GRE JULY 2015

PROJECT ID: 1120-29-71, 54-61
WITH: N/A

COUNTY: WINNEBAGO

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 = 114

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

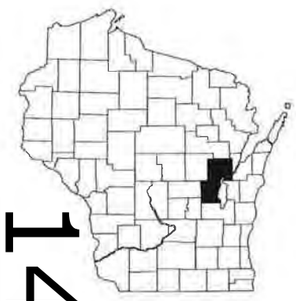
| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1120-29-71 | WISC 2015422 | 1 |
| 1120-54-61 | WISC 2015423 | 1 |
| | | |
| | | |

## OSHKOSH - APPLETON
CTH II - STH 441
USH 41
WINNEBAGO COUNTY

STATE PROJECT NUMBER
**1120-29-71**

## NEENAH - APPLETON
BREEZEWOOD LANE - STH 15
USH 41
WINNEBAGO AND OUTAGAMIE COUNTIES

STATE PROJECT NUMBER
**1120-54-61**



14

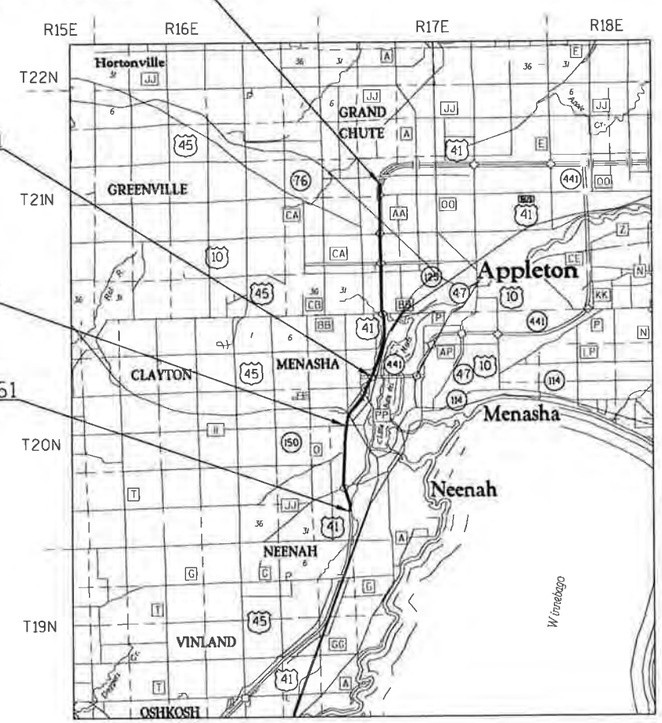
N

END PROJECT 1120-54-61
STA. 1580+88.89 NB

END PROJECT 1120-29-71
STA. 1279+75.00 NB

BEGIN PROJECT 1120-29-71
STA. 1262+75.00 NB
Y = 540,483.40
X = 806,826.28

BEGIN PROJECT 1120-54-61
STA. 1119+86.79 NB
Y = 526,410.45
X = 806,938.22




LAYOUT
SCALE 0 2.0 MI.

DESIGN DESIGNATION

| | | |
|---|---|---|
| A.A.D.T. (2014) | = | 90,100 |
| A.A.D.T. (2034) | = | 104,400 |
| D.H.V. | = | |
| D.D. | = | 60/40 |
| T. | = | 12.4% |
| DESIGN SPEED | = | 70 mph |
| ESALS | = | |

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

TOTAL NET LENGTH OF CENTERLINE 1120-29-71 = 0.322 MI.
TOTAL NET LENGTH OF CENTERLINE 1120-54-61 = 8.731 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), NAD 83 (2007) WINNEBAGO COUNTY

PLANS PREPARED BY


GRAEF
1150 Springhurst Drive, Suite 201
Green Bay, WI 54304-5950
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com


ORIGINAL PLANS PREPARED BY

DAN R. HERZBERG E-28226 EAU CLAIRE WI PROFESSIONAL ENGINEER

1/26/15 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | GRAEF |
| Designer | GRAEF |
| Project Manager | BILL BERTRAND |
| Regional Examiner | BILL BERTRAND |
| Regional Supervisor | CHUCK KAROW |
| C.O. Examiner | |

APPROVED FOR THE DEPARTMENT

DATE: 1-26-15 William R. Bertrand (Signature)

E

## UTILITY CONTACTS

### APPLETON AREA SCHOOL DISTRICT
COMMUNICATION
ATTN: DENNIS LAFAVE
C/O MI-TECH SERVICES INC.
1700 INDUSTRIAL DRIVE
GREEN BAY, WI. 54302
CELL: 920-619-9774
EMAIL: dlafave@mi-tech.us

### AT&T WISCONSIN
COMMUNICATION
ATTN: GARY LAABS
221 WEST WASHINGTON STREET
APPLETON, WI. 54911
PHONE: 920-735-3063
EMAIL: gl1784@att.com

### ATC MANAGEMENT, INC.
ELECTRIC
ATTN: KIM HACKELBERG
801 O'KEEFE ROAD
P.O. BOX 6113
DE PERE, WI. 54115-6113
PHONE: 920-338-6556
EMAIL: khackelberg@atcllc.com

### CITY OF NEENAH DEPARTMENT OF PUBLIC WORKS & UTILITIES
SANITARY AND WATER
ATTN: JASON ECKHART
211 WALNUT STREET
NEENAH, WI. 54956
PHONE: 920-209-9454
EMAIL: jeckhart@ci.neenah.wi.us

### NSIGHT
COMMUNICATION
ATTN: DENNIS LAFAVE
C/O MI-TECH SERVICES INC.
1700 INDUSTRIAL DRIVE
GREEN BAY, WI. 54302
CELL: 920-619-9774
EMAIL: dlafave@mi-tech.us

### NEENAH JOINT SCHOOL DISTRICT
COMMUNICATION
ATTN: ANDREW THORSON
410 SOUTH COMMERCIAL STREET
NEENAH, WI. 54956
PHONE: 920-751-6800 EXT. 200
CELL: 920-209-9629
EMAIL: andrew.thorson@neenah.k12.wi.us

### TDS METROCOM
COMMUNICATION
ATTN: STEVE JAKUBIEC
SUITE 218A
10 COLLEGE AVENUE
APPLETON, WI. 54911
PHONE: 920-882-4166
EMAIL: steve.jakubiec@tdstelecom.com

### TIME WARNER CABLE
COMMUNICATION
ATTN: VINCE ALBIN
3520 DESTINATION DRIVE
APPLETON, WI. 54915
PHONE: 920-831-9249
CELL: 920-378-0444
EMAIL: vince.albin@twcable.com

### TOWN OF MENASHA UTILITY DISTRICT
SEWER & WASTEWATER
ATTN: MARK SCHMITT
2340 AMERICAN DRIVE
NEENAH, WI. 54956
PHONE: 920-720-7100
EMAIL: mschmitt@town-menasha.com

### TRANSCANADA
GAS & PETROLEUM
ATTN: MARK BIRSCHBACH
WEST 3925 PIPELINE LANE
EDEN, WI. 53019-1225
PHONE: 920-477-2242
CELL: 920-375-0467
EMAIL: mark_birschbach@transcanada.com

### TOWN OF MENASHA UTILITY DISTRICT
WATER
ATTN: JEFF ROTH
2340 AMERICAN DRIVE
NEENAH, WI. 54956
PHONE: 920-720-7175
EMAIL: jroth@town-menasha.com

### WE ENERGIES
ELECTRIC
ATTN: STEVE ARMSTRONG
P.O. BOX 1699
APPLETON, WI. 54912
PHONE: 920-380-3563
EMAIL: steven.armstrong@we-energies.com

### WE ENERGIES
GAS & PETROLEUM
ATTN: DEBORA ROBINSON
P.O. BOX 1699
APPLETON, WI. 54913
PHONE: 920-380-3493
CELL: 920-450-1056
EMAIL: debora.robinson@we-energies.com

### WINDSTREAM KDL, INC.
COMMUNICATION
ATTN: JAMES KOSTUCH
13935 BISHOPS DRIVE
BROOKFIELD, WI. 53005
PHONE: 262-792-7938
EMAIL: james.kostuch@windstream.com

### WISCONSIN DEPARTMENT OF TRANSPORTATION RWIS PROGRAM
COMMUNICATION
ATTN: MIKE ADAMS
ROOM 501
P.O. BOX 7986
MADISON, WI. 53707-7986
PHONE: 608-266-5004
EMAIL: michael.adams@dot.wi.gov

### WISCONSIN INDEPENDENT NETWORK, LLC
COMMUNICATION
ATTN: JOHN LOUIS
800 WISCONSIN STREET
BUILDING D02, SUITE 219
EAU CLAIRE, WI. 54703
PHONE: 715-838-4012
CELL: 715-864-2918
EMAIL: jlouis@wins.net

## GENERAL NOTES

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

- "ARC DEFINITION" CURVE DATA IS SHOWN ON THE PLAN

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

- THE CONCRETE REPAIR LOCATIONS ARE BASED ON REVIEWS COMPLETED IN 2013. EXACT LOCATIONS WILL BE DETERMINED BY ENGINEER IN THE FIELD.

## STANDARD ABBREVIATIONS

| | | | |
|---|---|---|---|
| ASPH. | ASPHALT | N.T.S. | NOT TO SCALE |
| BM(#) | BENCHMARK | O.C. | ON CENTER |
| C&G | CURB AND GUTTER | PE | PRIVATE ENTRANCE |
| CABC | CRUSHED AGGREGATE BASE COURSE | P.L. | PERMANENT LIMITED EASEMENT |
| CE | COMMERCIAL ENTRANCE | P.L.E. | PROPERTY LINE |
| ℄ | CENTERLINE | PROP. | PROPOSED |
| CL | CLASS | R | RADIUS |
| CONC. | CONCRETE | ℞ | REFERENCE LINE |
| CMCP | CORRUGATED METAL CULVERT PIPE | RCCP | REINFORCED CONCRETE CULVERT PIPE |
| CP(#) | CONTROL POINT | REQ'D | REQUIRED |
| CP | CULVERT PIPE | RHF | RIGHT HAND FORWARD |
| C.Y. | CUBIC YARDS | RT | RIGHT |
| D/W | DRIVEWAY | R/W | RIGHT OF WAY |
| E.O.R. | END OF RADIUS | SB | SOUTHBOUND |
| EB | EASTBOUND | SBRL | SOUTHBOUND REFERENCE LINE |
| EL. | ELEVATION | SE | SUPERELEVATION |
| EX. | EXISTING | SF | SQUARE FOOT |
| EXC. | EXCAVATION | SQ. FT. | SQUARE FOOT |
| FE | FIELD ENTRANCE | SY | SQUARE YARD |
| F.L. | FLOWLINE | (TYP.) | TYPICAL |
| HERCP | HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE | T.L.E. | TEMPORARY LIMITED EASEMENT |
| LF | LINEAL FOOT | VAR. | VARIES |
| LT | LEFT | WB | WESTBOUND |
| MH | MANHOLE | W/L | WETLAND |
| MIN. | MINIMUM | | |
| NB | NORTHBOUND | | |
| NBRL | NORTHBOUND REFERENCE LINE | | |
| NOR. | NORMAL | | |

### OUTAGAMIE COUNTY SURVEYOR CONTACT
ATTN: DAVE JOHNSON
LAND INFORMATION
410 S. WALNUT STREET
APPLETON, WI. 54911
PHONE: 920-832-5255
EMAIL: johnsodw@co.outagamie.wi.us

### OUTAGAMIE COUNTY SURVEYOR
ATTN: JIM HEBERT
HEBERT ASSOC, INC.
P.O. BOX 1594
1110 W. WISCONSIN AVENUE
APPLETON, WI 54912-1594
PHONE: 920-734-8373
FAX: 920-734-3968
EMAIL: jim@herbertassoc.com

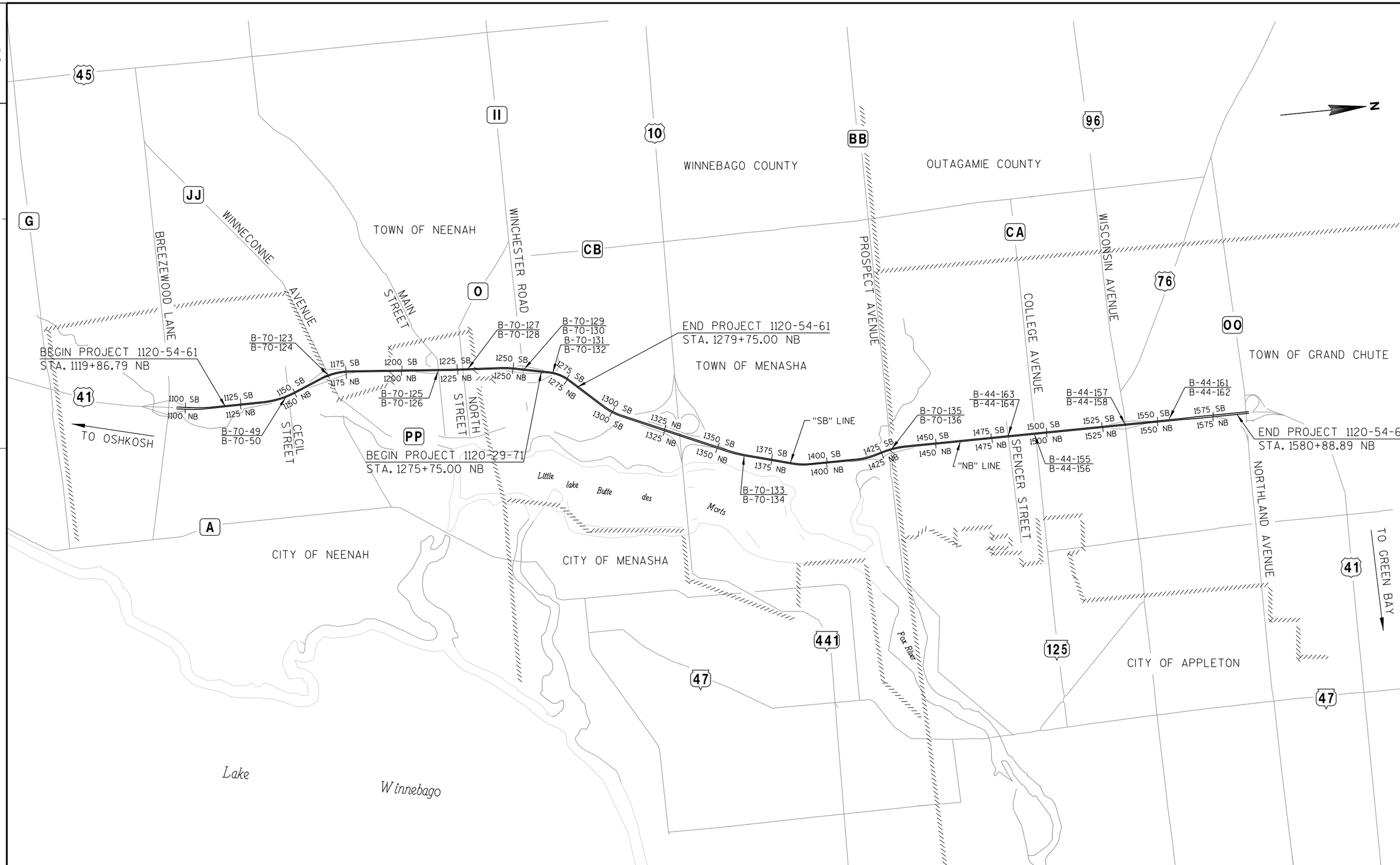
### DNR LIAISION
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVE.
GREEN BAY, WI. 54313-6727
ATTN: JAY SCHIEFELBEIN
PHONE: 920-360-3784
EMAIL: Jeremiah.Schiefelbein@wisconsin.gov

## RUNOFF COEFFICIENT TABLE

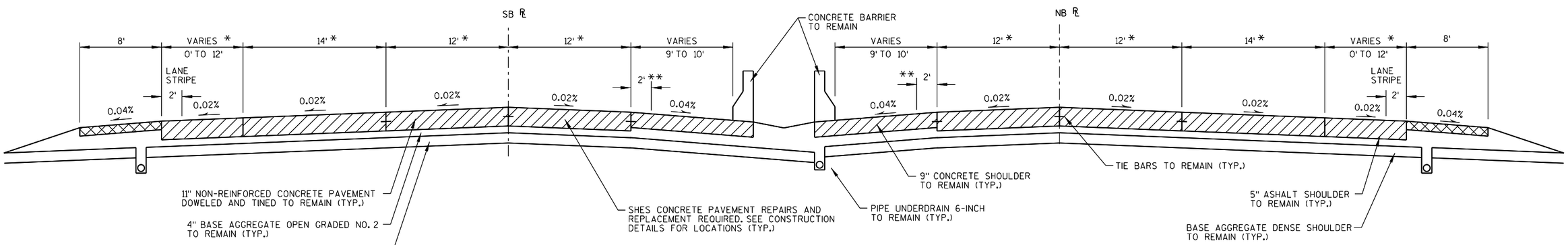
| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | |
| LAND USE: | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | .08<br>.22 | .16<br>.30 | .22<br>.38 | .12<br>.26 | .20<br>.34 | .27<br>.44 | .15<br>.30 | .24<br>.37 | .33<br>.50 | .19<br>.34 | .28<br>.41 | .38<br>.56 |
| MEDIAN STRIP-TURF | .19<br>.24 | .20<br>.26 | .24<br>.30 | .19<br>.25 | .22<br>.28 | .26<br>.33 | .20<br>.26 | .23<br>.30 | .30<br>.37 | .20<br>.27 | .25<br>.32 | .30<br>.40 |
| SIDE SLOPE-TURF | | | .25<br>.32 | | | .27<br>.34 | | | .28<br>.36 | | | .30<br>.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 = 130 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.75 ACRES

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




| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

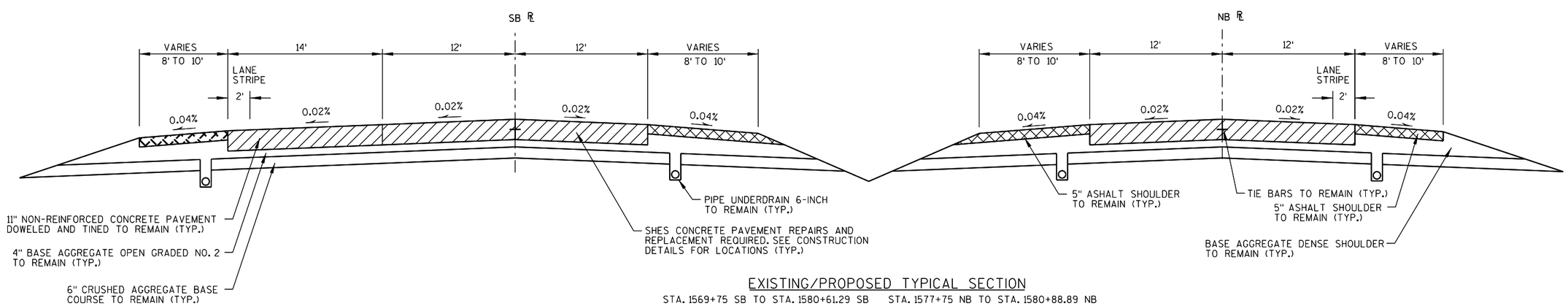



EXISTING/PROPOSED TYPICAL SECTION

STA. 1119+77.55 SB TO STA. 1569+75 SB  STA. 1119+86.79 NB TO STA. 1577+75 NB

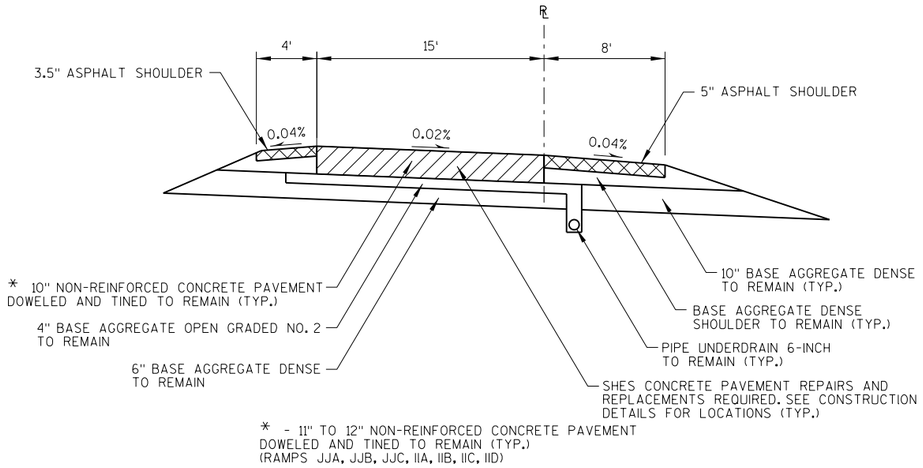
* HIGH FRICTION SURFACE TREATMENT WILL BE APPLIED TO TRAVEL LANES 1275+75 SB - 1280+00 SB AND 1275+75 NB - 1279+75 NB

** HIGH FRICTION SURFACE TREATMENT TO EXTEND 2' INTO CONCRETE SHOUDERS 1275+75 SB - 1280+00 SB AND 1275+75 NB - 1279+75 NB



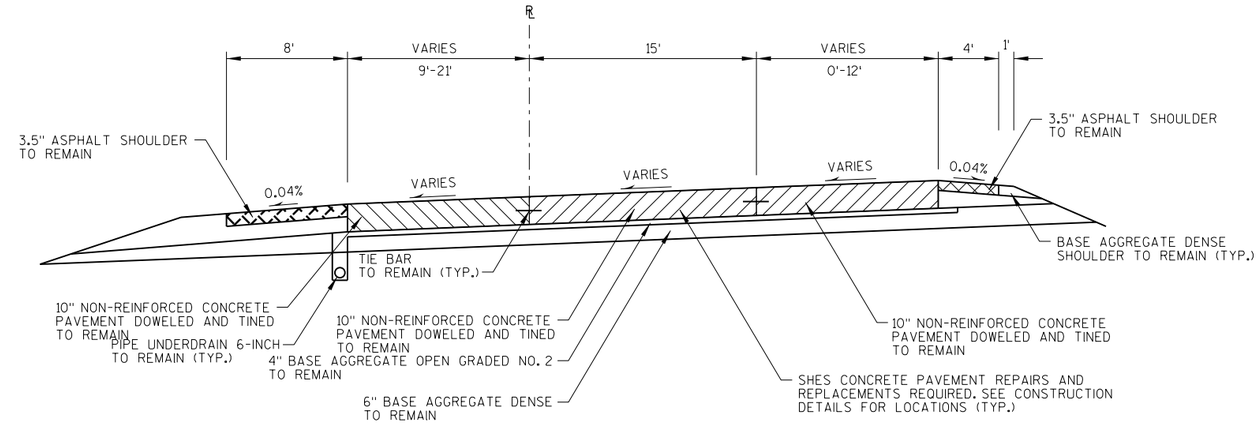

EXISTING/PROPOSED TYPICAL SECTION

STA. 1569+75 SB TO STA. 1580+61.29 SB  STA. 1577+75 NB TO STA. 1580+88.89 NB



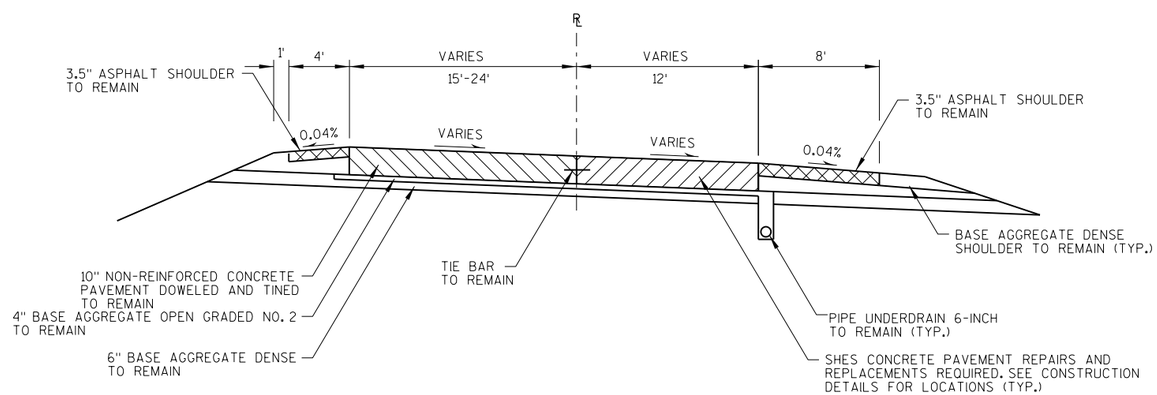

EXISTING/PROPOSED 1-LANE TYPICAL RAMP SECTION

STH 114/CTH JJ/WINNECONNE AVENUE RAMPS (JJA, JJB, JJC)
MAIN STREET RAMPS (MSA, MSB)
CTH II/WINCHESTER ROAD RAMPS (IIA, IIB, IIC, IID)
CTH BB/PROSPECT AVENUE RAMPS (BBA, BBB, BBC, BBD)
STH 125/COLLEGE AVENUE RAMPS (CAA, CAB, CAC)
STH 96/WISCONSIN AVENUE RAMPS (WIA, WIC, WID)



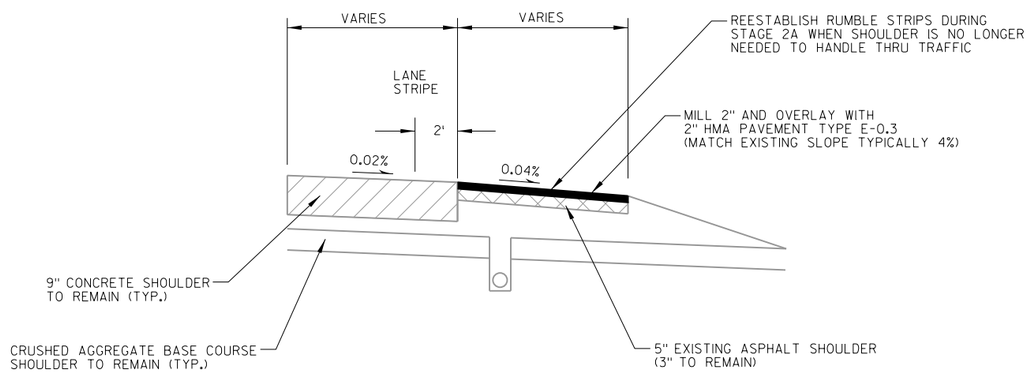

EXISTING/PROPOSED 2-LANE TYPICAL RAMP SECTION

STH 125/COLLEGE AVENUE RAMP (CAD)




EXISTING/PROPOSED 2-LANE TYPICAL RAMP SECTION

STH 96/WISCONSIN AVENUE RAMP (WIB)

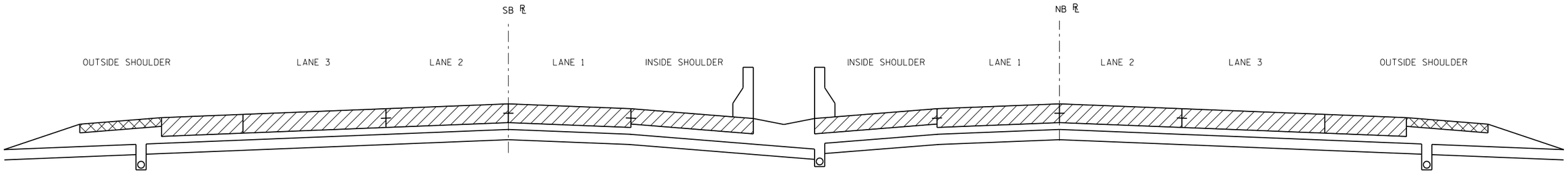



ASPHALT SHOULDER MILL AND OVERLAY

1260+32 NB TO 1263+00 NB
1270+61 NB TO 1284+34 NB

1256+68 SB TO 1263+32 SB
1270+94 SB TO 1282+38 SB

2

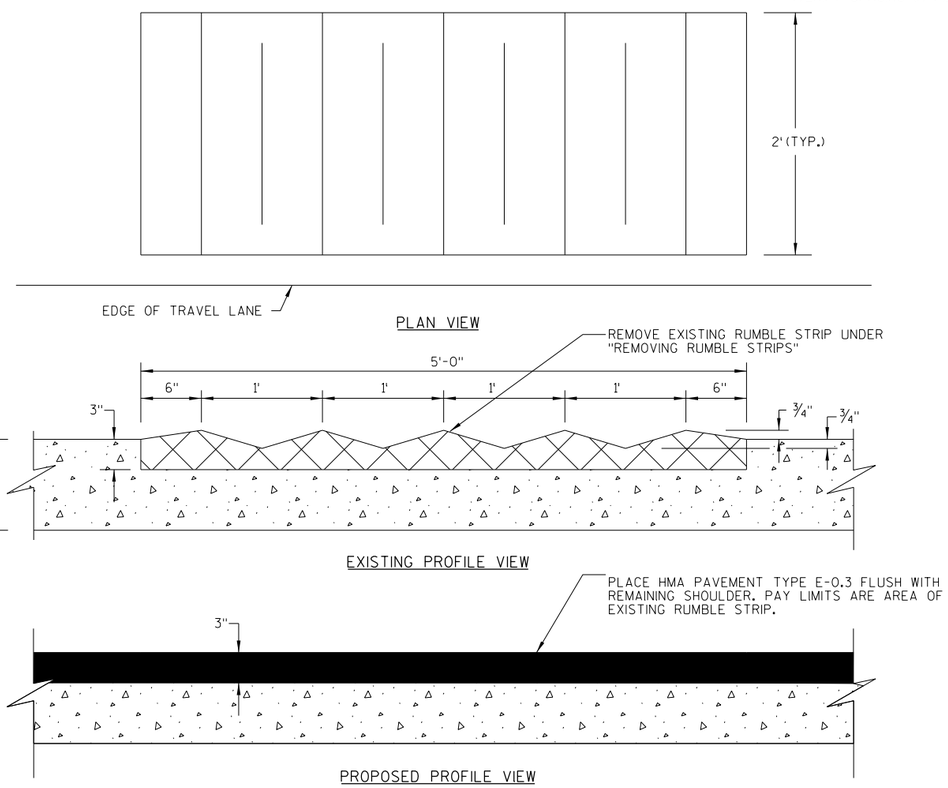



LANE LOCATION DETAIL

LANE REFERENCES FOR REPAIR SUMMARY TABLES

NOTES:

1) RUMBLE STRIPS ARE LONGITUDINALLY SPACED 25' CENTER TO CENTER (VERIFY SPACING IN FIELD).




REMOVING RUMBLE STRIPS

( NOT TO SCALE )

## NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 1

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1145+15 | NB | - | 1145+21 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1148+85 | NB | - | 1148+91 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1150+44 | NB | - | 1150+84 | NB | NB MAINLINE LANE 1 | 40 x 12 | --- | 53.0 | 32 | 16 | --- | 103 |
| 1165+01 | NB | - | 1165+07 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1168+26 | NB | - | 1168+40 | NB | NB MAINLINE LANE 1 | 13 x 12 | 17.7 | --- | --- | 8 | --- | 51 |
| 1168+78 | NB | - | 1168+84 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1210+87 | NB | - | 1210+93 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1214+89 | NB | - | 1214+95 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1256+85 | NB | - | 1256+95 | NB | NB MAINLINE LANE 1 | 10 x 12 | 13.4 | --- | --- | 8 | --- | 44 |
| 1270+41 | NB | - | 1270+47 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1290+07 | NB | - | 1290+13 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1292+97 | NB | - | 1293+38 | NB | NB MAINLINE LANE 1 | 42 x 12 | --- | 55.6 | 34 | 16 | --- | 107 |
| 1298+85 | NB | - | 1298+91 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1302+27 | NB | - | 1302+33 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1302+70 | NB | - | 1302+83 | NB | NB MAINLINE LANE 1 | 12 x 12 | 16.5 | --- | --- | 16 | --- | 49 |
| 1303+49 | NB | - | 1303+66 | NB | NB MAINLINE LANE 1 | 17 x 12 | --- | 23.3 | 14 | 16 | --- | 59 |
| 1315+88 | NB | - | 1316+02 | NB | NB MAINLINE LANE 1 | 14 x 12 | 19.2 | --- | --- | 16 | --- | 53 |
| 1324+19 | NB | - | 1324+25 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1349+63 | NB | - | 1349+93 | NB | NB MAINLINE LANE 1 | 30 x 12 | --- | 39.7 | 24 | 16 | --- | 83 |
| 1364+06 | NB | - | 1364+14 | NB | NB MAINLINE LANE 1 | 9 x 12 | 11.4 | --- | --- | 16 | --- | 41 |
| 1364+27 | NB | - | 1364+33 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1365+23 | NB | - | 1365+35 | NB | NB MAINLINE LANE 1 | 12 x 12 | 16.5 | --- | --- | 16 | --- | 49 |
| 1365+88 | NB | - | 1366+08 | NB | NB MAINLINE LANE 1 | 19 x 12 | --- | 25.9 | 16 | 16 | --- | 63 |
| 1398+38 | NB | - | 1398+44 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1403+81 | NB | - | 1403+87 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1407+29 | NB | - | 1407+35 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1420+38 | NB | - | 1420+44 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1424+58 | NB | - | 1424+64 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1426+70 | NB | - | 1426+76 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1427+48 | NB | - | 1427+73 | NB | NB MAINLINE LANE 1 | 26 x 12 | --- | 34.1 | 20 | 16 | --- | 75 |
| 1430+70 | NB | - | 1430+86 | NB | NB MAINLINE LANE 1 | 15 x 12 | --- | 20.6 | 12 | 16 | --- | 55 |
| 1435+89 | NB | - | 1436+02 | NB | NB MAINLINE LANE 1 | 13 x 12 | 16.9 | --- | --- | 16 | --- | 49 |
| 1436+17 | NB | - | 1436+23 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1436+73 | NB | - | 1436+79 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1437+13 | NB | - | 1437+19 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1439+18 | NB | - | 1440+07 | NB | NB MAINLINE LANE 1 | 89 x 12 | --- | 119.1 | 72 | 16 | --- | 203 |
| 1442+43 | NB | - | 1442+53 | NB | NB MAINLINE LANE 1 | 10 x 12 | 13.9 | --- | --- | 16 | --- | 45 |
| 1453+34 | NB | - | 1453+43 | NB | NB MAINLINE LANE 1 | 10 x 12 | 12.9 | --- | --- | 16 | --- | 43 |
| 1454+32 | NB | - | 1454+47 | NB | NB MAINLINE LANE 1 | 15 x 12 | --- | 20.0 | 12 | 16 | --- | 54 |
| 1459+44 | NB | - | 1459+86 | NB | NB MAINLINE LANE 1 | 42 x 12 | --- | 56.3 | 34 | 16 | --- | 108 |
| 1483+50 | NB | - | 1483+71 | NB | NB MAINLINE LANE 1 | 21 x 12 | --- | 27.8 | 16 | 16 | --- | 66 |
| 1483+94 | NB | - | 1484+00 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1484+21 | NB | - | 1484+27 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1493+19 | NB | - | 1493+40 | NB | NB MAINLINE LANE 1 | 21 x 12 | --- | 28.2 | 16 | 16 | --- | 66 |
| 1495+78 | NB | - | 1495+96 | NB | NB MAINLINE LANE 1 | 18 x 12 | --- | 23.5 | 14 | 8 | --- | 59 |
| 1546+24 | NB | - | 1546+30 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1546+49 | NB | - | 1546+55 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1553+21 | NB | - | 1553+27 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1556+12 | NB | - | 1556+18 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1556+32 | NB | - | 1556+38 | NB | NB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1556+64 | NB | - | 1556+76 | NB | NB MAINLINE LANE 1 | 12 x 12 | 16.2 | --- | --- | 16 | --- | 48 |
| 1577+81 | NB | - | 1577+97 | NB | NB MAINLINE LANE 1 | 16 x 12 | --- | 21.5 | 12 | 16 | --- | 56 |
| | | | | | NB LANE 1 MAINLINE TOTALS = | | 378.8 | 548.5 | 328 | 808 | 0 | 2,637 |

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1144+21 | NB | - | 1144+27 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1145+76 | NB | - | 1145+82 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1147+88 | NB | - | 1148+03 | NB | NB MAINLINE LANE 2 | 14 x 12 | 19.3 | --- | --- | 8 | --- | 53 |
| 1149+84 | NB | - | 1149+98 | NB | NB MAINLINE LANE 2 | 14 x 12 | 19.3 | --- | --- | 16 | --- | 53 |
| 1153+07 | NB | - | 1153+13 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1163+11 | NB | - | 1163+37 | NB | NB MAINLINE LANE 2 | 25 x 12 | --- | 34.0 | 20 | 16 | --- | 75 |
| 1168+82 | NB | - | 1168+95 | NB | NB MAINLINE LANE 2 | 13 x 12 | 17.0 | --- | --- | 16 | --- | 49 |
| 1169+21 | NB | - | 1169+45 | NB | NB MAINLINE LANE 2 | 24 x 12 | --- | 32.1 | 20 | 16 | --- | 72 |
| 1171+25 | NB | - | 1171+31 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1172+01 | NB | - | 1172+24 | NB | NB MAINLINE LANE 2 | 23 x 12 | --- | 31.0 | 18 | 16 | --- | 71 |
| 1173+83 | NB | - | 1173+89 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1174+20 | NB | - | 1174+26 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1176+39 | NB | - | 1176+46 | NB | NB MAINLINE LANE 2 | 7 x 12 | 8.7 | --- | --- | 16 | --- | 37 |
| 1178+79 | NB | - | 1179+01 | NB | NB MAINLINE LANE 2 | 21 x 12 | --- | 28.3 | 16 | 16 | --- | 66 |
| 1180+81 | NB | - | 1180+92 | NB | NB MAINLINE LANE 2 | 11 x 12 | 14.7 | --- | --- | 16 | --- | 46 |
| 1181+02 | NB | - | 1181+11 | NB | NB MAINLINE LANE 2 | 9 x 12 | 12.3 | --- | --- | 16 | --- | 42 |
| 1181+93 | NB | - | 1182+17 | NB | NB MAINLINE LANE 2 | 24 x 12 | --- | 31.9 | 20 | 16 | --- | 72 |
| 1206+44 | NB | - | 1206+55 | NB | NB MAINLINE LANE 2 | 11 x 12 | 14.6 | --- | --- | 16 | --- | 46 |
| 1206+78 | NB | - | 1206+84 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1208+89 | NB | - | 1208+95 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1212+97 | NB | - | 1213+03 | NB | NB MAINLINE LANE 2 | 8 x 12 | 10.6 | --- | --- | 16 | --- | 40 |
| 1215+43 | NB | - | 1215+49 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1217+82 | NB | - | 1217+88 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1219+45 | NB | - | 1219+51 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1220+35 | NB | - | 1220+41 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1221+08 | NB | - | 1221+14 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1223+46 | NB | - | 1223+52 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1226+18 | NB | - | 1226+58 | NB | NB MAINLINE LANE 2 | 40 x 12 | --- | 52.9 | 32 | 8 | --- | 103 |
| 1230+31 | NB | - | 1230+37 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1230+70 | NB | - | 1230+97 | NB | NB MAINLINE LANE 2 | 27 x 12 | --- | 35.8 | 19 | 16 | --- | 78 |
| 1231+80 | NB | - | 1232+75 | NB | NB MAINLINE LANE 2 | 95 x 12 | --- | 126.5 | 65 | 16 | --- | 214 |
| 1233+25 | NB | - | 1233+35 | NB | NB MAINLINE LANE 2 | 11 x 12 | 14.2 | --- | --- | 16 | --- | 45 |
| 1234+73 | NB | - | 1234+83 | NB | NB MAINLINE LANE 2 | 11 x 12 | 14.0 | --- | --- | 16 | --- | 45 |
| 1236+71 | NB | - | 1236+86 | NB | NB MAINLINE LANE 2 | 15 x 12 | --- | 20.1 | --- | 16 | --- | 54 |
| 1247+55 | NB | - | 1247+61 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1256+85 | NB | - | 1256+99 | NB | NB MAINLINE LANE 2 | 15 x 12 | 19.3 | --- | --- | 8 | --- | 53 |
| 1257+19 | NB | - | 1257+25 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1284+14 | NB | - | 1284+20 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.3 | --- | --- | 16 | --- | 36 |
| 1285+30 | NB | - | 1285+36 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1285+93 | NB | - | 1285+99 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1290+01 | NB | - | 1290+11 | NB | NB MAINLINE LANE 2 | 10 x 12 | 13.7 | --- | --- | 16 | --- | 44 |
| 1304+80 | NB | - | 1304+86 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1307+10 | NB | - | 1307+17 | NB | NB MAINLINE LANE 2 | 7 x 12 | 9.1 | --- | --- | 16 | --- | 38 |
| 1309+41 | NB | - | 1309+47 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1311+81 | NB | - | 1311+87 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1314+60 | NB | - | 1314+67 | NB | NB MAINLINE LANE 2 | 7 x 12 | 9.0 | --- | --- | 16 | --- | 37 |
| 1323+43 | NB | - | 1323+84 | NB | NB MAINLINE LANE 2 | 41 x 12 | --- | 54.5 | 32 | 16 | --- | 106 |
| 1341+92 | NB | - | 1341+98 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1345+32 | NB | - | 1345+38 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1346+17 | NB | - | 1346+23 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| | | | | | NB LANE 2 MAINLINE SUBTOTALS = | | 403.9 | 447.0 | 242 | 776 | 0 | 2,475 |

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2 CONTINUES ON FOLLOWING SHEET

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1346+82 | NB | - | 1346+94 | NB | NB MAINLINE LANE 2 | 11 x 12 | 15.0 | --- | --- | 16 | --- | 46 |
| 1364+06 | NB | - | 1364+14 | NB | NB MAINLINE LANE 2 | 9 x 12 | 11.4 | --- | --- | 16 | --- | 41 |
| 1365+08 | NB | - | 1365+17 | NB | NB MAINLINE LANE 2 | 9 x 12 | 12.2 | --- | --- | 16 | --- | 42 |
| 1382+05 | NB | - | 1382+11 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1387+34 | NB | - | 1387+72 | NB | NB MAINLINE LANE 2 | 38 x 12 | --- | 50.1 | 30 | 16 | --- | 99 |
| 1388+36 | NB | - | 1388+60 | NB | NB MAINLINE LANE 2 | 25 x 12 | --- | 32.8 | 20 | 16 | --- | 73 |
| 1394+18 | NB | - | 1394+24 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1394+75 | NB | - | 1395+00 | NB | NB MAINLINE LANE 2 | 25 x 12 | --- | 32.7 | 20 | 16 | --- | 73 |
| 1395+24 | NB | - | 1395+42 | NB | NB MAINLINE LANE 2 | 18 x 12 | --- | 24.0 | 14 | 16 | --- | 60 |
| 1395+63 | NB | - | 1395+81 | NB | NB MAINLINE LANE 2 | 18 x 12 | --- | 24.0 | 14 | 16 | --- | 60 |
| 1396+60 | NB | - | 1397+16 | NB | NB MAINLINE LANE 2 | 56 x 12 | --- | 74.5 | 35 | 16 | --- | 136 |
| 1399+27 | NB | - | 1399+62 | NB | NB MAINLINE LANE 2 | 35 x 12 | --- | 46.0 | 28 | 16 | --- | 93 |
| 1400+12 | NB | - | 1400+28 | NB | NB MAINLINE LANE 2 | 16 x 12 | --- | 21.3 | 12 | 16 | --- | 56 |
| 1404+49 | NB | - | 1404+55 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1407+35 | NB | - | 1407+41 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1407+79 | NB | - | 1407+97 | NB | NB MAINLINE LANE 2 | 19 x 12 | --- | 25.2 | 16 | 16 | --- | 62 |
| 1412+61 | NB | - | 1412+84 | NB | NB MAINLINE LANE 2 | 23 x 12 | --- | 30.0 | 9 | 16 | --- | 69 |
| 1413+23 | NB | - | 1413+29 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1415+72 | NB | - | 1415+81 | NB | NB MAINLINE LANE 2 | 9 x 12 | 11.3 | --- | --- | 16 | --- | 41 |
| 1416+32 | NB | - | 1416+38 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1419+01 | NB | - | 1419+47 | NB | NB MAINLINE LANE 2 | 45 x 12 | --- | 60.5 | 18 | 16 | --- | 115 |
| 1424+47 | NB | - | 1424+53 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1425+30 | NB | - | 1425+36 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1427+57 | NB | - | 1427+65 | NB | NB MAINLINE LANE 2 | 9 x 12 | 11.4 | --- | --- | 16 | --- | 41 |
| 1429+94 | NB | - | 1430+22 | NB | NB MAINLINE LANE 2 | 28 x 12 | --- | 36.8 | 18 | 16 | --- | 79 |
| 1430+62 | NB | - | 1430+70 | NB | NB MAINLINE LANE 2 | 8 x 12 | 11.0 | --- | --- | 16 | --- | 40 |
| 1434+15 | NB | - | 1434+21 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1434+52 | NB | - | 1434+59 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.4 | --- | --- | 16 | --- | 37 |
| 1434+72 | NB | - | 1434+78 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1435+75 | NB | - | 1435+93 | NB | NB MAINLINE LANE 2 | 18 x 12 | --- | 23.7 | 13 | 16 | --- | 60 |
| 1437+63 | NB | - | 1437+69 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1441+21 | NB | - | 1441+27 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1444+29 | NB | - | 1444+35 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1444+70 | NB | - | 1444+76 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1445+39 | NB | - | 1445+54 | NB | NB MAINLINE LANE 2 | 15 x 12 | --- | 20.3 | 12 | 16 | --- | 55 |
| 1445+73 | NB | - | 1445+79 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1446+34 | NB | - | 1446+40 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1449+07 | NB | - | 1449+13 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1449+27 | NB | - | 1449+33 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1450+07 | NB | - | 1450+13 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1452+58 | NB | - | 1452+64 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1459+86 | NB | - | 1459+92 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1459+86 | NB | - | 1459+92 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.2 | --- | --- | 16 | --- | 36 |
| 1463+22 | NB | - | 1463+28 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1465+85 | NB | - | 1466+19 | NB | NB MAINLINE LANE 2 | 35 x 12 | --- | 46.2 | 25 | 16 | --- | 93 |
| 1466+38 | NB | - | 1466+44 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1466+76 | NB | - | 1466+83 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.5 | --- | --- | 16 | --- | 37 |
| 1468+23 | NB | - | 1468+29 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1470+26 | NB | - | 1470+48 | NB | NB MAINLINE LANE 2 | 22 x 12 | --- | 29.9 | 18 | 16 | --- | 69 |
| 1471+14 | NB | - | 1471+35 | NB | NB MAINLINE LANE 2 | 21 x 12 | --- | 28.2 | 16 | 16 | --- | 66 |
| | | | | | NB LANE 2 MAINLINE SUBTOTALS = | | 289.5 | 606.2 | 318 | 800 | 0 | 2,543 |

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2 CONTINUES ON FOLLOWING SHEET

## NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1471+86 | NB | - | 1471+92 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1473+32 | NB | - | 1473+38 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1473+71 | NB | - | 1473+77 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1474+79 | NB | - | 1474+85 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1476+08 | NB | - | 1476+32 | NB | NB MAINLINE LANE 2 | 23 x 12 | --- | 31.3 | 18 | 16 | --- | 71 |
| 1477+36 | NB | - | 1477+42 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1480+69 | NB | - | 1480+75 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1481+72 | NB | - | 1481+78 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1484+00 | NB | - | 1484+06 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1486+37 | NB | - | 1486+43 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1489+85 | NB | - | 1489+91 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1492+46 | NB | - | 1492+52 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1498+06 | NB | - | 1498+20 | NB | NB MAINLINE LANE 2 | 15 x 12 | 19.5 | --- | --- | 16 | --- | 53 |
| 1502+41 | NB | - | 1502+47 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1502+58 | NB | - | 1502+64 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1502+78 | NB | - | 1502+84 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1503+87 | NB | - | 1503+93 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1504+42 | NB | - | 1504+48 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1504+80 | NB | - | 1504+86 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1507+77 | NB | - | 1507+83 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1508+52 | NB | - | 1508+58 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1508+69 | NB | - | 1508+75 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1508+87 | NB | - | 1509+09 | NB | NB MAINLINE LANE 2 | 22 x 12 | --- | 29.6 | 18 | 16 | --- | 68 |
| 1512+98 | NB | - | 1513+04 | NB | NB MAINLINE LANE 2 | 7 x 12 | 8.8 | --- | --- | 16 | --- | 37 |
| 1514+07 | NB | - | 1514+13 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1514+82 | NB | - | 1514+88 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1517+77 | NB | - | 1517+83 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1518+33 | NB | - | 1518+39 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1523+23 | NB | - | 1523+31 | NB | NB MAINLINE LANE 2 | 8 x 12 | 10.8 | --- | --- | 16 | --- | 40 |
| 1524+72 | NB | - | 1524+85 | NB | NB MAINLINE LANE 2 | 13 x 12 | 17.6 | --- | --- | 16 | --- | 50 |
| 1526+91 | NB | - | 1526+97 | NB | NB MAINLINE LANE 2 | 7 x 12 | 9.1 | --- | --- | 16 | --- | 38 |
| 1529+23 | NB | - | 1529+29 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1530+58 | NB | - | 1530+64 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1538+70 | NB | - | 1538+76 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1544+82 | NB | - | 1544+88 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1553+10 | NB | - | 1553+16 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1556+04 | NB | - | 1556+10 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1556+99 | NB | - | 1557+05 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1559+93 | NB | - | 1559+99 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1563+22 | NB | - | 1563+29 | NB | NB MAINLINE LANE 2 | 7 x 12 | 9.2 | --- | --- | 16 | --- | 38 |
| 1563+77 | NB | - | 1563+83 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1564+88 | NB | - | 1564+94 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1567+18 | NB | - | 1567+26 | NB | NB MAINLINE LANE 2 | 8 x 12 | 10.6 | --- | --- | 16 | --- | 40 |
| 1570+93 | NB | - | 1571+01 | NB | NB MAINLINE LANE 2 | 8 x 12 | 11.0 | --- | --- | 16 | --- | 40 |
| 1572+12 | NB | - | 1572+32 | NB | NB MAINLINE LANE 2 | 20 x 12 | --- | 27.3 | 16 | 16 | --- | 65 |
| 1573+21 | NB | - | 1573+27 | NB | NB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1574+89 | NB | - | 1575+38 | NB | NB MAINLINE LANE 2 | 49 x 12 | --- | 65.2 | 20 | 16 | --- | 122 |
| | | | | | NB LANE 2 MAINLINE SUBTOTALS = | | 376.7 | 153.4 | 72 | 752 | 0 | 1,922 |
| | | | | | NB LANE 2 MAINLINE TOTALS = | | 1,070.1 | 1,206.6 | 632 | 2,328 | 0 | 6,940 |

2

## NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1127+06 | NB | - | 1127+12 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1134+52 | NB | - | 1134+60 | NB | NB MAINLINE LANE 3 | 8 x 14 | 12.7 | --- | --- | 16 | 8 | 36 |
| 1134+85 | NB | - | 1135+07 | NB | NB MAINLINE LANE 3 | 22 x 14 | --- | 33.7 | 9 | 16 | 22 | 49 |
| 1135+17 | NB | - | 1135+23 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | 6 | 34 |
| 1135+38 | NB | - | 1135+44 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | 6 | 34 |
| 1135+81 | NB | - | 1136+43 | NB | NB MAINLINE LANE 3 | 62 x 14 | --- | 96.6 | 25 | 16 | 62 | 90 |
| 1137+08 | NB | - | 1137+20 | NB | NB MAINLINE LANE 3 | 12 x 14 | 18.3 | --- | --- | 16 | 12 | 39 |
| 1139+86 | NB | - | 1139+92 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | 6 | 34 |
| 1143+05 | NB | - | 1143+11 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1144+00 | NB | - | 1144+06 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1144+66 | NB | - | 1144+72 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1148+14 | NB | - | 1148+20 | NB | NB MAINLINE LANE 3 | 6 x 14 | 10.0 | --- | --- | 16 | --- | 41 |
| 1148+55 | NB | - | 1148+61 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1148+71 | NB | - | 1148+77 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1148+91 | NB | - | 1148+97 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1149+11 | NB | - | 1149+17 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1149+67 | NB | - | 1149+73 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1149+84 | NB | - | 1149+90 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1150+64 | NB | - | 1150+70 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1151+15 | NB | - | 1151+21 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1152+68 | NB | - | 1152+74 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1156+56 | NB | - | 1156+62 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1158+21 | NB | - | 1158+27 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1158+60 | NB | - | 1158+84 | NB | NB MAINLINE LANE 3 | 24 x 14 | --- | 37.5 | 10 | 16 | 24 | 52 |
| 1164+23 | NB | - | 1164+43 | NB | NB MAINLINE LANE 3 | 20 x 14 | --- | 31.2 | 8 | 16 | 20 | 48 |
| 1173+92 | NB | - | 1173+98 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1174+04 | NB | - | 1174+10 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1174+20 | NB | - | 1174+26 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 28 |
| 1175+31 | NB | - | 1175+37 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 28 |
| 1176+39 | NB | - | 1176+64 | NB | NB MAINLINE LANE 3 | 25 x 14 | --- | 38.6 | 7 | 16 | 25 | 53 |
| 1180+24 | NB | - | 1180+30 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1180+88 | NB | - | 1180+96 | NB | NB MAINLINE LANE 3 | 8 x 14 | 12.5 | --- | --- | 16 | --- | 44 |
| 1183+91 | NB | - | 1184+02 | NB | NB MAINLINE LANE 3 | 11 x 14 | 17.5 | --- | --- | 16 | --- | 51 |
| 1184+68 | NB | - | 1185+28 | NB | NB MAINLINE LANE 3 | 60 x 14 | --- | 93.5 | 48 | 16 | --- | 148 |
| 1185+60 | NB | - | 1185+82 | NB | NB MAINLINE LANE 3 | 22 x 14 | --- | 34.1 | 18 | 16 | --- | 72 |
| 1187+92 | NB | - | 1187+98 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1197+20 | NB | - | 1197+26 | NB | NB MAINLINE LANE 3 | 6 x 14 | 10.0 | --- | --- | 16 | --- | 41 |
| 1204+42 | NB | - | 1204+48 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1206+52 | NB | - | 1206+61 | NB | NB MAINLINE LANE 3 | 9 x 14 | 13.3 | --- | --- | 16 | 9 | 36 |
| 1207+37 | NB | - | 1207+43 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1207+91 | NB | - | 1207+97 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1208+87 | NB | - | 1208+93 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1209+97 | NB | - | 1210+07 | NB | NB MAINLINE LANE 3 | 10 x 14 | 16.0 | --- | --- | 16 | 10 | 39 |
| 1210+91 | NB | - | 1211+01 | NB | NB MAINLINE LANE 3 | 10 x 14 | 15.3 | --- | --- | 16 | 10 | 38 |
| 1212+60 | NB | - | 1212+71 | NB | NB MAINLINE LANE 3 | 10 x 14 | 16.3 | --- | --- | 16 | 11 | 38 |
| 1212+97 | NB | - | 1213+07 | NB | NB MAINLINE LANE 3 | 10 x 14 | 16.3 | --- | --- | 16 | 11 | 38 |
| 1215+43 | NB | - | 1215+61 | NB | NB MAINLINE LANE 3 | 18 x 14 | --- | 27.5 | 14 | 16 | 18 | 45 |
| 1217+82 | NB | - | 1217+90 | NB | NB MAINLINE LANE 3 | 8 x 14 | 12.3 | --- | --- | 16 | 8 | 36 |
| 1218+36 | NB | - | 1218+42 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1219+10 | NB | - | 1219+16 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| | | | | | NB LANE 3 MAINLINE SUBTOTALS = | | 450.7 | 392.8 | 139 | 800 | 346 | 2,126 |

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3 CONTINUES ON FOLLOWING SHEET

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1219+45 | NB | - | 1219+51 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1219+99 | NB | - | 1220+05 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1220+93 | NB | - | 1221+15 | NB | NB MAINLINE LANE 3 | 22 x 14 | --- | 33.8 | 6 | 16 | 22 | 49 |
| 1221+44 | NB | - | 1221+50 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1222+39 | NB | - | 1222+45 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1223+65 | NB | - | 1223+71 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1224+03 | NB | - | 1224+09 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1225+51 | NB | - | 1225+57 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1226+18 | NB | - | 1226+24 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1230+87 | NB | - | 1230+93 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1231+97 | NB | - | 1232+03 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1232+53 | NB | - | 1232+75 | NB | NB MAINLINE LANE 3 | 22 x 14 | --- | 34.3 | --- | 16 | 22 | 50 |
| 1233+25 | NB | - | 1233+35 | NB | NB MAINLINE LANE 3 | 11 x 14 | 16.6 | --- | --- | 16 | 11 | 38 |
| 1234+73 | NB | - | 1234+79 | NB | NB MAINLINE LANE 3 | 7 x 14 | 10.4 | --- | --- | 16 | 6 | 35 |
| 1236+71 | NB | - | 1236+77 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1237+12 | NB | - | 1237+18 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1242+36 | NB | - | 1242+67 | NB | NB MAINLINE LANE 3 | 31 x 14 | --- | 48.8 | 26 | 16 | --- | 91 |
| 1244+59 | NB | - | 1244+65 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1251+83 | NB | - | 1251+89 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1256+85 | NB | - | 1256+96 | NB | NB MAINLINE LANE 3 | 12 x 14 | 17.9 | --- | --- | 8 | 12 | 25 |
| 1258+65 | NB | - | 1258+71 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1260+88 | NB | - | 1260+94 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1263+12 | NB | - | 1263+18 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1263+48 | NB | - | 1263+54 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1278+24 | NB | - | 1278+30 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1282+65 | NB | - | 1282+71 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1290+01 | NB | - | 1290+07 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1293+72 | NB | - | 1293+95 | NB | NB MAINLINE LANE 3 | 22 x 14 | --- | 34.3 | 18 | 16 | --- | 72 |
| 1299+82 | NB | - | 1299+88 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1302+32 | NB | - | 1302+43 | NB | NB MAINLINE LANE 3 | 11 x 14 | 16.6 | --- | --- | 16 | --- | 49 |
| 1303+31 | NB | - | 1303+37 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1304+10 | NB | - | 1304+16 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1305+96 | NB | - | 1306+02 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1306+72 | NB | - | 1306+78 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1306+92 | NB | - | 1306+98 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1309+23 | NB | - | 1309+29 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1311+06 | NB | - | 1311+12 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1312+60 | NB | - | 1312+66 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1315+93 | NB | - | 1315+99 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1319+35 | NB | - | 1319+41 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1322+84 | NB | - | 1322+90 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1336+29 | NB | - | 1336+35 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1343+57 | NB | - | 1343+63 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1344+99 | NB | - | 1345+05 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1345+32 | NB | - | 1345+38 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1345+98 | NB | - | 1346+04 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1346+51 | NB | - | 1346+59 | NB | NB MAINLINE LANE 3 | 8 x 14 | 12.8 | --- | --- | 16 | 8 | 36 |
| 1348+20 | NB | - | 1348+26 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1350+75 | NB | - | 1350+97 | NB | NB MAINLINE LANE 3 | 21 x 14 | --- | 33.1 | 18 | 16 | --- | 71 |
| 1354+18 | NB | - | 1354+24 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| | | | | | NB LANE 3 MAINLINE SUBTOTALS = | | 447.7 | 184.4 | 68 | 792 | 243 | 1,954 |

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3 CONTINUES ON FOLLOWING SHEET

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1358+56 | NB | - | 1359+18 | NB | NB MAINLINE LANE 3 | 62 x 14 | --- | 96.9 | 25 | 16 | 62 | 91 |
| 1365+22 | NB | - | 1365+30 | NB | NB MAINLINE LANE 3 | 8 x 14 | 13.1 | --- | --- | 16 | 9 | 36 |
| 1365+97 | NB | - | 1366+03 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1372+64 | NB | - | 1372+70 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1375+37 | NB | - | 1375+47 | NB | NB MAINLINE LANE 3 | 10 x 14 | 15.9 | --- | --- | 16 | 10 | 38 |
| 1377+08 | NB | - | 1377+17 | NB | NB MAINLINE LANE 3 | 8 x 14 | 13.0 | --- | --- | 16 | 9 | 36 |
| 1380+16 | NB | - | 1380+22 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1380+76 | NB | - | 1380+82 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1387+89 | NB | - | 1387+95 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | 6 | 34 |
| 1389+36 | NB | - | 1389+42 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | 6 | 34 |
| 1389+94 | NB | - | 1390+38 | NB | NB MAINLINE LANE 3 | 43 x 14 | --- | 67.5 | 17 | 16 | 43 | 72 |
| 1392+04 | NB | - | 1392+10 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | 6 | 34 |
| 1393+15 | NB | - | 1394+50 | NB | NB MAINLINE LANE 3 | 134 x 14 | --- | 208.7 | 105 | 16 | 134 | 162 |
| 1395+81 | NB | - | 1396+46 | NB | NB MAINLINE LANE 3 | 65 x 14 | --- | 100.4 | 26 | 16 | 64 | 93 |
| 1396+77 | NB | - | 1397+02 | NB | NB MAINLINE LANE 3 | 25 x 14 | --- | 39.1 | --- | 16 | 25 | 53 |
| 1399+98 | NB | - | 1400+04 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1400+68 | NB | - | 1400+74 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1401+22 | NB | - | 1401+33 | NB | NB MAINLINE LANE 3 | 11 x 14 | 16.5 | --- | --- | 16 | 10 | 39 |
| 1401+80 | NB | - | 1402+23 | NB | NB MAINLINE LANE 3 | 43 x 14 | --- | 66.7 | 17 | 16 | 43 | 71 |
| 1404+28 | NB | - | 1404+75 | NB | NB MAINLINE LANE 3 | 47 x 14 | --- | 73.0 | 19 | 16 | 47 | 75 |
| 1406+62 | NB | - | 1407+05 | NB | NB MAINLINE LANE 3 | 44 x 14 | --- | 67.9 | 17 | 16 | 44 | 71 |
| 1407+35 | NB | - | 1407+64 | NB | NB MAINLINE LANE 3 | 29 x 14 | --- | 45.3 | 12 | 16 | 29 | 57 |
| 1408+27 | NB | - | 1408+33 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1409+65 | NB | - | 1409+71 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1409+84 | NB | - | 1409+90 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1410+44 | NB | - | 1410+55 | NB | NB MAINLINE LANE 3 | 10 x 14 | 16.3 | --- | --- | 16 | --- | 49 |
| 1411+46 | NB | - | 1412+07 | NB | NB MAINLINE LANE 3 | 61 x 14 | --- | 94.7 | 48 | 16 | --- | 150 |
| 1412+23 | NB | - | 1412+50 | NB | NB MAINLINE LANE 3 | 26 x 14 | --- | 40.8 | 22 | 16 | --- | 81 |
| 1412+61 | NB | - | 1412+84 | NB | NB MAINLINE LANE 3 | 23 x 14 | --- | 35.0 | 9 | 16 | --- | 73 |
| 1417+28 | NB | - | 1417+34 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1417+67 | NB | - | 1417+73 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1417+86 | NB | - | 1417+92 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | --- | 40 |
| 1419+01 | NB | - | 1419+47 | NB | NB MAINLINE LANE 3 | 46 x 14 | --- | 70.9 | 18 | 16 | --- | 73 |
| 1420+72 | NB | - | 1420+78 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.4 | --- | --- | 16 | 6 | 34 |
| 1422+64 | NB | - | 1422+70 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1423+21 | NB | - | 1423+27 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1424+47 | NB | - | 1425+00 | NB | NB MAINLINE LANE 3 | 54 x 14 | --- | 83.6 | 19 | 16 | 22 | 114 |
| 1427+36 | NB | - | 1427+45 | NB | NB MAINLINE LANE 3 | 9 x 14 | 13.7 | --- | --- | 16 | 9 | 37 |
| 1430+12 | NB | - | 1430+22 | NB | NB MAINLINE LANE 3 | 10 x 14 | 14.8 | --- | --- | 16 | 10 | 37 |
| 1430+67 | NB | - | 1430+73 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1443+77 | NB | - | 1443+83 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1452+47 | NB | - | 1452+53 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1453+50 | NB | - | 1453+60 | NB | NB MAINLINE LANE 3 | 11 x 14 | 16.4 | --- | --- | 16 | 11 | 38 |
| 1455+64 | NB | - | 1455+70 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1458+77 | NB | - | 1458+88 | NB | NB MAINLINE LANE 3 | 11 x 14 | 16.9 | --- | --- | 16 | 11 | 39 |
| 1461+13 | NB | - | 1461+39 | NB | NB MAINLINE LANE 3 | 26 x 14 | --- | 41.0 | 11 | 16 | 26 | 55 |
| 1462+04 | NB | - | 1462+10 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1463+35 | NB | - | 1463+41 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1463+94 | NB | - | 1464+35 | NB | NB MAINLINE LANE 3 | 41 x 14 | --- | 63.9 | 16 | 16 | 41 | 69 |
| 1465+22 | NB | - | 1465+32 | NB | NB MAINLINE LANE 3 | 10 x 14 | 15.2 | --- | --- | 16 | 10 | 38 |
| | | | | | NB LANE 3 MAINLINE SUBTOTALS = | | 376.3 | 1,195.4 | 381 | 800 | 777 | 2,599 |

