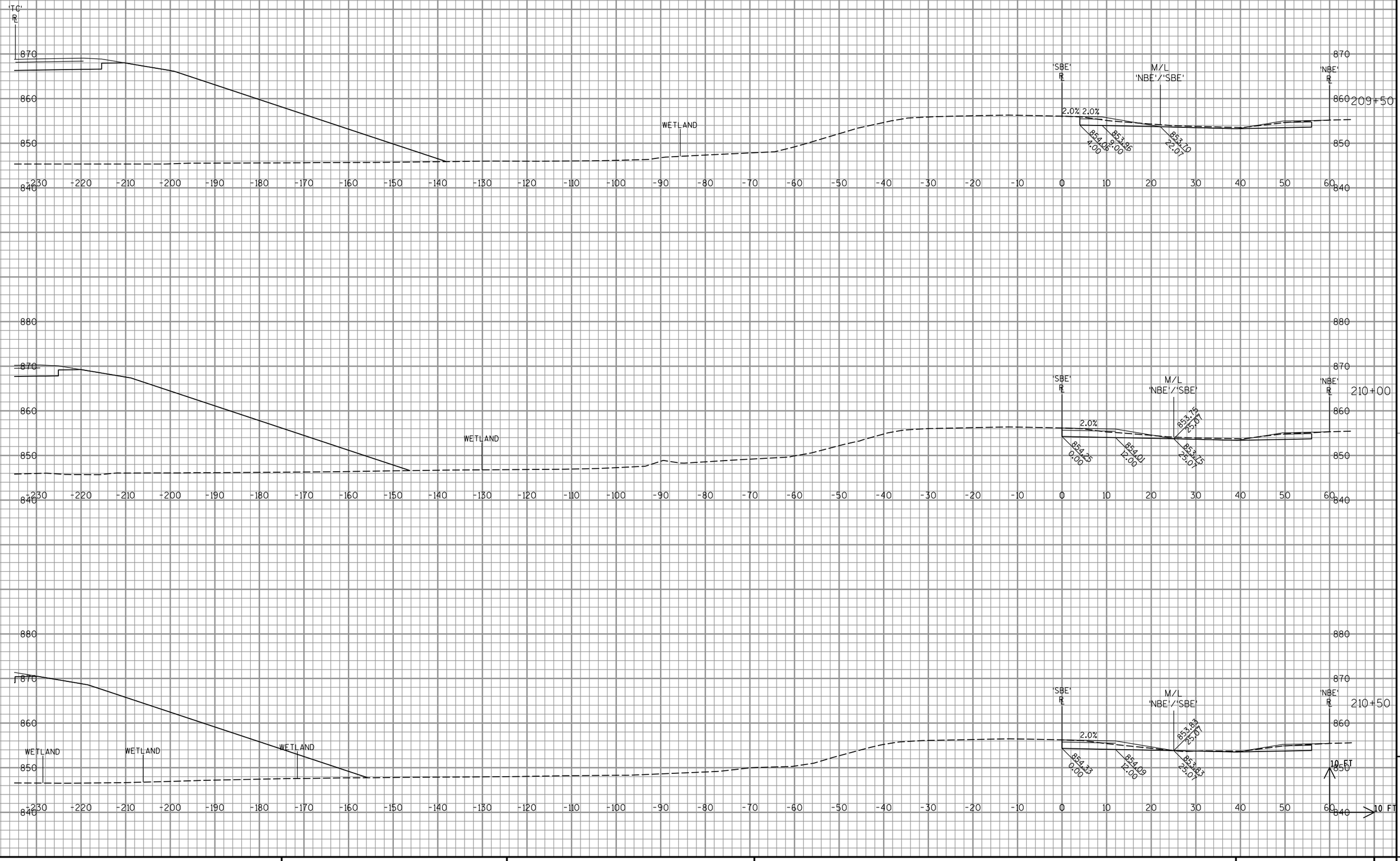
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 777	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 778	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

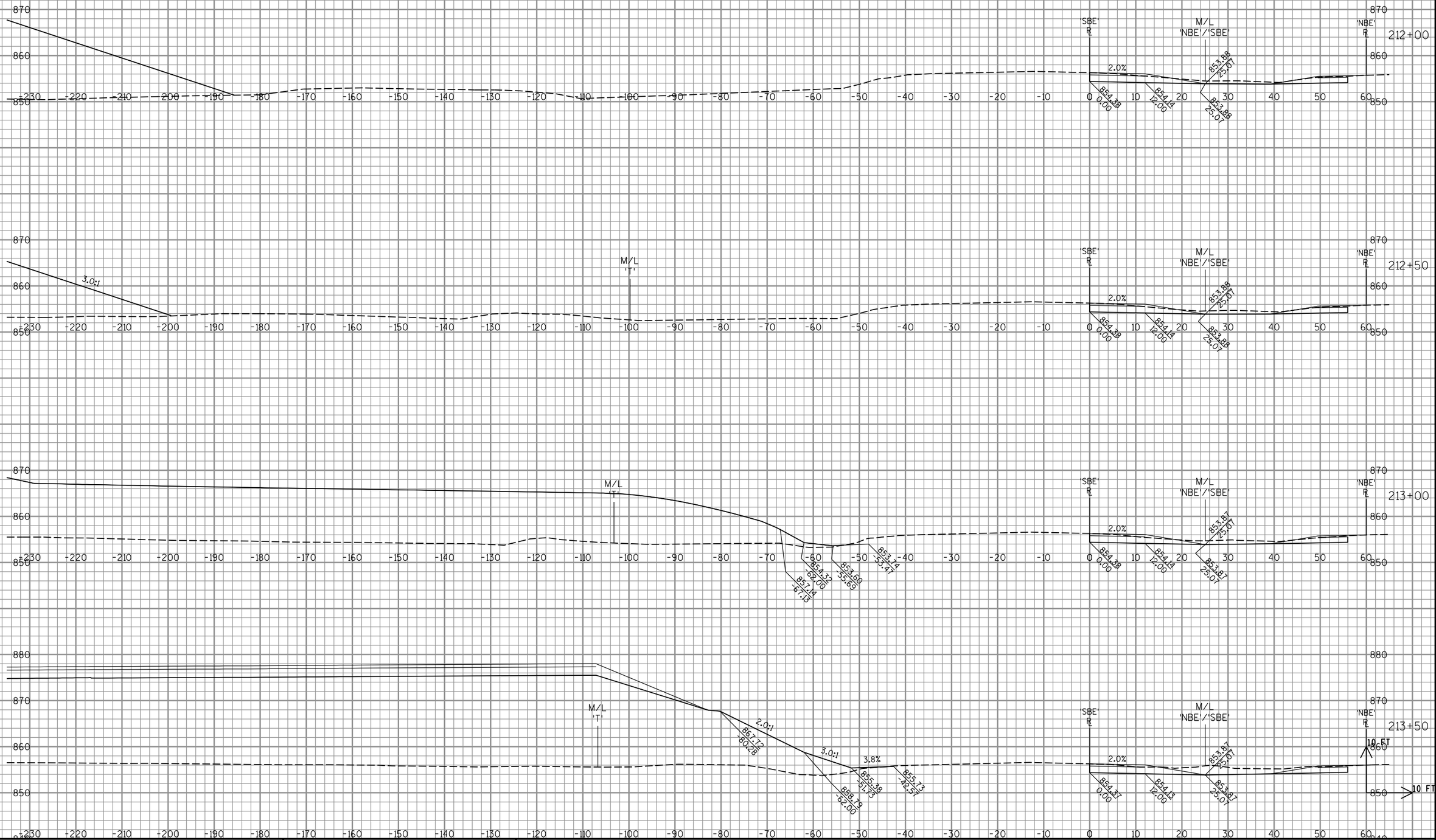
WISDOT/CADDS SHEET 21

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 779	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

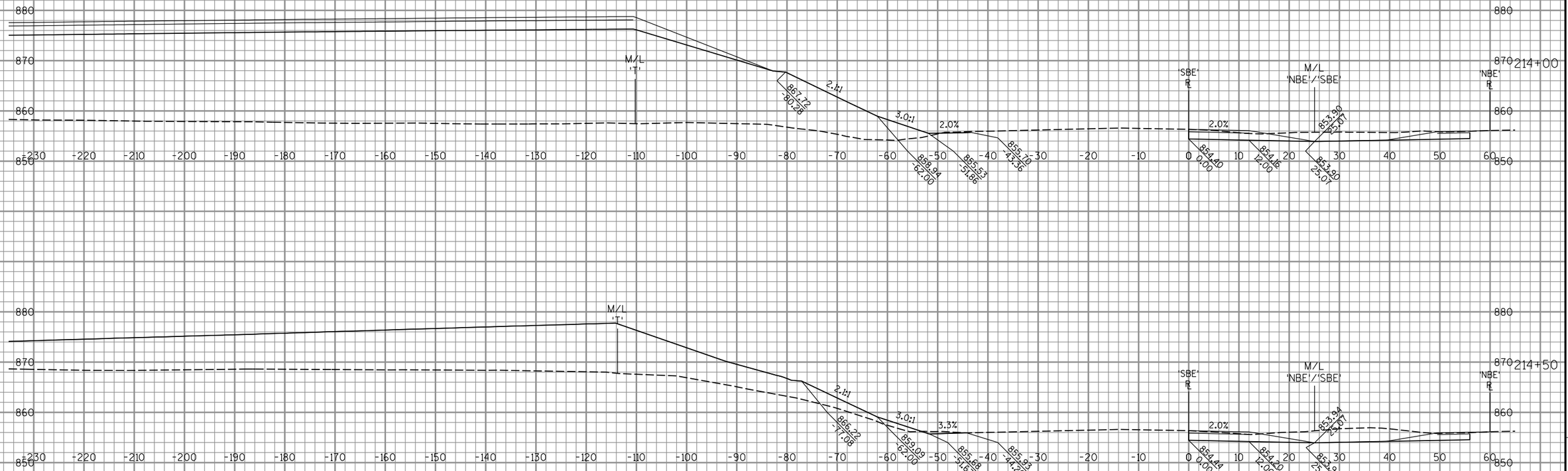


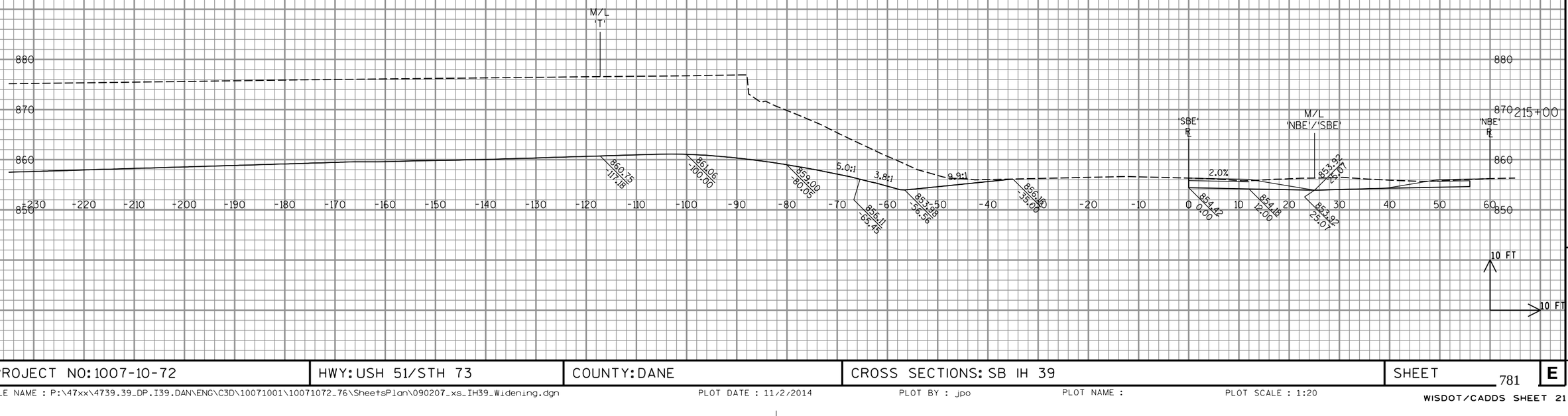
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 780	E

9

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21





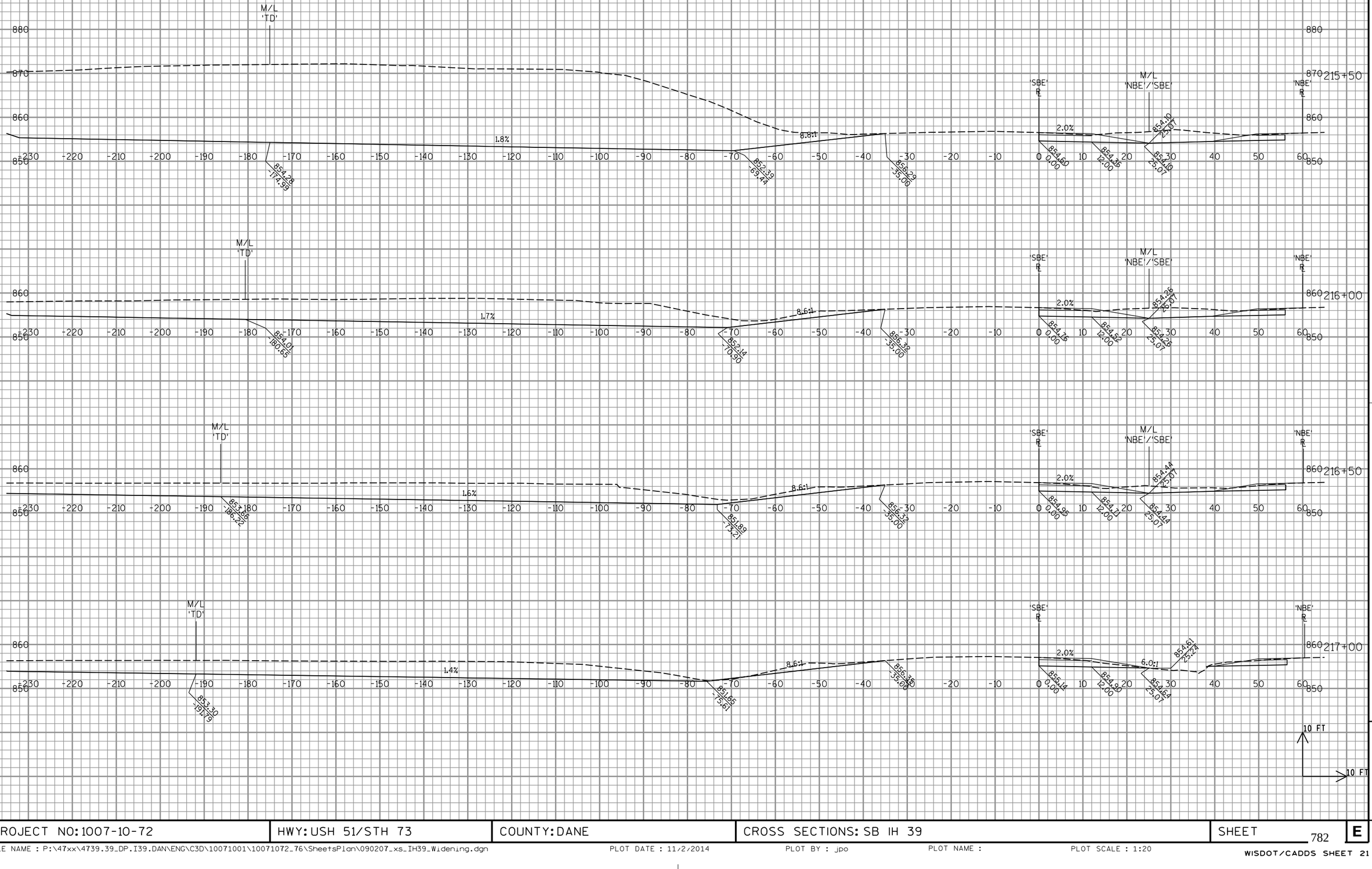
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 781	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



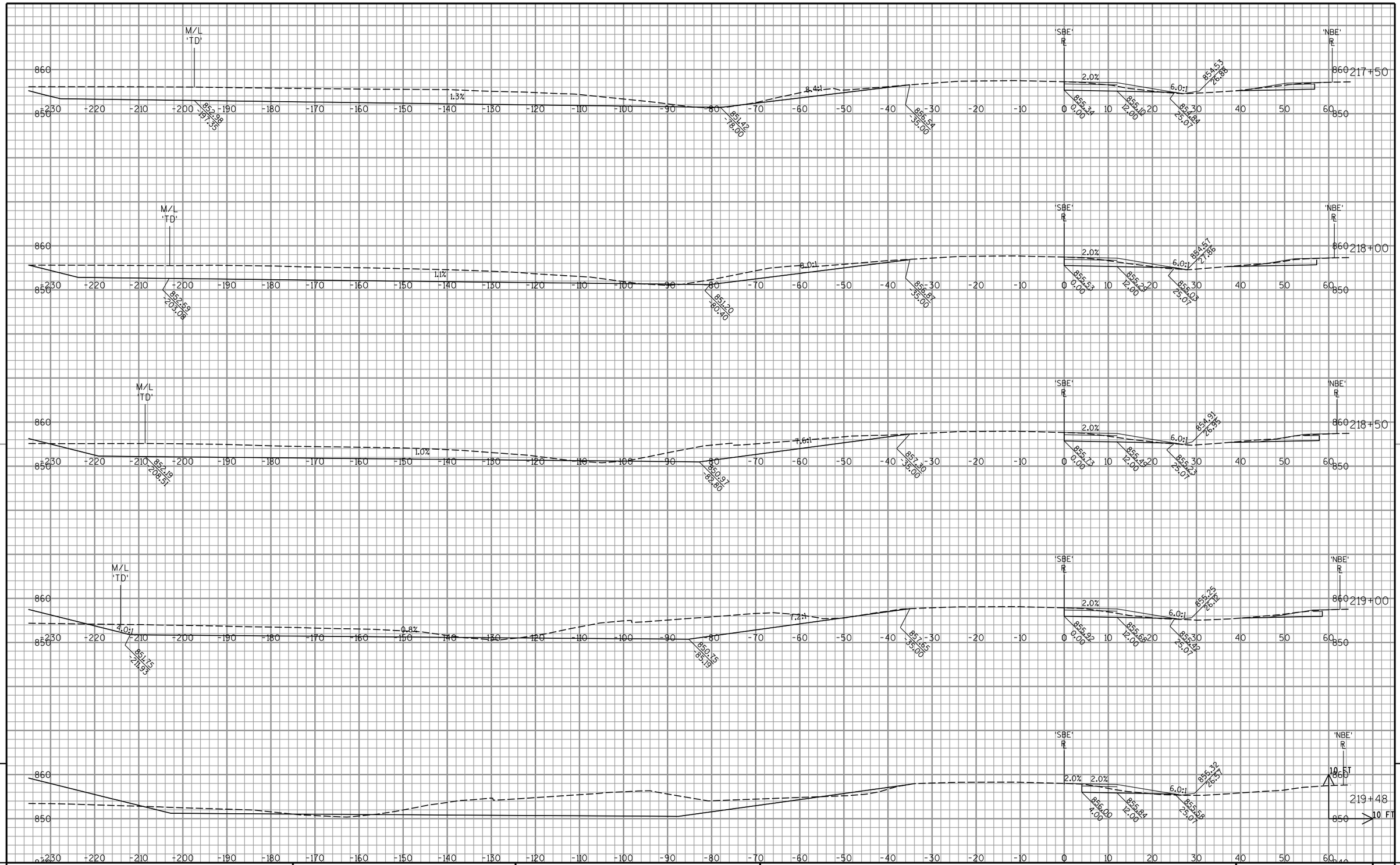
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 782	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



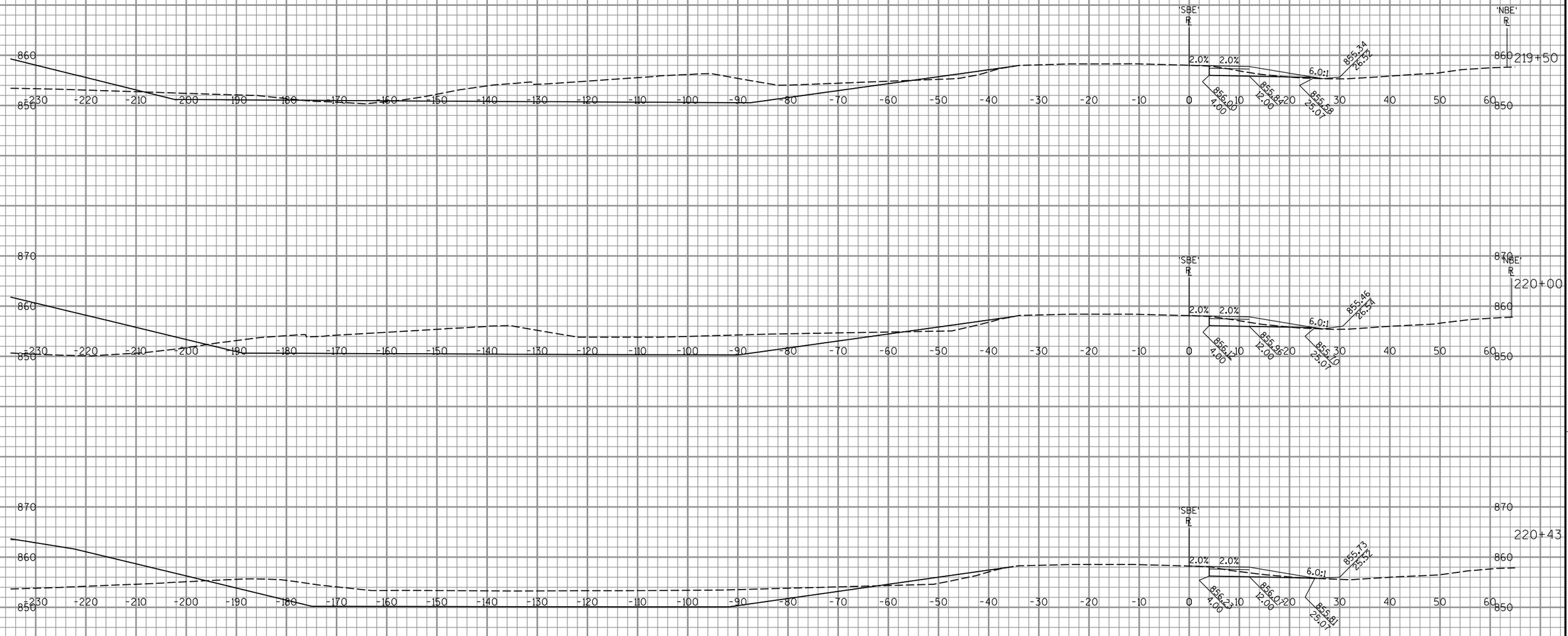
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 783	E