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3 CONTINUES ON FOLLOWING SHEET

2

NORTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1465+96 | NB | - | 1466+02 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1467+43 | NB | - | 1467+49 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1471+27 | NB | - | 1471+35 | NB | NB MAINLINE LANE 3 | 7 x 14 | 11.4 | --- | --- | 16 | 7 | 36 |
| 1471+65 | NB | - | 1471+71 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1475+15 | NB | - | 1475+39 | NB | NB MAINLINE LANE 3 | 24 x 14 | --- | 37.6 | 10 | 16 | 24 | 52 |
| 1481+43 | NB | - | 1481+49 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1506+51 | NB | - | 1506+57 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1509+09 | NB | - | 1509+31 | NB | NB MAINLINE LANE 3 | 19 x 14 | --- | 29.3 | 16 | 16 | --- | 66 |
| 1517+99 | NB | - | 1518+05 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1522+24 | NB | - | 1522+30 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1533+70 | NB | - | 1533+76 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1544+96 | NB | - | 1545+02 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1545+37 | NB | - | 1545+43 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1547+01 | NB | - | 1547+07 | NB | NB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1556+67 | NB | - | 1556+77 | NB | NB MAINLINE LANE 3 | 11 x 14 | 16.5 | --- | --- | 16 | 11 | 38 |
| 1563+08 | NB | - | 1563+29 | NB | NB MAINLINE LANE 3 | 21 x 14 | --- | 33.3 | 6 | 16 | 22 | 49 |
| 1574+75 | NB | - | 1575+47 | NB | NB MAINLINE LANE 3 | 76 x 12 | --- | 101.1 | 11 | 16 | 65 | 111 |
| | | | | | NB LANE 3 MAINLINE SUBTOTALS = | | 130.5 | 201.3 | 43 | 272 | 153 | 768 |
| | | | | | NB LANE 3 MAINLINE TOTALS = | | 1,405.4 | 1,973.9 | 631 | 2,664 | 1,519 | 7,447 |

2

## SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 1

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1177+85 | SB | - | 1177+91 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1189+82 | SB | - | 1189+88 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 8 | --- | 36 |
| 1192+09 | SB | - | 1192+15 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 8 | --- | 36 |
| 1215+40 | SB | - | 1215+52 | SB | SB MAINLINE LANE 1 | 12 x 12 | 15.7 | --- | --- | 8 | --- | 47 |
| 1217+46 | SB | - | 1217+71 | SB | SB MAINLINE LANE 1 | 25 x 12 | --- | 33.2 | 10 | 8 | --- | 74 |
| 1220+07 | SB | - | 1220+13 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 8 | --- | 36 |
| 1226+34 | SB | - | 1226+47 | SB | SB MAINLINE LANE 1 | 13 x 12 | 17.3 | --- | --- | 8 | --- | 50 |
| 1253+87 | SB | - | 1254+06 | SB | SB MAINLINE LANE 1 | 19 x 12 | --- | 25.1 | 16 | 8 | --- | 62 |
| 1266+19 | SB | - | 1266+31 | SB | SB MAINLINE LANE 1 | 12 x 12 | 15.8 | --- | --- | 16 | --- | 48 |
| 1271+32 | SB | - | 1271+38 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1294+14 | SB | - | 1294+20 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1298+94 | SB | - | 1299+00 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1306+71 | SB | - | 1306+77 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1307+96 | SB | - | 1308+06 | SB | SB MAINLINE LANE 1 | 9 x 12 | 12.5 | --- | --- | 16 | --- | 43 |
| 1309+86 | SB | - | 1309+92 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1314+94 | SB | - | 1315+00 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1338+78 | SB | - | 1338+88 | SB | SB MAINLINE LANE 1 | 10 x 12 | 13.7 | --- | --- | 16 | --- | 45 |
| 1341+37 | SB | - | 1341+50 | SB | SB MAINLINE LANE 1 | 13 x 12 | 17.5 | --- | --- | 16 | --- | 50 |
| 1354+44 | SB | - | 1354+50 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1364+02 | SB | - | 1364+08 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1364+20 | SB | - | 1364+28 | SB | SB MAINLINE LANE 1 | 8 x 12 | 11.0 | --- | --- | 16 | --- | 41 |
| 1364+40 | SB | - | 1364+46 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1365+35 | SB | - | 1365+41 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1369+05 | SB | - | 1369+13 | SB | SB MAINLINE LANE 1 | 7 x 12 | 9.8 | --- | --- | 16 | --- | 39 |
| 1369+47 | SB | - | 1369+53 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1370+94 | SB | - | 1371+01 | SB | SB MAINLINE LANE 1 | 8 x 12 | 10.2 | --- | --- | 16 | --- | 39 |
| 1371+32 | SB | - | 1371+39 | SB | SB MAINLINE LANE 1 | 7 x 12 | 9.8 | --- | --- | 16 | --- | 39 |
| 1372+06 | SB | - | 1372+12 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1372+24 | SB | - | 1372+30 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1372+45 | SB | - | 1372+51 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1381+58 | SB | - | 1381+66 | SB | SB MAINLINE LANE 1 | 9 x 12 | 11.5 | --- | --- | 16 | --- | 41 |
| 1390+54 | SB | - | 1390+60 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1418+65 | SB | - | 1418+71 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1427+22 | SB | - | 1427+28 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1427+37 | SB | - | 1427+43 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1429+89 | SB | - | 1429+95 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1430+02 | SB | - | 1430+12 | SB | SB MAINLINE LANE 1 | 10 x 12 | 13.7 | --- | --- | 16 | --- | 44 |
| 1442+76 | SB | - | 1442+82 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1443+84 | SB | - | 1443+93 | SB | SB MAINLINE LANE 1 | 9 x 12 | 12.2 | --- | --- | 16 | --- | 42 |
| 1448+94 | SB | - | 1449+00 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1450+06 | SB | - | 1450+28 | SB | SB MAINLINE LANE 1 | 22 x 12 | --- | 29.3 | 18 | 16 | --- | 68 |
| 1454+09 | SB | - | 1454+15 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1459+48 | SB | - | 1459+54 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1464+70 | SB | - | 1464+76 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1481+63 | SB | - | 1481+69 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1481+80 | SB | - | 1481+86 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1482+01 | SB | - | 1482+07 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1483+12 | SB | - | 1483+18 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1483+32 | SB | - | 1483+38 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1486+71 | SB | - | 1486+77 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| | | | | | SB LANE 1 MAINLINE SUBTOTALS = | | 442.4 | 87.6 | 44 | 744 | 0 | 1,996 |

SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 1 CONTINUES ON FOLLOWING SHEET

2

SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 1

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1493+02 | SB | - | 1493+08 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1495+78 | SB | - | 1495+84 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1500+35 | SB | - | 1500+41 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1534+01 | SB | - | 1534+07 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1534+19 | SB | - | 1534+25 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1537+98 | SB | - | 1537+04 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1553+43 | SB | - | 1553+49 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1553+60 | SB | - | 1553+66 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1556+70 | SB | - | 1556+76 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1577+87 | SB | - | 1577+93 | SB | SB MAINLINE LANE 1 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| | | | | | SB LANE 1 MAINLINE SUBTOTALS = | | 80.0 | 0.0 | 0 | 160 | 0 | 360 |
| | | | | | SB LANE 1 MAINLINE TOTALS = | | 522.4 | 87.6 | 44 | 904 | 0 | 2,356 |

## SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1142+86 | SB | - | 1142+92 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1144+92 | SB | - | 1145+10 | SB | SB MAINLINE LANE 2 | 17 x 12 | --- | 23.1 | 14 | 16 | --- | 59 |
| 1149+81 | SB | - | 1149+87 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1153+59 | SB | - | 1153+69 | SB | SB MAINLINE LANE 2 | 10 x 12 | 13.7 | --- | --- | 16 | --- | 45 |
| 1157+84 | SB | - | 1157+90 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.1 | --- | --- | 16 | --- | 36 |
| 1188+72 | SB | - | 1189+44 | SB | SB MAINLINE LANE 2 | 72 x 12 | --- | 95.7 | 58 | 16 | --- | 168 |
| 1214+40 | SB | - | 1214+46 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1217+46 | SB | - | 1217+75 | SB | SB MAINLINE LANE 2 | 29 x 12 | --- | 38.8 | 13 | 16 | --- | 82 |
| 1235+68 | SB | - | 1235+77 | SB | SB MAINLINE LANE 2 | 9 x 12 | 12.0 | --- | --- | 16 | --- | 42 |
| 1241+18 | SB | - | 1241+24 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1241+72 | SB | - | 1241+78 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1242+09 | SB | - | 1242+21 | SB | SB MAINLINE LANE 2 | 12 x 12 | 16.1 | --- | --- | 16 | --- | 48 |
| 1249+01 | SB | - | 1249+07 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1253+60 | SB | - | 1253+66 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1256+85 | SB | - | 1256+91 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1267+21 | SB | - | 1267+27 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1267+37 | SB | - | 1267+43 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1270+92 | SB | - | 1270+98 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1272+43 | SB | - | 1272+49 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1284+32 | SB | - | 1284+43 | SB | SB MAINLINE LANE 2 | 11 x 12 | 14.7 | --- | --- | 16 | --- | 46 |
| 1286+28 | SB | - | 1286+34 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1296+42 | SB | - | 1296+49 | SB | SB MAINLINE LANE 2 | 7 x 12 | 9.9 | --- | --- | 16 | --- | 39 |
| 1302+06 | SB | - | 1302+12 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1302+69 | SB | - | 1302+75 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1311+43 | SB | - | 1311+50 | SB | SB MAINLINE LANE 2 | 7 x 12 | 9.1 | --- | --- | 16 | --- | 38 |
| 1313+82 | SB | - | 1313+88 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1319+53 | SB | - | 1319+59 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1322+87 | SB | - | 1322+93 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1341+82 | SB | - | 1341+88 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1343+46 | SB | - | 1343+52 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1343+66 | SB | - | 1343+72 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1344+58 | SB | - | 1344+64 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1354+62 | SB | - | 1354+76 | SB | SB MAINLINE LANE 2 | 13 x 12 | 17.7 | --- | --- | 16 | --- | 51 |
| 1356+38 | SB | - | 1356+71 | SB | SB MAINLINE LANE 2 | 33 x 12 | --- | 44.4 | 26 | 16 | --- | 91 |
| 1359+85 | SB | - | 1359+91 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1364+20 | SB | - | 1364+28 | SB | SB MAINLINE LANE 2 | 8 x 12 | 11.0 | --- | --- | 16 | --- | 41 |
| 1364+39 | SB | - | 1364+45 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1365+35 | SB | - | 1365+41 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1365+54 | SB | - | 1365+60 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1372+23 | SB | - | 1372+29 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1386+17 | SB | - | 1386+23 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1388+64 | SB | - | 1388+70 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1390+17 | SB | - | 1390+23 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1391+36 | SB | - | 1391+42 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1395+15 | SB | - | 1395+21 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1402+08 | SB | - | 1402+14 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1405+46 | SB | - | 1405+52 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1406+22 | SB | - | 1406+28 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1407+99 | SB | - | 1408+05 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1410+38 | SB | - | 1410+44 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| | | | | | SB LANE 2 MAINLINE SUBTOTALS = | | 408.3 | 202.1 | 111 | 800 | 0 | 2,118 |

SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2 CONTINUES ON FOLLOWING SHEET

2

## SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1415+53 | SB | - | 1415+59 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1416+27 | SB | - | 1416+33 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1418+16 | SB | - | 1418+22 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1424+20 | SB | - | 1424+26 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1427+42 | SB | - | 1427+57 | SB | SB MAINLINE LANE 2 | 15 x 12 | --- | 20.1 | 12 | 8 | --- | 54 |
| 1429+94 | SB | - | 1430+00 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1430+12 | SB | - | 1430+24 | SB | SB MAINLINE LANE 2 | 13 x 12 | 16.9 | --- | --- | 16 | --- | 49 |
| 1435+24 | SB | - | 1435+30 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1436+56 | SB | - | 1436+67 | SB | SB MAINLINE LANE 2 | 11 x 12 | 15.3 | --- | --- | 16 | --- | 47 |
| 1437+67 | SB | - | 1437+73 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1439+18 | SB | - | 1439+25 | SB | SB MAINLINE LANE 2 | 7 x 12 | 9.0 | --- | --- | 16 | --- | 37 |
| 1440+26 | SB | - | 1440+38 | SB | SB MAINLINE LANE 2 | 12 x 12 | 16.4 | --- | --- | 16 | --- | 49 |
| 1441+94 | SB | - | 1442+00 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1443+84 | SB | - | 1443+93 | SB | SB MAINLINE LANE 2 | 9 x 12 | 12.2 | --- | --- | 16 | --- | 42 |
| 1444+75 | SB | - | 1444+81 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1454+33 | SB | - | 1454+39 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1457+52 | SB | - | 1457+58 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1458+22 | SB | - | 1458+31 | SB | SB MAINLINE LANE 2 | 9 x 12 | 11.5 | --- | --- | 16 | --- | 41 |
| 1459+92 | SB | - | 1460+02 | SB | SB MAINLINE LANE 2 | 10 x 12 | 12.7 | --- | --- | 16 | --- | 43 |
| 1462+94 | SB | - | 1463+00 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1463+13 | SB | - | 1463+19 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1464+36 | SB | - | 1464+76 | SB | SB MAINLINE LANE 2 | 40 x 12 | --- | 53.9 | 30 | 16 | --- | 105 |
| 1469+95 | SB | - | 1470+05 | SB | SB MAINLINE LANE 2 | 10 x 12 | 13.3 | --- | --- | 16 | --- | 44 |
| 1481+05 | SB | - | 1481+28 | SB | SB MAINLINE LANE 2 | 23 x 12 | --- | 30.2 | 18 | 16 | --- | 69 |
| 1481+51 | SB | - | 1481+63 | SB | SB MAINLINE LANE 2 | 12 x 12 | 15.8 | --- | --- | 16 | --- | 48 |
| 1483+49 | SB | - | 1483+77 | SB | SB MAINLINE LANE 2 | 28 x 12 | --- | 37.9 | 22 | 16 | --- | 81 |
| 1492+44 | SB | - | 1492+50 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1492+67 | SB | - | 1492+73 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1492+85 | SB | - | 1492+91 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1504+02 | SB | - | 1504+14 | SB | SB MAINLINE LANE 2 | 12 x 12 | 15.9 | --- | --- | 16 | --- | 48 |
| 1505+16 | SB | - | 1505+22 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1505+76 | SB | - | 1505+82 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1508+84 | SB | - | 1509+11 | SB | SB MAINLINE LANE 2 | 27 x 12 | --- | 36.1 | 22 | 16 | --- | 78 |
| 1516+98 | SB | - | 1517+05 | SB | SB MAINLINE LANE 2 | 7 x 12 | 9.9 | --- | --- | 16 | --- | 39 |
| 1520+92 | SB | - | 1520+98 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1521+11 | SB | - | 1521+17 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1522+95 | SB | - | 1523+01 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1528+10 | SB | - | 1528+10 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1529+22 | SB | - | 1529+28 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1529+40 | SB | - | 1529+46 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1530+14 | SB | - | 1530+20 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1531+43 | SB | - | 1531+49 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1532+02 | SB | - | 1532+08 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1532+20 | SB | - | 1532+26 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1537+72 | SB | - | 1537+78 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1539+75 | SB | - | 1539+81 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1541+59 | SB | - | 1541+65 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1546+78 | SB | - | 1546+84 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1549+00 | SB | - | 1549+06 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1550+47 | SB | - | 1550+53 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| | | | | | SB LANE 2 MAINLINE SUBTOTALS = | | 420.9 | 178.2 | 104 | 792 | 0 | 2,098 |

SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2 CONTINUES ON FOLLOWING SHEET

2

SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 2

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1553+51 | SB | - | 1553+57 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1553+71 | SB | - | 1553+77 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1556+61 | SB | - | 1556+67 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1557+74 | SB | - | 1557+80 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1557+91 | SB | - | 1557+97 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1558+86 | SB | - | 1558+92 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1575+37 | SB | - | 1575+43 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.1 | --- | --- | 16 | --- | 36 |
| 1576+15 | SB | - | 1576+21 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.0 | --- | --- | 16 | --- | 36 |
| 1576+35 | SB | - | 1576+41 | SB | SB MAINLINE LANE 2 | 6 x 12 | 8.1 | --- | --- | 16 | --- | 36 |
| 1577+97 | SB | - | 1578+07 | SB | SB MAINLINE LANE 2 | 10 x 12 | 13.5 | --- | --- | 16 | --- | 44 |
| | | | | | SB LANE 2 MAINLINE SUBTOTALS = | | 85.7 | 0.0 | 0 | 160 | 0 | 368 |
| | | | | | SB LANE 2 MAINLINE TOTALS = | | 914.9 | 380.2 | 215 | 1,752 | 0 | 4,584 |

## SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1120+01 | SB | - | 1120+28 | SB | SB MAINLINE LANE 3 | 27 x 14 | --- | 41.7 | 11 | 16 | 26 | 56 |
| 1122+25 | SB | - | 1122+31 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1123+24 | SB | - | 1123+40 | SB | SB MAINLINE LANE 3 | 16 x 14 | --- | 25.0 | 6 | 16 | 16 | 44 |
| 1135+13 | SB | - | 1135+19 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1144+74 | SB | - | 1144+80 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1149+71 | SB | - | 1149+80 | SB | SB MAINLINE LANE 3 | 8 x 14 | 13.1 | --- | --- | 16 | --- | 45 |
| 1193+20 | SB | - | 1193+26 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1195+18 | SB | - | 1195+38 | SB | SB MAINLINE LANE 3 | 20 x 14 | --- | 30.9 | 8 | 16 | 20 | 48 |
| 1210+42 | SB | - | 1210+48 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1226+24 | SB | - | 1226+47 | SB | SB MAINLINE LANE 3 | 23 x 14 | --- | 36.2 | 18 | 8 | --- | 75 |
| 1257+32 | SB | - | 1257+38 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1288+44 | SB | - | 1288+50 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1290+41 | SB | - | 1290+47 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1298+15 | SB | - | 1298+25 | SB | SB MAINLINE LANE 3 | 10 x 14 | 15.8 | --- | --- | 16 | --- | 48 |
| 1301+87 | SB | - | 1301+97 | SB | SB MAINLINE LANE 3 | 10 x 14 | 15.2 | --- | --- | 16 | --- | 48 |
| 1304+18 | SB | - | 1304+24 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1315+39 | SB | - | 1315+51 | SB | SB MAINLINE LANE 3 | 12 x 14 | 18.5 | --- | --- | 16 | 12 | 40 |
| 1316+16 | SB | - | 1317+58 | SB | SB MAINLINE LANE 3 | 142 x 14 | --- | 221.2 | 57 | 16 | 142 | 170 |
| 1323+10 | SB | - | 1323+16 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1339+31 | SB | - | 1339+37 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1340+43 | SB | - | 1340+66 | SB | SB MAINLINE LANE 3 | 22 x 14 | --- | 34.4 | 9 | 16 | 23 | 49 |
| 1346+22 | SB | - | 1346+28 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1384+37 | SB | - | 1384+43 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1385+32 | SB | - | 1385+38 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1393+50 | SB | - | 1393+56 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1395+15 | SB | - | 1395+29 | SB | SB MAINLINE LANE 3 | 14 x 14 | 21.2 | --- | --- | 16 | 14 | 41 |
| 1403+54 | SB | - | 1403+60 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1407+74 | SB | - | 1407+80 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1407+99 | SB | - | 1408+05 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1409+28 | SB | - | 1409+55 | SB | SB MAINLINE LANE 3 | 27 x 14 | --- | 41.7 | 22 | 16 | --- | 82 |
| 1422+09 | SB | - | 1422+15 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1430+12 | SB | - | 1430+18 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.6 | --- | --- | 16 | 6 | 34 |
| 1446+88 | SB | - | 1447+06 | SB | SB MAINLINE LANE 3 | 18 x 14 | --- | 28.4 | 7 | 16 | 18 | 47 |
| 1454+97 | SB | - | 1455+03 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1455+52 | SB | - | 1455+58 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1461+76 | SB | - | 1461+98 | SB | SB MAINLINE LANE 3 | 22 x 14 | --- | 34.6 | 9 | 16 | 22 | 50 |
| 1463+89 | SB | - | 1463+95 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1496+63 | SB | - | 1496+69 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1504+02 | SB | - | 1504+08 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1505+76 | SB | - | 1505+82 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1506+43 | SB | - | 1506+49 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1530+63 | SB | - | 1530+85 | SB | SB MAINLINE LANE 3 | 22 x 14 | --- | 34.4 | 9 | 16 | 22 | 50 |
| 1533+88 | SB | - | 1534+01 | SB | SB MAINLINE LANE 3 | 13 x 14 | 21.0 | --- | --- | 16 | 13 | 42 |
| 1537+06 | SB | - | 1537+12 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1539+31 | SB | - | 1539+37 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1545+26 | SB | - | 1545+32 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | --- | 40 |
| 1553+26 | SB | - | 1553+32 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1558+86 | SB | - | 1558+92 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1559+02 | SB | - | 1559+08 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1560+34 | SB | - | 1560+40 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| | | | | | SB LANE 3 MAINLINE SUBTOTALS = | | 422.2 | 528.3 | 156 | 792 | 472 | 2,151 |

SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3 CONTINUES ON FOLLOWING SHEET

2

SOUTHBOUND CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - LANE 3

| STATION | | TO | STATION | | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1560+88 | SB | - | 1560+94 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1569+27 | SB | - | 1569+33 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| 1570+76 | SB | - | 1570+82 | SB | SB MAINLINE LANE 3 | 6 x 14 | 9.3 | --- | --- | 16 | 6 | 34 |
| | | | | | SB LANE 3 MAINLINE SUBTOTALS = | | 28.0 | 0.0 | 0 | 48 | 18 | 102 |
| | | | | | SB LANE 3 MAINLINE TOTALS = | | 450.2 | 528.3 | 156 | 840 | 490 | 2,253 |

2

## CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - RAMPS

| STATION | TO | STATION | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|
| 1151+44 JJA - | 1151+57 JJA | | WINNECONNE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 13 x 12 | 18.2 | --- | --- | 16 | 13 | 38 |
| 1166+31 JJA - | 1166+52 JJA | | WINNECONNE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 21 x 12 | --- | 28.0 | 16 | 16 | --- | 66 |
| 1163+25 JJB - | 1163+33 JJB | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 8 x 5 | 4.8 | --- | --- | 16 | 8 | 19 |
| 1162+81 JJB - | 1162+90 JJB | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 9 x 3 | 3.2 | --- | --- | 16 | 10 | 15 |
| 1163+61 JJB - | 1163+69 JJB | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 8 x 9 | 7.5 | --- | --- | 16 | 8 | 25 |
| 1164+67 JJB - | 1164+75 JJB | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 8 x 12 | 10.6 | --- | --- | 16 | 8 | 32 |
| 1165+25 JJB - | 1165+38 JJB | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 13 x 12 | 16.7 | --- | --- | 16 | 13 | 36 |
| 1165+50 JJB - | 1165+79 JJB | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 29 x 12 | --- | 39.8 | 12 | 16 | 29 | 54 |
| 1168+87 JJC - | 1168+95 JJC | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 6 x 17 | 12.2 | --- | --- | 16 | 8 | 39 |
| 1176+43 JJC - | 1176+80 JJC | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 37 x 15 | --- | 62.0 | --- | 16 | 74 | 30 |
| 1206+30 MSB - | 1206+38 MSB | | MAIN STREET INTERCHANGE - USH 41 SB OFF RAMP | 8 x 27 | 23.2 | --- | --- | 32 | 8 | 62 |
| 1245+49 IIA - | 1246+01 IIA | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 52 x 15 | --- | 88.6 | --- | 16 | 105 | 30 |
| 1246+22 IIA - | 1246+43 IIA | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 21 x 16 | --- | 35.7 | --- | 16 | 42 | 30 |
| 1246+59 IIA - | 1247+00 IIA | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 41 x 15 | --- | 68.9 | --- | 16 | 83 | 30 |
| 1248+29 IIA - | 1248+35 IIA | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 6 x 15 | 9.9 | --- | --- | 16 | 12 | 30 |
| 1250+31 IIA - | 1250+73 IIA | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 43 x 15 | --- | 71.6 | --- | 16 | 86 | 30 |
| 1252+99 IIA - | 1253+46 IIA | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 48 x 19 | --- | 101.4 | 19 | 16 | 48 | 86 |
| 1253+46 IIA - | 1253+57 IIA | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 10 x 11 | 12.4 | --- | --- | 16 | --- | 42 |
| 1253+90 IIA - | 1254+08 IIA | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 11 x 15 | 19.3 | --- | --- | 16 | --- | 40 |
| 1244+01 IIB - | 1244+10 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 8 x 15 | 13.6 | --- | --- | 16 | 8 | 38 |
| 1244+29 IIB - | 1244+43 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 14 x 15 | 22.7 | --- | --- | 16 | 14 | 43 |
| 1244+72 IIB - | 1244+81 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 9 x 15 | 15.3 | --- | --- | 16 | 9 | 39 |
| 1246+63 IIB - | 1246+85 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 22 x 15 | --- | 36.3 | 9 | 16 | 22 | 52 |
| 1248+34 IIB - | 1248+42 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 8 x 15 | 13.6 | --- | --- | 16 | 16 | 30 |
| 1250+20 IIB - | 1250+41 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 21 x 15 | --- | 35.1 | --- | 16 | 42 | 30 |
| 1251+28 IIB - | 1251+86 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 58 x 4 | --- | 23.2 | 23 | 3 | 35 | 88 |
| 1251+67 IIB - | 1251+74 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 8 x 15 | 13.1 | --- | --- | 16 | 8 | 38 |
| 1253+38 IIB - | 1253+46 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 8 x 12 | 11.2 | --- | --- | 16 | 8 | 33 |
| 1253+58 IIB - | 1253+66 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 8 x 12 | 10.4 | --- | --- | 16 | 8 | 32 |
| 1253+77 IIB - | 1253+86 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 9 x 15 | 15.1 | --- | --- | 16 | --- | 48 |
| 1253+77 IIB - | 1253+86 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 9 x 12 | 12.5 | --- | --- | 16 | 9 | 34 |
| 1254+10 IIB - | 1254+24 IIB | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 14 x 12 | 18.6 | --- | --- | 16 | --- | 52 |
| 1261+07 IIC - | 1261+16 IIC | | WINCHESTER ROAD INTERCHANGE - USH 41 NB ON RAMP | 8 x 15 | 13.9 | --- | --- | 16 | 17 | 30 |
| 1257+73 IID - | 1257+81 IID | | WINCHESTER ROAD INTERCHANGE - USH 41 SB OFF RAMP | 8 x 12 | 10.5 | --- | --- | 16 | 8 | 32 |
| 1419+84 BBA - | 1419+93 BBA | | PROSPECT AVENUE INTERCHANGE - USH 41 SB ON RAMP | 9 x 15 | 15.1 | --- | --- | 16 | 9 | 39 |
| 1426+65 BBA - | 1426+79 BBA | | PROSPECT AVENUE INTERCHANGE - USH 41 SB ON RAMP | 13 x 15 | 22.3 | --- | --- | 16 | 27 | 30 |
| 1427+08 BBA - | 1427+26 BBA | | PROSPECT AVENUE INTERCHANGE - USH 41 SB ON RAMP | 18 x 15 | --- | 29.7 | --- | 16 | 36 | 30 |
| 1427+97 BBA - | 1428+05 BBA | | PROSPECT AVENUE INTERCHANGE - USH 41 SB ON RAMP | 7 x 2 | 1.7 | --- | --- | --- | 7 | 11 |
| 1428+22 BBA - | 1428+30 BBA | | PROSPECT AVENUE INTERCHANGE - USH 41 SB ON RAMP | 8 x 5 | 4.4 | --- | --- | 4 | 8 | 18 |
| 1428+34 BBA - | 1428+40 BBA | | PROSPECT AVENUE INTERCHANGE - USH 41 SB ON RAMP | 6 x 15 | 10.2 | --- | --- | 16 | 6 | 37 |
| 1422+15 BBB - | 1422+39 BBB | | PROSPECT AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 25 x 15 | --- | 42.6 | --- | 16 | 51 | 30 |
| 1422+68 BBB - | 1422+78 BBB | | PROSPECT AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 9 x 17 | 17.0 | --- | --- | 16 | 18 | 34 |
| 1424+86 BBB - | 1424+94 BBB | | PROSPECT AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 8 x 15 | 13.8 | --- | --- | 16 | 8 | 39 |
| 1425+36 BBB - | 1425+45 BBB | | PROSPECT AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 9 x 15 | 15.7 | --- | --- | 16 | 9 | 40 |
| 1425+99 BBB - | 1426+17 BBB | | PROSPECT AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 16 x 15 | --- | 27.2 | --- | 16 | 33 | 30 |
| 1429+63 BBC - | 1429+72 BBC | | PROSPECT AVENUE INTERCHANGE - USH 41 NB ON RAMP | 9 x 3 | 3.2 | --- | --- | 3 | 9 | 15 |
| 1434+42 BBC - | 1434+50 BBC | | PROSPECT AVENUE INTERCHANGE - USH 41 NB ON RAMP | 9 x 15 | 14.5 | --- | --- | 16 | 8 | 39 |
| 1429+42 BBD - | 1429+59 BBD | | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 17 x 17 | --- | 31.8 | 14 | 16 | --- | 68 |
| 1430+55 BBD - | 1430+62 BBD | | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 8 x 12 | 10.8 | --- | --- | 16 | 8 | 32 |
| 1431+14 BBD - | 1431+20 BBD | | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 6 x 12 | 8.1 | --- | --- | 16 | 6 | 30 |
| | | | RAMPS SUBTOTALS = | | 445.4 | 721.7 | 93 | 762 | 1,002 | 1,875 |

CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - RAMPS CONTINUES ON FOLLOWING SHEET

## CONCRETE PAVEMENT REPAIRS AND REPLACEMENTS - RAMPS

| STATION | TO | STATION | LOCATION | REPAIR SIZE LENGTH X WIDTH (FT x FT) | CONCRETE PAVEMENT REPAIR SHES (SY) | CONCRETE PAVEMENT REPLACEMENT SHES (SY) | DRILLED TIE BARS (EACH) | DRILLED DOWEL BARS (EACH) | SAWING ASPHALT (LF) | SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|
| 1431+31 BBD | - | 1431+45 BBD | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 14 x 12 | 18.3 | --- | --- | 16 | 14 | 38 |
| 1431+97 BBD | - | 1432+03 BBD | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 6 x 15 | 9.7 | --- | --- | 16 | 6 | 35 |
| 1433+81 BBD | - | 1433+88 BBD | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 7 x 15 | 11.8 | --- | --- | 16 | 7 | 37 |
| 1433+81 BBD | - | 1434+02 BBD | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 21 x 2 | --- | 4.9 | 8 | 2 | 9 | 37 |
| 1437+26 BBD | - | 1437+34 BBD | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 8 x 15 | 14.3 | --- | --- | 16 | 17 | 30 |
| 1438+22 BBD | - | 1438+41 BBD | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 19 x 14 | --- | 29.8 | 7 | 16 | 19 | 47 |
| 1481+33 CAA | - | 1481+50 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 17 x 15 | --- | 27.6 | 7 | 16 | 17 | 46 |
| 1483+69 CAA | - | 1483+95 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 27 x 15 | --- | 44.7 | 11 | 16 | 27 | 57 |
| 1490+58 CAA | - | 1490+67 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 9 x 15 | 14.6 | --- | --- | 16 | 18 | 30 |
| 1491+28 CAA | - | 1491+36 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 8 x 15 | 12.9 | --- | --- | 16 | 15 | 31 |
| 1491+80 CAA | - | 1491+88 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 8 x 15 | 13.3 | --- | --- | 16 | 16 | 30 |
| 1493+11 CAA | - | 1493+25 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 14 x 15 | 23.3 | --- | --- | 16 | 28 | 30 |
| 1493+32 CAA | - | 1493+50 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 18 x 15 | --- | 29.5 | 7 | 16 | 18 | 47 |
| 1493+57 CAA | - | 1493+71 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 7 x 17 | 14.5 | --- | --- | 16 | --- | 50 |
| 1493+63 CAA | - | 1493+71 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 8 x 16 | 14.2 | --- | --- | 16 | 8 | 40 |
| 1493+75 CAA | - | 1493+90 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 8 x 17 | 15.5 | --- | --- | 16 | --- | 50 |
| 1493+80 CAA | - | 1493+89 CAA | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 9 x 15 | 14.2 | --- | --- | 16 | --- | 47 |
| 19+23 CAB | - | 19+35 CAB | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 12 x 15 | 20.5 | --- | --- | 16 | 12 | 43 |
| 19+98 CAB | - | 20+11 CAB | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 13 x 2 | 2.9 | --- | --- | 2 | 15 | 15 |
| 20+18 CAB | - | 20+30 CAB | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 11 x 3 | 3.5 | --- | --- | 2 | 12 | 16 |
| 20+80 CAB | - | 20+88 CAB | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 8 x 10 | 8.6 | --- | --- | 16 | 8 | 27 |
| 27+34 CAB | - | 27+42 CAB | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 8 x 9 | 8.0 | --- | --- | 16 | 8 | 26 |
| 28+24 CAB | - | 28+38 CAB | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 14 x 15 | 23.2 | --- | --- | 16 | --- | 58 |
| 28+29 CAB | - | 28+38 CAB | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 9 x 9 | 8.2 | --- | --- | 16 | 9 | 25 |
| 28+45 CAB | - | 28+71 CAB | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 26 x 15 | --- | 43.6 | 20 | 16 | --- | 82 |
| 1496+77 CAC | - | 1496+85 CAC | COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 8 x 15 | 13.7 | --- | --- | 16 | 16 | 31 |
| 1496+99 CAC | - | 1497+14 CAC | COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 15 x 15 | 24.9 | --- | --- | 16 | 30 | 30 |
| 1497+65 CAC | - | 1497+73 CAC | COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 8 x 15 | 13.3 | --- | --- | 16 | 16 | 30 |
| 1498+88 CAC | - | 1498+94 CAC | COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 6 x 16 | 10.5 | --- | --- | 16 | 12 | 31 |
| 1499+15 CAC | - | 1499+21 CAC | COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 6 x 15 | 10.1 | --- | --- | 16 | 12 | 30 |
| 1499+35 CAC | - | 1499+42 CAC | COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 8 x 15 | 12.8 | --- | --- | 16 | 16 | 30 |
| 1499+61 CAC | - | 1499+67 CAC | COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 6 x 15 | 10.0 | --- | --- | 16 | 12 | 30 |
| 21+71 CAD | - | 21+79 CAD | COLLEGE AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 8 x 15 | 12.6 | --- | --- | 16 | 7 | 38 |
| 23+92 CAD | - | 23+98 CAD | COLLEGE AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 6 x 15 | 9.9 | --- | --- | 16 | 6 | 36 |
| 00+36 WIA | - | 00+42 WIA | WISCONSIN AVENUE INTERCHANGE - USH 41 SB ON RAMP | 6 x 14 | 9.4 | --- | --- | 16 | 6 | 34 |
| 03+87 WIA | - | 03+93 WIA | WISCONSIN AVENUE INTERCHANGE - USH 41 SB ON RAMP | 6 x 15 | 10.1 | --- | --- | 16 | 12 | 30 |
| 07+95 WIA | - | 08+01 WIA | WISCONSIN AVENUE INTERCHANGE - USH 41 SB ON RAMP | 6 x 15 | 10.0 | --- | --- | 16 | 12 | 30 |
| 27+63 WIB | - | 27+70 WIB | WISCONSIN AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 8 x 15 | 12.9 | --- | --- | 16 | 8 | 37 |
| 29+37 WIB | - | 29+43 WIB | WISCONSIN AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 6 x 15 | 10.3 | --- | --- | 16 | 12 | 30 |
| 1546+29 WIC | - | 1546+37 WIC | WISCONSIN AVENUE INTERCHANGE - USH 41 NB ON RAMP | 8 x 15 | 14.0 | --- | --- | 16 | 8 | 39 |
| | | | RAMPS SUBTOTALS = | | 436.2 | 180.1 | 60 | 598 | 468 | 1,460 |
| | | | RAMPS TOTALS = | | 881.6 | 901.8 | 153 | 1,360 | 1,470 | 3,335 |

2

# TRAFFIC CONTROL GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, 500 FEET DESIRABLE, DISTANCE TO EXISTING SIGNS.

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

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

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REDUCED SPEED AHEAD AND SPEED LIMIT 55 SIGNS MUST BE POST MOUNTED.

SPEED LIMIT SIGNS SHALL ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND AT 0.5 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

THE LOCATION OF THE FIRST SIGN INDICATING THE 55 MPH REGULATORY SPEED LIMIT IS REFERENCED FROM BEGINNING OF LANE CLOSURE TAPER. THE 55 MPH REGULATORY SPEED LIMIT SIGN LOCATION MUST BE ADJUSTED WHEN CONSTRUCTION ACTIVITIES REQUIRE THE LANE CLOSURE START LOCATION TO CHANGE.

TRAFFIC CONTROL DEVICES NOT IN USE SHALL BE LAYED DOWN OR REMOVED, TURNING OF DEVICES TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

REMOVE ANY CONFLICTING EXISTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 CONTINUOUS DAYS AND NIGHTS.

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

FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE C STEADY BURN WARNING LIGHT.

ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE A (LOW INTENSITY FLASHING) LIGHTS AND SPACED AT 1500'

WORK AREAS SHOWN ILLUSTRATES GENERAL LOCATIONS OF WORK AND DOES NOT REFLECT ALL WORK REQUIRED

ALL PAVEMENT MARKING STATIONING IN TRAFFIC CONTROL PLANS HAVE THE PREFIX OF THE ALIGNMENT THAT IT IS MEASURED OFF OF IN THE STATION CALLOUT.

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

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.

COVERING AND REMOVAL OF MATERIAL COVERING TEMPORARY REGULATORY SPEED LIMIT SIGNS AND EXISTING SPEED LIMIT SIGNS RELATED TO TEMPORARY AND/OR PERIODIC LANE CLOSURES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

COORDINATE LANE CLOSURES WITH TRI-COUNTY PROJECT.

## TRAFFIC CONTROL PAVEMENT MARKING LEGEND

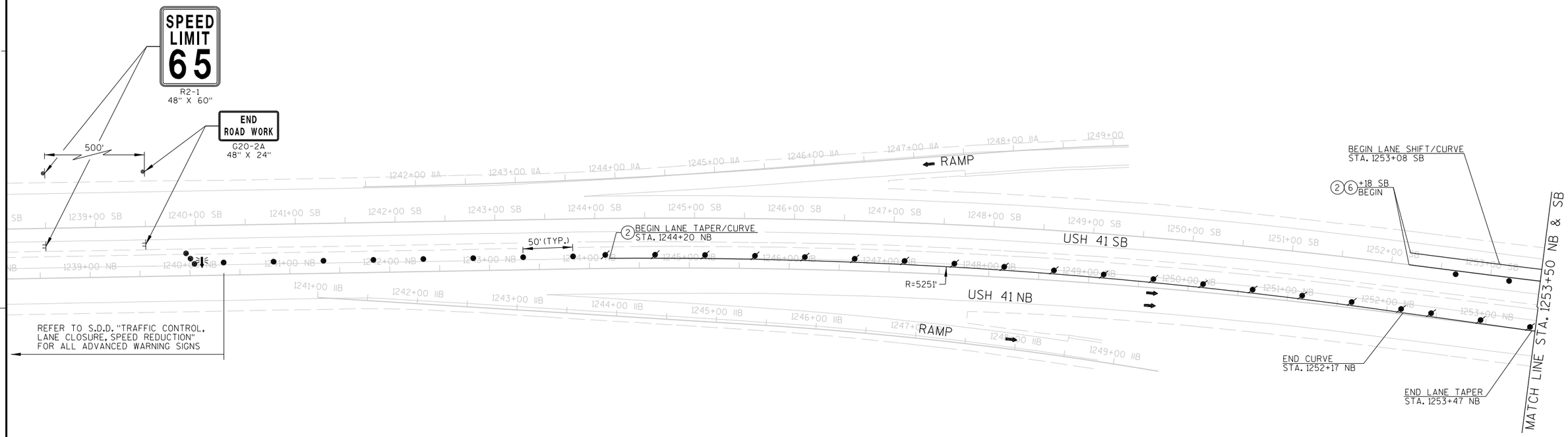
1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, EDGELINE (WHITE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, EDGELINE (YELLOW)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH, CHANNELIZING (WHITE)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DASHED 12.5 FT LINE, 37.5 FT SKIP (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DASHED 3 FT LINE, 9 FT SKIP (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, CHANNELIZING (WHITE)
7. TEMPORARY PAVEMENT MARKING 4-INCH, EDGELINE (WHITE)
8. TEMPORARY PAVEMENT MARKING 4-INCH, EDGELINE (YELLOW)
9. TEMPORARY PAVEMENT MARKING 8-INCH, CHANNELIZING (WHITE)
10. TEMPORARY PAVEMENT MARKING 4-INCH, CHANNELIZING (WHITE)

E. EXISTING TEMPORARY PAVEMENT MARKING PLACED DURING A PRIOR STAGE

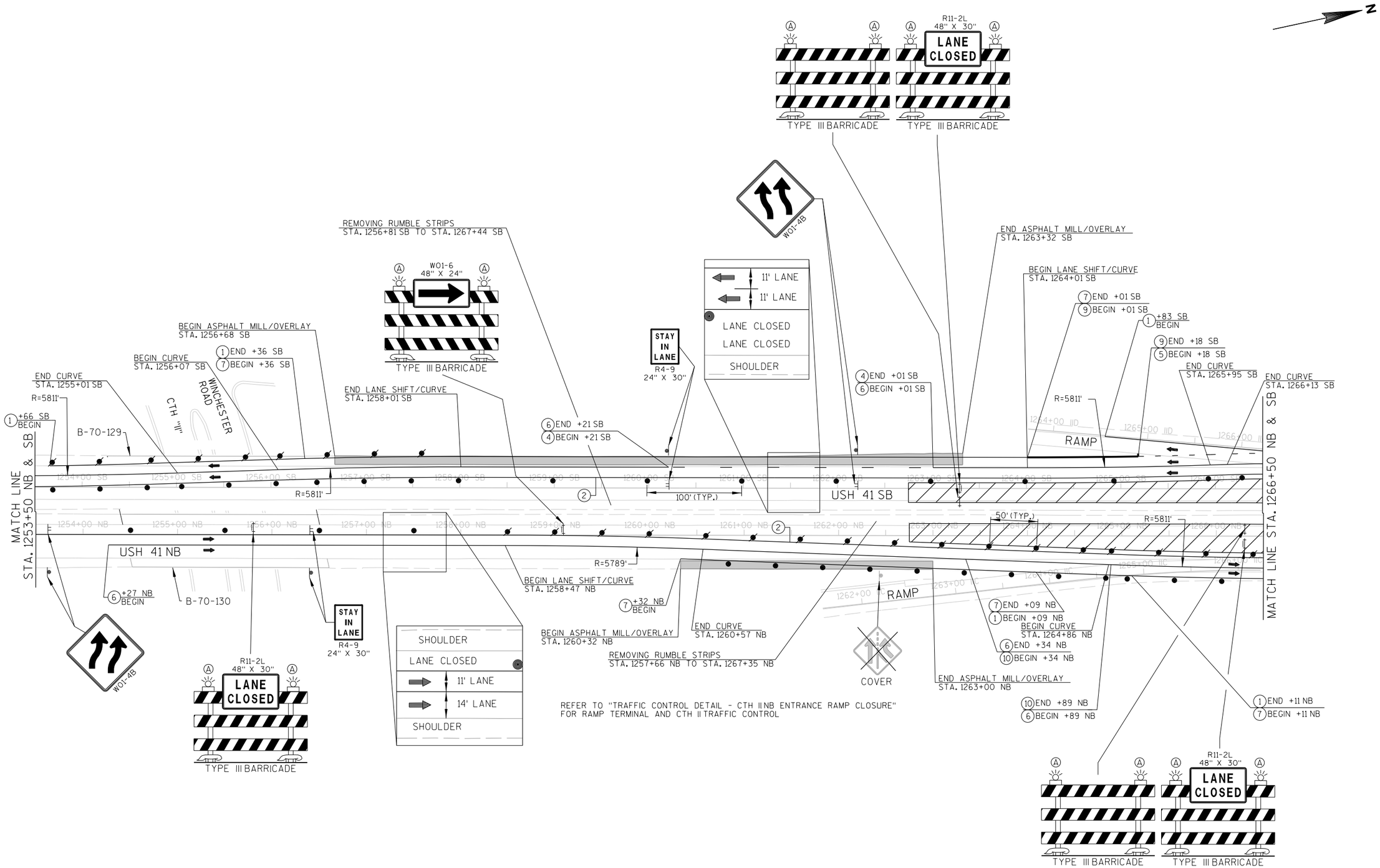
## LEGEND

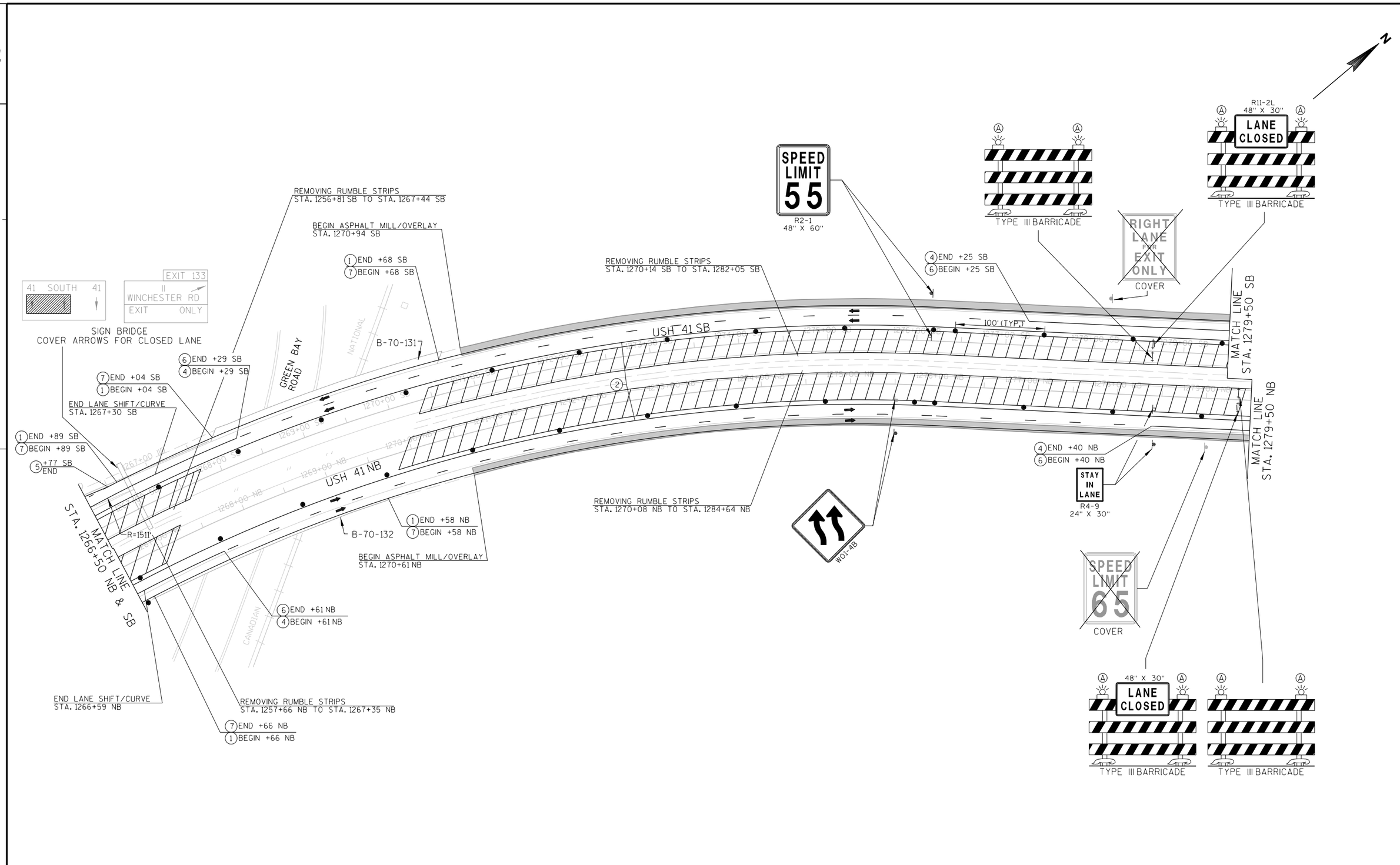
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- A — TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- 2-INCH SHOULDER ASPHALT MILL AND OVERLAY

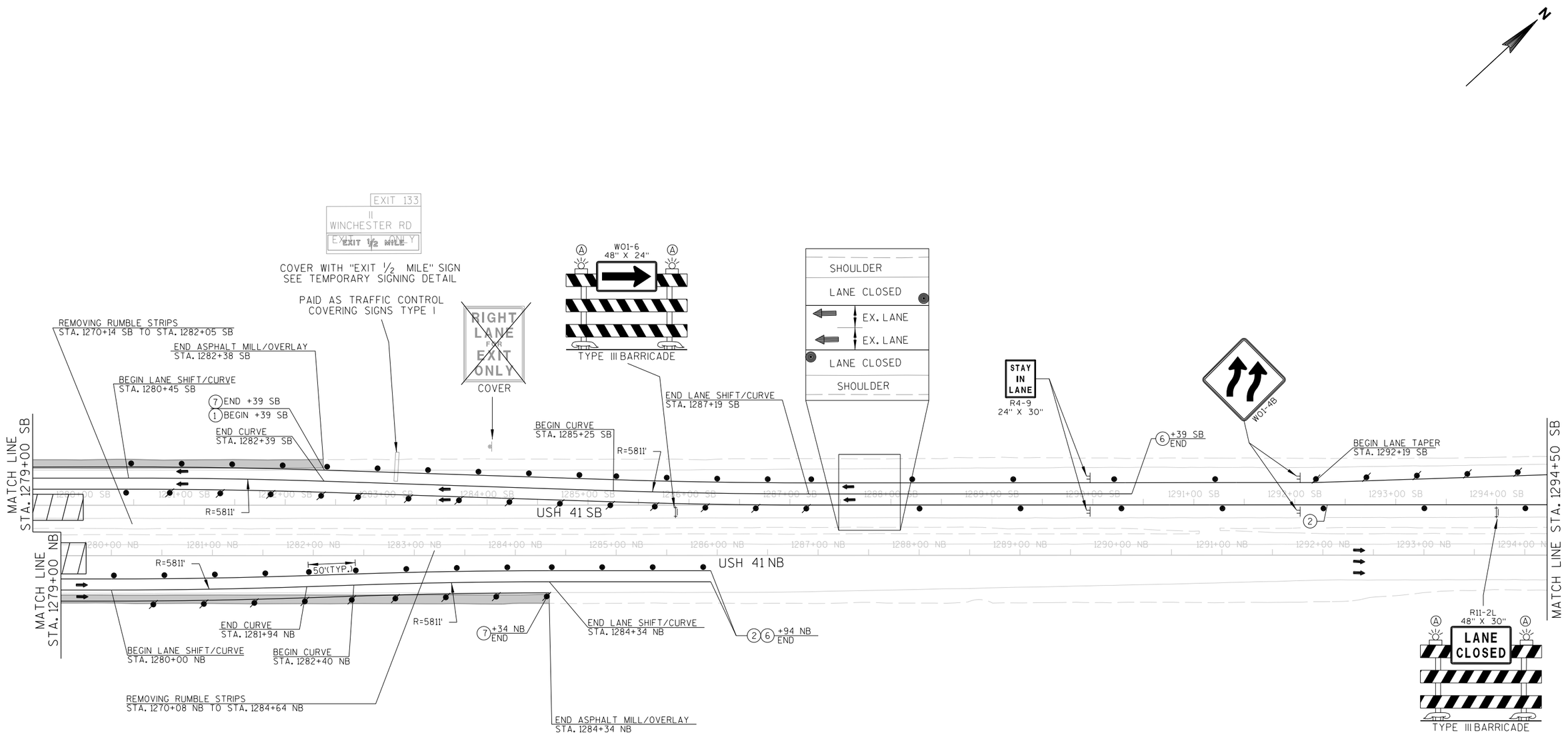
NOTE:
PLACE PORTABLE CHANGABLE MESSAGE SIGN (PCMS) CELLULAR COMMUNICTIONS AT SNELL ROAD WITHIN VIEW OF USH 45 TRAFFIC CAMERA. CONTACT NE REGION TRAFFIC SECTION (920-492-7719) TO VERIFY LOCATION.

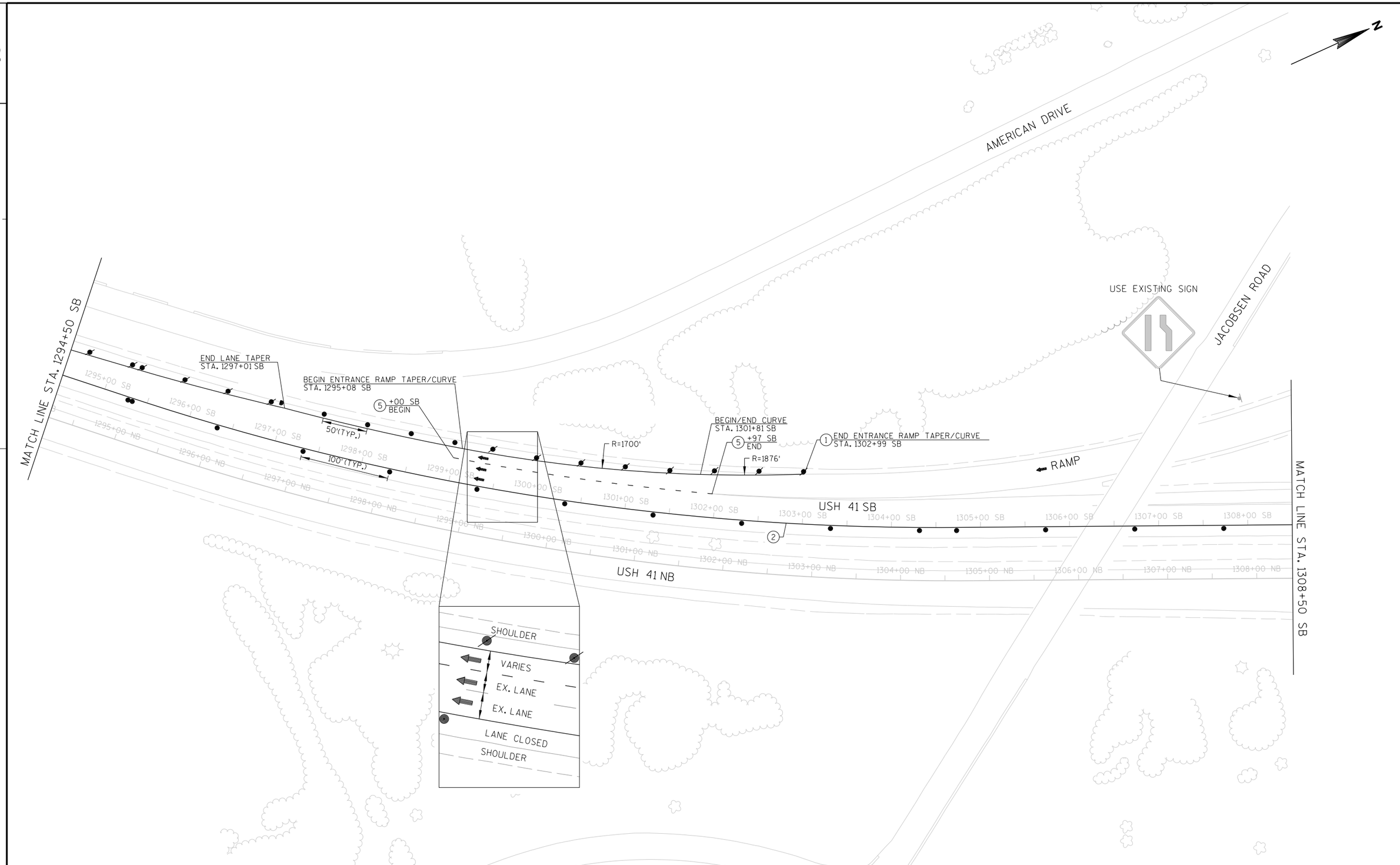



| PROJECT NO:1120-29-71 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 1 | SHEET 26 | E |
|---|---|---|---|---|---|

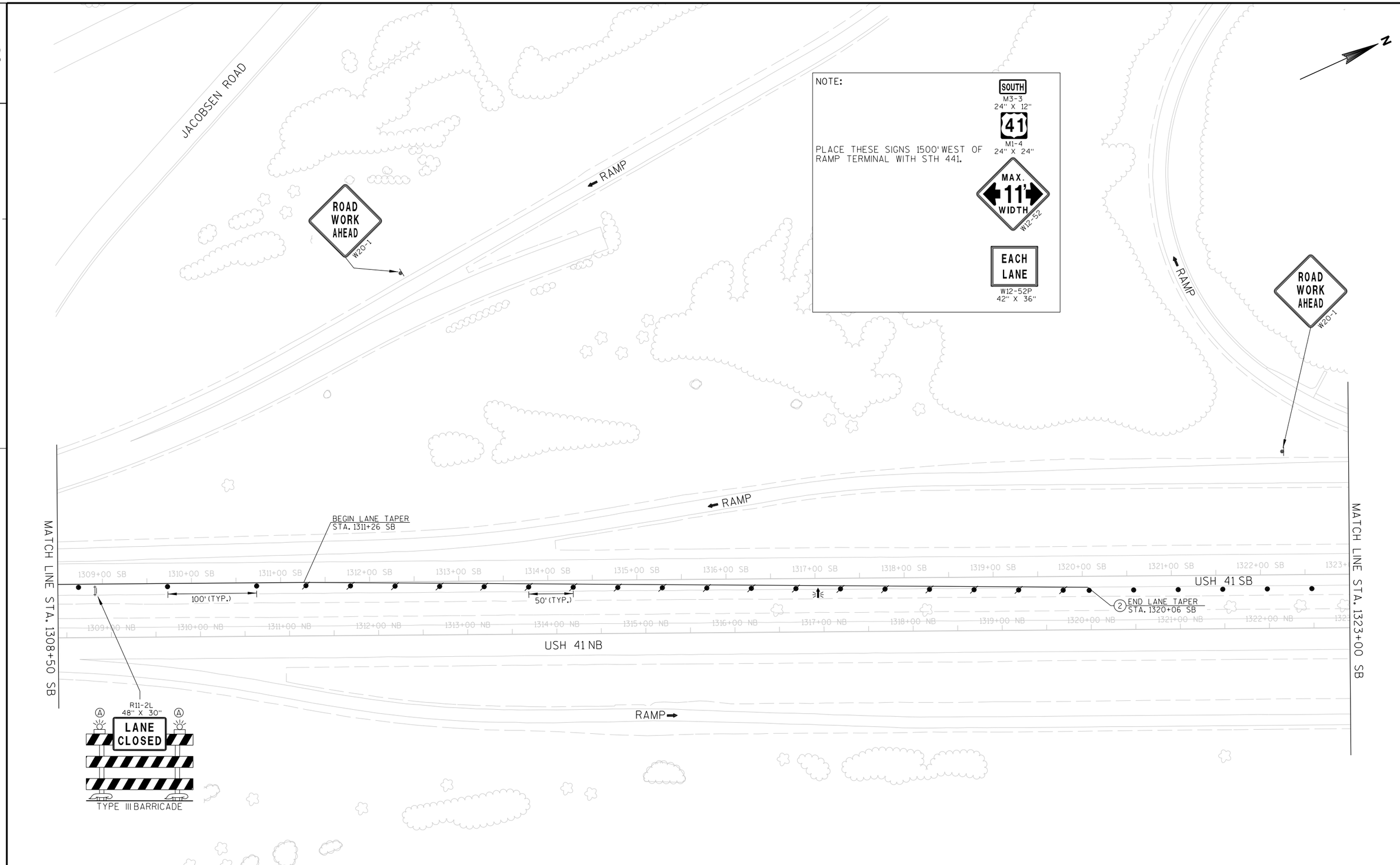

N
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
TYPE III BARRICADE
W01-4B
REMOVING RUMBLE STRIPS
STA. 1256+81 SB TO STA. 1267+44 SB
W01-6
48" X 24"
TYPE III BARRICADE
11' LANE
11' LANE
LANE CLOSED
LANE CLOSED
SHOULDER
STAY IN LANE
R4-9
24" X 30"
END ASPHALT MILL/OVERLAY
STA. 1263+32 SB
BEGIN LANE SHIFT/CURVE
STA. 1264+01 SB
7 END +01 SB
9 BEGIN +01 SB
1 +83 SB
BEGIN
9 END +18 SB
5 BEGIN +18 SB
END CURVE
STA. 1265+95 SB
END CURVE
STA. 1266+13 SB
BEGIN ASPHALT MILL/OVERLAY
STA. 1256+68 SB
1 END +36 SB
7 BEGIN +36 SB
BEGIN CURVE
STA. 1256+07 SB
END CURVE
STA. 1255+01 SB
WINCHESTER ROAD
CTH "II"
R=5811'
1 +66 SB
BEGIN
B-70-129
END LANE SHIFT/CURVE
STA. 1258+01 SB
6 END +21 SB
4 BEGIN +21 SB
4 END +01 SB
6 BEGIN +01 SB
R=5811'
RAMP
MATCH LINE
STA. 1253+50 NB & SB
MATCH LINE STA. 1266+50 NB & SB
1254+00 SB
1255+00 SB
1256+00 SB
1257+00 SB
1258+00 SB
1259+00 SB
1260+00 SB
1261+00 SB
1262+00 SB
1263+00 SB
1264+00 SB
1265+00 SB
1266+00 SB
R=5811'
100' (TYP.)
USH 41 SB
50' (TYP.)
R=5811'
1254+00 NB
1255+00 NB
1256+00 NB
1257+00 NB
1258+00 NB
1259+00 NB
1260+00 NB
1261+00 NB
1262+00 NB
1263+00 NB
1264+00 NB
1265+00 NB
1266+00 NB
USH 41 NB
R=5789'
BEGIN LANE SHIFT/CURVE
STA. 1258+47 NB
6 +27 NB
BEGIN
B-70-130
7 +32 NB
BEGIN
BEGIN ASPHALT MILL/OVERLAY
STA. 1260+32 NB
END CURVE
STA. 1260+57 NB
REMOVING RUMBLE STRIPS
STA. 1257+66 NB TO STA. 1267+35 NB
RAMP
COVER
7 END +09 NB
1 BEGIN +09 NB
BEGIN CURVE
STA. 1264+86 NB
6 END +34 NB
10 BEGIN +34 NB
END ASPHALT MILL/OVERLAY
STA. 1263+00 NB
10 END +89 NB
6 BEGIN +89 NB
1 END +11 NB
7 BEGIN +11 NB
W01-4B
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
STAY IN LANE
R4-9
24" X 30"
SHOULDER
LANE CLOSED
11' LANE
14' LANE
SHOULDER
REFER TO "TRAFFIC CONTROL DETAIL - CTH II NB ENTRANCE RAMP CLOSURE"
FOR RAMP TERMINAL AND CTH II TRAFFIC CONTROL
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
TYPE III BARRICADE


N
SPEED LIMIT 55
R2-1
48" X 60"
TYPE III BARRICADE
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
RIGHT LANE FOR EXIT ONLY
COVER
REMOVING RUMBLE STRIPS
STA. 1256+81 SB TO STA. 1267+44 SB
BEGIN ASPHALT MILL/OVERLAY
STA. 1270+94 SB
(1) END +68 SB
(7) BEGIN +68 SB
REMOVING RUMBLE STRIPS
STA. 1270+14 SB TO STA. 1282+05 SB
(4) END +25 SB
(6) BEGIN +25 SB
41 SOUTH 41
EXIT 133
WINCHESTER RD
EXIT ONLY
SIGN BRIDGE
COVER ARROWS FOR CLOSED LANE
(6) END +29 SB
(4) BEGIN +29 SB
(7) END +04 SB
(1) BEGIN +04 SB
END LANE SHIFT/CURVE
STA. 1267+30 SB
(1) END +89 SB
(7) BEGIN +89 SB
(5) +77 SB
END
GREEN BAY ROAD
NATIONAL
B-70-131
USH 41 SB
100' (TYP.)
MATCH LINE
STA. 1279+50 SB
MATCH LINE
STA. 1279+50 NB
USH 41 NB
(4) END +40 NB
(6) BEGIN +40 NB
STAY IN LANE
R4-9
24" X 30"
REMOVING RUMBLE STRIPS
STA. 1270+08 NB TO STA. 1284+64 NB
W01-48
(1) END +58 NB
(7) BEGIN +58 NB
B-70-132
BEGIN ASPHALT MILL/OVERLAY
STA. 1270+61 NB
R=1511'
MATCH LINE
STA. 1266+50 NB & SB
SPEED LIMIT 65
COVER
(6) END +61 NB
(4) BEGIN +61 NB
CANADIAN
48" X 30"
LANE CLOSED
TYPE III BARRICADE
TYPE III BARRICADE
END LANE SHIFT/CURVE
STA. 1266+59 NB
REMOVING RUMBLE STRIPS
STA. 1257+66 NB TO STA. 1267+35 NB
(7) END +66 NB
(1) BEGIN +66 NB


N
EXIT 133
WINCHESTER RD
EXIT 1/2 MILE
COVER WITH "EXIT 1/2 MILE" SIGN
SEE TEMPORARY SIGNING DETAIL
PAID AS TRAFFIC CONTROL
COVERING SIGNS TYPE I
RIGHT LANE FOR EXIT ONLY
COVER
W01-6
48" X 24"
TYPE III BARRICADE
SHOULDER
LANE CLOSED
EX. LANE
EX. LANE
LANE CLOSED
SHOULDER
STAY IN LANE
R4-9
24" X 30"
W01-4B
REMOVING RUMBLE STRIPS
STA. 1270+14 SB TO STA. 1282+05 SB
END ASPHALT MILL/OVERLAY
STA. 1282+38 SB
BEGIN LANE SHIFT/CURVE
STA. 1280+45 SB
7 END +39 SB
1 BEGIN +39 SB
END CURVE
STA. 1282+39 SB
BEGIN CURVE
STA. 1285+25 SB
R=5811'
END LANE SHIFT/CURVE
STA. 1287+19 SB
6 +39 SB
END
BEGIN LANE TAPER
STA. 1292+19 SB
MATCH LINE
STA. 1279+00 SB
1280+00 SB
1281+00 SB
1282+00 SB
1283+00 SB
1284+00 SB
1285+00 SB
1286+00 SB
1287+00 SB
1288+00 SB
1289+00 SB
1290+00 SB
1291+00 SB
1292+00 SB
1293+00 SB
1294+00 SB
R=5811'
USH 41 SB
2
MATCH LINE
STA. 1294+50 SB
MATCH LINE
STA. 1279+00 NB
1280+00 NB
1281+00 NB
1282+00 NB
1283+00 NB
1284+00 NB
1285+00 NB
1286+00 NB
1287+00 NB
1288+00 NB
1289+00 NB
1290+00 NB
1291+00 NB
1292+00 NB
1293+00 NB
1294+00 NB
R=5811'
50'(TYP.)
USH 41 NB
END CURVE
STA. 1281+94 NB
BEGIN LANE SHIFT/CURVE
STA. 1280+00 NB
BEGIN CURVE
STA. 1282+40 NB
R=5811'
7 +34 NB
END
END LANE SHIFT/CURVE
STA. 1284+34 NB
2 6 +94 NB
END
REMOVING RUMBLE STRIPS
STA. 1270+08 NB TO STA. 1284+64 NB
END ASPHALT MILL/OVERLAY
STA. 1284+34 NB
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE




| PROJECT NO:1120-29-71 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 1 | SHEET 30 | E |
|---|---|---|---|---|---|




| PROJECT NO:1120-29-71 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 1 | SHEET 31 | E |
|---|---|---|---|---|---|

2

NOTE:
PLACE PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) CELLULAR COMMUNICTIONS ALONG USH 41 SB SOUTH OF STH 47 WITHIN VIEW OF TRAFFIC CAMERA FOR DURATION OF PROJECT.

N

NOTE:

PLACE THESE SIGNS 1500' EAST OF RAMP TERMINAL FOR STH 441 TO USH 41 SB RAMP TERMINAL.

SOUTH
M3-3
24" X 12"

41
M1-4
24" X 24"

MAX. 11' WIDTH
W12-52

EACH LANE
W12-52P
42" X 36"

USH 10 EB

USH 10 WB

RAMP

RAMP

REFER TO S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ALL ADVANCED WARNING SIGNS

MATCH LINE STA. 1323+00 SB

00 SB 1324+00 SB 1325+00 SB 1326+00 SB 1327+00 SB 1328+00 SB 1329+00 SB 1330+00 SB 1331+00 SB 1332+00 SB 1333+00 SB 1334+00 SB 1335+00 SB 1336+00 SB 1337+00 SB 1338+00

USH 41 SB

50' (TYP.)

+00 NB 1324+00 NB 1325+00 NB 1326+00 NB 1327+00 NB 1328+00 NB 1329+00 NB 1330+00 NB 1331+00 NB 1332+00 NB 1333+00 NB 1334+00 NB 1335+00 NB 1336+00 NB 1337+00 NB 1338+

USH 41 NB

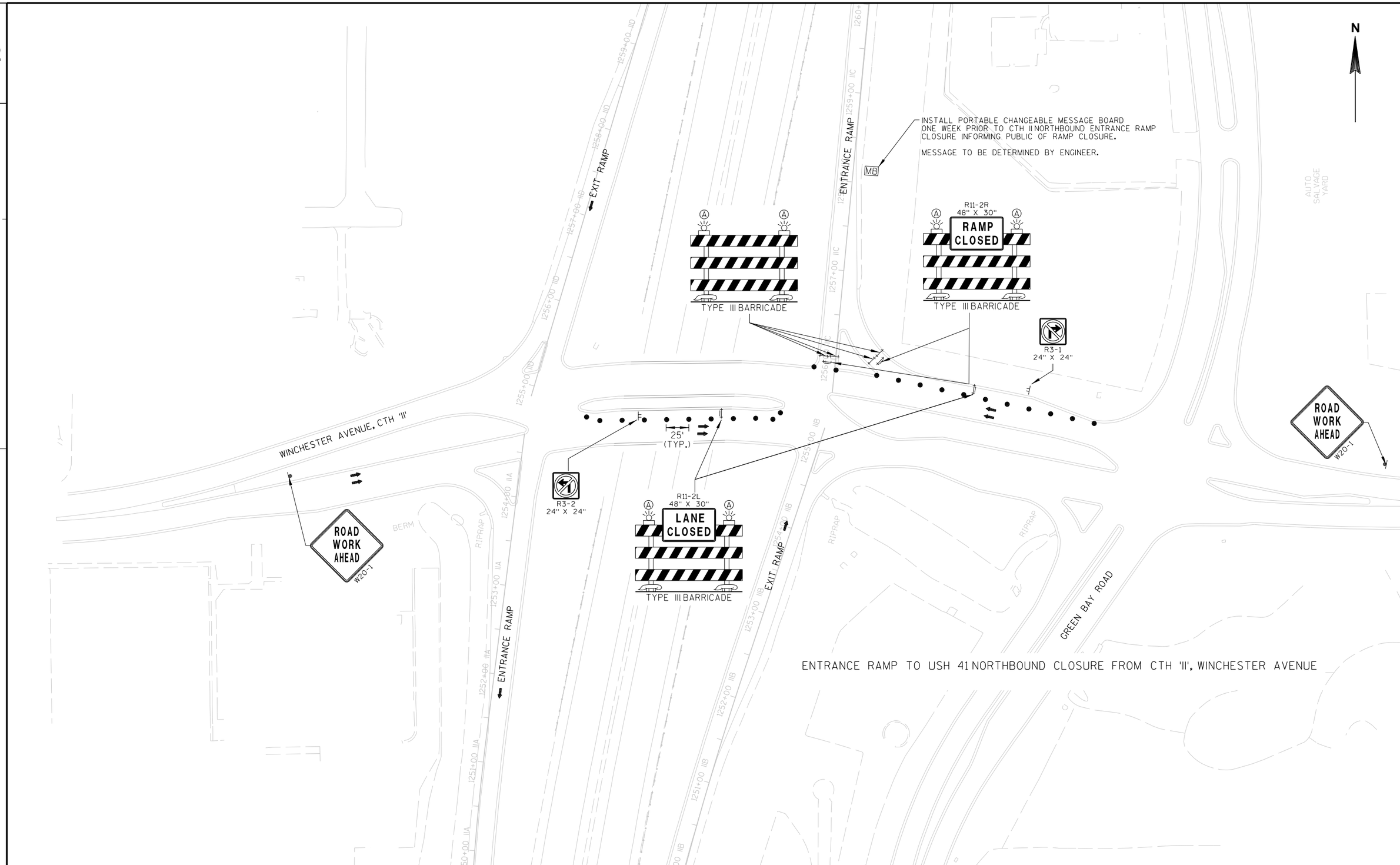
RAMP

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

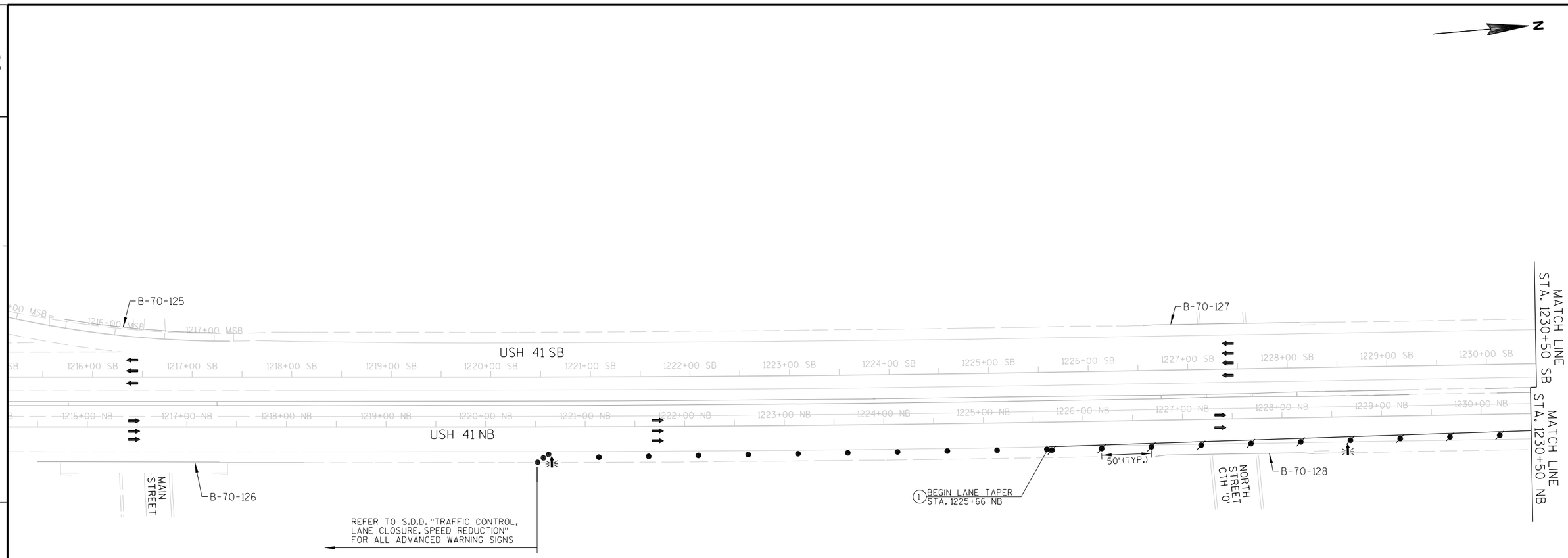
SPEED LIMIT 65
R2-1
48" X 60"

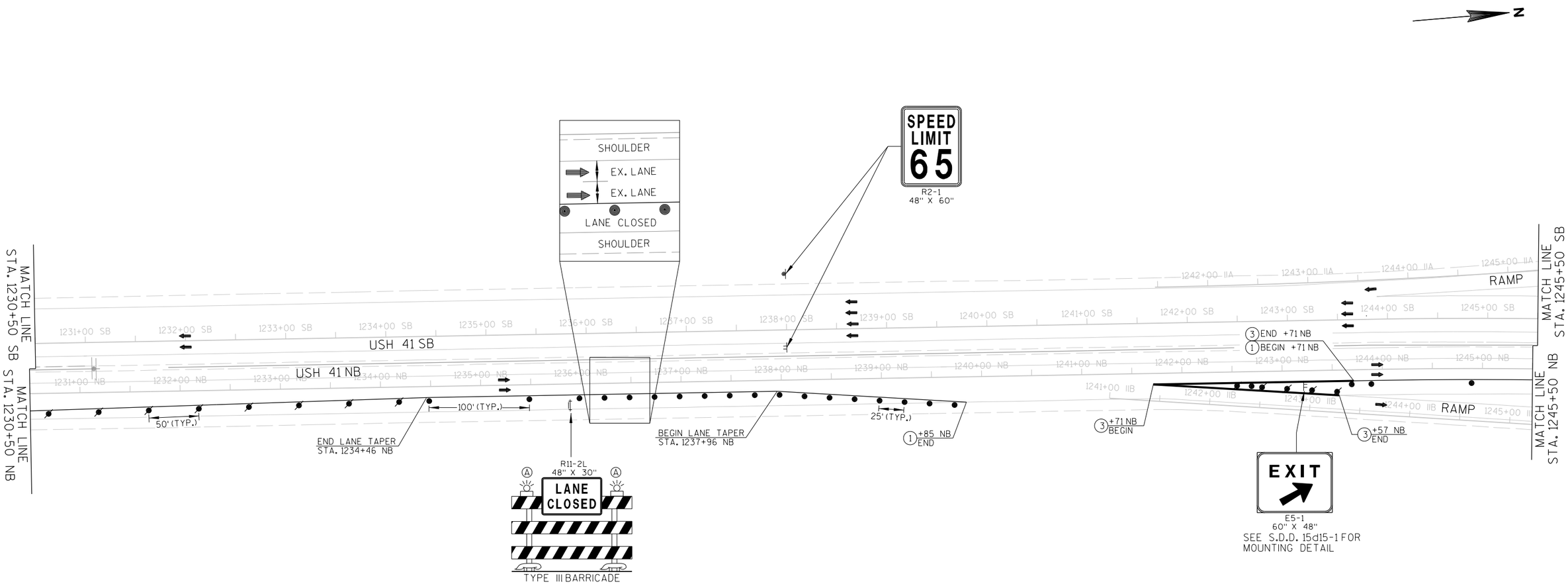
2

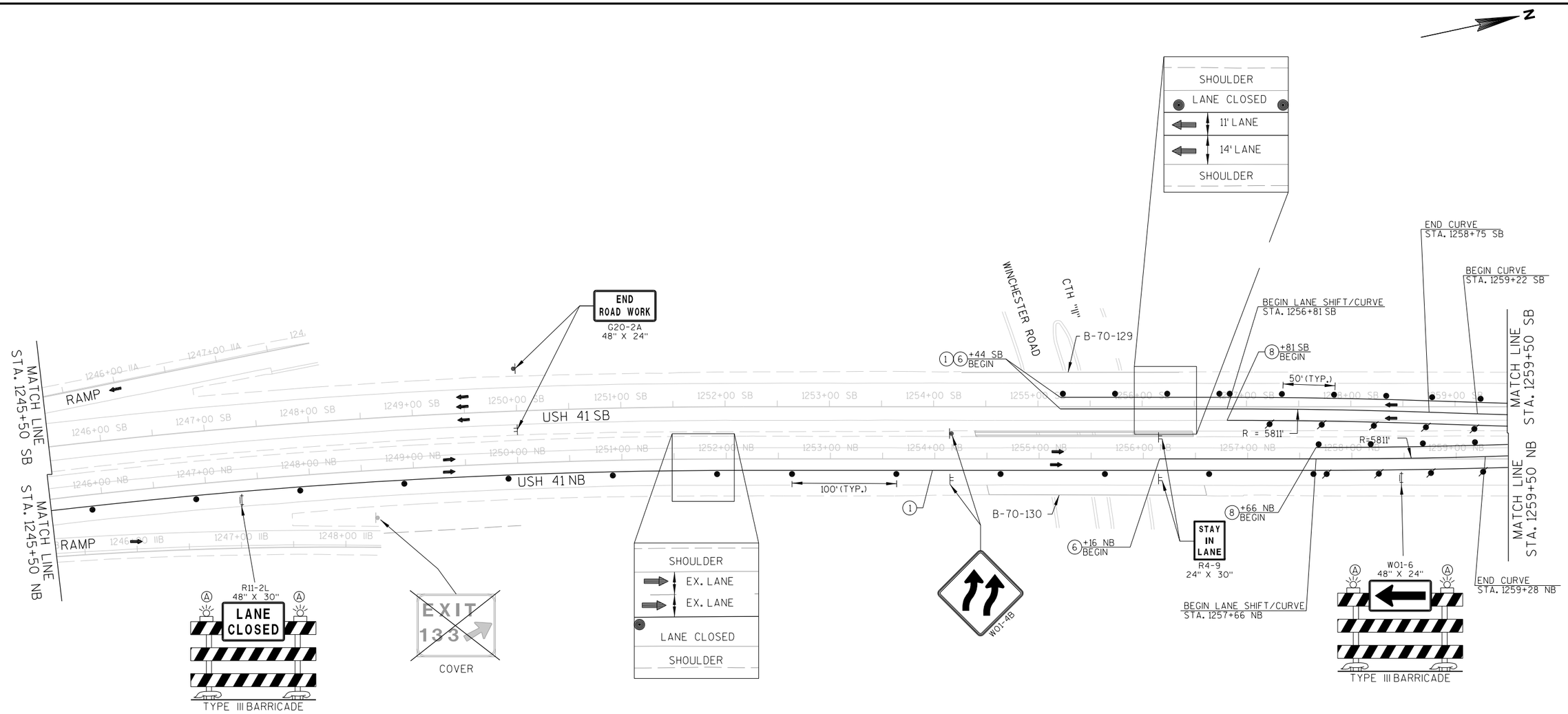
| PROJECT NO: 1120-29-71 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 1 | SHEET 32 | E |
|---|---|---|---|---|---|



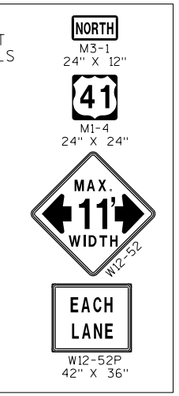

| PROJECT NO: 1120-29-71 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - CTH II NB ENTRANCE RAMP CLOSURE | SHEET 33 | E |
|---|---|---|---|---|---|


N
B-70-125
B-70-127
USH 41 SB
USH 41 NB
1216+00 SB
1217+00 SB
1218+00 SB
1219+00 SB
1220+00 SB
1221+00 SB
1222+00 SB
1223+00 SB
1224+00 SB
1225+00 SB
1226+00 SB
1227+00 SB
1228+00 SB
1229+00 SB
1230+00 SB
1216+00 NB
1217+00 NB
1218+00 NB
1219+00 NB
1220+00 NB
1221+00 NB
1222+00 NB
1223+00 NB
1224+00 NB
1225+00 NB
1226+00 NB
1227+00 NB
1228+00 NB
1229+00 NB
1230+00 NB
1217+00 MSB
MATCH LINE
STA. 1230+50 SB
MATCH LINE
STA. 1230+50 NB
MAIN STREET
B-70-126
REFER TO S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ALL ADVANCED WARNING SIGNS
1 BEGIN LANE TAPER
STA. 1225+66 NB
50' (TYP.)
NORTH STREET
CTH 'O'
B-70-128

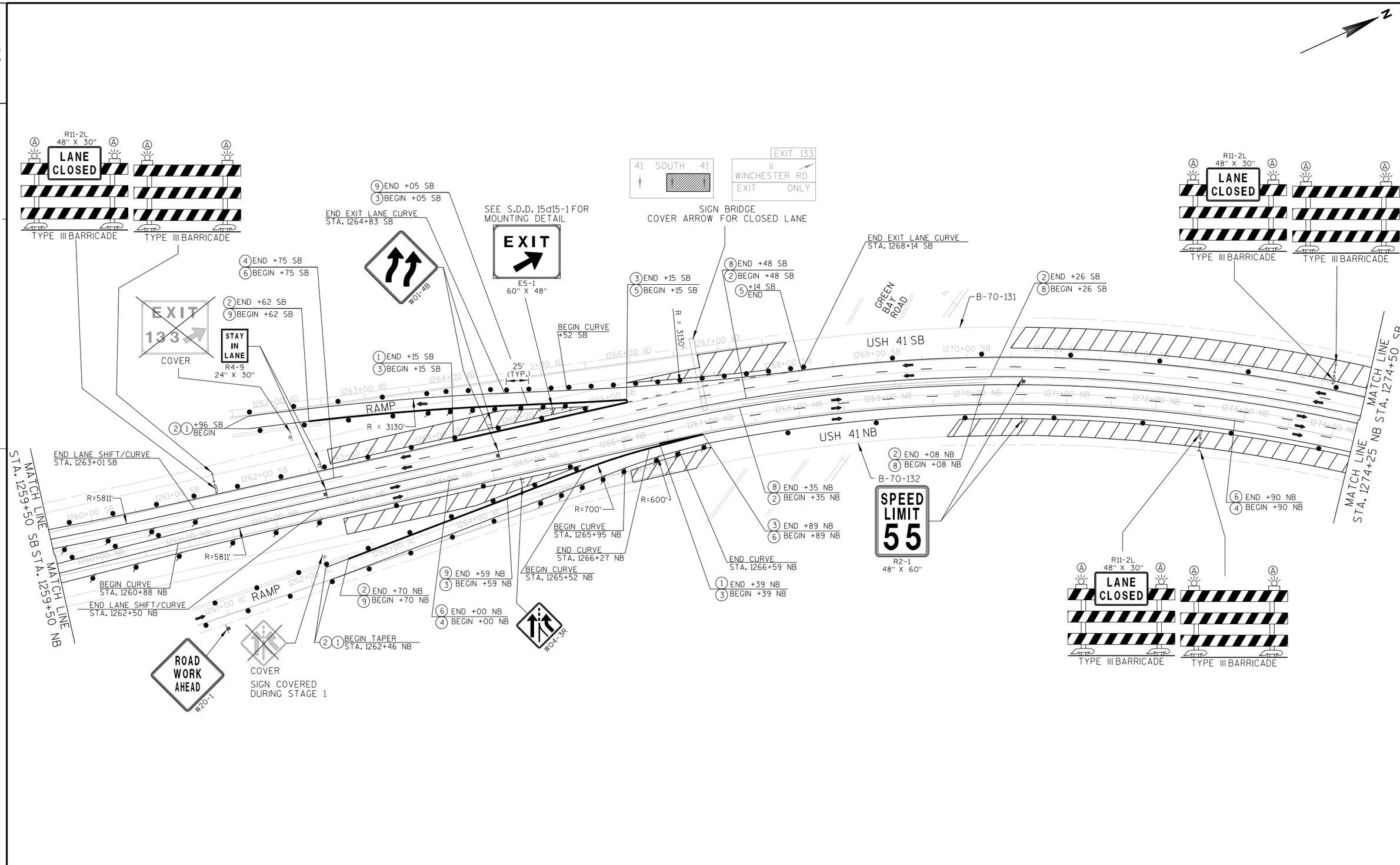

N
SHOULDER
EX. LANE
EX. LANE
LANE CLOSED
SHOULDER
SPEED LIMIT 65
R2-1
48" X 60"
MATCH LINE STA. 1230+50 SB
MATCH LINE STA. 1230+50 NB
USH 41 SB
USH 41 NB
1231+00 SB
1232+00 SB
1233+00 SB
1234+00 SB
1235+00 SB
1236+00 SB
1237+00 SB
1238+00 SB
1239+00 SB
1240+00 SB
1241+00 SB
1242+00 SB
1243+00 SB
1244+00 SB
1245+00 SB
1231+00 NB
1232+00 NB
1233+00 NB
1234+00 NB
1235+00 NB
1236+00 NB
1237+00 NB
1238+00 NB
1239+00 NB
1240+00 NB
1241+00 NB
1242+00 NB
1243+00 NB
1244+00 NB
1245+00 NB
1242+00 IIA
1243+00 IIA
1244+00 IIA
1245+00 IIA
RAMP
MATCH LINE STA. 1245+50 SB
MATCH LINE STA. 1245+50 NB
3 END +71 NB
1 BEGIN +71 NB
1241+00 IIB
1242+00 IIB
1243+00 IIB
1244+00 IIB
1245+00 IIB
RAMP
50' (TYP.)
100' (TYP.)
25' (TYP.)
END LANE TAPER
STA. 1234+46 NB
BEGIN LANE TAPER
STA. 1237+96 NB
1 +85 NB END
3 +71 NB BEGIN
3 +57 NB END
R11-2L
48" X 30"
LANE CLOSED
A
A
TYPE III BARRICADE
EXIT
E5-1
60" X 48"
SEE S.D.D. 15d15-1 FOR
MOUNTING DETAIL

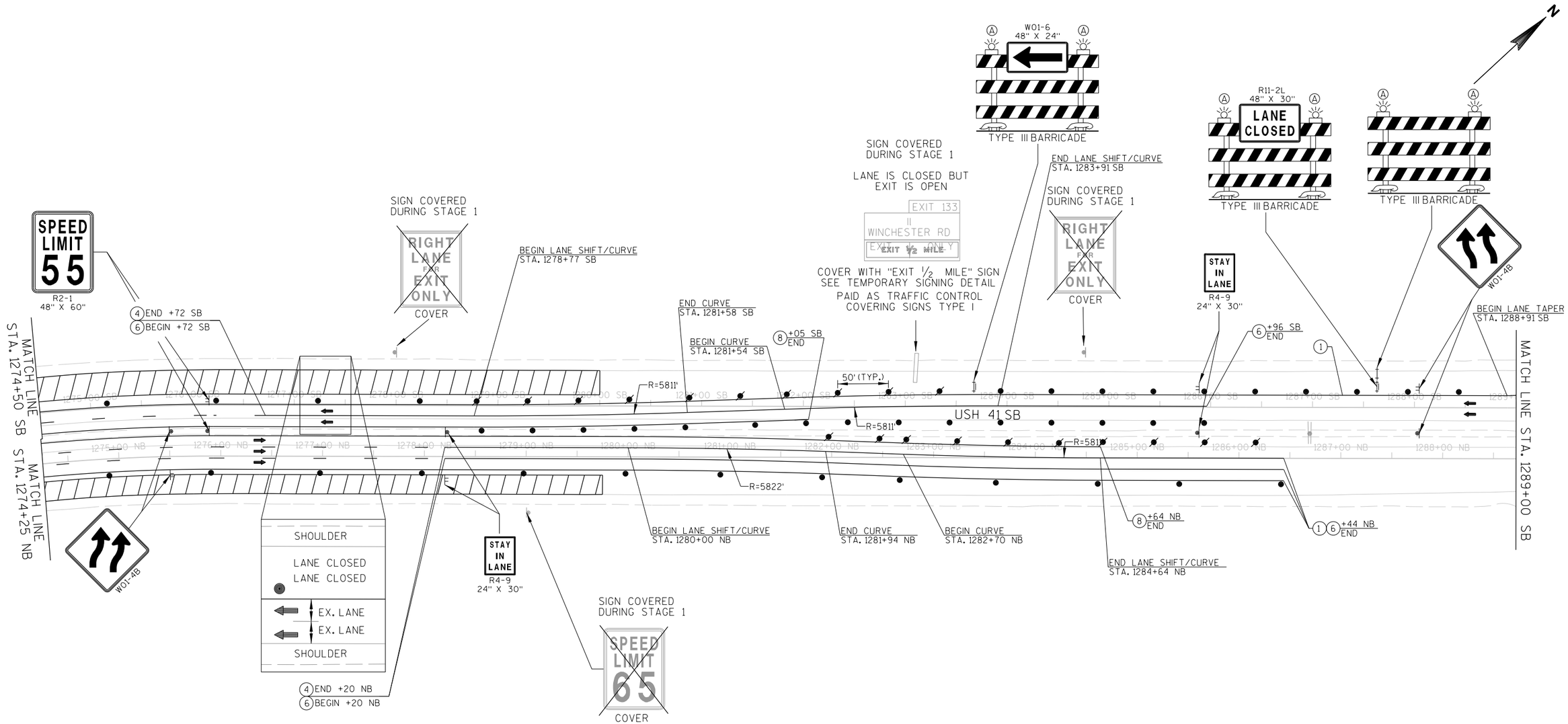


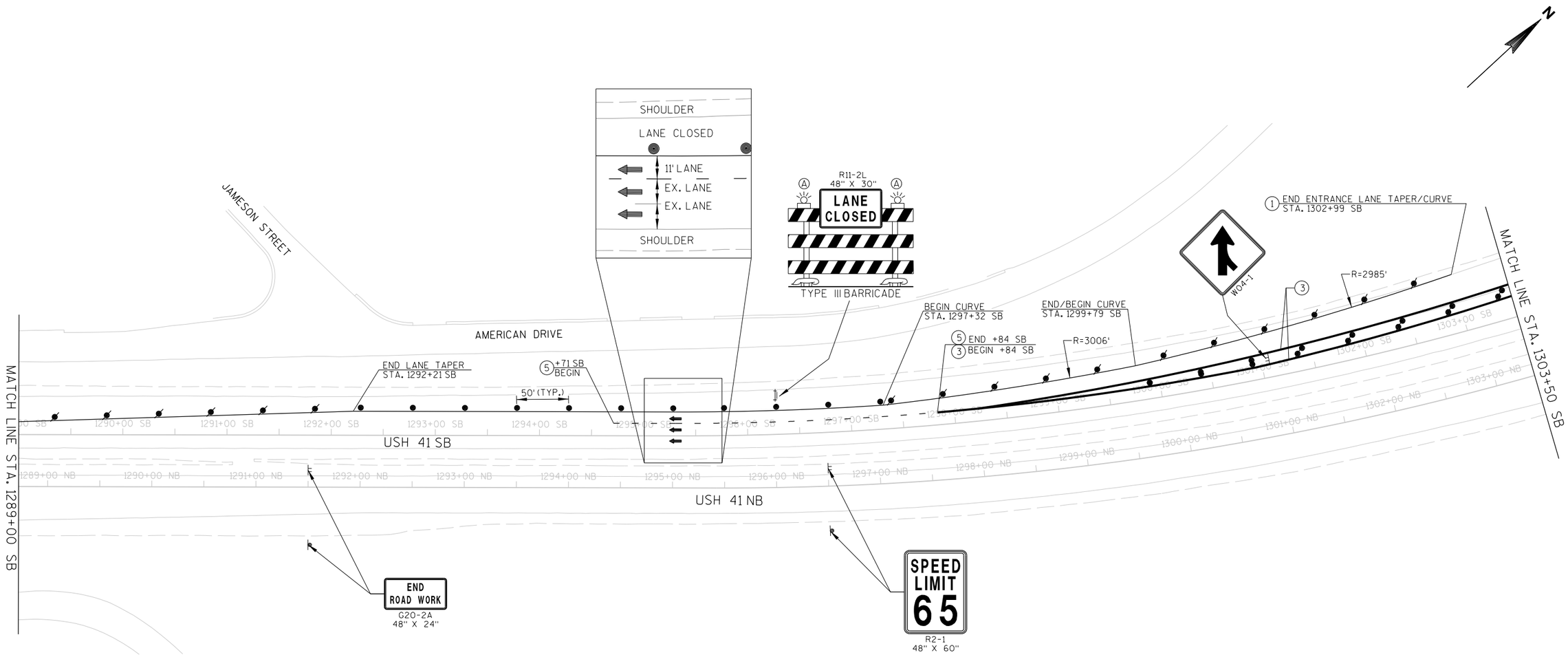

NOTE:
PLACE THESE SIGNS 200' EAST AND WEST OF RAMP TERMINALS ALONG CTH II.




| PROJECT NO: 1120-29-71 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2A | SHEET 36 | E |
|---|---|---|---|---|---|


N
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
TYPE III BARRICADE
EXIT 133
COVER
STAY IN LANE
R4-9
24" X 30"
ROAD WORK AHEAD
W20-1
COVER
SIGN COVERED DURING STAGE 1
W01-4B
SEE S.D.D. 15d15-1 FOR MOUNTING DETAIL
EXIT
E5-1
60" X 48"
41 SOUTH 41
EXIT 133
WINCHESTER RD
EXIT ONLY
SIGN BRIDGE
COVER ARROW FOR CLOSED LANE
END EXIT LANE CURVE
STA. 1264+83 SB
END EXIT LANE CURVE
STA. 1268+14 SB
GREEN BAY ROAD
B-70-131
USH 41 SB
USH 41 NB
RAMP
R = 3130'
R = 3130'
25' (TYP.)
BEGIN CURVE
+52 SB
END LANE SHIFT/CURVE
STA. 1263+01 SB
R=5811'
R=5811'
BEGIN CURVE
STA. 1260+88 NB
END LANE SHIFT/CURVE
STA. 1262+50 NB
BEGIN TAPER
STA. 1262+46 NB
R=700'
R=600'
BEGIN CURVE
STA. 1265+95 NB
END CURVE
STA. 1266+27 NB
BEGIN CURVE
STA. 1265+52 NB
END CURVE
STA. 1266+59 NB
W04-3R
B-70-132
SPEED LIMIT 55
R2-1
48" X 60"
MATCH LINE
STA. 1259+50 SB
MATCH LINE
STA. 1259+50 NB
MATCH LINE
STA. 1274+50 SB
MATCH LINE
STA. 1274+25 NB
1 +96 SB BEGIN
1 END +15 SB
3 BEGIN +15 SB
2 END +62 SB
9 BEGIN +62 SB
4 END +75 SB
6 BEGIN +75 SB
9 END +05 SB
3 BEGIN +05 SB
2 END +70 NB
9 BEGIN +70 NB
9 END +59 NB
3 BEGIN +59 NB
6 END +00 NB
4 BEGIN +00 NB
3 END +15 SB
5 BEGIN +15 SB
8 END +48 SB
2 BEGIN +48 SB
5 +14 SB END
1 END +39 NB
3 BEGIN +39 NB
8 END +35 NB
2 BEGIN +35 NB
3 END +89 NB
6 BEGIN +89 NB
2 END +08 NB
8 BEGIN +08 NB
2 END +26 SB
8 BEGIN +26 SB
6 END +90 NB
4 BEGIN +90 NB


N
W01-6
48" X 24"
TYPE III BARRICADE
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
TYPE III BARRICADE
SIGN COVERED DURING STAGE 1
LANE IS CLOSED BUT EXIT IS OPEN
EXIT 133
WINCHESTER RD
EXIT 1/2 MILE
COVER WITH "EXIT 1/2 MILE" SIGN SEE TEMPORARY SIGNING DETAIL
PAID AS TRAFFIC CONTROL COVERING SIGNS TYPE I
END LANE SHIFT/CURVE
STA. 1283+91 SB
SIGN COVERED DURING STAGE 1
RIGHT LANE FOR EXIT ONLY
COVER
SPEED LIMIT 55
R2-1
48" X 60"
SIGN COVERED DURING STAGE 1
RIGHT LANE FOR EXIT ONLY
COVER
BEGIN LANE SHIFT/CURVE
STA. 1278+77 SB
END CURVE
STA. 1281+58 SB
BEGIN CURVE
STA. 1281+54 SB
4 END +72 SB
6 BEGIN +72 SB
8 +05 SB END
STAY IN LANE
R4-9
24" X 30"
6 +96 SB END
1
W01-4B
BEGIN LANE TAPER
STA. 1288+91 SB
MATCH LINE
STA. 1274+50 SB
MATCH LINE
STA. 1274+25 NB
MATCH LINE STA. 1289+00 SB
50' (TYP.)
R=5811'
R=5811'
R=5811'
R=5822'
USH 41 SB
1275+00 NB
1276+00 NB
1277+00 NB
1278+00 NB
1279+00 NB
1280+00 NB
1281+00 NB
1282+00 NB
1283+00 NB
1284+00 NB
1285+00 NB
1286+00 NB
1287+00 NB
1288+00 NB
W01-4B
SHOULDER
LANE CLOSED
LANE CLOSED
EX. LANE
EX. LANE
SHOULDER
4 END +20 NB
6 BEGIN +20 NB
STAY IN LANE
R4-9
24" X 30"
SIGN COVERED DURING STAGE 1
SPEED LIMIT 65
COVER
BEGIN LANE SHIFT/CURVE
STA. 1280+00 NB
END CURVE
STA. 1281+94 NB
BEGIN CURVE
STA. 1282+70 NB
8 +64 NB END
END LANE SHIFT/CURVE
STA. 1284+64 NB
1 6 +44 NB END




| PROJECT NO:1120-29-71 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2A | SHEET 39 | E |
|---|---|---|---|---|---|

NOTE: USH 10/STH 441 ENTRANCE RAMP LOCATION TO CHANGE AS A PART OF TRI-COUNTY PROJECT COORDINATE ANY CHANGES REQUIRED FOR TRAFFIC CONTROL.

NOTE:

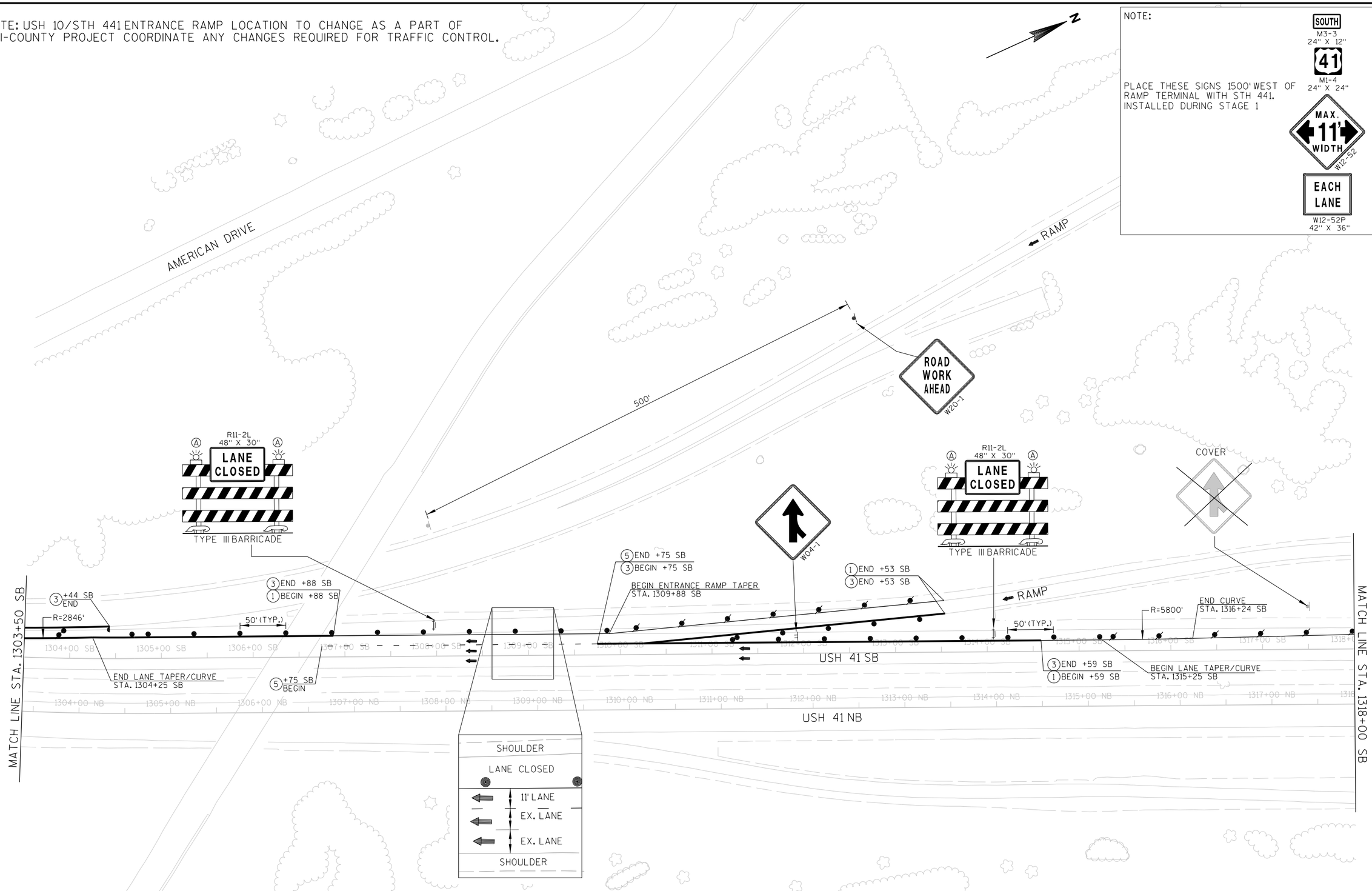
PLACE THESE SIGNS 1500' WEST OF RAMP TERMINAL WITH STH 441. INSTALLED DURING STAGE 1

SOUTH
M3-3
24" X 12"

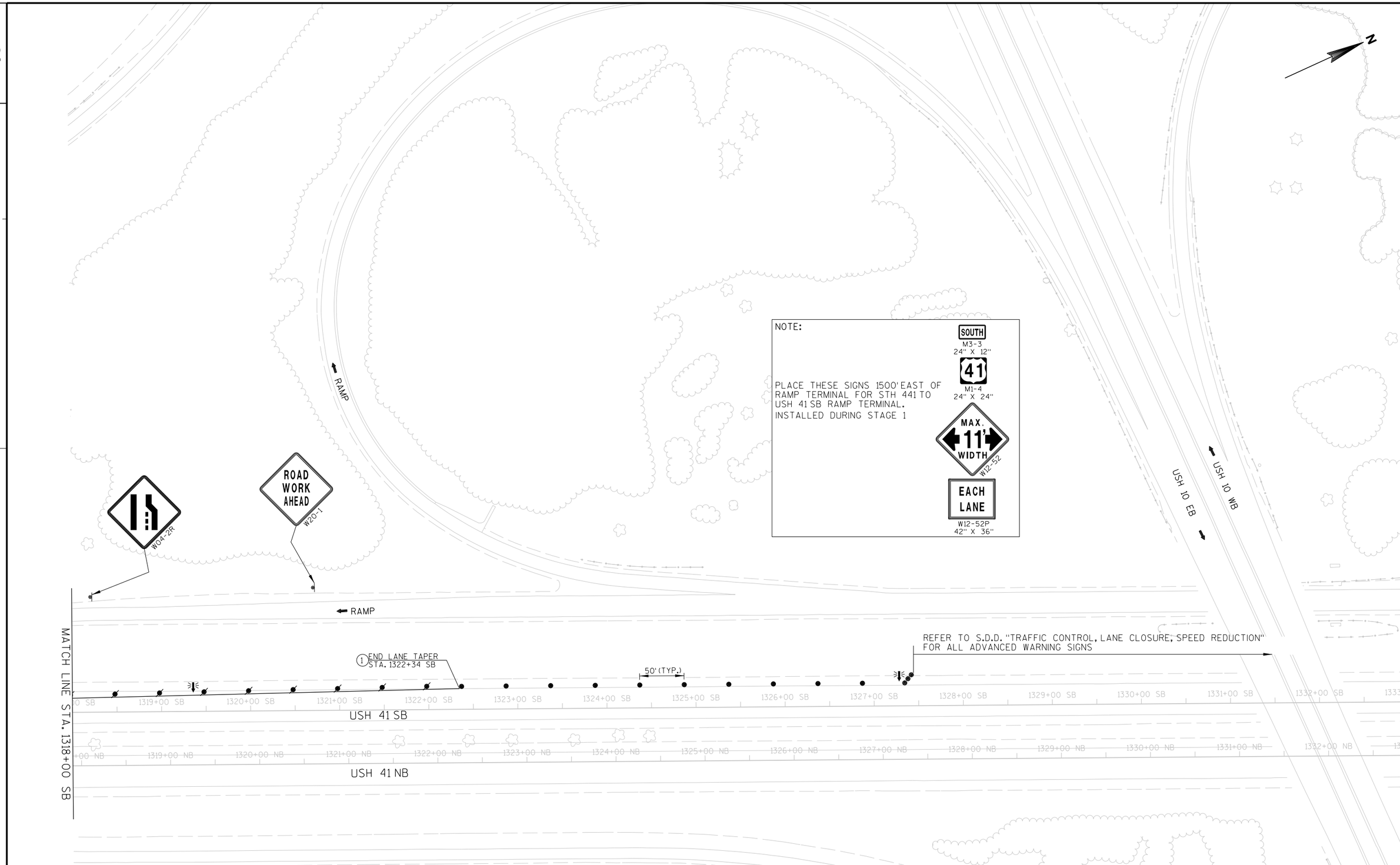
41
M1-4
24" X 24"

MAX. 11' WIDTH
W12-52

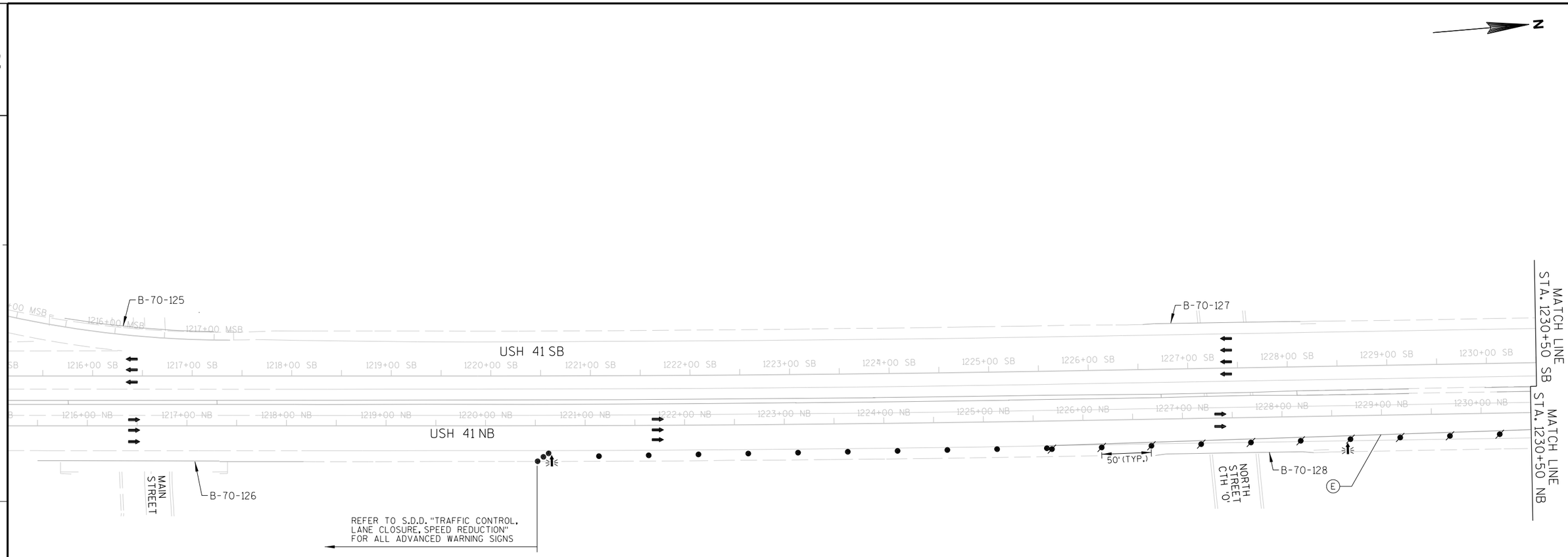
EACH LANE
W12-52P
42" X 36"

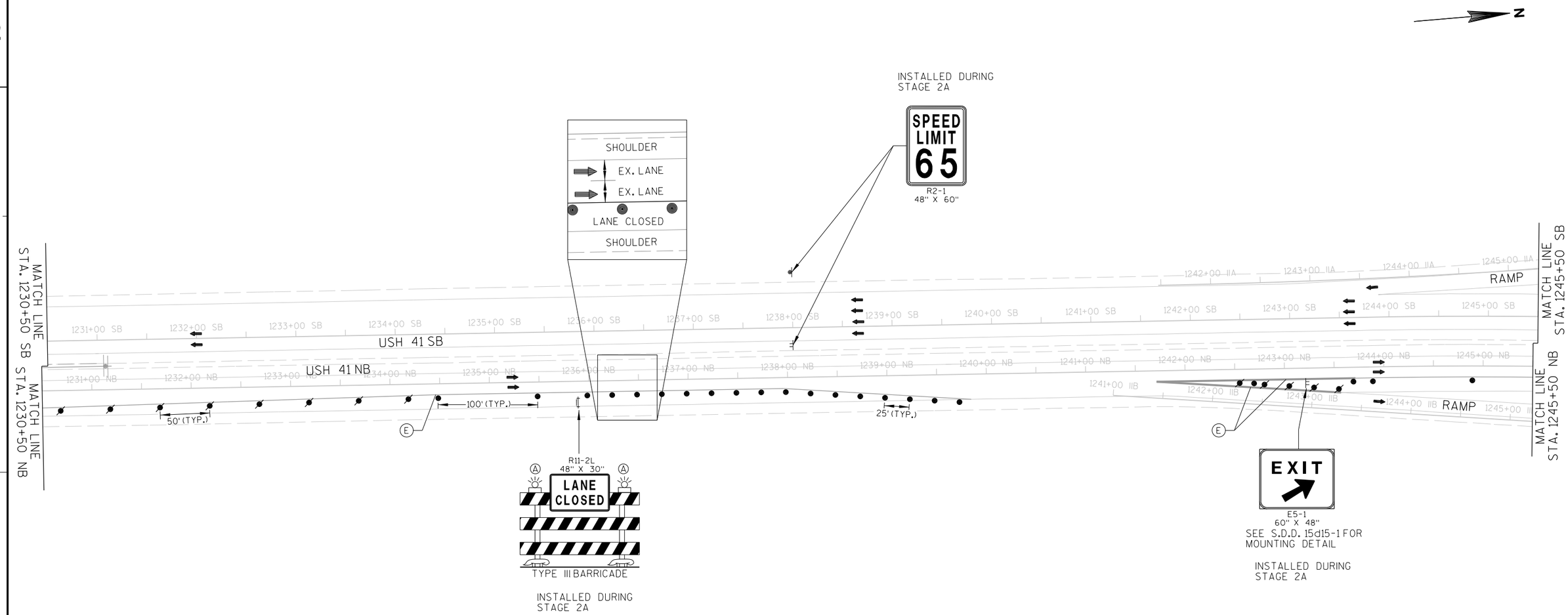


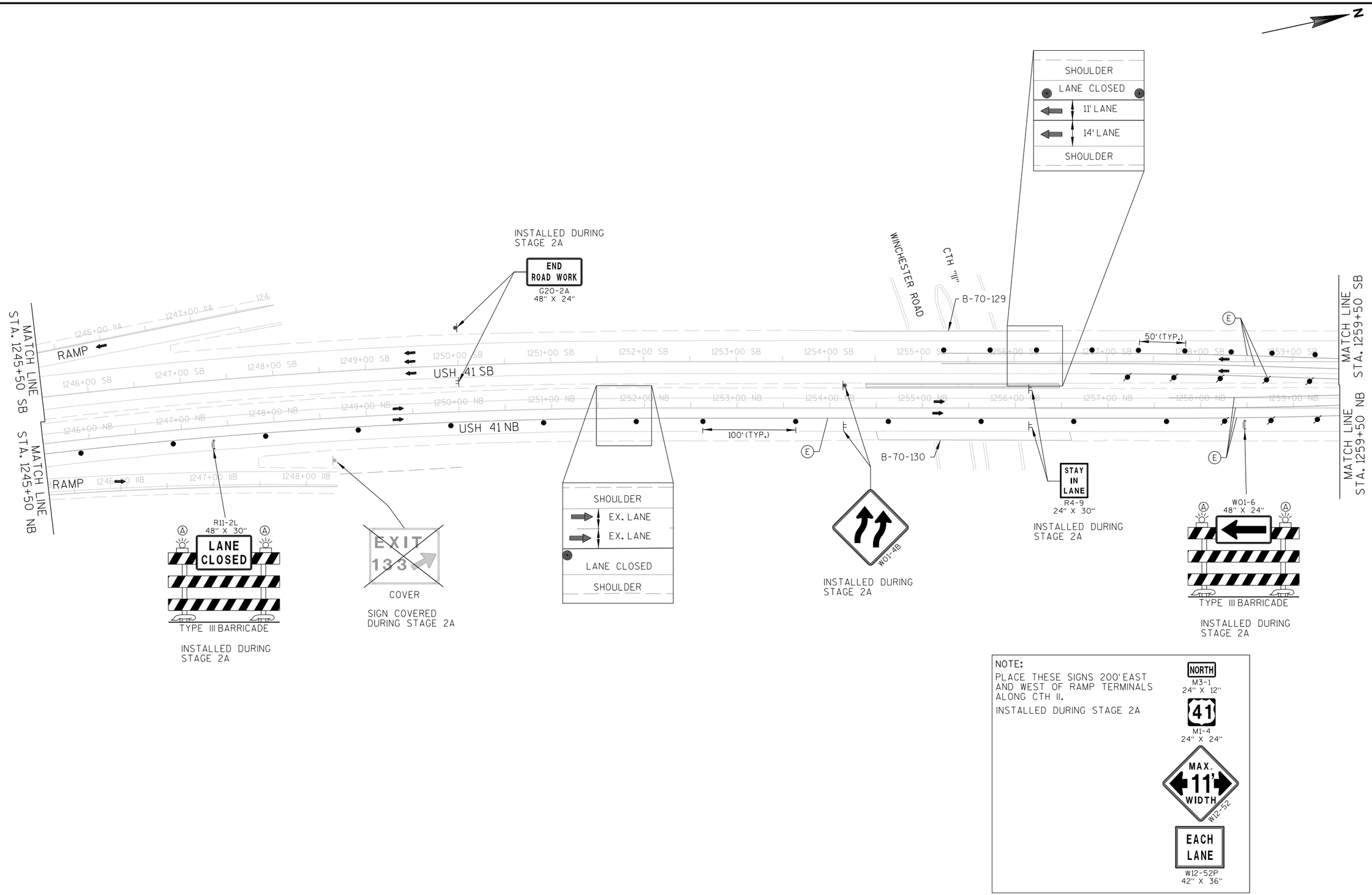

| PROJECT NO: 1120-29-71 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2A | SHEET 40 | E |
|---|---|---|---|---|---|



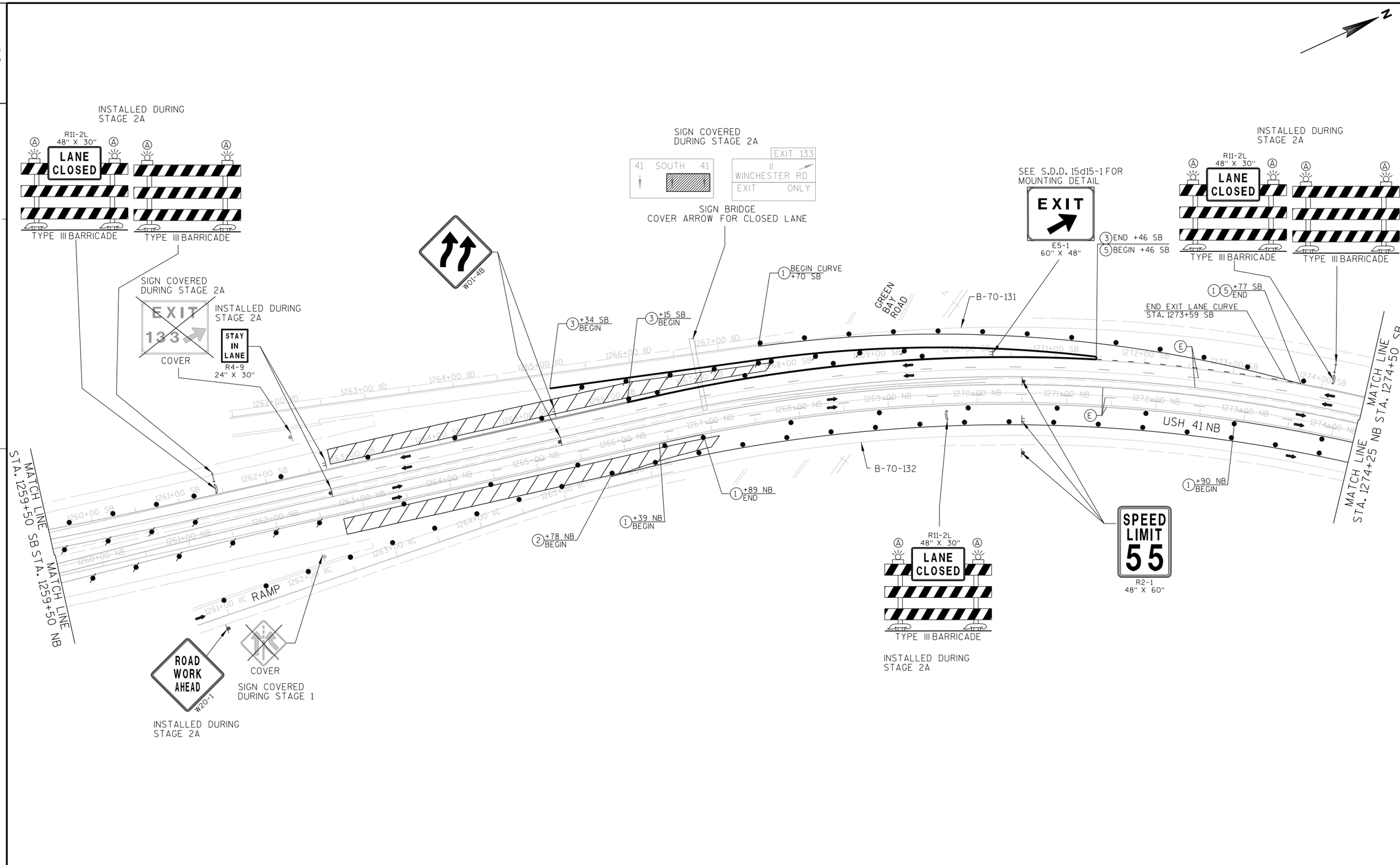

| PROJECT NO: 1120-29-71 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2A | SHEET 41 | E |
|---|---|---|---|---|---|