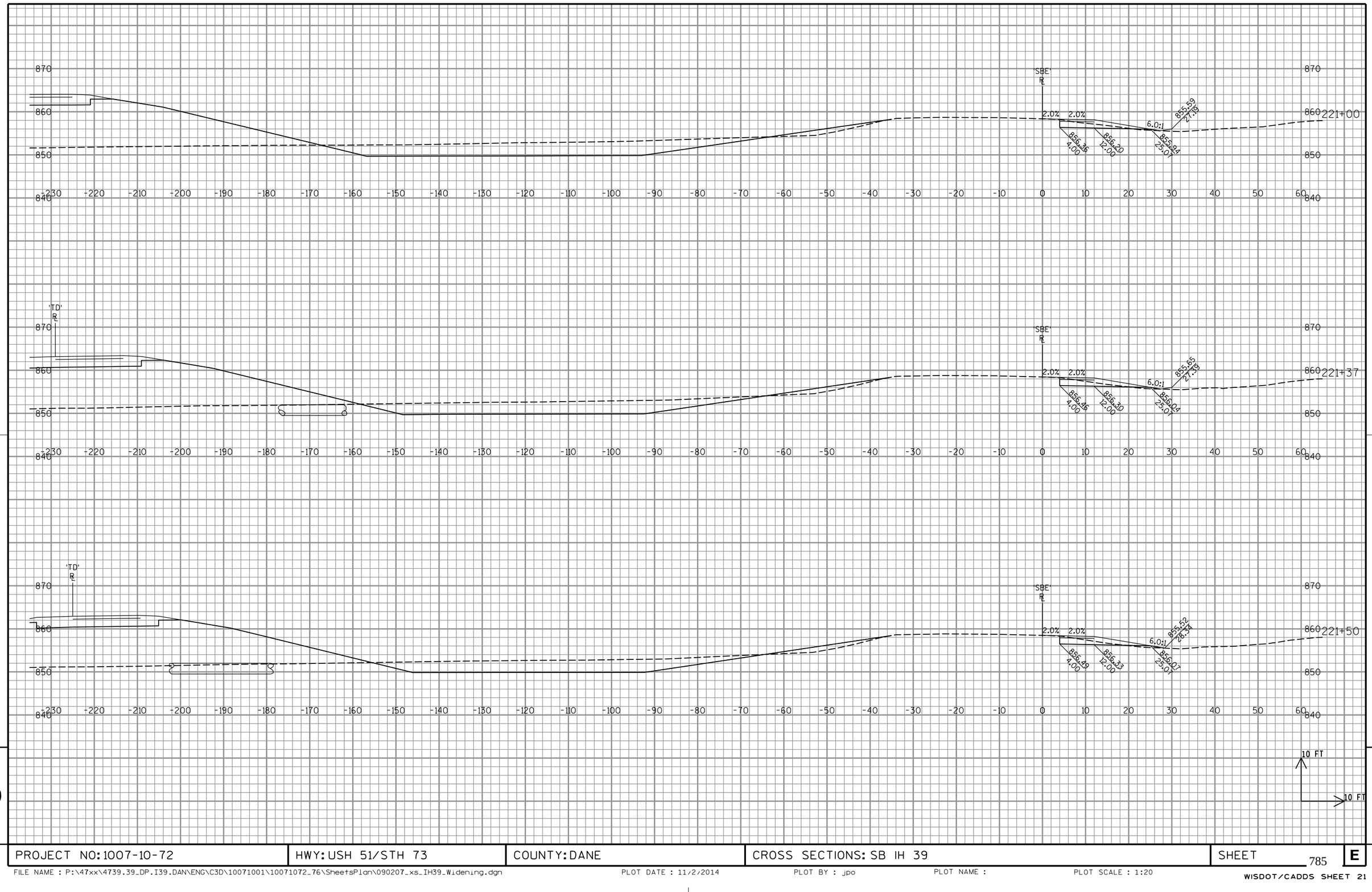
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 784	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

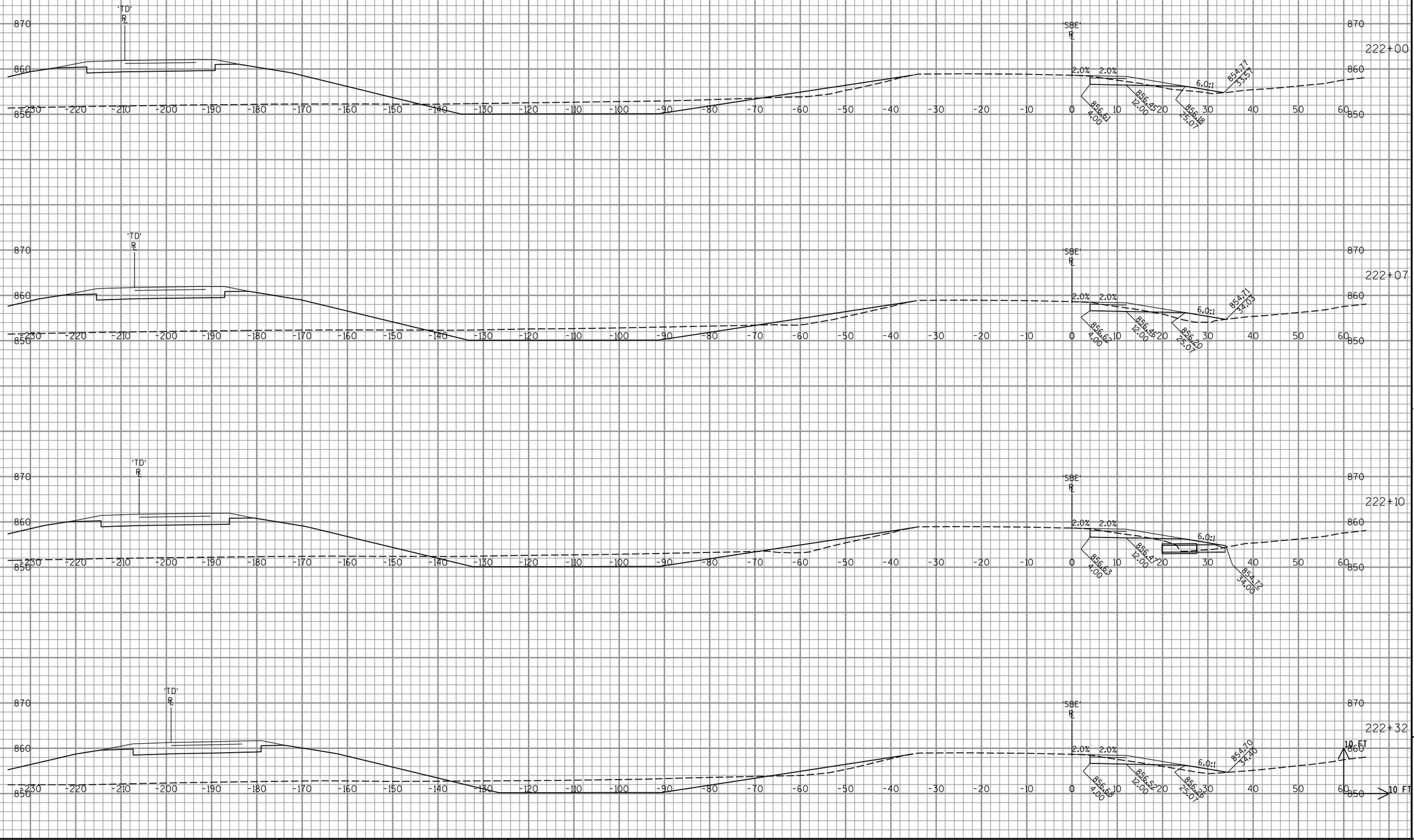


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 785	E

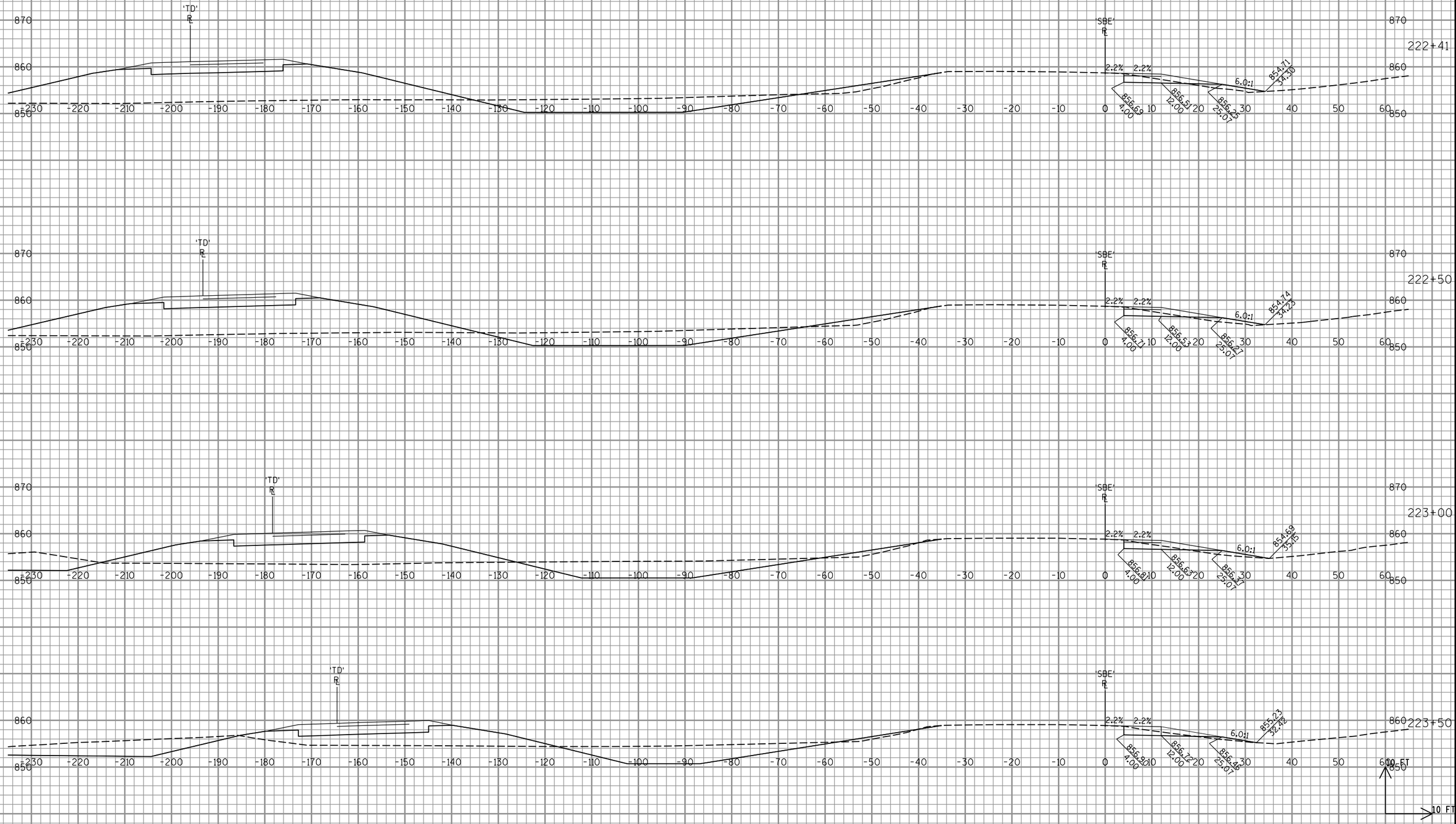
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 786	E

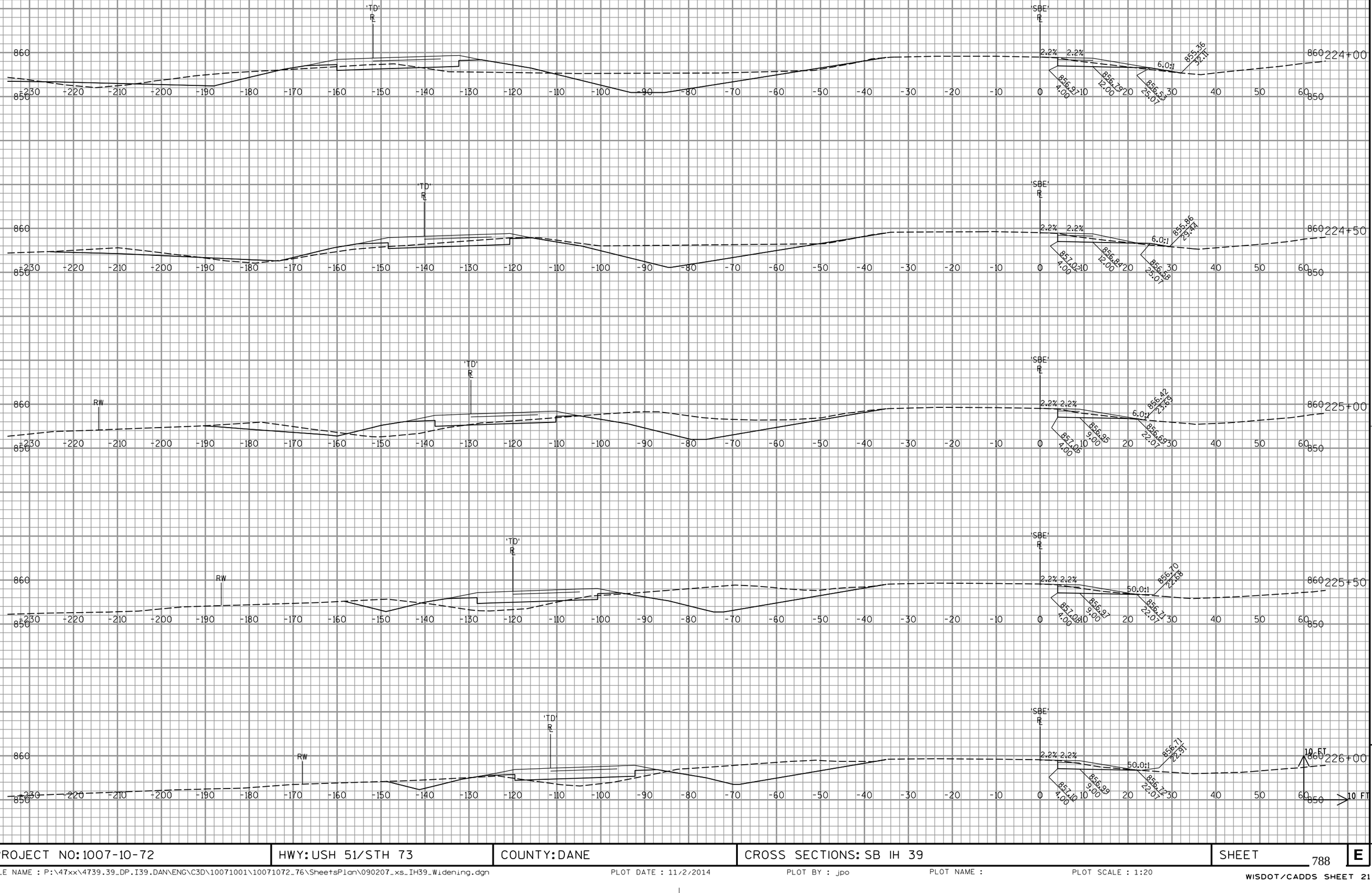
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



9

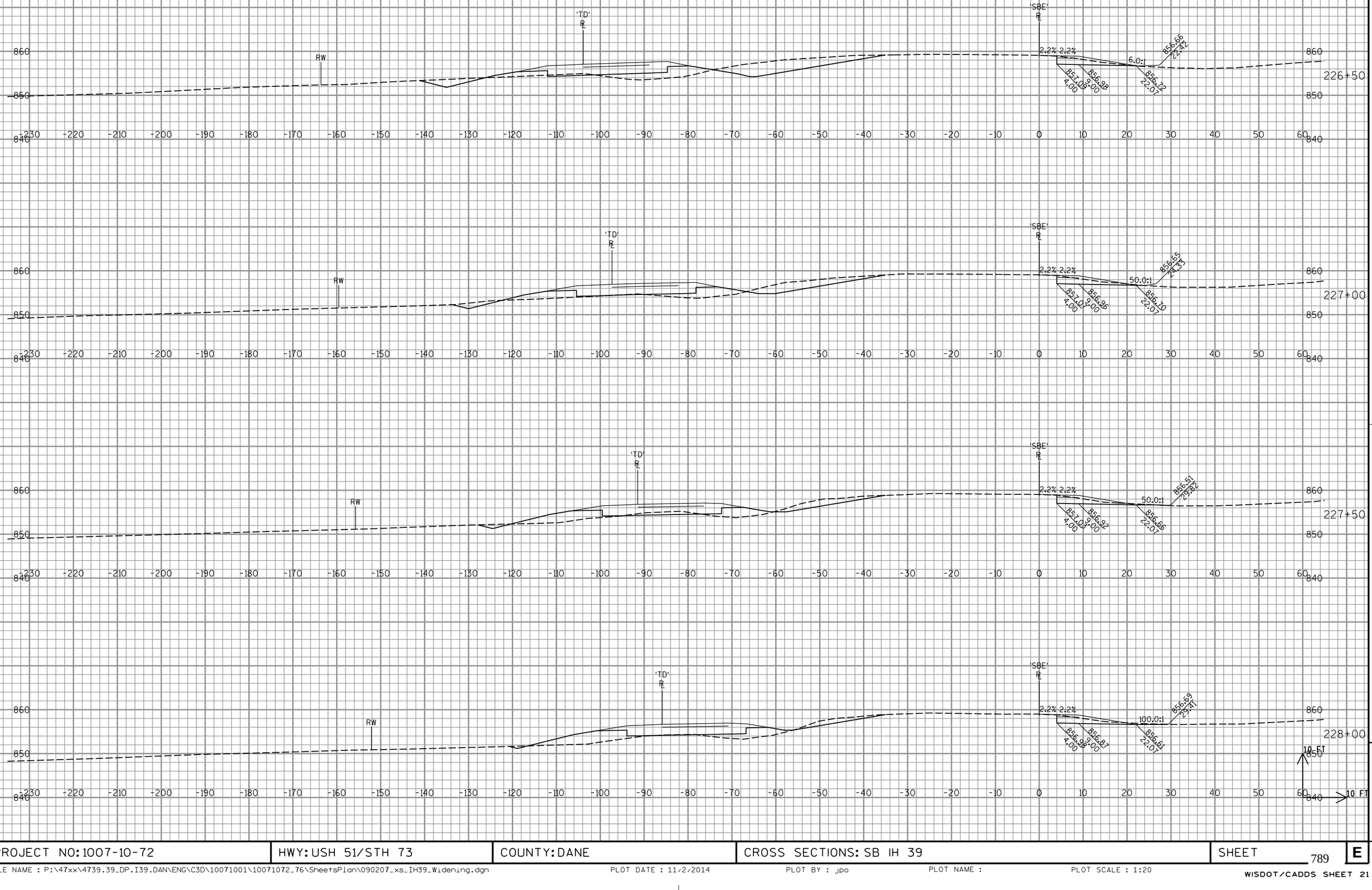
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 787	E



9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 788	E



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 789	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

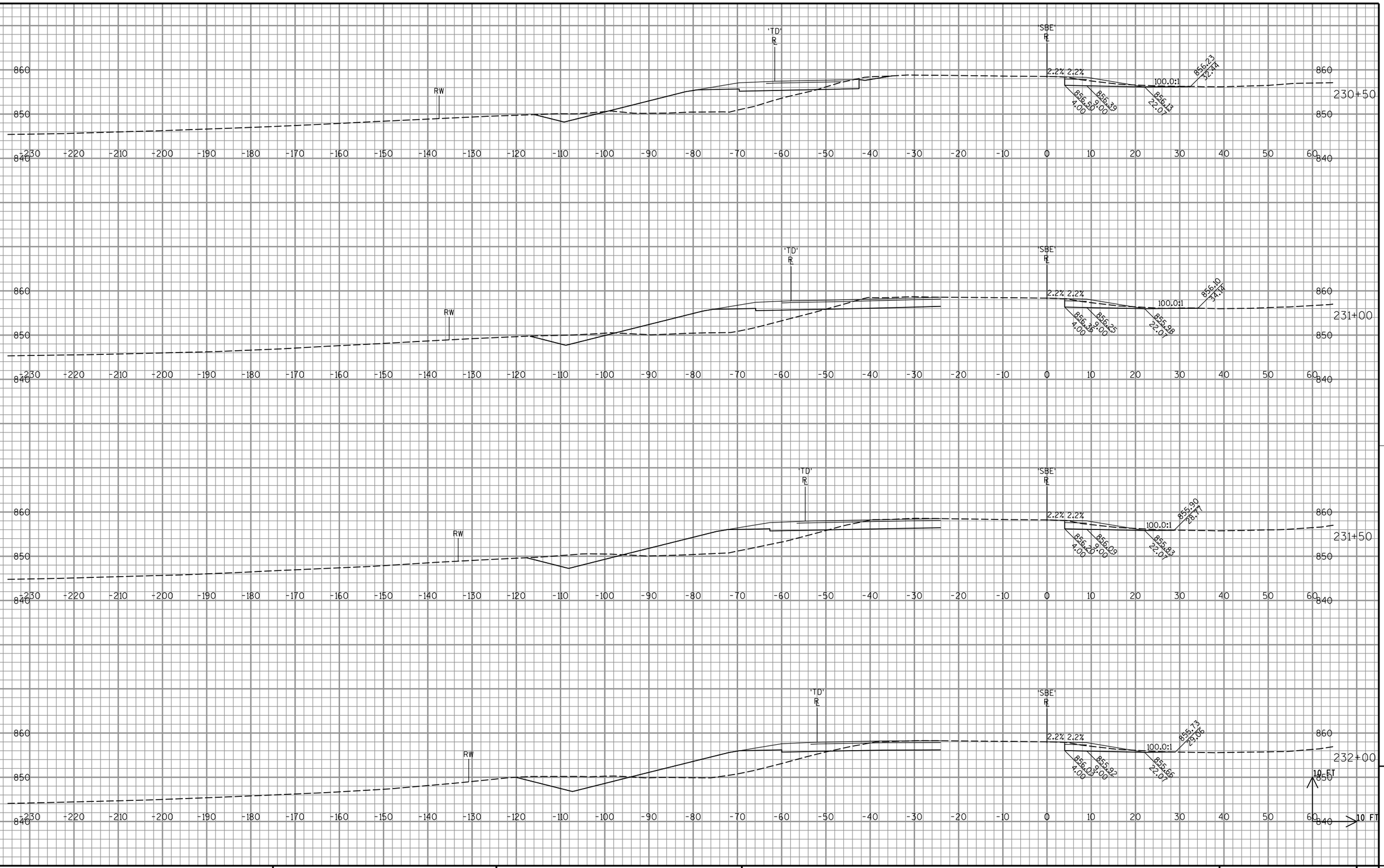
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 790	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

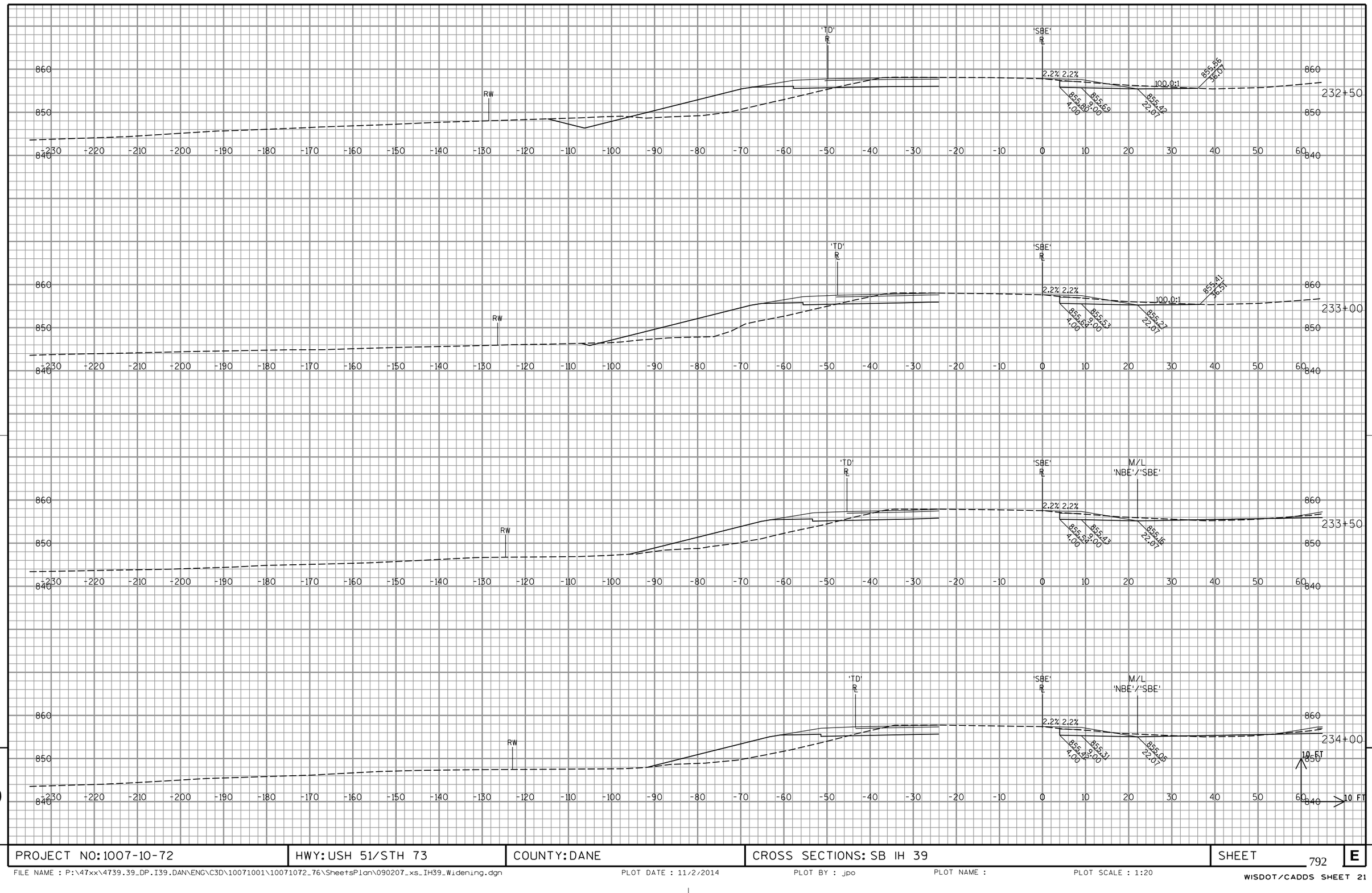
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 791	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

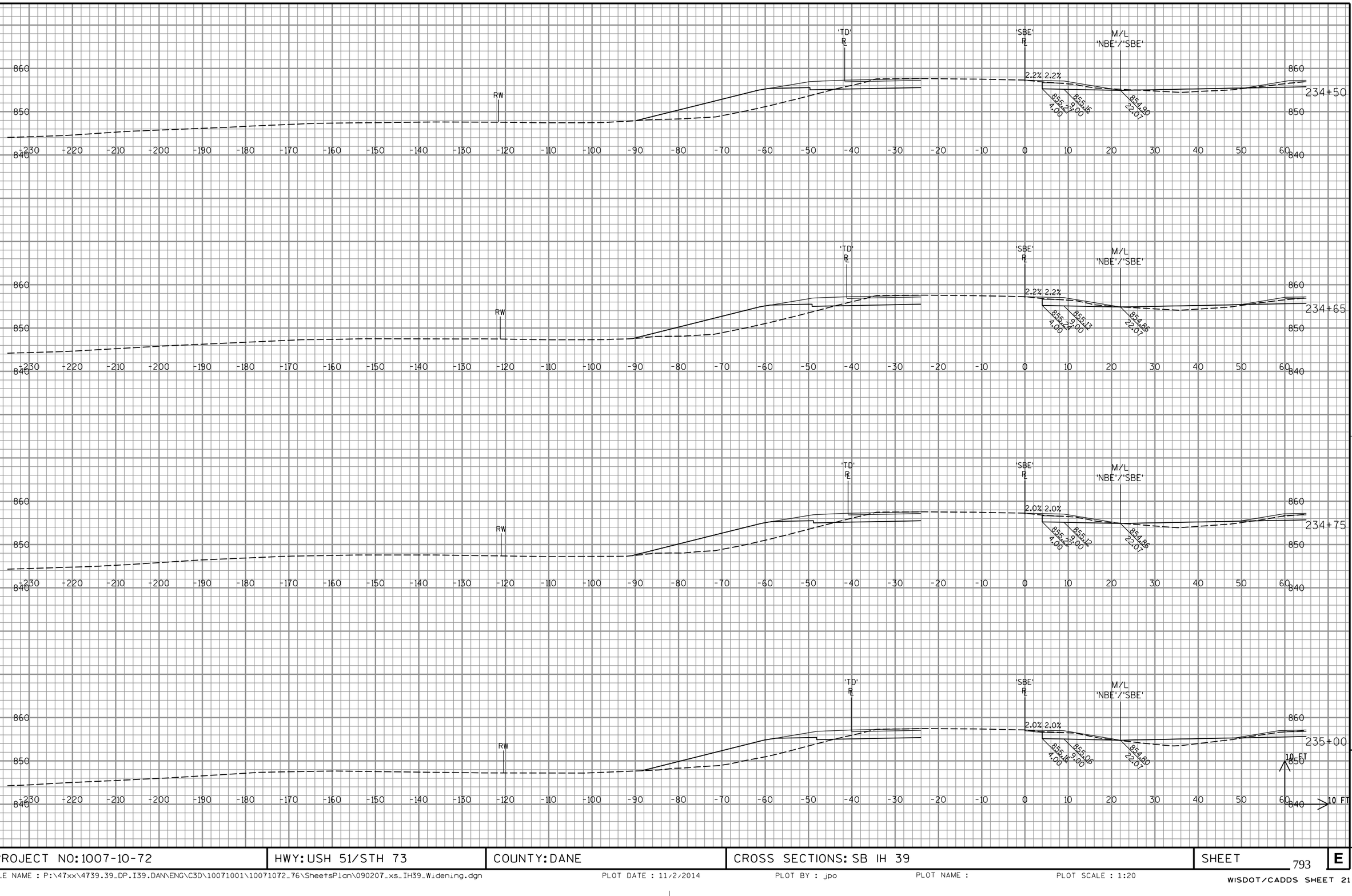


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 792	E

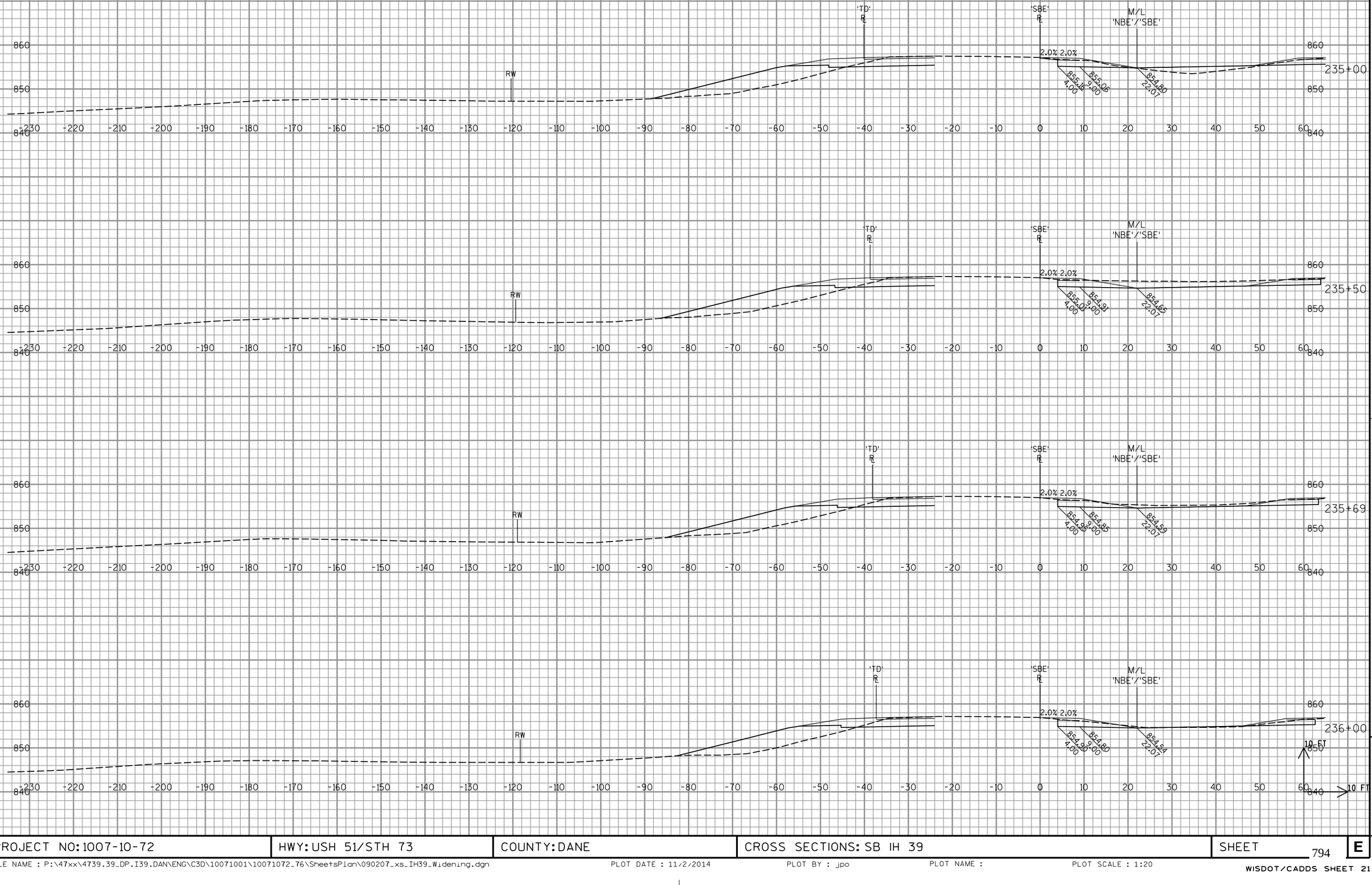
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 793	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

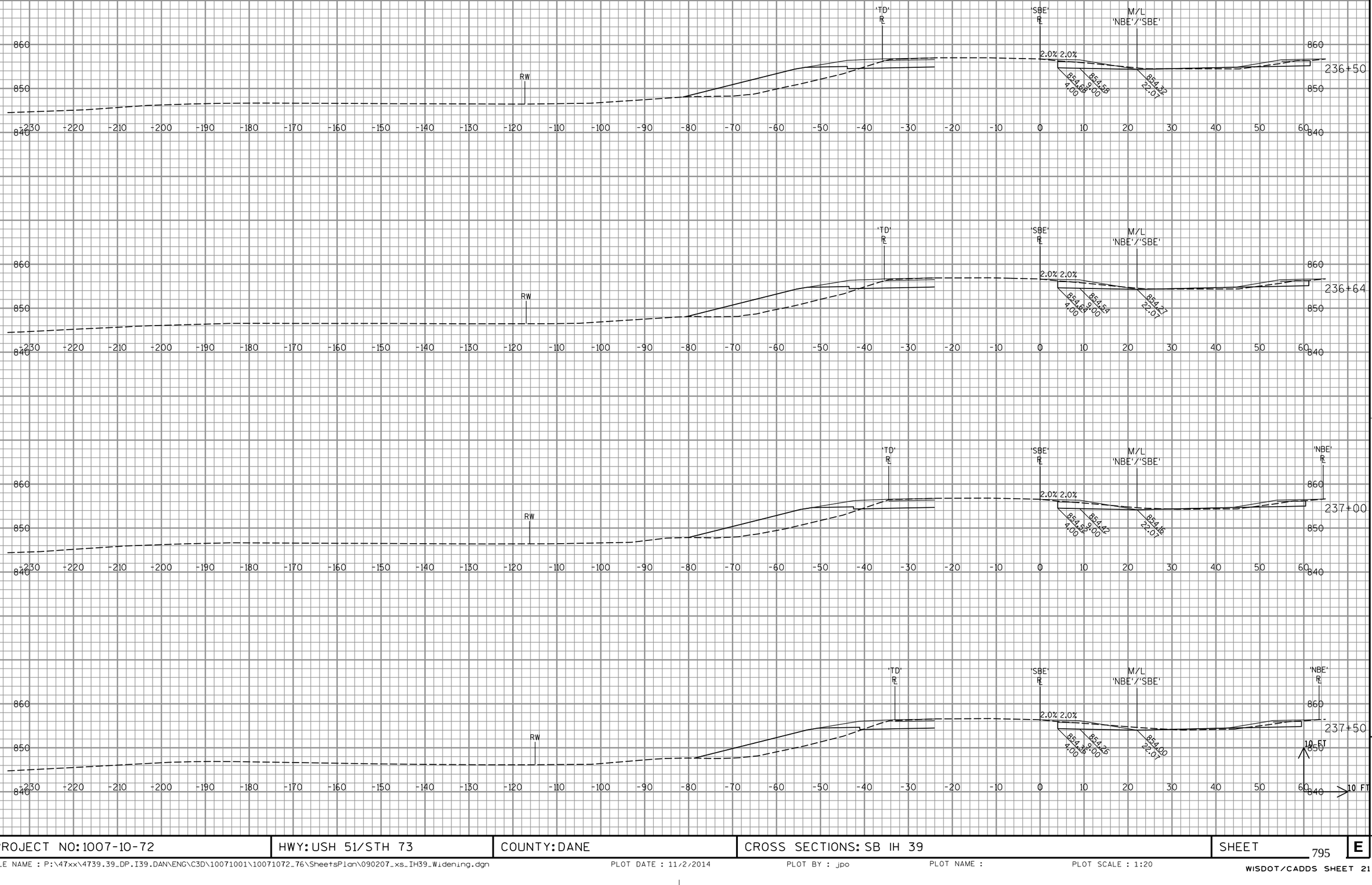


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 794	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