N
B-70-125
B-70-127
USH 41 SB
USH 41 NB
1216+00 SB
1217+00 SB
1218+00 SB
1219+00 SB
1220+00 SB
1221+00 SB
1222+00 SB
1223+00 SB
1224+00 SB
1225+00 SB
1226+00 SB
1227+00 SB
1228+00 SB
1229+00 SB
1230+00 SB
1216+00 NB
1217+00 NB
1218+00 NB
1219+00 NB
1220+00 NB
1221+00 NB
1222+00 NB
1223+00 NB
1224+00 NB
1225+00 NB
1226+00 NB
1227+00 NB
1228+00 NB
1229+00 NB
1230+00 NB
1217+00 MSB
MATCH LINE
STA. 1230+50 SB
MATCH LINE
STA. 1230+50 NB
50' (TYP.)
MAIN STREET
NORTH STREET CTH 'O'
B-70-126
B-70-128
E
REFER TO S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ALL ADVANCED WARNING SIGNS

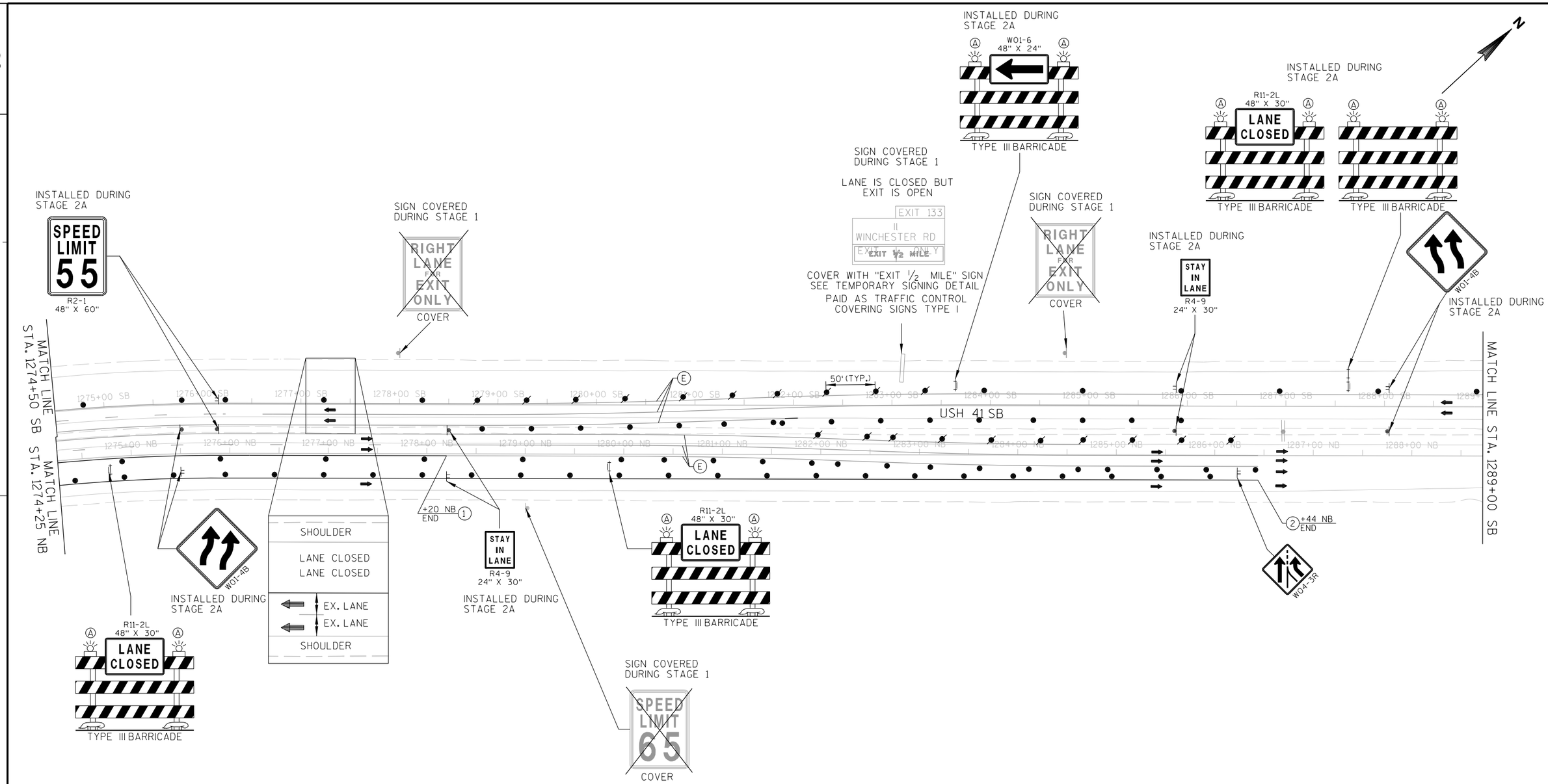

N
INSTALLED DURING
STAGE 2A
SPEED
LIMIT
65
R2-1
48" X 60"
SHOULDER
EX. LANE
EX. LANE
LANE CLOSED
SHOULDER
MATCH LINE
STA. 1230+50 SB
MATCH LINE
STA. 1230+50 NB
USH 41 SB
USH 41 NB
1231+00 SB
1232+00 SB
1233+00 SB
1234+00 SB
1235+00 SB
1236+00 SB
1237+00 SB
1238+00 SB
1239+00 SB
1240+00 SB
1241+00 SB
1242+00 SB
1243+00 SB
1244+00 SB
1245+00 SB
1231+00 NB
1232+00 NB
1233+00 NB
1234+00 NB
1235+00 NB
1236+00 NB
1237+00 NB
1238+00 NB
1239+00 NB
1240+00 NB
1241+00 NB
1242+00 NB
1243+00 NB
1244+00 NB
1245+00 NB
1241+00 IIB
1242+00 IIB
1243+00 IIB
1244+00 IIB
1245+00 IIB
1242+00 IIA
1243+00 IIA
1244+00 IIA
1245+00 IIA
RAMP
RAMP
MATCH LINE
STA. 1245+50 SB
MATCH LINE
STA. 1245+50 NB
50' (TYP.)
100' (TYP.)
25' (TYP.)
E
E
R11-2L
48" X 30"
LANE
CLOSED
A
A
TYPE III BARRICADE
INSTALLED DURING
STAGE 2A
EXIT
E5-1
60" X 48"
SEE S.D.D. 15d15-1 FOR
MOUNTING DETAIL
INSTALLED DURING
STAGE 2A



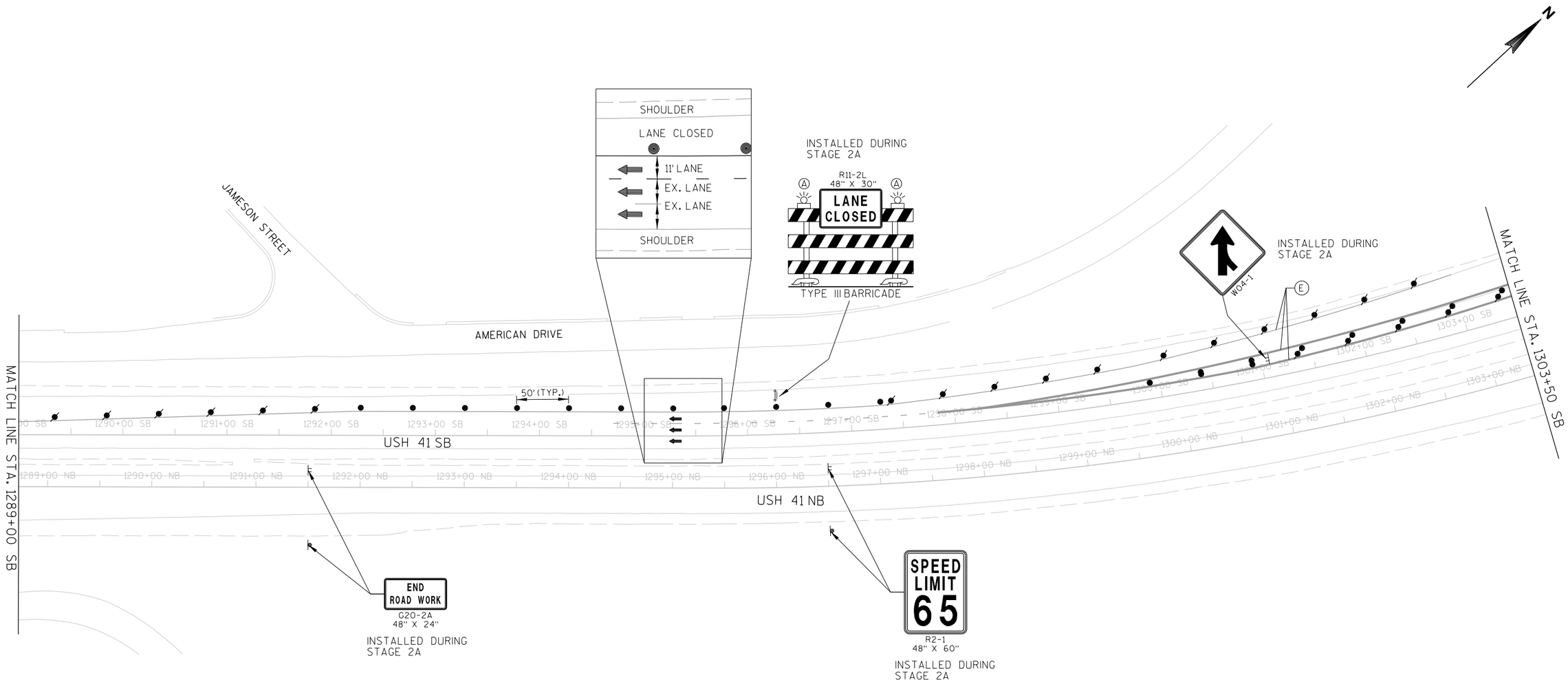

| PROJECT NO: 1120-29-71 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2B | SHEET 44 | E |
|---|---|---|---|---|---|




| PROJECT NO:1120-29-71 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2B | SHEET 45 | E |
|---|---|---|---|---|---|

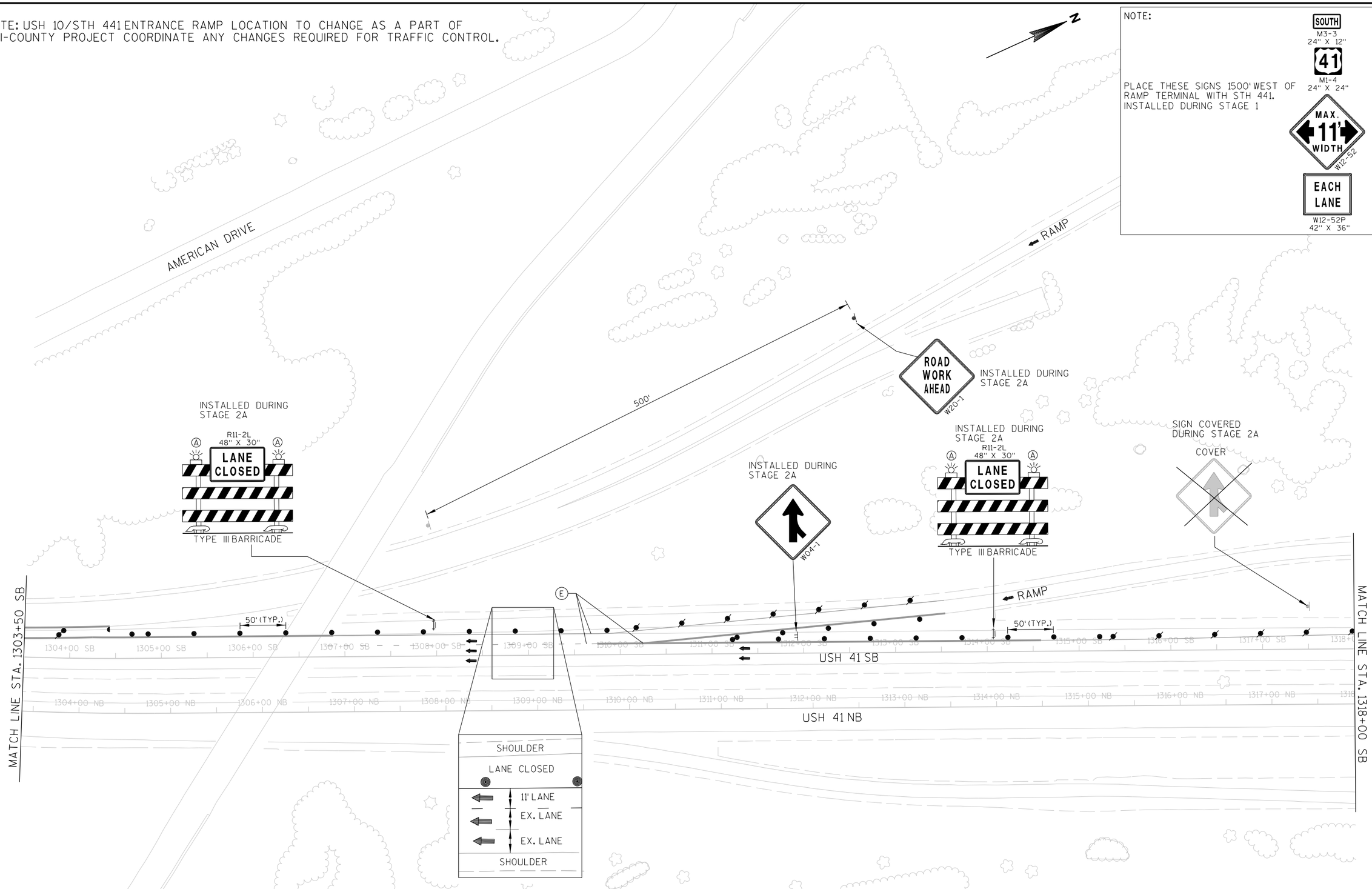



| PROJECT NO:1120-29-71 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2B | SHEET 46 | E |
|---|---|---|---|---|---|

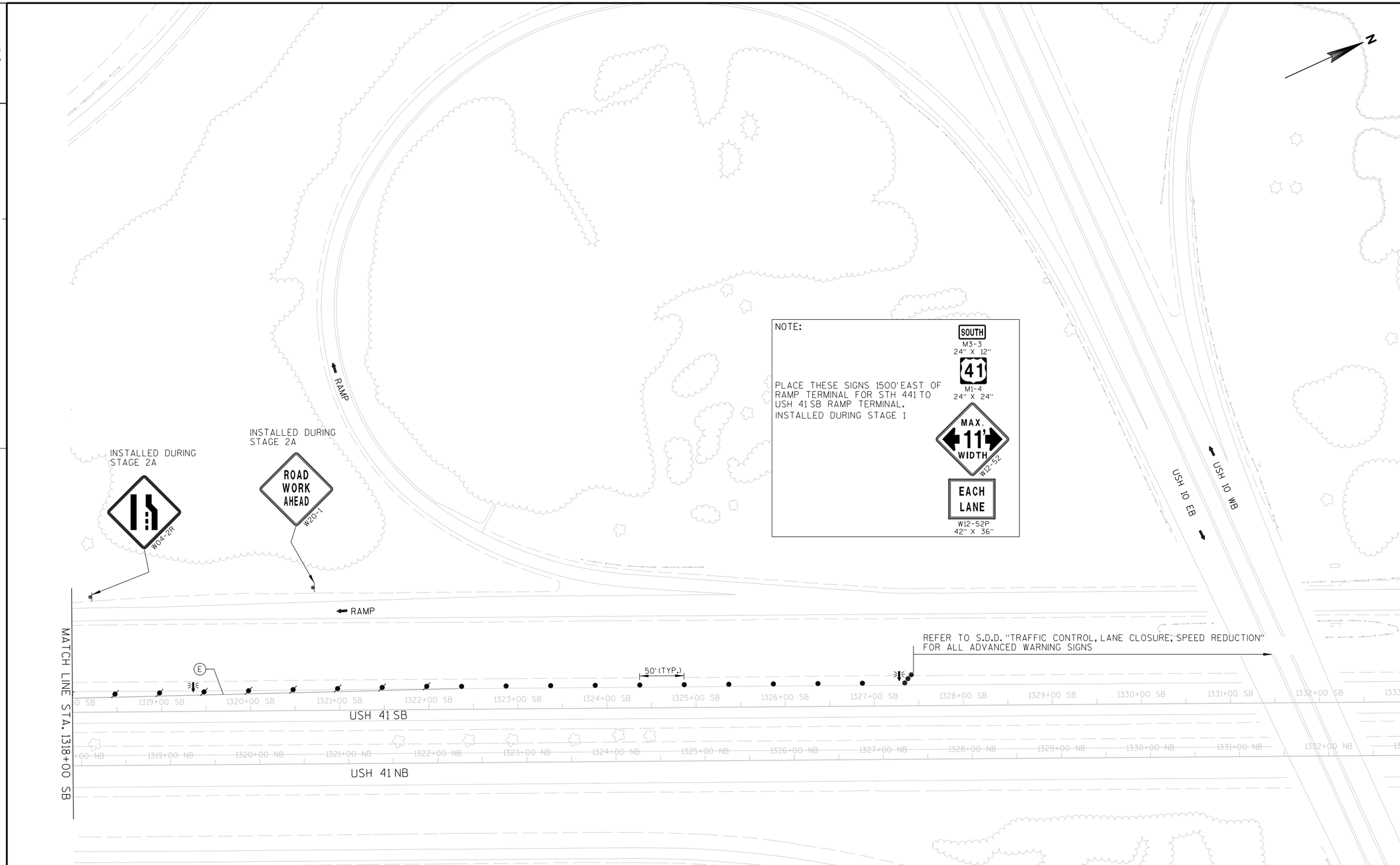


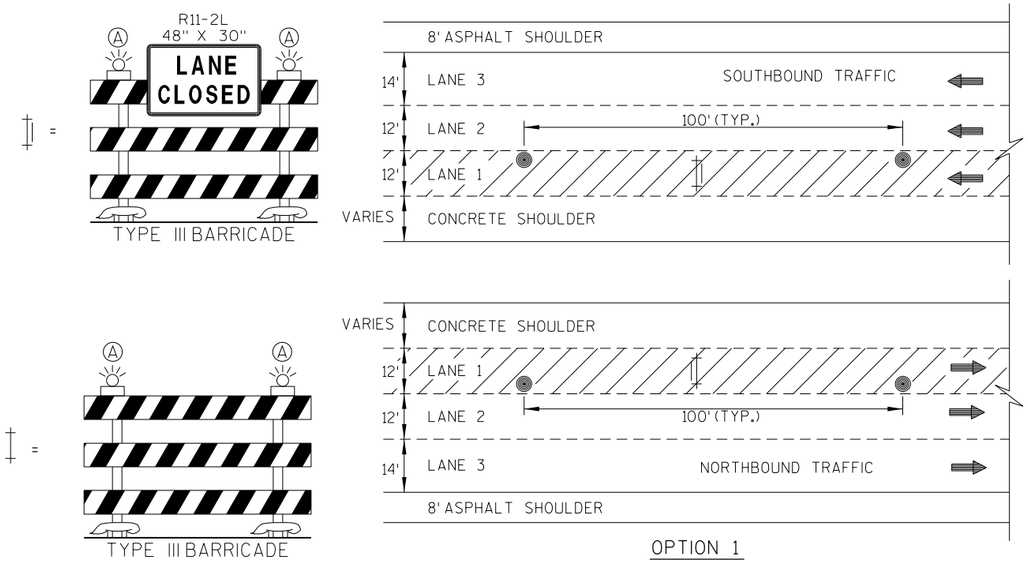

| PROJECT NO:1120-29-71 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2B | SHEET 47 | E |
|---|---|---|---|---|---|

NOTE: USH 10/STH 441 ENTRANCE RAMP LOCATION TO CHANGE AS A PART OF TRI-COUNTY PROJECT COORDINATE ANY CHANGES REQUIRED FOR TRAFFIC CONTROL.

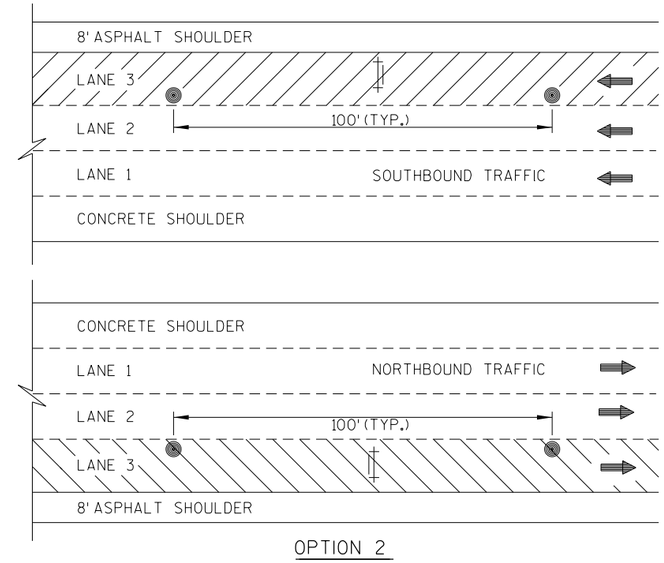



| PROJECT NO: 1120-29-71 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL - STAGE 2B | SHEET 48 | E |
|---|---|---|---|---|---|

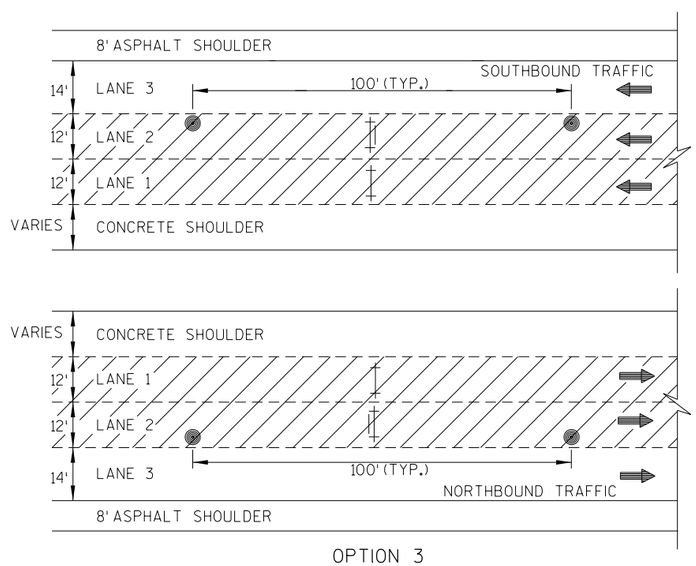

N
NOTE:
PLACE THESE SIGNS 1500' EAST OF RAMP TERMINAL FOR STH 441 TO USH 41 SB RAMP TERMINAL.
INSTALLED DURING STAGE 1
SOUTH
M3-3
24" X 12"
41
M1-4
24" X 24"
MAX.
11'
WIDTH
W12-52
EACH LANE
W12-52P
42" X 36"
INSTALLED DURING STAGE 2A
W04-2R
INSTALLED DURING STAGE 2A
ROAD WORK AHEAD
W20-1
RAMP
RAMP
USH 10 EB
USH 10 WB
REFER TO S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ALL ADVANCED WARNING SIGNS
E
50' (TYP.)
MATCH LINE STA. 1318+00 SB
1319+00 SB
1320+00 SB
1321+00 SB
1322+00 SB
1323+00 SB
1324+00 SB
1325+00 SB
1326+00 SB
1327+00 SB
1328+00 SB
1329+00 SB
1330+00 SB
1331+00 SB
1332+00 SB
USH 41 SB
1319+00 NB
1320+00 NB
1321+00 NB
1322+00 NB
1323+00 NB
1324+00 NB
1325+00 NB
1326+00 NB
1327+00 NB
1328+00 NB
1329+00 NB
1330+00 NB
1331+00 NB
1332+00 NB
USH 41 NB



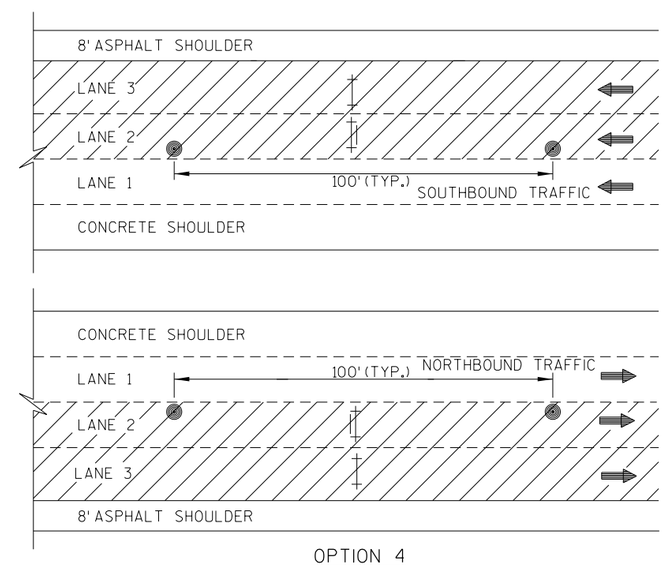

OPTION 1




OPTION 2




OPTION 3

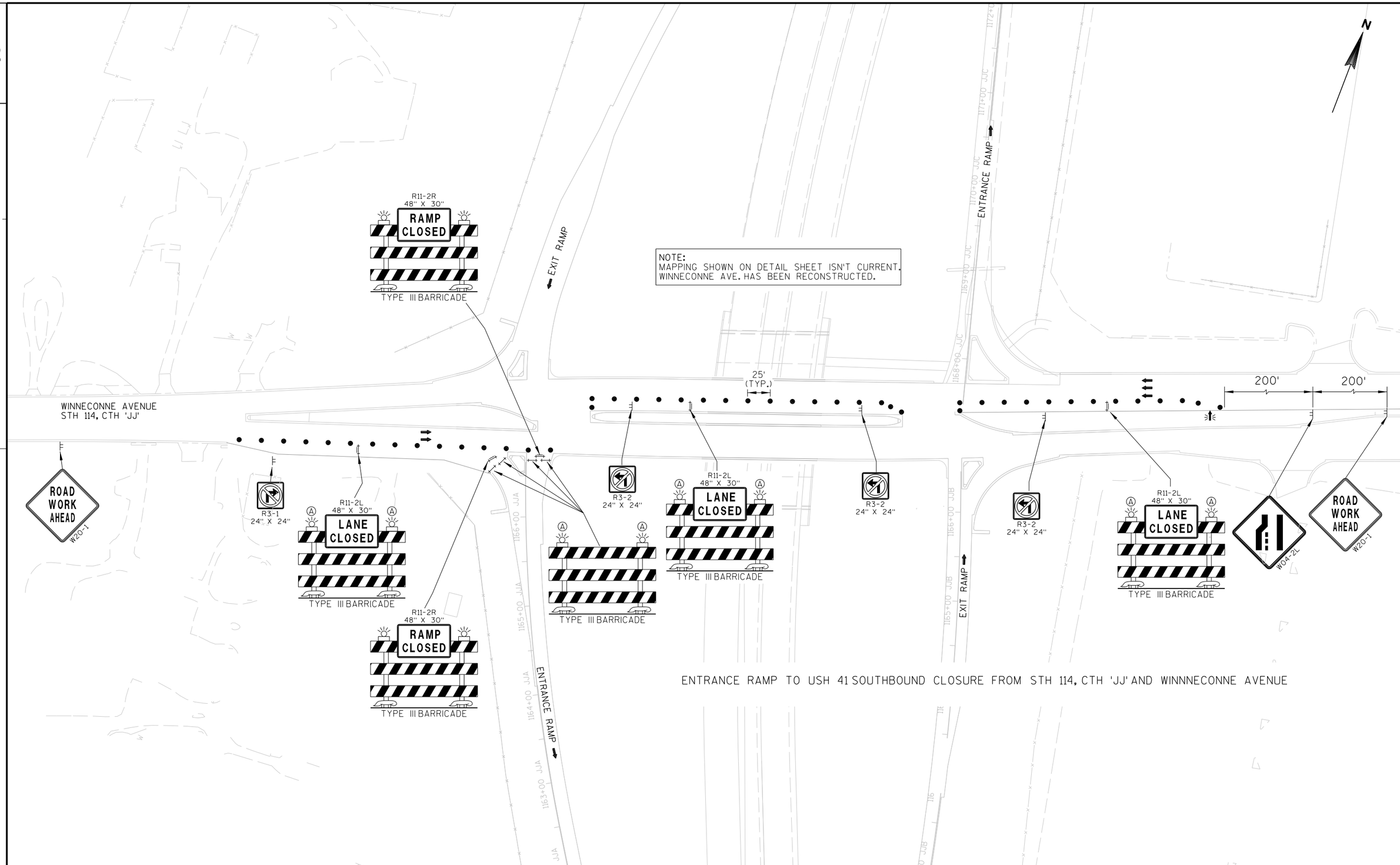



OPTION 4

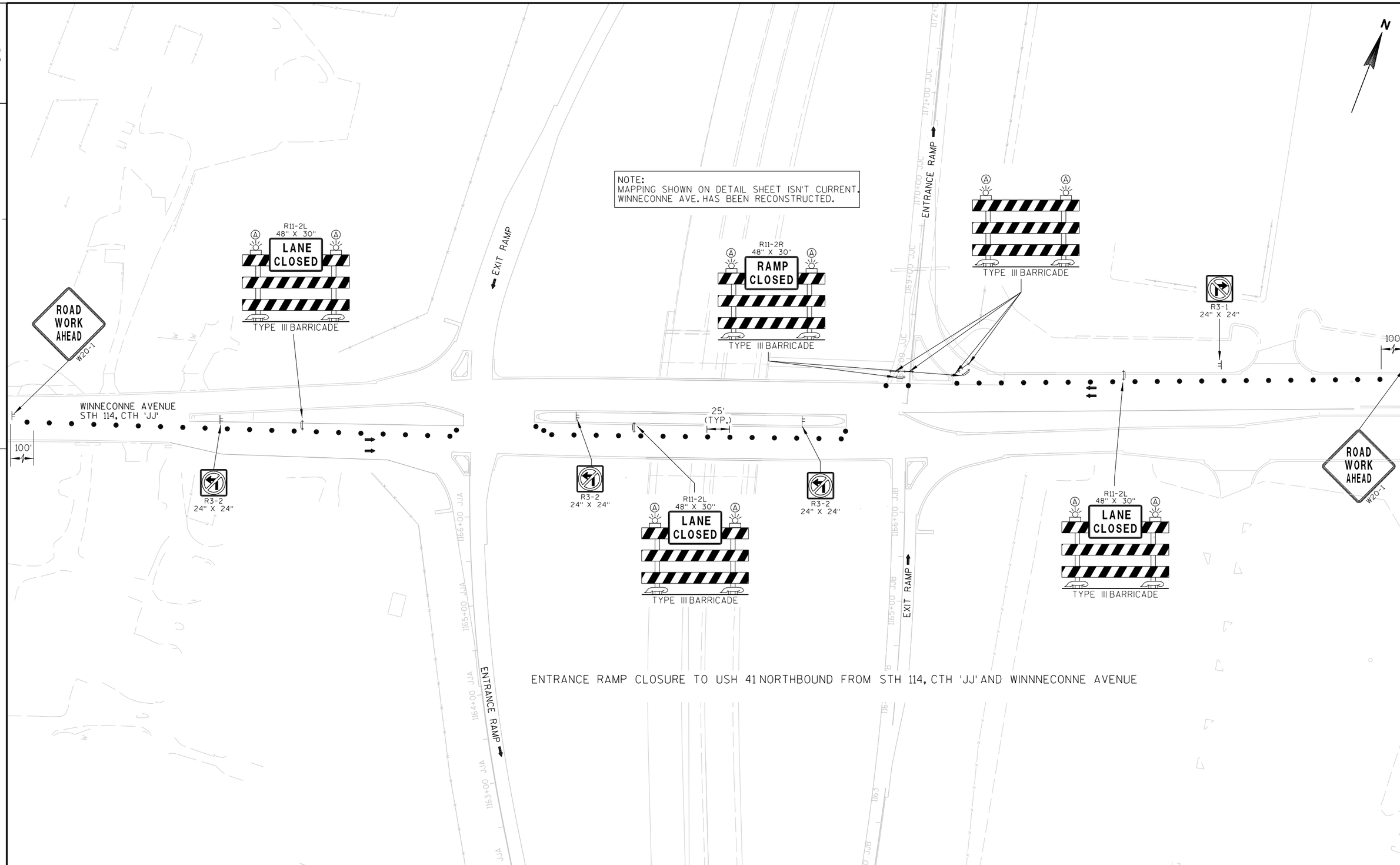
## LANE CLOSURE OPTIONS

NOTES: ALL TYPE III BARRICADES SHOULD BE SPACED AT 1500'

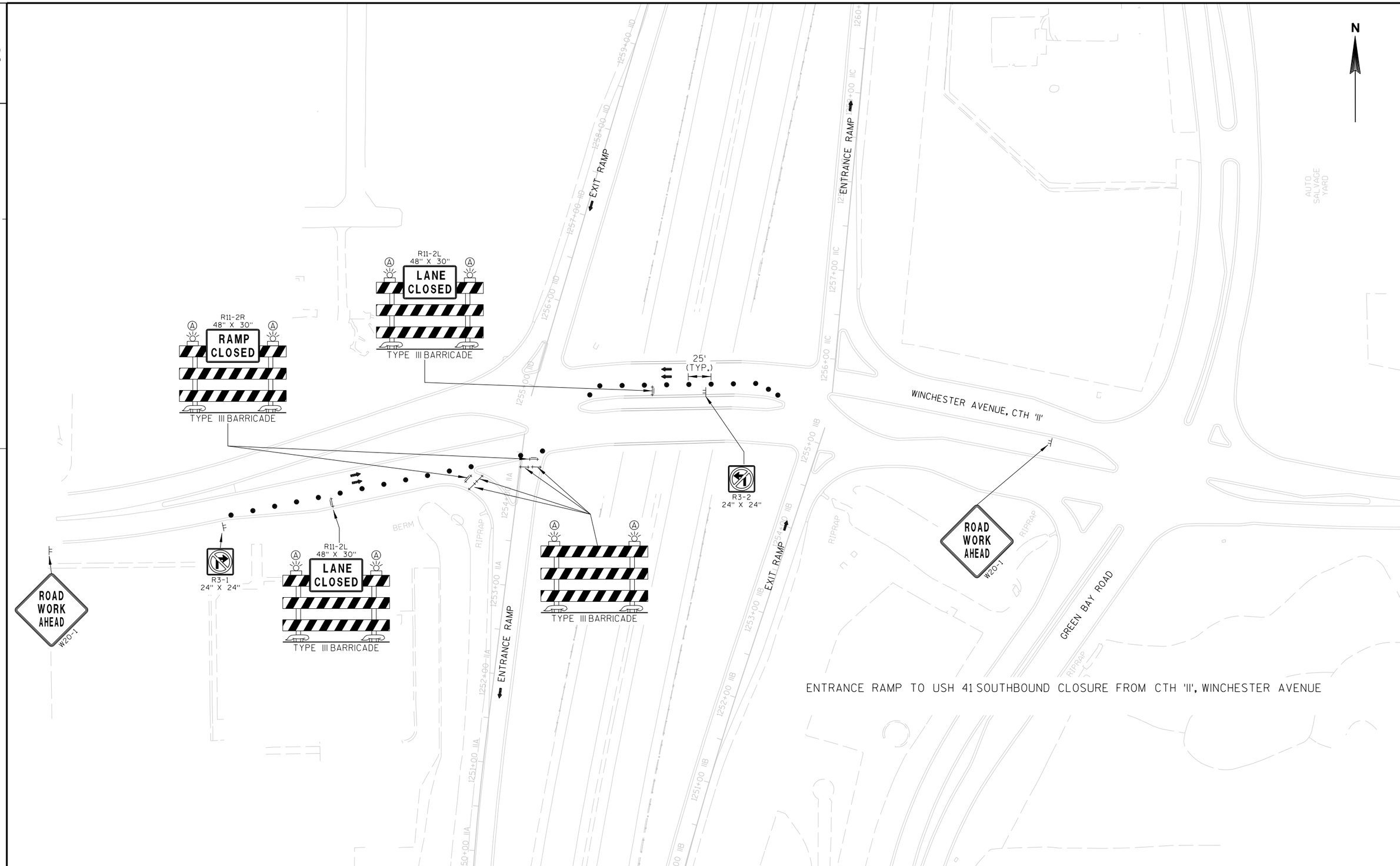
USED ONLY IN 1120-54-61 AND 1120-29-71 PRE-STAGE 1 AND STAGE 3.

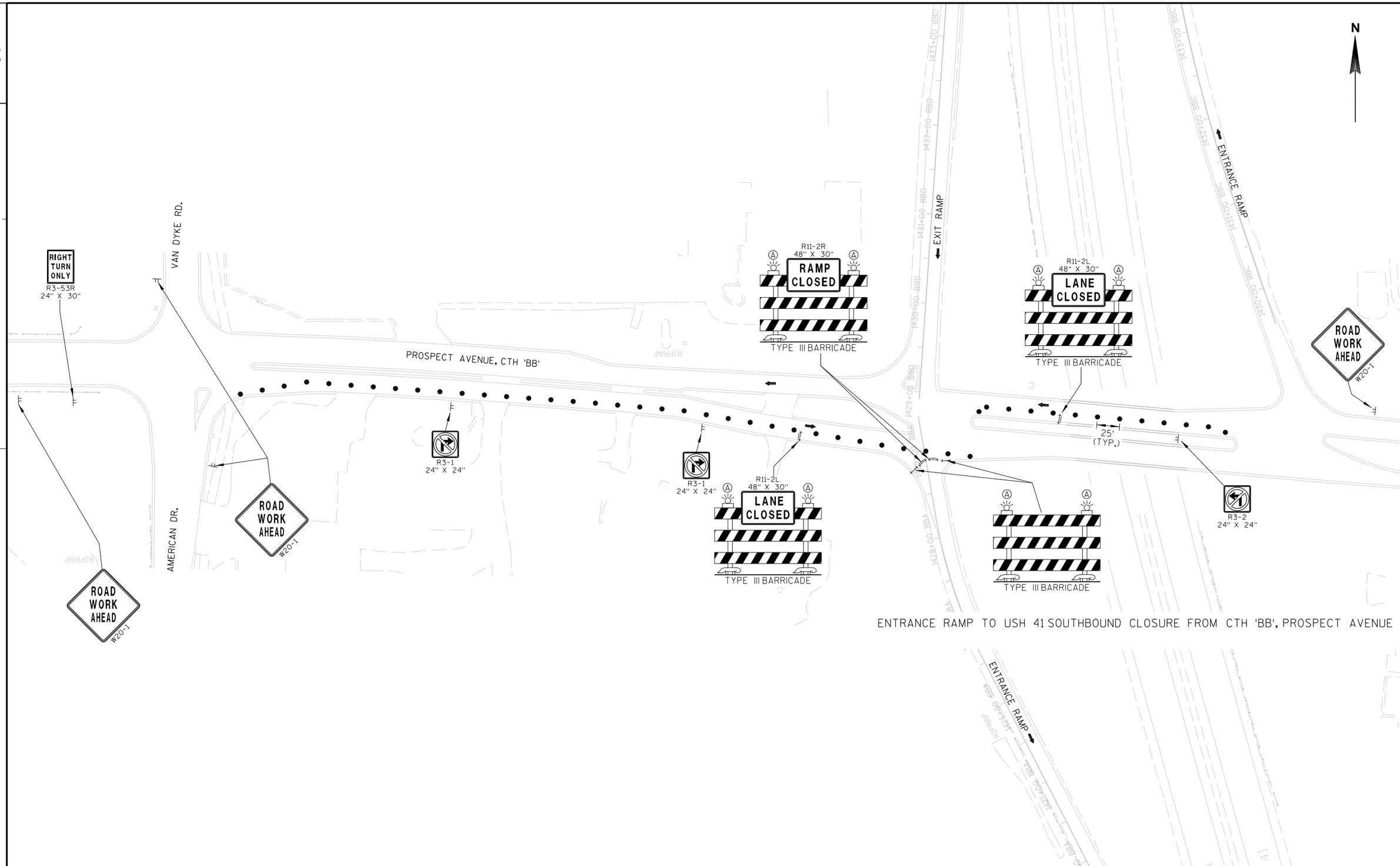



| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - STH 114 SB ENTRANCE RAMP CLOSURE | SHEET 51 | E |
|---|---|---|---|---|---|



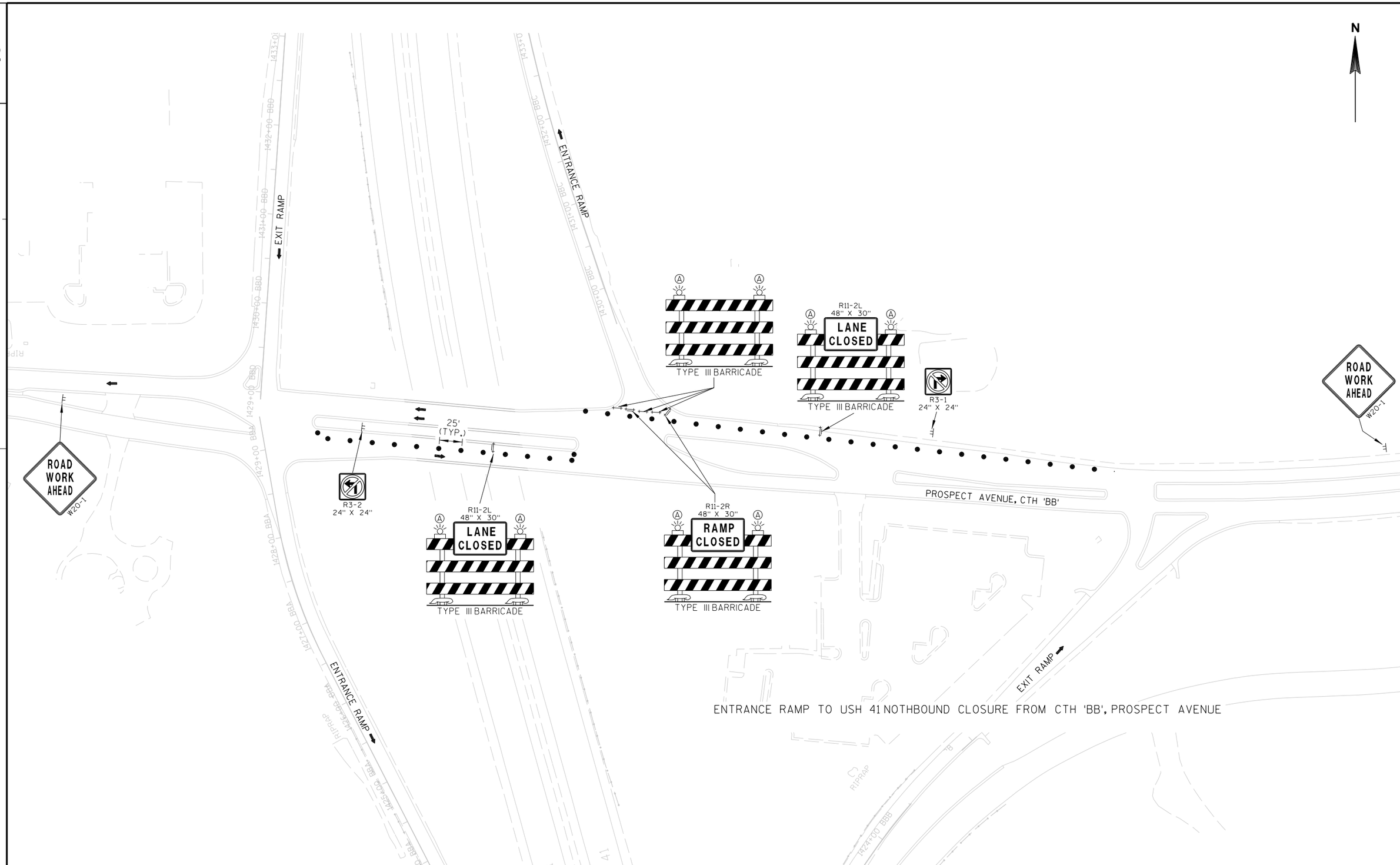

| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - STH 114 NB ENTRANCE RAMP CLOSURE | SHEET 52 | E |
|---|---|---|---|---|---|


N
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE
25'
(TYP.)
EXIT RAMP
ENTRANCE RAMP
WINCHESTER AVENUE, CTH 'II'
R3-2
24" X 24"
R3-1
24" X 24"
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
TYPE III BARRICADE
ROAD WORK AHEAD
W20-1
ROAD WORK AHEAD
W20-1
BERM
RIPRAP
GREEN BAY ROAD
AUTO SALVAGE YARD
ENTRANCE RAMP TO USH 41 SOUTHBOUND CLOSURE FROM CTH 'II', WINCHESTER AVENUE



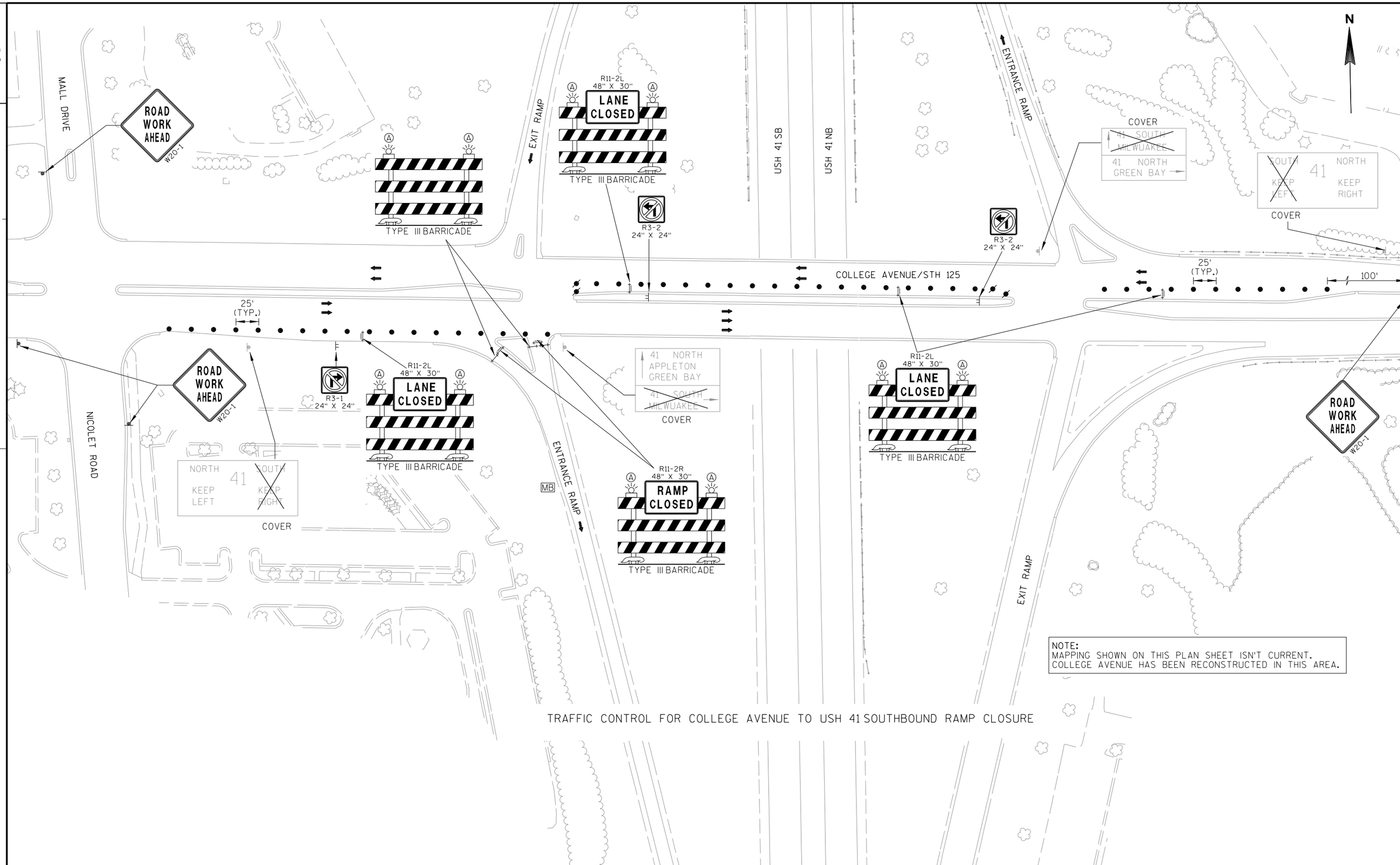

| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - CTH BB SB ENTRANCE RAMP CLOSURE | SHEET 54 | E |
|---|---|---|---|---|---|

2



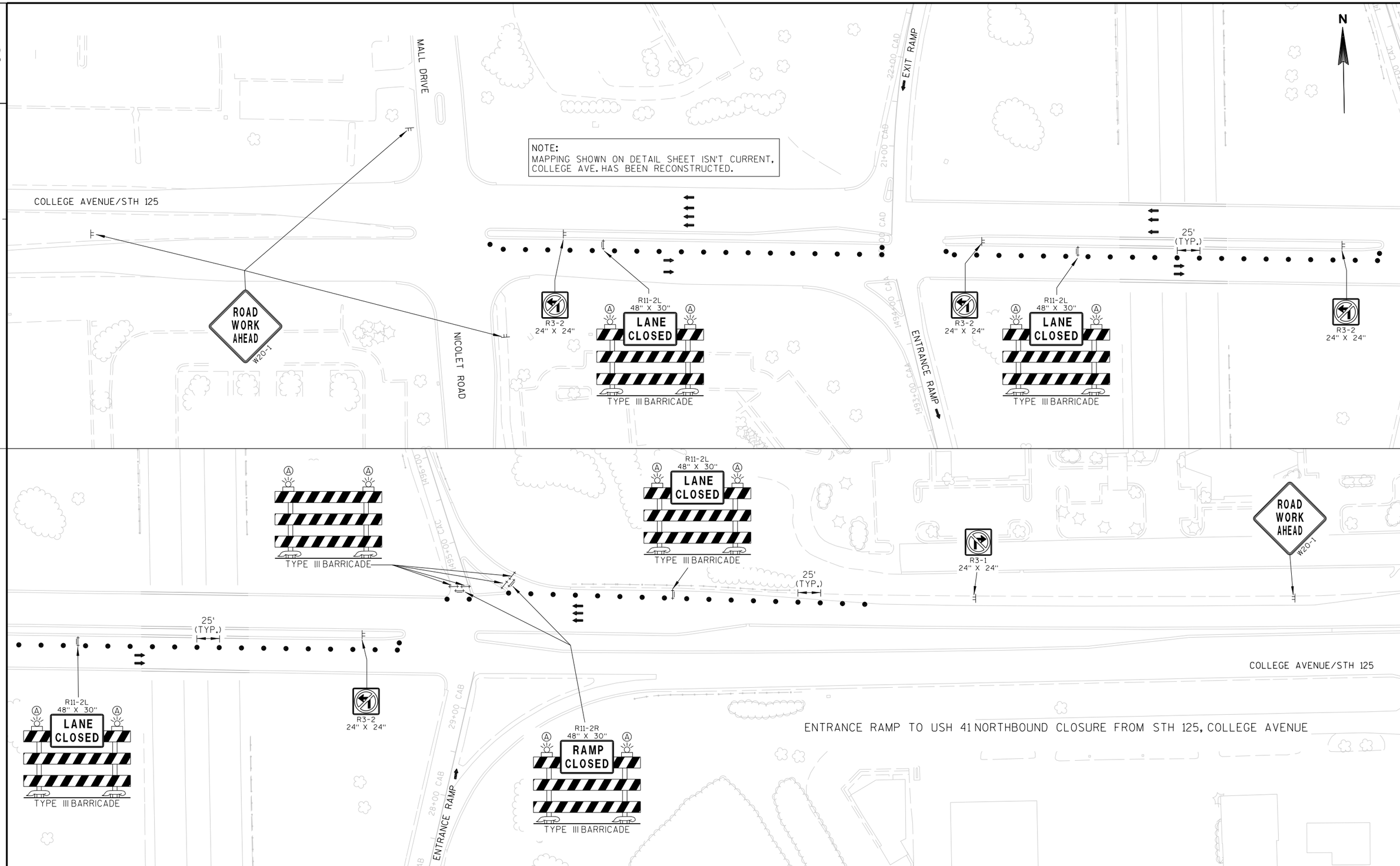

2

| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - CTH BB NE ENTRANCE RAMP CLOSURE | SHEET 55 | E |
|---|---|---|---|---|---|

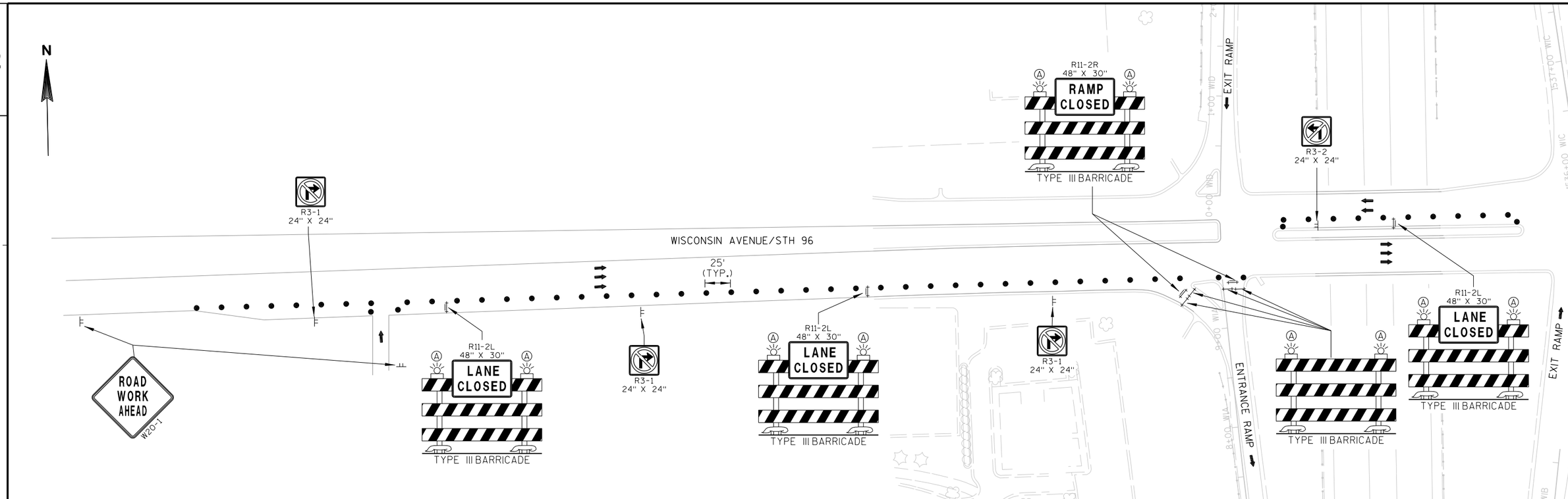


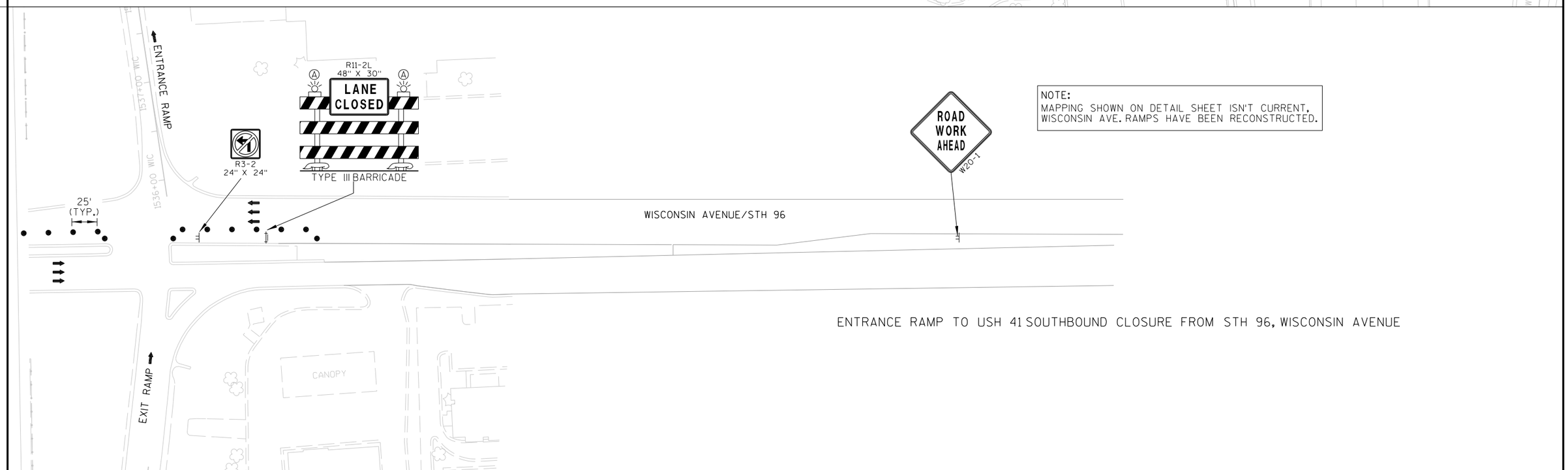

TRAFFIC CONTROL FOR COLLEGE AVENUE TO USH 41 SOUTHBOUND RAMP CLOSURE

| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - STH 125 SB ENTRANCE RAMP CLOSURE | SHEET 56 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - STH 125 NB ENTRANCE RAMP CLOSURE | SHEET 57 | E |
|---|---|---|---|---|---|

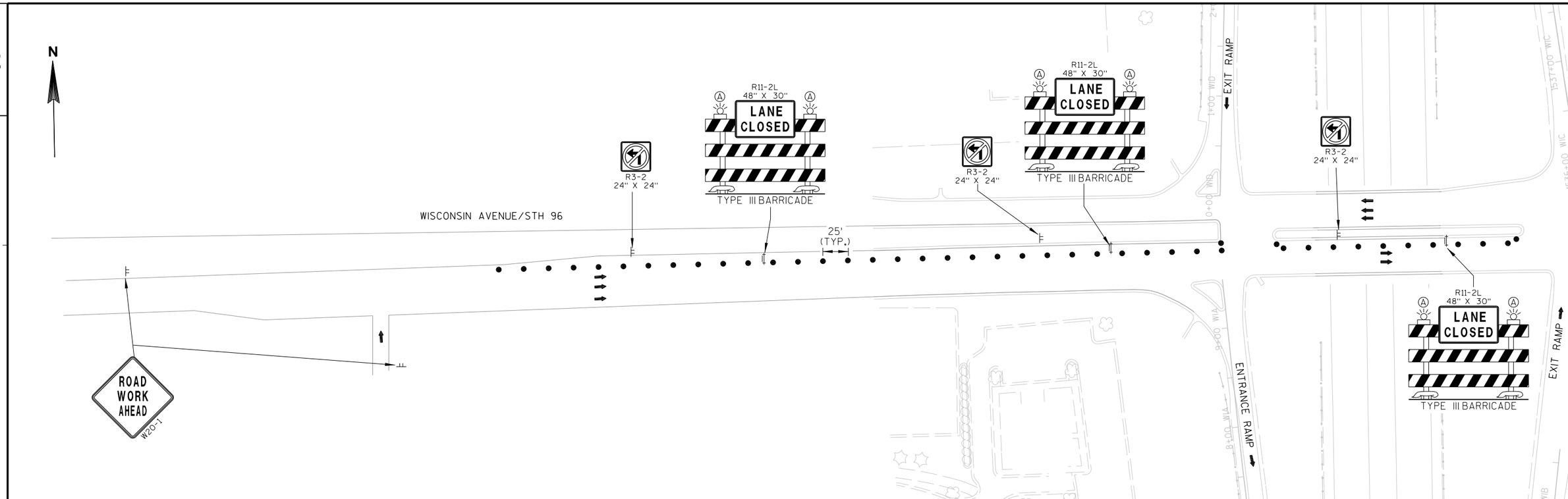


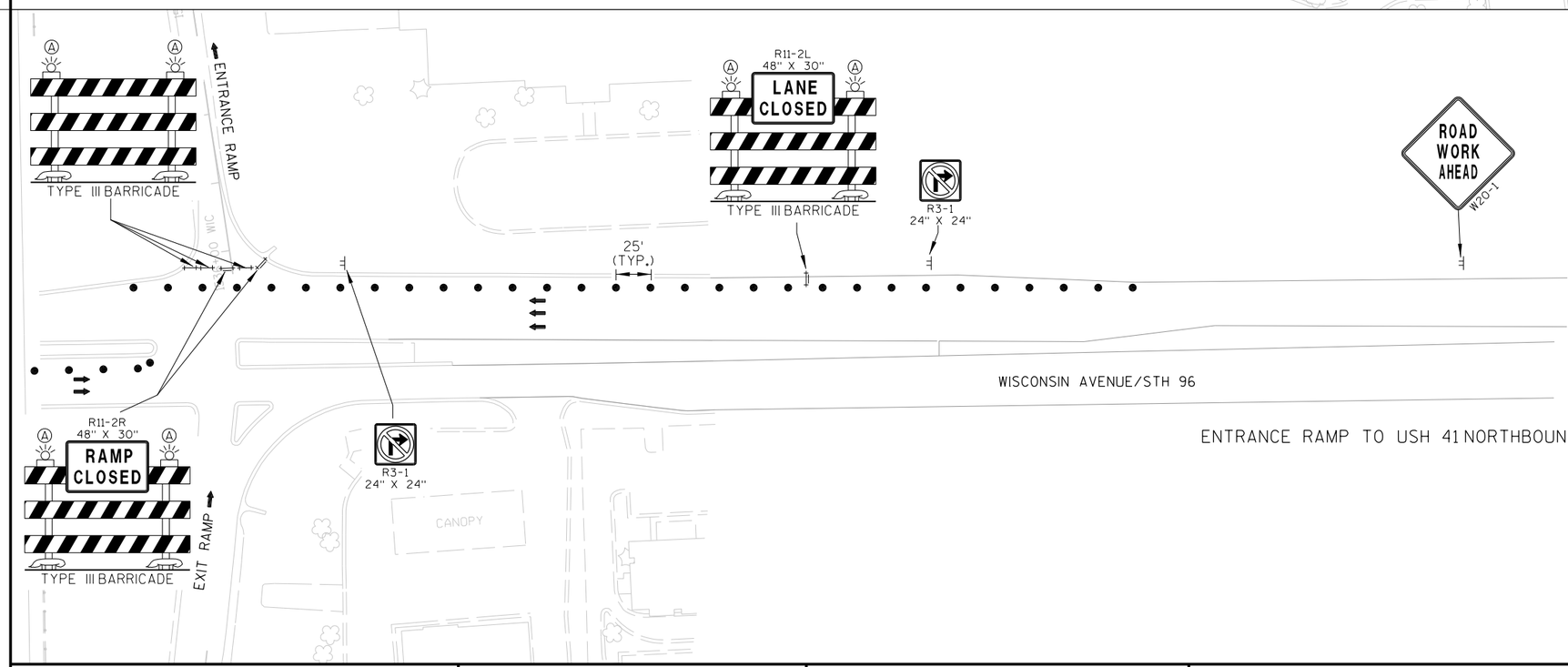




NOTE:
MAPPING SHOWN ON DETAIL SHEET ISN'T CURRENT, WISCONSIN AVE. RAMPS HAVE BEEN RECONSTRUCTED.

ENTRANCE RAMP TO USH 41 SOUTHBOUND CLOSURE FROM STH 96, WISCONSIN AVENUE

| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - STH 96 SB ENTRANCE RAMP CLOSURE | SHEET 58 | E |
|---|---|---|---|---|---|




MAPPING SHOWN ON DETAIL SHEET ISN'T CURRENT, WISCONSIN AVE. RAMPS HAVE BEEN RECONSTRUCTED.

ENTRANCE RAMP TO USH 41 NORTHBOUND CLOSURE FROM STH 96, WISCONSIN AVENUE

| PROJECT NO: 1120-29-71, 54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | TRAFFIC CONTROL DETAIL - STH 96 NB ENTRANCE RAMP CLOSURE | SHEET 59 | E |
|---|---|---|---|---|---|

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DATE 05MAY15 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 | 1120-29-71 QUANTITY | 1120-54-61 QUANTITY |
|---|---|---|---|---|---|---|
| 0010 | 108.4300 | RBC Progress Schedule | EACH | 1.000 | | 1.000 |
| 0020 | 204.0120 | Removing Asphaltic Surface Milling | SY | 3,261.000 | 3,261.000 | |
| 0030 | 213.0100 | Finishing Roadway (project) 01. 1120-29-71 | EACH | 1.000 | 1.000 | |
| 0040 | 213.0100 | Finishing Roadway (project) 02. 1120-54-61 | EACH | 1.000 | | 1.000 |
| 0050 | 416.0610 | Drilled Tie Bars | EACH | 2,379.000 | | 2,379.000 |
| 0060 | 416.0620 | Drilled Dowel Bars | EACH | 11,726.000 | | 11,726.000 |
| 0070 | 416.1715 | Concrete Pavement Repair SHES | SY | 6,183.300 | | 6,183.300 |
| 0080 | 416.1725 | Concrete Pavement Replacement SHES | SY | 6,187.100 | | 6,187.100 |
| 0090 | 455.0105 | Asphaltic Material PG58-28 | TON | 3.600 | 3.600 | |
| 0100 | 455.0605 | Tack Coat | GAL | 270.000 | 270.000 | |
| 0110 | 460.1100 | HMA Pavement Type E-0.3 | TON | 65.000 | 65.000 | |
| 0120 | 460.2000 | Incentive Density HMA Pavement | DOL | 50.000 | 50.000 | |
| 0130 | 465.0400 | Asphaltic Shoulder Rumble Strips | LF | 7,159.000 | 7,159.000 | |
| 0140 | 509.5100.S | Polymer Overlay | SY | 4,300.000 | 4,300.000 | |
| 0150 | 601.0105 | Concrete Curb Type A | LF | 20.000 | | 20.000 |
| 0160 | 619.1000 | Mobilization | EACH | 1.000 | 0.100 | 0.900 |
| 0170 | 643.0200 | Traffic Control Surveillance and Maintenance (project) 01. 1120-29-71 | DAY | 16.000 | 16.000 | |
| 0180 | 643.0200 | Traffic Control Surveillance and Maintenance (project) 02. 1120-54-61 | DAY | 75.000 | | 75.000 |
| 0190 | 643.0300 | Traffic Control Drums | DAY | 12,519.000 | 4,881.000 | 7,638.000 |
| 0200 | 643.0420 | Traffic Control Barricades Type III | DAY | 804.000 | 284.000 | 520.000 |
| 0210 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 1,580.000 | 558.000 | 1,022.000 |
| 0220 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 3,335.000 | 1,607.000 | 1,728.000 |
| 0230 | 643.0800 | Traffic Control Arrow Boards | DAY | 285.000 | 63.000 | 222.000 |
| 0240 | 643.0900 | Traffic Control Signs | DAY | 2,991.000 | 1,257.000 | 1,734.000 |
| 0250 | 643.0910 | Traffic Control Covering Signs Type I | EACH | 3.000 | 3.000 | |
| 0260 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 7.000 | 7.000 | |
| 0270 | 643.1050 | Traffic Control Signs PCMS | DAY | 151.000 | 39.000 | 112.000 |
| 0280 | 646.0106 | Pavement Marking Epoxy 4-Inch | LF | 206,898.000 | | 206,898.000 |
| 0290 | 646.0126 | Pavement Marking Epoxy 8-Inch | LF | 4,083.000 | | 4,083.000 |
| 0300 | 646.0600 | Removing Pavement Markings | LF | 25,478.000 | 25,478.000 | |
| 0310 | 646.0841.S | Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch | LF | 45,453.000 | | 45,453.000 |
| 0320 | 646.0843.S | Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch | LF | 26,769.000 | | 26,769.000 |
| 0330 | 647.0166 | Pavement Marking Arrows Epoxy Type 2 | EACH | 14.000 | | 14.000 |
| 0340 | 647.0176 | Pavement Marking Arrows Epoxy Type 3 | EACH | 1.000 | | 1.000 |
| 0350 | 647.0356 | Pavement Marking Words Epoxy | EACH | 9.000 | | 9.000 |
| 0360 | 647.0526 | Pavement Marking Yield Line Symbols Epoxy 18-Inch | EACH | 19.000 | | 19.000 |
| 0370 | 647.0566 | Pavement Marking Stop Line Epoxy 18-Inch | LF | 311.000 | | 311.000 |
| 0380 | 647.0803 | Pavement Marking Aerial Enforcement Bars Epoxy 24-Inch | LF | 24.000 | | 24.000 |
| 0390 | 649.0100 | Temporary Pavement Marking 4-Inch | LF | 8,885.000 | 8,885.000 | |
| 0400 | 649.0400 | Temporary Pavement Marking Removable Tape 4-Inch | LF | 41,681.000 | 41,681.000 | |
| 0410 | 649.0701 | Temporary Pavement Marking 8-Inch | LF | 549.000 | 549.000 | |
| 0420 | 649.0801 | Temporary Pavement Marking Removable Tape 8-Inch | LF | 4,645.000 | 4,645.000 | |
| 0430 | 650.8000 | Construction Staking Resurfacing Reference | LF | 92,200.000 | | 92,200.000 |
| 0440 | 690.0150 | Sawing Asphalt | LF | 3,829.000 | | 3,829.000 |
| 0450 | 690.0250 | Sawing Concrete | LF | 32,512.000 | | 32,512.000 |

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DATE 05MAY15 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 | 1120-29-71 QUANTITY | 1120-54-61 QUANTITY |
|---|---|---|---|---|---|---|
| 0460 | ASP.1T0A | On-the-Job Training Apprentice at $5. 00/HR | HRS | 2,400.000 | | 2,400.000 |
| 0470 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 2,100.000 | | 2,100.000 |
| 0480 | SPV.0045 | Special 01. Portable Changeable Message Sign (PCMS) Cellular Communications | DAY | 32.000 | 32.000 | |
| 0490 | SPV.0090 | Special 01. Repairing Concrete Barrier | LF | 52.000 | | 52.000 |
| 0500 | SPV.0180 | Special 01. Resin Binder High Friction Surface Treatment | SY | 16,274.000 | 16,274.000 | |
| 0510 | SPV.0180 | Special 02. Removing Rumble Strips | SY | 1,560.000 | 1,560.000 | |

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NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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### REMOVING ASPHALTIC SURFACE MILLING

| FROM STATION | | TO STATION | 204.0120 (SY) |
|---|---|---|---|
| 1260+32 NB | - | 1263+00 NB | 255 |
| 1270+61 NB | - | 1284+34 NB | 1,203 |
| 1256+68 SB | - | 1263+32 SB | 694 |
| 1270+94 SB | - | 1282+38 SB | 1,108 |
| PROJECT 1120-29-71 TOTAL | | | 3,261 |

### ASPHALTIC PAVEMENT

| STATION | TO | STATION | LOCATION | 455.0105 ASPHALTIC MATERIAL PG58-28 TON | 460.1100 HMA PAVEMENT TYPE E-0.3 TON | 455.0605 TACK COAT GAL |
|---|---|---|---|---|---|---|
| 1257+66 NB | - | 1267+35 NB | LT | 0.3 | 6 | 19 |
| 1260+32 NB | - | 1263+00 NB | RT | 0.2 | 3 | 15 |
| 1270+61 NB | - | 1284+34 NB | RT | 0.8 | 15 | 72 |
| 1270+08 NB | - | 1284+64 NB | LT | 0.5 | 9 | 29 |
| 1256+68 SB | - | 1263+32 SB | LT | 0.5 | 9 | 42 |
| 1256+81 SB | - | 1267+44 SB | RT | 0.4 | 7 | 21 |
| 1270+14 SB | - | 1282+05 SB | RT | 0.4 | 8 | 24 |
| 1270+94 SB | - | 1282+38 SB | LT | 0.8 | 14 | 67 |
| PROJECT 1120-29-71 TOTALS | | | | 3.6 | 65 | 270 |

### ASPHALTIC SHOULDER RUMBLE STRIP

| STATION | TO | STATION | LOCATION | 465.0400 (LF) |
|---|---|---|---|---|
| 1257+66 NB | - | 1267+35 NB | LT | 969 |
| 1260+32 NB | - | 1263+00 NB | RT | 268 |
| 1270+61 NB | - | 1284+34 NB | RT | 1,373 |
| 1270+08 NB | - | 1284+64 NB | LT | 1,456 |
| 1256+68 SB | - | 1263+32 SB | LT | 664 |
| 1256+81 SB | - | 1267+44 SB | RT | 1,063 |
| 1270+14 SB | - | 1282+05 SB | RT | 1,191 |
| 1270+94 SB | - | 1282+38 SB | LT | 1,144 |
| PROJECT 1120-29-71 TOTAL | | | | 7,159 |

### CONCRETE CURB

| STAGE | ROADWAY | STATION | TO | STATION | OFFSET | TYPE A 601.0105 (LF) |
|---|---|---|---|---|---|---|
| STAGE 1 | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 1254+00 IIA | - | 1254+08 IIA | LT | 12 |
| | UNDISTRIBUTED | | | | | 8 |
| | PROJECT 1120-54-61 TOTAL | | | | | 20 |

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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## SHES CONCRETE PAVEMENT REPAIR AND REPLACEMENT SUMMARY

| STATION | TO | STATION | LOCATION | 416.1715 CONCRETE PAVEMENT REPAIR SHES (SY) | 416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY) | 416.0610 DRILLED TIE BARS (EACH) | 416.0620 DRILLED DOWEL BARS (EACH) | 690.0150 SAWING ASPHALT (LF) | 690.0250 SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|---|---|
| 1119+87 NB | - | 1580+89 NB | NB MAINLINE LANE 1 | 378.8 | 548.5 | 328 | 808 | --- | 2,637 |
| 1119+87 NB | - | 1580+89 NB | NB MAINLINE LANE 2 | 1,070.1 | 1,206.6 | 632 | 2,328 | --- | 6,940 |
| 1119+87 NB | - | 1580+89 NB | NB MAINLINE LANE 3 | 1,405.4 | 1,973.9 | 631 | 2,664 | 1,519 | 7,447 |
| 1119+78 SB | - | 1580+61 SB | SB MAINLINE LANE 1 | 522.4 | 87.6 | 44 | 904 | --- | 2,356 |
| 1119+78 SB | - | 1580+61 SB | SB MAINLINE LANE 2 | 914.9 | 380.2 | 215 | 1,752 | --- | 4,584 |
| 1119+78 SB | - | 1580+61 SB | SB MAINLINE LANE 3 | 450.2 | 528.3 | 156 | 840 | 490 | 2,253 |
| | | | WINNECONNE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 18.2 | 28.0 | 16 | 32 | 13 | 104 |
| | | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 42.7 | 39.8 | 12 | 96 | 76 | 181 |
| | | | WINNECONNE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 12.2 | 62.0 | --- | 32 | 82 | 69 |
| | | | MAIN STREET INTERCHANGE - USH 41 SB OFF RAMP | 23.2 | --- | --- | 32 | 8 | 62 |
| | | | WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 41.7 | 366.2 | 19 | 128 | 376 | 318 |
| | | | WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 146.2 | 94.6 | 32 | 195 | 179 | 557 |
| | | | WINCHESTER ROAD INTERCHANGE - USH 41 NB ON RAMP | 13.9 | --- | --- | 16 | 17 | 30 |
| | | | WINCHESTER ROAD INTERCHANGE - USH 41 SB OFF RAMP | 10.5 | --- | --- | 16 | 8 | 32 |
| | | | PROSPECT AVENUE INTERCHANGE - USH 41 SB ON RAMP | 53.7 | 29.7 | --- | 68 | 93 | 165 |
| | | | PROSPECT AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 46.5 | 69.7 | --- | 80 | 119 | 173 |
| | | | PROSPECT AVENUE INTERCHANGE - USH 41 NB ON RAMP | 17.7 | --- | --- | 19 | 17 | 54 |
| | | | PROSPECT AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 73.1 | 66.5 | 29 | 130 | 86 | 354 |
| | | | COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 122.4 | 101.8 | 25 | 176 | 147 | 458 |
| | | | COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 75.1 | 43.6 | 20 | 100 | 64 | 292 |
| | | | COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 95.4 | --- | --- | 112 | 114 | 212 |
| | | | COLLEGE AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 22.6 | --- | --- | 32 | 13 | 74 |
| | | | WISCONSIN AVENUE INTERCHANGE - USH 41 SB ON RAMP | 29.5 | --- | --- | 48 | 30 | 94 |
| | | | WISCONSIN AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 23.1 | --- | --- | 32 | 20 | 67 |
| | | | WISCONSIN AVENUE INTERCHANGE - USH 41 NB ON RAMP | 14.0 | --- | --- | 16 | 8 | 39 |
| | | | UNDISTRIBUTED | 560.0 | 560.0 | 220 | 1,070 | 350 | 2,960 |
| | | | PROJECT 1120-54-61 TOTALS | 6,183.3 | 6,187.1 | 2,379 | 11,726 | 3,829 | 32,512 |

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NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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## TRAFFIC CONTROL DEVICES

| STAGE | LOCATION | DAYS IN PHASE | 643.0300 DRUMS (DEVICES) | 643.0300 DRUMS (DAYS) | 643.0420 BARRICADES TYPE III (DEVICES) | 643.0420 BARRICADES TYPE III (DAYS) | 643.0705 WARNING LIGHTS TYPE A (DEVICES) | 643.0705 WARNING LIGHTS TYPE A (DAYS) | 643.0715 WARNING LIGHTS TYPE C (DEVICES) | 643.0715 WARNING LIGHTS TYPE C (DAYS) | 643.0800 ARROW BOARDS (DEVICES) | 643.0800 ARROW BOARDS (DAYS) | 643.0900 TRAFFIC CONTROL SIGNS (DEVICES) | 643.0900 TRAFFIC CONTROL SIGNS (DAYS) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PRE-STAGE 1 | USH 41 NB | 1 | 88 | 88 | 4 | 4 | 8 | 8 | 25 | 25 | 2 | 2 | 28 | 28 |
| | USH 41 SB | 1 | 89 | 89 | 4 | 4 | 8 | 8 | 29 | 29 | 2 | 2 | 25 | 25 |
| | PRE-STAGE TOTALS | | 177 | 177 | 8 | 8 | 16 | 16 | 54 | 54 | 4 | 4 | 53 | 53 |
| STAGE 1 | USH 41 NB | 7 | 101 | 707 | 6 | 42 | 12 | 84 | 46 | 322 | 1 | 7 | 28 | 196 |
| | USH 41 SB | 5 | 155 | 775 | 7 | 35 | 14 | 70 | 59 | 295 | 2 | 10 | 41 | 205 |
| | CTH II AND RAMP TERMINALS | 7 | 24 | 168 | 8 | 56 | 16 | 112 | 0 | 0 | 0 | 0 | 8 | 56 |
| | STAGE 1 TOTALS | | 280 | 1,650 | 21 | 133 | 42 | 266 | 105 | 617 | 3 | 17 | 77 | 457 |
| STAGE 2A | USH 41 NB | 5 | 144 | 720 | 5 | 25 | 10 | 50 | 49 | 245 | 2 | 10 | 37 | 185 |
| | USH 41 SB | 5 | 211 | 1,055 | 10 | 50 | 20 | 100 | 57 | 285 | 2 | 10 | 46 | 230 |
| | STAGE 2A TOTALS | | 355 | 1,775 | 15 | 75 | 30 | 150 | 106 | 530 | 4 | 20 | 83 | 415 |
| STAGE 2B | USH 41 NB | 2 | 170 | 340 | 6 | 12 | 12 | 24 | 42 | 84 | 2 | 4 | 40 | 80 |
| | USH 41 SB | 2 | 186 | 372 | 11 | 22 | 22 | 44 | 72 | 144 | 2 | 4 | 49 | 98 |
| | STAGE 2B TOTALS | | 356 | 712 | 17 | 34 | 34 | 68 | 114 | 228 | 4 | 8 | 89 | 178 |
| STAGE 3 | USH 41 NB | 1 | 64 | 64 | 2 | 2 | 4 | 4 | 14 | 14 | 2 | 2 | 22 | 22 |
| | USH 41 SB | 1 | 63 | 63 | 2 | 2 | 4 | 4 | 14 | 14 | 2 | 2 | 22 | 22 |
| | STAGE 3 TOTALS | | 127 | 127 | 4 | 4 | 8 | 8 | 28 | 28 | 4 | 4 | 44 | 44 |
| | UNDISTRIBUTED | | 130 | 440 | 10 | 30 | 10 | 50 | 40 | 150 | 0 | 10 | 30 | 110 |
| | PROJECT 1120-29-71 TOTALS | | 1,425 | 4,881 | 75 | 284 | 140 | 558 | 447 | 1,607 | 19 | 63 | 376 | 1,257 |

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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TRAFFIC CONTROL DEVICES

| LOCATION | DAYS IN PHASE | 643.0300 DRUMS (DEVICES) | 643.0300 DRUMS (DAYS) | 643.0420 BARRICADES TYPE III (DEVICES) | 643.0420 BARRICADES TYPE III (DAYS) | 643.0705 WARNING LIGHTS TYPE A (DEVICES) | 643.0705 WARNING LIGHTS TYPE A (DAYS) | 643.0715 WARNING LIGHTS TYPE C (DEVICES) | 643.0715 WARNING LIGHTS TYPE C (DAYS) | 643.0800 ARROW BOARDS (DEVICES) | 643.0800 ARROW BOARDS (DAYS) | 643.0900 TRAFFIC CONTROL SIGNS (DEVICES) | 643.0900 TRAFFIC CONTROL SIGNS (DAYS) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEVICES REQUIRED FOR MULTI-LANE CLOSURES | | | | | | | | | | | | | |
| USH 41 NB | 20 | 94 | 1,880 | 4 | 80 | 8 | 160 | 26 | 520 | 3 | 60 | 19 | 380 |
| USH 41 SB | 20 | 94 | 1,880 | 4 | 80 | 8 | 160 | 26 | 520 | 3 | 60 | 19 | 380 |
| DEVICES REQUIRED FOR SINGLE-LANE CLOSURES | | | | | | | | | | | | | |
| USH 41 NB | 20 | 46 | 920 | 2 | 40 | 4 | 80 | 13 | 260 | 2 | 40 | 13 | 260 |
| USH 41 SB | 20 | 46 | 920 | 2 | 40 | 4 | 80 | 13 | 260 | 2 | 40 | 13 | 260 |
| DEVICES REQUIRED FOR SHORT TERM ENTRANCE CLOSURES | | | | | | | | | | | | | |
| WINNECONNE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 2 | 44 | 88 | 9 | 18 | 18 | 36 | 0 | 0 | 0 | 0 | 16 | 32 |
| WINNECONNE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 2 | 58 | 116 | 9 | 18 | 18 | 36 | 0 | 0 | 0 | 0 | 11 | 22 |
| WINCHESTER ROAD INTERCHANGE - USH 41 SB ON RAMP | 2 | 24 | 48 | 8 | 16 | 16 | 32 | 0 | 0 | 0 | 0 | 11 | 22 |
| PROSPECT AVENUE INTERCHANGE -USH 41 SB ON RAMP | 2 | 46 | 92 | 6 | 12 | 12 | 24 | 0 | 0 | 0 | 0 | 12 | 24 |
| PROSPECT AVENUE INTERCHANGE -USH 41 NB ON RAMP | 2 | 37 | 74 | 7 | 14 | 14 | 28 | 0 | 0 | 0 | 0 | 8 | 16 |
| COLLEGE AVENUE INTERCHANGE - USH 41 SB ON RAMP | 2 | 49 | 98 | 9 | 18 | 18 | 36 | 4 | 8 | 0 | 0 | 13 | 26 |
| COLLEGE AVENUE INTERCHANGE - USH 41 NB ON RAMP | 2 | 77 | 154 | 10 | 20 | 20 | 40 | 0 | 0 | 0 | 0 | 15 | 30 |
| WISCONSIN AVENUE INTERCHANGE - USH 41 SB ON RAMP | 2 | 55 | 110 | 10 | 20 | 20 | 40 | 0 | 0 | 0 | 0 | 14 | 28 |
| WISCONSIN AVENUE INTERCHANGE - USH 41 NB ON RAMP | 2 | 72 | 144 | 9 | 18 | 18 | 36 | 0 | 0 | 0 | 0 | 14 | 28 |
| DEVICES REQUIRED FOR SHORT TERM EXIT CLOSURES | | | | | | | | | | | | | |
| WINNECONNE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 2 | 10 | 20 | 4 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 3 | 6 |
| MAIN STREET INTERCHANGE - USH 41 SB OFF RAMP | 2 | 10 | 20 | 4 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 3 | 6 |
| WINCHESTER ROAD INTERCHANGE - USH 41 SB OFF RAMP | 2 | 9 | 18 | 4 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 3 | 6 |
| WINCHESTER ROAD INTERCHANGE - USH 41 NB OFF RAMP | 2 | 0 | 0 | 4 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 3 | 6 |
| PROSPECT AVENUE INTERCHANGE -USH 41 SB OFF RAMP | 2 | 4 | 8 | 4 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 3 | 6 |
| PROSPECT AVENUE INTERCHANGE -USH 41 NB OFF RAMP | 2 | 40 | 80 | 4 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 3 | 6 |
| COLLEGE AVENUE INTERCHANGE - USH 41 SB OFF RAMP | 2 | 35 | 70 | 4 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 3 | 6 |
| COLLEGE AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 2 | 10 | 20 | 4 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 3 | 6 |
| WISCONSIN AVENUE INTERCHANGE - USH 41 NB OFF RAMP | 2 | 94 | 188 | 6 | 12 | 8 | 16 | 0 | 0 | 0 | 0 | 8 | 16 |
| STAGE TOTAL | | 954 | 6,948 | 127 | 470 | 250 | 932 | 82 | 1,568 | 10 | 200 | 210 | 1,572 |
| UNDISTRIBUTED | | 100 | 690 | 10 | 50 | 30 | 90 | 10 | 160 | 0 | 20 | 20 | 160 |
| PROJECT 1120-54-61 TOTALS | | 1,054 | 7,638 | 137 | 520 | 280 | 1,022 | 92 | 1,728 | 10 | 220 | 230 | 1,732 |

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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## TRAFFIC CONTROL COVERING SIGNS

| STAGE | LOCATION | 643.0910 TYPE I NUMBER OF SIGNS | 643.0910 TYPE I NUMBER OF CYCLES | 643.0910 TYPE I (EACH) | 643.0920 TYPE II NUMBER OF SIGNS | 643.0920 TYPE II NUMBER OF CYCLES | 643.0920 TYPE II (EACH) |
|---|---|---|---|---|---|---|---|
| STAGE 1 | USH 41 NB | 0 | 0 | 0 | 2 | 1 | 2 |
| | USH 41 SB | 2 | 1 | 2 | 2 | 1 | 2 |
| | STAGE 1 TOTALS | | | 2 | | | 4 |
| STAGE 2A | USH 41 NB | 0 | 0 | 0 | 1 | 1 | 1 |
| | USH 41 SB | 1 | 1 | 1 | 2 | 1 | 2 |
| | STAGE 2A TOTALS | 1 | 1 | 1 | 3 | 2 | 3 |
| | PROJECT 1120-29-71 TOTALS | | | 3 | | | 7 |

## SIGNS PCMS

| STAGE | LOCATION | DAYS IN PHASE | 643.1050 (DEVICES) | 643.1050 (DAYS) | SPV.0045.01 PCMS CELLULAR COMMUNICATIONS (DEVICES) | SPV.0045.01 PCMS CELLULAR COMMUNICATIONS (DAYS) |
|---|---|---|---|---|---|---|
| ALL STAGES | USH 41 NB | 16 | 1 | 16 | 1 | 16 |
| | USH 41 SB | 16 | 1 | 16 | 1 | 16 |
| | ALL STAGES TOTAL | | 2 | 32 | 2 | 32 |
| STAGE 1 | CTH II NB ENTRANCE RAMP CLOSURE | 7 | 1 | 7 | - | - |
| | STAGE 1 TOTAL | | 1 | 7 | 0 | 0 |
| | PROJECT 1120-29-71 TOTALS | | 3 | 39 | 2 | 32 |

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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## SIGNS PCMS

| LOCATION | 643.1050 (DEVICES) | (DAYS) |
|---|---|---|
| STH 114 SB ENTRANCE RAMP CLOSURE | 1 | 7 |
| STH 114 NB ENTRANCE RAMP CLOSURE | 1 | 7 |
| CTH II SB ENTRANCE RAMP CLOSURE | 1 | 7 |
| CTH BB SB ENTRANCE RAMP CLOSURE | 1 | 7 |
| CTH BB NB ENTRANCE RAMP CLOSURE | 1 | 7 |
| STH 125 SB ENTRANCE RAMP CLOSURE | 1 | 7 |
| STH 125 NB ENTRANCE RAMP CLOSURE | 1 | 7 |
| STH 96 SB ENTRANCE RAMP CLOSURE | 1 | 7 |
| STH 96 NB ENTRANCE RAMP CLOSURE | 1 | 7 |
| ADDITIONAL DEVICES REQUIRED FOR SHORT TERM EXIT CLOSURES | | |
| STH 114 EXIT RAMP CLOSURE | 1 | 7 |
| CTH II SB EXIT RAMP CLOSURE | 1 | 7 |
| CTH II NB EXIT RAMP CLOSURE | 1 | 7 |
| CTH BB SB EXIT RAMP CLOSURE | 1 | 7 |
| CTH BB NB EXIT RAMP CLOSURE | 1 | 7 |
| STH 125 SB EXIT RAMP CLOSURE | 1 | 7 |
| STH 96 NB EXIT RAMP CLOSURE | 1 | 7 |
| PROJECT 1120-54-61 TOTALS | 16 | 112 |

3

## REMOVING PAVEMENT MARKINGS

| STATION | TO | STATION | STAGE | 646.0600 LF |
|---|---|---|---|---|
| 1260+33 NB | - | 1284+34 NB | 1 | 6,669 |
| 1253+07 SB | - | 1282+00 SB | 1 | 10,373 |
| 1258+73 NB | - | 1283+56 NB | 2A | 4,085 |
| 1256+82 SB | - | 1282+39 SB | 2A | 4,351 |
| PROJECT 1120-29-71 TOTAL | | | | 25,478 |

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

PAVEMENT MARKING

| STATION - STATION | 646.0106 EPOXY 4-INCH YELLOW SOLID (LF) | 646.0106 EPOXY 4-INCH WHITE SOLID (LF) | 646.0126 EPOXY 8-INCH WHITE SOLID (LF) | 646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH WHITE DASHED (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE SOLID (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE DASHED (LF) |
|---|---|---|---|---|---|---|
| USH 41 NB | | | | | | |
| 1119+87 NB - 1147+63 NB | 2,776 | 2,776 | --- | 1,388 | --- | --- |
| 1142+02 NB - 1147+63 NB | --- | --- | --- | --- | --- | 140 |
| 1147+63 NB - 1168+01 NB | 2,038 | 2,038 | --- | 1,019 | --- | --- |
| 1147+63 NB - 1150+14 NB | --- | --- | --- | --- | --- | 62 |
| 1150+14 NB - 1154+50 NB | --- | --- | --- | --- | 822 | --- |
| 1168+01 NB - 1217+31 NB | 4,930 | 4,930 | --- | 2,465 | --- | --- |
| 1179+25 NB - 1199+88 NB | --- | --- | --- | --- | --- | 722 |
| 1176+40 NB - 1179+25 NB | --- | --- | --- | --- | 570 | --- |
| 1199+88 NB - 1206+33 NB | --- | --- | --- | --- | 990 | --- |
| 1217+31 NB - 1228+17 NB | 1,086 | 1,086 | --- | 272 | --- | --- |
| 1228+17 NB - 1256+53 NB | 2,836 | 2,836 | --- | 1,418 | --- | --- |
| 1241+78 NB - 1243+57 NB | --- | --- | --- | 44 | --- | --- |
| 1243+57 NB - 1248+30 NB | --- | --- | --- | --- | 945 | --- |
| 1256+53 NB - 1269+93 NB | 1,340 | 1,340 | --- | 670 | --- | --- |
| 1262+50 NB - 1266+01 NB | --- | --- | --- | --- | 700 | --- |
| 1266+01 NB - 1269+93 NB | --- | --- | --- | --- | --- | 137 |
| 1269+93 NB - 1326+52 NB | 5,659 | 5,659 | --- | 2,830 | --- | 344 |
| 1269+93 NB - 1284+10 NB | --- | --- | --- | --- | --- | 151 |
| 1302+43 NB - 1308+64 NB | --- | --- | --- | --- | --- | 217 |
| 1308+64 NB - 1311+46 NB | --- | --- | --- | --- | 565 | --- |
| 1336+37 NB - 1364+91 NB | 2,854 | 2,854 | --- | 1,427 | --- | --- |
| 1346+66 NB - 1354+44 NB | --- | --- | --- | --- | 1,556 | --- |
| 1364+91 NB - 1429+72 NB | 6,481 | 6,481 | --- | 3,241 | --- | --- |
| 1408+21 NB - 1414+89 NB | --- | --- | --- | --- | --- | 167 |
| 1414+89 NB - 1420+33 NB | --- | --- | --- | --- | 792 | --- |
| 1429+72 NB - 1483+29 NB | 5,357 | 5,357 | --- | 2,679 | --- | --- |
| 1477+00 NB - 1483+29 NB | --- | --- | --- | 157 | --- | --- |
| 1437+25 NB - 1445+14 NB | --- | --- | --- | --- | 1,580 | --- |
| 1483+29 NB - 1495+56 NB | 1,227 | 1,227 | --- | 614 | --- | --- |
| 1483+29 NB - 1483+34 NB | --- | --- | --- | 1 | --- | --- |
| 1483+34 NB - 1485+04 NB | --- | --- | --- | --- | 340 | --- |
| 1495+56 NB - 1536+66 NB | 4,110 | 1,737 | --- | 2,055 | --- | --- |
| 1536+66 NB - 1555+79 NB | 1,913 | 1,913 | --- | 957 | --- | --- |
| 1544+37 NB - 1550+79 NB | --- | --- | --- | --- | 1,284 | --- |
| 1555+79 NB - 1580+90 NB | 2,511 | 2,511 | --- | 628 | --- | --- |
| 1555+79 NB - 1572+60 NB | --- | --- | --- | --- | --- | 420 |
| 1572+60 NB - 1578+26 NB | --- | --- | --- | --- | 832 | --- |
| SUBTOTALS | 45,118 | 42,745 | 0 | 21,865 | 10,976 | 2,360 |

PAVEMENT MARKING CONT.

| STATION - STATION | 646.0106 EPOXY 4-INCH YELLOW SOLID (LF) | 646.0106 EPOXY 4-INCH WHITE SOLID (LF) | 646.0126 EPOXY 8-INCH WHITE SOLID (LF) | 646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH WHITE DASHED (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE SOLID (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE DASHED (LF) |
|---|---|---|---|---|---|---|
| USH 41 SB | | | | | | |
| 1119+78 SB - 1147+56 SB | 2,778 | 2,778 | --- | 1,389 | --- | --- |
| 1146+20 SB - 1147+56 SB | --- | --- | --- | 34 | --- | --- |
| 1147+56 SB - 1167+74 SB | 2,018 | 2,018 | --- | 1,009 | --- | --- |
| 1147+56 SB - 1150+97 SB | --- | --- | --- | --- | --- | 85 |
| 1150+97 SB - 1155+33 SB | --- | --- | --- | --- | 820 | --- |
| 1167+74 SB - 1217+24 SB | 4,950 | 4,950 | --- | 2,475 | --- | --- |
| 1179+77 SB - 1181+64 SB | --- | --- | --- | 47 | --- | --- |
| 1176+00 SB - 1179+77 SB | --- | --- | --- | --- | 755 | --- |
| 1213+82 SB - 1217+24 SB | --- | --- | --- | --- | 633 | --- |
| 1217+24 SB - 1228+07 SB | 1,083 | 1,083 | --- | 542 | --- | --- |
| 1219+73 SB - 1228+07 SB | --- | --- | --- | --- | --- | 292 |
| 1217+24 SB - 1219+73 SB | --- | --- | --- | --- | 249 | --- |
| 1228+07 SB - 1256+43 SB | 2,836 | 2,836 | --- | 1,418 | --- | --- |
| 1228+07 SB - 1243+40 SB | --- | --- | --- | --- | --- | 383 |
| 1243+40 SB - 1247+44 SB | --- | --- | --- | --- | 758 | --- |
| 1256+43 SB - 1270+41 SB | 1,398 | 1,398 | --- | 699 | --- | --- |
| 1262+83 SB - 1270+03 SB | --- | --- | --- | --- | 1,140 | --- |
| 1270+03 SB - 1270+41 SB | --- | --- | --- | --- | --- | 14 |
| 1270+41 SB - 1332+36 SB | 6,195 | 6,195 | --- | 3,098 | --- | --- |
| 1270+41 SB - 1301+46 SB | --- | --- | --- | --- | --- | 1,086 |
| 1301+46 SB - 1306+87 SB | --- | --- | --- | --- | 1,032 | --- |
| 1306+26 SB - 1314+59 SB | --- | --- | --- | --- | 1,666 | --- |
| 1332+36 SB - 1365+08 SB | 3,272 | 3,272 | --- | 1,636 | --- | --- |
| 1354+88 SB - 1356+50 SB | --- | --- | --- | 41 | --- | --- |
| 1351+23 SB - 1354+88 SB | --- | --- | --- | --- | 730 | --- |
| 1365+08 SB - 1429+65 SB | 6,457 | 6,457 | --- | 3,229 | --- | --- |
| 1413+66 SB - 1416+68 SB | --- | --- | --- | 76 | --- | --- |
| 1416+68 SB - 1421+02 SB | --- | --- | --- | --- | 818 | --- |
| 1429+65 SB - 1483+17 SB | 5,352 | 5,352 | --- | 2,676 | --- | --- |
| 1440+90 SB - 1447+28 SB | --- | --- | --- | 160 | --- | --- |
| 1437+16 SB - 1440+90 SB | --- | --- | --- | --- | 748 | --- |
| 1476+50 SB - 1483+17 SB | --- | --- | --- | --- | 1,334 | --- |
| 1483+17 SB - 1495+46 SB | 1,259 | 1,229 | --- | 630 | --- | --- |
| 1483+17 SB - 1484+79 SB | --- | --- | --- | --- | 324 | --- |
| 1495+46 SB - 1536+54 SB | 4,108 | --- | --- | 2,054 | --- | --- |
| 1536+54 SB - 1556+19 SB | 1,965 | 1,965 | --- | 983 | --- | --- |
| 1545+73 SB - 1552+54 SB | --- | --- | --- | 171 | --- | --- |
| 1542+90 SB - 1545+73 SB | --- | --- | --- | --- | 566 | --- |
| 1556+19 SB - 1580+61 SB | 2,442 | 2,442 | --- | 1,221 | --- | --- |
| SUBTOTALS | 46,113 | 41,975 | 0 | 23,588 | 11,573 | 1,860 |

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NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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PAVEMENT MARKING CONT.

| STATION - STATION | 646.0106 EPOXY 4-INCH YELLOW SOLID (LF) | 646.0106 EPOXY 4-INCH WHITE SOLID (LF) | 646.0126 EPOXY 8-INCH WHITE SOLID (LF) | 646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH WHITE DASHED (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE SOLID (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE DASHED (LF) |
|---|---|---|---|---|---|---|
| USH 41 NB OFF RAMP TO STH 114 | | | | | | |
| 1154+50 JJB - 1166+46 JJB | 1,196 | 1,196 | --- | --- | --- | --- |
| 1162+50 JJB - 1166+46 JJB | --- | --- | 396 | --- | --- | --- |
| 1164+00 JJB - 1166+46 JJB | --- | --- | 246 | --- | --- | --- |
| 1166+46 JJB | --- | --- | 52 | --- | --- | --- |
| USH 41 NB OFF RAMP TO STH 114 BYPASS | | | | | | |
| | --- | --- | 60 | --- | --- | --- |
| | --- | --- | 40 | --- | --- | --- |
| USH 41 NB ON RAMP FROM STH 114 | | | | | | |
| 1168+89 JJC - 1176+25 JJC | 736 | 736 | --- | --- | --- | --- |
| 1167+90 JJC - 1169+05 JJC | --- | --- | 115 | --- | --- | --- |
| 1167+90 JJC | --- | --- | 40 | --- | --- | --- |
| USH 41 NB ON RAMP FROM STH 114 BYPASS | | | | | | |
| | --- | 110 | --- | --- | --- | --- |
| | --- | --- | 40 | --- | --- | --- |
| USH 41 SB ON RAMP FROM STH 114 | | | | | | |
| 1155+33 JJA - 1166+62 JJA | 1,129 | 1,073 | --- | --- | --- | --- |
| 1165+65 JJA - 1166+62 JJA | --- | --- | 97 | --- | --- | --- |
| 1166+57 | --- | --- | 52 | --- | --- | --- |
| USH 41 SB ON RAMP FROM STH 114 BYPASS | | | | | | |
| | --- | 50 | --- | --- | --- | --- |
| | --- | --- | 48 | --- | --- | --- |
| USH 41 SB OFF RAMP TO STH 114 | | | | | | |
| | 940 | 920 | --- | --- | --- | --- |
| | --- | --- | 495 | --- | --- | --- |
| | --- | --- | 495 | --- | --- | --- |
| | --- | --- | 48 | --- | --- | --- |
| USH 41 SB OFF RAMP TO STH 114 BYPASS | | | | | | |
| | --- | 75 | --- | --- | --- | --- |
| | --- | --- | 36 | --- | --- | --- |
| USH 41 NB OFF RAMP TO MAIN STREET | | | | | | |
| 1206+00 MSA - 1214+85 MSA | 885 | 938 | --- | --- | --- | --- |
| 1213+00 MSA - 1216+09 MSA | --- | --- | 309 | --- | --- | --- |
| USH 41 NB OFF RAMP TO MAIN STREET BYPASS | | | | | | |
| | --- | 60 | --- | --- | --- | --- |
| SUBTOTALS | 4,886 | 5,158 | 2,569 | 0 | 0 | 0 |

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PAVEMENT MARKING CONT.

| STATION - STATION | 646.0106 EPOXY 4-INCH YELLOW SOLID (LF) | 646.0106 EPOXY 4-INCH WHITE SOLID (LF) | 646.0126 EPOXY 8-INCH WHITE SOLID (LF) | 646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH WHITE DASHED (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE SOLID (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE DASHED (LF) |
|---|---|---|---|---|---|---|
| USH 41 SB OFF RAMP TO MAIN STREET | | | | | | |
| 1205+00 MSB - 1213+65 MSB | 865 | 784 | --- | --- | --- | --- |
| 1205+00 MSB - 1206+40 MSB | --- | --- | 140 | --- | --- | --- |
| USH 41 SB OFF RAMP TO MAIN STREET BYPASS | | | | | | |
| | --- | 85 | --- | --- | --- | --- |
| USH 41 NB OFF RAMP TO CTH II | | | | | | |
| 1248+00 IIB - 1254+63 IIB | 663 | 608 | --- | --- | --- | --- |
| 1252+48 IIB - 1254+81 IIB | --- | --- | 233 | --- | --- | --- |
| USH 41 NB OFF RAMP TO CTH II BYPASS | | | | | | |
| | --- | 45 | --- | --- | --- | --- |
| USH 41 NB ON RAMP FROM CTH II | | | | | | |
| 1256+35 IIC - 1262+28 IIC | 593 | 547 | --- | --- | --- | --- |
| 1256+10 IIC - 1256+60 IIC | --- | --- | 50 | --- | --- | --- |
| USH 41 NB ON RAMP FROM CTH II BYPASS | | | | | | |
| | --- | 105 | --- | --- | --- | --- |
| USH 41 SB ON RAMP FROM CTH II | | | | | | |
| 1247+23 IIA - 1254+00 IIA | 677 | 639 | --- | --- | --- | --- |
| 1253+00 IIA - 1254+15 IIA | --- | --- | 115 | --- | --- | --- |
| USH 41 SB ON RAMP FROM CTH II BYPASS | | | | | | |
| | --- | 95 | --- | --- | --- | --- |
| USH 41 SB OFF RAMP TO CTH II | | | | | | |
| 1255+43 IID - 1262+56 IID | 713 | 687 | --- | --- | --- | --- |
| 1255+43 IID - 1257+92 IID | --- | --- | 249 | --- | --- | --- |
| USH 41 SB OFF RAMP TO CTH II BYPASS | | | | | | |
| | --- | 65 | --- | --- | --- | --- |
| USH 41 NB OFF RAMP TO CTH BB | | | | | | |
| | 870 | 850 | --- | --- | --- | --- |
| USH 41 NB ON RAMP FROM CTH BB | | | | | | |
| | 810 | 790 | --- | --- | --- | --- |
| USH 41 SB ON RAMP FROM CTH BB | | | | | | |
| 1420+78 BBA - 1428+62 BBA | 784 | 767 | --- | --- | --- | --- |
| USH 41 SB OFF RAMP TO CTH BB | | | | | | |
| 1429+10 BBD - 1436+92 BBD | 782 | 697 | --- | --- | --- | --- |
| 1429+10 BBD - 1432+05 BBD | --- | --- | 295 | --- | --- | --- |
| SUBTOTALS | 6,757 | 6,764 | 1,082 | 0 | 0 | 0 |

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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PAVEMENT MARKING CONT.

| STATION - STATION | 646.0106 EPOXY 4-INCH YELLOW SOLID (LF) | 646.0106 EPOXY 4-INCH WHITE SOLID (LF) | 646.0126 EPOXY 8-INCH WHITE SOLID (LF) | 646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH WHITE DASHED (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE SOLID (LF) | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH WHITE DASHED (LF) |
|---|---|---|---|---|---|---|
| USH 41 SB OFF RAMP TO CTH BB BYPASS | | | | | | |
| | --- | 45 | --- | --- | --- | --- |
| USH 41 NB ON RAMP FROM STH 125 | | | | | | |
| 1494+53 CAC - 1502+33 CAC | 780 | 690 | --- | --- | --- | --- |
| USH 41 SB ON RAMP FROM STH 125 | | | | | | |
| 1484+60 CAA - 1494+09 CAA | 949 | 867 | --- | --- | --- | --- |
| USH 41 NB ON RAMP FROM STH 96 | | | | | | |
| 1536+16 WIC - 1544+12 WIC | 796 | 775 | --- | --- | --- | --- |
| USH 41 SB ON RAMP FROM STH 96 | | | | | | |
| 3+20 WIA - 9+36 WIA | 616 | 543 | --- | --- | --- | --- |
| 9+36 WIA | --- | --- | 40 | --- | --- | --- |
| USH 41 SB ON RAMP FROM STH 96 BYPASS | | | | | | |
| | --- | --- | 36 | --- | --- | --- |
| USH 41 SB OFF RAMP TO STH 96 | | | | | | |
| 0+13 WID - 7+04 WID | 691 | 630 | --- | --- | --- | --- |
| 0+13 WID - 3+19 WID | --- | --- | 306 | --- | --- | --- |
| USH 41 SB OFF RAMP TO STH 96 BYPASS | | | | | | |
| | --- | --- | 50 | --- | --- | --- |
| SUBTOTALS | 3,832 | 3,550 | 432 | 0 | 0 | 0 |
| PROJECT 1120-54-61 TOTALS | 206,898 | | 4,083 | 45,453 | 26,769 | |

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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PAVEMENT MARKING

| STATION - STATION | 647.0166 ARROWS EPOXY TYPE 2 (EACH) | 647.0176 ARROWS EPOXY TYPE 3 (EACH) | 647.0356 WORDS EPOXY (EACH) | 647.0526 YIELD LINE SYMBOLS EPOXY 18-INCH (EACH) | 647.0566 STOP LINE EPOXY 18-INCH (LF) | 647.0803 AERIAL ENFORCEMENT BARS EPOXY 24-INCH (LF) |
|---|---|---|---|---|---|---|
| USH 41 NB | | | | | | |
| 1341+25 NB | --- | --- | --- | --- | --- | 12 |
| 1347+85 NB | --- | --- | --- | --- | --- | 12 |
| USH 41 NB OFF RAMP TO STH 114 | | | | | | |
| 1166+46 JJB | --- | --- | --- | --- | 26 | --- |
| | 2 | --- | 2 | --- | --- | --- |
| USH 41 NB OFF RAMP TO STH 114 BYPASS | | | | | | |
| | --- | --- | --- | --- | 20 | --- |
| | --- | --- | --- | 10 | --- | --- |
| USH 41 SB OFF RAMP TO STH 114 | | | | | | |
| | --- | --- | --- | --- | 24 | --- |
| | 4 | 1 | 3 | --- | --- | --- |
| USH 41 SB OFF RAMP TO STH 114 BYPASS | | | | | | |
| | --- | --- | --- | 9 | --- | --- |
| USH 41 NB OFF RAMP TO MAIN STREET | | | | | | |
| 1216+09 MSA | --- | --- | --- | --- | 28 | --- |
| | 4 | --- | 2 | --- | --- | --- |
| USH 41 NB OFF RAMP TO MAIN STREET BYPASS | | | | | | |
| | --- | --- | --- | --- | 24 | --- |
| USH 41 SB OFF RAMP TO MAIN STREET | | | | | | |
| 1205+00 MSB | --- | --- | --- | --- | 15 | --- |
| | 4 | --- | 2 | --- | --- | --- |
| USH 41 NB OFF RAMP TO CTH II | | | | | | |
| 1254+81 IIB | --- | --- | --- | --- | 18 | --- |
| USH 41 NB OFF RAMP TO CTH II BYPASS | | | | | | |
| | --- | --- | --- | --- | 20 | --- |
| USH 41 SB OFF RAMP TO CTH II | | | | | | |
| 1255+43 IID | --- | --- | --- | --- | 18 | --- |
| USH 41 SB OFF RAMP TO CTH II BYPASS | | | | | | |
| | --- | --- | --- | --- | 18 | --- |
| USH 41 NB OFF RAMP TO CTH BB | | | | | | |
| | --- | --- | --- | --- | 24 | --- |
| USH 41 NB OFF RAMP TO CTH BB BYPASS | | | | | | |
| | --- | --- | --- | --- | 18 | --- |
| USH 41 SB OFF RAMP TO CTH BB | | | | | | |
| 1429+10 BBD | --- | --- | --- | --- | 19 | --- |
| USH 41 SB OFF RAMP TO STH 96 | | | | | | |
| 0+13 WID | --- | --- | --- | --- | 20 | --- |
| USH 41 SB OFF RAMP TO STH 96 BYPASS | | | | | | |
| | --- | --- | --- | --- | 19 | --- |
| PROJECT 1120-54-61 TOTALS | 14 | 1 | 9 | 19 | 311 | 24 |

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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## TEMPORARY PAVEMENT MARKING

| | | | | | | 649.0100 | | 649.0400 | | 648.0701 | 649.0801 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 4-INCH | | REMOVABLE TAPE 4-INCH | | 8-INCH | REMOVABLE TAPE 8-INCH |
| | | | | | | WHITE | YELLOW | WHITE | YELLOW | WHITE | WHITE |
| STAGE | STATION | TO | STATION | DESCRIPTION OF MARKING | TYPE OF LINE | (LF) | (LF) | (LF) | (LF) | (LF) | (LF) |
| USH 41 NB | | | | | | | | | | | |
| 1 | 1244+20 NB | - | 1285+94 NB | EDGE LINE | YELLOW SOLID | --- | --- | --- | 4,174 | --- | --- |
| | 1254+27 NB | - | 1263+34 NB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 907 | --- | --- | --- |
| | 1263+34 NB | - | 1264+89 NB | CHANNELIZING LINE | WHITE SOLID | 155 | --- | --- | --- | --- | --- |
| | 1264+89 NB | - | 1267+61 NB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 272 | --- | --- | --- |
| | 1267+61 NB | - | 1278+40 NB | LANE LINE | WHITE DASHED | --- | --- | 270 | --- | --- | --- |
| 1 | 1278+40 NB | - | 1285+94 NB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 754 | --- | --- | --- |
| | 1260+32 NB | - | 1264+09 NB | EDGE LINE | WHITE SOLID | 377 | --- | --- | --- | --- | --- |
| | 1264+09 NB | - | 1265+11 NB | EDGE LINE | WHITE SOLID | --- | --- | 102 | --- | --- | --- |
| | 1265+11 NB | - | 1266+66 NB | EDGE LINE | WHITE SOLID | 155 | --- | --- | --- | --- | --- |
| | 1266+66 NB | - | 1269+58 NB | EDGE LINE | WHITE SOLID | --- | --- | 292 | --- | --- | --- |
| | 1269+58 NB | - | 1284+34 NB | EDGE LINE | WHITE SOLID | 1,476 | --- | --- | --- | --- | --- |
| USH 41 SB | | | | | | | | | | | |
| 1 | 1252+18 SB | - | 1320+06 SB | EDGE LINE | YELLOW SOLID | --- | --- | --- | 6,788 | --- | --- |
| | 1252+18 SB | - | 1260+21 SB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 803 | --- | --- | --- |
| | 1260+21 SB | - | 1263+01 SB | LANE LINE | WHITE DASHED | --- | --- | 70 | --- | --- | --- |
| | 1263+01 SB | - | 1268+29 SB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 528 | --- | --- | --- |
| | 1268+29 SB | - | 1277+25 SB | LANE LINE | WHITE DASHED | --- | --- | 224 | --- | --- | --- |
| 1 | 1277+25 SB | - | 1290+39 SB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 1,314 | --- | --- | --- |
| | 1253+66 SB | - | 1256+36 SB | EDGE LINE | WHITE SOLID | --- | --- | 270 | --- | --- | --- |
| | 1256+36 SB | | 1264+01 SB | EDGE LINE | WHITE SOLID | 765 | --- | --- | --- | --- | --- |
| | 1265+18 SB | - | 1266+77 SB | DASHED RAMP DELINIATION | WHITE DASHED | --- | --- | 40 | --- | --- | --- |
| | 1264+01 SB | - | 1265+18 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | 117 | --- |
| 1 | 1264+83 SB | - | 1266+89 SB | EDGE LINE | WHITE SOLID | --- | --- | 206 | --- | --- | --- |
| | 1266+89 SB | - | 1268+04 SB | EDGE LINE | WHITE SOLID | 115 | --- | --- | --- | --- | --- |
| | 1268+04 SB | - | 1270+68 SB | EDGE LINE | WHITE SOLID | --- | --- | 264 | --- | --- | --- |
| | 1270+68 SB | - | 1282+39 SB | EDGE LINE | WHITE SOLID | 1,171 | --- | --- | --- | --- | --- |
| | 1282+39 SB | - | 1302+98 SB | EDGE LINE | WHITE SOLID | --- | --- | 2,059 | --- | --- | --- |
| | 1299+00 SB | - | 1301+97 SB | DASHED RAMP DELINIATION | WHITE DASHED | --- | --- | 74 | --- | --- | --- |
| | | | | | SUBTOTAL | 4,214 | 0 | 8,449 | 10,962 | 117 | 0 |

3

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

## TEMPORARY PAVEMENT MARKING

| | | | | | | 649.0100 | | 649.0400 | | 648.0701 | 649.0801 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | REMOVABLE TAPE | | | REMOVABLE TAPE |
| | | | | | | 4-INCH | | 4-INCH | | 8-INCH | 8-INCH |
| | | | | | | WHITE | YELLOW | WHITE | YELLOW | WHITE | WHITE |
| STAGE | STATION | TO | STATION | DESCRIPTION OF MARKING | TYPE OF LINE | (LF) | (LF) | (LF) | (LF) | (LF) | (LF) |
| USH 41 NB | | | | | | | | | | | |
| 2A | 1225+66 NB | - | 1239+85 NB | EDGE LINE | WHITE SOLID | --- | --- | 1,419 | --- | --- | --- |
| | 1241+71 NB | - | 1243+71 NB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 200 |
| | 1241+71 NB | - | 1243+57 NB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 186 |
| | 1243+71 NB | - | 1266+39 NB | EDGE LINE | WHITE SOLID | --- | --- | 2,268 | --- | --- | --- |
| | 1266+39 NB | - | 1266+89 NB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 50 |
| 2A | 1266+89 NB | - | 1272+90 NB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 601 | --- | --- | --- |
| | 1272+90 NB | - | 1278+20 NB | LANE LINE | WHITE DASHED | --- | --- | 133 | --- | --- | --- |
| | 1278+20 NB | - | 1286+44 NB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 824 | --- | --- | --- |
| | 1256+16 NB | - | 1264+00 NB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 784 | --- | --- | --- |
| | 1264+00 NB | - | 1278+20 NB | LANE LINE | WHITE DASHED | --- | --- | 355 | --- | --- | --- |
| 2A | 1278+20 NB | - | 1286+44 NB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 824 | --- | --- | --- |
| | 1257+66 NB | - | 1267+35 NB | EDGE LINE | YELLOW SOLID | --- | 969 | --- | --- | --- | --- |
| | 1267+35 NB | - | 1270+08 NB | EDGE LINE | YELLOW SOLID | --- | --- | --- | 273 | --- | --- |
| | 1270+08 NB | - | 1284+64 NB | EDGE LINE | YELLOW SOLID | --- | 1,456 | --- | --- | --- | --- |
| | 1262+46 NB | - | 1262+70 NB | EDGE LINE | YELLOW SOLID | --- | --- | 24 | --- | --- | --- |
| 2A | 1262+70 NB | - | 1264+59 NB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | 189 | --- |
| | 1264+59 NB | - | 1267+89 NB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 330 |
| | 1262+46 NB | - | 1286+44 NB | EDGE LINE | WHITE SOLID | --- | --- | 2,398 | --- | --- | --- |
| USH 41 SB | | | | | | | | | | | |
| 2A | 1255+44 SB | - | 1264+15 SB | EDGE LINE | WHITE SOLID | --- | --- | 871 | --- | --- | --- |
| | 1264+15 SB | - | 1266+15 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 200 |
| | 1266+15 SB | - | 1268+14 SB | DASHED RAMP DELINIATION | WHITE DASHED | --- | --- | 50 | --- | --- | --- |
| | 1261+96 SB | - | 1302+99 SB | EDGE LINE | WHITE SOLID | --- | --- | 4,103 | --- | --- | --- |
| | 1261+96 SB | - | 1262+62 SB | EDGE LINE | WHITE SOLID | --- | --- | --- | 66 | --- | --- |
| 2A | 1262+62 SB | - | 1265+05 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | 243 | --- |
| | 1265+05 SB | - | 1266+15 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 110 |
| | 1255+44 SB | - | 1262+75 SB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 731 | --- | --- | --- |
| | 1262+75 SB | - | 1276+72 SB | LANE LINE | WHITE DASHED | --- | --- | 349 | --- | --- | --- |
| | 1276+72 SB | - | 1285+96 SB | CHANNELIZING LINE | WHITE SOLID | --- | --- | 924 | --- | --- | --- |
| 2A | 1256+81 SB | - | 1267+48 SB | EDGE LINE | YELLOW SOLID | --- | 1,067 | --- | --- | --- | --- |
| | 1267+48 SB | - | 1270+26 SB | EDGE LINE | YELLOW SOLID | --- | --- | --- | 278 | --- | --- |
| | 1270+26 SB | - | 1282+05 SB | EDGE LINE | YELLOW SOLID | --- | 1,179 | --- | --- | --- | --- |
| | 1294+71 SB | - | 1297+84 SB | DASHED RAMP DELINIATION | WHITE DASHED | --- | --- | 78 | --- | --- | --- |
| | 1297+84 SB | - | 1304+44 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 660 |
| 2A | 1297+84 SB | - | 1306+88 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 904 |
| | 1306+88 SB | - | 1313+53 SB | EDGE LINE | WHITE SOLID | --- | --- | 665 | --- | --- | --- |
| | 1306+75 SB | - | 1309+75 SB | DASHED RAMP DELINEATION | WHITE DASHED | --- | --- | 166 | --- | --- | --- |
| | 1309+75 SB | - | 1313+53 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 378 |
| | 1309+75 SB | - | 1314+59 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 484 |
| | 1314+59 SB | - | 1322+34 SB | EDGE LINE | WHITE SOLID | --- | --- | 775 | --- | --- | --- |
| | | | | | SUBTOTAL | 0 | 4,671 | 18,342 | 617 | 432 | 3,502 |

3

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

## TEMPORARY PAVEMENT MARKING CONT.

| STAGE | STATION | TO | STATION | DESCRIPTION OF MARKING | TYPE OF LINE | 649.0100 4-INCH WHITE (LF) | 649.0100 4-INCH YELLOW (LF) | 649.0400 REMOVABLE TAPE 4-INCH WHITE (LF) | 649.0400 REMOVABLE TAPE 4-INCH YELLOW (LF) | 648.0701 8-INCH WHITE | 649.0801 REMOVABLE TAPE 8-INCH WHITE (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| USH 41 NB | | | | | | | | | | | |
| 2B | 1265+78 NB | - | 1286+44 NB | EDGE LINE | YELLOW SOLID | --- | --- | --- | 2,066 | --- | --- |
| | 1266+39 NB | - | 1266+89 NB | EDGE LINE | WHITE SOLID | --- | --- | 50 | --- | --- | --- |
| | 1272+90 NB | - | 1278+20 NB | EDGE LINE | WHITE SOLID | --- | --- | 530 | --- | --- | --- |
| USH 41 SB | | | | | | | | | | | |
| 2B | 1265+34 SB | - | 1271+46 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 612 |
| | 1266+15 SB | - | 1271+46 SB | GORE MARKINGS | WHITE SOLID | --- | --- | --- | --- | --- | 531 |
| | 1267+70 SB | - | 1273+77 SB | EDGE LINE | WHITE SOLID | --- | --- | 607 | --- | --- | --- |
| | 1271+46 SB | - | 1273+77 SB | RAMP DELINEATION | WHITE DASHED | --- | --- | 58 | --- | --- | --- |
| | | | | | SUBTOTAL | 0 | 0 | 1,245 | 2,066 | 0 | 1,143 |
| | | | | | PROJECT 1120-29-71 TOTAL | 8,885 | | 41,681 | | 549 | 4,645 |

3

## CONSTRUCTION STAKING

| LOCATION | STATION | TO | STATION | 650.8000 RESURFACING REFERENCE (LF) |
|---|---|---|---|---|
| USH 41 NB | 1119+87 | - | 1580+89 | 46,100 |
| USH 41 SB | 1119+78 | - | 1580+61 | 46,100 |
| | PROJECT 1120-54-61 TOTAL | | | 92,200 |

## RESIN BINDER HIGH FRICTION SURFACE TREATMENT

| STATION | TO | STATION | STAGE | SPV.0180.01 SY |
|---|---|---|---|---|
| 1262+75 NB | - | 1267+26 NB | 1 | 1,291 |
| 1269+79 NB | - | 1279+75 NB | 1 | 3,352 |
| 1262+75 SB | - | 1267+79 SB | 1 | 1,251 |
| 1270+32 SB | - | 1279+75 SB | 1 | 2,775 |
| 1262+75 NB | - | 1265+48 NB | 2A | 420 |
| 1266+03 NB | - | 1266+95 NB | 2A | 159 |
| 1269+65 NB | - | 1279+75 NB | 2A | 2,092 |
| 1262+75 SB | - | 1265+75 SB | 2A | 468 |
| 1266+19 SB | - | 1268+01 SB | 2A | 314 |
| 1270+49 SB | - | 1280+00 SB | 2A | 2,508 |
| 1262+75 NB | - | 1267+07 NB | 2B | 795 |
| 1262+75 SB | - | 1267+82 SB | 2B | 849 |
| | PROJECT 1120-29-71 TOTAL | | | 16,274 |

## REPAIRING CONCRETE BARRIER

| ROADWAY | STATION | TO | STATION | OFFSET | SPV.0090.01 (LF) |
|---|---|---|---|---|---|
| NB USH 41 | 1146+27 NB | - | 1146+35 NB | LT | 8 |
| SB USH 41 | 1167+77 SB | - | 1167+89 SB | RT | 12 |
| NB USH 41 | 1167+98 NB | - | 1168+10 NB | LT | 12 |
| SB USH 41 | 1226+52 SB | - | 1226+72 SB | RT | 20 |
| | PROJECT 1120-54-61 TOTAL | | | | 52 |

## REMOVING RUMBLE STRIPS

| STATION | TO | STATION | LOCATION | SPV.0180.02 SY |
|---|---|---|---|---|
| 1257+66 NB | - | 1267+35 NB | LT | 323 |
| 1270+08 NB | - | 1284+64 NB | LT | 485 |
| 1256+81 SB | - | 1267+44 SB | RT | 354 |
| 1270+14 SB | - | 1282+05 SB | RT | 397 |
| | PROJECT 1120-29-71 TOTAL | | | 1,560 |

CURVE = NB-1
P.I. = 1105+02.06 NB
Y = 524,924.20
X = 806,942.00
DELTA = 8° 25' 52" (LT)
D = 1° 00' 00"
T = 422.32'
L = 843.12'
R = 5,729.58'
P.C. = 1100+79.74 NB
P.T. = 1109+22.86 NB