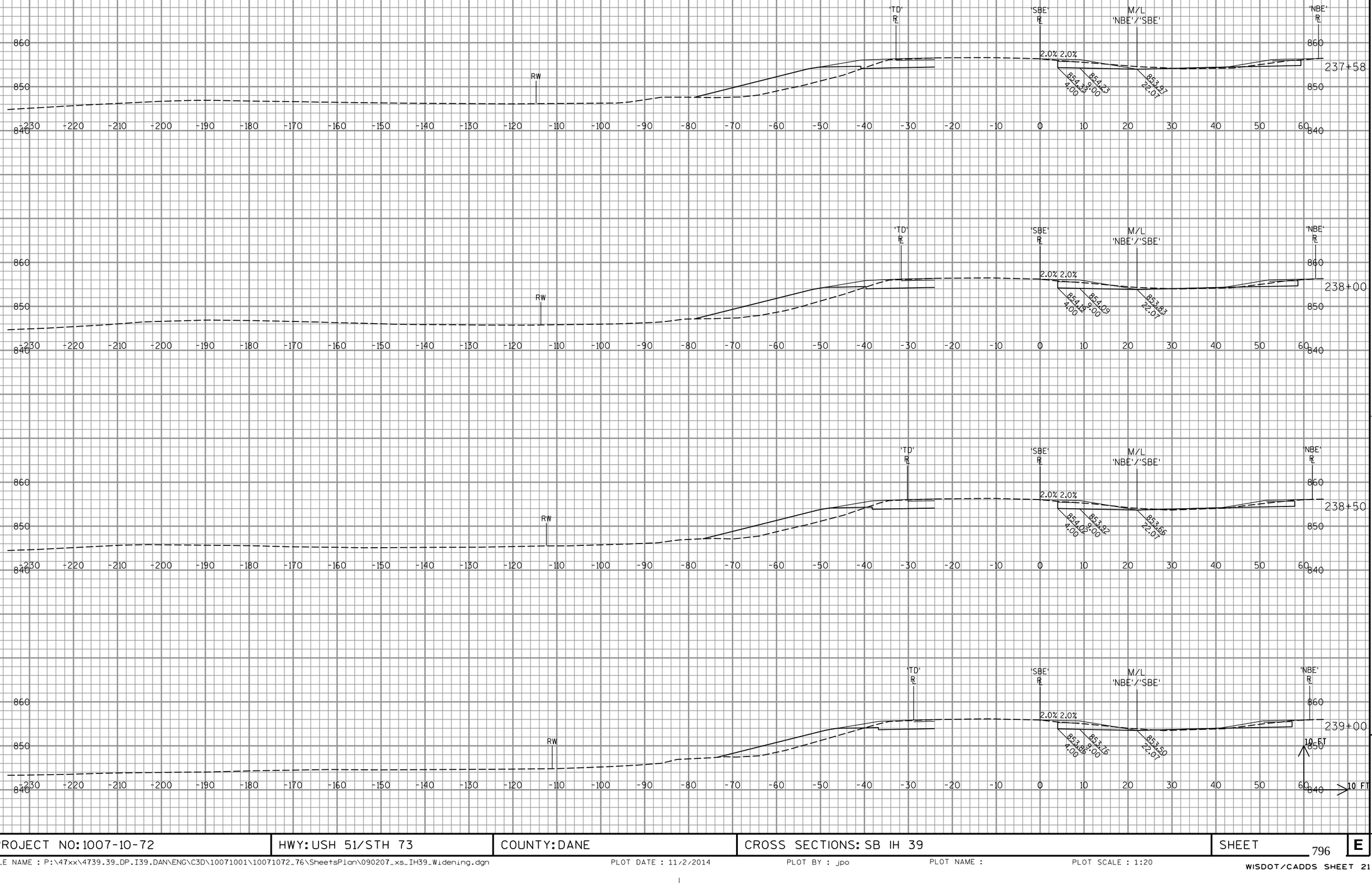


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 795	E

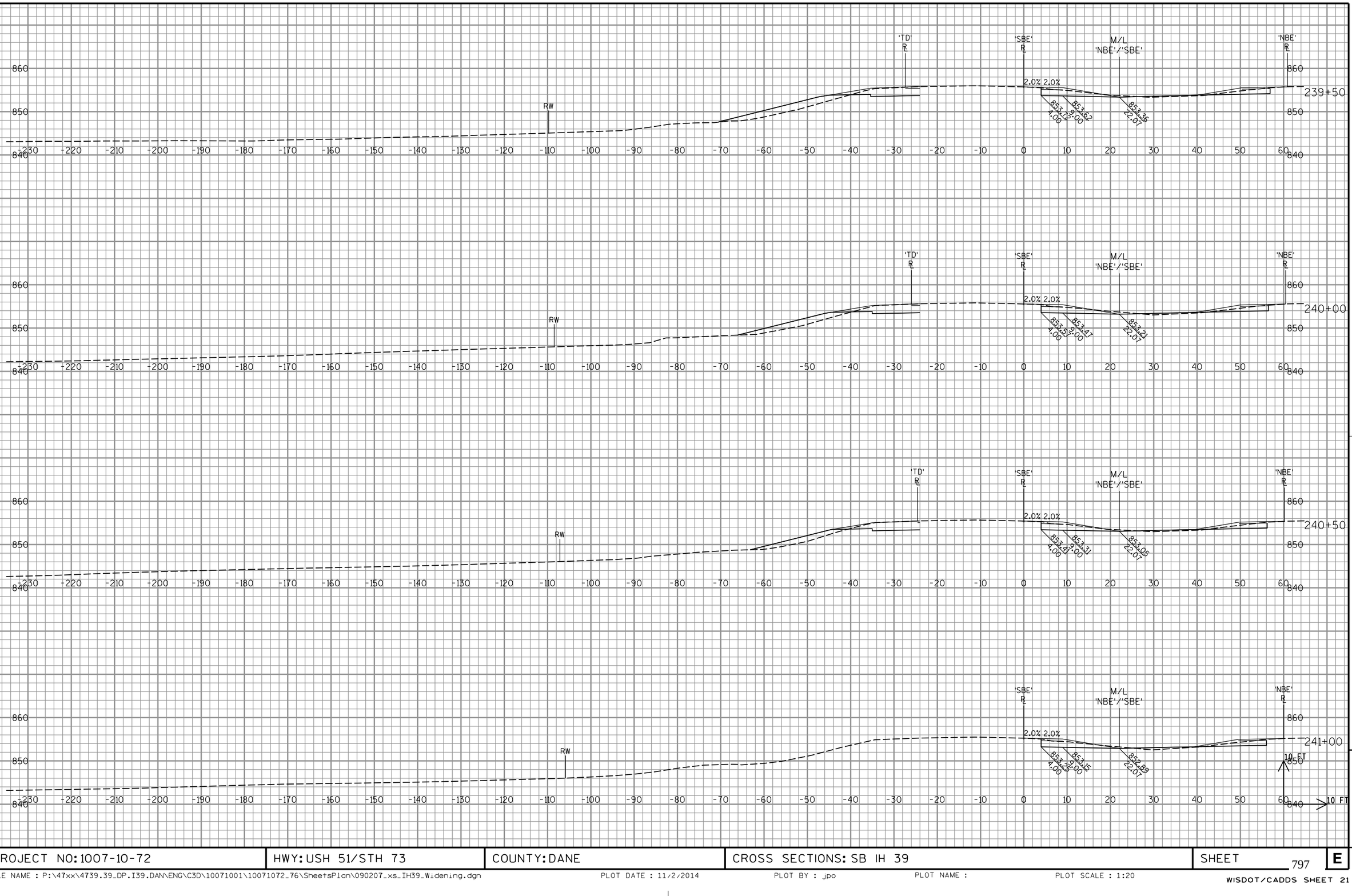
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 796	E

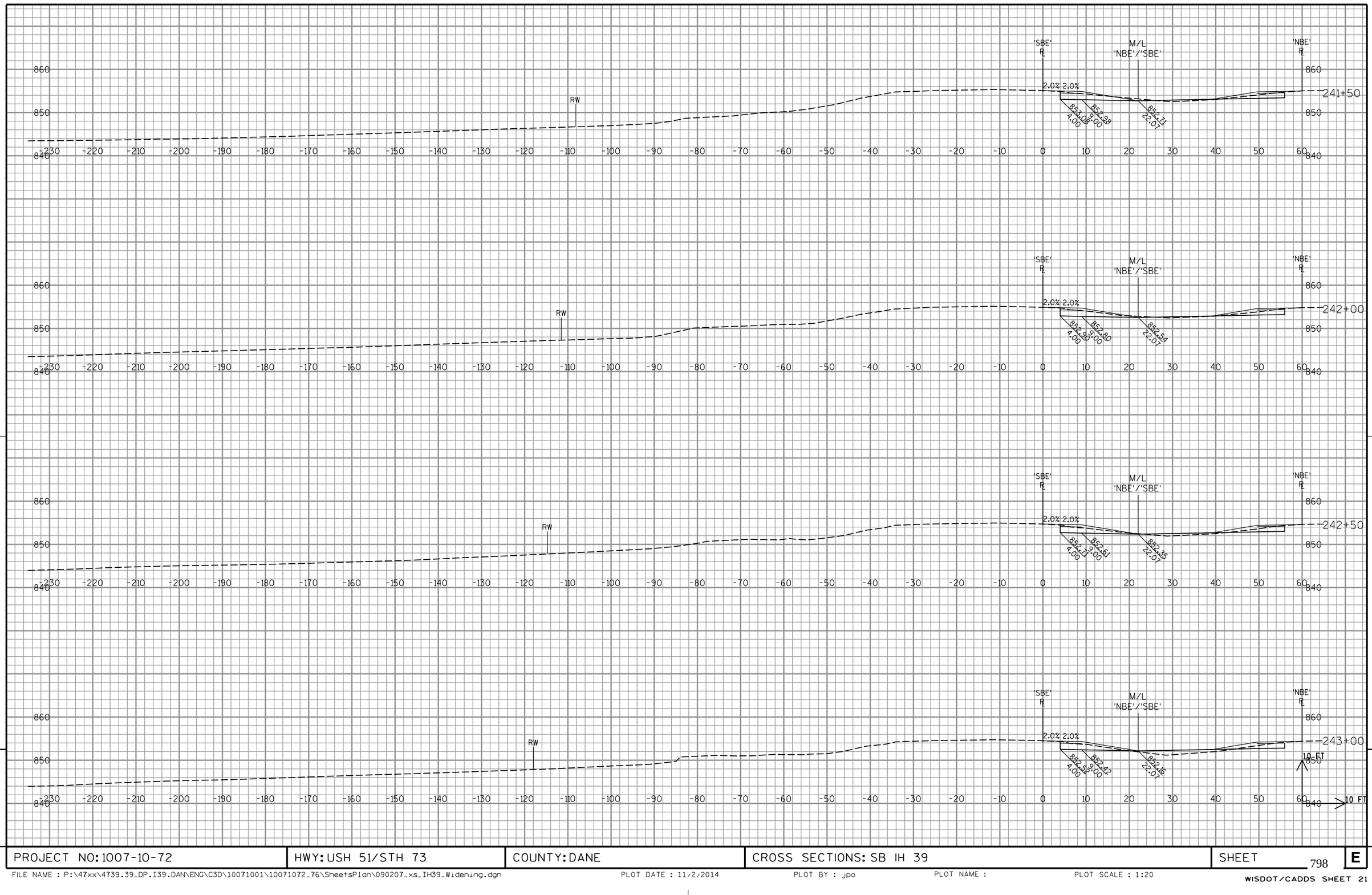
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



9

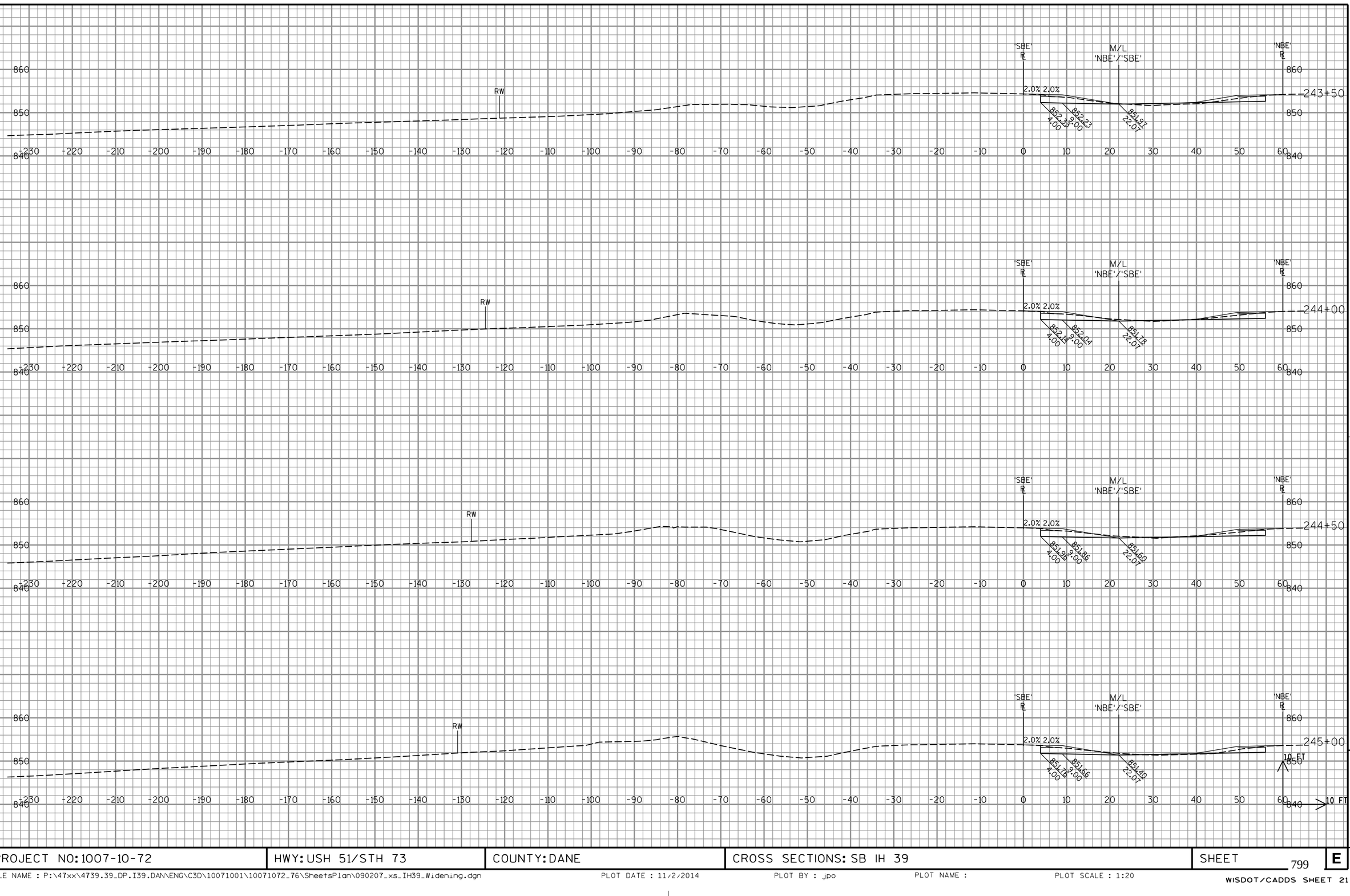
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 797	E



9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 798	E

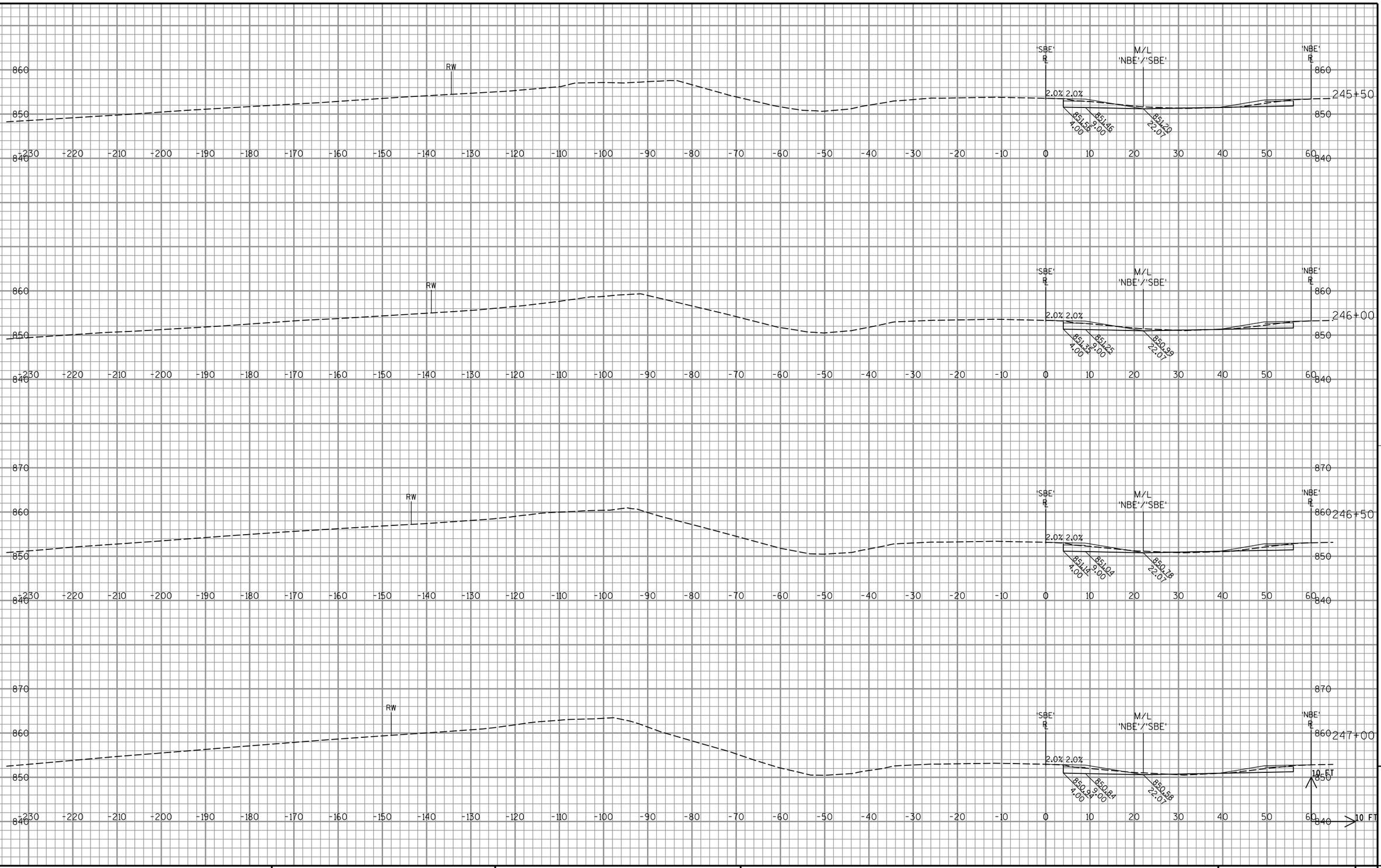


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 799	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



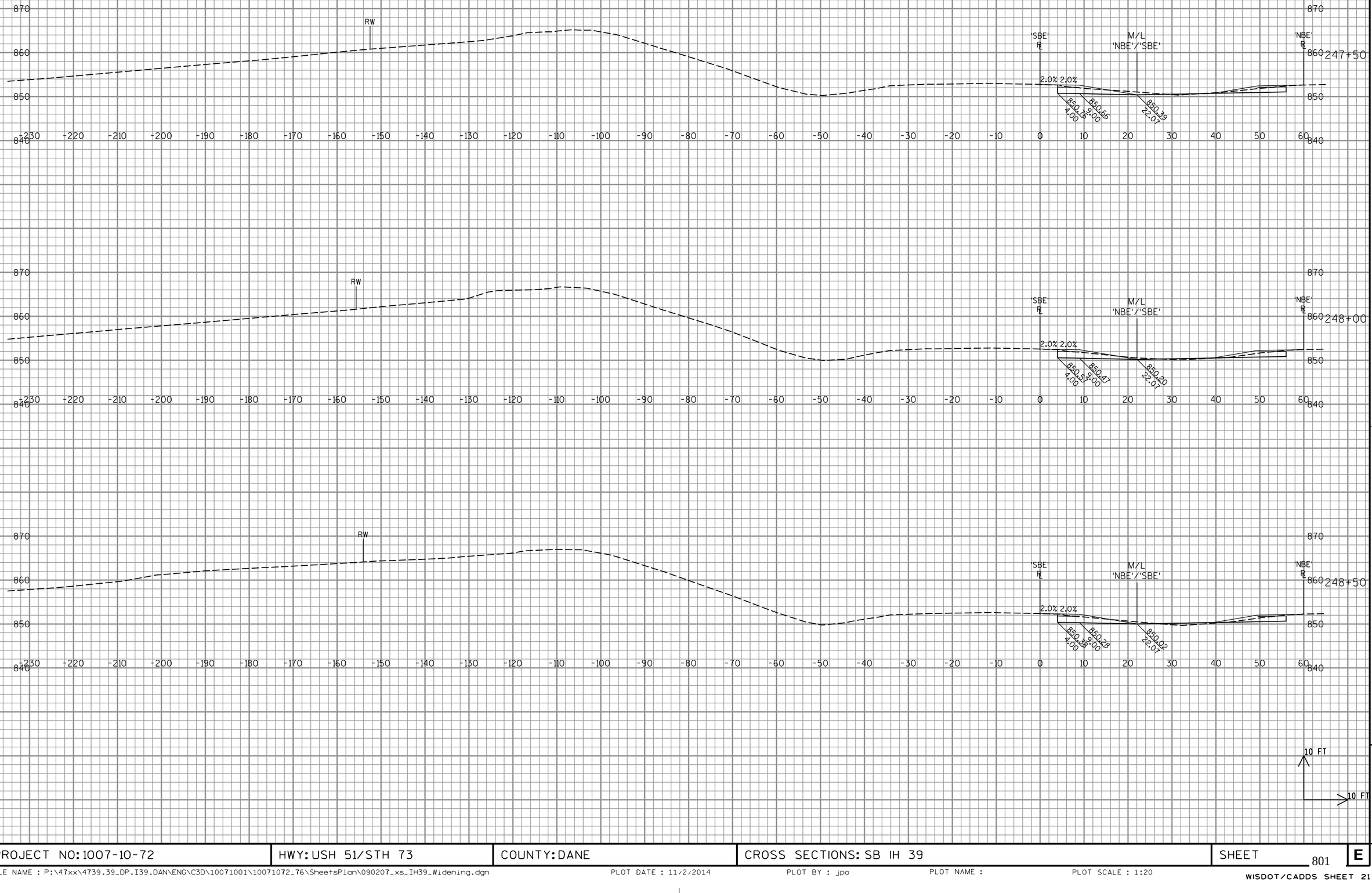
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 800	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 801	E

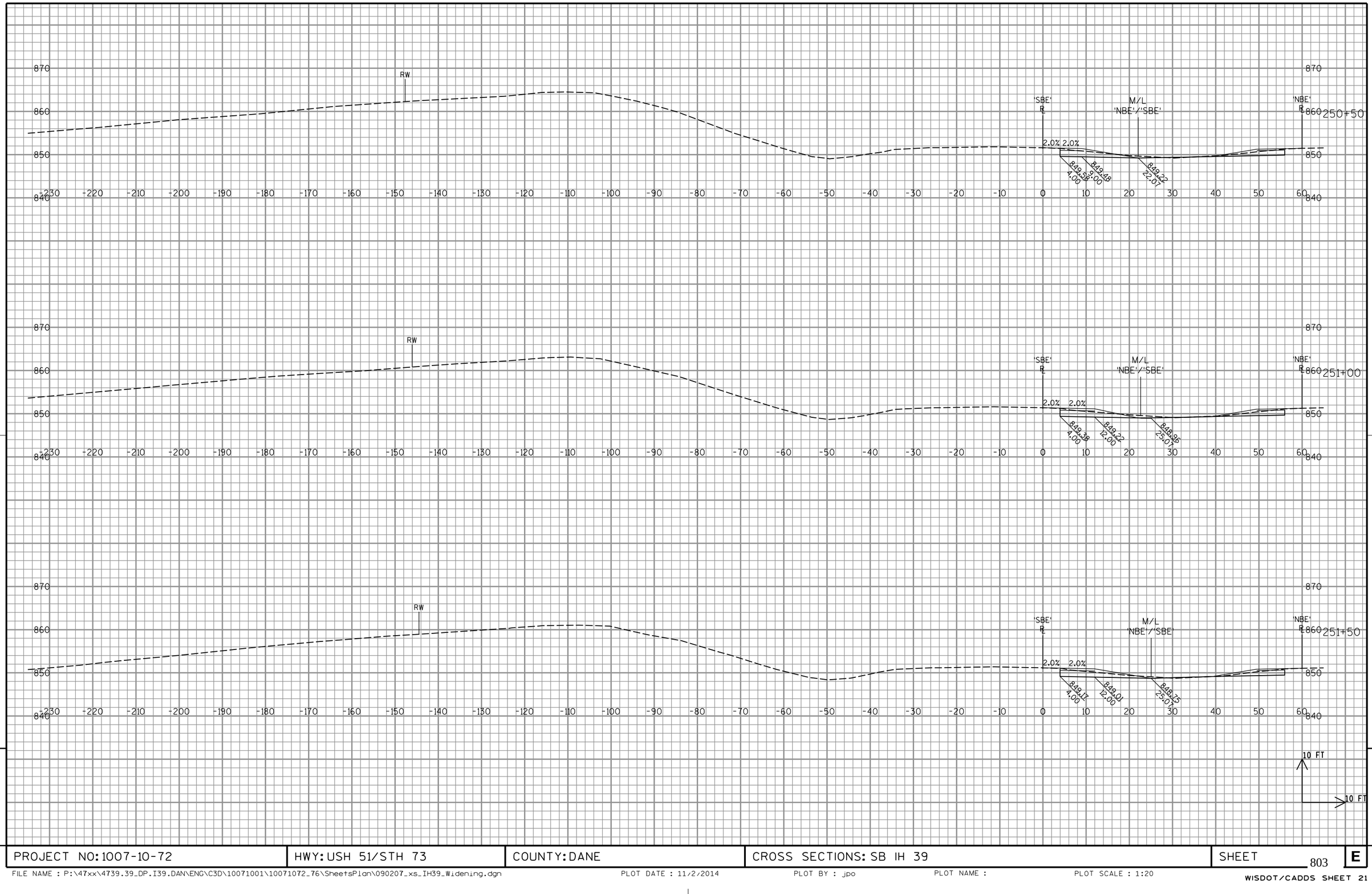
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 802	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