CURVE = SB-1
P.I. = 1107+27.76 SB
Y = 525,159.46
X = 806,891.39
DELTA = 8° 25' 52" (LT)
D = 1° 00' 00"
T = 422.32'
L = 843.11'
R = 5,729.58'
P.C. = 1103+05.44 SB
P.T. = 1111+48.56 SB

LEGEND

CONCRETE PAVEMENT REPAIR SHES

CONCRETE PAVEMENT REPLACEMENT SHES

N

5

BREEZEWOOD LANE

RAMP

PI 1096+00.00 SB
Y = 524,043.463
X = 806,728.880

PC 1103+05.44 SB

1100 SB

N 8° 17' 06" E

APPLE BLOSSOM DRIVE

CURVE SB-1

1105 SB

PT 1111+48.56 SB

GILLINGHAM ROAD

WE ENERGIES
OVERHEAD ELECTRIC

BYRD AVENUE

MATCHLINE STA. 1121+00 NB

PI 1096+00.00 NB
Y = 524,031.553
X = 806,812.011

1100 NB

N 8° 17' 07" E

1105 NB

1110 SB

USH 41 SB

1115 SB

CAUTION

EAST 1/4 CORNER OF
SECTION 32, T20N R17E

1120 SB

N 0° 08' 46" W

1110 NB

1115 NB

1120 NB

RAMP

PC 1100+79.74 NB

CURVE NB-1

PT 1109+22.86 NB

USH 41 NB

N 0° 08' 45" W

JEWELERS PARK DRIVE

BEGIN PROJECT
STA. 1119+86.79 NB

CURVE = NB-2
P.I. = 1142+83.66 NB
Y = 528,707.31
X = 806,932.37
DELTA = 22° 03' 45" (LT)
D = 1° 27' 00"
T = 770.32'
L = 1,521.56'
R = 3,951.43'
P.C. = 1135+13.34 NB
P.T. = 1150+34.89 NB

CURVE = SB-2
P.I. = 1142+64.03 SB
Y = 528,697.23
X = 806,882.37
DELTA = 22° 03' 45" (LT)
D = 1° 28' 07"
T = 760.57'
L = 1,502.30'
R = 3,901.43'
P.C. = 1135+03.46 SB
P.T. = 1150+05.75 SB

CURVE = JJA-1
P.I. = 1153+58.60 JJA
Y = 529,699.07
X = 806,434.65
DELTA = 9° 56' 55" (LT)
D = 1° 29' 00"
T = 336.17'
L = 670.65'
R = 3,862.40'
P.C. = 1150+22.43 JJA
P.T. = 1156+93.08 JJA

CURVE = JJB-1
P.I. = 1155+56.98 JJB
Y = 529,930.33
X = 806,500.67
DELTA = 7° 36' 09" (RT)
D = 1° 00' 00"
T = 380.69'
L = 760.26'
R = 5,729.58'
P.C. = 1151+76.29 JJB
P.T. = 1159+36.55 JJB

N

5

GAY DRIVE

LAUREL COURT

HOLLY COURT

EVANS STREET

GREEN MEADOWS STREET

WE ENERGIES
OVERHEAD ELECTRIC

MATCHLINE 1152+50 NB

PC 1150+22.43 JJA

CURVE JJA-1

RAMP

NSIGHT
FIBER OPTIC

CAUTION

WE ENERGIES
GAS

1150 SB

1150 NB

JJB

N 19° 43' 17" W

RAMP

PC 1151+76.29 JJB

CURVE JJB-1

B-70-49

B-70-50

PI 1148+58.51 JJB

NEENAH JOINT SCHOOL DISTRICT
FIBER OPTIC

CURVE SB-2

1145 SB

1145 NB

1140 SB

1140 NB

CURVE NB-2

NEENAH WATER UTILITY
WATER

REPLACE SECTION OF CONCRETE BARRIER

GILLINGHAM ROAD

MATCHLINE STA. 1121+00 NB

1125 SB

USH 41 SB

1130 SB

1135 SB

N 0° 08' 46" W

1125 NB

1130 NB

1135 NB

N 0° 08' 45" W

USH 41 NB

JEWELERS PARK DRIVE

PC 1135+03.46 SB

PC 1135+13.34 NB

CECIL STREET

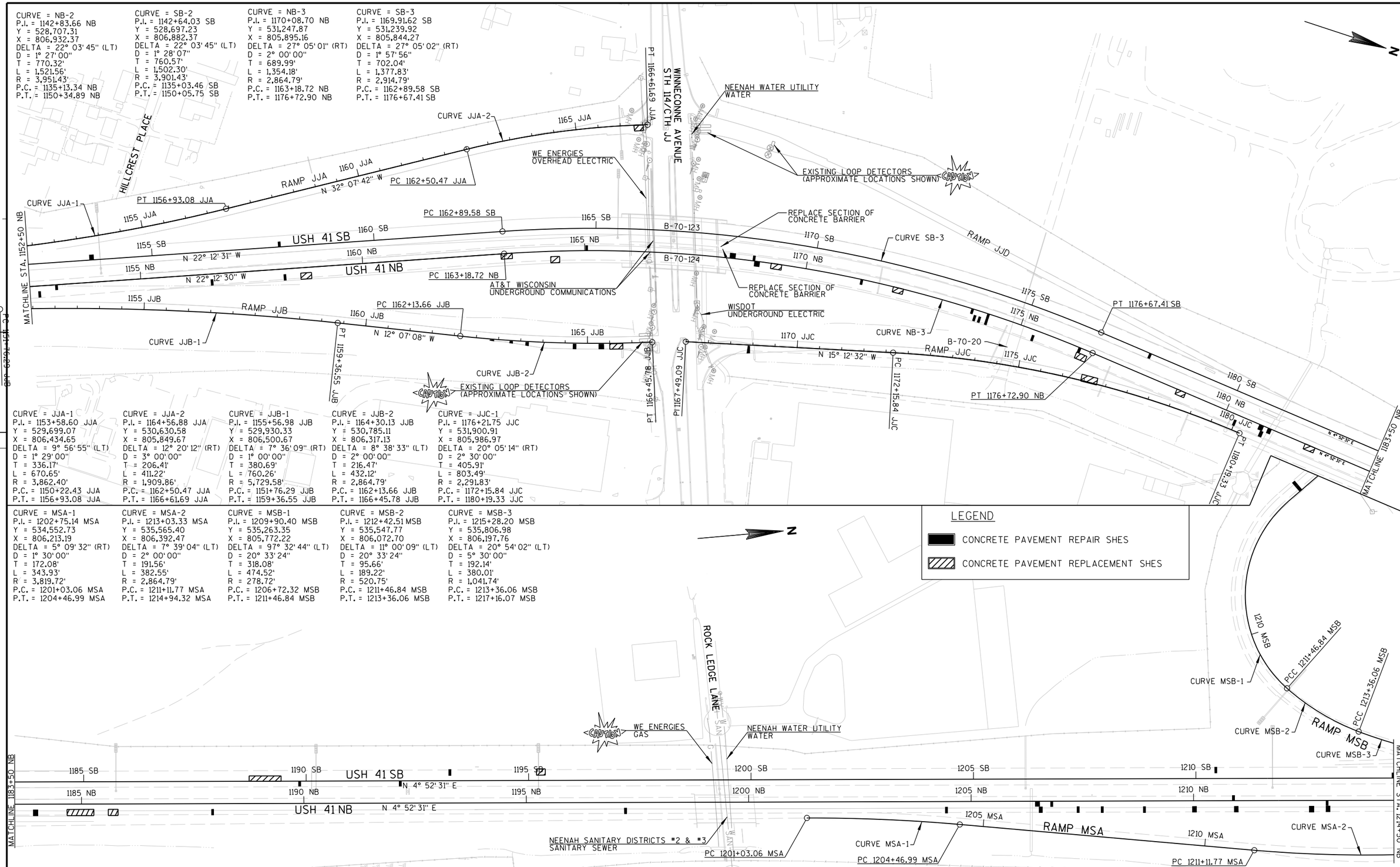
| PROJECT NO: 1120-54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | PLAN | SHEET 75 | E |
|---|---|---|---|---|---|

CURVE = NB-2
P.I. = 1142+83.66 NB
Y = 528,707.31
X = 806,932.37
DELTA = 22° 03' 45" (LT)
D = 1° 27' 00"
T = 770.32'
L = 1,521.56'
R = 3,951.43'
P.C. = 1135+13.34 NB
P.T. = 1150+34.89 NB

CURVE = SB-2
P.I. = 1142+64.03 SB
Y = 528,697.23
X = 806,882.37
DELTA = 22° 03' 45" (LT)
D = 1° 28' 07"
T = 760.57'
L = 1,502.30'
R = 3,901.43'
P.C. = 1135+03.46 SB
P.T. = 1150+05.75 SB

CURVE = NB-3
P.I. = 1170+08.70 NB
Y = 531,247.87
X = 805,895.16
DELTA = 27° 05' 01" (RT)
D = 2° 00' 00"
T = 689.99'
L = 1,354.18'
R = 2,864.79'
P.C. = 1163+18.72 NB
P.T. = 1176+72.90 NB

CURVE = SB-3
P.I. = 1169.91.62 SB
Y = 531,239.92
X = 805,844.27
DELTA = 27° 05' 02" (RT)
D = 1° 57' 56"
T = 702.04'
L = 1,377.83'
R = 2,914.79'
P.C. = 1162+89.58 SB
P.T. = 1176+67.41 SB



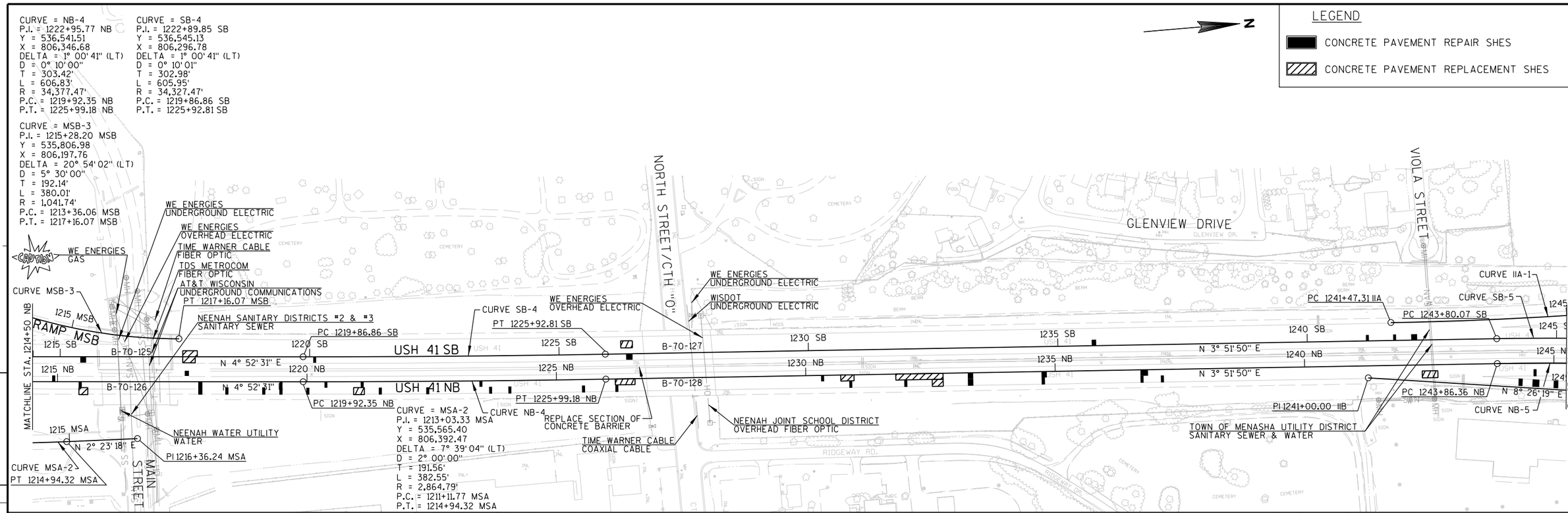

| PROJECT NO:1120-54-61 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | PLAN | SHEET 76 | E |
|---|---|---|---|---|---|

CURVE = NB-4
P.I. = 1222+95.77 NB
Y = 536,541.51
X = 806,346.68
DELTA = 1° 00' 41" (LT)
D = 0° 10' 00"
T = 303.42'
L = 606.83'
R = 34,377.47'
P.C. = 1219+92.35 NB
P.T. = 1225+99.18 NB

CURVE = SB-4
P.I. = 1222+89.85 SB
Y = 536,545.13
X = 806,296.78
DELTA = 1° 00' 41" (LT)
D = 0° 10' 01"
T = 302.98'
L = 605.95'
R = 34,327.47'
P.C. = 1219+86.86 SB
P.T. = 1225+92.81 SB

CURVE = MSB-3
P.I. = 1215+28.20 MSB
Y = 535,806.98
X = 806,197.76
DELTA = 20° 54' 02" (LT)
D = 5° 30' 00"
T = 192.14'
L = 380.01'
R = 1,041.74'
P.C. = 1213+36.06 MSB
P.T. = 1217+16.07 MSB

LEGEND
CONCRETE PAVEMENT REPAIR SHES
CONCRETE PAVEMENT REPLACEMENT SHES




CURVE = SB-5
P.I. = 1247+99.54 SB
Y = 539,049.14
X = 806,465.90
DELTA = 8° 18' 08" (RT)
D = 0° 59' 29"
T = 419.47'
L = 837.47'
R = 5,779.61'
P.C. = 1243+80.07 SB
P.T. = 1252+17.55 SB

CURVE = NB-5
P.I. = 1248+02.20 NB
Y = 539,042.25
X = 806,515.58
DELTA = 8° 18' 08" (RT)
D = 1° 00' 00"
T = 415.84'
L = 830.22'
R = 5,729.59'
P.C. = 1243+86.36 NB
P.T. = 1252+16.59 NB

CURVE = IIA-1
P.I. = 1243+59.11 IIA
Y = 538,633.22
X = 806,401.79
DELTA = 3° 10' 34" (LT)
D = 0° 45' 00"
T = 211.80'
L = 423.48'
R = 7,639.64'
P.C. = 1241+47.31 IIA
P.T. = 1245+70.79 IIA

CURVE = IIA-2
P.I. = 1249+59.97 IIA
Y = 539,234.15
X = 806,409.02
DELTA = 6° 54' 18" (RT)
D = 2° 00' 00"
T = 172.83'
L = 345.25'
R = 2,864.79'
P.C. = 1247+87.14 IIA
P.T. = 1251+32.39 IIA

CURVE = IIB-1
P.I. = 1248+85.56 IIB
Y = 539,144.35
X = 806,609.35
DELTA = 10° 20' 19" (RT)
D = 1° 30' 00"
T = 345.56'
L = 689.24'
R = 3,819.72'
P.C. = 1245+40.00 IIB
P.T. = 1252+29.24 IIB

CURVE = IIC-1
P.I. = 1265+27.59 IIC
Y = 540,745.31
X = 806,919.61
DELTA = 60° 23' 24" (RT)
D = 3° 19' 04"
T = 96.40'
L = 192.60'
R = 1,726.99'
P.C. = 1264+31.19 IIC
P.T. = 1266+23.79 IIC

CURVE = NB-6
P.I. = 1271+31.70 NB
Y = 541,320.86
X = 807,006.82
DELTA = 30° 44' 28" (RT)
D = 3° 15' 00"
T = 484.62'
L = 945.88'
R = 1,762.95'
P.C. = 1266+47.08 NB
P.T. = 1275+92.96 NB

CURVE = SB-6
P.I. = 1271+46.40 SB
Y = 541,344.72
X = 806,960.80
DELTA = 30° 44' 28" (RT)
D = 3° 09' 37"
T = 498.37'
L = 972.71'
R = 1,812.95'
P.C. = 1266+48.04 SB
P.T. = 1276+20.74 SB

| PROJECT NO: 1120-54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | PLAN | SHEET 77 | E |
|---|---|---|---|---|---|

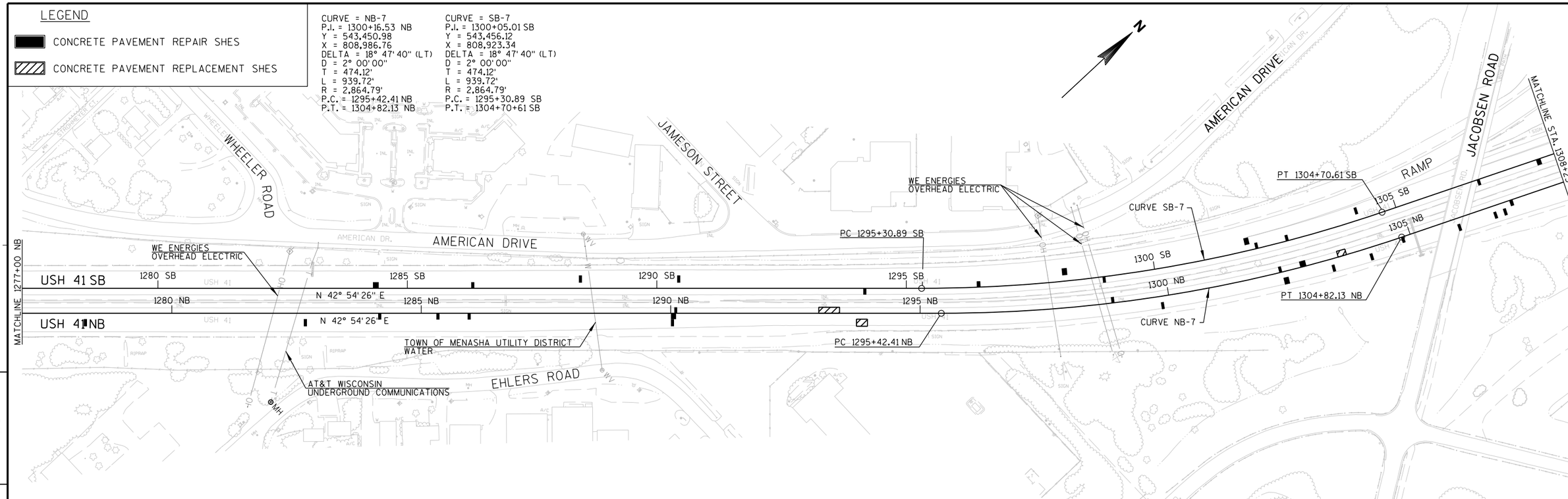
LEGEND

CONCRETE PAVEMENT REPAIR SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CURVE = NB-7
P.I. = 1300+16.53 NB
Y = 543,450.98
X = 808,986.76
DELTA = 18° 47' 40" (LT)
D = 2° 00' 00"
T = 474.12'
L = 939.72'
R = 2,864.79'
P.C. = 1295+42.41 NB
P.T. = 1304+82.13 NB

CURVE = SB-7
P.I. = 1300+05.01 SB
Y = 543,456.12
X = 808,923.34
DELTA = 18° 47' 40" (LT)
D = 2° 00' 00"
T = 474.12'
L = 939.72'
R = 2,864.79'
P.C. = 1295+30.89 SB
P.T. = 1304+70+61 SB

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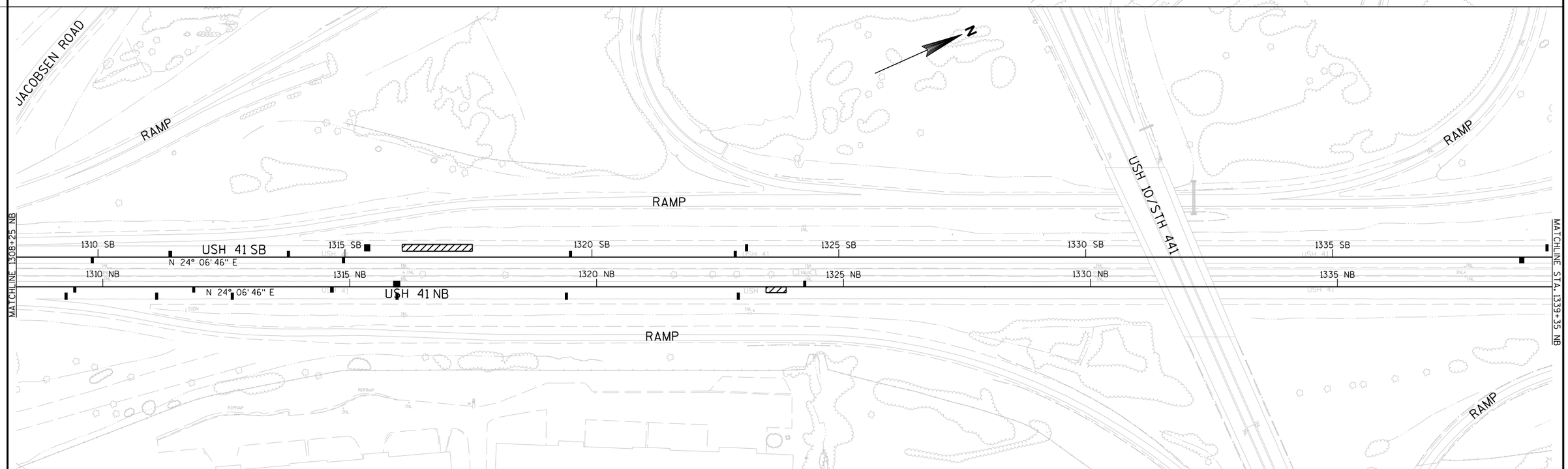


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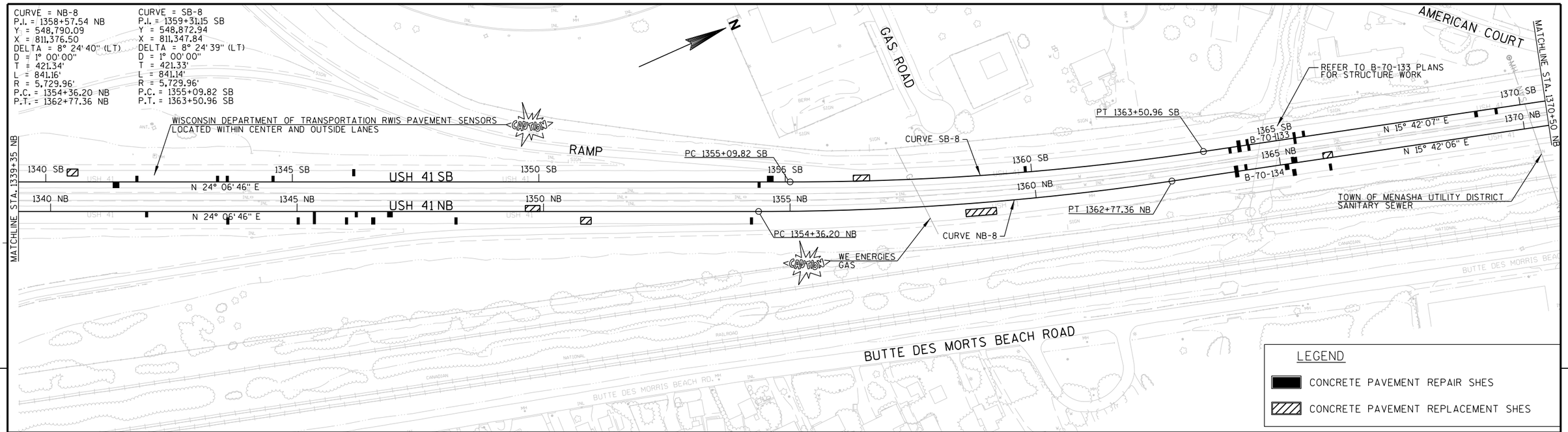
| PROJECT NO:1120-54-61 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | PLAN | SHEET 78 | E |
|---|---|---|---|---|---|

CURVE = NB-8
P.I. = 1358+57.54 NB
Y = 548,790.09
X = 811,376.50
DELTA = 8° 24' 40" (LT)
D = 1° 00' 00"
T = 421.34'
L = 841.16'
R = 5,729.96'
P.C. = 1354+36.20 NB
P.T. = 1362+77.36 NB

CURVE = SB-8
P.I. = 1359+31.15 SB
Y = 548,872.94
X = 811,347.84
DELTA = 8° 24' 39" (LT)
D = 1° 00' 00"
T = 421.33'
L = 841.14'
R = 5,729.96'
P.C. = 1355+09.82 SB
P.T. = 1363+50.96 SB



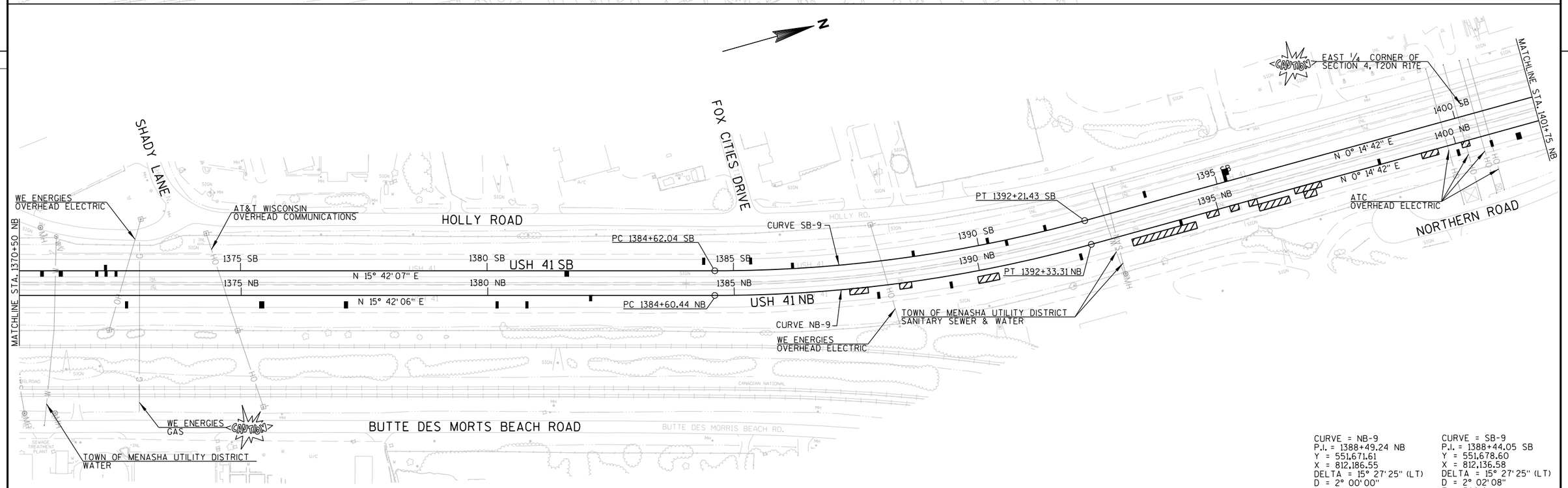

LEGEND

CONCRETE PAVEMENT REPAIR SHES

CONCRETE PAVEMENT REPLACEMENT SHES

5

5




CURVE = NB-9
P.I. = 1388+49.24 NB
Y = 551,671.61
X = 812,186.55
DELTA = 15° 27' 25" (LT)
D = 2° 00' 00"
T = 388.80'
L = 772.87'
R = 2,864.89'
P.C. = 1384+60.44 NB
P.T. = 1392+33.31 NB

CURVE = SB-9
P.I. = 1388+44.05 SB
Y = 551,678.60
X = 812,136.58
DELTA = 15° 27' 25" (LT)
D = 2° 02' 08"
T = 382.01'
L = 759.39'
R = 2,814.89'
P.C. = 1384+62.04 SB
P.T. = 1392+21.43 SB

| PROJECT NO: 1120-54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | PLAN | SHEET 79 | E |
|---|---|---|---|---|---|

LEGEND

CONCRETE PAVEMENT REPAIR SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CURVE = NB-10
P.I. = 1417+57.76 NB
Y = 554,584.83
X = 812,199.01
DELTA = 15° 16' 47" (LT)
D = 2° 00' 00"
T = 384.28'
L = 764.00'
R = 2,864.84'
P.C. = 1413+73.48 NB
P.T. = 1421+37.48 NB

CURVE = SB-10
P.I. = 1417+39.17 SB
Y = 554,578.33
X = 812,148.98
DELTA = 15° 16' 47" (LT)
D = 2° 02' 08"
T = 377.57'
L = 750.66'
R = 2,814.84'
P.C. = 1413+61.59 SB
P.T. = 1421+12.26 SB

CURVE = BBA-1
P.I. = 1419+07.23 BBA
Y = 554,758.00
X = 812,064.64
DELTA = 19° 42' 37" (LT)
D = 5° 02' 15"
T = 197.59'
L = 391.28'
R = 1,137.40'
P.C. = 1417+09.64 BBA
P.T. = 1421+00.92 BBA

CURVE = BBA-2
P.I. = 1427+38.22 BBA
Y = 555,503.35
X = 811,688.48
DELTA = 17° 12' 20" (RT)
D = 11° 00' 00"
T = 78.80'
L = 156.41'
R = 520.87'
P.C. = 1426+59.42 BBA
P.T. = 1428+15.83 BBA

CURVE = BBB-1
P.I. = 1422+24.62 BBB
Y = 555,078.32
X = 812,163.08
DELTA = 54° 19' 25" (RT)
D = 7° 30' 00"
T = 391.97'
L = 724.31'
R = 763.94'
P.C. = 1418+32.65 BBB
P.T. = 1425+56.97 BBB

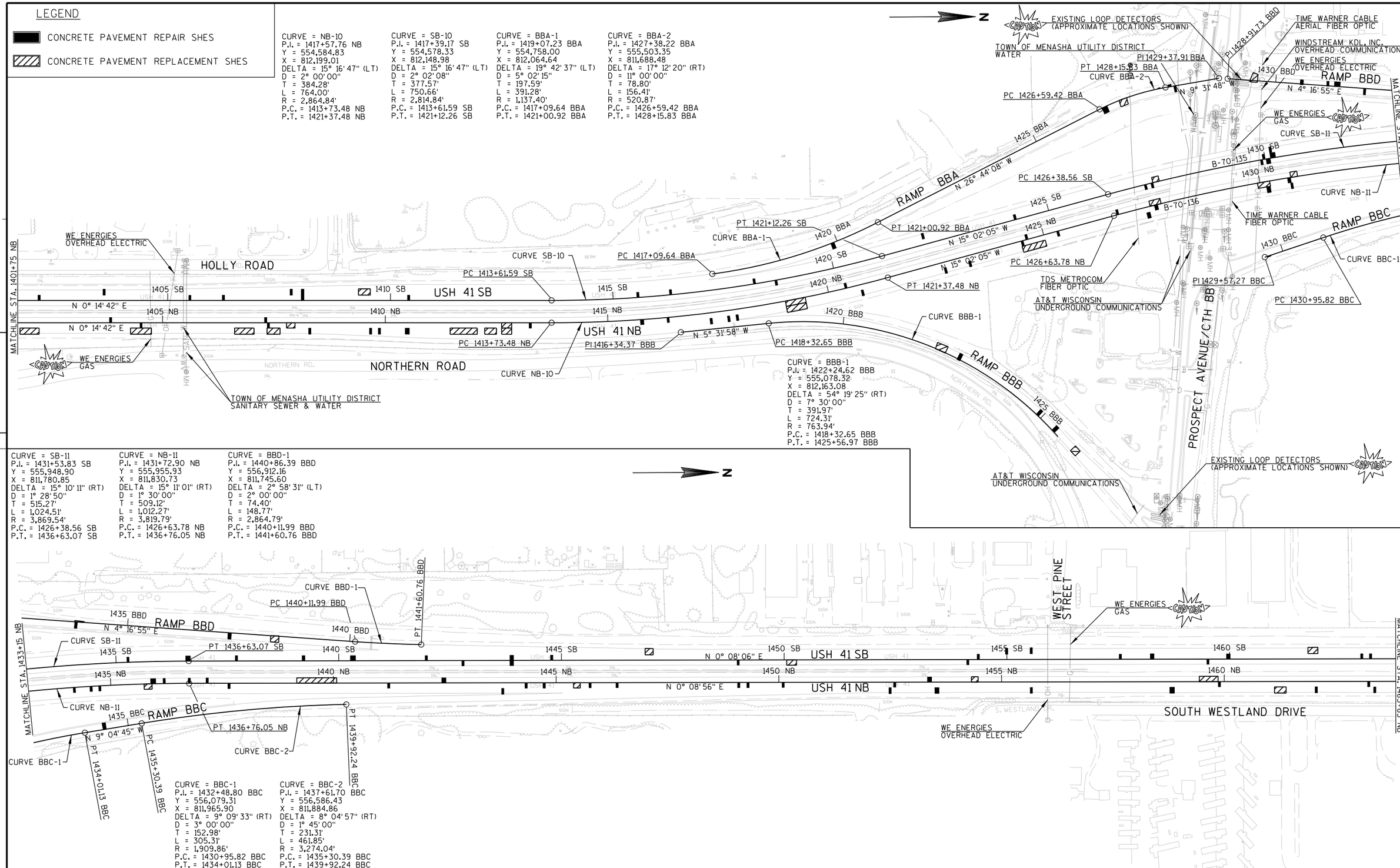
CURVE = SB-11
P.I. = 1431+53.83 SB
Y = 555,948.90
X = 811,780.85
DELTA = 15° 10' 11" (RT)
D = 1° 28' 50"
T = 515.27'
L = 1,024.51'
R = 3,869.54'
P.C. = 1426+38.56 SB
P.T. = 1436+63.07 SB

CURVE = NB-11
P.I. = 1431+72.90 NB
Y = 555,955.93
X = 811,830.73
DELTA = 15° 11' 01" (RT)
D = 1° 30' 00"
T = 509.12'
L = 1,012.27'
R = 3,819.79'
P.C. = 1426+63.78 NB
P.T. = 1436+76.05 NB

CURVE = BBD-1
P.I. = 1440+86.39 BBD
Y = 556,912.16
X = 811,745.60
DELTA = 2° 58' 31" (LT)
D = 2° 00' 00"
T = 74.40'
L = 148.77'
R = 2,864.79'
P.C. = 1440+11.99 BBD
P.T. = 1441+60.76 BBD

CURVE = BBC-1
P.I. = 1432+48.80 BBC
Y = 556,079.31
X = 811,965.90
DELTA = 9° 09' 33" (RT)
D = 3° 00' 00"
T = 152.98'
L = 305.31'
R = 1,909.86'
P.C. = 1430+95.82 BBC
P.T. = 1434+01.13 BBC

CURVE = BBC-2
P.I. = 1437+61.70 BBC
Y = 556,586.43
X = 811,884.86
DELTA = 8° 04' 57" (RT)
D = 1° 45' 00"
T = 231.31'
L = 461.85'
R = 3,274.04'
P.C. = 1435+30.39 BBC
P.T. = 1439+92.24 BBC




| PROJECT NO: 1120-54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | PLAN | SHEET 80 | E |
|---|---|---|---|---|---|

LEGEND

CONCRETE PAVEMENT REPAIR SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CURVE = CAA-1
P.I. = 1483+80.50 CAA
Y = 561,197.66
X = 811,741.01
DELTA = 11° 59'50" (LT)
D = 4° 00'02"
T = 150.50'
L = 299.90'
R = 1,432.22'
P.C. = 1482+30.00 CAA
P.T. = 1485+29.90 CAA

SPENCER STREET

PC 1482+30.00 CAA

PT 1485+29.90 CAA

PI 1494+24.13 CAA

PI 1490+29.90 CAA

1490 CAA

N 12° 29'18" W

N 12° 59'52" W

RAMP CCA

AT&T WISCONSIN
UNDERGROUND COMMUNICATIONS

TDS METROCOM
FIBER OPTIC

1485 CAA

CURVE CAA-1

ANR PIPELINE
GAS

CAUTION

MATCHLINE STA. 1463+85 NB

1465 SB

USH 41 SB

1470 SB

1475 SB

1480 SB

1485 SB

1490 SB

B-44-163

N 0° 08'06" E

1465 NB

1470 NB

1475 NB

1480 NB

1485 NB

1490 NB

USH 41 NB

N 0° 08'56" E

B-44-164

20 CAB

CURVE CAB-1

SOUTH WESTLAND DRIVE

WESTLAND DR.

PC 17+49.05 CAB

APPLETON SCHOOL DISTRICT
FIBER OPTIC

TIME WARNER CABLE
FIBER OPTIC

PT 20+70.41 CAB

RAMP CAB

25 CAB

N 14° 08'33" E

WE ENERGIES
GAS

WE ENERGIES
OVERHEAD ELECTRIC

CURVE = CAB-1
P.I. = 19+10.41 CAB
Y = 561,197.56
X = 811,881.25
DELTA = 12° 51'14" (RT)
D = 3° 59'59"
T = 161.36'
L = 321.36'
R = 1,432.46'
P.C. = 17+49.05 CAB
P.T. = 20+70.41 CAB

PI 29+42.65 CAB

EXISTING LOOP DETECTORS
(APPROXIMATE LOCATIONS SHOWN)

AT&T WISCONSIN
UNDERGROUND COMMUNICATIONS

STH 125/
COLLEGE AVENUE

5

5

PI 20+00.00 CAD

CAD

N 2° 45'47" E

EXISTING LOOP DETECTORS
(APPROXIMATE LOCATIONS SHOWN)

CURVE CAD-1

PC 20+90.87 CAD

RAMP CAD

25 CAD

N 22° 12'54" E

PC 25+99.98 CAD

PT 23+73.67 CAD

CURVE CAD-2

AT&T WISCONSIN
UNDERGROUND COMMUNICATIONS

CURVE = CAD-1
P.I. = 22+33.65 CAD
Y = 562,499.06
X = 811,516.44
DELTA = 19° 27'07" (RT)
D = 6° 52'42"
T = 142.78'
L = 282.80'
R = 833.00'
P.C. = 20+90.87 CAD
P.T. = 23+73.67 CAD

CURVE = CAD-2
P.I. = 28+67.98 CAD
Y = 563,088.85
X = 811,757.31
DELTA = 21° 00'50" (LT)
D = 3° 57'54"
T = 268.00'
L = 529.97'
R = 1,445.00'
P.C. = 25+99.98 CAD
P.T. = 31+29.95 CAD

N

PT 31+29.95 CAD

PI 35+35.58 CAD

30 CAD

35 CAD

MATCHLINE STA. 1493+10 NB

B-44-155

1495 SB

1500 SB

1505 SB

N 1° 12'05" E

1510 SB

1515 SB

1520 SB

RAMP WIA

MATCHLINE STA. 1524+10 NB

1495 NB

1500 NB

1505 NB

1510 NB

N 0° 08'06" E

1515 NB

1520 NB

B-44-156

1505 CAC

N 1° 00'08" W

N 0° 08'56" E

20 WIB

25 WIB

N 1° 49'16" E

RAMP WIB

TDS METROCOM
FIBER OPTIC

WISCONSIN INDEPENDENT NETWORK, LLC
FIBER OPTIC

1500 CAC

PT 1504+50.20 CAC

PI 1505+50.16 CAC

CURVE CAC-1

CENTER CORNER OF
SECTION 29, T21N R17E

CAUTION

POT 20+00.00 WIB

PC 23+42.11 WIB

CURVE WIB-1

N 16° 29'03" W

RAMP CAC

PC 1500+69.53 CAC

1495 CAC

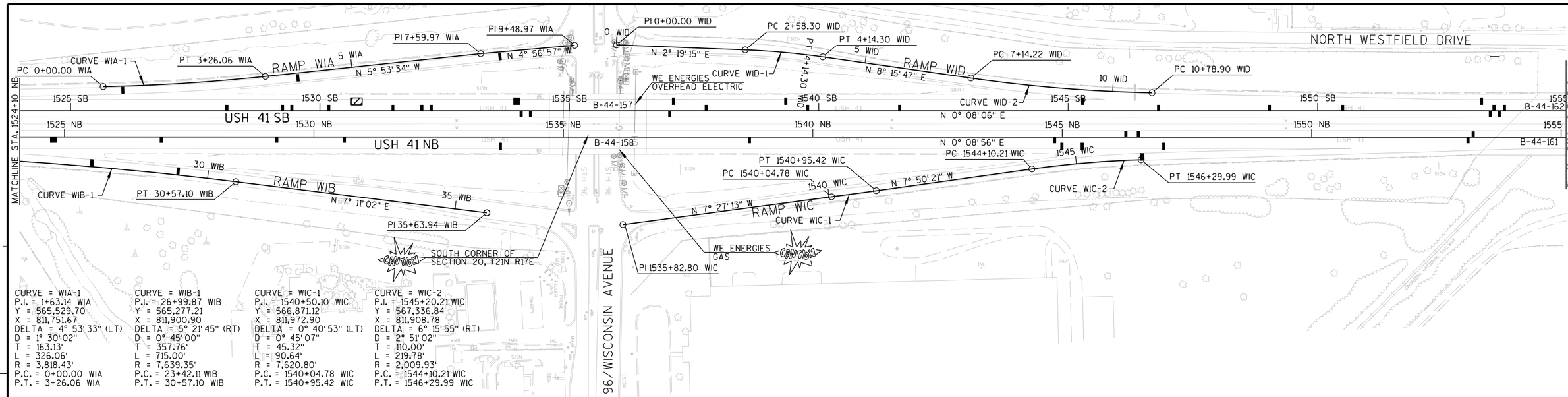
PI 1494+33.84 CAC

STH 125/COLLEGE AVENUE

CURVE = CAC-1
P.I. = 1502+61.04 CAC
Y = 563,075.63
X = 811,898.58
DELTA = 15° 28'55" (RT)
D = 4° 04'01"
T = 191.50'
L = 380.67'
R = 1,408.78'
P.C. = 1500+69.53 CAC
P.T. = 1504+50.20 CAC

CURVE = WIB-1
P.I. = 26+99.87 WIB
Y = 565,277.21
X = 811,900.90
DELTA = 5° 21'45" (RT)
D = 0° 45'00"
T = 357.76'
L = 715.00'
R = 7,639.35'
P.C. = 23+42.11 WIB
P.T. = 30+57.10 WIB

| PROJECT NO: 1120-54-61 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | PLAN | SHEET 81 | E |
|---|---|---|---|---|---|




CURVE = WIA-1
P.I. = 1+63.14 WIA
Y = 565,529.70
X = 811,751.67
DELTA = 4° 53' 33" (LT)
D = 1° 30' 02"
T = 163.13'
L = 326.06'
R = 3,818.43'
P.C. = 0+00.00 WIA
P.T. = 3+26.06 WIA

CURVE = WIB-1
P.I. = 26+99.87 WIB
Y = 565,277.21
X = 811,900.90
DELTA = 5° 21' 45" (RT)
D = 0° 45' 00"
T = 357.76'
L = 715.00'
R = 7,639.35'
P.C. = 23+42.11 WIB
P.T. = 30+57.10 WIB

CURVE = WIC-1
P.I. = 1540+50.10 WIC
Y = 566,871.12
X = 811,972.90
DELTA = 0° 40' 53" (LT)
D = 0° 45' 07"
T = 45.32"
L = 90.64'
R = 7,620.80'
P.C. = 1540+04.78 WIC
P.T. = 1540+95.42 WIC

CURVE = WIC-2
P.I. = 1545+20.21 WIC
Y = 567,336.84
X = 811,908.78
DELTA = 6° 15' 55" (RT)
D = 2° 51' 02"
T = 110.00'
L = 219.78'
R = 2,009.93'
P.C. = 1544+10.21 WIC
P.T. = 1546+29.99 WIC

CURVE = WID-1
P.I. = 3+36.37 WID
Y = 566,731.86
X = 811,687.14
DELTA = 5° 56' 32" (RT)
D = 3° 48' 33"
T = 78.07'
L = 156.00'
R = 1,504.19'
P.C. = 2+58.30 WID
P.T. = 4+14.30 WID

CURVE = WID-2
P.I. = 8+96.78 WID
Y = 567,286.59
X = 811,767.70
DELTA = 6° 58' 19" (LT)
D = 1° 54' 42"
T = 182.57'
L = 364.68'
R = 2,997.00'
P.C. = 7+14.22 WID
P.T. = 10+78.90 WID

CURVE = NB-12
P.I. = 1561+82.55 NB
Y = 568,971.50
X = 811,864.58
DELTA = 1° 18' 40" (RT)
D = 0° 15' 00"
T = 262.21'
L = 524.40'
R = 22,918.31'
P.C. = 1559+20.34 NB
P.T. = 1564+44.73 NB

CURVE = SB-12
P.I. = 1561+64.44 SB
Y = 568,965.50
X = 811,811.51
DELTA = 0° 56' 59" (LT)
D = 0° 10' 52"
T = 262.30'
L = 524.58'
R = 31,649.11'
P.C. = 1559+02.14 SB
P.T. = 1564+26.73 SB

CURVE = NB-13
P.I. = 1567+07.03 NB
Y = 569,495.83
X = 811,877.94
DELTA = 1° 19' 20" (LT)
D = 0° 15' 07"
T = 262.29'
L = 524.56'
R = 22,729.70'
P.C. = 1564+44.73 NB
P.T. = 1569+69.30 NB

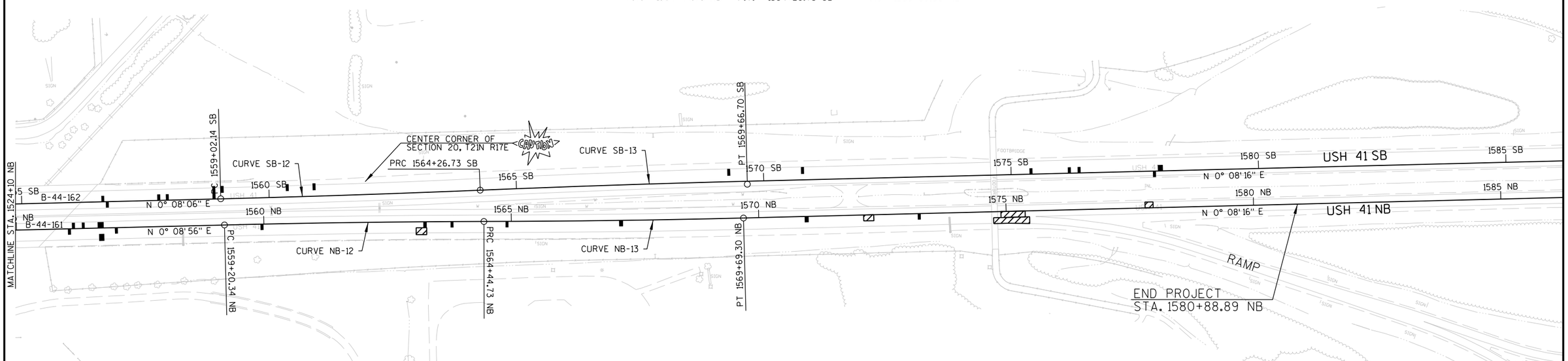
CURVE = SB-13
P.I. = 1566+96.72 SB
Y = 569,497.73
X = 811,803.95
DELTA = 0° 57' 09" (RT)
D = 0° 10' 35"
T = 269.99'
L = 539.97'
R = 32,482.30'
P.C. = 1564+26.73 SB
P.T. = 1569+66.70 SB

N

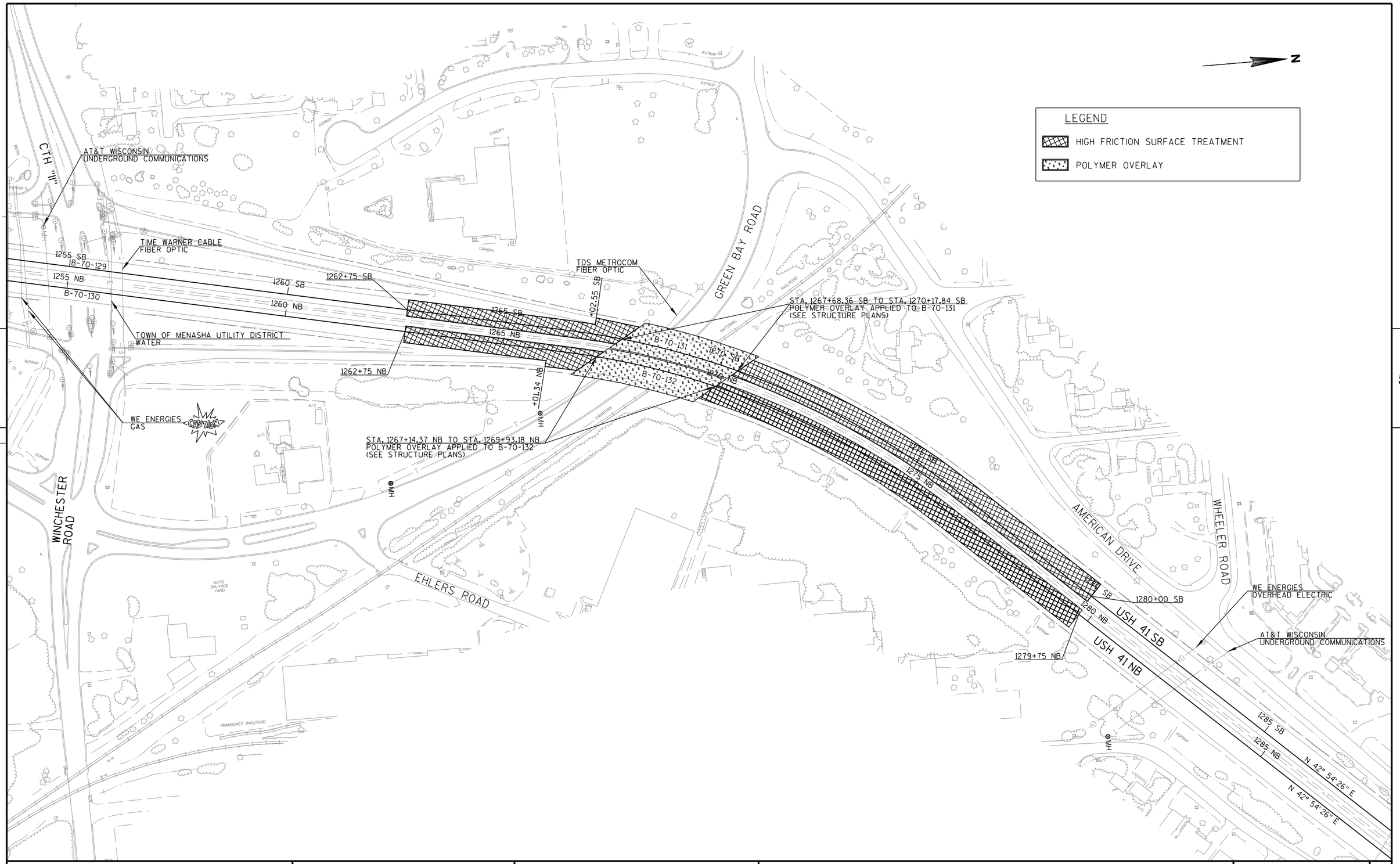
LEGEND

CONCRETE PAVEMENT REPAIR SHES

CONCRETE PAVEMENT REPLACEMENT SHES




| PROJECT NO:1120-54-61 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | PLAN | SHEET 82 | E |
|---|---|---|---|---|---|

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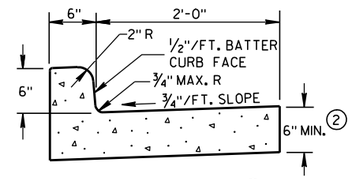
| PROJECT NO: 1120-29-71 | HWY: USH 41 | COUNTY: WINNEBAGO/OUTAGAMIE | PLAN: RESIN BINDER HIGH FRICTION SURFACE TREATMENT | SHEET 83 | E |
|---|---|---|---|---|---|

# Standard Detail Drawing List

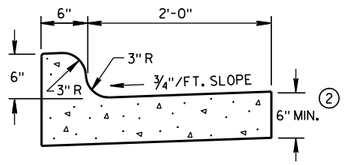
| | |
|---|---|
| 08D01-17 | CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES |
| 13A05-05A | SHOULDER RUMBLE STRIP, MILLING |
| 13A05-05B | SHOULDER RUMBLE STRIP, MILLING |
| 13C09-11A | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-11B | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-11C | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 14B22-06A | CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE) |
| 14B22-06B | CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE) |
| 15C02-05A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-05B | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C07-12B | PAVEMENT MARKING WORDS |
| 15C07-12C | PAVEMENT MARKING ARROWS |
| 15C08-16A | PAVEMENT MARKING (MAINLINE) |
| 15C08-16E | PAVEMENT MARKING (LEFT TURN LANE) |
| 15C14-01 | AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS |
| 15C20-01 | YIELD MARKING |
| 15C31-01A | PAVEMENT MARKING (RAMPS AND GORES) |
| 15C31-01B | LANE DROP PAVEMENT MARKING |
| 15C33-01 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D04-01 | TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING |
| 15D12-04 | TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION |
| 15D14-02 | TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS) |
| 15D15-01 | TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D16-02 | TRAFFIC CONTROL, EXIT RAMP CLOSURE |
| 15D27-02 | TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH |

6

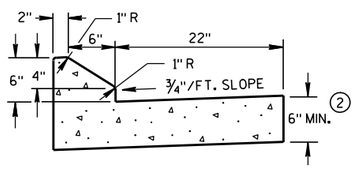
6



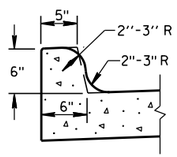

TYPES A & D ①



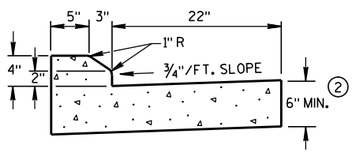

TYPES K & L ①




6" SLOPED CURB TYPES G & J ①

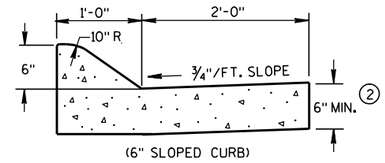



OPTIONAL CURB SHAPE FOR TYPES K & L ①

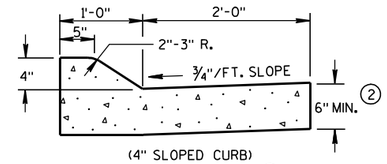



4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

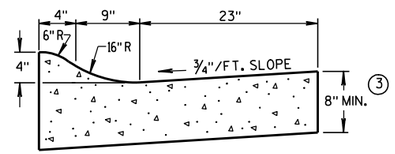



(6" SLOPED CURB)




(4" SLOPED CURB)

TYPES A & D ①




4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

## 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.

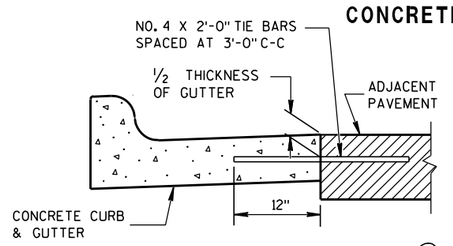
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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.

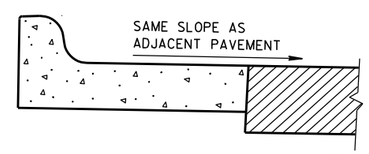
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

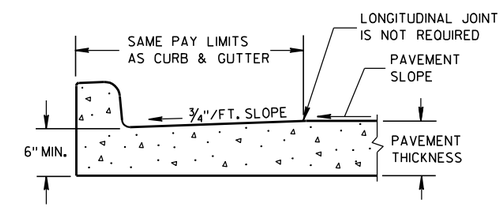
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



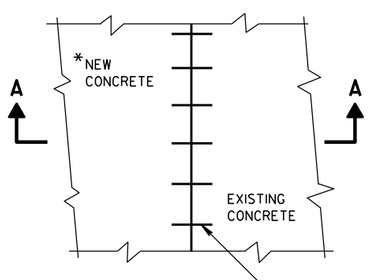

TYPICAL TIE BAR LOCATION ①




REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)

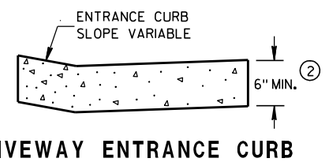



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER

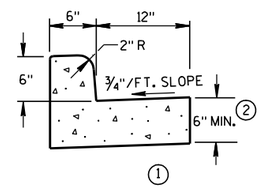



*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

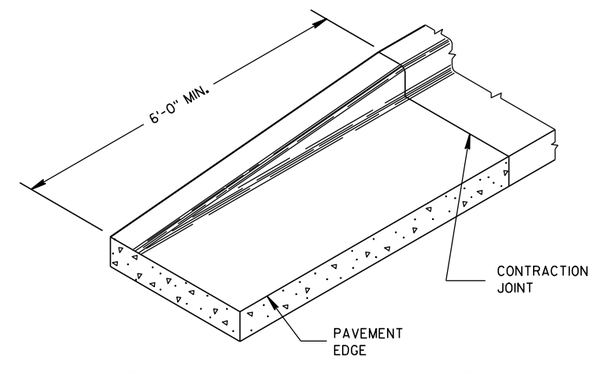



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

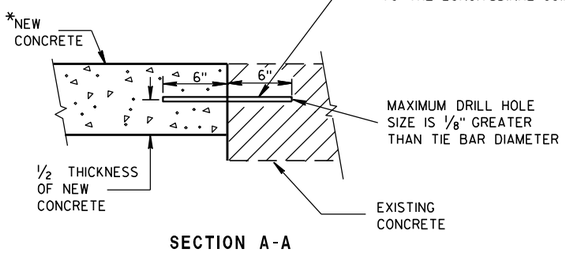



① TYPES A & D

CONCRETE CURB & GUTTER 18"

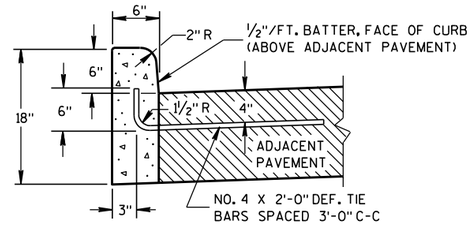



END SECTION CURB & GUTTER

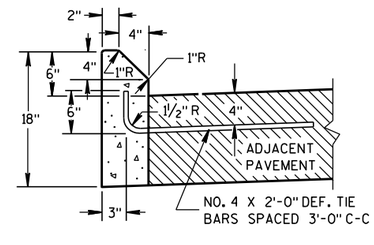



SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT




① TYPES A & D




① TYPES G & J

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

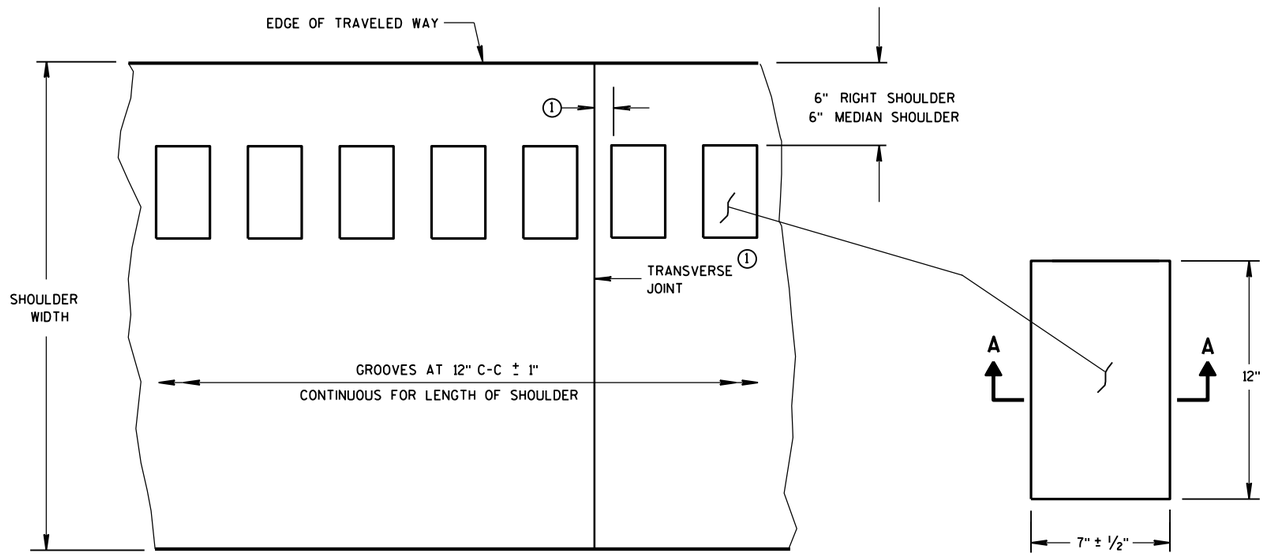
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 — DATE
/S/ Jerry H. ---- — ROADWAY STANDARDS ENGINEER
FHWA




6

S.D.D. 8 D 1-17




PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

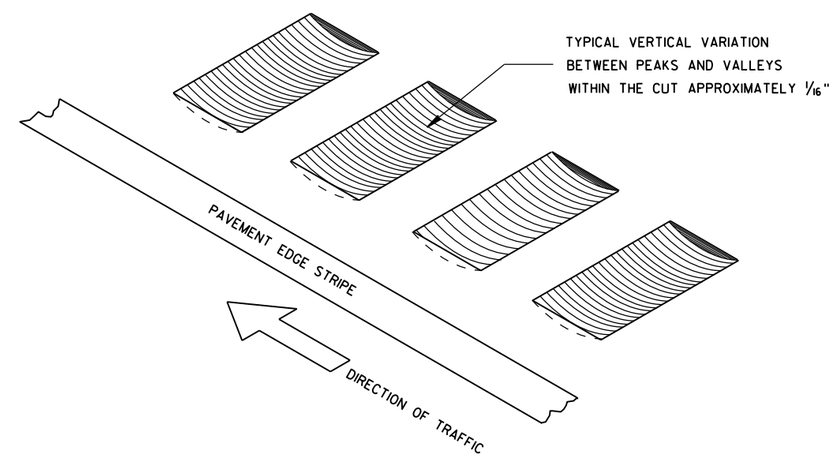
## GENERAL NOTES

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

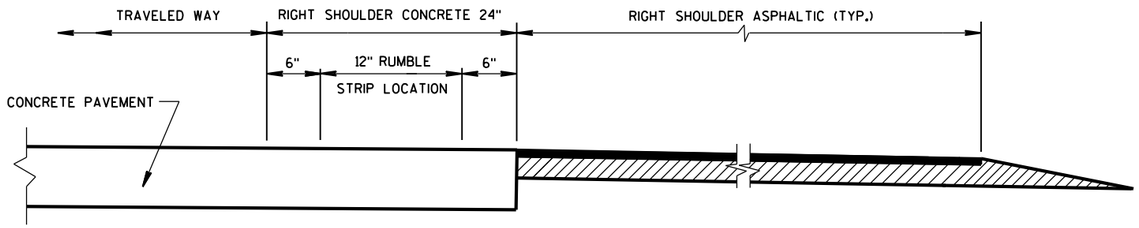
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

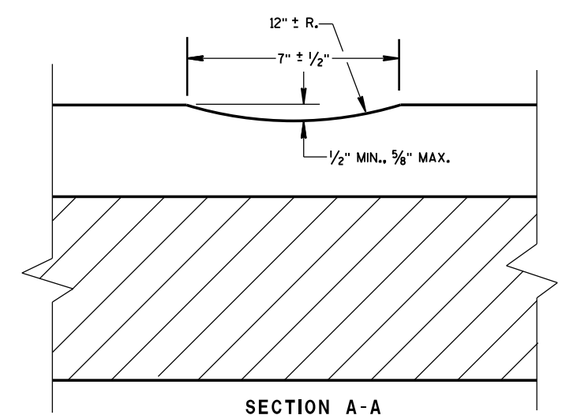
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



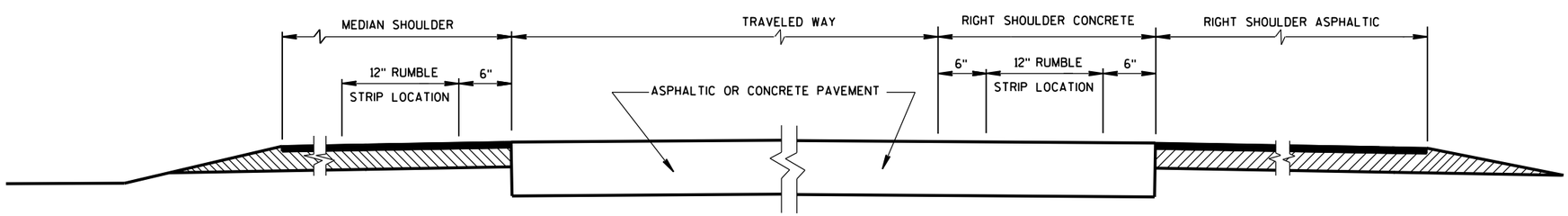

ISOMETRIC




SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)




SECTION A-A




SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS
IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

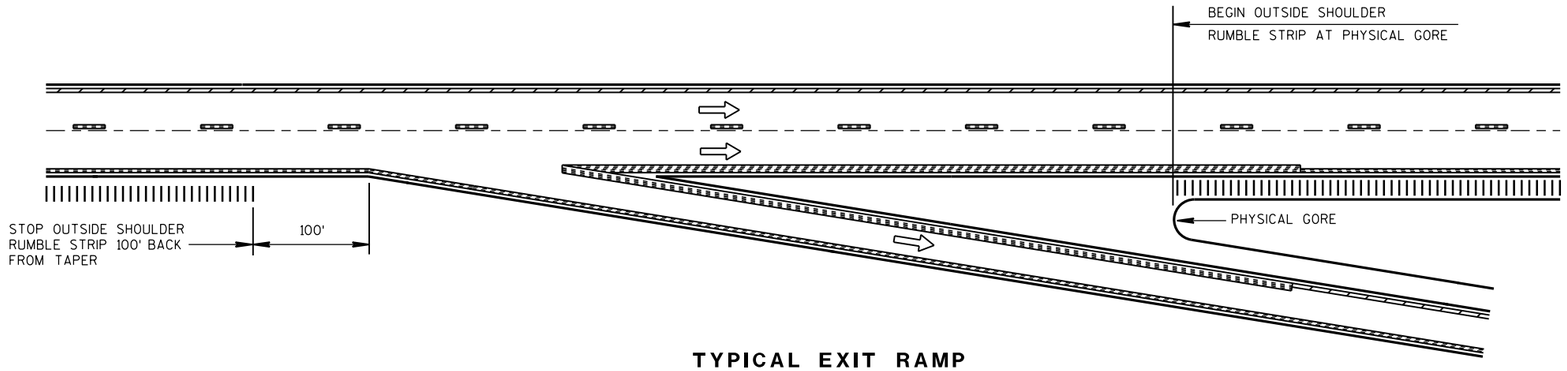


6

6

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

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



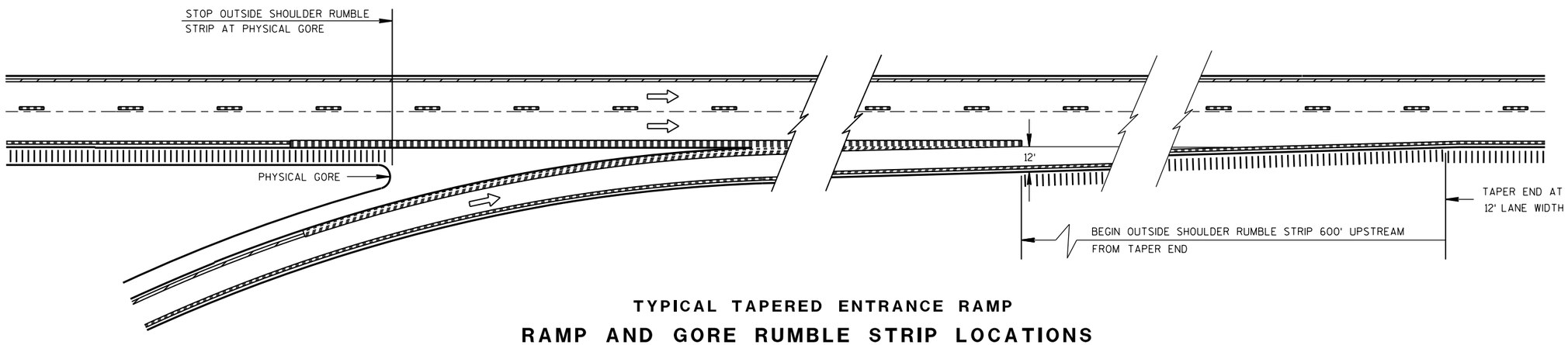

TYPICAL EXIT RAMP

## NOTES:

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

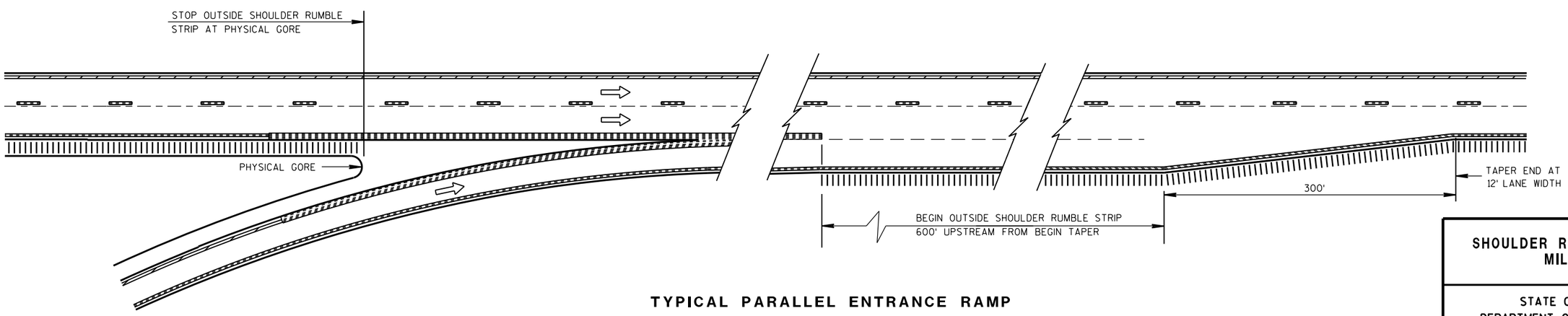
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL ( ⇨ )
SHOWS DIRECTION OF TRAVEL




TYPICAL TAPERED ENTRANCE RAMP

## RAMP AND GORE RUMBLE STRIP LOCATIONS




TYPICAL PARALLEL ENTRANCE RAMP

## RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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

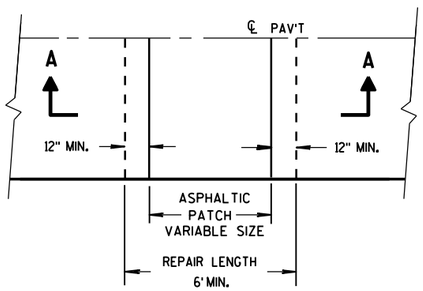
## GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

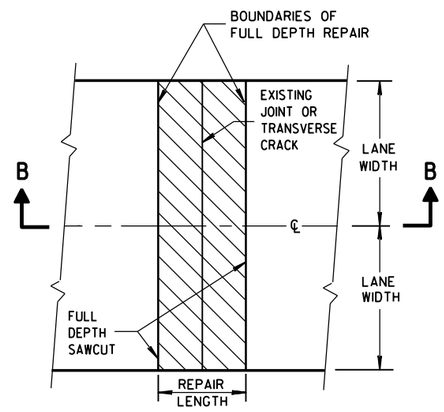
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

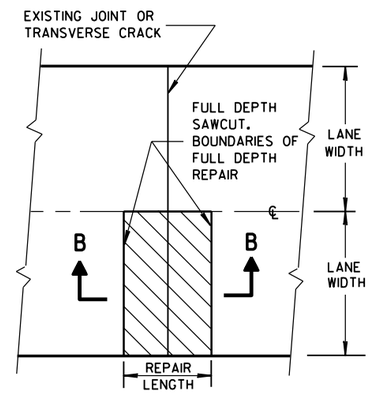
(1) DOWEL BARS MIGHT NOT EXIST.




PLAN VIEW



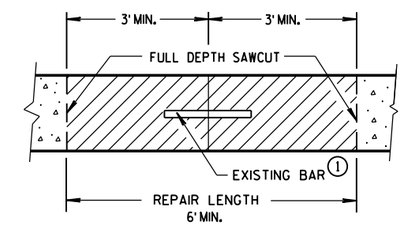

PLAN VIEW
(DOUBLE LANE REPAIR)




PLAN VIEW
(SINGLE LANE REPAIR)

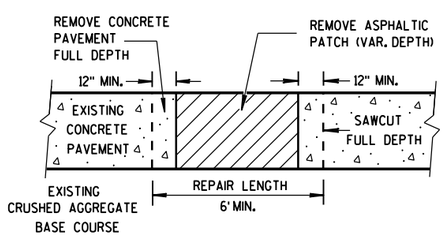
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)




SECTION B-B

CONCRETE REMOVAL




SECTION A-A

HMA PATCH REMOVAL

6

6

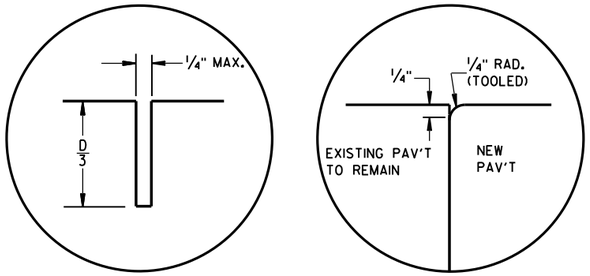
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO



S.D.D. 13 C 9-11a

S.D.D. 13 C 9-11a

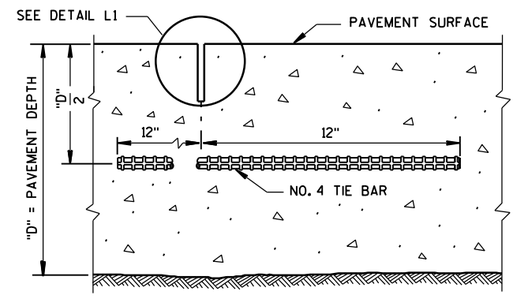



C1 C2

## TRANSVERSE JOINTS

### 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" |




SECTION C-C

## SAWED LONGITUDINAL JOINT

## GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

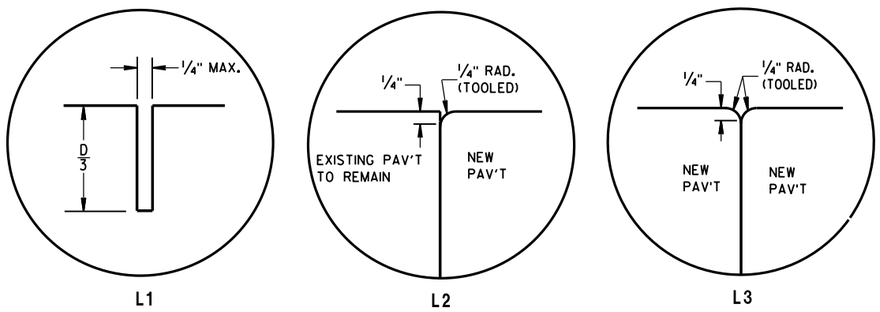
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

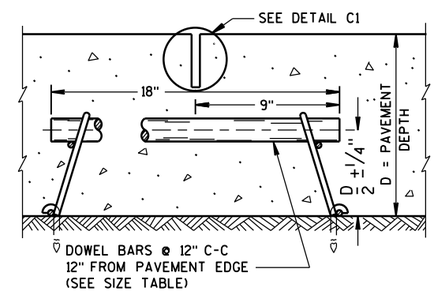
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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



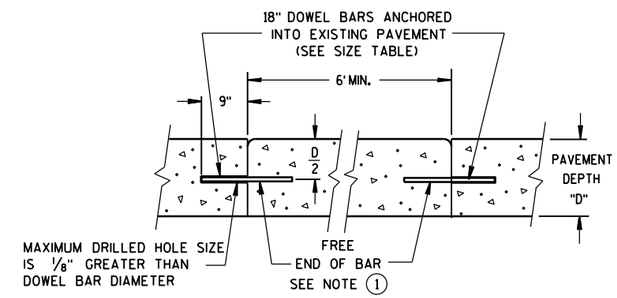

L1 L2 L3

## LONGITUDINAL JOINTS

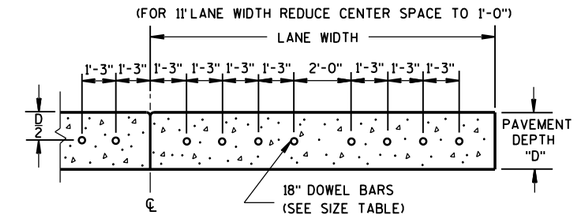



SECTION F-F

## CONTRACTION JOINT




SECTION D-D

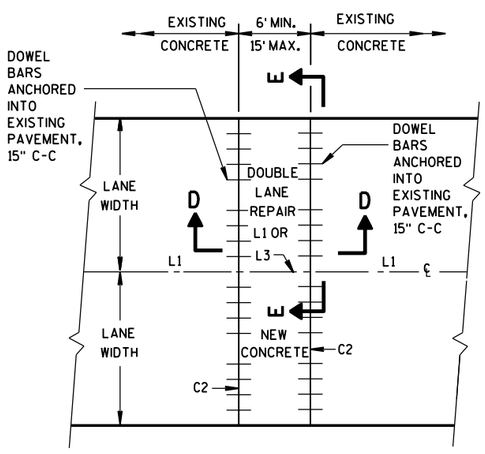



SECTION E-E

## DRILLED DOWEL BAR CONSTRUCTION JOINT

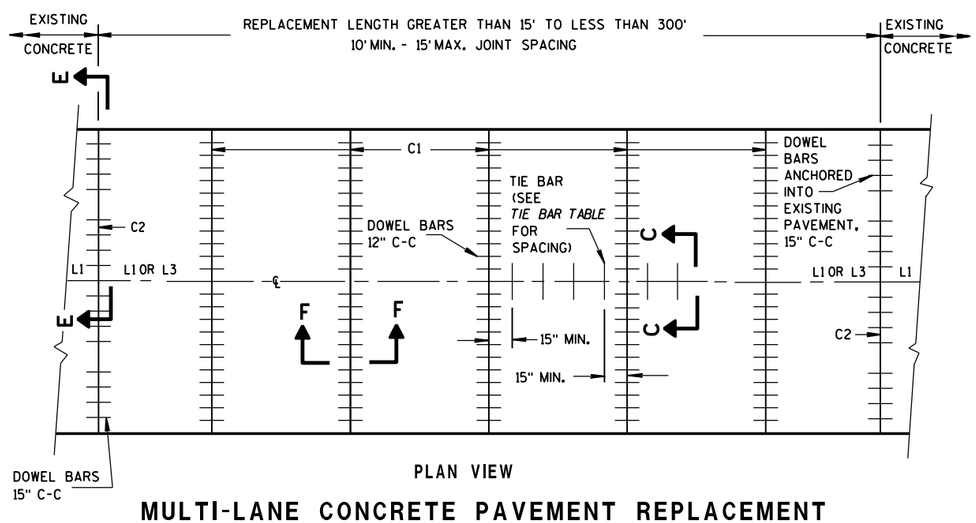
### PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|
| 5 1/2", 6", 6 1/2" | NONE | 12' |
| 7", 7 1/2" | 1" | 14' |
| 8", 8 1/2" | 1 1/4" | 15' |
| 9", 9 1/2" | 1 1/4" | 15' |
| 10" & ABOVE | 1 1/2" | 15' |




PLAN VIEW

## MULTI-LANE CONCRETE PAVEMENT REPAIR




PLAN VIEW

## MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

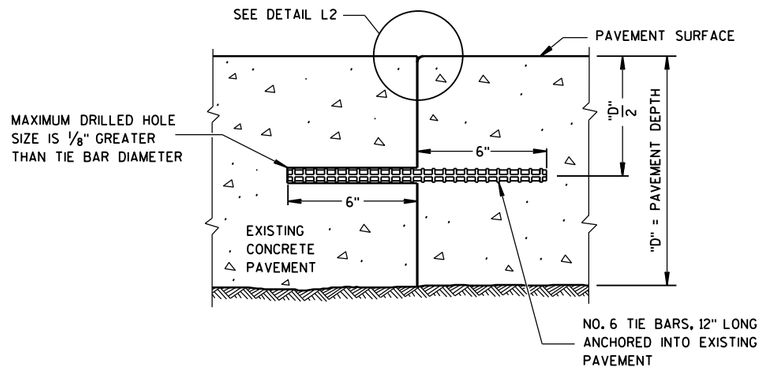
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

## GENERAL NOTES

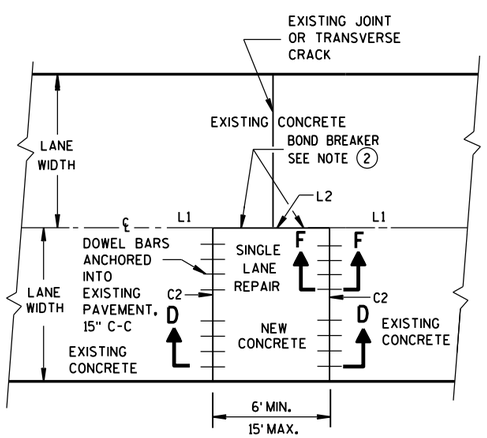
1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

2. USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



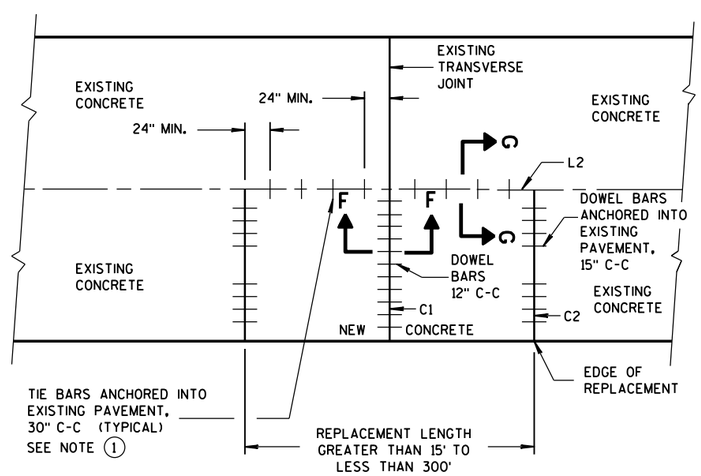

SECTION G-G

### TIE BARS ANCHORED INTO EXISTING PAVEMENT




PLAN VIEW

### SINGLE LANE CONCRETE PAVEMENT REPAIR




PLAN VIEW

### SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

**CONCRETE PAVEMENT REPAIR AND REPLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-2013 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE' ... IEER
FHWA




S.D.D. 13 C 9-11c
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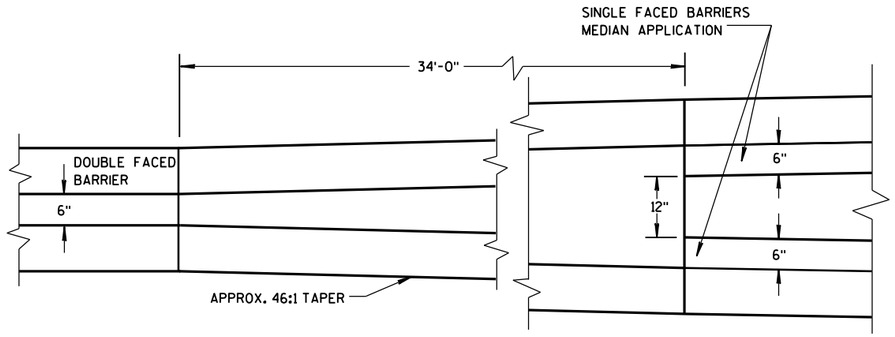



**PLAN VIEW**

## TRANSITION DETAILS OF DOUBLE FACED TO SINGLE FACED CONCRETE MEDIAN BARRIER

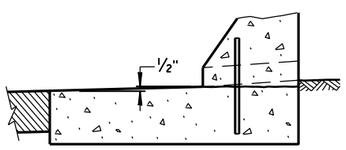
**(FOOTINGS ARE NOT SHOWN)**

## GENERAL NOTES

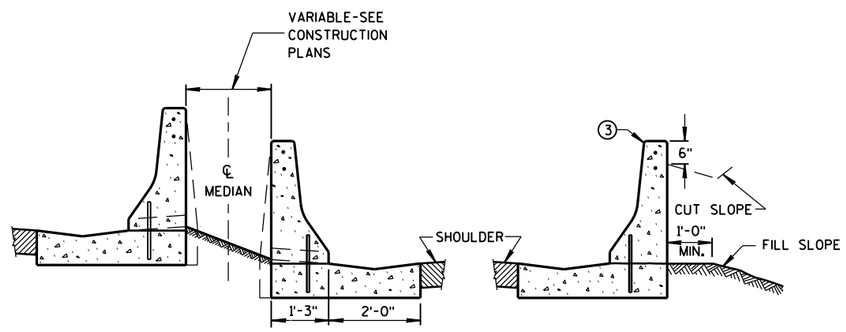
SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH BARS LAPPED AT LEAST 18-INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

ALL BAR STEEL REINFORCEMENT SHALL CONFORM TO REQUIREMENTS OF AASHTO M31, GRADE 60.

1. BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN CONTRACT.
2. OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.
3. ¾-INCH BEVEL OR 1-INCH RADIUS (TYPICAL).
4. NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.
5. EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.
6. SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINTS AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.

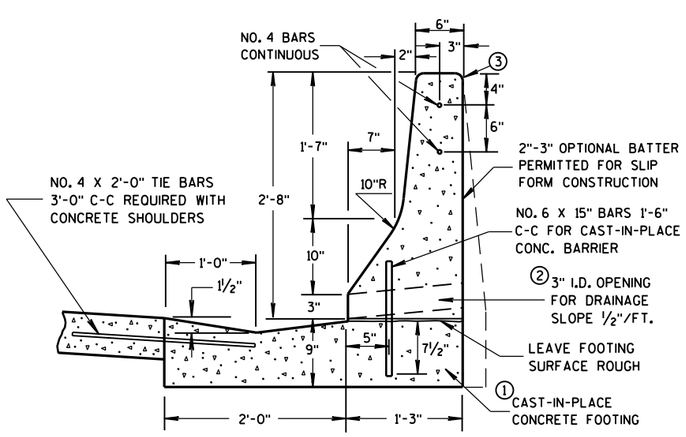



**HIGH SIDE CONCRETE BARRIER DETAIL**

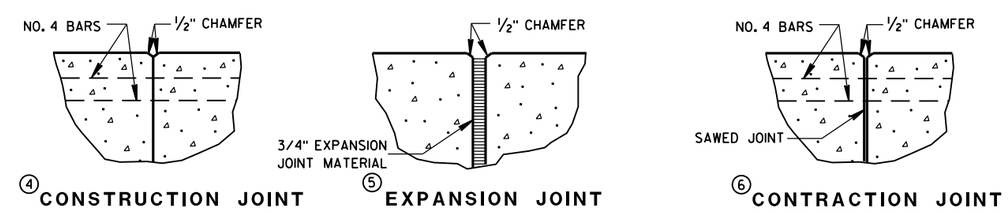



**MEDIAN** **SHOULDER**

**TYPICAL APPLICATIONS**




**SECTION VIEW**




4 **CONSTRUCTION JOINT** 5 **EXPANSION JOINT** 6 **CONTRACTION JOINT**

**JOINT DETAILS**

**CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

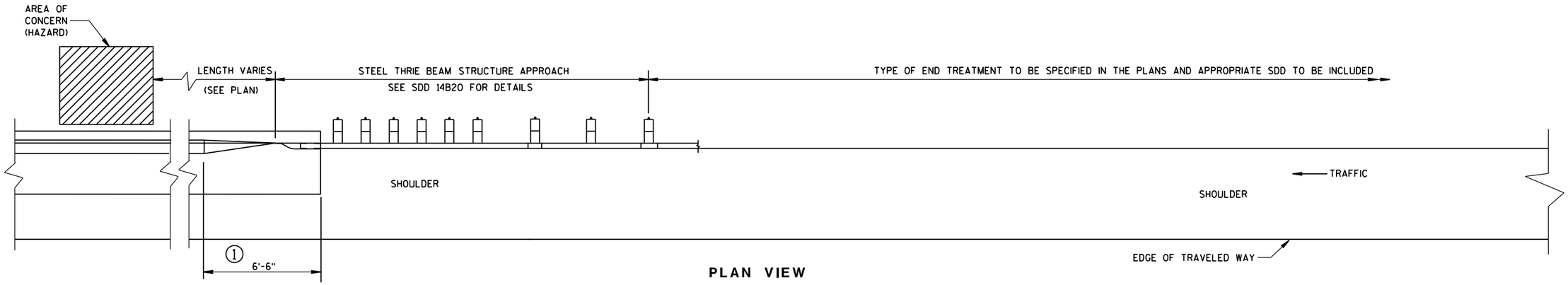




6

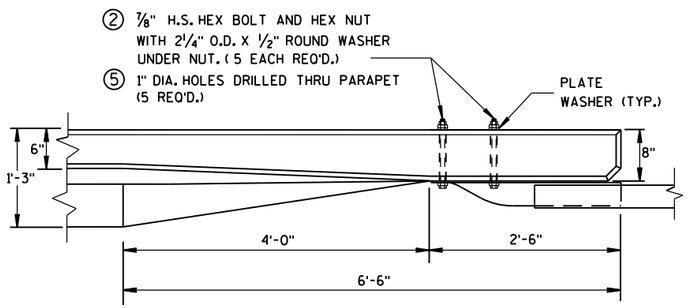


S.D.D. 14 B 22-6a




PLAN VIEW

## TRANSITION TO STEEL PLATE BEAM GUARD AND END TERMINAL




PLAN VIEW

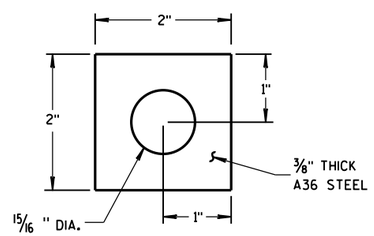
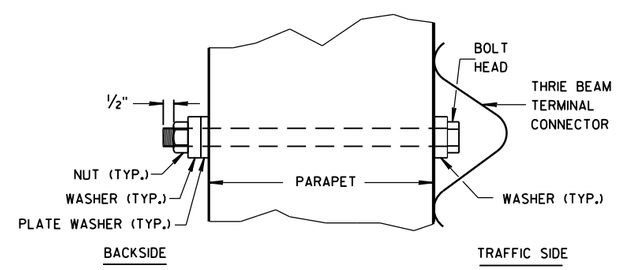



PLATE WASHER DETAIL

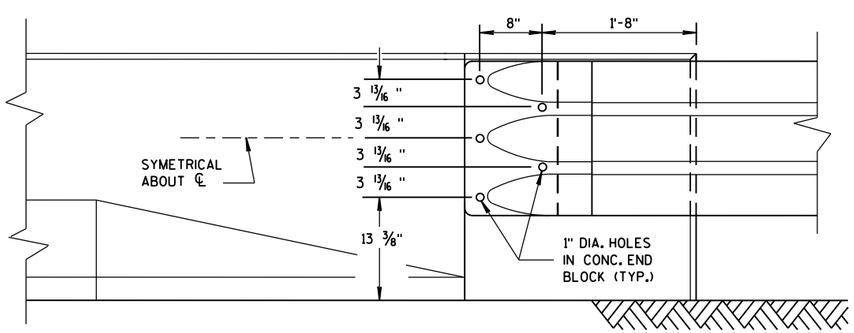



THRIE BEAM BOLT DETAIL

## GENERAL NOTES

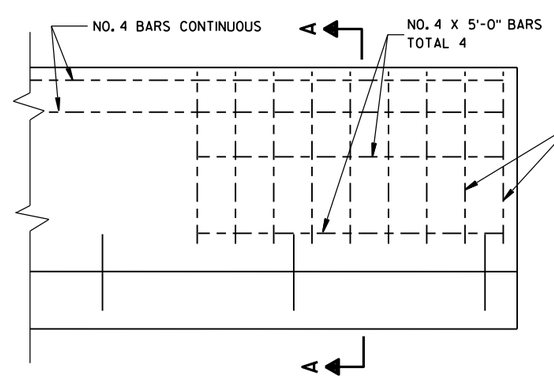
1. A SPECIAL END IS REQUIRED ON THE CONCRETE BARRIER TO TRANSITION TO A CONNECTION WITH THE STEEL THRIE BEAM STRUCTURE APPROACH. SEE THE DETAILS ON THIS SHEET.
2. BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. 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. REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.
4. PLACE REINFORCEMENT SUCH THAT IT WILL NOT CONFLICT WITH THE BOLT HOLES IN THE THRIE BEAM TERMINAL CONNECTOR.
5. INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

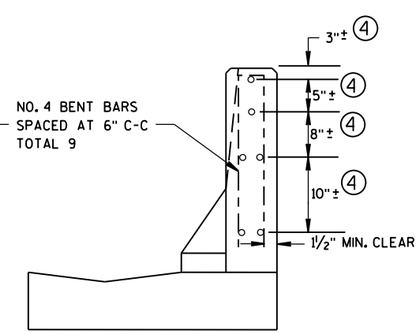



FRONT VIEW

CONCRETE BARRIER TRANSITION TO THRIE BEAM

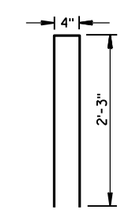



FRONT VIEW




SECTION A-A

3 REINFORCEMENT AT BARRIER END




BENT BAR DETAIL

CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)

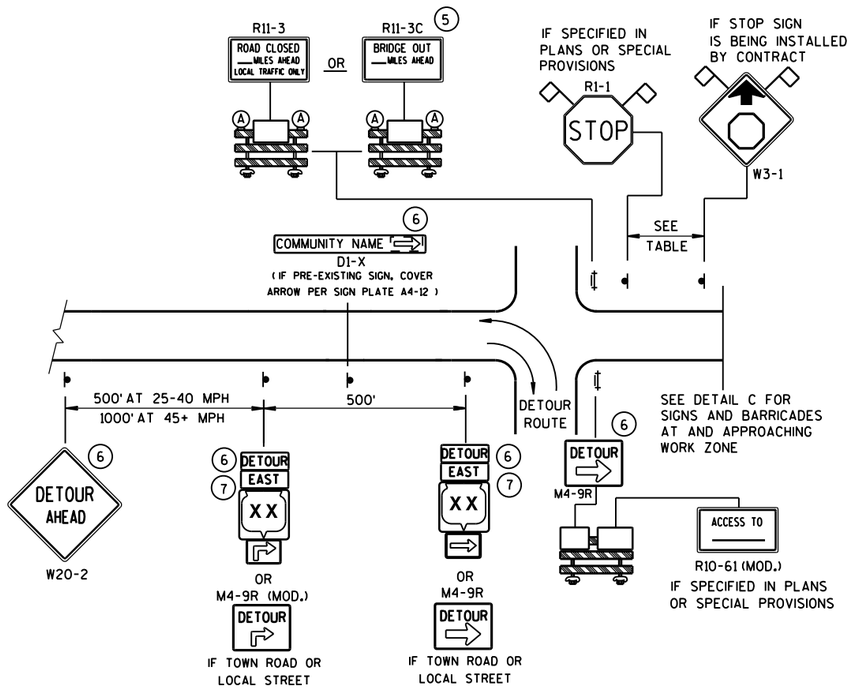
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



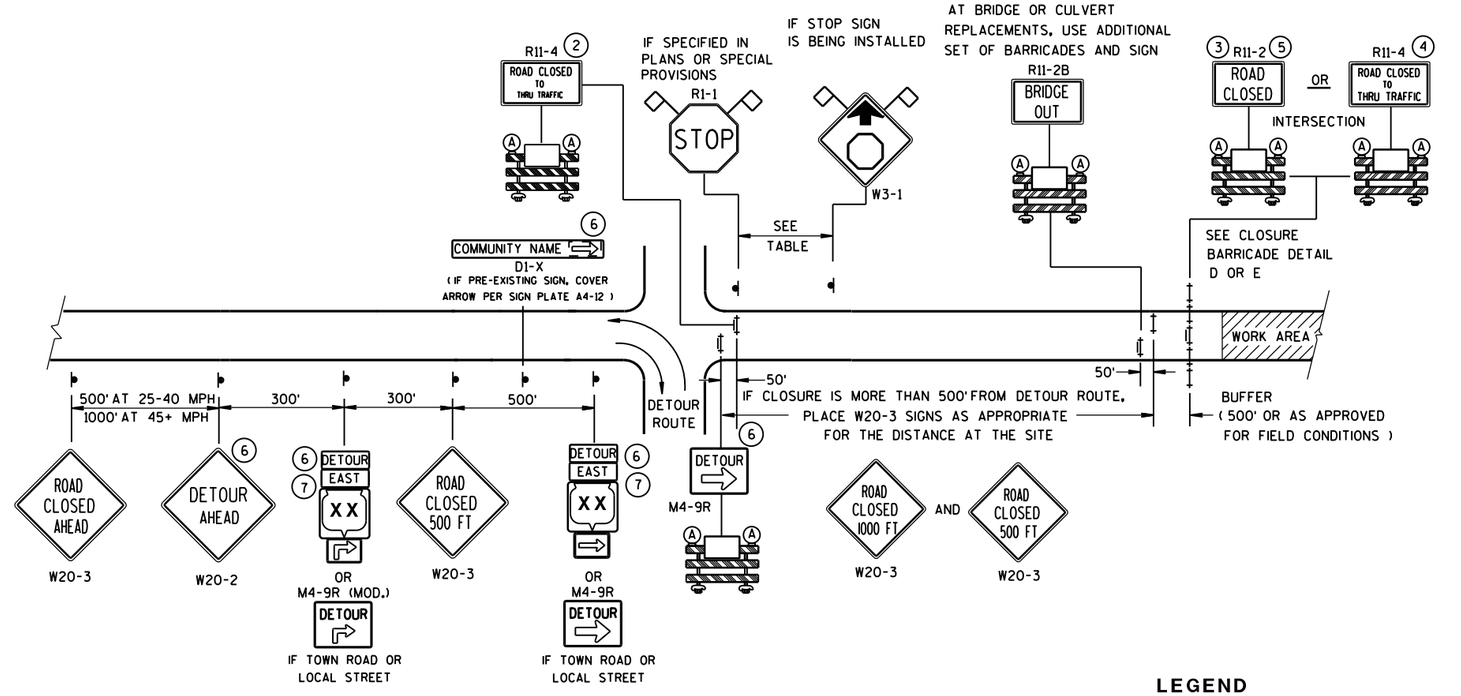

6


S.D.D. 14 B 22-6b



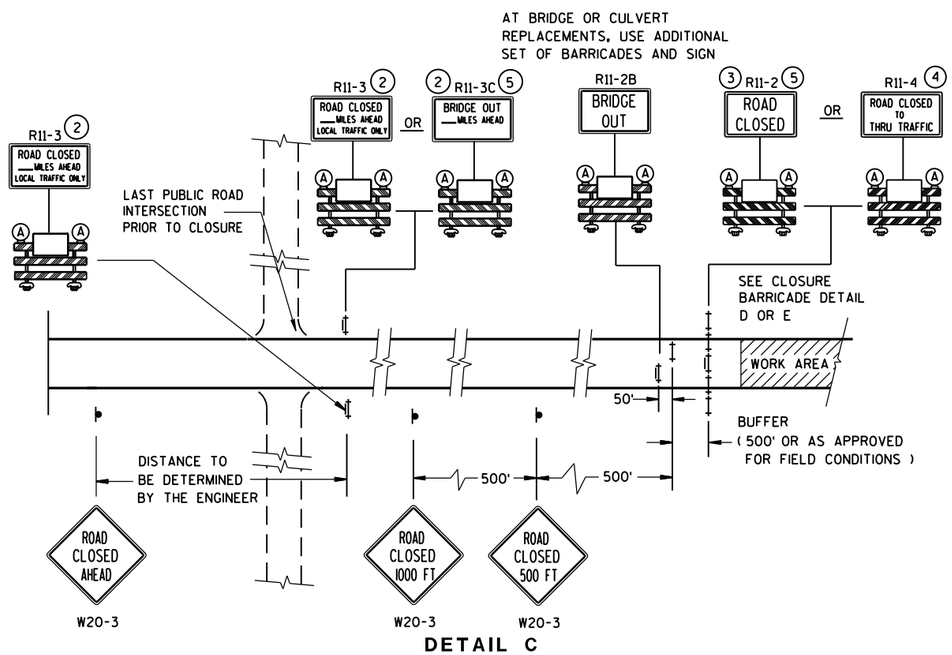

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

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 |

## 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) OR COUNTY XX (M1-5A) OR XX (M1-6)
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

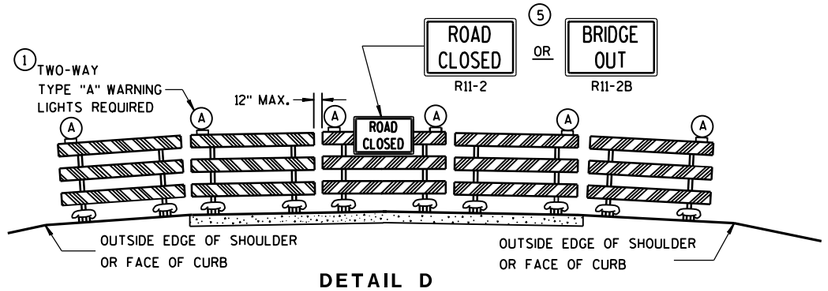
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA




6

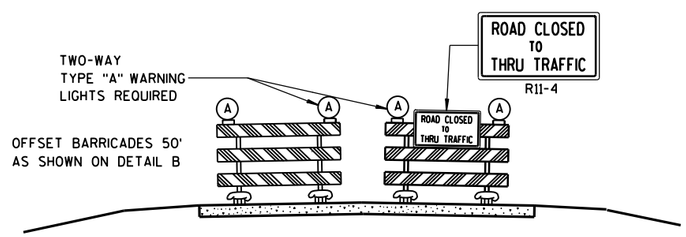

S.D.D. 15 C 2-5a




**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
DESIGN
FHWA



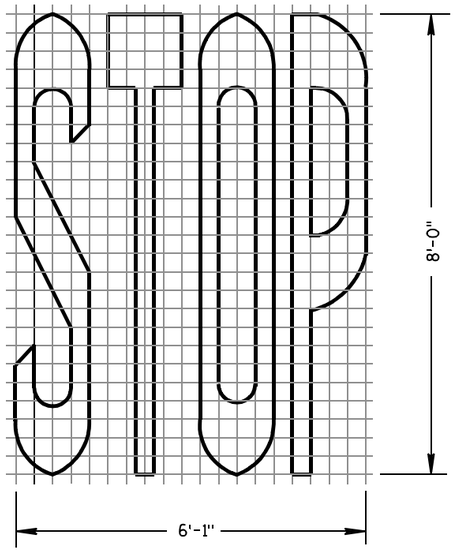

6

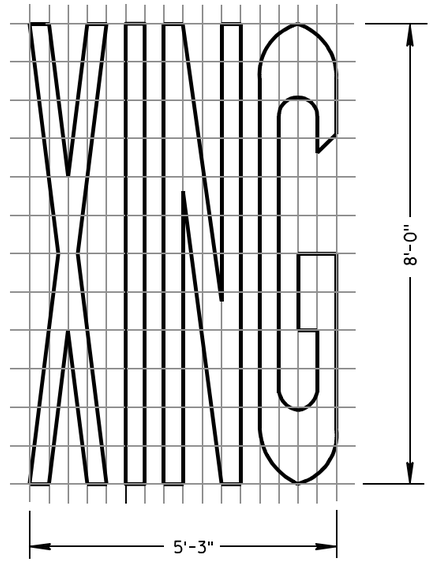

S.D.D. 15 C 2-5b

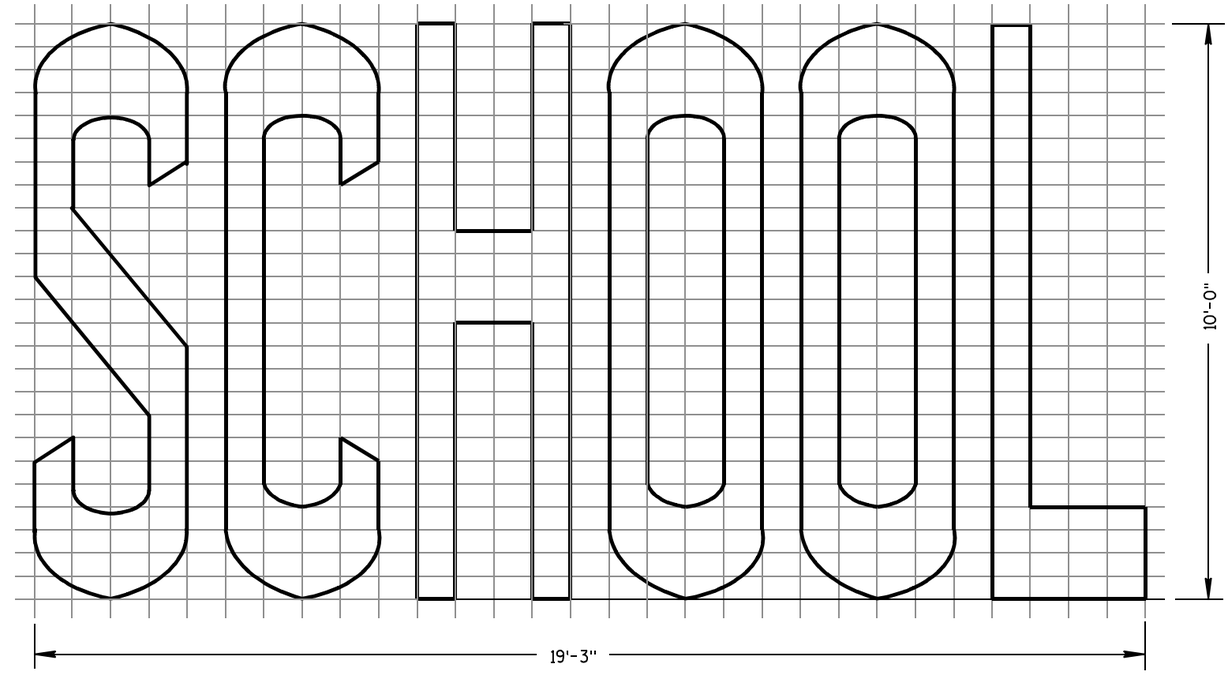
## GENERAL NOTES

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.

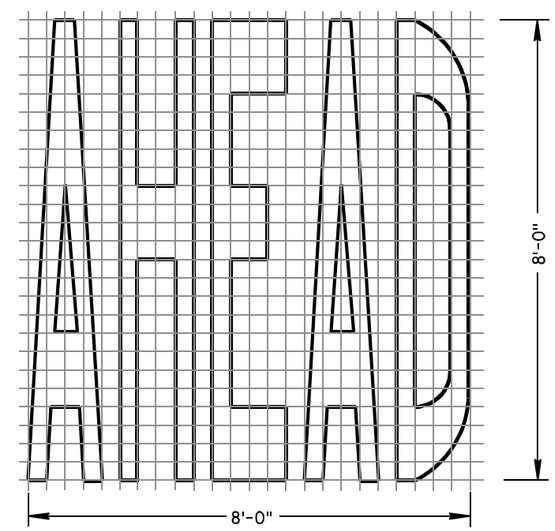
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

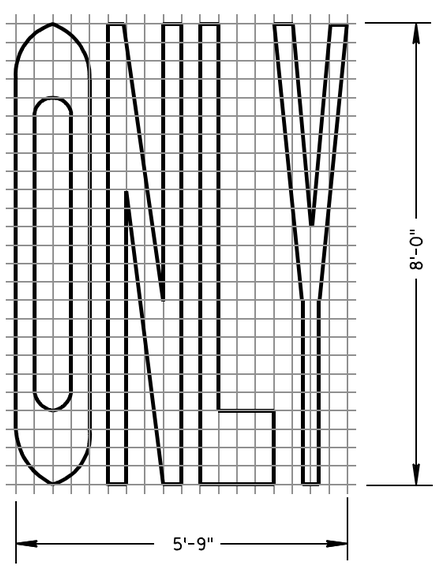


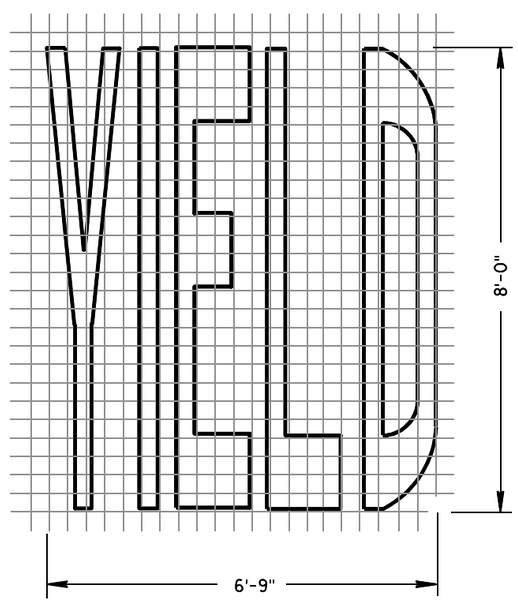



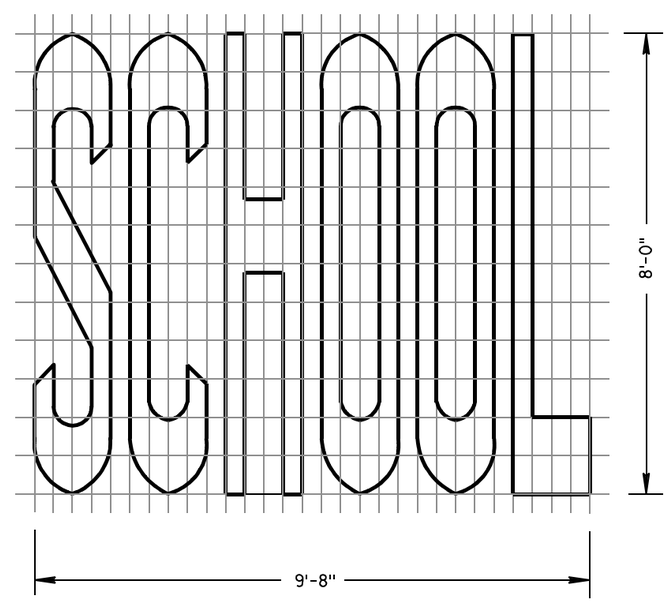




TWO-LANE




SINGLE-LANE

6

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S.D.D. 15 C 7-12b

S.D.D. 15 C 7-12b

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 — DATE

/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER

FHWA

## GENERAL NOTES

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

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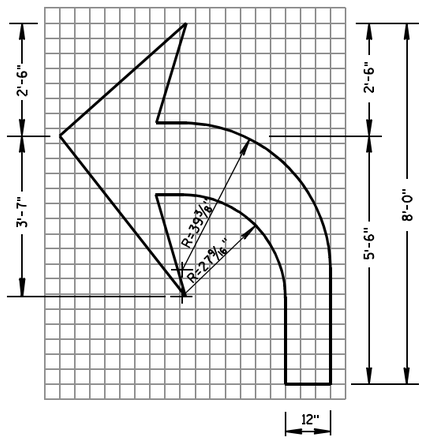
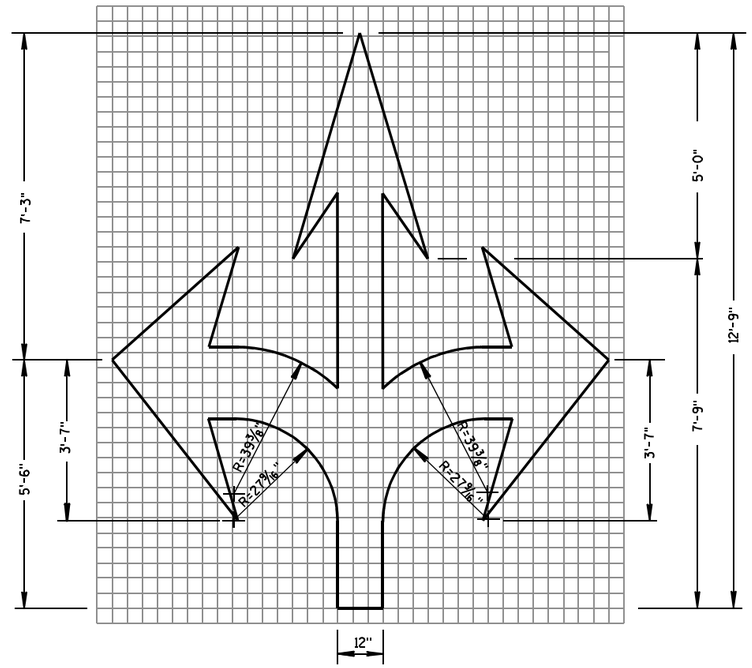



TYPE 2

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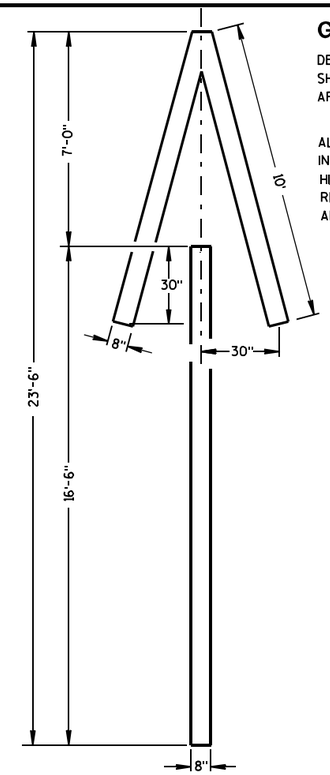


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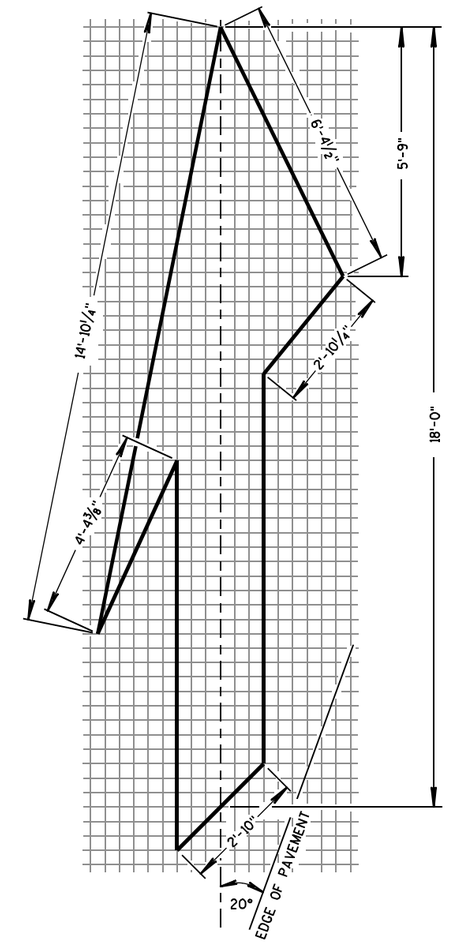
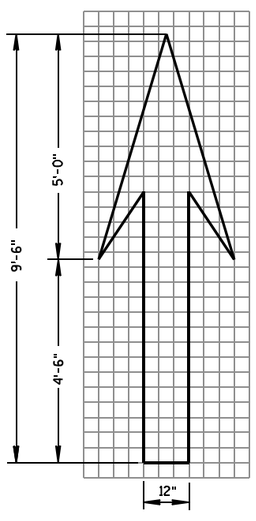
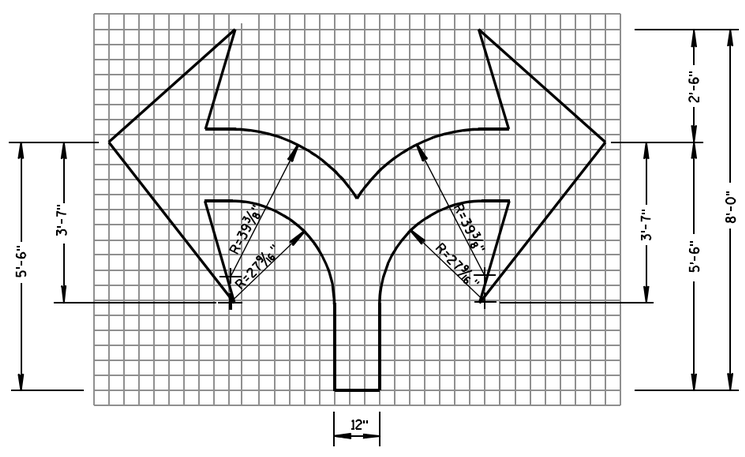



TYPE 5 LANE DROP ARROW




TYPE 1

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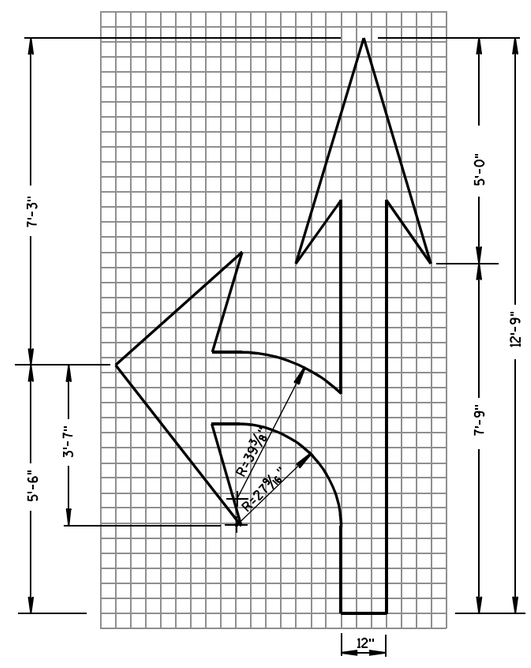


TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

| | |
|---|---|
| 7/1/11 | /S/ Thomas N. Nothohm |
| DATE | STATE TRAFFIC ENGINEER |

FHWA

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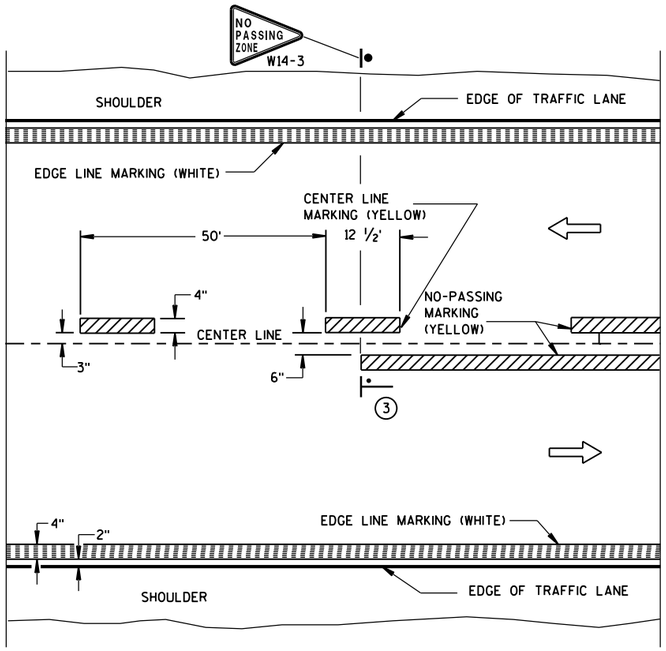
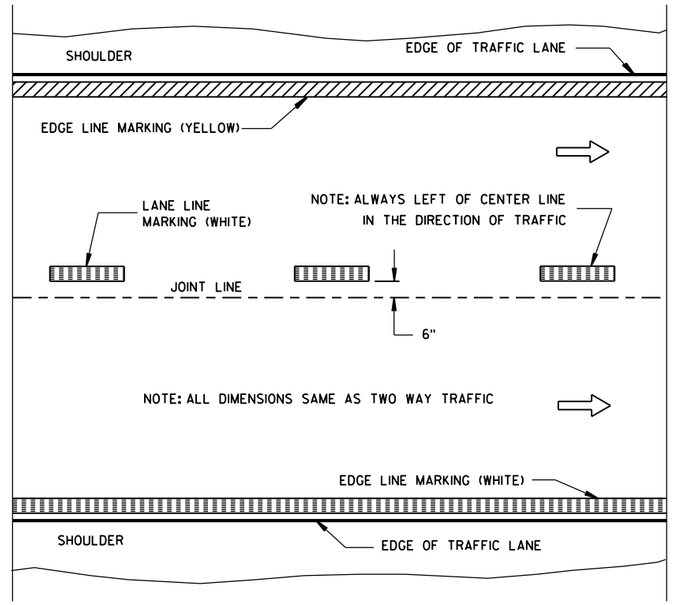
6

S.D.D. 15 C 7-12c

S.D.D. 15 C 7-12c

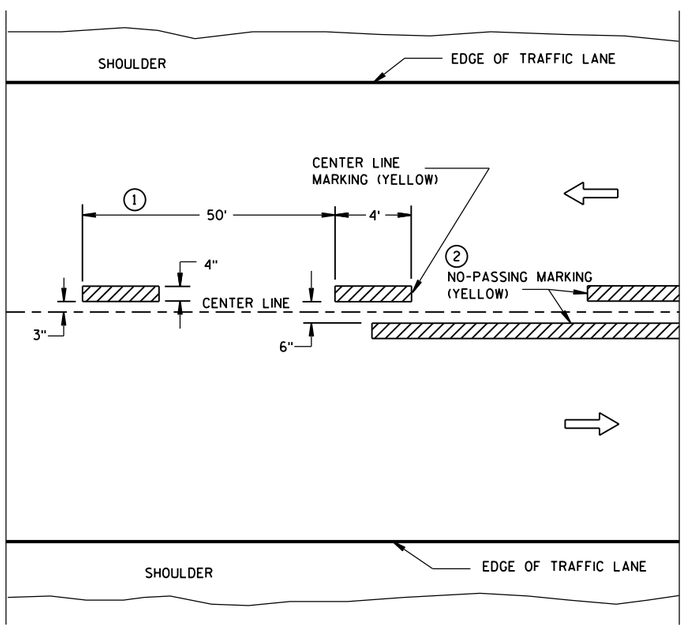



TWO WAY TRAFFIC

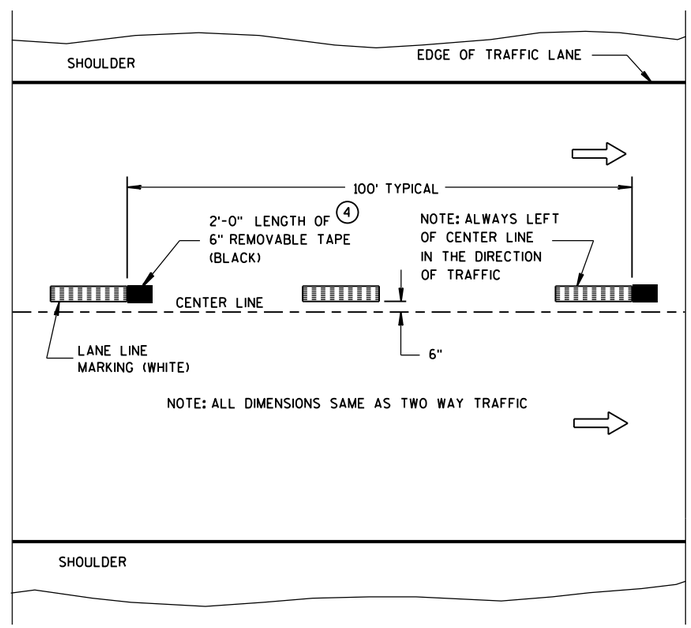



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

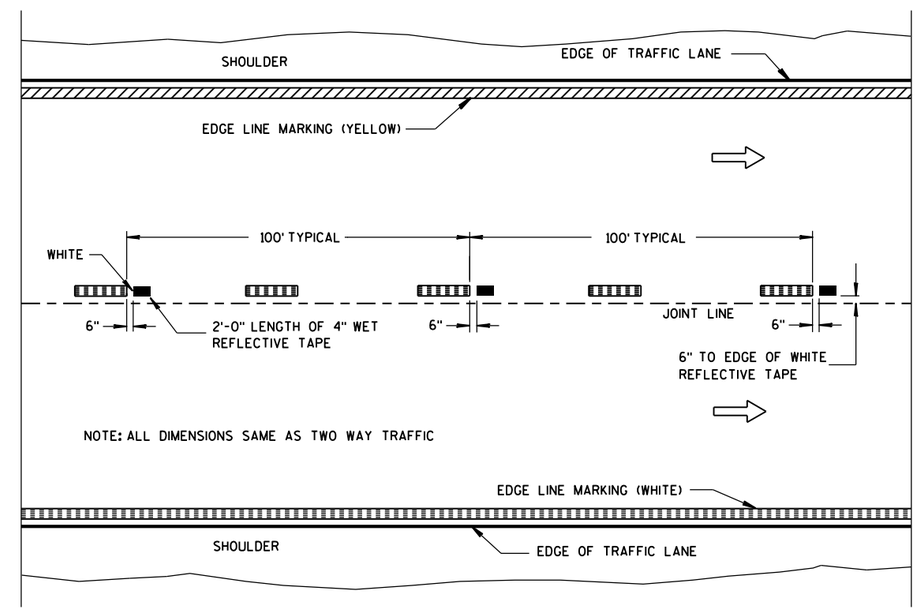
## GENERAL NOTES

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

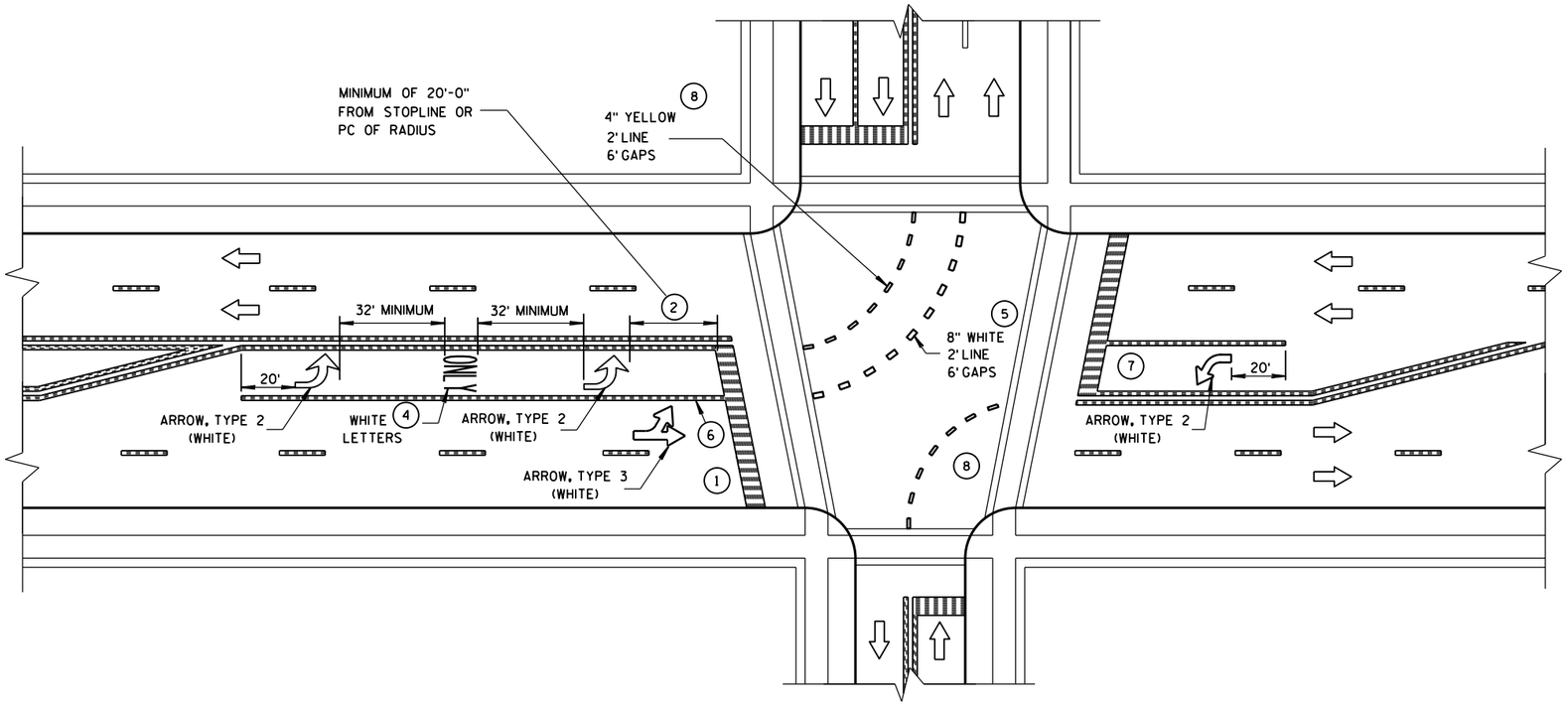
PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

6

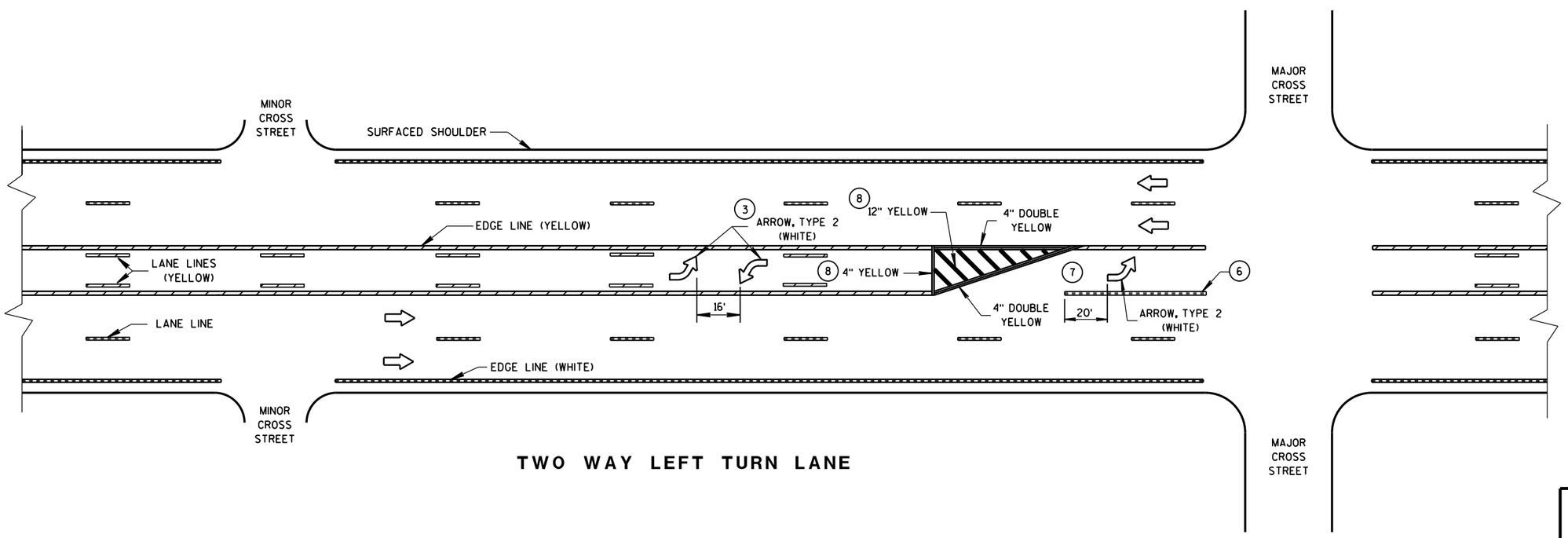
S.D.D. 15 C 8-16a




## 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



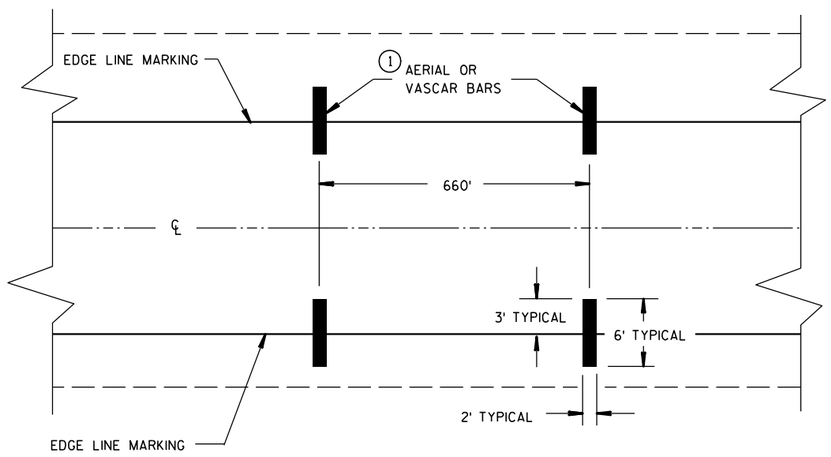

6


S.D.D. 15 C 8-16e

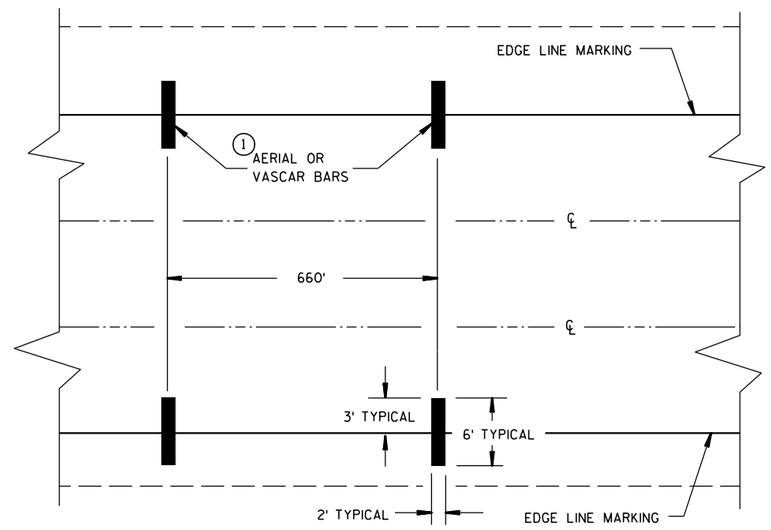
## GENERAL NOTES

(1) NUMBER OF VASCAR OR AERIAL BARS SHALL BE A MINIMUM OF 2 OR A MAXIMUM OF 5 AT 660' SPACING.