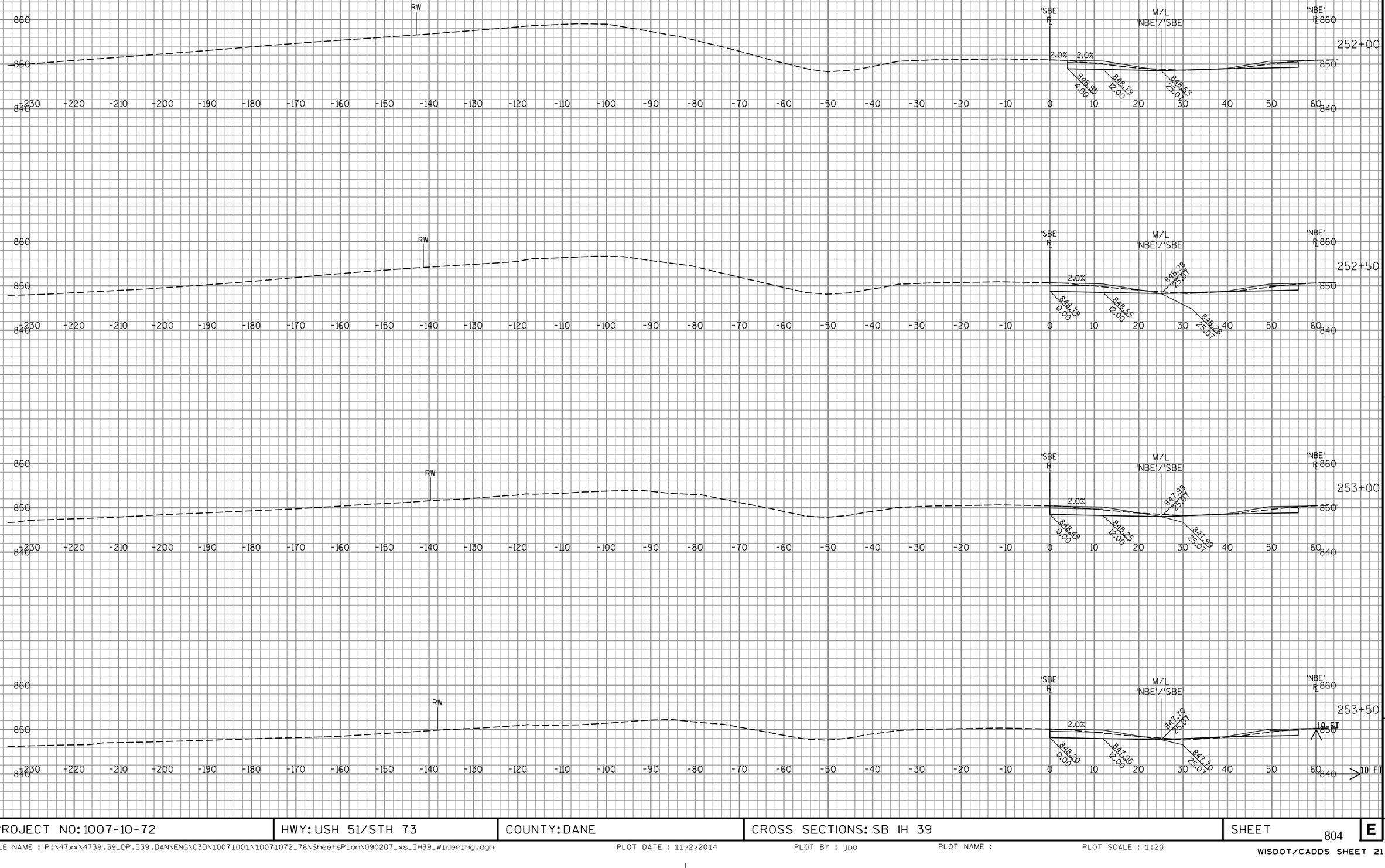


9

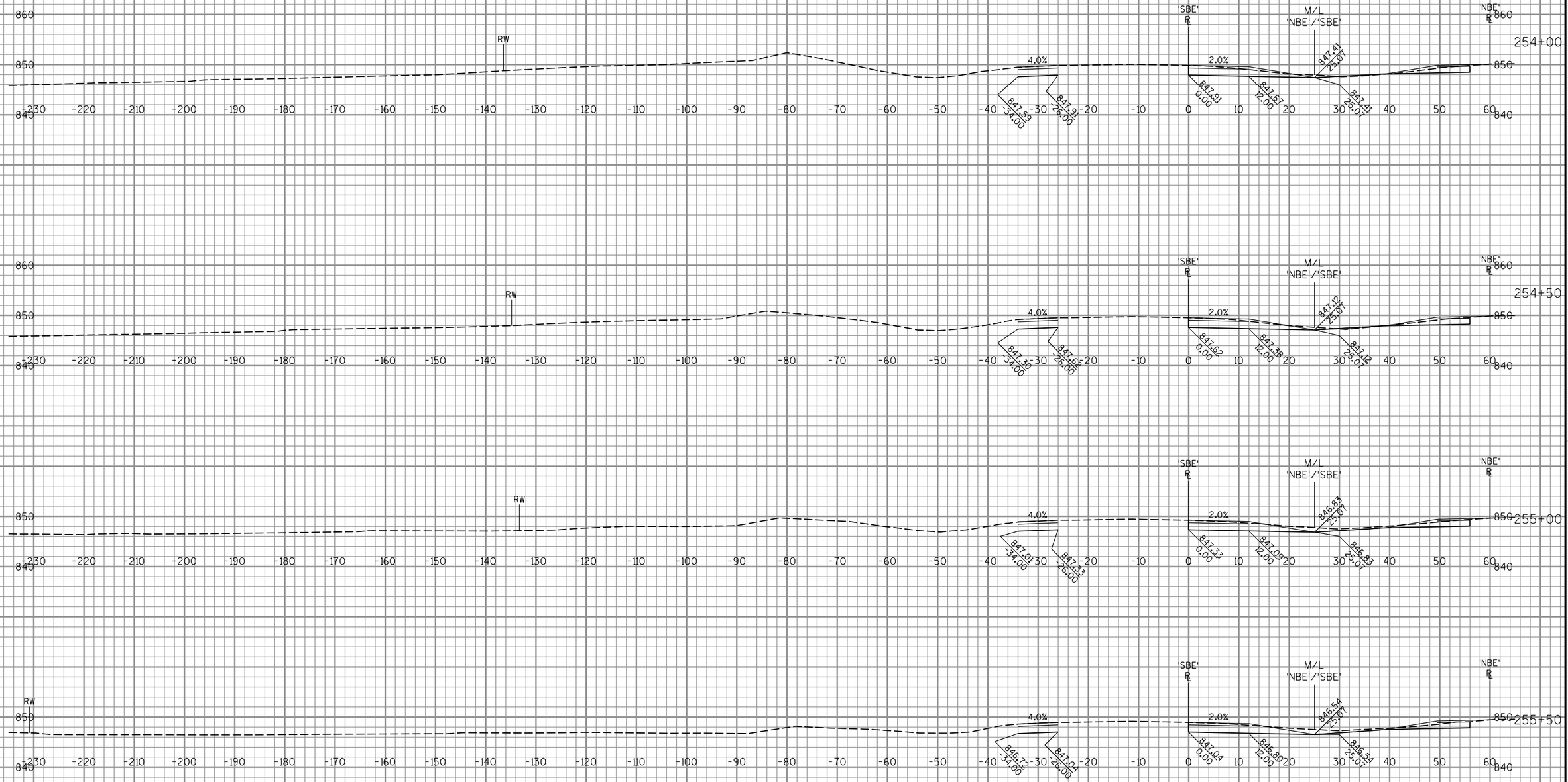
9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 803	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 804	E

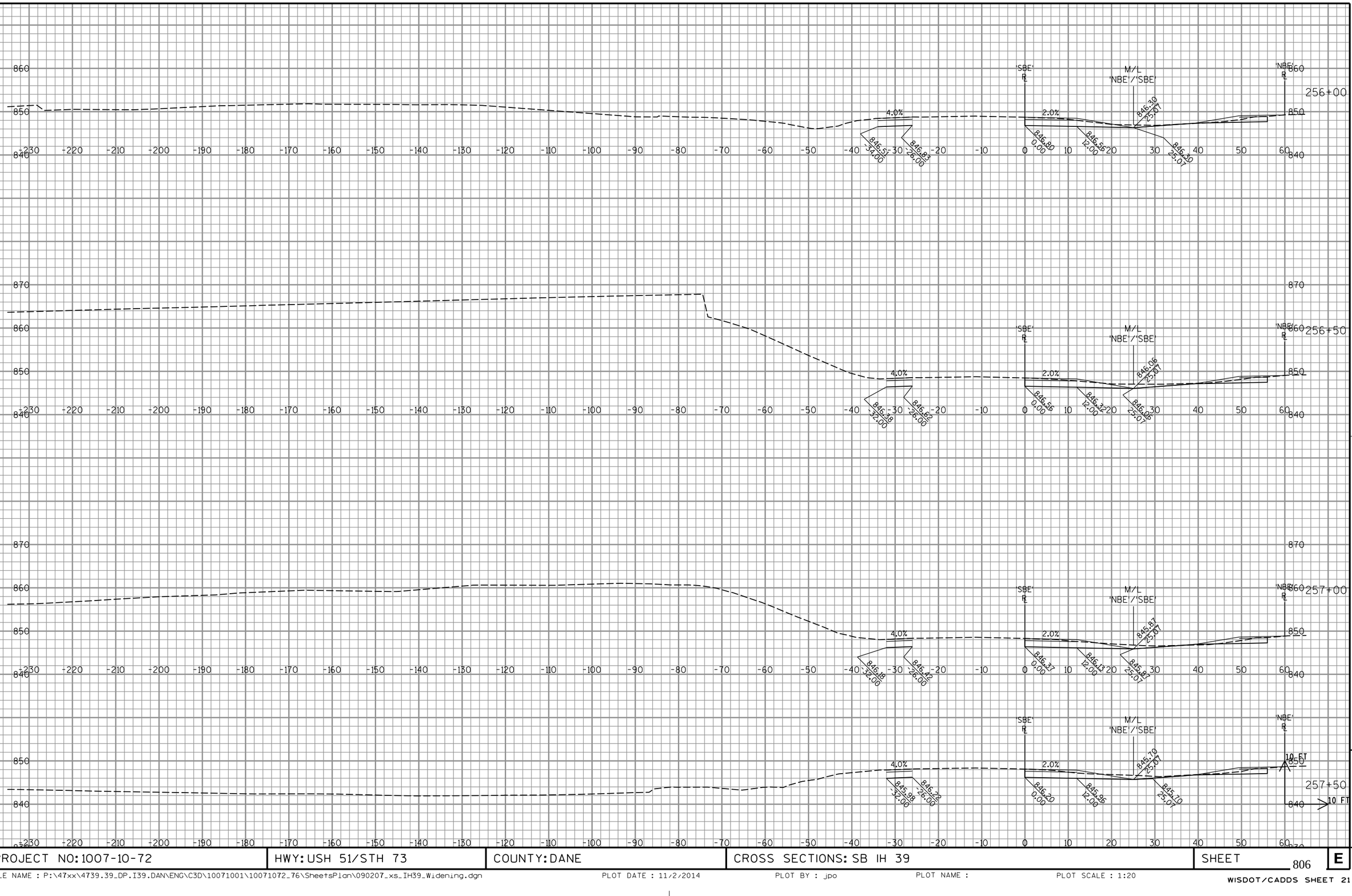


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 805	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

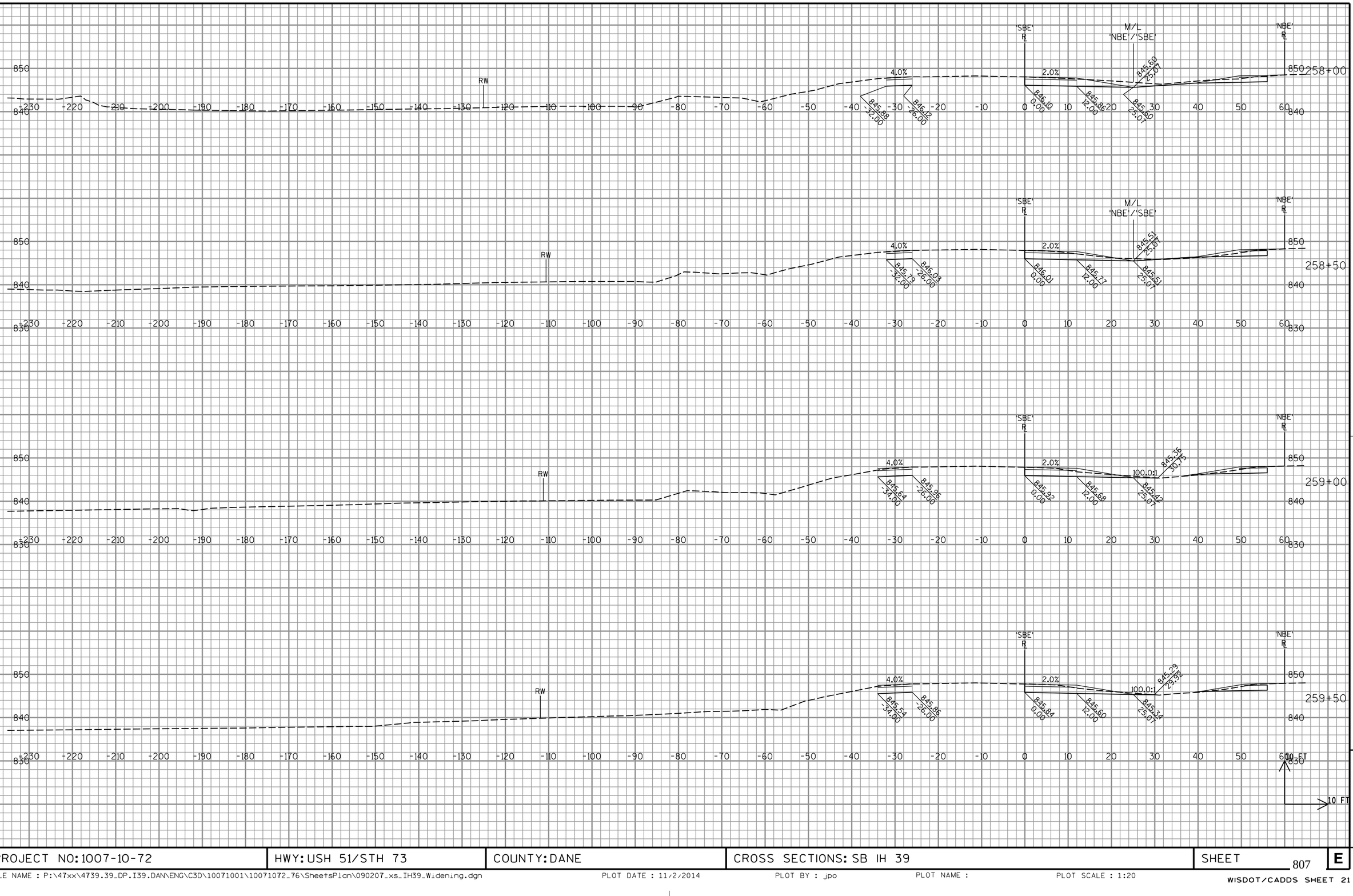


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 806	E

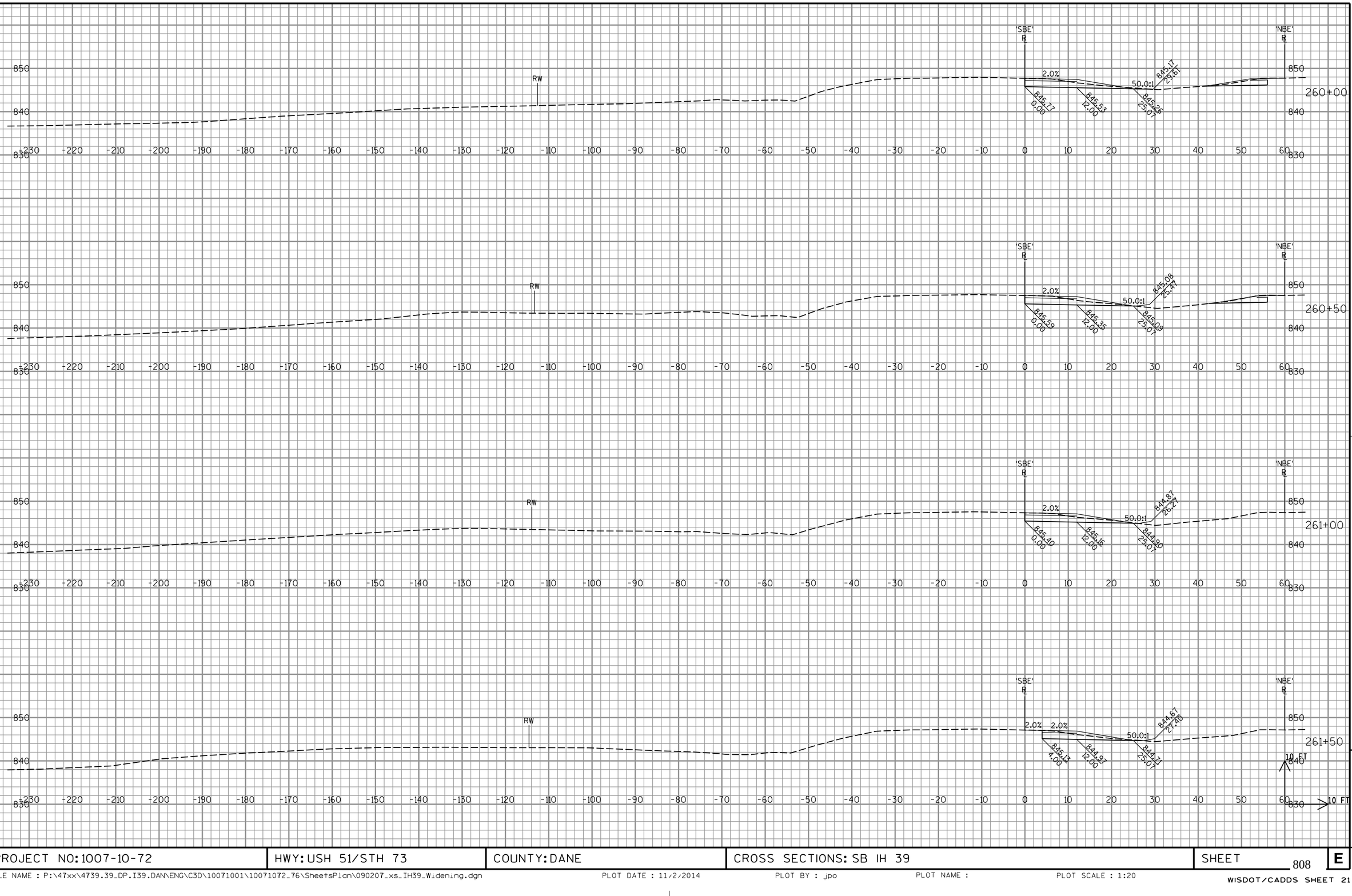
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 807	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