A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.




TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC




TYPICAL FOR MULTILANE TRAFFIC

## SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

6

S.D.D. 15 C 14-1

AERIAL ENFORCEMENT BARS
PAVEMENT MARKING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/23/01 — DATE

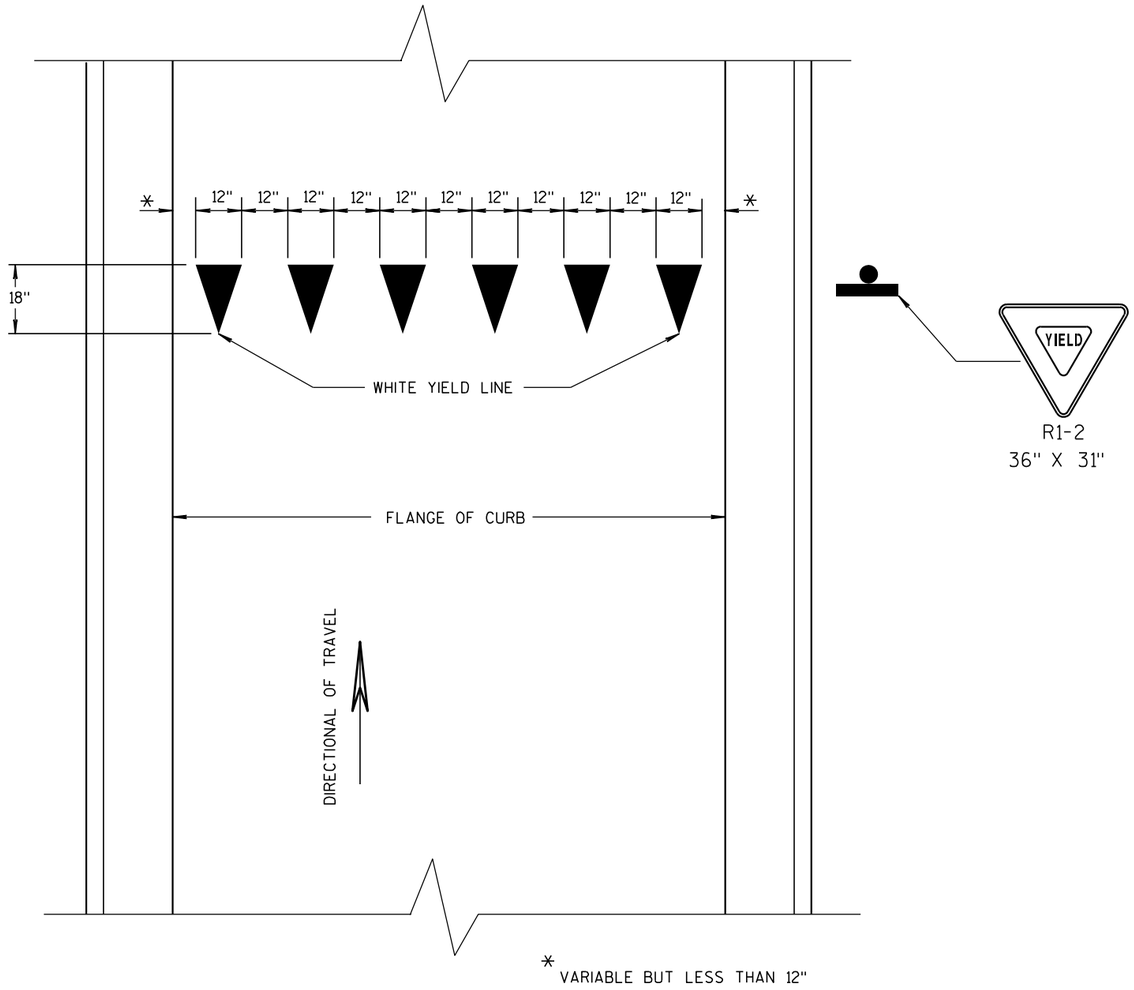
/S/ Chester [illegible] — CHIEF SIGNS AND MARI[illegible] [illegible]INEER

FHWA

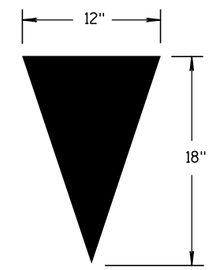


6

S.D.D. 15 C 14-1




**YIELD LINE**




**YIELD TRIANGLE**

6

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S.D.D. 15 C 20-1

S.D.D. 15 C 20-1

**YIELD MARKINGS**

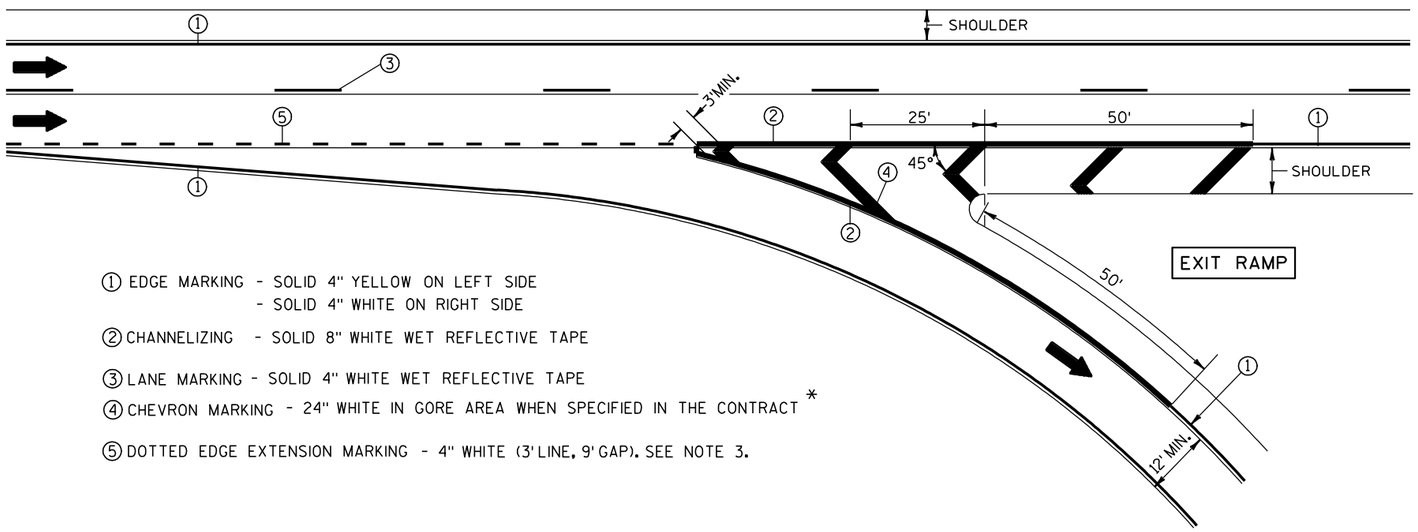
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1/28/05 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

FHWA




① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

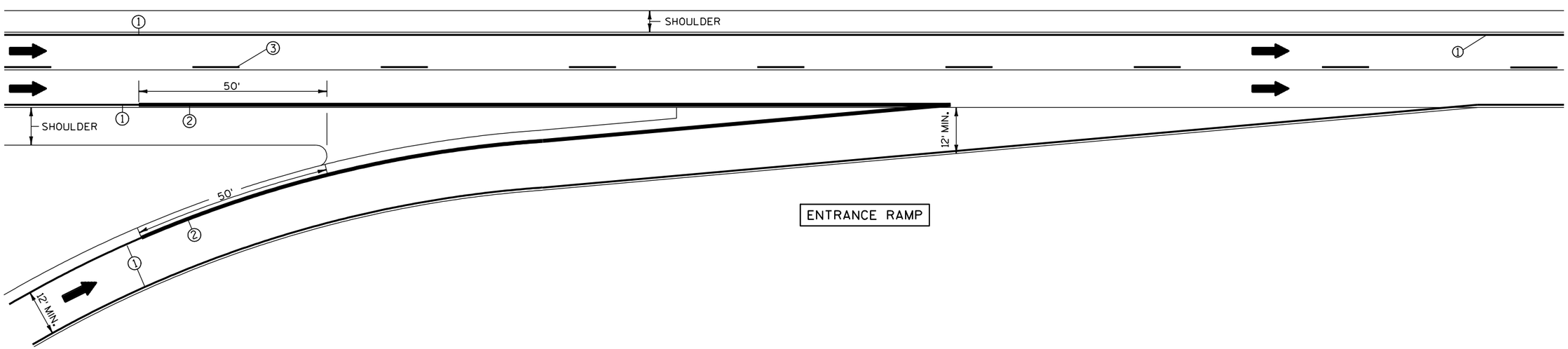
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.

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S.D.D. 15 C 31-1a

S.D.D. 15 C 31-1a

**PAVEMENT MARKING**
**(RAMPS AND GORES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

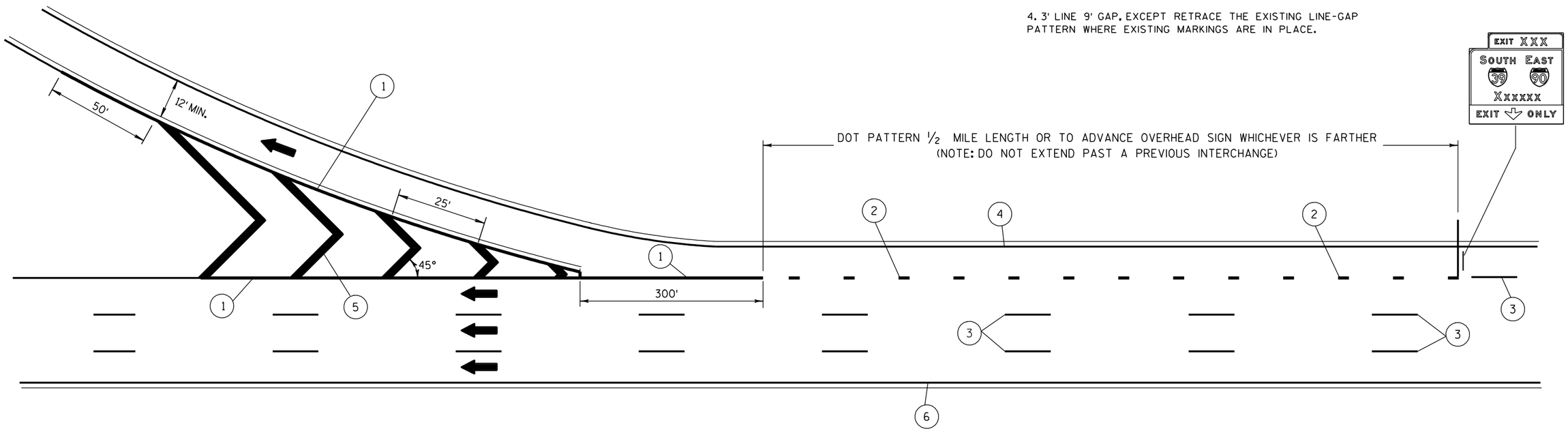
NOTES:

1. SEE STANDARD DETAIL DRAWING 15 C 10 FOR SPRAYED OR NON WET REFLECTIVE LINE SEGMENTS.

2. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

3. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

4. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.




1. CHANNELIZING - SOLID 8" WHITE WET RELECTIVE TAPE
2. 3' LINE, 9' GAP SOLID 8" WHITE WET REFLECTIVE TAPE. SEE NOTE 4.
3. SOLID 4" WHITE WET REFLECTIVE TAPE
4. 4" WHITE EDGELINE
5. CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT
6. 4" YELLOW EDGELINE

**LANE DROP PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

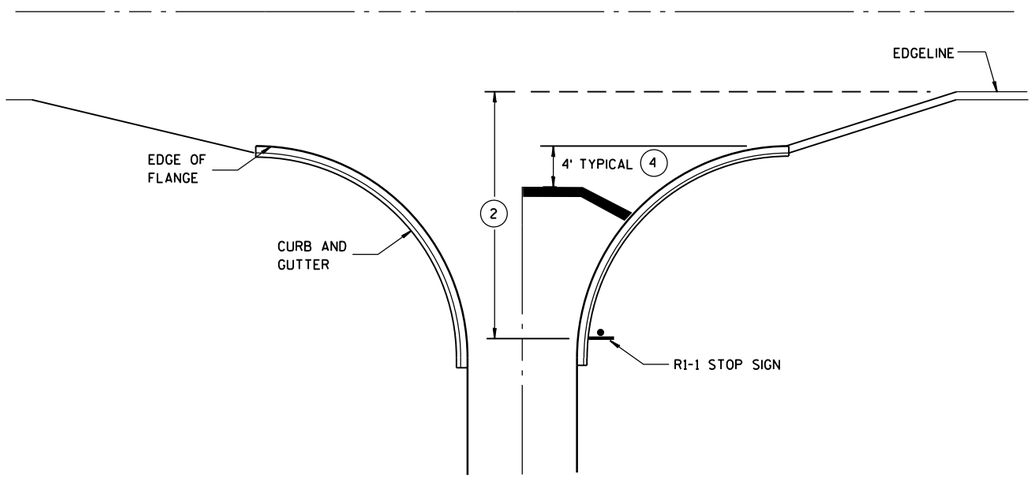




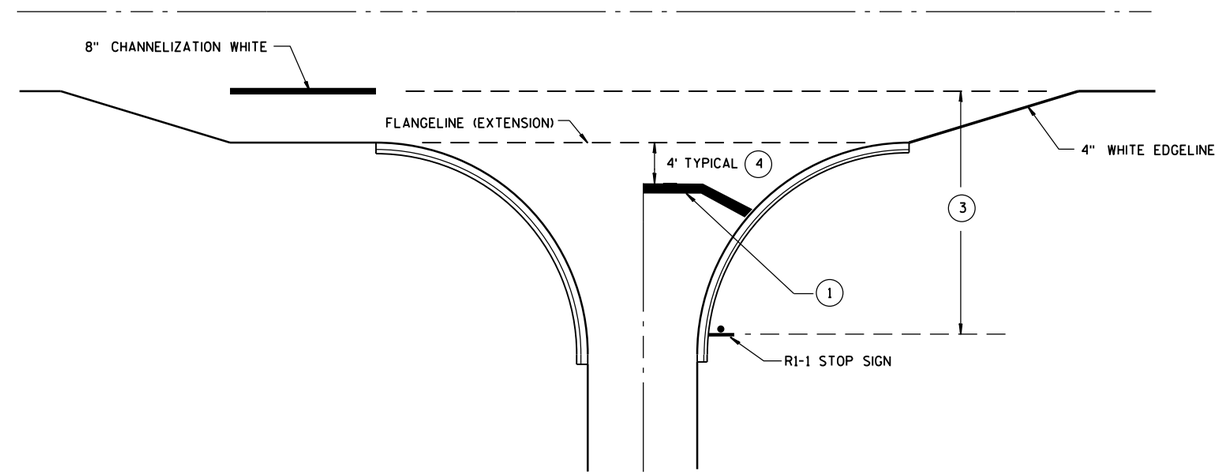


6

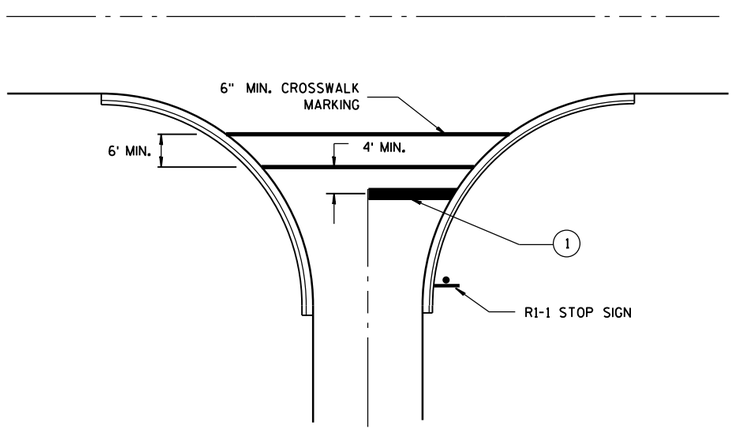
S.D.D. 15 C 31-1b



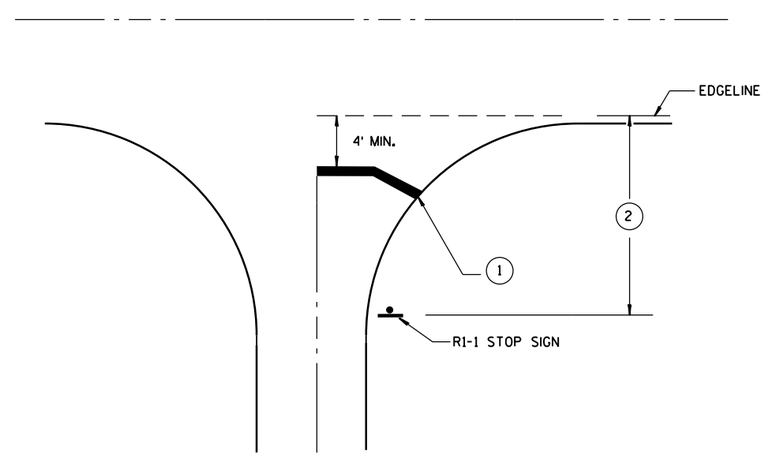

**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**




**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**

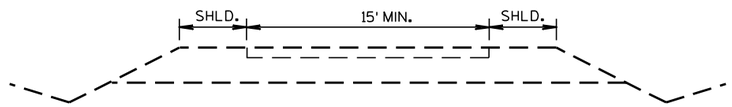
## GENERAL NOTES

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.

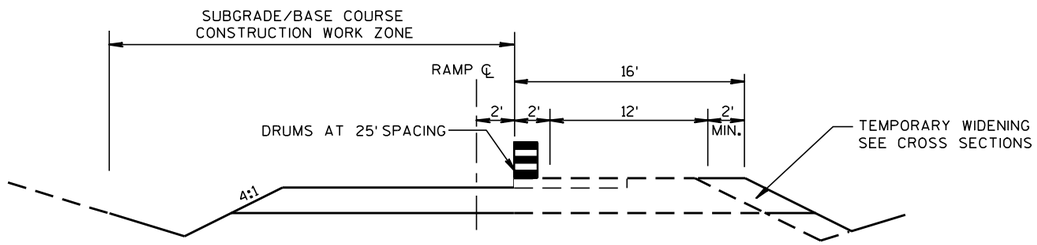
**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

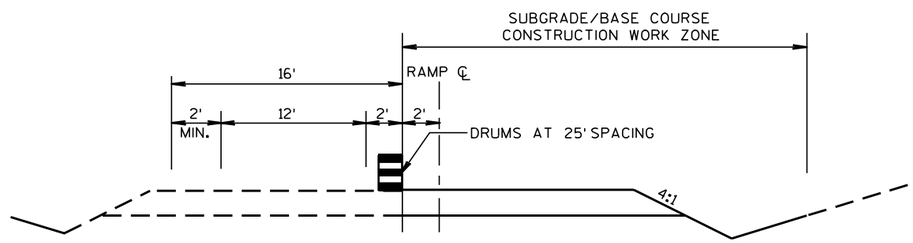
APPROVED
4/30/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA



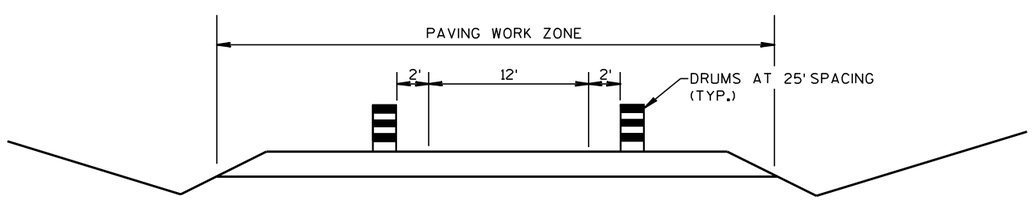

INITIAL RAMP TYPICAL



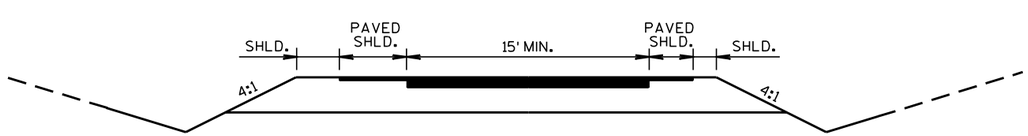

STAGE I - CONSTRUCTION TO SUBGRADE, LEFT




STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT




STAGE III - TRAFFIC ON BASE COURSE




STAGE IV - PAVING

## GENERAL NOTES :

WORK SHALL BE SCHEDULED FOR ALL STAGES TO MINIMIZE INCONVENIENCE TO THE TRAFFIC USING THE RAMP WHILE IT IS ONLY BASE COURSE.

IN STAGE III, A MINIMUM 12' LANE WIDTH SHALL BE DELINEATED WITH DRUMS ALONG BOTH EDGES AT ALL TIMES UNTIL PAVED AND PAVEMENT MARKINGS ARE PLACED.

**TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-94 — DATE
/S/ Chester J. [illegible] — DIRECTOR, OFFICE [illegible]
FHWA

## 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
- 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.

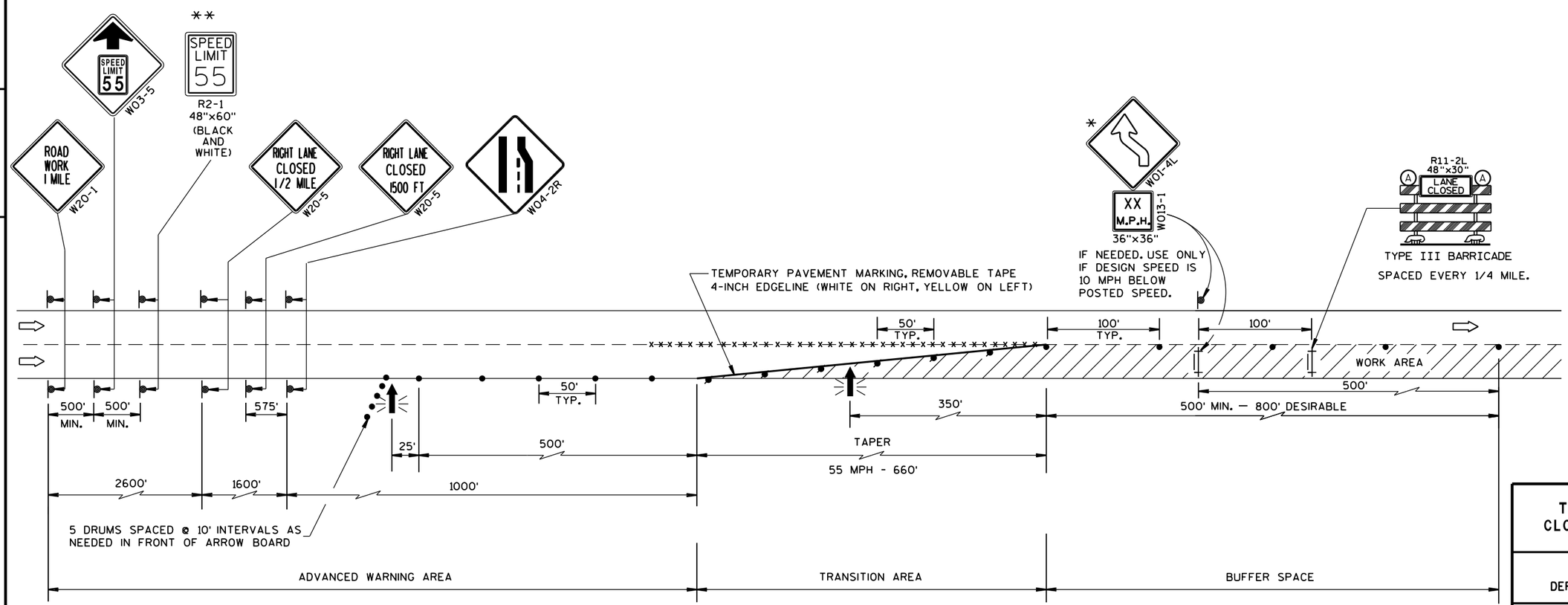
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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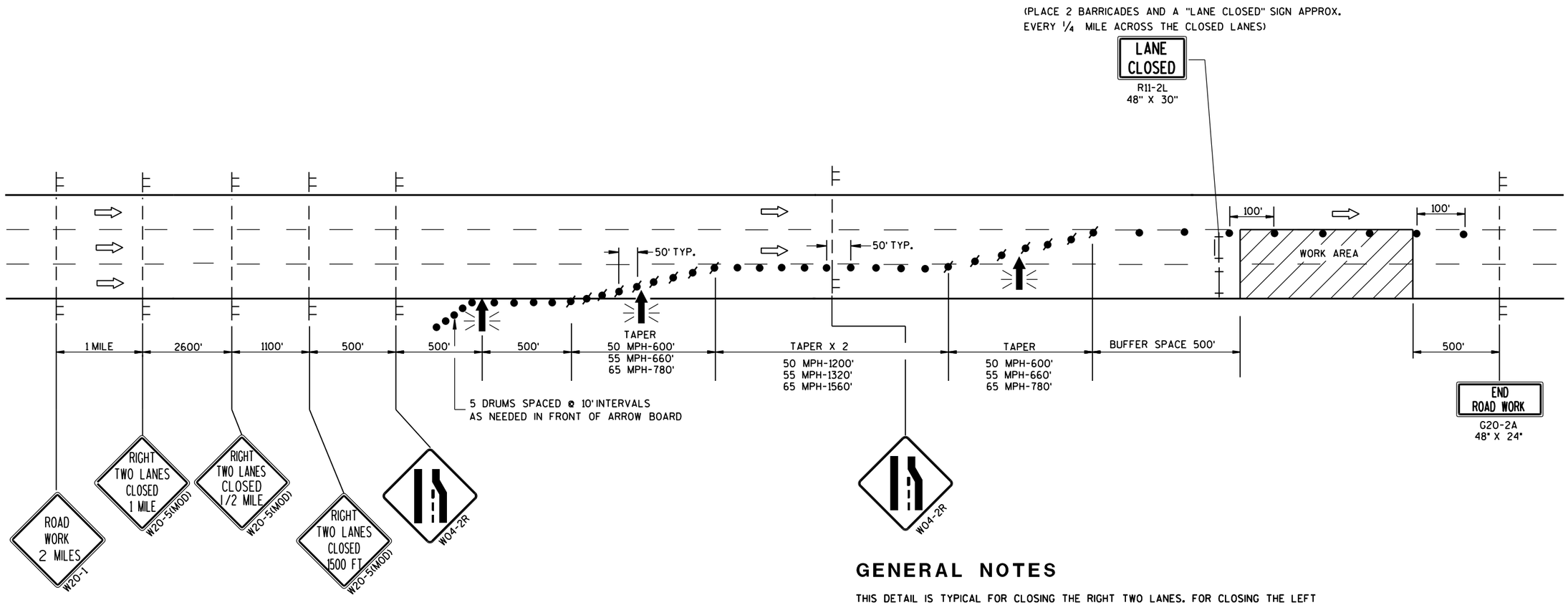
S.D.D. 15 D 12-4




## LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

## GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN 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.

"WO" SIGNS ARE THE SAME AS "W" SIGNS 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.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

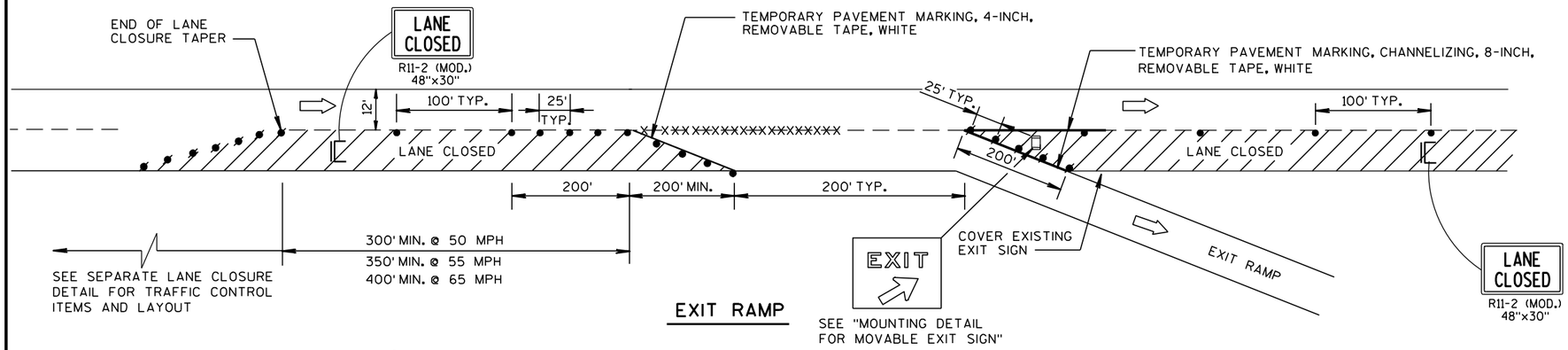
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

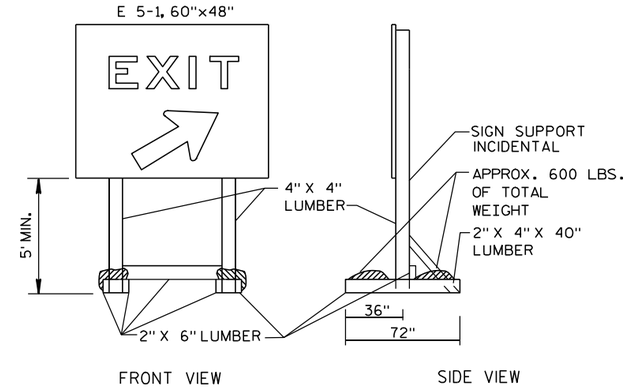
TRAFFIC CONTROL,
TWO LANE CLOSURE ON
FREEWAY OR EXPRESSWAY,
SHORT TERM (LESS THAN 24 HOURS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

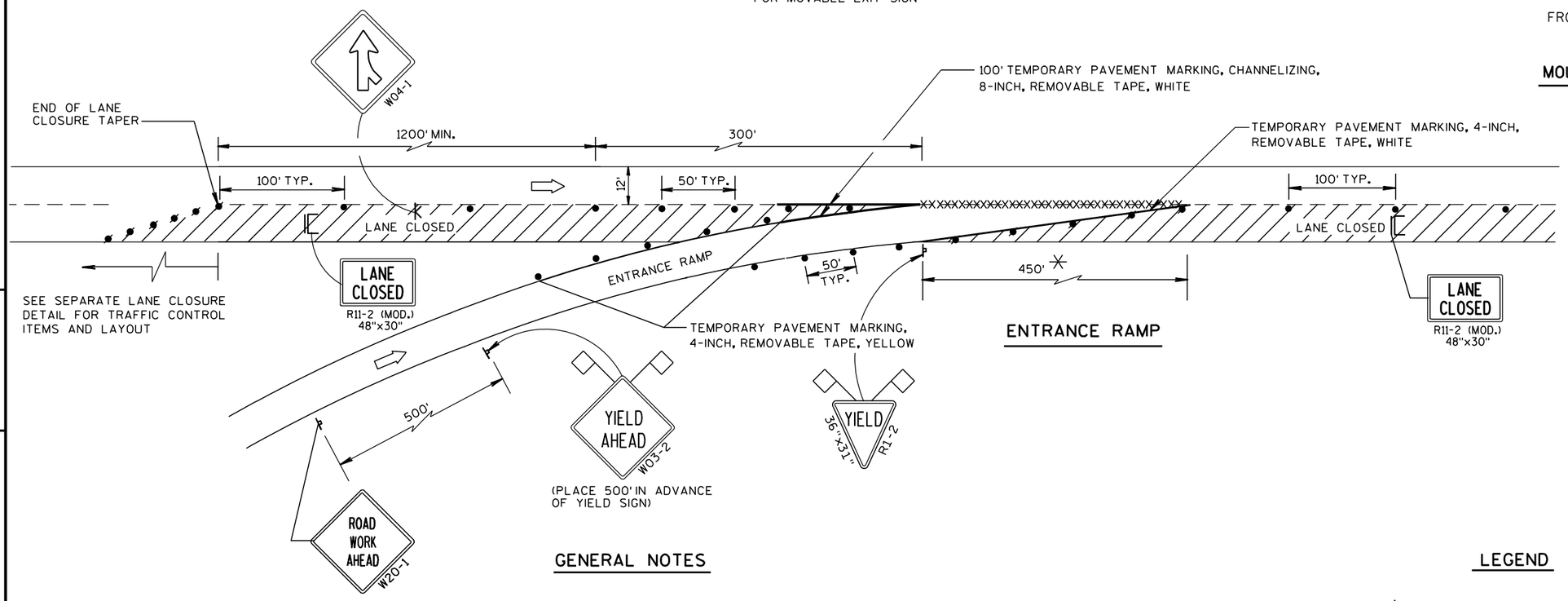



## EXIT RAMP




NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

## MOUNTING DETAIL FOR MOVABLE EXIT SIGN




## ENTRANCE RAMP

## GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2 (MOD.) "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

✳ LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

## LEGEND

- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

**TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000 — DATE
/S/ Chester J. [illegible] — CHIEF SIGNS AND MAR[illegible]INEER
FHWA

## LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- (A) 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.

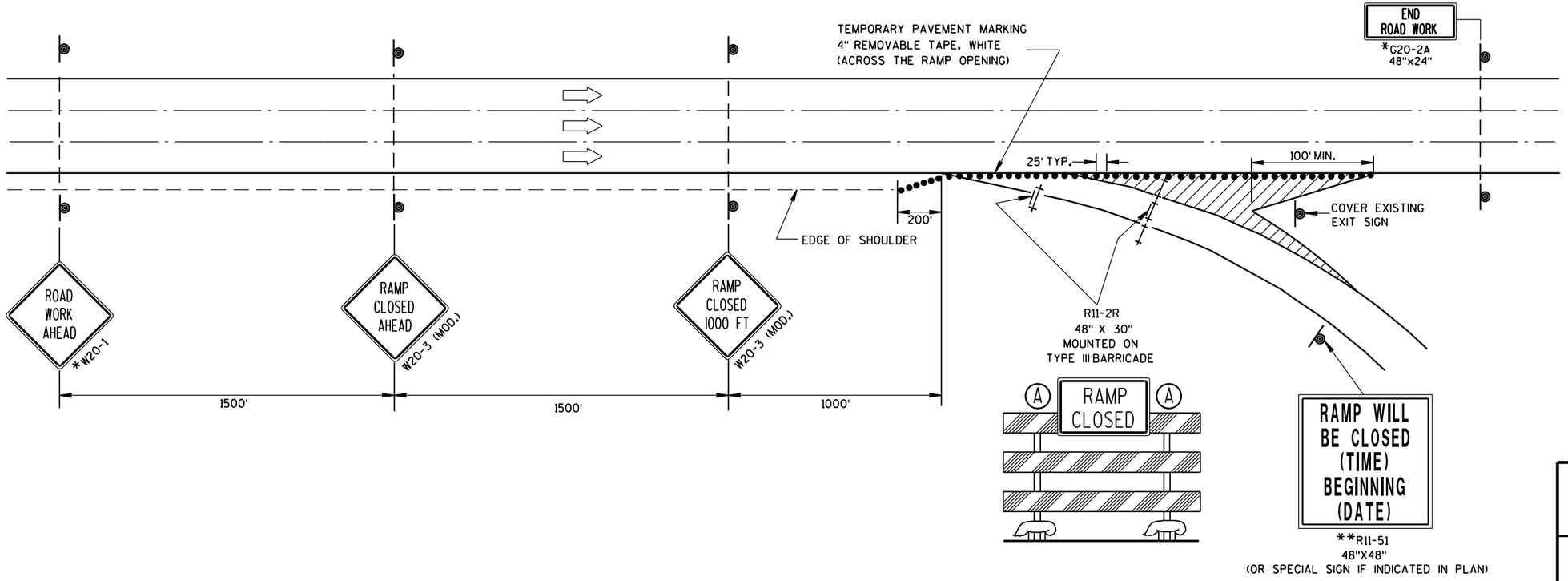
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 |
| FHWA | |

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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.

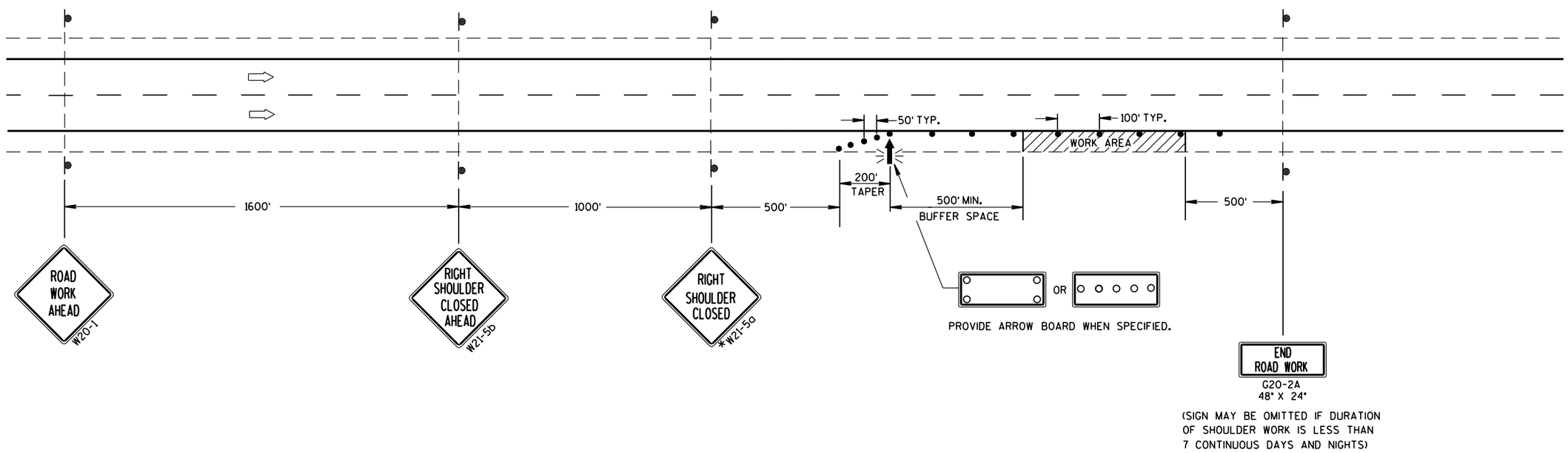
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

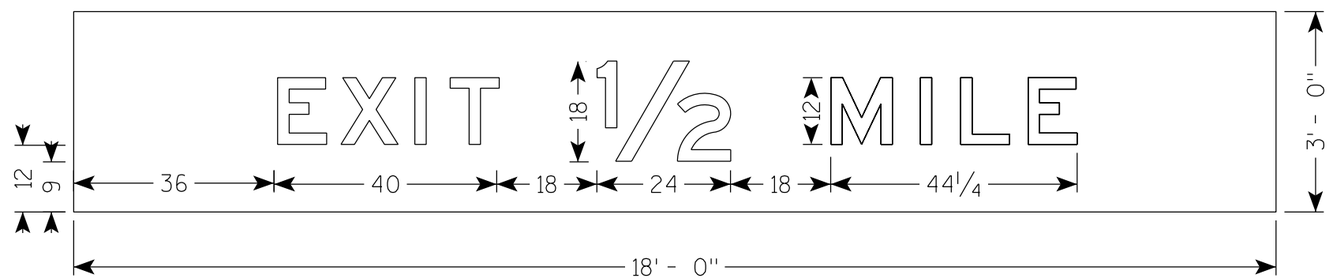
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINE ESIGN

FHWA

NOTES

1. All Signs Type II Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - E
4. Sign Covers are .040 aluminum

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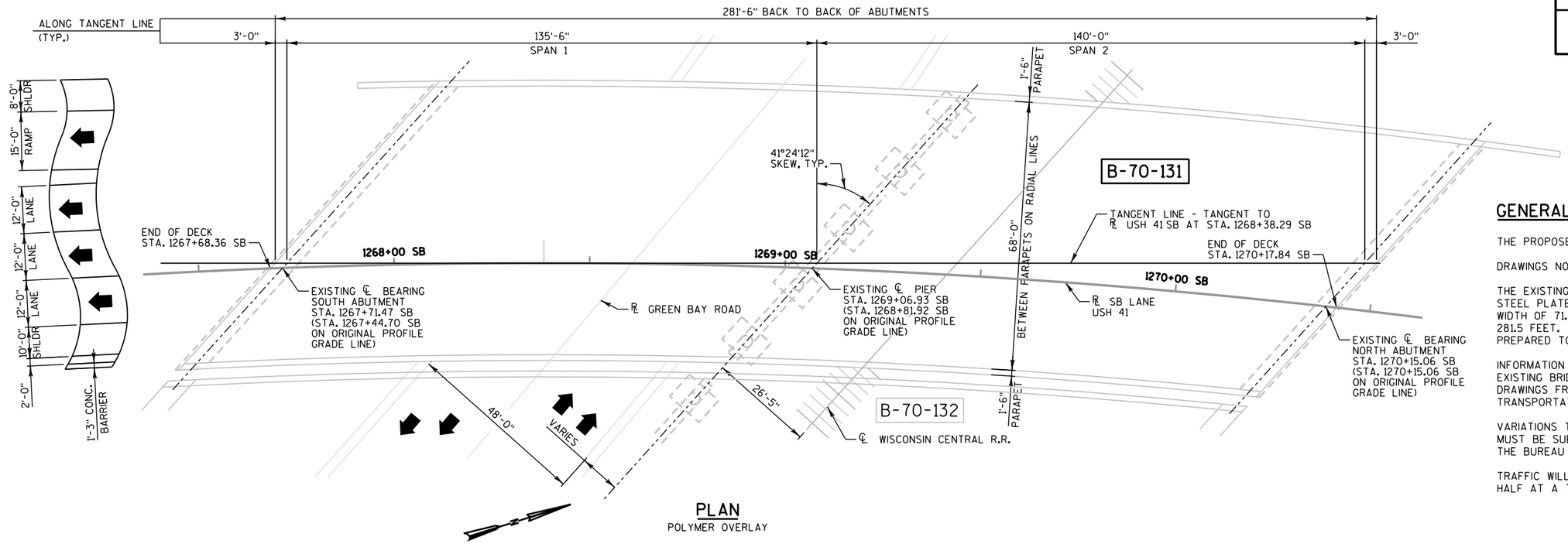
| PROJECT NO:1120-29-71, 54-61 | HWY:USH 41 | COUNTY:WINNEBAGO/OUTAGAMIE | TEMPORARY SIGNING | SHEET NO: 110 | E |
|---|---|---|---|---|---|

| STATE PROJECT NUMBER |
|---|
| 1120-29-71 |




## PLAN
POLYMER OVERLAY

## GENERAL NOTES

THE PROPOSED WORK INCLUDES POLYMER OVERLAY.

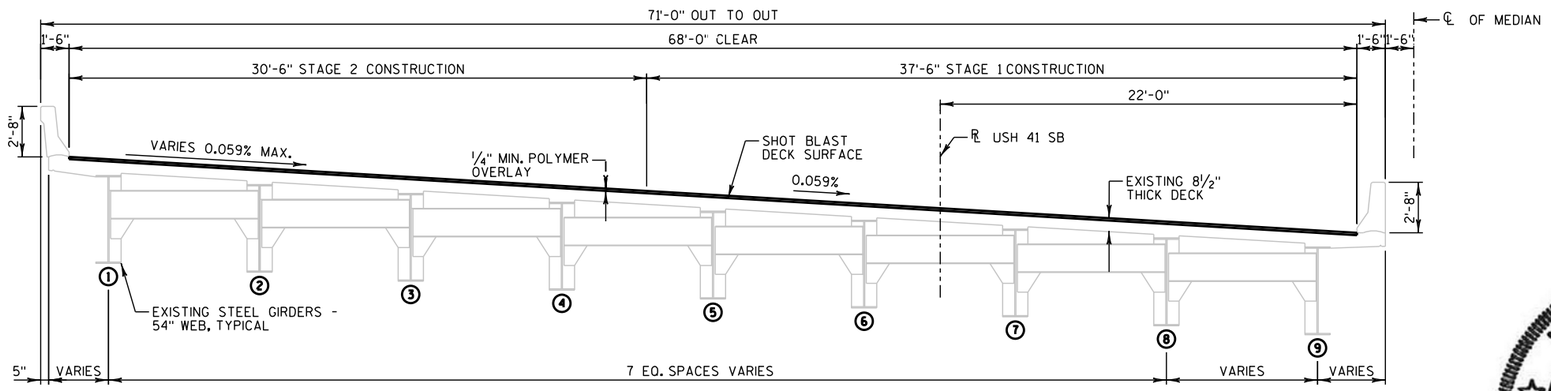
DRAWINGS NOT TO BE SCALED.

THE EXISTING STRUCTURE, B-70-131, IS A TWO SPAN STEEL PLATE GIRDER STRUCTURE WITH AN OVERALL WIDTH OF 71.0 FEET AND AN OVERALL LENGTH OF 281.5 FEET. THE ENTIRE DECK SURFACE TO BE PREPARED TO RECEIVE POLYMER OVERLAY.

INFORMATION ON THESE DRAWINGS RELATED TO THE EXISTING BRIDGE IS BASED UPON AVAILABLE DRAWINGS FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

VARIATIONS TO THE NEW GRADE LINE OVER 1/4" MUST BE SUBMITTED BY THE FIELD ENGINEER TO THE BUREAU OF STRUCTURES SECTION FOR REVIEW.

TRAFFIC WILL BE STAGED TO PERFORM REPAIRS ONE HALF AT A TIME.




## CROSS SECTION THRU B-70-131
(LOOKING NORTH)

## ESTIMATED QUANTITIES

| ITEM NO. | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|
| 509.5100.S | POLYMER OVERLAY | SY | 2150 |

## DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HS20 MODIFIED
INVENTORY RATING: HS20
OPERATING RATING: HS43
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

## TRAFFIC DATA

USH41
A.D.T. = 45,050 (2014)
= 52,200 (2034)

GREEN BAY ROAD
A.D.T. = 4,700 (2010)

## LIST OF DRAWINGS

1. GENERAL PLAN AND QUANTITIES

WISCONSIN JEFFREY S. ROSNER 34316-006 DE PERE, WI PROFESSIONAL ENGINEER

4-23-2015

**STRUCTURE DESIGN CONTACTS**

**BUREAU OF STRUCTURES:**
**WILLIAM DREHER, P.E. (608) 266-8489**
**CONSULTANT:**
**JEFFREY S. ROSNER, P.E. (920) 592-9440**

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

PLANS PREPARED BY: GRAEF
1150 Springhurst Drive
Suite 201
Green Bay, WI 54304
920 / 592-9440
920 / 592-9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher NK 04/23/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

**STRUCTURE B-70-131**

USH 41 SB OVER GREEN BAY ROAD

| COUNTY | WINNEBAGO | TOWN/~~CITY/VILLAGE~~ | MENASHA |
|---|---|---|---|

DESIGN SPEC. REHABILITATION N/A

| DESIGNED BY | KGW | DESIGN CK'D. | AL | DRAWN BY | AMZ | PLANS CK'D. | JSR |
|---|---|---|---|---|---|---|---|

GENERAL PLAN AND QUANTITIES

SHEET 1 OF 1
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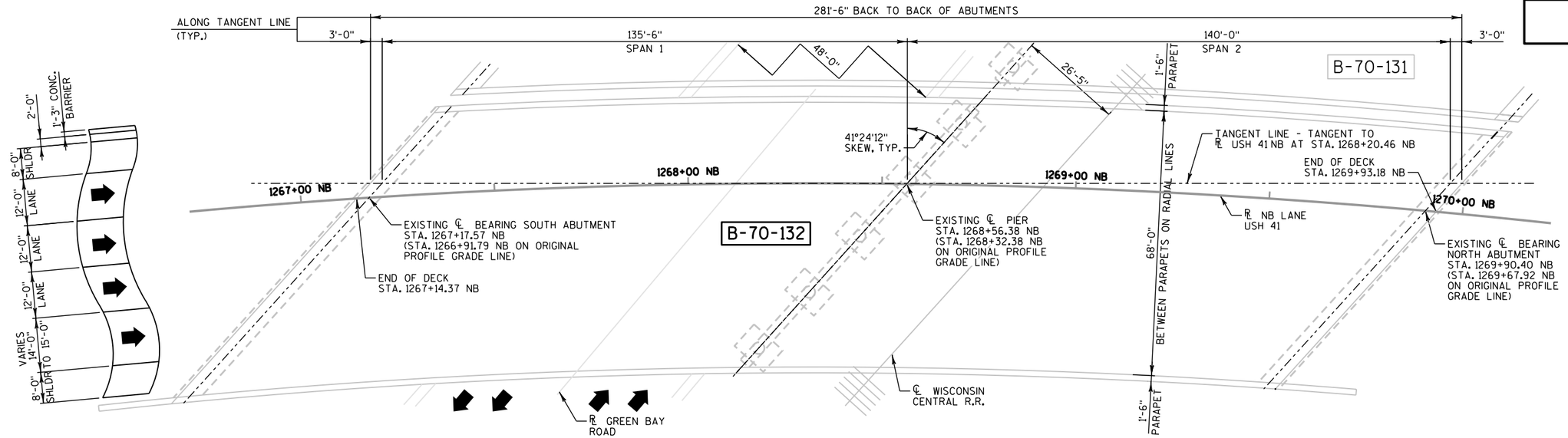
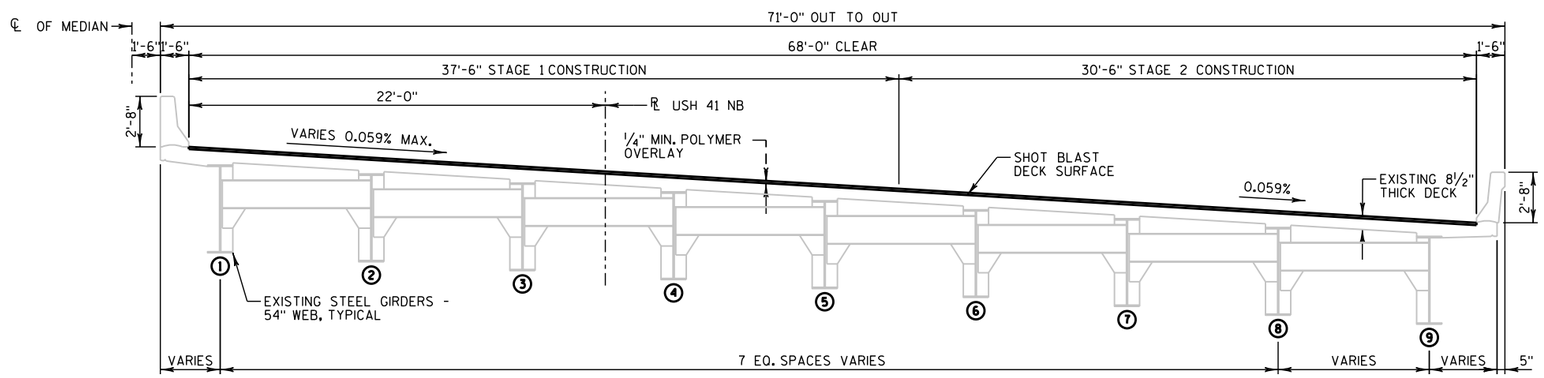
I.D. DATE:

| STATE PROJECT NUMBER |
|---|
| 1120-29-71 |




## PLAN

POLYMER OVERLAY




## CROSS SECTION THRU B-70-132

(LOOKING NORTH)

## GENERAL NOTES

THE PROPOSED WORK INCLUDES POLYMER OVERLAY.

DRAWINGS NOT TO BE SCALED.

THE EXISTING STRUCTURE, B-70-132, IS A TWO SPAN STEEL PLATE GIRDER STRUCTURE WITH AN OVERALL WIDTH OF 71.0 FEET AND AN OVERALL LENGTH OF 281.5 FEET. THE ENTIRE DECK SURFACE TO BE PREPARED TO RECEIVE POLYMER OVERLAY.

INFORMATION ON THESE DRAWINGS RELATED TO THE EXISTING BRIDGE IS BASED UPON AVAILABLE DRAWINGS FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

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TRAFFIC WILL BE STAGED TO PERFORM REPAIRS ON ONE HALF AT A TIME.

## ESTIMATED QUANTITIES

| ITEM NO. | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|
| 509.5100.S | POLYMER OVERLAY | SY | 2150 |

## DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HS20 MODIFIED
INVENTORY RATING: HS20
OPERATING RATING: HS43
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

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= 52,200 (2034)

GREEN BAY ROAD
A.D.T. = 4,700 (2010)

## LIST OF DRAWINGS

1. GENERAL PLAN AND QUANTITIES

WISCONSIN JEFFREY S. ROSNER 34316-006 DE PERE, WI PROFESSIONAL ENGINEER

4-23-2015

**STRUCTURE DESIGN CONTACTS**

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| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher 04/23/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

**STRUCTURE B-70-132**

USH 41 NB OVER GREEN BAY ROAD

COUNTY WINNEBAGO | TOWN/~~CITY/VILLAGE~~ MENASHA

DESIGN SPEC. REHABILITATION N/A

| DESIGNED BY | KGW | DESIGN CK'D. | AL | DRAWN BY | AMZ | PLANS CK'D. | JSR |
|---|---|---|---|---|---|---|---|

**GENERAL PLAN AND QUANTITIES**

SHEET 1 OF 1
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I.D. DATE:

Notes

*Wisconsin Department of Transportation*

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http://www.dot.wisconsin.gov