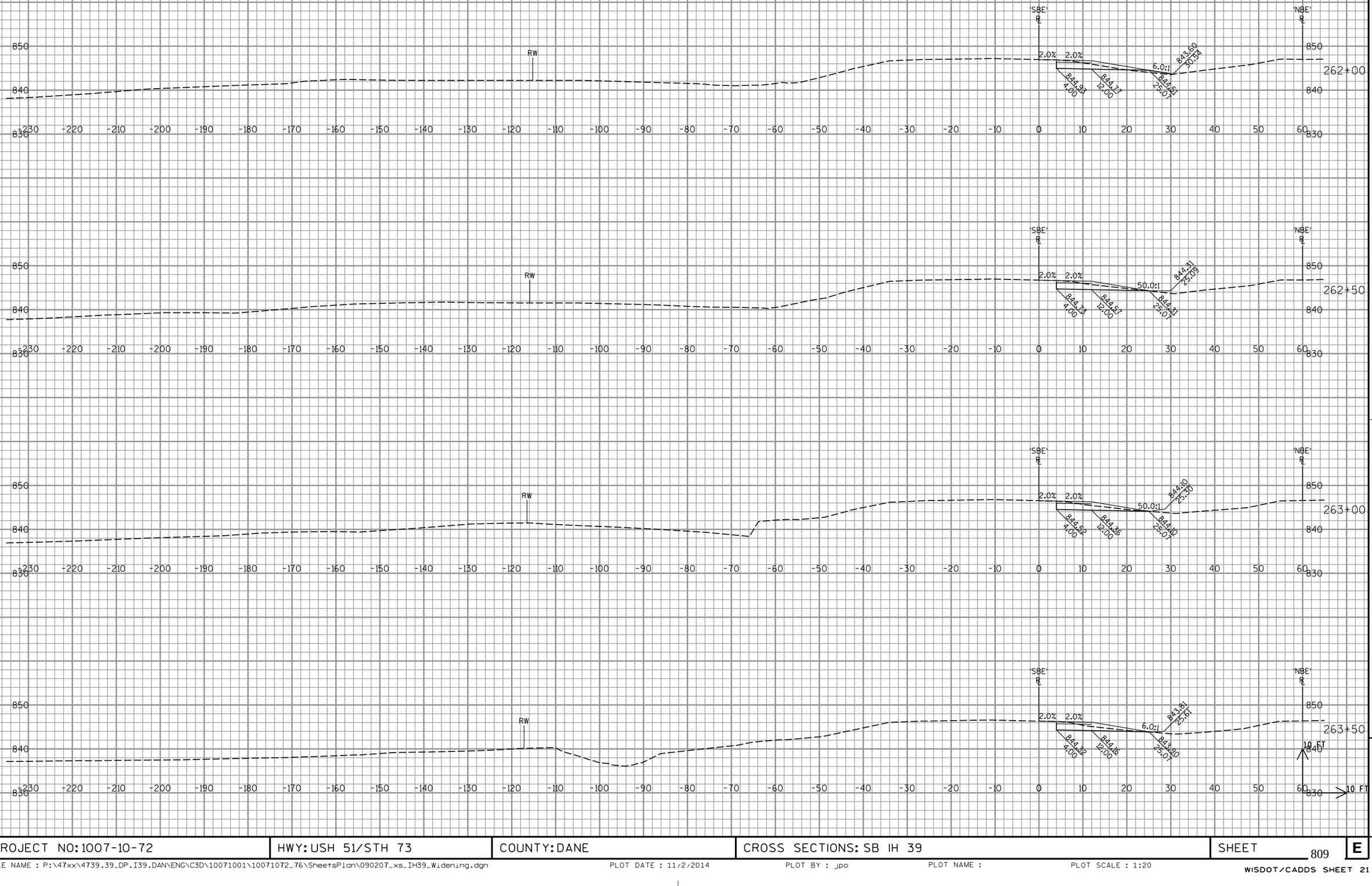


9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 808	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

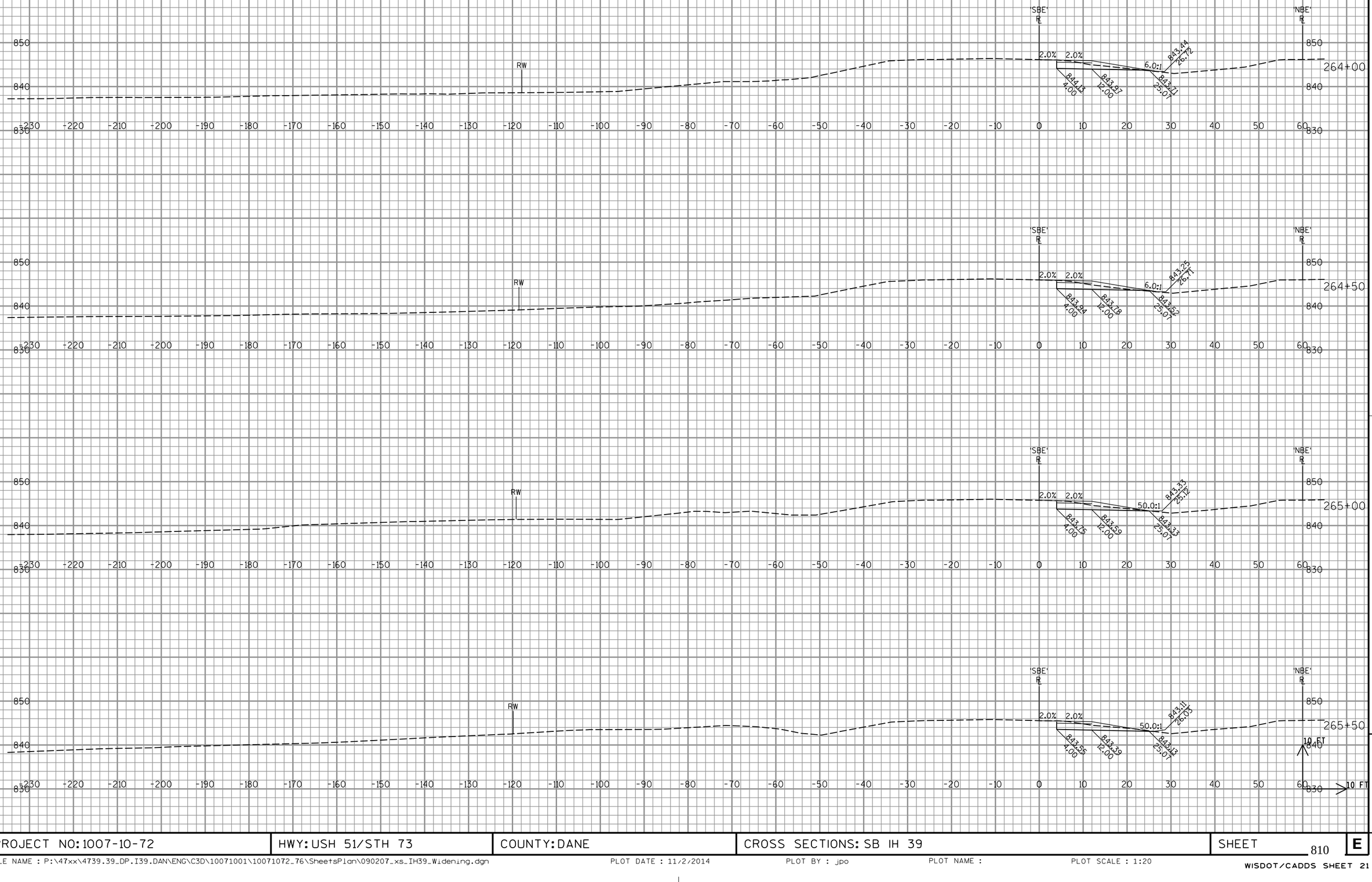


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 809	E

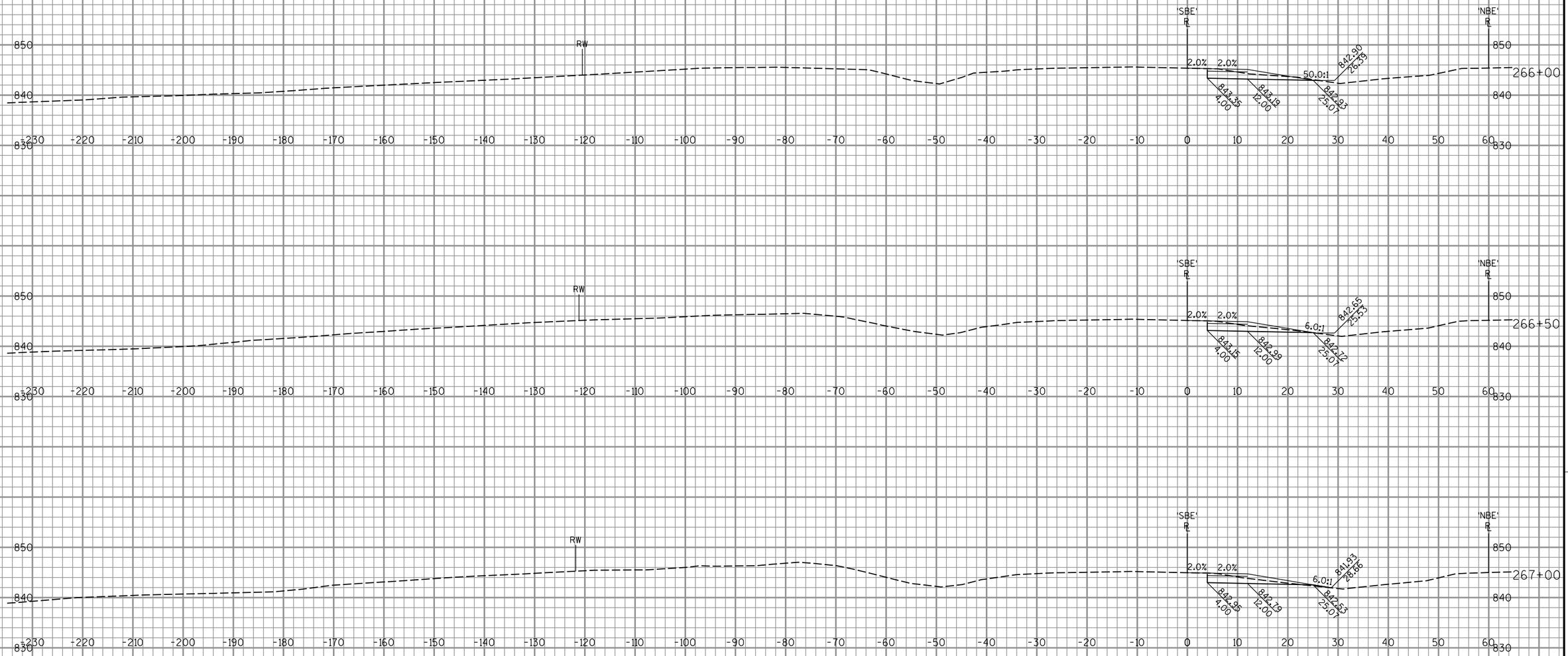
FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

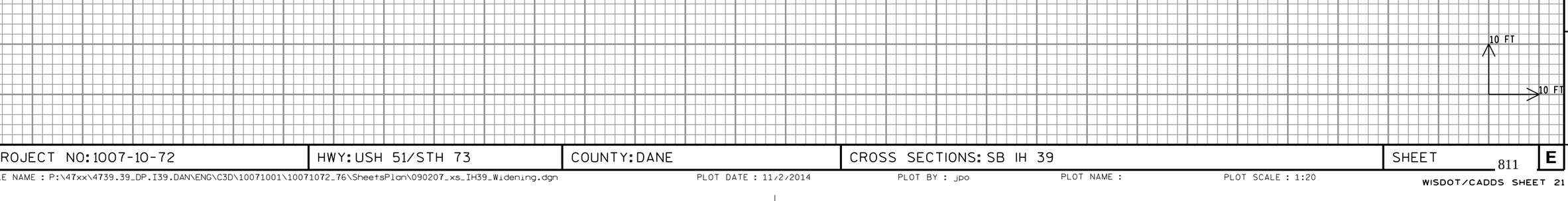


9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 810	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20



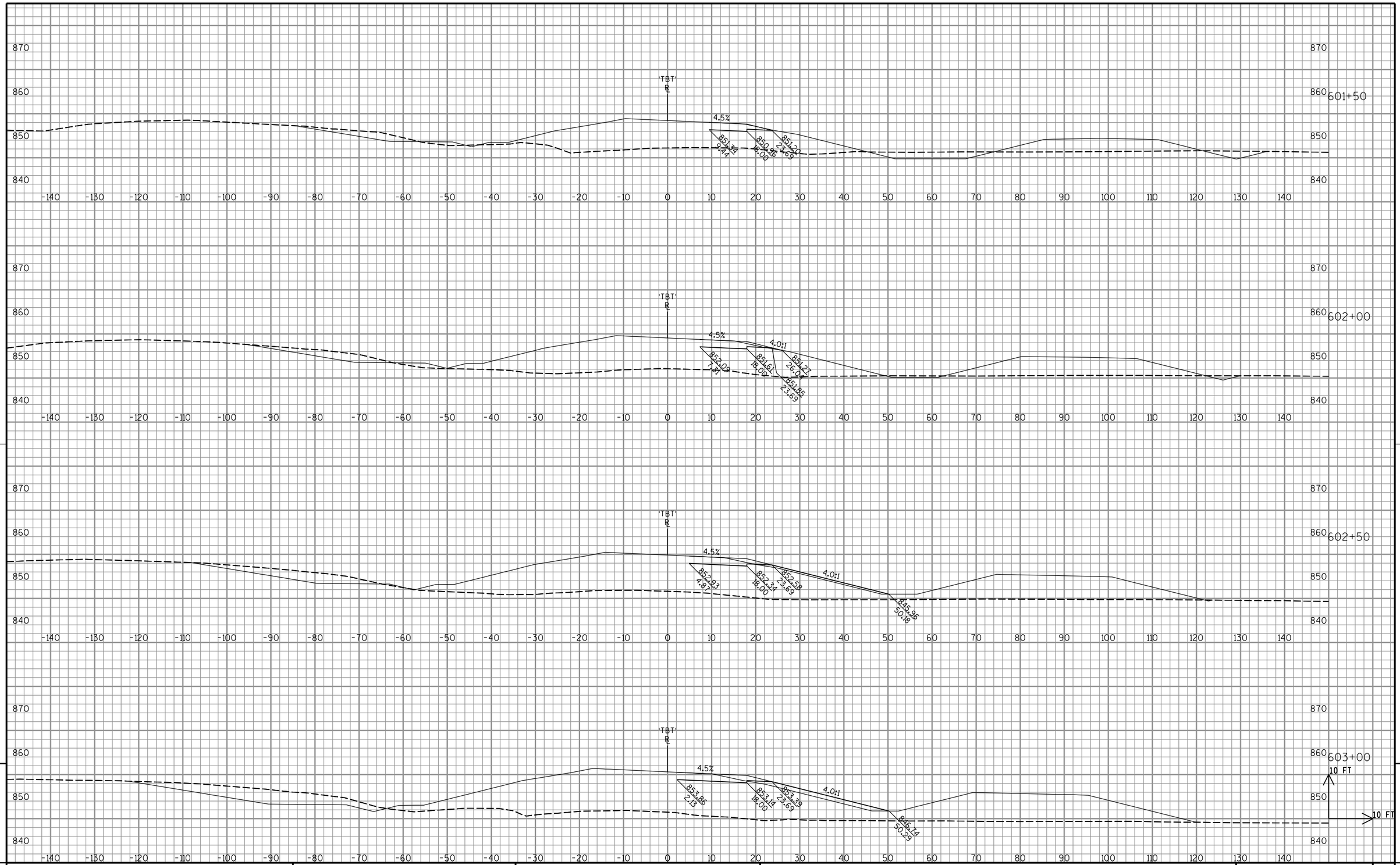


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: SB IH 39	SHEET 811	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090207_xs_IH39_Widening.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21



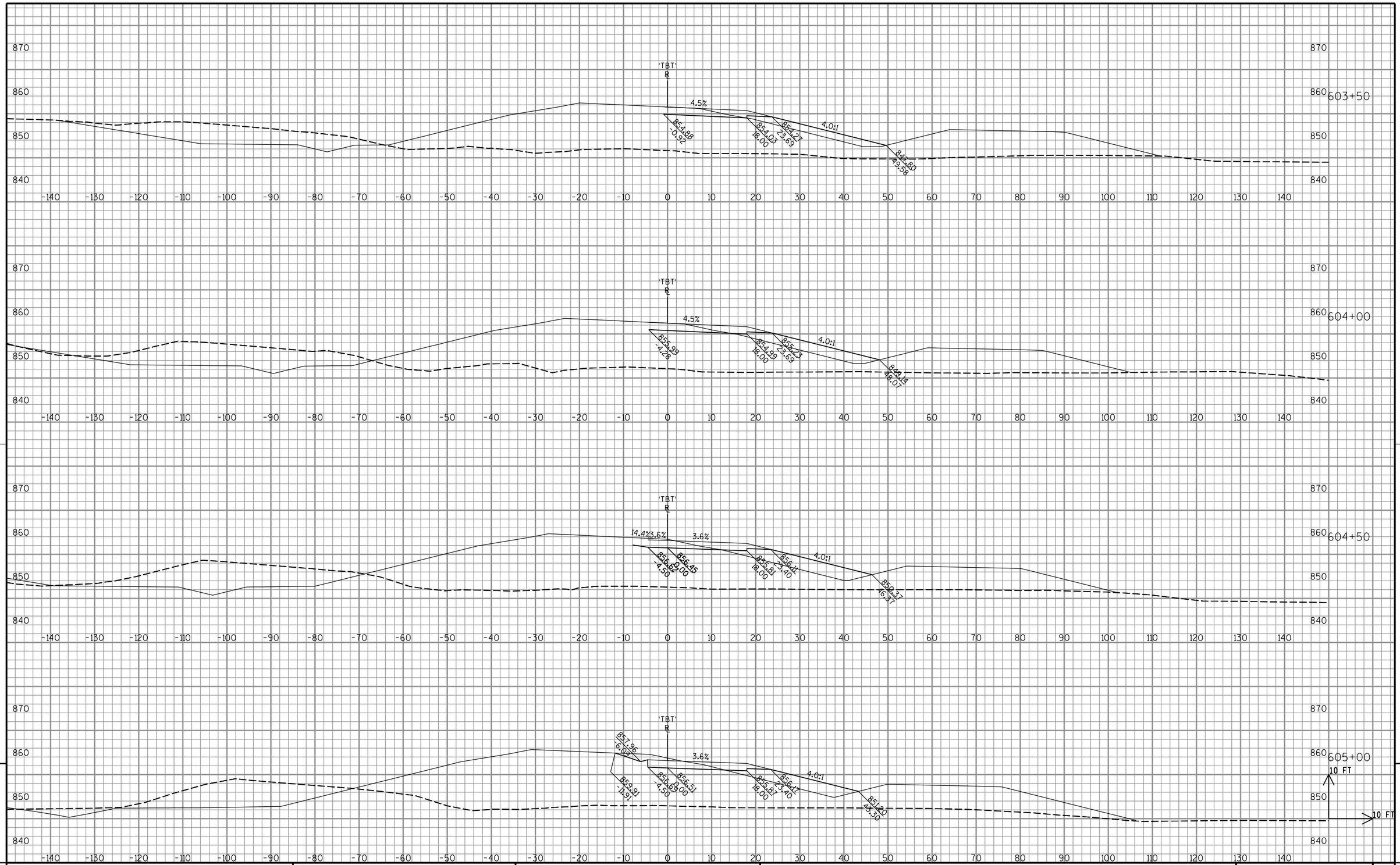
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 812	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn PLOT DATE : 11/2/2014 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

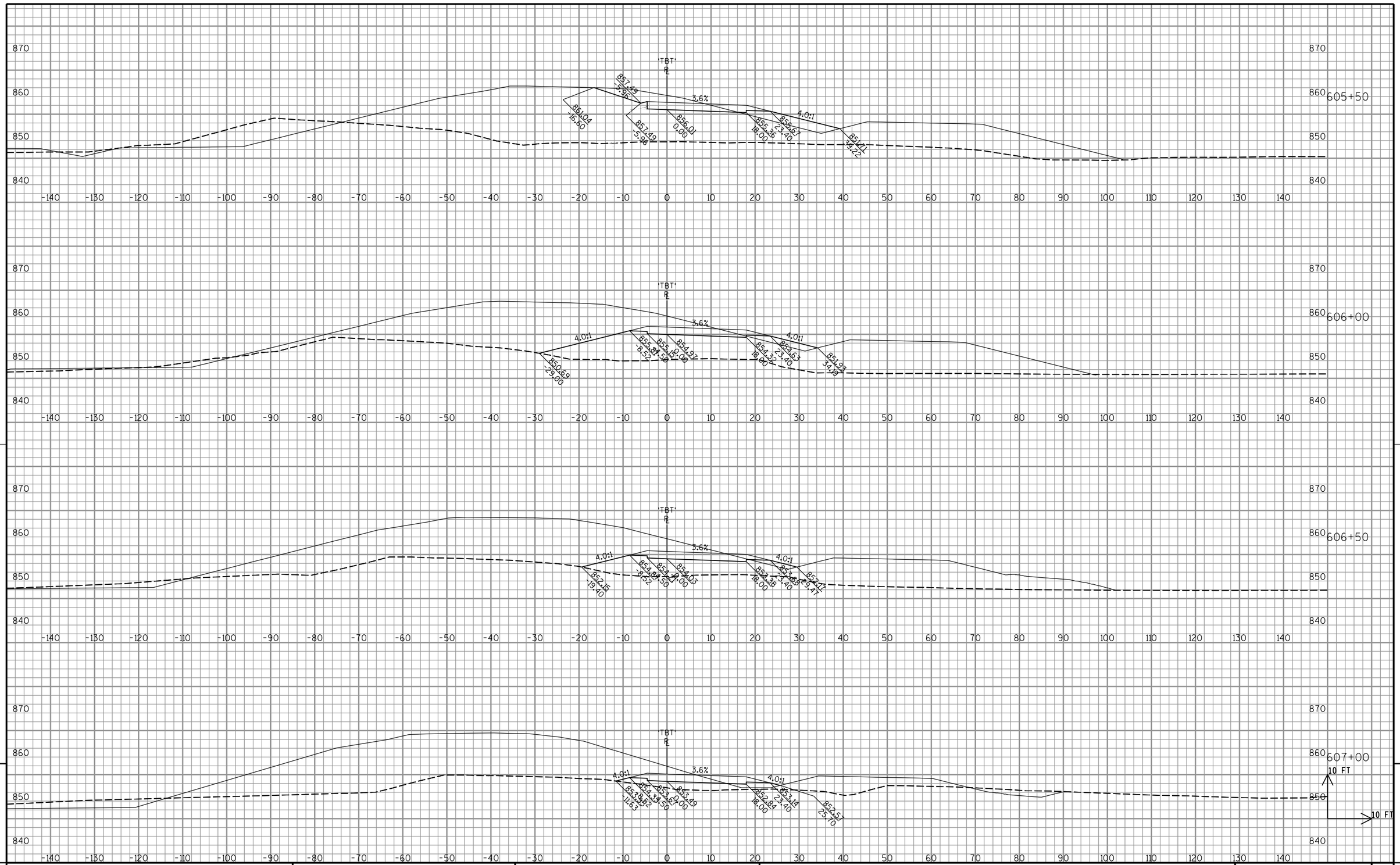
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 813	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn PLOT DATE : 11/2/2014 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

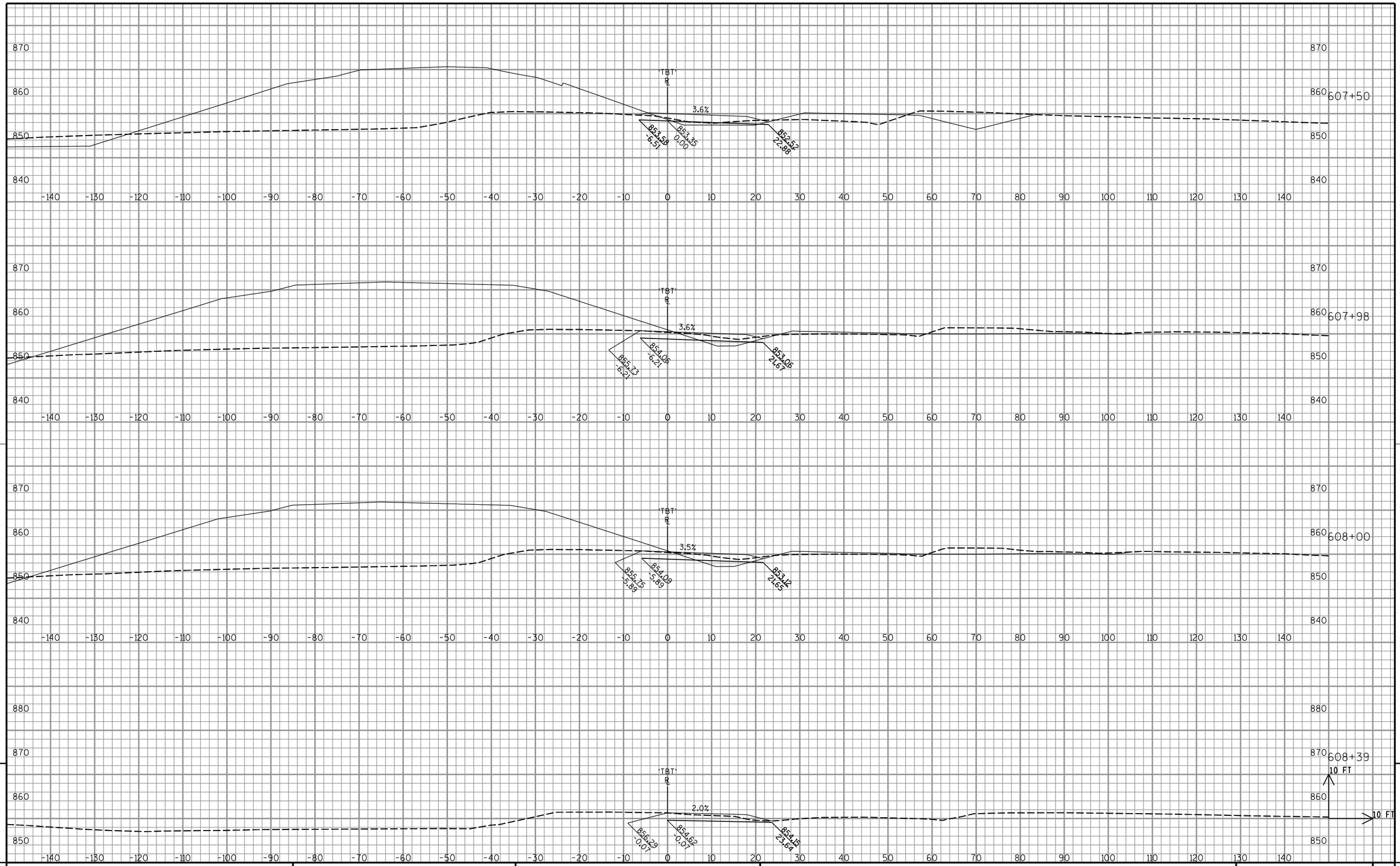


9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 814	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn
PLOT DATE : 11/2/2014
PLOT BY : cti
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

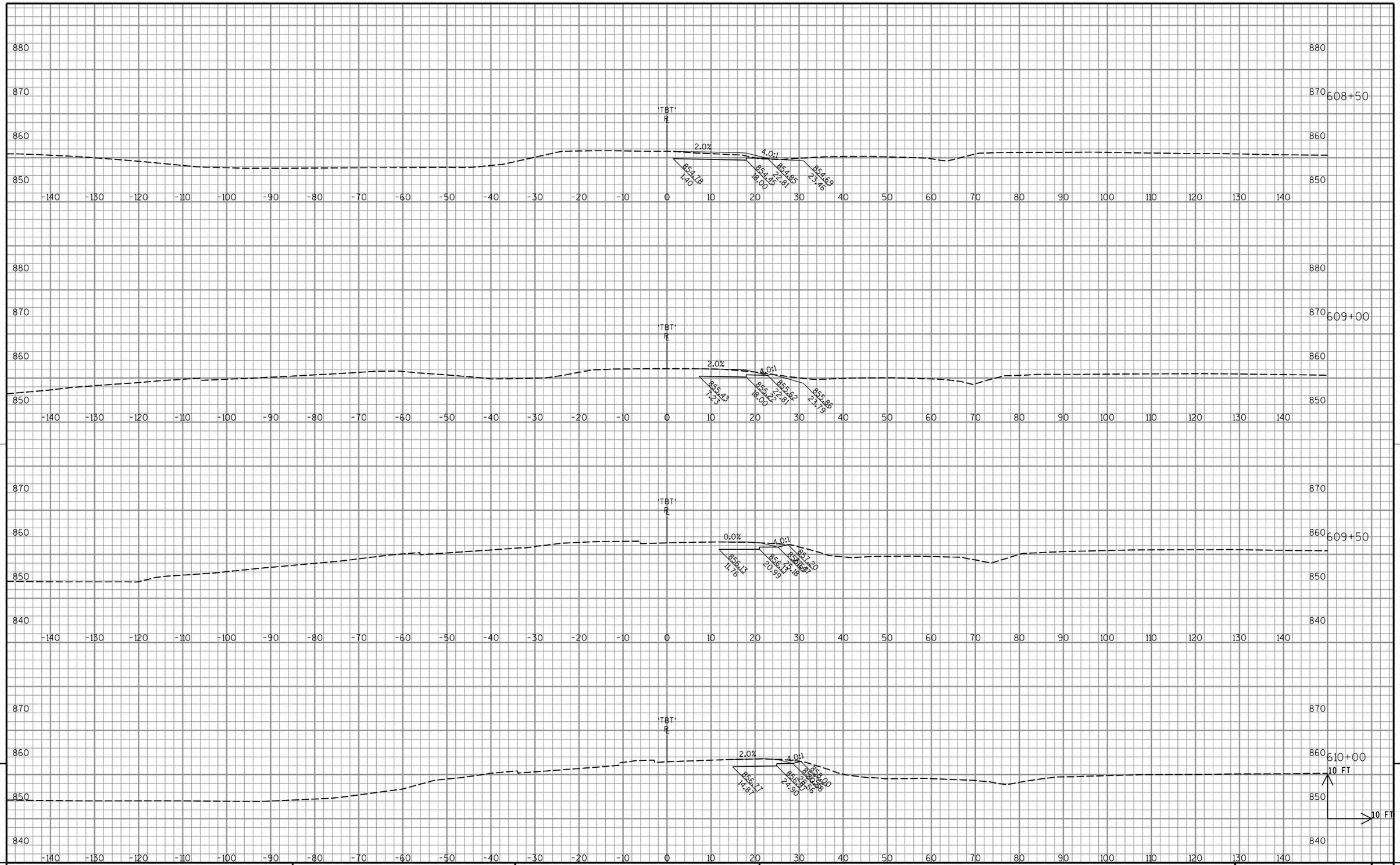


9 9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 815	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn PLOT DATE : 11/2/2014 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

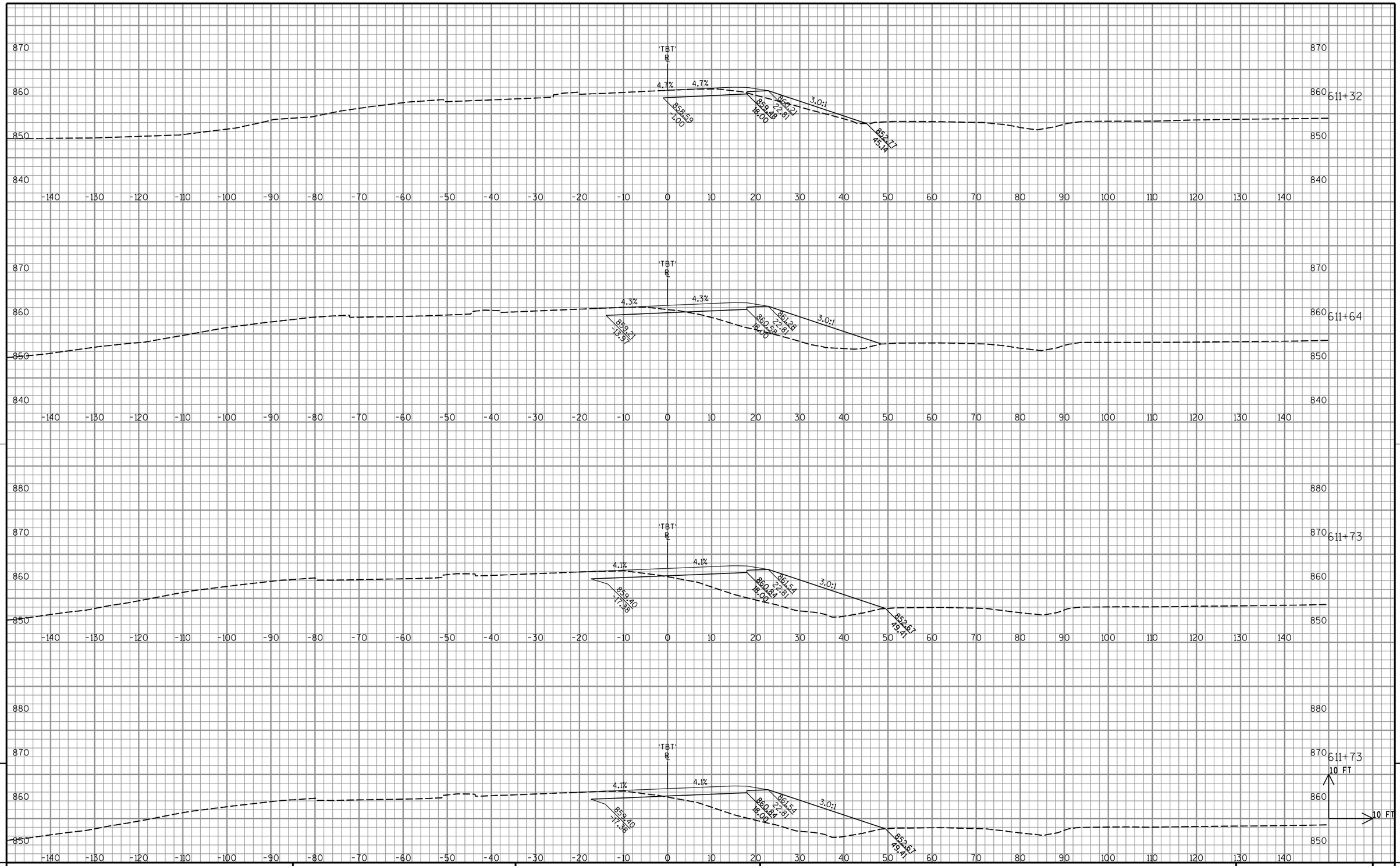
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 816	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn PLOT DATE : 11/2/2014 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



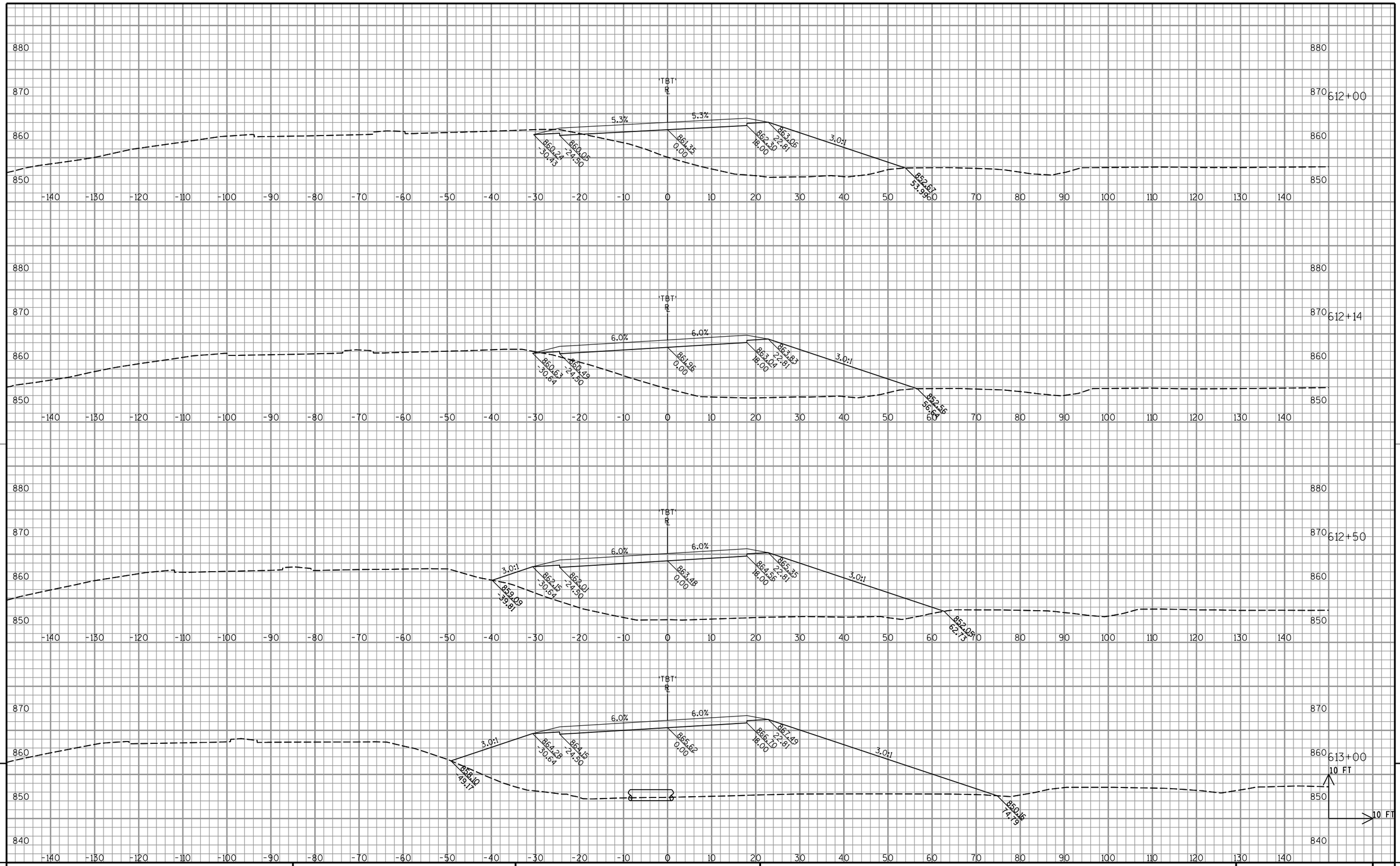
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 817	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn PLOT DATE : 11/2/2014 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 818	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn PLOT DATE : 11/2/2014 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

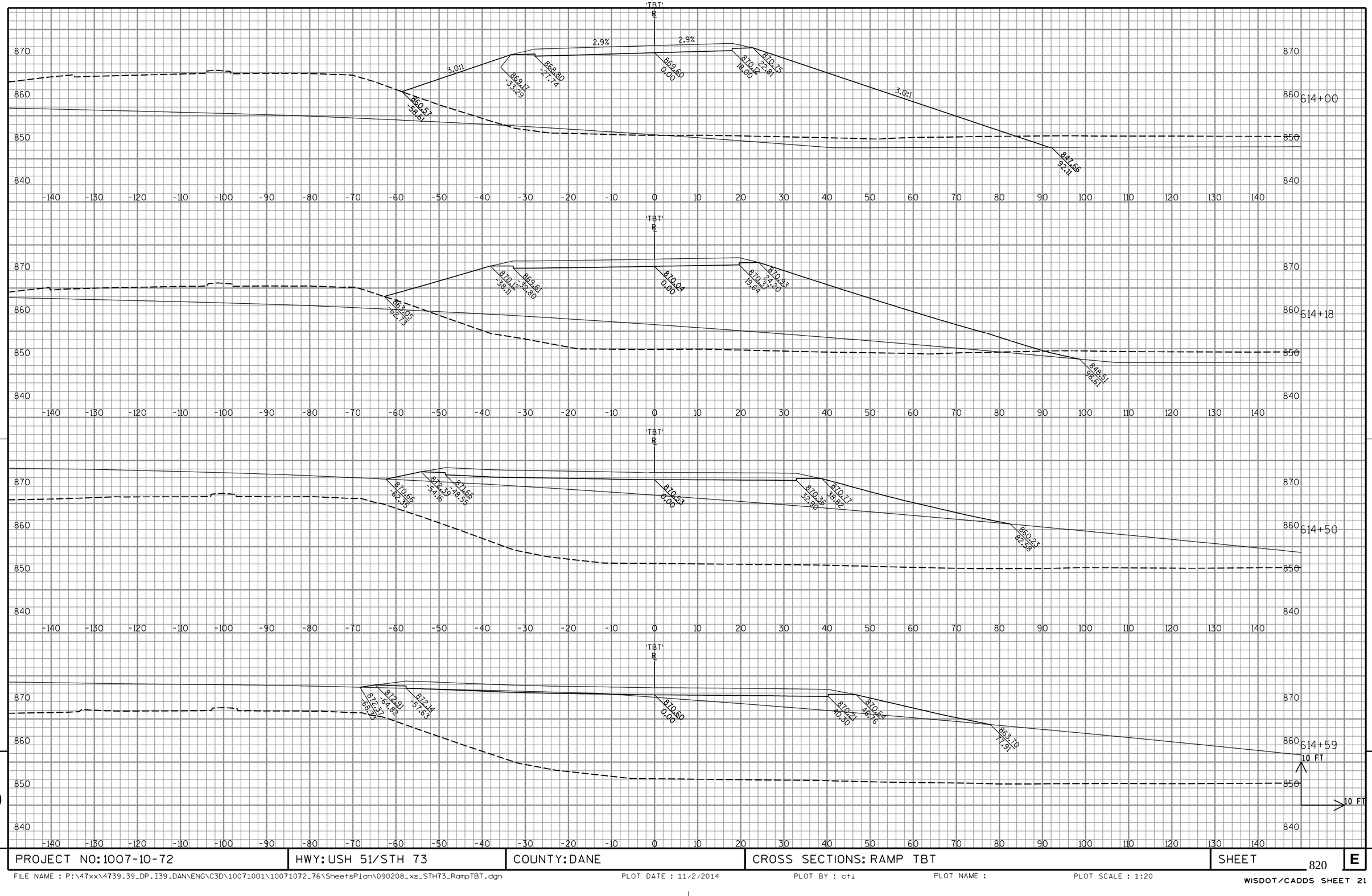
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 819	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn PLOT DATE : 11/2/2014 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TBT	SHEET 820	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090208_xs_STH73_RampTBT.dgn PLOT DATE : 11/2/2014 PLOT BY : cti PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

'TDT'
℄

4.0%
4.0:1

848.86
-50.34

848.26
-47.85

853.73
-30.06

853.43
-24.35

853.81
-15.00

619+72

'TDT'
℄

4.0%
4.0:1

848.97
-50.34

848.27
-47.64

853.67
-30.05

853.39
-24.47

853.77
-15.00

619+75

'TD'
℄

'TDT'
℄

4.0%
4.0:1

848.98
-50.06

848.33
-47.71

853.77
-29.80

853.40
-24.05

853.47
-14.74

619+99

'TDT'
℄

4.0%
4.0:1

848.98
-50.06

848.33
-47.70

853.76
-29.78

853.03
-24.05

853.46
-14.75

620+00

10 FT

10 FT

9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 821	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090209_xs_STH73_RampTDT.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21

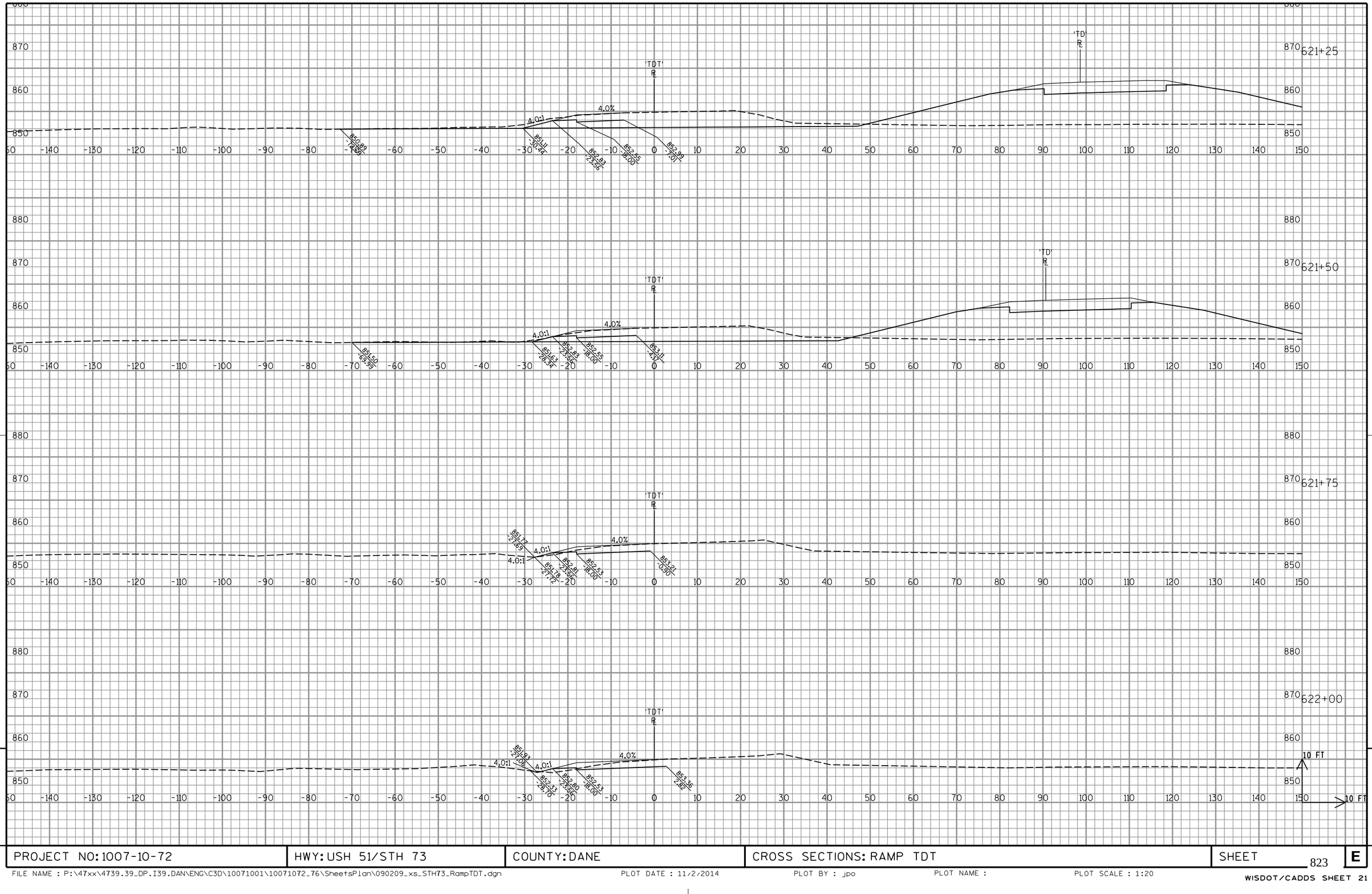
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 822	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090209_xs_STH73_RampTDT.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

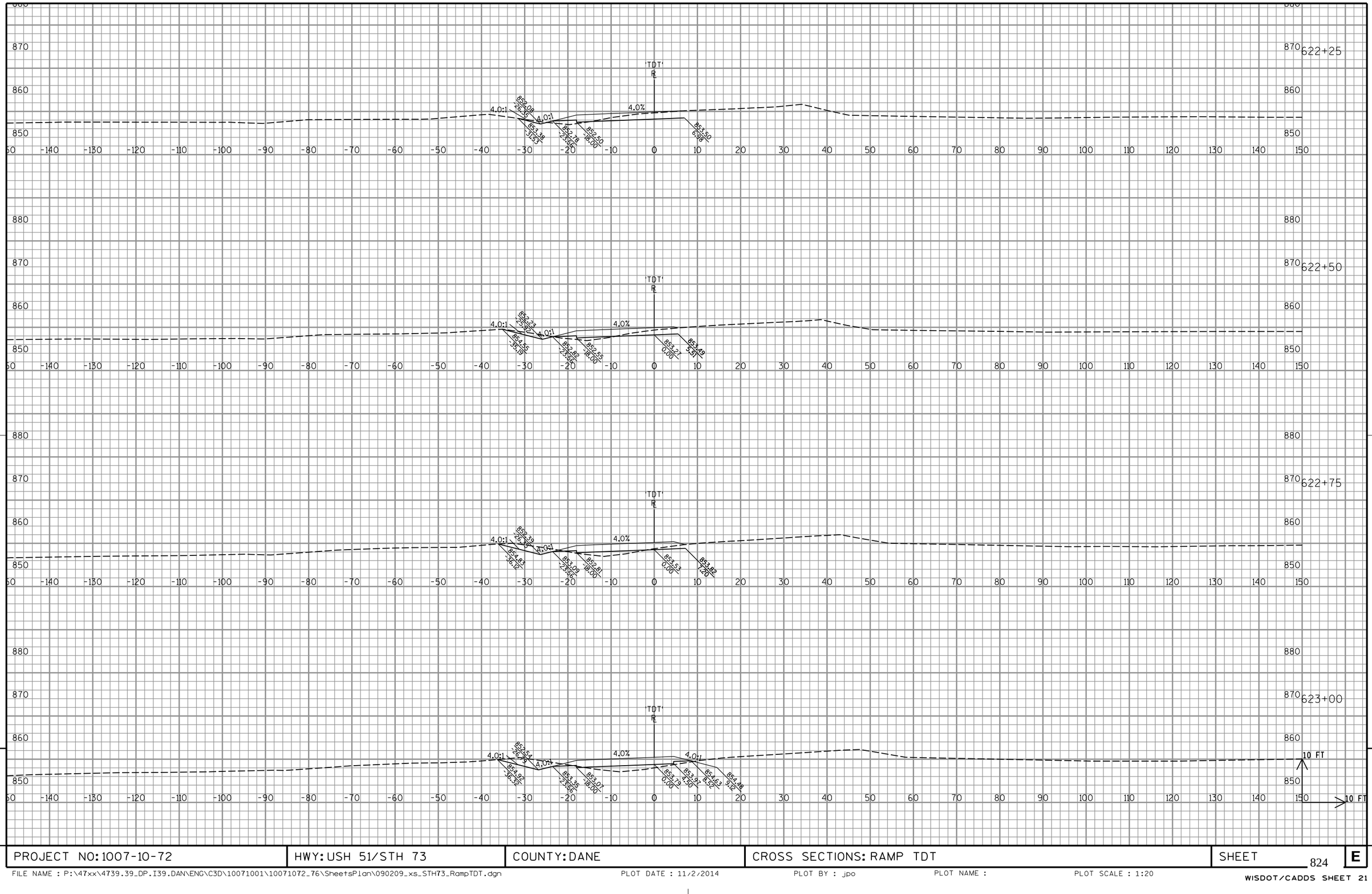
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 823	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090209_xs_STH73_RampTDT.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

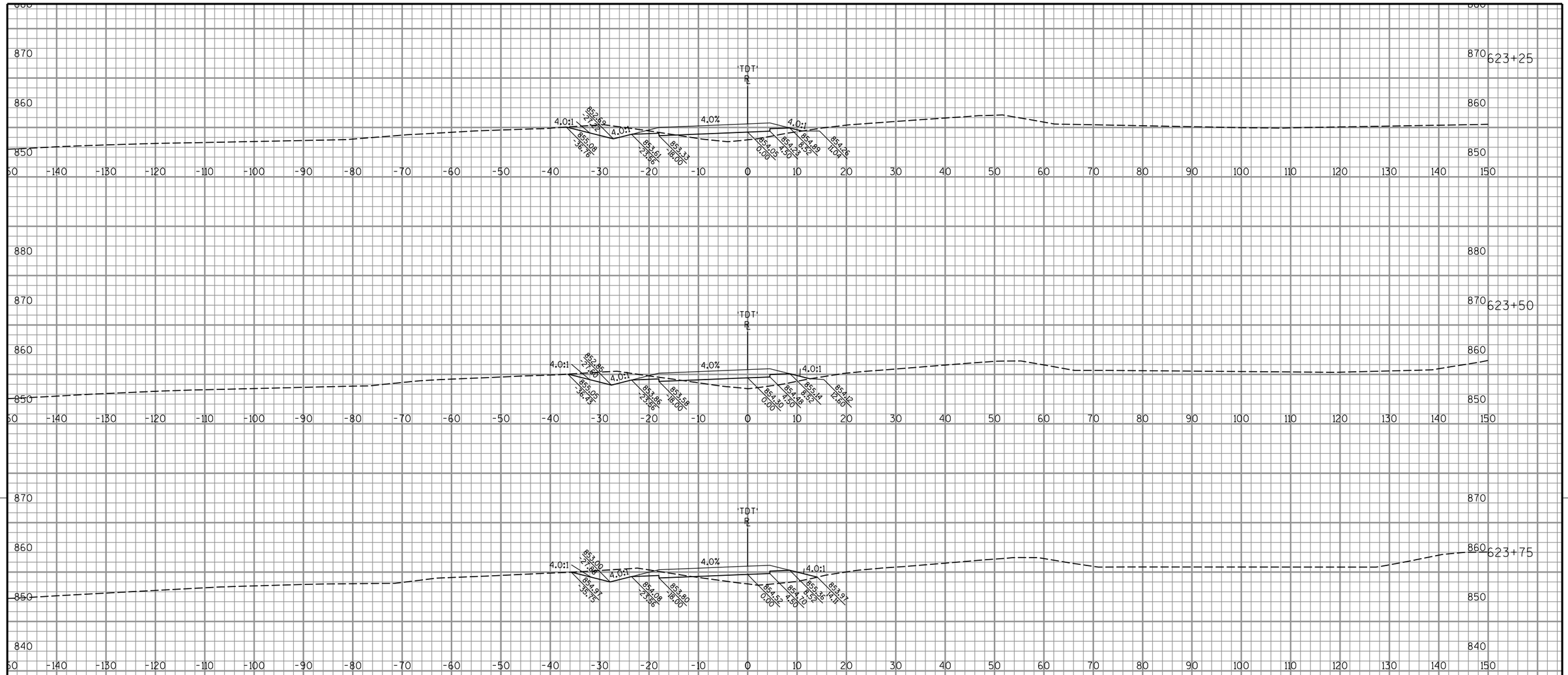
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 824	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090209_xs_STH73_RampTDT.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



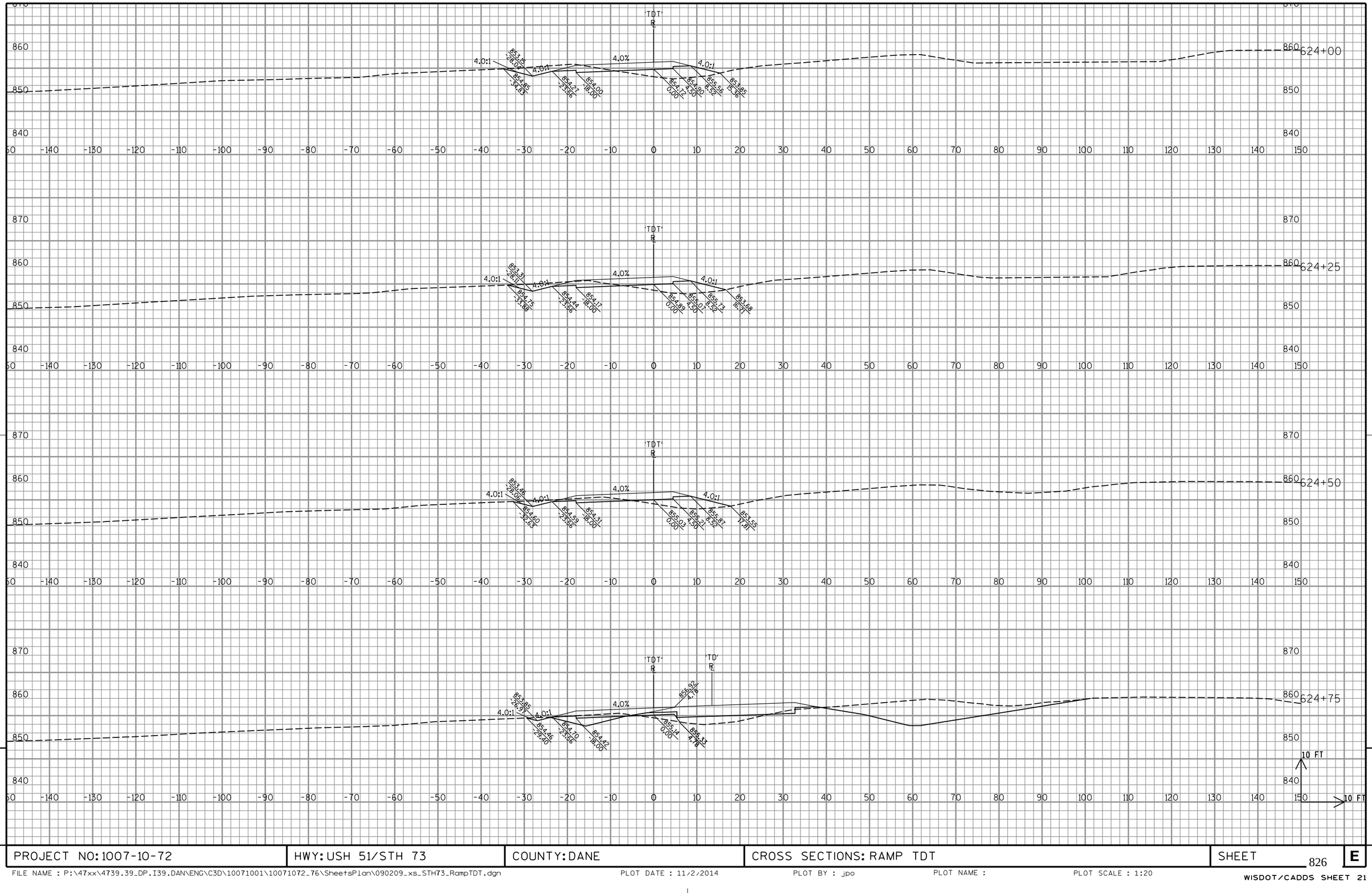
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 825	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090209_xs_STH73_RampTDT.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

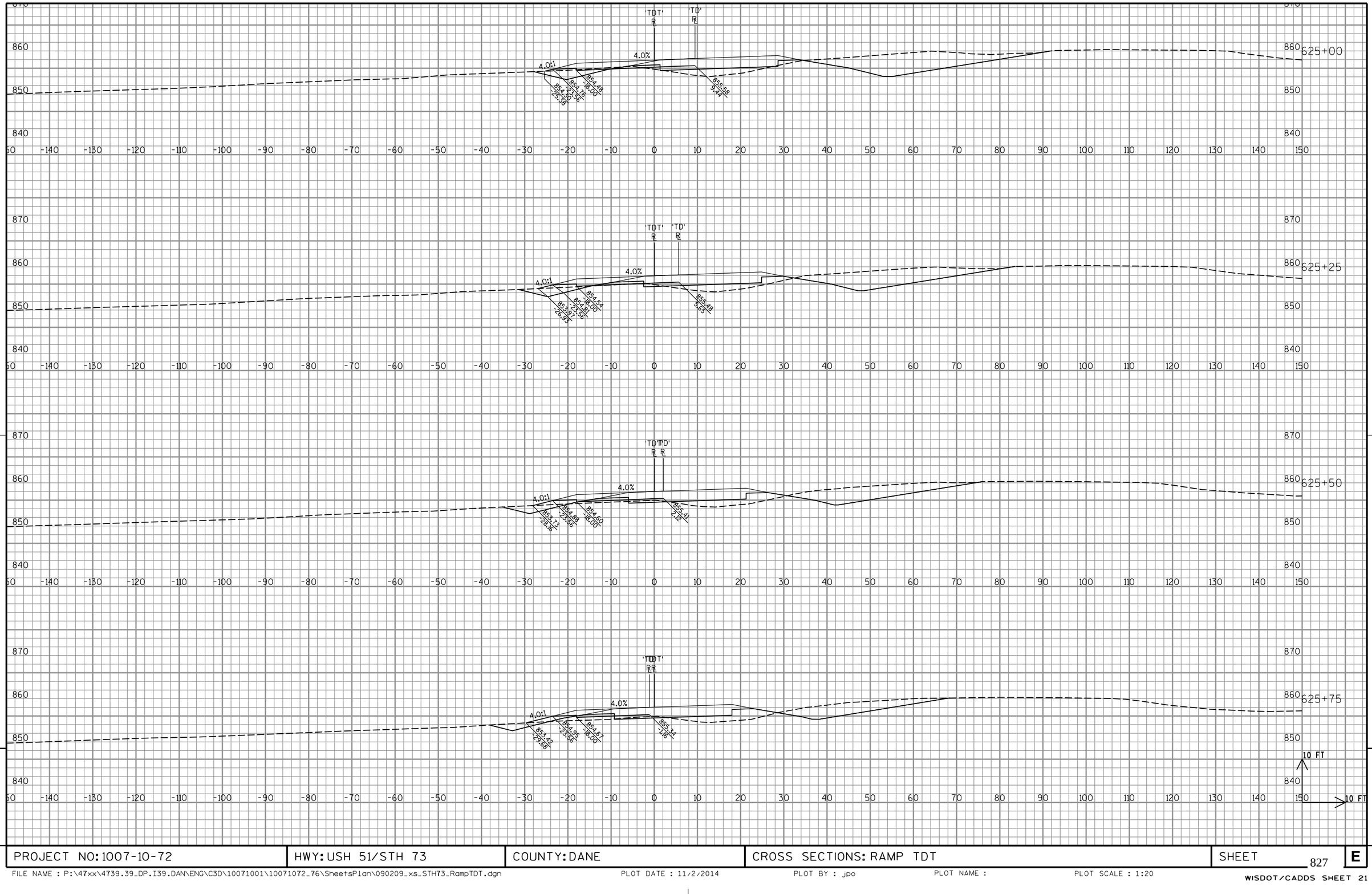
WISDOT/CADDS SHEET 21



PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 826	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090209_xs_STH73_RampTDT.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



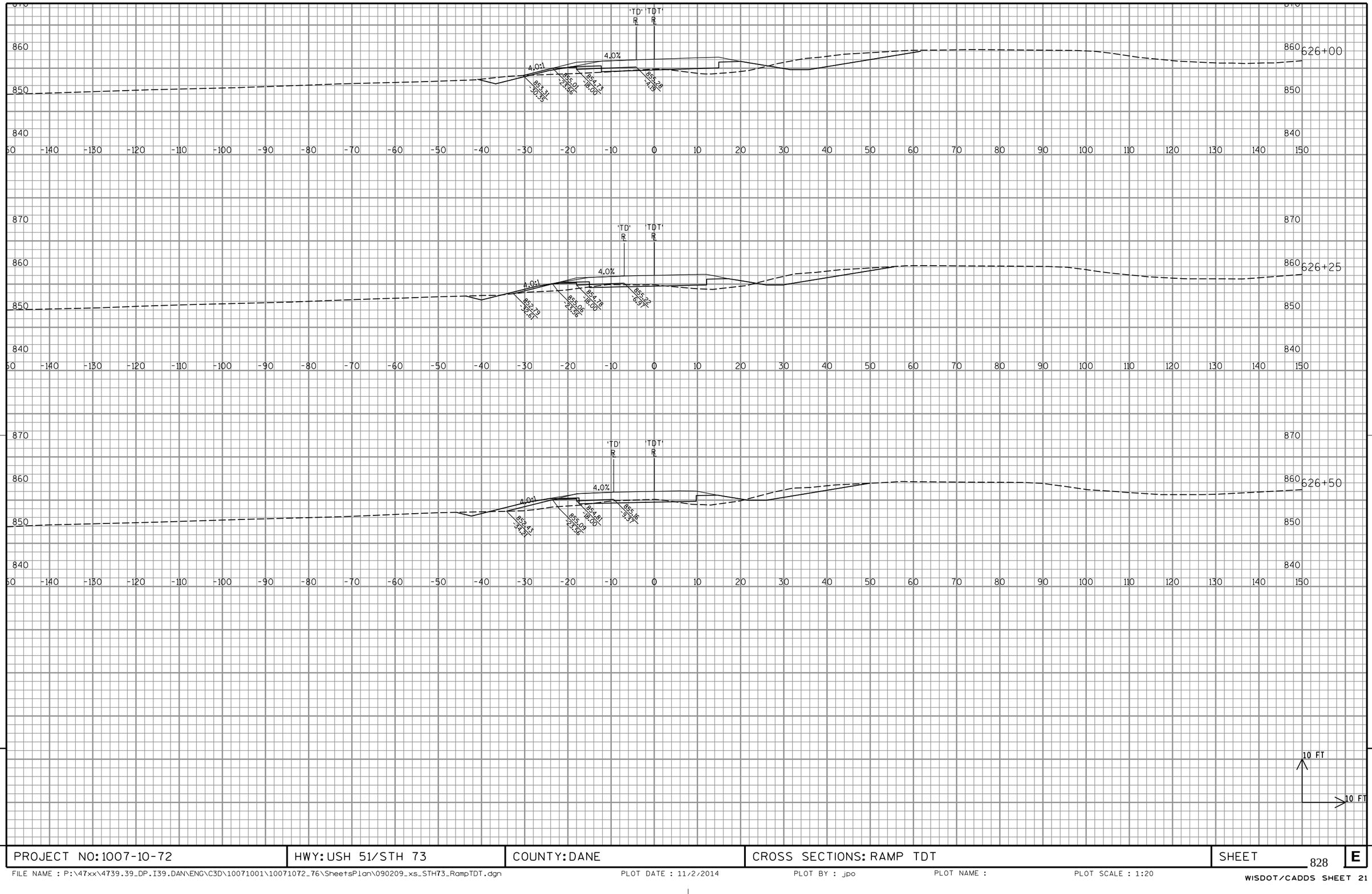
9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 827	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090209_xs_STH73_RampTDT.dgn PLOT DATE : 11/2/2014 PLOT BY : jpo PLOT NAME : PLOT SCALE : 1:20

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 1007-10-72	HWY: USH 51/STH 73	COUNTY: DANE	CROSS SECTIONS: RAMP TDT	SHEET 828	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\ENG\C3D\10071001\10071072_76\SheetsPlan\090209_xs_STH73_RampTDT.dgn
PLOT DATE : 11/2/2014
PLOT BY : jpo
PLOT NAME :
PLOT SCALE : 1:20
WISDOT/CADDS SHEET 21

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov