MAD AUGUST 2015

PROJECT ID: 1003-10-72

COUNTY: ROCK

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details (Includes Erosion Control)
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 = 938

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1003-10-72	———	—

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ILLINOIS STATE LINE - MADISON

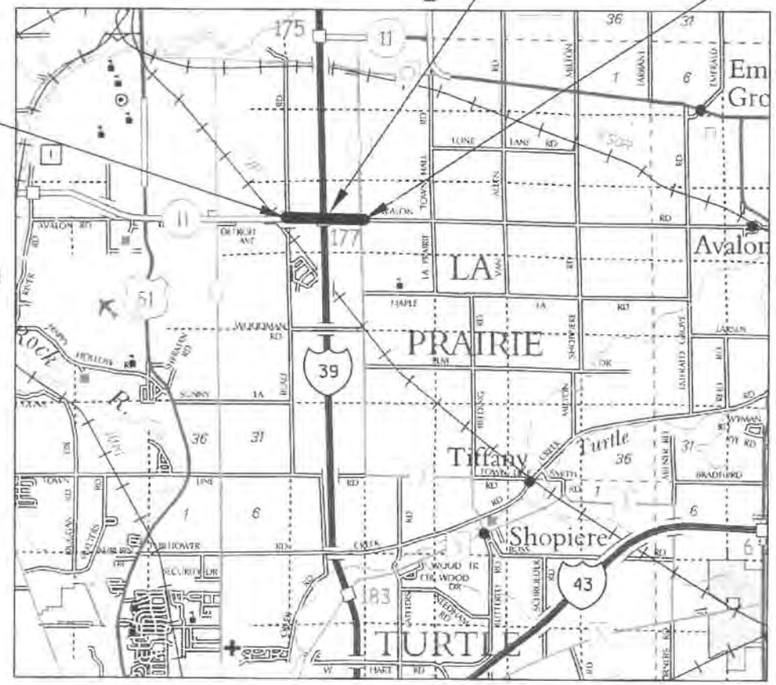
STH 11, AVALON ROAD INTERCHANGE

IH 39

ROCK COUNTY

STATE PROJECT NUMBER
1003-10-72





BEGIN PROJECT
STA. 261+00.00 AE
X= 502,039.48
Y= 251,652.40

STRUCTURE
B-53-323 (EB) AND B-53-324 (WB)

END PROJECT
STA 307+14.49 AE

LAYOUT
SCALE 0 1.0 mi

DESIGN DESIGNATION

		STH 11 W. OF I-39	AVALON ROAD
A.A.D.T.	2016	= 15,500	2,300
A.A.D.T.	2036	= 22,400	3,400
D.H.V.		= 2,490	380
D.D.		= 62/38	62/38
T.		= 10.5% (ADDT)	10.5% (AADT)
DESIGN SPEED		= 50 MPH	50 MPH
ESALS		= 6,562,700 (PCC)	730,000 (HMA)

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE		UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

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

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NAVD88 (2007)

ACCEPTED FOR

TOWN OF LA PRAIRIE

4/28/15 (Date) (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY:

STRAND

WISCONSIN
NED R. GRADY
E-36610
MADISON
WI
PROFESSIONAL ENGINEER
4/16/15

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	COMBS AND ASSOCIATES
Designer	STRAND ASSOCIATES
Project Manager	STEVE MARSHALL, P.E.
Regional Examiner	JAMES BUSCHKOPF, P.E.
Regional Supervisor	KIMBERLY SCHAUDER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 30 APR 2015 (Signature)

E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\010101_TI.DWG
LAYOUT NAME = 010101_TI

PLOT DATE : 4/16/2015 9:20 AM PLOT BY : GRADY, NED PLOT NAME :

WISDOT/CADDS SHEET 10

2

GENERAL NOTES

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

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

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

SILT FENCE SHALL BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER AND IN PLACE PRIOR TO CONSTRUCTION.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

EXISTING PIPE CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR WILL BASE IT'S BID ON THE ACTUAL FIELD SIZES.

CROSS DRAIN PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

BEARINGS ON THIS PLAN ARE SHOWN TO THE NEAREST SECOND.

CURVE DATA BASED ON ARC DEFINITION.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH EXCAVATION COMMON.

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

A UNIT WEIGHT OF 112 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES.

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

3.5-INCH HMA: STH 11, AVALON ROAD AND INTERCHANGE RAMP SHOULDERS

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
E-3	3.5"	SINGLE LAYER	19.0 MM	PG58-28

4.5-INCH HMA: AVALON ROAD (290+00 AE AND 292+42.24 AW TO END OF PROJECT), READ ROAD, TEMPORARY RAMP CONNECTIONS, AND STH 11/AVALON ROAD TEMPORARY PAVEMENT

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
E-3	2"	UPPER LAYER	12.5 MM	PG58-28
E-3	2.5"	LOWER LAYER	19.0 MM	PG58-28

4.5-INCH HMA: STH 11/AVALON ROAD CROSSOVERS

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
E-10	4.5	SINGLE LAYER	19.0 MM	PG64-28

6.5-INCH HMA: IH 39 SB TEMPORARY PAVEMENT WIDENING

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
E-30	2.5"	UPPER LAYER	12.5 MM	PG64-28
E-30	4"	LOWER LAYER	19.0 MM	PG58-28

5-INCH HMA: IH 39 NB TEMPORARY PAVEMENT WIDENING

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
E-10	5"	SINGLE LAYER	19.0 MM	PG64-28

4-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
-	4"	SINGLE LAYER	-	-

WISDOT-DESIGN PROJECT MANAGER

STEVE MARSHALL
DTSD SW REGION I-39 AND VERONA ROAD
111 INTERSTATE BLVD.
EDGERTON, WI 53534-9399
PH: (608) 884-7134
STEVE.MARSHALL@DOT.WI.GOV

WISDOT-CONSTRUCTION PROJECT MANAGER

EMMANUEL YARTEY
DTSD SW REGION I-39 AND VERONA ROAD
111 INTERSTATE BLVD.
EDGERTON, WI 53534-9399
PH: (608) 884-7131
EMMANUEL.YARTEY@DOT.WI.GOV

DESIGN CONTACT

NED GRADY, P.E.
STRAND ASSOCIATES
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MADISON, WI 53715
PH: (608) 251-4843
NED.GRADY@STRAND.COM

WISDNR LIASION

LAURA BUB
DEPARTMENT OF NATURAL RESOURCES
SOUTHERN CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711-5397
PH: (608) 275-3845
LAURA.BUB@WISCONSIN.GOV

ITS CONTACT

KYLE HEMP
DTSD SW REGION ITS LEAD
2101 WRIGHT STREET
MADISON, WI 53704
PH: (608) 246-5367
KYLE.HEMP@DOT.WI.GOV

DESIGNER NOTES

DESIGN, PLANS AND SPECIFICATIONS FOR STRUCTURE B-53-323, B-53-324, S-53-102, AND S-53-103 PROVIDED BY AECOM.

REFERENCE LINE CALL OUTS

AE	STH 11 EB
AW	STH 11 WB
VA	STH 11 NB ENTRANCE RAMP
VB	STH 11 NB EXIT RAMP
VC	STH 11 SB ENTRANCE RAMP
VD	STH 11 SB EXIT RAMP
VA1	STH 11 NB ENTRANCE RAMP RADIUS
VB1	STH 11 NB EXIT RAMP RADIUS
VC1	STH 11 SB ENTRANCE RAMP RADIUS
VD1	STH 11 NB EXIT RAMP RADIUS
VAX1	STH 11 NB ENTRANCE RAMP CROSSOVER
VBX1	STH 11 NB EXIT RAMP CROSSOVER
VCX1	STH 11 SB ENTRANCE RAMP CROSSOVER
VDX1	STH 11 SB EXIT RAMP CROSSOVER
VB_EX	STH 11 NB EXIT RAMP EXISTING
VD_EX	STH 11 SB EXIT RAMP EXISTING
TW_SB	SB IH 39
R	READ ROAD
MD	MULDER DRIVEWAY

ABBREVIATIONS

ABUT.	ABUTMENT
A.E.C.P.R.C.	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
A.D.T.	AVERAGE DAILY TRAFFIC
B.F.	BACK FACE
B.M.	BENCH MARK
B.O.C.	BACK OF CURB
C.P.R.C.	CULVERT PIPE REINFORCED CONCRETE
CTR.	CENTER
C.L.	CENTERLINE
D.	LANE DISTRIBUTION
D.H.V.	DESIGN HOURLY VOLUME
DIA.	DIAMETER
DIM.	DIMENSION
EL. OR ELEV.	ELEVATION
E.W.	EACH WAY
EXC.	EXCAVATION
EXIST.	EXISTING
F.E.	FIELD ENTRANCE
F.F.	FRONT FACE
LT.	LEFT
MAX.	MAXIMUM
MIN.	MINIMUM
M/L	MATCH LINE
NORM.	NORMAL
O.H.	OVERHEAD POWER LINE
P.L.	PROPERTY LINE
P.O.L.	POINT ON LINE
REQ'D.	REQUIRED
RDWY.	ROADWAY
R.H.F.	RIGHT HAND FORWARD
R/L	REFERENCE LINE
RT.	RIGHT
R/W	RIGHT OF WAY
S.E.	SUPERELEVATION
SPA.	SPACE
STA.	STATION
SYM.	SYMMETRICAL
T.	PERCENT TRUCKS
TYP.	TYPICAL
V.	DESIGN SPEED

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL DETAILS
PAVING DETAILS
STAGED EROSION CONTROL
STORM SEWER
EXISTING SIGNING
PERMANENT SIGNING
LIGHTING
ITS
TRAFFIC SIGNALS
PAVEMENT MARKING
TRAFFIC CONTROL
CONSTRUCTION STAGING
FENCING DETAILS
ALIGNMENT DETAILS

2

UTILITIES

UTILITY OR MUNICIPALITY	ADDRESS	CONTACT	UTILITY TYPE
ALLIANT ENERGY	SUITE 100 4902 N. BILTMORE LANE MADISON, WI 53718 (608) 458-4871 JASONHOGAN@ALLIANTENERGY.COM	JASON HOGAN	ELECTRIC - DISTRIBUTION
ALLIANT ENERGY	SUITE 100 4902 N. BILTMORE LANE MADISON, WI 53718 (608) 458-4871 JASONHOGAN@ALLIANTENERGY.COM	JASON HOGAN	GAS/PETROLEUM
AT&T WISCONSIN	316 W. WASHINGTON AVE MADISON, WI 53703 PH: (608) 252-2385 EMAIL: CA2624@ATT.COM	CAROL ANASON	COMMUNICATION LINES
WISDOT	433 W. ST. PAUL AVE, SUITE 300 MILWAUKEE, WI 53203 PH: (414) 227-2148 EMAIL: DONALD.SCHELL@DOT.WI.GOV	DON SCHELL	ITS
ROCK ENERGY COOPERATIVE	P.O. BOX 1758 JANESVILLE, WI 53547-1758 PH: (608) 752-4550 EMAIL: LYNNM@ROCK.COOP	LYNN MAIER	ELECTRIC



FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\020101_GN.DWG
LAYOUT NAME - 020102_GN
PLOT DATE : 4/30/2015 11:57 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

N

END CONSTRUCTION
STA 658+79.45 TW_SB

END CONSTRUCTION
STA 634+00 VD

END CONSTRUCTION
STA 631+50 VA

TOWN OF
LA PRAIRIE

TOWN OF
LA PRAIRIE

READ ROAD

READ ROAD

12+00 R

STH 11

251 AW
251 AE
255 AW
255 AE
260 AW
260 AE
265 AW
265 AE
270 AW
270 AE
275 AW
275 AE
280 AW
280 AE
285 AW
285 AE
290 AW
290 AE
295 AW
295 AE
300 AW
300 AE
305 AE
310 AE

AVALON ROAD

CTH J

645 TW_SB
640 VD
640 VA
635 VD
635 TW_SB
635 VA
630 VD
630 TW_SB
630 VA
625 VD
625 VA
625 VC
620 VC
620 TW_SB
620 VB
615 VC
615 TW_SB
615 VB
610 VC
610 TW_SB
610 VB
607 VC

VD RAMP
VA RAMP
VC RAMP
VB RAMP

IH 39 SB
IH 39 NB

B-53-323

B-53-324

BEGIN PROJECT
STA. 261+00 AE

END PROJECT
STA. 307+14.49 AE

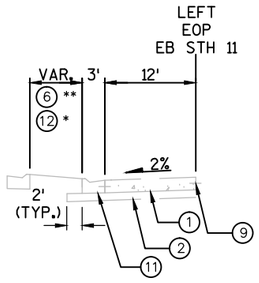
BEGIN CONSTRUCTION
STA 614+50 VC

BEGIN CONSTRUCTION
STA 614+71.15 VB

BEGIN CONSTRUCTION
STA 590+00.00 TW_SB

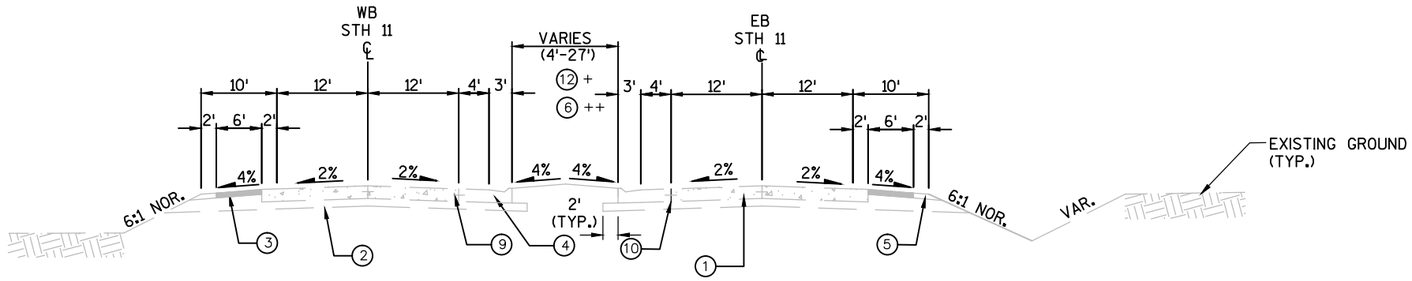
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PROJECT OVERVIEW	SHEET 4	E

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LAYOUT NAME - 020201_PO
PLOT DATE : 4/17/2015 9:04 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42



TYPICAL EXISTING SECTION - STH 11 (LEFT TURN LANE)

STA. 261+00.00 AE - STA. 264+28.00 (EB STH 11) *
STA. 265+78.00 AE - STA. 268+84.00 (REVERSED)(WB STH 11) **

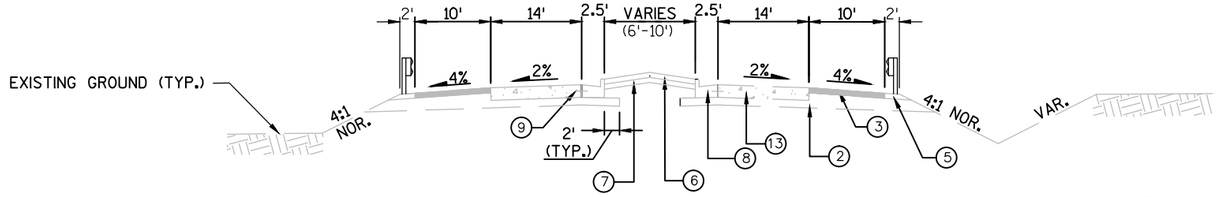


TYPICAL EXISTING SECTION - STH 11

STA. 261+00.00 AE - STA. 276+33.00 AE

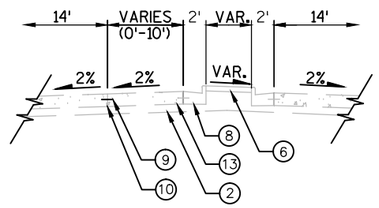
+ GRASS, STA. 261+00.00 AE - STA. 273+77.00 AE

++ CONCRETE SIDEWALK 4-INCH, STA. 273+77.00 AE - STA. 276+33.00 AE



TYPICAL EXISTING SECTION - STH 11/ AVALON ROAD

STA. 276+33.00 AE - STA. 280+15.00 AE
STA. 282+63.00 AE - STA. 286+52.00 AE
STA. 280+15.00 AE - STA. 282+63.00 AE (BRIDGE GAP)

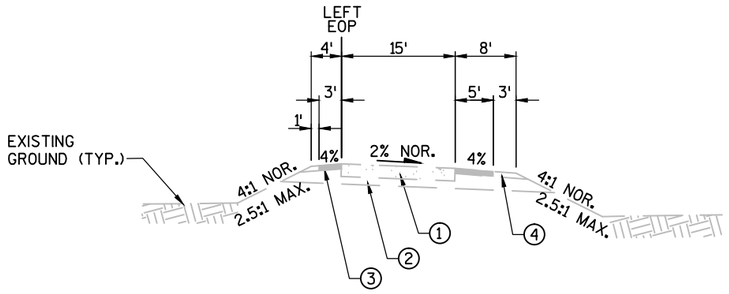


TYPICAL EXISTING SECTION - STH 11 (LEFT TURN RAMP TERMINAL)

STA. 278+57.00 AE - STA. 280+15.00 AE (WB AVALON ROAD)
STA. 282+63.00 AE - STA. 284+28.00 AE (REVERSE)(EB STH 11)

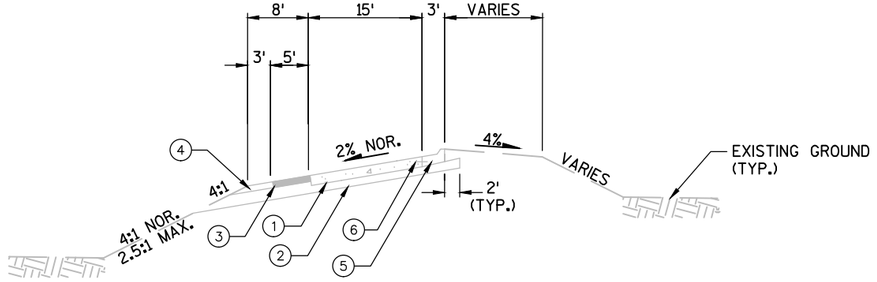
LEGEND

1	CONCRETE PAVEMENT 10-INCH (DOWELED) (TYP.)
2	CRUSHED AGGREGATE BASE COURSE, 6-INCH (TYP.)
3	ASPHALTIC PAVEMENT 4-INCH (SHOULDER) (TYP.)
4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH (TYP.)
5	CRUSHED AGGREGATE BASE COURSE (SHOULDER) (TYP.)
6	CONCRETE SIDEWALK 4-INCH
7	CRUSHED AGGREGATE BASE COURSE 4-INCH
8	CONCRETE CURB AND GUTTER 30-INCH
9	TIE BAR (TYP.)
10	LONGITUDINAL JOINT (TYP.)
11	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH
12	GRASS
13	CONCRETE PAVEMENT 8-INCH (TYP.)



TYPICAL EXISTING SECTION - RAMP

STA. 624+65.00 VA - STA. 641+67.00 VA
STA. 609+77.00 VB - STA. 624+09.00 VB
STA. 607+52.00 VC - STA. 622+83.00 VC (REVERSED)
STA. 626+08.00 VD - STA. 635+58 VD (REVERSED)



TYPICAL EXISTING SECTION - RAMP WITH CURB AND GUTTER

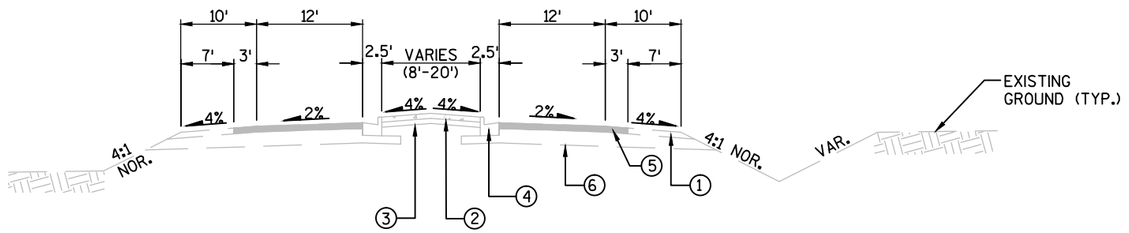
STA. 622+83.00 VC - STA. 623+52.00 VC (REVERSED)
STA. 623+78.00 VD - STA. 626+08.00 VD

LEGEND

1	CONCRETE PAVEMENT 8-INCH
2	CRUSHED AGGREGATE BASE COURSE 6-INCH
3	ASPHALTIC PAVEMENT (SHOULDERS) (TYP.)
4	CRUSHED AGGREGATE BASE COURSE (SHOULDER) (TYP.)
5	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH (REVERSE)
6	TIE BAR

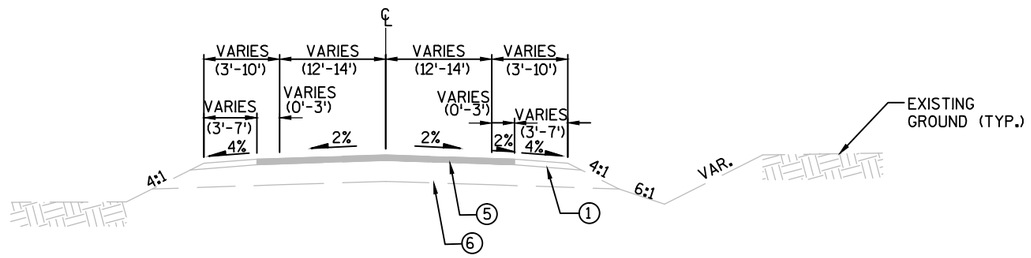
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EXISTING TYPICAL SECTIONS	SHEET 6	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020302_TS
PLOT DATE : 4/17/2015 9:07 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



TYPICAL EXISTING SECTION - AVALON ROAD

STA. 286+52.00 AE - STA. 292+22.00 AE



TYPICAL EXISTING SECTION - AVALON ROAD

STA.292+22.00 AE - STA. 307+14.49 AE

LEGEND

①	CRUSHED AGGREGATE BASE COURSE (SHOULDER) (TYP.)
②	CONCRETE SIDEWALK 4-INCH
③	CRUSHED AGGREGATE BASE COURSE 4-INCH
④	CONCRETE CURB AND GUTTER 30-INCH
⑤	ASPHALTIC PAVEMENT 4.5-INCH (TYP.)
⑥	CRUSHED AGGREGATE BASE COURSE 11-INCH (TYP.)

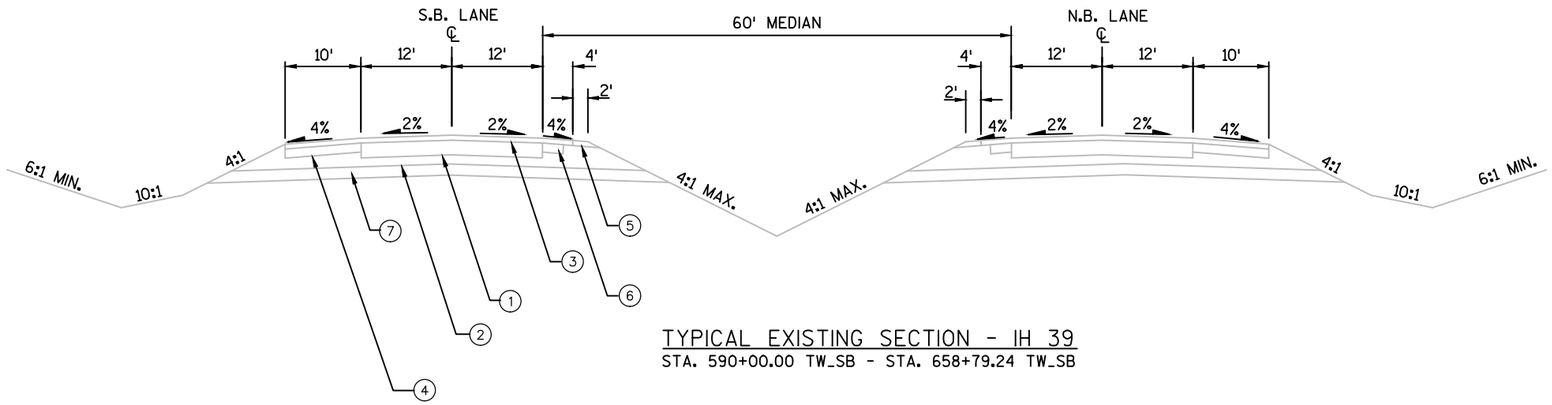
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EXISTING TYPICAL SECTIONS	SHEET 7	E

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LAYOUT NAME - 020303_TS

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WISDOT/CADDS SHEET 42

2

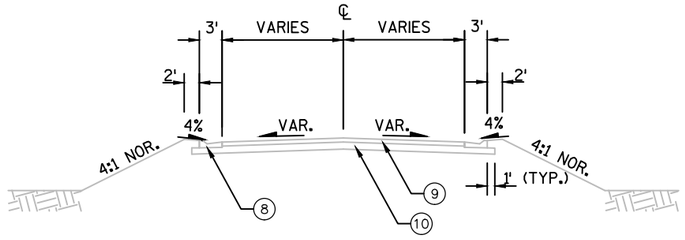


TYPICAL EXISTING SECTION - IH 39

STA. 590+00.00 TW_SB - STA. 658+79.24 TW_SB

LEGEND

①	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 10-INCH (TYP.)
②	CRUSHED AGGREGATE BASE COURSE, 6-INCH (TYP.)
③	ASPHALTIC PAVEMENT 3.5-INCH (TYP.)
④	NON-REINFORECED CONCRETE SHOULDER (TYP.)
⑤	CRUSHED AGGREGATE BASE COURSE (SHOULDER) (TYP.)
⑥	NON REINFORCED CONCRETE SHOULDER, 6-INCH
⑦	GRANULAR SUB-BASE, 9-INCH
⑧	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH (TYP.)
⑨	ASPHALTIC PAVEMENT, 4.5-INCH
⑩	CRUSHED AGGREGATE BASE COURSE, 8-INCH

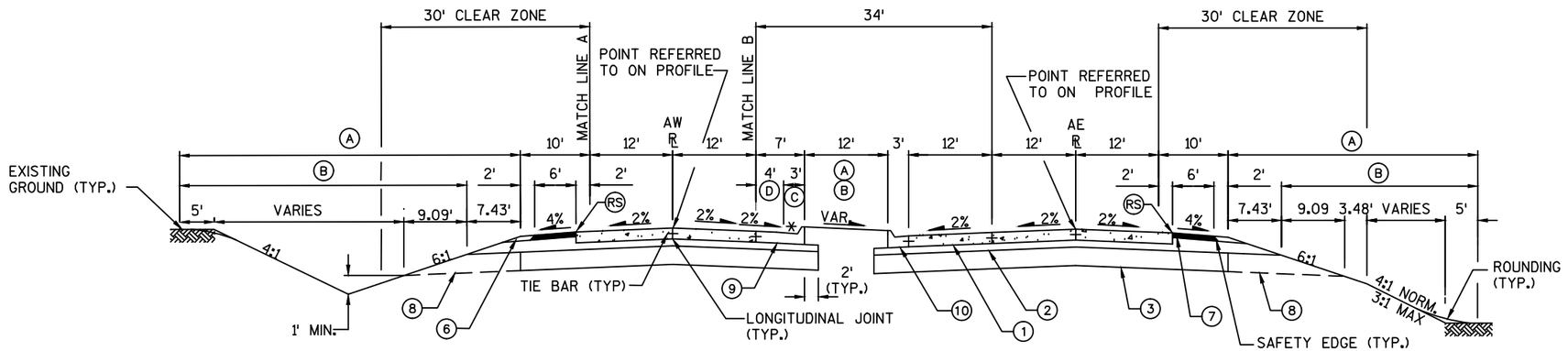


TYPICAL EXISTING SECTION - READ ROAD

STA. 10+22.44 R - STA. 11+50.00 R

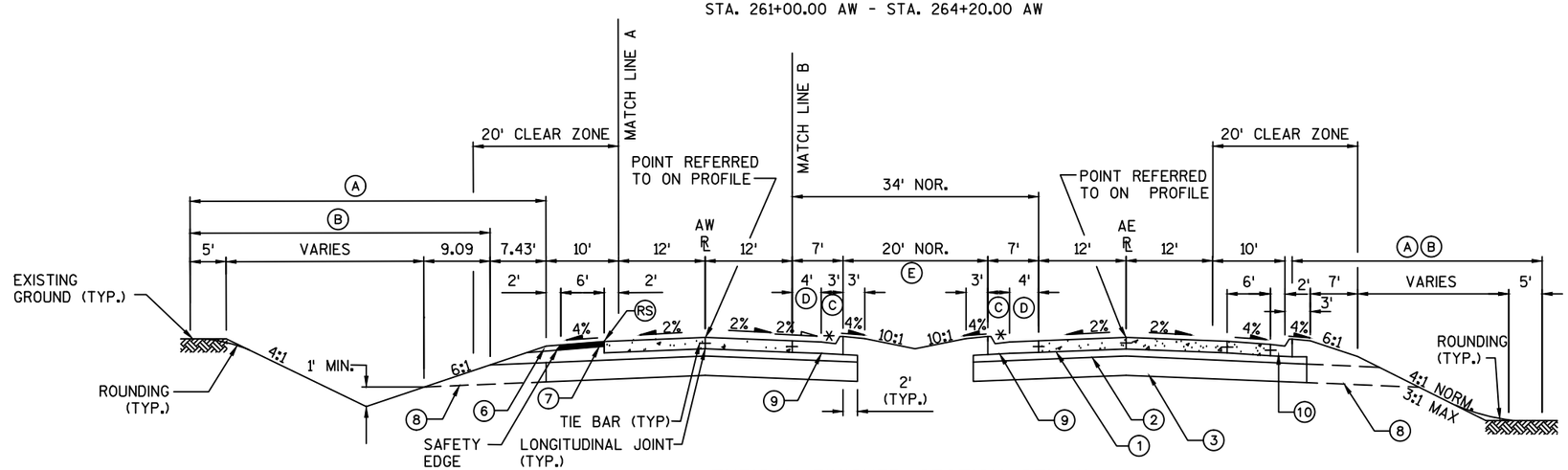
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EXISTING TYPICAL SECTIONS	SHEET 8	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020304_TS
PLOT DATE : 4/17/2015 9:08 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



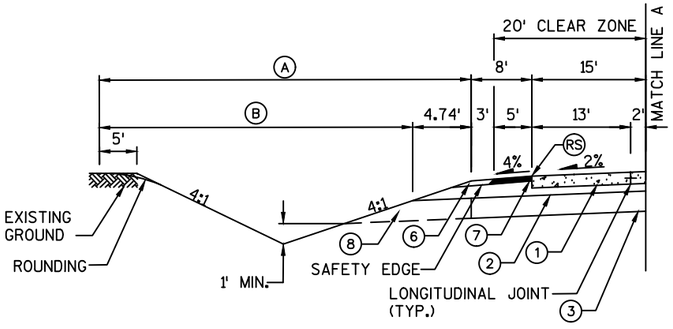
TYPICAL FINISHED SECTION STH 11

STA. 261+00.00 AE - STA. 264+20.00 AE
STA. 261+00.00 AW - STA. 264+20.00 AW

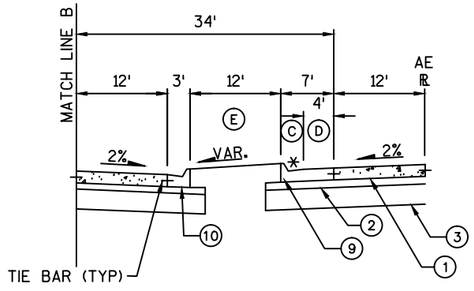


TYPICAL FINISHED SECTION STH 11

STA. 264+20.00 AE - STA. 269+95.00 AE
STA. 264+20.00 AW - STA. 269+95.00 AW



STA. 262+57.44 AW - STA. 265+92.01 AW



STA. 263+82.43 AW - STA. 264+90.70 AW

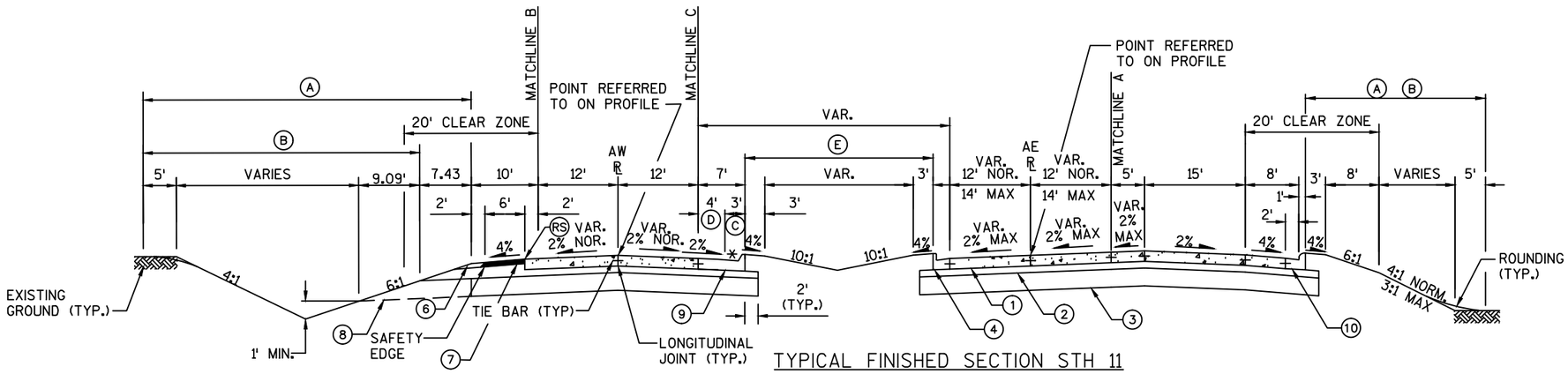
LEGEND

(1)	CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED) (TYP.)
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH (TYP.)
(3)	SELECT CRUSHED MATERIAL 16-INCH (TYP.)
(4)	CONCRETE CURB AND GUTTER 30-INCH TYPE A
(6)	BASE AGGREGATE DENSE 3/4-INCH, 3 1/2-INCH (SHOULDER) (TYP.)
(7)	HMA PAVEMENT TYPE E-3, 3 1/2-INCH (TYP.)
(8)	CONSTRUCT RELIEF TRENCHES AT 250-FT INTERVALS AND AT PROFILE SAG POINTS (SEE CONST. DETAIL)
(9)	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
(10)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
(11)	HMA PAVEMENT TYPE E-3, 4.5-INCH (TYP.)
(12)	BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH (TYP.)
(13)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
(A)	SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
(B)	SALVAGED TOPSOIL AND MULCHING
(C)	PAY LIMITS OF CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE A
(D)	PAY LIMITS OF CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED)
(E)	SEEDING NO MOW FESCUE, SEEDING NURSE CROP, SALVAGED TOPSOIL, AND EROSION MAT CLASS I TYPE B
(RS)	ROUT AND SEAL, SEE CONSTRUCTION DETAIL

* 3/4" / FT SLOPE

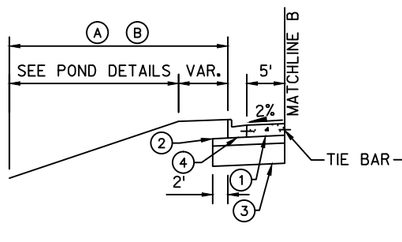
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TYPICAL FINISHED SECTION	SHEET 9	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\020305_TS.DWG
LAYOUT NAME - 020305_TS
PLOT DATE : 5/21/2015 1:16 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

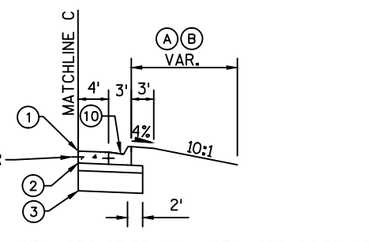


TYPICAL FINISHED SECTION STH 11

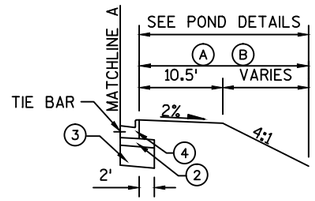
STA. 269+95.00 AE - STA. 276+19.22 AE
STA. 269+95.00 AW - STA. 276+16.45 AW



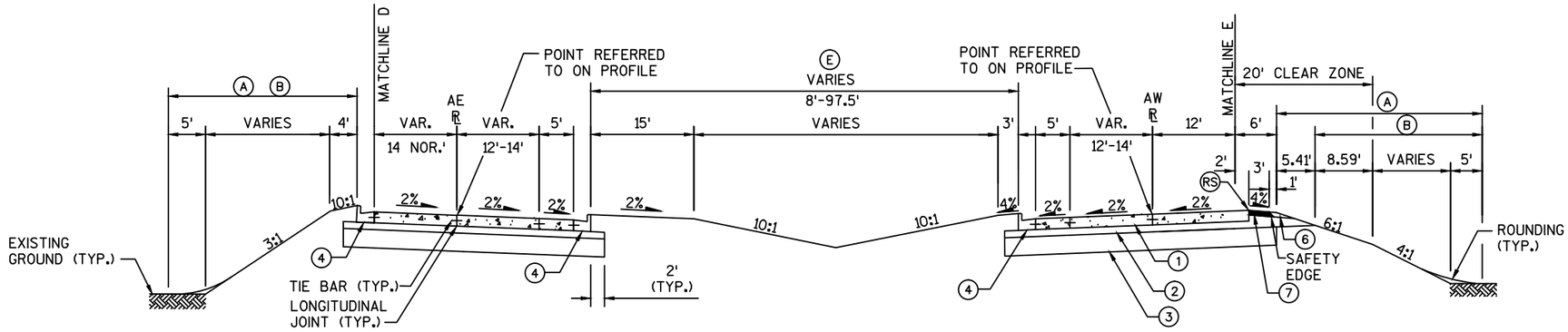
STA. 275+45.96 AW - STA. 276+16.80 AW



STA. 274+23.98 AW - STA. 275+64.78 AE

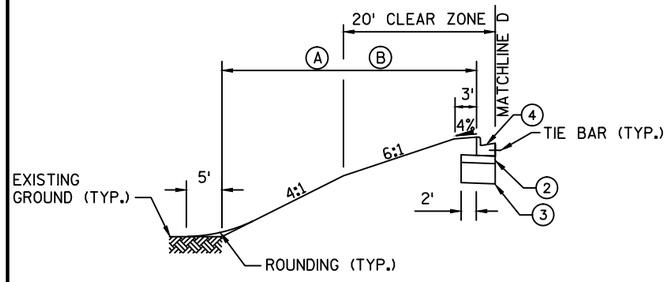


STA. 274+76.27 AE - STA. 276+19.22 AE

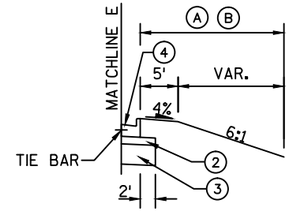


TYPICAL FINISHED SECTION STH 11

STA. 276+19.22 AE - STA. 279+93.44 AE
STA. 276+16.45 AW - STA. 279+91.12 AW



STA. 277+86.09 AE - STA. 278+90.28 AE



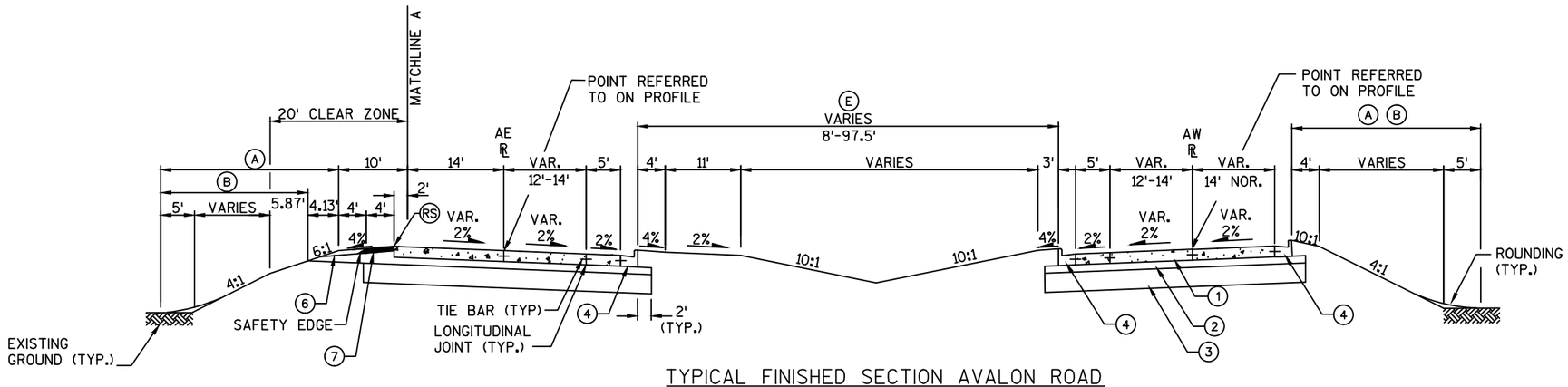
STA. 276+30.63 AW - STA. 278+09.97 AW

LEGEND

(1)	CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED) (TYP.)
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH (TYP.)
(3)	SELECT CRUSHED MATERIAL 16-INCH (TYP.)
(4)	CONCRETE CURB AND GUTTER 30-INCH TYPE A
(6)	BASE AGGREGATE DENSE 3/4-INCH, 3 1/2-INCH (SHOULDER) (TYP.)
(7)	HMA PAVEMENT TYPE E-3, 3 1/2-INCH (TYP.)
(8)	CONSTRUCT RELIEF TRENCHES AT 250-FT INTERVALS AND AT PROFILE SAG POINTS (SEE CONST. DETAIL)
(9)	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
(10)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
(11)	HMA PAVEMENT TYPE E-3, 4.5-INCH (TYP.)
(12)	BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH (TYP.)
(13)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
(A)	SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
(B)	SALVAGED TOPSOIL AND MULCHING
(C)	PAY LIMITS OF CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE A
(D)	PAY LIMITS OF CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED)
(E)	SEEDING NOW MOW FESCUE, SEEDING NURSE CROP, SALVAGED TOPSOIL, AND EROSION MAT CLASS 1 TYPE B
(RS)	ROUT AND SEAL, SEE CONSTRUCTION DETAIL

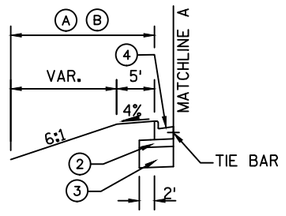
* 3/4" / FT SLOPE

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TYPICAL FINISHED SECTION	SHEET 10	E

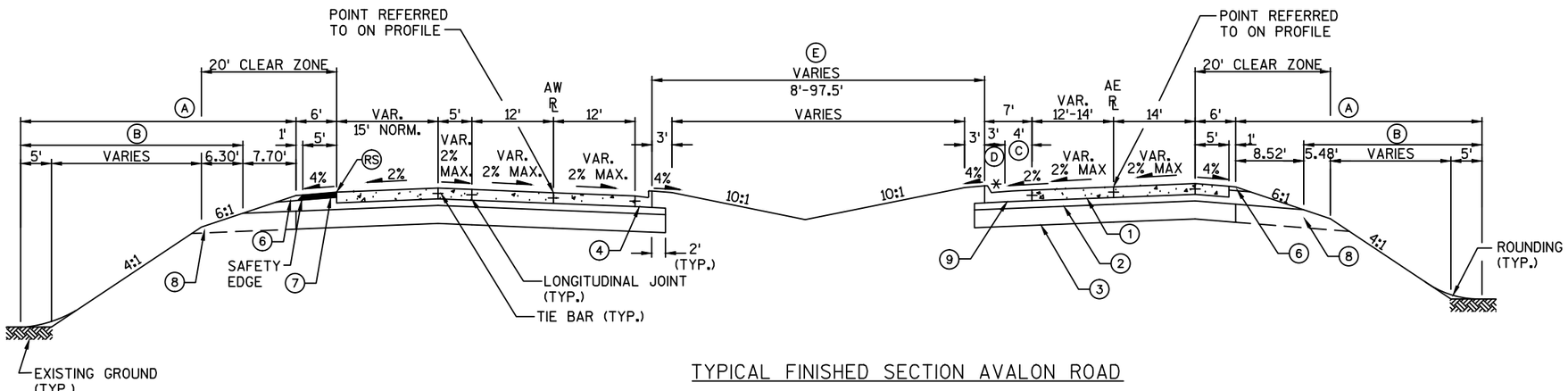


TYPICAL FINISHED SECTION AVALON ROAD

STA. 282+65.98 AE - STA. 287+33.08 AE
STA. 282+63.66 AW - STA. 287+90.55 AW



STA. 284+50.17 AE - STA. 287+33.08 AE



TYPICAL FINISHED SECTION AVALON ROAD

STA. 287+33.08 AE - STA. 291+00.00 AE
STA. 287+90.55 AW - STA. 292+75.00 AW

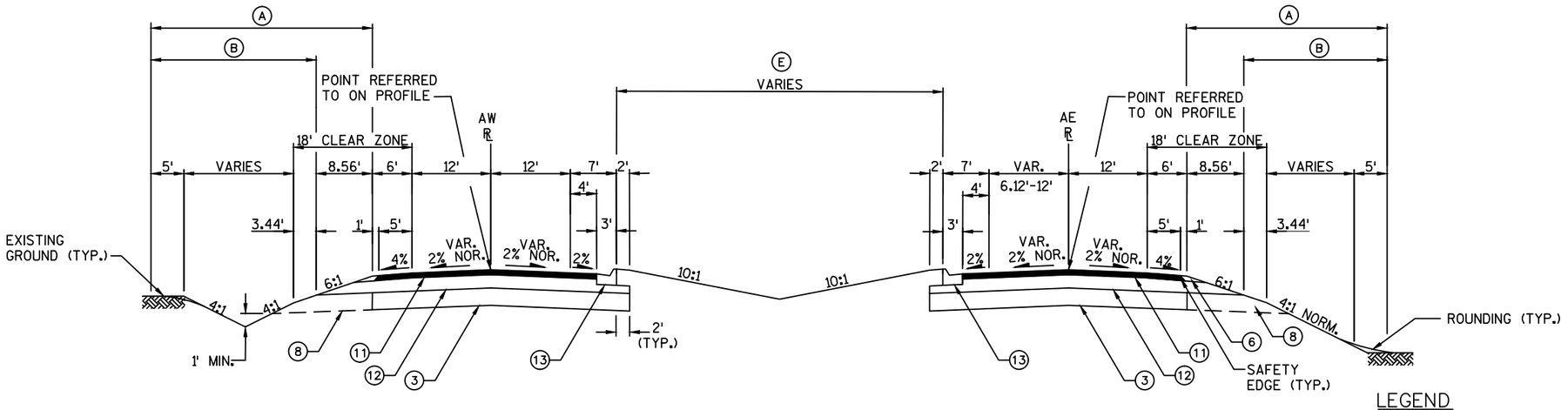
LEGEND

(1)	CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED) (TYP.)
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH (TYP.)
(3)	SELECT CRUSHED MATERIAL 16-INCH (TYP.)
(4)	CONCRETE CURB AND GUTTER 30-INCH TYPE A
(6)	BASE AGGREGATE DENSE 3/4-INCH, 3 1/2-INCH (SHOULDER) (TYP.)
(7)	HMA PAVEMENT TYPE E-3, 3 1/2-INCH (TYP.)
(8)	CONSTRUCT RELIEF TRENCHES AT 250-FT INTERVALS AND AT PROFILE SAG POINTS (SEE CONST. DETAIL)
(9)	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
(10)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
(11)	HMA PAVEMENT TYPE E-3, 4.5-INCH (TYP.)
(12)	BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH (TYP.)
(13)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
(A)	SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
(B)	SALVAGED TOPSOIL AND MULCHING
(C)	PAY LIMITS OF CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE A
(D)	PAY LIMITS OF CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED)
(E)	SEEDING NO MOW FESCUE, SEEDING NURSE CROP, SALVAGED TOPSOIL, AND EROSION MAT CLASS 1 TYPE B
(RS)	ROUT AND SEAL, SEE CONSTRUCTION DETAIL

* 3/4" / FT SLOPE

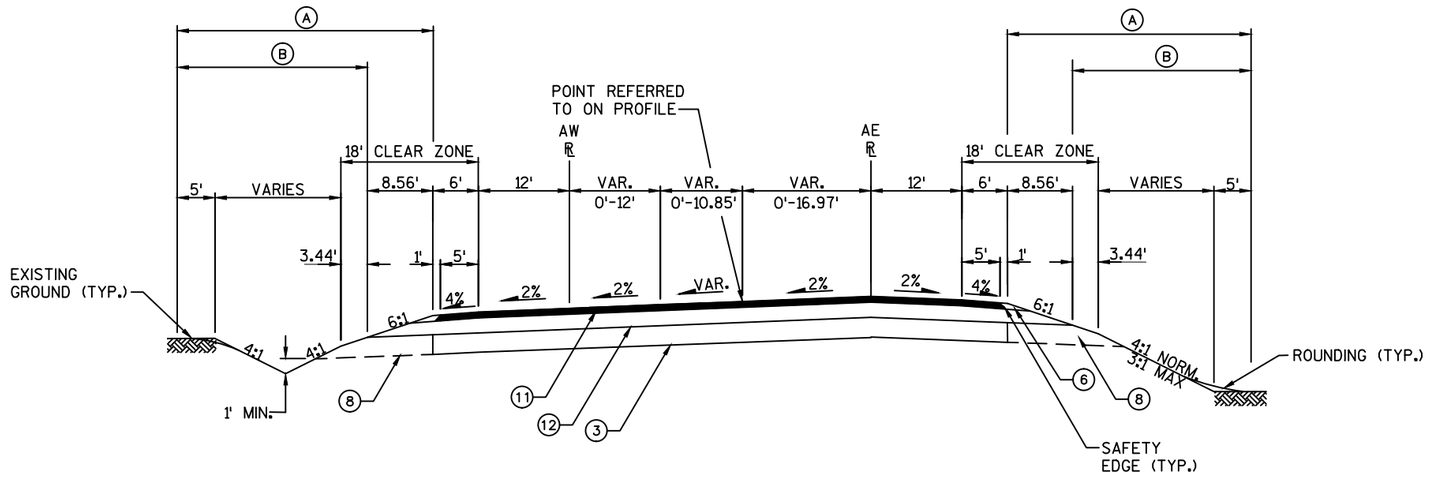
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TYPICAL FINISHED SECTION	SHEET 11	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\020305_TS.DWG
LAYOUT NAME - 020307_TS
PLOT DATE : 5/21/2015 1:20 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION AVALON ROAD

STA. 291+00.00 AE - STA. 296+95.76 AE
STA. 292+75.00 AW - STA. 296+94.24 AW



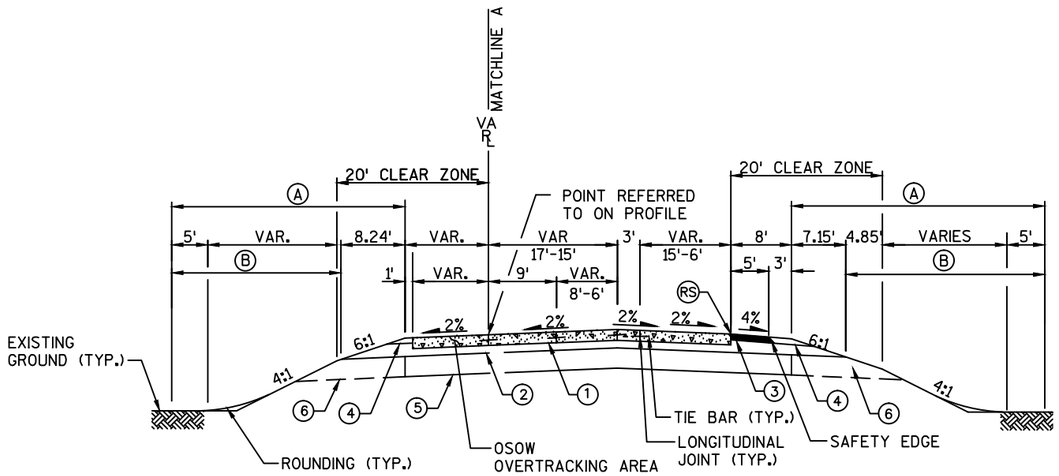
TYPICAL FINISHED SECTION AVALON ROAD

STA. 296+95.76 AE - STA. 307+14.49 AE

LEGEND

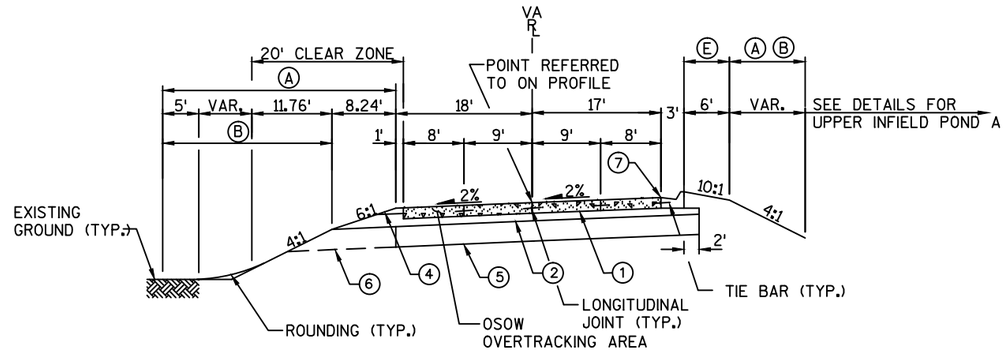
- (1) CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED) (TYP.)
- (2) BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH (TYP.)
- (3) SELECT CRUSHED MATERIAL 16-INCH (TYP.)
- (4) CONCRETE CURB AND GUTTER 30-INCH TYPE A
- (6) BASE AGGREGATE DENSE 3/4-INCH, 3 1/2-INCH (SHOULDER) (TYP.)
- (7) HMA PAVEMENT TYPE E-3, 3 1/2-INCH (TYP.)
- (8) CONSTRUCT RELIEF TRENCHES AT 250-FT INTERVALS AND AT PROFILE SAG POINTS (SEE CONST. DETAIL)
- (9) CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
- (10) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (11) HMA PAVEMENT TYPE E-3, 4.5-INCH (TYP.)
- (12) BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH (TYP.)
- (13) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
- (A) SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
- (B) SALVAGED TOPSOIL AND MULCHING
- (C) PAY LIMITS OF CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH TYPE A
- (D) PAY LIMITS OF CONCRETE PAVEMENT 9-INCH (DOWELED AND TINED)
- (E) SEEDING NO MOW FESCUE, SEEDING NURSE CROP, SALVAGED TOPSOIL, AND EROSION MAT CLASS 1 TYPE B
- (RS) ROUT AND SEAL, SEE CONSTRUCTION DETAIL

* 3/4" / FT SLOPE



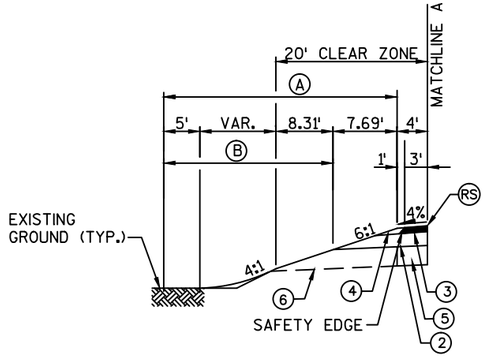
TYPICAL FINISHED SECTION - VA RAMP

STA. 626+69.09 VA - STA. 631+50.00 VA



TYPICAL FINISHED SECTION - VA RAMP

STA. 624+43.11 VA - STA. 626+69.09 VA

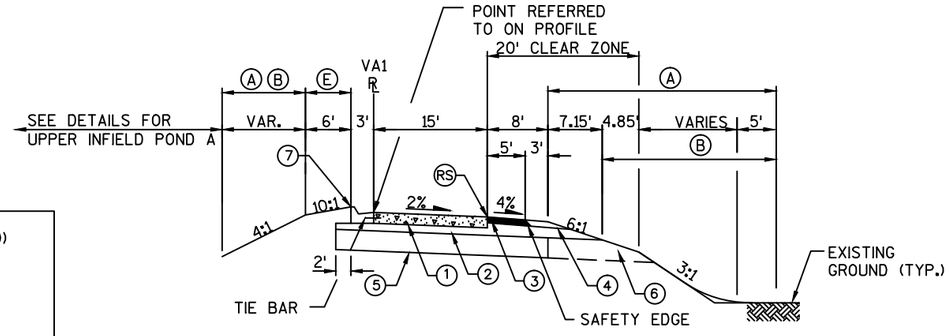


TYPICAL FINISHED SECTION - VA RAMP

STA. 630+00.00 VA - STA. 631+50.00 VA

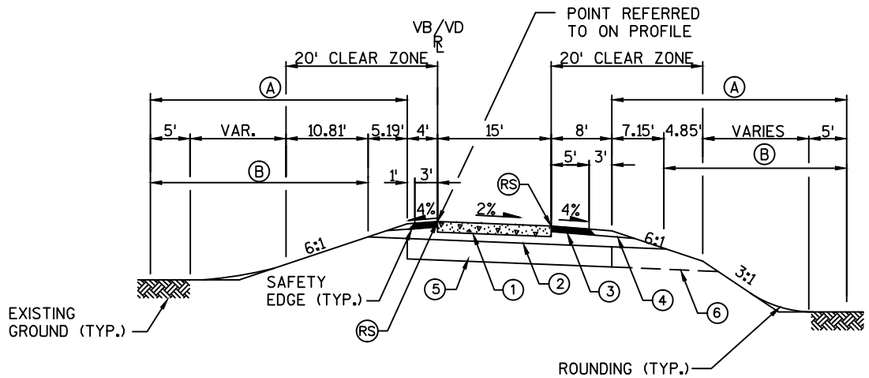
LEGEND

1	CONCRETE PAVEMENT 8 1/2-INCH (DOWELED & TINED)
2	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH
3	HMA PAVEMENT TYPE E-3, 3 1/2-INCH (TYP.)
4	BASE AGGREGATE DENSE 3/4-INCH, 3 1/2-INCH (SHOULDER) (TYP.)
5	SELECT CRUSHED MATERIAL 16-INCH
6	CONSTRUCT RELIEF TRENCHES AT 250-FT INTERVALS AND AT PROFILE SAG POINTS (SEE CONST. DETAIL)
7	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
A	SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
B	SALVAGED TOPSOIL AND MULCHING
E	SEEDING NO MOW FESCUE, SEEDING NURSE CROP, SALVAGED TOPSOIL, AND EROSION MAT CLASS 1 TYPE B
RS	ROUT AND SEAL, SEE CONSTRUCTION DETAIL



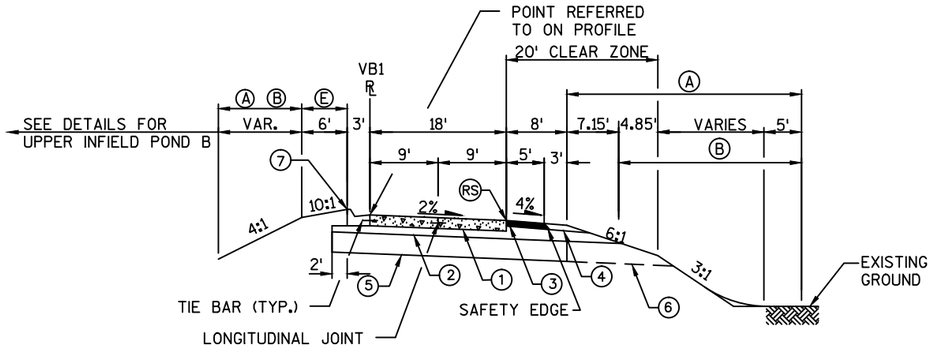
TYPICAL FINISHED SECTION - VA1

STA. 622+89.49 VA1 - STA. 626+68.79 VA1



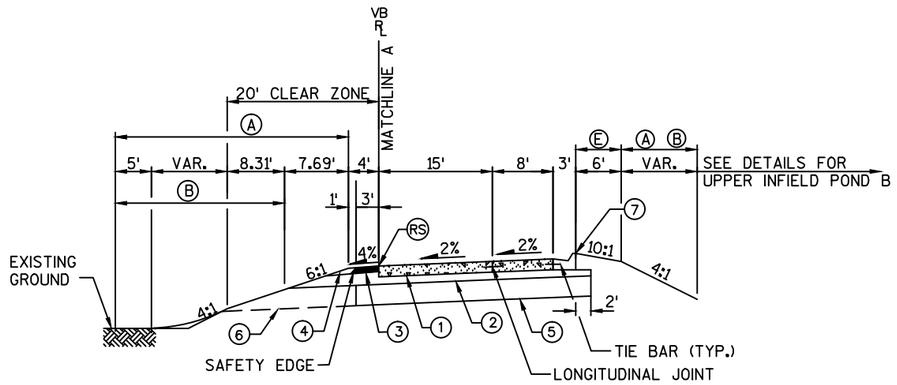
TYPICAL FINISHED SECTION - VB RAMP

STA. 614+71.15 VB - STA. 622+18.64 VB



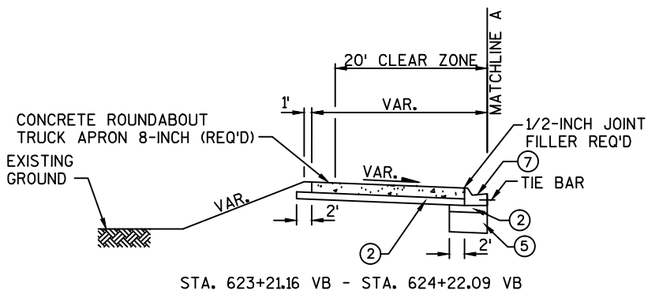
TYPICAL FINISHED SECTION - VB1 RAMP

STA. 622+16.54 VB1 - STA. 624+54.40 VB1



TYPICAL FINISHED SECTION - VB RAMP

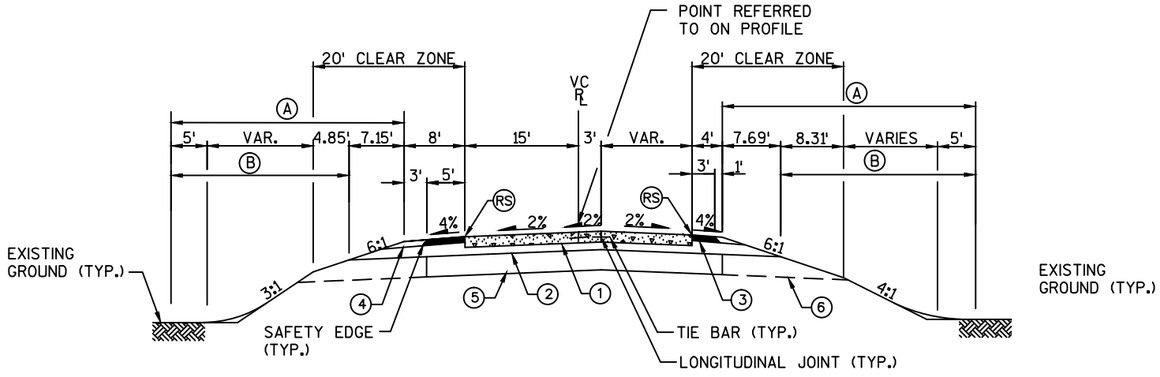
STA. 622+18.64 VB - STA. 624+22.09 VB



STA. 623+21.16 VB - STA. 624+22.09 VB

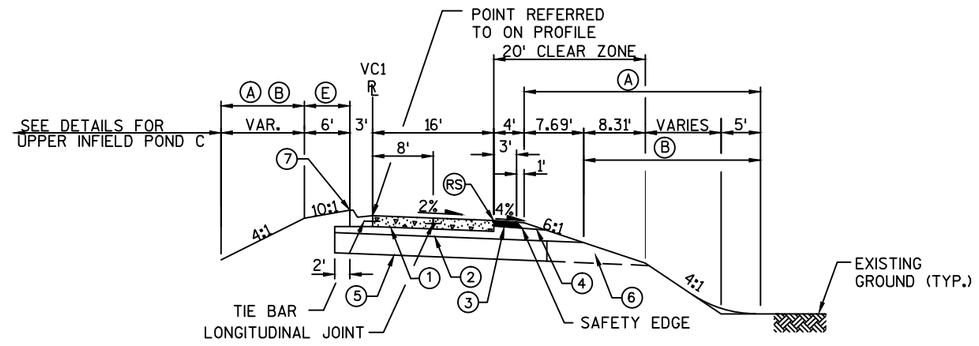
LEGEND

1	CONCRETE PAVEMENT 8 1/2-INCH (DOWELED & TINED)
2	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH
3	HMA PAVEMENT TYPE E-3, 3 1/2-INCH (TYP.)
4	BASE AGGREGATE DENSE 3/4-INCH, 3 1/2-INCH (SHOULDER) (TYP.)
5	SELECT CRUSHED MATERIAL 16-INCH
6	CONSTRUCT RELIEF TRENCHES AT 250-FT INTERVALS AND AT PROFILE SAG POINTS (SEE CONST. DETAIL)
7	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
A	SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
B	SALVAGED TOPSOIL AND MULCHING
E	SEEDING NO MOW FESCUE, SEEDING NURSE CROP, SALVAGED TOPSOIL, AND EROSION MAT CLASS 1 TYPE B
RS	ROUT AND SEAL, SEE CONSTRUCTION DETAIL



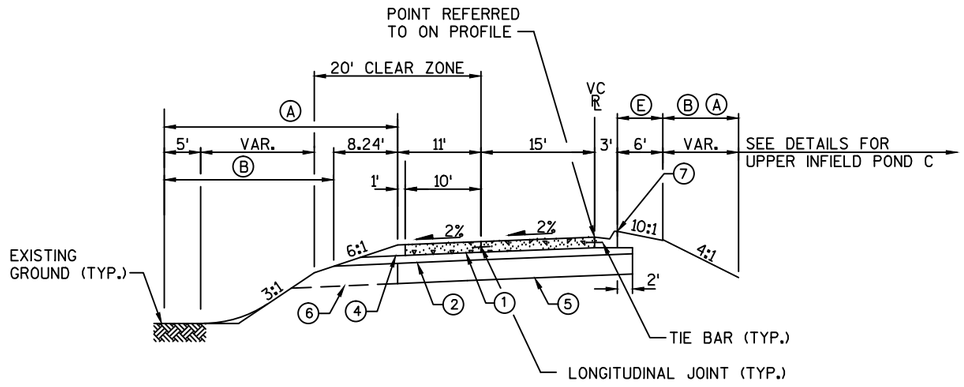
TYPICAL FINISHED SECTION - VC RAMP

STA. 614+50.00 VC - STA. 622+34.76 VC



TYPICAL FINISHED SECTION - VC1

STA. 622+33.69 VC1 - STA. 624+54.38 VC1

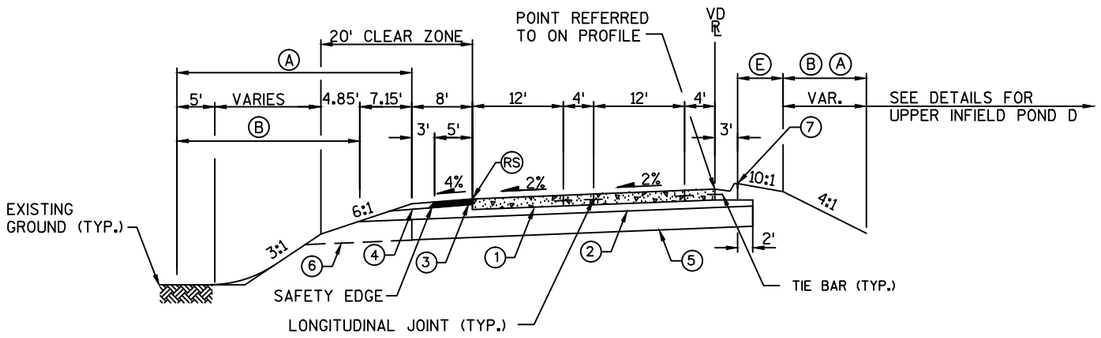


TYPICAL FINISHED SECTION - VC RAMP

STA. 622+34.76 VC - STA. 625+54.52 VC

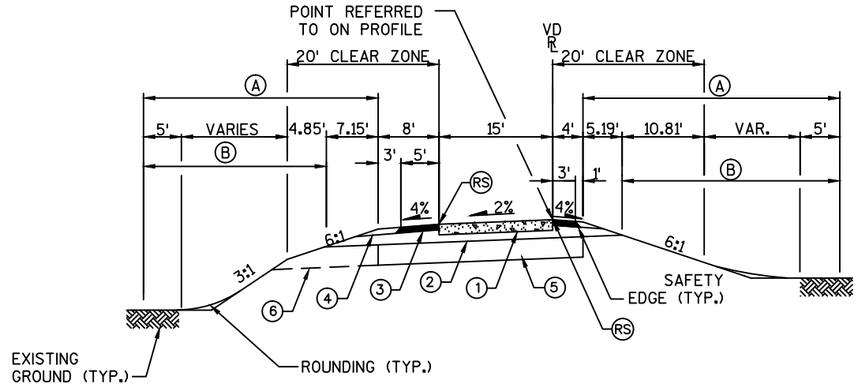
LEGEND

(1)	CONCRETE PAVEMENT 8 1/2-INCH (DOWELED & TINED)
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH
(3)	HMA PAVEMENT TYPE E-3, 3 1/2-INCH (TYP.)
(4)	BASE AGGREGATE DENSE 3/4-INCH, 3 1/2-INCH (SHOULDER) (TYP.)
(5)	SELECT CRUSHED MATERIAL 16-INCH
(6)	CONSTRUCT RELIEF TRENCHES AT 250-FT INTERVALS AND AT PROFILE SAG POINTS (SEE CONST. DETAIL)
(7)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
(A)	SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
(B)	SALVAGED TOPSOIL AND MULCHING
(E)	SEEDING NO MOW FESCUE, SEEDING NURSE CROP, SALVAGED TOPSOIL, AND EROSION MAT CLASS 1 TYPE B
(RS)	ROUT AND SEAL, SEE CONSTRUCTION DETAIL



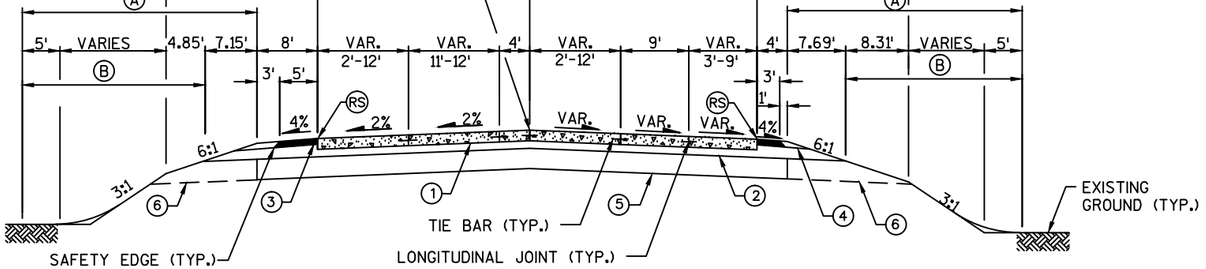
TYPICAL FINISHED SECTION - VD RAMP

STA. 623+83.84 VD - STA. 626+70.43 VD



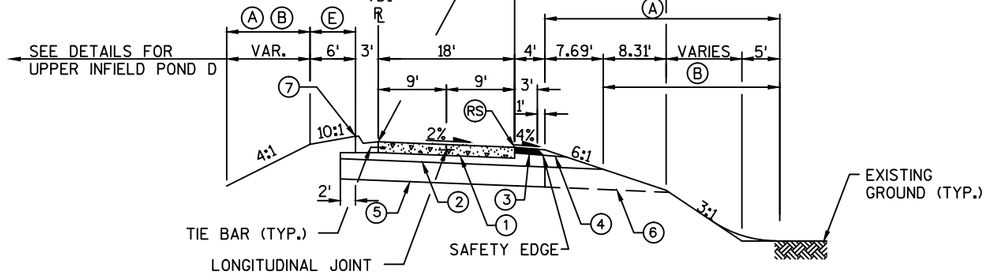
TYPICAL FINISHED SECTION - VD RAMP

STA. 627+98.42 VD - STA. 634+00.00 VD



TYPICAL FINISHED SECTION - VD RAMP

STA. 626+70.43 VD - STA. 627+98.42 VD



TYPICAL FINISHED SECTION - VD1 RAMP

STA. 624+46.60 VD1 - STA. 626+72.17 VD1

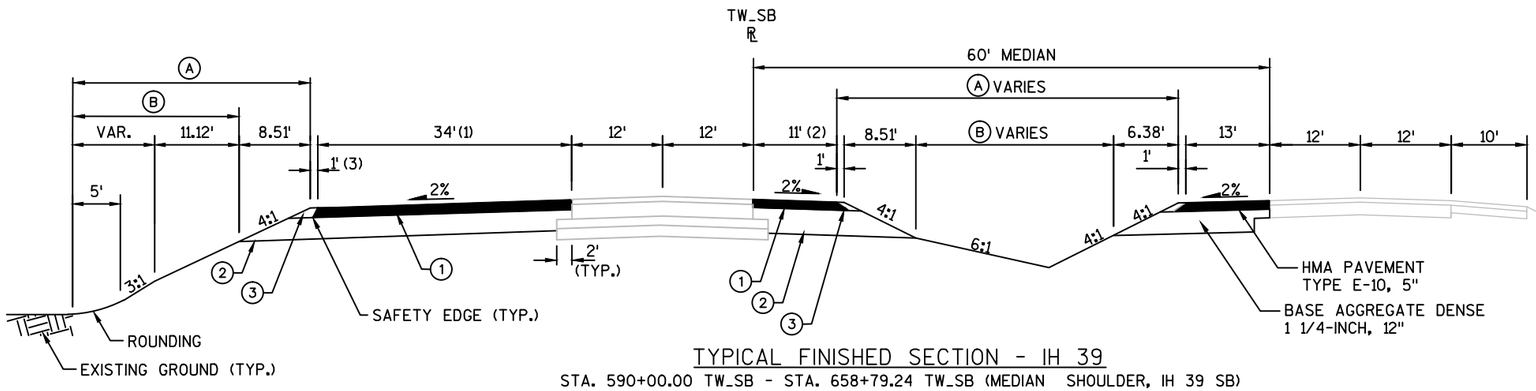
LEGEND

(1)	CONCRETE PAVEMENT 8 1/2-INCH (DOWELED & TINED)	(7)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH	(A)	SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
(3)	HMA PAVEMENT TYPE E-3, 3 1/2-INCH (TYP.)	(B)	SALVAGED TOPSOIL AND MULCHING
(4)	BASE AGGREGATE DENSE 3/4-INCH, 3 1/2-INCH (SHOULDER) (TYP.)	(E)	SEEDING NO MOW FESCUE, SEEDING NURSE CROP, SALVAGED TOPSOIL, AND EROSION MAT CLASS 1 TYPE B
(5)	SELECT CRUSHED MATERIAL 16-INCH	(RS)	ROUT AND SEAL, SEE CONSTRUCTION DETAIL
(6)	CONSTRUCT RELIEF TRENCHES AT 250-FT INTERVALS AND AT PROFILE SAG POINTS (SEE CONST. DETAIL)		

(1) VAR. 34' TO 23' - STA 615+90 TW_SB - STA 623+69 TW_SB
23' - STA 623+69 TW_SB - STA 625+05 TW_SB
VAR. 23' TO 34' - STA 625+05 TW_SB - STA 633+05 TW_SB
46' - STA 636+35.33 TW_SB - STA 644+74.38 TW_SB
VAR. 46' TO 34' - STA 644+74.38 TW_SB - STA 646+24.38 TW_SB

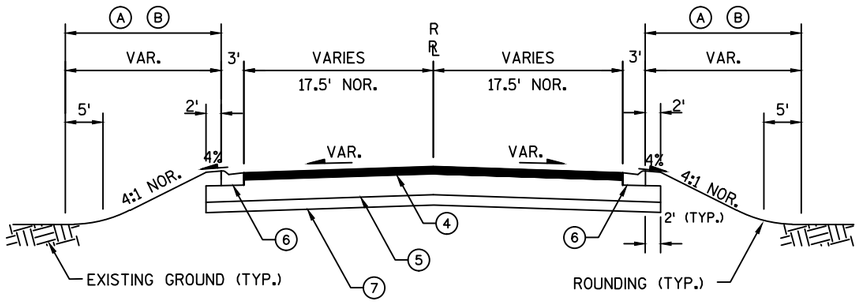
(2) VAR. 11' TO 14' - STA 620+35 TW_SB - STA 622+00 TW_SB
14' - STA 622+00 TW_SB - STA 627+00 TW_SB
VAR. 14' TO 11' - STA 627+00 TW_SB - STA 628+65 TW_SB

(3) VAR. 1' TO 2' - STA 623+49 TW_SB - STA 623+69 TW_SB
2' - STA 623+69 TW_SB - STA 625+05 TW_SB
VAR. 2' TO 1' - STA 625+05 TW_SB - STA 625+25 TW_SB



TYPICAL FINISHED SECTION - IH 39

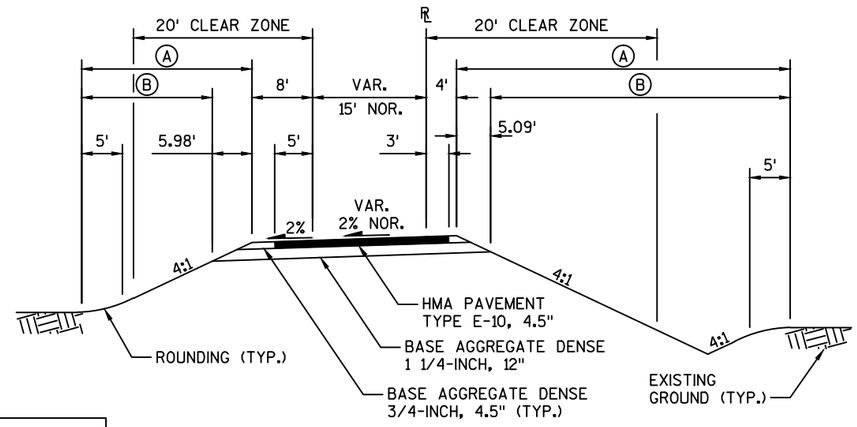
STA. 590+00.00 TW_SB - STA. 658+79.24 TW_SB (MEDIAN SHOULDER, IH 39 SB)
STA. 600+92.04 TW_SB - STA. 646+24.38 TW_SB (OUTSIDE SHOULDER, IH 39 SB)
STA. 616+85.00 TW_SB - STA. 628+15.00 TW_SB (MEDIAN SHOULDER, IH 39 NB)



TYPICAL FINISHED SECTION - READ ROAD (NORTH FRONTAGE)

LEGEND

(1)	HMA PAVEMENT TYPE E-30, 6.5-INCH
(2)	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
(3)	BASE AGGREGATE DENSE 3/4-INCH, (SHOULDER)(TYP.)
(4)	HMA PAVEMENT TYPE E-3, 4.5-INCH
(5)	BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH
(6)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
(7)	BASE AGGREGATE DENSE 3-INCH, 6-INCH
(A)	SEEDING MIXTURE NO. 20, SEEDING TEMPORARY AND FERTILIZER TYPE A
(B)	SALVAGED TOPSOIL AND MULCHING



TYPICAL FINISHED SECTION - RAMP CROSSOVERS

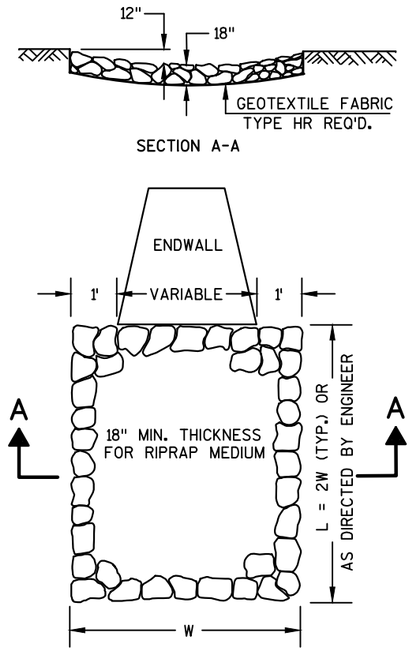
STA. 627+42.00 VAX1 - STA. 635+93.94 VAX1 (REVERSED)
STA. 613+49.34 VBX1 - STA. 619+22.29 VBX1 (REVERSED)
STA. 612+27.46 VCX1 - STA. 614+50.00 VCX1
STA. 634+00.00 VDX1 - STA. 636+34.51 VDX1

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TYPICAL FINISHED SECTION	SHEET 17	E

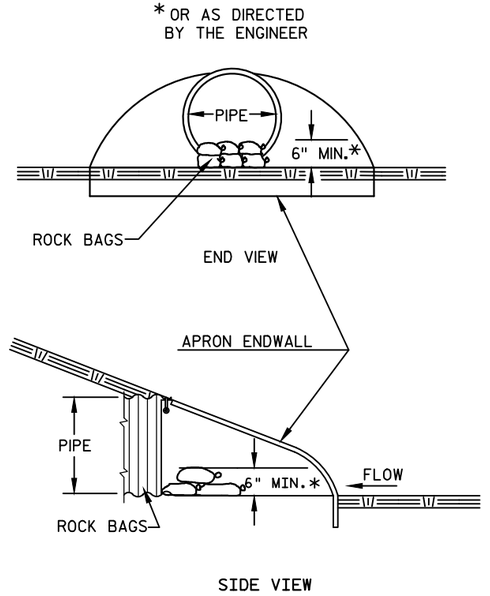
RUNOFF COEFFICIENT TABLE

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

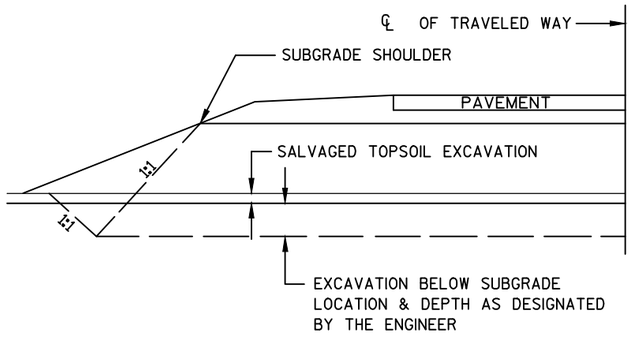
TOTAL PROJECT AREA = 97 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 52 ACRES



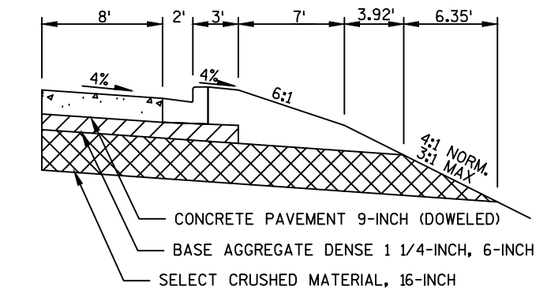
RIPRAP MEDIUM TREATMENT AT CULVERTS

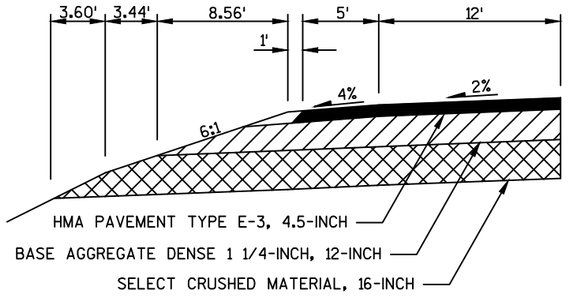


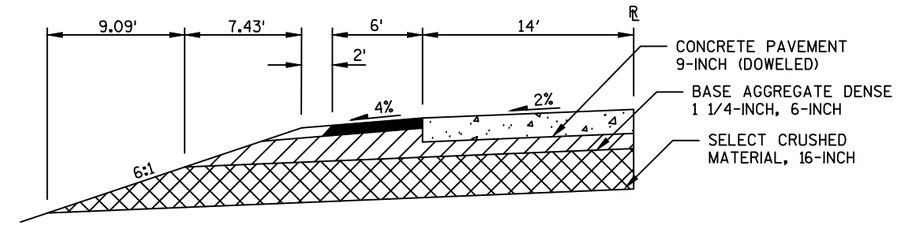
CULVERT PIPE CHECKS

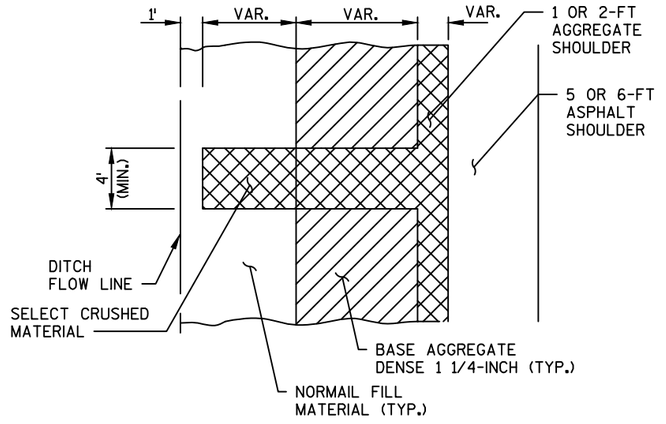


DETAIL FOR EXCAVATION BELOW SUBGRADE









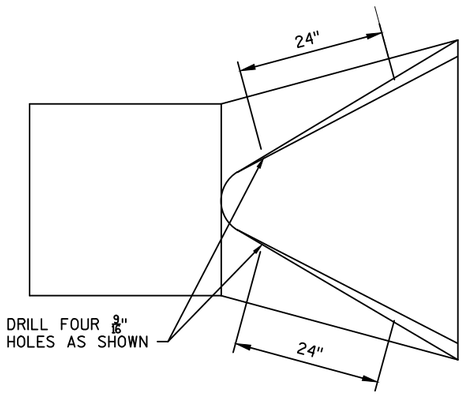
NOTE:

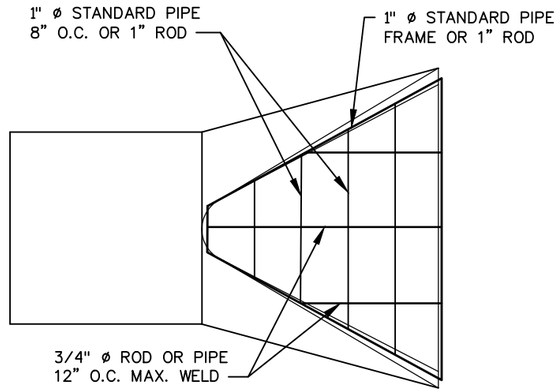
CONSTRUCT RELIEF TRENCH AT SAG POINTS OR EVERY 250'.

RELIEF TRENCH DETAIL

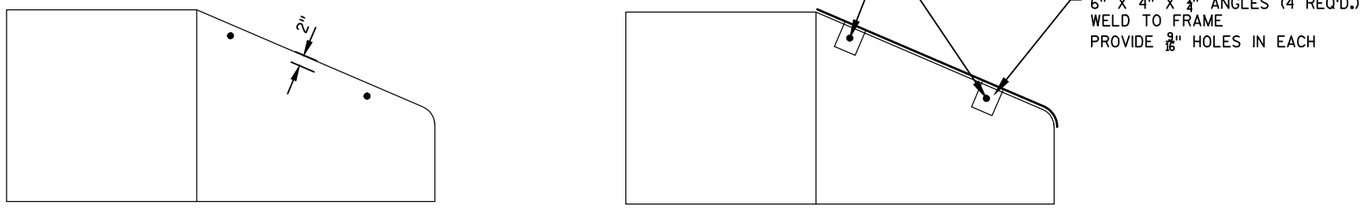
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION DETAILS	SHEET 18	E

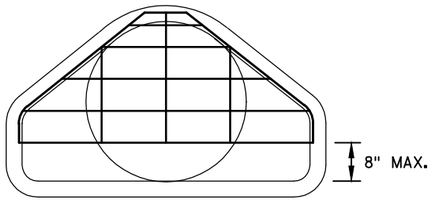
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021001_CD.DWG
LAYOUT NAME - 021001_CD - 021001_CD
PLOT DATE : 4/17/2015 10:32 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



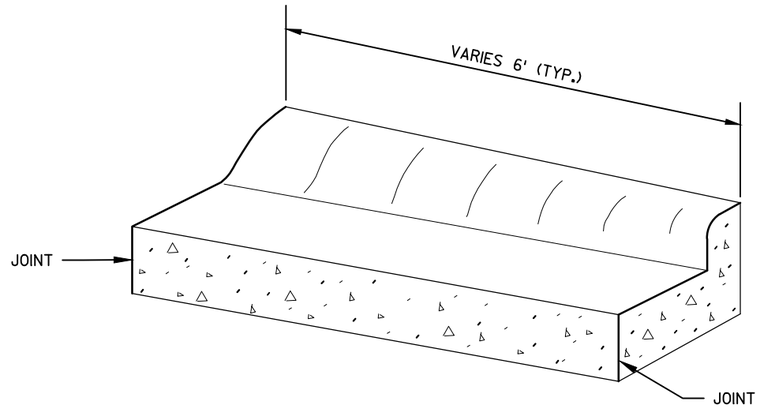


AT EACH PIPE





PIPE GRATES DETAIL

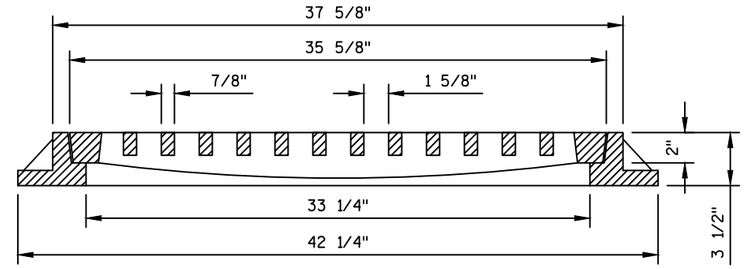


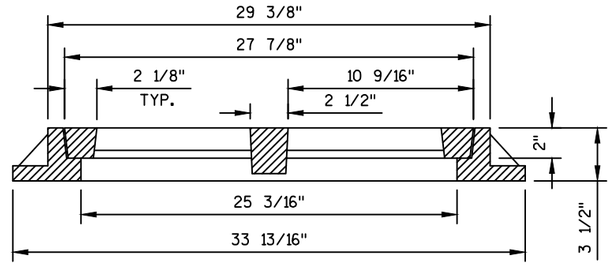
CONCRETE CURB AND GUTTER TRANSITION DETAIL

TRANSITION FROM CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A TO CONCRETE CURB AND GUTTER 30-INCH TYPE A
- TO BE MEASURED AND PAID AS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A

TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE A TO CONCRETE CURB AND GUTTER 32-INCH SPECIAL
- TO BE MEASURED AND PAID AS CONCRETE CURB AND GUTTER 30-INCH TYPE A

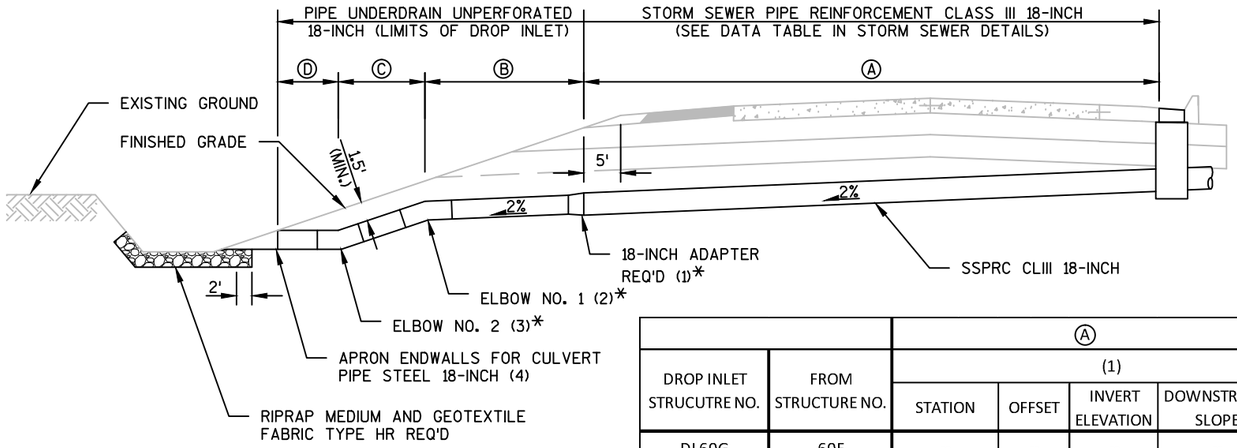
TRANSITION FROM CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A TO CONCRETE CURB AND GUTTER 36-INCH SPECIAL
- TO BE MEASURED AND PAID AS CONCRETE CURB AND GUTTER 4 INCH SLOPED 36-INCH TYPE A





TEMPORARY INLET CASTING

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION DETAILS	SHEET 19	E



* ITEMS INCLUDED WITH PIPE UNDERDRAIN UNPERFORATED 18-INCH

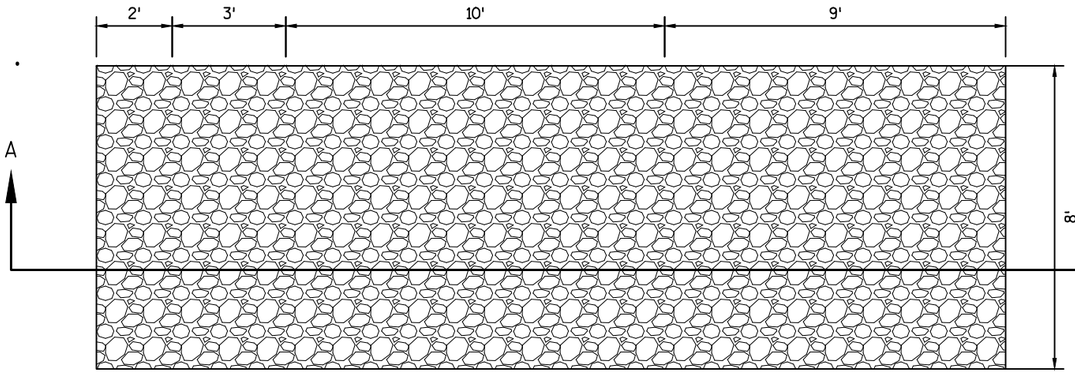
DROP INLET DETAIL

NOTES:

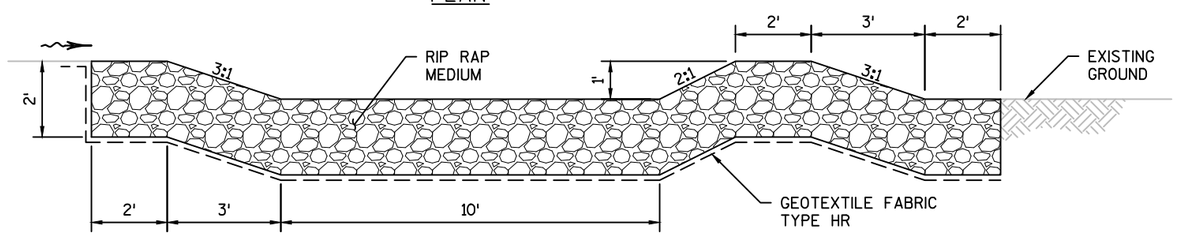
SEE CONSTRUCTION DETAIL "CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES" FOR ADDITIONAL INFORMATION

SEE STORM SEWER DETAILS STRUCTURE DATA TABLES FOR ADDITIONAL INFORMATION

		Ⓐ (1)				Ⓑ (2)				Ⓒ (3)				Ⓓ (4)			TOTAL LENGTH B TO D
DROP INLET STRUCUTRE NO.	FROM STRUCTURE NO.	STATION	OFFSET	INVERT ELEVATION	DOWNSTREAM SLOPE	STATION	OFFSET	INVERT ELEVATION	DOWNSTREAM SLOPE	STATION	OFFSET	INVERT ELEVATION	DOWNSTREAM SLOPE	STATION	OFFSET	INVERT ELEVATION	
DI 60G	60F	--	--	--	--	279+76	40 ' LT	858.04	25%	279+59	142 ' LT	832.28	2.00%	279+49	157 ' LT	832.00	104
DI 100D	100C	622+32 VC	38 ' RT	846.32	2.0%	621+77	153 ' RT	843.79	33%	621+58	192 ' RT	831.12	2.00%	621+55	198 ' RT	831.00	171
DI 120D	120C	626+61 VD	38 ' LT	850.26	2.0%	626+61	42 ' LT	850.19	33%	626+60	91 ' LT	834.09	2.00%	626+60	102 ' LT	833.88	58
DI 210D	210C	290+15 AW	45 ' LT	851.61	2.0%	290+16	53 ' LT	851.47	33%	290+23	93 ' LT	838.13	2.00%	290+23	95 ' LT	837.96	50
DI 250E	250D	282+74 AE	27 ' LT	859.74	2.0%	282+73	40 ' LT	859.47	25%	282+65	146 ' LT	833.29	2.00%	282+64	160 ' LT	833.00	128

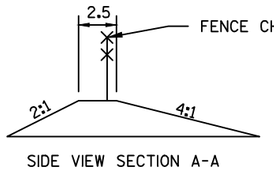


PLAN

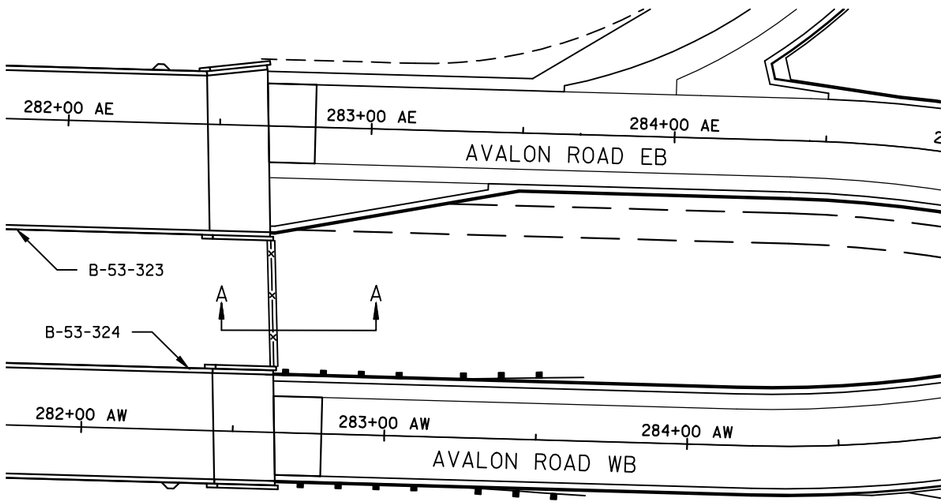


SECTION A-A

LEVEL SPREADER DETAIL
STA. 606+80 TW_SB LT

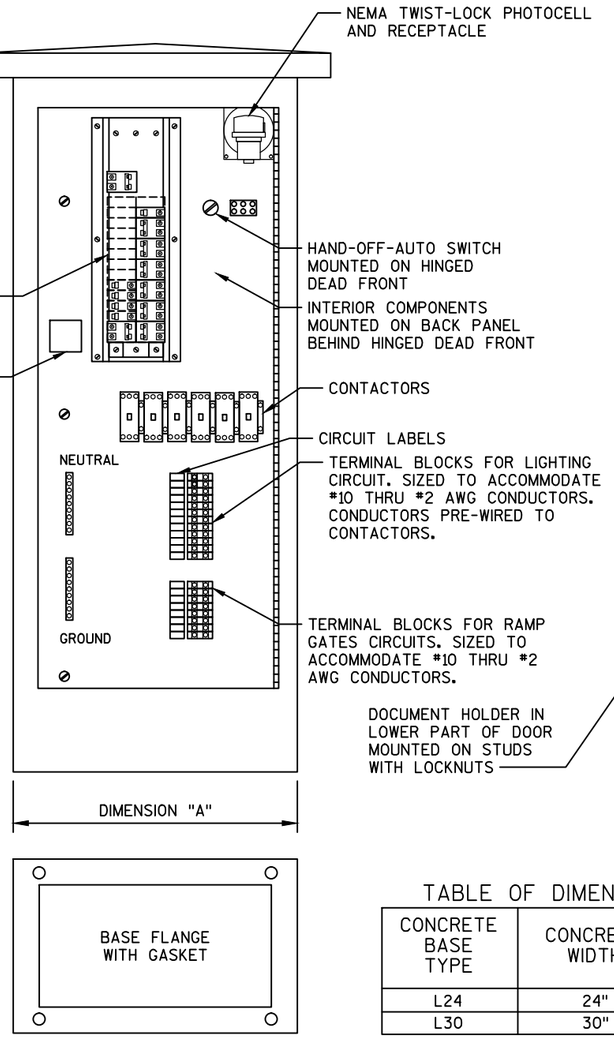


SIDE VIEW SECTION A-A



MEDIAN BERM DETAIL AT TWIN STRUCTURES

FRONT INTERIOR ELEVATION



SIDE VIEW

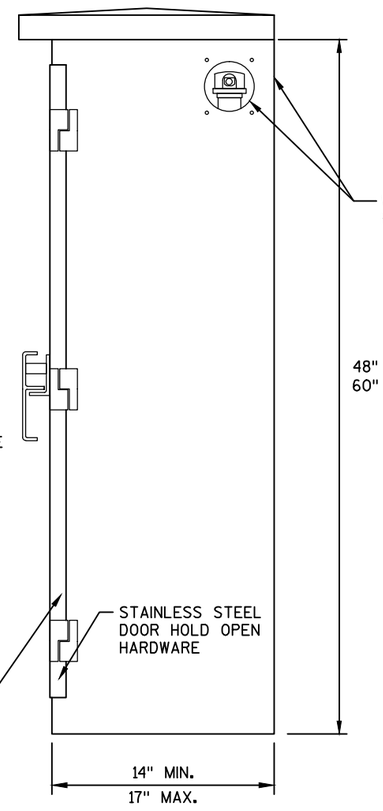
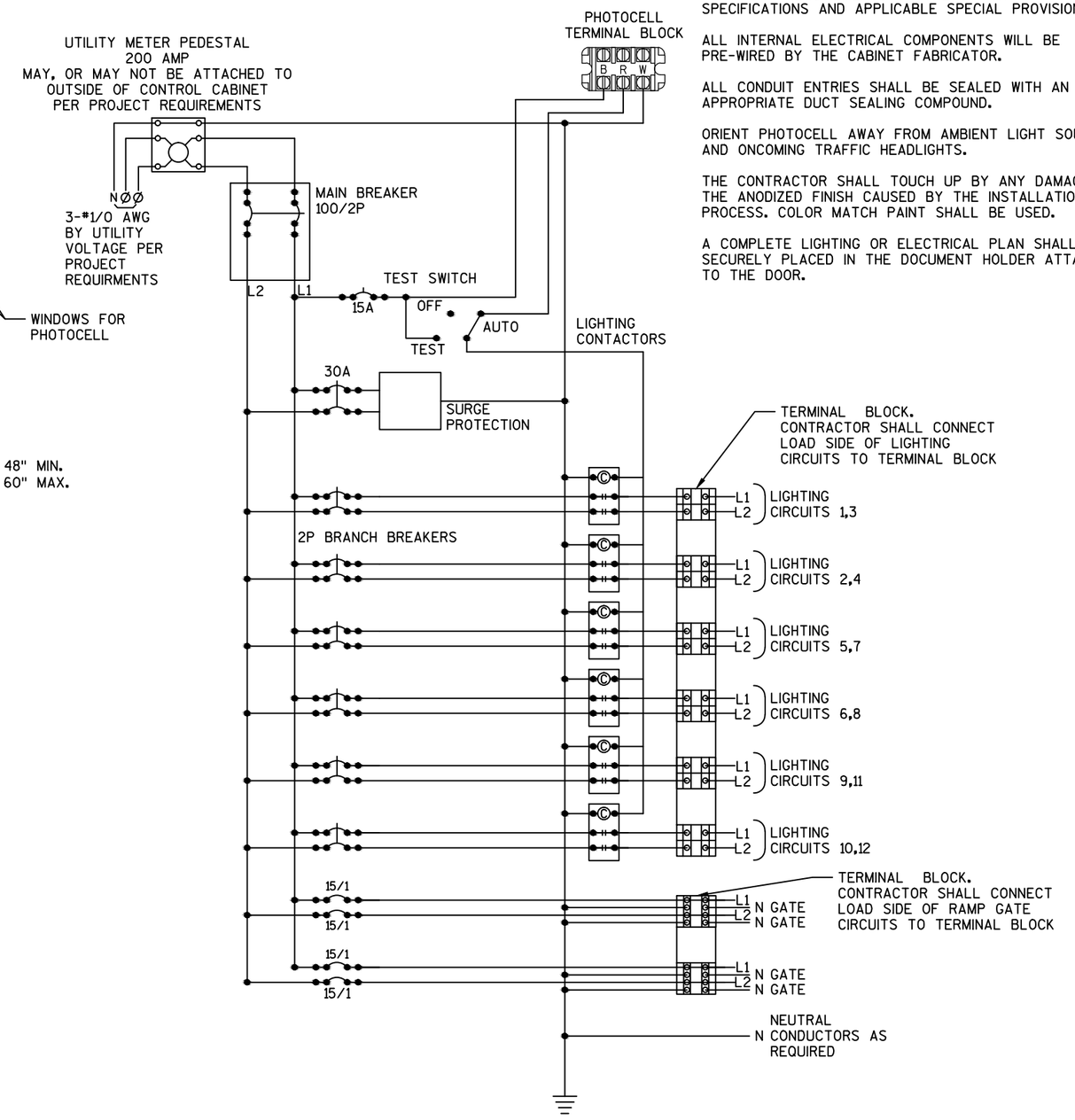


TABLE OF DIMENSIONS (INCHES)

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

LIGHTING CONTROL CABINET



LIGHTING CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

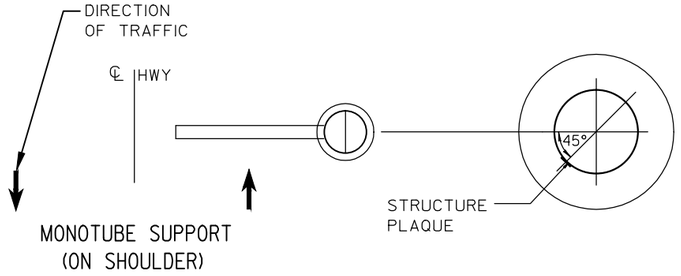
ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

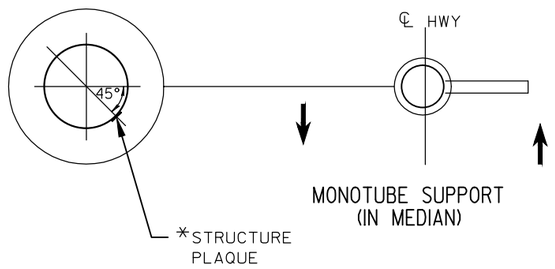
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

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

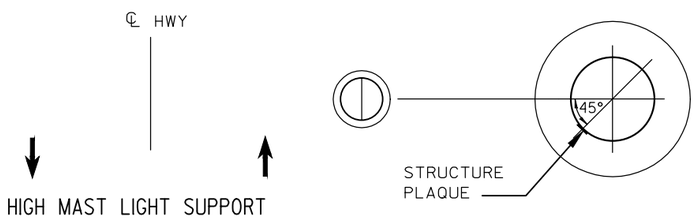
THE CONTRACTOR SHALL TOUCH UP BY ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

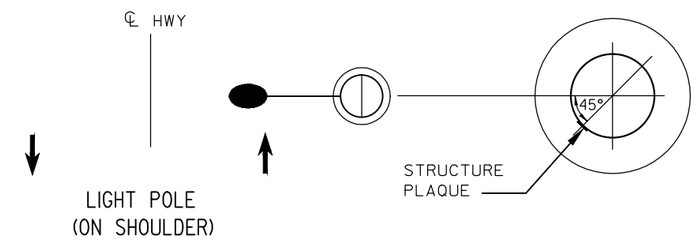
A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

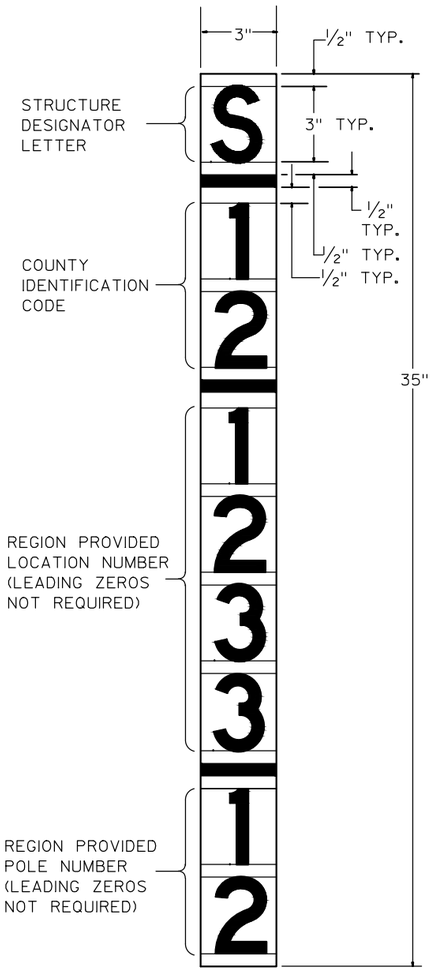




*WHEN MONOTUBES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN MONOTUBES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.







**LETTER "L" UTILIZED FOR LIGHTING STRUCTURES.
LETTER "S" UTILIZED FOR MONOTUBE STRUCTURES.
LETTER "G" UTILIZED FOR RAMP GATE STRUCTURES.

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

MOUNTING HEIGHT ON LIGHT POLES AND MONOTUBE POLES SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

SEE RAMP GATE DETAIL FOR PLACEMENT OF PLAQUE ON RAMP GATE POLE.

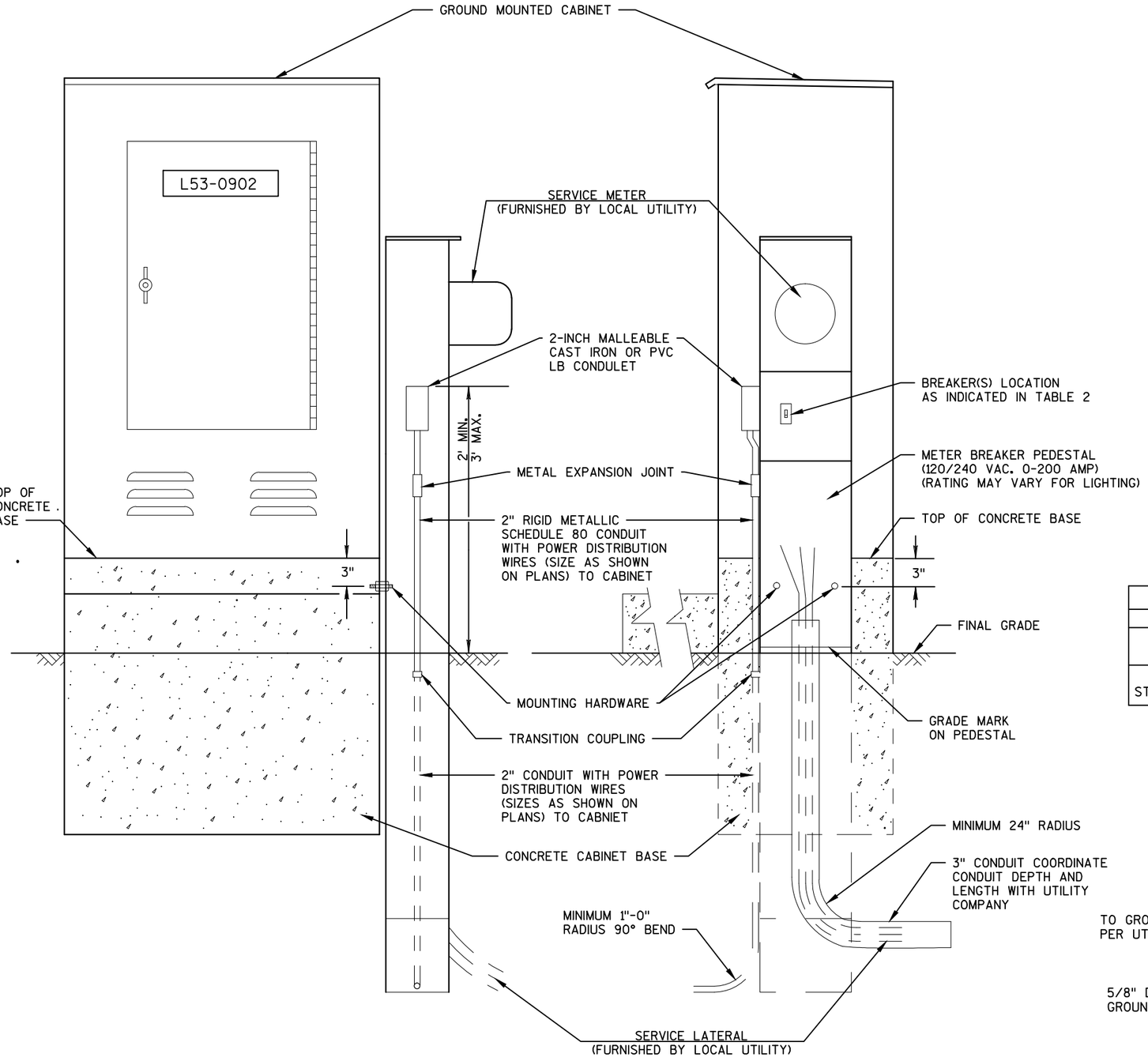
PLAQUE MATERIALS:

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

STRUCTURE IDENTIFICATION PLAQUES
LIGHT, MONOTUBE & RAMP GATE POLES



GENERAL NOTES

DETAIL OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE) CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE CONDUIT RIGID METALLIC, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE NO LESS THAN 6 FEET OR PER LOCAL UTILITY REGULATIONS.

SEE PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

*NOTE: MAIN BREAKER SIZE MAY BE INCREASED IF MAXIMUM POWER DRAW IS EXPECTED TO EXCEED 100 AMPS.

TABLE 1

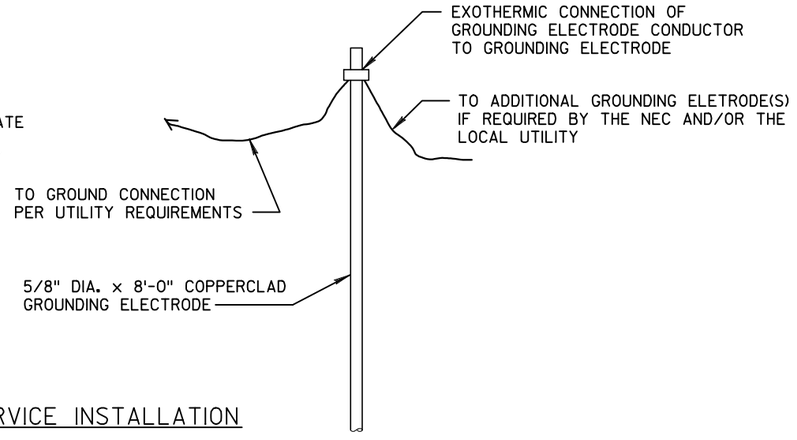
STANDARD BREAKER SIZES + LABELS

DEVICE TYPE	BREAKER SIZE	BREAKER LABEL
MAIN	*100 AMPS (2P)	MAIN
CCTV	30 AMPS	CCTV/SDS
SPARE	30 AMPS	SPARE

TABLE 2

BREAKER SIZES BY LOCATION

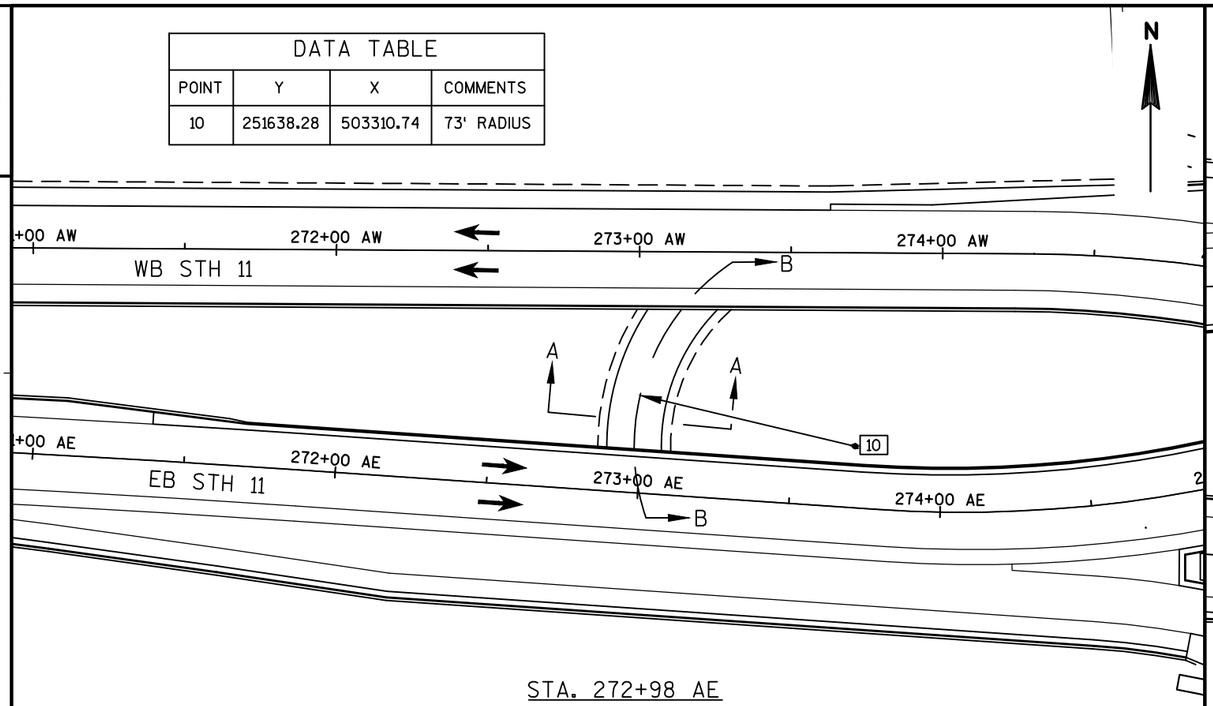
LOCATION	ID	MAIN BREAKER SIZE	SUB BREAKER #1 SIZE	SUB BREAKER #2 SIZE	SUB BREAKER #3 SIZE
IH 39/90 & STH 11/AVALON RD	L53-0902 CCTV-53-0034	100 AMPS (2P)	30 AMPS	30 AMPS (SPARE)	



LIGHTING CABINET SERVICE INSTALLATION

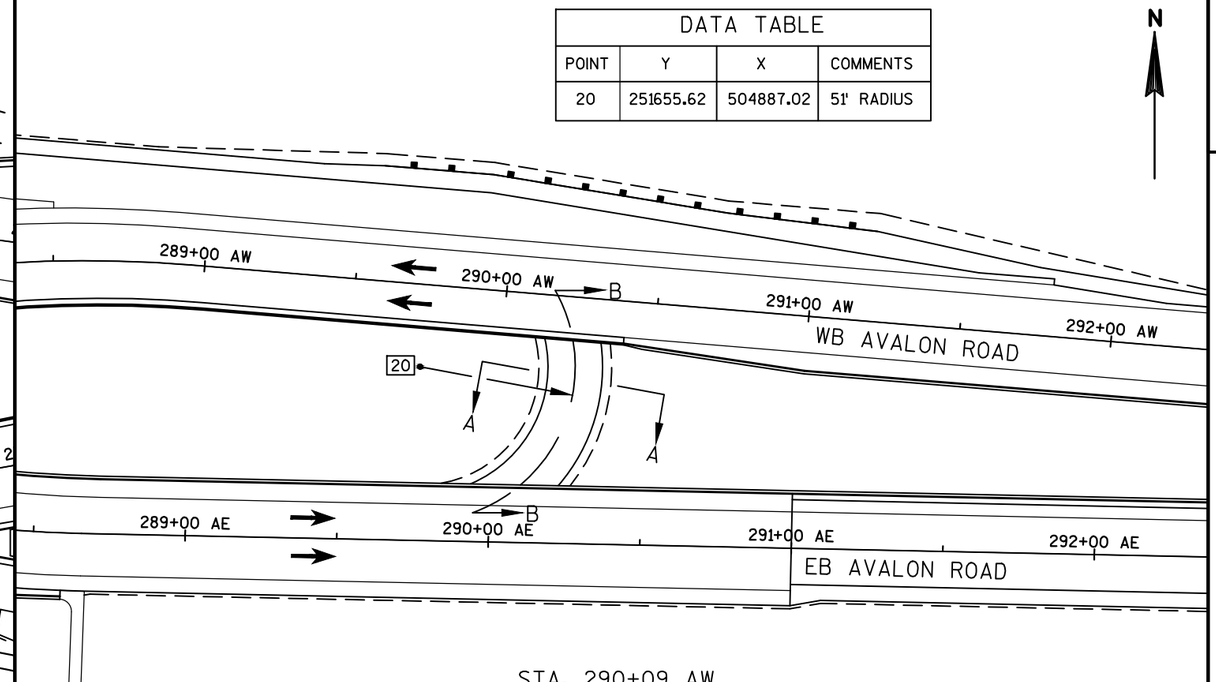
2

DATA TABLE			
POINT	Y	X	COMMENTS
10	251638.28	503310.74	73' RADIUS

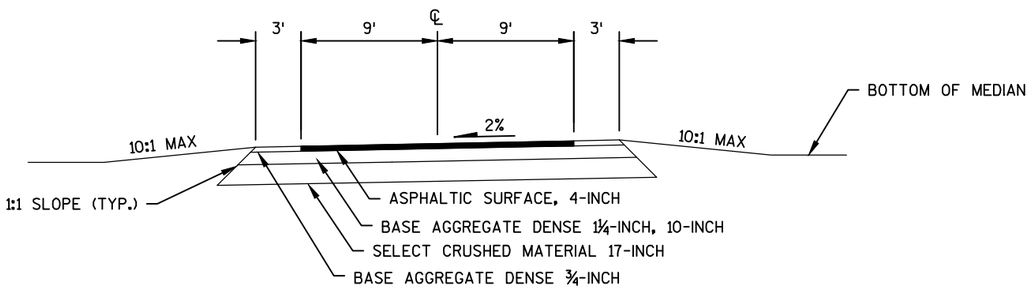


STA. 272+98 AE

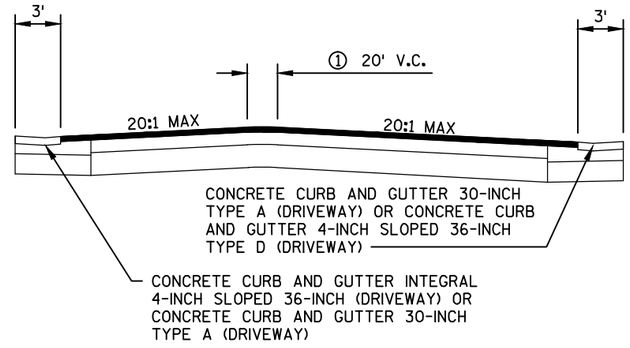
DATA TABLE			
POINT	Y	X	COMMENTS
20	251655.62	504887.02	51' RADIUS



STA. 290+09 AW



SECTION A-A



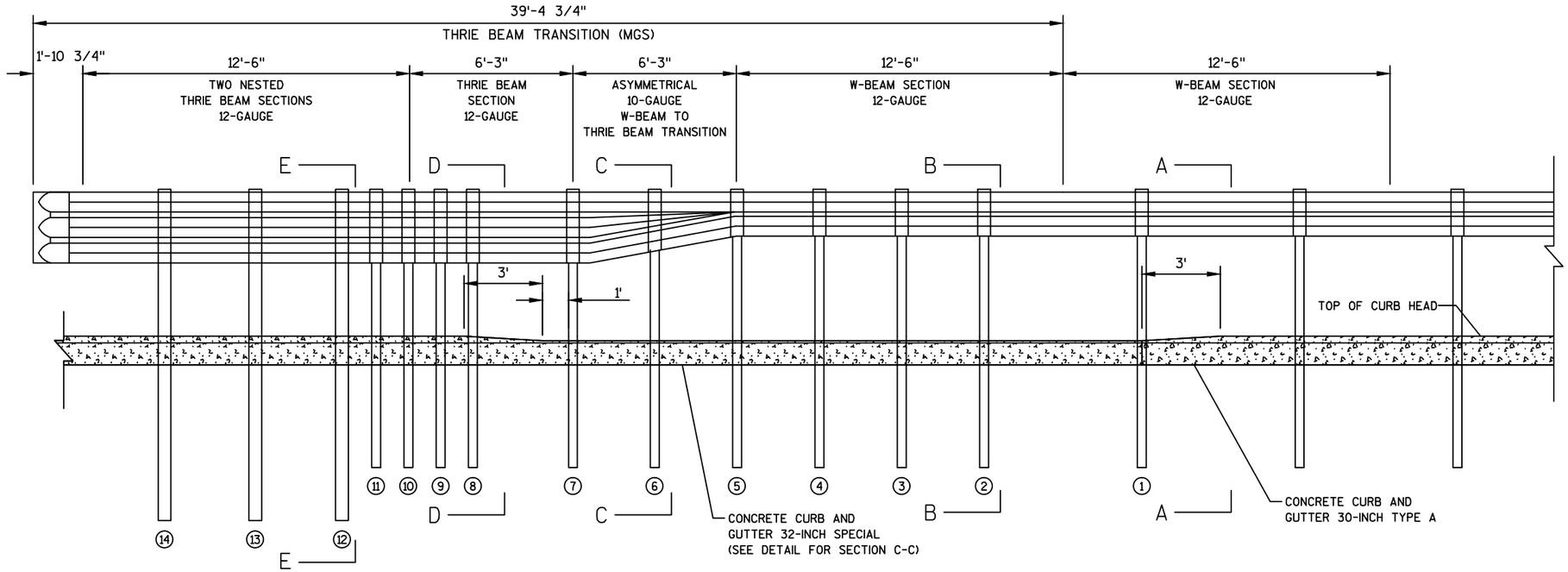
① ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

SECTION B-B

MAINTENANCE CROSSOVER

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION DETAILS	SHEET 24	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021001_CD.DWG
LAYOUT NAME - 021001_CD - 021007_CD
PLOT DATE : 4/17/2015 10:33 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



MGS THRIE BEAM TRANSITION WITH CONCRETE CURB AND GUTTER

(B) WOOD OR STEEL POSTS (W6X9 OR W6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(C) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1".

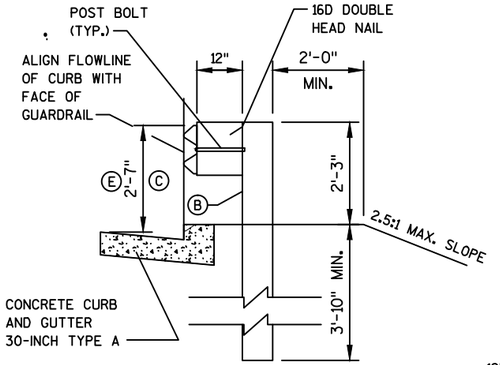
(D) DEPRESS 4-INCH CURB HEAD TO 1-INCH AT ASYMMETRICAL AND W-BEAM SECTIONS OF THRIE BEAM TRANSITION.

(E) DIMENSION IN ACCORDANCE WITH STANDARD DETAIL DRAWING "MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMIAL (MGS)

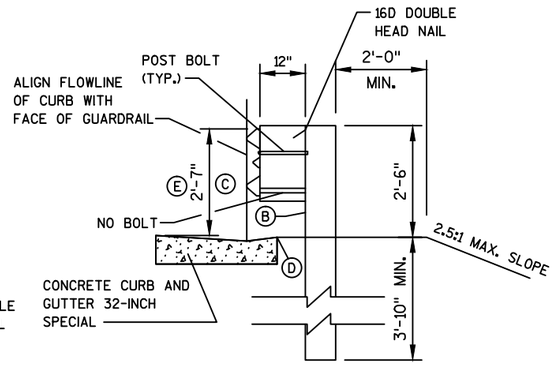
UTILIZE INLET COVERS TYPE V, PLACED ON INLETS 2x2-FT WHEN A DRAINAGE STRUCTURE IS REQUIRED. THE TYPICAL LOCATION FOR THE DRAINAGE STRUCTURE IS WHERE THE POST SPACING IS 3'-1½".

SEE MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL AND MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) DETAILS WHEN NECESSARY

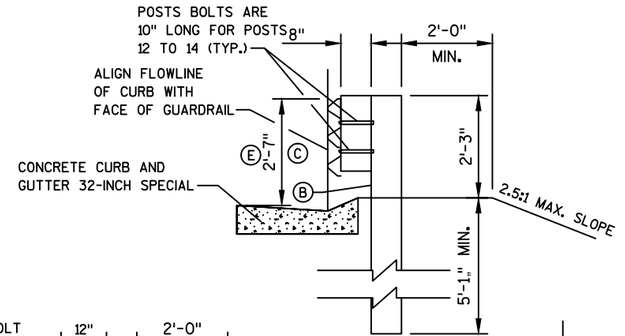
(A) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.



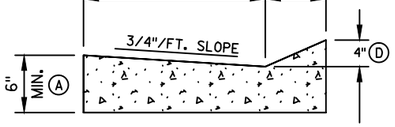
SECTION A-A
POST 1



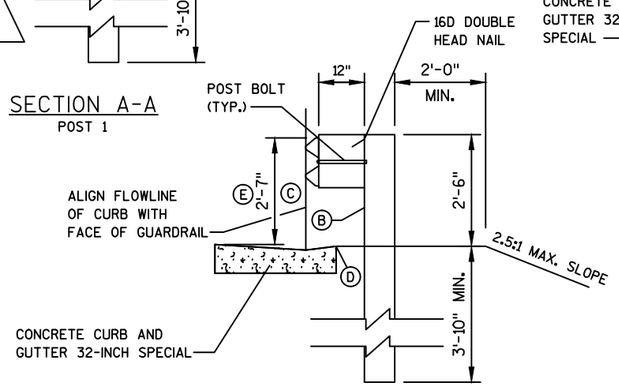
SECTION C-C
POST 6



SECTION E-E
POSTS 12-14

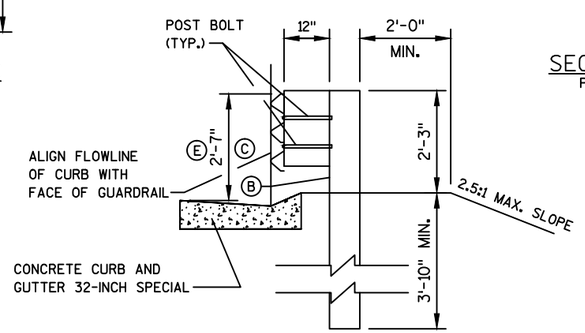


CONCRETE CURB AND GUTTER 32-INCH SPECIAL

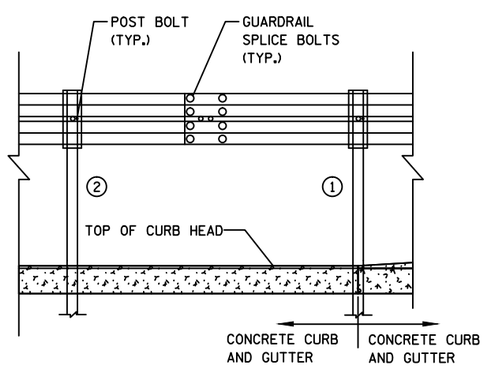


SECTION B-B
POSTS 2-5

THRIE BEAM TRANSITION



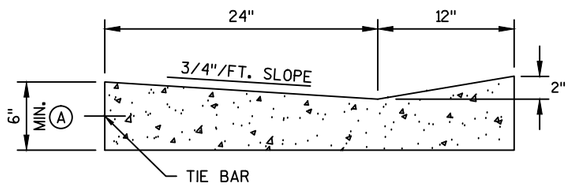
SECTION D-D
POSTS 7-11



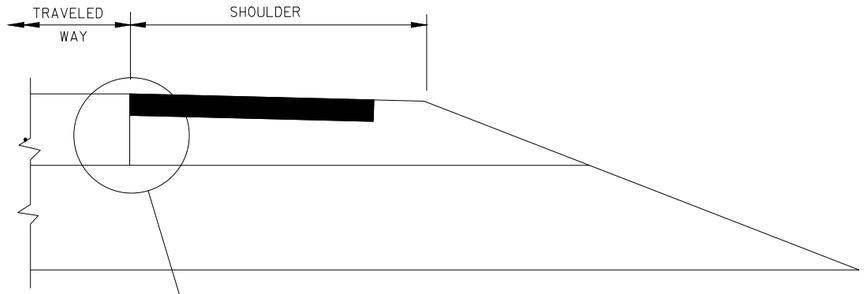
SPLICE DETAIL

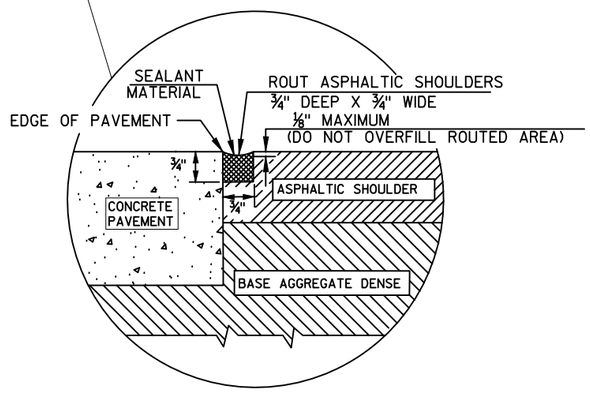
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION DETAILS	SHEET 25	E

Ⓐ 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.



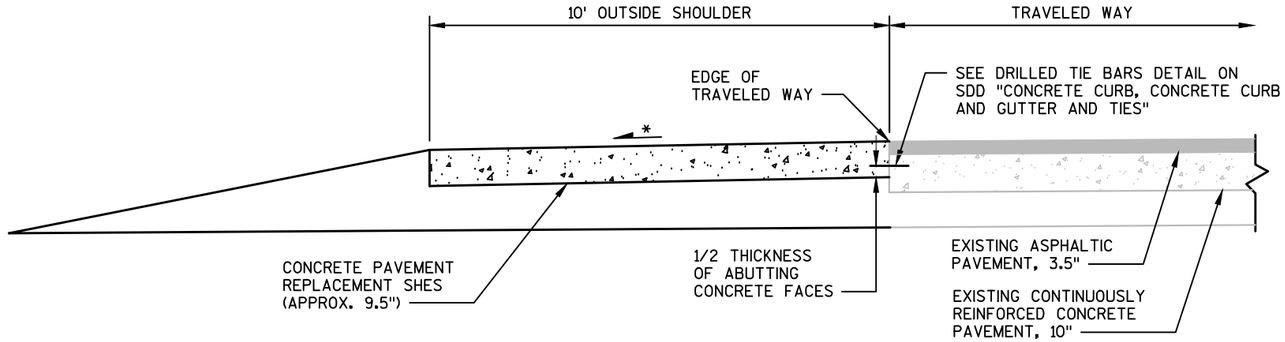
CONCRETE CURB AND GUTTER 36-INCH SPECIAL





ROUT AND SEAL DETAIL

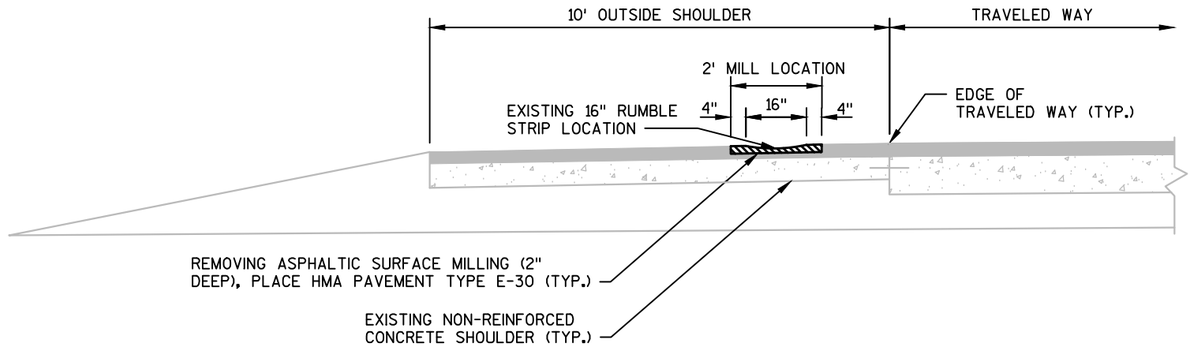
SEE TYPICAL FINISHED SECTIONS FOR LOCATIONS



* MATCH SLOPE OF ADJACENT SHOULDER

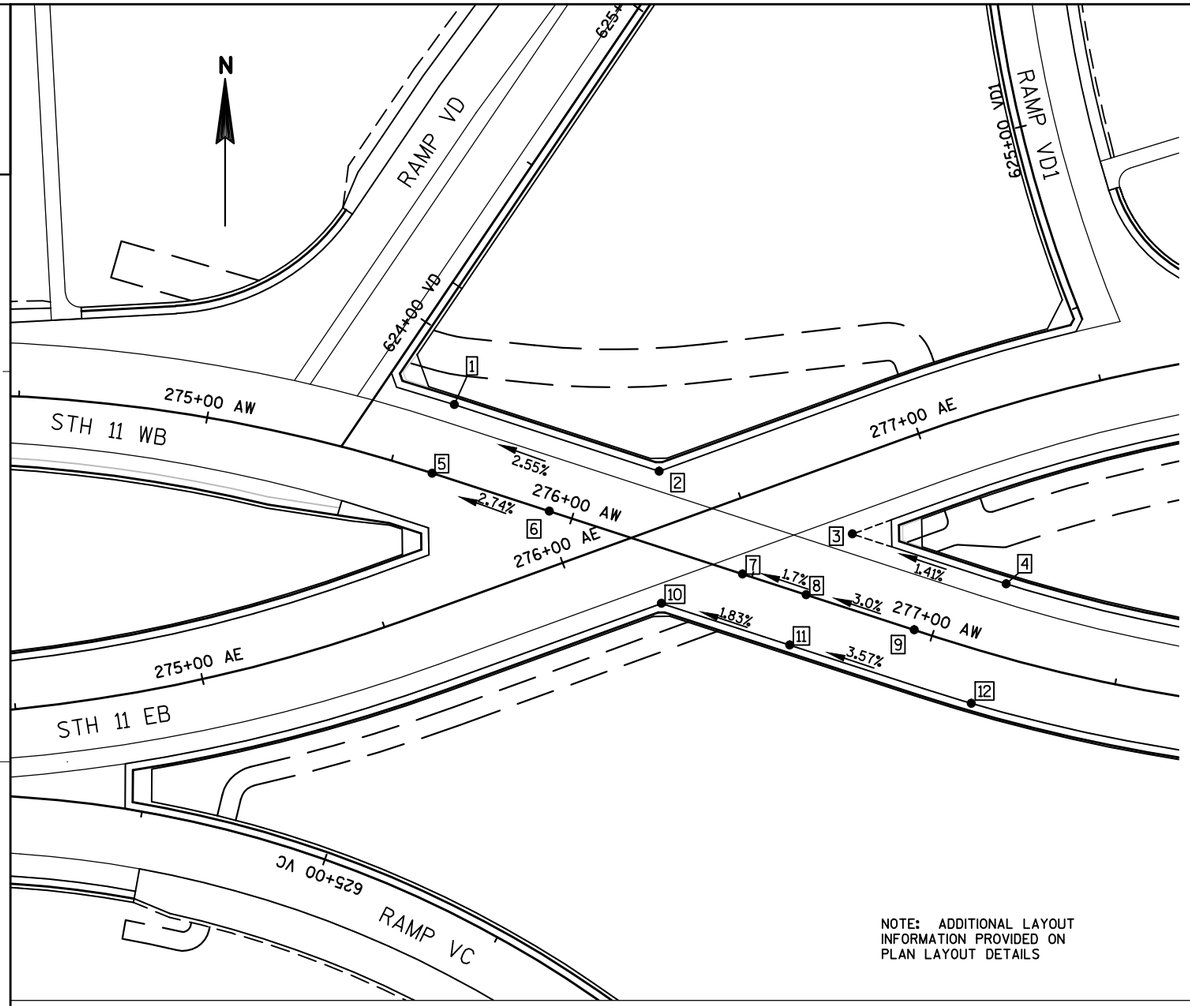
CONCRETE PAVEMENT REPLACEMENT SHES

STA. 626+55 TW_SB - STA. 626+85 TW_SB
STA. 630+98 TW_SB - STA. 631+28 TW_SB
STA. 641+89 TW_SB - STA. 642+34 TW_SB

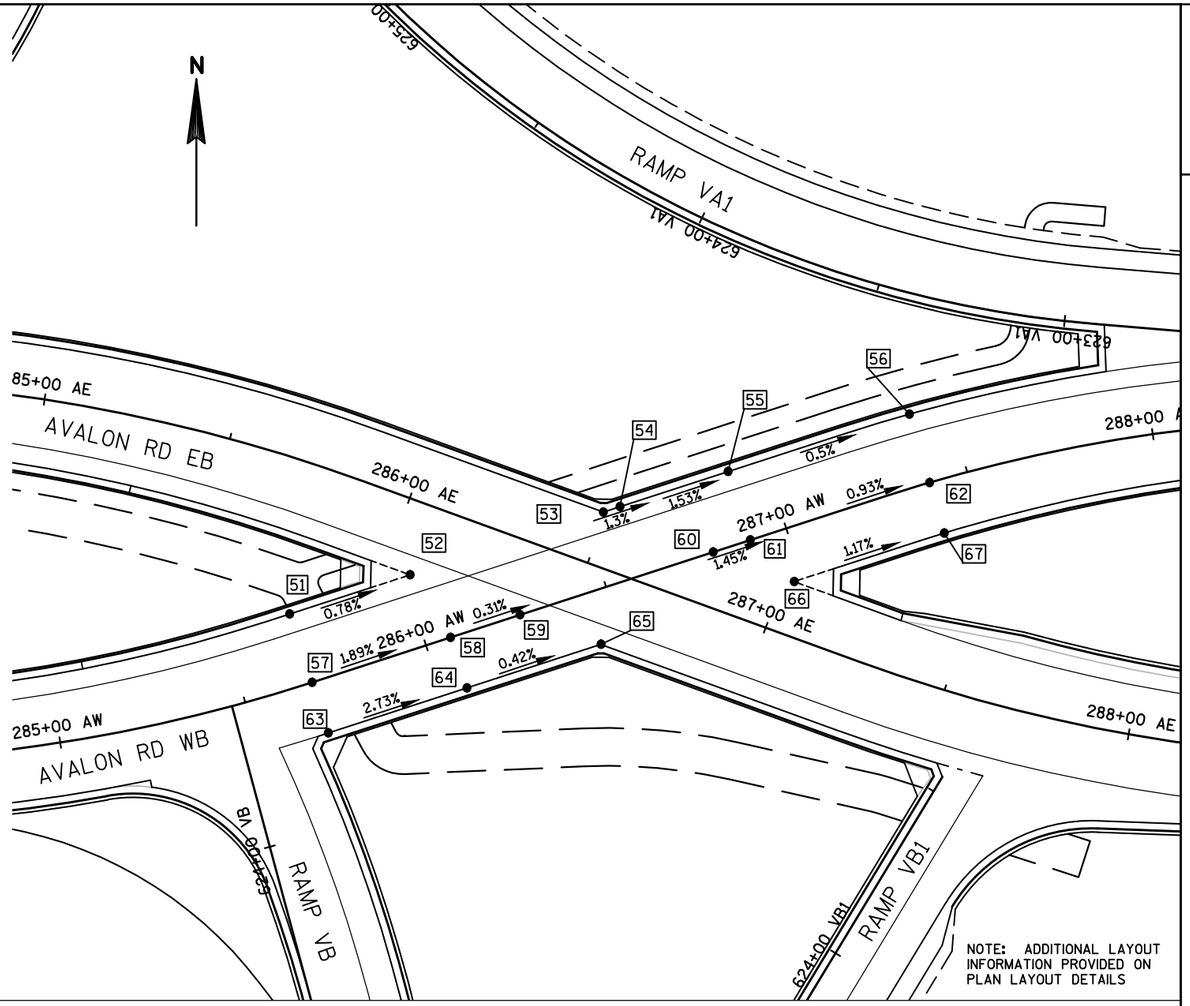


REMOVING ASPHALTIC SURFACE MILLING - 2' WIDTH

STA. 600+92 TW_SB - STA. 607+53 TW_SB
STA. 613+48 TW_SB - STA. 633+73 TW_SB
STA. 642+00 TW_SB - STA. 646+24 TW_SB



NOTE: ADDITIONAL LAYOUT INFORMATION PROVIDED ON PLAN LAYOUT DETAILS



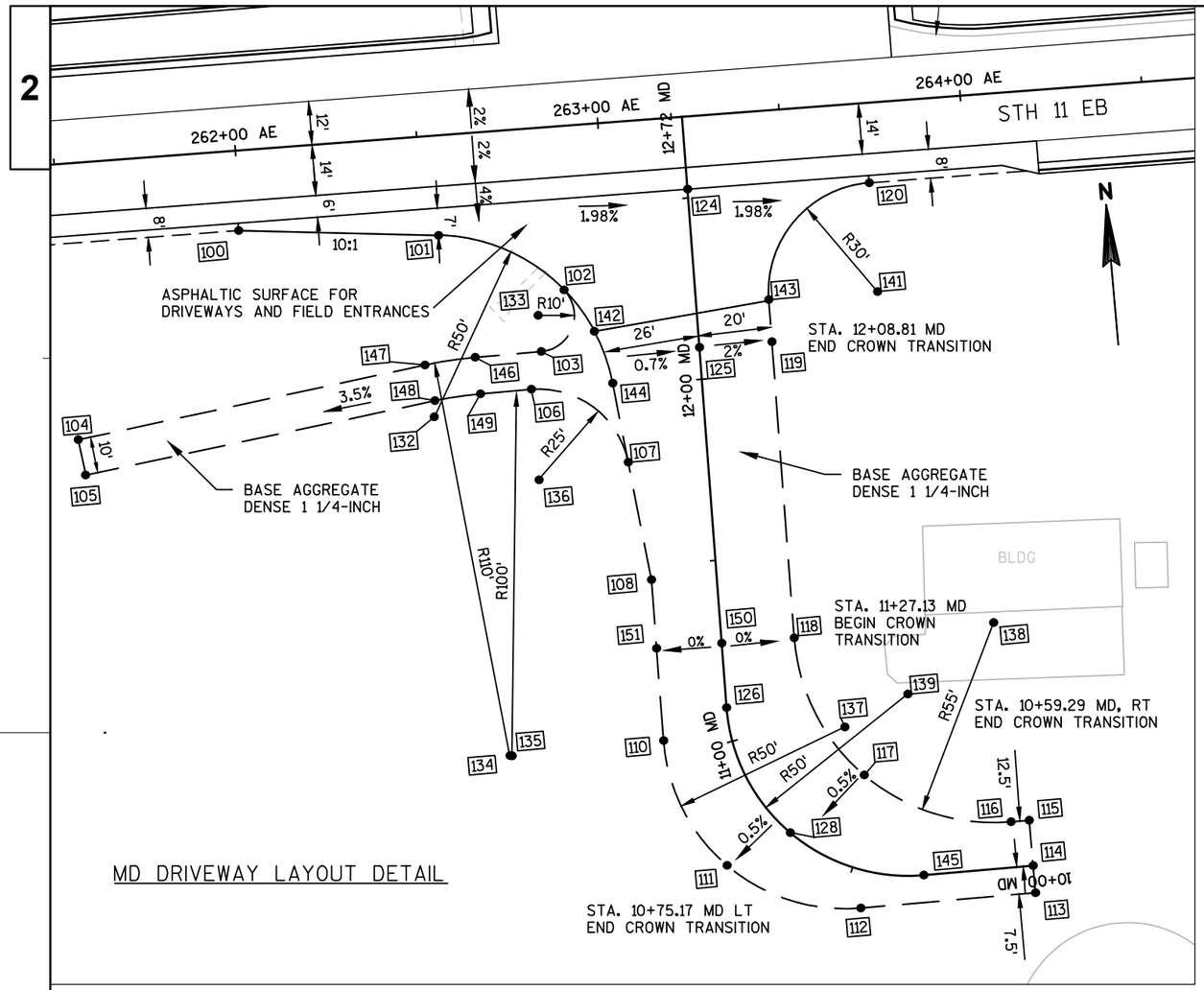
NOTE: ADDITIONAL LAYOUT INFORMATION PROVIDED ON PLAN LAYOUT DETAILS

POINT NUMBER	STATION	OFFSET	ELEVATION
1	275+61.21 AW	-19.00	857.28
2	276+18.04 AW	-19.00	858.73
3	276+71.68 AW	-19.00	859.60
4	277+14.88 AW	-18.85	860.21
5	275+61.21 AW	0.00	856.96
6	275+93.69 AW	0.00	857.85
7	276+47.33 AW	0.00	858.93
8	276+65.00 AW	0.00	859.23
9	276+95.00 AW	0.00	860.13
10	276+29.39 AW	14.00	858.44
11	276+65.00 AW	14.00	859.09
12	277+14.88 AW	14.00	860.87

POINT NUMBER	STATION	OFFSET	ELEVATION
51	285+68.36 AW	-19.00	865.83
52	286+01.78 AW	-19.00	865.57
53	286+55.38 AW	-19.00	865.38
54	286+60.00 AW	-19.00	865.32
55	286+90.00 AW	-19.00	864.86
56	287+39.67 AW	-18.82	864.61
57	285+68.36 AW	0.00	866.16
58	286+06.82 AW	0.00	865.43
59	286+26.10 AW	0.00	865.37

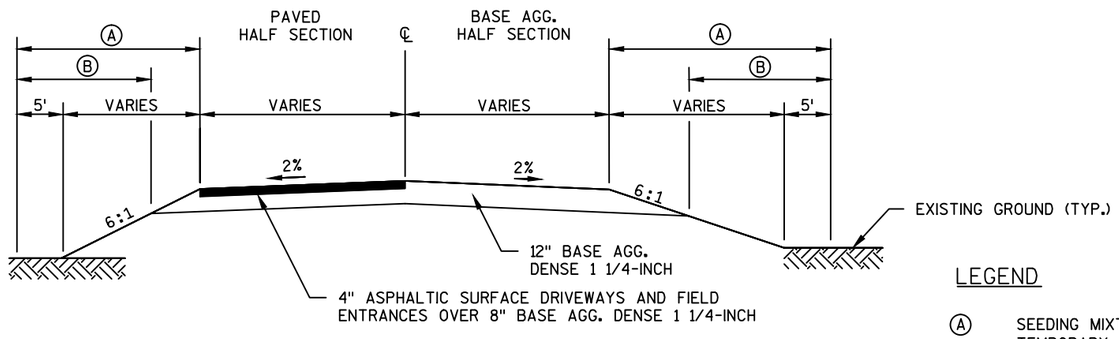
POINT NUMBER	STATION	OFFSET	ELEVATION
60	286+79.70 AW	0.00	864.84
61	286+90.00 AW	0.00	864.69
62	287+39.67 AW	0.00	864.23
63	285+68.36 AW	14.00	866.40
64	286+06.82 AW	14.00	865.35
65	286+44.02 AW	14.00	865.19
66	286+97.62 AW	14.00	864.44
67	287+39.67 AW	13.88	863.95

DDI INTERSECTION CURB ELEVATION DETAIL



MD DRIVEWAY LAYOUT DETAIL

POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X	COMMENT
100	261+99.21 AE	22.00	845.51	251629.25	502138.43	-
101	262+53.96 AE	27.48	844.12	251623.14	502193.11	-
102	12+27.34 MD	-35.95	841.90	251605.16	502226.22	-
103	12+10.90 MD	-43.49	838.06	251588.82	502218.49	-
104	11+96.32 MD	-172.33	835.80	251575.73	502089.48	MATCH EXISTING
105	11+86.49 MD	-170.99	835.80	251565.87	502090.61	MATCH EXISTING
106	12+00.74 MD	-47.02	839.97	251578.70	502214.83	-
107	11+78.72 MD	-21.91	839.20	251556.38	502239.69	-
108	11+46.05 MD	-18.00	837.59	251523.67	502243.22	-
110	11+03.69 MD	-18.44	836.40	251479.24	502242.70	-
111	10+75.17 MD	-18.44	836.03	251443.51	502257.14	-
112	10+45.45 MD	-10.28	836.45	251428.66	502292.79	-
113	10+00.00 MD	-7.51	836.98	251428.66	502341.00	MATCH EXISTING
114	10+00.00 MD	0.00	837.10	251436.17	502341.00	MATCH EXISTING
115	10+00.00 MD	12.50	837.30	251448.67	502341.00	MATCH EXISTING
116	10+05.01 MD	12.50	837.22	251448.67	502335.99	-
117	10+59.29 MD	24.67	836.52	251465.00	502296.88	-
118	11+27.13 MD	20.00	836.67	251504.31	502281.00	-
119	12+08.80 MD	20.00	840.10	251585.98	502281.95	-
120	263+73.22 AE	22.00	842.25	251627.23	502312.43	-
124	12+52.45 MD	0.00	842.98	251629.81	502262.45	-
125	12+08.81 MD	0.00	840.50	251586.19	502261.95	-
126	11+09.33 MD	0.00	836.51	251486.75	502260.79	-
128	10+69.77 MD	0.00	836.27	251451.02	502275.23	-
132	11+95.18 MD	-74.24	-	251573.45	502187.56	R= 50'
133	12+20.90 MD	-43.61	-	251598.82	502218.49	R=10'
134	11+05.43 MD	-60.82	-	251478.82	502200.22	R=110'
135	11+05.36 MD	-60.24	-	251478.70	502200.81	R=100'
136	11+75.75 MD	-46.73	-	251553.70	502214.83	R=25'
137	10+89.09 MD	30.42	-	251478.66	502292.70	R=50'
138	10+05.01 MD	67.50	-	251503.67	502335.99	R=55'
139	11+09.33 MD	50.00	-	251486.17	502310.79	R=50'
141	12+20.41 MD	50.00	-	251597.23	502312.08	R=30'
142	12+15.34MD	-28.48	841.08	251593.08	502233.54	HMA LIMITS
143	12+20.41 MD	20.00	840.51	251597.58	502282.08	HMA LIMITS
144	12+00.73 MD	-24.55	840.28	251578.43	502237.31	-
145	10+30.21 MD	0.00	836.74	251436.17	502310.79	-
146	12+10.69 MD	-61.76	839.48	251588.82	502200.22	-
147	12+09.65 MD	-75.67	839.04	251587.93	502186.30	-
148	11+99.63 MD	-73.70	839.06	251577.90	502188.15	-
149	12+00.58 MD	-61.05	839.50	251578.70	502200.81	-
150	11+27.13 MD	0.00	836.67	251504.54	502261.00	-
151	11+27.13 MD	-18.00	836.67	251504.75	502243.00	-

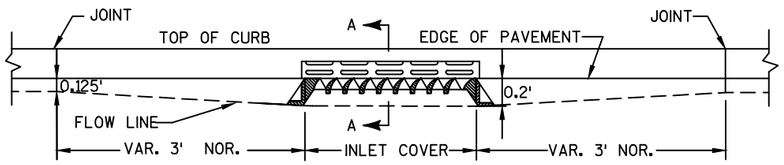


TYPICAL SECTION MD DRIVEWAY
STA. 10+00.00 MD - STA. 12+52.45 MD

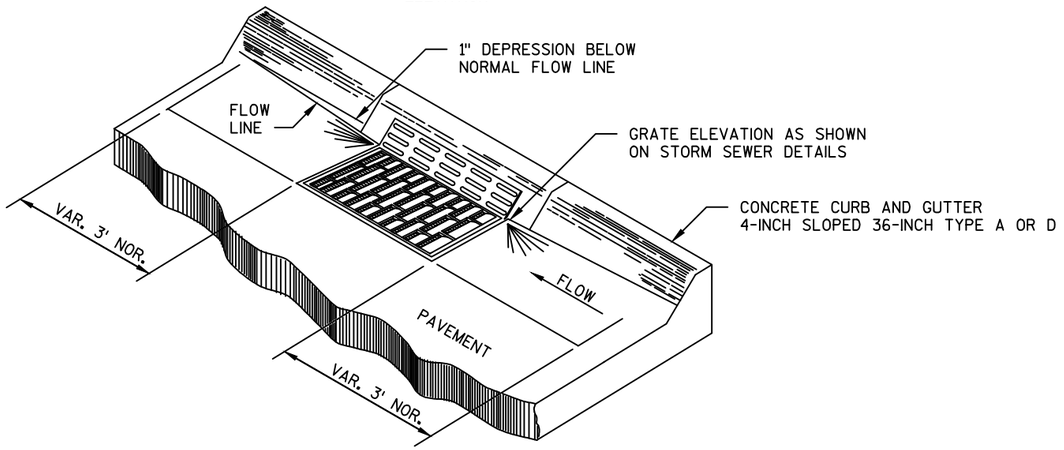
LEGEND

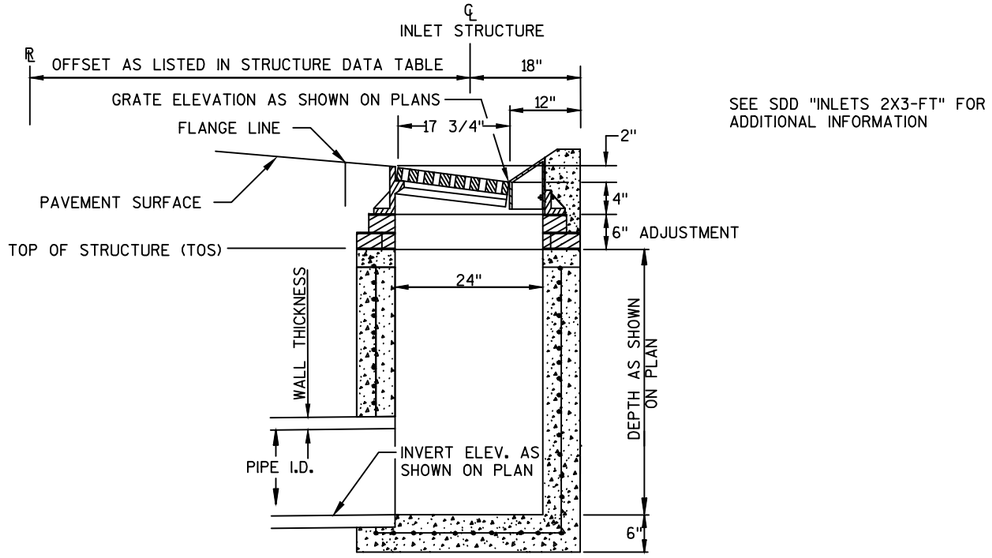
Ⓐ SEEDING MIXTURE NO. 20, SEEDING TEMPORARY, AND FERTILIZER TYPE A

Ⓑ SALVAGED TOPSOIL AND MULCHING



ELEVATION

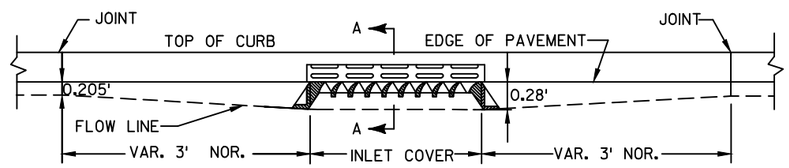




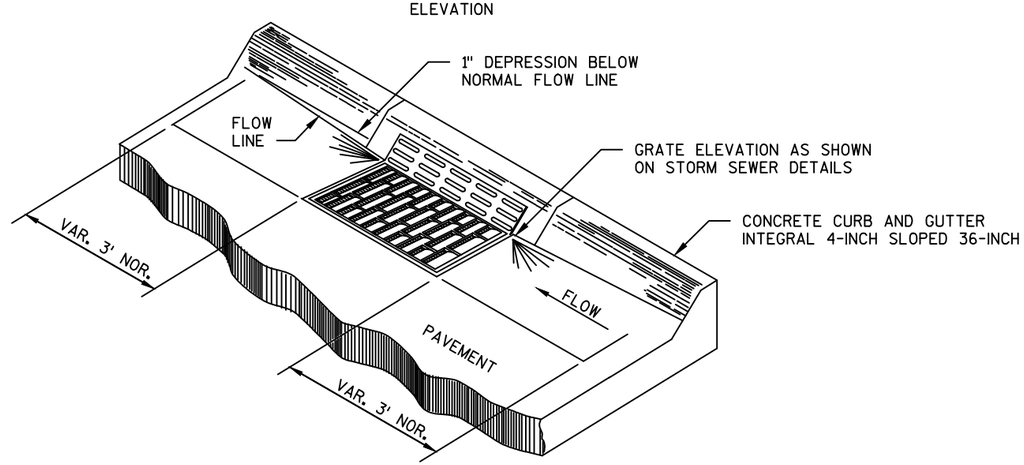
SEE SDD "INLETS 2X3-FT" FOR ADDITIONAL INFORMATION

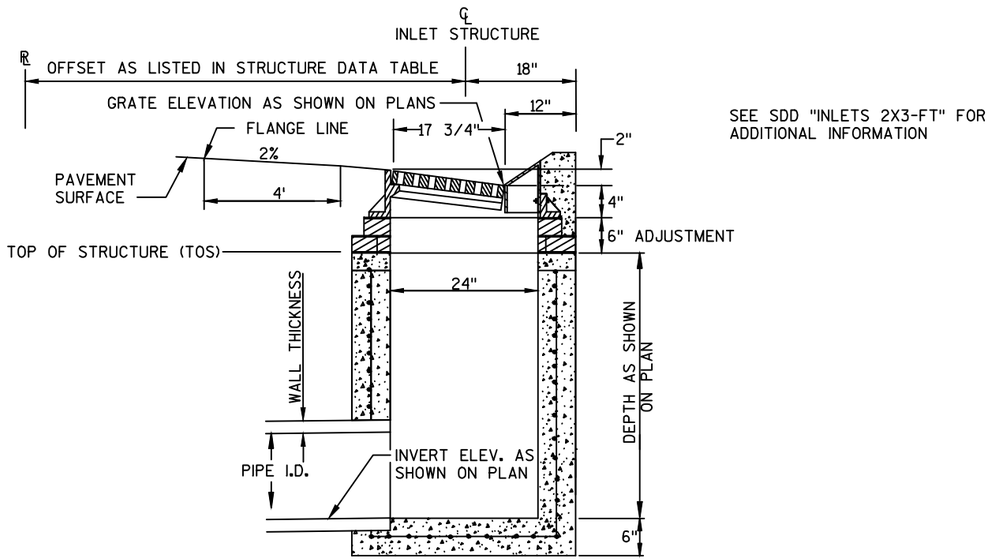
SECTION A-A
(INLET 2X3-FT WITH COVERS TYPE HM SHOWN)

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A OR D AT INLETS



ELEVATION

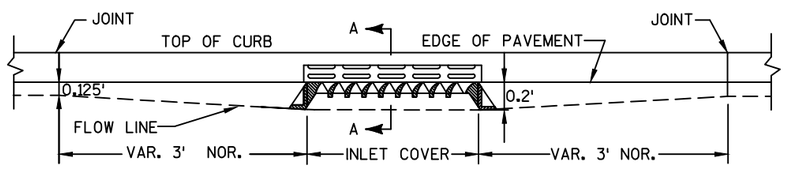




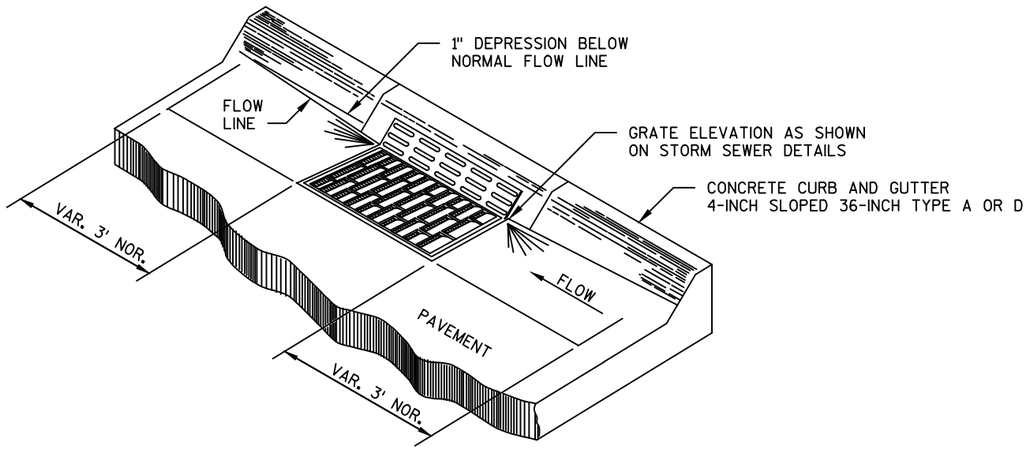
SEE SDD "INLETS 2X3-FT" FOR ADDITIONAL INFORMATION

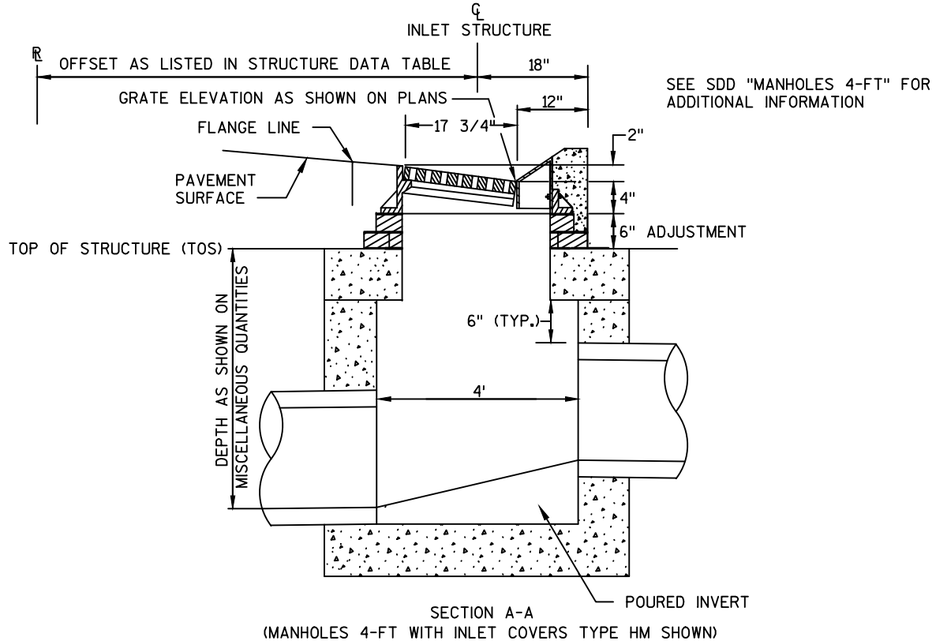
SECTION A-A
(INLET 2X3-FT WITH COVERS TYPE HM SHOWN)

CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH AT INLETS

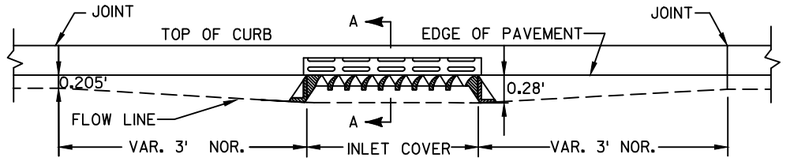


ELEVATION

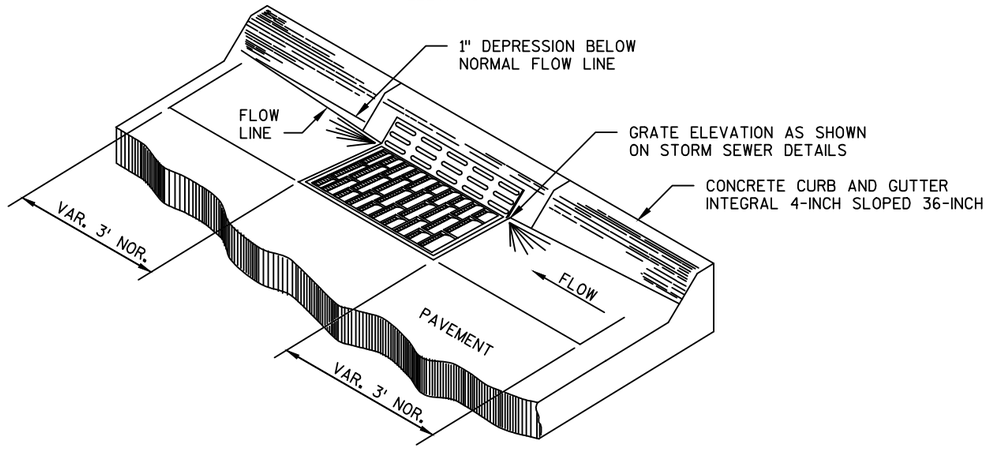


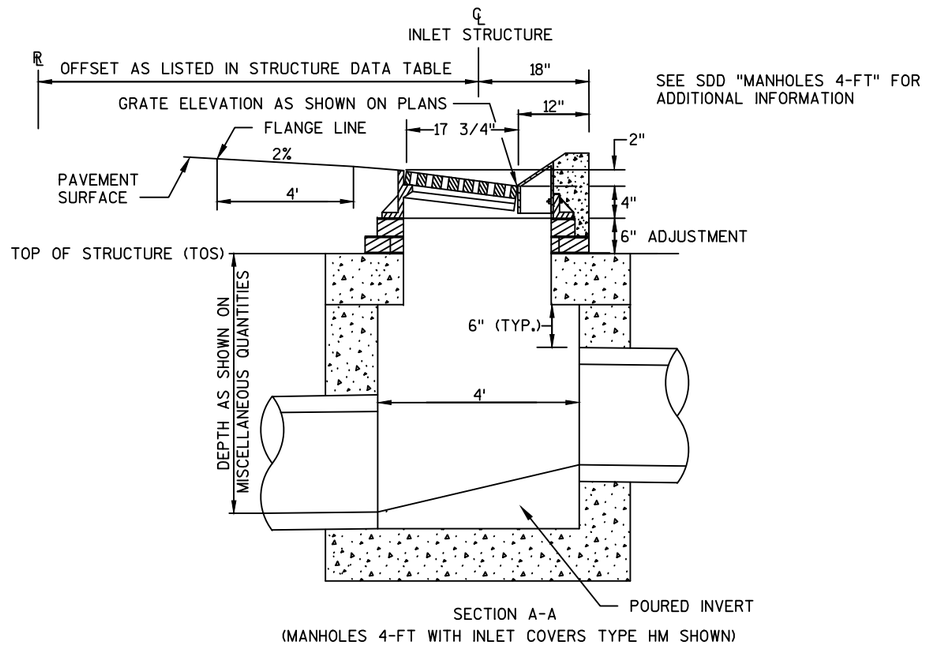


CONCRETE CURB AND GUTTER 4-INCH SLOPED
36-INCH TYPE A OR D AT MANHOLES

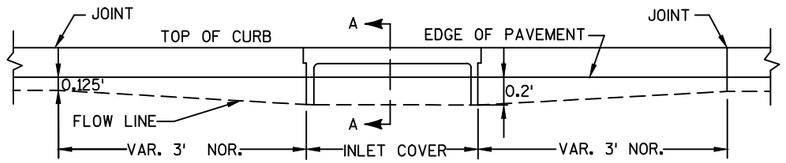


ELEVATION

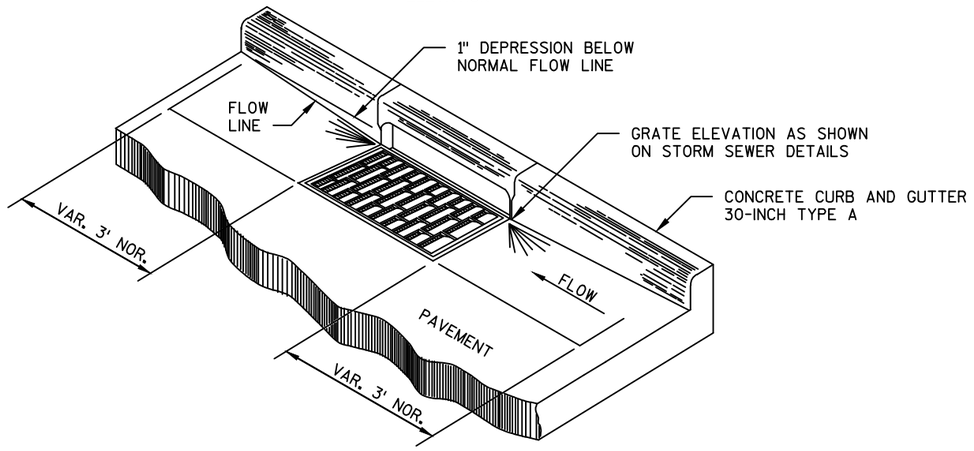


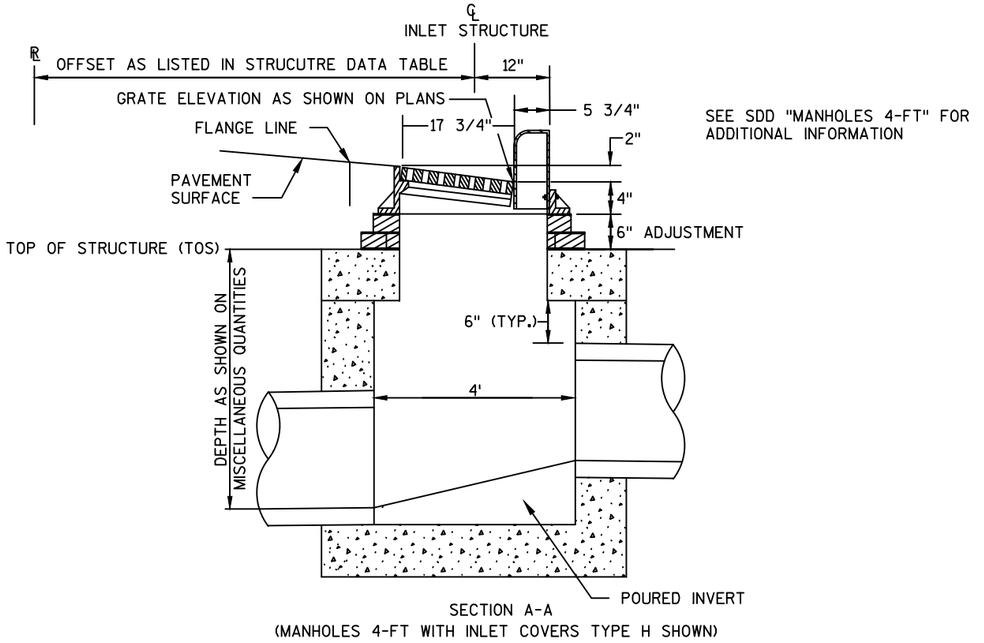


CONCRETE CURB AND GUTTER INTEGRAL
4-INCH SLOPED 36-INCH AT MANHOLES



ELEVATION

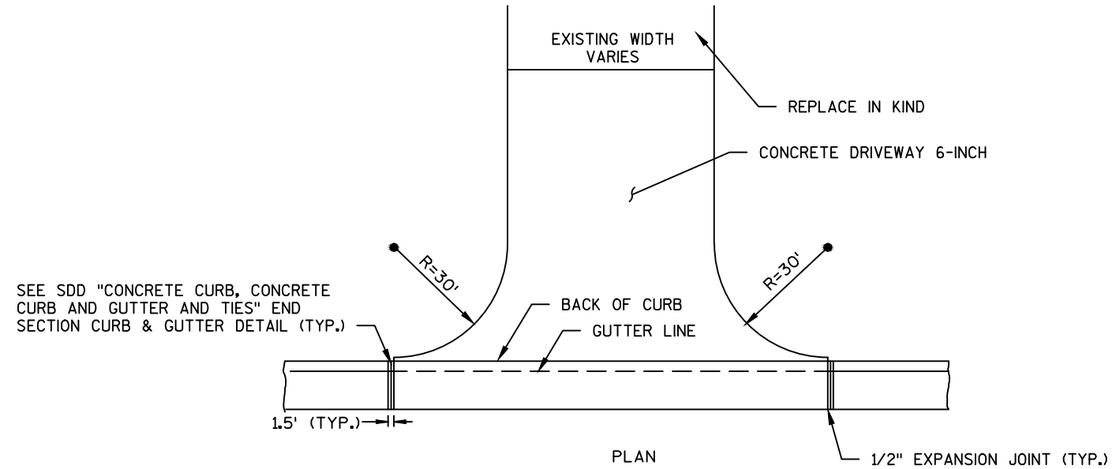




SEE SDD "MANHOLES 4-FT" FOR ADDITIONAL INFORMATION

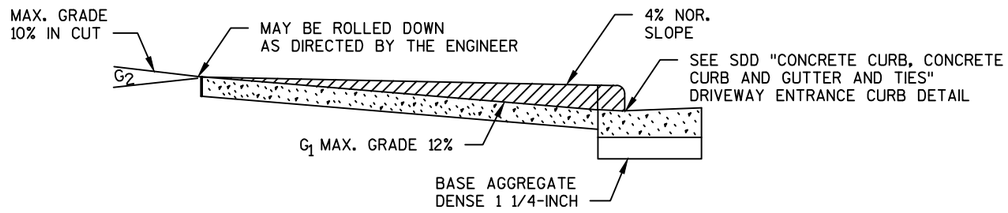
SECTION A-A
(MANHOLES 4-FT WITH INLET COVERS TYPE H SHOWN)

CONCRETE CURB AND GUTTER 30-INCH TYPE A AT MANHOLES



PLAN

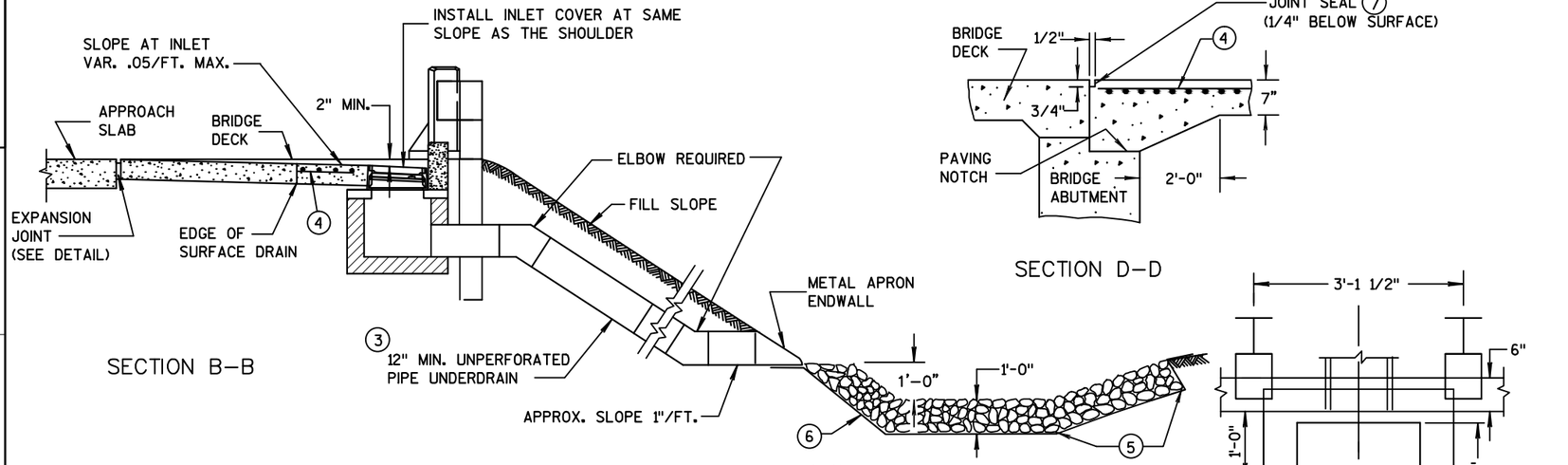
NOTE: ALGEBRAIC DIFFERENCE BETWEEN
TANGENT GRADES G_1 & G_2
EXTENDED IN FILLS. MAX 15%



PROFILE

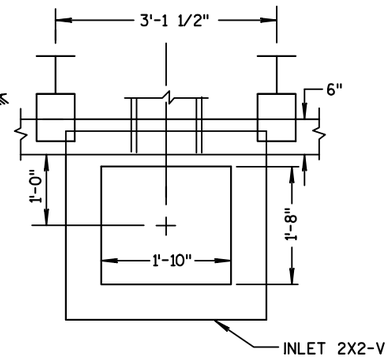
URBAN DRIVEWAY DETAIL

STA. 266+33 AE RT



SECTION B–B

SECTION D–D



PLAN VIEW

GENERAL NOTES

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

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

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

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

(3) THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE FIVE MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2.

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

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

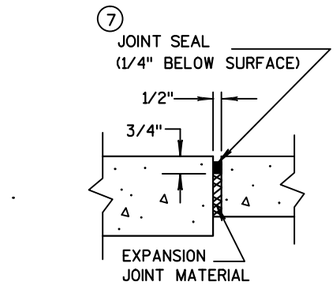
(6) GEOTEXTILE FABRIC, TYPE 'R' OR TYPE 'HR', DEPENDENT ON RIPRAP TYPE

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

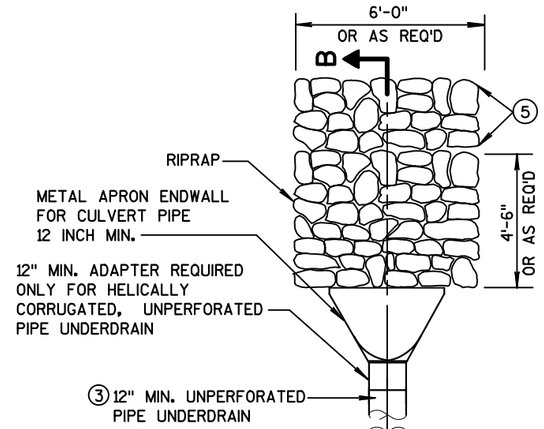
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE MGS GUARDRAIL. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING IS 3'-1 1/2", PRIOR TO THE REDUCED SPACING OF 1'-6 3/4".

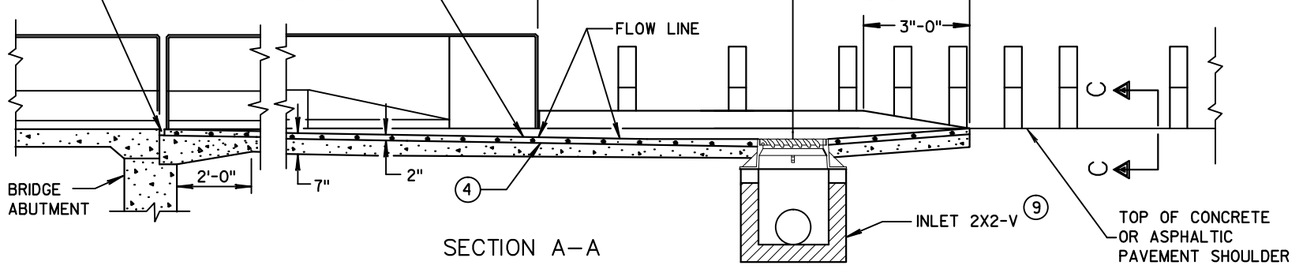
(9) SEE CURRENT STANDARD DETAIL DRAWING "INLET AND MANHOLE COVERS" AND "INLETS 2X2-FT, 2X2.5-FT, AND 2.5X3-FT" FOR DETAILS.

(10) SEE CURRENT STANDARD DETAIL DRAWING "MIDWEST GUARDRAIL SYSTEM (MGS THRIE BEAM TRANSITION" FOR MGS POST SPACING DETAILS.

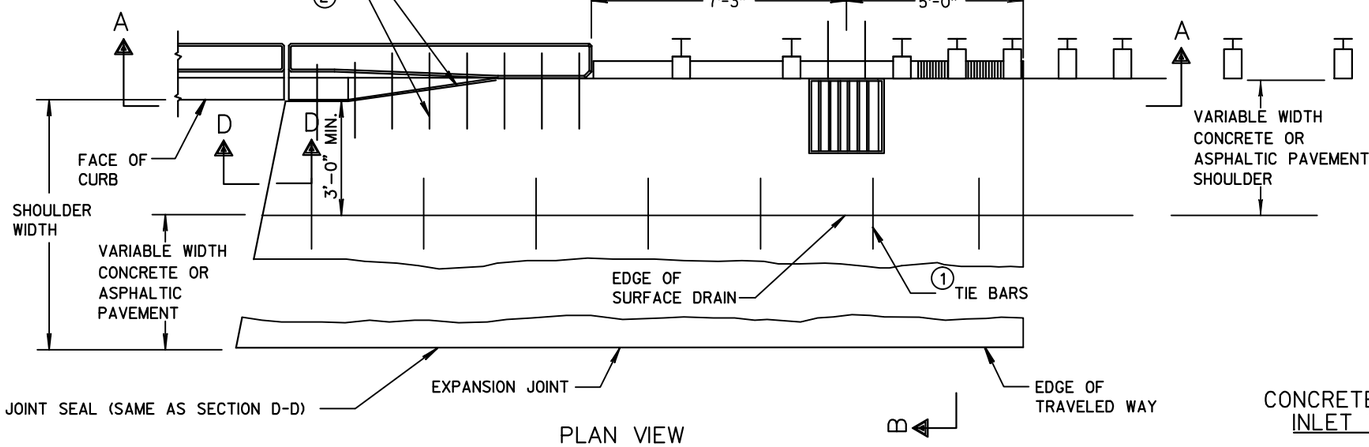


EXPANSION JOINT DETAIL

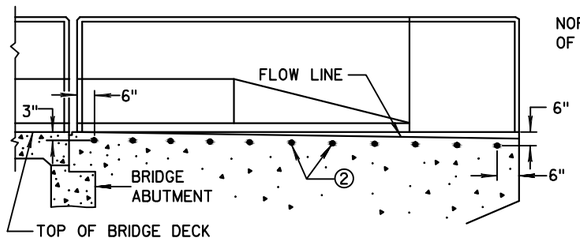




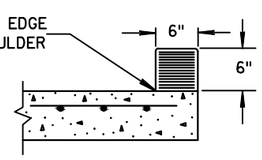
SECTION A–A



PLAN VIEW



LOCATION OF TIE BARS IN WINGWALL



SECTION C–C

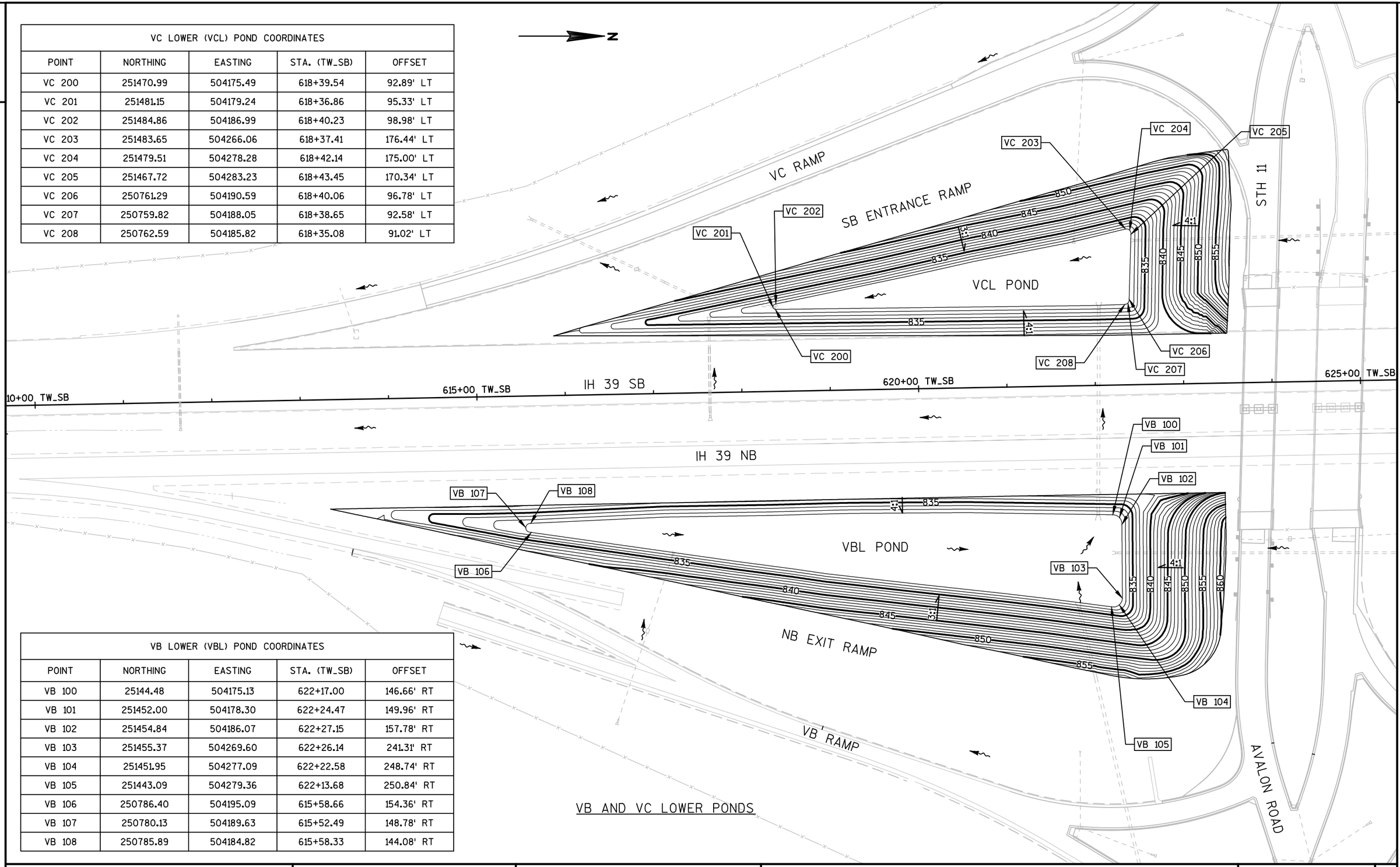
CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION DETAILS	SHEET 32	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021010_CD.DWG
LAYOUT NAME - 021010_CD - 021015_CD
PLOT DATE : 2/19/2014 4:12 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : *********
WISDOT/CADDS SHEET 42

VC LOWER (VCL) POND COORDINATES				
POINT	NORTHING	EASTING	STA. (TW_SB)	OFFSET
VC 200	251470.99	504175.49	618+39.54	92.89' LT
VC 201	251481.15	504179.24	618+36.86	95.33' LT
VC 202	251484.86	504186.99	618+40.23	98.98' LT
VC 203	251483.65	504266.06	618+37.41	176.44' LT
VC 204	251479.51	504278.28	618+42.14	175.00' LT
VC 205	251467.72	504283.23	618+43.45	170.34' LT
VC 206	250761.29	504190.59	618+40.06	96.78' LT
VC 207	250759.82	504188.05	618+38.65	92.58' LT
VC 208	250762.59	504185.82	618+35.08	91.02' LT

VB LOWER (VBL) POND COORDINATES				
POINT	NORTHING	EASTING	STA. (TW_SB)	OFFSET
VB 100	25144.48	504175.13	622+17.00	146.66' RT
VB 101	251452.00	504178.30	622+24.47	149.96' RT
VB 102	251454.84	504186.07	622+27.15	157.78' RT
VB 103	251455.37	504269.60	622+26.14	241.31' RT
VB 104	251451.95	504277.09	622+22.58	248.74' RT
VB 105	251443.09	504279.36	622+13.68	250.84' RT
VB 106	250786.40	504195.09	615+58.66	154.36' RT
VB 107	250780.13	504189.63	615+52.49	148.78' RT
VB 108	250785.89	504184.82	615+58.33	144.08' RT



VB AND VC LOWER PONDS

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION DETAIL	SHEET 33	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021016_CD.DWG
LAYOUT NAME - 021016_CD - 021016_CD
PLOT DATE : 4/30/2015 11:45 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

2

N

VD LOWER (VDL) POND COORDINATES				
POINT	NORTHING	EASTING	STA. (TW_SB)	OFFSET
VD 400	251865.12	504183.88	626+49.85	94.38' LT
VD 401	251686.07	504178.66	626+41.20	97.65' LT
VD 402	251874.09	504177.50	626+38.51	104.48' LT
VD 403	251114.20	504177.95	626+39.38	167.96' LT
VD 404	251115.73	504179.78	626+43.77	175.83' LT
VD 405	251114.69	504181.68	626+52.85	176.96' LT
VD 406	250873.58	504229.86	629+01.17	113.48' LT
VD 407	250867.83	504229.56	629+06.85	107.61' LT
VD 408	250865.22	504225.55	629+01.05	103.11' LT

STH 11

VD 404 VD 405 VD 403 VD 406 VD 407 VD 402 VD 401 VD 400 VD 408

SB EXIT RAMP

VDL POND

860 855 850 845 840 835 4:1

845 840 835 4:1 835 840

625+00 TW_SB 630+00 TW_SB IH 39 SB 635+00 TW_SB

B-53-144

IH 39 NB

VA 301 VA 300 VA 302 VA 303 VA 304 VA 305 VA 308 VA 306 VA 307

865 860 855 850 845 840 835 4:1

835 840 835 840 845 850 855

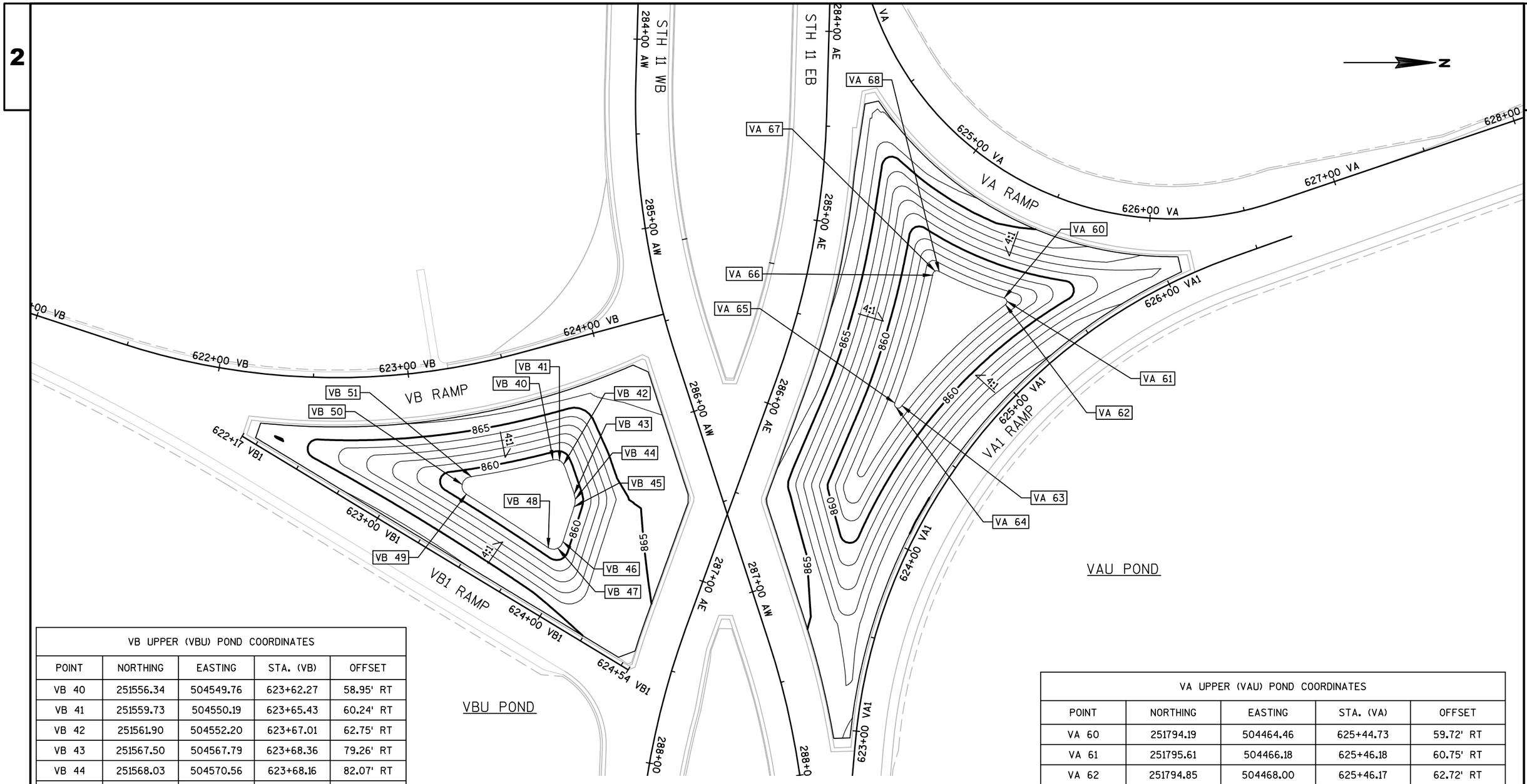
VAL POND

NB ENTRANCE RAMP

AVALON ROAD

VA AND VD LOWER PONDS

VA LOWER (VAL) POND COORDINATES				
POINT	NORTHING	EASTING	STA. (TW_SB)	OFFSET
VA 300	251865.12	504183.88	626+37.41	163.203' RT
VA 301	251686.07	504178.66	626+40.45	158.04' RT
VA 302	251874.09	504177.50	626+46.50	156.99' RT
VA 303	251114.20	504177.95	628+86.55	161.90' RT
VA 304	251115.73	504179.78	628+88.05	163.75' RT
VA 305	251114.69	504181.68	628+86.98	165.63' RT
VA 306	250873.58	504229.86	626+45.02	209.33' RT
VA 307	250867.83	504229.56	626+39.27	208.93' RT
VA 308	250865.22	504225.55	626+36.74	204.87' RT



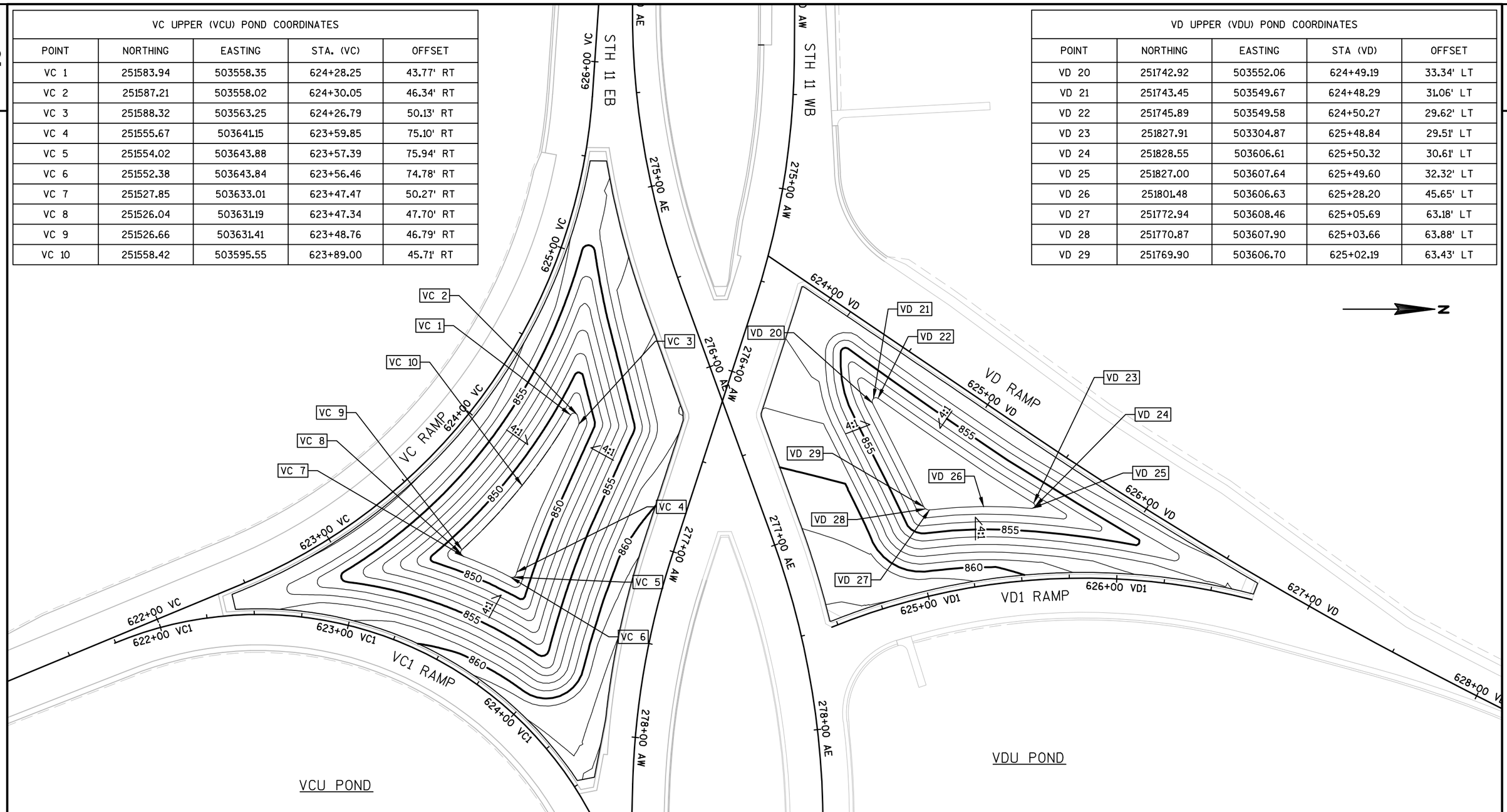
VB UPPER (VBU) POND COORDINATES				
POINT	NORTHING	EASTING	STA. (VB)	OFFSET
VB 40	251556.34	504549.76	623+62.27	58.95' RT
VB 41	251559.73	504550.19	623+65.43	60.24' RT
VB 42	251561.90	504552.20	623+67.01	62.75' RT
VB 43	251567.50	504567.79	623+68.36	79.26' RT
VB 44	251568.03	504570.56	623+68.16	82.07' RT
VB 45	251567.43	504574.53	623+66.54	85.75' RT
VB 46	251561.53	504592.96	623+56.51	102.02' RT
VB 47	251558.83	504596.44	623+53.79	104.70' RT
VB 48	251553.77	504596.09	623+50.04	103.13' RT
VB 49	251510.60	504567.93	623+20.24	66.94' RT
VB 50	251508.34	504562.75	623+19.04	61.46' RT
VB 51	251513.21	504558.64	623+23.74	58.19' RT

VA UPPER (VAU) POND COORDINATES				
POINT	NORTHING	EASTING	STA. (VA)	OFFSET
VA 60	251794.19	504464.46	625+44.73	59.72' RT
VA 61	251795.61	504466.18	625+46.18	60.75' RT
VA 62	251794.85	504468.00	625+46.17	62.72' RT
VA 63	251740.27	504521.27	625+29.49	134.33' RT
VA 64	251737.21	504522.19	625+28.25	136.59' RT
VA 65	251736.43	504519.84	625+27.25	134.92' RT
VA 66	251756.38	504452.43	625+16.37	66.77' RT
VA 67	251757.73	504450.27	625+16.35	64.22' RT
VA 68	251759.82	504450.44	625+17.69	63.24' RT

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION DETAIL	SHEET 35	E

VC UPPER (VCU) POND COORDINATES				
POINT	NORTHING	EASTING	STA. (VC)	OFFSET
VC 1	251583.94	503558.35	624+28.25	43.77' RT
VC 2	251587.21	503558.02	624+30.05	46.34' RT
VC 3	251588.32	503563.25	624+26.79	50.13' RT
VC 4	251555.67	503641.15	623+59.85	75.10' RT
VC 5	251554.02	503643.88	623+57.39	75.94' RT
VC 6	251552.38	503643.84	623+56.46	74.78' RT
VC 7	251527.85	503633.01	623+47.47	50.27' RT
VC 8	251526.04	503631.19	623+47.34	47.70' RT
VC 9	251526.66	503631.41	623+48.76	46.79' RT
VC 10	251558.42	503595.55	623+89.00	45.71' RT

VD UPPER (VDU) POND COORDINATES				
POINT	NORTHING	EASTING	STA (VD)	OFFSET
VD 20	251742.92	503552.06	624+49.19	33.34' LT
VD 21	251743.45	503549.67	624+48.29	31.06' LT
VD 22	251745.89	503549.58	624+50.27	29.62' LT
VD 23	251827.91	503304.87	625+48.84	29.51' LT
VD 24	251828.55	503606.61	625+50.32	30.61' LT
VD 25	251827.00	503607.64	625+49.60	32.32' LT
VD 26	251801.48	503606.63	625+28.20	45.65' LT
VD 27	251772.94	503608.46	625+05.69	63.18' LT
VD 28	251770.87	503607.90	625+03.66	63.88' LT
VD 29	251769.90	503606.70	625+02.19	63.43' LT

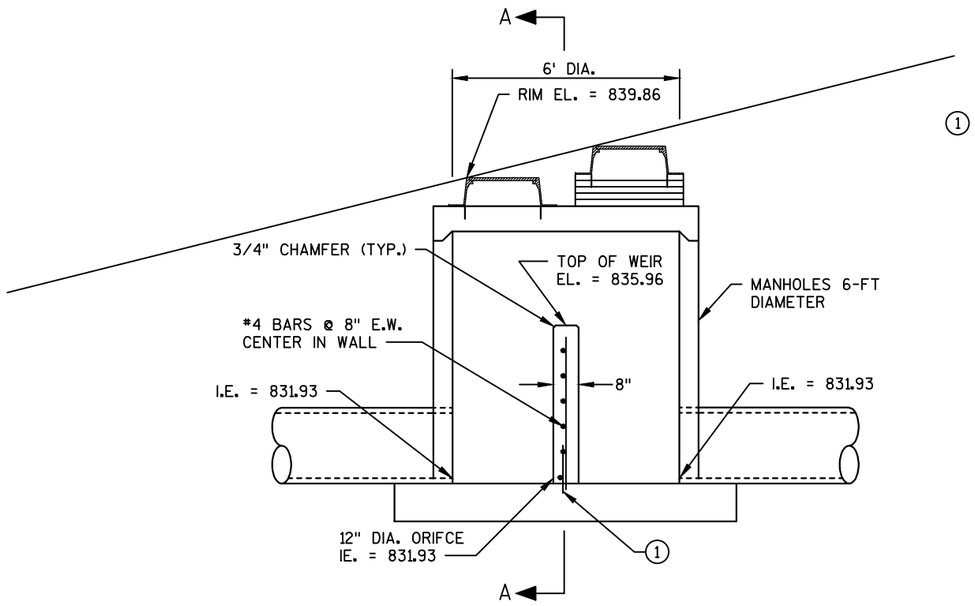


VC AND VD UPPER PONDS

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION DETAIL	SHEET 36 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021020_CD.DWG
LAYOUT NAME - 021020_CD - 021021_CD
PLOT DATE : 4/17/2015 10:38 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

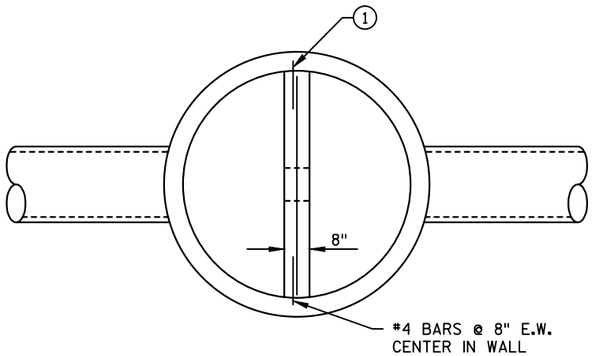


NOTES:

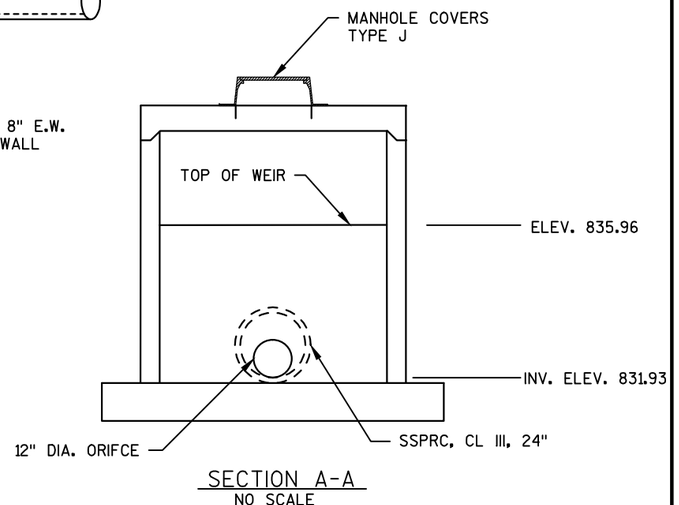
(1) #4 X 1'-3" LONG AT 8" O.C. DOWELS ALONG SIDES AND BOTTOM OF CAST IN PLACE WIER WALL. CENTER IN WEIR WALL, 3" EMBEDMENT

SEE SDD "INLET AND MANHOLE COVERS" AND SDD "MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, & 8-FT DIAMETER" FOR ADDITIONAL INFORMATION

NOTE: PIPE LENGTH MEASURED FROM CENTER OF MH TO THE JOINT BETWEEN THE END OF PIPE AND THE APRON ENDWALL.

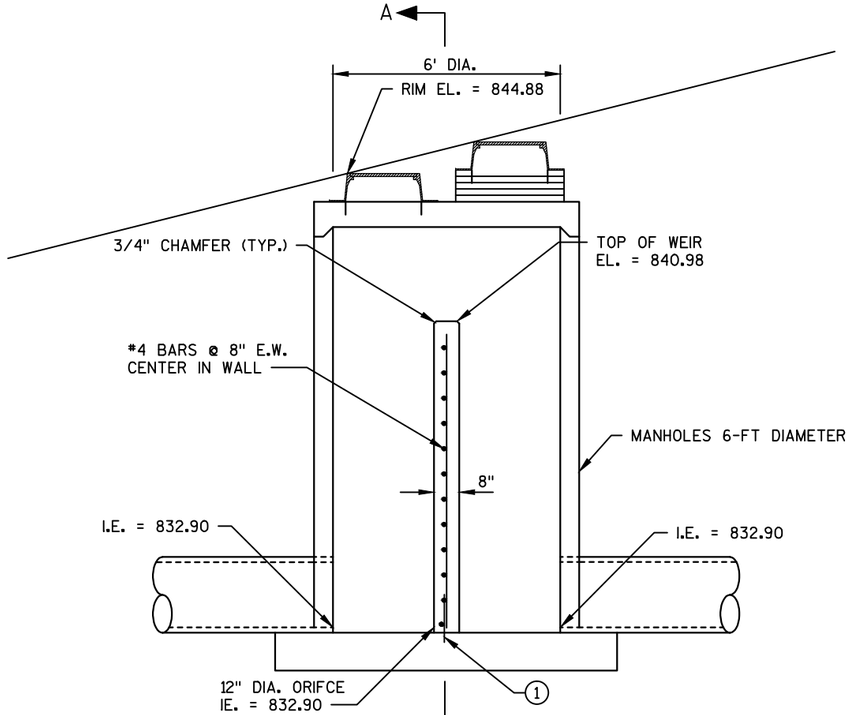


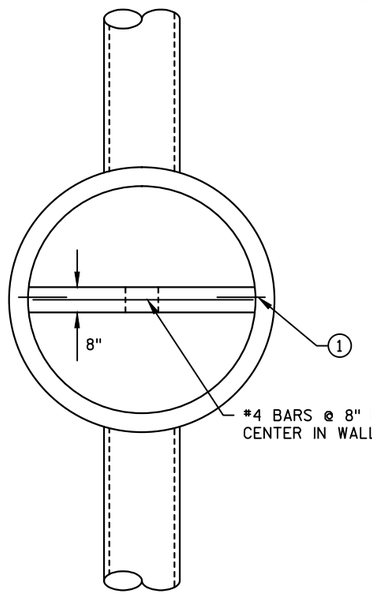
PLAN VIEW
NO SCALE



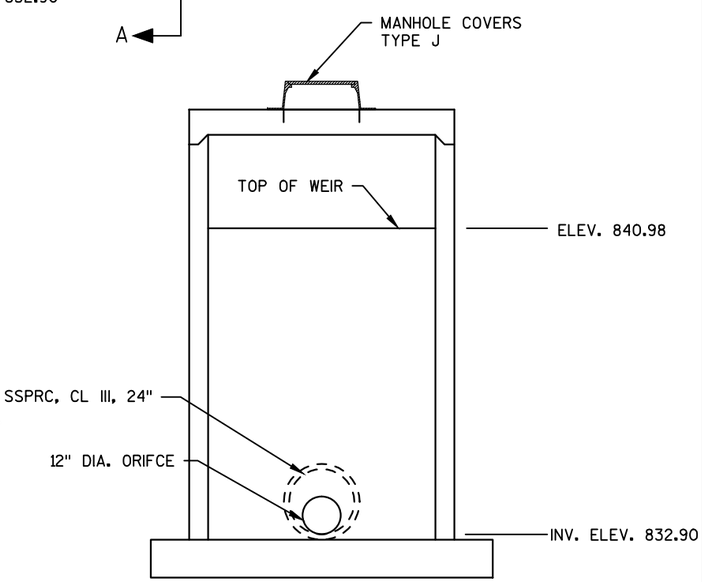
SECTION A-A
NO SCALE

POND OUTLET STRUCTURE DETAIL - 130B
NO SCALE



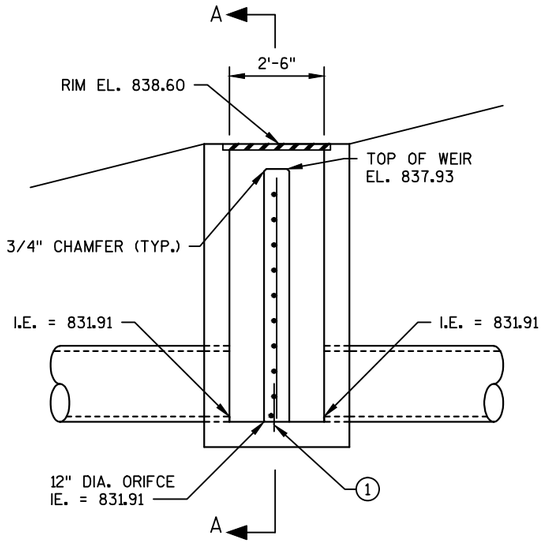


PLAN VIEW
NO SCALE



SECTION A-A
NO SCALE

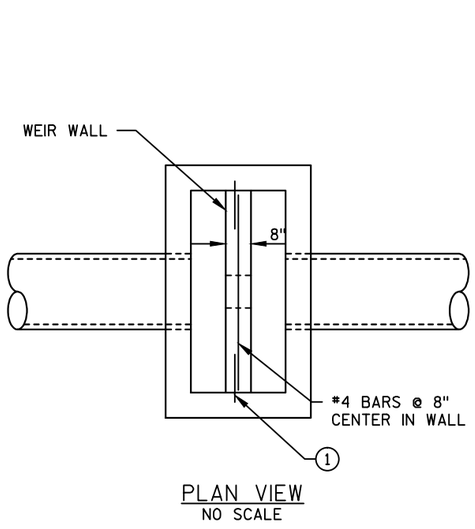
POND OUTLET STRUCTURE DETAIL - 140B
NO SCALE



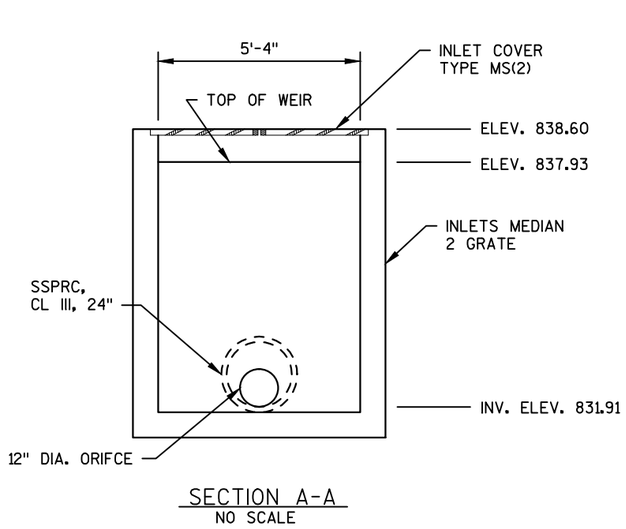
NOTES:

(1) #4 X 1'-3" LONG AT 8" O.C. DOWELS ALONG SIDES AND BOTTOM OF CAST IN PLACE WIER WALL. CENTER IN WEIR WALL, 3" EMBEDMENT

SEE SDD "INLET AND MANHOLE COVERS" AND SDD "INLETS MEDIAN 1 & 2 GRATE" FOR ADDITIONAL INFORMATION

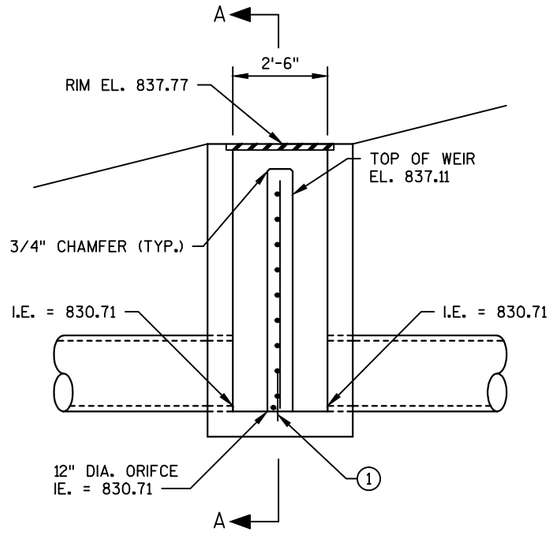


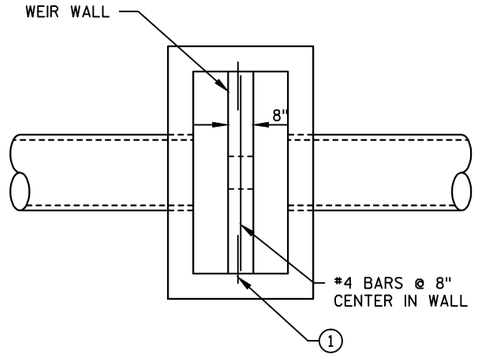
PLAN VIEW
NO SCALE



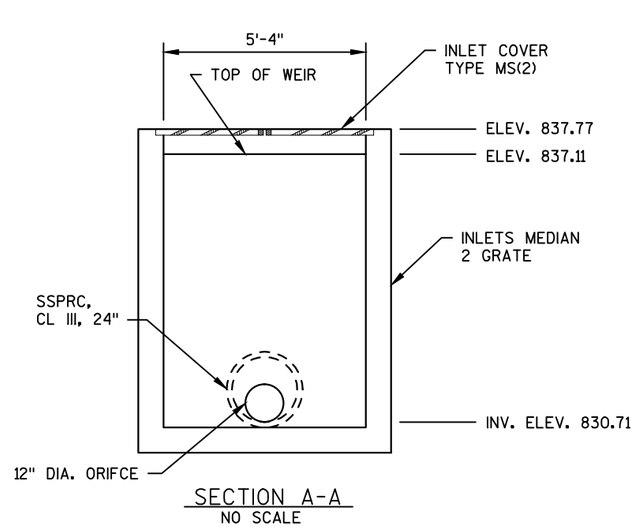
SECTION A-A
NO SCALE

POND OUTLET STRUCTURE DETAIL - 270B
NO SCALE





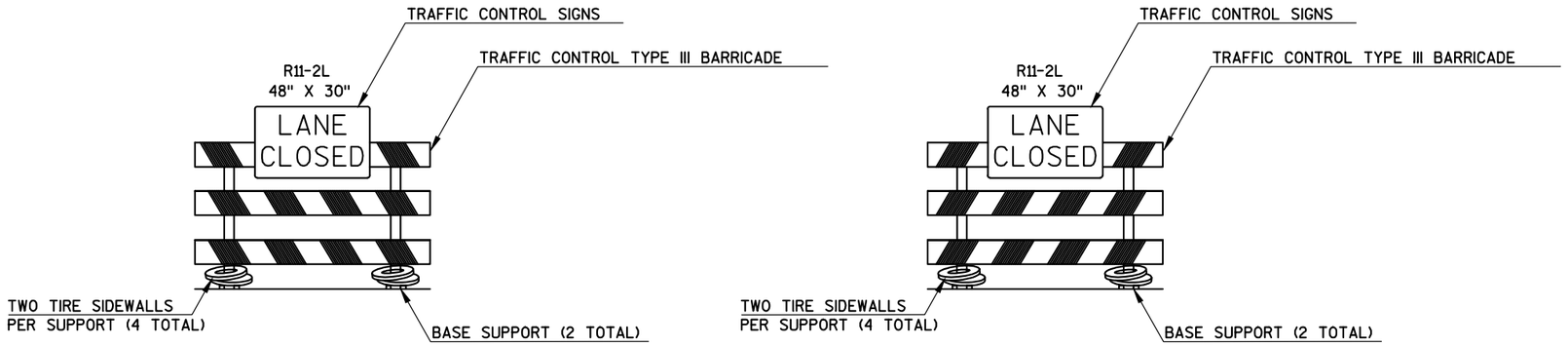
PLAN VIEW
NO SCALE



SECTION A-A
NO SCALE

POND OUTLET STRUCTURE DETAIL - 280B
NO SCALE

2



TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN, PERMANENT

ALL THE FOLLOWING ITEMS PAID FOR AS SPV.0060.XX TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN, PERMANENT

- TRAFFIC CONTROL SIGNS R11-2L "LANE CLOSED" - ONE PER BARRICADE
- TRAFFIC CONTROL TYPE III BARRICADE - INCLUDES TWO BASE SUPPORTS PER BARRICADE
- TIRE SIDEWALLS - FOUR PER BARRICADE

NOTE: PROVIDE HALF OF THE BARRICADES WITH THE RAIL STRIPES AND SIGNS SET UP FOR BARRICADES PLACED ON THE LEFT SIDE OF THE ROADWAY.

NOTE: PROVIDE HALF OF THE BARRICADES WITH THE RAIL STRIPES AND SIGNS SET UP FOR BARRICADES PLACED ON THE RIGHT SIDE OF THE ROADWAY.

2

2

N

READ ROAD (NORTH FRONTAGE)

READ ROAD

PROPOSED R/W

EXISTING R/W

B-53-219 (TO REMAIN)

B-53-218 (TO REMAIN)

STA. 255+69 AW, 15' RT
1-REMOVING INLET COVERS REQ'D

255+00 AW

260+00 AW

265+00 AW

STH 11 WB

255+00 AE

260+00 AE

STH 11 EB

265+00 AE

MATCHLINE STA. 266+00 AE

B-53-142 (TO REMAIN)

B-53-143 (TO REMAIN)

EXISTING R/W

TLE

GR.

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE MEDIAN B-53-144

REMOVING CURB & GUTTER

SAWING CONCRETE

SAWING ASPHALT

REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	REMOVALS - STAGE 1	SHEET 40	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021101_REM_S1.DWG
LAYOUT NAME - 021101_REM

PLOT DATE : 4/17/2015 3:08 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

PROPOSED R/W

EXISTING R/W

MATCHLINE STA. 266+00 AE

270+00 AW

STH 11 WB

270+00 AE

STH 11 EB

626+00 VD

626+00 VD VD RAMP

628+00 VD

626+72 VD1

VD1 RAMP

625+00 VD1

624+00 VD

275+00 AW

275+00 AE

SB EXIT RAMP

STA. 278+68 AW, 11' LT
1-REMOVING PULL BOXES REQ'D

STA. 279+90 AW, RT
1-66' REMOVING STORM SEWER
12-INCH REQ'D

STA. 624+81 VD1, 44' RT
1-REMOVING INLETS REQ'D

STA. 625+24 VD1, 78' RT
1-REMOVING INLETS REQ'D
1-48' REMOVING STORM SEWER 18" REQ'D

280+00 AE

625+00 TW_SB

280+00 AW

B-53-144

MATCHLINE STA. 281+00 AE

626+00 VC

VC RAMP

624+00 VC

PROPOSED R/W

EXISTING R/W

STA. 276+34 AE, LT/RT
EXIST. 24-INCH CPRC
ABANDONING CULVERT PIPES REQ'D

622+00 VC

SB ENTRANCE RAMP

620+00 VC

MATCHLINE
STA. 620+00 VC

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 1	SHEET 41	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021101_REM_S1.DWG
LAYOUT NAME - 021102_REM

PLOT DATE : 4/17/2015 3:08 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

IH 39 NB

NB ENTRANCE RAMP

628+00 VA

626+00 VA

VA RAMP

624+00 VA

VA1 RAMP

STA. 625+64 TW_SB, 11' RT
1-REMOVING SMALL PIPE
CULVERTS REQ'D

STA. 287+37 AE, LT/RT
EXIST. 24-INCH CPRC
ABANDONING CULVERT PIPES REQ'D

PROPOSED R/W

EXISTING R/W

285+00 AE

290+00 AW

295+00 AW

AVALON ROAD

295+00 AE

290+00 AE

285+00 AW

MATCHLINE STA. 281+00 AE

B-53-144

STA. 284+00 AW, 30' LT
1-REMOVING PULL BOXES REQ'D

VB RAMP

VB1 RAMP

EXISTING R/W

PROPOSED R/W

NB EXIT RAMP

620+00 TW_SB

MATCHLINE
STA. 620+00 VB

00VB

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 1	SHEET 42	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021101_REM_S1.DWG
LAYOUT NAME - 021103_REM
PLOT DATE : 4/30/2015 11:49 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

2

N

MATCHLINE STA. 620+00 VC

PROPOSED R/W

620+00 VC

618+00 VC

616+00 VC

614+00 VC

VC RAMP

612+00 VC

610+00 VC

608+00 VC

EXISTING R/W

STA. 616+15 VC, 50' RT
1-CLOSING CULVERT PIPES REQ'D
(ABANDON THE PIPE CULVERT
DURING STAGE 3)

5+00 TW_SB

610+00 TW_SB

IH 39 SB

615+00 TW_SB

620+00 TW_SB

IH 39 NB

605+00VB

610+00VB

EXISTING R/W

STA. 617+63 TW_SB, 75' RT
1-CLOSING CULVERT PIPES REQ'D

615+00VB

PROPOSED R/W

VB RAMP

620+

MATCHLINE STA. 620+00 VB

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 1	SHEET 43	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021101_REM_S1.DWG
LAYOUT NAME - 021104_REM

PLOT DATE : 4/30/2015 11:50 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:100_XREF

2

N

READ ROAD (NORTH FRONTAGE)

READ ROAD

B-53-218 (TO REMAIN)

B-53-219 (TO REMAIN)

255+00 AW

260+00 AW

265+00 AW

STH 11 WB

255+00 AE

260+00 AE

265+00 AE

STH 11 EB

B-53-142 (TO REMAIN)

B-53-143 (TO REMAIN)

EXISTING R/W

TLE

PROPOSED R/W

EXISTING R/W

MATCHLINE STA. 266+00 AE

STA. 265+98 AW, 33' RT
1-REMOVING INLETS REQ'D
1-70' REMOVING STORM
SEWER 17"X22" REQ'D

STA. 262+80 AW, 18' RT
1-REMOVING INLETS REQ'D
1-6' REMOVING STORM
SEWER 20"X30" REQ'D

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	REMOVALS - STAGE 2A	SHEET 44	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021102_REM_S2A.DWG
LAYOUT NAME - 021301_REM
PLOT DATE : 4/17/2015 3:10 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

STA. 266+74 AW, 37' RT
1-REMOVING INLETS REQ'D
1-66' REMOVING STORM
SEWER 20"X30" REQ'D

STA. 269+52 AW, 38' RT
1-REMOVING INLETS REQ'D
1-72' REMOVING STORM
SEWER 20"X30" REQ'D

PROPOSED R/W

EXISTING R/W

MATCHLINE STA. 266+00 AE

270+00 AW

270+00 AE

STH 11

275+00 AW

275+00 AE

624+00 VD

626+00 VD

VD RAMP

628+00 VD

VD1 RAMP

SB EXIT RAMP

N

B-53-323

280+00 AE

625+00 TW_SB

280+00 AW

MATCHLINE STA. 281+00 AE

B-53-144

626+00 VC

VC RAMP

624+00 VC

EXISTING R/W

PROPOSED R/W

622+00 VC

SB ENTRANCE RAMP

620+00 VC

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 2A	SHEET 45	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021102_REM_S2A.DWG
LAYOUT NAME - 021302_REM

PLOT DATE : 4/17/2015 3:10 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

IH 39 NB

NB ENTRANCE RAMP

628+00 VA

626+00 VA

624+00 VA

STA. 285+24 AW, 17' LT
1-REMOVING PULL BOXES REQ'D

PROPOSED R/W

VA1 RAMP

EXISTING R/W

B-53-323

285+00 AE

290+00 AW

AVALON ROAD

295+00 AW

295+00 AE

290+00 AE

MATCHLINE STA. 281+00 AE

B-53-144

VB RAMP

VB1 RAMP

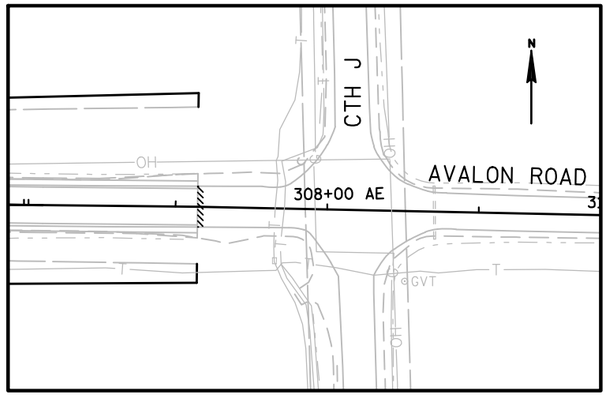
EXISTING R/W

PROPOSED R/W

NB EXIT RAMP

620+00 TW_SB

620+00VB



LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 2A	SHEET 46	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021102_REM_S2A.DWG
LAYOUT NAME - 021303_REM
PLOT DATE : 4/17/2015 3:10 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCHLINE STA. 628+00 VD

MATCHLINE STA. 628+00 VA

N

IH 39 SB

IH 39 NB

PROPOSED R/W

EXISTING R/W

626+00 VD VD RAMP

626+12 VD

VD1 RAMP

628+00 VD

STA. 625+90 VD - STA. 631+90 VD
OBLITERATING OLD ROAD REQ'D

STA. 624+81 VD1, 44' RT
1-46' REMOVING STORM SEWER 18" REQ'D

625+00 VD1

624+00 VD

275+00 AW

275+00 AE

280+00 AE

625+00 TW_SB

B-53-323

624+00 VA

626+00 VA

VA RAMP

VA1 RAMP

285+00 AE

STA. 624+70 VA - STA. 631+20 VA
OBLITERATING OLD ROAD REQ'D

AVALON ROAD

STH 11

624+89 VC1

280+00 AW

285+00 AW

626+00 VC

VC RAMP

624+00 VC

B-53-144

624+00 VB

VB RAMP

VB1 RAMP

622+00 VB

STA. 623+83 VC1, 6' RT
1-REMOVING INLETS REQ'D

STA. 623+67 VC1, 39' RT
1-REMOVING INLETS REQ'D
1-35' REMOVING STORM SEWER 18" REQ'D

STA. 616+60 VB - STA. 624+00 VB
OBLITERATING OLD ROAD REQ'D

621+82 VC

620+00 VC

620+00 TW_SB

620+00 VB

MATCHLINE STA. 620+00 VB

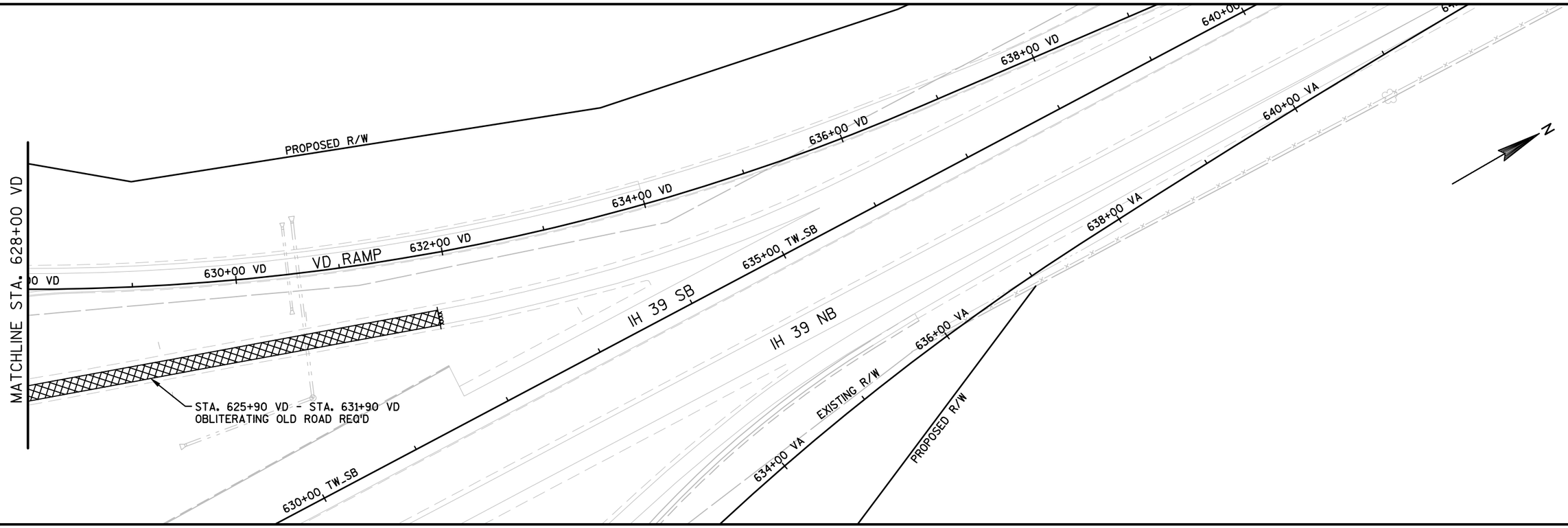
LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 2B	SHEET 47	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021103_REM_S2B.DWG
LAYOUT NAME - 021401_REM

PLOT DATE : 4/30/2015 11:52 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1" = 100'_XREF



2

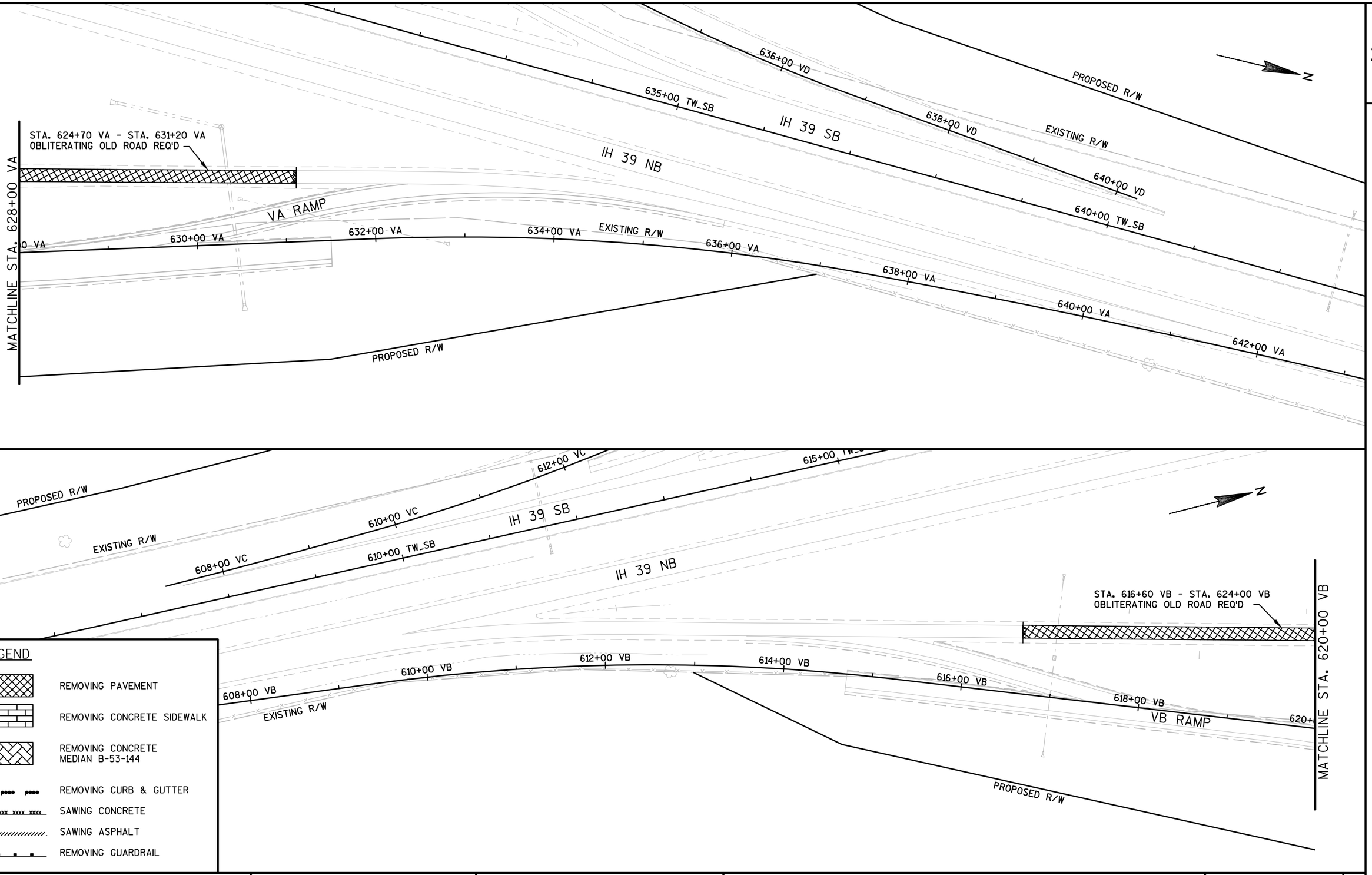
LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 2B	SHEET 48	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021103_REM_S2B.DWG
LAYOUT NAME - 021402_REM
PLOT DATE : 4/17/2015 3:12 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 2B	SHEET 49	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021103_REM_S2B.DWG
LAYOUT NAME - 021403_REM
PLOT DATE : 4/17/2015 3:12 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

N

READ ROAD

READ ROAD

STA. 265+98 AE, 13' LT
1-REMOVING INLETS REQ'D
1-10' REMOVING STORM
SEWER 17"X22" REQ'D

PROPOSED R/W

EXISTING R/W

B-53-218 (TO REMAIN)

B-53-219 (TO REMAIN)

255+00 AW

260+00 AW

265+00 AW

STH 11 WB

255+00 AE

260+00 AE

265+00 AE

STH 11 EB

B-53-142 (TO REMAIN)

B-53-143 (TO REMAIN)

MATCHLINE STA. 266+00 AE

EXISTING R/W

TLE

STA. 262+80 AE, 34' LT
1-6' REMOVING STORM
SEWER 20"X30" REQ'D

STA. 262+80 AE, 27' LT
1-REMOVING INLET
1-72' REMOVING STORM
SEWER 20"x30" REQ'D

GR.

GUY

A/C
SHED

GAS
TANKS

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	REMOVALS - STAGE 3A	SHEET 50	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021104_REM_S3A.DWG
LAYOUT NAME - 021501_REM

PLOT DATE : 4/17/2015 3:14 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

STA. 266+74 AE, 13' LT
1-REMOVING INLETS REQ'D
1-10' REMOVING STORM
SEWER 20"X30" REQ'D

STA. 269+52 AE, 13' LT
1-REMOVING INLETS REQ'D
1-10' REMOVING STORM
SEWER 20"X30" REQ'D

PROPOSED R/W

EXISTING R/W

626+00 VD

628+00 VD

VD1 RAMP

STA. 280+47 AW, LT/RT
1-REMOVING SMALL PIPE
CULVERTS REQ'D

STA. 280+00 AW, 51' LT
1-REMOVING INLETS REQ'D

B-53-323

280+00 AE

625+00 TW_SB

MATCHLINE STA. 266+00 AE

270+00 AW

275+00 AW

624+00 VD

STH 11 WB

270+00 AE

STH 11 EB

275+00 AE

626+00 VC

VC RAMP

624+00 VC

EXISTING R/W

PROPOSED R/W

622+00 VC

620+00 VC

280+00 AW

B-53-144

MATCHLINE STA. 281+00 AE

STA. 280+00 AW, 14' RT
1-REMOVING INLETS REQ'D
1-68' REMOVING STORM
SEWER 12-INCH

SEPTIC

SEPTIC

N

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 3A	SHEET 51	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021104_REM_S3A.DWG
LAYOUT NAME - 021502_REM

PLOT DATE : 4/17/2015 3:14 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

IH 39 NB

VA 628+00

626+00 VA

VA RAMP

VA1 RAMP

PROPOSED R/W

EXISTING R/W

B-53-323

624+00 VA

285+00 AE

290+00 AW

AVALON ROAD WB

295+00 AW

AVALON ROAD EB

295+00 AE

290+00 AE

285+00 AW

MATCHLINE STA. 281+00 AE

B-53-324

VB RAMP

VB1 RAMP

EXISTING R/W

PROPOSED R/W

STA. 282+07 AW, LT/RT
1-REMOVING SMALL PIPE
CULVERTS REQ'D

620+00 TW_SB

620+00VB

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 3A	SHEET 52	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021104_REM_S3A.DWG
LAYOUT NAME - 021503_REM

PLOT DATE : 4/17/2015 3:14 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCHLINE STA. 628+00 VD

N

PROPOSED R/W

EXISTING R/W

628+00 VD

626+00 VD

VD RAMP

VD1 RAMP

B-53-323

270+00 AW

275+00 AW

624+00 VD

280+00 AE

625+00 TW_SB

STH 11

270+00 AE

275+00 AE

626+00 VC

VC RAMP

624+00 VC

624+89 VC1

280+00 AW

B-53-324

EXISTING R/W

PROPOSED R/W

STA. 615+60 VC - STA. 622+80 VC
OBLITERATING OLD ROAD REQ'D

STA. 623+83 VC1, 6' RT
1-65' REMOVING STORM SEWER 18" REQ'D

622+00 VC

622+74 VC1

VC

MATCHLINE STA. 620+00 VC

620+00 TW_SB

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 3B	SHEET 53	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021105_REM_S3B.DWG
LAYOUT NAME - 021601_REM

PLOT DATE : 4/30/2015 11:55 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:100_XREF

2

N

STA. 616+15 VC, 50' RT
EXIST. 24" CPRC ABANDONING
CULVERT PIPES REQ'D

MATCHLINE STA. 620+00 VC

620+

618+00 VC

PROPOSED R/W

616+00 VC

VC RAMP

614+00 VC

STA. 615+60 VC - STA. 622+80 VC
OBLITERATING OLD ROAD REQ'D

EXISTING R/W

612+00 VC

610+00 VC

608+00 VC

5+00 TW_SB

610+00 TW_SB

IH 39 SB

615+00 TW_SB

620+00 TW_SB

IH 39 NB

606+00VB

608+00VB

610+00VB

612+00VB

614+00VB

EXISTING R/W

PROPOSED R/W

616+00VB

618+00VB

VB RAMP

620+

MATCHLINE STA. 620+00 VB

LEGEND

- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE MEDIAN B-53-144
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- REMOVING GUARDRAIL

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 3B	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021105_REM_S3B.DWG
LAYOUT NAME - 021602_REM
PLOT DATE : 5/27/2015 10:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

2

N

MATCHLINE STA. 628+00 VD

0 VD

630+00 VD

VD RAMP

632+00 VD

634+00 VD

636+00 VD

638+00 VD

640+00 VD

PROPOSED R/W

EXISTING R/W

630+00 TW_SB

IH 39 SB

635+00 TW_SB

640+00 TW_SB

IH 39 NB

642+00 VA

640+00 VA

638+00 VA

636+00 VA

634+00 VA

632+00 VA

630+00 VA

628+00 VA

VA RAMP

PROPOSED R/W

EXISTING R/W

LEGEND

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE MEDIAN B-53-144

REMOVING CURB & GUTTER

SAWING CONCRETE

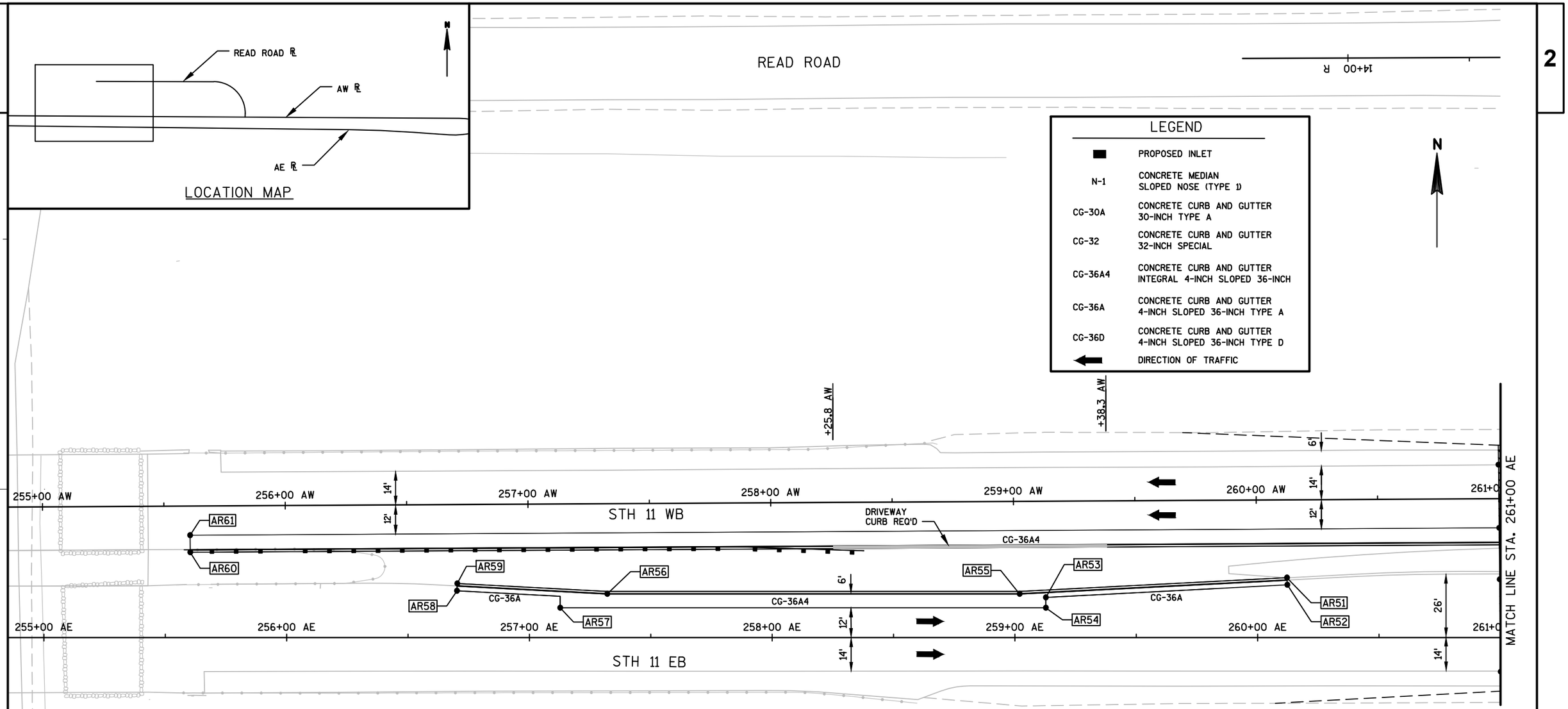
SAWING ASPHALT

REMOVING GUARDRAIL

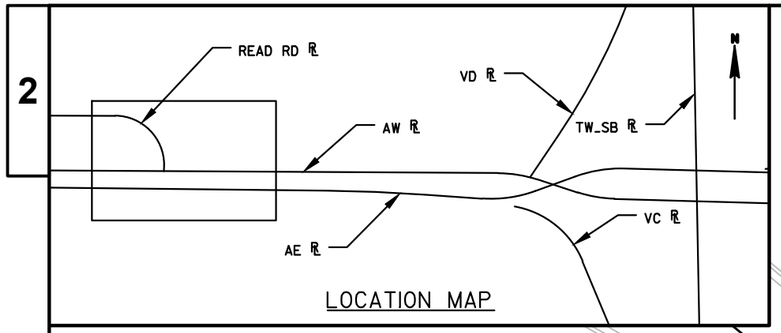
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	REMOVALS - STAGE 3B	SHEET 55	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021105_REM_S3B.DWG
LAYOUT NAME - 021603_REM

PLOT DATE : 4/17/2015 3:16 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:100 FT

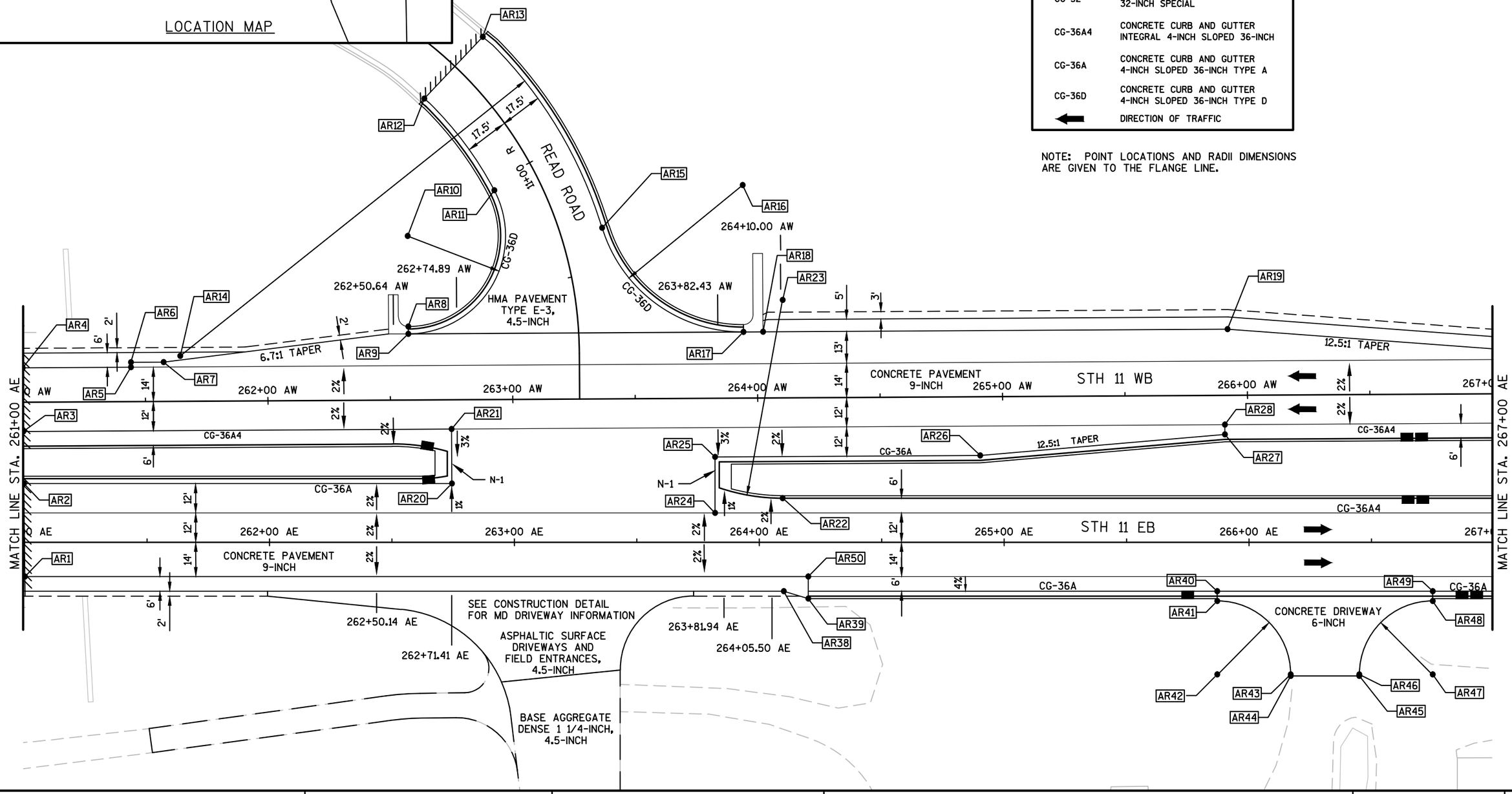


POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR51	260+12.05	-24.69	---	---	852.30	251678.11	501951.82	MATCH EXISTING
AR52	260+12.21	-21.77	---	---	852.12	251675.19	501951.95	MATCH EXISTING
AR53	259+12.75	-16.56	---	---	854.86	251671.13	501852.44	MATCH EXISTING
AR54	259+12.75	-12.32	---	---	854.94	251666.89	501852.39	MATCH EXISTING
AR55	259+01.90	-18.00	---	---	855.10	251672.70	501841.60	
AR56	257+32.08	-18.00	---	---	860.39	251674.67	501671.80	
AR57	257+12.64	-12.28	---	---	861.09	251669.18	501652.29	MATCH EXISTING
AR58	256+70.13	-19.26	---	---	862.05	251676.65	501609.87	MATCH EXISTING
AR59	256+70.29	-22.59	---	---	862.25	251679.65	501610.06	MATCH EXISTING
AR60	---	---	255+60.24	19.00	865.35	251693.82	501500.17	MATCH EXISTING
AR61	---	---	255+60.74	12.00	865.22	251700.82	501500.21	MATCH EXISTING



LEGEND	
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC

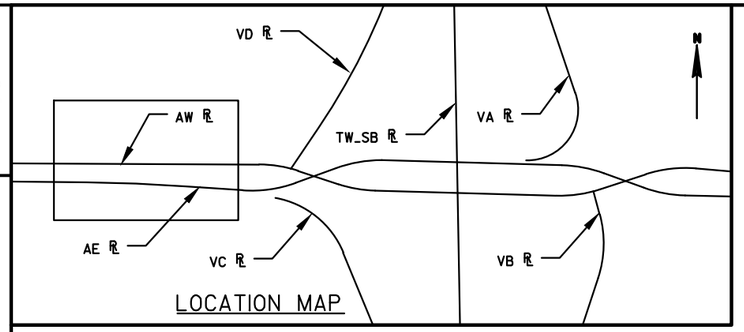
NOTE: POINT LOCATIONS AND RADII DIMENSIONS ARE GIVEN TO THE FLANGE LINE.



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LAYOUT DETAILS	SHEET 57	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021202_PD
PLOT DATE : 2/19/2014 4:12 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

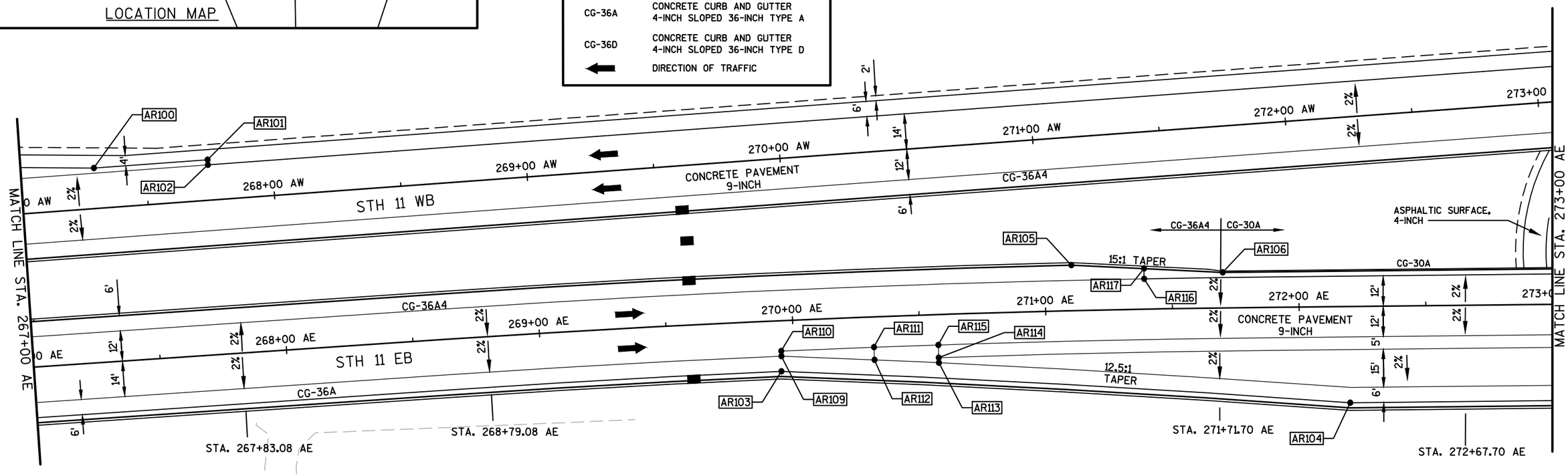
POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ALIGNMENT R		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR1	261+00.14	14.00	---	---	---	---	848.87	251638.40	502039.46	MATCH EXISTING
AR2	260+99.72	-24.00	---	---	---	---	848.66	251676.40	502039.48	MATCH EXISTING
AR3	---	---	261+00.03	12.00	---	---	849.36	251697.64	502039.50	MATCH EXISTING
AR4	---	---	260+99.90	-14.00	---	---	849.32	251723.64	502039.51	MATCH EXISTING
AR5	---	---	261+44.10	-14.00	---	---	848.02	251723.39	502083.72	
AR6	---	---	261+44.10	-16.00	---	---	847.96	251725.39	502083.73	
AR7	---	---	261+57.44	-16.00	---	---	847.60	251725.31	502097.06	
AR8	---	---	262+57.44	-30.00	10+38.51	-69.16	845.10	251738.71	502197.15	
AR9	---	---	262+57.44	-27.00	10+33.32	-69.47	844.89	251735.71	502197.13	
AR10	---	---	---	---	10+96.74	-58.00	---	251775.71	502197.36	R=40'
AR11	---	---	---	---	10+96.74	-18.00	842.89	251793.97	502232.96	
AR12	---	---	---	---	11+50.00	-18.18	842.50	251831.74	502204.76	MATCH EXISTING
AR13	---	---	---	---	11+50.00	16.56	842.41	251856.68	502228.95	MATCH EXISTING
AR14	---	---	261+64.30	-18.53	---	---	---	251727.79	502103.94	R=180'
AR15	---	---	---	---	10+65.69	17.00	842.65	251778.13	502276.76	
AR16	---	---	---	---	10+65.69	77.00	---	251794.90	502334.36	R=60'
AR17	---	---	263+94.32	-27.00	10+24.53	67.18	842.36	251734.91	502334.01	
AR18	---	---	264+02.32	-27.00	---	---	842.24	251734.86	502342.01	
AR19	---	---	265+92.01	-27.00	---	---	840.50	251733.74	502531.69	
AR20	262+74.47	-24.00	262+74.89	34.24	---	---	844.25	251674.37	502214.22	
AR21	262+74.34	-46.24	262+74.89	12.00	---	---	844.81	251696.61	502214.35	
AR22	264+09.58	-18.00	---	---	---	---	841.80	251666.81	502349.25	
AR23	264+09.58	-99.00	264+10.43	-39.99	---	---	---	251747.80	502350.19	R=81'
AR24	263+81.94	-12.00	263+82.29	46.85	---	---	842.41	251661.13	502321.55	
AR25	263+81.94	-34.85	263+82.43	24.00	---	---	842.47	251683.98	502321.81	
AR26	---	---	264+90.70	24.00	---	---	841.24	251683.34	502430.09	
AR27	---	---	265+90.70	16.00	---	---	840.73	251690.75	502530.13	
AR28	---	---	265+90.70	12.00	---	---	840.81	251694.75	502530.16	
AR38	264+10.00	20.00	---	---	---	---	841.72	251628.80	502349.23	
AR39	264+20.00	23.00	---	---	---	---	841.47	251625.69	502359.19	
AR40	265+87.02	20.00	---	---	---	---	840.15	251626.75	502526.24	
AR41	265+87.02	24.00	---	---	---	---	840.31	251622.75	502526.19	
AR42	265+87.02	54.00	---	---	---	---	---	251592.75	502525.84	R=30'
AR43	266+17.02	54.00	---	---	---	---	839.36	251592.40	502555.84	
AR44	266+17.02	54.59	---	---	---	---	839.34	251591.82	502555.83	MATCH EXISTING
AR45	266+45.02	54.59	---	---	---	---	839.57	251591.49	502583.83	MATCH EXISTING
AR46	266+45.02	54.00	---	---	---	---	839.57	251592.08	502583.84	
AR47	266+75.02	54.00	---	---	---	---	---	251591.73	502613.84	R=30'
AR48	266+75.02	24.00	---	---	---	---	840.17	251621.73	502614.18	
AR49	266+75.02	20.00	---	---	---	---	840.00	251625.73	502614.23	
AR50	264+20.00	14.00	---	---	---	---	841.83	251634.69	502359.30	



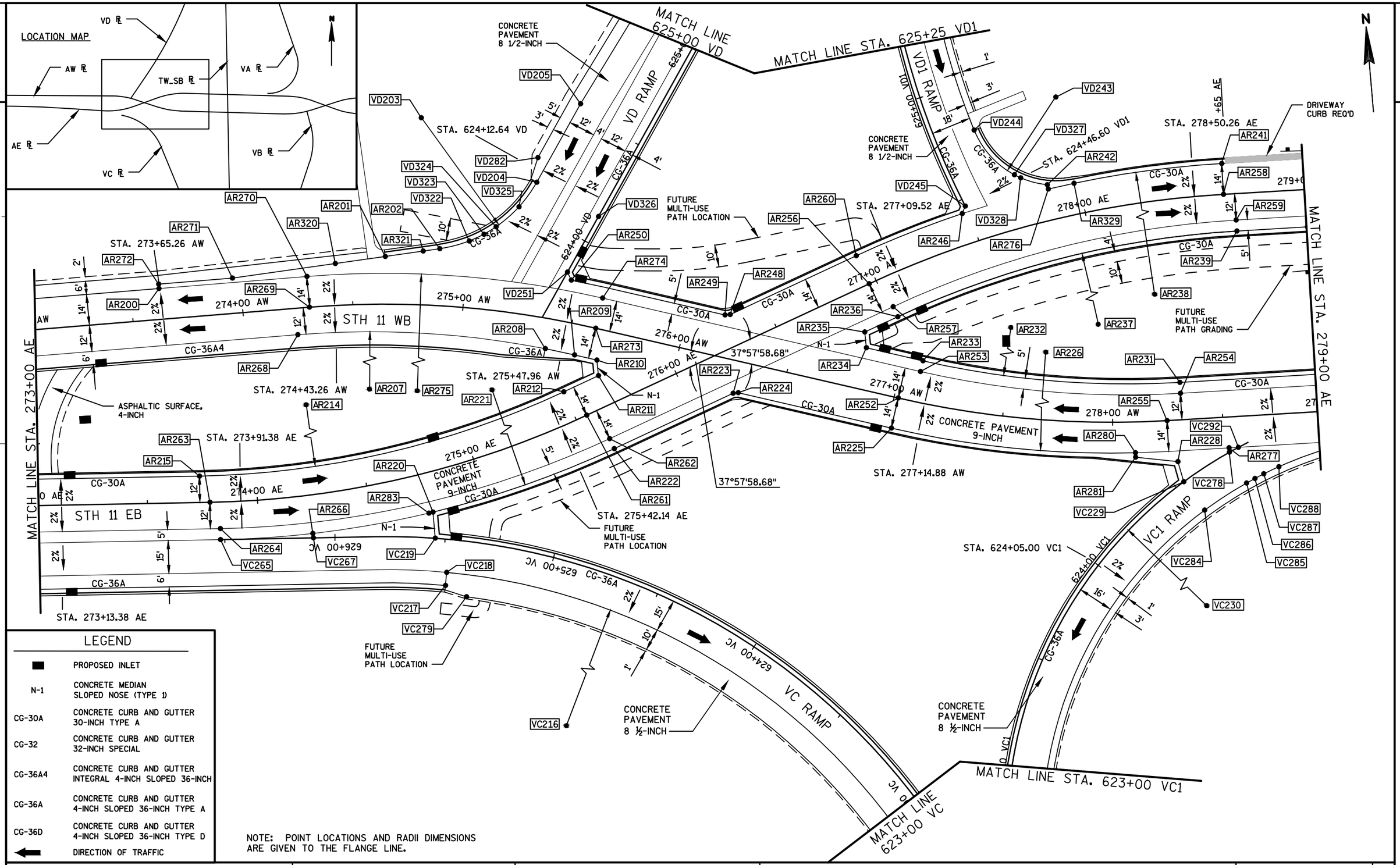
LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC

NOTE: POINT LOCATIONS AND RADII DIMENSIONS ARE GIVEN TO THE FLANGE LINE.



POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR100	---	---	267+29.64	-16.00	840.69	251721.93	502669.26	
AR101	---	---	267+74.64	-16.00	840.90	251721.66	502714.26	
AR102	---	---	267+74.64	-14.00	840.94	251719.66	502714.24	
AR103	269+94.74	20.00	---	---	843.06	251620.51	502933.44	
AR104	272+19.76	38.00	---	---	847.83	251590.46	503156.22	
AR105	271+10.50	-18.00	---	---	846.27	251653.29	503050.76	
AR106	271+70.00	-14.00	---	---	847.62	251645.71	503110.08	
AR109	269+95.00	14.00	---	---	843.31	251626.50	502933.91	
AR110	269+95.00	12.00	---	---	843.35	251628.49	502933.98	
AR111	270+31.71	12.00	---	---	844.06	251627.11	502970.58	
AR112	270+31.71	17.00	---	---	843.96	251622.11	502970.38	
AR113	270+57.17	19.00	---	---	844.46	251619.01	502995.65	
AR114	270+57.17	17.00	---	---	844.50	251621.01	502995.74	
AR115	270+57.17	12.00	---	---	844.60	251626.01	502995.97	
AR116	271+39.05	-12.00	---	---	847.00	251645.66	503079.00	
AR117	271+39.05	-16.00	---	---	846.92	251649.65	503079.23	



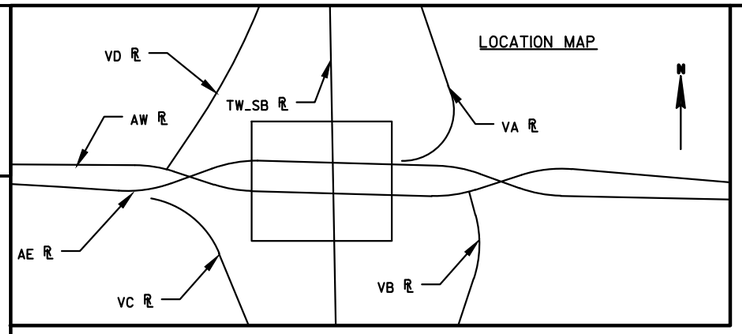
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LAYOUT DETAILS	SHEET 60	E

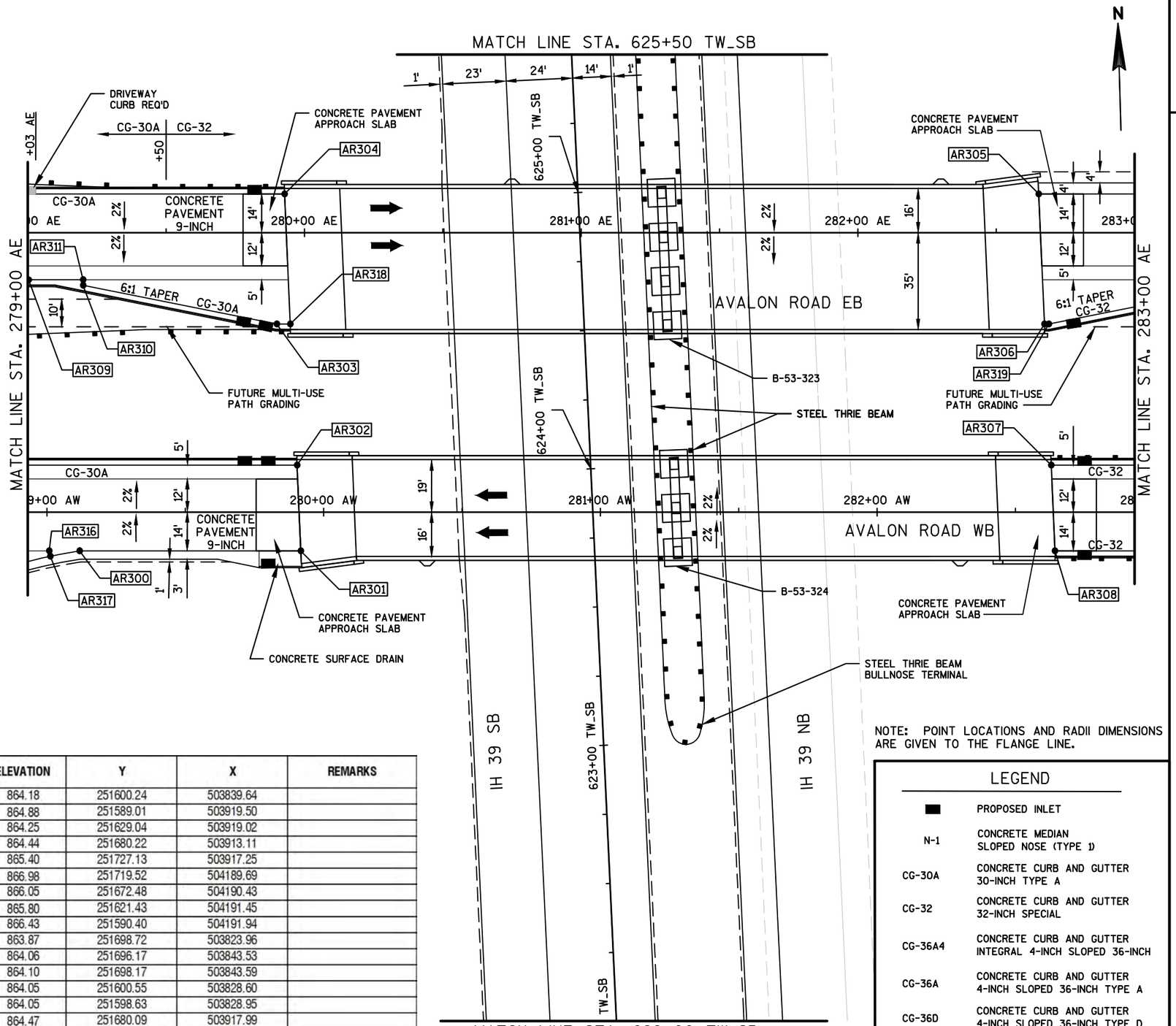
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021205_PD
PLOT DATE : 2/19/2014 4:12 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ALIGNMENT VC		ALIGNMENT VC1		ALIGNMENT VD		ALIGNMENT VD1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR200	----	----	273+62.91	-14.00	----	----	----	----	----	----	----	----	851.99	251716.19	503302.50	
AR201	----	----	274+64.70	-21.63	----	----	----	----	----	----	----	----	855.04	251721.74	503406.05	
AR202	----	----	274+88.05	-25.82	----	----	----	----	623+64.85	-55.72	----	----	855.54	251723.08	503431.01	
VD203	----	----	----	----	----	----	----	----	624+12.64	-92.00	----	----	----	251782.99	503427.80	R=60'
VD204	----	----	----	----	----	----	----	----	624+12.64	-32.00	----	----	856.61	251749.32	503477.47	
VD205	----	----	----	----	----	----	----	----	624+53.40	-32.00	----	----	856.93	251783.06	503500.34	
AR207	----	----	274+23.98	422.00	----	----	----	----	----	----	----	----	----	251279.84	503361.00	R=410'
AR208	----	----	275+40.10	13.73	----	----	----	----	----	----	----	----	856.19	251673.75	503474.70	
AR209	----	----	275+54.14	13.95	----	----	----	----	----	----	----	----	856.54	251669.77	503487.69	
AR210	275+69.88	-20.75	275+64.78	14.00	----	----	----	----	----	----	----	----	856.85	251666.55	503497.60	
AR211	275+67.56	-14.00	275+67.10	20.75	----	----	----	----	----	----	----	----	856.91	251659.42	503497.72	
AR212	275+50.03	-13.97	----	----	----	----	----	----	----	----	----	----	856.43	251653.49	503481.41	
AR214	273+73.87	-422.00	----	----	----	----	----	----	----	----	----	----	----	252038.85	503341.41	R=410'
AR215	273+73.87	-12.00	----	----	----	----	----	----	----	----	----	----	852.19	251629.81	503313.38	
VC216	----	----	----	----	622+48.49	-300.00	----	----	----	----	----	----	----	251296.13	503370.34	R=285'
VC217	274+73.79	51.72	----	----	625+47.90	-21.00	----	----	----	----	----	----	854.67	251570.63	503420.24	
VC218	274+75.58	46.06	----	----	625+47.90	-15.00	----	----	----	----	----	----	854.79	251576.54	503421.32	
VC219	274+74.40	29.78	----	----	625+54.52	0.00	----	----	----	----	----	----	854.98	251592.41	503417.47	
AR220	274+76.27	18.06	----	----	625+56.25	11.76	----	----	----	----	----	----	855.26	251604.29	503417.54	
AR221	275+60.08	-424.00	----	----	----	----	----	----	----	----	----	----	----	252042.22	503350.69	R=443'
AR222	275+60.08	19.00	----	----	----	----	----	----	----	----	----	----	857.22	251625.85	503501.96	
AR223	276+19.58	19.00	----	----	----	----	----	----	----	----	----	----	858.42	251646.16	503557.88	
AR224	276+21.79	19.76	276+30.63	14.00	----	----	----	----	----	----	----	----	858.46	251646.20	503560.22	
AR225	----	----	277+01.88	14.00	----	----	----	----	----	----	----	----	860.41	251624.19	503627.99	
AR226	----	----	278+24.68	-429.00	----	----	----	----	----	----	----	----	----	252045.50	503764.88	R=443'
AR228	----	----	278+28.51	18.85	----	----	624+57.58	-8.95	----	----	----	----	862.96	251597.72	503756.21	
VC229	----	----	----	----	----	----	624+54.38	0.00	----	----	----	----	862.80	251588.37	503758.03	
VC230	----	----	----	----	----	----	621+74.45	198.00	----	----	----	----	----	251419.56	503861.51	R=198'
AR231	----	----	278+31.47	-17.00	----	----	----	----	----	----	----	----	862.48	251633.48	503760.17	
AR232	----	----	278+31.47	-427.00	----	----	----	----	----	----	----	----	----	252043.32	503771.62	R=410'
AR233	----	----	277+09.29	-18.94	----	----	----	----	----	----	----	----	860.13	251653.38	503644.92	
AR234	276+83.10	25.75	276+82.65	-19.00	----	----	----	----	----	----	----	----	859.76	251661.51	503619.89	
AR235	276+85.42	19.00	276+80.32	-25.75	----	----	----	----	----	----	----	----	859.84	251668.65	503619.77	
AR236	277+02.20	18.97	----	----	----	----	----	----	----	----	----	----	860.18	251674.29	503635.31	
AR237	278+68.32	441.00	----	----	----	----	----	----	----	----	----	----	----	251275.78	503780.09	R=424'
AR238	276+96.52	443.00	----	----	----	----	----	----	----	----	----	----	----	251273.92	503774.98	R=457'
AR239	278+68.32	17.00	----	----	----	----	----	----	----	----	----	----	863.43	251699.61	503791.93	
AR241	278+63.26	-14.00	----	----	----	----	----	----	----	----	----	----	863.98	251730.74	503787.73	
AR242	277+86.09	-16.00	----	----	----	----	----	----	----	----	----	----	862.69	251728.02	503708.07	
VD243	277+97.67	-54.00	----	----	----	----	----	----	----	----	624+77.06	58.00	----	251767.34	503715.41	R=40'
VD244	----	----	----	----	----	----	----	----	----	----	624+77.06	18.00	861.97	251755.58	503677.18	
VD245	277+49.02	-16.78	----	----	----	----	----	----	----	----	624+46.60	0.00	861.94	251721.60	503670.18	
AR246	277+46.72	-14.00	----	----	----	----	----	----	----	----	----	----	861.84	251718.34	503668.50	
AR248	276+33.41	-14.00	276+19.01	-19.76	----	----	----	----	----	----	----	----	858.77	251681.90	503559.61	
AR249	276+31.19	-14.76	276+16.80	-19.00	----	----	----	----	----	----	----	----	858.70	251681.86	503557.27	
AR250	----	----	275+45.96	-19.00	----	----	----	----	623+81.44	3.30	----	----	856.98	251703.69	503489.18	
VD251	----	----	275+43.70	-22.31	----	----	----	----	623+83.84	0.00	----	----	856.94	251707.53	503487.79	
AR252	----	----	277+01.88	0.00	----	----	----	----	----	----	----	----	860.29	251637.50	503632.31	
AR253	----	----	277+09.20	-13.94	----	----	----	----	----	----	----	----	860.21	251648.63	503643.38	
AR254	----	----	278+31.47	-12.00	----	----	----	----	----	----	----	----	862.58	251628.48	503760.03	
AR255	----	----	278+24.68	0.00	----	----	----	----	----	----	----	----	862.71	251616.67	503752.90	

POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ALIGNMENT VC		ALIGNMENT VC1		ALIGNMENT VD		ALIGNMENT VD1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR256	276+96.52	0.00	----	----	----	----	----	----	----	----	----	----	860.39	251690.29	503623.71	
AR257	277+02.13	13.97	----	----	----	----	----	----	----	----	----	----	860.27	251678.99	503633.60	
AR258	278+63.26	0.00	----	----	----	----	----	----	----	----	----	----	863.70	251716.75	503787.34	
AR259	278+68.32	12.00	----	----	----	----	----	----	----	----	----	----	863.53	251704.61	503792.07	
AR260	276+96.52	-14.00	----	----	----	----	----	----	----	----	----	----	860.62	251703.45	503618.93	
AR261	275+55.14	0.00	----	----	----	----	----	----	----	----	----	----	856.81	251642.02	503490.83	
AR262	275+60.08	14.00	----	----	----	----	----	----	----	----	----	----	857.14	251630.55	503500.25	
AR263	273+78.38	0.00	----	----	----	----	----	----	----	----	----	----	852.54	251617.53	503317.07	
AR264	273+82.78	12.02	----	----	626+51.93	5.00	----	----	----	----	----	----	852.83	251605.25	503320.75	
VC265	273+82.73	17.02	----	----	626+51.93	0.00	----	----	----	----	----	----	852.91	251600.26	503320.41	
AR266	274+23.08	17.46	----	----	626+10.00	1.99	----	----	----	----	----	----	853.97	251599.38	503362.38	
VC267	274+23.08	19.46	----	----	626+09.79	0.00	----	----	----	----	----	----	853.93	251597.38	503362.46	
AR268	----	----	274+23.98	12.00	----	----	----	----	----	----	----	----	853.47	251689.83	503363.42	
AR269	----	----	274+30.26	0.00	----	----	----	----	----	----	----	----	853.86	251701.79	503369.77	
AR270	----	----	274+30.26	-14.00	----	----	----	----	----	----	----	----	854.05	251715.79	503369.85	
AR271	----	----	273+96.51	-16.00	----	----	----	----	----	----	----	----	853.00	251717.99	503336.12	
AR272	----	----	273+62.91	-16.00	----	----	----	----	----	----	----	----	851.91	251718.19	503302.51	
AR273	----	----	275+60.96	0.00	----	----	----	----	----	----	----	----	856.96	251681.05	503498.29	
AR274	----	----	275+60.96	-14.00	----	----	----	----	----	----	----	----	857.19	251694.36	503502.62	
AR275	274+19.18	339.0	274+30.26	424.00	----	----	----	----	----	----	----	----	----	251277.80	503367.27	R=438'
AR276	277+86.09	-14.00	----	----	----	----	----	----	----	----	----	----	862.65	251726.04	503708.36	
AR277	----	----	278+52.03	14.00	----	----	624+79.90	-1.80	----	----	----	----	863.41	251601.91	503779.85	
VC278	----	----	278+52.03	16.00	----	----	624+79.04	0.00	----	----	----	----	863.40	251599.91	503779.80	
VC279	----	----	275+18.08	130.43	625+36.99	-25.00	----	----	----	----	----	----	854.78	251564.73	503429.33	
AR280	----	----	278+09.97	14.00	----	----	----	----	----	----	----	----	862.75	251603.36	503737.34	
AR281	----	----	278+09.97	16.00	----	----	----	----	----	----	----	----	862.71	251601.36	503737.22	
VD282	----	----	----	----	----	----	----	----	624+22.64	-37.00	----	----	856.50	251760.41	503478.94	
AR283	274+74.40	18.03	----	----	625+58.04	11.18	----	----	----	----	----	----	855.22	251604.01	503415.62	
VC284	----	----	----	----	----	----	624+54.38	16.00	----	----	----	----	862.48	251574.73	503766.40	
VC285	----	----	----	----	----	----	624+79.04	16.00	----	----	----	----	863.23	251585.34	503786.40	
VC286	----	----	----	----	----	----	624+83.72	16.00	----	----	----	----	863.37	251587.02	503790.36	
VC287	----	----	----	----	----	----	624+88.65	16.00	----	----	----	----	863.52	251588.79	503794.54	
VC288	----	----	278+74.10	23.87	----	----	----	----	----	----	----	----	863.67	251591.43	503801.64	
VC292	----	----	278+56.26	14.00	----	----	624+83.72	0.00	----	----	----	----	863.47	251601.80	503784.08	
AR320	----	----	274+42.99	-19.00	----	----	----	----	----	----	----	----	854.54	251720.51	503383.18	
AR321	----	----	274+80.99	-24.40	----	----	----	----	----	----	----	----	855.39	251722.67	503423.41	
VD322	----	----	274+00.31	-30.28	----	----	----	----	623+74.40	-45.77	----	----	855.80	251725.39	503444.61	
VD323	----	----	275+06.24	-33.91	----	----	----	----	623+80.35	-41.43	----	----	855.95	251727.89	503451.54	
VD324	----	----	275+10.97	-37.82	----	----	----	----	623+85.97	-38.26	----	----	856.07	251730.75	503457.32	
VD325	----	----	275+19.37	-48.05	----	----	----	----	623+98.94	-33.59	----	----	856.34	251738.87	503468.47	
VD326	----	----	----	----	----	----	----	----	624+12.64	0.00	----	----	857.25	251731.37	503503.95	
VD327	277+73.32	-24.01	----	----	----	----	----	----	----	----	624+49.31	26.30	862.44	251733.79	503693.62	
VD328	277+75.59	-21.96	----	----	----	----	----	----	----	----	624+46.60	28.21	862.50	251732.19	503696.33	
AR329	277+97.67	-14.00	----	----	----	----	----	----	----	----	----	----	.862.87	251727.63	503720.21	

LOCATION MAP





NOTE: POINT LOCATIONS AND RADII DIMENSIONS ARE GIVEN TO THE FLANGE LINE.

POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR300	---	---	279+11.84	14.00	864.18	251600.24	503839.64	
AR301	---	---	279+91.73	14.00	864.88	251589.01	503919.50	
AR302	---	---	279+90.38	-17.00	864.25	251629.04	503919.02	
AR303	279+90.00	33.00	---	---	864.44	251680.22	503913.11	
AR304	279+92.83	-14.00	---	---	865.40	251727.13	503917.25	
AR305	282+65.37	-14.00	---	---	866.98	251719.52	504189.69	
AR306	282+67.42	33.00	---	---	866.05	251672.48	504190.43	
AR307	---	---	282+62.92	-17.00	865.80	251621.43	504191.45	
AR308	---	---	282+64.27	14.00	866.43	251590.40	504191.94	
AR309	279+00.37	17.00	---	---	863.87	251698.72	503823.96	
AR310	279+20.00	19.00	---	---	864.06	251696.17	503843.53	
AR311	279+20.00	17.00	---	---	864.10	251698.17	503843.59	
AR316	---	---	279+00.80	14.00	864.05	251600.55	503828.60	
AR317	---	---	279+01.20	15.91	864.05	251598.63	503828.95	
AR318	279+94.88	33.00	---	---	864.47	251680.09	503917.99	
AR319	282+69.00	33.00	---	---	866.06	251672.43	504192.00	

LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC

MATCH LINE STA. 625+50 VA

MATCH LINE STA. 625+25 VA1

CONCRETE PAVEMENT 8 1/2-INCH

N

VA405 VA404 VA403 VA490 VA492 VA491 VA401 VA472 VA402 VA493 VA406 AR407 AR470 AR408 AR409 VA473 AR489 AR400 AR480 AR474 AR479 AR469 AR419 AR420 AR410 AR471 AR467 AR421 AR422 AR423 AR475 AR411 AR463 AR462 AR464 AR424 AR427 AR425 AR477 AR476 AR426 AR428 AR436 AR435 VB498 VB499 VB497 VB429 VB433 VB437 VB430 VB432 VB431 VB434 VB521 VB522 AR438 AR439 AR440 AR441 VB412 AR413 AR478 AR458 AR453 AR452 AR466 AR454 AR487 AR488 AR451 AR414 AR455 AR450 AR449 AR485 AR448 AR460 AR468 AR447 AR486 AR446 AR525 AR456 AR524 VB526 VB523 AR457 AR442 AR465 VB443 VB444 VB481 VB445 AR482 VA1417 VA418 VA461 VA416 VA484 AR459 AR483 AR415

STA. 624+70 VA

625+00 VA

624+00 VA

284+00 AE

285+00 AE

STA. 285+73.90 AE

286+00 AE

STA. 285+55.36 AW

286+00 AW

285+00 AW

284+00 AW

STA. 287+40.18 AW

288+00 AW

STA. 288+82.52 AW

288+00 AE

STA. 287+39.67 AE

STA. 288+52.81 AE

623+00 VA1

622+00 VA1

624+00 VA1

VA RAMP

VA1 RAMP

VB RAMP

VB1 RAMP

AVALON ROAD WB

AVALON ROAD EB

CG-30A

CG-36A

CG-36A4

CG-32

N-1

6:1 TAPER

FUTURE MULTI-USE PATH GRADING

FUTURE MULTI-USE PATH LOCATION

CONCRETE PAVEMENT 9-INCH

CONCRETE PAVEMENT 8 1/2-INCH

CONCRETE PAVEMENT 8 ½-INCH

DRIVEWAY CURB REQ'D (TYP.)

CONCRETE ROUNDABOUT TRUCK APRON 8-INCH AND COLORING CONCRETE RED

CONCRETE CURB AND GUTTER 36-INCH SPECIAL

STA. 623+85 VB

MATCH LINE STA. 623+00 VB

MATCH LINE STA. 624+00 VB1

MATCH LINE STA. 283+00 AE

MATCH LINE STA. 289+00 AE

LOCATION MAP

VA ℄

VB ℄

VC ℄

VD ℄

AE ℄

AW ℄

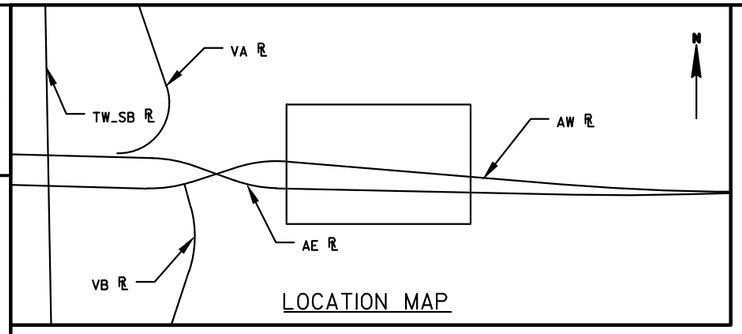
TW_SB ℄

LEGEND

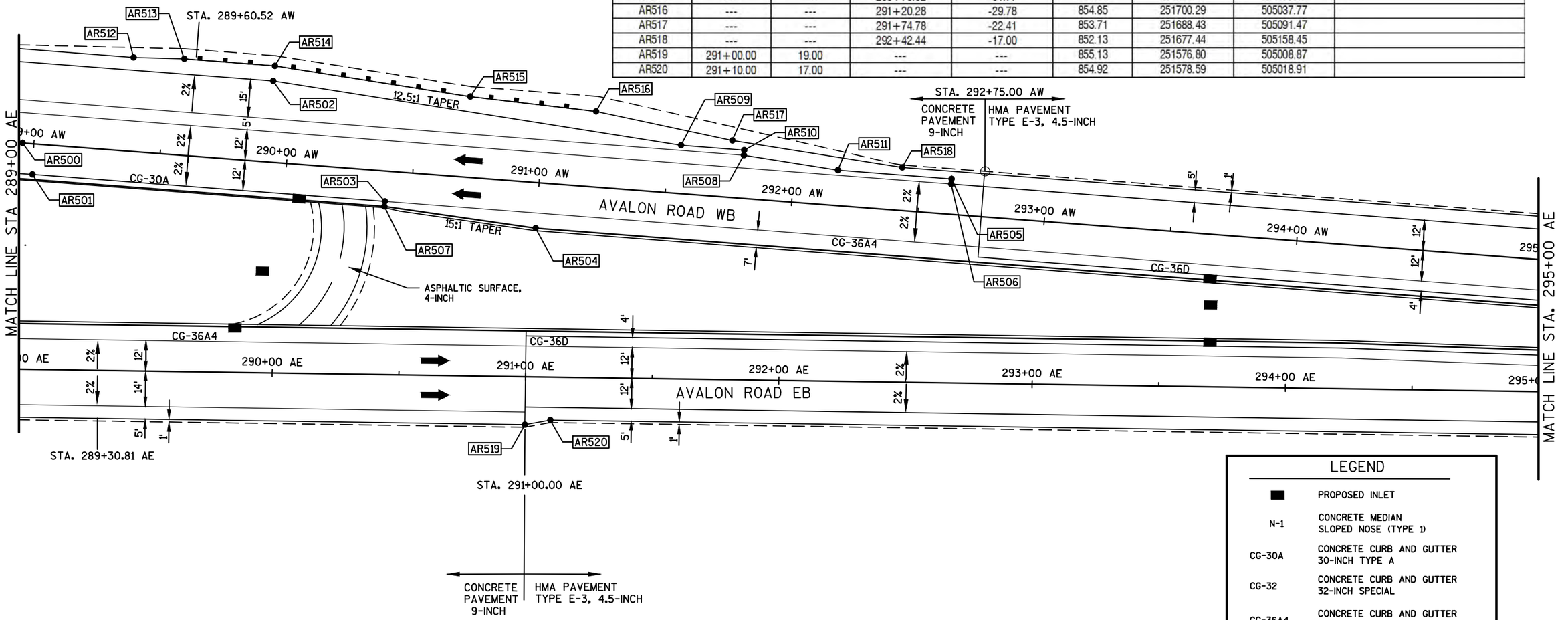
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC

POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ALIGNMENT VA		ALIGNMENT VA1		ALIGNMENT VB		ALIGNMENT VB1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VA400	283+63.18	-14.00	----	----	623+80.94	1.95	----	----	----	----	----	----	867.26	251716.79	504287.46	
VA401	283+63.18	-16.00	----	----	623+81.37	0.00	----	----	----	----	----	----	867.22	251718.78	504287.52	
VA402	283+52.62	-18.00	----	----	623+71.25	-3.95	----	----	----	----	----	----	867.17	251721.08	504277.01	
VA403	----	----	----	----	624+43.11	-17.00	----	----	----	----	----	----	866.29	251755.73	504335.56	
VA404	----	----	----	----	623+44.75	-167.00	----	----	----	----	----	----	----	251882.74	504255.75	R=150'
VA405	----	----	----	----	623+44.75	-167.00	----	----	----	----	----	----	----	251882.74	504255.75	R=184'
VA406	284+29.06	-26.00	----	----	624+43.11	17.00	----	----	----	----	----	----	866.97	251726.94	504353.65	
AR407	284+31.02	-18.36	----	----	624+40.82	24.46	----	----	----	----	----	----	867.11	251719.25	504355.39	
AR408	284+50.17	-16.00	----	----	----	----	----	----	----	----	----	----	867.11	251716.31	504374.67	
AR409	284+50.17	-14.00	----	----	----	----	----	----	----	----	----	----	867.15	251714.32	504374.59	
AR410	284+44.63	443.00	----	----	----	----	----	----	----	----	----	----	----	251257.69	504356.12	R=457'
AR411	285+86.90	-14.00	----	----	----	----	----	----	----	----	----	----	866.23	251687.13	504512.42	
AR412	286+48.03	-14.00	286+54.40	-19.76	----	----	----	----	----	----	----	----	865.36	251666.22	504569.87	
AR413	286+50.25	-14.76	286+56.62	-19.00	----	----	----	----	----	----	----	----	865.33	251666.18	504572.21	
AR414	----	----	287+22.01	424.00	----	----	----	----	----	----	----	----	----	251265.07	504771.30	R=443'
AR415	----	----	287+90.55	-18.20	----	----	622+88.03	-12.28	----	----	----	----	863.75	251702.88	504703.71	
VA416	----	----	287+92.04	-30.48	----	----	622+89.49	0.00	----	----	----	----	863.48	251715.24	504703.27	
VA417	----	----	----	----	----	----	622+91.74	300.00	----	----	----	----	----	252014.40	504725.87	R=285'
VA418	----	----	287+93.34	-45.57	----	----	622+91.74	15.00	----	----	----	----	863.22	251730.38	504702.28	
AR419	284+38.62	17.00	----	----	----	----	----	----	----	----	----	----	866.56	251683.69	504362.00	
AR420	284+38.62	441.00	----	----	----	----	----	----	----	----	----	----	----	251259.86	504350.17	R=424'
AR421	285+80.28	18.95	----	----	----	----	----	----	----	----	----	----	865.71	251658.29	504495.18	
AR422	285+96.08	19.00	285+93.15	-25.74	----	----	----	----	----	----	----	----	865.63	251652.98	504509.76	
AR423	285+98.40	25.74	285+90.82	-19.00	----	----	----	----	----	----	----	----	865.66	251645.85	504509.64	
AR424	----	----	284+15.99	-427.00	----	----	----	----	----	----	----	----	----	252027.00	504355.91	R=410'
AR425	----	----	284+15.99	-17.00	----	----	----	----	----	----	----	----	866.35	251617.16	504344.46	
AR426	----	----	284+21.60	14.00	----	----	----	----	----	----	----	----	866.97	251586.01	504349.21	
AR427	----	----	284+21.60	-429.00	----	----	----	----	----	----	----	----	----	252028.84	504361.58	R=443'
AR428	----	----	285+21.25	14.00	----	----	----	----	624+25.19	-25.90	----	----	866.72	251595.06	504451.48	
VB429	----	----	285+09.69	54.00	----	----	----	----	623+86.20	-41.21	----	----	----	251553.42	504446.82	R=40'
VB430	----	----	----	----	----	----	----	----	623+58.14	0.00	----	----	866.25	251537.03	504493.91	
VB431	----	----	----	----	----	----	----	----	623+21.16	0.00	----	----	866.07	251500.90	504501.69	
VB432	----	----	----	----	----	----	----	----	623+44.56	-3.00	----	----	866.39	251523.19	504494.27	
VB433	----	----	----	----	----	----	----	----	623+66.10	-12.02	----	----	866.46	251541.60	504480.24	
AR434	285+09.00	221.24	----	----	----	----	----	----	----	----	----	----	----	251476.13	504394.34	R=108'
AR435	----	----	284+82.73	20.27	----	----	----	----	624+23.10	-66.38	----	----	866.90	251582.52	504412.93	
AR436	----	----	284+71.61	17.00	----	----	----	----	624+28.18	-77.30	----	----	866.95	251584.59	504401.06	
VB437	----	----	282+17.94	163.56	----	----	----	----	----	----	----	----	----	251442.19	504141.45	R=388'
AR438	----	----	285+63.38	16.70	----	----	----	----	624+22.09	17.69	----	----	866.46	251603.39	504494.38	
AR439	----	----	285+65.67	14.00	----	----	----	----	624+24.88	19.95	----	----	866.43	251606.67	504495.83	
AR440	286+59.66	19.76	286+42.78	14.00	----	----	----	----	----	----	----	----	865.19	251630.52	504569.25	
AR441	286+61.87	19.00	286+44.99	14.76	----	----	----	----	----	----	----	----	865.18	251630.48	504571.59	
AR442	287+53.49	19.00	----	----	----	----	----	----	----	----	----	----	864.17	251599.57	504659.10	
VB443	287+55.76	22.13	----	----	----	----	----	----	----	----	624+54.40	0.00	864.20	251595.90	504660.51	
VB444	----	----	----	----	----	----	----	----	----	----	624+26.38	18.00	864.40	251562.61	504661.41	
VB445	----	----	----	----	----	----	----	----	----	----	624+26.38	63.00	----	251539.30	504699.91	R=45'
AR446	287+96.17	23.98	----	----	----	----	----	----	----	----	----	----	863.36	251584.28	504701.52	
AR447	288+65.81	14.00	----	----	----	----	----	----	----	----	----	----	861.79	251586.70	504774.84	
AR448	288+71.68	-19.00	----	----	----	----	----	----	----	----	----	----	861.36	251619.57	504781.40	
AR449	288+71.68	-422.00	----	----	----	----	----	----	----	----	----	----	----	252022.48	504789.82	R=403'
AR450	287+66.49	-20.47	----	----	----	----	----	----	----	----	----	----	863.43	251634.13	504682.14	
AR451	287+33.08	-13.95	----	----	----	----	----	----	----	----	----	----	863.87	251637.20	504649.60	
AR452	287+13.83	-14.00	287+06.25	20.74	----	----	----	----	----	----	----	----	864.24	251643.72	504631.70	
AR453	287+11.51	-20.74	287+08.57	14.00	----	----	----	----	----	----	----	----	864.31	251650.85	504631.82	
AR454	----	----	287+32.53	13.97	----	----	----	----	----	----	----	----	864.03	251658.20	504654.44	
AR455	----	----	289+00.29	422.00	----	----	----	----	----	----	----	----	----	251268.27	504781.14	R=410'

POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ALIGNMENT VA		ALIGNMENT VA1		ALIGNMENT VB		ALIGNMENT VB1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR456	288+19.20	21.00	----	----	----	----	----	----	----	----	----	----	862.92	251583.40	504725.94	
AR457	287+20.46	14.00	286+94.24	46.89	----	----	----	----	----	----	----	----	864.55	251615.14	504628.36	
AR458	----	----	287+22.01	-14.00	----	----	----	----	----	----	----	----	864.67	251681.63	504635.95	
AR459	----	----	288+90.88	-12.03	----	----	621+84.44	-5.00	----	----	----	----	861.55	251701.57	504807.55	
AR460	288+71.68	-12.00	----	----	----	----	----	----	----	----	----	----	861.23	251612.57	504781.26	
AR461	----	----	288+90.93	-17.03	----	----	621+84.44	0.00	----	----	----	----	861.62	251706.55	504807.97	
AR462	----	----	285+68.36	0.00	----	----	----	----	----	----	----	----	866.16	251620.84	504494.14	
AR463	285+86.90	0.00	----	----	----	----	----	----	----	----	----	----	866.00	251673.97	504507.64	
AR464	----	----	285+55.21	14.00	----	----	----	----	624+24.53	9.16	----	----	866.53	251603.52	504485.50	
AR465	287+65.53	19.00	----	----	----	----	----	----	----	----	----	----	863.97	251596.20	504671.21	
AR466	287+26.67	0.00	287+07.75	39.68	----	----	----	----	----	----	----	----	864.23	251626.17	504638.98	
AR467	285+80.36	13.95	----	----	----	----	----	----	----	----	----	----	865.80	251662.99	504496.89	
AR468	288+65.81	0.00	----	----	----	----	----	----	----	----	----	----	861.60	251600.69	504775.13	
AR469	284+38.62	12.00	----	----	----	----	----	----	----	----	----	----	866.66	251688.69	504362.14	
AR470	284+44.63	-14.00	----	----	----	----	----	----	----	----	----	----	867.16	251714.51	504368.88	
AR471	284+44.63	0.00	----	----	----	----	----	----	----	----	----	----	866.88	251700.52	504368.49	
VA472	284+00.17	-19.00	----	----	624+16.51	9.00	----	----	----	----	----	----	867.14	251720.75	504324.58	
AR473	284+00.17	-14.00	----	----	624+14.58	13.56	----	----	----	----	----	----	867.25	251715.75	504324.44	
AR474	283+60.83	17.00	----	----	----	----	----	----	----	----	----	----	866.64	251685.86	504284.25	
AR475	----	----	285+62.19	-13.96	----	----	----	----	----	----	----	----	865.94	251632.31	504484.15	
AR476	----	----	284+21.60	0.00	----	----	----	----	----	----	----	----	866.69	251600.01	504349.60	
AR477	----	----	284+15.99	-12.00	----	----	----	----	----	----	----	----	866.45	251612.16	504344.32	
AR478	----	----	287+27.18	0.00	----	----	----	----	----	----	----	----	864.34	251669.91	504645.20	
AR479	283+39.00	19.00	----	----	----	----	----	----	----	----	----	----	866.57	251684.47	504262.37	
AR480	283+39.00	17.00	----	----	----	----	----	----	----	----	----	----	866.61	251686.47	504262.42	
VB481	----	----	----	----	----	----	----	----	----	----	624+16.38	23.00	864.40	251551.47	504660.50	
AR482	288+19.2	19.00	----	----	----	----	----	----	----	----	----	----	862.96	251585.39	504726.20	
AR483	----	----	288+50.56	-17.49	----	----	622+26.39	-1.99	----	----	----	----	862.58	251708.04	504765.99	
VA484	----	----	288+50.58	-19.49	----	----	622+26.58	0.00	----	----	----	----	862.54	251710.04	504765.97	
AR485	287+26.67	-424.00	----	----	----	----	----	----	----	----	----	----	----	252024.60	504783.99	R=443'
AR486	288+59.41	19.00	----	----	----	----	----	----	----	----	----	----	862.06	251581.89	504768.05	
AR487	287+32.91	-16.46	----	----	----	----	----	----	----	----	----	----	864.25	251639.62	504650.26	
AR488	287+39.03	-17.79	----	----	----	----	----	----	----	----	----	----	863.95	251639.00	504656.25	
AR489	284+12.21	-16.00	----	----	624+25.32	17.00	----	----	----	----	----	----	867.20	251717.42	504336.53	
VA490	284+04.33	-31.06	----	----	624+25.32	0.00	----	----	----	----	----	----	866.86	251732.69	504329.07	
VA491	284+00.76	-29.25	----	----	624+21.31	0.00	----	----	----	----	----	----	866.90	251730.98	504325.45	
VA492	283+76.30	-19.49	----	----	623+94.95	0.00	----	----	----	----	----	----	867.15	251721.91	504300.73	
VA493	283+52.62	-14.00	----	----	623+70.62	0.00	----	----	----	----	----	----	867.25	251717.08	504276.90	
VB497	----	----	285+18.60	43.31	----	----	----	----	623+96.12	-30.52	----	----	866.43	251565.78	504454.57	
VB498	----	----	285+22.89	16.63	----	----	----	----	624+22.47	-24.35	----	----	866.70	251592.83	504453.68	
AR499	----	----	285+34.09	24.13	----	----	----	----	624+14.49	-12.94	----	----	866.51	251588.09	504466.77	
VB521	----	----	285+41.76	35.37	----	----	----	----	624+03.09	-4.96	----	----	866.46	251579.16	504477.44	
AR522	----	----	285+45.12	48.79	----	----	----	----	623+89.65	-1.36	----	----	866.42	251567.11	504484.41	
AR523	287+54.48	27.17	----	----	----	----	----	----	----	----	624+49.18	0.00	864.30	251591.43	504657.81	
AR524	287+76.14	34.01	----	----	----	----	----	----	----	----	624+49.18	24.20	863.81	251578.90	504678.52	
AR525	287+80.82	30.17	----	----	----	----	----	----	----	----	624+54.40	27.79	863.65	251581.51	504684.29	
AR526	----	----	----	----	----	----	----	----	----	----	624+26.38	0.00	864.76	251571.93	504646.01	



POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR500	---	---	288+95.52	0.00	861.25	251689.21	504811.31	
AR501	---	---	289+00.29	12.00	860.90	251676.86	504815.08	
AR502	---	---	289+92.24	-32.00	858.23	251713.10	504910.35	
AR503	---	---	290+39.81	12.00	857.42	251665.31	504954.12	
AR504	---	---	291+00.00	18.00	855.68	251654.35	505013.60	
AR505	---	---	292+62.24	-14.00	851.80	251672.81	505177.94	
AR506	---	---	292+62.24	-12.00	851.84	251670.82	505177.77	
AR507	---	---	290+39.81	14.00	857.29	251663.32	504953.95	
AR508	---	---	291+79.74	-17.00	853.76	251682.63	505095.97	
AR509	---	---	291+54.74	-19.00	854.35	251686.69	505071.22	
AR510	---	---	291+79.74	-19.00	853.72	251684.62	505096.13	
AR511	---	---	292+17.24	-14.00	852.87	251676.53	505133.09	
AR512	---	---	289+36.59	-37.00	859.64	251722.68	504855.31	
AR513	---	---	289+56.57	-38.00	858.93	251722.03	504875.30	
AR514	---	---	289+92.44	-38.00	857.98	251719.06	504911.05	
AR515	---	---	290+70.32	-31.77	856.13	251706.41	504988.14	
AR516	---	---	291+20.28	-29.78	854.85	251700.29	505037.77	
AR517	---	---	291+74.78	-22.41	853.71	251688.43	505091.47	
AR518	---	---	292+42.44	-17.00	852.13	251677.44	505158.45	
AR519	291+00.00	19.00	---	---	855.13	251576.80	505008.87	
AR520	291+10.00	17.00	---	---	854.92	251578.59	505018.91	

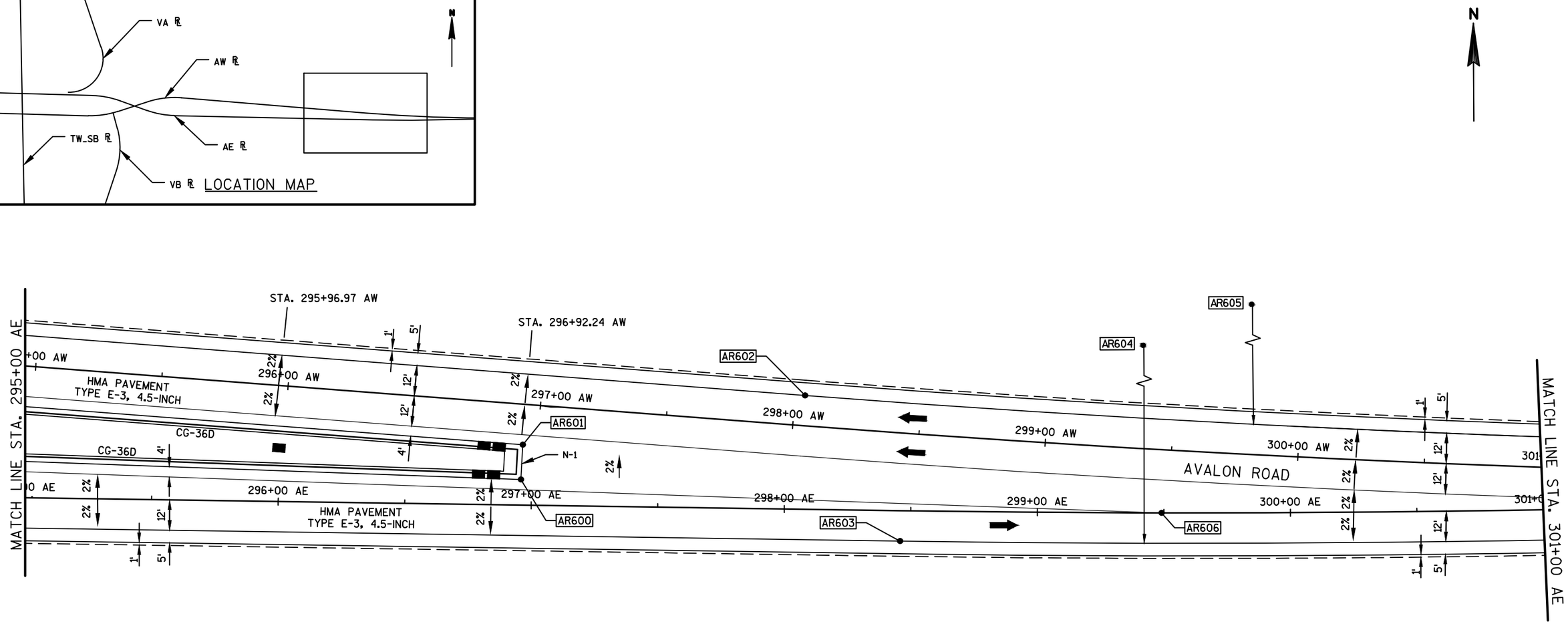


LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC

LOCATION MAP

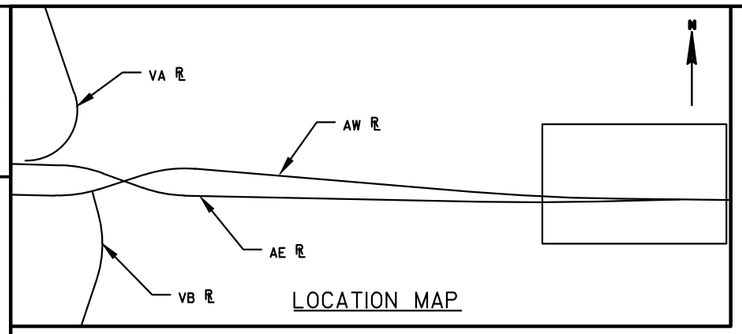
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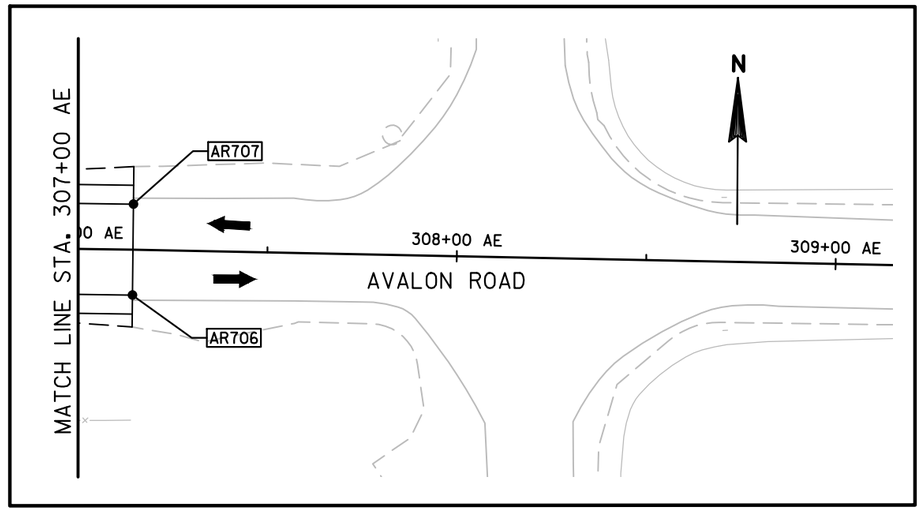


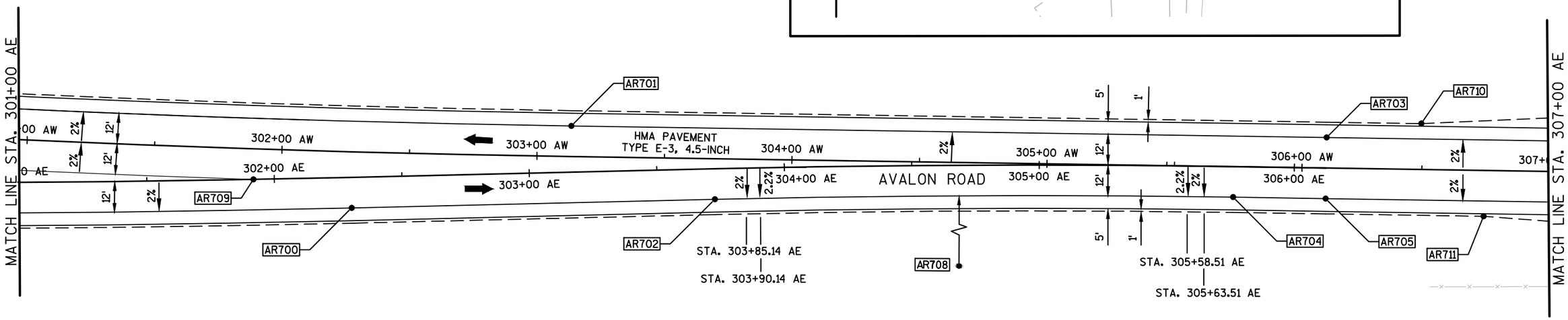
LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC

POINT NO.	ALIGNMENT AE		ALIGNMENT AW		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
AR600	296+95.76	-10.12	296+94.52	29.72	847.61	251593.46	505605.11	
AR601	296+96.33	-23.83	296+94.24	16.00	847.34	251607.16	505605.97	
AR602	298+07.57	-44.98	298+03.96	-12.00	846.36	251625.98	505717.63	
AR603	298+45.95	12.00	298+45.54	42.61	846.82	251568.21	505754.80	
AR604	298+45.95	-7870.00	293+57.68	-7824.38	----	259448.49	505919.51	R=7882'
AR605	304+65.88	-7094.74	298+03.96	-7092.00	----	258681.68	506303.64	R=7080'
AR606	299+49.08	0.00	299+47.44	24.91	846.55	251578.73	505858.18	





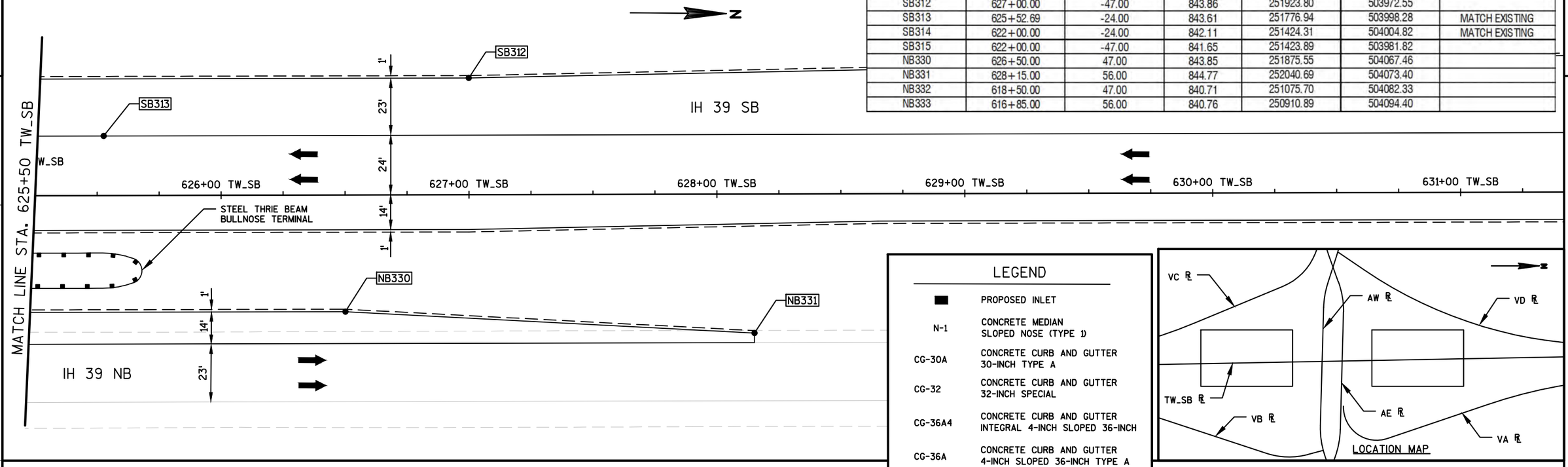


Point No.	ALIGNMENT AE		ALIGNMENT AW		Elevation	Y	X	Remarks
	Station	Offset (FT)	Station	Offset (FT)				
AR700	302+30.01	12.00	302+27.90	22.02	844.90	251569.56	506139.41	
AR701	303+16.89	-18.15	303+13.27	-12.00	844.34	251602.12	506225.41	
AR702	303+72.47	12.00	303+69.99	15.96	844.18	251573.53	506281.81	
AR703	306+12.45	-12.00	306+09.45	-12.00	843.13	251598.84	506521.57	
AR704	305+76.18	12.00	305+73.18	12.00	843.21	251575.25	506485.04	
AR705	306+12.45	12.00	306+09.45	12.00	843.13	251574.85	506521.31	
AR706	307+14.49	12.00	---	---	843.19	251573.72	506623.34	MATCH EXISTING
AR707	307+14.49	-12.00	---	---	843.19	251597.72	506623.61	MATCH EXISTING
AR708	303+72.47	5230.00	305+73.18	5230.00	---	246357.56	506427.39	R=5218'
AR709	301+91.75	0.00	301+89.14	12.00	845.33	251580.58	506100.83	
AR710	306+49.49	-18.00	---	---	842.88	251604.43	506558.68	
AR711	306+74.49	18.00	---	---	842.9	251568.16	506583.28	

LEGEND

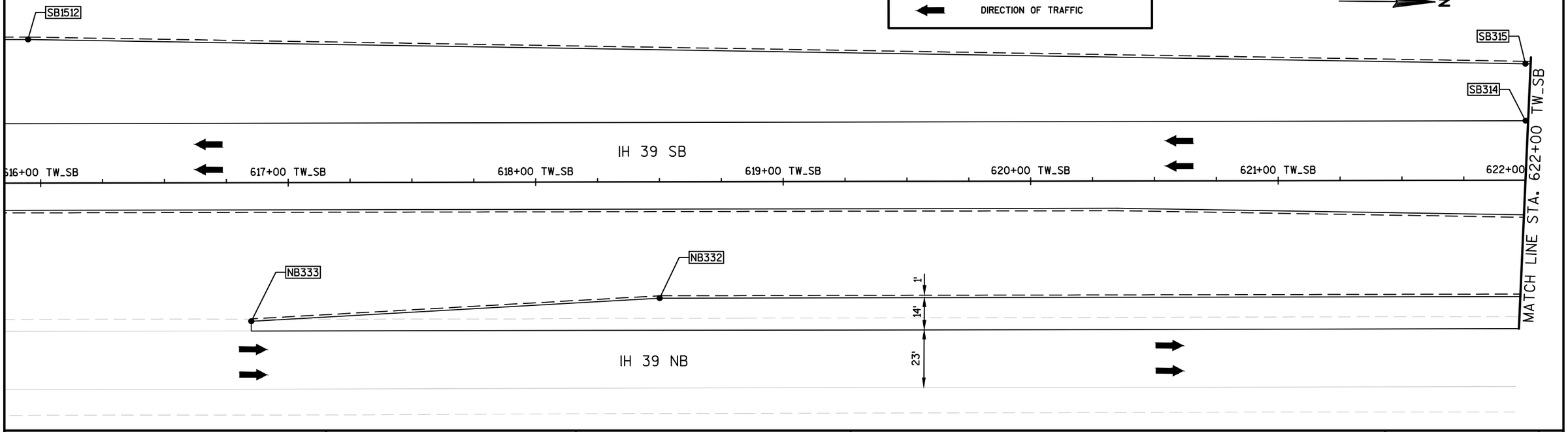
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◄	DIRECTION OF TRAFFIC

Point No.	ALIGNMENT TW_SB		Elevation	Y	X	Remarks
	Station	Offset (FT)				
SB312	627+00.00	-47.00	843.86	251923.80	503972.55	
SB313	625+52.69	-24.00	843.61	251776.94	503998.28	MATCH EXISTING
SB314	622+00.00	-24.00	842.11	251424.31	504004.82	MATCH EXISTING
SB315	622+00.00	-47.00	841.65	251423.89	503981.82	
NB330	626+50.00	47.00	843.85	251875.55	504067.46	
NB331	628+15.00	56.00	844.77	252040.69	504073.40	
NB332	618+50.00	47.00	840.71	251075.70	504082.33	
NB333	616+85.00	56.00	840.76	250910.89	504094.40	

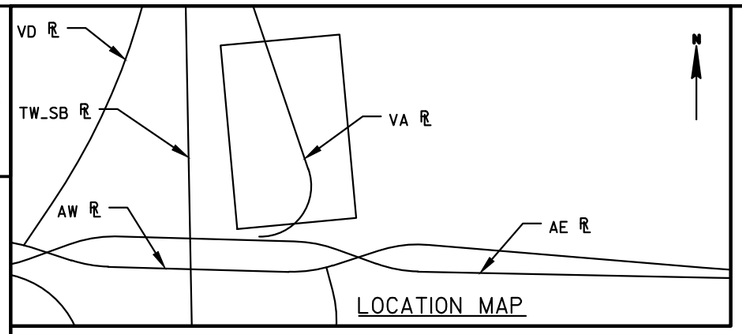


LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC

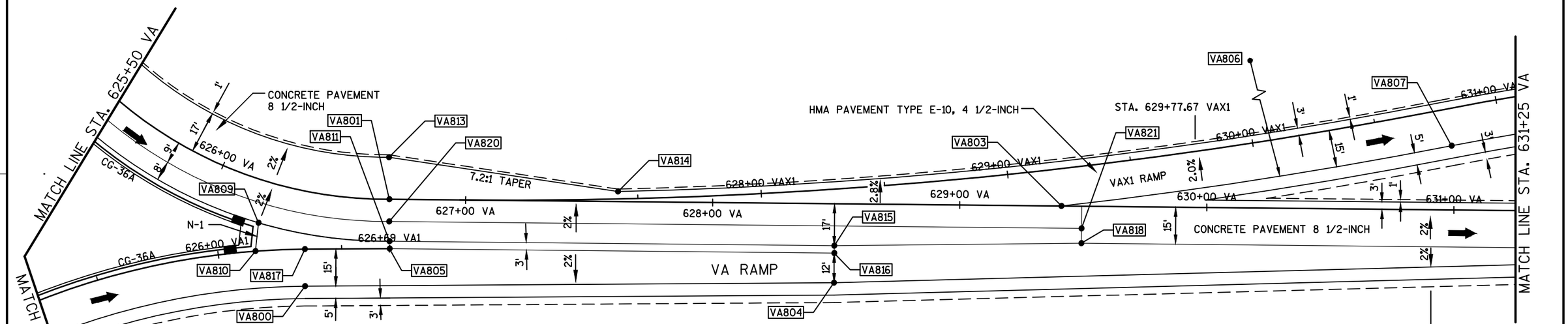


PROJECT NO: 1003-10-72	HWY: iH 39	COUNTY: ROCK	PLAN: LAYOUT DETAILS	SHEET 70	E

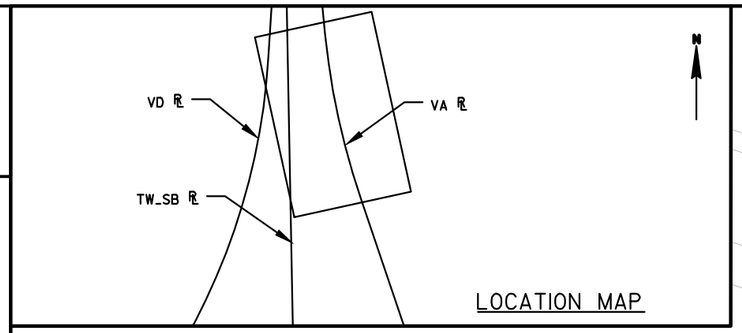


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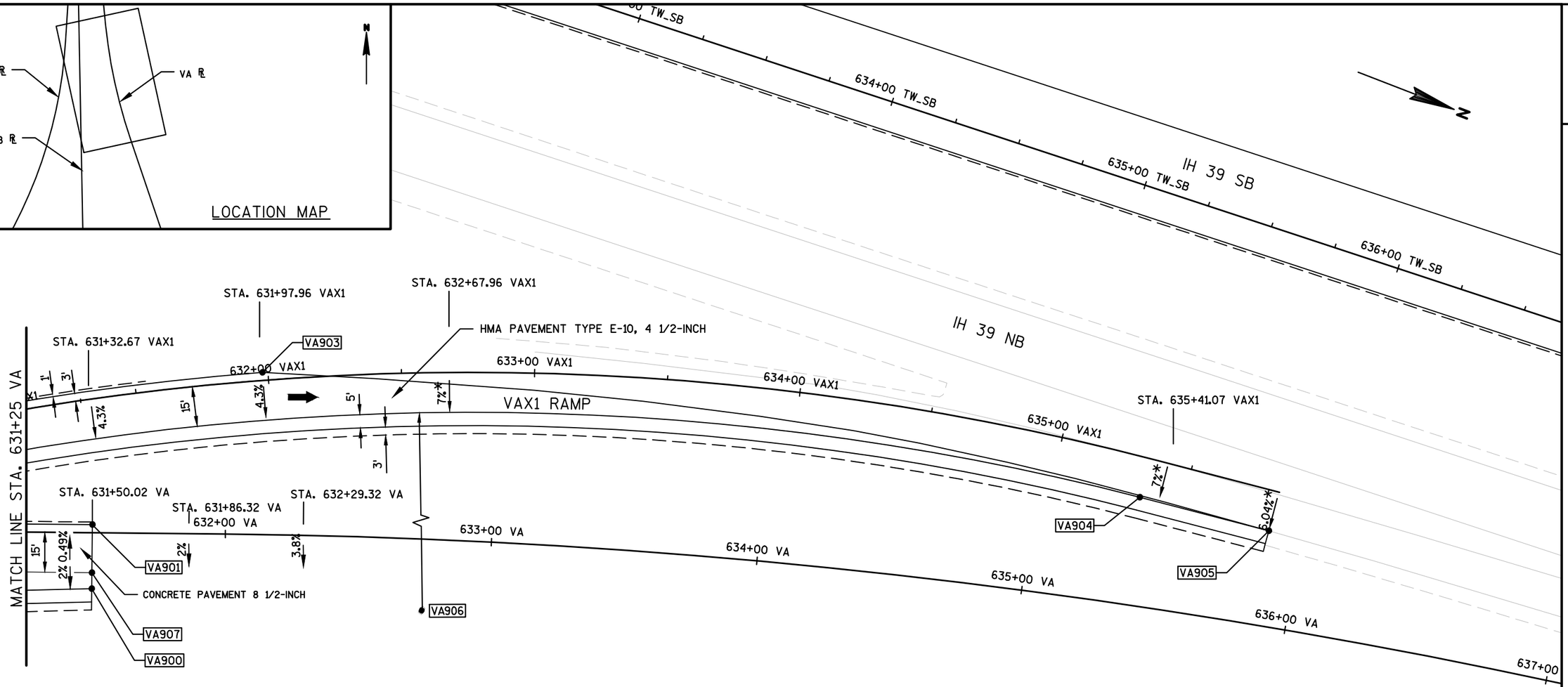
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC



POINT NO.	ALIGNMENT VA		ALIGNMENT VA1		ALIGNMENT VAX1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VA800	626+40.99	37.89	626+35.09	15.00	---	---	860.74	251918.44	504457.51	
VA801	626+69.09	0.00	---	---	---	---	859.63	251938.96	504413.00	
VA803	629+41.15	0.00	---	---	629+20.21	15.00	850.42	252196.63	504325.68	
VA804	628+49.38	32.00	---	---	628.26.95	37.75	853.02	252119.99	504385.44	
VA805	626+69.43	20.00	---	---	---	---	859.91	251945.71	504431.83	
VA806	626+97.58	-1,970.00	---	---	630+78.80	-1,970.00	---	251333.66	502538.08	R=1985'
VA807	630+98.78	-25.97	---	---	630+78.80	15.00	846.93	252337.59	504250.49	
VA809	626+20.32	17.00	626+17.10	-11.35	---	---	861.88	251892.18	504439.51	
VA810	626+22.02	28.38	626+15.05	0.00	---	---	861.59	251894.76	504450.76	
VA811	626+69.37	17.00	---	---	---	---	859.97	251944.69	504429.01	
VA813	626+69.09	-17.00	---	---	---	---	859.29	251933.24	504396.99	
VA814	627+61.59	-4.04	---	---	627+41.99	-3.00	855.94	252025.28	504379.48	
VA815	628+49.38	17.00	---	---	628+28.07	22.79	853.32	252115.17	504371.23	
VA816	628+49.38	20.00	---	---	628+27.85	25.78	853.26	252116.14	504374.07	
VA817	626+38.79	23.12	626+35.09	0.00	---	---	861.04	251913.40	504443.38	
VA818	629+49.38	15.00	---	---	629+26.43	30.91	850.52	252209.24	504337.24	
VA820	626+69.16	9.00	---	---	---	---	859.82	251941.92	504421.50	
VA821	624+49.38	9.00	---	---	629+27.18	24.94	850.40	252207.31	504331.56	



LOCATION MAP



LEGEND

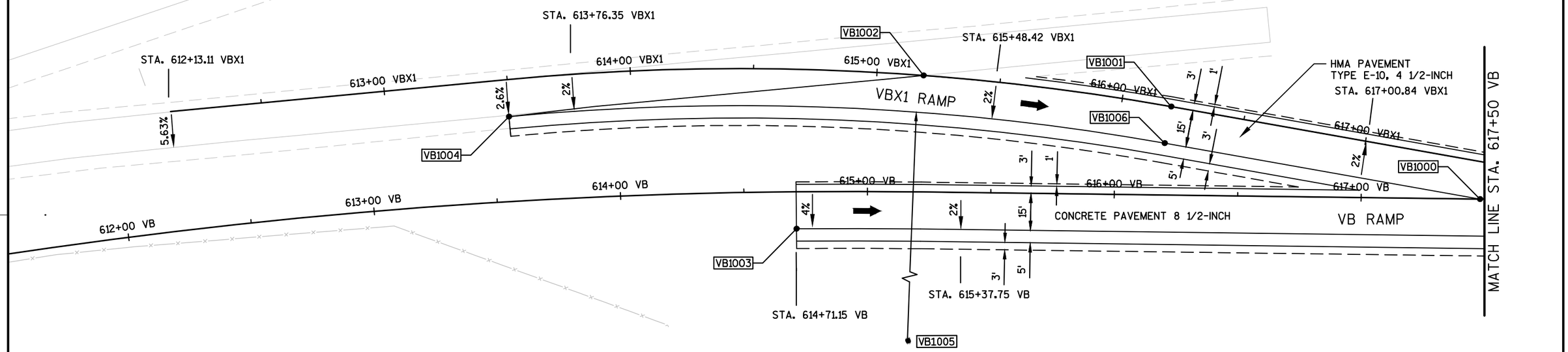
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC

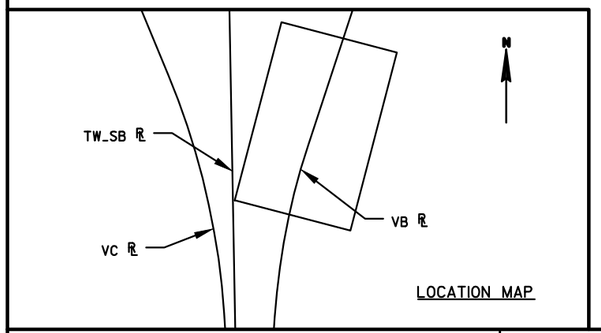
*MATCH EXISTING PAVEMENT CROSS SLOPE.

POINT NO.	ALIGNMENT VA		ALIGNMENT VAX1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VA900	631+50.00	21.01	631+22.50	70.49	846.74	252401.18	504278.54	
VA901	631+50.00	-3.00	631+26.52	46.78	846.81	252393.47	504255.80	
VA903	632+12.99	-60.91	631+97.96	-3.00	845.87	252434.88	504180.67	
VA904	635+38.87	-40.68	635+33.84	15.00	845.84	252761.41	504116.03	
VA905	635+87.95	-35.72	635+83.94	15.00	847.41	252811.32	504111.93	MATCH EXISTING
VA906	633+65.43	954.87	630+78.80	1,020.00	---	252845.88	505117.48	R=1005'
VA907	631+50.00	15.00	631+23.52	64.56	846.86	252399.25	504272.85	

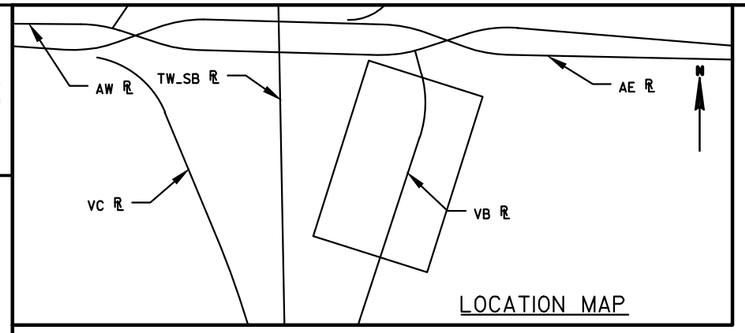
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LEGEND	
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
⬅	DIRECTION OF TRAFFIC

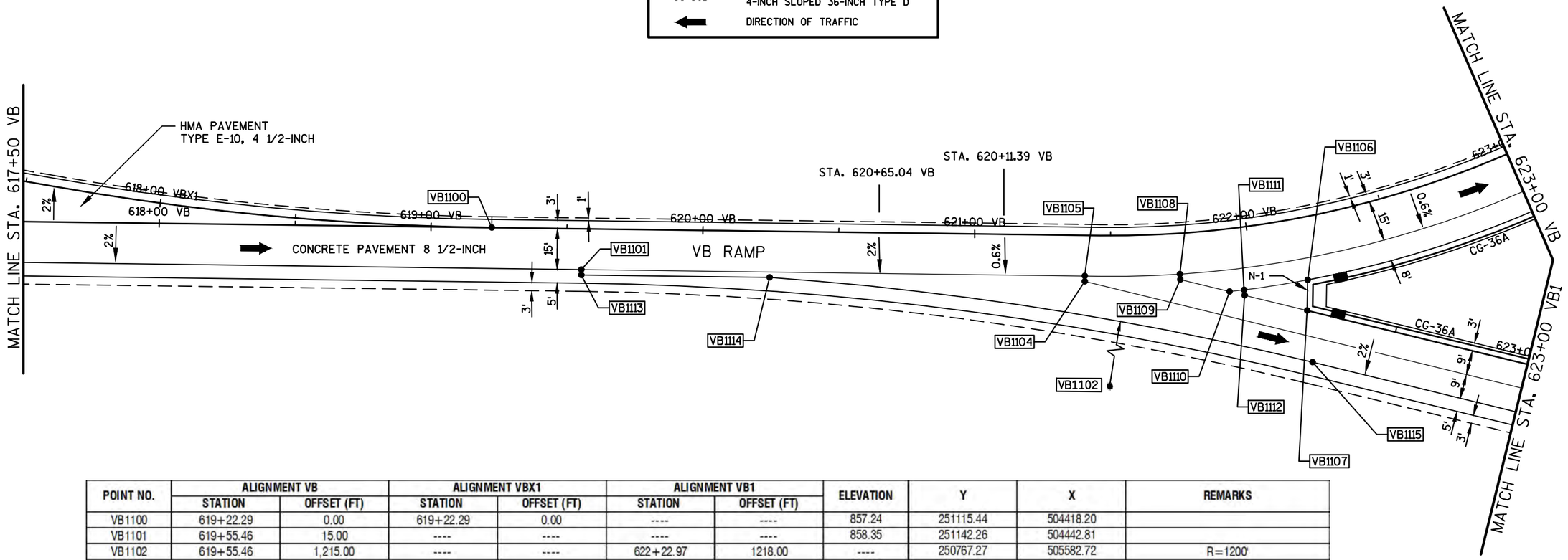




POINT NO.	ALIGNMENT VB		ALIGNMENT VBX1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VB1000	617+48.17	0.00	617+49.76	15.00	849.64	250950.04	504363.79	
VB1001	616+22.60	-35.84	616+20.04	0.00	843.97	250841.96	504290.50	
VB1002	615+22.17	-47.17	615+18.93	0.00	841.06	250750.10	504248.35	MATCH EXISTING
VB1003	614+71.15	15.00	614+68.97	64.57	841.26	250682.36	504292.10	
VB1004	613+56.76	-34.37	613+49.34	15.00	837.99	250584.90	504213.81	MATCH EXISTING
VB1005	614+17.24	949.53	613+49.34	1,000.00	---	250379.54	505177.16	R=985'
VB1006	616+20.17	-21.04	616+20.04	15.00	843.95	250835.02	504303.80	



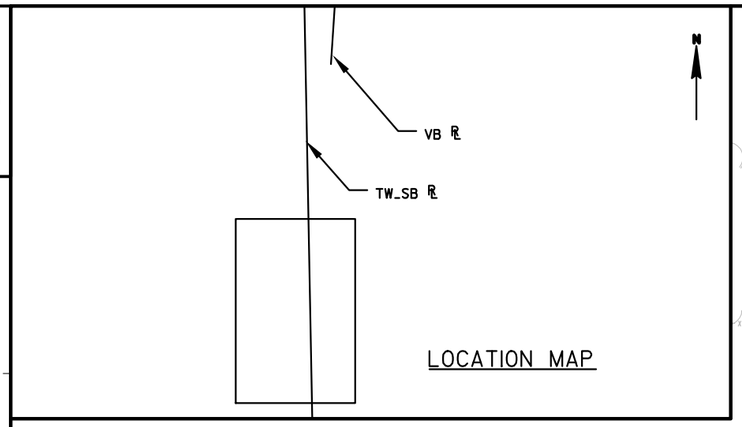
LEGEND	
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
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CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◄	DIRECTION OF TRAFFIC



POINT NO.	ALIGNMENT VB		ALIGNMENT VBX1		ALIGNMENT VB1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VB1100	619+22.29	0.00	619+22.29	0.00	----	----	857.24	251115.44	504418.20	
VB1101	619+55.46	15.00	----	----	----	----	858.35	251142.26	504442.81	
VB1102	619+55.46	1,215.00	----	----	622+22.97	1218.00	----	250767.27	505582.72	R=1200'
VB1104	621+40.67	17.00	----	----	----	----	864.10	251317.57	504502.59	
VB1105	621+40.67	15.00	----	----	----	----	864.14	251318.20	504500.69	
VB1106	622+18.64	23.00	----	----	----	----	865.27	251396.00	504526.69	
VB1107	622+16.54	34.03	----	----	622+16.54	0.00	865.18	251392.41	504537.36	
VB1108	621+74.49	15.00	----	----	----	----	864.73	251351.76	504510.53	
VB1109	621+74.49	17.00	----	----	----	----	864.72	251351.28	504512.47	
VB1110	621+91.26	23.00	----	----	----	----	864.93	251367.26	504522.14	
VB1111	621+96.30	23.00	----	----	----	----	865.00	251372.52	504523.14	
VB1112	621+96.30	25.00	----	----	----	----	864.99	251372.16	504525.11	
VB1113	619+55.46	17.00	----	----	----	----	858.31	251141.64	504444.71	
VB1114	620+24.71	17.00	----	----	----	----	860.85	251207.42	504466.35	
VB1115	----	----	----	----	622+22.97	18.00	864.89	251388.59	504556.09	

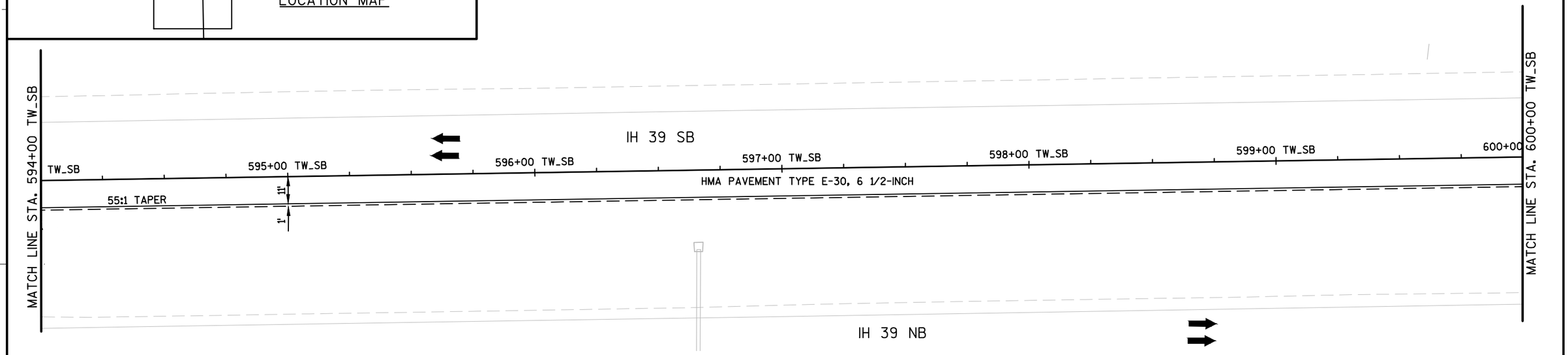
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LAYOUT DETAILS	SHEET 74	E

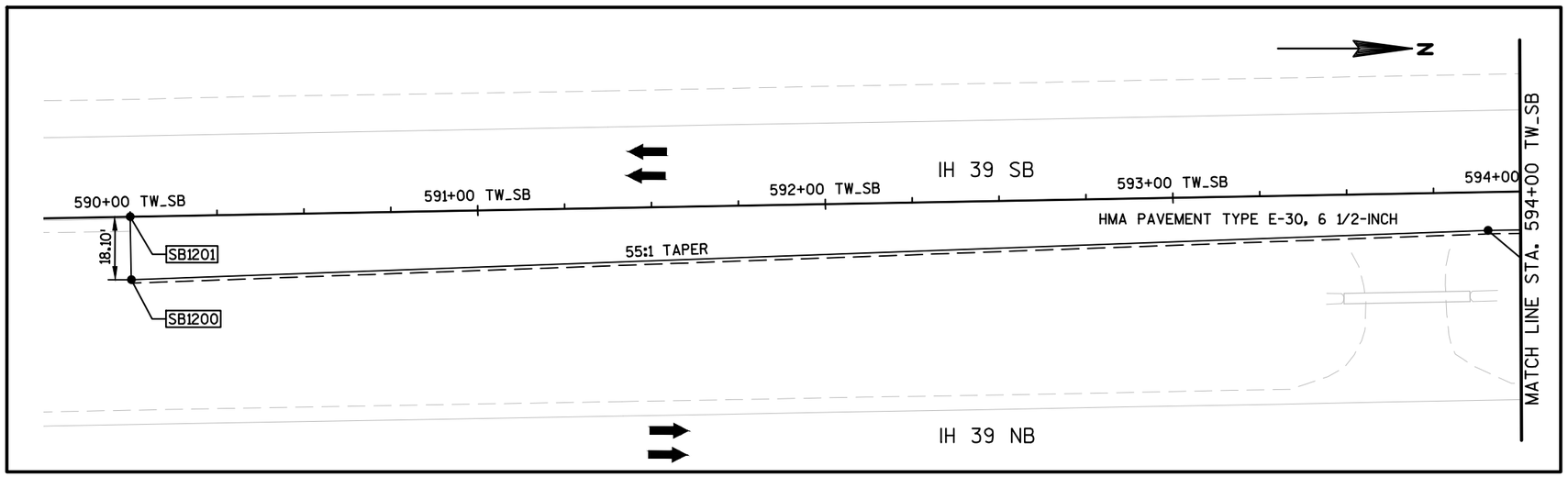
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021219_PD VB
PLOT DATE : 2/19/2014 4:12 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42



LOCATION MAP

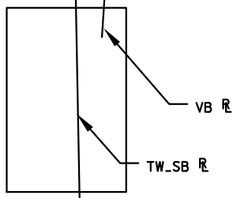
POINT NO.	ALIGNMENT TW_SB		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)				
SB1200	590+00.00	18.10	844.49	248225.32	504088.38	
SB1201	590+00.00	0.00	843.95	248225.65	504106.48	MATCH EXISTING
SB1202	593+90.47	11.00	839.05	248615.92	504092.12	





LEGEND

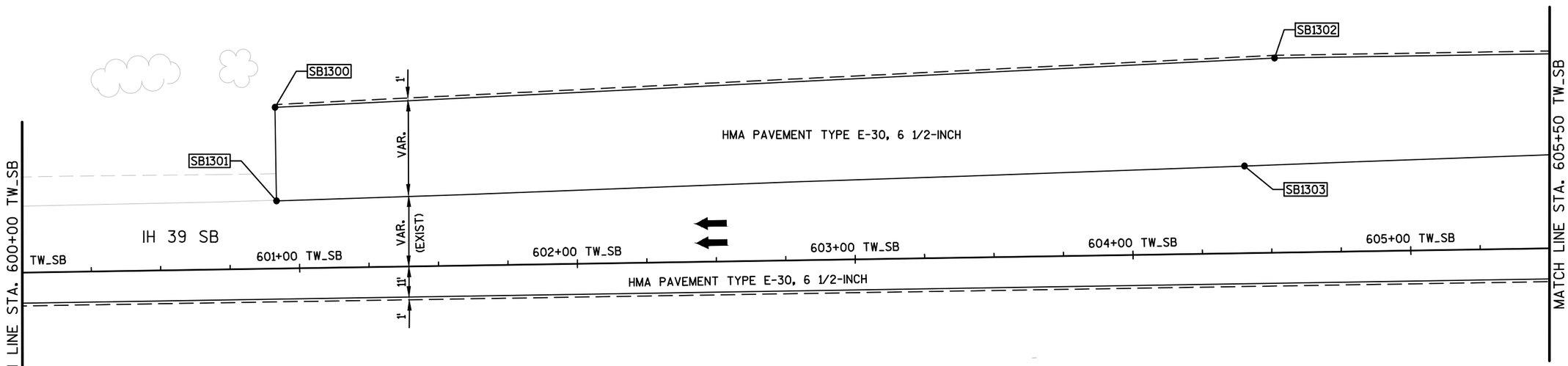
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◄	DIRECTION OF TRAFFIC



LOCATION MAP

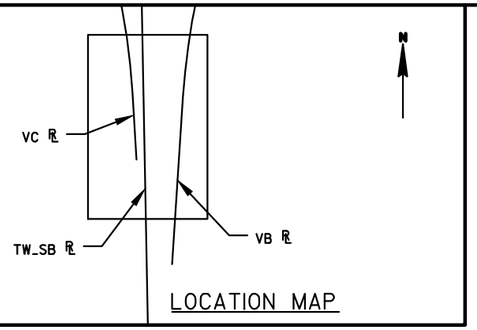
POINT NO.	ALIGNMENT TW_SB		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)				
SB1300	600+92.04	-58.00	838.44	249316.09	504010.07	
SB1301	600+92.04	-24.36	839.11	249316.71	504043.71	MATCH EXISTING
SB1302	604+52.04	-70.00	838.64	249675.80	503991.38	
SB1303	604+40.59	-31.36	839.39	249665.08	504030.22	MATCH EXISTING

N



LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC



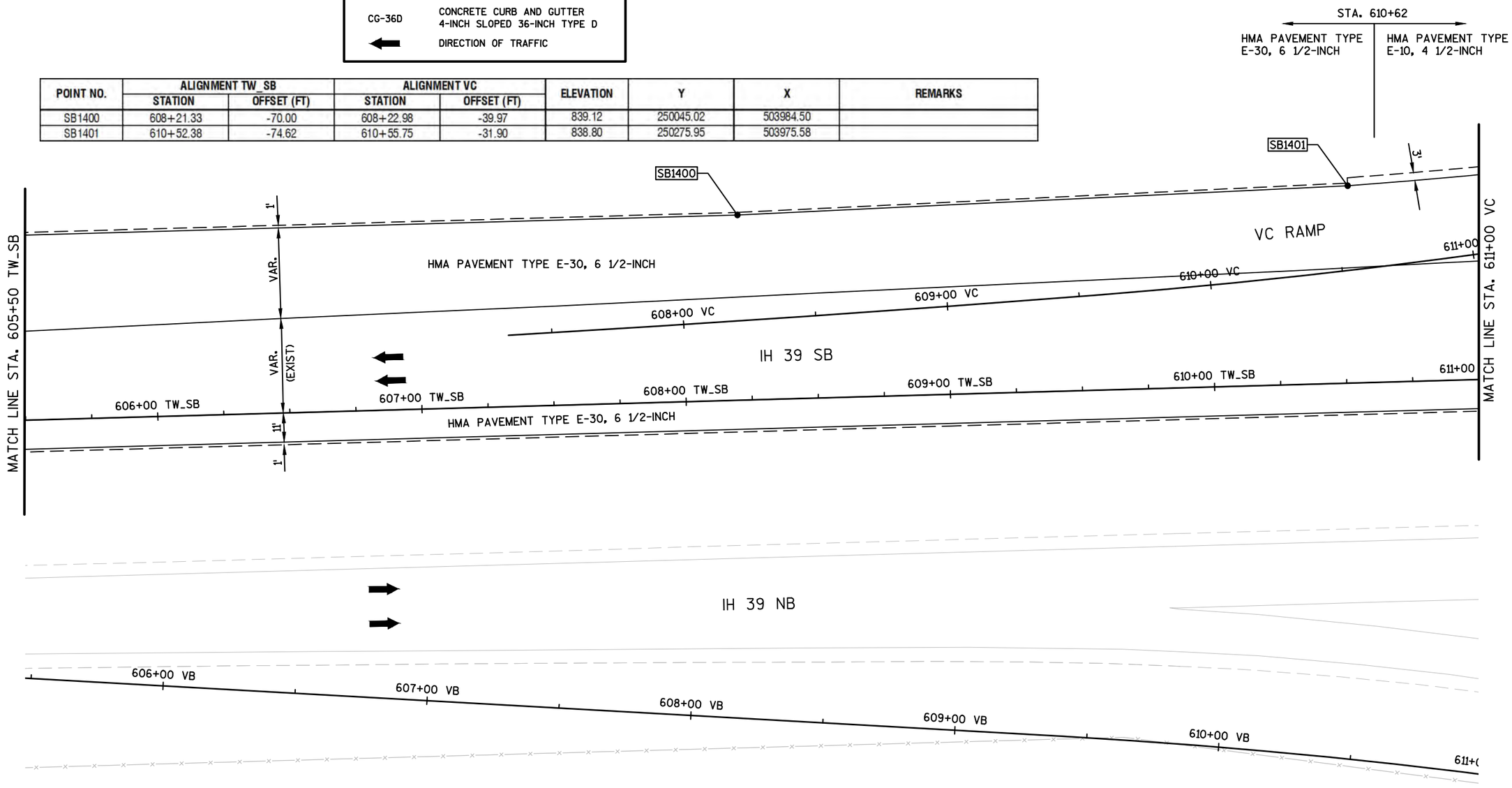
LOCATION MAP

LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC

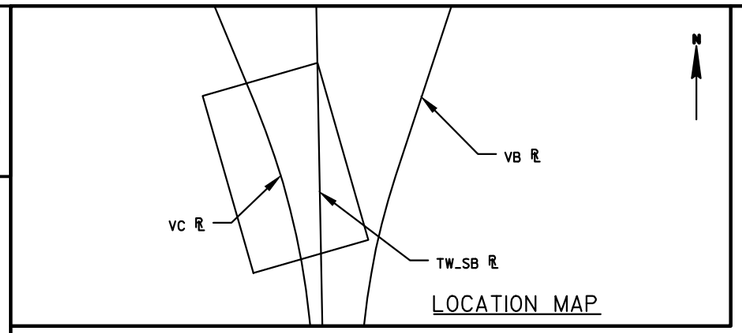
N

POINT NO.	ALIGNMENT TW_SB		ALIGNMENT VC		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
SB1400	608+21.33	-70.00	608+22.98	-39.97	839.12	250045.02	503984.50	
SB1401	610+52.38	-74.62	610+55.75	-31.90	838.80	250275.95	503975.58	

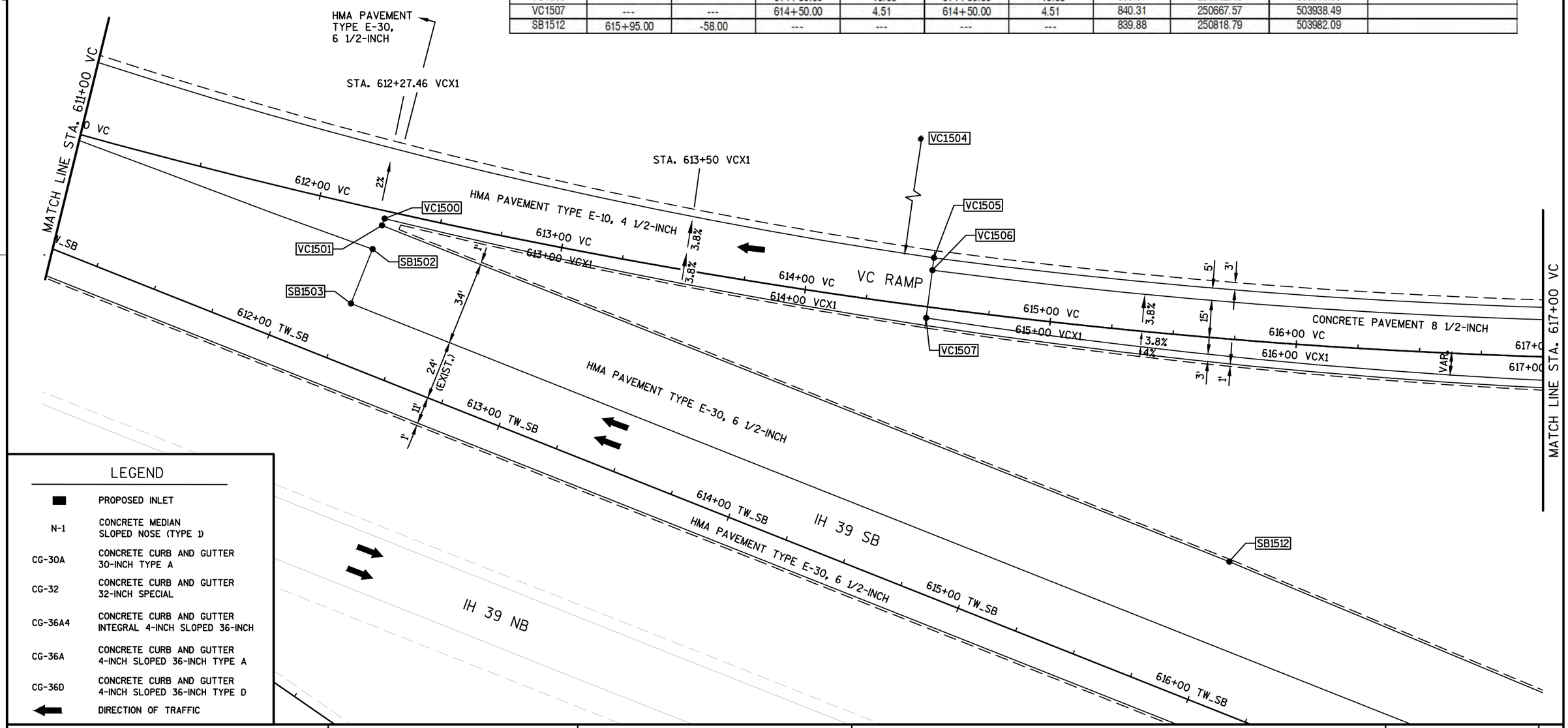


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LAYOUT DETAILS	SHEET 77	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021222_PD VC
PLOT DATE : 2/19/2014 4:12 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

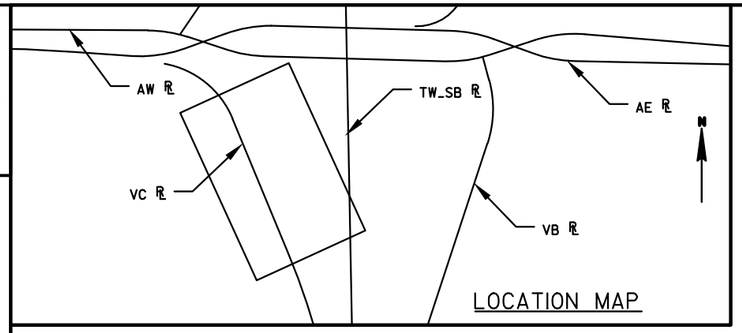


POINT NO.	ALIGNMENT TW_SB		ALIGNMENT VC		ALIGNMENT VCX1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VC1500	612+26.07	-60.99	612+27.45	3.10	---	---	839.03	250449.87	503985.97	
VC1501	612+26.07	-58.00	612+26.98	6.05	---	---	839.20	250449.92	503988.96	
SB1502	612+26.08	-47.71	612+25.37	16.22	---	---	839.41	250450.12	503999.26	
SB1503	612+26.08	-24.00	612+21.72	39.63	---	---	839.88	250450.56	504022.96	
VC1504	---	---	616+39.96	-2093.58	616+39.97	-2093.58	----	250146.74	501904.61	R=2075'
VC1505	---	---	614+50.00	-20.00	614+50.00	-20.00	839.37	250661.14	503914.84	
VC1506	---	---	614+50.00	-15.00	614+50.00	-15.00	839.57	250662.45	503919.66	
VC1507	---	---	614+50.00	4.51	614+50.00	4.51	840.31	250667.57	503938.49	
SB1512	615+95.00	-58.00	---	---	---	---	839.88	250818.79	503982.09	



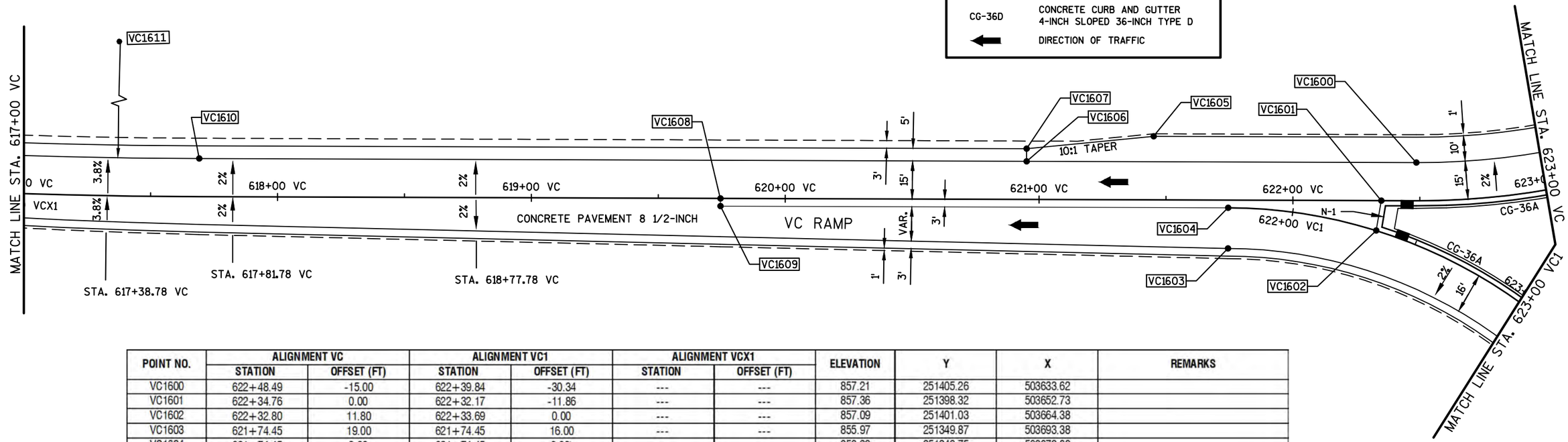
LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC

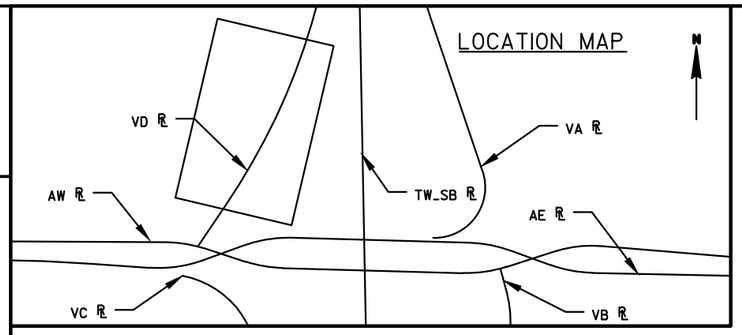


LEGEND

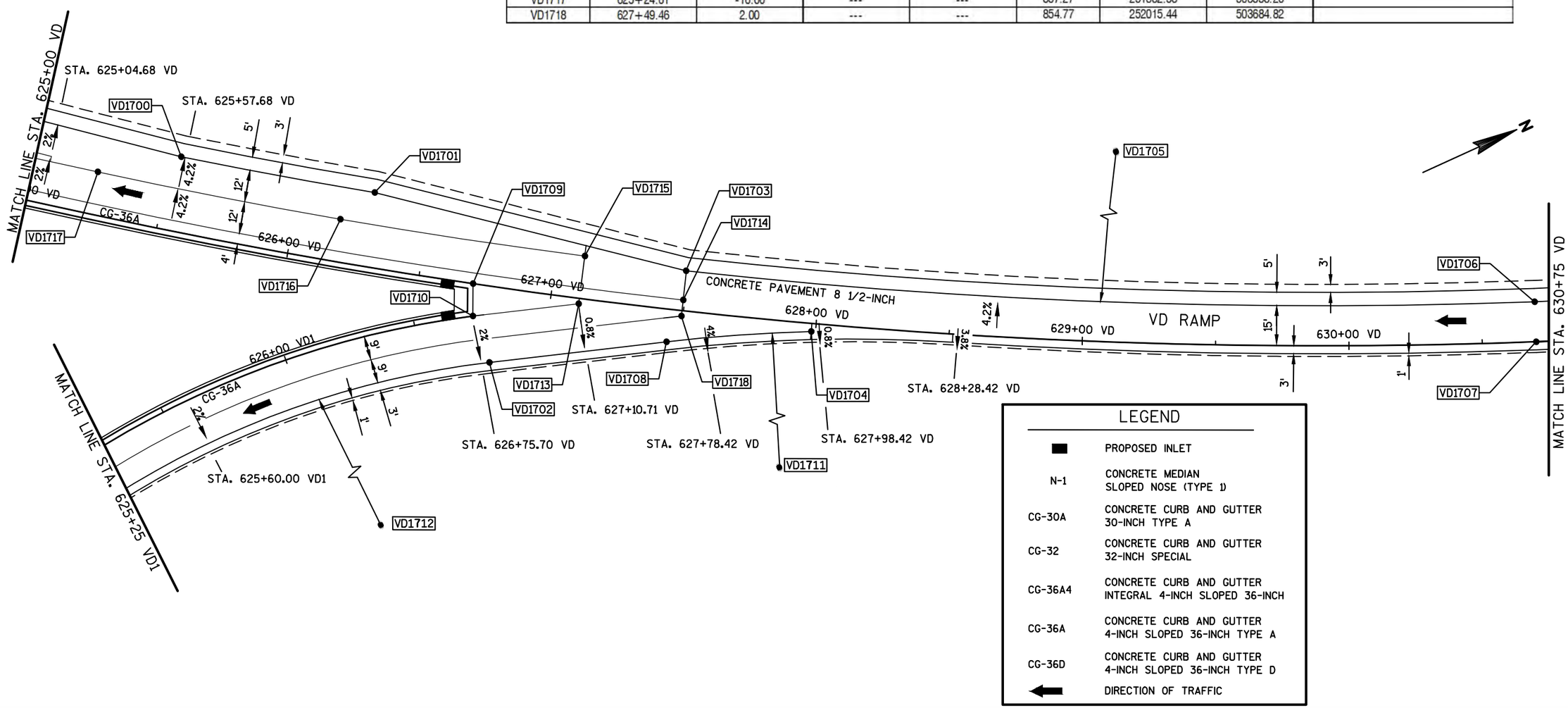
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
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CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC



POINT NO.	ALIGNMENT VC		ALIGNMENT VC1		ALIGNMENT VCX1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VC1600	622+48.49	-15.00	622+39.84	-30.34	---	---	857.21	251405.26	503633.62	
VC1601	622+34.76	0.00	622+32.17	-11.86	---	---	857.36	251398.32	503652.73	
VC1602	622+32.80	11.80	622+33.69	0.00	---	---	857.09	251401.03	503664.38	
VC1603	621+74.45	19.00	621+74.45	16.00	---	---	855.97	251349.87	503693.38	
VC1604	621+74.45	3.00	621+74.45	0.00	---	---	856.29	251343.75	503678.60	
VC1605	621+45.00	-25.00	---	---	---	---	855.18	251305.83	503664.01	
VC1606	620+95.00	-15.00	---	---	---	---	853.95	251263.46	503692.39	
VC1607	620+95.00	-20.00	---	---	---	---	853.85	251261.55	503687.77	
VC1608	619+74.45	0.00	---	---	---	---	849.74	251157.84	503752.41	
VC1609	619+75.45	3.00	---	---	---	---	849.68	251158.99	503755.18	
VC1610	617+69.11	-15.00	---	---	---	---	843.34	250962.41	503817.17	
VC1611	617+69.11	-2505.00	---	---	612+27.46	-2,505.00	---	250009.00	501516.93	R=2490'

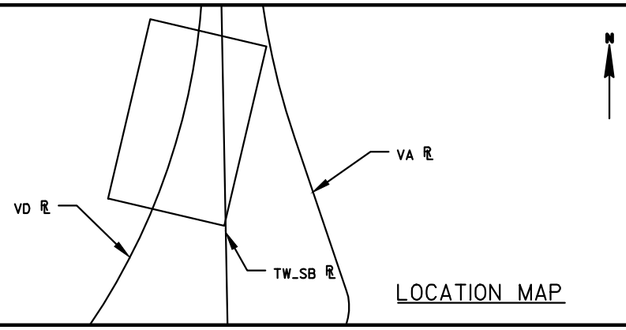


POINT NO.	ALIGNMENT VD		ALIGNMENT VD1		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VD1700	625+53.70	-28.00	---	---	856.50	251863.64	503559.55	
VD1701	626+28.42	-28.00	---	---	855.83	251925.93	503599.03	
VD1702	626+80.67	28.33	---	---	856.23	251942.11	503674.14	
VD1703	627+49.46	-15.00	---	---	854.15	252023.47	503669.83	
VD1704	627+98.42	3.00	---	---	853.43	252058.43	503708.37	
VD1705	625+24.01	-2175.00	---	---	---	253043.96	501766.10	R=2160'
VD1706	630+70.21	-15.00	---	---	845.25	252314.27	503799.12	
VD1707	630+70.21	0.00	---	---	845.88	252309.20	503813.24	
VD1708	627+44.98	12.24	---	---	854.86	252006.63	503691.71	
VD1709	626+70.43	0.00	---	---	856.41	251947.42	503644.46	
VD1710	626+72.17	12.02	626+72.17	0.00	856.62	251942.87	503655.72	
VD1711	628+51.43	600.00	---	---	---	251848.98	504270.63	R=600'
VD1712	627+54.15	353.70	624+46.60	353.00	---	251854.09	503997.37	R=335'
VD1713	627+10.70	2.00	---	---	855.65	251981.41	503666.19	
VD1714	627+49.46	-4.00	---	---	854.61	252018.27	503679.53	
VD1715	627+10.70	-16.00	---	---	854.98	251990.20	503650.47	
VD1716	626+17.36	-16.00	---	---	856.47	251910.32	503603.53	
VD1717	625+24.01	-16.00	---	---	857.27	251832.53	503553.20	
VD1718	627+49.46	2.00	---	---	854.77	252015.44	503684.82	



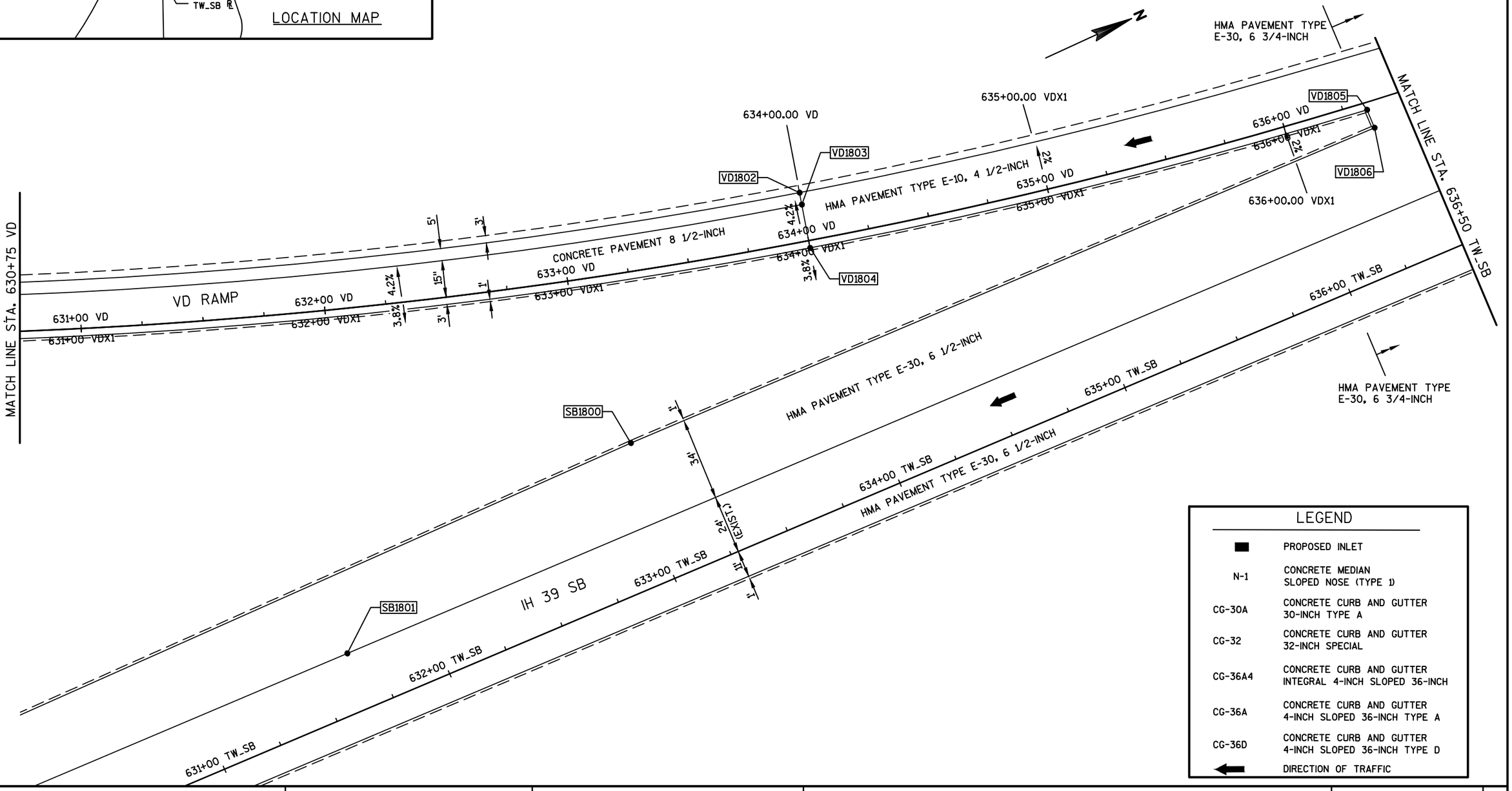
LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC



LOCATION MAP

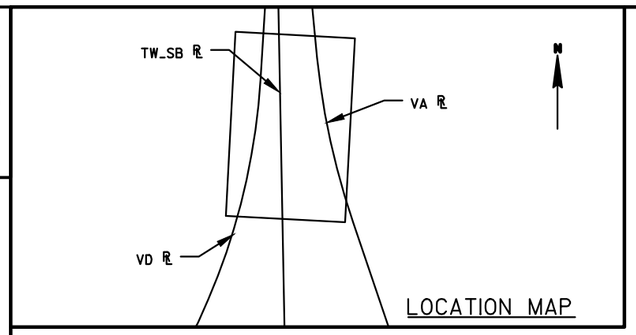
POINT NO.	ALIGNMENT VD		ALIGNMENT VDX1		ALIGNMENT TW_SB		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
SB1800	----	----	----	----	633+05.00	-58.00	846.67	252528.50	503950.34	
SB1801	----	----	----	----	631+64.68	-24.00	846.88	252388.83	503986.93	MATCH EXISTING
VD1802	634+00.00	-20.00	634+00.00	-20.00	----	----	845.70	252630.69	503881.10	
VD1803	634+00.00	-15.00	634+00.00	-15.00	----	----	845.91	252629.73	503886.01	
VD1804	634+00.00	3.00	634+00.00	3.00	----	----	846.42	252626.28	503903.68	
VD1805	636+34.51	3.00	636+34.51	3.00	636+35.44	-66.00	847.39	252858.73	503936.21	
VD1806	636+35.33	10.96	----	----	636+35.44	-58.00	847.55	252858.88	503944.21	



LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC

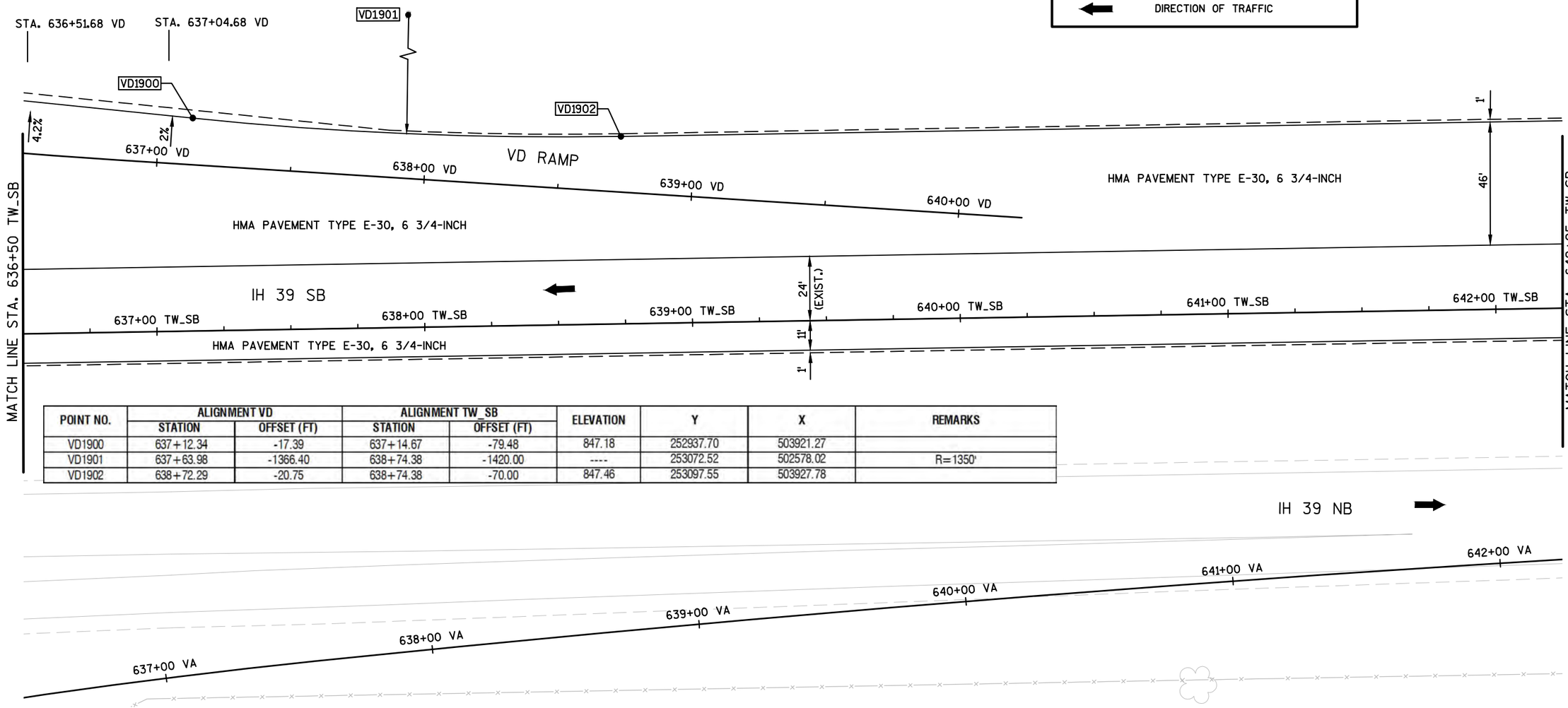
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LAYOUT DETAILS	SHEET 81	E



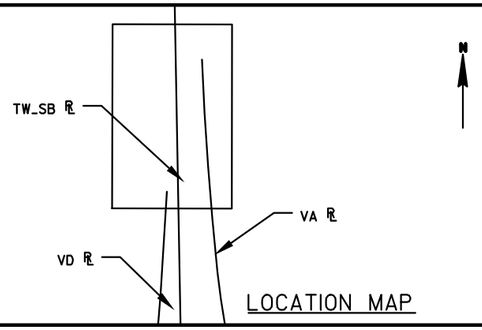
LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
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CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC

N



POINT NO.	ALIGNMENT VD		ALIGNMENT TW_SB		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)	STATION	OFFSET (FT)				
VD1900	637+12.34	-17.39	637+14.67	-79.48	847.18	252937.70	503921.27	
VD1901	637+63.98	-1366.40	638+74.38	-1420.00	----	253072.52	502578.02	R=1350'
VD1902	638+72.29	-20.75	638+74.38	-70.00	847.46	253097.55	503927.78	



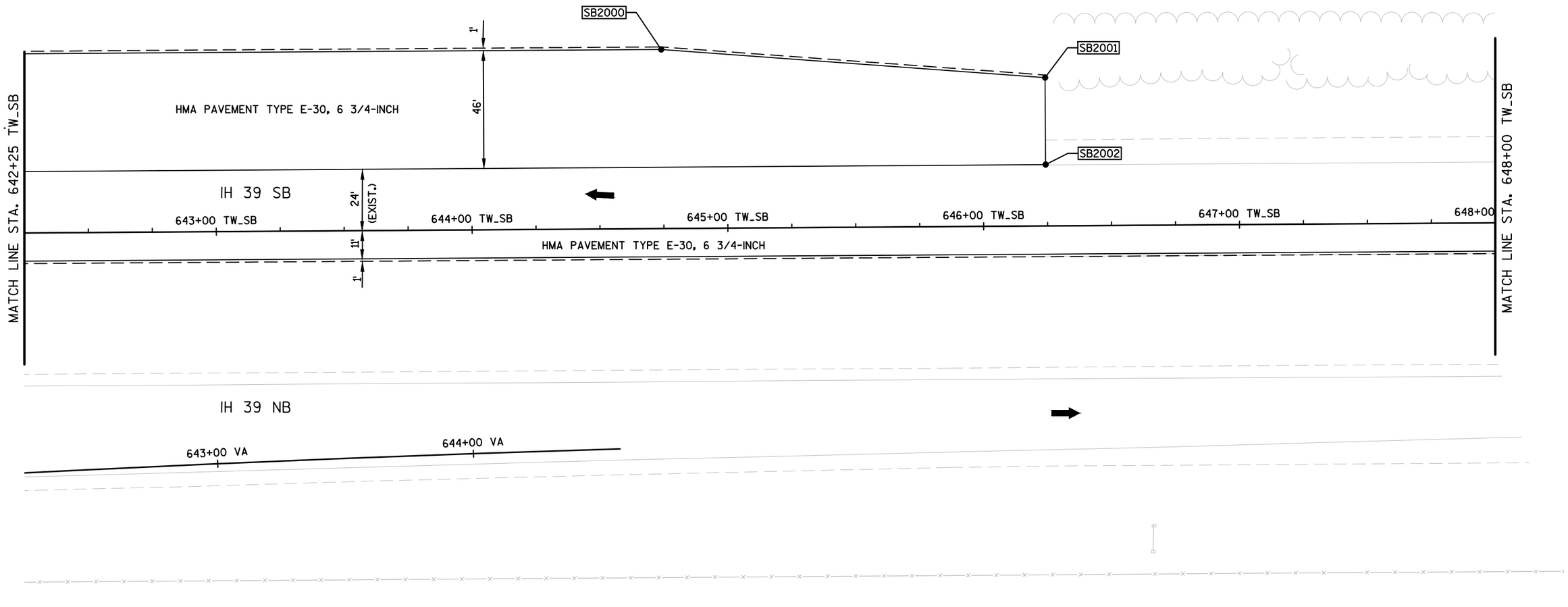
POINT NO.	ALIGNMENT TW_SB		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)				
SB2000	644+74.38	-70.00	848.21	253697.45	503916.66	
SB2001	646+24.38	-58.00	848.60	253847.65	503925.88	
SB2002	646+24.38	-24.00	849.28	253848.28	503959.87	MATCH EXISTING

N

LEGEND

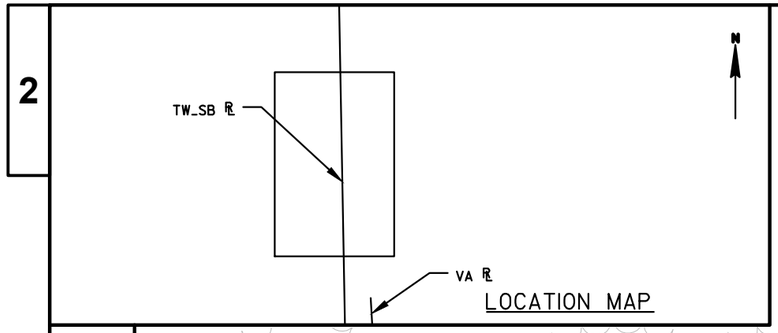
■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
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CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
◀	DIRECTION OF TRAFFIC

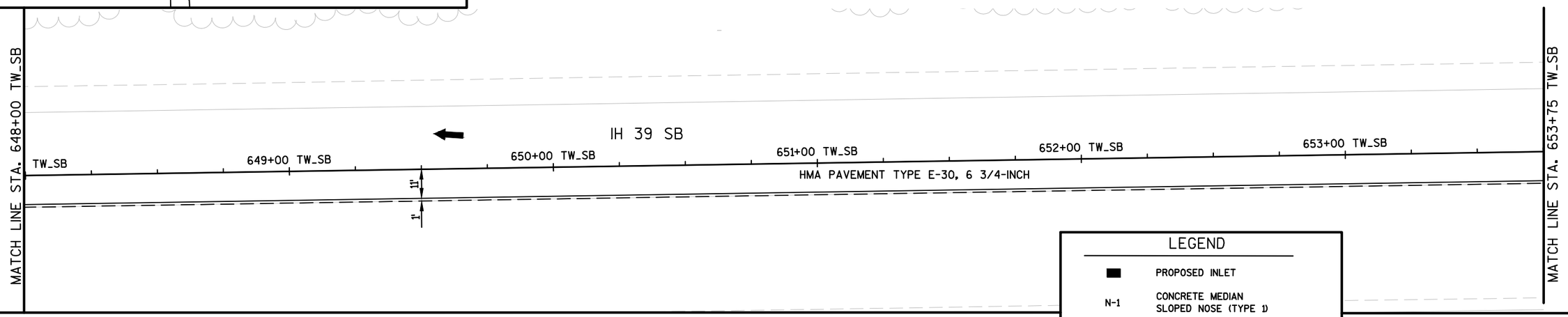
2



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LAYOUT DETAILS	SHEET 83	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021228_PD VD
PLOT DATE : 2/19/2014 4:12 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

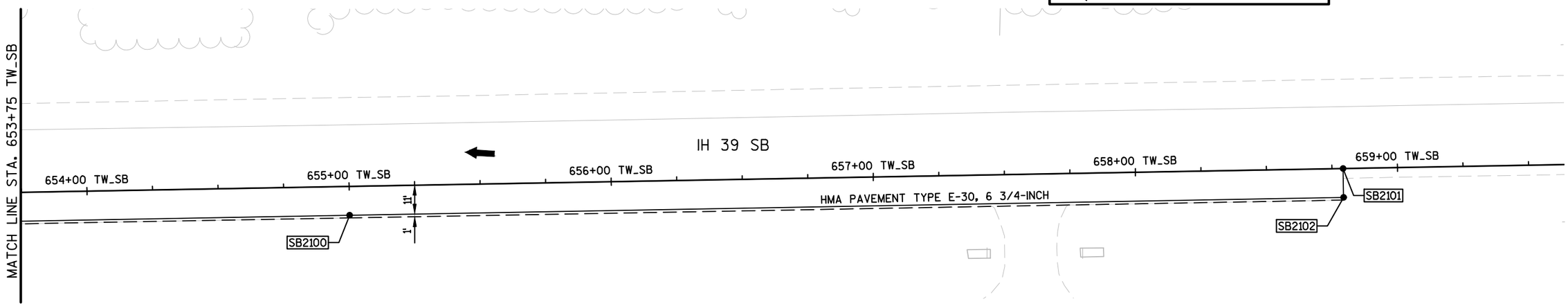




POINT NO.	ALIGNMENT TW_SB		ELEVATION	Y	X	REMARKS
	STATION	OFFSET (FT)				
SB2100	655+00.00	11.00	850.20	254724.40	503978.63	
SB2101	658+79.24	0.00	850.95	255103.37	503960.65	MATCH EXISTING
SB2102	658+79.24	11.00	850.41	255103.58	503971.65	

LEGEND

■	PROPOSED INLET
N-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL
CG-36A4	CONCRETE CURB AND GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
CG-36A	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG-36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
←	DIRECTION OF TRAFFIC



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LAYOUT DETAILS	SHEET 84	E

2

B-53-218 (TO REMAIN)

READ ROAD

B-53-219 (TO REMAIN)

STA. 255+69 AW, RT
1-TEMPORARY INLET CASTING REQ'D

READ ROAD (NORTH FRONTAGE)

PROPOSED R/W

EXISTING R/W

N

251+00 AW 252+00 AW 253+00 AW 254+00 AW 255+00 AW 256+00 AW 257+00 AW 258+00 AW 259+00 AW 260+00 AW 261+00 AW 262+00 AW 263+00 AW 264+00 AW 265+00 AW 266+0

STH 11 WB

251+00 AE 252+00 AE 253+00 AE 254+00 AE 255+00 AE 256+00 AE 257+00 AE 258+00 AE 259+00 AE 260+00 AE 261+00 AE 262+00 AE 263+00 AE 264+00 AE 265+00 AE 266+0

STH 11 EB

MATCHLINE STA. 266+00 AE

B-53-142 (TO REMAIN)

B-53-143 (TO REMAIN)

EXISTING R/W

TLE

TLE

ROCK BAGS

RIPRAP MEDIUM

500

STA. 262+80 RT, STR. 500
1-CONCRETE COLLARS FOR PIPE
1-130° ELBOW 30-INCH
1-12'X30-INCH CPT
1-30-INCH AEW SALVAGE
END I.E.= 837.80

LEGEND

	SOD LAWN	#######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		STONE DITCH CHECK
	TEMPORARY DITCH CHECKS		SLOPE INTERCEPT
Ⓐ	INLET PROTECTION, TYPE A		CULVERT PIPE CHECKS
Ⓒ	INLET PROTECTION, TYPE C		SURFACE WATER FLOW
Ⓓ	INLET PROTECTION, TYPE D		

PROPOSED R/W

EXISTING R/W

STR. 900
1-CONCRETE COLLARS FOR PIPE
1-130° ELBOW 18-INCH

900

IH 39 SB

MATCHLINE STA. 625+00 VD

VD RAMP

MATCHLINE STA. 625+00 VD1

N

B-53-323

MATCHLINE STA. 266+00 AE

267+00 AW 268+00 AW 269+00 AW 270+00 AW 271+00 AW 272+00 AW 273+00 AW 274+00 AW 275+00 AW 276+00 AW 277+00 AW 278+00 AE 279+00 AE 280+00 AE 281+

STH 11 WB

267+00 AE 268+00 AE 269+00 AE 270+00 AE 271+00 AE 272+00 AE 273+00 AE 274+00 AE 275+00 AE 276+00 AE 277+00 AW 278+00 AW 279+00 AW 280+00 AW 281

STH 11 EB

ASPH

626+00 VC

625+00 VC

624+00 VC

VC RAMP

623+00 VC

624+00 VC1

623+00 VC1

EXISTING R/W

PROPOSED R/W

MATCHLINE STA. 622+50 VC

B-53-144

STA. 279+97 AE, RT
1-ASPHALTIC FLUMES
SOD LAWN

RIPRAP MEDIUM (TYP.)

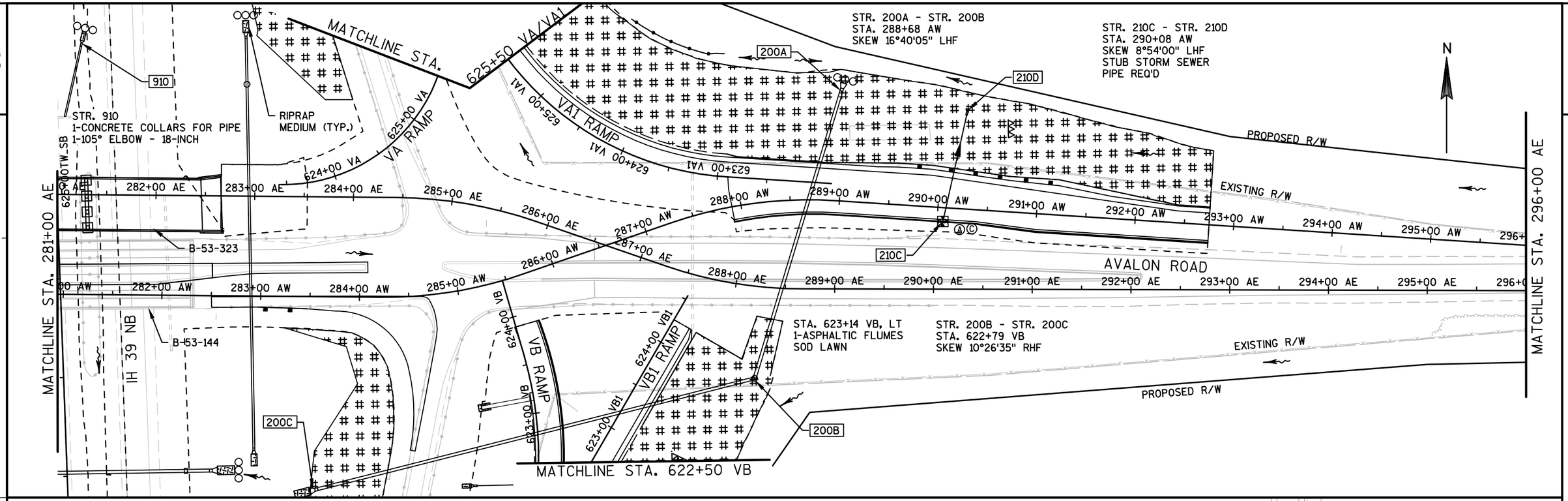
MATCHLINE STA. 281+00 AE

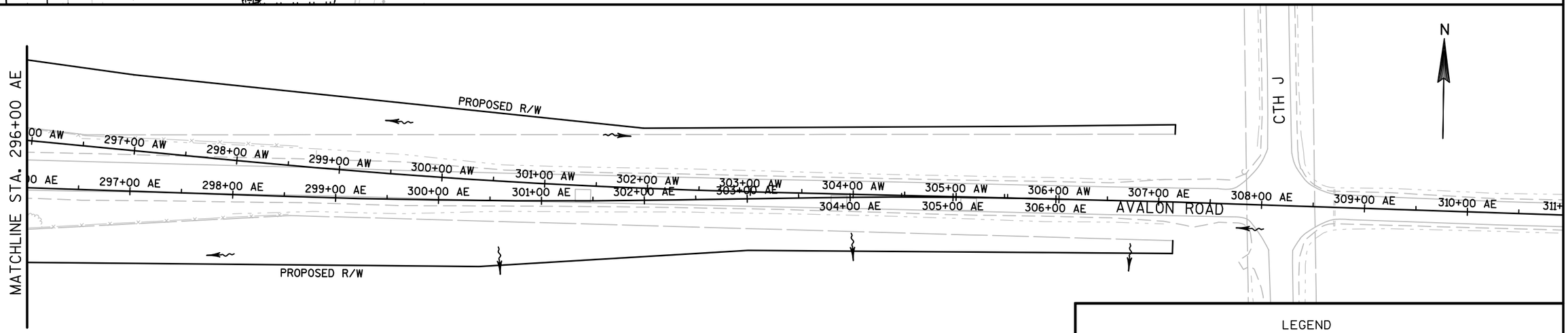
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 1	SHEET 85	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022001_ECPS1.DWG
LAYOUT NAME - 022001_ECP

PLOT DATE : 4/16/2015 9:10 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1'=100'

WISDOT/CADDS SHEET 41





LEGEND

	SOD LAWN	######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		
	TEMPORARY DITCH CHECKS		STONE DITCH CHECK
(A)	INLET PROTECTION, TYPE A		SLOPE INTERCEPT
(C)	INLET PROTECTION, TYPE C		CULVERT PIPE CHECKS
(D)	INLET PROTECTION, TYPE D		SURFACE WATER FLOW

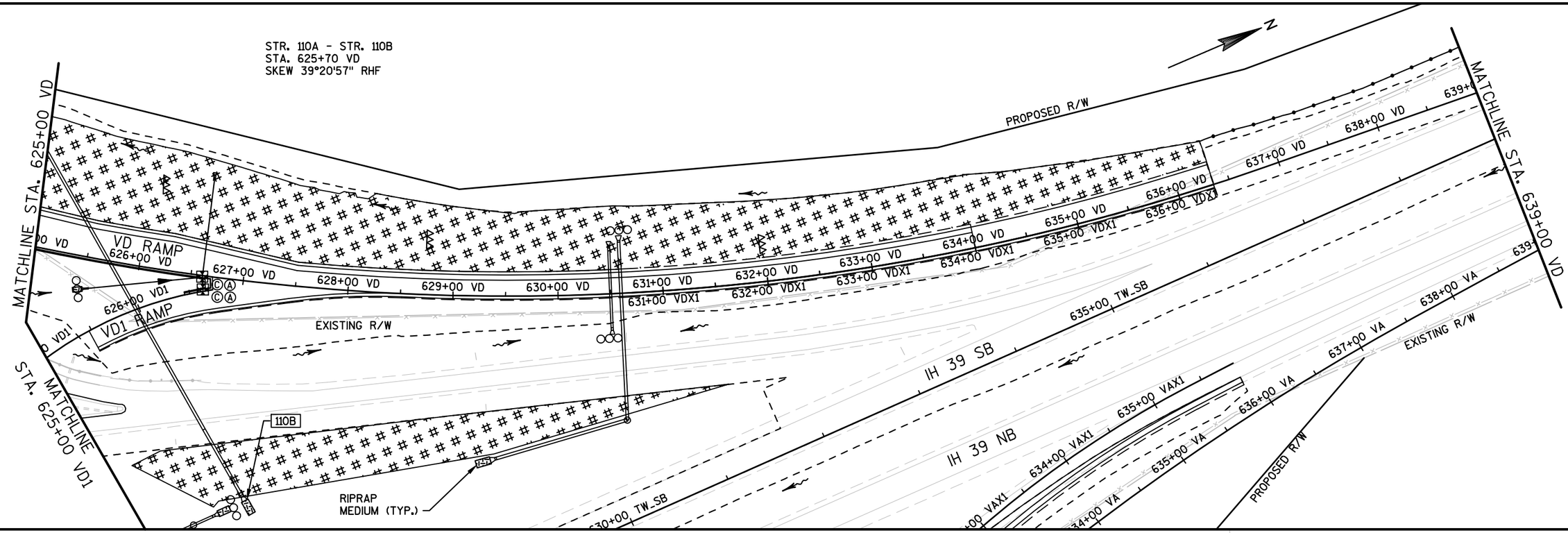
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 1	SHEET 86	E

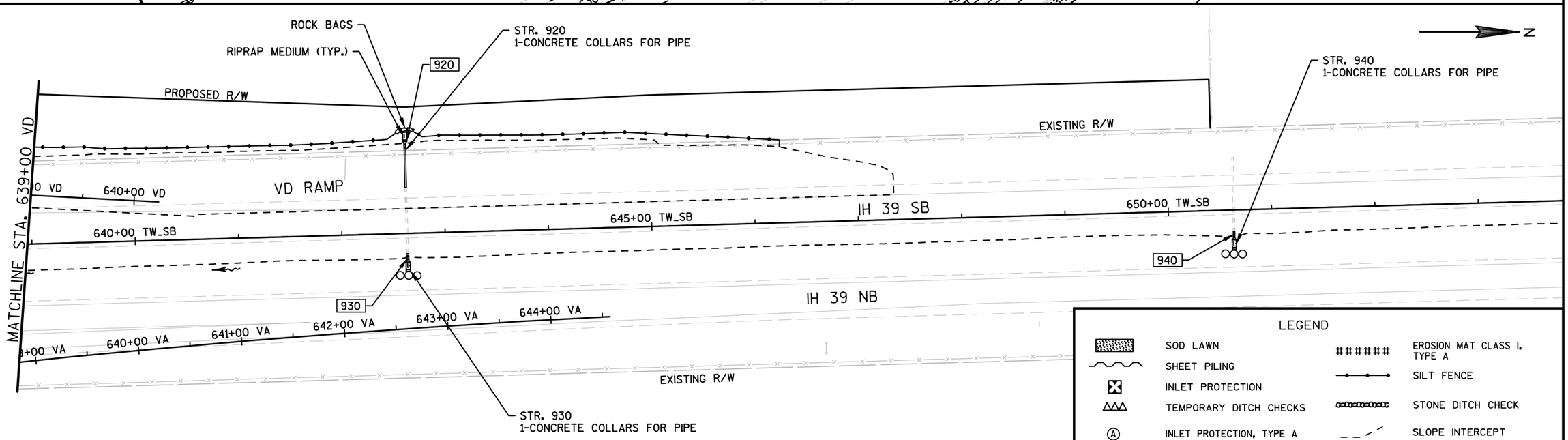
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LAYOUT NAME - 022002_ECP

PLOT DATE : 4/30/2015 1:29 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41

STR. 110A - STR. 110B
STA. 625+70 VD
SKEW 39°20'57" RHF





LEGEND

SOD LAWN	EROSION MAT CLASS I, TYPE A
SHEET PILING	SILT FENCE
INLET PROTECTION	
TEMPORARY DITCH CHECKS	STONE DITCH CHECK
Ⓐ INLET PROTECTION, TYPE A	SLOPE INTERCEPT
Ⓒ INLET PROTECTION, TYPE C	CULVERT PIPE CHECKS
Ⓓ INLET PROTECTION, TYPE D	SURFACE WATER FLOW

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 1 (VD RAMP)	SHEET 87	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022001_ECPS1.DWG
LAYOUT NAME - 022003_ECP
PLOT DATE : 5/11/2015 11:25 AM PLOT BY : MEYER, TERA PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

2

N

LEVEL SPREADER REQ'D

PROPOSED R/W

EXISTING R/W

MATCHLINE STA. 609+00 VC

VC RAMP

608+00 VC

609+00

IH 39 SB

595+00 TW_SB

600+00 TW_SB

605+00 TW_SB

IH 39 NB

604+00 VB

605+00 VB

606+00 VB

607+00 VB

608+00 VB

609+00

EXISTING R/W

LEGEND

	SOD LAWN	######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		STONE DITCH CHECK
	TEMPORARY DITCH CHECKS		SLOPE INTERCEPT
Ⓐ	INLET PROTECTION, TYPE A	OOO	CULVERT PIPE CHECKS
Ⓒ	INLET PROTECTION, TYPE C		SURFACE WATER FLOW
Ⓓ	INLET PROTECTION, TYPE D		

N

STR. 100B
1-COVER PLATES TEMP. REQ'D

STR. 970
1-CONCRETE COLLARS FOR PIPE

STR. 520A - STR. 520B
STA. 613+63 VC
SKEW 5°10'26" RHF

STR. 280A - STR. 280C
STA. 616+50 VC
1-CONCRETE COLLARS FOR PIPE
SKEW 49°48'49" RHF

100B

PROPOSED R/W

MATCHLINE STA. 622+50 VC

970

520B

280C

622+00 VC

622+00 VC1

621+00 VC

620+00 VC

619+00 VC

618+00 VC

617+00 VC

616+00 VC

615+00 VC

614+00 VC

613+00 VC

612+00 VC

611+00 VC

610+00 VC

100C

VC RAMP

MATCHLINE STA. 609+00 VC

EXISTING R/W

STR. 100C
1-COVER PLATES TEMP. REQ'D
STUB STORM SEWER PIPE REQ'D

280A

520A

610+00 TW_SB

IH 39 SB

615+00 TW_SB

950

980

IH 39 NB

STR. 950
1-CONCRETE COLLARS FOR PIPE

RIPRAP
MEDIUM (TYP.)

STR. 980
1-CONCRETE COLLARS FOR PIPE

VB

610+00 VB

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 1 (VC RAMP)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022001_ECPS1.DWG
LAYOUT NAME - 022004_ECP
PLOT DATE : 5/21/2015 10:56 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

RIPRAP MEDIUM (TYP.)

MATCHLINE STA. 625+50 VA

MATCHLINE STA. 625+50 VA1

530A

530B

626+00 VA

627+00 VA

628+00 VA

629+00 VA

630+00 VA

631+00 VA

632+00 VA

633+00 VA

634+00 VA

635+00 VA

636+00 VA

637+00 VA

638+00 VA

639+00 VA

640+00 VA

626+00 VA1

627+00 VAX1

628+00 VAX1

629+00 VAX1

630+00 VAX1

631+00 VAX1

632+00 VAX1

633+00 VAX1

634+00 VAX1

635+00 VAX1

636+00 VD

637+00 VD

638+00 VD

639+00 VD

640+00 VD

635+00 TW_SB

640+00 TW_SB

VA RAMP

IH 39 SB

IH 39 NB

EXISTING R/W

PROPOSED R/W

STR. 530A - STR. 530B
STA. 632+47 VA
SKEW 76°37'25" RHF

612+00 VC

613+00 VC

614+00 VC

614+00 VCX1

615+00 VCX1

615+00 TW_SB

610+00 VC

611+00 VC

610+00 TW_SB

960

RIPRAP MEDIUM (TYP.)

STR. 960
1-CONCRETE COLLARS FOR PIPE

STR. 170B
1-COVER PLATES TEMP. REQ'D

170B

MATCHLINE STA. 622+50 VB

614+00 VBX1

615+00 VBX1

616+00 VBX1

617+00 VBX1

618+00 VBX1

619+00 VBX1

614+00 VB

615+00 VB

616+00 VB

617+00 VB

618+00 VB

619+00 VB

620+00 VB

621+00 VB

622+00 VB

623+00

VB RAMP

EXISTING R/W

PROPOSED R/W

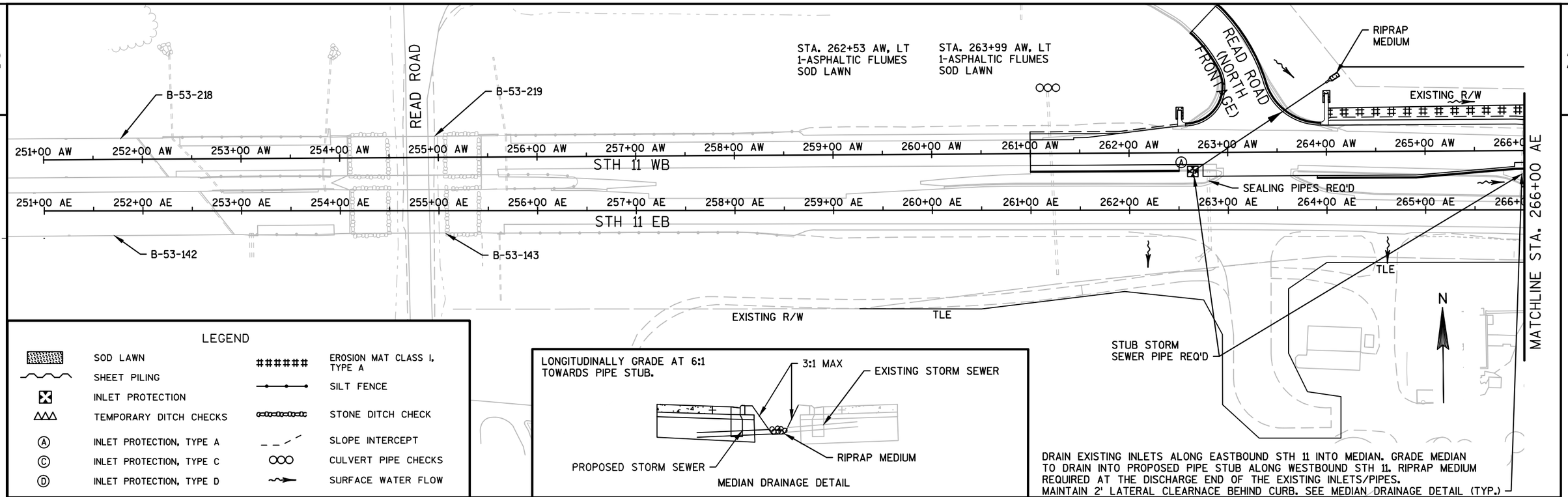
LEGEND

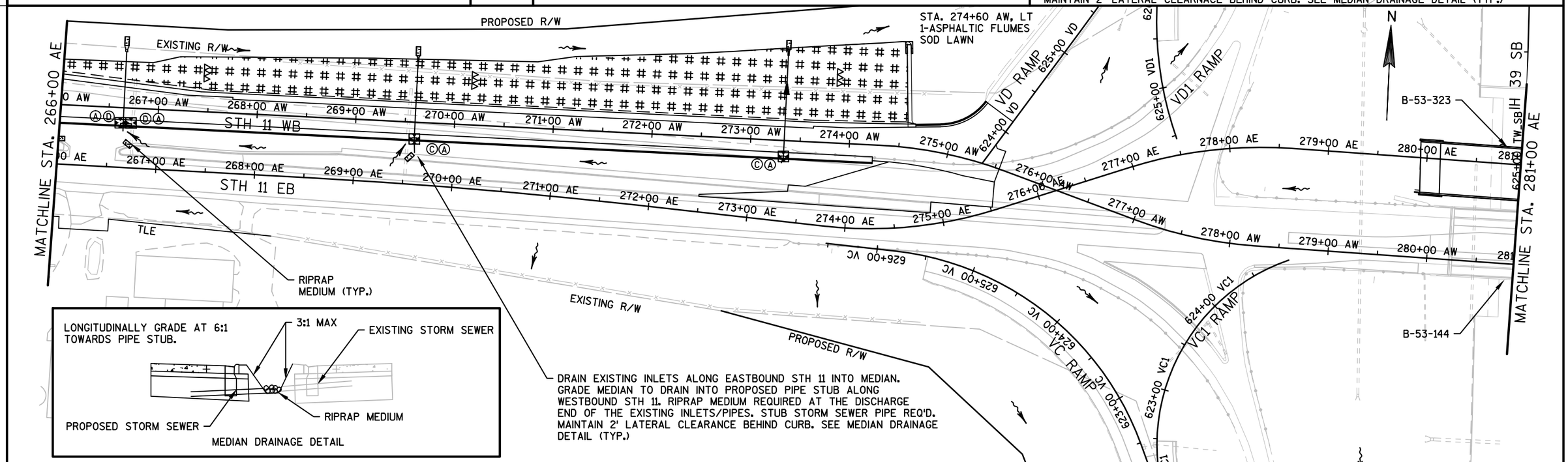
	SOD LAWN	#######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		STONE DITCH CHECK
	TEMPORARY DITCH CHECKS		SLOPE INTERCEPT
Ⓐ	INLET PROTECTION, TYPE A		CULVERT PIPE CHECKS
Ⓒ	INLET PROTECTION, TYPE C		SURFACE WATER FLOW
Ⓓ	INLET PROTECTION, TYPE D		

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 1 (VA AND VB RAMP)	SHEET 89 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022001_ECPS1.DWG
LAYOUT NAME - 022005_ECP

PLOT DATE : 4/16/2015 9:10 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********

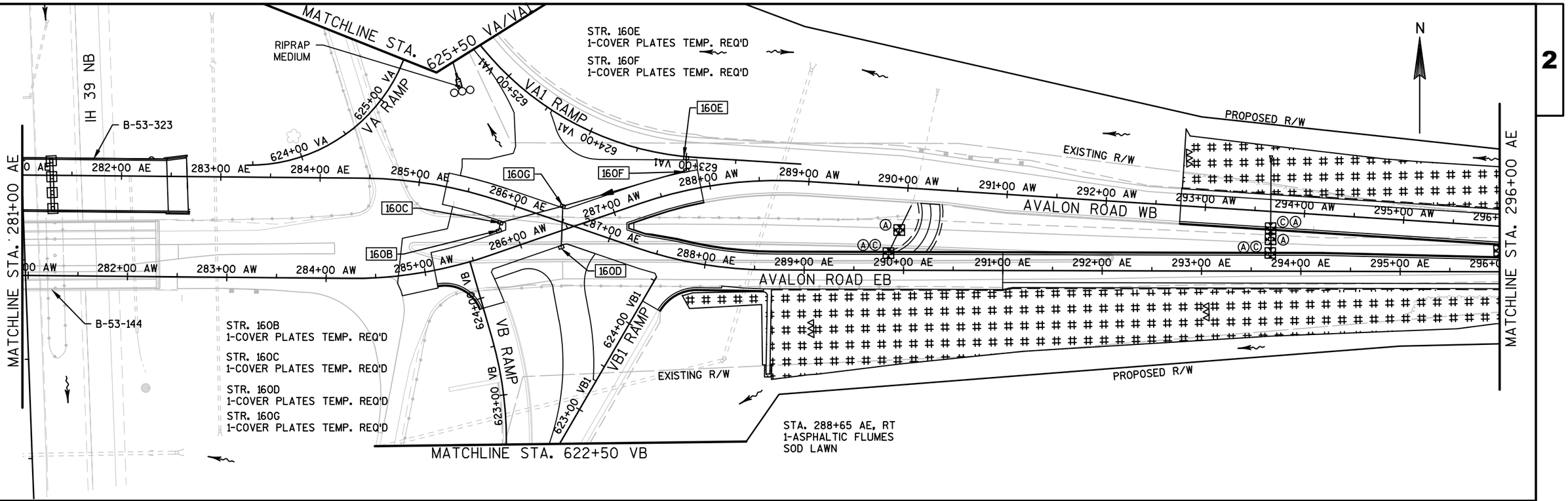


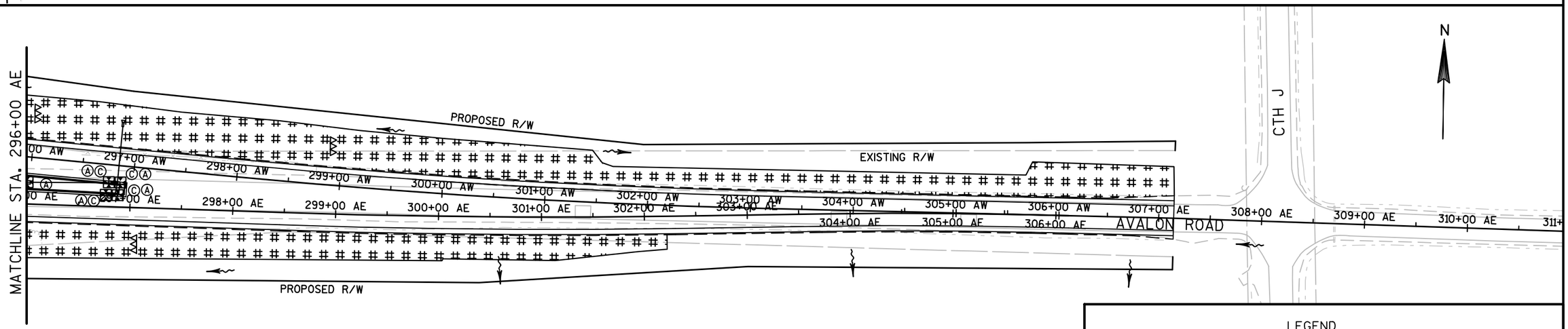


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 2A	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022006_ECPS2A.DWG PLOT DATE : 4/30/2015 1:47 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1'=100'

WISDOT/CADDS SHEET 41



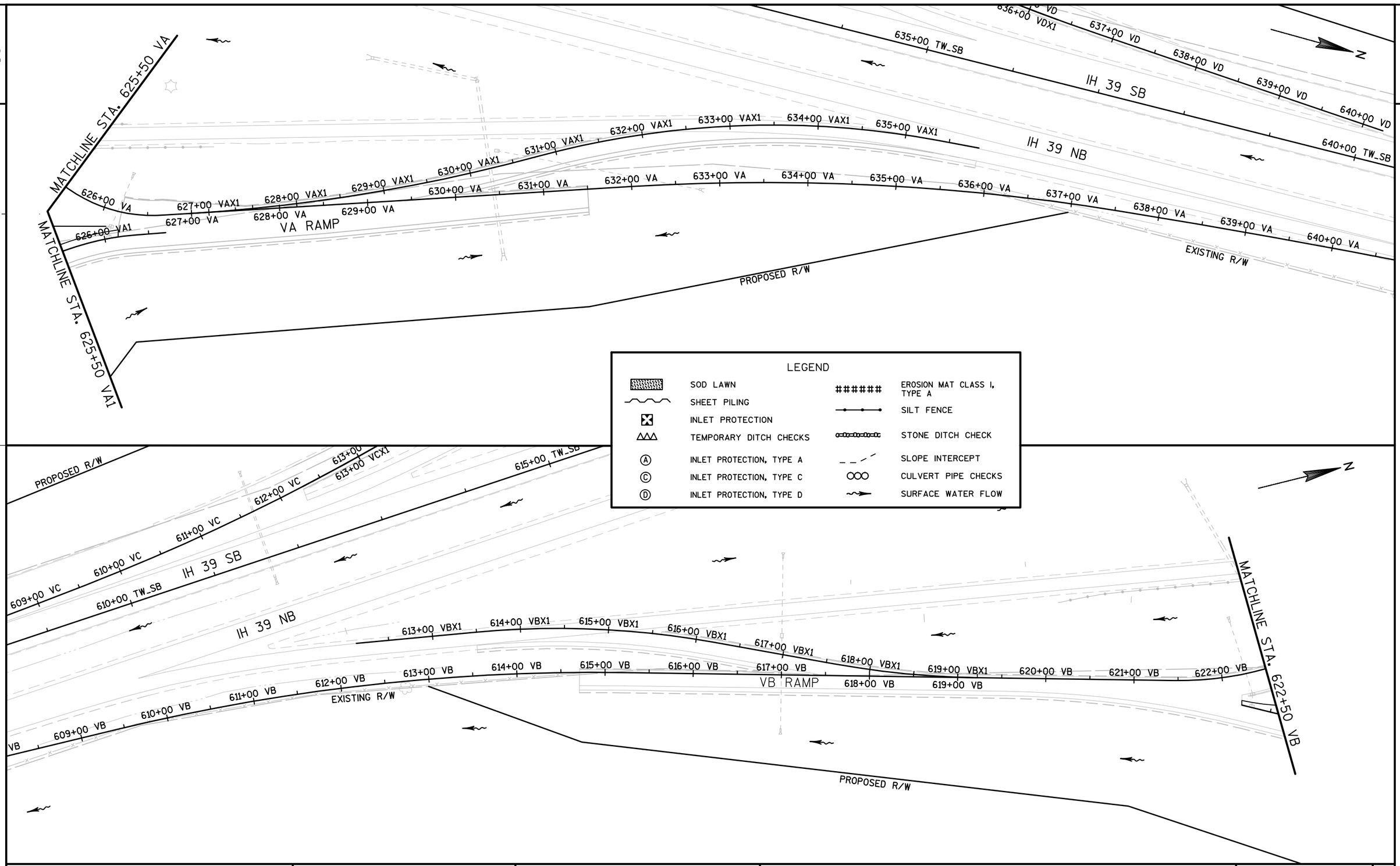


LEGEND

	SOD LAWN	#######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		STONE DITCH CHECK
	TEMPORARY DITCH CHECKS		SLOPE INTERCEPT
Ⓐ	INLET PROTECTION, TYPE A		CULVERT PIPE CHECKS
Ⓒ	INLET PROTECTION, TYPE C		SURFACE WATER FLOW
Ⓓ	INLET PROTECTION, TYPE D		

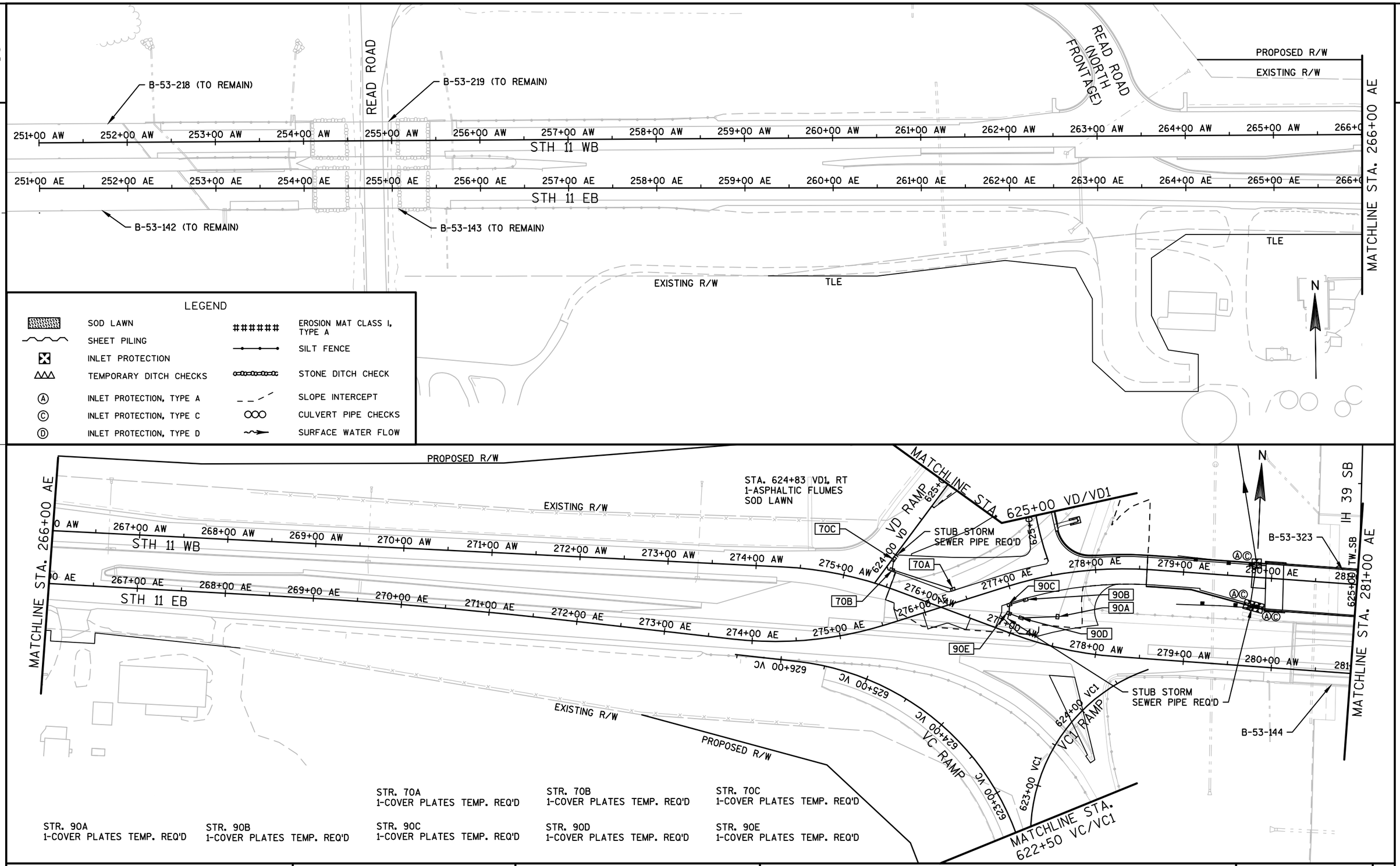
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 2A	SHEET 91 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022006_ECPS2A.DWG
LAYOUT NAME - 022007_ECS2A
PLOT DATE : 4/30/2015 1:51 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : **********



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 2A	SHEET 92	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022006_ECPS2A.DWG
LAYOUT NAME - 022008_ECS2A
PLOT DATE : 4/16/2015 9:12 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41



STR. 70A
1-COVER PLATES TEMP. REQ'D

STR. 70B
1-COVER PLATES TEMP. REQ'D

STR. 70C
1-COVER PLATES TEMP. REQ'D

STR. 90A
1-COVER PLATES TEMP. REQ'D

STR. 90B
1-COVER PLATES TEMP. REQ'D

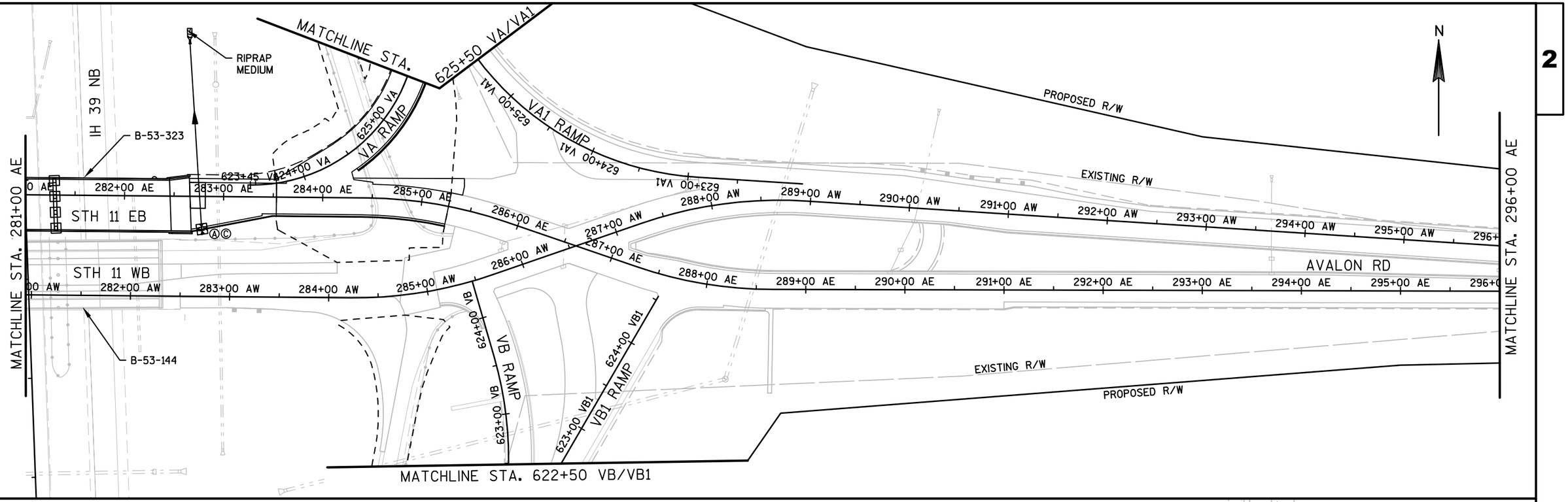
STR. 90C
1-COVER PLATES TEMP. REQ'D

STR. 90D
1-COVER PLATES TEMP. REQ'D

STR. 90E
1-COVER PLATES TEMP. REQ'D

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 2B	SHEET 93	E

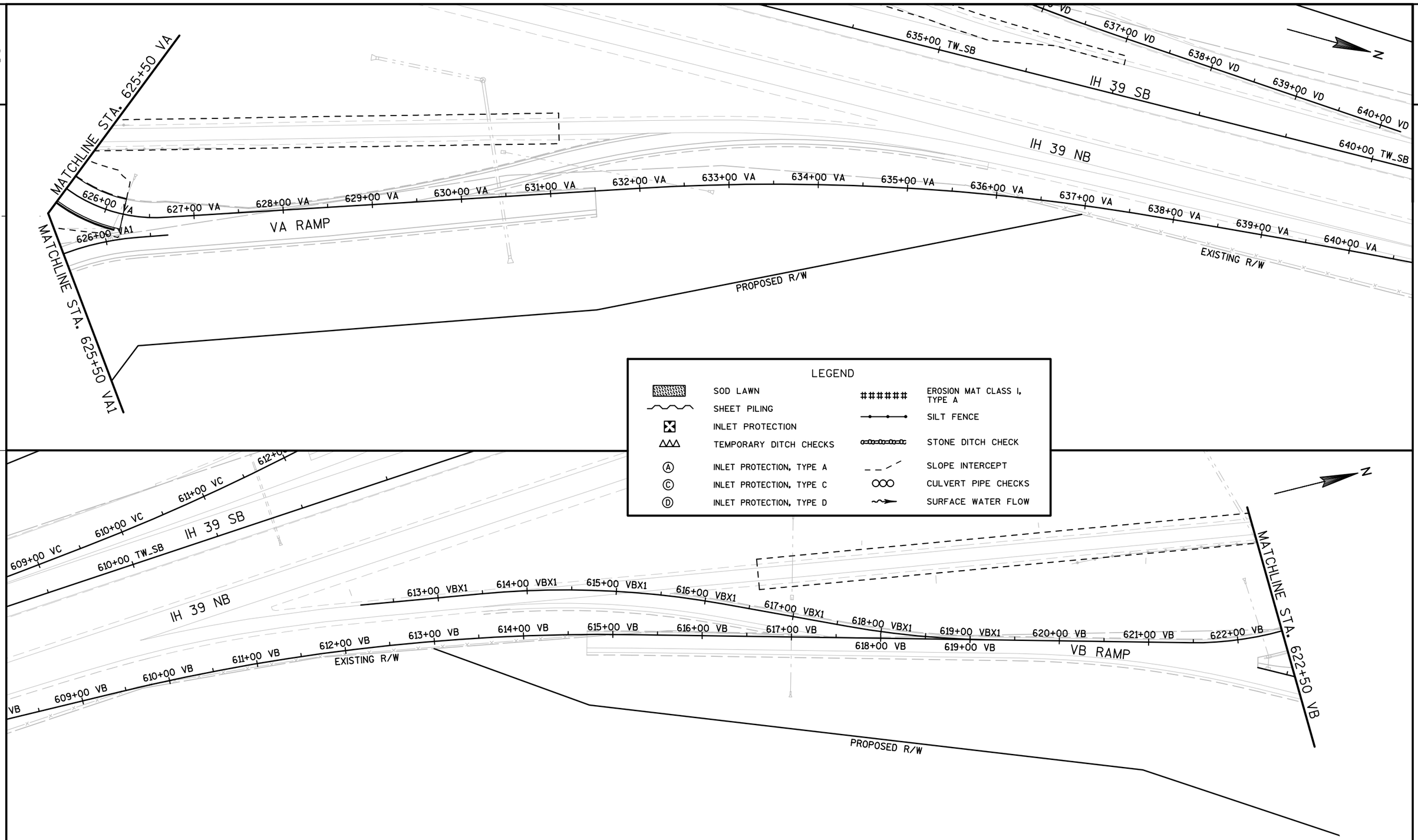
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022009_ECPS2B.DWG
LAYOUT NAME - 022009_ECS2B
PLOT DATE : 4/16/2015 9:14 PM PLOT BY : GRADY, NED PLOT NAME :
PLOT SCALE : 1'=100'
WISDOT/CADDS SHEET 41



LEGEND

	SOD LAWN	######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		
	TEMPORARY DITCH CHECKS		STONE DITCH CHECK
(A)	INLET PROTECTION, TYPE A		SLOPE INTERCEPT
(C)	INLET PROTECTION, TYPE C		CULVERT PIPE CHECKS
(D)	INLET PROTECTION, TYPE D		SURFACE WATER FLOW

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 2B	SHEET 94	E



LEGEND

SOD LAWN	EROSION MAT CLASS I, TYPE A
SHEET PILING	SILT FENCE
INLET PROTECTION	STONE DITCH CHECK
TEMPORARY DITCH CHECKS	SLOPE INTERCEPT
Ⓐ INLET PROTECTION, TYPE A	CULVERT PIPE CHECKS
Ⓒ INLET PROTECTION, TYPE C	SURFACE WATER FLOW
Ⓓ INLET PROTECTION, TYPE D	

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 2B	SHEET 95	E

2

N

MATCHLINE STA. 625+00 VD

VD RAMP

626+00 VD

627+00 VD

628+00 VD

629+00 VD

630+00 VD

631+00 VD

632+00 VD

633+00 VD

634+00 VD

635+00 VD

636+00 VD

637+00 VD

638+00 VD

639+00 VD

640+00

PROPOSED R/W

EXISTING R/W

626+00 VD1

VD1 RAMP

MATCHLINE VD1 STA. 625+00

635+00 TW_SB

IH 39 SB

IH 39 NB

VA RAMP

634+00 VA

635+00 VA

636+00 VA

637+00 VA

638+00 VA

639+00 VA

640+00

EXISTING R/W

PROPOSED R/W

LEGEND

SOD LAWN	EROSION MAT CLASS I, TYPE A
SHEET PILING	SILT FENCE
INLET PROTECTION	
TEMPORARY DITCH CHECKS	STONE DITCH CHECK
(A) INLET PROTECTION, TYPE A	SLOPE INTERCEPT
(C) INLET PROTECTION, TYPE C	CULVERT PIPE CHECKS
(D) INLET PROTECTION, TYPE D	SURFACE WATER FLOW

N

PROPOSED R/W

MATCHLINE STA. 622+50 VC/VC1

EXISTING R/W

609+00 VC

610+00 VC

611+00 VC

612+00 VC

613+00 VC

614+00 VC

615+00 VC

616+00 VC

617+00 VC

618+00 VC

619+00 VC

620+00 VC

621+00 VC

622+00 VC

622+00 VC1

VC RAMP

610+00 TW_SB

IH 39 SB

615+00 TW_SB

IH 39 NB

609+00 VB

610+00 VB

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 2B	SHEET 96	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022009_ECPS2B.DWG
LAYOUT NAME - 022012_ECS2B

PLOT DATE : 5/21/2015 11:59 AM PLOT BY : GRADY, NED PLOT NAME :

WISDOT/CADDS SHEET 41

2

B-53-218 (TO REMAIN)

READ ROAD

B-53-219 (TO REMAIN)

STR. 10A
1-CONCRETE COLLARS FOR PIPE

READ ROAD (NORTH FRONTAGE)

EXISTING R/W

PROPOSED R/W

251+00 AW 252+00 AW 253+00 AW 254+00 AW 255+00 AW 256+00 AW 257+00 AW 258+00 AW 259+00 AW 260+00 AW 261+00 AW 262+00 AW 263+00 AW 264+00 AW 265+00 AW 266+0

STH 11 WB

251+00 AE 252+00 AE 253+00 AE 254+00 AE 255+00 AE 256+00 AE 257+00 AE 258+00 AE 259+00 AE 260+00 AE 261+00 AE 262+00 AE 263+00 AE 264+00 AE 265+00 AE 266+0

STH 11 EB

B-53-142 (TO REMAIN)

B-53-143 (TO REMAIN)

10A

TLE

EXISTING R/W

MATCHLINE STA. 266+00 AE

N

LEGEND

	SOD LAWN	#######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		STONE DITCH CHECK
	TEMPORARY DITCH CHECKS		SLOPE INTERCEPT
Ⓐ	INLET PROTECTION, TYPE A		CULVERT PIPE CHECKS
Ⓒ	INLET PROTECTION, TYPE C		SURFACE WATER FLOW
Ⓓ	INLET PROTECTION, TYPE D		

PROPOSED R/W

STR. 20F
1-CONCRETE COLLARS FOR PIPE

STR. 30C
1-CONCRETE COLLARS FOR PIPE

EXISTING R/W

STR. 40C
1-CONCRETE COLLARS FOR PIPE

MATCHLINE STA. 266+00 AE

20F

30C

40C

267+00 AW 268+00 AW 269+00 AW 270+00 AW 271+00 AW 272+00 AW 273+00 AW 274+00 AW 275+00 AW 276+00 AW 277+00 AW 278+00 AW 279+00 AW 280+00 AW

STH 11 WB

267+00 AE 268+00 AE 269+00 AE 270+00 AE 271+00 AE 272+00 AE 273+00 AE 274+00 AE 275+00 AE 276+00 AE 277+00 AE 278+00 AE 279+00 AE 280+00 AE

STH 11 EB

626+00 VC

625+00 VC

624+00 VC

623+00 VC

VC RAMP

624+00 VD

625+00 VD

VD RAMP

625+00 VD1

VD1 RAMP

624+00 VC1

VC1 RAMP

623+00 VC1

B-53-323

60C

B-53-324

MATCHLINE STA. 280+50 AE

STR. 60C
1-CONCRETE COLLARS FOR PIPE

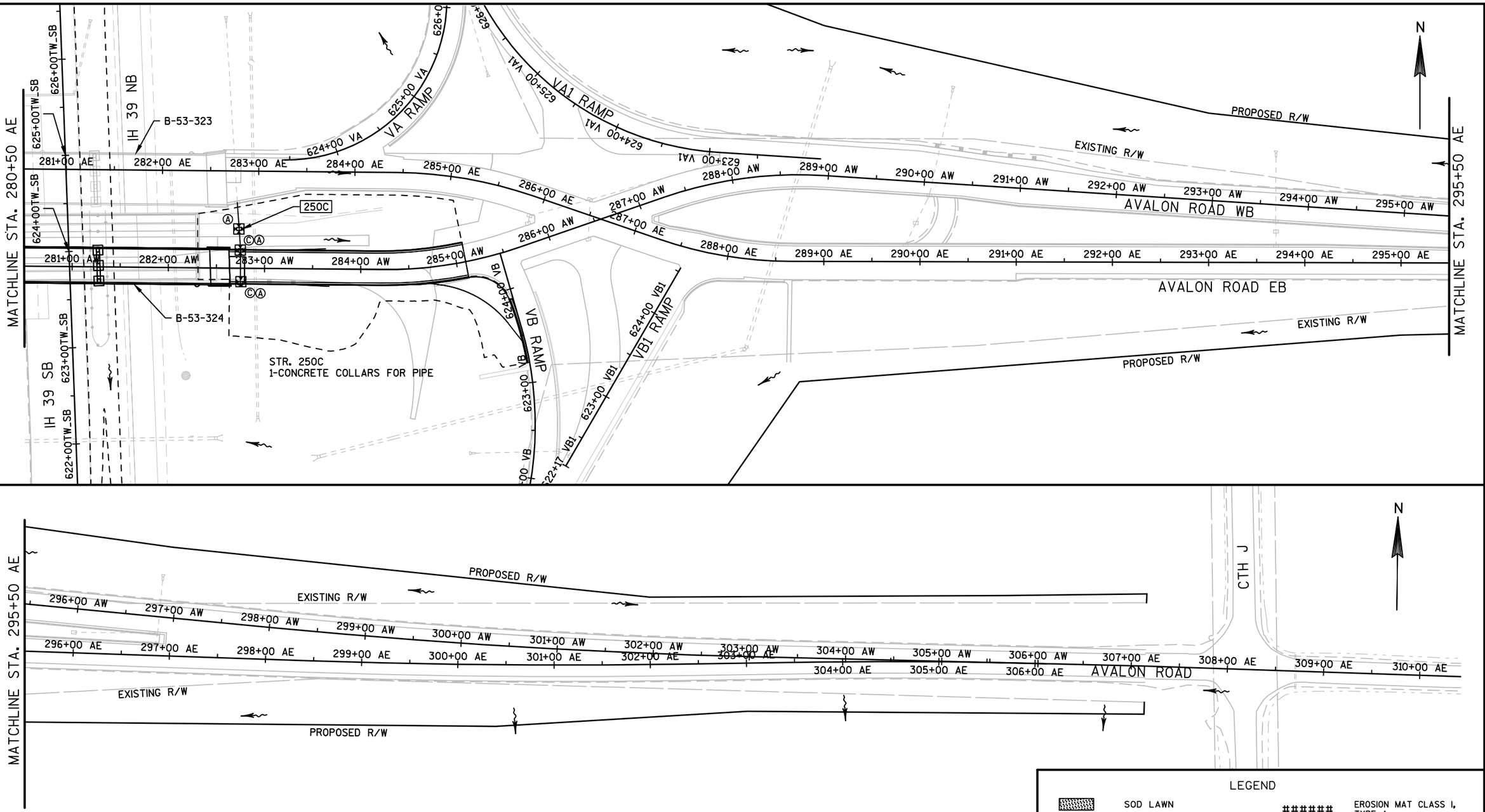
STUB STORM SEWER PIPE REQ'D

N

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 3A	SHEET 97	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022013_ECPS3A.DWG
LAYOUT NAME - 022013_ECS3

PLOT DATE : 4/16/2015 9:16 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : ~~1'=100'~~ XREF

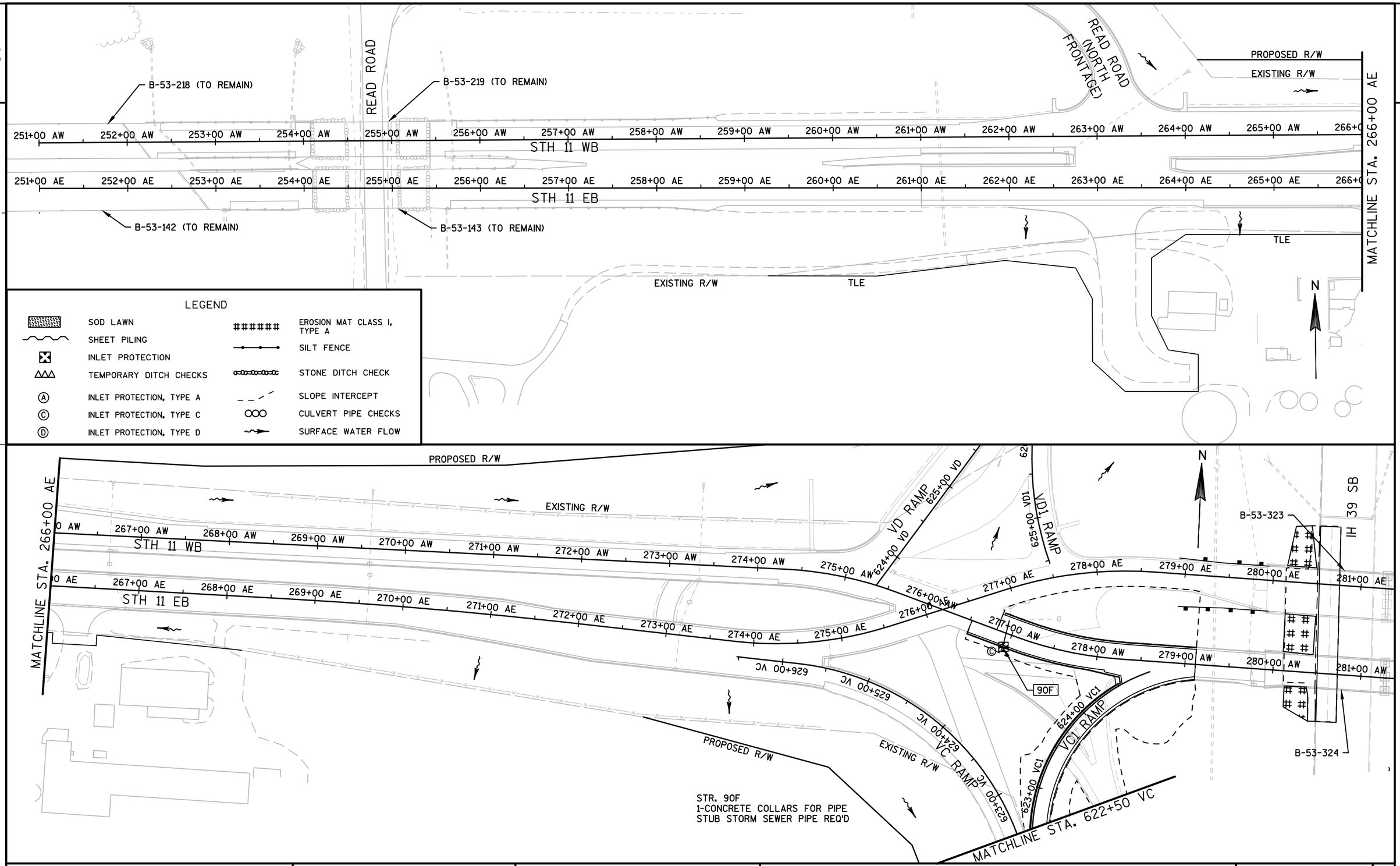


LEGEND

	SOD LAWN	######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		STONE DITCH CHECK
	TEMPORARY DITCH CHECKS		SLOPE INTERCEPT
Ⓐ	INLET PROTECTION, TYPE A		CULVERT PIPE CHECKS
Ⓒ	INLET PROTECTION, TYPE C		SURFACE WATER FLOW
Ⓓ	INLET PROTECTION, TYPE D		

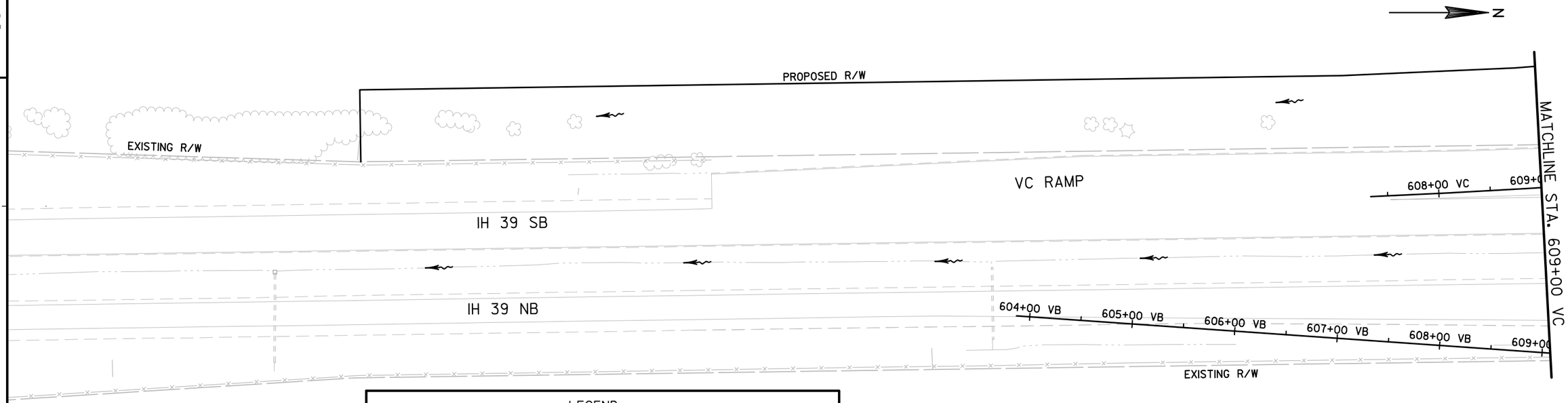
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 3A	SHEET 98 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022013_ECPS3A.DWG
LAYOUT NAME - 022014_ECS3
PLOT DATE : 4/30/2015 2:15 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : **********



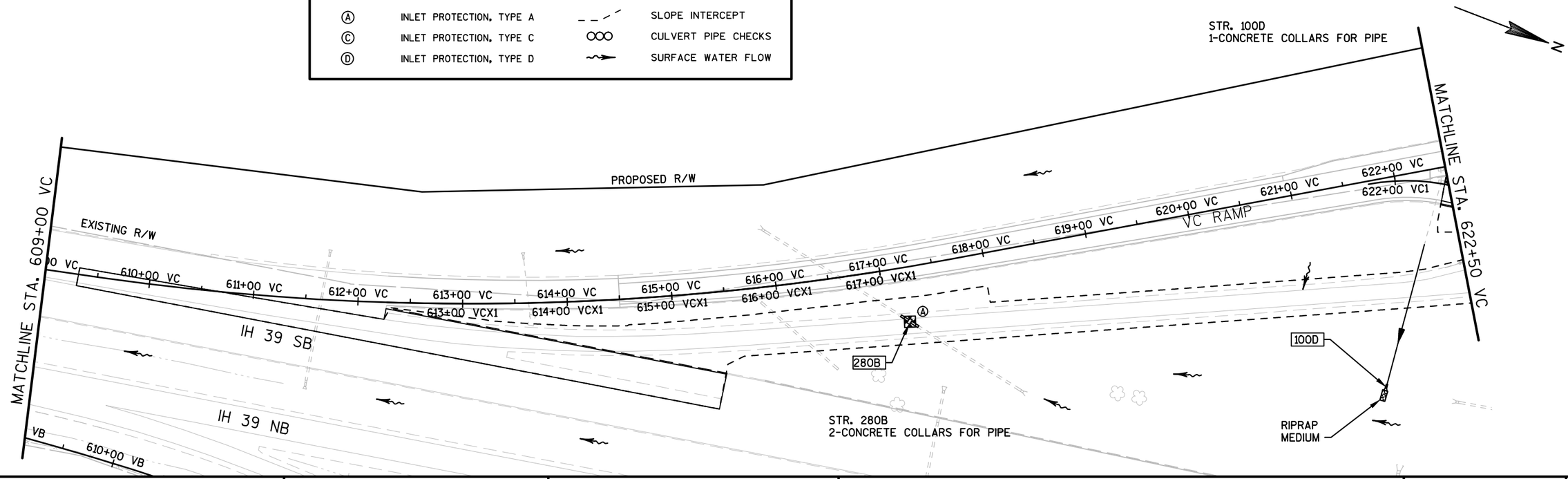
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 3B	SHEET 99	E

2



LEGEND

	SOD LAWN	######	EROSION MAT CLASS I, TYPE A
	SHEET PILING		SILT FENCE
	INLET PROTECTION		STONE DITCH CHECK
	TEMPORARY DITCH CHECKS		SLOPE INTERCEPT
Ⓐ	INLET PROTECTION, TYPE A		CULVERT PIPE CHECKS
Ⓒ	INLET PROTECTION, TYPE C		SURFACE WATER FLOW
Ⓓ	INLET PROTECTION, TYPE D		

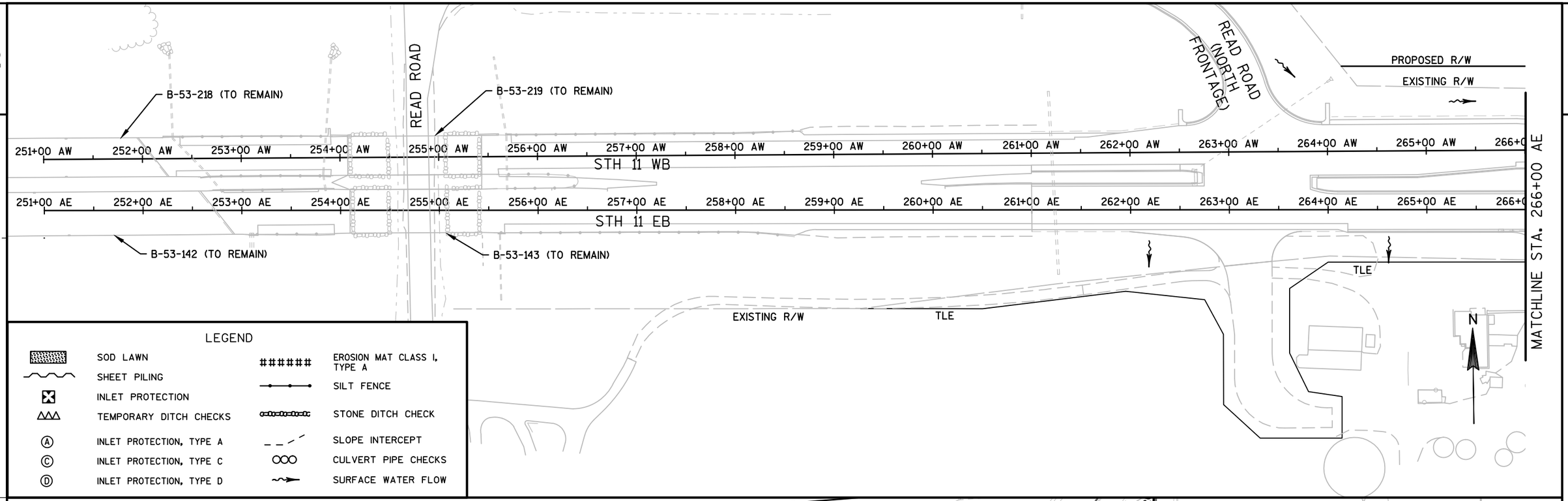


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 3B	SHEET 100	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022015_ECPS3B.DWG
LAYOUT NAME - 022016_ECS3B

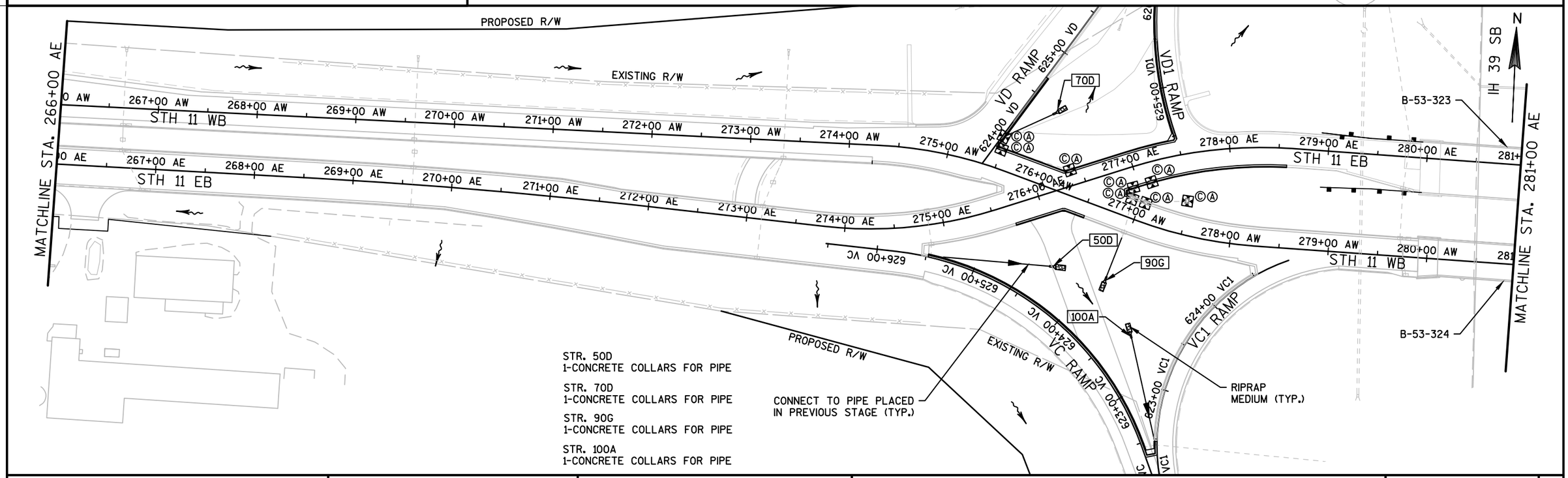
PLOT DATE : 5/21/2015 11:37 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 41



LEGEND

SOD LAWN	EROSION MAT CLASS I, TYPE A
SHEET PILING	SILT FENCE
INLET PROTECTION	
TEMPORARY DITCH CHECKS	STONE DITCH CHECK
(A) INLET PROTECTION, TYPE A	SLOPE INTERCEPT
(C) INLET PROTECTION, TYPE C	CULVERT PIPE CHECKS
(D) INLET PROTECTION, TYPE D	SURFACE WATER FLOW



STR. 50D
1-CONCRETE COLLARS FOR PIPE

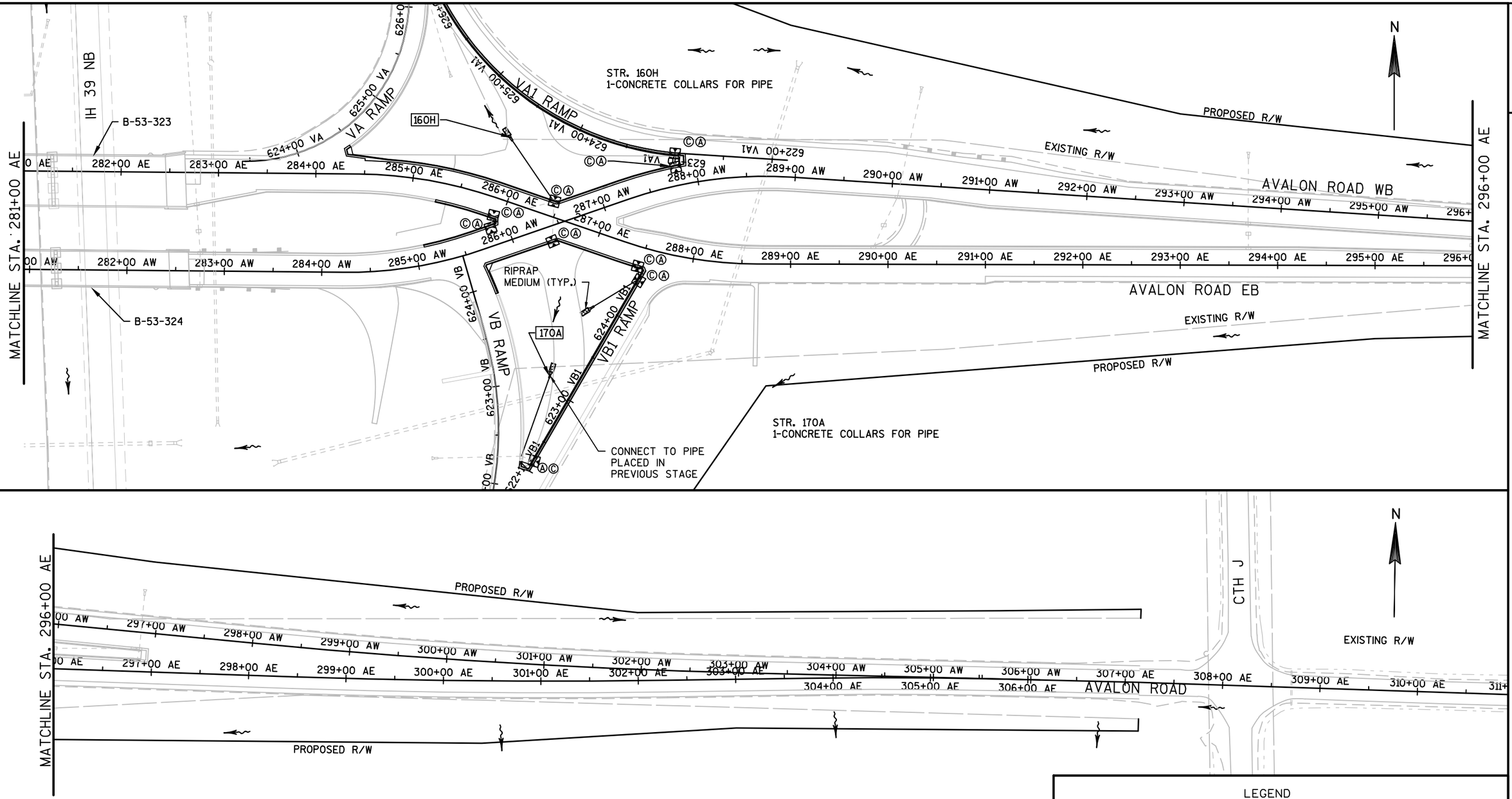
STR. 70D
1-CONCRETE COLLARS FOR PIPE

STR. 90G
1-CONCRETE COLLARS FOR PIPE

STR. 100A
1-CONCRETE COLLARS FOR PIPE

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 4	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022017_ECPS4.DWG
LAYOUT NAME - 022017_ECS4
PLOT DATE : 4/16/2015 9:20 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : ~~1:100~~ *REF*

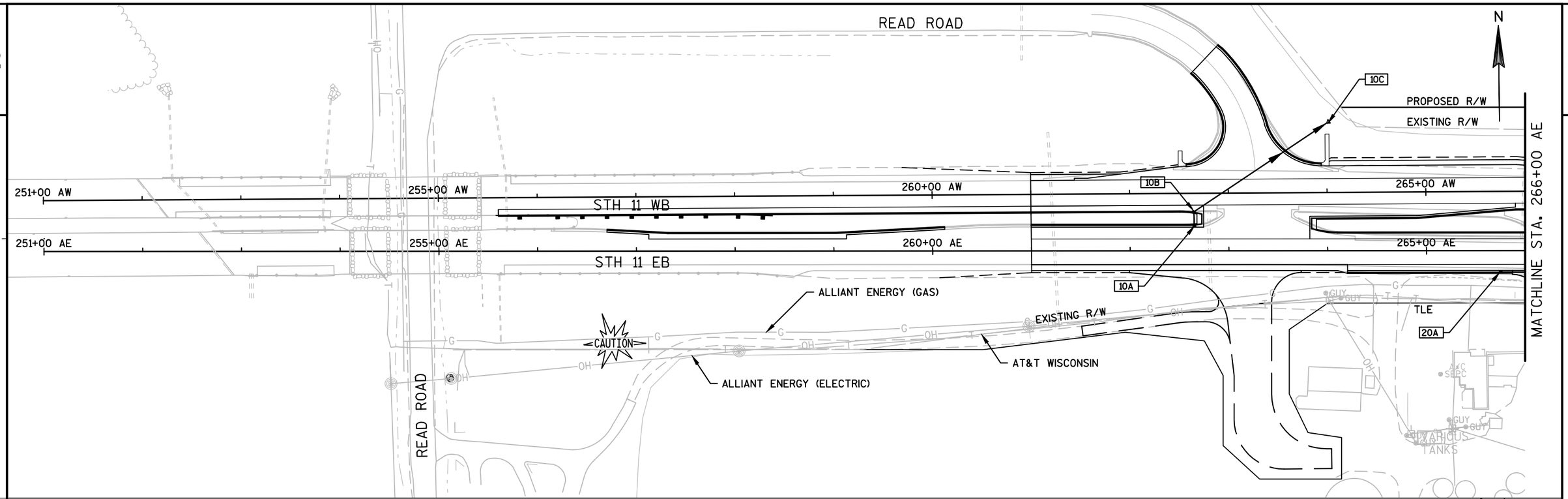


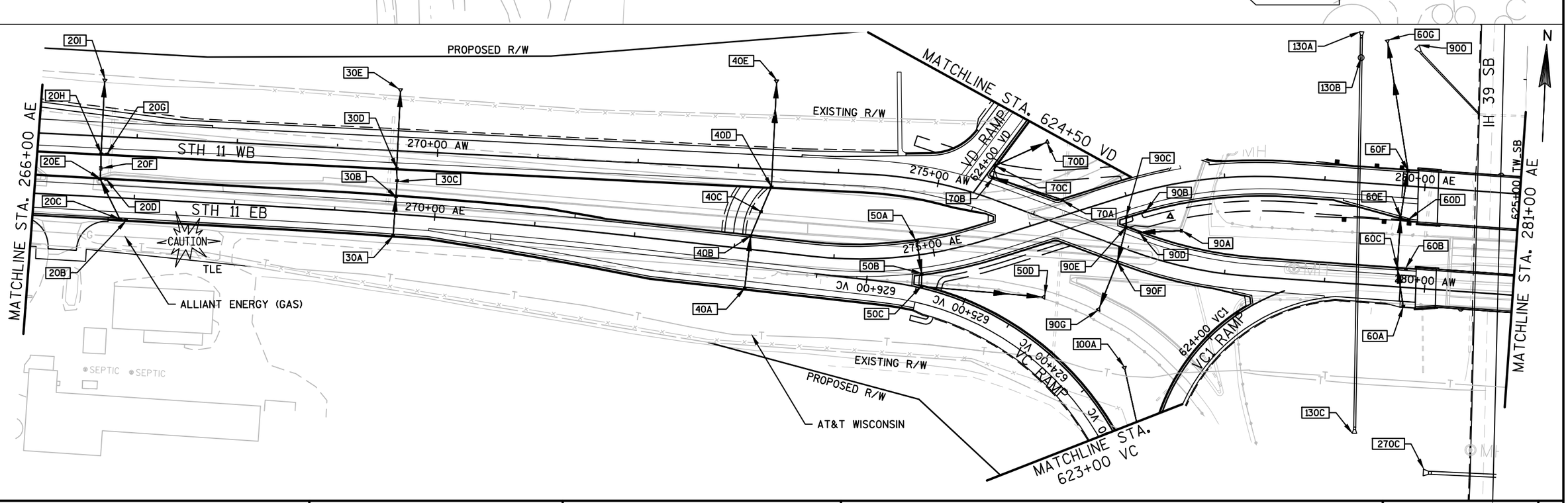
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL-STAGE 4	SHEET 102	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022017_ECPS4.DWG
LAYOUT NAME - 022018_ECS4

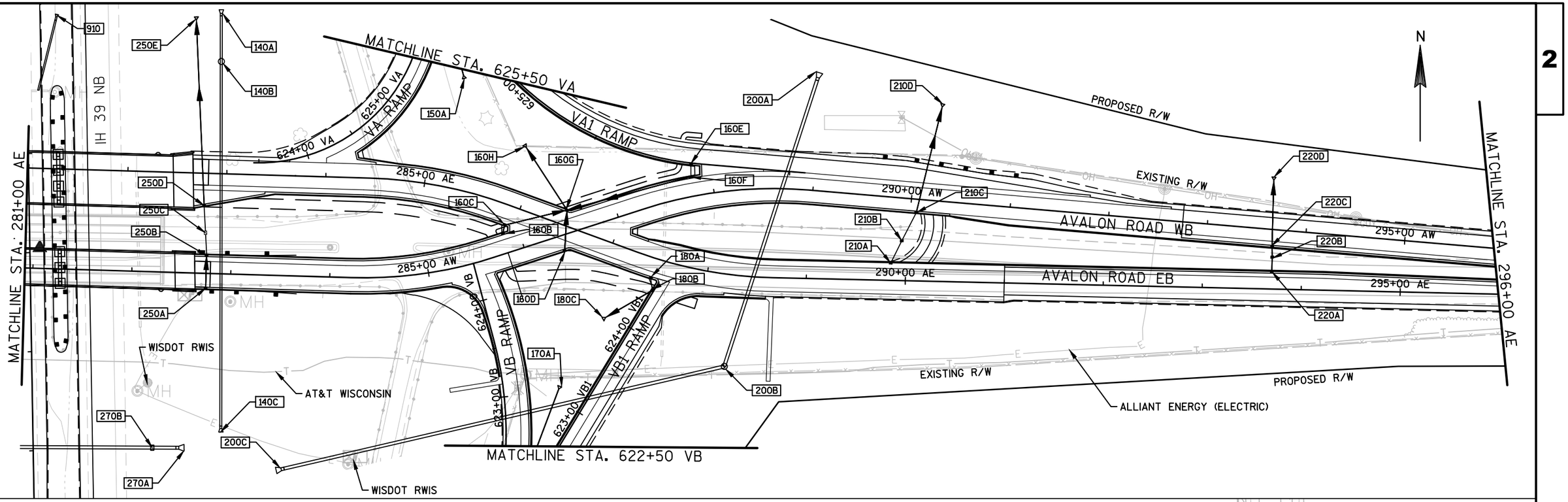
PLOT DATE : 4/30/2015 2:26 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : **********

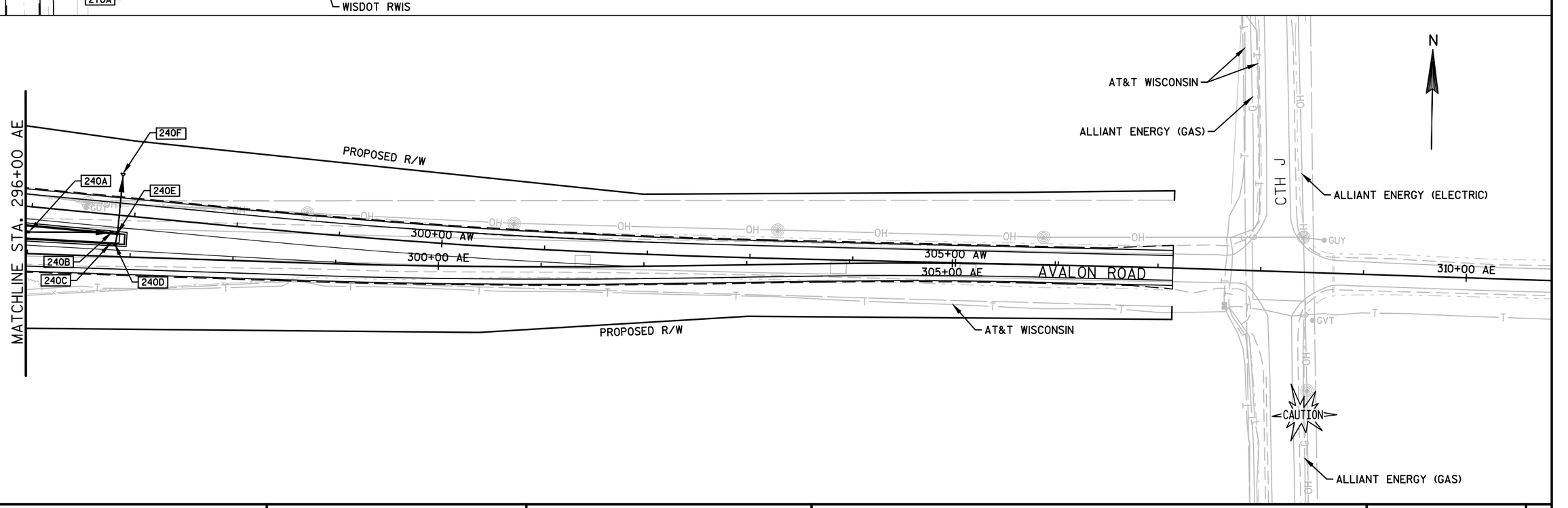
WISDOT/CADDS SHEET 41





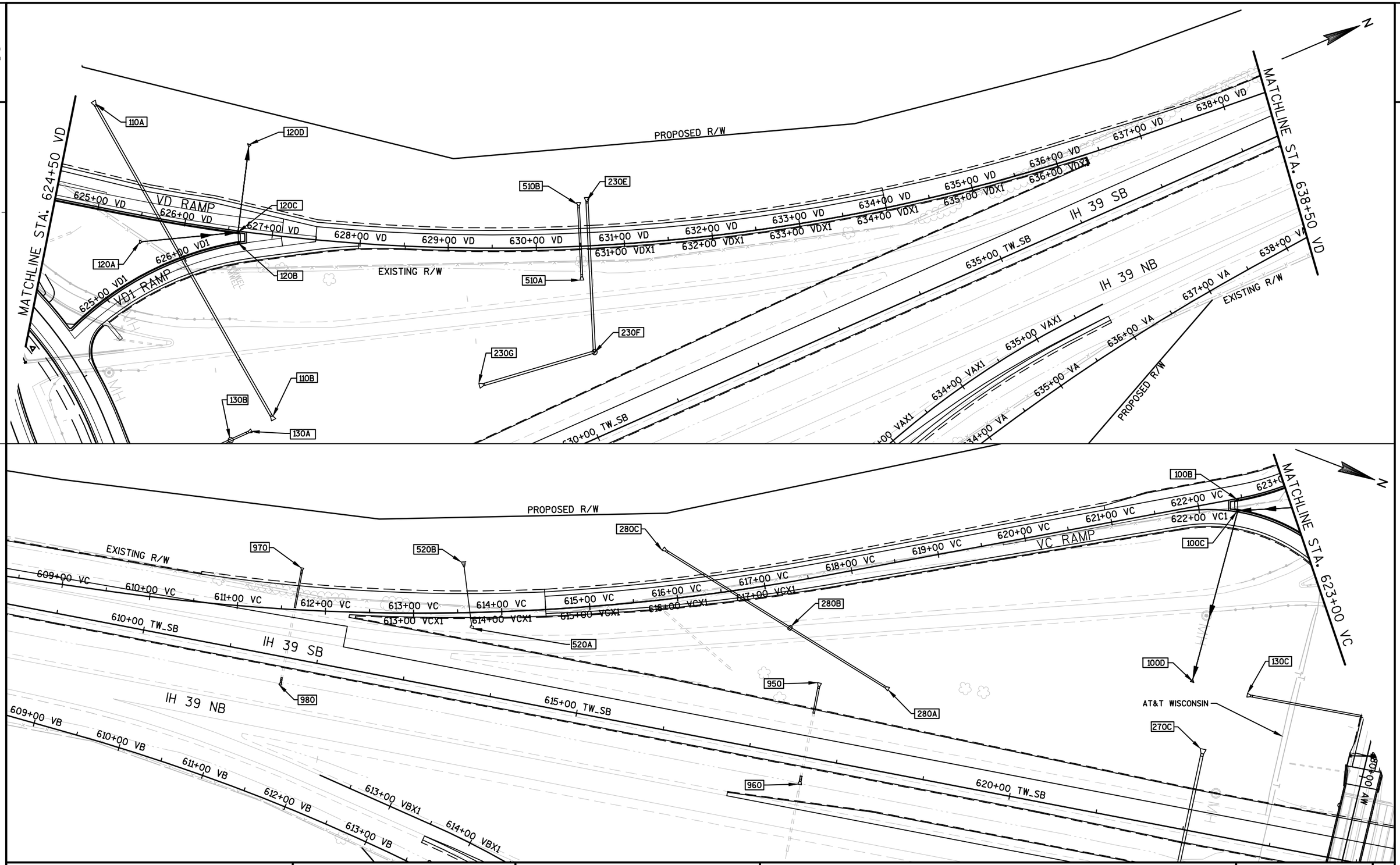
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	STORM SEWER	SHEET 103 E



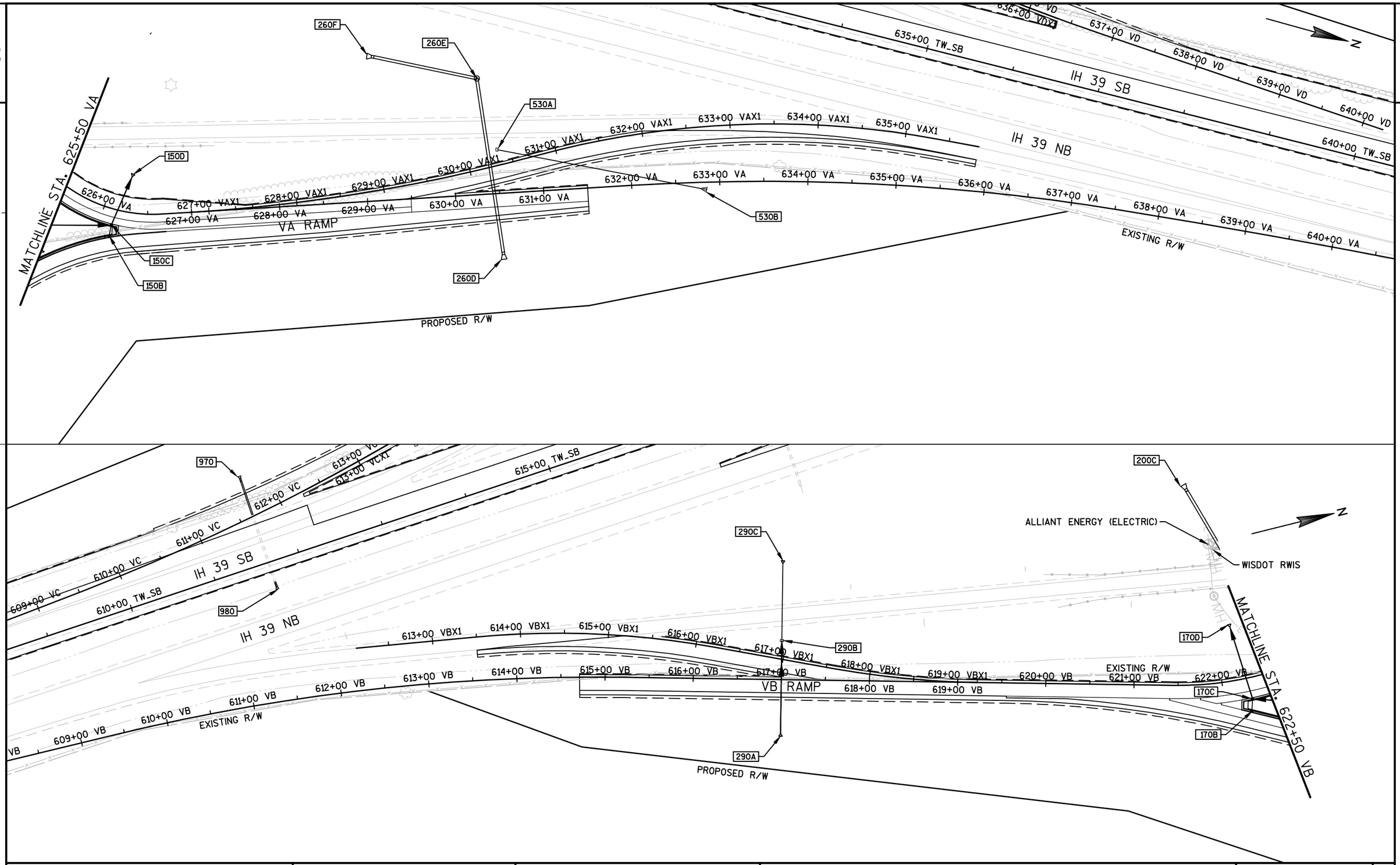


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	STORM SEWER	SHEET 104	E

2



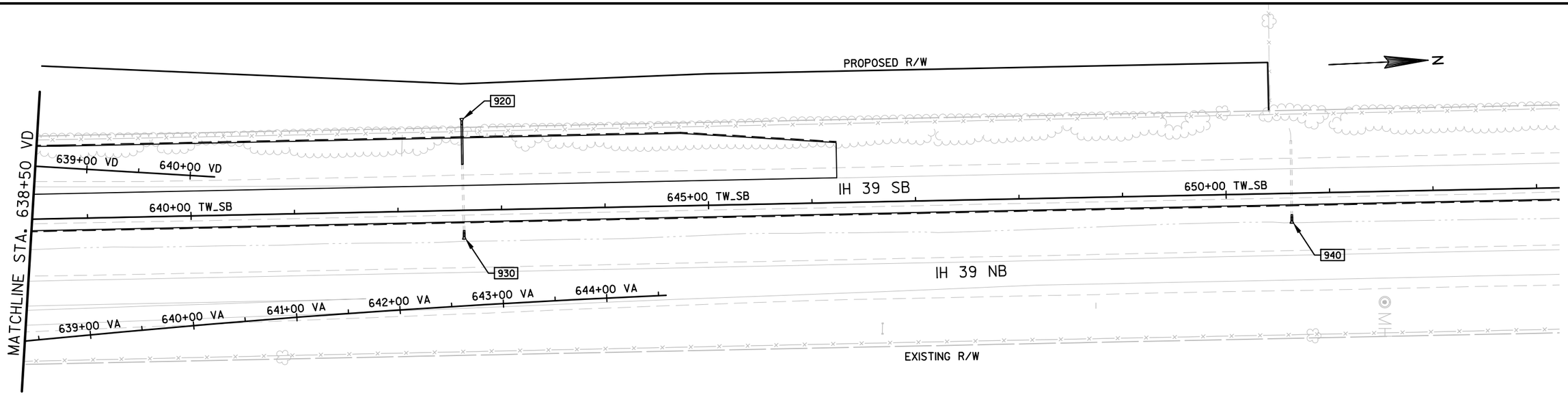
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	STORM SEWER	SHEET 105	E



PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	STORM SEWER	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022504_SS

PLOT DATE : 4/16/2015 9:45 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********



2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	STORM SEWER	SHEET 107	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022505_SS
PLOT DATE : 4/16/2015 9:45 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 41

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
10A	262+65 AE	26 ' LT	14	10B	2X3-FT	HM	844.14	843.31	4.19	15	839.12	838.91	14	1.5	
10B	262+65 AW	19 ' RT	162	10C	4-FOOT	HM	844.66	843.83	4.92	18	838.91	836.59	162	1.4	
10C	264+00 AW	70 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
20A	265+75 AE	22 ' RT	112	20C	2X3-FT	HM	840.00	839.17	2.55	12	836.62	836.30	112	0.3	
20B	266+93 AE	22 ' RT	6	20C	2X3-FT	HM-S	839.83	839.00	2.62	12	836.38	836.30	6	1.3	
20C	266+87 AE	22 ' RT	45	20E	2X3-FT	HM-S	839.82	838.99	2.69	18	836.30	836.16	45	0.3	
20D	266+71 AE	18 ' LT	6	20E	2X3-FT	HM-S	840.00	839.17	2.93	12	836.24	836.16	6	1.3	
20E	266+65 AE	18 ' LT	11	20F	2X3-FT	HM-S	840.00	839.17	3.01	18	836.16	836.12	11	0.4	
20F	266+65 AE	28 ' LT	15	20H	MEDIAN 1 GRATE	MS	839.65	839.65	3.53	18	836.12	836.07	15	0.3	
20G	266+71 AW	18 ' RT	6	20H	2X3-FT	HM-S	840.37	839.54	3.39	12	836.15	836.07	6	1.3	
20H	266+65 AW	18 ' RT	71	20I	2X3-FT	HM-S	840.38	839.55	3.48	24	836.07	835.83	71	0.3	
20I	266+65 AW	54 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 24-INCH
30A	269+60 AE	22 ' RT	39	30B	2X3-FT	HM	842.36	841.53	4.29	15	837.24	836.63	39	1.6	
30B	269+60 AE	18 ' LT	16	30C	2X3-FT	HM	843.10	842.27	5.64	15	836.63	836.44	16	1.2	
30C	269+60 AE	33 ' LT	12	30D	MEDIAN 1 GRATE	MS	842.27	842.27	5.83	18	836.44	836.19	12	2.0	
30D	269+60 AW	18 ' RT	76	30E	2X3-FT	HM	842.74	841.91	5.72	18	836.19	834.90	76	1.7	
30E	269+60 AW	59 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
40A	273+15 AE	40 ' RT	53	40B	2X3-FT	HM	849.93	849.10	3.34	15	845.76	844.70	53	2.0	
40B	273+15 AE	13 ' LT	26	40C	2X3-FT	H	850.57	849.74	5.04	15	844.70	844.18	26	2.0	
40C	273+23 AE	39 ' LT	27	40D	MEDIAN 1 GRATE	MS	849.17	849.17	4.99	18	844.18	843.64	27	2.0	
40D	273+34 AW	18 ' RT	104	40E	2X3-FT	HM	851.06	850.23	9.57	18	840.66	834.00	104	6.4	
40E	273+34 AW	86 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
50A	274+85 AE	15 ' LT	34	50B	2X3-FT	H	854.65	853.82	4.19	15	849.63	849.33	34	0.9	
50B	274+85 AE	20 ' RT	12	50C	2X3-FT	H	855.27	854.44	5.11	15	849.33	849.22	12	0.9	
50C	625+45 VC	2 ' RT	120	50D	4-FOOT	HM	854.89	854.06	4.84	15	849.22	848.00	120	1.0	
50D	624+38 VC	41 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 15-INCH
60A	279+80 AW	19 ' RT	38	60C	2X3-FT	H	864.70	863.87	3.92	15	859.95	859.17	38	2.1	
60B	279+80 AW	19 ' LT	9	60C	2X3-FT	H	863.98	863.15	3.92	12	859.23	859.17	9	0.7	
60C	279+72 AW	19 ' LT	50	60E	2X3-FT	H	863.92	863.09	3.92	18	859.17	859.00	50	0.3	
60D	279+86 AE	34 ' RT	8	60E	2X3-FT	H	864.22	863.39	4.22	12	859.17	859.00	8	2.1	
60E	279+78 AE	32 ' RT	48	60F	2X3-FT	H	864.19	863.36	4.36	18	859.00	858.52	48	1.0	
60F	279+82 AE	16 ' LT	25	DI 60G	2X3-FT	H-S	865.12	864.29	5.77	18	858.52	858.04	25	1.9	SEE CONSTRUCTION DETAIL "DROP INLET DETAIL" FOR STRUCT DI 60G
DI 60G	279+76 VC1	40 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	
70A	276+38 AE	16 ' LT	72	70B	2X3-FT	H	858.70	857.87	4.19	12	853.68	852.35	72	1.8	
70B	275+50 AW	21 ' LT	12	70C	2X3-FT	H	856.87	856.04	3.69	15	852.35	852.30	12	0.4	
70C	623+95 VD	2 ' RT	55	70D	4-FOOT	HM	856.86	856.03	3.73	15	852.30	852.00	55	0.5	
70D	624+43 VD	28 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 15-INCH
90A	277+48 AW	34 ' LT	41	90D	MEDIAN 1 GRATE	MS	860.16	860.16	4.54	12	855.62	854.77	41	2.1	
90B	277+14 AE	20 ' RT	19	90C	2X3-FT	H	860.23	859.40	4.19	12	855.21	854.79	19	2.2	
90C	276+94 AE	21 ' RT	10	90E	2X3-FT	H	859.81	858.98	4.19	15	854.79	854.66	10	1.3	
90D	277+06 AW	21 ' LT	15	90E	2X3-FT	H	859.88	859.05	4.28	12	854.77	854.66	15	0.7	
90E	276+91 AW	21 ' LT	36	90F	2X3-FT	H	859.68	858.85	4.19	18	854.66	852.40	36	6.2	
90F	276+95 AW	16 ' RT	49	90G	2X3-FT	H	859.95	859.12	7.99	18	851.13	848.00	49	6.4	
90G	276+94 AW	64 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
100A	623+41 VC	44 ' RT	111	100C	--	--	--	--	--	15	848.00	846.85	111	1.0	AECPRC 15-INCH
100B	622+45 VC	2 ' RT	12	100C	2X3-FT	HM	857.27	856.44	4.19	15	852.25	851.84	12	3.3	
100C	622+43 VC	14 ' RT	27	DI 100D	4-FOOT	HM	857.13	856.30	9.45	18	846.85	846.32	27	2.0	SEE CONSTRUCTION DETAIL "DROP INLET DETAIL" FOR STRUCT DI 100D
DI 100D	622+32 VC	38 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	
110A	624+75 VD	112 ' LT	397	110B	--	--	--	--	--	30	832.90	832.00	397	0.2	AECPRC 30-INCH; 160 LF - BORE AND JACK SSPRC CLASS V 30-INCH REQ'D
110B	626+66 VD1	193 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 30-INCH
120A	625+56 VD	29 ' RT	109	120C	--	--	--	--	--	15	852.00	851.06	109	0.9	AECPRC 15-INCH
120B	626+63 VD1	2 ' LT	12	120C	2X3-FT	HM	856.56	855.73	4.43	15	851.30	851.06	12	2.0	
120C	626+61 VD	2 ' RT	40	DI 120D	4-FOOT	HM	856.36	855.53	4.47	18	851.06	850.26	40	2.0	SEE CONSTRUCTION DETAIL "DROP INLET DETAIL" FOR STRUCT DI 120D
DI 120D	626+61 VD	38 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS
130A	279+26 AE	149 ' LT	25	130B	--	--	--	--	--	24	832.00	831.94	25	0.2	AECPRC 24-INCH
130B	279+27 AE	124 ' LT	377	130C	6-FOOT MANHOLE	J	839.86	838.62	6.68	24	831.94	831.00	377	0.2	190 LF - BORE AND JACK SSPRC CLASS V 24-INCH REQ'D; SEE POND OUTLET STRUCTURE DETAIL
130C	279+41 AW	151 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 24-INCH
140A	282+90 AE	154 ' LT	41	140B	--	--	--	--	--	24	833.00	832.90	41	0.2	AECPRC 24-INCH
140B	282+91 AE	113 ' LT	371	140C	6-FOOT MANHOLE	J	844.88	843.64	10.74	24	832.90	832.00	371	0.2	220 LF - BORE AND JACK SSPRC CLASS V 24-INCH REQ'D; SEE POND OUTLET STRUCTURE DETAIL
140C	282+95 AW	156 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 24-INCH
150A	625+51 VA	54 ' RT	83	150C	--	--	--	--	--	15	856.00	855.65	83	0.4	AECPRC 15-INCH
150B	626+05 VA1	2 ' LT	12	150C	2X3-FT	HM	861.71	860.88	4.19	15	856.69	856.44	12	2.0	
150C	626+13 VA	19 ' RT	60	150D	4-FOOT	HM	861.97	861.14	5.49	18	855.65	855.40	60	0.4	
150D	626+25 VA	41 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
160B	285+84 AW	21 ' LT	8	160C	4-FOOT	H	865.51	864.68	4.19	15	860.49	860.40	8	1.1	
160C	285+91 AE	21 ' RT	65	160G	4-FOOT	H	865.46	864.63	4.23	15	860.40	859.05	65	2.1	
160D	286+38 AW	16 ' RT	41	160G	2X3-FT	H	865.01	864.18	4.19	15	859.99	859.05	41	2.3	
160E	623+00 VA1	2 ' LT	12	160F	2X3-FT	HM	863.47	862.64	2.88	15	859.76	859.70	12	0.5	
160F	287+80 AW	20 ' LT	130	160G	4-FOOT	H	863.74	862.91	3.21	15	859.70	859.05	130	0.5	
160G	286+45 AE	16 ' LT	76	160H	4-FOOT	H	865.21	864.38	5.33	18	859.05	856.00	76	4.0	
160H	285+85 AE	61 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
170A	623+10 VB1	31 ' LT	86	170C	--	--	--	--	--	15	859.00	856.40	86	3.0	AECPRC 15-INCH
170B	622+28 VB1	2 ' LT	13	170C	2X3-FT	HM	865.10	864.27	4.19	15	860.08	859.80	13	2.1	
170C	622+30 VB	25 ' RT	86	170D	4-FOOT	HM	865.46	864.63	8.23	18	856.40	850.89	86	6.4	
170D	622+21 VB	61 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
180A	287+47 AE	21 ' RT	12	180B	2X3-FT	H	864.08	863.25	4.03	15	859.22	859.18	12	0.3	
180B	624+44 VB1	2 ' LT	55	180C	4-FOOT	HM	864.20	863.37	4.19	15	859.18	859.00	55	0.3	
180C	623+96 VB1	28 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 15-INCH
200A	288+94 AW	107 ' LT	299	200B	--	--	--	--	--	36	837.58	834.92	299	0.9	AECPRC 36-INCH; 200 LF - BORE AND JACK SSPRC CLASS V 36-INCH REQ'D
200B	288+27 AE	93 ' RT	456	200C	6-FOOT MANHOLE	J	843.30	842.06	7.14	36	834.92	832.00	456	0.6	180 LF - BORE AND JACK SSPRC CLASS V 36-INCH REQ'D
200C	621+74 VB	220 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 36-INCH
210A	289+85 AE	18 ' LT	25	210B	2X3-FT	HM	858.13	857.30	3.35	15	853.95	853.45	25	2.0	
210B	289+96 AE	40 ' LT	32	210C	MEDIAN 1 GRATE	MS	856.55	856.55	3.10	15	853.45	852.80	32	2.0	
210C	290+06 AW	14 ' RT	59	DI 210D	2X3-FT	HM	858.08	857.25	4.45	18	852.80	851.61	59	2.0	SEE CONSTRUCTION DETAIL "DROP INLET DETAIL" FOR STRUCT DI 210D
DI 210D	290+15 AW	45 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	
220A	293+70 AE	18 ' LT	15	220B	2X3-FT	HM	849.92	849.09	4.19	15	844.90	843.96	15	6.4	
220B	293+70 AE	32 ' LT	10	220C	MEDIAN 1 GRATE	MS	849.12	849.12	5.16	18	843.96	843.30	10	6.4	
220C	293+67 AW	18 ' RT	67	220D	2X3-FT	HM	849.48	848.65	5.35	18	843.30	839.00	67	6.4	
220D	293+63 AW	50 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
230E	630+60 VD	49 ' LT	169	230F	--	--	--	--	--	30	836.00	832.00	169	2.4	AECPRC 30-INCH; 90 LF - BORE AND JACK SSPRC CLASS V 30-INCH REQ'D
230F	630+60 VD	73 ' RT	124	230G	6-FOOT MANHOLE	J	837.57	836.33	4.33	30	832.00	832.00	124	0.0	PLACE PIPE FLAT, TO BE REMOVED UNDER FUTURE CONSTRUCTION ID
230G	629+48 VD	153 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 30-INCH
240A	295+98 AW	25 ' RT	81	240B	MEDIAN 1 GRATE	MS	846.95	846.95	3.82	12	843.13	842.02	81	1.4	
240B	296+79 AW	18 ' RT	6	240E	2X3-FT	HM	847.21	846.38	4.36	12	842.02	841.87	6	2.5	
240C	296+79 AE	12 ' LT	6	240D	2X3-FT	HM	847.49	846.66	4.19	12	842.47	842.26	6	3.5	
240D	296+85 AE	12 ' LT	11	240E	2X3-FT	HM	847.46	846.63	4.37	15	842.26	841.87	11	3.5	
240E	296+85 AW	18 ' RT	55	240F	2X3-FT	HM	847.12	846.29	4.42	18	841.87	839.97	55	3.4	
240F	296+85 AW	38 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
250A	282+75 AW	16 ' RT	34	250B	2X3-FT	H	866.29	865.46	2.84	15	862.62	861.94	34	2.0	
250B	282+75 AW	19 ' LT	22	250C	2X3-FT	H	865.63	864.80	2.86	15	861.94	861.49	22	2.0	
250C	282+73 AW	41 ' LT	27	250D	MEDIAN 1 GRATE	MS	864.10	864.10	2.61	15	861.49	860.94	27	2.0	
250D	282+78 AE	33 ' RT	60	DI 250E	2X3-FT	H	865.91	865.08	4.14	18	860.94	859.74	60	2.0	SEE CONSTRUCTION DETAIL "DROP INLET DETAIL" FOR STRUCT DI 250E
DI 250E	282+74 AE	27 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	
260D	630+50 VA	67 ' RT	199	260E	--	--	--	--	--	36	836.50	833.00	199	1.8	65 LF -BORE AND JACK SSPRC CLASS V 36-INCH REQ'D; AECPRC 36-INCH
260E	630+32 VA	132 ' LT	122	260F	6-FOOT MANHOLE	J	838.10	836.86	3.86	36	833.00	833.00	122	0.0	
260F	629+14 VA	164 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 36-INCH
270A	282+46 AW	177 ' RT	20	270B	--	--	--	--	--	36	832.00	831.91	20	0.4	AECPRC 36-INCH
270B	282+26 AW	177 ' RT	205	270C	MEDIAN 2 GRATE	MS	838.60	838.60	6.69	36	831.91	831.00	205	0.4	160 LF - BORE AND JACK SSPRC CLASS V 36-INCH REQ'D; SEE POND OUTLET STRUCTURE DETAIL
270C	280+21 AW	183 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 36-INCH

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS
280A	618+07 VC	133 ' RT	283	280C	--	--	--	--	--	24	831.00	829.60	283	0.5	150 LF - BORE AND JACK SSPRC CLASS V 24-INCH REQ'D; AECPRC 24-INCH
280B	617+20 VC	52 ' RT	16	--	MEDIAN 2 GRATE	MS	837.77	837.77	7.55	24	830.22	--	16	--	SEE POND OUTLET STRUCTURE DETAIL
280C	615+95 VC	53 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 24-INCH
290A	617+00 VB	61 ' RT	105	290B	--	--	--	--	--	24	834.39	833.08	105	1.2	AECPRC 24-INCH
290B	617+00 VB	44 ' LT	87	290C	MEDIAN 1 GRATE	MS	842.83	842.83	9.75	24	833.08	832.00	87	1.2	65 LF - BORE AND JACK SSPRC CLASS V 24-INCH REQ'D
290C	617+00 VB	132 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 24-INCH
510A	630+50 VD	33 ' RT	82	510A	--	--	--	--	--	24	841.64	840.00	82	2.0	AECPRC 24-INCH
510B	630+50 VD	49 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 24-INCH
520A	613+66 VCX1	16 ' RT	69	520B	MEDIAN 1 GRATE	MS	837.60	837.60	2.60	18	835.00	834.60	69	0.6	
520B	613+58 VCX1	52 ' LT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
530A	630+35 VAX1	18 ' LT	236	530B	MEDIAN 1 GRATE	MS	845.68	845.68	2.40	18	843.28	842.50	236	0.3	
530B	632+62 VAX1	70 ' RT	--	--	--	--	--	--	--	--	--	--	--	--	AECPRC 18-INCH
900	625+64 TW_SB	47' LT	84	---	--	--	--	--	--	18	839.68	838.92	84	0.9	AECPRC 18-INCH
910	625+64 TW_SB	11' RT	72	---	--	---	---	---	---	18	841.06	840.28	72	1.1	AECPRC 18-INCH
920	642+63 TW_SB	44' LT	38	---	--	---	---	---	---	18	844.90	844.29	38	1.6	AECPRC 18-INCH
930	642+63 TW_SB	20' RT	2	---	--	---	---	---	---	18	845.96	845.92	2	2.0	AECPRC 18-INCH
940	650+63 TW_SB	21' RT	2	---	--	---	---	---	---	18	845.68	845.65	2	1.5	AECPRC 18-INCH
950	617+64 TW_SB	51' LT	28	---	--	---	---	---	---	18	835.00	834.86	28	0.5	AECPRC 18-INCH
960	617+64 TW_SB	22' RT	2	---	--	---	---	---	---	18	835.42	835.41	2	0.5	AECPRC 18-INCH
970	611+64 TW_SB	58' LT	38	---	--	---	---	---	---	18	834.16	833.82	38	0.9	AECPRC 18-INCH
980	611+64 TW_SB	24' RT	2	---	--	---	---	---	---	18	834.91	834.89	2	1.0	AECPRC 18-INCH

2

2

N

READ ROAD

READ ROAD

TO REMAIN

E1-1 STOP

TO REMAIN

E1-3 STOP AHEAD

TO REMAIN

E1-4

STOP AHEAD E1-2

TO REMAIN

STOP E1-5

DIVIDED HIGHWAY E1-6

E1-12 DO NOT ENTER

255+00 AW

260+00 AW

STH 11 WB

265+00 AW

266+00 AE

MATCH LINE STA.

255+00 AE

260+00 AE

STH 11 EB

E1-9

265+00 AE

LEFT TURN LANE E1-7

E1-11 ONLY ONLY

ONE WAY E1-8

E1-10 ONLY ONLY

NOTE: ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: SIGNING REMOVALS	SHEET 111	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023201_EXS.DWG
LAYOUT NAME - 023201_EXS

PLOT DATE : 4/17/2015 11:11 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********

2

2

N

MATCH LINE STA. 628+50 VD

SB EXIT RAMP

IH 39, SB

E2-19

E2-20

W EST 11

STOP E2-28

DIVIDED HIGHWAY E2-27

STOP E2-29

DIVIDED HIGHWAY E2-17

E2-33

E2-21 SIS

REMOVED BY OTHERS

DO NOT ENTER E2-18

E2-22

DO NOT ENTER

E2-24

SOUTH EAST 39 90

E2-26

JANESVILLE

CHICAGO

E2-23

E2-16

WRONG WAY E2-1

E2-4

READ RD. E2-5

SPEED LIMIT 55 E2-7

E2-9

W EST 11

270+00 AW

STH 11 WB

275+00 AW

280+00 AE

WRONG WAY E2-25

MATCH LINE STA. 266+00 AE

270+00 AE

STH 11 EB

275+00 AE

280+00 AW

MATCH LINE STA. 281+00 AE

625 TW SB

E2-3

NORTH WEST SOUTH EAST 39 90 39 90

E2-6

RIGHT LANE MUST TURN RIGHT

SPEED LIMIT 55 E2-8

625+00 VC

E2-12

E2-30

ONE WAY

E2-31

E2-32

NORTH WEST EAST 39 90 11

MADISON

CHICAGO E2-10

SOUTH EAST 39 90 E2-11

W.O. E2-14

SB ENTRANCE RAMP

REMOVING ON-RAMP TYPE III BARRICADES AND RACK REQ'D.

E2-15

PEDESTRIANS BICYCLES NON-MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED

E2-2

JCT 39 JCT 90

MATCH LINE STA. 620+75 VC

NOTE: ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: SIGNING REMOVALS	SHEET 112	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023201_EXS.DWG
LAYOUT NAME - 023202_EXS

PLOT DATE : 4/17/2015 11:12 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 628+00 VA

PEDESTRIANS
BICYCLES
NON-MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED
E3-8

NB ENTRANCE RAMP

REMOVING ON-RAMP TYPE III
BARRICADES AND RACK REQ'D.

ONE WAY
E3-5

SOUTH | EAST
39 | 90
E3-3

E3-4

DO NOT ENTER
E3-7

NORTH | WEST | EAST
39 | 90 | 11
E3-11

CHICAGO
JANESVILLE
MADISON
E3-26

WEST | EAST
11 | 11
E3-30

SOUTH | EAST | NORTH | WEST
39 | 90 | 39 | 90
E3-33

285+00 AE

290+00 AW

295+00 AW

AVALON ROAD

290+00 AE

295+00 AE

E3-31

E3-10

E3-9

285+00 AW

MATCH LINE STA. 281+00 AE

MATCH LINE STA. 296+00 AE

E3-25

WEST
11
E3-2

WRONG WAY

E3-1

MADISON

E3-12

E3-13

DO NOT ENTER
E3-14

NORTH | WEST | EAST
39 | 90 | 11

E3-27

E3-28

SPEED LIMIT
45

E3-29

WRONG WAY

E3-32

DO NOT ENTER

WEST
MILE
178
.0

EAST
MILE
178
.0

TO REMAIN

DO NOT ENTER
E3-15

E3-22

STOP
DIVIDED HIGHWAY
E3-21

E3-24

STOP
DIVIDED HIGHWAY
E3-23

WRONG WAY
E3-16

WRONG WAY
E3-20

NB EXIT RAMP

IH 39 NB

W_SB

E3-17

JANESVILLE
AVALON
E3-19

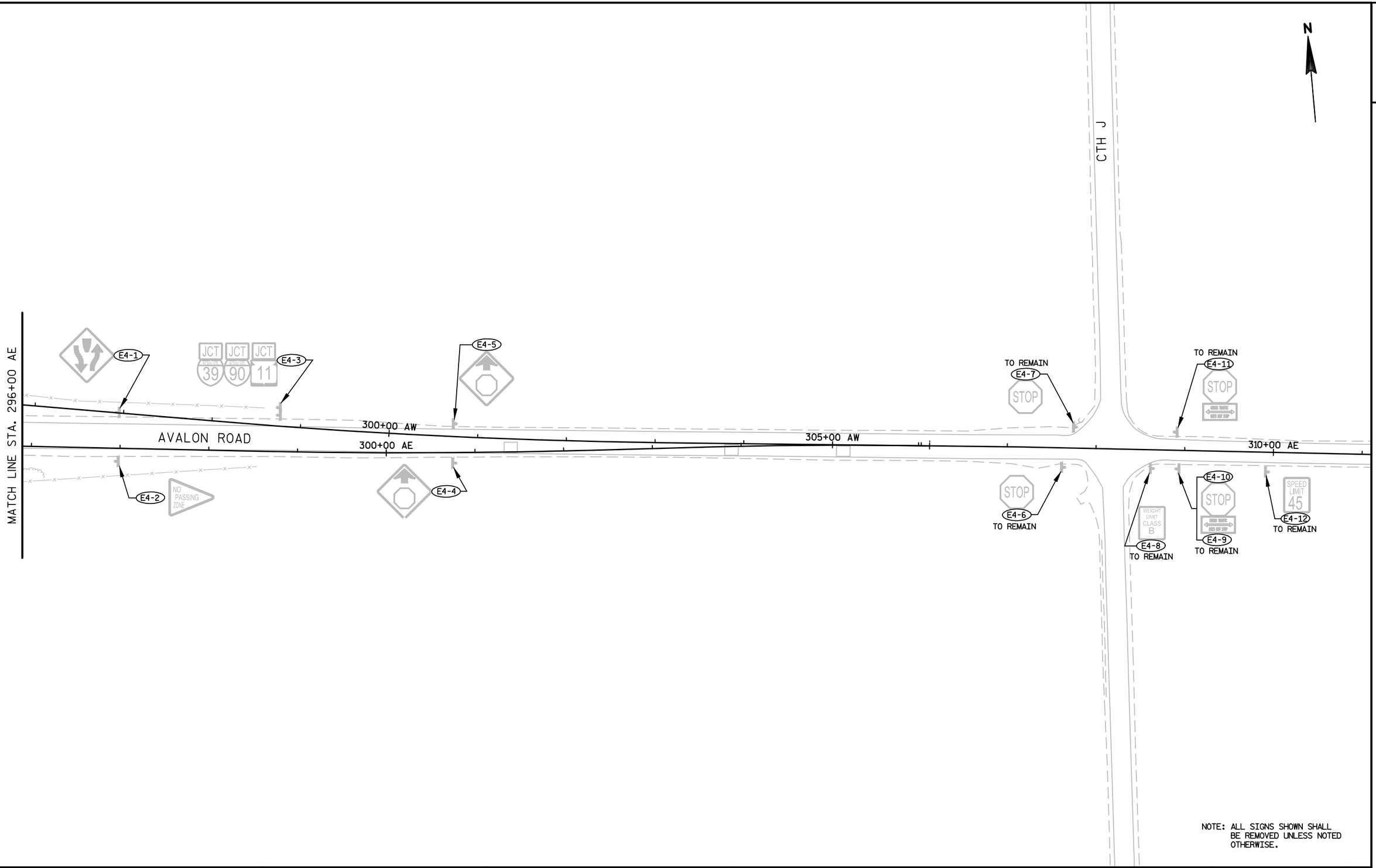
V_B

MATCH LINE STA. 620+00 VB

NOTE: ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: SIGNING REMOVALS	SHEET 113	E

2



NOTE: ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: SIGNING REMOVALS	SHEET 114	E

2

N

635 TW.SB

EXIT 177

E5-1

W EST 11

E5-2

EAST EXIT 177 .8 MILE

TO REMAIN

IH 39 SB

IH 39 NB

WEST EXIT 177 .8 MILE

TO REMAIN

SB EXIT RAMP

NB ENTRANCE RAMP

BLACKHAWK TECH COLLEGE

UW- ROCK COUNTY

E5-3

AVALON

JANESVILLE

E5-4

REMOVED BY OTHERS

E5-6

SIS

WRONG WAY

E5-5

WRONG WAY

E5-7

630 TW.SB

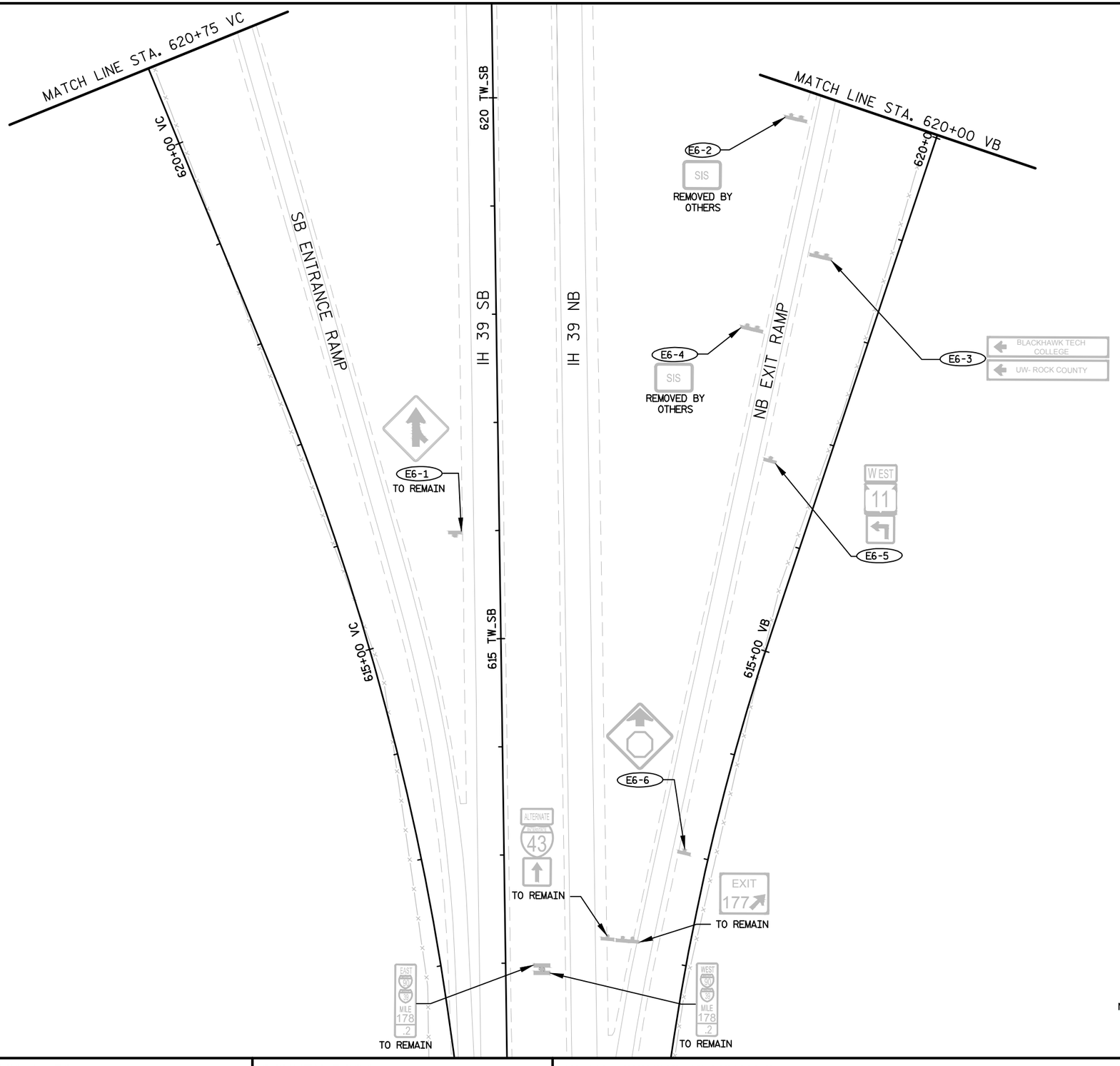
TO REMAIN

MATCH LINE STA. 628+50 VD

MATCH LINE STA. 628+00 VA

NOTE: ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: SIGNING REMOVALS	SHEET 115	E



2

NOTE: ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: SIGNING REMOVALS	SHEET 116	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023201_EXS.DWG
LAYOUT NAME - 023206_EXS
PLOT DATE : 4/17/2015 11:12 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

LEGEND

SIGN SUPPORTS

SIGN MOUNTED ON SIGN BRIDGE OR LIGHT POLE

X - XX DENOTES PROPOSED SIGN NUMBER

COVER PERMANENT SIGNS UNTIL ALTERNATE ROUTE IS OPERATIONAL

N

READ ROAD (FRONTAGE NORTH)

READ ROAD

0 AW

255+00 AW

260+00 AW

265+00 AW

STH 11 WB

0 AE .

255+00 AE

260+00 AE

265+00 AE

STH 11 EB

266+00 AE

MATCH LINE STA. 266+00

1-1 Road Rd D1-1 66"X15"

1-2 SPEED LIMIT 45 W3-5 36"X36"

1-3 SPEED LIMIT 45 R2-1 36"X48"

1-4 SPEED LIMIT 55 R2-1 36"X48"

1-5 DO NOT ENTER R5-1 36"X36"

1-6 ONE WAY R6-2L 24"X30"

1-7 DIVIDED HIGHWAY R6-3A 30"X24"

1-8 STOP R1-1 36"X36"

1-9 ONE WAY R6-2L 24"X30"

1-10 R4-7 36"X48"

1-11 DO NOT ENTER R5-1 36"X36"

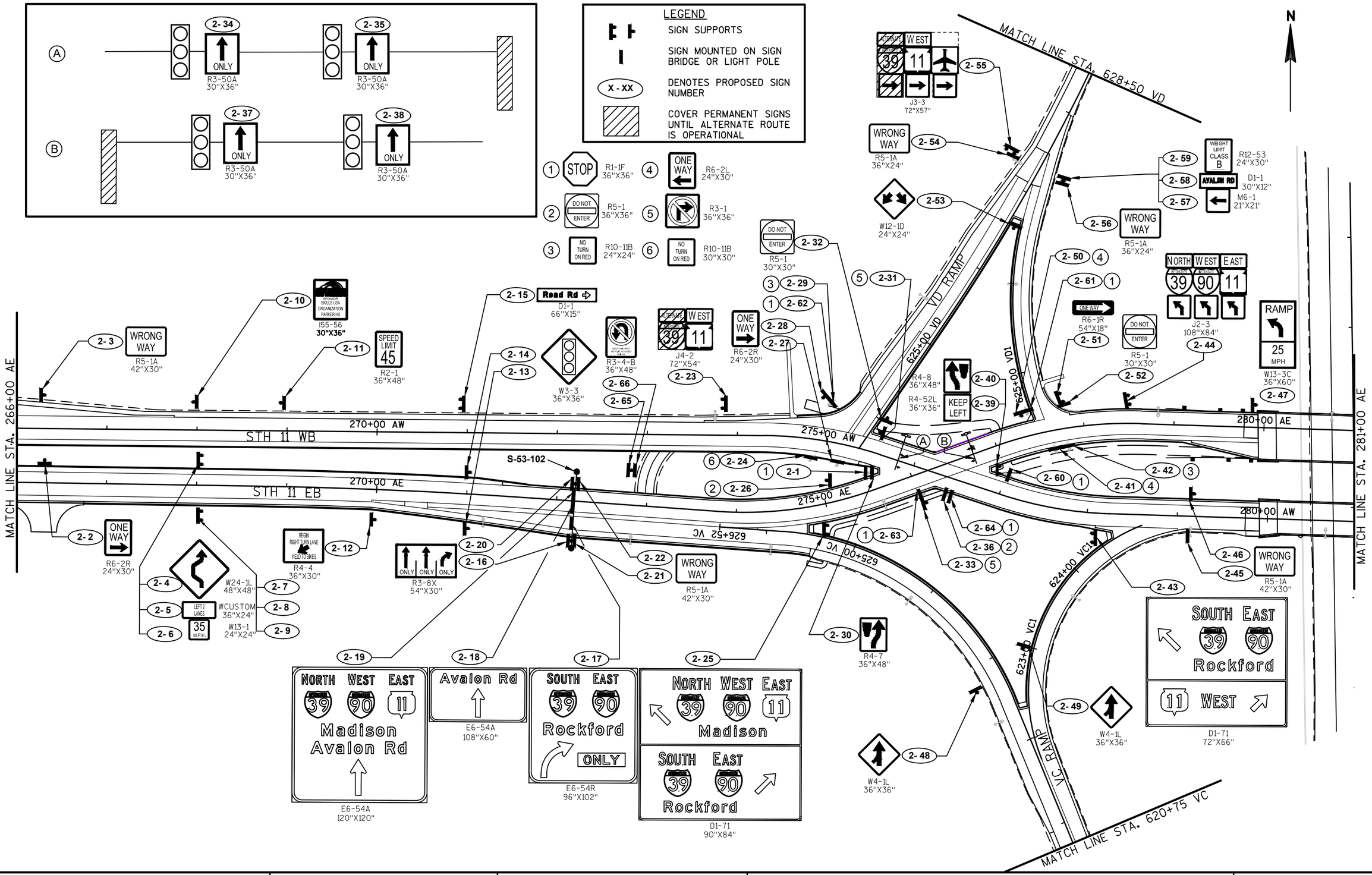
1-12 JCT JCT 39 90 J1-2 72"x57"

1-13 SOUTH EAST 39 90 J2-2 72"x84"

1-14 R4-7 36"X48"

1-15 NORTH WEST EAST 39 90 11 J2-3 108"x84"

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 117	E



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 118	E

2

MATCH LINE STA. 628+00 VA

MATCH LINE STA. 281+00 AE

MATCH LINE STA. 296+00 AE

MATCH LINE STA. 620+00 VB

VA RAMP

VB RAMP

AVALON ROAD WB

AVALON ROAD EB

625+00 VA

623+45 VA

625+00 VA1

285+00 AE

285+00 AW

290+00 AW

290+00 AE

295+00 AW

295+00 AE

624+00 VB1

623+00 VB1

624+00 VB

S-53-103

N

LEGEND

- SIGN SUPPORTS
- SIGN MOUNTED ON SIGN BRIDGE OR LIGHT POLE
- X - XX — DENOTES PROPOSED SIGN NUMBER
- COVER PERMANENT SIGNS UNTIL ALTERNATE ROUTE IS OPERATIONAL

1. STOP R1-1F 36"X36"
2. DO NOT ENTER R5-1 36"X36"
3. NO TURN ON RED R10-11B 24"X24"
4. ONE WAY R6-2L 24"X30"
5. R3-1 36"X36"
6. NO TURN ON RED R10-11B 30"X30"

3-58 W4-1R 36"X36"

3-67 R1-2 48"X42"

3-57 W4-1R 36"X36"

NORTH WEST EAST 39 90 11 Madison Avalon Rd

SOUTH EAST WEST 39 90 11 Rockford

NORTH WEST EAST 39 90 11 Madison

3-26 D1-71 90"X84"

NORTH WEST EAST 39 90 11 Madison ONLY 3-35 E6-54R 120"X102"

11 WEST 3-34 E6-54A 84"X72"

SOUTH EAST WEST 39 90 11 Rockford 3-33 E6-54A 120"X102"

3-65 (1) 3-17 (2) 3-18 (5) 3-62 (1) 3-66 (1)

3-27 (2)

ONLY ONLY ONLY R3-8X 54"X30" 3-32 3-31

D1-71 90"X48" 3-5

WRONG WAY R5-1A 42"X30" 3-2 3-3

R4-8 36"X48" KEEP LEFT R4-52L 36"X36" 3-12 3-11

WRONG WAY R5-1A 42"X30" 3-30 3-29

3-61 (1)

3-20 3-25 (6) R4-7 36"X48"

3-41 BEGIN RIGHT TURN LANE YIELD TO BIKES R4-4 36"X30"

3-47 W24-1L 48"X48" 3-44

3-46 LEFT 2 LANES WCUSTOM 36"X24" 3-43

3-45 35 M.P.H. W13-1 24"X24" 3-42

(B) (A) 5 3-19

3-10 ONE WAY R6-1R 54"X18"

3-8 (4) 3-63 (1)

3-6 (3) 3-7 (4)

3-1 RAMP 25 MPH W13-3C 36"X60"

SOUTH EAST WEST 39 90 11 J2-3 108"X84" 3-4

DO NOT ENTER R5-1 30"X30" 3-9

3-21 DO NOT ENTER R5-1 30"X30"

3-24 3-22 ONE WAY R6-2R 24X30"

3-28 WEIGHT LIMIT CLASS B R12-53 24"X30"

3-37 3-36 W4-2L 36"X36"

3-59 3-60 R3-4-B 36"X48"

3-40 SPEED LIMIT 45 R2-1 36"X48"

3-39 3-38 W3-3 36"X36"

3-48 W6-2 36"X36"

WRONG WAY R5-1A 42"X30" 3-49

3-23 (3) 3-64 (1)

WRONG WAY R5-1A 36"X24" 3-55

3-56 W12-1D 24"X24"

WEST 11 J3-2 48" X 57" 3-53

3-54 WRONG WAY R5-1A 36"X24"

3-50 WEIGHT LIMIT CLASS B R12-53 24"X30"

3-51 AVALON RD D1-1 30"X12"

3-52 M6-1 21"X21"

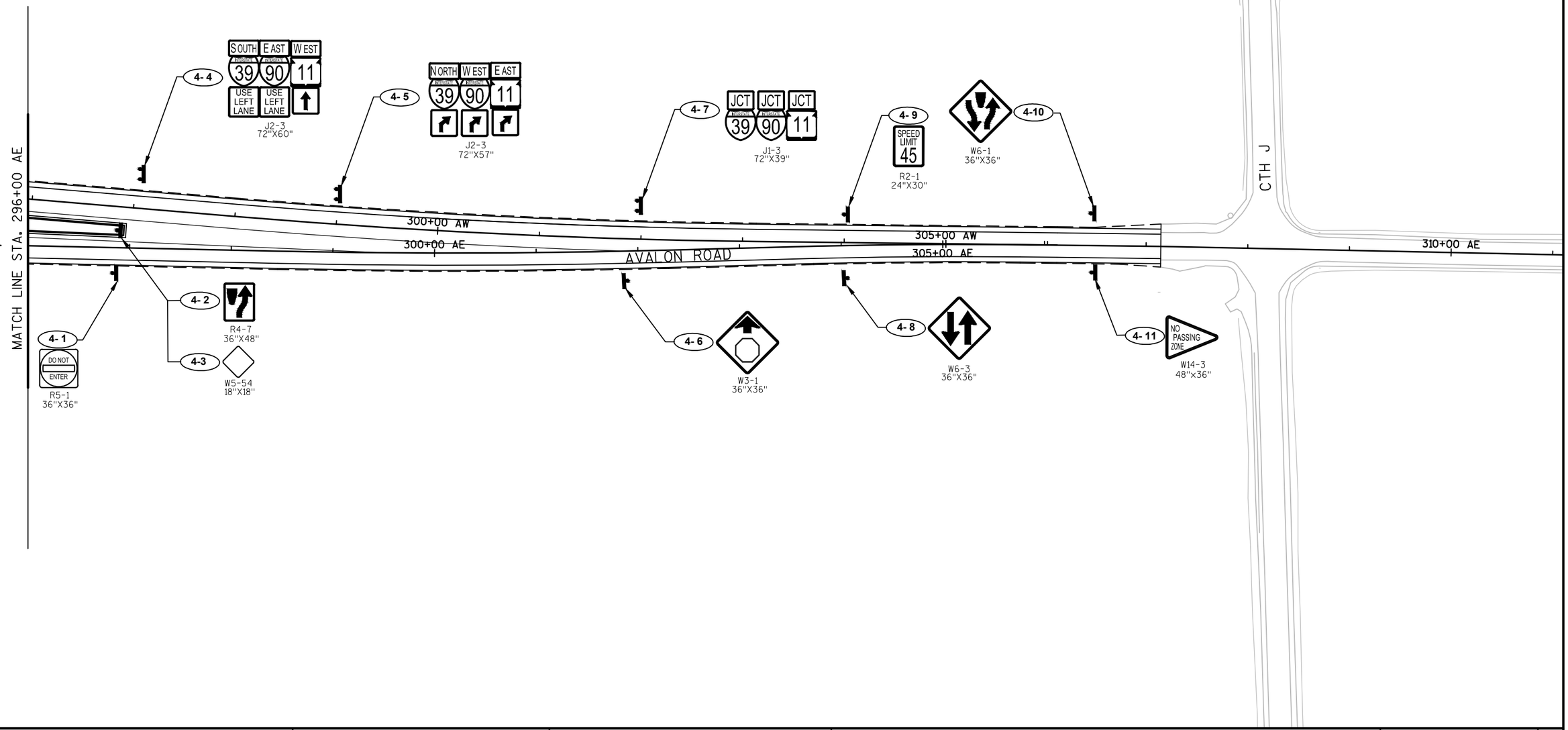
(A) ONLY R3-50A 30"X36" 3-15 ONLY R3-50A 30"X36" 3-16

(B) ONLY R3-50A 30"X36" 3-13 ONLY R3-50A 30"X36" 3-14

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 119	E

LEGEND

- SIGN SUPPORTS
- SIGN MOUNTED ON SIGN BRIDGE OR LIGHT POLE
- X - XX — DENOTES PROPOSED SIGN NUMBER
- COVER PERMANENT SIGNS UNTIL ALTERNATE ROUTE IS OPERATIONAL



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 120 E

2

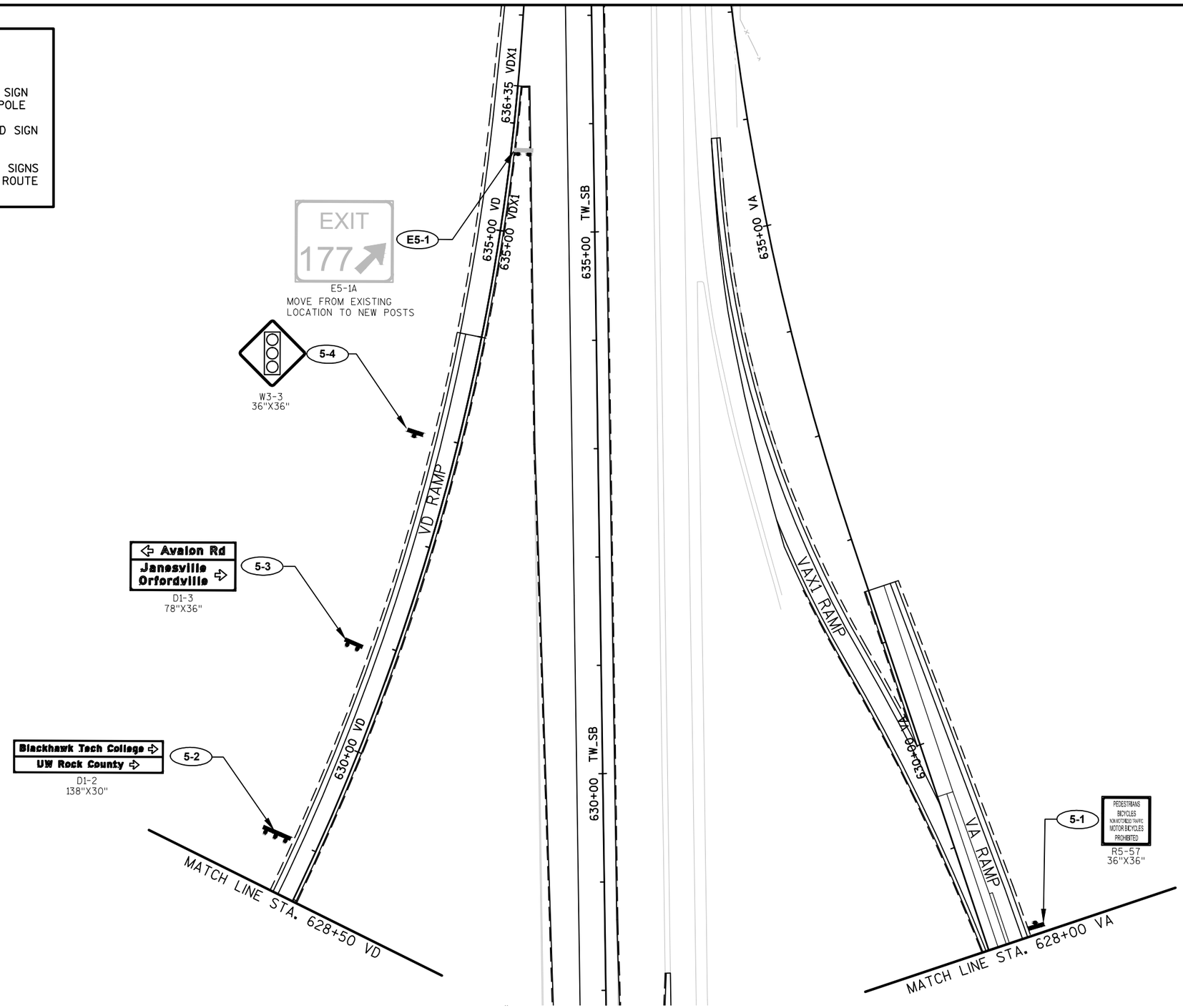
LEGEND

SIGN SUPPORTS

SIGN MOUNTED ON SIGN BRIDGE OR LIGHT POLE

X - XX DENOTES PROPOSED SIGN NUMBER

COVER PERMANENT SIGNS UNTIL ALTERNATE ROUTE IS OPERATIONAL



2

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 121	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023205_PS

PLOT DATE : 10/9/2013 8:52 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:100_XREF

2

MATCH LINE STA. 620+75 VC

620+00 VC

VC RAMP

617+09 VCX1

620+00 TW_SB

615+00 TW_SB

615+00 VC

VCX1 614+88

6-1

PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED

R5-57
36"X36"

MATCH LINE STA. 620+00 VB

620+22 VBX1

VB RAMP

6-4

Blackhawk Tech College
UW Rock County

D1-2
138"x30"

6-3

Janesville
Orfordville
Avalon Rd

D1-3
78"x36"

615+00 VBX1

VBX1 RAMP

615+00 VB

6-2

W3-3
36"X36"

N

LEGEND

- SIGN SUPPORTS
- SIGN MOUNTED ON SIGN BRIDGE OR LIGHT POLE
- X - XX — DENOTES PROPOSED SIGN NUMBER
- COVER PERMANENT SIGNS UNTIL ALTERNATE ROUTE IS OPERATIONAL

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 122	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023206_PS

PLOT DATE : 10/9/2013 8:52 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:100_XREF

NOTE: LEAVE FOLDING SIGNS CLOSED
AFTER INSTALLATION

N

READ RD.

STH 11

EXIT
177

ALTERNATE
INTERSTATE
39

A1-1

JV-F
24"X57"

EXIT 177
11 WEST
Avalon
Janesville

EXIT 177
11 WEST
Avalon
Janesville
1 MILE

A1-4

ALTERNATE
INTERSTATE
39

JV-F
36"X81"

E. RACINE ST.

A1-2

ALTERNATE
INTERSTATE
39

JV-F
36"X81"

A1-3

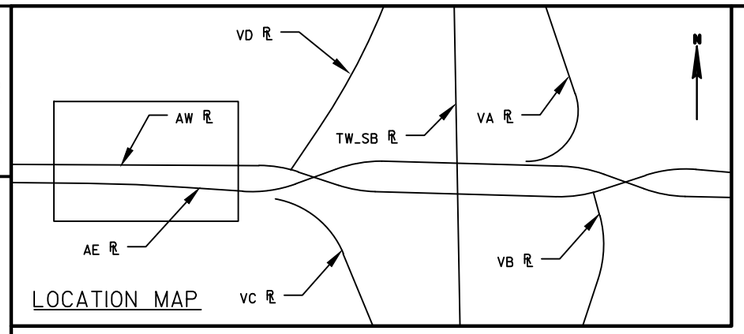
ALTERNATE
INTERSTATE
43

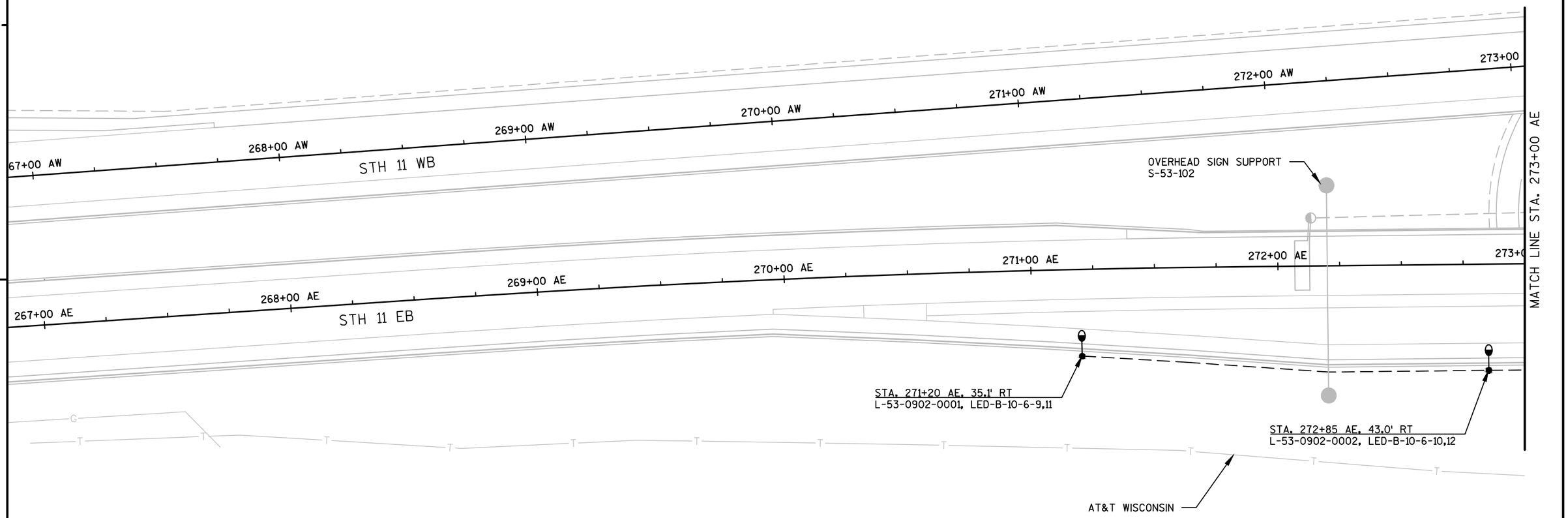
J2-1
36"X84"

AVALON RD.

STH 11/E. RACINE ST.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALTERNATE ROUTE SIGNING	SHEET 123 E





NOTES:

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.

LXX-XXXX-XXXX, LED-X, -12, -6, -1,3,
- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT

HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

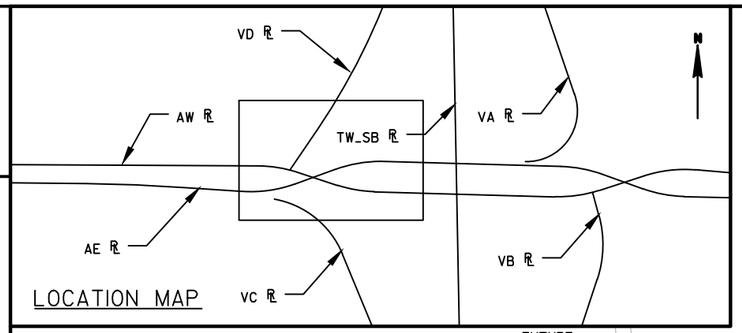
INST. NO. L53-0902

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 1 OF 9

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING	SHEET 124	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023501_LP
PLOT DATE : 10/2/2013 2:19 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



MATCH LINE 625+00 VD

MATCH LINE 625+25 VD1

625+00 VD

VD RAMP

624+00 VD

625+29 VD1

VD1 RAMP

SEE TRAFFIC SIGNAL PLANS (TYP.)

STA. 278+82 AE, 18.5' LT
L-53-0902-0009, LED-B-10-6-6,8

PB-26

279+00 AE

278+00 AE

277+00 AE

MATCH LINE STA. 279+25 AE

FUTURE MULTI-USE PATH (TYP.)

STA. 279+15 AW, 22.0' RT
L-53-0902-0008, LED-B-10-6-1,3

279+00 AW

278+00 AW

277+00 AW

276+00 AW

275+00 AW

274+00 AW

AW

STH 11 WB

FUTURE MULTI-USE PATH

PB-4

STA. 273+75.0 AW, 26.4' LT
L-53-0902-0005, LED-B-10-6-10,12

2-2"

PB-3

2-2"

PB-2

2-2"

PB-1

STA. 274+35 AE, 47.2' RT
L-53-0902-0003, LED-B-10-6-9,11

G53-16
RAMP CLOSURE GATE
HARD-WIRED 28-FT

MATCH LINE STA. 273+00 AE

274+00 AE

275+00 AE

276+00 AE

STH 11 EB

626+52 VC

626+00 VC

625+00 VC

624+00 VC

VC RAMP

STA. 624+15 VC, 30.0' RT
L-53-0902-0004, LED-B-10-6-10,12

STA. 275+61.5 AE, 23.9' RT
L-53-0902-0006, LED-B-10-6-1,3

PB-5

2-2"

G53-17
RAMP CLOSURE GATE
HARD-WIRED 28-FT

PB-6

624+00 VC1

VC1 RAMP

AT&T WISCONSIN

STA. 623+75 VC1, 24.0' RT
L-53-0902-0007, LED-B-10-6-2,4

623+00 VC1

MATCH LINE 623+00 VC1

MATCH LINE 623+00 VC

NOTES:

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.

LXX-XXXX-XXXX, LED-X -12, -6, -1,3

- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT

HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

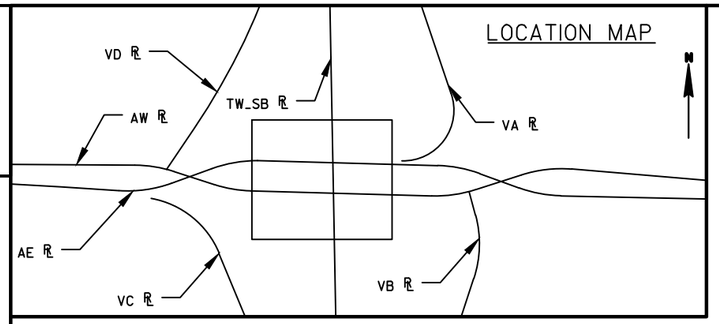
INST. NO. L53-0902

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PROJECT NO:1003-10-72 | HWY:IH 39 | COUNTY:ROCK | PLAN: LIGHTING | SHEET 125 | E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023502_LP
PLOT DATE : 10/2/2013 2:19 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

LOCATION MAP



2

N

626+00

625+00

624+00

623+00

TW_SB

STA. 280+75 AE, 18.4' LT
L-53-0902-0010, LED-B-10-5-5,7

STA. 282+30 AE, 18.4' LT
L-53-0902-0011, LED-B-10-5-6,8

PB-7

PB-8

280+00 AE

282+00 AE

283+0

AVALON ROAD EB

MATCH LINE STA. 279+25 AE

MATCH LINE STA. 283+00 AE

FUTURE MULTI-USE PATH

FUTURE MULTI-USE PATH

B-53-323

MOUNT POLE TO BRIDGE PARAPET
(TYP. OF 4), SEE STRUCTURE PLANS
FOR MOUNTING DETAILS

280+00 AW

282+00 AW

28

AVALON ROAD WB

PB-9

PB-10

B-53-324

STA. 280+65 AW, 18.4' RT
L-53-0902-0012, LED-B-10-5-2,4

STA. 282+30 AW, 18.4' RT
L-53-0902-0013, LED-B-10-5-1,3

AT&T WISCONSIN

ALLIANT ENERGY (ELECTRIC)

NOTES:

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.
3. SEE CONSTRUCTION DETAILS FOR PULL BOXES AT STRUCTURE APPROACHES.

LXX-XXXX-XXXX, LED-X, -12, -6, -1,3

- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT

HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

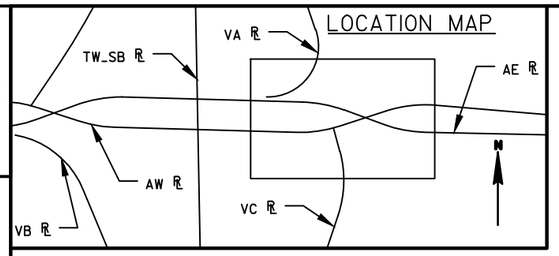
INST. NO. L53-0902

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING	SHEET 126	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023503_LP
PLOT DATE : 10/2/2013 2:19 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

LOCATION MAP



MATCH LINE STA. 625+50 VA

MATCH LINE STA. 625+25 VA1

STA. 625+00 VA1, 5.0' LT
L-53-0902-0017, LED-B-10-6-2,4

625+00 VA

VA RAMP

624+00 VA

PB-14

STA. 624+40 VA, 22.0' LT
L-53-0902-0016, LED-B-10-5(RAMP GATE)-5,7

G53-15
RAMP CLOSURE GATE
HARD-WIRED 40FT

PB-13

2-2"

VA1 RAMP

624+00 VA1

623+00 VA1

622+00 VA1

STA. 623+25 VA1, 27.0' RT
L-53-0902-0029, LED-B-10-6-5,7

PB-21

G53-14
RAMP CLOSURE GATE
HARD-WIRED 32FT

STA. 287+15 AW, 23.5' LT
L-53-0902-0018, LED-B-10-6-2,4

PB-22

284+00 AE

285+00 AE

286+00 AE

287+00 AW

288+00 AW

AVALON ROAD WB

287+00 AE

288+00 AE

AVALON ROAD EB

MATCH LINE STA. 283+00 AE

MATCH LINE STA. 289+00 AE

FUTURE MULTI-USE PATH (TYP.)

PB-12

PB-20

286+00 AW

285+00 AW

284+00 AW

FUTURE MULTI-USE PATH

L53-0902

PB-16

PB-17

PB-19

PB-18

PB-11

PB-15

SEE ITS PLANS

STA. 283+95 AW, 20.0' RT
L-53-0902-0014, LED-B-10-6-2,4

SEE TRAFFIC SIGNAL PLANS (TYP.)

STA. 288+95 AE, 22.0' RT
L-53-0902-0019, LED-B-10-6-1,3

3"

2-3"

628+00 VB

624+00 VB1

VB RAMP

VB1 RAMP

STA. 623+20 VB, 28.0' RT
L-53-0902-0015, LED-B-10-6-1,3

AT&T WISCONSIN

ALLIANT ENERGY
(ELECTRIC)

MATCH LINE STA. 623+00 VB

MATCH LINE STA. 623+00 VB1

N

NOTES:

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.

LXX-XXXX-XXXX, LED-X, -12, -6, -1,3

- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT

HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

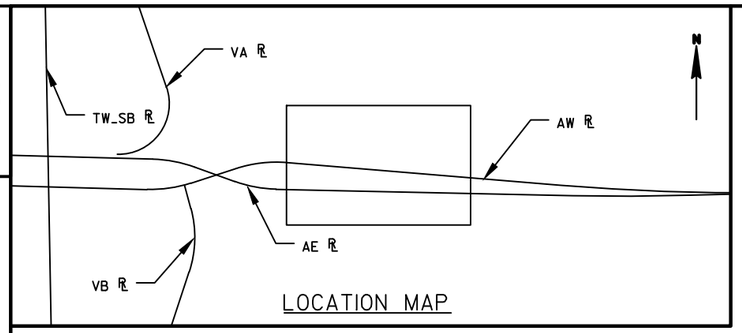
INST. NO. L53-0902

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 4 OF 9

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING	SHEET 127	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023504_LP
PLOT DATE : 10/2/2013 2:19 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



LOCATION MAP

NOTES:

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.

LXX-XXXX-XXXX, LED-X, -12, -6, -1,3,
- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT

2

N

STA. 289+30 AW, 44.6' LT
L-53-0902-0020, LED-B-10-6-2,4

STA. 291+30 AW, 38.5' LT
L-53-0902-0021, LED-B-10-6-5,7

ALLIANT ENERGY (ELECTRIC)

MATCH LINE STA 289+00 AE

9+00 AW 290+00 AW 291+00 AW 292+00 AW 293+00 AW 294+00 AW 295+00 AW

AVALON ROAD WB

OVERHEAD SIGN SUPPORT S-53-103

0 AE 290+00 AE 291+00 AE 292+00 AE 293+00 AE 294+00 AE 295+00 AE

AVALON ROAD EB

ALLIANT ENERGY (ELECTRIC)

AT&T WISCONSIN

HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

INST. NO. L53-0902

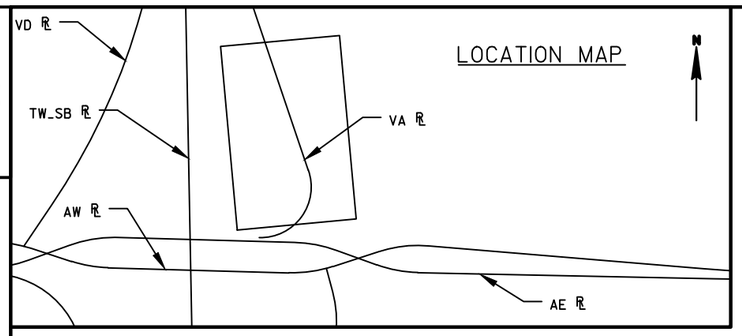
REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 5 OF 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING	SHEET 128	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023505_LP

PLOT DATE : 10/2/2013 2:19 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF



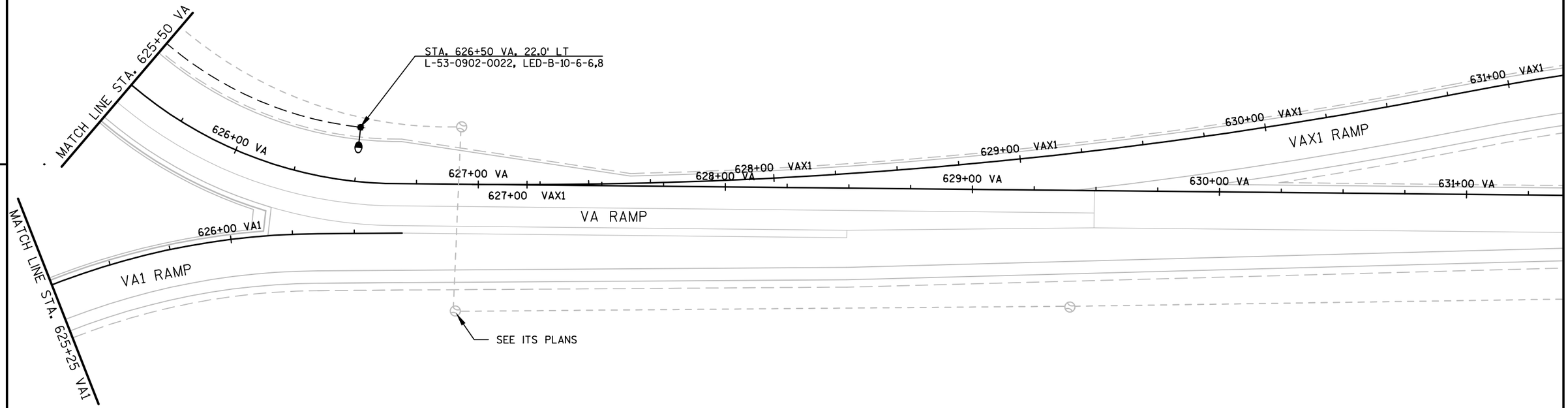
NOTES:

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.

LXX-XXXX-XXXX, LED-X, -12, -6, -1,3
- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT



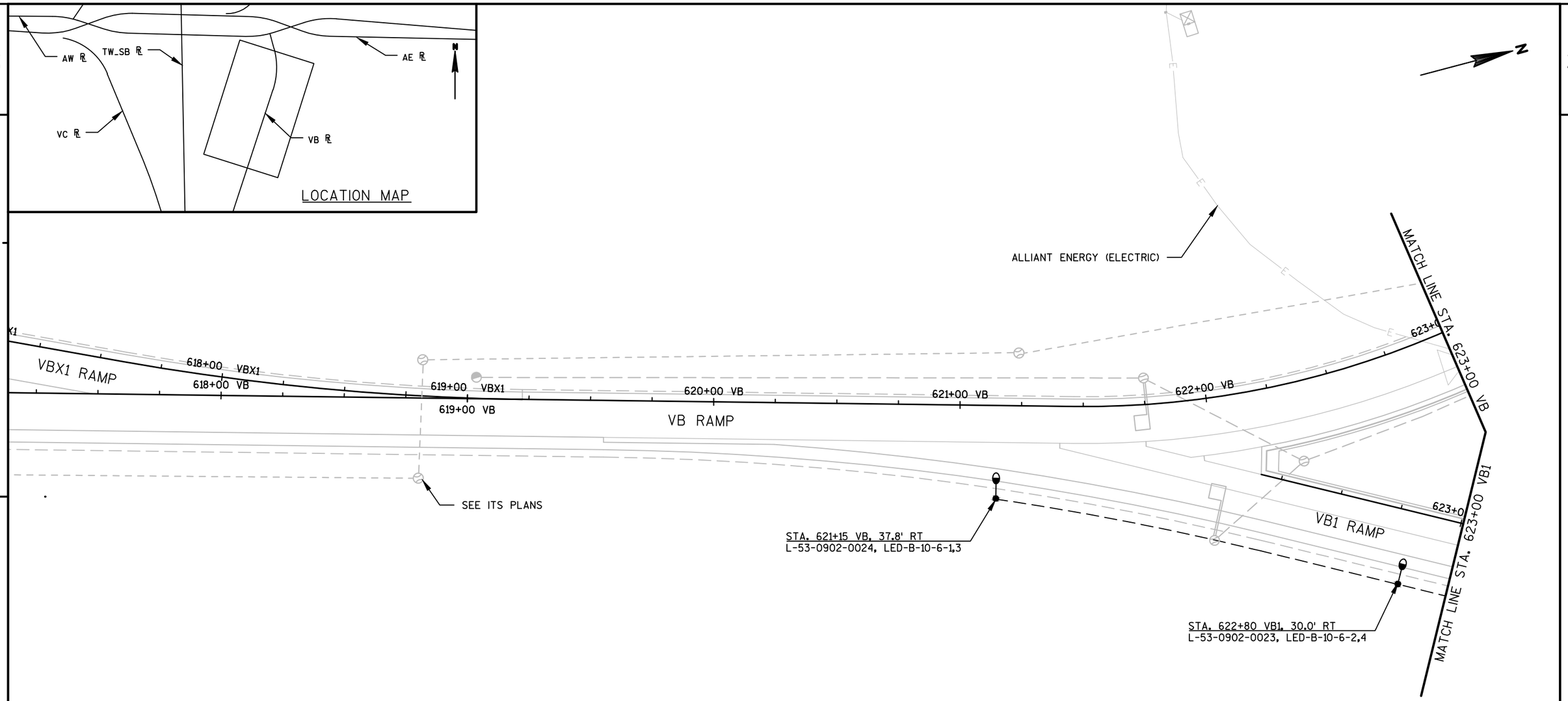
HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

INST. NO. L53-0902

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 6 OF 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING	SHEET 129	E



NOTES:

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.

LXX-XXXX-XXXX, LED-X, -12, -6, -1,3

- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

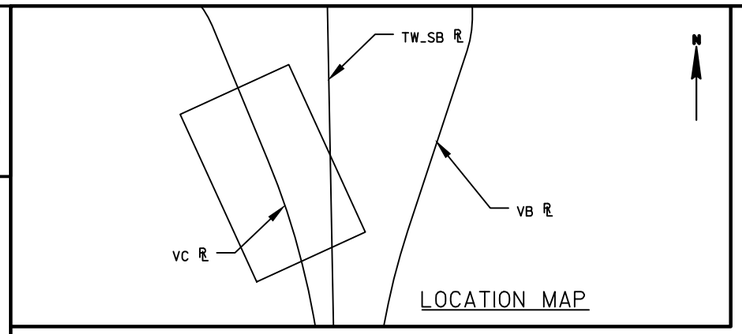
- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT

HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

INST. NO. L53-0902
REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING	SHEET 130	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023507_LP
PLOT DATE : 10/2/2013 2:19 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



2

N

STA. 622+30 VC, 30.0' LT
L-53-0902-0025, LED-B-10-6-9,11

MATCH LINE STA. 623+00 VC

618+00 VC | 619+00 VC | 620+00 VC | VC RAMP | 621+00 VC | 622+00 VC | 623+00 VC

622+00 VC1

VC1 RAMP

623+00 VC1

MATCH LINE STA. 623+00 VC1

NOTES:

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.

LXX-XXXX-XXXX, LED-X, -12, -6, -1,3

- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT

HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

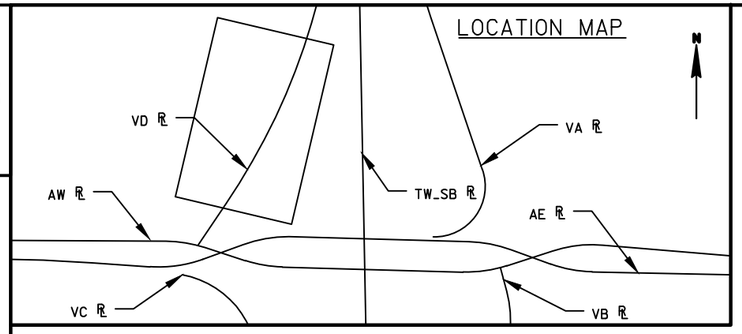
INST. NO. L53-0902

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING	SHEET 131	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023508_LP
PLOT DATE : 10/2/2013 2:19 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

LOCATION MAP



NOTES:

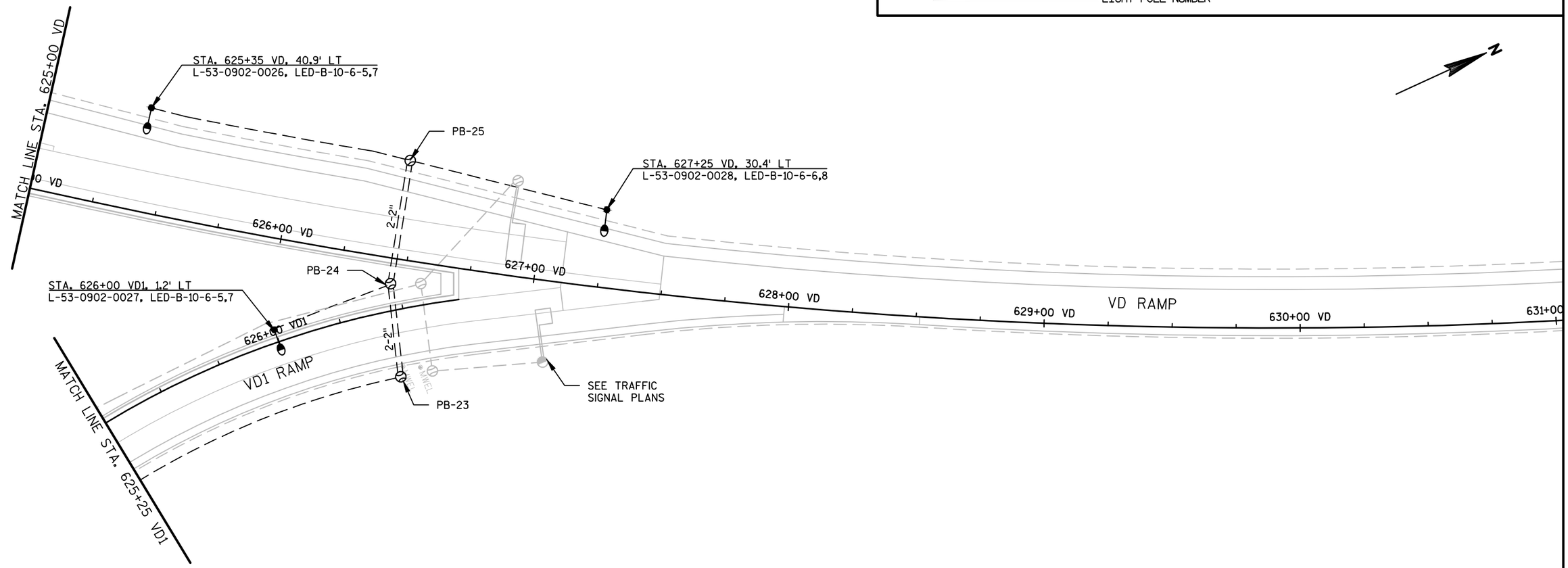
1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM THE BACK OF CURB OR EDGE OF SIDEWALK.
2. REFER TO MISCELLANEOUS QUANTITIES FOR RAMP GATE WIRING TO BE INSTALLED IN LIGHTING SYSTEM CONDUIT.

LXX-XXXX-XXXX, LED-X, -12, -6, -1,3

- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET
- LENGTH IN FEET
- LUMINAIRE TYPE
- LIGHT POLE NUMBER

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOXES STEEL 24X42-INCH
- RAMP CLOSURE GATES, HARD-WIRED, XX FT



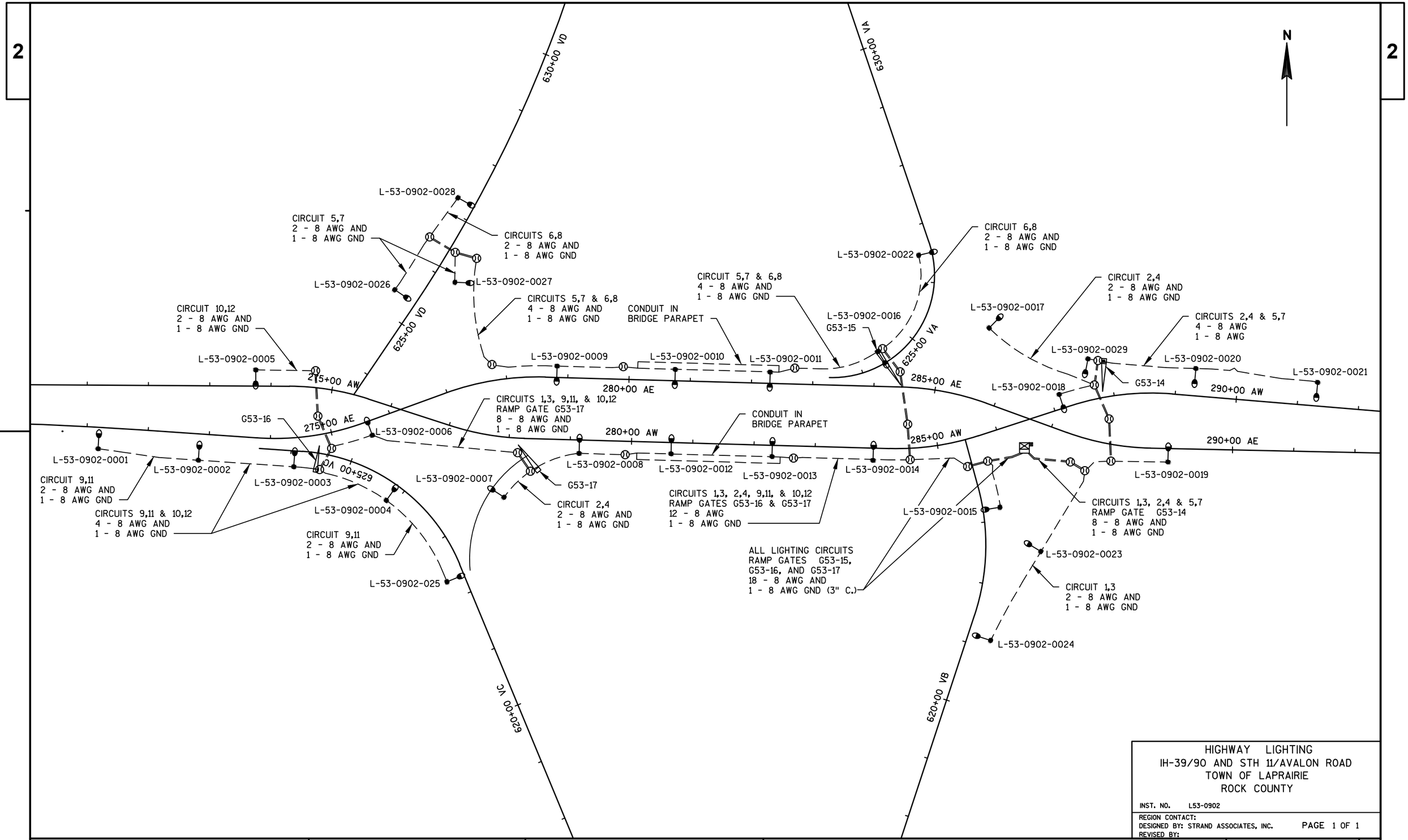
HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

INST. NO. L53-0902

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 9 OF 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING	SHEET 132	E



HIGHWAY LIGHTING
IH-39/90 AND STH 11/AVALON ROAD
TOWN OF LAPRAIRIE
ROCK COUNTY

INST. NO. L53-0902

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: LIGHTING PLAN DIAGRAM	SHEET 133	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\023510_LP.DWG
LAYOUT NAME - 023510_LP

PLOT DATE : 10/2/2013 2:19 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

GENERAL NOTES

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

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

NO TEST BORING WERE MADE WHERE CONDUITS, PULL BOXES, COMMUNICATION VAULTS, POLES, FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED.

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

NO TREES (AND/OR SHRUBS) ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

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

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

DUE TO RAMP, LANE AND SHOULDER CLOSURE RESTRICTIONS AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.

NOTIFY THE REGIONAL TRAFFIC UNIT (608-246-5367), OR SECONDARY (608-516-6400), A MINIMUM OF TWO (2) WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: CCTV CAMERAS, COMMUNICATION VAULTS, ITS FIELD CABINETS, MICROWAVE DETECTORS, PULL BOXES, WIRELESS MESH NODES, AND WOOD POLES.

HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.

VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
ITS FIELD CABINET GROUND MOUNTED	
ITS POLE MOUNTED CABINET	
MICROWAVE DETECTOR	
DETECTOR ZONE	
WIRELESS MESH NODE	W
RAMP GATE	
POLE	
ITS CONDUIT	
PULL BOX 24X42	
METER BREAKER PEDESTAL	
COMMUNICATIONS VAULT	V
ELECTRICAL SERVICE METER SOCKET	
ELECTRICAL SERVICE BREAKER DISCONNECT BOX	

NOTE: EXISTING COMPONENTS, EXISTING ROADWAY, PROPOSED LIGHTING, AND PROPOSED TRAFFIC SIGNALS SHOWN IN GRAY SHADE.

ITS STANDARD ABBREVIATIONS

CCTV	CLOSED CIRCUIT TELEVISION
SDS	SYSTEM DETECTOR STATION
CV	COMMUNICATION VAULT
PB	PULL BOX
WMN	WIRELESS MESH NODE
ESBD	ELECTRICAL SERVICE BREAKER DISCONNECT BOX

CONTACTS

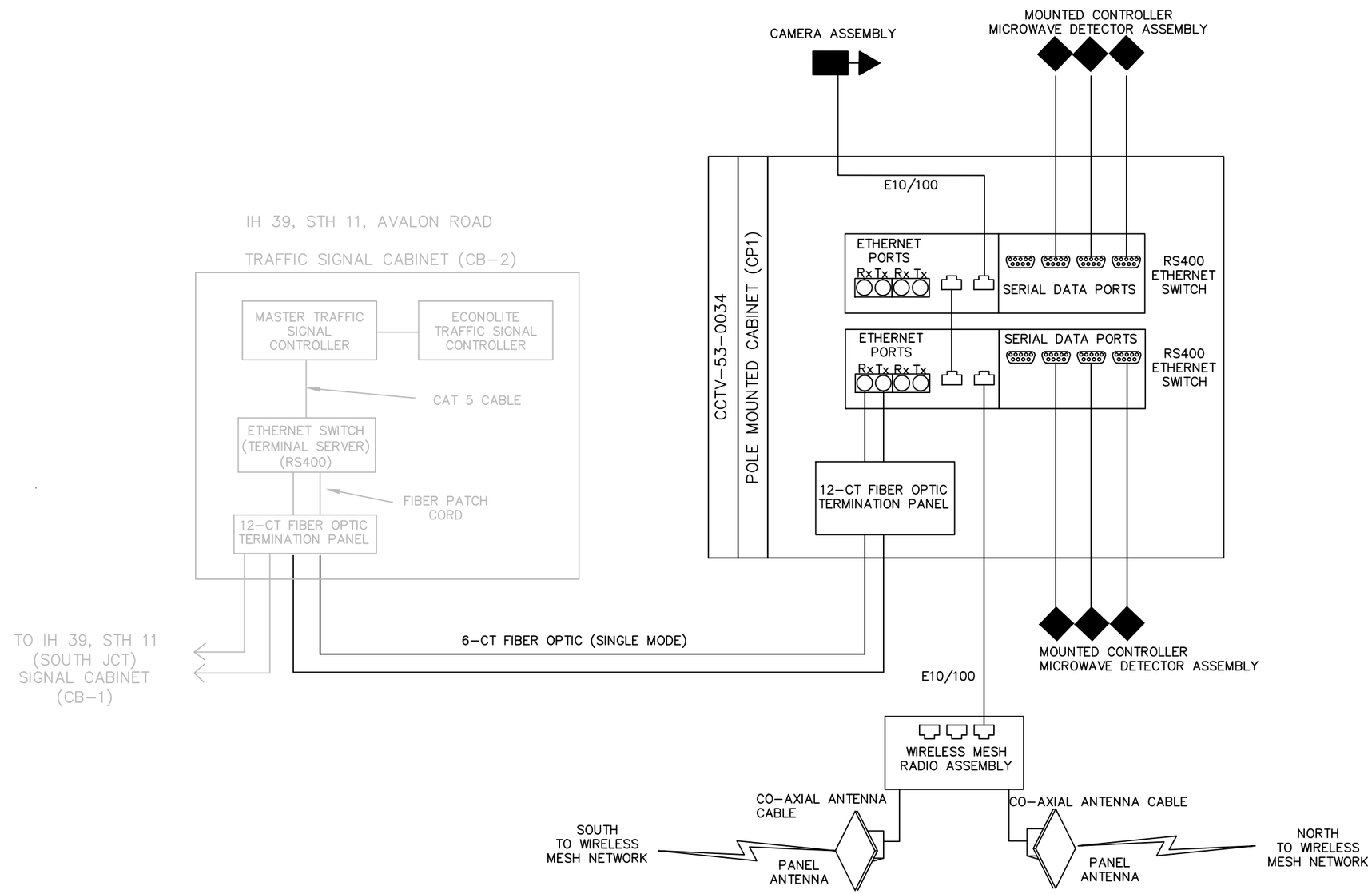
WisDOT SW REGION
2101 WRIGHT ST
MADISON, WI 53704
KYLE HEMP
(608)246-5367
kyle.hemp@dot.wi.gov
GRAHAM HEITZ
(608)246-5362
graham.heitz@dot.wi.gov

WisDOT STATEWIDE TRAFFIC OPERATIONS CENTER
433 W. ST. PAUL AVE, SUITE 300
MILWAUKEE, WI 53203
DEAN BEEKMAN
(414)227-2154
dean.beekman@dot.wi.gov
DON SCHELL
donald.schell@dot.wi.gov
(414)227-2148

AECOM
1350 DEMING WAY, SUITE 100
MIDDLETON, WI 53562
JEFFREY SANDBERG
(608)828-8161
jeff.sandberg@aecom.com

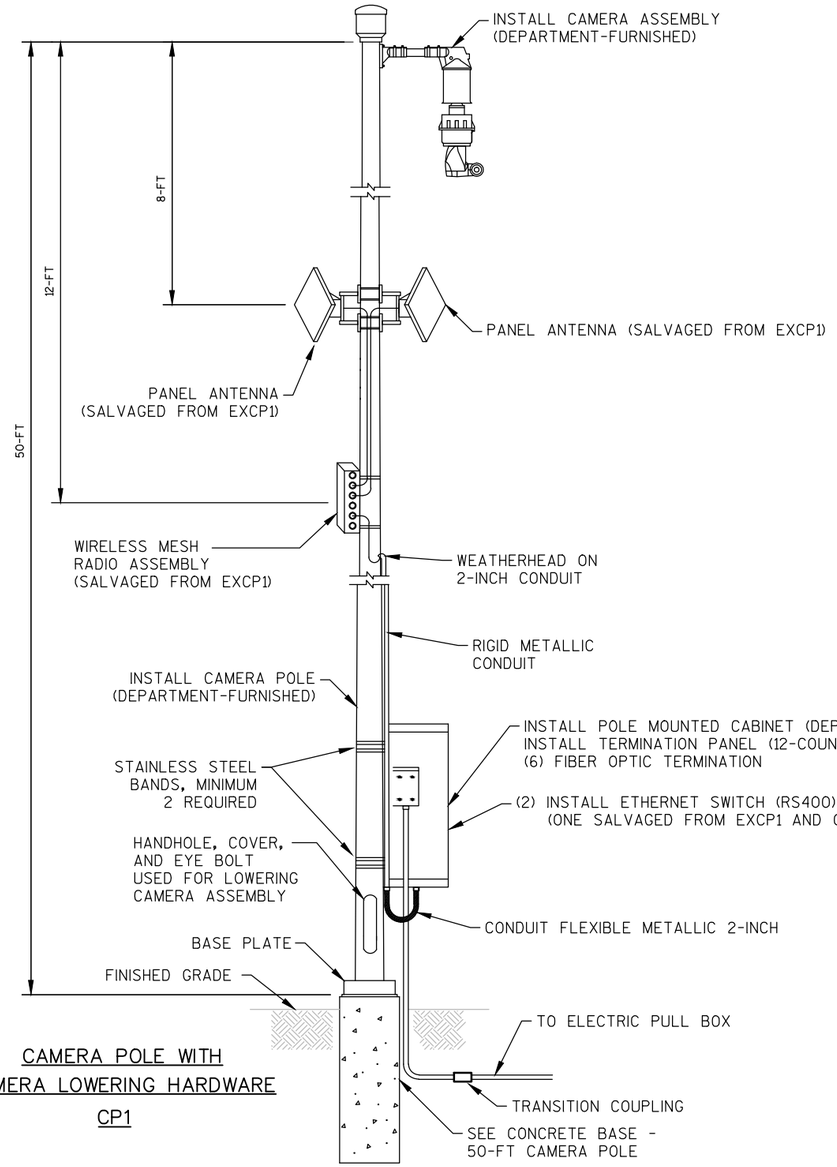
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2



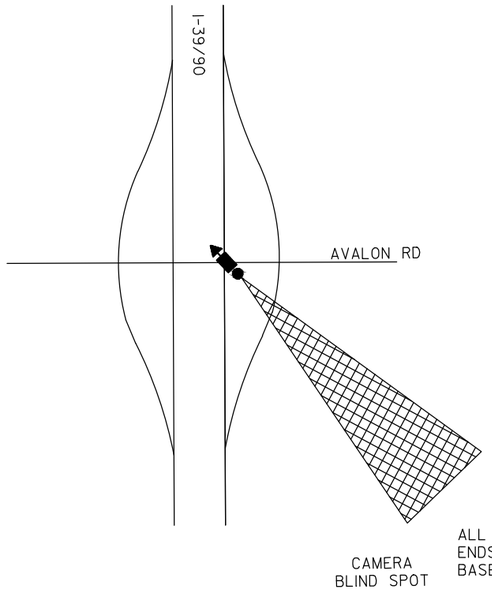
ITS COMMUNICATION SCHEMATIC

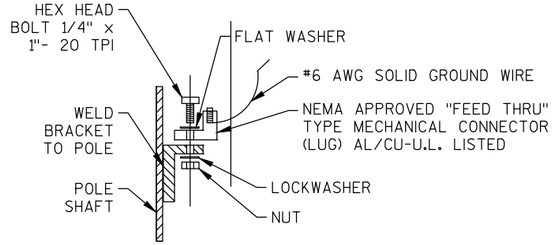
PROJECT NO:1003–10–72	HWY:IH 39	COUNTY:ROCK	ITS COMMUNICATION SCHEMATICS	SHEET 135	E



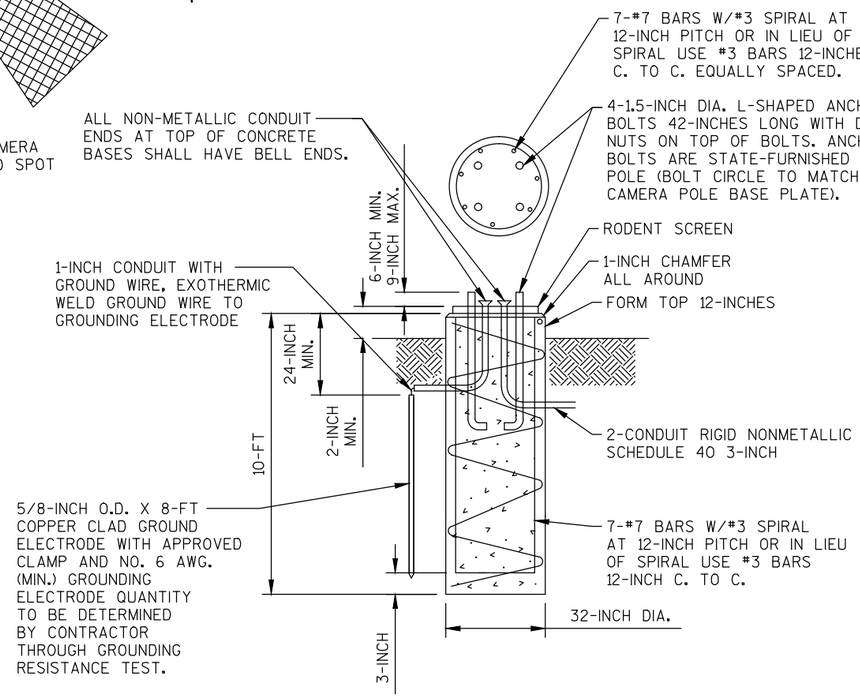
CAMERA POLE WITH
CAMERA LOWERING HARDWARE
CP1

CAMERA ORIENTATION DETAIL





FIELD INSTALLED GROUNDING LUG



GENERAL NOTES

SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

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

ORIENT ANTENNAS TO OPTIMIZE SIGNAL STRENGTH.

CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT.

NOTES

1) ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.

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

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

4) CONTRACTOR SHALL INSTALL GROUNDING LUG AS SHOWN.

(NOT TO SCALE)

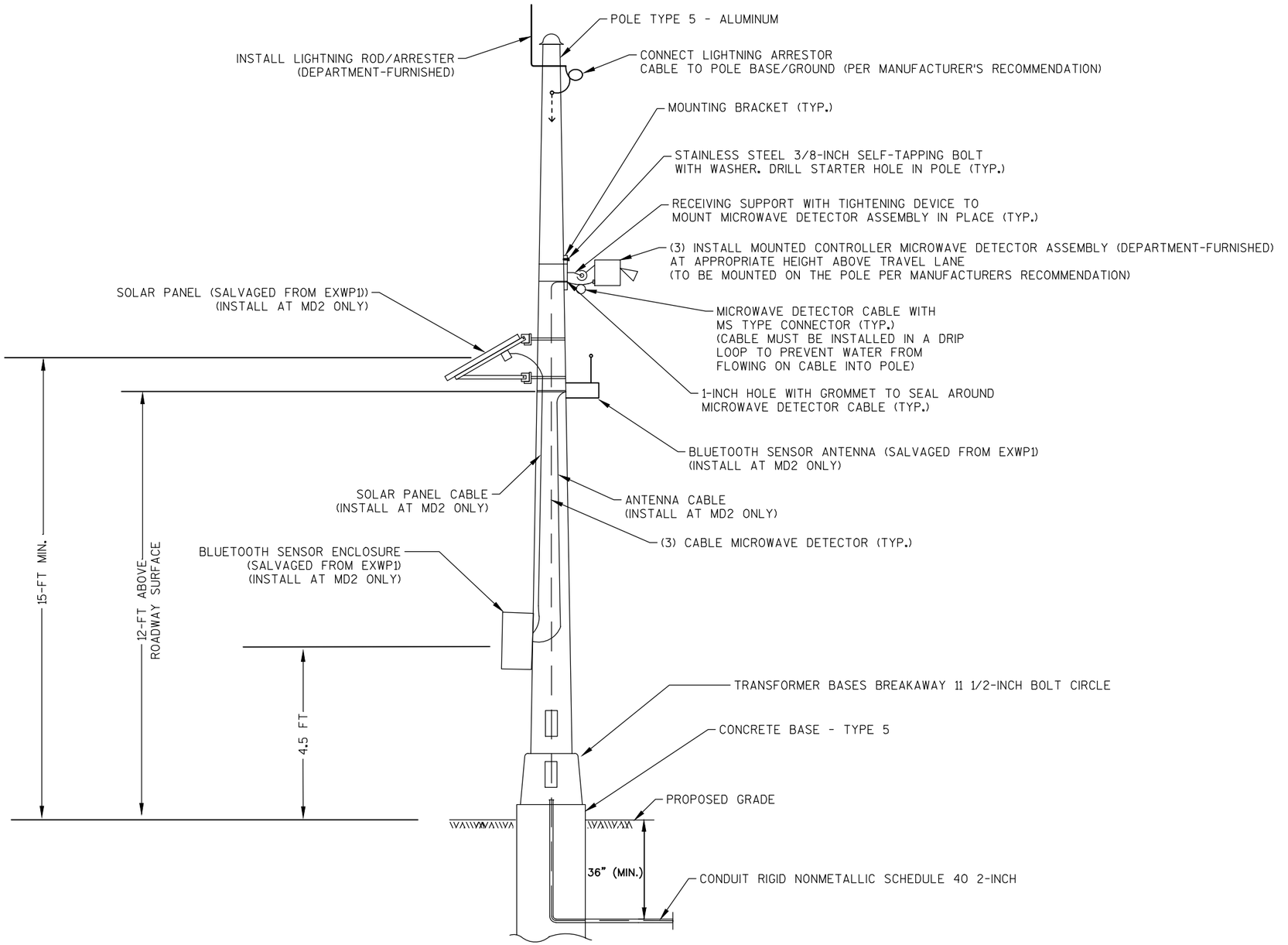
MATERIALS DATA

CONCRETE f'c = 3,500 psi

HIGH STRENGTH BAR STEEL REINFORCEMENT fy = 60,000 psi

CONCRETE BASE, 50-FT CAMERA POLE

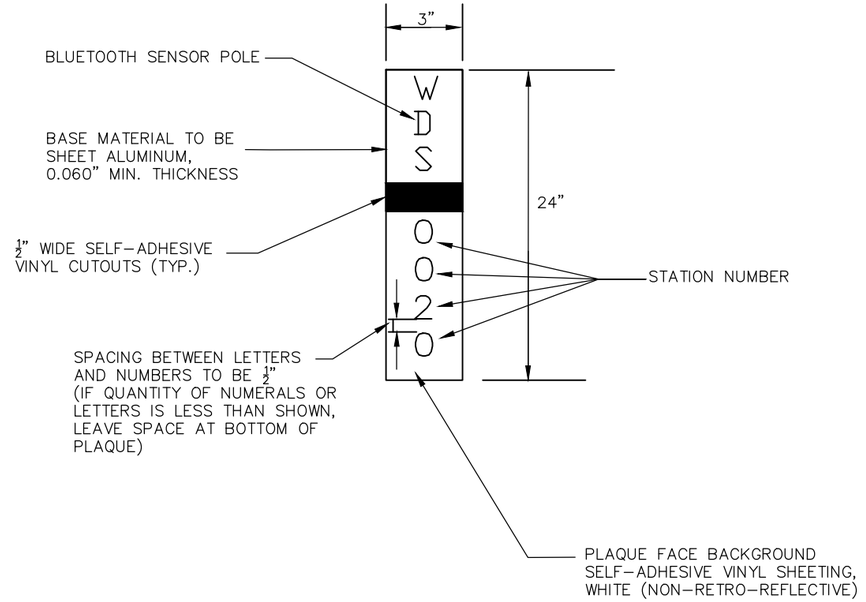
2



MICROWAVE DETECTOR AND
SOLAR-POWERED BLUETOOTH SENSOR
INSTALLATION ON TYPE 5 POLE

SDS-53-0034S (MD1)
SDS-53-0034N (MD2)
WDS-0020

NOT TO SCALE

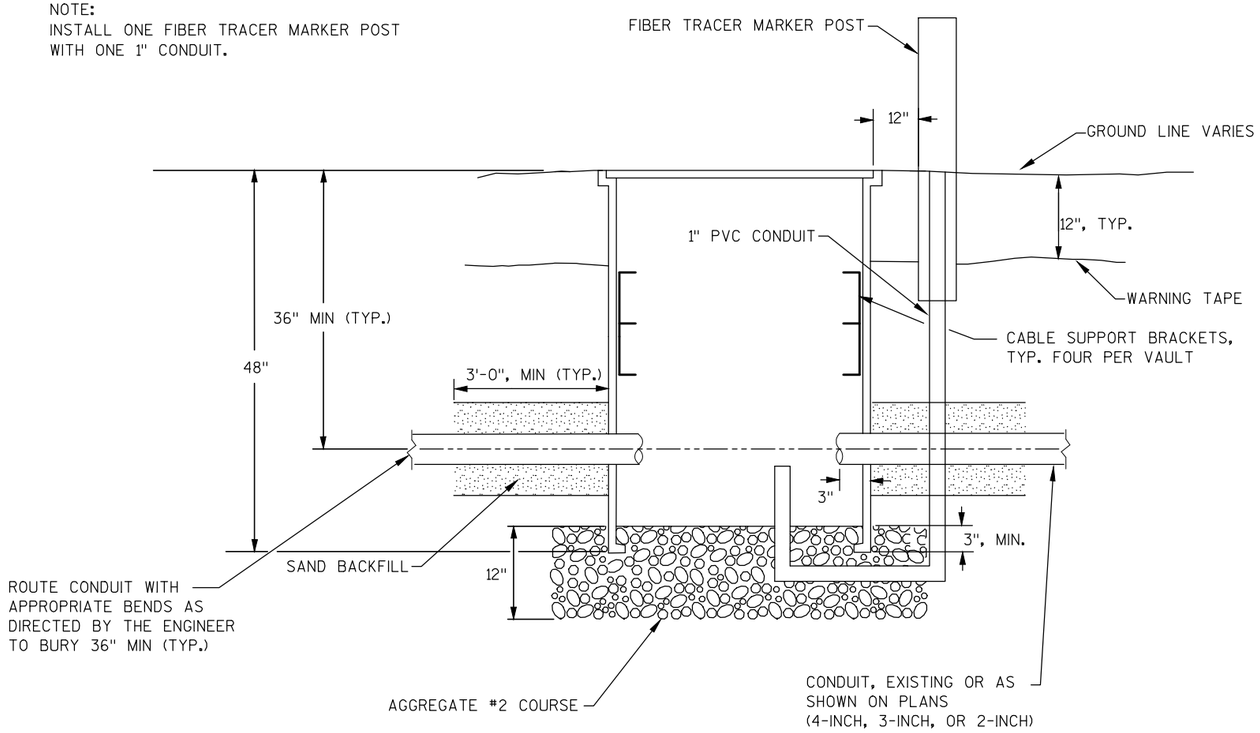


BLUETOOTH SENSOR

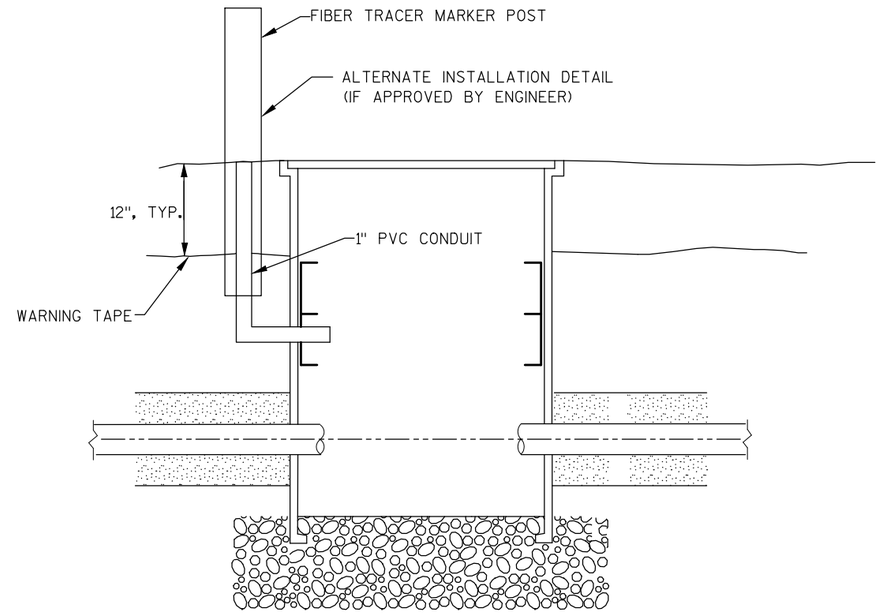
POLE IDENTIFICATION PLAQUE DETAIL

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	ITS CONSTRUCTION DETAILS	SHEET 138	E

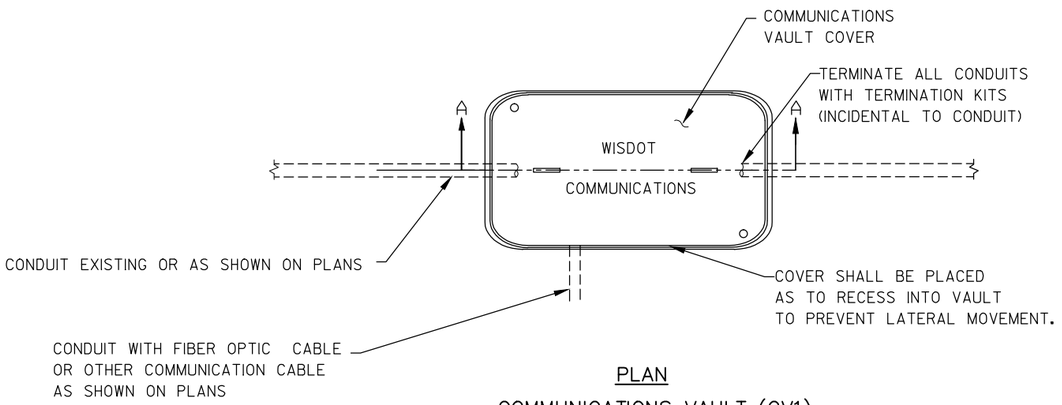
NOTE:
INSTALL ONE FIBER TRACER MARKER POST WITH ONE 1" CONDUIT.



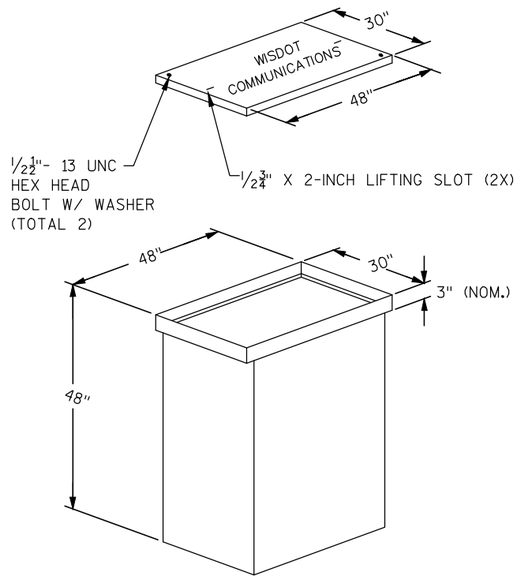
SECTION A–A



SECTION A–A
ALTERNATE INSTALLATION



PLAN
COMMUNICATIONS VAULT (CV1)



ISOMETRIC

NOTES

1) BOX SHALL HAVE AN OPEN BASE.
2) COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.
3) ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.
4) VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.
5) FIELD LOCATION OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

2

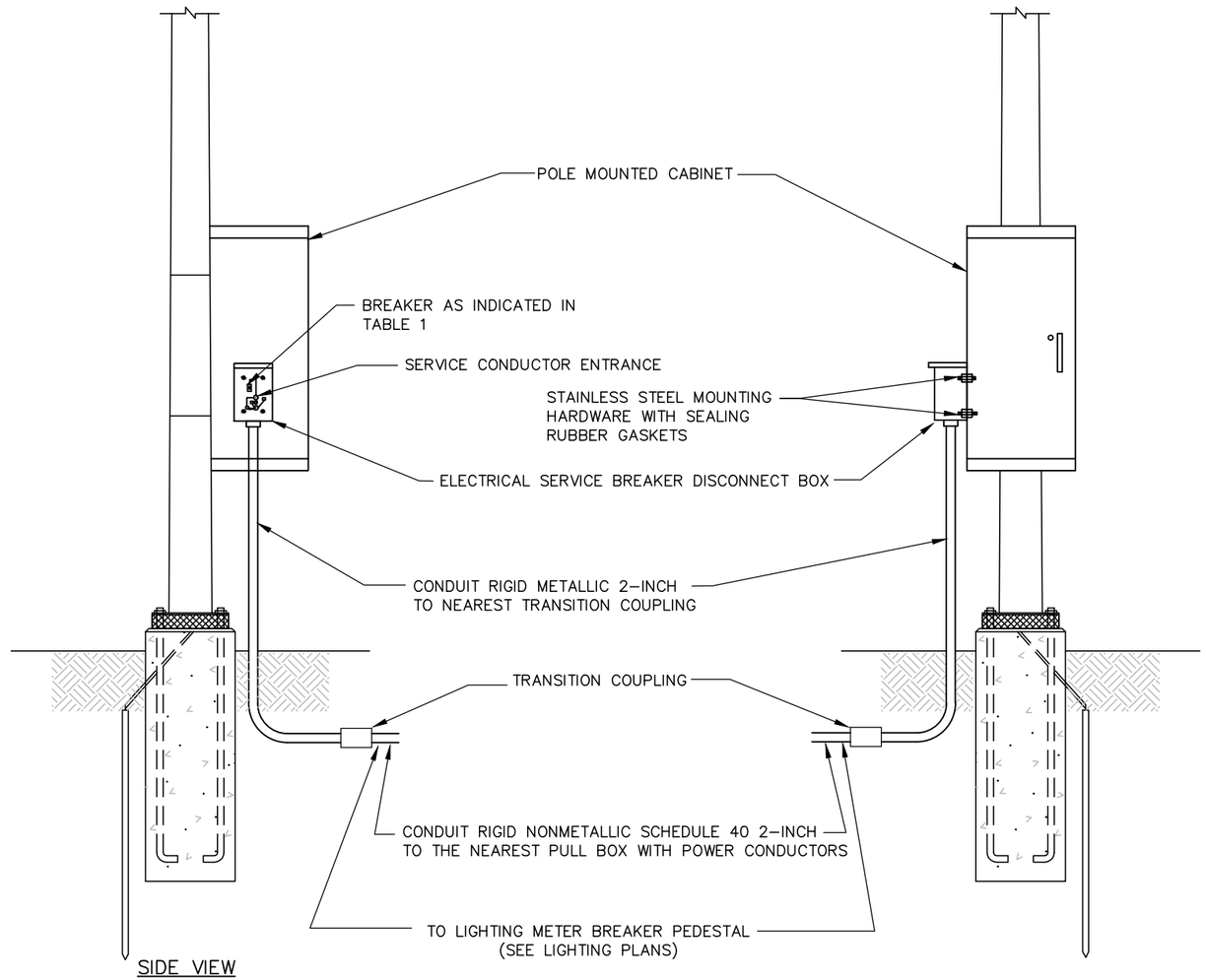


TABLE 1			
BREAKER SIZES BY LOCATION			
LOCATION	ID	MAIN BREAKER SIZE	SUB BREAKER SIZE
I–39/90 @ STH 11/AVALON RD	CCTV–53–0034 SDS–53–0034 WMN–0066–S	30 AMPS	30 AMPS (SPARE)

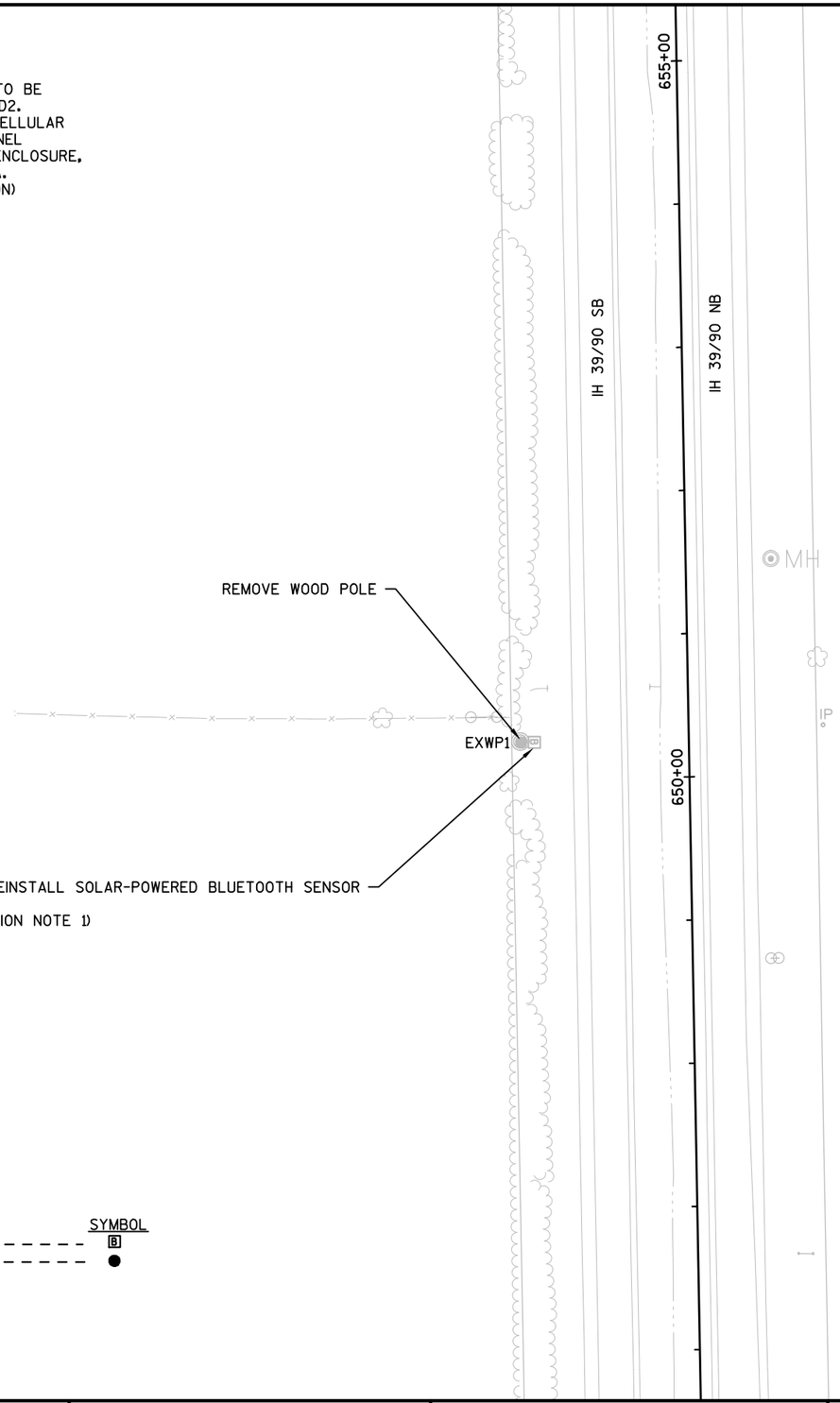
POLE MOUNTED CABINET
ELECTRICAL SERVICE BREAKER DISCONNECT BOX

(NOT TO SCALE)

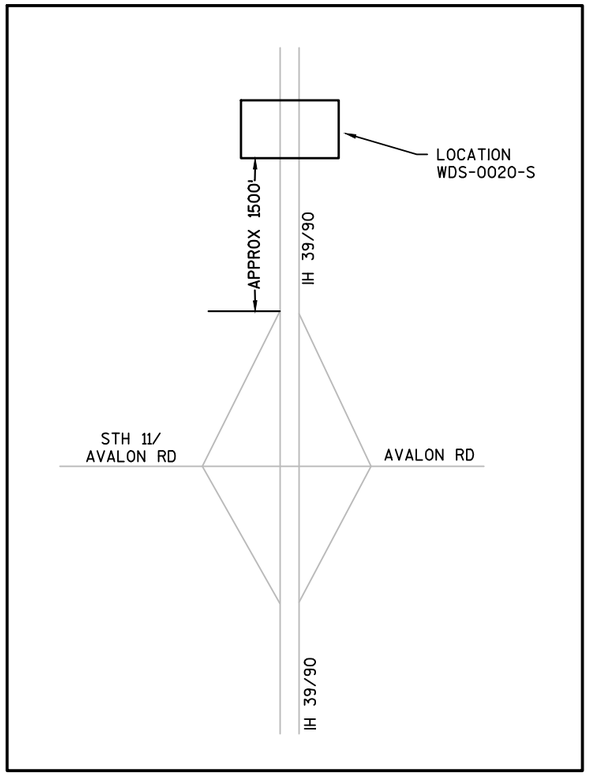
2

CONSTRUCTION NOTES

1. SALVAGED EQUIPMENT AT EXWP1 TO BE REMOVED AND REINSTALLED AT MD2. SALVAGED EQUIPMENT INCLUDES CELLULAR MODEM, SOLAR PANEL, SOLAR PANEL MOUNTINGS, BLUETOOTH SENSOR ENCLOSURE, AND BLUETOOTH SENSOR ANTENNA. (SEE ITS PLANS FOR MD1 LOCATION)







ITS LEGEND

DESCRIPTION	SYMBOL
BLUETOOTH SENSOR	B
WOOD POLE	●

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	ITS REMOVAL PLANS	SHEET 141	E

2

N

R/W

SB IH 39/90 OFF RAMP

NB IH 39/90 ON RAMP

CONSTRUCTION NOTES

1. EXISTING RAMP GATE BARRICADES WILL BE REMOVED BY THE DEPARTMENT.

2. SALVAGED ITS EQUIPMENT AT EXCP1 TO BE REMOVED AND REINSTALLED AT CP1. SALVAGED ITS EQUIPMENT AT EXCP1 INCLUDES THE ETHERNET SWITCH, AND THE WIRELESS MESH RADIO ASSEMBLY. THE ITS EQUIPMENT TO BE REMOVED INCLUDES THE POLE MOUNTED CABINET, THE VIDEO ENCODER AND THE 5.8GHZ ENCOM RADIO.
(SEE ITS PLANS FOR CP1 LOCATION)

2

REMOVING 50-FOOT CAMERA POLE
REMOVE ELECTRICAL SERVICE BREAKER DISCONNECT BOX
REMOVING CONCRETE BASES

625+00

REMOVE AND SALVAGE ITS EQUIPMENT
(SEE CONSTRUCTION NOTE 2)

REMOVE CABLE AND ABANDON CONDUIT

STH 351

STH 351

STH 11

AVALON RD

E. AVALON RD.

E. AVALON RD.

REMOVE PULL BOX

EXCP1

EXPB4

REMOVE TYPE 5 POLE
REMOVING CONCRETE BASES

REMOVE CABLE AND ABANDON CONDUIT

REMOVE ITS FIELD CABINET
REMOVING CONCRETE BASES

EXMD1

EXPB3

EXMB1

REMOVE PULL BOX

R/W

R/W

REMOVE ELECTRICAL SERVICE METER BREAKER PEDESTAL

EXFC1

EXPB1

EXPB2

REMOVE CABLE AND ABANDON CONDUIT

REMOVE CABLE AND ABANDON CONDUIT

REMOVE PULL BOX

REMOVE PULL BOX

REMOVE CABLE AND ABANDON CONDUIT

SB IH 39/90 ON RAMP

IH 39/90 SB

IH 39/90 NB

620+00

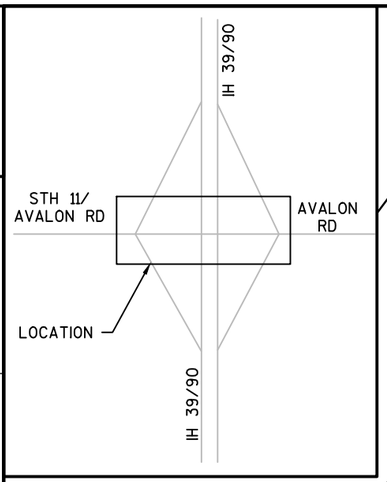
NB IH 39/90 OFF RAMP

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
ITS FIELD CABINET	
POLE	
MICROWAVE DETECTOR	
PULL BOX 24X36	
ITS CONDUIT	
WIRELESS MESH NODE	W
ELECTRICAL METER BREAKER PEDESTAL	
ELECTRICAL SERVICE BREAKER DISCONNECT BOX	

NOTE: GRAYSHADE REPRESENTS EXISTING

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	ITS REMOVAL PLANS	SHEET 142	E



MATCHLINE 628+52.85'VD'

MATCHLINE 628+83.26'NB'

MATCHLINE 628+48.42'VA'

N

R/W

SB IH 39/90 OFF RAMP

NB IH 39/90 ON RAMP

625VD

625

625VA

629

624

622

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
2-2" SPARES FOR FUTURE USE

STRUCTURE
B-53-323

SEE LIGHTING PLANS (TYP.)

CB-1

280AE

280AW

285AE

285AW

275AW

275AE

625VC

624VC1

624VB1

623VC1

CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (3) CABLE MICROWAVE DETECTOR AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG

COIL 100-FT SLACK OF
MICROWAVE DETECTOR CABLE AND
ELECTRICAL WIRE LIGHTING 10 AWG
FOR FUTURE MD2 LOCATION

CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (3) CABLE MICROWAVE DETECTOR AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG

CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
2-3" SPARES FOR FUTURE USE

PB16 PB17 PB15 PB14 PB13 PB23 PB22 PB1 PB2 PB3 PB4 PB11 PB12

FIBER TRACER MARKER POST REQ'D

CP1 ESBD1

CCTV-53-0034
WMN-0066-S

INSTALL ON BASE CAMERA POLE 50-FT
(1) INSTALL CAMERA POLE (DEPARTMENT-FURNISHED)
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT-FURNISHED)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT-FURNISHED)
(1) INSTALL ETHERNET SWITCH (SALVAGED FROM EXCP1)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT-FURNISHED)
(6) FIBER OPTIC TERMINATION
(12-COUNT TERMINATION PANEL) (DEPARTMENT-FURNISHED)
(1) INSTALL WIRELESS MESH RADIO ASSEMBLY
(SALVAGED FROM EXCP1)
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX
(2) PLAQUES SEQUENCE IDENTIFICATION

CAMERA ARM ALIGNMENT
ALIGN BOLT CIRCLE TO BE
SQUARE TO THIS LINE

SEE SIGNAL PLANS (TYP.)

STRUCTURE
B-53-324

CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (3) CABLE MICROWAVE DETECTOR AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG
1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG
1-3" INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG
1-3" INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

CONDUIT RIGID NONMETALLIC
SCHEDULE 40 3-INCH
2-3" FOR FUTURE USE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (3) CABLE MICROWAVE DETECTOR AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG

LCB1 CB-2

CV1

IH 39/90 SB

IH 39/90 NB

620+00

NB IH 39/90 OFF RAMP

SB IH 39/90 ON RAMP

MATCHLINE 620+14.85'VC'

MATCHLINE 619+69.36'NB'

MATCHLINE 620+04.66'VB'

① CONNECT INTO METER BREAKER PEDESTAL AT LIGHTING CABINET (SEE LIGHTING PLANS)

② CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG

③ IN TRAFFIC SIGNAL CONDUIT (SEE TRAFFIC SIGNAL PLANS)
INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

④ CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (6) CABLE MICROWAVE DETECTOR AND
(2) ELECTRICAL WIRE LIGHTING 10 AWG
1-3" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG
1-3" INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

⑤ CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (3) CABLE MICROWAVE DETECTOR AND
(1) ELECTRICAL WIRE LIGHTING 10 AWG
1-3" SPARE FOR FUTURE USE

⑥ CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (6) CABLE MICROWAVE DETECTOR AND
(2) ELECTRICAL WIRE LIGHTING 10 AWG
1-3" INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

ITS STANDARD ABBREVIATIONS

CCTV– – – – – CLOSED CIRCUIT TELEVISION
SDS– – – – – SYSTEM DETECTOR STATION
PB– – – – – – PULL BOX
CV– – – – – – COMMUNICATION VAULT
WMN– – – – – WIRELESS MESH NODE
ESBD– – – – – ELECTRICAL SERVICE BREAKER DISCONNECT BOX

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
POLE	
PULL BOX	PB
ITS CONDUIT	
COMMUNICATIONS VAULT	V
WIRELESS MESH NODE	W
ELECTRICAL SERVICE BREAKER DISCONNECT BOX	

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	ITS PLANS	SHEET 143	E

SDS-53-0034N / WDS-0020
(1) CONCRETE BASE TYPE 5
(1) POLE TYPE 5, ALUMINUM
(1) TRANSFORMER BASES BREAKAWAY 11½-INCH BOLT CIRCLE
(3) INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (DEPARTMENT-FURNISHED)
(1) INSTALL LIGHTNING ARRESTER (DEPARTMENT-FURNISHED)
(1) INSTALL SOLAR-POWERED BLUETOOTH SENSOR (SALVAGED FROM EXWP1)
(2) PLAQUES SEQUENCE IDENTIFICATION

SB IH 39/90 OFF RAMP
635+00
635-VAX1
635-VAX1
MD2
PB21
PB20
R/W
NB IH 39/90 ON RAMP
630-VAX1
630-VAX1
PB19
PB18
630+00
IH 39/90 SB
IH 39/90 NB
N
MATCHLINE 628+83.26'NB'
MATCHLINE 628+48.42'VA'

ITS LEGEND

DESCRIPTION	SYMBOL
MICROWAVE DETECTOR	◆
BLUETOOTH SENSOR	B
PULL BOX	PB
DETECTOR ZONE	⊂⊃
ITS CONDUIT	---

ITS STANDARD ABBREVIATIONS

MD- - - - - - MICROWAVE DETECTOR
SDS- - - - - SYSTEM DETECTOR STATION
PB- - - - - - PULL BOX
WDS- - - - - WIRELESS DETECTION SENSOR

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

CONSTRUCTION NOTES

(1) CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH 1-3" WITH (3) CABLE MICROWAVE DETECTOR AND (1) ELECTRICAL WIRE LIGHTING 10 AWG

(2) COIL 100-FT SLACK OF MICROWAVE DETECTOR CABLE AND ELECTRICAL LIGHTING WIRE 10 AWG FOR FUTURE MICROWAVE DETECTOR LOCATION

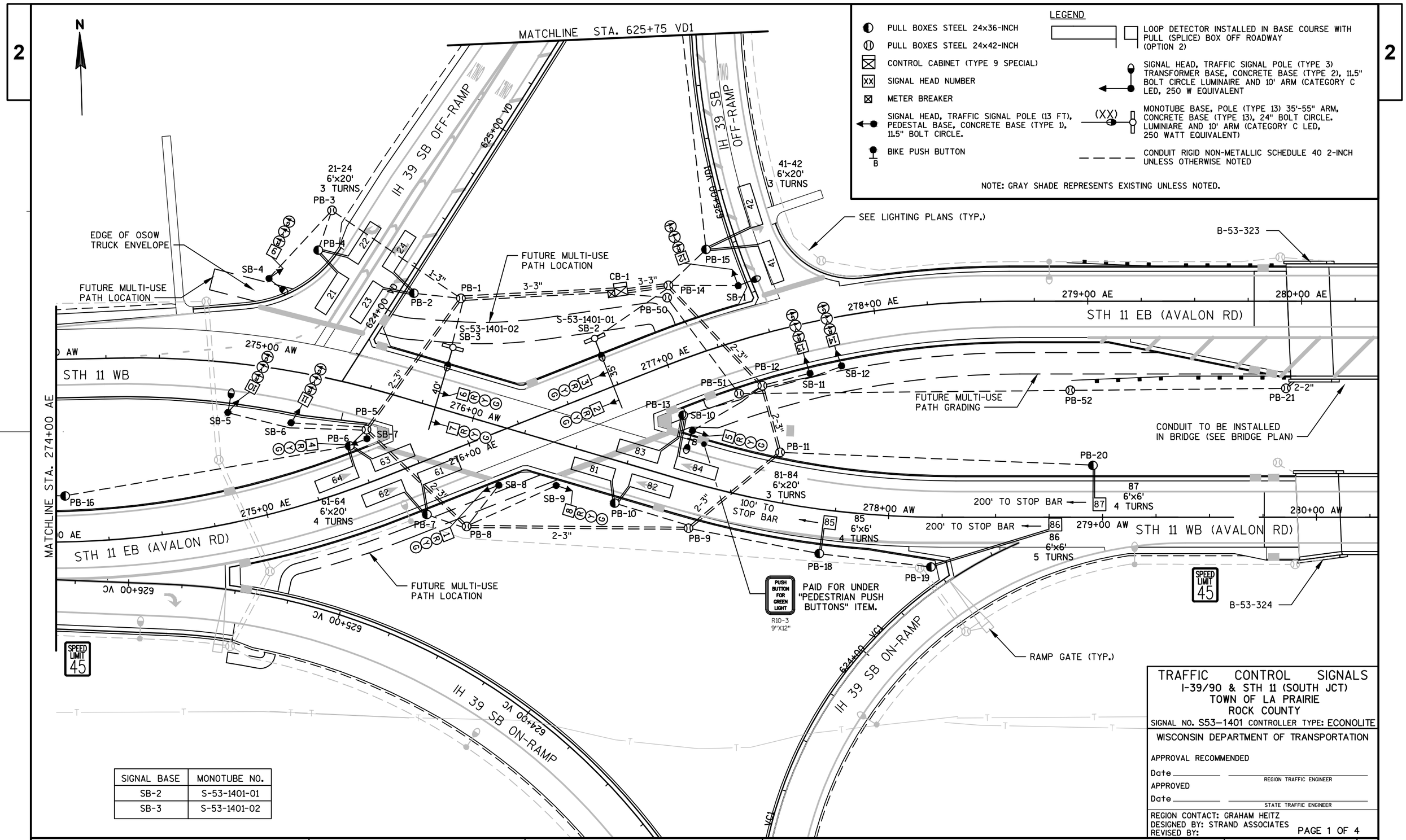
IH 39/90
LOCATION SDS-53-0034N
STH 11/ AVALON RD
AVALON RD
IH 39/90
LOCATION SDS-53-0034S

MATCHLINE 619+69.36'NB'
IH 39/90 SB
IH 39/90 NB
615+00
SB IH 39/90 ON RAMP
MATCHLINE 620+05.66'VB'
N
620
615-VB
R/W
PB5
PB6
NB IH 39/90 OFF RAMP
PB7
PB8
PB9
PB10
MD1

SDS-53-0034S
(1) CONCRETE BASE TYPE 5
(1) POLE TYPE 5, ALUMINUM
(1) TRANSFORMER BASES BREAKAWAY 11½-INCH BOLT CIRCLE
(3) INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (DEPARTMENT-FURNISHED)
(1) INSTALL LIGHTNING ARRESTER (DEPARTMENT-FURNISHED)
(1) PLAQUES SEQUENCE IDENTIFICATION

2

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	ITS PLANS	SHEET 144	E



SIGNAL BASE	MONOTUBE NO.
SB-2	S-53-1401-01
SB-3	S-53-1401-02

TRAFFIC CONTROL SIGNALS
I-39/90 & STH 11 (SOUTH JCT)
TOWN OF LA PRAIRIE
ROCK COUNTY
SIGNAL NO. S53-1401 CONTROLLER TYPE: ECONOLITE

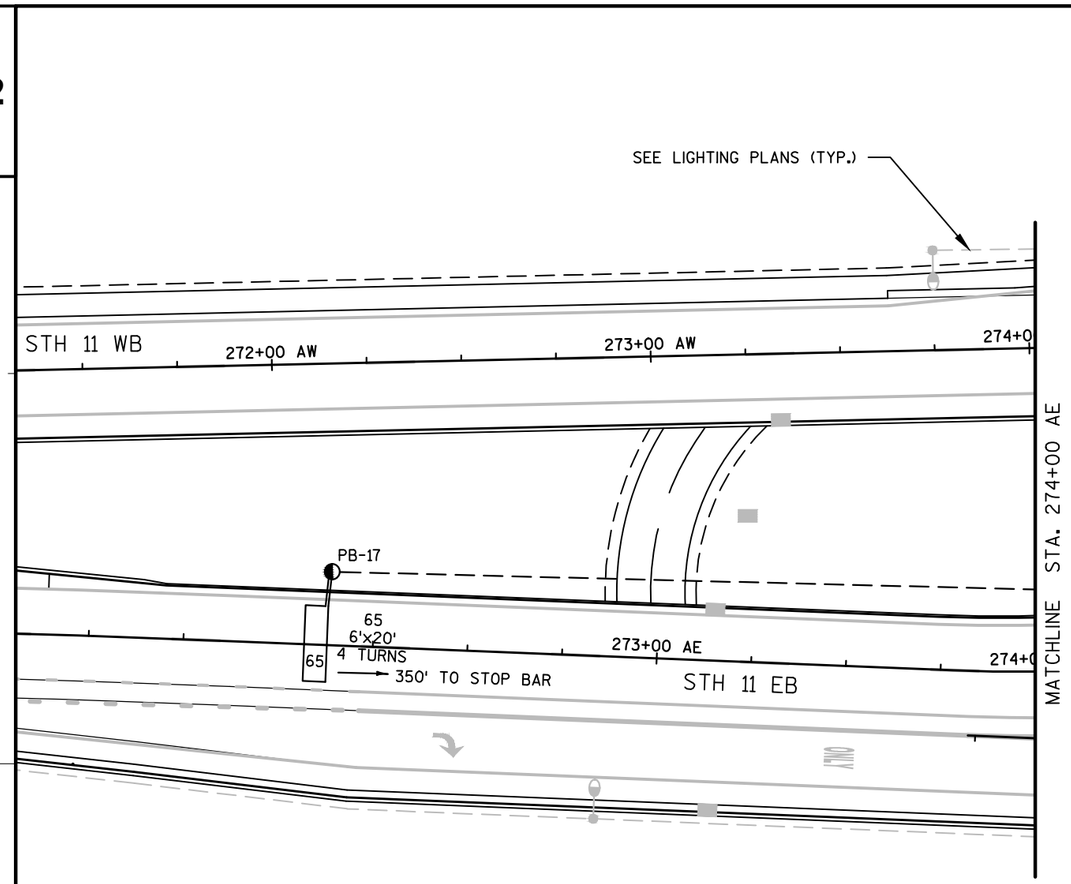
WISCONSIN DEPARTMENT OF TRANSPORTATION

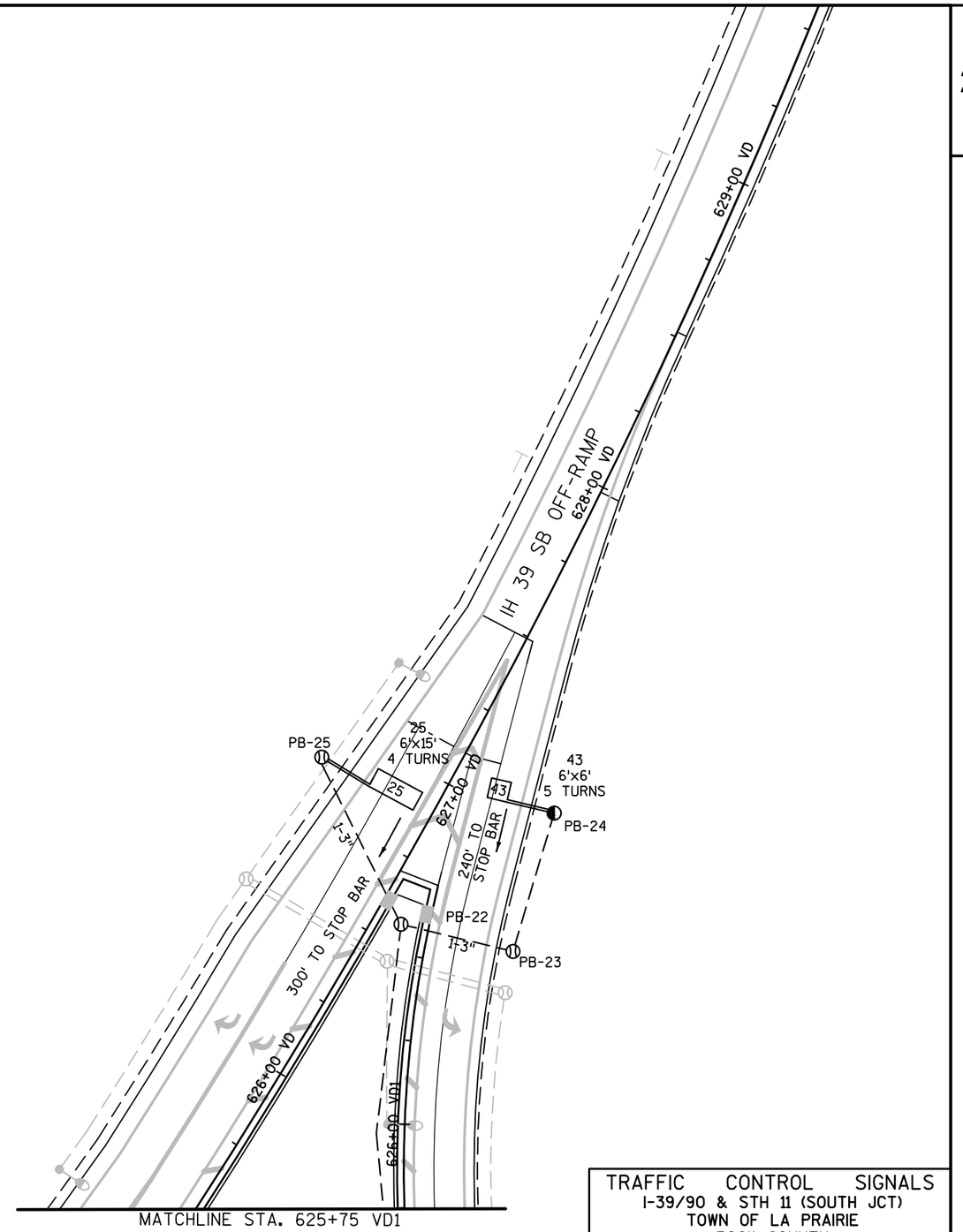
APPROVAL RECOMMENDED
Date _____ REGION TRAFFIC ENGINEER
APPROVED
Date _____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:
PAGE 1 OF 4

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 145 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024001_SP.DWG
LAYOUT NAME - 024001_SP
PLOT DATE : 10/22/2014 4:37 PM PLOT BY : GRADY, NED PLOT NAME : ---------- PLOT SCALE : *********





LEGEND

- PULL BOXES STEEL 24x36-INCH
- PULL BOXES STEEL 24x42-INCH
- CONTROL CABINET (TYPE 9 SPECIAL)
- SIGNAL HEAD NUMBER
- METER BREAKER
- SIGNAL HEAD, TRAFFIC SIGNAL POLE (13 FT), PEDESTAL BASE, CONCRETE BASE (TYPE 1), 11.5" BOLT CIRCLE.
- BIKE PUSH BUTTON B
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- SIGNAL HEAD, TRAFFIC SIGNAL POLE (TYPE 3) TRANSFORMER BASE, CONCRETE BASE (TYPE 2), 11.5" BOLT CIRCLE LUMINAIRE AND 10' ARM (CATEGORY C LED, 250 W EQUIVALENT
- (XX) MONOTUBE BASE, POLE (TYPE 13) 35'-55" ARM, CONCRETE BASE (TYPE 13), 24" BOLT CIRCLE. LUMINIARE AND 10' ARM (CATEGORY C LED, 250 WATT EQUIVALENT)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED

NOTE: GRAY SHADE REPRESENTS EXISTING UNLESS NOTED.

TRAFFIC CONTROL SIGNALS
I-39/90 & STH 11 (SOUTH JCT)
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. S53-1401 CONTROLLER TYPE: ECONOLITE

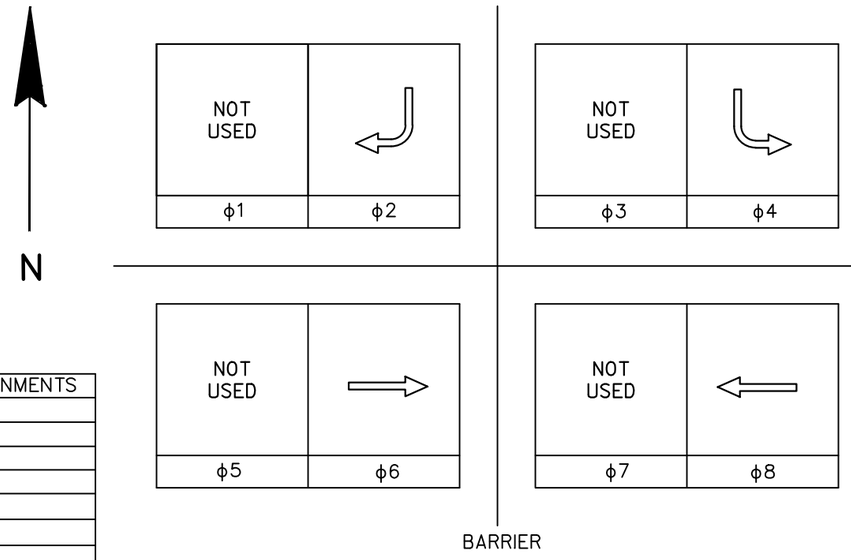
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 4

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 146	E

	HEAD NUMBERS	FLASH
ϕ1		
ϕ2	9-11	R
ϕ3		
ϕ4	12-14	R
ϕ5		
ϕ6	1-4	R
ϕ7		
ϕ8	5-8	R
ϕ2 PED		
ϕ4 PED		
ϕ6 PED		
ϕ8 PED		

O.L. ASSIGNMENTS
OLA
OLB
OLC
OLD
OLE
OLF
OLG
OLH



CONTROLLER LOGIC

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

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

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

NOTES: 1. BIKE BUTTON ON SB-10 WILL CALL VEHICLE PHASE 8.
2. BATTERY BACKUP SYSTEM WILL BE PROVIDED FOR TRAFFIC SIGNAL.

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR #(S)	22	24	25	42	43	62	64	65	82	84	86	87					DETECTOR #(S)
PHASE CALLED	2	2		4		6	6		8	8							PHASE CALLED
PHASE EXTENDED	2	2	2	4	4	6	6	6	8	8	8	8					PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR #(S)	21	23	-	41	-	61	63	-	81	83	85	-					DETECTOR #(S)
PHASE CALLED	2	2		4		6	6		8	8							PHASE CALLED
PHASE EXTENDED	2	2		4		6	6		8	8	8						PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

CENTRAL SYSTEM
LOCATION OF MASTER CONTROLLER NO: S-53-1402
SIGNAL SYSTEM #: SS53-0201

I-39/90 & STH 11 (SOUTH JCT)
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. S53-1401

REGION CONTACT: GRAHAM HIETZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024001_SP.DWG
LAYOUT NAME - 024003_SP
PLOT DATE : 10/22/2014 4:37 PM PLOT BY : GRADY, NED PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

I-39/90 & STH 11 (SOUTH JCT) TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-1	5/C	12	SBL	← R	R	Φ 4
				← Y	O	
				← G	G	
CONTROL CABINET TO SB-2	7/C	2	EBT	R	R	Φ 6
				Y	O	
				G	G	
		3	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-3	7/C	6	WBT	R	R	Φ 8
				Y	O	
				G	G	
		7	WBT	R	R	Φ 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-4	5/C	9	SBR	R→	R	Φ 2
				Y→	O	
				G→	G	
CONTROL CABINET TO SB-5	5/C	10	SBR	R→	R	Φ 2
				Y→	O	
				G→	G	
CONTROL CABINET TO SB-6	5/C	11	SBR	R→	R	Φ 2
				Y→	O	
				G→	G	
CONTROL CABINET TO SB-7	5/C	4	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-8	5/C	1	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-9	5/C	8	WBT	R	R	Φ 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-10	7/C	5	WBT	R	R	Φ 6
				Y	O	
		N/A	Φ 8 DET.	BIKE BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-11	5/C	13	SBL	← R	R	Φ 4
				← Y	O	
				← G	G	
CONTROL CABINET TO SB-12	5/C	14	SBL	← R	R	Φ 4
				← Y	O	
				← G	G	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB-1	SB-1
SB-1	SB-2
SB-2	SB-12
SB-12	SB-11
SB-11	SB-10
SB-10	SB-9
SB-9	SB-8
SB-8	SB-7
SB-7	SB-6
SB-6	SB-5
SB-5	SB-4
SB-4	SB-3
SB-3	CB-1

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
SB-2	PB-1
SB-10	PB-2
SB-10	PB-5
SB-8	PB-6
SB-8	PB-8
SB-7	PB-9
SB-4	PB-11
SB-3	PB-13

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB-1	SB-4
SB-1	SB-2
SB-2	SB-10
SB-10	SB-5
SB-5	SB-4
SB-4	SB-3
SB-3	CB-1

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.

2. AT A SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.

3. USE SEPARATE WHITE CONDUCTOR AS THE GROUNDED CONDUCTOR (NEUTRAL) FOR ALL TRAFFIC SIGNAL INDICATIONS.

BLK = BLACK
W = WHITE
R = RED
G = GREEN
O = ORANGE
BLU = BLUE

I-39/90 & STH 11 (SOUTH JCT)
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. S53-1401

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 4 OF 4

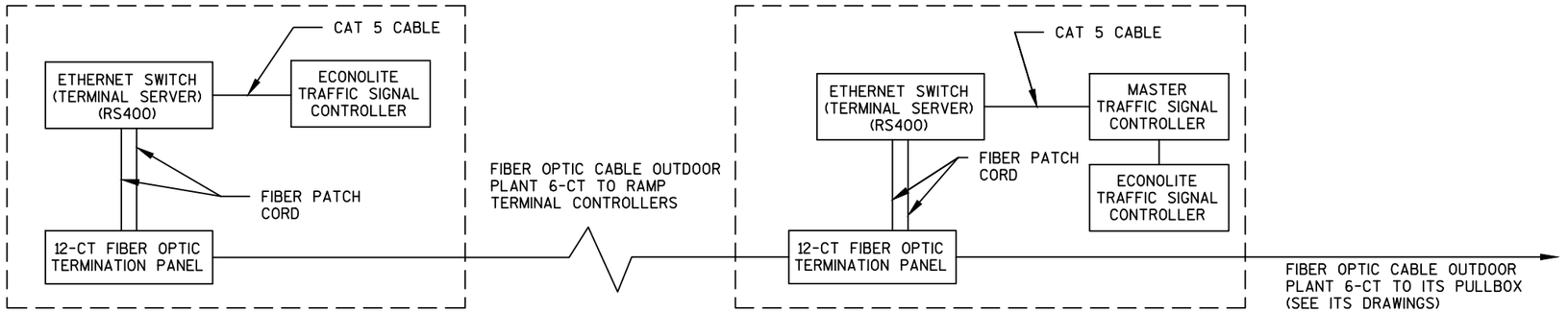
PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	CABLE ROUTING	SHEET 148	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024001_SP.DWG
LAYOUT NAME - 024004_CR

PLOT DATE : 10/22/2014 4:37 PM PLOT BY : GRADY, NED PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2



IH-39, STH 11 (SOUTH JCT) SIGNAL CABINET DETAIL (CB-1)

IH-39, STH 11, AVALON RD SIGNAL CABINET DETAIL (CB-2)

2

SEE LIGHTING PLANS (TYP.)

RAMP GATE (TYP.)

B-53-323

SPEED LIMIT 45

625+00 VA

IH 39 NB ON-RAMP

624+00 VA

623+45 VA

66 6'x6' 5 TURNS

67 6'x6' 4 TURNS

283+00 AE

66 → 200' TO STOP BAR

284+00 AE

67 → 200' TO STOP BAR

STH 11 EB (AVALON RD.)

PB-42

PB-41 4 TURNS 65 6'x6'

65 → 100' TO STOP BAR

285+00 AE

PB-43

PB-44

2-2"

CONDUIT TO BE INSTALLED IN BRIDGE (SEE BRIDGE PLAN)

FUTURE MULTI-USE PATH GRADING

PB-53

PB-33

PAID FOR UNDER "PEDESTRIAN PUSH BUTTONS" ITEM.

PUSH BUTTON FOR GREEN LIGHT

R10-3 9"X12"

2-3"

PB-34

SB-21

PB-32

PB-31

SB-20

FUTURE MULTI-USE PATH LOCATION

61-64 6'x20' 3 TURNS

62

61

64

63

PB-35

PB-54

SB-22

PB-36

PB-37

81-84 6'x20' 3 TURNS

288+00 AW

82

81

84

83

PB-30

SB-19

PB-29

SB-18

SB-17

287+00 AE

SB-24

SB-23

286+00 AW

SB-14 S-53-1402-02

SB-15 S-53-1402-01

285+00 AW

284+00 AW

283+00 AW

W

STH 11 WB (AVALON RD.)

SB-13

PB-55

CB-2

PB-38

3-3"

PB-26

PB-27

PB-45

21-22 6'x20' 3 TURNS

SB-16

B-53-324

SEE ITS PLANS (TYP.)

FOR SIGNAL REMOTE COMMUNICATION

PB-28

FUTURE MULTI-USE PATH LOCATION

IH 39 NB OFF-RAMP

623+00 VB

624+00 VB1

MATCHLINE STA. 622+75 VB

MATCHLINE STA. 288+50 AE

N

SIGNAL BASE	MONOTUBE NO.
SB-14	S-53-1402-02
SB-15	S-53-1402-01

LEGEND

- PULL BOXES STEEL 24x36-INCH
- PULL BOXES STEEL 24x42-INCH
- CONTROL CABINET (TYPE 9 SPECIAL)
- XX SIGNAL HEAD NUMBER
- METER BREAKER
- SIGNAL HEAD, TRAFFIC SIGNAL POLE (13 FT), PEDESTAL BASE, CONCRETE BASE (TYPE 1), 11.5" BOLT CIRCLE.
- B BIKE PUSH BUTTON
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- SIGNAL HEAD, TRAFFIC SIGNAL POLE (TYPE 3) TRANSFORMER BASE, CONCRETE BASE (TYPE 2), 11.5" BOLT CIRCLE LUMINAIRE AND 10' ARM (CATEGORY C LED, 250 W EQUIVALENT
- (XX) MONOTUBE BASE, POLE (TYPE 13) 35'-55" ARM, CONCRETE BASE (TYPE 13), 24" BOLT CIRCLE. LUMINIARE AND 10' ARM (CATEGORY C LED, 250 WATT EQUIVALENT)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED

NOTE: GRAY SHADE REPRESENTS EXISTING UNLESS NOTED.

TRAFFIC CONTROL SIGNALS

I-39/90 & STH 11 & AVALON ROAD
TOWN OF LA PRAIRIE
ROCK COUNTY
SIGNAL NO. S53-1402 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

Date _____ REGION TRAFFIC ENGINEER

APPROVED

Date _____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 150 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024010_SP.DWG
LAYOUT NAME - 024010_SP

PLOT DATE : 10/23/2014 8:36 AM PLOT BY : GRIMME, SARA PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

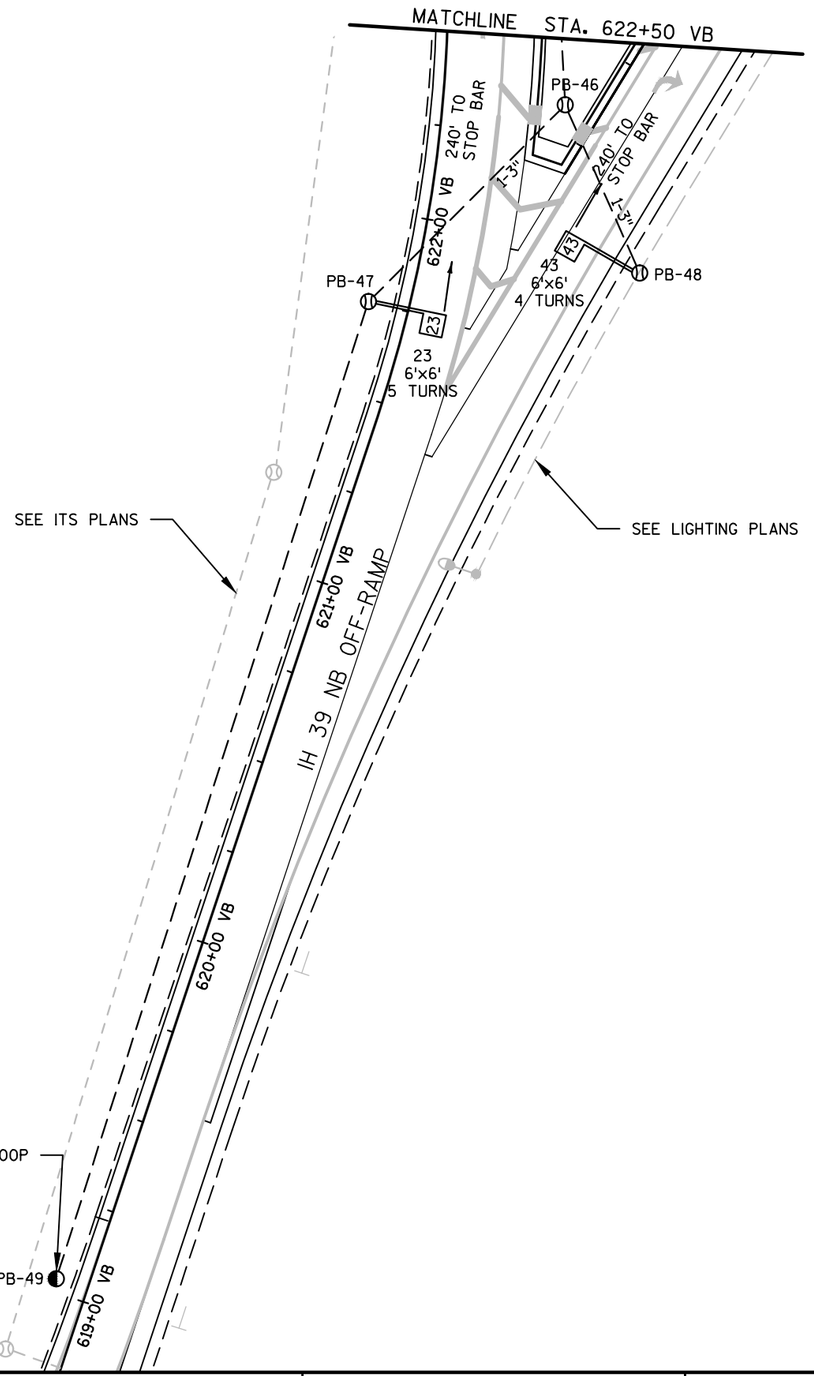
2

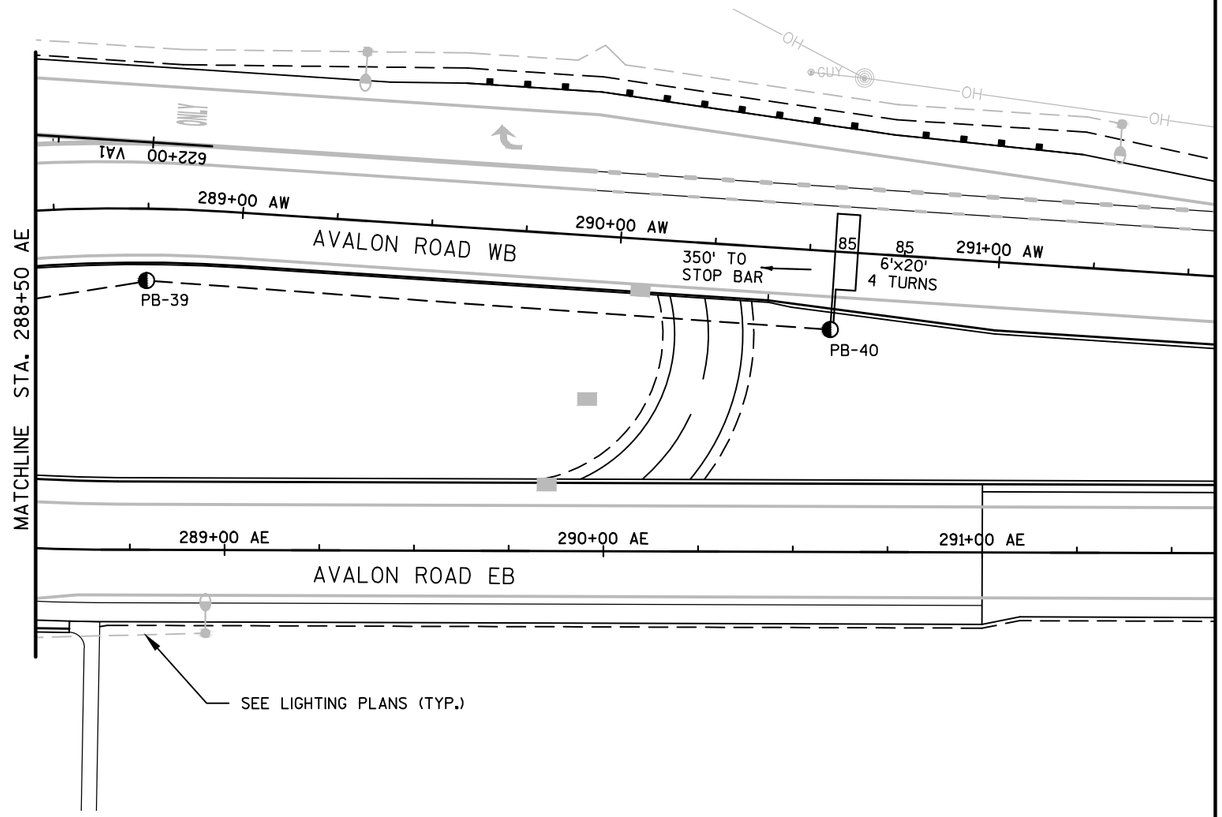
LEGEND

- PULL BOXES STEEL 24x36-INCH
- PULL BOXES STEEL 24x42-INCH
- CONTROL CABINET (TYPE 9 SPECIAL)
- XX SIGNAL HEAD NUMBER
- METER BREAKER
- SIGNAL HEAD, TRAFFIC SIGNAL POLE (13 FT), PEDESTAL BASE, CONCRETE BASE (TYPE 1), 11.5" BOLT CIRCLE.
- B BIKE PUSH BUTTON
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- SIGNAL HEAD, TRAFFIC SIGNAL POLE (TYPE 3) TRANSFORMER BASE, CONCRETE BASE (TYPE 2), 11.5" BOLT CIRCLE LUMINAIRE AND 10' ARM (CATEGORY C LED, 250 W EQUIVALENT
- (XX) MONOTUBE BASE, POLE (TYPE 13) 35'-55" ARM, CONCRETE BASE (TYPE 13), 24" BOLT CIRCLE. LUMINIARE AND 10' ARM (CATEGORY C LED, 250 WATT EQUIVALENT)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED

NOTE: GRAY SHADE REPRESENTS EXISTING UNLESS NOTED.

N





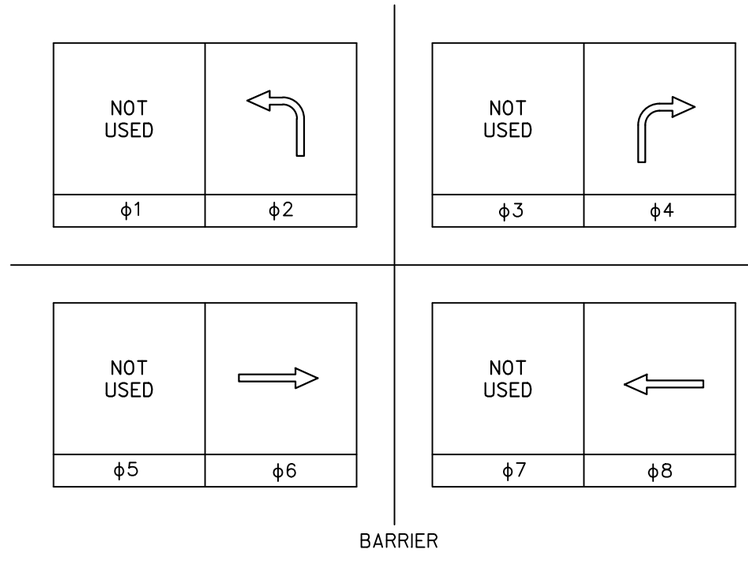
TRAFFIC CONTROL SIGNALS
I-39/90 & STH 11 & AVALON ROAD
TOWN OF LA PRAIRIE
ROCK COUNTY
SIGNAL NO. S53-1402 CONTROLLER TYPE: ECONOLITE
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:
PAGE 2 OF 4

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 151	E

	HEAD NUMBERS	FLASH
ϕ1		
ϕ2	12-14	R
ϕ3		
ϕ4	9-11	R
ϕ5		
ϕ6	1-4	R
ϕ7		
ϕ8	5-8	R
ϕ2 PED		
ϕ4 PED		
ϕ6 PED		
ϕ8 PED		

O.L. ASSIGNMENTS
OLA
OLB
OLC
OLD
OLE
OLF
OLG
OLH

N



CONTROLLER LOGIC

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

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

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

NOTES: 1. BIKE BUTTON ON SB-20 WILL CALL VEHICLE PHASE 8.
2. BATTERY BACKUP SYSTEM WILL BE PROVIDED FOR TRAFFIC SIGNAL.

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR *(S)	22	23	42	43	62	64	66	67
PHASE CALLED	2		4		6	6		
PHASE EXTENDED	2	2	4	4	6	6		
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

19	17	23	21	27	25	31	29	DETECTOR INPUT
82	84	85						DETECTOR *(S)
8	8							PHASE CALLED
8	8	8						PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR *(S)	21	-	41	-	61	63	65	-
PHASE CALLED	2		4		6			
PHASE EXTENDED	2		4		6			
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
81	83	-						DETECTOR *(S)
8	8							PHASE CALLED
8	8							PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

CENTRAL SYSTEM
LOCATION OF MASTER CONTROLLER NO: S-53-1402
SIGNAL SYSTEM #: SS53-0201

I-39/90 & STH 11 & AVALON ROAD
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. S53-1402

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	SEQUENCE OF OPERATIONS	SHEET 152	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024010_SP.DWG
LAYOUT NAME - 024012_SP
PLOT DATE : 10/23/2014 8:36 AM PLOT BY : GRADY, NED PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

I-39/90 & STH 11 & AVALON ROAD TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-13	5/C	12	NBL	← R	R	Φ 2
				← Y	O	
				← G	G	
CONTROL CABINET TO SB-14	7/C	6	WBT	R	R	Φ 8
				Y	O	
				G	G	
		7	WBT	R	R	Φ 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-15	7/C	2	EBT	R	R	Φ 6
				Y	O	
				G	G	
		3	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-16	5/C	9	NBR	R →	R	Φ 4
				Y →	O	
				G →	G	
CONTROL CABINET TO SB-17	5/C	10	NBR	R →	R	Φ 4
				Y →	O	
				G →	G	
CONTROL CABINET TO SB-18	5/C	11	NBR	R →	R	Φ 4
				Y →	O	
				G →	G	
CONTROL CABINET TO SB-19	5/C	8	WBT	R	R	Φ 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-20	7/C	5	WBT	R	R	Φ 8
				Y	O	
		N/A	Φ 8 DET.	BIKE BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-21	5/C	4	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-22	5/C	1	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-23	5/C	13	NBL	← R	R	Φ 2
				← Y	O	
				← G	G	
CONTROL CABINET TO SB-24	5/C	14	NBL	← R	R	Φ 2
				← Y	O	
				← G	G	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB-2	SB-13
SB-13	SB-14
SB-14	SB-24
SB-24	SB-23
SB-23	SB-22
SB-22	SB-21
SB-21	SB-20
SB-20	SB-19
SB-19	SB-18
SB-18	SB-17
SB-17	SB-16
SB-16	SB-15
SB-15	CB-2

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
SB-14	PB-38
SB-22	PB-36
SB-22	PB-35
SB-20	PB-32
SB-20	PB-33
SB-19	PB-29
SB-16	PB-28
SB-15	PB-26

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB-2	SB-14
SB-14	SB-24
SB-24	SB-22
SB-22	SB-16
SB-16	SB-15
SB-15	SB-2

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.

2. AT A SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART

3. USE SEPARATE WHITE CONDUCTOR AS THE GROUNDED CONDUCTOR (NEUTRAL) FOR ALL TRAFFIC SIGNAL INDICATIONS.

BLK = BLACK
W = WHITE
R = RED
G = GREEN
O = ORANGE
BLU = BLUE

I-39/90 & STH 11 & AVALON ROAD
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. S53-1402

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 4 OF 4

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024010_SP.DWG
LAYOUT NAME - 024013_CR
PLOT DATE : 10/23/2014 8:36 AM PLOT BY : GRADY, NED PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

EQUIPMENT SUMMARY (FOR INFORMATION ONLY)	
WOOD POLES, CLASS IV	9 EA
GUY WIRES	18 EA
OVERHEAD SPAN WIRE	760 LF
CONTROLLER/CABINET	1 EA
LUMINARIES	6 EA
TEMPORARY BASES	6 EA

TRAFFIC SIGNAL LEGEND

- XX — SIGNAL HEAD NUMBER
- XX — APPROXIMATE VEHICLE DETECTION ZONE
- WORK ZONE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- TEMPORARY SIGNAL BASE
- TEMPORARY SIGNAL HEAD
- TEMPORARY POLE, CLASS 4
- LUMINAIRE
- OH — OVERHEAD SIGNAL CABLE

NOTE: GRAY SHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

N

IH 39 SB OFF-RAMP

IH 39 SB OFF-RAMP

625+00 VD

624+00 VD

626+00 VD

EDGE OF OSOW TRUCK ENVELOPE

FUTURE MULTI-USE PATH LOCATION

FUTURE MULTI-USE PATH LOCATION

FUTURE MULTI-USE PATH GRADING

FUTURE MULTI-USE PATH LOCATION

FUTURE MULTI-USE PATH LOCATION

22

21

41

42

STH 11 WB

STH 11 EB

STH 11 EB

STH 11 WB

274+00 AW

275+00 AW

276+00 AE

277+00 AE

278+00 AE

279+00 AE

280+00 AE

274+00 AW

275+00 AW

278+00 AW

279+00 AW

280+00 AW

626+00 VC

624+00 VC

624+00 VC

IH 39 SB ON-RAMP

IH 39 SB ON-RAMP

HO

OH

40'

55'

TRAFFIC CONTROL SIGNALS
I-39 & STH 11 (SOUTH JCT)
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. TEMP.

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 154	E

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
		NOT USED				NOT USED				
01										
02	1-4, 9-11			G	Y R			R	R R	R
03										
04	5-8, 12-14			R	R R			G	Y R	R
05										
06										
07										
08										
02P										
03P										
06P										
08P										

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
		NOT USED		NOT USED		NOT USED		NOT USED	
01									
02									
03									
04									
05									
06									
07									
08									
02P									
04P									
06P									
08P									

BARRIER

N

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2		4
3		
4		2
5		
6		
7		
8		

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
21	1	X			2	2					
22	2	X			2	2					
23	3	X			4	4					
24	4	X			4	4					

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	X
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM *:	SS- -

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

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

I-39/90 & STH 11 (SOUTH JCT)
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 2

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024020_TSP.DWG
LAYOUT NAME - 024021_SP
PLOT DATE : 10/17/2013 2:35 PM PLOT BY : GRADY, NED PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

EQUIPMENT SUMMARY (FOR INFORMATION ONLY)	
WOOD POLES, CLASS IV	10 EA
GUY WIRES	20 EA
OVERHEAD SPAN WIRE	715 LF
CONTROLLER/CABINET	1 EA
LUMINARIES	6 EA
TEMPORARY BASES	6 EA

N

STH 11 EB

STH 11 WB

IH 39 NB ON-RAMP

IH 39 NB OFF-RAMP

623+45 VA

624+00 VA

625+00 VA

626+00 VA

283+00 AE

284+00 AE

285+00 AE

286+00 AE

287+00 AE

288+00 AE

283+00 AW

284+00 AW

285+00 AW

286+00 AW

288+00 AW

623+00 VB

624+00 VB

625+00 VB

626+00 VB

623+00 VB1

624+00 VB1

CONDUIT TO BE INSTALLED IN BRIDGE (SEE BRIDGE PLAN)

FUTURE MULTI-USE PATH GRADING

FUTURE MULTI-USE PATH LOCATION

FUTURE MULTI-USE PATH LOCATION

FUTURE MULTI-USE PATH LOCATION

FUTURE MULTI-USE PATH LOCATION

21

22

41

42

TRAFFIC SIGNAL LEGEND

- XX — SIGNAL HEAD NUMBER
- XX — APPROXIMATE VEHICLE DETECTION ZONE
- WORK ZONE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- TEMPORARY SIGNAL BASE
- TEMPORARY SIGNAL HEAD
- TEMPORARY POLE, CLASS 4
- LUMINAIRE
- —OH— OVERHEAD SIGNAL CABLE

NOTE: GRAY SHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

TRAFFIC CONTROL SIGNALS

I-39/90 & STH 11 & AVALON ROAD
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	TRAFFIC SIGNAL PLAN STAGE 4	SHEET 156	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024025_TSP.DWG
LAYOUT NAME - 024025_SP

PLOT DATE : 10/17/2013 2:35 PM PLOT BY : GRIMME, SARA PLOT NAME : ---------- PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
		NOT USED			NOT USED					
01										
02	1-4, 12-14			G Y R				R R R		R
03										
04	5-8, 9-11			R R R				G Y R		R
05										
06										
07										
08										
02P										
03P										
06P										
08P										

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
		NOT USED		NOT USED		NOT USED		NOT USED	
01									
02									
03									
04									
05									
06									
07									
08									
02P									
04P									
06P									
08P									

N

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2		4
3		
4		2
5		
6		
7		
8		

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
21	1	X			2	2					
22	2	X			2	2					
41	3	X			4	4					
42	4	X			4	4					

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	X
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM #: SS- -	

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

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

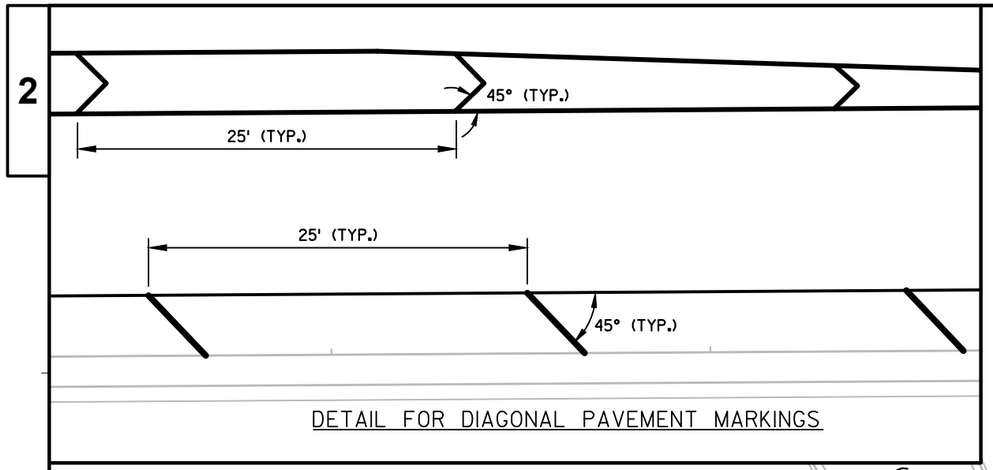
I-39/90 & STH 11 (SOUTH JCT)
TOWN OF LA PRAIRIE
ROCK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 2

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024025_TSP.DWG
LAYOUT NAME - 024026_SP
PLOT DATE : 10/17/2013 2:35 PM PLOT BY : GRADY, NED PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42



DETAIL FOR DIAGONAL PAVEMENT MARKINGS

LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE)	⑫ PAVEMENT MARKING ARROWS EPOXY TYPE 2
② PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	⑬ PAVEMENT MARKING WORDS EPOXY (WHITE)
③ PAVEMENT MARKING EPOXY 8-INCH (WHITE)	⑭ PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
④ PAVEMENT MARKING STOP LINE EPOXY 24-INCH	⑮ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑤ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)	⑯ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
⑥ PAVEMENT MARKING EPOXY 8-INCH (YELLOW)	⑰ PAVEMENT MARKING ISLAND NOSE EPOXY
⑦ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)	⑱ PAVEMENT MARKING CURB EPOXY
⑧ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)	⑲ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
⑨ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)	⑳ PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
⑩ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)	㉑ PAVEMENT MARKING STOP LINE EPOXY 18-INCH
⑪ PAVEMENT MARKING ARROWS EPOXY TYPE 1	㉒ PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)

N

READ ROAD (NORTH FRONTAGE)

261+00 AW 262+00 AW 263+00 AW 264+00 AW 265+00 AW 266+00 AW 267+

+57 AW

+51 AW 12' RT

+61 AE 12' LT

+91 AW 12' RT

+10 AE 12' LT

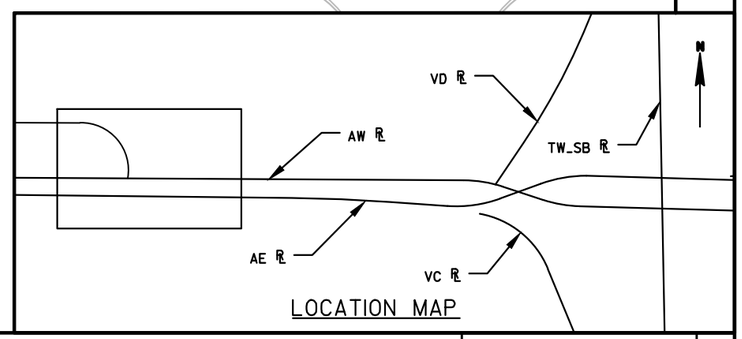
+41 AW 12' RT

STH 11 WB

STH 11 EB

261+00 AE 262+00 AE 263+00 AE 264+00 AE 265+00 AE 266+00 AE 267+

MATCH LINE STA. 267+00 AE



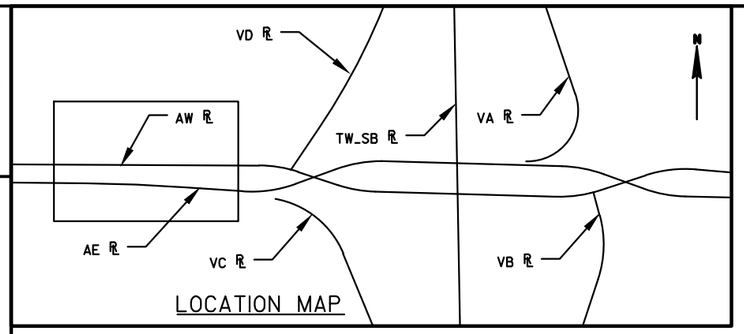
LOCATION MAP

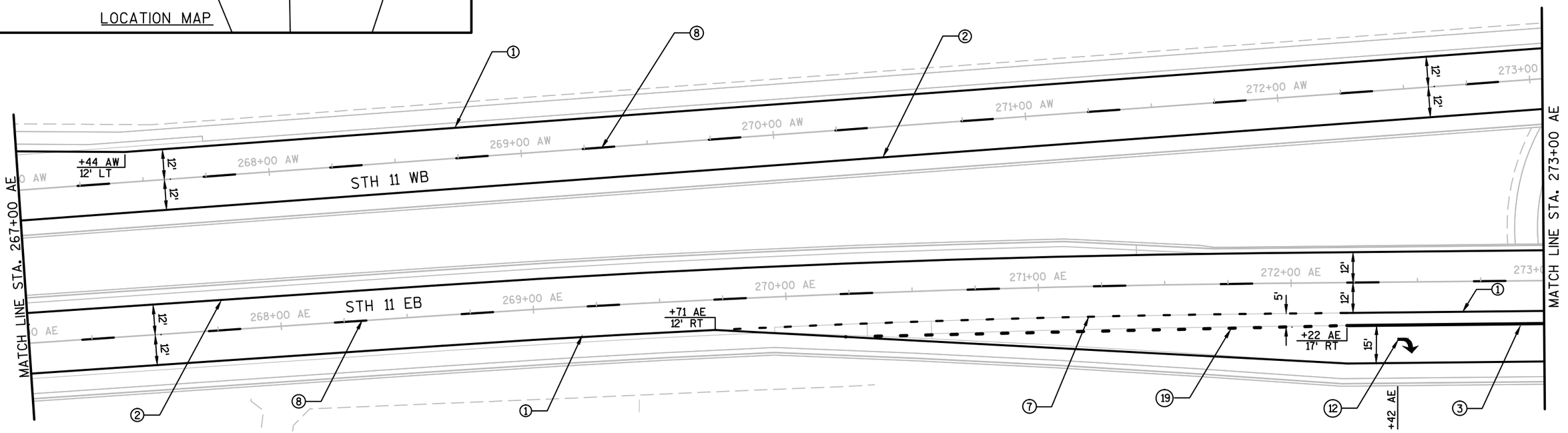
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING	SHEET 158	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502_PM

PLOT DATE : 10/24/2013 10:32 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42





LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE)

② PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

③ PAVEMENT MARKING EPOXY 8-INCH (WHITE)

④ PAVEMENT MARKING STOP LINE EPOXY 24-INCH

⑤ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)

⑥ PAVEMENT MARKING EPOXY 8-INCH (YELLOW)

⑦ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)

⑧ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)

⑨ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)

⑩ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

⑪ PAVEMENT MARKING ARROWS EPOXY TYPE 1

⑫ PAVEMENT MARKING ARROWS EPOXY TYPE 2

⑬ PAVEMENT MARKING WORDS EPOXY (WHITE)

⑭ PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')

⑮ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

⑯ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)

⑰ PAVEMENT MARKING ISLAND NOSE EPOXY

⑱ PAVEMENT MARKING CURB EPOXY

⑲ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)

⑳ PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

㉑ PAVEMENT MARKING STOP LINE EPOXY 18-INCH

㉒ PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)

2

LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE)

② PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

③ PAVEMENT MARKING EPOXY 8-INCH (WHITE)

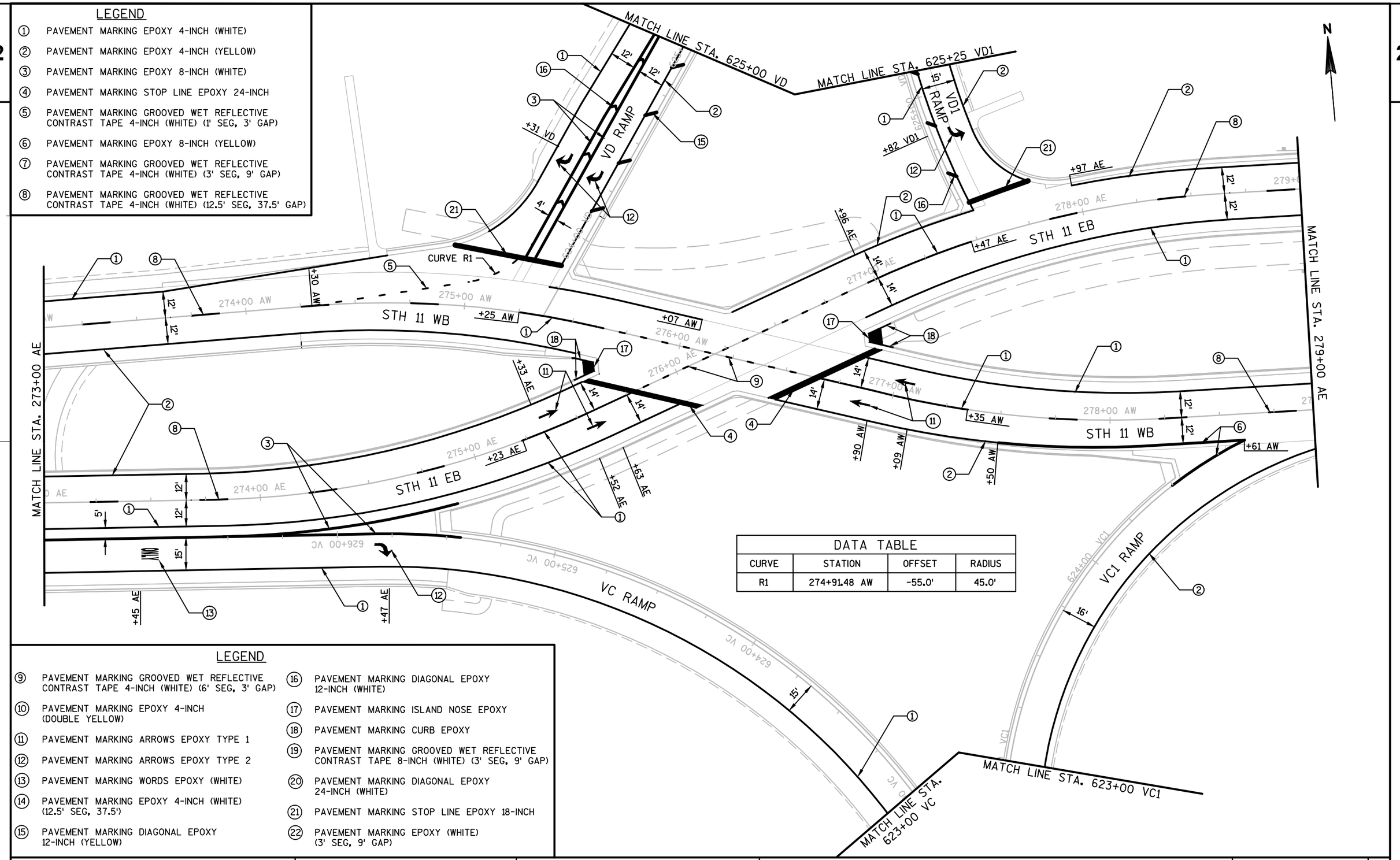
④ PAVEMENT MARKING STOP LINE EPOXY 24-INCH

⑤ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)

⑥ PAVEMENT MARKING EPOXY 8-INCH (YELLOW)

⑦ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)

⑧ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)



DATA TABLE

CURVE	STATION	OFFSET	RADIUS
R1	274+91.48 AW	-55.0'	45.0'

LEGEND

⑨ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)

⑩ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

⑪ PAVEMENT MARKING ARROWS EPOXY TYPE 1

⑫ PAVEMENT MARKING ARROWS EPOXY TYPE 2

⑬ PAVEMENT MARKING WORDS EPOXY (WHITE)

⑭ PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')

⑮ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

⑯ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)

⑰ PAVEMENT MARKING ISLAND NOSE EPOXY

⑱ PAVEMENT MARKING CURB EPOXY

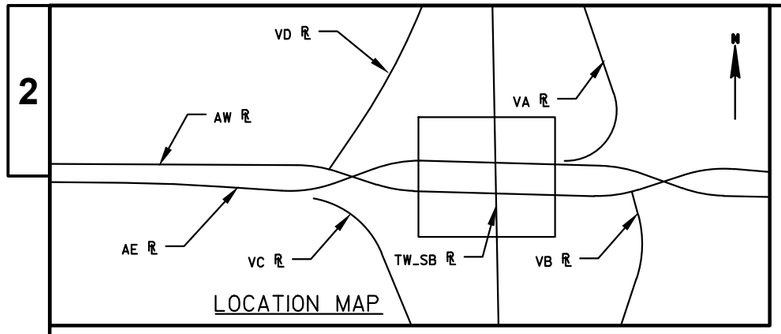
⑲ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)

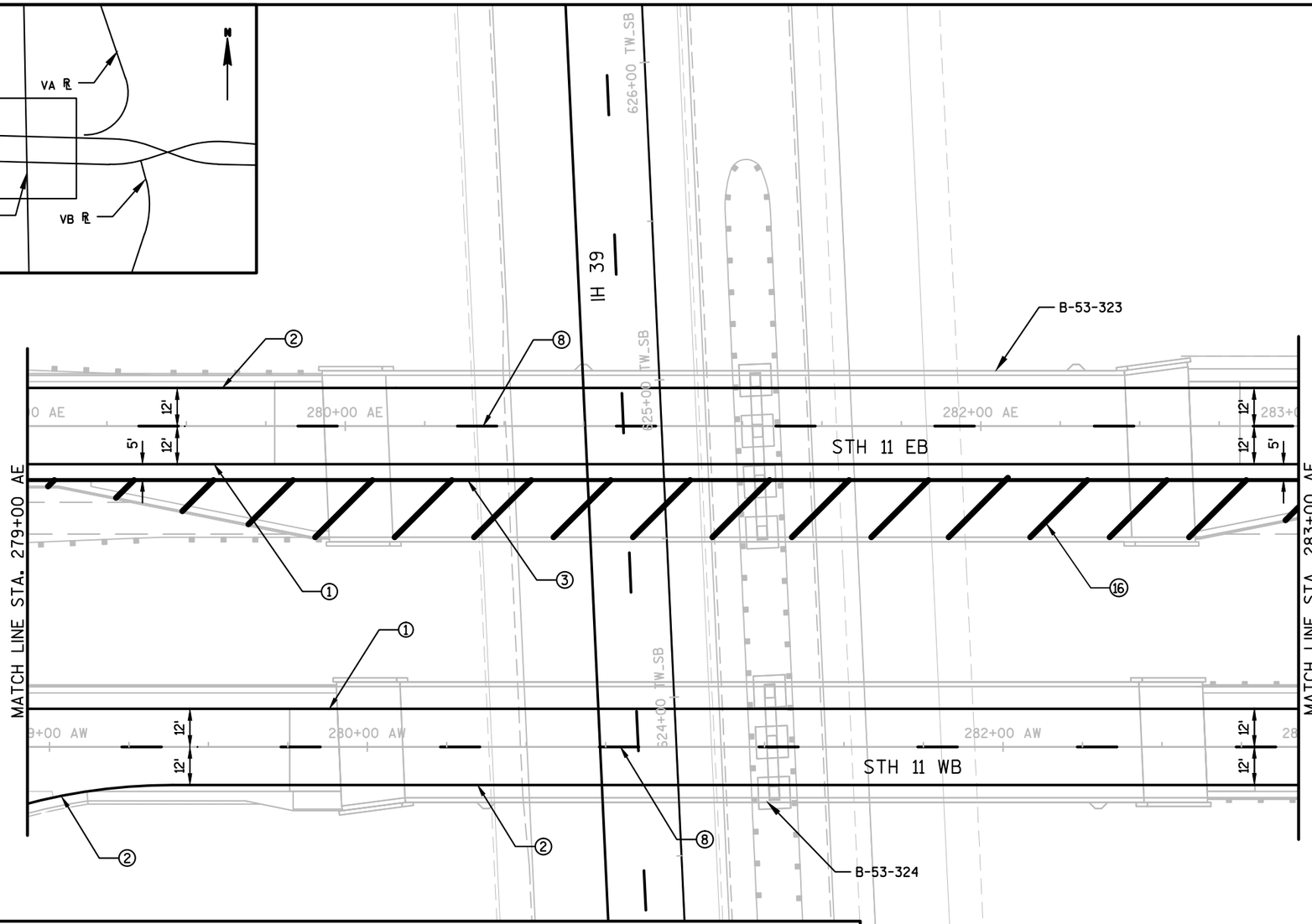
⑳ PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

㉑ PAVEMENT MARKING STOP LINE EPOXY 18-INCH

㉒ PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING	SHEET 160	E





LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE)

② PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

③ PAVEMENT MARKING EPOXY 8-INCH (WHITE)

④ PAVEMENT MARKING STOP LINE EPOXY 24-INCH

⑤ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)

⑥ PAVEMENT MARKING EPOXY 8-INCH (YELLOW)

⑦ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)

⑧ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)

⑨ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)

⑩ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

⑪ PAVEMENT MARKING ARROWS EPOXY TYPE 1

⑫ PAVEMENT MARKING ARROWS EPOXY TYPE 2

⑬ PAVEMENT MARKING WORDS EPOXY (WHITE)

⑭ PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')

⑮ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

⑯ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)

⑰ PAVEMENT MARKING ISLAND NOSE EPOXY

⑱ PAVEMENT MARKING CURB EPOXY

⑲ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)

⑳ PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

㉑ PAVEMENT MARKING STOP LINE EPOXY 18-INCH

㉒ PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING	SHEET 161	E

LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE)

② PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

③ PAVEMENT MARKING EPOXY 8-INCH (WHITE)

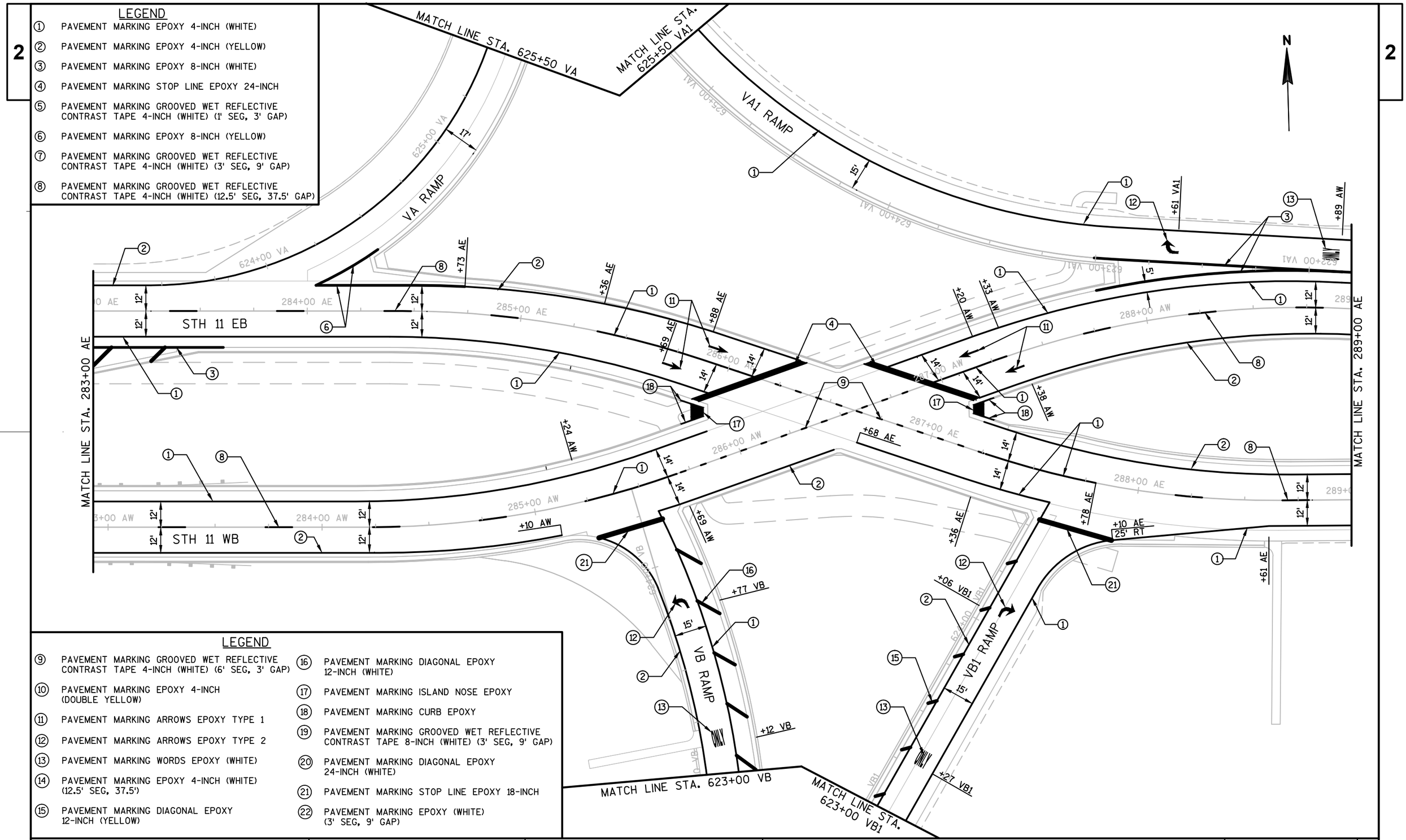
④ PAVEMENT MARKING STOP LINE EPOXY 24-INCH

⑤ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)

⑥ PAVEMENT MARKING EPOXY 8-INCH (YELLOW)

⑦ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)

⑧ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)



LEGEND

⑨ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)

⑩ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

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⑫ PAVEMENT MARKING ARROWS EPOXY TYPE 2

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⑰ PAVEMENT MARKING ISLAND NOSE EPOXY

⑱ PAVEMENT MARKING CURB EPOXY

⑲ PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)

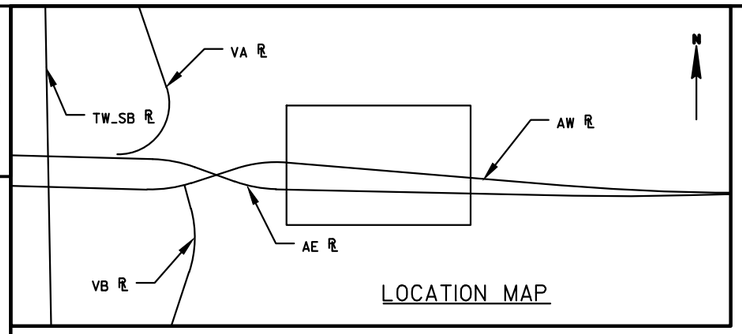
⑳ PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

㉑ PAVEMENT MARKING STOP LINE EPOXY 18-INCH

㉒ PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: PAVEMENT MARKING	SHEET 162	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024506_PM
PLOT DATE : 10/24/2013 10:32 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

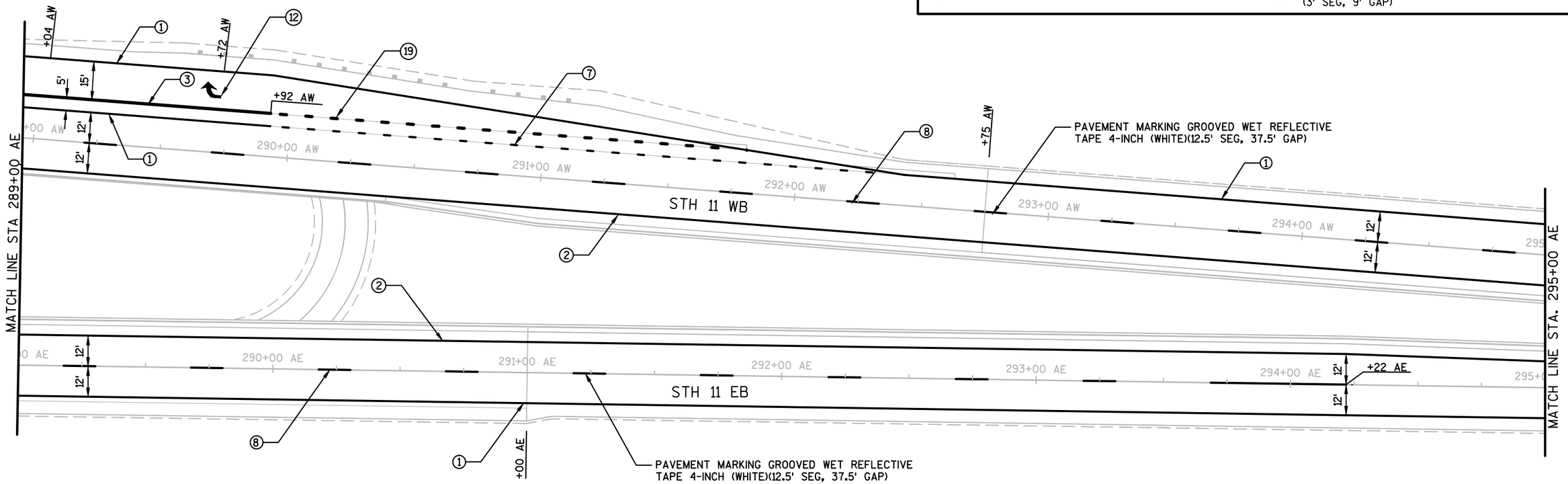


LOCATION MAP

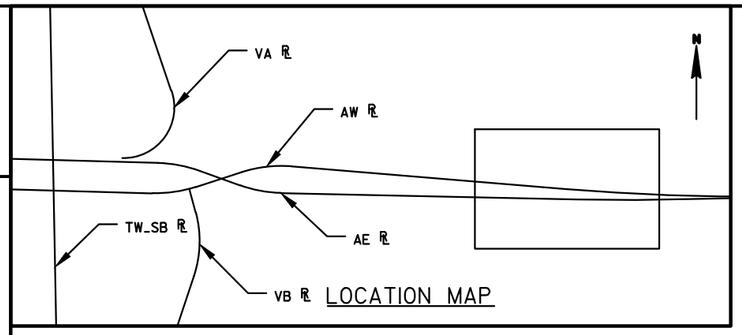
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LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
4. PAVEMENT MARKING STOP LINE EPOXY 24-INCH
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH (YELLOW)
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)
10. PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING WORDS EPOXY (WHITE)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
15. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
16. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
17. PAVEMENT MARKING ISLAND NOSE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
20. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
21. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
22. PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING	SHEET 163	E

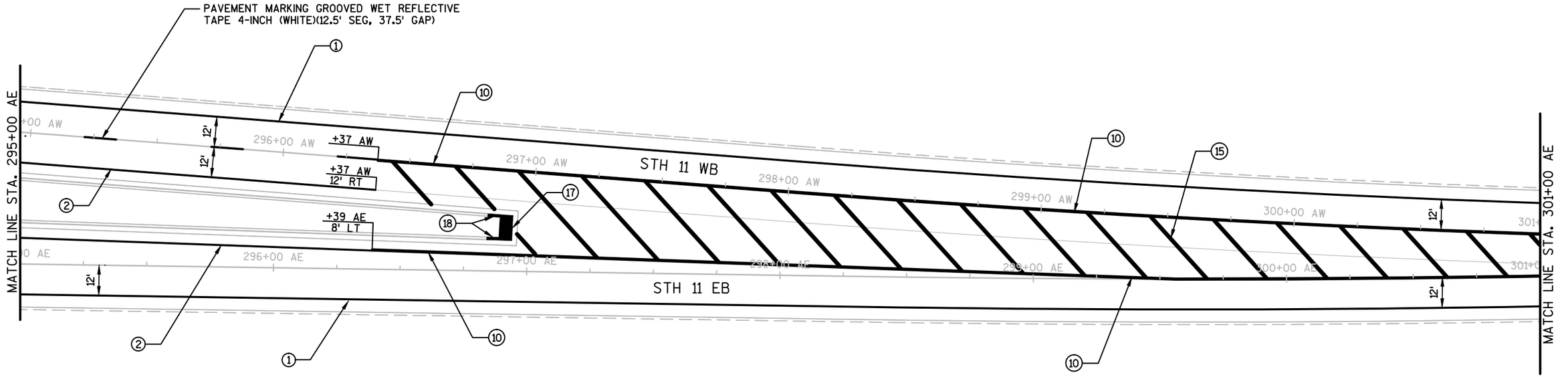


LOCATION MAP

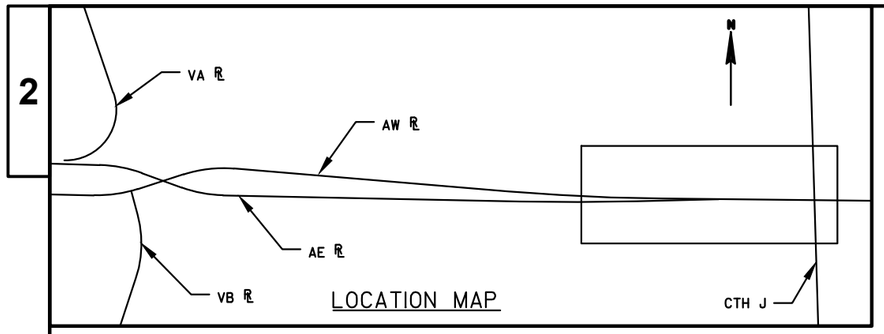
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LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
4. PAVEMENT MARKING STOP LINE EPOXY 24-INCH
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH (YELLOW)
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)
10. PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING WORDS EPOXY (WHITE)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
15. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
16. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
17. PAVEMENT MARKING ISLAND NOSE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
20. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
21. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
22. PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)



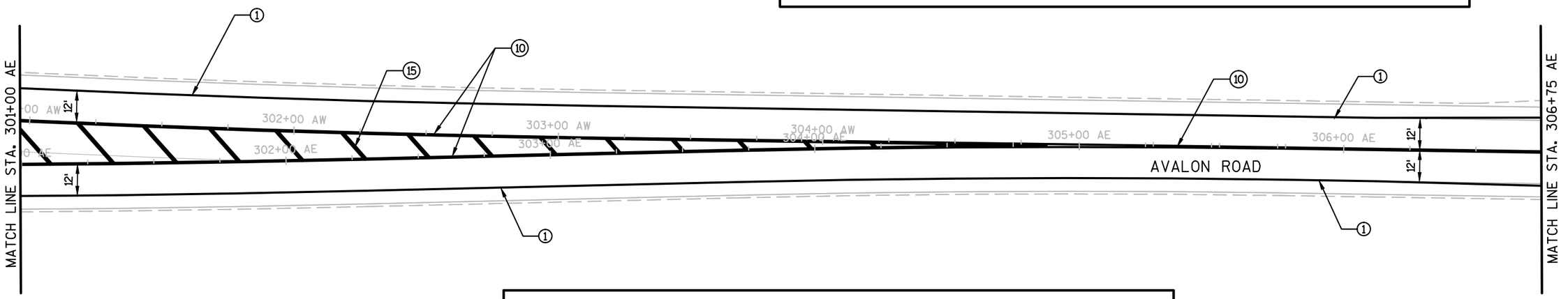
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING	SHEET 164	E

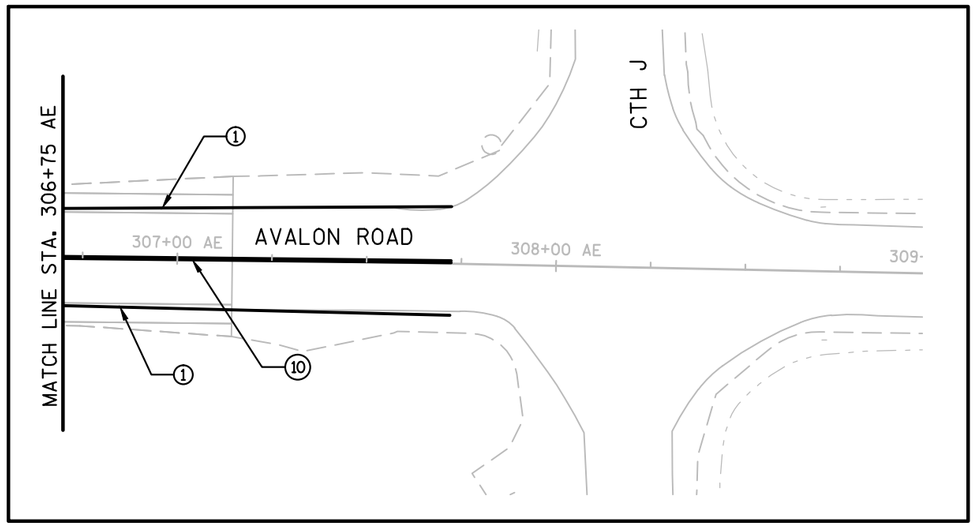


LOCATION MAP

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
4. PAVEMENT MARKING STOP LINE EPOXY 24-INCH
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH (YELLOW)
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)
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11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING WORDS EPOXY (WHITE)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
15. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
16. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
17. PAVEMENT MARKING ISLAND NOSE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
20. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
21. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
22. PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)



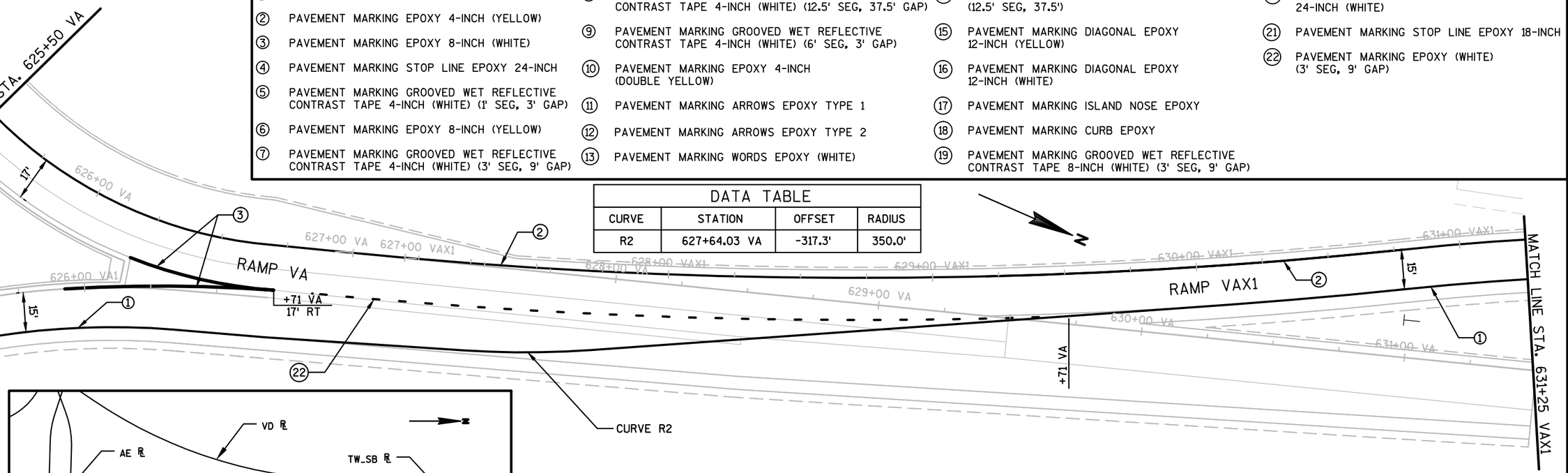


PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING	SHEET 165	E

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
4. PAVEMENT MARKING STOP LINE EPOXY 24-INCH
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH (YELLOW)
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)
10. PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING WORDS EPOXY (WHITE)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
15. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
16. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
17. PAVEMENT MARKING ISLAND NOSE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
20. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
21. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
22. PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)

DATA TABLE			
CURVE	STATION	OFFSET	RADIUS
R2	627+64.03 VA	-317.3'	350.0'

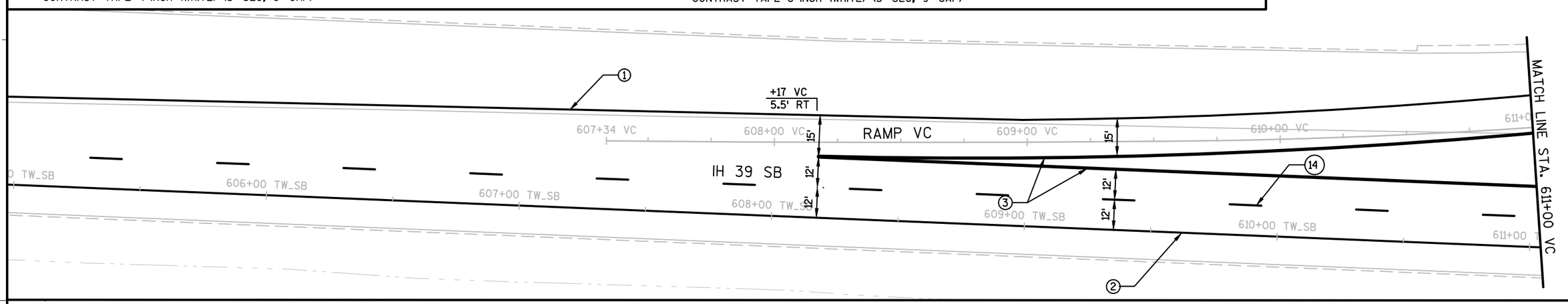


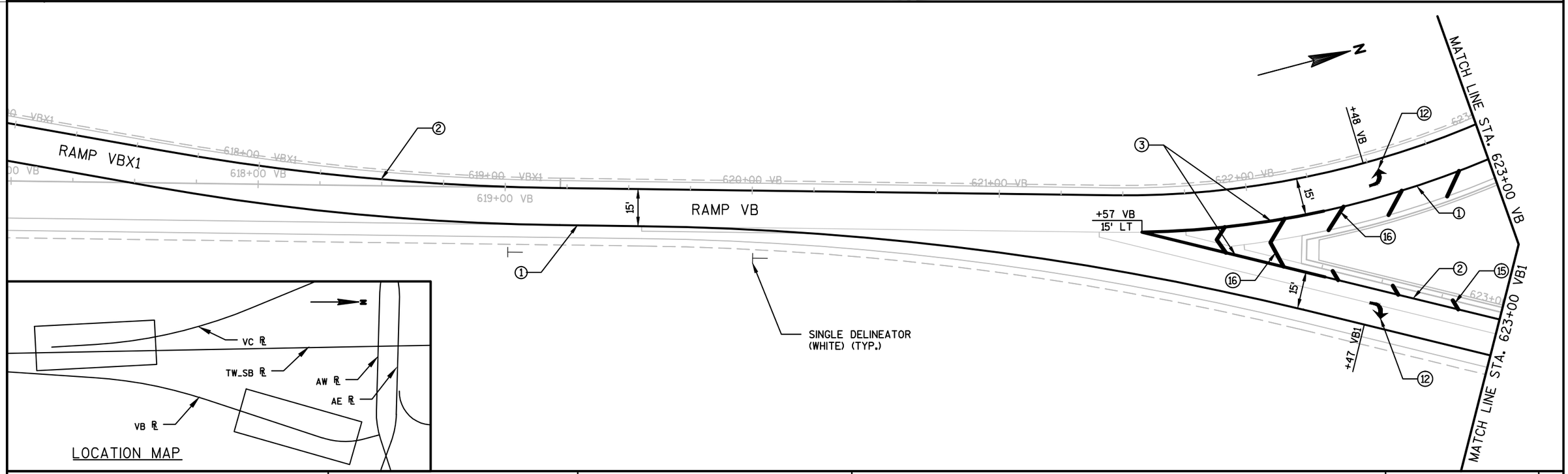
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING (VA RAMP)	SHEET 166 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024510_PM
PLOT DATE : 10/24/2013 10:32 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

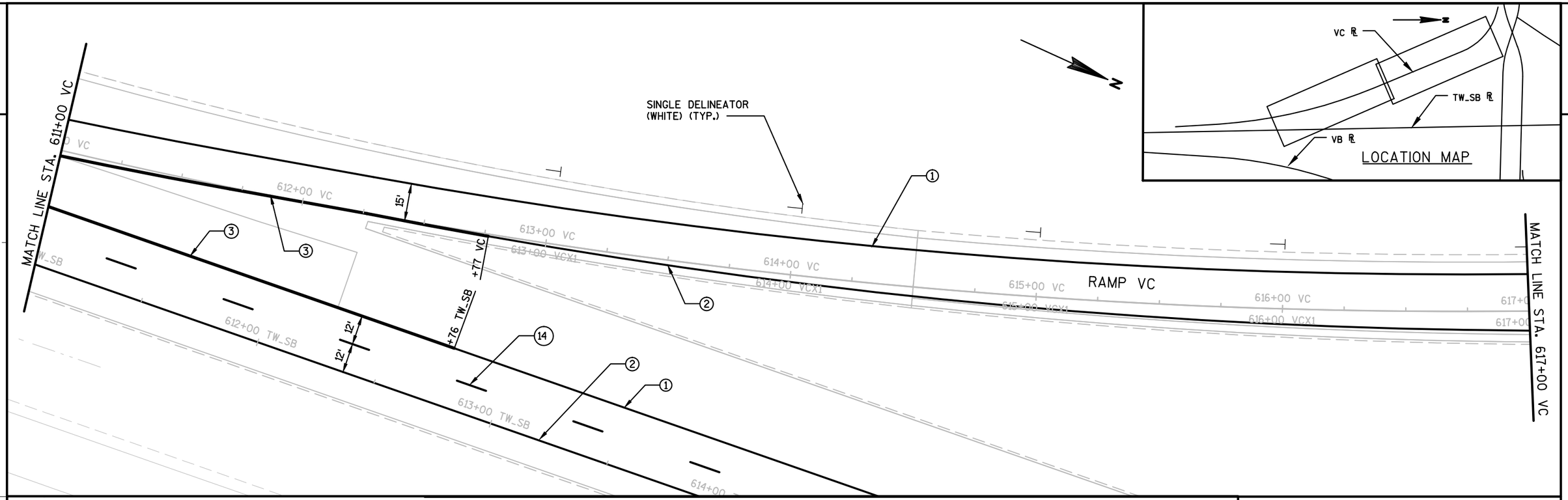
LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
4. PAVEMENT MARKING STOP LINE EPOXY 24-INCH
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH (YELLOW)
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)
10. PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING WORDS EPOXY (WHITE)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
15. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
16. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
17. PAVEMENT MARKING ISLAND NOSE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
20. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
21. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
22. PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)



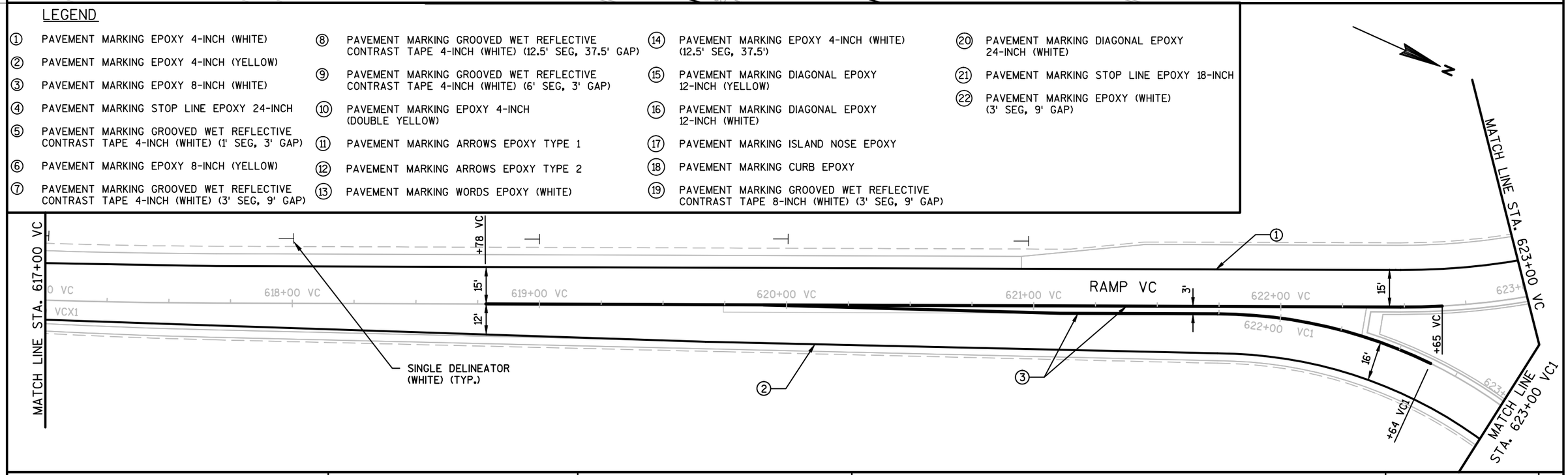


PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING (VB AND VC RAMP)	SHEET 167 E

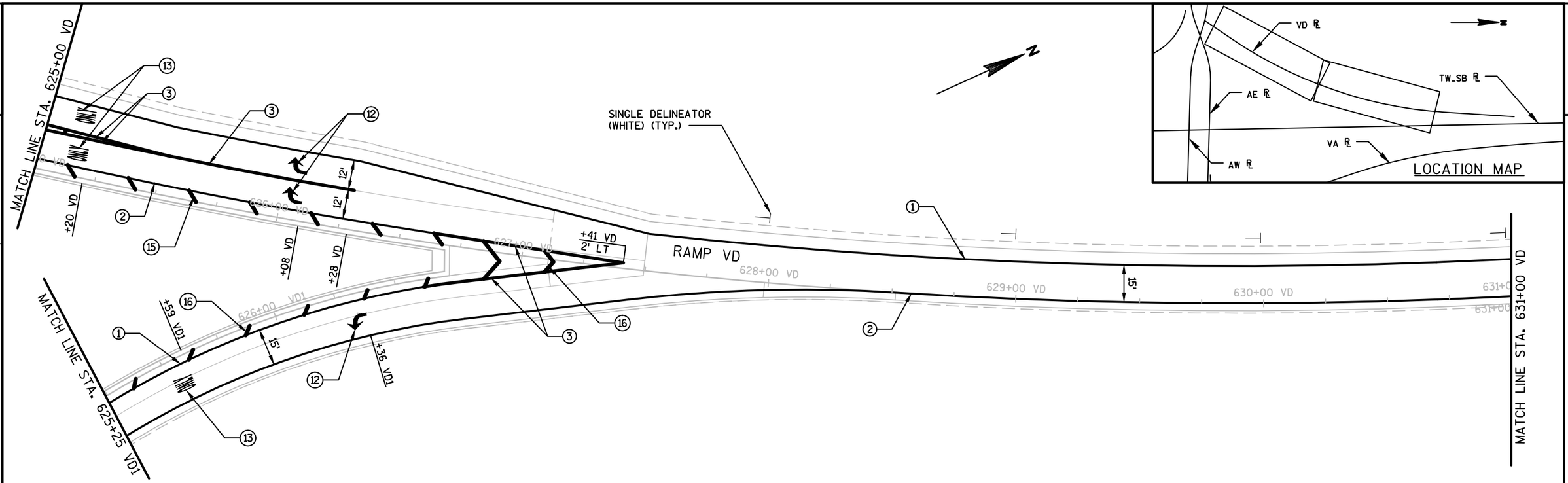


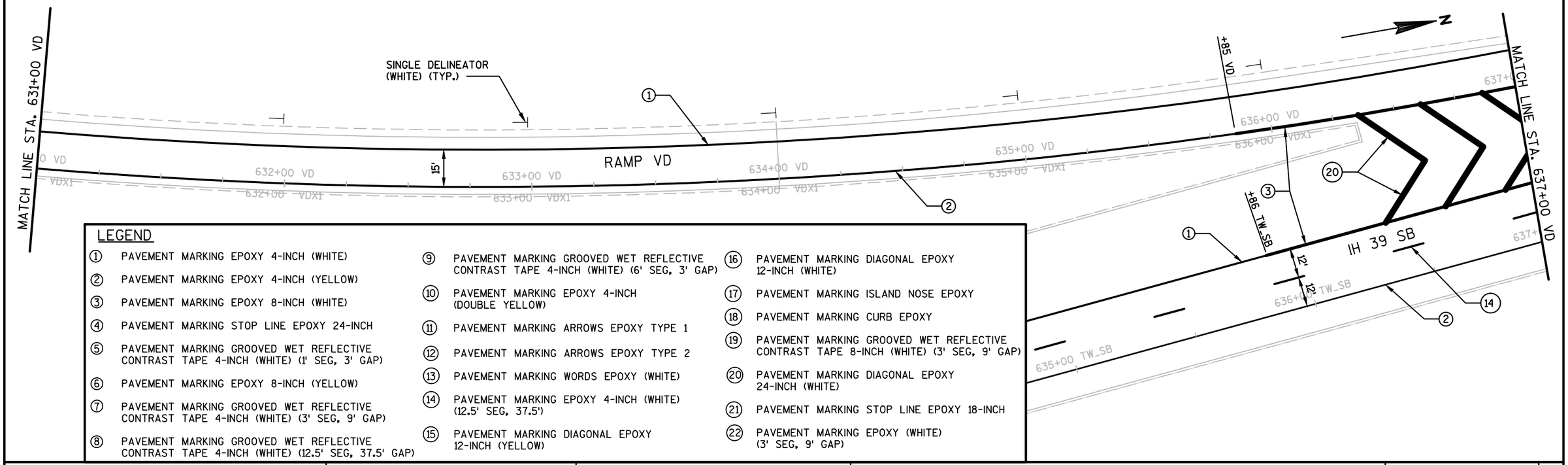
LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
4. PAVEMENT MARKING STOP LINE EPOXY 24-INCH
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH (YELLOW)
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)
10. PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING WORDS EPOXY (WHITE)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
15. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
16. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
17. PAVEMENT MARKING ISLAND NOSE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
20. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
21. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
22. PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING (VC RAMP)	SHEET 168 E





LEGEND

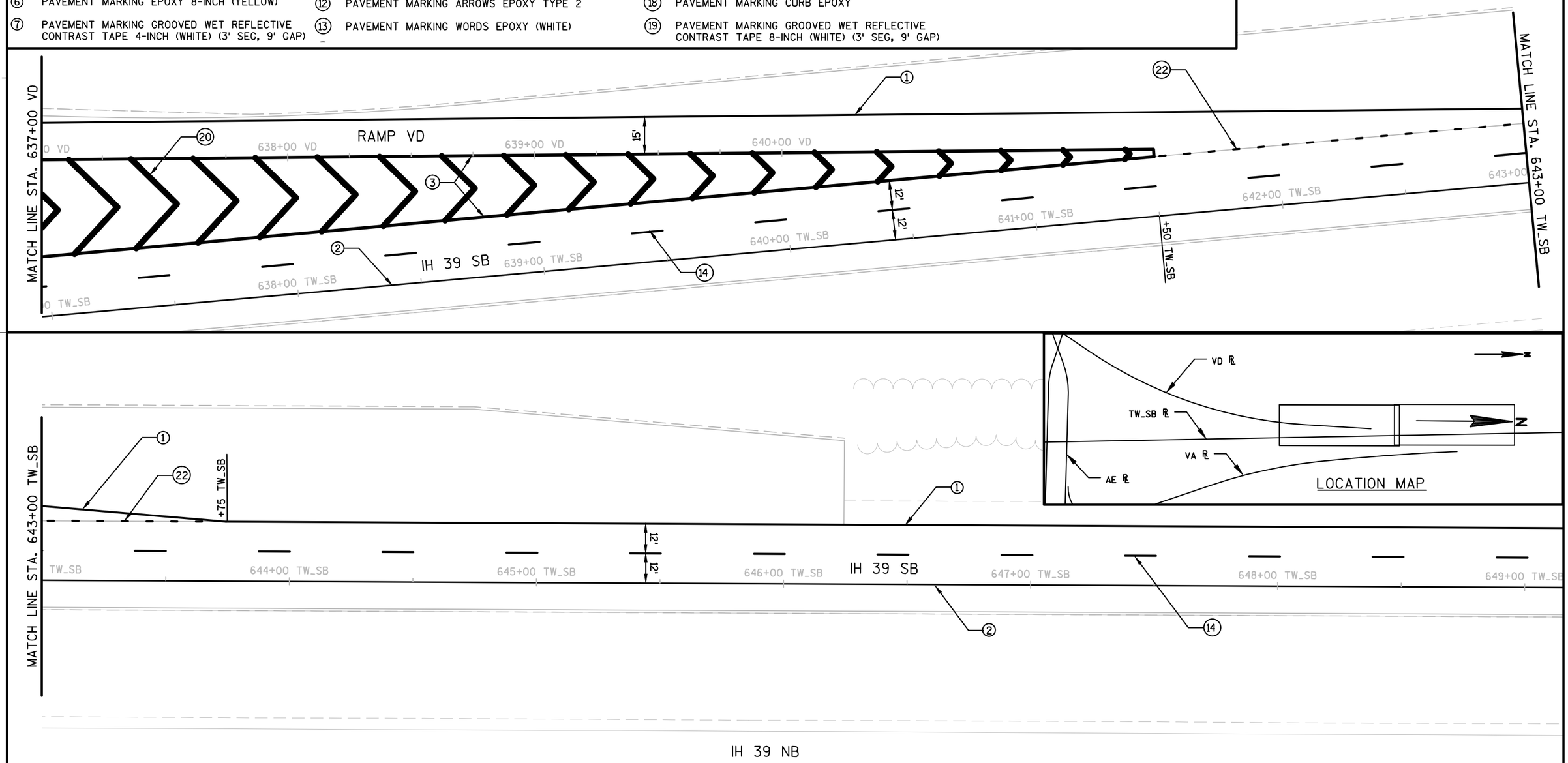
1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
4. PAVEMENT MARKING STOP LINE EPOXY 24-INCH
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH (YELLOW)
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)
10. PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING WORDS EPOXY (WHITE)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
15. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
16. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
17. PAVEMENT MARKING ISLAND NOSE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
20. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
21. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
22. PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING (VD RAMP)	SHEET 169	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024513_PM
PLOT DATE : 10/24/2013 10:32 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
4. PAVEMENT MARKING STOP LINE EPOXY 24-INCH
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (1' SEG, 3' GAP)
6. PAVEMENT MARKING EPOXY 8-INCH (YELLOW)
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (3' SEG, 9' GAP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (12.5' SEG, 37.5' GAP)
9. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) (6' SEG, 3' GAP)
10. PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING WORDS EPOXY (WHITE)
14. PAVEMENT MARKING EPOXY 4-INCH (WHITE) (12.5' SEG, 37.5')
15. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
16. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
17. PAVEMENT MARKING ISLAND NOSE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (WHITE) (3' SEG, 9' GAP)
20. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
21. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
22. PAVEMENT MARKING EPOXY (WHITE) (3' SEG, 9' GAP)



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING (VD RAMP)	SHEET 170	E

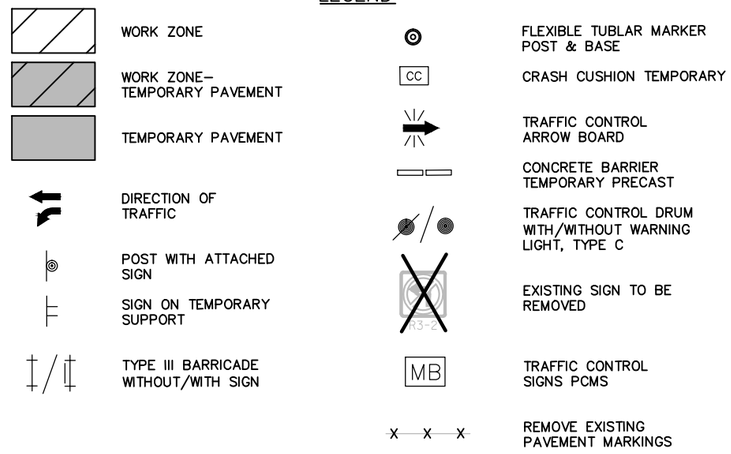
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LAYOUT NAME - 024514_PM
PLOT DATE : 10/24/2013 10:32 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

LEGEND

RT-4W	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
RT-4Y	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
RT-4DY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
RT-4W-LL	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (LANE LINE) (12.5' LINE, 37.5' GAP)
RT-8W	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
SLRT-18	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
TM-4W	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
TM-4Y	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
TM-4DY	TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
TM-4W-LL	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE) (LANE LINE) (12.5' LINE, 37.5' GAP)
TM-8W	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
TM-8W-LD	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) (LANE DROP) (3' LINE, 9' GAP)
E4W	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
E4Y	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
E4DY	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
E8W	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
SL-18	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
SL-24	PAVEMENT MARKING STOP LINE EPOXY 24-INCH

LEGEND



GENERAL NOTES: TRAFFIC CONTROL

THE EXACT NUMBER, 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.

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

IF LANE CLOSURES OR SHOULDER CLOSURES ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS. PAVEMENT MARKING NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

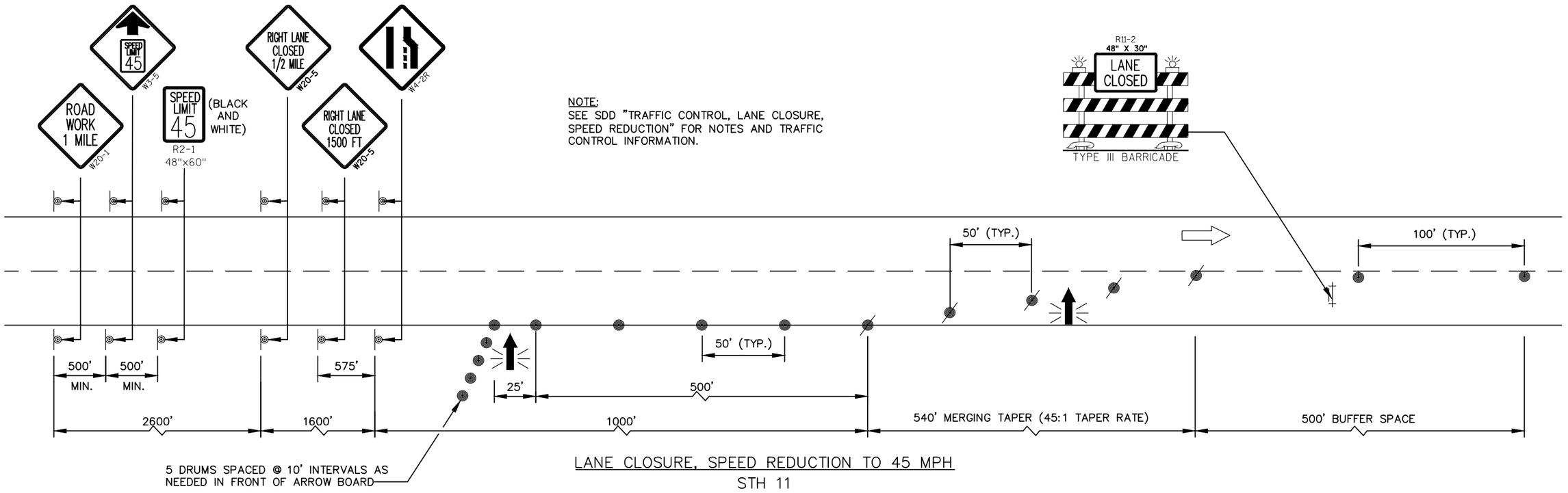
ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

2



LANE CLOSURE, SPEED REDUCTION TO 45 MPH
STH 11

PROJECT NO:1003–10–72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL	SHEET 172	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME – 072_45 SPEED REDUC.
PLOT DATE : 4/30/2015 11:41 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE – REVERSE FOR CLOSING LEFT LANE.

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

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

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

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

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

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

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

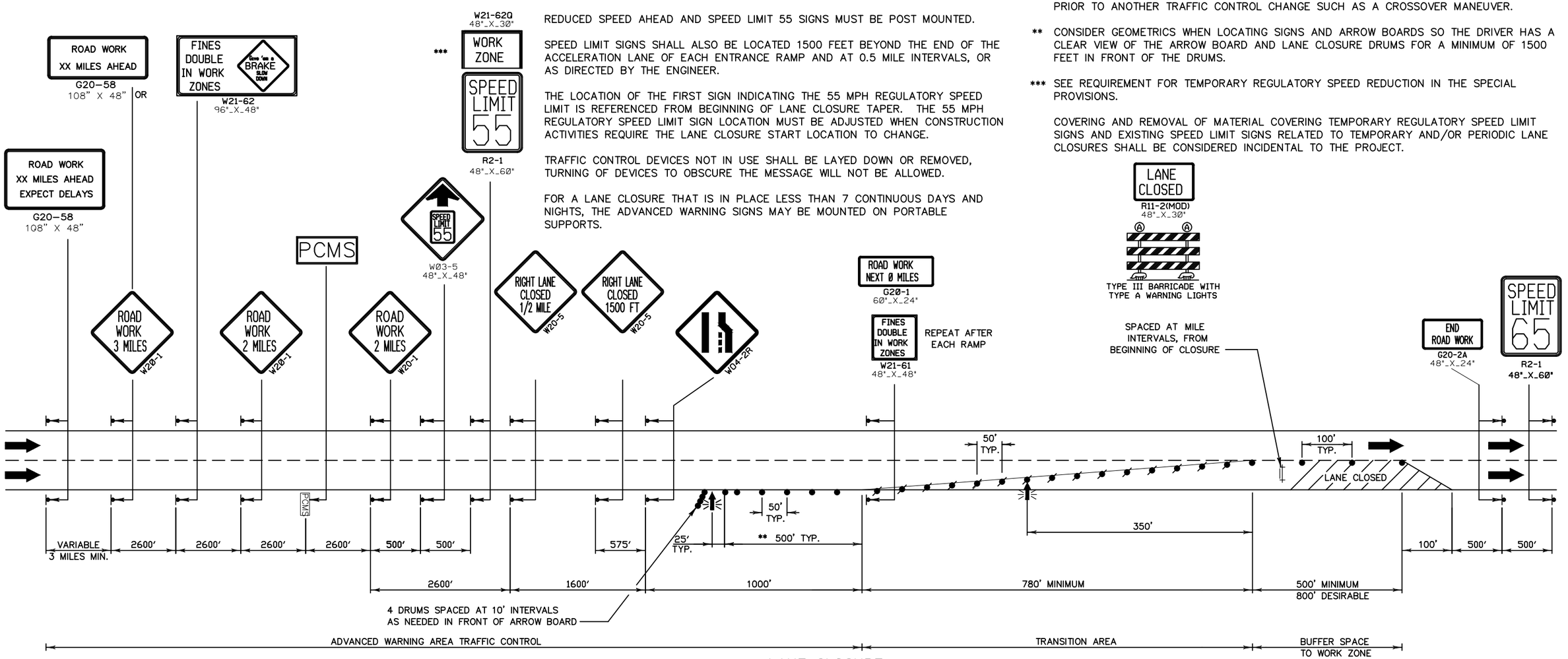
IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

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

*** SEE REQUIREMENT FOR TEMPORARY REGULATORY SPEED REDUCTION IN THE SPECIAL PROVISIONS.

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



LANE CLOSURE

IH 39

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL	SHEET 173	E

READ ROAD

Avalon Rd Closed
FIXED MESSAGE SIGN 108" X42"

MB

1000'

STH 11

N

EXIT 177 11 WEST Avalon Rd Janesville 1 MILE

500'

UPRR

500'

IH 39

MB

WOODMAN RD.

Avalon Rd Closed
FIXED MESSAGE SIGN 108" X42"

Avalon Rd Closed
FIXED MESSAGE SIGN 108" X42"

EXIT 177 11 WEST Avalon Rd Janesville

AVALON ROAD

CLOSED TO TRAFFIC

CTH J

MB

LEGEND

▨	TRAFFIC CONTROL COVERING SIGNS TYPE 1 REQ'D
MB	TRAFFIC CONTROL SIGNS PCMS

N

Avalon Rd Closed
FIXED MESSAGE SIGN 108" X42"

500'

IH 39

MB

500'

Avalon Rd Closed

CTH O

EXIT 177 11 WEST Avalon Rd Janesville

EXIT 177 11 WEST Avalon Rd Janesville 1 MILE

E. RACINE ST.

NOTES:

TRAFFIC CONTROL SIGNS PCMS TO BE INSTALLED TWO WEEKS PRIOR TO CLOSURE OF AVALON ROAD.

ADVANCE WARNING DURING CLOSURE OF AVALON ROAD (STAGE 1)

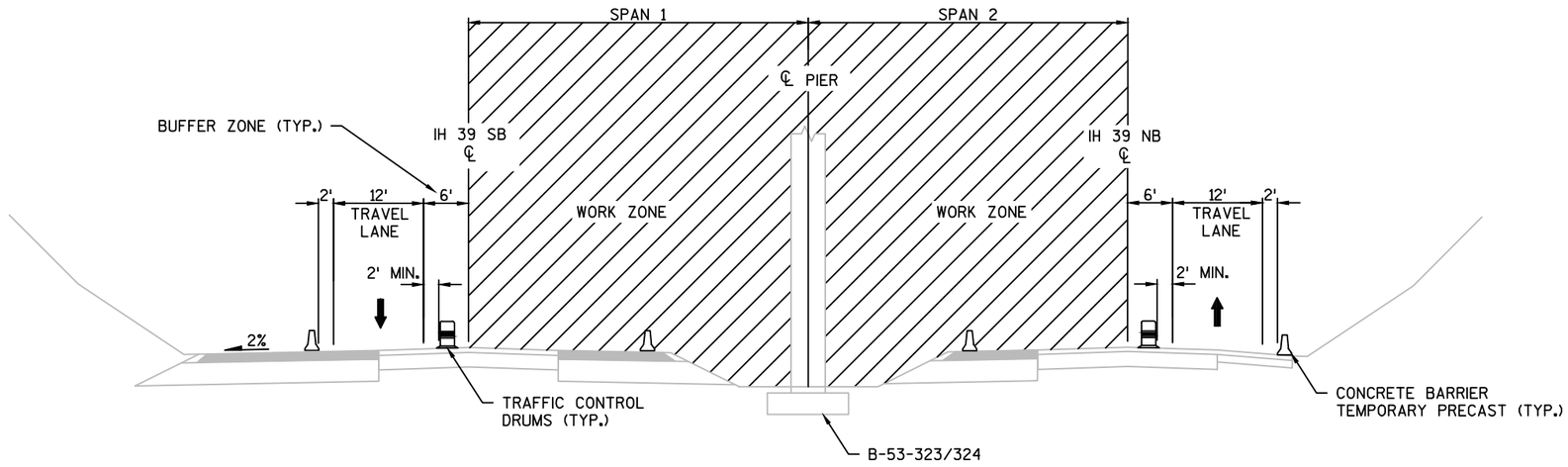
PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL	SHEET 174	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 072_TRAFFIC PCMS

PLOT DATE : 4/30/2015 11:41 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

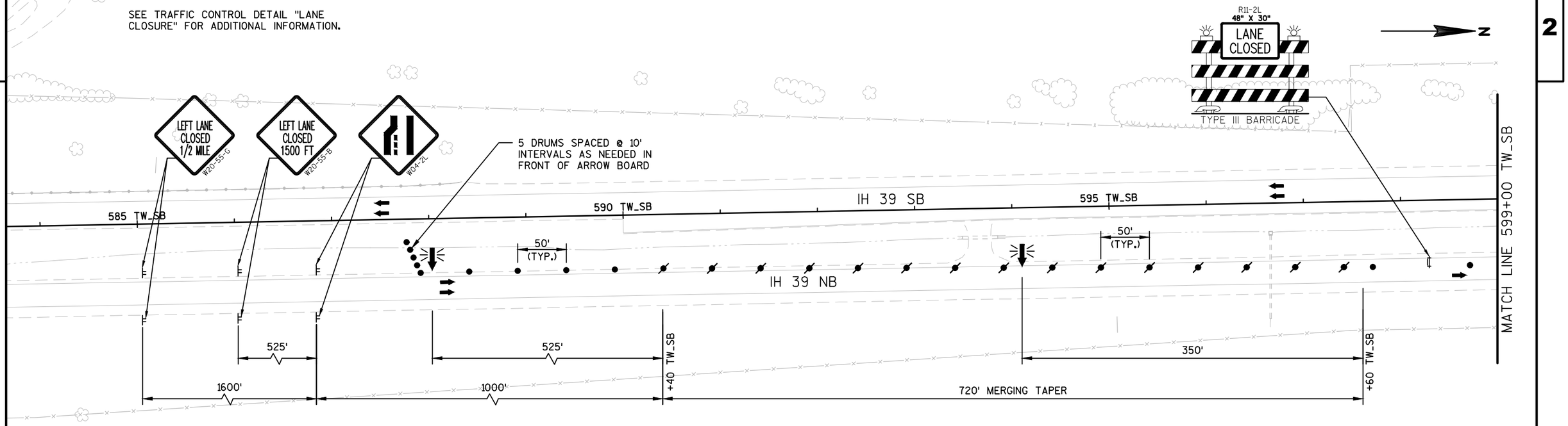


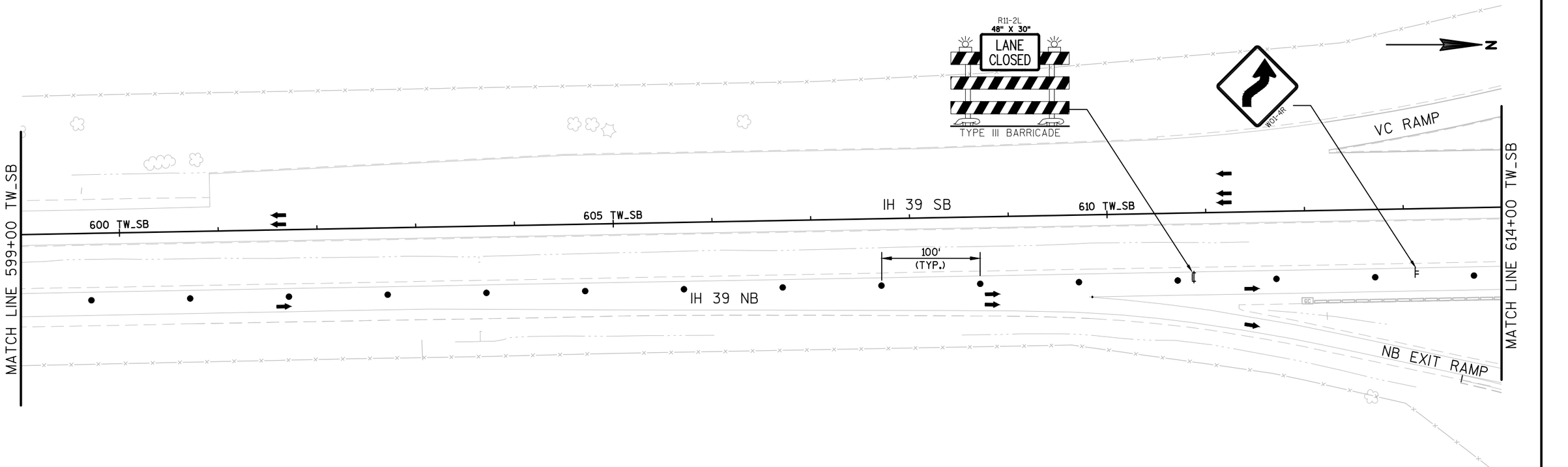
IH 39 TYPICAL SECTION (NIGHT CONSTRUCTION) - STAGE 2B & 3A

CLOSURE OF INSIDE LANE FOR FORMING DECK AND REMOVING FLASEWORK

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TYPICAL SECTION	SHEET 175	E

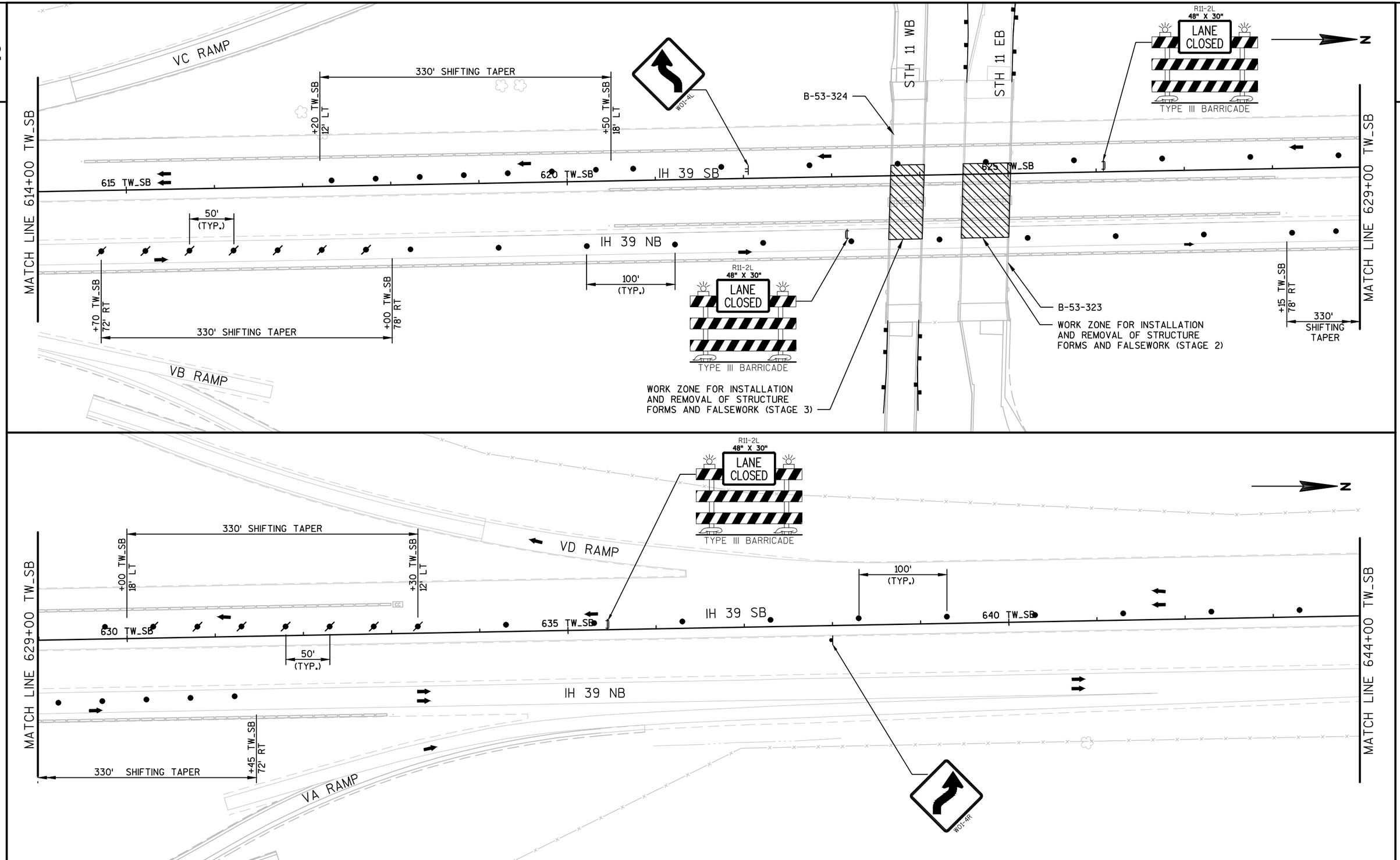
SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE" FOR ADDITIONAL INFORMATION.



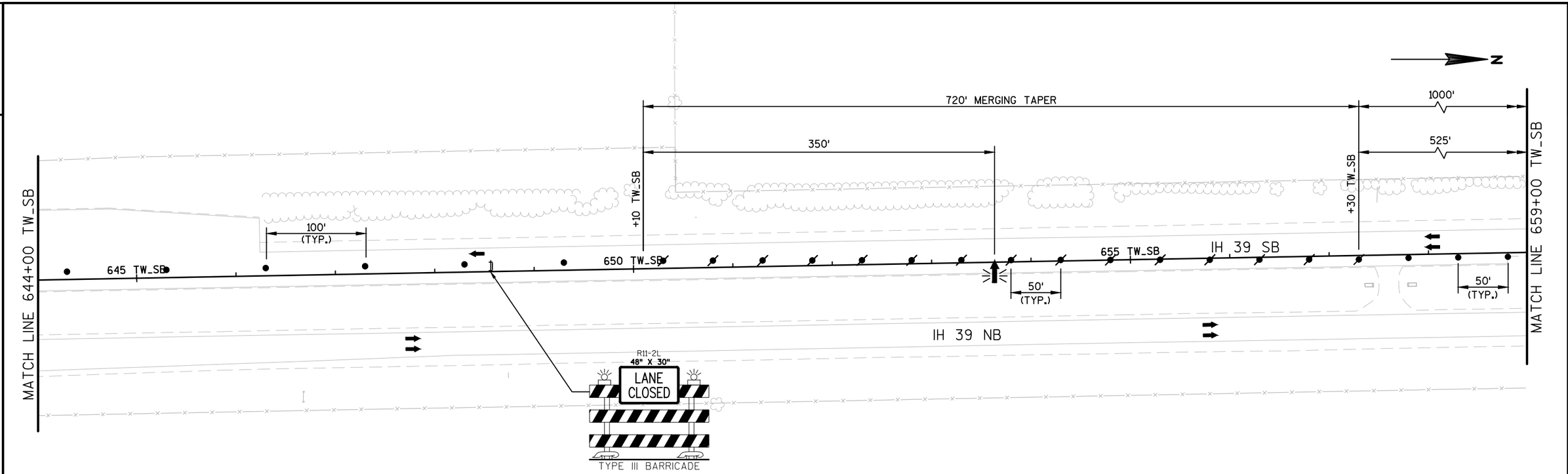


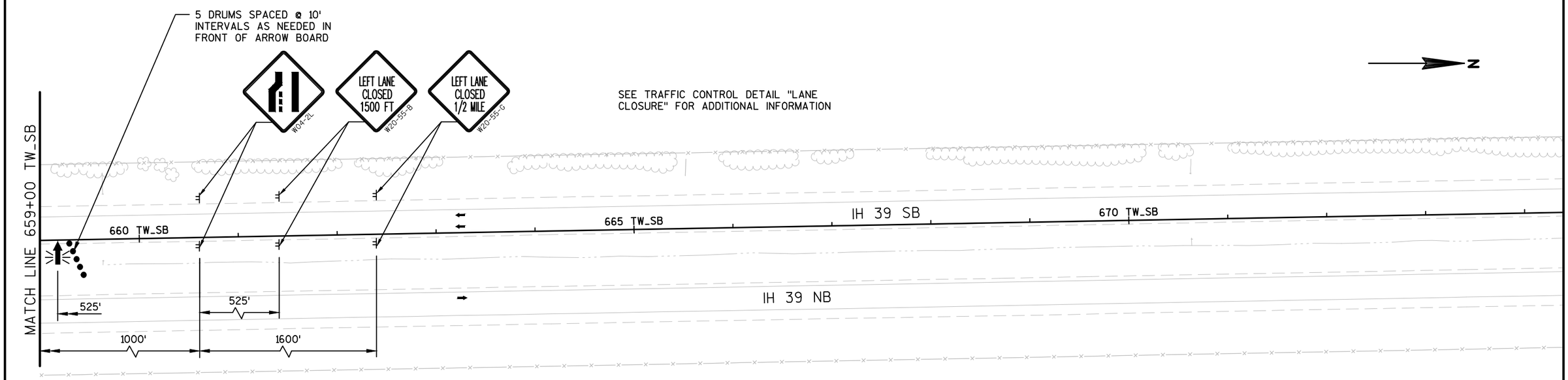
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - INSIDE LANE CLOSURE FOR STR. WORK	SHEET 176	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 025002_TC
PLOT DATE : 4/30/2015 11:42 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:100 FT



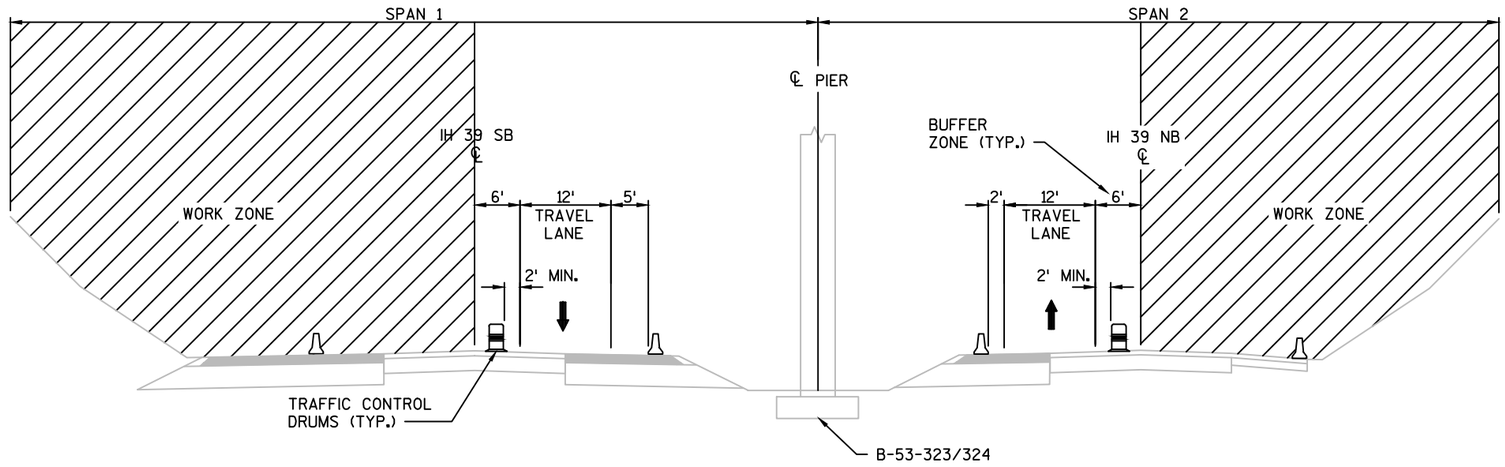
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - INSIDE LANE CLOSURE FOR STR. WORK	SHEET 177	E





PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - INSIDE LANE CLOSURE FOR STR. WORK	SHEET 178	E

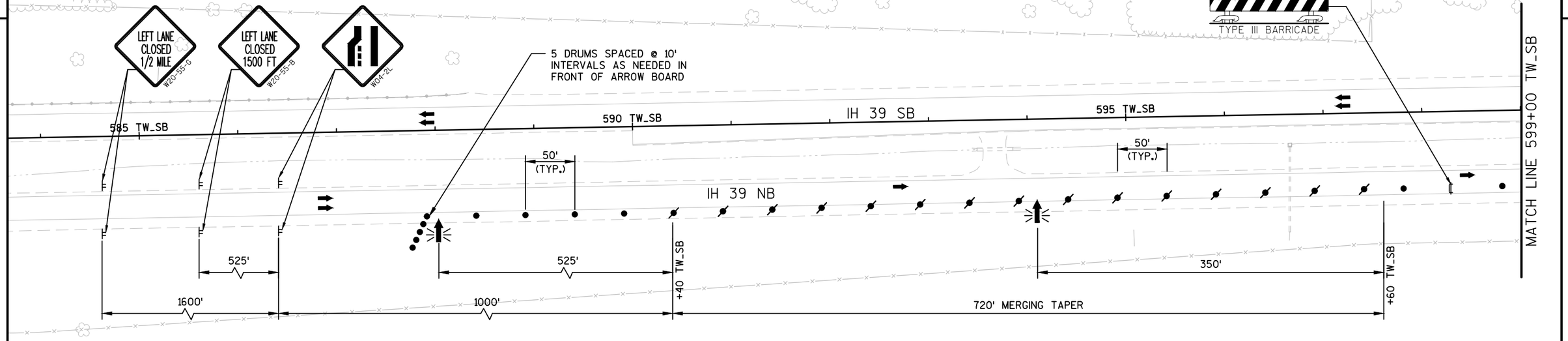
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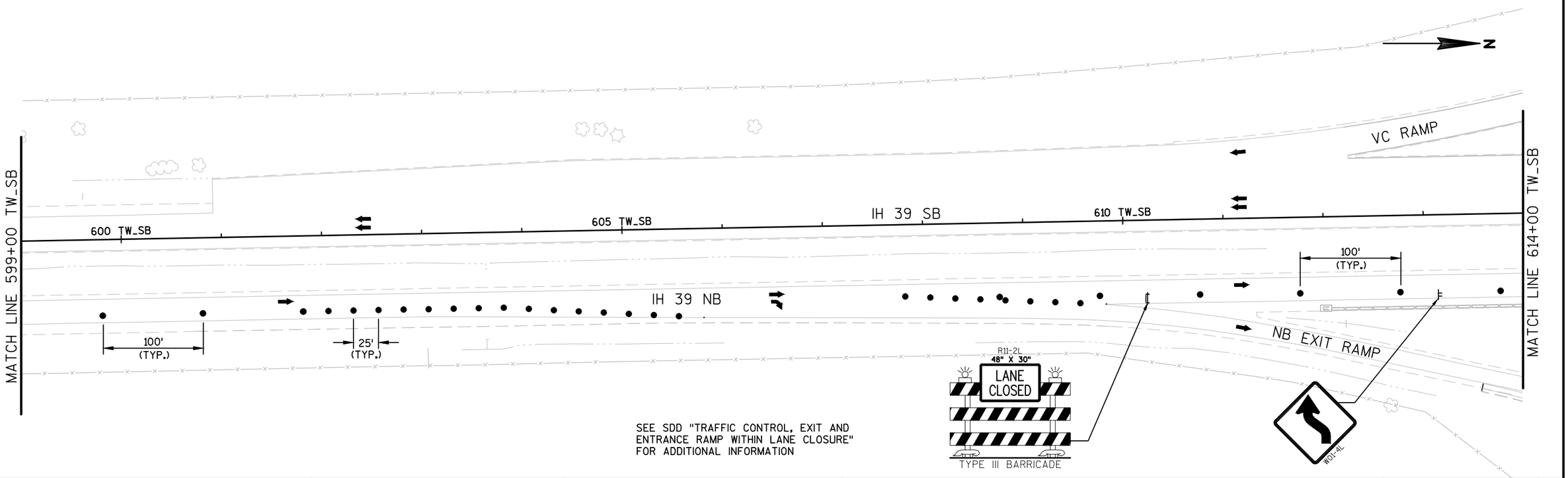


IH 39 TYPICAL SECTION (NIGHT CONSTRUCTION) - STAGE 2B & STAGE 3A

CLOSURE OF OUTSIDE LANE FOR FORMING DECK AND REMOVING FALSEWORK

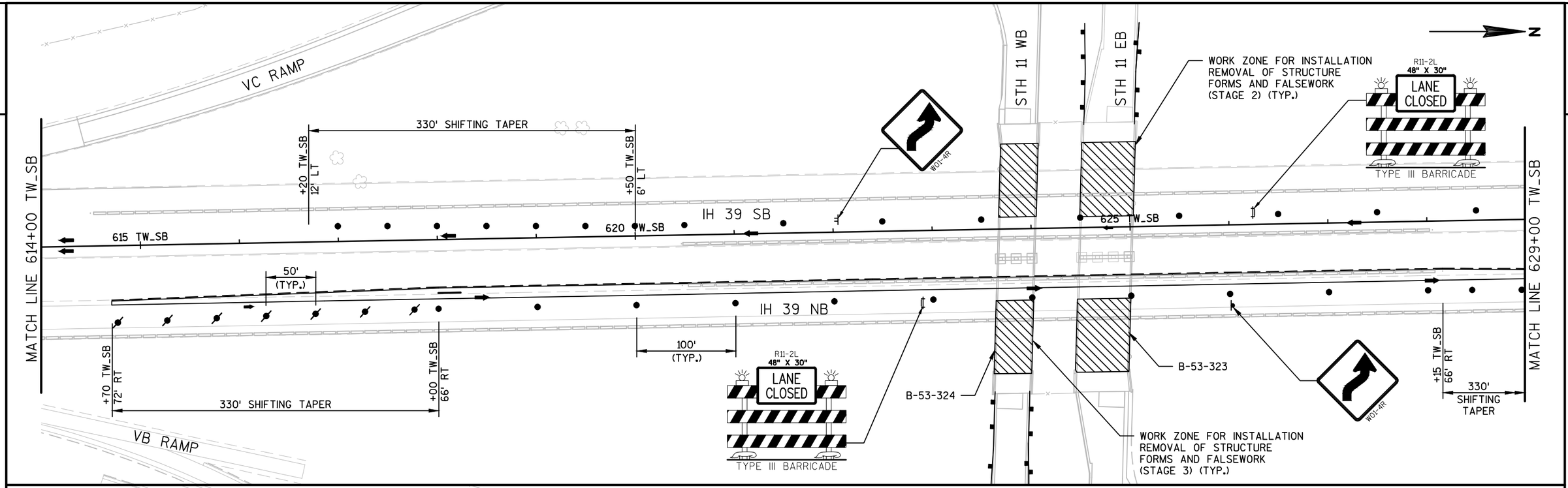
SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE" FOR ADDITIONAL INFORMATION

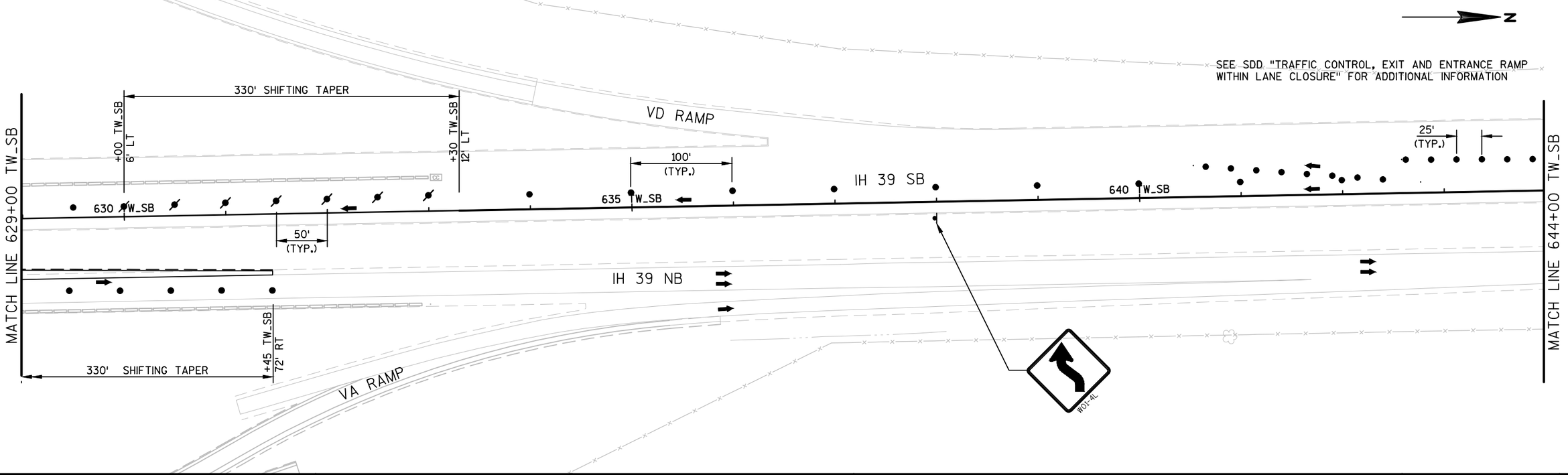




SEE SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL INFORMATION

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - OUTSIDE LANE CLOSURE FOR STR. WORK	SHEET 180	E

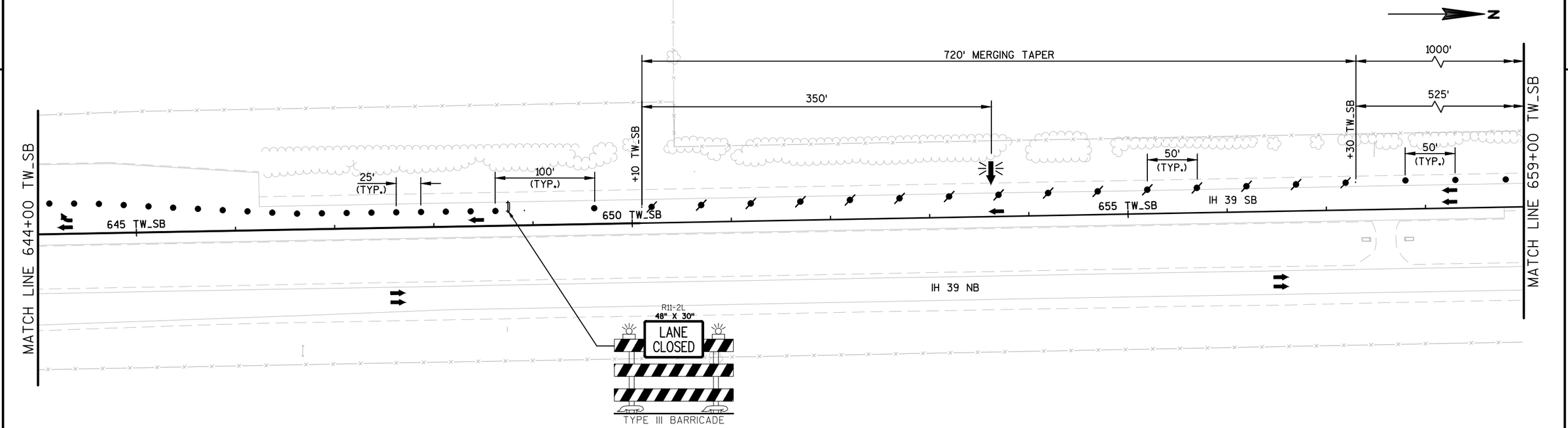


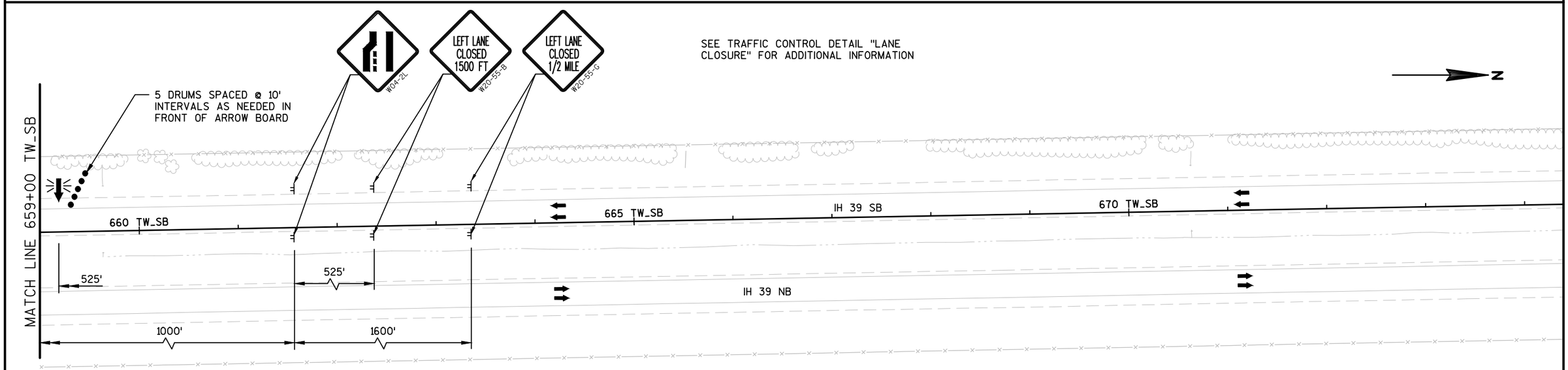


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL OUTSIDE LANE CLOSURE FOR STR. WORK	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 025007_TC

PLOT DATE : 4/30/2015 11:43 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********

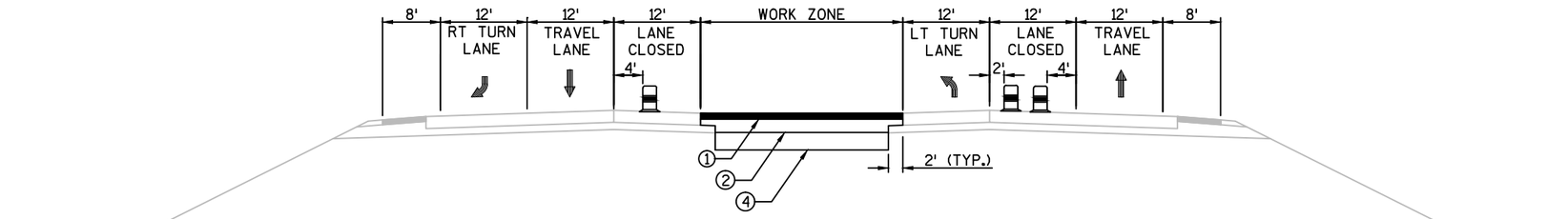




PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL OUTSIDE LANE CLOSURE FOR STR. WORK	SHEET 182	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 025008_TC
PLOT DATE : 4/30/2015 11:44 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2



STH 11 TYPICAL SECTION - STAGE 1

255+00 AE - 271+00 AE

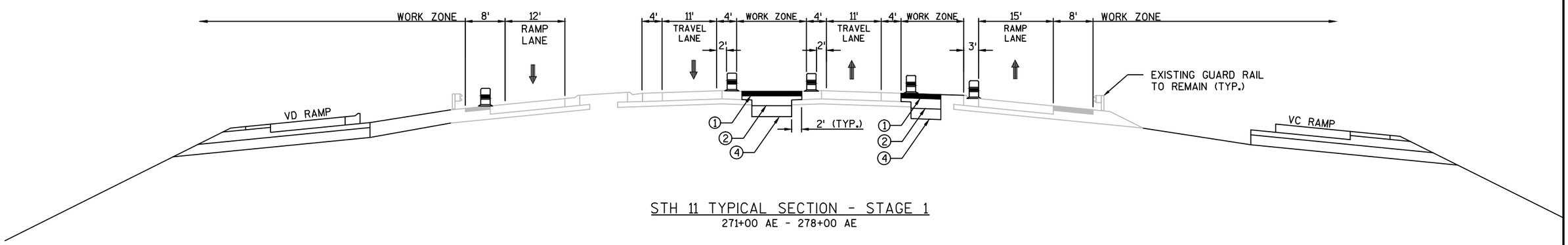
LEGEND

1. HMA PAVEMENT TYPE E-3, 4.5-INCH
2. BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH
3. BASE AGGREGATE DENSE 3/4-INCH
4. SELECT CRUSHED MATERIAL, 16-INCH

TRAFFIC CONTROL DRUMS

CONCRETE BARRIER TEMPORARY PRECAST

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES

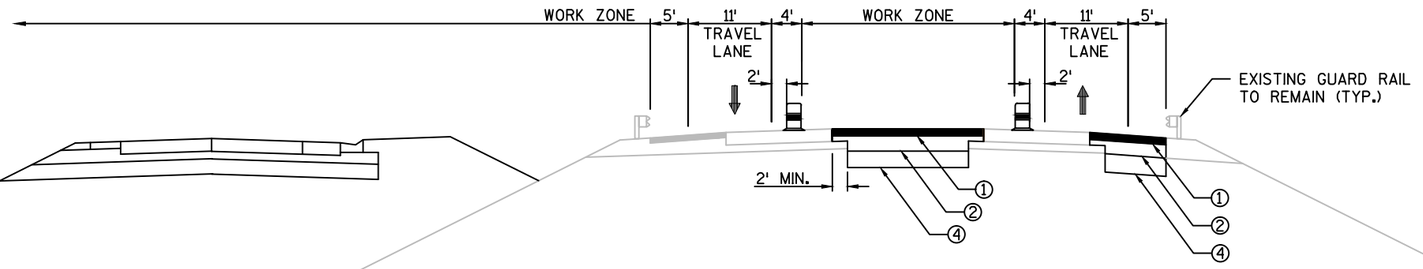


STH 11 TYPICAL SECTION - STAGE 1

271+00 AE - 278+00 AE

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 183	E

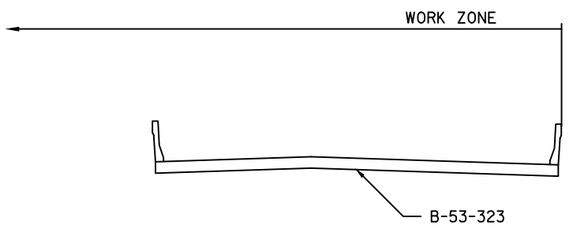
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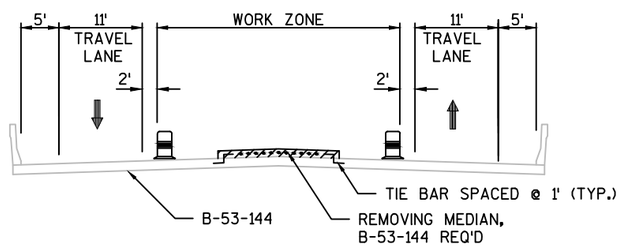


STH 11 TYPICAL SECTION - STAGE 1

278+00 AE - 279+98 AE

282+56 AE - 284+50 AE





STH 11 TYPICAL SECTION - STAGE 1

279+98 AE - 282+56 AE

LEGEND

① HMA PAVEMENT TYPE E-3, 4.5-INCH

② BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH

③ BASE AGGREGATE DENSE 3/4-INCH

④ SELECT CRUSHED MATERIAL, 16-INCH

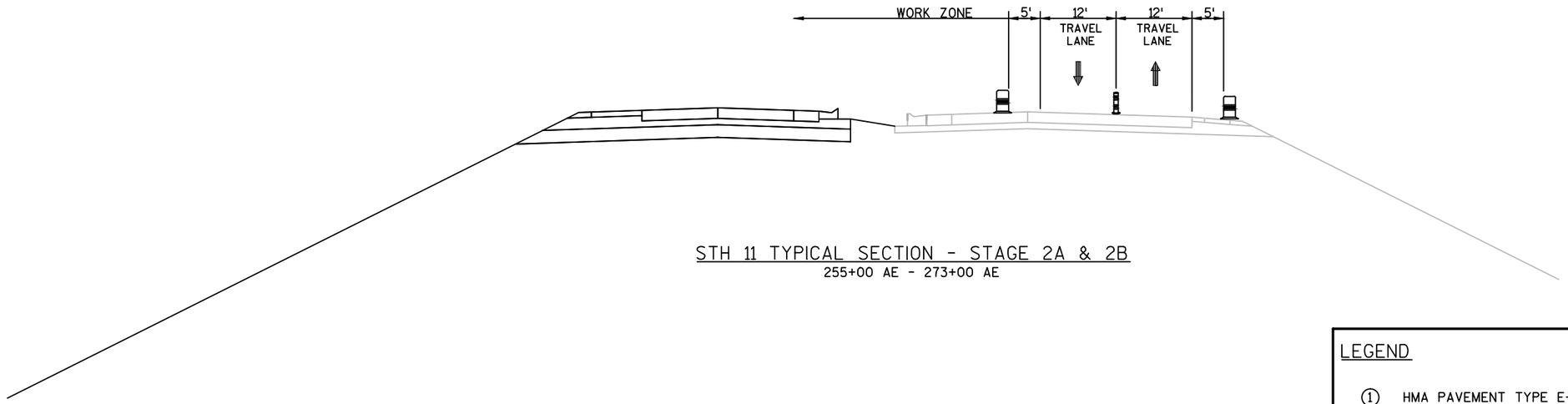
TRAFFIC CONTROL DRUMS

CONCRETE BARRIER TEMPORARY PRECAST

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 184	E

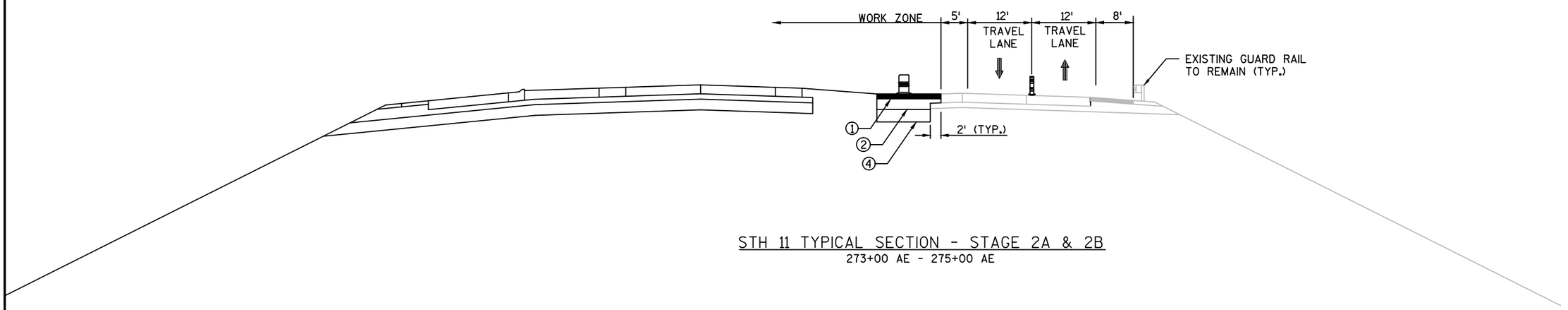
2



STH 11 TYPICAL SECTION - STAGE 2A & 2B
255+00 AE - 273+00 AE

LEGEND

① HMA PAVEMENT TYPE E-3, 4.5-INCH
② BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH
③ BASE AGGREGATE DENSE 3/4-INCH
④ SELECT CRUSHED MATERIAL, 16-INCH
TRAFFIC CONTROL DRUMS
CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES

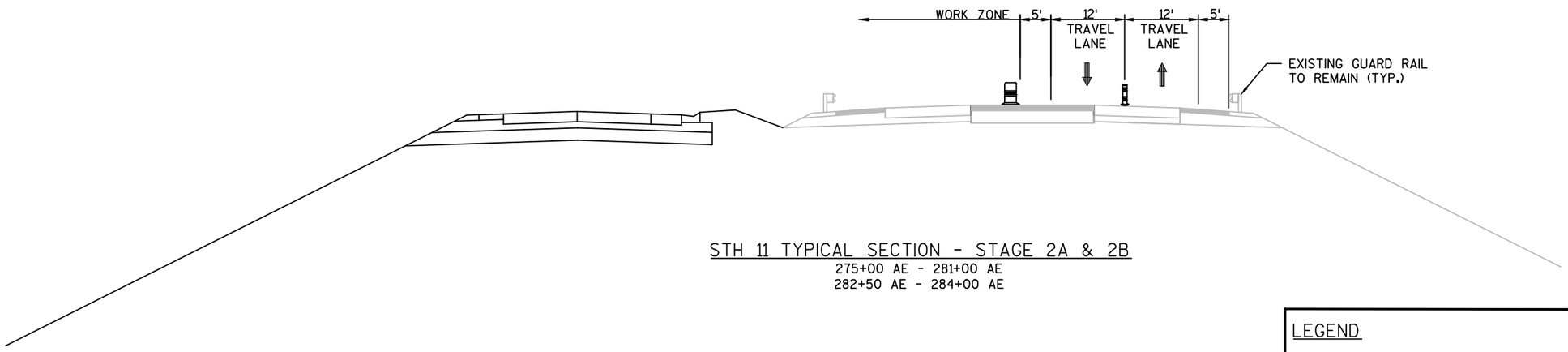


STH 11 TYPICAL SECTION - STAGE 2A & 2B
273+00 AE - 275+00 AE

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\025001_TS.DWG
LAYOUT NAME - 025003_TS
PLOT DATE : ****
PLOT BY : ****
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

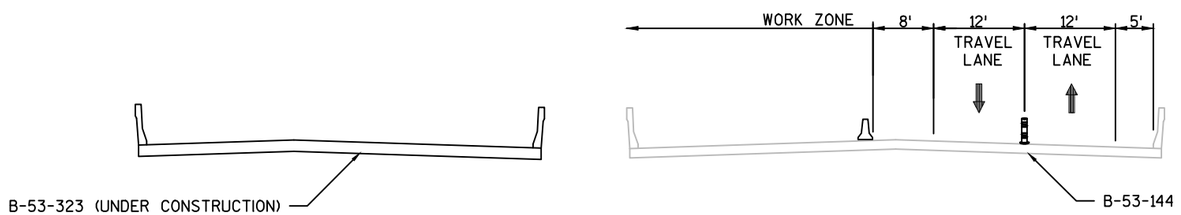
2



STH 11 TYPICAL SECTION - STAGE 2A & 2B
275+00 AE - 281+00 AE
282+50 AE - 284+00 AE

LEGEND

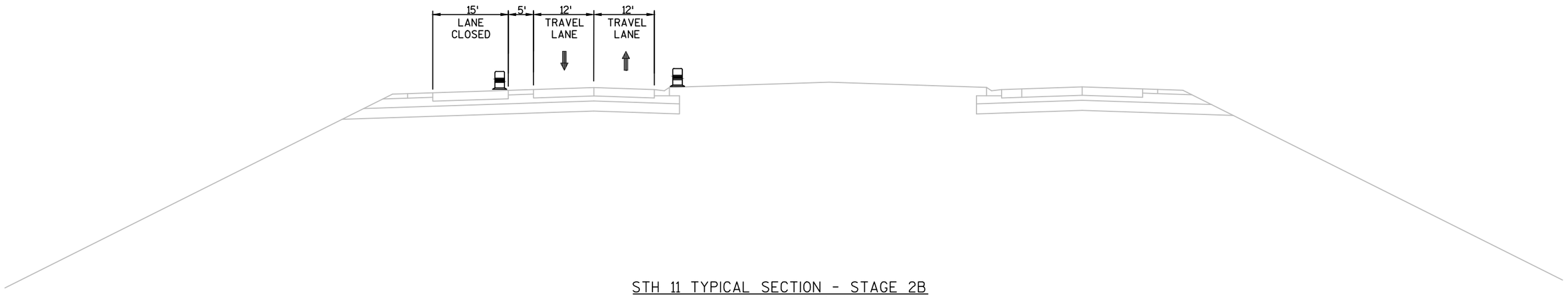
- (1) HMA PAVEMENT TYPE E-3, 4.5-INCH
- (2) BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH
- (3) BASE AGGREGATE DENSE 3/4-INCH
- (4) SELECT CRUSHED MATERIAL, 16-INCH
- TRAFFIC CONTROL DRUMS
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES



STH 11 TYPICAL SECTION - STAGE 2A & 2B
281+00 AE - 282+50 AE

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 186	E

2



STH 11 TYPICAL SECTION - STAGE 2B

284+00 AW & 305+00 AW

LEGEND

1. HMA PAVEMENT TYPE E-3, 4.5-INCH
2. BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH
3. BASE AGGREGATE DENSE 3/4-INCH
4. SELECT CRUSHED MATERIAL, 16-INCH

TRAFFIC CONTROL DRUMS

CONCRETE BARRIER TEMPORARY PRECAST

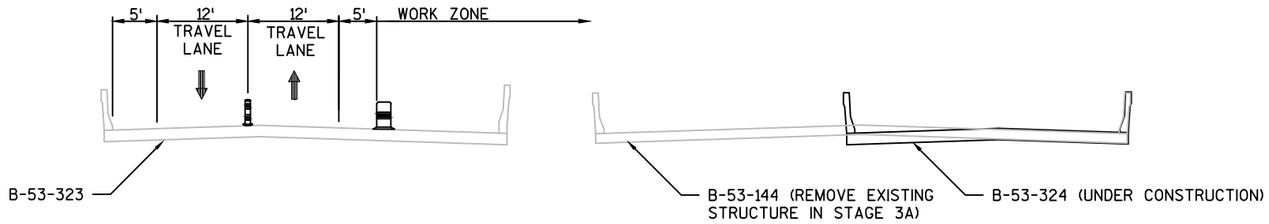
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 187	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\025001_TS.DWG
LAYOUT NAME - 025005_TS

PLOT DATE : **** PLOT BY : **** PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

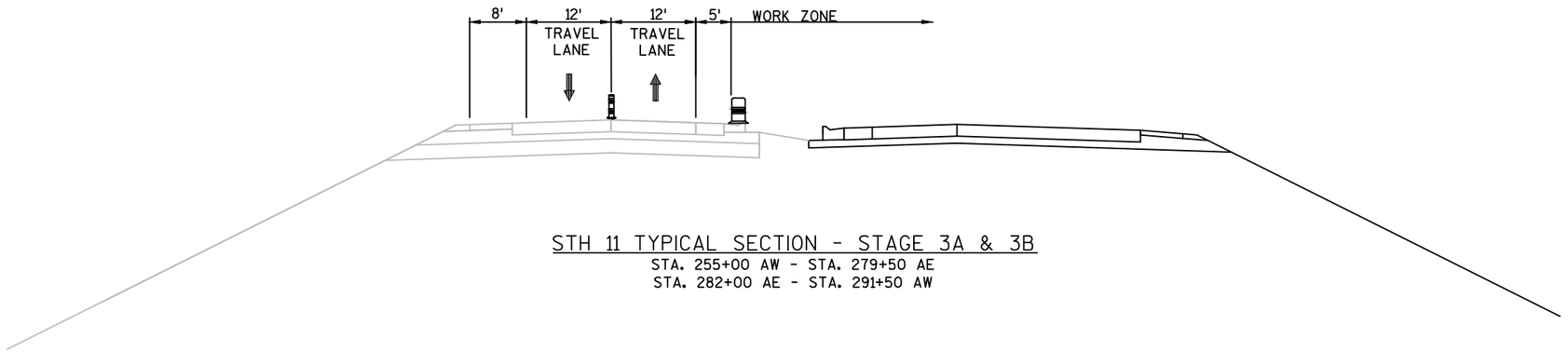


STH 11 TYPICAL SECTION - STAGE 3A & 3B

STA. 279+50 AE - STA. 282+50 AE

LEGEND

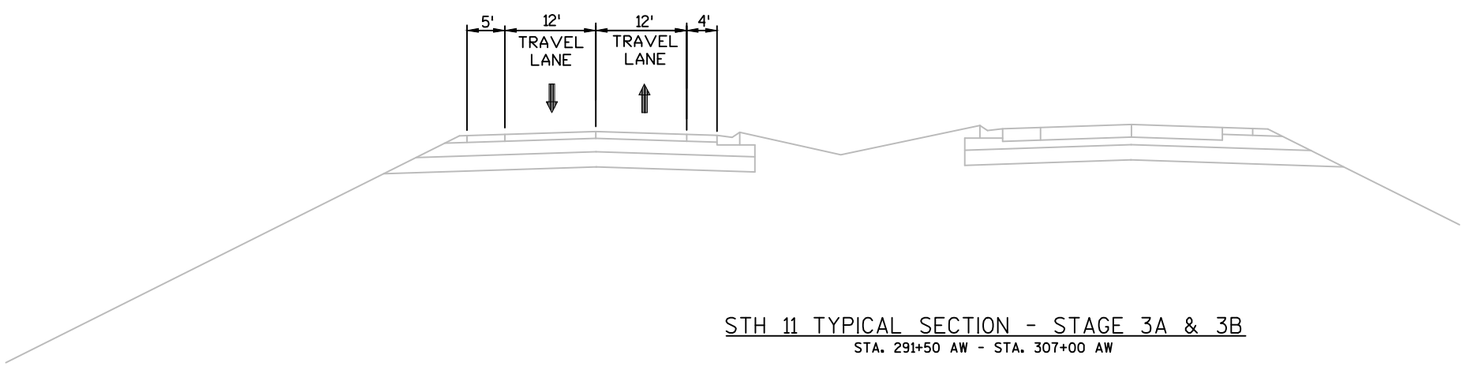
①	HMA PAVEMENT TYPE E-3, 4.5-INCH
②	BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH
③	BASE AGGREGATE DENSE 3/4-INCH
④	SELECT CRUSHED MATERIAL, 16-INCH
	TRAFFIC CONTROL DRUMS
	CONCRETE BARRIER TEMPORARY PRECAST
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES



STH 11 TYPICAL SECTION - STAGE 3A & 3B

STA. 255+00 AW - STA. 279+50 AE

STA. 282+00 AE - STA. 291+50 AW



STH 11 TYPICAL SECTION - STAGE 3A & 3B

STA. 291+50 AW - STA. 307+00 AW

LEGEND

1. HMA PAVEMENT TYPE E-3, 4.5-INCH
2. BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH
3. BASE AGGREGATE DENSE 3/4-INCH
4. SELECT CRUSHED MATERIAL, 16-INCH

TRAFFIC CONTROL DRUMS

CONCRETE BARRIER TEMPORARY PRECAST

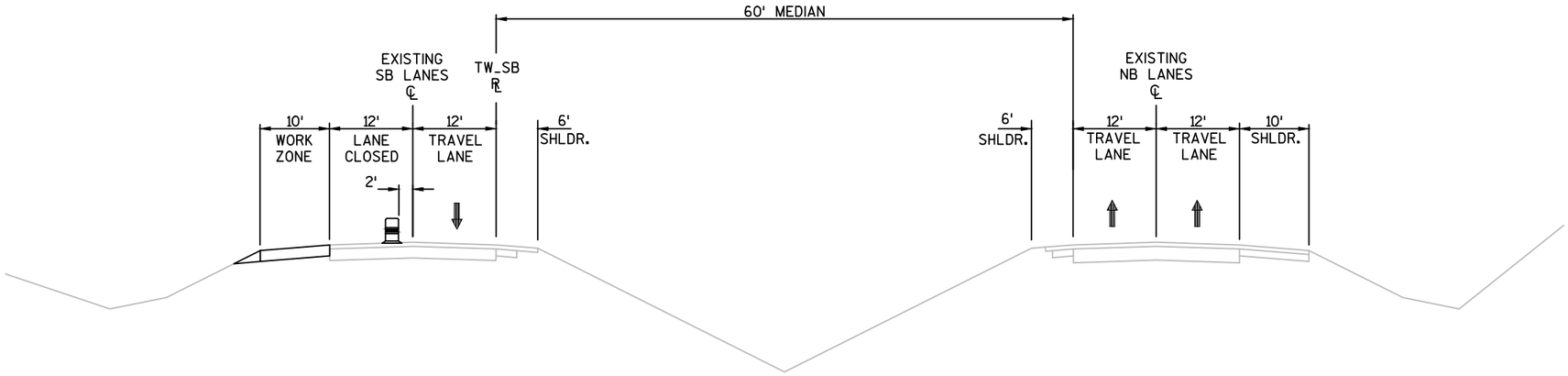
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 189	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\025001_TS.DWG
LAYOUT NAME - 025006_TS

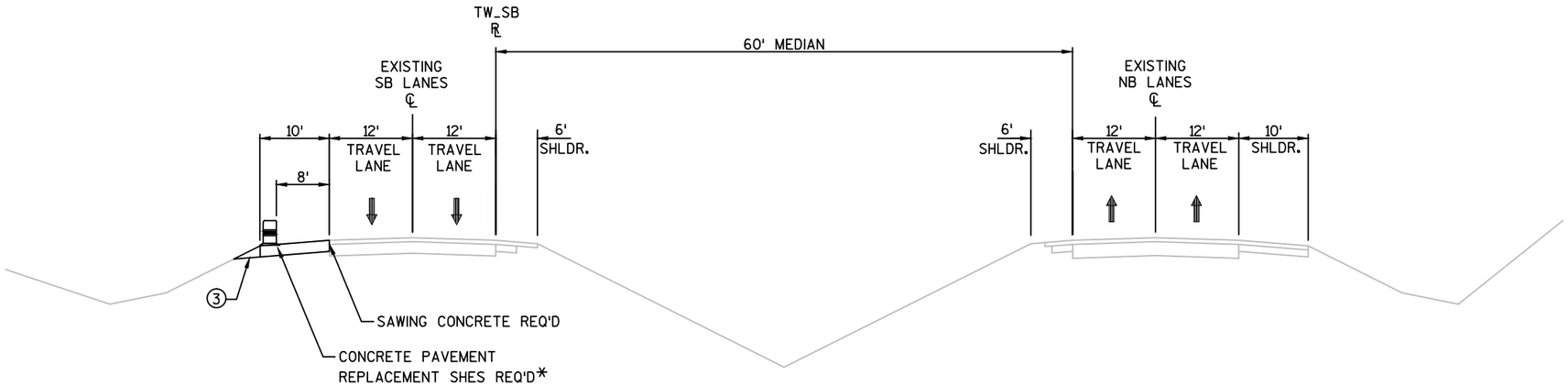
PLOT DATE : **** PLOT BY : **** PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



IH 39 TYPICAL SECTION - PRE-STAGE 1A,
SHOULDER REHABILITATION (NIGHT CONSTRUCTION)

STA. 591+00 TW_SB - STA. 658+79 TW_SB



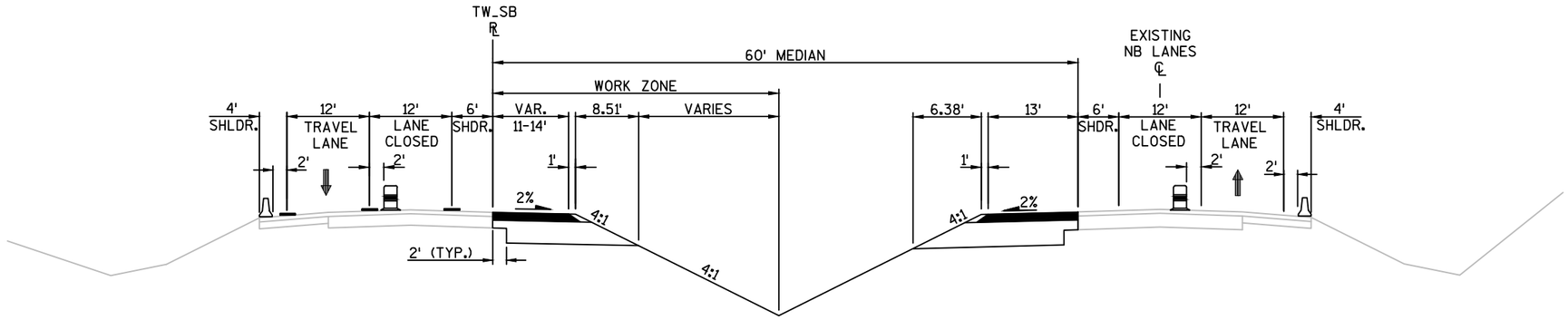
IH 39 TYPICAL SECTION - PRE-STAGE 1A,
SHOULDER REHABILITATION (DAYTIME HOURS)

STA. 591+00 TW_SB - STA. 658+79 TW_SB

*SEE TRAFFIC CONTROL, STAGE 1A
FOR PAVEMENT REPLACEMENT LOCATIONS

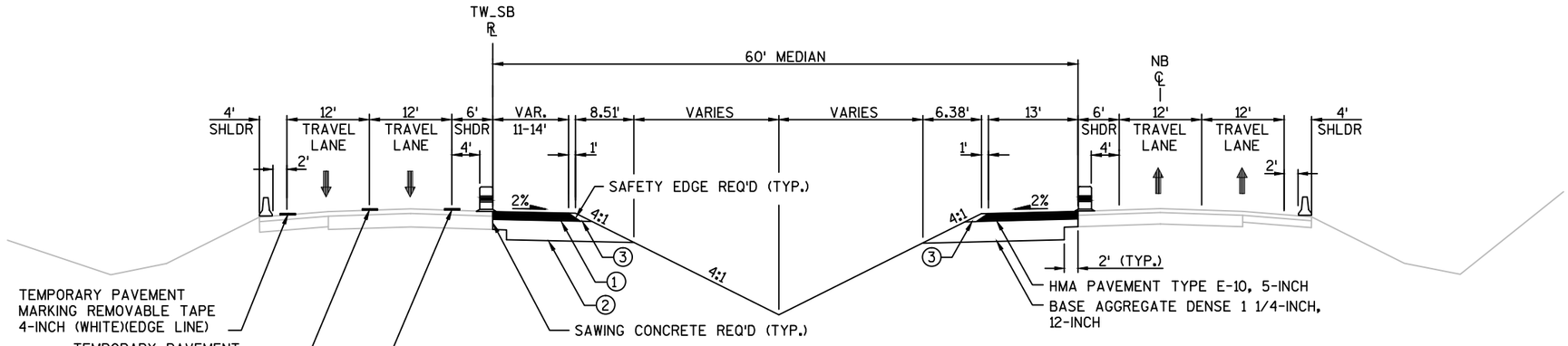
LEGEND

①	HMA PAVEMENT TYPE E-30, 6.5-INCH
②	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
③	BASE AGGREGATE DENSE 3/4-INCH
	TRAFFIC CONTROL DRUMS
	CONCRETE BARRIER TEMPORARY PRECAST



IH 39 TYPICAL SECTION - STAGE 1A,
SHOULDER WIDENING (NIGHT CONSTRUCTION)

STA. 590+00 TW_SB - STA. 658+79 TW_SB



IH 39 TYPICAL SECTION - STAGE 1A,
SHOULDER WIDENING (DAYTIME HOURS)

STA. 590+00 TW_SB - STA. 658+79 TW_SB

LEGEND

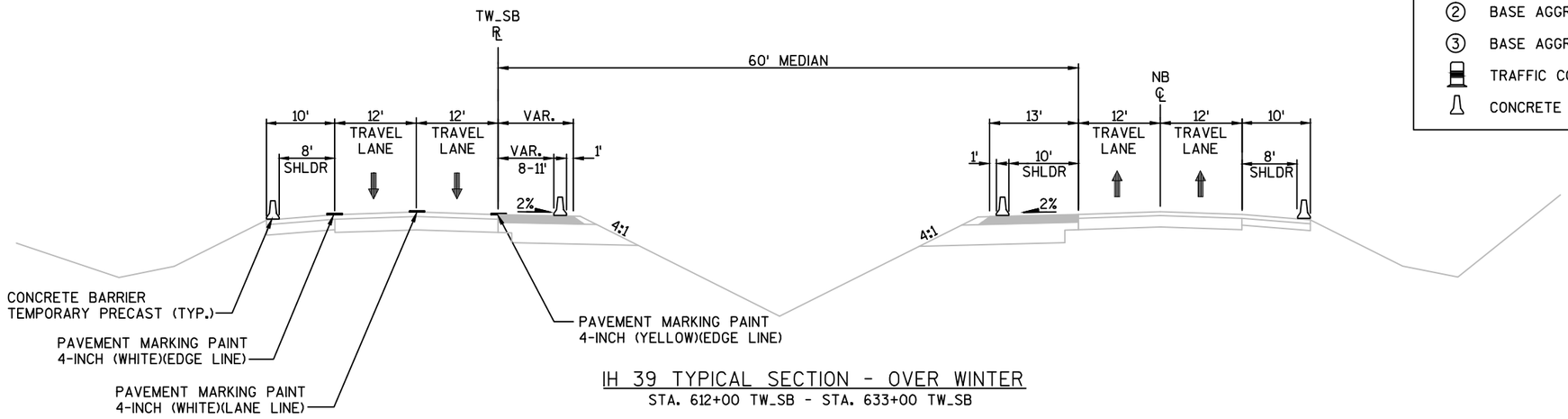
① HMA PAVEMENT TYPE E-30, 6.5-INCH

② BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH

③ BASE AGGREGATE DENSE 3/4-INCH

TRAFFIC CONTROL DRUMS

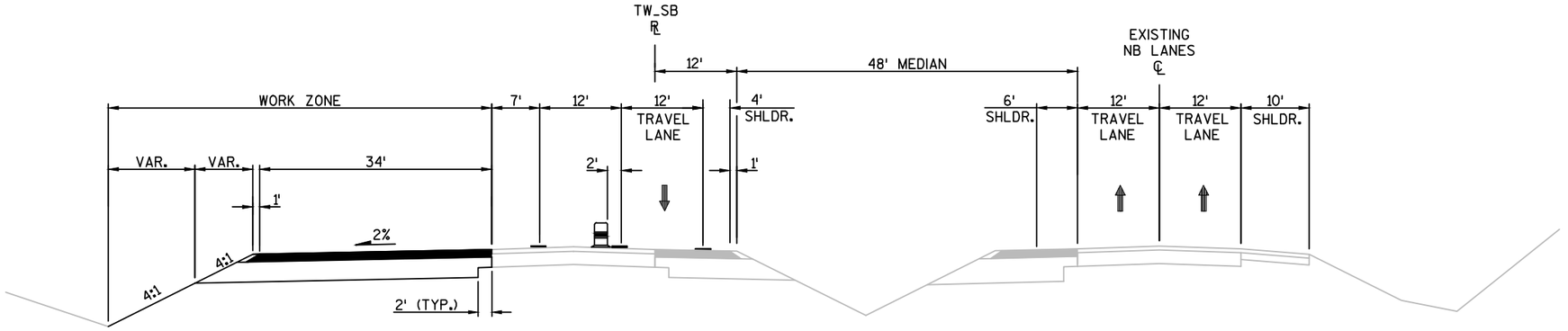
CONCRETE BARRIER TEMPORARY PRECAST



IH 39 TYPICAL SECTION - OVER WINTER

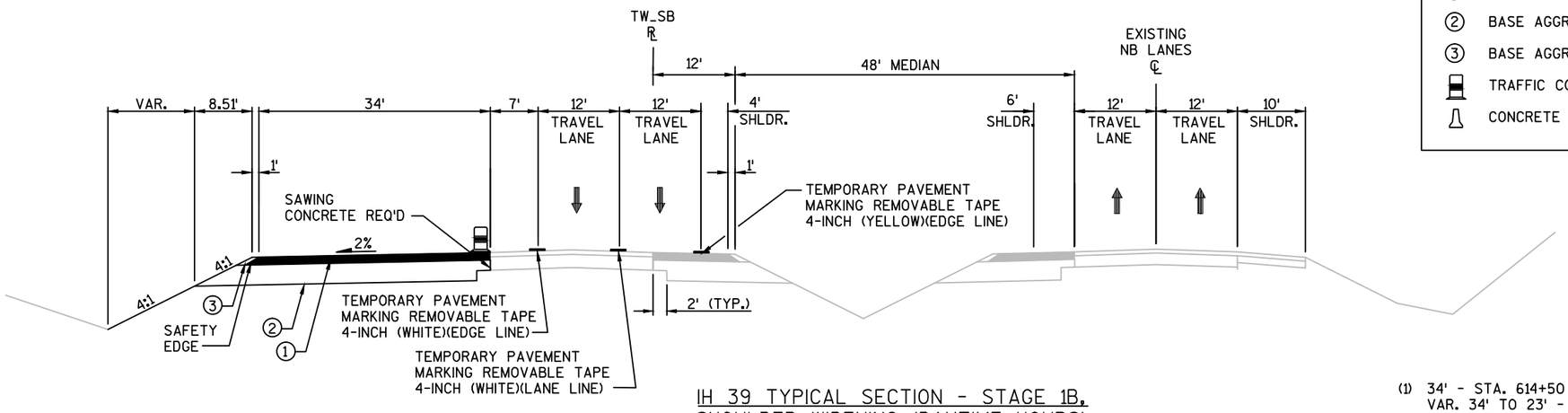
STA. 612+00 TW_SB - STA. 633+00 TW_SB

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 191	E



IH 39 TYPICAL SECTION - STAGE 1B,
SHOULDER WIDENING (NIGHT CONSTRUCTION)

STA. 600+92 TW_SB - STA. 646+24 TW_SB

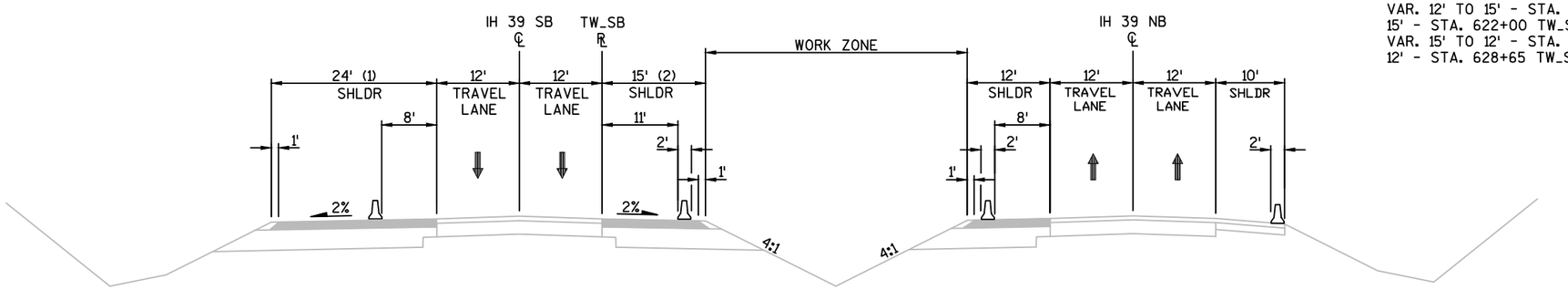


LEGEND

①	HMA PAVEMENT TYPE E-30, 6.5-INCH
②	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
③	BASE AGGREGATE DENSE 3/4-INCH
	TRAFFIC CONTROL DRUMS
	CONCRETE BARRIER TEMPORARY PRECAST

IH 39 TYPICAL SECTION - STAGE 1B,
SHOULDER WIDENING (DAYTIME HOURS)

STA. 600+92 TW_SB - STA. 646+24 TW_SB



(1) 34' - STA. 614+50 TW_SB - STA. 615+90 TW_SB
VAR. 34' TO 23' - STA. 615+90 TW_SB - STA. 623+69 TW_SB
23' - STA. 623+69 TW_SB - STA. 625+05 TW_SB
VAR. 23' TO 34' - STA. 625+05 TW_SB - STA. 633+05 TW_SB

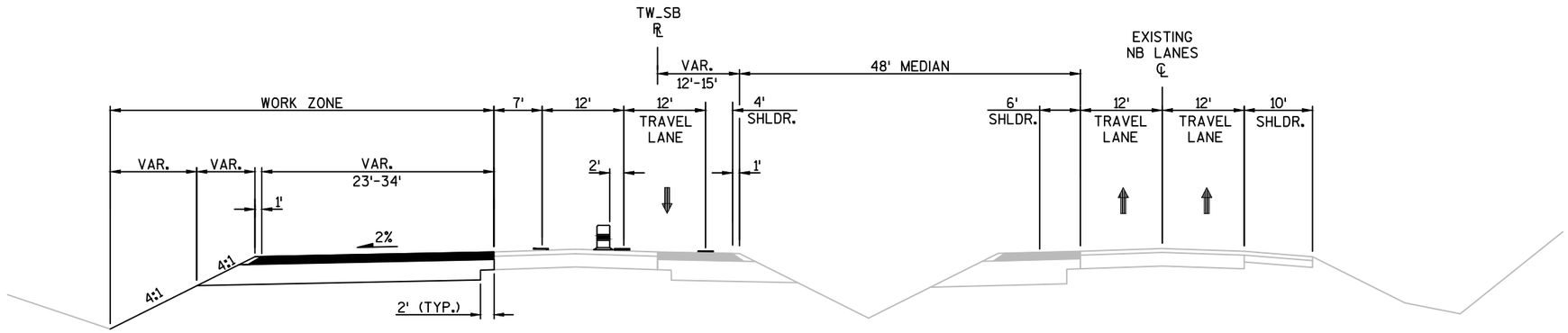
(2) 12' - STA. 614+50 TW_SB - STA. 620+35 TW_SB
VAR. 12' TO 15' - STA. 620+35 TW_SB - STA. 622+00 TW_SB
15' - STA. 622+00 TW_SB - STA. 627+00 TW_SB
VAR. 15' TO 12' - STA. 627+00 TW_SB - STA. 628+65 TW_SB
12' - STA. 628+65 TW_SB - STA. 633+05 TW_SB

IH 39 TYPICAL SECTION - STAGE 2A TO STAGE 3A

STA. 614+50 TW_SB - STA. 633+05 TW_SB

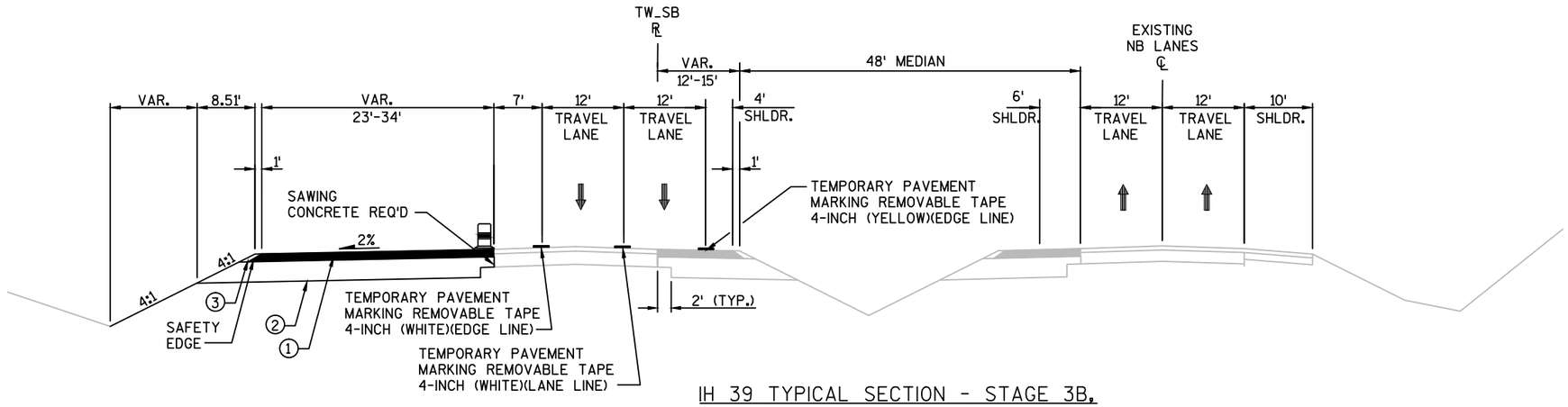
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 192	E

2



IH 39 TYPICAL SECTION - STAGE 3B,
SHOULDER WIDENING (NIGHT CONSTRUCTION)

STA. 609+31 TW_SB - STA. 6440+57.64 TW_SB



IH 39 TYPICAL SECTION - STAGE 3B,
SHOULDER WIDENING (DAYTIME HOURS)

STA. 609+31 TW_SB - STA. 640+57.64 TW_SB

LEGEND

①	HMA PAVEMENT TYPE E-30, 6.5-INCH
②	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
③	BASE AGGREGATE DENSE 3/4-INCH
	TRAFFIC CONTROL DRUMS
	CONCRETE BARRIER TEMPORARY PRECAST

2

STAGE 1

CONSTRUCTION:

CONSTRUCT THE VA, VB, VC, AND VD RAMPS AND THE VAX1, VBX1 RAMP CONNECTIONS.

CONSTRUCT EMBANKMENT FOR EASTBOUND STH 11 BETWEEN THE RAMP TERMINALS.

BEGIN CONSTRUCTING B-53-323.

CONSTRUCT WESTBOUND AVALON ROAD FROM STA. 287+90 AW TO STA. 292+75 AW

BEGIN CONSTRUCTION OF THE DETENTION PONDS IN THE INTERCHANGE INFIELD AREAS.

CONSTRUCT TEMPORARY PAVEMENT ALONG STH 11.

TRAFFIC:

STH 11 AND AVALON ROAD WILL BE OPEN TO TRAFFIC. SHOULDER CLOSURES AND SINGLE LANE CLOSURES WILL BE REQUIRED DURING PLACEMENT OF TEMPORARY PAVEMENT.

IH 39 WILL BE OPEN TO TRAFFIC.

THE INTERCHANGE RAMPS WILL BE OPEN TO TRAFFIC.

STAGE 1A

CONSTRUCTION:

COMPLETE SHOULDER REPAIR ALONG THE OUTSIDE SHOULDER OF SOUTHBOUND IH 39.

CONSTRUCT WIDENING ALONG THE MEDIAN SHOULDER OF SOUTHBOUND IH 39 AND NORTHBOUND IH 39.

SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE, SPEED REDUCTION TO 45 MPH" FOR ADVANCED WARNING SIGNS.

IH 39 TRAFFIC:

SINGLE LANE CLOSURES WILL BE REQUIRED ON SOUTHBOUND IH 39 DURING SHOULDER REPAIR OPERATIONS.

SOUTHBOUND IH 39 IS ON A COMBINATION OF THE EXISTING OUTSIDE SHOULDER AND EXISTING PAVEMENT. SINGLE LANE CLOSURES WILL BE REQUIRED DURING WIDENING OPERATIONS ALONG SOUTHBOUND IH 39.

NORTHBOUND IH 39 IS ON EXISTING PAVEMENT. SINGLE LANE CLOSURES WILL BE REQUIRED DURING WIDENING OPERATIONS ALONG NORTHBOUND IH 39.

NORTHBOUND AND SOUTHBOUND ENTRANCE AND EXIT RAMPS ARE ON EXISTING PAVEMENT. SHOULDER CLOSURES WILL BE REQUIRED DURING CONSTRUCTION OF RAMP CONNECTIONS.

STAGE 1B

CONSTRUCTION:

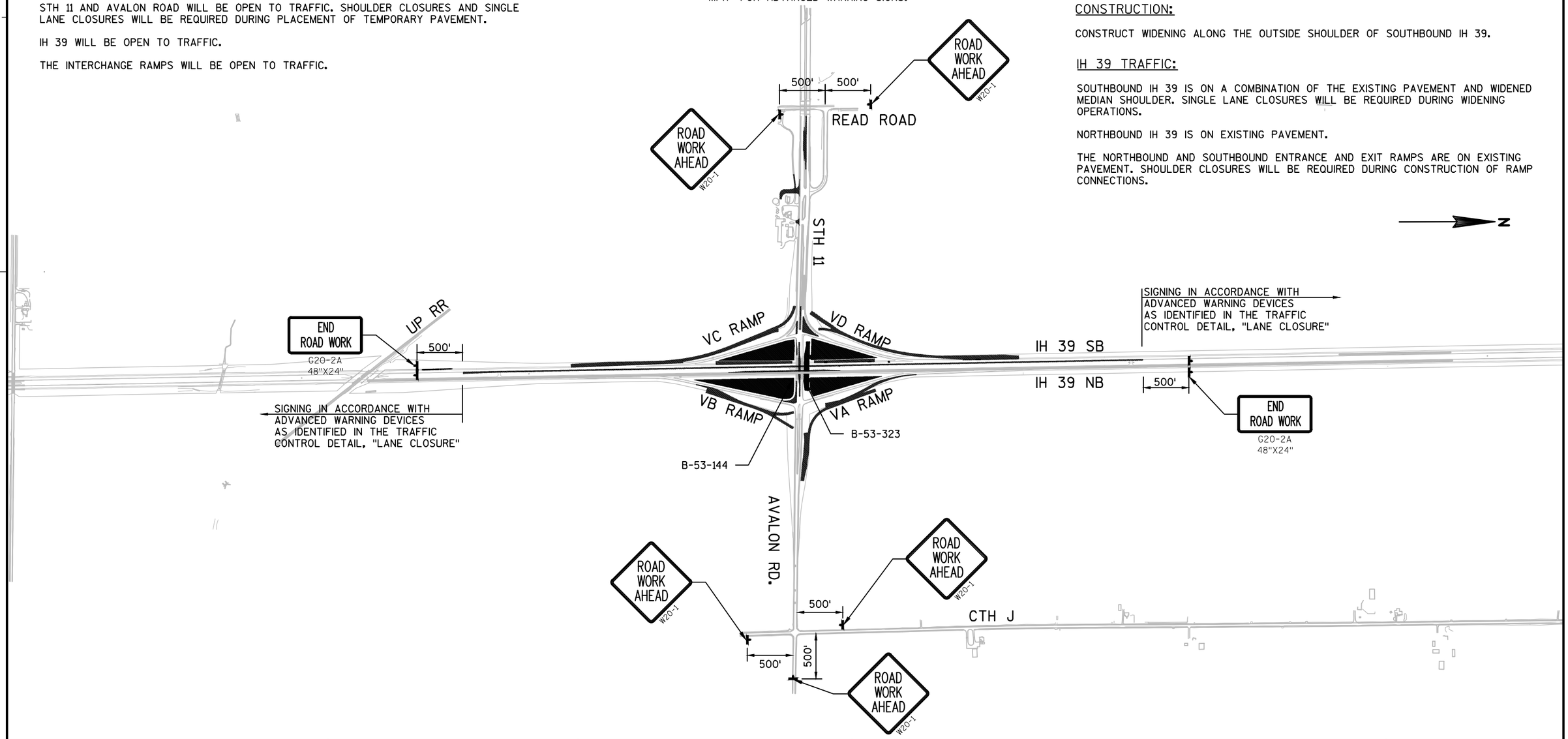
CONSTRUCT WIDENING ALONG THE OUTSIDE SHOULDER OF SOUTHBOUND IH 39.

IH 39 TRAFFIC:

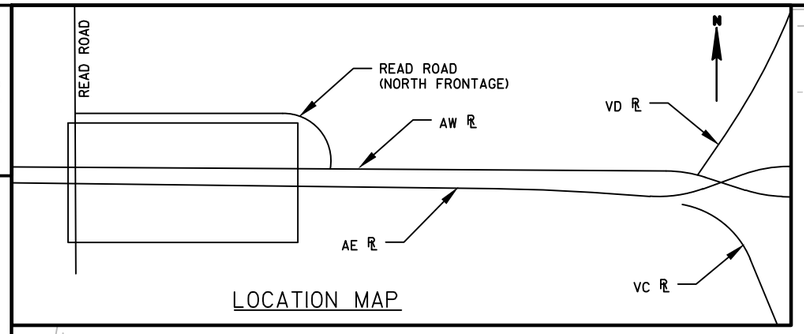
SOUTHBOUND IH 39 IS ON A COMBINATION OF THE EXISTING PAVEMENT AND WIDENED MEDIAN SHOULDER. SINGLE LANE CLOSURES WILL BE REQUIRED DURING WIDENING OPERATIONS.

NORTHBOUND IH 39 IS ON EXISTING PAVEMENT.

THE NORTHBOUND AND SOUTHBOUND ENTRANCE AND EXIT RAMPS ARE ON EXISTING PAVEMENT. SHOULDER CLOSURES WILL BE REQUIRED DURING CONSTRUCTION OF RAMP CONNECTIONS.



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: OVERVIEW CONTROL OVERVIEW STAGE 1	SHEET 194	E



LOCATION MAP

2

N

SEE SDD "CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS" FOR OVERLAPPING TEMPORARY AND PERMANENT BARRIER.

B-53-219

255+00 AW | 256+00 AW | 257+00 AW | 258+00 AW | STH 11 WB | 259+00 AW | 260+00 AW | 261+0

5' SPACING (TYP.)

CC

RT-4Y

RT-4W

100' (TYP.)

25' (TYP.)

255+00 AE | 256+00 AE | 257+00 AE | 258+00 AE | 259+00 AE | 260+00 AE | 261+0

STH 11 EB

MATCH LINE STA. 261+00 AE

B-53-143

SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE, SPEED REDUCTION TO 45 MPH" FOR ADVANCED WARNING DEVICES.

BEGIN LEFT TURN LANE

E1-7

BEGIN LEFT TURN LANE
R3-20L
36"x24"

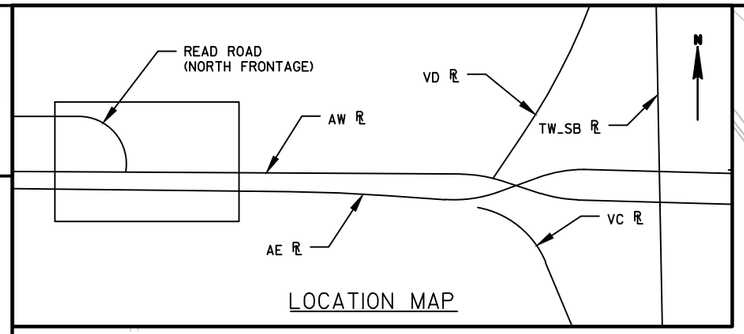
RT-4Y

SEE SDD "TRAFFIC CONTROL INTERSECTION WITHIN SINGLE LANE CLOSURE, " DETAIL C FOR ADDITIONAL INFORMATION.

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 195	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026004_S1.DWG
LAYOUT NAME - 026002_S1
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2



READ ROAD
(FRONTAGE NORTH)

N

BEGIN LEFT TURN LANE
R3-20-LL
24"X36"

540' MERGING TAPER (45:1 TAPER RATE)

BEGIN TAPER
+79 AW

W01-6
48"x24"

RT-4W

STH 11 WB

262+00 AW
263+00 AW
264+00 AW
265+00 AW
266+00 AW

100'

25' (TYP.)

50' (TYP.)

15' SPACING (TYP.)

RT-4Y

MATCH LINE STA. 261+00 AE

262+00 AE
263+00 AE
264+00 AE
266+00 AE

MATCH LINE STA. 267+00 AE

25' (TYP.)

STH 11 EB

RT-4Y

W01-6
48"x24"

MOVE SIGN (E1-8)
TO THIS LOCATION

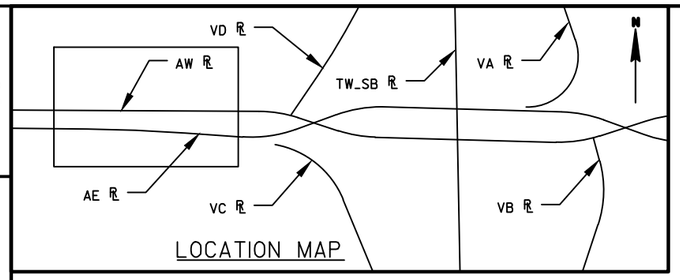
W01-6
48"x24"

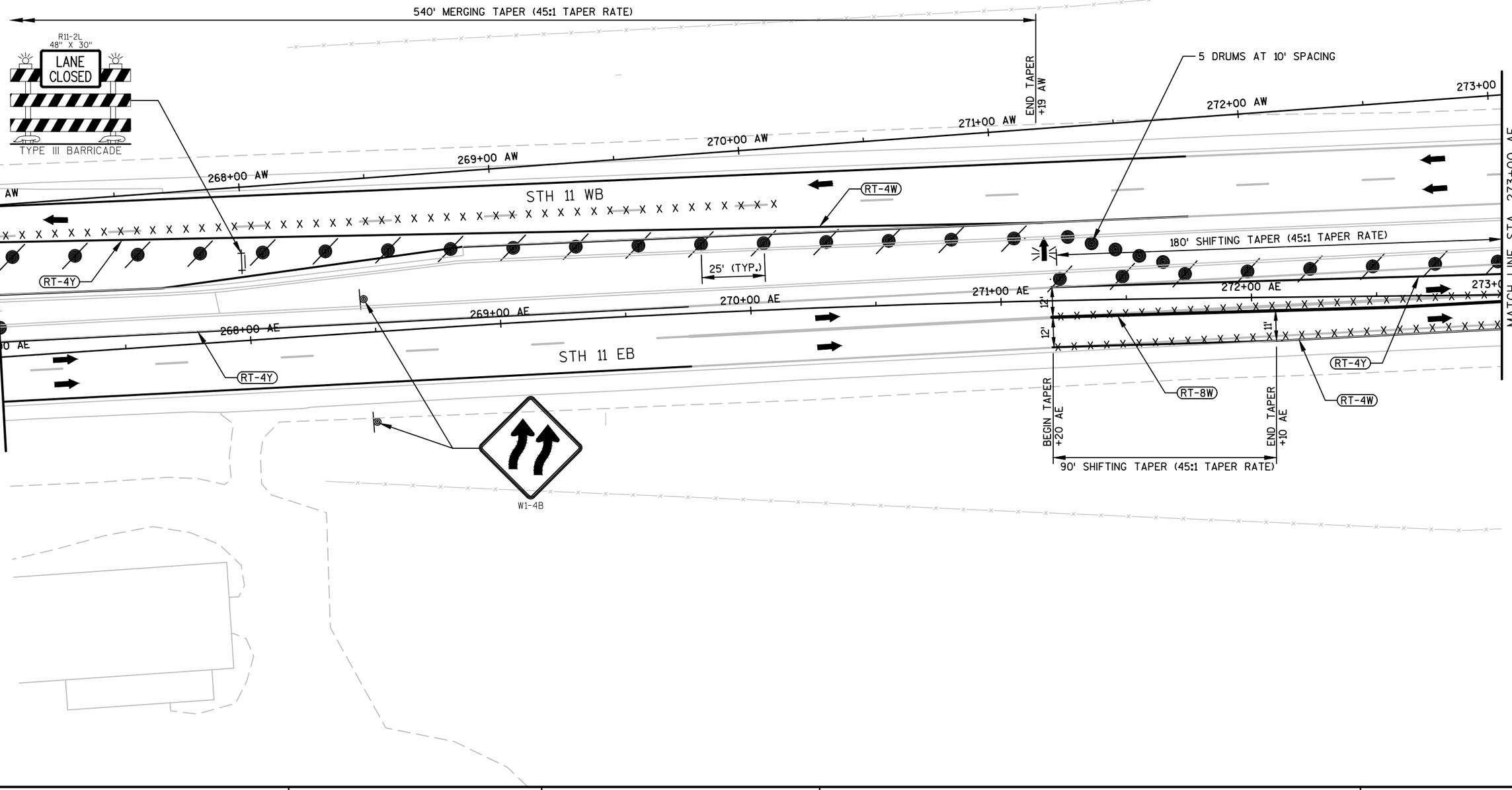
ONE WAY
E1-8
MOVE SIGN

COMPLETE CONSTRUCTION OF DRIVEWAY
BEFORE CONSTRUCTING CROSSOVER AEX1

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 196	E

2





PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 197	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026004_S1.DWG
LAYOUT NAME - 026004_S1

PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

2

MATCH LINE STA. 625+00 VD

MATCH LINE STA. 625+25 VD1

625+00 VD

624+00 VD

624+47 VD1

W4-2L

SB EXIT RAMP

SB EXIT RAMP

STOP

E2-29

DIVIDED HIGHWAY

E2-17

R1-1
30"X30"

278+00 AE

279+00 AE

DIVIDED HIGHWAY

R6-3
30"X24"

240' SHIFTING TAPER
(30:1 TAPER RATE)

MATCH LINE STA. 279+00 AE

274+00 AW

275+00 AW

276+00 AW

277+00 AW

278+00 AW

623+60 VD

BEGIN TAPER

277+00 AE

RT-4W

RT-4Y

RT-8W

STH 11 WB

STH 11 EB

E2-16

MATCH LINE STA. 273+00 AE

25' (TYP.)

11'

274+00 AE

275+00 AE

626+52 VC

626+00 VC

625+00 VC

624+00 VC

624+89 VC1

624+00 VC1

W01-6
48"x24"

RT-4W

RT-4Y

E2-12

W12-1D
24"X24"

SB ENTRANCE RAMP

E2-31

MATCH LINE STA. 623+00 VC1

MATCH LINE STA. 623+00 VC

N

LOCATION MAP

VD

AW

TW_SB

VA

AE

VC

VB

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 198	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026004_S1.DWG
LAYOUT NAME - 026005_S1

PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

N

626+00 TW_SB

B-53-323

LEFT LANE CLOSED AHEAD W20-5

280+00 AE

281+00 AE

282+00 AE

283+00 AE

ONLY ONLY R3-8E 36"X30"

240' 30:1 TAPER RATE

END TAPER +34 AW

+71 AW

+70AW

RT-8W

RT-4W

RT-4Y

STH 11 WB

MATCH LINE STA. 279+00 AE

MATCH LINE STA. 283+00 AE

624+00 TW_SB

279+00 AW

280+00 AW

281+00 AW

282+00 AW

STH 11 EB

25' (TYP.)

RT-4Y

RT-4W

RT-4W

RT-8W

+74 AW

B-53-144

ONLY ONLY R3-8E 36"X30"

IH 39 SB

IH 39 NB

623+00 TW_SB

SEE STAGE 1A AND STAGE 1B DETAILS FOR WORK ZONE TRAFFIC CONTROL ALONG IH 39.

VD ℄

VA ℄

TW_SB ℄

AW ℄

AE ℄

VC ℄

VB ℄

N

LOCATION MAP

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 199	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026004_S1.DWG
LAYOUT NAME - 026006_S1

PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

2

N

MATCH LINE STA. 625+50 VA

MATCH LINE STA. 625+25 VA1

NB ENTRANCE RAMP

625+00 VA

624+00 VA

623+45 VA

625+00 VA1

624+00 VA1

623+00 VA1

622+00 VA1

W1-4L

284+00 AE

285+00 AE

286+00 AE

287+00 AW

288+00 AW

287+00 AE

288+00 AE

AVALON ROAD WB

AVALON ROAD EB

MATCH LINE STA. 283+00 AE

MATCH LINE STA. 289+00 AE

RT-4W

RT-4Y

W01-6
48"X24"

E3-4

R4-7
24"X30"

E3-14

DO NOT ENTER

R5-1
30"X30"

25' (TYP.)

284+00 AW

285+00 AW

286+00 AW

624+38 VB

624+00 VB

624+54 VB1

624+00 VB1

RT-8W

E3-12

NORTH WEST EAST
39 90 11

MOVE SIGN

E3-13
MOVE SIGN

MOVE SIGN E3-12 AND E3-13 TO THIS LOCATIONS

STA. 282+96.88 AW TO STA. 283+46.88 AW, STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL TEMPORARY REQ'D

E3-15

STOP

DIVIDED HIGHWAY

R1-1
30"X30"

R6-3
30"X24"

E3-22

E3-21

NB EXIT RAMP

BR-TB

MATCH LINE STA. 623+00 VB

MATCH LINE STA. 623+00 VB1

VB1

VA

VD

AW

VC

TW_SB

VB

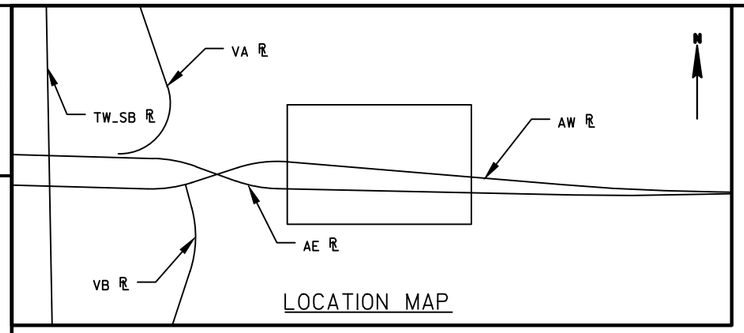
AE

LOCATION MAP

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 200	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026004_S1.DWG
LAYOUT NAME - 026007_S1

PLOT DATE : 4/30/2015 11:52 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF



2

N

W1-4R

MATCH LINE STA 289+00 AE

289+00 AW
290+00 AW
291+00 AW
292+00 AW
293+00 AW
294+00 AW
295

25' (TYP.)

AVALON ROAD WB

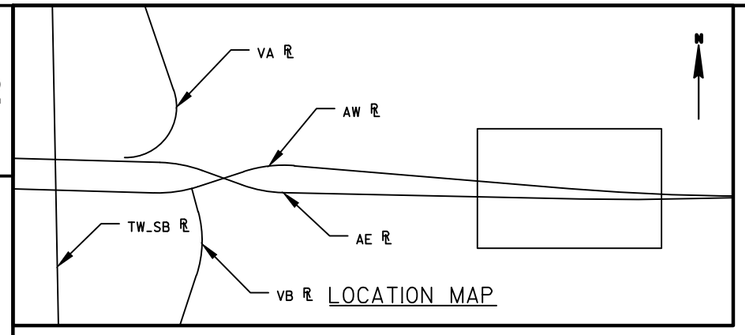
290+00 AE
291+00 AE
292+00 AE
293+00 AE
294+00 AE
295+

AVALON ROAD EB

MATCH LINE STA. 295+00 AE

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TAFFIC CONTROL - STAGE 1	SHEET 201	E

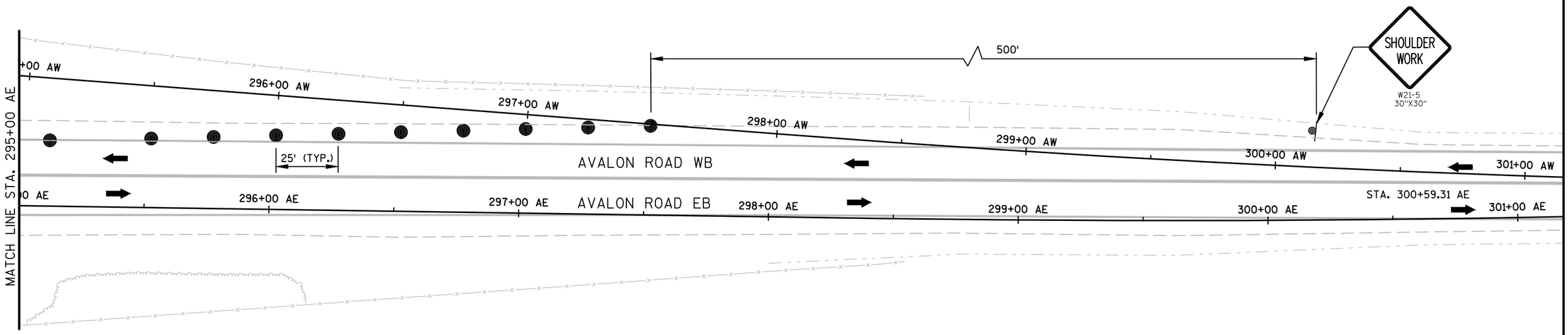
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026004_S1.DWG
LAYOUT NAME - 026008_S1
PLOT DATE : 4/30/2015 11:52 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



LOCATION MAP

N

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 202	E

2

NB ENTRANCE RAMP

50' (TYP.)

VAX1 CROSSOVER

MATCH LINE STA. 625+50 VA

626+00 VA

627+00 VA

627+00 VAX1

628+00 VA

628+00 VAX1

629+00 VA

629+00 VAX1

630+00 VA

630+00 VAX1

631+00 VA

631+00 VAX1

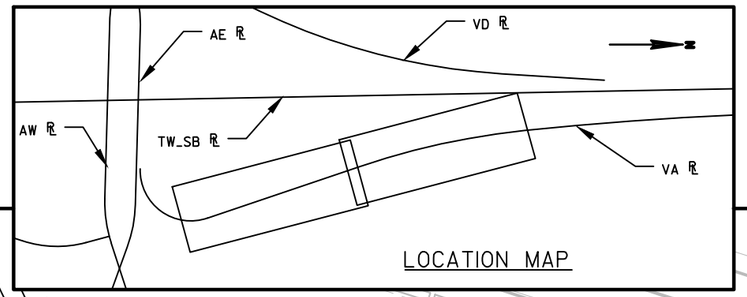
MATCH LINE STA. 631+25 VA

626+00 VA1

626+69 VA1

NB ENTRANCE RAMP VA

MATCH LINE STA. 625+25 VA1



LOCATION MAP

SB IH 39

636+00 TW_SB

637+00

N

50' (TYP.)

NB ENTRANCE RAMP

632+00 VAX1

633+00 VAX1

634+00 VAX1

635+00 VAX1

635+84 VAX1

NB ENTRANCE RAMP VA

NB IH 39

MATCH LINE STA. 631+25 VA

632+00 VA

633+00 VA

634+00 VA

635+00 VA

636+00 VA

637+00 VA

SEE STAGE 1A AND 1B DETAILS FOR WORK ZONE AND TRAFFIC CONTROL DETAILS ALONG IH 39.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 203	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026004_S1.DWG
LAYOUT NAME - 026010_S1 VA

PLOT DATE : 4/30/2015 11:52 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

NB IH 39

CG

SEE STAGE 1A AND 1B DETAILS FOR WORK ZONE AND TRAFFIC CONTROL DETAILS ALONG IH 39.

612+13 VBX1

613+00 VBX1

614+00 VBX1

615+00 VBX1

NB EXIT RAMP

50' (TYP.)

616+00 VBX1

VBX1 CROSSOVER

617+00 VBX1

MATCH LINE STA. 617+50 VB

612+00 VB

613+00 VB

614+00 VB

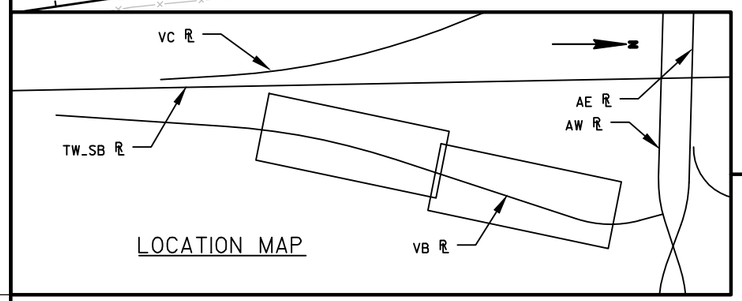
615+00 VB

616+00 VB

617+00 VB

NB EXIT RAMP VB

SEE SDD "TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCE WARNING AND TRAFFIC CONTROL DEVICES.



50' (TYP.)

MATCH LINE STA. 617+50 VB

618+00 VBX1

618+00 VB

619+00 VB

619+00 VBX1

620+00 VB

621+00 VB

622+00 VB

NB EXIT RAMP VB

622+17 VB1

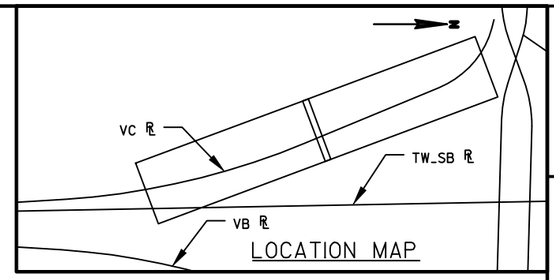
MATCH LINE STA. 623+00 VB

MATCH LINE STA. 623+00 VB1

2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 204	E

SEE STAGE 1A AND 1B DETAILS FOR WORK ZONE
AND TRAFFIC CONTROL DETAILS ALONG IH 39.

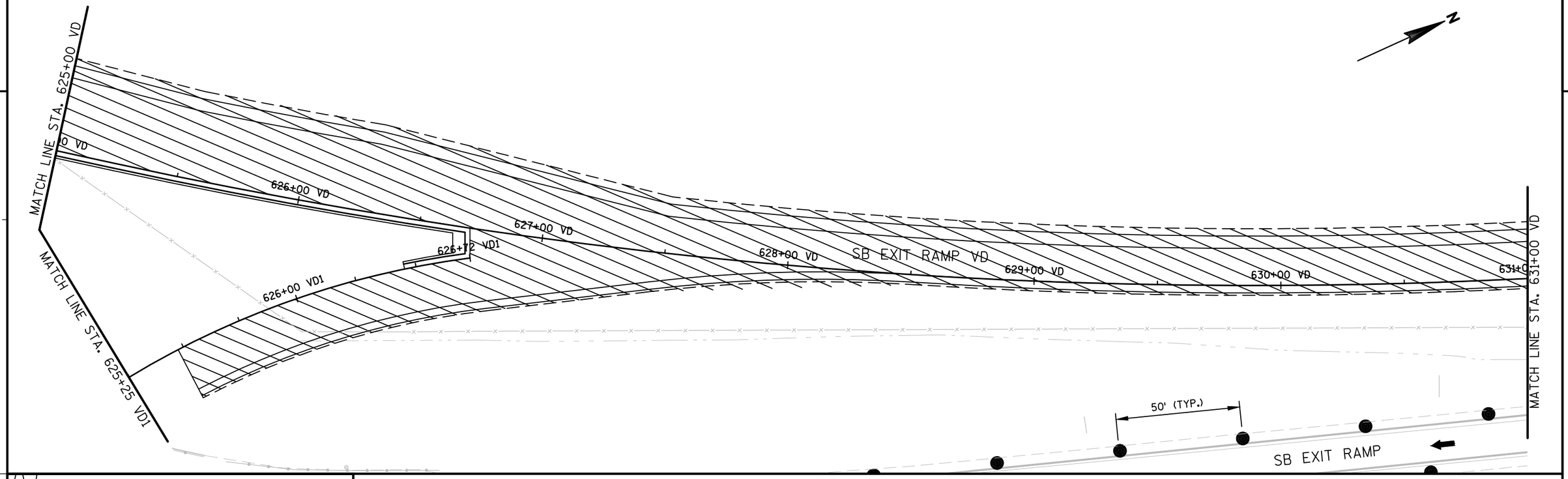


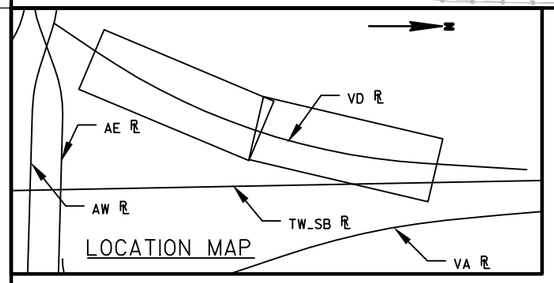
612+00 VC
612+27 VCX1
613+00 VC
613+00 VCX1
614+00 VC
614+00 VCX1
615+00 VC
615+00 VCX1
616+00 VC
616+00 VCX1
617+00 VC
617+00 VCX1
VCX1 RAMP
SB ENTRANCE RAMP VC
612+00 TW_SB
613+00 TW_SB
614+00 TW_SB
SB IH 39
NB IH 39
SB ENTRANCE RAMP
CONCRETE BARRIER TEMPRORARY PRECAST
DELIVERED AND INSTALLED IN STAGE 1B
50' (TYP.)
50' (TYP.)
MATCH LINE STA. 617+50 VC

618+00 VC
619+00 VC
620+00 VC
621+00 VC
622+00 VC
622+00 VC1
623+00 VC
623+00 VC1
SB ENTRANCE RAMP VC
MATCH LINE STA. 617+50 VC
MATCH LINE STA. 623+00 VC
50' (TYP.)
SB ENTRANCE RAMP

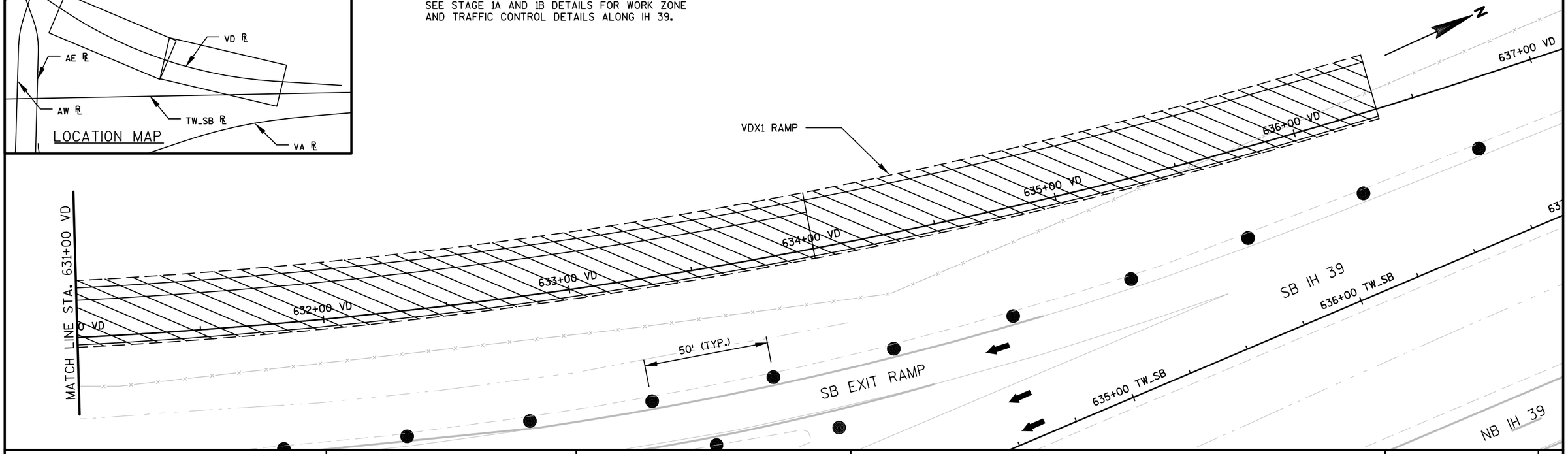
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 205	E

2



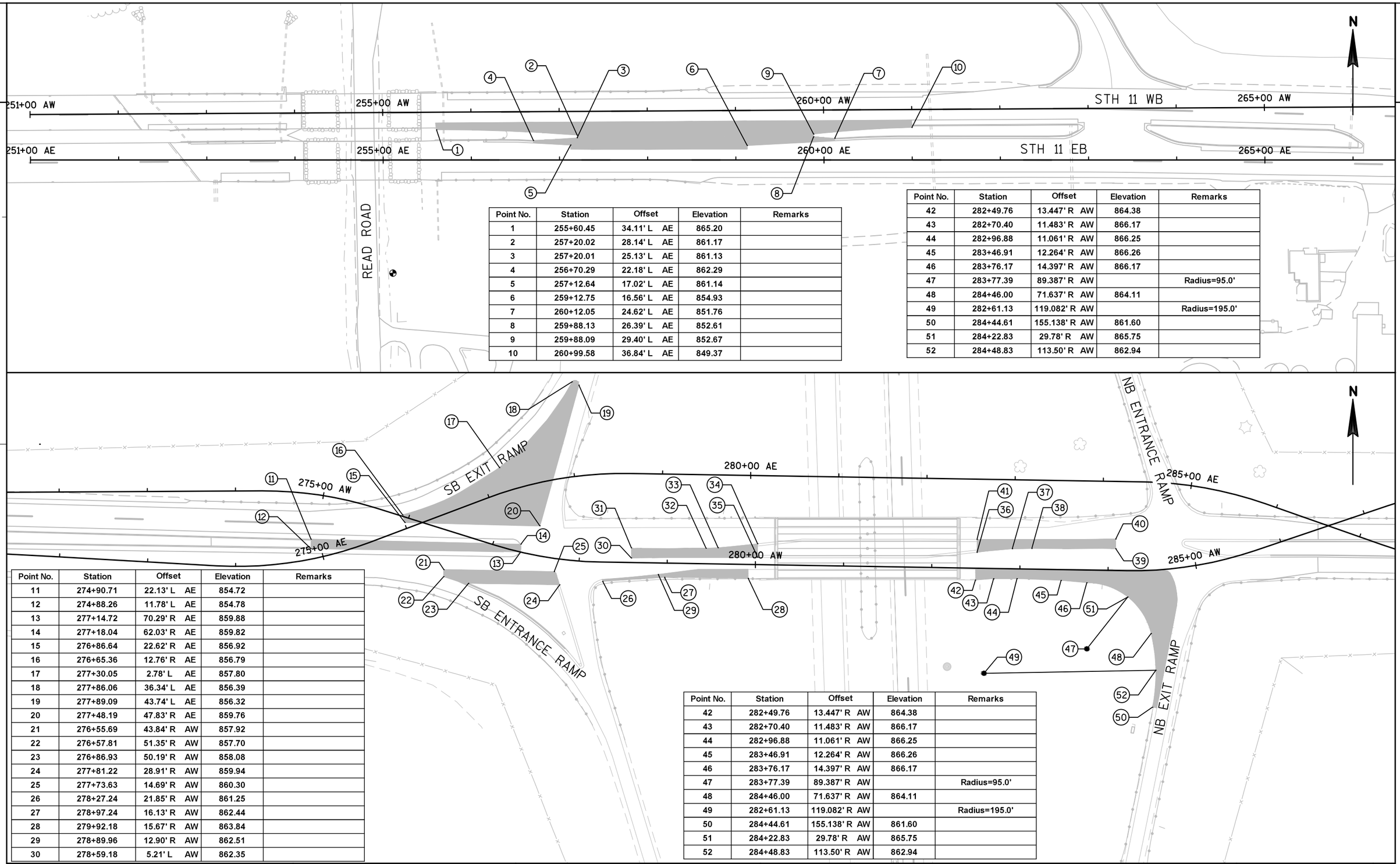


SEE STAGE 1A AND 1B DETAILS FOR WORK ZONE
AND TRAFFIC CONTROL DETAILS ALONG IH 39.



PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1	SHEET 206	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026004_S1.DWG
LAYOUT NAME - 026013_S1 VD
PLOT DATE : 4/30/2015 11:53 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



Point No.	Station	Offset	Elevation	Remarks
1	255+60.45	34.11' L AE	865.20	
2	257+20.02	28.14' L AE	861.17	
3	257+20.01	25.13' L AE	861.13	
4	256+70.29	22.18' L AE	862.29	
5	257+12.64	17.02' L AE	861.14	
6	259+12.75	16.56' L AE	854.93	
7	260+12.05	24.62' L AE	851.76	
8	259+88.13	26.39' L AE	852.61	
9	259+88.09	29.40' L AE	852.67	
10	260+99.58	36.84' L AE	849.37	

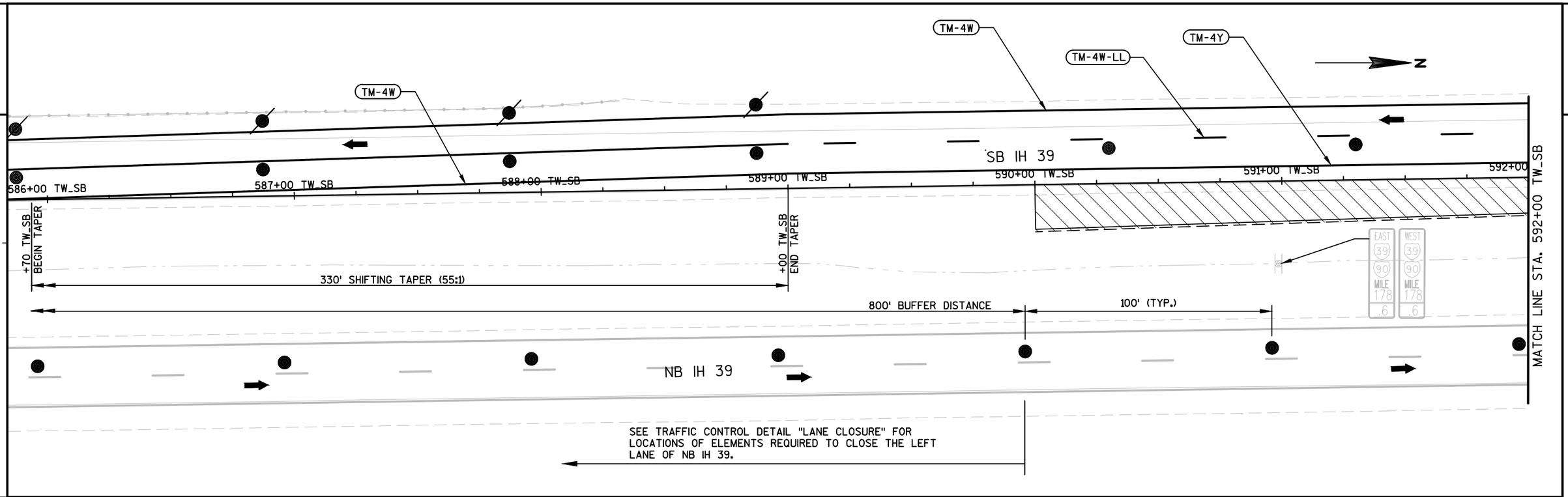
Point No.	Station	Offset	Elevation	Remarks
42	282+49.76	13.447' R AW	864.38	
43	282+70.40	11.483' R AW	866.17	
44	282+96.88	11.061' R AW	866.25	
45	283+46.91	12.264' R AW	866.26	
46	283+76.17	14.397' R AW	866.17	
47	283+77.39	89.387' R AW		Radius=95.0'
48	284+46.00	71.637' R AW	864.11	
49	282+61.13	119.082' R AW		Radius=195.0'
50	284+44.61	155.138' R AW	861.60	
51	284+22.83	29.78' R AW	865.75	
52	284+48.83	113.50' R AW	862.94	

Point No.	Station	Offset	Elevation	Remarks
11	274+90.71	22.13' L AE	854.72	
12	274+88.26	11.78' L AE	854.78	
13	277+14.72	70.29' R AE	859.88	
14	277+18.04	62.03' R AE	859.82	
15	276+86.64	22.62' R AE	856.92	
16	276+65.36	12.76' R AE	856.79	
17	277+30.05	2.78' L AE	857.80	
18	277+86.06	36.34' L AE	856.39	
19	277+89.09	43.74' L AE	856.32	
20	277+48.19	47.83' R AE	859.76	
21	276+55.69	43.84' R AW	857.92	
22	276+57.81	51.35' R AW	857.70	
23	276+86.93	50.19' R AW	858.08	
24	277+81.22	28.91' R AW	859.94	
25	277+73.63	14.69' R AW	860.30	
26	278+27.24	21.85' R AW	861.25	
27	278+97.24	16.13' R AW	862.44	
28	279+92.18	15.67' R AW	863.84	
29	278+89.96	12.90' R AW	862.51	
30	278+59.18	5.21' L AW	862.35	

Point No.	Station	Offset	Elevation	Remarks
42	282+49.76	13.447' R AW	864.38	
43	282+70.40	11.483' R AW	866.17	
44	282+96.88	11.061' R AW	866.25	
45	283+46.91	12.264' R AW	866.26	
46	283+76.17	14.397' R AW	866.17	
47	283+77.39	89.387' R AW		Radius=95.0'
48	284+46.00	71.637' R AW	864.11	
49	282+61.13	119.082' R AW		Radius=195.0'
50	284+44.61	155.138' R AW	861.60	
51	284+22.83	29.78' R AW	865.75	
52	284+48.83	113.50' R AW	862.94	

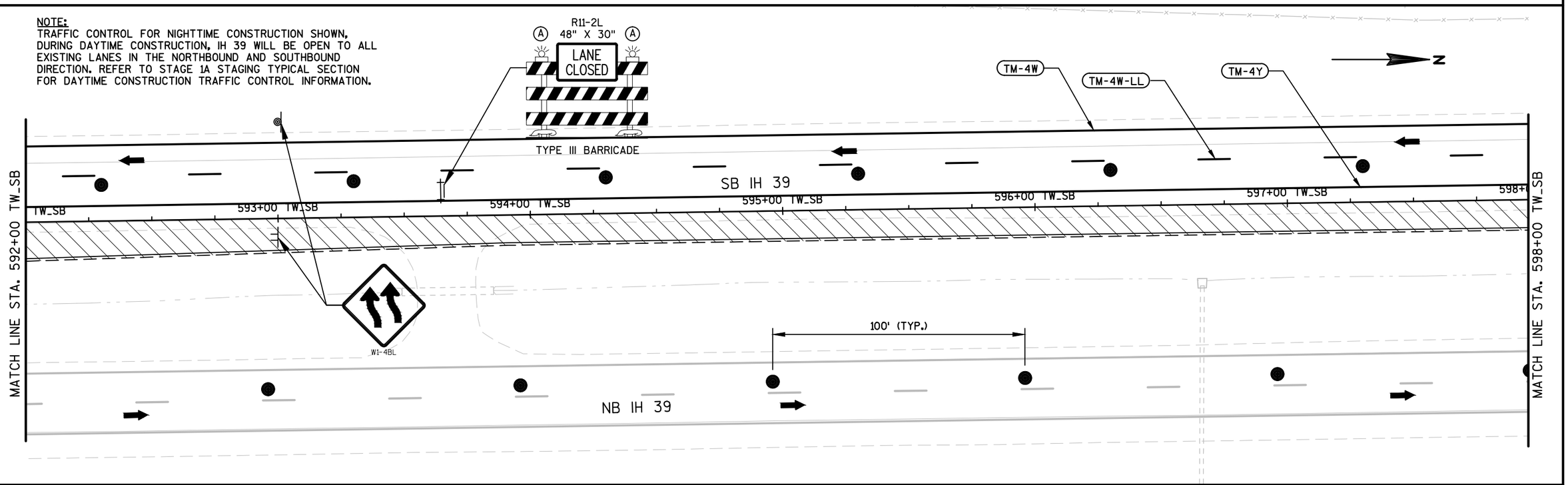
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1 TEMPORARY WIDENING	SHEET 207	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026005_S1.DWG
LAYOUT NAME - 026014_S1
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42



2

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1A STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

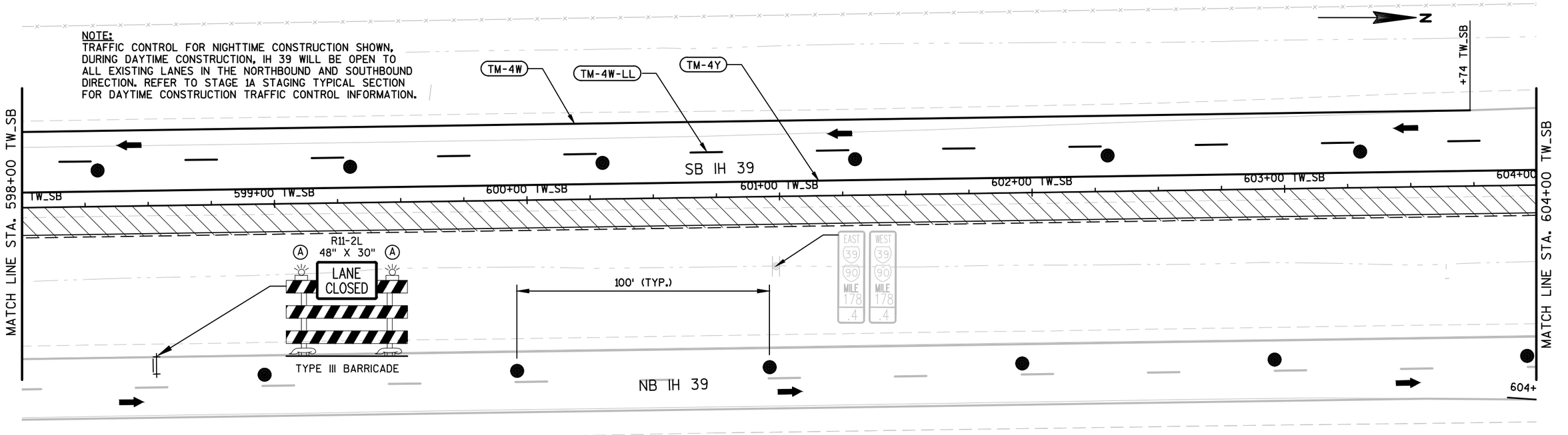


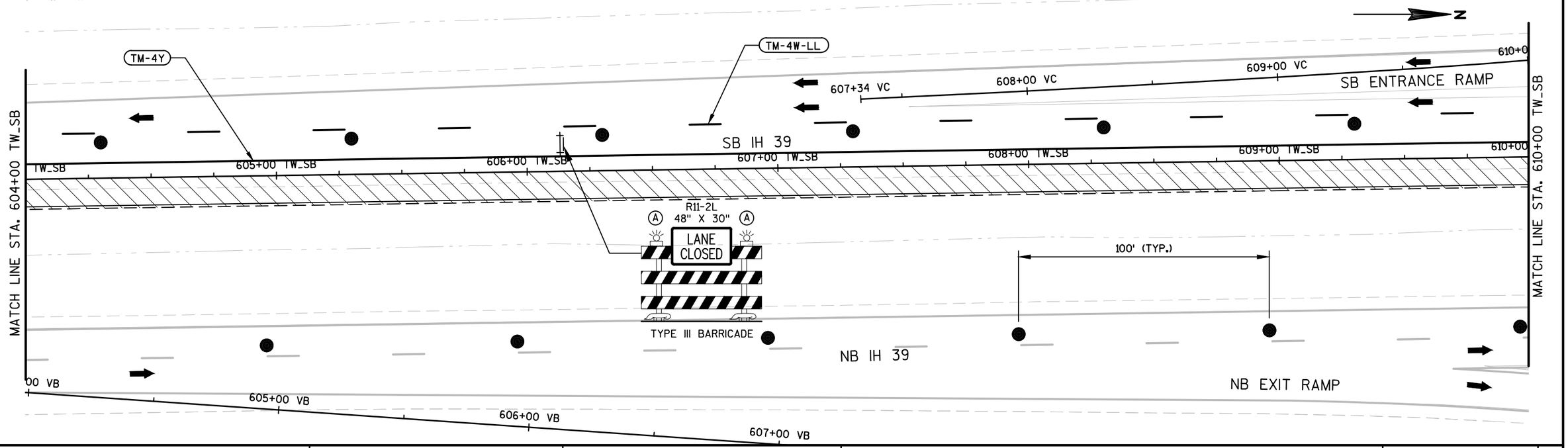
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET 208	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026002_S1A.DWG
LAYOUT NAME - 026002_S1A
PLOT DATE : 4/30/2015 11:59 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1A STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.





PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET 209	E

SEE SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL INFORMATION. YIELD SIGN ON RAMP USED ONLY DURING NIGHT TIME CONSTRUCTION.

YIELD
R1-2
36"X31"

+90 TW_SB
+40 TW_SB
+98 TW_SB

TM-8W
TM-4W
TM-4Y
TM-4W-LL

611+00 VC
612+00 VC
613+00 VC

SB ENTRANCE RAMP

W03-2

N

SB IH 39

MATCH LINE STA. 610+00 TW_SB

TW_SB
611+00 TW_SB
612+00 TW_SB
613+00 TW_SB
614+00 TW_SB
615+00 TW_SB
616+00

MATCH LINE STA. 616+00 TW_SB

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

EAST 39 90 MILE 178 .2
WEST 39 90 MILE 178 .2

100' (TYP.)

NB IH 39

CC.

TM-4W
TM-4W-LL
TM-4Y

N

SB IH 39

MATCH LINE STA. 616+00 TW_SB

TW_SB
617+00 TW_SB
618+00 TW_SB
619+00 TW_SB
620+00 TW_SB
621+00 TW_SB
622+00

MATCH LINE STA. 622+00 TW_SB

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1A STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

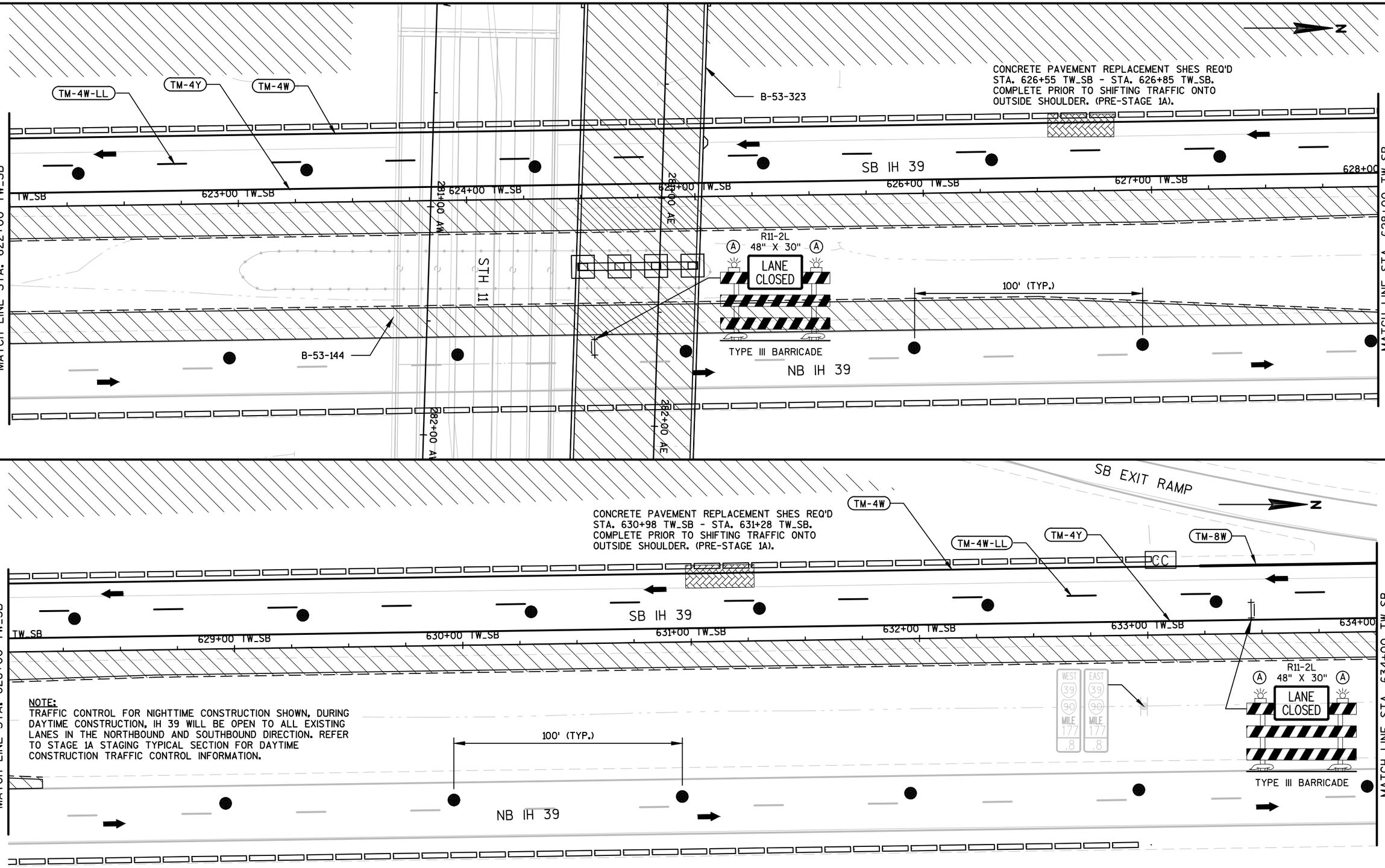
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

EAST 39 90 MILE 178
WEST 39 90 MILE 178

100' (TYP.)

NB IH 39

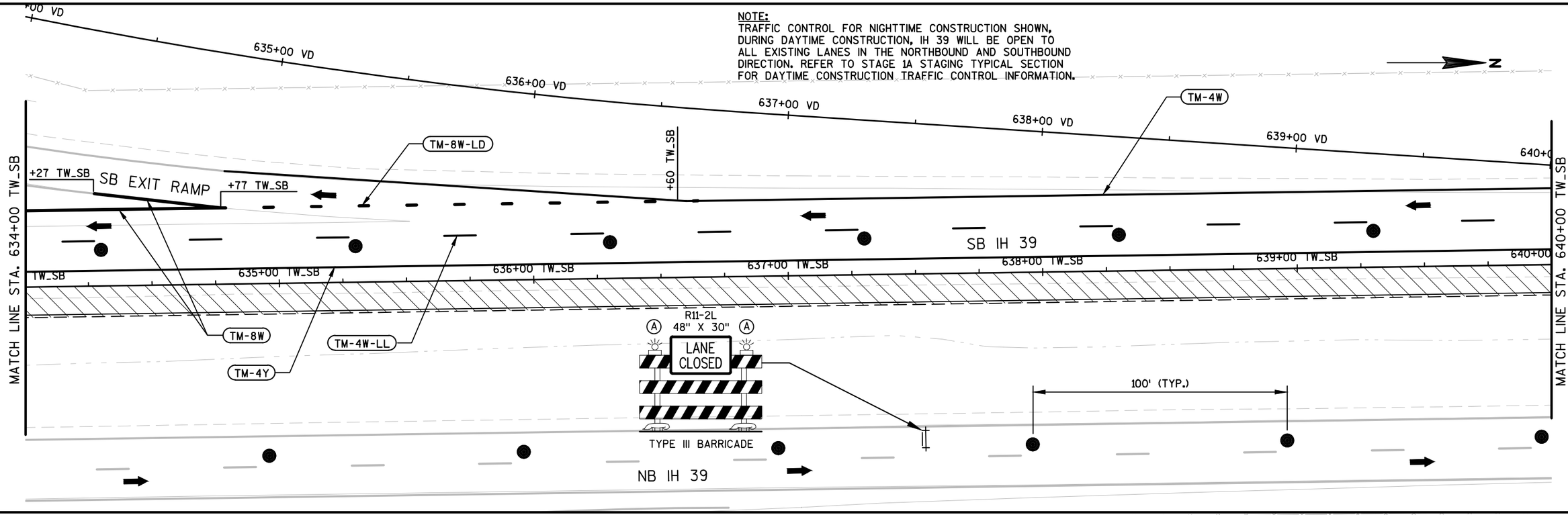
PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET 210	E



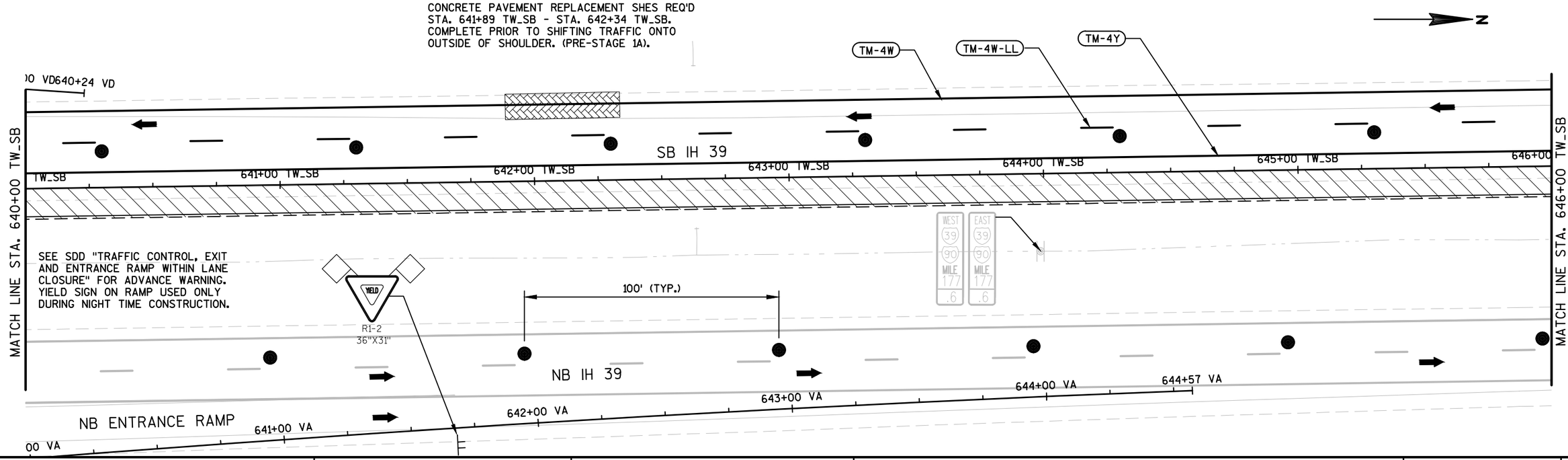
PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET 211	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026002_S1A.DWG
LAYOUT NAME - 026005_S1A
PLOT DATE : 4/30/2015 12:00 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1A STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

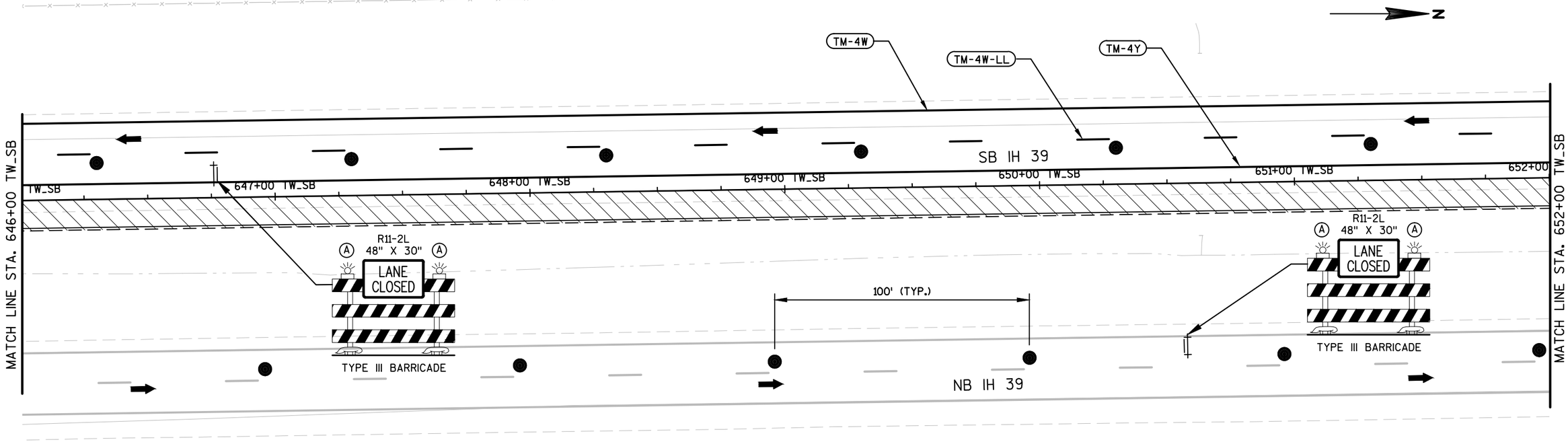


CONCRETE PAVEMENT REPLACEMENT SHES REQ'D
STA. 641+89 TW_SB - STA. 642+34 TW_SB.
COMPLETE PRIOR TO SHIFTING TRAFFIC ONTO
OUTSIDE OF SHOULDER. (PRE-STAGE 1A).

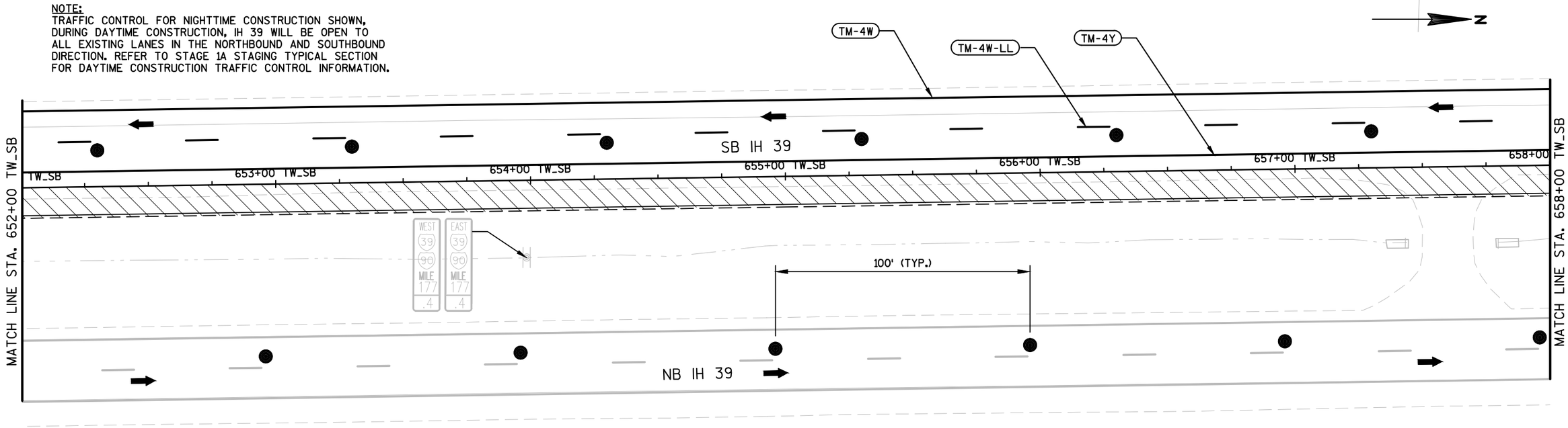


PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET 212	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026002_S1A.DWG
LAYOUT NAME - 026006_S1A
PLOT DATE : 4/30/2015 12:00 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

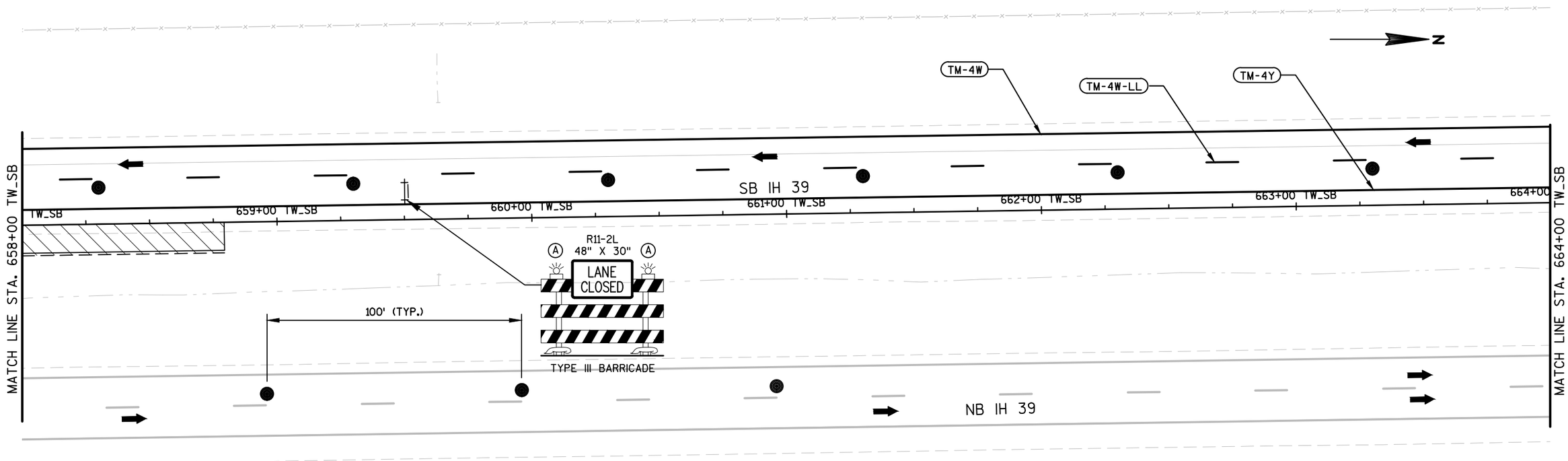


NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1A STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

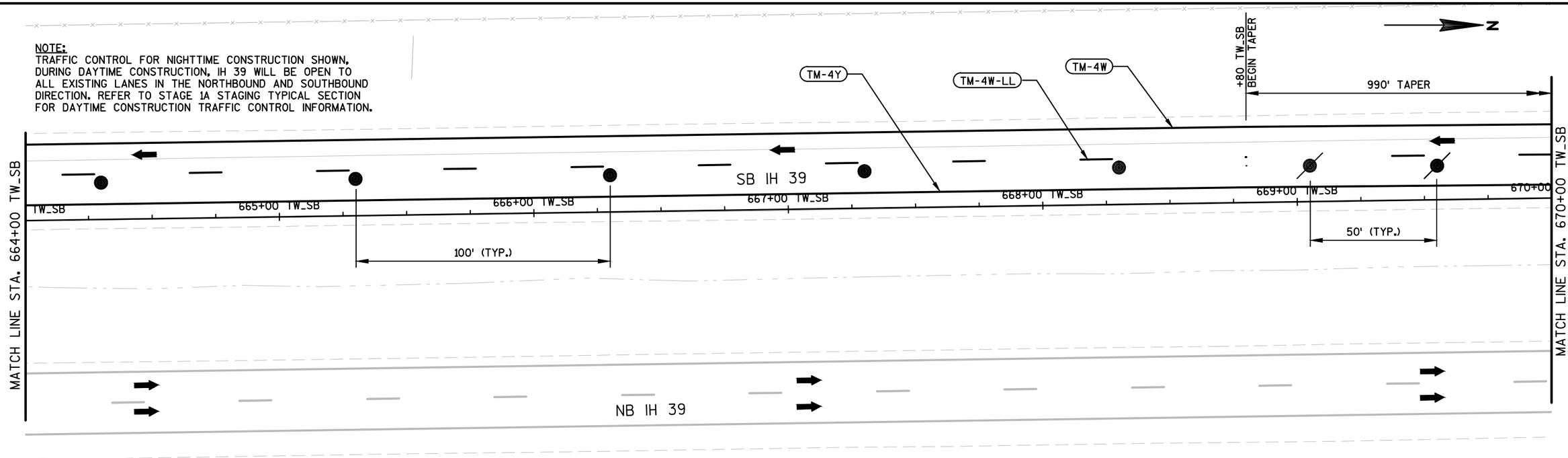


PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET 213	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026002_S1A.DWG
LAYOUT NAME - 026007_S1A
PLOT DATE : 4/30/2015 12:00 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



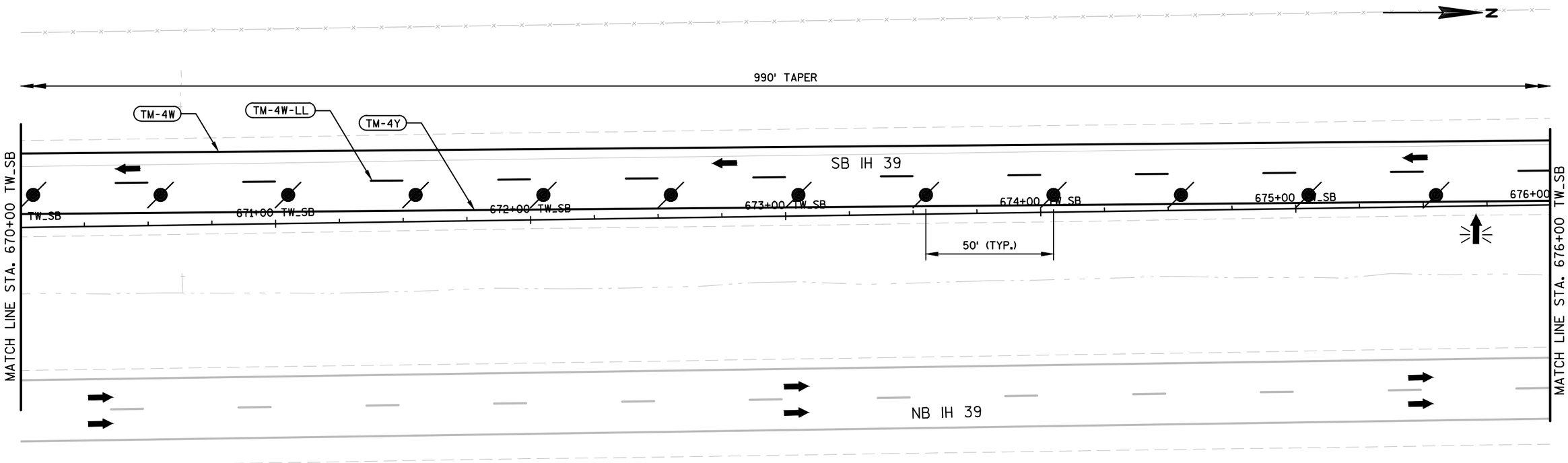
NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1A STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.



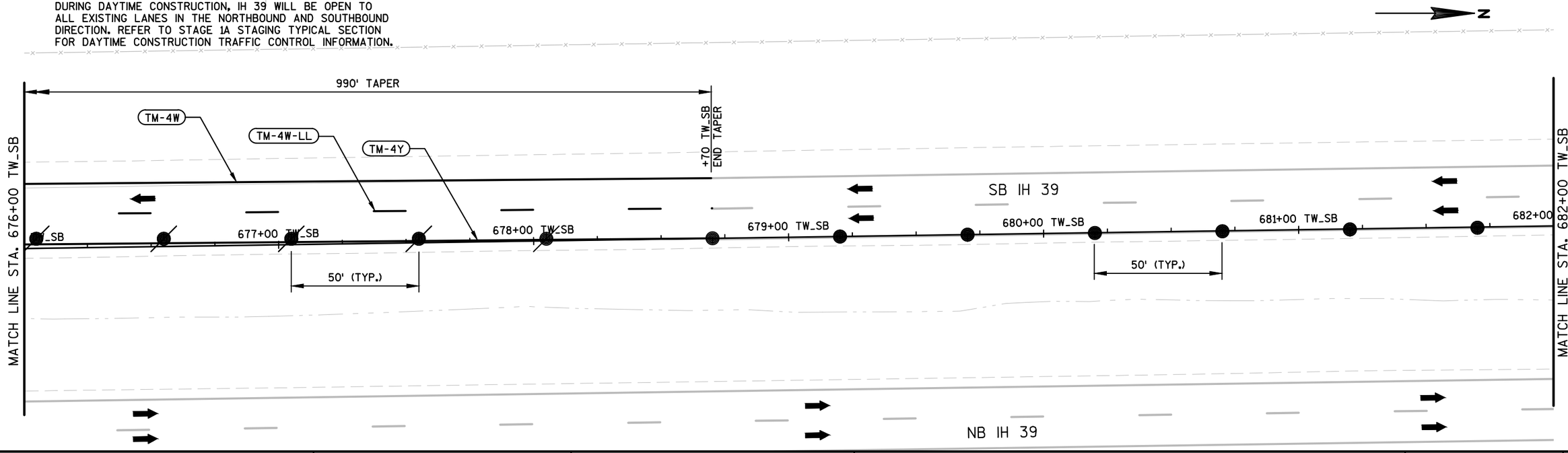
PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026002_S1A.DWG
LAYOUT NAME - 026008_S1A
PLOT DATE : 4/30/2015 12:00 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

2



NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1A STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

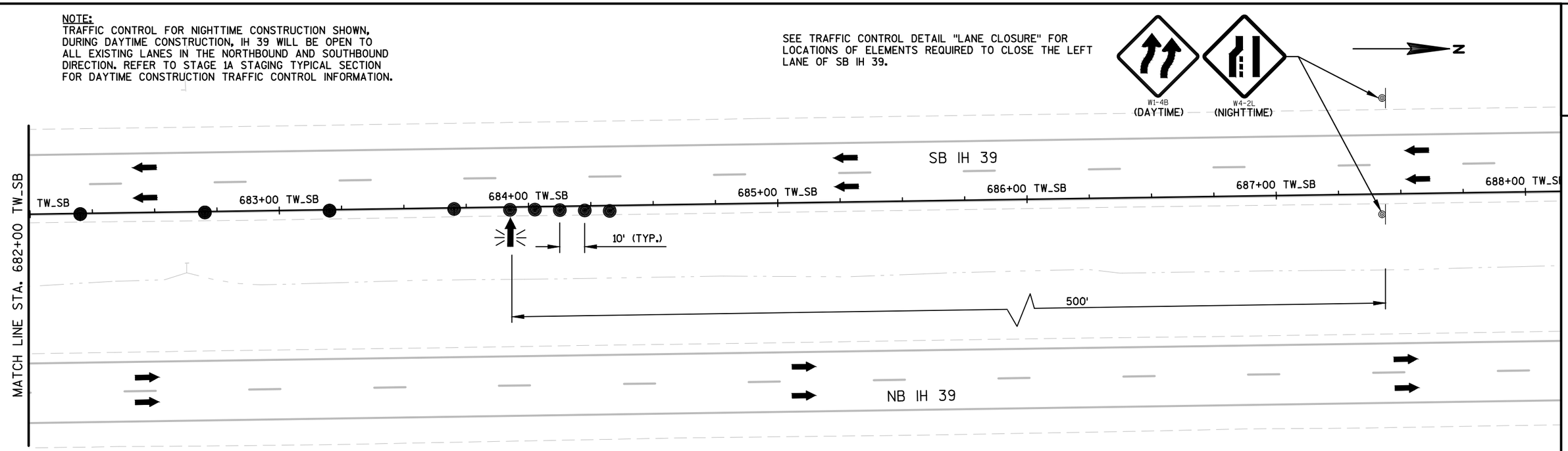


PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET 215	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026002_S1A.DWG
LAYOUT NAME - 026009_S1A
PLOT DATE : 4/30/2015 12:00 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1A STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

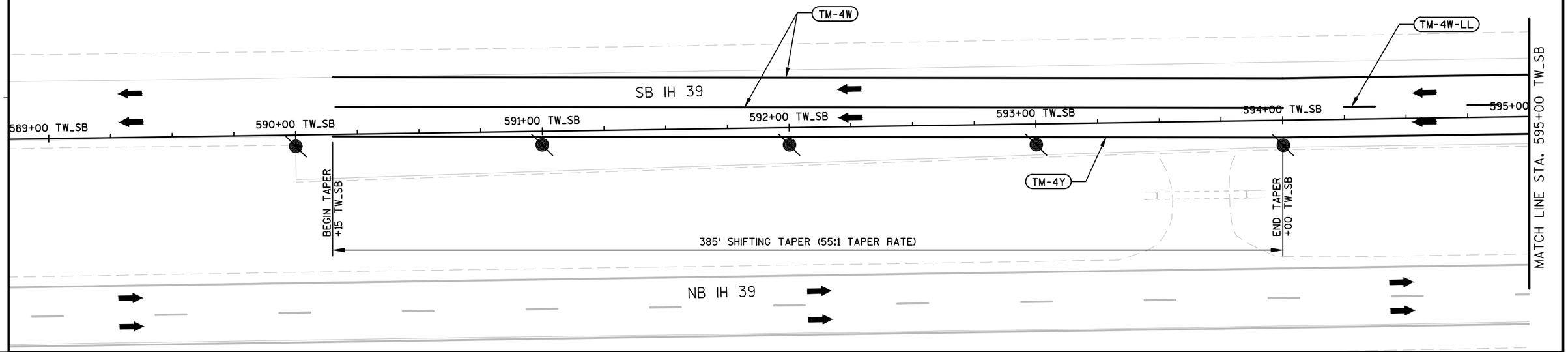
SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE" FOR LOCATIONS OF ELEMENTS REQUIRED TO CLOSE THE LEFT LANE OF SB IH 39.

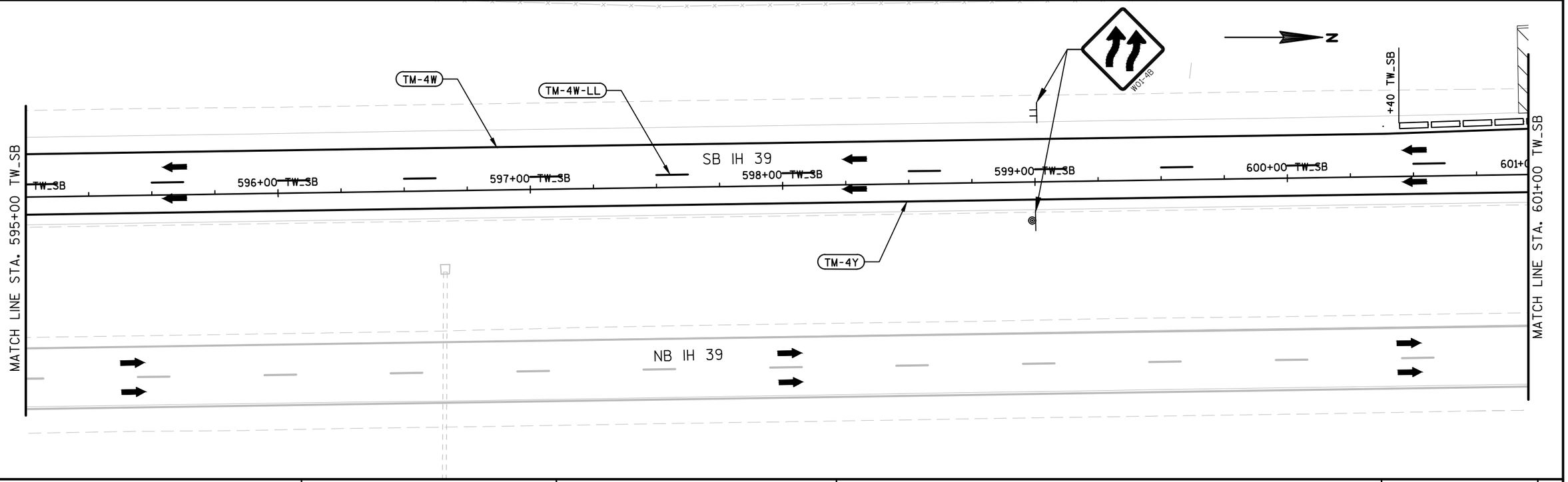


PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1A	SHEET 216	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026002_S1A.DWG
LAYOUT NAME - 026010_S1A
PLOT DATE : 4/30/2015 12:00 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : *********
WISDOT/CADDS SHEET 42

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.





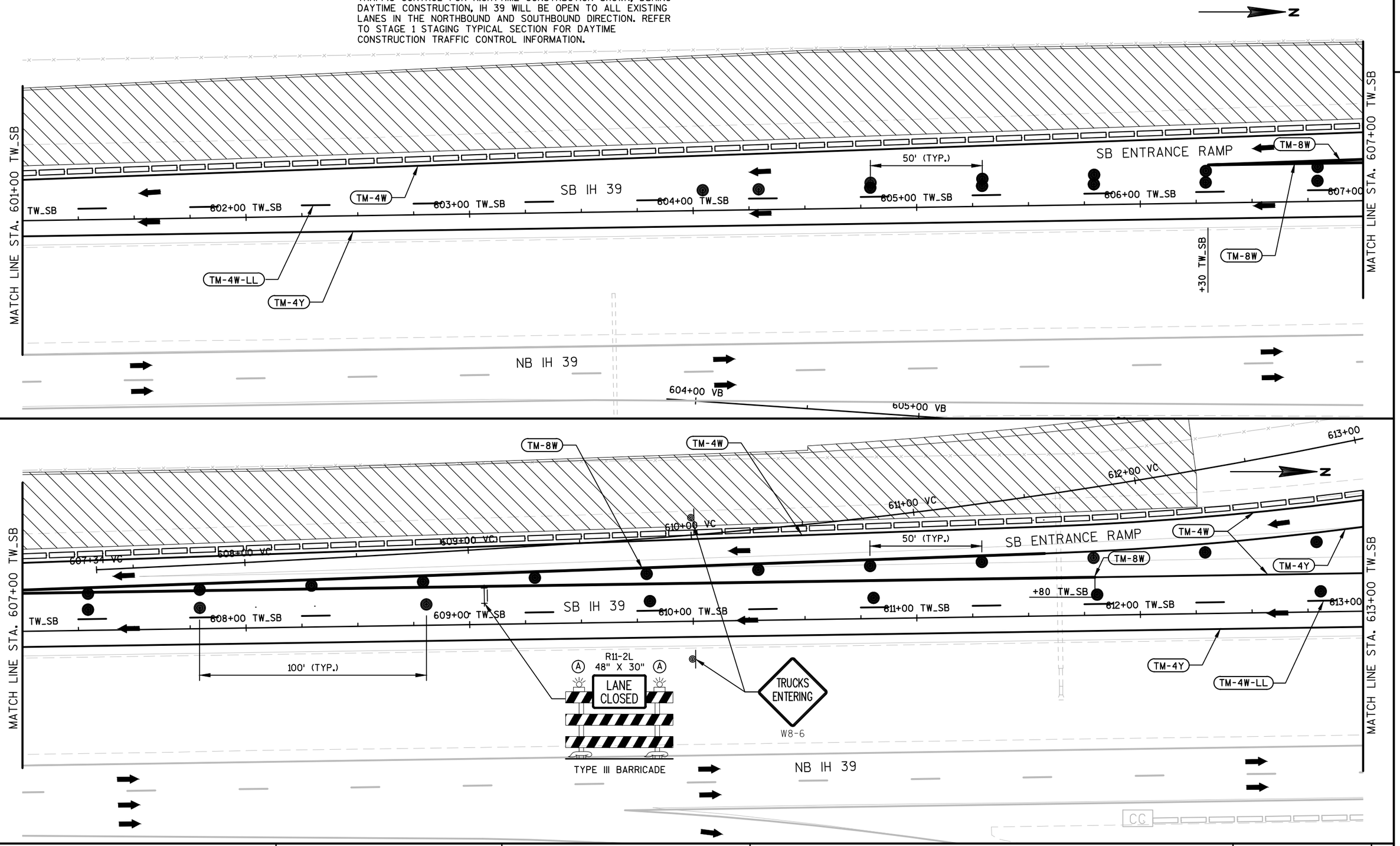
PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1B	SHEET 217	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026003_S1B.DWG
LAYOUT NAME - 026003_S1B

PLOT DATE : 4/30/2015 12:03 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

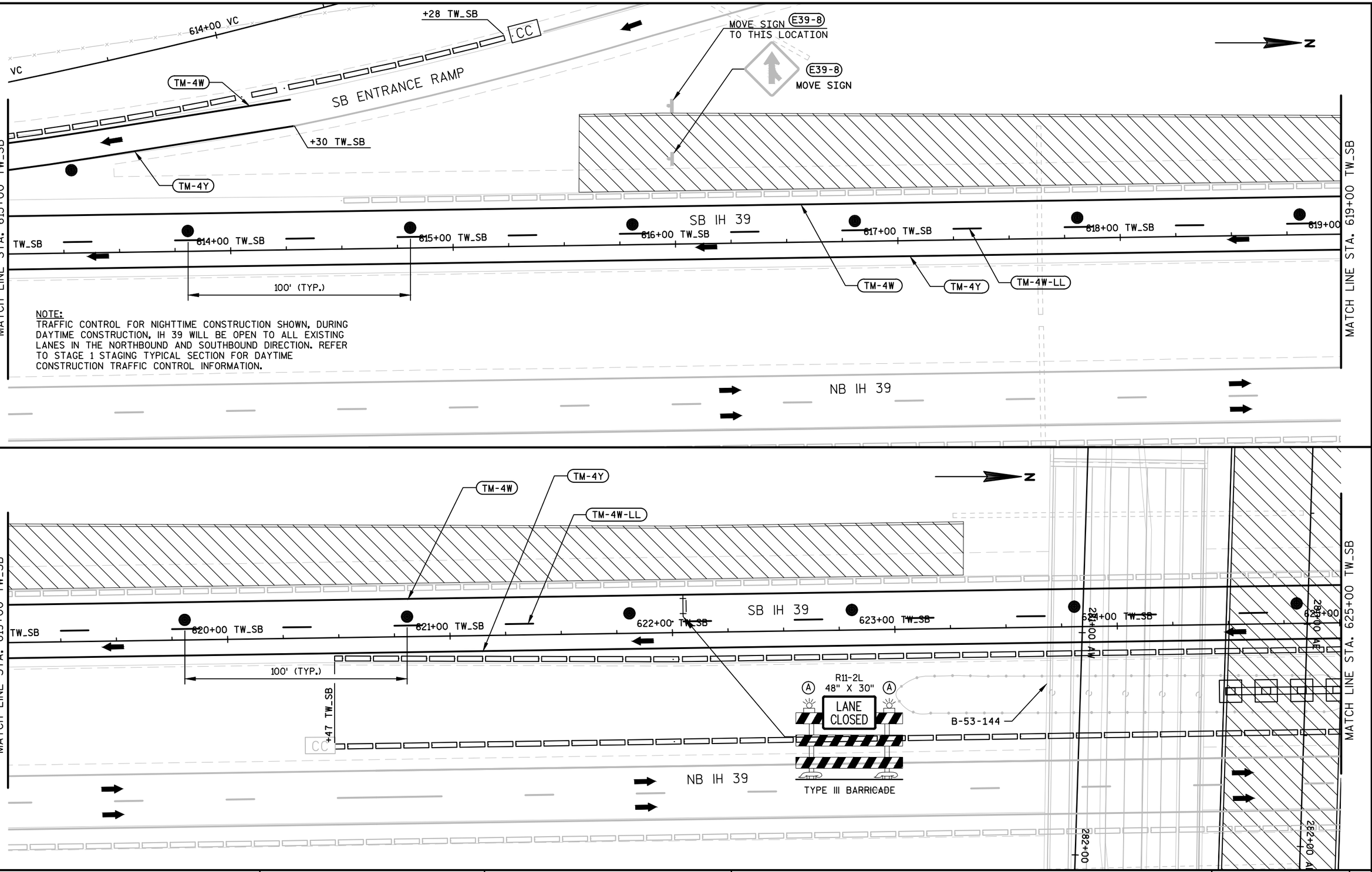
WISDOT/CADDS SHEET 42

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.



PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1B	SHEET 218	E

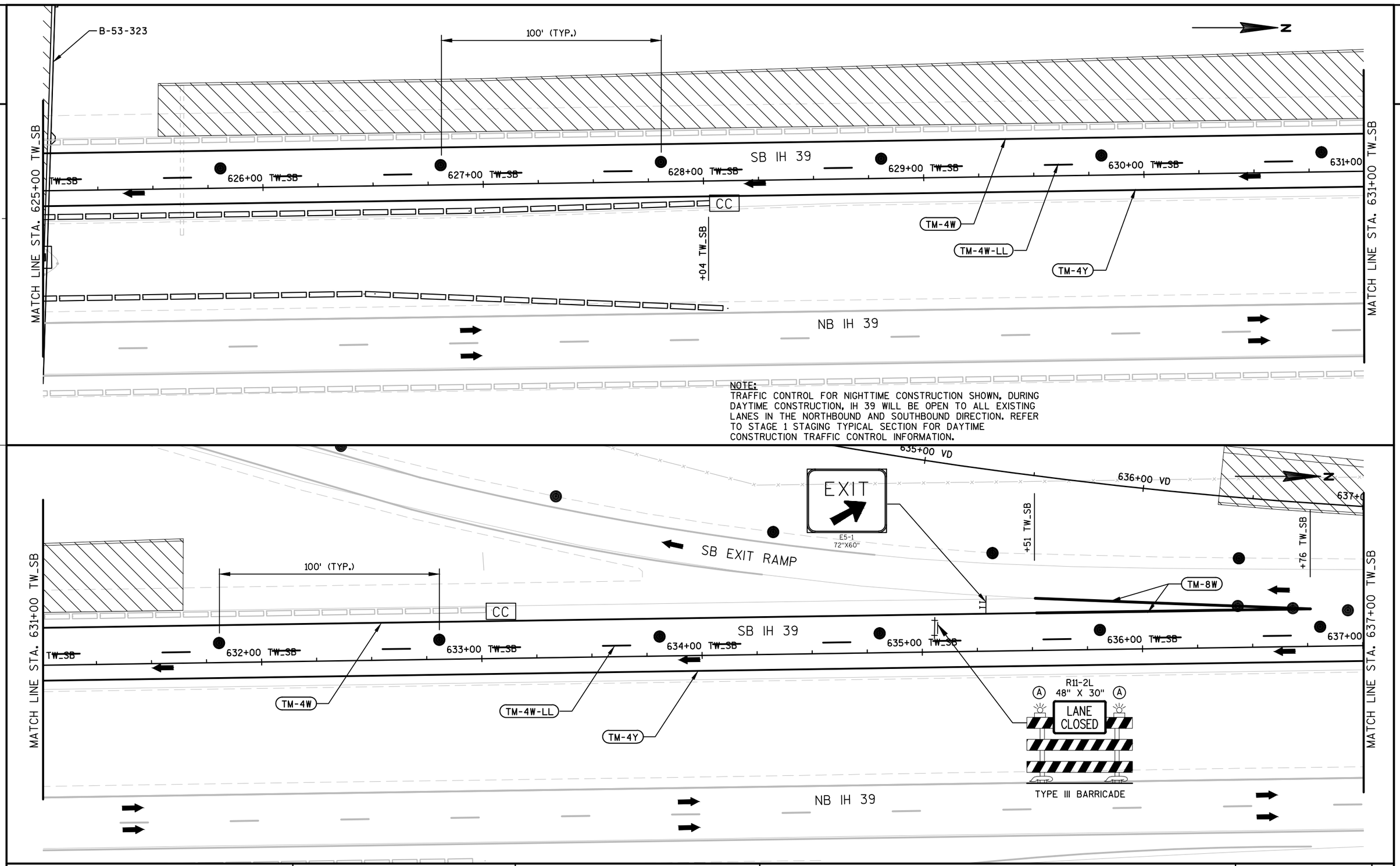
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026003_S1B.DWG
LAYOUT NAME - 026004_S1B
PLOT DATE : 4/30/2015 12:03 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1B	SHEET 219	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026003_S1B.DWG
LAYOUT NAME - 026005_S1B
PLOT DATE : 4/30/2015 12:04 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

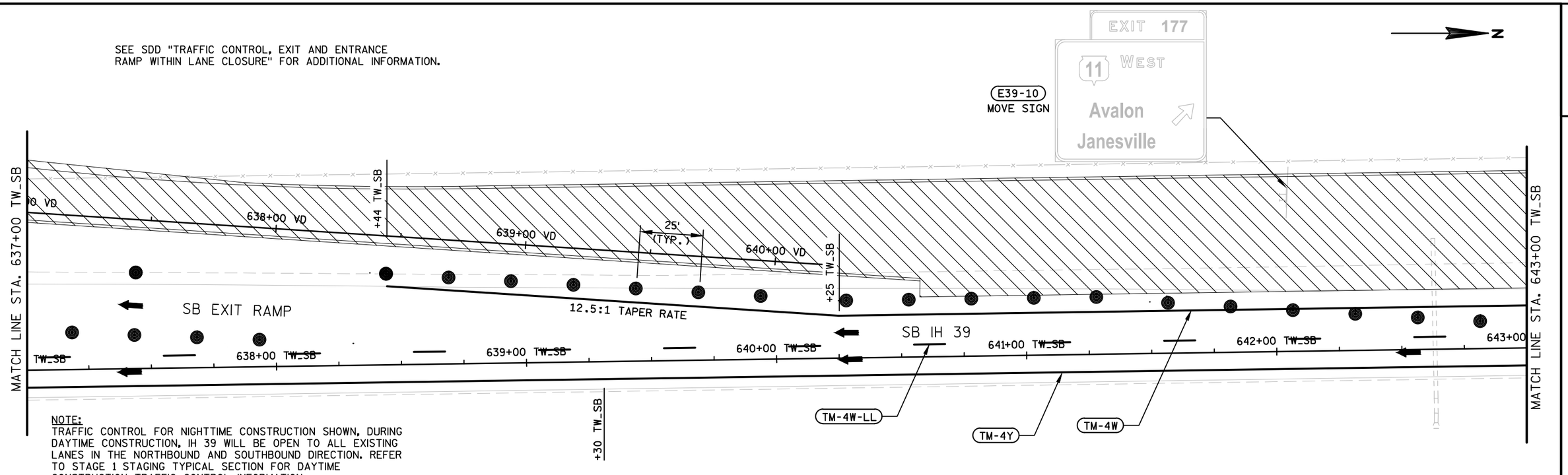


PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1B	SHEET 220	E

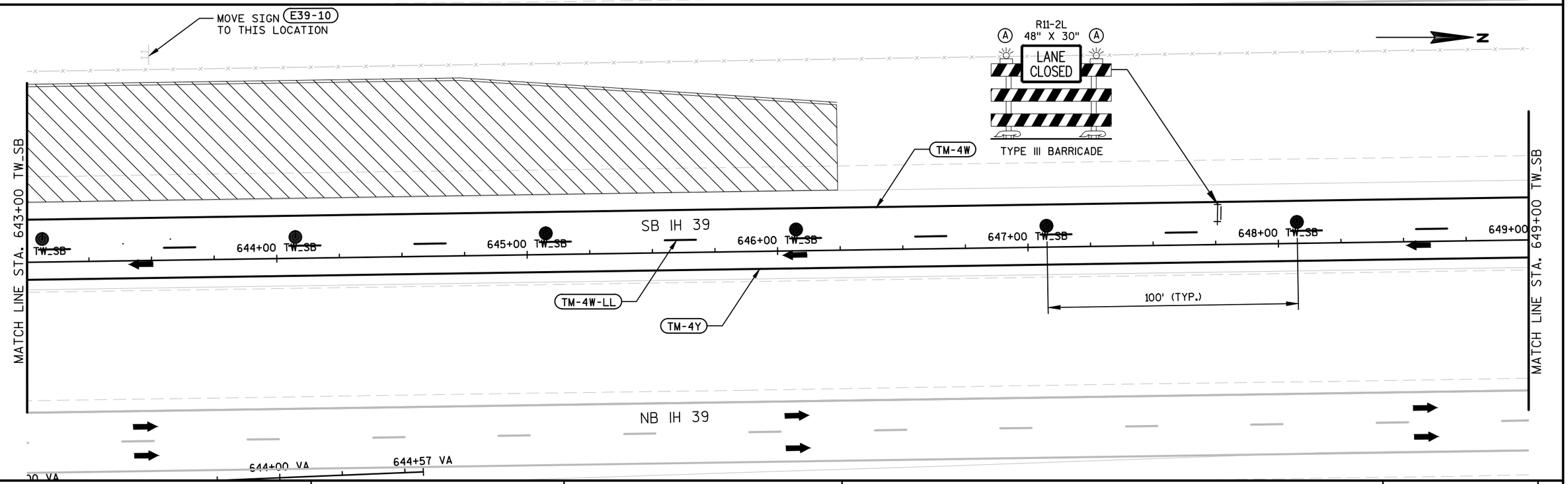
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026003_S1B.DWG
LAYOUT NAME - 026006_S1B

PLOT DATE : 4/30/2015 12:04 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

SEE SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL INFORMATION.

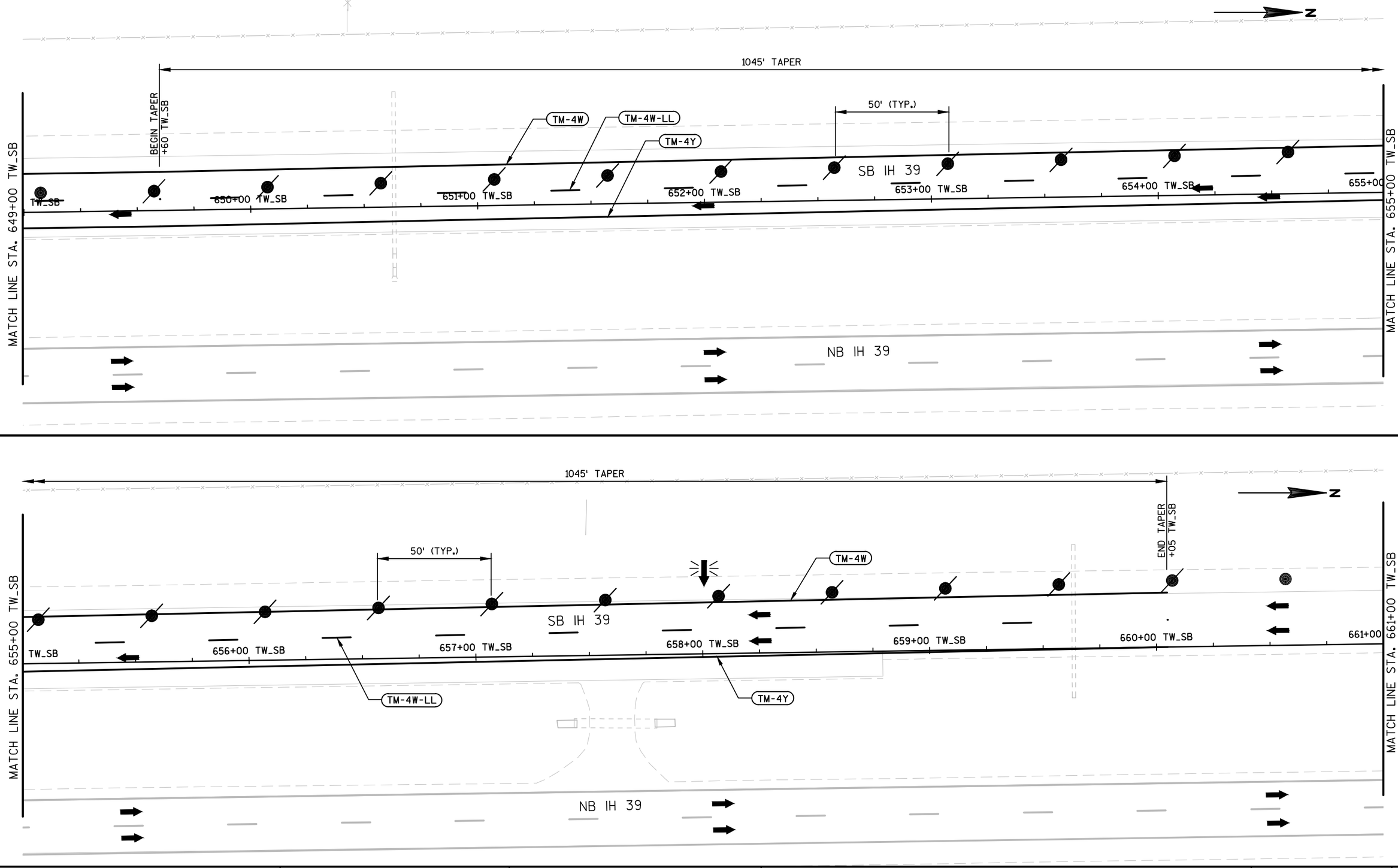


NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.



PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1B	SHEET 221	E

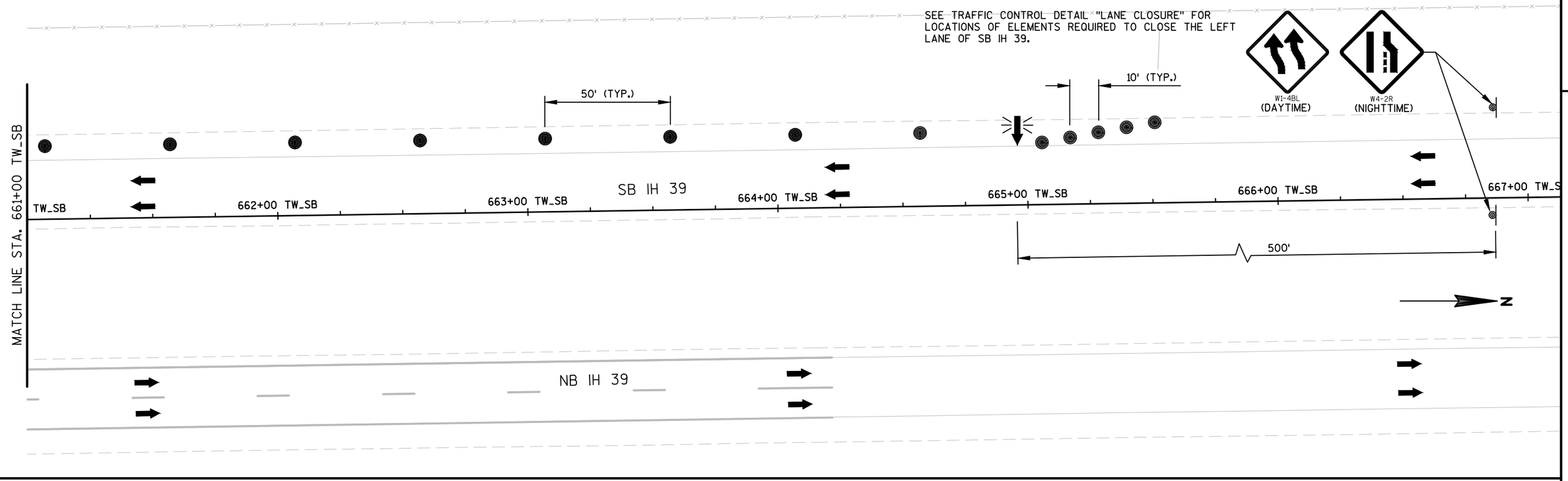
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026003_S1B.DWG
LAYOUT NAME - 026007_S1B
PLOT DATE : 4/30/2015 12:04 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



2

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 1B	SHEET 222	E

LAYOUT NAME - 026003_S1B
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026003_S1B.DWG
PLOT DATE : 4/30/2015 12:04 PM
PLOT BY : GRADY, NED
PLOT NAME :
PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 1B	SHEET 223	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026003_S1B.DWG
LAYOUT NAME - 026009_S1B
PLOT DATE : 4/30/2015 12:04 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : *********
WISDOT/CADDS SHEET 42

2

STAGE 2A

CONSTRUCTION:

CONSTRUCT THE WESTBOUND LANES OF STH 11.

CONSTRUCT THE EASTBOUND AND WESTBOUND LANES OF AVALON ROAD.

CONTINUE CONSTRUCTION OF B-53-323.

TRAFFIC:

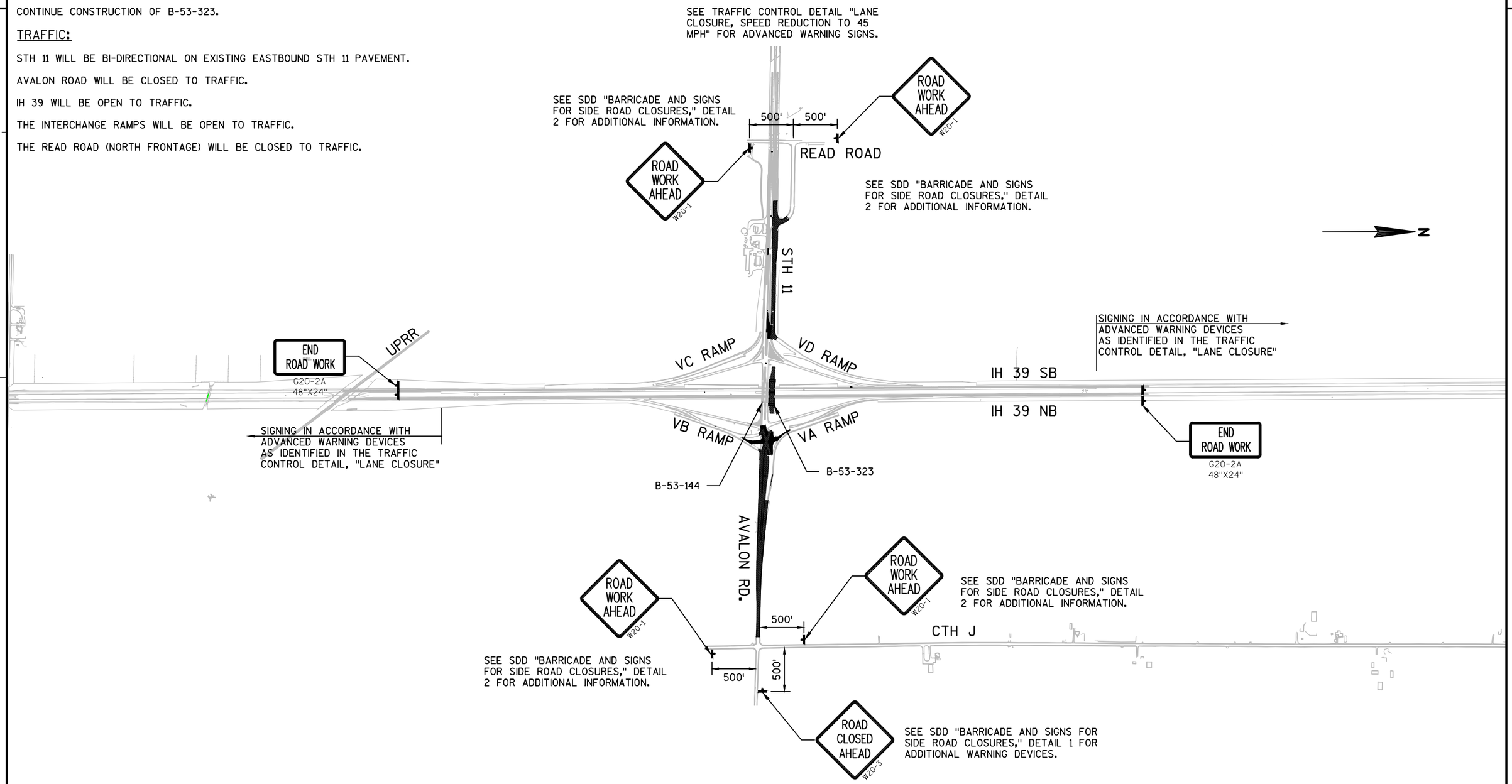
STH 11 WILL BE BI-DIRECTIONAL ON EXISTING EASTBOUND STH 11 PAVEMENT.

AVALON ROAD WILL BE CLOSED TO TRAFFIC.

IH 39 WILL BE OPEN TO TRAFFIC.

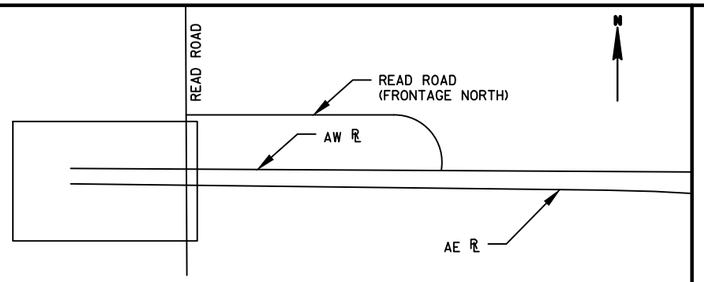
THE INTERCHANGE RAMPS WILL BE OPEN TO TRAFFIC.

THE READ ROAD (NORTH FRONTAGE) WILL BE CLOSED TO TRAFFIC.



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL OVERVIEW-STAGE 2A	SHEET 224	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026101_S2A.DWG
LAYOUT NAME - 026101_S2A
PLOT DATE : 4/30/2015 1:04 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 1000'_XREF
WISDOT/CADDS SHEET 42



LOCATION MAP

2

N

READ ROAD

B-53-219

251+00 AW

252+00 AW

253+00 AW

254+00 AW

255+0

STH 11 WB

50' (TYP.)

251+00 AE

252+00 AE

253+00 AE

254+00 AE

255+0

STH 11 EB

MATCH LINE STA. 255+00 AE

RT-4Y

B-53-143

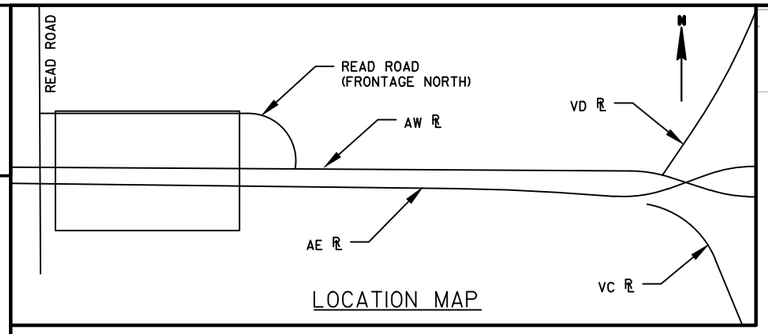
BEGIN TAPER +70 AE

SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE, SPEED REDUCTION TO 45 MPH" FOR TRAFFIC CONTROL ITEMS.

540' MERGING TAPER (45:1 TAPER RATE)

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 225	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026102_S2A.DWG
LAYOUT NAME - 026102_S2A
PLOT DATE : 4/30/2015 1:05 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42



2

N

B-53-219

50' (TYP.)

RT-4W

RT-4Y

MATCH LINE 'STA. 255+00 AE

0 AW

256+00 AW

257+00 AW

258+00 AW

259+00 AW

260+00 AW

261+0

STH 11 WB

W01-6
48" X 24"

CC

50' (TYP.)

25' (TYP.)

MATCH LINE STA. 261+00 AE

0 AE

256+00 AE

257+00 AE

258+00 AE

259+00 AE

260+00 AE

261+0

STH 11 EB

R11-2
48" X 30"
LANE CLOSED

TYPE III BARRICADE

B-53-143

W06-2

W06-3

RT-4W

RT-4Y

REMOVE EXISTING
PAVEMENT MARKING

BEGIN TAPER
+10 AE

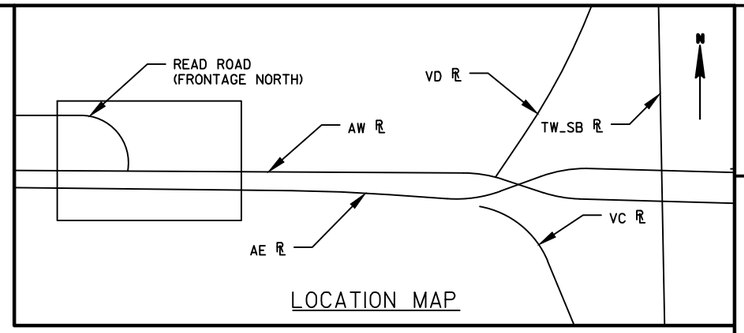
END TAPER
+00 AE

540' MERGING TAPER (45:1 TAPER RATE)

90' SHIFTING TAPER
(45:1 TAPER RATE)

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 226	E

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES," DETAIL D FOR ADDITIONAL INFORMATION.



R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

E1-5
STOP
E1-6

E1-12
DO NOT ENTER

MATCH LINE STA. 261+00 AE

262+00 AW
263+00 AW
264+00 AW
265+00 AW
266+00 AW

W01-7
48"X24"

25' (TYP.)

50' (TYP.)

W1-6
48"X24"

MATCH LINE STA. 267+00 AE

262+00 AE
263+00 AE
264+00 AE
265+00 AE
266+00 AE

STH 11

TM-4W
TM-4DY

R11-2
48" X 30"
LANE CLOSED
TYPE III BARRICADE

REMOVE EXISTING PAVEMENT MARKING

E1-8
ONE WAY

E1-11
E1-10
ONLY
ONLY

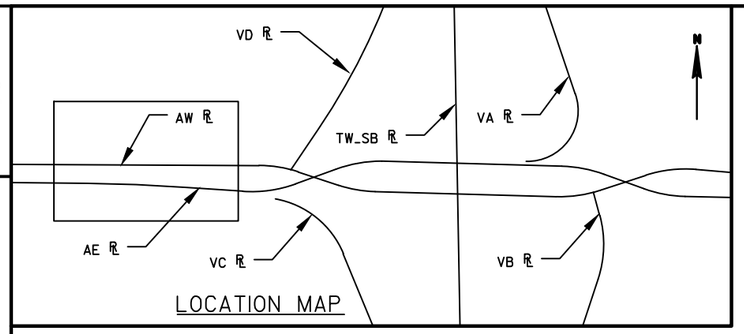
E1-9

REMOVE EXISTING PAVEMENT MARKING

10' SPACING (TYP.)

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 227	E

2



2

N

E2-4

E2-5 READ ROAD

E2-7 SPEED LIMIT 55

E2-8

WRONG WAY

E2-1

MATCH LINE STA. 267+00 AE

0 AW

268+00 AW

269+00 AW

270+00 AW

271+00 AW

272+00 AW

273+00

MATCH LINE STA. 273+00 AE

50' (TYP.)

25' (TYP.)

0 AE

268+00 AE

269+00 AE

270+00 AE

271+00 AE

272+00 AE

273+0

STH 11

REMOVE EXISTING PAVEMENT MARKING

TM_4DY

REMOVE EXISTING PAVEMENT MARKING

TM_4W

RIGHT LANE MUST TURN RIGHT

E2-6

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 228	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026102_S2A.DWG
LAYOUT NAME - 026105_S2A

PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

MATCH LINE STA. 625+00 VD

MATCH LINE STA. 625+25 VD1

MATCH LINE STA. 273+00 AE

MATCH LINE STA. 279+00 AE

N

WEST 11

E2-9

J4-1
24"X36"

J3-1
24"X57"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

E2-23

E2-22

E2-24

E2-28

E2-27

STOP
DIVIDED HIGHWAY

STOP
R1-1
30"X30"

SB EXIT RAMP

SB ENTRANCE RAMP

STH 11

SOUTH EAST
39 90

R3-2
24"X24"

DO NOT ENTER
R5-1
30"X30"

J2-2
48"X57"

W12-1D
24"X24"

TEMPORARY PAVEMENT MARKING
4-INCH (YELLOW) (2' LINE, 6' GAP)

TM-4W
TM-4DY
TM-8W
SLRT-18

274+00 AW
275+00 AW
276+00 AW
277+00 AW
278+00 AW

274+00 AE
275+00 AE
276+00 AE
277+00 AE
278+00 AE

623+60 VD
624+00 VD
624+47 VD1
625+00 VD1

626+52 VC
626+00 VC
625+00 VC
624+00 VC
623+00 VC

624+00 VC1
623+00 VC1
624+89 VC1

50' (TYP.)
25' (TYP.)

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 229	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026102_S2A.DWG
LAYOUT NAME - 026106_S2A
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 279+00 AE

0 AE

280+00 AE

281+00 AE

282+00 AE

283+0

MATCH LINE STA. 283+00 AE

8:1 TAPER

50' (TYP.)

8'

STH 11

9+00 AW

280+00 AW

281+00 AW

282+00 AW

28

IH 39 SB

IH 39 NB

B-53-323

E2-25

E3-3

TM-4W

B-53-144

TM-4DY

E3-2

J2-2
48"X57"

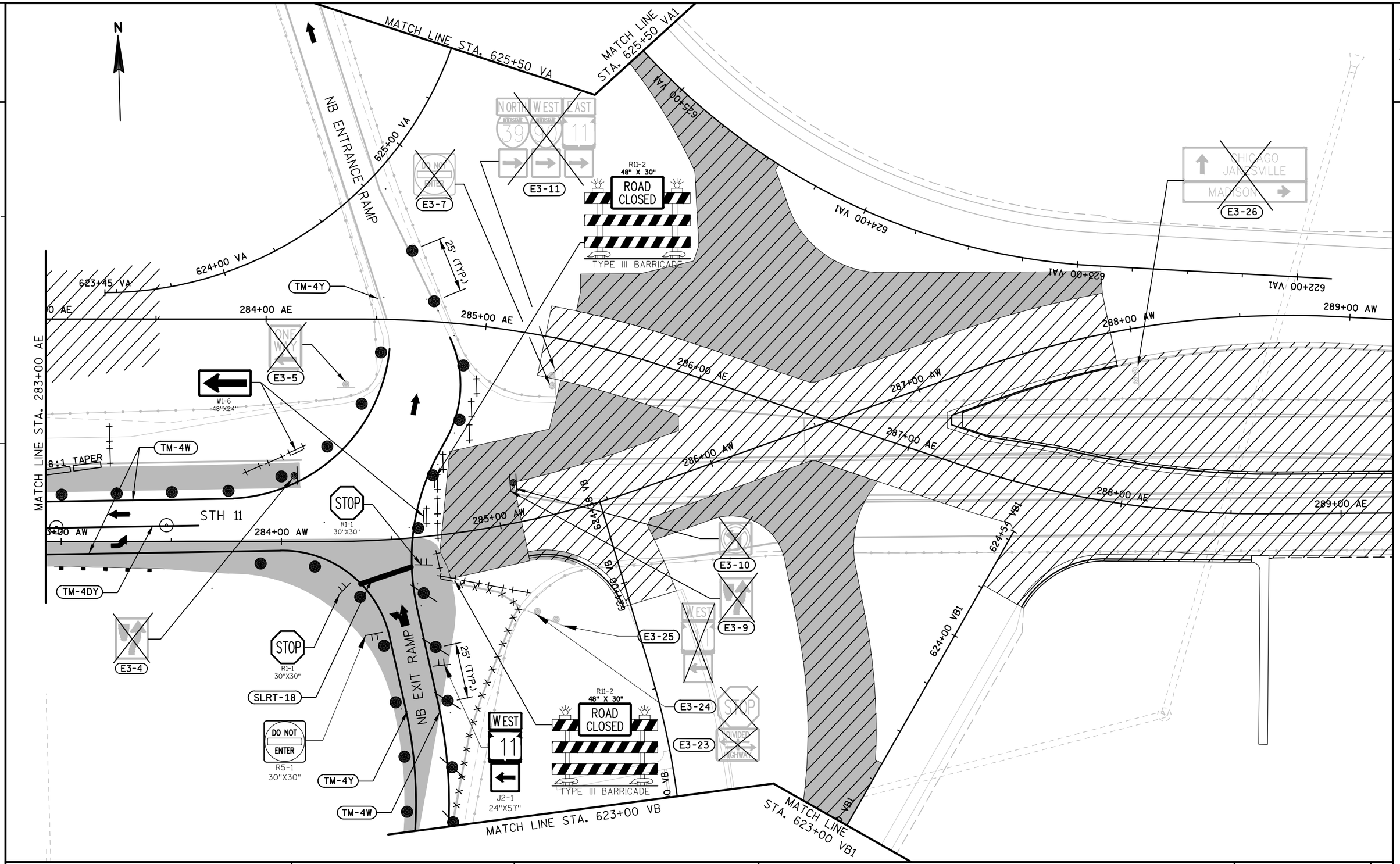
PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 230	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026102_S2A.DWG
LAYOUT NAME - 026107_S2A

PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 231	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026102_S2A.DWG
LAYOUT NAME - 026108_S2A
PLOT DATE : 4/30/2015 1:06 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

MATCH LINE STA. 625+50 VA

626+00 VA

627+00 VA

628+00 VA

629+00 VA

630+00 VA

631+00 VA

626+00 VA1

626+69 VA1

VA RAMP

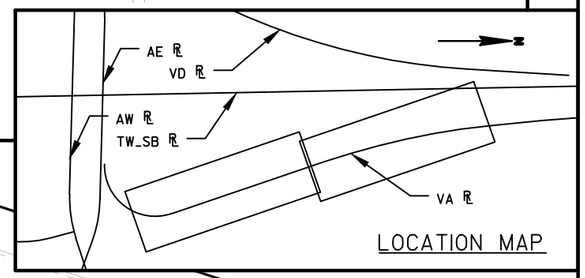
NB ENTRANCE RAMP

50' (TYP.)

VAX1 RAMP

MATCH LINE STA. 631+50 VA

MATCH LINE STA. 625+50 VA1



MATCH LINE STA. 631+00 VA

25' (TYP.)

NB ENTRANCE RAMP

IH 39 NB

632+00 VA

633+00 VA

634+00 VA

635+00 VA

636+00 VA

637+00 VA

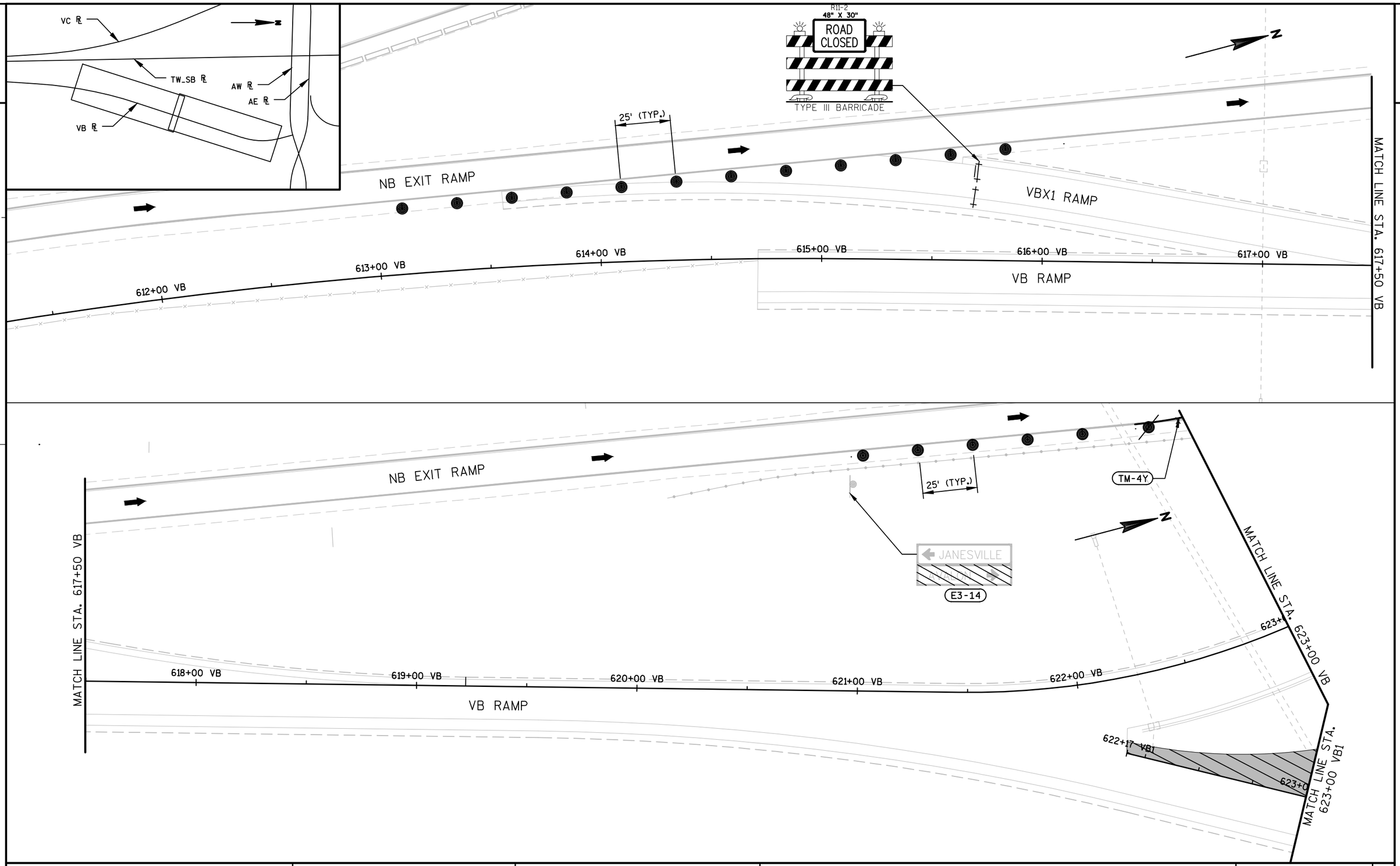
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 232	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026102_S2A.DWG
LAYOUT NAME - 026109_S2A VA

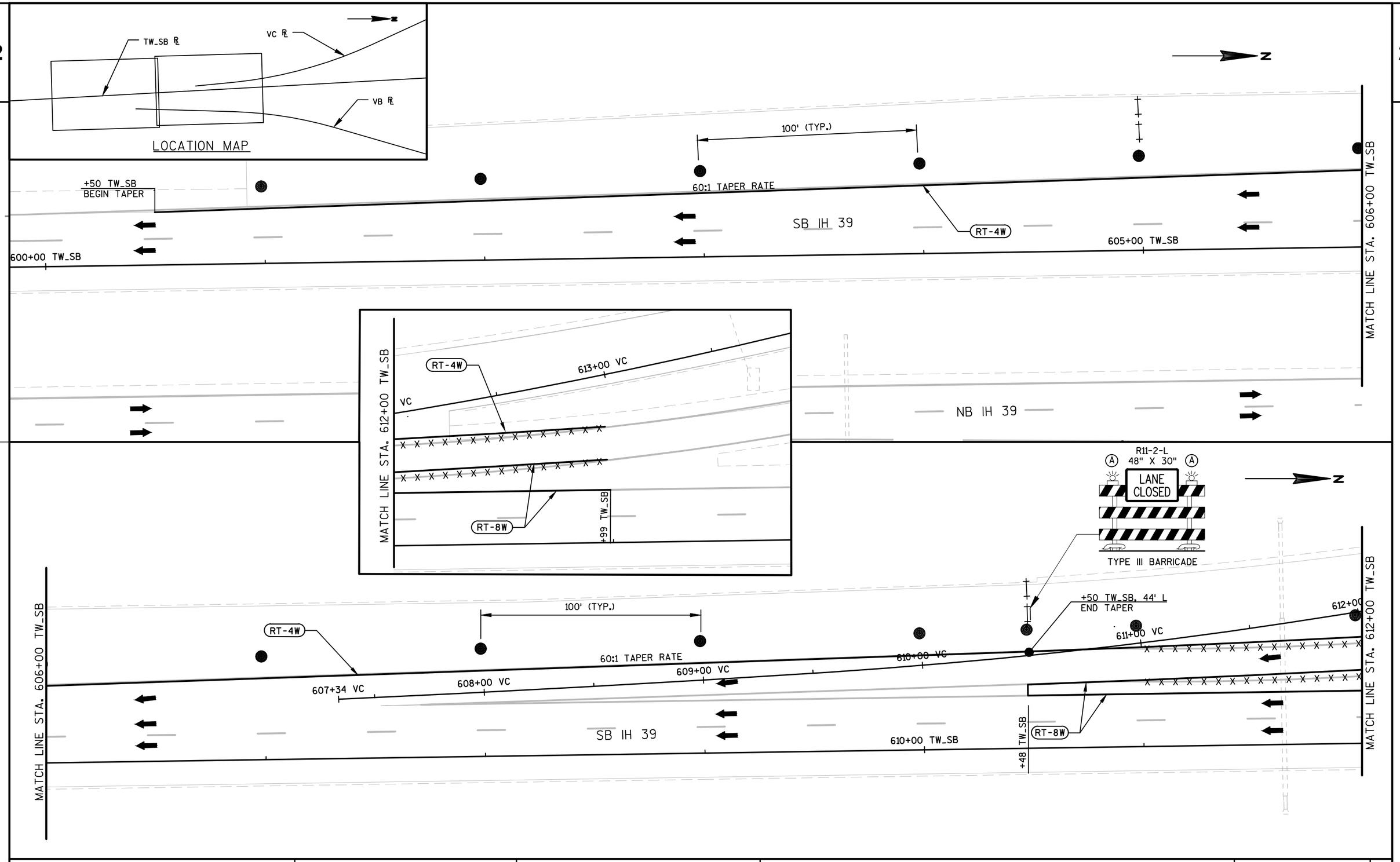
PLOT DATE : 4/30/2015 1:06 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

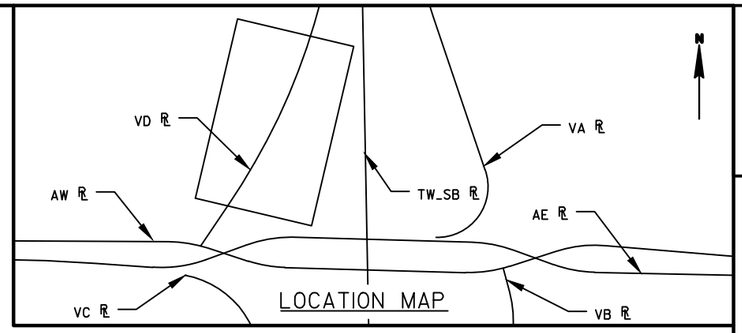
VC
TW_SB
AW
AE
VB


R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE
25' (TYP.)
NB EXIT RAMP
VBX1 RAMP
612+00 VB
613+00 VB
614+00 VB
615+00 VB
616+00 VB
617+00 VB
VB RAMP
MATCH LINE STA. 617+50 VB
MATCH LINE STA. 617+50 VB
NB EXIT RAMP
25' (TYP.)
TM-4Y
JANESVILLE
E3-14
MATCH LINE STA. 623+00 VB
618+00 VB
619+00 VB
620+00 VB
621+00 VB
622+00 VB
VB RAMP
622+17 VB1
MATCH LINE STA. 623+00 VB1

LOCATION MAP



PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 234	E



MATCH LINE STA. 625+00 VD

0 VD

626+00 VD

VD RAMP

627+00 VD

626+72 VD1

626+00 VD1

628+00 VD

629+00 VD

630+00 VD

631+0

MATCH LINE STA. 625+25 VD1

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

25' (TYP.)

RT-4W

50' (TYP.)

JANESVILLE

E3-13

SB EXIT RAMP

MATCH LINE STA. 631+00 VD

MATCH LINE STA. 631+00 VD

0 VD

632+00 VD

VD RAMP

633+00 VD

634+00 VD

635+00 VD

VDX1 RAMP

636+00 VD

637+00 VD

W03-1

50' (TYP.)

SB EXIT RAMP

IH 39 SB

635+00 TW_SB

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 2A	SHEET 235	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026102_S2A.DWG
LAYOUT NAME - 026112_S2A VD
PLOT DATE : 4/30/2015 1:07 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

Point No.	Station	Offset	Elevation	Remarks
17	285+38.75	14.00' L AE	866.67	
18	285+37.02	30.75' L AE	866.27	
19	285+61.53	37.23' L AE	866.06	
20	285+81.25	49.62' L AE	865.71	
21	285+81.33	57.08' L AE	865.58	
22	285+71.47	88.45' L AE	865.01	
23	285+52.39	113.21' L AE	864.43	
24	284+92.36	198.14' L AE	861.79	
25	285+39.40	138.58' L AE	863.77	
26	286+03.52	103.31' L AE	864.75	
27	286+02.79	100.40' L AE	864.79	
28	286+12.78	87.61' L AE	864.84	
29	286+49.05	114.23' L AE		RADIUS= 45'
30	286+63.46	71.60' L AE	864.73	
31	287+67.39	101.91' L AE	863.53	
46	286+35.50	71.32' L AE	864.83	

Point No.	Station	Offset	Elevation	Remarks
1	272+50.52	58.72' L AW	849.99	
2	273+39.99	51.29' L AW	851.68	
3	273+40.22	44.66' L AW	851.81	
4	273+57.57	45.24' L AW	852.13	
5	274+41.23	16.21' L AW	853.80	
6	275+54.14	13.95' R AW	856.52	
7	284+74.64	36.74' L AW	865.27	
8	284+70.96	21.14' R AW	865.62	
9	284+82.14	6.58' R AW	865.98	
10	285+32.73	38.00' L AW	865.39	
11	285+44.93	57.45' L AW	866.35	
12	285+93.15	25.74' L AW	865.63	
13	285+90.82	19.00' L AW	865.66	
14	285+09.69	18.23' L AW	866.13	
15	285+30.56	20.97' R AW	866.57	
16	285+28.30	24.45' R AW	866.37	

Point No.	Station	Offset	Elevation	Remarks
32	286+68.33	33.00' R AW	864.92	
33	286+64.54	35.67' R AW	864.98	
34	286+90.44	72.46' R AW		RADIUS= 45'
35	286+42.48	88.67' R AW	865.47	
36	286+35.65	120.72' R AW	865.67	
37	286+25.02	151.72' R AW	865.92	
38	285+46.39	228.38' R AW	865.24	
39	285+85.70	162.46' R AW	865.92	
40	283+97.11	85.94' R AW		RADIUS= 242'
41	286+11.83	84.03' R AW	865.91	
42	286+16.56	52.74' R AW	865.74	
43	285+91.84	49.00' R AW		RADIUS= 25'
44	285+91.84	24.00' R AW	866.02	
45	285+64.19	24.02' R AW	866.42	
47	286+52.16	48.80' R AW	865.20	
48	286+10.79	32.70' R AW	865.76	

2

STAGE 2B

CONSTRUCTION:

COMPLETE CONSTRUCTION OF THE WESTBOUND LANES OF STH 11.

COMPLETE CONSTRUCTION OF THE VA AND VD RAMPS.

COMPLETE CONSTRUCTION OF B-53-323.

TRAFFIC:

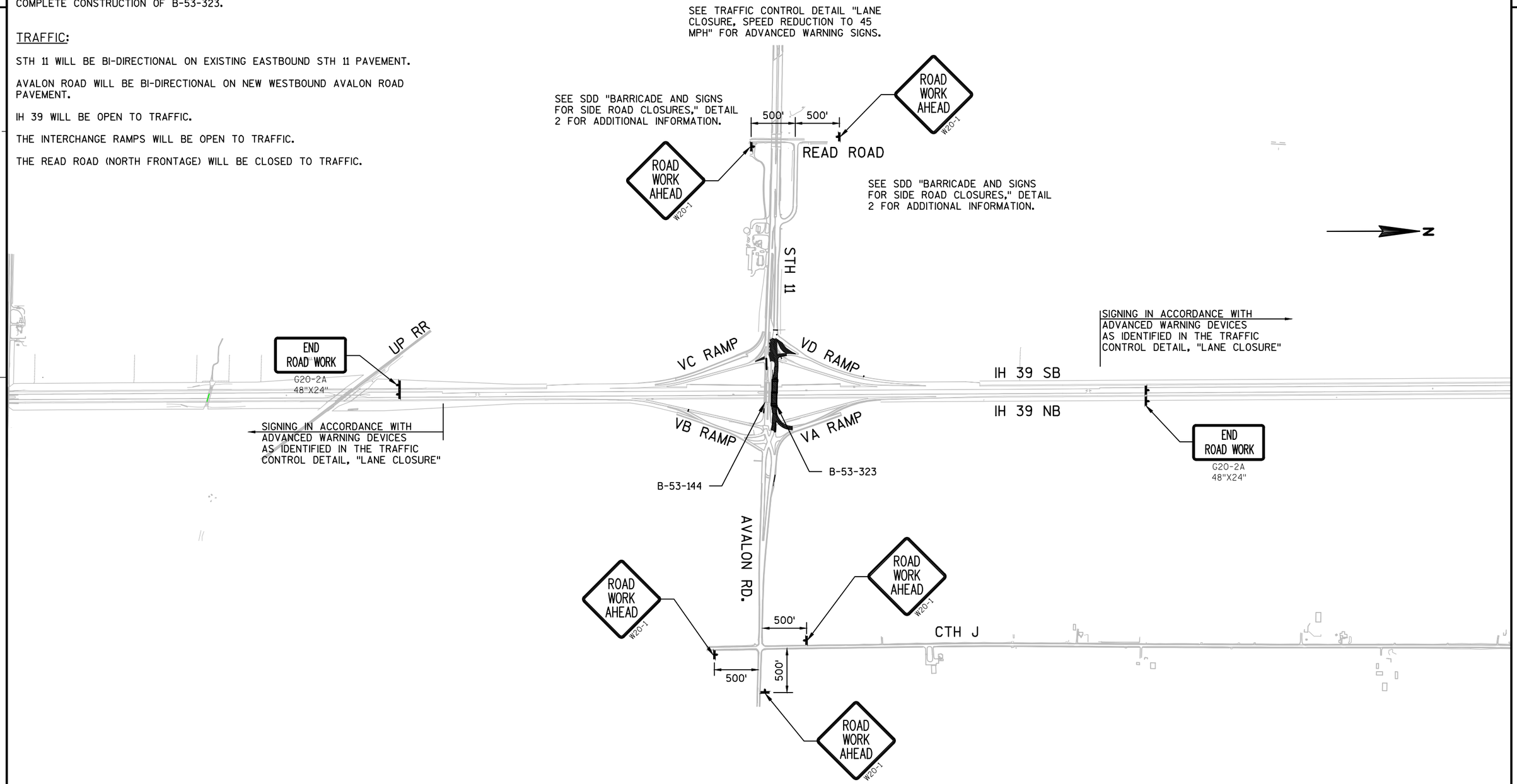
STH 11 WILL BE BI-DIRECTIONAL ON EXISTING EASTBOUND STH 11 PAVEMENT.

AVALON ROAD WILL BE BI-DIRECTIONAL ON NEW WESTBOUND AVALON ROAD PAVEMENT.

IH 39 WILL BE OPEN TO TRAFFIC.

THE INTERCHANGE RAMPS WILL BE OPEN TO TRAFFIC.

THE READ ROAD (NORTH FRONTAGE) WILL BE CLOSED TO TRAFFIC.



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL OVERVIEW-STAGE 2B	SHEET 237	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026201_S2B.DWG
LAYOUT NAME - 026201_S2B

PLOT DATE : 4/30/2015 1:19 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 625+00 VD

MATCH LINE STA. 625+25 VD1

625+

VD RAMP

50' (TYP.)

625+40.00 VD1

624+40.00 VD

624+47 VD1

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

DO NOT ENTER
R5-1
30"X30"

WEST
11
J3-1
24"X57"

RT-4Y

RT-4W

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

DO NOT ENTER
E2-18

278+00 AE

279+

MATCH LINE STA. 279+00 AE

SOUTH EAST
INTERSTATE 39 INTERSTATE 90
J2-2
48"X57"

623+60 VD

274+00 AW

275+00 AW

276+00 AW

276+00 AE

277+00 AE

277+00 AW

278+00 AW

279

WEST
11
J4-1
24"X36"

STOP
R1-1
30"X30"

STOP
R1-1
30"X30"

E4W

25' (TYP.)

CG

8:1 FLARE

TM-4DY

624+89 VC1

275+00 AE

SLRT-18

STH 11

50' (TYP.)

274+00 AE

R3-1
24"X24"

TM-4W

TM-4W

TM-4DY

TM-4W

TEMPORARY PAVEMENT MARKING
4-INCH (YELLOW) (2' LINE, 6' GAP)

626+52 VC

626+00 VC

625+00 VC

E8W

624+00 VC1

TM-4DY

TM-4W

W12-1D
24"X24"

YIELD
R1-2
36"X31"

R3-2
24"X24"

624+00 VC

VC RAMP

SB ENTRANCE RAMP

E2-14

0 VC1

MATCH LINE STA. 623+00 VC1

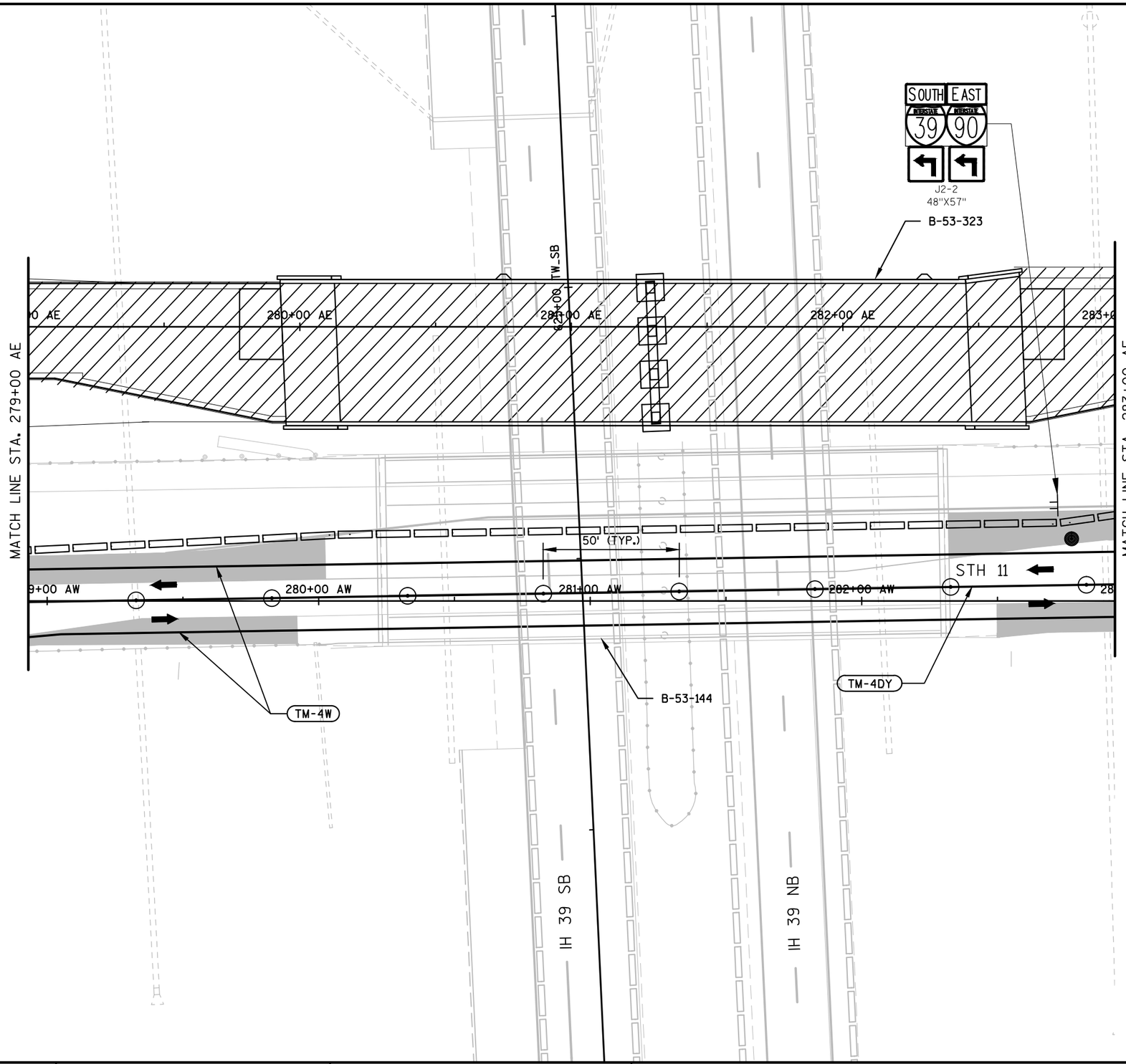
0 VC

MATCH LINE STA. 623+00 VC

(SEE SHEETS FOR STAGE 2A)
MATCH LINE STA. 273+00 AE

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PAN: TRAFFIC CONTROL - STAGE 2B	SHEET 238	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026202_S2B
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



2

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET 239	E

2

MATCH LINE STA. 625+50 VA

MATCH LINE STA. 625+50 VA1

625+00 VA

624+00 VA

623+45 VA

625+69 VA1

624+00 VA1

623+00 VA1

622+00 VA1

NB ENTRANCE RAMP

VA1 RAMP

RT-4W

TM-4Y

TM-4W

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R3-2
24"X24"

NORTH | WEST | EAST
I-STATE | I-STATE
39 | 90 | 11

J2-3
72"X57"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

RT-4W

RT-4DY

RT-4W

MATCH LINE STA. 283+00 AE

0 AE

284+00 AE

285+00 AE

286+00 AE

287+00 AW

288+00 AW

287+00 AE

288+00 AE

289

MATCH LINE STA. 289+00 AE

R3-1
24"X24"

RT-4W

TM-4W

50' (TYP.)

286+00 AW

STH 11 VB

285+00 AW

284+00 AW

50' (TYP.)

3+00 AW

STOP
R1-1
30"X30"

SLRT-18

624+63 VB

624+00 VB

VB RAMP

WEST
11

J2-1
24"X57"

624+54 VB1

624+00 VB1

VB1 RAMP

NB EXIT RAMP

TM-4W

TM-4W

E2-13

RT-4W

RT-4DY

TM-4Y

WRONG WAY
R5-1A
36"X24"

DO NOT ENTER
R5-1
30"X30"

W1-6
48" X 24"

MATCH LINE STA. 623+00 VB

MATCH LINE STA. 623+00 VB1

VB

VB1

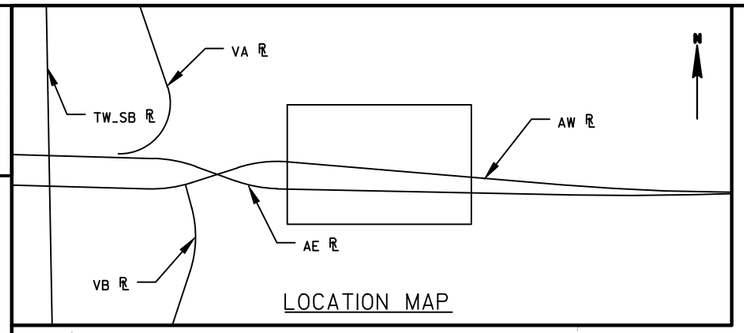
N

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET 240	E

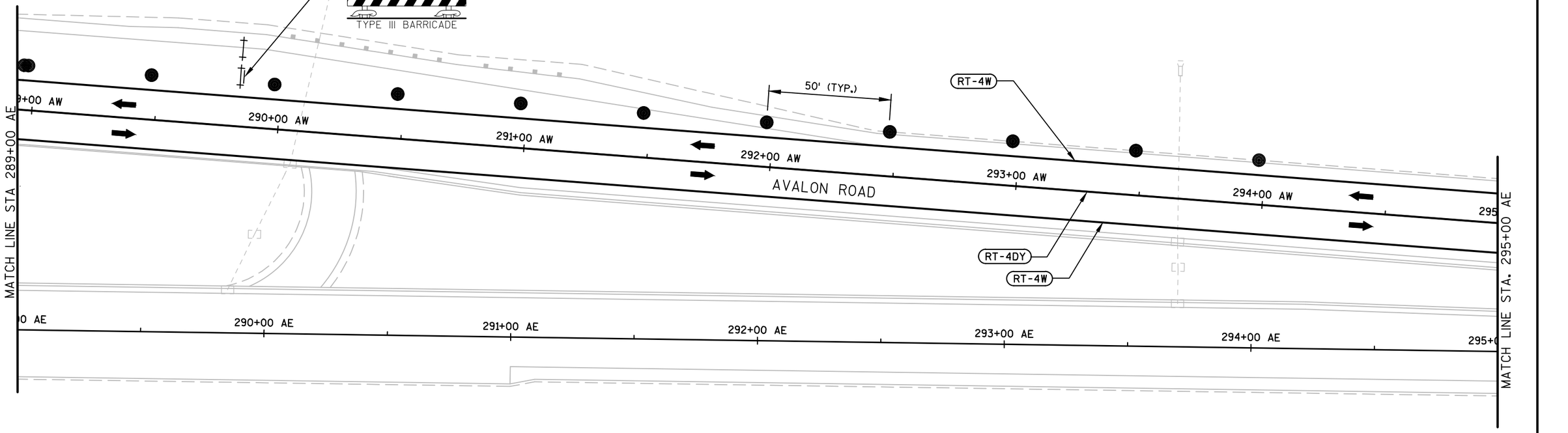
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026204_S2B

PLOT DATE : 4/30/2015 1:20 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

2

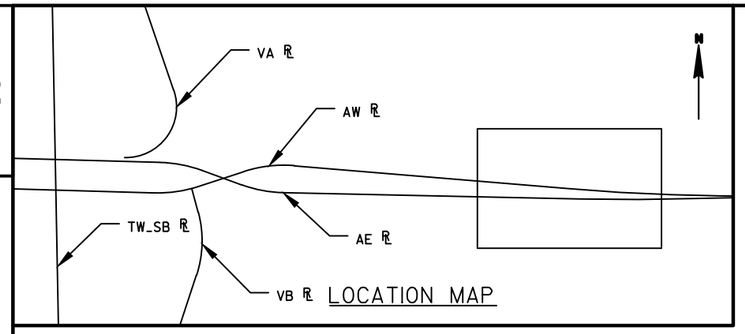






PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET 241	E

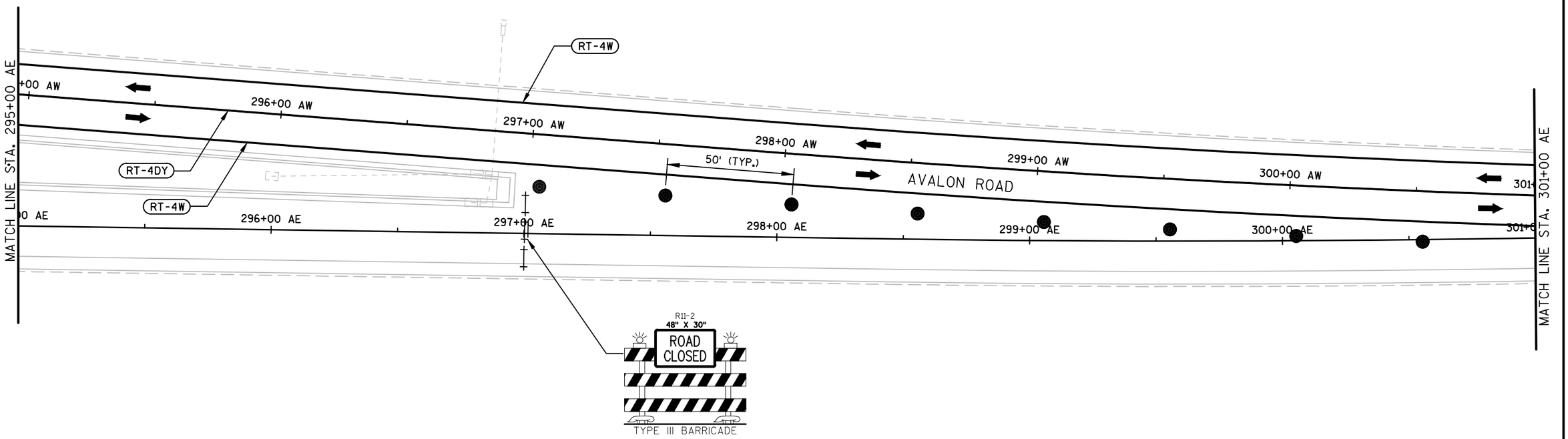
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026205_S2B
PLOT DATE : 4/30/2015 2:57 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 0.024998
WISDOT/CADDS SHEET 42



LOCATION MAP

N

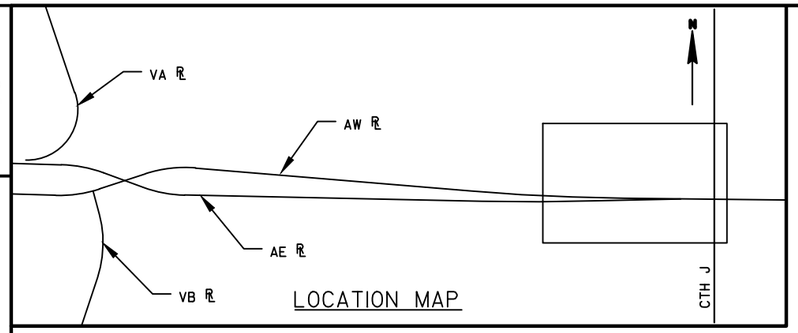
2



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET 242	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026206_S2B
PLOT DATE : 4/30/2015 1:20 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2



2

N

MATCH LINE STA. 301+00 AE

00 AW

0 AE

302+00 AW

302+00 AE

303+00 AW

303+00 AE

304+00 AW

304+00 AE

AVALON ROAD

305+00 AW

305+00 AE

306+00 AW

306+00 AE

307+0

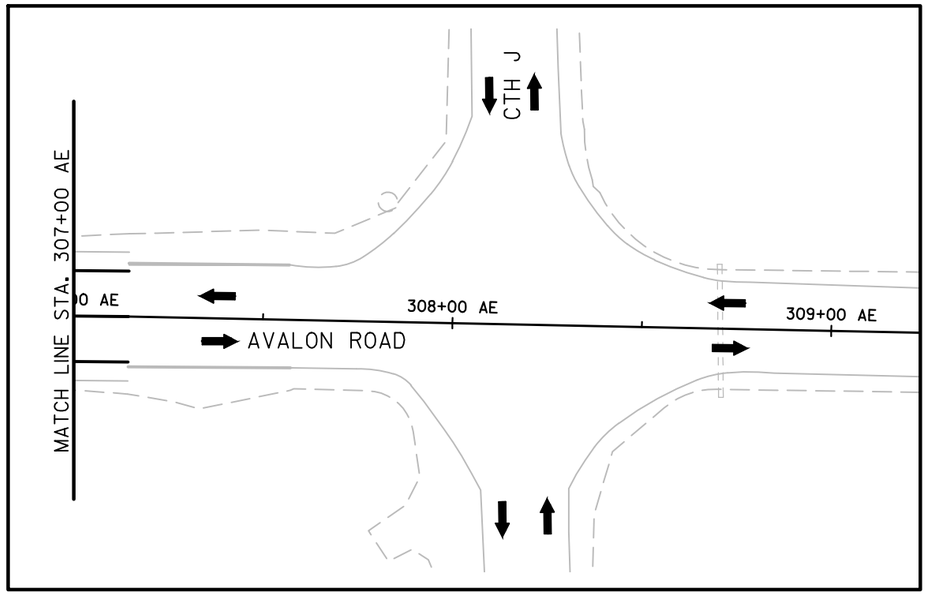
MATCH LINE STA. 307+00 AE

50' (TYP.)

RT-4W

RT-4DY

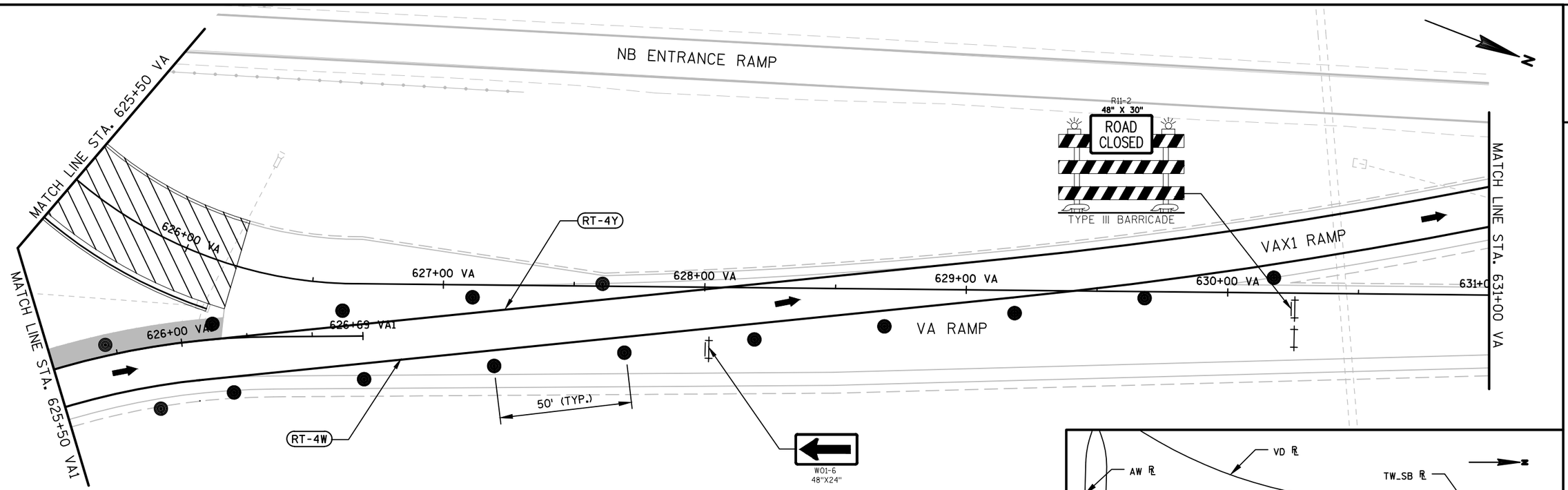
RT-4W

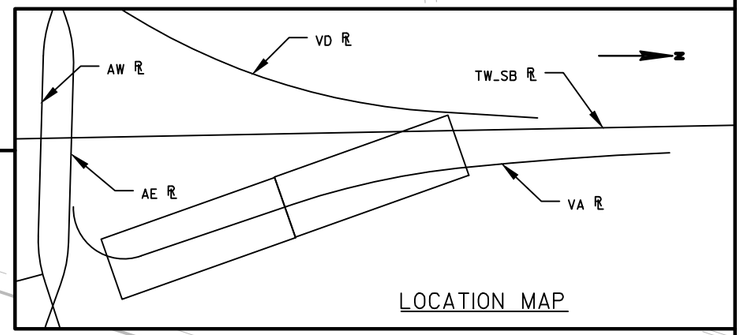


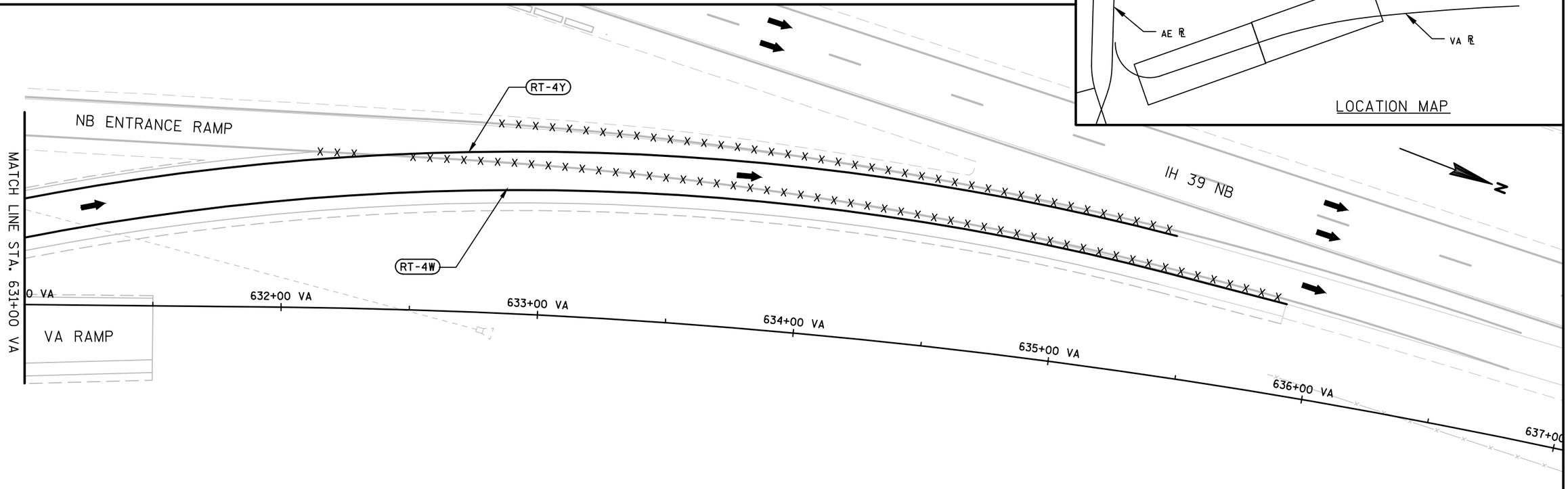
PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026207_S2B
PLOT DATE : 4/30/2015 1:21 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

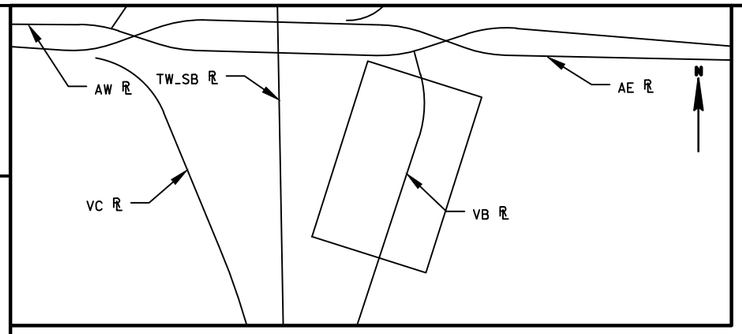
2







PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET 244	E



N

E6-4 SIS REMOVED BY OTHERS

E3-17

E3-16 WRONG WAY

E6-2 SIS REMOVED BY OTHERS

NB EXIT RAMP

E3-20 WRONG WAY

E3-19 JANESVILLE AVALON

MATCH LINE STA. 623+00 VB

E6-3 BLACKHAWK TECH COLLEGE UW-ROCK COUNTY

50' (TYP.)

W01-6 48"X24"

617+00 VB 618+00 VB 619+00 VB 620+00 VB 621+00 VB 622+00 VB 623+0

VB RAMP

623+17 VB1

623+0

RT-4W

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

RT-4Y

RT-4W

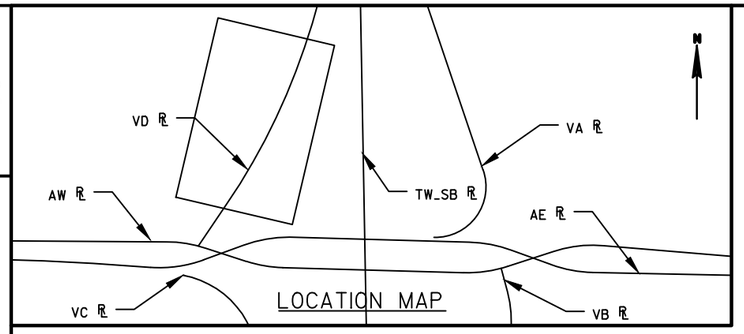
MATCH LINE STA. 623+00 VB1

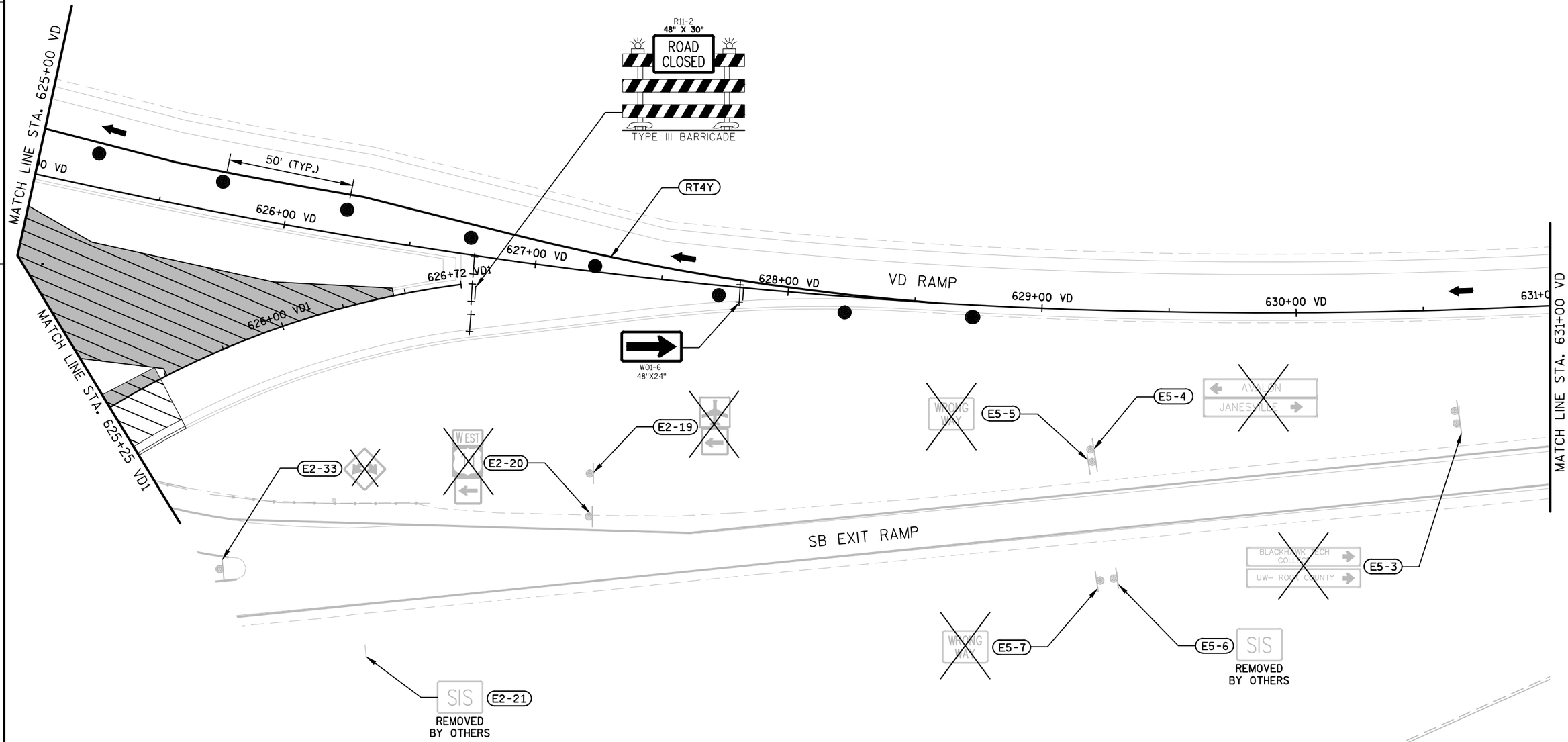
2

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN TRAFFIC CONTROL - STATE 2B	SHEET 245	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026209_S2B VB
PLOT DATE : 4/30/2015 1:21 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2



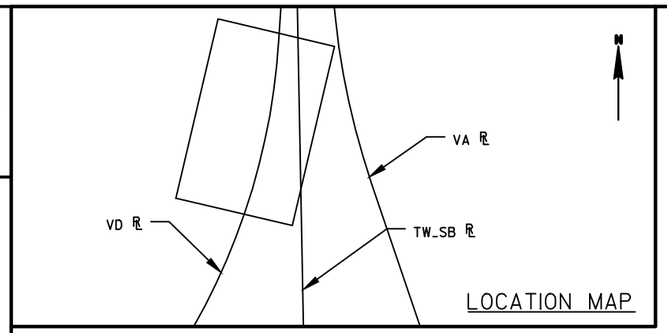


2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET 246	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026210_S2B VD

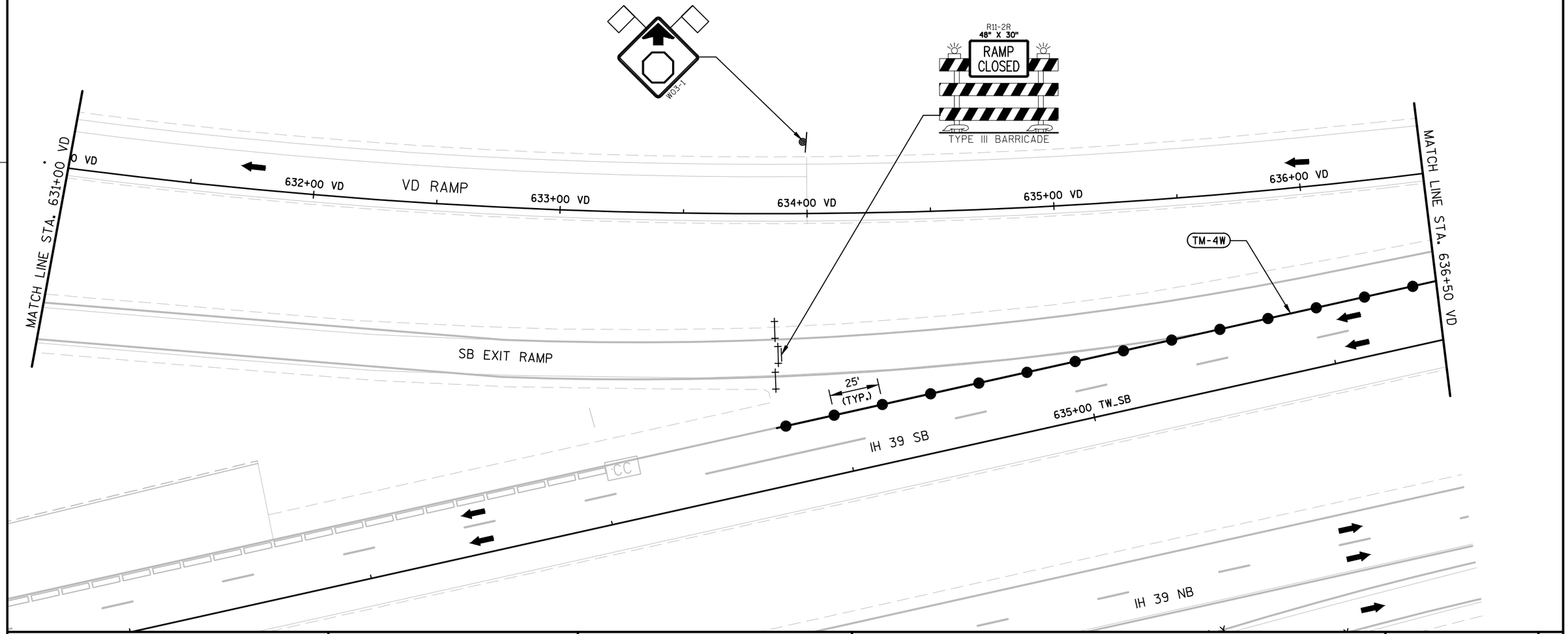
PLOT DATE : 4/30/2015 1:21 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF



2

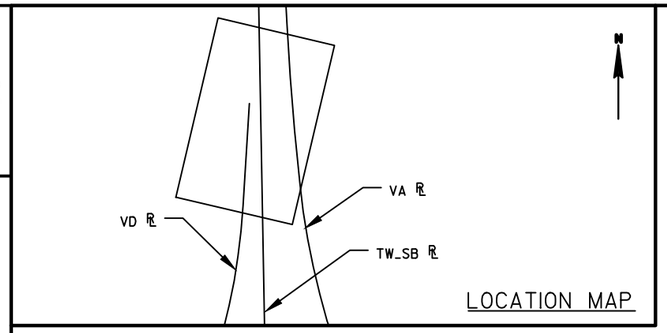
N

SEE SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR ADDITIONAL DETAILS DURING CLOSURE OF THE EXISTING SB EXIT RAMP.



PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET 247	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026211_S2B VD
PLOT DATE : 4/30/2015 1:21 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



2

N

R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE

TM-4Y
TM-4W
TM-8W

MATCH LINE STA. 636+50 VD

637+00 VD
638+00 VD
VD RAMP
639+00 VD
640+00 VD
+08 VD

TM-4W

25'
(TYP.)

IH 39 SB
640+00 TW_SB
+07 TW_SB
+50 TW_SB

IH 39 NB

VA RAMP
637+00 VA
638+00 VA
639+00 VA
640+00 VA
641+00 VA
642+00 VA

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 2B	SHEET 248	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026202_S2B.DWG
LAYOUT NAME - 026212_S2B VD
PLOT DATE : 4/30/2015 1:21 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

N

Point No.	Station	Offset	Elevation	Remarks
1	275+87.88	72.18' L AE	857.12	
2	276+24.38	58.68' L AE	851.08	
3	277+79.70	1,014.66' L AE		RADUIS= 992'
4	277+22.40	28.46' L AE	857.80	
5	277+24.27	38.26' L AE		RADUIS= 10'
6	277+33.34	36.50' L AE	858.71	
7	277+44.18	118.16' L AE	859.94	
21	276+73.87	41.83' L AE	859.25	
22	277+29.54	30.03' L AE	861.25	
8	276+82.53	15.00' L AW	859.75	
9	277+08.76	3.18' L AW	859.06	
10	277+31.18	6.74' L AW	859.83	
11	278+61.37	340.00' R AW		RADIUS = 340'
12	277+98.66	33.39' L AW	860.90	
13	278+25.36	52.35' L AW		RADIUS = 30'
14	278+22.13	82.22' L AW	862.79	
23	277+94.76	66.54' L AW	861.94	
24	277+63.17	22.80' L AW	860.41	

Point No.	Station	Offset		Remarks
15	277+54.54	32.70' R AW	859.42	
16	278+04.53	114.02' R AW	857.99	
17	284+30.61	19.95' L AE	867.08	
18	285+37.02	30.75' L AE	866.27	
19	285+38.63	22.93' L AE	866.47	
20	285+38+75	14.00' L AE	866.67	
25	277+24.46	92.88' L AE	855.71	
26	277+04.34	80.21' L AE	851.27	
27	276+82.11	74.14' L AE	851.24	
28	276+05.43	67.88' L AE	856.99	
29	276+04.72	65.95' L AE	857.29	
30	276+45.37	110.10' L AE	857.82	
31	277+02.00	129.46' L AE	854.15	
32	277+44.06	175.66' L AE	854.51	
33	277+63.87	212.87' L AE	857.20	

NOTES - STAGE 3A:

CONSTRUCTION:

BEGIN CONSTRUCTION OF THE EASTBOUND LANES OF STH 11.

BEGIN CONSTRUCTION OF B-53-324

TRAFFIC:

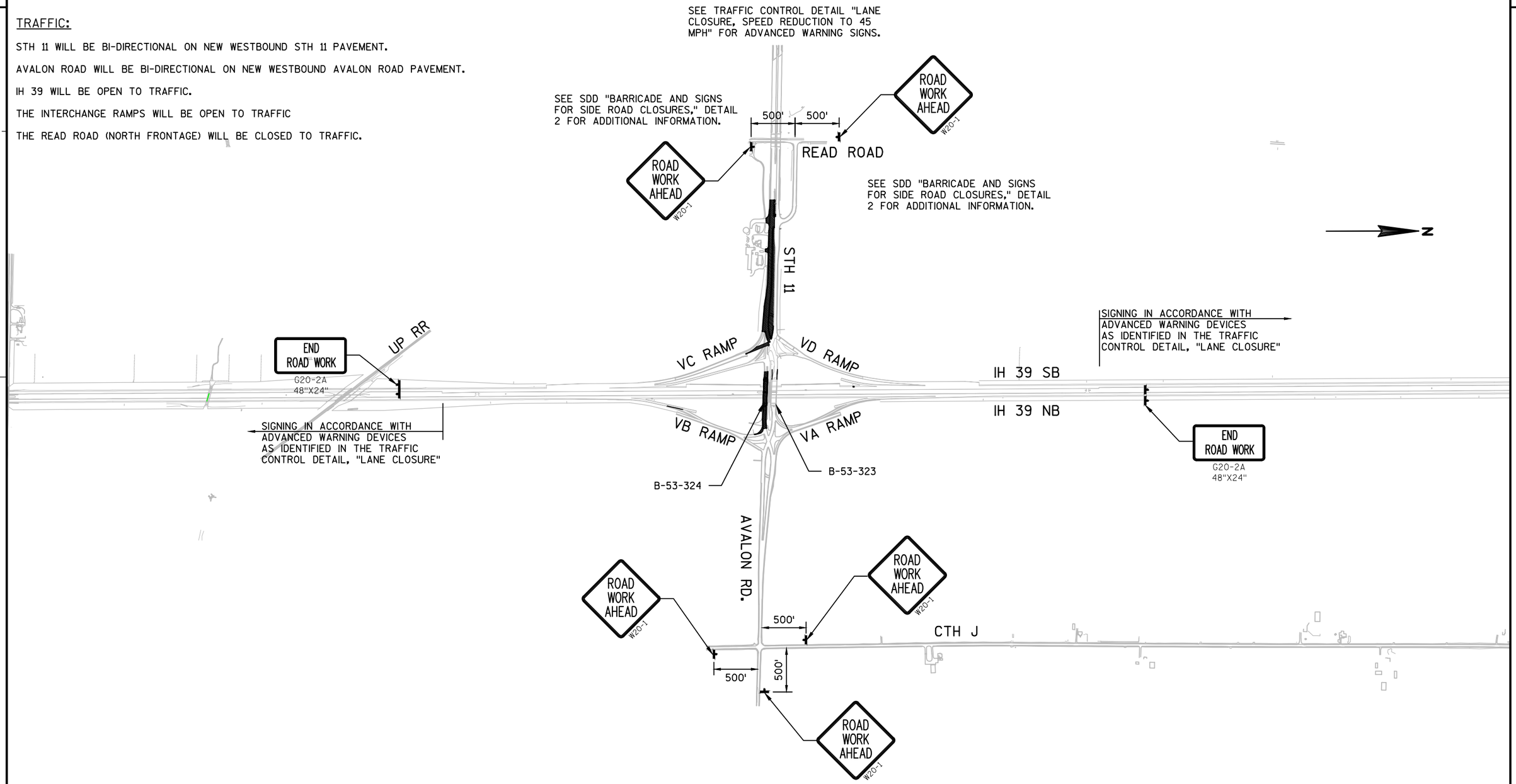
STH 11 WILL BE BI-DIRECTIONAL ON NEW WESTBOUND STH 11 PAVEMENT.

AVALON ROAD WILL BE BI-DIRECTIONAL ON NEW WESTBOUND AVALON ROAD PAVEMENT.

IH 39 WILL BE OPEN TO TRAFFIC.

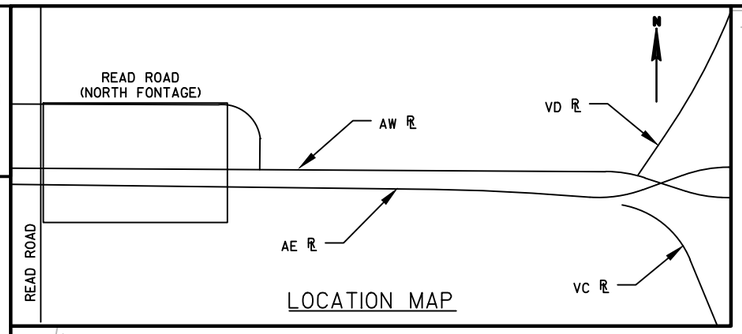
THE INTERCHANGE RAMPS WILL BE OPEN TO TRAFFIC

THE READ ROAD (NORTH FRONTAGE) WILL BE CLOSED TO TRAFFIC.



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL OVERVIEW-STAGE 3A	SHEET 250	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026301_S3A.DWG
LAYOUT NAME - 026301_S3A
PLOT DATE : 4/30/2015 1:39 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



LOCATION MAP

2

N

PERMANENT PAVEMENT MARKING
PLACED IN PREVIOUS STAGE

E4W

RT-4Y

50' (TYP.)

255+00 AW | 256+00 AW | 257+00 AW | 258+00 AW | 259+00 AW | 260+00 AW | 261+0

CC

50' (TYP.)

255+00 AE | 256+00 AE | 257+00 AE | 258+00 AE | 259+00 AE | STH 11 | 260+00 AE | 261+0

MATCH LINE STA. 261+00 AE

50' (TYP.)

RT-4W

W01-6
48"X24"

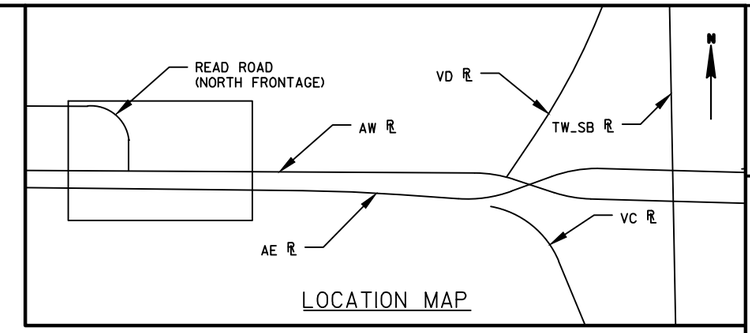
SEE CONSTRUCTION DETAIL
"LANE CLOSURE, SPEED
REDUCTION TO 45 MPH"
FOR TRAFFIC CONTROL ITEMS

R11-2
48" X 30"
ROAD
CLOSED

TYPE III BARRICADE

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 251	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026302_S3A
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



2

N

READ ROAD
(FRONTAGE NORTH)

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PERMANENT PAVEMENT MARKING
PLACED IN PREVIOUS STAGE

RT-4W

RT-4DY

50' (TYP.)

50' (TYP.)

MOVE SIGN E2-2
TO THIS LOCATION

STH 11

MATCH LINE STA. 261+00

0 AW | 262+00 AW | 263+00 AW | 264+00 AW | 265+00 AW | 266+00 AW | 267+0

0 AE | 262+00 AE | 263+00 AE | 264+00 AE | 265+00 AE | 266+00 AE | 267+

MATCH LINE STA. 267+00

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

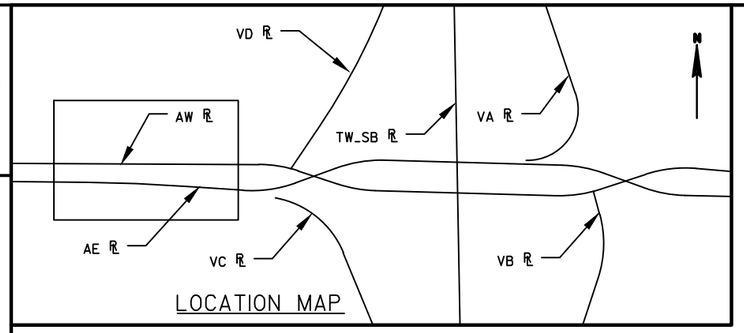
STAGE CONSTRUCTION
TO MAINTAIN DRIVEWAY TRAFFIC

JCT 39 JCT 90 E2-2
MOVE SIGN

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 252	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026303_S3A
PLOT DATE : 9/3/2008 9:36 AM
PLOT BY : GRADY, NED
PLOT NAME :
PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2



2

N

PERMANENT PAVEMENT MARKING
PLACED IN PREVIOUS STAGE

RT-4DY

MOVE SIGN E2-3
TO THIS LOCATION

E4W

RT-4W

273+00

272+00 AW

271+00 AW

270+00 AW

269+00 AW

268+00 AW

50' (TYP.)

50' (TYP.)

STH 11

MATCH LINE STA. 267+00 AE

MATCH LINE STA. 273+00 AE

268+00 AE

269+00 AE

270+00 AE

271+00 AE

272+00 AE

E2-3

NORTH WEST SOUTH EAST
39 90 39 90

MOVE SIGN

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 253	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026304_S3A

PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

PERMANENT PAVEMENT MARKING PLACED IN PREVIOUS STAGE (TYP.)

MATCH LINE STA. 625+00 VD

MATCH LINE STA. 625+25 VD1

SB EXIT RAMP

625+00 VD1

624+00 VD

623+60 VD

DO NOT ENTER
R5-1
30"X30"

SL-24

STOP
R1-1
30"X30"

RT-4Y

RT-4W

RT-4DY

RT-8W

R3-1
24"X24"

R3-2

E4Y

SOUTH EAST
INTERSTATE 39 90
J2-2
48"X57"

50' (TYP.)

STH 11

274+00 AW

275+00 AW

276+00 AW

277+00 AW

278+00 AW

279+00

273+00 AE

274+00 AE

275+00 AE

276+00 AE

277+00 AE

278+00 AE

MATCH LINE STA. 273+00 AE

MATCH LINE STA. 279+00 AE

WO12-1D
24" X 24"

R1-2
36" X 31"

R11-2B
48"X30"
BRIDGE OUT
TYPE III BARRICADE

626+00 VC

625+00 VC

624+00 VC

624+89 VC1

624+00 VC1

623+00 VC1

MATCH LINE STA. 623+00 VC1

MATCH LINE STA. 623+00 VC

SB ENTRANCE RAMP

RT-4W

RT-4Y

E2-10

E2-11

MADISON
CHICAGO

N

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 254	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026305_S3A
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

N

MOVE SIGN E2-26 TO THIS LOCATION

NORTH WEST EAST
INTERSTATE 39 INTERSTATE 90 11

J2-3
72"X57"

SOUTH EAST
INTERSTATE 39 INTERSTATE 90

J2-2
48"X57"

B-53-323

RT-4DY

RT-4W

STH 11

0 AE | 280+00 AE | 281+00 AE | 282+00 AE | 283+0

50' (TYP.)

50' (TYP.)

RT-4W

MOVE SIGN E2-26

JANESVILLE

CHICAGO

MATCH LINE STA. 279+00 AE

MATCH LINE STA. 283+00 AE

9+00 AW | 280+00 AW | 281+00 AW | 282+00 AW | 28

B-53-324

E2-32

NORTH WEST EAST
39 90 11

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

E3-1

MADISON

IH 39 SB

IH 39 NB

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 255	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026306_S3A

PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA. 625+50 VA

MATCH LINE STA. 625+50 VA

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

625+00 VA

624+00 VA

623+45 VA

25' (TYP.)

RT-4W

RT-4Y

NB ENTRANCE RAMP

625+00 VA1

624+00 VA1

25' (TYP.)

R3-2

NORTH WEST EAST
INTERSTATE INTERSTATE
39 90 11
J2-3
72"X57"

50' (TYP.)

623+00 VA1

RT-4W

RT-4DY

622+00 VA1

STH 11

AVALON ROAD

284+00 AE

285+00 AE

50' (TYP.)

SLRT-24

STOP
R1-1
30"X30"

288+00 AW

RT-4DY

R11-2B
BRIDGE OUT
TYPE III BARRICADE

R3-1
24"X24"

286+00 AE

STOP
R1-1
30"X30"

287+00 AW

287+00 AE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

RT-4W

MOVE SIGN E3-12
TO THIS LOCATION

MATCH LINE STA. 283+00 AE

MATCH LINE STA. 289+00 AE

DO NOT ENTER
R5-1
30"X30"

EAST
11
J3-1
24"X57"

286+00 AW

285+00 AW

284+00 AW

624+00 VB

624+54 VB1

RT-4Y

NB EXIT RAMP

RT-4W

50' (TYP.)

624+00 VB1

NORTH WEST EAST
39 90 11

E3-12
MOVE SIGN

WRONG WAY
R5-1A
36"X24"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

623+00 VB

MATCH LINE STA. 623+00 VB

MATCH LINE STA. 623+00 VB1

VB1

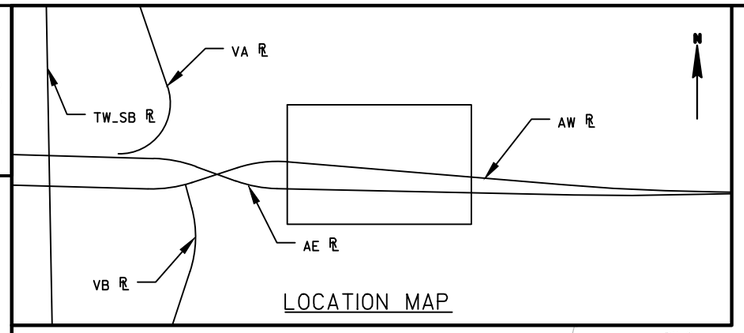
W1-6
48"X24"

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 256	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026307_S3A

PLOT DATE : 4/30/2015 1:40 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

2



LOCATION MAP

N

2

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

PERMANENT PAVEMENT MARKING
PLACED IN PREVIOUS STAGE

RT-4W

RT-4DY

RT-4W

50' (TYP.)

AVALON ROAD

MATCH LINE STA 289+00 AE

+00 AW

290+00 AW

291+00 AW

292+00 AW

293+00 AW

294+00 AW

295

MATCH LINE STA. 295+00 AE

0 AE

290+00 AE

291+00 AE

292+00 AE

293+00 AE

294+00 AE

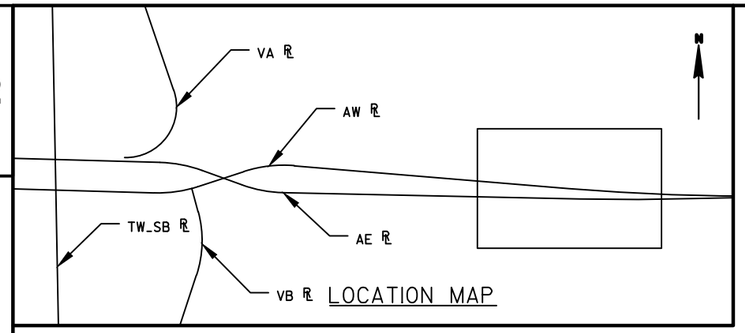
295+

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 257	E

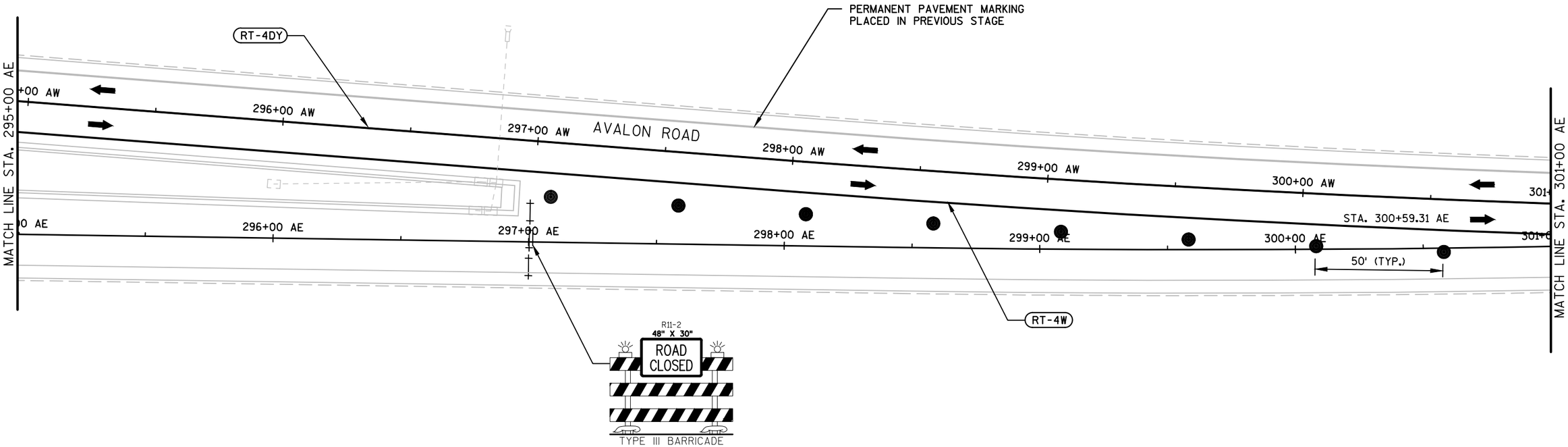
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026308_S3A

PLOT DATE : 4/30/2015 1:40 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42



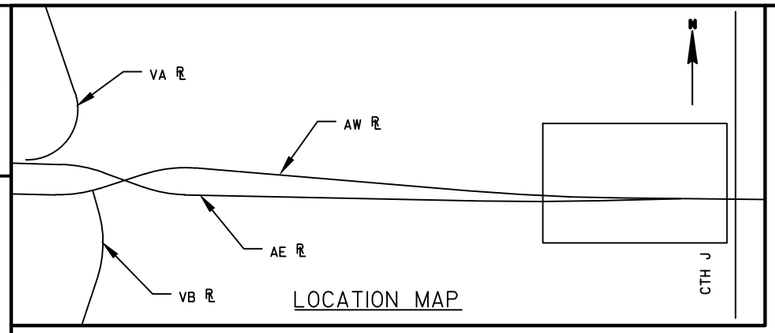
LOCATION MAP



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 258	E

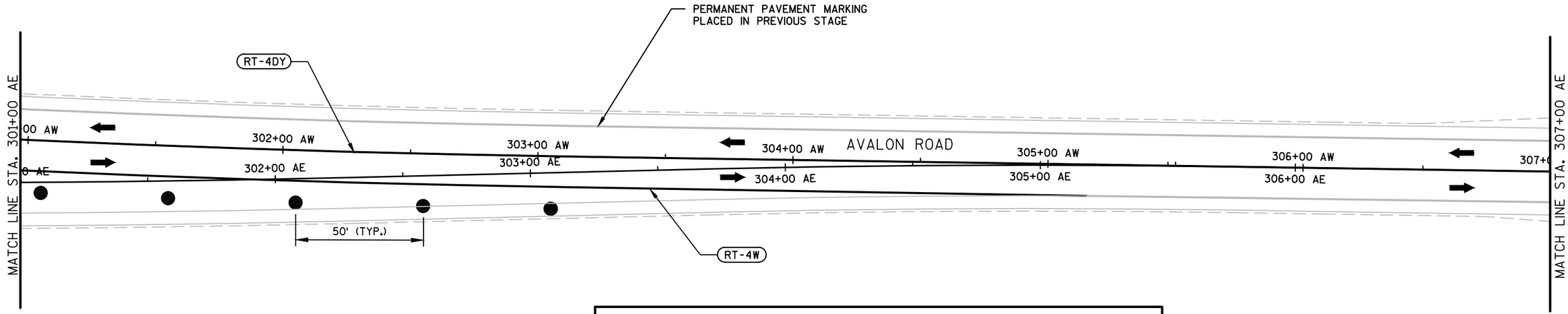
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026309_S3A

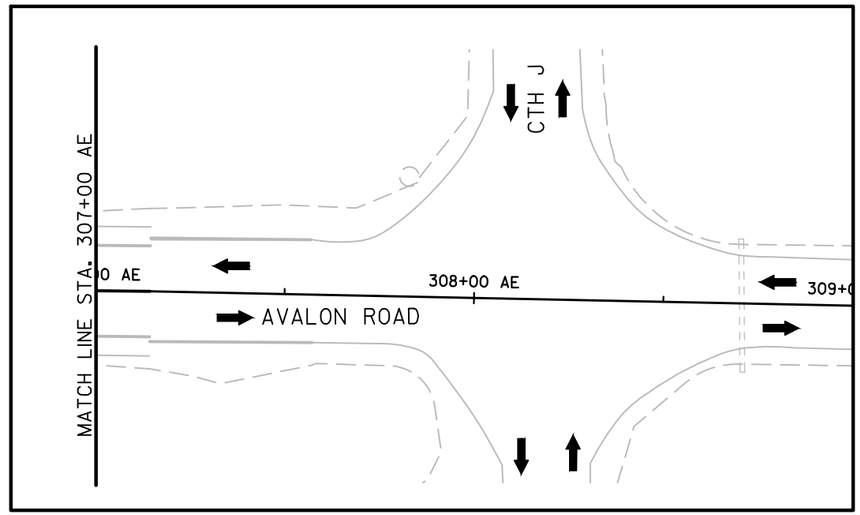
PLOT DATE : 4/30/2015 1:41 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF



LOCATION MAP

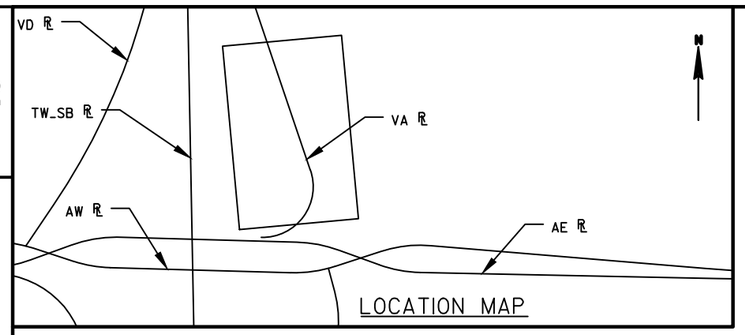




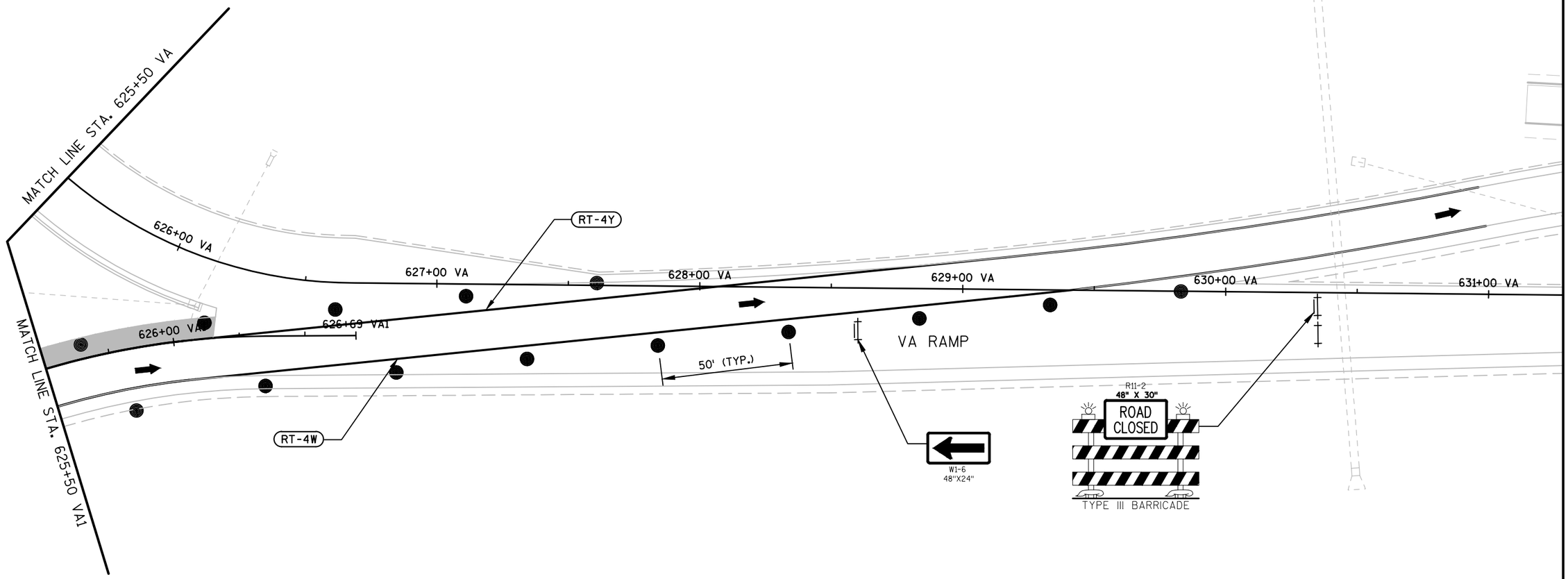


PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 259	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026302_S3A - 026310_S3A
PLOT DATE : 4/30/2015 1:41 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

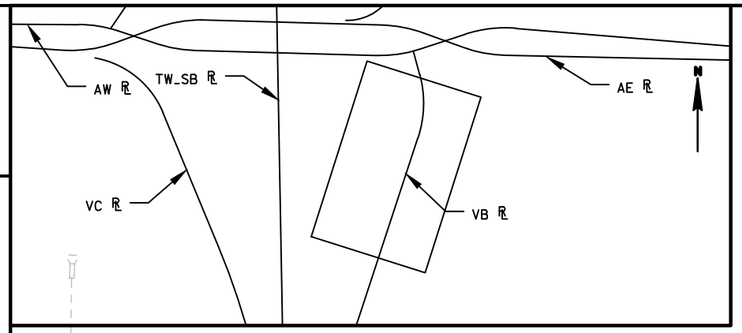


LOCATION MAP



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 260	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026311_S3A VA
PLOT DATE : 4/30/2015 1:41 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



2

N

PERMANENT PAVEMENT MARKING
PLACED IN PREVIOUS STAGE (TYP.)

50' (TYP.)

W01-6
48" X 24"

MATCH LINE STA. 623+00 VB1

617+00 VB

618+00 VB

619+00 VB

620+00 VB

621+00 VB

622+00 VB

622+17 VB1

623+0

NB EXIT RAMP VB

RT-4Y

R11-2
48" X 30"
ROAD
CLOSED
TYPE III BARRICADE

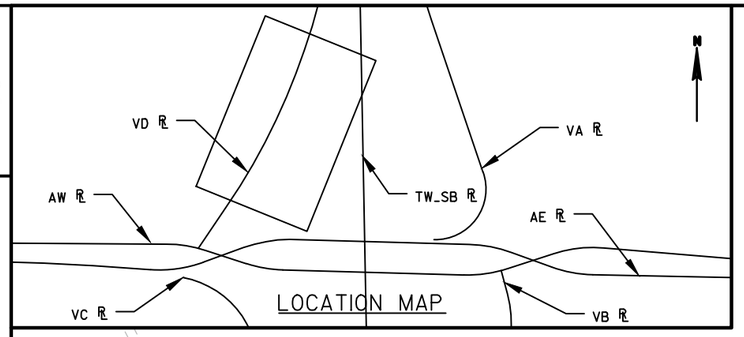
RT-4W

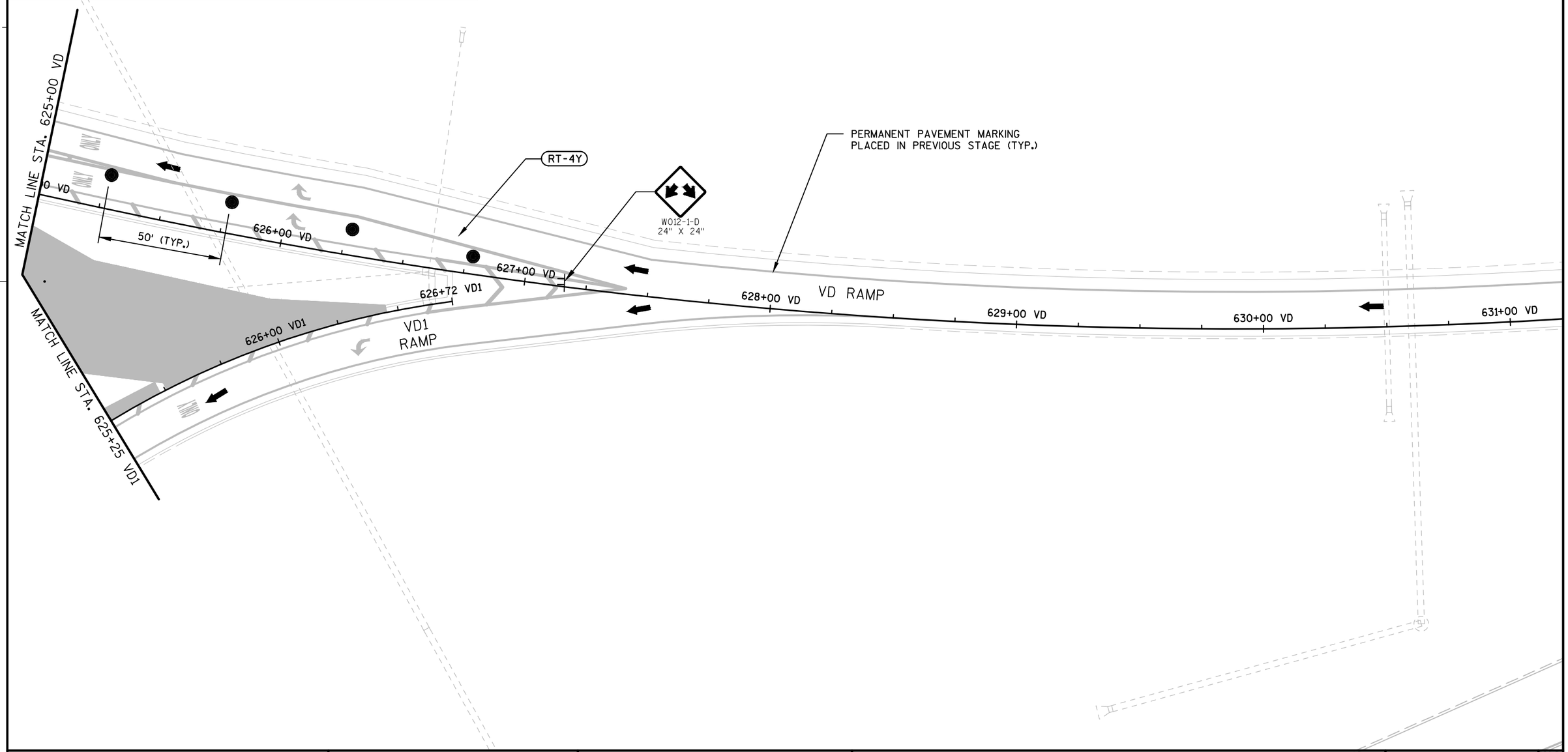
MATCH LINE STA. 623+00 VB1

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 261	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026302_S3A.DWG
LAYOUT NAME - 026312_S3A VB
PLOT DATE : 4/30/2015 1:41 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF

2

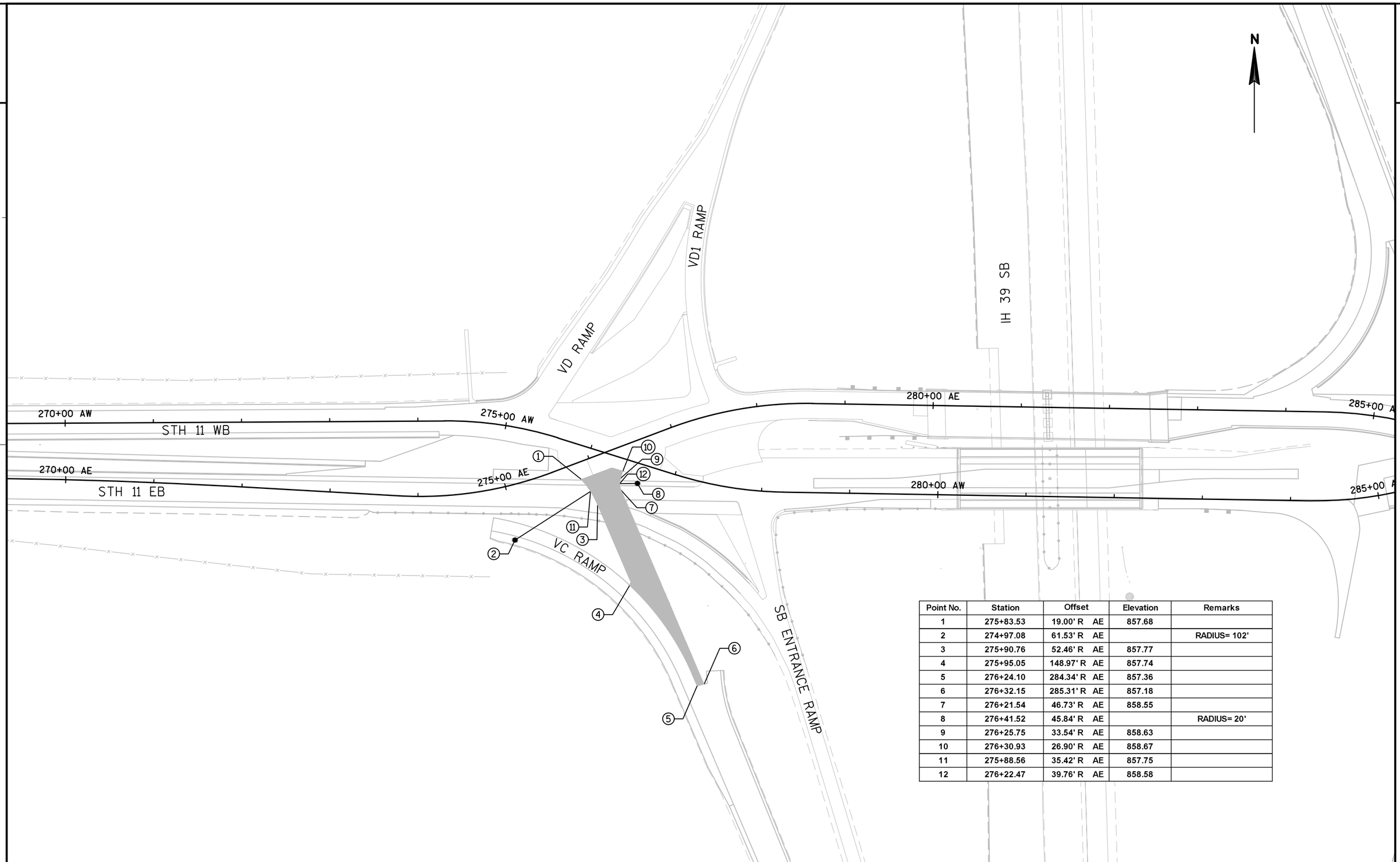




2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A	SHEET 262	E

2



Point No.	Station	Offset	Elevation	Remarks
1	275+83.53	19.00' R AE	857.68	
2	274+97.08	61.53' R AE		RADIUS= 102'
3	275+90.76	52.46' R AE	857.77	
4	275+95.05	148.97' R AE	857.74	
5	276+24.10	284.34' R AE	857.36	
6	276+32.15	285.31' R AE	857.18	
7	276+21.54	46.73' R AE	858.55	
8	276+41.52	45.84' R AE		RADIUS= 20'
9	276+25.75	33.54' R AE	858.63	
10	276+30.93	26.90' R AE	858.67	
11	275+88.56	35.42' R AE	857.75	
12	276+22.47	39.76' R AE	858.58	

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3A TEMPORARY WIDENING	SHEET 263	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026303_S3A.DWG
LAYOUT NAME - 026314_S3A
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

STAGE 3B:

CONSTRUCTION:

COMPLETE CONSTRUCTION OF THE EASTBOUND LANES OF STH 11

TRAFFIC:

STH 11 WILL BE BI-DIRECTIONAL ON NEW WESTBOUND STH 11 PAVEMENT.

AVALON ROAD WILL BE BI-DIRECTIONAL ON NEW WESTBOUND AVALON ROAD PAVEMENT.

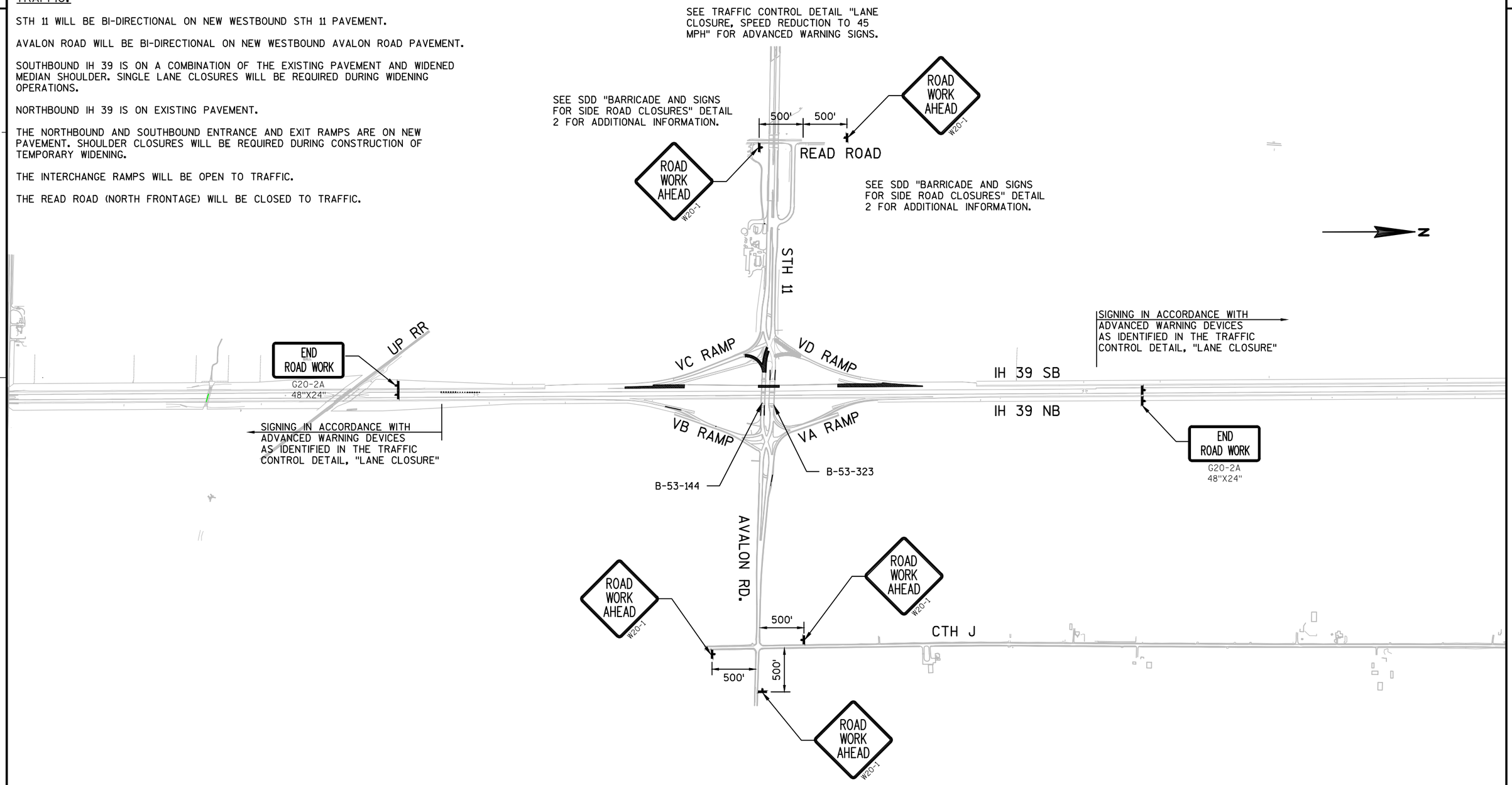
SOUTHBOUND IH 39 IS ON A COMBINATION OF THE EXISTING PAVEMENT AND WIDENED MEDIAN SHOULDER. SINGLE LANE CLOSURES WILL BE REQUIRED DURING WIDENING OPERATIONS.

NORTHBOUND IH 39 IS ON EXISTING PAVEMENT.

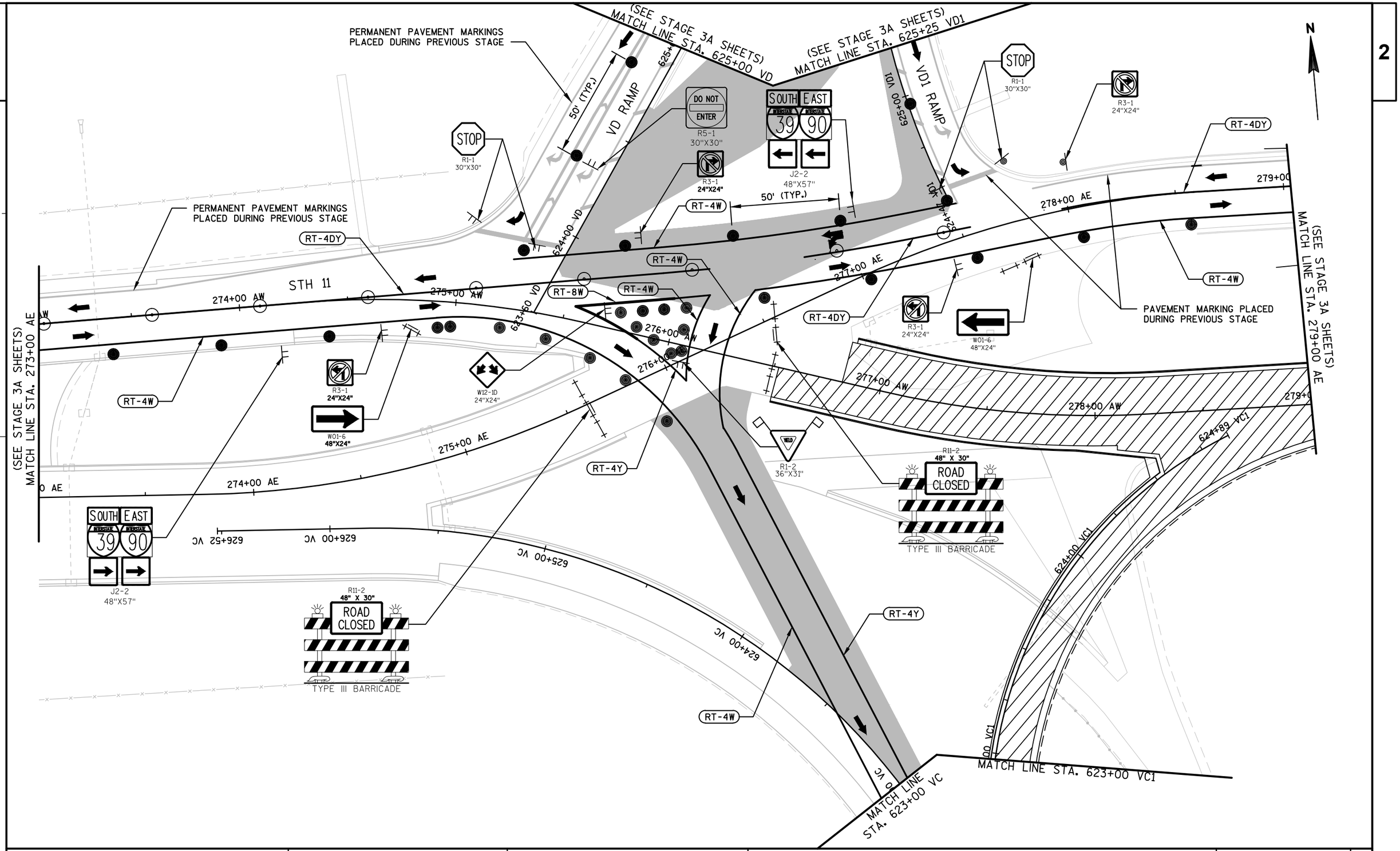
THE NORTHBOUND AND SOUTHBOUND ENTRANCE AND EXIT RAMPS ARE ON NEW PAVEMENT. SHOULDER CLOSURES WILL BE REQUIRED DURING CONSTRUCTION OF TEMPORARY WIDENING.

THE INTERCHANGE RAMPS WILL BE OPEN TO TRAFFIC.

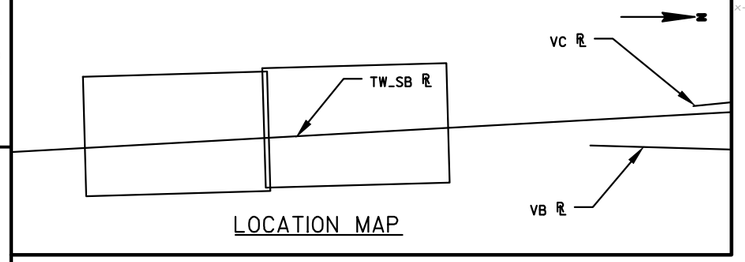
THE READ ROAD (NORTH FRONTAGE) WILL BE CLOSED TO TRAFFIC.



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL OVERVIEW-STAGE 3B	SHEET 264	E

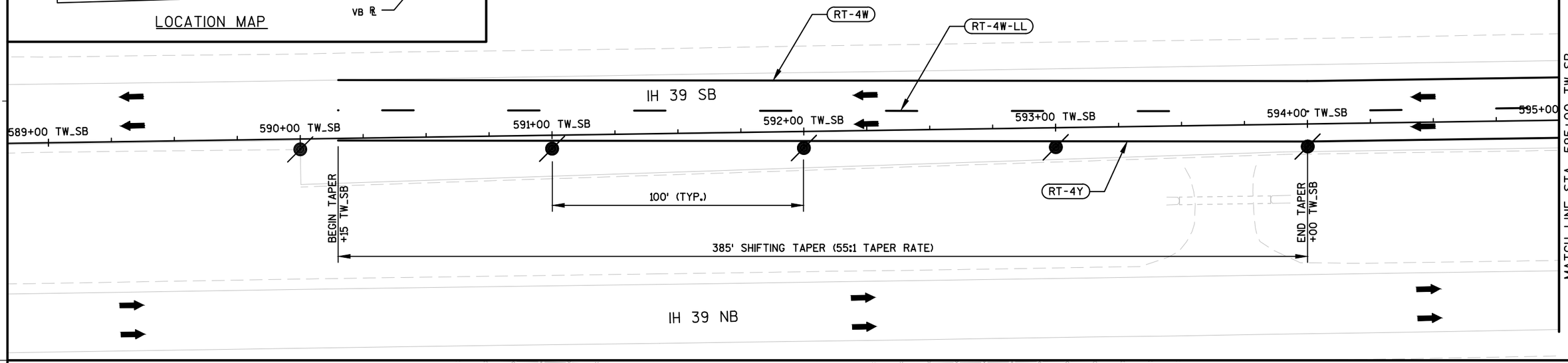

PERMANENT PAVEMENT MARKINGS PLACED DURING PREVIOUS STAGE
(SEE STAGE 3A SHEETS) MATCH LINE STA. 625+00 VD
(SEE STAGE 3A SHEETS) MATCH LINE STA. 625+25 VD1
50' (TYP.)
VD RAMP
VD1 RAMP
DO NOT ENTER
R5-1 30"X30"
STOP
R1-1 30"X30"
SOUTH EAST
39 90
J2-2 48"X57"
R3-1 24"X24"
RT-4DY
RT-4W
RT-8W
RT-4Y
STH 11
274+00 AW
275+00 AW
276+00 AW
277+00 AW
278+00 AW
279+00
274+00 AE
275+00 AE
277+00 AE
278+00 AE
624+00 VD
624+41 VD1
625+29 VD1
626+00 VC
626+52 VC
624+89 VC1
624+00 VC1
W12-1D 24"X24"
W01-6 48"X24"
R1-2 36"X31"
R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE
PAVEMENT MARKING PLACED DURING PREVIOUS STAGE
(SEE STAGE 3A SHEETS) MATCH LINE STA. 273+00 AE
(SEE STAGE 3A SHEETS) MATCH LINE STA. 279+00 AE
MATCH LINE STA. 623+00 VC
MATCH LINE STA. 623+00 VC1
N

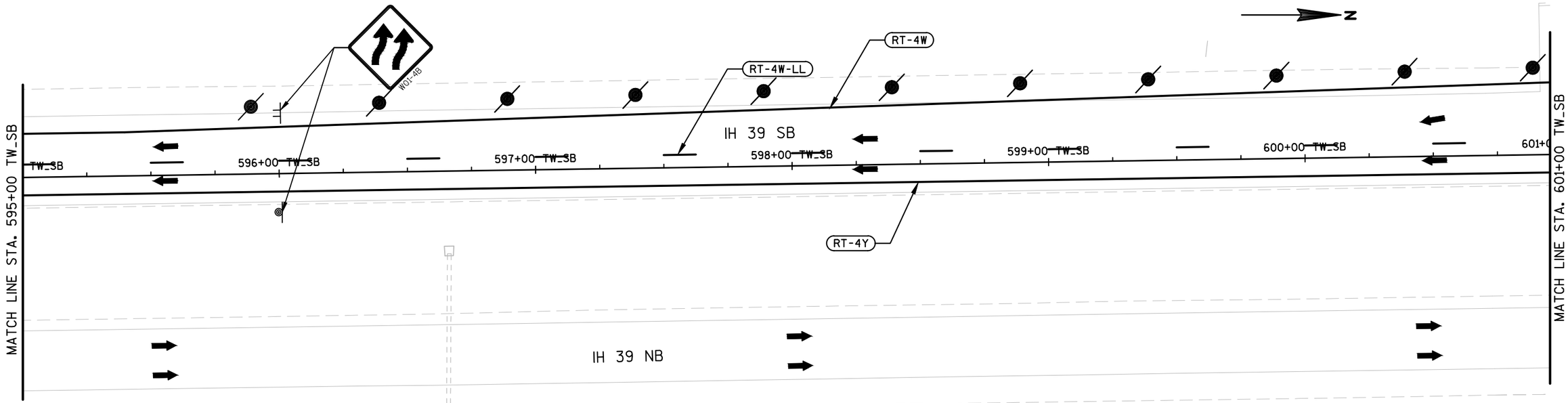
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LOCATION MAP

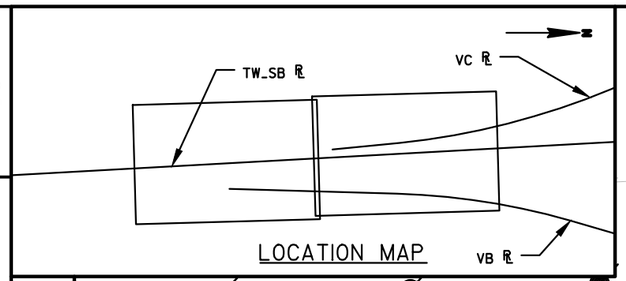
NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3B STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.





PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3B	SHEET 266	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026402_S3B.DWG
LAYOUT NAME - 026403_S3B
PLOT DATE : 4/30/2015 1:45 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42



NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3B STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R1-2
36"X31"

RT-4W
RT-4Y
RT-4W-LL
RT-8W

25' (TYP.)
50' (TYP.)
100' (TYP.)

SB ENTRANCE RAMP
IH 39 SB
IH 39 NB

MATCH LINE STA. 601+00 TW_SB
MATCH LINE STA. 607+00 TW_SB
MATCH LINE STA. 613+00 TW_SB

TW_SB
602+00 TW_SB
603+00 TW_SB
604+00 TW_SB
605+00 TW_SB
606+00 TW_SB
607+00
608+00 TW_SB
609+00 TW_SB
610+00 TW_SB
611+00 TW_SB
612+00 TW_SB
613+00

+90 TW_SB
+90 TW_SB

SEE SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL INFORMATION. YIELD SIGN ON RAMP USED ONLY DURING NIGHTTIME CONSTRUCTION.

W01-6
48" X 24"

W3-2

W04-1R

604+00 VB
605+00 VB
607+34 VC
608+00 VC
609+00 VC
610+00 VC
611+00 VC
612+00 VC

CG

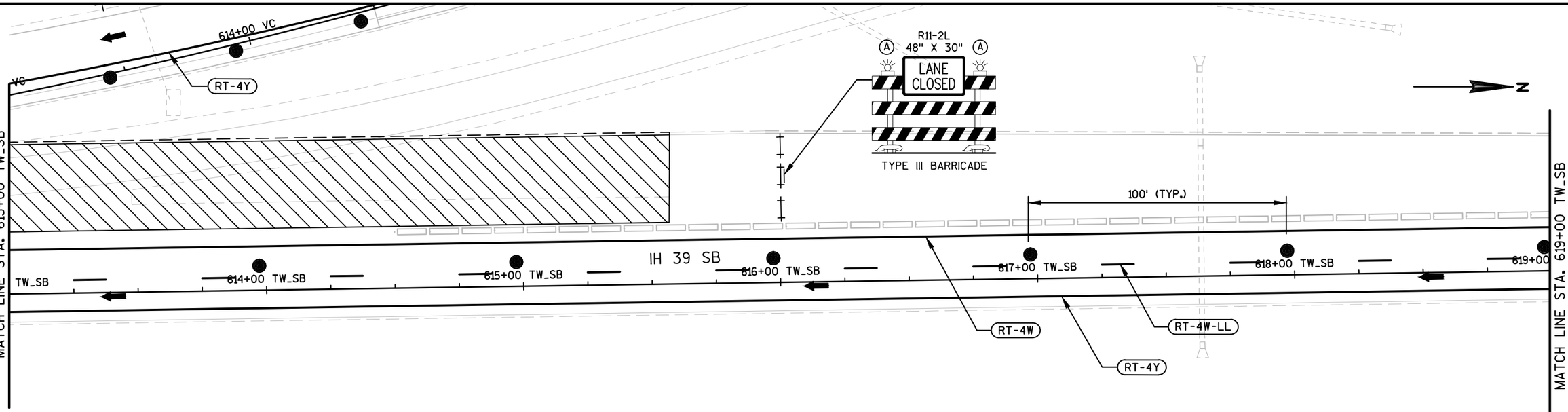
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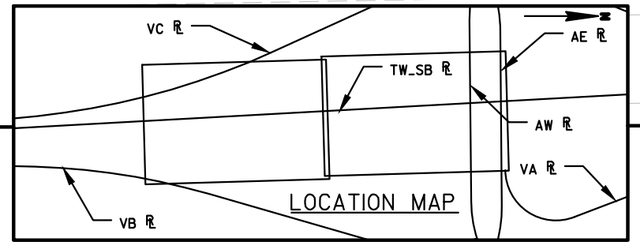
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PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3B	SHEET 267	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026402_S3B.DWG
LAYOUT NAME - 026404_S3B
PLOT DATE : 4/30/2015 1:46 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

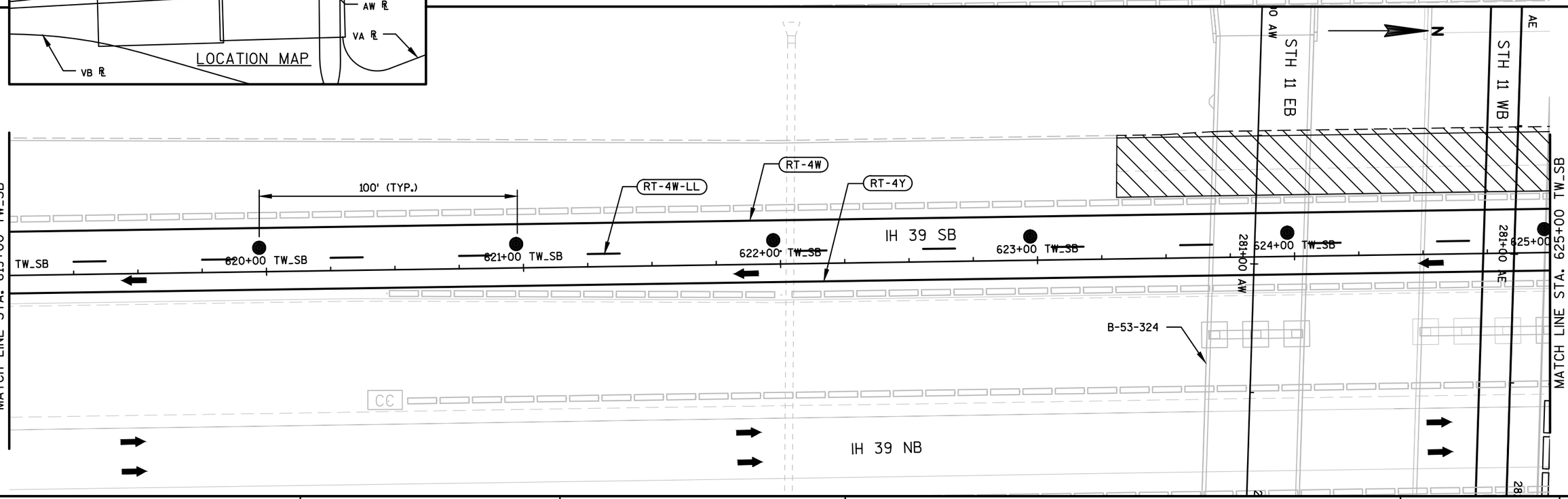
2





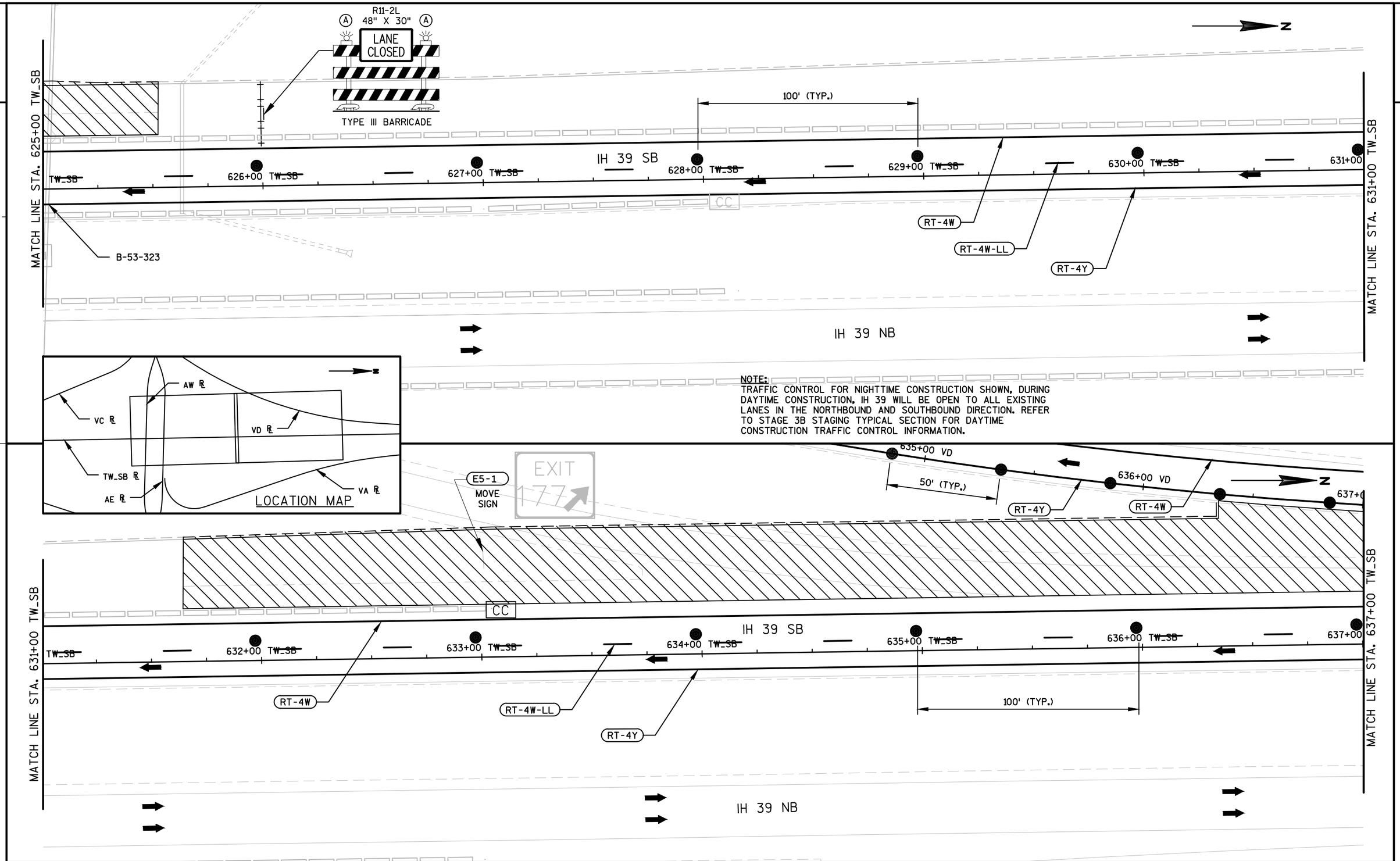
NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3B STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

IH 39 NB



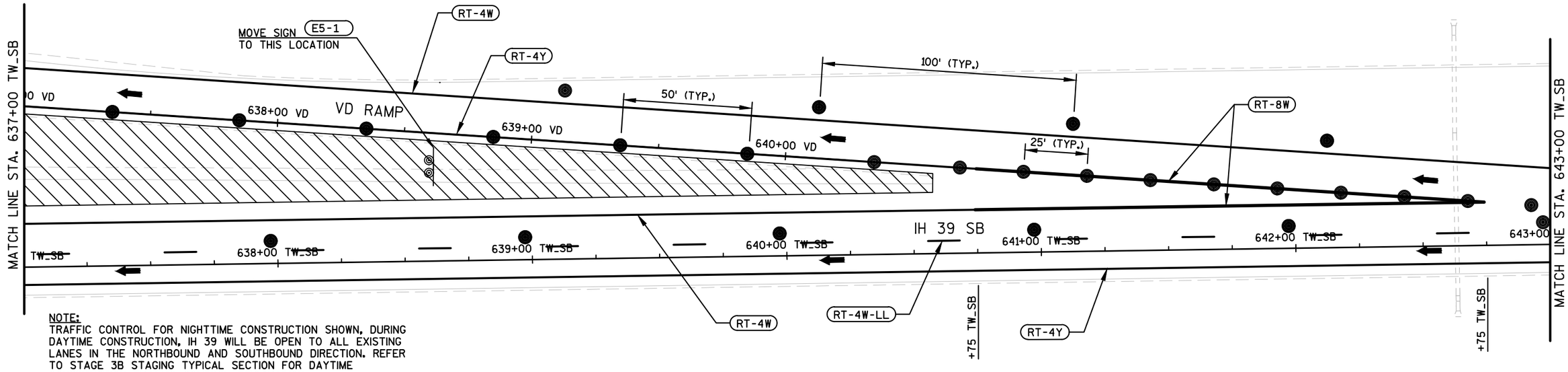
PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3B	SHEET 268 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026402_S3B.DWG
LAYOUT NAME - 026405_S3B
PLOT DATE : 4/30/2015 1:46 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

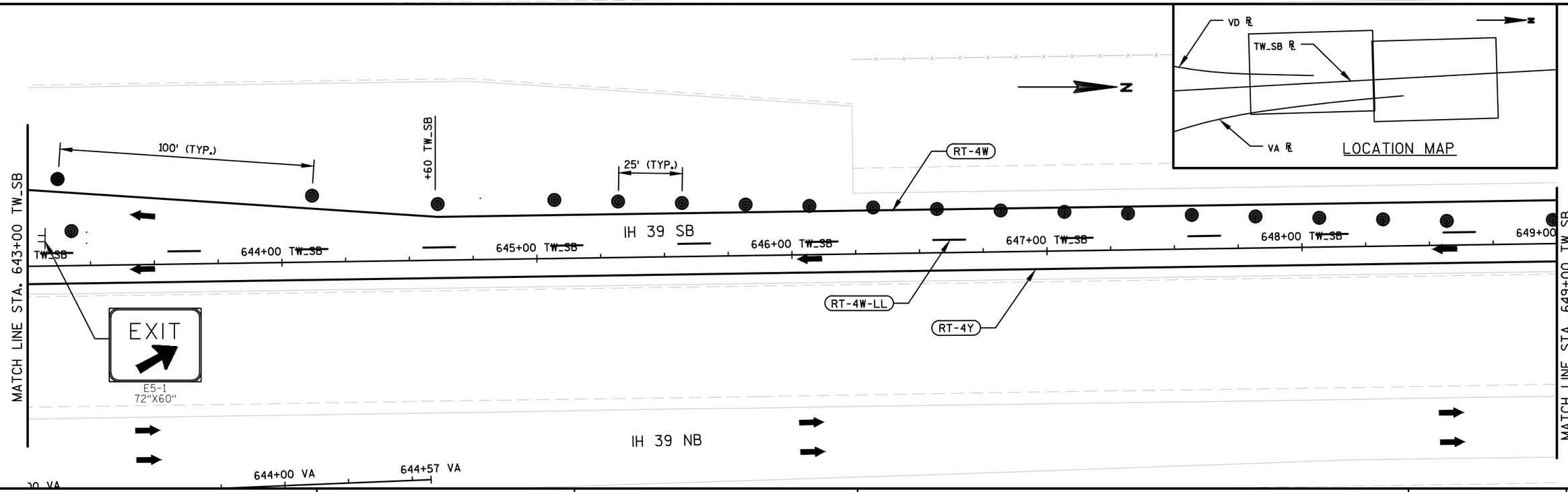


PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3B	SHEET 269	E

SEE SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL INFORMATION.



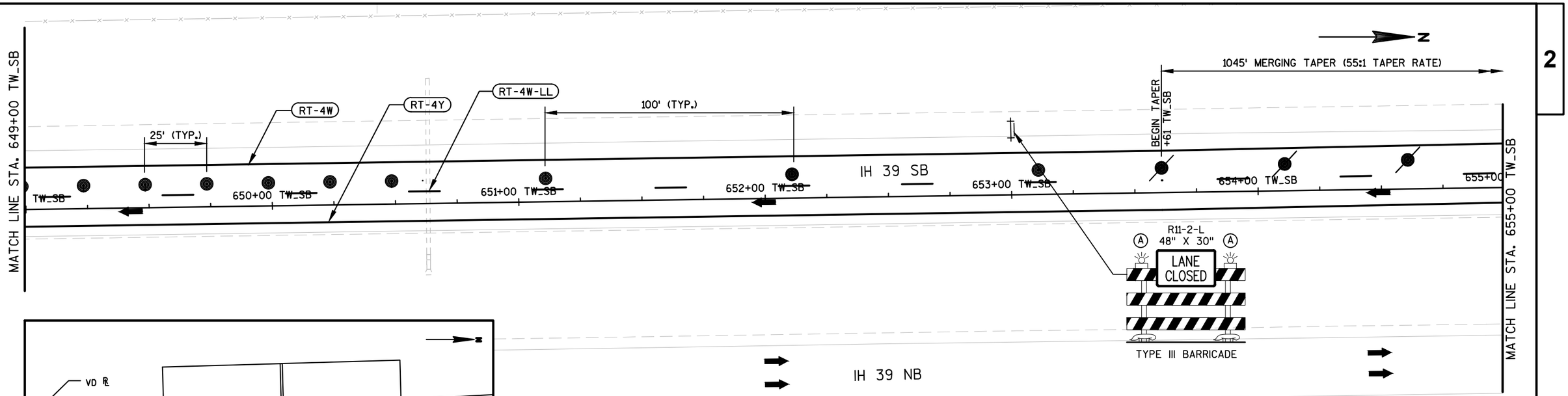
NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3B STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

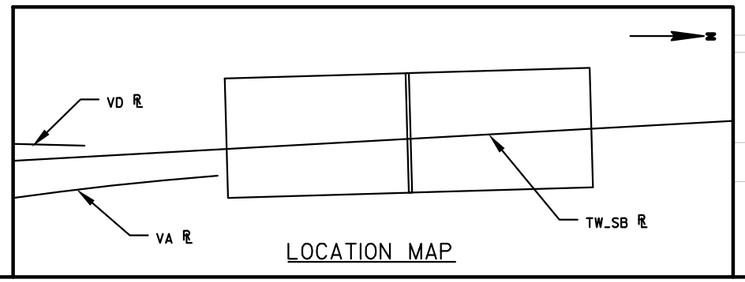


PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3B	SHEET 270	E

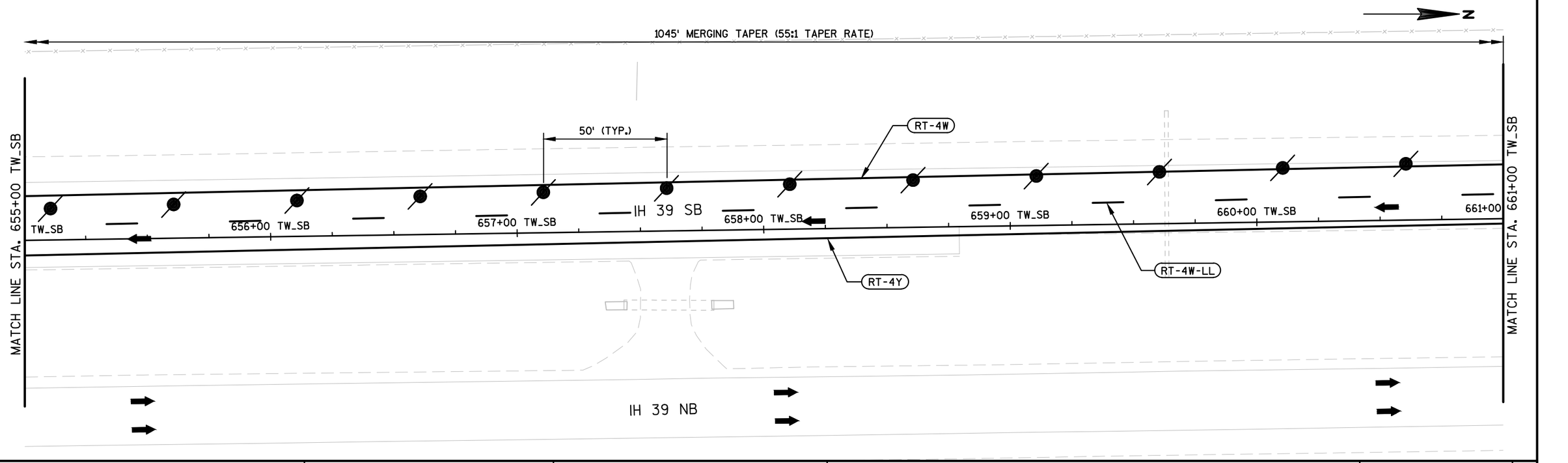
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026402_S3B.DWG
LAYOUT NAME - 026407_S3B
PLOT DATE : 4/30/2015 1:46 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2





NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN, DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3B STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.



PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 3B	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026402_S3B.DWG
LAYOUT NAME - 026408_S3B
PLOT DATE : 4/30/2015 1:47 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

2

1045' MERGING TAPER (55:1 TAPER RATE)

END TAPER +06 TW_SB

50' (TYP.)

50' (TYP.)

N

MATCH LINE STA. 661+00 TW_SB

TW_SB

662+00 TW_SB

663+00 TW_SB

664+00 TW_SB

665+00 TW_SB

666+00 TW_SB

667+00

MATCH LINE STA. 667+00 TW_SB

IH 39 SB

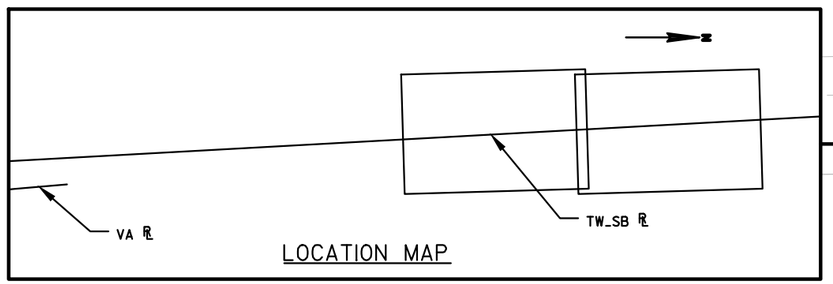
RT-4W

RT-4W-LL

RT-4Y

IH 39 NB

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3B STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

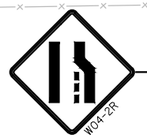


LOCATION MAP

SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE" FOR LOCATIONS OF ELEMENTS REQUIRED TO CLOSE THE RIGHT LANE OF SB IH 39.



(DAYTIME)



(NIGHTTIME)

N

10' (TYP.)

50' (TYP.)

MATCH LINE STA. 667+00 TW_SB

TW_SB

668+00 TW_SB

669+00 TW_SB

670+00 TW_SB

671+00 TW_SB

672+00 TW_SB

673+00 TW_SB

IH 39 SB

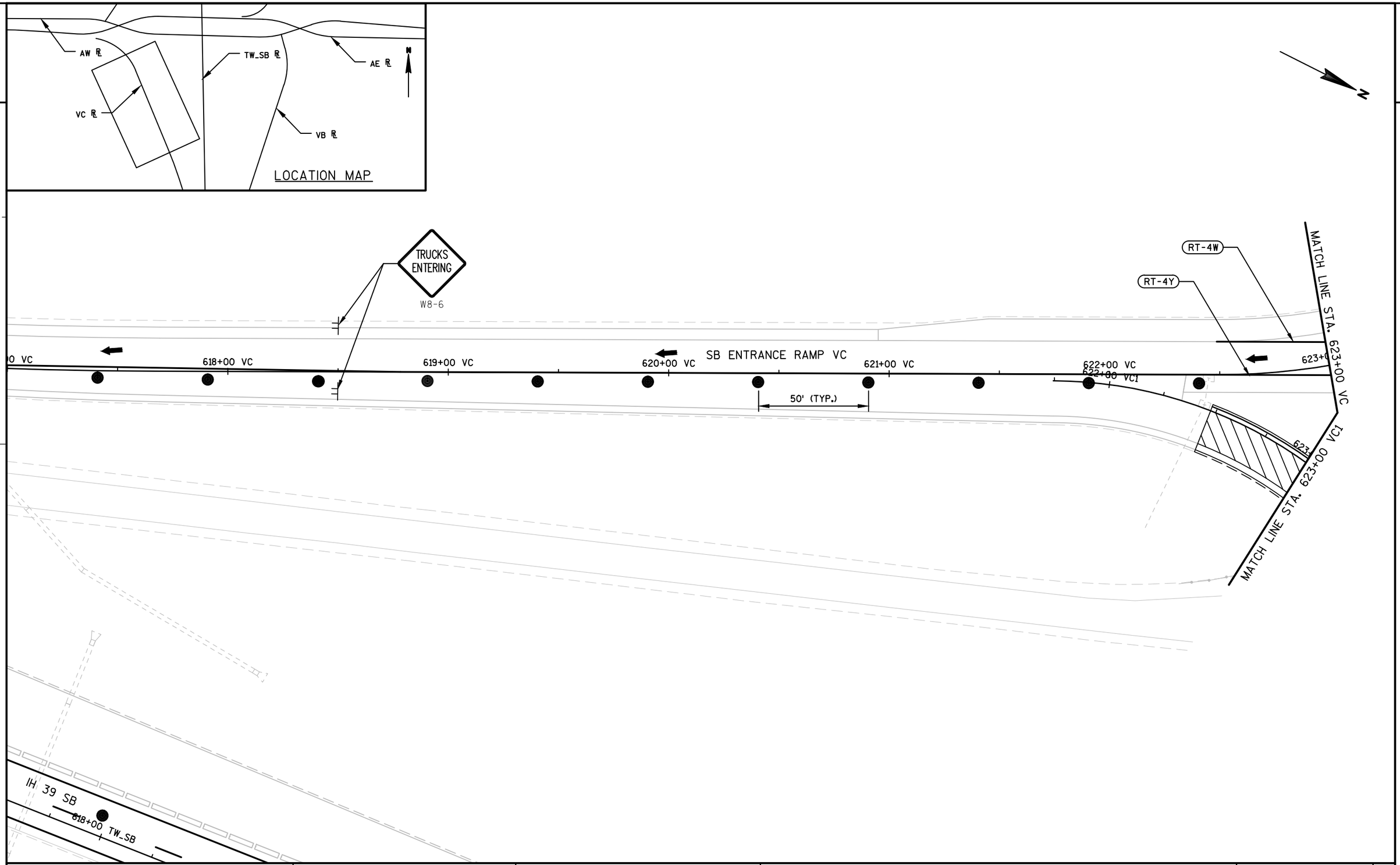
500'

IH 39 NB

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 3B	SHEET 272	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026402_S3B.DWG
LAYOUT NAME - 026409_S3B
PLOT DATE : 4/30/2015 1:47 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : *********
WISDOT/CADDS SHEET 42

LOCATION MAP



2

NOTES - STAGE 4:

CONSTRUCTION:

REMOVE TEMPORARY PAVEMENT ALONG STH 11.

PLACE THE REMAINING CURB AND GUTTER AND FINISH GRADE THE MEDIAN AREAS

COMPLETE INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT

TRAFFIC:

CLOSE THE INTERCHANGE, VB RAMP, AND AVALON ROAD FOR ONE WEEKEND. THE VD RAMP AND THE VC RAMP WILL REMAIN OPEN DURING THE INTERCHANGE CLOSURE.

EAST BOUND STH 11 WILL BE ON NEW EASTBOUND PAVEMENT AND WESTBOUND STH 11 WILL BE ON NEW WESTBOUND PAVEMENT.

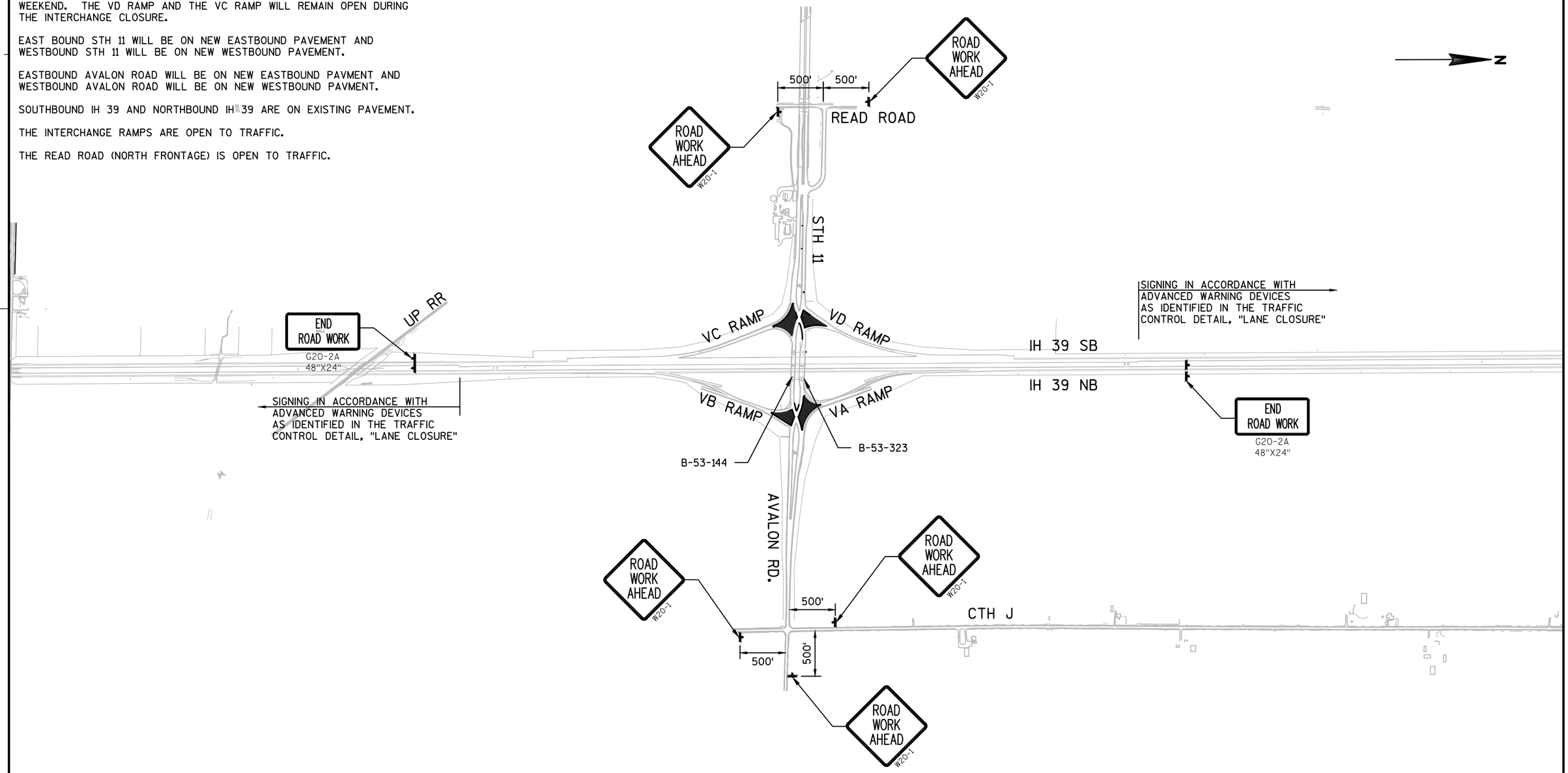
EASTBOUND AVALON ROAD WILL BE ON NEW EASTBOUND PAVMENT AND WESTBOUND AVALON ROAD WILL BE ON NEW WESTBOUND PAVMENT.

SOUTHBOUND IH 39 AND NORTHBOUND IH 39 ARE ON EXISTING PAVEMENT.

THE INTERCHANGE RAMPS ARE OPEN TO TRAFFIC.

THE READ ROAD (NORTH FRONTAGE) IS OPEN TO TRAFFIC.

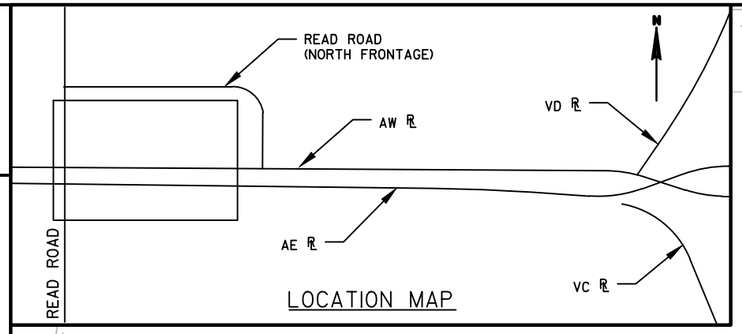
SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE, SPEED REDUCTION TO 45 MPH" FOR ADVANCED WARNING SIGNS.



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL OVERVIEW-STAGE 4	SHEET 274	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026501_S4.DWG
LAYOUT NAME - 026501_S4
PLOT DATE : 4/30/2015 1:50 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2



N

2

255+00 AW
256+00 AW
257+00 AW
258+00 AW
STH 11 WB
259+00 AW
260+00 AW
261+0

100' (TYP.)

25' (TYP.)

255+00 AE
256+00 AE
257+00 AE
258+00 AE
259+00 AE
260+00 AE
261+0

STH 11 EB

MATCH LINE STA. 261+00 AE

SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE, SPEED REDUCTION TO 45 MPH" FOR LANE CLOSURE AND TRAFFIC CONTROL DETAILS.

PERMANENT PAVEMENT MARKINGS PLACED DURING PREVIOUS STAGE (TYP.)

BEGIN LEFT TURN LANE
R3-20L
24"X30"

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 275	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026502_S4
PLOT DATE : 4/30/2015 1:51 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

READ ROAD
(FRONTAGE NORTH)

N

READ ROAD
(NORTH FRONTAGE)

VD ℄

AW ℄

TW_SB ℄

AE ℄

VC ℄

LOCATION MAP

W01-6
48"X24"

PERMANENT PAVEMENT MARKINGS
PLACED DURING PREVIOUS STAGE (TYP.)

BEGIN LEFT TURN LANE
R3-20L
36"X54"

MATCH LINE STA. 261+00 AE

0 AW

262+00 AW

263+00 AW

264+00 AW

25' (TYP.)

265+00 AW

STH 11 WB

266+00 AW

267+0

MATCH LINE STA. 267+00 AE

15' SPA. (TYP.)

50' (TYP.)

AE

262+00 AE

263+00 AE

264+00 AE

265+00 AE

266+00 AE

267+0

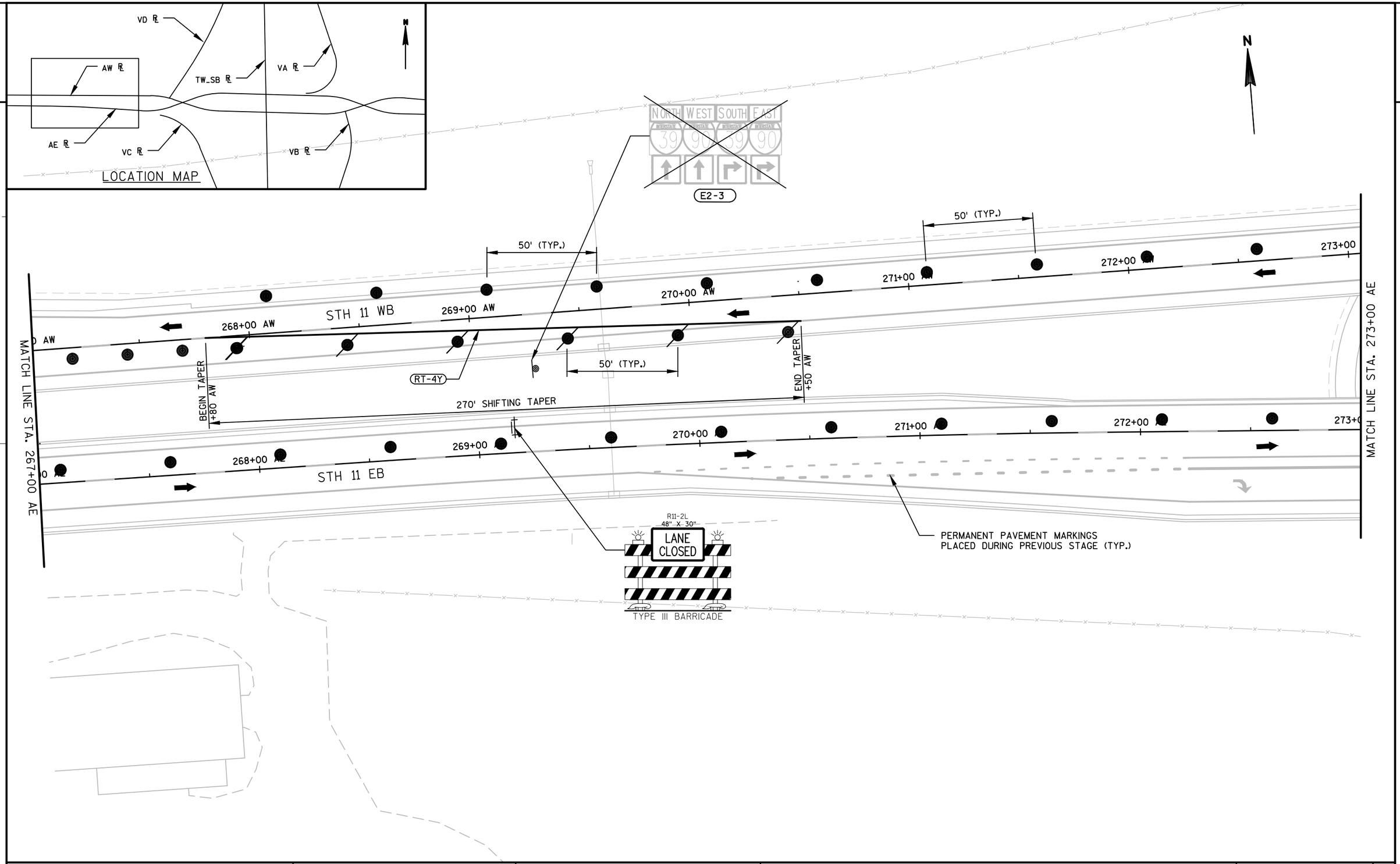
25' (TYP.)

STH 11 EB

W01-6
48"X24"

E2-2

2

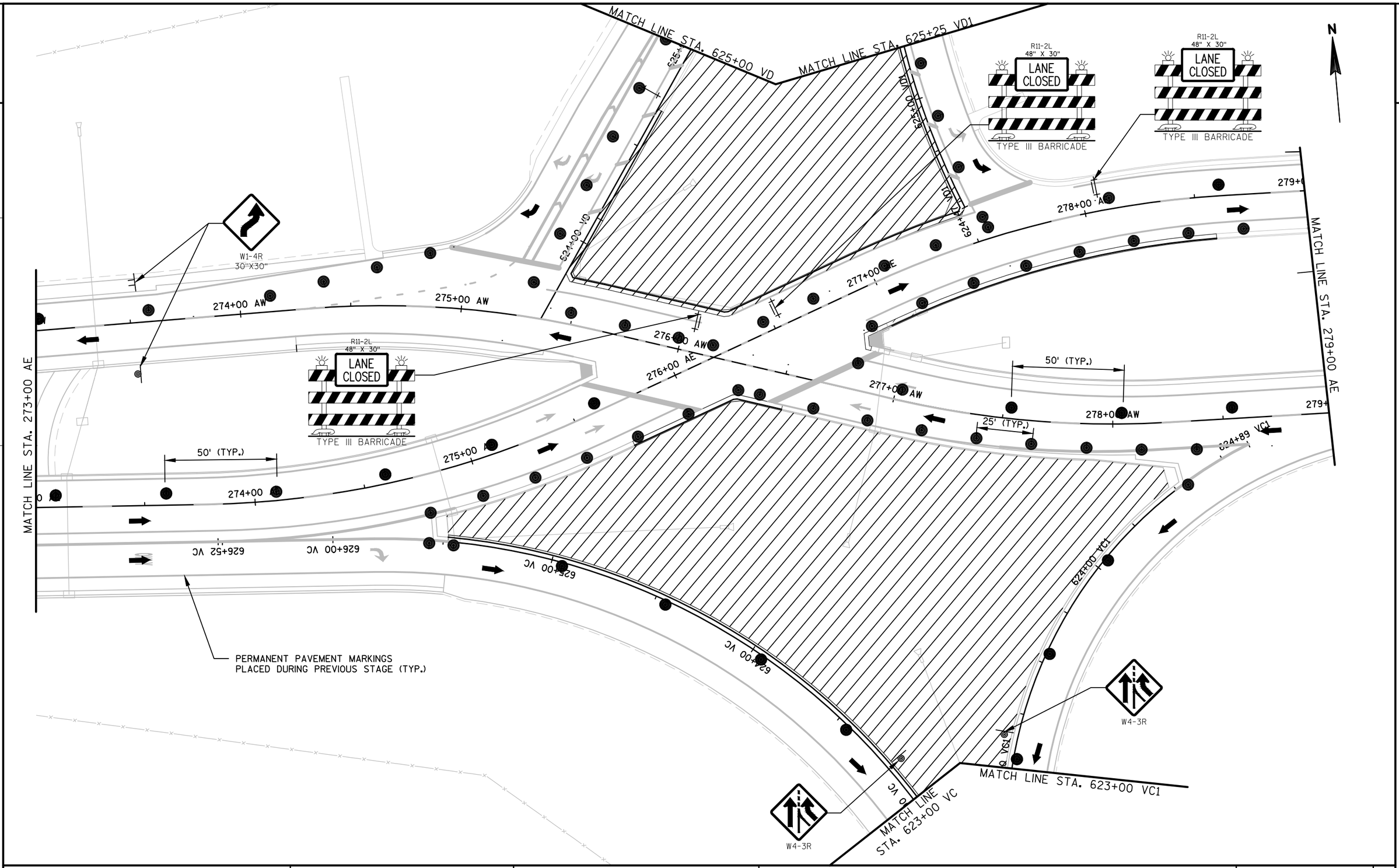


2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	AVALON ROAD CONSTRUCTION DETAILS - STAGE 4	SHEET 277	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026504_S4
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2



PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 278	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026505_S4
PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2

N

E2-26

JANESVILLE

CHICAGO

IH 39 SB

IH 39 NB

B-53-323

50' (TYP.)

0 AW

280+00 AW

281+00 AW

282+00 AW

283+0

STH 11 EB

MATCH LINE STA. 279+00 AE

MATCH LINE STA. 283+00 AE

50' (TYP.)

9+00 AW

280+00 AW

281+00 AW

282+00 AW

28

STH 11 WB

PERMANENT PAVEMENT MARKINGS
PLACED DURING PREVIOUS STAGE (TYP.)

B-53-324

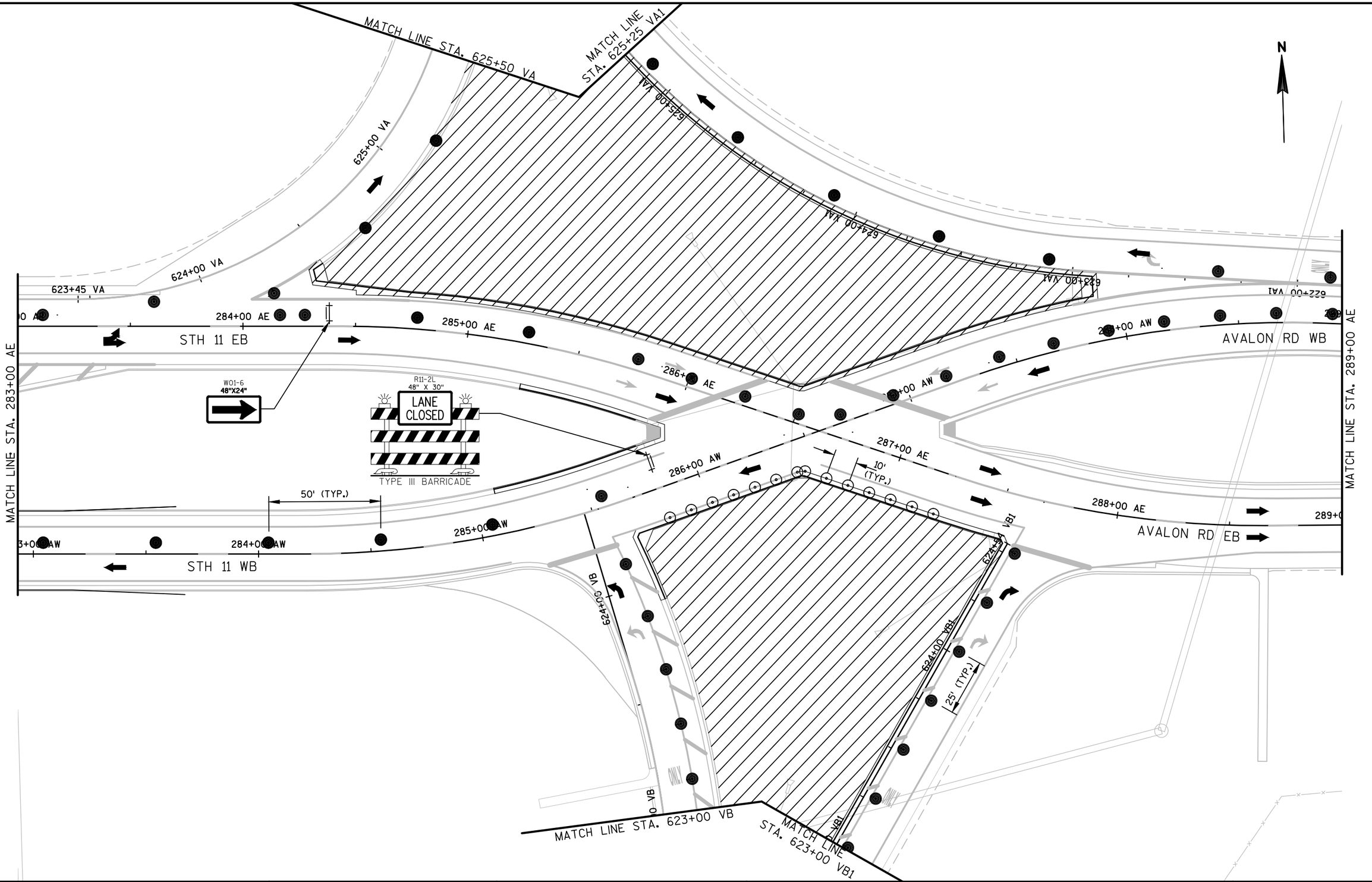
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 279	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026506_S4

PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

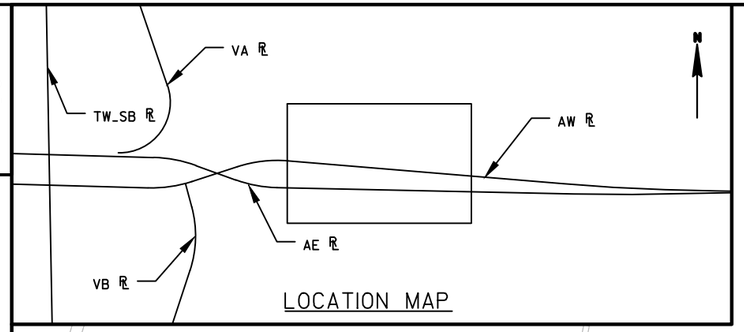
2



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 280	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026507_S4
PLOT DATE : 4/30/2015 1:51 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2



2

N

EXIT
E5-1
72"X60"

BEGIN RIGHT TURN LANE
R3-20-RR
24"X36"

270' SHIFTING TAPER

+65 AW

RT-4Y

RT-4W

25' (TYP.)

50' (TYP.)

MATCH LINE STA 289+00 AE

289+00 AW
290+00 AW
291+00 AW
292+00 AW
293+00 AW
294+00 AW

AVALON ROAD WB

MATCH LINE STA. 295+00 AE

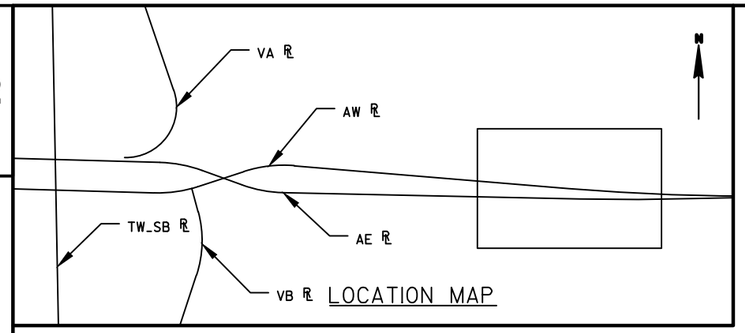
290+00 AE
291+00 AE
292+00 AE
293+00 AE
294+00 AE

AVALON ROAD EB

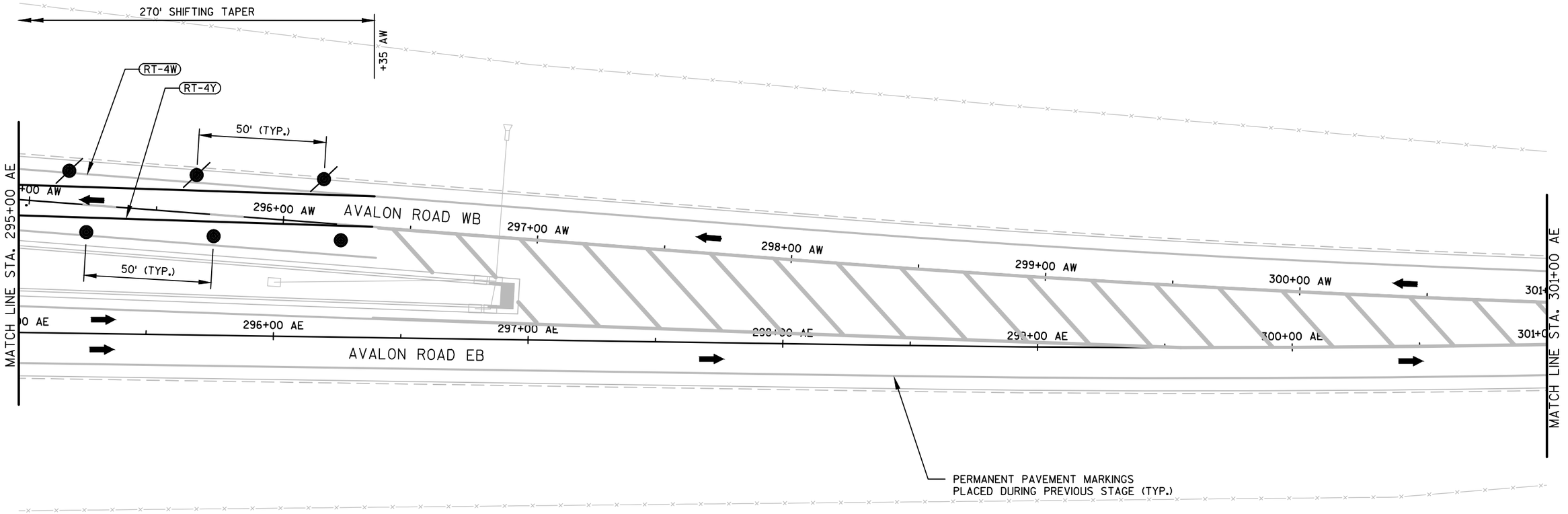
PERMANENT PAVEMENT MARKINGS
PLACED DURING PREVIOUS STAGE (TYP.)

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 281	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026508_S4
PLOT DATE : 4/30/2015 3:04 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 0.024998
WISDOT/CADDS SHEET 42



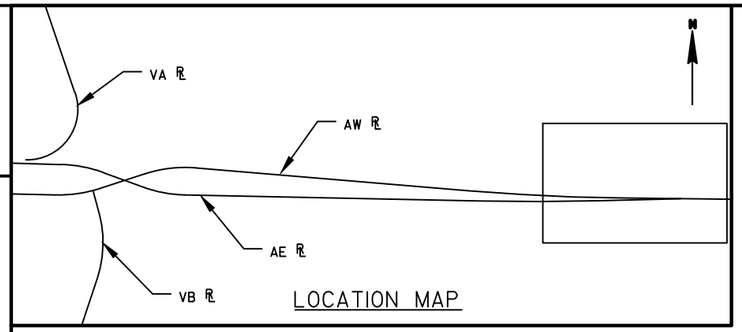
LOCATION MAP

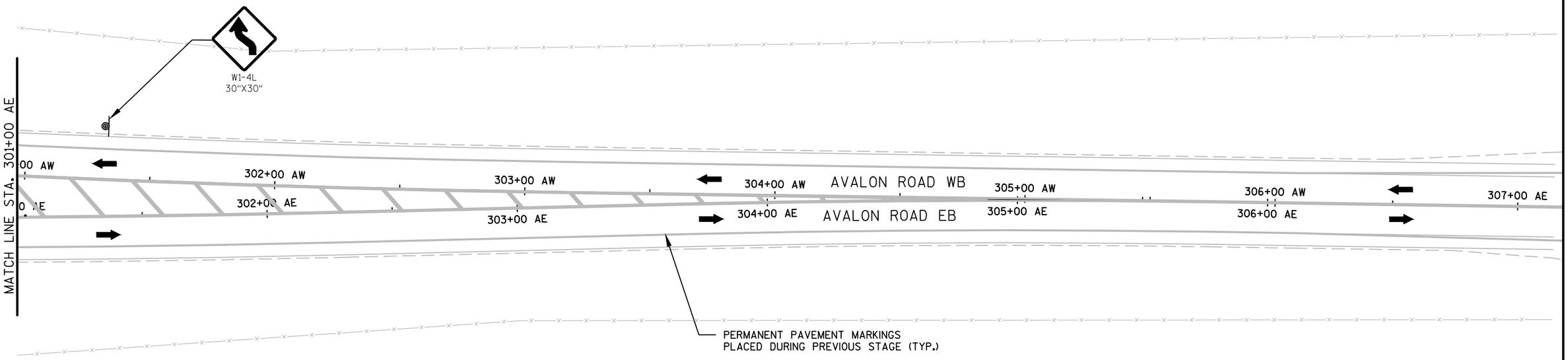


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 282	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026509_S4
PLOT DATE : 4/30/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42

2





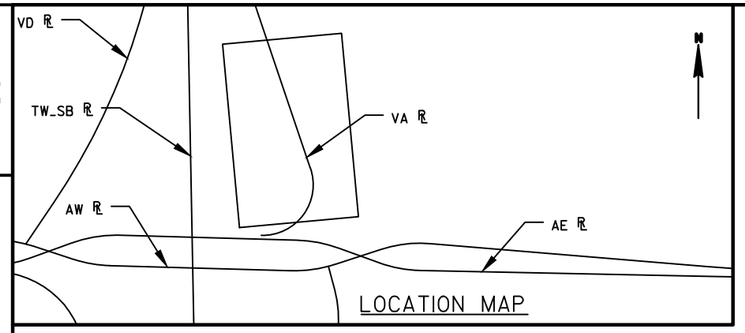
2

PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 283	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026510_S4

PLOT DATE : 4/30/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42



2

N

MATCH LINE STA. 625+50 VA

50' (TYP.)

626+00 VA

627+00 VA

628+00 VA

629+00 VA

630+00 VA

631+00 VA

626+69 VA1

626+00 VA1

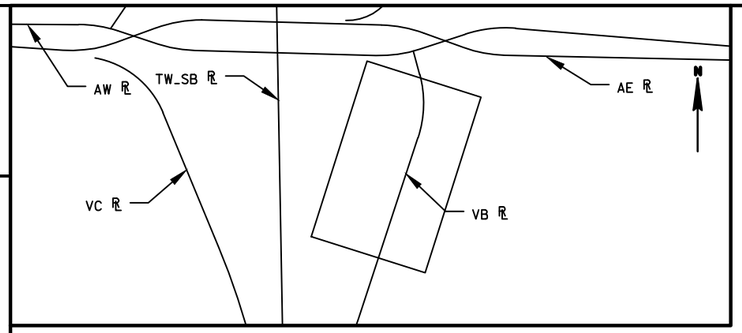
NB ENTRANCE RAMP VA

MATCH LINE STA. 625+50 VA1

PERMANENT PAVEMENT MARKINGS
PLACED DURING PREVIOUS STAGE (TYP.)

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 284	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026511_S4 VA
PLOT DATE : 4/30/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42



2

N

617+00 VB
618+00 VB
619+00 VB
620+00 VB
621+00 VB
622+00 VB
623+00 VB

NB EXIT RAMP VB

622+17 VB1

25' (TYP.)

623+0

MATCH LINE STA. 623+00 VB

MATCH LINE STA. 623+00 VB1

PERMANENT PAVEMENT MARKINGS
PLACED DURING PREVIOUS STAGE (TYP.)

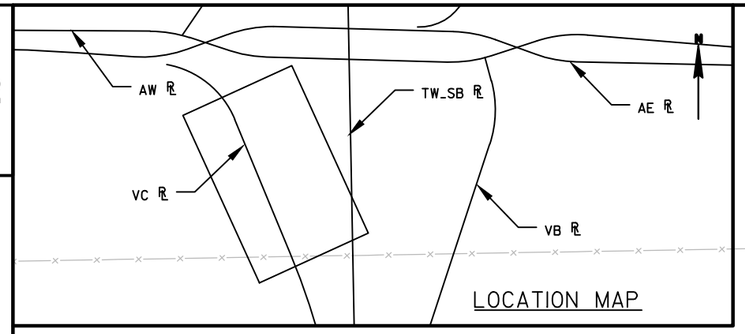
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 285	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026512_S4 VB

PLOT DATE : 4/30/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2



2

N

617+00 VC

618+00 VC

619+00 VC

620+00 VC

621+00 VC

SB ENTRANCE RAMP VC

622+00 VC

622+00 VC1

623+00 VC

623+00 VC1

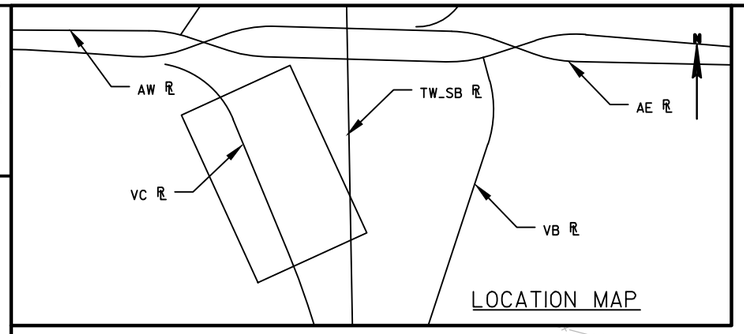
MATCH LINE STA. 623+00 VC

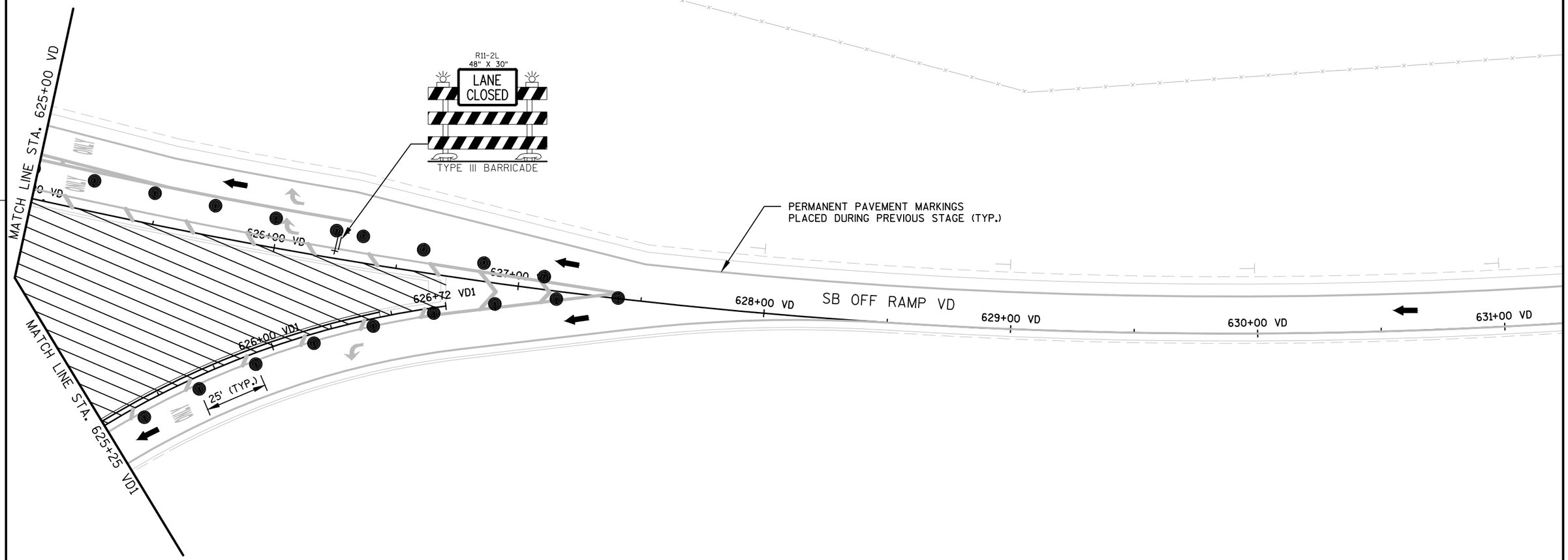
MATCH LINE STA. 623+00 VC1

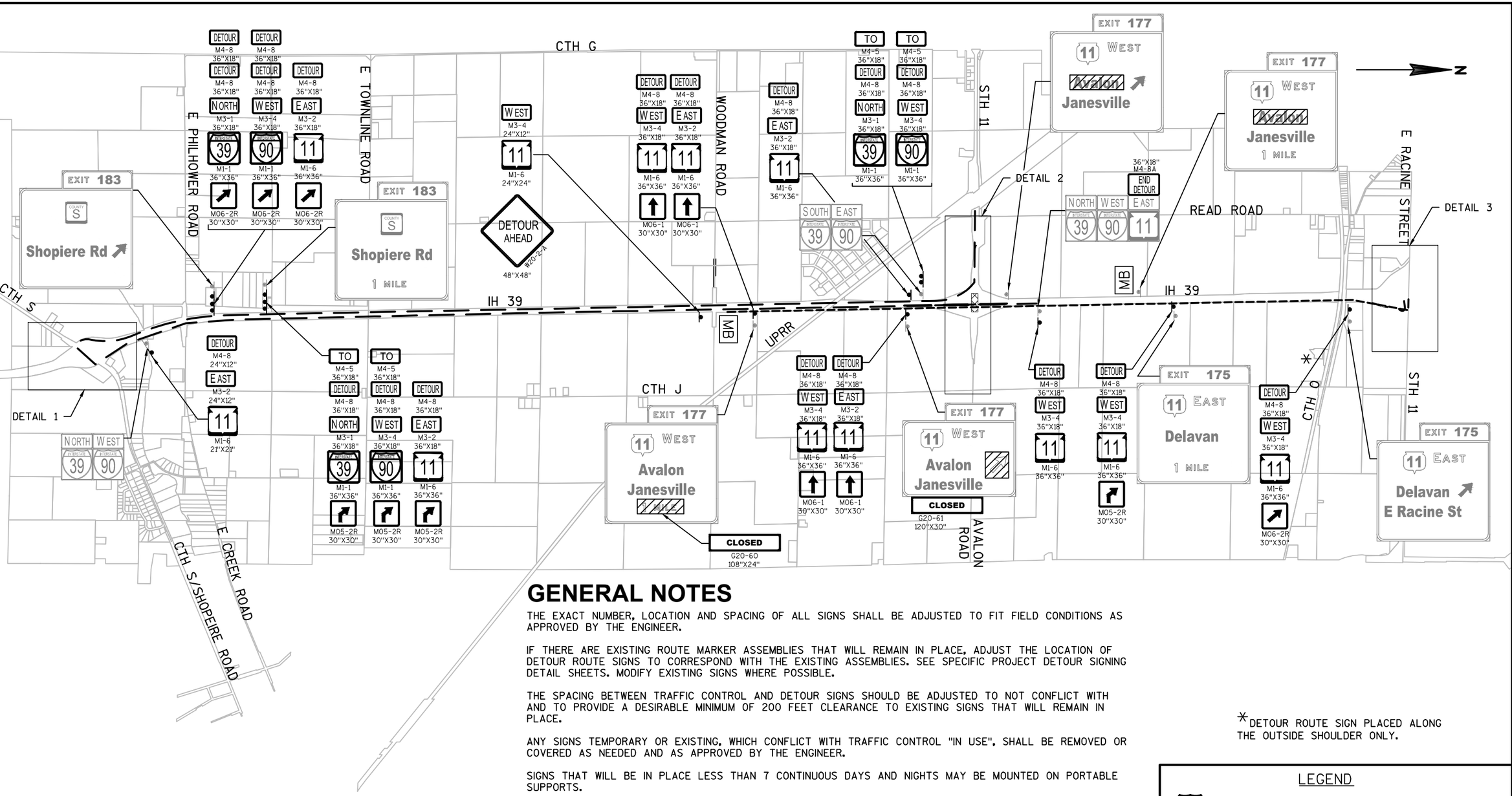
PERMANENT PAVEMENT MARKINGS
PLACED DURING PREVIOUS STAGE (TYP.)

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: TRAFFIC CONTROL - STAGE 4	SHEET 286	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\026502_S4.DWG
LAYOUT NAME - 026513_S4 VC
PLOT DATE : 4/30/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42


AW ℄
TW_SB ℄
AE ℄
VC ℄
VB ℄
N
LOCATION MAP


R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
PERMANENT PAVEMENT MARKINGS
PLACED DURING PREVIOUS STAGE (TYP.)
MATCH LINE STA. 625+00 VD
MATCH LINE STA. 625+25 VD1
625+00 VD
626+00 VD
626+72 VD1
627+00
628+00 VD
SB OFF RAMP VD
629+00 VD
630+00 VD
631+00 VD
626+00 VD1
25' (TYP.)



GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.

ALL "WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL DETOUR ROUTE SIGN SPACING SHALL FOLLOW SSD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES".

DETOUR SIGNS ALONG IH 39 WILL BE PLACED ALONG THE OUTSIDE SHOULDER AND MEDIAN SHOULDER, UNLESS OTHERWISE NOTED.

UNCOVER FIXED MESSAGE SIGN "AVALON RD CLOSED" DURING DETOUR.

TRAFFIC CONTROL SIGNS PCMS TO BE INSTALLED TWO WEEKS PRIOR TO DETOUR.

*DETOUR ROUTE SIGN PLACED ALONG THE OUTSIDE SHOULDER ONLY.

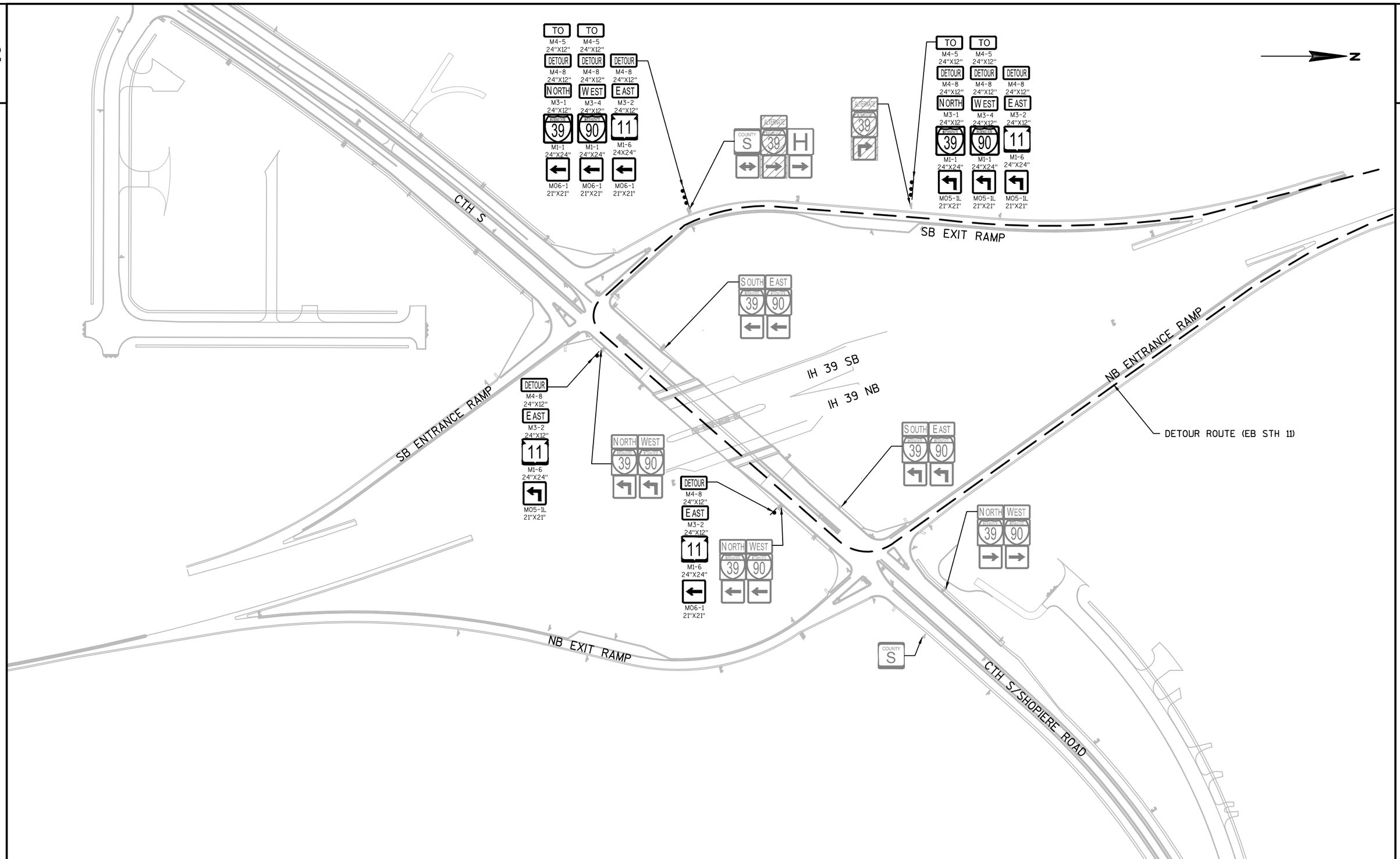
LEGEND

- NEW SIGN
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED WITH BLANK ORANGE PANE
- MB — TRAFFIC CONTROL SIGN PCMS
- WORK ZONE
- NEW POST MOUNTED SIGN
- EXISTING POST MOUNTED SIGN
- NB IH 39 TO WB STH 11
- EB STH 11 TO NB IH 39

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR OVERVIEW (STAGE 4)	SHEET 288	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027001_DT
PLOT DATE : 5/26/2015 1:28 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:3000
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR (DETAIL 1)	SHEET 289	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027002_DT
PLOT DATE : 4/30/2015 1:45 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

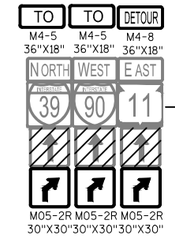
READ ROAD (NORTH FRONTAGE)

READ ROAD

STH 11 WB

STH 11 EB

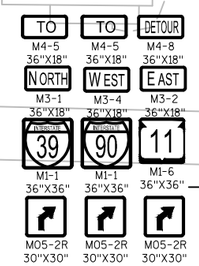
SEE SDD "TRAFFIC CONTROL INTERSECTION WITHIN SINGLE LANE CLOSURE," SEE DETAIL C FOR ADDITIONAL INFORMATION.





MATCHLINE SHEET 2 OF 4

DETOUR ROUTE
(EB STH 11 AND NB IH 39) (TYP.)



SEE TRAFFIC CONTROL DETAIL "LANE CLOSURE, SPEED REDUCTION TO 45 MPH" FOR ADVANCED WARNING DEVICES.

SEE SDD "DETOUR SIGNING FOR MAINLINE CLOSURE" FOR ADVANCE WARNING.

TRAFFIC CONTROL SIGNS PCMS TO BE INSTALLED TWO WEEKS PRIOR TO CLOSURE OF THE INTERCHANGE. SEE TRAFFIC CONTROL DETAIL "ADVANCE WARNING DURING CLOSURE OF AVALON ROAD (STAGE 1)" FOR LOCATION.

SEE STAGE 4 TRAFFIC CONTROL DETAILS FOR ADDITIONAL TRAFFIC CONTROL DEVICES.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR (DETAIL 2) (SHEET 1 OF 4)	SHEET 290	E

2

N

NB ENTRANCE RAMP

SB EXIT RAMP

Janesville
Orfordville

NORTH WEST EAST
39 90 11
Madison

SOUTH EAST
39 90
Rockford

STOP
R1-1
30"X30"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

IH 39 SB

IH 39 NB

SOUTH EAST
39 90

TO M4-5 24"X12" | TO M4-5 24"X12" | DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" | WEST M3-4 24"X12" | EAST M3-2 24"X12"
39 M1-1 24"X24" | 90 M1-1 24"X24" | 11 M1-6 24"X24"
M06-2 21"X21" | M06-2 21"X21" | M06-2 21"X21"

MATCHLINE SHEET 1 OF 4

STH 11 WB

STH 11 EB

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

NORTH WEST EAST
39 90 11
Madison
Avalon Rd
12

Avalon Rd
12

DETOUR ROUTE
(EB STH 11 AND NB IH 39) (TYP.)

TO M4-5 24"X18" | TO M4-5 24"X18" | DETOUR M4-8 24"X18"
NORTH M3-1 24"X18" | WEST M3-4 24"X18" | EAST M3-2 24"X18"
39 M1-1 24"X24" | 90 M1-1 24"X24" | 11 M1-6 24"X24"

SB ENTRANCE RAMP

DETOUR ROUTE
(EB STH 11 AND WB STH 11)

MATCHLINE SHEET 4 OF 4

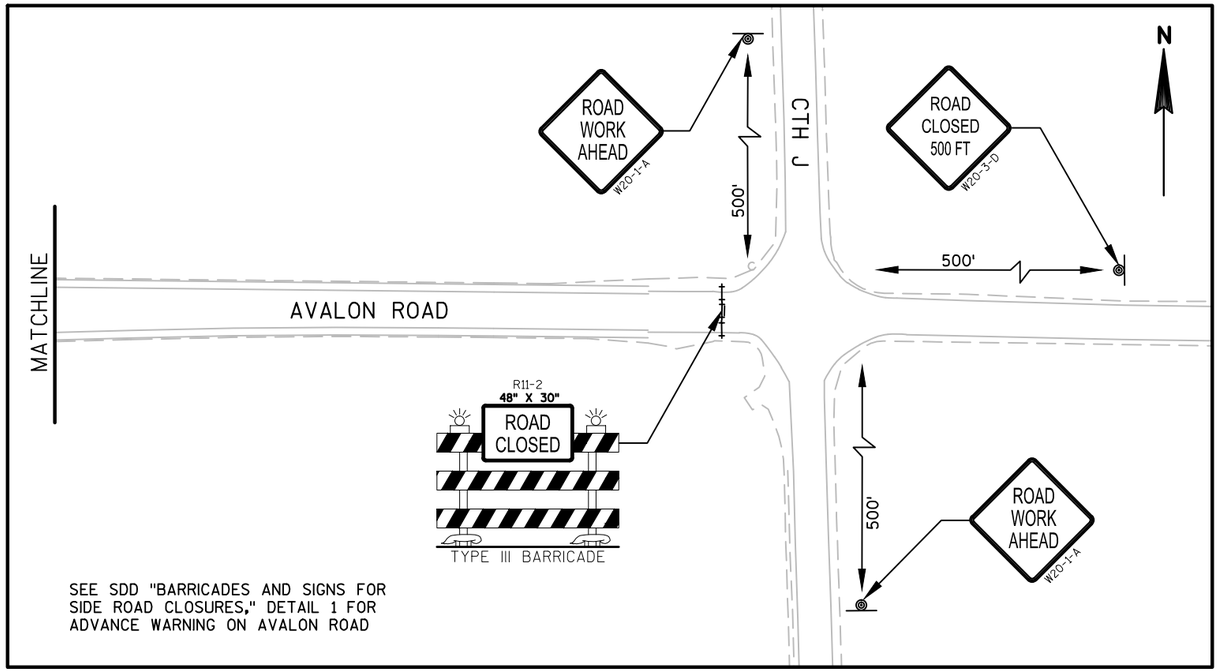
MATCHLINE SHEET 3 OF 4

MATCHLINE SHEET 4 OF 4

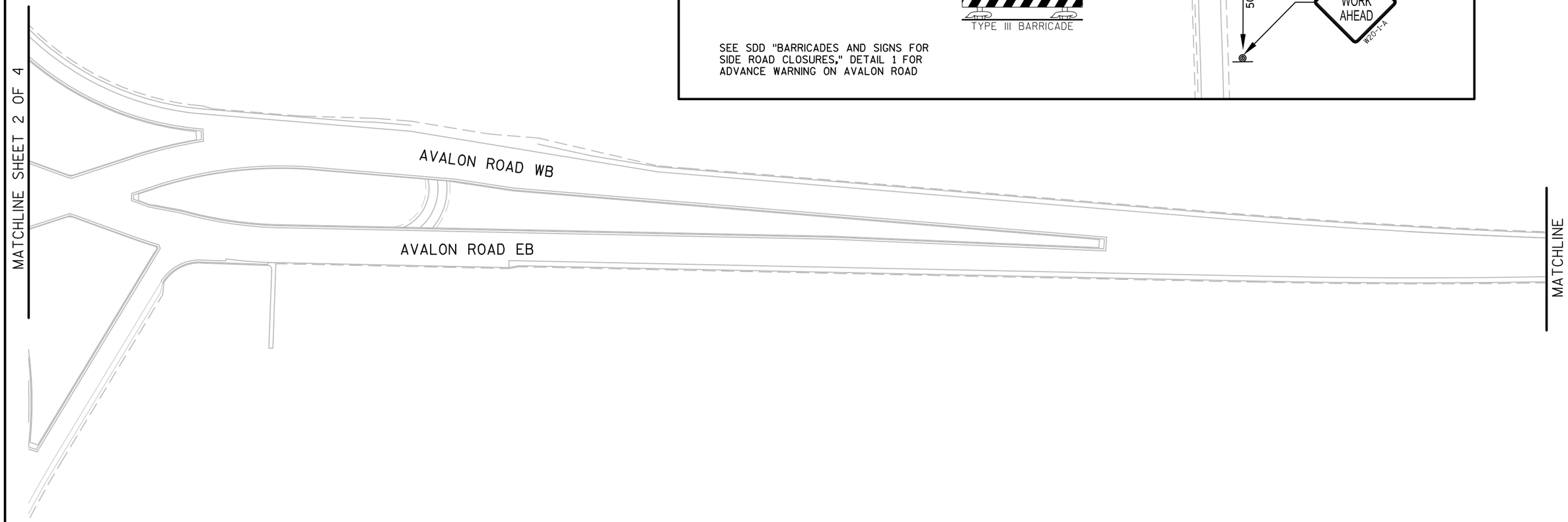
SEE STAGE 4 TRAFFIC CONTROL DETAILS FOR ADDITIONAL TRAFFIC CONTROL DEVICES.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR (DETAIL 2) (SHEET 2 OF 4)	SHEET 291	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027004_DT
PLOT DATE : 4/30/2015 1:46 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



SEE SDD "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES," DETAIL 1 FOR ADVANCE WARNING ON AVALON ROAD



TRAFFIC CONTROL SIGNS PCMS TO BE INSTALLED TWO WEEKS PRIOR TO CLOSURE OF THE INTERCHANGE. SEE TRAFFIC CONTROL DETAIL "ADVANCE WARNING DURING CLOSURE OF AVALON ROAD (STAGE 1)" FOR LOCATION

MATCHLINE SHEET 2 OF 4

MATCHLINE SHEET 2 OF 4

N

DETOUR ROUTE
(EB STH 11 AND WB STH 11)

DETOUR ROUTE
(EB STH 11 AND NB IH 39) (TYP.)

IH 39 SB

IH 39 NB

MB

Blackhawk Tech College
UW Rock County

Janesville
Orfordville
Avalon Rd

DETOUR M4-8 36"X18"
DETOUR M4-8 36"X18"
WEST M3-4 36"X18"
EAST M3-2 36"X18"
11 M1-6 36"X36"
11 M1-6 36"X36"

EXIT 177

25' SPA. (TYP.)

R11-2R 48" X 30"
RAMP CLOSED
TYPE III BARRICADE

SEE SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR (DETAIL 2) (SHEET 4 OF 4)	SHEET 293 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027006_DT
PLOT DATE : 4/30/2015 1:46 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

RACINE STREET

SB EXIT RAMP

NB ENTRANCE RAMP

SB ENTRANCE RAMP

NB EXIT RAMP

IH 39 SB

IH 39 NB

STH 11/RACINE STREET

E. Racine St W EST

11 E AST
E. Racine St E AST

E. Racine St

E AST 11

SOUTH E AST WEST 39 90 11 E Racine St
Beloit

END DETOUR
M4-8A
24"X12"
W EST
M3-4
24"X12"
11
M1-6
24"X24"

DETOUR
M4-8
24"X12"
W EST
M3-4
24"X12"
11
M1-6
24"X24"
M06-2
21"X21"

NORTH WEST 39 90

SOUTH E AST WEST 39 90 11 E Racine St
Beloit

E Racine St

NORTH WEST 39 90
Madison

NORTH WEST 39 90
Madison

WEST 11 E Racine St

SOUTH E AST 39 90
Beloit

SOUTH E AST 39 90

E AST 11
NORTH WEST 39 90 E Racine St
Madison

E. Racine St

DETOUR
M4-8
24"X12"
W EST
M3-4
24"X12"
11
M1-6
24"X24"
M06-1
21"X21"

DETOUR
M4-8
24"X12"
W EST
M3-4
24"X12"
11
M1-6
24"X24"
M05-1
21"X21"

DETOUR
M4-8
24"X12"
W EST
M3-4
24"X12"
11
M1-6
24"X24"
M06-2
21"X21"

E AST 11

E AST 11
E Racine St E AST

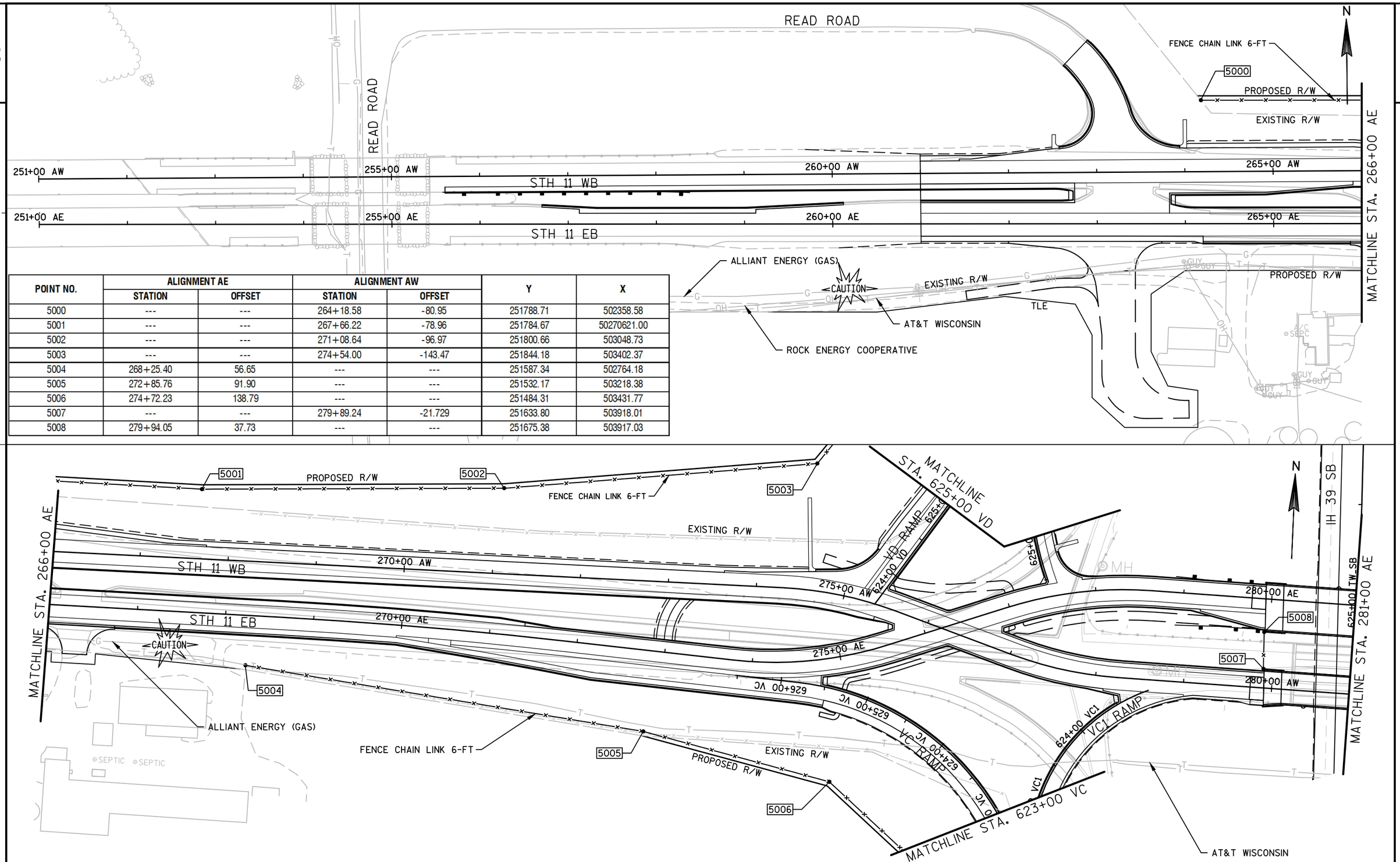
E Racine St WEST

DETOUR ROUTE
(WB STH 11)

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	TRAFFIC CONTROL - DETOUR (DETAIL 3)	SHEET 294 E

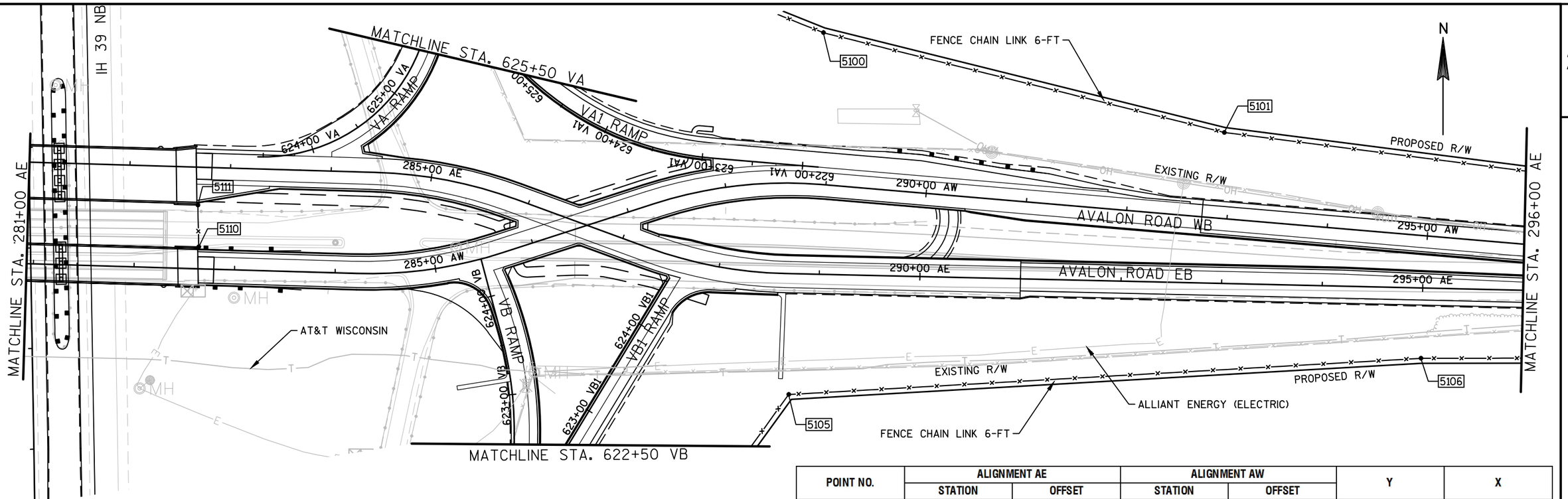
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027007_DT

PLOT DATE : 4/30/2015 1:46 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:200 FT

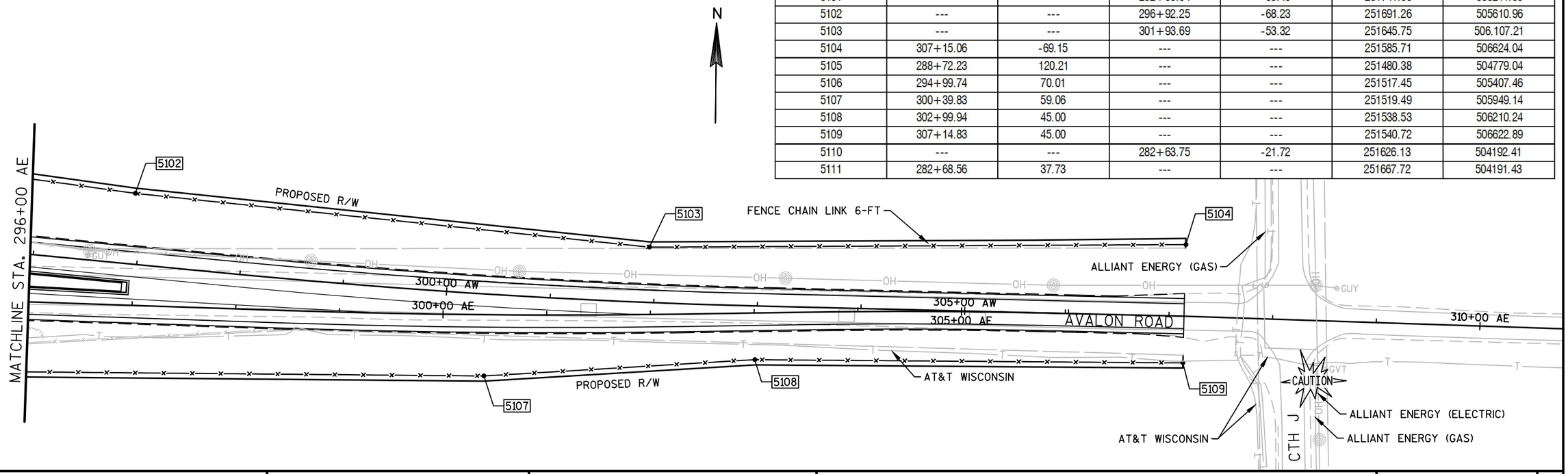


POINT NO.	ALIGNMENT AE		ALIGNMENT AW		Y	X
	STATION	OFFSET	STATION	OFFSET		
5000	---	---	264+18.58	-80.95	251788.71	502358.58
5001	---	---	267+66.22	-78.96	251784.67	50270621.00
5002	---	---	271+08.64	-96.97	251800.66	503048.73
5003	---	---	274+54.00	-143.47	251844.18	503402.37
5004	268+25.40	56.65	---	---	251587.34	502764.18
5005	272+85.76	91.90	---	---	251532.17	503218.38
5006	274+72.23	138.79	---	---	251484.31	503431.77
5007	---	---	279+89.24	-21.729	251633.80	503918.01
5008	279+94.05	37.73	---	---	251675.38	503917.03

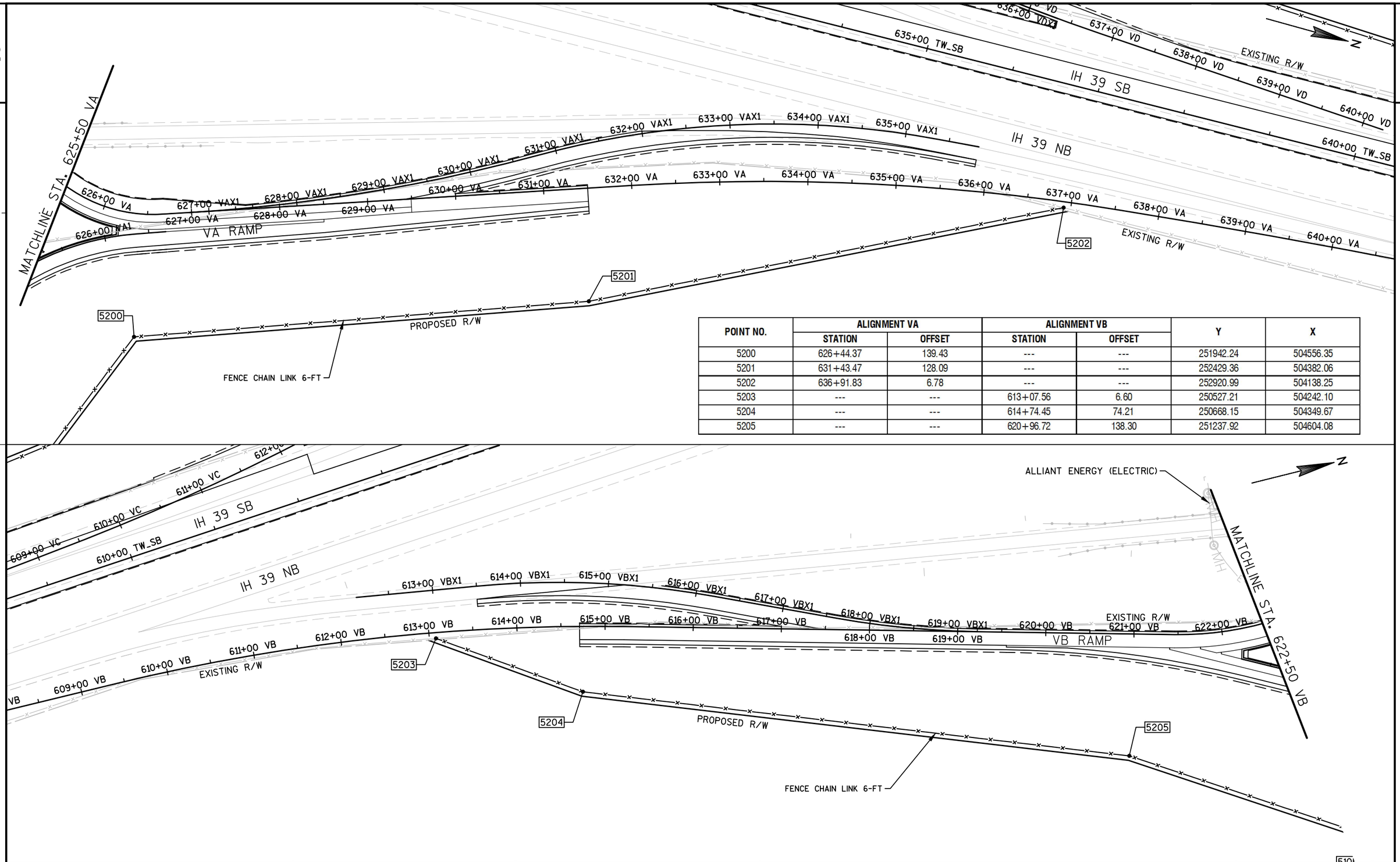
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	FENCING	SHEET 295	E



POINT NO.	ALIGNMENT AE		ALIGNMENT AW		Y	X
	STATION	OFFSET	STATION	OFFSET		
5100	---	---	288+87.47	-150.66	251840.15	504812.90
5101	---	---	292+90.04	-85.40	251741.66	505211.55
5102	---	---	296+92.25	-68.23	251691.26	505610.96
5103	---	---	301+93.69	-53.32	251645.75	506.107.21
5104	307+15.06	-69.15	---	---	251585.71	506624.04
5105	288+72.23	120.21	---	---	251480.38	504779.04
5106	294+99.74	70.01	---	---	251517.45	505407.46
5107	300+39.83	59.06	---	---	251519.49	505949.14
5108	302+99.94	45.00	---	---	251538.53	506210.24
5109	307+14.83	45.00	---	---	251540.72	506622.89
5110	---	---	282+63.75	-21.72	251626.13	504192.41
5111	282+68.56	37.73	---	---	251667.72	504191.43

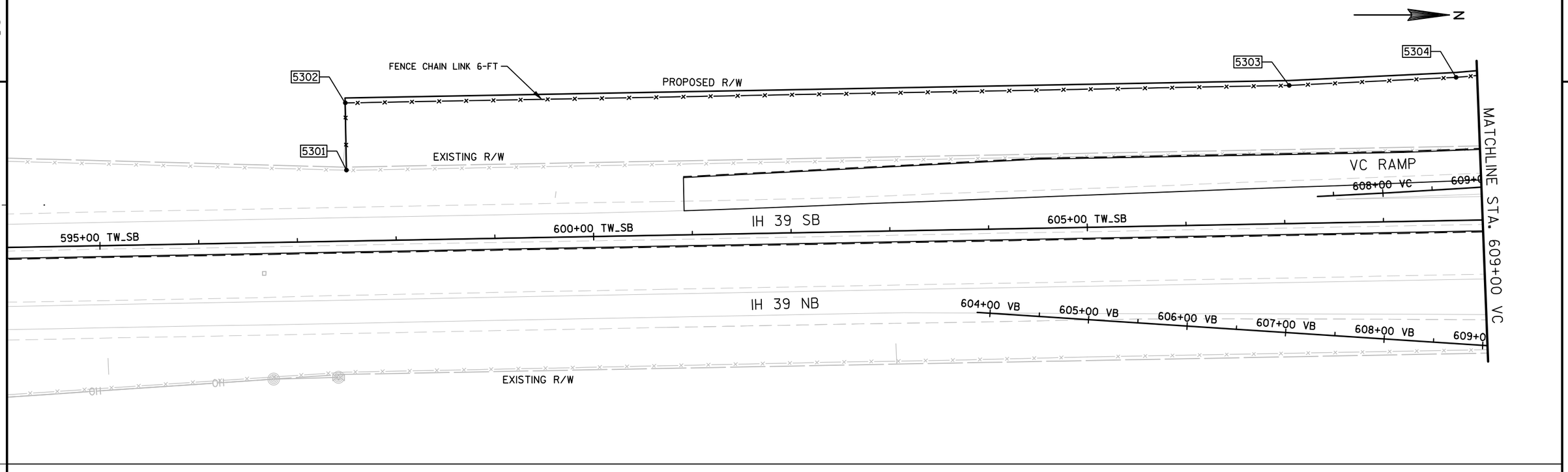


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	FENCING	SHEET 296	E

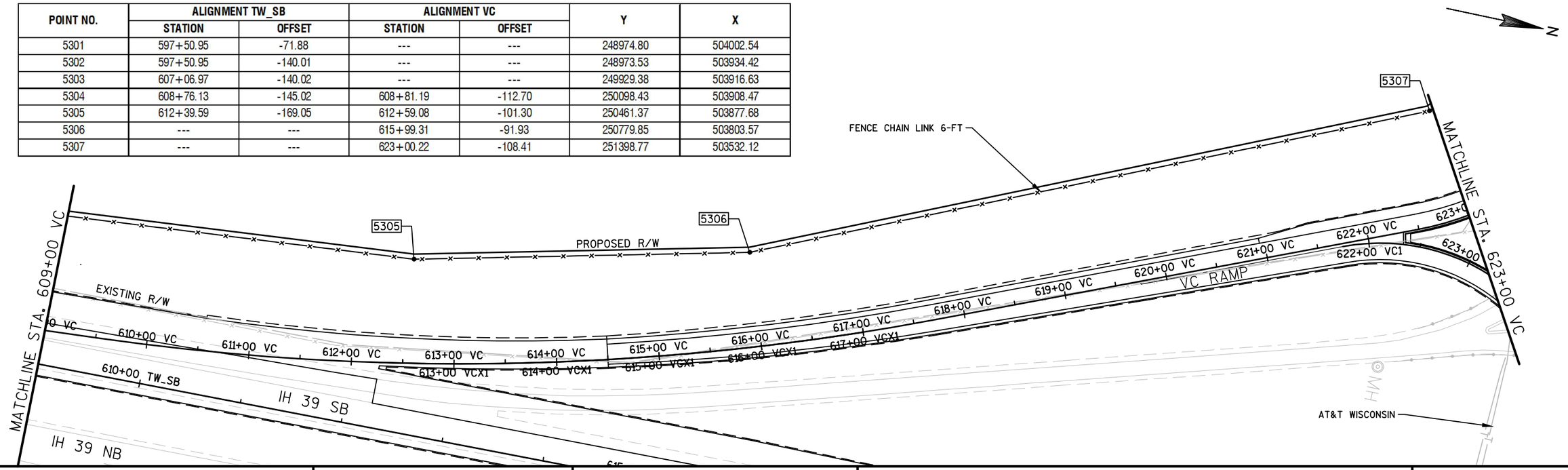


POINT NO.	ALIGNMENT VA		ALIGNMENT VB		Y	X
	STATION	OFFSET	STATION	OFFSET		
5200	626+44.37	139.43	---	---	251942.24	504556.35
5201	631+43.47	128.09	---	---	252429.36	504382.06
5202	636+91.83	6.78	---	---	252920.99	504138.25
5203	---	---	613+07.56	6.60	250527.21	504242.10
5204	---	---	614+74.45	74.21	250668.15	504349.67
5205	---	---	620+96.72	138.30	251237.92	504604.08

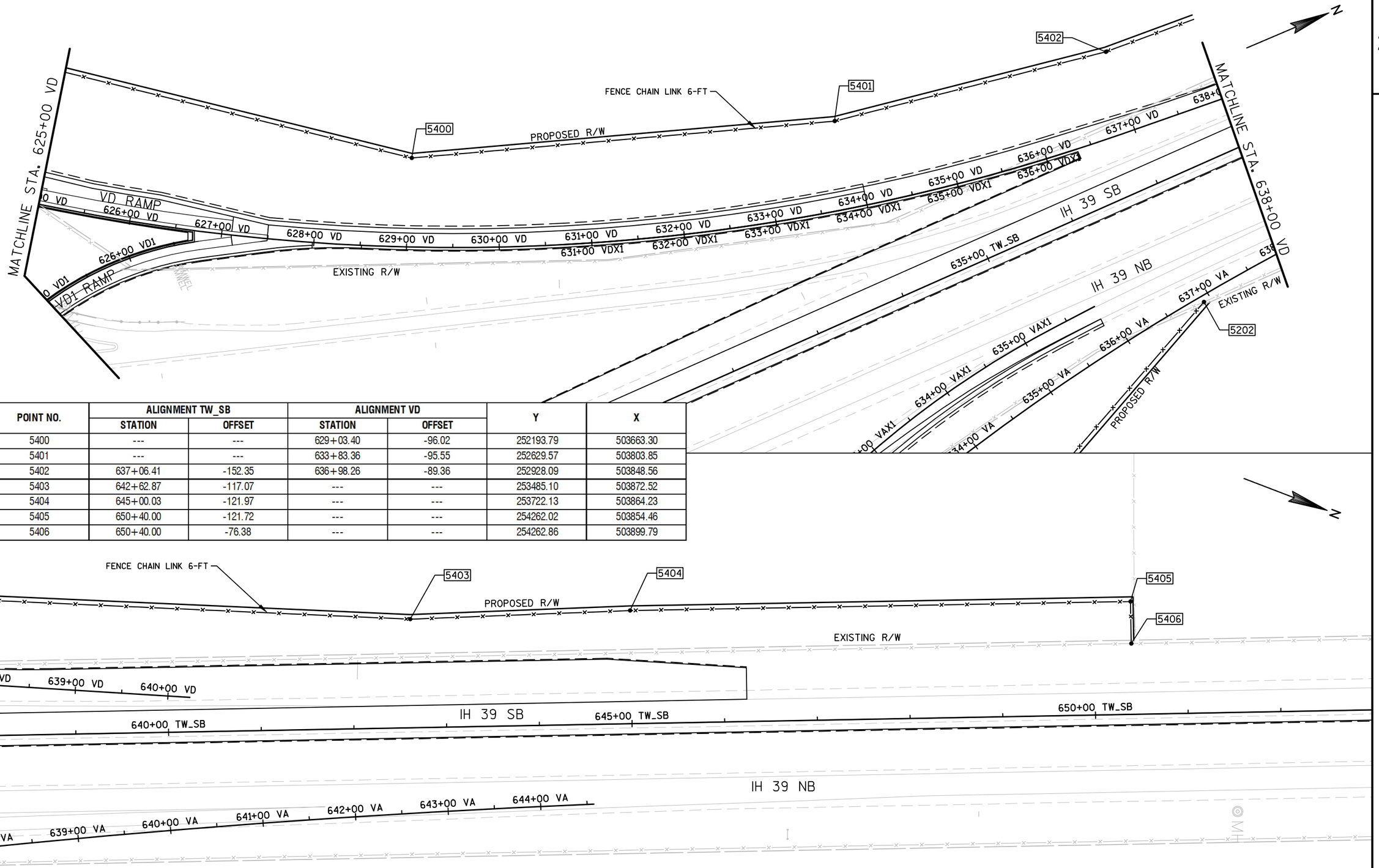
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	FENCING	SHEET 297	E



POINT NO.	ALIGNMENT TW_SB		ALIGNMENT VC		Y	X
	STATION	OFFSET	STATION	OFFSET		
5301	597+50.95	-71.88	---	---	248974.80	504002.54
5302	597+50.95	-140.01	---	---	248973.53	503934.42
5303	607+06.97	-140.02	---	---	249929.38	503916.63
5304	608+76.13	-145.02	608+81.19	-112.70	250098.43	503908.47
5305	612+39.59	-169.05	612+59.08	-101.30	250461.37	503877.68
5306	---	---	615+99.31	-91.93	250779.85	503803.57
5307	---	---	623+00.22	-108.41	251398.77	503532.12



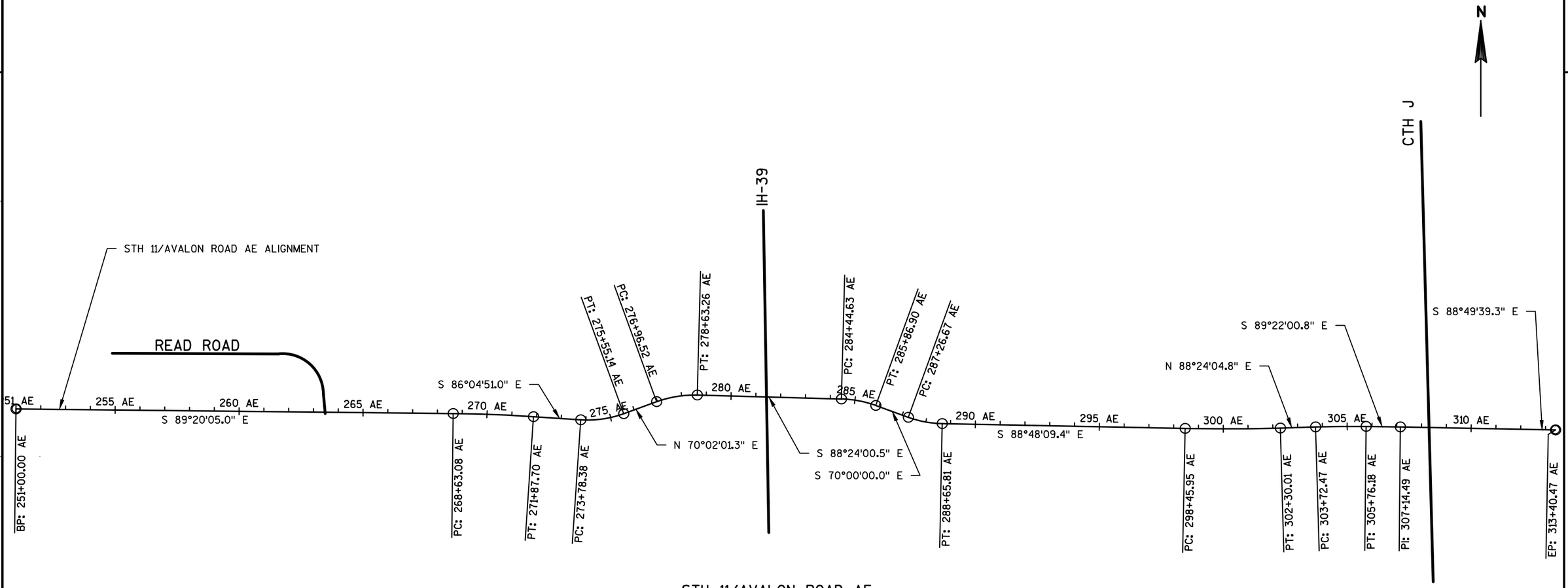
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	FENCING	SHEET 298	E



POINT NO.	ALIGNMENT TW_SB		ALIGNMENT VD		Y	X
	STATION	OFFSET	STATION	OFFSET		
5400	---	---	629+03.40	-96.02	252193.79	503663.30
5401	---	---	633+83.36	-95.55	252629.57	503803.85
5402	637+06.41	-152.35	636+98.26	-89.36	252928.09	503848.56
5403	642+62.87	-117.07	---	---	253485.10	503872.52
5404	645+00.03	-121.97	---	---	253722.13	503864.23
5405	650+40.00	-121.72	---	---	254262.02	503854.46
5406	650+40.00	-76.38	---	---	254262.86	503899.79

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	FENCING	SHEET 299	E

2



STH 11/AVALON ROAD AE
ALIGNMENT DATA

PI STA = 251+00.00 AE
Y = 251664.010
X = 501039.550

PI STA = 270+25.43 AE
Y = 251641.66
X = 502964.85
DELTA = 03° 15' 14.0"
T = 162.353'
L = 324.619'
R = 5716.000'
E = 2.305'
PC STA = 268+63.08 AE
PT STA = 271+87.70 AE
BK = S 89° 20' 05.0" E
AH = S 86° 04' 51.0" E
S.E. = RC
T = 96
L = 48

PI STA = 274+68.07 AE
Y = 251611.40
X = 503406.54
DELTA = 23° 53' 07.7"
T = 89.681'
L = 176.757'
R = 424.000'
E = 9.381'
PC STA = 273+78.38 AE
PT STA = 275+55.14 AE
BK = S 86° 04' 51.0" E
AH = N 70° 02' 01.3" E
S.E. = RC
T = 78
L = 39

PI STA = 277+80.89 AE
Y = 251719.10
X = 503703.01
DELTA = 21° 33' 58.2"
T = 84.371'
L = 166.745'
R = 443.000'
E = 7.963'
PC STA = 276+96.52 AE
PT STA = 278+63.26 AE
BK = N 70° 02' 01.3" E
AH = S 88° 24' 00.5" E
S.E. = RC
T = 78
L = 39

PI STA = 285+16.38 AE
Y = 251698.51
X = 504440.21
DELTA = 18° 24' 00.5"
T = 71.751'
L = 142.266'
R = 443.000'
E = 5.773'
PC STA = 284+44.63 AE
PT STA = 285+86.90 AE
BK = S 88° 24' 00.5" E
AH = S 70° 00' 00.0" E
S.E. = RC
T = 78
L = 39

PI STA = 287+96.87 AE
Y = 251602.16
X = 504704.94
DELTA = 18° 48' 09.4"
T = 70.203'
L = 139.143'
R = 424.000'
E = 5.773'
PC STA = 287+26.67 AE
PT STA = 288+65.81 AE
BK = S 70° 00' 00.0" E
AH = S 88° 48' 09.4" E
S.E. = RC
T = 78
L = 39

PI STA = 300+38.02 AE
Y = 251576.20
X = 505947.08
DELTA = 02° 47' 45.8"
T = 192.068'
L = 384.061'
R = 7870.000'
E = 2.343'
PC STA = 298+45.95 AE
PT STA = 302+30.01 AE
BK = S 88° 48' 09.4" E
AH = N 88° 24' 04.8" E
S.E. = RC
T = 0
L = 0

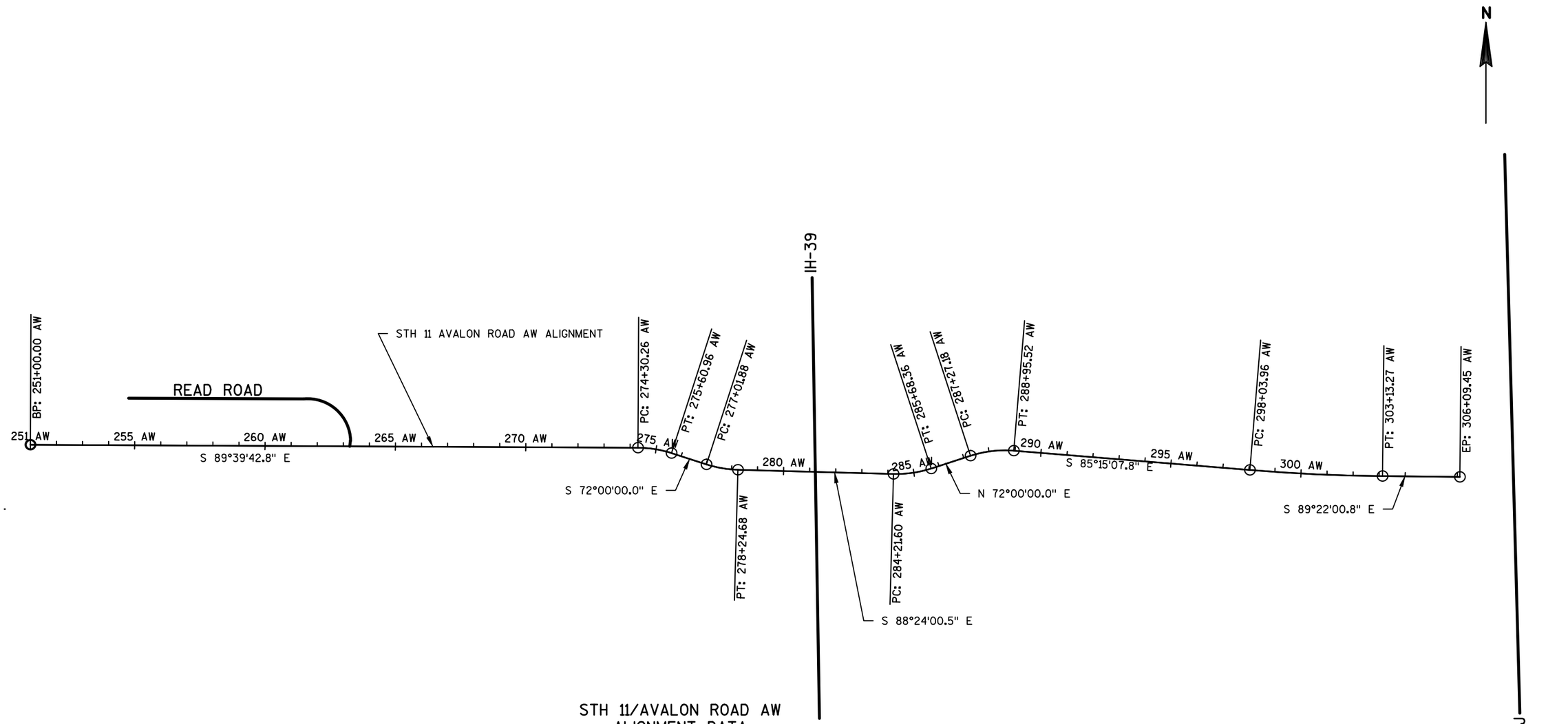
PI STA = 304+74.34 AE
Y = 251588.37
X = 506383.31
DELTA = 02° 13' 54.4"
T = 101.872'
L = 203.718'
R = 5230.000'
E = 0.992'
PC STA = 303+72.47 AE
PT STA = 305+76.18 AE
BK = N 88° 24' 04.8" E
AH = S 89° 22' 00.8" E
S.E. = 2.2%
T = 101
L = 53

PI STA = 307+14.49 AE
Y = 251585.72
X = 506623.48

PI STA = 313+40.47 AE
Y = 251572.91
X = 507249.32

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DIAGRAM AE	SHEET 300	E

2



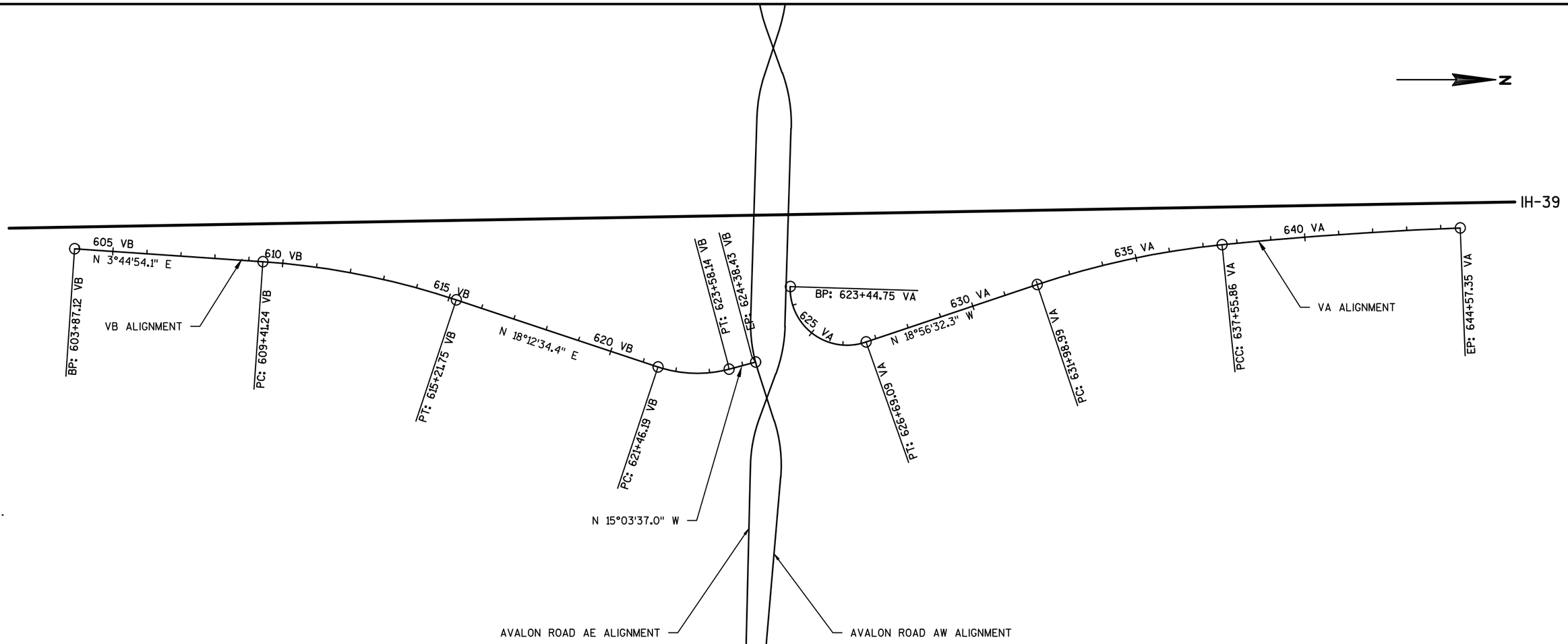
STH 11/AVALON ROAD AW
ALIGNMENT DATA

PI STA = 251+00.00 AW	PI STA = 274+96.13 AW	PI STA = 277+63.70 AW	PI STA = 284+95.70 AW	PI STA = 288+12.47 AW	PI STA = 300+58.73 AW	PI STA = 306+09.45 AW
Y = 251715.54	Y = 251701.40	Y = 251618.40	Y = 251597.94	Y = 251696.27	Y = 251592.93	Y = 251586.84
X = 501039.55	X = 503435.64	X = 503691.11	X = 504423.67	X = 504726.31	X = 505970.53	X = 506521.44
	DELTA = 17° 39' 42.8"	DELTA = 16° 24' 00.5"	DELTA = 19° 35' 59.5"	DELTA = 22° 44' 52.2"	DELTA = 04° 06' 53.0"	
	T = 65.873'	T = 61.820'	T = 74.101'	T = 85.293'	T = 254.767'	
	L = 130.701'	L = 122.795'	L = 146.753'	L = 168.338'	L = 509.315'	
	R = 424.000'	R = 429.000'	R = 429.000'	R = 424.000'	R = 7092.000'	
	E = 5.087'	E = 4.431'	E = 6.353'	E = 8.494'	E = 4.575'	
	PC STA = 274+30.260 AW	PC STA = 277+01.88 AW	PC STA = 284+21.60 AW	PC STA = 287+27.18 AW	PC STA = 298+03.96 AW	
	PT STA = 275+60.96 AW	PT STA = 278+24.68 AW	PT STA = 285+68.36 AW	PT STA = 288+95.52 AW	PT STA = 303+13.27 AW	
	BK = S 89° 39' 42.8" E	BK = S 72° 00' 00.0" E	BK = S 88° 24' 00.5" E	BK = N 72° 00' 00.0" E	BK = S 85° 15' 07.8" E	
	AH = S 72° 00' 00.0" E	AH = S 88° 24' 00.5" E	AH = N 72° 00' 00.0" E	AH = S 85° 15' 07.8" E	AH = S 89° 22' 00.8" E	
	S.E. = RC	S.E. = RC	S.E. = RC	S.E. = RC	S.E. = RC	
	T = 78	T = 78	T = 78	T = 78	T = 96	
	L = 39	L = 39	L = 39	L = 39	L = 48	

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DIAGRAM AW	SHEET 301	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027202_AD
PLOT DATE : 10/3/2013 4:54 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2



VB ALIGNMENT DATA

POT STA = 603+87.12 VB	PI STA = 612+33.05 VB	PI STA = 622+55.25 VB	POT STA = 624+38.43 VB
Y = 249,613.65	Y = 250,457.77	Y = 251,431.73	Y = 251,614.57
X = 504,146.54	X = 504,201.84	X = 504,522.24	X = 504,473.04
	DELTA = 14° 27' 40.2"	DELTA = 33° 16' 11.4"	
	T = 291.805'	T = 109.053'	
	L = 580.509'	L = 211.944'	
	R = 2300'	R = 365.000'	
	E = 18.437'	E = 15.943'	
	PC STA = 609+41.24 VB	PC STA = 621+46.19 VB	
	PT STA = 615+21.75 VB	PT STA = 623+58.14 VB	
	BK = N 3° 44' 54.1" E	BK = N 18° 12' 34.4" E	
	AH = N 18° 12' 34.4" E	AH = N 15° 03' 37.0" W	
	S.E. = 4.00%	S.E. = RC	
	T = 144	T = 72	
	L = 96	L = 36	

VA ALIGNMENT DATA

PI STA = 625+88.99 VA	PI STA = 634+78.58 VA	PI STA = 641+06.72 VA
Y = 251,708.98	Y = 252,705.63	Y = 253,332.64
X = 504,495.23	X = 504,153.18	X = 504,087.46
DELTA = 111° 16' 32.5"	DELTA = 12° 44' 13.8"	DELTA = 03° 36' 57.7"
T = 244.243'	T = 279.590'	T = 350.859'
L = 324.335'	L = 556.875'	L = 701.484'
R = 167.000'	R = 2505.000'	R = 11115.000'
E = 128.878'	E = 15.555'	E = 5.536'
PC STA = 623+44.75 VA	PC STA = 631+98.99 VA	PCC STA = 637+55.86 VA
PT STA = 626+69.09 VA	PCC STA = 637+55.86 VA	PT STA = 644+57.35 VA
BK = S 88° 24' 00.5" E	BK = N 18° 56' 32.3" W	BK = N 5° 59' 01.8" W
AH = N 18° 56' 32.3" W	AH = N 5° 59' 01.8" W	AH = N 2° 22' 04.1" W
S.E. = RC	S.E. = 3.8%	S.E. = NC
	T = 139	T = 0
	L = 91	L = 0

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DIAGRAM VA & VB	SHEET 302 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027203_AD
PLOT DATE : 10/3/2013 4:54 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:300 FT_XREF
WISDOT/CADDS SHEET 42

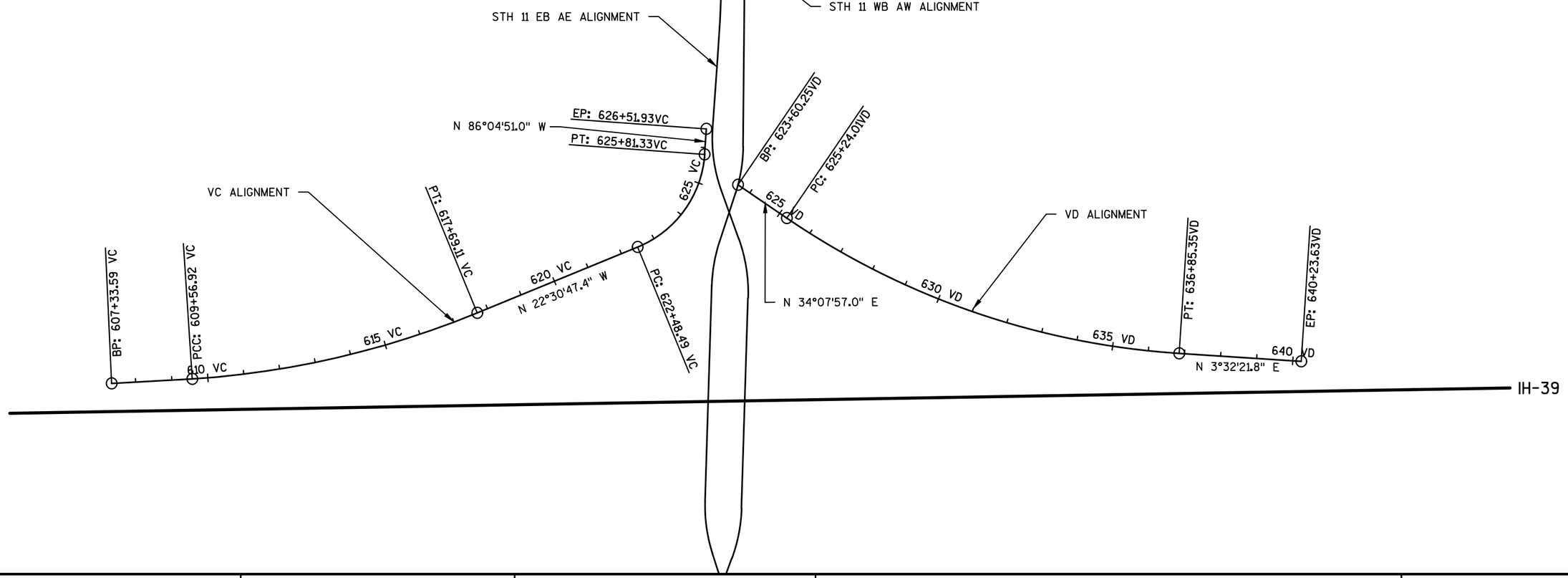
2

VC ALIGNMENT DATA

PI STA = 608+45.26 VC	PI STA = 613+66.61 VC	PI STA = 624+34.38 VC	PI STA = 626+51.93 VC
Y = 250,069.56	Y = 250,589.69	Y = 251,582.73	Y = 251,600.26
X = 504,023.69	X = 503,987.90	X = 503,576.30	X = 503,320.41
DELTA = 01° 09' 04.4"	DELTA = 18° 34' 37.1"	DELTA = 63° 34' 03.5"	
T = 111.668'	T = 409.692'	T = 185.891'	
L = 223.329'	L = 812.194'	L = 332.839'	
R = 11115.000'	R = 2505.000'	R = 300.000'	
E = 0.561'	E = 33.281'	E = 52.924'	
PC STA = 607+33.59 VC	PCC STA = 609+56.92 VC	PC STA = 622+48.49 VC	
PCC STA = 609+56.92 VC	PT STA = 617+69.11 VC	PT STA = 625+81.33 VC	
BK = N 2° 47' 06.0" W	BK = N 3° 56' 10.4" W	BK = N 22° 30' 47.4" W	
AH = N 3° 56' 10.4" W	AH = N 22° 30' 47.4" W	AH = N 86° 04' 51.0" W	
S.E. = NC	S.E. = 3.8%	S.E. = RC	
T = 0	T = 139		
L = 0	L = 91		

VD ALIGNMENT DATA

PI STA = 623+60.25 VD	PI STA = 631+18.88 VD	PI STA = 640+23.63 VD
Y = 251,688.00	Y = 252,315.95	Y = 253,247.32
X = 503,474.56	X = 503,900.23	X = 503,957.84
	DELTA = 30° 35' 35.2"	
	T = 594.872'	
	L = 1161.343'	
	R = 2175.000'	
	E = 79.883'	
	PC STA = 625+24.01 VD	
	PT STA = 636+85.35 VD	
	BK = N 34° 07' 57.0" E	
	AH = N 3° 32' 21.8" E	
	S.E. = 4.20%	
	T = 149	
	L = 101	



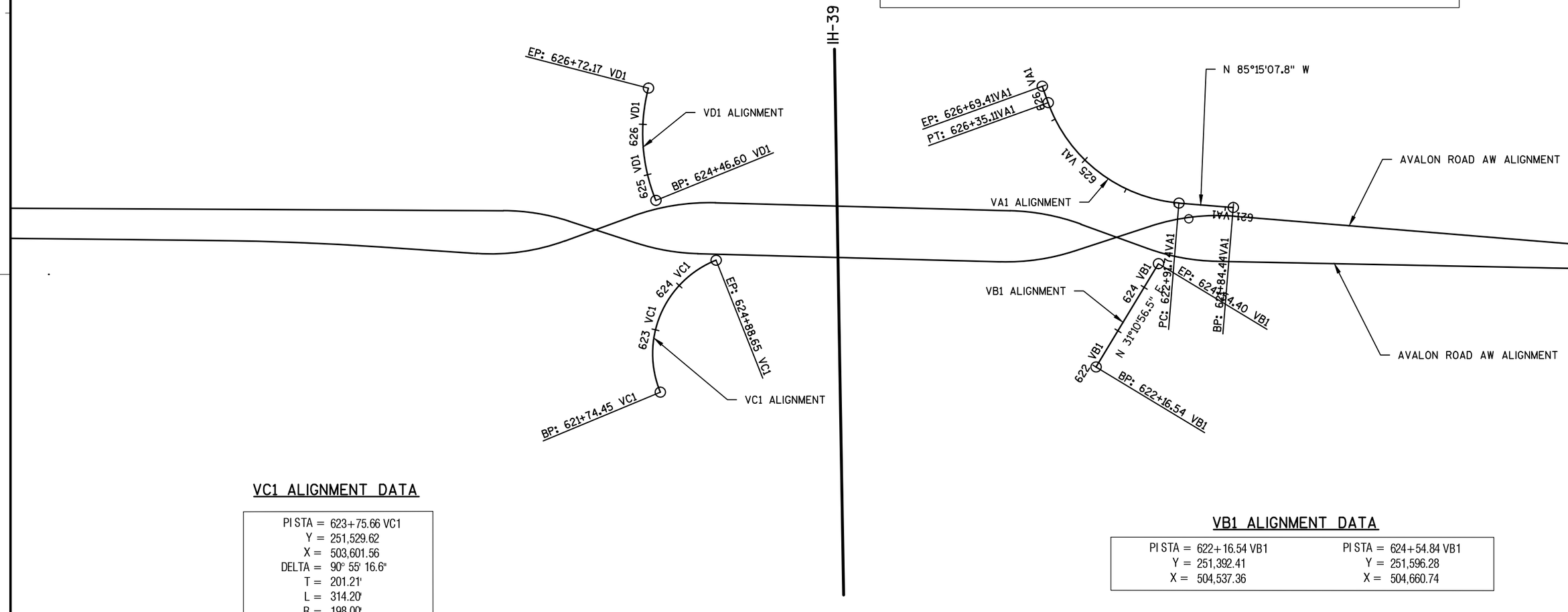
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DIAGRAM VC & VD	SHEET 303	E

VD1 ALIGNMENT DATA

PI STA =	625+63.39 VD1
Y =	251,829.84
X =	503,626.34
DELTA =	36° 36' 43.0"
T =	116.784'
L =	225.567'
R =	353.000'
E =	18.817'
PC STA =	624+46.60 VD1
PT STA =	626+72.17 VD1
BK =	N 22° 02' 41.5" W
AH =	N 14° 34' 01.5" E
S.E. =	RC

VA1 ALIGNMENT DATA

PI STA = 621+84.44 VA1	PI STA = 624+85.00 VA1	PI STA = 626+69.41 VA1
Y = 251,706.55	Y = 251,731.42	Y = 251,945.70
X = 504,807.97	X = 504,508.44	X = 504,431.83
	DELTA = 65° 34' 34.4"	
	T = 193.258'	
	L = 343.369'	
	R = 300.000'	
	E = 56.855'	
	PC STA = 622+91.74 VA1	
	PT STA = 626+35.11 VA1	
	BK = N 85° 15' 07.8" W	
	AH = N 19° 40' 24.4" W	
	S.E. = RC	



VC1 ALIGNMENT DATA

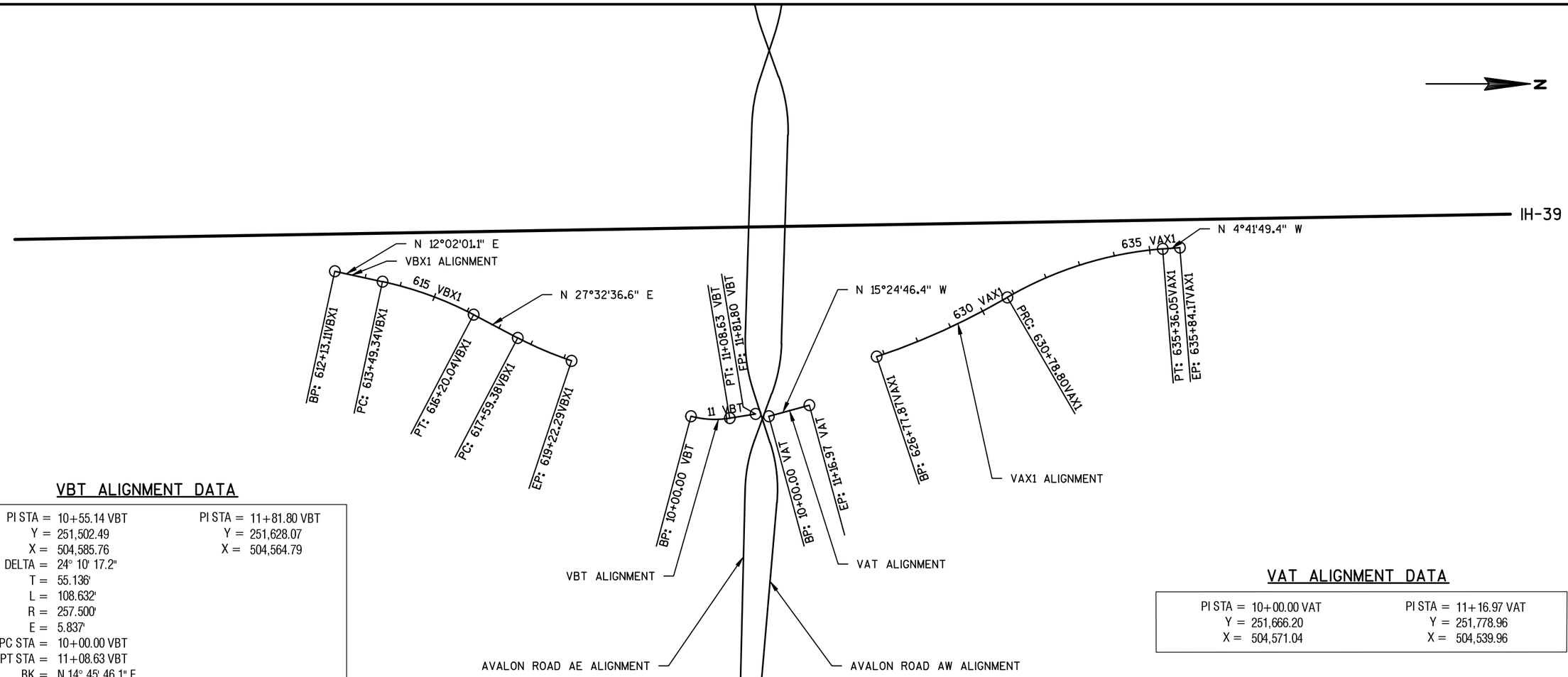
PI STA =	623+75.66 VC1
Y =	251,529.62
X =	503,601.56
DELTA =	90° 55' 16.6"
T =	201.21'
L =	314.20'
R =	198.00'
E =	84.29'
PC STA =	621+74.45 VC1
PT STA =	624+88.65 VC1
BK =	N 22° 30' 47.4" W
AH =	N 68° 24' 29.2" E
S.E. =	RC

VB1 ALIGNMENT DATA

PI STA = 622+16.54 VB1	PI STA = 624+54.84 VB1
Y = 251,392.41	Y = 251,596.28
X = 504,537.36	X = 504,660.74

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DIAGRAM VA1, VB1, VC1, & VD1	SHEET 304	E

2



VBT ALIGNMENT DATA

PI STA = 10+55.14 VBT	PI STA = 11+81.80 VBT
Y = 251,502.49	Y = 251,628.07
X = 504,585.76	X = 504,564.79
DELTA = 24° 10' 17.2"	
T = 55.136'	
L = 108.632'	
R = 257.500'	
E = 5.837'	
PC STA = 10+00.00 VBT	
PT STA = 11+08.63 VBT	
BK = N 14° 45' 46.1" E	
AH = N 9° 24' 31.1" W	
S.E. = NC	

VAT ALIGNMENT DATA

PI STA = 10+00.00 VAT	PI STA = 11+16.97 VAT
Y = 251,666.20	Y = 251,778.96
X = 504,571.04	X = 504,539.96

VBX1 ALIGNMENT DATA

PI STA = 612+13.11 VBX1	PI STA = 614+85.52 VBX1	PI STA = 618+41.02 VBX1
Y = 250,454.79	Y = 250,721.21	Y = 251,037.90
X = 504,170.73	X = 504,227.53	X = 504,392.69
	DELTA = 15° 30' 35.5"	DELTA = 09° 20' 02.2"
	T = 136.182'	T = 81.635'
	L = 270.698'	L = 162.908'
	R = 1000.000'	R = 1000.000'
	E = 9.230'	E = 3.327'
	PC STA = 613+49.34 VBX1	PC STA = 617+59.38 VBX1
	PT STA = 616+20.04 VBX1	PT STA = 619+22.29 VBX1
	BK = N 12° 02' 01.1" E	BK = N 27° 32' 36.6" E
	AH = N 27° 32' 36.6" E	AH = N 18° 12' 34.4" E
	S.E. = RC	S.E. = RC

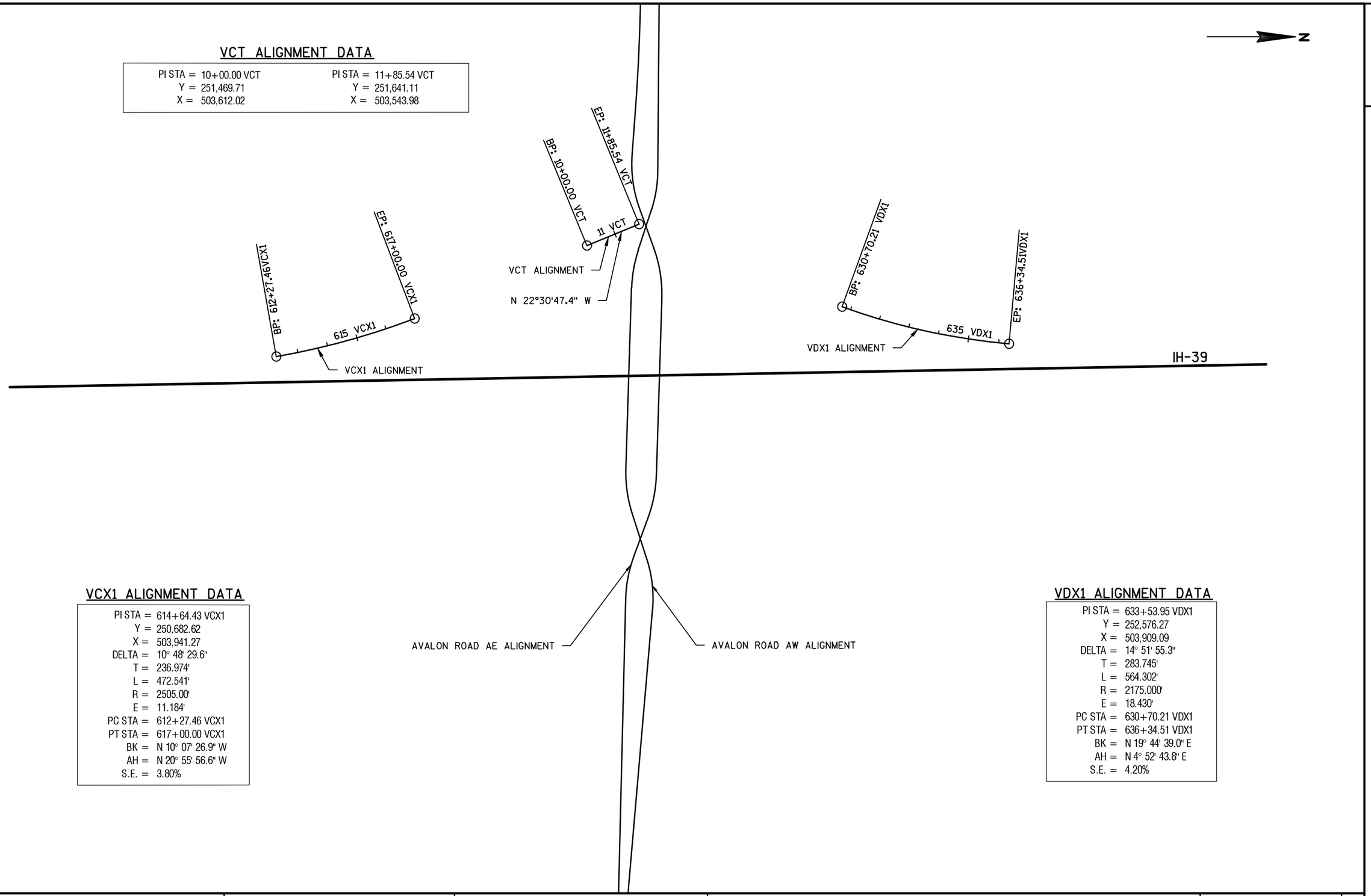
VAX1 ALIGNMENT DATA

PI STA = 628+79.03 VAX1	PI STA = 633+11.33 VAX1	PI STA = 635+84.17 VAX1
Y = 252,156.47	Y = 252,530.61	Y = 252,810.31
X = 504,339.29	X = 504,119.94	X = 504,096.96
DELTA = 11° 39' 38.8"	DELTA = 25° 41' 05.0"	
T = 201.161'	T = 232.532'	
L = 400.932'	L = 455.034'	
R = 1970.000'	R = 1020.000'	
E = 10.244'	E = 26.170'	
PC STA = 626+77.87 VAX1	PRC STA = 630+78.80 VAX1	
PRC STA = 630+78.80 VAX1	PT STA = 635+36.05 VAX1	
BK = N 18° 43' 15.6" W	BK = N 30° 22' 54.4" W	
AH = N 30° 22' 54.4" W	AH = N 4° 41' 49.4" W	
S.E. = 2.80%	S.E. = 4.3%/7.0%	

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DIAGRAM VAX1 & VBX1	SHEET 305	E

VCT ALIGNMENT DATA

PI STA = 10+00.00 VCT	PI STA = 11+85.54 VCT
Y = 251,469.71	Y = 251,641.11
X = 503,612.02	X = 503,543.98



VCX1 ALIGNMENT DATA

PI STA =	614+64.43 VCX1
Y =	250,682.62
X =	503,941.27
DELTA =	10° 48' 29.6"
T =	236.974'
L =	472.541'
R =	2505.00'
E =	11.184'
PC STA =	612+27.46 VCX1
PT STA =	617+00.00 VCX1
BK =	N 10° 07' 26.9" W
AH =	N 20° 55' 56.6" W
S.E. =	3.80%

VDX1 ALIGNMENT DATA

PI STA =	633+53.95 VDX1
Y =	252,576.27
X =	503,909.09
DELTA =	14° 51' 55.3"
T =	283.745'
L =	564.302'
R =	2175.000'
E =	18.430'
PC STA =	630+70.21 VDX1
PT STA =	636+34.51 VDX1
BK =	N 19° 44' 39.0" E
AH =	N 4° 52' 43.8" E
S.E. =	4.20%

2

2

TW_SB ALIGNMENT DATA

PI STA = 544+99.72 TW_SB Y = 243,725.82 X = 504,172.13	PI STA = 609+00.00 TW_SB Y = 250,124.99 X = 504,053.03	PI STA = 622+00.00 TW_SB Y = 251,424.76 X = 504,028.82	PI STA = 655+00.00 TW_SB Y = 254,724.19 X = 503,967.63

N

590 TW_SB
595 TW_SB
600 TW_SB
605 TW_SB
PI: 609+00.00TW_SB
610 TW_SB
615 TW_SB
620 TW_SB
PI: 622+00.00TW_SB
625 TW_SB
630 TW_SB
635 TW_SB
640 TW_SB
645 TW_SB
650 TW_SB

N 1°03'58.5" W

N 1°04'01.9" W

N 1°03'44.5" W

IH 39 TW_SB ALIGNMENT

AVALON ROAD AE ALIGNMENT

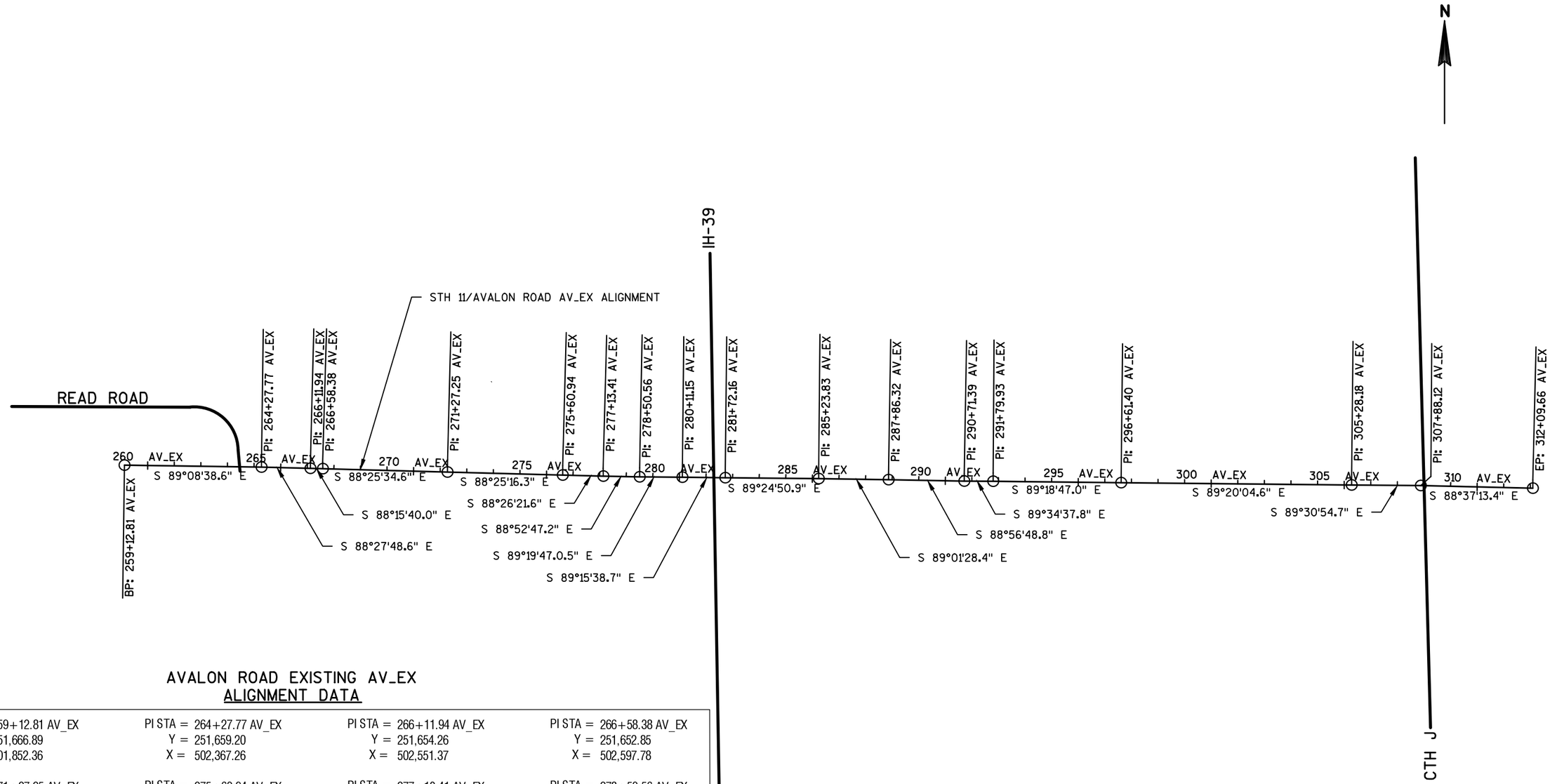
AVALON ROAD AW ALIGNMENT

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY:ROCK	PLAN: ALIGNMENT DIAGRAM TW_SB	SHEET 307	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027208_AD

PLOT DATE : 10/3/2013 4:54 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:400 FT

2



AVALON ROAD EXISTING AV_EX
ALIGNMENT DATA

PI STA = 259+12.81 AV_EX Y = 251,666.89 X = 501,852.36	PI STA = 264+27.77 AV_EX Y = 251,659.20 X = 502,367.26	PI STA = 266+11.94 AV_EX Y = 251,654.26 X = 502,551.37	PI STA = 266+58.38 AV_EX Y = 251,652.85 X = 502,597.78
PI STA = 271+27.25 AV_EX Y = 251,639.97 X = 503,066.48	PI STA = 275+60.94 AV_EX Y = 251,628.02 X = 503,500.00	PI STA = 277+13.41 AV_EX Y = 251,623.87 X = 503,652.41	PI STA = 278+50.56 AV_EX Y = 251,621.19 X = 503,789.54
PI STA = 280+11.15 AV_EX Y = 251,619.31 X = 503,950.11	PI STA = 281+72.16 AV_EX Y = 251,617.23 X = 504,111.11	PI STA = 285+23.83 AV_EX Y = 251,613.64 X = 504,462.77	PI STA = 287+86.32 AV_EX Y = 251,609.17 X = 504,725.21
PI STA = 290+71.39 AV_EX Y = 251,603.93 X = 505,010.24	PI STA = 291+79.93 AV_EX Y = 251,603.13 X = 505,118.78	PI STA = 296+61.40 AV_EX Y = 251,597.35 X = 505,600.21	PI STA = 305+28.18 AV_EX Y = 251,587.29 X = 506,466.94
PI STA = 307+88.12 AV_EX Y = 251,585.09 X = 506,726.87	PI STA = 312+09.66 AV_EX Y = 251,574.94 X = 507,148.28		

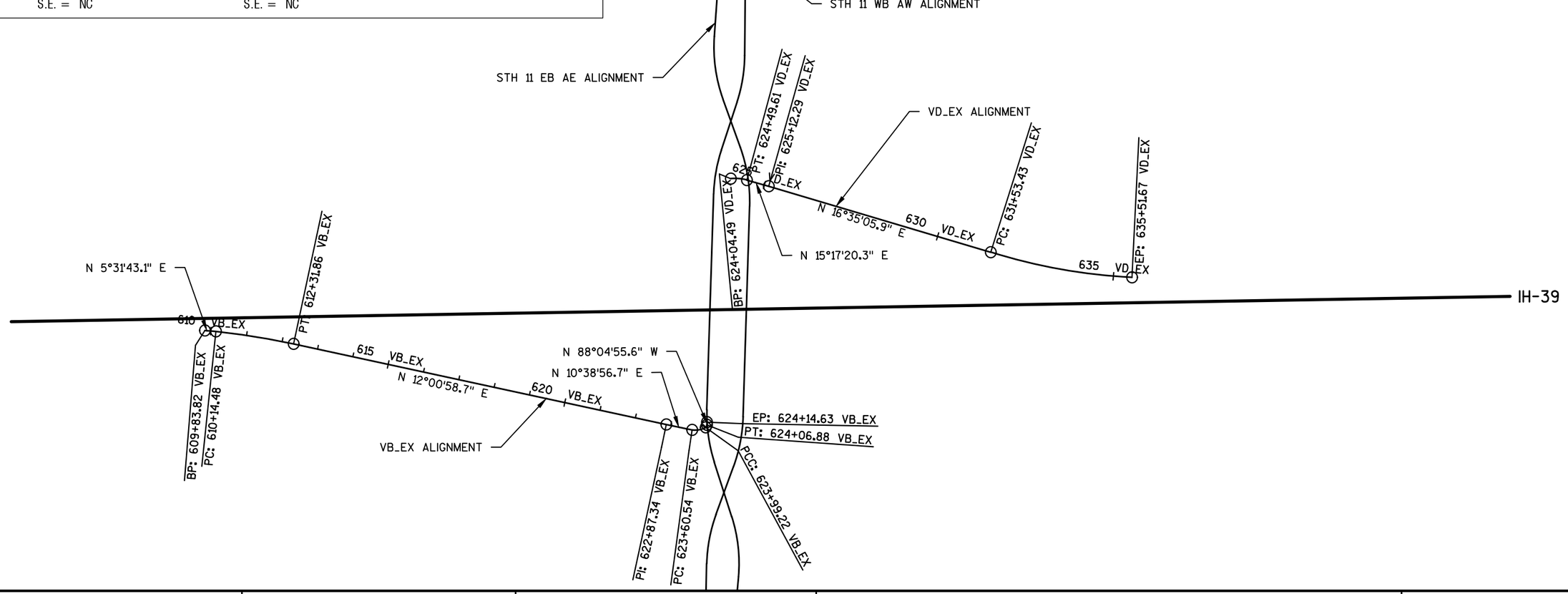
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DIAGRAM AV_EX	SHEET 308	E

VB_EX ALIGNMENT DATA

PI STA = 609+83.82 VB_EX Y = 250,210.25 X = 504,135.00	PI STA = 611+23.27 VB_EX Y = 250,349.04 X = 504,148.43 DELTA = 06° 08' 12.7" T = 107.795' L = 217.381' R = 2029.546' E = 2.914' PC STA = 610+14.48 VB_EX PT STA = 612+31.86 VB_EX BK = N 5° 31' 43.1"E AH = N 12° 00' 58.7"E S.E. = 7.00%	PI STA = 622+87.34 VB_EX Y = 251,487.81 X = 504,390.82
PI STA = 623+80.55 VB_EX Y = 251,579.38 X = 504,408.04 DELTA = 36° 19' 06.2" T = 20.014' L = 38.680' R = 61.021' E = 3.198' PC STA = 623+60.54 VB_EX PCC STA = 623+99.22 VB_EX BK = N 10° 38' 56.7"E AH = N 30° 55' 24.0"W S.E. = NC	PI STA = 624+03.25 VB_EX Y = 251,599.93 X = 504,395.73 DELTA = 44° 04' 19.6" T = 4.030' L = 7.660' R = 9.958' E = 0.785' PCC STA = 623+99.22 VB_EX PT STA = 624+06.88 VB_EX BK = N 30° 55' 24.0"W AH = N 88° 04' 55.6"W S.E. = NC	PI STA = 624+14.63 VB_EX Y = 251,600.32 X = 504,383.96

VD_EX ALIGNMENT DATA

PI STA = 624+27.30 VD_EX Y = 251,686.87 X = 503,708.35 DELTA = 20° 35' 00.7" T = 22.808' L = 45.125' R = 125.609' E = 2.054 PC STA = 624+04.49 VD_EX PT STA = 624+49.62 VD_EX BK = N 5° 40' 28.29"W AH = N 15° 17 20.34"E S.E. = NC	PI STA = 625+12.29 VD_EX Y = 251,769.33 X = 503,730.89	PI STA = 633+53.65 VD_EX Y = 252,575.67 X = 503,971.04 DELTA = 14° 42' 04.8" T = 200.220' L = 398.241' R = 1552.072' E = 12.861' PC STA = 631+53.43 VD_EX PT STA = 635+51.67 VD_EX BK = N 16° 35' 05.9"E AH = N 2° 35' 50.8"E S.E. = 7.0%

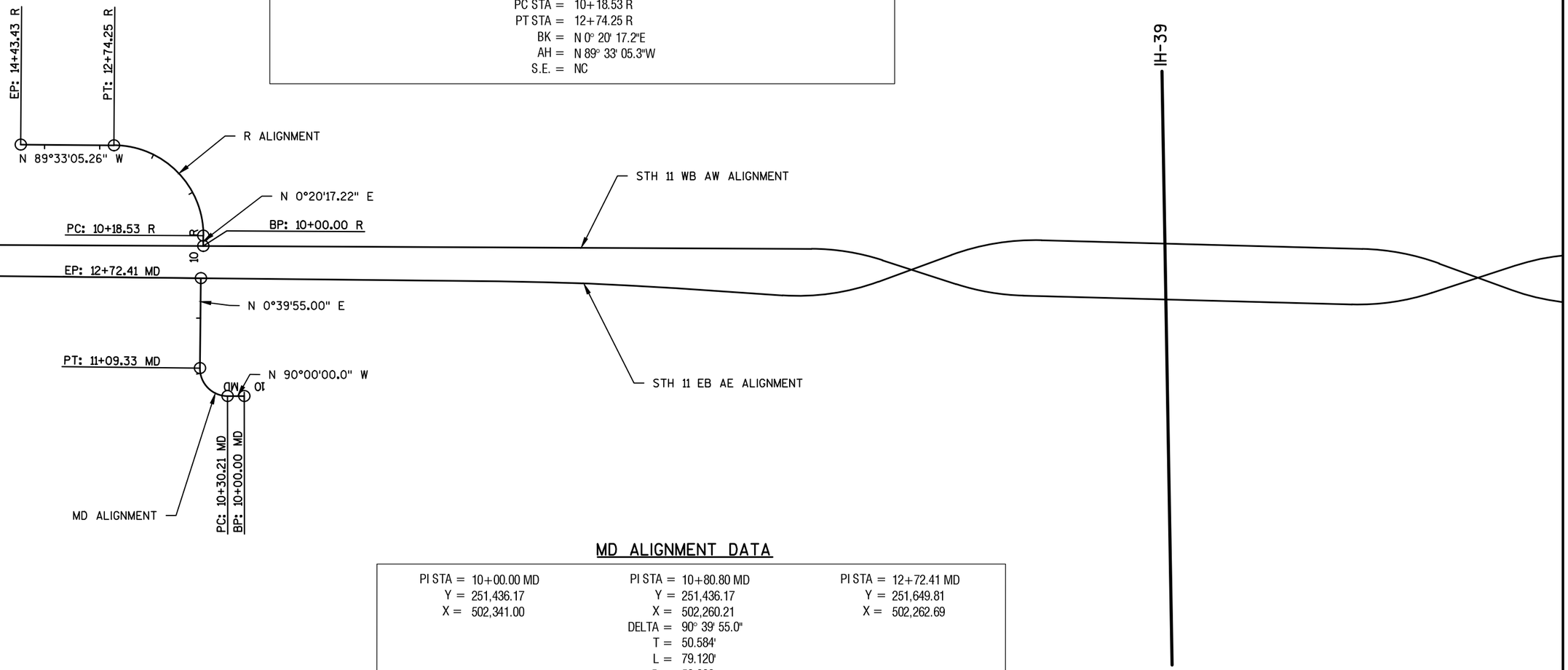


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DIAGRAM VB_EX & VD_EX	SHEET 309	E

2

R ALIGNMENT DATA

PI STA = 10+00.00 R	PI STA = 11+81.21 R	PI STA = 14+43.43 R
Y = 251,708.30	Y = 251,889.51	Y = 251,892.11
X = 502,266.83	X = 502,267.90	X = 501,936.04
	DELTA = 89° 53' 22.5"	
	T = 162.686'	
	L = 255.726'	
	R = 163.000'	
	E = 67.295'	
	PC STA = 10+18.53 R	
	PT STA = 12+74.25 R	
	BK = N 0° 20' 17.2"E	
	AH = N 89° 33' 05.3"W	
	S.E. = NC	



MD ALIGNMENT DATA

PI STA = 10+00.00 MD	PI STA = 10+80.80 MD	PI STA = 12+72.41 MD
Y = 251,436.17	Y = 251,436.17	Y = 251,649.81
X = 502,341.00	X = 502,260.21	X = 502,262.69
	DELTA = 90° 39' 55.0"	
	T = 50.584'	
	L = 79.120'	
	R = 50.000'	
	E = 21.125'	
	PC STA = 10+30.21 MD	
	PCC STA = 11+09.33 MD	
	BK = N 90° 00' 00.0"W	
	AH = N 0° 39' 55.0"W	
	S.E. = 0.50%	

DATE 12JUN15 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	1003-10-72 QUANTITY
0010	201.0105	Clearing	STA	42.000	42.000
0020	201.0205	Grubbing	STA	42.000	42.000
0030	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0040	203.0200	Removing Old Structure (station) 001. 281+27'AW'	LS	1.000	1.000
0050	203.0225.S	Debris Containment (structure) 001. B-53-144	LS	1.000	1.000
0060	204.0100	Removing Pavement	SY	31,550.000	31,550.000
0070	204.0120	Removing Asphaltic Surface Milling	SY	690.000	690.000
0080	204.0150	Removing Curb & Gutter	LF	2,980.000	2,980.000
0090	204.0155	Removing Concrete Sidewalk	SY	1,685.000	1,685.000
0100	204.0165	Removing Guardrail	LF	5,215.000	5,215.000
0110	204.0170	Removing Fence	LF	11,580.000	11,580.000
0120	204.0180	Removing Delineators and Markers	EACH	45.000	45.000
0130	204.0195	Removing Concrete Bases	EACH	5.000	5.000
0140	204.0210	Removing Manholes	EACH	1.000	1.000
0150	204.0220	Removing Inlets	EACH	14.000	14.000
0160	204.0245	Removing Storm Sewer (size) 001. 12-Inch	LF	134.000	134.000
0170	204.0245	Removing Storm Sewer (size) 002. 18-Inch	LF	194.000	194.000
0180	204.0245	Removing Storm Sewer (size) 003. 17X22-Inch	LF	80.000	80.000
0190	204.0245	Removing Storm Sewer (size) 004. 20X30-Inch	LF	242.000	242.000
0200	204.0275	Closing Culvert Pipes	EACH	2.000	2.000
0210	204.9060.S	Removing (item description) 001. Inlet Covers	EACH	1.000	1.000
0220	205.0100	Excavation Common	CY	113,784.000	113,784.000
0230	206.1000	Excavation for Structures Bridges (structure) 001. B-53-323	LS	1.000	1.000
0240	206.1000	Excavation for Structures Bridges (structure) 002. B-53-324	LS	1.000	1.000
0250	210.0100	Backfill Structure	CY	960.000	960.000
0260	213.0100	Finishing Roadway (project) 01. 1003-10-72	EACH	1.000	1.000
0270	214.0100	Obliterating Old Road	STA	26.100	26.100
0280	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,516.000	2,516.000
0290	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	76,450.000	76,450.000
0300	305.0130	Base Aggregate Dense 3-Inch	TON	250.000	250.000
0310	312.0110	Select Crushed Material	TON	74,201.000	74,201.000
0320	405.0100	Coloring Concrete Red	CY	37.000	37.000
0330	415.0085	Concrete Pavement 8 1/2-Inch **p**	SY	13,000.000	13,000.000
0340	415.0090	Concrete Pavement 9-Inch **p**	SY	22,620.000	22,620.000
0350	415.0410	Concrete Pavement Approach Slab	SY	180.000	180.000
0360	415.6000.S	Rout and Seal	LF	8,804.000	8,804.000
0370	416.0160	Concrete Driveway 6-Inch	SY	150.000	150.000
0380	416.0508	Concrete Roundabout Truck Apron 8-Inch	SY	165.000	165.000
0390	416.0610	Drilled Tie Bars	EACH	102.000	102.000
0400	416.0620	Drilled Dowel Bars	EACH	90.000	90.000
0410	416.1010	Concrete Surface Drains **p**	CY	2.000	2.000
0420	416.1725	Concrete Pavement Replacement SHES	SY	290.000	290.000
0430	455.0105	Asphaltic Material PG58-28	TON	749.000	749.000
0440	455.0120	Asphaltic Material PG64-28	TON	278.000	278.000
0450	455.0605	Tack Coat	GAL	4,218.000	4,218.000
0460	460.1103	HMA Pavement Type E-3	TON	6,082.000	6,082.000
0470	460.1110	HMA Pavement Type E-10	TON	1,280.000	1,280.000

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DATE 12JUN15 E S T I M A T E O F Q U A N T I T I E S

LINE 1003-10-72

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0480	460.1130	HMA Pavement Type E-30	TON	10,235.000	10,235.000
0490	460.2000	Incentive Density HMA Pavement	DOL	11,320.000	11,320.000
0500	460.4000	HMA Cold Weather Paving	TON	2,000.000	2,000.000
0510	465.0105	Asphaltic Surface	TON	50.000	50.000
0520	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	105.000	105.000
0530	465.0315	Asphaltic Flumes	SY	170.000	170.000
0540	501.1000.S	Ice Hot Weather Concreting	LB	12,475.000	12,475.000
0550	502.0100	Concrete Masonry Bridges **p**	CY	583.000	583.000
0560	502.3200	Protective Surface Treatment **p**	SY	2,640.000	2,640.000
0570	502.3210.S	Pigmented Protective Surface Treatment **p**	SY	480.000	480.000
0580	503.0146	Prestressed Girder Type I 45W-Inch **p**	LF	3,464.000	3,464.000
0590	505.0405	Bar Steel Reinforcement HS Bridges **p**	LB	24,800.000	24,800.000
0600	505.0605	Bar Steel Reinforcement HS Coated Bridges **p**	LB	260,600.000	260,600.000
0610	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	3,200.000	3,200.000
0620	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	60.000	60.000
0630	506.4000	Steel Diaphragms (structure) 001. B-53-323 **p**	EACH	32.000	32.000
0640	506.4000	Steel Diaphragms (structure) 002. B-53-324 **p**	EACH	20.000	20.000
0650	511.1200	Temporary Shoring (structure) 001. B-53-323	SF	1,290.000	1,290.000
0660	513.4090	Railing Tubular Screening (structure) 001. B-53-323	LS	1.000	1.000
0670	513.4090	Railing Tubular Screening (structure) 002. B-53-324	LS	1.000	1.000
0680	516.0500	Rubberized Membrane Waterproofing	SY	54.000	54.000
0690	517.1010.S	Concrete Staining (structure) 001. B-53-323 **p**	SF	8,890.000	8,890.000
0700	517.1010.S	Concrete Staining (structure) 002. B-53-324 **p**	SF	8,270.000	8,270.000
0710	517.1050.S	Architectural Surface Treatment (structure) 001. B-53-323 **p**	SF	3,520.000	3,520.000
0720	517.1050.S	Architectural Surface Treatment (structure) 002. B-53-324 **p**	SF	3,160.000	3,160.000
0730	520.4030	Culvert Pipe Temporary 30-Inch	LF	12.000	12.000
0740	520.8000	Concrete Collars for Pipe	EACH	27.000	27.000
0750	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	5.000	5.000
0760	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	268.000	268.000
0770	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	54.000	54.000
0780	522.0524	Culvert Pipe Reinforced Concrete Class V 24-Inch	LF	631.000	631.000
0790	522.0530	Culvert Pipe Reinforced Concrete Class V 30-Inch	LF	440.000	440.000
0800	522.0536	Culvert Pipe Reinforced Concrete Class V 36-Inch	LF	696.000	696.000
0810	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	7.000	7.000
0820	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	20.000	20.000

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DATE 12JUN15 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	1003-10-72 QUANTITY
0830	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	11.000	11.000
0840	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	4.000	4.000
0850	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	6.000	6.000
0860	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	1.000	1.000
0870	550.1120	Piling Steel HP 12-Inch X 53 Lb	LF	6,675.000	6,675.000
0880	601.0409	Concrete Curb & Gutter 30-Inch Type A **p**	LF	3,234.000	3,234.000
0890	601.0501	Concrete Curb & Gutter Integral 4-Inch Sloped 36-Inch **p**	LF	3,214.000	3,214.000
0900	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A **p**	LF	3,793.000	3,793.000
0910	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D **p**	LF	1,292.000	1,292.000
0920	603.8000	Concrete Barrier Temporary Precast Delivered	LF	8,245.000	8,245.000
0930	603.8125	Concrete Barrier Temporary Precast Installed	LF	12,159.000	12,159.000
0940	604.0400	Slope Paving Concrete	SY	758.000	758.000
0950	604.0500	Slope Paving Crushed Aggregate	SY	338.000	338.000
0960	606.0200	Riprap Medium	CY	180.000	180.000
0970	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	387.000	387.000
0980	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	1,356.000	1,356.000
0990	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	1,436.000	1,436.000
1000	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	71.000	71.000
1010	608.0524	Storm Sewer Pipe Reinforced Concrete Class V 24-Inch	LF	16.000	16.000
1020	611.0530	Manhole Covers Type J	EACH	7.000	7.000
1030	611.0624	Inlet Covers Type H	EACH	24.000	24.000
1040	611.0627	Inlet Covers Type HM	EACH	28.000	28.000
1050	611.0636	Inlet Covers Type HM-S	EACH	6.000	6.000
1060	611.0639	Inlet Covers Type H-S	EACH	1.000	1.000
1070	611.0642	Inlet Covers Type MS	EACH	15.000	15.000
1080	611.2006	Manholes 6-FT Diameter	EACH	5.000	5.000
1090	611.3004	Inlets 4-FT Diameter	EACH	12.000	12.000
1100	611.3230	Inlets 2x3-FT	EACH	47.000	47.000
1110	611.3901	Inlets Median 1 Grate	EACH	11.000	11.000
1120	611.3902	Inlets Median 2 Grate	EACH	2.000	2.000
1130	611.8120.S	Cover Plates Temporary	EACH	17.000	17.000
1140	611.9800.S	Pipe Grates	EACH	19.000	19.000
1150	612.0218	Pipe Underdrain Unperforated 18-Inch	LF	511.000	511.000
1160	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	630.000	630.000
1170	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	8.000	8.000
1180	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	2.000	2.000
1190	614.0230	Steel Thrie Beam	LF	325.000	325.000
1200	614.0395	Guardrail Mow Strip Concrete	SY	6.800	6.800
1210	614.0905	Crash Cushions Temporary	EACH	11.000	11.000
1220	614.2300	MGS Guardrail 3	LF	337.500	337.500

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DATE 12JUN15 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	1003-10-72 QUANTITY
1230	614.2500	MGS Thrie Beam Transition	LF	197.000	197.000
1240	614.2610	MGS Guardrail Terminal EAT	EACH	6.000	6.000
1250	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000
1260	616.0206	Fence Chain Link 6-FT **p**	LF	13,190.000	13,190.000
1270	618.0100	Maintenance And Repair of Haul Roads (project) 001. 1003-10-72	EACH	1.000	1.000
1280	619.1000	Mobilization	EACH	1.000	1.000
1290	620.0300	Concrete Median Sloped Nose	SF	815.000	815.000
1300	624.0100	Water	MGAL	1,380.800	1,380.800
1310	625.0500	Salvaged Topsoil **p**	SY	214,843.000	214,843.000
1320	627.0200	Mulching	SY	149,739.000	149,739.000
1330	628.1504	Silt Fence	LF	4,692.000	4,692.000
1340	628.1520	Silt Fence Maintenance	LF	9,384.000	9,384.000
1350	628.1905	Mobilizations Erosion Control	EACH	21.000	21.000
1360	628.1910	Mobilizations Emergency Erosion Control	EACH	21.000	21.000
1370	628.2002	Erosion Mat Class I Type A	SY	80,345.000	80,345.000
1380	628.2004	Erosion Mat Class I Type B	SY	13,545.000	13,545.000
1390	628.6510	Soil Stabilizer Type B	ACRE	10.000	10.000
1400	628.7005	Inlet Protection Type A	EACH	70.000	70.000
1410	628.7015	Inlet Protection Type C	EACH	62.000	62.000
1420	628.7020	Inlet Protection Type D	EACH	8.000	8.000
1430	628.7504	Temporary Ditch Checks	LF	1,367.000	1,367.000
1440	628.7555	Culvert Pipe Checks	EACH	115.000	115.000
1450	628.7560	Tracking Pads	EACH	5.000	5.000
1460	628.7570	Rock Bags	EACH	15.000	15.000
1470	629.0205	Fertilizer Type A	CWT	145.000	145.000
1480	630.0120	Seeding Mixture No. 20	LB	5,972.000	5,972.000
1490	630.0200	Seeding Temporary	LB	5,972.000	5,972.000
1500	630.0300	Seeding Borrow Pit	LB	120.000	120.000
1510	630.0400	Seeding Nurse Crop	LB	114.000	114.000
1520	631.0300	Sod Water	MGAL	5.600	5.600
1530	631.1000	Sod Lawn	SY	35.000	35.000
1540	633.0100	Delineator Posts Steel	EACH	28.000	28.000
1550	633.0500	Delineator Reflectors	EACH	28.000	28.000
1560	633.5200	Markers Culvert End	EACH	53.000	53.000
1570	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
1580	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	25.000	25.000
1590	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	34.000	34.000
1600	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	34.000	34.000
1610	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	21.000	21.000
1620	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	15.000	15.000
1630	635.0200	Sign Supports Structural Steel HS	LB	1,030.000	1,030.000
1640	636.0100	Sign Supports Concrete Masonry **p**	CY	2.000	2.000
1650	636.0500	Sign Supports Steel Reinforcement	LB	98.000	98.000
1660	637.1220	Signs Type I Reflective SH	SF	425.000	425.000
1670	637.2210	Signs Type II Reflective H	SF	1,437.840	1,437.840
1680	637.2215	Signs Type II Reflective H Folding	SF	145.520	145.520
1690	637.2230	Signs Type II Reflective F	SF	297.250	297.250
1700	638.2101	Moving Signs Type I	EACH	1.000	1.000
1710	638.2102	Moving Signs Type II	EACH	8.000	8.000
1720	638.2602	Removing Signs Type II	EACH	68.000	68.000
1730	638.3000	Removing Small Sign Supports	EACH	85.000	85.000
1740	638.3100	Removing Structural Steel Sign Supports	EACH	2.000	2.000
1750	638.4000	Moving Small Sign Supports	EACH	10.000	10.000

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DATE 12JUN15 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	1003-10-72 QUANTITY
1760	641.8100	Overhead Sign Support (structure) 001. S-53-102	LS	1.000	1.000
1770	641.8100	Overhead Sign Support (structure) 002. S-53-103	LS	1.000	1.000
1780	642.5201	Field Office Type C	EACH	1.000	1.000
1790	643.0200	Traffic Control Surveillance and Maintenance (project) 001. 1003-10-72	DAY	422.000	422.000
1800	643.0300	Traffic Control Drums	DAY	108,160.000	108,160.000
1810	643.0420	Traffic Control Barricades Type III	DAY	8,628.000	8,628.000
1820	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	304.000	304.000
1830	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	304.000	304.000
1840	643.0705	Traffic Control Warning Lights Type A	DAY	11,229.000	11,229.000
1850	643.0715	Traffic Control Warning Lights Type C	DAY	13,003.000	13,003.000
1860	643.0800	Traffic Control Arrow Boards	DAY	762.000	762.000
1870	643.0900	Traffic Control Signs	DAY	33,109.000	33,109.000
1880	643.0910	Traffic Control Covering Signs Type I	EACH	13.000	13.000
1890	643.0920	Traffic Control Covering Signs Type II	EACH	5.000	5.000
1900	643.1000	Traffic Control Signs Fixed Message	SF	169.000	169.000
1910	643.1050	Traffic Control Signs PCMS	DAY	1,098.000	1,098.000
1920	643.2000	Traffic Control Detour (project) 001. 1003-10-72	EACH	1.000	1.000
1930	643.3000	Traffic Control Detour Signs	DAY	666.000	666.000
1940	645.0120	Geotextile Fabric Type HR	SY	644.000	644.000
1950	645.0130	Geotextile Fabric Type R	SY	675.000	675.000
1960	646.0103	Pavement Marking Paint 4-Inch	LF	18,910.000	18,910.000
1970	646.0106	Pavement Marking Epoxy 4-Inch	LF	56,922.000	56,922.000
1980	646.0123	Pavement Marking Paint 8-Inch	LF	1,660.000	1,660.000
1990	646.0126	Pavement Marking Epoxy 8-Inch	LF	5,601.000	5,601.000
2000	646.0600	Removing Pavement Markings	LF	45,650.000	45,650.000
2010	646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF	2,459.000	2,459.000
2020	646.0843.S	Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	LF	97.000	97.000
2030	646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF	188.000	188.000
2040	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	8.000	8.000
2050	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	14.000	14.000
2060	647.0356	Pavement Marking Words Epoxy	EACH	7.000	7.000
2070	647.0456	Pavement Marking Curb Epoxy	LF	96.000	96.000
2080	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	177.000	177.000
2090	647.0576	Pavement Marking Stop Line Epoxy 24-Inch	LF	213.000	213.000
2100	647.0606	Pavement Marking Island Nose Epoxy	EACH	7.000	7.000
2110	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	1,474.000	1,474.000
2120	647.0746	Pavement Marking Diagonal Epoxy 24-Inch	LF	705.000	705.000
2130	649.0100	Temporary Pavement Marking 4-Inch	LF	54,936.000	54,936.000
2140	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	49,793.000	49,793.000
2150	649.0701	Temporary Pavement Marking 8-Inch	LF	1,462.000	1,462.000
2160	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	2,558.000	2,558.000
2170	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	89.000	89.000
2180	652.0125	Conduit Rigid Metallic 2-Inch **p**	LF	96.000	96.000

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DATE 12JUN15 E S T I M A T E O F Q U A N T I T I E S

LINE 1003-10-72

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
2190	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch **p**	LF	11,540.000	11,540.000
2200	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch **p**	LF	7,508.000	7,508.000
2210	652.0800	Conduit Loop Detector	LF	3,136.000	3,136.000
2220	653.0135	Pull Boxes Steel 24x36-Inch	EACH	25.000	25.000
2230	653.0140	Pull Boxes Steel 24x42-Inch	EACH	79.000	79.000
2240	653.0222	Junction Boxes 18x12x6-Inch	EACH	10.000	10.000
2250	653.0905	Removing Pull Boxes	EACH	7.000	7.000
2260	654.0101	Concrete Bases Type 1	EACH	13.000	13.000
2270	654.0102	Concrete Bases Type 2	EACH	7.000	7.000
2280	654.0105	Concrete Bases Type 5	EACH	6.000	6.000
2290	654.0106	Concrete Bases Type 6	EACH	24.000	24.000
2300	654.0113	Concrete Bases Type 13	EACH	4.000	4.000
2310	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
2320	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
2330	655.0230	Cable Traffic Signal 5-14 AWG	LF	3,896.000	3,896.000
2340	655.0240	Cable Traffic Signal 7-14 AWG	LF	755.000	755.000
2350	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	6,965.000	6,965.000
2360	655.0610	Electrical Wire Lighting 12 AWG	LF	4,515.000	4,515.000
2370	655.0615	Electrical Wire Lighting 10 AWG	LF	4,286.000	4,286.000
2380	655.0620	Electrical Wire Lighting 8 AWG	LF	37,096.000	37,096.000
2390	655.0625	Electrical Wire Lighting 6 AWG	LF	1,524.000	1,524.000
2400	655.0700	Loop Detector Lead In Cable	LF	8,684.000	8,684.000
2410	655.0800	Loop Detector Wire	LF	11,218.000	11,218.000
2420	656.0200	Electrical Service Meter Breaker Pedestal (location) 003. Station 286+14 AW	LS	1.000	1.000
2430	656.0500	Electrical Service Breaker Disconnect Box (location) 001. ITS	LS	1.000	1.000
2440	657.0100	Pedestal Bases	EACH	13.000	13.000
2450	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	37.000	37.000
2460	657.0310	Poles Type 3	EACH	7.000	7.000
2470	657.0322	Poles Type 5-Aluminum	EACH	6.000	6.000
2480	657.0327	Poles Type 6-Aluminum	EACH	24.000	24.000
2490	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	13.000	13.000
2500	657.0704	Luminaire Arms Truss Type 4-Inch Clamp 10-FT	EACH	7.000	7.000
2510	657.0705	Luminaire Arms Truss Type 4 1/2-Inch Clamp 10-FT	EACH	29.000	29.000
2520	657.1360	Install Poles Type 13	EACH	4.000	4.000
2530	657.1535	Install Monotube Arms 35-FT	EACH	2.000	2.000
2540	657.1540	Install Monotube Arms 40-FT	EACH	2.000	2.000
2550	657.1810	Install Luminaire Arms Steel 10-FT	EACH	4.000	4.000
2560	657.6005.S	Anchor Assemblies Light Poles on Structures	EACH	4.000	4.000
2570	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	28.000	28.000
2580	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	28.000	28.000
2590	658.0500	Pedestrian Push Buttons	EACH	2.000	2.000
2600	658.0600	Led Modules 12-Inch Red Ball	EACH	16.000	16.000
2610	658.0605	Led Modules 12-Inch Yellow Ball	EACH	16.000	16.000
2620	658.0610	Led Modules 12-Inch Green Ball	EACH	16.000	16.000
2630	658.0615	Led Modules 12-Inch Red Arrow	EACH	12.000	12.000

3

DATE 12JUN15 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	1003-10-72 QUANTITY
2640	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	12.000	12.000
2650	658.0625	Led Modules 12-Inch Green Arrow	EACH	12.000	12.000
2660	658.5069	Signal Mounting Hardware (location) 001. I-39/90 & STH 11 (South Jct)	LS	1.000	1.000
2670	658.5069	Signal Mounting Hardware (location) 002. I-39/90 & STH 11 & Avalon Road	LS	1.000	1.000
2680	659.0802	Plaques Sequence Identification	EACH	5.000	5.000
2690	659.1120	Luminaires Utility LED B	EACH	29.000	29.000
2700	659.1125	Luminaires Utility LED C	EACH	11.000	11.000
2710	661.0200	Temporary Traffic Signals for Intersections (location) 001. I-39/90 & STH 11 (South Jct)	LS	1.000	1.000
2720	661.0200	Temporary Traffic Signals for Intersections (location) 002. I-39/90 & STH 11 & Avalon Road	LS	1.000	1.000
2730	662.1028.S	Ramp Closure Gates Hardwired 28-FT	EACH	2.000	2.000
2740	662.1032.S	Ramp Closure Gates Hardwired 32-FT	EACH	1.000	1.000
2750	662.1040.S	Ramp Closure Gates Hardwired 40-FT	EACH	1.000	1.000
2760	670.0100	Field System Integrator	LS	1.000	1.000
2770	670.0200	ITS Documentation	LS	1.000	1.000
2780	672.0250	Base Camera Pole 50-FT	EACH	1.000	1.000
2790	673.0105	Communication Vault Type 1	EACH	1.000	1.000
2800	673.0225.S	Install Pole Mounted Cabinet	EACH	1.000	1.000
2810	674.0200	Cable Microwave Detector	LF	11,334.000	11,334.000
2820	674.0300	Remove Cable	LF	633.000	633.000
2830	675.0300	Install Mounted Controller Microwave Detector Assembly	EACH	6.000	6.000
2840	675.0400.S	Install Ethernet Switch	EACH	4.000	4.000
2850	677.0100	Install Camera Pole	EACH	1.000	1.000
2860	677.0200	Install Camera Assembly	EACH	1.000	1.000
2870	677.9051.S	Removing 50-FT Camera Pole	EACH	1.000	1.000
2880	678.0006	Install Fiber Optic Cable Outdoor Plant 6-CT	LF	1,883.000	1,883.000
2890	678.0400	Fiber Optic Termination	EACH	24.000	24.000
2900	678.0500	Communication System Testing	LS	1.000	1.000
2910	690.0150	Sawing Asphalt	LF	891.000	891.000
2920	690.0250	Sawing Concrete	LF	12,830.000	12,830.000
2930	715.0415	Incentive Strength Concrete Pavement	DOL	9,190.000	9,190.000
2940	715.0502	Incentive Strength Concrete Structures **p**	DOL	9,966.000	9,966.000
2950	SPV.0035	Special 001. Abandoning Culvert Pipe Special	CY	65.000	65.000
2960	SPV.0035	Special 002. Roadway Embankment	CY	180,839.000	180,839.000
2970	SPV.0035	Special 700. High Performance Concrete (HPC) Masonry Structures **p**	CY	1,078.000	1,078.000
2980	SPV.0060	Special 001. Baseline CPM Progress Schedule	EACH	1.000	1.000
2990	SPV.0060	Special 002. CPM Progress Schedule Updates and Accepted Revisions	EACH	1.000	1.000
3000	SPV.0060	Special 003. Lighting and Ramp Gate Control Cabinet 120/240 30-Inch	EACH	1.000	1.000
3010	SPV.0060	Special 004. Temporary Inlet Casting	EACH	1.000	1.000
3020	SPV.0060	Special 005. Weir Wall	EACH	4.000	4.000
3030	SPV.0060	Special 006. Traffic Control Barricades Type III With Sign, Permanent	EACH	10.000	10.000
3040	SPV.0060	Special 501. Remove ITS Field Cabinet	EACH	1.000	1.000

3

DATE 12JUN15 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	1003-10-72 QUANTITY
3050	SPV.0060	Special 502. Remove Electrical Service Breaker Disconnect Box	EACH	1.000	1.000
3060	SPV.0060	Special 503. Remove Electrical Service Meter Breaker Pedestal	EACH	1.000	1.000
3070	SPV.0060	Special 504. Remove and Salvage ITS Equipment	EACH	1.000	1.000
3080	SPV.0060	Special 505. Remove Type 5 Pole	EACH	1.000	1.000
3090	SPV.0060	Special 506. Install Wireless Mesh Radio Assembly	EACH	1.000	1.000
3100	SPV.0060	Special 507. Fiber Tracer Marker Post	EACH	1.000	1.000
3110	SPV.0060	Special 508. Remove Wood Pole	EACH	1.000	1.000
3120	SPV.0060	Special 509. Salvage and Reinstall Solar-Powered Bluetooth Sensor	EACH	1.000	1.000
3130	SPV.0085	Special 001. Seeding No Mow Fescue	LB	716.000	716.000
3140	SPV.0090	Special 001. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class V 24-Inch	LF	625.000	625.000
3150	SPV.0090	Special 002. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class V 30-Inch	LF	250.000	250.000
3160	SPV.0090	Special 003. Bore and Jack Storm Sewer Pipe Reinforced Concrete Class V 36-Inch	LF	605.000	605.000
3170	SPV.0090	Special 004. Concrete Curb and Gutter 32-Inch Special	LF	69.000	69.000
3180	SPV.0090	Special 005. Concrete Curb and Gutter 36-Inch Special	LF	85.000	85.000
3190	SPV.0105	Special 001. Survey Project 1003-10-72	LS	1.000	1.000
3200	SPV.0105	Special 002. Concrete Pavement Joint Layout	LS	1.000	1.000
3210	SPV.0180	Special 001. Removing Concrete Median B-53-144	SY	550.000	550.000
3220	SPV.0195	Special 001. QMP Base Aggregate Dense 1 1/4-Inch Compaction	TON	53,165.000	53,165.000

3

CLEARING AND GRUBBING

CATEGORY	STAGE	STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
1000	1	285+00 AW - 290+00 AW	LT	5	5
		623+50 VA - 630+50 VA	LT	7	7
		626+00 VD - 628+00 VD	RT	2	2
		600+00 TW_SB - 613+00 TW_SB	LT	13	13
		633+00 TW_SB - 647+00 TW_SB	LT	14	14
			SUBTOTALS (STAGE 1)	41	41
	4	261+00 AE - 262+00 AE	RT	1	1
			SUBTOTALS (STAGE 4)	1	1
			TOTALS	42	42

REMOVING SMALL PIPE CULVERTS

CATEGORY	STAGE	STATION	LOCATION	203.0100 EACH	REMARKS
1000	1	625+64 TW_SB	RT	1	18" X 10' RCCP
			SUBTOTAL (STAGE 1)	1	
	3A	280+47 AW	LT & RT	1	24" X 158' RCCP
		282+07 AW	LT & RT	1	24" X 158' RCCP
			SUBTOTAL (STAGE 3A)	2	
			TOTAL	3	

REMOVING CURB AND GUTTER

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0150 LF
1000	1	256+70 AE - 257+13 AE	LT	45
		259+13 AE - 260+12 AE	LT	100
		274+88 AE - 277+14 AE	RT	450
		276+23 AE - 277+52 AE	RT	160
		276+55 AE - 277+70 AE	LT & RT	190
		278+66 AE - 280+09 AE	RT	300
		282+58 AE - 284+15 AE	RT	330
		SUBTOTAL (STAGE 1)		1,575
	2A	READ ROAD	LT & RT	305
		286+69 AE - 292+10 AE	LT & RT	1,100
		SUBTOTAL (STAGE 2A)		1,405
		TOTAL		2,980

REMOVING ASPHATLIC SURFACE MILLING

CATEGORY	STATION - STATION	LOCATION	204.0120 SY
1000	600+92 TW_SB - 607+53 TW_SB	SB OUTSIDE SHOULDER	145
	613+48 TW_SB - 633+73 TW_SB	SB OUTSIDE SHOULDER	450
	642+00 TW_SB - 646+24 TW_SB	SB OUTSIDE SHOULDER	95
		TOTAL	690

REMOVING PAVEMENT

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0100 SY
1000	1	255+59 AW - 256+70 AW	RT	410
		257+13 AE - 259+13 AE	LT	190
		SUBTOTAL (STAGE 1)		600
	1A	590+00 TW_SB - 658+78 TW_SB	RT	2,300
		616+85 TW_SB - 628+15 TW_SB	RT	380
		SUBTOTAL (STAGE 1A)		2,680
	1B	615+57 TW_SB - 623+31 TW_SB	LT	900
		625+52 TW_SB - 631+64 TW_SB	LT	710
		640+57 TW_SB - 646+21 TW_SB	LT	630
		SUBTOTAL (STAGE 1B)		2,240
	2A	261+00 AW - 276+03 AW	LT & RT	6,350
		284+87 AE - 286+69 AE	RT	1,000
		SUBTOTAL (STAGE 2A)		7,350
	2B	259+92 AE - 277+76 AE	LT & RT	560
		284+15 AE - 285+29 AE	LT & RT	430
		623+45 VA - 631+13 VA	RT	1,100
		616+62 VB - 624+25 VB	LT	1,150
		623+60 VD - 631+86 VD	RT	1,900
		SUBTOTAL (STAGE 2B)		5,140
	3A	261+00 AE - 277+15 AE	LT & RT	6,300
		278+26 AW - 280+22 AW	LT & RT	1,180
		282+31 AW - 284+07 AW	LT & RT	340
		282+31 AW - 284+86 AW	LT & RT	760
		SUBTOTAL (STAGE 3A)		8,580
	3B	609+31 VC - 623+94 VC	RT	3,150
		613+47 TW_SB - 615+57 TW_SB	LT	230
		623+31 TW_SB - 625+52 TW_SB	LT	260
		631+65 TW_SB - 633+73 TW_SB	LT	240
		631+76 TW_SB - 640+58 TW_SB	LT	1,080
		SUBTOTAL (STAGE 3B)		4,960
		TOTAL		31,550

REMOVING CONCRETE SIDEWALK

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0155 SY
1000	1	274+88 AE - 277+14 AE	LT & RT	205
		278+66 AE - 280+09 AE	RT	185
		282+58 AE - 284+15 AE	RT	200
		SUBTOTAL (STAGE 1)		590
	2A	273+71 AE - 274+88 AE	LT	115
		284+87 AE - 292+10 AE	LT & RT	980
		SUBTOAL (STAGE 2A)		1,095
		TOTAL		1,685

REMOVING GUARDRAIL

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0165 LF
1000	1	255+54 AE - 256+40 AE	LT	170
		283+08 AE - 284+98 AE	RT	310
		623+00 TW_SB - 625+06 TW_WB	RT	430
		SUBTOTAL (STAGE 1)		910
	2A	273+60 AW - 275+85 AW	LT & RT	230
		285+27 AE - 290+06 AE	LT & RT	470
		285+46 AE - 290+00 AE	RT	480
		SUBTOAL (STAGE 2A)		1,180
	2B	277+87 AE - 280+10 AE	RT	330
		282+56 AE - 284+50 AE	LT & RT	400
		623+45 VA - 627+30 VA	LT & RT	340
		619+95 VB - 622+66 VB	LT	230
		620+13 VB - 624+10 VB	LT	390
		623+60 VD - 626+72 VD	RT	300
		SUBTOAL (STAGE 2B)		1,990
	3A	277+94 AE - 280+22 AE	RT	200
		278+03 AE - 280+11 AE	RT	250
		282+50 AW - 282+96 AW	RT	45
		622+02 VC - 623+20 VC	RT	120
		622+32 VC - 626+52 VC	RT	520
		SUBTOAL (STAGE 3A)		1,135
		TOTAL		5,215

3

REMOVING FENCE

CATEGORY	STATION - STATION	LOCATION	204.0170 LF
1000	268+50 AE - 275+15 AE	RT	720
	286+61 AE - 298+55 AE	RT	1,240
	268+23 AW - 275+30 AW	LT	720
	286+24 AW - 298+58 AW	LT	1,260
	625+24 VA - 636+92 VA	LT & RT	1,260
	613+07 VB - 623+16 VB	LT & RT	1,010
	614+73 VC - 624+66 VC	LT & RT	1,000
	624+23 VD - 634+26 VD	LT & RT	1,030
	597+50 TW_SB - 614+67 TW_SB	LT	1,720
	634+25 TW_SB - 650+43 TW_SB	LT	1,620
		TOTAL	11,580

REMOVING CONCRETE BASES

CATEGORY	LOCATION	204.0195 EACH
1000	642+05 TW_SB	2

REMOVING DELINEATORS AND MARKERS

CATEGORY	LOCATION	204.0180 EACH
1000	IH 39	24
	STH 11	6
	VA RAMP	4
	VC RAMP	8
	VD RAMP	3
	TOTAL	45

REMOVING MANHOLES

CATEGORY	STAGE	STATION	LOCATION	204.0210 EACH
1000	2B	630+31.50 VA	138' LT	1

REMOVING INLETS

CATEGORY	STAGE	STATION	LOCATION	204.0220 EACH
1000	1	624+81 VD1	44' RT	1
		625+24 VD1	78' RT	1
		SUBTOTAL (STAGE 1)		2
	2A	262+80 AW	18' RT	1
		265+98 AW	33' RT	1
		266+74 AW	37' RT	1
		269+52 AW	38' RT	1
		SUBTOTAL (STAGE 2A)		4
	2B	623+83 VC1	6' RT	1
		623+67 VC1	39' RT	1
		SUBTOTAL (STAGE 2B)		2
	3A	262+80 AE	27' LT	1
		265+98 AE	13' LT	1
		266+74 AE	13' LT	1
		269+52 AE	13' LT	1
		280+00 AW	14' RT	1
		280+00 AW	51' LT	1
		SUBTOTAL (STAGE 3A)		6
		TOTAL		14

CLOSING CULVERT PIPES

CATEGORY	STAGE	STATION	LOCATION	204.0275 EACH
1000	1	616+15 VC	RT	1
		617+63 TW_SB	RT	1
			TOTAL	2

REMOVING INLET COVERS

CATEGORY	STAGE	STATION	LOCATION	204.9060.S.001 EACH
1000	1	255+69 AW	RT	1

REMOVING STORM SEWER SUMMARY

CATEGORY	STAGE	STATION	LOCATION	204.0245.001 12-INCH LF	204.0245.002 18-INCH LF	204.0245.003 17X22-INCH LF	204.0245.004 20X30-INCH LF
1000	1	279+90 AW	LT	66	---	---	---
		625+24 VD1	RT	---	48	---	---
		SUBTOTAL (STAGE 1)		66	48	0	0
	2A	262+80 AW	RT	---	---	---	6
		265+98 AW	RT	---	---	70	---
		266+74 AW	RT	---	---	---	66
		269+52 AW	RT	---	---	---	72
		SUBTOTAL (STAGE 2A)		0	0	70	144
	2B	623+67 VC1	RT	---	35	---	---
		624+81 VD1	RT	---	46	---	---
		SUBTOTAL (STAGE 2B)		0	81	0	0
	3A	262+80 AE	LT	---	---	---	78
		265+98 AE	LT	---	---	10	---
		266+74 AE	LT	---	---	---	10
		269+52 AE	LT	---	---	---	10
		280+00 AW	RT	68	---	---	---
		SUBTOTAL (STAGE 3A)		68	0	10	98
	3B	623+83 VC1	RT	---	65	---	---
		SUBTOTAL (STAGE 3B)		0	65	0	0
		TOTAL		134	194	80	242

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100 EACH
1000	ID 1003-10-72	1

OBLITERATING OLD ROAD

CATEGORY	STATION - STATION	LOCATION	214.0100 STA.
1000	616+60 VB - 624+00 VB	LT	7.4
	615+60 VC - 622+80 VC	RT	7.2
	624+70 VA - 631+20 VA	LT	6.5
	626+90 VD - 631+90 VD	RT	5.0
		TOTAL	26.1

EARTHWORK

CATEGORY	DIVISION	STAGE	STATION - STATION	(1) CUT CY	(2) (13) EBS EXCAVATION 5% OF CUT CY	(3) UNUSABLE PAVEMENT MATERIAL CY	(4) AVAILABLE MATERIAL CY	205.0100 (5) TOTAL COMMON EXCAVATION CY	(6) EBS EXCAVATION REDUCED FACTOR 0.8 CY	UNEXPANDED FILL CY	(7) TOTAL FILL CY	(8) MASS ORDINATE +/-	(9) WASTE CY	SPV.0035.002 (10) ROADWAY EMBANKMENT CY	*312.0110 (11) SELECT CRUSHED MATERIAL FACTOR 1.90 TON	*624.0100 (12) WATER FACTOR 0.01 MGAL
1000	1	STAGE 1	278+59 AE - 279+93 AE	---	---	---	---	---	---	4,885	4,885	-4,885	---	---	---	---
			282+66 AE - 283+53 AE	---	---	---	---	---	---	2,710	2,710	-2,710	---	---	---	---
			287+91 AW - 292+75 AW	1,004	50	---	1,004	1,054	40	20,860	20,820	-19,816	---	---	95	---
			626+20 VA - 632+80 VA	2,785	139	---	2,785	2,924	111	15,549	15,438	-12,653	---	---	264	---
			622+89 VA1 - 626+15 VA1	368	18	---	368	386	14	25,194	25,180	-24,812	---	---	34	---
			627+40 VAX1 - 635+84 VAX1	323	16	---	323	339	13	2,813	2,800	-2,477	---	---	30	---
			613+85 VB - 623+90 VB	661	33	---	661	694	26	49,692	49,666	-49,005	---	---	63	---
			622+17 VB1 - 624+26 VB1	49	2	---	49	51	2	17,131	17,129	-17,080	---	---	4	---
			613+50 VBX1 - 619+22 VBX1	93	5	---	93	98	4	5,078	5,074	-4,981	---	---	10	---
			614+50 VC - 625+48 VC	835	42	---	835	877	34	31,153	31,119	-30,284	---	---	80	---
			622+34 VC1 - 622+48 VC1	---	---	---	---	---	---	275	275	-275	---	---	---	---
			612+28 VCX1 - 614+50 VCX1	1,030	52	---	1,030	1,082	42	1,319	1,277	-247	---	---	99	---
			624+13 VD - 634+00 VD	4,395	220	---	4,395	4,615	176	26,090	25,914	-21,519	---	---	418	---
			625+48 VD1 - 626+72 VD1	---	---	---	---	---	---	4,248	4,248	-4,248	---	---	---	---
			634+00 VDX1 - 636+35 VDX1	347	17	---	347	364	14	744	730	-383	---	---	32	---
			10+00 MD - 12+52 MD	176	9	---	176	185	7	364	357	-181	---	---	17	---
			0+00 MDIDW - 1+47 MDIDW	8	---	---	8	8	---	107	107	-99	---	---	0	---
			VAL POND	9,295	---	---	9,295	9,295	---	5,958	5,958	3,337	---	---	---	---
			VBL POND	10,254	---	---	10,254	10,254	---	2,550	2,550	7,704	---	---	---	---
			VCL POND	7,638	---	---	7,638	7,638	---	2,051	2,051	5,587	---	---	---	---
			VDL POND	10,520	---	---	10,520	10,520	---	5,602	5,602	4,918	---	---	---	---
			SUBTOTALS (STAGE 1)					50,384				-174,109	0	174,109	1,146	11.0
2		STAGE 1A	590+00 TW_SB - 659+00 TW_SB	6,855	1,243	385	6,470	8,098	994	55	0	6,470	---	---	2,362	---
			SUBTOTALS (STAGE 1A)					8,098				6,470	6,470	0	2,362	24.0
3		STAGE 1B	599+04 TW_SB - 647+35 TW_SB	6,747	2,170	375	6,372	8,917	1,736	5,439	3,703	2,669	---	---	4,123	---
			SUBTOTALS (STAGE 1B)					8,917				2,669	2,669	0	4,123	41.0
4		STAGE 2A	285+27 AE - 307+15 AE	8,255	413	1,765	6,490	8,668	330	6,508	6,178	312	---	---	785	---
			261+00 AW - 296+94 AW	8,300	415	280	8,020	8,715	332	10,397	10,065	-2,045	---	---	789	---
			623+90 VB - 624+24 VB	43	2	---	43	45	2	---	-2	45	---	---	4	---
			624+26 VB1 - 624+54 VB1	35	2	---	35	37	2	480	478	-443	---	---	4	---
			623+80 VD - 624+13 VD	77	4	---	77	81	3	867	864	-787	---	---	8	---
			10+25 R - 11+50 R	304	15	---	304	319	12	17	5	299	---	---	29	---
			SUBTOTALS (STAGE 2A)					17,865				-2,619	0	2,619	1,619	16.0
5		STAGE 2B	275+68 AE - 285+27 AE	762	38	275	487	800	30	2,449	2,419	-1,932	---	---	72	---
			275+54 AW - 275+61 AW	16	1	---	16	17	1	---	-1	17	---	---	2	---
			624+43 VA - 626+20 VA	39	2	---	39	41	2	2,425	2,423	-2,384	---	---	4	---
			624+47 VD1 - 625+48 VD1	53	3	---	53	56	2	314	312	-259	---	---	6	---
			OBLITERATE VA RAMP	947	47	836	111	994	38	---	-38	149	---	---	89	---
			OBLITERATE VB RAMP	758	38	532	226	796	30	---	-30	256	---	---	72	---
			OBLITERATE VD RAMP	1,076	54	1,063	13	1,130	43	14	-29	42	---	---	103	---
			SUBTOTALS (STAGE 2B)					3,834				-4,111	0	4,111	348	3.0
6		STAGE 3A	261+00 AE - 275+98 AE	10,077	504	1,750	8,327	10,581	403	3,158	2,755	5,572	---	---	958	---
			279+12 AW - 279+91 AW	250	13	250	---	263	10	281	271	-271	---	---	25	---
			282+64 AW - 285+50 AW	1,134	57	305	829	1,191	46	640	594	235	---	---	108	---
			623+21 VB - 624+02 VB	27	1	---	27	28	1	8	7	20	---	---	2	---
			620+89 TW_SB - 627+78 TW_SB	141	7	---	141	148	6	275	269	-128			13	
			SUBTOTALS (STAGE 3A)					12,211				5,428	5,428	0	1,106	11.0

CON'T. ON NEXT PAGE

EARTHWORK (CON'T.)

CATEGORY	DIVISION	STAGE	STATION - STATION	(1) CUT (5% OF CUT) CY	(2) (13) EBS EXCAVATION CY	(3) UNUSABLE PAVEMENT MATERIAL CY	(4) AVAILABLE MATERIAL CY	205.0100 (5) TOTAL COMMON EXCAVATION CY	(6) EBS EXCAVATION REDUCED FACTOR 0.8 CY	(7) FILL CY	(7) TOTAL FILL CY	(8) MASS ORDINATE +/-	(9) WASTE CY	SPV.0035.002 (10) ROADWAY EMBANKMENT CY	*312.0110 (11) SELECT CRUSHED MATERIAL FACTOR 1.90 TON	*624.0100 (12) WATER FACTOR 0.01 MGAL
	7	STAGE 3B	276+52 AW - 279+12 AW	732	37	---	732	769	30	725	695	37	---	---	70	---
			622+48 VC1 - 624+54 VC1	22	1	---	22	23	1	1,065	1,064	-1,042	---	---	2	---
			609+31 TW_SB - 640+58 TW_SB	2,319	1,185	500	1,819	3,504	948	426	-522	2,341	---	---	2,252	---
			OBLITERATE VC RAMP	1,117	56	875	242	1,173	45	13	-32	274	---	---	106	---
			SUBTOTALS (STAGE 3B)					5,469				1,610	1,610	0	2,430	24.0
	8	STAGE 4	255+60 AE - 261+00 AE	447	22	---	447	469	18	---	-18	465	---	---	42	---
			VAU POND	1,508	---	---	1,508	1,508	---	241	241	1,267	---	---	---	---
			VBU POND	981	---	---	981	981	---	277	277	704	---	---	---	---
			VCU POND	2,818	---	---	2,818	2,818	---	209	209	2,609	---	---	---	---
			VDU POND	1,230	---	---	1,230	1,230	---	220	220	1,010	---	---	---	---
			SUBTOTALS (STAGE 4)					7,006				6,055	6,055	0	42	0.0
			TOTALS					113,784						180,839	13,176	130.0

1) CUT DOES NOT INCLUDE EBS EXCAVATION.
2) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL; IS NOT INCLUDED IN CUT, BUT IS INCLUDED IN TOTAL EXCAVATION COMMON.
3) UNUSABLE PAVEMENT MATERIAL INCLUDES QUANTITIES FROM REMOVALS AND IS INCLUDED IN CUT.
4) AVAILABLE MATERIAL = CUT (1) - UNUSABLE MATERIAL (3).
5) TOTAL EXCAVATION COMMON = CUT (1) + EBS EXCAVATION (2)
6) EBS EXCAVATION REDUCED = EBS EXCAVATATION (2) * REDUCTION FACTOR; EBS REDUCTION FACTOR = 0.8, THIS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE
7) TOTAL FILL = FILL - EBS EXCAVATION REDUCED (6)
8) MASS ORDINATE = AVAILABLE MATERIAL (4) - TOTAL FILL (7)
   (+) MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. (-) MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
9) WASTE = POSITIVE MASS ORDINATE
10) ROADWAY EMBANKMENT = ABSOLUTE VALUE OF NEGATIVE MASS ORDINATE
11) SELECT CRUSHED MATERIAL = (EBS EXCAVATION (2)*SELECT CRUSHED MATERIAL FACTOR); SELECT CRUSHED MATERIAL FACTOR = 1.9
12) WATER = (SELECT CRUSHED MATERIAL (11) * WATER FACTOR); WATER FACTOR = 10 GAL/TON
13) UNSUITALBE SUBGRADE MATERIALS HAVE BEEN IDENTIFIED ALONG THE MEDIAN AND OUTSIDE SHOULDERS OF NORTHBOUND AND SOUTHBOUND IH 39.
    BEFORE REMOVAL OPERATIONS, COORDINATE SUITABILITY OF SUBGRADE AND DEPTH OF REMOVAL WITH THE ENGINEER.

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\030200_MQ.DWG
LAYOUT NAME - 030204_MQ
PLOT DATE : 5/27/2015 10:37 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

BASE AGGREGATE SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	*305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	*312.0110 SELECT CRUSHED MATERIAL TON	*624.0100 WATER MGAL	*SPV.0195.001 QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION TON
1000	2A	10+27.00 R - 11+50.00 R	LT & RT	---	500	250	---	7.5	---
		290+00.00 AE - 307+14.49 AE	LT & RT	135	3,030	---	7,035	102.0	3,030
		292+75.00 AW - 296+94.24 AW	LT & RT	20	790	---	1,515	23.3	790
			SUBTOTALS (STAGE 2A)	155	4,320	250	8,550	132.8	3,820
	3A	265+87.02 AE - 266+75.02 AE	DRIVEWAY RT	---	100	---	---	1.0	100
		274+23.98 AW - 275+40.06 AW	RT	---	25	---	55	0.8	25
		623+90.00 VC - 625+47.90 VC	RT	---	35	---	75	1.1	---
		623+21.16 VB - 623+89.77 VB	LT	---	15	---	30	0.5	---
			SUBTOTALS (STAGE 3A)	0	175	0	160	3.4	125
	4	255+60.74 AW - 261+00.00 AW	RT	---	110	---	255	3.7	110
		256+70.13 AE - 260+12.21 AE	LT	---	70	---	160	2.3	70
		275+70.00 AE - 276+51.65 AW	RT	---	15	---	30	0.5	15
		623+84.86 VD - 624+12.64 VD	RT	---	5	---	15	0.2	---
		275+46.94 AW - 277+45.83 AE	LT	---	35	---	80	1.2	35
		276+86.85 AE - 278+58.74 AE	RT	---	60	---	135	2.0	60
		624+47.52 VD1 - 625+47.65 VD1	RT	---	20	---	45	0.7	---
		622+34.76 VC - 623+90.00 VC	RT	---	30	---	70	1.0	---
		622+33.69 VC1 - 622+47.52 VC1	RT	---	5	---	5	0.1	---
		284+31.02 AE - 287+90.55 AW	LT	---	60	---	135	2.0	60
		285+27.11 AE - 285+96.18 AE	RT	---	10	---	25	0.4	10
		285+09.25 AW - 285+90.82 AW	LT	---	15	---	35	0.5	15
		623+91.64 VB - 624+22.09 VB	RT	---	5	---	15	0.2	---
		285+65.66 AW - 287+53.49 AE	RT	---	30	---	70	1.0	30
		622+16.54 VB1 - 624+54.40 VB1	RT	---	50	---	110	1.6	---
		622+89.49 VA1 - 626+15.05 VA1	RT	---	60	---	150	2.1	---
			SUBTOTALS (STAGE 4)	0	580	0	1,335	19.5	405
			TOTALS	155	5,075	250	10,045	155.7	4,350

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CONCRETE SURFACE DRAINS SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*312.0110 SELECT CRUSHED MATERIAL TON	416.1010 CONCRETE SURFACE DRAINS CY	*624.0100 WATER MGAL
1000	3A	279+76 AW - 279+92 AW	RT	5	10	2	0.2

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CONCRETE PAVEMENT REPLACEMENT SHES SUMMARY

CATEGORY	STAGE	STATION - STATION	416.0610 DRILLED TIE BARS EACH	*416.0620 DRILLED DOWEL BARS EACH	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY	*690.0250 SAWING CONCRETE LF
1000	1A	625+55 TW_SB - 626+85 TW_SB	52	12	145	150
		630+98 TW_SB - 631+25 TW_SB	12	12	35	47
		641+89 TW_SB - 642+34 TW_SB	18	12	50	65
		UNDISTRIBUTED	20	10	60	65
		TOTALS	102	46	290	327

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

3

CONCRETE PAVEMENT APPROACH SLAB SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*312.0110 SELECT CRUSHED MATERIAL TON	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	*624.0100 WATER MGAL
1000	2B	279+77.83 AE - 279+93.97 AE	LT & RT	15	40	45	0.6
		282+65.37 AE - 282+81.51 AE	LT & RT	15	40	45	0.6
			SUBTOTALS (STAGE 2B)	30	80	90	1.2
	3A	279+76.70 AW - 279+90.38 AW	LT & RT	15	40	45	0.6
		282+63.99 AW - 282+79.27 AW	LT & RT	15	40	45	0.6
			SUBTOTALS (STAGE 3A)	30	80	90	1.2
			TOTALS	60	160	180	2.4

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ROUT AND SEAL

CATEGORY	STATION - STATION	LOCATION	415.6000.S LF
1000	261+00 AE - 264+20 AE	RT	320
	261+00 AW - 261+91 AW	LT	91
	263+94 AW - 274+65 AW	LT	1,071
	279+01 AW - 279+77 AW	RT	76
	282+65 AE - 283+63 AE	LT	97
	288+52 AW - 292+75 AW	LT	423
	626+22 VA - 631+50 VA	RT	528
	630+00 VA - 631+50 VA	LT	150
	622+27 VA1 - 626+15 VA1	RT	388
	614+71 VB - 617+00 VB	LT	229
	614+71 VB - 622+10 VB	RT	739
	619+22 VB - 623+21 VB	LT	399
	622+16 VB1 - 624+26 VB1	RT	210
	614+50 VC - 621+75 VC	RT	725
	614+50 VC - 625+48 VC	LT	1,098
	621+75 VC1 - 624+89 VC1	RT	349
	624+12 VD - 634+00 VD	LT	988
	626+72 VD - 634+00 VD	RT	728
	624+77 VD1 - 626+72 VD1	RT	195
		TOTAL	8,804

CONCRETE DRIVEWAY 6-INCH

CATEGORY	STATION	LOCATION	416.0160 SY
1000	266+33 AE	RT	150

DRILLED DOWEL BARS

CATEGORY	STATION	*416.0620 EACH
1000	261+00 AE	24
	261+00 AW	20
	TOTALS	44

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

MAINTENANCE CROSSOVERS SUMMARY

CATEGORY	STAGE	STATION	LOCATION	*305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*312.0110 SELECT CRUSHED MATERIAL TON	465.0105 ASPHALTIC SURFACE TON	*624.0100 WATER MGAL
1000	2A	290+31 AW	LT	15	105	190	25	1.2
	3A	272+98 AE	LT	10	85	150	25	1.0
			TOTALS	25	190	340	50	2.2

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ASPHALTIC ITEMS

CATEGORY	STAGE	STATION - STATION	LOCATION	*455.0105 ASPHALTIC MATERIAL PG 58-28 TON	*455.0605 TACK COAT GAL	*460.1103 HMA PAVEMENT TYPE E-3 TON
1000	1	287+90.76 AW - 292+75.00 AW	SHOULDER LT	3	---	60
		622+89.49 VA1 - 626+15.05 VA1	SHOULDER RT	2	---	35
		626+26.10 VA - 631+50.00 VA	SHOULDER RT	3	---	60
		629+41.21 VA - 631+50.00 VA	SHOULDER LT	1	---	15
		625+47.65 VD1 - 626+72.17 VD1	SHOULDER RT	1	---	8
		624+12.64 VD - 634+00.00 VD	SHOULDER LT	6	---	105
		626+76.96 VD - 634+00.00 VD	SHOULDER RT	3	---	50
		614+71.15 VB - 622+16.54 VB	SHOULDER RT	20	---	395
		619+22.29 VB - 623+21.16 VB	SHOULDER LT	1	---	25
		622+33.69 VC1 - 622+47.52 VC1	SHOULDER RT	1	---	1
		614+50.00 VC - 620+95.00 VC	SHOULDER LT	4	---	70
		614+50.00 VC - 622+32.80 VC	SHOULDER RT	3	---	50
		SUBTOTALS (STAGE 1)		48	0	874
	2A	261+00.00 AW - 261+90.88 AW	SHOULDER LT	1	---	8
		263+94.32 AW - 267+38.52 AW	SHOULDER LT	2	---	40
		267+38.52 AW - 274+64.70 AW	SHOULDER LT	5	---	85
		10+27.00 R - 11+50.00 R	LT & RT	8	320	155
		291+00.00 AE - 307+14.49 AE	LT & RT	85	425	1,530
		291+00.00 AE - 307+14.49 AE	SHOULDER RT	15	65	230
		296+94.24 AW - 307+14.49 AE	SHOULDER LT	8	40	140
		292+75.00 AW - 296+94.24 AW	LT & RT	18	90	330
		SUBTOTALS (STAGE 2A)		142	940	2,518
	2B	282+65.37 AE - 283+53.26 AE	LT	1	---	10
		624+77.06 VD1 - 625+47.65 VD1	RT	1	---	5
		SUBTOTALS (STAGE 2B)		2	0	15
	3A	260+99.72 AE - 264+20.00 AE	RT	2	---	40
		279+11.84 AW - 279+90.38 AW	LT	1	---	5
		SUBTOTALS (STAGE 3A)		3	0	45
	3B	622+47.52 VC1 - 624+83.72 VC1	RT	1	---	20
		SUBTOTALS (STAGE 3B)		1	0	20
		TOTALS		196	940	3,472

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

PAVEMENT FOR TRAFFIC STAGING SUMMARY

CATEGORY	STAGE	STATION	-	STATION	LOCATION	*305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*312.0115 SELECT CRUSHED MATERIAL TON	*455.0105 ASPHALTIC MATERIAL PG 58-28 TON	455.0120 ASPHALTIC MATERIAL PG 64-28 TON	*455.0605 TACK COAT GAL	*460.1103 HMA PAVEMENT TYPE E-3 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	460.1130 HMA PAVEMENT TYPE E-30 TON	460.4000 HMA COLD WEATHER PAVING TON	*624.0100 WATER MGAL	*SPV.0195.001 QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION TON
1000	1	255+60.00 AE	-	261+00.00 AE	LT	---	835	1,110	17	---	90	315	---	---	---	19.5	---
		274+88.18 AE	-	277+32.93 AW	LT & RT	---	170	230	4	---	20	65	---	---	---	4.0	---
		276+55.69 AW	-	277+81.22 AW	RT	---	140	185	3	---	15	50	---	---	---	3.3	---
		276+00.00 AE	-	278+12.69 AE	LT & RT	---	750	1,000	16	---	80	285	---	---	---	17.5	---
		278+26.29 AW	-	279+91.96 AW	RT	---	75	100	2	---	8	30	---	---	---	1.8	---
		278+59.18 AW	-	280+02.51 AW	LT	---	15	160	3	---	15	45	---	---	---	1.8	---
		282+51.03 AW	-	284+08.43 AW	LT	---	130	170	3	---	15	50	---	---	---	3.0	---
		282+50.16 AW	-	284+74.87 AW	RT	---	480	640	10	---	50	180	---	---	---	11.2	---
		627+41.99 VAX1	-	635+83.94 VAX1	LT	115	1,055	---	11	---	55	---	200	---	---	---	---
		627+41.99 VAX1	-	632+22.96 VAX1	SHOULDER LT	---	---	---	2	---	11	---	40	---	---	---	---
		629+77.61 VAX1	-	635+83.94 VAX1	SHOULDER RT	---	---	---	5	---	23	---	85	---	---	---	---
		634+00.00 VDX1	-	636+34.50 VDX1	LT & RT	50	630	---	8	---	40	---	150	---	---	6.8	---
		613+49.34 VBX1	-	619+22.29 VBX1	RT	70	940	---	12	---	60	---	225	---	---	10.1	---
		612+27.46 VCX1	-	614+50.00 VCX1	LT & RT	45	670	---	9	---	50	---	170	---	---	7.2	---
		SUBTOTALS (STAGE 1)				280	5,890	3,595	105	0	532	1,020	870	0	0	86.2	0
	1A	590+00.00 TW_SB	-	658+79.24 TW_SB	RT	630	13,115	---	105	65	610	---	---	3,150	---	137.5	13,115
		616+85.00 TW_SB	-	628+15.00TW_SB	RT	8	1,410	---	---	23	10	---	410	---	---	14.1	1,410
		UNDISTRIBUTED				---	---	---	---	---	---	---	---	---	1,000	---	---
		SUBTOTALS (STAGE 1A)				638	14,525	0	105	88	620	0	410	3,150	1,000	151.6	14,525
	1B	600+92.04 TW_SB	-	612+26.08 TW_SB	LT	115	5,080	---	55	65	300	---	---	1,570	---	52.0	5,080
		615+56.96 TW_SB	-	623+31.10 TW_SB	LT	100	3,500	---	35	25	205	---	---	1,065	---	36.0	3,500
		625+52.69 TW_SB	-	631+64.68 TW_SB	LT	55	2,580	---	30	20	160	---	---	840	---	26.4	2,580
		636+34.55 VD	-	646+24.38 TW_SB	LT	135	4,710	---	50	30	280	---	---	1,450	---	48.5	4,710
		600+92.04 TW_SB	-	607+53.00 TW_SB	RUMBLE STRIP SB OUTSIDE SH	---	---	---	---	1	10	---	---	15	---	---	---
		613+48.00 TW_SB	-	633+73.00 TW_SB	RUMBLE STRIP SB OUTSIDE SH	---	---	---	---	3	30	---	---	50	---	---	---
		642+00.00 TW_SB	-	646+24.00 TW_SB	RUMBLE STRIP SB OUTSIDE SH	---	---	---	---	1	7	---	---	10	---	---	---
		SUBTOTALS (STAGE 1B)				405	15,870	0	170	145	992	0	0	5,000	0	162.9	15,870
	2A	273+20.75 AE	-	275+51.99 AE	LT	---	565	750	12	---	60	215	---	---	---	5.7	---
		284+84.81 AW	-	285+93.15 AW	LT & RT	---	280	370	6	---	29	105	---	---	---	2.8	---
		285+63.38 AW	-	622+16.54 VB	RT	---	510	680	11	---	54	195	---	---	---	5.1	---
		285+38.75 AE	-	287+90.55 AW	LT	---	840	1,120	17	---	88	320	---	---	---	8.4	---
		SUBTOTALS (STAGE 2A)				0	2,195	2,920	46	0	231	835	0	0	0	22.0	0
	2B	275+43.70 AW	-	277+49.02 AE	LT	---	395	525	8	---	42	150	---	---	---	9.2	---
		276+80.53 AE	-	278+28.16 AE	RT	---	335	430	7	---	35	125	---	---	---	7.7	---
		277+54.54 AW	-	277+81.22 AW	RT	---	120	160	3	---	13	45	---	---	---	2.8	---
		284+30.61 AE	-	285+38.75 AE	LT	---	70	95	2	---	8	30	---	---	---	1.7	---
		624+00.17 VD	-	626+45.77 VD	RT	---	600	795	12	---	630	225	---	---	---	14.0	---
		SUBTOTALS (STAGE 2B)				0	1,520	2,005	32	0	728	575	0	0	0	35.4	0
	3A	275+83.53 AE	-	622+34.76 VC	RT	---	470	625	25	---	50	180	---	---	---	11.0	470
		SUBTOTALS (STAGE 3A)				0	470	625	25	0	50	180	0	0	0	11.0	470
	3B	623+31.10 TW_SB	-	625+52.69 TW_SB	LT	20	935	---	10	5	60	---	---	305	---	9.6	935
		609+31.43 TW_SB	-	615+56.96 TW_SB	LT	30	2,025	---	25	15	135	---	---	700	---	20.6	2,025
		613+64.68 TW_SB	-	636+35.00 TW_SB	LT	210	3,150	---	20	15	125	---	---	645	---	33.6	3,150
		636+35.00 TW_SB	-	640+57.64 TW_SB	LT	40	1,515	---	15	10	80	---	---	435	---	15.6	1,515
		UNDISTRIBUTED				---	---	---	---	---	---	---	---	---	1,000	---	---
		SUBTOTALS (STAGE 3B)				300	7,625	0	70	45	125	0	0	2,085	1,000	79.4	7,625
		TOTALS				1,623	48,095	9,145	553	278	3,278	2,610	1,280	10,235	2,000	548.5	38,490

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET 325	E

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	*624.0100 WATER MGAL
1000	1	12+20 MD - 12+52 MD	LT & RT	140	---	1.4
		10+00 MD - 12+20 MD	LT & RT	715	---	7.2
			SUBTOTALS (STAGE 1)	855	0	8.6
	3A	12+20 MD - 12+52 MD	LT & RT	---	105	---
			SUBTOTALS (STAGE 3A)	0	105	0.0
			TOTALS	855	105	8.6

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ASPHALTIC FLUMES SUMMARY

CATEGORY	STAGE	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY	REMARKS
1000	1	279+97 AE	RT	15	0.8	5	FILLED DURING ABUTMENT PLACEMENT
		623+14 VB	LT	25	0.8	5	
		SUBTOTALS (STAGE 1)		40	1.6	10	
	2A	262+53 AW	LT	10	0.8	5	
		263+99 AW	LT	25	0.8	5	
		274+60 AW	LT	40	0.8	5	
		288+65 AE	RT	40	0.8	5	
		SUBTOTALS (STAGE 2A)		115	3	20	
	2B	624+83 VD1	LT	15	0.8	5	
		SUBTOTALS (STAGE 2B)		15	1	5	
		TOTAL		170	5.6	35	

CULVERT PIPE TEMPORARY

CATEGORY	STAGE	STATION	LOCATION	520.4030 30-INCH LF
1000	1	262+80 AE	RT	12

CONCRETE COLLARS FOR PIPE

CATEGORY	STAGE	STRUCT. NO.	LOCATION	520.8000 EACH
1000	1	500	RT	1
		900	LT	1
		910	RT	1
		920	LT	1
		930	RT	1
		940	RT	1
		950	LT	1
		960	RT	1
		970	LT	1
		980	RT	1
		280A	RT	1
		SUBTOTALS (STAGE 1)		11
	3A	10A	LT	1
		20F	LT	1
		30C	LT	1
		40C	LT	1
		60C	RT	1
		250C	RT	1
		SUBTOTALS (STAGE 2)		6
	3B	90F	LT	1
		100D	RT	1
		280B	RT	2
		SUBTOTALS (STAGE 3B)		4
	4	50D	RT	1
		70D	RT	1
		90G	RT	1
		100A	RT	1
		160H	LT	1
		170A	LT	1
		SUBTOTALS (STAGE 4)		6
		TOTALS		27

CONCRETE PAVEMENT SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	*305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*312.0110 SELECT CRUSHED MATERIAL TON	415.0085 CONCRETE PAVEMENT 8 1/2-INCH SY	415.0090 CONCRETE PAVEMENT 9-INCH SY	416.0508 CONCRETE ROUNDABOUT TRUCK APRON 8-INCH SY	405.0100 COLORING CONCRETE RED CY	*624.0100 WATER MGAL	*SPV.0195.001 QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION TON
1000	1	287+90.76 AW - 292+75.00 AW	LT & RT	---	1,200	2,485	---	2,200	---	---	36.9	1,200
		622+89.49 VA1 - 626+15.05 VA1	RT	30	450	690	530	---	---	---	11.7	---
		626+26.10 VA - 631+50.00 VA	LT & RT	10	1,360	2,200	1,970	---	---	---	35.7	---
		625+47.65 VD1 - 626+72.17 VD1	RT	6	190	310	240	---	---	---	5.1	---
		624+12.64 VD - 634+00.00 VD	LT & RT	130	2,100	2,960	2,300	---	---	---	51.9	---
		622+16.54 VB1 - 624+26.38 VB1	RT	20	325	510	420	---	---	---	8.6	---
		614+71.15 VB - 623+89.77 VB	RT	85	1,600	5,250	2,010	---	---	---	69.4	---
		622+33.69 VC1 - 622+47.52 VC1	RT	1	10	5	25	---	---	---	0.2	---
		614+00.00 VC - 625+47.90 VC	LT & RT	120	2,550	3,570	3,370	---	---	---	62.4	---
		SUBTOTALS (STAGE 1)		402	9,785	17,980	10,865	2,200	0	0	281.9	1,200
	2A	261+00.00 AW - 275+54.37 AW	LT & RT	95	1,540	2,375	---	1,080	---	---	40.1	1,540
		624+26.05 VB - 623+89.77 VB	LT & RT	---	370	120	115	---	---	---	4.9	---
		285+27.38 AE - 291+00.00 AE	LT & RT	1	1,100	2,390	---	3,020	---	---	34.9	1,100
		624+26.38 VB1 - 62+54.40 VB1	RT	---	65	145	115	---	---	---	2.1	---
		SUBTOTALS (STAGE 2A)		96	3,075	5,030	230	4,100	0	0	82.0	2,640
	2B	275+61.67 AE - 279+93.97 AE	LT & RT	---	895	670	---	1,715	---	---	15.7	895
		282+66.51 AE - 285+27.38 AE	LT & RT	170	440	960	---	935	---	---	15.7	440
		624+46.60 VD1 - 625+47.65 VD1	RT	5	135	250	230	---	---	---	3.9	---
		623+71.25 VA - 626+20.32 VA	LT & RT	10	435	850	875	---	---	---	13.0	---
		SUBTOTALS (STAGE 2B)		185	1,905	2,730	1,105	2,650	0	0	48.3	1,335
	3A	260+99.72 AE - 275+97.56 AE	LT & RT	25	3,250	3,555	---	6,785	---	---	68.3	3,250
		279+11.84 AW - 279+90.38 AW	LT & RT	5	135	250	---	230	---	---	3.9	135
		282+63.66 AW - 285+10.24 AW	LT & RT	---	1,260	915	---	810	---	---	21.8	1,260
		284+71.61 AW - 623+44.56 VB	LT & RT	---	60	50	---	---	165	37	1.1	---
		SUBTOTALS (STAGE 3A)		30	4,705	4,770	0	7,825	165	37	95.1	4,645
	3B	276+52.07 AW - 279+11.84 AW	LT & RT	---	380	835	---	855	---	---	12.2	380
		622+47.52 VC1 - 614+83.72 VC1	RT	---	365	600	470	---	---	---	9.7	---
		SUBTOTALS (STAGE 3B)		0	745	1,435	470	855	0	0	21.9	380
	4	255+60.74 AW - 261+00.00 AW	RT	---	90	200	240	---	---	---	2.9	90
		257+12.64 AE - 259+12.75 AE	LT	---	35	75	90	---	---	---	1.1	35
		SUBTOTALS (STAGE 3B)		0	125	275	330	0	0	0	4.0	125
		TOTALS		713	20,340	32,220	13,000	17,630	165	37	533.2	10,325

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CULVERT PIPE REINFORCED CONCRETE ITEMS

CATEGORY	STRUCT. NO.	-	STRUCT. NO.	LOCATION	522.0118 CPRC CLASS III 18-INCH LF	522.0124 CPRC CLASS III 24-INCH LF	522.0524 CPRC CLASS V 24-INCH LF	522.0530 CPRC CLASS V 30-INCH LF	522.0536 CPRC CLASS V 36-INCH LF	*522.1018 APRON ENDWALL 18-INCH EACH	*522.1024 APRON ENDWALL 24-INCH EACH	522.1030 APRON ENDWALL 30-INCH EACH	522.1036 APRON ENDWALL 36-INCH EACH	*611.9800.S PIPE GRATES EACH	*633.5200 MARKERS CULVERT END EACH	*SPV. 0090.001 BORE AND JACK STORM SEWER PIPE REINFORCED CONCRETE CLASS V 24-INCH LF	SPV. 0090.002 BORE AND JACK STORM SEWER PIPE REINFORCED CONCRETE CLASS V 30-INCH LF	SPV. 0090.003 BORE AND JACK STORM SEWER PIPE REINFORCED CONCRETE CLASS V 36-INCH LF
1000	110A	-	110B	LT & RT	---	---	---	237	---	---	---	2	---	2	2	---	160	---
	130A	-	130B	LT	---	---	15	---	---	---	1	---	---	1	1	---	---	---
	130B	-	130C	LT & RT	---	---	178	---	---	---	1	---	---	1	1	190	---	---
	140A	-	140B	LT	---	---	41	---	---	---	1	---	---	1	1	---	---	---
	140B	-	140C	LT & RT	---	---	137	---	---	---	1	---	---	1	1	220	---	---
	200A	-	200B	LT & RT	---	---	---	---	99	---	---	---	1	1	1	---	---	200
	200B	-	200C	RT	---	---	---	---	276	---	---	---	1	1	1	---	---	180
	230E	-	230F	LT & RT	---	---	---	79	---	---	---	1	---	1	1	---	90	---
	230F	-	230G	RT	---	---	---	124	---	---	---	1	---	1	1	---	---	---
	260D	-	260E	LT & RT	---	---	---	---	134	---	--	---	1	1	1	---	---	65
	260E	-	260F	LT	---	---	---	---	122	---	--	---	1	1	1	---	---	---
	270A	-	270B	RT	---	---	---	---	20	---	---	---	1	1	1	---	---	---
	270B	-	270C	LT & RT	---	---	---	---	45	---	---	---	1	1	1	---	---	160
	280A	-	280C	LT & RT	---	---	133	---	---	---	2	---	---	2	2	150	---	---
	290A	-	290B	RT	---	---	105	---	---	---	1	---	---	1	1	---	---	---
	290B	-	290C	LT & RT	---	---	22	---	---	---	1	---	---	1	1	65	---	---
	510A	-	510B	LT & RT	---	54	---	---	---	---	2	---	---	---	2	---	---	---
	900	-	---	LT	84	---	---	---	---	1	---	---	---	---	1	---	---	---
	910	-	---	RT	72	---	---	---	---	1	---	---	---	---	1	---	---	---
	920	-	---	LT	38	---	---	---	---	1	---	---	---	---	1	---	---	---
	930	-	---	RT	2	---	---	---	---	1	---	---	---	---	1	---	---	---
	940	-	---	RT	2	---	---	---	---	1	---	---	---	---	1	---	---	---
	950	-	---	LT	28	---	---	---	---	1	---	---	---	---	1	---	---	---
	960	-	---	RT	2	---	---	---	---	1	---	---	---	---	1	---	---	---
	970	-	---	LT	38	---	---	---	---	1	---	---	---	---	1	---	---	---
	980	-	---	RT	2	---	---	---	---	1	---	---	---	---	1	---	---	---
				TOTALS	268	54	631	440	696	9	10	4	6	18	29	625	250	605

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

APRON ENDWALLS FOR CULVERT PIPE SALVAGED

CATEGORY	STAGE	STATION	LOCATION	524.0630 30-INCH EACH
1000	1	262+80 AE	RT	1

APRON ENDWALLS SUMMARY

CATEGORY	STRUCT. NO.	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	*522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	*522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	*611.9800.S PIPE GRATES EACH	*633.5200 MARKERS CULVERT END EACH
1000	10C	---	1	---	---	1
	20I	---	---	1	1	1
	30E	---	1	---	---	1
	40E	---	1	---	---	1
	50D	1	---	---	---	1
	70D	1	---	---	---	1
	90G	---	1	---	---	1
	100A	1	---	---	---	1
	120A	1	---	---	---	1
	150A	1	---	---	---	1
	150D	---	1	---	---	1
	160H	---	1	---	---	1
	170A	1	---	---	---	1
	170D	---	1	---	---	1
	180C	1	---	---	---	1
	220D	---	1	---	---	1
	240F	---	1	---	---	1
	520B	---	1	---	---	1
	530B	---	1	---	---	1
		7	11	1	1	19

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CONCRETE BARRIER TEMPORARY PRECAST SUMMARY

CATEGORY	STAGE	STATION	-	STATION	LOCATION	603.8000 DELIVERED LF	603.8125 INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH
1000	1	254+52 AW	-	258+08 AW	RT	356	356	1
				SUBTOTALS (STAGE 1)		356	356	1
	1A	614+50 TW_SB	-	633+00 TW_SB	LT	1,850	1,850	1
		612+00 TW_SB	-	633+00 TW_SB	RT	2,100	2,100	1
				SUBTOTALS (STAGE 1A)		3,950	3,950	2
	1B	614+50 TW_SB	-	633+00 TW_SB	LT	---	1,850	1
		612+00 TW_SB	-	633+00 TW_SB	RT	---	1,850	1
		620+47 TW_SB	-	628+04 TW_SB	LT	757	757	1
		620+47 TW_SB	-	628+04 TW_SB	RT	757	757	1
		600+40 TW_SB	-	615+28 TW_SB	LT	1,497	1,497	1
				SUBTOTALS (STAGE 1B)		3,011	6,711	5
	2A	279+13 AE	-	283+29 AE	RT	416	416	---
				SUBTOTALS (STAGE 2A)		416	416	0
	2B	275+52 AE	-	279+13 AE	RT	362	362	1
		279+13 AE	-	279+59 AE	RT	---	44	---
				SUBTOTALS (STAGE 2B)		362	406	1
	3A	255+95 AW	-	257+65 AW	LT	---	170	1
		281+50 AE	-	283+00 AE	RT	150	150	1
				SUBTOTALS (STAGE 3A)		150	320	2
				TOTALS		8,245	12,159	11

CONCRETE CURB AND GUTTER SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	601.0409 30-INCH TYPE A LF	601.0501 INTEGRAL 4-INCH SLOPED 36-INCH LF	601.0551 4-INCH SLOPED 36-INCH TYPE A LF	601.0553 4-INCH SLOPED 36-INCH TYPE D LF	SPV.0090.004 32-INCH SPECIAL LF	SPV.0090.005 36-INCH SPECIAL LF
1000	256+70 AE	-	257+13 AE	LT	---	---	43	---	---	---
	257+13 AE	-	259+13 AE	LT	---	200	---	---	---	---
	259+13 AE	-	260+12 AE	LT	---	---	99	---	---	---
	261+00 AE	-	262+68 AE	LT	---	---	168	---	---	---
	263+89 AE	-	271+70 AE	LT	---	784	---	---	---	---
	264+20 AE	-	265+87 AE	RT	---	---	167	---	---	---
	266+75 AE	-	274+73 AE	RT	---	---	809	---	---	---
	271+70 AE	-	275+61 AE	LT	374	---	---	---	---	---
	274+83 AE	-	276+18 AE	RT	139	---	---	---	---	---
	276+35 AE	-	277+39 AE	LT	106	---	---	---	---	---
	276+93 AE	-	279+95 AE	RT	296	---	---	---	---	---
	278+04 AE	-	279+50 AE	LT	148	---	---		---	---
	279+50 AE	-	279+73 AE	LT	---	---	---	---	23	---
	279+73 AE	-	279+92 AE	LT	20	---	---	---	---	---
	282+68 AE	-	285+88 AE	RT	316	---	---	---	---	---
	284+34 AE	-	286+46 AE	LT	214	---	---	---	---	---
	286+64 AE	-	287+46 AE	RT	83	---	---	---	---	---
	287+21 AE	-	287+33 AE	LT	12	---	---	---	---	---
	287+33 AE	-	291+00 AE	LT	---	362	---	---	---	---
	287+96 AE	-	288+60 AE	RT	---		67	---	---	---
	291+00 AE	-	296+89 AE	LT	---	---	---	589	---	---
	255+61 AW	-	262+68 AW	RT	---	707	---	---	---	---
	263+89 AW	-	265+91 AW	RT	---	---	202	---	---	---
	265+91 AW	-	275+21 AW	RT	---	926	---	---	---	---
	275+21 AW	-	275+58 AW	RT	---	---	32	---	---	---
	275+54 AW	-	276+15 AW	LT	62	---	---	---	---	---
	276+33 AW	-	278+22 AW	RT	195	---	---	---	---	---
	276+93 AW	-	279+90 AW	LT	294	---	---	---	---	---
	282+63 AW	-	282+82 AW	LT	20	---	---	---	---	---
	282+82 AW	-	283+05 AW	LT	---	---	---	---	23	---
	283+05 AW	-	285+83 AW	LT	271	---	---	---	---	---
	282+64 AW	-	282+84 AW	RT	20	---	---	---	---	---
	282+84 AW	-	283+07 AW	RT	---	---	---	---	23	---
	283+07 AW	-	284+60 AW	RT	148	---	---	---	---	---
	284+60 AW	-	285+36 AW	RT	---	---	---	---	---	85
	285+72 AW	-	286+41 AW	RT	68	---	---	---	---	---
	286+59 AW	-	287+84 AW	LT	129	---	---	---	---	---
	287+15 AW	-	290+40 AW	RT	319	---	---	---	---	---
	290+40 AW	-	292+75 AW	RT	---	235	---	---	---	---
	292+75 AW	-	296+87 AW	RT	---	---	---	412	---	---
	624+49 VA	-	626+14 VA	RT	---	---	186	---	---	---
	622+96 VA1	-	626+09 VA1	LT	---	---	316	---	---	---
	622+25 VB	-	624+16 VB	RT	---	---	201	---	---	---
	623+21 VB	-	624+08 VB	LT	---	---	90	---	---	---
	622+23 VB1	-	624+47 VB1	LT	---	---	224	---	---	---
	624+26 VB1	-	624+55 VB1	RT	---	---	45	---	---	---
	622+41 VC	-	625+48 VC	RT	---	---	310	---	---	---
	622+40 VC1	-	624+48 VC1	LT	---	---	211	---	---	---
	623+60 VD	-	624+12 VD	LT	---	---	78	---	---	---
	623+92 VD	-	626+64 VD	RT	---	---	273	---	---	---
	624+53 VD1	-	626+66 VD1	LT	---	---	214	---	---	---
	624+47 VD1	-	624+77 VD1	RT	---	---	58	---	---	---
	10+38 RR	-	11+50 RR	LT	---	---	---	126	---	---
	10+26 RR	-	11+50 RR	RT	---	---	---	165	---	---
			TOTALS		3,234	3,214	3,793	1,292	69	85

RIPRAP SUMMARY

CATEGORY	STAGE	STRUCT. NO.	*606.0200 RIPRAP MEDIUM CY	*645.0120 GEOTEXTILE FABRIC TYPE HR SY	REMARKS
1000	1	500	5	18	RT
		130A	4	14	
		900	5	18	
		130C	4	14	
		270C	8	25	
		140A	4	14	
		140C	4	14	
		270A	5	18	
		200C	8	25	
		170D	3	11	
		110B	5	18	
		120A	2	9	
		920	3	11	
		930	3	11	
		940	3	11	
		950	3	11	
		960	3	11	
		980	3	11	
		260F	8	25	
		280A	4	14	
		290C	4	14	
		606+80 TW_SB	15	40	LT, LEVEL SPREADER
		150D	3	11	
		230G	3	18	
		910	3	11	
		SUBTOTALS (STAGE 1)	115	397	
	2A	10A	2	9	
		265+98 AW	2	9	RT
		20I	2	9	
		266+75 AW	2	9	RT
		269+53 AW	2	9	RT
		30E	2	9	
		40E	2	9	
		150A	2	9	
		SUBTOTALS (STAGE 2A)	16	72	
	2B	60G	2	8	
		250E	2	9	
		SUBTOTALS (STAGE 2B)	4	17	
	3B	100D	5	18	
		SUBTOTALS (STAGE 2B)	5	18	
	4	70D	2	9	
		50D	2	9	
		100A	2	9	
		90G	3	11	
		160H	2	9	
		170A	2	9	
		180C	2	9	
		SUBTOTALS (STAGE 4)	15	65	
		TOTALS	155	569	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

STORM SEWER PIPE REINFORCED CONCRETE

			608.0312	608.0315	608.0318	608.0324	608.0524
			CLASS III				CLASS V
CATEGORY	FROM STR.	TO STR.	12-INCH LF	15-INCH LF	18-INCH LF	24-INCH LF	24-INCH LF
1000	10A	10B	---	14	---	---	---
	10B	10C	---	---	162	---	---
	20A	20C	112	---	---	---	---
	20B	20C	6	---	---	---	---
	20C	20E	---	---	45	---	---
	20D	20E	6	---	---	---	---
	20E	20F	---	---	11	---	---
	20F	20H	---	---	15	---	---
	20G	20H	6	---	---	---	---
	20H	20I	---	---	---	71	---
	30A	30B	---	39	---	---	---
	30B	30C	---	16	---	---	---
	30C	30D	---	---	12	---	---
	30D	30E	---	---	76	---	---
	40A	40B	---	53	---	---	---
	40B	40C	---	26	---	---	---
	40C	40D	---	---	27	---	---
	40D	40E	---	---	104	---	---
	50A	50B	---	34	---	---	---
	50B	50C	---	12	---	---	---
	50C	50D	---	120	---	---	---
	60A	60C	---	38	---	---	---
	60B	60C	9	---	---	---	---
	60C	60E	---	---	50	---	---
	60D	60E	8	---	---	---	---
	60E	60F	---	---	48	---	---
	60F	DI 60G	---	---	25	---	---
	70A	70B	72	---	---	---	---
	70B	70C	---	12	---	---	---
	70C	70D	---	55	---	---	---
	90A	90D	41	---	---	---	---
	90B	90C	19	---	---	---	---
	90C	90E	---	10	---	---	---
	90D	90E	15	---	---	---	---
	90E	90F	---	---	36	---	---
	90F	90G	---	---	49	---	---
	100A	100C	---	111	---	---	---
	100B	100C	---	12	---	---	---
	100C	DI 100D	---	---	27	---	---
	120A	120C	---	109	---	---	---

(CON'T. ABOVE)

STORM SEWER PIPE REINFORCED CONCRETE (CON'T.)

			608.0312	608.0315	608.0318	608.0324	608.0524
			CLASS III				CLASS V
CATEGORY	FROM STR.	TO STR.	12-INCH LF	15-INCH LF	18-INCH LF	24-INCH LF	24-INCH LF
1000	120B	120C	---	12	---	---	---
	120C	DI 120D	---	---	40	---	---
	150A	150C	---	83	---	---	---
	150B	150C	---	12	---	---	---
	150C	150D	---	---	60	---	---
	160B	160C	---	8	---	---	---
	160C	160G	---	65	---	---	---
	160D	160G	---	41	---	---	---
	160E	160F	---	12	---	---	---
	160F	160G	---	130	---	---	---
	160G	160H	---	---	76	---	---
	170A	170C	---	86	---	---	---
	170B	170C	---	13	---	---	---
	170C	170D	---	---	86	---	---
	180A	180B	---	12	---	---	---
	180B	180C	---	55	---	---	---
	210A	210B	---	25	---	---	---
	210B	210C	---	32	---	---	---
	210C	DI 210D	---	---	59	---	---
	220A	220B	---	15	---	---	---
	220B	220C	---	---	10	---	---
	220C	220D	---	---	67	---	---
	240A	240B	81		---	---	---
	240B	240E	6	---	---	---	---
	240C	240D	6	---	---	---	---
	240D	240E	---	11	---	---	---
	240E	240F	---	---	55	---	---
	250A	250B	---	34	---	---	---
	250B	250C	---	22	---	---	---
	250C	250D	---	27	---	---	---
	250D	DI 250E	---	---	60	---	---
	280A	280B	---	---	---	---	16
	530A	530B	---	---	236	---	---
		TOTALS	387	1,356	1,436	71	16

MANHOLES SUMMARY

CATEGORY	STRUCT. NO.	611.2006 MANHOLES 6-FT DIAMETER EACH	611.0530 MANHOLE COVERS TYPE J EACH
1000	130B	1	2
	140B	1	2
	200B	1	1
	230F	1	1
	260E	1	1
	TOTALS	5	7

INLETS SUMMARY

CATEGORY	STRUCT. NO.	611.3004 INLETS 4-FT DIA EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH
1000	10A	---	1	---	---	---	1	---	---	---
	10B	1	---	---	---	---	1	---	---	---
	20A	---	1	---	---	---	1	---	---	---
	20B	---	1	---	---	---	---	1	---	---
	20C	---	1	---	---	---	---	1	---	---
	20D	---	1	---	---	---	---	1	---	---
	20E	---	1	---	---	---	---	1	---	---
	20F	---	---	1	---	---	---	---	---	1
	20G	---	1	---	---	---	---	1	---	---
	20H	---	1	---	---	---	---	1	---	---
	30A	---	1	---	---	---	1	---	---	---
	30B	---	1	---	---	---	1	---	---	---
	30C	---	---	1	---	---	---	---	---	1
	30D	---	1	---	---	---	1	---	---	---
	40A	---	1	---	---	---	1	---	---	---
	40B	---	1	---	---	1	---	---	---	---
	40C	---	---	1	---	---	---	---	---	1
	40D	---	1	---	---	---	1	---	---	---
	50A	---	1	---	---	1	---	---	---	---
	50B	---	1	---	---	1	---	---	---	---
	50C	1	---	---	---	---	1	---	---	---
	60A	---	1	---	---	1	---	---	---	---
	60B	---	1	---	---	1	---	---	---	---
	60C	---	1	---	---	1	---	---	---	---
	60D	---	1	---	---	1	---	---	---	---
	60E	---	1	---	---	1	---	---	---	---
	60F	---	1	---	---	---	---	---	1	---
	70A	---	1	---	---	1	---	---	---	---
	70B	---	1	---	---	1	---	---	---	---
	70C	1	---	---	---	---	1	---	---	---
	90A	---	---	1	---	---	---	---	---	1
	90B	---	1	---	---	1	---	---	---	---
	90C	---	1	---	---	1	---	---	---	---
	90D	---	1	---	---	1	---	---	---	---
	90E	---	1	---	---	1	---	---	---	---
	90F	---	1	---	---	1	---	---	---	---
	100B	---	1	---	---	---	1	---	---	---
	100C	1	---	---	---	---	1	---	---	---
	120B	---	1	---	---	---	1	---	---	---
	120C	1	---	---	---	---	1	---	---	---
	150B	---	1	---	---	---	1	---	---	---
	150C	1	---	---	---	---	1	---	---	---
	160B	1	---	---	---	1	---	---	---	---
	160C	1	---	---	---	1	---	---	---	---
	160D	---	1	---	---	1	---	---	---	---
	160E	---	1	---	---	---	1	---	---	---
	160F	1	---	---	---	1	---	---	---	---
	160G	1	---	---	---	1	---	---	---	---
	170B	---	1	---	---	---	1	---	---	---
	170C	1	---	---	---	---	1	---	---	---

(CON'T. ABOVE)

INLETS SUMMARY (CON'T.)

CATEGORY	STRUCT. NO.	611.3004 INLETS 4-FT DIA EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH
1000	180A	---	1	---	---	1	---	---	---	---
	180B	1	---	---	---	---	1	---	---	---
	210A	---	1	---	---	---	1	---	---	---
	210B	---	---	1	---	---	---	---	---	1
	210C	---	1	---	---	---	1	---	---	---
	220A	---	1	---	---	---	1	---	---	---
	220B	---	---	1	---	---	---	---	---	1
	220C	---	1	---	---	---	1	---	---	---
	240A	---	---	1	---	---	---	---	---	1
	240B	---	1	---	---	---	1	---	---	---
	240C	---	1	---	---	---	1	---	---	---
	240D	---	1	---	---	---	1	---	---	---
	240E	---	1	---	---	---	1	---	---	---
	250A	---	1	---	---	1	---	---	---	---
	250B	---	1	---	---	1	---	---	---	---
	250C	---	---	1	---	---	---	---	---	1
	250 D	---	1	---	---	1	---	---	---	---
	270B	---	---	---	1	---	---	---	---	2
	280B	---	---	---	1	---	---	---	---	2
	290B	---	---	1	---	---	---	---	---	1
	520A	---	---	1	---	---	---	---	---	1
	530A	---	---	1	---	---	---	---	---	1
		12	47	11	2	24	28	6	1	15

3

DROP INLET SUMMARY

CATEGORY	STRUCT. NO.	612.0218 PIPE UNDERDRAIN UNPERFORATED 18-INCH LF	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	*606.0200 RIPRAP MEDIUM CY	*645.0120 GEOTEXTILE FABRIC TYPE HR SY	*633.5200 MARKERS CULVERT END EACH
1000	DI60G	104	1	5	15	1
	DI100D	171	1	5	15	1
	DI120D	58	1	5	15	1
	DI210D	50	1	5	15	1
	DI250E	128	1	5	15	1
	TOTALS	511	5	25	75	5

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

STEEL THRIE BEAM SUMMARY

CATEGORY	STATION - STATION	LOCATION	614.0220 BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF
1000	622+98.90 TW_SB - 623+52.67 TW_SB	RT	1	---
	623+52.67 TW_SB - 625+15.17 TW_SB	RT	---	325
	625+15.17 TW_SB - 625+68.05 TW_SB	RT	1	---
		TOTALS	2	325

FENCE CHAIN LINK 6-FT

CATEGORY	STATION - STATION	LOCATION	616.0206 LF
1000	264+18.58 AE - 274+54.00 AE	LT	1,050
	274+54.00 AE - 650+44.13 TW_SB	LT	2,580
	268+25.40 AE - 274+72.23 AE	RT	675
	274+72.23 AE - 597+50.95 TW_SB	LT	2,690
	279+97.05 AE	RT	40
	282+68.56 AE	RT	40
	288+87.47 AW - 307+15.06 AE	LT	1,830
	636+91.83 VA - 288+87.47 AW	RT	1,340
	288+72.23 AE - 307+14.83 AE	RT	1,845
	613+07.56 VB - 288+72.23 AE	RT	1,100
		TOTAL	13,190

COVER PLATES TEMPORARY

CATEGORY	STAGE	STRUCT. NO	LOCATION	611.8120.S EACH
1000	1	100B	RT	1
		100C	RT	1
		170B	LT	1
		SUBTOTAL (STAGE 1)		3
	2A	160B	LT	1
		160C	RT	1
		160D	RT	1
		160E	LT	1
		160F	LT	1
		160G	LT	1
		SUBTOTAL (STAGE 2A)		6
	2B	70A	LT	1
		70B	LT	1
		70C	RT	1
		90A	LT	1
		90B	RT	1
		90C	RT	1
		90D	LT	1
		90E	LT	1
		SUBTOTAL (STAGE 2B)		8
		TOTAL		17

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100 EACH
1000	1003-10-72	1

3

GUARDRAIL SUMMARY

CATEGORY	STATION - STATION	LOCATION	614.0395 GUARDRAIL MOW STRIP CONCRETE SY	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
1000	255+58.24 AW - 255+97.64 AW	RT	-	-	39.4	-	-
	255+97.64 AW - 257+85.14 AW	RT	-	187.5	-	-	-
	257+85.14 AW - 258+38.27 AW	RT	-	-	-	1	-
	282+60.33 AW - 282+99.73 AW	LT	-	-	39.4	-	-
	282+61.86 AW - 283+01.26 AW	RT	-	-	39.4	-	-
	282+99.73 AW - 283+12.23 AW	LT	-	12.5	-	-	-
	283+01.26 AW - 283+13.76 AW	RT	-	12.5	-	-	-
	283+12.23 AW - 283+65.36 AW	LT	-	-	-	1	-
	283+13.76 AW - 283+66.89 AW	RT	-	-	-	1	-
	289+56.57 AW - 289+67.00 AW	LT	-	-	-	-	1
	289+60.75 AW - 291+07.63 AW	LT	6.8	-	-	-	-
	289+67.00 AW - 290+67.02 AW	LT	-	100.0	-	-	-
	290+67.02 AW - 291+20.28 AW	LT	-	-	-	1	-
	278+90.23 AE - 279+43.36 AE	LT	-	-	-	1	-
	278+92.46 AE - 279+45.59 AE	RT	-	-	-	1	-
	279+43.36 AE - 279+55.86 AE	LT	-	12.5	-	-	-
	279+45.59 AE - 279+58.09 AE	RT	-	12.5	-	-	-
	279+55.86 AE - 279+95.26 AE	LT	-	-	39.4	-	-
	279+58.09 AE - 279+97.49 AE	RT	-	-	39.4	-	-
		TOTALS	6.8	337.5	197.0	6	1

MOBILIZATION EROSION CONTROL

CATEGORY	STAGE	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1000	STAGE 1A	3	3
	STAGE 1B	3	3
	STAGE 2A	3	3
	STAGE 2B	3	3
	STAGE 3A	3	3
	STAGE 3B	3	3
	STAGE 4	3	3
	TOTALS	21	21

EROSION MAT SUMMARY

CATEGORY	STAGE	STATION	-	STATION	LOCATION	628.2002 CLASS I TYPE A SY	628.2004 CLASS I TYPE B SY
1000	1	288+90 AW	-	292+75 AW	LT	3310	---
		626+68 VA	-	632+50 VA	RT	4080	---
		621+84 VA1	-	626+69 VA1	RT	4220	---
		613+85 VB	-	622+10 VB	RT	6120	---
		622+16 VB1	-	624+25 VB1	RT	2250	---
		614+50 VC	-	624+48 VC	LT	6590	---
		612+27 VCX1	-	614+50 VCX1	LT	1370	---
		624+12 VD	-	634+00 VD	LT	7255	---
		630+00 VDX1	-	636+34 VDX1	LT	905	---
		64+05 TW_SB	-	612+25 TW_SB	LT	4890	---
		VAL POND			---	3250	---
		VBL POND			---	4240	---
		VCL POND			---	3220	---
		VDL POND			---	2320	---
		SUBTOTALS (STAGE 1)				54,020	0
	2	263+98 AW	-	274+75 AW	LT	4,860	---
		287+33 AE	-	296+96	LT	---	3,325
		287+75 AE	-	302+25 AE	RT	7,025	---
		292+75 AW	-	307+20 AW	LT	5,510	---
		SUBTOTALS (STAGE 2)				17,395	3,325
	3	264+20 AE	-	275+98 AE	LT	---	3,755
		270+97 AE	-	274+80 AE	RT	2,045	---
		279+10 AW	-	279+91 AW	RT	420	---
		279+12 AW	-	285+10 AW	LT	---	1,870
		623+30 TW_SB	-	625+54 TW_SB	LT	465	---
		SUBTOTALS (STAGE 3)				2,930	5,625
	4	285+08 AE	-	285+88 AE	RT	---	240
		VAU POND			---	---	820
		VBU POND			---	---	890
		VCU POND			---	---	780
		VDU POND			---	---	865
		SUBTOTALS (STAGE 2)				0	3,595
		UNDISTRIBUTED			---	6,000	1,000
		TOTALS				80,345	13,545

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	OFFSET	620.0300 (TYPE 1) SF	620.0300 (TYPE 2) SF
1000	262+68 AE	32.3' LT	55	---
	263+88 AE	26.8' LT	56	---
	267+62 AE	19.6' LT	30	---
	276+92 AE	25.0' RT	38	---
	285+90 AE	25.0' RT	38	---
	287+15 AE	19.7' LT	30	---
	296+89 AE	17.3 LT	67	---
	624+47 VA	23.4' RT	35	---
	626+15 VA	24.0' RT	---	46
	622+96 VA1	7.3' LT	47	---
	622+24 VB	30.0' RT	46	---
	624+19 VB	24.5' RT	---	32
	624+50 VB1	6.7' LT	---	40
	622+41 VC	7.0' RT	---	47
	625+49 VC	7.3' RT	47	---
	624+50 VC1	7.2' LT	44	---
	623+89 VD	6.6' RT	---	39
	626+64 VD	7.0' RT	47	---
	624+50 VD1	6.2' LT	---	31
		SUBTOTALS	580	235
		TOTAL	815	

SILT FENCE

CATEGORY	STAGE	STATION	-	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
1000	1	261+00 AE	-	261+20 AE	RT	22	44
		261+41 AE	-	262+99 AE	RT	191	382
		263+50 AE	-	266+17 AE	RT	328	656
		266+48 AE	-	266+75 AE	RT	28	56
		272+87 AE	-	274+81 AE	RT	232	464
		625+96 VA	-	626+09 VA	RT	101	202
		288+99 AW	-	289+70 AW	LT	73	146
		636+30 VD	-	647+35 TW_SB	LT	985	1,970
		597+45 TW_SB	-	614+32 VC	LT	874	1,748
		SUBTOTALS (STAGE 1)				2,834	5,668
	3	266+74 AE	-	273+41 AE	RT	791	1,582
		SUBTOTALS (STAGE 3)				791	1,582
		UNDISTRIBUTED			---	1,067	2,134
		TOTALS				4,692	9,384

FINISHING ITEMS

CATEGORY	STAGE	STATION	-	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0205 FERTILIZER TYPE A CWT	630.0200 SEEDING TEMPORARY LB	630.0120 SEEDING MIXTURE NO. 20 LB	630.0300 SEEDING BORROW PIT LB	630.0400 SEEDING NURSE CROP LB	SPV.0085.001 SEEDING NO MOW FESCUE LB
1000	1	278+59 AE	-	283+53 AE	LT	923	870	---	1	25	25	---	---	---
		287+91 AW	-	292+75 AW	LT/RT	4,420	863	---	3	119	119	---	---	---
		626+20 VA	-	631+50 VA	LT/RT	5,800	757	---	4	157	157	---	---	---
		622+30 VA1	-	626+15 VA1	LT/RT	6,098	5,609	---	4	165	165	---	---	---
		627+40 VAX1	-	635+84 VAX1	LT/RT	1,902	1,339	---	1	51	51	---	---	---
		614+71 VB	-	623+90 VB	LT/RT	10,019	3,368	---	6	271	271	---	---	---
		622+17 VB1	-	624+36 VB1	LT/RT	3,350	3,055	---	2	90	90	---	---	---
		613+50 VBX1	-	619+22 VBX1	LT/RT	1,761	1,368	---	1	48	48	---	---	---
		614+50 VC	-	625+48 VC	LT/RT	10,304	2,329	---	6	278	278	---	---	---
		622+34 VC1	-	622+48 VC1	LT/RT	45	34	---	1	1	1	---	---	---
		612+27 VCX1	-	614+50 VCX1	LT/RT	1,395	1,129	---	1	38	38	---	---	---
		624+12 VD	-	634+00 VD	LT/RT	12,083	2,951	---	8	326	326	---	---	---
		625+48 VD	-	626+72 VD	LT/RT	1,440	1,179	---	1	39	39	---	---	---
		634+00 VDX1	-	636+35 VDX1	LT/RT	1,530	1,251	---	1	41	41	---	---	---
		10+00 MD	-	12+73 MD	LT/RT	552	420	---	1	15	15	---	---	---
		VAL POND			---	8,223	8,223	---	5	222	222	---	---	---
		VBL POND			---	13,267	13,267	---	8	358	358	---	---	---
		VCL POND			---	9,602	9,602	---	6	259	259	---	---	---
		VDL POND			---	8,579	8,579	---	5	232	232	---	---	---
		BORROW PIT			---	---	5,000	---	3	---	---	65	---	---
		SUBTOTALS (STAGE 1)				101,293	71,193	0	68	2,735	2,735	65	0	0
	1A	590+00 TW_SB	-	658+00 TW_SB	RT	12,288	5,319	---	8	332	332	---	---	---
		SUBTOTALS (STAGE 1A)				12,288	5,319	0	8	332	332	0	0	0
	1B	600+92 TW_SB	-	658+79 TW_SB	LT	9,385	5,954	---	6	253	253	---	---	---
		SUBTOTALS (STAGE 1B)				9,385	5,954	0	6	253	253	0	0	0
	2A	285+27 AE	-	307+15 AE	LT/RT	13,387	1,524	---	6	272	272	---	24	150
		292+75 AW	-	306+09 AW	LT/RT	7,321	2,277	---	5	198	198	---	---	---
		261+00 AW	-	275+54 AW	LT	8,610	3,202	---	5	232	232	---	---	---
		624+26 VB1	-	624+54 VB1	RT	51	51	---	1	1	1	---	---	---
		623+60 VD	-	624+13 VD	LT/RT	651	651	---	1	18	18	---	---	---
		10+00 RR	-	14+44 RR	LT/RT	256	256	---	1	7	7	---	---	---
		BORROW PIT			---	---	970	---	1	---	---	15	---	---
		SUBTOTALS (STAGE 2A)				30,276	8,931	0	20	728	728	15	24	150
	2B	275+68 AE	-	285+53 AE	LT	382	382	---	1	10	10	---	---	---
		623+71 VA	-	626+20 VA	LT/RT	1,733	1,526	---	1	47	47	---	---	---
		624+47 VD1	-	625+48 VD1	RT	263	202	---	1	7	7	---	---	---
		VAL POND			---	5,291	5,291	---	3	143	143	---	---	---
		VDL POND			---	8,457	8,457	---	5	228	228	---	---	---
		BORROW PIT			---	---	970	---	1	---	---	15	---	---
		SUBTOTALS (STAGE 2B)				16,126	16,828	0	12	435	435	15	0	0
	3A	261+00 AE	-	275+98 AE	LT/RT	8,230	4,392	---	3	121	121	---	27	169
		279+12 AW	-	285+10 AW	LT/RT	3,617	1,706	---	1	47	47	---	13	84
		625+48 VC	-	626+52 VC	LT	759	759	---	1	20	20	---	---	---
		VBL POND			---	9,524	9,524	---	6	257	257	---	---	---
		SUBTOTALS (STAGE 3A)				22,130	16,381	0	11	445	445	0	40	253

CON'T. ON NEXT PAGE

FINISHING ITEMS (CON'T.)

CATEGORY	STAGE	STATION	-	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0205 FERTILIZER TYPE A CWT	630.0200 SEEDING TEMPORARY LB	630.0120 SEEDING MIXTURE NO. 20 LB	630.0300 SEEDING BORROW PIT LB	630.0400 SEEDING NURSE CROP LB	SPV.0085.001 SEEDING NO MOW FESCUE LB
1000	3B	277+15 AW	-	279+12 AW	RT	1,760	475	---	1	14	14	---	9	56
		622+48 VC1	-	624+89 VC1	LT/RT	1,626	1,421	---	1	44	44	---	---	---
		609+32 TW_SB	-	636+35 TW_SB	LT	1,107	849	---	1	30	30	---	---	---
		VCL POND			---	8,329	8,329	---	5	225	225	---	---	---
		SUBTOTALS (STAGE 3B)				12,822	11,074	0	8	313	313	0	9	56
	4	285+08 AE	-	285+88 AE	RT	238	---	---	---	---	---	---	2	11
		VAU POND			---	2,892	2,070	---	1	56	56	---	6	37
		VBU POND			---	1,946	1,057	---	1	29	29	---	6	40
		VCU POND			---	3,204	2,425	---	2	66	66	---	6	35
		VDU POND			---	2,243	1,377	---	1	37	37	---	6	39
		SUBTOTALS (STAGE 4)				10,523	6,929	0	5	188	188	0	26	162
		UNDISTRIBUTED			---	---	7,130	10	7	543	543	25	15	95
		TOTALS				214,843	149,739	10	145	5,972	5,972	120	114	716

TEMPORARY DITCH CHECKS

CATEGORY	STAGE	STATION	LOCATION	628.7504 LF
1000	1	290+72 AW	LT	80
		626+00 VD	LT	80
		628+75 VD	LT	60
		632+00 VD	LT	30
		606+00 TW_SB	LT	40
		610+00 VC	LT	40
		613+00 VC	LT	40
		617+00 VC	LT	40
		620+00 VC	LT	60
		628+12 VA	RT	70
		620+00 VB	RT	98
		617+50 VB	RT	65
		623+00 VB1	RT	100
		SUBTOTALS (STAGE 1)		803
	2A	267+50 AW	LT	35
		270+00 AW	LT	40
		274+00 AW	LT	75
		292+84 AW	LT	62
		296+00 AW	LT	50
		299+00 AW	LT	40
		293+00 AE	RT	52
		289+00 AE	RT	75
		297+00 AE	RT	20
		SUBTOTALS (STAGE 2A)		449
		UNDISTRIBUTED	---	115
		TOTALS		1,367

ROCK BAGS

CATEGORY	STAGE	STATION	LOCATION	628.7570 EACH
1000	1	261+25 AE	RT	6
		642+63 TW_SB	LT	6
		UNDISTRIBUTED	---	3
		TOTAL		15

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\030200_MQ.DWG
LAYOUT NAME - 030200_MQ - 030216B_MQ
PLOT DATE : 5/21/2015 2:00 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

INLET PROTECTION

CATEGORY	STAGE	STR	STATION	LOCATION	628.7005 TYPE A EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
1000	1	---	255+69 AW	RT	---	1	---
		---	255+69 AE	LT	---	1	---
		---	262+80 AW	RT	---	1	---
		---	262+80 AE	LT	---	1	---
		---	265+98 AW	RT	---	1	---
		---	265+97 AE	LT	---	1	---
		---	266+74 AW	RT	---	1	---
		---	266+75 AE	LT	---	1	---
		---	269+53 AW	RT	---	1	---
		---	269+52 AE	LT	---	1	---
		---	279+99 AW	RT	---	1	---
		---	624+81 VD1	RT	1	-	---
		210C	290+06 AW	RT	1	1	---
		120C	626+61 VD	RT	1	1	---
		120B	626+63 VD1	LT	1	1	---
		520A	613+66 VC	RT	1	---	---
		---	596+66 TW_SB	RT	1	---	---
		170C	622+30 VB	RT	1	1	---
		150B	626+05 VA1	LT	1	1	---
		150C	626+13 VA	RT	1	1	---
		530A	630+50 VA	LT	1	---	---
		290B	617+00 VB	LT	1	---	---
		SUBTOTALS (STAGE 1)			11	17	0
	2A	10B	262+65 AW	RT	1	---	---
		20G	266+65 AW	RT	1	---	1
		20H	266+71 AW	RT	1	---	1
		30D	269+60 AW	RT	1	1	---
		40D	273+34 AW	RT	1	1	---
		210A	289+85 AE	LT	1	1	---
		210B	289+96 AE	LT	1	---	---
		220A	293+70 AE	LT	1	1	---
		220B	293+70 AE	LT	1	---	---
		220C	293+63 AW	RT	1	1	---
		240A	295+98 AW	RT	1	---	---
		240B	296+79 AW	RT	1	1	---
		240C	296+79 AE	LT	1	1	---
		240D	296+85 AE	LT	1	1	---
		240E	296+85 AW	RT	1	1	---

		SUBTOTALS (STAGE 2A)			15	9	2
	2B	60D	279+86 AW	LT	1	1	---
		60E	279+78 AE	RT	1	1	---
		60F	279+82 AE	RT	1	1	---
		250D	282+78 AE	LT	1	1	---
		SUBTOTALS (STAGE 2B)			4	4	0

(CON'T. ABOVE)

INLET PROTECTION (CONT.)

CATEGORY	STAGE	STR	STATION	LOCATION	628.7005 TYPE A EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
1000	3A	10B	262+65 AE	LT	---	1	---
		10A	262+65 AW	RT	1	1	---
		20A	265+75 AE	RT	1	---	1
		20B	266+93 AE	RT	1	---	1
		20C	266+87 AE	LT	1	---	1
		20D	266+71 AE	LT	1	---	1
		20E	266+65 AE	LT	1	---	1
		20F	265+65 AE	RT	1	---	1
		30A	269+60 AE	RT	1	1	---
		30B	296+60 AE	LT	1	1	---
		30C	269+60 AE	LT	1	---	---
		40A	273+15 AE	RT	1	1	---
		40B	273+15 AE	LT	1	1	---
		40C	273+23 AE	LT	1	---	---
		50A	274+85 AE	LT	1	1	---
		50B	274+85 AE	RT	1	1	---
		50C	625+45 VC	RT	1	1	---
		60A	279+80 AW	RT	1	1	---
		60B	279+80 AW	LT	1	1	---
		60C	279+72 AW	LT	1	1	---
		250A	282+75 AW	RT	1	1	---
		250B	282+75 AW	LT	1	1	---
		250C	282+73 AW	LT	1	---	---
		SUBTOTALS (STAGE 3A)			22	14	6
	3B	90F	277+06 AW	LT	---	1	---
		280B	616+87 VC	RT	1	---	---
		SUBTOTALS (STAGE 3B)			1	1	0
	4	70A	276+38 AE	LT	1	1	---
		70B	275+50 AW	LT	1	1	---
		70C	623+95 VD	RT	1	1	---
		90A	277+48 AW	LT	1	1	---
		90B	277+14 AE	RT	1	1	---
		90C	276+94 AE	RT	1	1	---
		90D	277+06 AW	LT	1	1	---
		90E	276+91 AW	LT	1	1	---
		160B	285+84 AW	LT	1	1	---
		160C	285+91 AE	RT	1	1	---
		160D	286+38 AW	RT	1	1	---
		160E	287+80 AW	LT	1	1	---
		160F	623+00 VA1	LT	1	1	---
		160G	286+45 AE	LT	1	1	---
		170B	622+28 VB1	LT	1	1	---
		180A	287+47 AE	RT	1	1	---
		180B	624+44 VB1	LT	1	1	---
		SUBTOTALS (STAGE 4)			17	17	0
		TOTALS			70	62	8

CULVERT PIPE CHECKS

CATEGORY	STAGE	STRUCT. NO.	628.7555 EACH	REMARKS
1000	1	130A	5	
		140A	5	
		270A	5	
		940	5	
		200A	5	
		120A	5	
		510A	5	
		930	5	
		980	5	
		280A	5	
		230E	5	
		290A	5	
		110A	5	
		960	5	
		260D	5	
		910	5	
		603+63 TW_SB	5	EXISTING
		SUBTOTAL (STAGE 1)	85	
	2	261+19 AW	5	EXISTING
		150A	5	
		SUBTOTAL (STAGE 2)	10	
		UNDISTRIBUTED	20	
		TOTAL	115	

DELINEATOR SUMMARY

CATEGORY	LOCATION	633.0100 POSTS STEEL EACH	633.0500 REFLECTORS EACH
1000	VAX1 RAMP	5	5
	VBX1/VB RAMP	5	5
	VC RAMP	9	9
	VD RAMP	9	9
	TOTALS	28	28

TRACKING PAD SUMMARY

CATEGORY	LOCATION	628.7560 TRACKING PADS EACH	645.0130 GEOTEXTILE FABRIC TYPE R SY
1000	UNDISTRIBUTED	5	675

PERMANENT SIGNING POSTS WOOD SUMMARY

CATEGORY	SIGN NO.	ALIGNMENT	APPROX. STA.	LOC.	634.0612 x 12-FT EACH	634.0614 x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 x 20-FT EACH	634.0622 x 22-FT EACH
1000	1 - 1	AE	256+50	LT	2	---	---	---	---	---
	1 - 2	AE	256+00	RT	---	---	---	1	---	---
	1 - 3	AE	261+00	RT	---	---	1	---	---	---
	1 - 4	AW	261+00	LT	---	---	1	---	---	---
	1 - 5	AE	262+50	RT	---	---	1	---	---	---
	1 - 6	AW	262+80	LT	---	1	---	---	---	---
	1 - 7	AW	262+80	LT	---	---	---	---	---	---
	1 - 8	AW	262+80	LT	---	---	1	---	---	---
	1 - 9	AE	263+75	RT	---	1	---	---	---	---
	1 - 10	AE	264+00	LT	---	---	1	---	---	---
	1 - 11	AW	263+90	LT	---	---	1	---	---	---
	1 - 12	AE	258+50	RT	---	---	---	2	---	---
	1 - 13	AE	265+90	RT	---	---	---	---	2	---
	1 - 14	AW	262+65	RT	---	---	1	---	---	---
	1 - 15	AE	265+90	LT	---	---	---	---	2	---
	2 - 1	AE	275+50	LT	---	---	---	---	---	---
	2 - 2	AE	266+35	LT	---	1	---	---	---	---
	2 - 3	AW	266+30	LT	---	1	---	---	---	---
	2 - 4	AE	268+00	LT	---	---	---	---	---	2
	2 - 5	AE	268+00	LT	---	---	---	---	---	---
	2 - 6	AE	268+00	LT	---	---	---	---	---	---
	2 - 7	AE	268+00	RT	---	---	---	---	---	2
	2 - 8	AE	268+00	RT	---	---	---	---	---	---
	2 - 9	AE	268+00	RT	---	---	---	---	---	---
	2 - 10	AW	268+00	LT	---	---	1	---	---	---
	2 - 11	AW	269+00	LT	---	---	1	---	---	---
	2 - 12	AE	270+00	RT	---	1	---	---	---	---
	2 - 13	AE	271+00	RT	---	---	1	---	---	---
	2 - 14	AE	271+00	LT	---	---	1	---	---	---
	2 - 15	AW	271+00	LT	---	2	---	---	---	---
	2 - 16	AE	272+20	RT	---	1	1	---	---	---
	2 - 17	AE	272+20	RT	---	---	---	---	---	---
	2 - 18	AE	272+20	RT	---	---	---	---	---	---
	2 - 19	AE	272+20	LT	---	---	---	---	---	---
	2 - 20	AE	272+20	LT	---	2	---	---	---	---
	2 - 21	AE	272+20	RT	---	---	---	---	---	---
	2 - 22	AE	272+20	LT	---	---	---	---	---	---
	2 - 23	AW	273+80	LT	---	---	---	2	---	---
	2 - 24	AW	274+90	RT	---	---	---	---	---	---
	2 - 25	AE	275+00	RT	---	---	---	---	2	---
	2 - 26	AE	275+00	LT	---	1	---	---	---	---
	2 - 27	AW	275+15	RT	---	---	---	---	---	---
	2 - 28	AW	274+90	LT	---	1	---	---	---	---
	2 - 29	AW	274+95	LT	---	---	---	---	---	---
	2 - 30	AW	275+50	RT	---	---	---	---	---	---
	2 - 31	AW	275+50	LT	---	1	---	---	---	---
	2 - 32	AW	275+50	LT	---	1	---	---	---	---
	2 - 33	AE	276+00	RT	---	1	---	---	---	---
	2 - 34	AW	275+80	LT	---	---	---	---	---	---
	2 - 35	AW	275+80	RT	---	---	---	---	---	---
	2 - 36	AW	276+50	RT	---	---	---	---	---	---
	2 - 37	AE	276+70	LT	---	---	---	---	---	---
	2 - 38	AE	276+70	RT	---	---	---	---	---	---
	2 - 39	AE	276+90	RT	---	---	---	---	2	---
	2 - 40	AE	276+90	RT	---	---	---	---	---	---
	2 - 41	AE	277+60	RT	---	---	---	---	---	---
	2 - 42	AE	277+75	RT	---	---	---	---	---	---

(CON'T. ABOVE)

PERMANENT SIGNING POSTS WOOD SUMMARY (CON'T.)

CATEGORY	SIGN NO.	ALIGNMENT	APPROX. STA.	LOC.	634.0612 x 12-FT EACH	634.0614 x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 x 20-FT EACH	634.0622 x 22-FT EACH
1000	2 - 43	AW	278+15	RT	---	---	---	2	---	---
	2 - 44	AE	278+50	LT	---	---	---	---	1	1
	2 - 45	AW	279+10	RT	---	---	---	---	---	---
	2 - 46	AE	279+10	LT	---	1	---	---	---	---
	2 - 47	AE	279+85	LT	---	---	---	1	---	---
	2 - 60	AW	277+00	LT	---	---	---	---	---	---
	2 - 62	AW	274+95	LT	---	---	---	---	---	---
	2 - 63	AE	276+00	RT	---	---	---	---	---	---
	2 - 64	AW	276+50	RT	---	---	---	---	---	---
	2 - 65	AE	272+80	LT	---	---	---	1	---	---
	2 - 66	AE	272+80	LT	---	---	---	---	---	---
	3 - 1	AW	282+70	RT	---	---	---	1	---	---
	3 - 2	AE	283+30	LT	---	---	1	---	---	---
	3 - 3	AE	283+60	RT	---	1	---	---	---	---
	3 - 4	AW	284+50	RT	---	---	---	---	2	---
	3 - 5	AE	284+45	LT	---	---	2	---	---	---
	3 - 6	AW	285+40	LT	---	---	---	---	---	---
	3 - 7	AW	285+50	LT	---	---	---	---	---	---
	3 - 8	AW	285+70	RT	---	---	---	---	---	---
	3 - 9	AW	285+70	RT	---	---	---	---	---	---
	3 - 10	AW	285+70	RT	---	---	2	---	---	---
	3 - 11	AW	285+90	LT	---	---	---	---	---	---
	3 - 12	AW	285+90	LT	---	---	---	---	2	---
	3 - 13	AW	286+05	RT	---	---	---	---	---	---
	3 - 14	AW	286+05	LT	---	---	---	---	---	---
	3 - 15	AE	287+00	LT	---	---	---	---	---	---
	3 - 16	AE	287+00	RT	---	---	---	---	---	---
	3 - 17	AE	286+35	LT	---	---	---	---	---	---
	3 - 18	AW	286+75	LT	---	1	---	---	---	---
	3 - 19	AE	287+35	RT	---	1	---	---	---	---
	3 - 20	AE	287+20	LT	---	---	---	---	---	---
	3 - 61	AE	285+80	RT	---	---	---	---	---	---
	3 - 62	AW	286+75	LT	---	---	---	---	---	---
	3 - 63	AW	285+70	RT	---	---	---	---	---	---
	3 - 65	AE	286+35	LT	---	---	---	---	---	---
	3 - 66	AW	287+20	RT	---	---	---	---	---	---
	2 - 48	VC	622+75	LT	---	---	---	1	---	---
	2 - 49	VC1	623+00	LT	---	---	---	1	---	---
	6 - 1	VC	618+75	LT	---	---	1	---	---	---
	2 - 50	VD1	624+60	LT	---	1	---	---	---	---
	2 - 51	VD1	624+60	RT	---	---	2	---	---	---
	2 - 52	VD1	624+60	RT	---	---	---	---	---	---
	2 - 53	VD	626+60	RT	1	---	---	---	---	---
	2 - 54	VD	627+30	LT	---	---	---	---	---	---
	2 - 55	VD	627+30	LT	---	---	---	---	2	---
	2 - 56	VD	627+30	RT	---	---	---	---	---	---
	2 - 57	VD	627+30	RT	---	---	---	---	---	---
	2 - 58	VD	627+30	RT	---	---	---	---	---	---
	2 - 59	VD	627+30	RT	---	---	---	1	---	---
	2 - 61	VD1	624+60	LT	---	---	---	---	---	---
	5 - 2	VD	629+00	LT	---	---	1	2	---	---
	5 - 3	VD	631+00	LT	---	---	1	1	---	---
	5 - 4	VD	633+00	LT	---	---	---	1	---	---
	E5 - 1	VD	635+75	RT	---	---	---	---	2	---

(CON'T. ON NEXT PAGE)

PERMANENT SIGNING POSTS WOOD SUMMARY (CON'T.)

CATEGORY	SIGN NO.	ALIGNMENT	APPROX. STA.	LOC.	634.0612 x 12-FT EACH	634.0614 x 14-FT EACH	634.0616 x 16-FT EACH	634.0618 x 18-FT EACH	634.0620 x 20-FT EACH	634.0622 x 22-FT EACH
					POSTS WOOD 4x6-INCH					
1000	3 - 21	VB1	624+35	LT	---	1	---	---	---	---
	3 - 22	VB1	624+35	RT	---	1	---	---	---	---
	3 - 23	VB1	624+35	RT	---	---	---	---	---	---
	3 - 50	VB	621+60	RT	---	---	---	1	---	---
	3 - 51	VB	621+60	RT	---	---	---	---	---	---
	3 - 52	VB	621+60	RT	---	---	---	---	---	---
	3 - 53	VB	621+60	LT	---	---	---	1	---	---
	3 - 54	VB	621+60	RT	---	---	---	---	---	---
	3 - 55	VB	621+60	LT	---	---	---	---	---	---
	3 - 56	VB	622+25	RT	1	---	---	---	---	---
	3 - 64	VB1	624+35	RT	---	---	---	---	---	---
	6 - 2	VBX1	615+40	RT	---	---	---	1	---	---
	6 - 3	VB	617+50	RT	---	---	1	1	---	---
	6 - 4	VB	619+50	RT	---	---	1	2	---	---
	3 - 57	VA1	625+20	LT	---	---	---	1	---	---
	3 - 58	VA	625+50	RT	---	---	---	1	---	---
	3 - 67	VA1	626+10	RT	---	---	---	1	---	---
	5 - 1	VA	628+00	RT	---	---	1	---	---	---
	3 - 24	AE	287+80	LT	---	---	---	---	---	---
	3 - 25	AE	287+95	LT	---	---	---	---	---	---
	3 - 26	AW	287+80	LT	---	---	---	---	2	---
	3 - 27	AW	288+00	RT	---	1	---	---	---	---
	3 - 28	AE	288+90	RT	---	---	---	---	---	---
	3 - 29	AW	289+90	RT	---	1	---	---	---	---
	3 - 30	AW	289+90	LT	---	---	---	---	---	---
	3 - 31	AW	289+90	LT	---	---	---	---	---	---
	3 - 32	AW	289+90	RT	---	---	---	---	---	---
	3 - 33	AW	289+90	RT	---	---	---	---	---	---
	3 - 34	AW	289+90	LT	---	---	---	---	---	---
	3 - 35	AW	289+90	LT	---	---	---	---	---	---
	3 - 36	AE	290+60	RT	---	---	---	1	---	---
	3 - 37	AE	290+60	LT	---	---	1	---	---	---
	3 - 38	AW	291+40	RT	---	---	1	---	---	---
	3 - 39	AW	291+40	LT	---	---	---	---	---	---
	3 - 40	AE	292+50	RT	---	---	1	---	---	---
	3 - 41	AW	292+50	LT	---	1	---	---	---	---
	3 - 42	AW	295+00	RT	---	---	---	---	---	---
	3 - 43	AW	295+00	RT	---	---	---	---	---	---
	3 - 44	AW	295+00	RT	---	---	---	---	---	2
	3 - 45	AW	295+00	LT	---	---	---	---	---	---
	3 - 46	AW	295+00	LT	---	---	---	---	---	---
	3 - 47	AW	295+00	LT	---	---	---	---	---	2
	3 - 48	AE	295+25	RT	---	---	---	1	---	---
	3 - 49	AE	295+25	RT	---	---	---	---	---	---
	3 - 59	AW	290+45	RT	---	---	---	1	---	---
	3 - 60	AE	290+45	LT	---	---	---	---	---	---
	4 - 1	AE	296+90	RT	---	---	1	---	---	---
	4 - 2	AE	296+90	LT	---	---	1	---	---	---
	4 - 3	AE	296+90	LT	---	---	---	---	---	---
	4 - 4	AW	297+00	LT	---	---	---	1	1	---
	4 - 5	AW	299+00	LT	---	---	---	1	1	---
	4 - 6	AE	301+90	RT	---	---	---	1	---	---
	4 - 7	AW	302+00	LT	---	---	2	---	---	---

(CON'T. ABOVE)

PERMANENT SIGNING POSTS WOOD SUMMARY (CON'T.)

CATEGORY	SIGN NO.	ALIGNMENT	APPROX. STA.	LOC.	634.0612 x 12-FT EACH	634.0614 x 14-FT EACH	634.0616 x 16-FT EACH	634.0618 x 18-FT EACH	634.0620 x 20-FT EACH	634.0622 x 22-FT EACH
					POSTS WOOD 4x6-INCH					
1000	4 - 8	AE	304+00	RT	---	---	---	1	---	---
	4 - 9	AW	304+00	LT	---	---	1	---	---	---
	4 - 10	AE	306+50	LT	---	---	---	1	---	---
	4 - 11	AE	306+50	RT	---	---	1	---	---	---
	A1 - 1		SB I39 EXIT 177 GORE		---	---	---	---	---	---
	A1 - 2		SB I39 EXIT 177 TAPER		---	---	---	---	---	2
	A1 - 3		SB I39 EXIT 177 - 1 MILE		---	---	---	---	---	2
	A1 - 4		SB I39 EXIT 177 - 1 MILE		---	---	---	---	---	2
				TOTALS	4	25	34	34	21	15

3

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\030200_MQ.DWG
LAYOUT NAME - 030219_MQ
PLOT DATE : 4/17/2015 3:39 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	ALIGNMENT	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
1000	1 - 1	AE	256+50	LT	D1-1	READ RD (LEFT ARROW)	66 x 15	---	6.88	---	---	
	1 - 2	AE	256+00	RT	W3-5	SPEED LIMIT 45 AHEAD [ARROW]	36 x 36	---	---	---	9.00	
	1 - 3	AE	261+00	RT	R2-1	SPEED LIMIT 45 MPH	36 x 48	---	12.00	---	---	
	1 - 4	AW	261+00	LT	R2-1	SPEED LIMIT 55 MPH	36 x 48	---	12.00	---	---	
	1 - 5	AE	262+50	RT	R5-1	DO NOT ENTER	36 x 36	---	9.00	---	---	
	1 - 6	AW	262+80	LT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	5.00	---	---	
	1 - 7	AW	262+80	LT	R6-3A	DIVIDED HIGHWAY CROSSING T INTERSECTION	30 x 24	---	5.00	---	---	MOUNT BELOW SIGN 1-8
	1 - 8	AW	262+80	LT	R1-1	STOP	36 x 36	---	7.46	---	---	
	1 - 9	AE	263+75	RT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	5.00	---	---	
	1 - 10	AE	264+00	LT	R4-7	KEEP RIGHT	36 x 48	---	12.00	---	---	
	1 - 11	AW	263+90	LT	R5-1	DO NOT ENTER	36 x 36	---	9.00	---	---	
	1 - 12	AE	258+50	RT	J1-2	JUNCTION OR END ASSEMBLY (2 HEADED PANEL)	72 x 57	---	28.50	---	---	
	1 - 13	AE	265+90	RT	J2-2	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	72 x 84	---	42.00	---	---	
	1 - 14	AW	262+65	RT	R4-7	KEEP RIGHT	36 x 48	---	12.00	---	---	
	1 - 15	AE	265+90	LT	J2-3	ROUTE TURN ASSEMBLY (3HEADED ROUTE PANEL)	108 x 84	---	63.00	---	---	
	2 - 1	AE	275+50	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 2	AE	266+35	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	---	---	
	2 - 3	AW	266+30	LT	R5-1A	WRONG WAY	42 x 30	---	8.75	---	---	
	2 - 4	AE	268+00	LT	W24-1L	SINGLE REVERSE CURVE (1 LANE) LEFT	48 x 48	---	---	---	16.00	
	2 - 5	AE	268+00	LT	WCUSTOM	LEFT 2 LANES	36 X 24	---	---	---	6.00	MOUNT BELOW SIGN 2-4
	2 - 6	AE	268+00	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	---	---	4.00	MOUNT BELOW SIGN 2-5
	2 - 7	AE	268+00	RT	W24-1L	SINGLE REVERSE CURVE (1 LANE) LEFT	48 x 48	---	---	---	16.00	
	2 - 8	AE	268+00	RT	WCUSTOM	LEFT 2 LANES	36 x 24	---	---	---	6.00	MOUNT BELOW SIGN 2-7
	2 - 9	AE	268+00	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	---	---	4.00	MOUNT BELOW SIGN 2-8
	2 - 10	AW	268+00	LT	I55-56	ADOPT-A-HIGHWAY [SPONSOR]	30 X 36	---	7.50	---	---	SKILLS USA ORGANIZATION PARKER HS
	2 - 11	AW	269+00	LT	R2-1	SPEED LIMIT 45 MPH	36 x 48	---	12.00	---	---	
	2 - 12	AE	270+00	RT	R4-4	BEGIN RIGHT TURN LANE -YIELD TO BIKES	36 X 30	---	7.50	---	---	
	2 - 13	AE	271+00	RT	W3-3	SIGNAL AHEAD	36 x 36	---	---	---	9.00	
	2 - 14	AE	271+00	LT	W3-3	SIGNAL AHEAD	36 x 36	---	---	---	9.00	
	2 - 15	AW	271+00	LT	D1-1	READ RD (RIGHT ARROW)	66 x 15	---	6.88	---	---	
	2 - 16	AE	272+20	RT	R3-8X	AHEAD ONLY/AHEAD ONLY/RIGHT ONLY	54 x 30	---	11.25	---	---	
	2 - 17	AE	272+20	RT	E6-54R	SOUTH 39 / EAST 90 ROCKFORD	96 X 102	68.00	---	---	---	S-53-102
	2 - 18	AE	272+20	RT	E6-54A	AVALON RD (ARROW)	108 x 60	45.00	---	---	---	S-53-102
	2 - 19	AE	272+20	LT	E6-54A	NORTH 39 / WEST 90 / EAST 11 / MADISON / AVALON RD	120 x 120	100.00	---	---	---	S-53-102
	2 - 20	AE	272+20	LT	R3-8X	AHEAD ONLY/AHEAD ONLY/RIGHT ONLY	54 x 30	---	11.25	---	---	
	2 - 21	AE	272+20	RT	R5-1A	WRONG WAY	42 x 30	---	8.75	---	---	MOUNT ON SAME POST AS SIGN 2-16
	2 - 22	AE	272+20	LT	R5-1A	WRONG WAY	42 x 30	---	8.75	---	---	MOUNT ON SAME POST AS SIGN 2-20
	2 - 23	AW	273+80	LT	J4-2	REASSURANCE ASSEMBLY (2 HEADED ROUTE PANEL)	72 x 54	---	27.00	---	---	
	2 - 24	AW	274+90	RT	R10-11B	NO TURN ON RED	30 x 30	---	6.25	---	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 25	AE	275+00	RT	D1-71	N 39 / W 90 / E 11 / MADISON (LT ARROW) S 39 / EAST 90 ROCKFORD (RT ARROW)	90 x 84	---	52.50	---	---	
	2 - 26	AE	275+00	LT	R5-1	DO NOT ENTER	36 x 36	---	9.00	---	---	
	2 - 27	AW	275+15	RT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 28	AW	274+90	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	---	---	
	2 - 29	AW	274+95	LT	R10-11B	NO TURN ON RED	24 x 24	---	4.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 30	AW	275+50	RT	R4-7	KEEP RIGHT	36 x 48	---	12.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 31	AW	275+50	LT	R3-1	NO RIGHT TURN SYMBOL	36 x 36	---	9.00	---	---	
	2 - 32	AW	275+50	LT	R5-1	DO NOT ENTER	30 x 30	---	6.25	---	---	
	2 - 33	AE	276+00	RT	R3-1	NO RIGHT TURN SYMBOL	36 x 36	---	9.00	---	---	
	2 - 34	AW	275+80	LT	R3-50A	ARROW UP/ONLY	30 x 36	---	7.50	---	---	SIGN MOUNTED ON SIGNAL ARM
	2 - 35	AW	275+80	RT	R3-50A	ARROW UP/ONLY	30 X 36	---	7.50	---	---	SIGN MOUNTED ON SIGNAL ARM
	2 - 36	AW	276+50	RT	R5-1	DO NOT ENTER	36 x 36	---	9.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 37	AE	276+70	LT	R3-50A	ARROW UP/ONLY	30 x 36	---	7.50	---	---	SIGN MOUNTED ON SIGNAL ARM
	2 - 38	AE	276+70	RT	R3-50A	ARROW UP/ONLY	30 x 36	---	7.50	---	---	SIGN MOUNTED ON SIGNAL ARM
	2 - 39	AE	276+90	RT	R4-52L	KEEP LEFT - NO ARROW	36 x 36	---	9.00	---	---	
	2 - 40	AE	276+90	RT	R4-8	KEEP LEFT	36 x 48	---	12.00	---	---	MOUNT ABOVE SIGN 2-39

(CON'T. ON NEXT PAGE)

PERMANENT SIGNING SUMMARY (CON'T.)

CATEGORY	SIGN NO.	ALIGNMENT	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
1000	2 - 41	AE	277+60	RT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	5.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 42	AE	277+75	RT	R10-11B	NO TURN ON RED	24 x 24	---	4.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 43	AW	278+15	RT	D1-71	SOUTH 39 / EAST 90 ROCKFORD 11 WEST (ARROW)	72 x 66	---	33.00	---	---	
	2 - 44	AE	278+50	LT	J2-3	ROUTE TURN ASSEMBLY (3HEADED ROUTE PANEL)	108 x 84	---	63.00	---	---	
	2 - 45	AW	279+10	RT	R5-1A	WRONG WAY	42 x 30	---	8.75	---	---	SIGN MOUNTED ON LIGHT POLE
	2 - 46	AE	279+10	LT	R5-1A	WRONG WAY	42 x 30	---	8.75	---	---	
	2 - 47	AE	279+85	LT	W13-3C	ADVISORY RAMP SPEED W/ 90 DEGREE LOOP ARROW	36 x 60	---	---	---	15.00	
	2 - 48	VC	622+75	LT	W4-1L	MERGING TRAFFIC SYMBOL (LEFT)	36 x 36	---	---	---	9.00	
	2 - 49	VC1	623+00	LT	W4-1L	MERGING TRAFFIC SYMBOL (LEFT)	36 x 36	---	---	---	9.00	
	2 - 50	VD1	624+60	LT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	5.00	---	---	
	2 - 51	VD1	624+60	RT	R6-1R	ONE WAY RIGHT ARROW	54 X 18	---	6.75	---	---	
	2 - 52	VD1	624+60	RT	R5-1	DO NOT ENTER	30 X 30	---	6.25	---	---	MOUNT ON SAME POST AS SIGN 2-51
	2 - 53	VD	626+60	RT	W12-1D	DOUBLE DOWN ARROWS	24 X 24	---	---	---	4.00	
	2 - 54	VD	627+30	LT	R5-1A	WRONG WAY	36 X 24	---	6.00	---	---	MOUNT ON SAME POST AS SIGN 2-55
	2 - 55	VD	627+30	LT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED ROUTE PANEL)	72 X 57	---	28.50	---	---	
	2 - 56	VD	627+30	RT	R5-1A	WRONG WAY	36 X 24	---	6.00	---	---	MOUNT ON SAME POST AS SIGN 2-59
	2 - 57	VD	627+30	RT	M6-1	ARROW- RIGHT LEFT OR AHEAD	21 X 21	---	3.06	---	---	MOUNT BELOW SIGN 2-58
	2 - 58	VD	627+30	RT	D1-1	AVALON RD	30 X 12	---	2.50	---	---	MOUNT BELOW SIGN 2-59
	2 - 59	VD	627+30	RT	R12-53	WEIGHT LIMIT CLASS B	24 X 30	---	5.00	---	---	
	2 - 60	AW	277+00	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 61	VD1	624+60	LT	R1-1F	STOP (FOLDING)	36 X 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 62	AW	274+95	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 63	AE	276+00	RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 64	AW	276+50	RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	2 - 65	AE	272+80	LT	R3-4B	NO U TURN SIGN COMBINED WITH MAINT. AND POLICE VEHICLE	36 x 48	---	12.00	---	---	
	2 - 66	AE	272+80	LT	R3-4B	NO U TURN SIGN COMBINED WITH MAINT. AND POLICE VEHICLE	36 x 48	---	12.00	---	---	MOUNT ON SAME POST AS SIGN 2-65
	3 - 1	AW	282+70	RT	W13-3C	ADVISORY RAMP SPEED W/ 90 DEGREE LOOP ARROW	36 x 60	---	---	---	15.00	
	3 - 2	AE	283+30	LT	R5-1A	WRONG WAY	42 x 30	---	8.75	---	---	
	3 - 3	AE	283+60	RT	R5-1A	WRONG WAY	42 x 30	---	8.75	---	---	
	3 - 4	AW	284+50	RT	J2-3	ROUTE TURN ASSEMBLY (3HEADED ROUTE PANEL)	108 x 84	---	63.00	---	---	
	3 - 5	AE	284+45	LT	D1-71	NORTH 39 / WEST 90 / EAST 11 MADISON (ARROW) AVALON ROAD (ARROW)	90 x 48	---	30.00	---	---	
	3 - 6	AW	285+40	LT	R10-11B	NO TURN ON RED	24 x 24	---	4.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 7	AW	285+50	LT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	5.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 8	AW	285+70	RT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	5.00	---	---	MOUNT ON SAME POST AS SIGN 3-10
	3 - 9	AW	285+70	RT	R5-1	DO NOT ENTER	30 x 30	---	6.25	---	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 10	AW	285+70	RT	R6-1R	ONE WAY RIGHT ARROW	54 x 18	---	6.75	---	---	
	3 - 11	AW	285+90	LT	R4-52L	KEEP LEFT - NO ARROW	36 x 36	---	9.00	---	---	MOUNT ON SAME POST AS SIGN 3-12
	3 - 12	AW	285+90	LT	R4-8	KEEP LEFT	36 x 48	---	12.00	---	---	
	3 - 13	AW	286+05	RT	R3-50A	ARROW UP/ONLY	30 x 36	---	7.50	---	---	SIGN MOUNTED ON SIGNAL ARM
	3 - 14	AW	286+05	LT	R3-50A	ARROW UP/ONLY	30 x 36	---	7.50	---	---	SIGN MOUNTED ON SIGNAL ARM
	3 - 15	AE	287+00	LT	R3-50A	ARROW UP/ONLY	30 x 36	---	7.50	---	---	SIGN MOUNTED ON SIGNAL ARM
	3 - 16	AE	287+00	RT	R3-50A	ARROW UP/ONLY	30 x 36	---	7.50	---	---	SIGN MOUNTED ON SIGNAL ARM
	3 - 17	AE	286+35	LT	R5-1	DO NOT ENTER	36 x 36	---	9.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 18	AW	286+75	LT	R3-1	NO RIGHT TURN SYMBOL	36 x 36	---	9.00	---	---	
	3 - 19	AE	287+35	RT	R3-1	NO RIGHT TURN SYMBOL	36 x 36	---	9.00	---	---	
	3 - 20	AE	287+20	LT	R4-7	KEEP RIGHT	36 x 48	---	12.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 21	VB1	624+35	LT	R5-1	DO NOT ENTER	30 x 30	---	6.25	---	---	
	3 - 22	VB1	624+35	RT	R6-2R	ONE WAY RIGHT ARROW	24 X 30	---	5.00	---	---	
	3 - 23	VB1	624+35	RT	R10-11B	NO TURN ON RED	24 X 24	---	4.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 24	AE	287+80	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	5.00	---	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 25	AE	287+95	LT	R10-11B	NO TURN ON RED	30 X 30	---	6.25	---	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 26	AW	287+80	LT	D1-71	SOUTH 39/EAST 90/WEST 11 ROCKFORD (ARROW)	90 X 84	---	52.50	---	---	
	3 - 27	AW	288+00	RT	R5-1	DO NOT ENTER	36 X 36	---	9.00	---	---	
	3 - 28	AE	288+90	RT	R12-53	WEIGHT LIMIT CLASS B	24 X 30	---	5.00	---	---	SIGN MOUNTED ON LIGHT POLE
	3 - 29	AW	289+90	RT	R5-1A	WRONG WAY	42 X 30	---	8.75	---	---	

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PERMANENT SIGNING SUMMARY (CON'T.)

CATEGORY	SIGN NO.	ALIGNMENT	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
1000	3 - 30	AW	289+90	LT	R5-1A	WRONG WAY	42 X 30	---	8.75	---	---	SIGN MOUNTED ON S-53-103 SUPPORT
	3 - 31	AW	289+90	LT	R3-8X	AHEAD ONLY/AHEAD ONLY/RIGHT ONLY	54 X 30	---	11.25	---	---	SIGN MOUNTED ON S-53-103 SUPPORT
	3 - 32	AW	289+90	RT	R3-8X	AHEAD ONLY/AHEAD ONLY/RIGHT ONLY	54 X 30	---	11.25	---	---	MOUNT ON SAME POST AS SIGN 3-29
	3 - 33	AW	289+90	RT	E6-54R	NORTH 39/WEST 90/EAST 11 / MADISON (ARROW)	120 X 102	85.00	---	---	---	S-53-103
	3 - 34	AW	289+90	LT	E6-54A	11 WEST	84 X 72	42.00	---	---	---	S-53-103
	3 - 35	AW	289+90	LT	E6-54A	SOUTH 39/EAST 90/WEST 11 / ROCKFORD (ARROW)	120 X 102	85.00	---	---	---	S-53-103
	3 - 36	AE	290+60	RT	W4-2L	LANE REDUCTION TRANSITION SYMBOL - [LEFT LANE]	36 X 36	---	---	---	9.00	
	3 - 37	AE	290+60	LT	W4-2L	LANE REDUCTION TRANSITION SYMBOL - [LEFT LANE]	36 X 36	---	---	---	9.00	
	3 - 38	AW	291+40	RT	W3-3	SIGNAL AHEAD	36 X 36	---	---	---	9.00	
	3 - 39	AW	291+40	LT	W3-3	SIGNAL AHEAD	36 X 36	---	---	---	9.00	SIGN MOUNTED ON LIGHT POLE
	3 - 40	AE	292+50	RT	R2-1	SPEED LIMIT 45 MPH	36 X 48	---	12.00	---	---	
	3 - 41	AW	292+50	LT	R4-4	BEGIN RIGHT TURN LANE -YIELD TO BIKES	36 X 30	---	7.50	---	---	
	3 - 42	AW	295+00	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 X 24	---	---	---	4.00	MOUNT BELOW SIGN 3-43
	3 - 43	AW	295+00	RT	WCUSTOM	LEFT 2 LANES	36 X 24	---	---	---	6.00	MOUNT BELOW SIGN 3-44
	3 - 44	AW	295+00	RT	W24-1L	SINGLE REVERSE CURVE (1 LANE) LEFT	48 X 48	---	---	---	16.00	
	3 - 45	AW	295+00	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 X 24	---	---	---	4.00	MOUNT BELOW SIGN 3-46
	3 - 46	AW	295+00	LT	WCUSTOM	LEFT 2 LANES	36 X 24	---	---	---	6.00	MOUNT BELOW SIGN 3-47
	3 - 47	AW	295+00	LT	W24-1L	SINGLE REVERSE CURVE (1 LANE) LEFT	48 X 48	---	---	---	16.00	
	3 - 48	AE	295+25	RT	W6-2	DIVIDED HIGHWAY ENDS SYMBOL	36 X 36	---	---	---	9.00	
	3 - 49	AE	295+25	RT	R5-1A	WRONG WAY	42 X 30	---	8.75	---	---	MOUNT ON SAME POST AS SIGN 3-48
	3 - 50	VB	621+60	RT	R12-53	WEIGHT LIMIT CLASS B	24 X 30	---	5.00	---	---	
	3 - 51	VB	621+60	RT	D1-1	AVALON RD	30 X 12	---	2.50	---	---	MOUNT BELOW SIGN 3-50
	3 - 52	VB	621+60	RT	M6-1	ARROW- RIGHT LEFT OR AHEAD	21 X 21	---	3.06	---	---	MOUNT BELOW SIGN 3-51
	3 - 53	VB	621+60	LT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	48 X 57	---	19.00	---	---	
	3 - 54	VB	621+60	RT	R5-1A	WRONG WAY	36 X 24	---	6.00	---	---	MOUNT ON SAME POST AS SIGN 3-50
	3 - 55	VB	621+60	LT	R5-1A	WRONG WAY	36 X 24	---	6.00	---	---	MOUNT ON SAME POST AS SIGN 3-53
	3 - 56	VB	622+25	RT	W12-1D	DOUBLE DOWN ARROWS	24 X 24	---	---	---	4.00	
	3 - 57	VA1	625+20	LT	W4-1R	MERGING TRAFFIC SYMBOL (RIGHT)	36 x 36	---	---	---	9.00	
	3 - 58	VA	625+50	RT	W4-1R	MERGING TRAFFIC SYMBOL (RIGHT)	36 X 36	---	---	---	9.00	
	3 - 59	AW	290+45	RT	R3-4B	NO U TURN SIGN COMBINED WITH MAINT. AND POLICE VEHICLE	36 X 48	---	12.00	---	---	
	3 - 60	AW	290+45	RT	R3-4B	NO U TURN SIGN COMBINED WITH MAINT. AND POLICE VEHICLE	36 X 48	---	12.00	---	---	MOUNT ON SAME POST AS SIGN 3-59
	3 - 61	AE	285+80	RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 62	AW	286+75	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 63	AW	285+70	RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 64	VB1	624+35	RT	R1-1F	STOP (FOLDING)	36 X 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 65	AE	286+35	LT	R1-1F	STOP (FOLDING)	36 X 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 66	AW	287+20	RT	R1-1F	STOP (FOLDING)	36 X 36	---	---	7.46	---	SIGN MOUNTED ON SIGNAL POLE
	3 - 67	VA1	626+10	RT	R1-2	YIELD	48 X 42	---	7.00	---	---	
	4 - 1	AE	296+90	RT	R5-1	DO NOT ENTER	36 X 36	---	9.00	---	---	
	4 - 2	AE	296+90	LT	R4-7	KEEP RIGHT	36 X 48	---	12.00	---	---	
	4 - 3	AE	296+90	LT	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18 X 18	---	---	---	2.25	MOUNT AT HEIGHT OF 4 FEET BELOW SIGN 4-2
	4 - 4	AW	297+00	LT	J2-3	ROUTE TURN ASSEMBLY (3HEADED ROUTE PANEL) (MOD.)	72 X 60	---	30.00	---	---	
	4 - 5	AW	299+00	LT	J2-3	ROUTE TURN ASSEMBLY (3HEADED ROUTE PANEL)	72 X 57	---	28.50	---	---	
	4 - 6	AE	301+90	RT	W3-1	STOP AHEAD	36 X 36	---	---	---	9.00	
	4 - 7	AW	302+00	LT	J1-3	JUNCTION OR END ASSEMBLY (3HEADED PANEL)	72 X 39	---	19.50	---	---	
	4 - 8	AE	304+00	RT	W6-3	TWO-WAY TRAFFIC SYMBOL	36 X 36	---	---	---	9.00	
	4 - 9	AW	304+00	LT	R2-1	SPEED LIMIT45 MPH	24 X 30	---	5.00	---	---	
	4 - 10	AE	306+50	LT	W6-1	DIVIDED HIGHWAY AHEAD SYMBOL	36 X 36	---	---	---	9.00	
	4 - 11	AE	306+50	RT	W14-3	NO PASSING ZONE	48 X 36	---	---	6.00	---	
	5 - 1	VA	628+00	RT	R5-57	PEDESTRIANS ETC PROHIBITED	36 X 36	---	9.00	---	---	
	5 - 2	VD	629+00	LT	D1-2	BLACKHAWK TECH COLL (ARROW) / UW-ROCK COUNTY (ARROW)	138 X 30	---	28.75	---	---	
	5 - 3	VD	631+00	LT	D1-3	TRIPLE DESTINATION/ARROW	78 X 36	---	19.50	---	---	
	5 - 4	VD	633+00	LT	W3-3	SIGNAL AHEAD	36 X 36	---	---	---	9.00	
	6 - 1	VC	618+75	LT	R5-57	PEDESTRIANS ETC PROHIBITED	36 x 36	---	9.00	---	---	
	6 - 2	VBX1	615+40	RT	W3-3	SIGNAL AHEAD	36 X 36	---	---	---	9.00	

(CON'T. ON NEXT PAGE)

PERMANENT SIGNING SUMMARY (CON'T.)

CATEGORY	SIGN NO.	ALIGNMENT	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
1000	6 - 3	VB	617+50	RT	D1-3	TRIPLE DESTINATION/ARROW	78 X 36	---	19.50	---	---	
	6 - 4	VB	619+50	RT	D1-2	TWO DESTINATIONS (ARROWS)	138 X 30	---	28.75	---	---	
	A1 - 1		SB I39 EXIT 177 GORE		JV-F	ALTERNATE I39 DIRECTIONAL ASSEMBLY (FOLDING)	24 X 57	---	---	9.50	---	
	A1 - 2		SB I39 EXIT 177 TAPEI		JV-F	ALTERNATE I39 DIRECTIONAL ASSEMBLY (FOLDING)	36 X 81	---	---	20.25	---	
	A1 - 3		SB I39 EXIT 177 - 1 MII		J2-1	ROUTE TURN ASSEMBLY (1 HEAD PANEL)	36 X 84	---	21.00	---	---	
	A1 - 4		SB I39 EXIT 177 - 1 MII		JV-F	ALTERNATE I39 ROUTE TURN ASSEMBLY (FOLDING)	36 X 81	---	---	20.25	---	
							TOTALS	425.00	1437.84	145.52	297.25	

MOVING SIGNS TYPE I SUMMARY

CATEGORY	STAGE	STATION	638.2101 MOVING TYPE I SIGNS EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	MESSAGE
1000	1B	E39-10	1	1,030	2	98	2	AVALON, JANESVILLE

REMOVING PAVEMENT MARKINGS

CATEGORY	STAGE	646.0600 LF
1000	1	3,500
	1A	21,300
	1B	7,000
	2A	8,300
	2B	3,500
	3A	650
	3B	1,400
	TOTAL	45,650

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
1000	1003-10-72	1

TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE

CATEGORY	PROJECT	643.0200 DAYS
1000	1003-10-72	422

TRAFFIC CONTROL COVERING SIGNS SUMMARY

CATEGORY	STAGE	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0910 TYPE I EACH	643.0920 TYPE II EACH
1000	STAGE 2A (AVALON ROAD CLOSURE)	1	4	4	---
	STAGE 2A (AVALON ROAD CLOSURE)	1	2	---	2
			SUBTOTALS	4	2
	STAGE 4 (DETOUR)	1	9	9	---
	STAGE 4 (DETOUR)	1	3	---	3
			SUBTOTAL	9	3
			TOTALS	13	5

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	LOCATION	643.1000 SF
1000	500 FT BEFORE IH 39 NB, AVALON/JANESVILLE EXIT 1 MILE	31.5
	IH 39 NB, AVALON/JANESVILLE EXIT 1 MILE	18.0
	500 FT BEFORE IH 39 NB, AVALON/JANESVILLE EXIT	31.5
	IH 39 NB, AVALON/JANESVILLE EXIT	25.0
	500 FT BEFORE IH 39 SB, AVALON/JANESVILLE EXIT	31.5
	500 FT BEFORE IH 39 SB, AVALON/JANESVILLE EXIT 1 MILE	31.5
	TOTAL	169.0

TRAFFIC CONTROL DETOUR

CATEGORY	PROJECT	643.2000 EACH
1000	1003-10-72	1

MOVING SIGNS TYPE II

CATEGORY	STAGE	SIGN NO.	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
1000	1	E1-8	1	1
		E3-12	1	2
		E3-13	1	1
		SUBTOTAL (STAGE 1)	3	4
	1B	E39-8	1	1
		SUBTOTAL (STAGE 1B)	1	1
	3A	E2-2	1	1
		E2-3	1	2
		E2-26	1	2
		SUBTOTAL (STAGE 3A)	3	5
	3B	E5-1	1	---
		SUBTOTAL (STAGE 3B)	1	0
		TOTALS	8	10

3

EXISTING SIGNING SUMMARY

CATEGORY	SIGN NO.	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1000	E1-5/E1-6	STOP SIGN/DIVIDED HIGWAY	1	1	
	E1-7	LEFT TURN	1	1	
	E1-8	ONE WAY	1	1	
	E1-9	KEEP RIGHT	1	1	
	E1-10	LANE DESIGNATION	1	1	
	E1-11	LANE DESIGNATION	1	1	
	E1-12	DO NOT ENTER	1	1	
	E2-1	WRONG WAY	1	1	
	E2-2	JUNCTION OR END ASSEMBLY	1	1	
	E2-3	ROUTE TURN ASSEMBLY	1	2	
	E2-4	ADOPT A HIGHWAY	1	1	
	E2-5	READ ROAD	1	1	
	E2-6	RIGHT TURN LANE	1	1	
	E2-7	SPEED LIMIT (55)	1	1	
	E2-8	SPEED LIMIT (55)	1	1	
	E2-9	REASSURANCE ASSEMBLY	1	1	
	E2-10	MADISON, CHICAGO	1	2	
	E2-11	ROUTE TURN ASSEMBLY	1	1	
	E2-12	DOUBLE ARROW	1	1	
	E2-14	YIELD	1	1	
	E2-15	PEDESTRIANS, ECT., PROHIBITED	1	1	
	E2-16	NO LEFT TURN SYMBOL	1	1	
	E2-17/E2-29	DIVIDED HIGHWAY/STOP	1	1	
	E2-18	DO NOT ENTER	1	1	
	E2-19/E2-20	AIRPORT/ROUTE TURN ASSEMBLY	1	2	
	E2-21	SIS	---	---	SIGN REMOVED BY OTHERS
	E2-22/E2-23/E2-24	DO NOT ENTER/NO RIGHT TURN/ROUTE TURN ASSEMBLY	1	3	
	E2-25	WRONG WAY	1	---	SIGN MOUNTED ON SAME POST AS E2-26
	E2-26	JANESVILLE, CHICAGO	1	2	
	E2-27/E2-28	DIVIDED HIGHWAY/STOP	1	1	
	E2-30	ONE WAY	1	1	
	E2-31	KEEP RIGHT	1	1	
	E2-32	ROUTE TURN ASSEMBLY	1	2	
	E2-33	DOUBLE ARROW	1	1	
	E3-1	MADISON	1	2	
	E3-2	WRONG WAY	1	---	SIGN MOUNTED ON SAME POST AS E3-1
	E3-3	ROUTE TURN ASSEMBLY	1	1	
	E3-4	KEEP RIGHT	1	1	
	E3-5	ONE WAY	1	1	
	E3-7/E3-11	DO NOT ENTER/ROUTE TURN ASSEMBLY	1	2	
	E3-8	PEDESTRIANS, ECT., PROHIBITED	1	1	
	E3-9/E3-10	KEEP RIGHT/NO LEFT TURN SYMBOL	1	1	

(CONT'D. ABOVE)

EXISTING SIGNING SUMMARY (CONT'D.)

CATEGORY	SIGN NO.	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1000	E3-12	ROUTE TURN ASSEMBLY	1	2	
	E3-13	NO RIGHT TURN	1	1	
	E3-14	DO NOT ENTER	1	---	SIGN MOUNTED ON SAME POST AS ES-12
	E3-15	DO NOT ENTER	1	1	
	E3-16/E3-17	WRONG WAY/AIRPORT	1	1	
	E3-19/E3-20	JANESVILLE, AVALON/WRONG WAY	1	2	
	E3-21/E3-22	DIVIDED HIGHWAY/STOP	1	1	
	E3-23/E3-24/ES-25	DIVIDED HIGHWAY/STOP/ROUTE TURN ASSEMBLY	1	2	
	E3-26	CHICAGO, JANESVILLE, MADISON	1	2	
	E3-27	TWO WAY TRAFFIC AHEAD	1	1	
	E3-28/E3-29	SPEED LIMIT (45)/WRONG WAY	1	1	
	E3-30	ROUTE TURN ASSEMBLY	1	1	
	E3-31	KEEP RIGHT	1	1	
	E3-32	DO NOT ENTER	1	1	
	E3-33	ROUTE TURN ASSEMBLY	1	2	
	E4-1	DIVIDED ROADWAY AHEAD	1	1	
	E4-2	NO PASSING ZONE	1	1	
	E4-3	JUNCTION OR END ASSEMBLY	1	2	
	E4-4	STOP AHEAD	1	1	
	E4-5	STOP AHEAD	1	1	
	E5-1	EXIT	---	2	
	E5-2	ROUTE TURN ASSEMBLY	1	1	
	E5-3	BLACKHAWK TECH, UW ROCK COUNTY	1	2	
	E5-4/E5-5	AVALON, JANESVILLE/WRONG WAY	1	2	
	E5-6	SIS	---	---	SIGN MOVED BY OTHERS
	E5-7	WRONG WAY	1	1	
	E6-2	SIS	---	---	SIGN MOVED BY OTHERS
	E6-3	BLACKHAWK TECH, UW ROCK COUNTY	1	2	
	E6-4	SIS	---	---	SIGN MOVED BY OTHERS
	E6-5	ROUTE TURN ASSEMBLY	1	1	
	E6-6	STOP AHEAD	1	1	
		TOTALS	68	85	

3

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\030200_MQ.DWG
LAYOUT NAME - 030224_MQ
PLOT DATE : 4/17/2015 3:39 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	DURATION DAYS	LOCATION	*643.0300 DRUMS EACH	*643.0300 DRUMS DAYS	*643.0420 BARRICADES TYPE III EACH	*643.0420 BARRICADES TYPE III DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	*643.0705 WARNING LIGHTS TYPE A EACH	*643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C EACH	643.0715 WARNING LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS EACH	643.0800 ARROW BOARDS DAYS	*643.0900 SIGNS EACH	*643.0900 SIGNS DAYS	*643.1050 SIGNS PCMS EACH	*643.1050 SIGNS PCMS DAYS
1000	1	244	ADVANCE WARNING I39	0	0	0	0	0	0	0	0	0	0	0	0	40	9,760	2	488
		244	ADVANCE WARNING STH 11/AVALON	0	0	0	0	0	0	0	0	0	0	0	0	11	2,684	2	28
		32	LANE CLOSURE STH 11	32	1,024	1	32	0	0	2	64	12	384	2	64	7	224	0	0
		10	CLOSURE OF INSIDE LANE FOR FORMING DECK AND REMOVING FLASEWORK (IH 39 NB)	141	1,410	6	60	0	0	12	120	44	440	4	40	19	190	0	0
		10	CLOSURE OF OUTSIDE LANE FOR FORMING DECK AND REMOVING FLASEWORK (IH 39 SB)	186	1,860	5	50	0	0	10	100	44	440	4	40	19	190	0	0
		75	STA 255+00 AE - STA 301+00 AE	212	15,900	13	975	35	35	10	750	30	2,250	1	75	26	1,950	0	0
		244	TRAFFIC CONTROL RAMPS	143	34,892	0	0	0	0	0	0	7	1,708	0	0	0	0	0	0
			TOTALS STAGE 1		55,086		1,117	35	35		1,034		5,222		219		14,998		516
	1A	36	ADVANCED WARNING I39	0	0	0	0	0	0	0	0	0	0	0	0	40	1,440	2	72
		36	STA 586+00 TW_SB - STA 688+00 TW_SB	228	8,208	12	432	0	0	24	864	38	1,368	4	144	31	1,116	0	0
			TOTALS STAGE 1A		8,208		432	0	0		864		1,368		144		2,556		72
	1B	26	ADVANCED WARNING I39	0	0	0	0	0	0	0	0	0	0	0	0	40	1,040	2	52
		26	STA 589+00 TW_SB - STA 667+00 TW_SB	140	3,640	4	104	0	0	8	208	27	702	2	52	17	442	0	0
			TOTALS STAGE 1B		3,640		104	0	0		208		702		52		1,482		52
	2A	32	ADVANCED WARNING I39	0	0	0	0	0	0	0	0	0	0	0	0	40	1,280	2	64
		32	ADVANCED WARNING STH 11	0	0	0	0	0	0	0	0	0	0	0	0	11	352	0	0
		14	ADVANCED WARNING DURING CLOSURE OF AVALON ROAD	0	0	0	0	0	0	0	0	0	0	0	0	5	70	2	28
		32	STA 251+00 AE - STA 289+00 AE	131	4,192	48	1,536	48	48	57	1,824	27	864	1	32	36	1,152	0	0
		32	TRAFFIC CONTROL RAMP	79	2,528	8	256	0	0	16	512	1	32	0	0	5	160	0	0
			TOTALS STAGE 2A		6,720		1,792	48	48		2,336		896		32		3,014		92
	2B	15	ADVANCED WARNING I39	0	0	0	0	0	0	0	0	0	0	0	0	40	600	2	30
		15	ADVANCED WARNING STH 11	0	0	0	0	0	0	0	0	0	0	0	0	11	165	0	0
		15	STA 273+00 AE - STA 308+00 AE	162	2,430	58	870	45	45	72	1,080	25	375	1	15	44	660	0	0
		15	TRAFFIC CONTROL RAMP	62	930	14	210	0	0	18	270	2	30	0	0	9	135	0	0
			TOTALS STAGE 2B		3,360		1,080	45	45		1,350		405		15		1,560		30
	3A	26	ADVANCED WARNING I39	0	0	0	0	0	0	0	0	0	0	0	0	40	1,040	2	52
		26	ADVANCED WARNING STH 11	0	0	0	0	0	0	0	0	0	0	0	0	11	286	0	0
		5	CLOSURE OF INSIDE LANE FOR FORMING DECK (IH 39 NB)	141	705	6	30	0	0	12	60	44	220	4	20	19	95	0	0
		5	CLOSURE OF OUTSIDE LANE FOR FORMING DECK (IH 39 SB)	186	930	5	25	0	0	10	50	44	220	4	20	19	95	0	0
		26	LANE CLOSURE STH 11	32	832	1	26	0	0	2	52	12	312	2	52	7	182	0	0
		26	STA 255+00 AW - STA 308+00 AW	168	4,368	60	1,560	57	57	77	2,002	9	234	0	0	41	1,066	0	0
		26	TRAFFIC CONTROL RAMP	28	728	6	156	0	0	8	208	2	52	0	0	5	130	0	0
			TOTALS STAGE 3A		7,563		1,797	57	57		2,372		1,038		92		2,894		52
	3B	15	ADVANCED WARNING I39	0	0	0	0	0	0	0	0	0	0	0	0	40	600	2	30
		15	ADVANCED WARNING STH 11	0	0	0	0	0	0	0	0	0	0	0	0	11	165	0	0
		5	CLOSURE OF INSIDE LANE FOR REMOVING FLASEWORK (IH 39 NB)	141	705	6	30	0	0	12	60	44	220	4	20	19	95	0	0
		5	CLOSURE OF OUTSIDE LANE FOR REMOVING FLASEWORK (IH 39 SB)	186	930	5	25	0	0	10	50	44	220	4	20	19	95	0	0
		15	LANE CLOSURE STH 11	32	480	1	15	0	0	2	30	12	180	2	30	7	105	0	0
		15	STA 589+00 TW_SB - STA 525+25 TW_SB	363	5,445	76	1,140	55	55	99	1,485	66	990	2	30	63	945	0	0
		15	TRAFFIC CONTROL RAMP	47	705	6	90	0	0	8	120	2	30	0	0	8	120	0	0
			TOTALS STAGE 3B		8,265		1,300	55	55		1,745		1,640		100		2,125		30

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT'D. ON NEXT PAGE

TRAFFIC CONTROL SUMMARY (CONT'D.)

CATEGORY	STAGE	DURATION DAYS	LOCATION	*643.0300 DRUMS EACH	*643.0300 DRUMS DAYS	*643.0420 BARRICADES TYPE III EACH	*643.0420 BARRICADES TYPE III DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	*643.0705 WARNING LIGHTS TYPE A EACH	*643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C EACH	643.0715 WARNING LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS EACH	643.0800 ARROW BOARDS DAYS	*643.0900 SIGNS EACH	*643.0900 SIGNS DAYS	*643.1050 SIGNS PCMS EACH	*643.1050 SIGNS PCMS DAY
1000	4	19	ADVANCED WARNING I39	0	0	0	0	0	0	0	0	0	0	0	0	40	760	2	38
		19	ADVANCED WARNING STH 11	0	0	0	0	0	0	0	0	0	0	0	0	11	209	0	0
		19	LANE CLOSURE STH 11	32	608	1	19	0	0	2	38	12	228	2	38	7	133	0	0
		19	STA 256+00 AE - STA 308+00 AE	256	4,864	8	152	14	14	10	190	16	304	0	0	17	323	0	0
		19	CROSSOVER REMOVAL	39	741	1	19	0	0	2	38	0	0	0	0	1	19	0	0
			TOTALS STAGE 4		6,213		190	14	14		266		532		38		1,444		38
			UNDISTRIBUTED		9,000		780	50	50		1,000		1,200		70		3,000		90
			GRAND TOTALS		108,055		8,592	304	304		11,175		13,003		762		33,073		972

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL DETOUR SUMMARY

CATEGORY	STAGE	LOCATION	DURATION DAYS	*643.0300 DRUMS EACH	*643.0300 DRUMS DAYS	*643.0420 BARRICADES TYPE III EACH	*643.0420 BARRICADES TYPE III DAYS	*643.0705 WARNING LIGHTS TYPE A EACH	*643.0705 WARNING LIGHTS TYPE A DAYS	*643.0900 SIGNS EACH	*643.0900 SIGNS DAYS	*643.1050 SIGNS PCMS EACH	*643.1050 SIGNS PCMS DAYS	643.3000 SIGNS DETOUR EACH	643.3000 SIGNS DETOUR DAYS
1000	4	ADVANCE WARNING	14	---	---	---	---	---	---	---	---	4	56	---	---
		DETOUR	3	35	105	12	36	18	54	12	36	5	70	222	666
		TOTALS			105		36		54		36		126		666

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

PAVEMENT MARKING EPOXY SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH (WHITE) (3' SEG. 9' GAP) LF	646.0106 EPOXY 4-INCH (WHITE) (12.5' SEG. 37.5' GAP) LF	646.0106 EPOXY 4-INCH (YELLOW) LF	646.0106 EPOXY 4-INCH (YELLOW) (DOUBLE) LF	646.0126 EPOXY 8-INCH (WHITE) LF	646.0126 EPOXY 8-INCH (YELLOW) LF	647.0566 STOP LINE EPOXY 18-INCH LF	647.0576 STOP LINE EPOXY 24-INCH LF	647.0726 DIAGONAL EPOXY 12-INCH (WHITE) LF	647.0726 DIAGONAL EPOXY 12-INCH (YELLOW) LF	647.0746 DIAGONAL EPOXY 24-INCH (WHITE) LF
1000	261+00 AE	-	276+00 AE	STH 11	4,740	---	---	5,980	---	840	---	33	54	---	---	---
	276+00 AE	-	286+50 AE	STH 11	1,840	---	---	1,606	---	460	195	---	105	---	380	---
	286+50 AE	-	306+75 AE	STH 11	4,280	---	---	1,845	3,840	325	---	---	54	---	775	---
	593+00 TW_SB	-	678+70 TW_SB	IH 39 NB	---	---	138	1,675	---	---	---	---	---	---	---	---
	593+00 TW_SB	-	678+70 TW_SB	IH 39 SB	8,110	56	2,325	9,300	---	2,050	---	---	---	---	---	---
	624+00 VA	-	635+00 VA	VA/VAX1 RAMP	880	72	---	1,070	---	190	33	---	---	---	---	---
	623+00 VA1	-	627+00 VA1	VA1 RAMP	360	---	---	---	---	80	---	---	---	---	---	---
	622+25 VB1	-	624+50 VB1	VB1 RAMP	235	---	---	225	---	---	---	35	---	---	38	---
	615+25 VB	-	624+00 VB	VB RAMP	910	---	---	905	---	150	---	31	---	130	---	---
	606+00 VC	-	626+00 VC	VC RAMP	1,680	---	---	900	---	554	23	---	---	---	---	---
	622+00 VC1	-	625+00 VC1	VC1 RAMP	---	---	---	315	---	90	---	---	---	---	---	---
	621+00 VD	-	643+50 VD	VD RAMP	1,990	---	---	1,130	---	545	---	50	---	40	60	705
	624+50 VD1	-	626+50 VD1	VD1 RAMP	230	---	---	285	---	66	---	28	---	51	---	---
				SUBTOTALS	25,255	128	2,463	25,236	3,840	5,350	251	177	213	221	1,253	705
				TOTALS			56,922			5,601		177	213		1,474	705

PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH (12.5' SEG. 37.5' GAP) LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (12.5' SEG. 37.5' GAP) LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (3' SEG. 9' GAP) LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (1' SEG. 3' GAP) LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (6' SEG. 3' GAP) LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (3' SEG, 9' GAP) LF
1000	261+00 AE	-	276+00 AE	STH 11	---	1,150	63	27	63	50
	276+00 AE	-	286+50 AE	STH 11	---	440	---	---	180	---
	286+50 AE	-	306+75 AE	STH 11	188	405	63	---	68	47
				SUBTOTALS	188	1,995	126	27	311	97
				TOTALS	188		2,459			97

PAVEMENT MARKING ARROWS, SYMBOLS, AND WORDS

CATEGORY	STATION	-	STATION	LOCATION	647.0156 ARROWS EPOXY TYPE 1 EACH	647.0166 ARROWS EPOXY TYPE 2 EACH	647.0356 WORDS EPOXY EACH	647.0456 CURB EPOXY (LF)	647.0606 ISLAND NOSE EPOXY EACH
1000	261+00	-	276+00	STH 11	2	2	1	56	3
	276+00	-	286+50	STH 11	4	---	---	20	2
	286+50	-	306+75	STH 11	2	2	1	20	2
	615+25	-	624+00	VB RAMP	---	2	1	---	---
	622+25	-	624+50	VB1 RAMP	---	2	1	---	---
	621+00	-	643+50	VD RAMP	---	4	2	---	---
	624+50	-	626+50	VD1 RAMP	---	2	1	---	---
				TOTALS	8	14	7	96	7

REMOVING PULL BOXES

CATEGORY	STATION	LOCATION	*653.0905 EACH
1000	278+68 AW	LT	1
	284+00 AW	LT	1
	285+24 AW	LT	1
		TOTAL	3

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\030200_MQ.DWG
LAYOUT NAME - 030227_MQ
PLOT DATE : 5/27/2015 10:47 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING SUMMARY

CATEGORY	STAGE	LOCATION	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH WHITE LF	WHITE 12.5' LINE, 37.5 GAP LANE LINE LF	YELLOW LF	DOUBLE YELLOW LF	649.0400 REMOVABLE TAPE -4-INCH WHITE LF	YELLOW LF	DOUBLE YELLOW LF	WHITE 5' LINE, 37.5 GAP LANE LINE LF	649.0701 TEMPORARY PAVEMENT MARKING 8-INCH WHITE LF	LANE DROP 3' LINE, 9' GAP WHITE LF	649.0801 REMOVABLE TAPE 8-INCH WHITE LF	649.1200 REMOVABLE TAPE STOP LINE 18-INCH WHITE LF
1000	1A	IH 39 SB	8,452	2,243	9,301	---	---	---	---	---	562	37	---	---
	1B	IH 39 SB	8,133	1,651	6,990	---	---	---	---	---	799	---	---	---
	1	IH 39 SB	---	---	---	---	4,371	2,183	---	---	---	---	1,217	---
	2A	AVALON ROAD/RAMPS	4,579	---	408	4,204		820	---	---	64	---	507	89
	2B	AVALON ROAD/RAMPS	---	---	---	---	5,955	4,193	---	---	---	---	---	---
	3A	AVALON ROAD/RAMPS	---	---	---	8,975	8,737	2,704	---	---	---	---	232	---
	3B	RAMPS/IH39 SB	---	---	---	---	9,264	8,479	428	1,848	---	---	602	---
	4	AVALON ROAD/RAMPS	---	---	---	---	270	541	---	---	---	---	---	---
		SUBTOTALS	21,164	3,894	16,699	13,179	28,597	18,920	428	1,848	1,425	37	2,558	89
		TOTALS		54,936				49,793				1,462	2,558	89

PAVEMENT MARKING PAINT SUMMARY

CATEGORY	STAGE	LOCATION	646.0103 4-INCH (WHITE) (12.5' SEG. 37.5' GAP) LF	(YELLOW) LF	646.0123 8-INCH (WHITE) LF
1000	WINTER SHUTDOWN	IH 39 SB	7,285 2,325	9,300	1,660
		SUBTOTALS	7,285 2,325	9,300	1,660
		TOTALS	18,910		1,660

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	*652.0225 CONDUIT RIGID NON METALLIC SCHEDULE 40 2-INCH LF	*652.0235 CONDUIT RIGID NON METALLIC SCHEDULE 40 3-INCH LF
1000	I-39/90 & STH 11 (SOUTH JCT)	CB-1	PB-1	---	215
		PB-1	PB-3	---	73
		PB-1	PB-2	22	---
		PB-1	PB-5	---	150
		PB-1	SB-3	24	---
		PB-3	SB-4	43	---
		PB-3	PB-4	20	---
		PB-5	SB-6	36	---
		PB-5	SB-5	66	---
		PB-5	PB-6	11	---
		PB-5	SB-7	5	---
		PB-5	PB-8	---	130
		PB-6	PB-16	135	---
		PB-16	PB-17	190	---
		PB-8	PB-7	20	---
		PB-8	SB-8	25	---
		PB-8	SB-9	46	---
		PB-8	PB-9	---	210
		PB-9	PB-10	37	---
		PB-9	PB-11	---	110
		PB-9	PB-18	63	---
		PB-18	PB-19	53	---
		PB-11	PB-12	---	64
		PB-21	BRIDGE	68	---
		PB-11	PB-20	145	---
		PB-12	SB-12	39	---
		PB-12	SB-11	23	---
		PB-12	PB-14	---	130
		PB-12	PB-13	40	---
		PB-12	SB-10	39	---
		PB-14	CB-1	---	60
		PB-14	SB-2	43	---
		PB-14	SB-1	33	---
		PB-14	PB-15	25	---
		PB-15	PB-22	190	---
		PB-22	PB-23	---	35
		PB-22	PB-25	---	56
		PB-23	PB-24	43	---
		CB-1	PB-50	20	---
		PB-50	PB-51	56	---
		PB-51	PB-52	155	---
		PB-52	PB-21	100	---
	SUBTOTALS			1,815	1,233
	I-39/90 & STH 11 & AVALON ROAD	CB-2	PB-26	---	220
		PB-26	PB-28	---	60
		PB-26	PB-27	26	---
		PB-26	PB-29	---	140
		PB-26	SB-15	25	---
		PB-29	SB-18	37	---
		PB-29	SB-17	53	---
		PB-29	PB-30	13	---
		PB-29	PB-32	---	175
		PB-29	SB-19	21	---
		PB-30	PB-39	140	---
		PB-39	PB-40	180	---

(CON'T. ABOVE)

TRAFFIC SIGNAL CONDUIT SUMMARY (CON'T.)

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	*652.0225 CONDUIT RIGID NON METALLIC SCHEDULE 40 2-INCH LF	*652.0235 CONDUIT RIGID NON METALLIC SCHEDULE 40 3-INCH LF
1000	I-39/90 & STH 11 & AVALON ROAD	PB-32	PB-31	31	---
		PB-32	PB-33	---	170
		PB-32	SB-21	29	---
		PB-32	SB-20	12	---
		PB-33	PB-34	33	---
		PB-33	PB-35	---	110
		PB-33	PB-41	66	---
		PB-41	PB-42	66	---
		PB-35	PB-43	155	---
		PB-35	PB-36	---	48
		PB-44	BRIDGE	68	---
		PB-36	SB-22	23	---
		PB-36	PB-37	26	---
		PB-36	PB-38	---	140
		PB-36	SB-23	6	---
		PB-36	SB-24	19	---
		PB-38	CB-2	---	66
		PB-38	SB-14	27	---
		PB-38	SB-13	16	---
		PB-38	PB-45	16	---
		PB-45	PB-46	170	---
		PB-46	PB-47	---	74
		PB-46	PB-48	---	49
		PB-47	PB-49	270	---
		CB-2	ITS PB	40	---
		PB-44	PB-53	190	---
		PB-53	PB-54	95	---
		PB-54	PB-55	81	---
		PB-55	CB-2	15	---
	SUBTOTALS			1,949	1,252
	TOTALS			3,764	2,485

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

LOOP DETECTOR INSTALLATION

CATEGORY	INTERSECTION	LOOP NO.	STATION	LOCATION	SIZE FT x FT	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS/SDD INSTALLATION REFERENCE
1000	I-39/90 & STH 11 (SOUTH JCT)	21	623+82.4 VD	26.1' LT	6 x 20	3	84	192	258	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		22	624+10.4 VD	26.1' LT	6 x 20	3	84	192	258	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		23	623+87.7 VD	10.1' LT	6 x 20	3	84	116	258	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		24	624+15.7 VD	10.1' LT	6 x 20	3	84	116	258	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		25	626+88.0 VD	13.1' LT	6 x 15	4	80	320	326	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		41	624+49.5 VD1	11.3' RT	6 x 20	3	106	65	324	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		42	624+78.7 VD1	11.4' RT	6 x 20	3	102	65	312	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		43	627+02.9 VD	14.9' RT	6 x 6	5	58	348	296	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		61	275+92.4 AE	7.1' RT	6 x 20	4	84	278	342	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		62	275+64.4 AE	7.1' RT	6 x 20	4	86	278	350	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		63	275+74.5 AE	6.9' LT	6 x 20	4	80	186	326	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		64	275+46.4 AE	6.9' LT	6 x 20	4	76	186	310	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		65	272+12.9 AE	0.0' LT	6 x 20	4	74	523	302	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		81	276+50.6 AW	6.9' RT	6 x 20	3	76	247	234	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		82	276+78.6 AW	6.9' RT	6 x 20	3	76	247	234	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		83	276+68.5 AW	7.1' LT	6 x 20	3	98	151	300	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		84	276+96.5 AW	7.1' LT	6 x 20	3	94	151	288	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		85	277+70.0 AW	5.7' RT	6 x 6	4	52	273	214	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		86	278+74.9 AW	3.4' RT	6 x 6	5	144	332	726	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		87	278+95.5 AW	6.0' LT	6 x 6	4	58	296	238	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
						SUBTOTALS	1,680	4,562	6,154	
1000	I-39/90 & STH 11 & AVALON ROAD	21	624+16.8 VB	2.6' RT	6 x 20	3	98	58	300	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		22	623+89.0 VB	5.4' RT	6 x 20	3	94	58	288	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		23	621+76.4 VB	7.0' RT	6 x 6	5	58	314	296	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		41	624+49.4 VB1	10.7' RT	6 x 20	3	86	120	264	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		42	624+21.4 VB1	10.7' RT	6 x 20	3	86	120	264	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		43	622+02.1 VB	39.4' RT	6 x 6	4	60	289	246	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		61	286+28.1 AE	6.9' LT	6 x 20	3	80	242	246	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		62	286+00.1 AE	6.9' LT	6 x 20	3	80	242	246	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		63	286+10.2 AE	7.1' RT	6 x 20	3	94	145	288	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		64	285+82.1 AE	7.1' RT	6 x 20	3	94	145	288	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		65	285+09.7 AE	6.4' LT	6 x 6	4	52	275	214	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		66	284+05.6 AE	6.1' LT	6 x 6	5	114	347	576	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		67	283+82.3 AE	6.1' RT	6 x 6	4	54	301	222	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		81	286+80.5 AW	7.1' LT	6 x 20	3	84	293	258	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		82	287+08.5 AW	7.1' LT	6 x 20	3	84	293	258	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		83	286+98.4 AW	6.9' RT	6 x 20	3	84	183	258	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		84	287+26.4 AW	6.9' RT	6 x 20	3	76	183	234	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		85	290+56.7 AW	0.0' LT	6 x 20	4	78	514	318	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
						SUBTOTALS	1,456	4,122	5,064	
						TOTALS	3,136	8,684	11,218	

TRAFFIC SIGNAL PULL BOX SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	STATION	LOCATION	653.0135 PULL BOXES STEEL 24X36-INCH EACH	*653.0140 PULL BOXES STEEL 24X42-INCH EACH
1000	I-39/90 & STH 11 (SOUTH JCT)	PB-1	275+78.6 AW	52.1' LT	---	1
		PB-2	275+57.2 AW	48.3' LT	1	---
		PB-3	275+17.1 AW	77.3' LT	---	1
		PB-4	275+14.5 AW	57.8' LT	1	---
		PB-5	275+53.2 AW	19.1' RT	---	1
		PB-6	275+47.4 AE	19.3' LT	1	---
		PB-7	275+69.5 AE	23.7' RT	1	---
		PB-8	275+84.8 AE	35.8' RT	---	1
		PB-9	277+10.6 AW	21.0' RT	---	1
		PB-10	276+74.6 AW	19.3' RT	1	---
		PB-11	277+44.4 AW	23.3' LT	---	1
		PB-12	277+39.9 AE	23.4' RT	---	1
		PB-13	276+91.1 AE	24.6' RT	1	---
		PB-14	277+12.7 AE	34.7' LT	---	1
		PB-15	277+32.8 AE	45.2' LT	1	---
		PB-16	274+04.9 AE	21.5' LT	1	---
		PB-17	272+13.5 AE	19.4' LT	1	---
		PB-18	277+70.0 AW	20.7' RT	1	---
		PB-19	278+20.0 AW	23.3' RT	1	---
		PB-20	278+95.5 AW	24.2' LT	1	---
		PB-21	279+92.7 AE	40.7' RT	---	1
		PB-22	626+56.6 VD	8.1' RT	---	1
		PB-23	626+57.3 VD1	26.1' RT	---	1
		PB-24	627+07.5 VD	31.8' RT	1	---
		PB-25	626+88.6 VD	37.1' LT	---	1
		PB-50	277+10.3 AE	29.5' LT	---	1
		PB-51	277+27.7 AE	23.7' RT	---	1
		PB-52	278-91.8 AE	41.7' RT	---	1
				SUBTOTALS	13	15
	I-39/90 & STH 11 & AVALON ROAD	PB-26	287+20.2 AE	43.8' RT	---	1
		PB-27	287+43.1 AE	48.6' RT	1	---
		PB-28	287+70.2 AE	66.2' RT	---	1
		PB-29	287+41.6 AE	21.4' LT	---	1
		PB-30	287+28.6 AW	18.9' RT	1	---
		PB-31	287+04.0 AW	23.8' LT	1	---
		PB-32	286+75.8 AW	34.7' LT	---	1
		PB-33	285+72.5 AE	21.2' LT	---	1
		PB-34	286+04.4 AE	20.6' LT	1	---
		PB-35	285+40.7 AE	23.1' RT	---	1
		PB-36	285+53.0 AW	30.2' LT	---	1
		PB-37	285+79.3 AW	24.5' LT	1	---
		PB-38	285+81.5 AW	35.0' RT	---	1
		PB-39	288+74.8 AW	19.0' RT	1	---
		PB-40	290+56.7 AW	20.7' RT	1	---
		PB-41	285+09.8 AE	21.2' LT	1	---
		PB-42	284+46.9 AE	21.7' LT	1	---
		PB-43	283+83.2 AE	21.7' RT	1	---
		PB-44	282+70.1 AE	40.7' RT	---	1
		PB-45	285+71.5 AW	47.0' RT	1	---
		PB-46	622+33.1 VB	32.2' RT	---	1
		PB-47	621+75.1 VB	10.8' LT	---	1
		PB-48	621+96.3 VB	57.6' RT	---	1
		PB-49	619+03.5 VB	8.6' LT	1	---
		PB-53	284+61.7 AE	38.7' RT	---	1
		PB-54	285+62.8 AE	23.3' RT	---	1
		PB-55	285+91.8 AW	34.6' RT	---	1
				SUBTOTALS	12	15
				TOTALS	25	30

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTIONS	LOCATION FROM	LOCATION TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF
1000	I-39/90 & STH 11 (SOUTH JCT)	CB-1	SB-1	67	---
		SB-1	HEAD 12	12	---
		CB-1	SB-2	---	77
		SB-2	HEAD 3	42	---
		SB-2	HEAD 2	57	---
		CB-1	SB-3	---	110
		SB-3	HEAD 6	48	---
		SB-3	HEAD 7	63	---
		CB-1	SB-4	210	---
		SB-4	HEAD 9	12	---
		CB-1	SB-5	235	---
		SB-5	HEAD 10	12	---
		CB-1	SB-6	205	---
		SB-6	HEAD 11	12	---
		CB-1	SB-7	175	---
		SB-7	HEAD 4	12	---
		CB-1	SB-8	265	---
		SB-8	HEAD 1	12	---
		CB-1	SB-9	285	---
		SB-9	HEAD 8	12	---
		CB-1	SB-10	---	120
		SB-10	HEAD 5	12	---
		SB-10	BUTTON	6	---
		CB-1	SB-11	130	---
		SB-11	HEAD 13	12	---
		CB-1	SB-12	145	---
		SB-12	HEAD 14	12	---
			SUBTOTALS	2,053	307
	I-39/90 & STH 11 & AVALON ROAD	CB-2	SB-13	52	---
		SB-13	HEAD 12	12	---
		CB-2	SB-14	---	63
		SB-14	HEAD 7	43	---
		SB-14	HEAD 6	57	---
		CB-2	SB-15	---	115
		SB-15	HEAD 2	47	---
		SB-15	HEAD 3	63	---
		CB-2	SB-16	185	---
		SB-16	HEAD 9	12	---
		CB-2	SB-17	215	---
		SB-17	HEAD 10	12	---
		CB-2	SB-18	200	---
		SB-18	HEAD 11	12	---
		CB-2	SB-19	185	---
		SB-19	HEAD 8	12	---
		CB-2	SB-20	---	270
		SB-20	HEAD 5	12	---
		SB-20	BUTTON	6	---
		CB-2	SB-21	285	---
		SB-21	HEAD 4	12	---
		CB-2	SB-22	135	---
		SB-22	HEAD 1	12	---
		CB-2	SB-23	120	---
		SB-23	HEAD 13	12	---
		CB-2	SB-24	130	---
		SB-24	HEAD 14	12	---
			SUBTOTALS	1,843	448
			TOTALS	3,896	755

TRAFFIC SIGNAL EQUIPMENT SUMMARY

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	657.0100 PEDESTAL BASES EACH	*657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0310 POLES TYPE 3 EACH	657.0704 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 10-FT EACH	657.1360 INSTALL POLES TYPE 13 EACH	657.1535 INSTALL MONOTUBE ARMS 35-FT EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1810 INSTALL LUMINAIRE ARMS 10-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
1000	I-39/90 & STH 11 (SOUTH JCT)	CB-1	276+92.3 AE	39.9' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
		SB-1	277+41.8 AE	24.8' LT	---	1	---	---	---	1	---	1	1	---	---	---	---	---	1
		SB-2	276+72.8 AE	24.0' LT	---	---	1	---	---	---	---	---	---	1	1	---	1	---	1
		SB-3	275+81.4 AW	29.1' LT	---	---	1	---	---	---	---	---	---	1	---	1	1	---	1
		SB-4	274+95.9 AW	41.3' LT	---	1	---	---	---	1	---	1	1	---	---	---	---	---	1
		SB-5	274+84.6 AW	23.4' RT	---	1	---	---	---	1	---	1	1	---	---	---	---	---	1
		SB-6	275+16.3 AW	23.9' RT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-7	275+56.5 AE	19.5' LT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-8	276+05.8 AE	23.3' RT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-9	276+46.0 AW	19.2' RT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-10	277+00.0 AW	23.4' LT	---	1	---	---	---	1	---	1	1	---	---	---	---	1	1
		SB-11	277+64.1 AE	23.2' RT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-12	277+80.1 AE	23.2' RT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
				SUBTOTALS	6	4	2	1	6	4	6	4	4	2	1	1	2	1	6
	I-39/90 & STH 11 & AVALON ROAD	CB-2	286+04.2 AW	43.4' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
		SB-13	285+70.5 AW	23.7' RT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-14	286+05.6 AW	24.0' RT	---	---	1	---	---	---	---	---	---	1	1	---	1	---	1
		SB-15	287+00.5 AE	29.1' RT	---	---	1	---	---	---	---	---	---	1	---	1	1	---	1
		SB-16	287+79.2 AE	39.4' RT	---	1	---	---	---	1	---	1	1	---	---	---	---	---	1
		SB-17	287+97.1 AE	23.6' LT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-18	287+80.3 AE	23.7' LT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-19	287+16.3 AW	18.9' RT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-20	286+74.8 AW	23.6' LT	1	---	---	---	1	---	1	---	----	---	---	---	---	1	---
		SB-21	286+33.9 AE	19.9' LT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-22	285+78.4 AE	23.4' RT	---	1	---	---	---	1	---	1	1	---	---	---	---	---	1
		SB-23	285+49.7 AW	25.3' LT	1	---	---	---	1	---	1	---	---	---	---	---	---	---	---
		SB-24	285+34.0 AW	25.3' LT	---	1	---	---	---	1	---	1	1	---	---	---	---	---	1
				SUBTOTALS	7	3	2	1	7	3	7	3	3	2	1	1	2	1	5
				TOTALS	13	7	4	2	13	7	13	7	7	4	2	2	4	2	11

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\030200_MQ.DWG
LAYOUT NAME - 030232_MQ
PLOT DATE : 4/17/2015 3:40 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

TRAFFIC SIGNAL EQUIPMENT GROUNDING AND GROUNDED CONDUCTORS

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (WHITE) LF
1000	I-39/90 & STH 11 (SOUTH JCT)	CB-1	SB-1	67	67
		SB-1	SB-2	87	87
		SB-2	SB-12	165	165
		SB-12	SB-11	74	74
		SB-11	SB-10	74	74
		SB-10	SB-9	305	305
		SB-9	SB-8	83	83
		SB-8	SB-7	110	110
		SB-7	SB-6	52	52
		SB-6	SB-5	115	115
		SB-5	SB-4	280	280
		SB-4	SB-3	160	160
		SB-3	CB-1	105	105
		SB-2	PB-14	52	---
		SB-10	PB-12	33	---
		SB-10	PB-11	74	---
		SB-8	PB-8	34	---
		SB-8	PB-9	145	---
		SB-7	PB-5	14	---
		SB-4	PB-3	53	---
		SB-3	PB-1	33	---
			SUBTOTALS	2,115	1,677
	I-39/90 & STH 11 & AVALON ROAD	CB-2	SB-13	55	55
		SB-13	SB-14	55	55
		SB-14	SB-24	135	135
		SB-24	SB-23	37	37
		SB-23	SB-22	41	41
		SB-22	SB-21	245	245
		SB-21	SB-20	53	53
		SB-20	SB-19	135	135
		SB-19	SB-18	69	69
		SB-18	SB-17	100	100
		SB-17	SB-16	235	235
		SB-16	SB-15	130	130
		SB-15	CB-2	115	115
		SB-14	PB-38	36	---
		SB-22	PB-36	32	---
		SB-22	PB-35	62	---
		SB-20	PB-32	21	---
		SB-20	PB-33	110	---
		SB-19	PB-29	30	---
		SB-16	PB-28	38	---
		SB-15	PB-26	34	---
			SUBTOTALS	1,768	1,405
			TOTAL	6,965	

SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5069 LS
1000	I-39/90 & STH 11 (SOUTH JCT)	1
	I-39/90 & STH 11 & AVALON ROAD	1
	TOTAL	2

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

CATEGORY	LOCATION	661.0200.001 I-39/90 & STH 11 (SOUTH JCT) LS	661.0200.002 I-39/90 & STH 11 & AVALON ROAD LS
1000	I-39/90 & STH 11 (SOUTH JCT)	1	---
	I-39/90 & STH 11 & AVALON ROAD	---	1
	TOTALS	1	1

TRAFFIC SIGNAL COMMUNICATION EQUIPMENT

CATEGORY	LOCATION	*675.0400.S INSTALL ETHERNET SWITCH EA	*678.0400 FIBER OPTIC TERMINATION EA
1000	I-39/90 & STH 11 (SOUTH JCT)	1	6
	I-39/90 & STH 11 & AVALON ROAD	1	12
	TOTALS	2	18

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

CATEGORY	LOCATION FROM	LOCATION TO	*678.0006 LF
1000	CB-1	CB-2	1,360

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	INTERSECTION	BASE NO.	HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH
1000	I-39/90 & STH 11 (SOUTH JCT)	SB-1	12	1	1	---	---	---	1	1	1
		SB-2	2	1	1	1	1	1	---	---	---
			3	1	1	1	1	1	---	---	---
		SB-3	6	1	1	1	1	1	---	---	---
			7	1	1	1	1	1	---	---	---
		SB-4	9	1	1	---	---	---	1	1	1
		SB-5	10	1	1	---	---	---	1	1	1
		SB-6	11	1	1	---	---	---	1	1	1
		SB-7	4	1	1	1	1	1	---	---	---
		SB-8	1	1	1	1	1	1	---	---	---
		SB-9	8	1	1	1	1	1	---	---	---
		SB-10	5	1	1	1	1	1	---	---	---
		SB-11	13	1	1	---	---	---	1	1	1
		SB-12	14	1	1	---	---	---	1	1	1
			SUBTOTALS	14	14	8	8	8	6	6	6
	I-39/90 & STH 11 & AVALON ROAD	SB-13	12	1	1	---	---	---	1	1	1
		SB-14	6	1	1	1	1	1	---	---	---
			7	1	1	1	1	1	---	---	---
		SB-15	2	1	1	1	1	1	---	---	---
			3	1	1	1	1	1	---	---	---
		SB-16	9	1	1	---	---	---	1	1	1
		SB-17	10	1	1	---	---	---	1	1	1
		SB-18	11	1	1	---	---	---	1	1	1
		SB-19	8	1	1	1	1	1	---	---	---
		SB-20	5	1	1	1	1	1	---	---	---
		SB-21	4	1	1	1	1	1	---	---	---
		SB-22	1	1	1	1	1	1	---	---	---
		SB-23	13	1	1	---	---	---	1	1	1
		SB-24	14	1	1	---	---	---	1	1	1
			SUBTOTALS	14	14	8	8	8	6	6	6
			TOTALS	28	28	16	16	16	12	12	12

3

LIGHTING PULL BOX SUMMARY

CATEGORY	PULL BOX NO.	STATION	LOCATION	*653.0140 PULL BOXES STEEL 24X42-INCH EACH
1000	1	625+48.6 VC	26.0' LT	1
	2	274+95 AE	26.0' RT	1
	3	274+83 AE	30.0' LT	1
	4	274+70 AW	27.5' LT	1
	5	278+15 AW	23.8' RT	1
	6	624+44 VC1	24.0' RT	1
	7	279+90 AE	20.5' LT	1
	8	282+70 AE	26.0' LT	1
	9	279+90 AW	22.0' RT	1
	10	282+65 AW	20.0' RT	1
	11	284+54 AW	18.5' RT	1
	12	284+54 AW	40.0' LT	1
	13	284+42 AE	25.0' LT	1
	14	624+50 VA	22.0' LT	1
	15	623+95 VB	8.0' LT	1
	16	623+95 VB	26.5' RT	1
	17	624+30 VB1	5.0' LT	1
	18	624+30 VB1	23.0' RT	1
	19	288+05 AE	23.8' RT	1
	20	287+90 AE	40.0' LT	1
	21	623+07 VA1	26.8' LT	1
	22	287+72 AW	22.9' LT	1
	23	626+44 VD1	26.0' RT	1
	24	626+45 VD	10.0' RT	1
	25	626+45 VD	38.8' LT	1
	26	277+80 AE	27.2' LT	1
			TOTAL	26

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

STREET LIGHTING SUMMARY

CATEGORY	LIGHT NO.	STATION	LOCATION	654.0106 CONCRETE BASES TYPE 6 EACH	657.0327 POLES TYPE 6-ALUMINUM EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	*657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0705 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 10-FT EACH	659.1120 LUMINAIRES UTILITY LED B EACH	REMARKS
1000	L-53-0902-0001	271+20 AE	35.1' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0002	272+85 AE	43.0' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0003	274+35 AE	47.2' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0004	624+15 VC	30.0' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0005	273+75.0 AW	26.4' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0006	275+61.5 AE	23.9' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0007	623+75 VC1	24.0' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0008	279+15 AW	22.0' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0009	278+82 AE	18.5' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0010	280+75 AE	18.4' LT	---	---	1	90	45	---	1	1	
	L-53-0902-0011	282+30 AE	18.4' LT	---	---	1	90	45	---	1	1	
	L-53-0902-0012	280+65 AW	18.4' RT	---	---	1	90	45	---	1	1	
	L-53-0902-0013	282+30 AW	18.4' RT	---	---	1	90	45	---	1	1	
	L-53-0902-0014	283+95 AW	20.0' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0015	623+20 VB	28.0' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0016	624+40 VA	22.0' LT	---	---	---	90	45	---	1	1	MOUNT ON G53-15 POLE
	L-53-0902-0017	625+00 VA1	5.0' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0018	287+15 AW	23.5' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0019	288+95 AE	22.0' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0020	289+30 AW	44.6' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0021	291+30 AW	38.5' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0022	626+50 VA	22.0' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0023	622+80 VB1	30.0' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0024	621+15 VB	37.8' RT	1	1	---	100	50	1	1	1	
	L-53-0902-0025	622+30 VC	30.0' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0026	625+35 VD	40.9' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0027	626+00 VD1	1.2' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0028	627+25 VD	30.4' LT	1	1	---	100	50	1	1	1	
	L-53-0902-0029	623+25 VA1	27.0' RT	1	1	---	100	50	1	1	1	
			SUBTOTALS	24	24	4	2,850	1,425	24	29	29	
			TOTALS	24	24	4	4,275		24	29	29	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

RAMP GATE SUMMARY

CATEGORY	GATE NO.	STATION	LOCATION	*654.0105 CONCRETE BASES TYPE 5 EACH	*657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	662.1028.S RAMP CLOSURE GATES HARDWIRED 28-FT EACH	662.1032.S RAMP CLOSURE GATES HARDWIRED 32-FT EACH	662.1040.S RAMP CLOSURE GATES HARDWIRED 40-FT EACH
1000	G53-14	622+96 VA1	28' RT	1	1	40	20	---	1	---
	G53-15	624+40 VA	22' LT	1	1	40	20	---	---	1
	G53-16	625+55 VC	28' LT	1	1	40	20	1	---	---
	G53-17	624+55 VC1	28' RT	1	1	40	20	1	---	---
			SUB TOTALS	4	4	160	80	2	1	1
			TOTALS	4	4	240		2	1	1

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

RAMP GATE CONDUIT SUMMARY

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	*652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
1000	PB-1	G-53-16	6
	PB-6	G-53-17	10
	PB-21	G-53-14	10
		TOTAL	26

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONTROL SUMMARY

CATEGORY	CABINET NO.	STATION	LOCATION	SPV.0060.003 LIGHTING AND RAMP GATE CONTROL CABINET 120/240 30-INCH EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH
1000	L53-0902	286+14 AW	RT	1	1

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	*655.0620 8 AWG LF
1000	L53-0902	L-53-0902-0019	582
	L53-0902	L-53-0902-0024	926
	L53-0902	L-53-0902-0015	344
	L-53-0902-0015	L-53-0902-0013	1,006
	L-53-0902-0013	L-53-0902-0008	646
	L-53-0902-0008	L-53-0902-0006	748
	L53-0902	L-53-0902-0023	586
	L53-0902	L-53-0902-0014	578
	L-53-0902-0014	L-53-0902-0012	674
	L-53-0902-0012	L-53-0902-0007	622
	L53-0902	L-53-0902-0018	782
	L-53-0902-0018	L-53-0902-0020	562
	L-53-0902-0018	L-53-0902-0017	532
	L53-0902	L-53-0902-0029	786
	L-53-0902-0029	L-53-0902-0021	800
	L53-0902	L-53-0902-0016	880
	L-53-0902-0016	L-53-0902-0010	682
	L-53-0902-0010	L-53-0902-0027	1,152
	L-53-0902-0027	L-53-0902-0026	428
	L53-0902	L-53-0902-0022	1,222
	L-53-0902-0022	L-53-0902-0011	754
	L-53-0902-0011	L-53-0902-0009	704
	L-53-0902-0009	L-53-0902-0028	930
	L53-0902	L-53-0902-0003	2,604
	L-53-0902-0003	L-53-0902-0001	644
	L-53-0902-0003	L-53-0902-0025	682
	L53-0902	L-53-0902-0004	2,764
	L-53-0902-0004	L-53-0902-0002	652
	L-53-0902-0004	L-53-0902-0005	814
		TOTAL	25,086

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	*652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
1000	L-53-0902-0001	L-53-0902-0002	162	---
	L-53-0902-0002	L-53-0902-0003	154	---
	L-53-0902-0003	PB-1	40	---
	PB-1	L-53-0902-0004	120	---
	L-53-0902-0004	L-53-0902-0025	169	---
	PB-1	PB-2	72	---
	PB-2	PB-3	112	---
	PB-3	PB-4	140	---
	PB-4	L-53-0902-0005	90	---
	PB-2	L-53-0902-0006	77	---
	L-53-0902-0006	PB-5	233	---
	PB-5	PB-6	60	---
	PB-6	L-53-0902-0007	70	---
	PB-6	L-53-0902-0008	75	---
	L-53-0902-0008	PB-9	81	---
	PB-9	L-53-0902-0012	75	---
	L-53-0902-0012	L-53-0902-0013	165	---
	L-53-0902-0013	PB-10	33	---
	PB-10	L-53-0902-0014	127	---
	L-53-0902-0014	PB-11	69	---
	PB-11	PB-12	126	---
	PB-12	PB-13	160	---
	PB-13	PB-14	92	---
	PB-14	L-53-0902-0022	162	---
	PB-14	277+80 AE	15	---
	L-53-0902-0016	PB-8	138	---
	PB-8		36	---
	L-53-0902-0011	L-53-0902-0010	155	---
	L-53-0902-0010	PB-7	80	---
	PB-7	L-53-0902-0009	91	---
	L-53-0902-0009	PB-23	305	---
	PB-23	PB-24	64	---
	PB-24	L-53-0902-0027	50	---
	PB-24	PB-25	90	---
	PB-25	L-53-0902-0026	107	---
	PB-25	L-53-0902-0028	75	---
	PB-11	PB-15	---	80
	PB-15	PB-16	---	50
	PB-16	L53-0902	---	80
	L53-0902	PB-17	---	178
	PB-17	PB-18	60	---
	PB-18	L-53-0902-0023	153	---
	L-53-0902-0023	L-53-0902-0024	170	---
	PB-18	PB-19	84	---
	PB-19	L-53-0902-0019	95	---
	PB-19	PB-20	130	---
	PB-20	PB-22	120	---
	PB-22	L-53-0902-0017	196	---
	PB-22	L-53-0902-0018	65	---
	PB-22	PB-21	76	---
	PB-21	L-53-0902-0029	25	---
	PB-21	L-53-0902-0020	141	---
	L-53-0902-0020	L-53-0902-0021	170	---
		TOTALS	5,355	388

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

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3

ELECTRICAL WIRE LIGHTING-SYSTEM GROUNDING CONDUCTOR

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	*655.0620 8 AWG LF
1000	L-53-0902-0001	L-53-0902-0002	165
	L-53-0902-0002	L-53-0902-0003	157
	L-53-0902-0003	PB-1	55
	PB-1	L-53-0902-0004	129
	L-53-0902-0004	L-53-0902-0025	172
	PB-1	PB-2	51
	PB-2	PB-3	71
	PB-3	PB-4	85
	PB-4	L-53-0902-0005	98
	PB-2	L-53-0902-0006	83
	L-53-0902-0006	PB-5	251
	PB-5	PB-6	50
	PB-6	L-53-0902-0007	71
	PB-6	L-53-0902-0008	88
	L-53-0902-0008	PB-9	92
	PB-9	L-53-0902-0012	78
	L-53-0902-0012	L-53-0902-0013	168
	L-53-0902-0013	PB-10	48
	PB-10	L-53-0902-0014	130
	L-53-0902-0014	PB-11	81
	PB-11	PB-12	72
	PB-12	PB-13	100
	PB-13	PB-14	61
	PB-14	L-53-0902-0022	178
	PB-14	L-53-0902-0016	18
	L-53-0902-0016	PB-8	153
	PB-8	L-53-0902-0011	39
	L-53-0902-0011	L-53-0902-0010	158
	L-53-0902-0010	PB-7	95
	PB-7	L-53-0902-0009	110
	L-53-0902-0009	PB-26	121
	PB-26	PB-23	191
	PB-23	PB-24	47
	PB-24	L-53-0902-0027	53
	PB-24	PB-25	60
	PB-25	L-53-0902-0026	108
	PB-25	L-53-0902-0028	81
	PB-11	PB-15	115
	PB-15	PB-16	45
	PB-16	L-53-0902-0015	88
	PB-16	L53-0902	93
	L53-0902	PB-17	110
	PB-17	PB-18	45
	PB-18	L-53-0902-0023	156
	L-53-0902-0023	L-53-0902-0024	173
	PB-18	PB-19	65
	PB-19	L-53-0902-0019	98
	PB-19	PB-20	80
	PB-20	PB-22	75
	PB-22	L-53-0902-0017	199
	PB-22	L-53-0902-0018	63
	PB-22	PB-21	53
	PB-21	L-53-0902-0029	18
	PB-21	L-53-0902-0020	170
	L-53-0902-0020	L-53-0902-0021	208
		TOTAL	5,622

ELECTRICAL WIRE LIGHTING-RAMP GATES

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	*655.0620 8 AWG LF	*655.0620 8 AWG (GROUND) LF
1000	L53-0902	G53-14	788	20
	L53-0902	G53-15	880	---
	L53-0902	G53-16	2934	---
	L53-0902	G53-17	1746	20
		SUBTOTAL	6,348	40
		TOTAL	6,388	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL (LIGHTING)

CATEGORY	LOCATION	STATION	LOCATION	BID ITEM NUMBER	LS
1000	IH-39/90 AND STH 11/AVALON ROAD	286+14 AW	RT	656.0200.003	1

3

SAWING ASPHALT

CATEGORY	STAGE	STATION	LOCATION	690.0150 LF
1000	1	631+20 VA - 635+88 VA	LT	468
		631+56 VB - 616+60 VB	LT	304
		SUBTOTAL (STAGE 1)		772
	2A	261+00 AW	LT	6
		275+85 AW	LT	10
		307+14 AE	LT & RT	25
		11+50 R	LT & RT	40
		SUBTOTAL (STAGE 2A)		81
	2B	631+13 VA	LT	8
		616+62 VB	LT	8
		631+85 VD	LT	8
		SUBTOTAL (STAGE 2B)		24
	3A	261+00 AE	RT	6
		623+18 VC	RT	8
		SUBTOTAL (STAGE 3A)		14
		TOTAL		891

SAWING CONCRETE

CATEGORY	STAGE	STATION - STATION	LOCATION	*690.0250 LF
1000	1A	590+00 TW_SB - 658+79 TW_SB	RT	6,879
		616+85 TW_SB - 628+15 TW_SB	RT	1,130
		SUBTOTAL (STAGE 1A)		8,009
	1B	600+92 TW_SB - 612+26 TW_SB	LT	1,134
		615+57 TW_SB - 623+31 TW_SB	LT	774
		SUBTOTAL (STAGE 1A)		1,908
	2A	261+00 AW	LT	6
		275+85 AW	LT	10
		307+14 AE	LT & RT	25
		11+50 R	LT & RT	40
		SUBTOTAL (STAGE 2A)		81
	2B	631+13 VA	LT	8
		616+62 VB	LT	8
		631+85 VD		8
		SUBTOTAL (STAGE 2B)		24
	3A	261+00 AE	RT	6
		623+18 VC	RT	8
		SUBTOTAL (STAGE 3A)		14
		TOTAL		119
		640+57 TW_SB - 646+21 TW_SB	LT	584
		SUBTOTAL (STAGE 1B)		703
	2A	261+00 AW	LT & RT	33
		262+88 AW - 263+66 AW	RT	78
		266+05 - 266+62 AW	RT	56
		275+85 AW	LT & RT	13
		275+93 AW	RT	23
		284+81 AW	LT & RT	149
		11+50 R	LT & RT	6
		SUBTOTAL (STAGE 2A)		358
	2B	277+18 AE - 277+76 AE	RT	60
		631+13 VA	LT	15
		616+62 VB	LT	15
		631+85 VD	LT	15
		SUBTOTAL (STAGE 2B)		105
	3A	261+00 AE	LT & RT	41
		277+37 AW	RT	21
		278+26 AW	LT & RT	60
		623+18 VC	RT	18
		SUBTOTAL (STAGE 3A)		140
	3B	613+47 TW_SB - 615+57 TW_SB	LT	210
		623+31 TW_SB - 625+52 TW_SB	LT	221
		631+65 TW_SB - 633+73 TW_SB	LT	208
		635+51 TW_SB - 640+58 TW_SB	LT	507
		609+31 VC		15
		SUBTOTAL (STAGE 3B)		1,161
		TOTAL		12,503

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ABANDONING CULVERT PIPE SPECIAL

CATEGORY	STAGE	STATION	LOCATION	SPV.0035.001 CY	REMARKS
1000	1	276+34 AE	LT & RT	25	24" X 200' RCCP
		287+37 AE	LT & RT	25	24" X 200' RCCP
		SUBTOTAL (STAGE 1)		50	
	3B	616+65 VC	RT	15	24" X 100' RCCP
		SUBTOTAL (STAGE 3B)		15	
		TOTAL		65	

CPM PROGRESS SCHEDULE

CATEGORY	PROJECT	SPV.0060.001 BASELINE CPM PROGRESS SCHEDULE EACH	SPV.0060.002 CPM PROGRESS SCHEDULE UPDATES AND ACCEPTED REVISIONS EACH
1000	1003-10-72	1	1

TEMPORARY INLET CASTING

CATEGORY	STAGE	STATION	LOCATION	SPV.0060.004 EACH
1000	1	255+69 AW	RT	1

WEIR WALL

CATEGORY	LOCATION	SPV.0060.005 EACH
1000	130B	1
	140B	1
	270B	1
	280B	1
	TOTAL	4

TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN, PERMANENT

CATEGORY	LOCATION	SPV.0060.006 EACH
1000	UNDISTRIBUTED	10

REMOVING CONCRETE MEDIAN, B-53-144

CATEGORY	STAGE	STATION - STATION	SPV.0180.001 SY
1000	STAGE 1	280+09 AW - 283+08 AW	550

ITS REMOVAL ITEMS

ITEM	STATION	OFFSET	* 204.0195 REMOVING CONCRETE BASES EA	* 653.0905 REMOVE PULL BOXES EA	677.9051.S REMOVING 50-FOOT CAMERA POLE EA	SPV.0060.501 REMOVE ITS FIELD CABINET EA	SPV.0060.502 REMOVE ELECTRICAL SERVICE BREAKER DISCONNECT BOX EA	SPV.0060.503 REMOVE ELECTRICAL SERVICE METER BREAKER PEDESTAL EA	SPV.0060.504 REMOVE AND SALVAGE ITS EQUIPMENT EA	SPV.0060.505 REMOVE TYPE 5 POLE EA	SPV.0060.508 REMOVE WOOD POLE EA	SPV.0060.509 SALVAGE AND REINSTALL SOLAR-POWERED BLUETOOTH SENSOR EA
CATEGORY 1200												
PROJECT 1003-10-72												
EXISTING												
EXCP1	623+56 'NB' 117'	RT	1	--	1	--	1	--	1	--	--	--
EXFC1	621+91 'NB' 279'	RT	1	--	--	1	--	--	--	--	--	--
EXMD1	622+66 'NB' 70'	RT	1	--	--	--	--	--	--	1	--	--
EXMB1	622+55 'NB' 443'	RT	--	--	--	--	--	1	--	--	--	--
EXWP1	652+26 'NB' 118'	LT	--	--	--	--	--	--	--	--	1	1
EXPB1	621+69 'NB' 330'	RT	--	1	--	--	--	--	--	--	--	--
EXPB2	621+81 'NB' 272'	RT	--	1	--	--	--	--	--	--	--	--
EXPB3	622+59 'NB' 60'	RT	--	1	--	--	--	--	--	--	--	--
EXPB4	623+47 'NB' 155'	RT	--	1	--	--	--	--	--	--	--	--
PROJECT TOTALS			3	4	1	1	1	1	1	1	1	1

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER LIGHTING AND TRAFFIC SIGNAL MISCELLANEOUS QUANTITIES SHEETS

ITS CONDUIT AND CABLE ITEMS

FROM	TO	LINEAR DISTANCE	WIRE SLACK LF	NUMBER OF CONDUITS	NUMBER OF ELECTRICAL WIRES LIGHTING 10 AWG	NUMBER OF ELECTRICAL WIRES LIGHTING 6 AWG	NUMBER OF MICROWAVE DETECTOR CABLES	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	674.0200 CABLE MICROWAVE DETECTOR LF	* 678.0006 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF	* 678.0400 FIBER OPTIC TERMINATION EA
CATEGORY 1200														
PROJECT 1003-10-72														
LCB1	PB11	25	27	1	1	3	--	25	--	52	156	--	--	--
CB-2	PB11	40	27	--	1	--	--	--	--	--	--	--	67	--
PB11	PB3	105	17	2	1	3	--	--	210	122	366	--	122	--
PB3	PB2	120	17	3	2	3	3	--	360	274	411	411	137	--
PB2	PB1	140	17	3	3	3	6	--	420	471	471	942	157	--
PB1	CP1	30	10	2	2	--	6	--	60	80	--	240	40	6
PB1	ESBD1	30	10	1	1	3	--	30	--	40	120	--	--	--
PB3	PB4	215	17	1	1	--	3	--	215	232	--	696	--	--
PB4	PB5	245	17	1	1	--	3	--	245	262	--	786	--	--
PB5	PB6	50	17	1	1	--	3	--	50	67	--	201	--	--
PB6	PB7	205	17	1	1	--	3	--	205	222	--	666	--	--
PB7	PB8	205	117	1	1	--	3	--	205	322	--	966	--	--
PB8	PB9	175	17	1	1	--	3	--	175	192	--	576	--	--
PB9	PB10	120	17	1	1	--	3	--	120	137	--	411	--	--
PB10	MD1	25	25	1	1	--	3	--	25	50	--	150	--	--
PB2	PB13	65	17	2	1	--	3	--	130	82	--	246	--	--
PB13	PB14	90	17	2	1	--	3	--	180	107	--	321	--	--
PB14	PB15	70	17	2	1	--	3	--	140	87	--	261	--	--
PB15	PB16	175	17	1	1	--	3	--	175	192	--	576	--	--
PB16	PB17	75	117	2	1	--	3	--	150	192	--	576	--	--
PB17	PB18	250	117	1	1	--	3	--	250	367	--	1101	--	--
PB18	PB19	210	117	1	1	--	3	--	210	327	--	981	--	--
PB19	PB20	250	17	1	1	--	3	--	250	267	--	801	--	--
PB20	PB21	75	17	1	1	--	3	--	75	92	--	276	--	--
PB21	MD2	25	25	1	1	--	3	--	25	50	--	150	--	--
PB13	PB22	200	--	2	--	--	--	--	400	--	--	--	--	--
PB22	BRIDGE	10	--	2	--	--	--	20	--	--	--	--	--	--
BRIDGE	PB23	10	--	2	--	--	--	20	--	--	--	--	--	--
PB11	PB12	100	--	2	--	--	--	--	200	--	--	--	--	--
PB12	CV1	80	--	2	--	--	--	--	160	--	--	--	--	--
PROJECT TOTALS								95	4635	4286	1524	11334	523	6

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER LIGHTING AND TRAFFIC SIGNAL MISCELLANEOUS QUANTITIES SHEETS

ITS PULL BOX & COMMUNICATION VAULT ITEMS

ITEM	STATION	OFFSET	* 653.0140 PULL BOXES STEEL 24 X 42-INCH EA	673.0105 COMMUNICATION VAULT TYPE 1 EA	SPV.0060.507 FIBER TRACER MARKER POST EA
CATEGORY 1200					
PROJECT 1003-10-72					
PB1	283+34 'AW'	25' RT	1	--	--
PB2	284+56'AW'	30' RT	1	--	--
PB3	623+33 'VB'	12' LT	1	--	--
PB4	621+24 'VB'	21' LT	1	--	--
PB5	618+81 'VB'	15' LT	1	--	--
PB6	618+80 'VB'	33' RT	1	--	--
PB7	616+80 'VB'	34' RT	1	--	--
PB8	614+74 'VB'	33' RT	1	--	--
PB9	613+04 'NB'	131' RT	1	--	--
PB10	611+90 'NB'	100' RT	1	--	--
PB11	286+29 'AW'	72' RT	1	--	--
PB12	287+72 'AE'	87' RT	1	--	--
PB13	284+77 'AW'	30' LT	1	--	--
PB14	284+60 'AE'	29' LT	1	--	--
PB15	624+89 'VA'	30' LT	1	--	--
PB16	627+23 'NB'	318' RT	1	--	--
PB17	627+44 'NB'	389 'RT	1	--	--
PB18	629+40 'VA'	47' RT	1	--	--
PB19	631+46 'VA'	42' RT	1	--	--
PB20	633+86 'NB'	115' RT	1	--	--
PB21	634+61 'NB'	102' RT	1	--	--
PB22	282+74 'AW'	26' LT	1	--	--
PB23	279+82 'AW'	25' LT	1	--	--
CV1	288+32 'AE'	43' RT	--	1	1
PROJECT TOTALS			23	1	1

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER LIGHTING AND TRAFFIC SIGNAL MISCELLANEOUS QUANTITIES SHEETS

ITS POLES AND BASES

ITEM	STATION	OFFSET	* 654.0105 CONCRETE BASES TYPE 5 EA	* 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EA	* 657.0322 POLES TYPE 5 ALUMINUM EA	672.0250 BASE CAMERA POLE 50-FT EA	677.0100 INSTALL CAMERA POLE EA
CATEGORY 1200							
PROJECT 1003-10-72							
CP1	283+06 'AW'	28' RT	--	--	--	1	1
MD1	611+65 'NB'	105' RT	1	1	1	--	--
MD2	634+82 'NB'	95' RT	1	1	1	--	--
PROJECT TOTALS			2	2	2	1	1

* ADDITIONAL ITEMS FOR QUANTITIES LISTED IN OTHER LIGHTING AND TRAFFIC SIGNAL MISCELLANEOUS QUANTITIES SHEETS

ITS MISCELLANEOUS ITEMS

	670.0100 FIELD SYSTEM INTEGRATOR LS	670.0200 ITS DOCUMENTATION LS	678.0500 COMMUNICATION SYSTEM TESTING LS
CATEGORY 1200			
PROJECT 1003-10-72			
IH 39/90 & AVALON RD	1	1	1
PROJECT TOTAL	1	1	1

ITS ITEMS

ITEM	STATION	OFFSET	656.0500.001 ELECTRICAL SERVICE BREAKER DISCONNECT BOX - ITS LS	659.0802 PLAQUES SEQUENCE IDENTIFICATION EA	673.0225.S INSTALL POLE MOUNTED CABINET EA	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EA	675.0400.S INSTALL ETHERNET SWITCH EA	677.0200 INSTALL CAMERA ASSEMBLY EA	SPV.0060.506 INSTALL WIRELESS MESH RADIO ASSEMBLY EA
CATEGORY 1200									
PROJECT 1003-10-72									
CP1	283+06 'AW'	28' RT	--	2	1	--	2	1	1
ESBD1	283+06 'AW'	28' RT	1	--	--	--	--	--	--
MD1	611+65 'NB'	9' LT	--	1	--	3	--	--	--
MD2	634+82 'NB'	22' LT	--	2	--	3	--	--	--
PROJECT TOTALS			1	5	1	6	2	1	1

ITS CABLE REMOVALS

ITEM	674.0300 REMOVE CABLE LF
CATEGORY 1200	
PROJECT 1003-10-72	
EXMB1 - EXPB1	146
EXPB1 - EXPB2	60
EXFC1 - EXPB2	12
EXPB2 - EXPB3	230
EXPB3 - EXMD1	15
EXPB3 - EXPB4	130
EXPB4 - EXCP1	40
PROJECT TOTALS	633

TPP-140

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 1003-10-24

ILLINOIS STATE LINE - MADISON

(STH 11, AVALON ROAD INTERCHANGE)

I39/90

ROCK COUNTY



THE NOTES, CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1003-10-24

NOTES:

DISTANCES SHOWN FROM THE RIGHT-OF-WAY LINE TO BUILDINGS ARE APPROXIMATE ONLY.

POSITIONS AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENT.

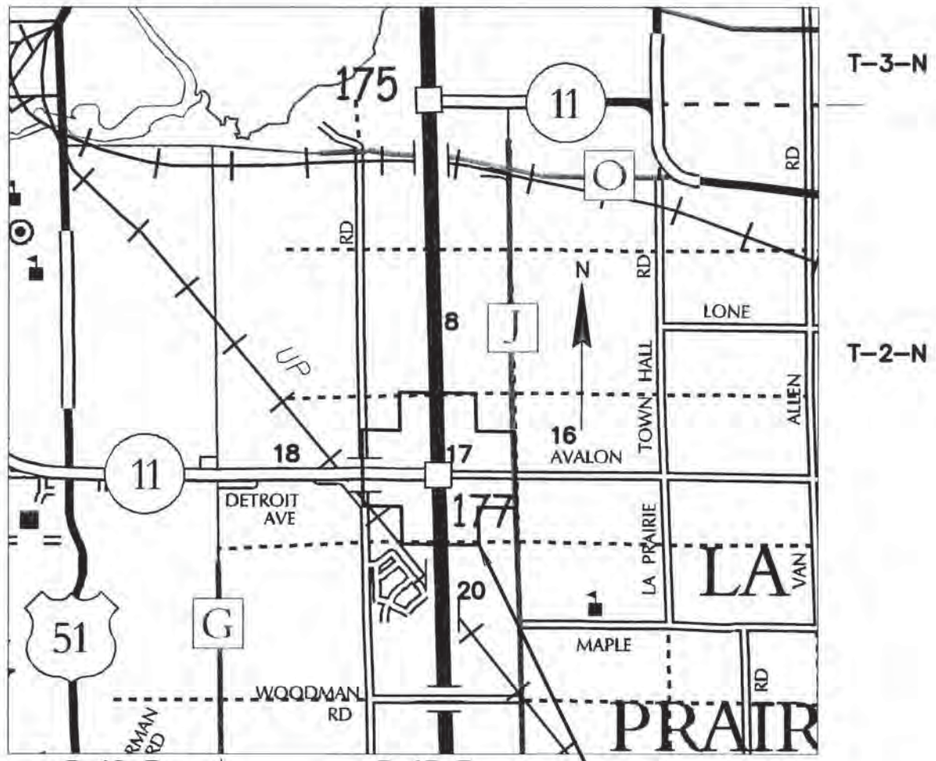
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171 & 1001-01-22.
EXISTING ACCESS CONTROL ALONG IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 11 (STH 351) IS ESTABLISHED FROM PREVIOUS PROJECTS 1001-01-22, 1704-06-21, & 5636-01-21.
EXISTING ACCESS CONTROL ALONG STH 11 (STH 351) IS ESTABLISHED FROM PREVIOUS PROJECTS 1001-01-22, 1704-06-21, & 5636-01-21.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. AVALON ROAD IS ESTABLISHED FROM PREVIOUS PROJECTS 1001-01-22 & 1704-06-21 AND GOVERNMENT LAND LINES.
EXISTING ACCESS CONTROL ALONG E. AVALON ROAD IS ESTABLISHED FROM PREVIOUS PROJECTS 1001-01-22 & 1704-06-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION OFFICE IN MADISON.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

A **TEMPORARY LIMITED EASEMENT** (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.



CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC
CENTERLINE	C/L	STATION	STA
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LTD EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		
NORTH BOUND	NB		
SOUTH BOUND	SB		
DIRECTION AHEAD	D.A.		
DIRECTION BACK	D.B.		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE, DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN
POINT OF CURVATURE	PC
POINT OF INTERSECTION	PI
POINT OF TANGENCY	PT
TANGENT	T
DELTA RIGHT	RT
DELTA LEFT	LT

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	I.P (3/4" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	(FOUND) ■ ●(SET)	EXISTING H.E. LINE	
R/W STANDARD	(FOUND) ▲ ▲(SET)	PROPERTY LINE	
NON-MONUMENTED R/W POINT	o	LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT	⊕	CORPORATE LIMITS	
SECTION CORNER SYMBOL	TWN RNG SEC 1/4 SEC	ACCESS RESTRICTED (BY ACQUISITION)	
		NO ACCESS (BY STATUTORY AUTHORITY)	
		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)			
TEMPORARY LIMITED EASEMENT		SECTION LINE	
PERMANENT LIMITED EASEMENT		QUARTER LINE	
R/W BOUNDARY POINT	100	SIXTEENTH LINE	
PARCEL NUMBER	(1)	EXISTING CENTERLINE	
UTILITY NUMBER	(241)	PROPOSED REFERENCE LINE	
SIGN NUMBER (OFF PREMISE)	(1-1)	PARALLEL OFFSET	
BUILDING			
CONTROL STATION			

CONVENTIONAL UTILITY SYMBOLS

		NON COMPENSABLE	COMPENSABLE
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD	OH		
TRANSMISSION LINES			
ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
POWER POLE			
TELEPHONE POLE			
TELEPHONE PEDESTAL			
ELECTRIC TOWER			
ELECTRIC METER			
ELECTRIC VAULT			
ELECTRIC MANHOLE	EMH		

TPP NUMBER 1003-10-24-4.01
SHEET 2 OF 2

TPP-139

TRANSPORTATION PROJECT PLAT NO: 1003-10-24 - 4.01

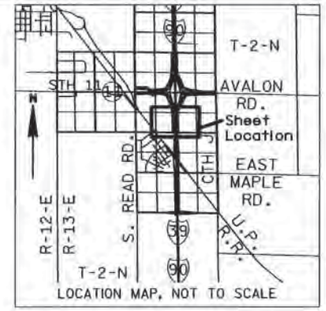
THAT PART OF THE SE 1/4 OF THE SW 1/4 OF SECTION 17, IN T 2 N, R 13 E,
TOWN OF LA PRAIRIE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER IH 39/90 ILLINOIS STATE LINE - MADISON (STH 11, AVALON ROAD INTERCHANGE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



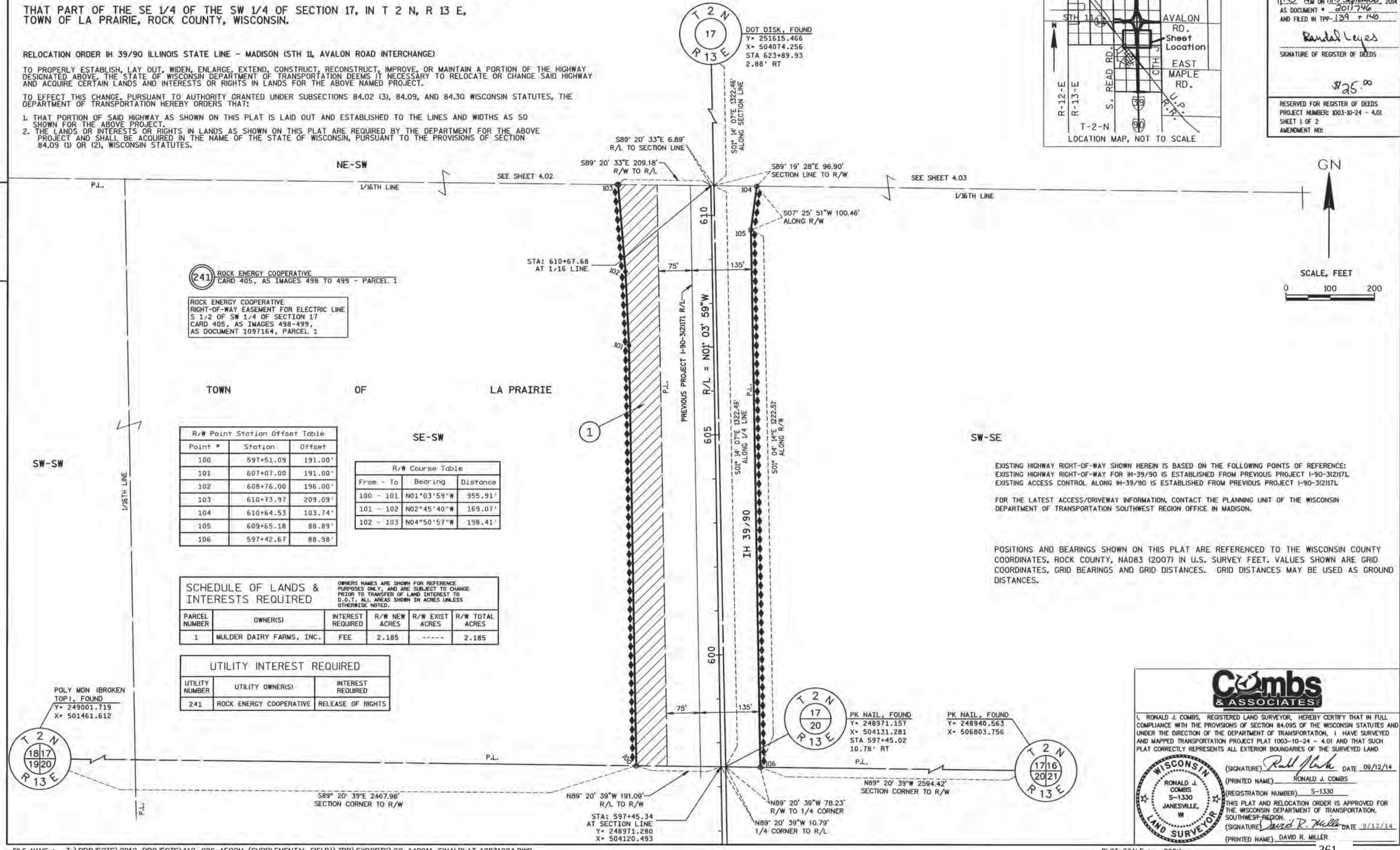
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 11:43 AM ON 18th September, 2014 AS DOCUMENT # 2011746 AND FILED IN TPP- 139 + 140

Randal Leyes

SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1003-10-24 - 4.01
SHEET 1 OF 2
AMENDMENT NO:



R/W Point Station Offset Table		
Point #	Station	Offset
100	597+51.09	191.00'
101	607+07.00	191.00'
102	608+76.00	196.00'
103	610+73.97	209.09'
104	610+64.53	103.74'
105	609+65.18	88.89'
106	597+42.67	88.98'

R/W Course Table		
From - To	Bearing	Distance
100 - 101	N01°03'59"W	955.91'
101 - 102	N02°45'40"W	169.07'
102 - 103	N04°50'57"W	198.41'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXIST ACRES	R/W TOTAL ACRES
1	MULDER DAIRY FARMS, INC.	FEE	2.185	-----	2.185

UTILITY INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.
EXISTING ACCESS CONTROL ALONG IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION OFFICE IN MADISON.

POSITIONS AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

Combs & ASSOCIATES

I, RONALD J. COMBS, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1003-10-24 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND

WISCONSIN RONALD J. COMBS S-1330 JANESVILLE, WI LAND SURVEYOR

(SIGNATURE) Ronald J. Combs DATE 09/12/14
(PRINTED NAME) RONALD J. COMBS
(REGISTRATION NUMBER) S-1330

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.
(SIGNATURE) David R. Miller DATE 9/12/14
(PRINTED NAME) DAVID R. MILLER

FILE NAME : T:\PROJECTS\2012_PROJECTS\112-026 AECOM (SUPPLEMENTAL FIELD)\TPP\EXPORTS\CO_140911_FINALPLAT 10031024.DWG
APPRAISAL PLAT DATE : 09/12/14

PLOT SCALE : 200:1

-10-24 - 4.01

TPP-146

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE REGISTER OF DEEDS OFFICE IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2011746 AND FILED IN TPP - 139 & 140, ROCK COUNTY



TRANSPORTATION PROJECT PLAT NO: 1003-10-24 - 4.02

THAT PART OF THE NW 1/4 OF THE SW 1/4, AND THE NE 1/4 OF THE SW 1/4 OF SECTION 17, ALL IN T 2 N, R 13 E, TOWN OF LA PRAIRIE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER IH 39/90 (ILLINOIS STATE LINE - MADISON (STH 11, AVALON ROAD INTERCHANGE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

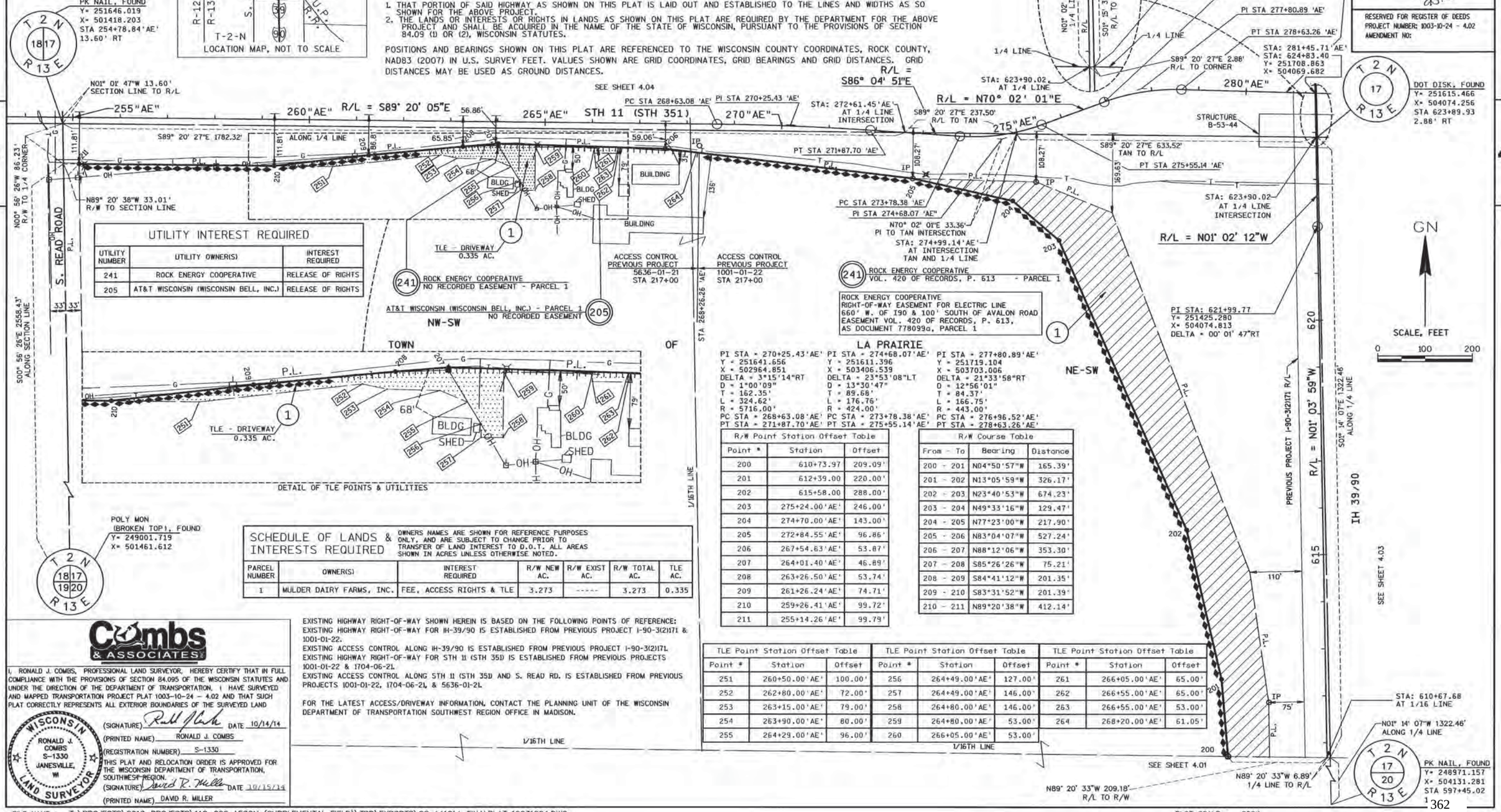
POSITIONS AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 11:24 AM ON 24th October, 2014 AS DOCUMENT # 2014163 AND FILED IN TPP- 146

Randal Reyes
SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1003-10-24 - 4.02
AMENDMENT NO:



UTILITY INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS
205	AT&T WISCONSIN (WISCONSIN BELL, INC.)	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW AC.	R/W EXIST AC.	R/W TOTAL AC.	TLE AC.
1	MULDER DAIRY FARMS, INC.	FEE, ACCESS RIGHTS & TLE	3.273	-----	3.273	0.335

Combs & ASSOCIATES

I, RONALD J. COMBS, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1003-10-24 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND

WISCONSIN RONALD J. COMBS S-1330 JANESVILLE, WI LAND SURVEYOR

(SIGNATURE) Ronald J. Combs DATE 10/14/14
(PRINTED NAME) RONALD J. COMBS
(REGISTRATION NUMBER) S-1330

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.
(SIGNATURE) David R. Miller DATE 10/15/14
(PRINTED NAME) DAVID R. MILLER

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171 & 1001-01-22.
EXISTING ACCESS CONTROL ALONG IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 11 (STH 351) IS ESTABLISHED FROM PREVIOUS PROJECTS 1001-01-22 & 1704-06-21.
EXISTING ACCESS CONTROL ALONG STH 11 (STH 351) AND S. READ RD. IS ESTABLISHED FROM PREVIOUS PROJECTS 1001-01-22, 1704-06-21, & 5636-01-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION OFFICE IN MADISON.

PI STA = 270+25.43'AE'	PI STA = 274+68.07'AE'	PI STA = 277+80.89'AE'
Y = 251641.656	Y = 251611.396	Y = 251719.104
X = 502964.851	X = 503406.539	X = 503703.006
DELTA = 3°15'14"RT	DELTA = 23°53'08"LT	DELTA = 21°33'58"RT
D = 1°00'09"	D = 13°30'47"	D = 12°56'01"
T = 162.35'	T = 89.68'	T = 84.37'
L = 324.62'	L = 176.76'	L = 166.75'
R = 5716.00'	R = 424.00'	R = 443.00'
PC STA = 268+63.08'AE'	PC STA = 273+78.38'AE'	PC STA = 276+96.52'AE'
PT STA = 271+87.70'AE'	PT STA = 275+55.14'AE'	PT STA = 278+63.26'AE'

R/W Point Station Offset Table		
Point #	Station	Offset
200	610+73.97	209.09'
201	612+39.00	220.00'
202	615+58.00	288.00'
203	275+24.00'AE'	246.00'
204	274+70.00'AE'	143.00'
205	272+84.55'AE'	96.86'
206	267+54.63'AE'	53.87'
207	264+01.40'AE'	46.89'
208	263+26.50'AE'	53.74'
209	261+26.24'AE'	74.71'
210	259+26.41'AE'	99.72'
211	255+14.26'AE'	99.79'

R/W Course Table		
From - To	Bearing	Distance
200 - 201	N04°50'57"W	165.39'
201 - 202	N13°05'59"W	326.17'
202 - 203	N23°40'53"W	674.23'
203 - 204	N49°33'16"W	129.47'
204 - 205	N77°23'00"W	217.90'
205 - 206	N83°04'07"W	527.24'
206 - 207	N88°12'06"W	353.30'
207 - 208	S85°26'26"W	75.21'
208 - 209	S84°41'12"W	201.35'
209 - 210	S83°31'52"W	201.39'
210 - 211	N89°20'38"W	412.14'

TLE Point Station Offset Table		
Point #	Station	Offset
251	260+50.00'AE'	100.00'
252	262+80.00'AE'	72.00'
253	263+15.00'AE'	79.00'
254	263+90.00'AE'	80.00'
255	264+29.00'AE'	96.00'

TLE Point Station Offset Table		
Point #	Station	Offset
256	264+49.00'AE'	127.00'
257	264+49.00'AE'	146.00'
258	264+80.00'AE'	146.00'
259	264+80.00'AE'	53.00'
260	266+05.00'AE'	53.00'

TLE Point Station Offset Table		
Point #	Station	Offset
261	266+05.00'AE'	65.00'
262	266+55.00'AE'	65.00'
263	266+55.00'AE'	53.00'
264	268+20.00'AE'	61.05'

1/16TH LINE

FILE NAME : T:\PROJECTS\2012_PROJECTS\112-026 AECOM (SUPPLEMENTAL FIELD)\TPP\EXPORTS\CO_141014_FINALPLAT 10031024.DWG
APPRAISAL PLAT DATE : 10/14/14

PLOT SCALE : 200:1

TPP-147

TRANSPORTATION PROJECT PLAT NO: 1003-10-24 - 4.03

THAT PART OF THE NW 1/4 OF THE SE 1/4, AND THE NE 1/4 OF THE SE 1/4 OF SECTION 17, ALL IN T 2 N, R 13 E, TOWN OF LA PRAIRIE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER IH 39/90 ILLINOIS STATE LINE - MADISON (STH 11, AVALON ROAD INTERCHANGE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 11:29 AM ON 24th October, 2014 AS DOCUMENT # 2014164 AND FILED IN TPP- 147

Randal Leyes

SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1003-10-24 - 4.03
AMENDMENT NO:

GN

SCALE, FEET
0 100 200

LOCATION MAP, NOT TO SCALE

STA: 281+45.71'AE'
STA: 624+83.40
Y= 251708.863
X= 504069.682

N88° 24' 00"W 2.52' 1/4 LINE TO R/L

STA: 281+48.23'AE' AT 1/4 LINE
Y= 251708.792
X= 504072.205

QUARTER LINE

N01° 02' 12"W 93.38' 1/4 LINE TO R/L

N 01° 15' 33" W 93.35' CORNER TO R/L

STA: 623+89.93, 2.88' RT, AT CENTER OF SECTION

1/4 LINE

1/4 LINE

STA: 623+90.02, AT 1/4 LINE

N89° 20' 27"W 2.88' 1/4 LINE TO R/L

R/L = S70° 00' 00"E

DOT DISK, FOUND
Y= 251615.466
X= 504074.256
STA 623+89.93
2.88' RT

T 2 N 17 R 13 E

285'AE'

PT STA 285+86.90 'AE'

STA: 287+79.50'AE' AT INTERSECTION TAN AND 1/4 LINE

R/L=S88° 24' 00"E

S 89° 18' 17" E 614.67' CORNER TO TAN

PC STA 284+44.63 'AE'

PC STA 287+26.67 'AE'

PI STA 285+16.38 'AE'

STRUCTURE B-53-44

R/L = N01° 02' 12"W

PI STA: 621+99.77
Y= 251425.280
X= 504074.813
DELTA = 00° 01' 47"RT

IH 39/90

R/L = N01° 03' 59"W 620

N01° 14' 07"W 1322.46' ALONG 1/4 LINE

SEE SHEET 4.02

N01° 14' 07"W

335' IP

260'

615

P.I.

306

307

308

309

310

165' IP

STA: 610+67.68 AT 1/16 LINE

N01° 14' 07"W 1322.46' FROM 1/4 CORNER ALONG 1/4 LINE

N89° 20' 33"W 6.89' 1/4 LINE TO R/L

N89° 19' 28"W 96.90' R/W TO 1/4 LINE

1/16TH LINE

PK NAIL, FOUND
Y= 248971.157
X= 504131.281
STA 597+45.02
10.78' RT

T 2 N 17 20 R 13 E

E. AVALON ROAD

290'AE'

PI STA 287+96.87 'AE'

PT STA 288+65.81 'AE'

S70° 00' 00"E 17.10' TAN INTERSECTION TO PI

125'

95'

P.I.

SEE SHEET 4.05

S89° 18' 17"E 1671.29' TAN TO TAN

R/L = S88° 48' 09"E

295'AE'

33.26'

300'AE'

P.I.

PC STA 298+45.95 'AE'

PI STA 300+38.02 'AE'

304

303

302

301

300

AT&T WISCONSIN (WISCONSIN BELL, INC.) - PARCEL 2
NO RECORDED EASEMENT
205

END OF EXISTING ACCESS CONTROL STA 298+44.60 'AE'
STA 247+00 PREVIOUS PROJECT 1001-01-22

ACCESS CONTROL STA 300+80 'AE'

PT STA 302+30.01 'AE'

PC STA 303+72.47 'AE'

N88° 24' 05"E 23.27' TAN INTERSECTION TO PI

R/L = N88° 24' 05"E

PI STA 304+74.34 'AE'

305'AE'

PT STA 305+76.18 'AE'

S89° 18' 17"E 302.93' ALONG 1/4 LINE

R/L = S89° 22' 01"E

PK NAIL, FOUND
Y= 251583.261
X= 506727.551
STA 308+18.60'AE', 0.33' RT

N89° 18' 17"W 64.60' ALONG 1/4 LINE

T 2 N 17 16 R 13 E

33' 33'

S. CTY HWY J

P.I.

R/L = S88° 49' 39"E

1/16TH LINE

NE-SE

PI STA 304+74.34 'AE'

N88° 24' 05"E 23.27' TAN INTERSECTION TO PI

1/4 LINE R/L 305'AE' R/L 1/4 LINE R/L 1/4 LINE

STA: 304+77.29 'AE' AT INTERSECTION R/L AND 1/4 LINE

LA PRAIRIE

PI STA: 307+14.49'AE'
Y= 251585.717
X= 506623.475
DELTA = 00° 32' 22"R

R/L 1/4 LINE

S01° 10' 21"W 0.86' R/L TO 1/4 LINE

S01° 10' 21"W 33.01' 1/4 LINE TO R/W

300

T

STA: 308+18.58 'AE' AT SECTION LINE INTERSECTION

R/L R/L QUARTER LINE SECTION LINE

UTILITY INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
205	AT&T WISCONSIN (WISCONSIN BELL, INC.)	RELEASE OF RIGHTS

NW-SE

TOWN OF LA PRAIRIE

R/W Point Station Offset Table		
Point #	Station	Offset
300	307+54.00'AE'	33.87'
301	307+14.00'AE'	50.00'
302	303+00.00'AE'	50.00'
303	300+40.00'AE'	64.00'
304	295+00.00'AE'	75.00'
305	288+75.00'AE'	125.00'
306	620+00.00	530.00'
307	614+35.00	265.00'
308	612+90.00	150.00'
309	611+65.42	118.81'
310	610+64.53	103.74'

R/W Course Table		
From - To	Bearing	Distance
300 - 301	S68°58'24"W	42.69'
301 - 302	S89°41'39"W	412.00'
302 - 303	S85°50'33"W	261.79'
303 - 304	S89°46'44"W	541.72'
304 - 305	S86°37'25"W	627.00'
305 - 306	S35°48'51"W	296.10'
306 - 307	S24°03'41"W	624.06'
307 - 308	S37°21'10"W	185.07'
308 - 309	S12°59'13"W	128.42'
309 - 310	S07°25'51"W	102.01'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXIST ACRES	R/W TOTAL ACRES
2	ED LEACH FARMS, INC.	FEE & ACCESS RIGHTS	4.288	0.683	4.971

PI STA = 285+16.38'AE'
Y = 251698.514
X = 504440.211
DELTA = 18°24'00"RT
D = 12°56'01"
T = 71.75'
L = 142.27'
R = 443.00'
PC STA = 284+44.63'AE'
PT STA = 285+86.90'AE'

PI STA = 287+96.87'AE'
Y = 251602.159
X = 504704.944
DELTA = 18°48'09"LT
D = 13°30'47"
T = 70.20'
L = 139.14'
R = 424.00'
PC STA = 287+26.67'AE'
PT STA = 288+65.81'AE'

PI STA = 300+38.02'AE'
Y = 251576.196
X = 505947.080
DELTA = 2°47'46"LT
D = 0°43'41"
T = 192.07'
L = 384.06'
R = 7870.00'
PC STA = 298+45.95'AE'
PT STA = 302+30.01'AE'

PI STA = 304+74.34'AE'
Y = 251588.371
X = 506383.309
DELTA = 2°13'54"RT
D = 1°05'44"
T = 101.87'
L = 203.72'
R = 5230.00'
PC STA = 303+72.47'AE'
PT STA = 305+76.18'AE'

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171 & 1001-01-22.
EXISTING ACCESS CONTROL ALONG IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. AVALON ROAD IS ESTABLISHED FROM PREVIOUS PROJECT 1001-01-22.
EXISTING ACCESS CONTROL ALONG E. AVALON ROAD IS ESTABLISHED FROM PREVIOUS PROJECT 1001-01-22.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE REGISTER OF DEEDS OFFICE IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2011746 AND FILED IN TPP - 139 & 140 ROCK COUNTY

Combs & ASSOCIATES

I, RONALD J. COMBS, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1003-10-24 - 4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND

WISCONSIN RONALD J. COMBS S-1330 JANESVILLE, WI LAND SURVEYOR

(SIGNATURE) Ronald J. Combs DATE 10/14/14

(PRINTED NAME) RONALD J. COMBS

(REGISTRATION NUMBER) S-1330

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.

(SIGNATURE) David R. Miller DATE 10/15/14

(PRINTED NAME) DAVID R. MILLER

FILE NAME : T:\PROJECTS\2012_PROJECTS\112-026 AECOM (SUPPLEMENTAL FIELD)\TPP\EXPORTS\CO_141014_FINALPLAT 10031024.DWG
APPRAISAL PLAT DATE : 10/14/14

PLOT SCALE : 200:1

TPP-148

TRANSPORTATION PROJECT PLAT NO: 1003-10-24 - 4.04

THAT PART OF THE SW 1/4 OF THE NW 1/4, AND THE SE 1/4 OF THE NW 1/4 OF SECTION 17, ALL IN T 2 N, R 13 E, TOWN OF LA PRAIRIE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER IH 39/90 ILLINOIS STATE LINE - MADISON (STH 11, AVALON ROAD INTERCHANGE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171 & 1001-01-22.
EXISTING ACCESS CONTROL ALONG IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 11 (STH 351) IS ESTABLISHED FROM PREVIOUS PROJECTS 1001-01-22, 1704-06-21, & 5636-01-21.
EXISTING ACCESS CONTROL ALONG STH 11 (STH 351) AND S. READ RD. IS ESTABLISHED FROM PREVIOUS PROJECTS 1001-01-22, 1704-06-21, & 5636-01-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION OFFICE IN MADISON.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXIST ACRES	R/W TOTAL ACRES
3	DEBRA COOKE, DAVID JOHNSON	FEE & ACCESS RIGHTS	4.909	-----	4.909

UTILITY INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

1/16TH LINE R/W Point Station Offset Table

Point #	Station	Offset
400	255+00.82'AE'	359.07'
401	255+74.55'AE'	290.79'
402	262+96.22'AE'	290.84'
403	264+13.48'AE'	145.00'
404	267+65.00'AE'	145.00'
405	271+00.00'AE'	170.00'
406	275+23.00'AE'	225.00'
407	629+78.00	402.00'
408	634+10.00	254.00'
409	637+07.00	204.00'
410	637+19.87	203.19'

R/W Course Table

From - To	Bearing	Distance
400 - 401	S46°32'12"E	100.48'
401 - 402	S89°20'19"E	721.67'
402 - 403	S38°08'01"E	187.14'
403 - 404	S89°20'05"E	351.52'
404 - 405	N87°19'39"E	342.56'
405 - 406	N82°58'59"E	353.98'
406 - 407	N36°44'12"E	433.28'
407 - 408	N17°52'28"E	456.65'
408 - 409	N08°31'10"E	301.18'
409 - 410	N02°33'55"E	12.90'

T 2 N, R 13 E, Sections 7, 8, 17, 18

RR SPIKE, FOUND
Y= 254296.434
X= 501370.561

PI STA = 270+25.43'AE'
Y = 251641.656
X = 502964.851
DELTA = 3°15'14"RT
D = 1°00'09"
T = 162.35'
L = 324.62'
R = 5716.00'
PC STA = 268+63.08'AE'
PT STA = 271+87.70'AE'

PI STA = 274+68.07'AE'
Y = 251611.396
X = 503406.539
DELTA = 23°53'08"LT
D = 13°30'47"
T = 89.68'
L = 176.76'
R = 424.00'
PC STA = 273+78.38'AE'
PT STA = 275+55.14'AE'

PI STA = 277+80.89'AE'
Y = 251719.104
X = 503703.006
DELTA = 21°33'58"RT
D = 12°56'01"
T = 84.37'
L = 166.75'
R = 443.00'
PC STA = 276+96.52'AE'
PT STA = 278+63.26'AE'

SW-NW

TOWN OF LA PRAIRIE

SE-NW

S. READ ROAD

N01° 01' 47"W 2279.00' TO TRAVERSE POINT

N88° 58' 13"E 33.00' SECTION LINE TO R/W

N01° 01' 47"W 358.25' R/L TO TRAVERSE POINT

N01° 01' 47"W 13.60' QUARTER CORNER TO R/L

278.87'

114.83'

±255"AE"

260"AE"

R/L = S89° 20' 05"E

265"AE"

STH 11 (STH 351)

270"AE"

275"AE"

280"AE"

N89° 20' 27"W 1782.32' R/L TO CORNER

N89° 20' 27"W 633.52' R/L TO TAN

N89° 20' 27"W 237.50' TAN TO R/L

PC STA 268+63.08 'AE'

PI STA 270+25.43 'AE'

PT STA 271+87.70 'AE'

PC STA 273+78.38 'AE'

PI STA 274+68.07 'AE'

PC STA 276+96.52 'AE'

PI STA 277+80.89 'AE'

PT STA 278+63.26 'AE'

PT STA 275+55.14 'AE'

STA: 272+61.45'AE' AT 1/4 LINE INTERSECTION

STA: 274+99.14'AE' AT INTERSECTION TAN AND 1/4 LINE

R/L = S86° 04' 51"E

R/L = N70° 02' 01"E

N70° 02' 01"E 33.36' PI TO TAN INTERSECTION

245.27'

131.23'

STRUCTURE B-53-44

SEE SHEET 4.02

ACCESS CONTROL PREVIOUS PROJECT 5636-01-21 STA 217+00 268+26.25 'AE' (THIS PLAT)

ACCESS CONTROL PREVIOUS PROJECT 1001-01-22 STA 217+00 268+26.25 'AE' (THIS PLAT)

(241) ROCK ENERGY COOPERATIVE VOL. 1 OF R.E.A., P. 341 - PARCEL 3

ROCK ENERGY COOPERATIVE
RIGHT-OF-WAY EASEMENT FOR ELECTRIC LINE
NW 1/4 OF SECTION 17
EASEMENT VOL. 1 OF R.E.A., P. 341,
AS DOCUMENT 398445d, PARCEL 3

PK NAIL, FOUND
Y= 251646.019
X= 501418.203
STA 254+78.84'AE'
13.60' RT

T 2 N, R 13 E, Section 17

DOT DISK, FOUND
Y= 251615.466
X= 504074.256
STA 623+89.93
2.88' RT

STA: 623+89.93, 2.88' RT, AT CENTER OF SECTION

STA: 623+90.02, AT 1/4 LINE

N89° 20' 27"W 2.88' CORNER TO R/L

N01° 02' 12"W 93.38' 1/4 LINE TO R/L

S 01° 15' 33" E 93.35' R/L TO CORNER

1/4 LINE

QUARTER LINE

MWELL

R/L = N01° 02' 12"W

R/L = S88° 24' 00"E

PREVIOUS PROJECT I-90-3(2)171 R/L

IH 39/90

635

630

S01° 15' 33"E 581.62' ALONG 1/4 LINE

S01° 15' 33"E 848.90' ALONG 1/4 LINE

SEE SHEET 4.05

STA: 631+32.18 AT 1/4 LINE INTERSECTION

IP 80'

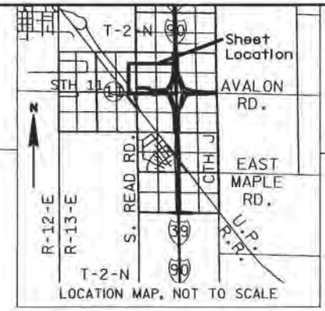
IP 165'

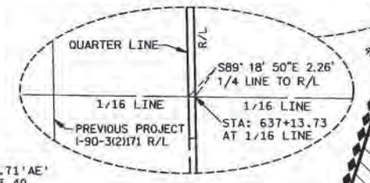
P.I.

GN

SCALE, FEET
0 100 200

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE REGISTER OF DEEDS OFFICE IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2011746 AND FILED IN TPP - 139 & 140 ROCK COUNTY





ALUM MON, FOUND
Y= 254262.574
X= 504016.073
STA 650+37.66, 7.40' LT
S01° 15' 33"E 1323.87' ALONG 1/4 LINE
S89° 18' 14"E 201.02' R/W TO 1/4 LINE
SEE SHEET 4.06

STA: 281+45.71'AE' =STA: 624+83.40
Y= 251708.863
X= 504069.682

N88° 24' 00"W 2.52' 1/4 LINE TO R/L

STA: 281+48.23'AE' AT 1/4 LINE
Y= 251708.792
X= 504072.205

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 11:33 AM ON 24th October, 2014 AS DOCUMENT # 2014178 AND FILED IN TPP- 148

Randal Leyes
SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1003-10-24 - 4.04
AMENDMENT NO:

Combs & ASSOCIATES

I, RONALD J. COMBS, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1003-10-24 - 4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND

WISCONSIN RONALD J. COMBS S-1330 JANESVILLE, WI LAND SURVEYOR

(SIGNATURE) Ronald J. Combs DATE 10/14/14
(PRINTED NAME) RONALD J. COMBS
(REGISTRATION NUMBER) S-1330

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.
(SIGNATURE) David R. Miller DATE 10/15/14
(PRINTED NAME) DAVID R. MILLER

FILE NAME : T:\PROJECTS\2012_PROJECTS\112-026 AECOM (SUPPLEMENTAL FIELD)\TPP\EXPORTS\CO_141014_FINALPLAT 10031024.DWG
APPRAISAL PLAT DATE : 10/14/14

PLOT SCALE : 200:1

1003-10-24 - 4.04

TPP-149

TRANSPORTATION PROJECT PLAT NO: 1003-10-24 - 4.05

THAT PART OF THE SW 1/4 OF THE NE 1/4, AND THE SE 1/4 OF THE NE 1/4 OF SECTION 17, ALL IN T 2 N, R 13 E, TOWN OF LA PRAIRIE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER IH 39/90 ILLINOIS STATE LINE - MADISON (STH 11, AVALON ROAD INTERCHANGE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

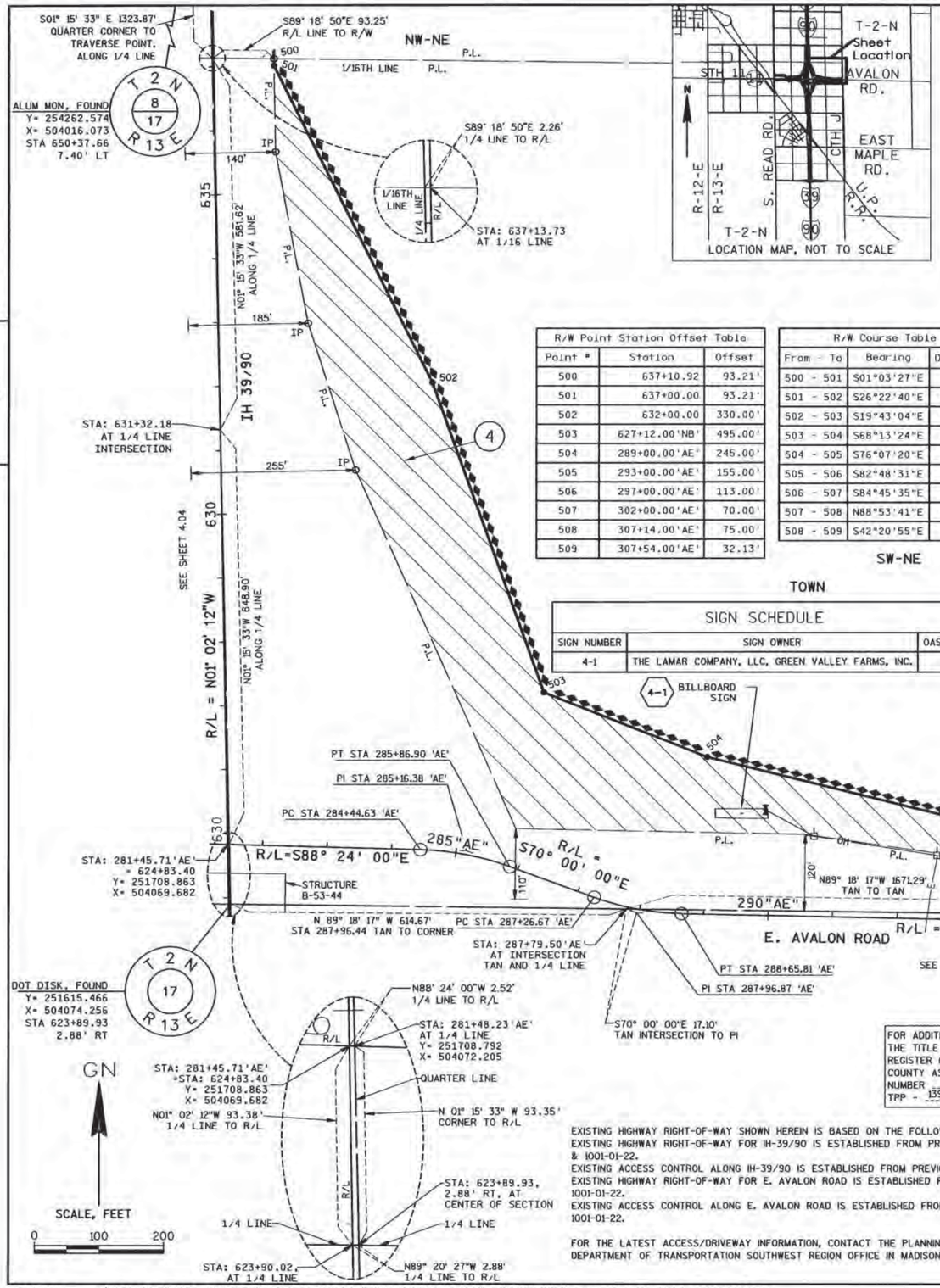
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 11:36 AM ON 24th October, 2014 AS DOCUMENT # 2014179 AND FILED IN TPP- 149

Randall Leyes

SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1003-10-24 - 4.05
AMENDMENT NO:



R/W Point Station Offset Table		
Point #	Station	Offset
500	637+10.92	93.21'
501	637+00.00	93.21'
502	632+00.00	330.00'
503	627+12.00'NB'	495.00'
504	289+00.00'AE'	245.00'
505	293+00.00'AE'	155.00'
506	297+00.00'AE'	113.00'
507	302+00.00'AE'	70.00'
508	307+14.00'AE'	75.00'
509	307+54.00'AE'	32.13'

R/W Course Table		
From - To	Bearing	Distance
500 - 501	S01°03'27"E	10.92'
501 - 502	S26°22'40"E	553.23'
502 - 503	S19°43'04"E	515.14'
503 - 504	S68°13'24"E	273.48'
504 - 505	S76°07'20"E	410.00'
505 - 506	S82°48'31"E	402.20'
506 - 507	S84°45'35"E	497.97'
507 - 508	N88°53'41"E	516.52'
508 - 509	S42°20'55"E	59.11'

SIGN SCHEDULE		
SIGN NUMBER	SIGN OWNER	OASIS NO.
4-1	THE LAMAR COMPANY, LLC, GREEN VALLEY FARMS, INC.	14396

TOWN OF LA PRAIRIE

SW-NE

PI STA = 285+16.38'AE'
Y = 251698.514
X = 504440.211
DELTA = 18°24'00"RT
D = 12°56'01"
T = 71.75'
L = 142.27'
R = 443.00'
PC STA = 284+44.63'AE'
PT STA = 285+86.90'AE'

PI STA = 287+96.87'AE'
Y = 251602.159
X = 504704.944
DELTA = 18°48'09"LT
D = 13°30'47"
T = 70.20'
L = 139.14'
R = 424.00'
PC STA = 287+26.67'AE'
PT STA = 288+65.81'AE'

PI STA = 300+38.02'AE'
Y = 251576.196
X = 505947.080
DELTA = 2°47'46"LT
D = 0°43'41"
T = 192.07'
L = 384.06'
R = 7870.00'
PC STA = 298+45.95'AE'
PT STA = 302+30.01'AE'

PI STA = 304+74.34'AE'
Y = 251588.371
X = 506383.309
DELTA = 2°13'54"RT
D = 1°05'44"
T = 101.87'
L = 203.72'
R = 5230.00'
PC STA = 303+72.47'AE'
PT STA = 305+76.18'AE'

SCHEDULE OF LANDS & INTERESTS REQUIRED	OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.					
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW AC.	R/W EXIST AC.	R/W TOTAL AC.	TLE AC.
4	GREEN VALLEY FARMS, INC., THE LAMAR COMPANY, LLC	FEE & ACCESS RIGHTS	6.508	0.566	7.074	-----

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE REGISTER OF DEEDS OFFICE IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2011746 AND FILED IN TPP - 139 & 140 ROCK COUNTY

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171 & 1001-01-22.
EXISTING ACCESS CONTROL ALONG IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.
EXISTING HIGHWAY RIGHT-OF-WAY FOR E. AVALON ROAD IS ESTABLISHED FROM PREVIOUS PROJECT 1001-01-22.
EXISTING ACCESS CONTROL ALONG E. AVALON ROAD IS ESTABLISHED FROM PREVIOUS PROJECT 1001-01-22.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION OFFICE IN MADISON.

Combs & ASSOCIATES

I, RONALD J. COMBS, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1003-10-24 – 4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND

WISCONSIN RONALD J. COMBS S-1330 JANESVILLE, WI LAND SURVEYOR

(SIGNATURE) Ronald J. Combs DATE 10/14/14
(PRINTED NAME) RONALD J. COMBS
(REGISTRATION NUMBER) S-1330

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.
(SIGNATURE) David R. Miller DATE 10/15/14
(PRINTED NAME) DAVID R. MILLER

FILE NAME : T:\PROJECTS\2012_PROJECTS\112-026 AECOM (SUPPLEMENTAL FIELD)\TPP\EXPORTS\CO_141014_FINALPLAT 10031024.DWG
APPRAISAL PLAT DATE : 10/14/14

PLOT SCALE : 200:1

TPP-150

TRANSPORTATION PROJECT PLAT NO: 1003-10-24 - 4.06

THAT PART OF THE NE 1/4 OF THE NW 1/4 OF SECTION 17, IN
T 2 N, R 13 E, TOWN OF LA PRAIRIE, ROCK COUNTY, WISCONSIN.

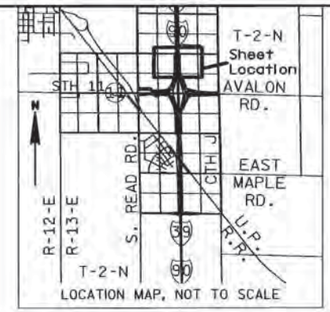
RELOCATION ORDER IH 39/90 ILLINOIS STATE LINE - MADISON (STH 11, AVALON ROAD INTERCHANGE)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2007) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.



ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ROCK COUNTY, WISCONSIN AT 1:40 PM ON 24th October, 2014 AS DOCUMENT # 2011510 AND FILED IN TPP- 150

Randal Reyes
SIGNATURE OF REGISTER OF DEEDS

$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1003-10-24 - 4.06
AMENDMENT NO:

T 2 N, R 13 E, Sec. 8, 17 — ALUM MON, FOUND
Y= 254262.574
X= 504016.073
STA 650+37.66
7.40' LT

T 2 N, R 13 E, Sec. 7, 8, 18, 17 — RAILROAD SPIKE, FOUND
Y= 254296.434
X= 501370.561

S89° 16' 00"E 2479.05'
SECTION CORNER TO R/W

S89° 16' 00"E 166.68'
R/W TO 1/4 LINE

S89° 19' 23"E 7.41'
1/4 LINE TO R/L

STA: 650+37.44
AT SECTION LINE
Y= 254262.487
X= 504023.478

N89° 19' 23"W 2544.10'
SECTION CORNER TO R/W

T 2 N, R 13 E, Sec. 8, 9, 17, 16 — PK NAIL, FOUND
Y= 254231.335
X= 506660.156

603 — P.I. — 604 — 3/4" IP — P.I.

S89° 19' 23"E 92.76'
R/L TO R/W

650

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T. ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXIST ACRES	R/W TOTAL ACRES
3	DEBRA COOKE, DAVID JOHNSON	FEE	1.565	------	1.565

R/W Point Station Offset Table		
Point #	Station	Offset
600	637+19.87	203.19'
601	642+63.00	169.00'
602	645+00.00	174.00'
603	650+42.81	174.00'
604	650+34.66	92.72'
605	637+10.92	93.21'

R/W Course Table		
From - To	Bearing	Distance
600 - 601	N02°33'55"E	544.20'
601 - 602	N02°14'43"W	237.05'
602 - 603	N01°02'12"W	542.81'

UTILITY INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
241	ROCK ENERGY COOPERATIVE	RELEASE OF RIGHTS

80' — P.I. — 602 — 601 — P.I. — 600

R/L = N01° 02' 12"W

140'

645

640

PREVIOUS PROJECT I-90-3(2)171 R/L
S01° 15' 33"E 1323.87'
ALONG 1/4 LINE

S01° 03' 27"E 1323.74'
ALONG R/W

P.I.

IH 39/90

1/16TH LINE

NW-NW — NE-NW — NW-NE

TOWN OF LA PRAIRIE

3

241 ROCK ENERGY COOPERATIVE
VOL. 1 OF R.E.A., P. 341 - PARCEL 3

ROCK ENERGY COOPERATIVE
RIGHT-OF-WAY EASEMENT FOR ELECTRIC LINE
NW 1/4 OF SECTION 17
EASEMENT VOL. 1 OF R.E.A., P. 341,
AS DOCUMENT 398445a, PARCEL 3

QUARTER LINE — R/L — N89° 18' 50"W 2.26' R/L TO 1/4 LINE
1/16 LINE — 1/16 LINE
PREVIOUS PROJECT I-90-3(2)171 R/L
STA: 637+13.73 AT 1/16 LINE

T 2 N, R 13 E, Sec. 17 — DOT DISK, FOUND
Y= 251615.466
X= 504074.256
STA 623+89.93
2.88' RT

P.I.

N89° 18' 14"W 201.02'
1/4 LINE TO R/W
ALONG SIXTEENTH LINE

N01° 15' 33"W 1323.87'
ALONG 1/4 LINE

N89° 18' 50"W 93.25'
R/W TO R/L

SEE SHEET 4.04

SEE SHEET 4.05

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.
EXISTING ACCESS CONTROL ALONG IH-39/90 IS ESTABLISHED FROM PREVIOUS PROJECT I-90-3(2)171.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE REGISTER OF DEEDS OFFICE IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2011746 AND FILED IN TPP - 139 & 140, ROCK COUNTY

GN

SCALE, FEET
0 100 200

Combs & ASSOCIATES

I, RONALD J. COMBS, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1003-10-24 - 4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN RONALD J. COMBS S-1330 JANESVILLE, WI LAND SURVEYOR

(SIGNATURE) Ronald J. Combs DATE 10/14/14
(PRINTED NAME) RONALD J. COMBS
(REGISTRATION NUMBER) S-1330

THIS PLAT AND RELOCATION ORDER IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.
(SIGNATURE) David R. Miller DATE 10/15/14
(PRINTED NAME) DAVID R. MILLER

FILE NAME : T:\PROJECTS\2012_PROJECTS\112-026 AECOM (SUPPLEMENTAL FIELD)\TPP\EXPORTS\CO_141014_FINALPLAT 10031024.DWG
APPRAISAL PLAT DATE : 10/14/14

PLOT SCALE : 200:1

READ ROAD (NORTH FRONTAGE)

N

DEBRA COOKE-
DAVID JOHNSON

B-53-218 (TO REMAIN)

B-53-219 (TO REMAIN)

B-53-142 (TO REMAIN)

B-53-143 (TO REMAIN)

BEGIN PROJECT
STA. 261+00 AE
X= 502,039.48
Y= 251,652.40
SAWCUT REQUIRED

STA. 263+27.30 AW =
STA. 10+00.00 R

SLOPE INTERCEPT (TYP.)

PROPOSED R/W

EXISTING R/W

255+00 AW

260+00 AW

265+00 AW

STH 11 WB

255+00 AE

260+00 AE

265+00 AE

STH 11 EB

MATCHLINE STA. 266+00 AE

STA. 263+25.22 AE =
STA. 12+72.41 MD

ALLIANT ENERGY (GAS)

CAUTION

TLE

EXISTING R/W

READ ROAD

BM250L

ROCK ENERGY COOPERATIVE

AT&T WISCONSIN

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
250L	255+06AE	RR SPIKE IN UTIILTY POLE ON READ ROAD	840.76

MULDER DAIRY FARMS INC.

STA 263+25 AE RT.
F.E. REQ'D
SEE CONSTRUCTION DETAIL

STA 264+63AE RT.
REMOVE P.E.

EXISTING GROUND

VCL = 1000.00
K = 182.03

STA 261+00.00 AE
EL 849.15

-3.08%

FINISHED AE
PROFILE ON ℄

BEGIN PROJECT
STA. 261+00 AE

VPC STA 261+00.00 AE
VPC EL 849.15

EXISTING GROUND
ELEV. ON ℄

FINSIHED ELEV.
ON ℄

SPECIAL DITCH - RT

VPI STA 266+00.00 AE
VPI EL 833.75

865 860 855 850 845 840 835 830

869.66 869.54 869.32 869.03 868.73 868.23 867.56 866.82 865.98 865.07 864.05 862.88 861.62 860.26 858.76 857.20 855.60 853.96 852.32 850.69 849.15 849.15 847.68 847.68 846.32 846.34 845.13 845.15 844.06 844.09 843.18 843.17 842.40 842.38 841.83 841.73 841.38 841.22 841.05 840.85 840.90 840.62

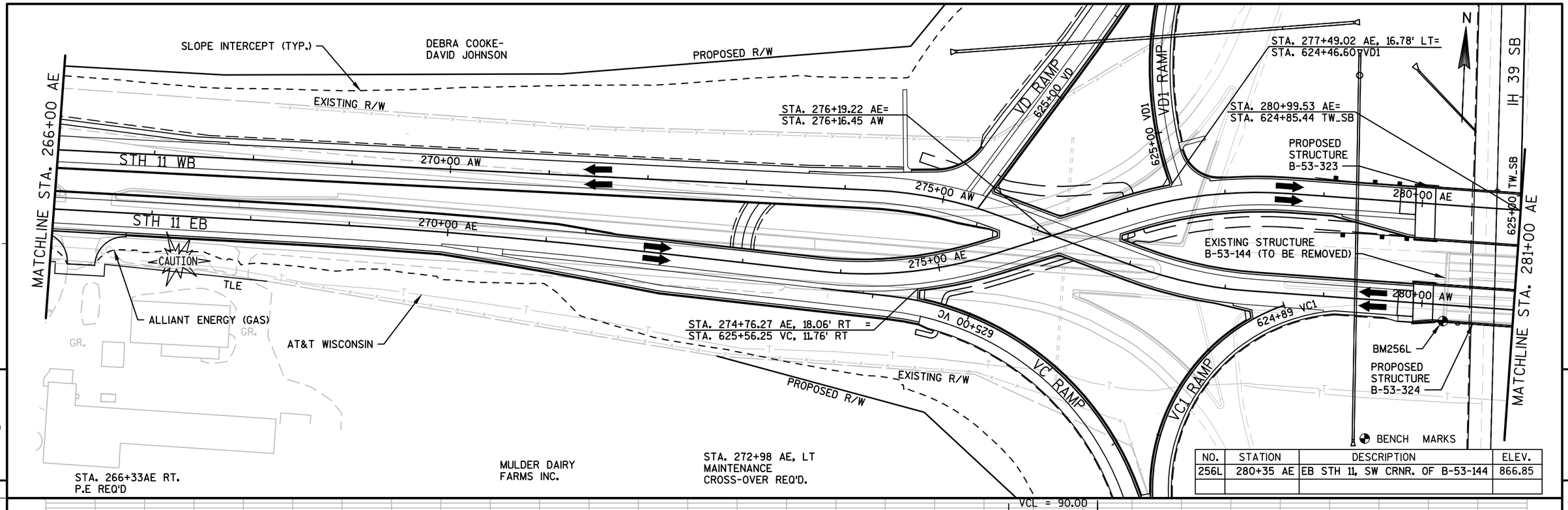
251+00 AE 252+00 AE 253+00 AE 254+00 AE 255+00 AE 256+00 AE 257+00 AE 258+00 AE 259+00 AE 260+00 AE 261+00 AE 262+00 AE 263+00 AE 264+00 AE 265+00 AE 266+00 AE

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: STH 11 EB (AE)	SHEET 367 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050101_PP

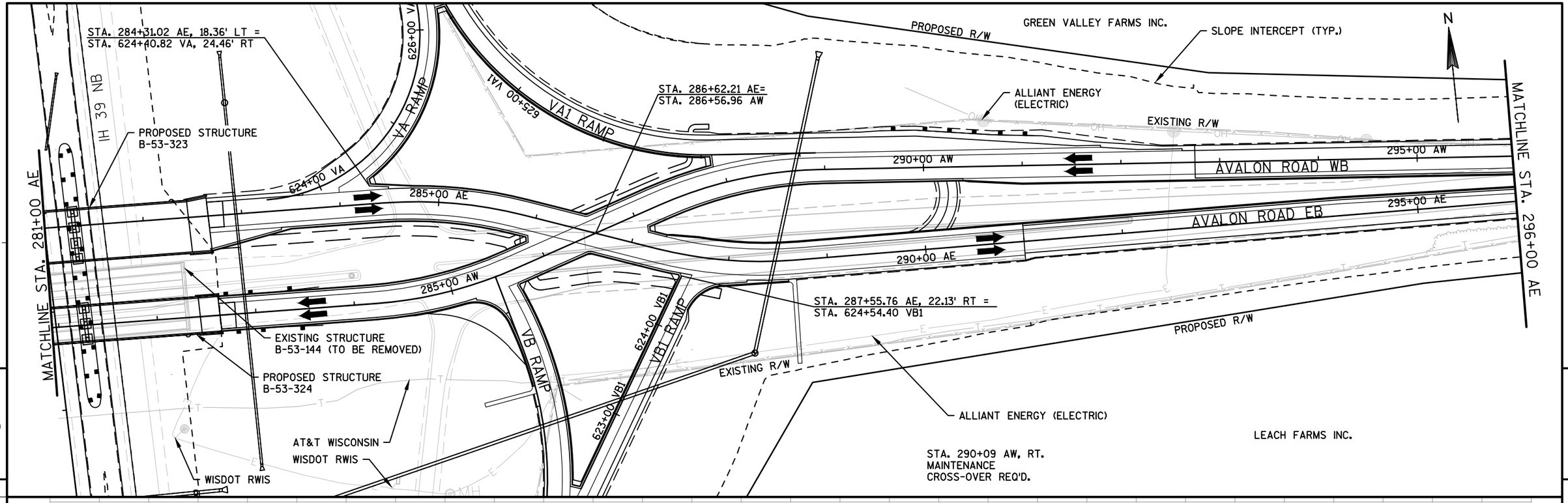
PLOT DATE : 4/17/2015 11:57 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:100_XREF

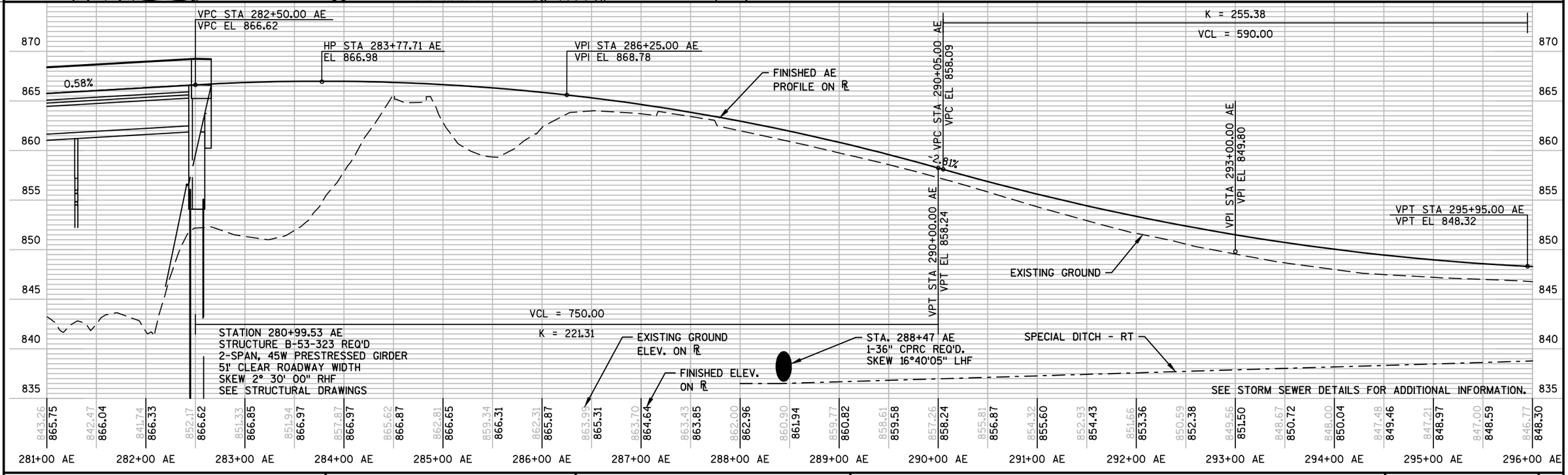
WISDOT/CADDS SHEET 44



PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: STH 11 EB (AE)	SHEET 368	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050102_PP
PLOT DATE : 4/17/2015 11:57 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44





PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: AVALON ROAD EB (AE)	SHEET 369	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050103_PP
PLOT DATE : 5/26/2015 1:20 PM
PLOT BY : GRIMME, SARA
PLOT NAME :
PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

GREEN VALLEY FARMS INC.

MATCHLINE STA. 296+00 AE

PROPOSED R/W

EXISTING R/W

AVALON ROAD WB

AVALON ROAD EB

300+00 AW

300+00 AE

EXISTING R/W

PROPOSED R/W

SLOPE INTERCEPT (TYP.)

ALLIANT ENERGY (ELECTRIC)

STA. 306+12.45 AE =
STA. 306+09.45 AW

AT&T WISCONSIN

LEACH FARMS INC.

305+00 AE

305+00 AW

AT&T WISCONSIN

END PROJECT
STA. 307+14.49 AE
X= 506,623.48
Y= 251,585.72
SAWCUT REQUIRED

AT&T WISCONSIN

ALLIANT ENERGY (GAS)

CTH J

CAUTION

ALLIANT ENERGY (ELECTRIC)

GUY

310+00 AE

GVT

CAUTION

ALLIANT ENERGY (GAS)

N

5

5

865
860
855
850
845
840
835
830

VCL = 140.00
K = 218.91

VPC STA 305+30.00 AE
VPC EL 843.63

VPI STA 306+00.00 AE
VPI EL 843.28

VPT STA 306+70.00 AE
VPC EL 843.37

STA 307+14.49 AE
EL 843.44

LP STA 306+39.79 AE
EL 843.35

END PROJECT
STA. 307+14.49 AE

FINISHED AE
PROFILE ON ℄

-0.50%

0.14%

EXISTING GROUND

SPECIAL DITCH - RT

EXISTING GROUND
ELEV. ON ℄

FINISHED ELEV.
ON ℄

846.77	846.43	846.09	845.82	845.58	845.25	844.95	844.68	844.54	844.27	844.31	844.40	844.24	844.14	844.03	843.98	843.96	843.78	843.51	843.37	843.27	843.36	843.42	843.47	844.05	844.39	844.43	844.62	844.95	845.17	845.26
848.30	848.04	847.79	847.54	847.29	847.04	846.79	846.54	846.29	846.04	845.79	845.54	845.29	845.04	844.78	844.53	844.28	844.03	843.78	843.54	843.39	843.36	843.42								

296+00 AE 297+00 AE 298+00 AE 299+00 AE 300+00 AE 301+00 AE 302+00 AE 303+00 AE 304+00 AE 305+00 AE 306+00 AE 307+00 AE 308+00 AE 309+00 AE 310+00 AE 311+00 AE

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: AVALON ROAD EB (AE)	SHEET 370	E

READ ROAD (NORTH FRONTAGE)

DEBRA COOKE-
DAVID JOHNSON

N

STA. 263+27.30 AW =
STA. 10+00.00 R

SLOPE INTERCEPT (TYP.)

PROPOSED R/W

EXISTING R/W

BEGIN CONSTRUCTION
STA. 261+00 AW
SAWCUT REQUIRED

B-53-218
(TO REMAIN)

B-53-219
(TO REMAIN)

255+00 AW

260+00 AW

265+00 AW

STH 11 WB

255+00 AE

260+00 AE

265+00 AE

STH 11 EB

MATCHLINE STA. 266+00 AW

B-53-142
(TO REMAIN)

B-53-143
(TO REMAIN)

ALLIANT ENERGY (GAS)

CAUTION

STA. 263+25.22 AE =
STA. 12+72.41 MD

TLE

READ ROAD

EXISTING R/W

ROCK ENERGY COOPERATIVE

AT&T WISCONSIN

BM250L

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
250L	255+06AW	RR SPIKE IN UTIILTY POLE ON READ ROAD	840.76

MULDER DAIRY FARMS INC.

EXISTING GROUND

VCL = 1000.00
K = 183.55

STA 261+00.00 AW
EL 849.60

-3.08%

FINISHED AW
PROFILE ON ℄

BEGIN CONSTRUCTION
STA. 261+00 AW

EXISTING GROUND
ELEV. ON ℄

FINISHED ELEV.
ON ℄

SPECIAL DITCH - LT

VPI STA 266+00.00 AW
VPI EL 834.20

865 860 855 850 845 840 835 830

870.52 870.36 870.13 869.81 869.44 868.87 868.17 867.46 866.60 865.66 864.54 863.34 862.05 860.67 859.20 857.59 855.94 854.34 852.75 851.14 849.60 848.12 846.79 845.66 844.61 843.68 842.85 842.20 841.73 841.39 840.94

849.60 848.13 846.79 845.59 844.53 843.60 842.81 842.16 841.64 841.26 841.01

251+00 AW 252+00 AW 253+00 AW 254+00 AW 255+00 AW 256+00 AW 257+00 AW 258+00 AW 259+00 AW 260+00 AW 261+00 AW 262+00 AW 263+00 AW 264+00 AW 265+00 AW 266+00 AW

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: STH 11 WB (AW)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\050105_PP.DWG
LAYOUT NAME - 050105_PP
PLOT DATE : 5/26/2015 9:02 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
256L	280+21AW	DISK IN BRIDGE, SW CORNER OF B-53-144	866.85

DEBRA COOKE-
DAVID JOHNSON

PROPOSED R/W

SLOPE INTERCEPT (TYP.)

EXISTING R/W

MATCHLINE STA. 266+00 AW

270+00 AW

STH 11 WB

270+00 AE

STH 11 EB

CAUTION

TLE

GR.

GR.

ALLIANT ENERGY (GAS)

AT&T WISCONSIN

STA. 272+98 AE, LT
MAINTENANCE
CROSS-OVER REQ'D.

MULDER DAIRY FARMS INC.

STA. 275+36.22 AW =
STA. 623+60.25 VD

275+00 AW

275+00 AE

625+00 VC

VC RAMP

EXISTING R/W

PROPOSED R/W

VD RAMP

625+00 VD

VD1 RAMP

625+00 VD1

STA. 276+16.45 AW =
STA. 276+19.22 AE

624+00 VC1

VC1 RAMP

623+00 VC1

STA. 278+28.51 AW, 18.85' RT=
STA. 624+57.58 VC1, 8.95' LT

IH 39 SB

625+00 TW

PROPOSED
STRUCTURE
B-53-323

280+00 AE

EXISTING STRUCTURE
B-53-144 (TO BE REMOVED

280+00 AW

BM256L

PROPOSED
STRUCTURE
B-53-324

MATCHLINE STA. 281+00 AW

N

STATION 280+97.28 AW
STRUCTURE B-53-324 REQ'D
2-SPAN, 45W PRESTRESSED GIRDER
35' CLEAR ROADWAY WIDTH
SKEW 2° 30' 00" RHF
SEE STRUCTURAL DRAWINGS

FOR INFORMATION ONLY,
SEE CONSTRUCTION
DETAIL FOR ELEVATIONS

VPT STA 280+05.00 AW
VPT EL 864.68

0.57%

VCL = 1000.00

K = 183.55

LP STA 266+65.35 AW
EL 840.89

VPT STA 271+00.00 AW
VPT EL 846.04

FINISHED AW
PROFILE ON ℄

2.31%

EXISTING GROUND

STA 275+61.21 AW

VPC STA 276+95.00 AW
VPC EL 860.13

VPI STA 278+50.00 AW
VPI EL 863.80

VCL = 310.00

K = 172.20

STATION 280+21.87 AW - STATION 282+32.43 AW
REMOVE STRUCTURE B-53-114
54" PRESTRESSED CONCRETE GIRDER
211 FEET OVERALL LENGTH
71 FEET OVERALL WIDTH

SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION.

SPECIAL DITCH - LT

EXISTING GROUND
ELEV. ON ℄

STA. 279+32 AW
1-24" CPRC REQ'D

FINISHED ELEV.
ON ℄

VPI STA 266+00.00 AW
EL 834.20

865 860 855 850 845 840 835 830

840.94	841.14	841.25	841.53	841.96	842.48	843.01	843.80	844.64	845.58	846.58	847.43	848.14	848.89	848.86	849.64	850.47	851.37	853.43	855.29	857.10	858.10	859.09	860.27	861.25	862.07	862.97	863.62	864.25	843.72	842.72
841.01	840.90	840.93	841.09	841.39	841.82	842.39	843.10	843.94	844.92	846.04	847.22	848.41	849.59	850.78	851.96	853.14	854.33	855.51	856.70	857.88	859.06	860.25	861.34	862.30	863.10	863.76	864.28	864.65	864.94	865.22

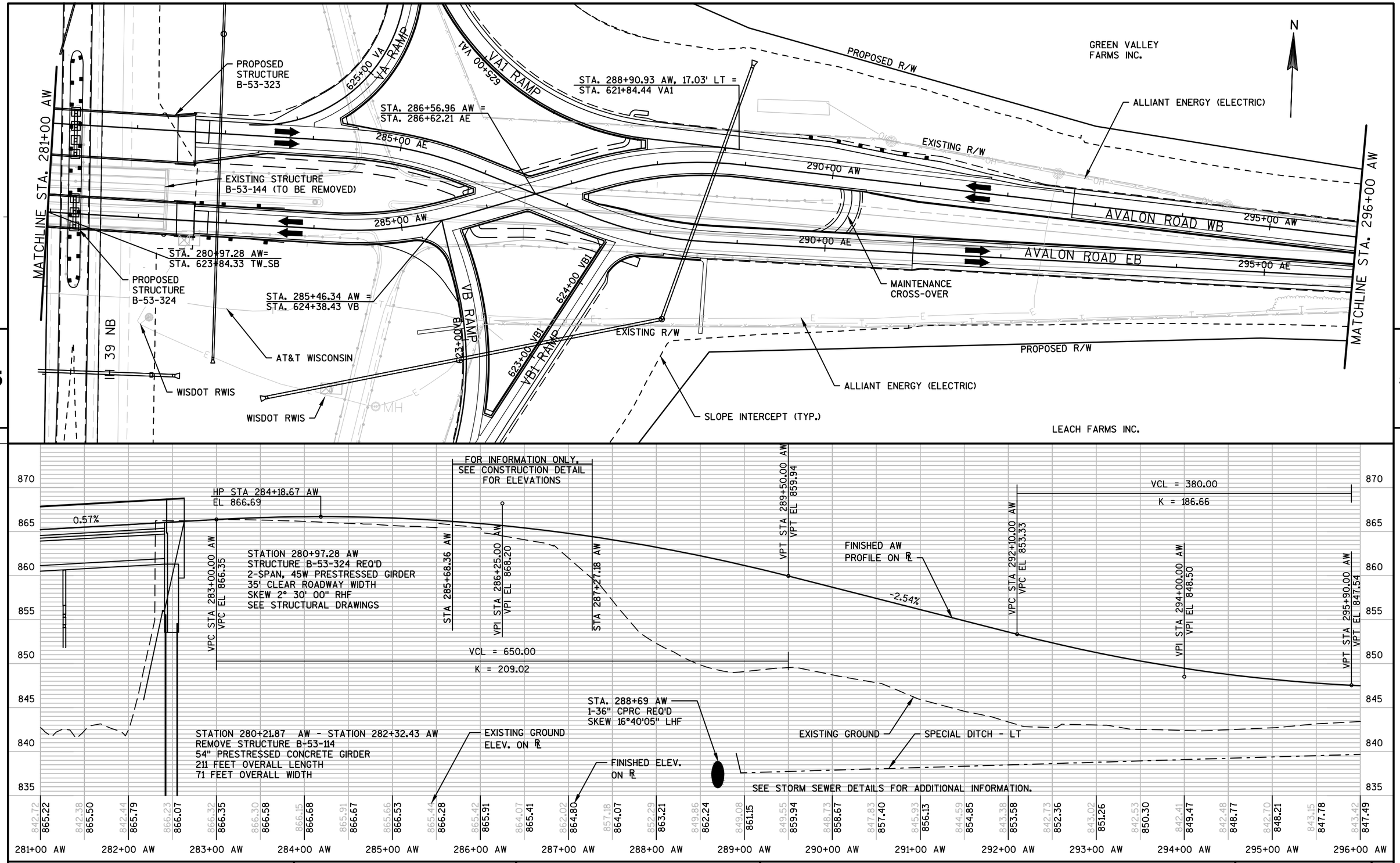
266+00 AW | 267+00 AW | 268+00 AW | 269+00 AW | 270+00 AW | 271+00 AW | 272+00 AW | 273+00 AW | 274+00 AW | 275+00 AW | 276+00 AW | 277+00 AW | 278+00 AW | 279+00 AW | 280+00 AW | 281+00 AW

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: STH 11 WB (AW)	SHEET 372	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\050105_PP.DWG
LAYOUT NAME - 050106_PP

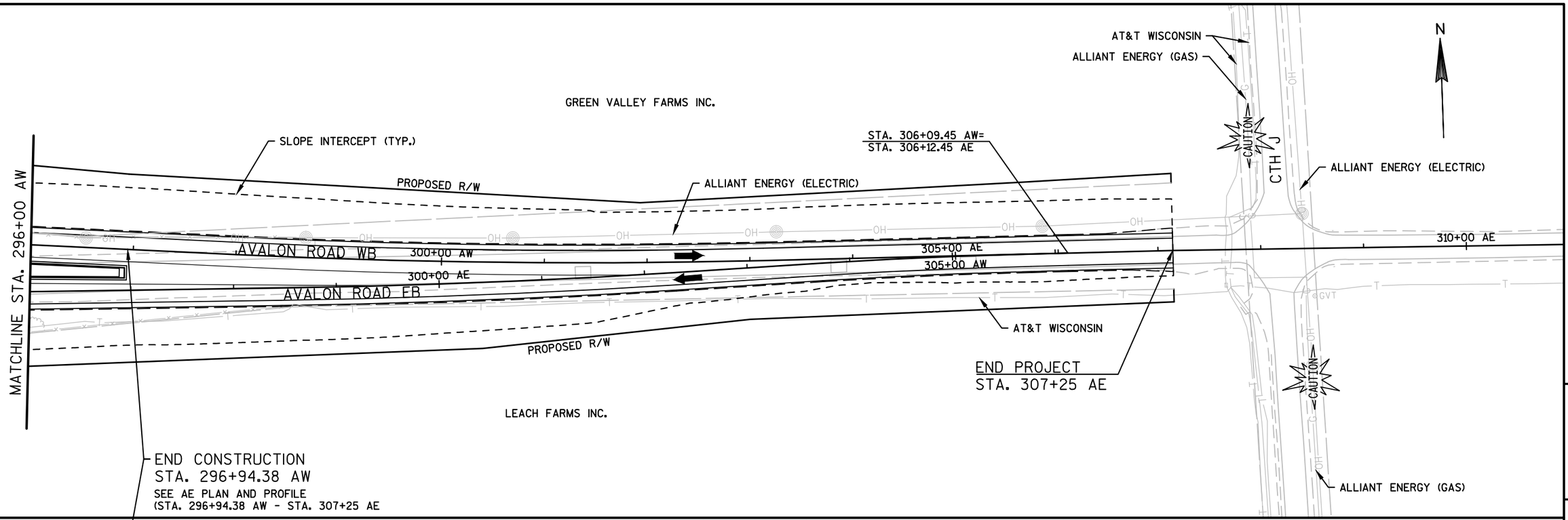
PLOT DATE : 5/26/2015 9:06 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 100'_XREF

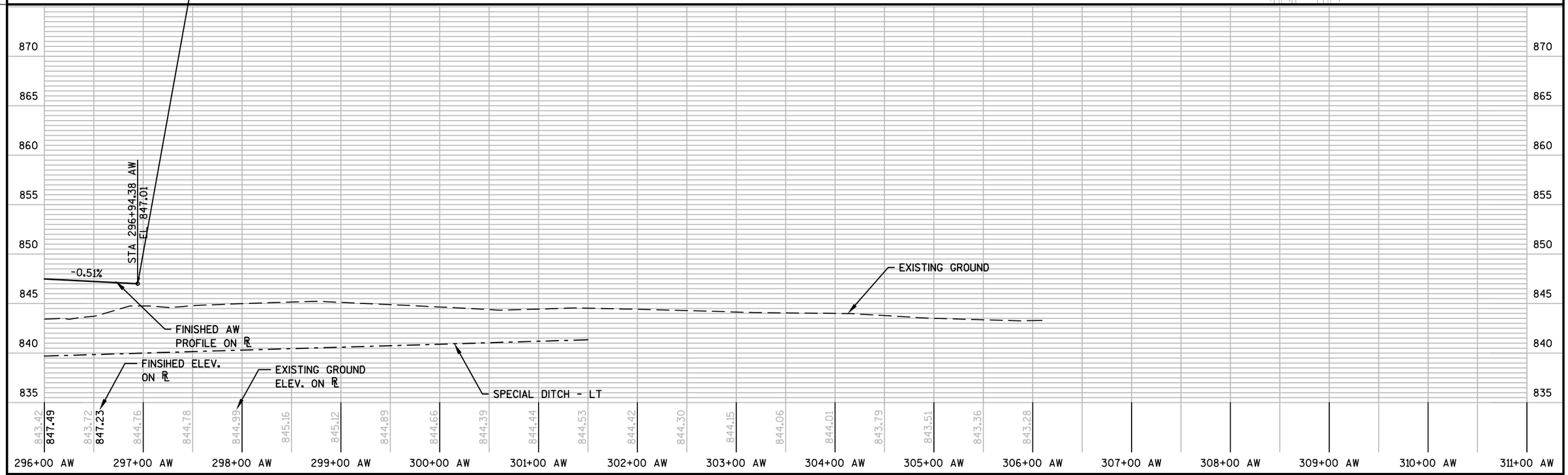
WISDOT/CADDS SHEET 44



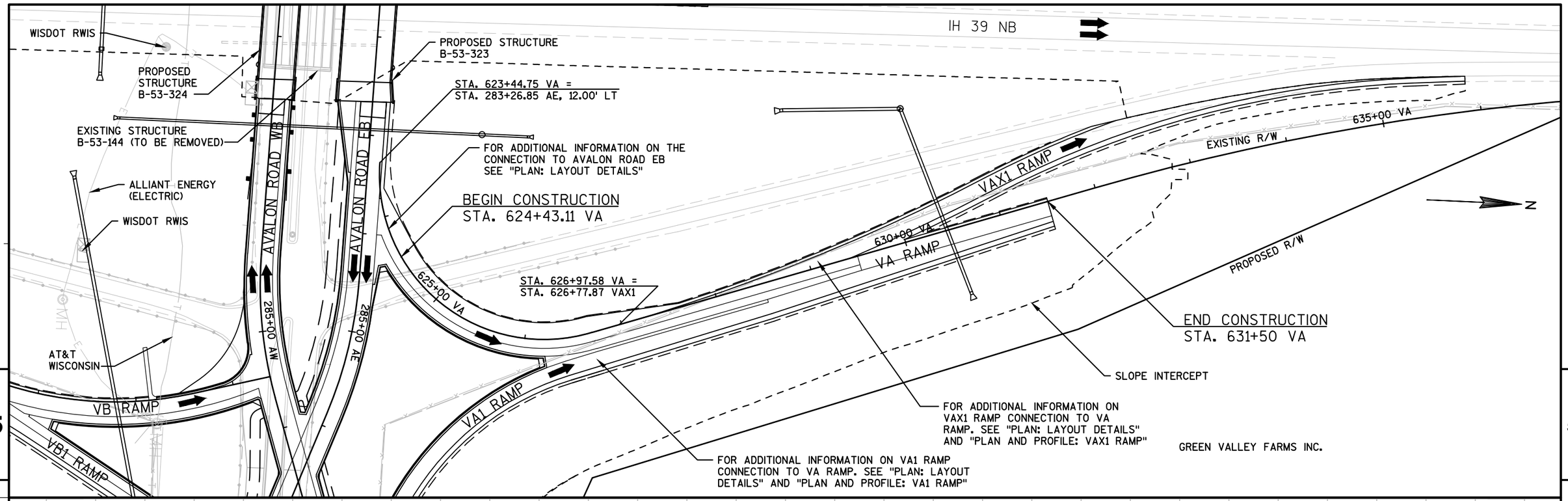
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: AVALON ROAD WB (AW)	SHEET 373 E

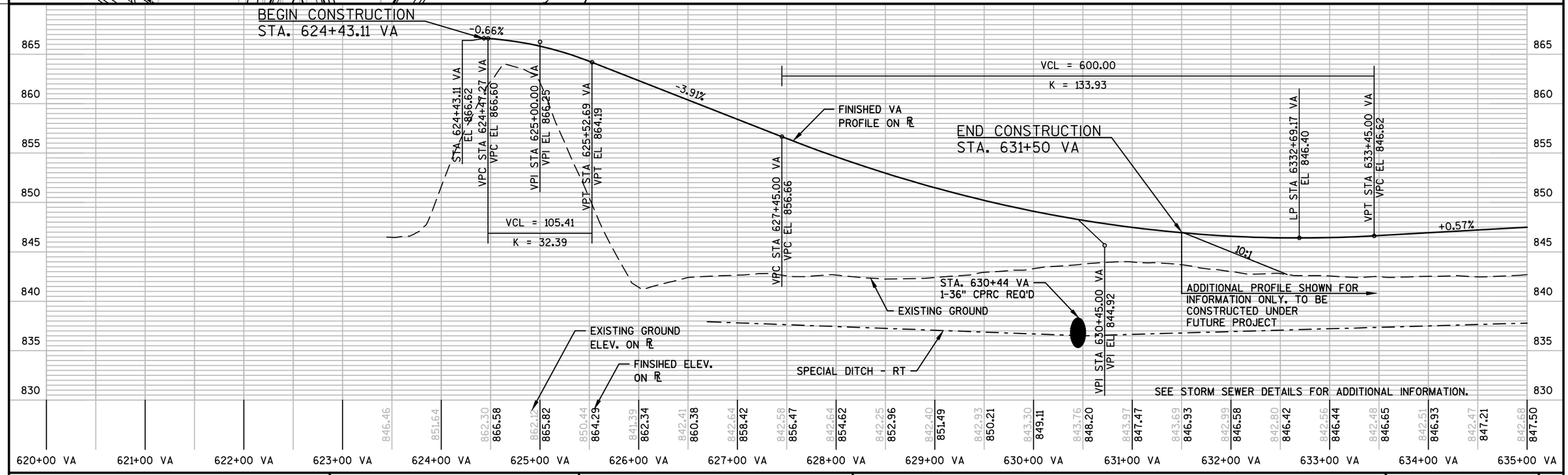
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LAYOUT NAME - 050107_PP
PLOT DATE : 5/26/2015 1:27 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44



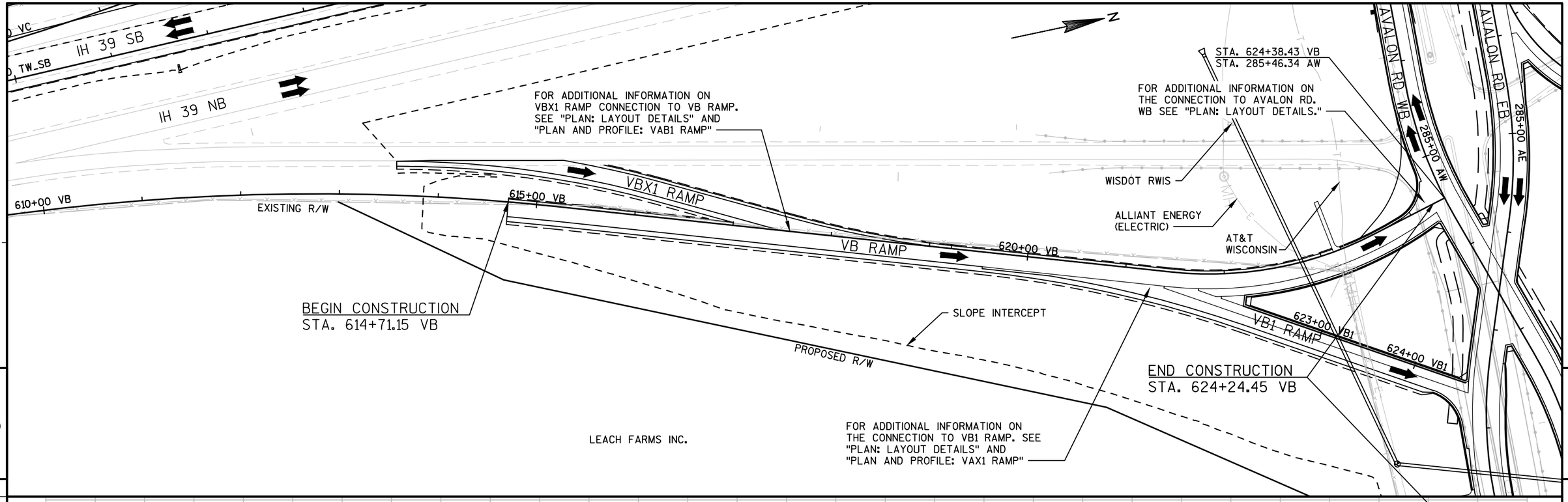


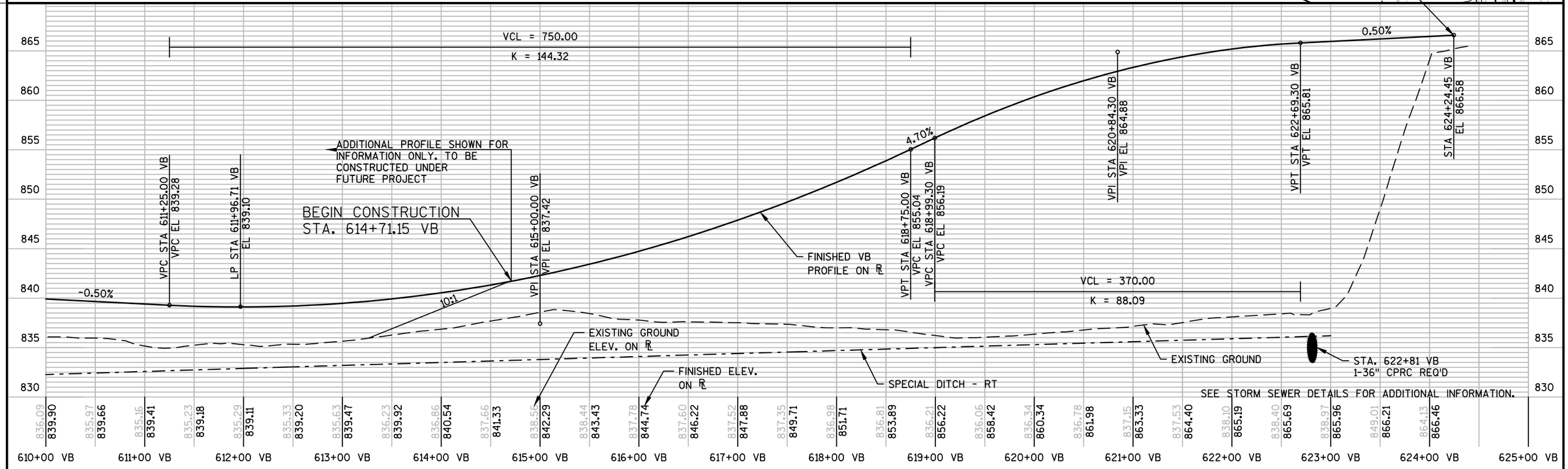
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: AVALON ROAD WB (AW)	SHEET 374	E





PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: VA RAMP	SHEET 375 E





PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: VB RAMP	SHEET 376 E

SEE "PLAN AND PROFILE: VCX1 RAMP" FOR INFORMATION ON INTERIM RAMP CONNECTION

MULDER DAIRY FARMS INC.

FOR ADDITIONAL INFORMATION ON THE CONNECTION TO STH 11 EB. SEE "PLAN: LAYOUT DETAILS"

BEGIN CONSTRUCTION
STA. 614+50 VC

STA. 625+54.52 VC =
STA. 274+74.40 AE, 29.78' RT

END CONSTRUCTION
STA. 625+54.52 VC

SLOPE INTERCEPT (TYP.)

PROPOSED R/W

EXISTING R/W

615+00 VC

STA. 621+34.76 VC =
STA. 622+32.17 VC1, 11.86' LT

AT&T WISCONSIN

620+00 VC

VC RAMP

622+00 VC1

623+00 VC1

VC1 RAMP

624+00 VC1

625+00 VC

STH 11 EB

STH 11 WB

215+00 AE

215+00 AW

VD RAMP

625+00 VD

615+00 TW_SB

IH 39 NB

IH 39 SB

FOR ADDITIONAL INFORMATION ON VC1 RAMP CONNECTION TO VC RAMP. SEE "PLAN: LAYOUT DETAILS" AND "PLAN AND PROFILE: VC1 RAMP"

AT&T WISCONSIN

5

5

SEE "PLAN AND PROFILE: VCX1 RAMP" FOR INFORMATION ON INTERIM RAMP CONNECTION

VCL = 650.00

K = 144.74

VPC STA 613+75.00 VC
VPC EL 840.32

LP STA 614+47.37 VC
EL 840.14

BEGIN CONSTRUCTION
STA. 614+50 VC

VPI STA 617+00.00 VC
VPI EL 838.70

FINISHED VC PROFILE ON ℄

VPT STA 620+25.00
VPC EL 851.67

VPC STA 620+40.00 VC
VPC EL 852.27

HP STA 623+21.75 VC
EL 857.89

VPI STA 622+40.00 VC
VPI EL 860.25

VPT STA 624+40.00 VC
VPT EL 856.90

STA 625+54.52 VC
EL 854.98

END CONSTRUCTION
STA. 625+54.52 VC

-0.50%

3.99%

-1.67%

EXISTING GROUND

ADDITIONAL PROFILE SHOWN FOR INFORMATION ONLY. TO BE CONSTRUCTED UNDER FUTURE PROJECT

SPECIAL DITCH - LT

VCL = 400.00

K = 70.60

EXISTING GROUND ELEV. ON ℄

FINISHED ELEV. ON ℄

STA. 616+50 VC
1-24" CPRC REQ'D
SKEW 44°52'44" RHF

SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION.

612+00 VC	613+00 VC	614+00 VC	615+00 VC	616+00 VC	617+00 VC	618+00 VC	619+00 VC	620+00 VC	621+00 VC	622+00 VC	623+00 VC	624+00 VC	625+00 VC	626+00 VC	627+00 VC
837.06 841.20	835.06 840.95	833.72 840.70	834.32 840.45	834.93 840.22	835.04 840.14	834.51 840.24	834.65 840.51	834.38 840.95	834.49 841.56	835.40 842.35	835.78 843.31	836.32 844.44	837.39 845.74	838.05 847.22	837.98 848.87	837.63 850.69	837.81 852.66	837.96 854.41	837.99 855.80	838.30 856.84	838.54 857.53	838.56 857.86	840.20 857.83	844.07 857.46	851.22 856.73	852.90 855.90	853.70 855.06	853.13	852.41

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: VC RAMP	SHEET 377	E

STA. 623+60.25 VD=
STA. 275+36.22 AW

FOR ADDITIONAL INFORMATION ON
THE CONNECTION TO STH 11 WB
SEE "PLAN: LAYOUT DETAILS."

DEBRA COOKE -
DAVID JOHNSON

BEGIN CONSTRUCTION
STA. 623+80.35 VD

N

SEE "PLAN AND PROFILE: VDX1 RAMP"
FOR INFORMATION ON INTERIM RAMP
CONNECTION

PROPOSED R/W

SLOPE INTERCEPT

END CONSTRUCTION
STA. 634+00 VD

275+00AW

275+00AE

625+00VD VD RAMP

635+00VD

630+00VD

625+00VD1 VD1 RAMP

EXISTING R/W

635+00 TW_SB

IH 39 SB

IH 39 NB

STH 11 WB

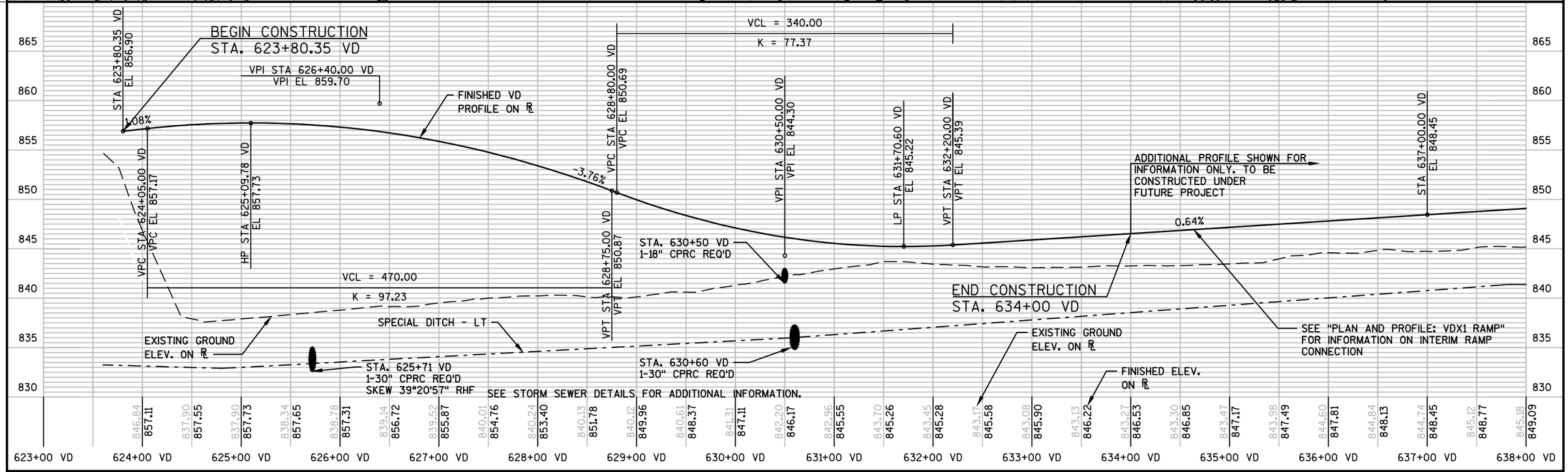
STH 11 EB

FOR ADDITIONAL INFORMATION ON
VD1 RAMP CONNECTION TO VD RAMP.
SEE "PLAN: LAYOUT DETAILS" AND
"PLAN AND PROFILE: VD1 RAMP"

MONITORING WELLS TO BE
ABANDONED AND RELOCATED
BY OTHERS PRIOR TO CONSTRUCTION

5

5

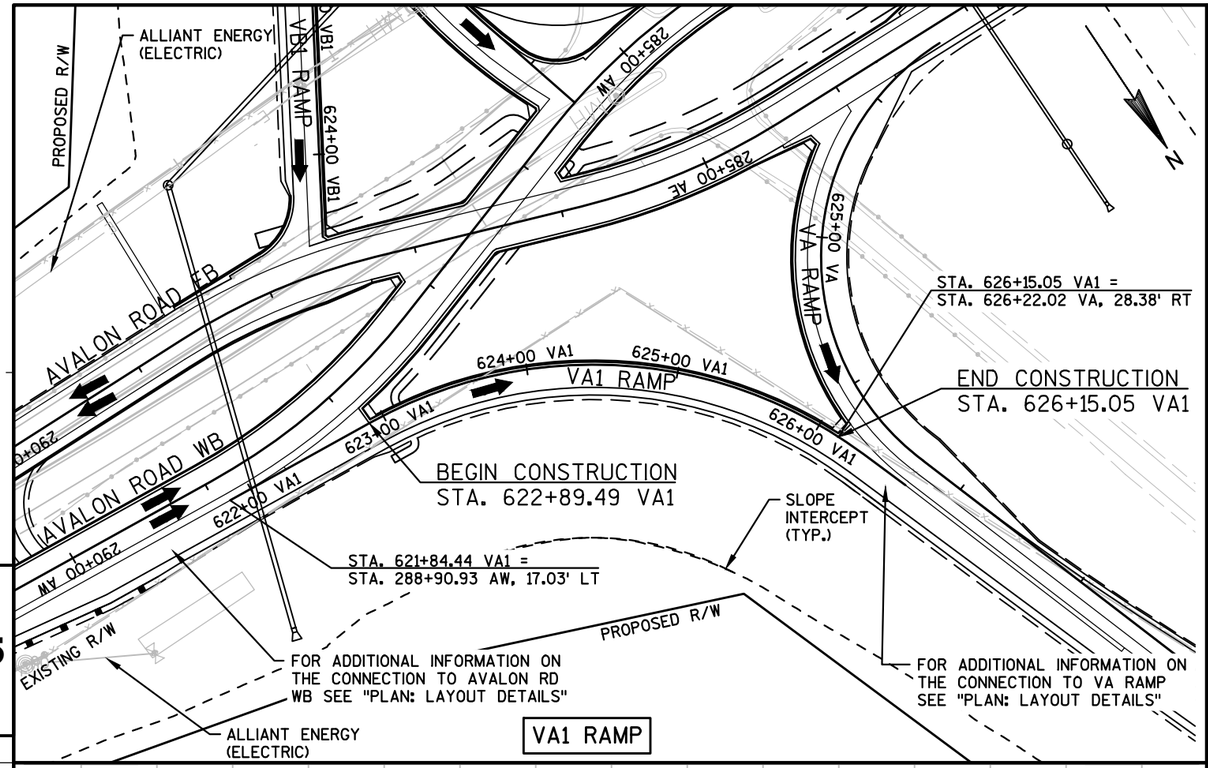


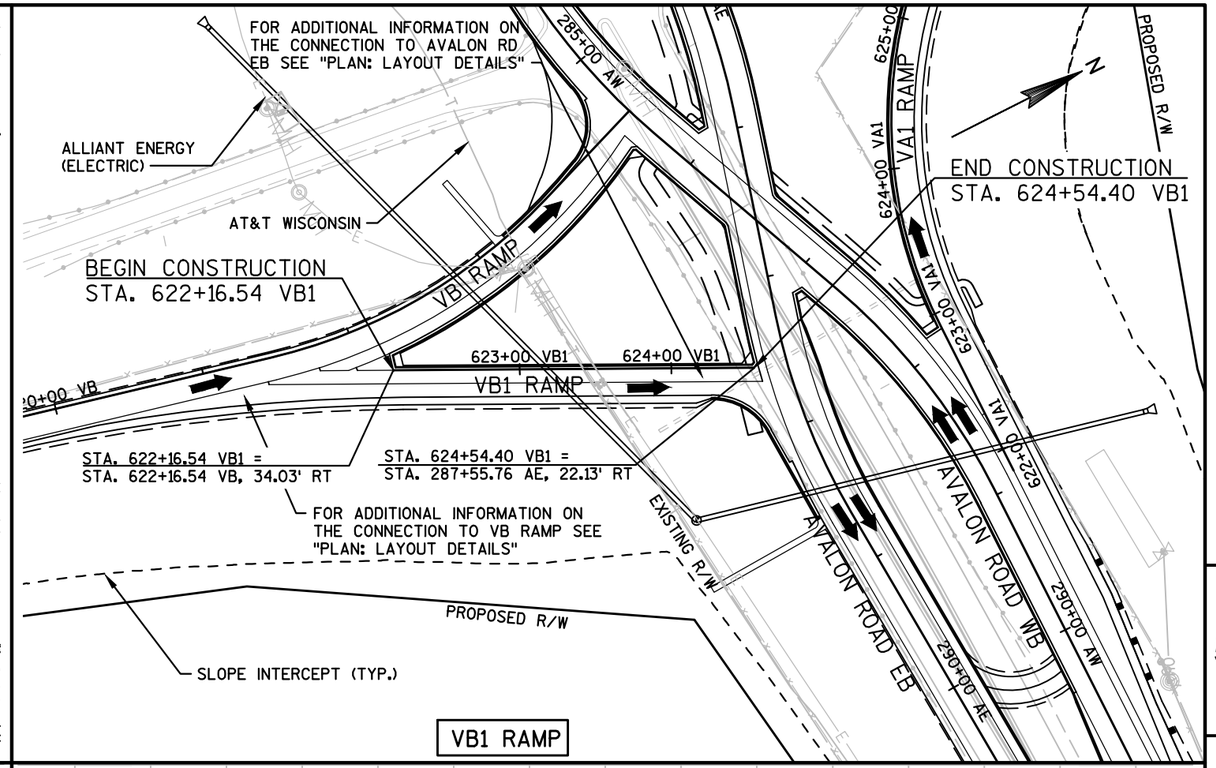
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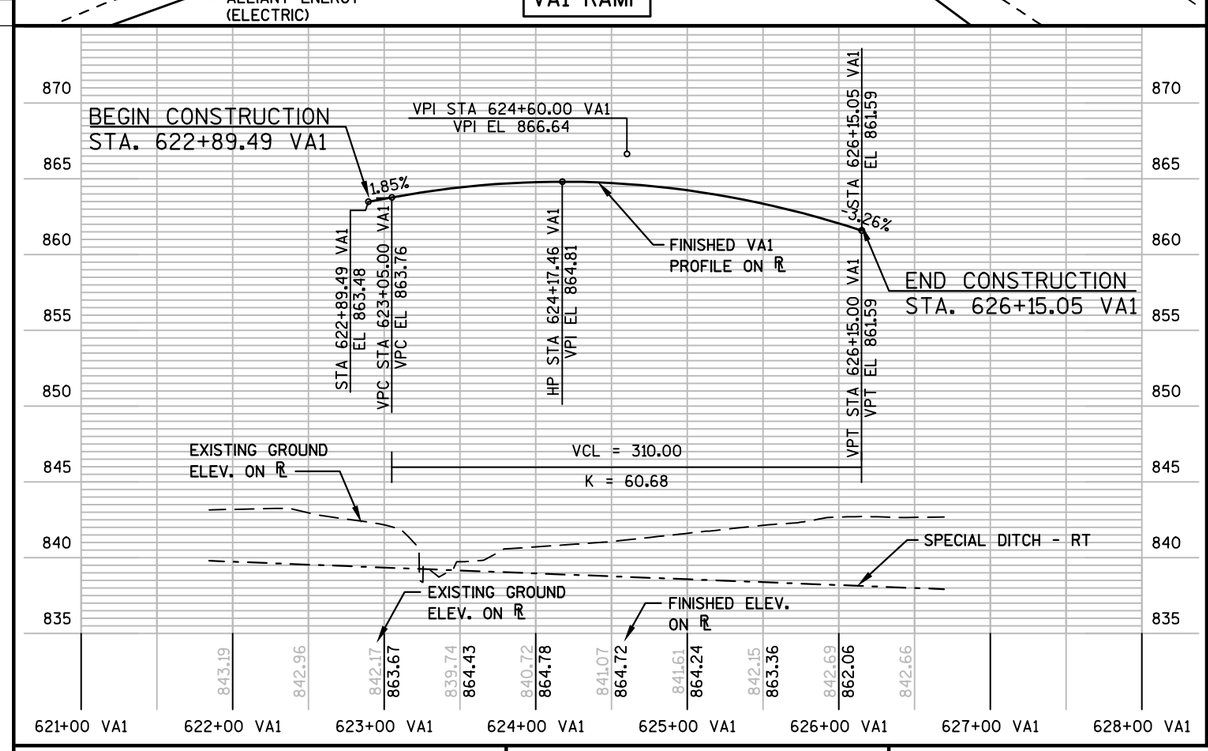
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LAYOUT NAME - VD_050112_PP

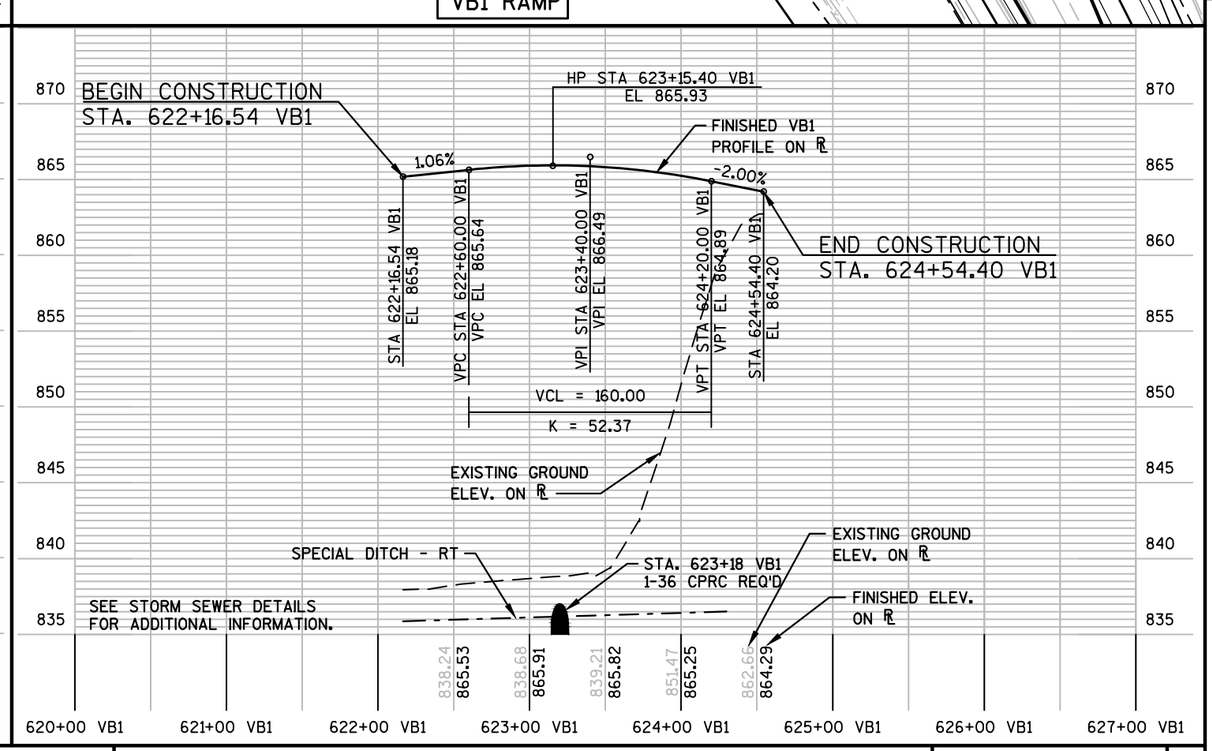
PLOT DATE : 5/26/2015 9:28 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

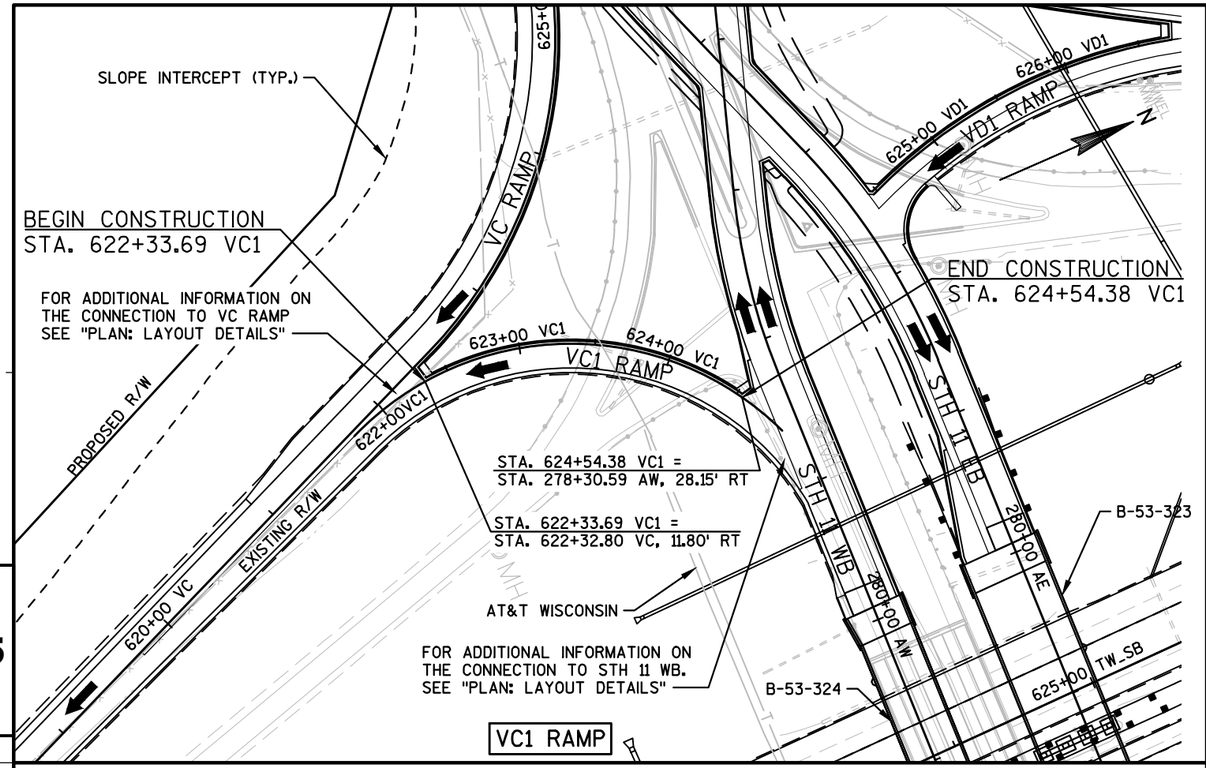


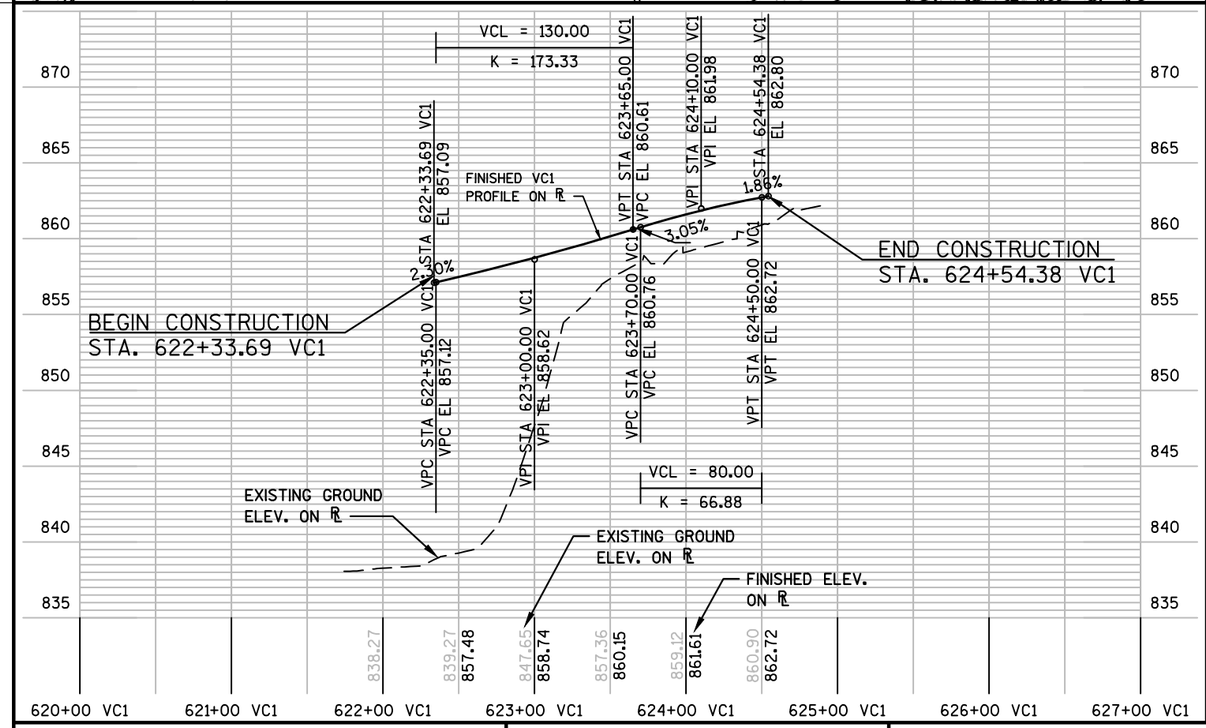




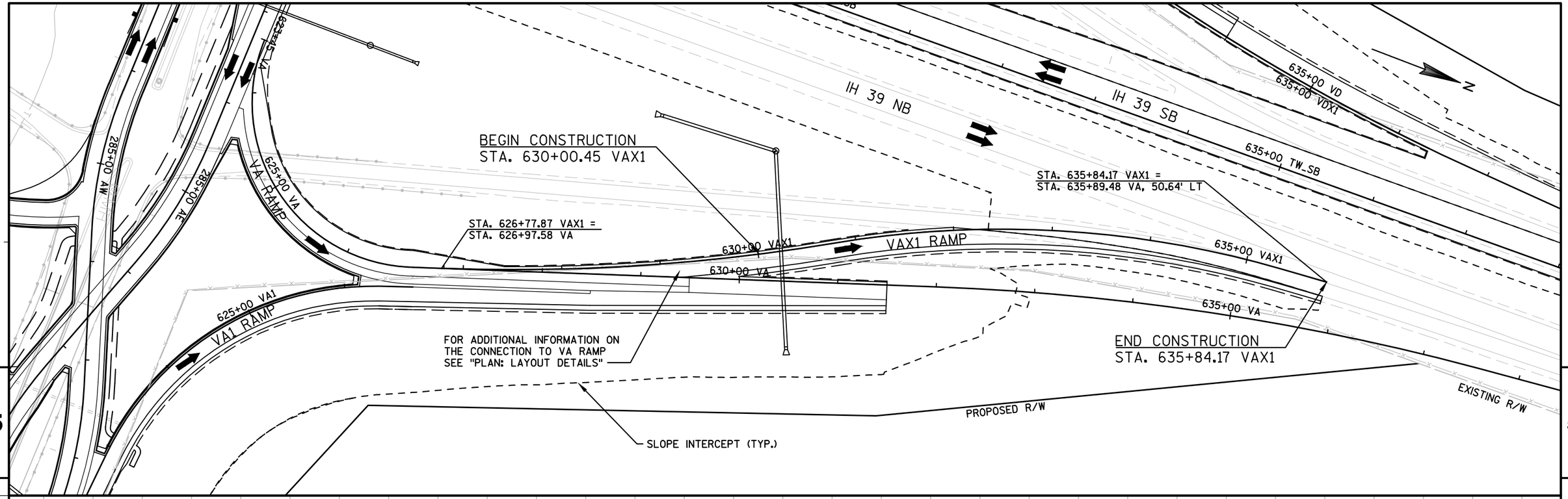


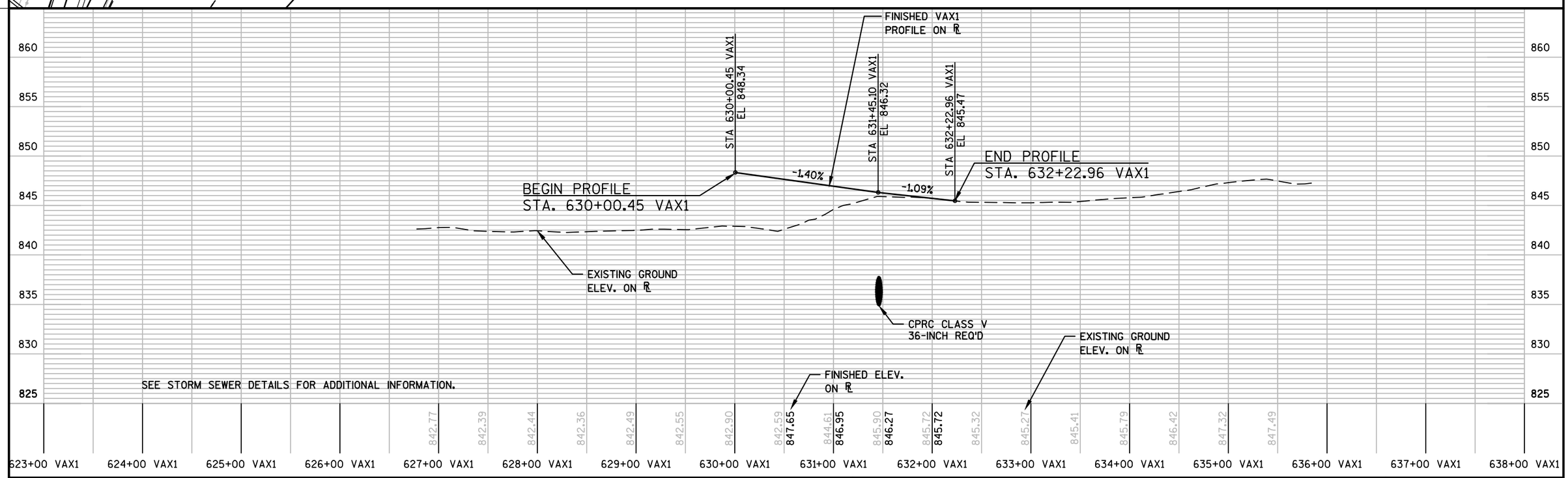
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: VA1 RAMP AND VB1 RAMP	SHEET 379	E



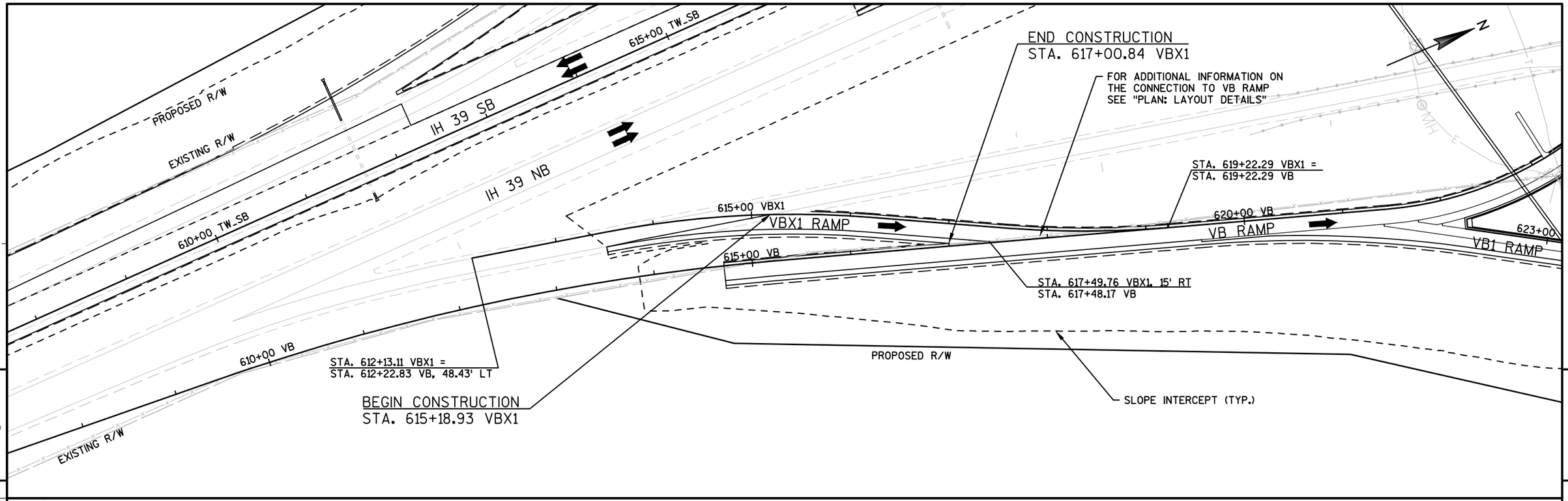


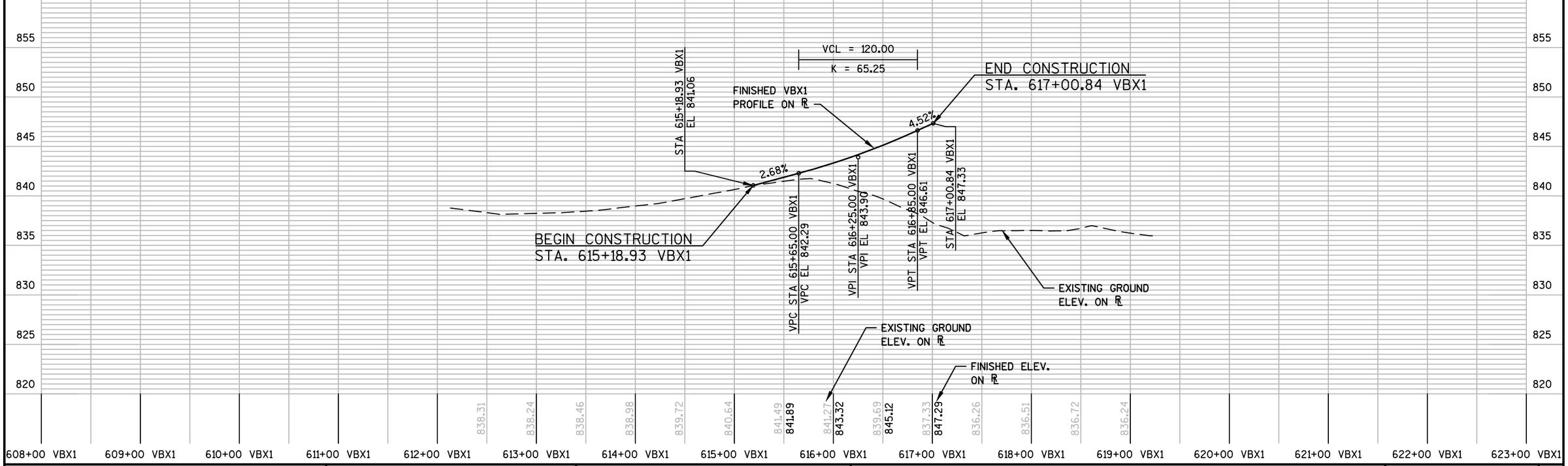
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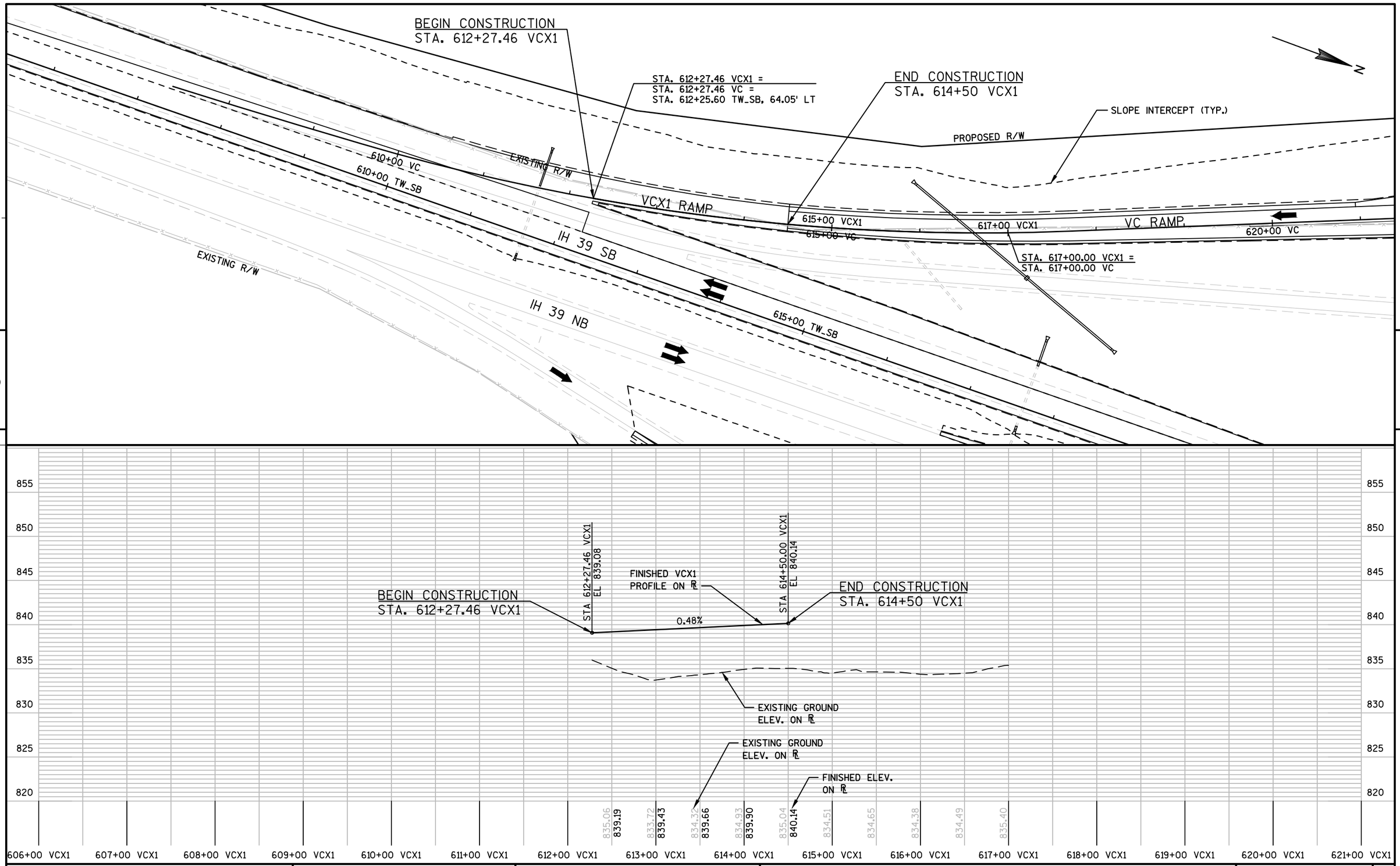
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: VAX1 RAMP	SHEET 381 E





PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: VBX1 RAMP	SHEET 382	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\050116_PP.DWG
LAYOUT NAME - VBX1_050116_PP
PLOT DATE : 4/17/2015 1:13 PM
PLOT BY : GRADY, NED
PLOT NAME :
PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

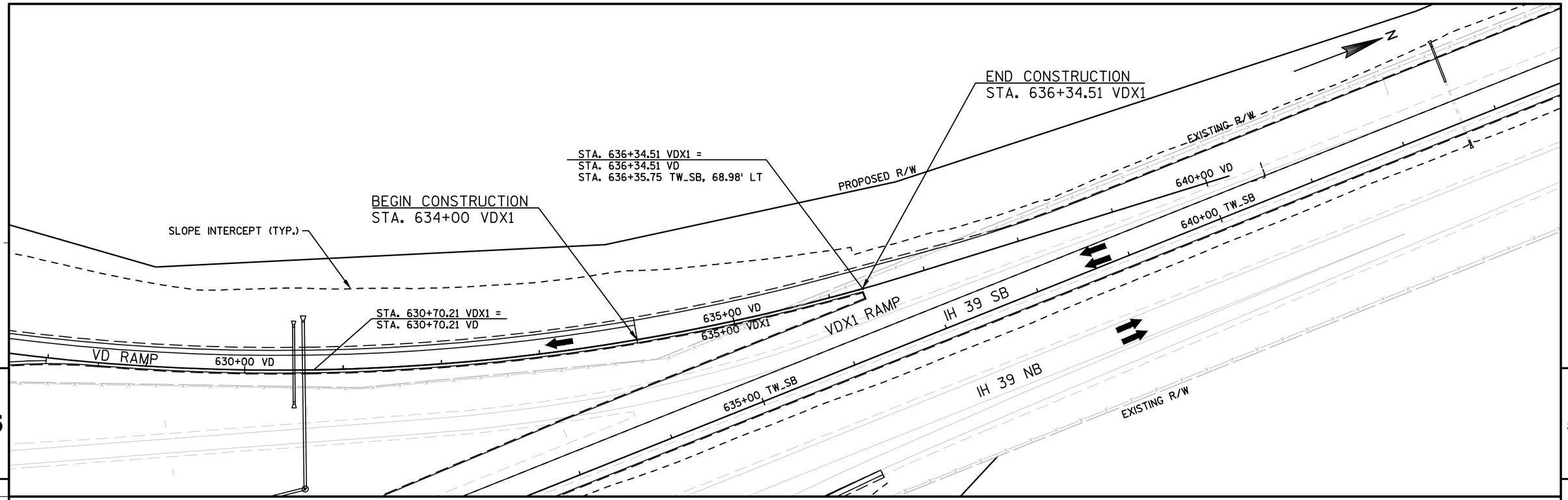


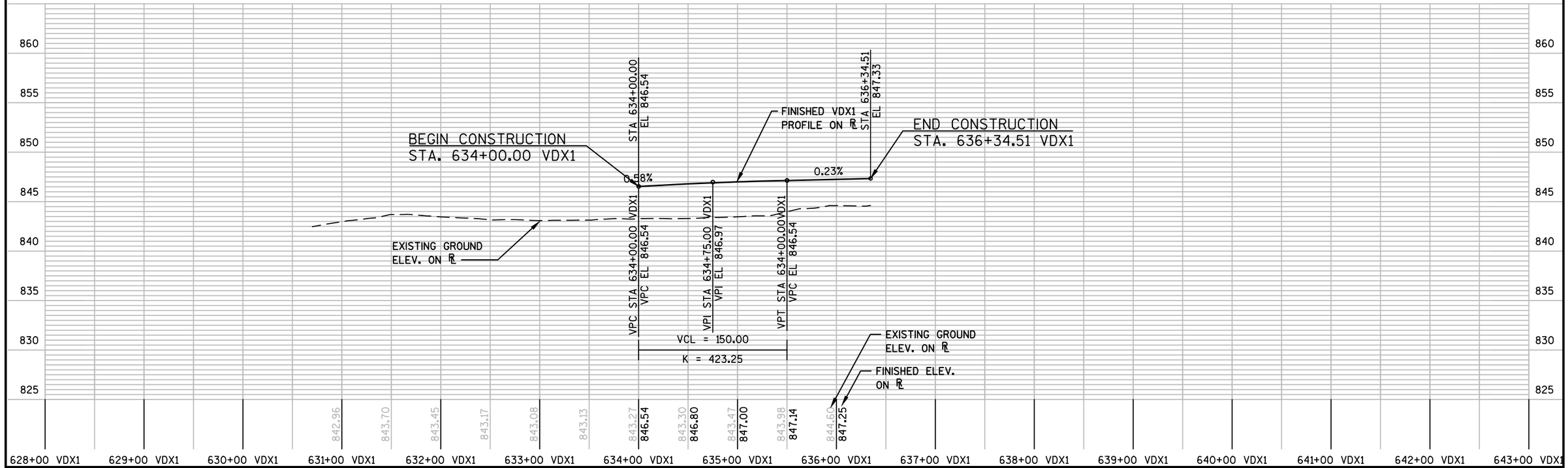
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FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\SHEETSPLAN\050117_PP.DWG
LAYOUT NAME - VCX1_050117_PP

PLOT DATE : 5/27/2015 3:14 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44





PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PLAN AND PROFILE: VDX1 RAMP	SHEET 384	E

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-08	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-06A	CONCRETE BASE TYPE 13
09C12-06B	CONCRETE BASE TYPE 13
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-06D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-06E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-03A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09H11-01	IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B02-07A	CONCRETE BRIDGE APPROACH
13B02-07B	STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-11A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C16-02A	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C16-02B	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

6

Standard Detail Drawing List

14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B28-03	GUARDRAIL MOW STRIP
14B29-01	SAFETY EDGE
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-02	FLEXIBLE DELINEATOR POST
15A06-02	DELINEATOR LAYOUT
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C15-03	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-02B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-05	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-03A	BICYCLE LANE MARKING
15C29-03B	BICYCLE LANE MARKING
15C29-03E	PAVEMENT MARKING FOR BIKE LANES
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-05B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-02	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-02	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D35-01A	RAMP GATE HARD WIRED

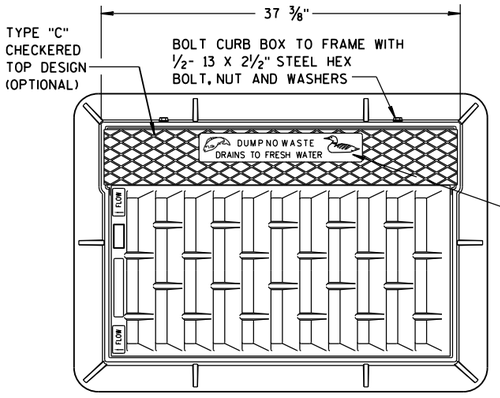
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Standard Detail Drawing List

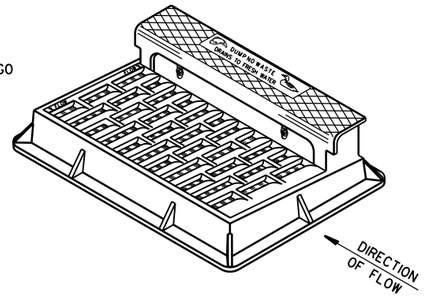
15D35-01B	RAMP GATE HARD WIRED
15D35-01C	RAMP GATE HARD WIRED
15D35-01D	RAMP GATE HARD WIRED
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

6

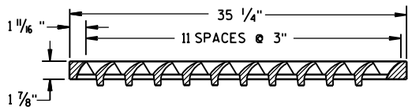
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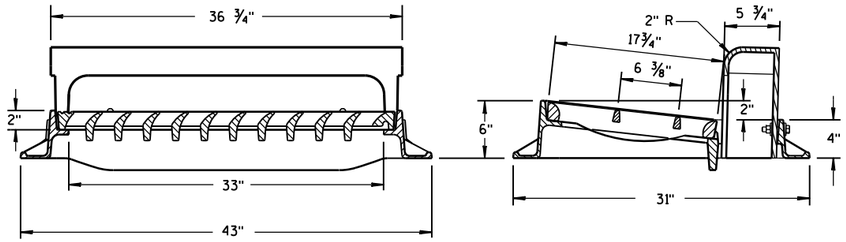


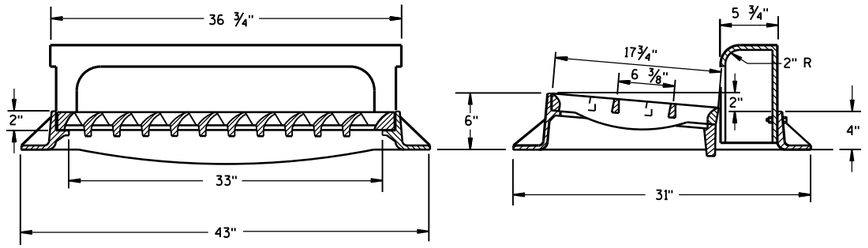
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

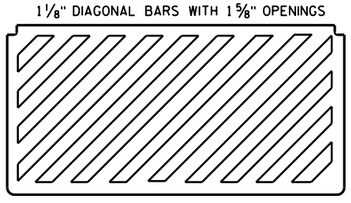






TYPE "H"

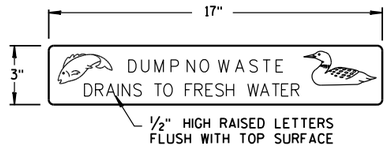
NOTE: EITHER CASTING IS ACCEPTABLE



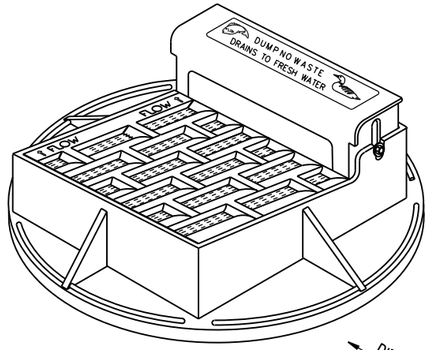
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

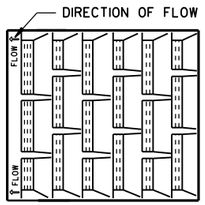
NOTE:
GRATE IS REVERSIBLE.

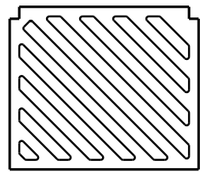
GENERAL NOTES

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

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

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

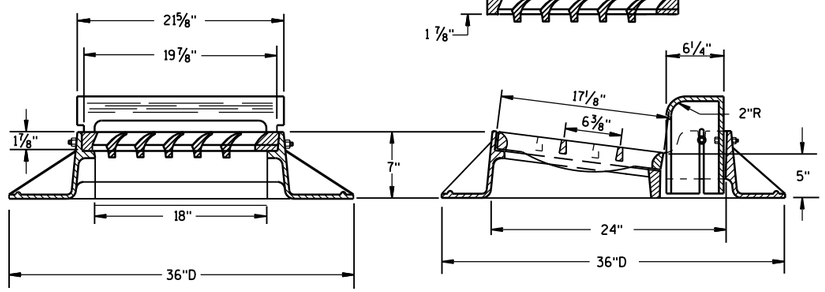




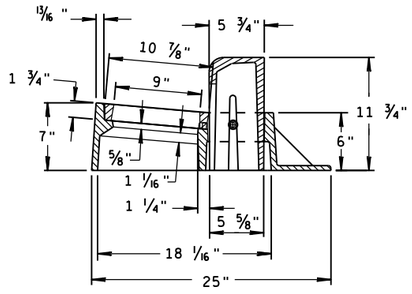
SPECIAL GRATE FOR TYPE "A" COVER

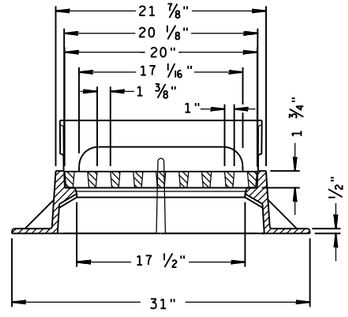
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

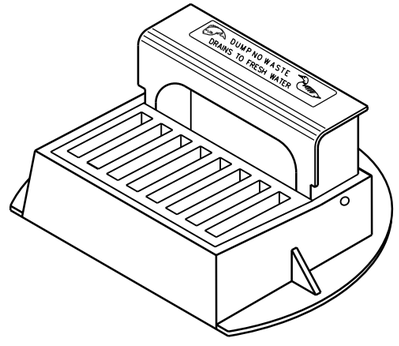


TYPE "A"





TYPE "Z"



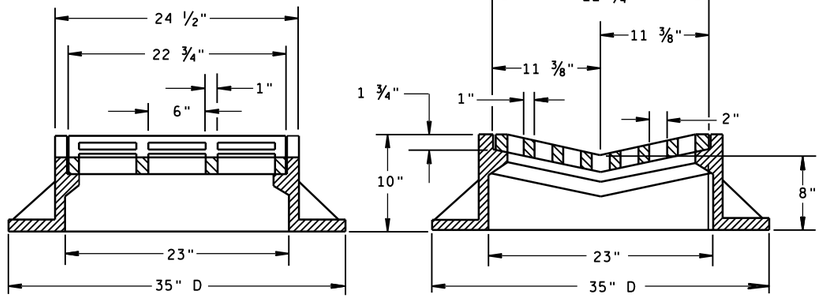
INLET COVERS
TYPE A, H, A-S, H-S & Z

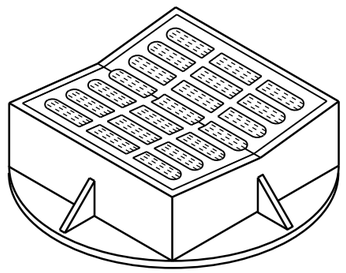
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

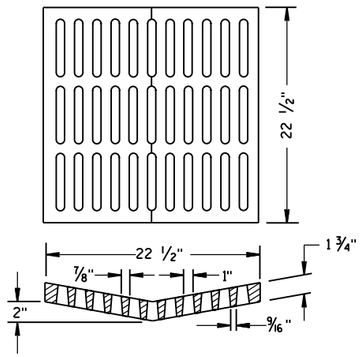
6

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



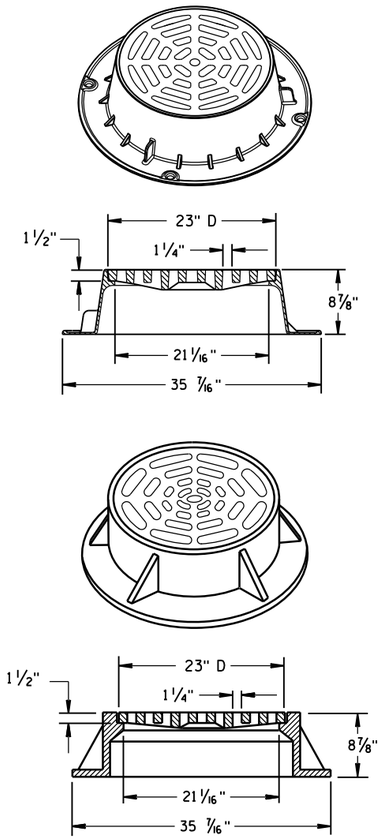


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

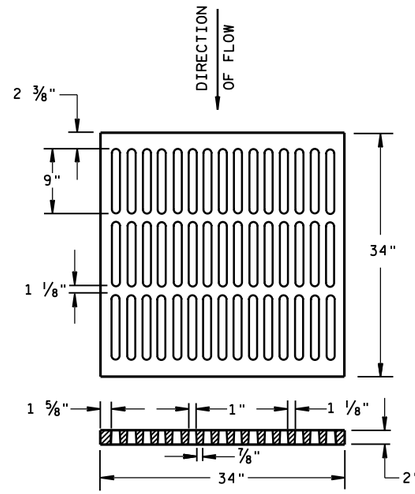
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

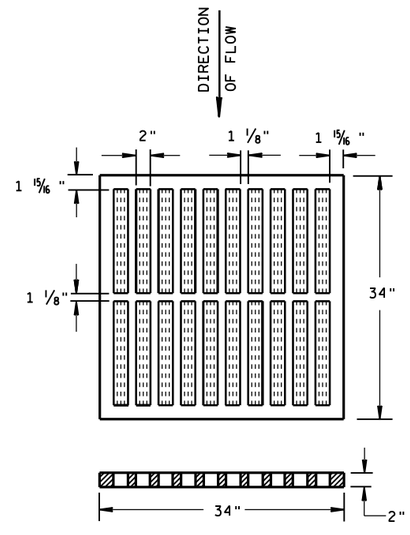
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



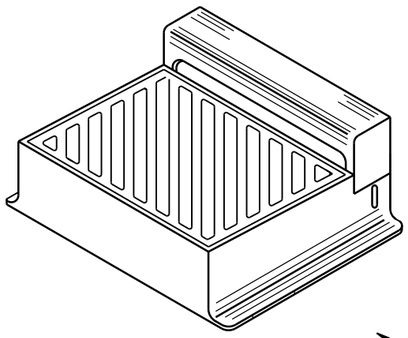
ALTERNATIVE TYPE "MS"

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

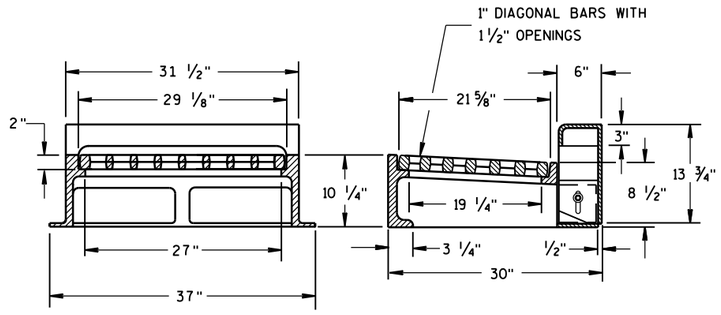


TYPE "MS"

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



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

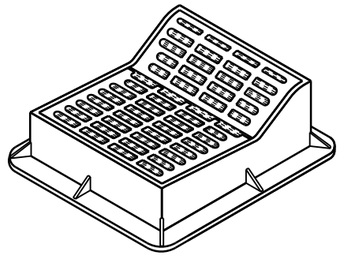
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

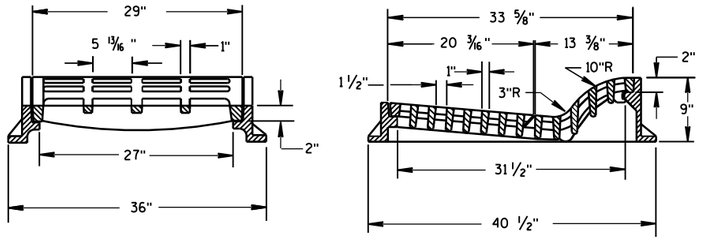
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

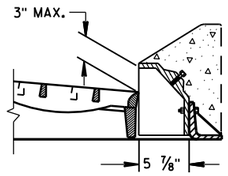
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

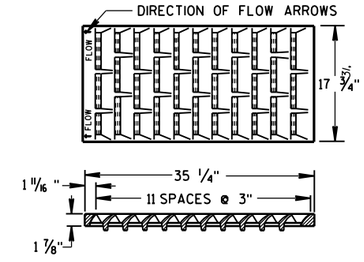
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

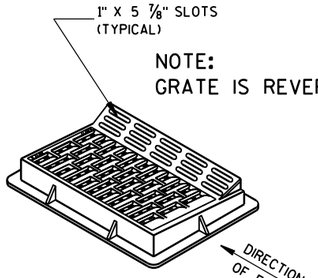
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

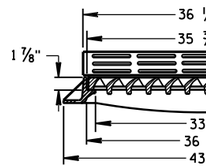
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

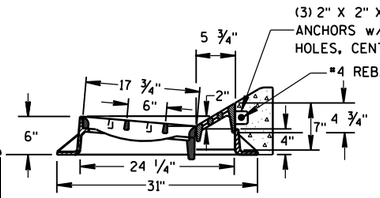
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





NOTE:
GRATE IS REVERSIBLE.

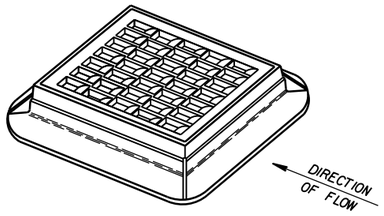


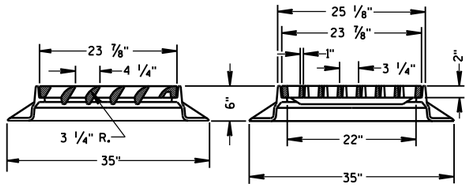


TYPE "HM"

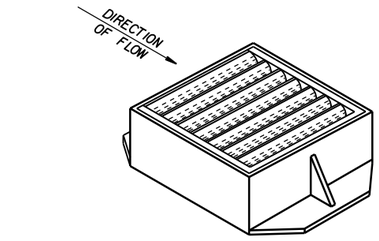
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

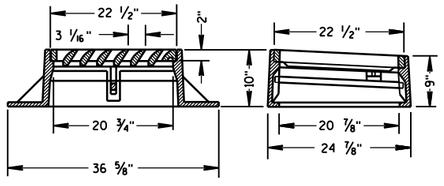
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



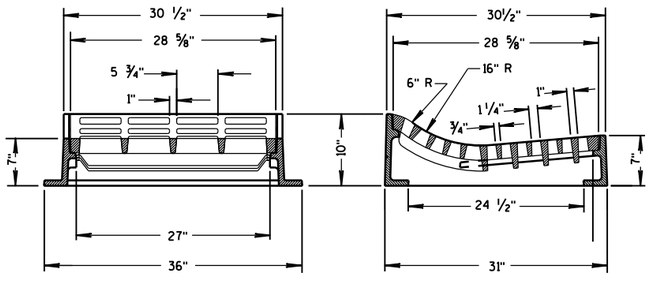


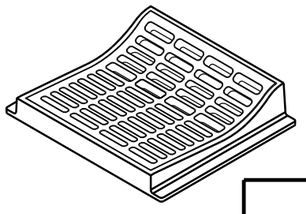
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

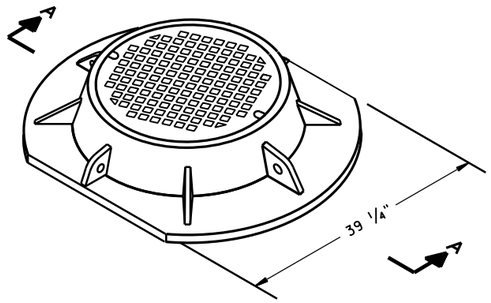
APPROVED
11/27/2013
DATE

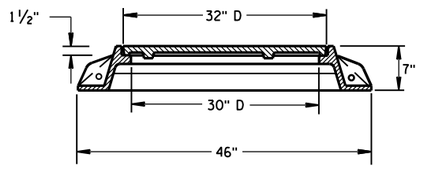
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

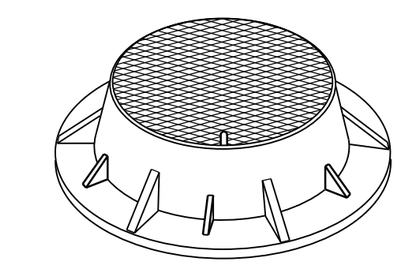
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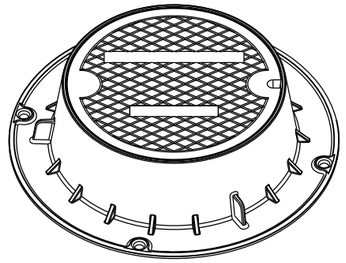
S.D.D. 8 A 5-19c

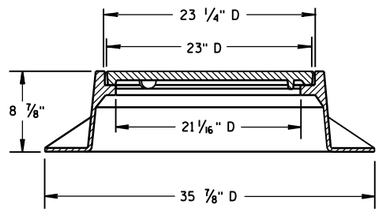


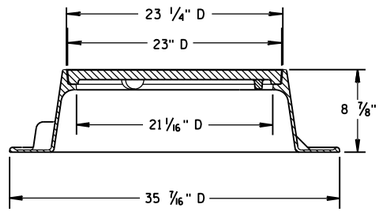


SECTION A-A
TYPE "K"









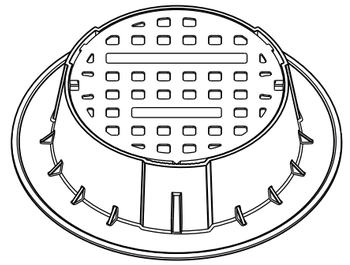
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

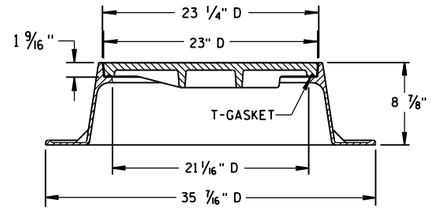
GENERAL NOTES

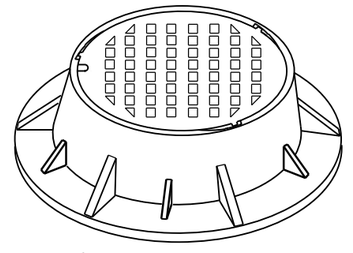
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

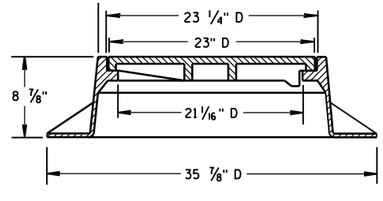
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

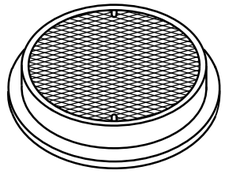


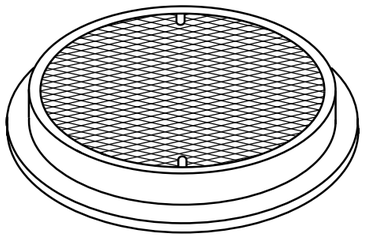


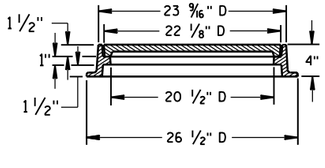




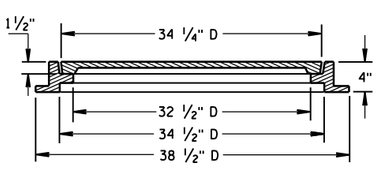
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



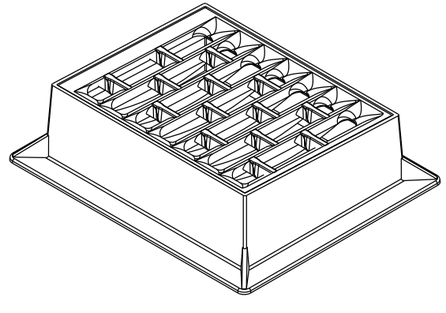


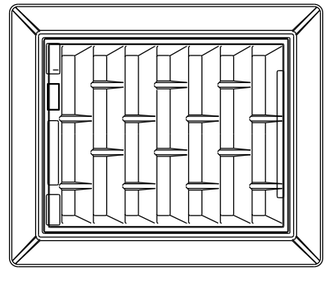


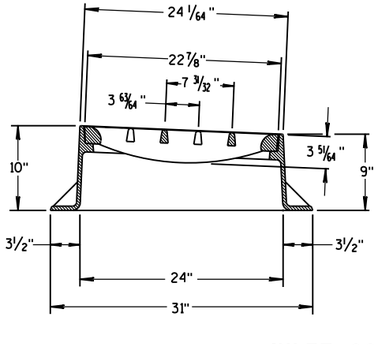
TYPE "L"

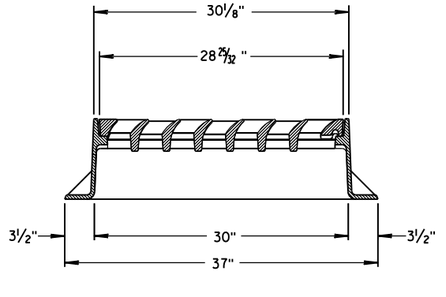


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

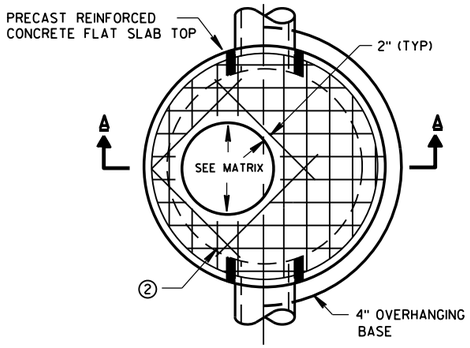
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

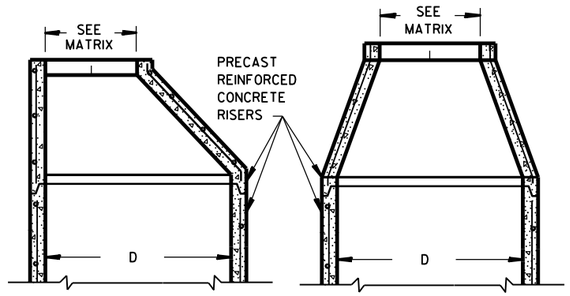
S.D.D. 8 A 5-19d

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

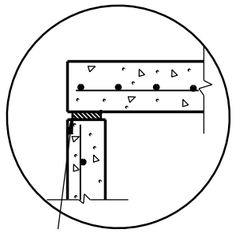


PLAN VIEW CIRCULAR OPENING

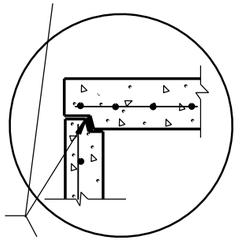


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

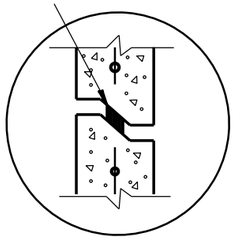


TOP WITH PLAIN END JOINT



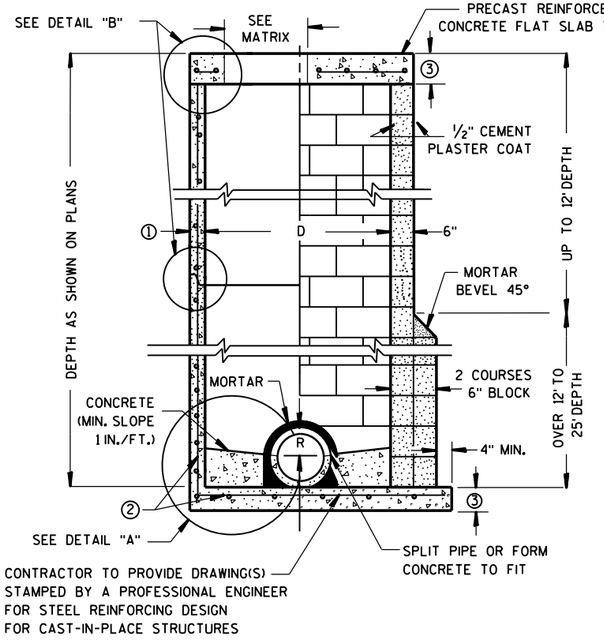
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



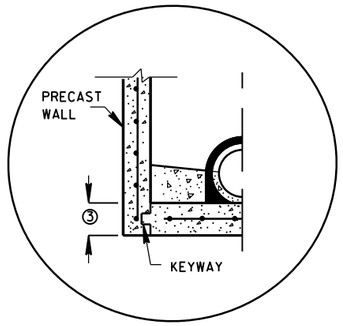
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

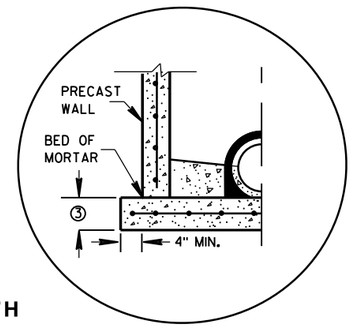


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

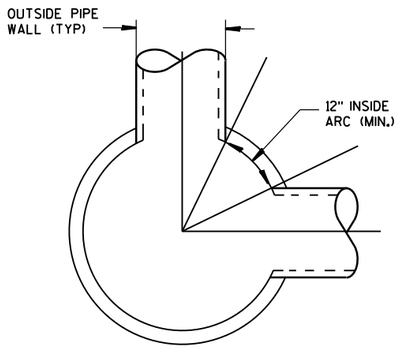


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

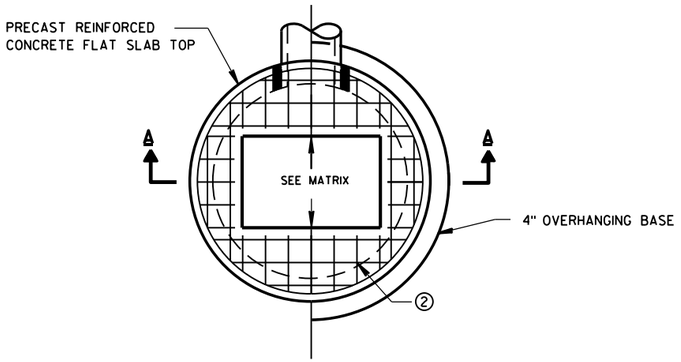
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

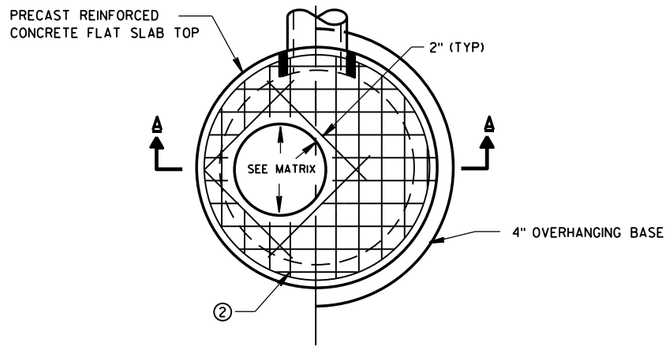
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

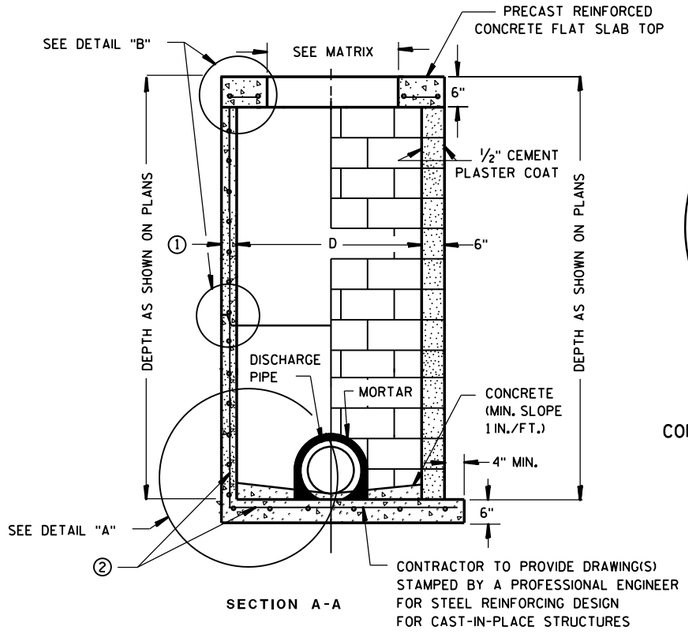
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PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

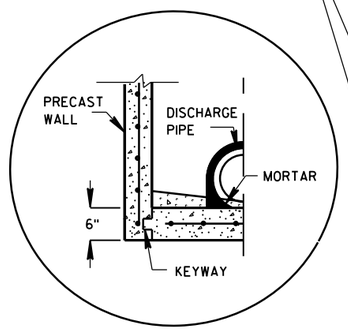


SECTION A-A

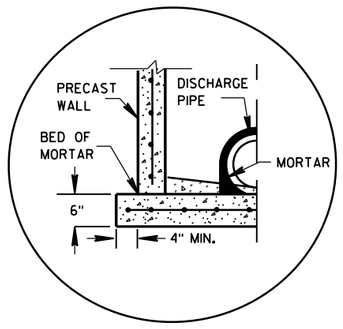
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

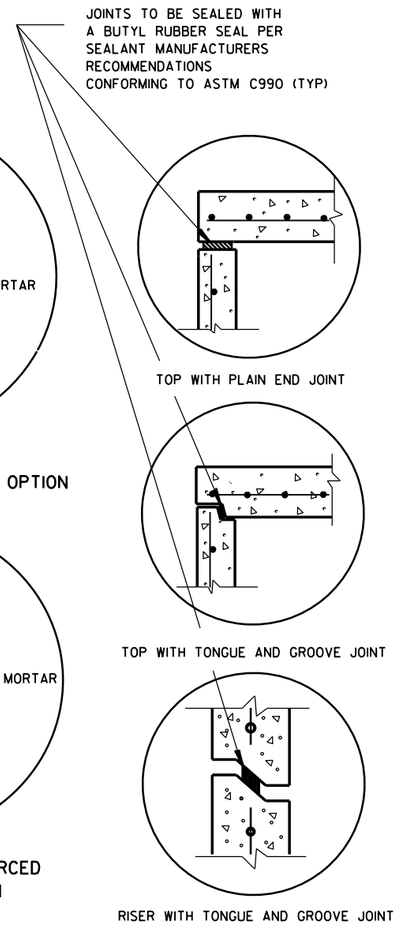


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

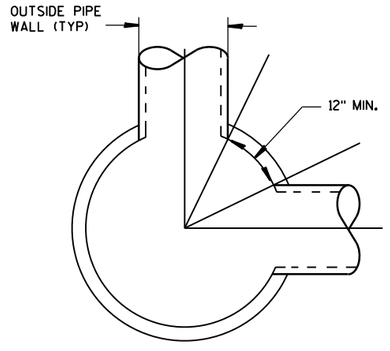
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

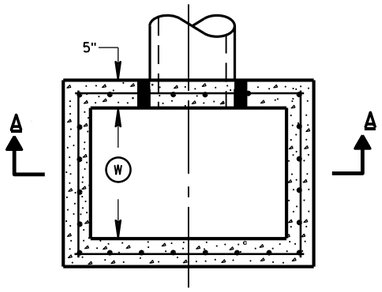
INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

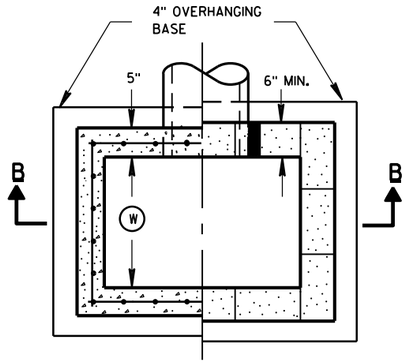
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

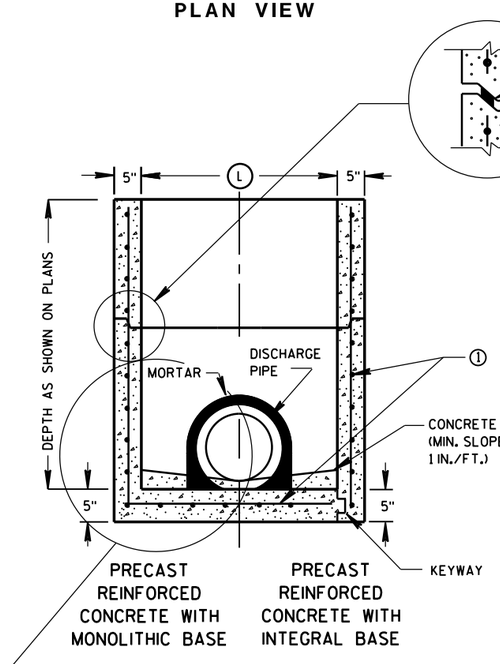
INLETS 3-FT AND 4-FT DIAMETER



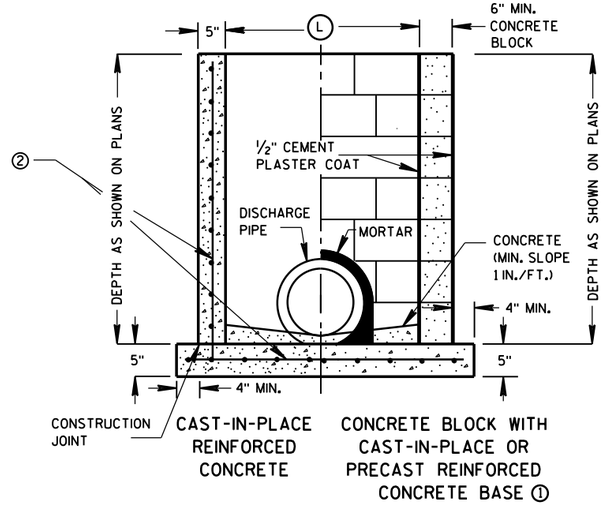
PLAN VIEW



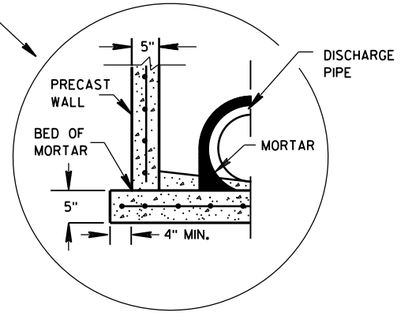
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

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

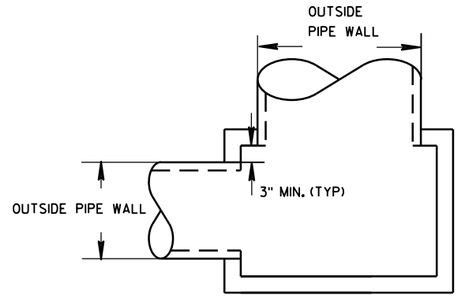
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

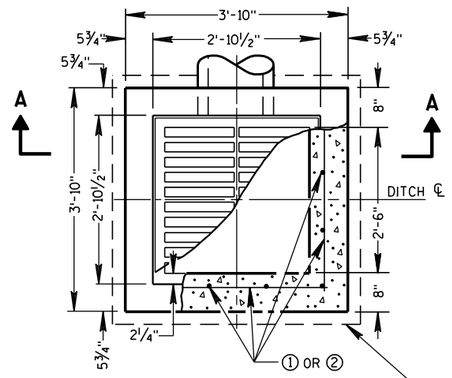
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

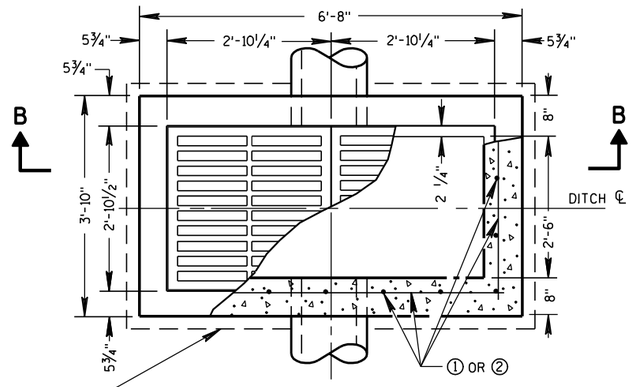
APPROVED
6/5/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER

6
S.D.D. 8 C 7-1

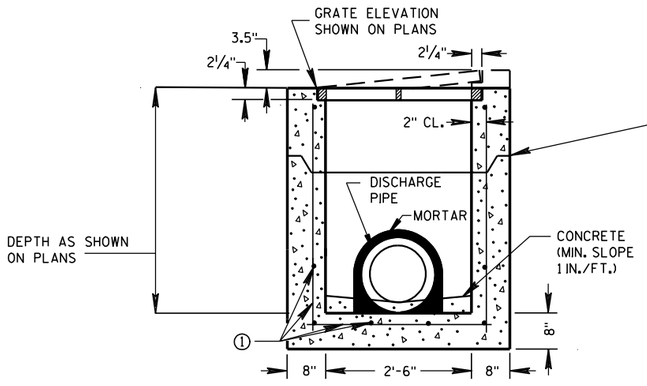


PLAN VIEW

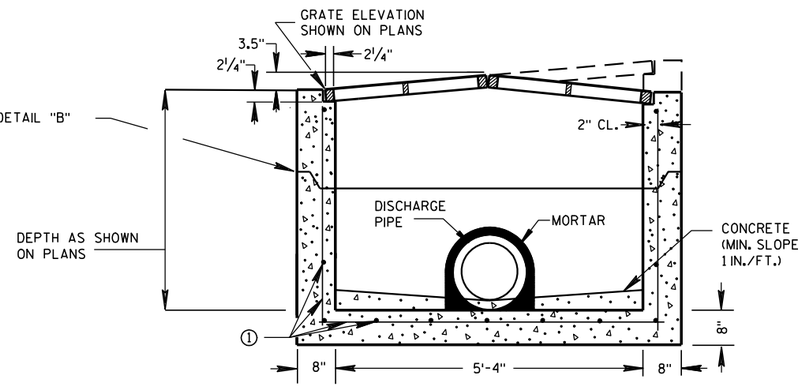


PLAN VIEW

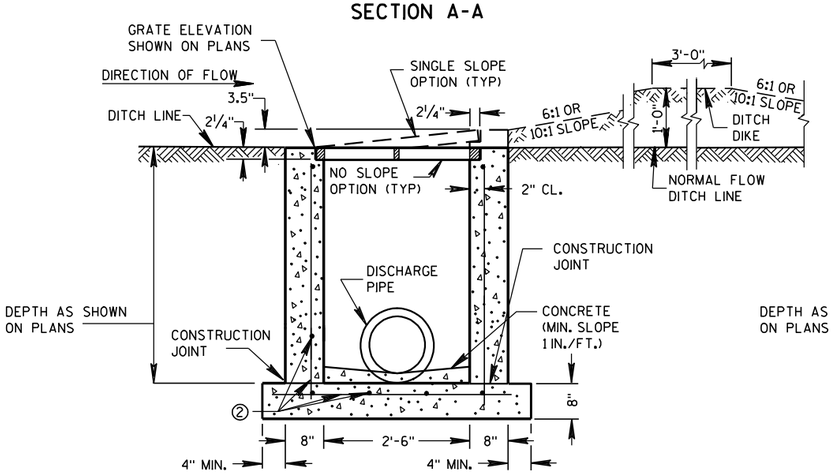
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



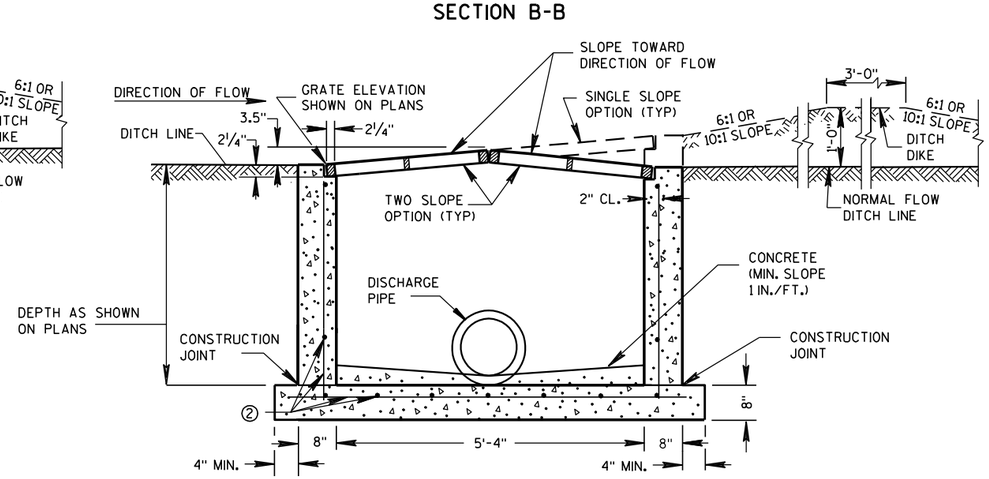
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

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

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

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

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

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

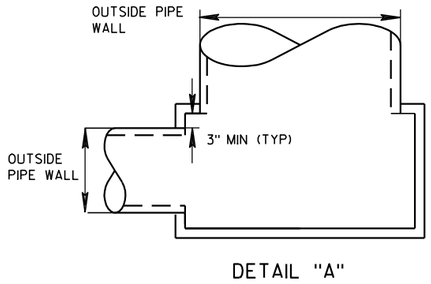
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

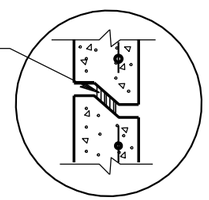
PIPE MATRIX

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



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

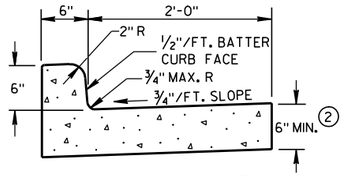
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

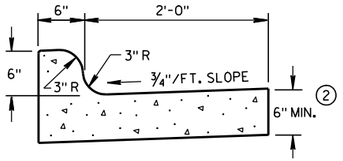
S.D.D. 8 C 8-1

6

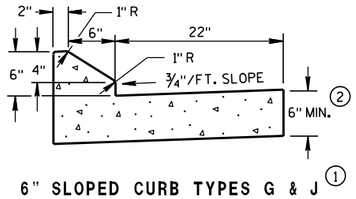
S.D.D. 8 C 8-1



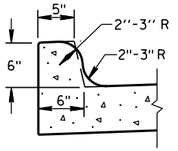
TYPES A & D (1)



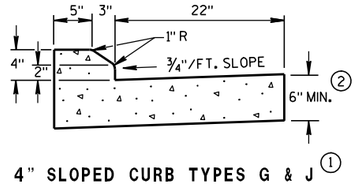
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

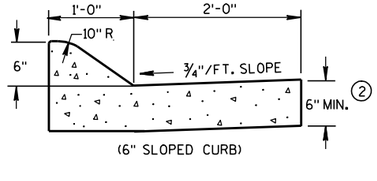


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

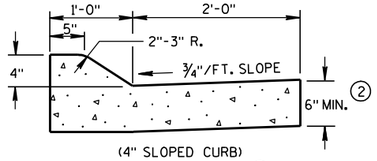


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

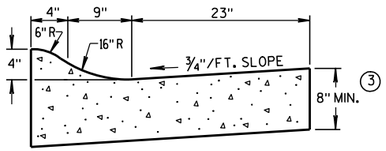


(6" SLOPED CURB)



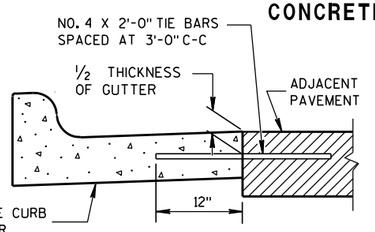
(4" SLOPED CURB)

TYPES A & D (1)

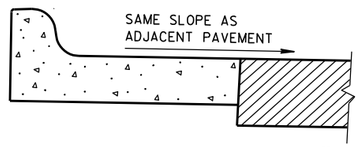


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



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

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

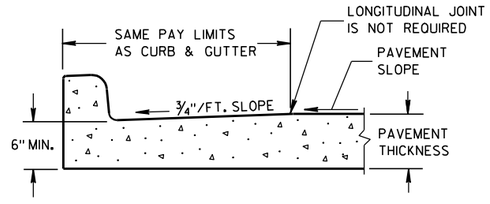
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

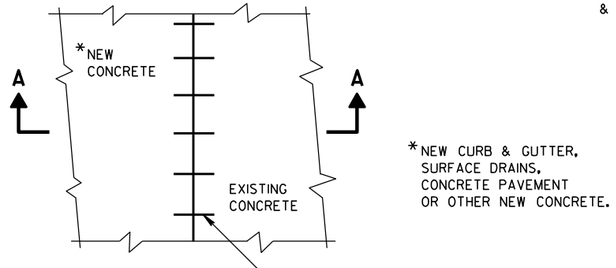
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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



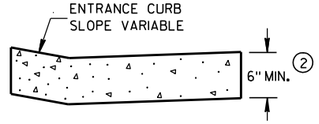
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



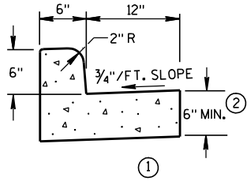
PLAN VIEW

SECTION A-A

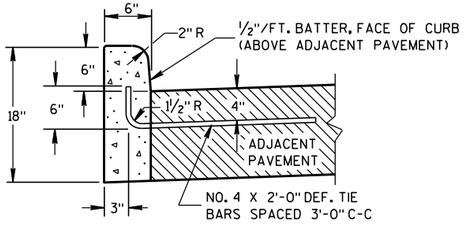
TIE BARS DRILLED INTO EXISTING PAVEMENT



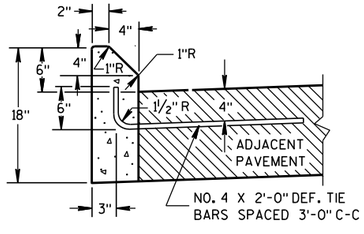
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



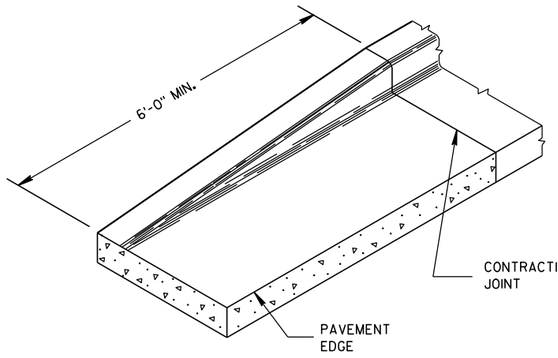
(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES A & D



(1)
TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

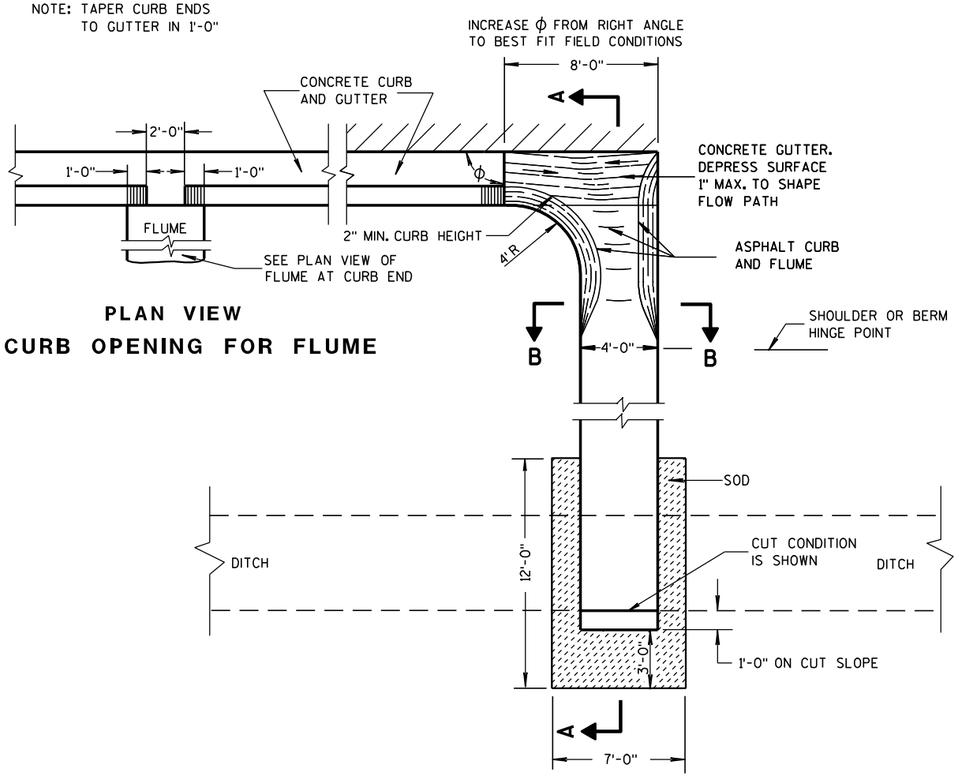
FHWA

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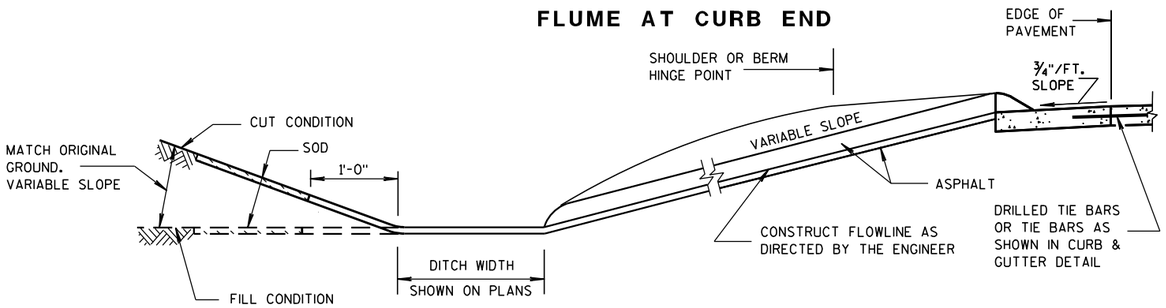
S.D.D. 8 D 1-17

ASPHALTIC FLUME

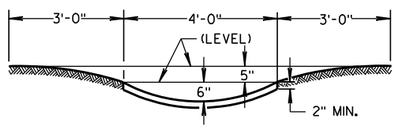


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

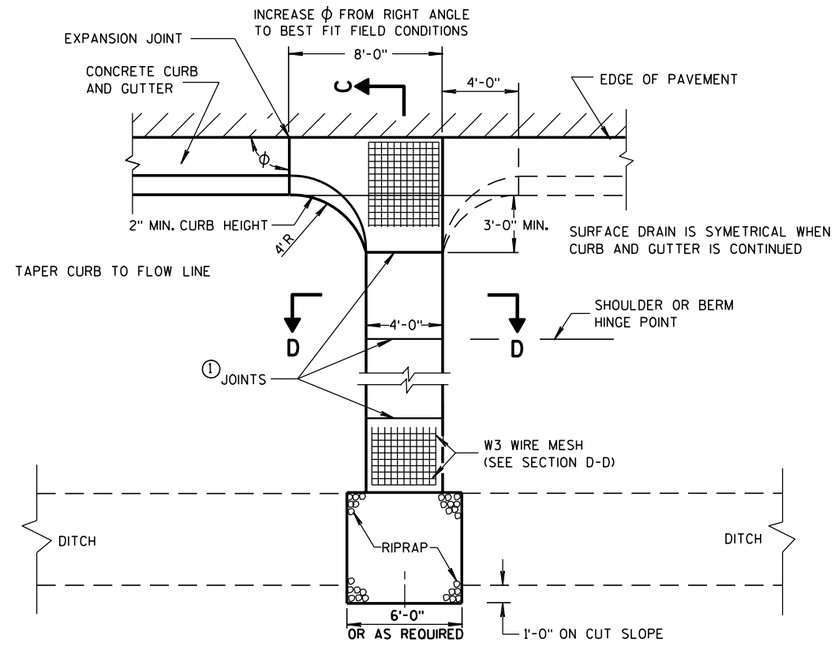
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

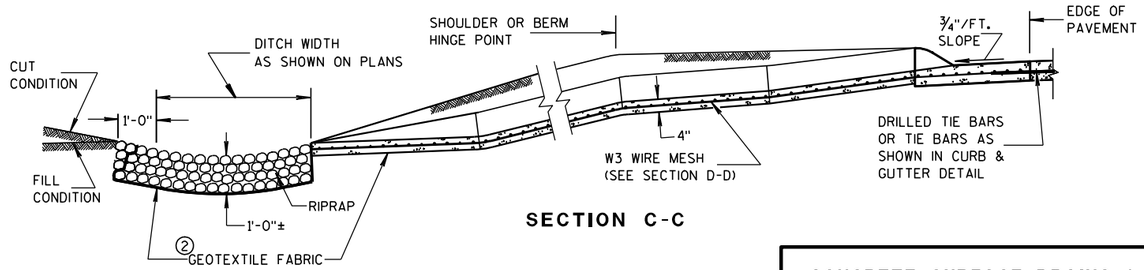
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

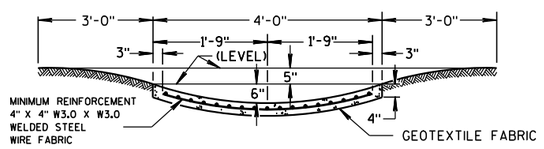
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

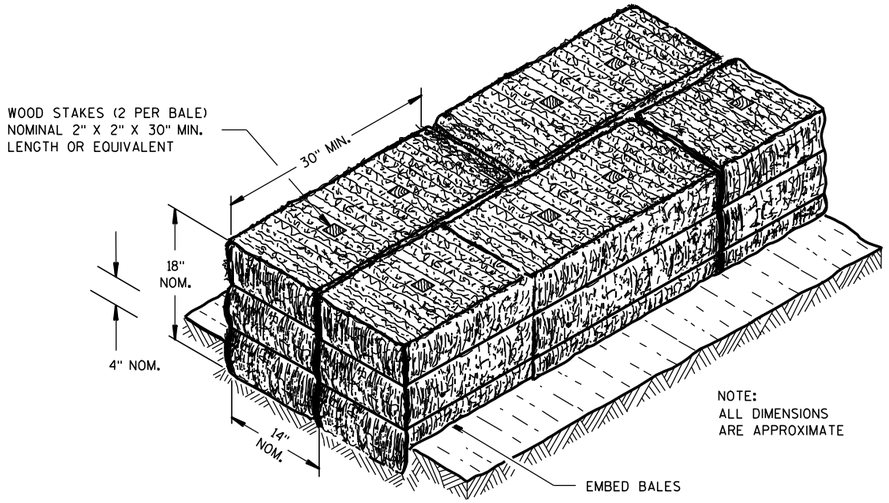
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
397
MENT
FHWA

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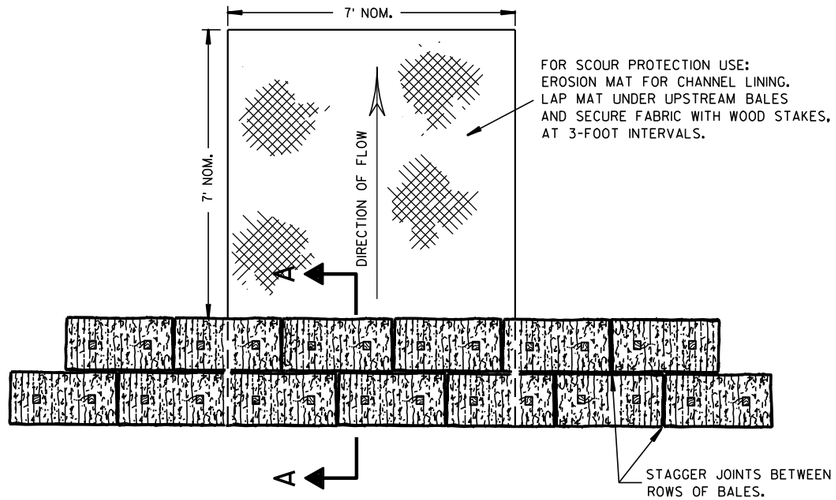
S.D.D. 8 D 4-5

6

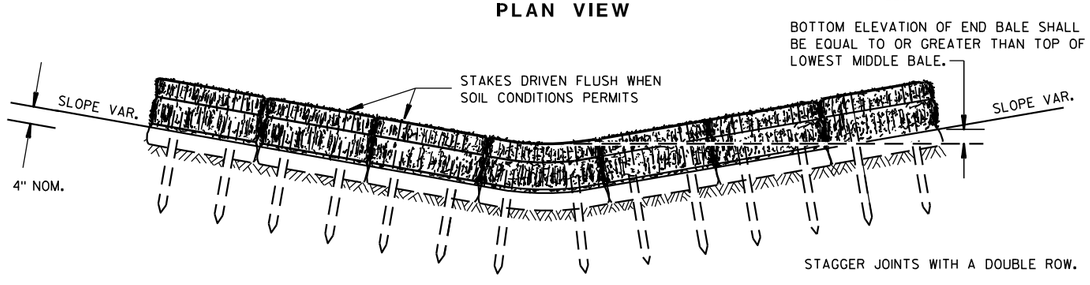
S.D.D. 8 D 4-5



SECTION A-A



PLAN VIEW



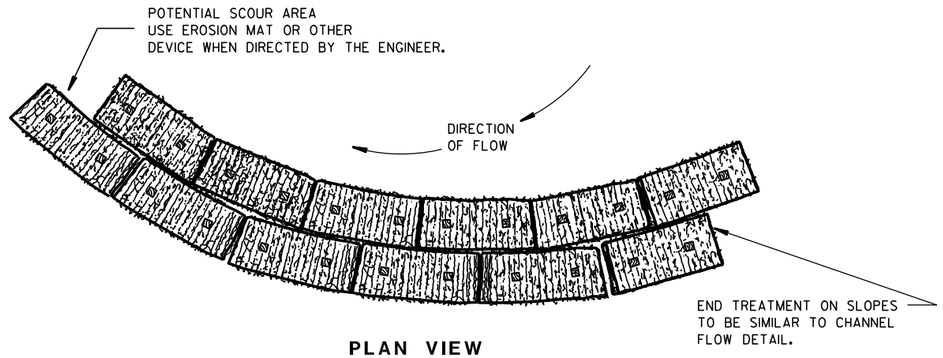
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

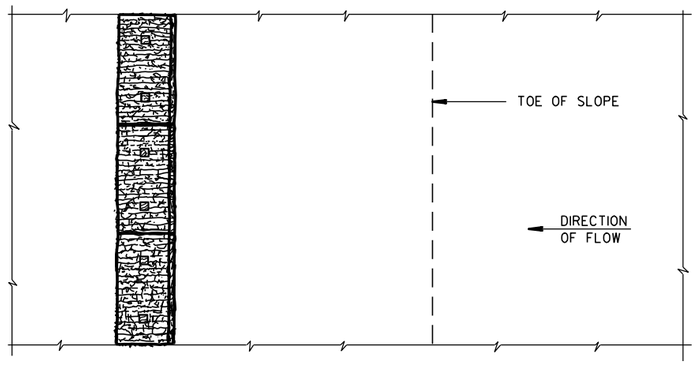
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

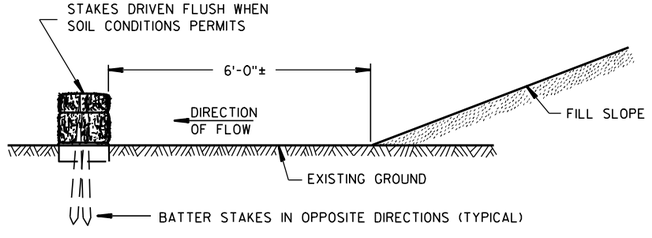


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

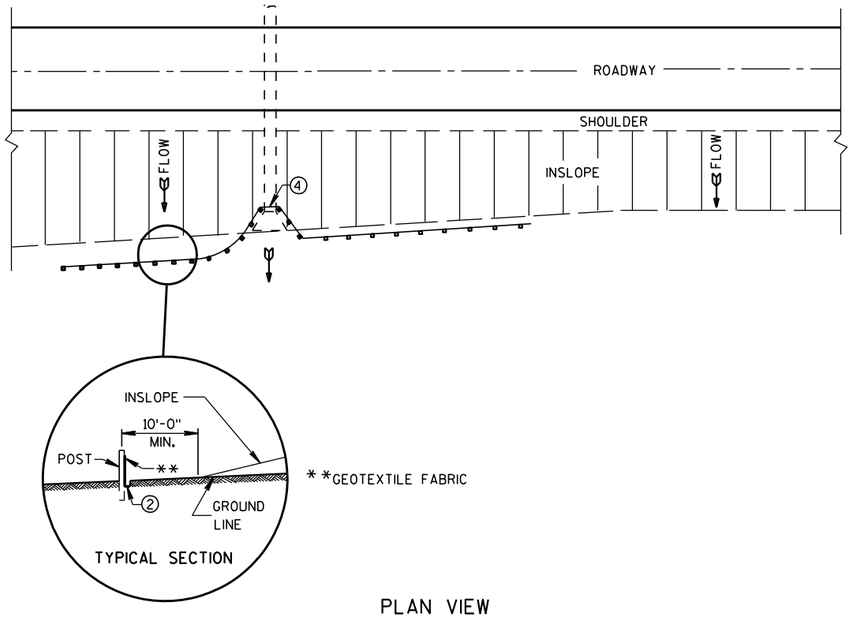
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

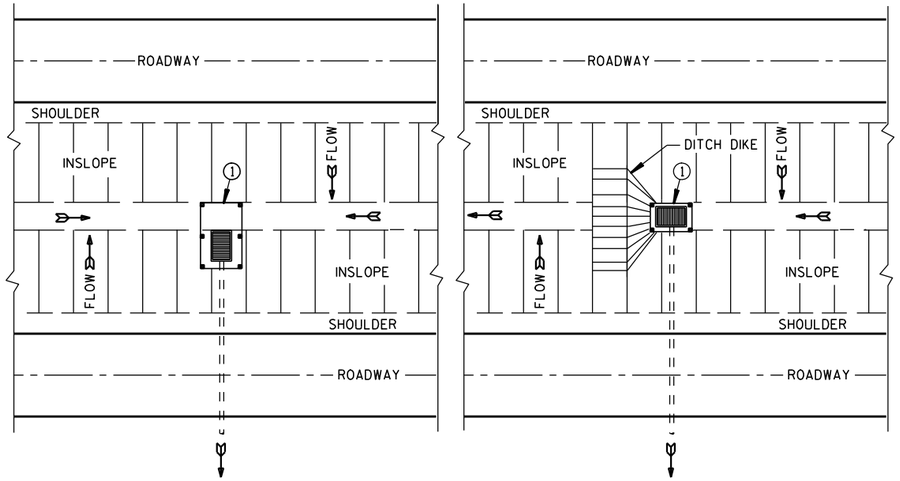
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



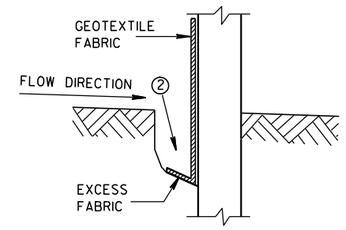
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

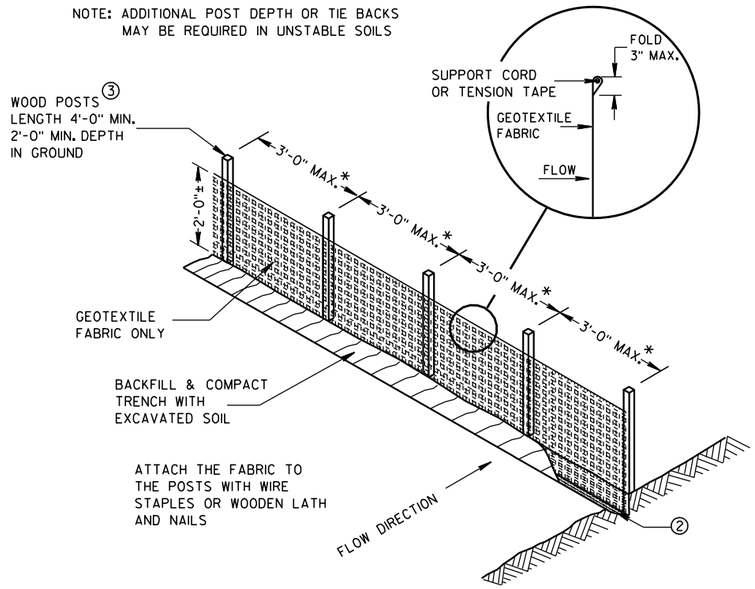
GENERAL NOTES

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

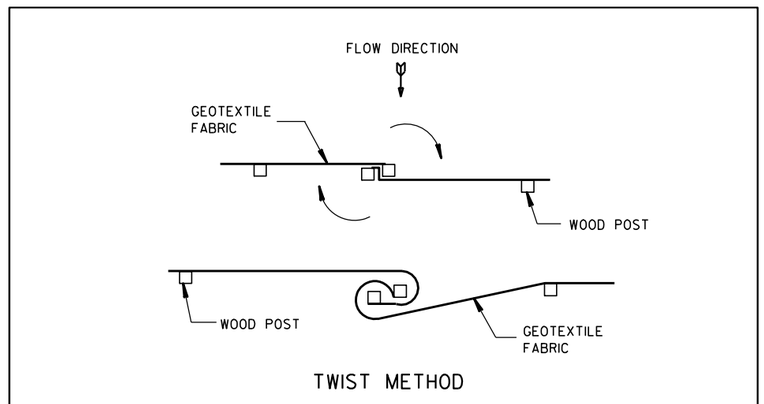
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



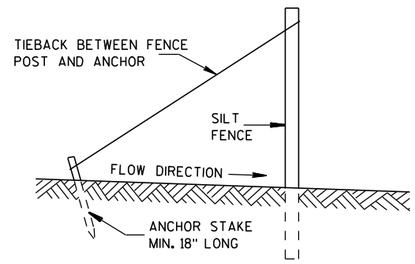
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

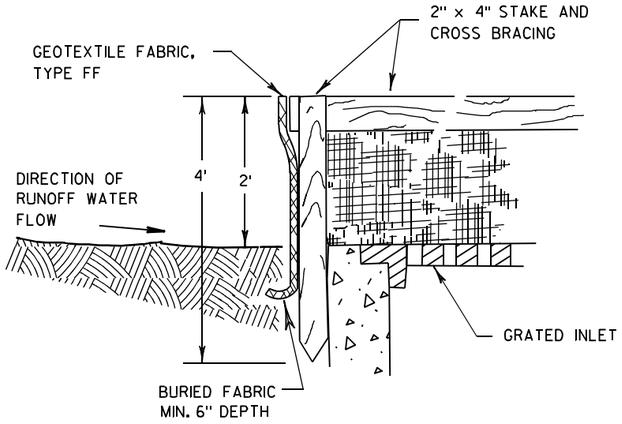
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

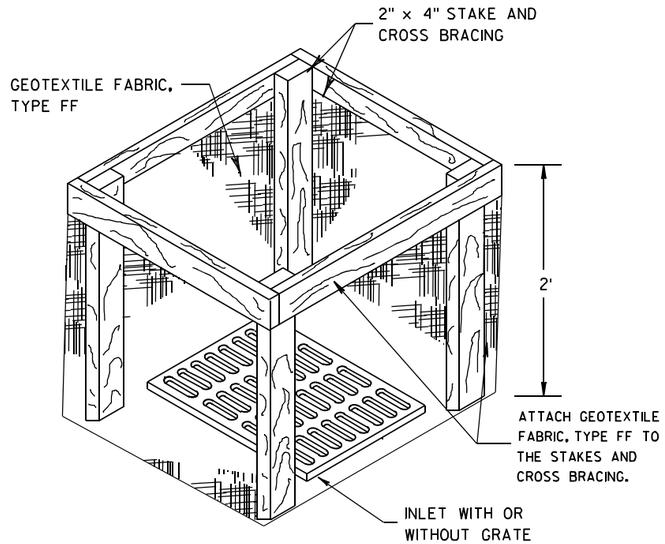
6

S.D.D. 8 E 9-6

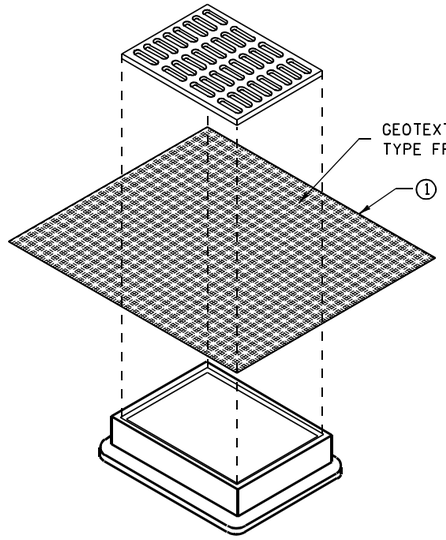
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S.D.D. 8 E 9-6



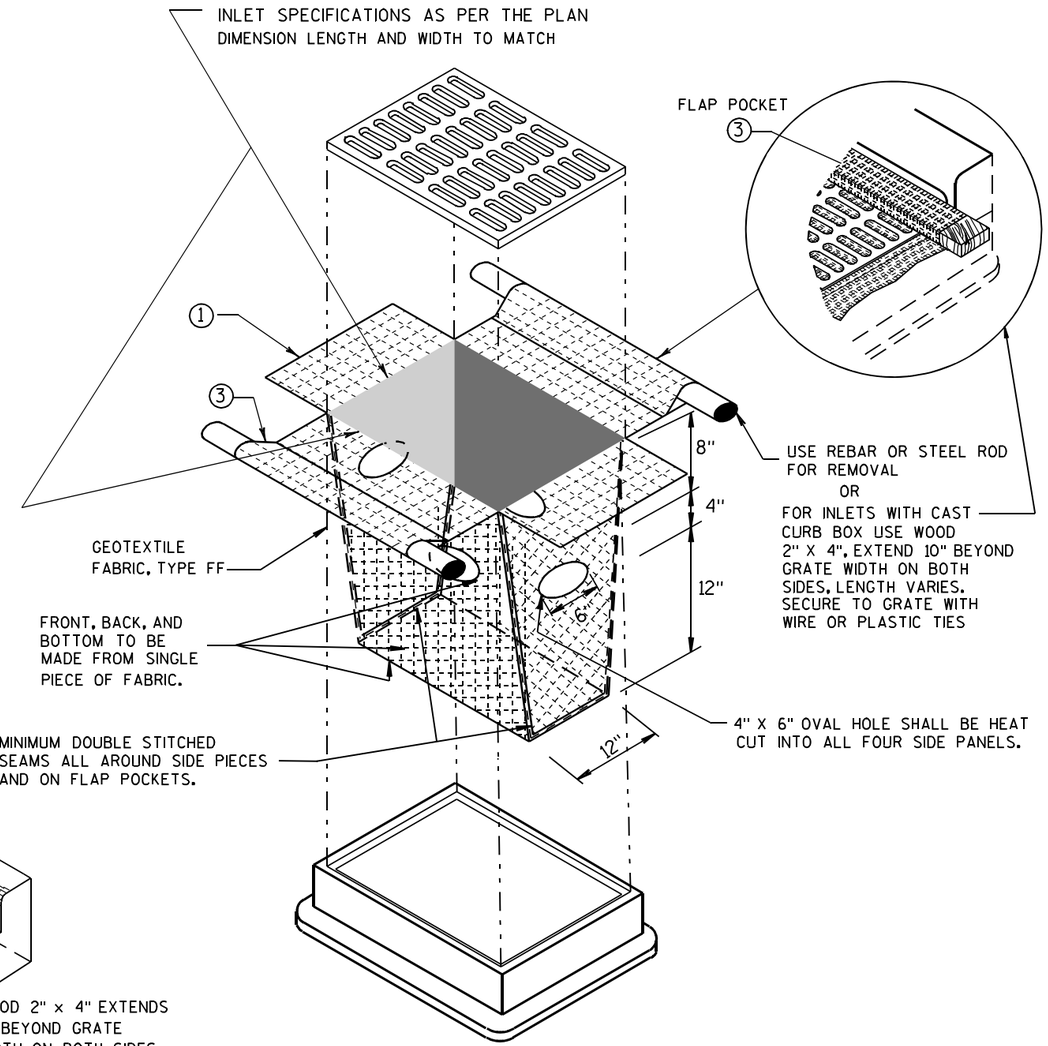


INLET PROTECTION, TYPE A



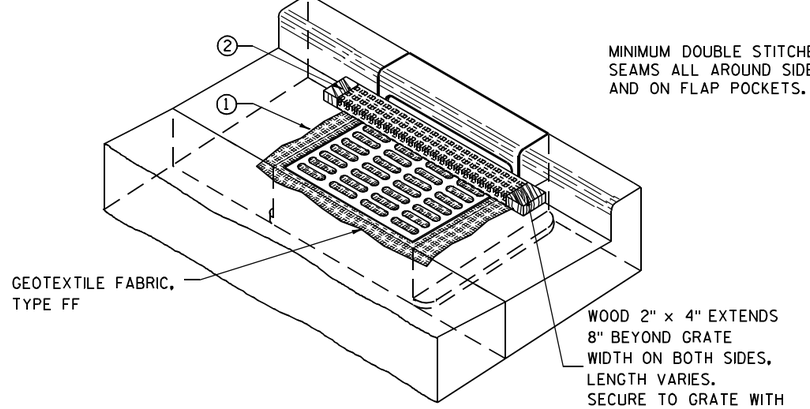
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

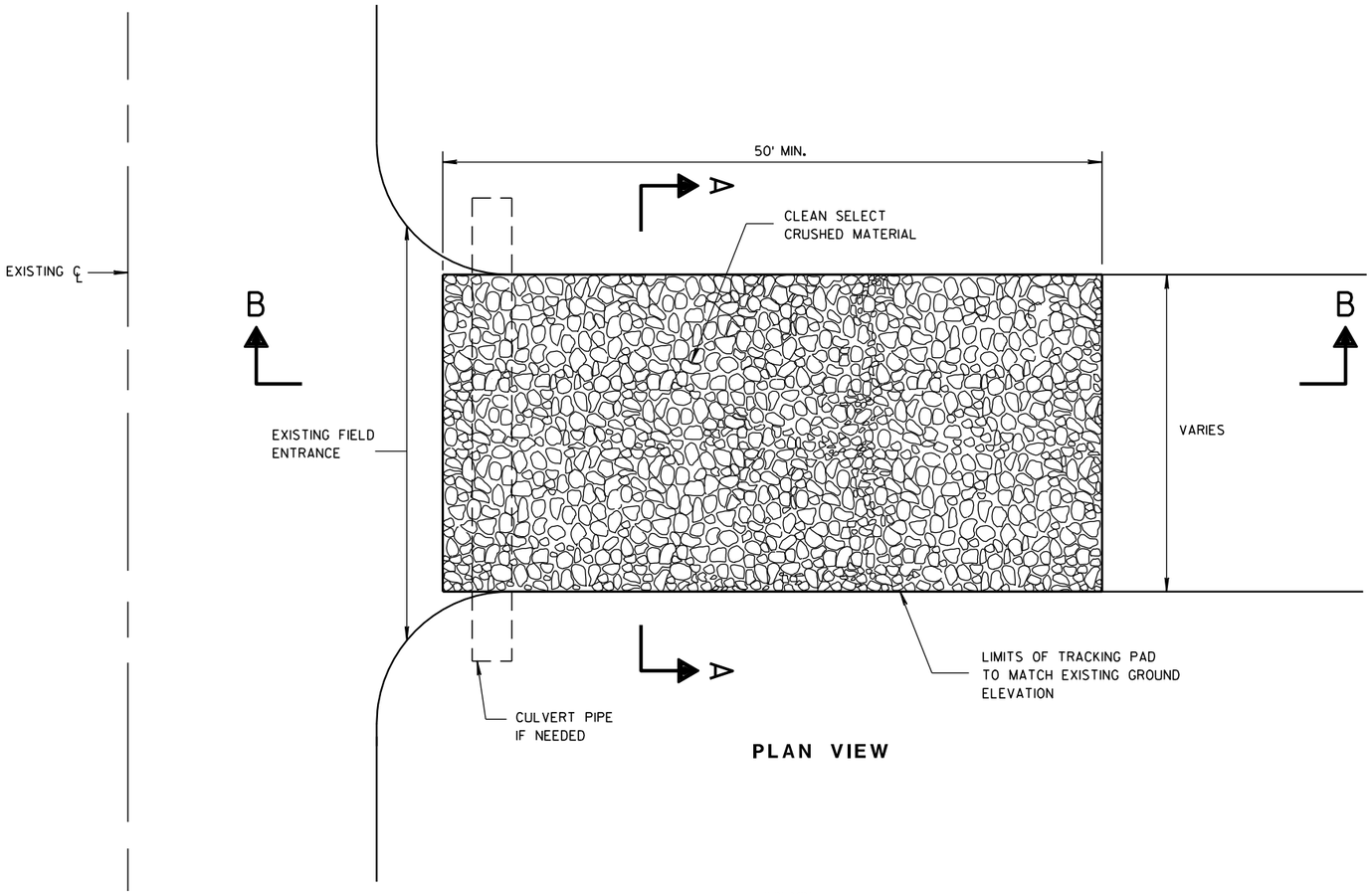
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

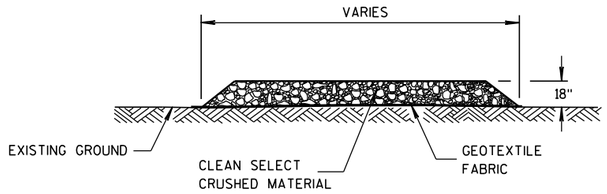
SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

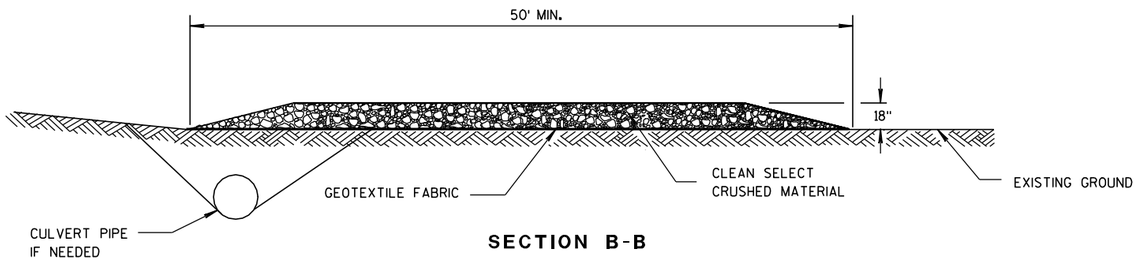
THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



PLAN VIEW



SECTION A-A



SECTION B-B

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

S.D.D. 8 E 14-1

6
S.D.D. 8 E 14-1

METAL APRON ENDWALLS

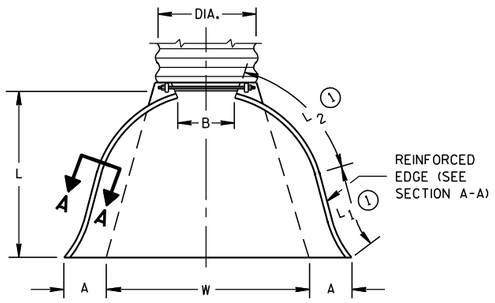
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

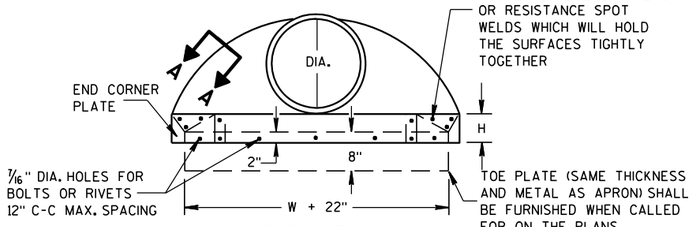
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

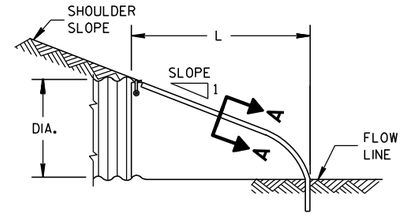
*MINIMUM
**MAXIMUM



PLAN VIEW

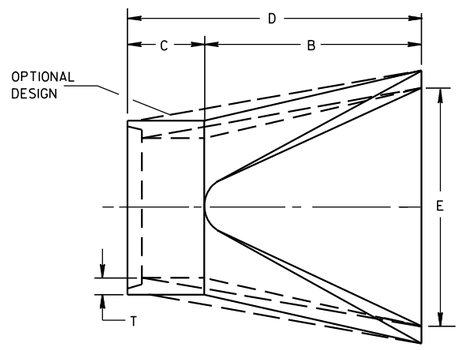


END VIEW

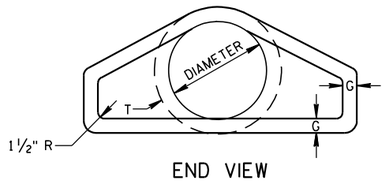


SIDE ELEVATION

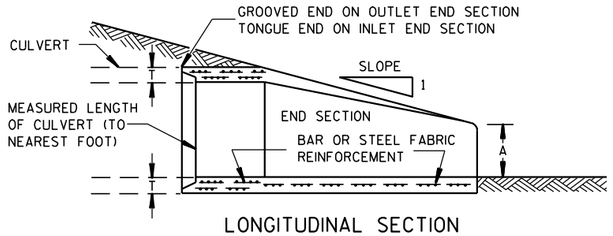
METAL ENDWALLS



PLAN

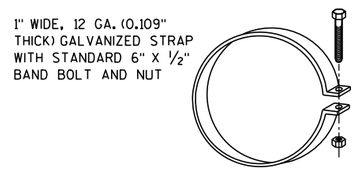


END VIEW



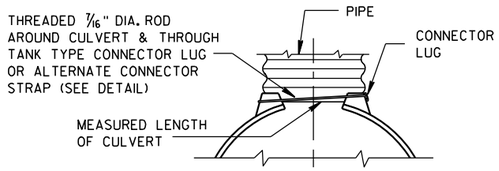
LONGITUDINAL SECTION

CONCRETE ENDWALLS

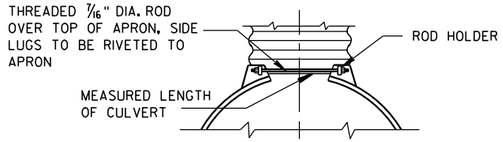


ALTERNATE FOR TYPE 1 CONNECTION

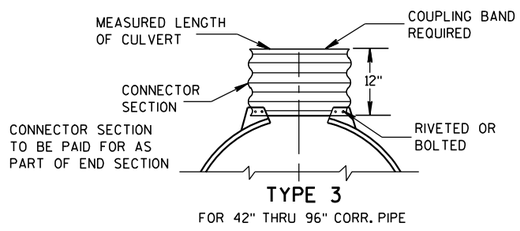
END SECTION CONNECTOR STRAP



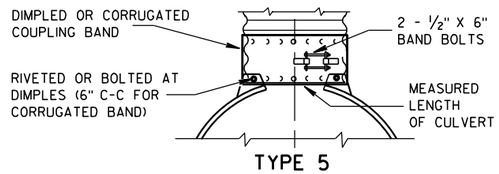
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

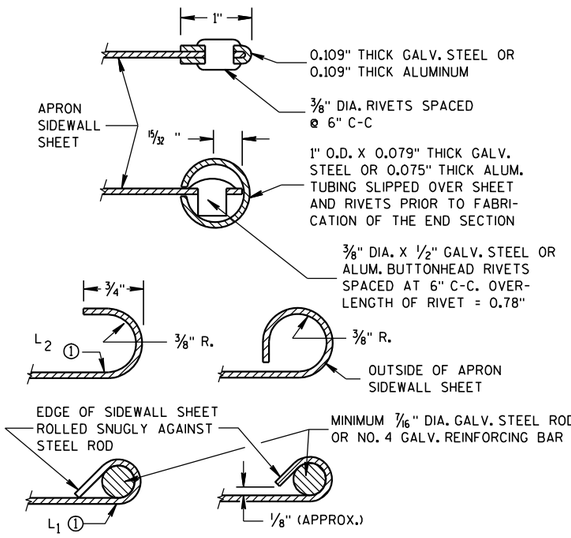
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

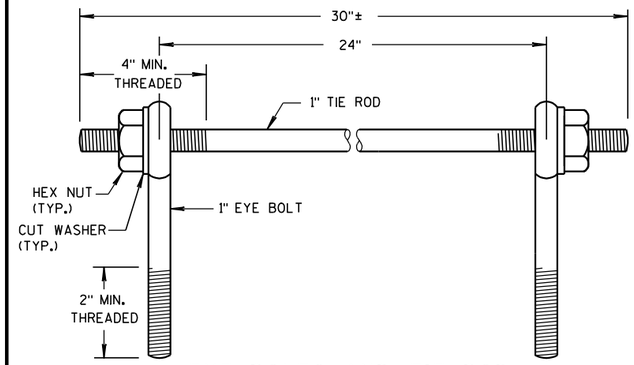
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

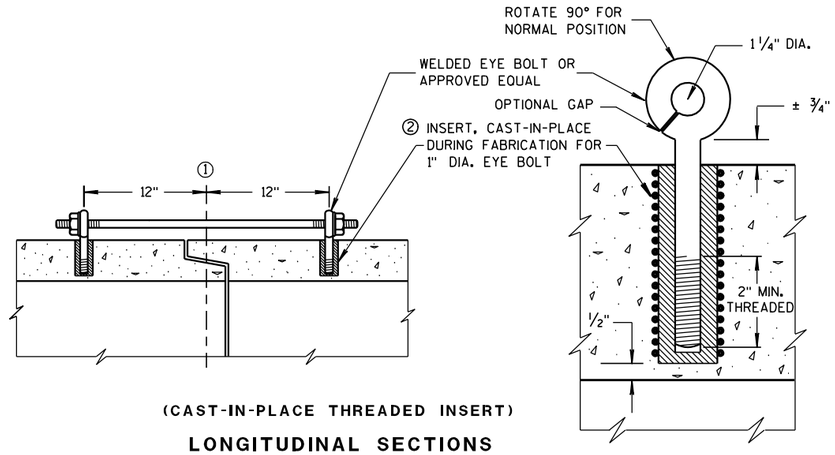
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

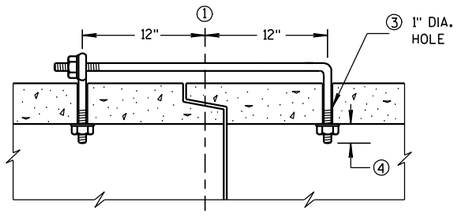
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

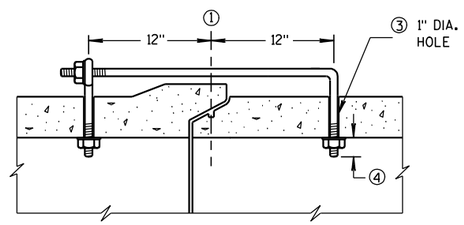
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

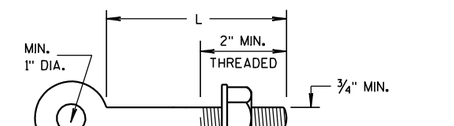


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

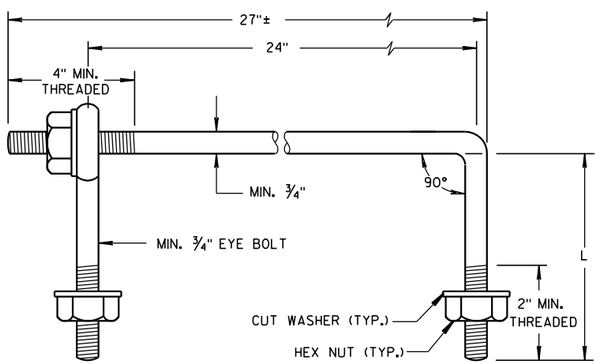
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

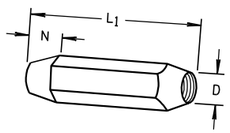
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

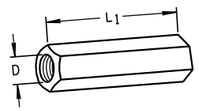
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



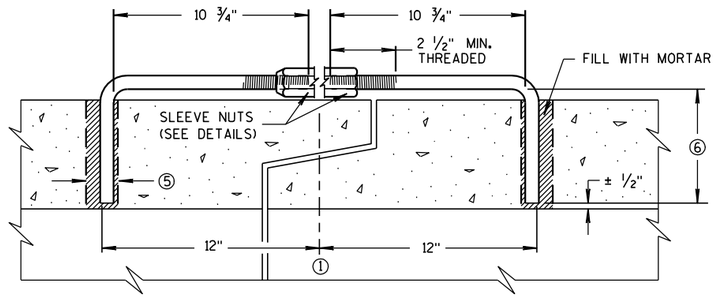
TAPERED



PLAIN

RIGHT AND LEFT THREADS

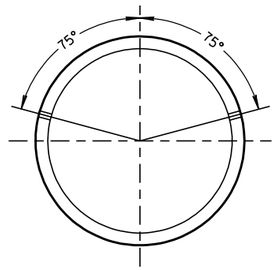
SLEEVE NUTS



LONGITUDINAL SECTION

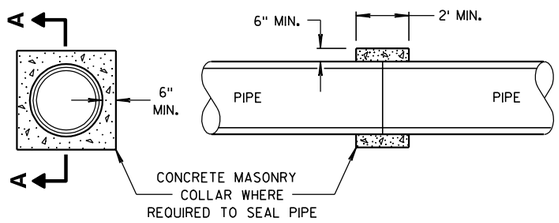
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

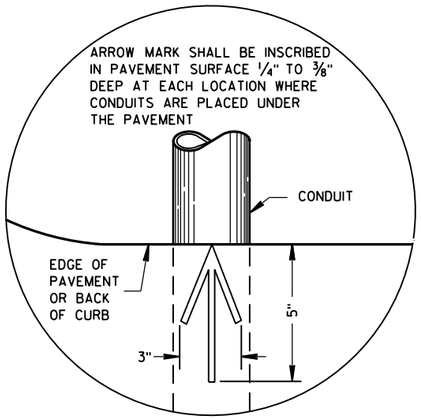
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
403
FHWA

6

S.D.D. 8 F 4-7

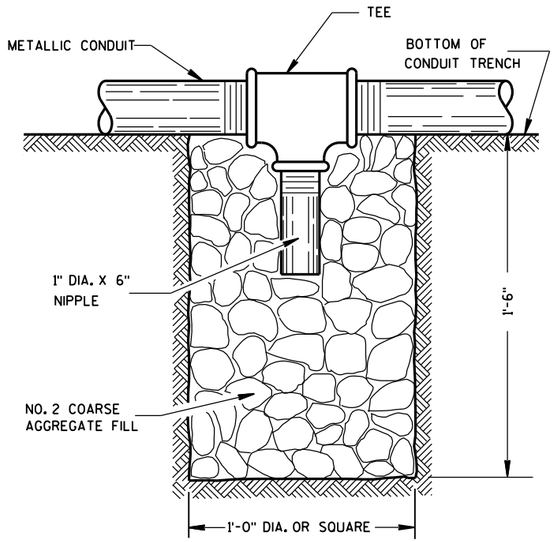
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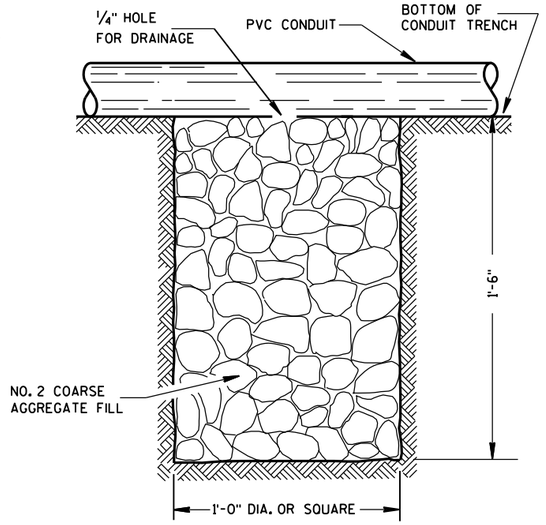
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

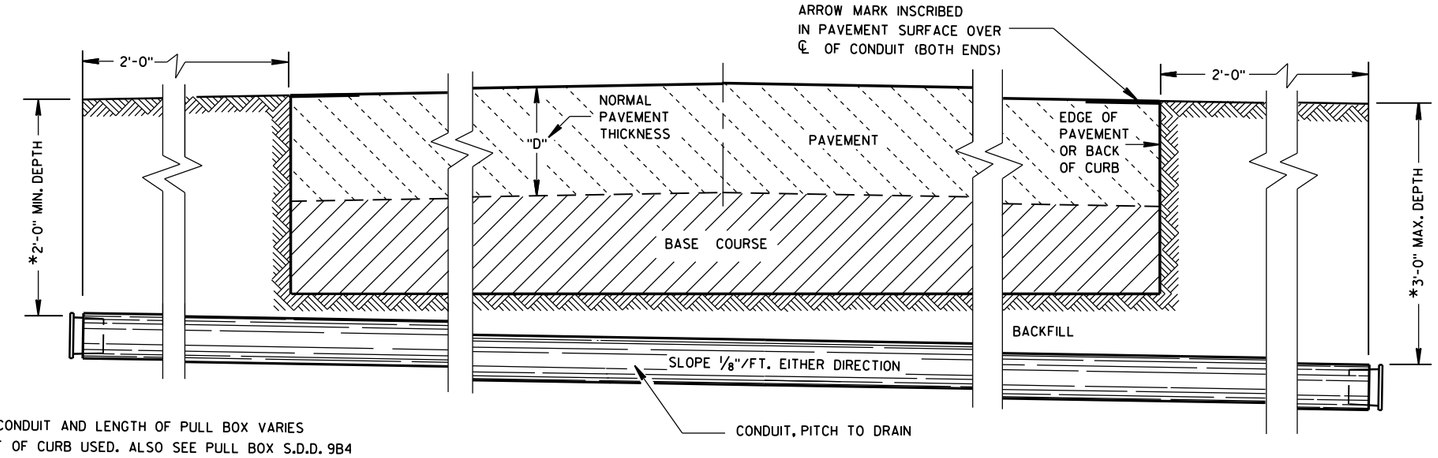
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

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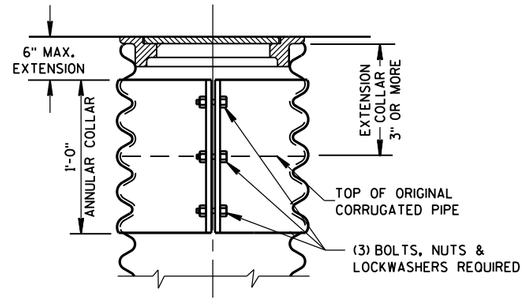
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

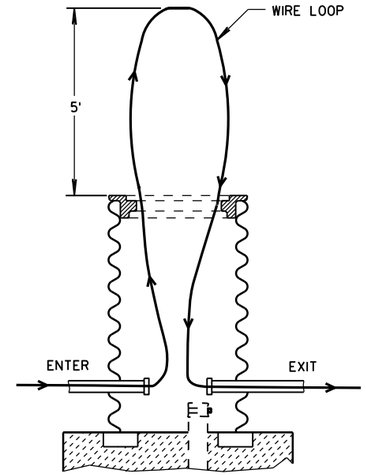
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

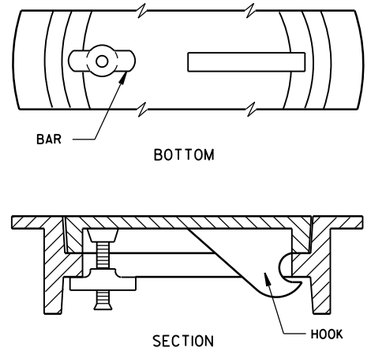
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

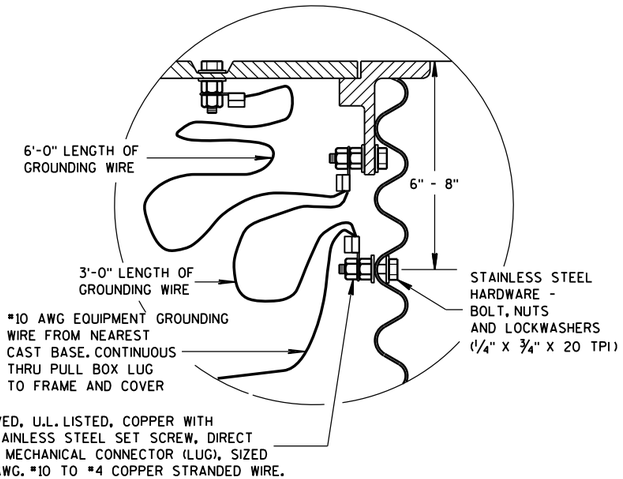


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

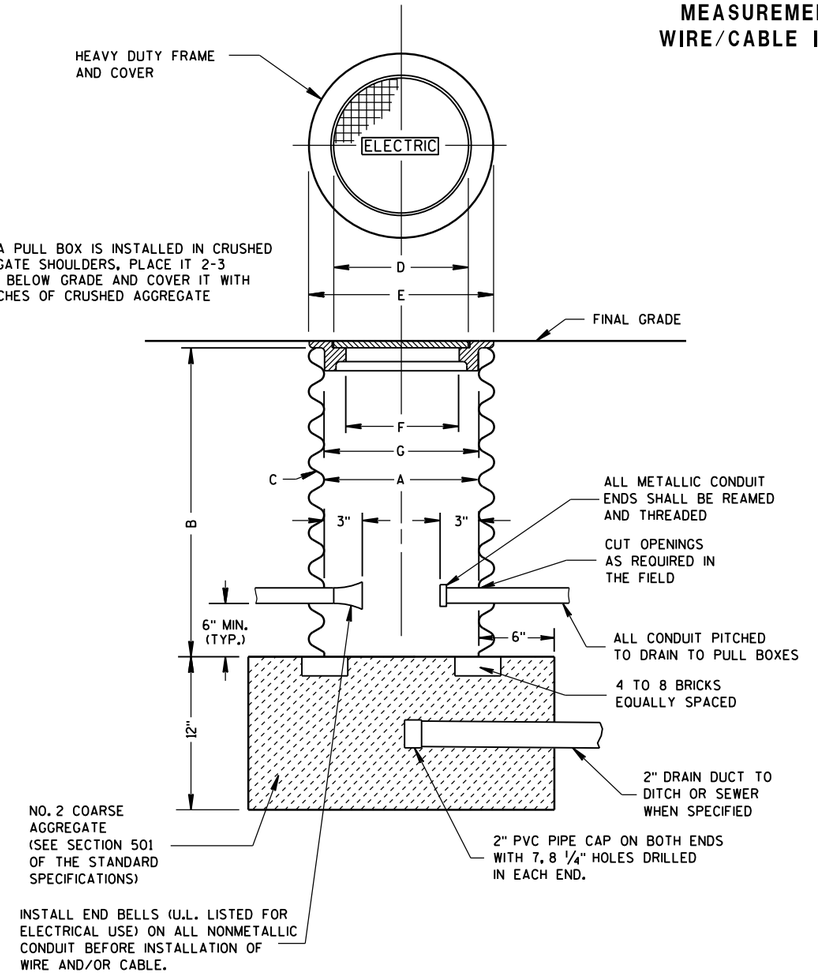


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

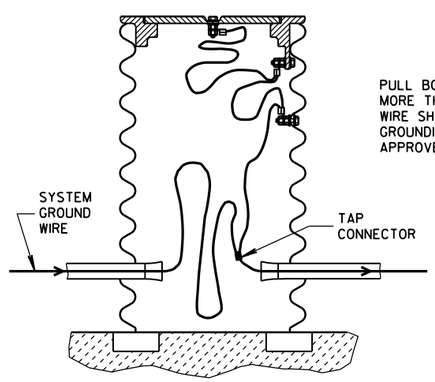
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

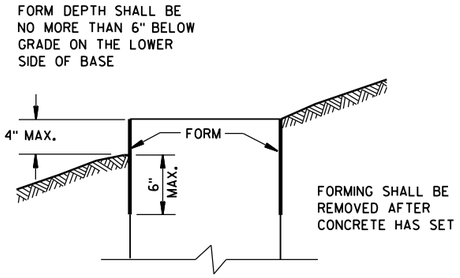
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

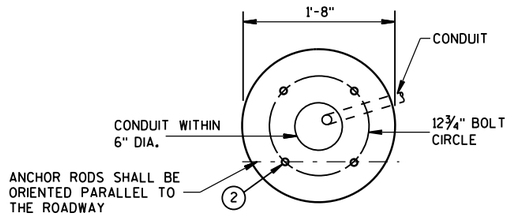
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

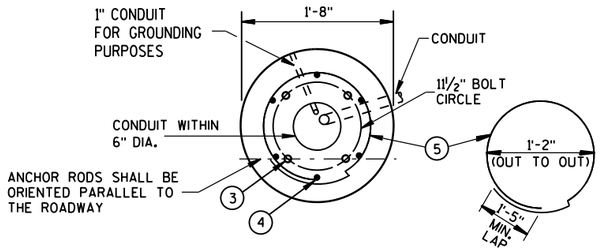
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

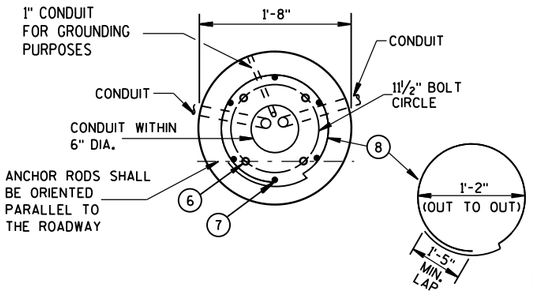
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

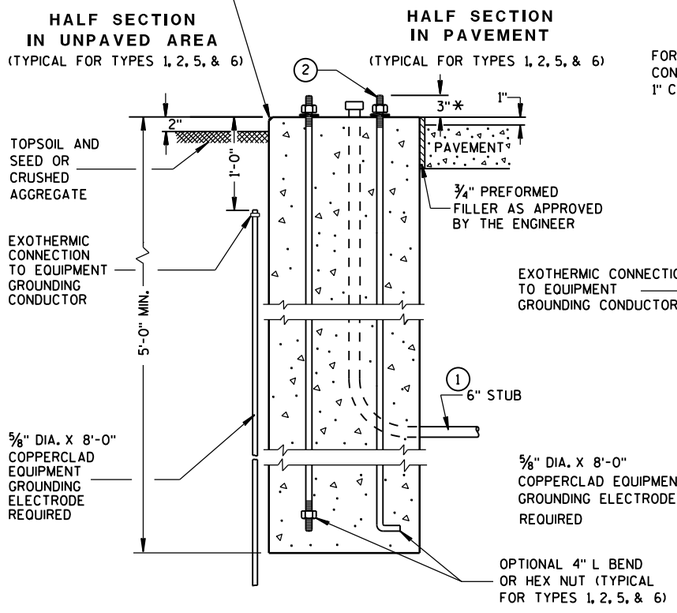


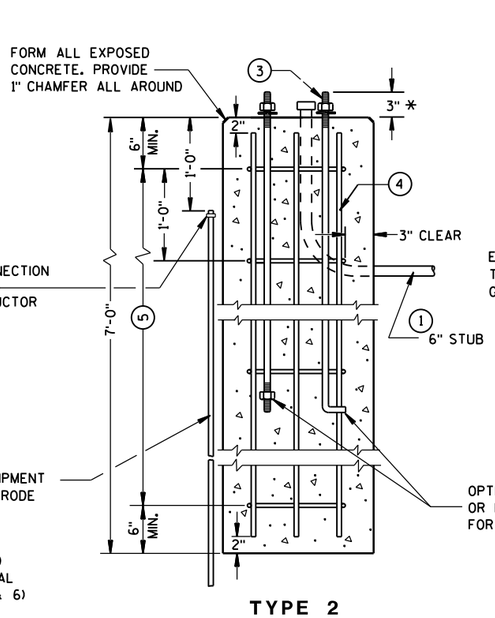




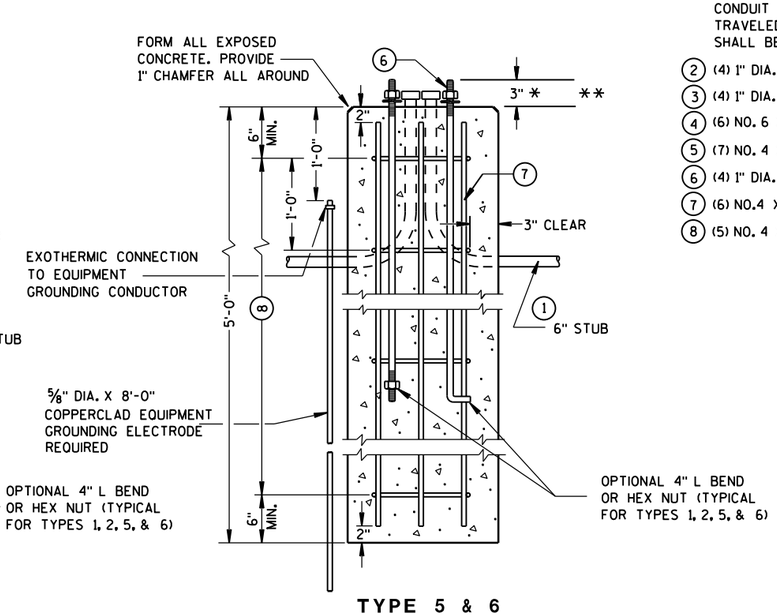
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)





TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 406
FHWA

6
S.D.D. 9 C 2-7

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

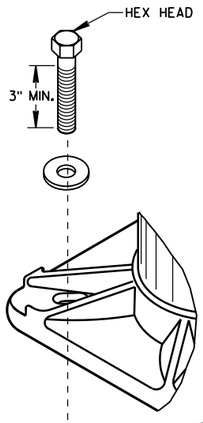
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

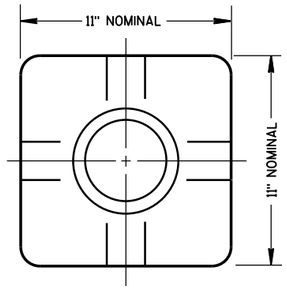
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

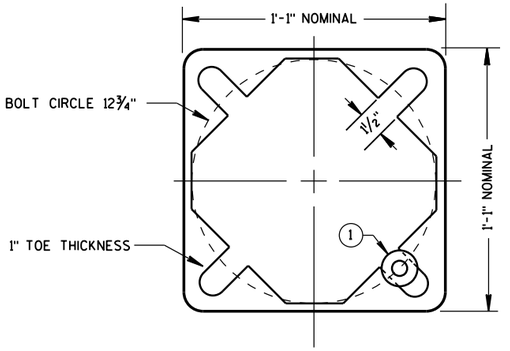
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

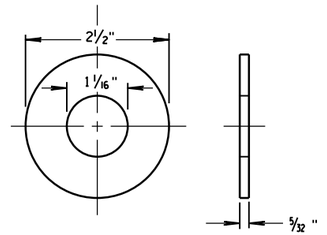




TOP VIEW
(PEDESTAL BASE)

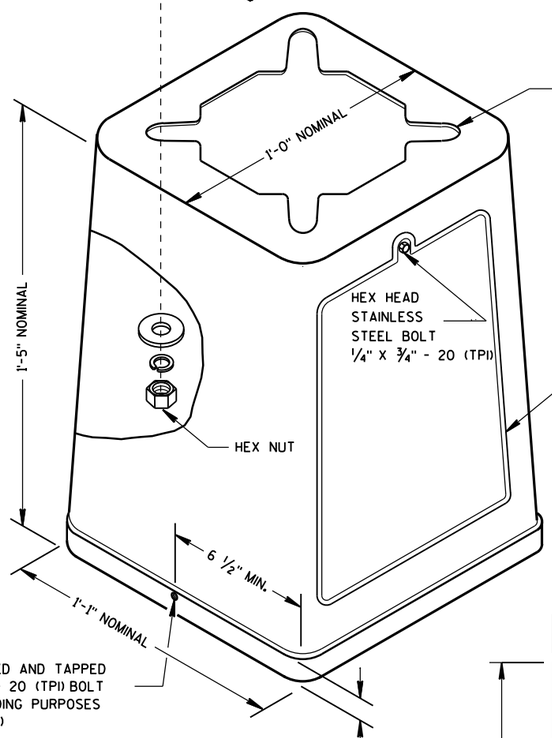


BOTTOM VIEW
(PEDESTAL BASE)

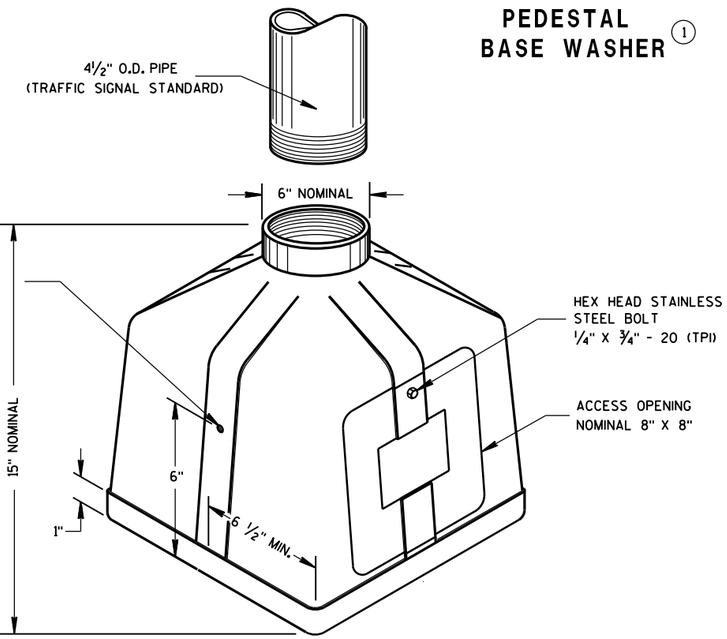


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

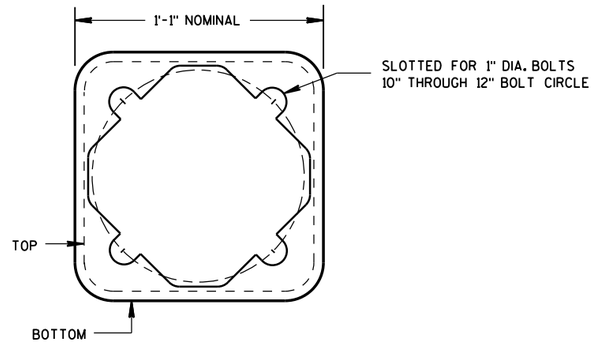


ISOMETRIC VIEW

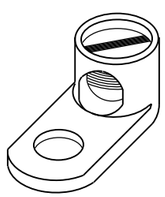


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

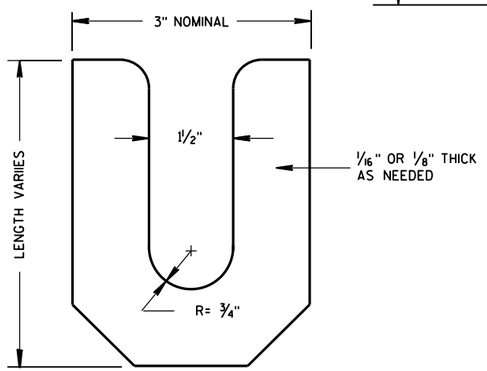


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

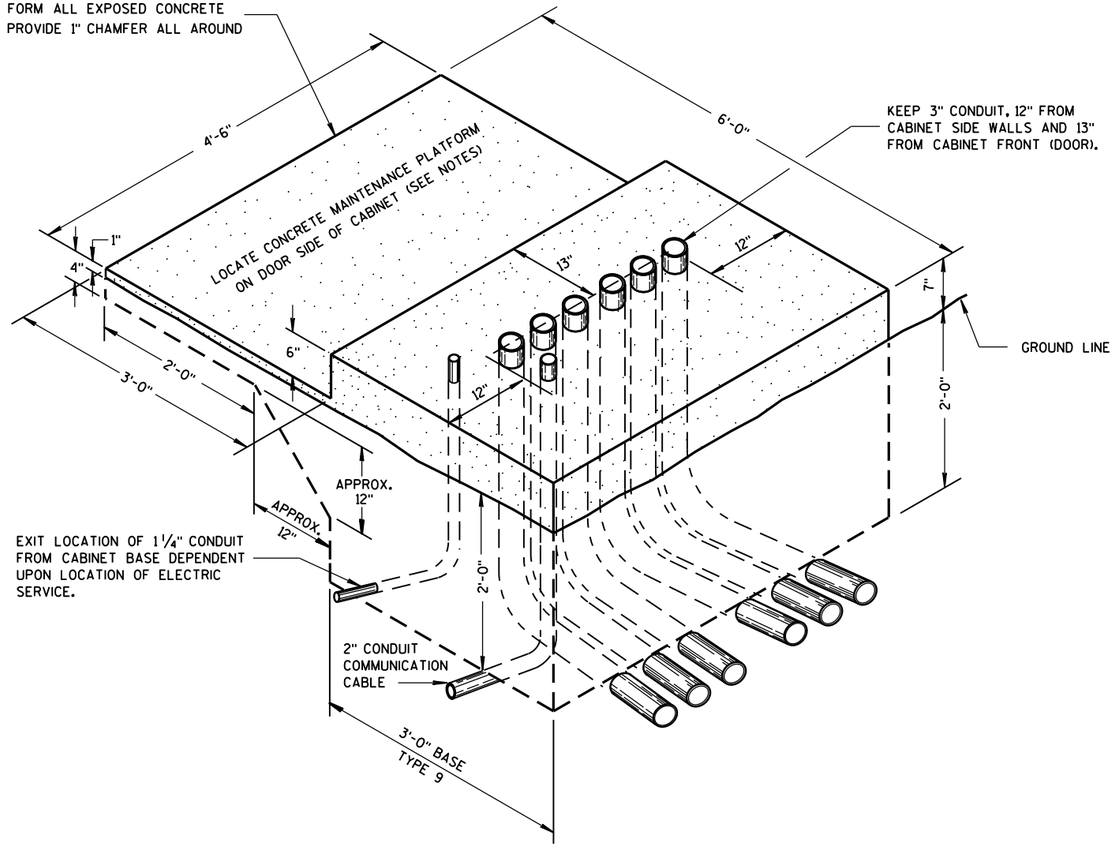
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

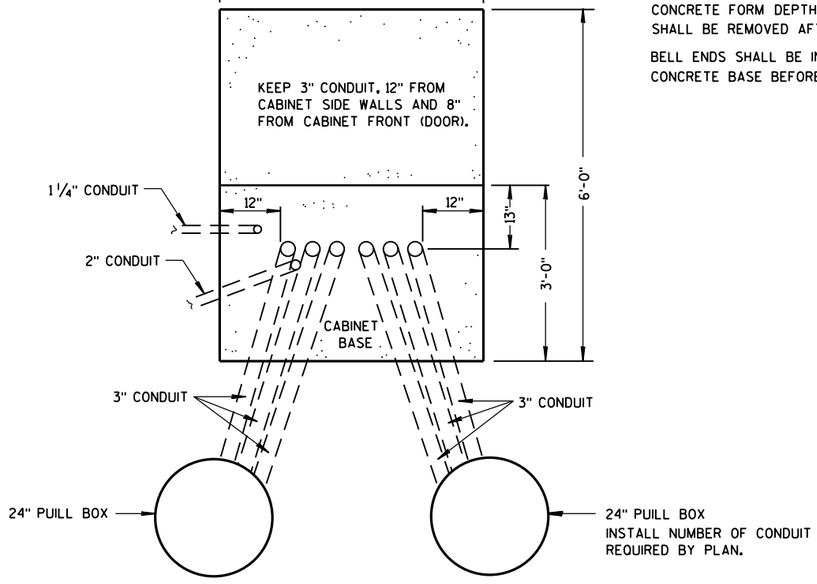
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

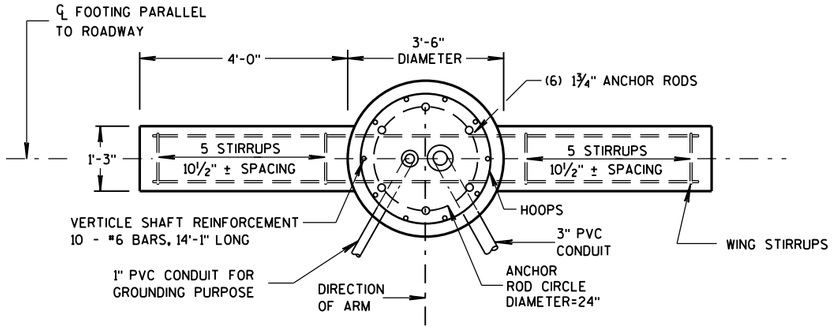
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

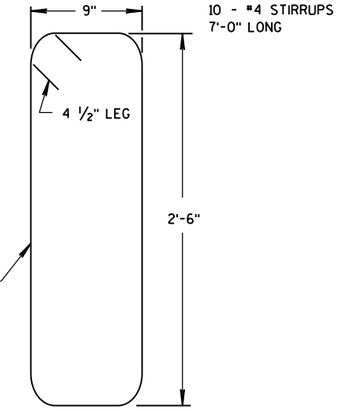
CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

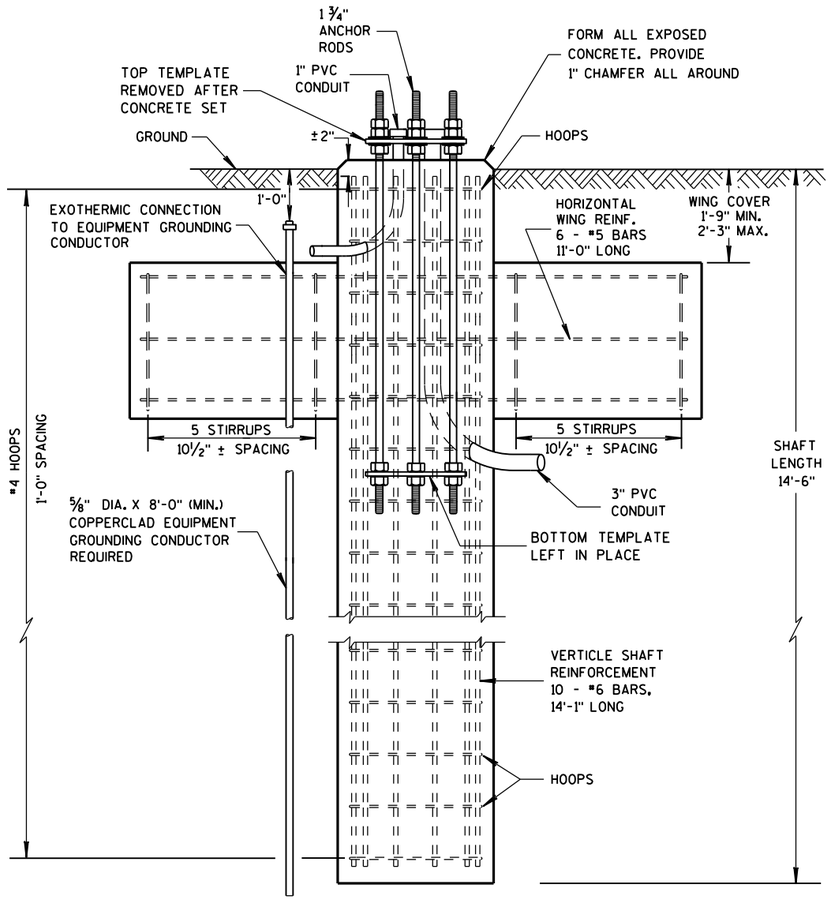
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 408
FHWA



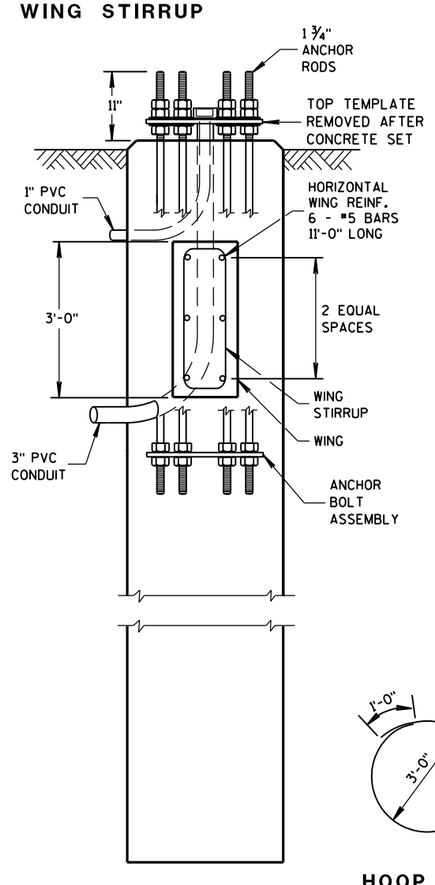
PLAN VIEW



WING STIRRUP

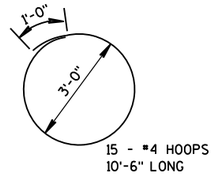


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

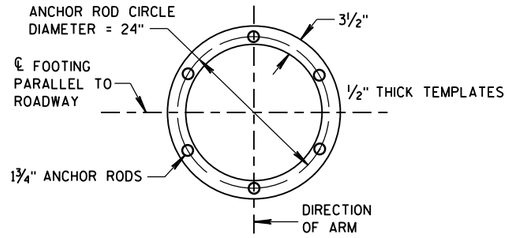
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

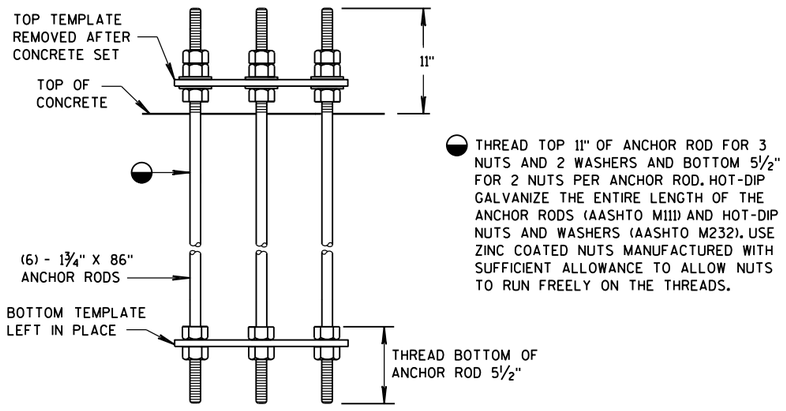
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S.D.D. 9 C 12-6a

6

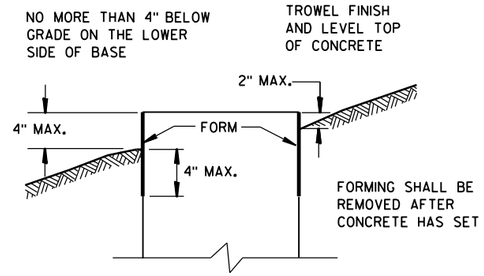


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY

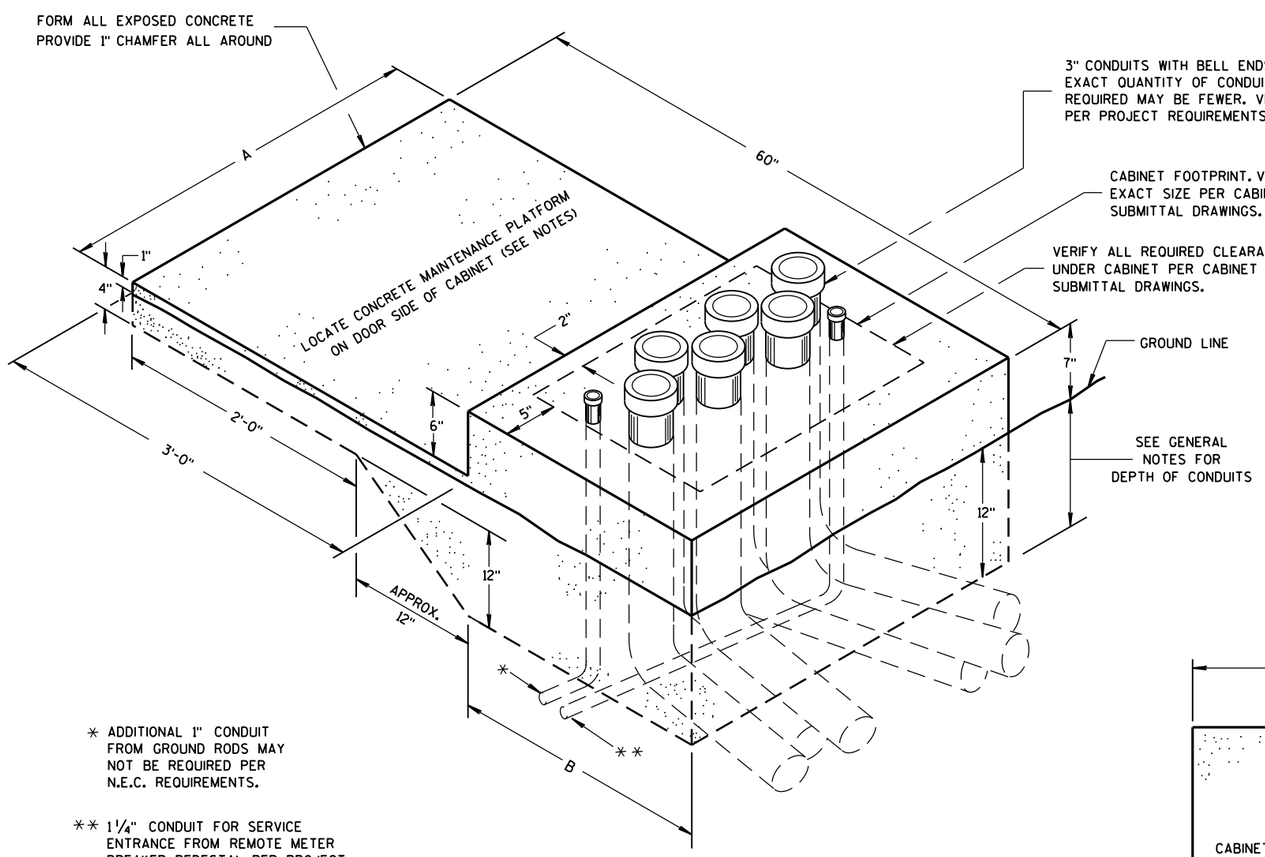


FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Feb. 2015 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

6

S.D.D. 9 C 12-6b



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

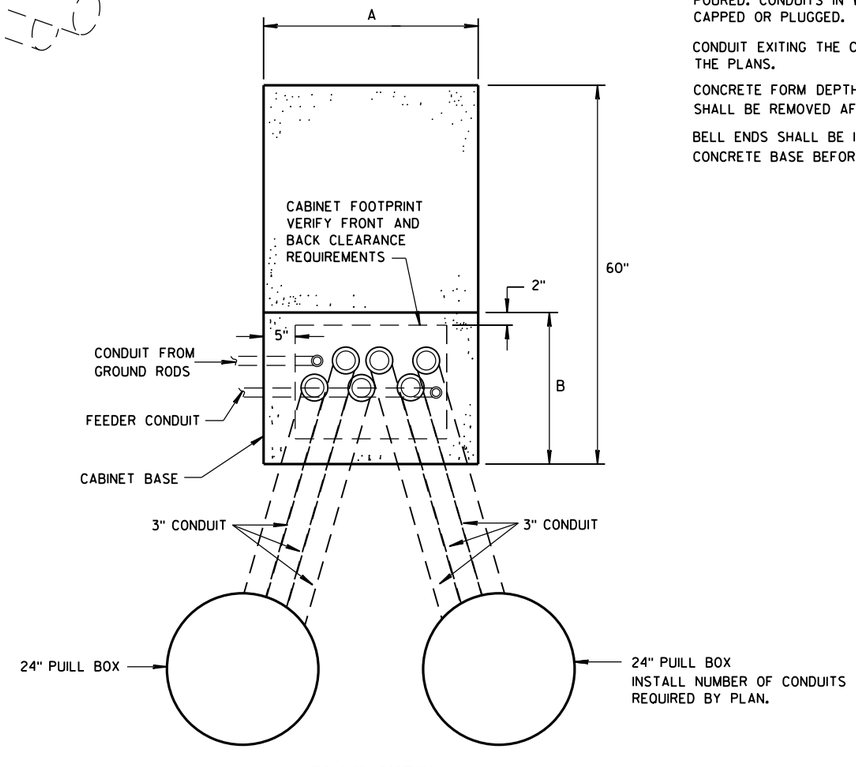
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

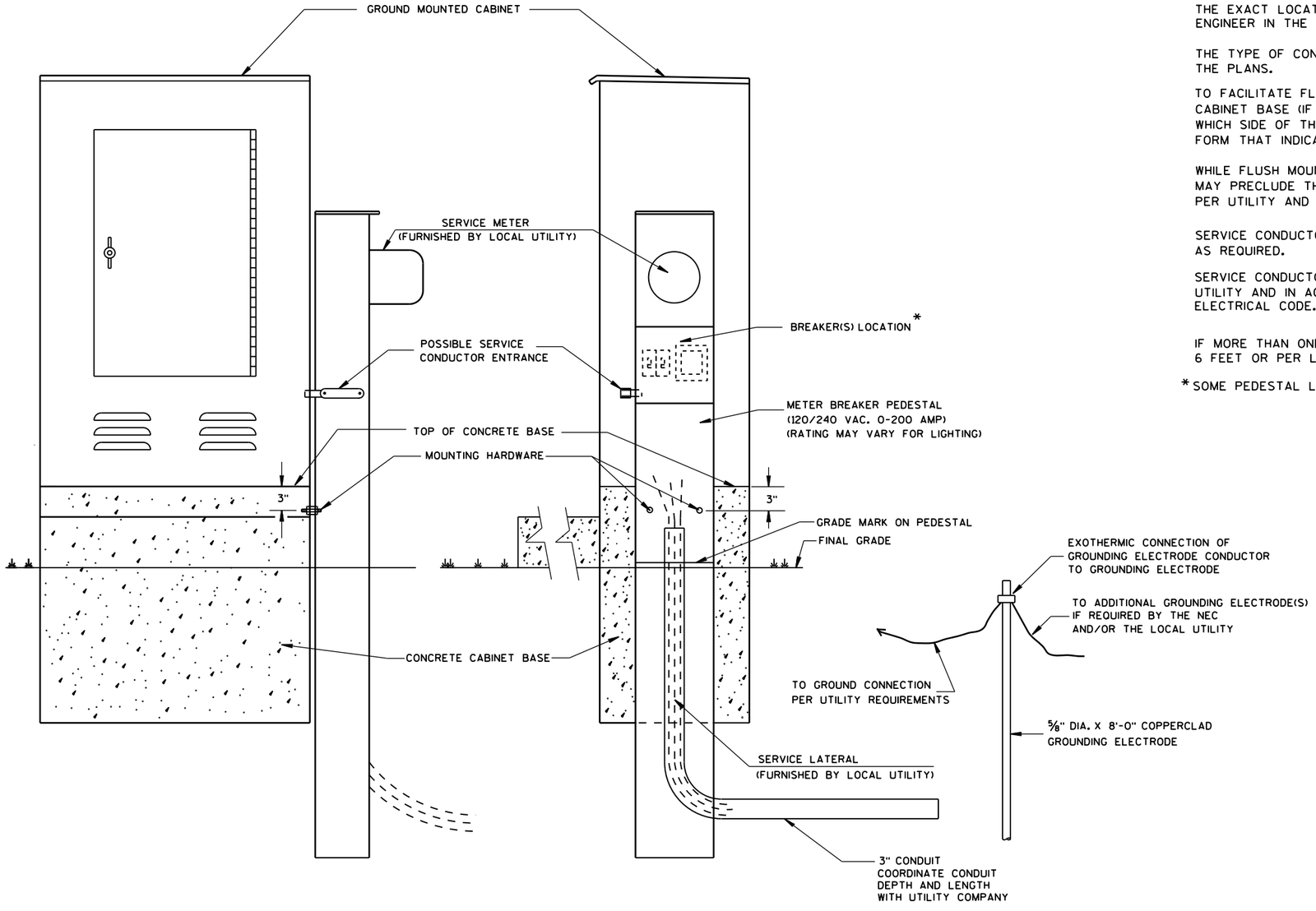
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
411
WYS
FHWA



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

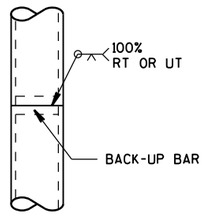
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

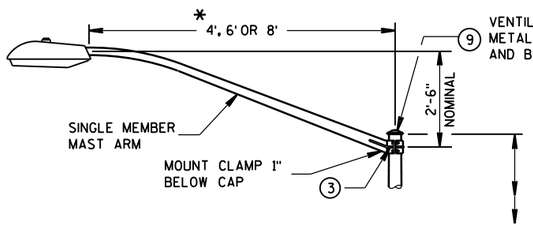
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S.D.D. 9 D 1-5

FOR MANUFACTURERS USE ONLY

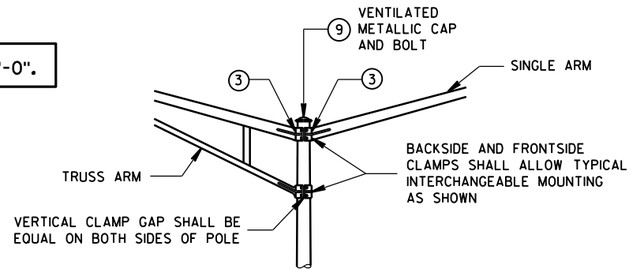
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





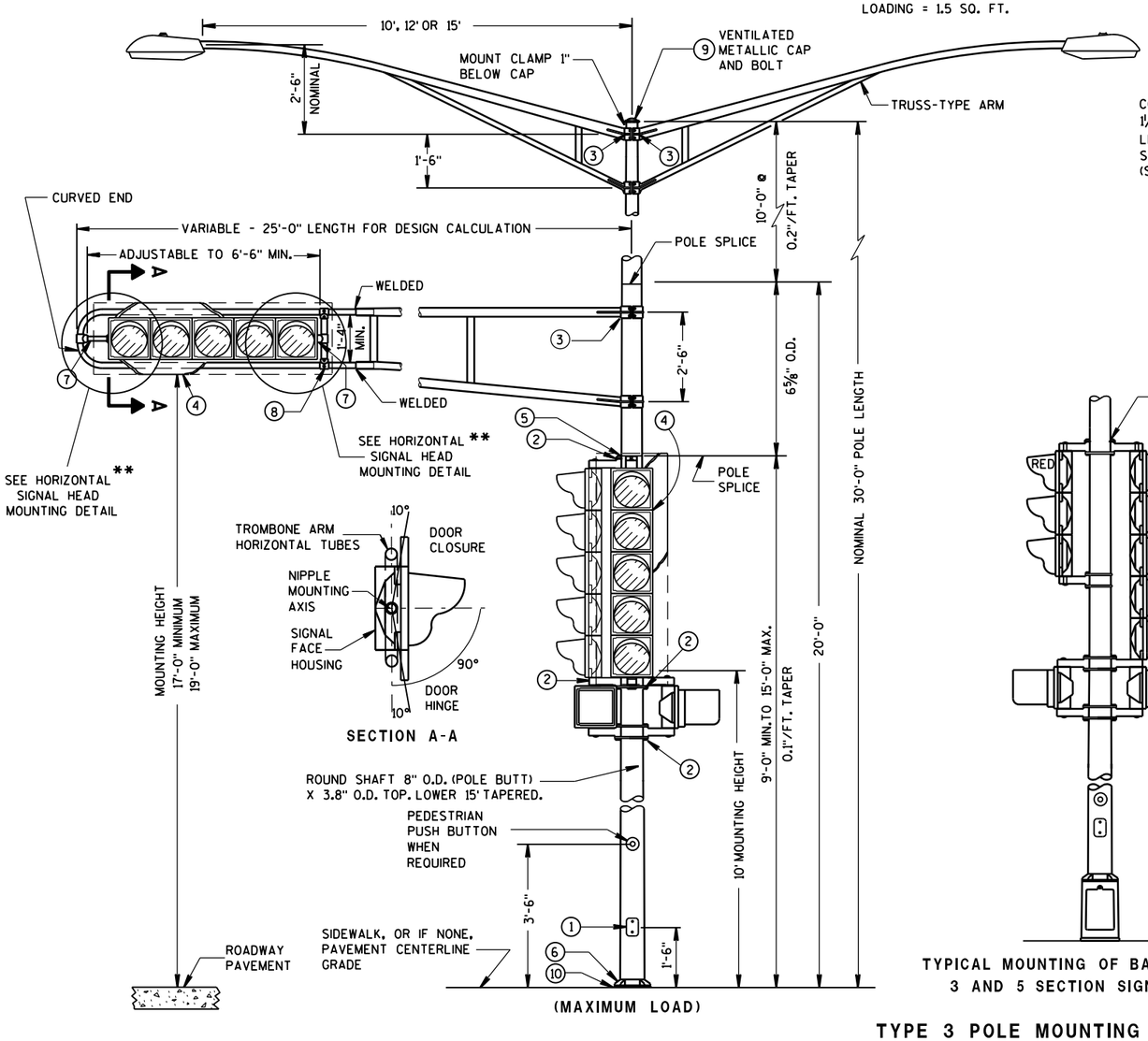
POLE SPLICE DETAIL



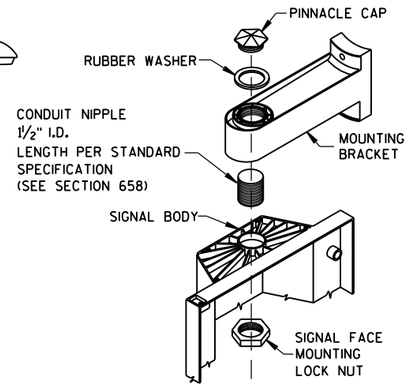
INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

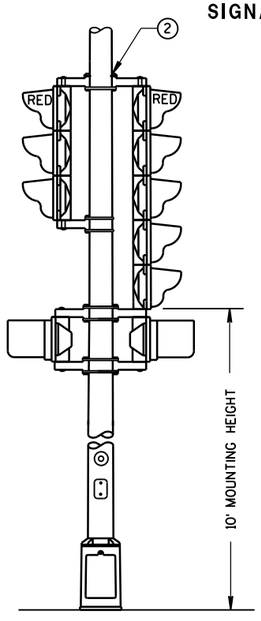
WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.



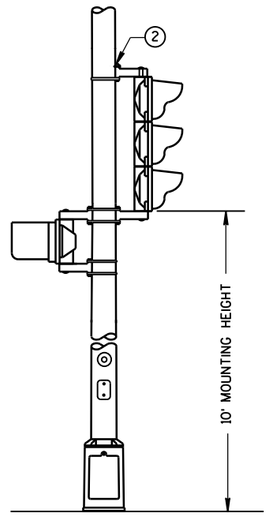
TYPE 3 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

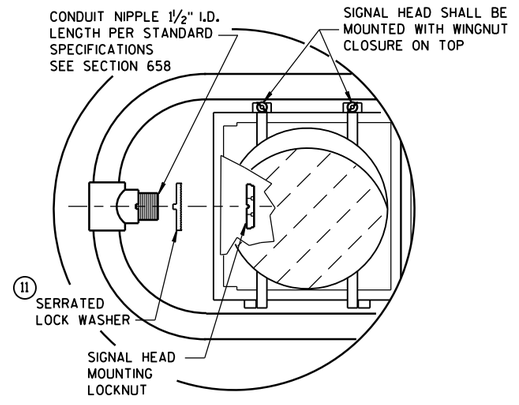
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

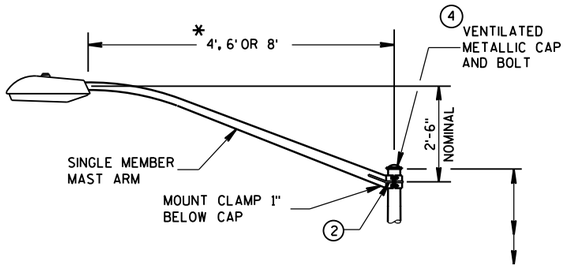
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

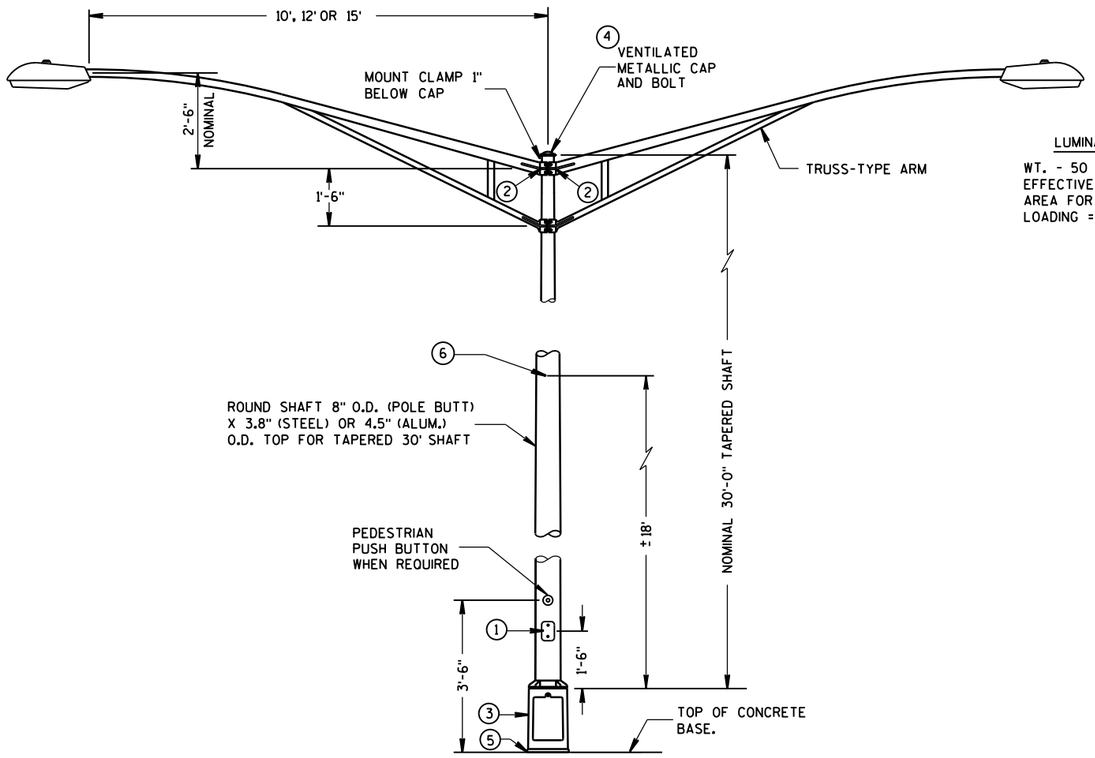
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DEPARTMENT OF TRANSPOI

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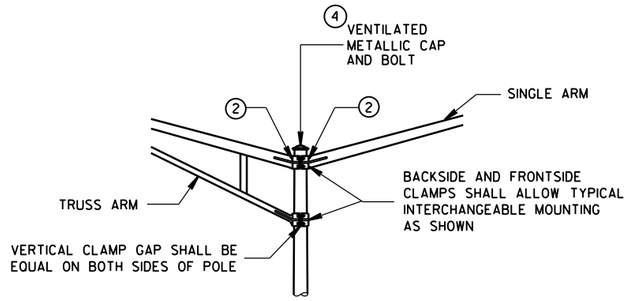
S.D.D. 9 E 1-14b

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

S.D.D. 9 E 1-14d

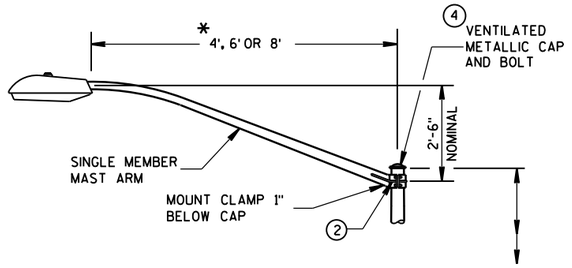
POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

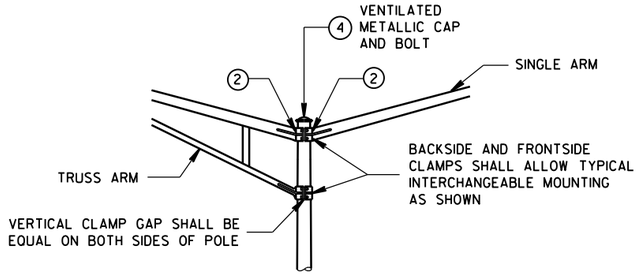
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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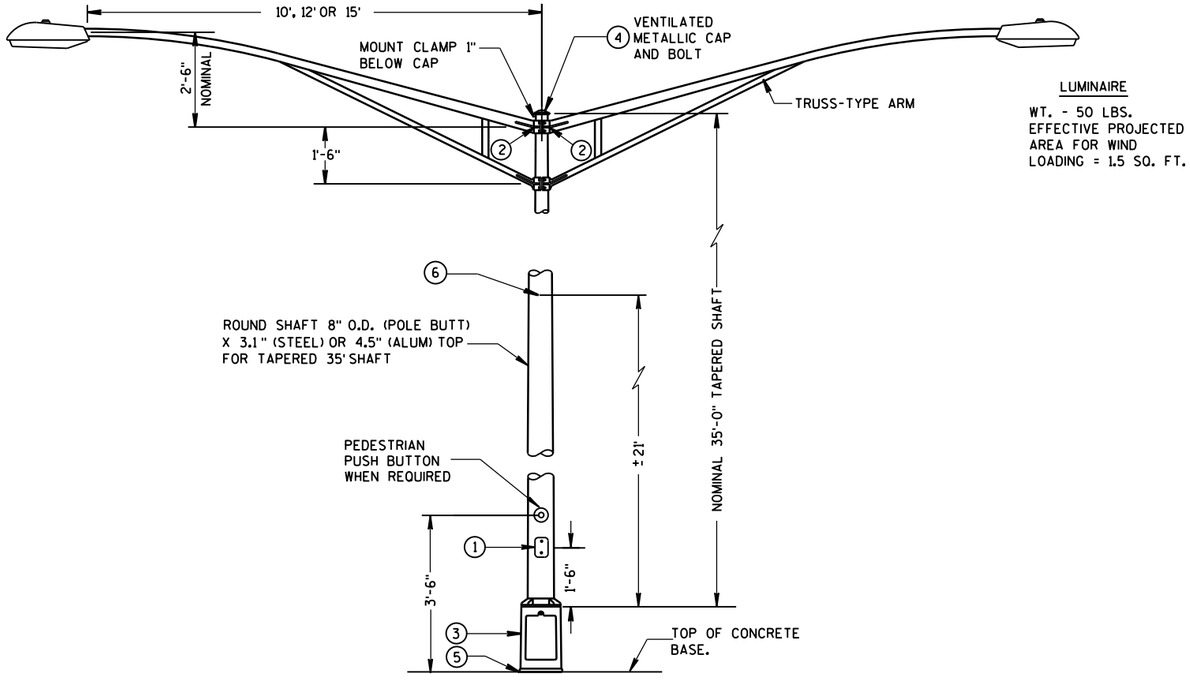
S.D.D. 9 E 1-14d

* RISE FOR 4' ARM SHALL BE 2'-0".





INTERCHANGEABLE MOUNTING DETAIL



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM ~~TO THE PERTINENT~~ REQUIREMENTS OF THE CONTRACT.

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE EITHER GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

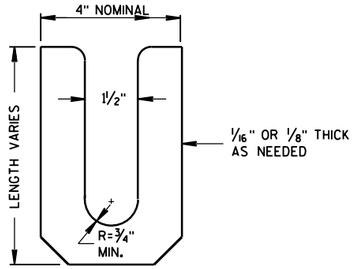
(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

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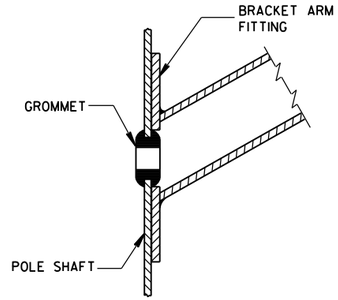
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S.D.D. 9 E 1-14e

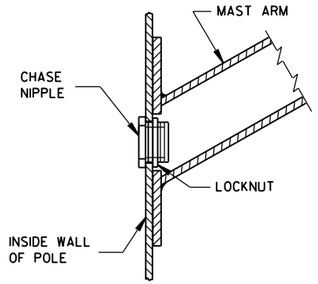


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

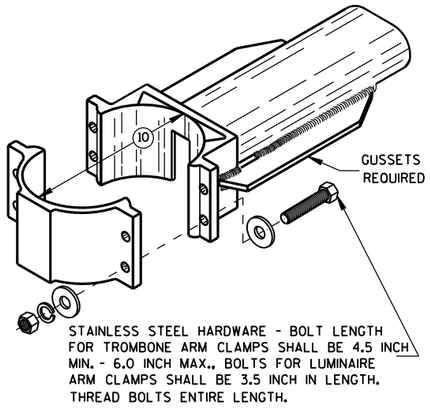
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

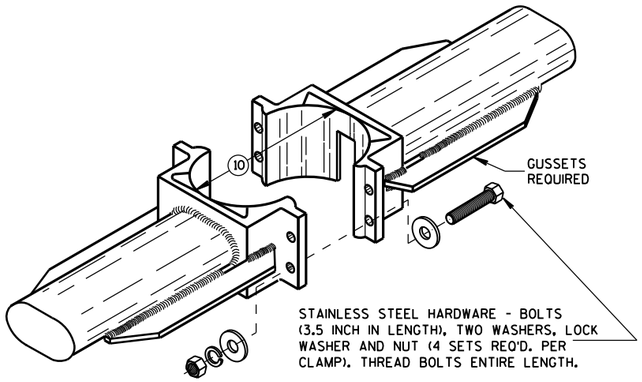
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

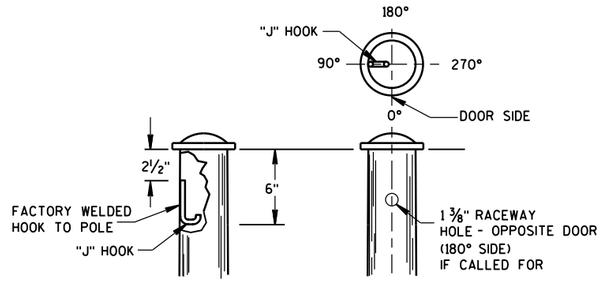
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



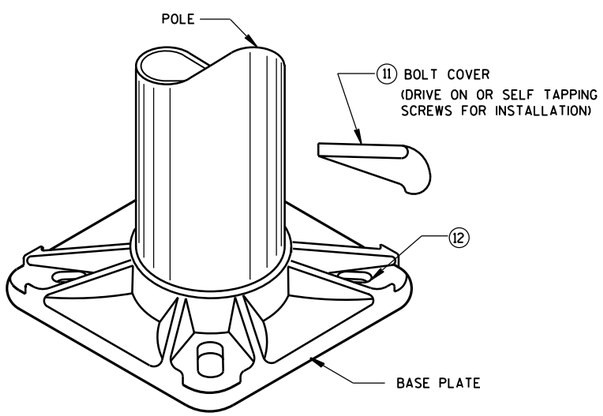
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



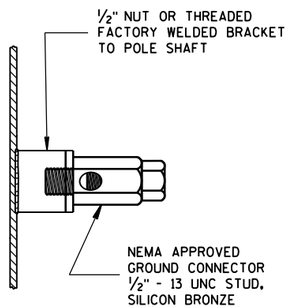
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

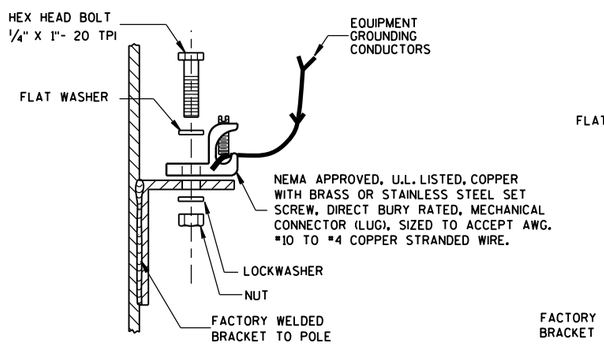


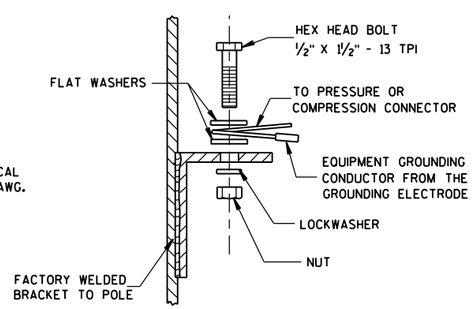
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

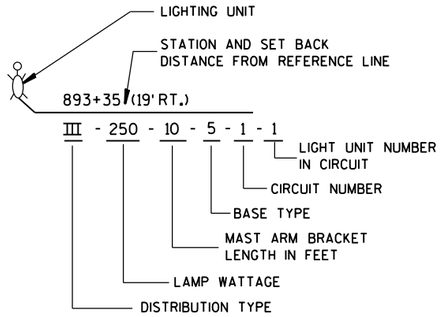
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

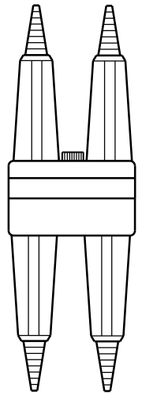
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

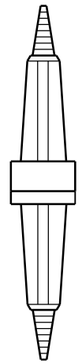
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S.D.D. 9 E 1-14g



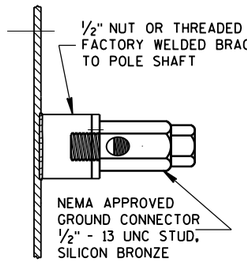
LIGHTING UNIT CODE
(TYPICAL)

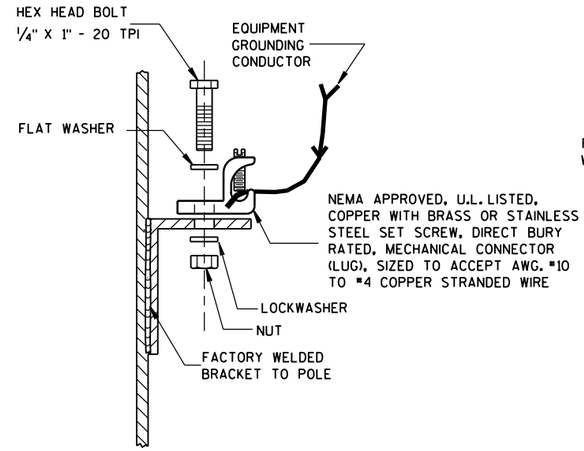


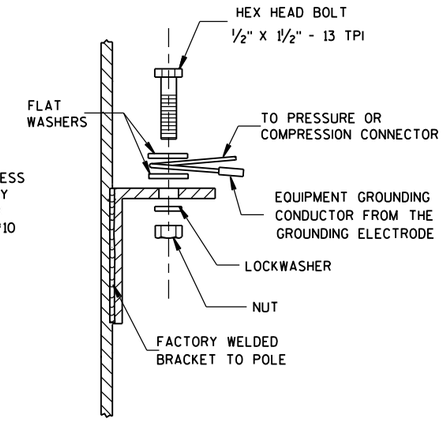
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



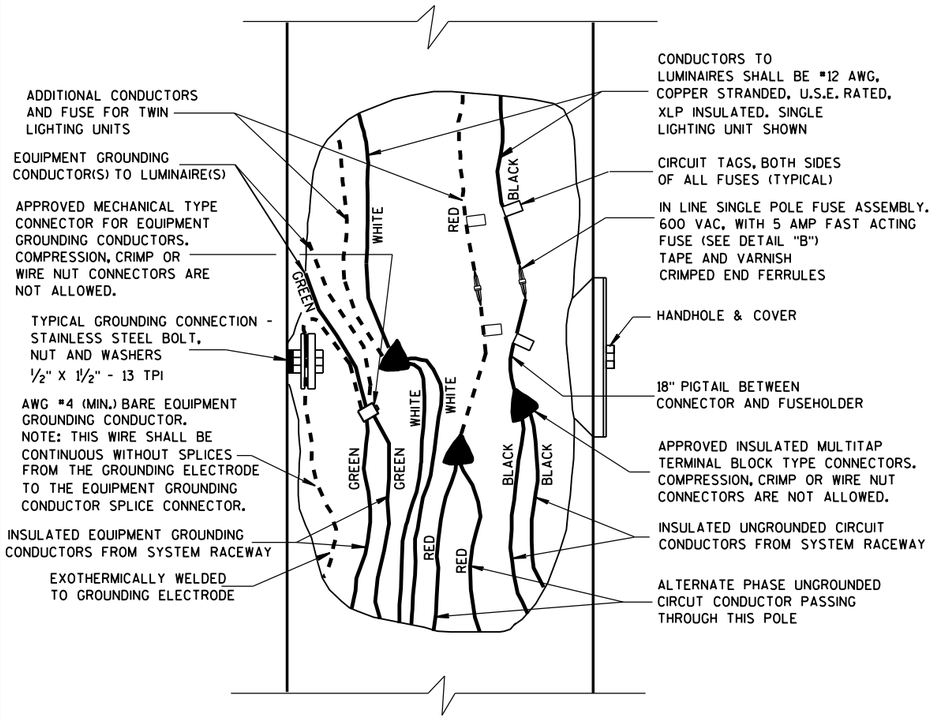
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



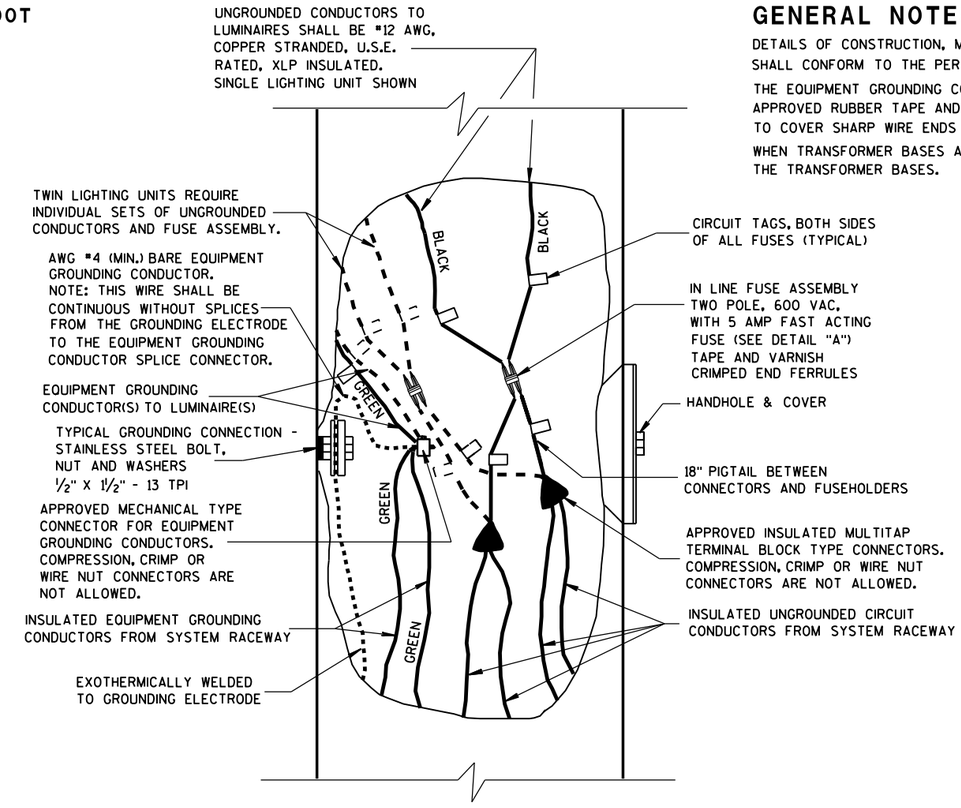




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

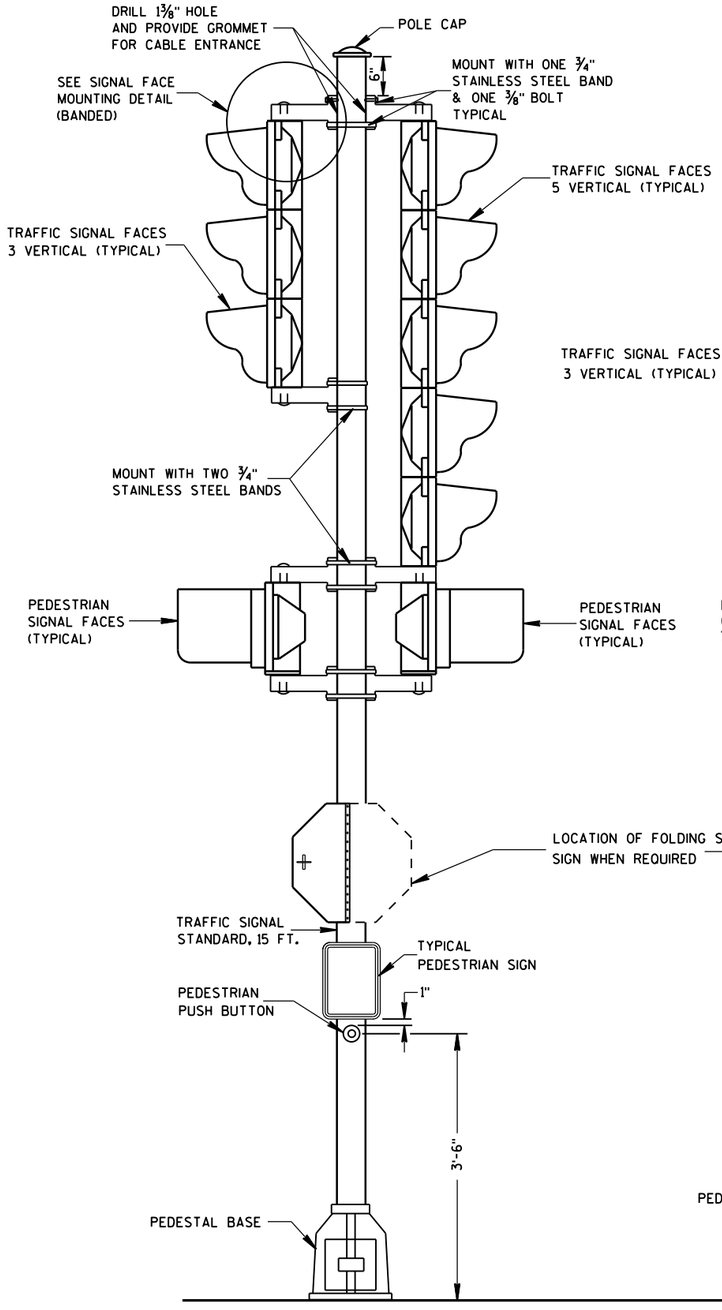
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

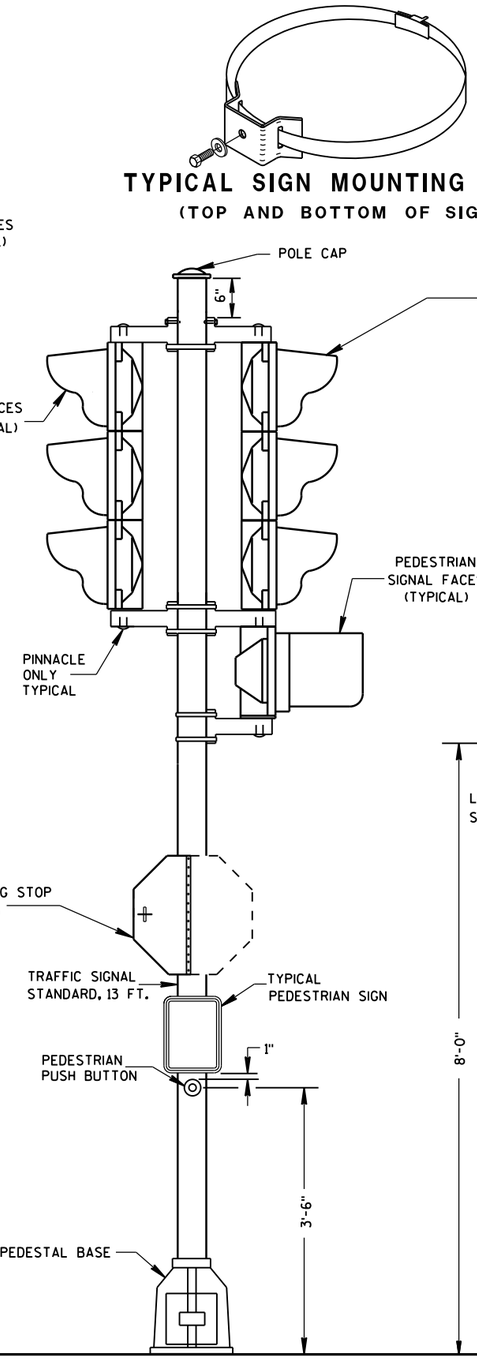
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 3-5

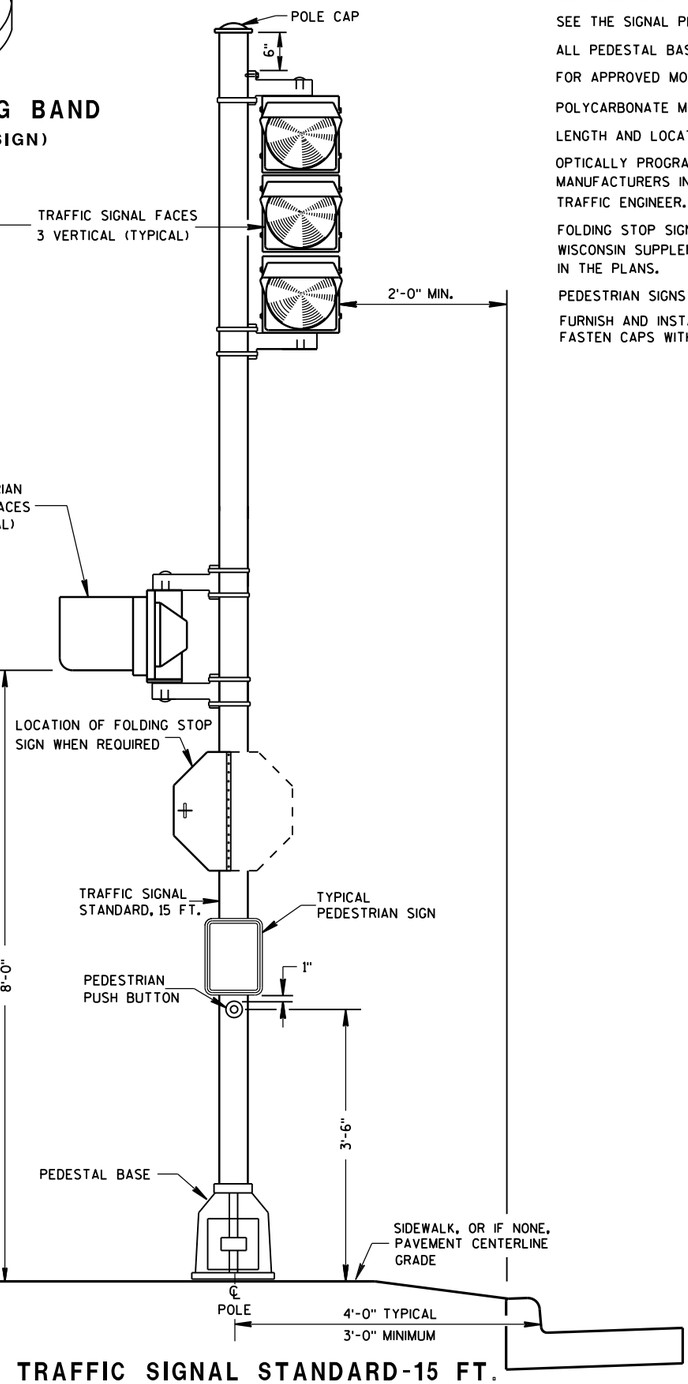


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

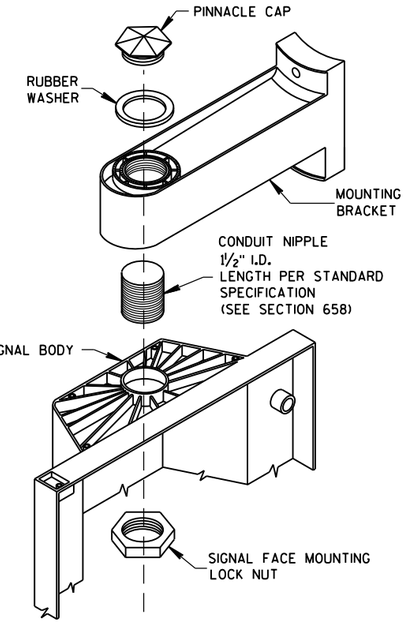
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

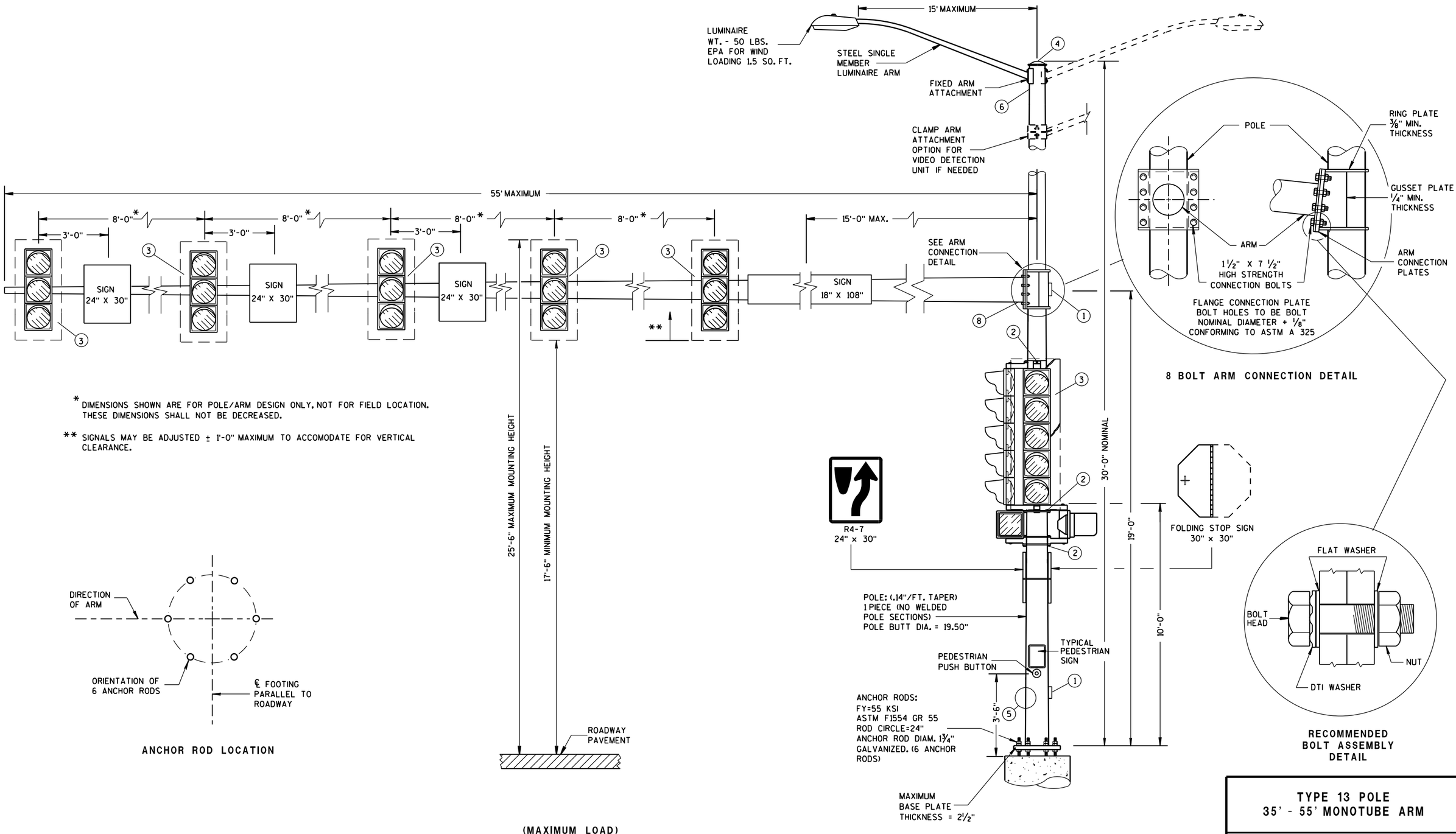
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
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* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED
BOLT ASSEMBLY
DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014
DATE

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GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

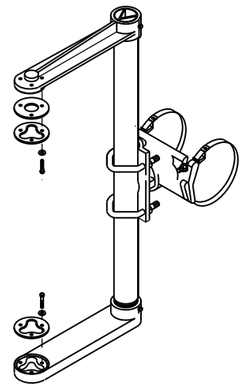
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

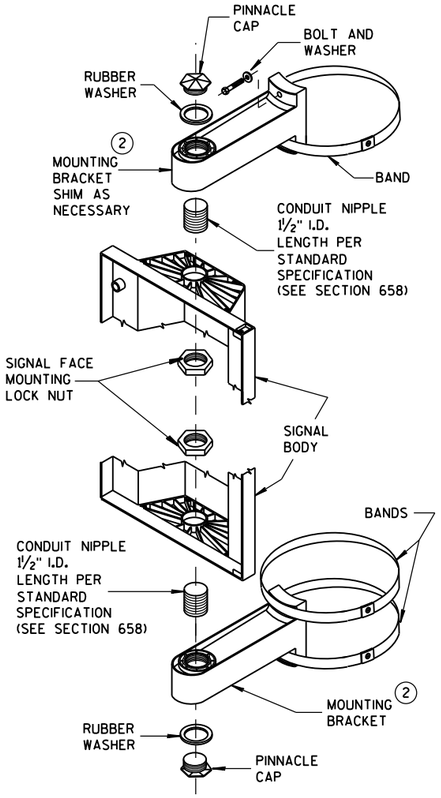
MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

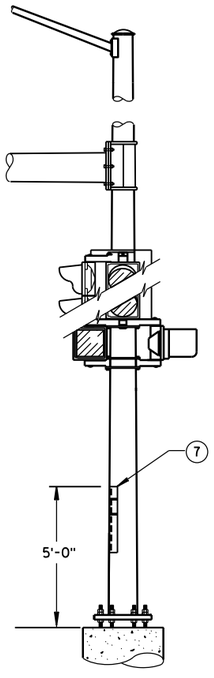


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

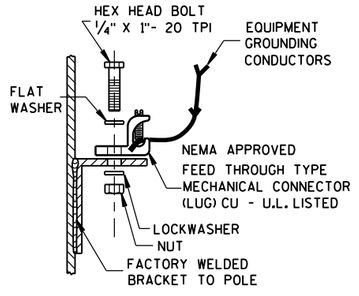
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

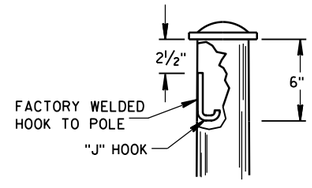


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

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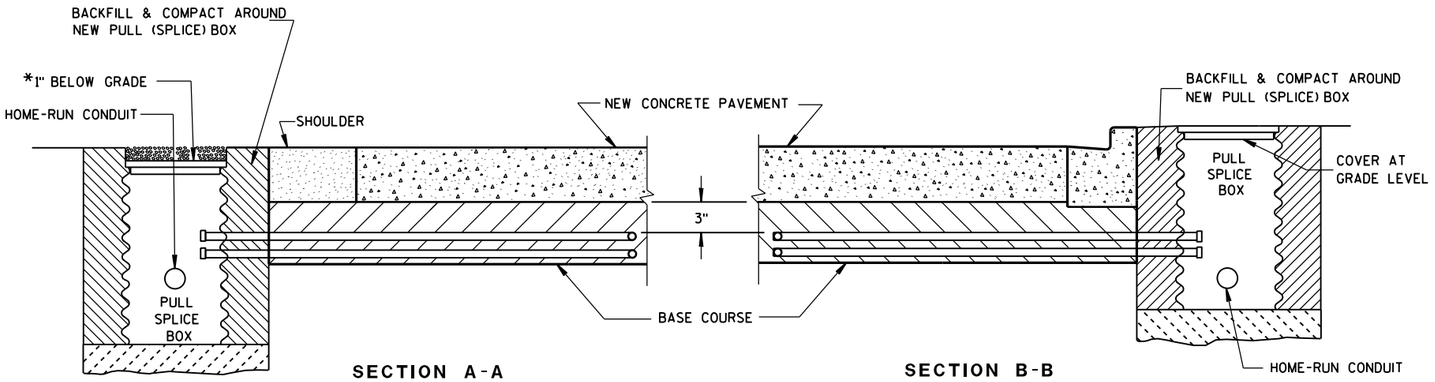
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SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

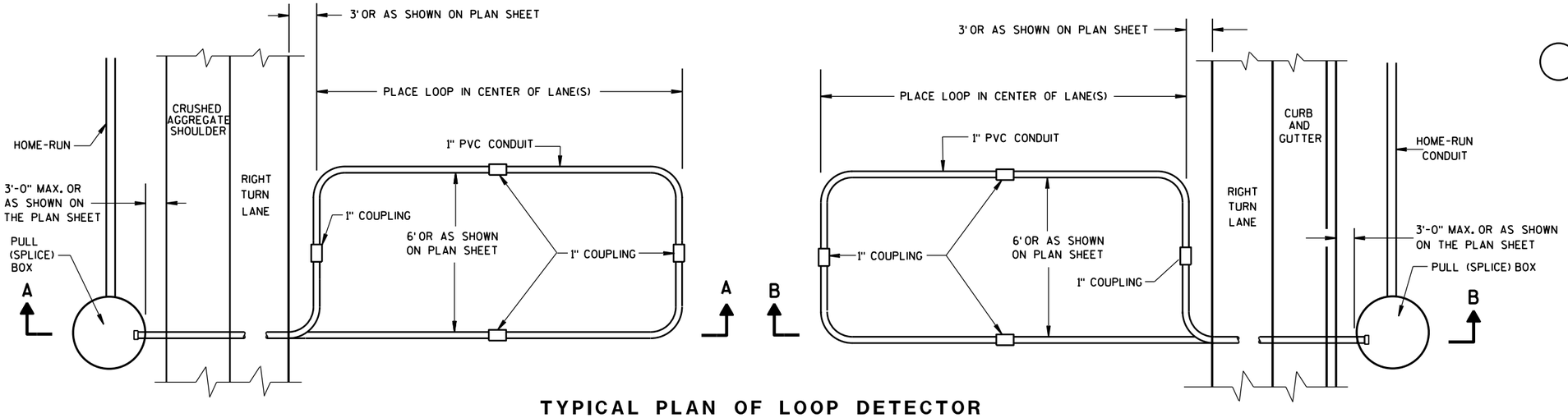
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

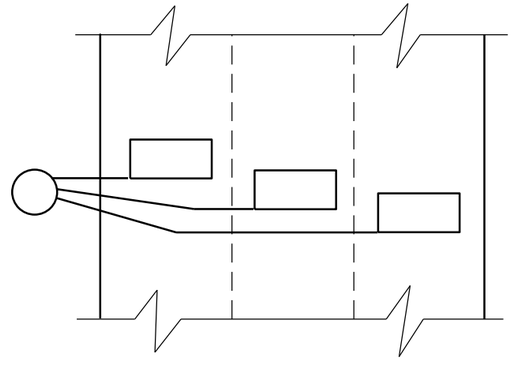
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
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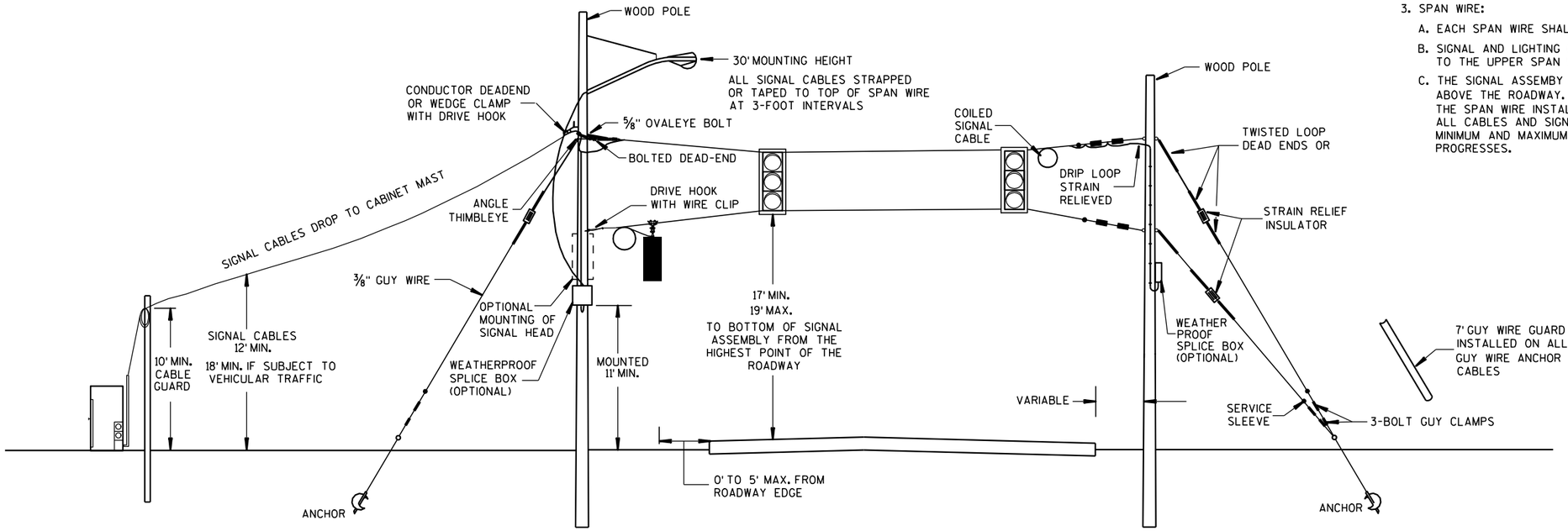
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

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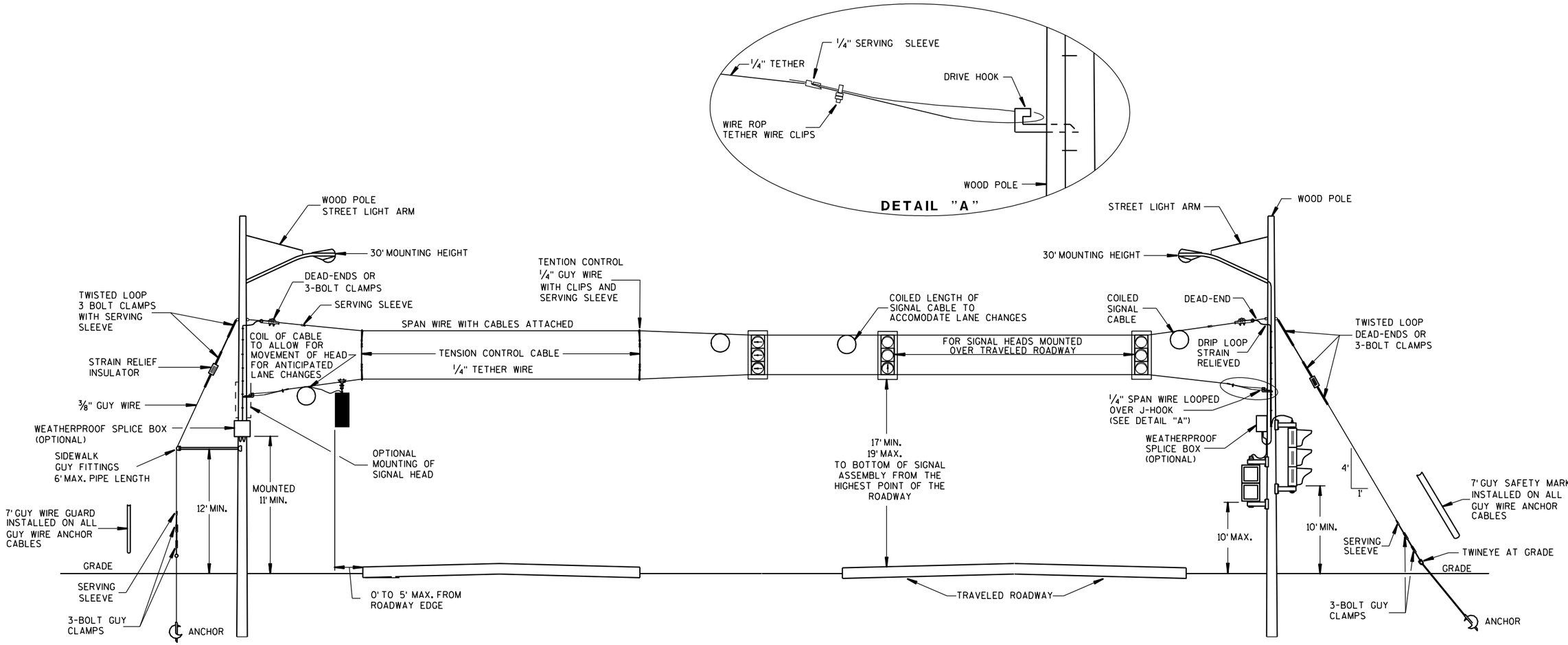
7-14-08 DATE

/S/ Balu Ananthar [illegible] n
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GENERAL NOTES

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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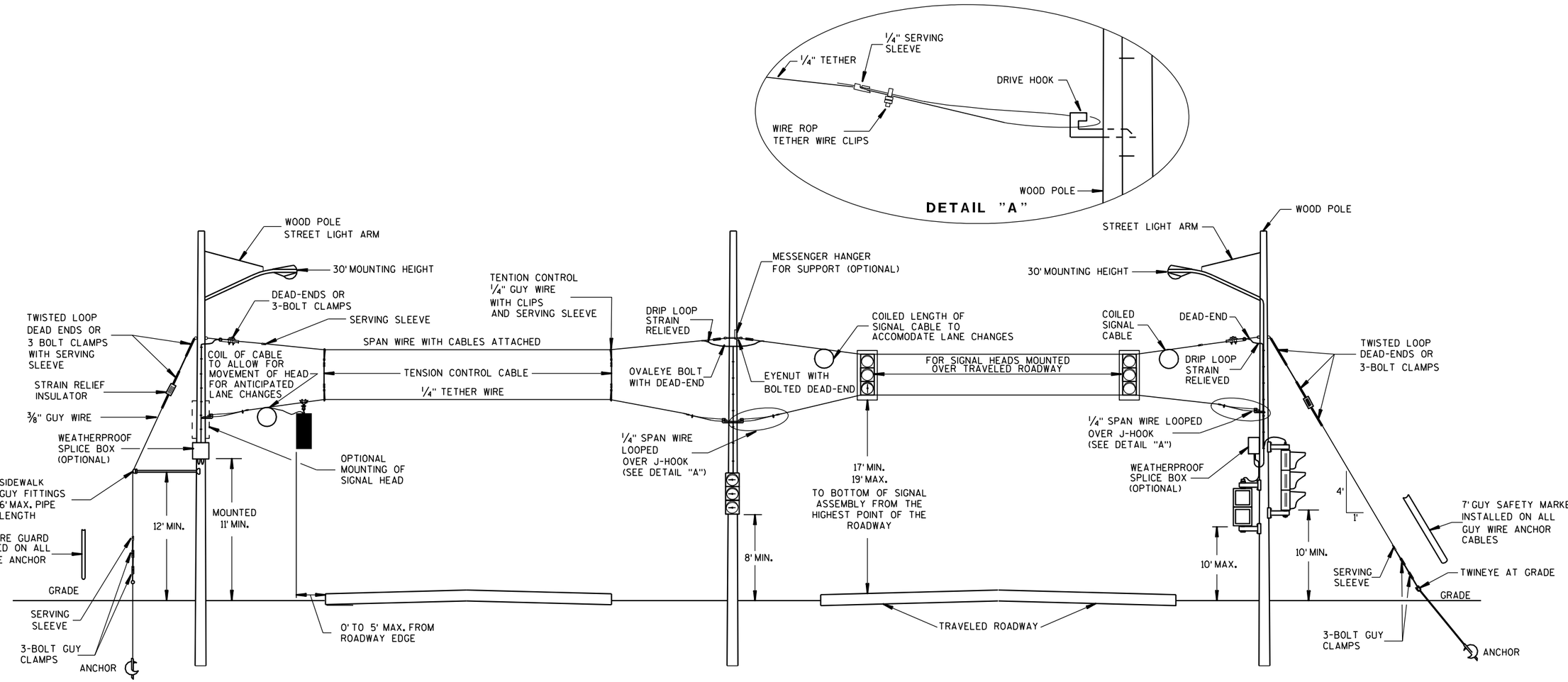
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S.D.D. 9 G 1-3b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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7-14-08 DATE

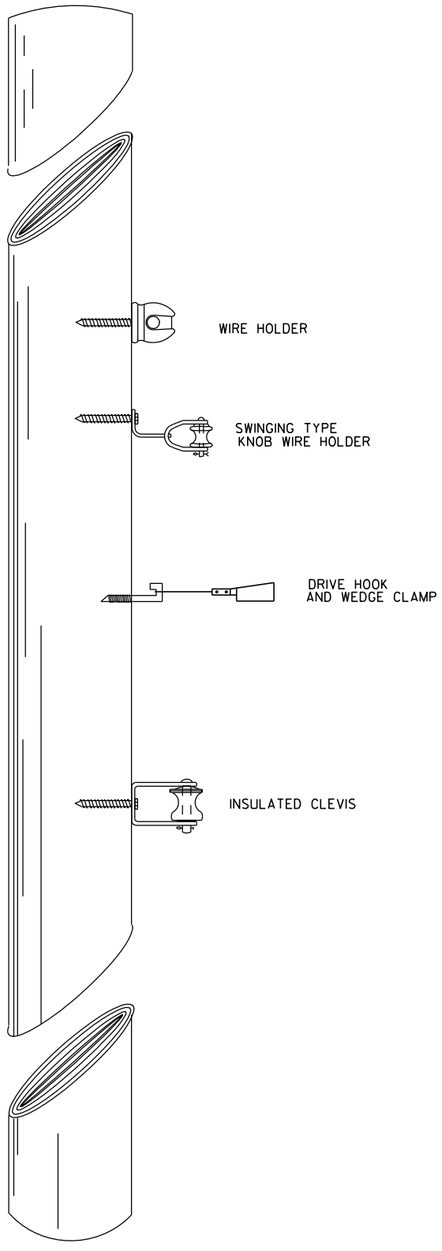
/S/ Balu Aganthapanayanan
STATE ELECTRICAL ENGI

424 HWYS

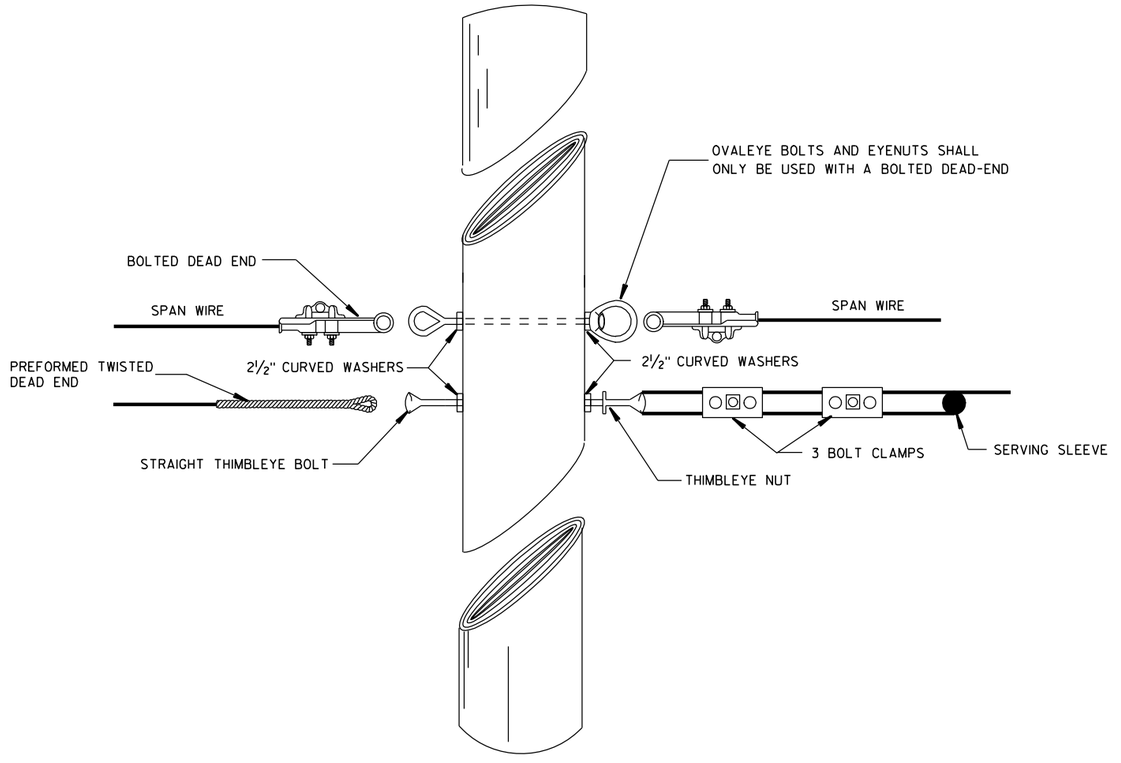
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TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

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SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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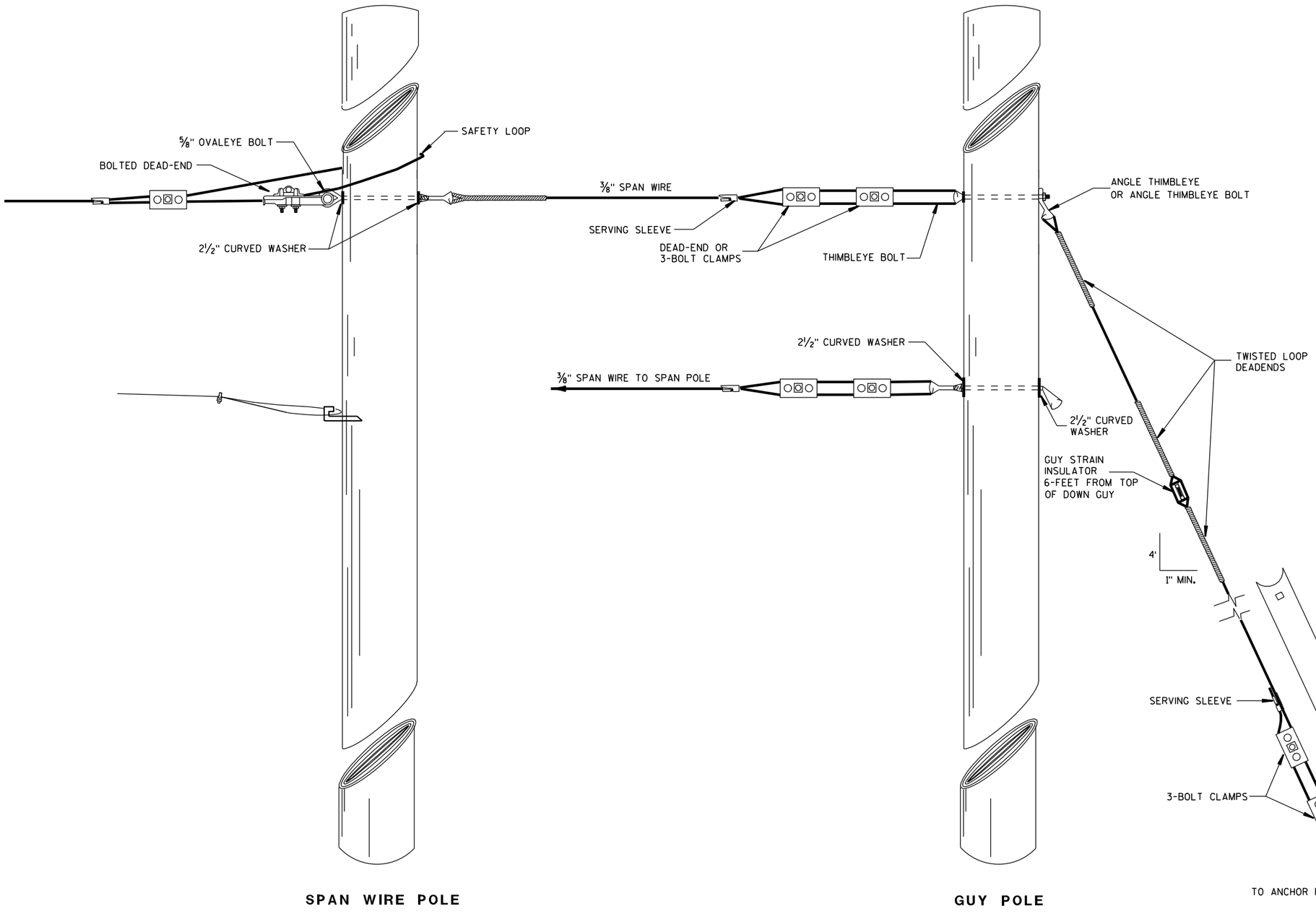
7-14-08
DATE

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GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE

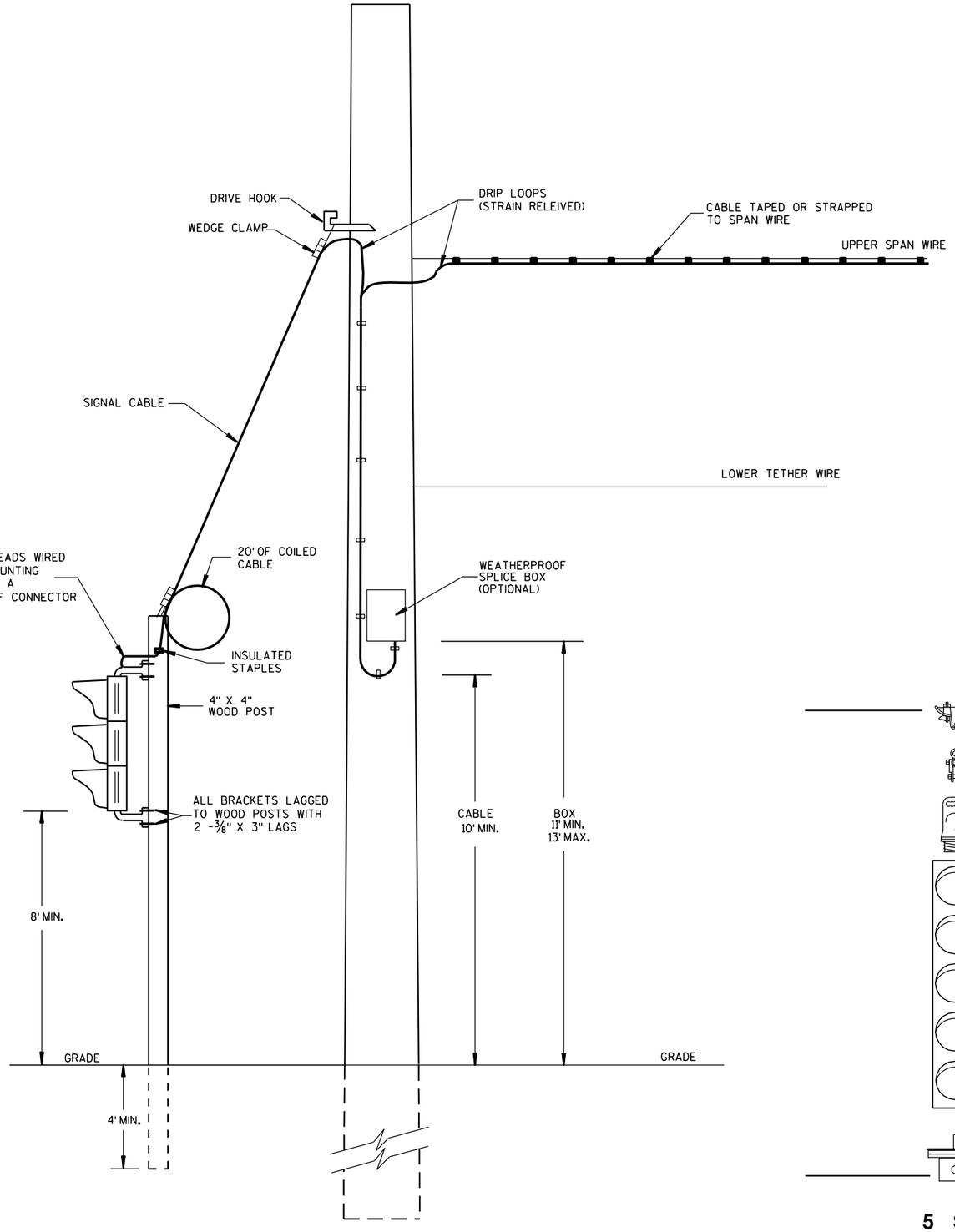
GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

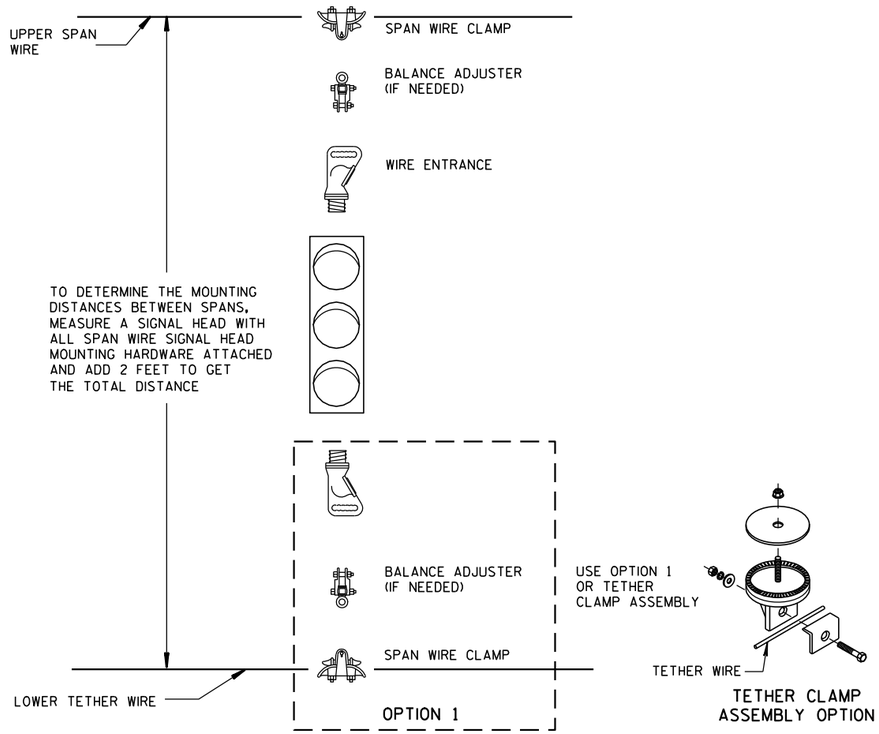
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

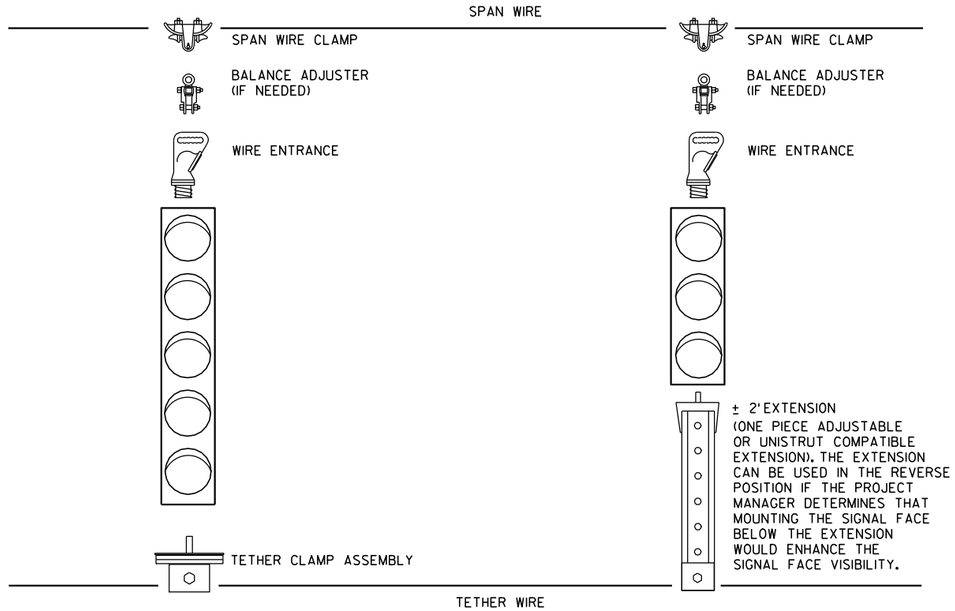
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TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

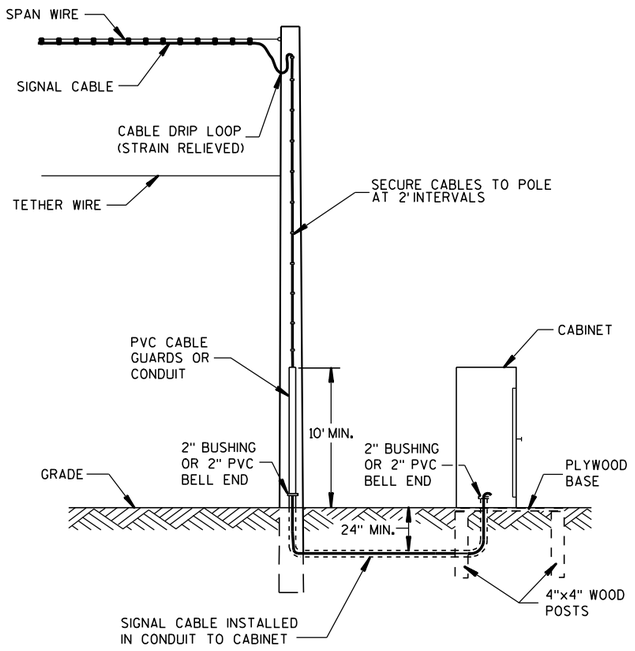
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

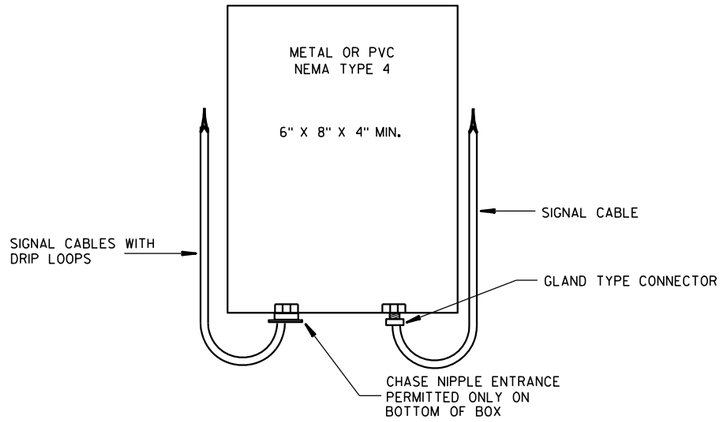
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STATE ELECTRICAL ENGI 427 HWYS
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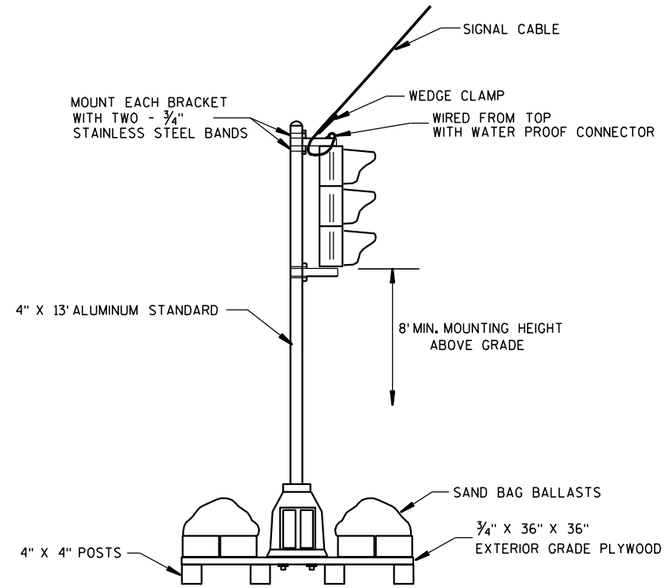
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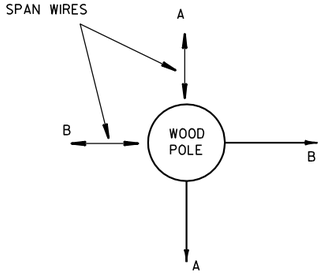




SPLICE BOX

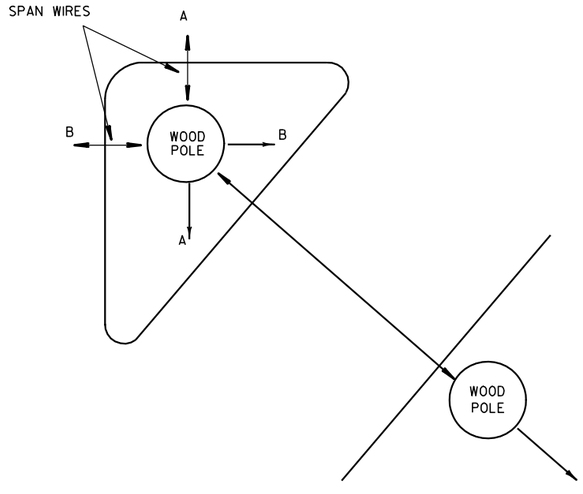


TYPICAL SKID TYPE TEMPORARY

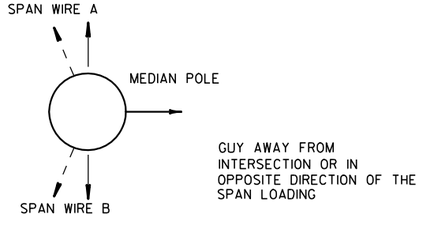


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM INTERSECTION OR IN OPPOSITE DIRECTION OF THE SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

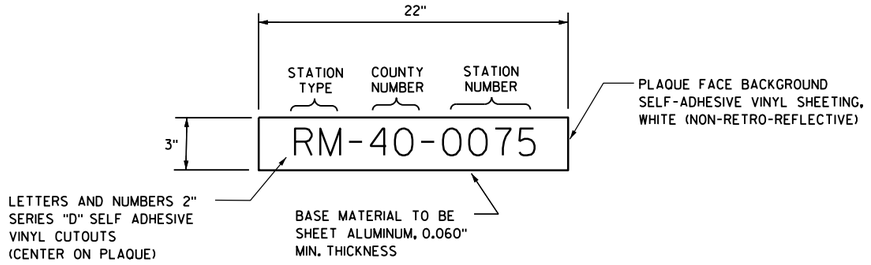
APPROVED

7-14-08 DATE — /S/ Balu Aganthangayagan STATE ELECTRICAL ENGI — HWYS

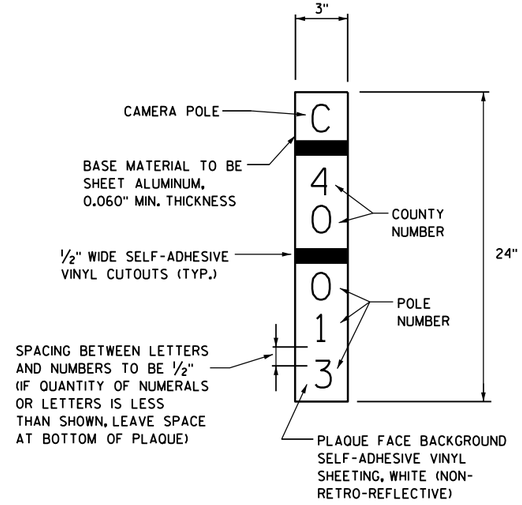
FHWA

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S.D.D. 9 G 1-3g



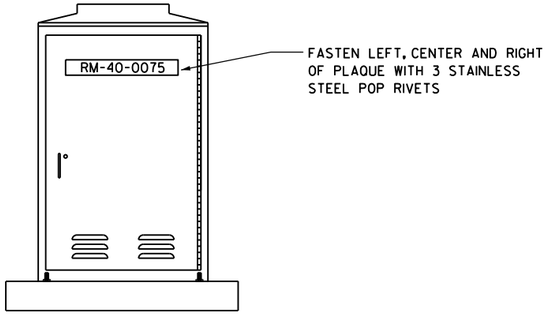
CONTROL CABINET IDENTIFICATION PLAQUE DETAIL



POLE IDENTIFICATION PLAQUE DETAIL

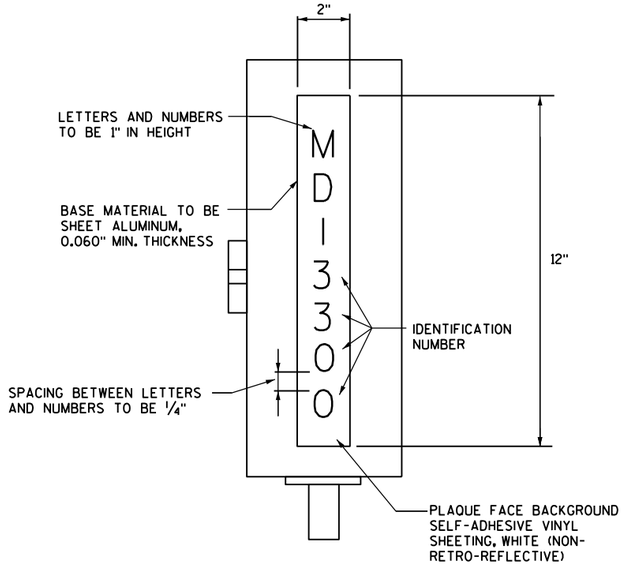
GENERAL NOTES

1. TWO PLAQUES PER CABINET REQUIRED ON CONTROL CABINET.
2. FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.
3. FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN NOTE (2), FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.
4. COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.



CONTROL CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

(TYPICAL ALL CONTROL CABINETS)



MICROWAVE DETECTOR FIELD CABINET IDENTIFICATION PLAQUE DETAIL

LEGEND STATION TYPE

RM - RAMP METER
CCTV - CLOSED CIRCUIT TELEVISION
ATR - AUTOMATIC TRAFFIC RECORDER
SDS - SYSTEM DETECTOR STATION
MD - MICROWAVE DETECTOR

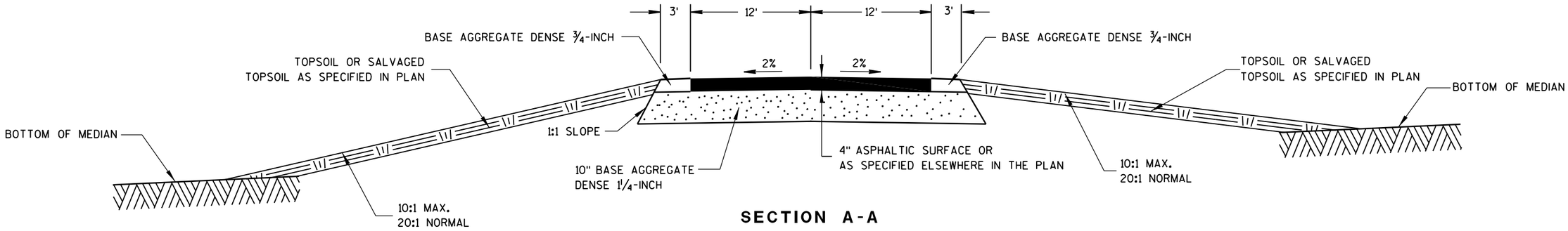
IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

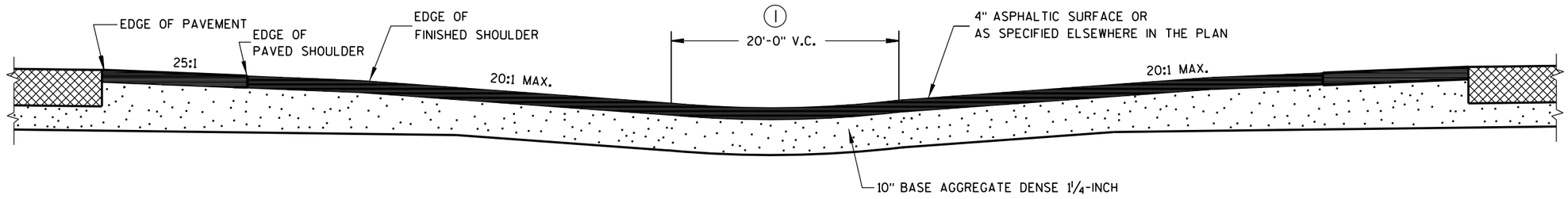
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demribilek — STATE ELECTRICAL
FHWA

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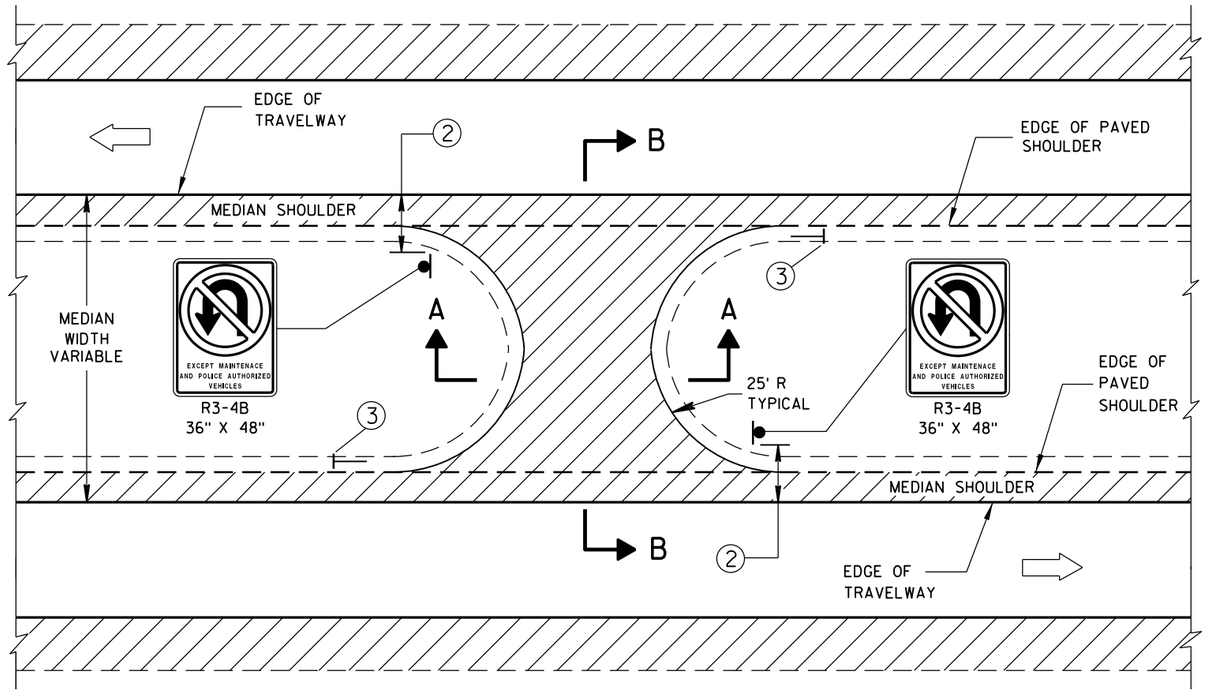
S.D.D. 9 H 11-1



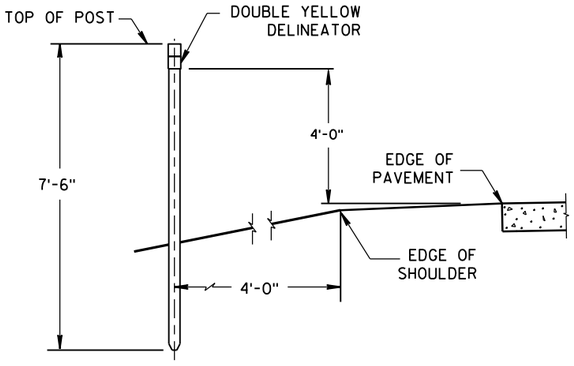
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

GENERAL NOTES

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

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

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

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

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

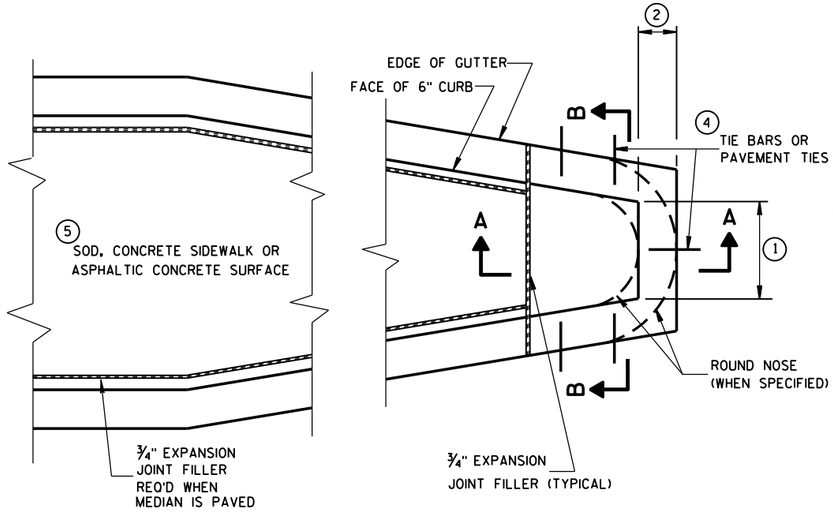
FHWA

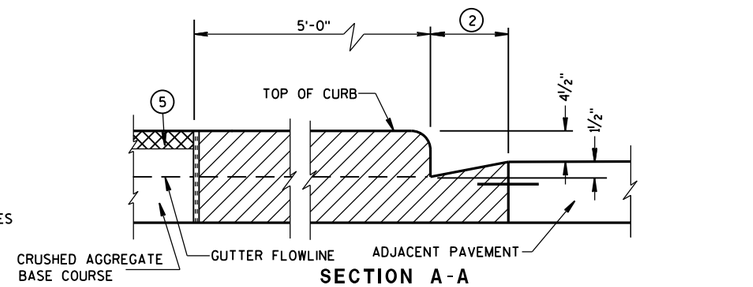
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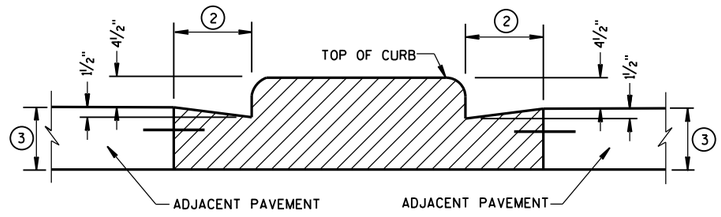
S.D.D. 11 A 1-5

6

S.D.D. 11 A 1-5







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

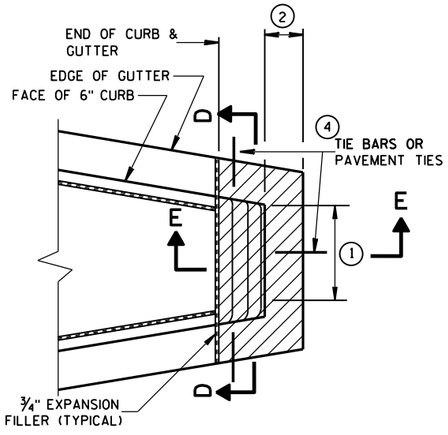
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

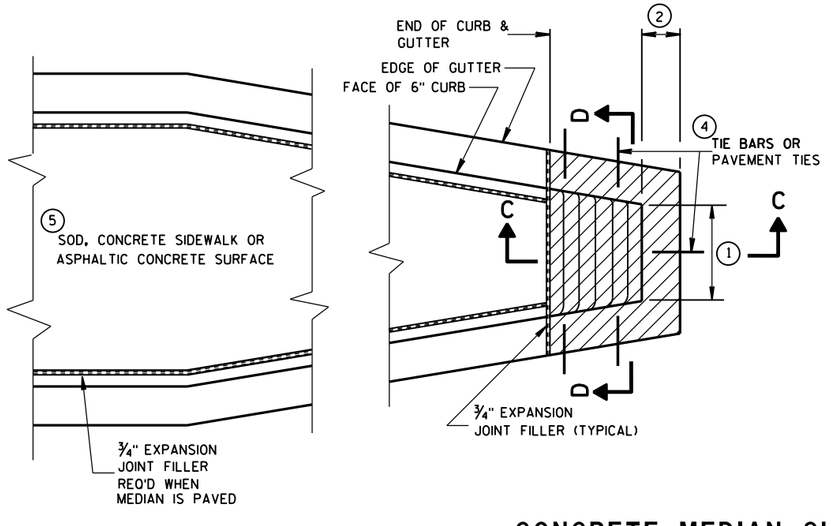
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

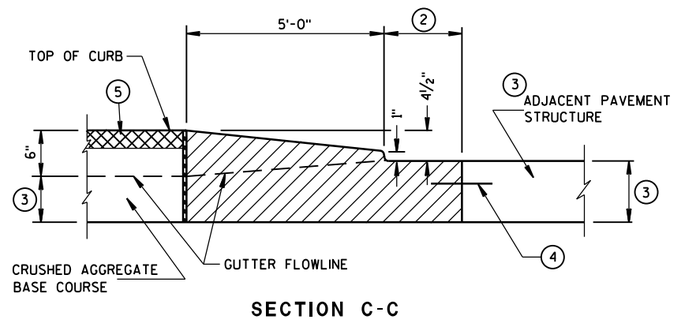
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

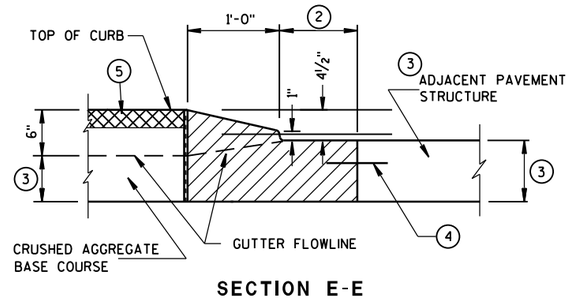
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



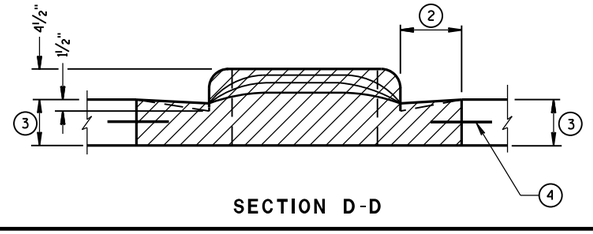






CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

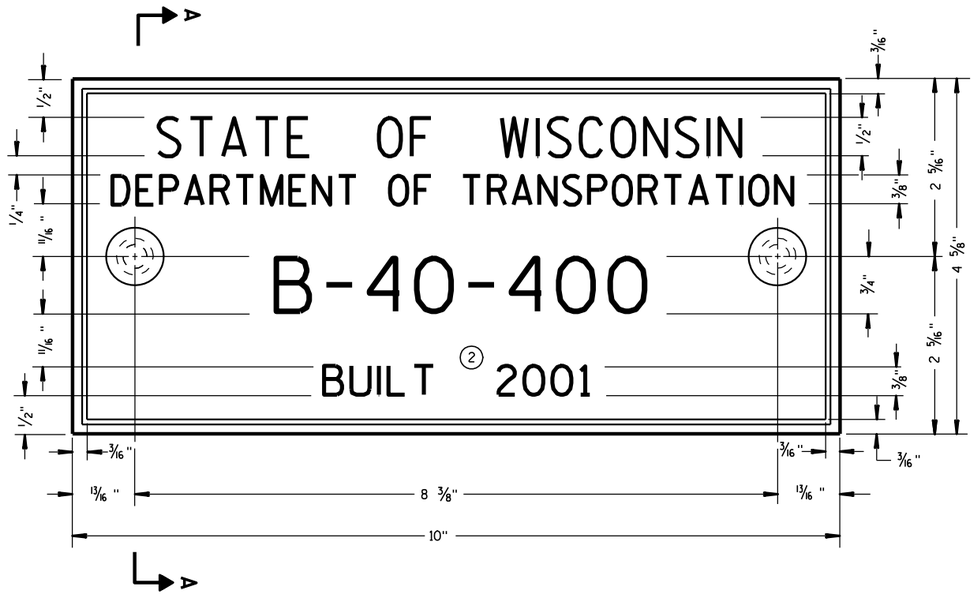
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 11 B 2-2

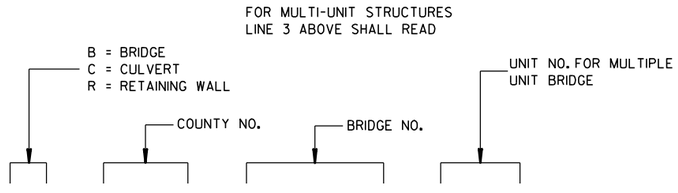
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S.D.D. 11 B 2-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

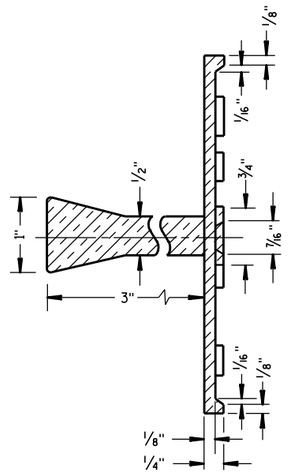
GENERAL NOTES

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

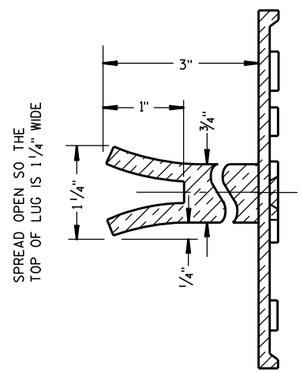
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

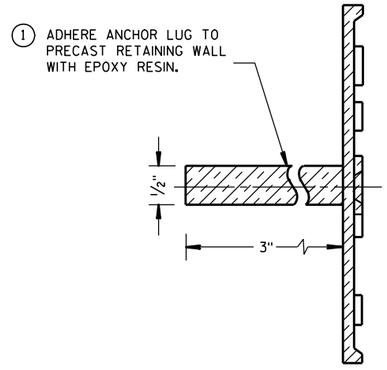
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

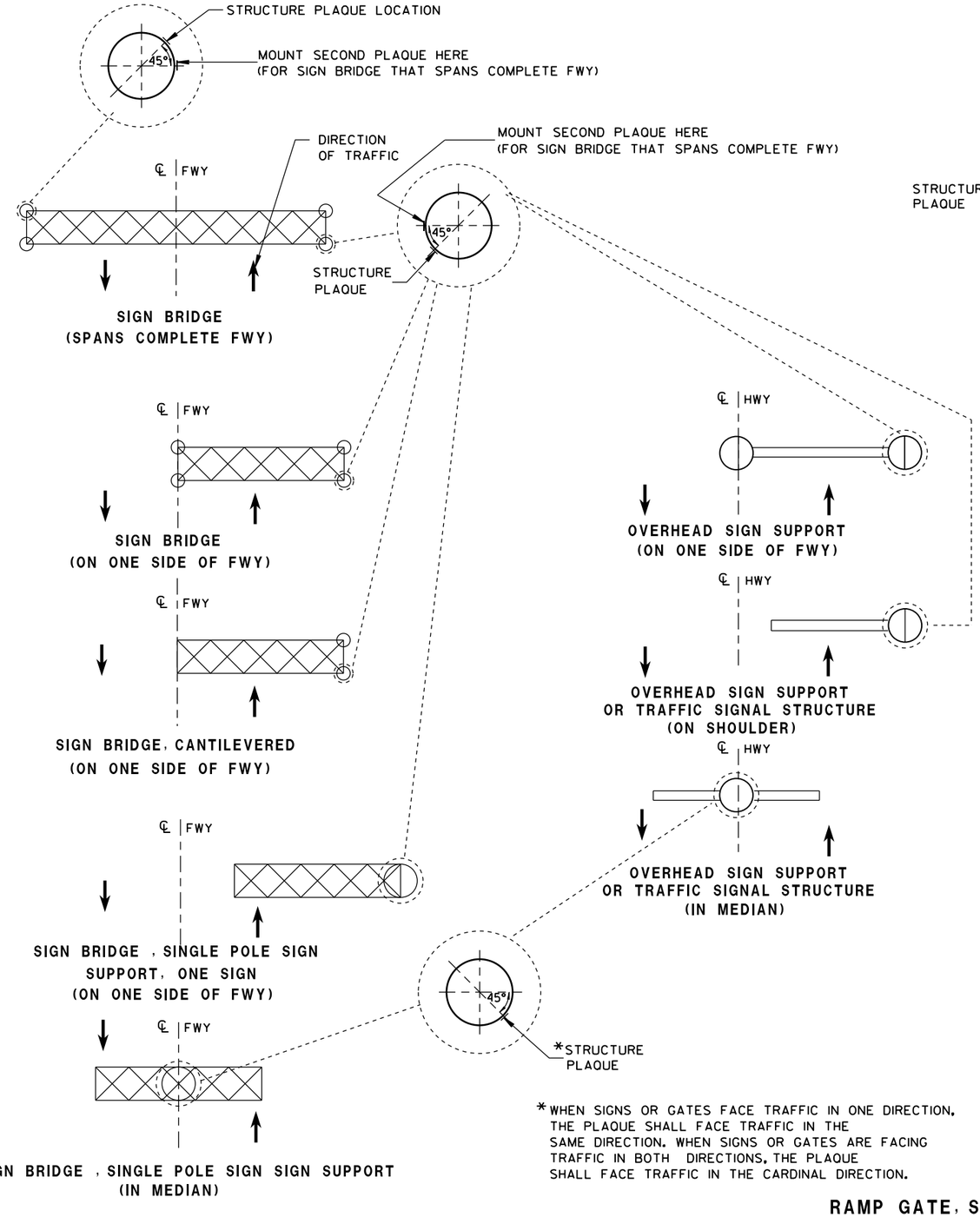
APPROVED

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

FHWA

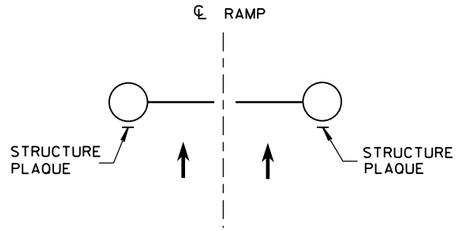
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S.D.D. 12 A 3-10

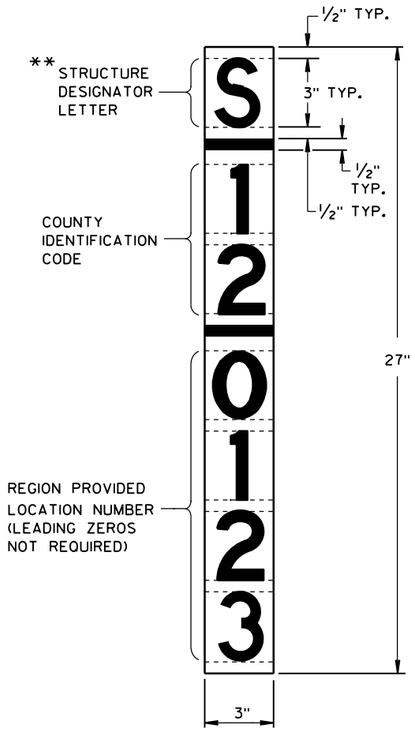


* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

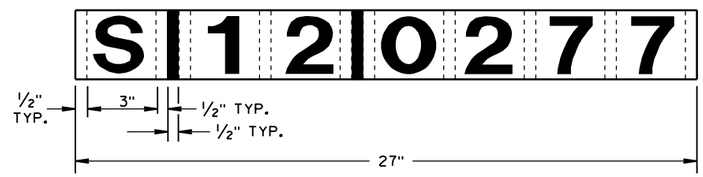
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

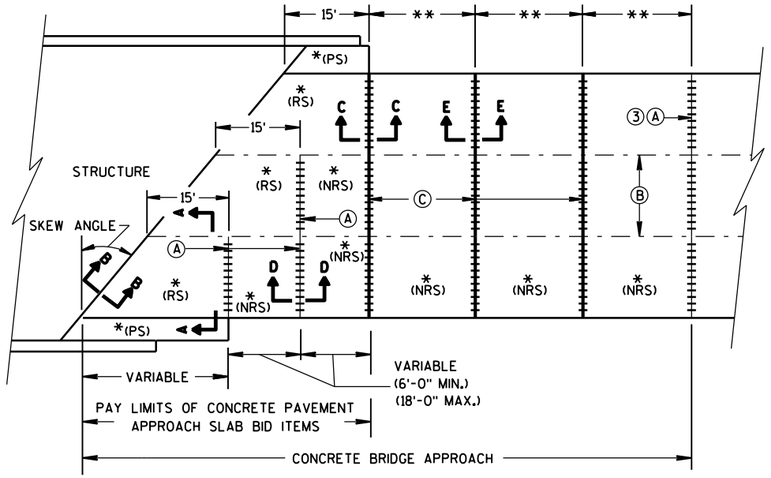
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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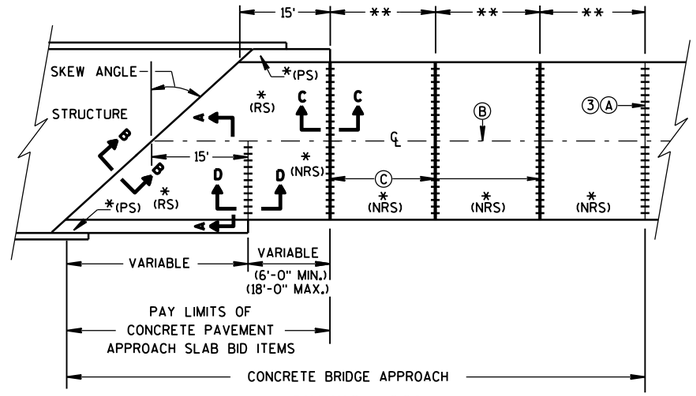
S.D.D. 12 A 4-3

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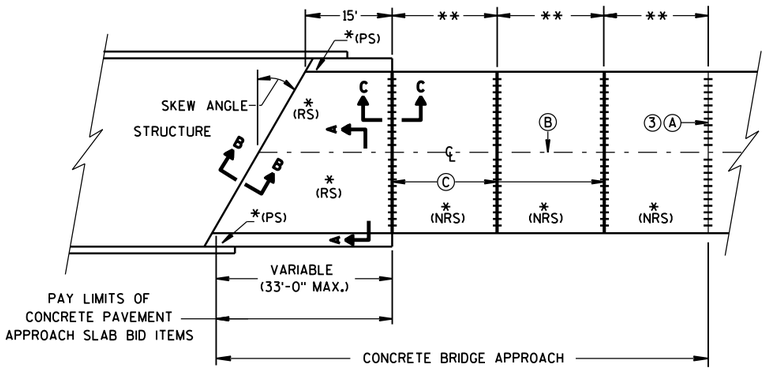
S.D.D. 12 A 4-3



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



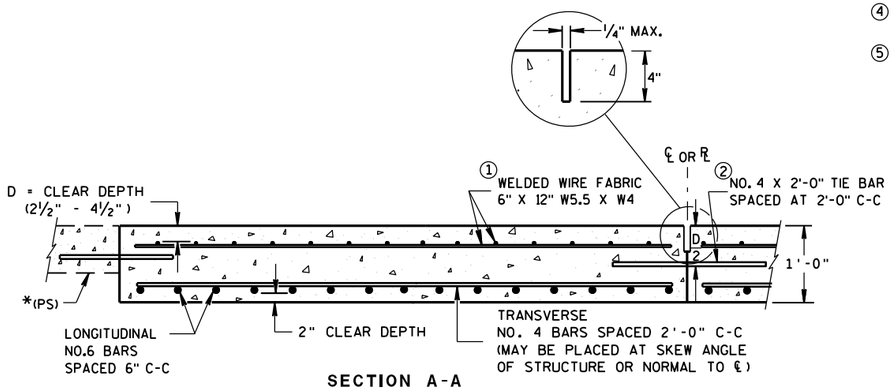
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

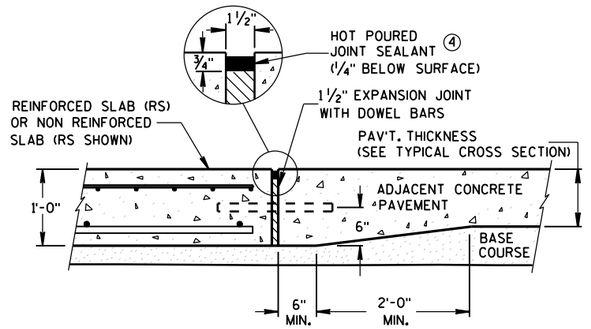
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

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

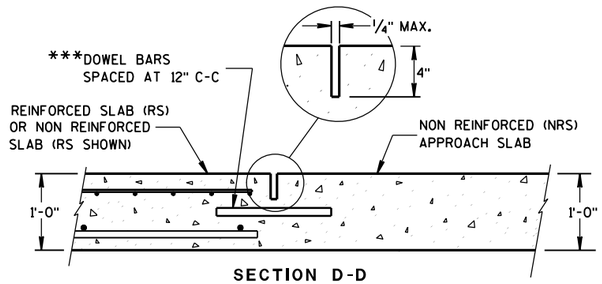
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) STANDARD LONGITUDINAL JOINT AND TIE BARS.
(C) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



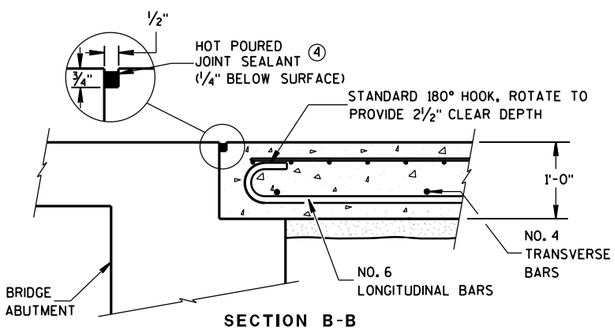
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

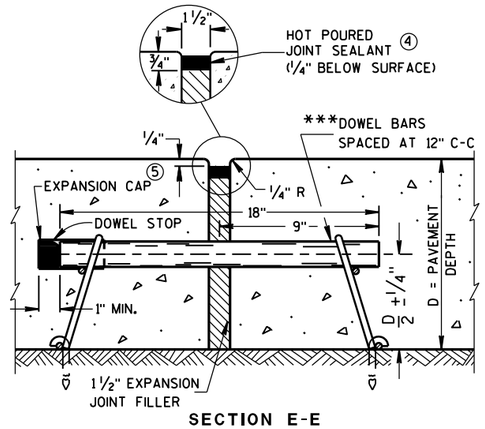
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

1. THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
2. THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
3. DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.
4. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
5. PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION E-E
EXPANSION JOINT

CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

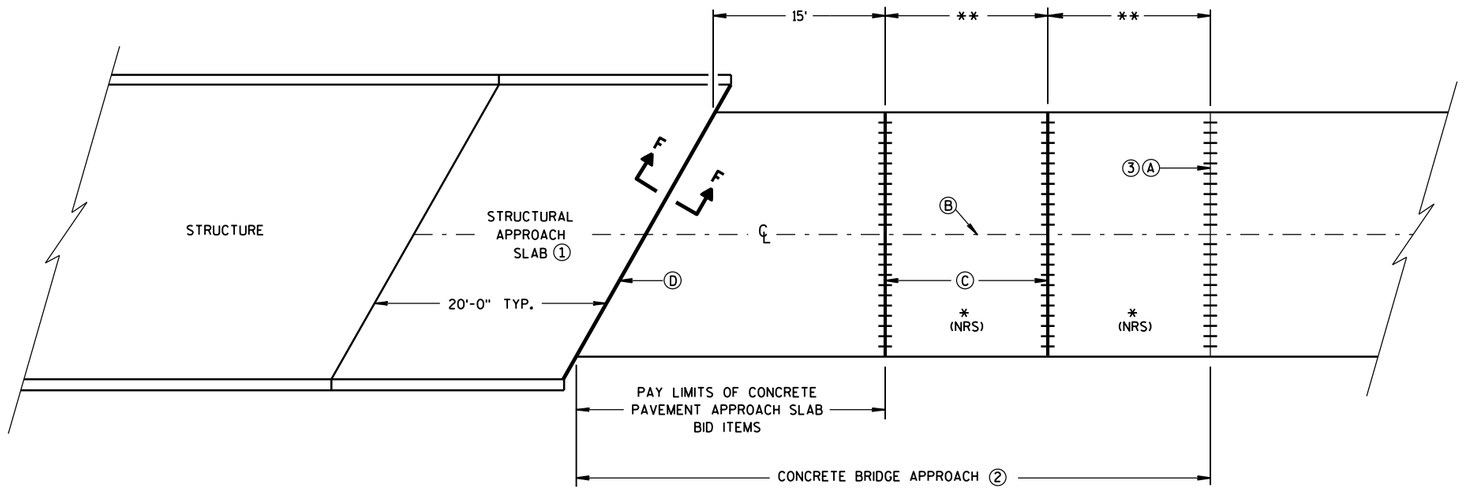
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S.D.D. 13 B 2-7a

6

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



BRIDGE APPROACHES

GENERAL NOTES

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

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

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

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

*(NRS) = NON-REINFORCED CONCRETE SLAB

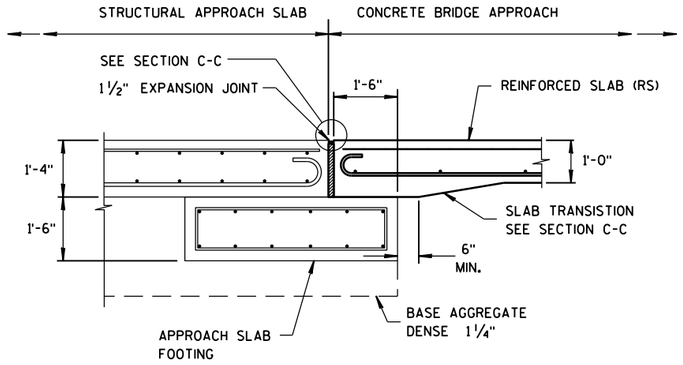
**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT AND TIE BARS.

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

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION F-F

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

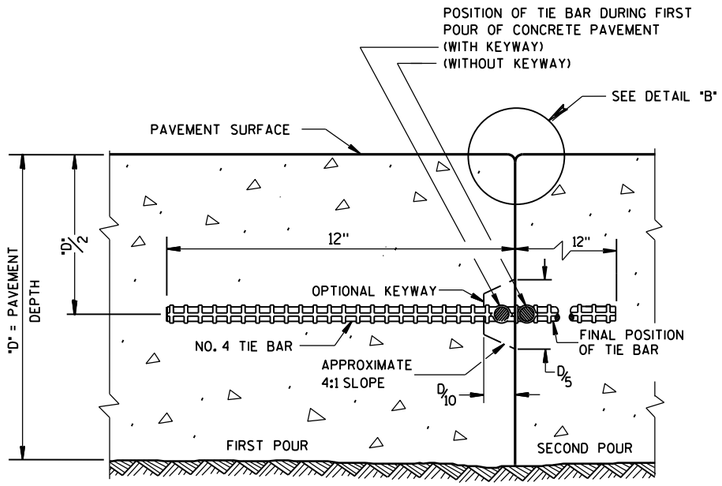
STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

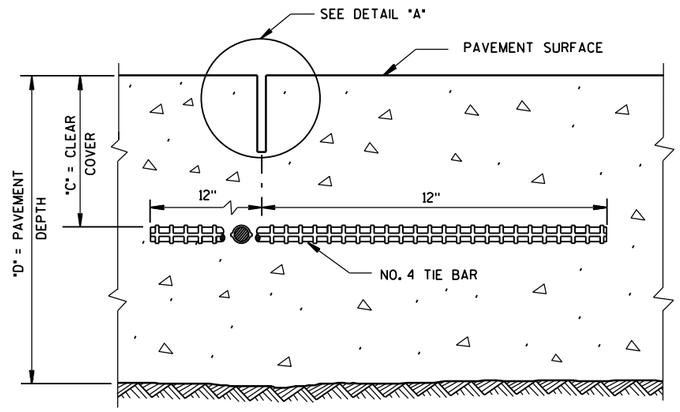
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S.D.D. 13 B 2-7b



CONSTRUCTION JOINT



SAWED JOINT

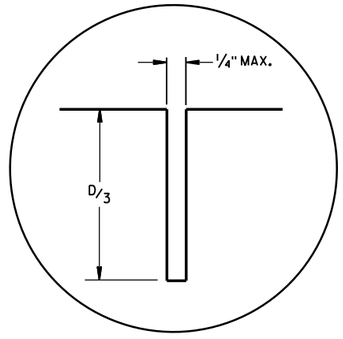
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

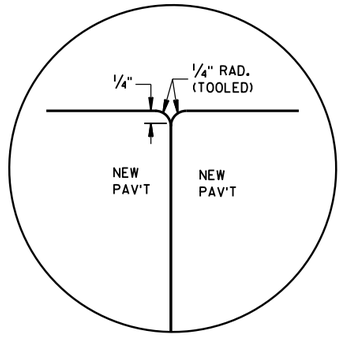
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

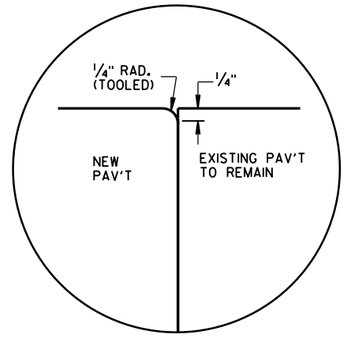
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



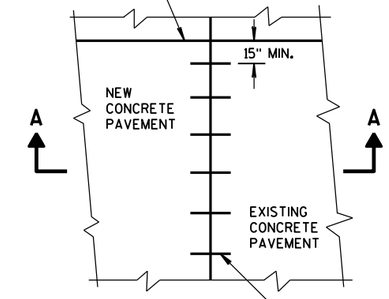
DETAIL "A"



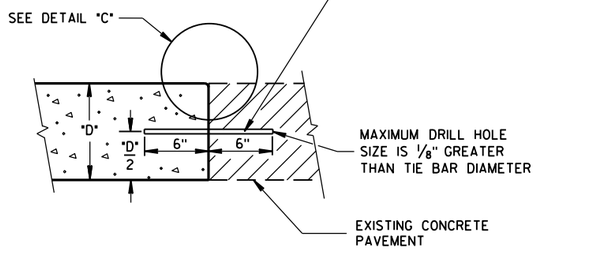
DETAIL "B"



DETAIL "C"



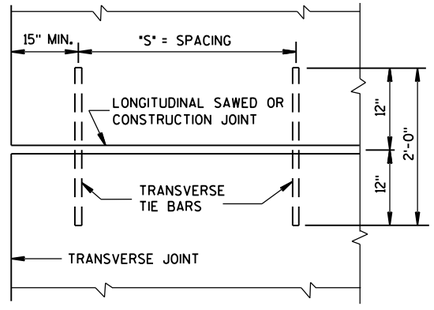
PLAN VIEW



SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/2014 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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S.D.D. 13 C 1-17

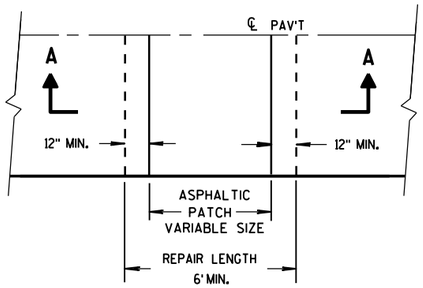
GENERAL NOTES

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.

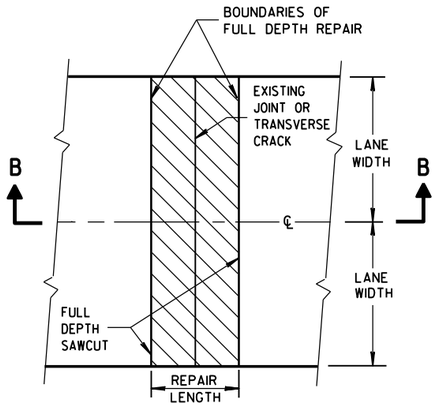
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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.

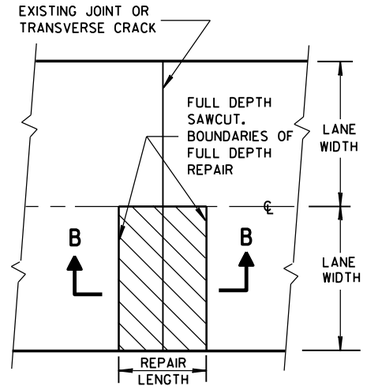
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW



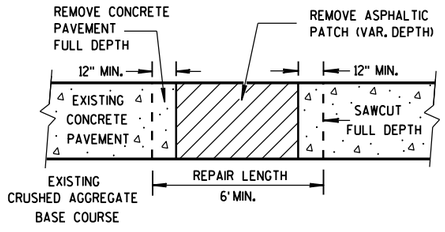
PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

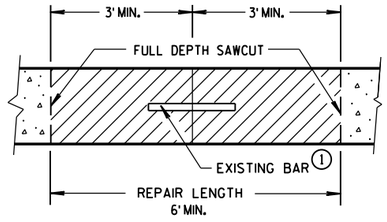
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

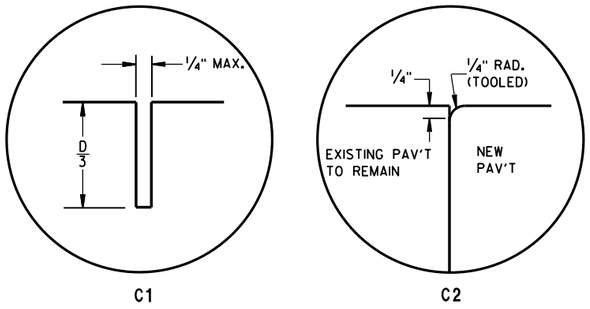
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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

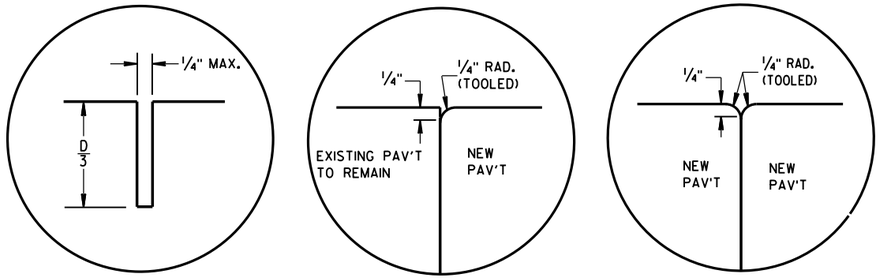


C1 C2

TRANSVERSE JOINTS

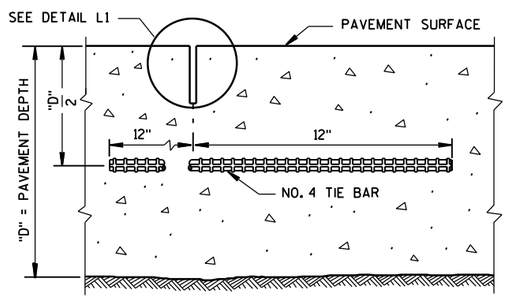
TIE BAR TABLE

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"



L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

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

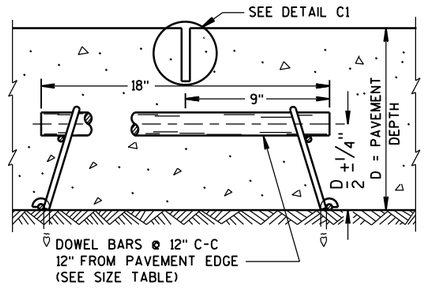
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

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

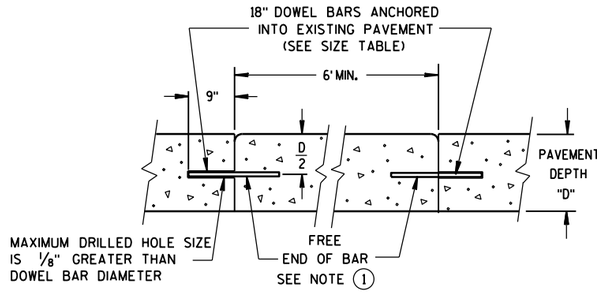
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

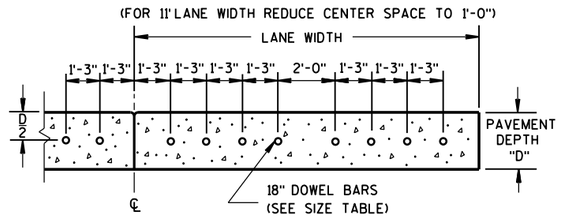


SECTION F-F

CONTRACTION JOINT



SECTION D-D

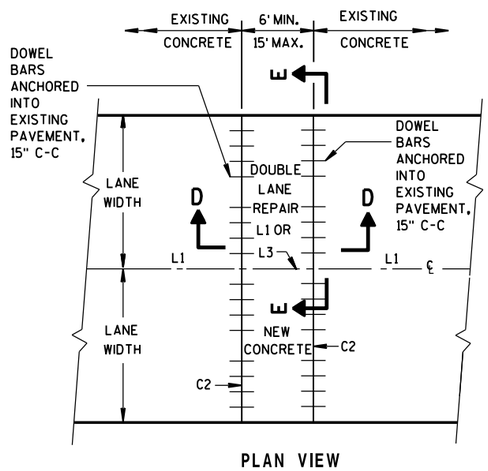


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

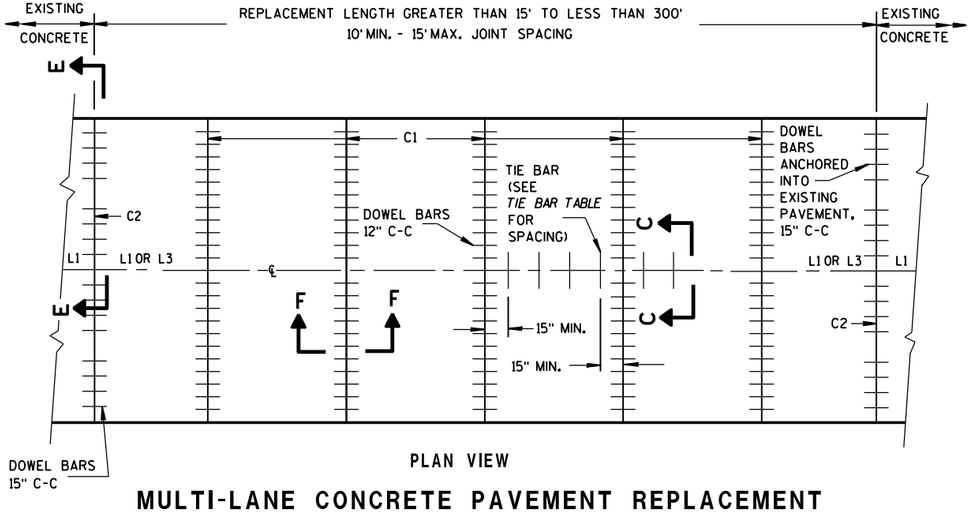
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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

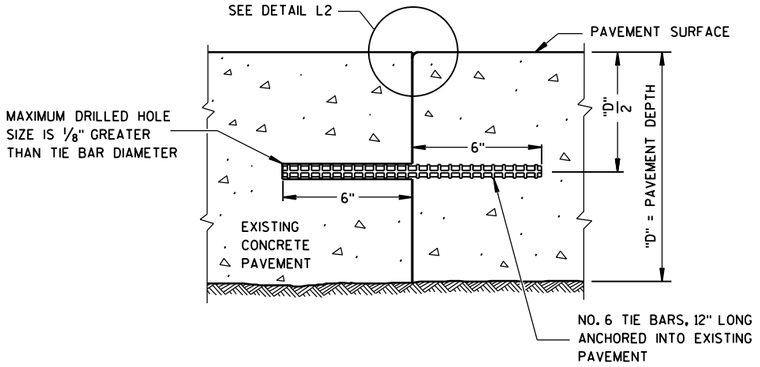
MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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



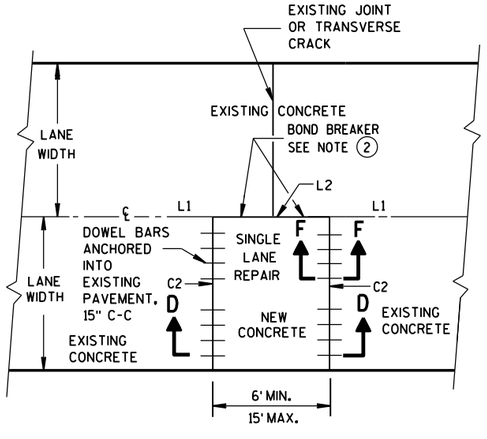
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

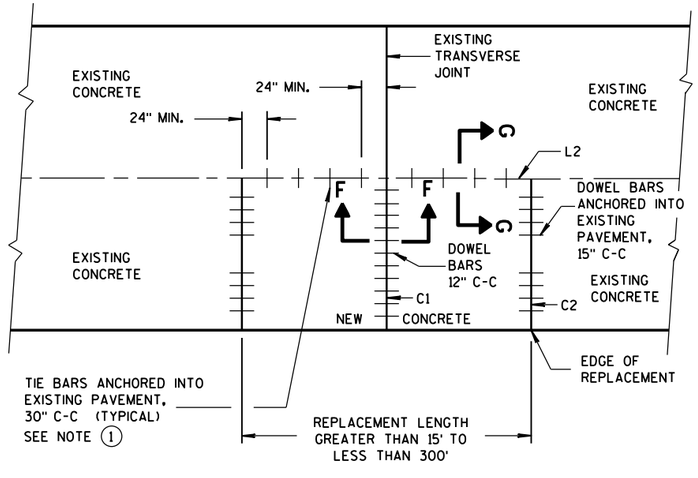
(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS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



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

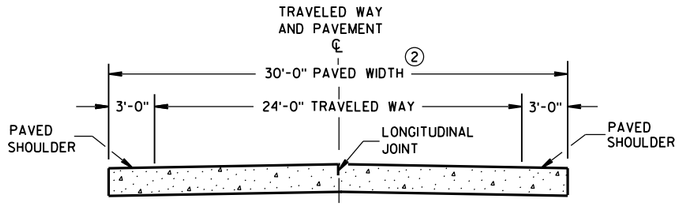
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE
FHWA

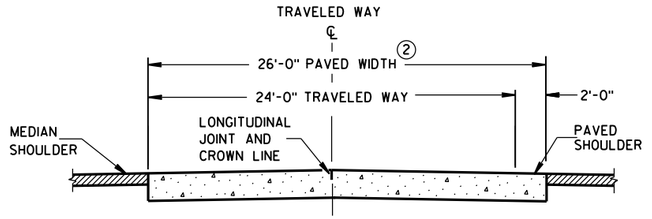
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S.D.D. 13 C 9-11c

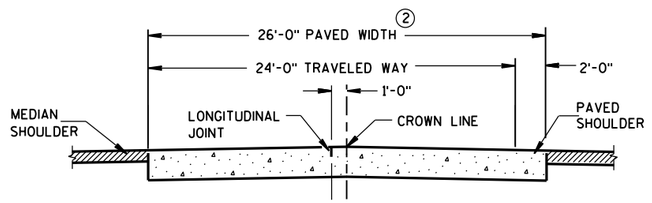


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

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

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

CONSTRUCTION JOINTS

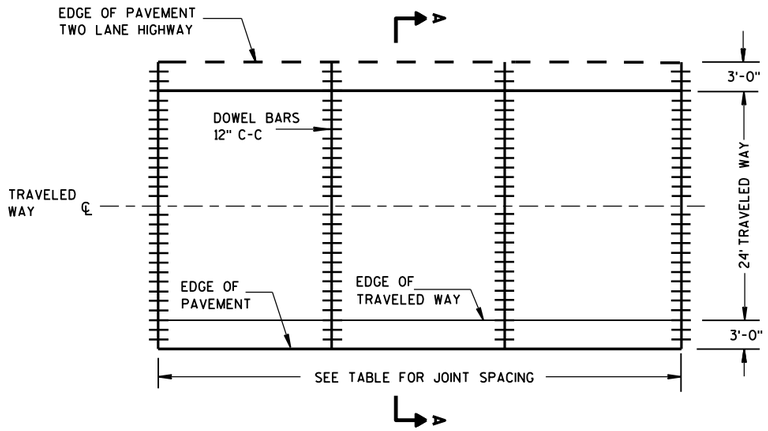
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

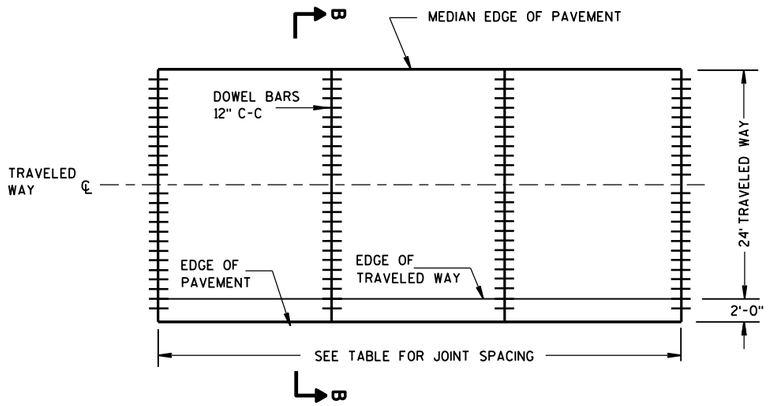
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



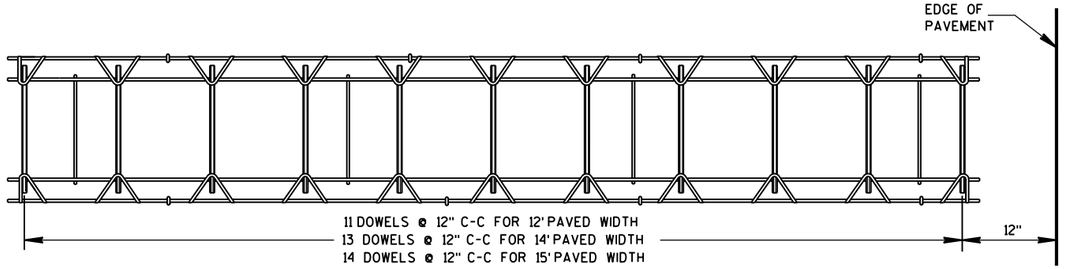
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

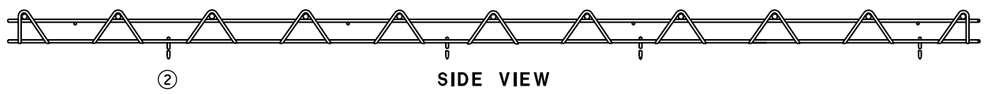
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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



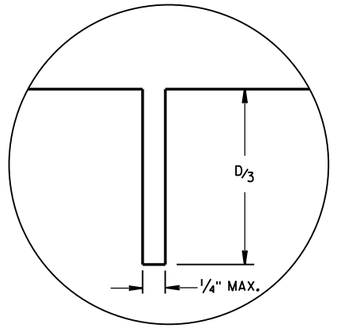
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

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

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

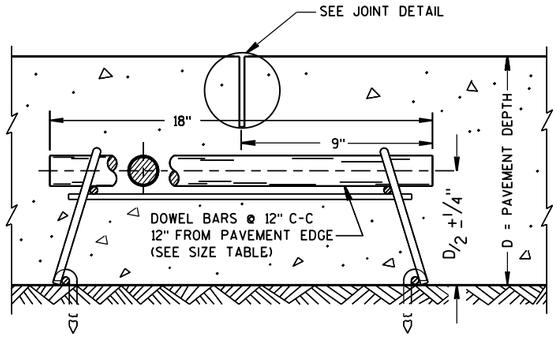
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

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

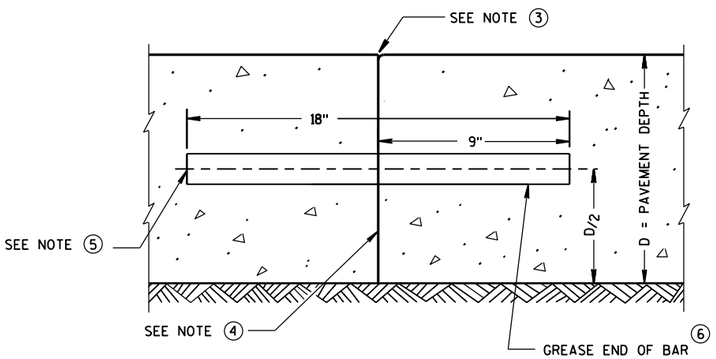
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL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

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

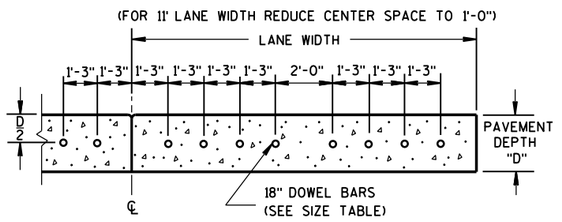
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

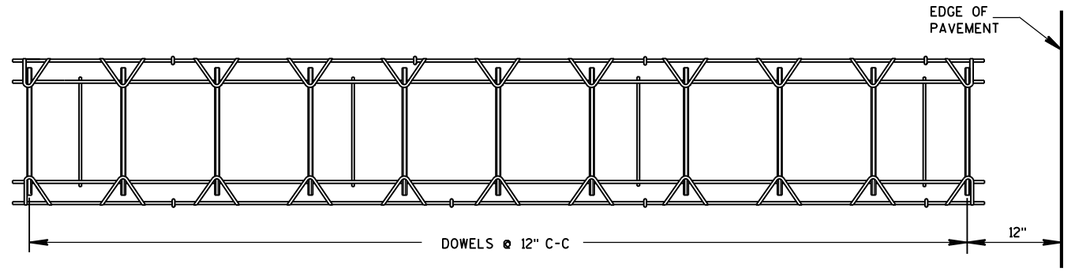
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE ENGINEER
FHWA

6

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

6

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

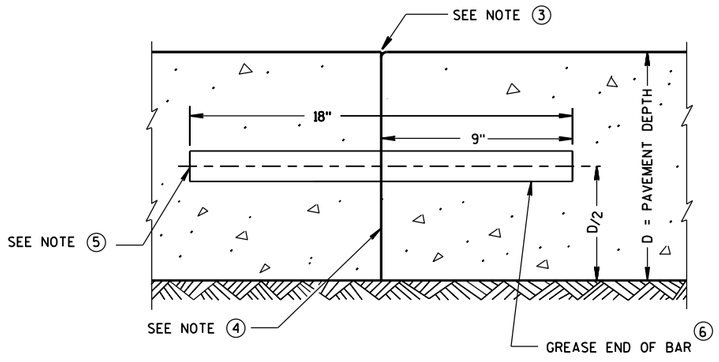


PLAN VIEW

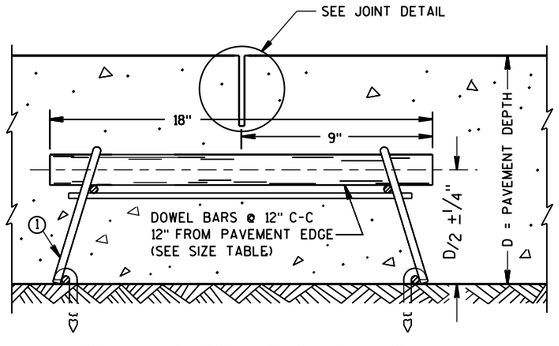


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



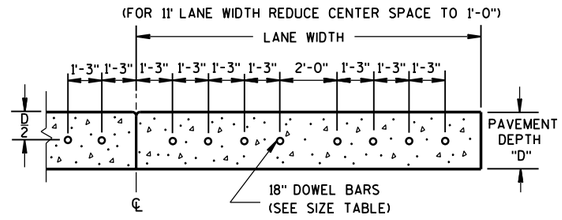
TRANSVERSE CONSTRUCTION JOINT



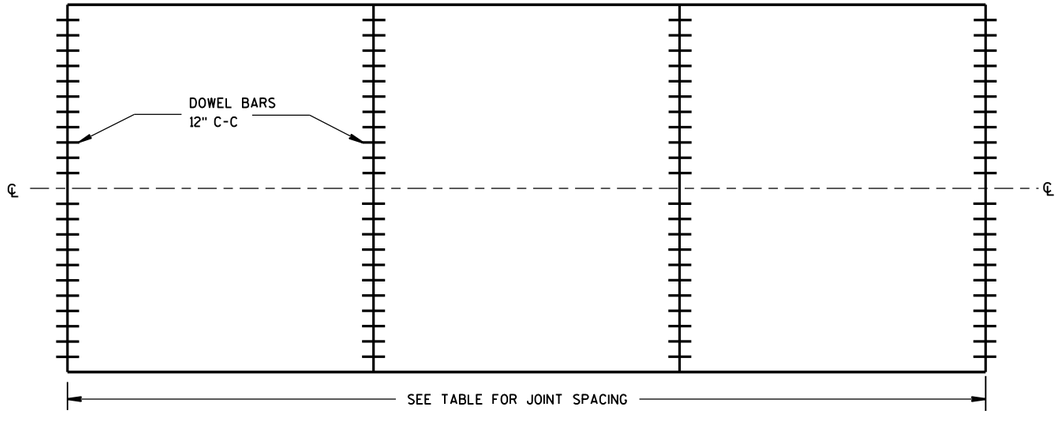
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

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

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

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

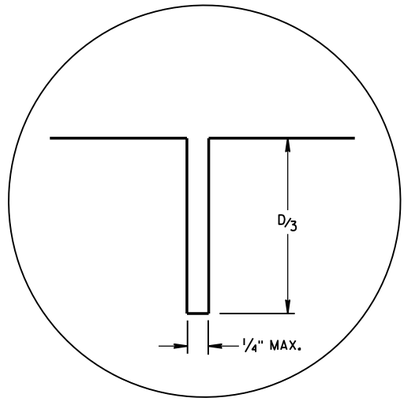
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

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

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

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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S.D.D. 13 C 13-8

GENERAL NOTES

PCCP = PORTLAND CEMENT CONCRETE PAVEMENT.

SHLDR = SHOULDER.

CONTINUE SAW CUT CONTRACTION JOINT ACROSS TURN LANE, EXIT TAPER AND PASSING LANE.

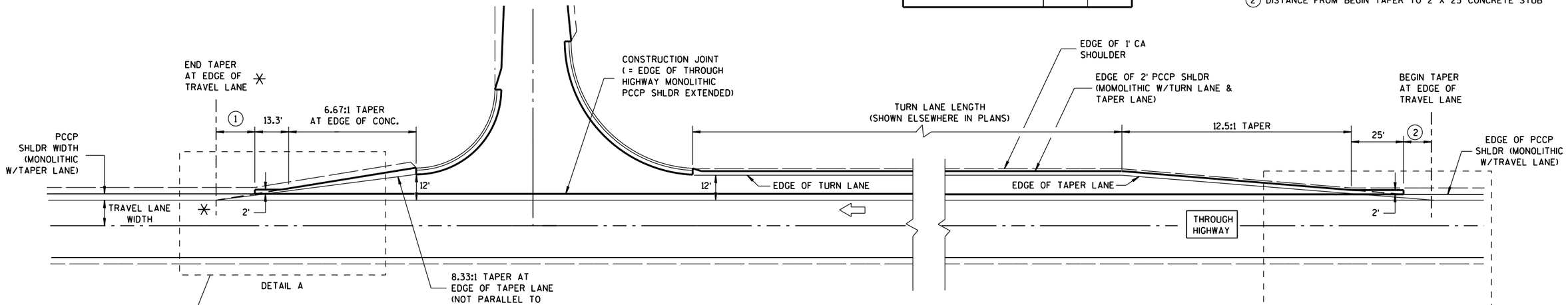
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

THROUGH HIGHWAY LANE WIDTH AND PCCP SHOULDER WIDTH ARE SHOWN ELSEWHERE IN PLANS

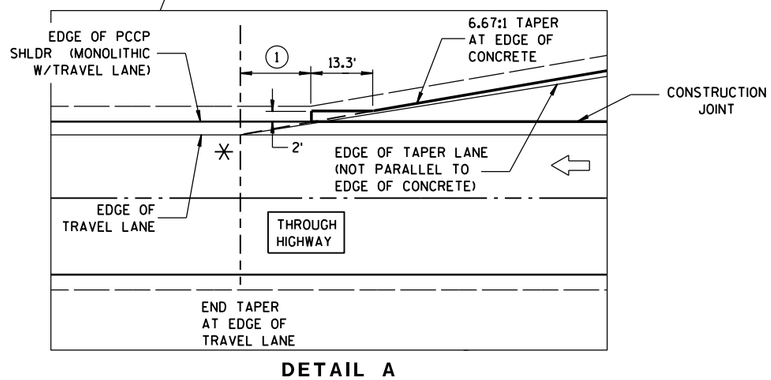
(1) DISTANCE FROM END TAPER TO 2' X 13.3' CONCRETE STUB

(2) DISTANCE FROM BEGIN TAPER TO 2' X 25' CONCRETE STUB

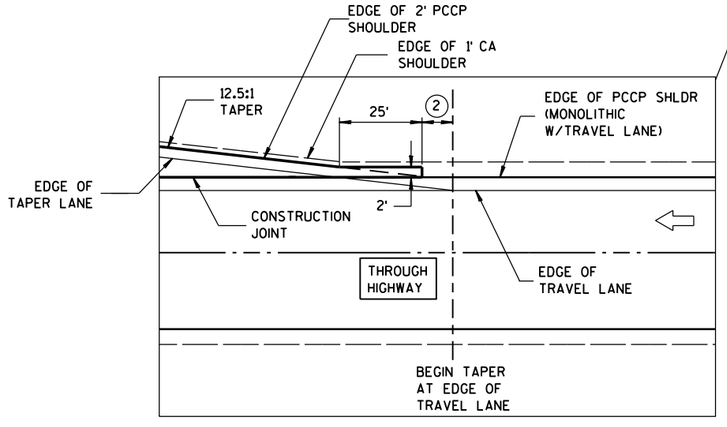
THROUGH HIGHWAY MONOLITHIC PCCP SHOULDER WIDTH (FEET)	DISTANCE (FEET)	
	(1)	(2)
2	13.3	0.0
3	20.0	12.5
TAPER RATE : 1	6.67	12.5



NOTE: EDGE OF CONCRETE TAPER (EXTENDED) & EDGE OF TAPER LANE CONVERGE



DETAIL A



DETAIL B

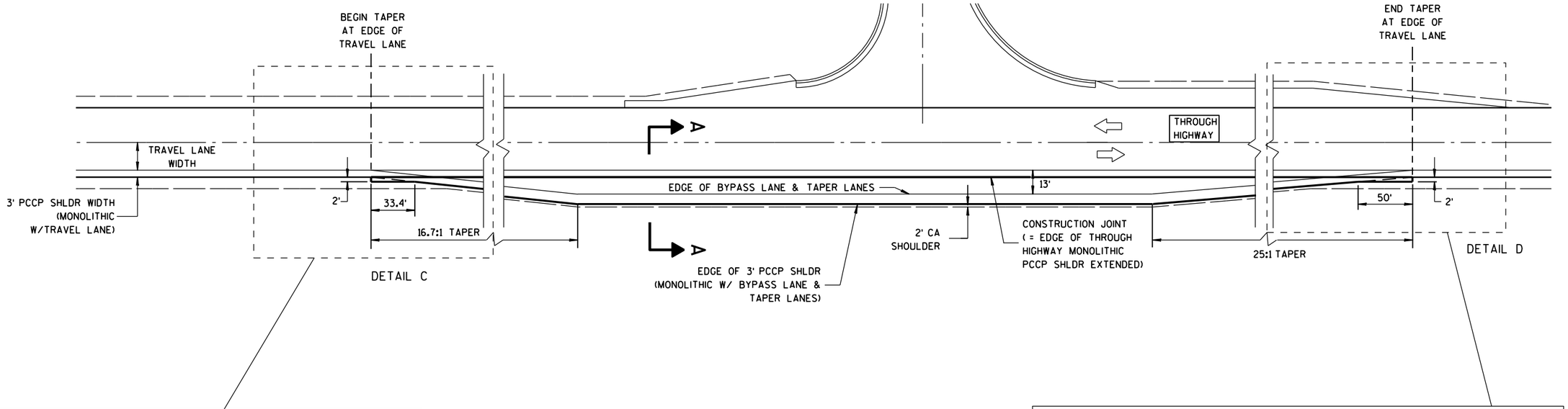
RIGHT TURN LANE AND EXIT TAPER

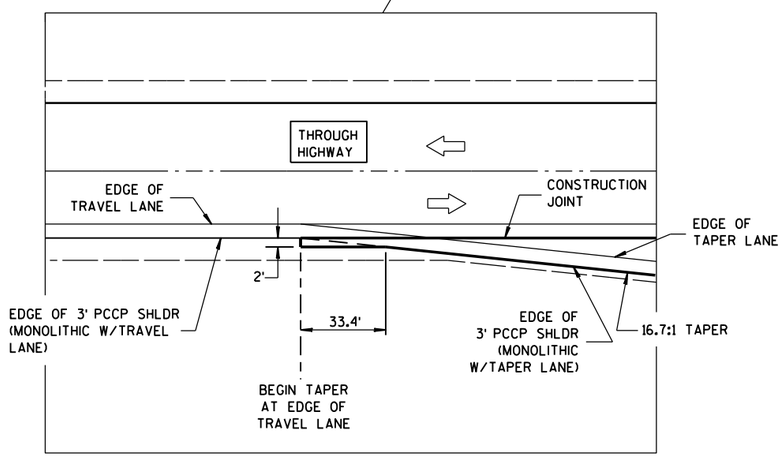
DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

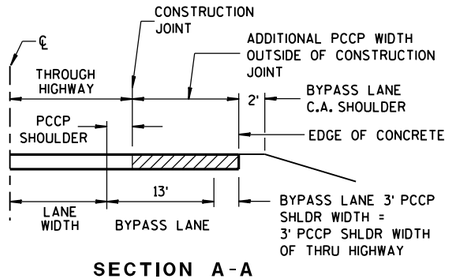
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S.D.D. 13 C 16-2a



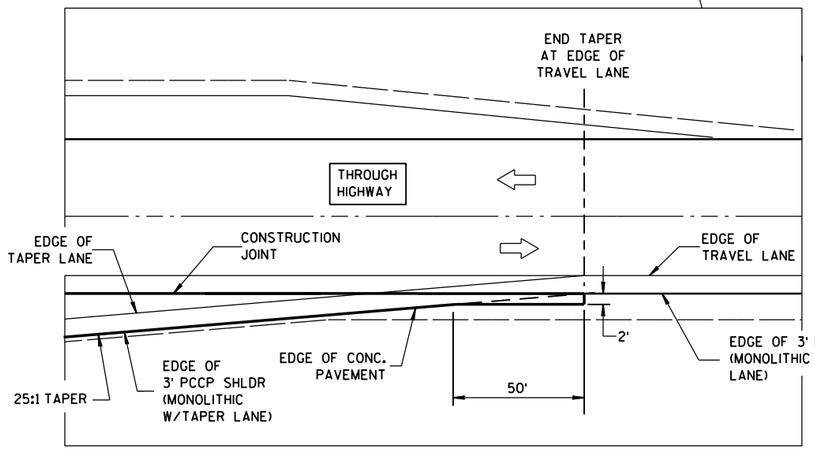


DETAIL C



SECTION A-A

(SHOWING BYPASS LANE AND SHOULDER)



DETAIL D

TWO LANE UNDIVIDED HIGHWAY TEE INTERSECTION BYPASS LANE

DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/18/12
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

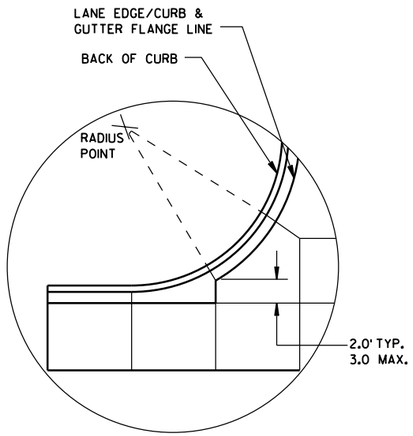
FHWA

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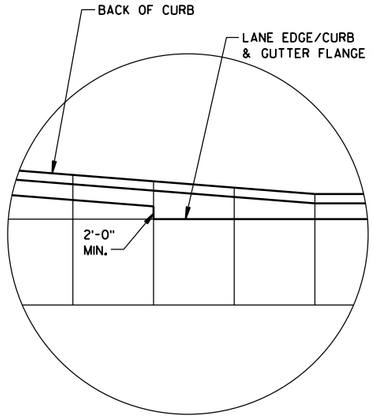
S.D.D. 13 C 16-2b

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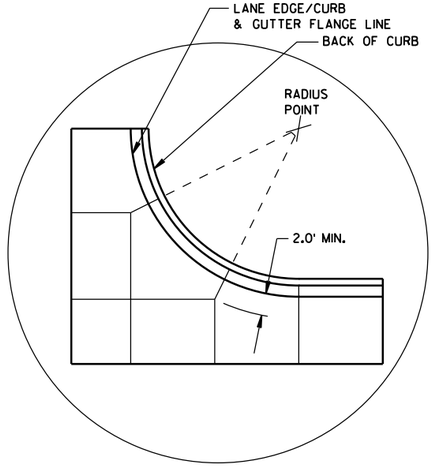
S.D.D. 13 C 16-2b



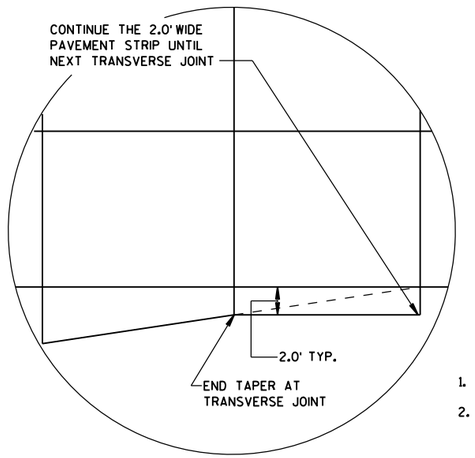
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

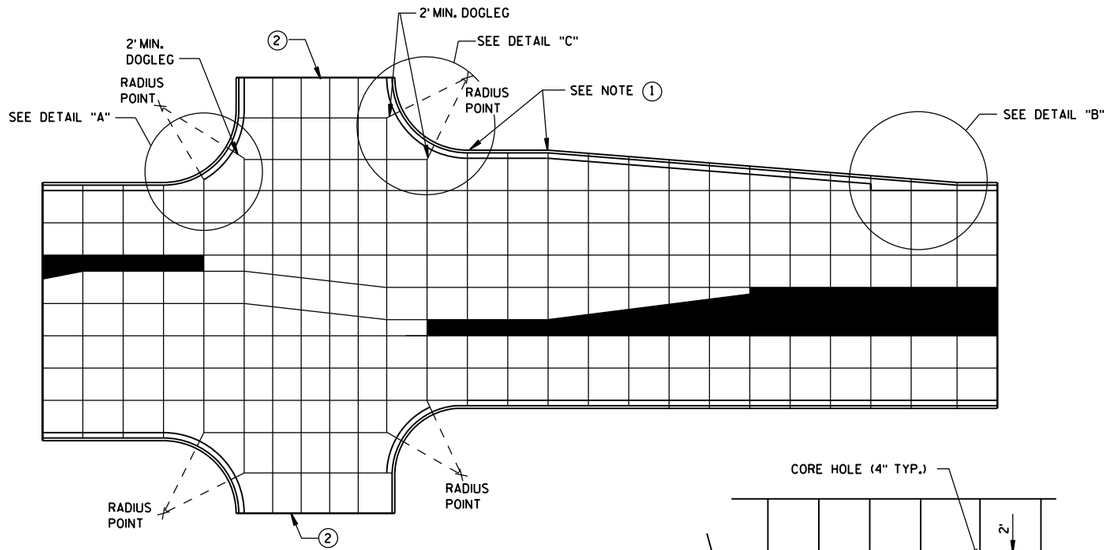
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

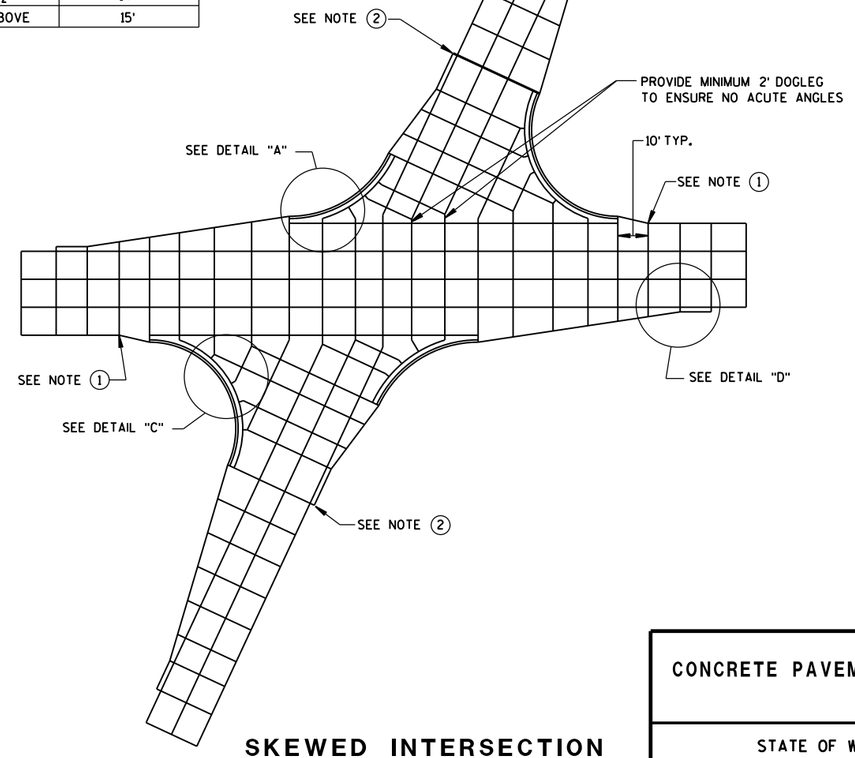
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



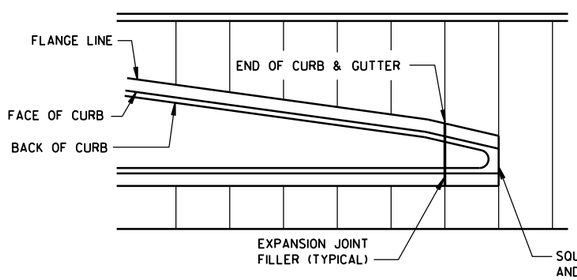
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

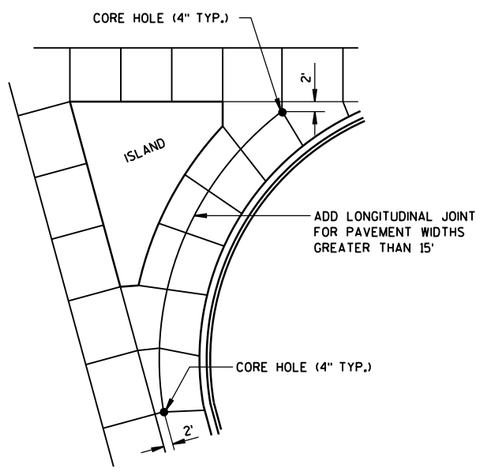
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

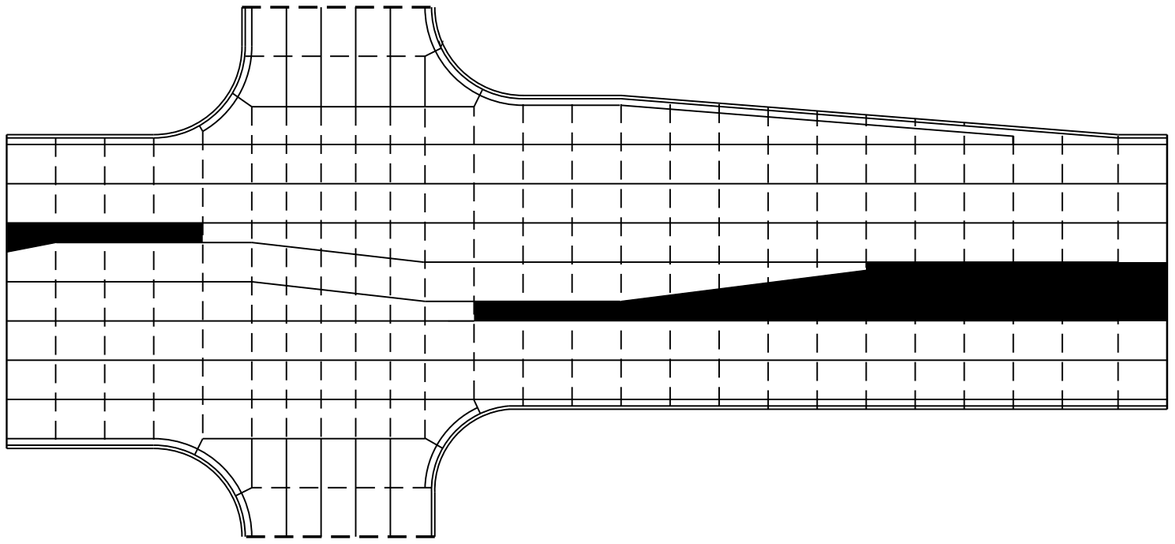
6
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

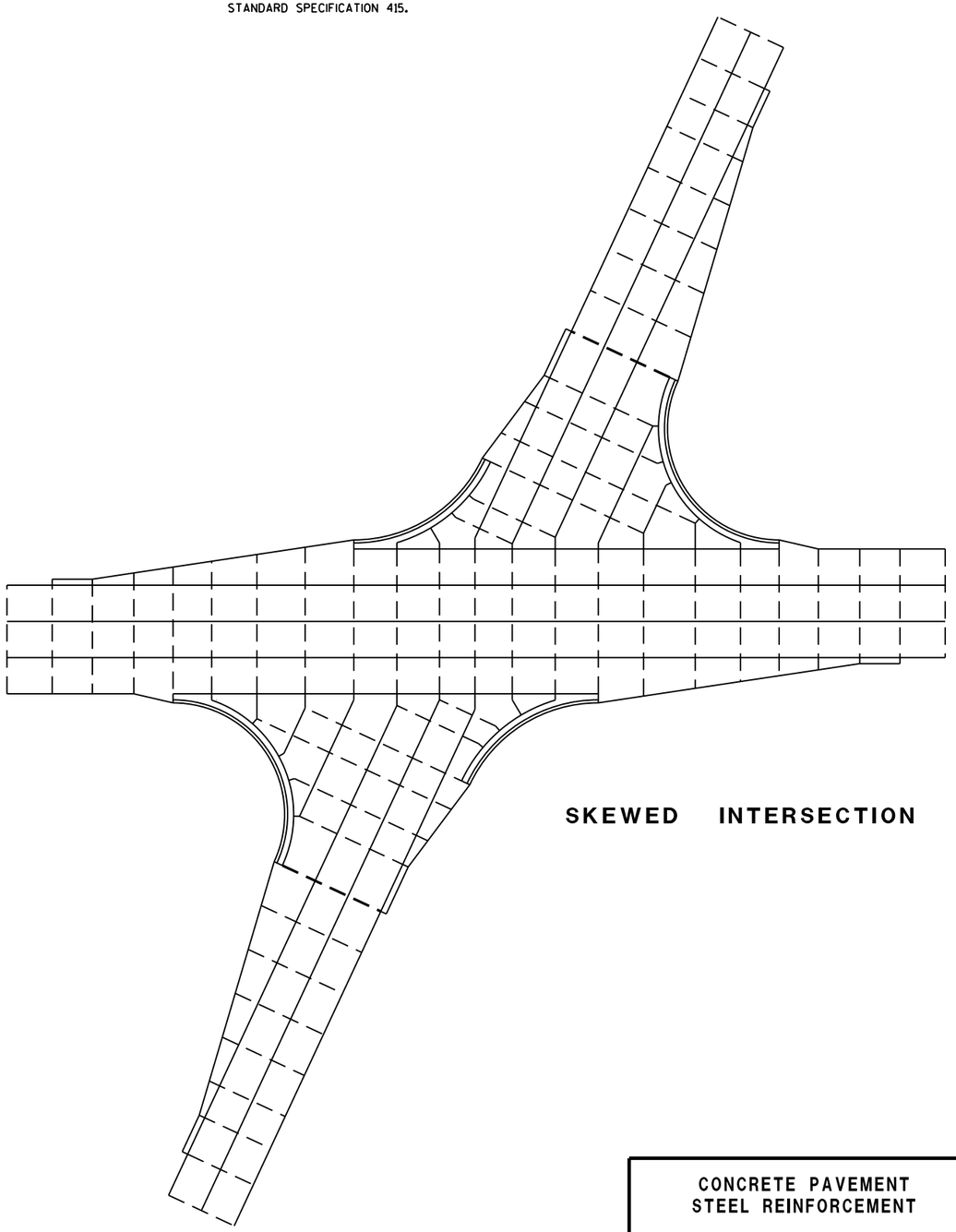
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

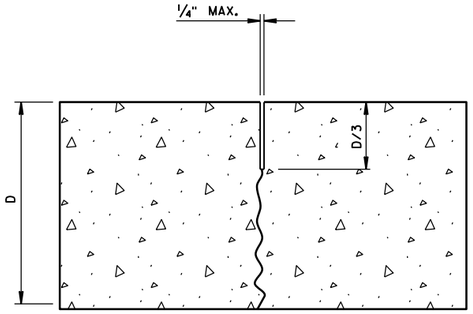
S.D.D. 13 C 18-2b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

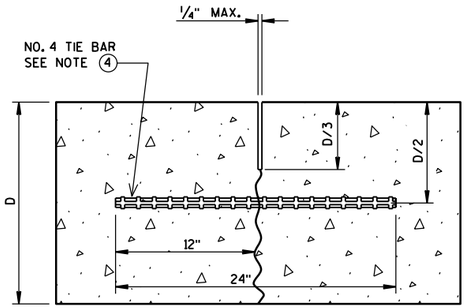
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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



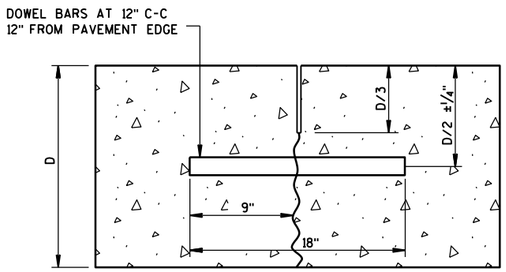
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

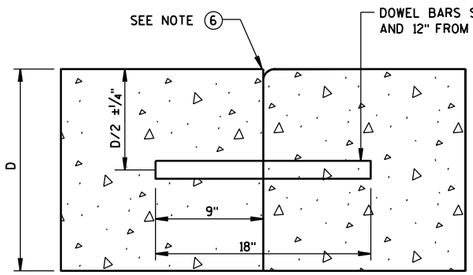
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF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



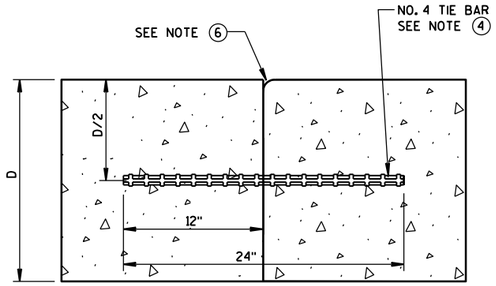
DOWELED-TRANSVERSE

CONTRACTION JOINTS

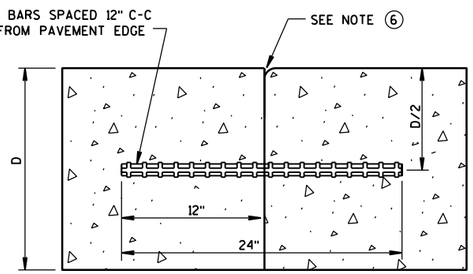
SEE NOTE (2)



DOWELED TRANSVERSE

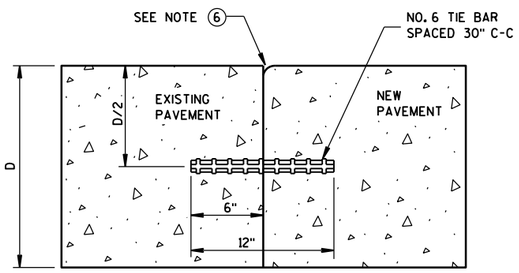


TIED LONGITUDINAL



TIED TRANSVERSE

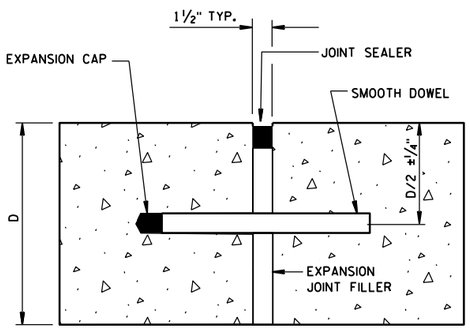
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

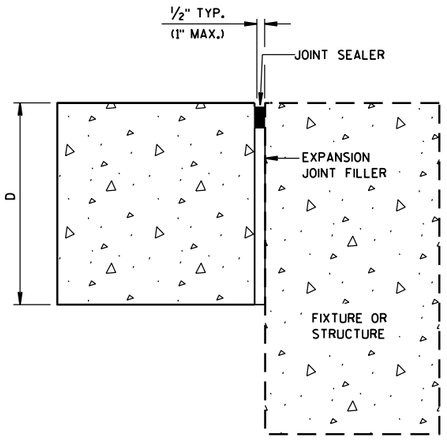
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

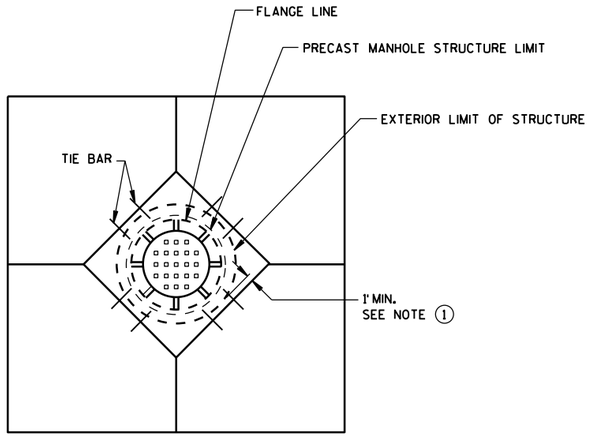
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

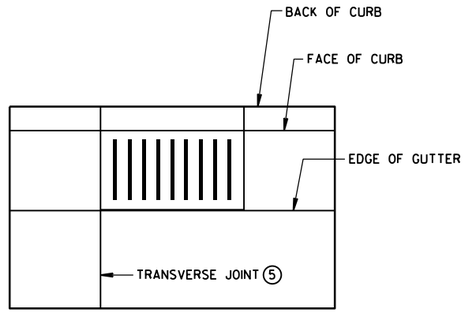
S.D.D. 13 C 18-2c

6

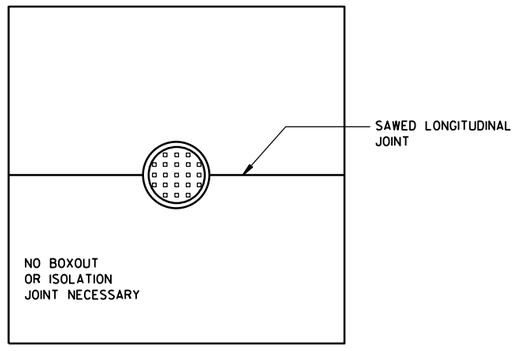
S.D.D. 13 C 18-2c



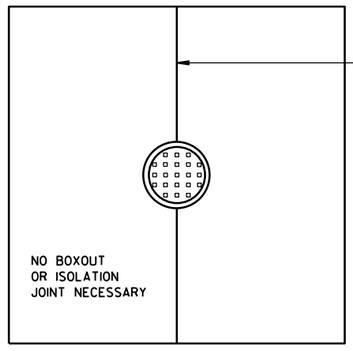
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



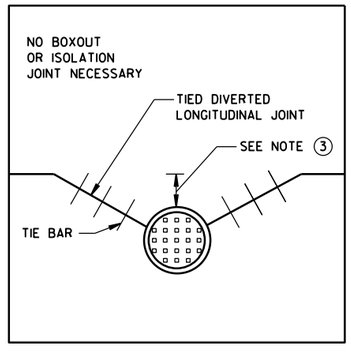
INLET WITH TRANSVERSE JOINT



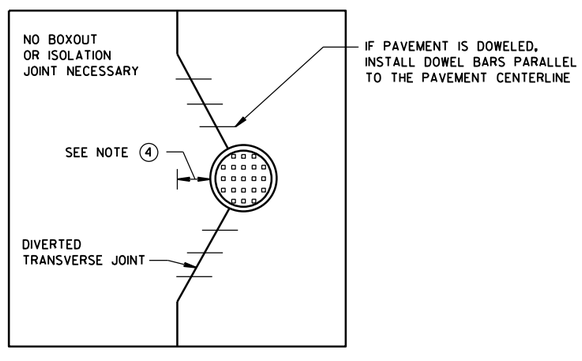
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE

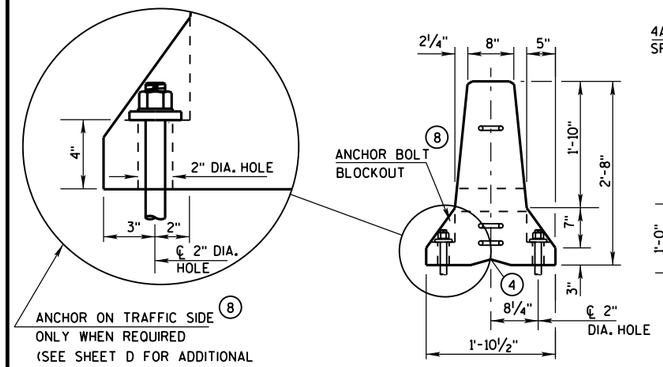
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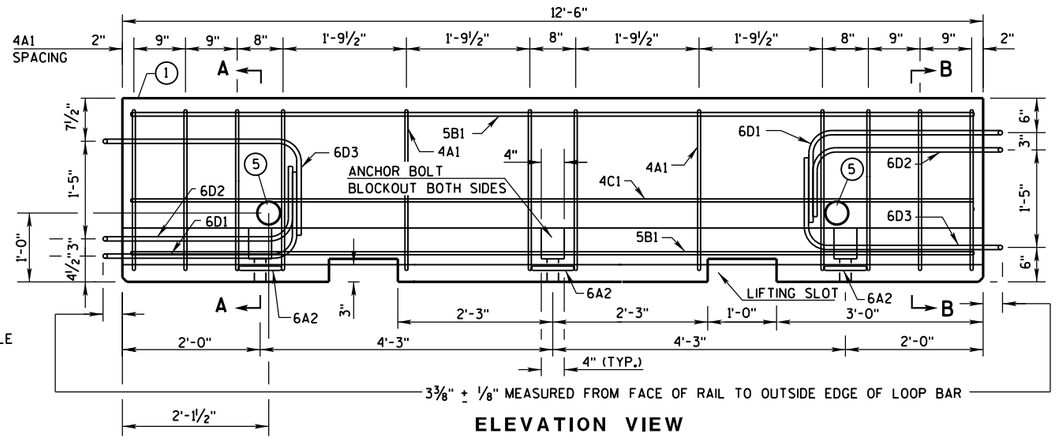
FHWA

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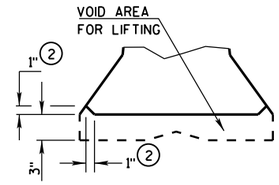
S.D.D. 13 C 18-2d



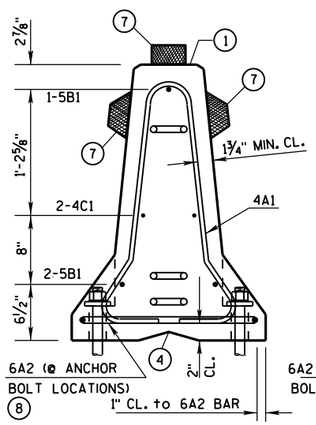
END VIEW



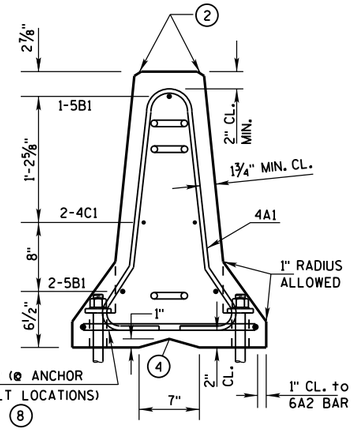
ELEVATION VIEW



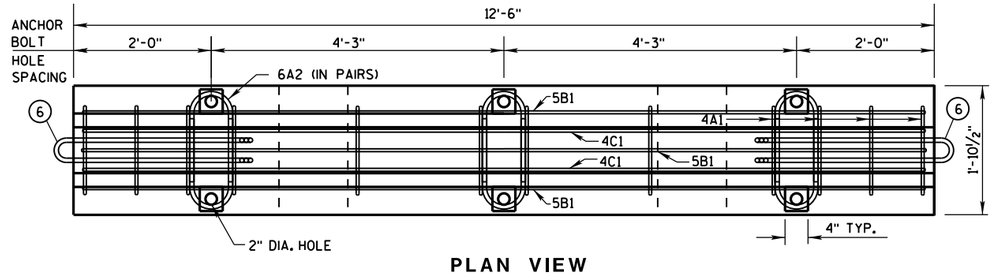
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

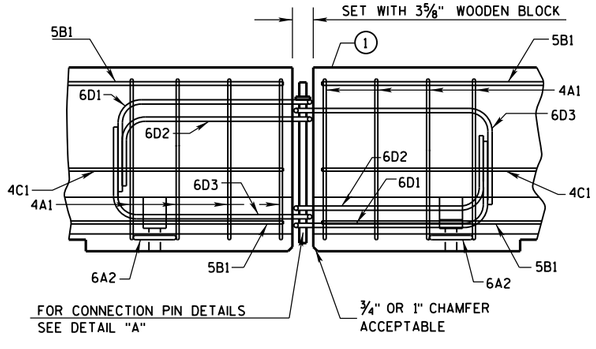


SECTION B-B
(STIRRUP PLACEMENT)

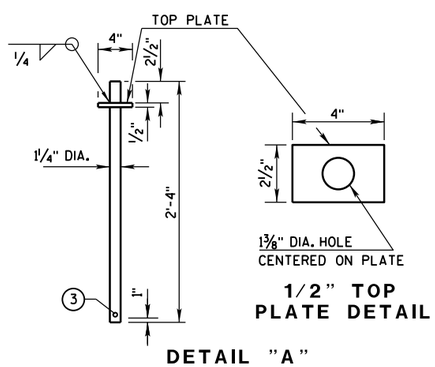


PLAN VIEW

DETAILS OF BARRIER SECTION

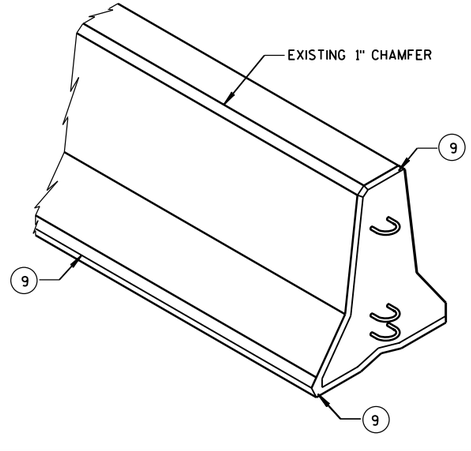


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

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



GENERAL NOTES

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

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

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

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

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

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

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

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

(2) 1" CHAMFER TO PREVENT SPALLING.

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

(4) "V" NOTCH IS OPTIONAL.

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

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

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

(8) SEE SHEET D FOR ANCHORING CRITERIA.

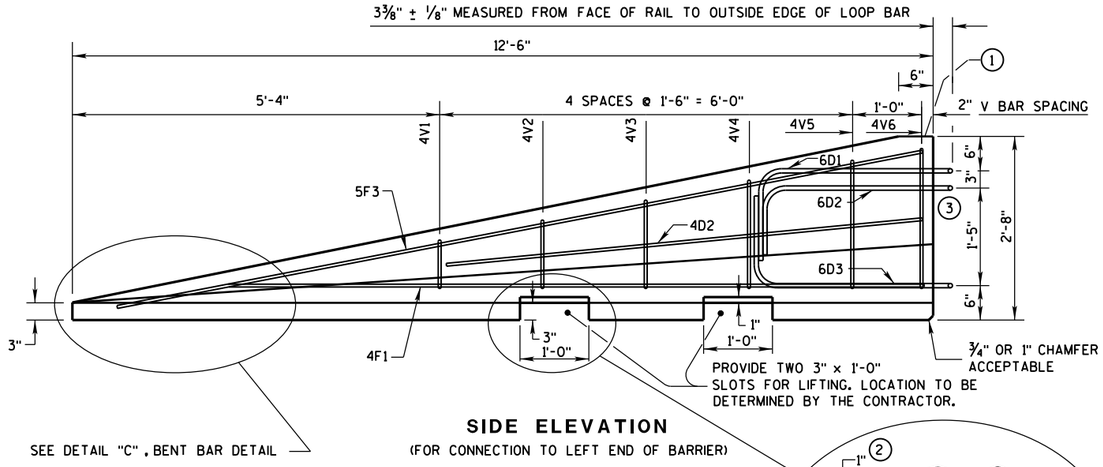
(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

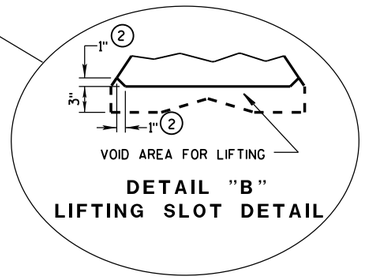
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

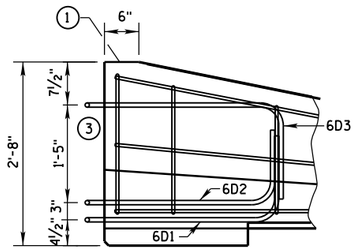
S.D.D. 14 B 7-14a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



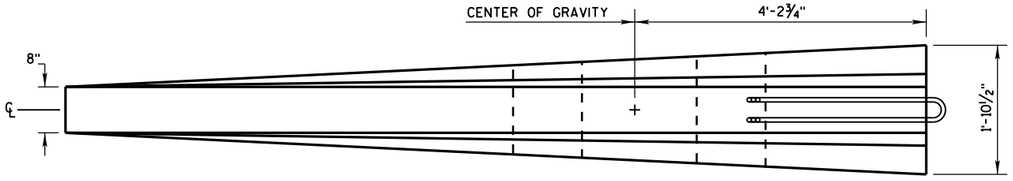
DETAIL "B"
LIFTING SLOT DETAIL



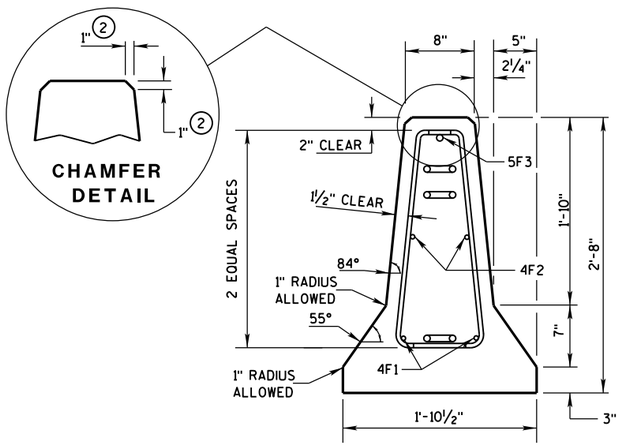
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

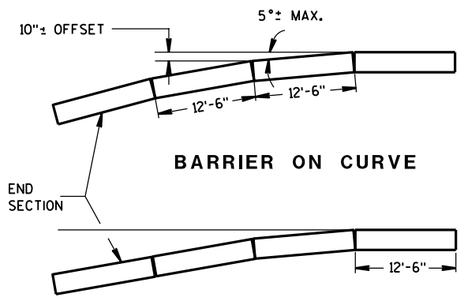
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



PLAN VIEW



END SECTION **FRONT ELEVATION**



BARRIER ON CURVE

FLARE AT BARRIER END

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

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 450

6

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

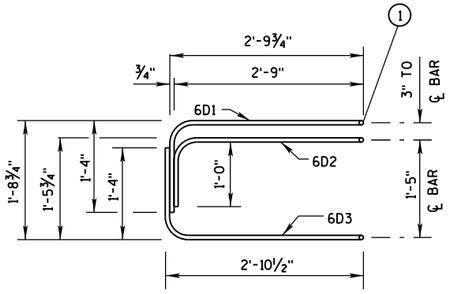
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S.D.D. 14 B 7-14b

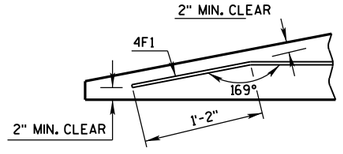
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

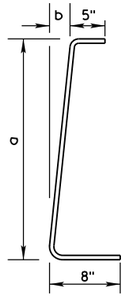
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



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

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

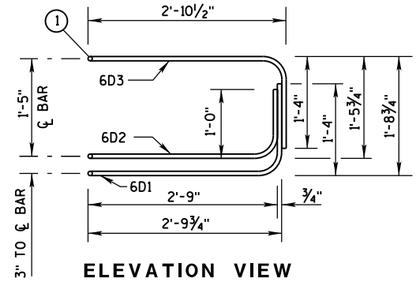
GENERAL NOTES

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

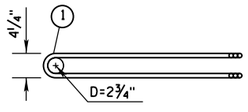
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

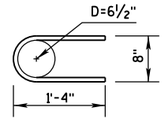
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



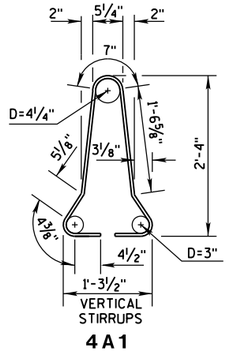
ELEVATION VIEW



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



6A2



4A1

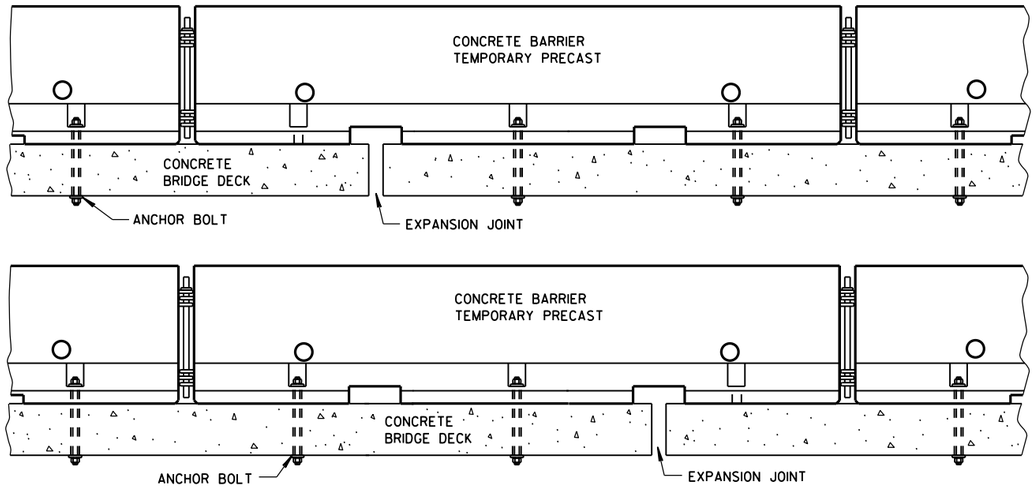
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

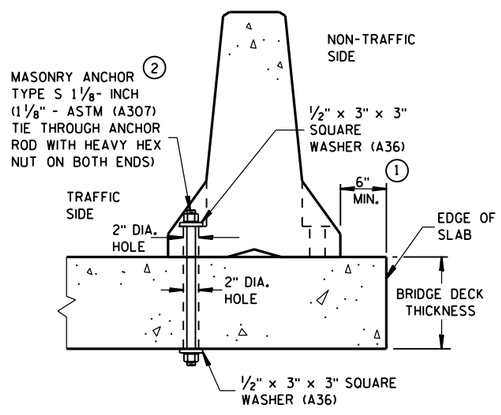
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S.D.D. 14 B 7-14c



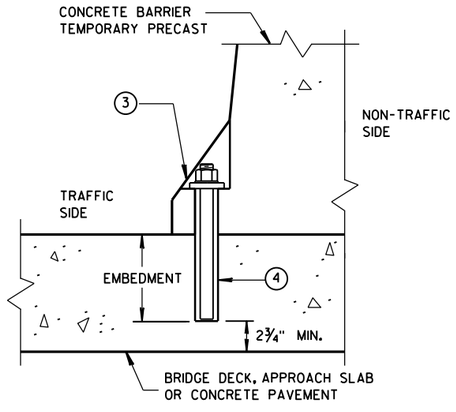
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

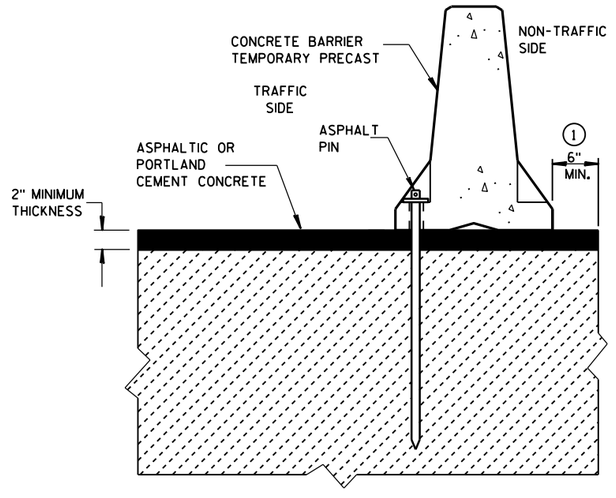
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

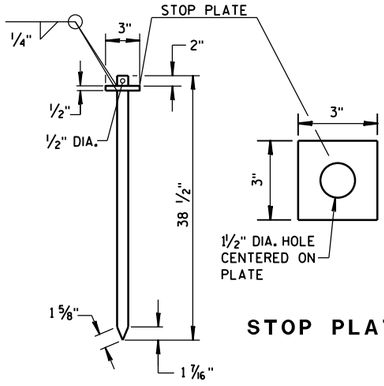
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

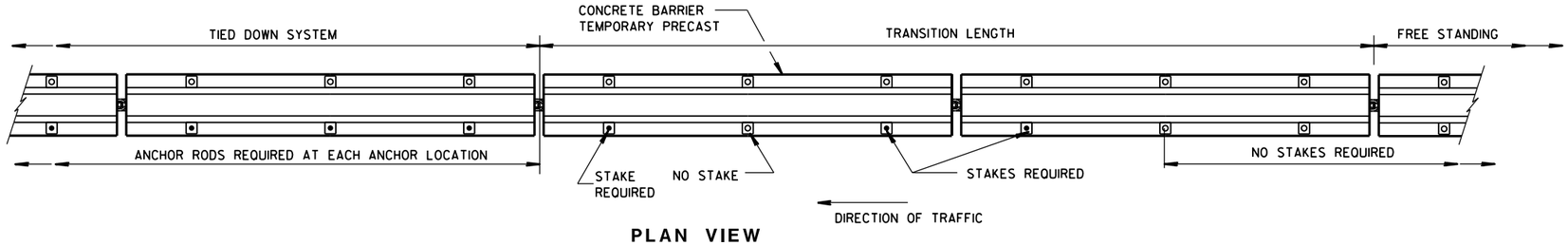
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

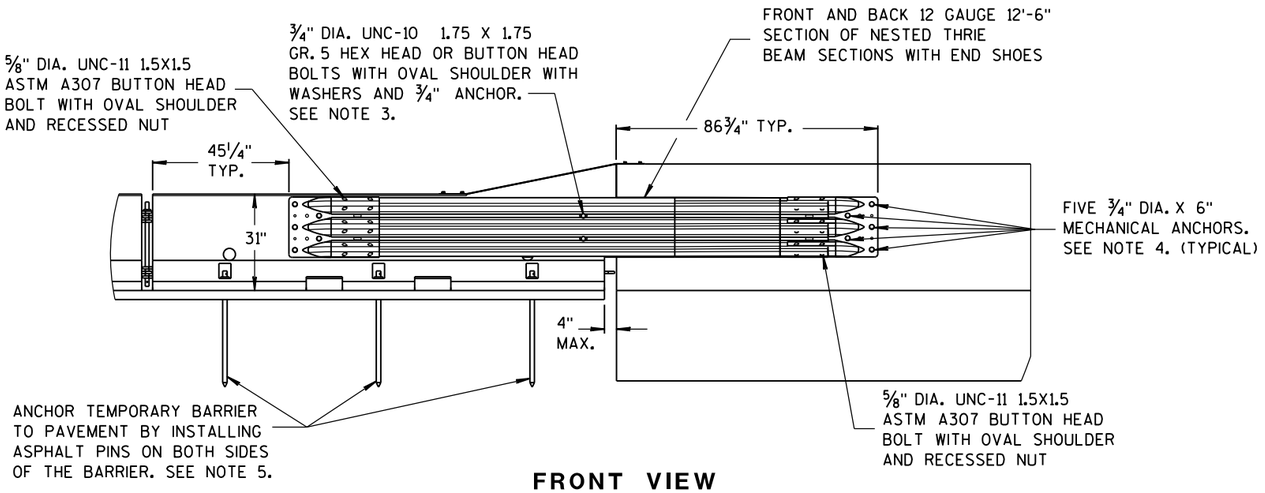
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

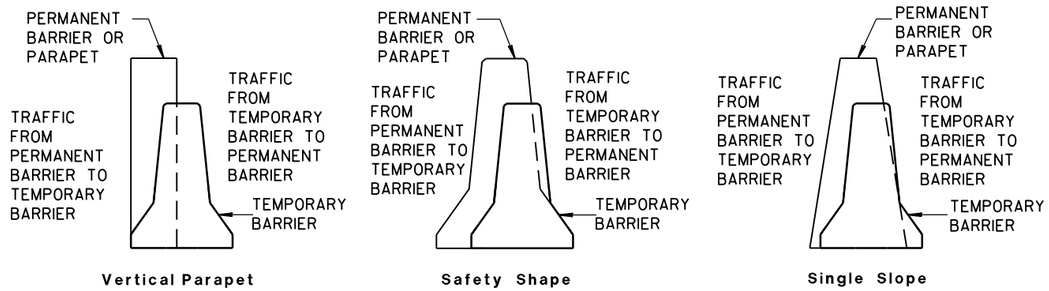
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-14d



FRONT VIEW



TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

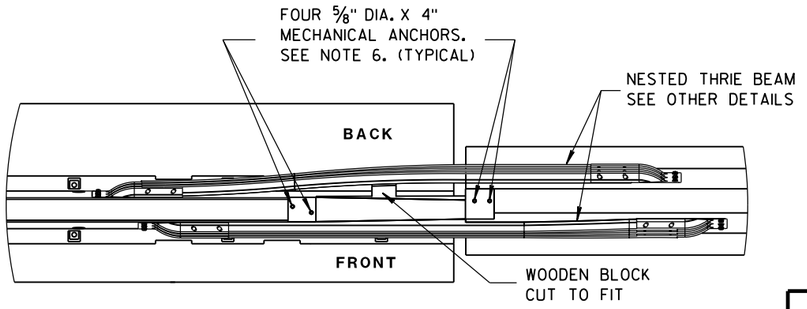
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.

BACK VIEW

FRONT VIEW



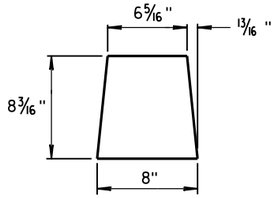
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

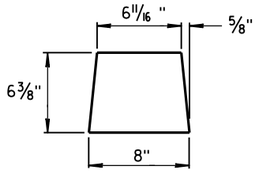
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

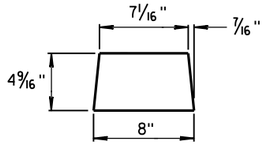
6
S.D.D. 14 B 7-14e



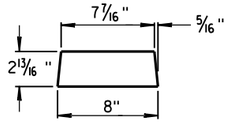
GUSSET 1



GUSSET 2

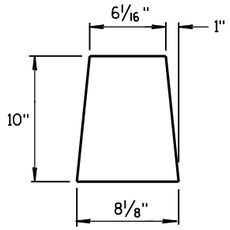


GUSSET 3

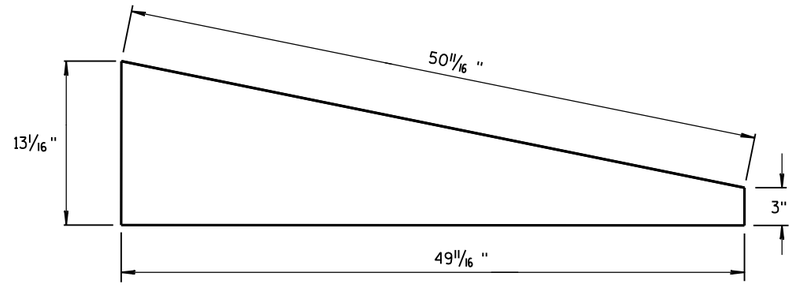


GUSSET 4

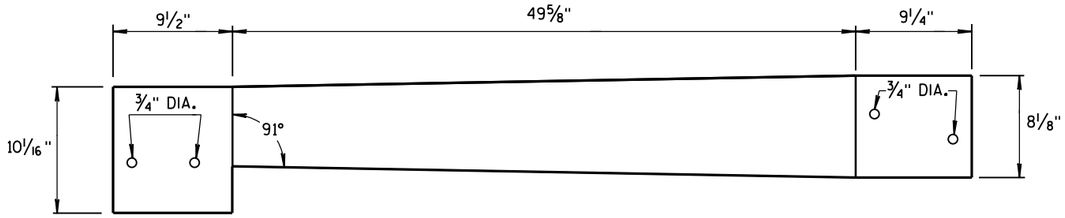
GUSSETS

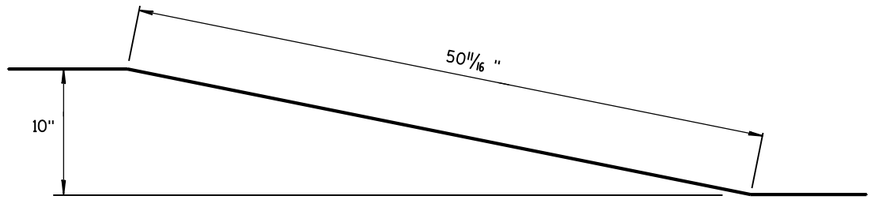


END PLATE



SIDE PLATE

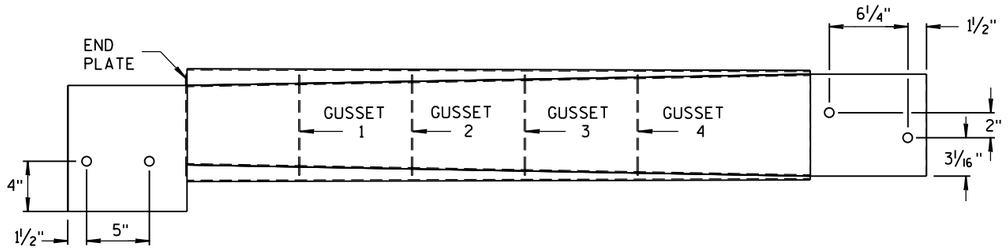


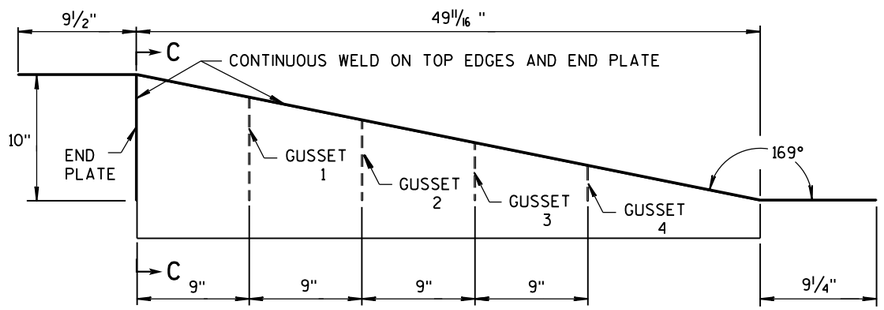


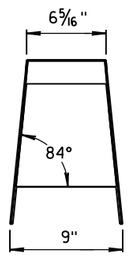
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

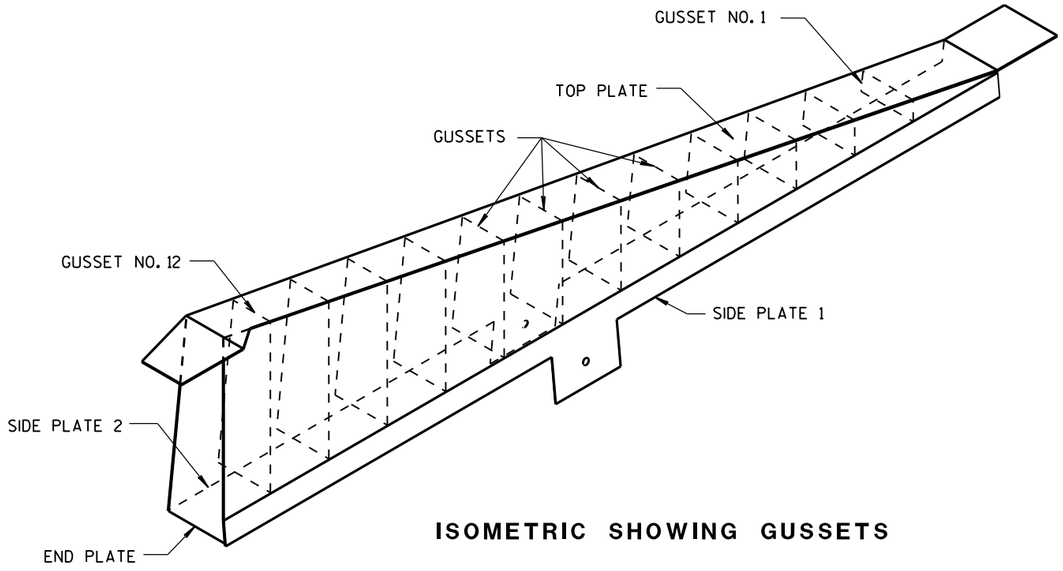
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

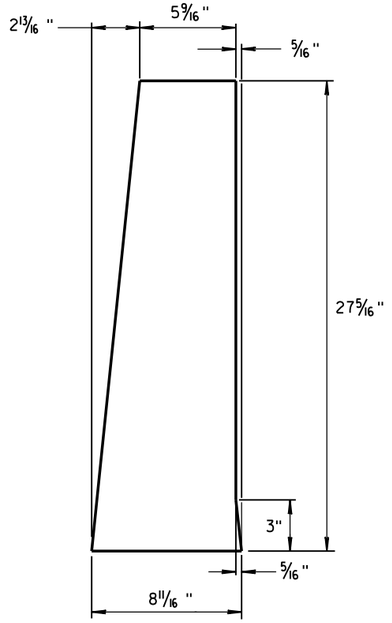
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-14f

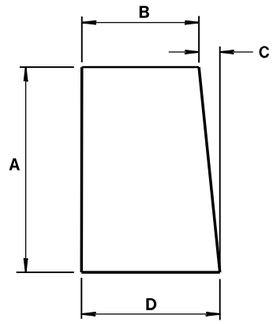


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



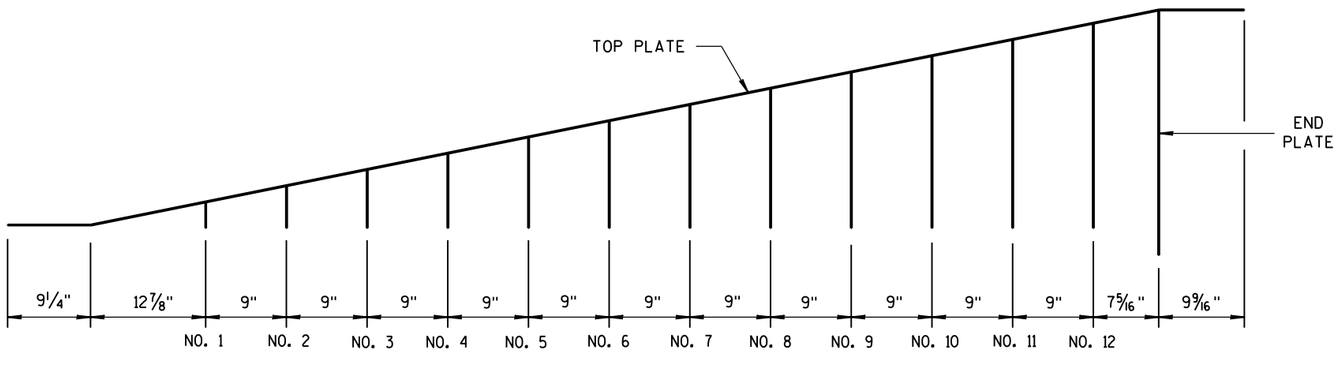
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

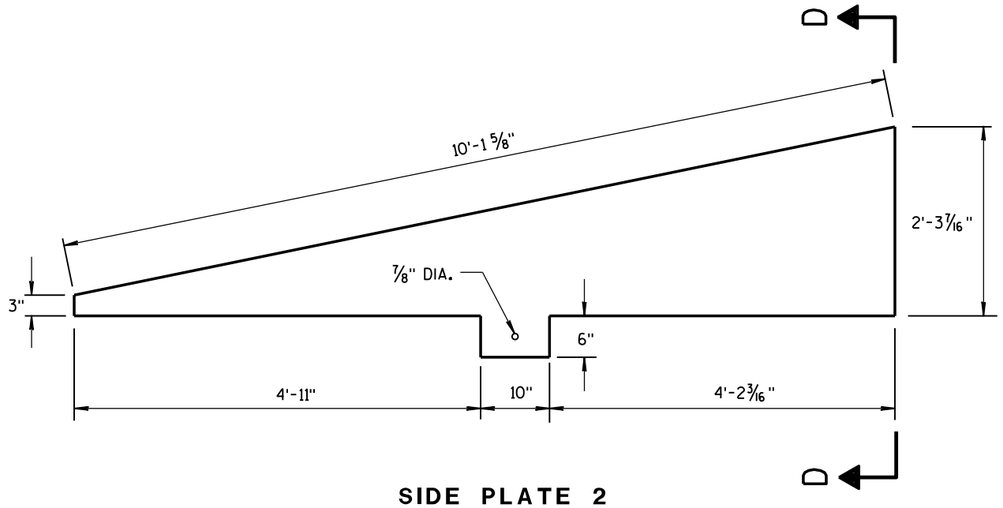
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

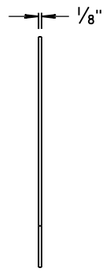
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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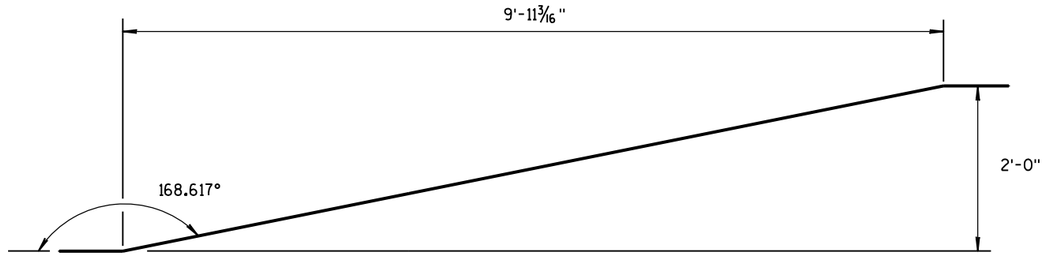
S.D.D. 14 B 7-14g



SIDE PLATE 2

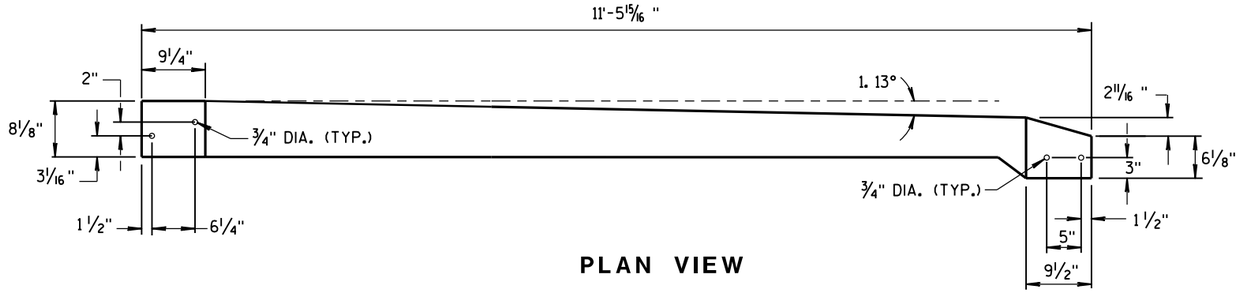


END VIEW



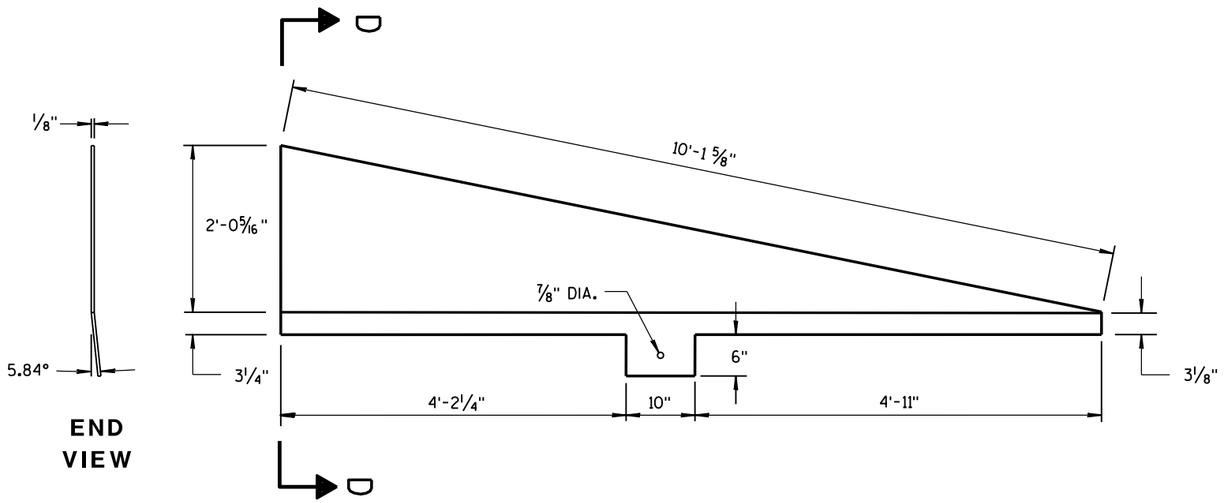
SIDE VIEW

TOP PLATE



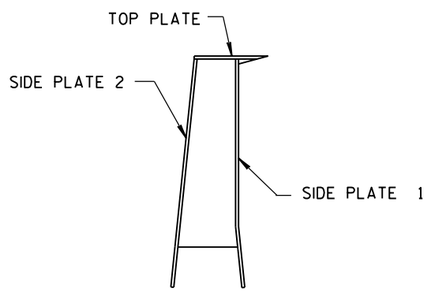
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

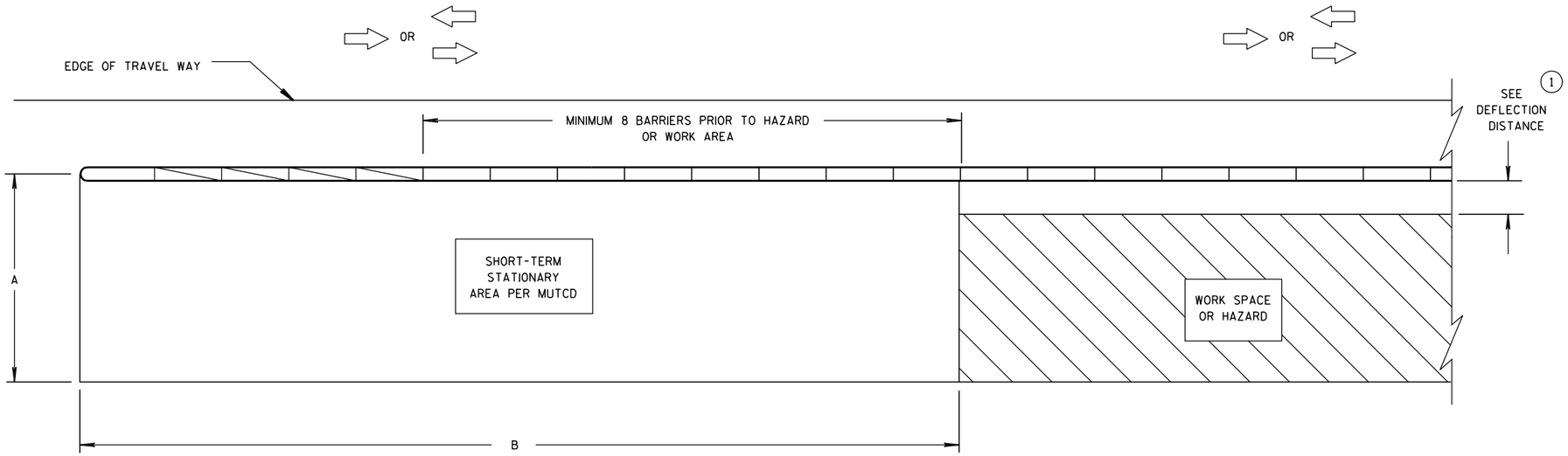
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

6

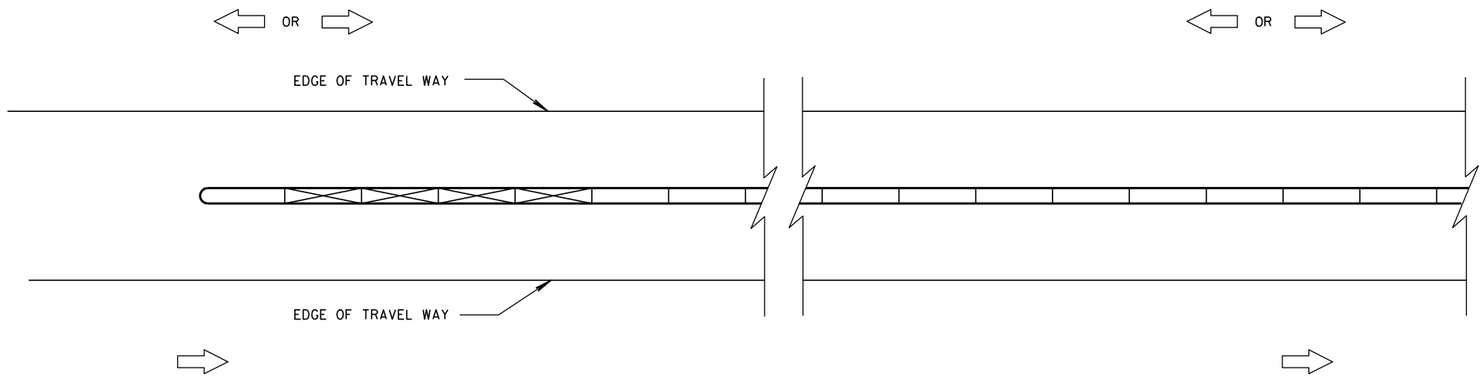
S.D.D. 14 B 7-14h

6

S.D.D. 14 B 7-14h



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



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

DIMENSION A TABLE (2)

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

DIMENSION B TABLE (2)

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

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

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

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

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

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

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

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

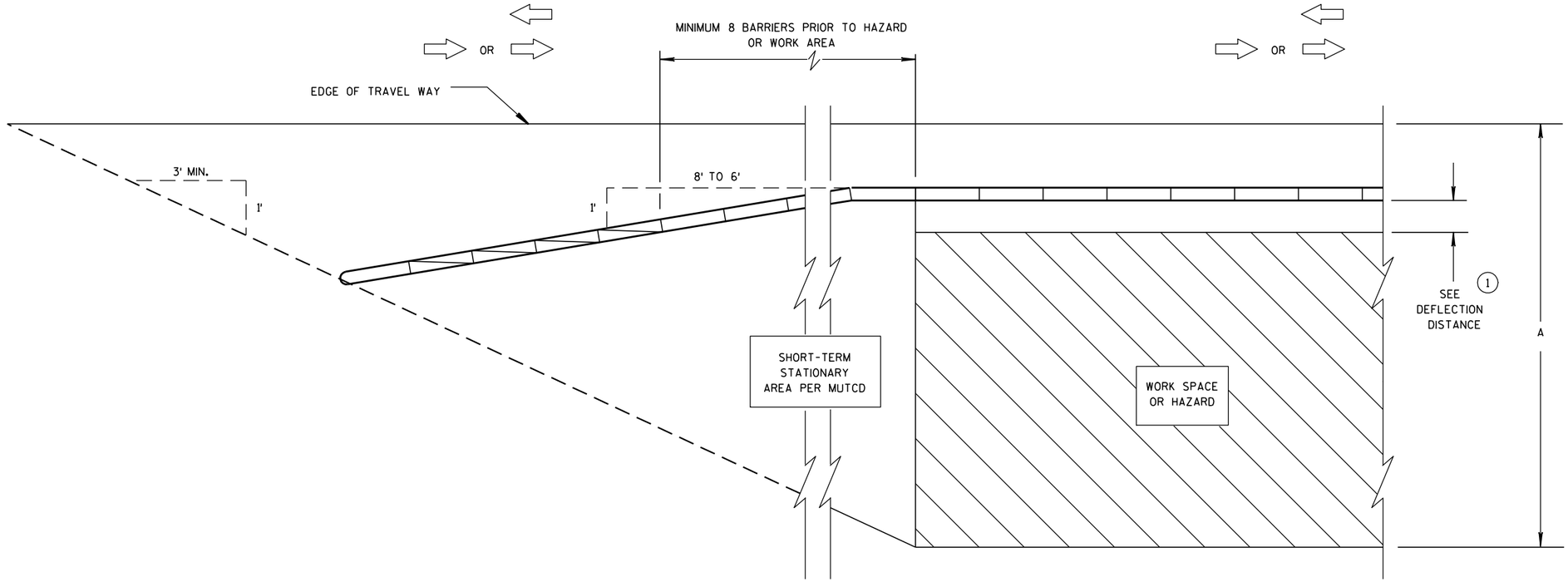
(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

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

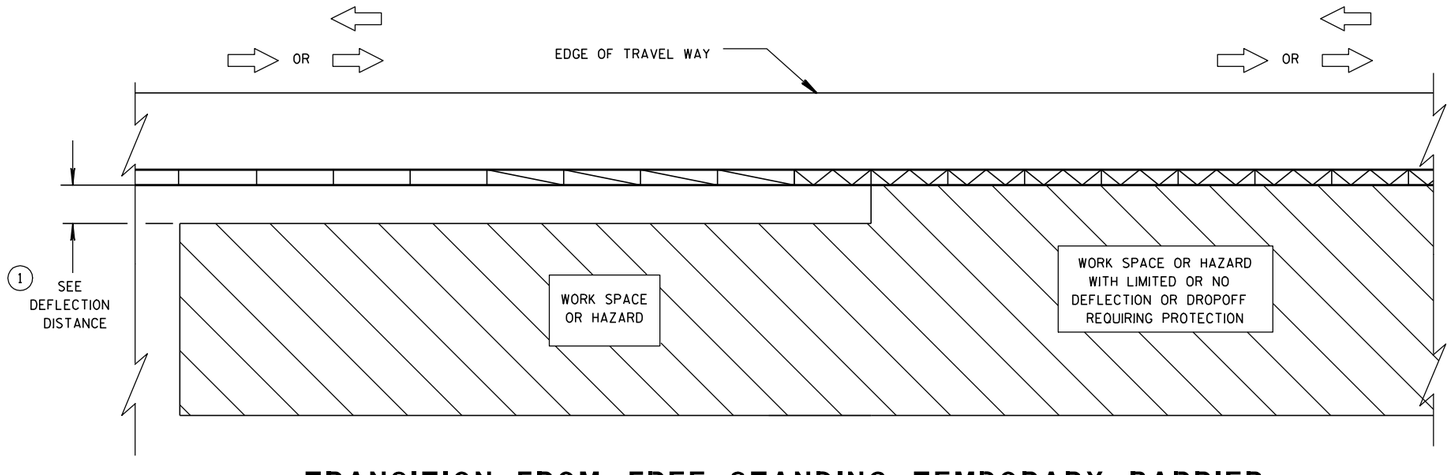
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 8-1a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

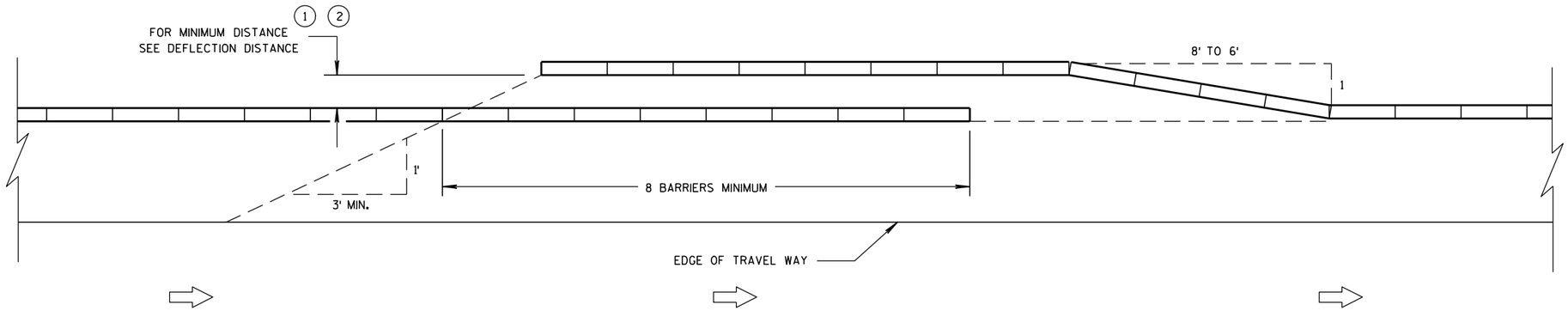
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

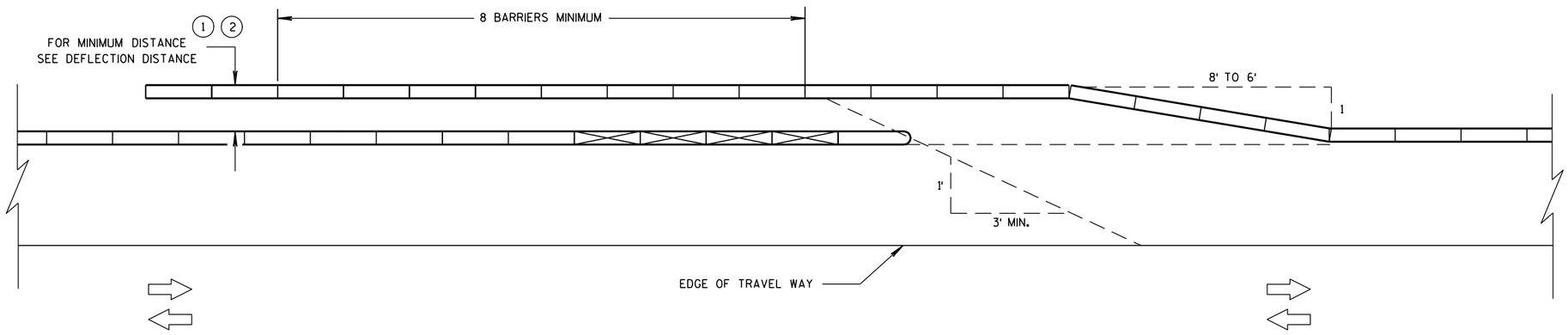
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

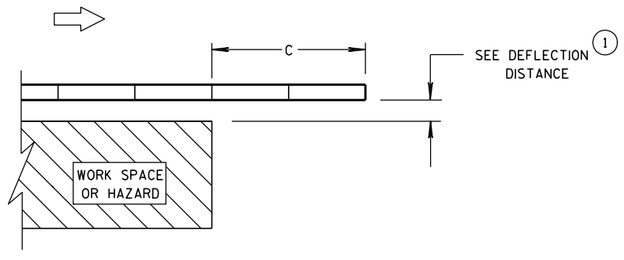
S.D.D. 14 B 8-1b



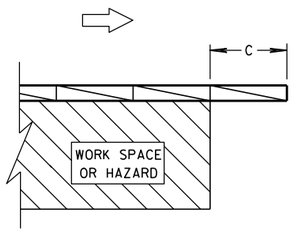
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

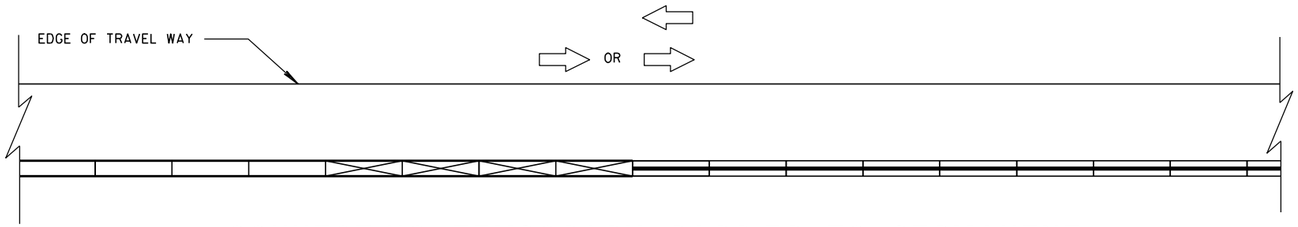
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

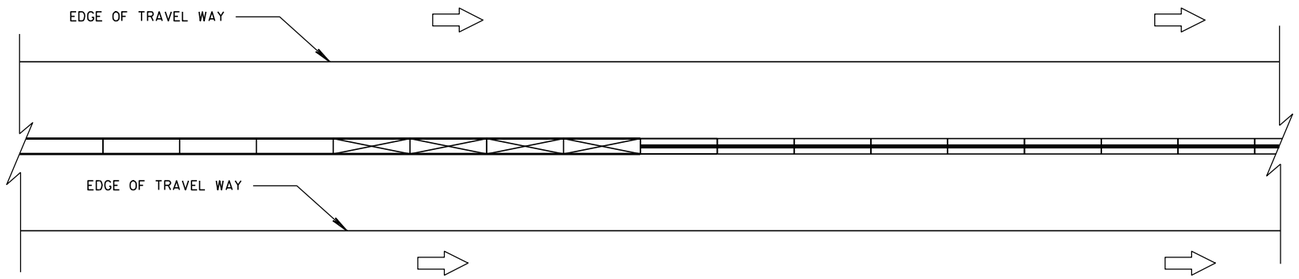
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 8-1c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

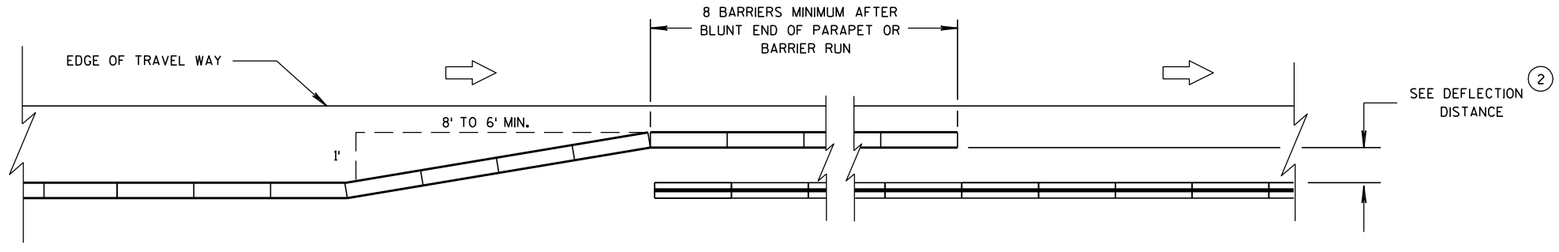
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

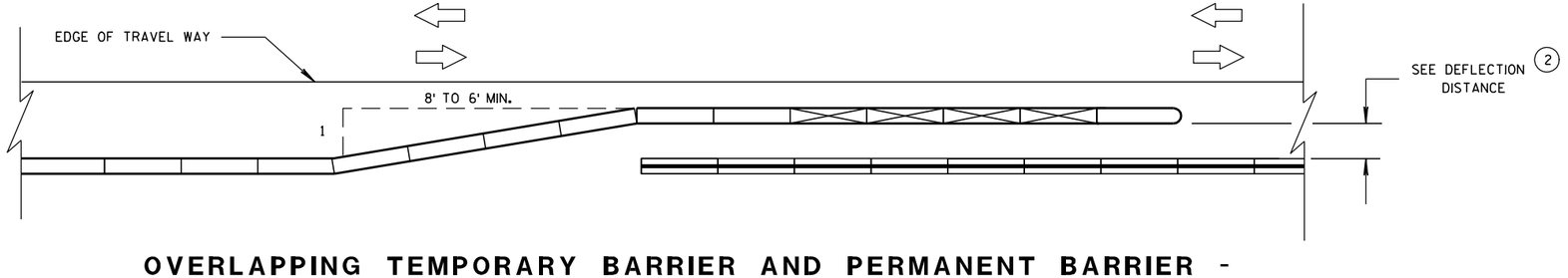
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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S.D.D. 14 B 8-1d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

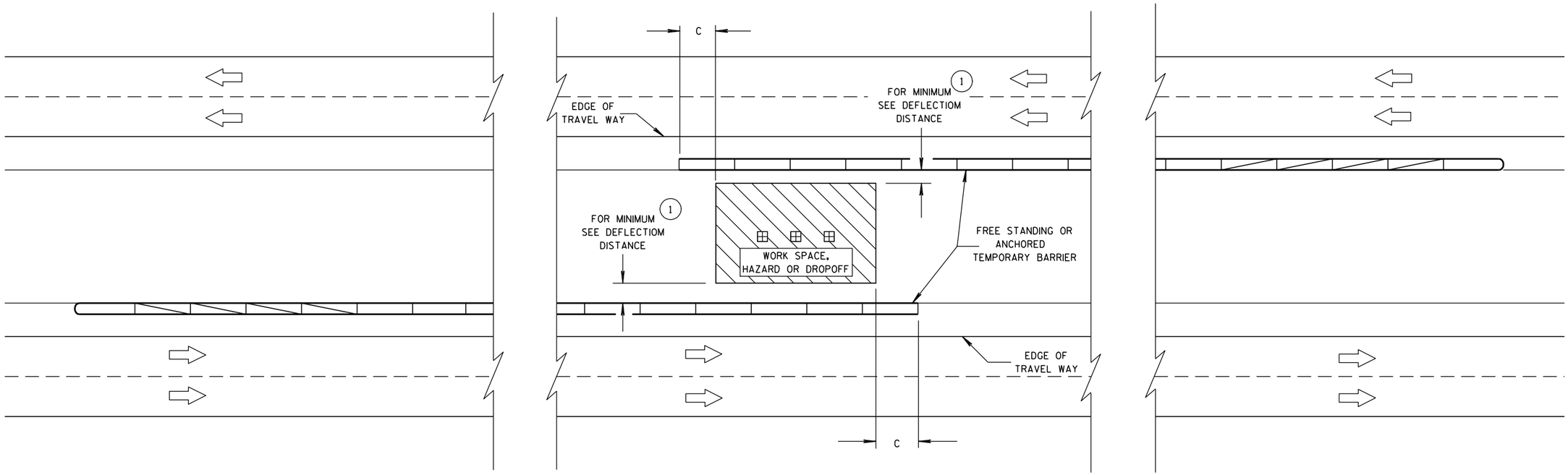
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER

461

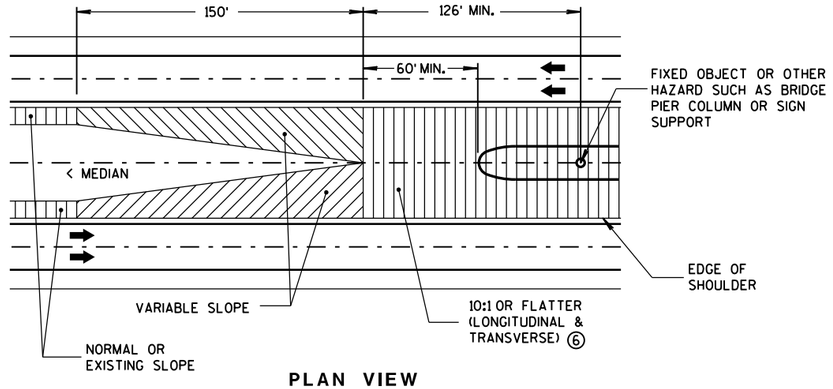
FHWA

6

S.D.D. 14 B 8-1e

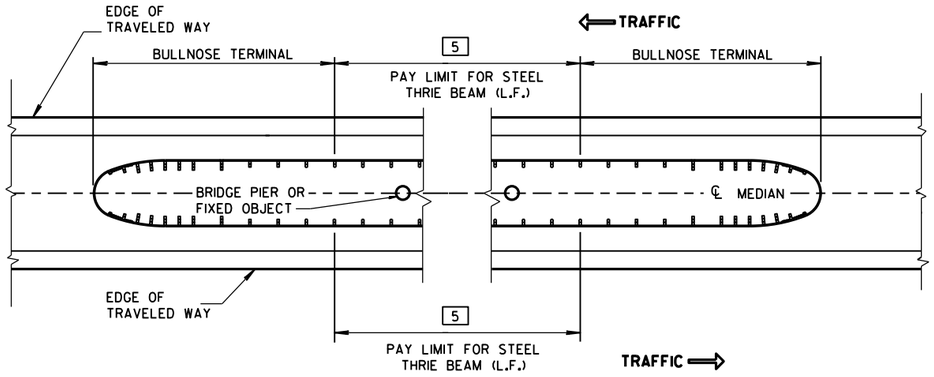
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S.D.D. 14 B 8-1e

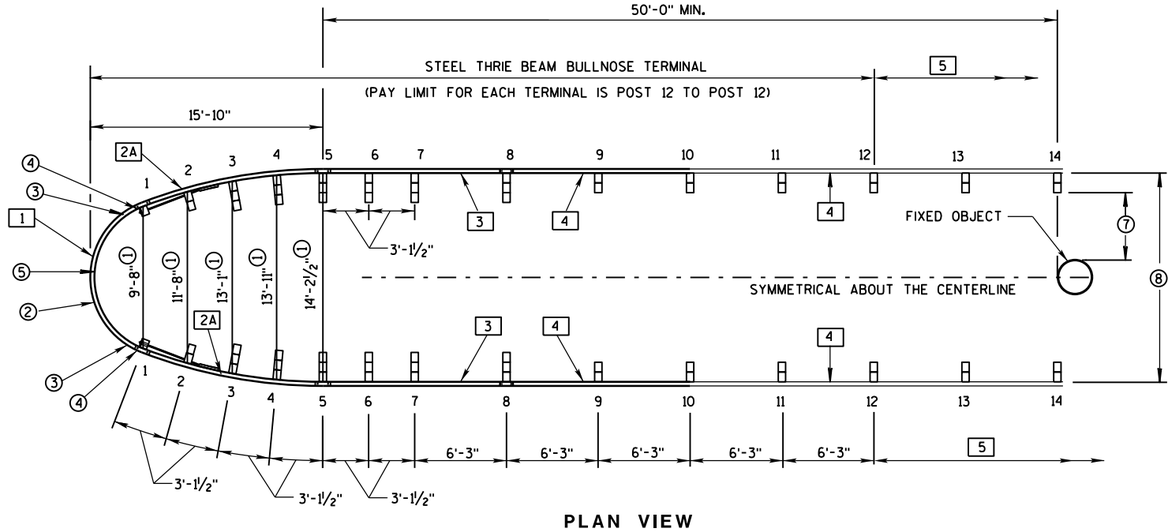


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

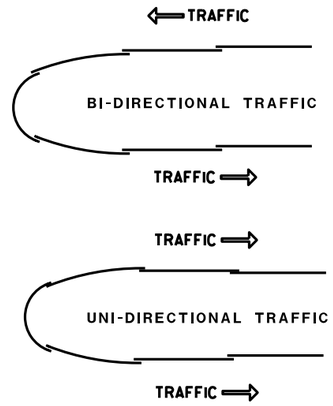


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

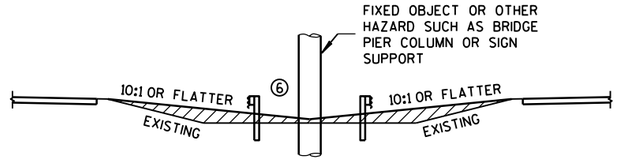
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

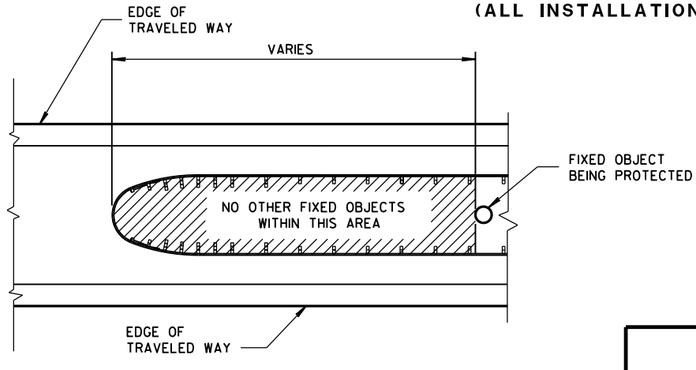
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)

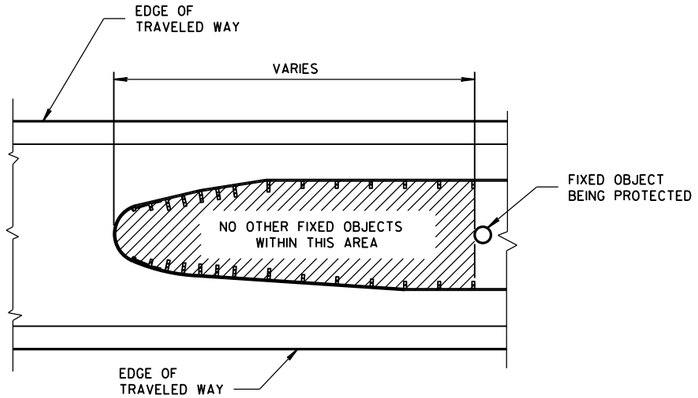


HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

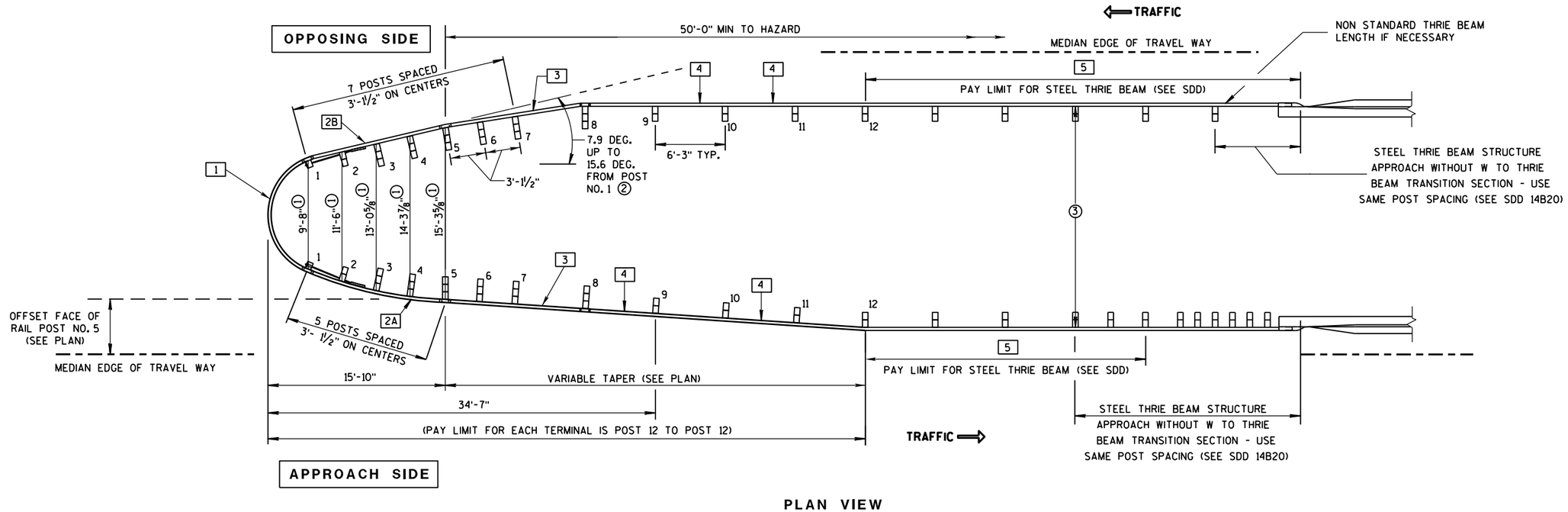
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

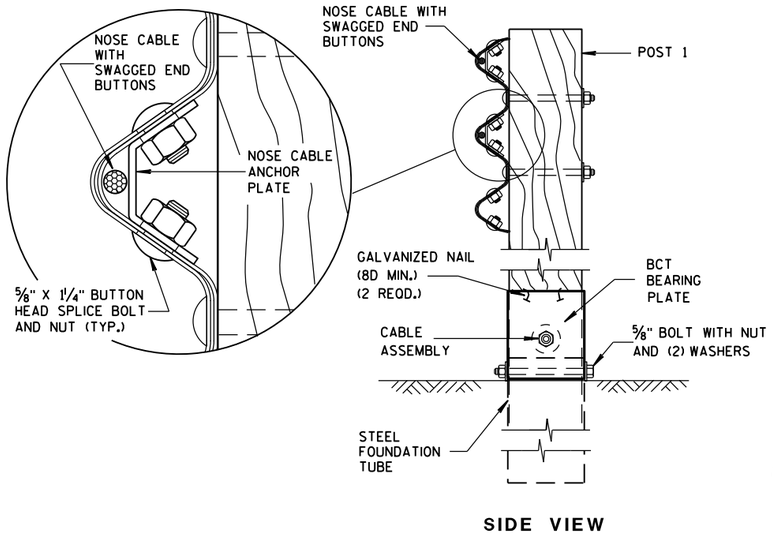
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

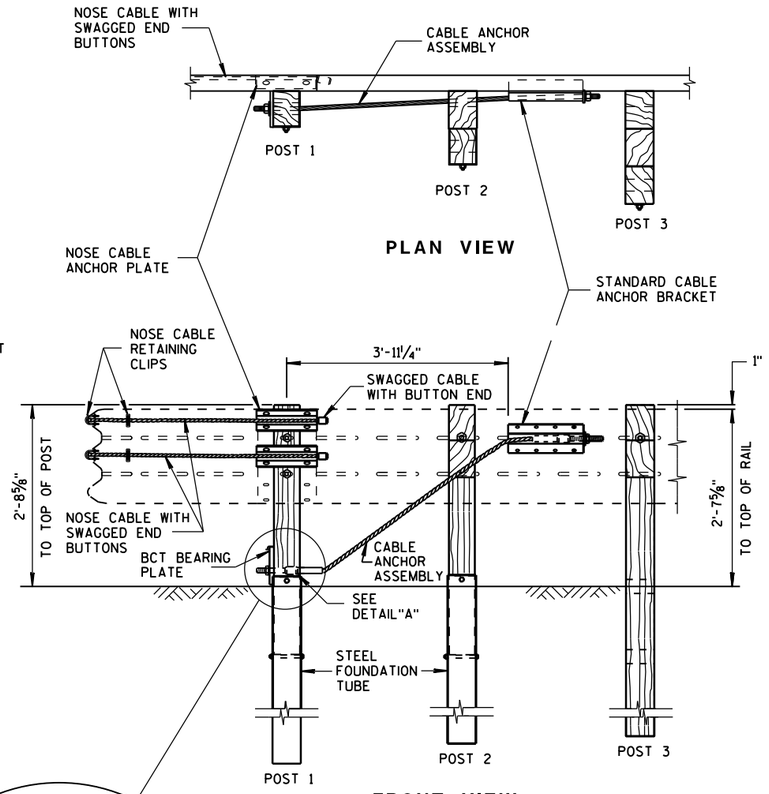
6

S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



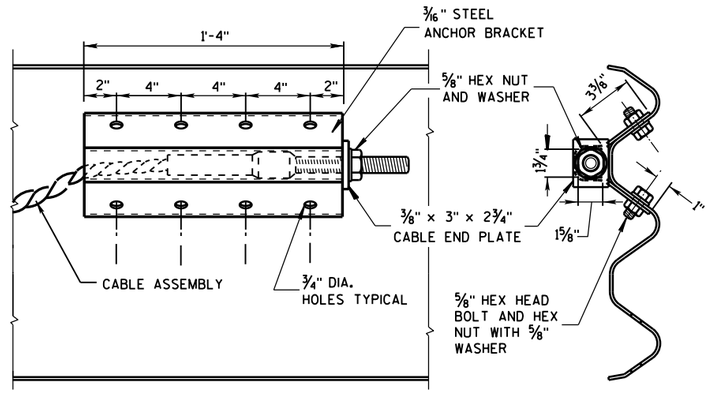
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

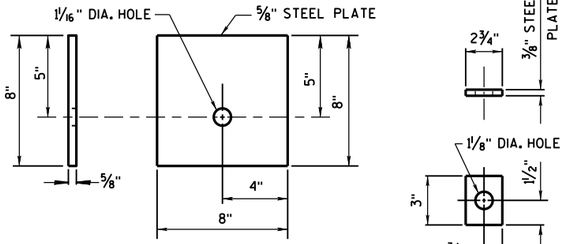
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



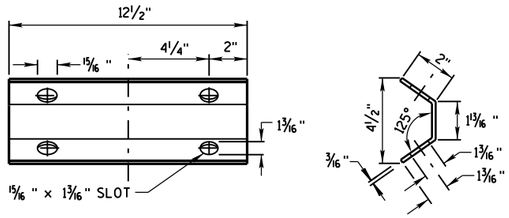
FRONT VIEW END VIEW

DETAILS OF CABLE ANCHOR BRACKET



BCT BEARING PLATE

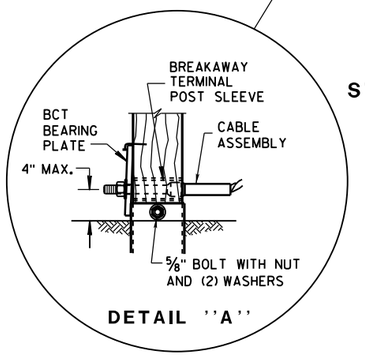
CABLE END PLATE



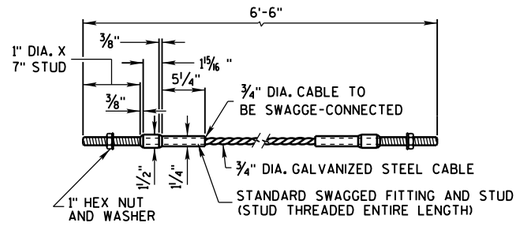
ELEVATION VIEW END VIEW

NOSE CABLE ANCHOR PLATE

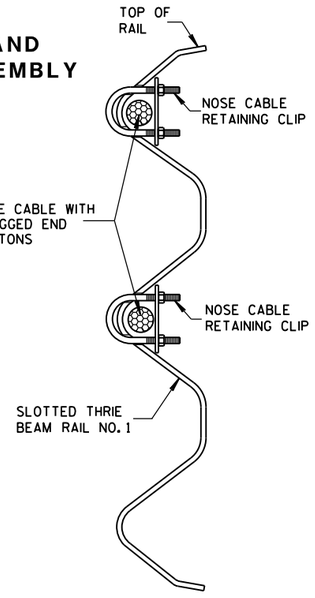
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



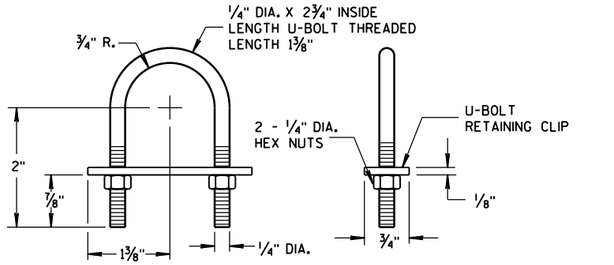
DETAIL ''A''



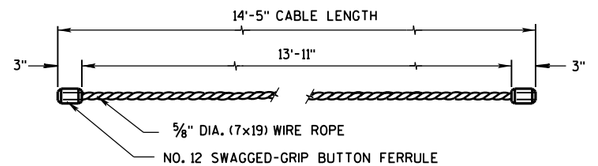
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

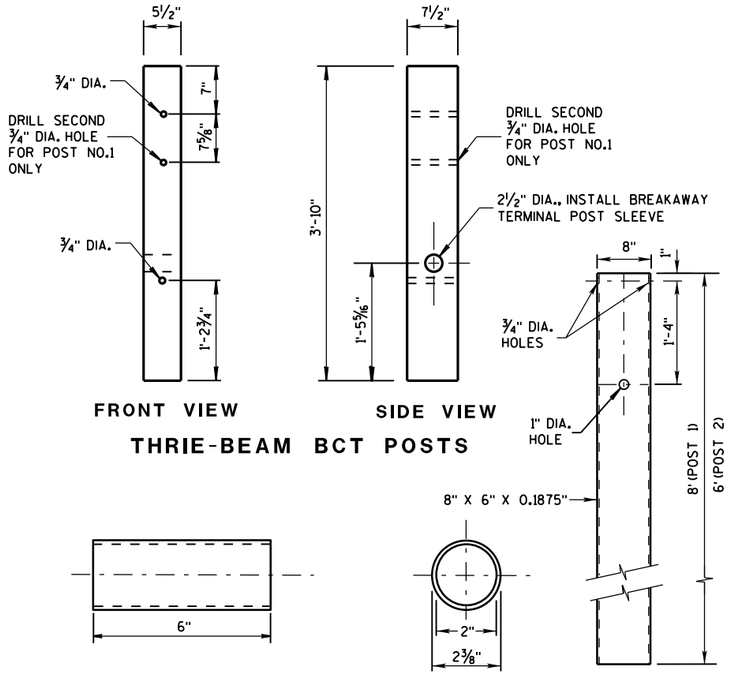
TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
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S.D.D. 14 B 26-3c

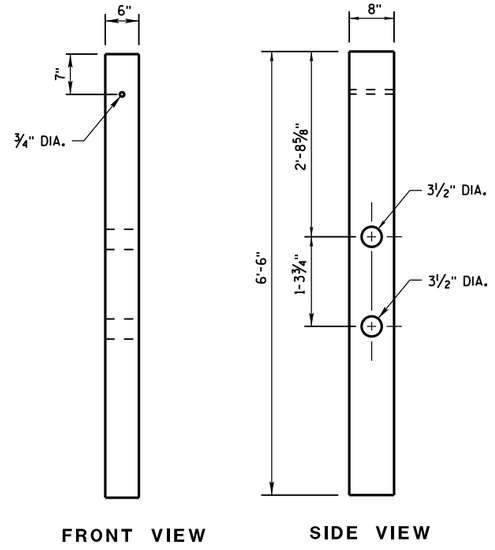


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

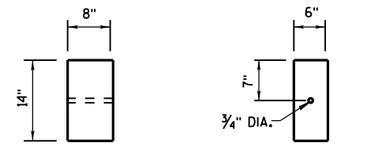


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

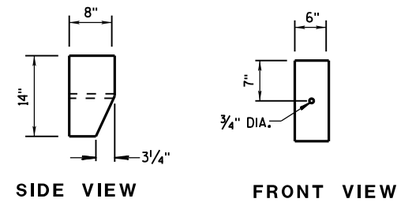
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



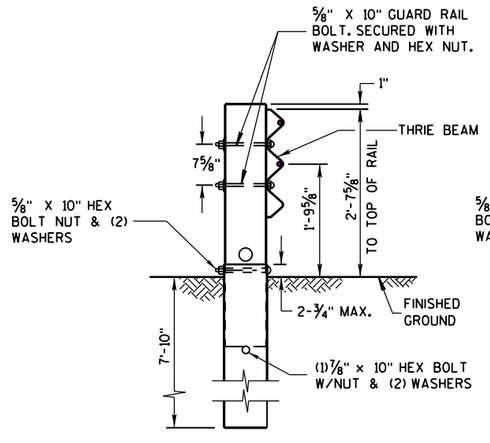
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



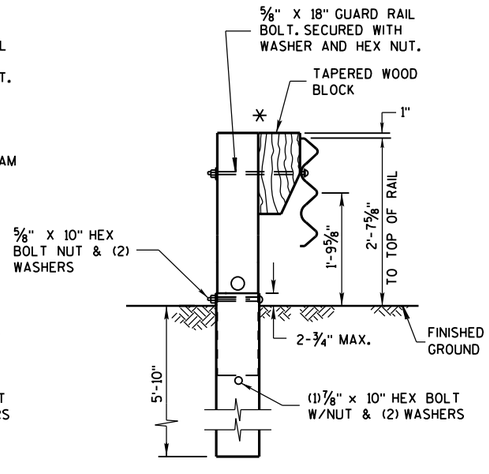
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



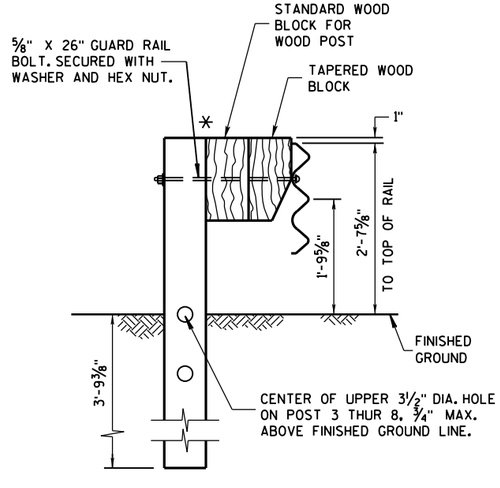
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



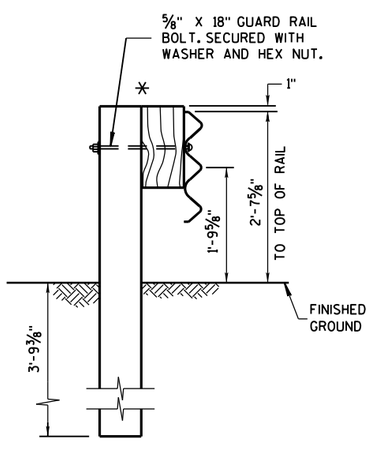
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12
(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

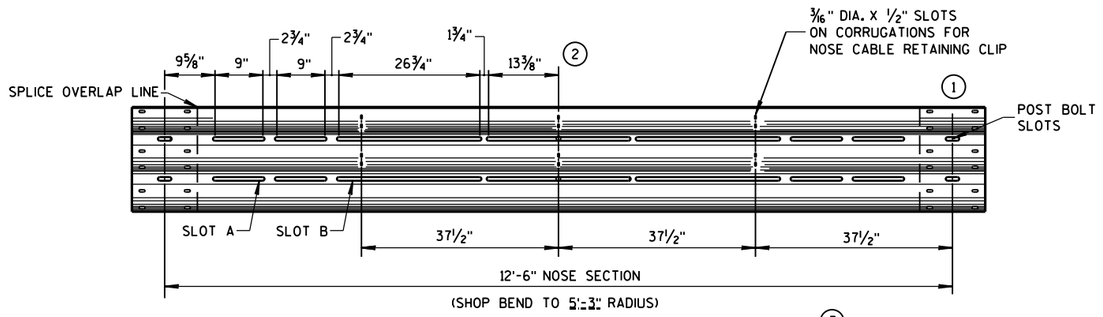
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 465

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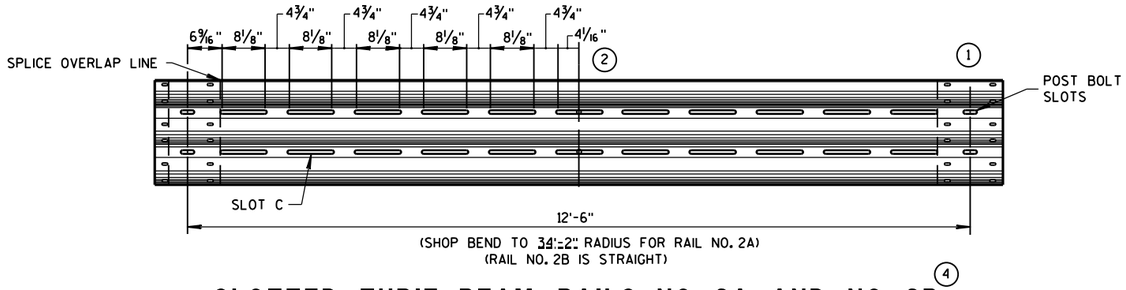
S.D.D. 14 B 26-3d

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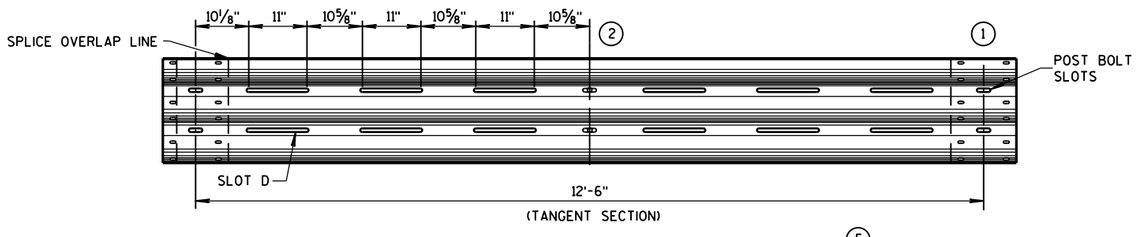
S.D.D. 14 B 26-3d



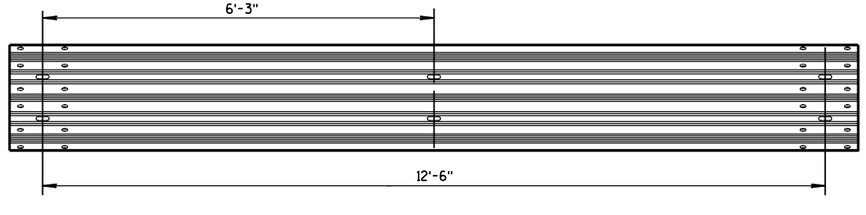
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

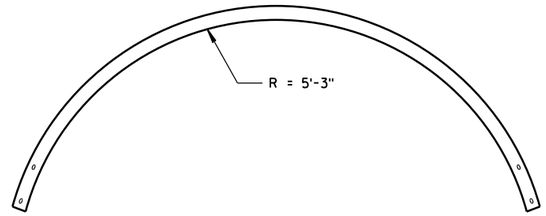
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

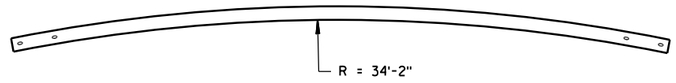
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



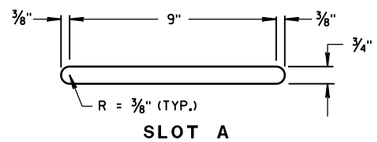
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

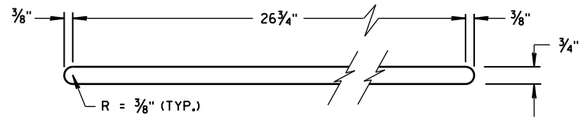


PLAN VIEW

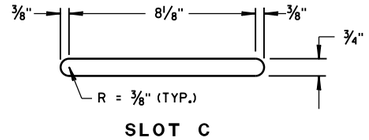
SLOTTED THRIE BEAM RAIL NO. 2A



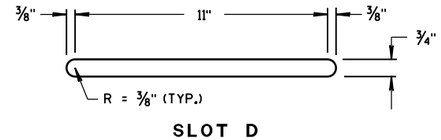
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

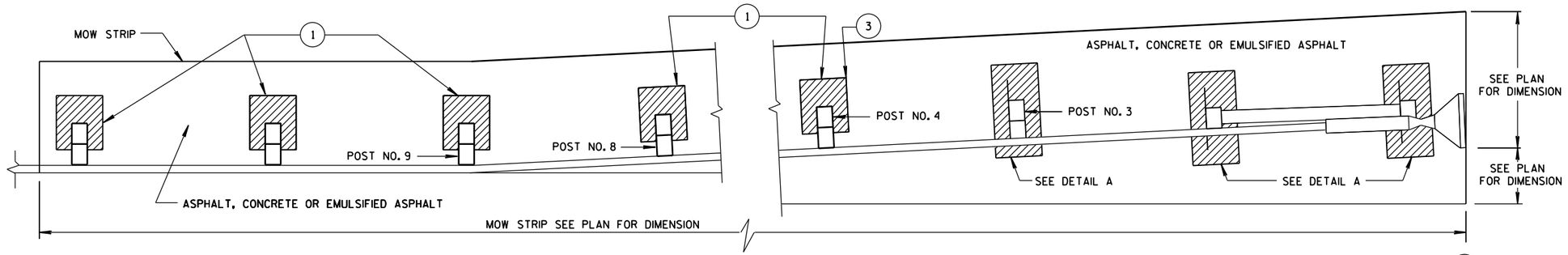
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S.D.D. 14 B 26-3e

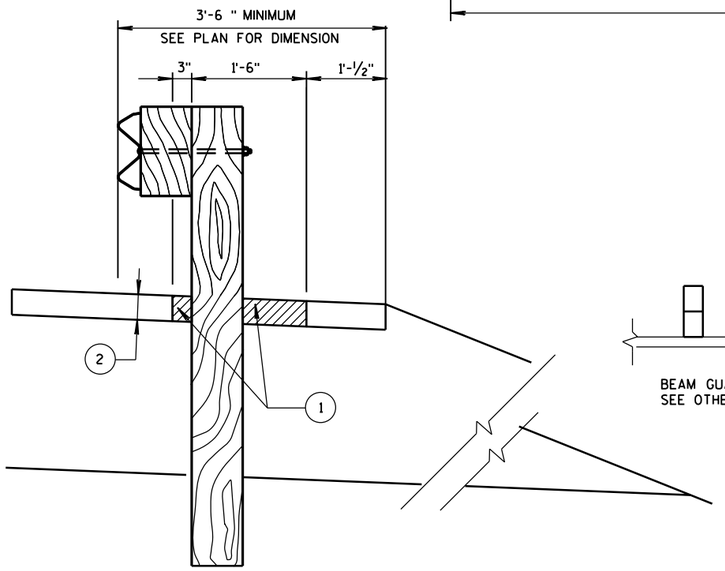
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S.D.D. 14 B 26-3e

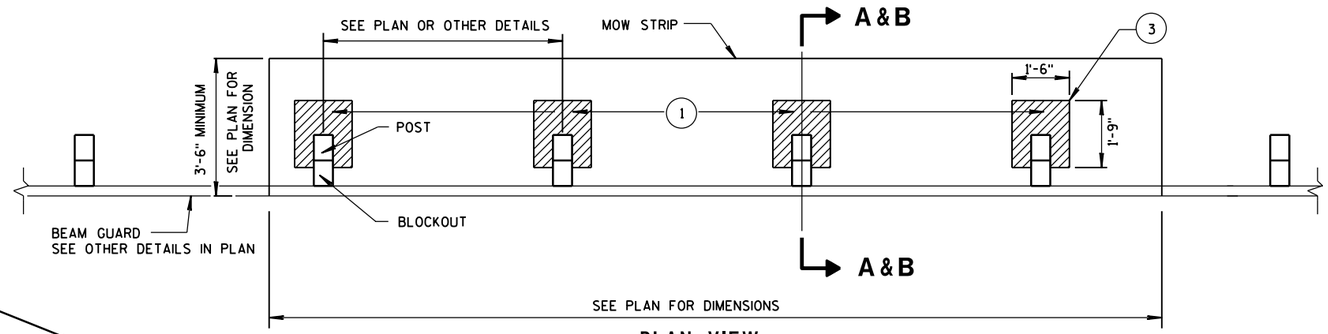


PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABORBING TERMINAL

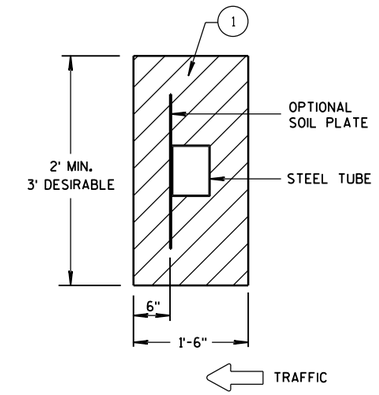


SECTION A-A

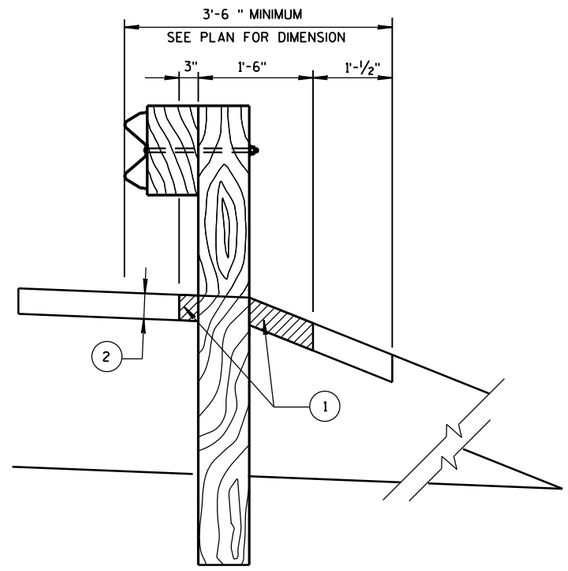


PLAN VIEW

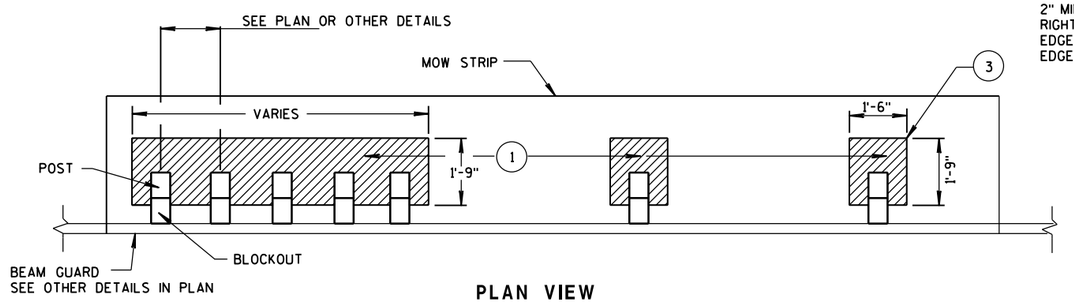
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



DETAIL A

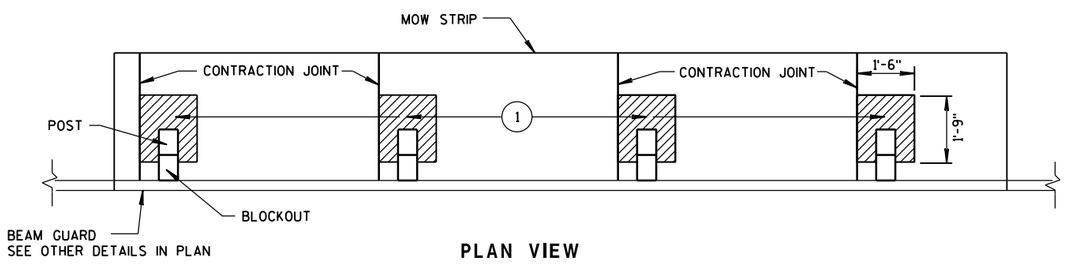


SECTION B-B



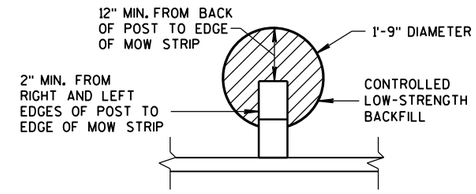
PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP



ALTERNATIVE HMA
MOW STRIP DESIGN

(1) CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.

(2) DEPTH OF MOW STRIP:
ASPHALT - 4"
CONCRETE - 4"
EMULSIFIED ASPHALT - 1" OR LESS

(3) FOR EMULSIFIED ASPHALT MOW STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS.)

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

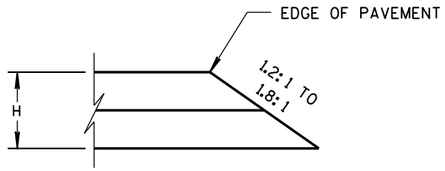
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S.D.D. 14 B 28-3

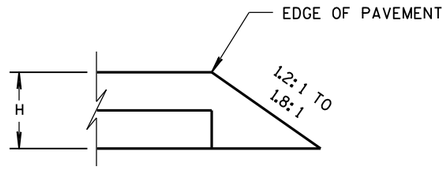
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S.D.D. 14 B 28-3



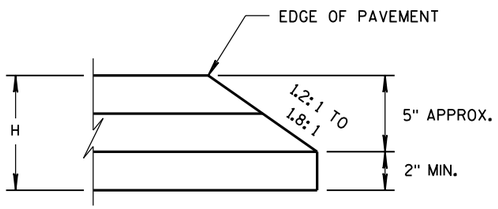
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



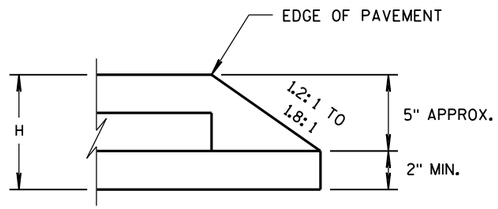
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

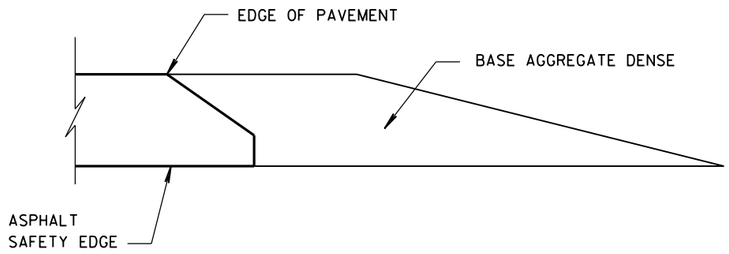
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES

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

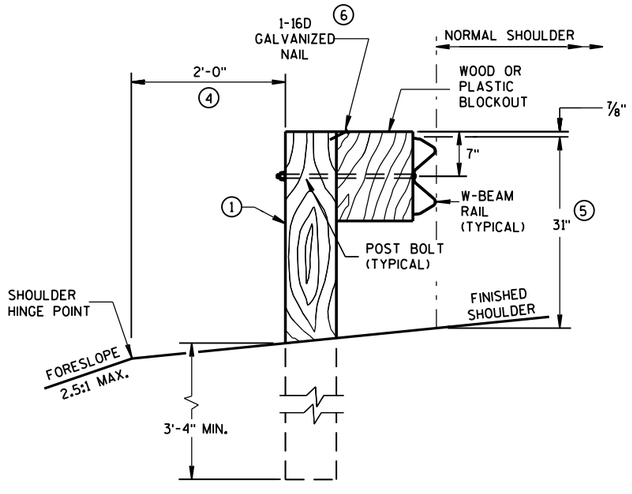
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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

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

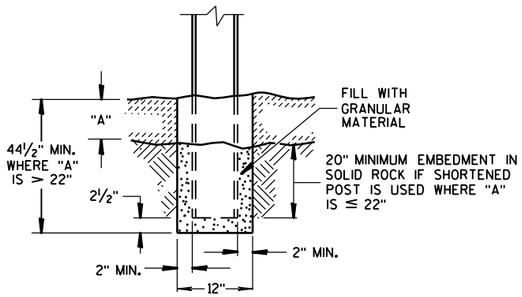
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



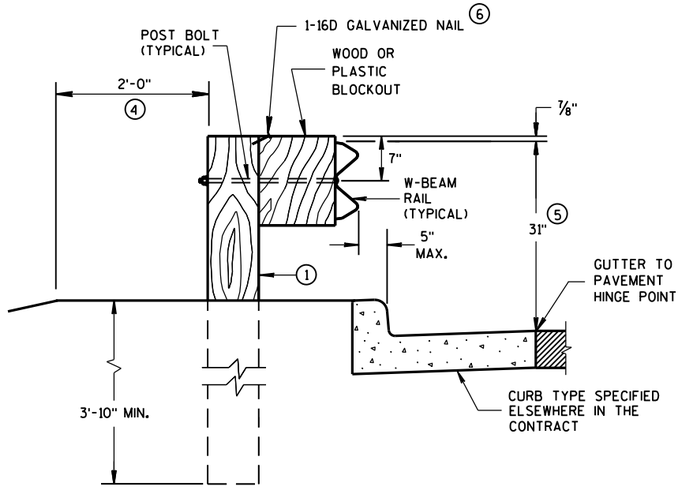
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



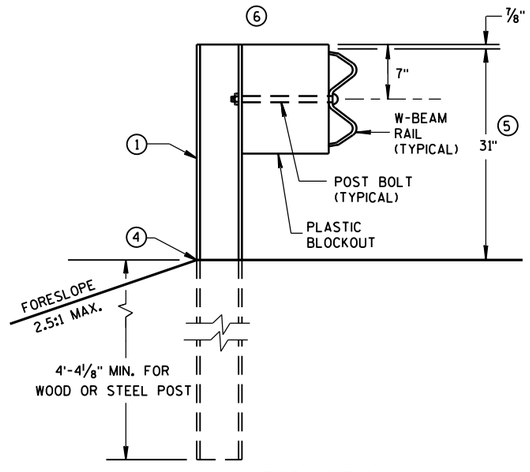
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



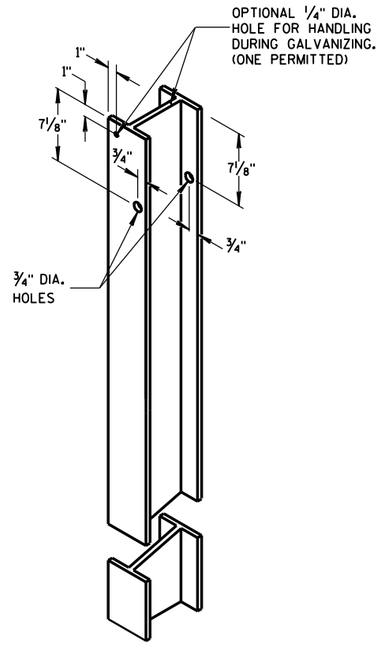
END VIEW

LOCATED ALONG A CURBED ROADWAY

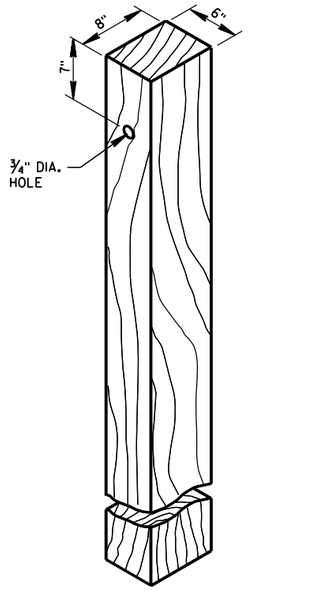


END VIEW

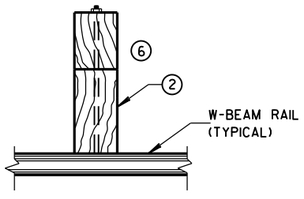
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



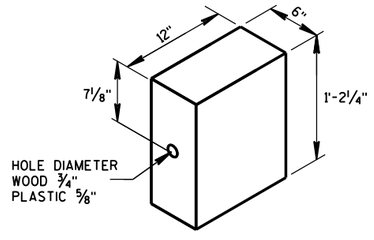
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



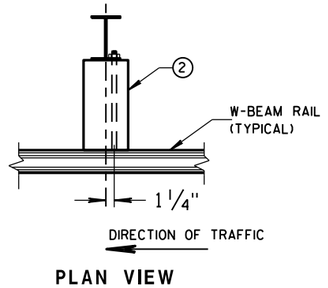
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

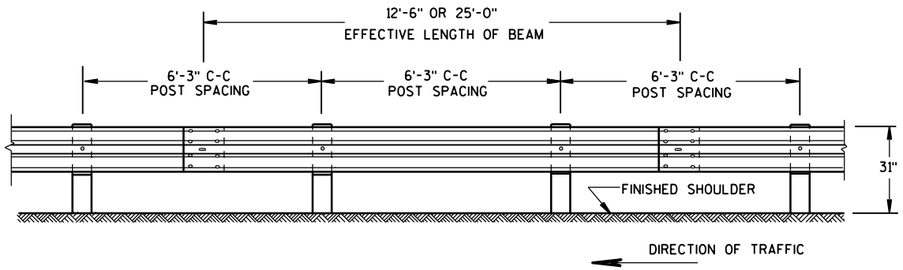


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

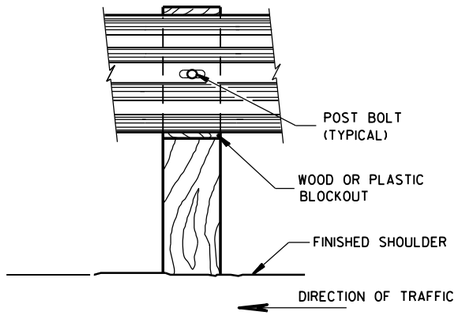
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 42-3a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

GENERAL NOTES

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

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

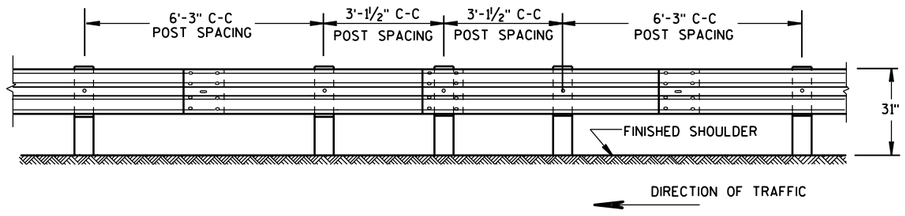
(9) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

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

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

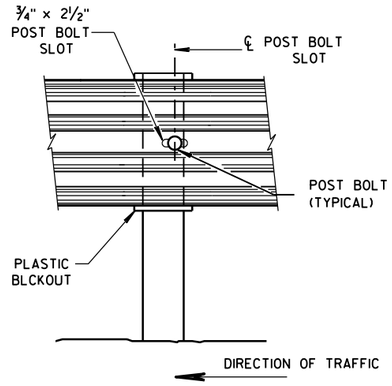
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

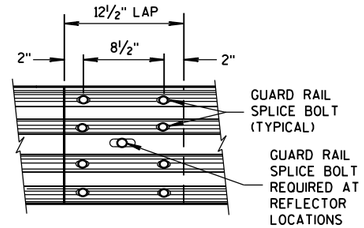


FRONT VIEW

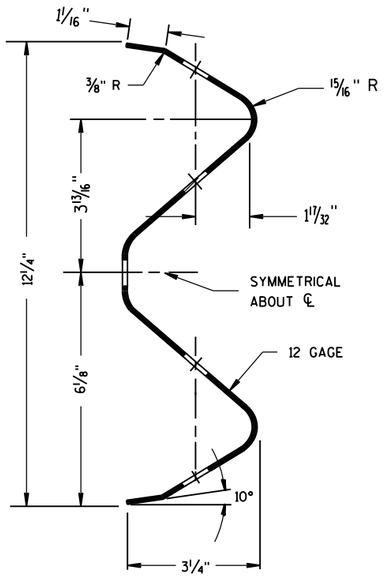
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



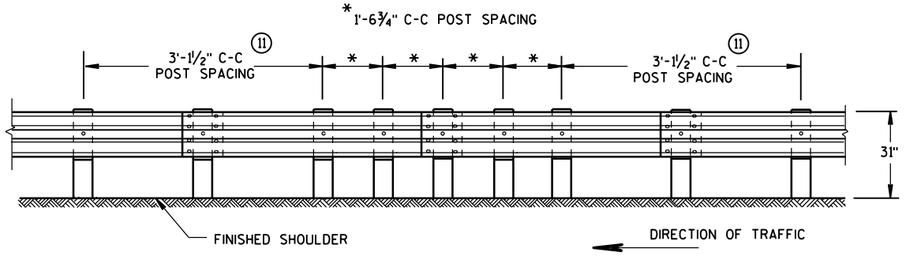
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

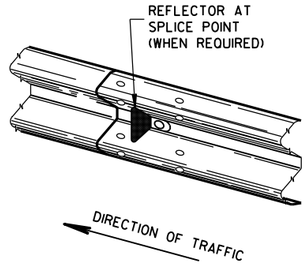


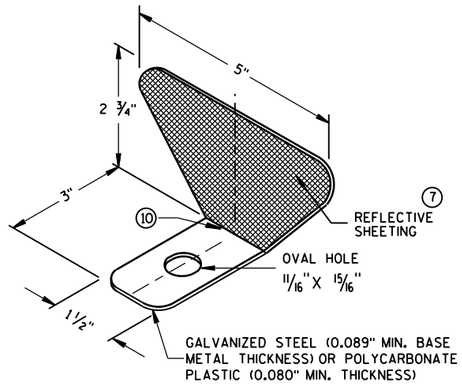
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

REFLECTOR SPACING (8)

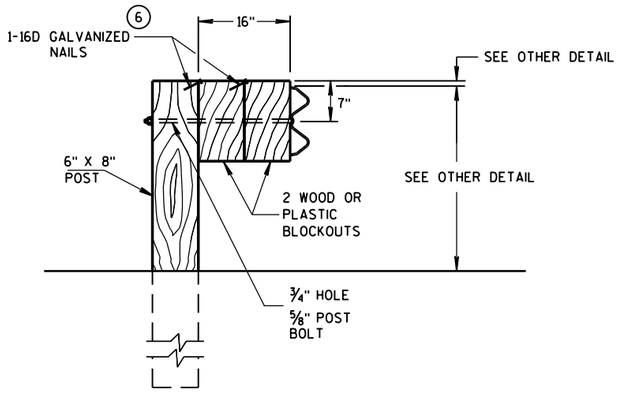
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (9)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (10)	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

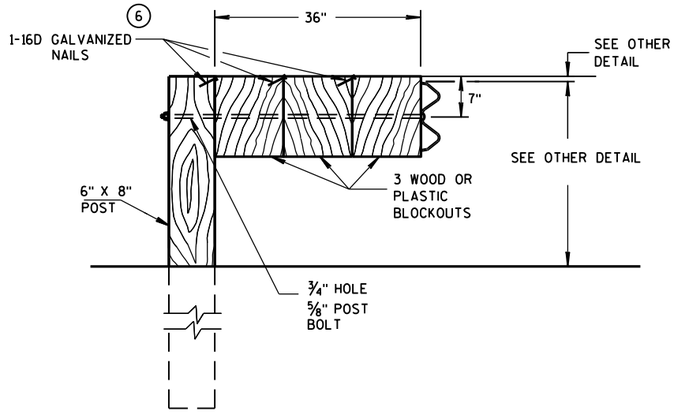
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S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

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

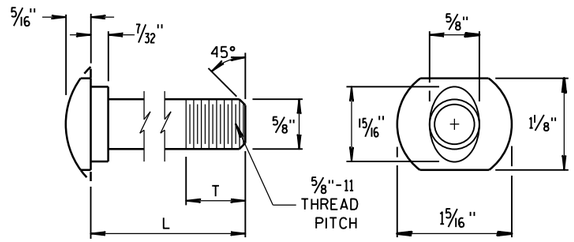


DETAIL FOR 36" BLOCKOUT DEPTH

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

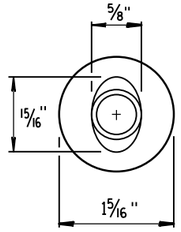
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

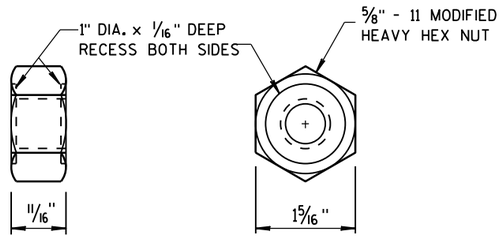


POST BOLT TABLE

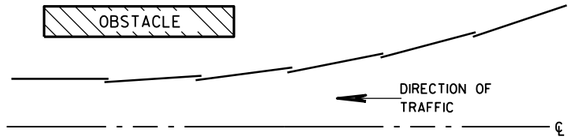
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

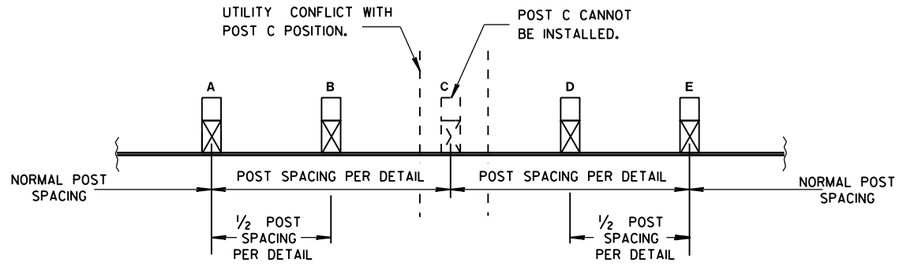


POST BOLT AND RECESS NUT

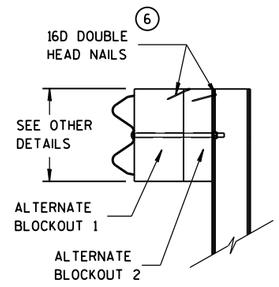


PLAN VIEW

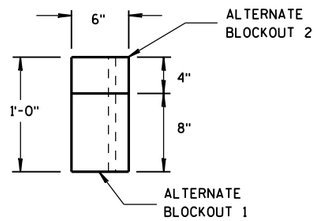
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
471
FHWA

6

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

6

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

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

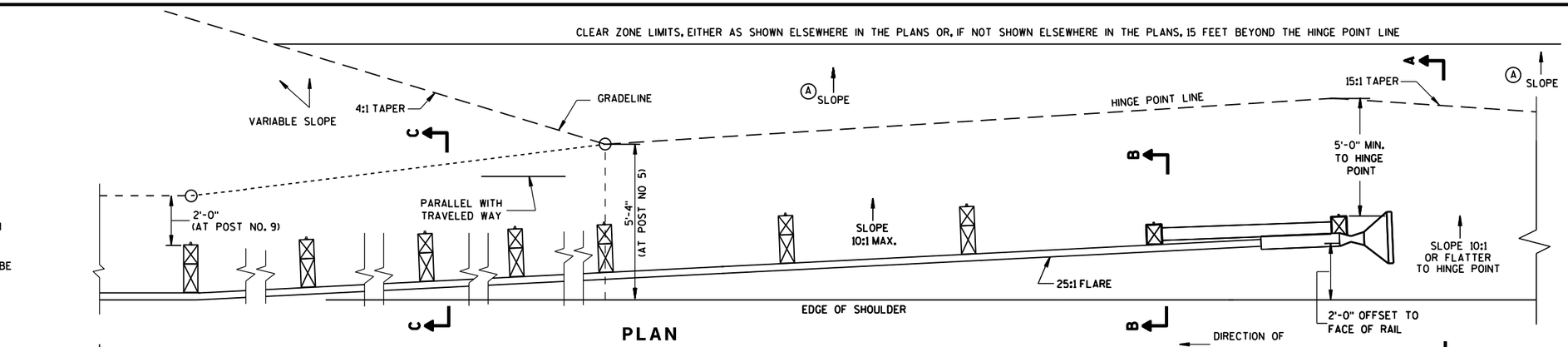
SEE SDD 14B42 FOR MORE INFORMATION.

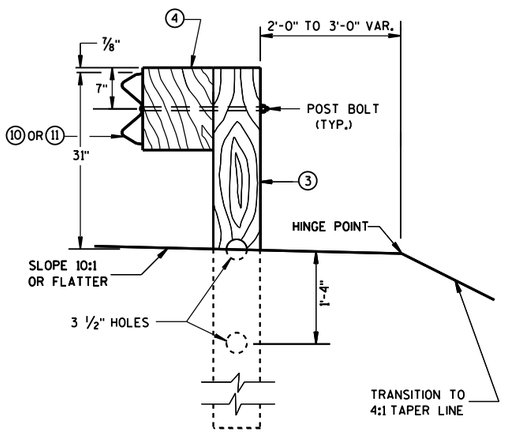
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

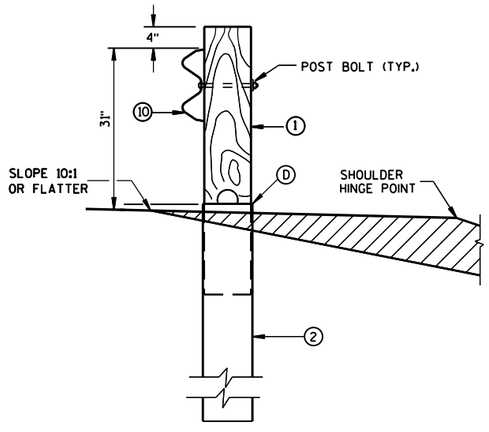
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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

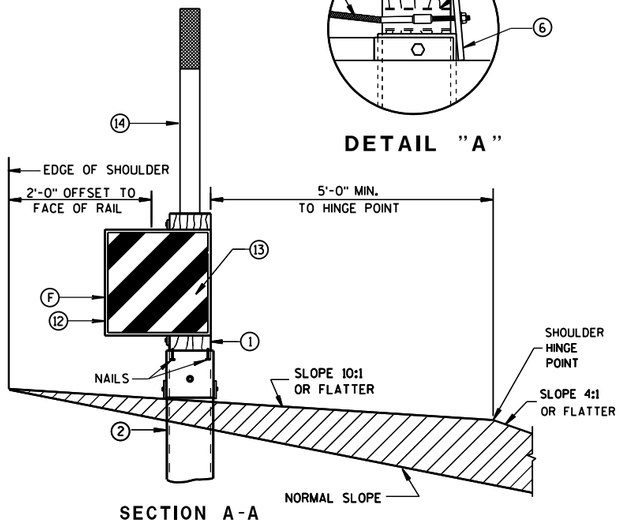




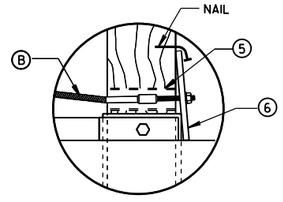
SECTION C-C
TYPICAL AT POST NOS. 3-9



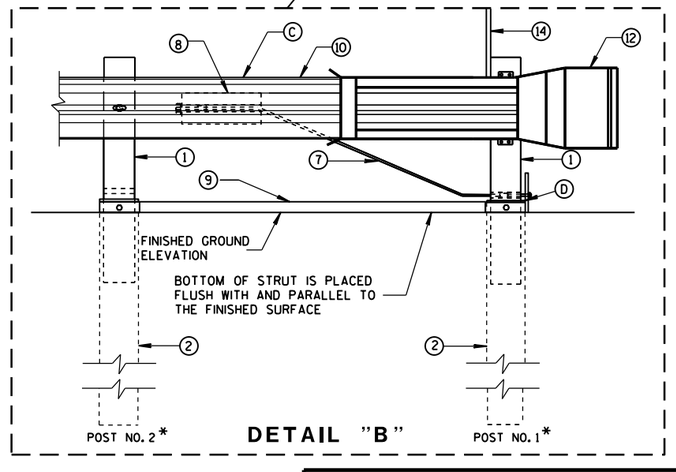
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

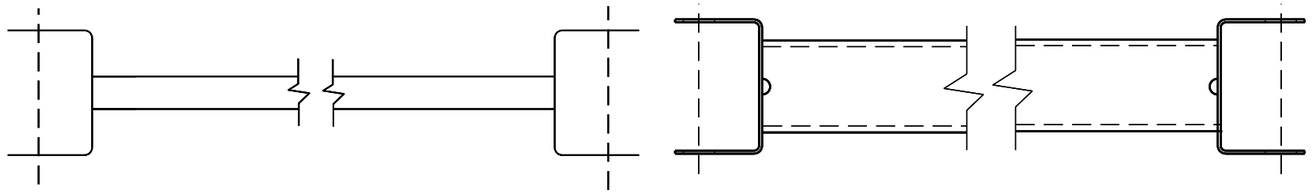


DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

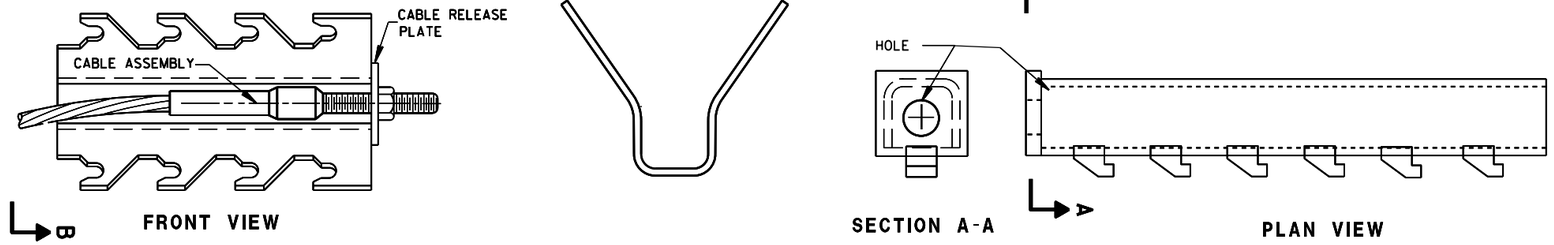


(9) (H)

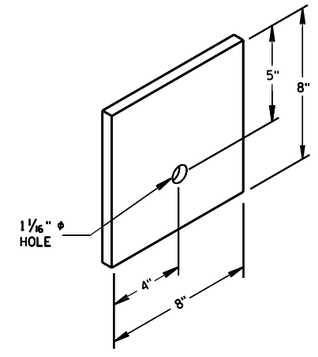
GENERIC GROUND STRUT

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



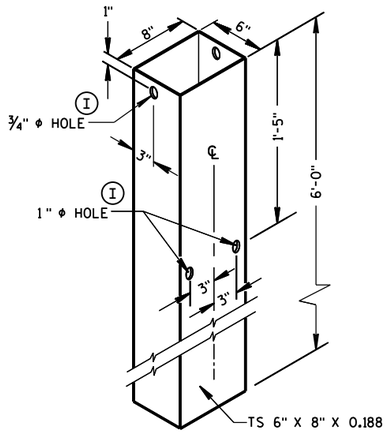
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

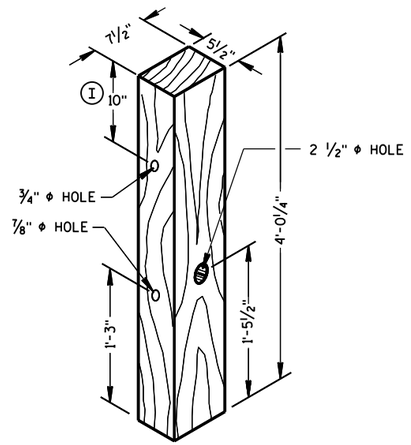
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

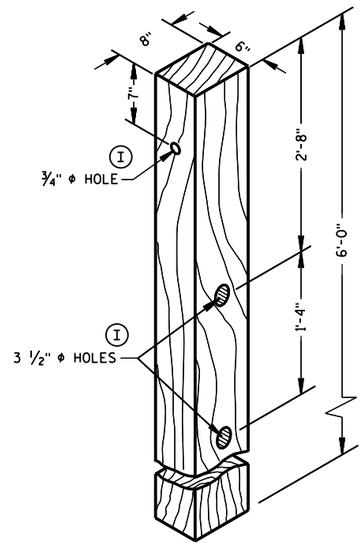


FOUNDATION TUBE (2)



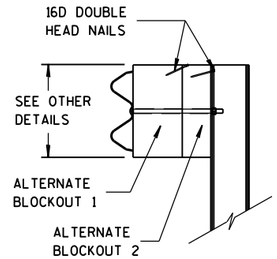
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

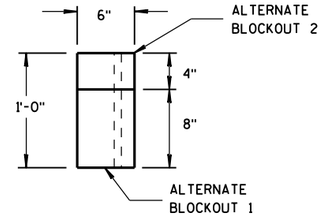


POSTS NUMBER 3-9

WOOD CRT POST (3)

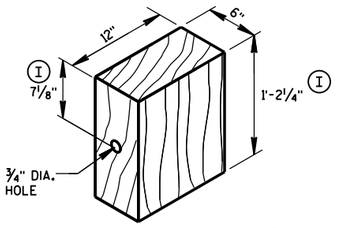


SIDE VIEW



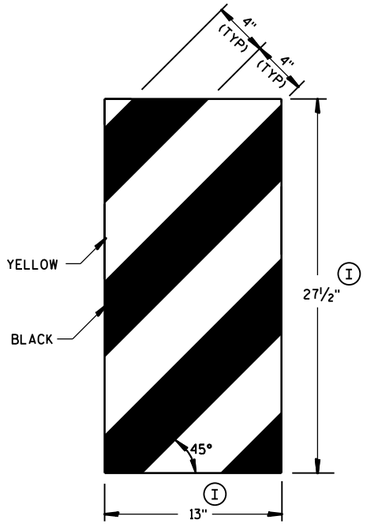
TOP VIEW

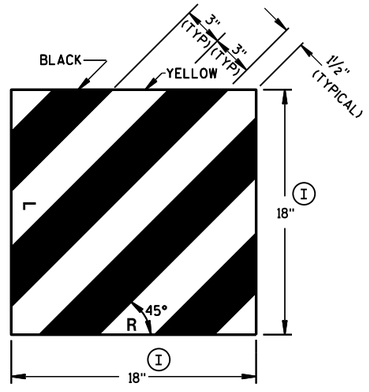
ALTERNATE WOOD BLOCKOUT DETAIL



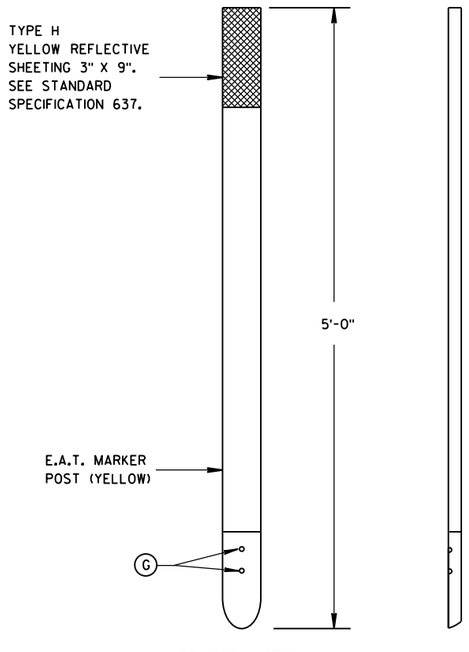
WOOD BLOCKOUT (4)

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





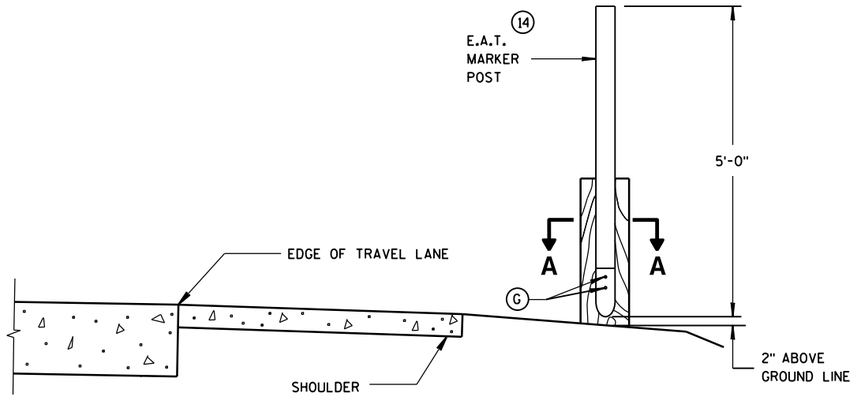
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

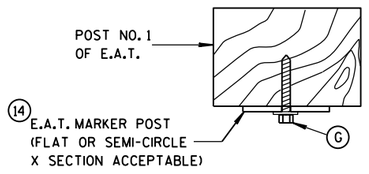
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

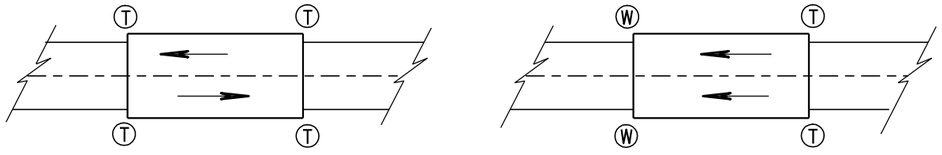
474

6

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

6

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



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

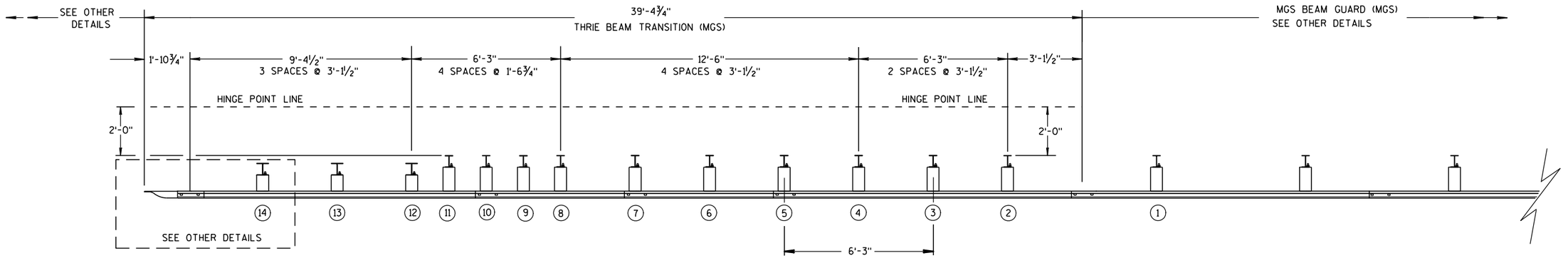
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

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

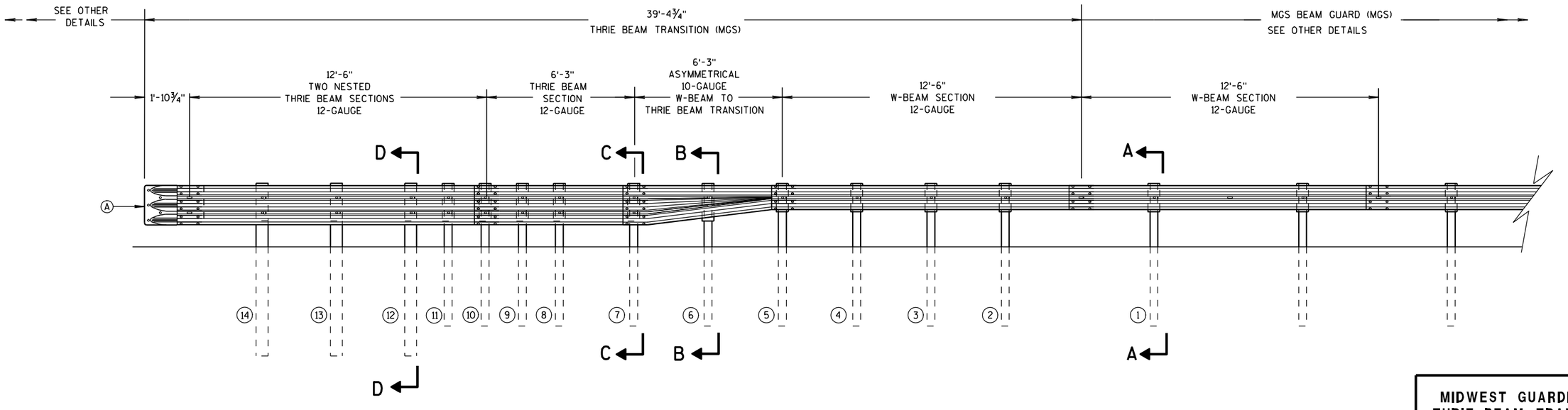
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

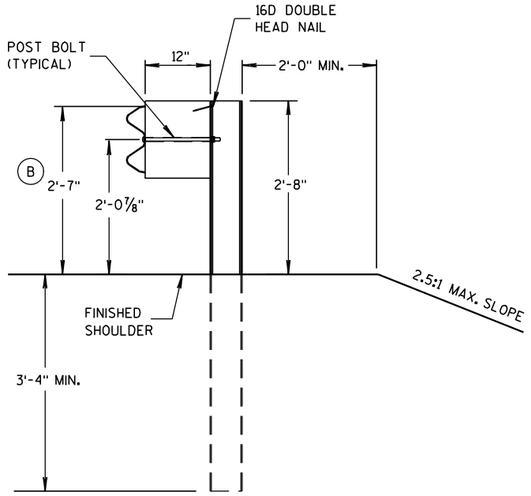
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

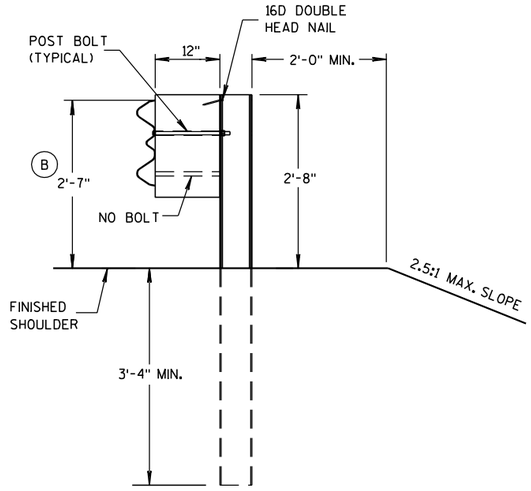
GENERAL NOTES

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



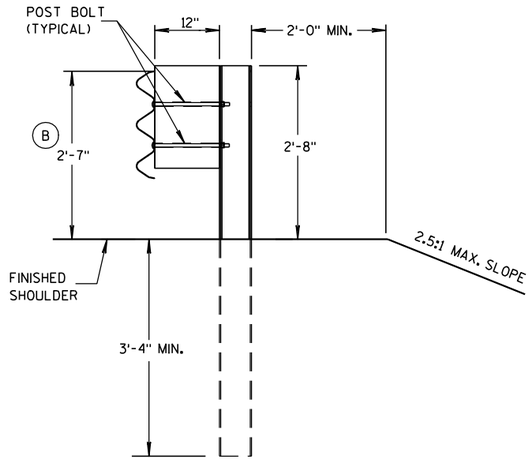
SECTION A-A

POSTS 1-5



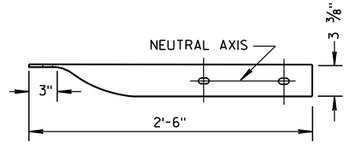
SECTION B-B

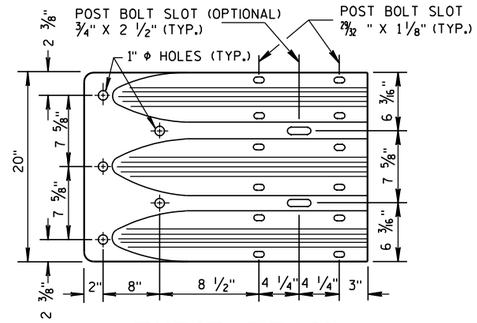
POST 6



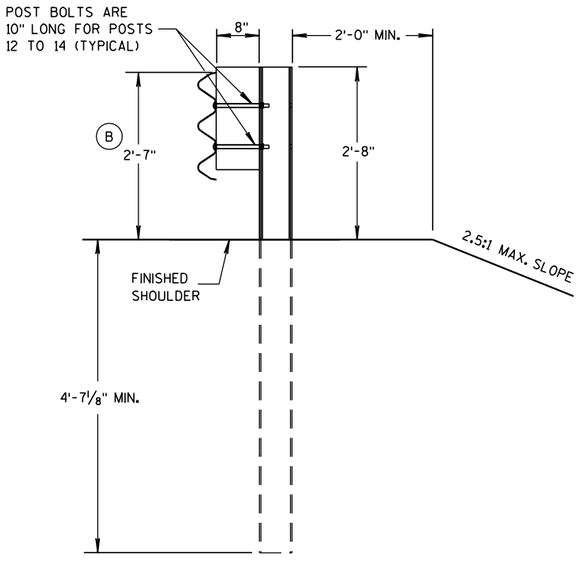
SECTION C-C

POSTS 7-11



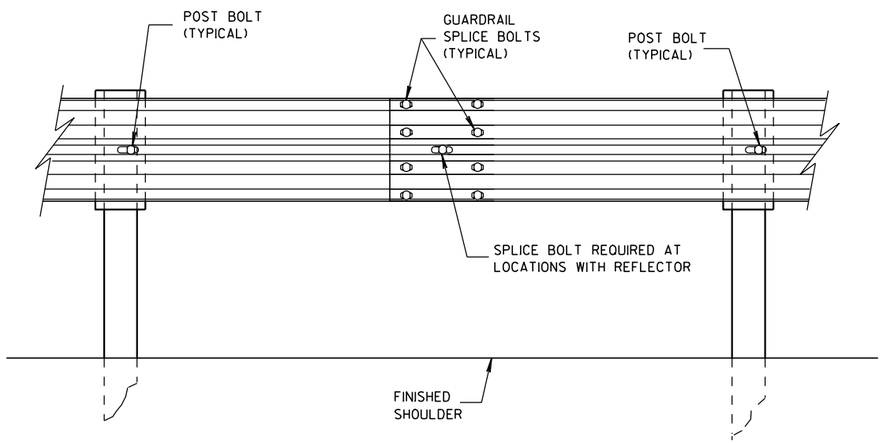


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14



SPLICE DETAIL

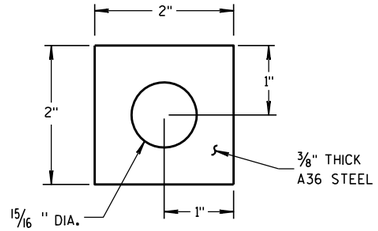
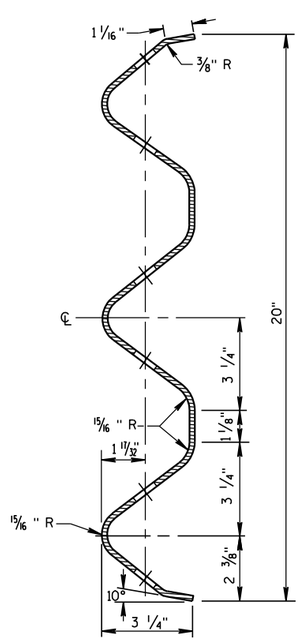


PLATE WASHER DETAIL

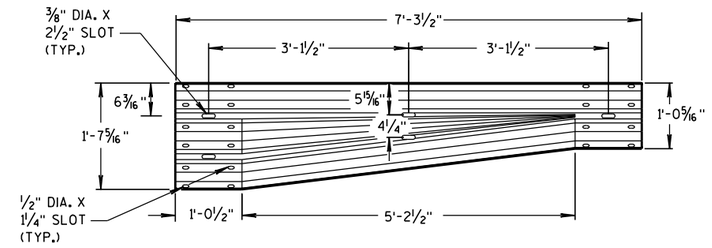


SECTION THRU THRIE BEAM RAIL ELEMENT

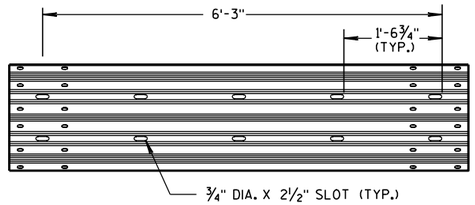
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

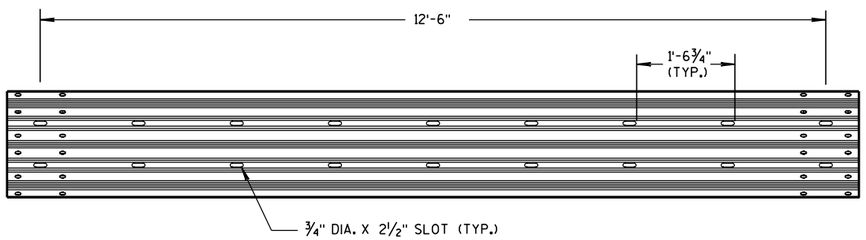
6
S.D.D. 14 B 45-3b



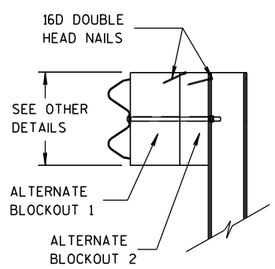
W-BEAM TO THRIE BEAM TRANSITION SECTION



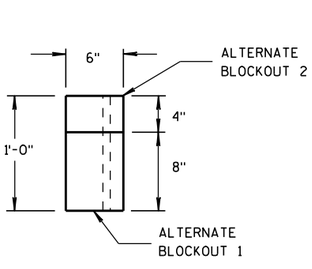
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

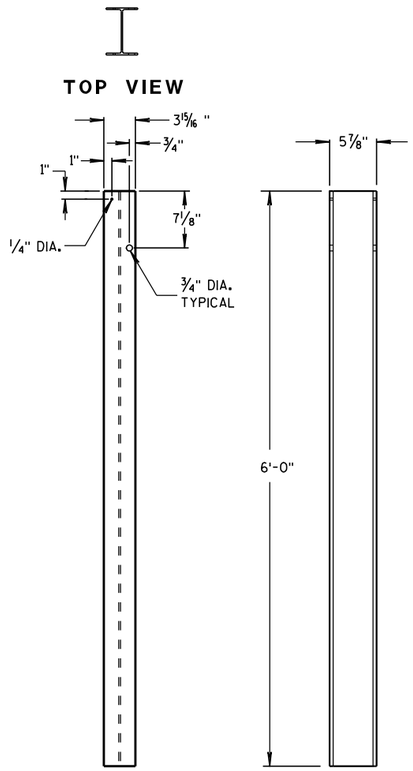


SIDE VIEW

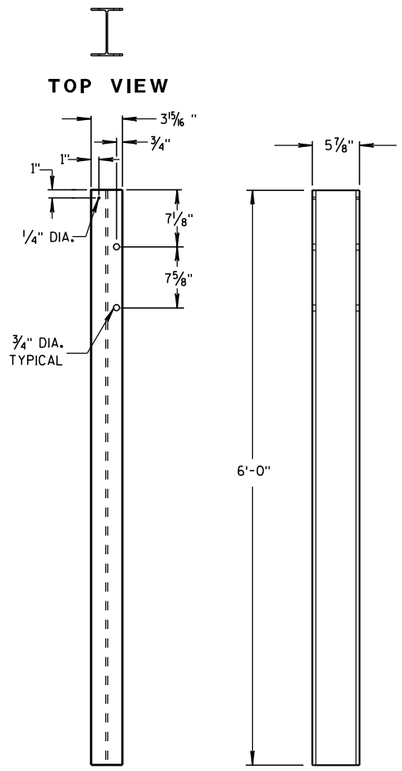


TOP VIEW

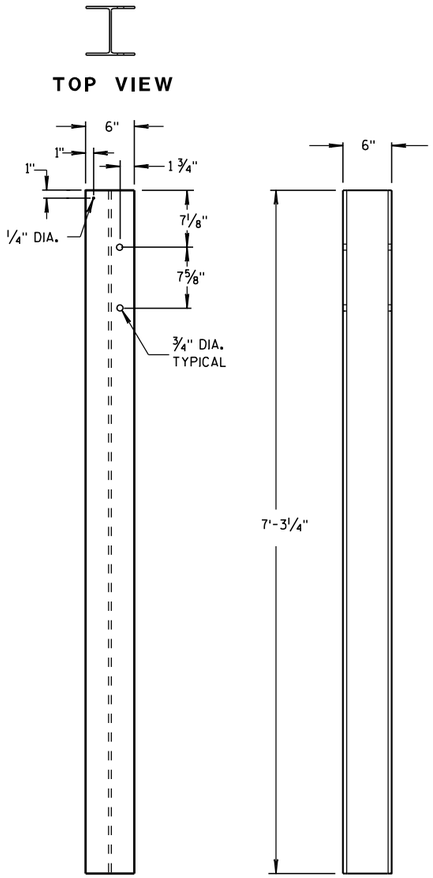
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

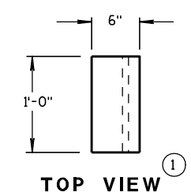


STEEL POSTS 6-11

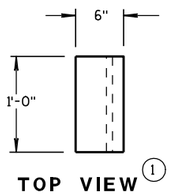


STEEL POSTS 12-14

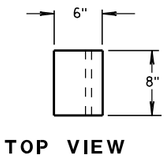
1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



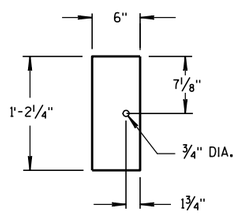
TOP VIEW (1)



TOP VIEW (1)

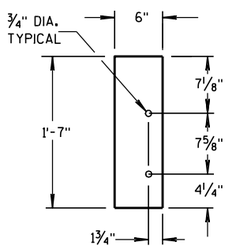


TOP VIEW



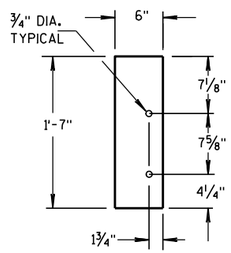
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

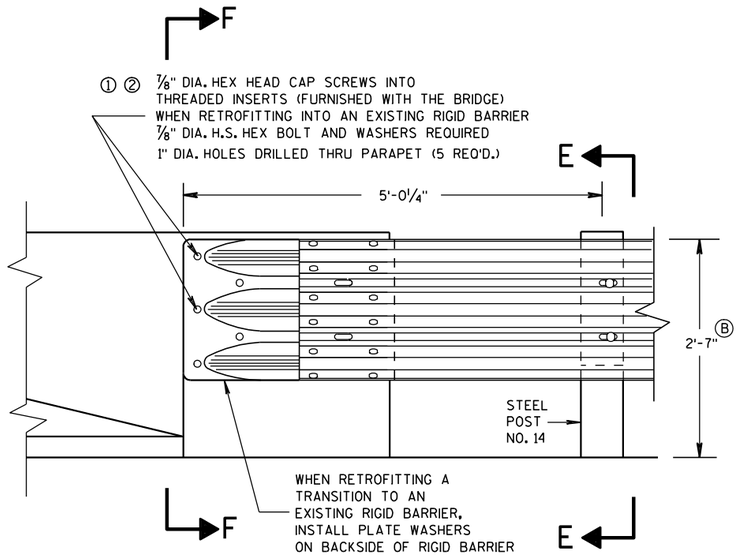
BLOCKOUT POSTS 12-14

STEEL POST SIZES

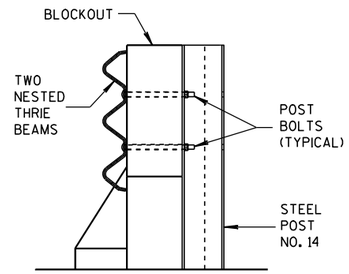
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FRONT VIEW



SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

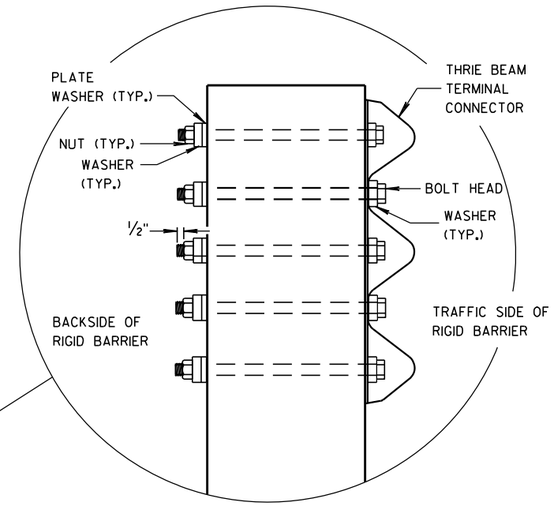
THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

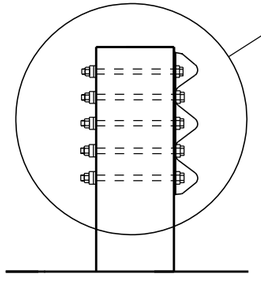
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

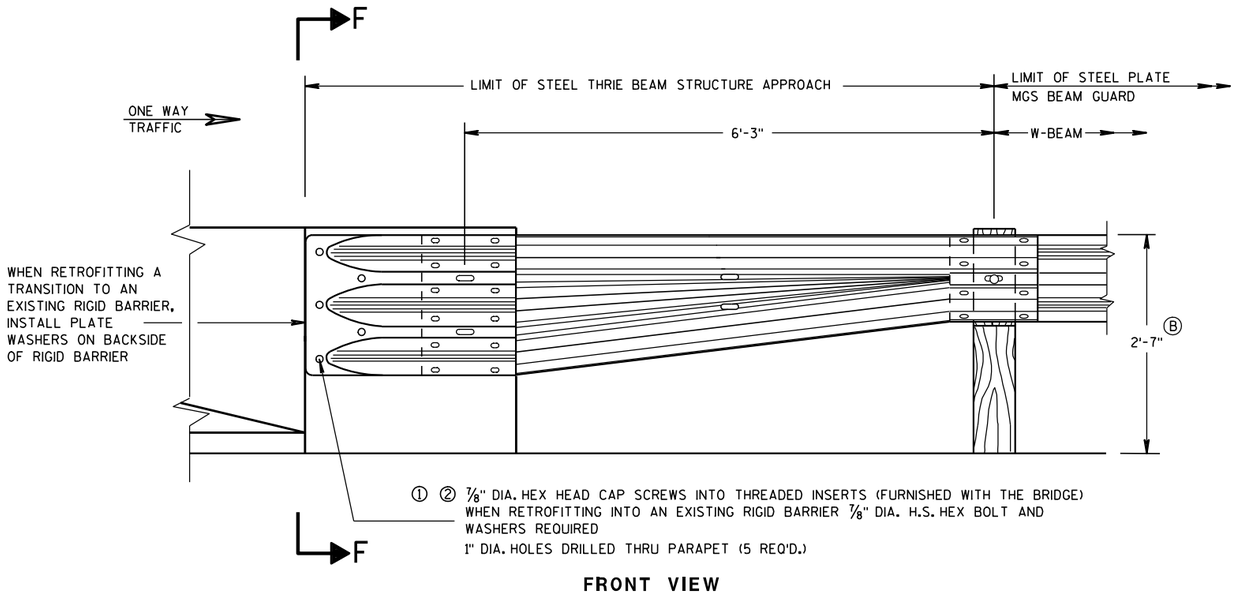
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".





SECTION F-F



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS [illegible]478 — ENGINEER

FHWA

6

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

6

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

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

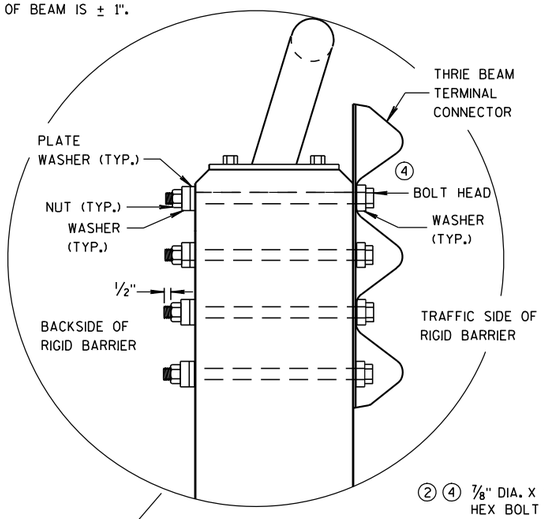
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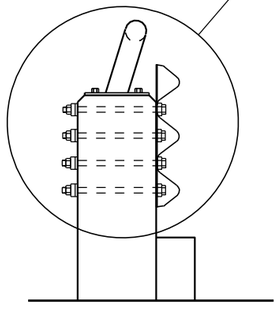
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③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

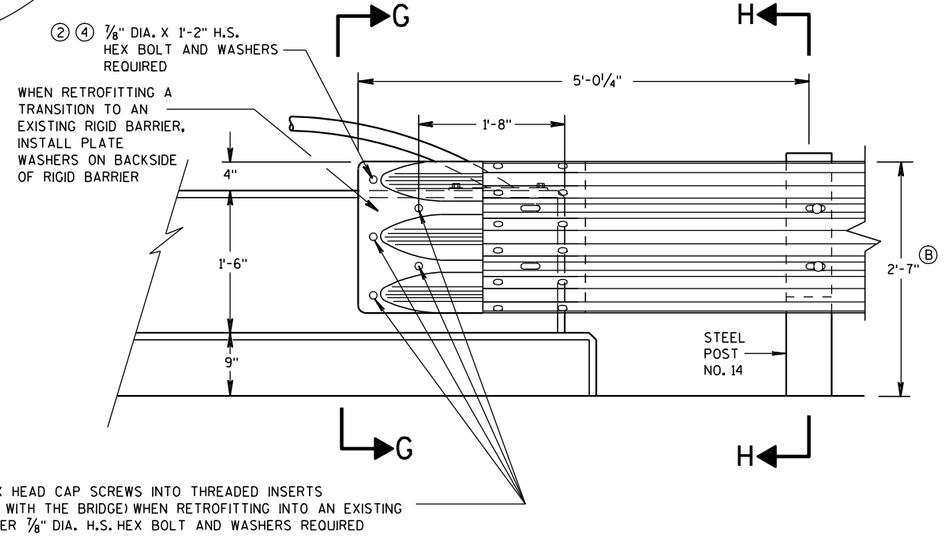
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

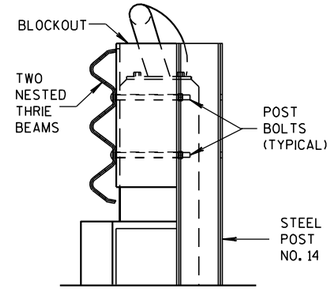




SECTION G-G

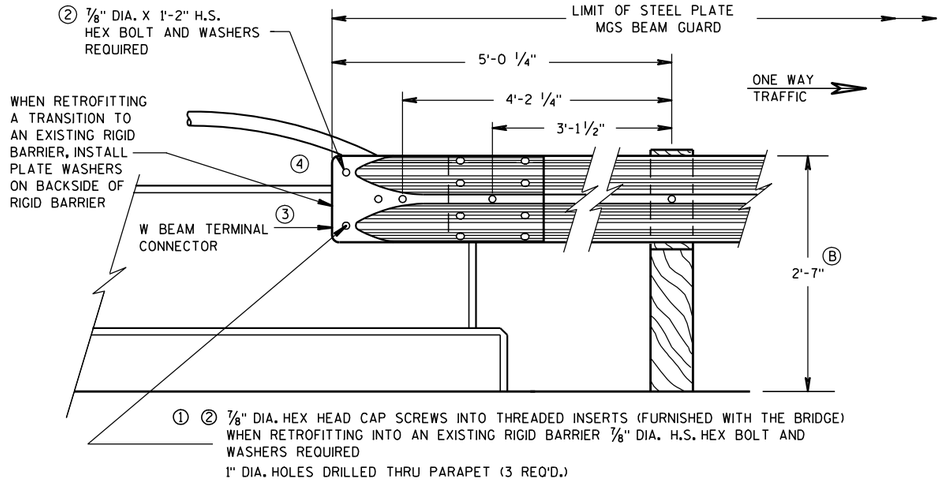


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

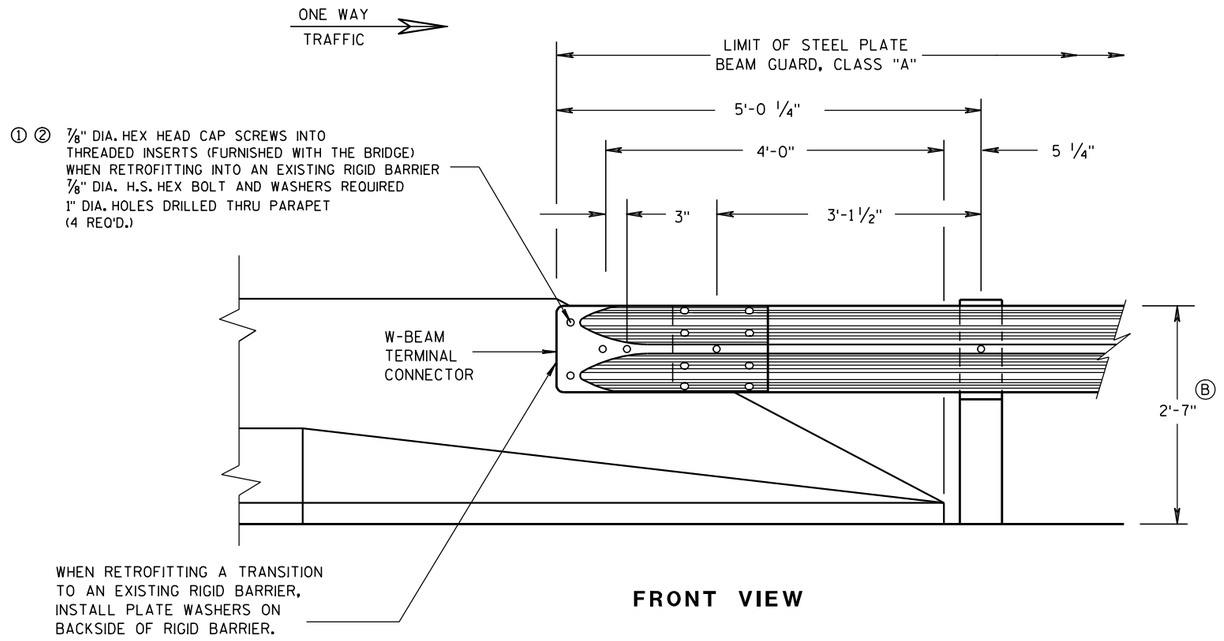
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

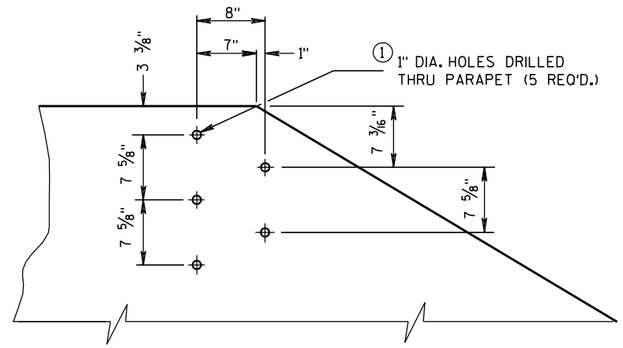
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

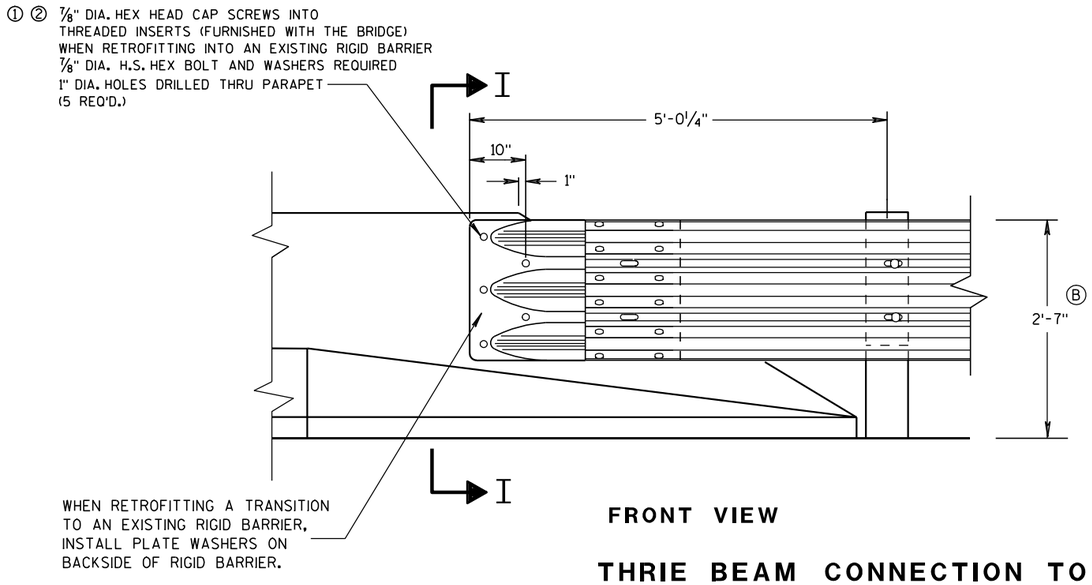
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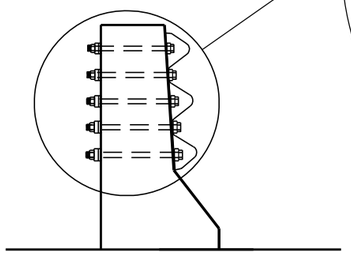
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



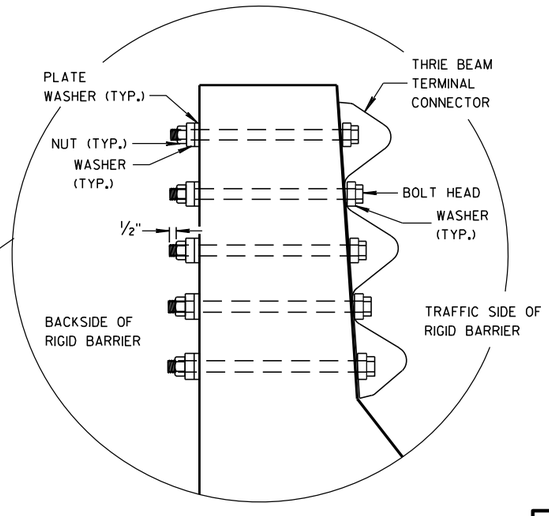
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

480

ENT

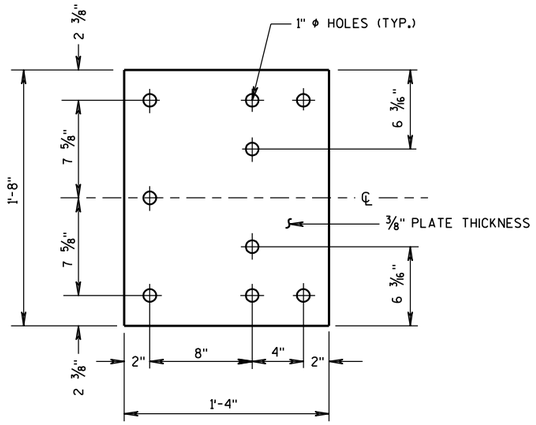
FHWA

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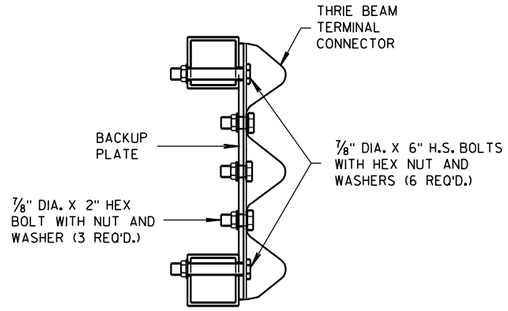
S.D.D. 14 B 45-3f

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



BACK-UP PLATE DETAIL

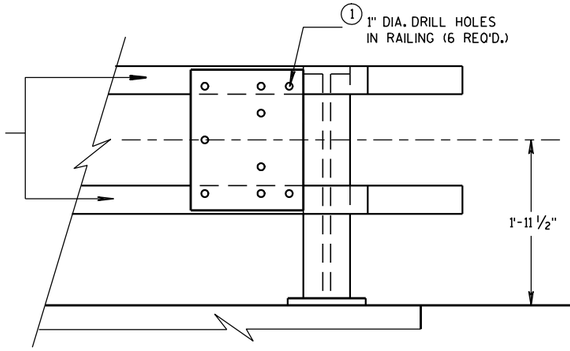


SECTION J-J

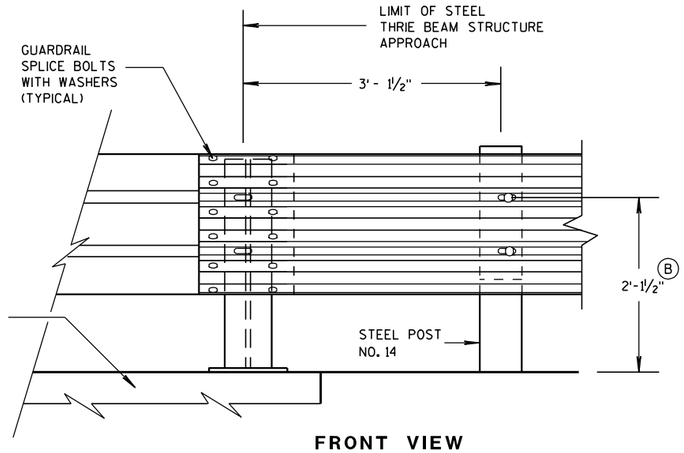
GENERAL NOTES

(1) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

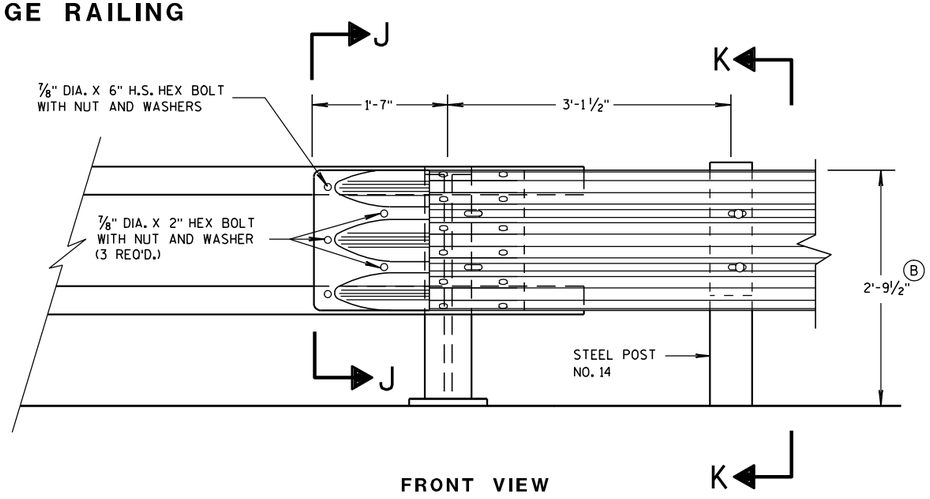


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

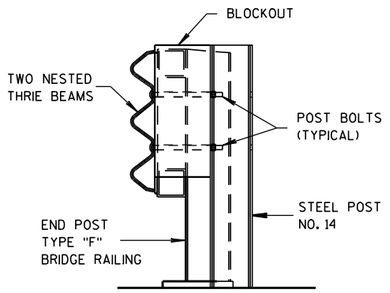


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

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

6

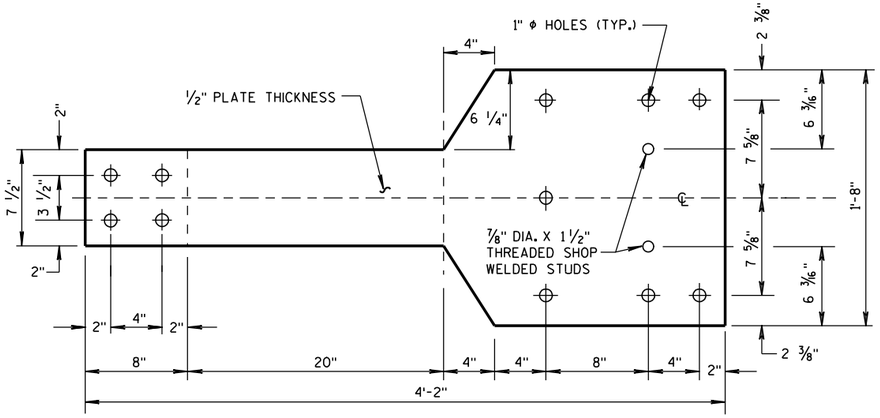
S.D.D. 14 B 45-3g

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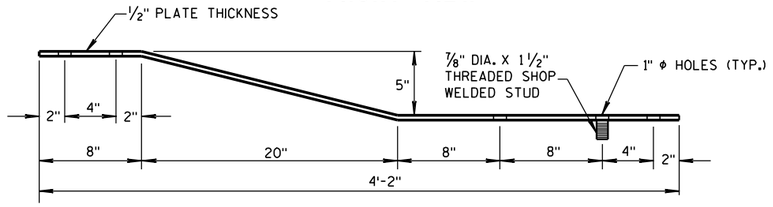
S.D.D. 14 B 45-3g

GENERAL NOTES

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

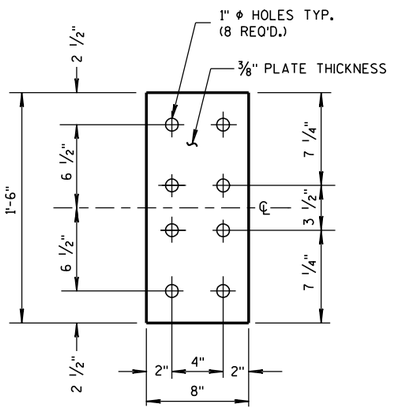


FRONT VIEW



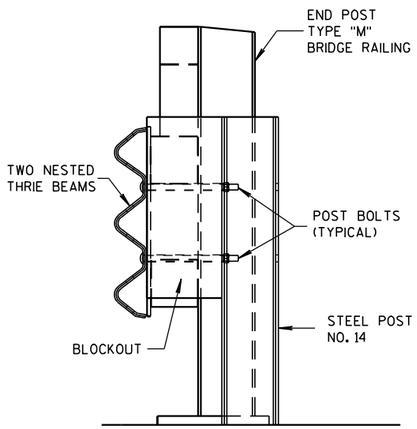
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

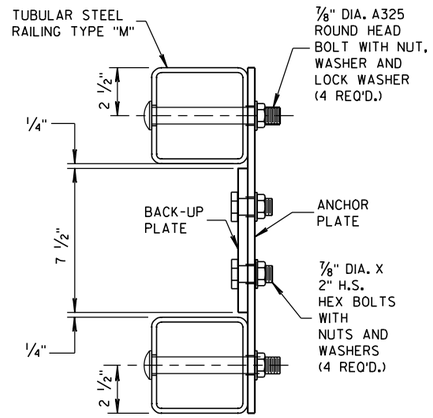


FRONT VIEW

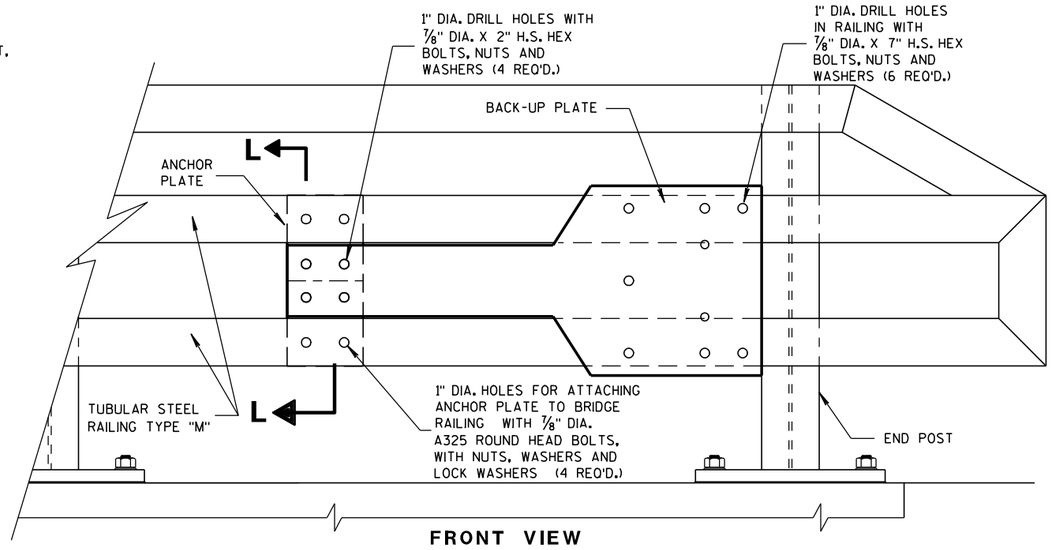
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

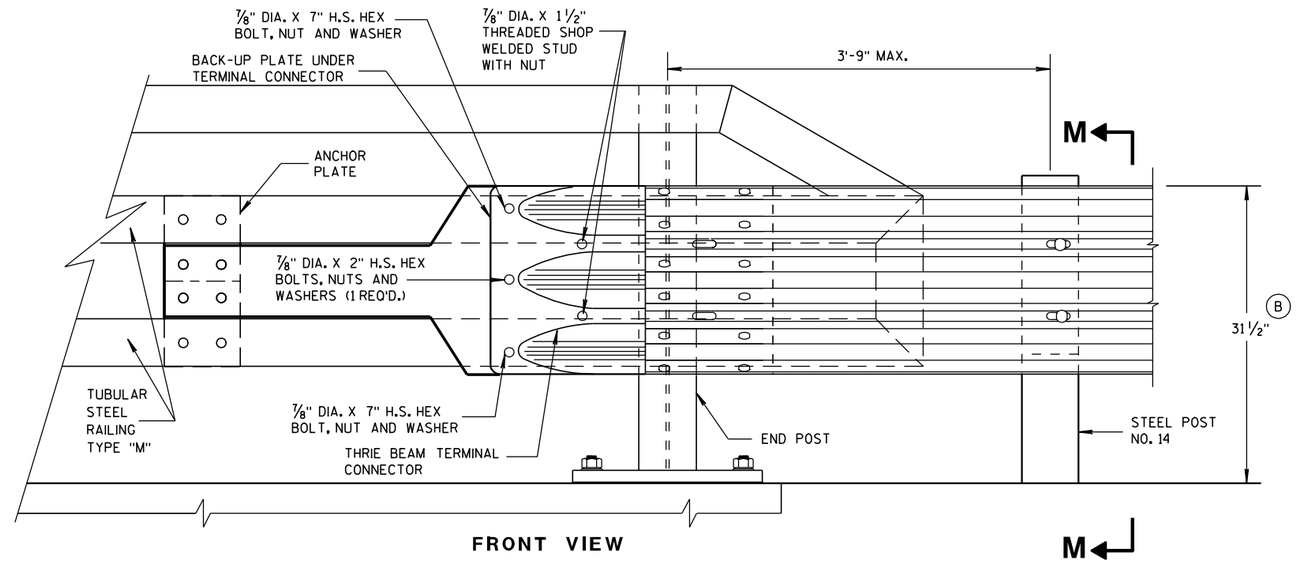


SECTION L-L

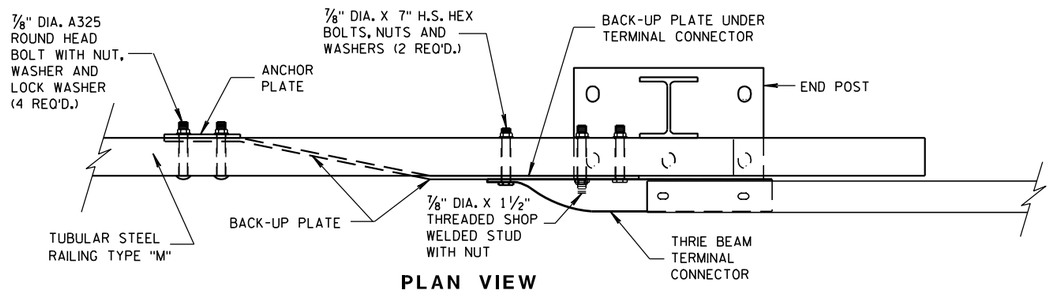


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



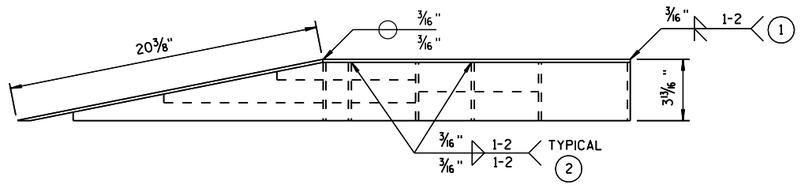
PLAN VIEW

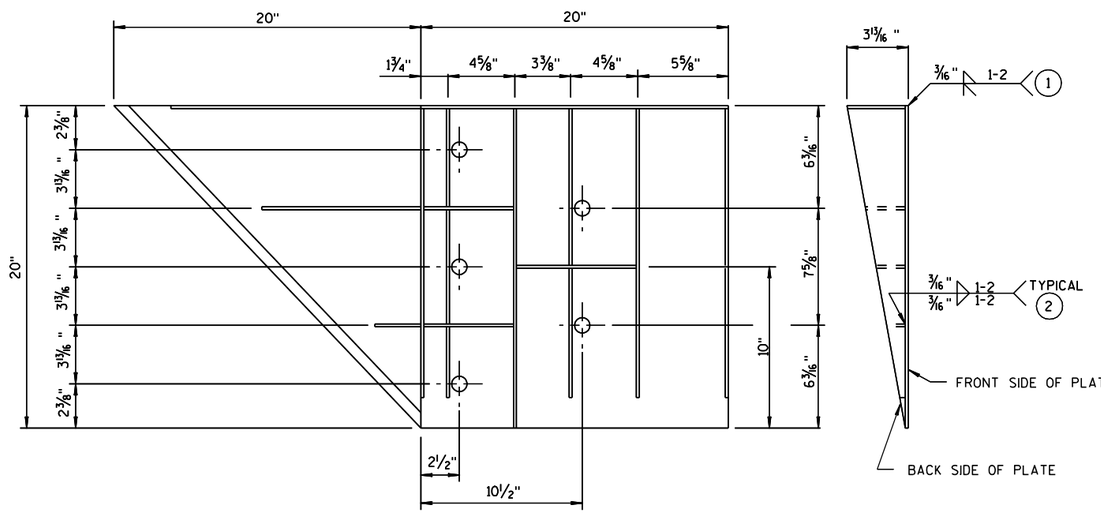
THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-31-2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
482
ENT
FHWA





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

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

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

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

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

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

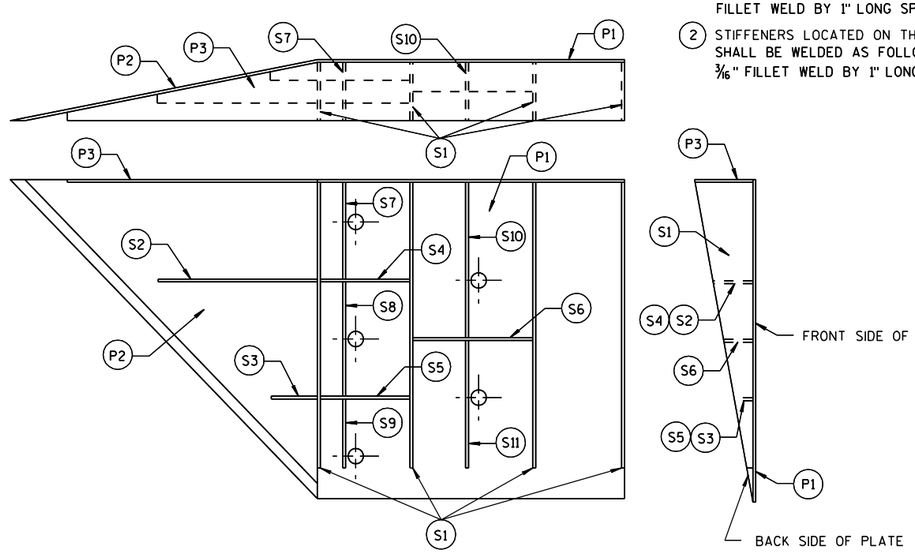


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

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

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

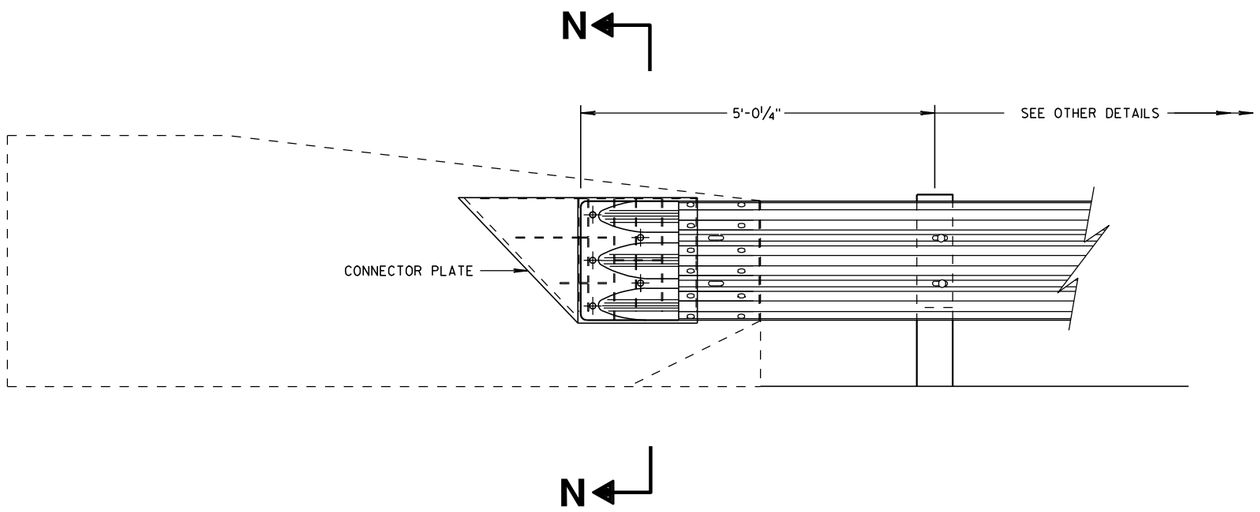
APPROVED
8/31/2012
DATE
/S/ Jerry H ...
ROADWAY STANDARDS ENGINEER
483
...MENT
FHWA

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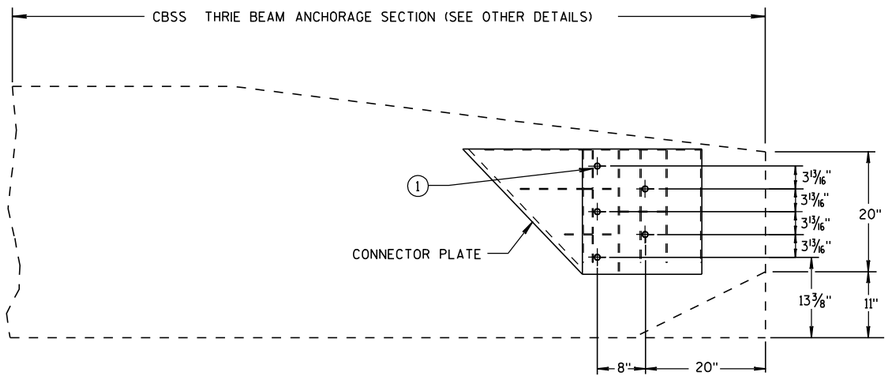
S.D.D. 14 B 45-3i

6

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



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

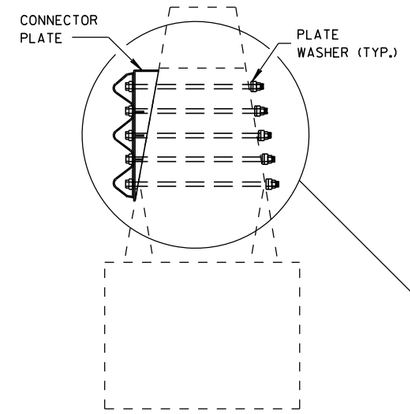


SINGLE SLOPE CONNECTION PLATE PLACEMENT

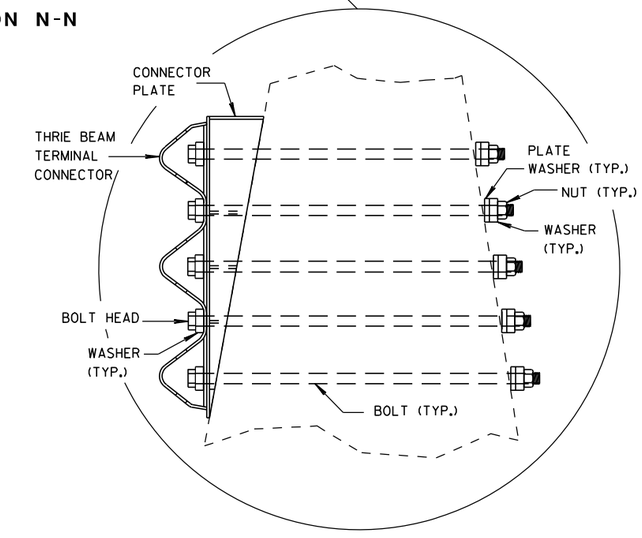
GENERAL NOTES

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

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

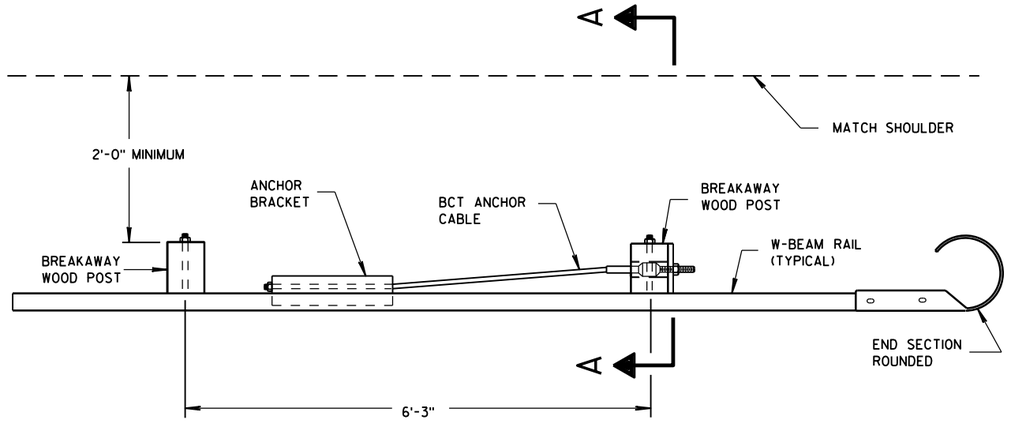
8/31/2012
DATE

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

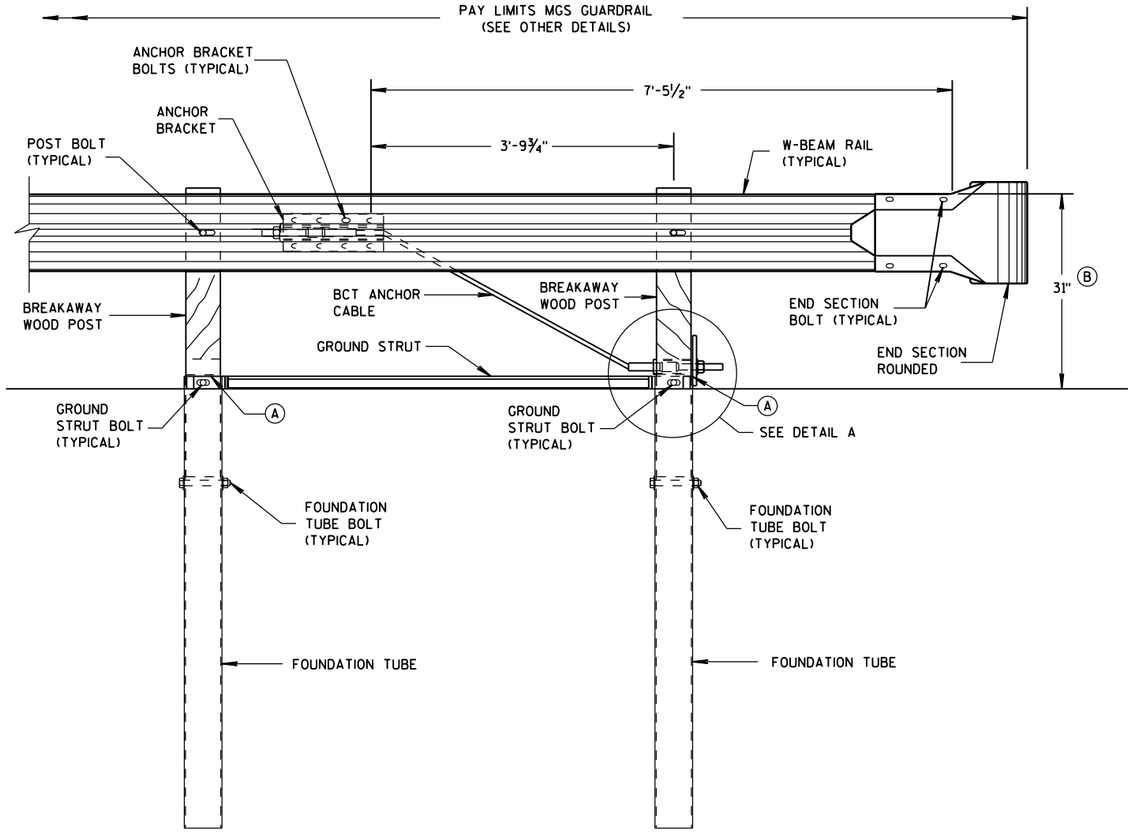
FHWA

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

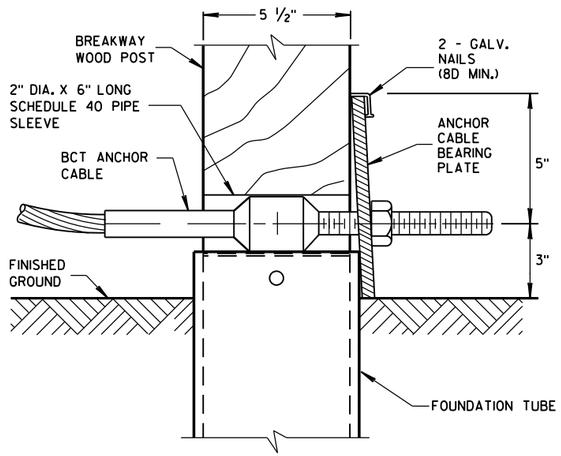


PLAN VIEW



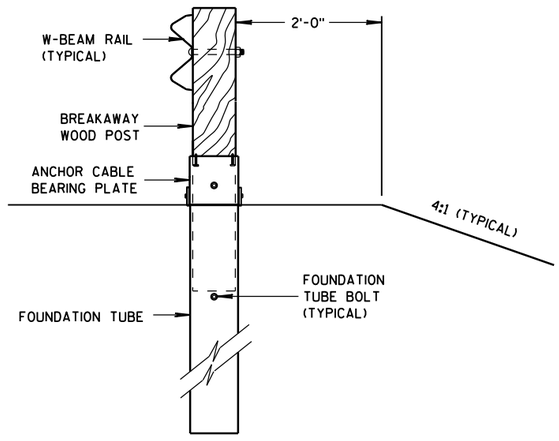
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

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

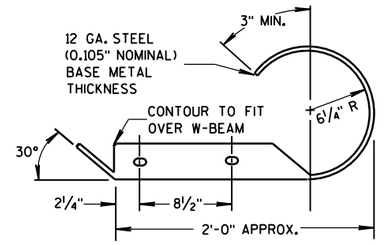
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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

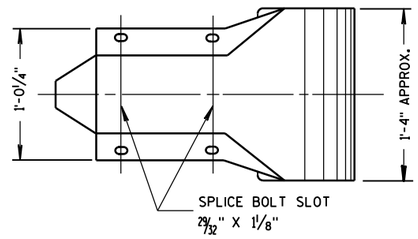
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

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

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



PLAN VIEW



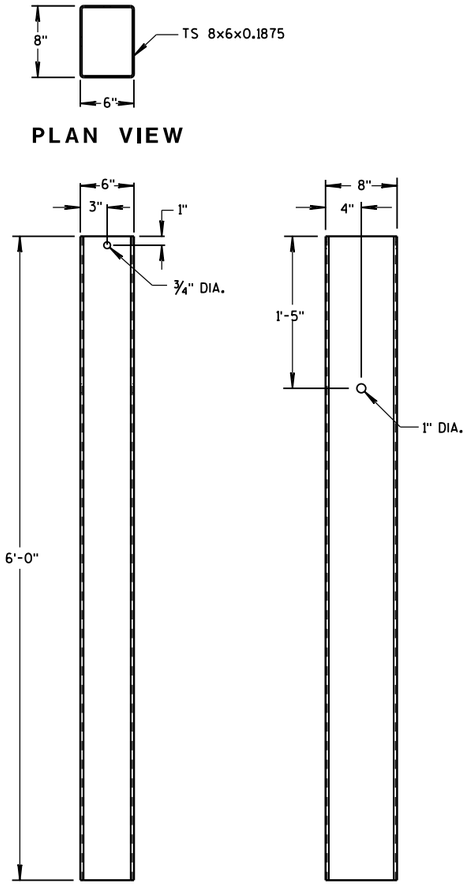
FRONT VIEW

W BEAM END
SECTION ROUNDED

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

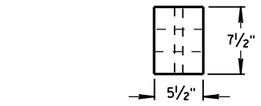
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S.D.D. 14 B 47-2a



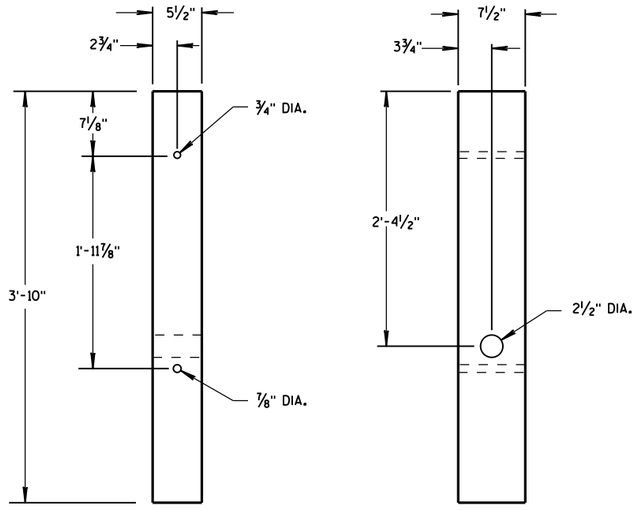
PLAN VIEW

FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW

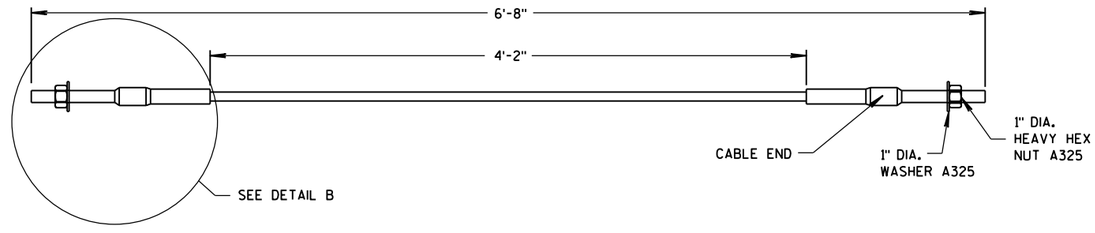


FRONT VIEW SIDE VIEW

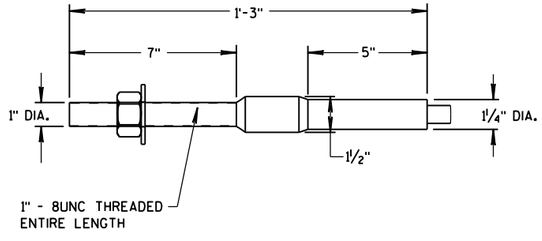
BREAKAWAY WOOD POST

GENERAL NOTES

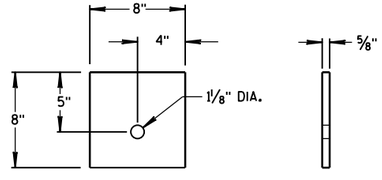
BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5.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



BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

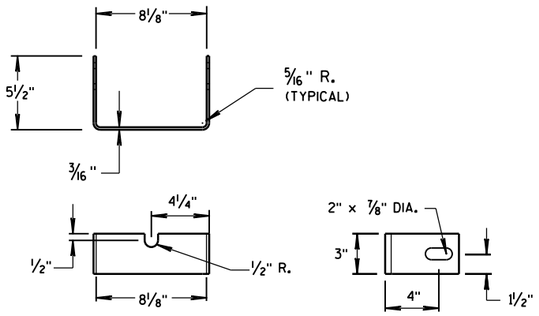
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

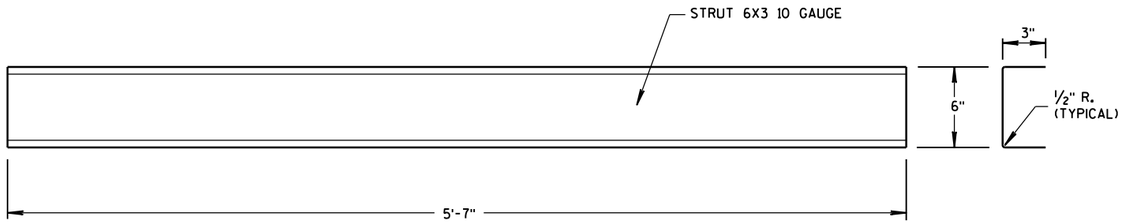
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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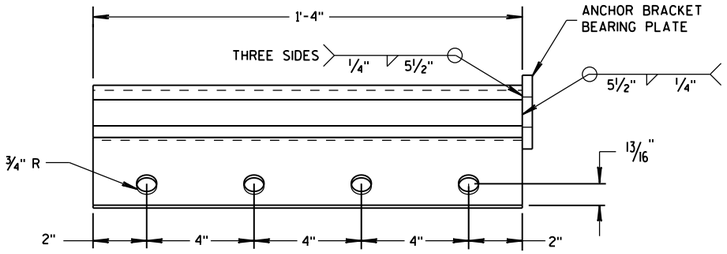
S.D.D. 14 B 47-2b

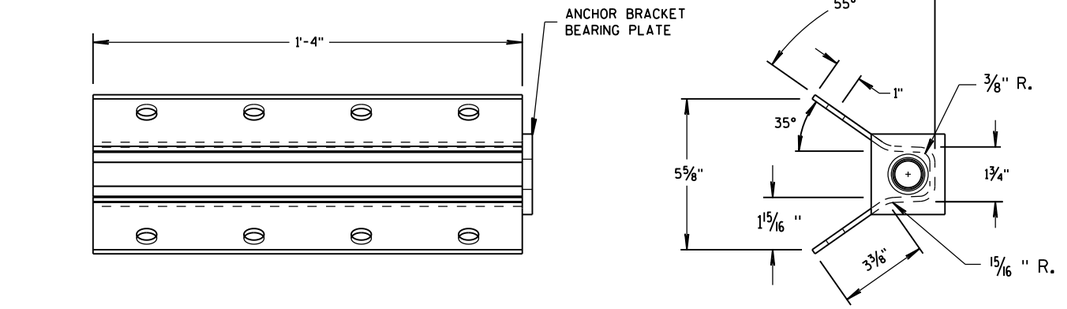


YOKE DETAIL

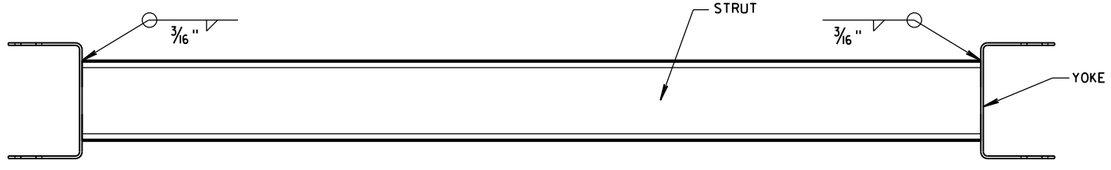


STRUT DETAIL

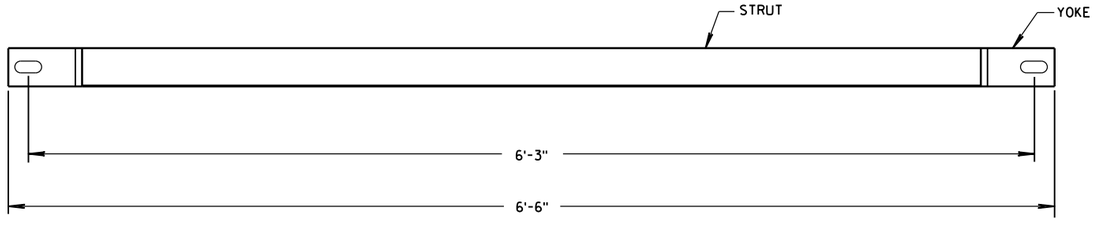




ANCHOR BRACKET

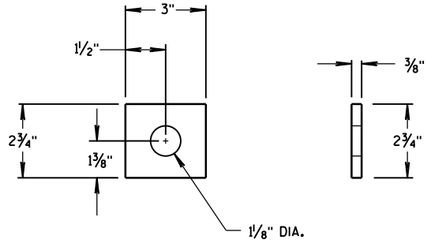


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

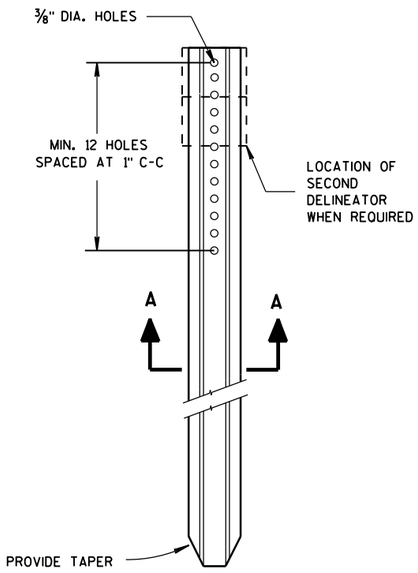
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

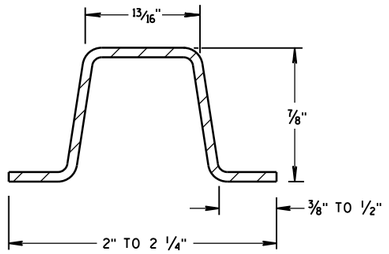
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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

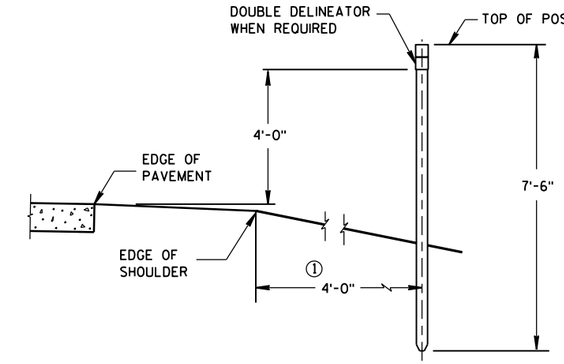


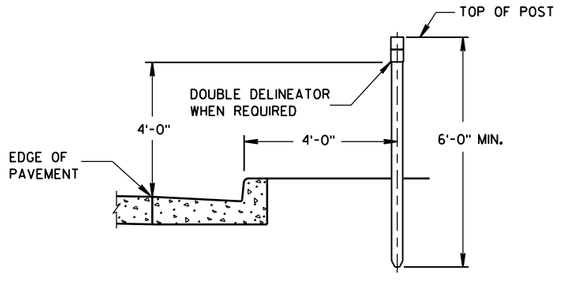
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



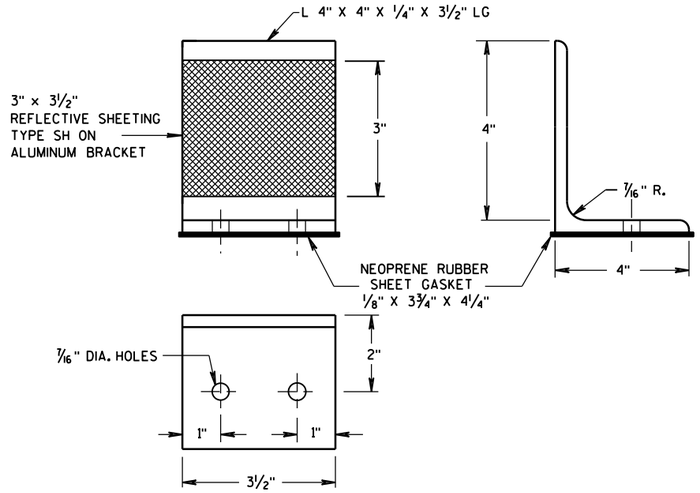


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

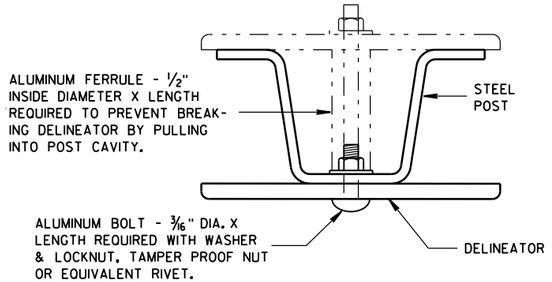
GENERAL NOTES

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

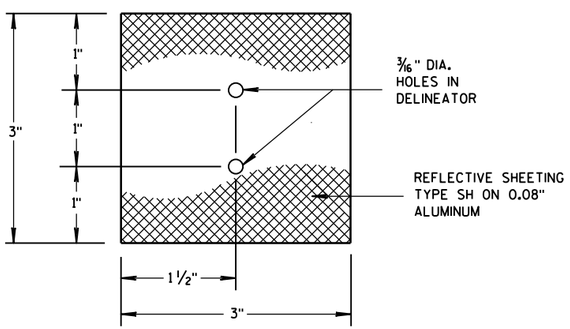
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



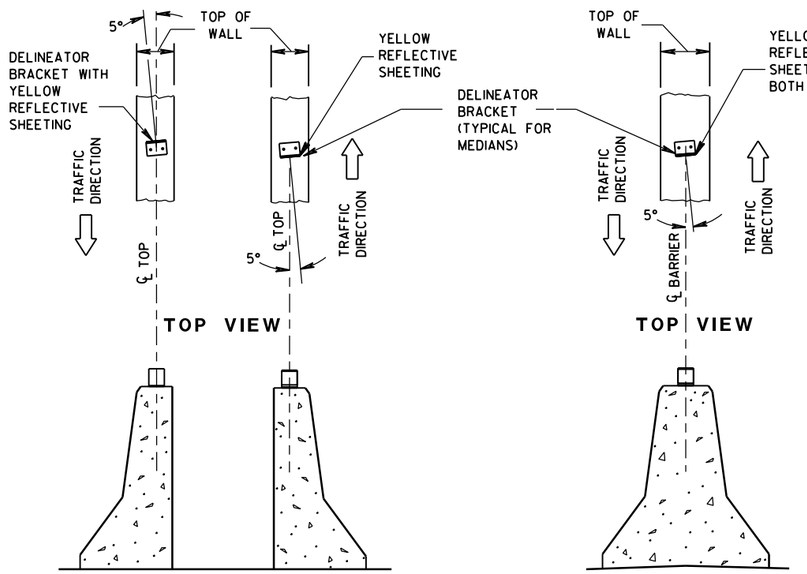
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR

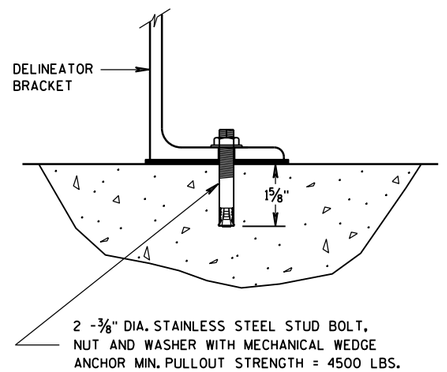


3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN | MEDIAN BARRIER | BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

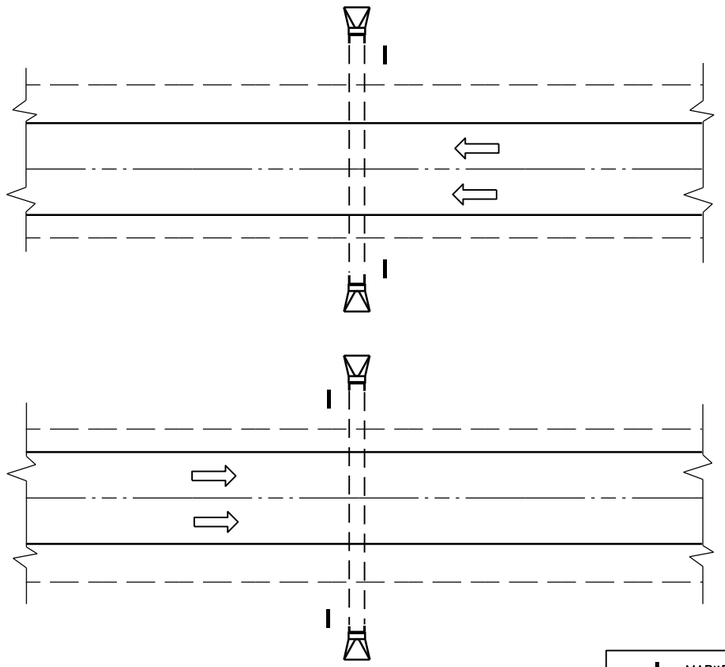
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S.D.D. 15 A 2-8

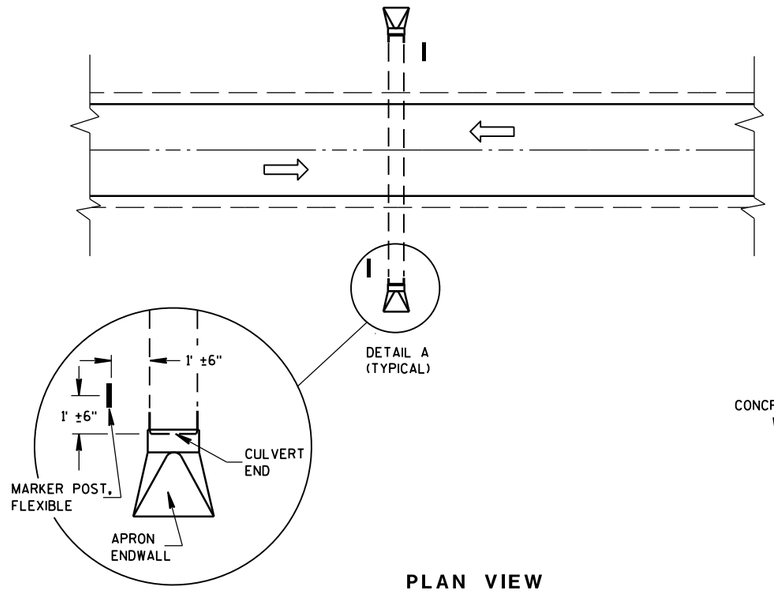
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S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

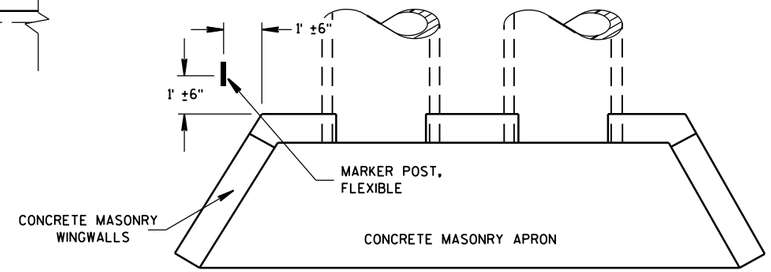
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

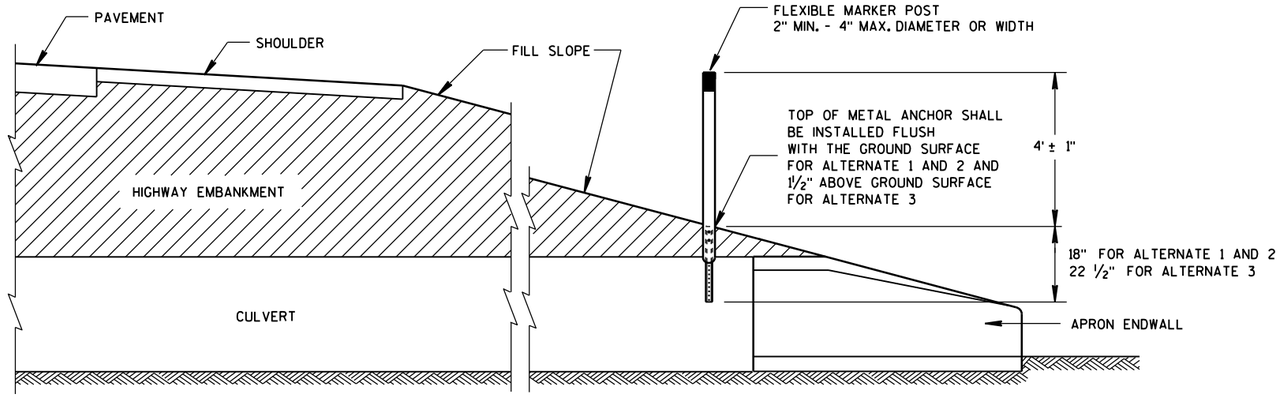
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

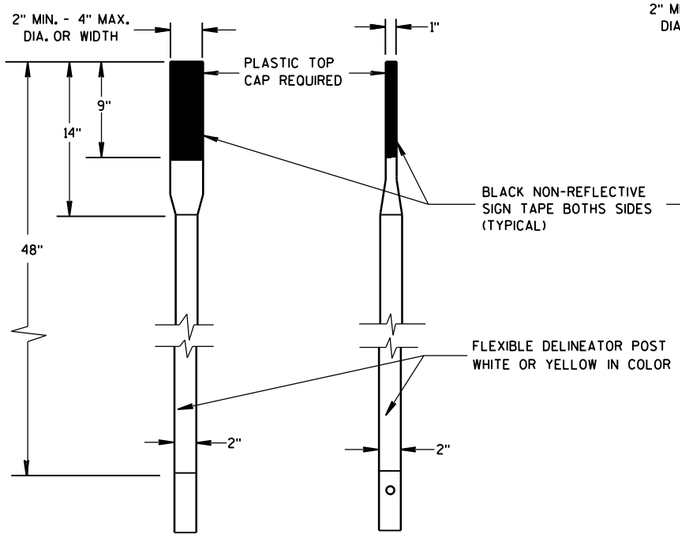
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

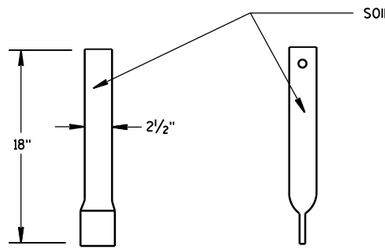
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S.D.D. 15 A 3-2a

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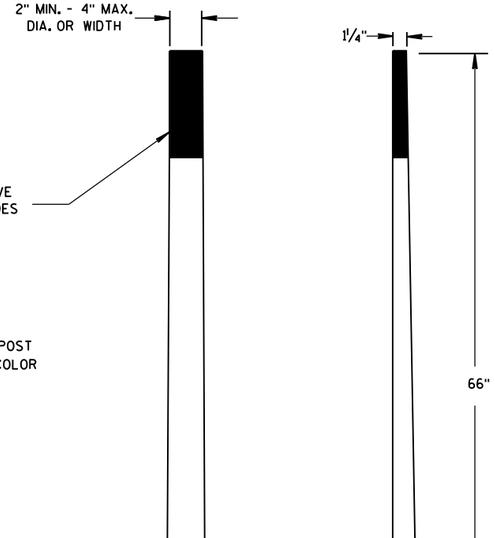
S.D.D. 15 A 3-2a





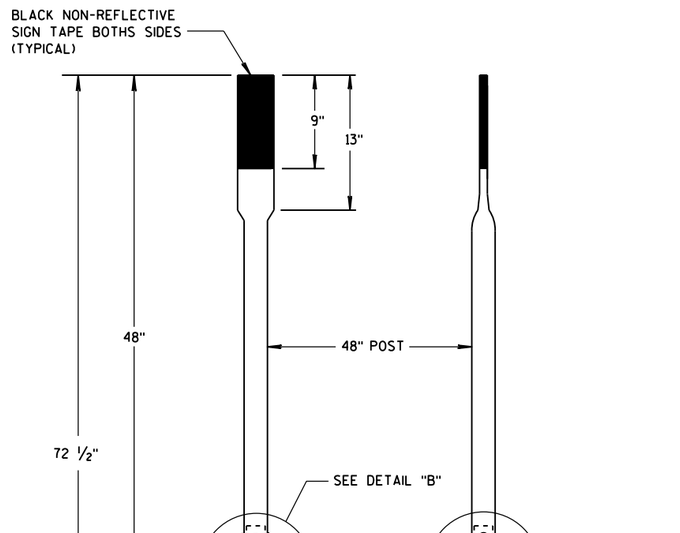
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

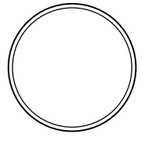
ALTERNATE 2



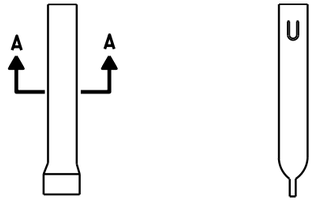
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

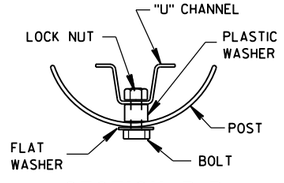


SECTION A-A

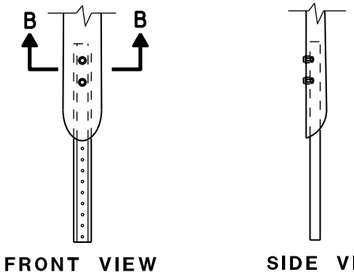


FRONT VIEW SIDE VIEW

ALTERNATE 1

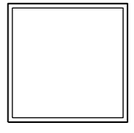


SECTION B-B

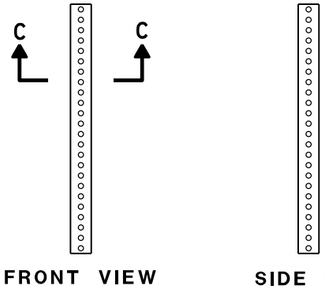


FRONT VIEW SIDE VIEW

ALTERNATE 2



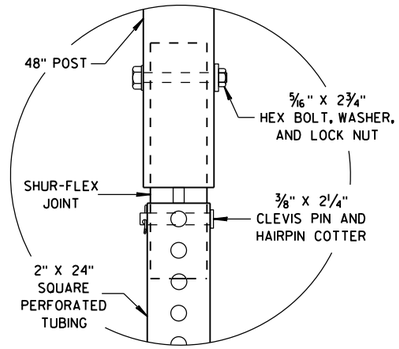
SECTION C-C



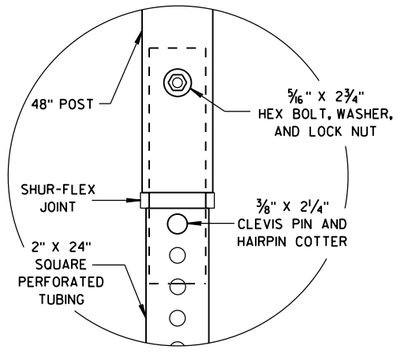
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

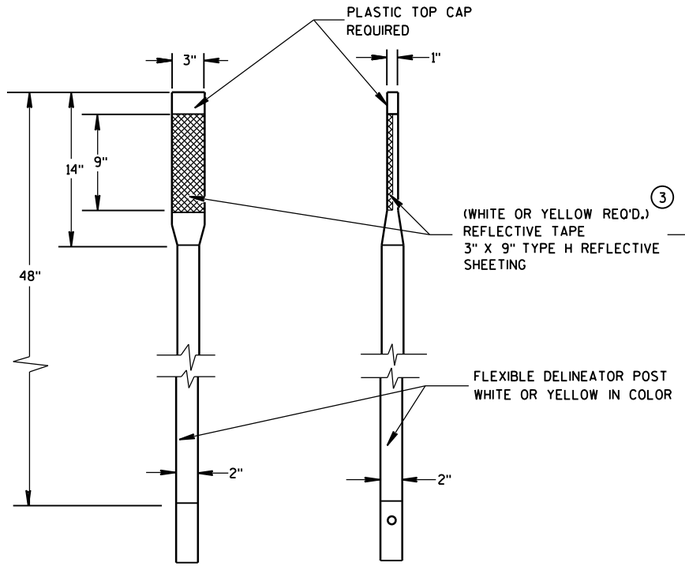
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

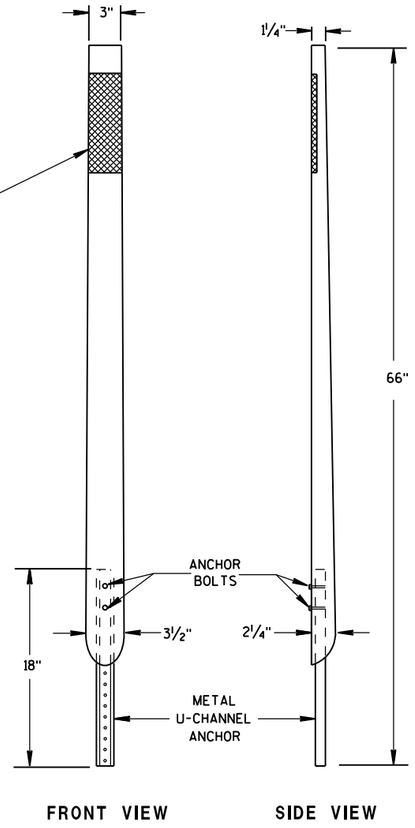
S.D.D. 15 A 3-2b

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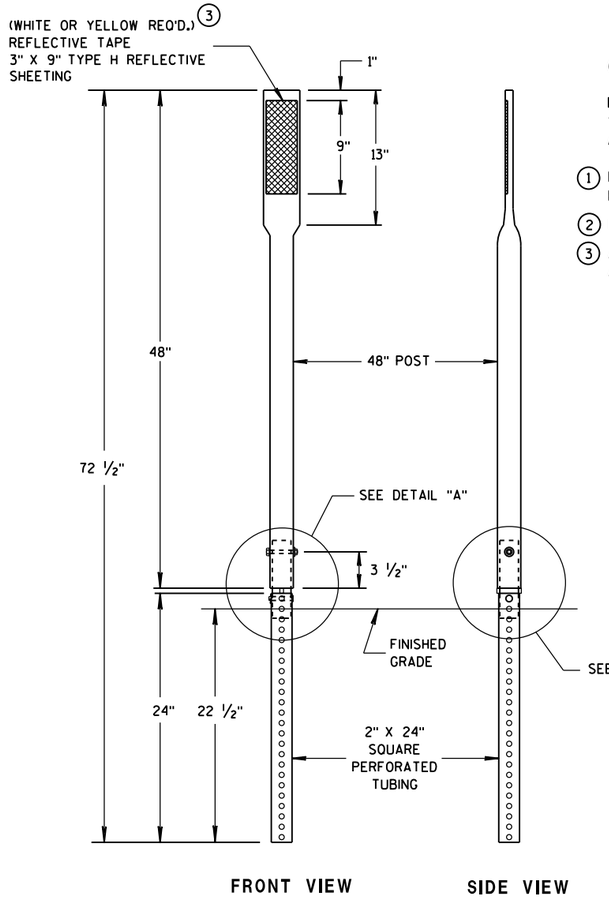
S.D.D. 15 A 3-2b



ALTERNATE 1



ALTERNATE 2



ALTERNATE 3

FLEXIBLE DELINEATOR POSTS

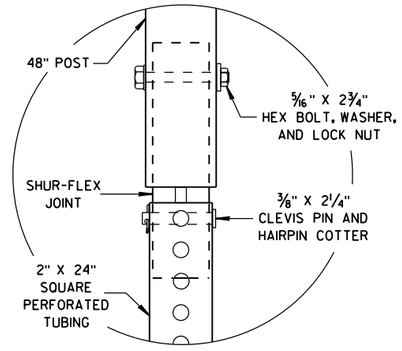
GENERAL NOTES

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

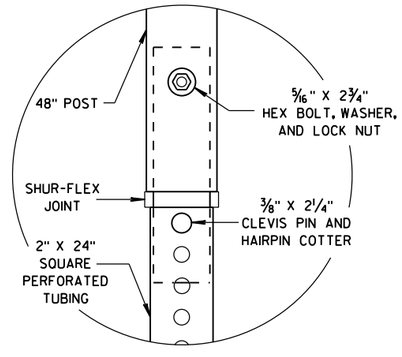
(1) DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

(2) EITHER ALTERNATE NO. 1, NO. 2 OR NO. 3 MAY BE FURNISHED.

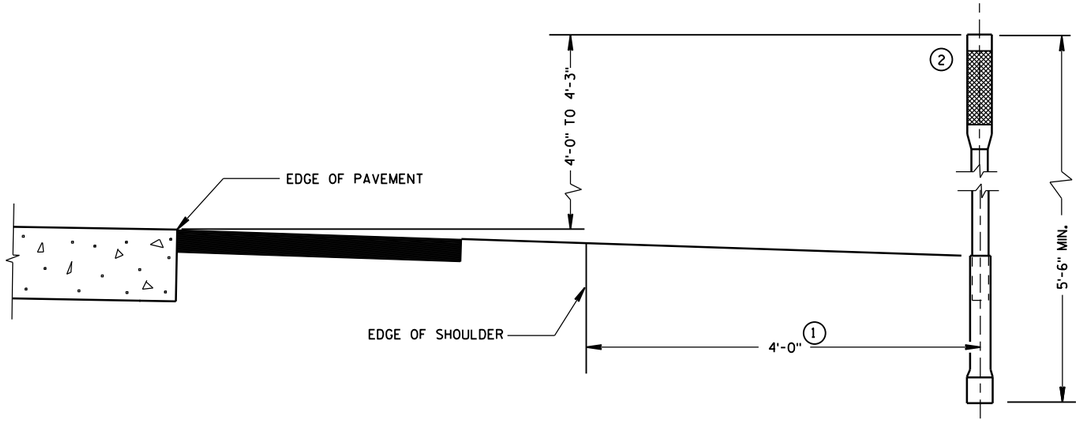
(3) AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

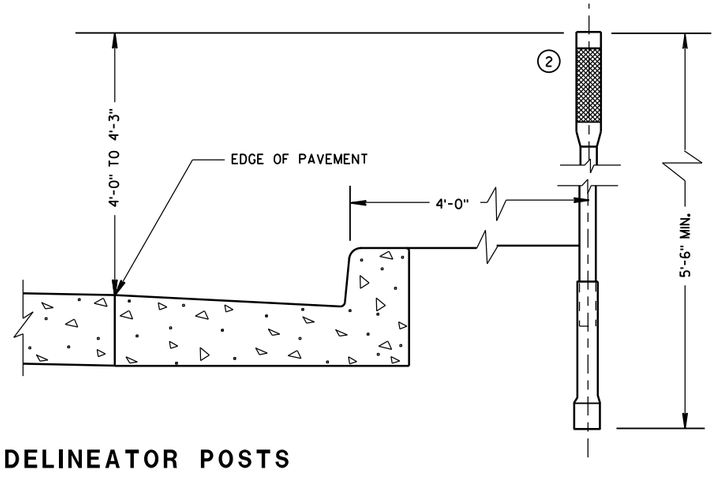


DETAIL A



DETAIL B





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-26-2012
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

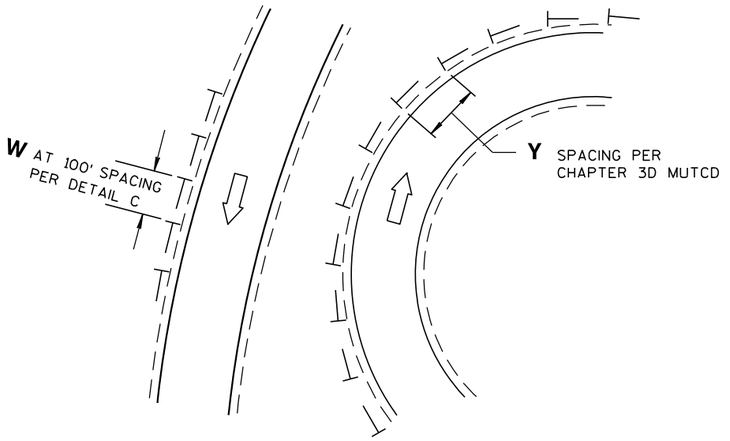
S.D.D. 15 A 4-2

6

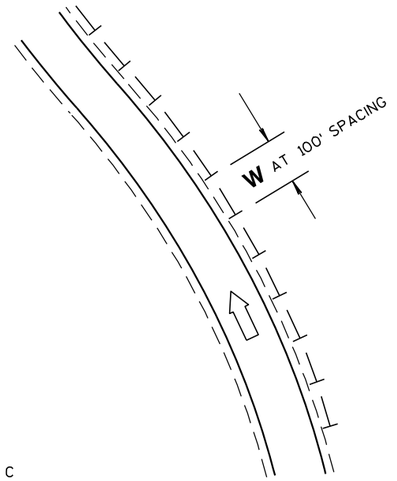
S.D.D. 15 A 4-2

GENERAL NOTES

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



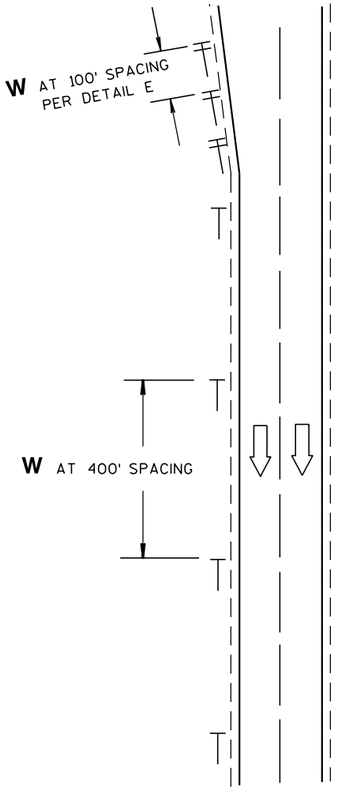
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



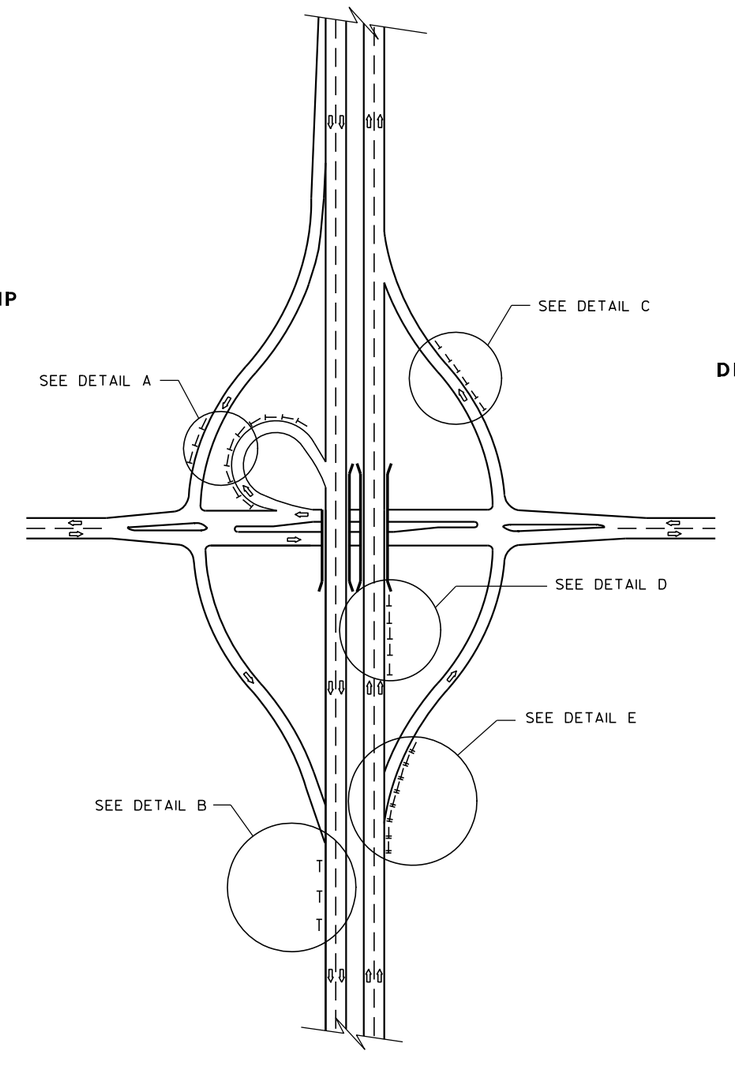
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

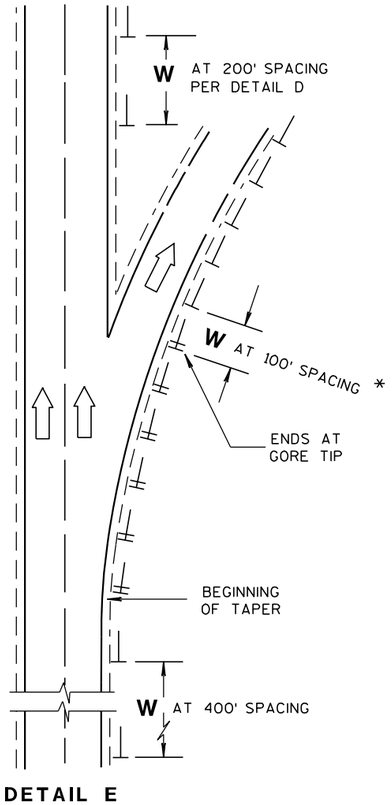
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



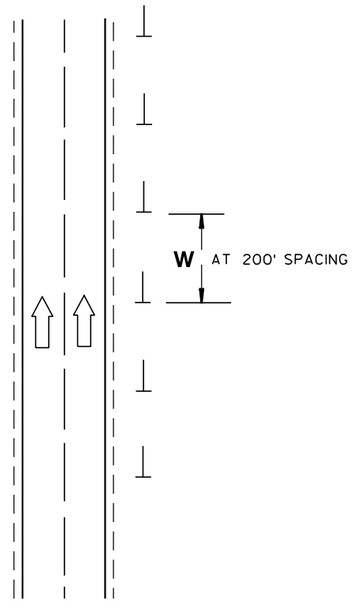
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



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



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

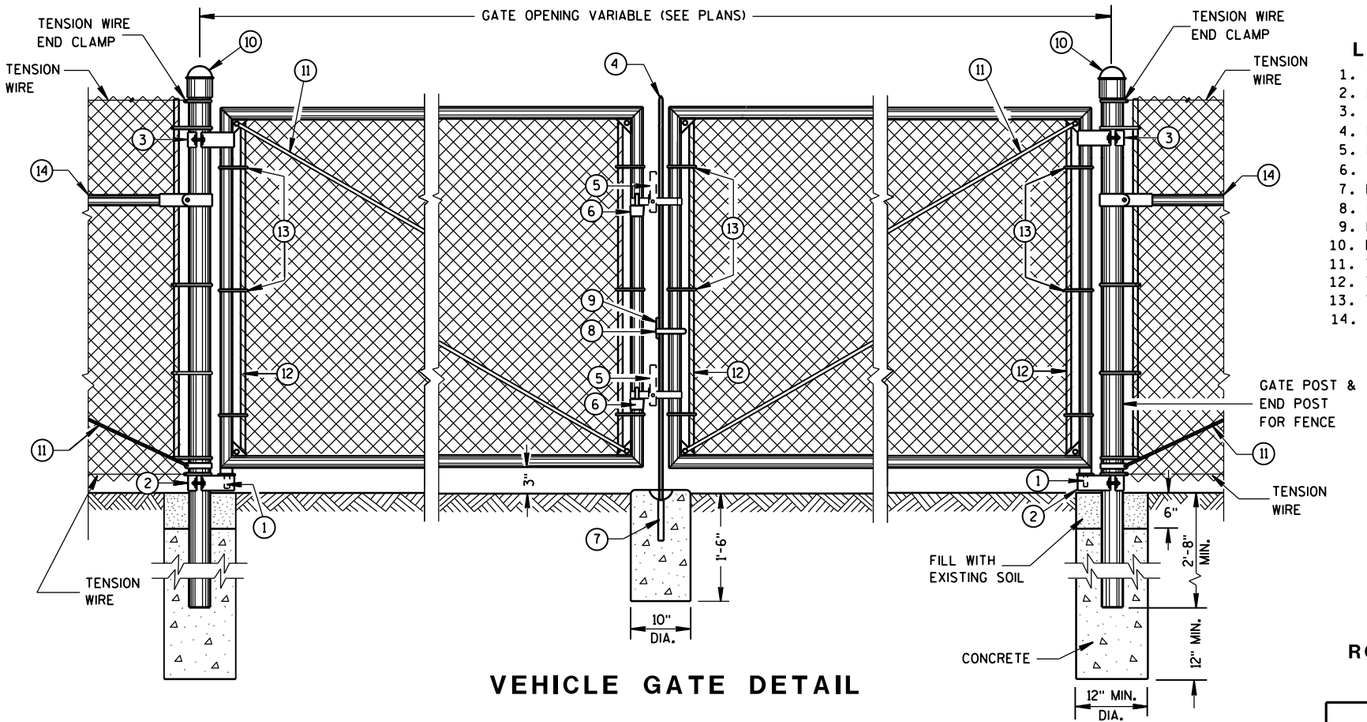
APPROVED
2/5/09 DATE
/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA

6

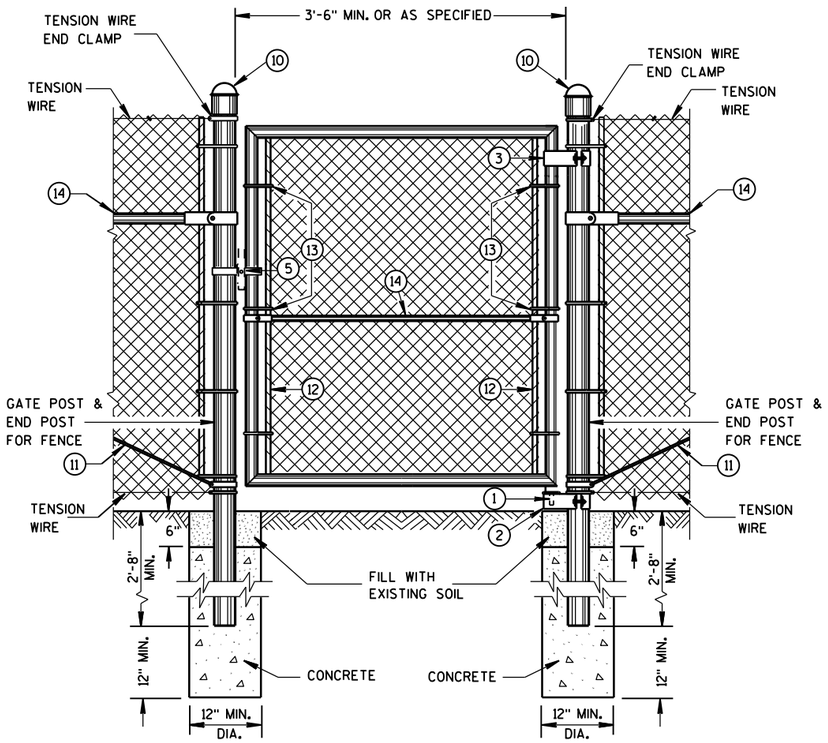
S.D.D. 15 A 6-2

6

S.D.D. 15 A 6-2



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

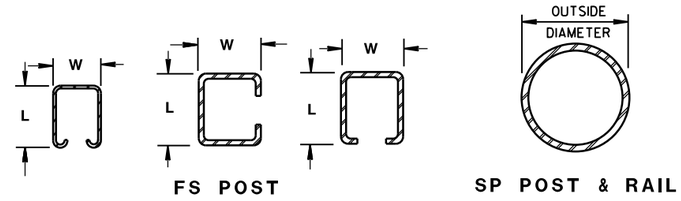
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

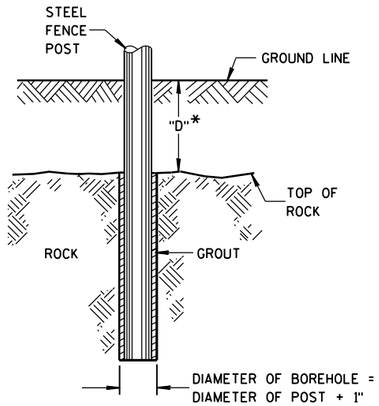
ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

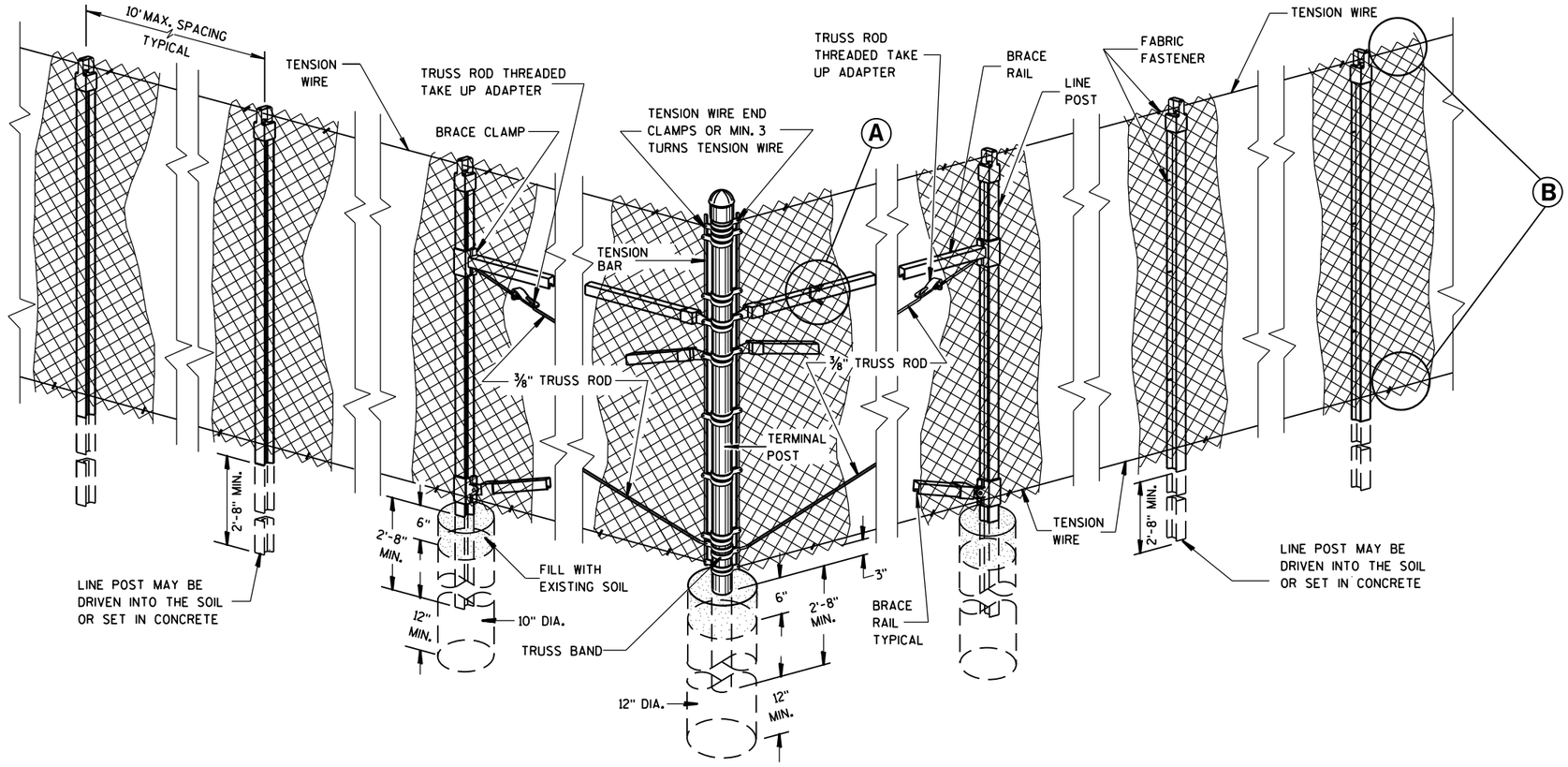
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 15 B 3-15a

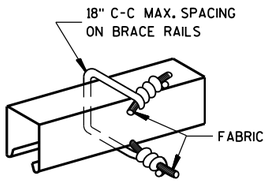


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



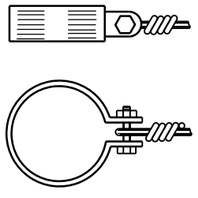
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



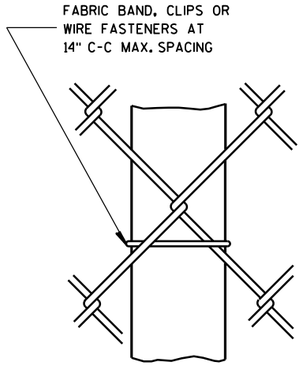
BRACE RAIL

FABRIC FASTENER

Ⓐ



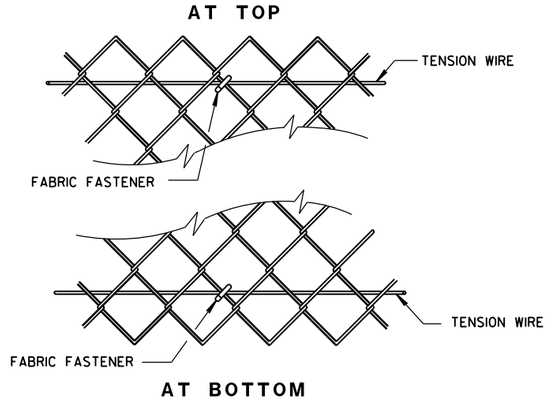
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

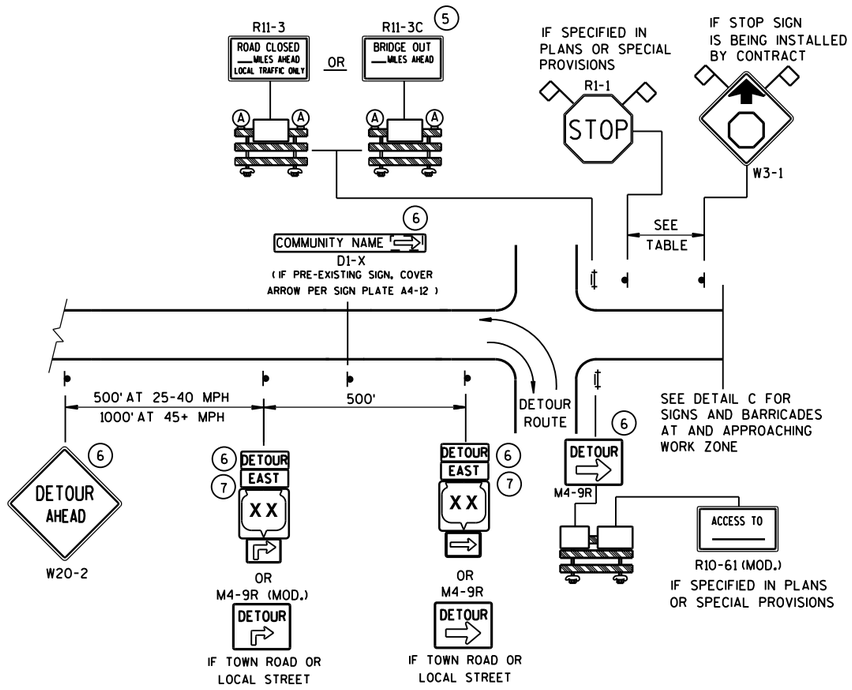
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S.D.D. 15 B 3-15b

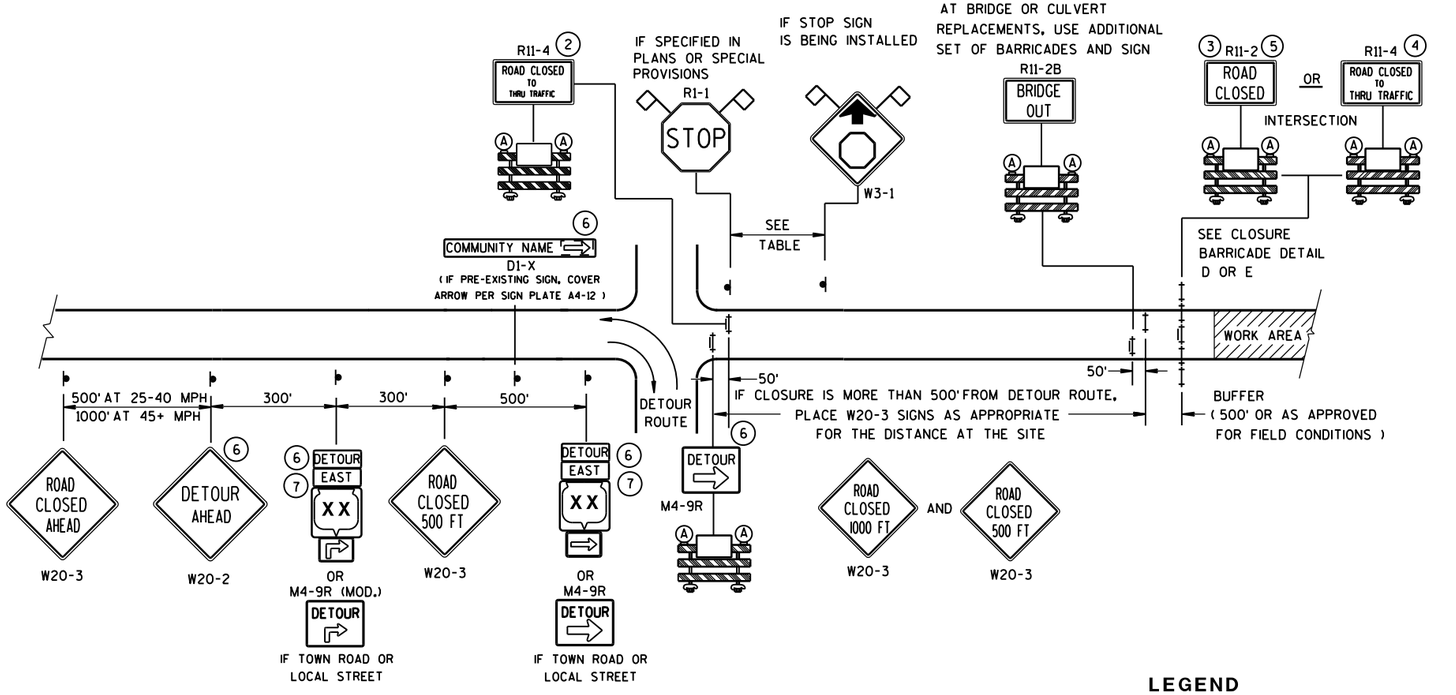
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S.D.D. 15 B 3-15b



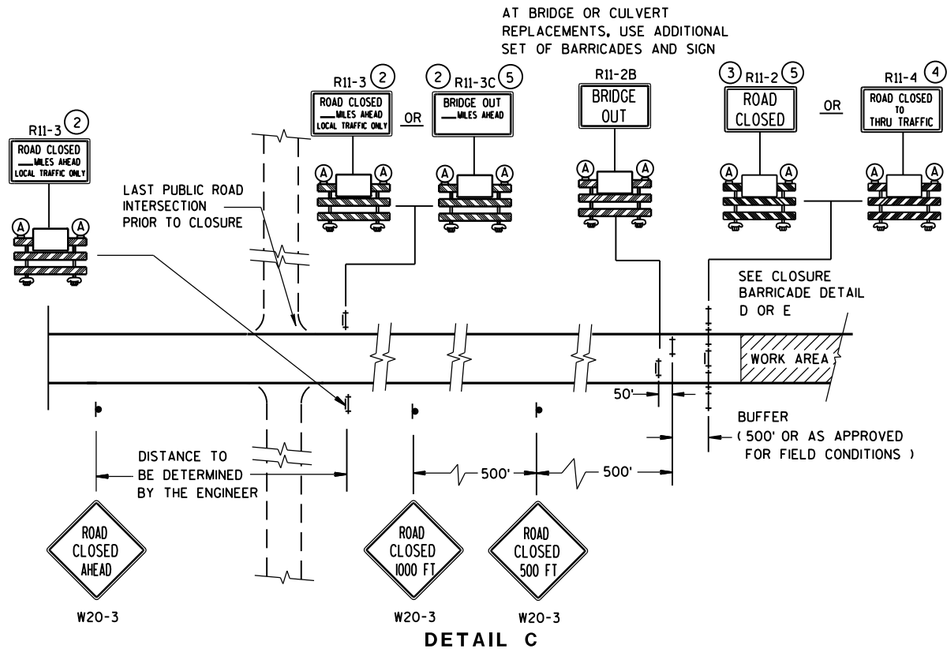
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

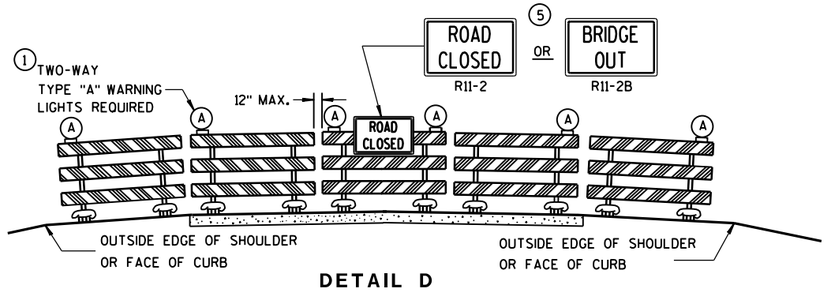
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

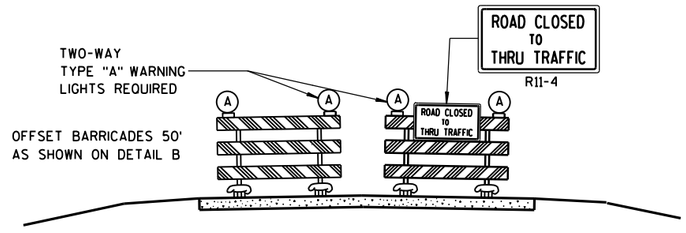
6
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

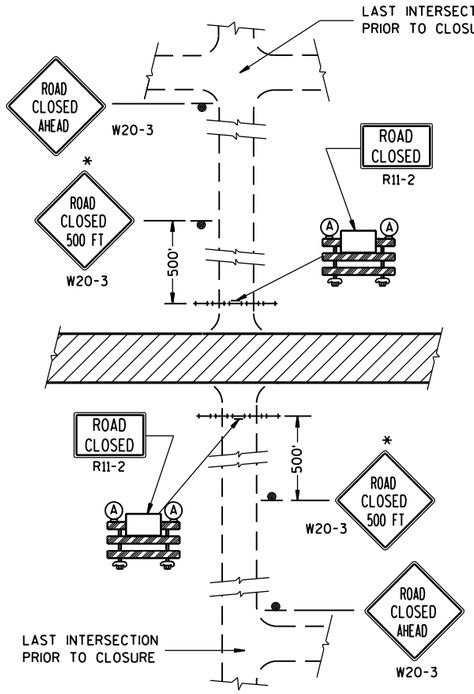
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

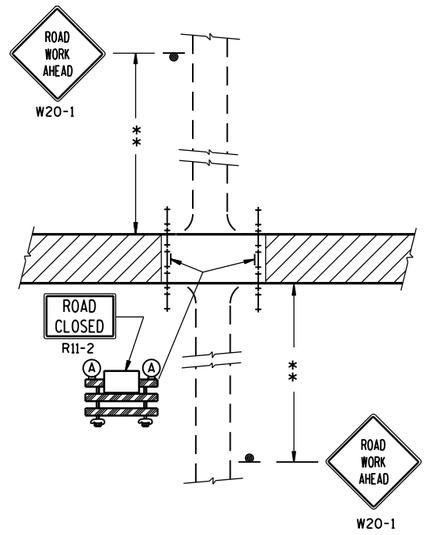
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S.D.D. 15 C 2-5b



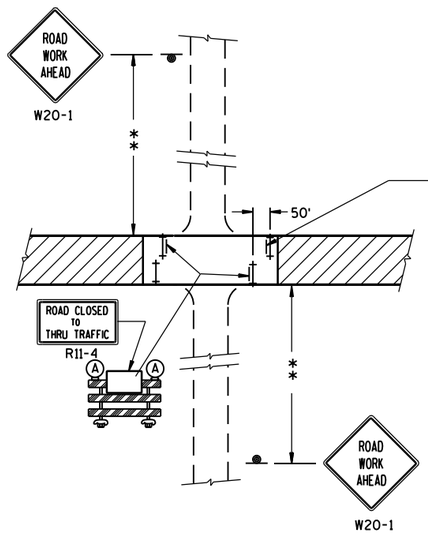
DETAIL 1

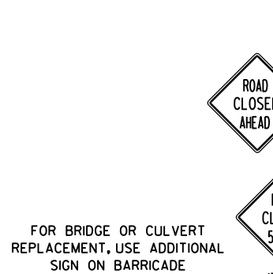
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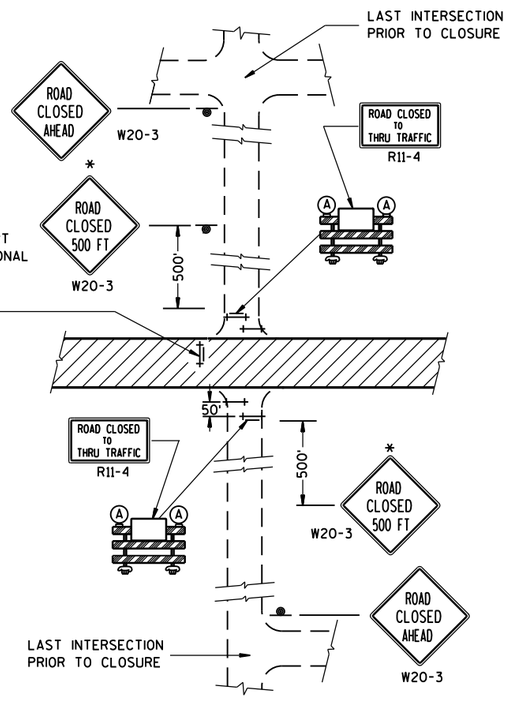
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 15 C 3-2

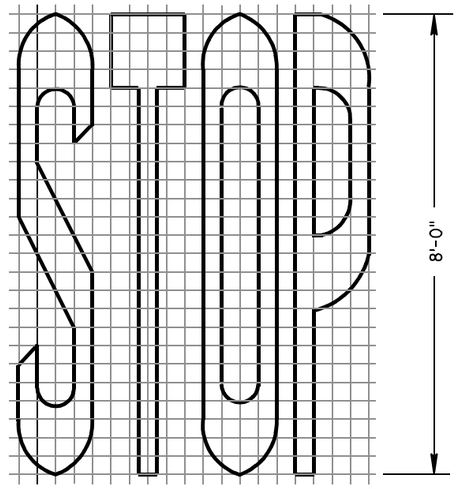
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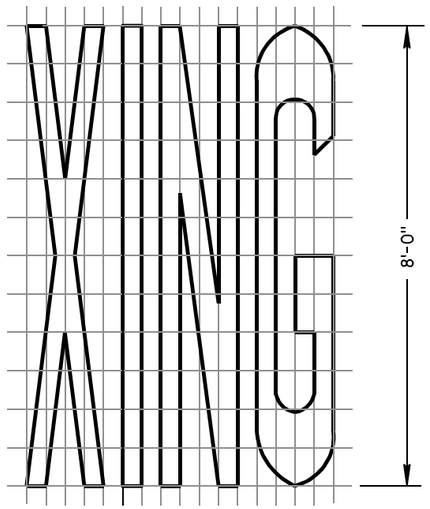
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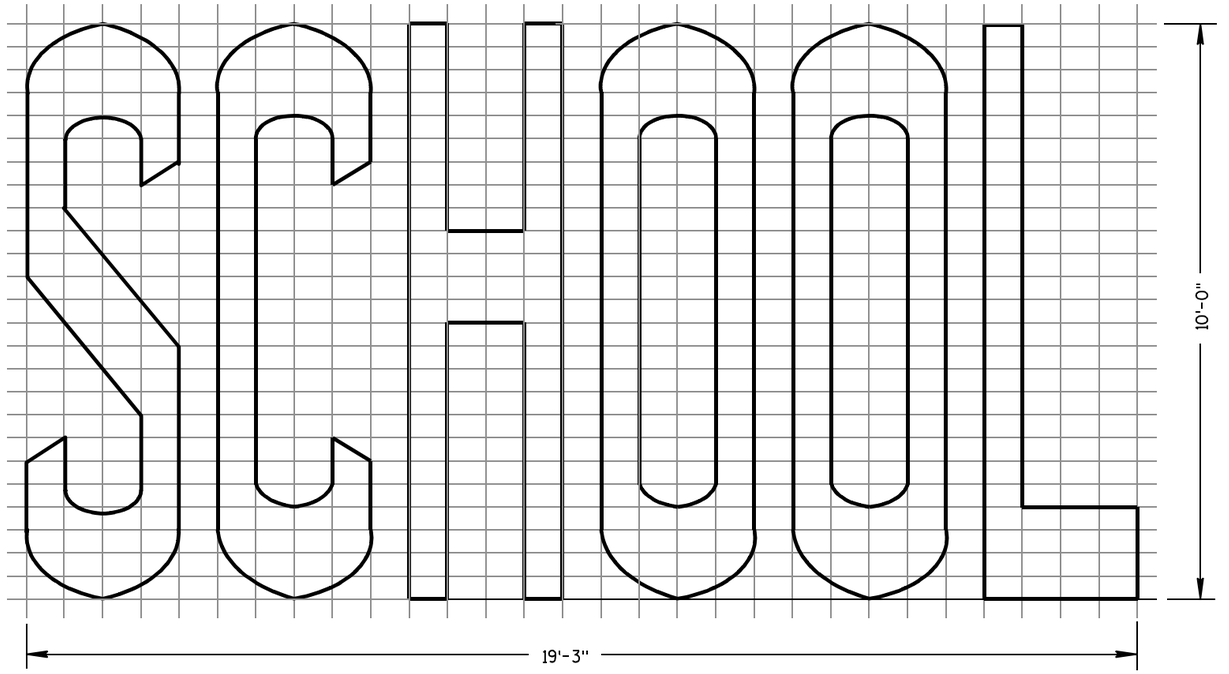
GENERAL NOTES

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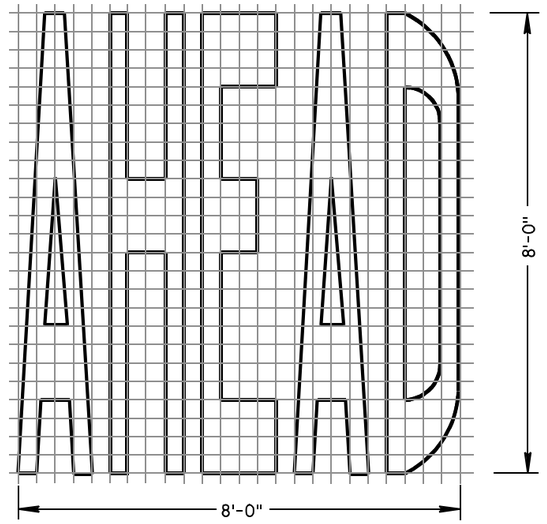
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

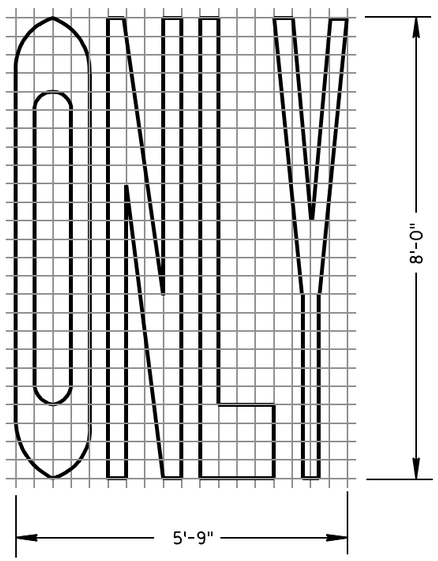


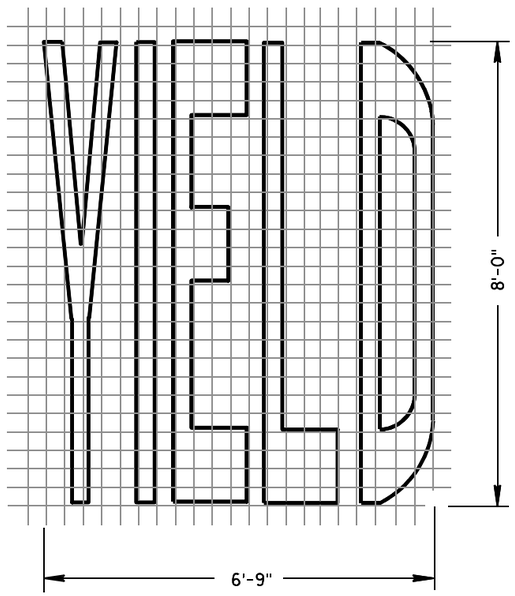


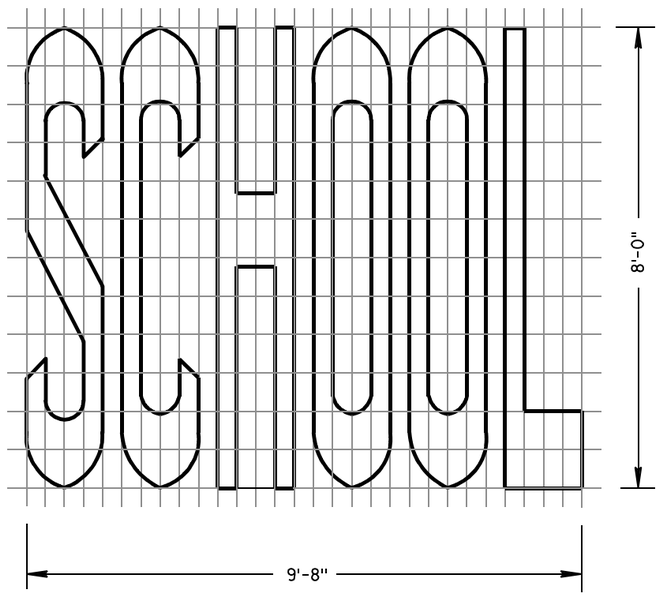


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

FHWA

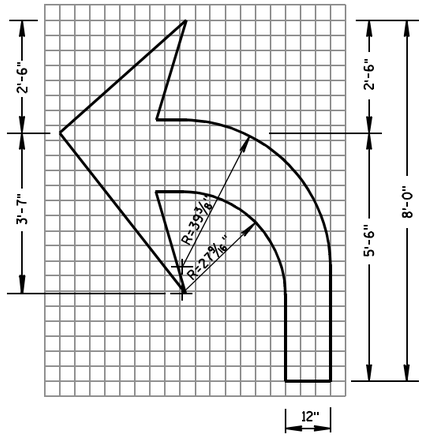
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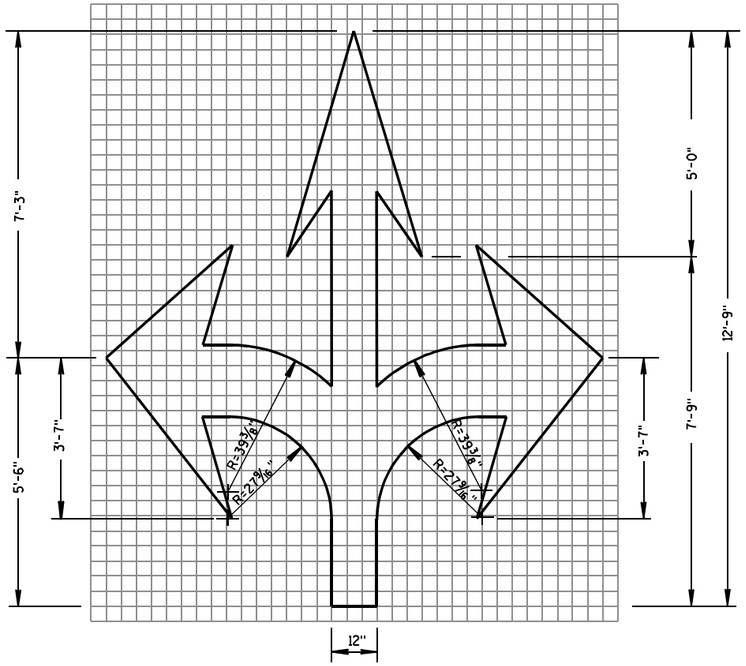
S.D.D. 15 C 7-12b

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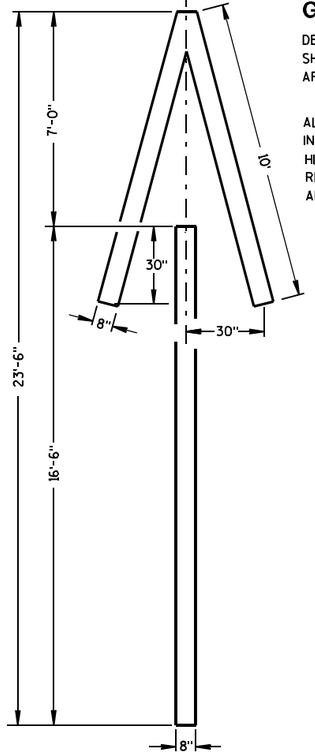
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

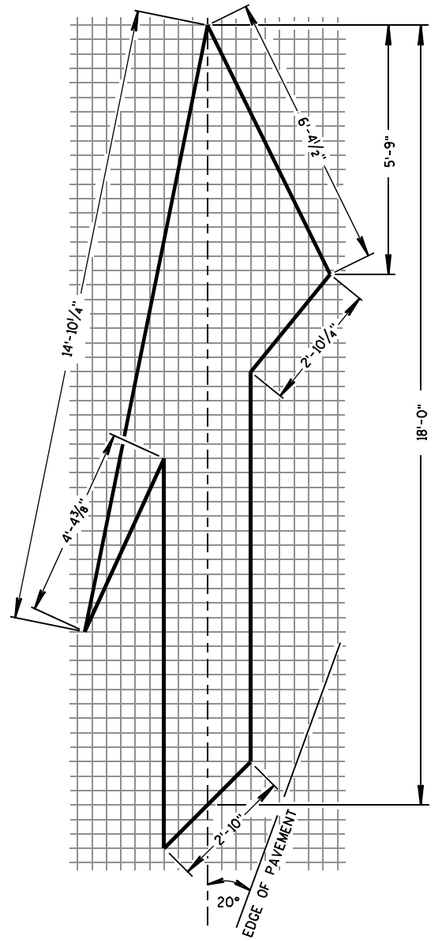


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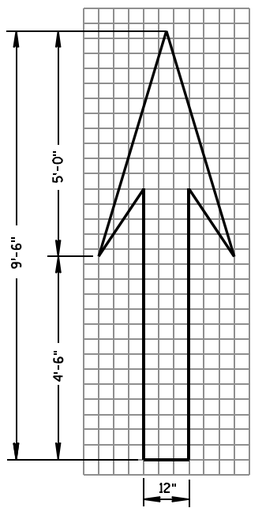
GENERAL NOTES

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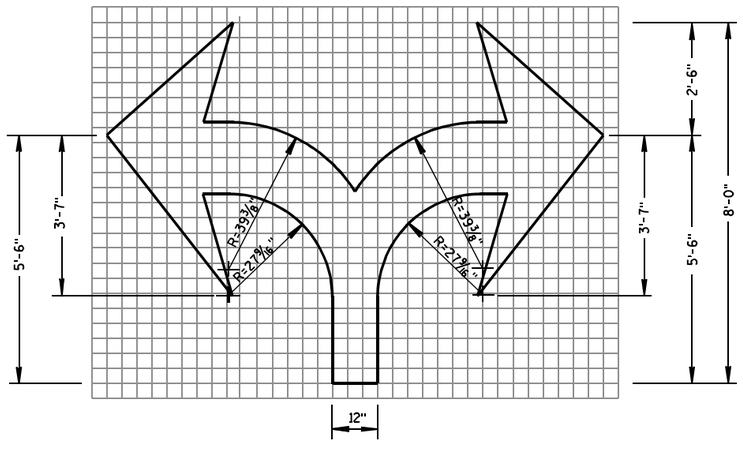
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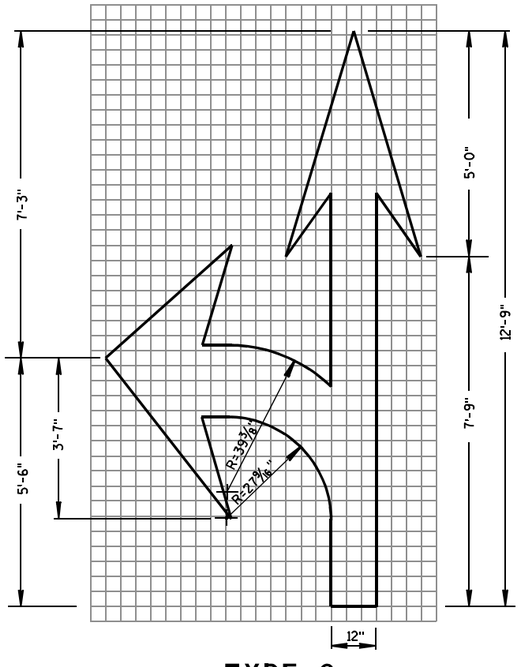
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

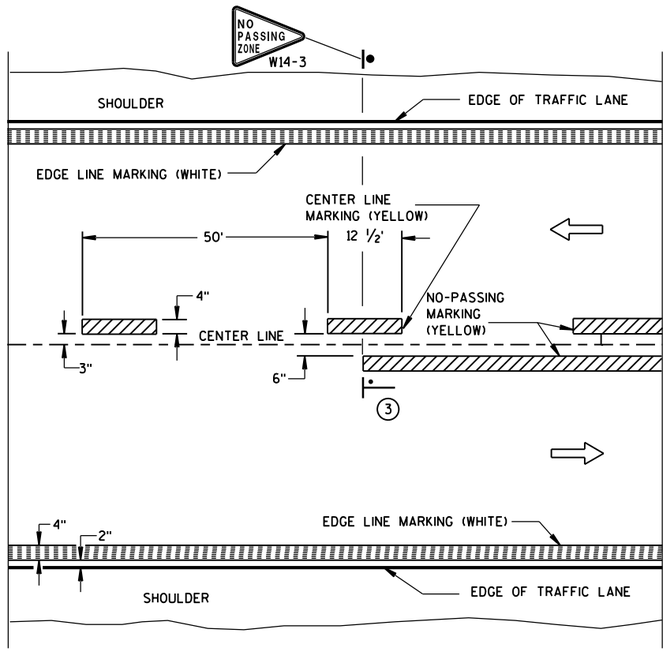
PAVEMENT MARKING ARROWS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/1/11 DATE	/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA	

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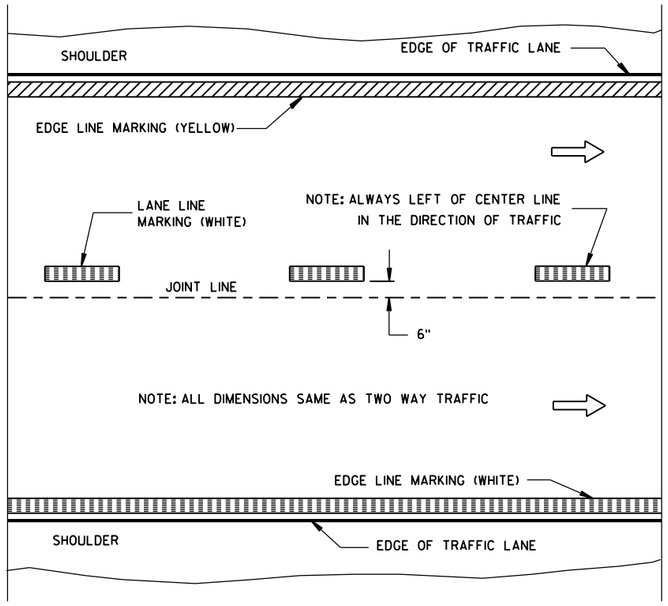
S.D.D. 15 C 7-12c

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

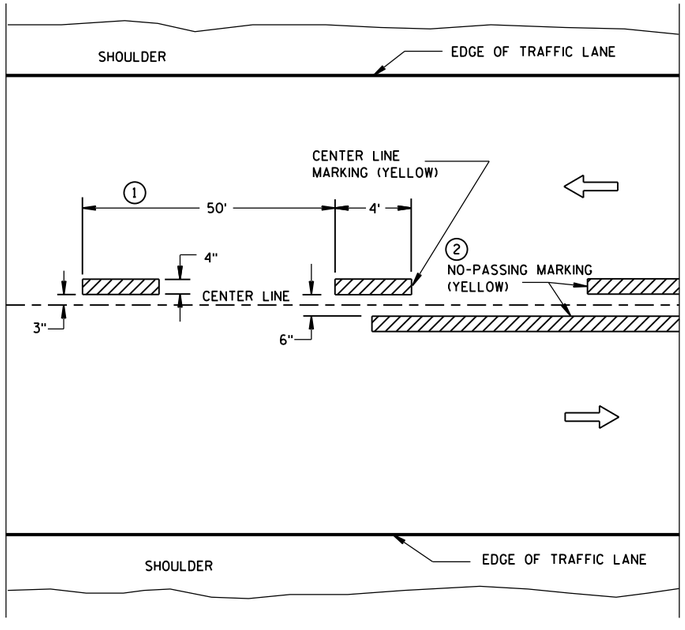


TWO WAY TRAFFIC

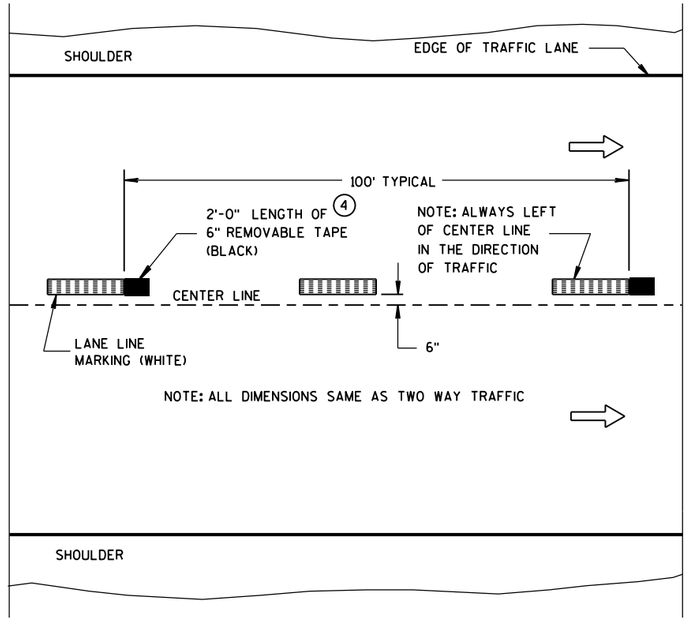


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

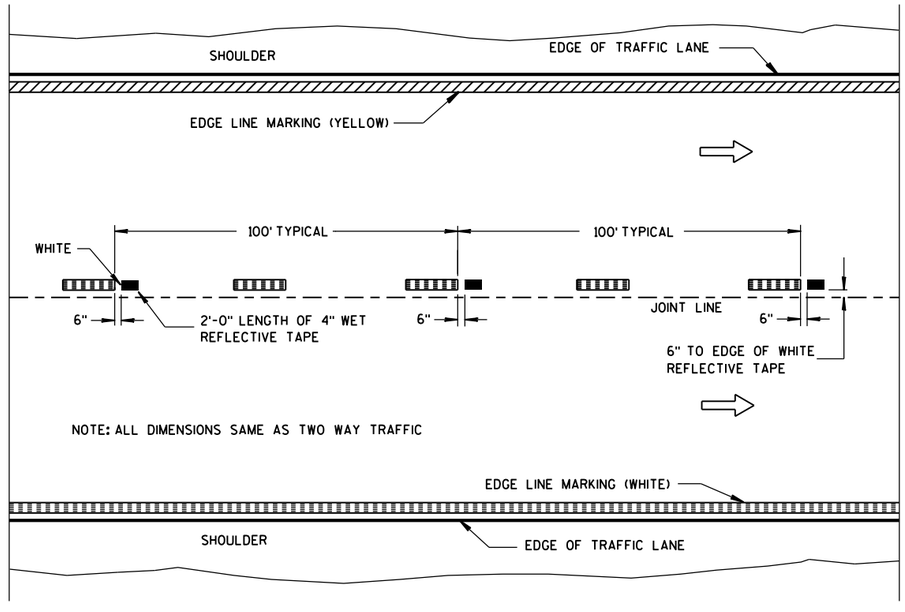
GENERAL NOTES

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

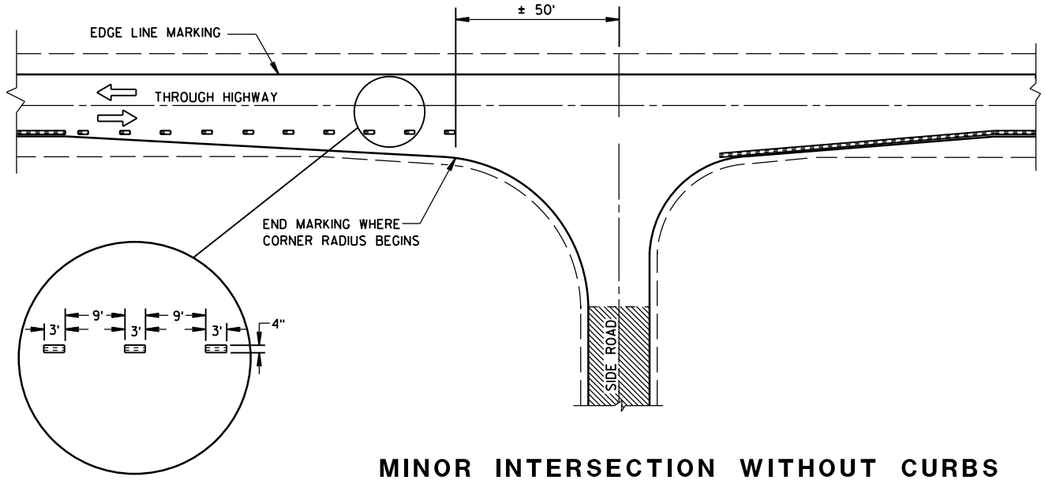
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S.D.D. 15 C 8-16a

6

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



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

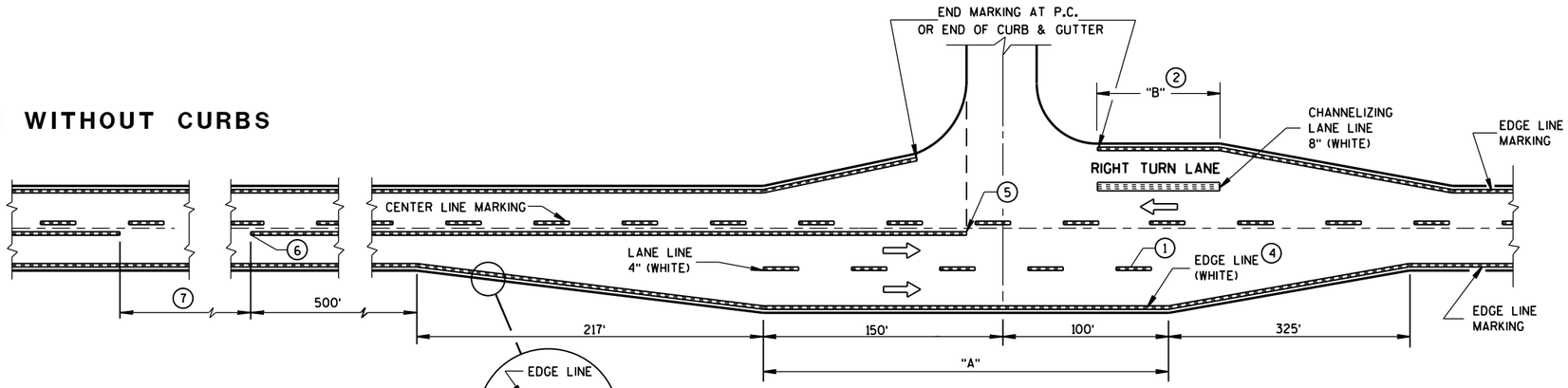
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

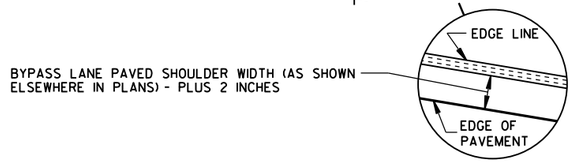
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

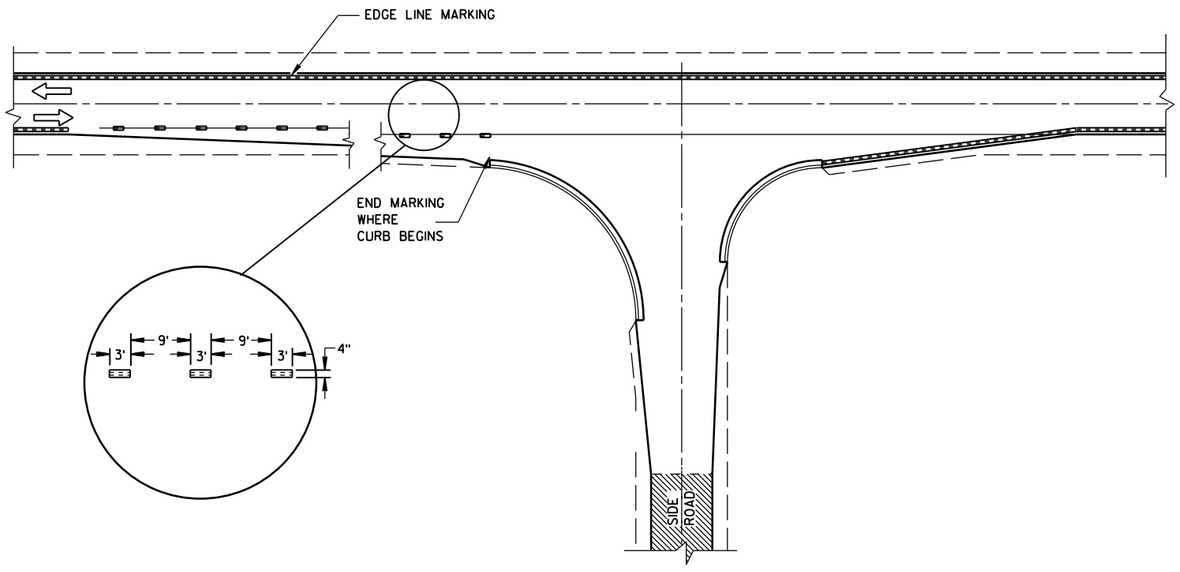
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





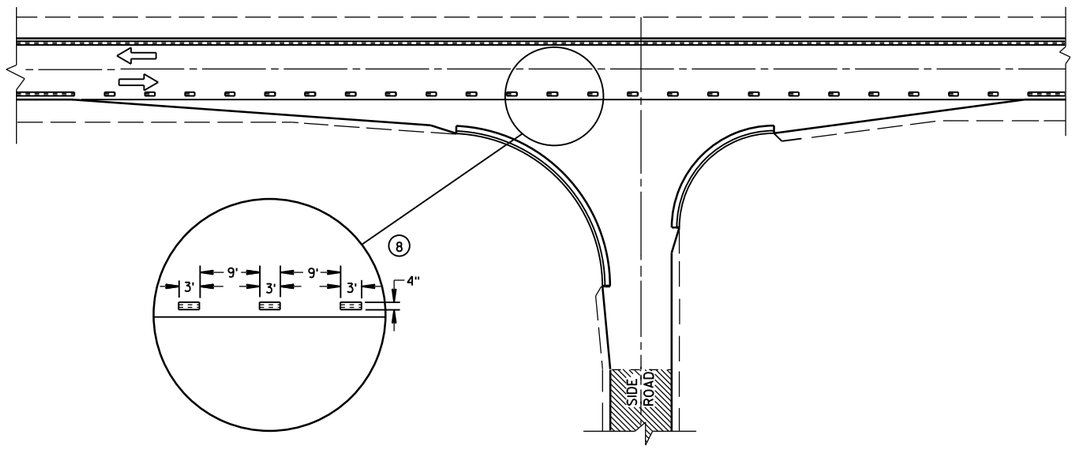
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

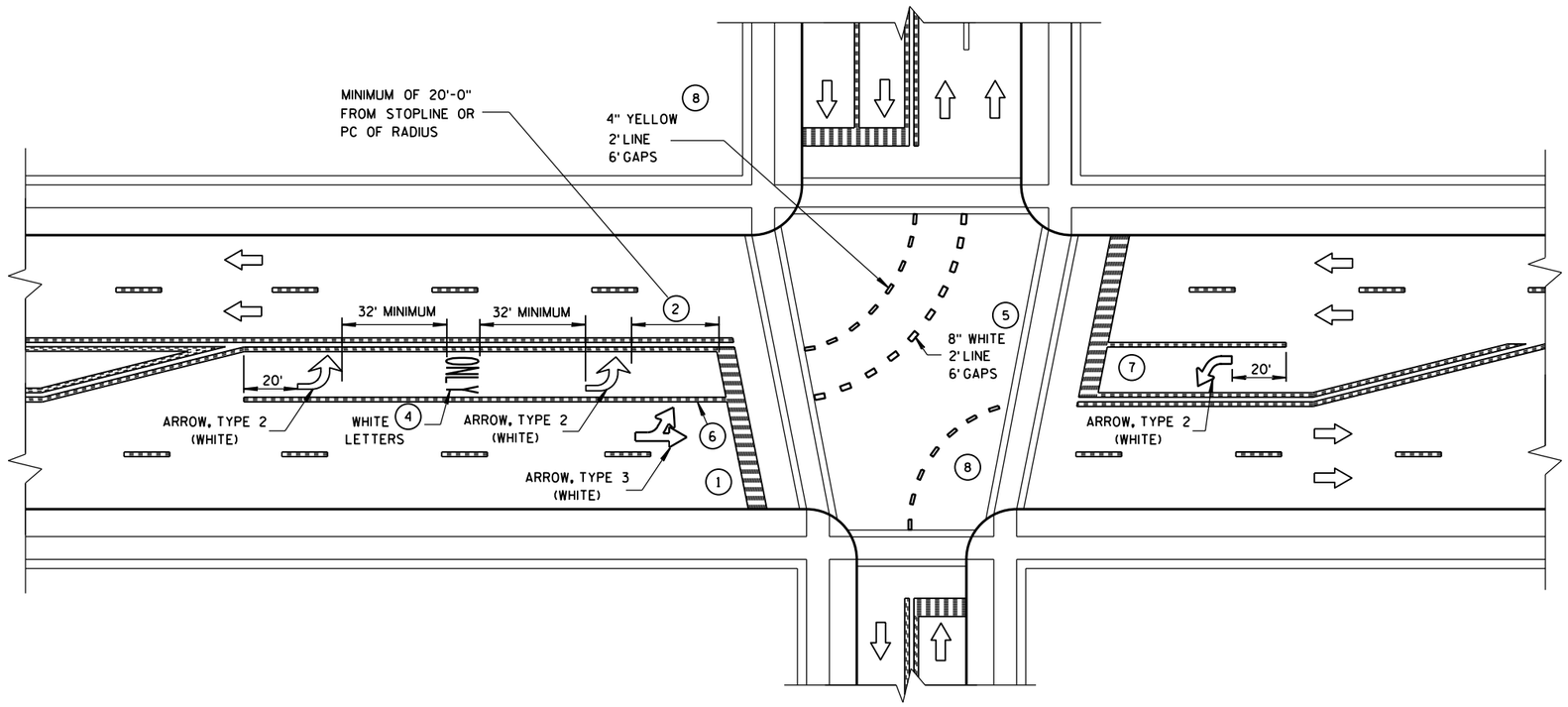
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 501

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

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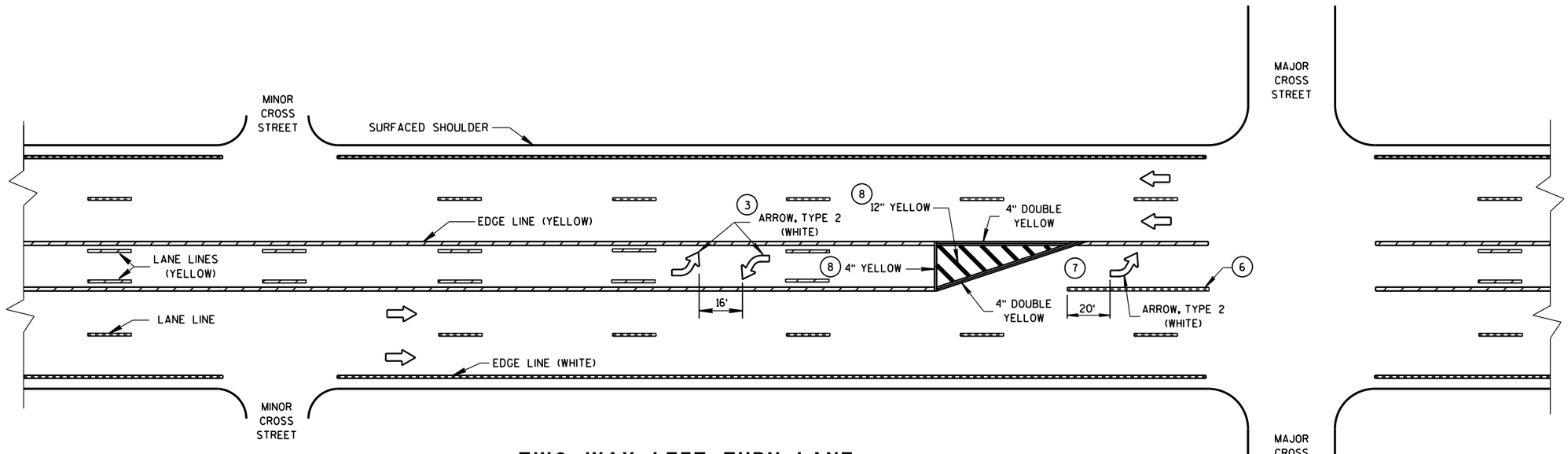
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

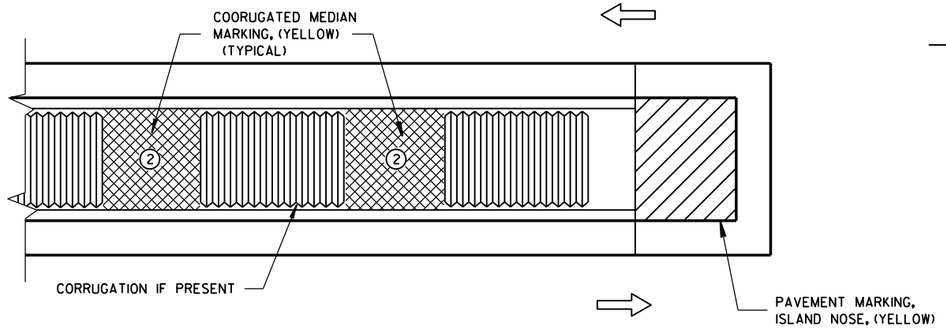
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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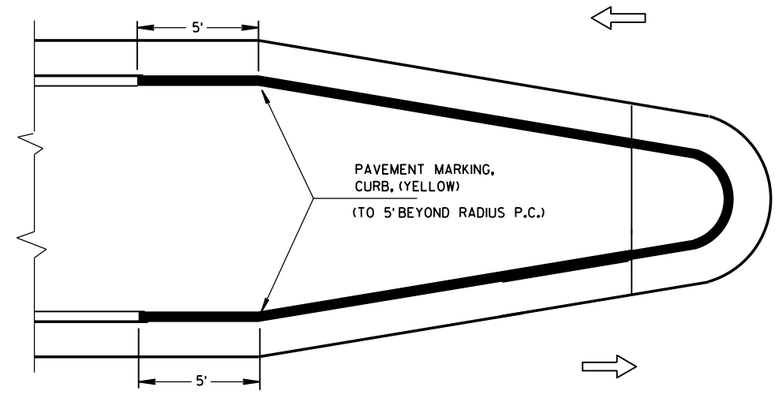
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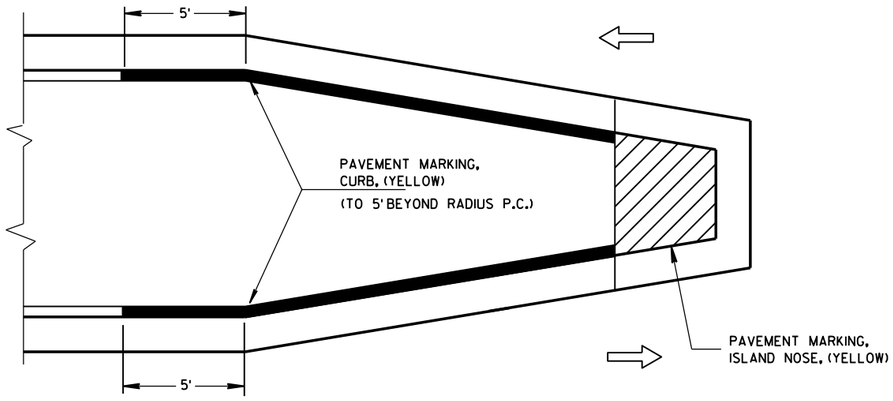
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

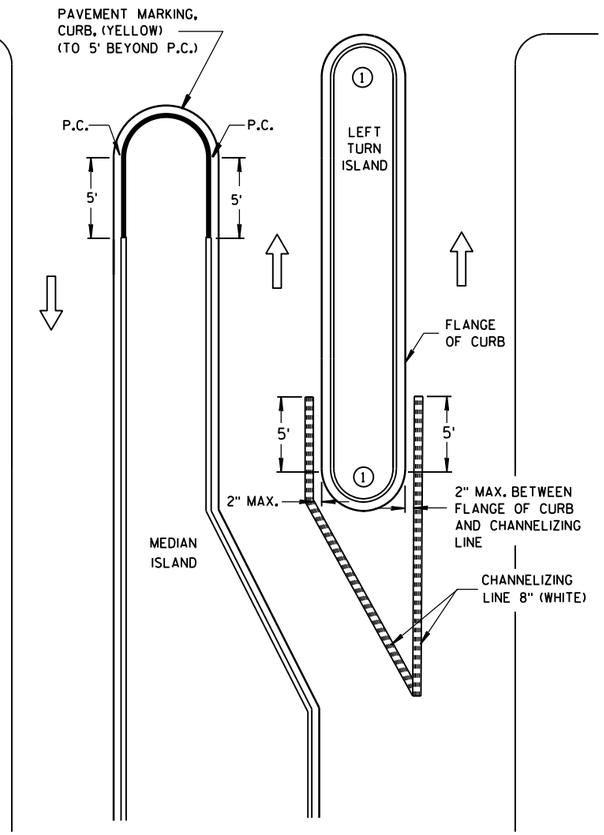


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

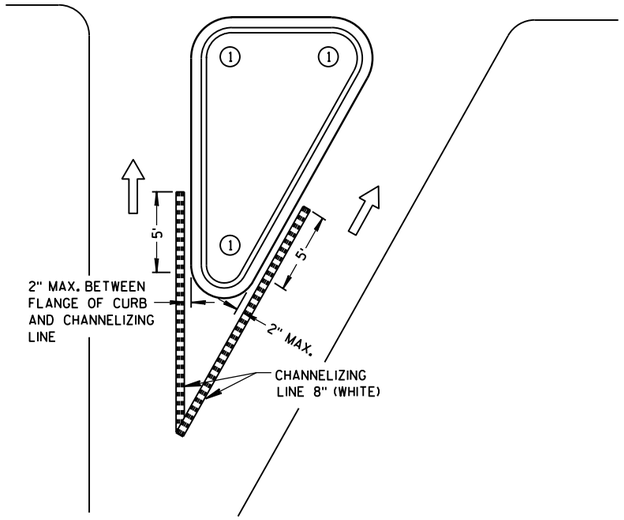


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

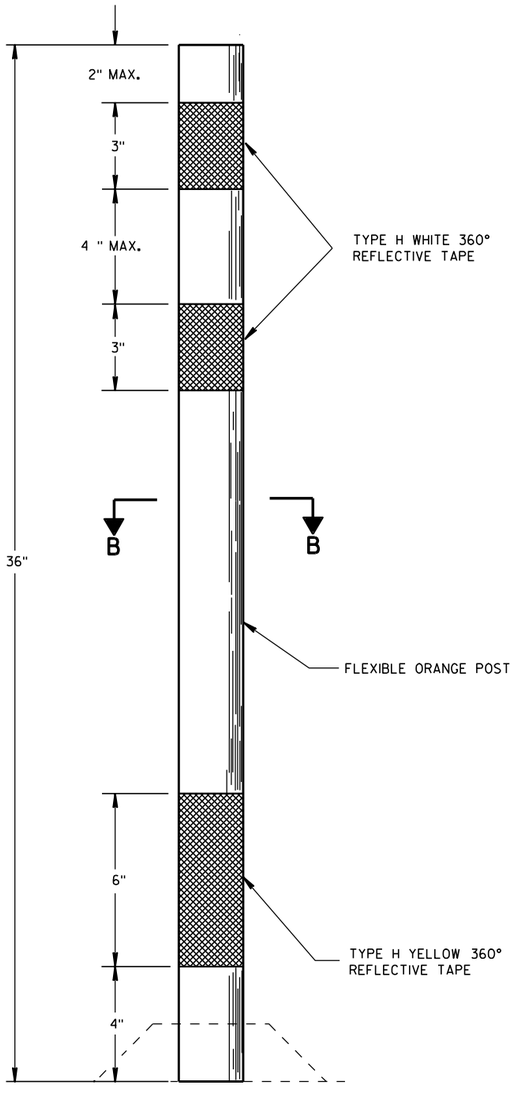
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 503

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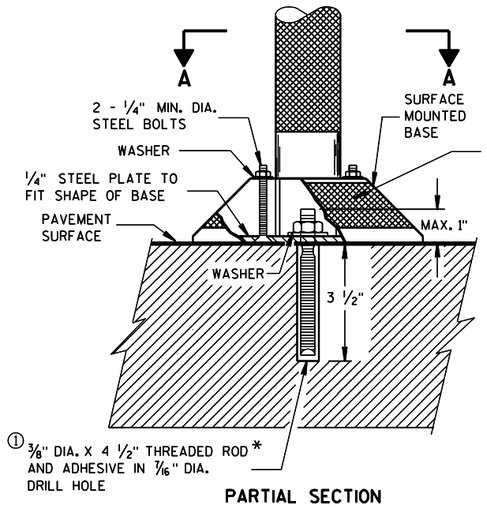
S.D.D. 15 C 8-16f

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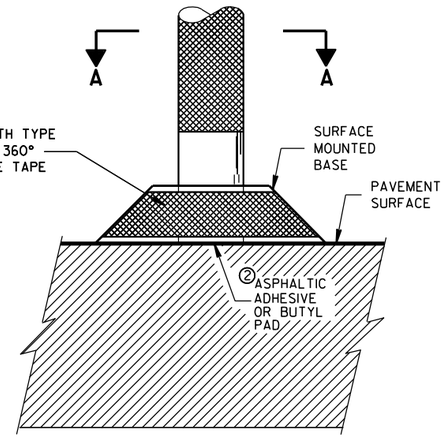
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FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

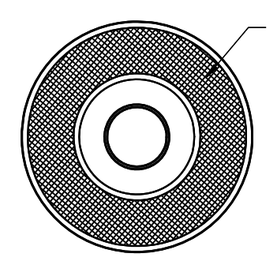
GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

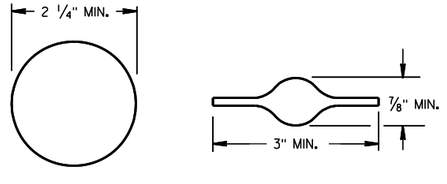
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



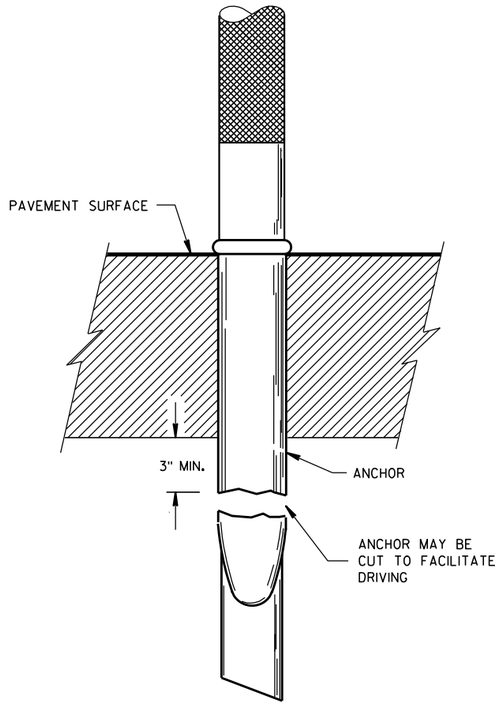
SECTION A-A

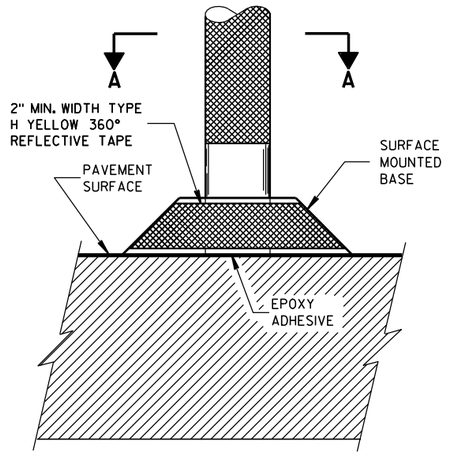
SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE O

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S.D.D. 15 C 11-5

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S.D.D. 15 C 11-5

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

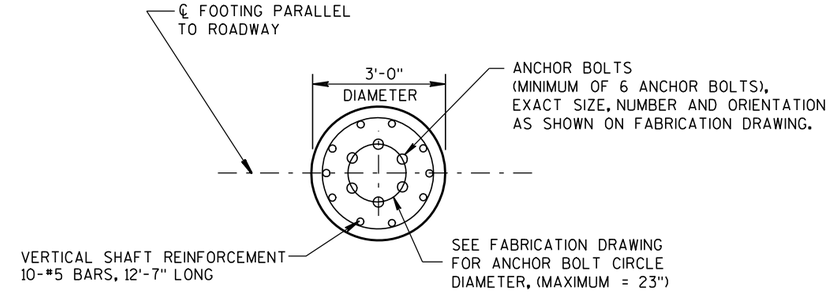
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

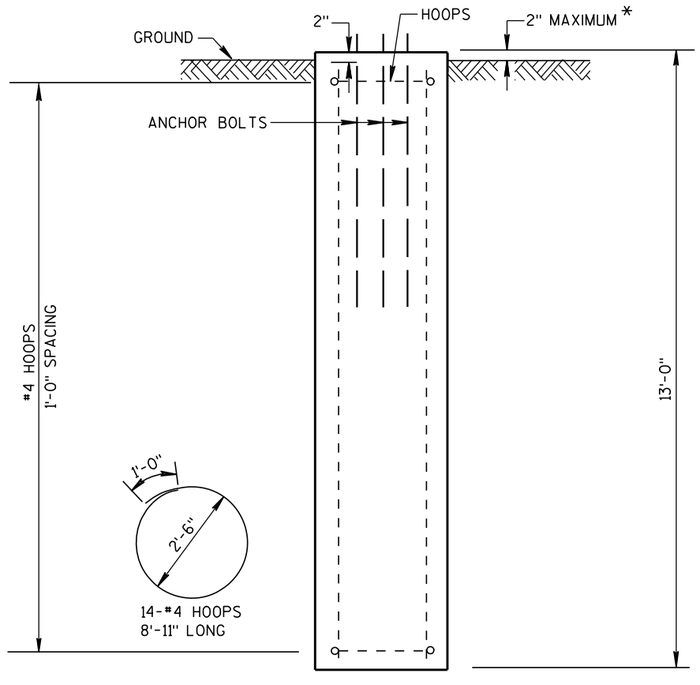
ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW



ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

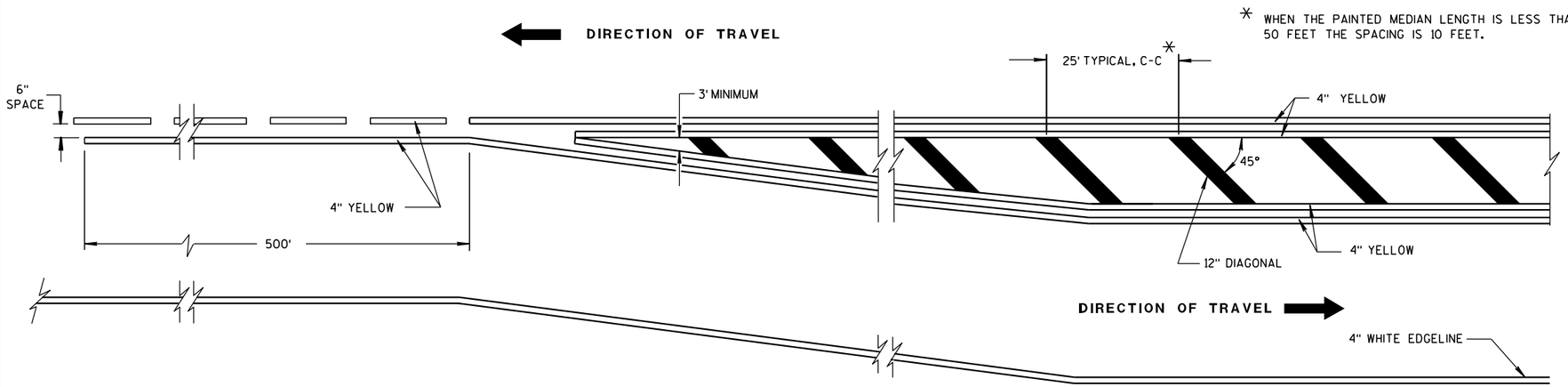
APPROVED

4/17/09 — DATE

/S/ Thomas N. Nothdurm — STATE TRAFFIC ENGINEER

505 — SIGN

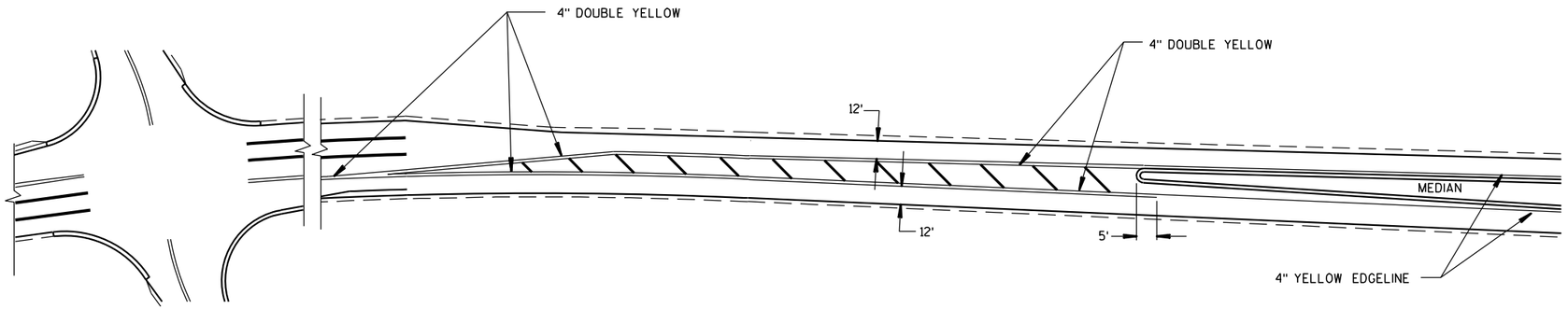
FHWA



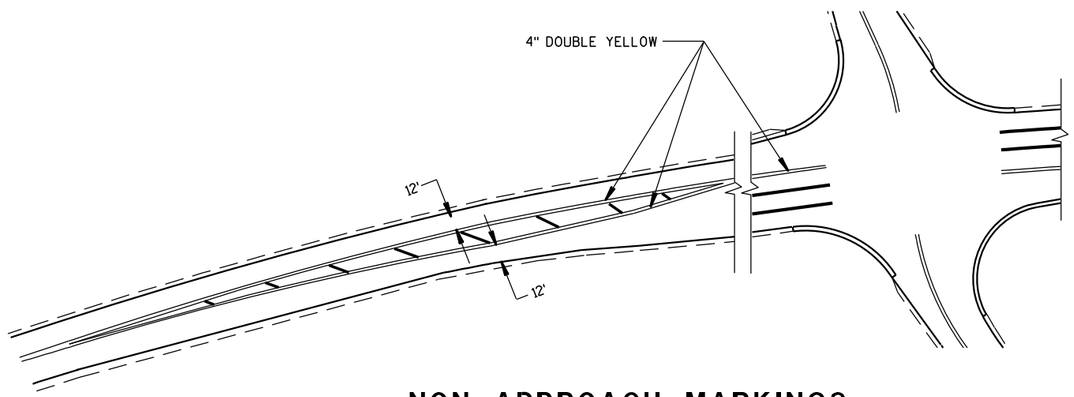
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

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S.D.D. 15 C 18-3

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

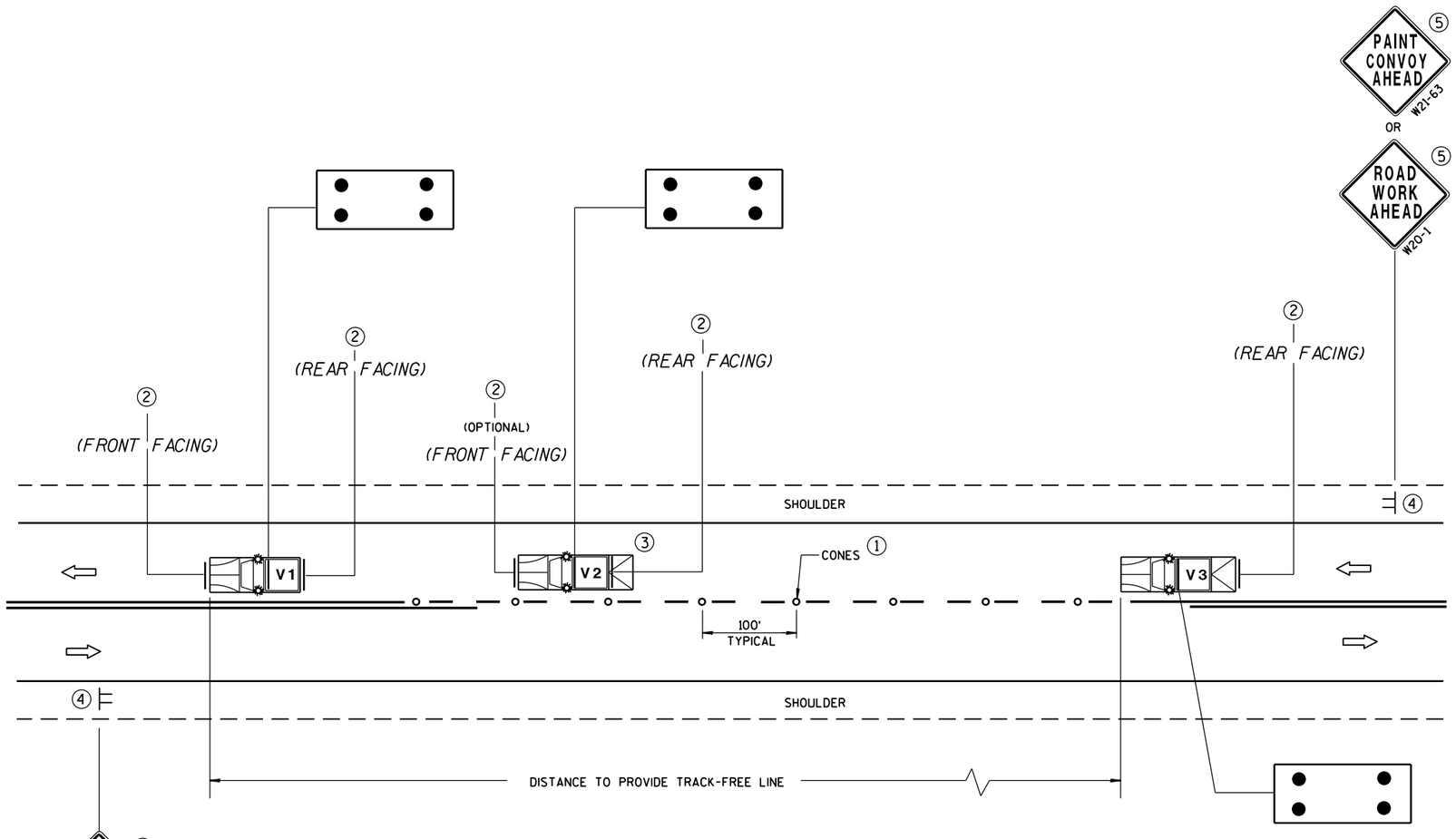
APPROVED

2-5-09 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

506 IGN

FHWA



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes STATE TRAFFIC E

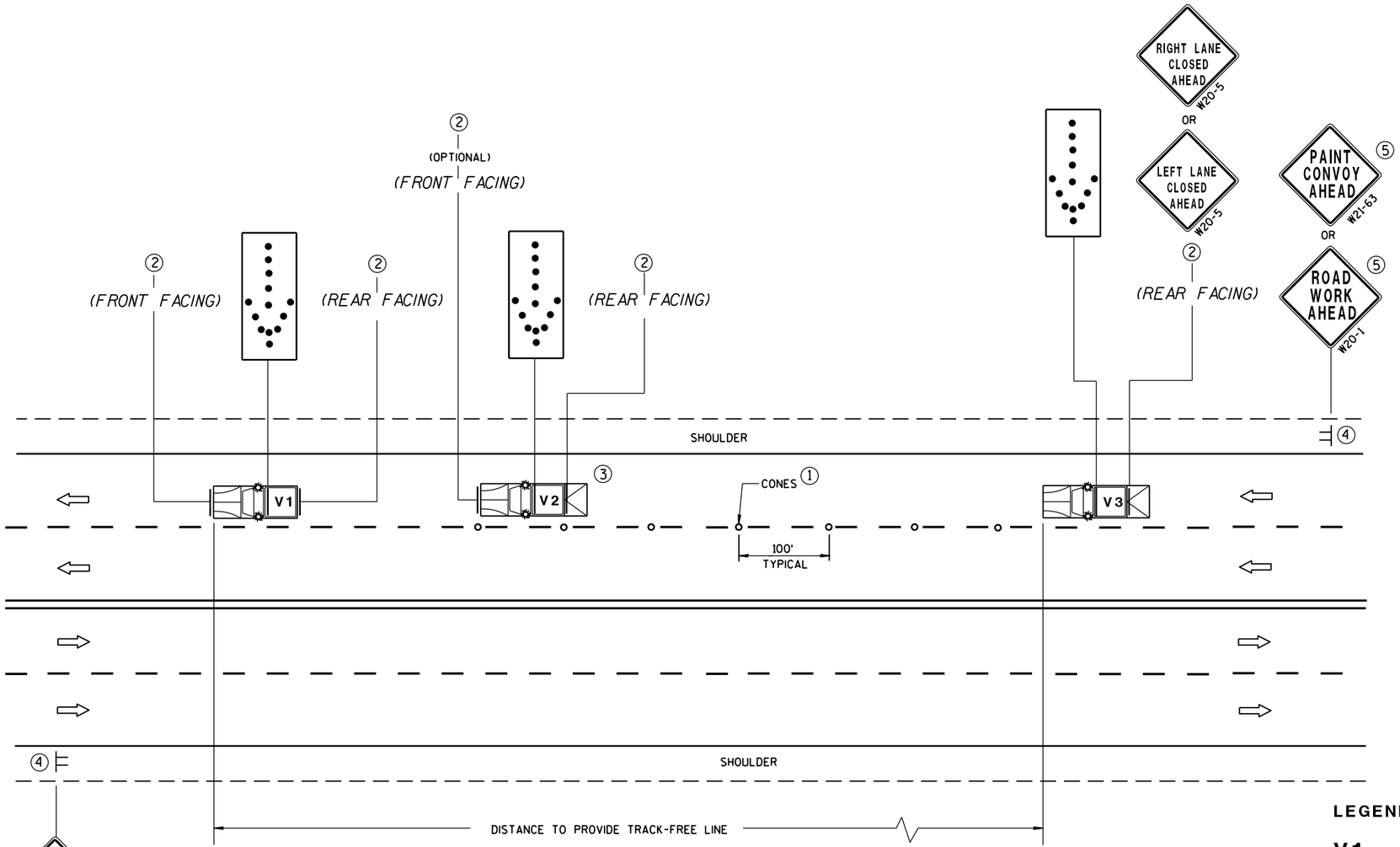
FHWA

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S.D.D. 15 C 19-2a

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S.D.D. 15 C 19-2a



PAINT CONVOY AHEAD W21-63
OR
ROAD WORK AHEAD W20-1

MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

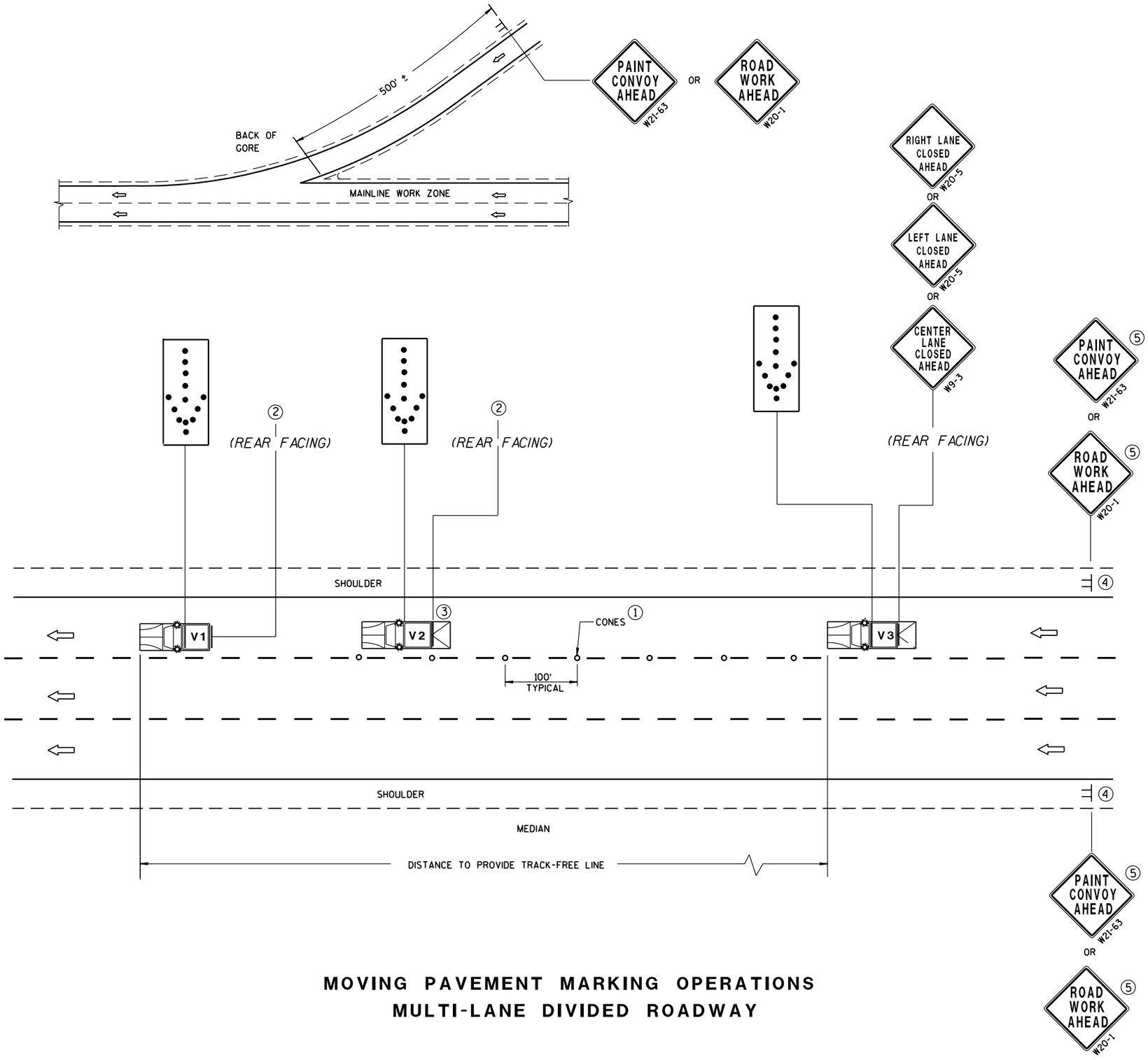
APPROVED
5/3/2013 DATE
/S/ Travis Feltes STATE TRAFFIC EN
FHWA

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S.D.D. 15 C 19-2b

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S.D.D. 15 C 19-2b



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

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S.D.D. 15 C 19-2c

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S.D.D. 15 C 19-2c

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) WRONG WAY PREVENTION SIGNS ARE DISCUSSED IN T G M 2-15-12

(2) REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT

SYMBOLS

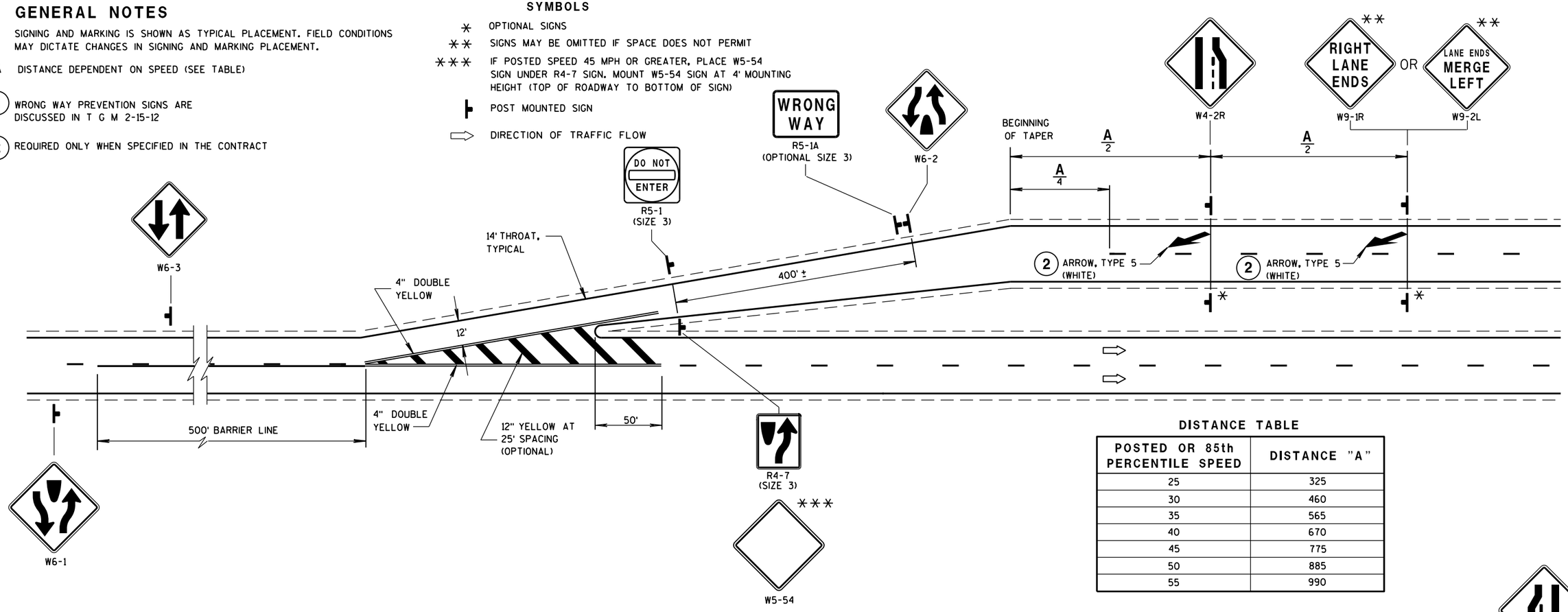
* OPTIONAL SIGNS

** SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

*** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW



DISTANCE TABLE

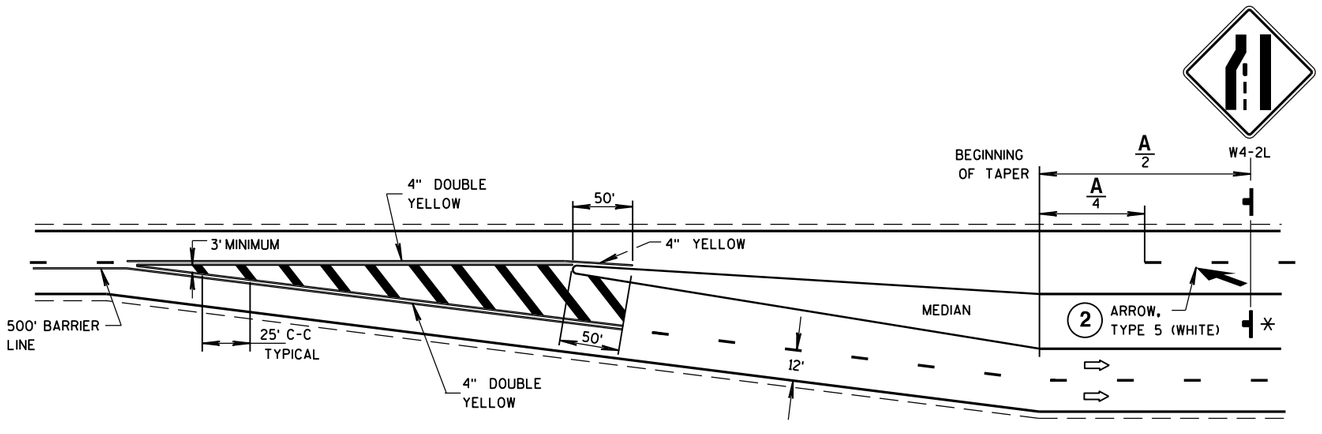
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990

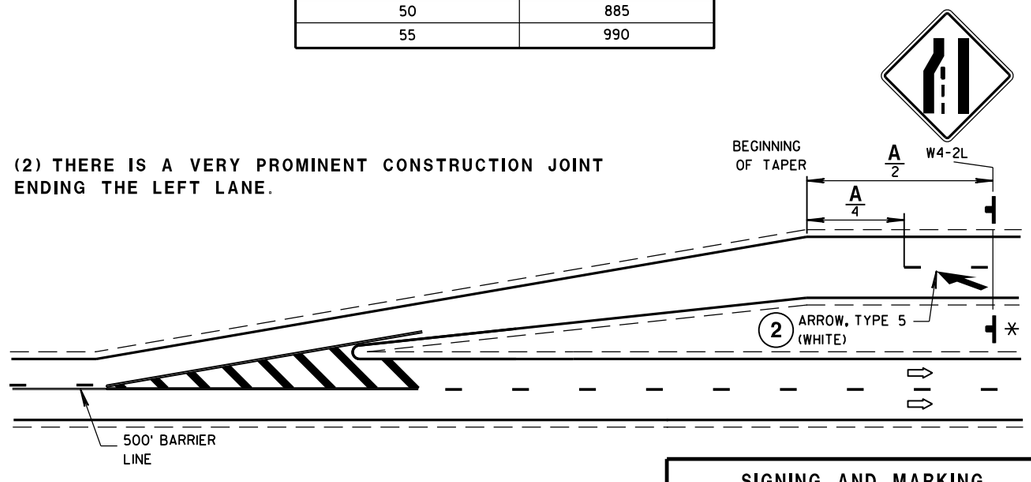
USE W4-2L IF :

(1) THE LEFT LANE IS PUSHED TO THE RIGHT:

OR

(2) THERE IS A VERY PROMINENT CONSTRUCTION JOINT ENDING THE LEFT LANE.





SIGNING AND MARKING
TWO LANE TO FOUR LANE
DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

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S.D.D. 15 C 21-5

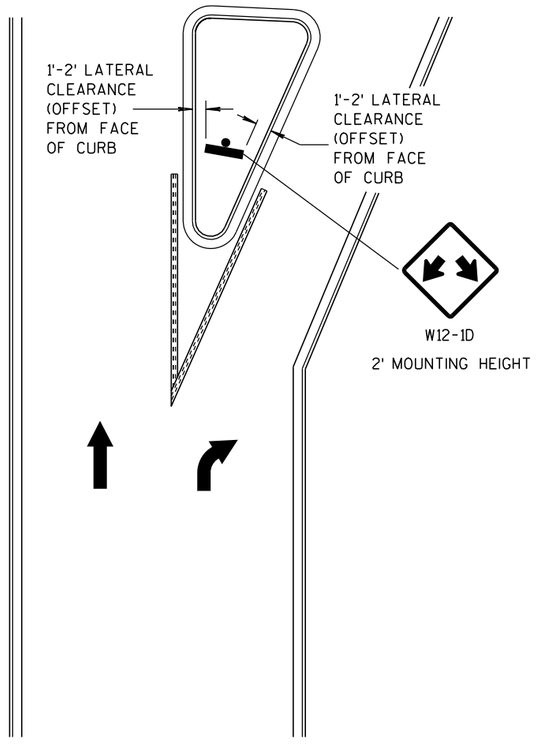
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S.D.D. 15 C 21-5

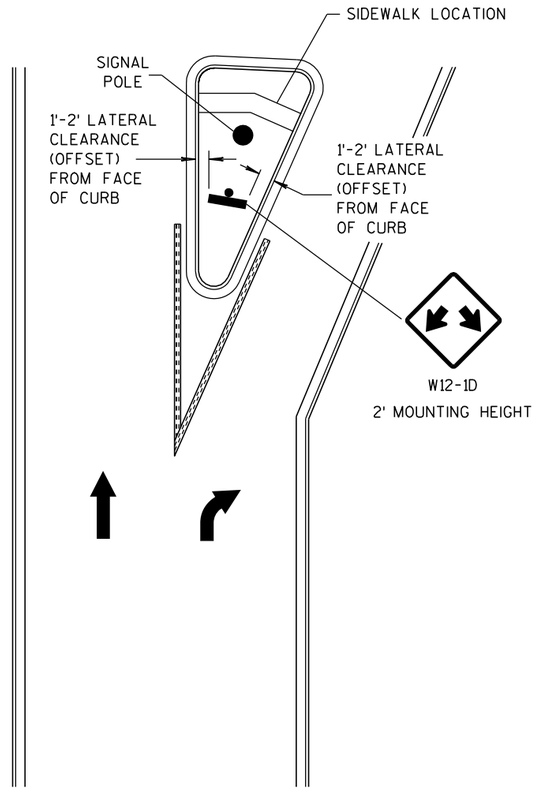
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

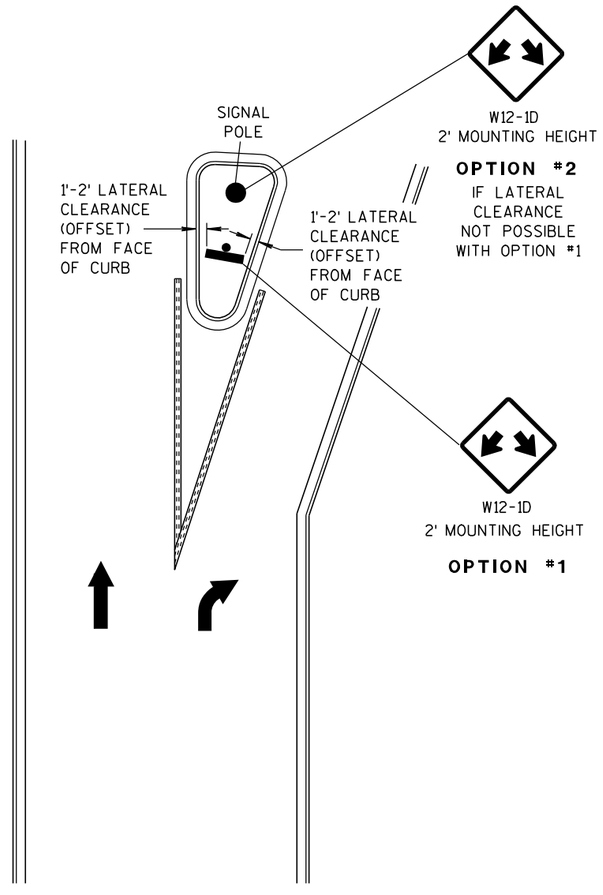
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

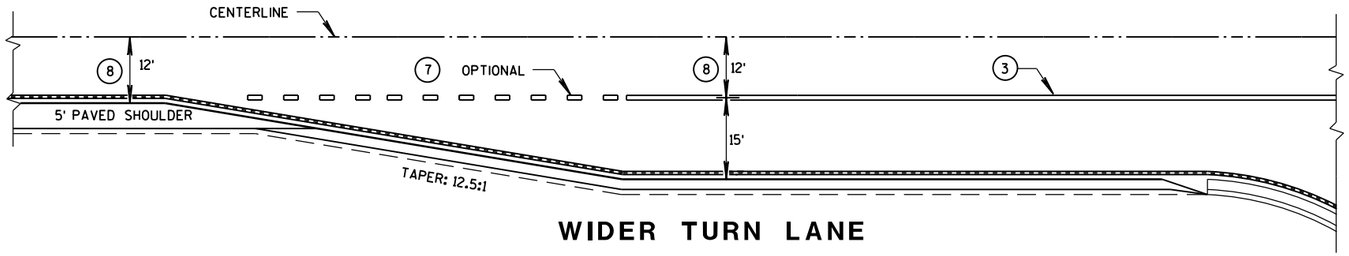
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA	511 IGN

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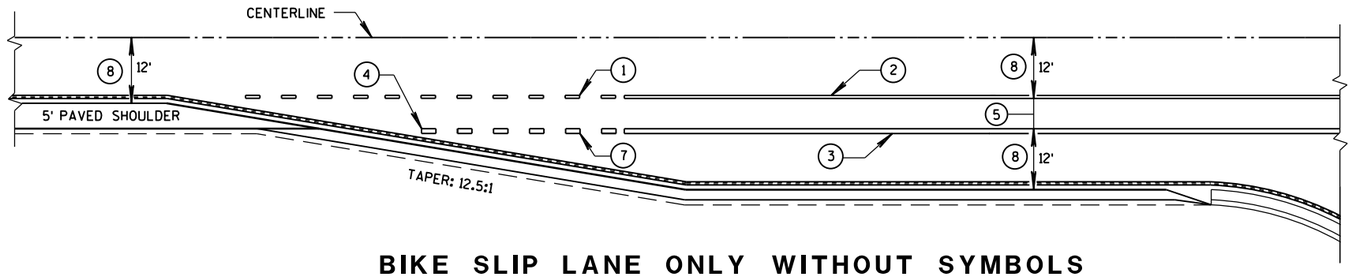
S.D.D. 15 C 27-1

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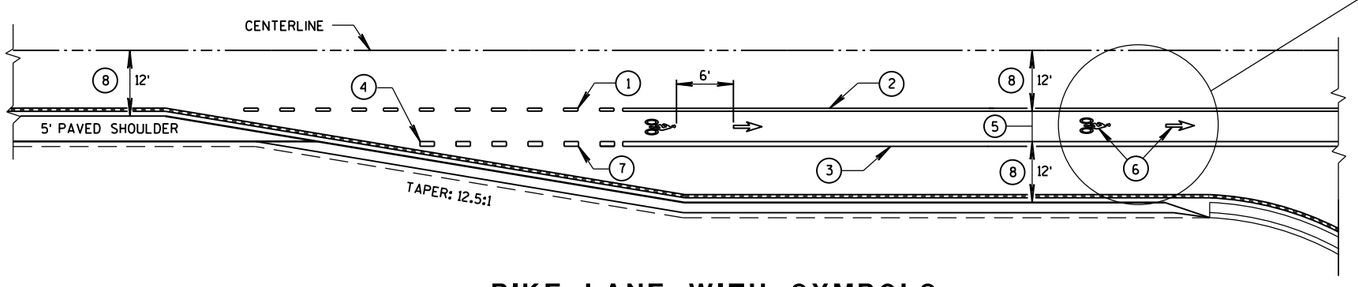
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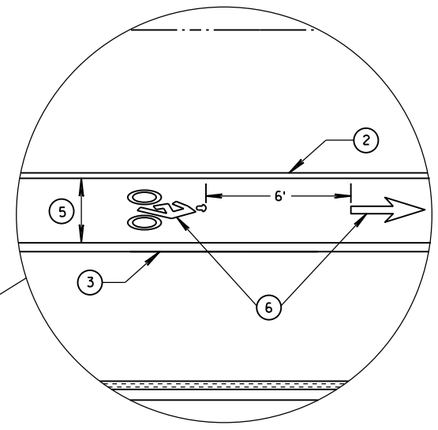
WIDER TURN LANE



BIKE SLIP LANE ONLY WITHOUT SYMBOLS



BIKE LANE WITH SYMBOLS



GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE. BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.

6

S.D.D. 15 C 29-3a

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

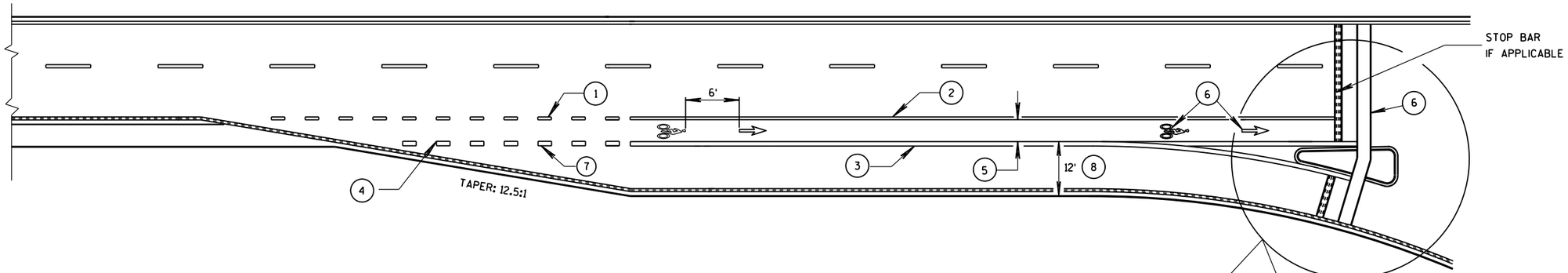
FHWA

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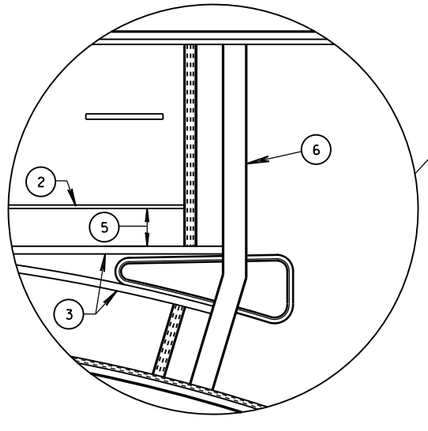
S.D.D. 15 C 29-3a

GENERAL NOTES

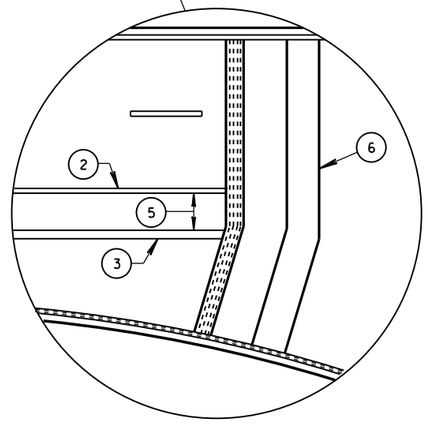
1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. 5' TYPICAL.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE



4 LANE DIVIDED WITH ISLAND



4 LANE DIVIDED WITHOUT ISLAND

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

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S.D.D. 15 C 29-3b

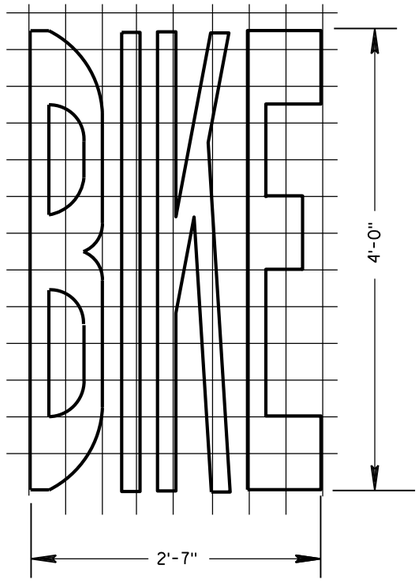
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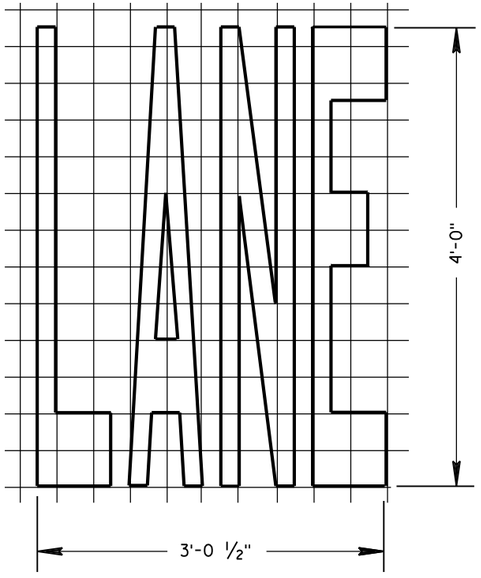
S.D.D. 15 C 29-3b

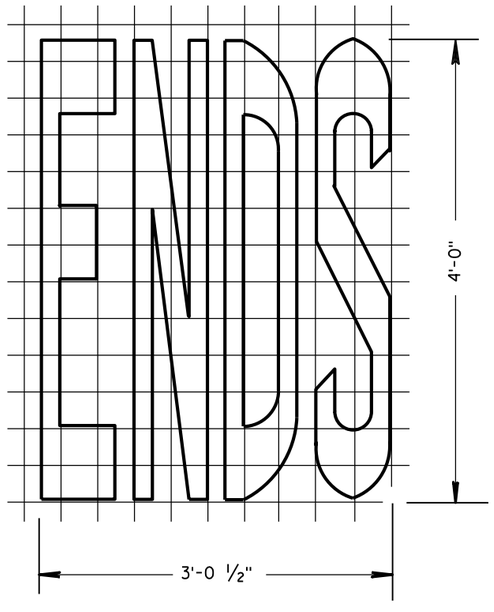
GENERAL NOTES

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.

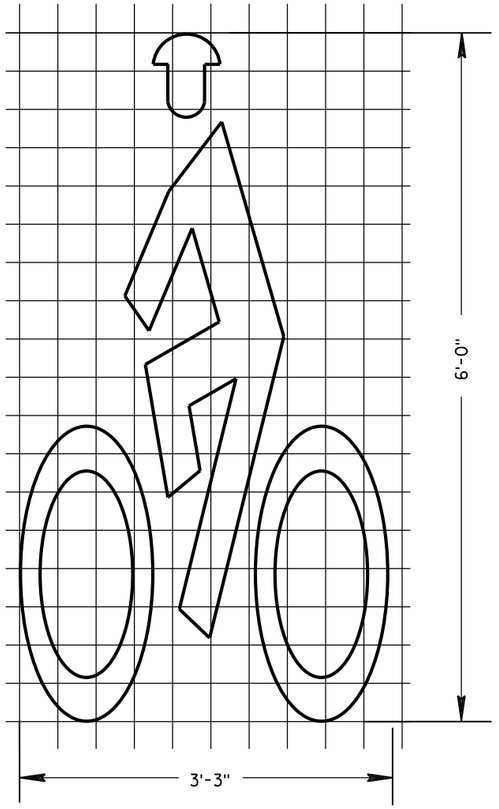
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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



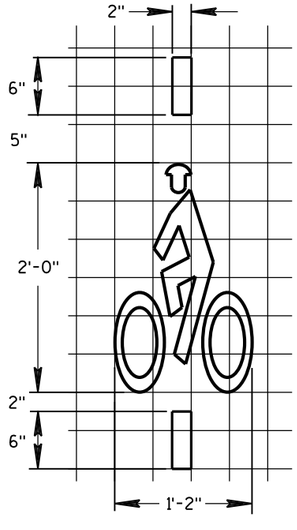




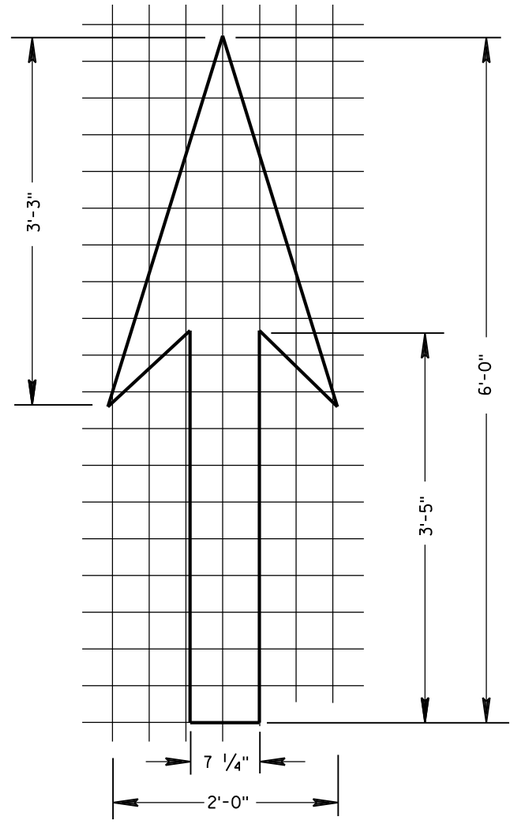
BIKE LANE WORDS



BIKE LANE SYMBOL



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE ARROW

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC EN

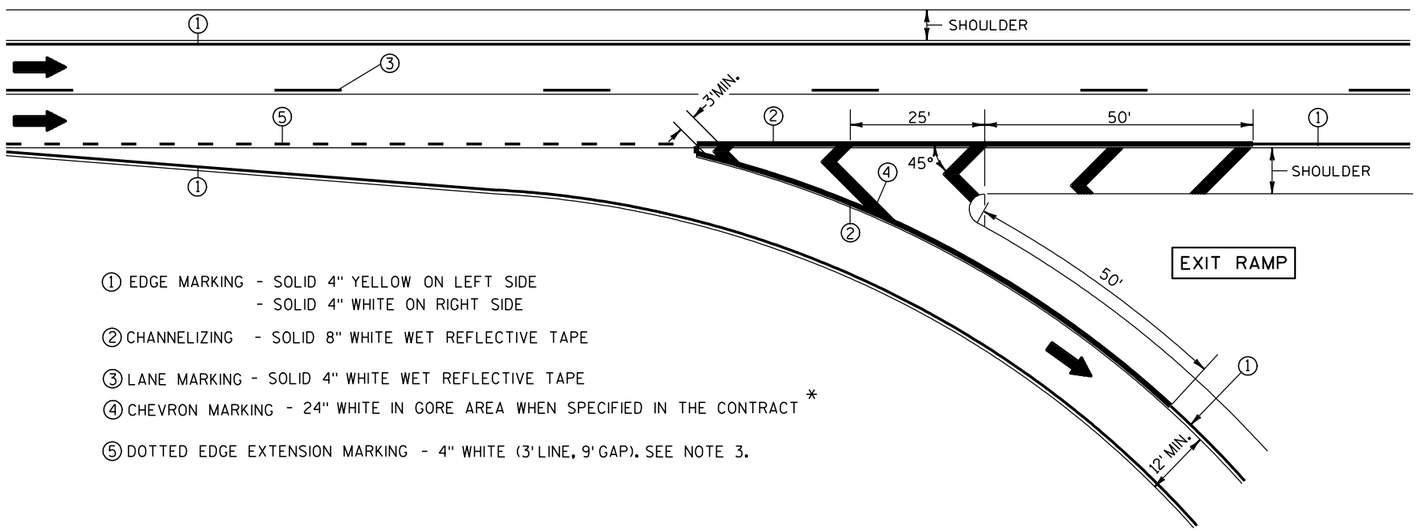
FHWA

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S.D.D. 15 C 29-3e

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S.D.D. 15 C 29-3e



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

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

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

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

NOTES:

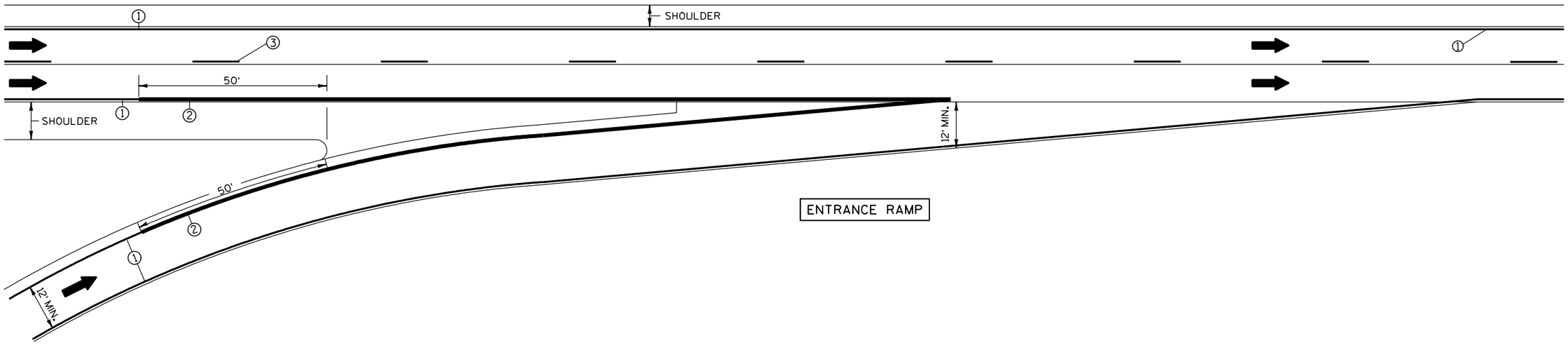
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

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

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

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



6

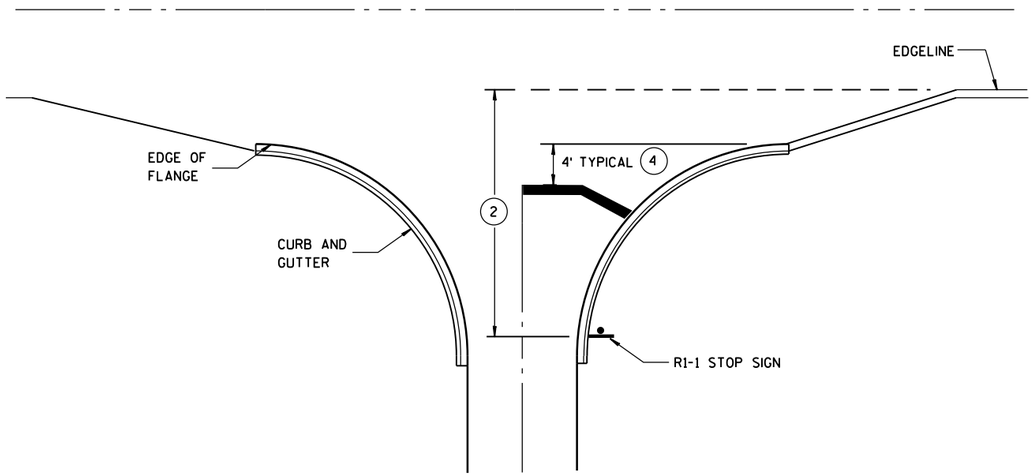
S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

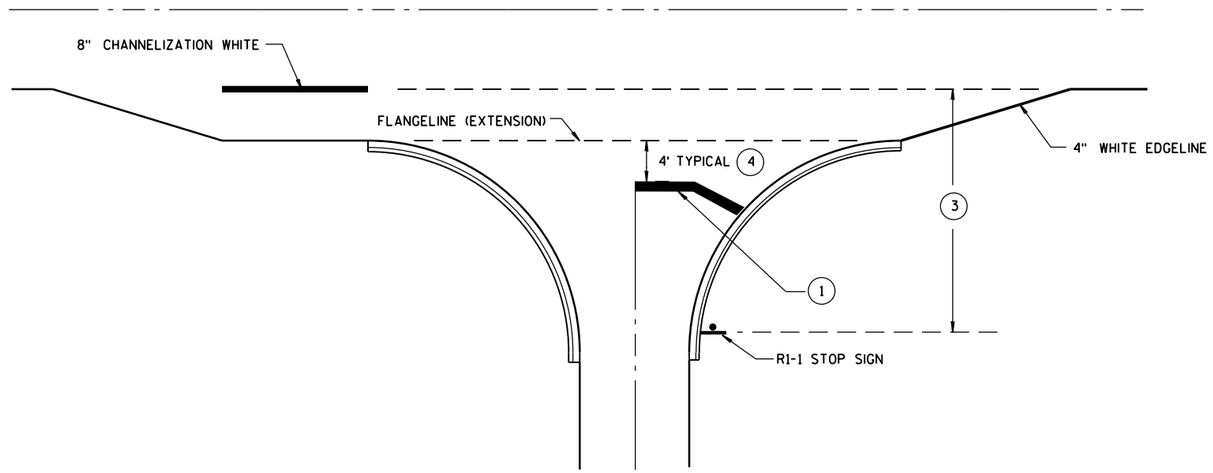
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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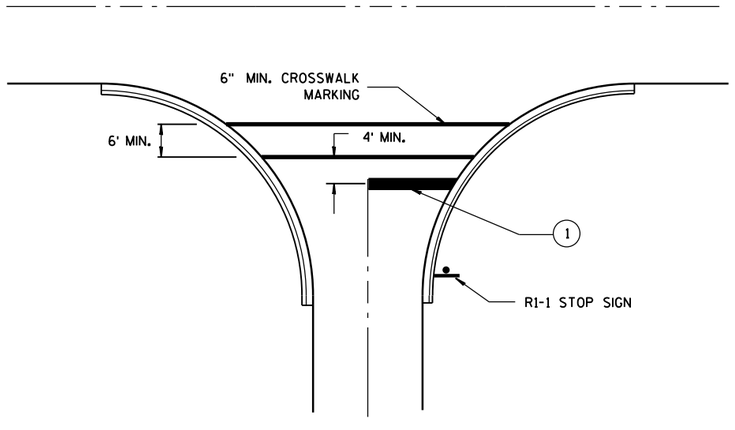
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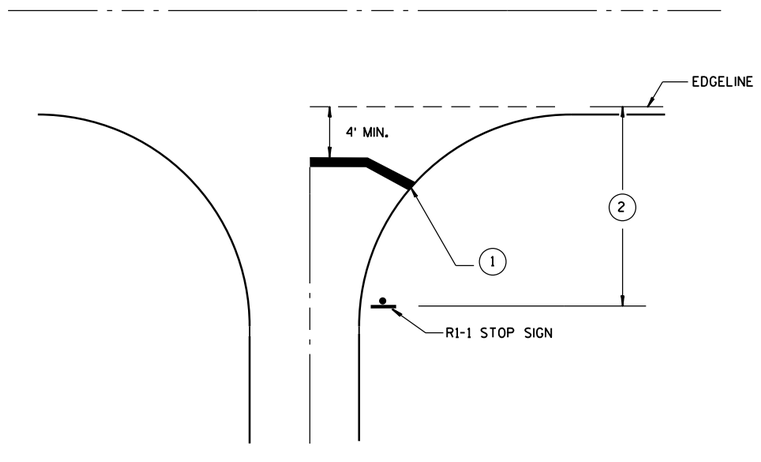
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 33-1

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

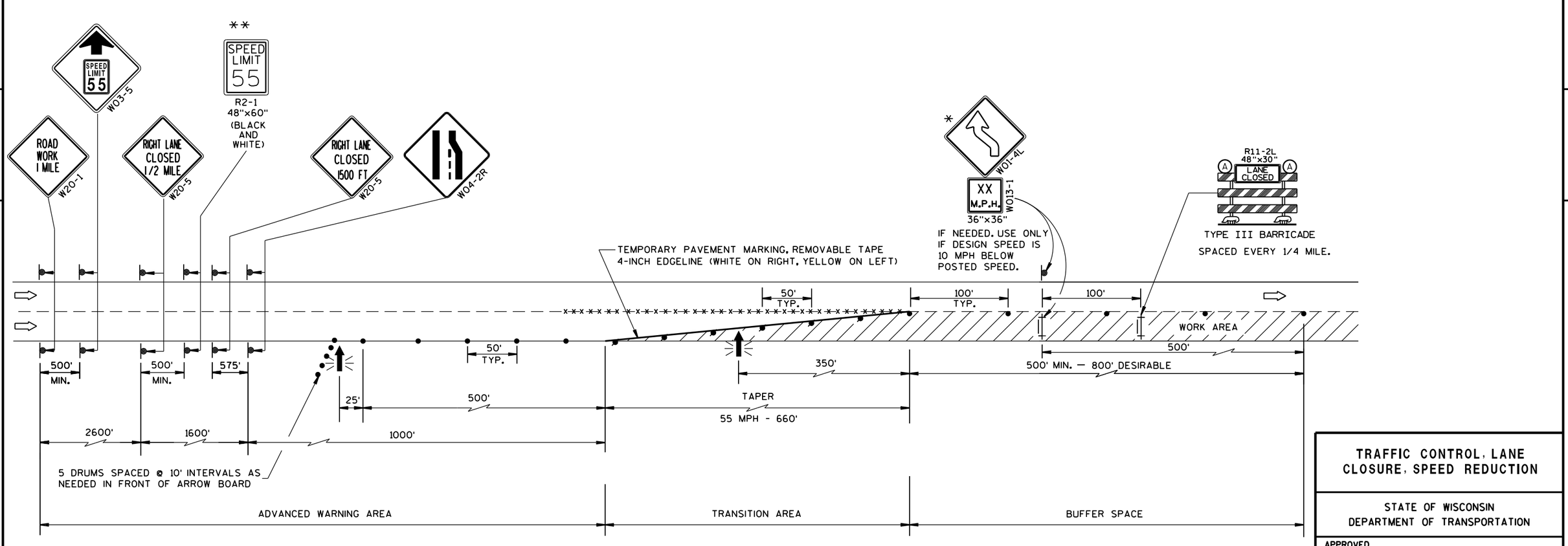
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

517

SIGN

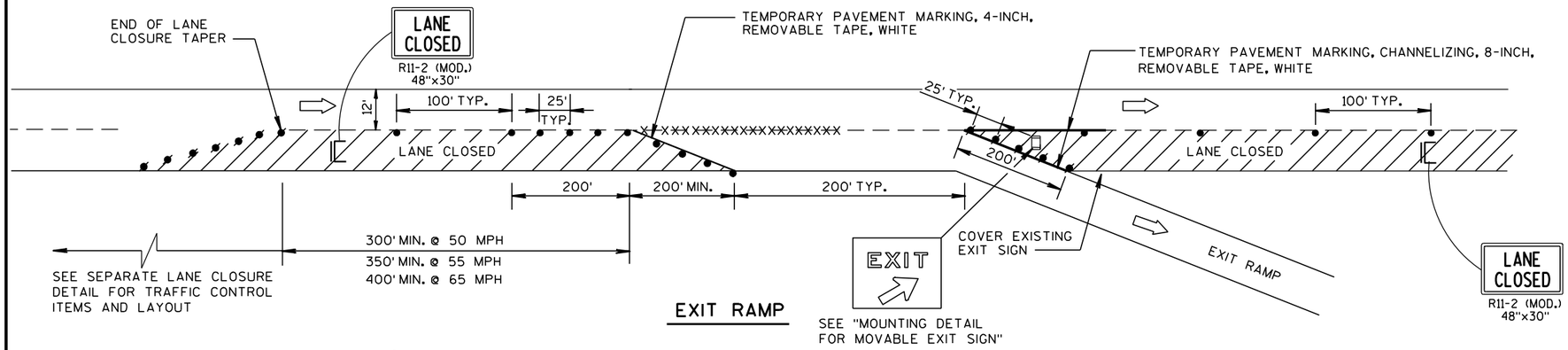
FHWA

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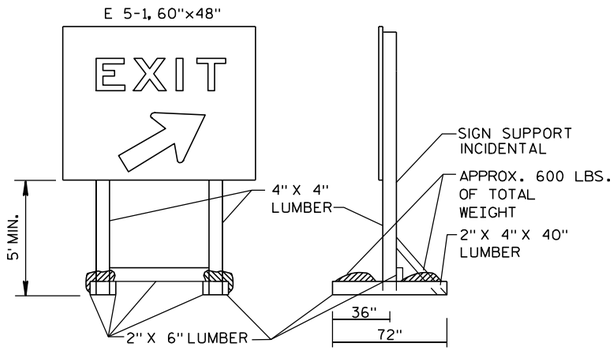
S.D.D. 15 D 12-5b

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S.D.D. 15 D 12-5b

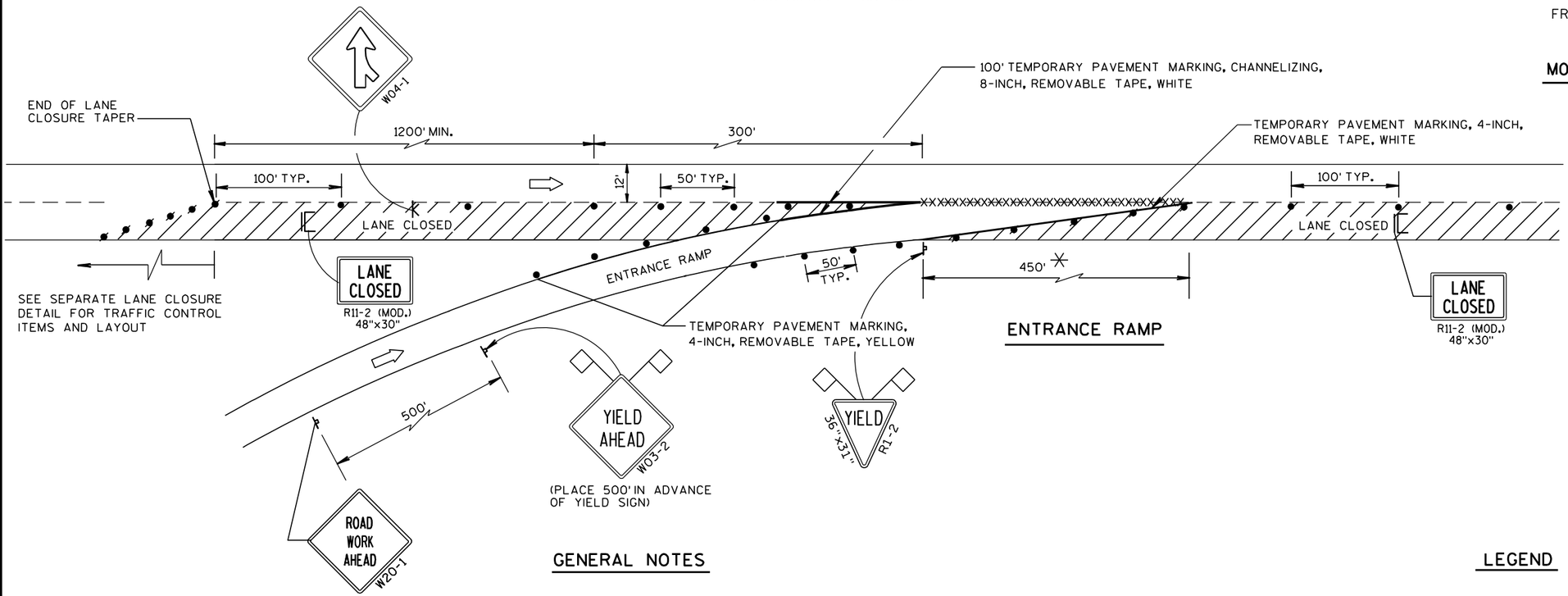


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

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

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

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

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

LEGEND

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

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000
DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKINGS ENGINEER
FHWA

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S.D.D. 15 D 15-1

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S.D.D. 15 D 15-1

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TRAFFIC CONTROL DRUM

SIGN ON PERMANENT SUPPORT

TYPE "A" WARNING LIGHT (FLASHING)

DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

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

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

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

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

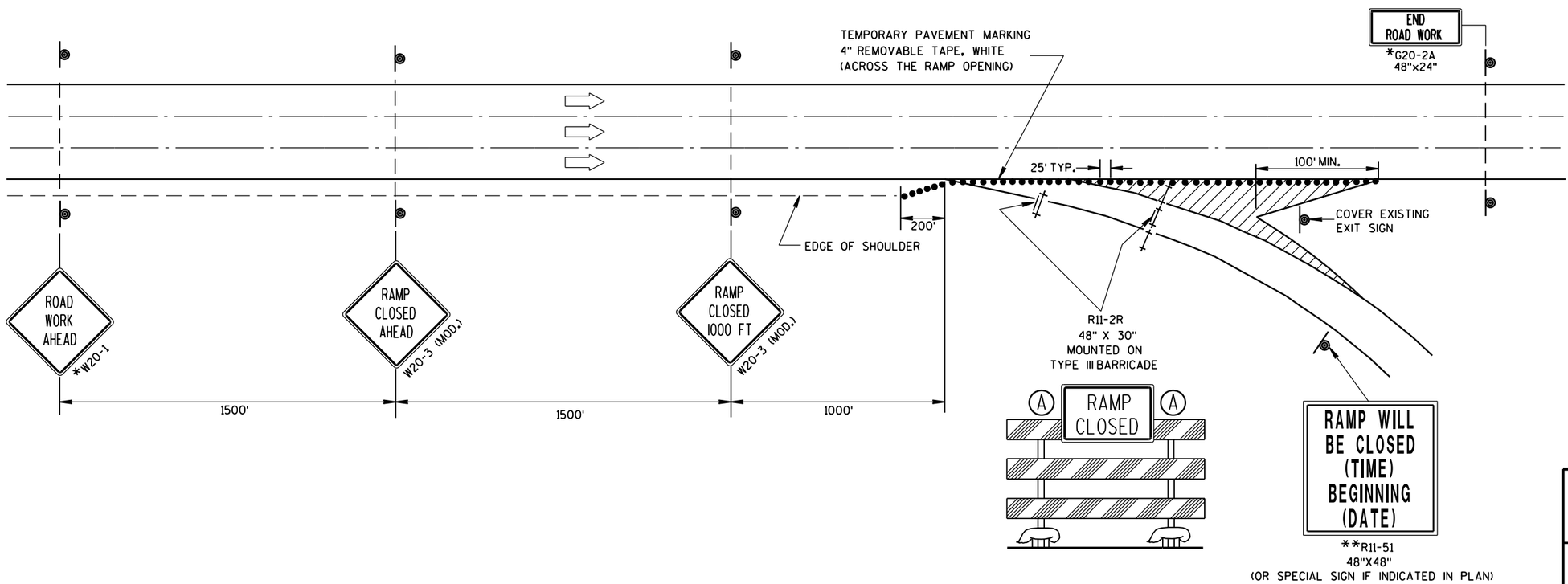
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

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

** PLACE "RAMP WILL BE CLOSED" SIGN 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



TRAFFIC CONTROL,
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE

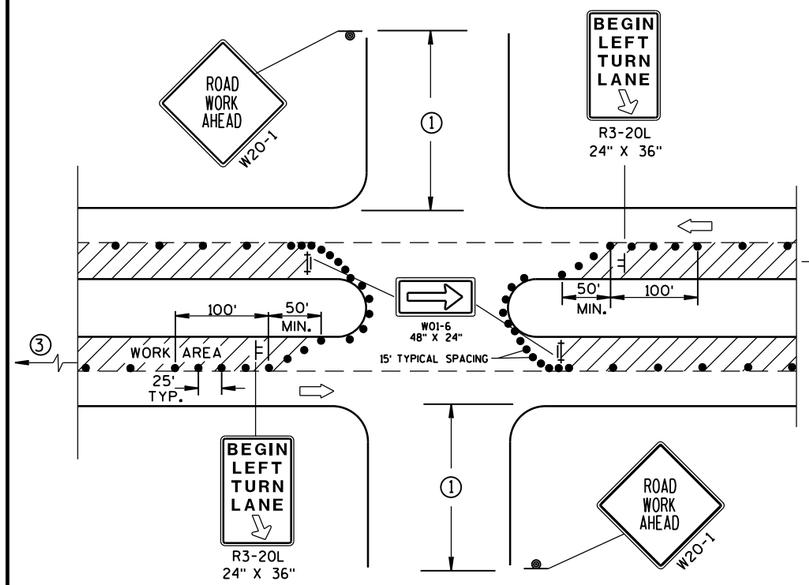
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

DESIGN

FHWA

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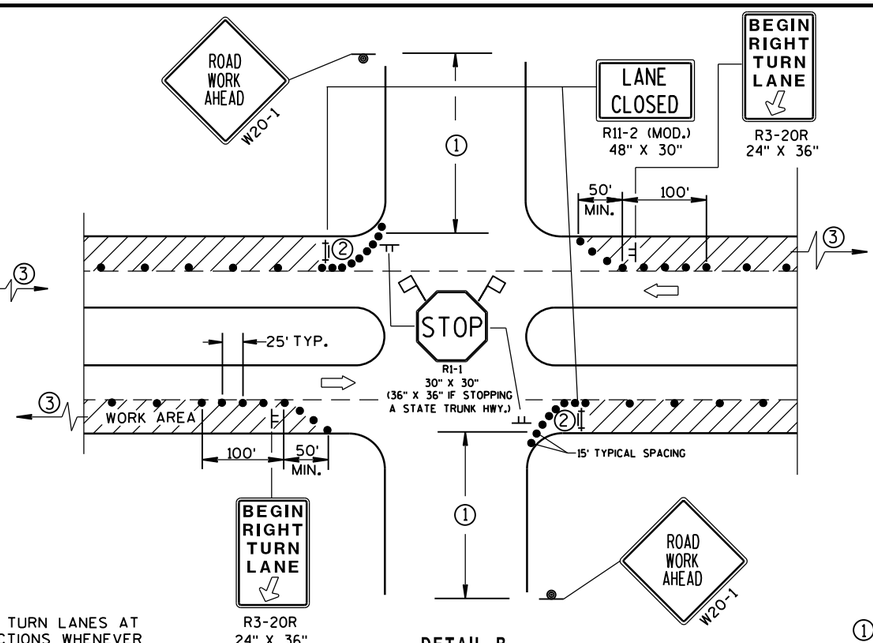
S.D.D. 15 D 16-2



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

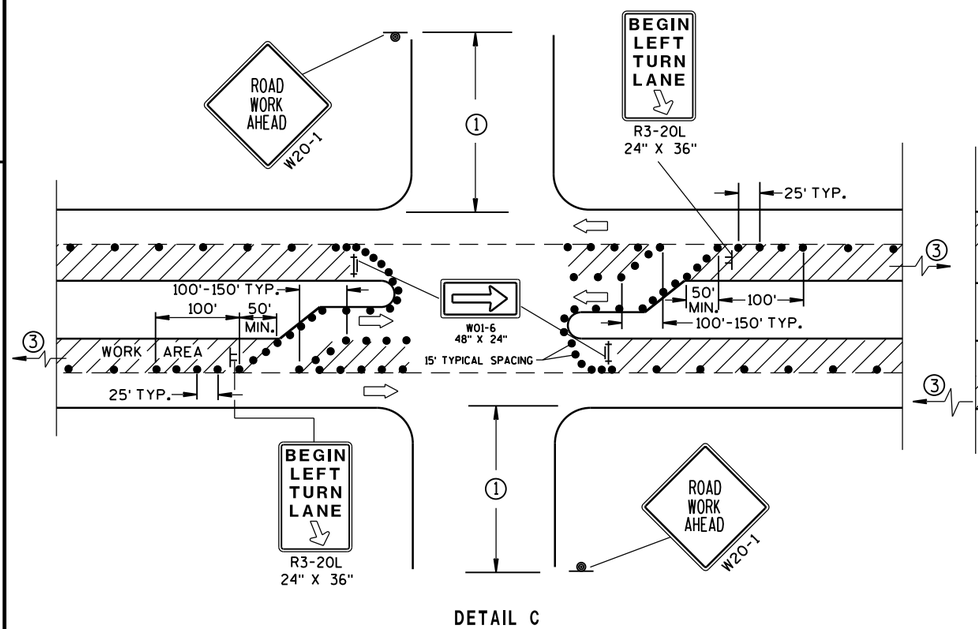
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

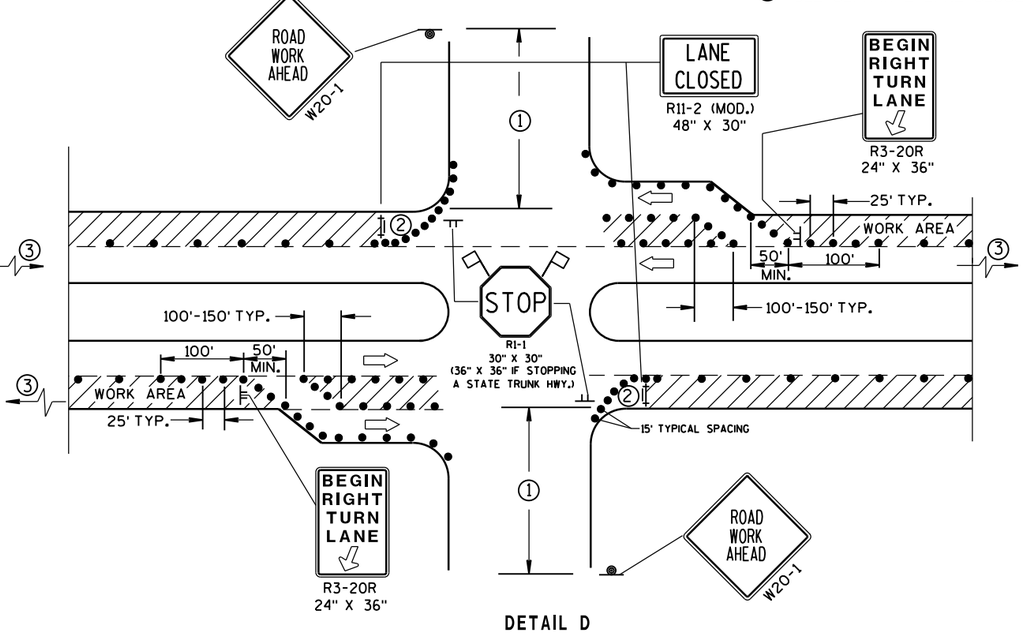
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 21-3

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

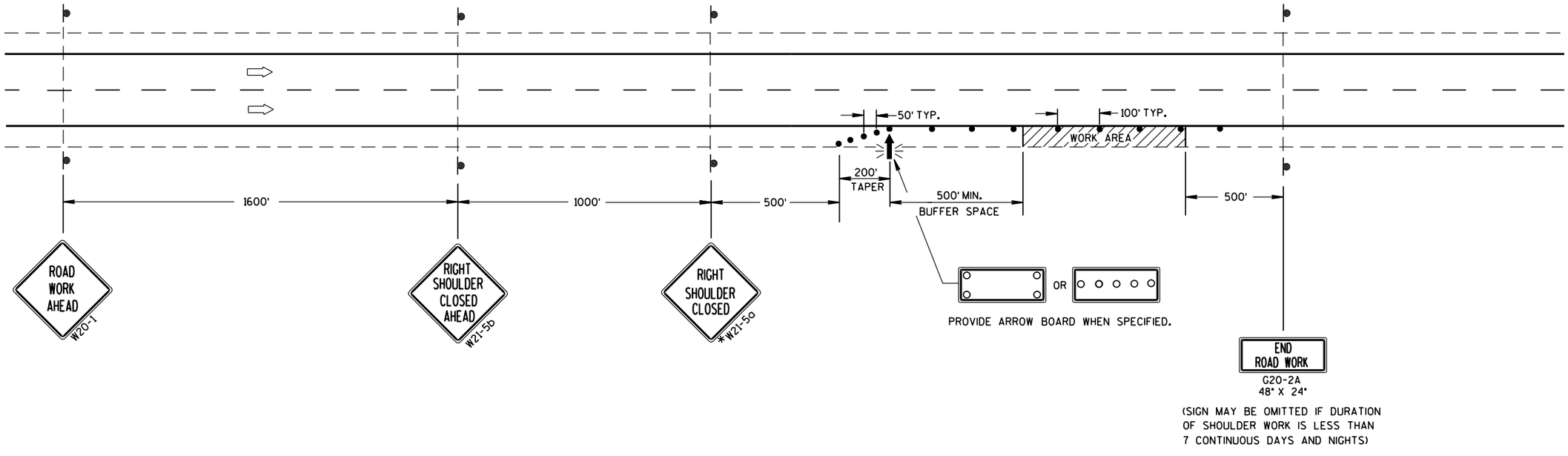
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 D 27-2

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

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

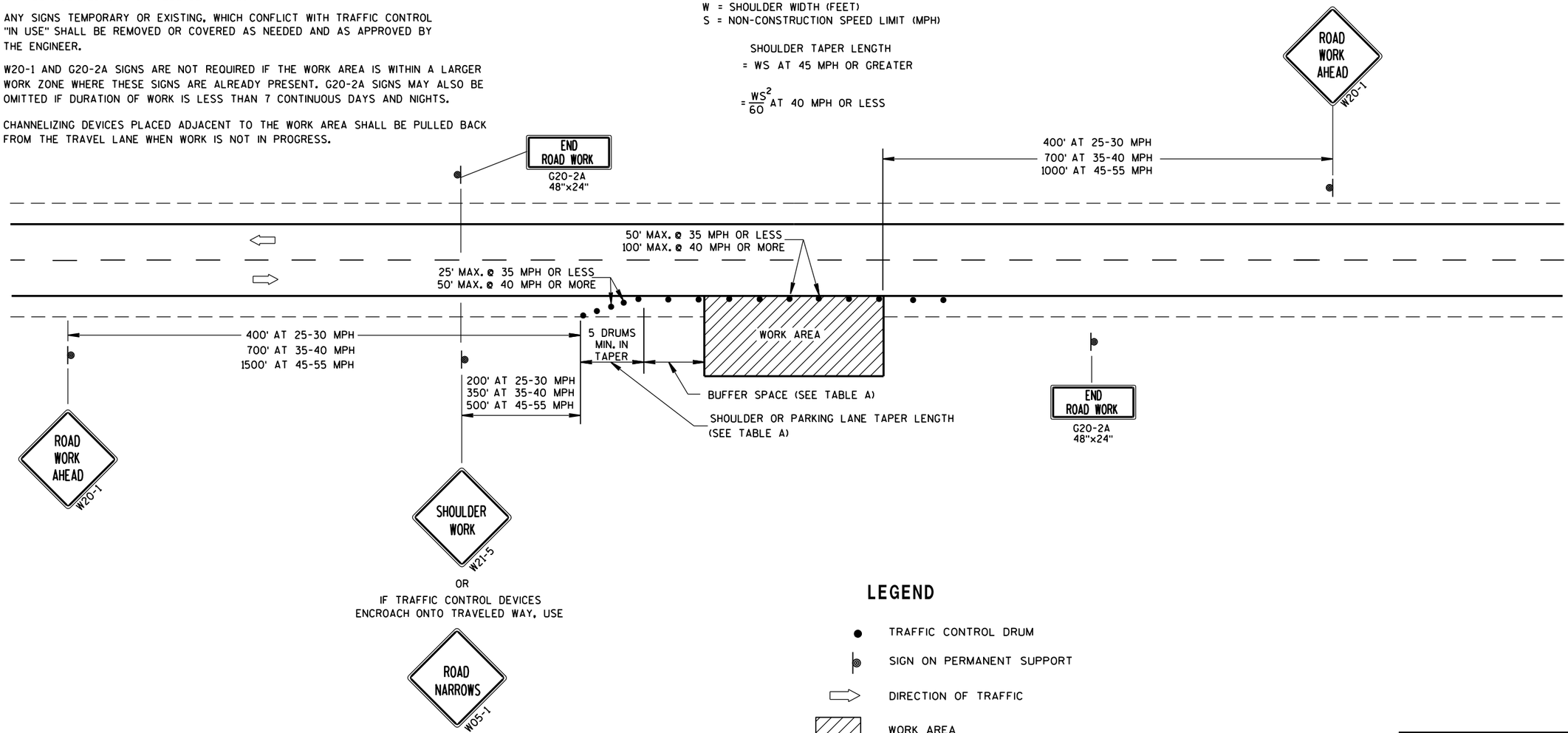
TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

$= \frac{WS^2}{60}$ AT 40 MPH OR LESS



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

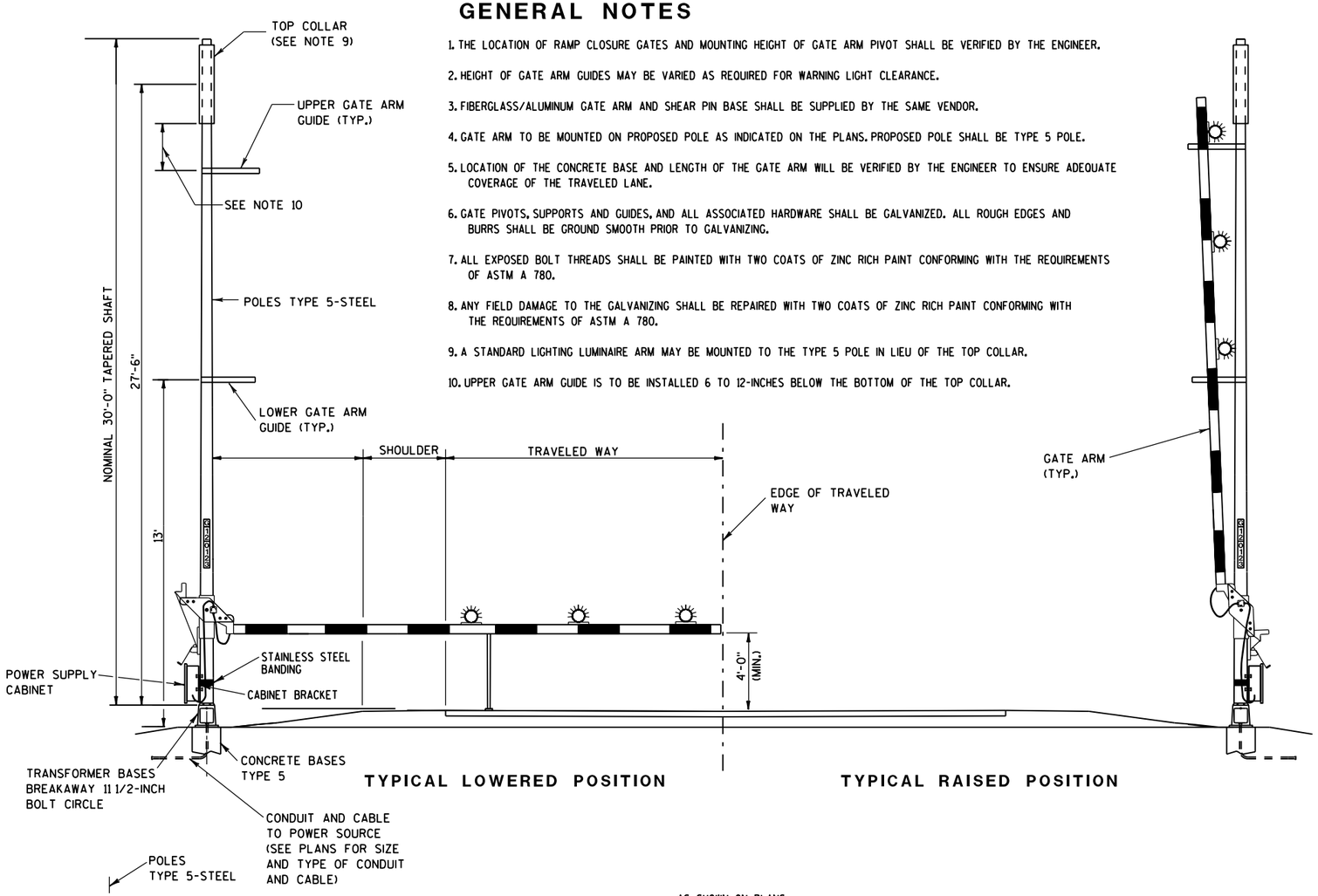
FHWA

6

S.D.D. 15 D 28-2

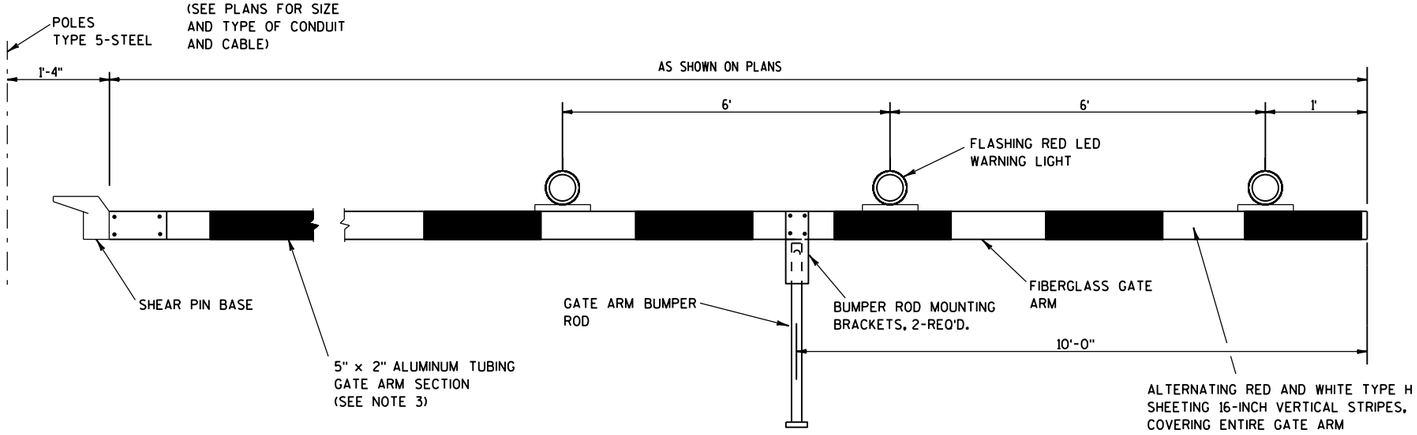
GENERAL NOTES

1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.

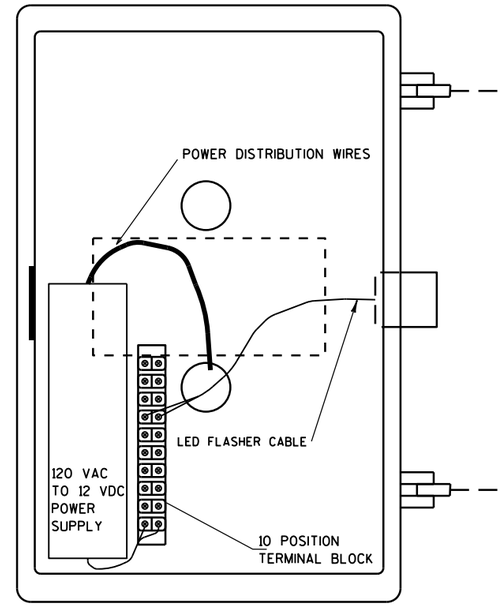


TYPICAL LOWERED POSITION

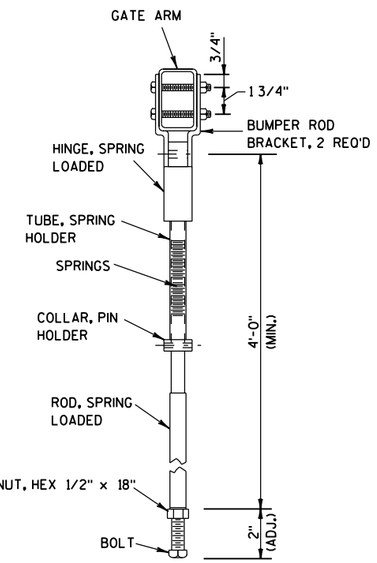
TYPICAL RAISED POSITION



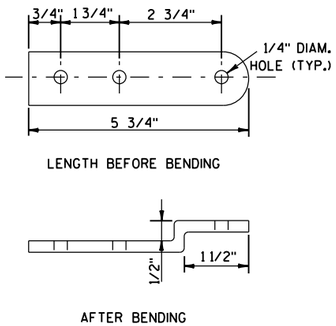
GATE DETAIL
(HARDWIRE POWER OPTION)



POWER SUPPLY CABINET



GATE ARM BUMPER ROD DETAIL



BUMPER ROD MOUNTING
BRACKET DETAIL

RAMP GATE
HARD WIRED

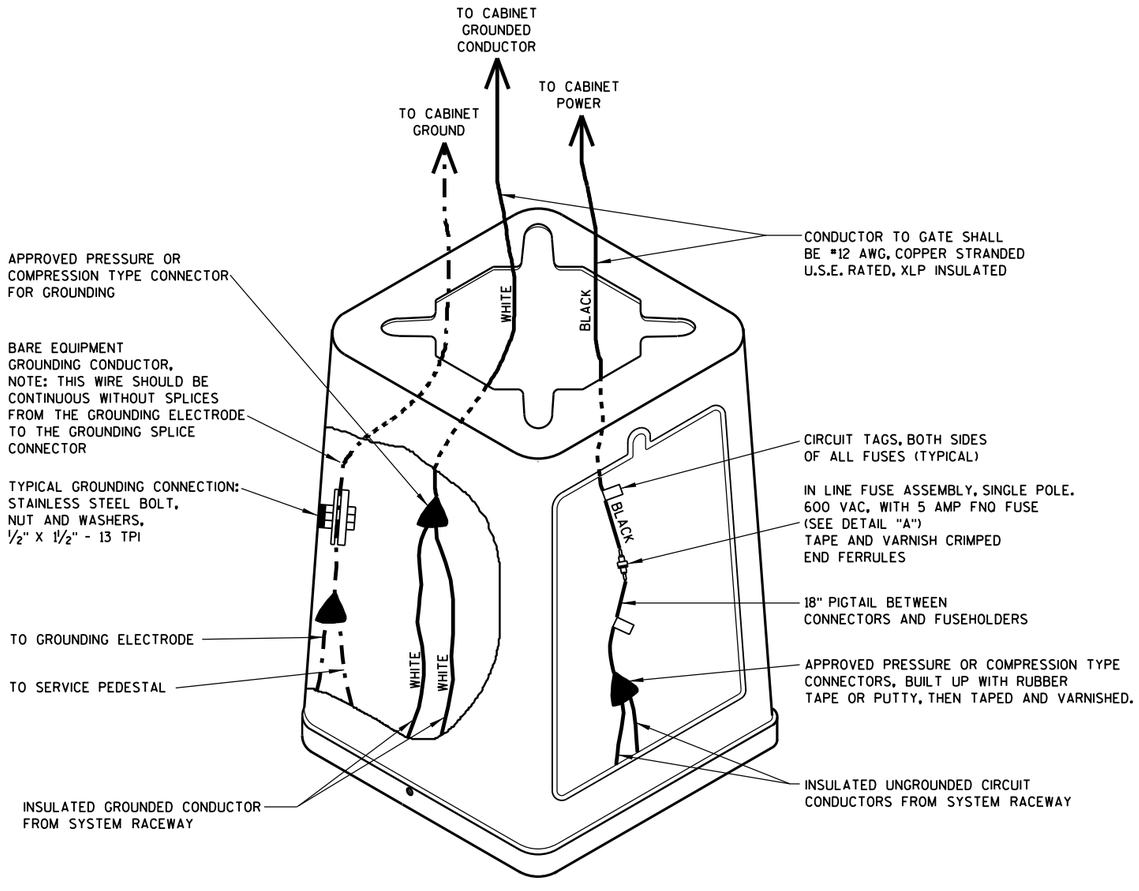
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

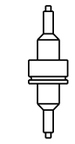
6

S.D.D. 15 D 35-1a

6

S.D.D. 15 D 35-1a





DETAIL "A"
SINGLE POLE

6

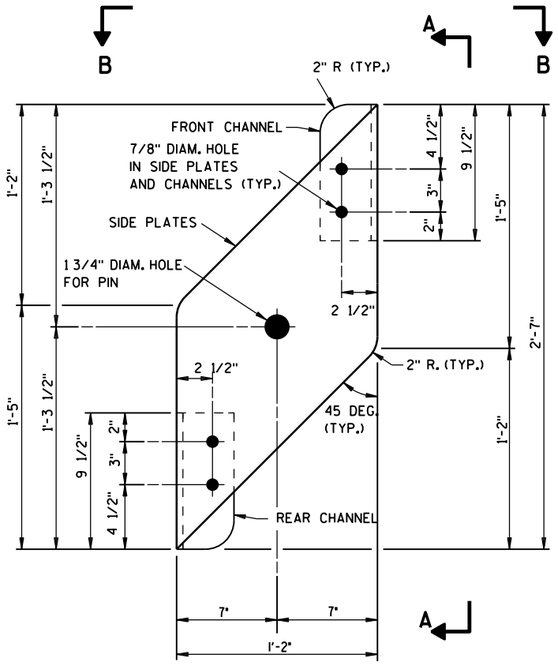
S.D.D. 15 D 35-1b

RAMP GATE
HARD WIRED

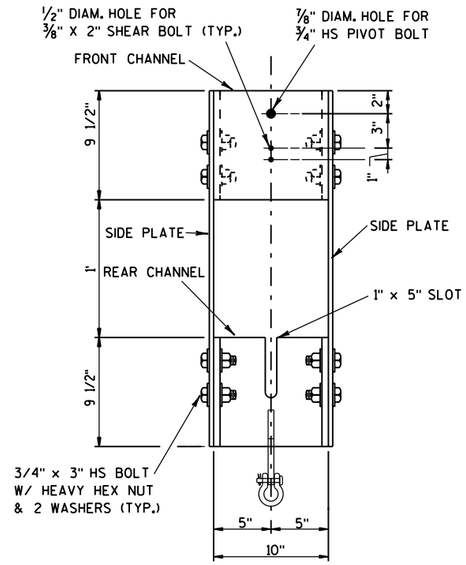
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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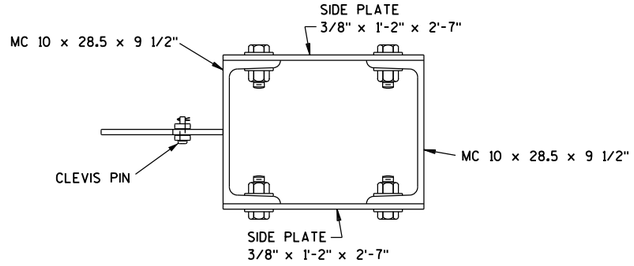
S.D.D. 15 D 35-1b



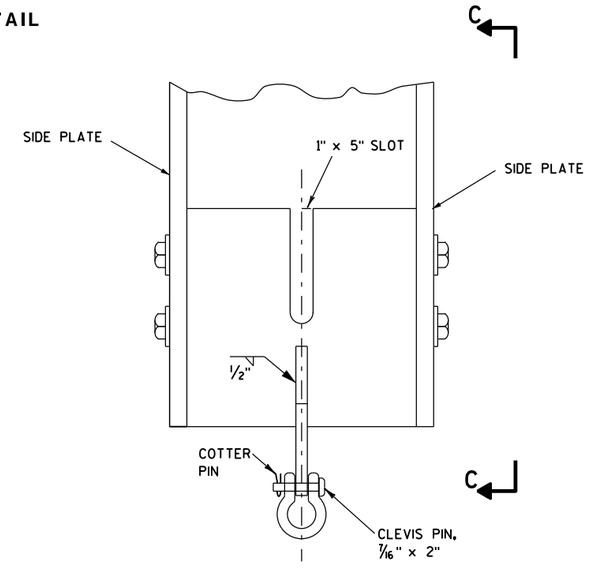
SIDE PLATE DETAIL



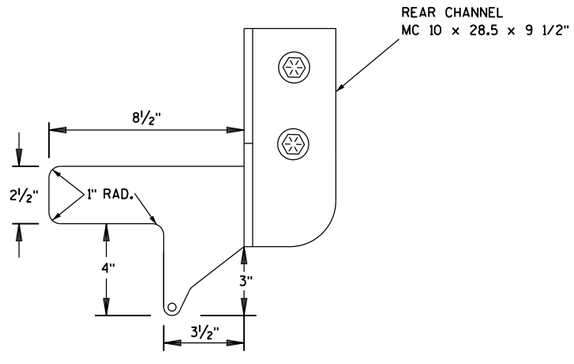
SECTION A-A



SECTION B-B



YOKE ASSEMBLY DETAIL



SECTION C-C

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 15 D 35-1c

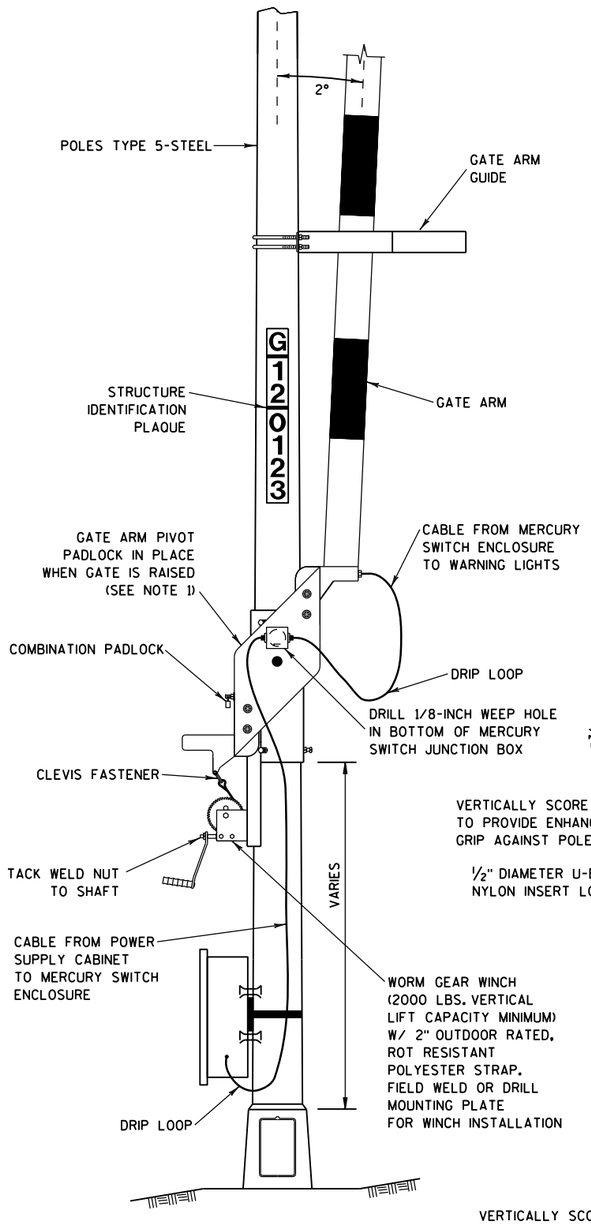
GENERAL NOTES

1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL AND PADLOCKED IN PLACE.

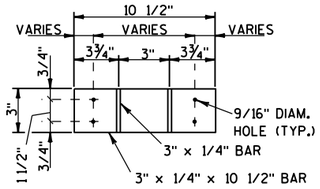
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL AND PADLOCKED INTO PLACE.

3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.

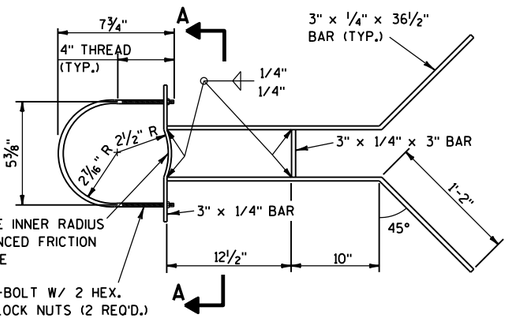
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF ½" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



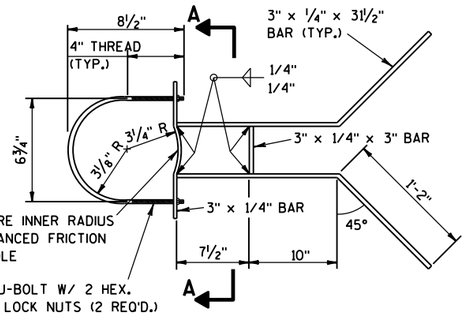
GATE PIVOT ASSEMBLY



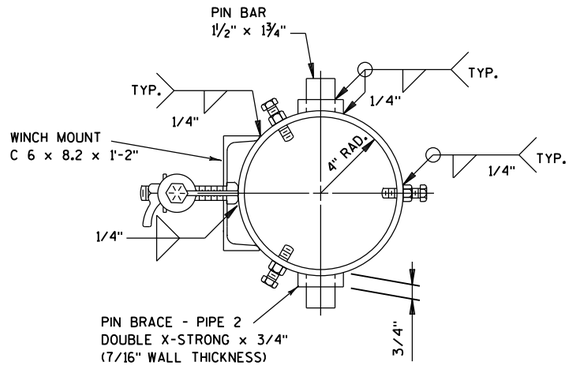
SECTION A-A
U-BOLTS NOT SHOWN



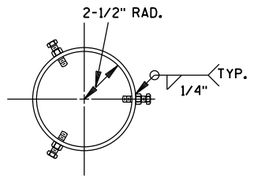
UPPER GATE ARM GUIDE DETAIL



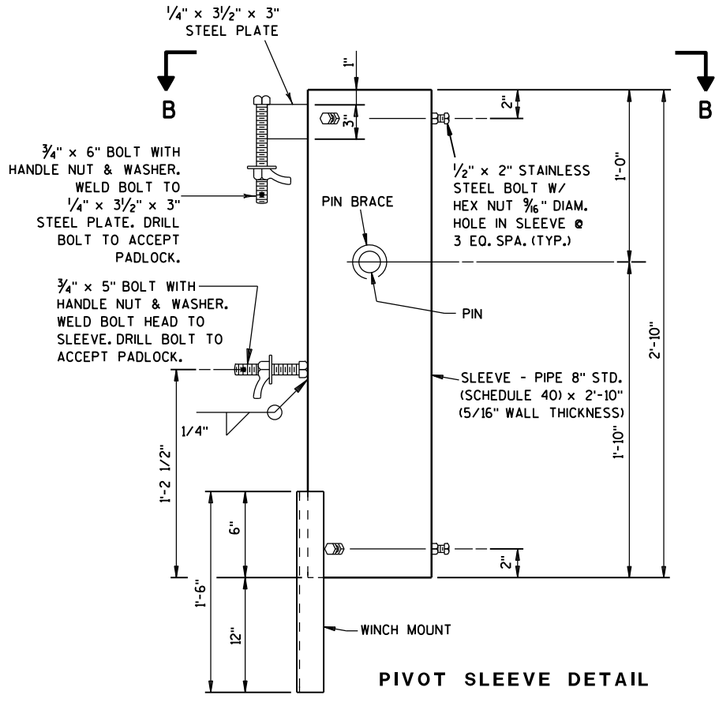
LOWER GATE ARM GUIDE DETAIL



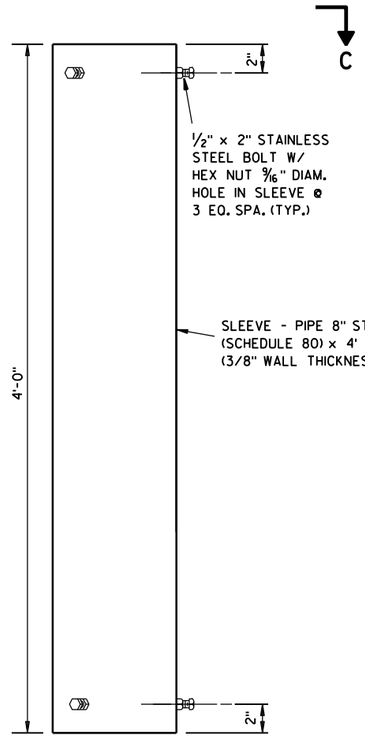
SECTION B-B



SECTION C-C



PIVOT SLEEVE DETAIL



TOP COLLAR

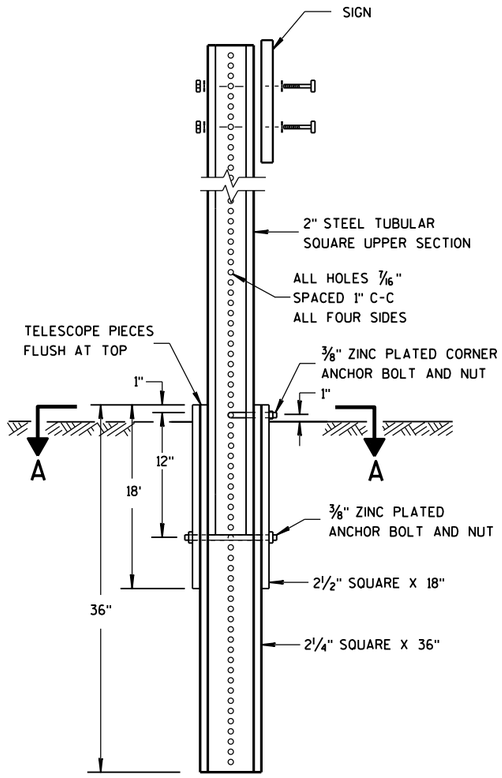
RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

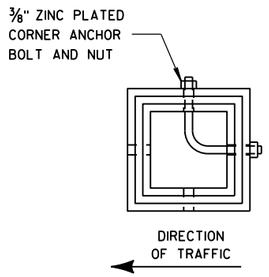
APPROVED
4-30-2013
DATE
/S/ Bill Wondrachek
STATE TRAFFIC MANAGEMENT EN
FHWA

6

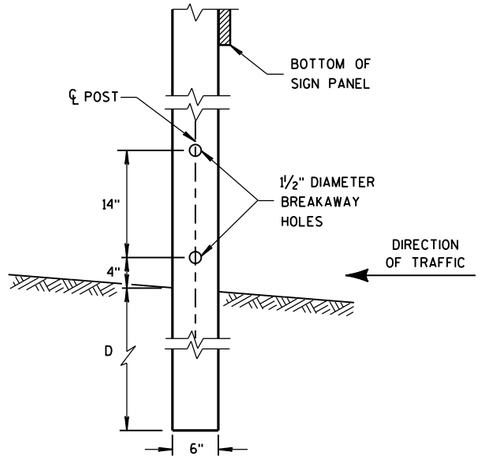
S.D.D. 15 D 35-1d



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



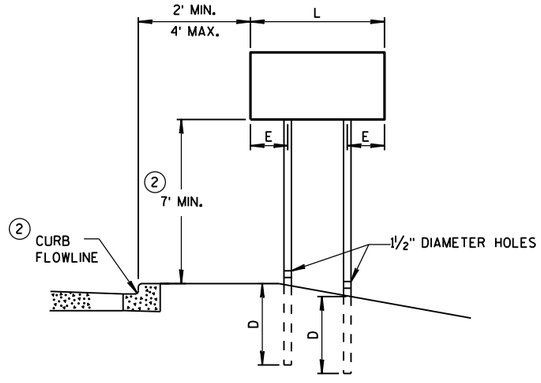
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

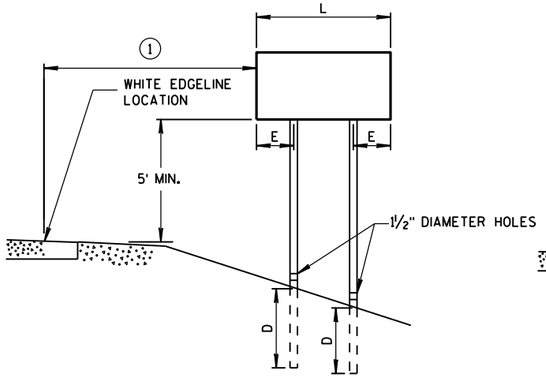
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

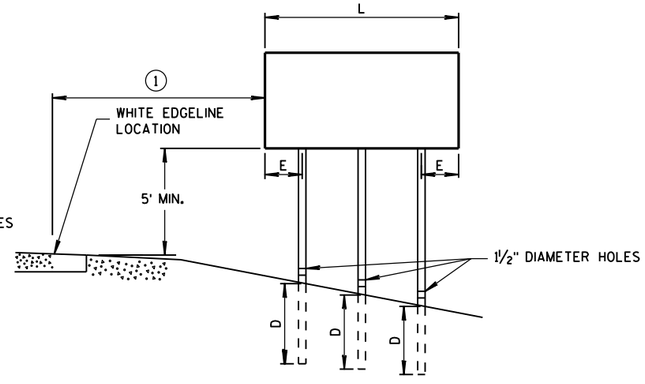
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

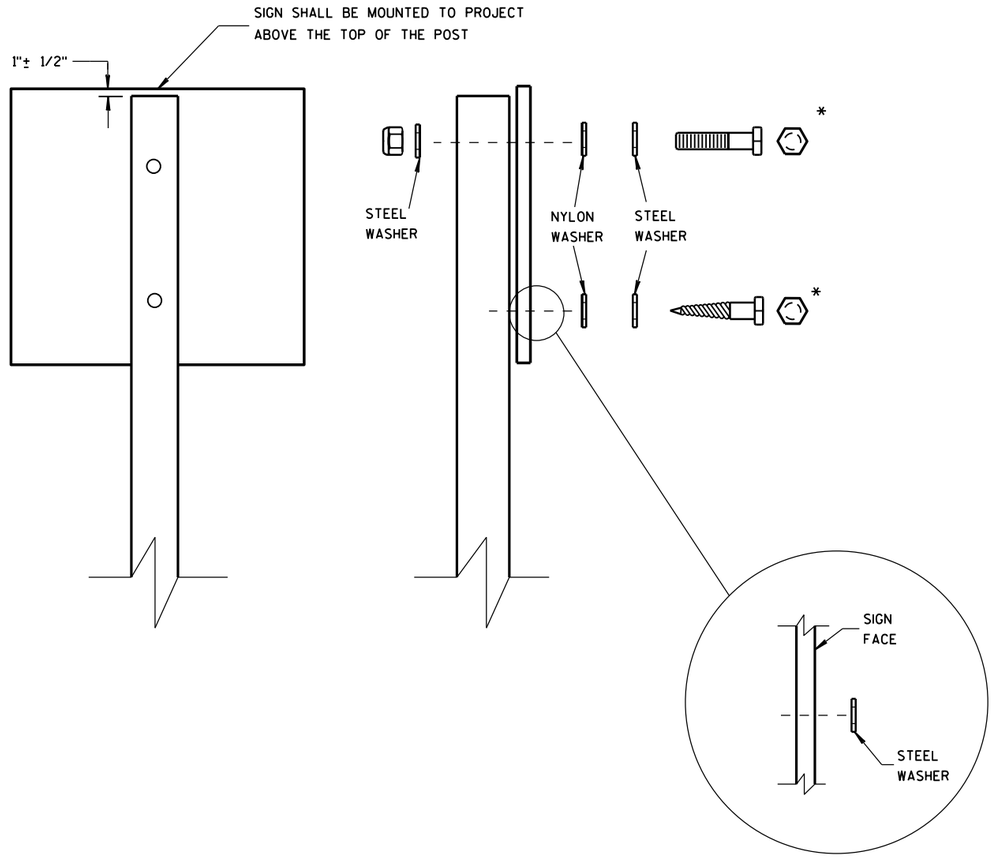
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

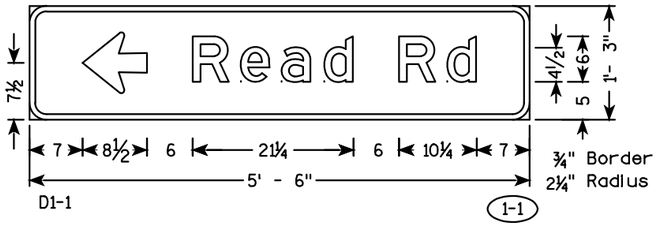
APPROVED

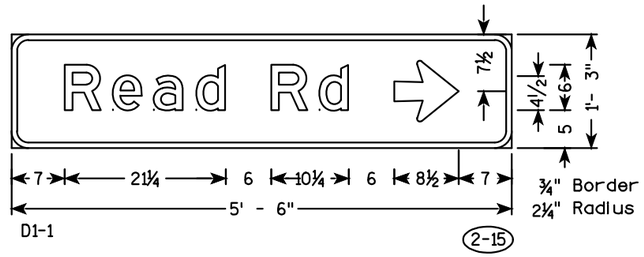
Feb. 2015
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

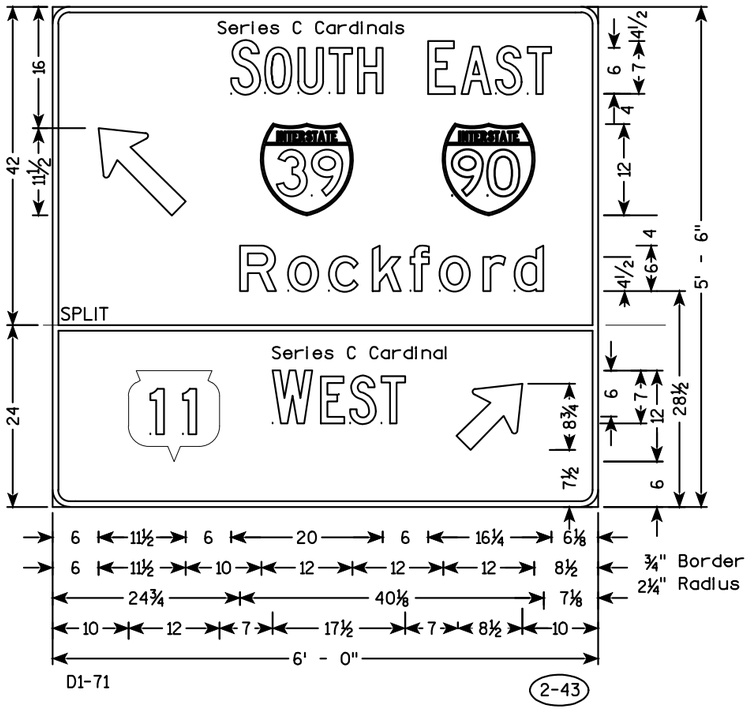
SIGN

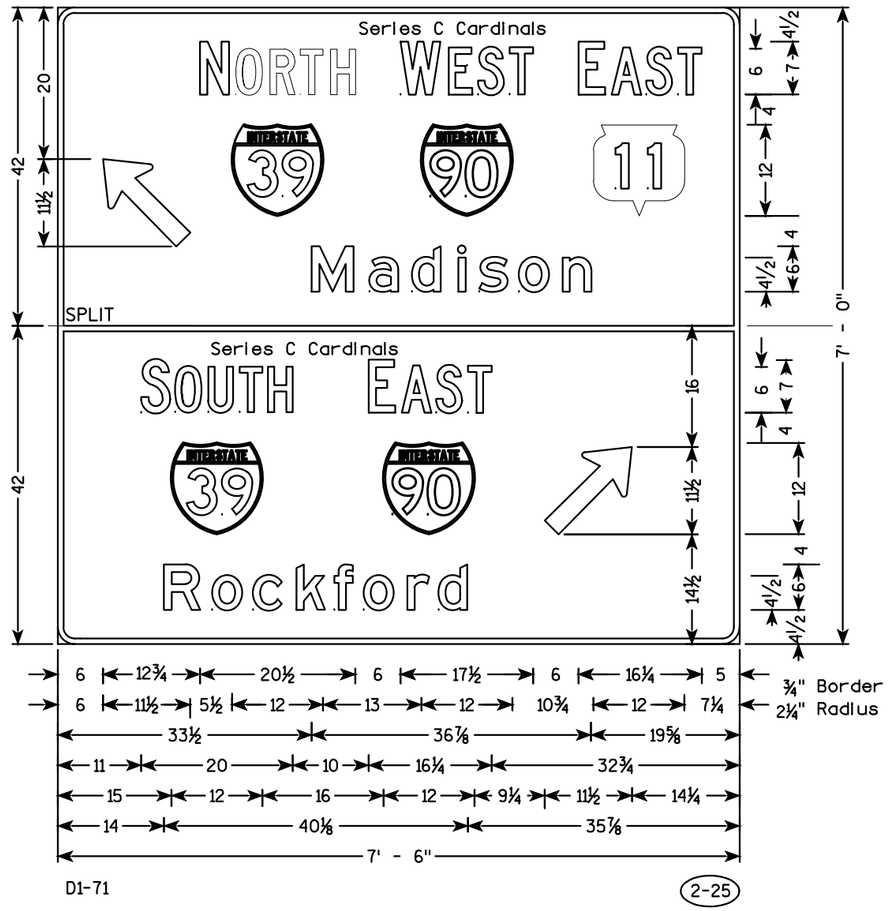




NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown

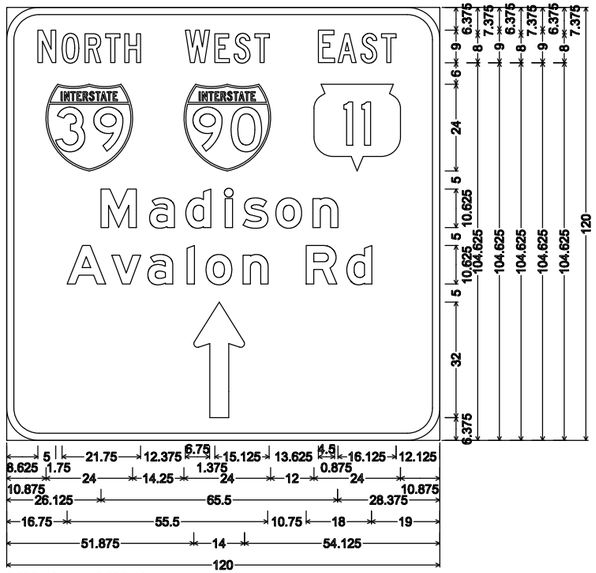




PROJECT NO:1003-10-72	HWY:IH 39	COUNTY:ROCK	PERMANENT SIGNING	SHEET 529	E

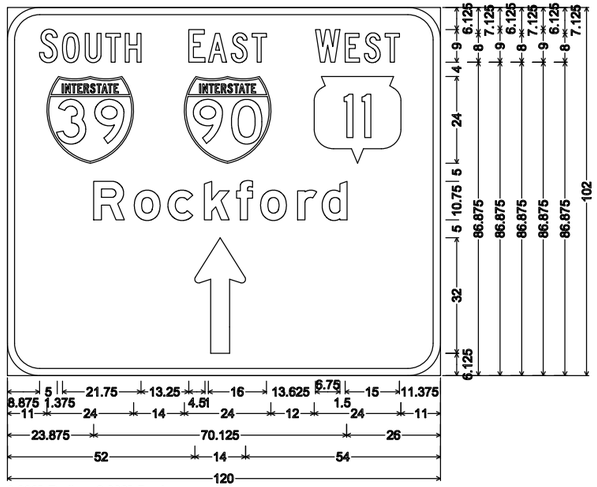
NOTES

1. All Signs are Type 1 - Type SH Reflective
2. Color:
   Background - Green except as noted
   Message - White except as noted
3. Message Series - E Modified except as Shown
4. ONLY plaque on Type F Sign Sheeting



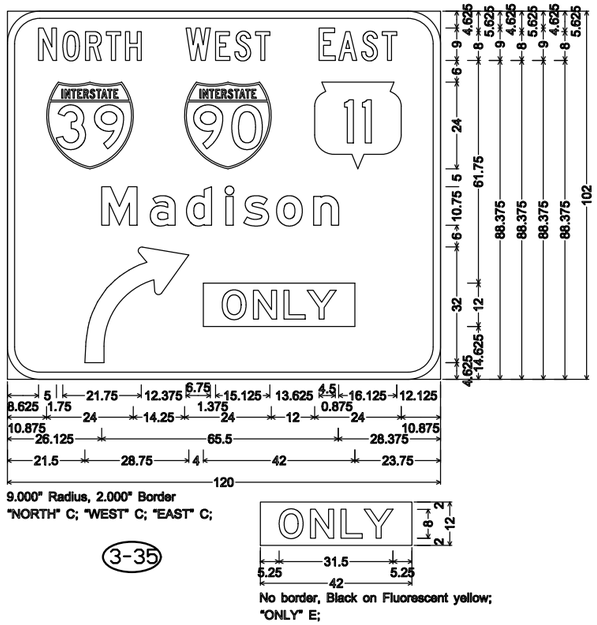
9.000" Radius, 2.000" Border
"NORTH" C; "WEST" C; "EAST" C

2-19



9.000" Radius, 2.000" Border
"SOUTH" C; "EAST" C; "WEST" C

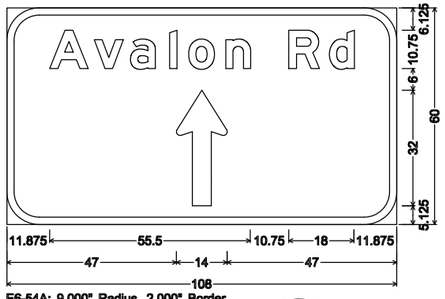
3-33



9.000" Radius, 2.000" Border
"NORTH" C; "WEST" C; "EAST" C;

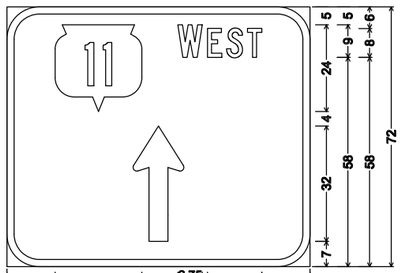
3-35

No border, Black on Fluorescent yellow;
"ONLY" E;



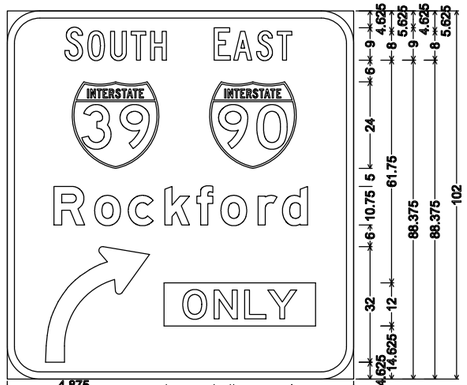
E6-54A; 9.000" Radius, 2.000" Border

2-18



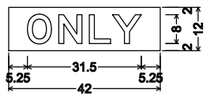
E6-54A; 9.000" Radius, 2.000" Border

3-34

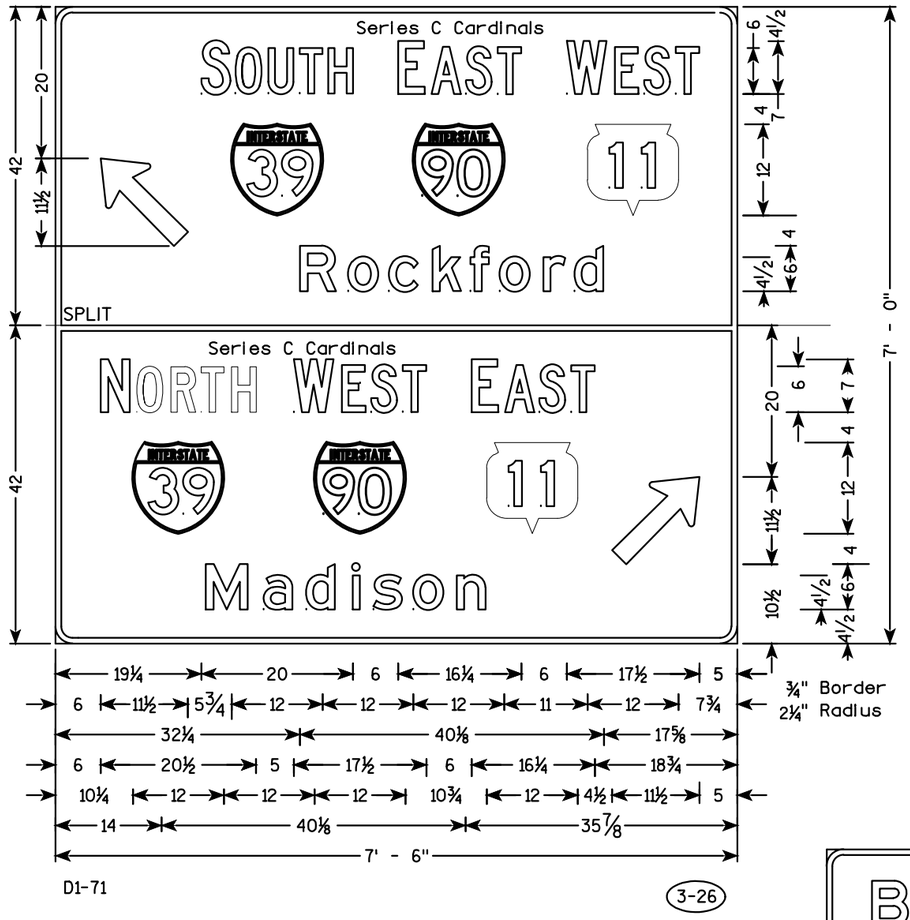


9.000" Radius, 2.000" Border
"SOUTH" C; "EAST" C

2-17



No border, Black on Fluorescent yellow;
"ONLY" E;

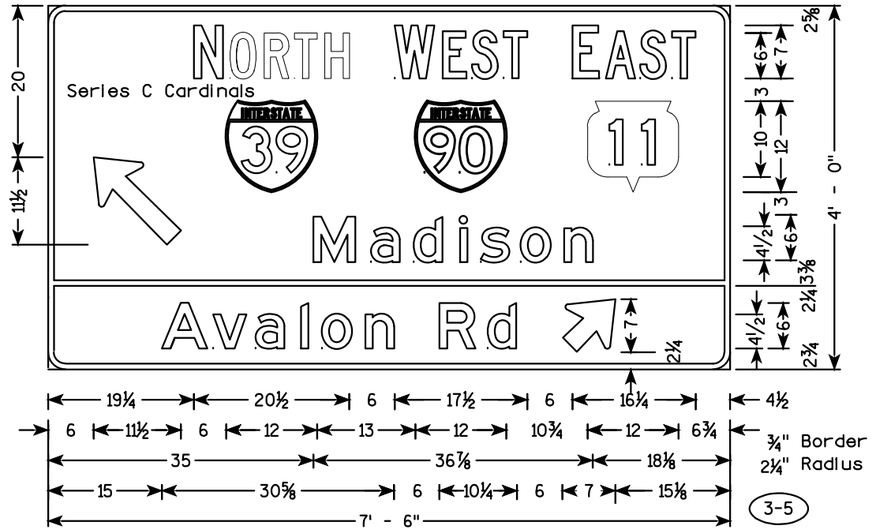


D1-71

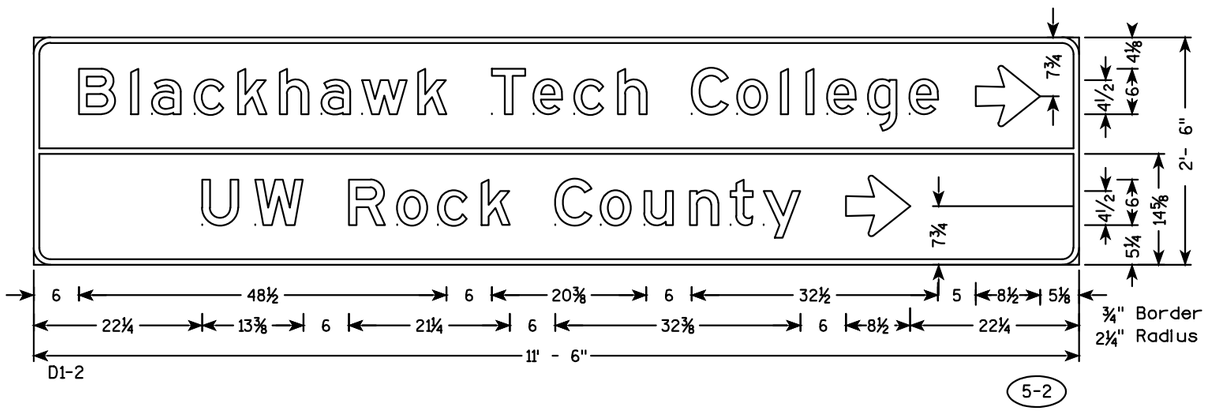
3-26

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown



3-5

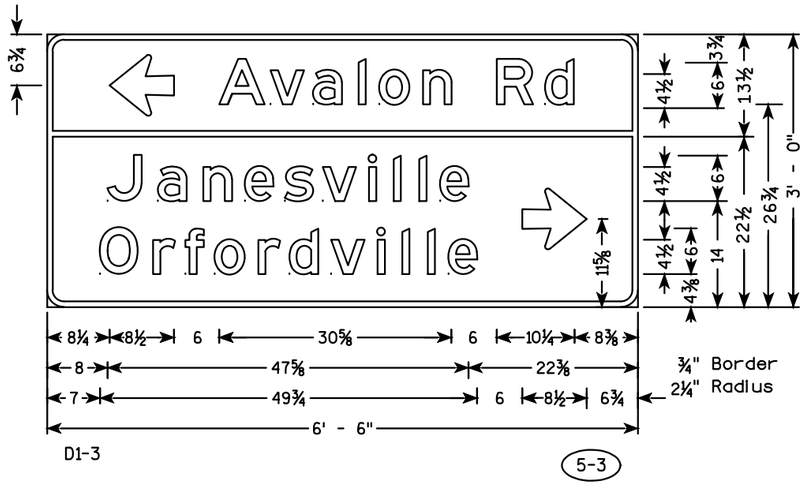


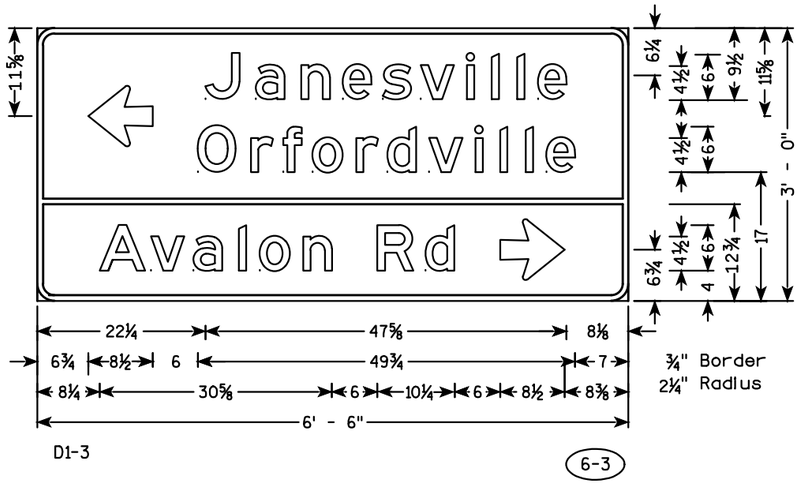
D1-2

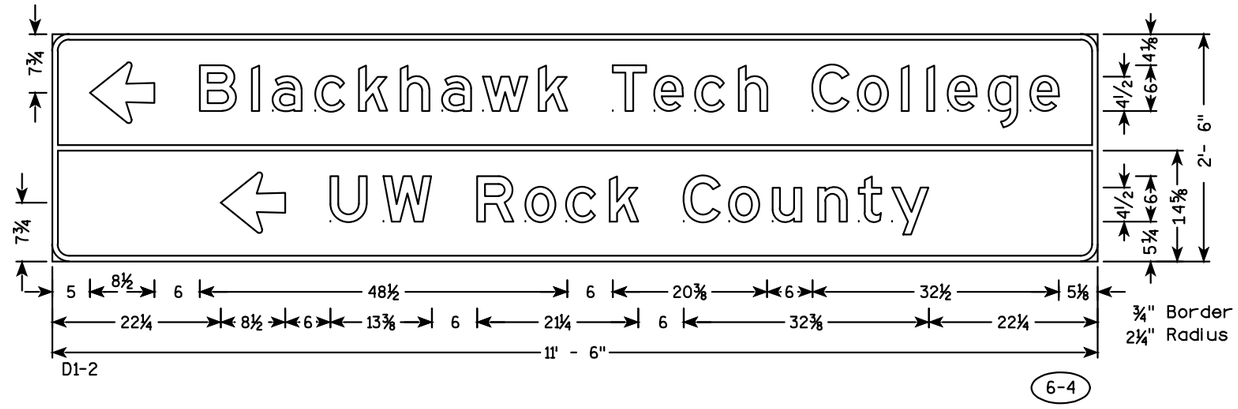
5-2

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E







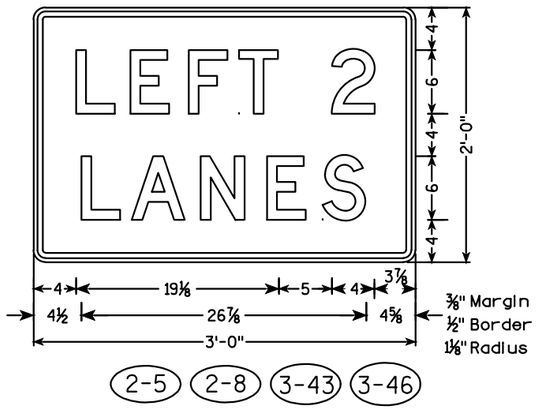
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7

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PERMANENT SIGNING	SHEET 532	E

NOTES

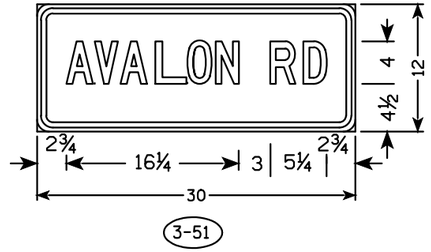
1. Sign Is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - D



2-5 2-8 3-43 3-46

NOTES

1. Sign Is Type II- Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C



3-51

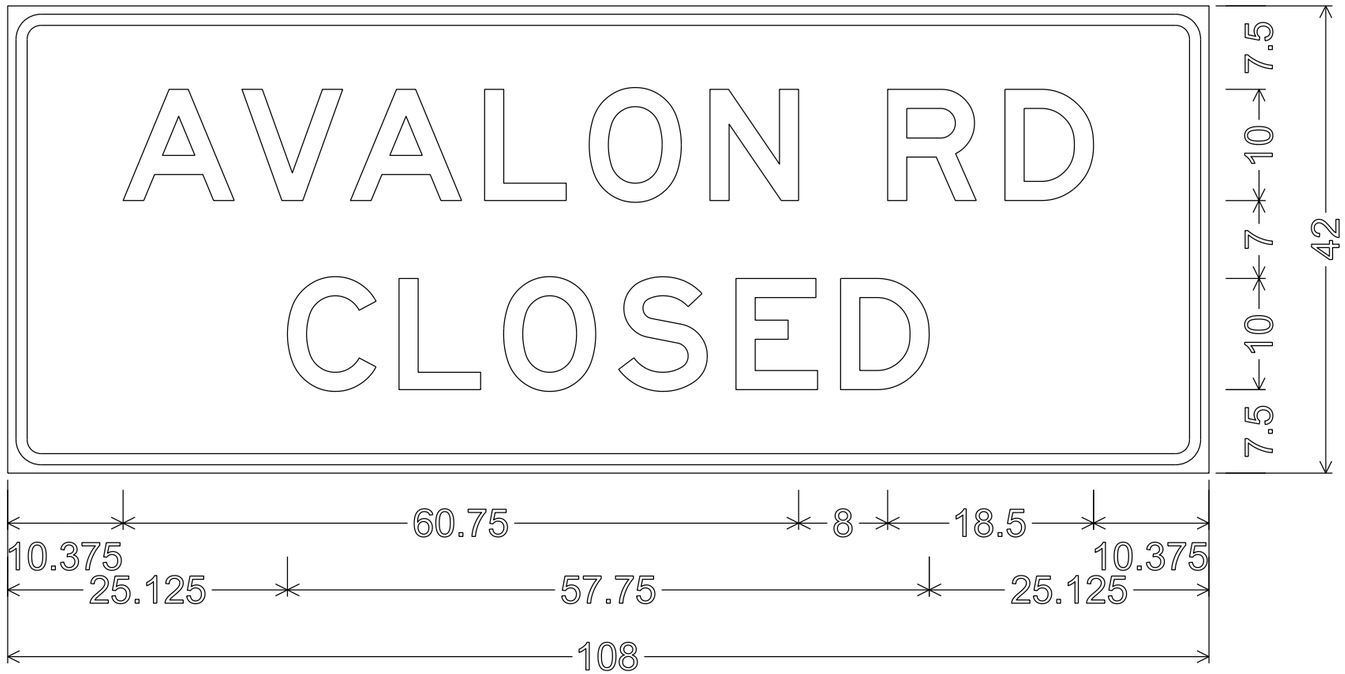
7

7

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PERMANENT SIGNING	SHEET 533	E

NOTES

1. Sign Is Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - E



3.000" Radius, 1.000" Border, 0.750" Indent

7

7

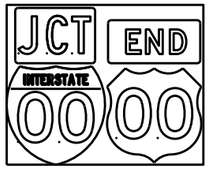
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_d1\1532A514.DGN PLOT DATE : 30-MAR-2015 18:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 13.620893:1.000000 WISDOT/CADDS SHEET 42

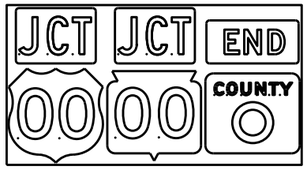
TYPICAL ASSEMBLIES



J1-1



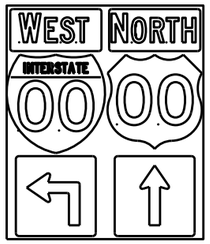
J1-2



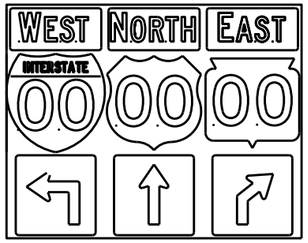
J1-3



J2-1



J2-2

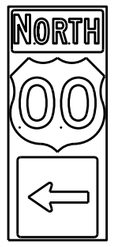


J2-3

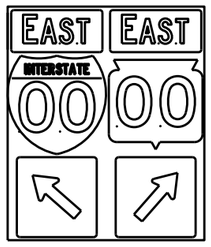


JV

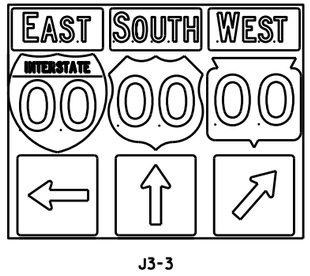
(Typical Vertical J-Assembly
See Note 10 and 11)



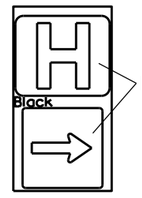
J3-1



J3-2



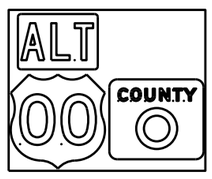
J3-3



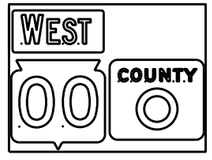
JH-1



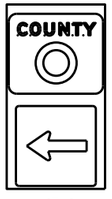
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

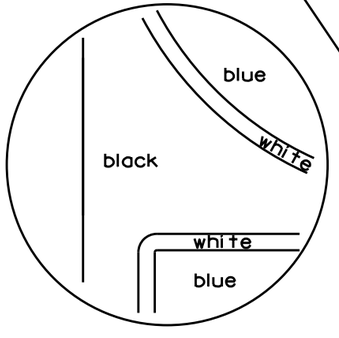


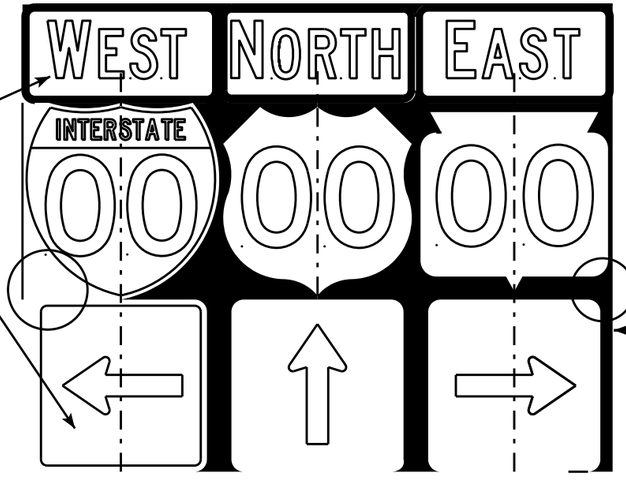
J23-1

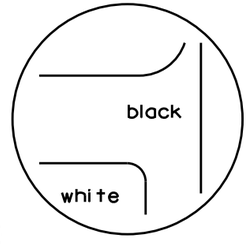


J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

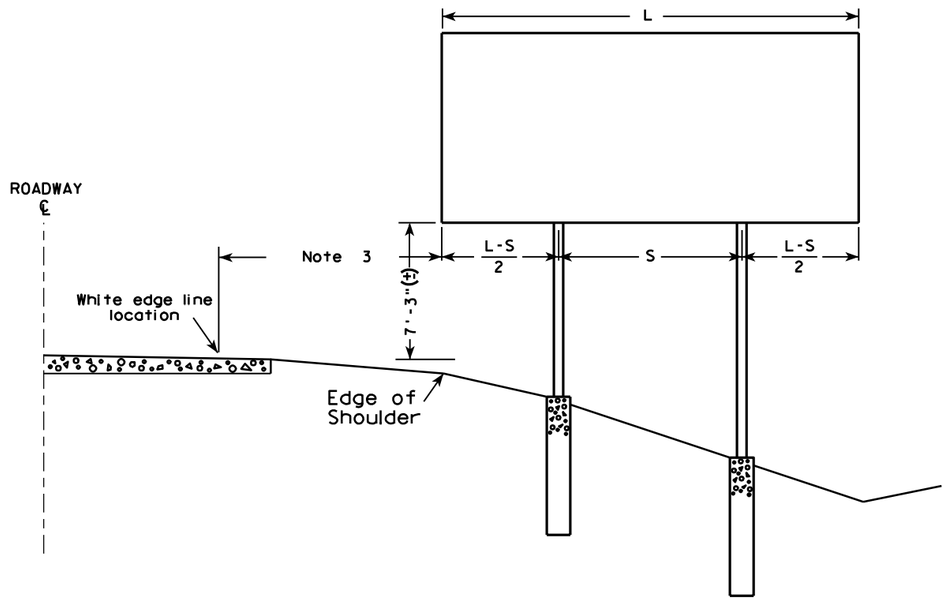
APPROVED Matthew R Rauch
for State Traffic Engineer

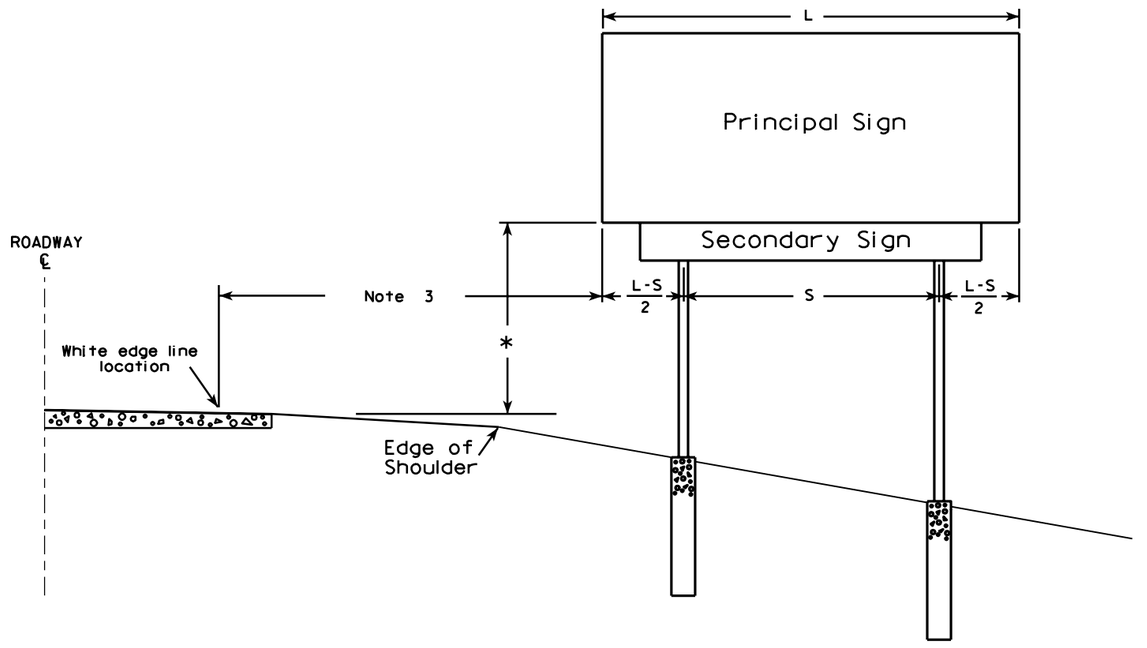
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

TYPICAL INSTALLATION
OF TYPE I SIGNS

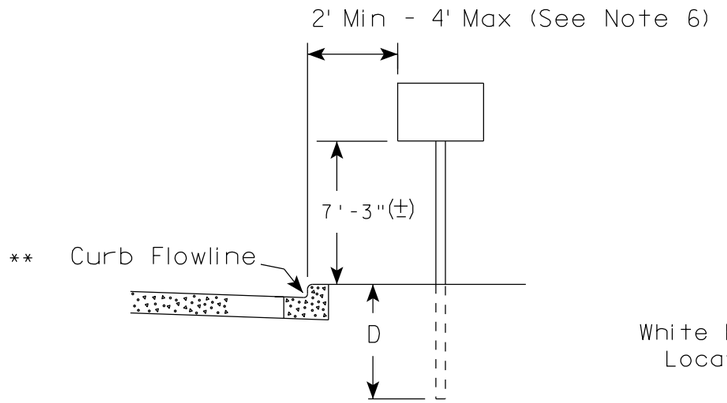
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

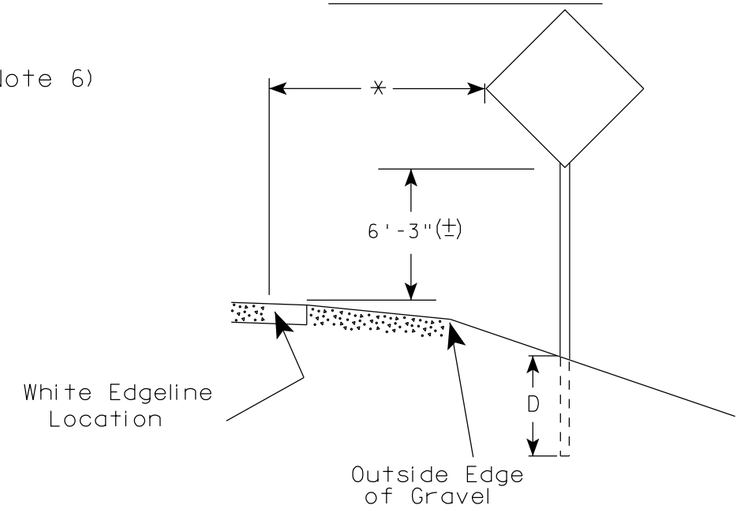
DATE 4/02/08 PLATE NO. A4-1.9

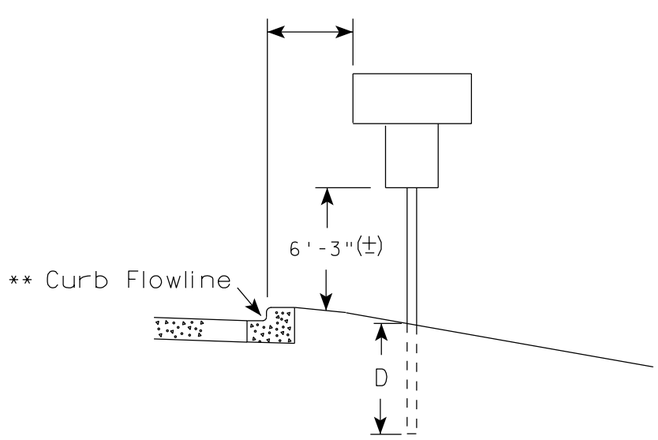
PROJECT NO:				SHEET NO: 536	E

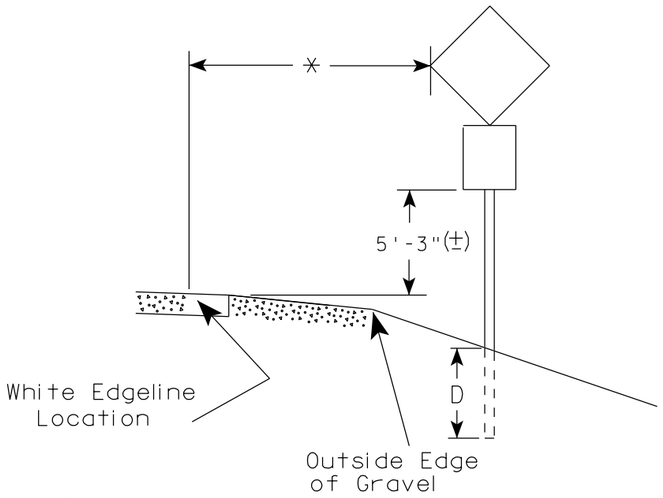
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

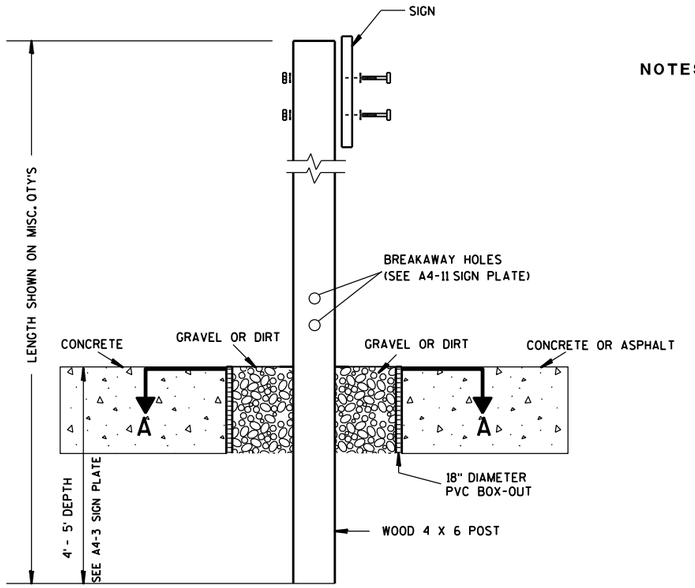
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

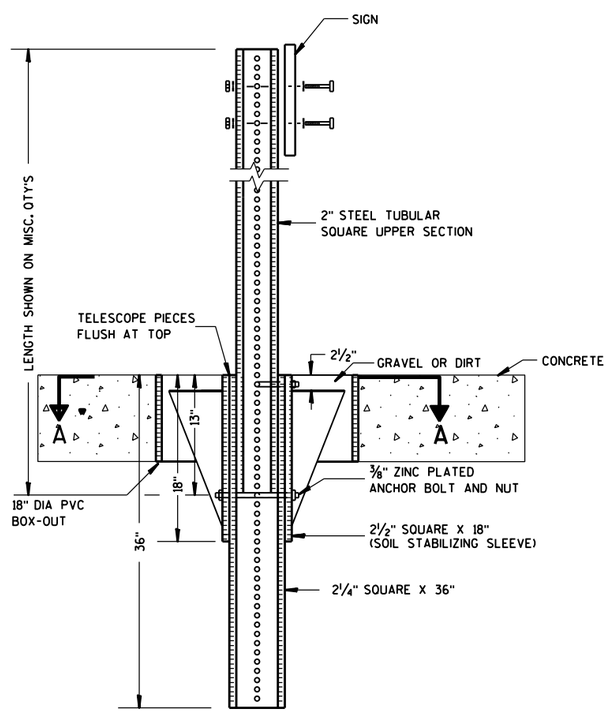
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

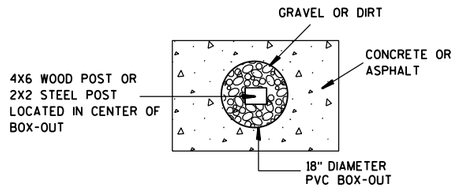
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

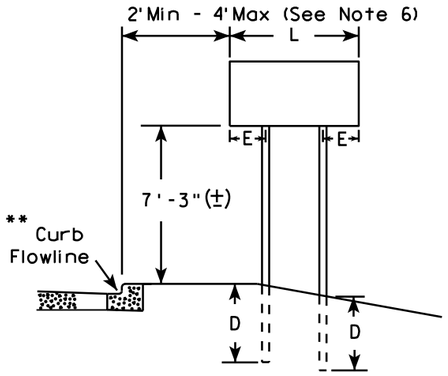
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

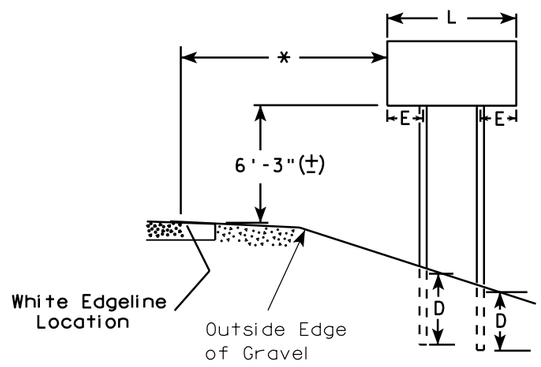
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

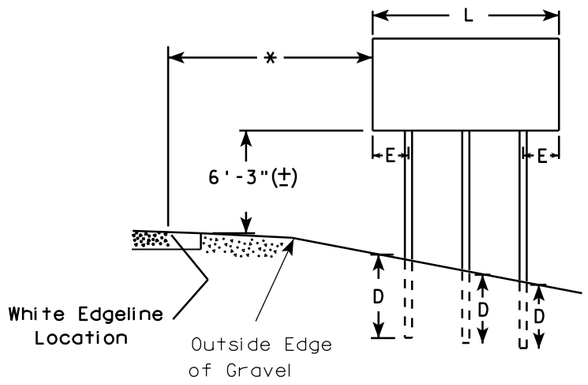
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

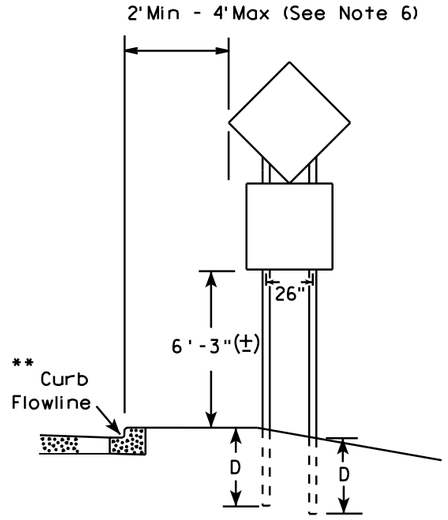
URBAN AREA



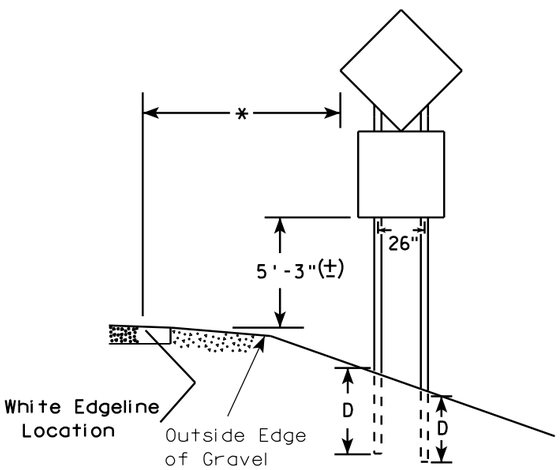
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

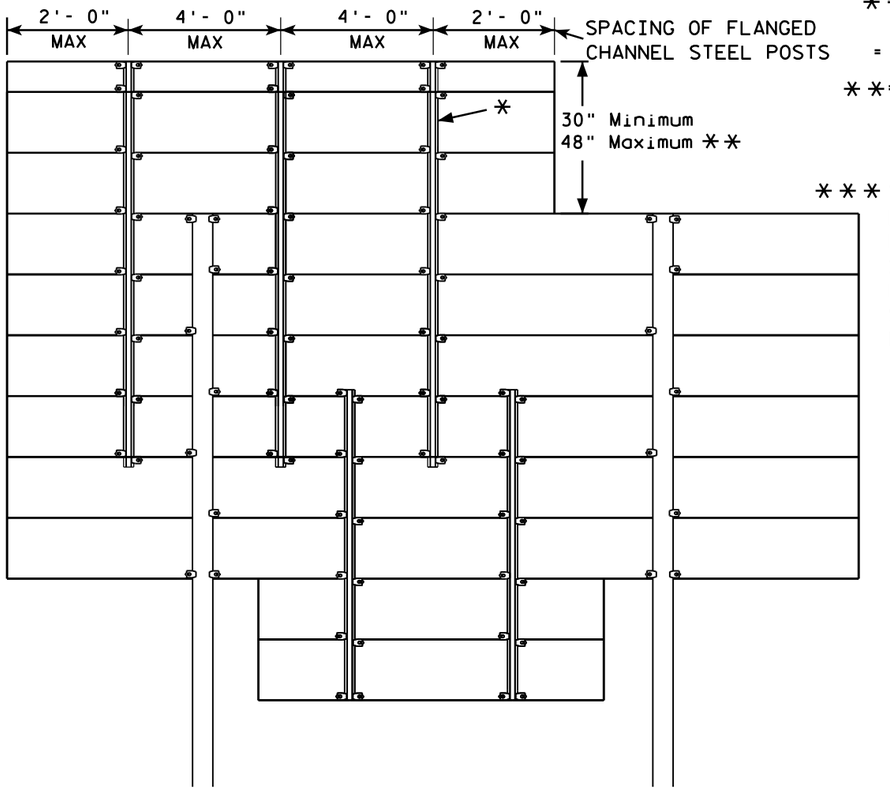
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 12-NOV-2014 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42

GROUND MOUNTED SIGN

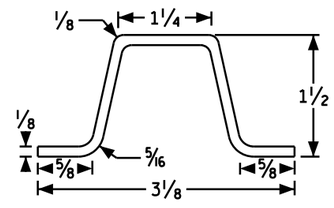


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

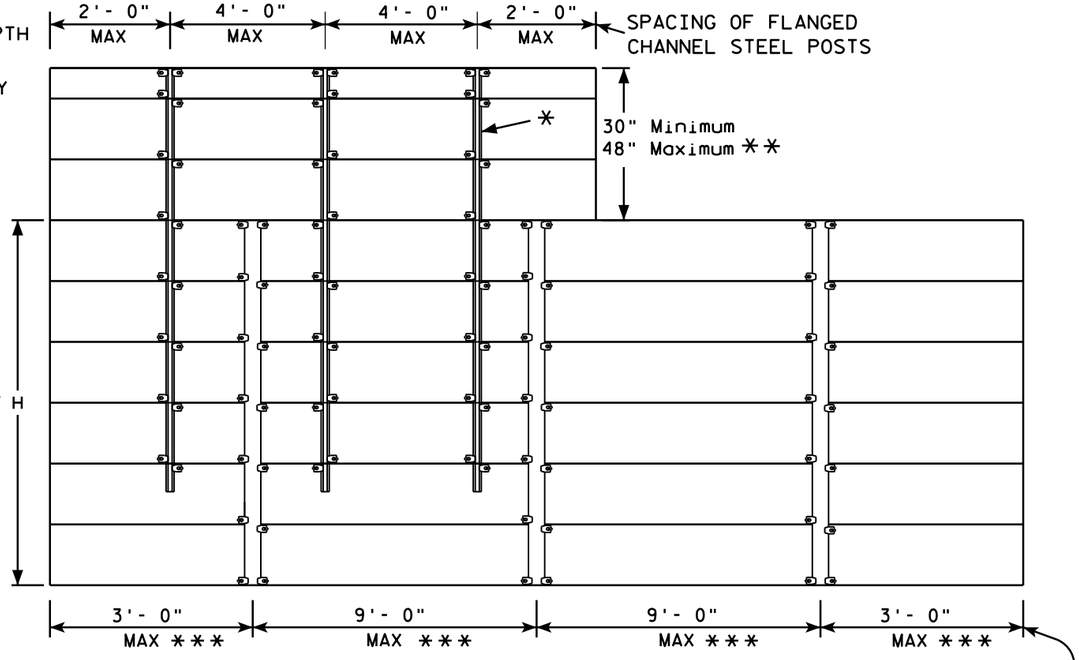
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

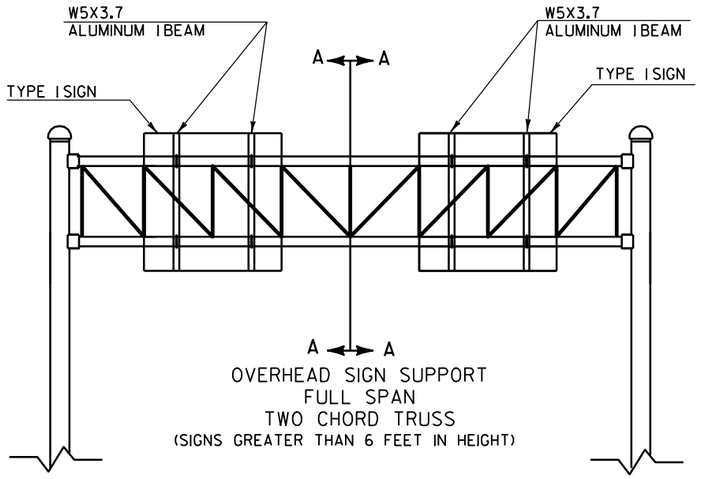
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

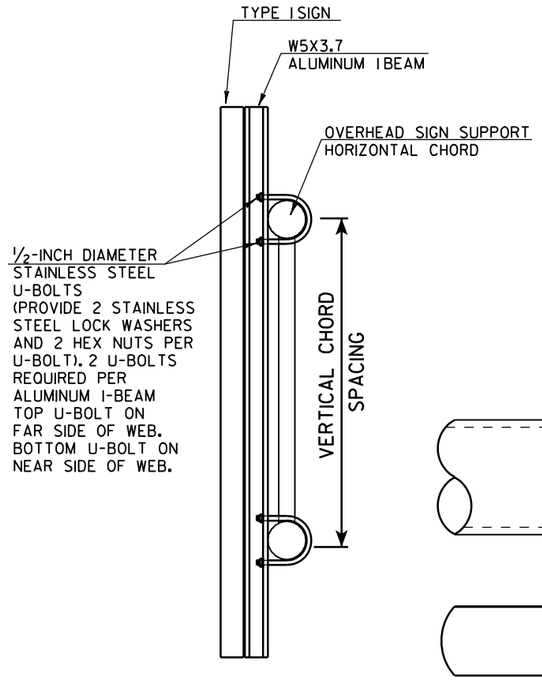
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 540 A4-6.12

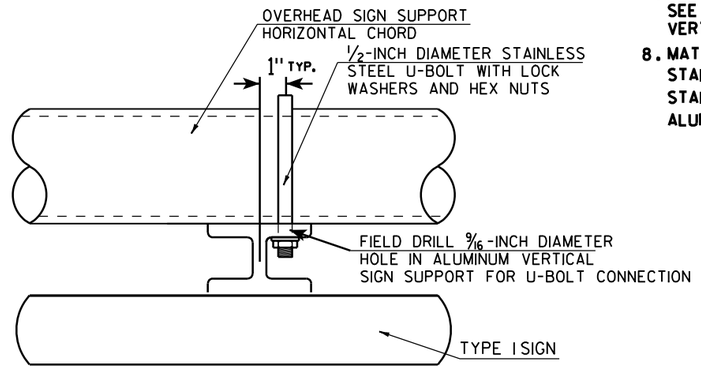
PROJECT NO: | SHEET NO: E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



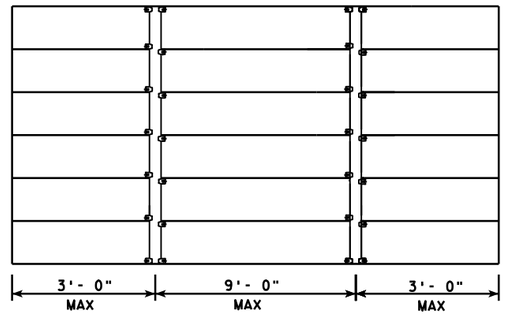
CUT SECTION A-A



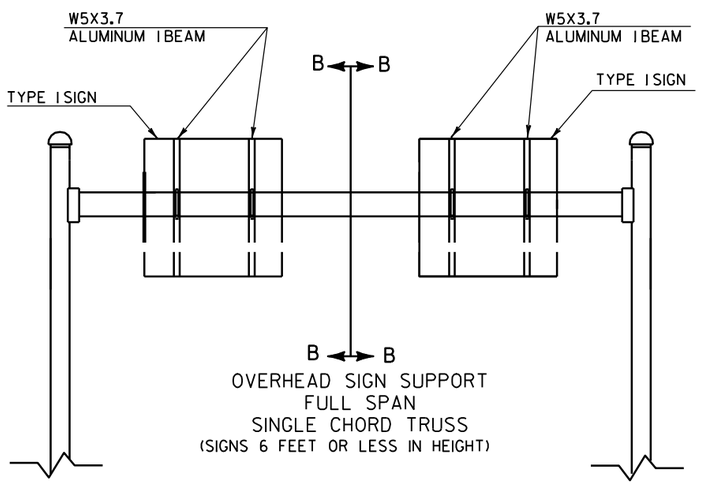
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

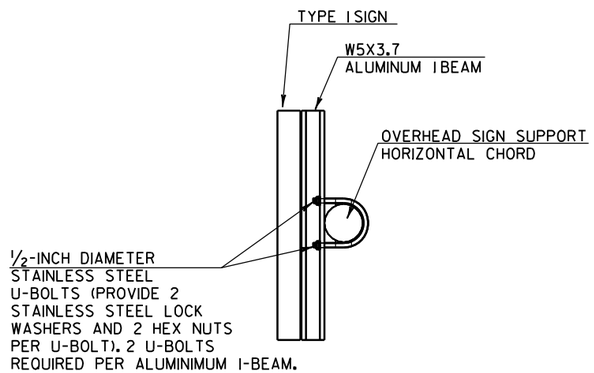
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



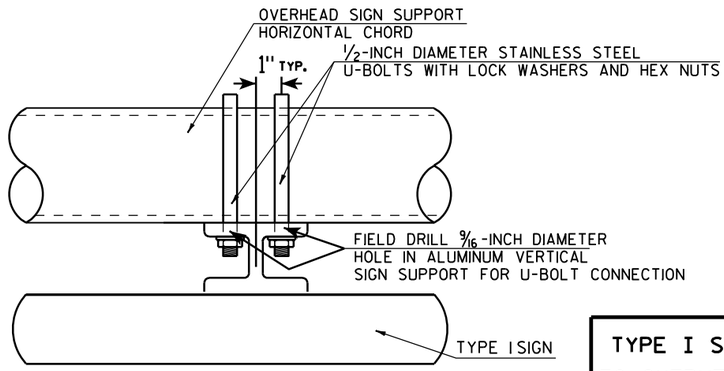
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

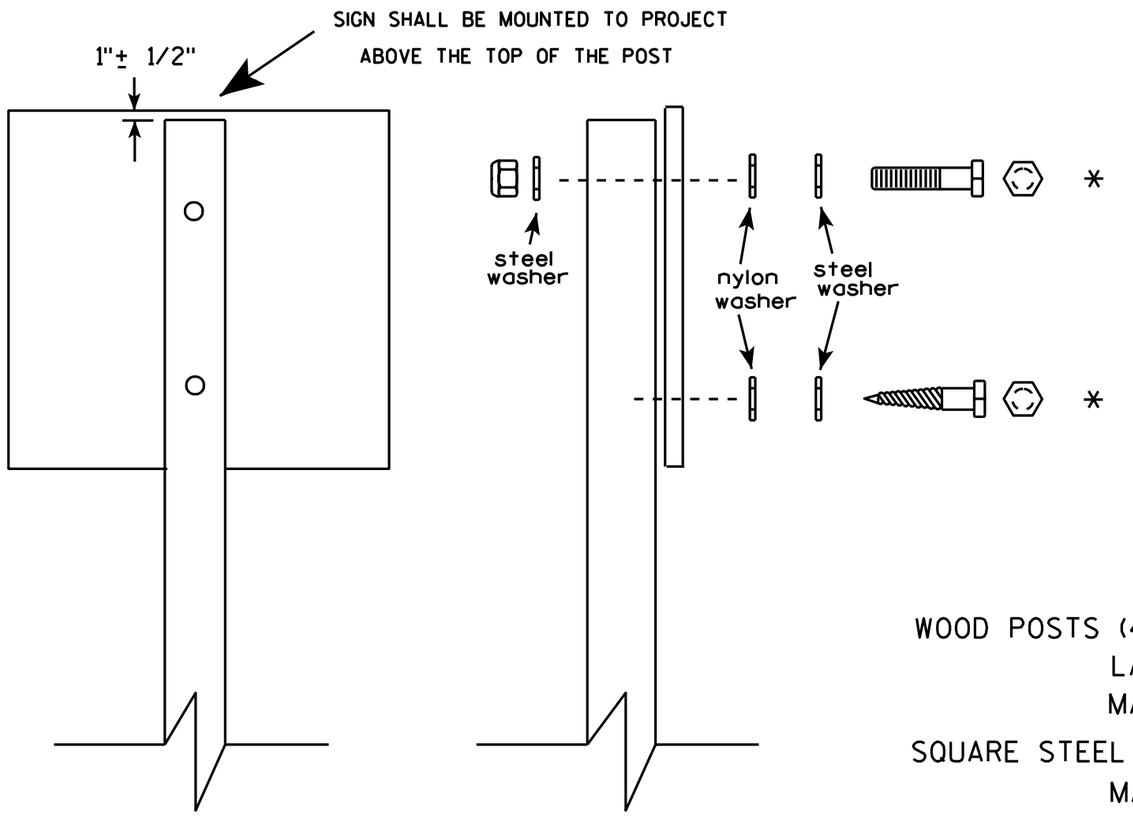
TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/12 PLATE NO. A4-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 541	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

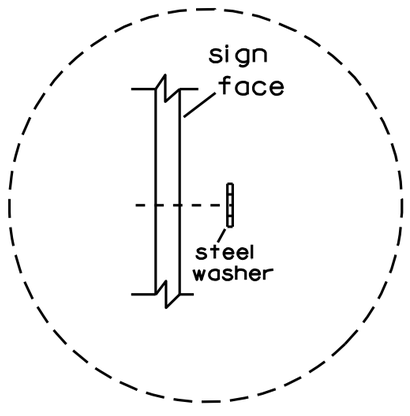
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

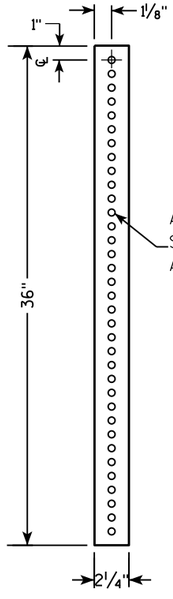
7

PROJECT NO:

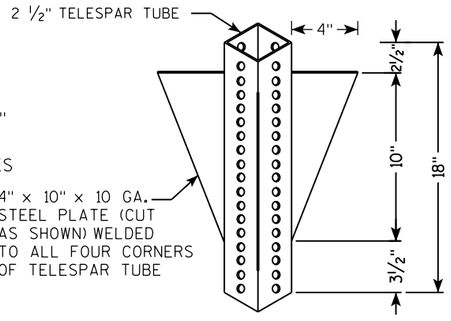
SHEET NO: 542 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

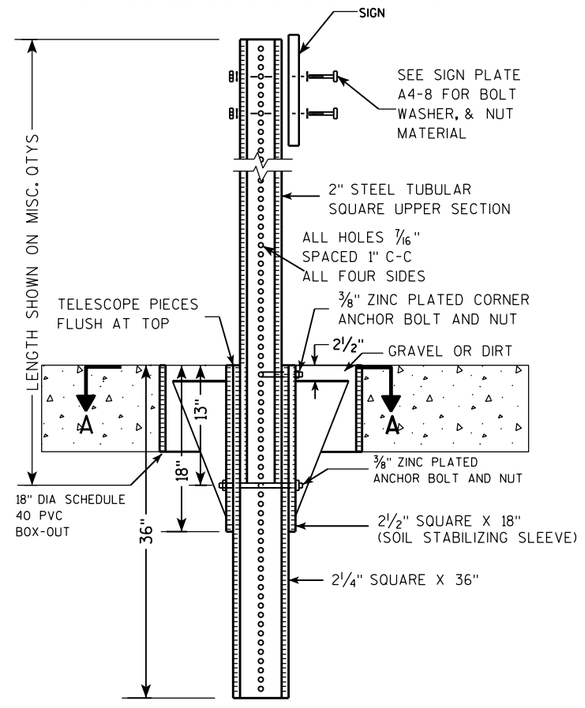
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



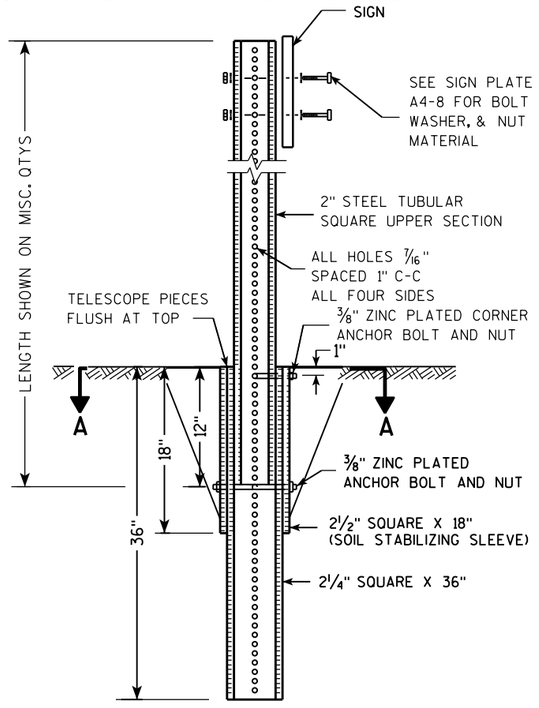
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

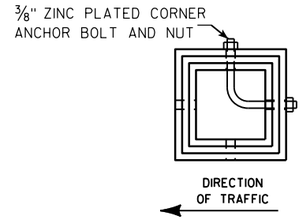


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

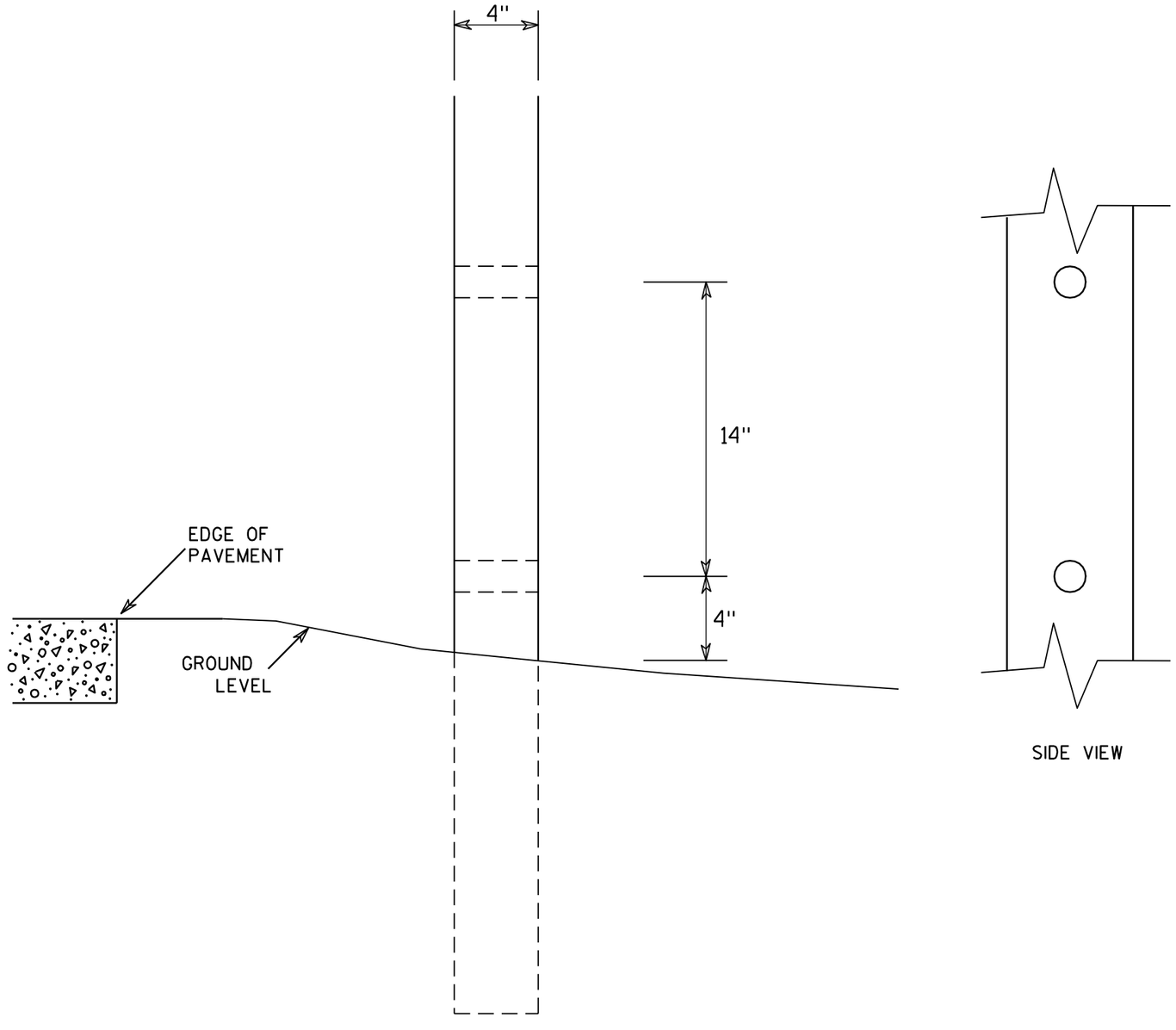
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 543 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

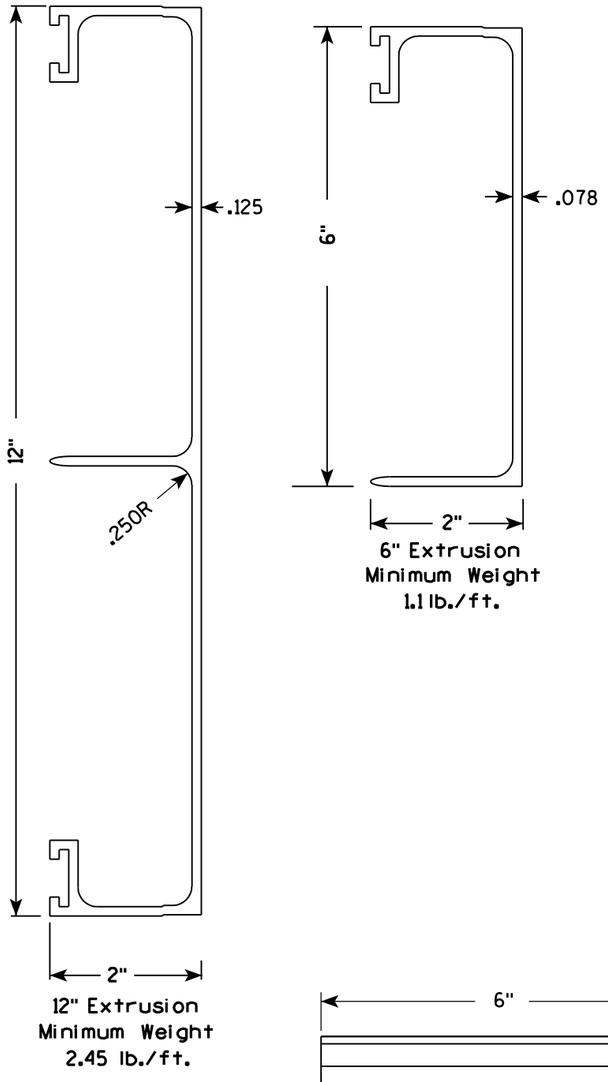
WISCONSIN DEPT OF TRANSPORTATION

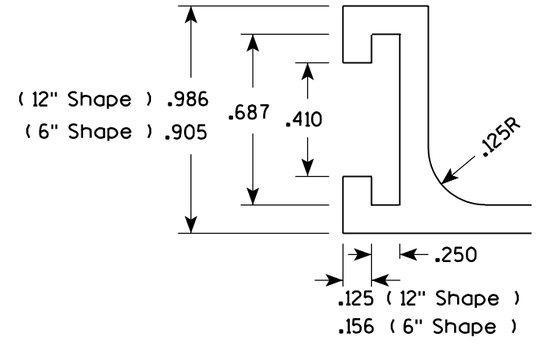
APPROVED Chester J Spang for State Traffic Engineer

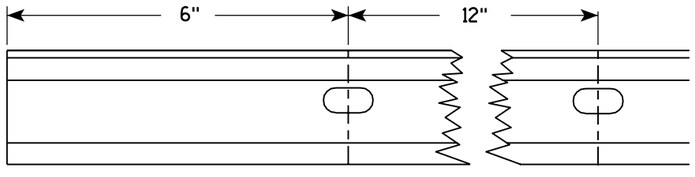
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 544	E

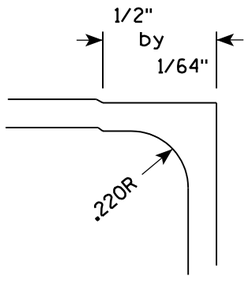
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

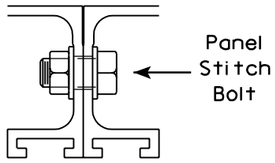


Hardware

STITCH BOLT, WASHER & NUT

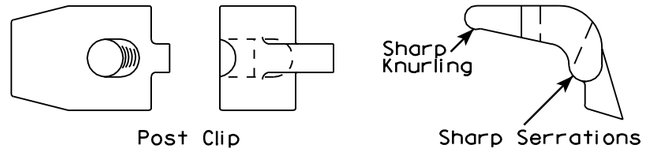
The hardware includes:

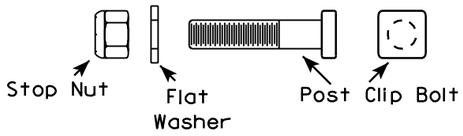
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

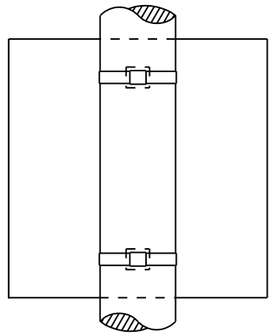
DATE 11/18/99 PLATE NO. A5-2.9

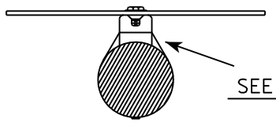
PROJECT NO:

SHEET NO: 545 E

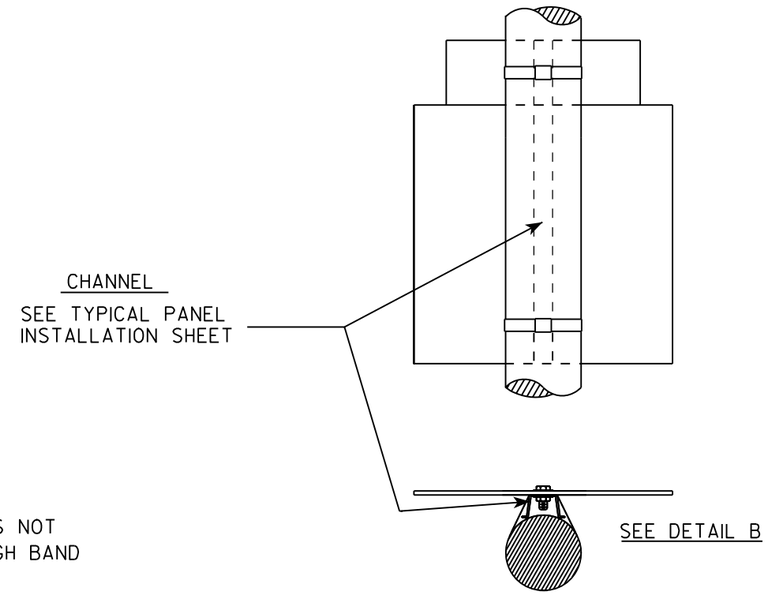
BANDING

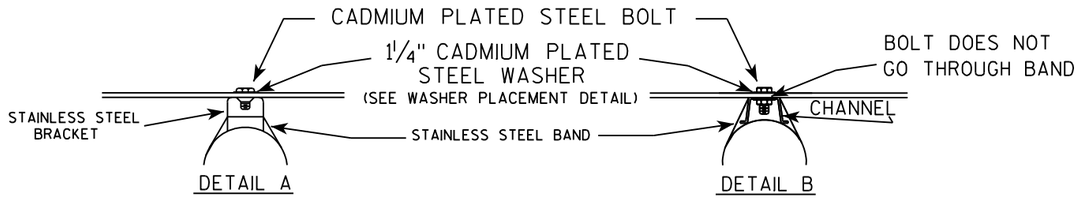
SINGLE SIGN



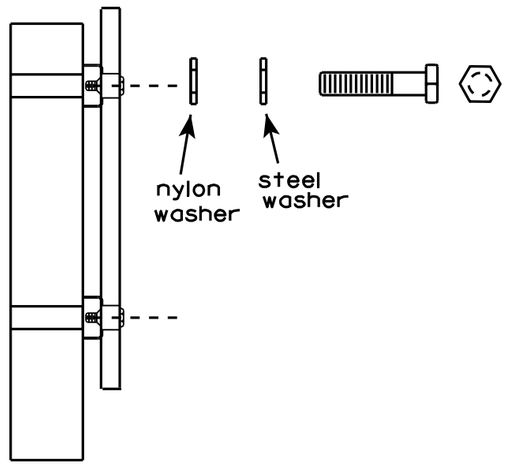


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

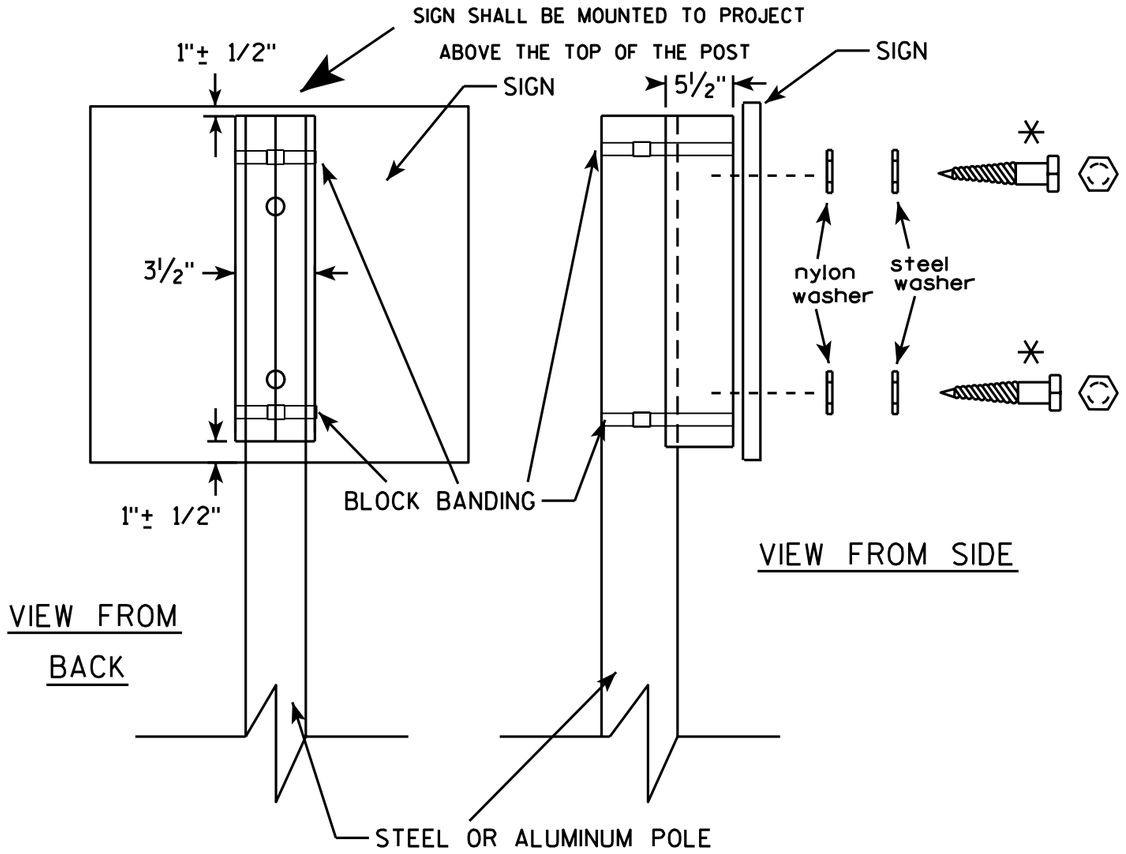
STANDARD SIGN
SIGN BANDING DETAILS

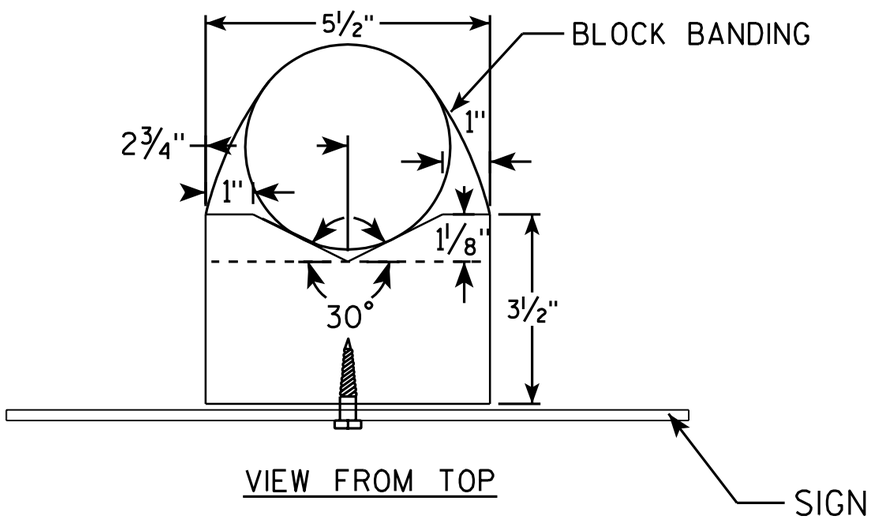
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 546	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

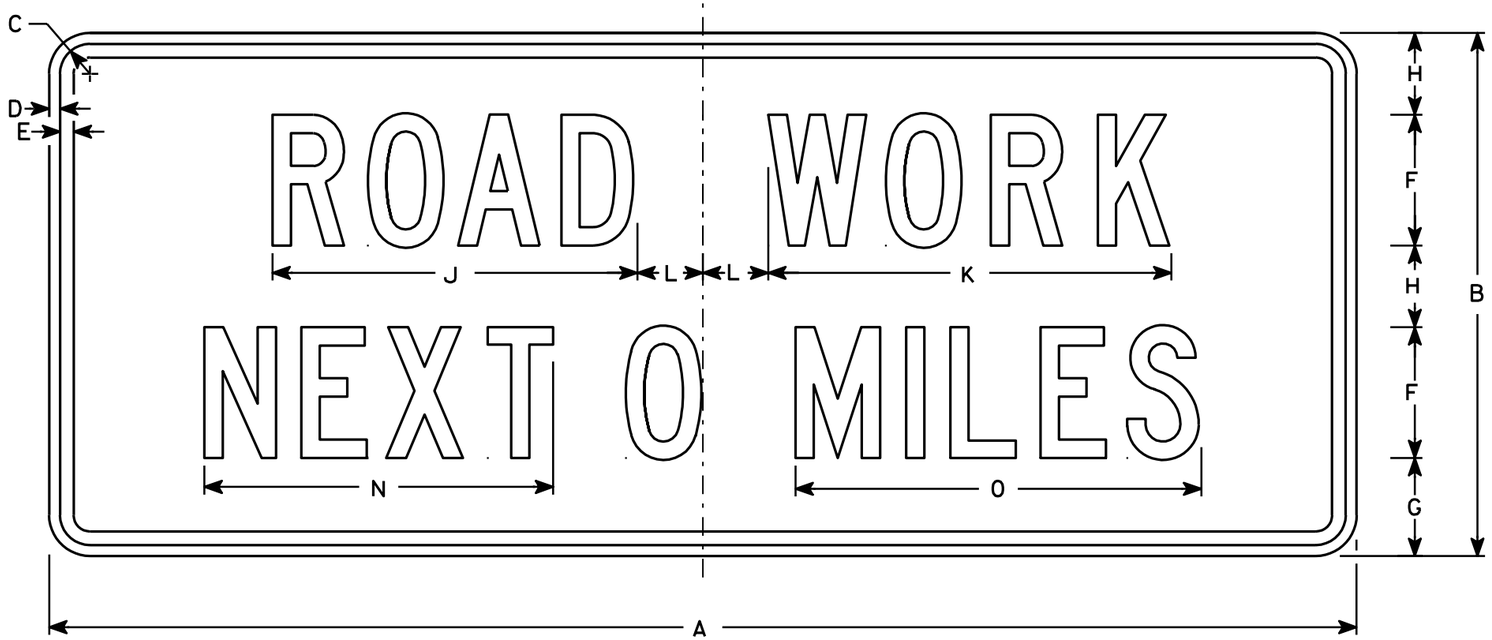
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 547 E



G20-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 600 mm
3	
4	1500 mm X 600 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
3																												
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
5																												

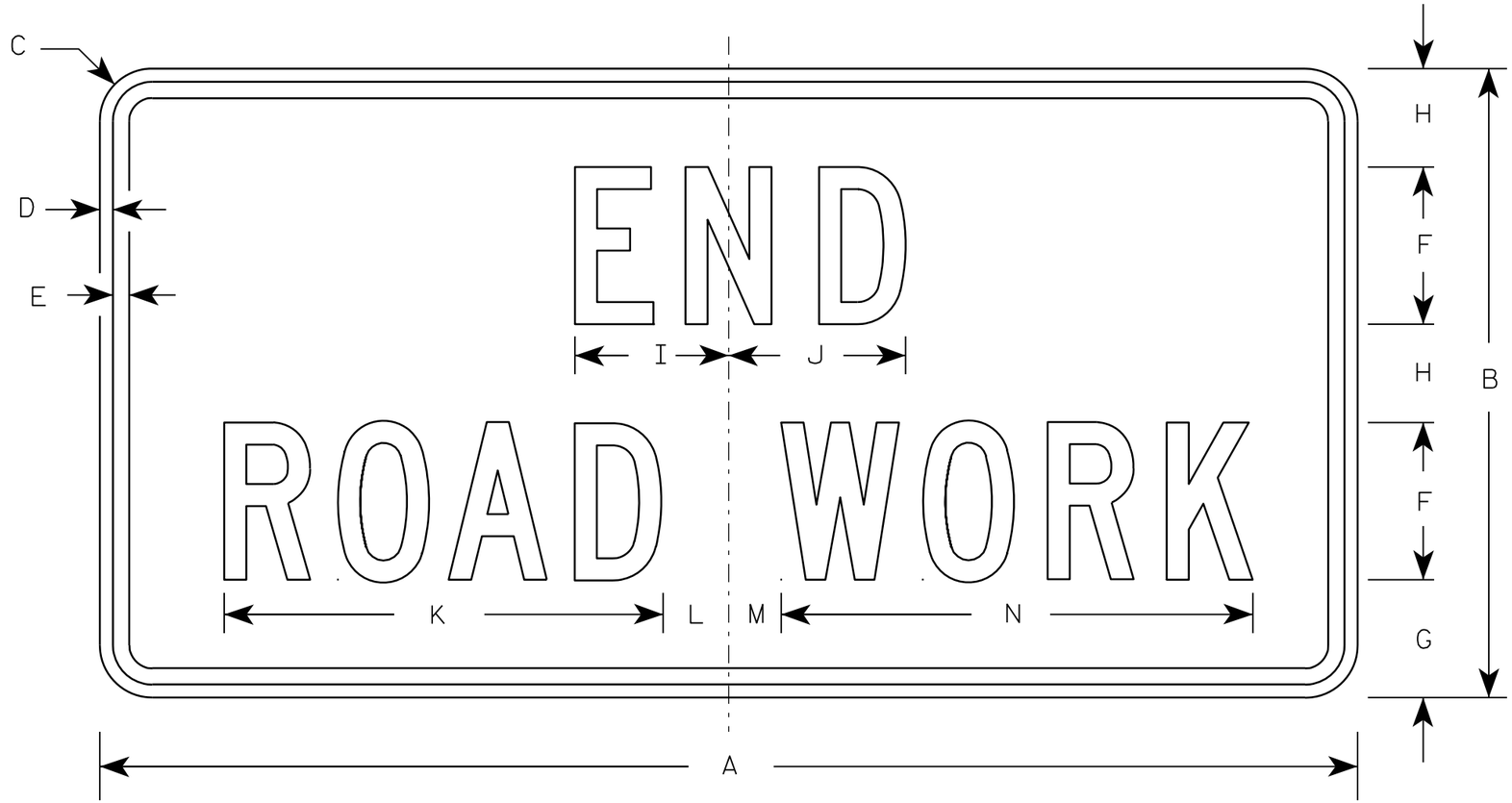
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spray for State Traffic Engineer

DATE 4/8/97 PLATE NO. G20-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 548	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 549	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\G202A.DGN PLOT DATE : 30-SEP-2009 09:31 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.561773:1.000000

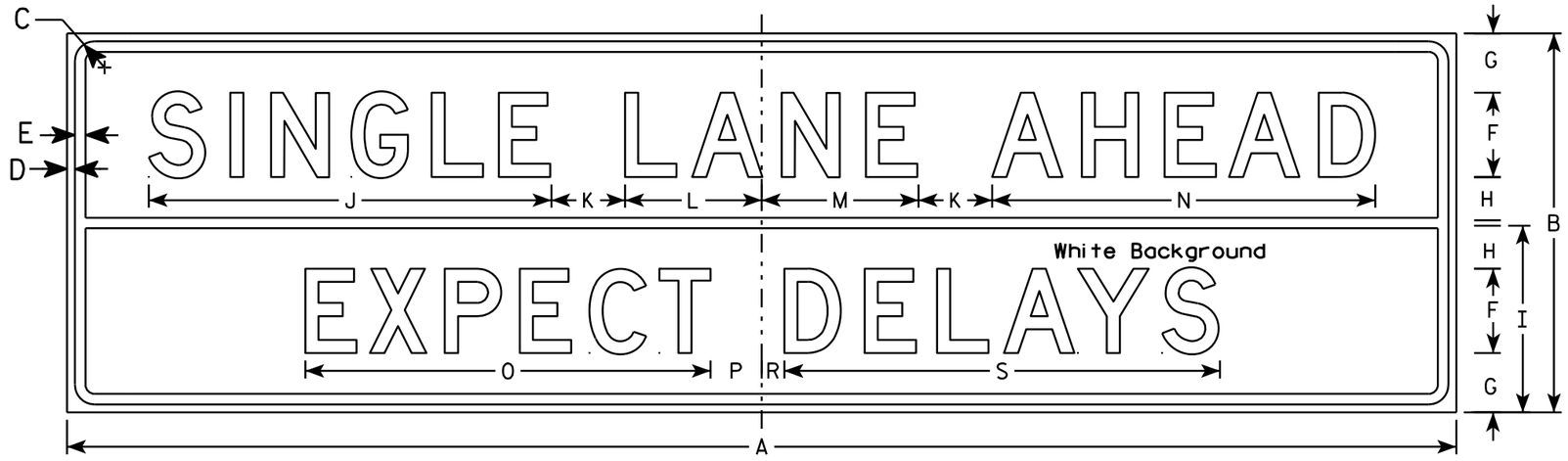
WISDOT/CADDS SHEET 42

7

7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange except as noted
   Message - Black
3. Message Series - D



G20-56

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	3300 mm X 900 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2																												
3																												
4	132	36	2 1/4	3/4	1	8	5 5/8	4 1/8	17 3/4	38 1/4	7	13	15	36 3/8	38 1/2	5		2	41 3/8								33.0	2.97
5																												

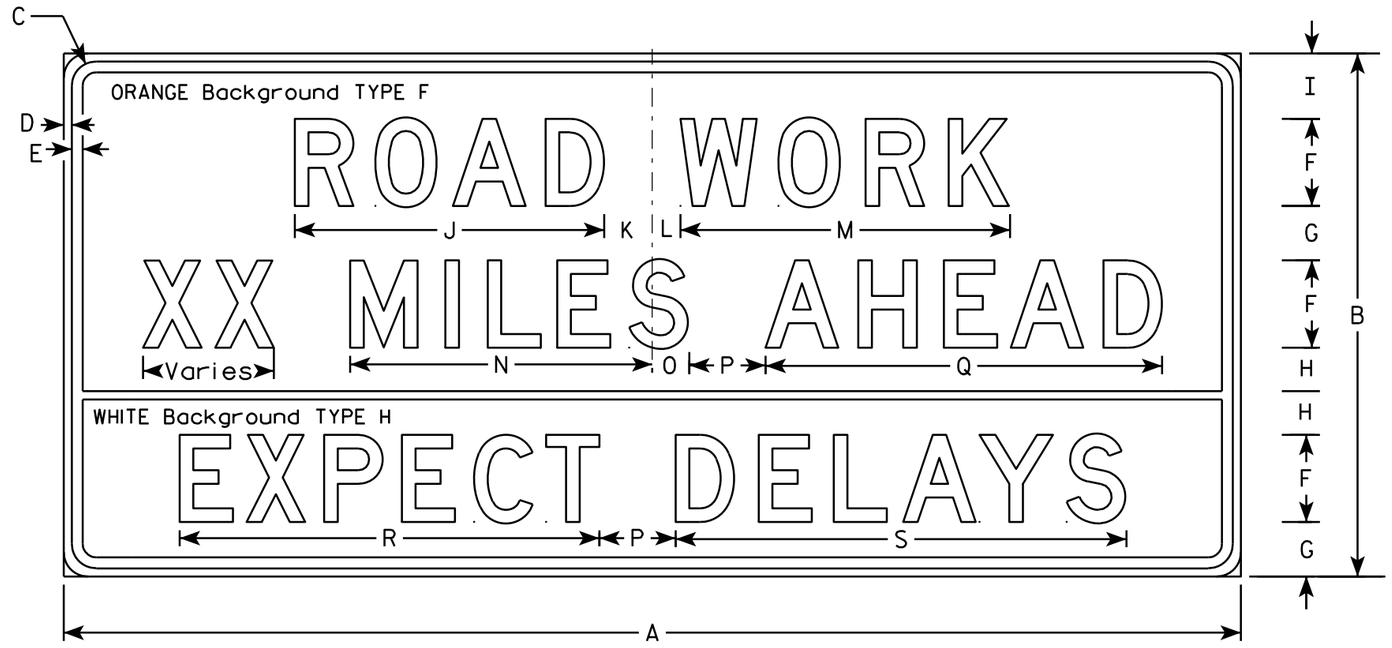
STANDARD SIGN
G20-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-56.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 550	E



G20-58

NOTES

1. Sign is Type II - Type F & Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS NOTED
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	2700 mm X 1200 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	108	48	2 1/4	3/4	1	8	5	4	6	28 3/8	4 1/2	2 1/2	30 1/4	27 3/4	3 3/8	7	36 3/8	38 1/2	41 3/8								36.0	3.24
5																												

STANDARD SIGN
G20-58

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/13/2009 PLATE NO. G20-58.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 551 | E

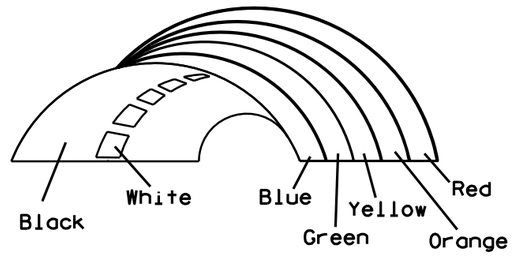


* VARIES

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - (See Note 5)
3. Message Series - (See Note 6)
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

STANDARD SIGN
I55-56

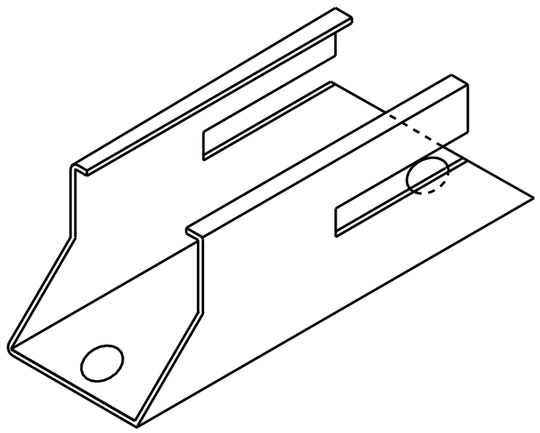
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 552

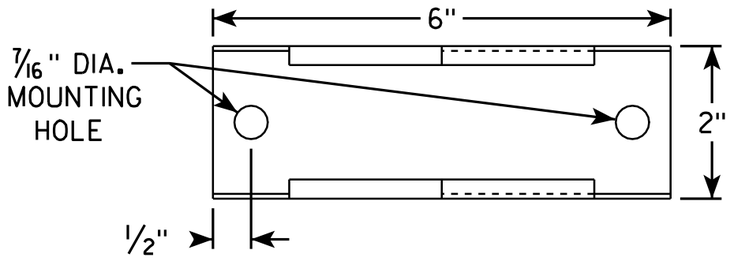
ISOMETRIC VIEW



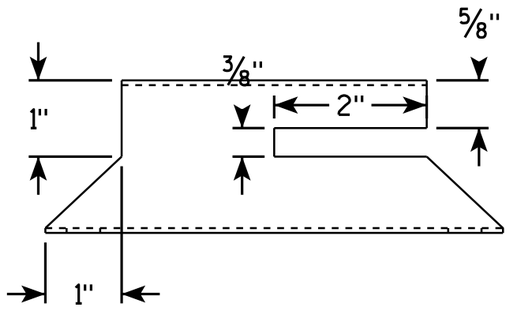
NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

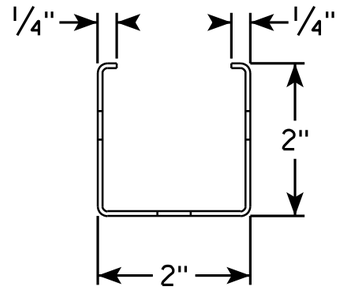
TOP VIEW



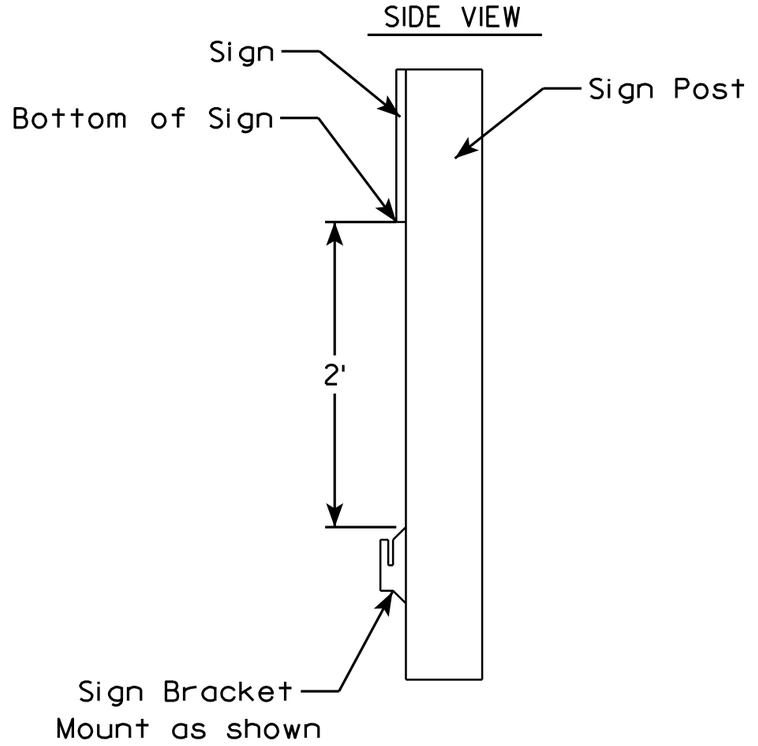
SIDE VIEW



END VIEW



SIDE VIEW



7

7

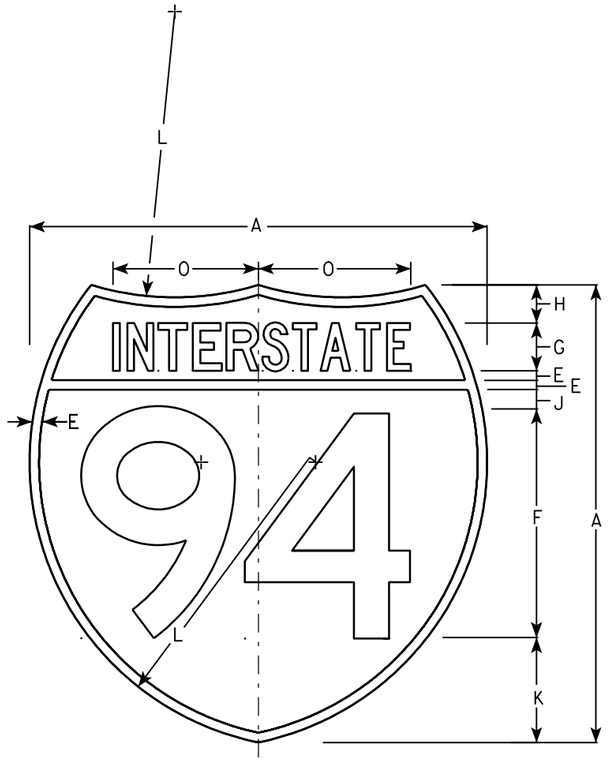
ROLLUP SIGN BRACKET I55-56B

WISCONSIN DEPT OF TRANSPORTATION

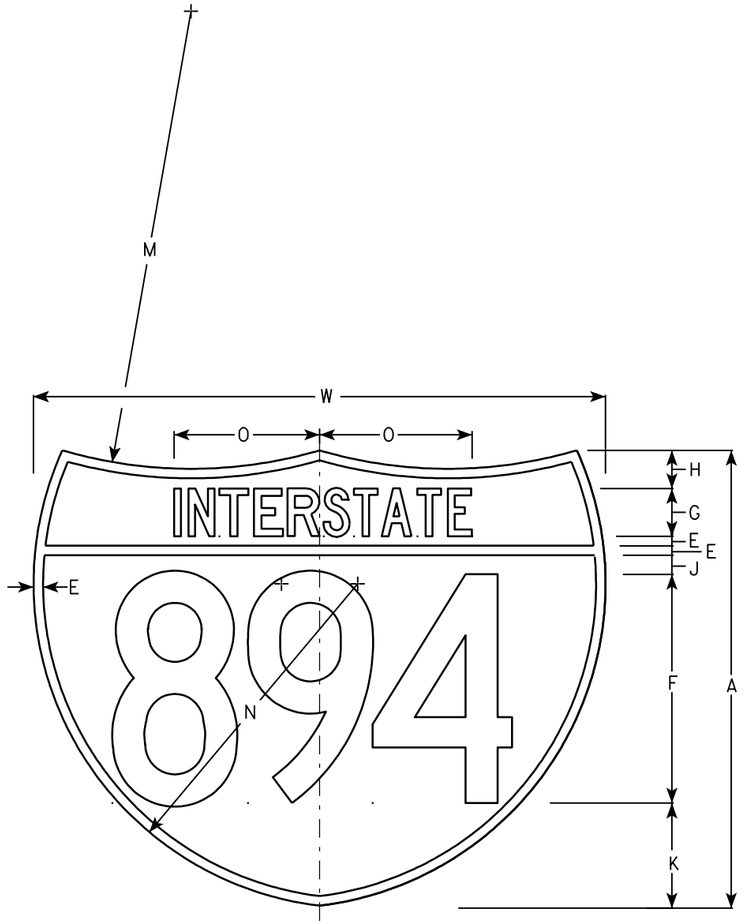
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/5/10 PLATE NO. I55-56B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 553	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

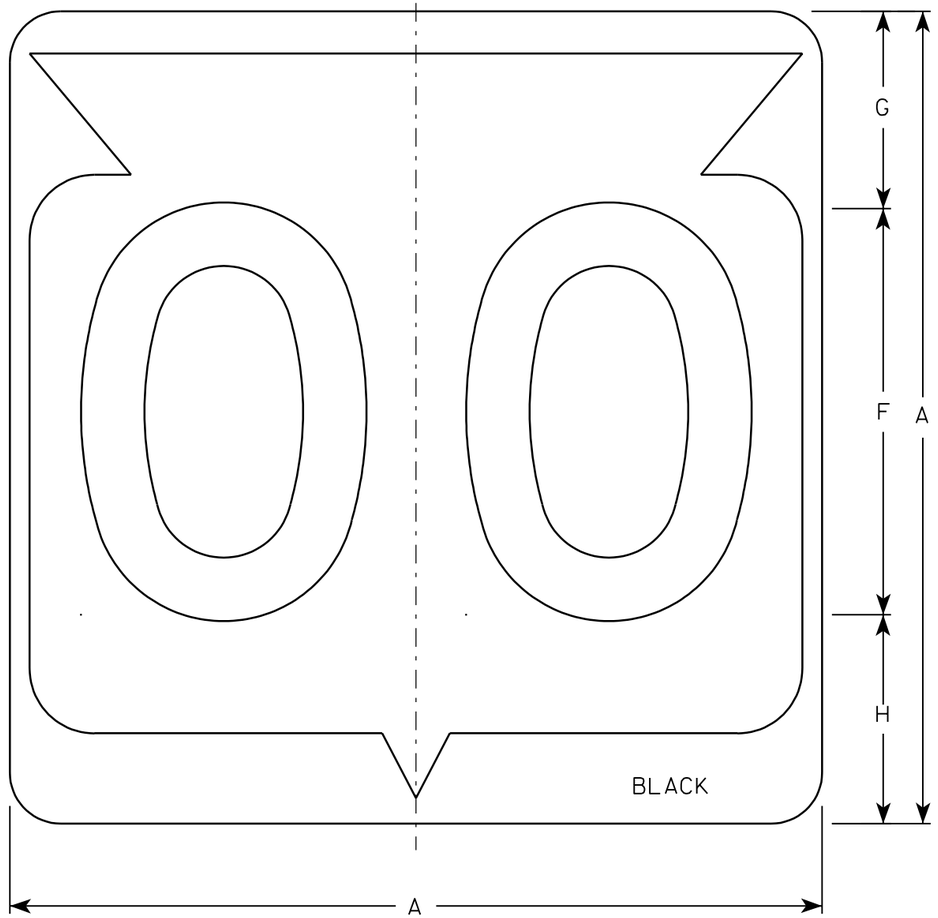
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

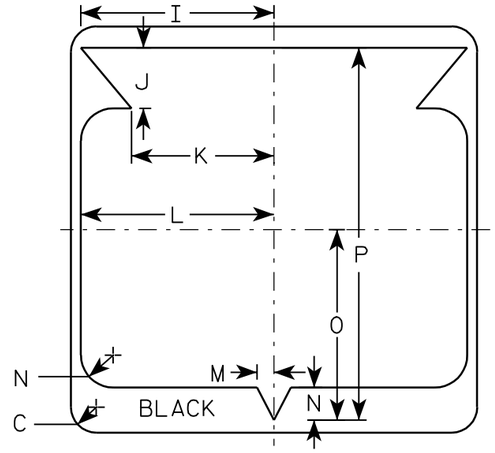
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 554	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

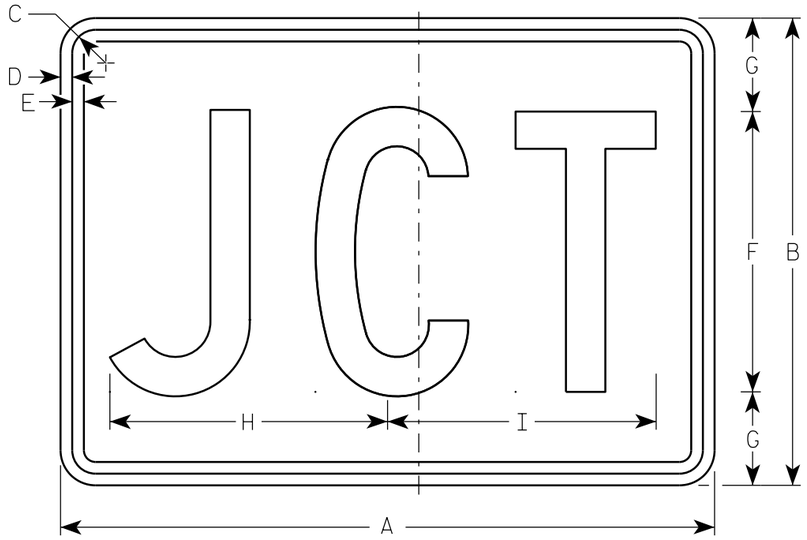
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

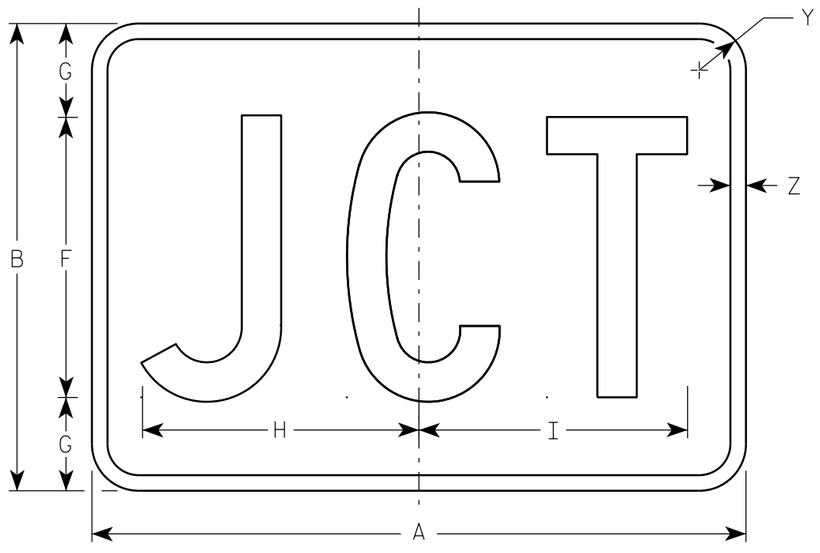
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 555	E



M2-1
MK2-1
MM2-1
MN2-1
MR2-1



MB2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

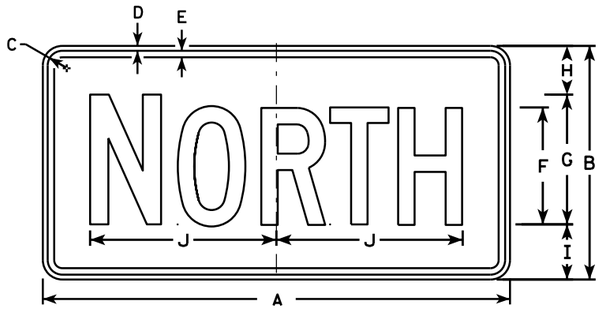
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

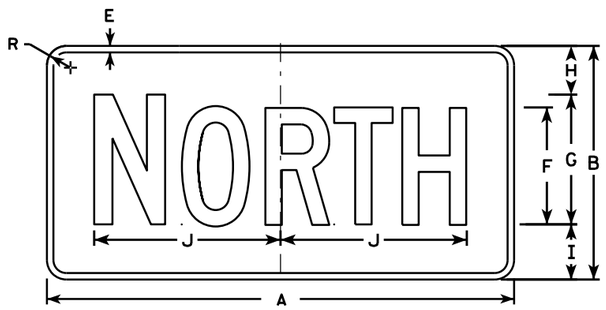
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 556 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M3-1
MK3-1
MM3-1
MN3-1



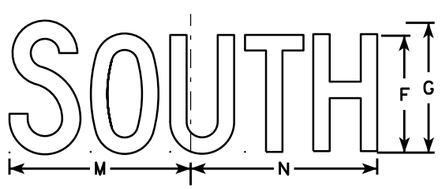
MB3-1



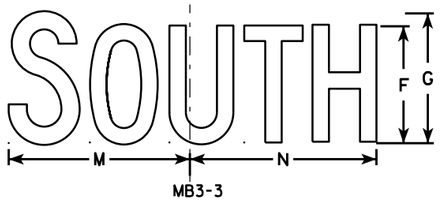
M3-2
MK3-2
MM3-2
MN3-2



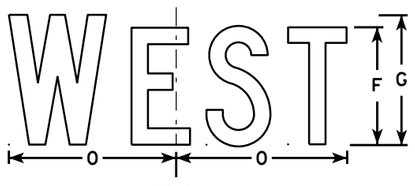
MB3-2



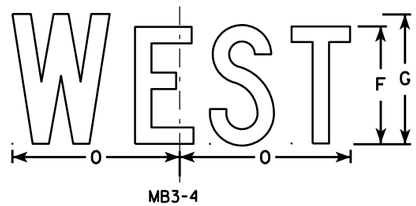
M3-3
MK3-3
MM3-3
MN3-3



MB3-3



M3-4
MK3-4
MM3-4
MN3-4



MB3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

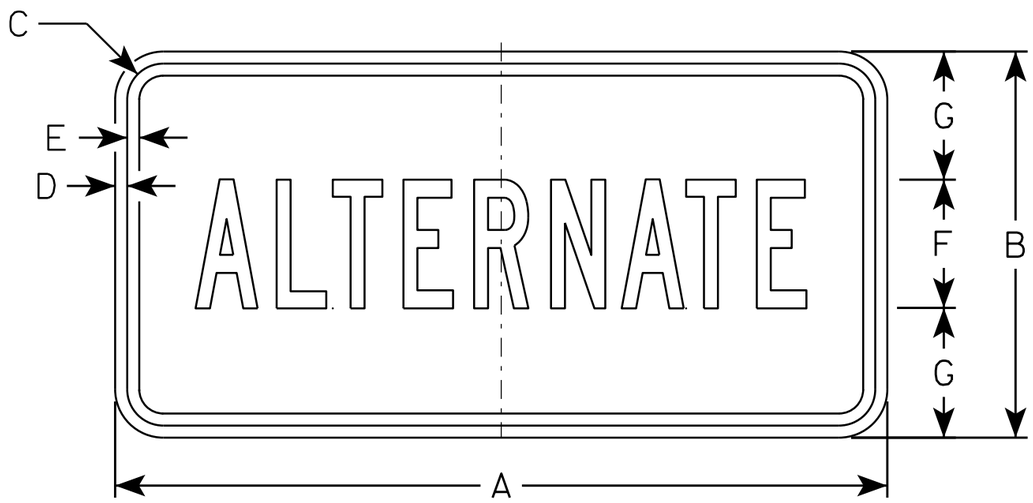
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

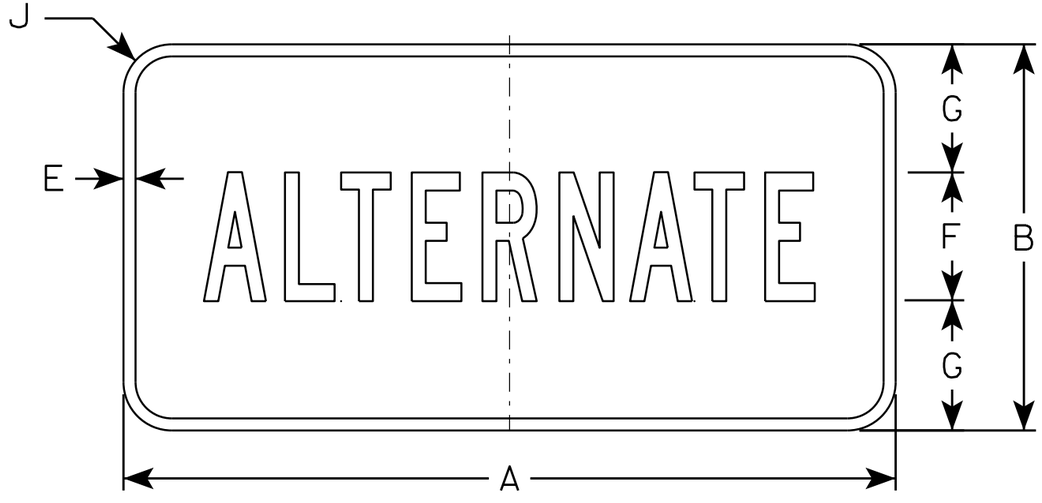
DATE 6/30/14 PLATE NO M3-1.13

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

7



M4-1
MO4-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   MO4-1 Background - Orange - Type F
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

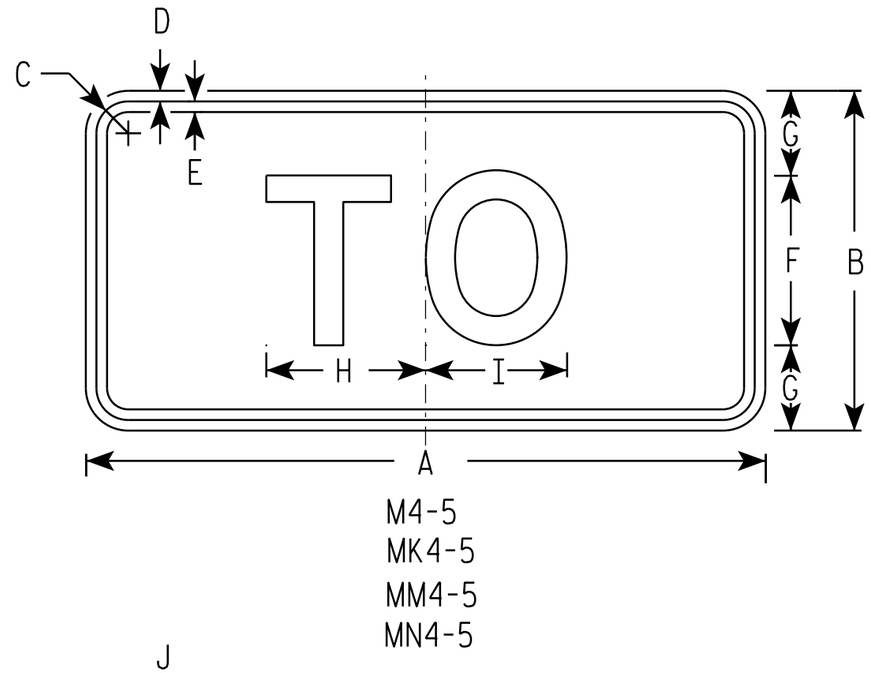
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

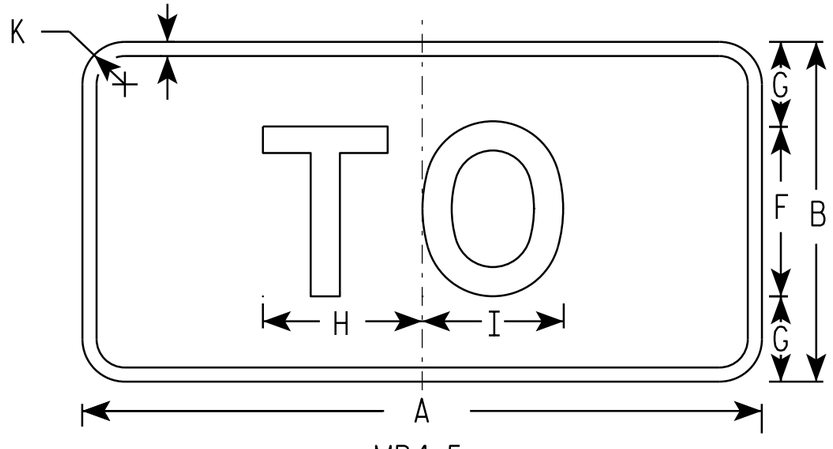
DATE 6/30/14 PLATE 14-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000 WISDOT/CADDS SHEET 42



M4-5
MK4-5
MM4-5
MN4-5



MB4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

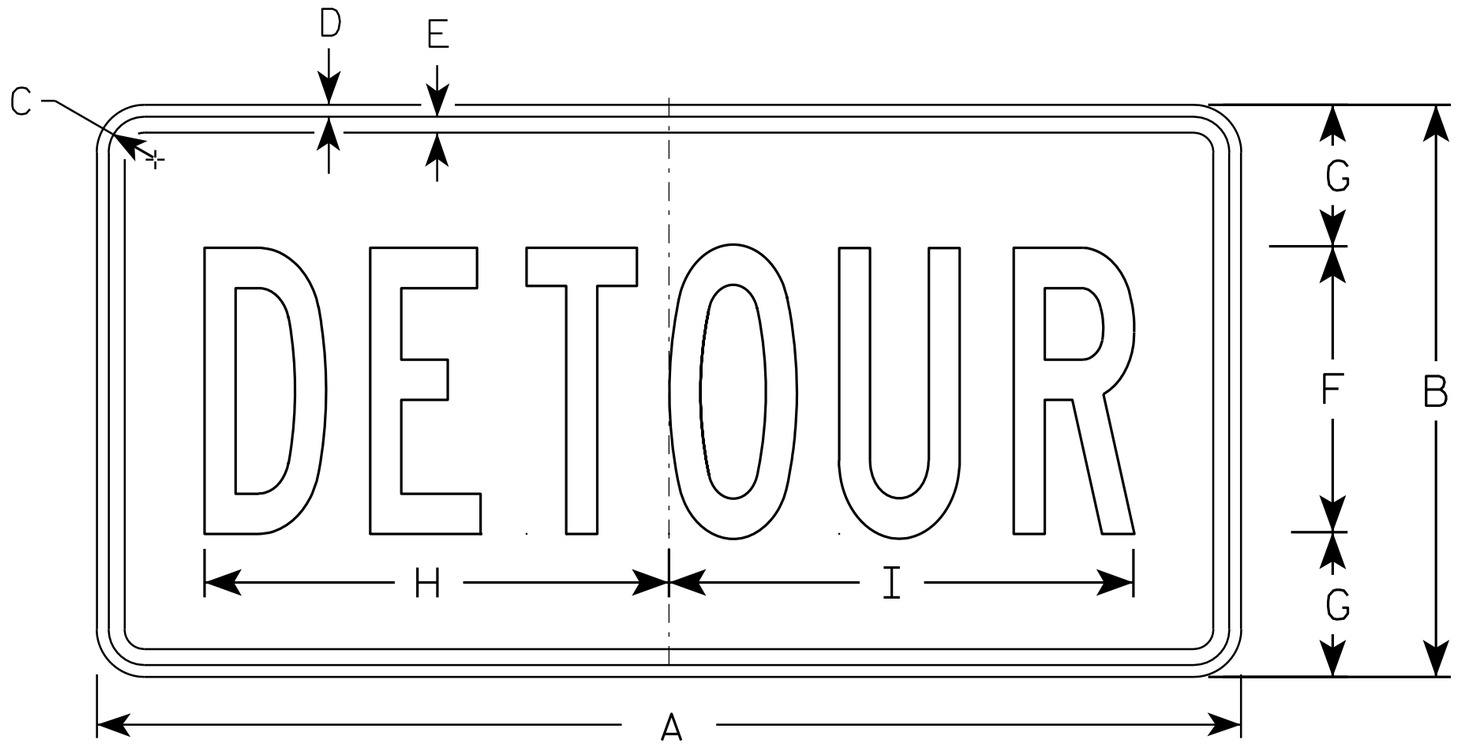
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE M4-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 30-JUN-2014 12:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000
WISDOT/CADDS SHEET 42



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

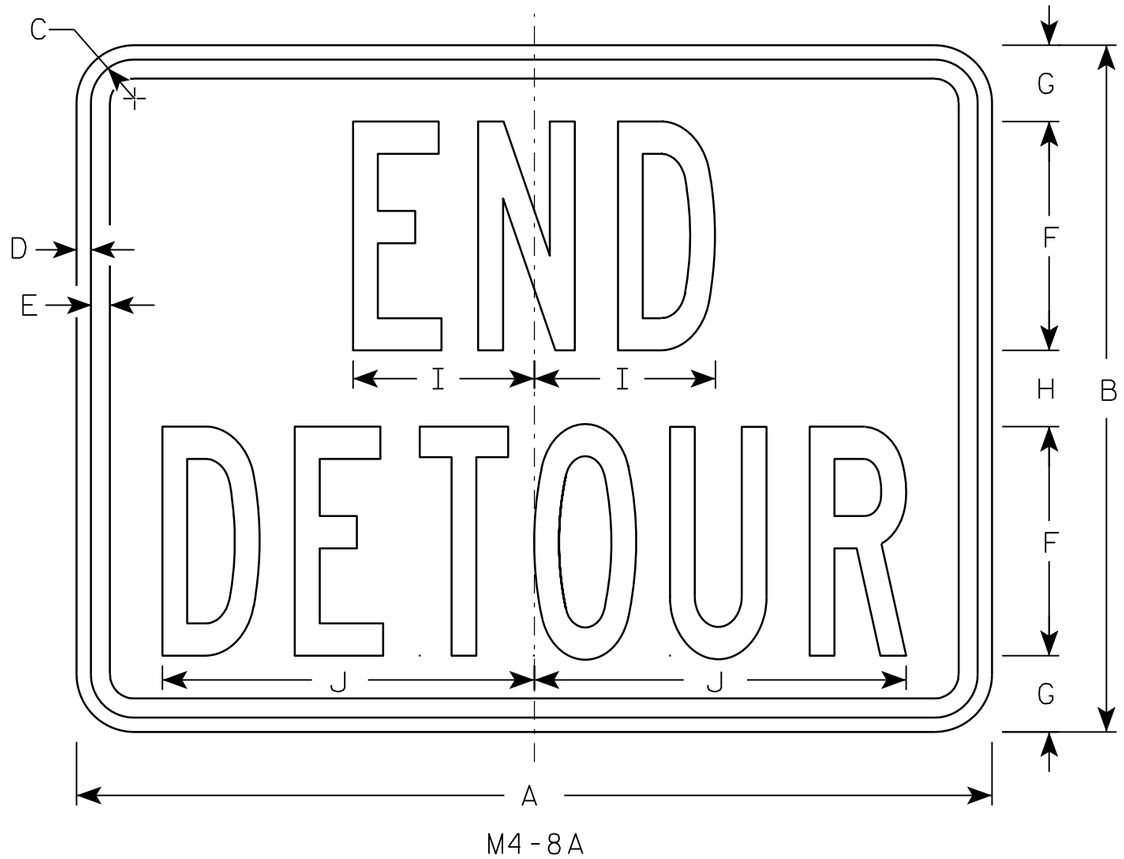
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 560	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M48.DGN PLOT DATE : 10-NOV-2010 13:18 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.767233:1.000000

WISDOT/CADDS SHEET 42

7

7



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

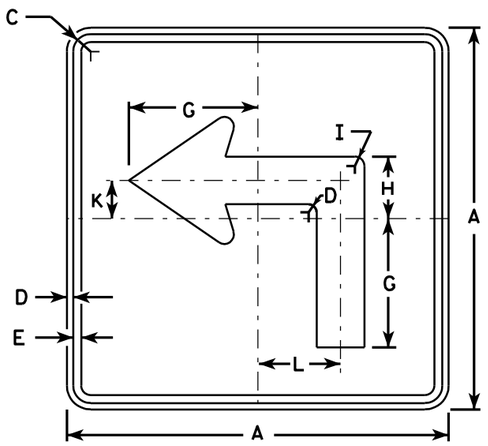
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

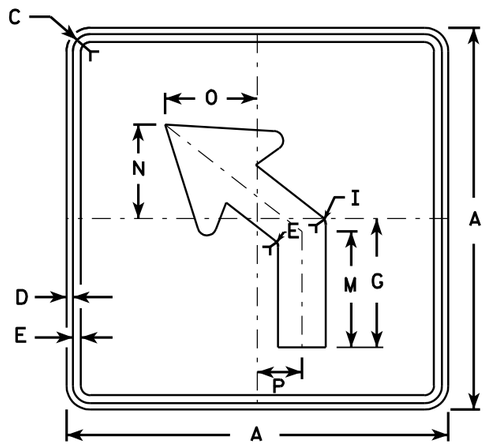
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

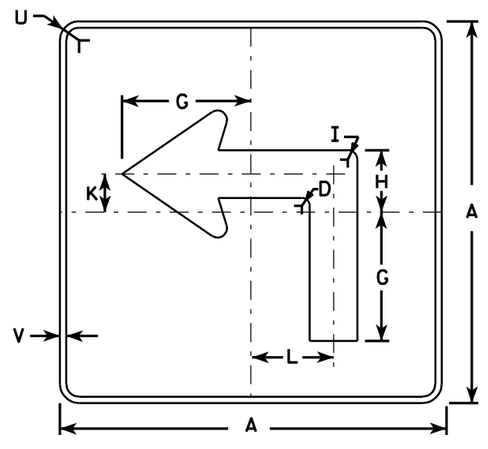
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 561	E



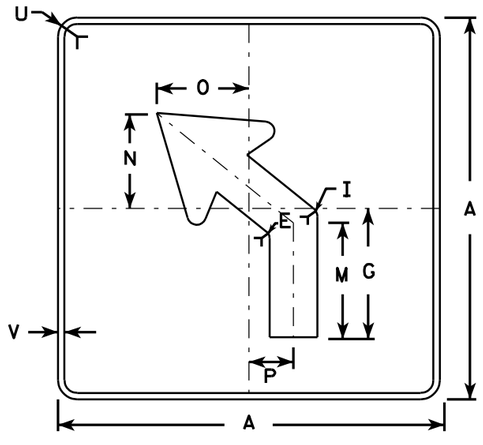
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



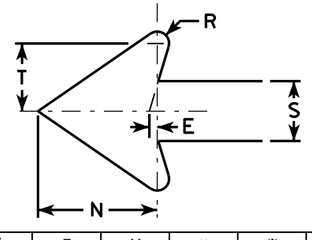
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

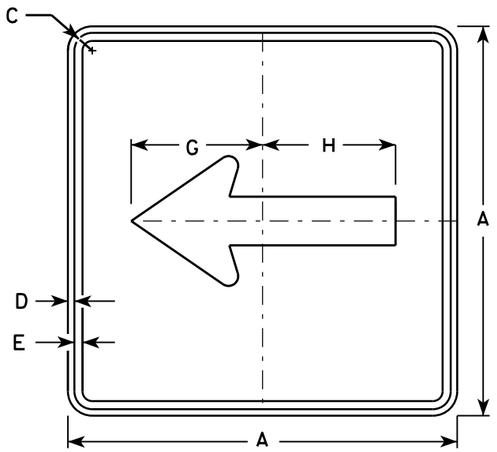
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

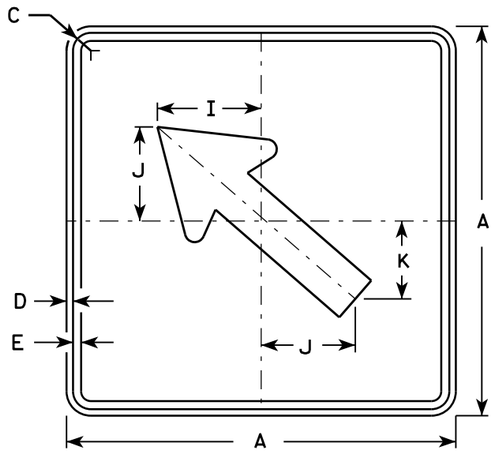
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 562 | E



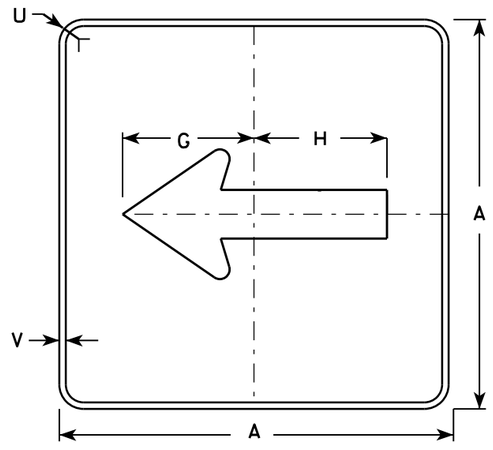
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



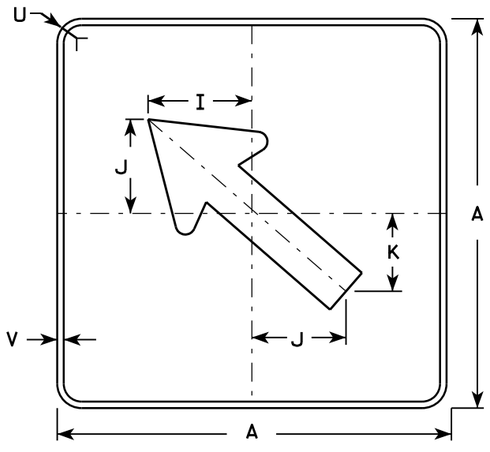
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

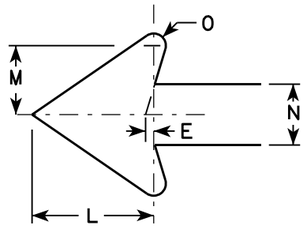
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

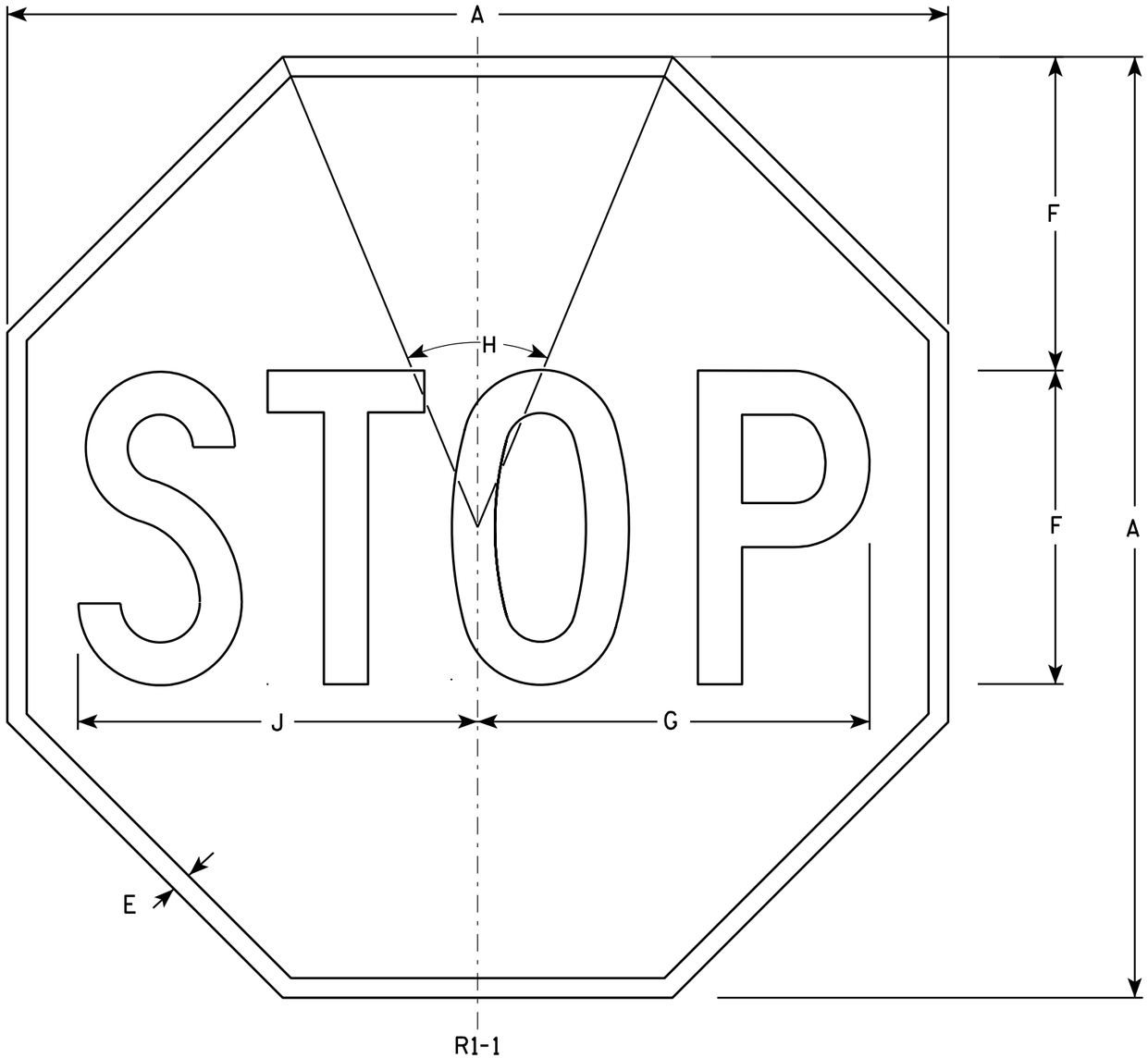
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE 563 M6-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

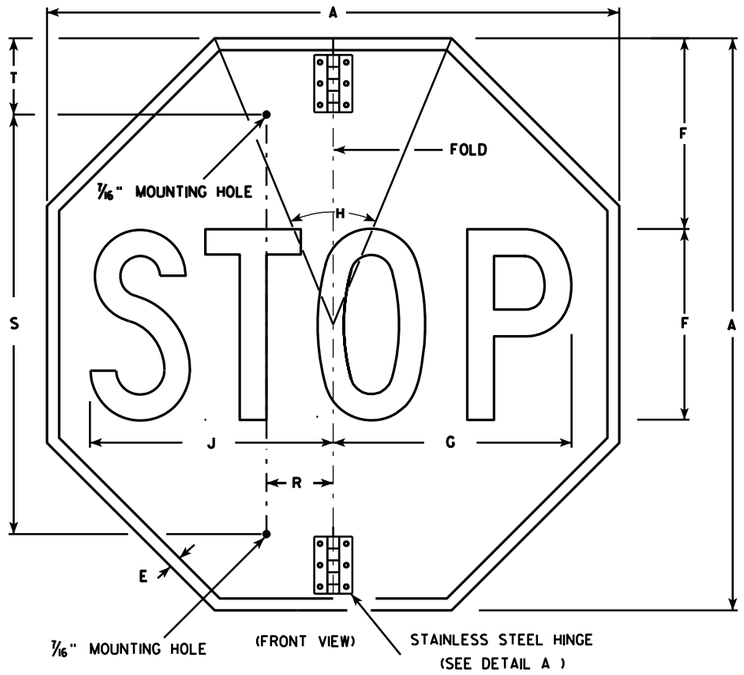
STANDARD SIGN
R1-1

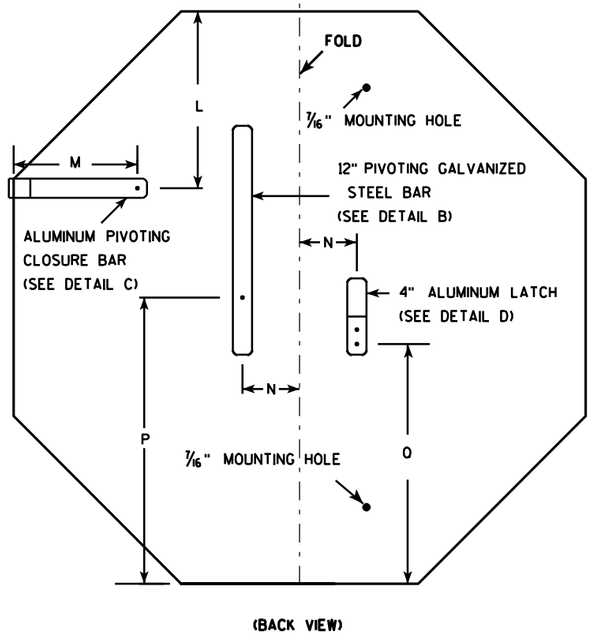
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

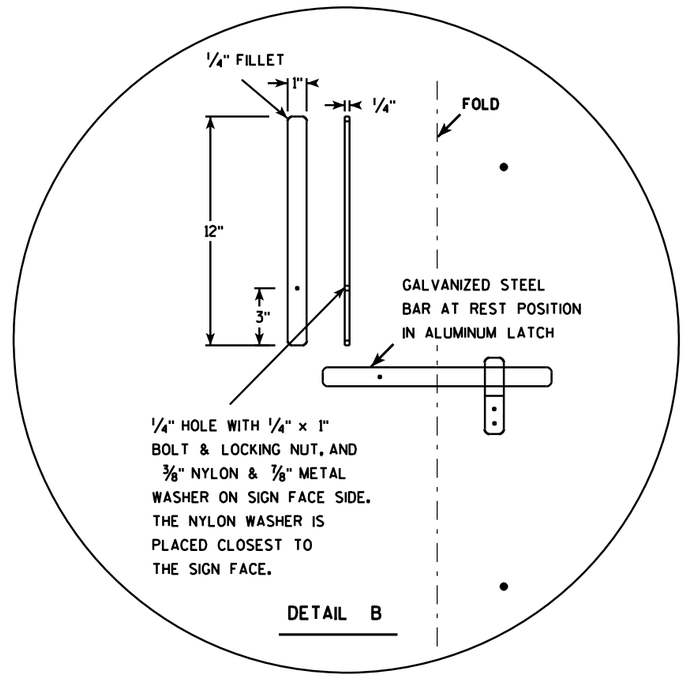
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 564	E

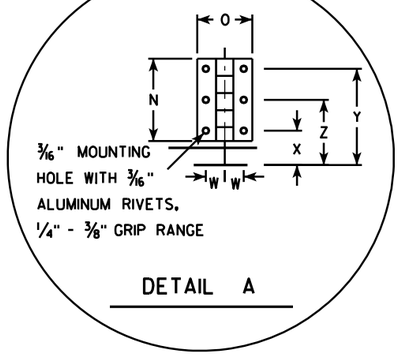


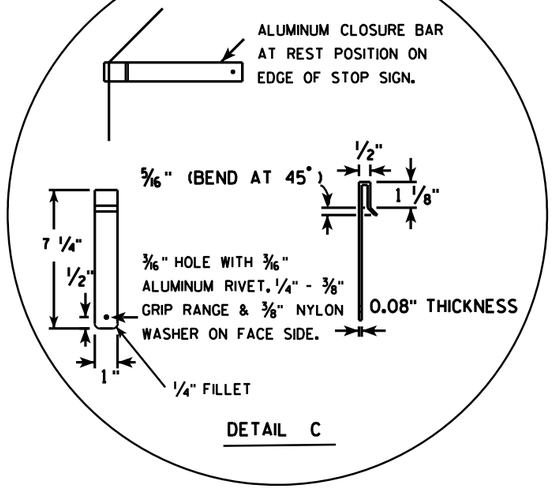


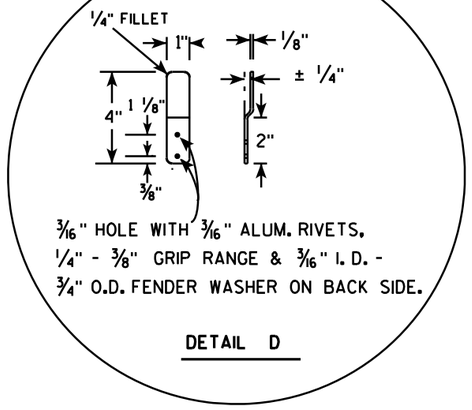
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

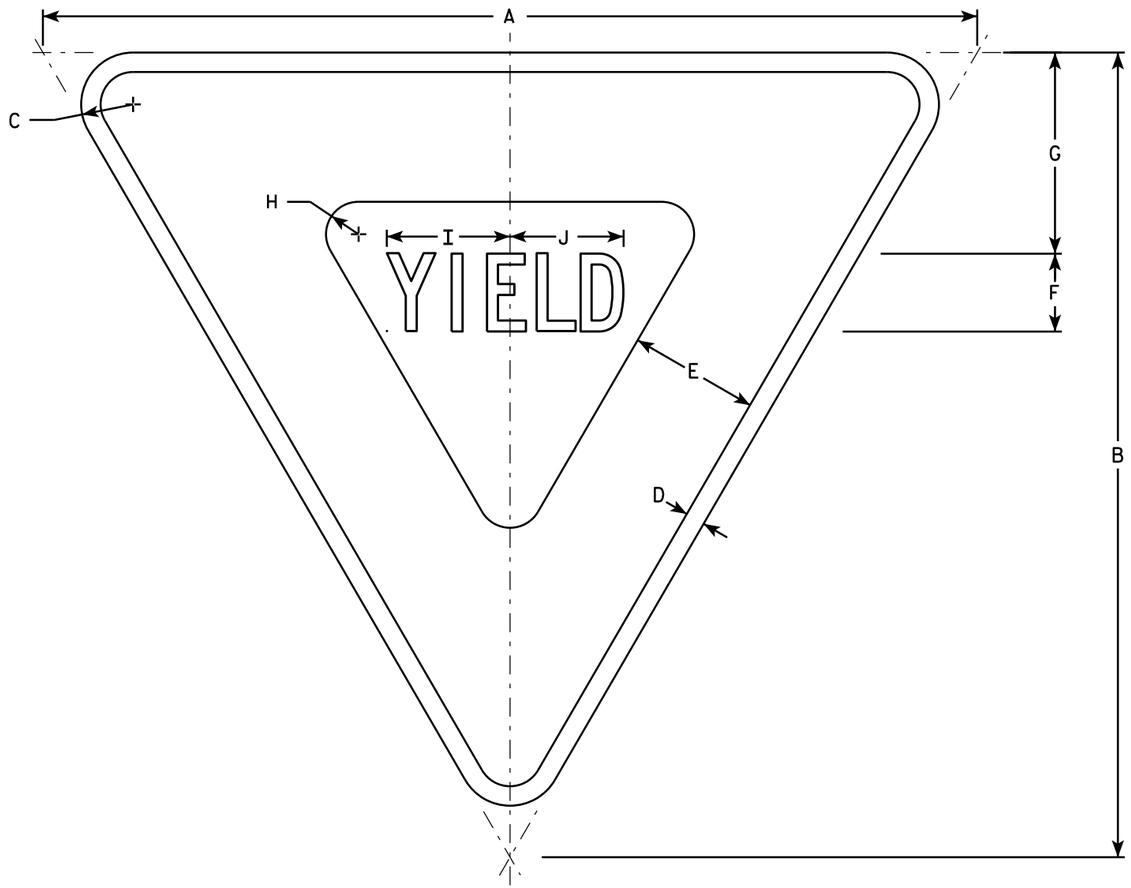
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 565	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

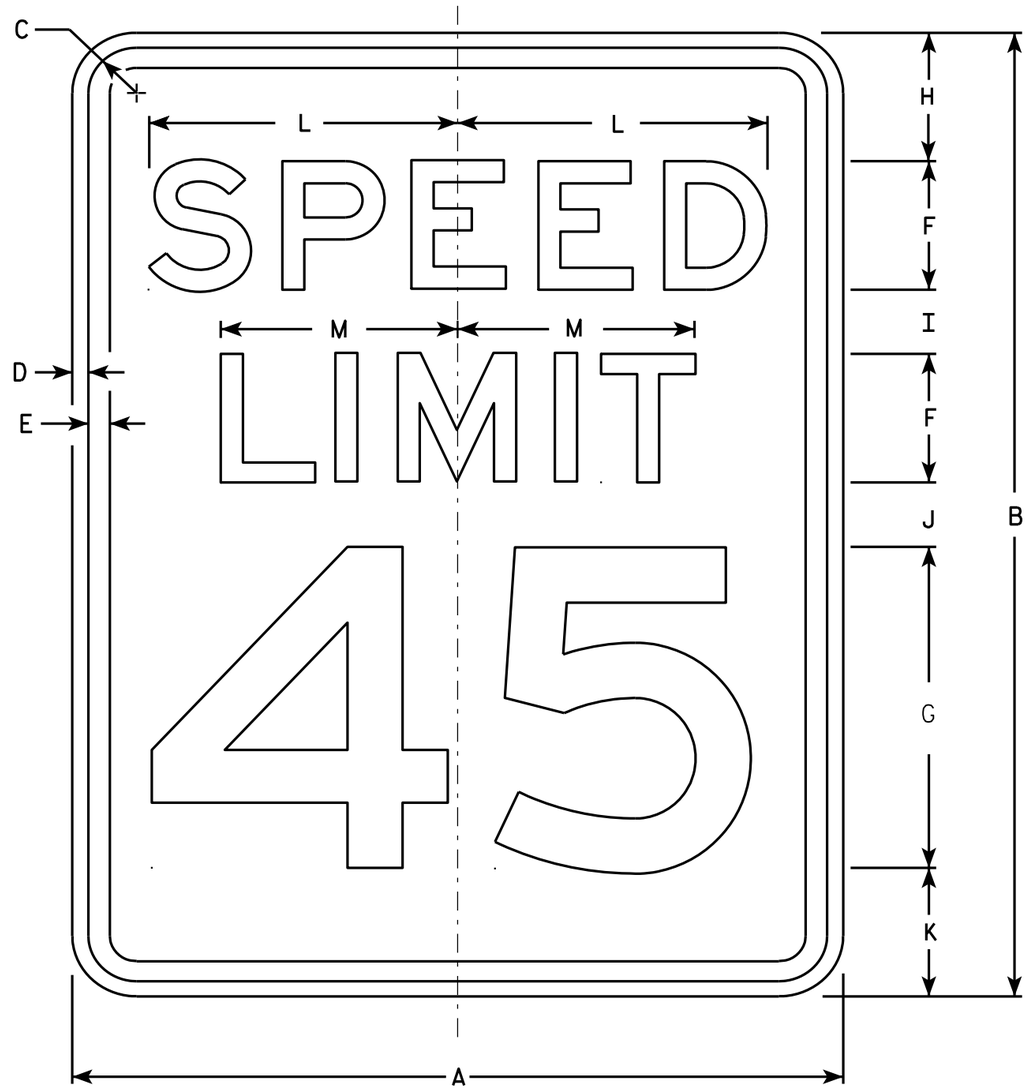
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

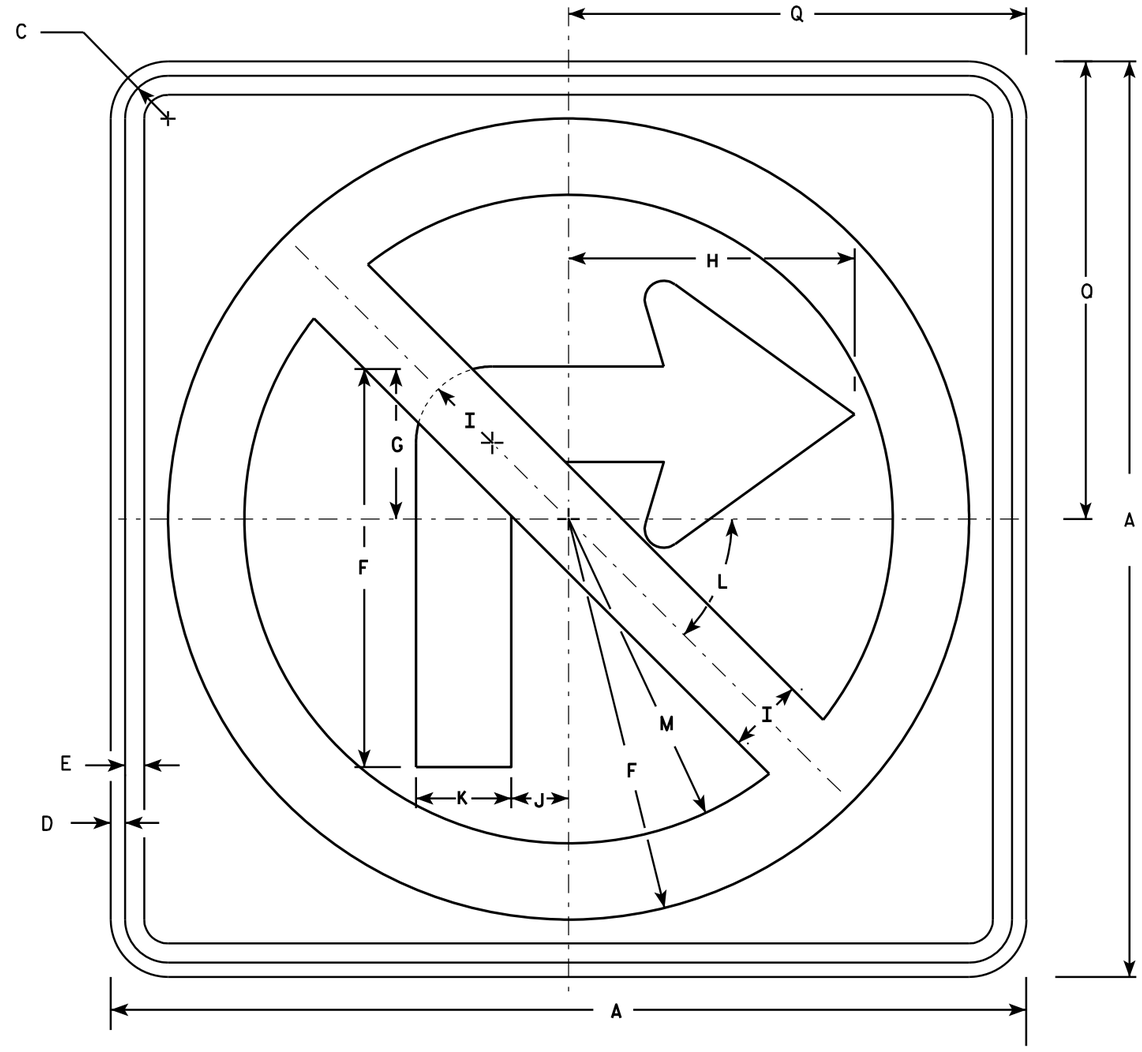
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

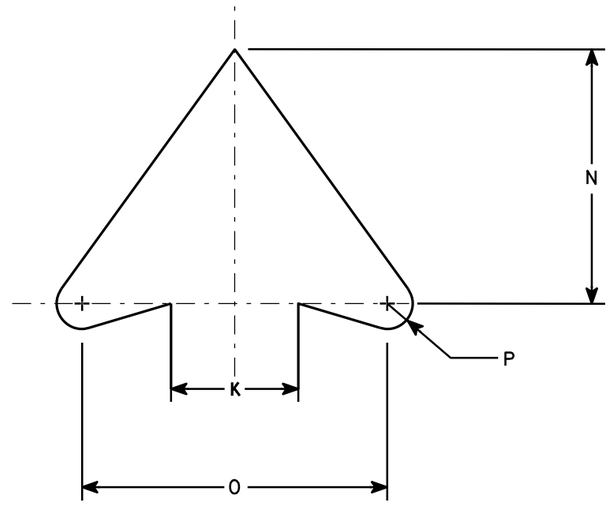
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 567 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

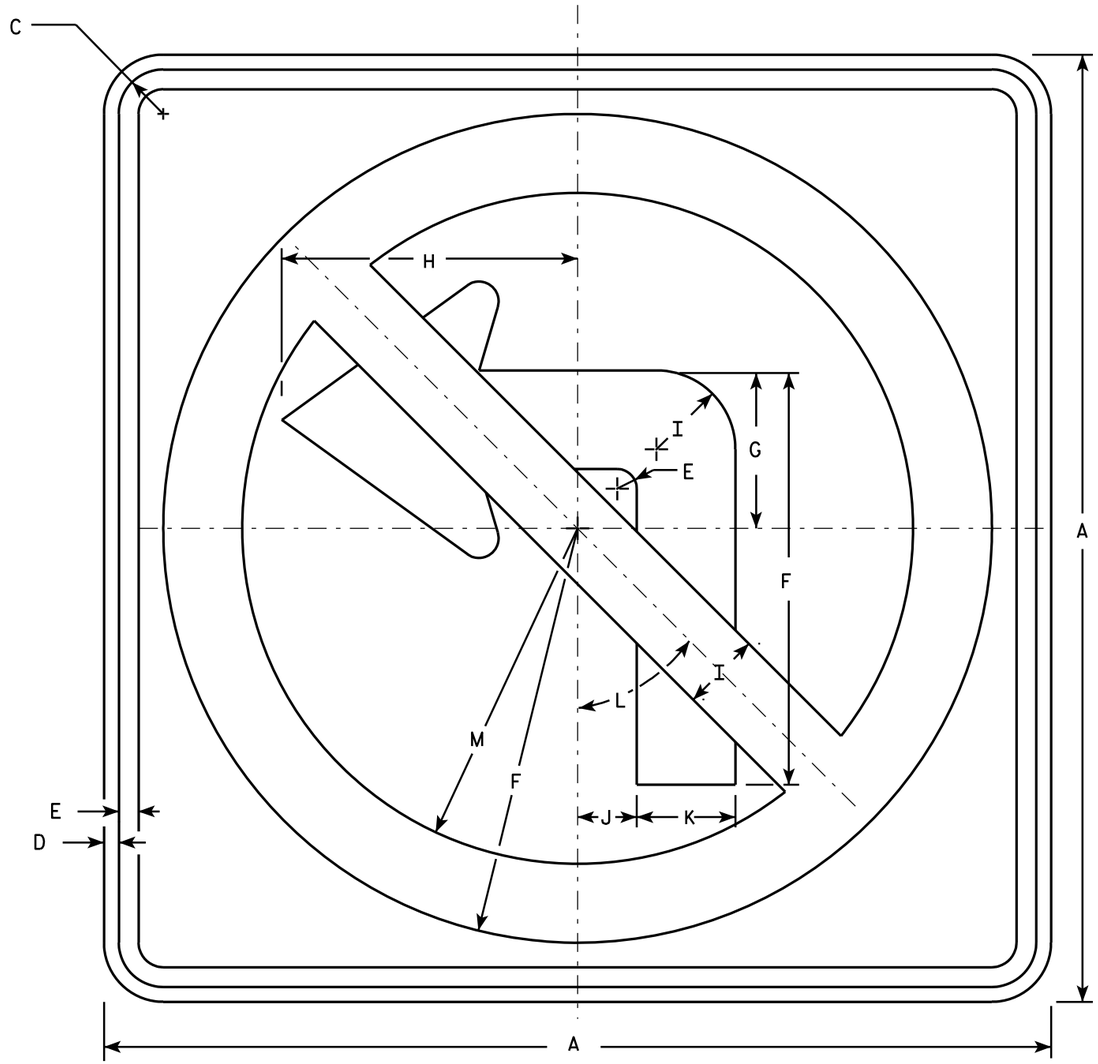
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

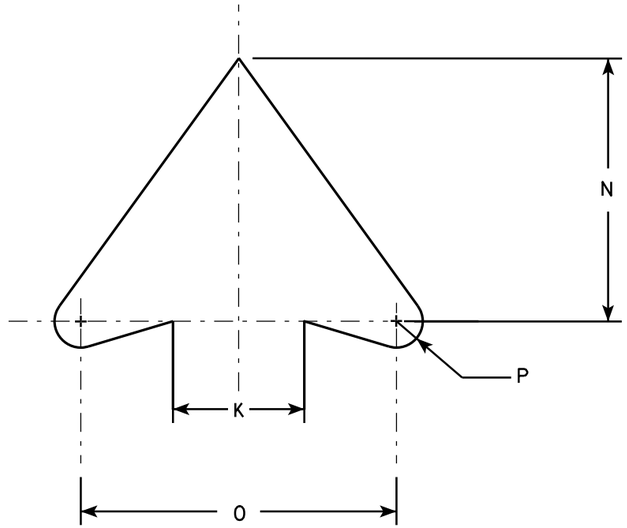
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 568	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

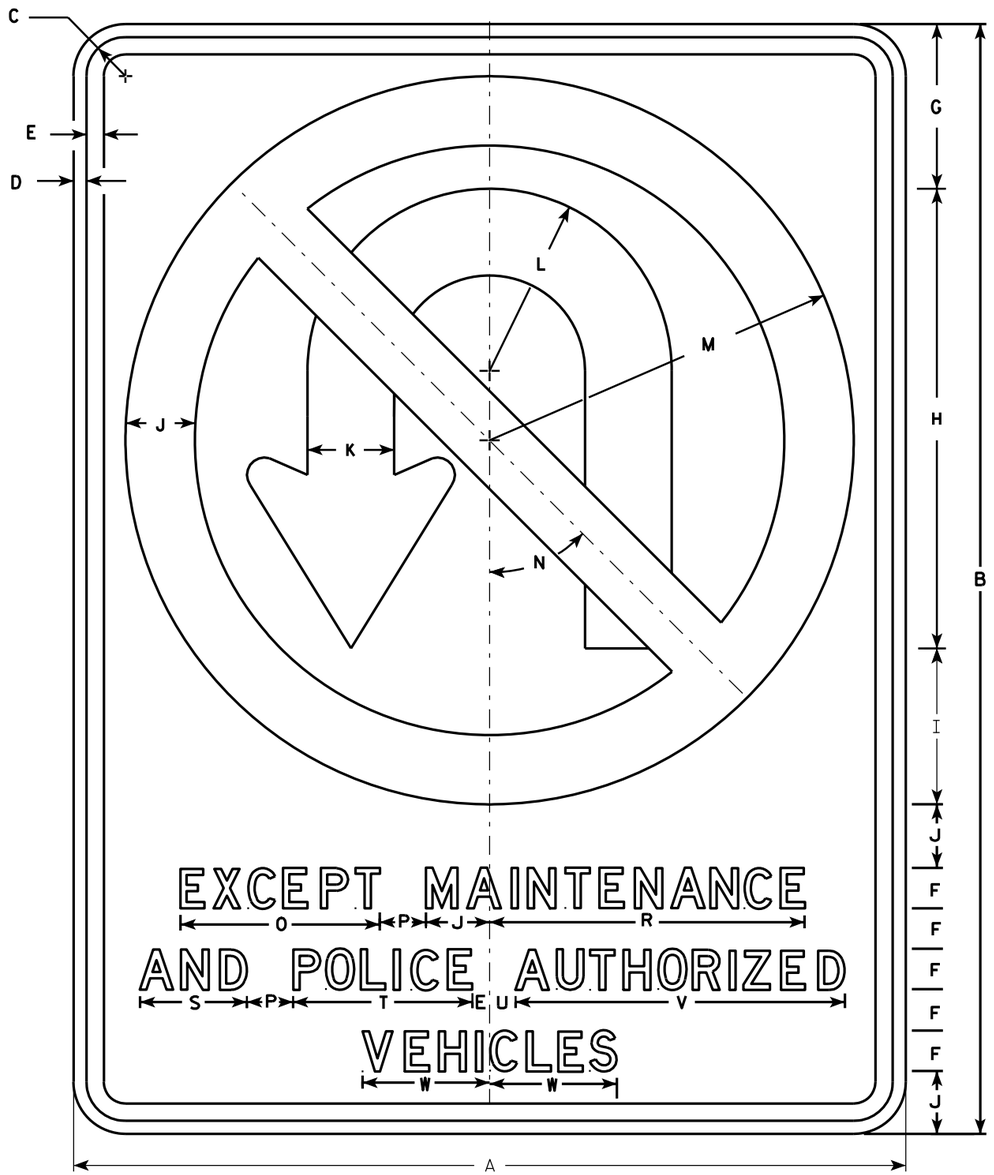
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

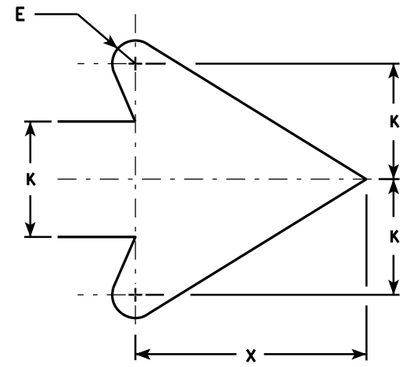
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 569	E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

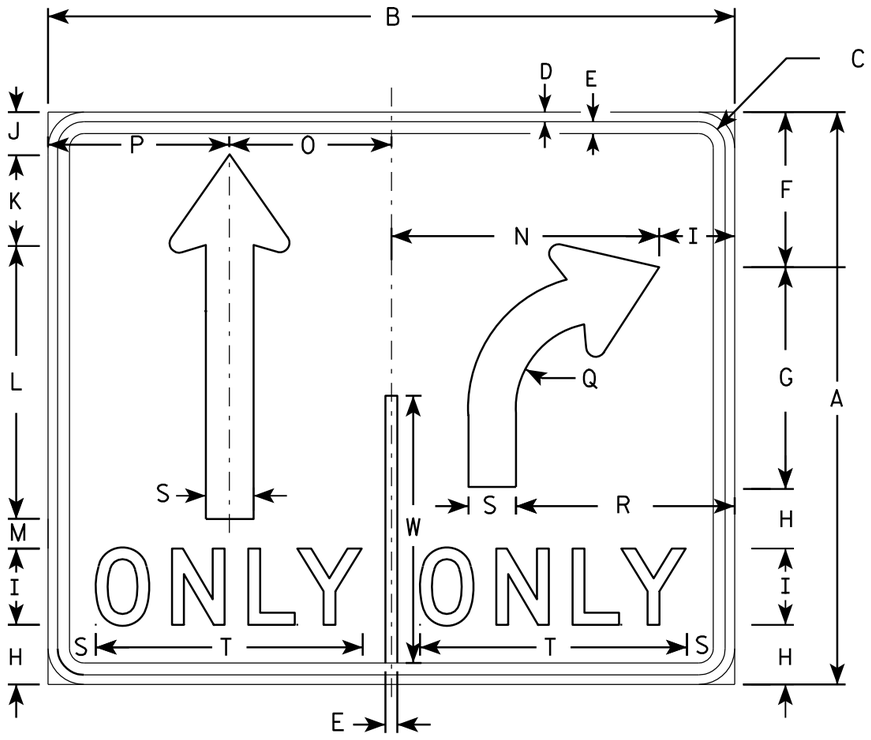
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

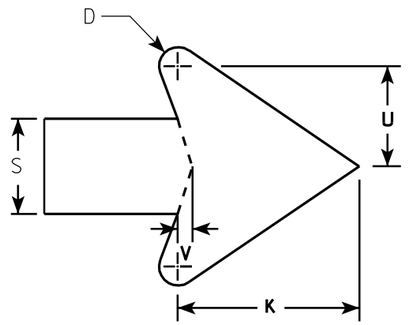
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 570	E



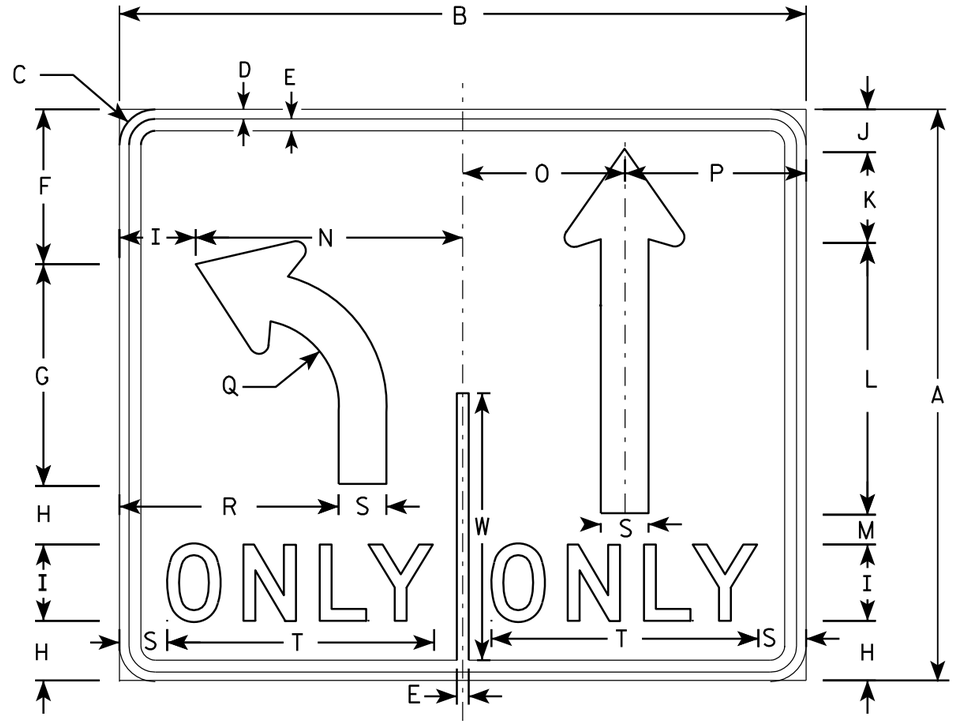
R3-8D



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0

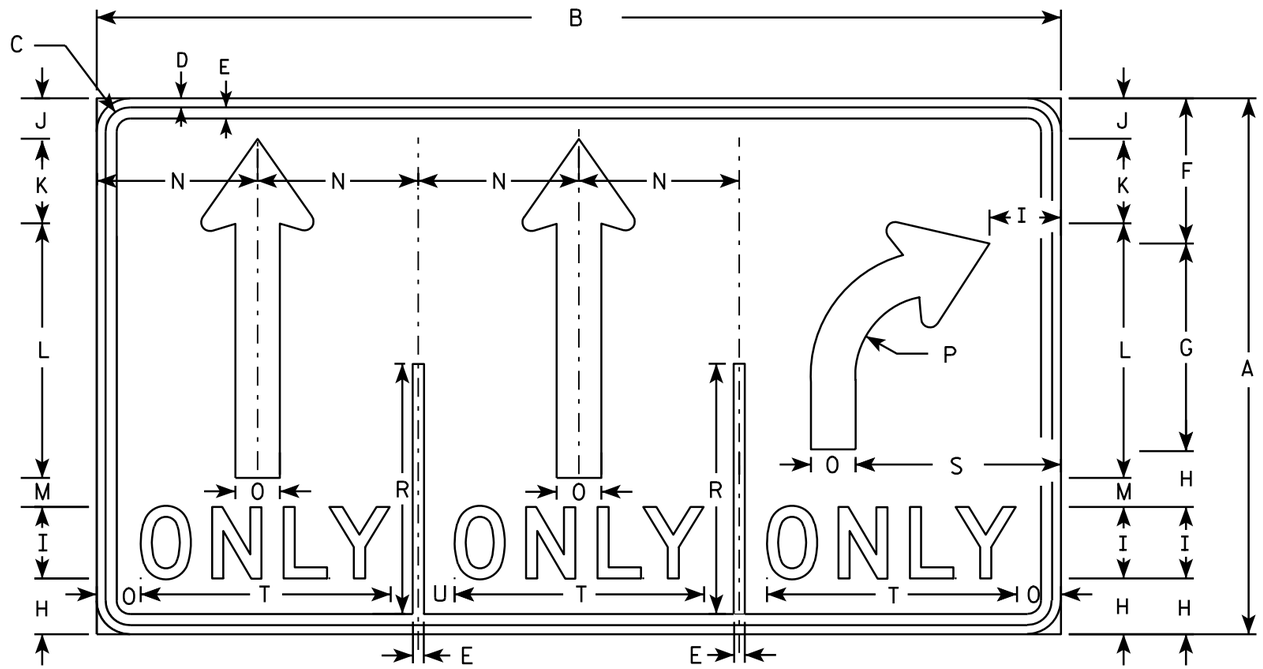
STANDARD SIGN
R3-8D & R3-8E

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

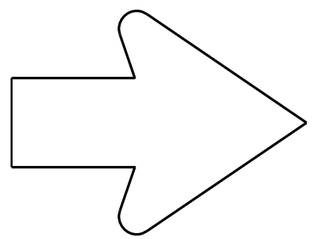
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 571	E



R3-8X

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7 5/8	23	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7 5/8	23	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8X

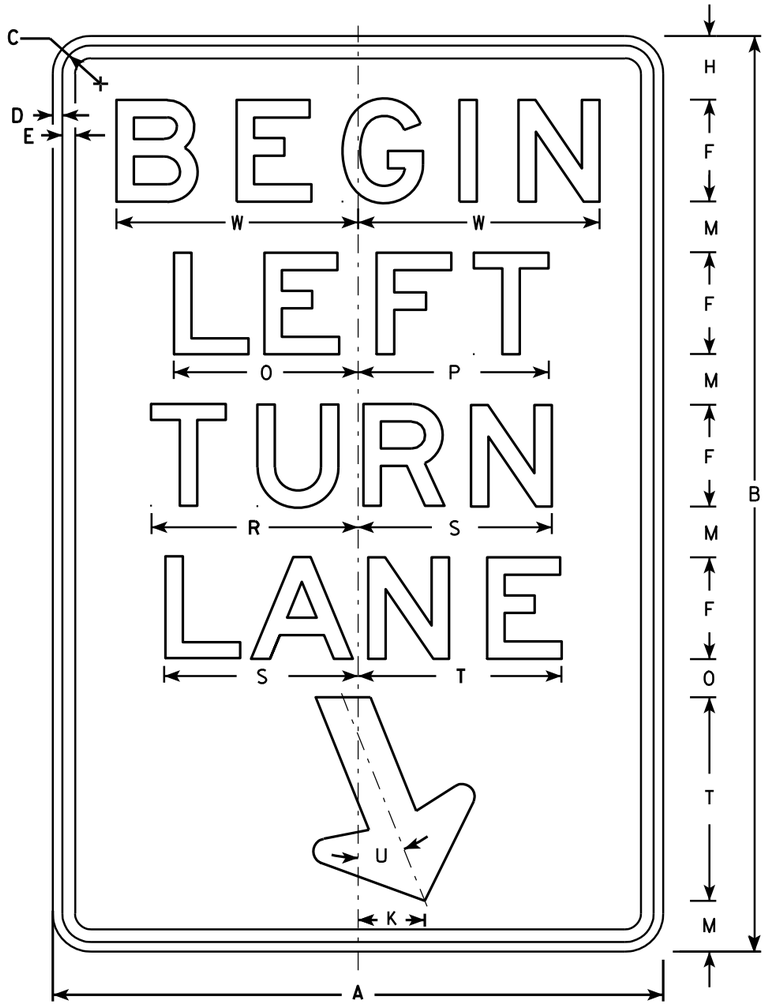
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/25/13 PLATE NO. R3-8X.3

PROJECT NO:

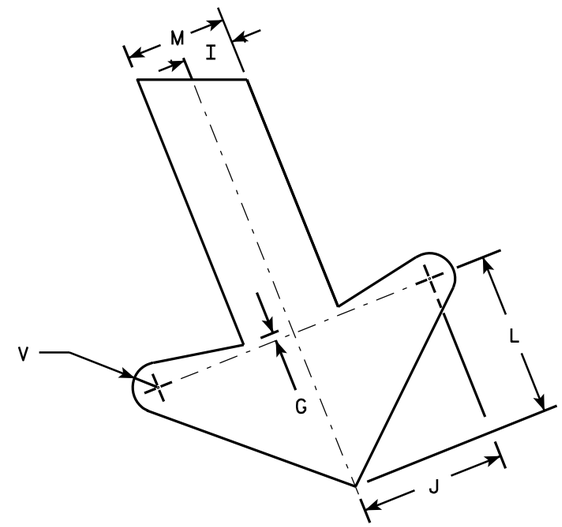
SHEET NO: 572 E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

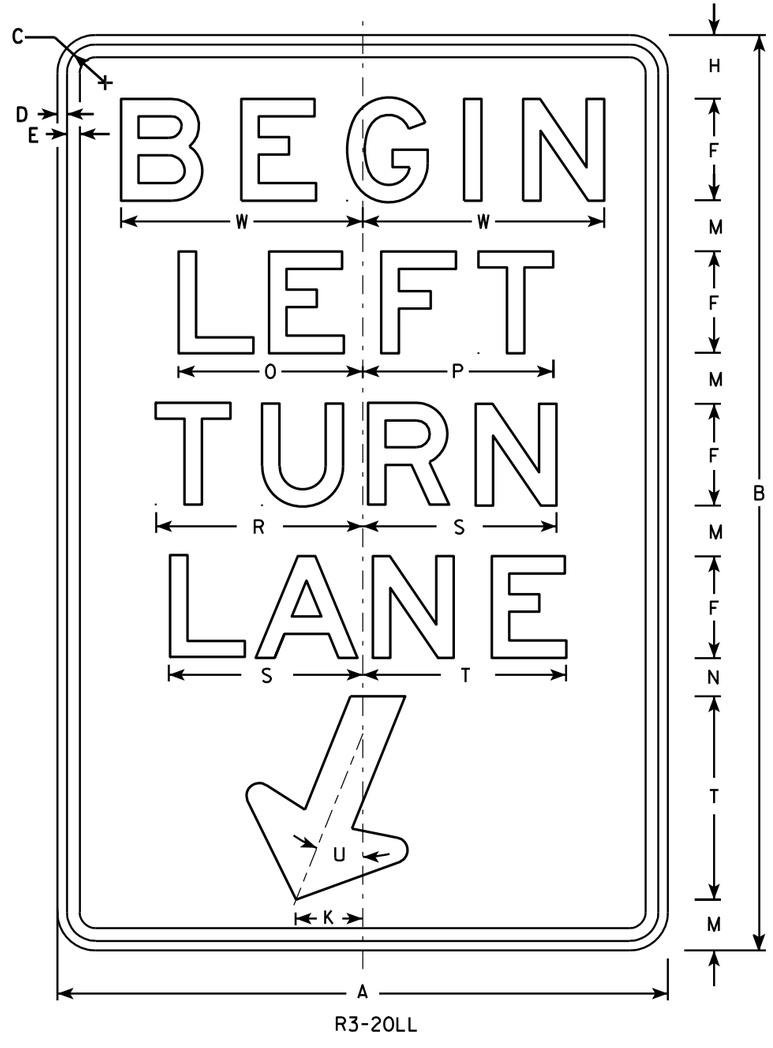
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

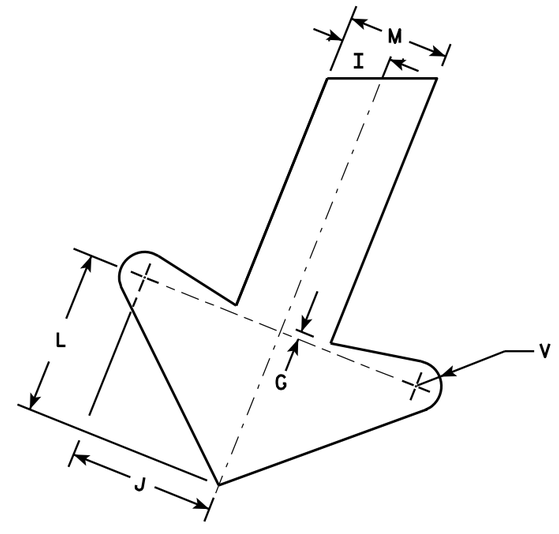
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 573 | E



R3-20LL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

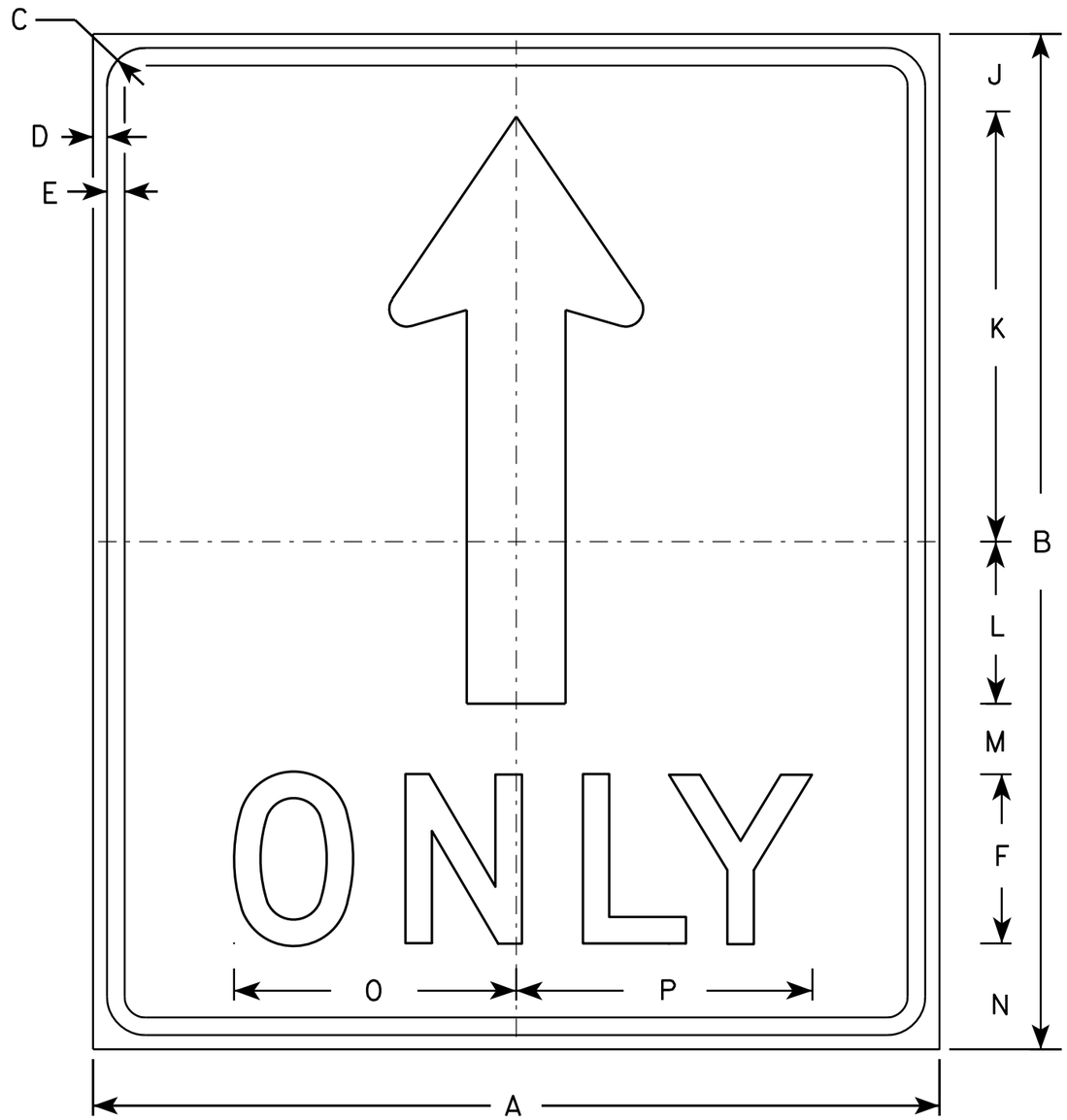
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 574	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320LL.DGN PLOT DATE : 15-OCT-2010 14:38 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

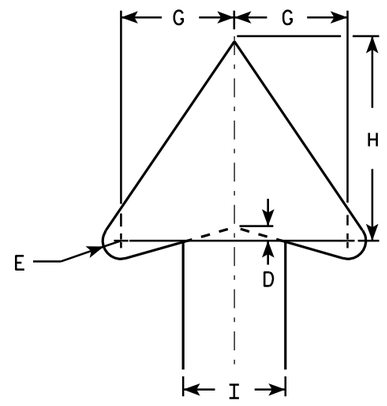
WISDOT/CADDS SHEET 42



R3-50A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 1/2	2 3/4	15 1/4	5 3/4	2 1/2	3 3/4	10	10 1/2											7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 1/2	2 3/4	15 1/4	5 3/4	2 1/2	3 3/4	10	10 1/2											7.5
3																											
4																											
5																											

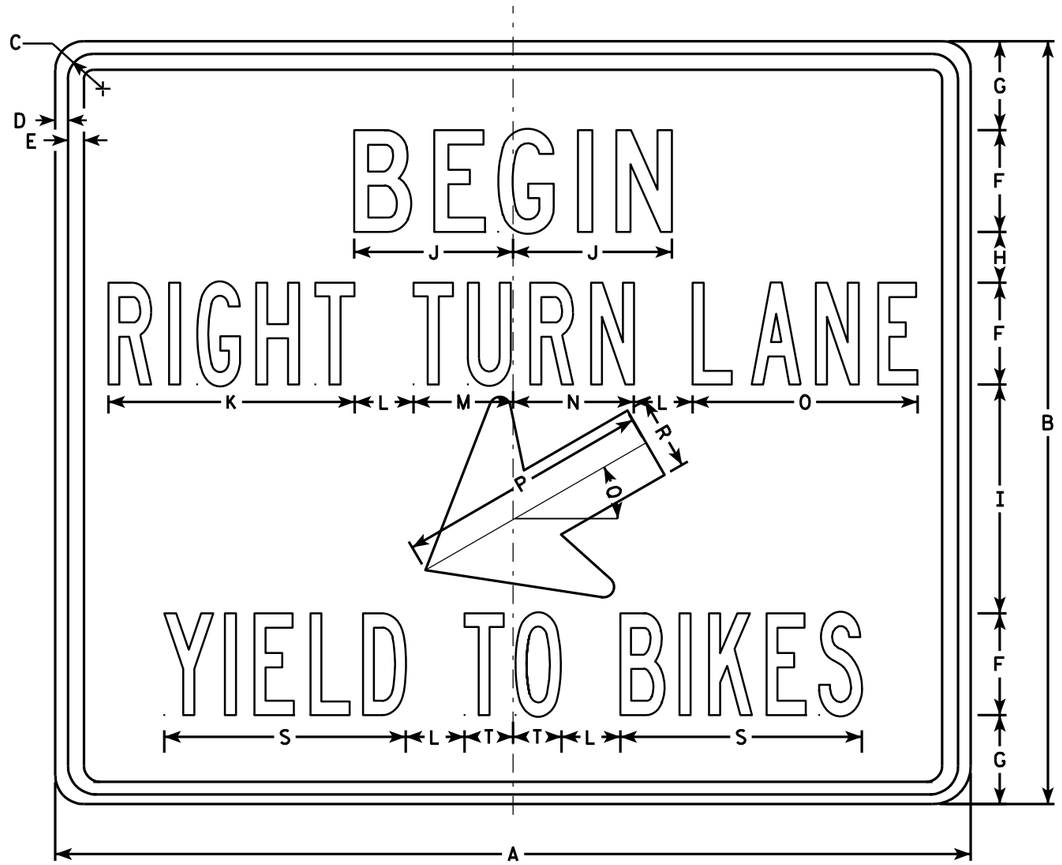
STANDARD SIGN
R3-50A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50A.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 575	E



R4-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

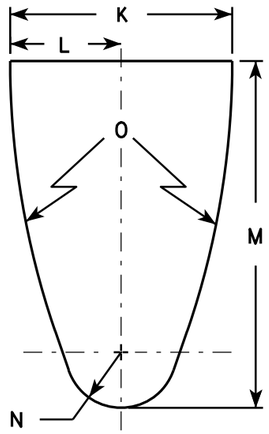
STANDARD SIGN
R4-4

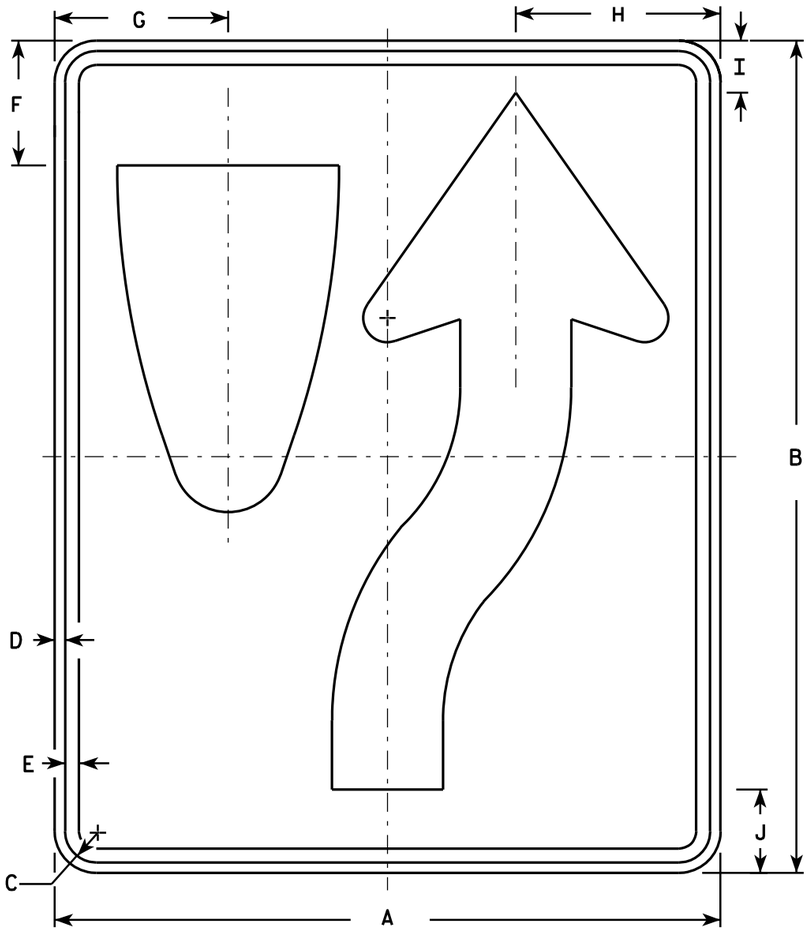
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 576 | E

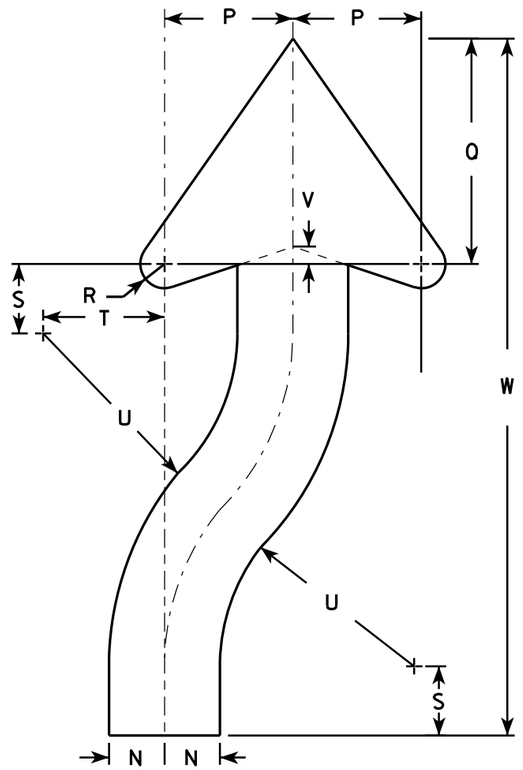




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

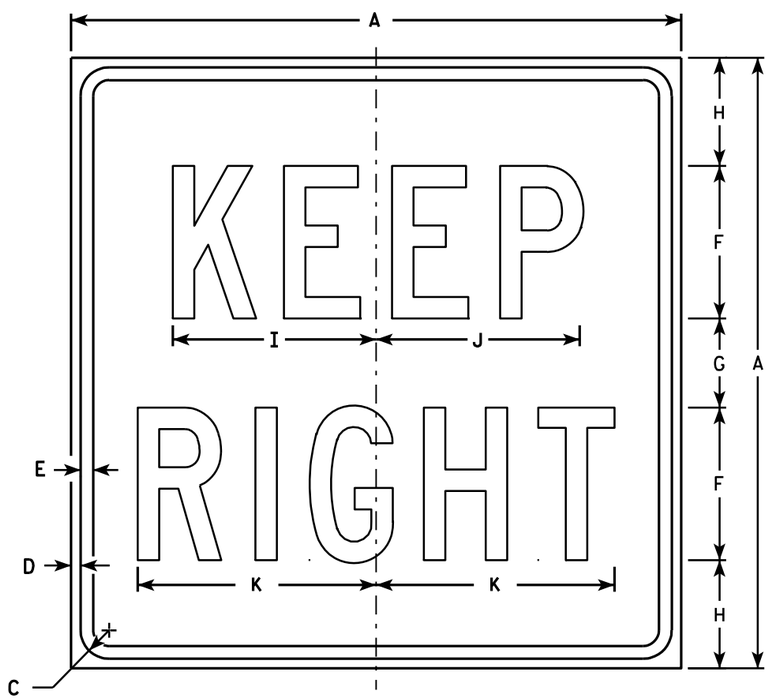
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

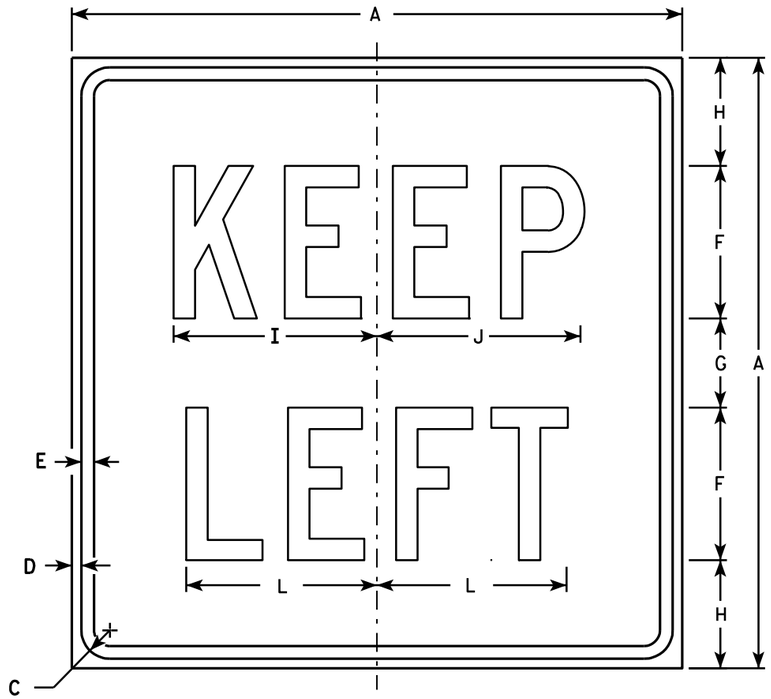
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 577	E



R4-52R



R4-52L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8	5	2	3	6 3/4	6 5/8	7 1/2	6 1/4															2.25
2S	24		1 1/8	3/8	1/2	6	3 1/2	4 1/4	8	8	9 3/8	7 1/2															4.0
2M	24		1 1/8	3/8	1/2	6	3 1/2	4 1/4	8	8	9 3/8	7 1/2															4.0
3	36		1 5/8	5/8	3/4	10	5	5 1/2	13 1/2	13 3/8	14 1/2	12 1/2															9.0
4																											
5																											

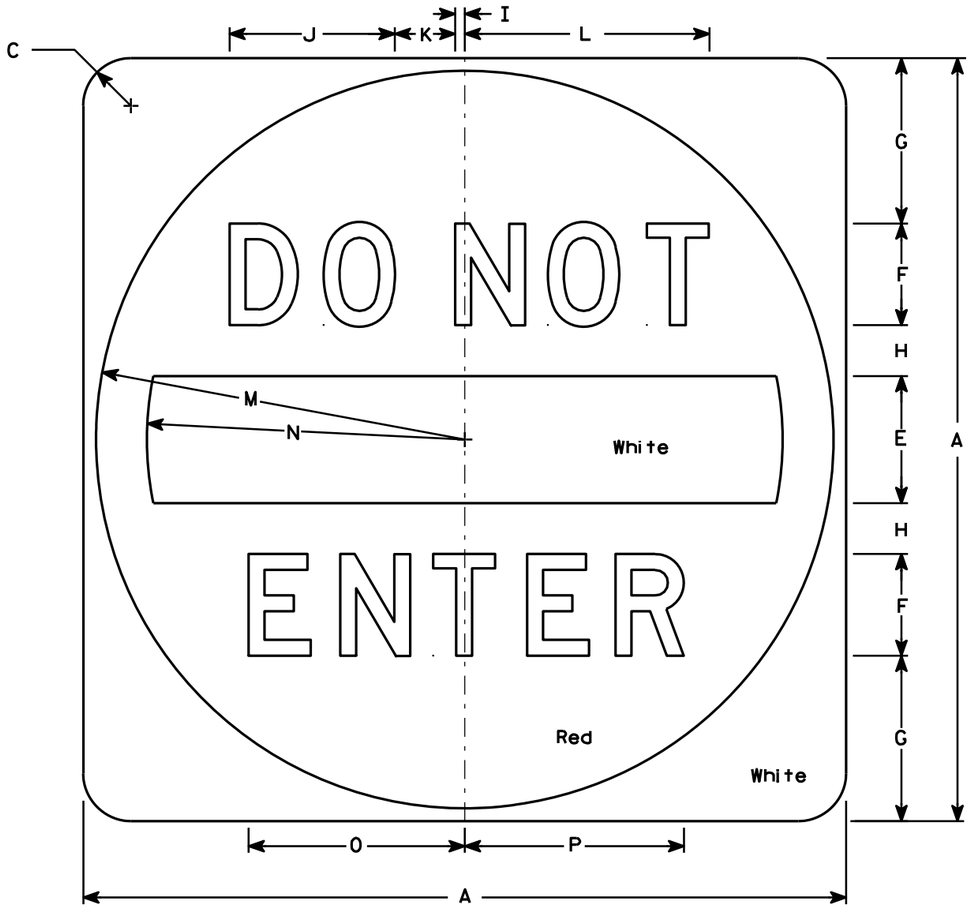
STANDARD SIGN
R4-52R & R4-52L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R4-52.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 578 | E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

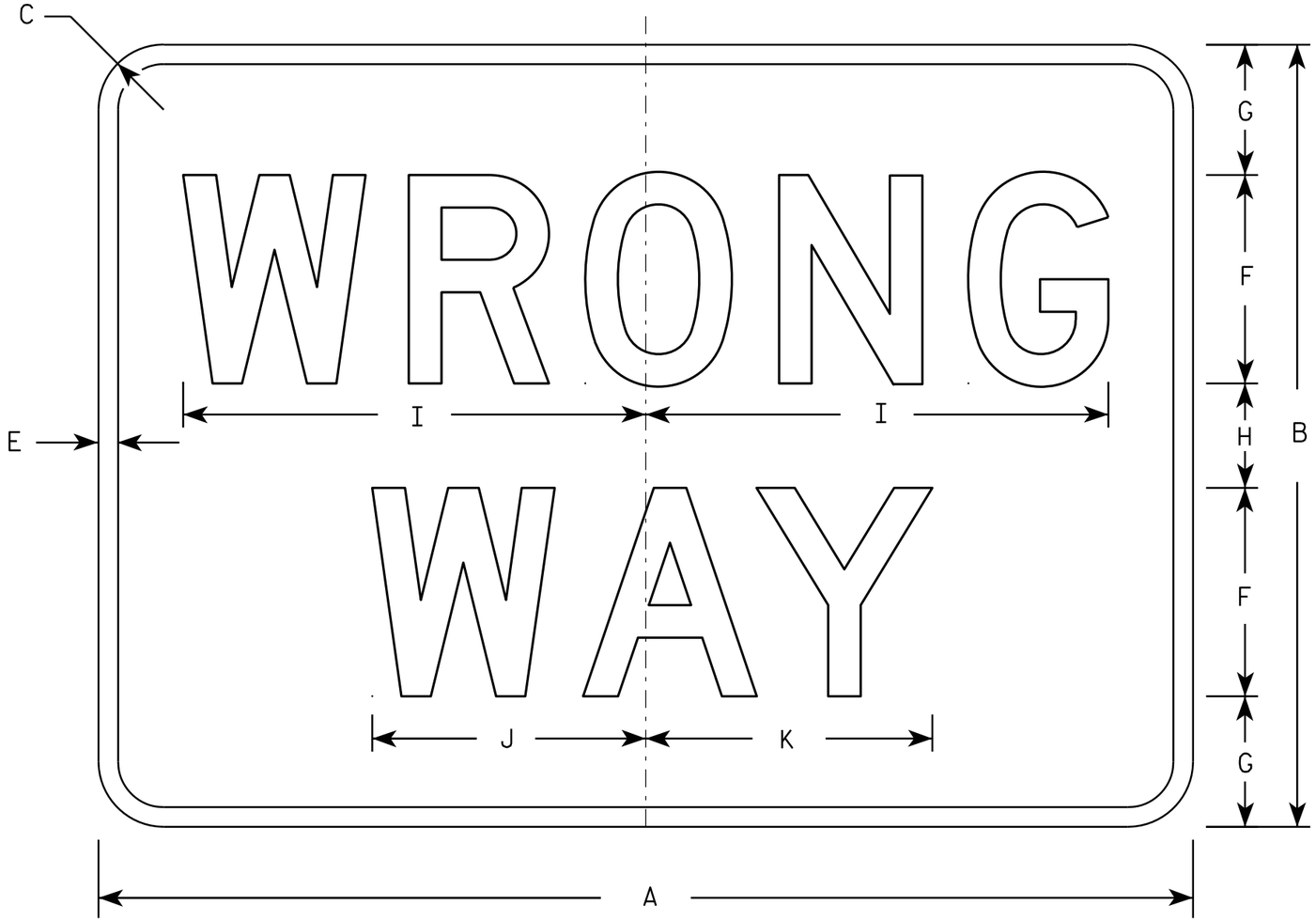
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 579 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 580 | E



R5-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

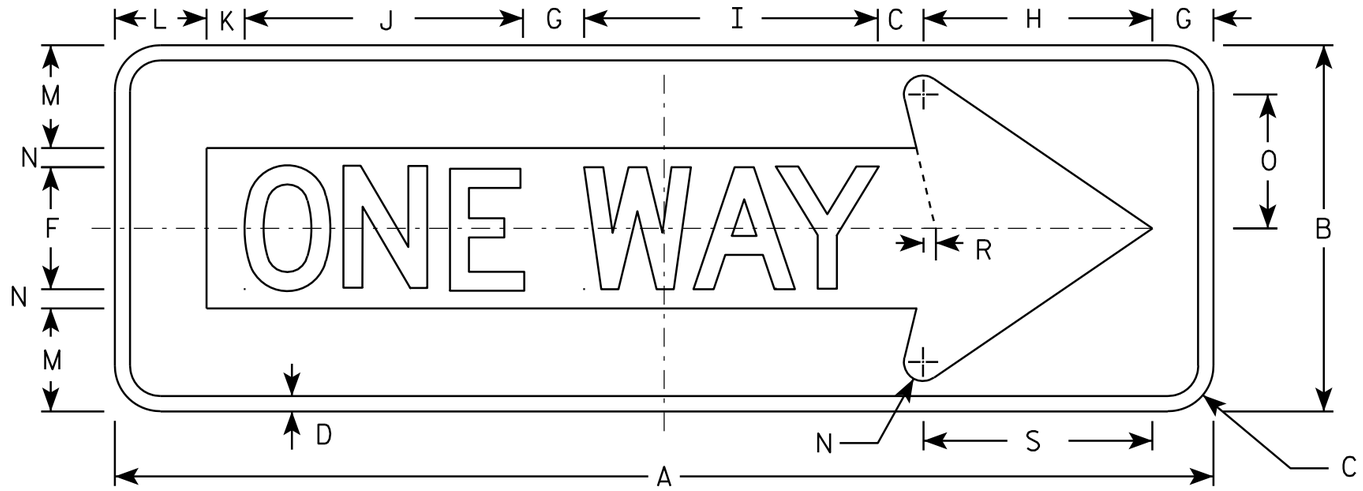
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 581 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R557.DGN PLOT DATE : 29-MAR-2011 14:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

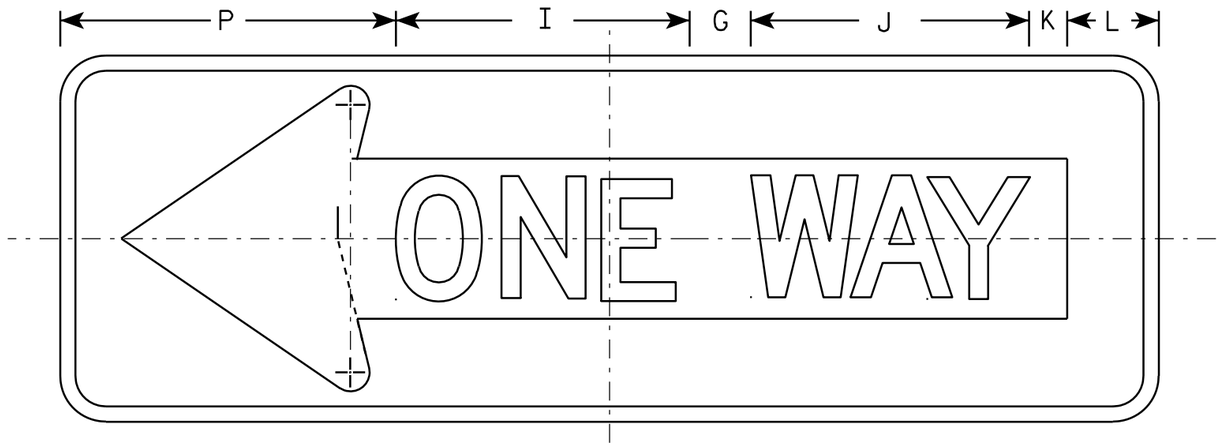
7



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

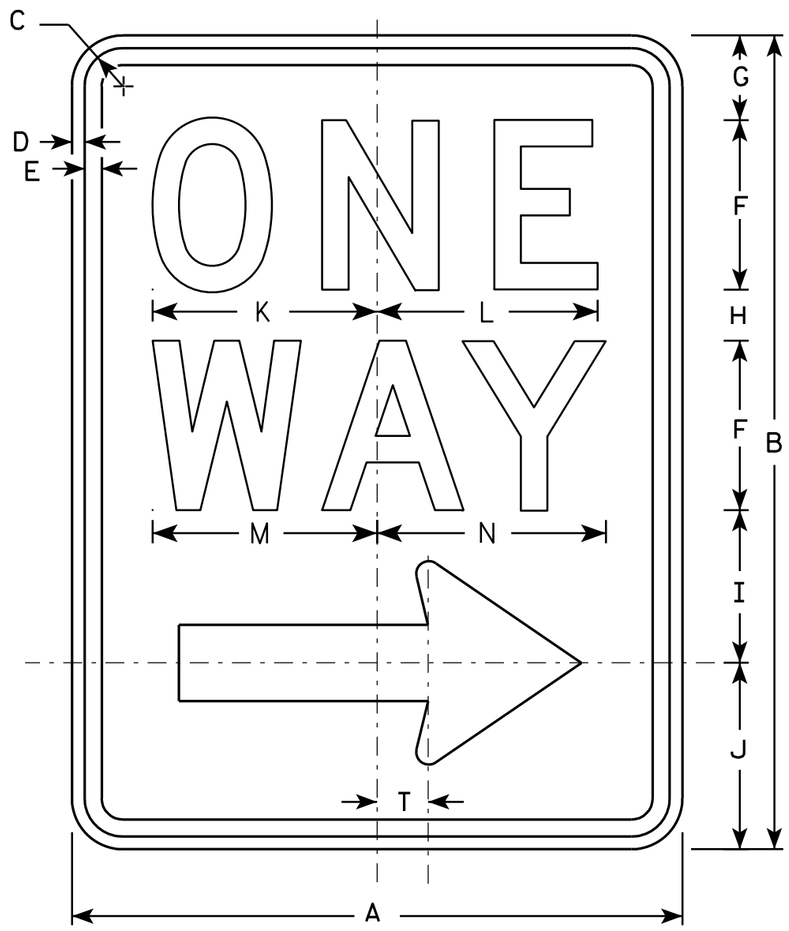
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

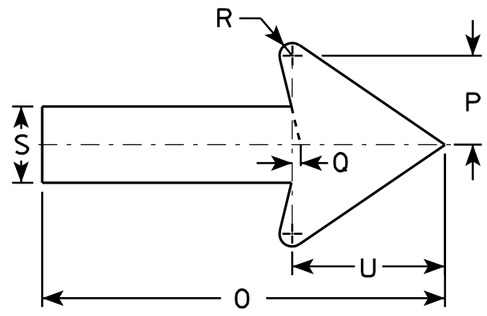
SHEET NO: 582 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

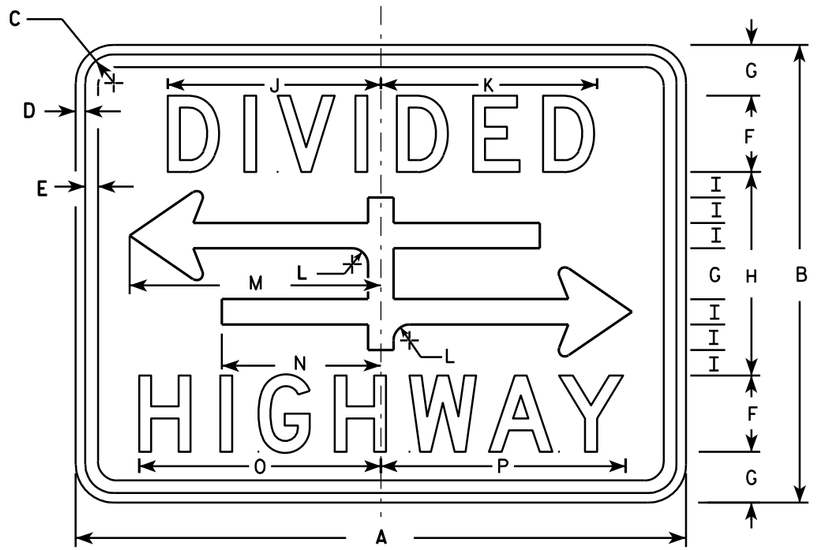
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

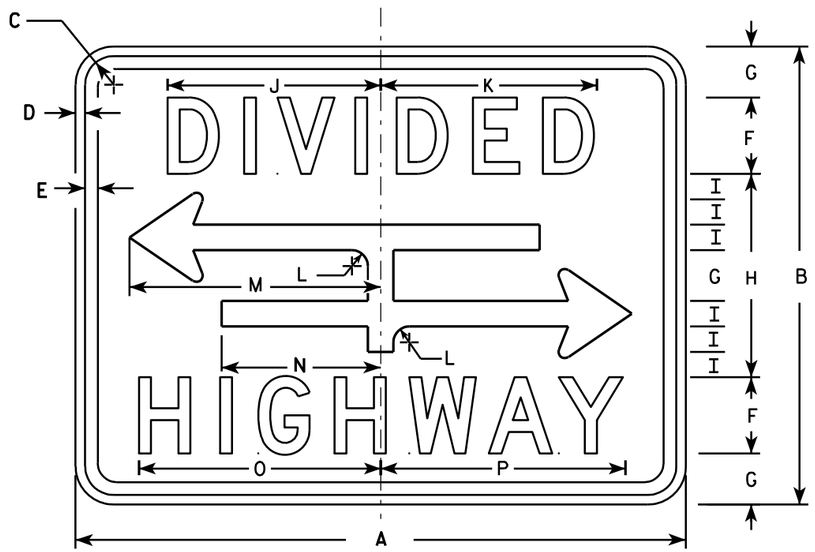
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 583	E



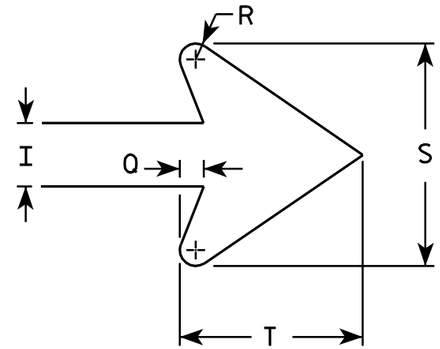
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

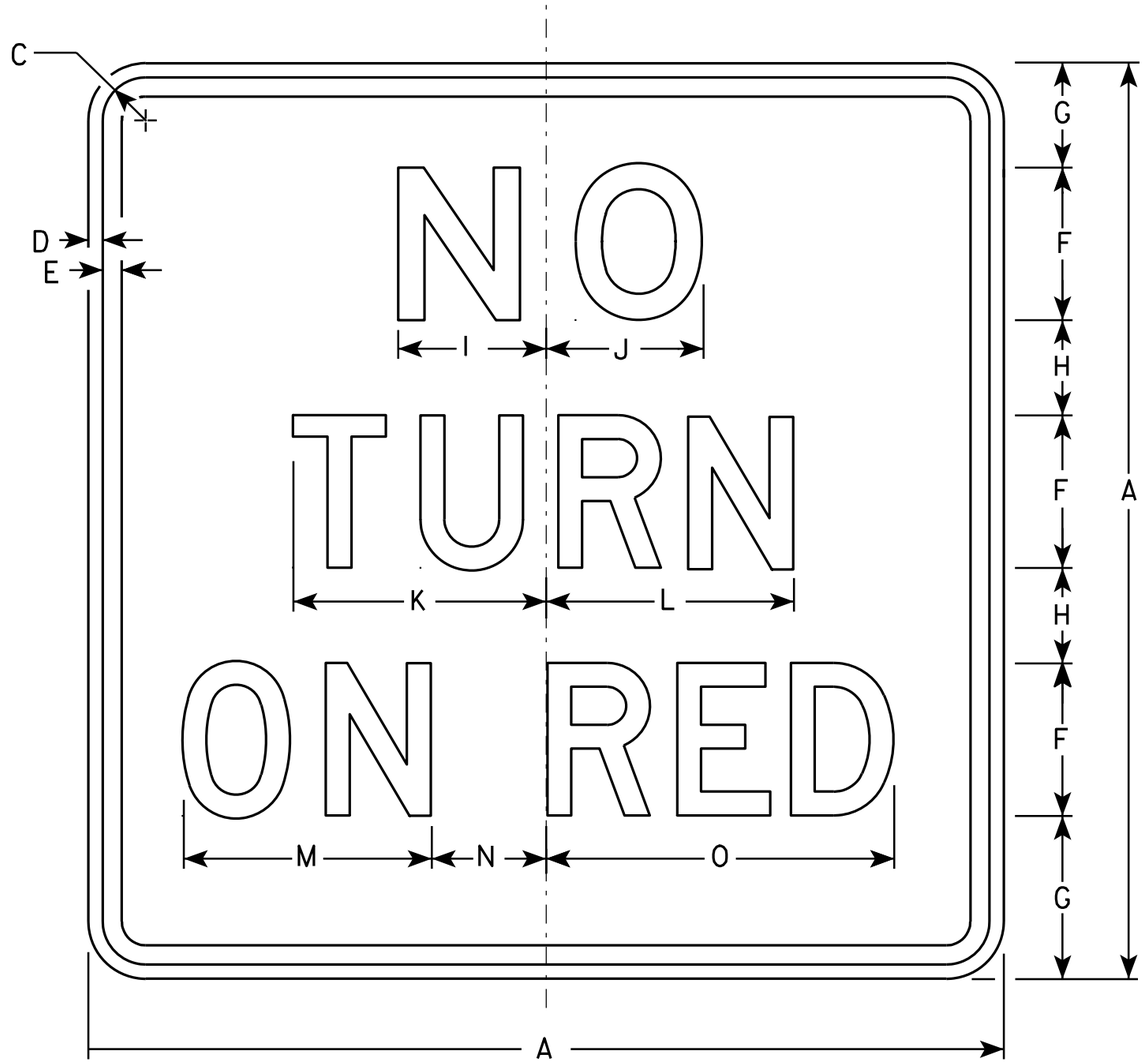
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 584 E



R10-11B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series E.
   Lines 2 and 3 are Series D.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8	3	2 3/4	1 3/4	3	3 1/8	5	4 7/8	5 1/4	1 7/8	7 1/8												2.25
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
3	30		1 3/8	1/2	5/8	5	4 1/2	3	4 7/8	5 1/4	8 1/4	8 1/8	7 3/4	4 1/8	11 7/8												6.25
4																											
5																											

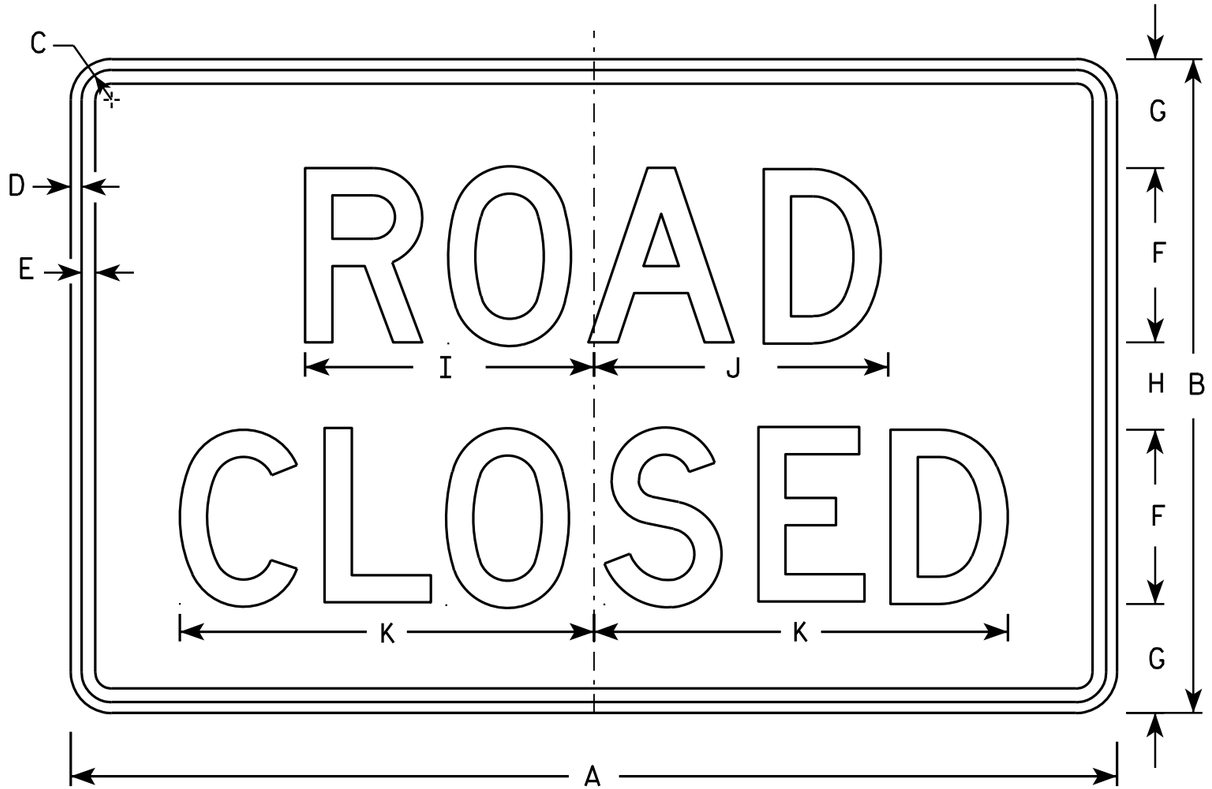
STANDARD SIGN
R10-11B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-11B.4

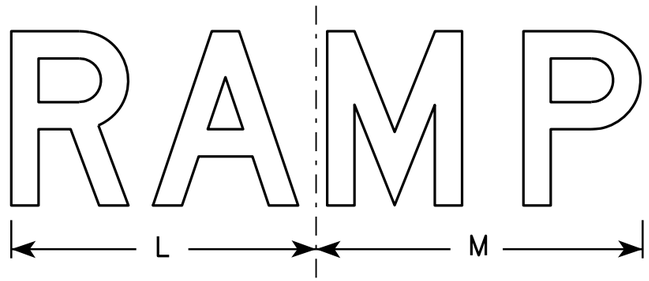
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 585 | E



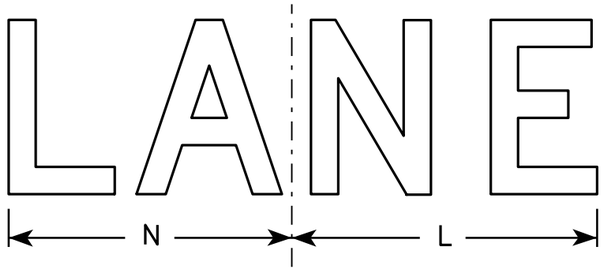
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

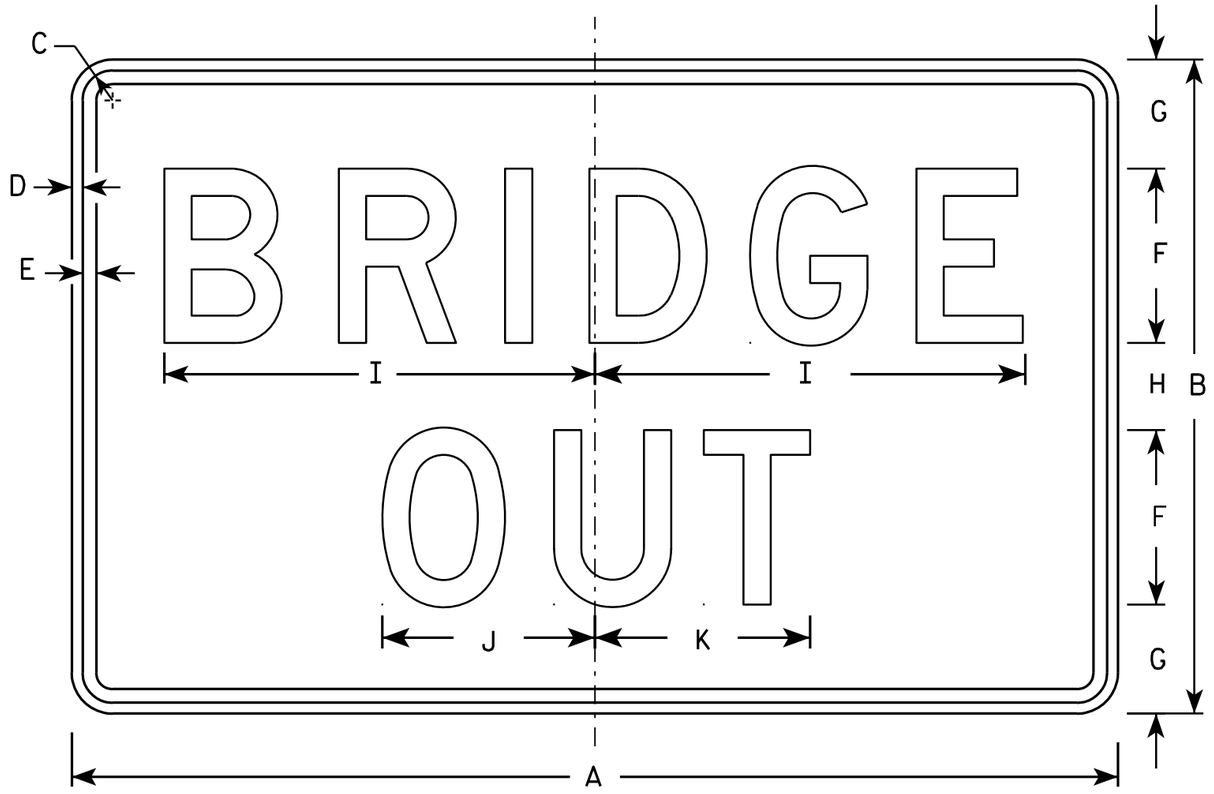
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 586 | E



R11-2B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2B.2

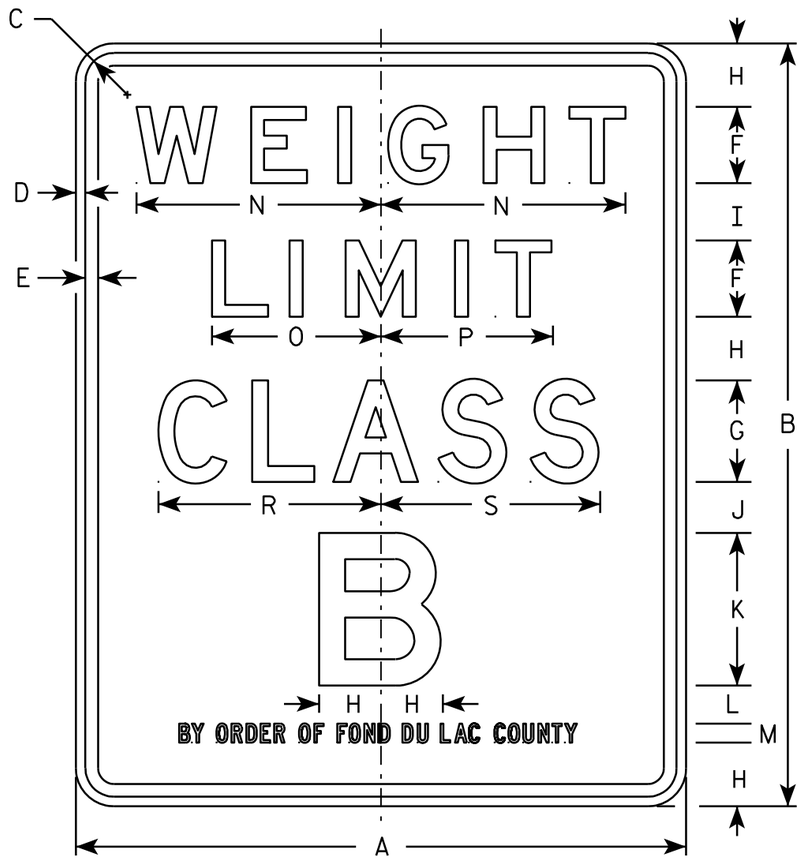
PROJECT NO:

SHEET NO: 587 E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112B.DGN PLOT DATE : 01-APR-2011 14:23 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42



R12-53

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 2 & 4 are Series E.
   Line 3 is Series D.
   Line 5 is Series C.
6. Line 5 of the sign shall vary with the name of the maintaining authority.

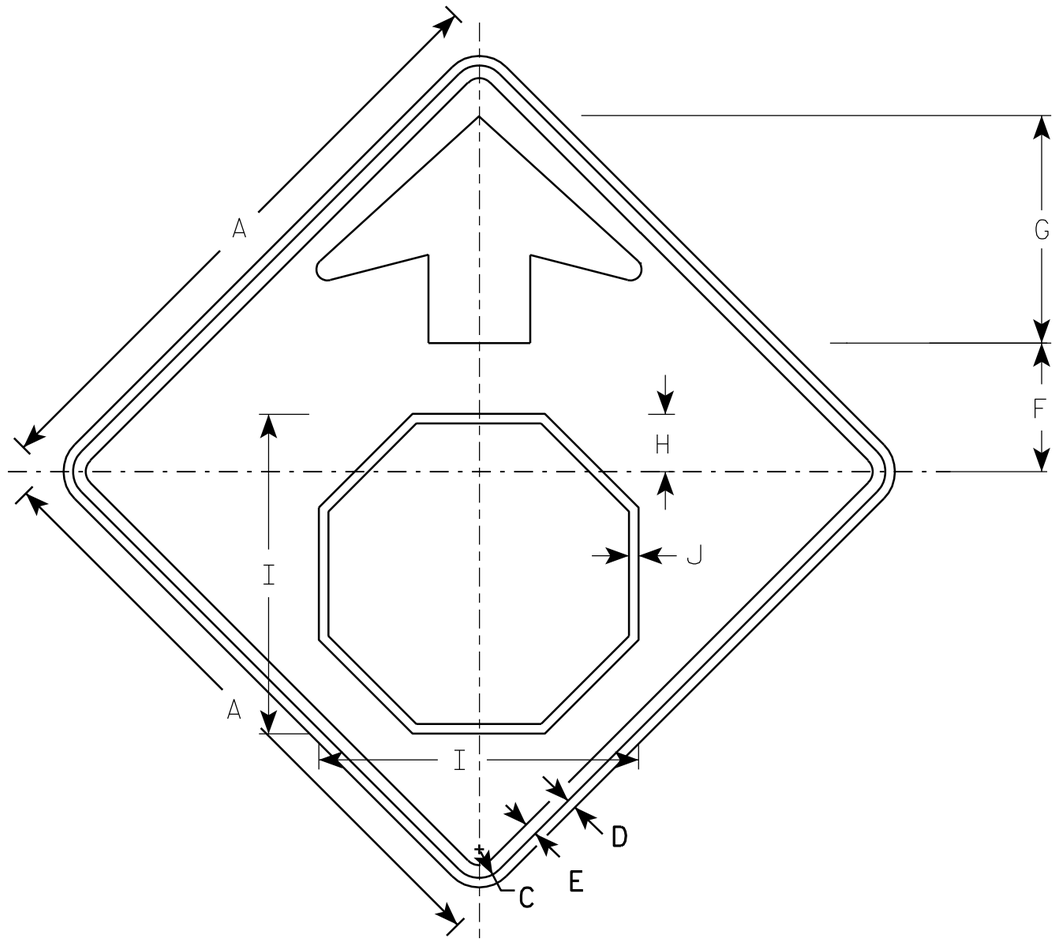
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	3	4	2 1/2	2 1/4	2	6	1 1/2	3/4	9 5/8	6 5/8	6 3/4		8 3/4	8 5/8								5.0
2M	24	30	1 1/8	3/8	1/2	3	4	2 1/2	2 1/4	2	6	1 1/2	3/4	9 5/8	6 5/8	6 3/4		8 3/4	8 5/8								5.0
3																											
4																											
5																											

STANDARD SIGN
R12-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 4/1/11 PLATE NO. R12-53.3

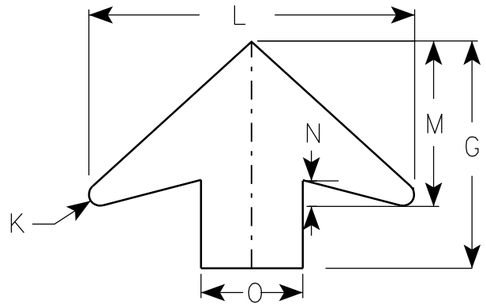
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 588	E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

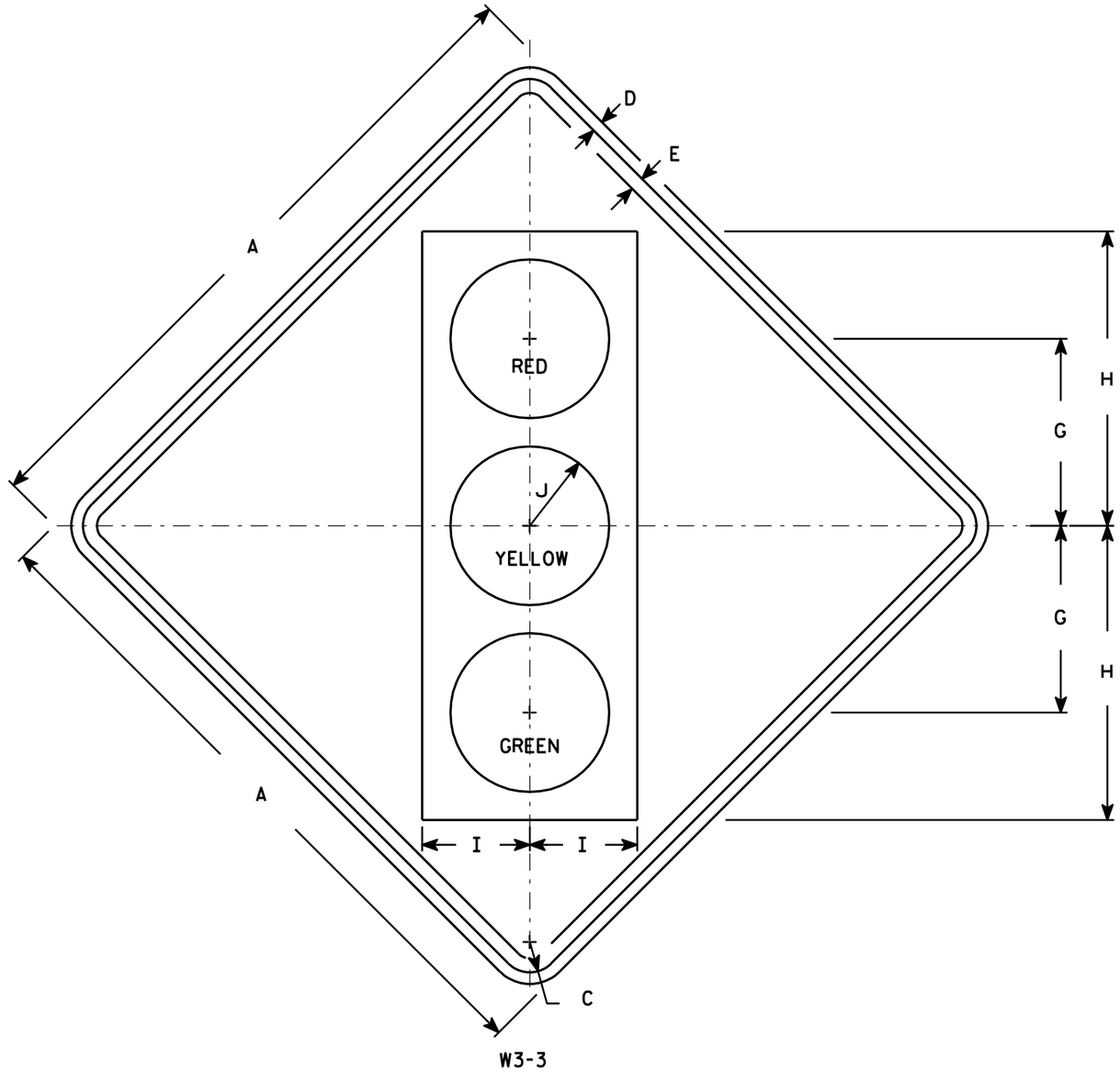
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 589 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

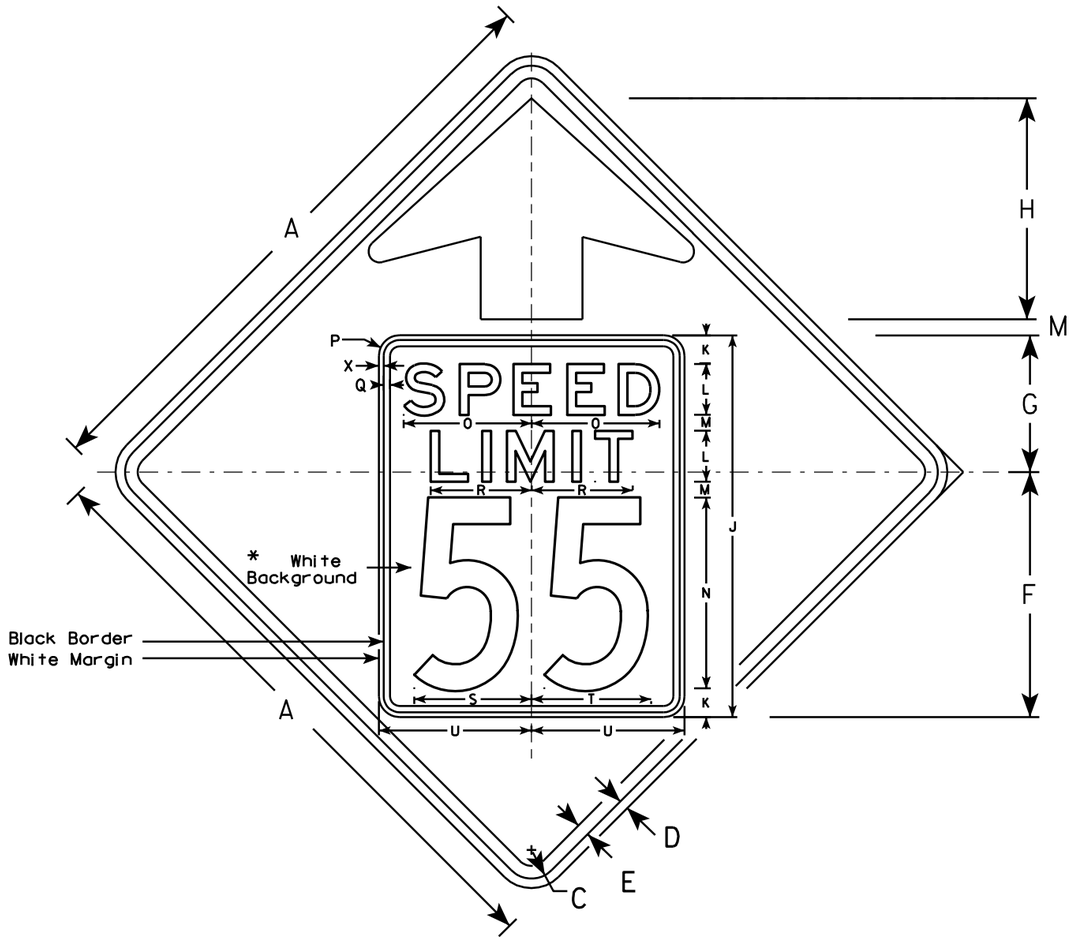
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 590 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000
WISDOT/CADDS SHEET 42

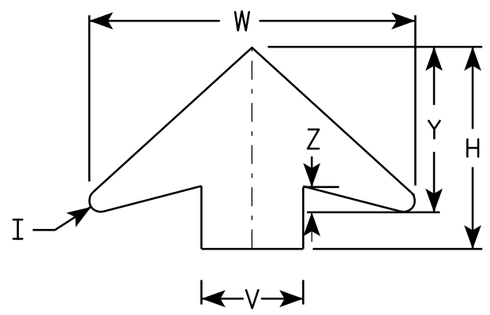


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

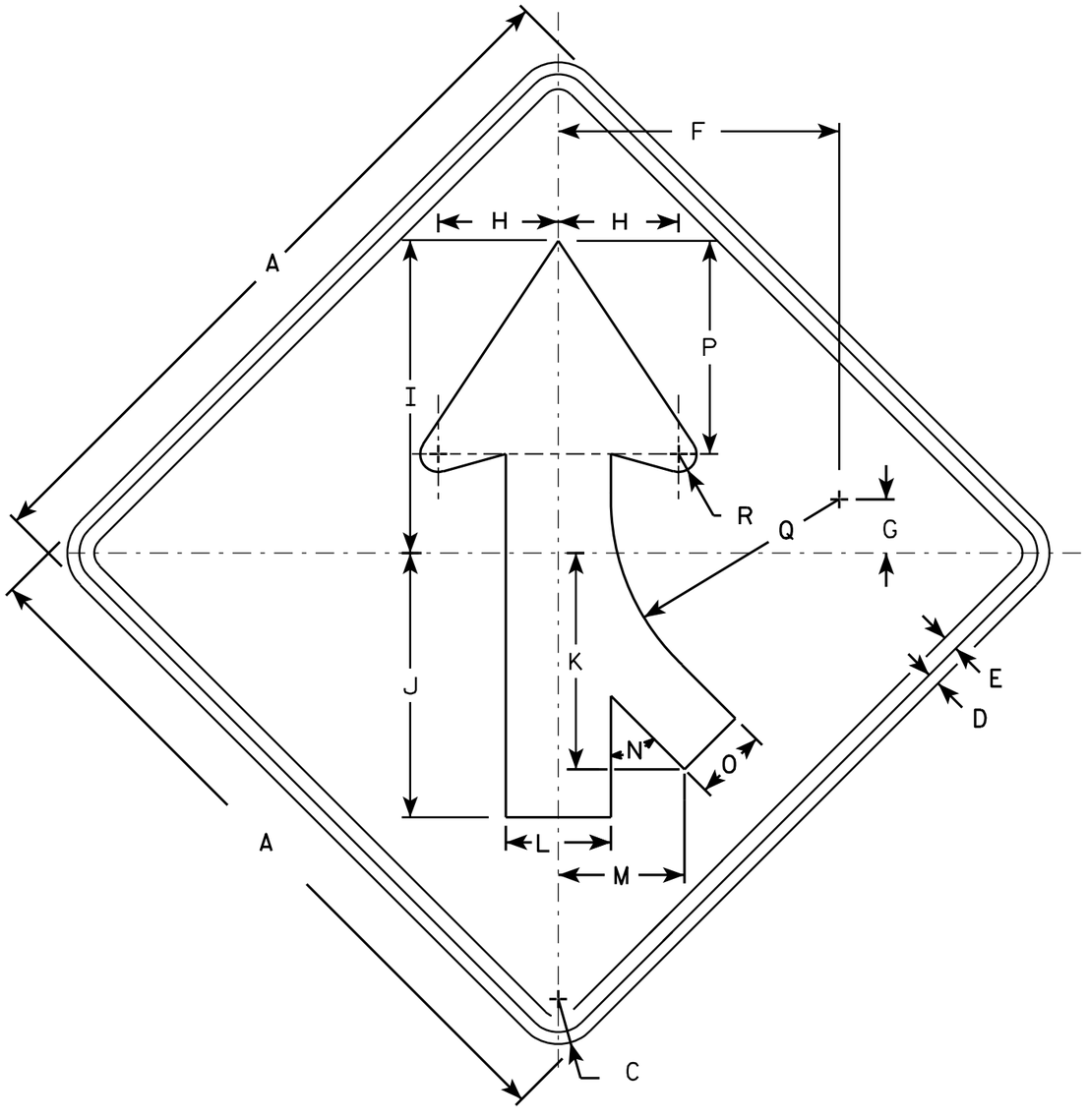
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 591 E



W4-1 R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

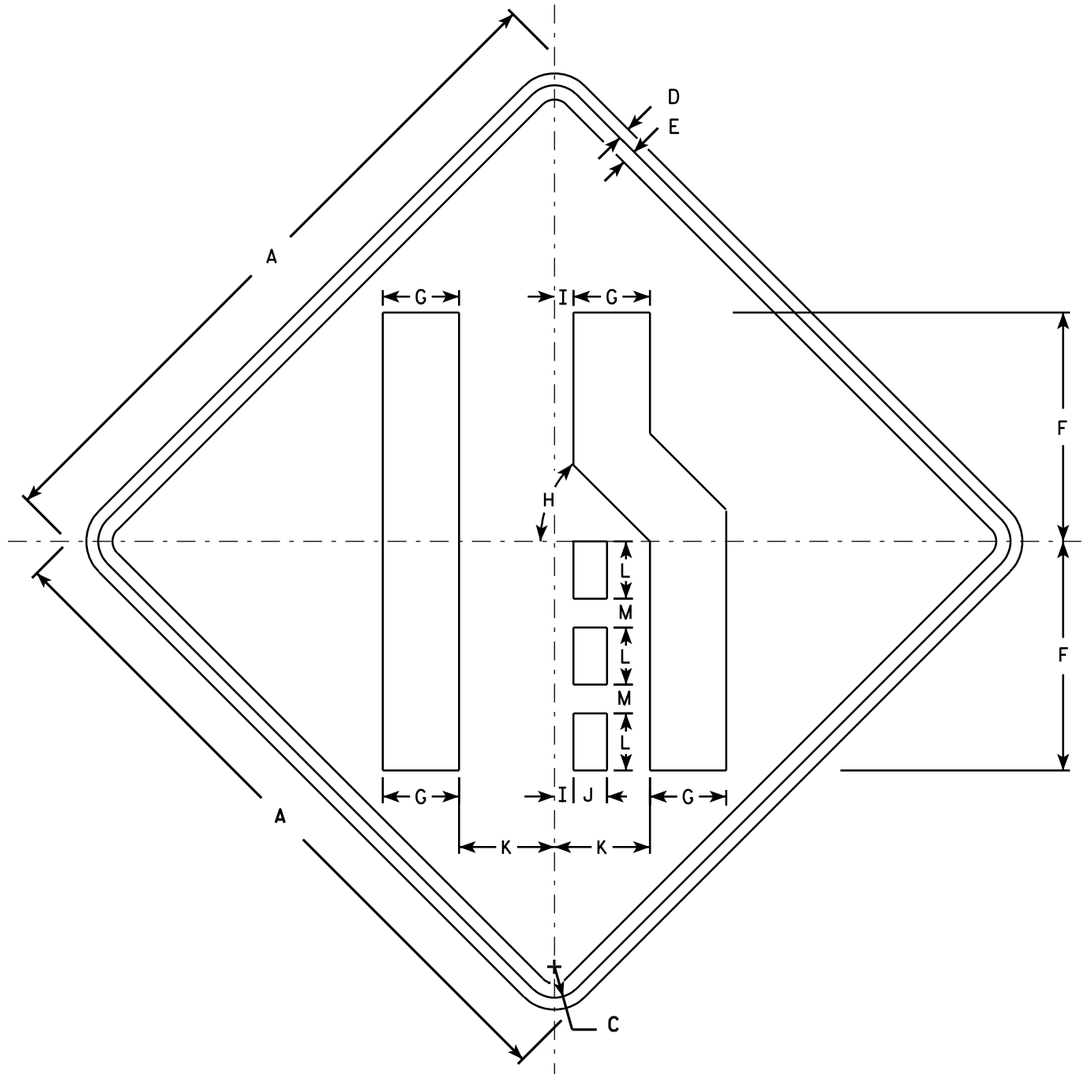
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 592	E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

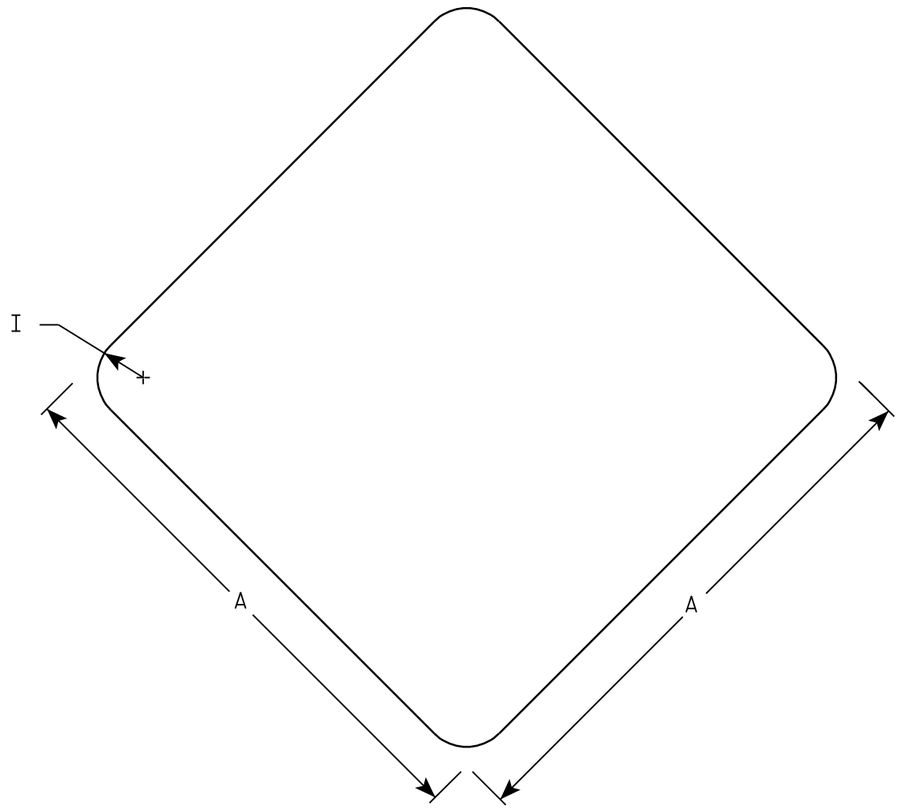
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 593 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

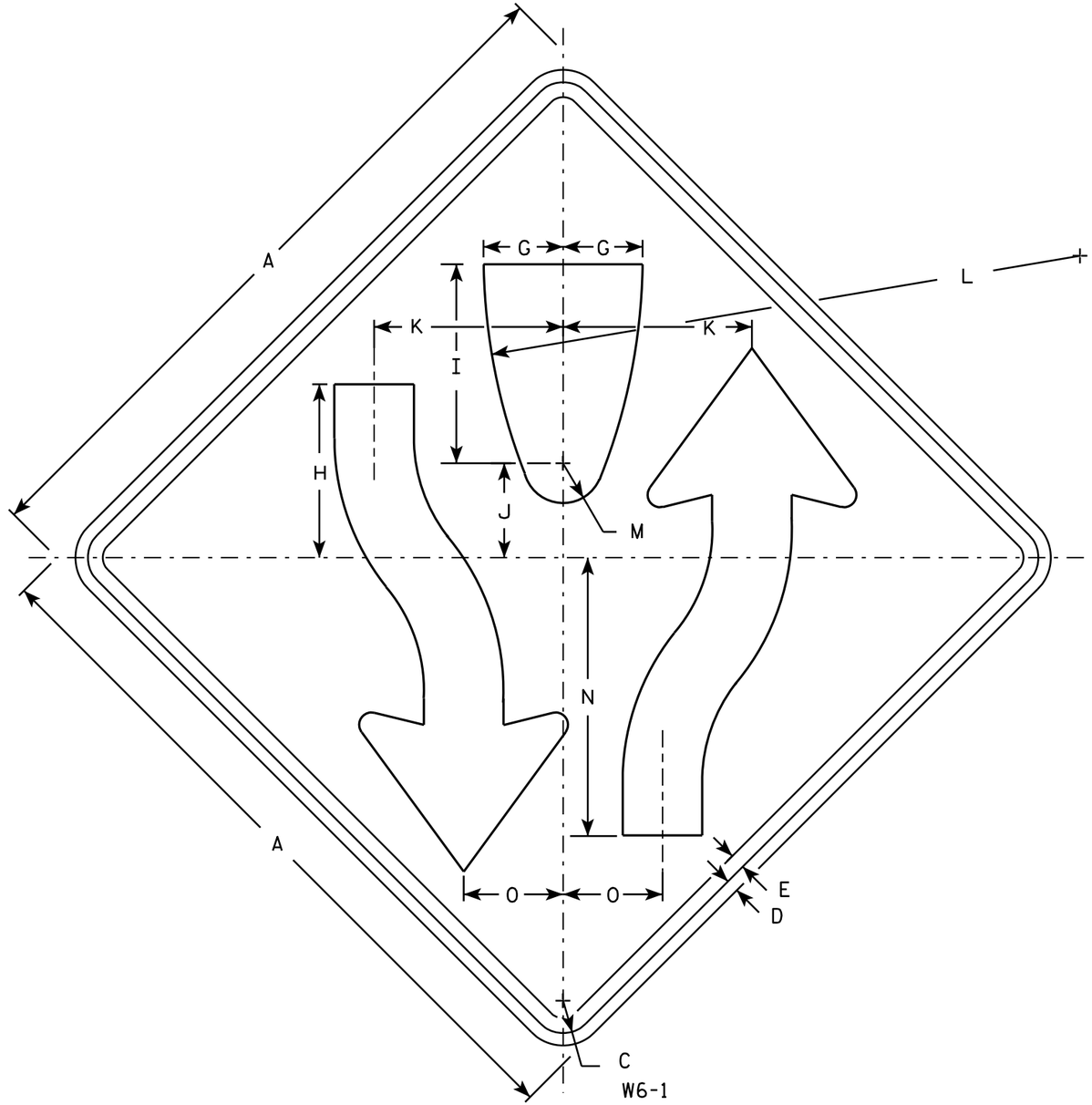
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

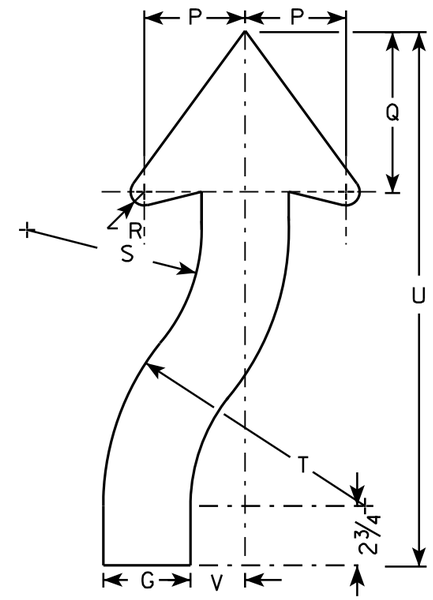
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 594	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

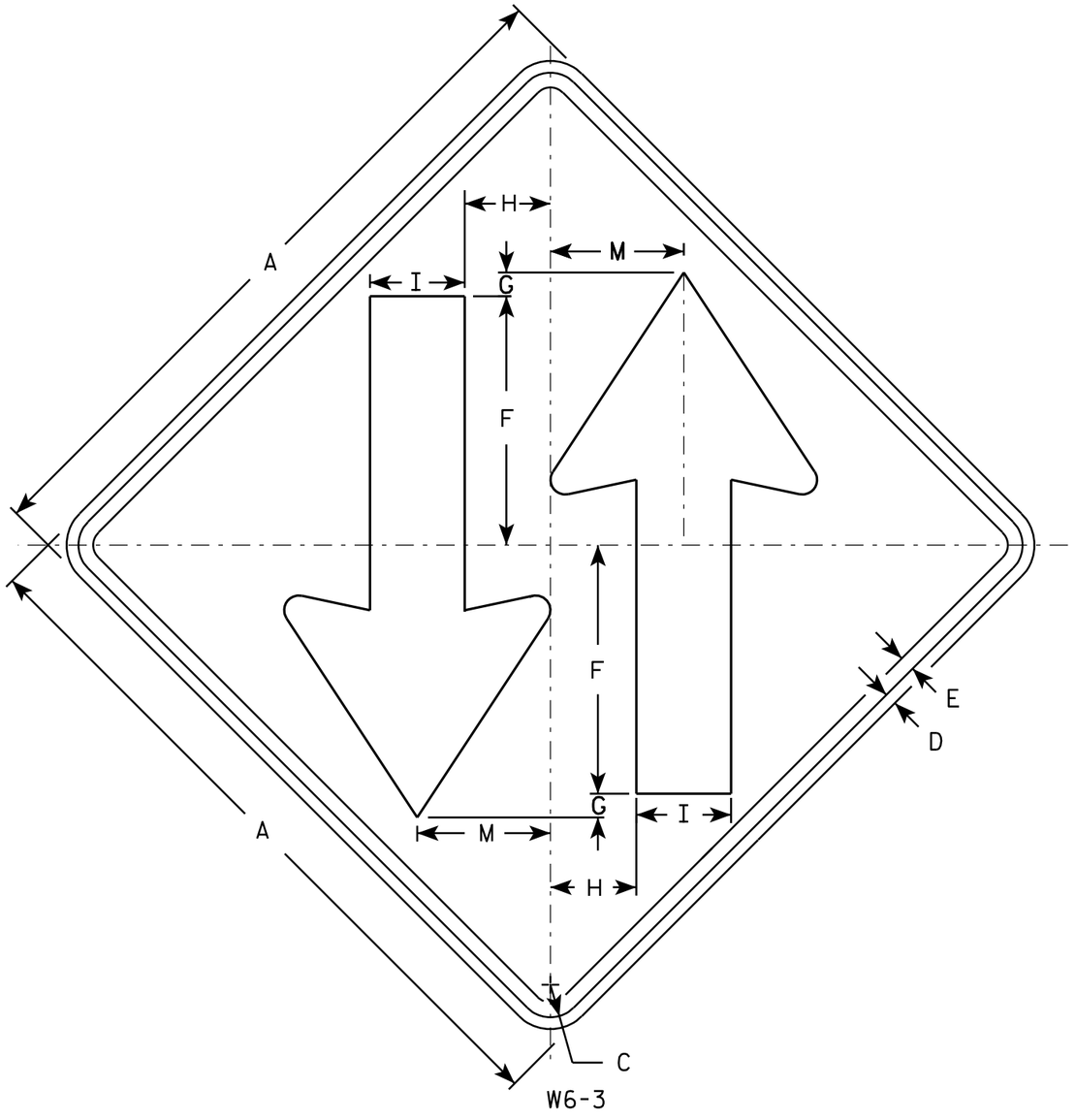
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 595	E

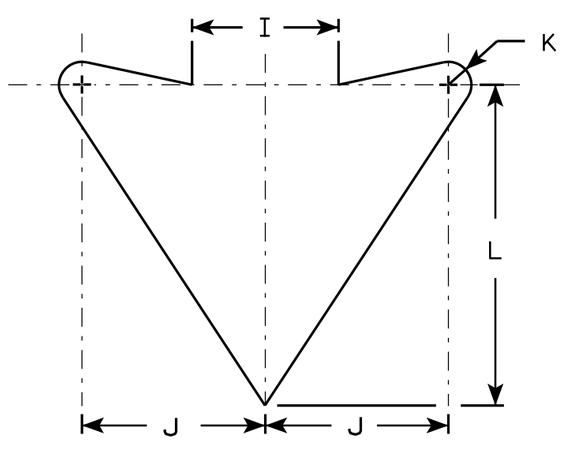
7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10 1/2	1	3 5/8	4	5	5/8	8 3/4	5 5/8														6.25
2S	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2M	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
3																											
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

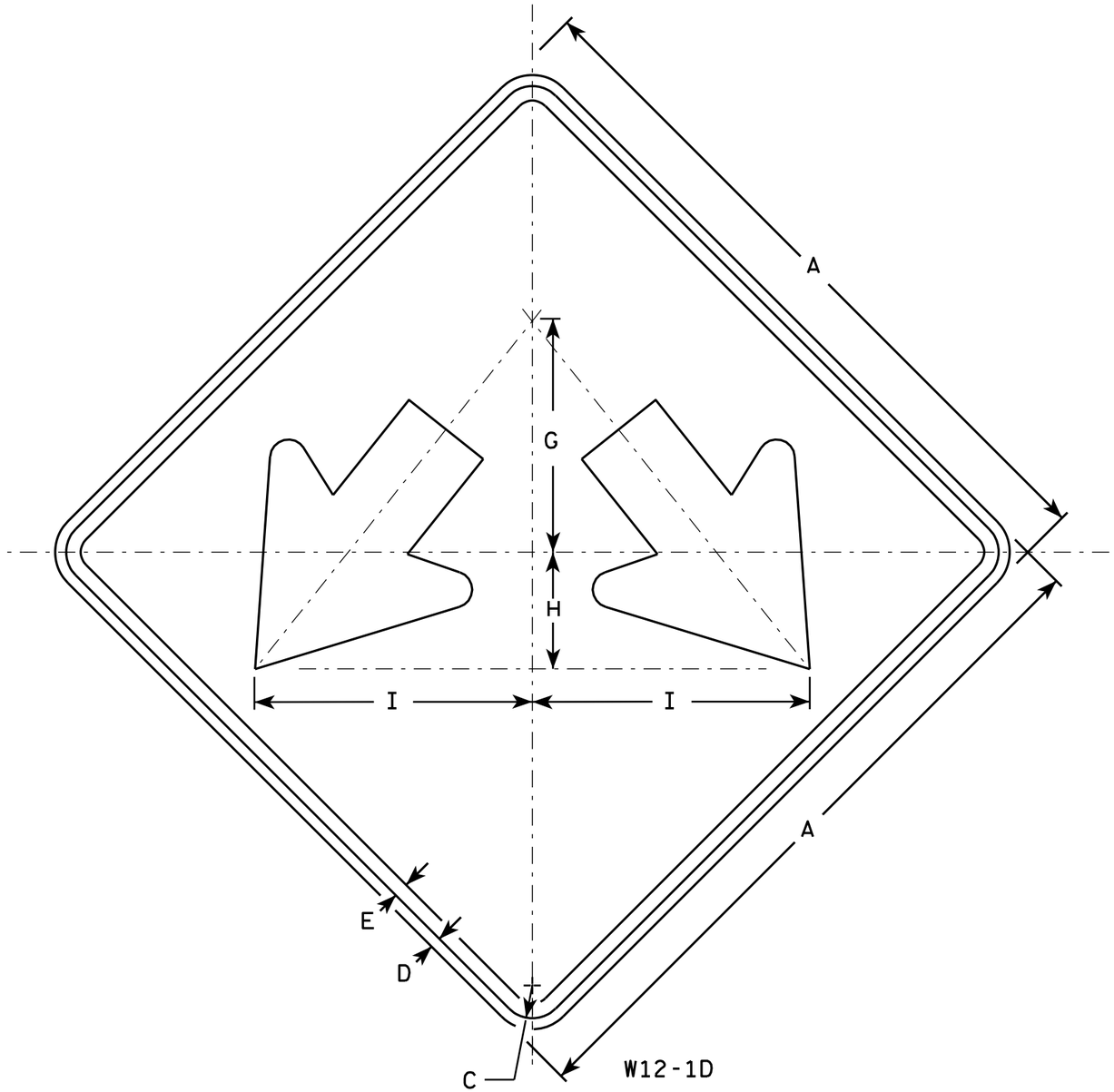
STANDARD SIGN
W6-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

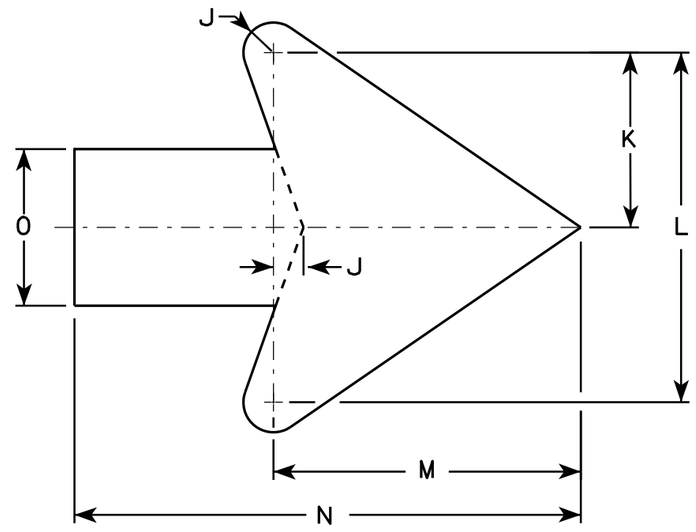
DATE 03/12/13 PLATE NO. W6-3.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 596	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

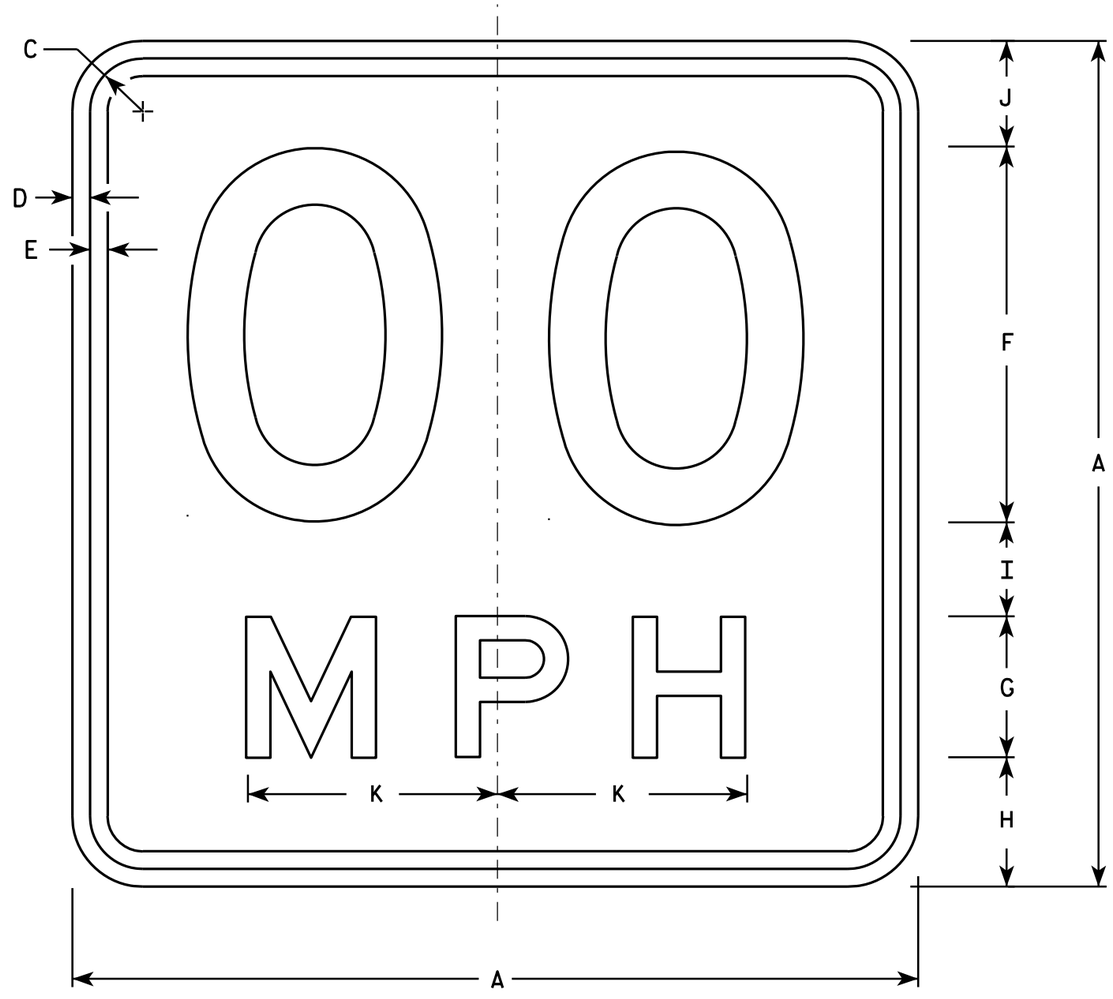
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 597	E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

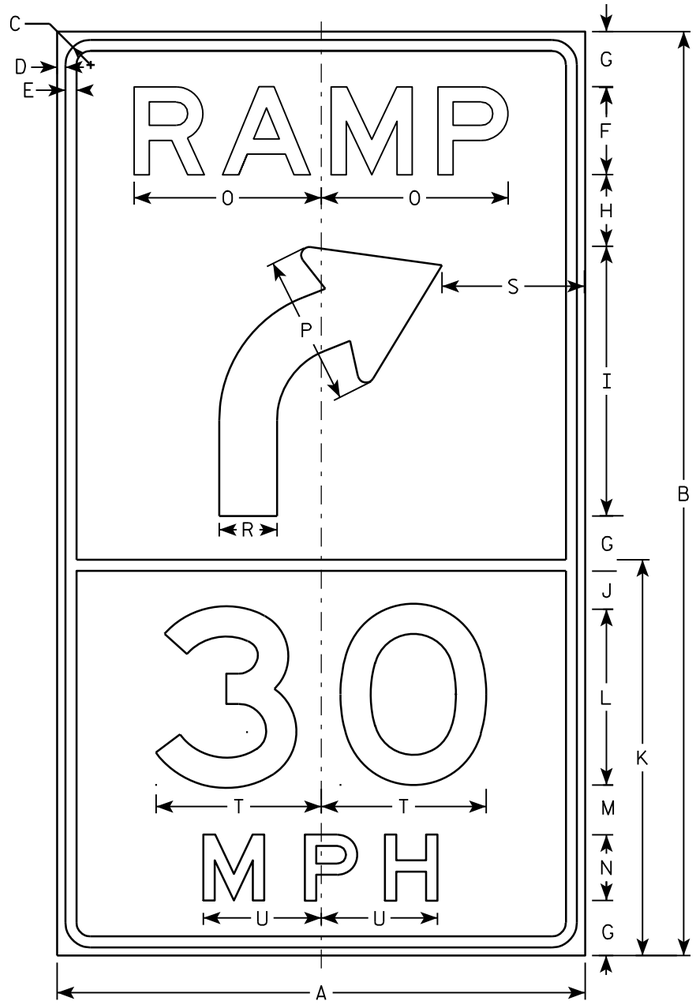
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 598 | E



W13-3C

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	60	1 5/8	3/4	5/8	6	3 1/2	4 1/2	17 1/2	3 1/2	25 3/4	10	3	5	12 3/4	9 3/4		4	9 3/4	10	8 1/2						15.0
2M	36	60	1 5/8	3/4	5/8	6	3 1/2	4 1/2	17 1/2	3 1/2	25 3/4	10	3	5	12 3/4	9 3/4		4	9 3/4	10	8 1/2						15.0
3																											
4	48	84	2 1/4	3/4	1	8	5	6 1/2	24 1/2	3 1/2	36	16	4 1/2	6	17	13 5/8		5 1/4	13	15	10 3/4						28.0
5	48	84	2 1/4	3/4	1	8	5	6 1/2	24 1/2	3 1/2	36	16	4 1/2	6	17	13 5/8		5 1/4	13	15	10 3/4						28.0

STANDARD SIGN
W13-3C

WISCONSIN DEPT OF TRANSPORTATION

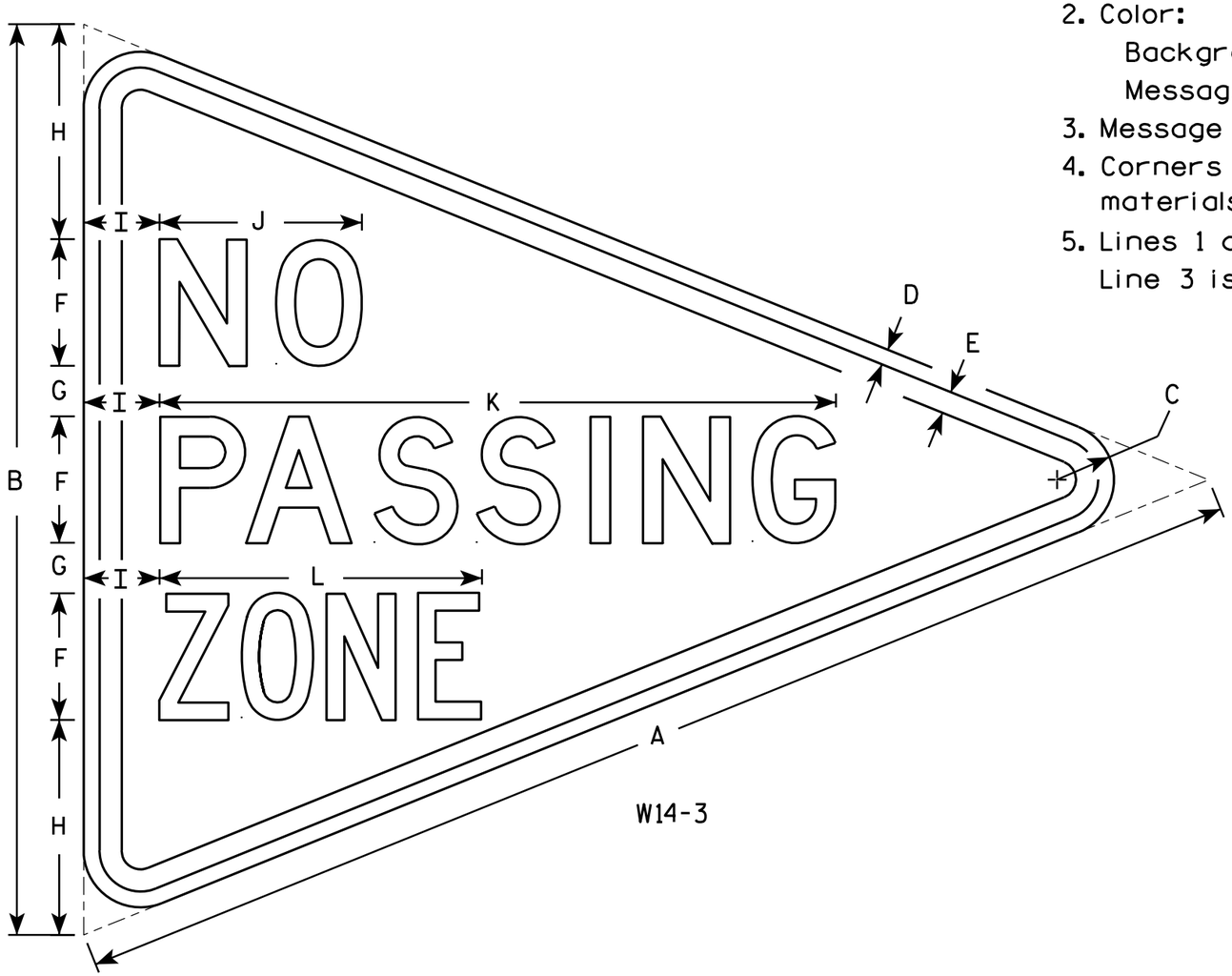
APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 2/14/13 PLATE NO. W13-3C.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 599 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

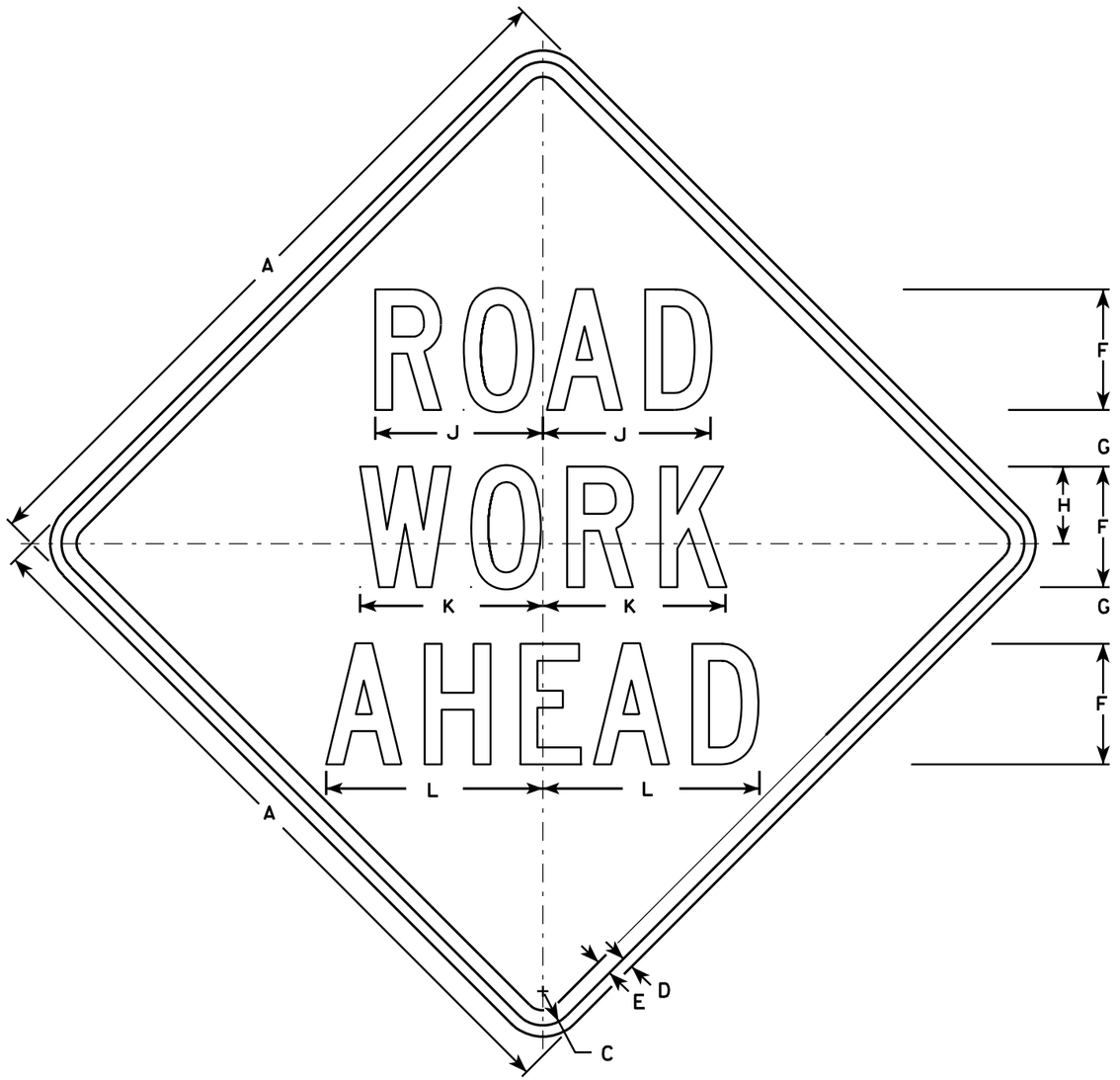
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

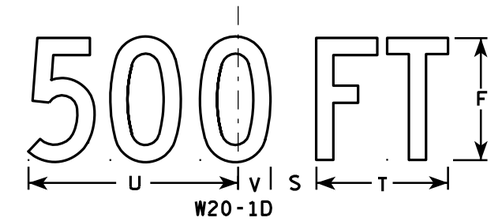
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

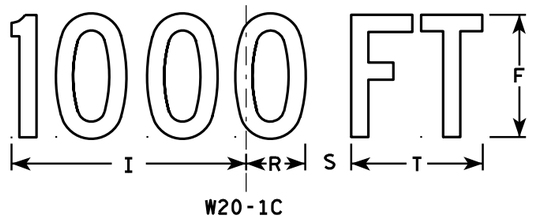
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 600	E



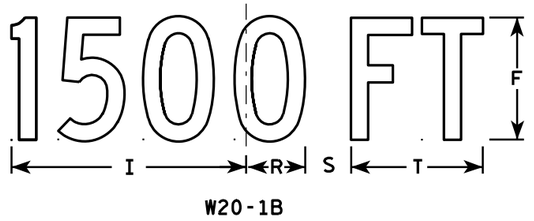
W20-1A



W20-1D



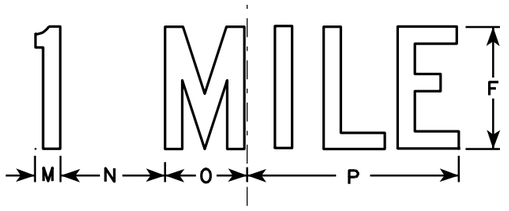
W20-1C



W20-1B



W20-1G



W20-1F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	1 7/8	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

PROJECT NO:

SHEET NO: 601 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

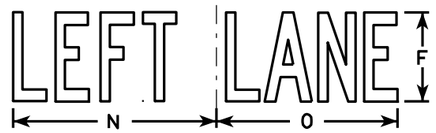
WISDOT/CADDS SHEET 42

7

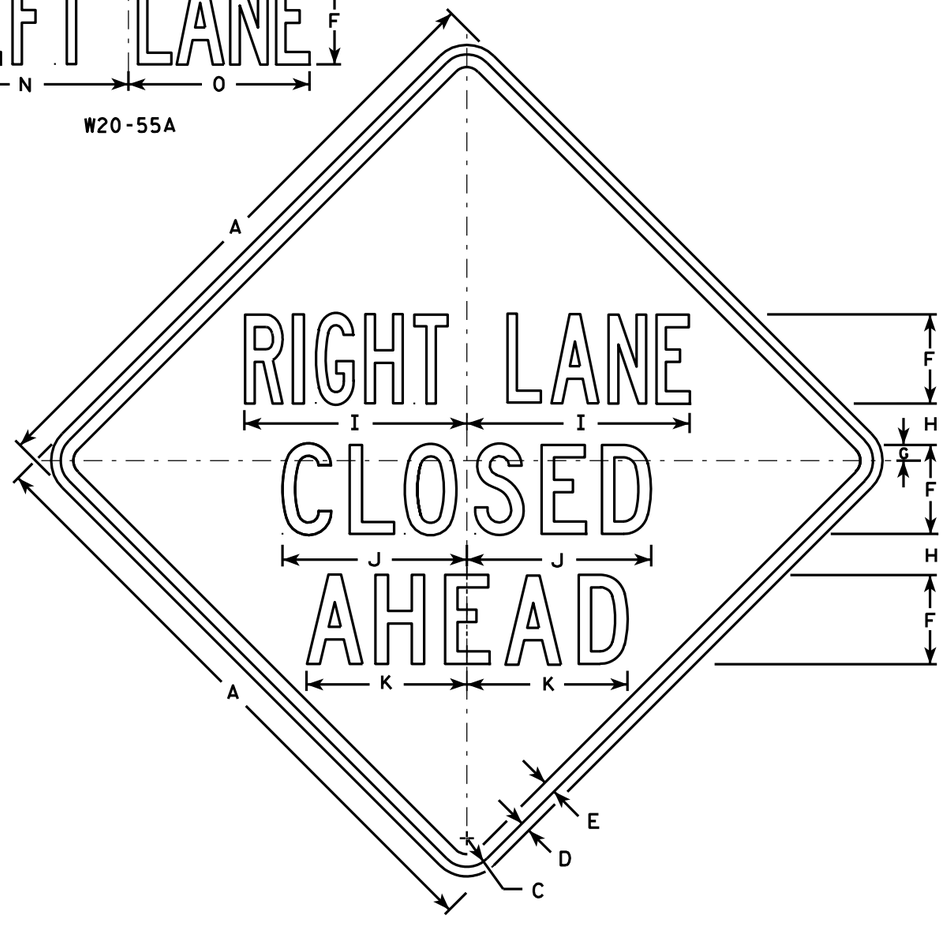
7



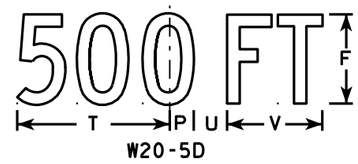
W20-56A



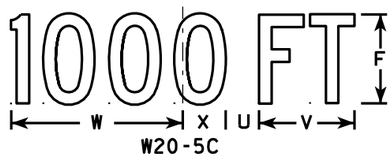
W20-55A



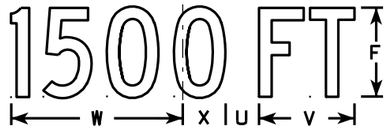
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

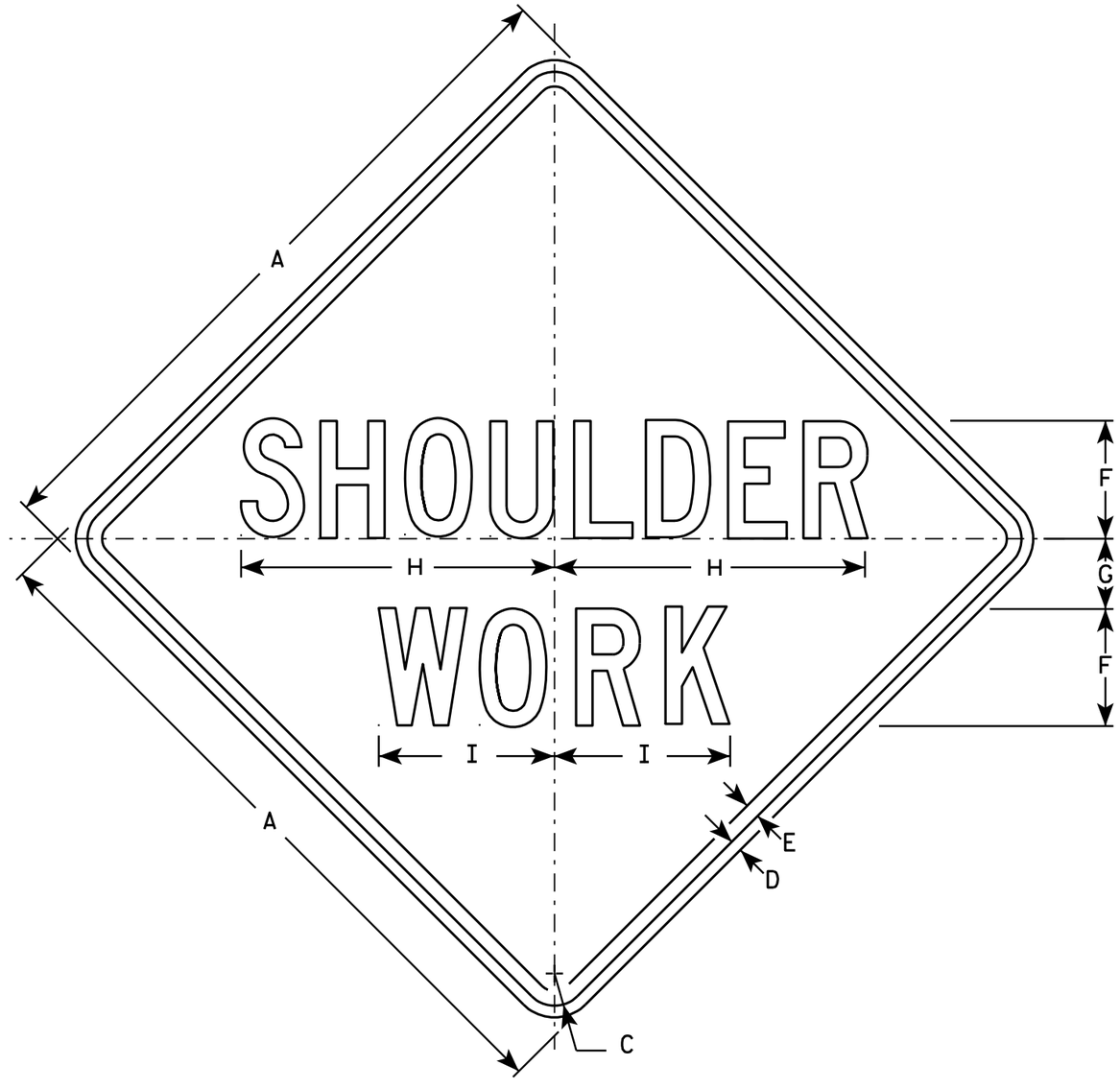
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 602	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

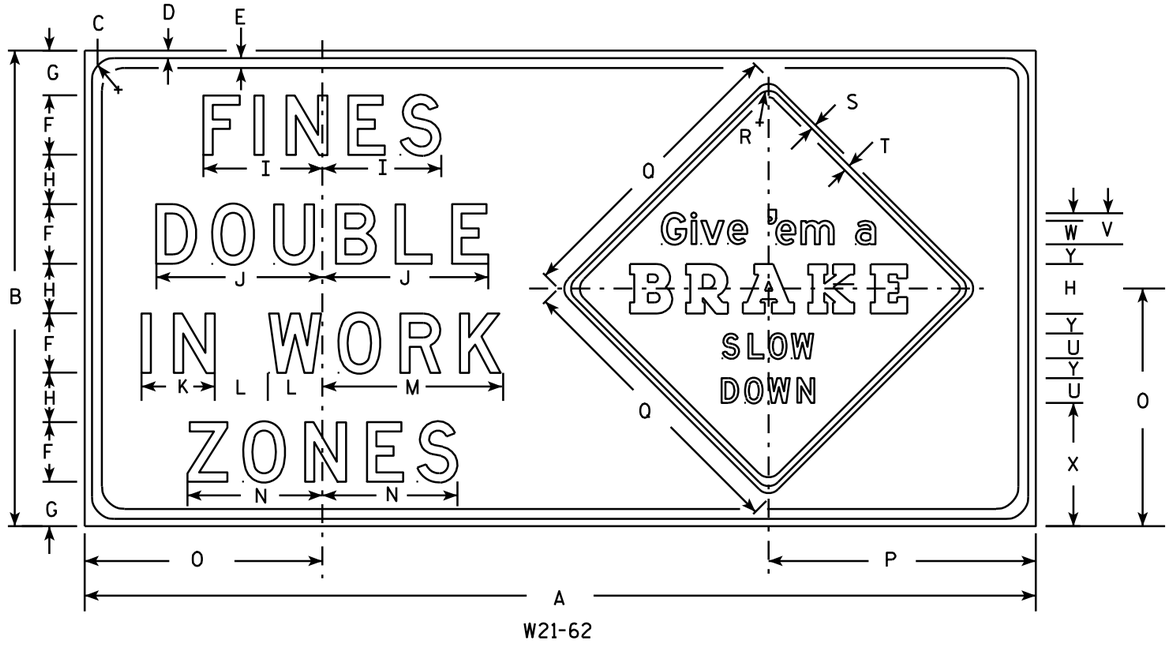
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

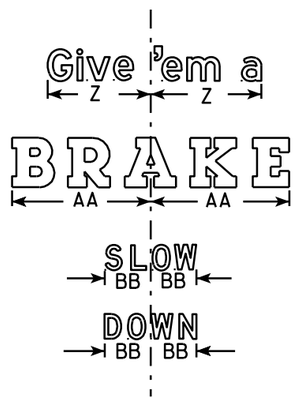
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 603	E



W21-62





W21-62P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White - (See Note 5)
   Message - Black
3. Message Series -
   Fines Double Message - All lines are Series D
   Give 'em a Brake -
   Line one is Series E, line two is a Special Graphic Series and lines three and four are Series D.
4. The base material shall be plywood. Corners may be square or rounded, but borders shall be rounded as shown. The base material for Give 'em a Brake sign can be a seperate sheet of aluminum with the corners and borders rounded as shown. This seperate panel shall then be attached to the plywood with aluminum or stainless steel sheet metal screws.
5. Background for the Give 'em a Brake sign shall be Type F reflective orange.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	Area sq. ft.
1																															
2S																															
2M																															
3	96	48	2 1/4	3/4	1	6	4 1/2	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24	27	30	1 3/8	1/2	5/8	2 1/2	3 1/8	2 3/8	12 1/2	2	10 3/4	14	4 5/8	34 1/2	4	32.0
4																															
5																															

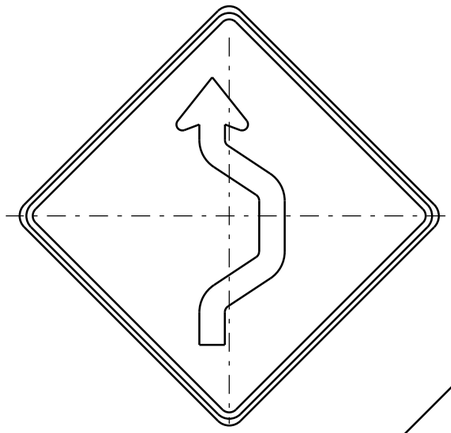
STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

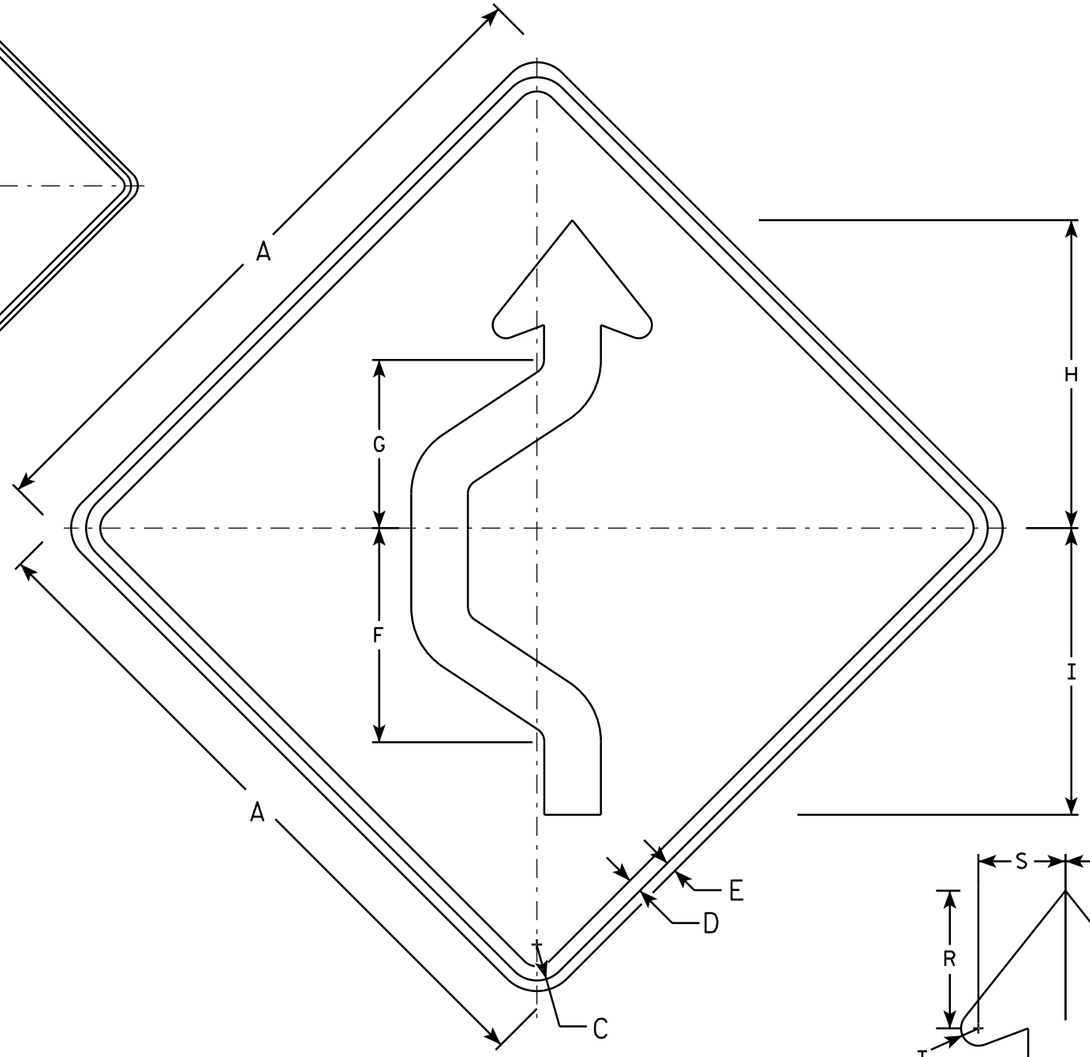
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62.5

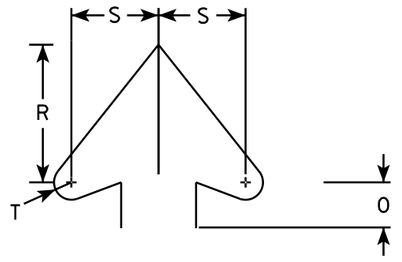
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 604	E



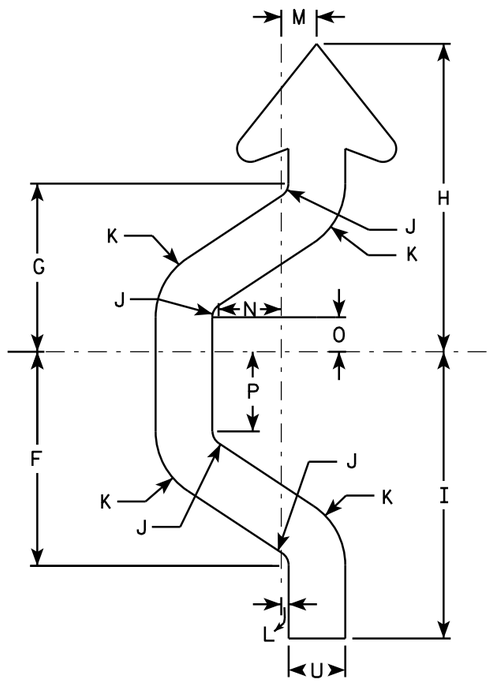
W24-1R



W24-1L



Arrowhead Detail



Arrow Detail

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W24-1R is the same as W24-1L except reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2M	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
3																											
4																											
5																											

STANDARD SIGN
W24-1 L & R

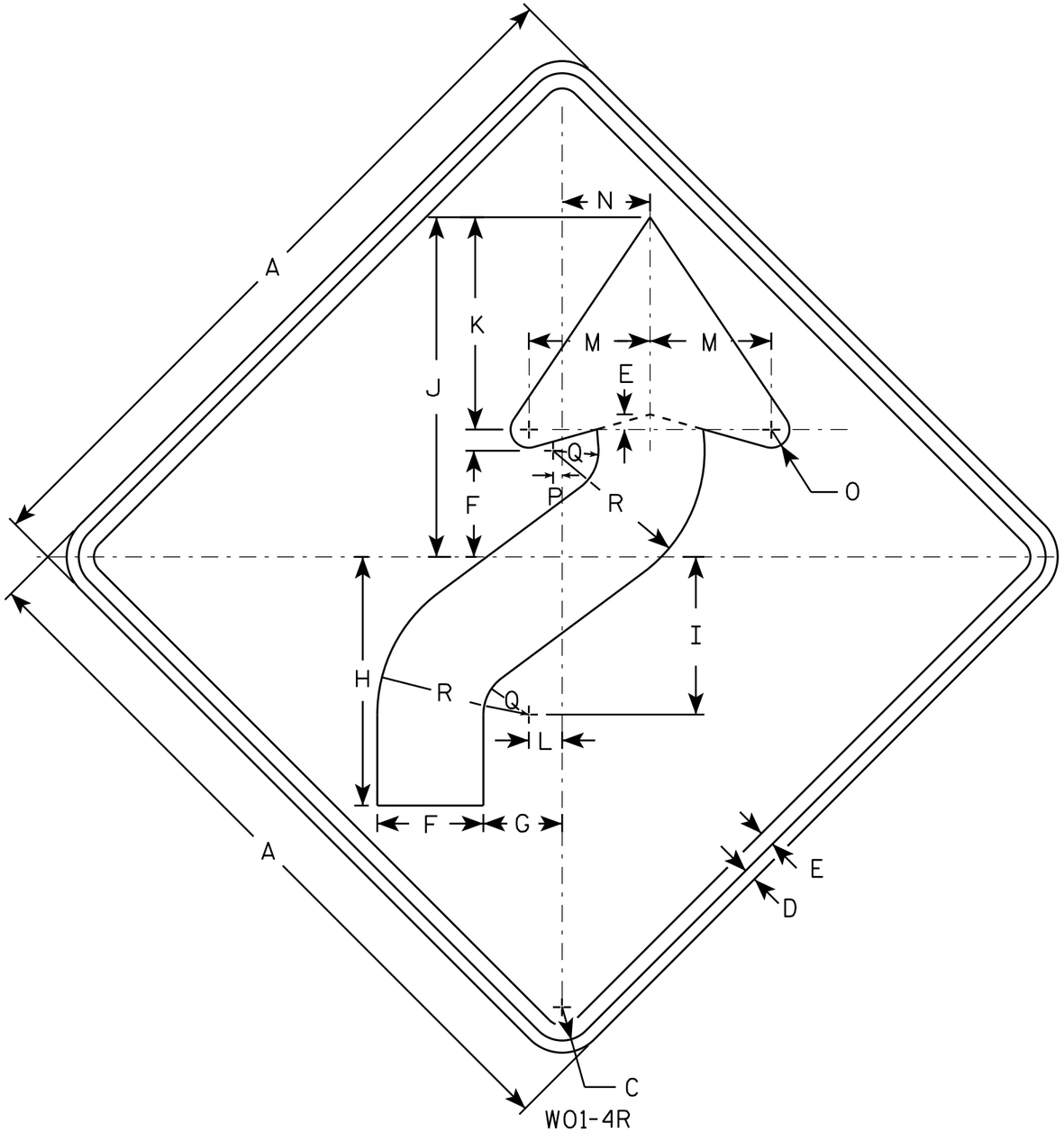
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/25/2013 PLATE NO. W24-1.3

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W241L.DGN PLOT DATE : 25-SEP-2013 13:00 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000 WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

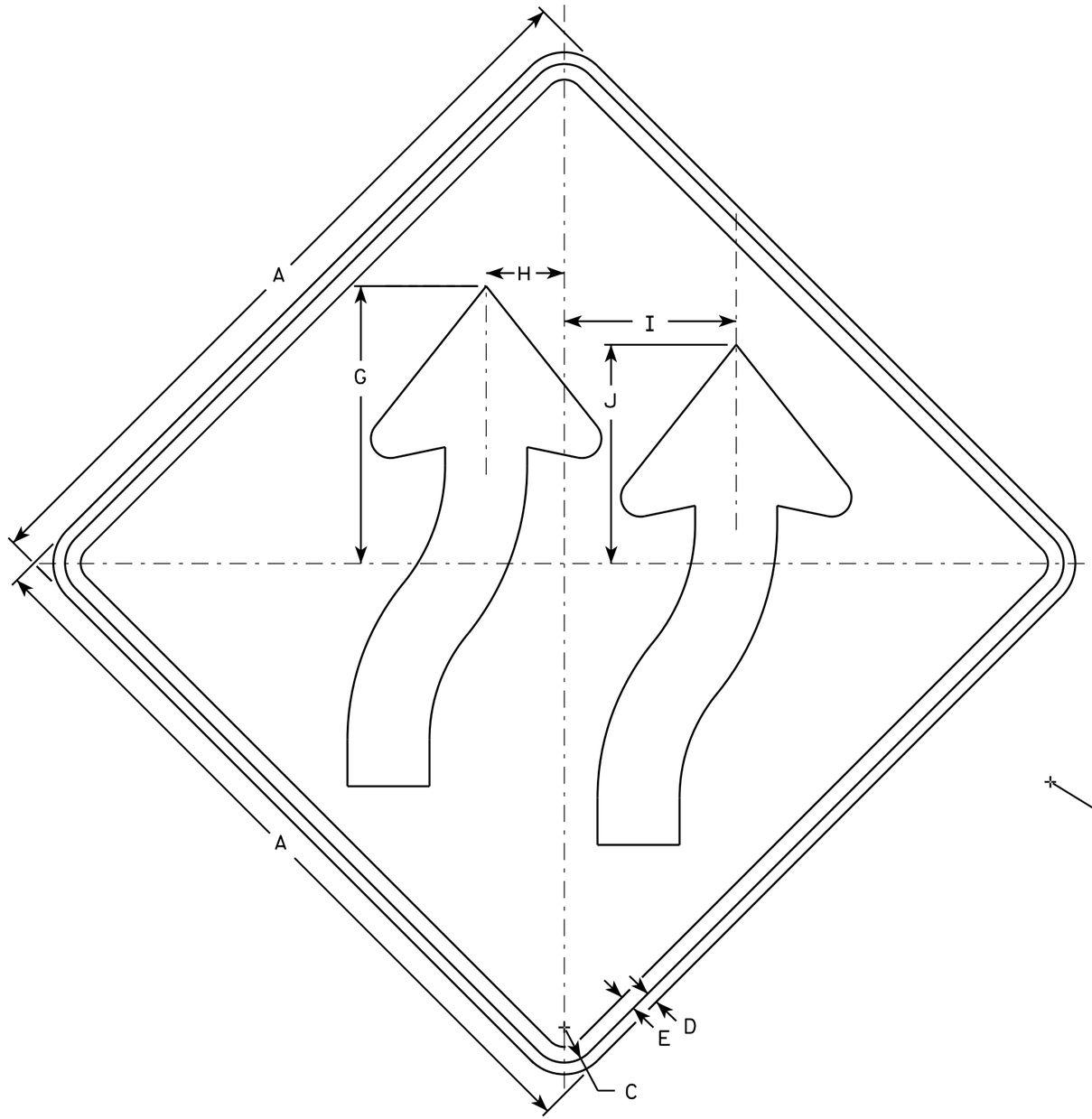
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

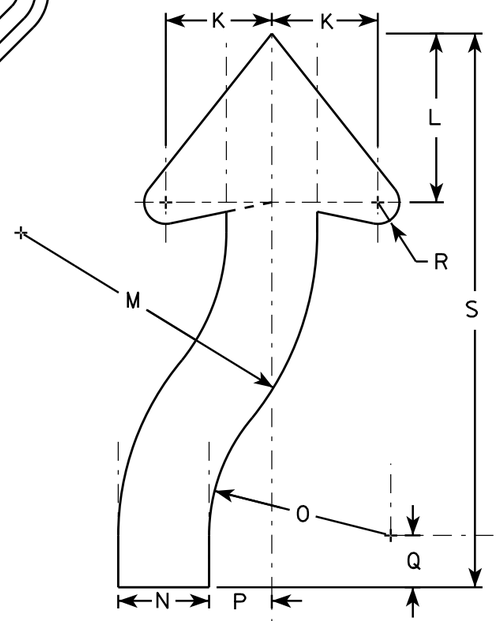
DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42



W01-4bR



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4bL is the same as W014-bR exept arrows are reversed along the vertical centerline

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

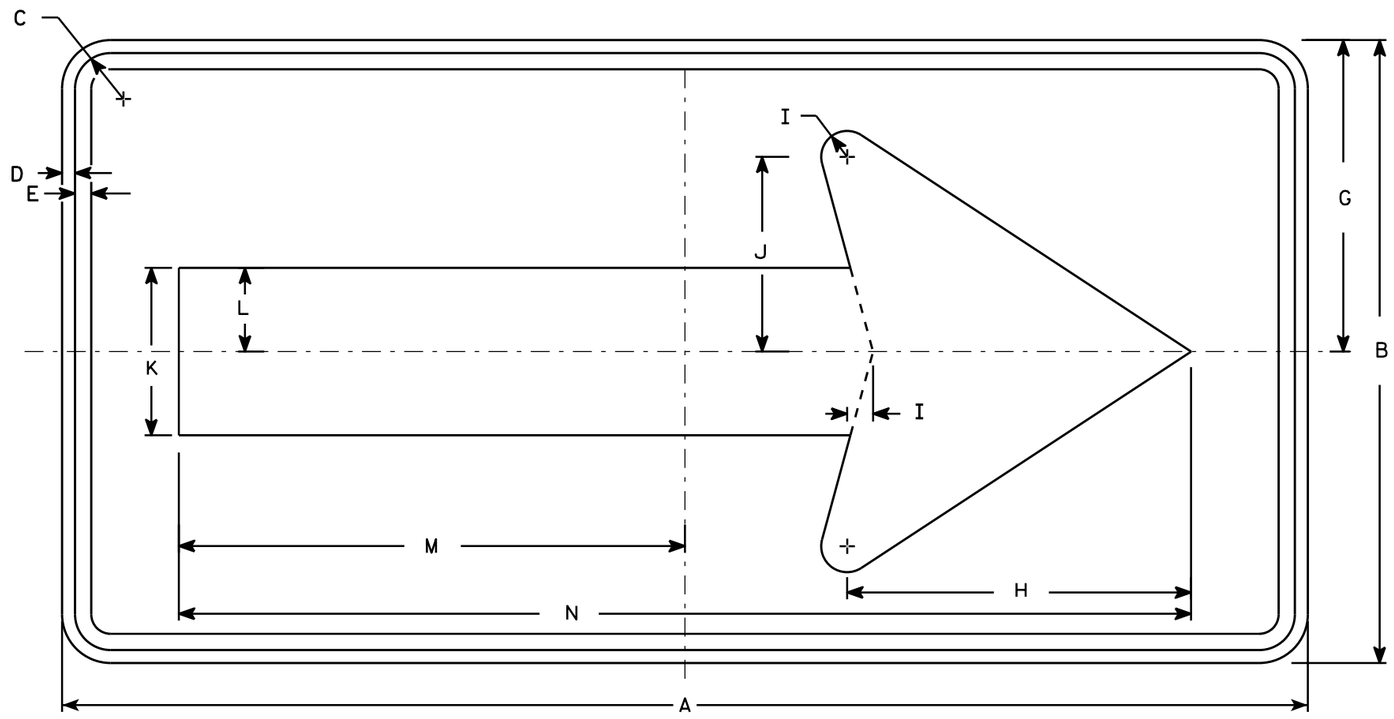
STANDARD SIGN
W01-4b

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
WO1-6

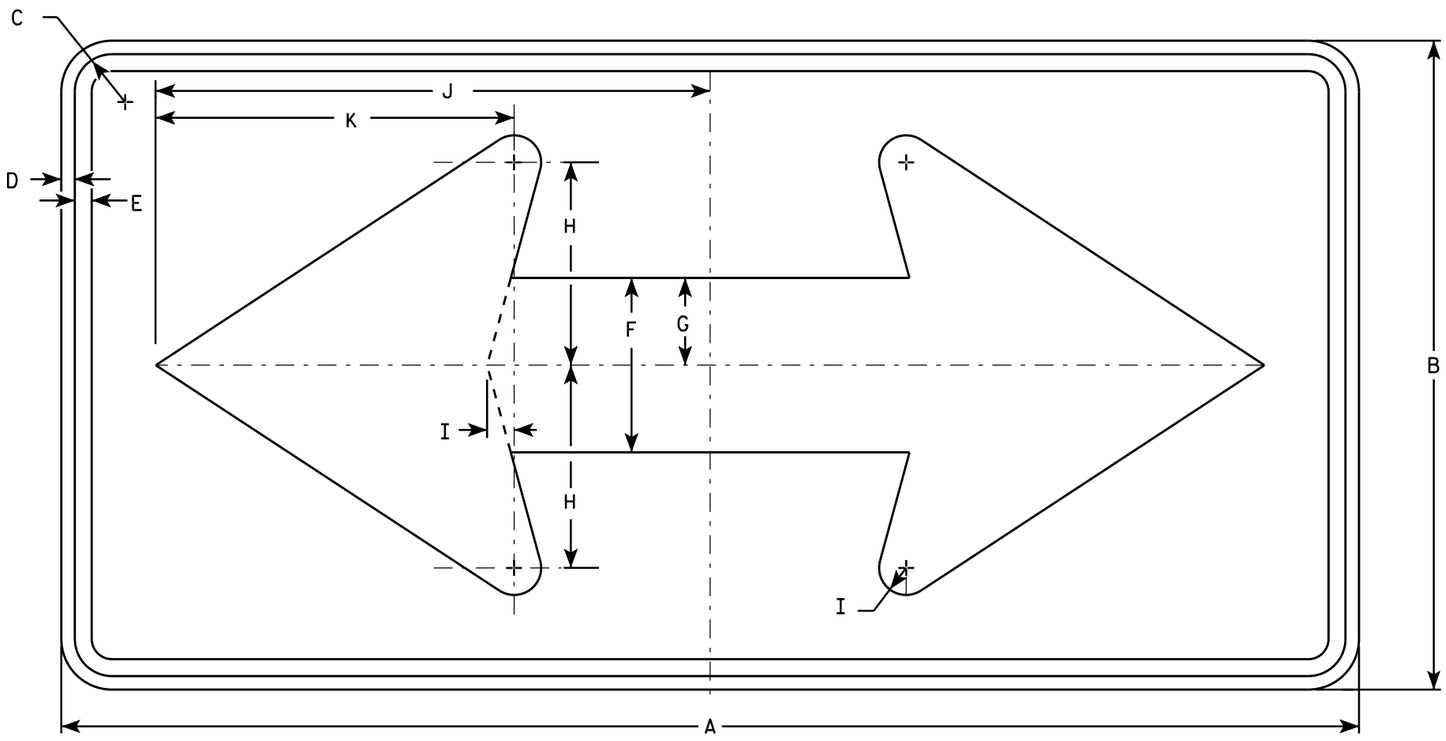
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. WO1-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO16.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

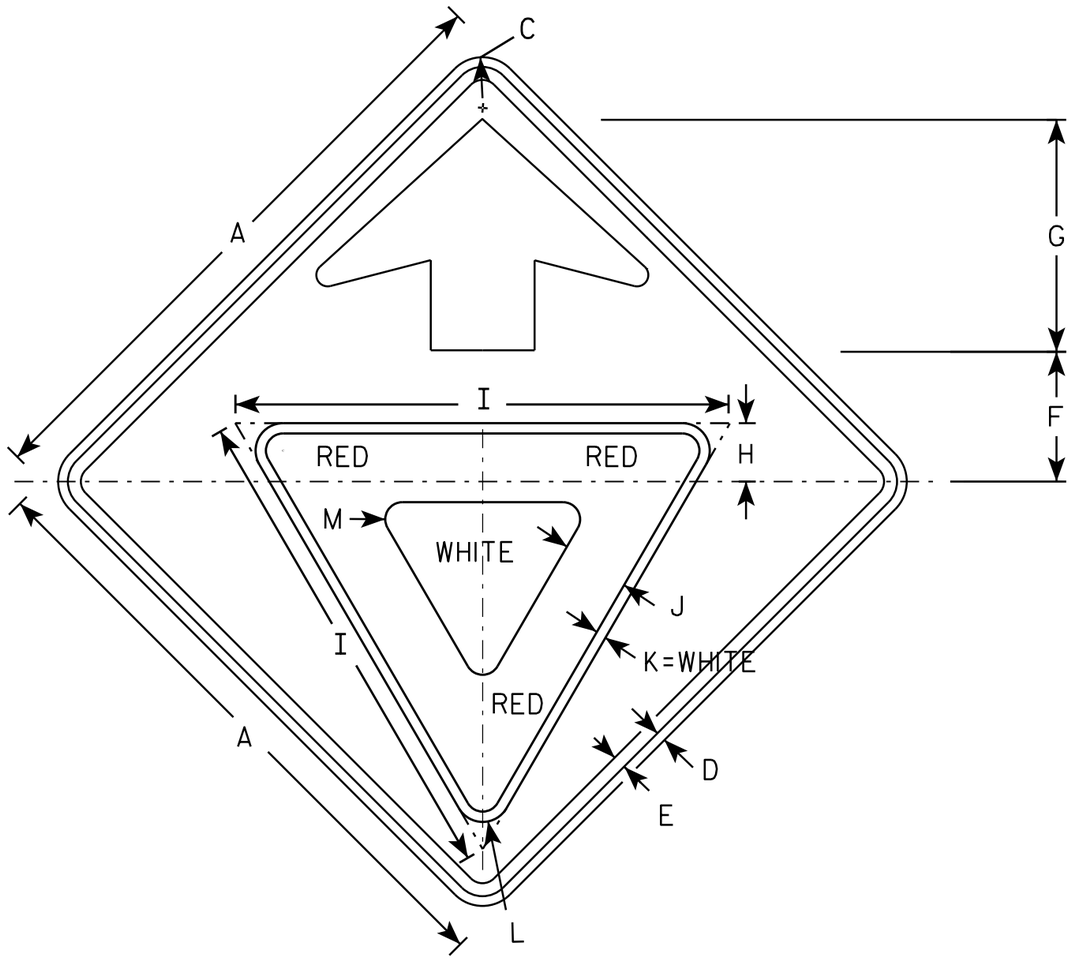
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1609 W01-7.1

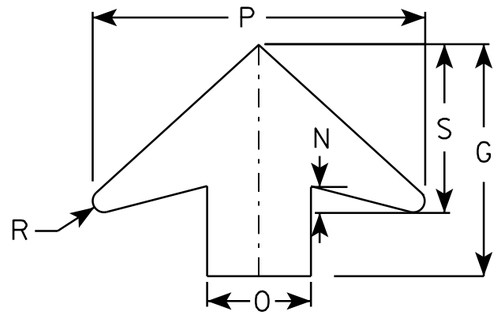
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W03-2

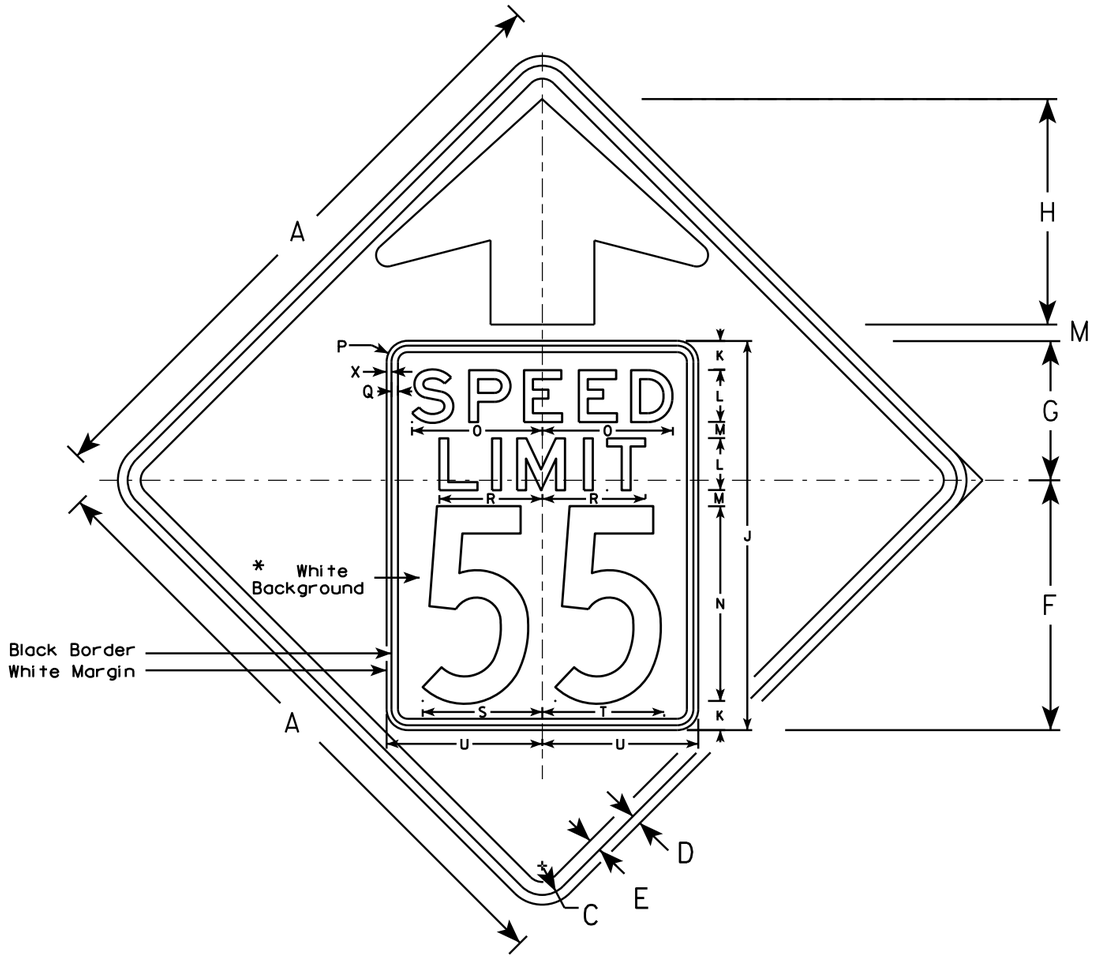
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO:

SHEET NO: E

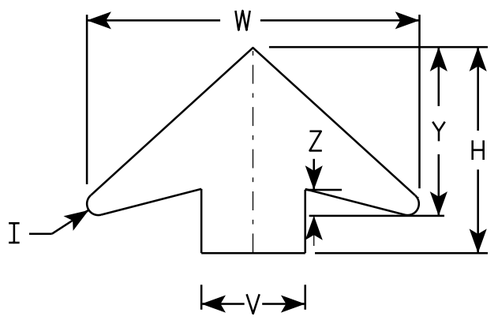


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

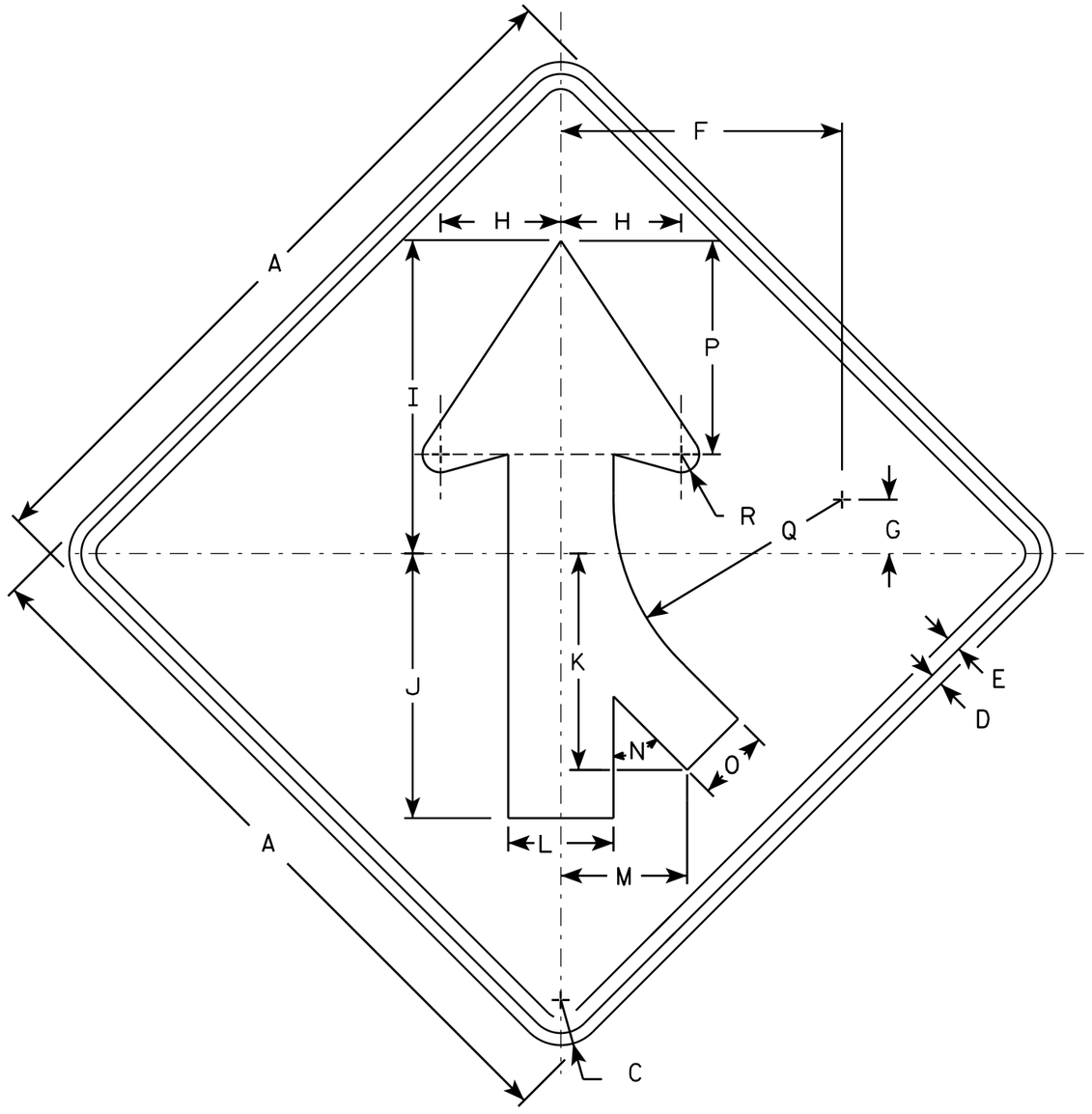
DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7 7



W04-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

STANDARD SIGN
W04-1

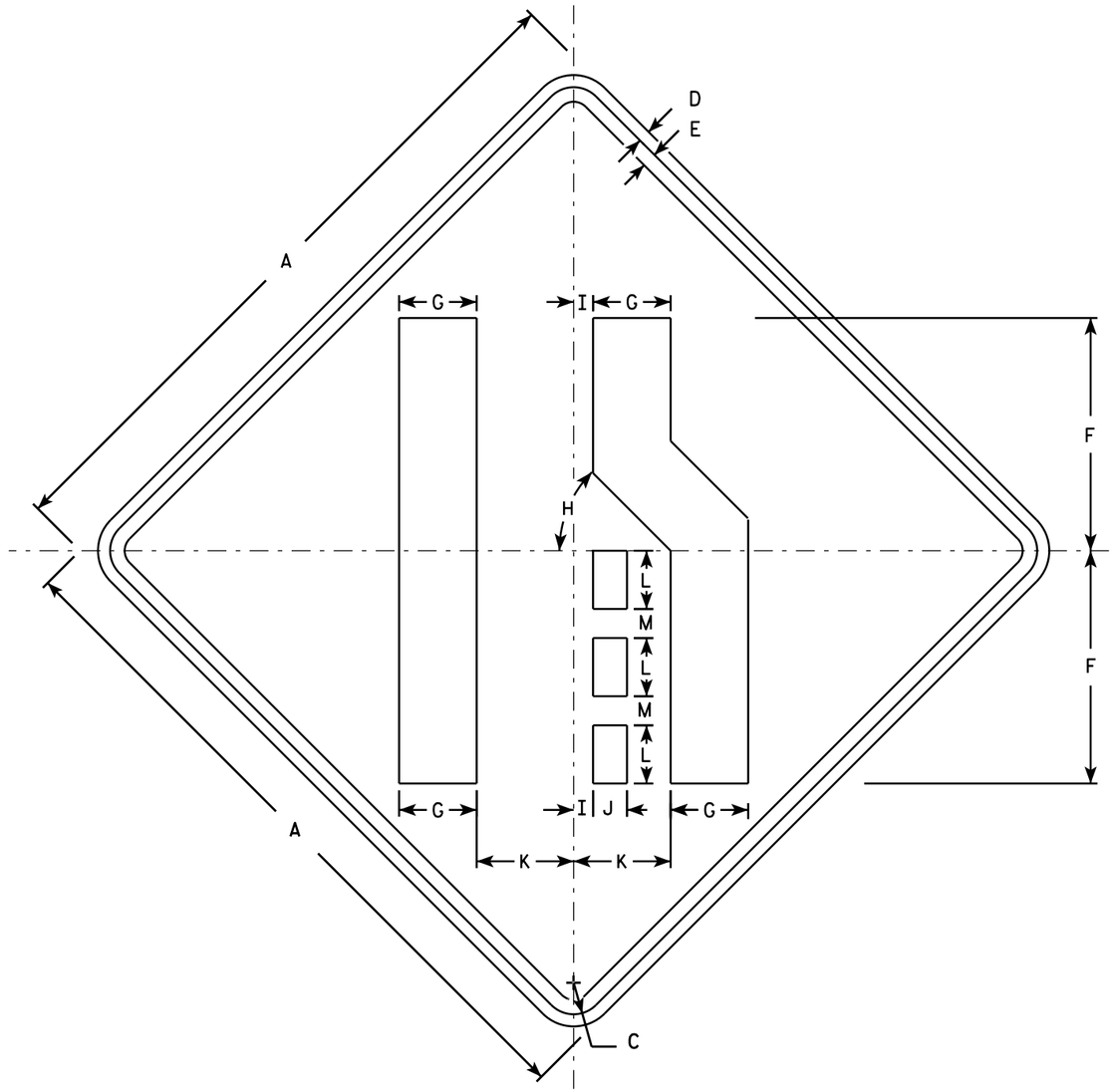
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W04-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W041.DGN PLOT DATE : 20-NOV-2013 11:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

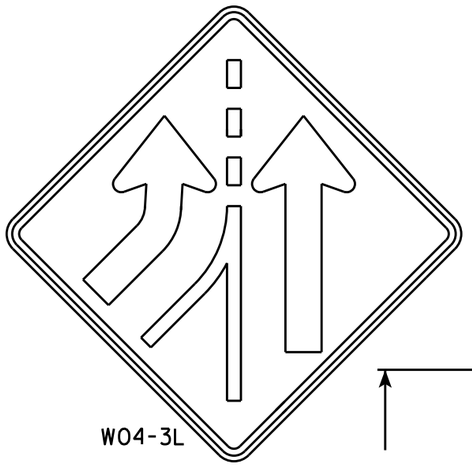
STANDARD SIGN
W04-2

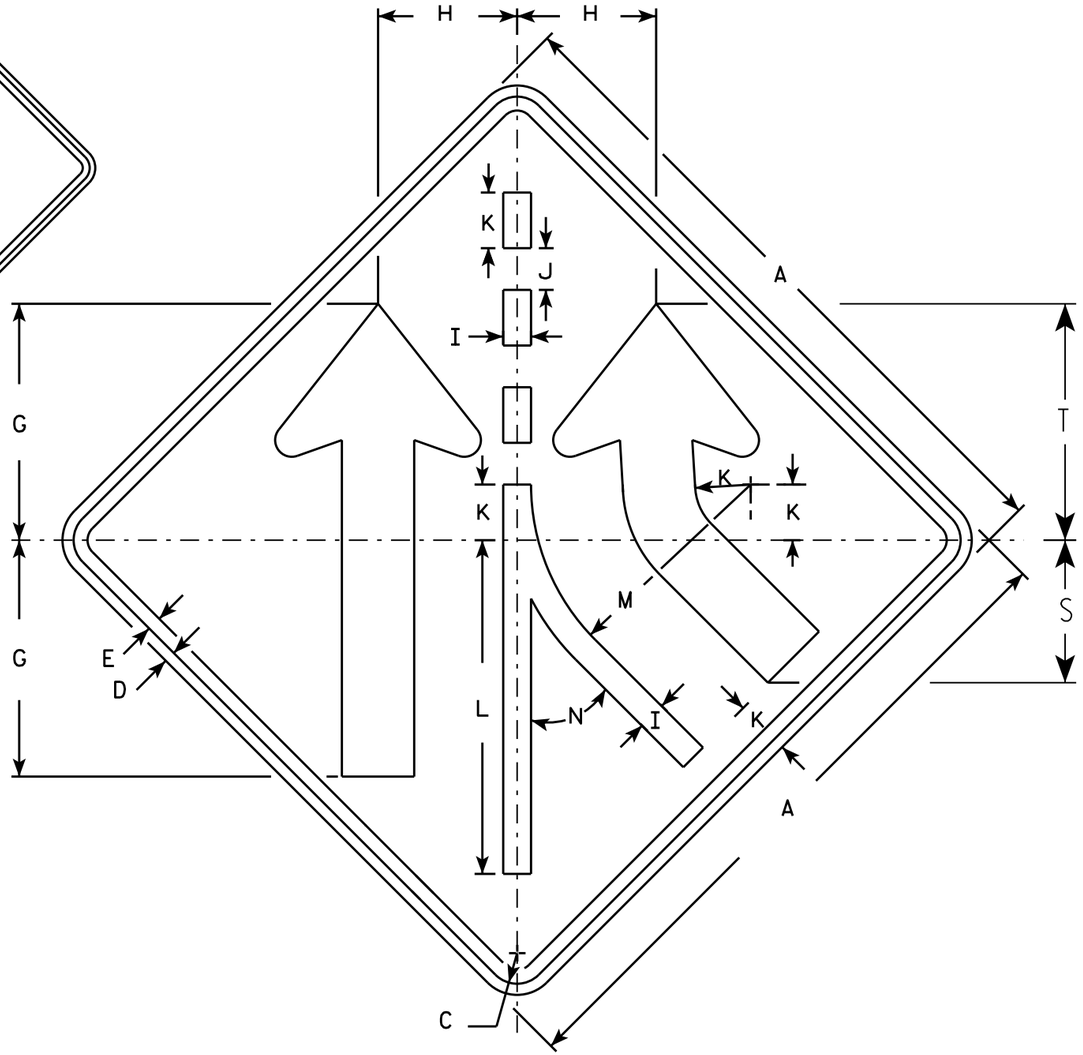
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 613 W04-2.1

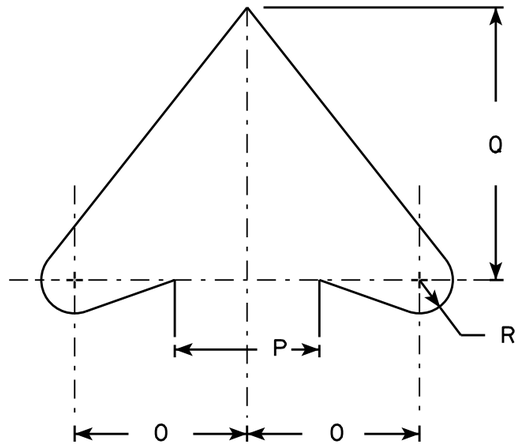
PROJECT NO: | SHEET NO: E





NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-3 L is the same as W04-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2S	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
2M	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
3	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN

W0433

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/20/13 PLATE W04-3.1

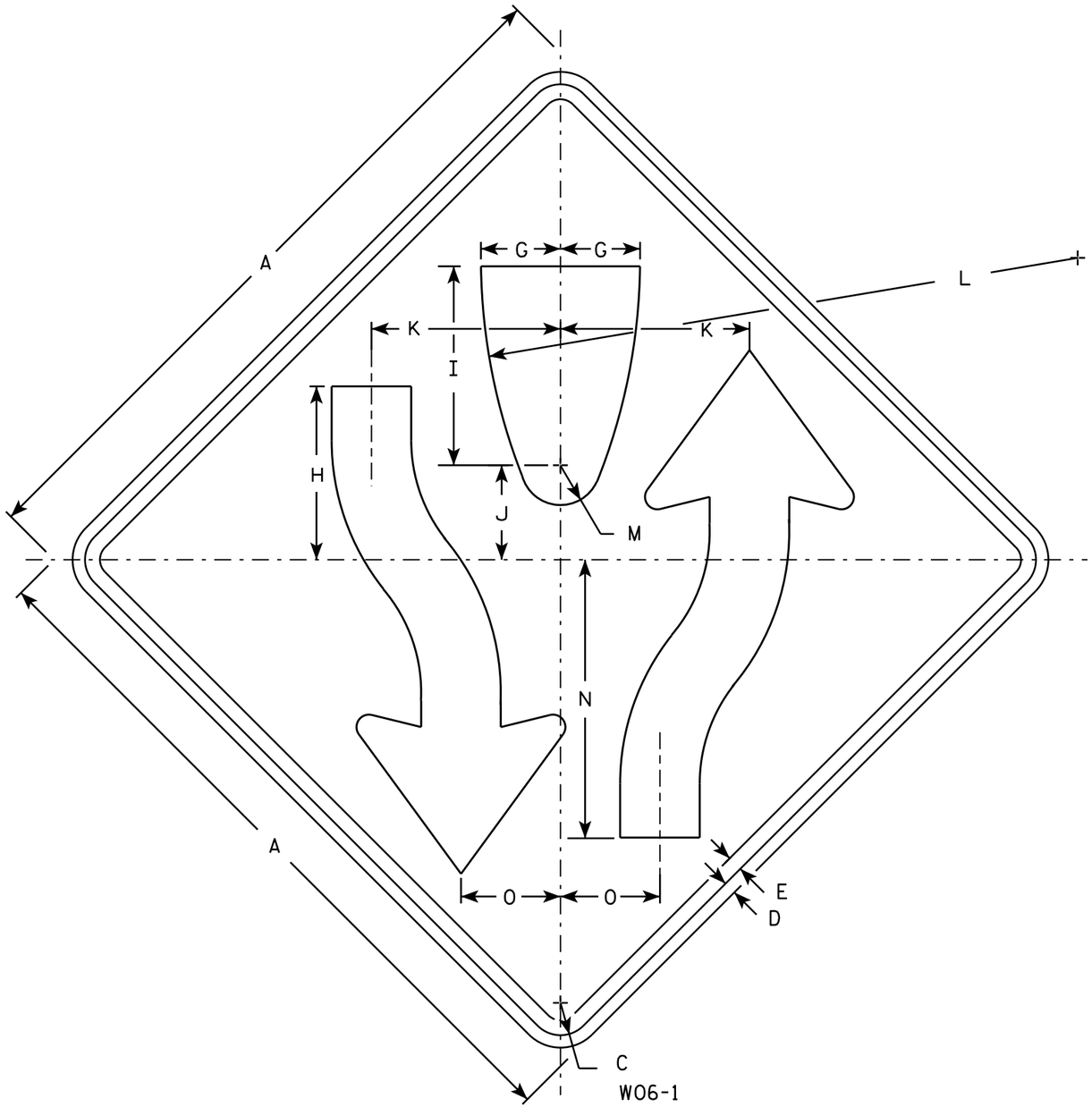
PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W043.DGN PLOT DATE : 20-NOV-2013 11:49 PLOT BY : mscsja 6.810449:1.000000

WISDOT/CADDS SHEET 42

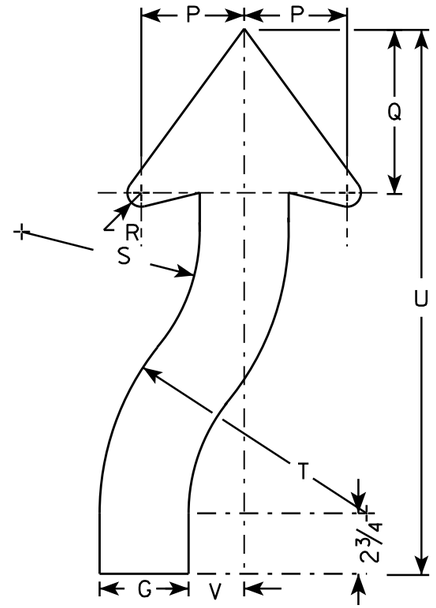
7 7



W06-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W06-2 same as W06-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2S	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
2M	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
3	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W06-1 & W06-2

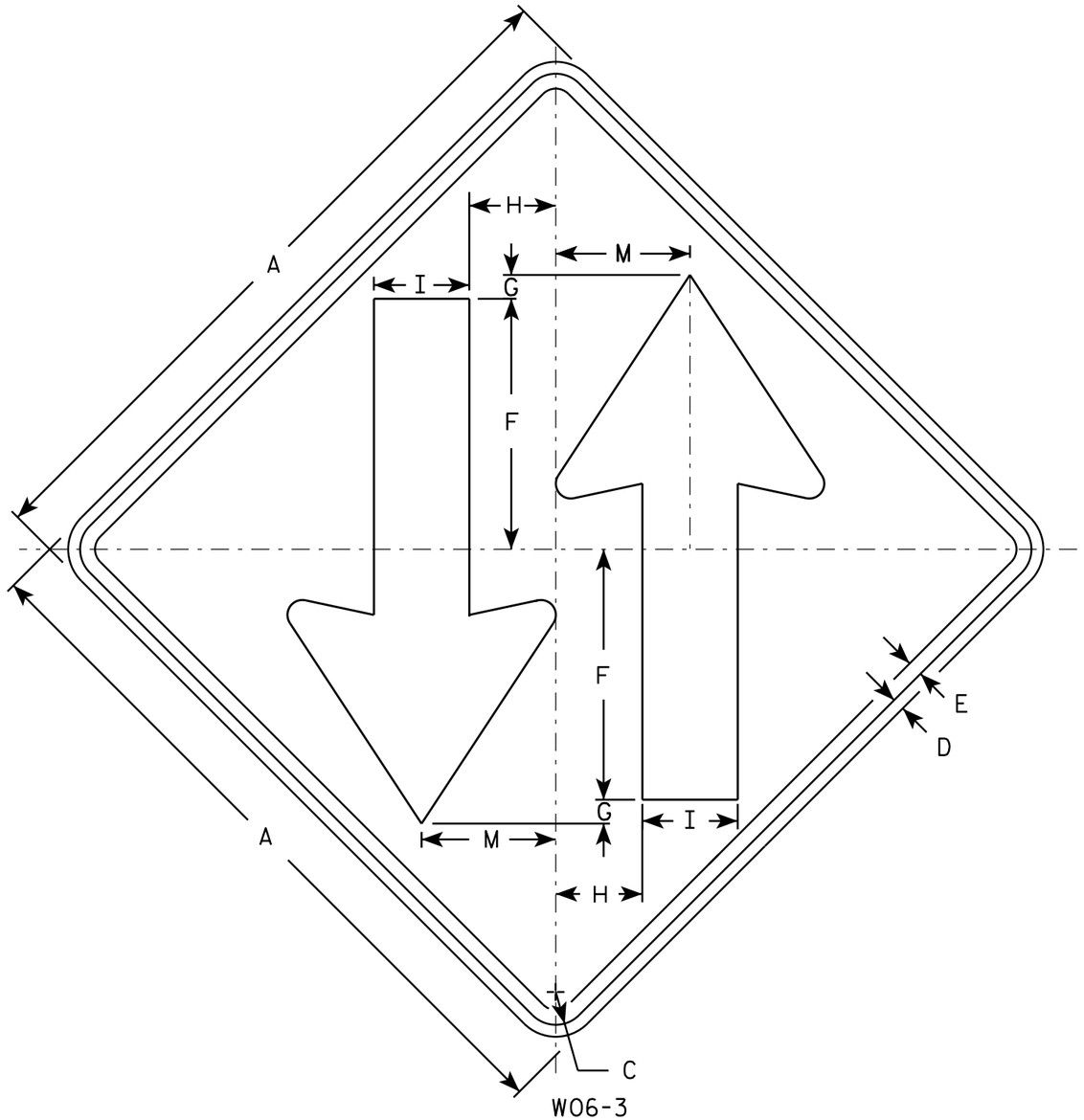
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W06-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

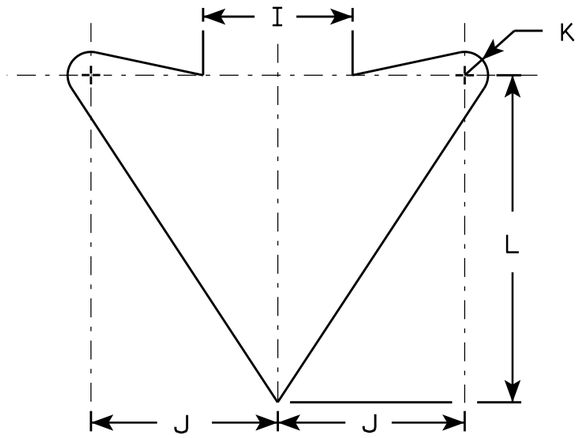
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W061.DGN PLOT DATE : 20-NOV-2013 12:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.810449:1.000000
WISDOT/CADDS SHEET 42



W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

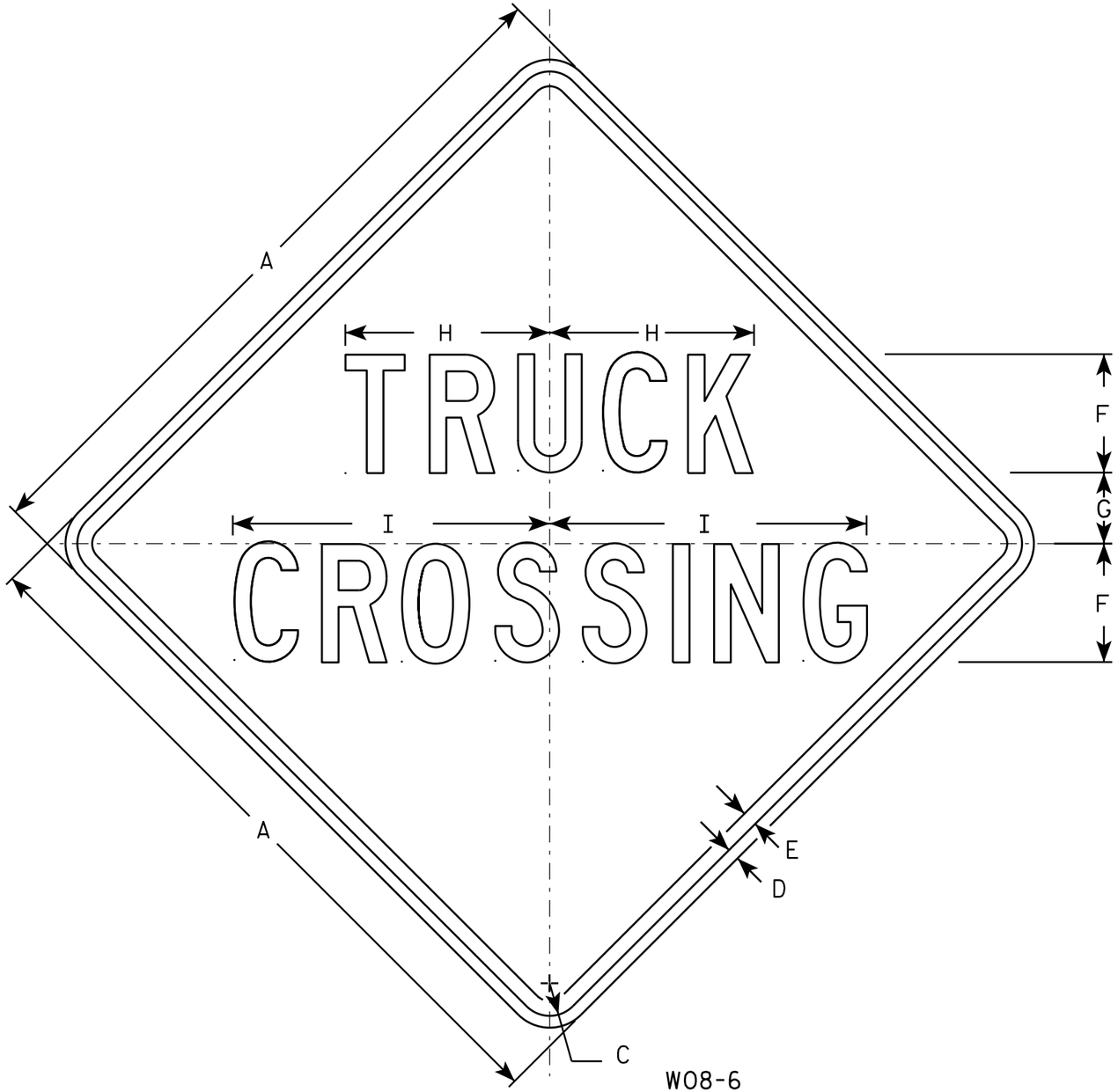
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 616 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W08-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	3 1/2	10 3/8	16																		9.0
2S	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
2M	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
3	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
4	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0

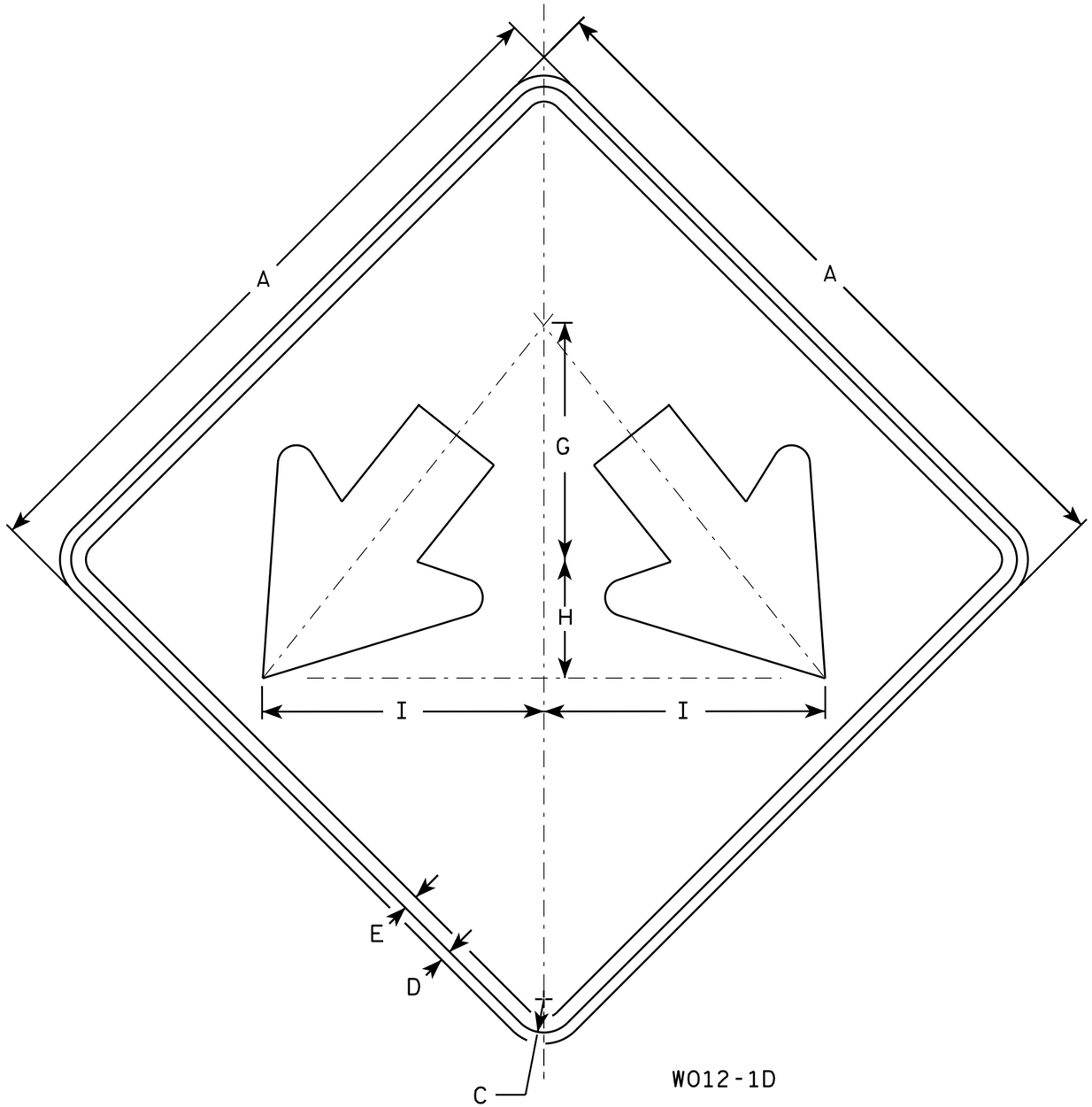
STANDARD SIGN
W08-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 617 W08-6.1

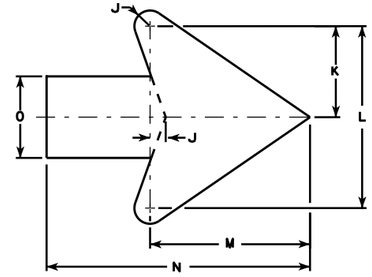
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W012-1D

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
2S	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0
2M	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0
3	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0
4	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/20/13 PLATE 618 W012-1D.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040 aluminmum



G20-60

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN
G20-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/15 PLATE NO G20-60.1

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G2060.DGN PLOT DATE : 13-MAY-2015 08:46 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 20.431338:1.000000
WISDOT/CADDS SHEET 42

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E



G20-61

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	120	30	6		2	12	9	21	78 1/4	20 3/4																	25.0
5																											

STANDARD SIGN
G20-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO G20-61.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

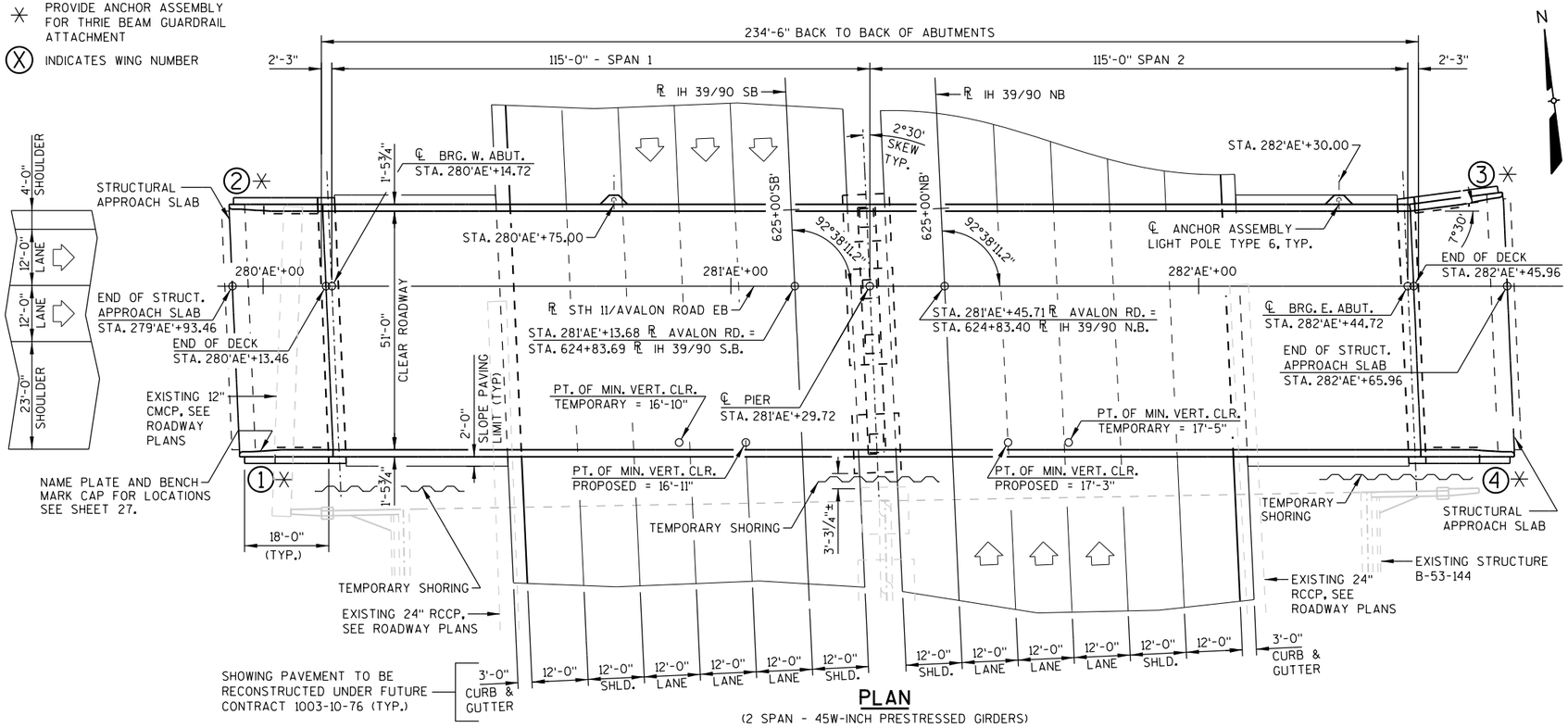
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8

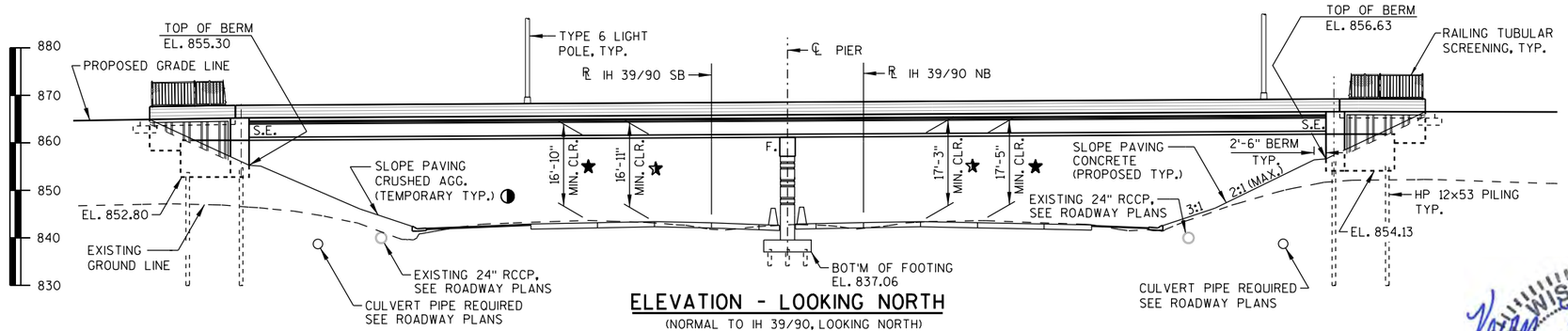
PROVIDE ANCHOR ASSEMBLY FOR THRIE BEAM GUARDRAIL ATTACHMENT

(X) INDICATES WING NUMBER



PLAN

(2 SPAN - 45W-INCH PRESTRESSED GIRDERS)



ELEVATION - LOOKING NORTH

(NORMAL TO IH 39/90, LOOKING NORTH)

★ PROPOSED MINIMUM VERTICAL CLEARANCE

★ TEMPORARY MINIMUM VERTICAL CLEARANCE

◑ SEE SHEET 32 FOR INTERIM FINISHED TYPICAL SECTION

◔ BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
256L	280'AE'+35	EB STH 11, SW CRNR OF B-53-144	866.85
250L	255'AE'+06	RR SPIKE IN UTILITY POLE ON READ ROAD	840.76

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS ROCK COUNTY ZONE

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION
3. GENERAL NOTES & QUANTITIES
4. SUBSURFACE EXPLORATION
5. WEST ABUTMENT-1
6. WEST ABUTMENT-2
7. WING 1
8. WING 2
9. WEST ABUTMENT DETAILS
10. EAST ABUTMENT-1
11. EAST ABUTMENT-2
12. WING 3
13. WING 4
14. EAST ABUTMENT DETAILS
15. PIER
16. PIER DETAILS
17. PIER ALTERNATE
18. 45W PRESTRESSED GIRDER DETAILS-1
19. 45W PRESTRESSED GIRDER DETAILS-2
20. INTERMEDIATE STEEL DIAPHRAGMS
21. SUPERSTRUCTURE-1
22. SUPERSTRUCTURE-2
23. SUPERSTRUCTURE-3
24. SUPERSTRUCTURE-4
25. WEST STRUCTURAL APPROACH SLAB
26. EAST STRUCTURAL APPROACH SLAB
27. SINGLE SLOPE PARAPET 32SS MODIFIED
28. LIGHTING DETAILS
29. CONDUIT AT WINGS
30. ORNAMENTAL PROTECTIVE SCREENING
31. LIGHT ACCESS GATE IN SCREENING
32. CONCRETE SLOPE PAVING
33. AESTHETIC DETAILS-1
34. AESTHETIC DETAILS-2
35. PARAPET AESTHETICS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR : RF = 1.18
OPERATIONAL RATING FACTOR : RF = 1.61
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 PSF.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY (HPC) - DECK, PARAPET, DIAPHRAGMS, APPROACH SLAB — f'c = 4,000 P.S.I.

CONCRETE MASONRY - ALL OTHER (INCL. APPROACH SLAB FTG.) — f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.

45W" PRESTRESSED GIRDER

CONCRETE MASONRY — f'c = 8,000 P.S.I.

STRANDS - 0.6" DIA WITH ULTIMATE TENSILE STRENGTH OF — 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70'-0" LONG FOR THE WEST ABUTMENT AND 70'-0" LONG FOR THE EAST ABUTMENT.

PIER TO BE SUPPORTED ON HP 12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 60'-0" LONG.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES DYNAMIC FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

IH39/90 (NB & SB)
A.D.T. (2040) = 81,300
R.D.S. = 70 MPH

STH 11 / AVALON ROAD EB TRAFFIC ON BRIDGE
A.D.T. (2015) = 5,575
A.D.T. (2040) = 8,575
R.D.S. = 35 MPH

WISCONSIN
KEVIN R. HAGEN
E-38866
STEVENS POINT WI
PROFESSIONAL ENGINEER

4/1/2015

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
KEVIN HAGEN (715) 342-3053
AECOM PROJECT NO. 60242867

STATE PROJECT NUMBER
1003-10-72

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher NK 05/14/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-323

STH 11 / AVALON ROAD EB OVER IH 39/90 NB & SB

COUNTY ROCK | TOWN/~~CITY/VILLAGE~~ LA PRAIRIE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY EAN/CAK	DESIGN CK'D.KRH/MSK	DRAWN BY KAM	PLANS CK'D. KRH

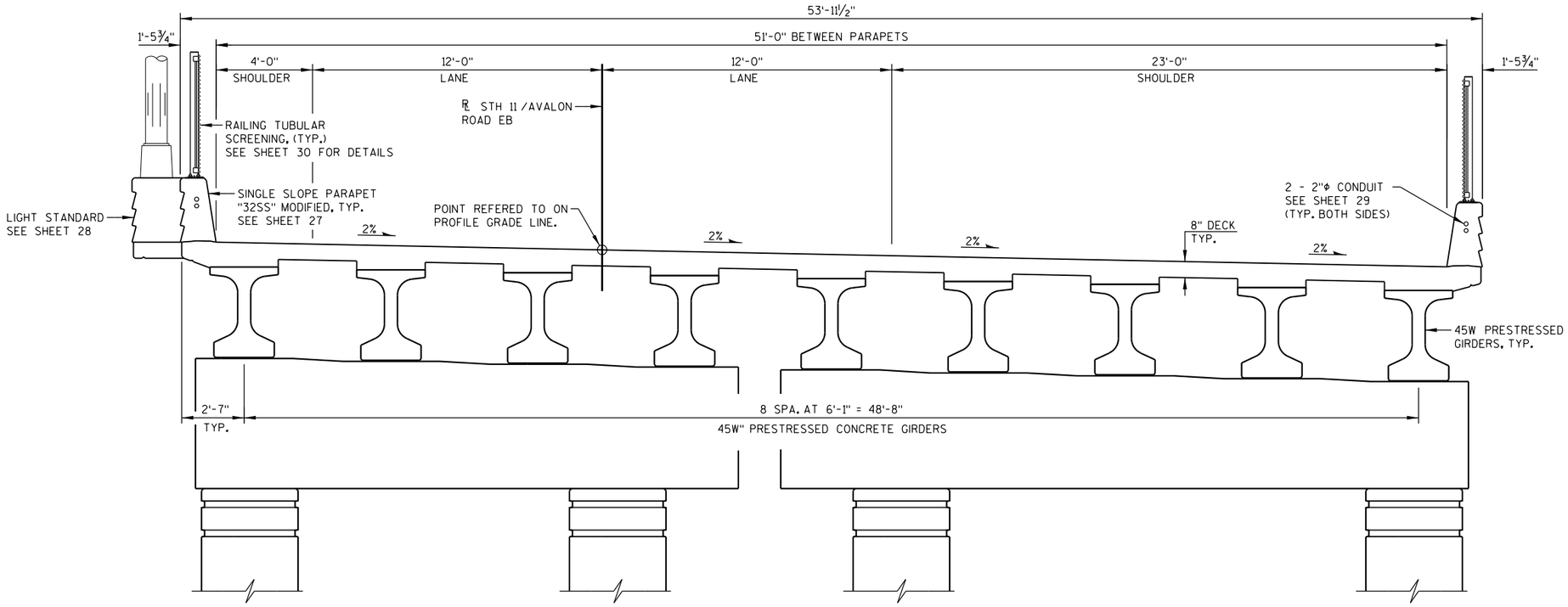
GENERAL PLAN

SHEET 1 OF 35
621

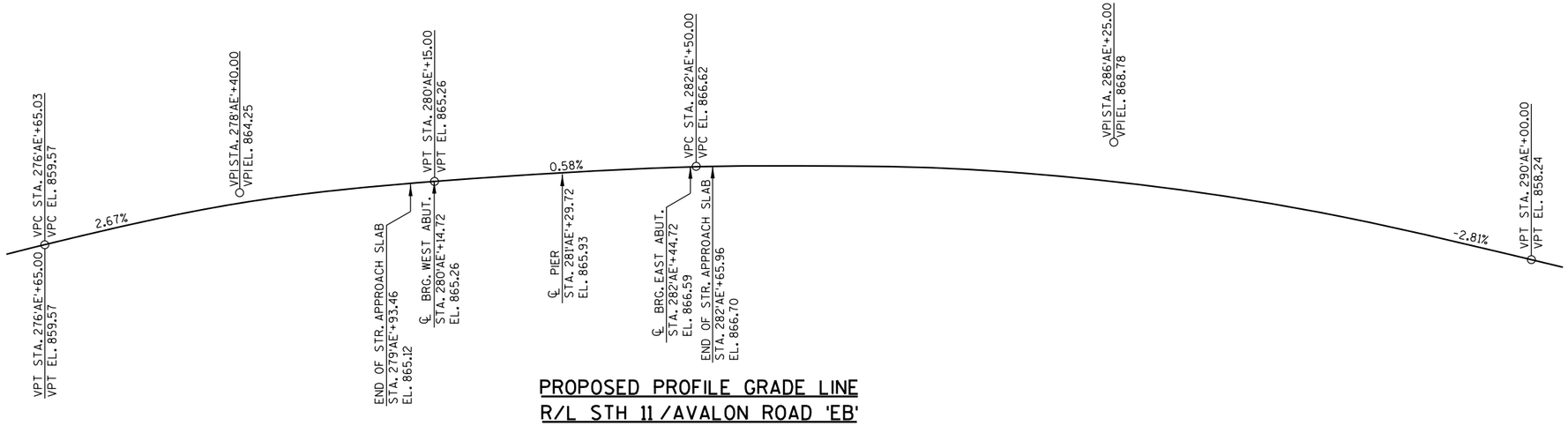
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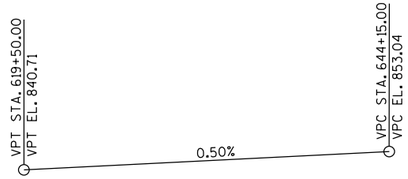
STATE PROJECT NUMBER
1003-10-72



CROSS-SECTION THRU ROADWAY AT PIER
(LOOKING EAST)

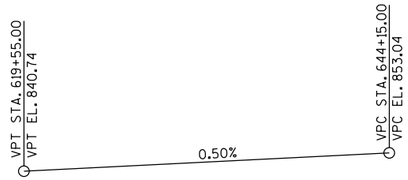


PROPOSED PROFILE GRADE LINE
R/L STH 11 / AVALON ROAD 'EB'



PROPOSED PROFILE GRADE LINE
R/L IH39/90 'NB'

(FOR INFORMATION ONLY - IH39/90 TO BE RECONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76)



PROPOSED PROFILE GRADE LINE
R/L IH39/90 'SB'

(FOR INFORMATION ONLY - IH39/90 TO BE RECONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

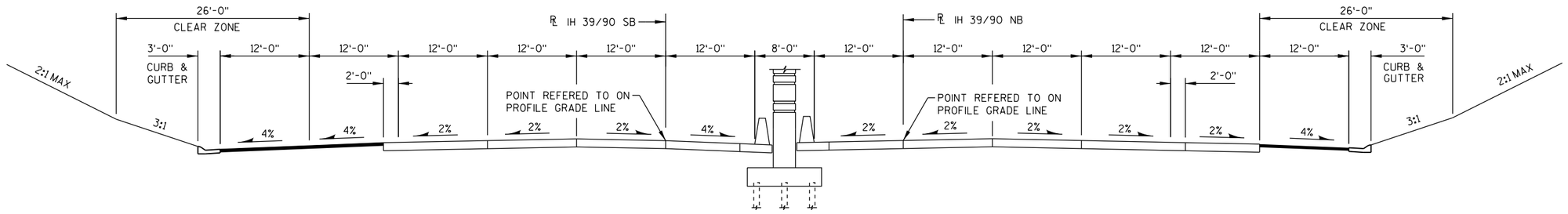
CROSS SECTION

SHEET 2 OF 35
622

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TYPICAL SECTION THRU IH 39/90

(NORMAL TO IH 39/90, LOOKING NORTH)
(FOR INFORMATION ONLY - IH 39/90 TO BE RECONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1, AND IN THE ABUTMENT DETAILS.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK AND STRUCTURAL APPROACH SLAB SURFACE. PIGMENTED PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE FRONT FACE AND TOP OF THE PARAPET, INCLUDING PARAPETS ON STRUCTURAL APPROACH SLAB.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENTS ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

EXCAVATION REQUIRED UNDER THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-53-323" IS NOT USED TO BALANCE THE EARTHWORK.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET.

THE CONCRETE QUANTITIES FOR THE PARAPETS, SUPERSTRUCTURE DECK, CONCRETE DIAPHRAGMS, STRUCTURAL APPROACH SLABS (NOT INCLUDING FOOTING) AND HAUNCH OVER GIRDERS SHALL BE PAID FOR UNDER THE BID ITEM "HPC MASONRY STRUCTURES".

REMOVE TEMPORARY SHORING AT STRUCTURE B-53-323 PRIOR TO CONSTRUCTING THE SLOPE PAVING BETWEEN STRUCTURES B-53-323 AND B-53-324.

THE ORNAMENTAL PROTECTIVE SCREENING SHALL BE FEDERAL COLOR NO. 30140, DARK BROWN.

TOTAL ESTIMATED QUANTITIES

NUMBER	BID ITEM	UNIT	WEST APPROACH	WEST ABUTMENT	PIER	EAST ABUTMENT	EAST APPROACH	SUPER.	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-53-323	LS							1
210.0100	BACKFILL STRUCTURE	CY		270		270			540
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	85				90		175
501.1000.S	ICE HOT WEATHER CONCRETING	LB	550	685	895	675	570	3,690	7,065
502.0100	CONCRETE MASONRY BRIDGES	CY	15	91	119	90	16		331
502.3200	PROTECTIVE SURFACE TREATMENT	SY	120				120	1,320	1,560
502.3210.S	PIGMENTED PROTECTIVE SURFACE TREATMENT	SY	20				20	200	240
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF						2,078	2,078
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB		5,400	3,110	5,380			13,890
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	12,455	2,910	16,230	2,920	13,035	101,450	149,000
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB						1,870	1,870
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH		9	18	9			36
506.4000	STEEL DIAPHRAGMS B-53-323	EACH						32	32
511.1200	TEMPORARY SHORING B-53-323	SF		525	240	525			1,290
513.4090	RAILING TUBULAR SCREENING B-53-323	LS							1
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY		15		15			30
517.1010.S	CONCRETE STAINING STRUCTURE B-53-323	SF	130	620	1,590	620	130	5,800	8,890
517.1050.S	ARCHITECTURAL SURFACE TREATMENT STRUCTURE B-53-323	SF	130	610	540	610	130	1,500	3,520
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF		910	1,980	910			3,800
604.0400	SLOPE PAVING CONCRETE	SY		168		168			336
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY		75		75			150
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF		160		160			320
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2				2		4
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	12				12	24	48
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	120				120	910	1,150
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH						5	5
657.6005.S	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH						2	2
SPV.0035.700	HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES	CY	58				60	492	610
	NON-BID ITEMS								
	FILLER	SIZE							1/2", 3/4" & 1"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

GENERAL NOTES & QUANTITIES

SHEET 3 OF 35
623

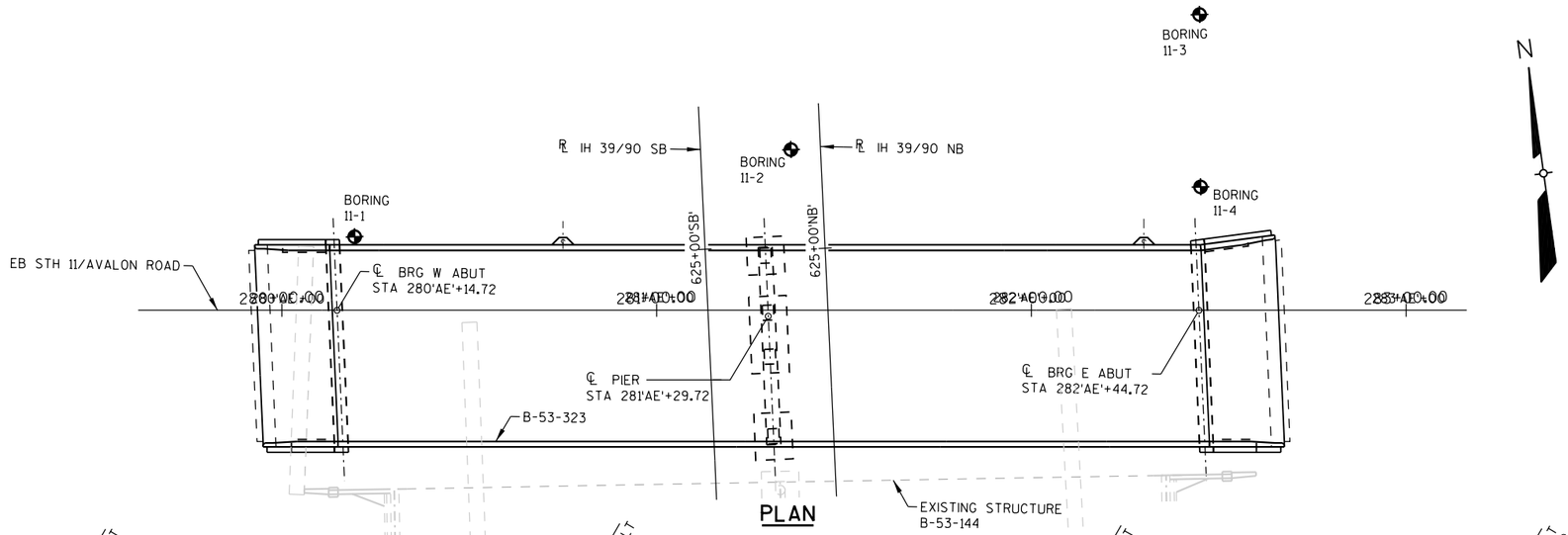
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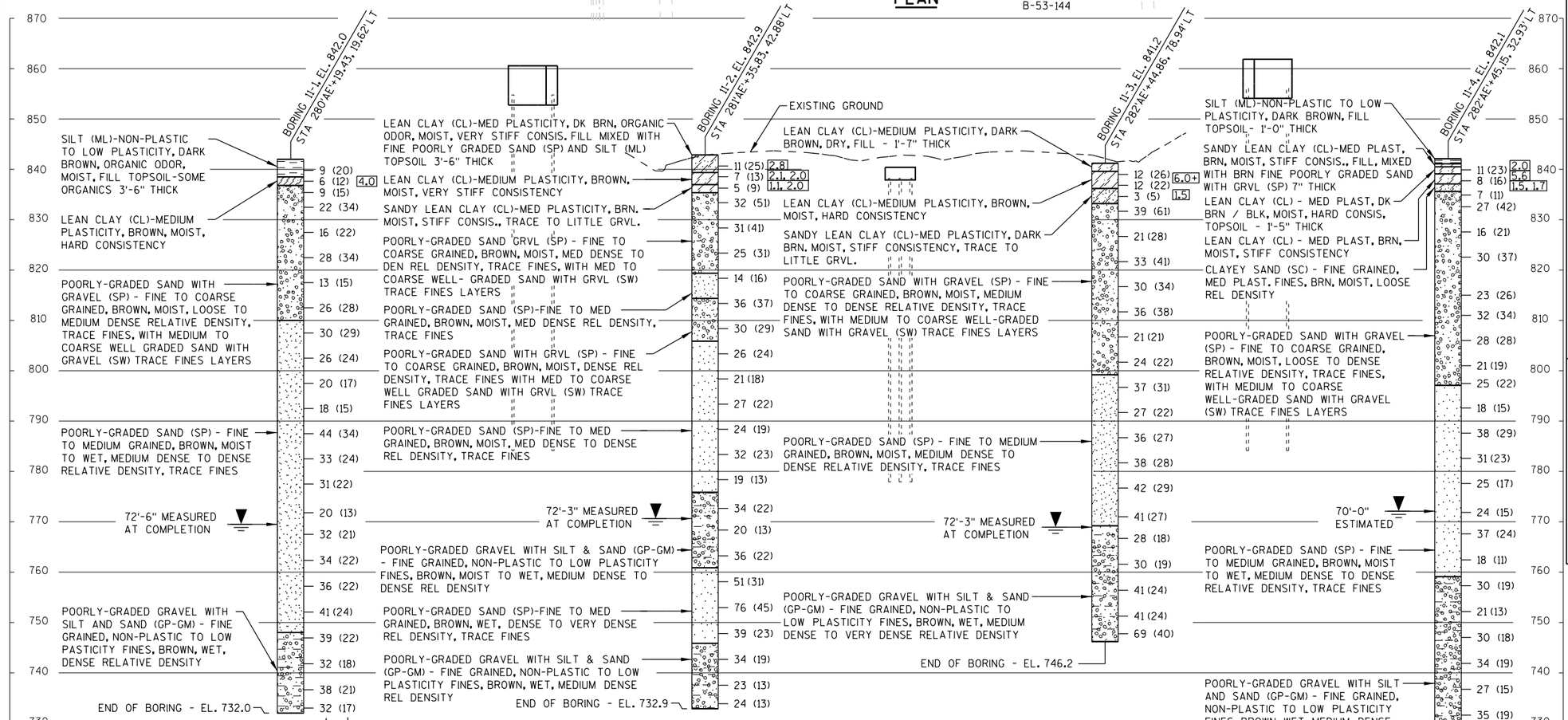
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PLOT TIME: 10:21:06 AM
PLOT DATE: 3/25/2015
BATCH PRINT SHEET 4 OF 35

SOIL BORINGS
BY: SOILS & ENGINEERING SERVICES, INC.
BORING 11-1 ON: 10/19/2012
BORING 11-2 ON: 10/24/2012
BORING 11-3 ON: 10/18/2012
BORING 11-4 ON: 01/10/2014

SUBSURFACE INVESTIGATION REPORT
BY: SOILS & ENGINEERING SERVICES, INC.
ON: FEBRUARY 6, 2014



PLAN



STATE PROJECT NUMBER

1003-10-72

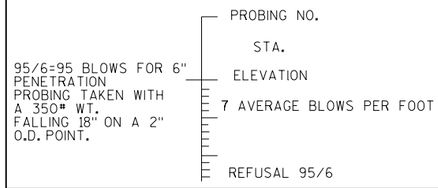
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

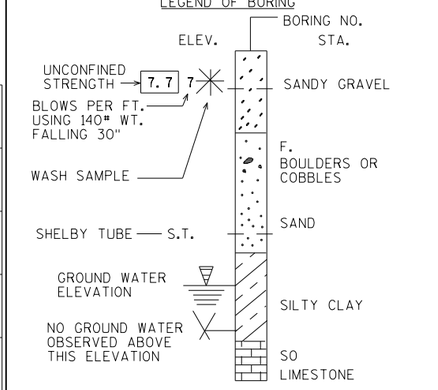
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

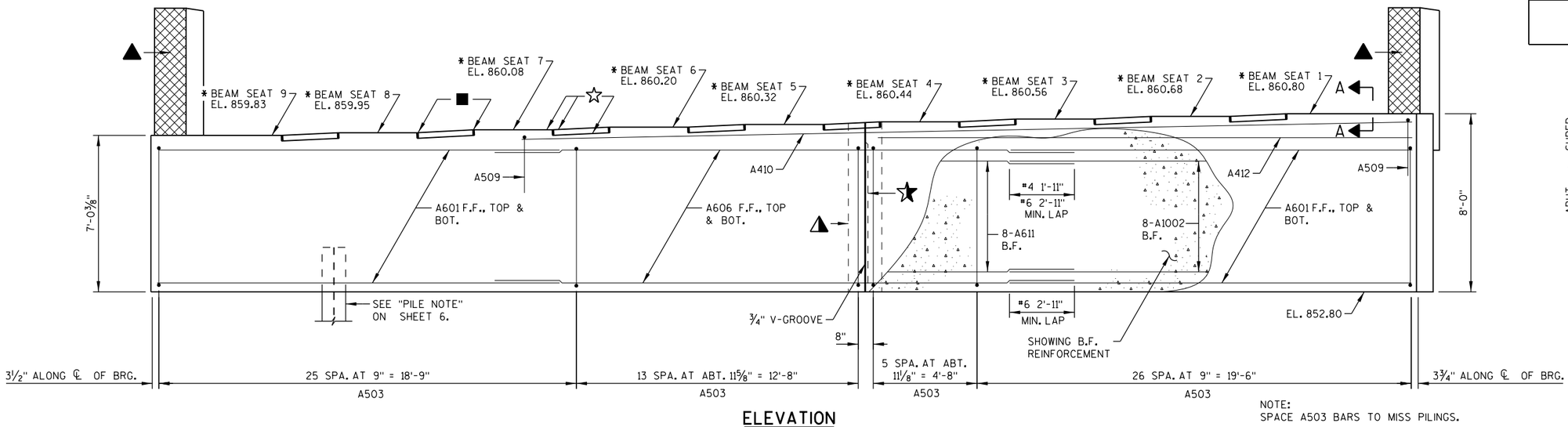
SUBSURFACE EXPLORATION

SHEET 4 OF 35
624

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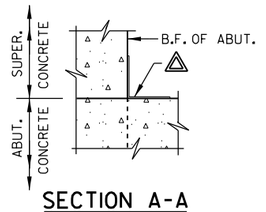
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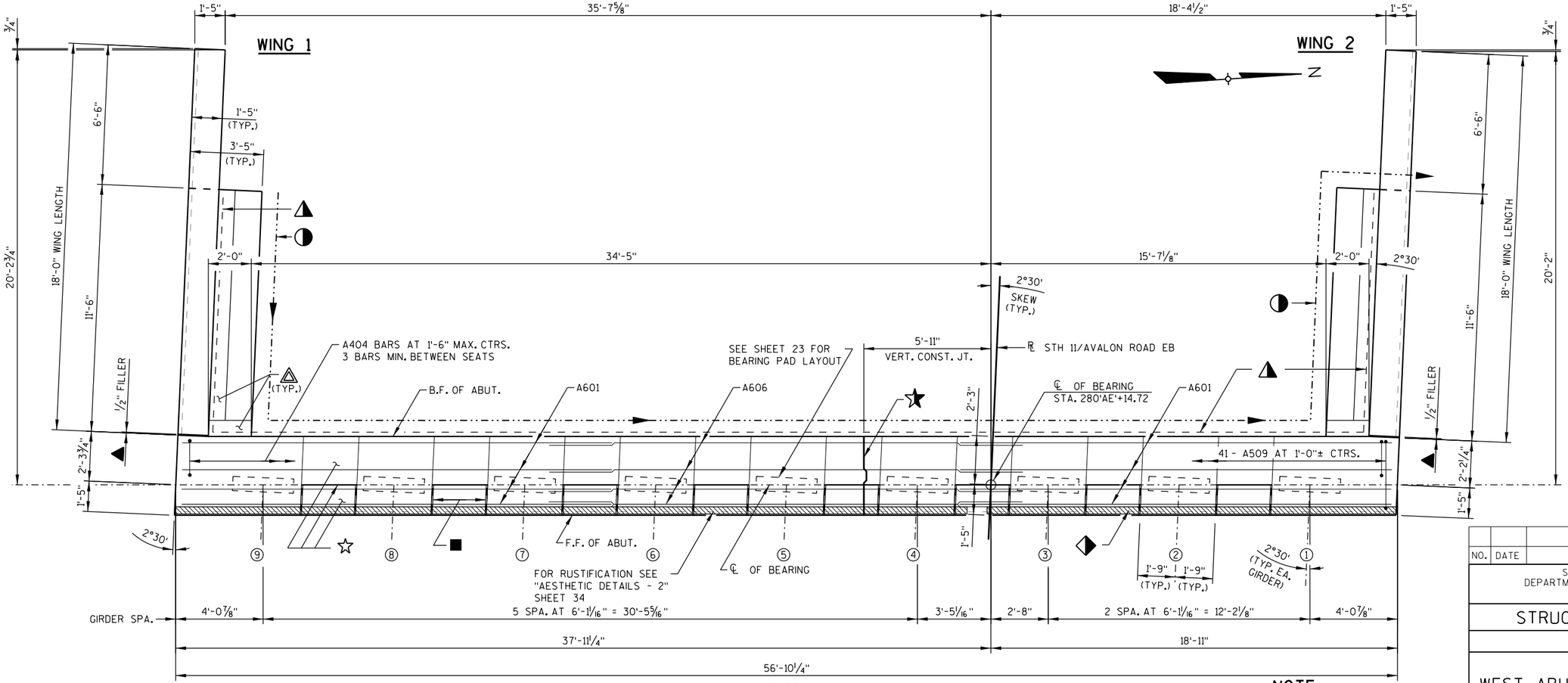
ELEVATION
(LOOKING WEST)

* ELEVATIONS ARE GIVEN AT TOP OF CONCRETE, ℄ OF BEARING

NOTE:
SPACE A503 BARS TO MISS PILINGS.



SECTION A-A



PLAN

NOTE
FOR SYMBOL LEGEND SEE SHEET 6

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

WEST ABUTMENT-1

SHEET 5 OF 35
625

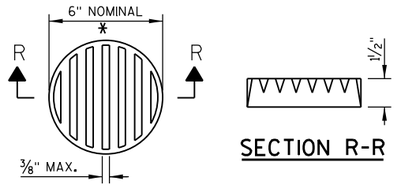
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PLOT DATE: 4/1/2015 PLOT TIME: 9:04:25 AM BATCH PRINT SHEET 6 OF 35

LEGEND

- PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PLACED AT BOTTOM OF EXCAVATION. ATTACH RODENT SHIELD AT EXPOSED ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. DISCHARGE LOCATION TO BE DETERMINED BY ENGINEER IN THE FIELD.
- ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- ¾" × 4" FILLER - TO EXTEND FULL LENGTH OF ABUTMENT BODY.
- STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHELENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING THE BEARING PADS AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON SHEET 5.
- VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" × 8". RUN BAR STEEL THRU JOINT. ¾" "V" GROOVE AT FRONT FACE. SEAL BACKFACE WITH 18" RUBBERIZED MEMBRANE WATERPROOFING. SEE SHEET 11 FOR ALTERNATE CONSTRUCTION JOINT.
- OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" × 6" KEYWAY WITH R.M.W. ON BACKFACE.



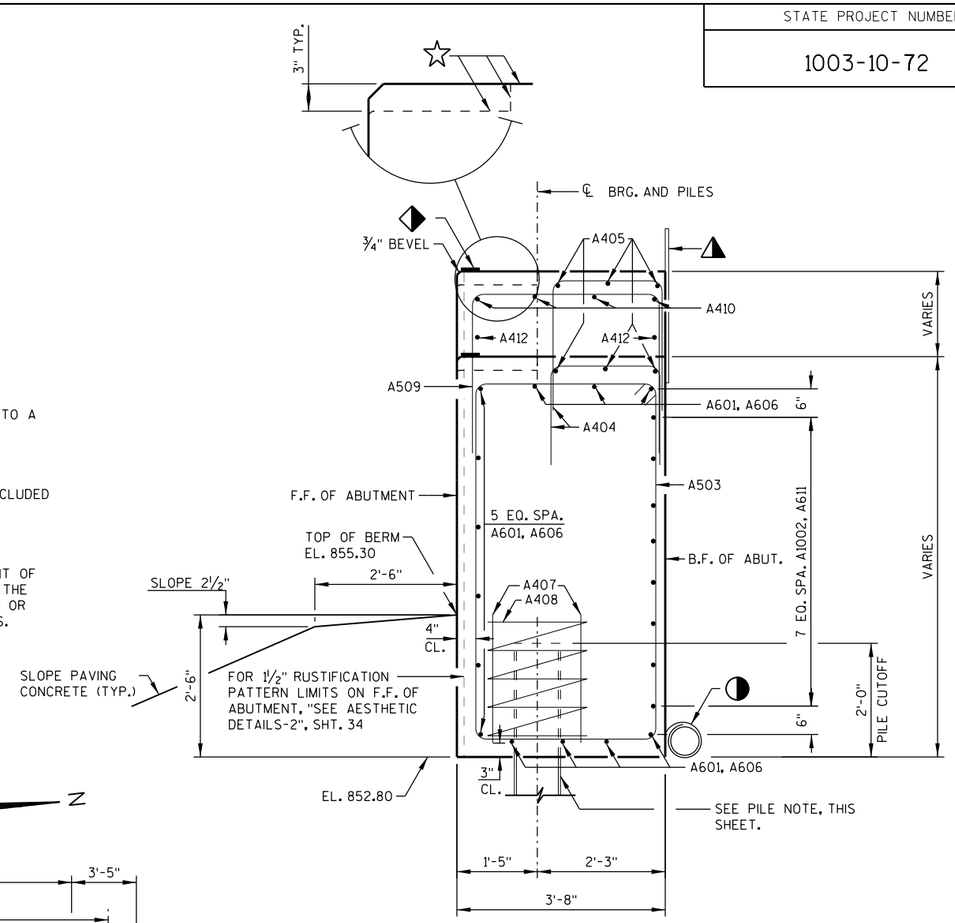
RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

ORIENT SO SLOTS ARE VERTICAL.

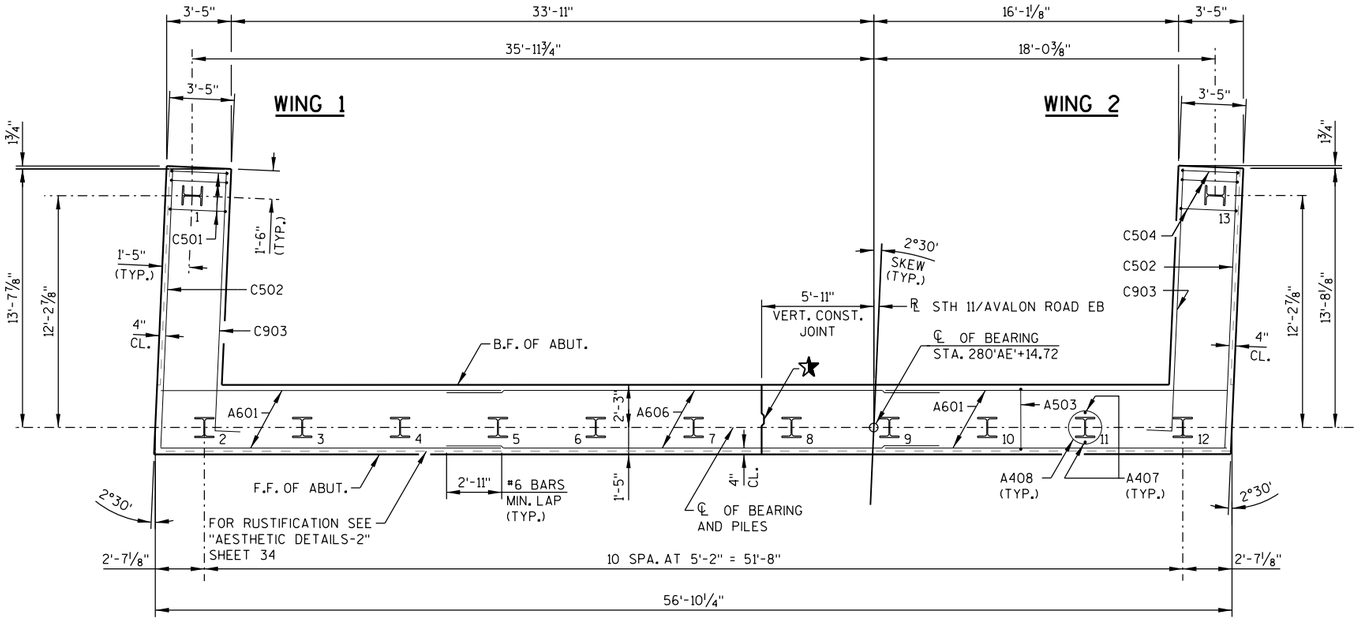
THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



TYPICAL SECTION THRU BODY

(LOOKING SOUTH)



PILE PLAN

PILE NOTE

WEST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP12×53 WITH A DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70' LONG. SEE SHEET 9 FOR PILE SPLICE DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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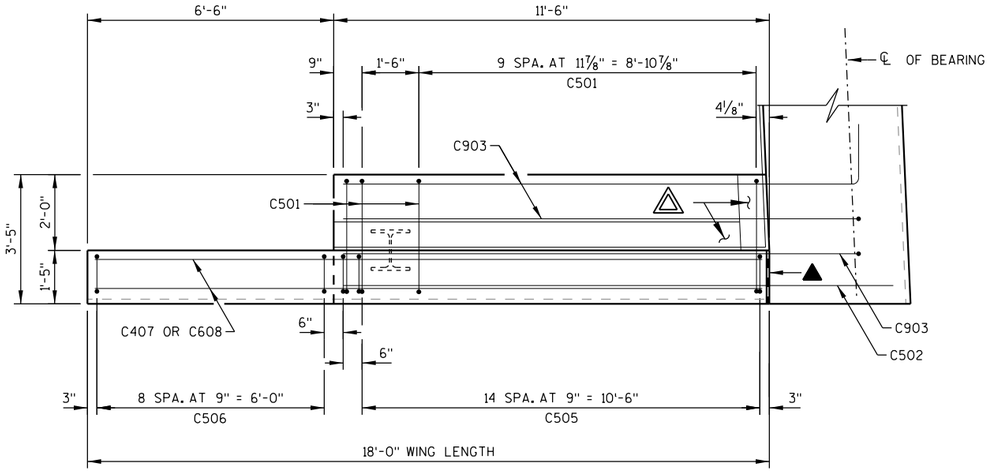
WEST ABUTMENT-2

SHEET 6 OF 35
626

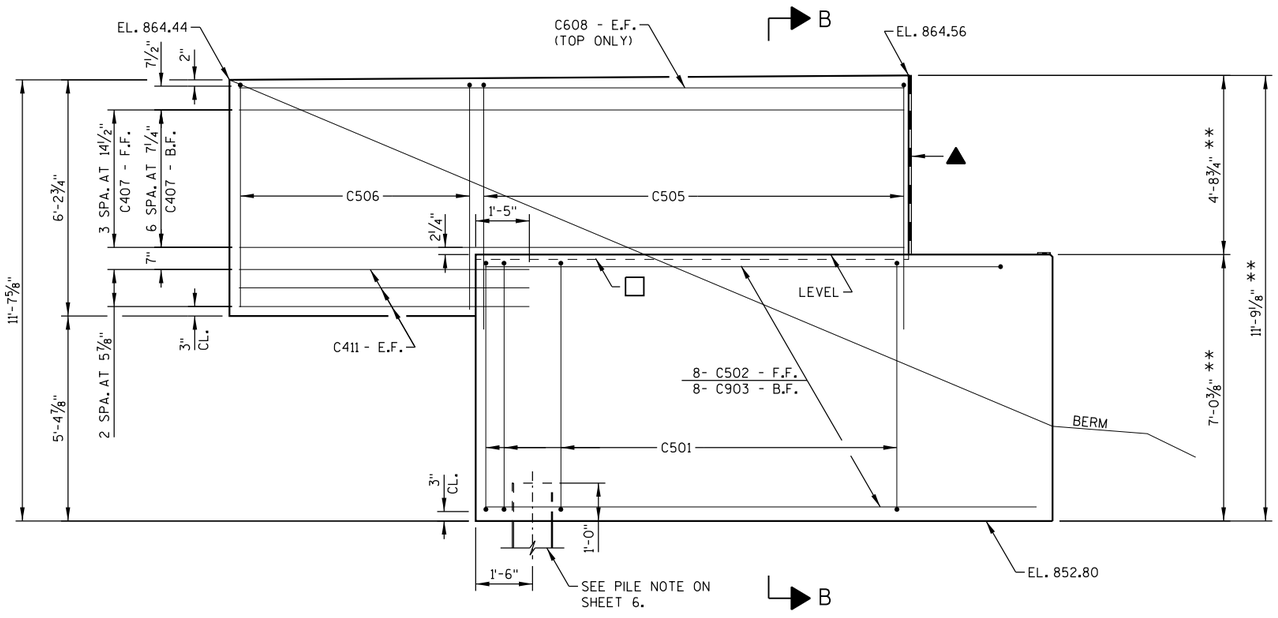
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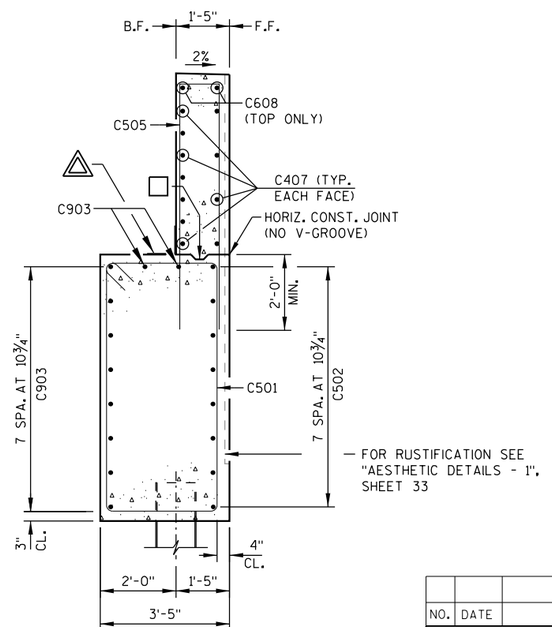
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BATCH PRINT SHEET 7 OF 35



PLAN - WING 1



ELEVATION - WING 1



SECTION B-B

LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

FOR SYMBOL LEGEND SEE SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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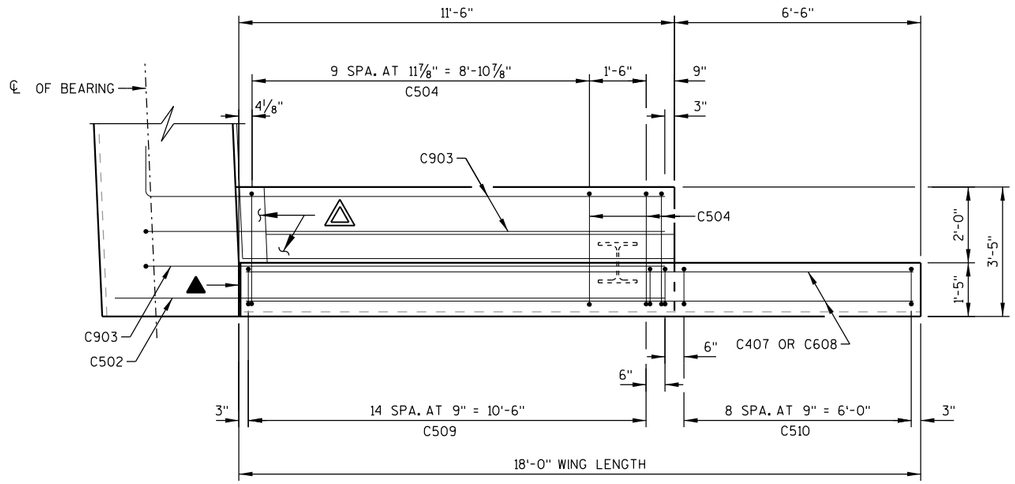
WING 1

SHEET 7 OF 35
627

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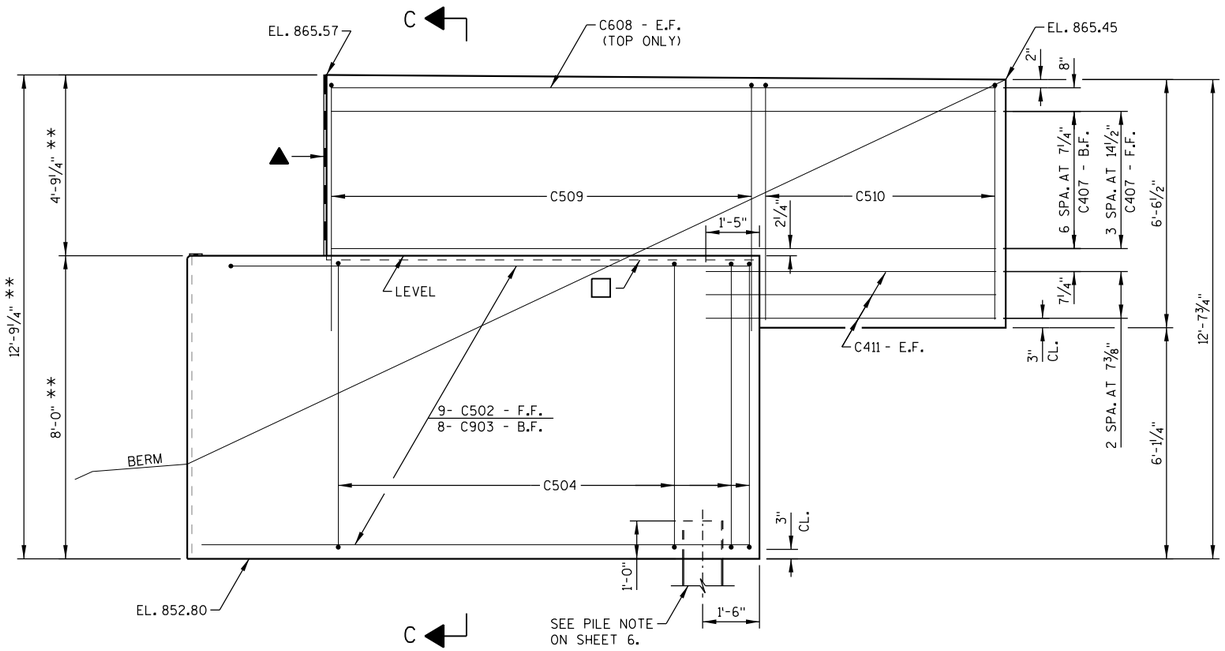


PLAN - WING 2

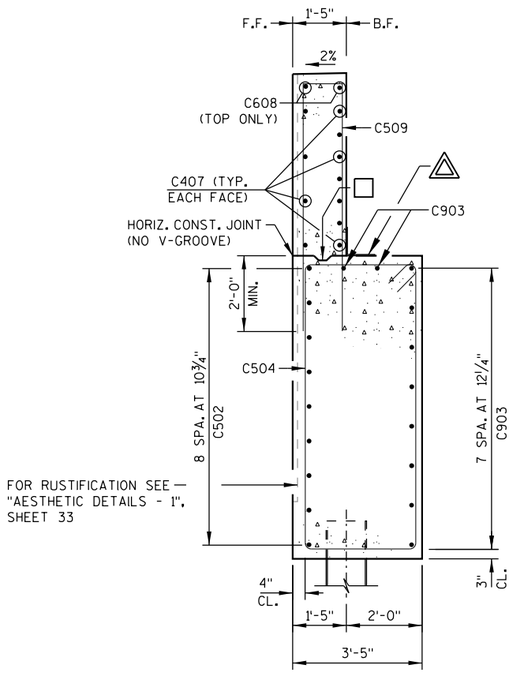
LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

FOR SYMBOL LEGEND SEE SHEET 6.



ELEVATION - WING 2



SECTION C-C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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WING 2

SHEET 8 OF 35
628

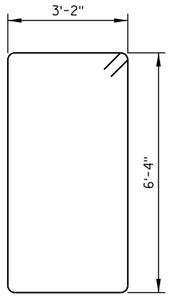
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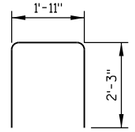
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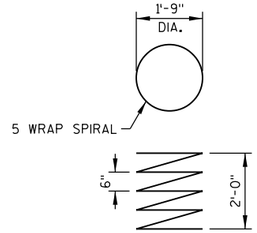
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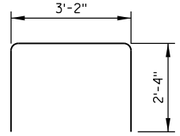
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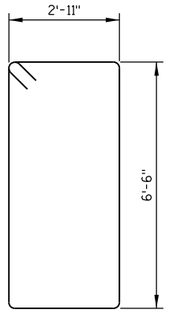
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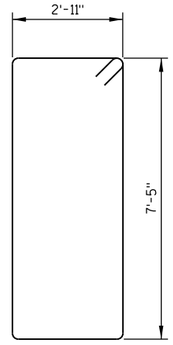
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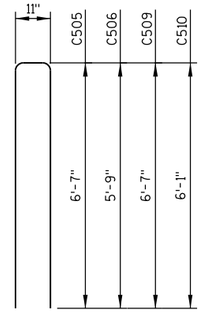
A509



C501



C504



C505, C506, C509, C510

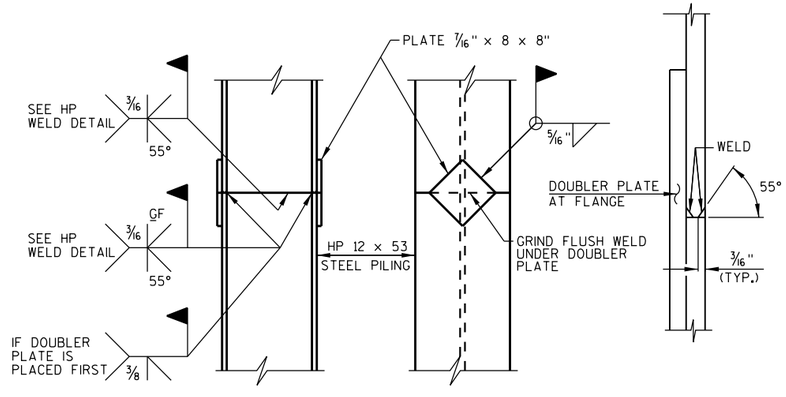


C903

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
NON-COATED BARS				TOTAL WEIGHT = 5,400 LBS	
A601	26	20-3		ABUTMENT BODY, FRONT FACE/TOP/BOTTOM	HORIZ.
A1002	16	20-3		ABUTMENT BODY, BACK FACE-OUTER SECTION	HORIZ.
A503	71	19-8	X	ABUTMENT BODY, STIRRUP	VERT.
A404	48	6-3	X	ABUTMENT BODY, TOP	VERT.
A405	6	29-3		ABUTMENT BODY, TOP	HORIZ.
A606	13	21-11		ABUTMENT BODY, MIDDLE SECTION	HORIZ.
A407	26	2-3		ABUTMENT BODY, PILE WRAP	VERT.
A408	13	28-0	X	ABUTMENT BODY, PILE WRAP	VERT.
A509	41	7-7	X	ABUTMENT BODY, TOP	VERT.
A410	4	40-0		ABUTMENT BODY, TOP	HORIZ.
A611	8	21-11		ABUTMENT BODY, BACK FACE-CENTER SECTION	HORIZ.
A412	2	24-0		ABUTMENT BODY, TOP	HORIZ.
COATED BARS				TOTAL WEIGHT = 2,910 LBS	
C501	12	19-6	X	WING 1, STIRRUP	VERT.
C502	17	14-8		WING 1 & 2, FRONT FACE	HORIZ.
C903	20	14-11	X	WING 1 & 2, BACK FACE	HORIZ.
C504	12	21-4	X	WING 2, STIRRUP	VERT.
C505	16	13-10	X	WING 1, WINGWALL	VERT.
C506	9	12-2	X	WING 1, WINGWALL	VERT.
C407	22	17-6		WING 1 & 2, WINGWALL BOTH FACES	HORIZ.
C608	4	17-6		WING 1 & 2, BOTH FACES TOP	HORIZ.
C509	16	13-10	X	WING 2, WINGWALL	VERT.
C510	9	12-10	X	WING 2, WINGWALL	VERT.
C411	12	7-8		WING 1 & 2, BOTH FACES	HORIZ.



PILE SPLICE DETAIL

HP WELD DETAIL
(FLANGE SHOWN, WEB SIMILAR)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

WEST ABUTMENT DETAILS

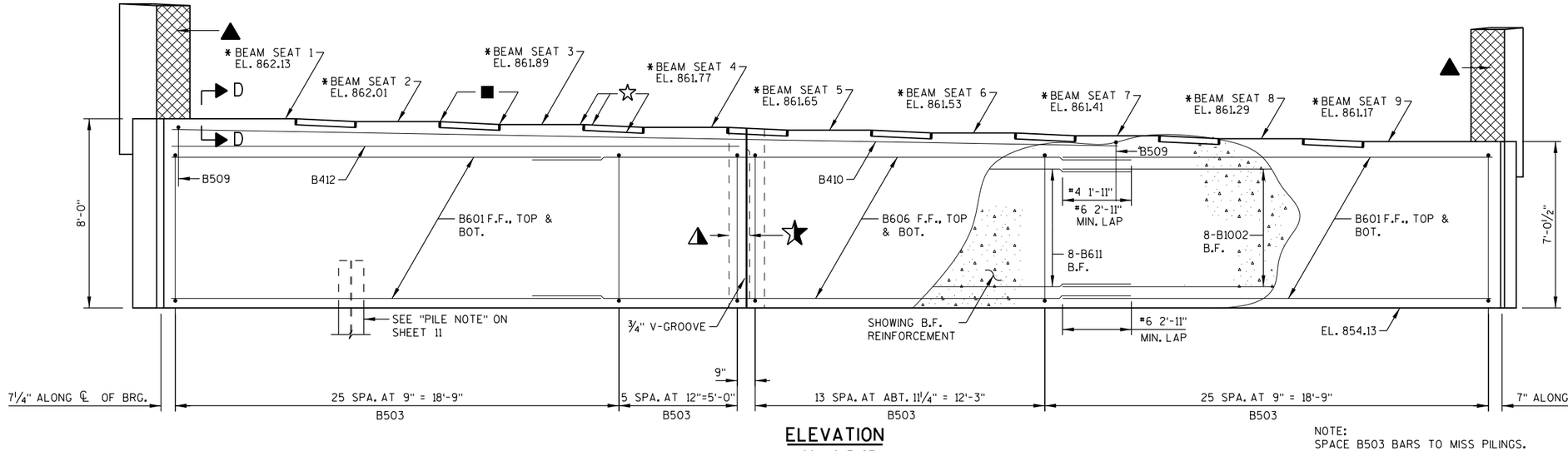
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STATE PROJECT NUMBER
1003-10-72

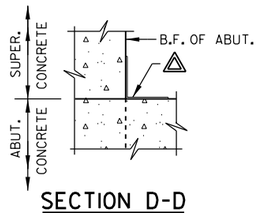


ELEVATION

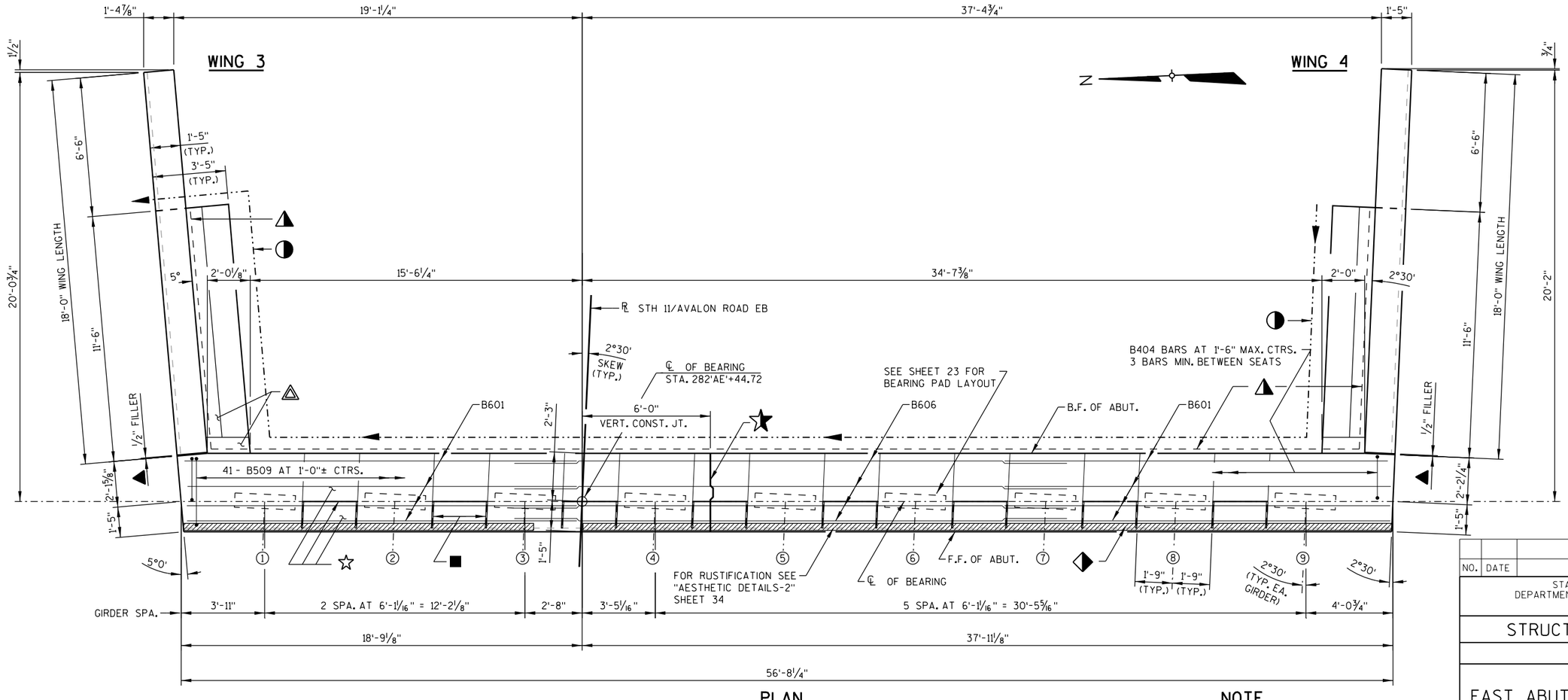
(LOOKING EAST)

* ELEVATIONS ARE GIVEN AT TOP OF CONCRETE, ℄ OF BEARING

NOTE:
SPACE B503 BARS TO MISS PILINGS.



SECTION D-D



PLAN

NOTE

FOR SYMBOL LEGEND SEE SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

EAST ABUTMENT-1

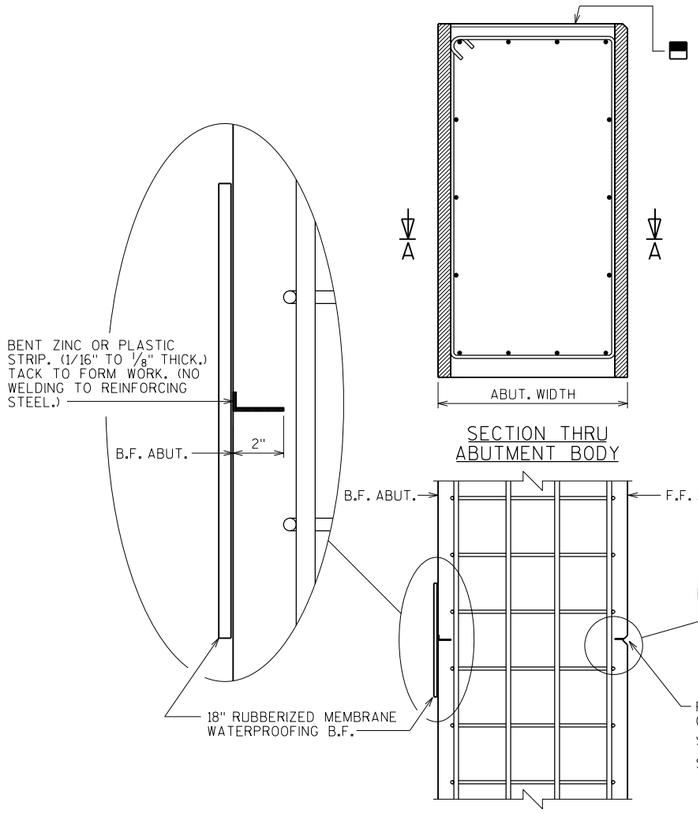
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NOTES

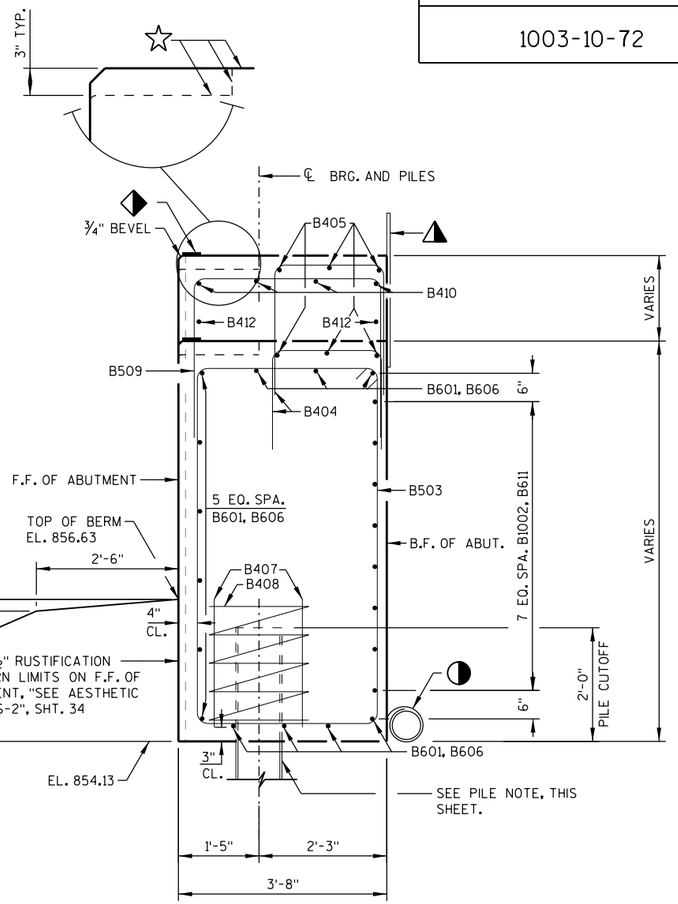
PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

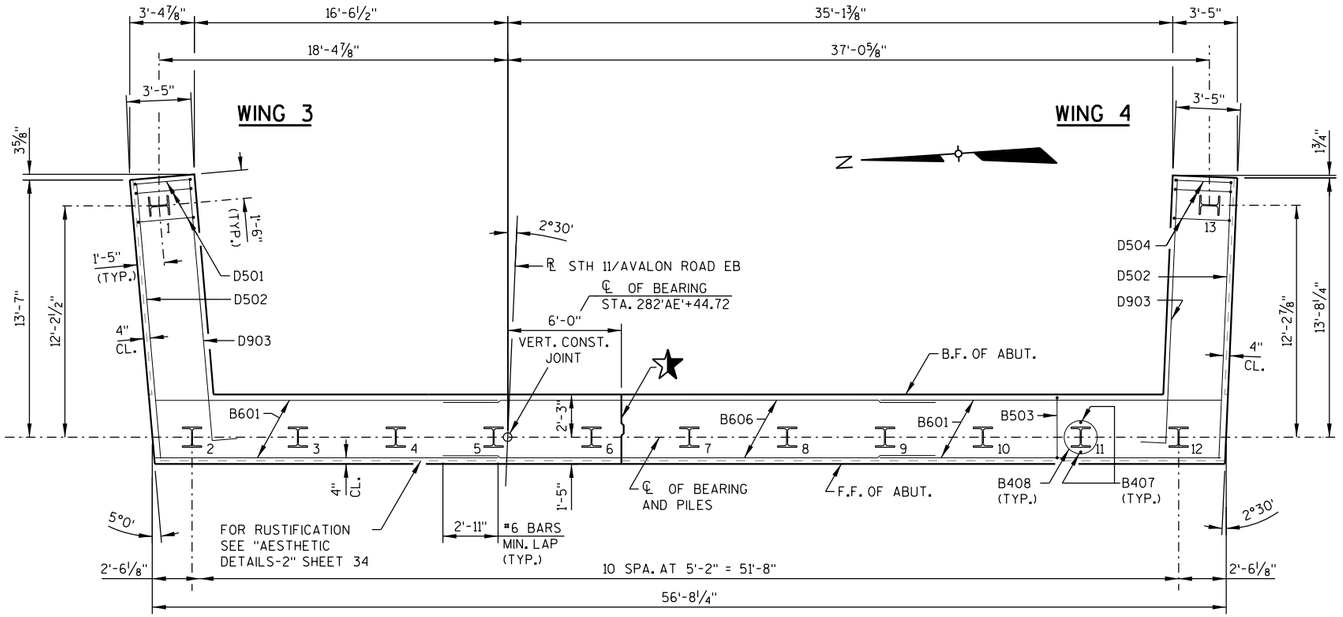
USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT



TYPICAL SECTION THRU BODY

(LOOKING NORTH)



PILE PLAN

PILE NOTE

EAST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP12x53 WITH A DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 70' LONG. SEE SHEET 9 FOR PILE SPLICE DETAILS.

NOTE

FOR SYMBOL LEGEND SEE SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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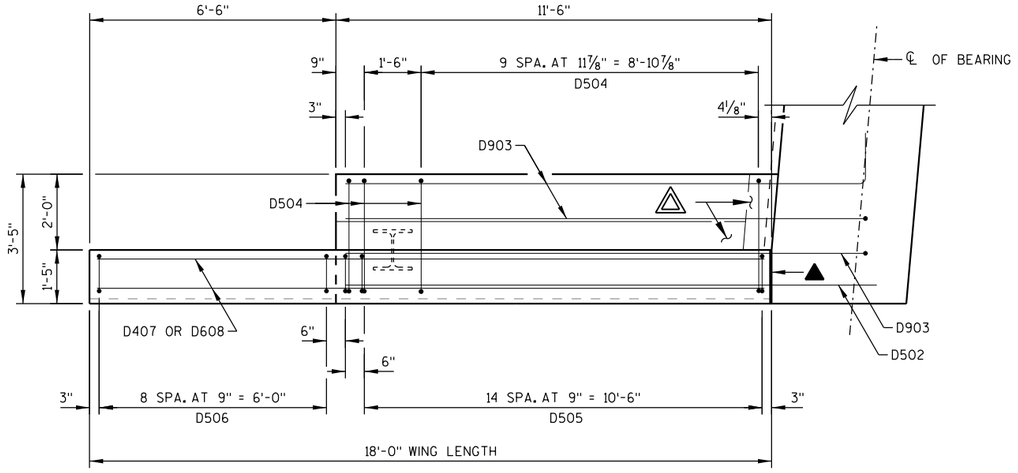
EAST ABUTMENT-2

SHEET 11 OF 35
631

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BATCH PRINT SHEET 12 OF 35

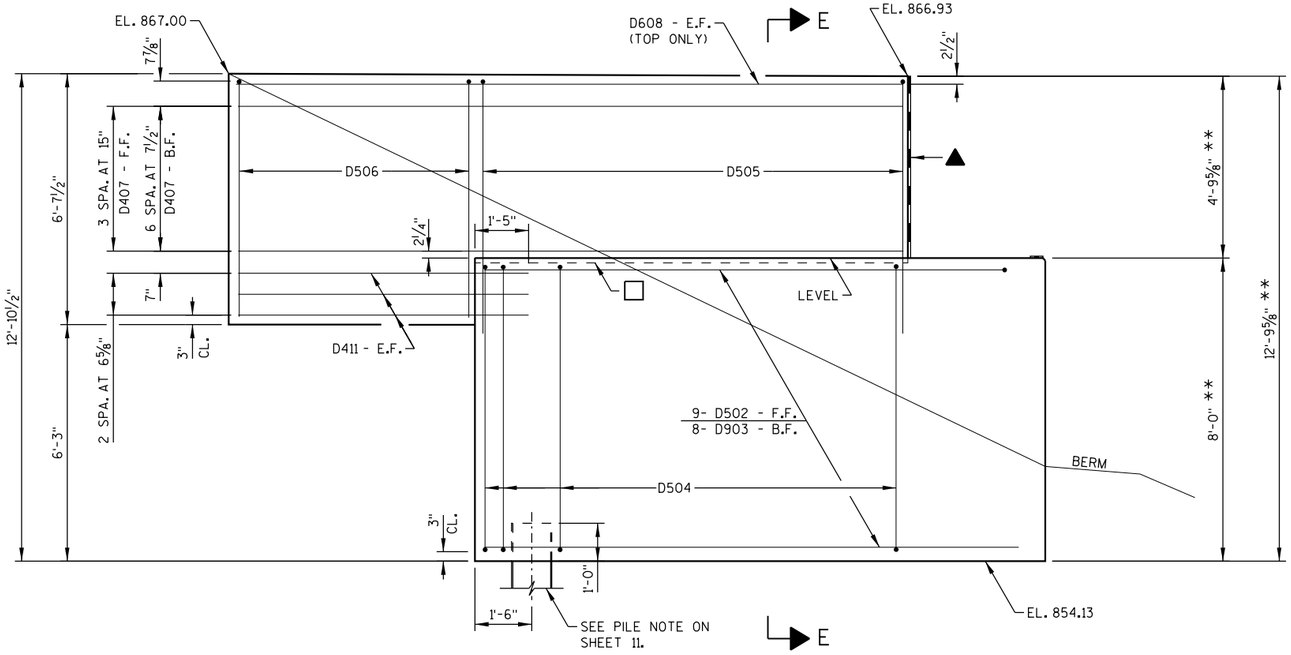


PLAN - WING 3

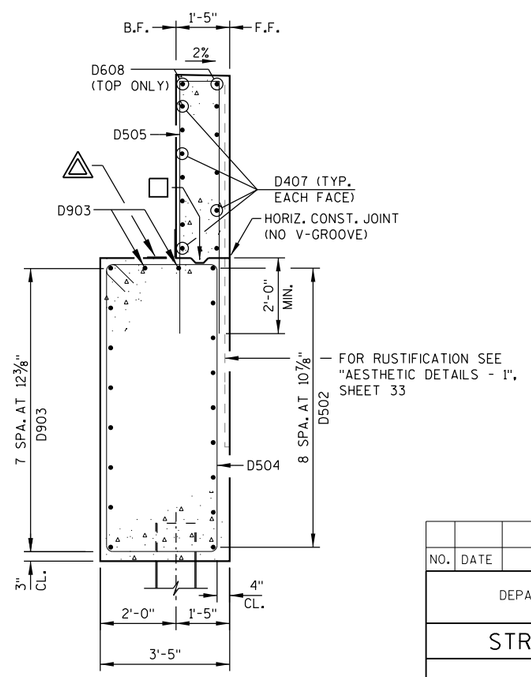
LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

FOR SYMBOL LEGEND SEE SHEET 6.



ELEVATION - WING 3



SECTION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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WING 3

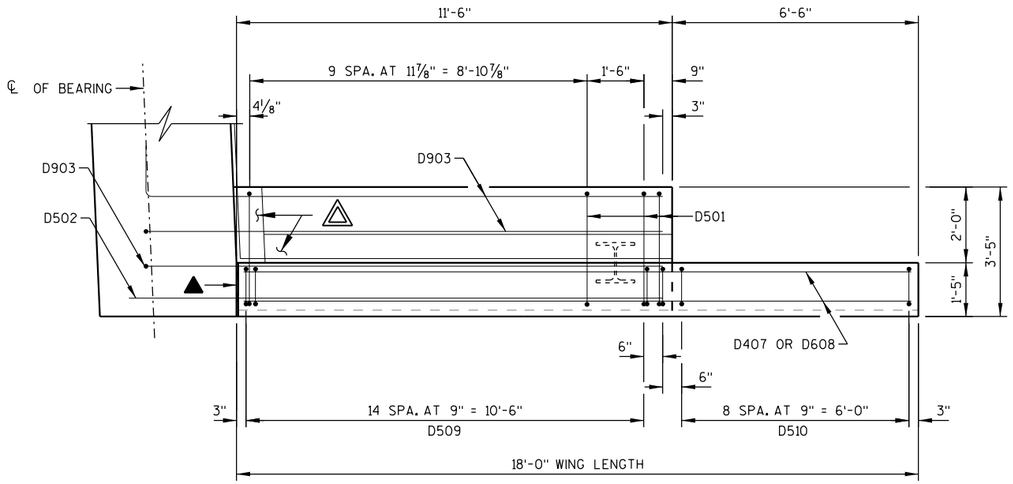
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STATE PROJECT NUMBER
1003-10-72

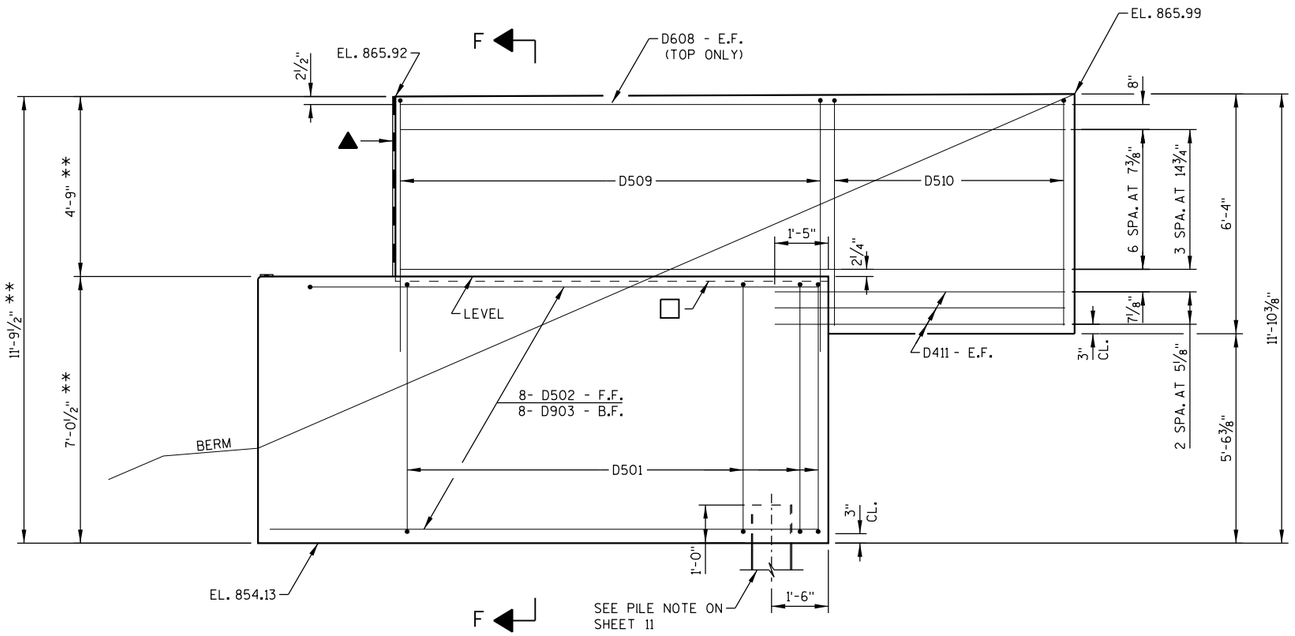


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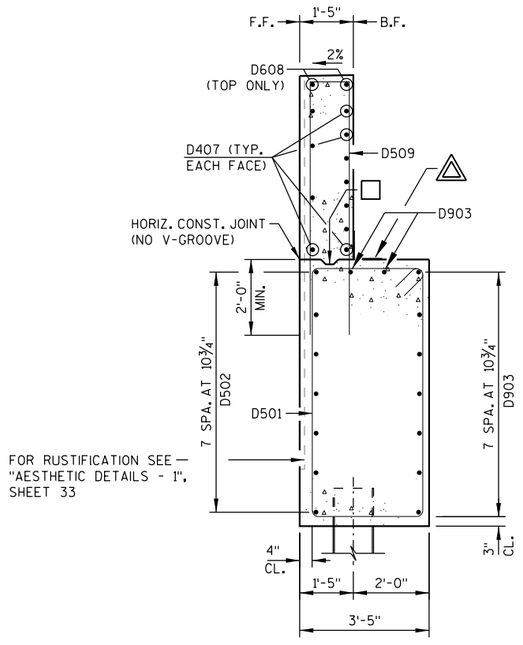
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** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

FOR SYMBOL LEGEND SEE SHEET 6.



ELEVATION - WING 4



SECTION F-F

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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WING 4

SHEET 13 OF 35
633

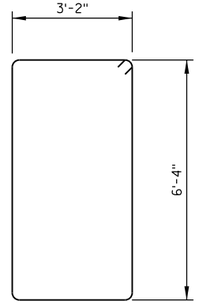
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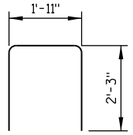
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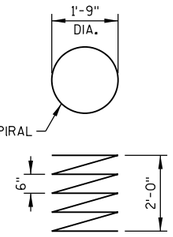
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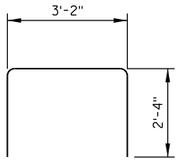
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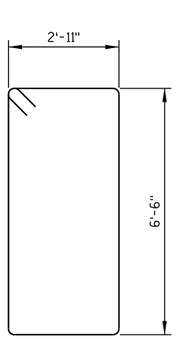
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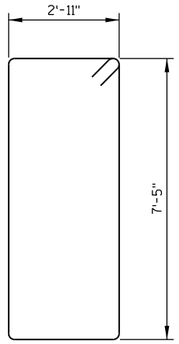
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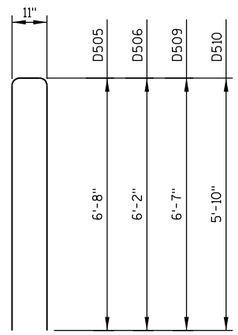
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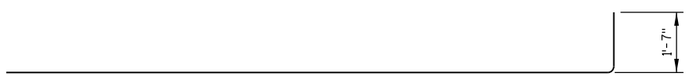
D501



D504



D505, D506, D509, D510



D903

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
NON-COATED BARS				TOTAL WEIGHT = 5,380 LBS	
B601	26	20-3		ABUTMENT BODY, FRONT FACE/TOP/BOTTOM	HORIZ.
B1002	16	20-3		ABUTMENT BODY, BACK FACE-OUTER SECTION	HORIZ.
B503	70	19-8	X	ABUTMENT BODY, STIRRUP	VERT.
B404	48	6-3	X	ABUTMENT BODY, TOP	VERT.
B405	6	29-1		ABUTMENT BODY, TOP	HORIZ.
B606	13	21-10		ABUTMENT BODY, MIDDLE SECTION	HORIZ.
B407	26	2-3		ABUTMENT BODY, PILE WRAP	VERT.
B408	13	28-0	X	ABUTMENT BODY, PILE WRAP	VERT.
B509	41	7-7	X	ABUTMENT BODY, TOP	VERT.
B410	4	40-0		ABUTMENT BODY, TOP	HORIZ.
B611	8	21-10		ABUTMENT BODY, BACK FACE-CENTER SECTION	HORIZ.
B412	2	24-0		ABUTMENT BODY, TOP	HORIZ.
COATED BARS				TOTAL WEIGHT = 2,920 LBS	
D501	12	19-6	X	WING 3, STIRRUP	VERT.
D502	17	14-8		WING 3 & 4, FRONT FACE	HORIZ.
D903	20	14-11	X	WING 3 & 4, BACK FACE	HORIZ.
D504	12	21-4	X	WING 4, STIRRUP	VERT.
D505	16	14-0	X	WING 3, WINGWALL	VERT.
D506	9	13-0	X	WING 3, WINGWALL	VERT.
D407	22	17-6		WING 3 & 4, WINGWALL BOTH FACES	HORIZ.
D608	4	17-6		WING 3 & 4, BOTH FACES TOP	HORIZ.
D509	16	13-10	X	WING 4, WINGWALL	VERT.
D510	9	12-4	X	WING 4, WINGWALL	VERT.
D411	12	7-8		WING 3 & 4, BOTH FACES	HORIZ.

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

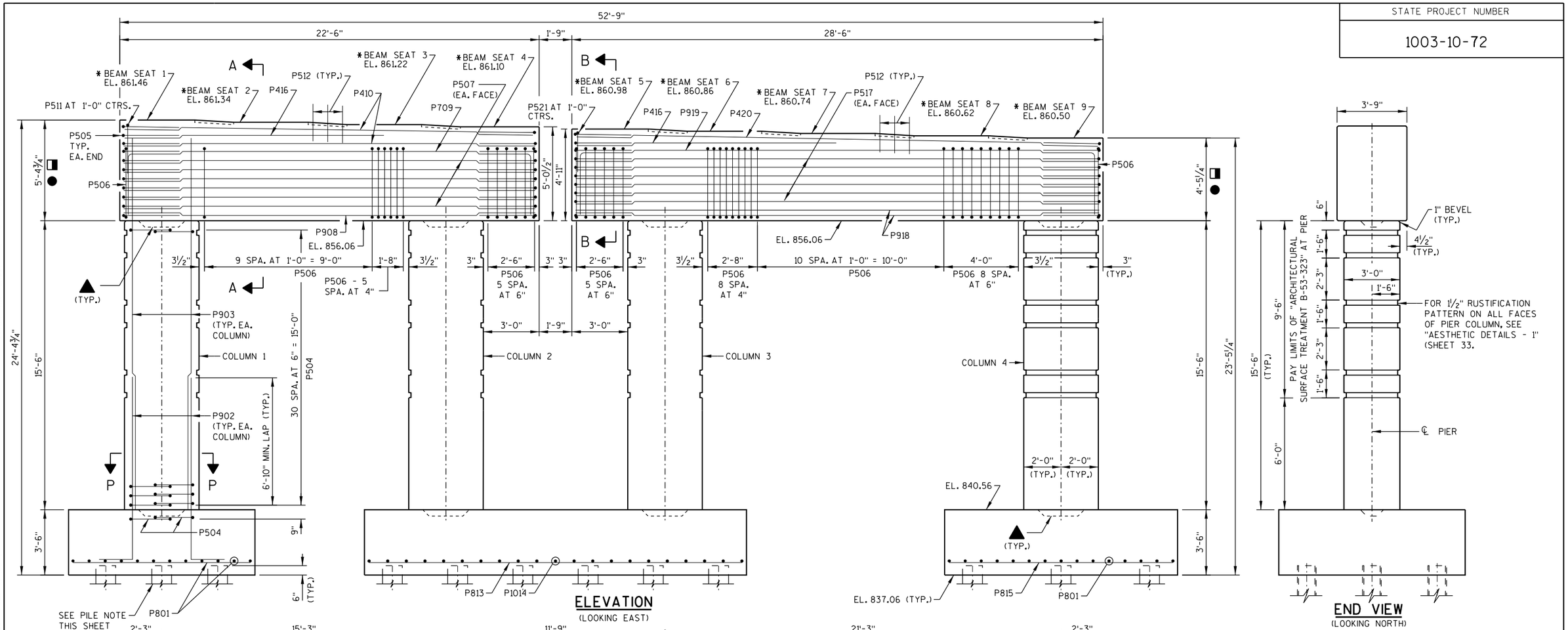
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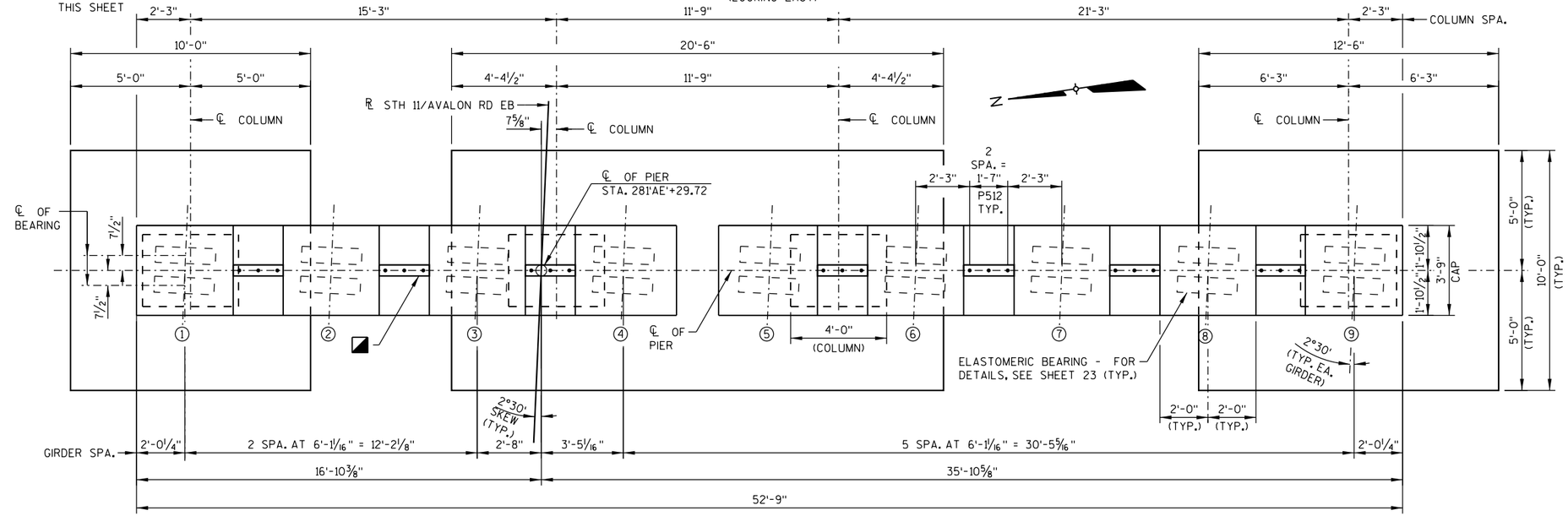
EAST ABUTMENT DETAILS

SHEET 14 OF 35
634

STATE PROJECT NUMBER

1003-10-72





NOTES

SEE SHEET 16 FOR SYMBOL DESCRIPTIONS, CAP AND FOOTING DETAILS.

P512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE.

SPACE LOWER CAP REINFORCEMENT TO MISS VERTICAL COLUMN STEEL.

PILE NOTE

PIER TO BE SUPPORTED ON PILING STEEL HP 12x53 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 60'-0" LONG.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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PIER

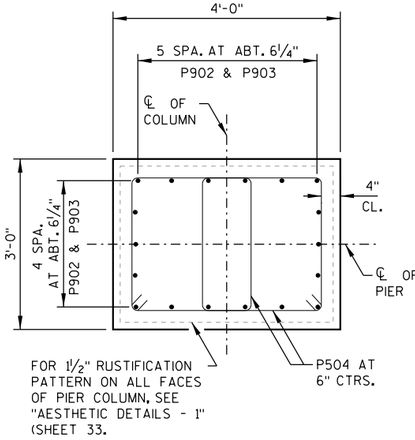
SHEET 15 OF 35
635

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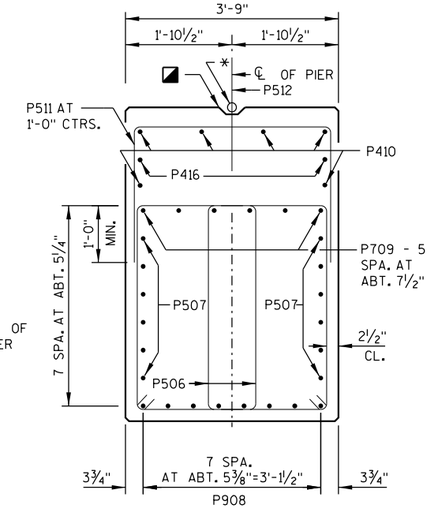
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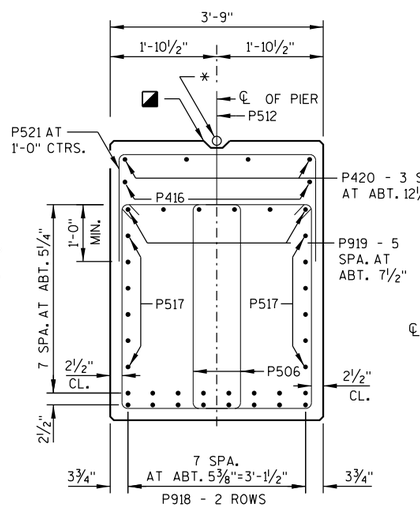
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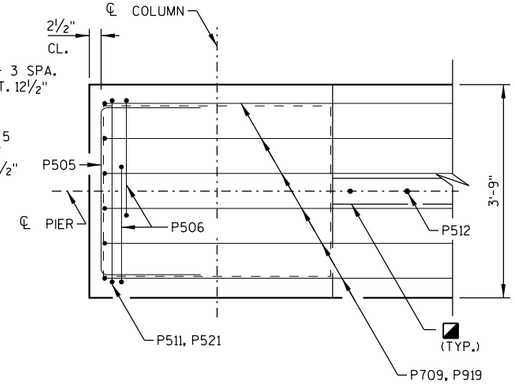
SECTION P-P



SECTION A-A



SECTION B-B



PLAN VIEW SHOWING END OF CAP

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 3,110 LBS
P801	40	9-6		FOOTING	HORIZ.
P813	14	20-0		FOOTING	HORIZ.
P1014	21	9-6		FOOTING	HORIZ.
P815	15	12-0		FOOTING	HORIZ.
COATED BARS					TOTAL WEIGHT = 16,230 LBS
P902	72	11-3	X	PIER, COLUMNS & FOOTINGS	VERT.
P903	72	18-11		PIER, COLUMNS	VERT.
P504	256	10-0	X	PIER, COLUMNS - STIRRUPS	HORIZ.
P505	40	6-6	X	PIER, CAP - ENDS	HORIZ.
P506	112	12-4	X	PIER, CAP - STIRRUPS	VERT.
P507	12	22-1		PIER, CAP - SIDES	HORIZ.
P908	8	22-1		PIER, CAP - BOTTOM	HORIZ.
P709	6	28-9	X	PIER, CAP - TOP	HORIZ.
P410	6	22-1		PIER, CAP - TOP	HORIZ.
P511	23	7-11	X	PIER, CAP - TOP STIRRUPS	VERT.
P512	21	2-0		PIER, CAP - DOWELS	VERT.
P416	4	14-0		PIER, CAP - SIDES	HORIZ.
P517	12	28-1		PIER, CAP - SIDES	HORIZ.
P918	16	28-1		PIER, CAP - BOTTOM	HORIZ.
P919	6	34-6	X	PIER, CAP - TOP	HORIZ.
P420	4	28-1		PIER, CAP - TOP	HORIZ.
P521	29	6-11	X	PIER, CAP - TOP STIRRUPS	VERT.

LEGEND

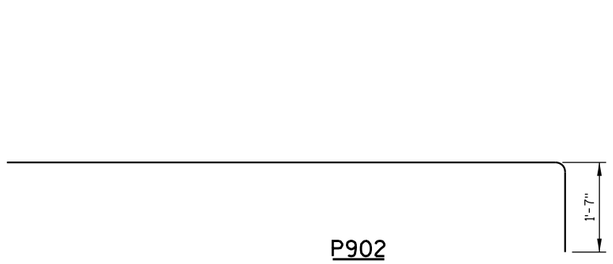
* ELEVATIONS AND DIMENSIONS ARE GIVEN AT THE TOP OF CONCRETE AT PIER ℄.

▲ CONSTRUCTION JOINT FORMED BY BEVELED 4" × 1'-3" × 2'-0" KEYWAY.

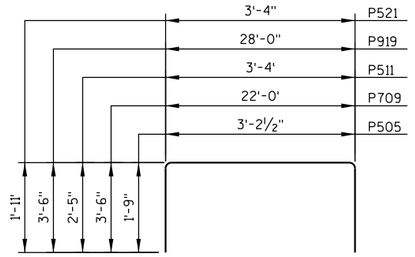
◪ KEYED CONST. JOINT FORMED BY BEVELED 2" × 6".

▬ THE CONTRACTOR MAY FURNISH PRECAST PIER CAPS, BEARING BLOCKS AND COLUMNS IN LIEU OF THE CAST-IN-PLACE PIER WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. CONTACT DAVE KIEKBUSCH (608-266-5084) OR JAMES LUEBKE (608-266-5098) FOR PRECAST PIER MEMBER STANDARDS. THE PRECAST PIER SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 7 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST PIER SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

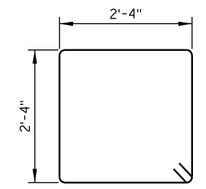
● IF THE CONTRACTOR CHOOSES TO FURNISH PRECAST PIER MEMBERS, THE CAP HEIGHT SHALL BE 4'-0". THE REMAINING DIFFERENCE BETWEEN THE BEAM SEAT ELEVATIONS AND THE TOP OF THE 4'-0" CAP WILL BE THE "H" DIMENSION OF THE PRECAST BEARING BLOCKS.



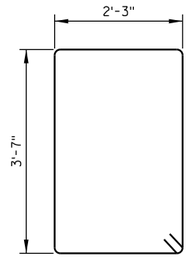
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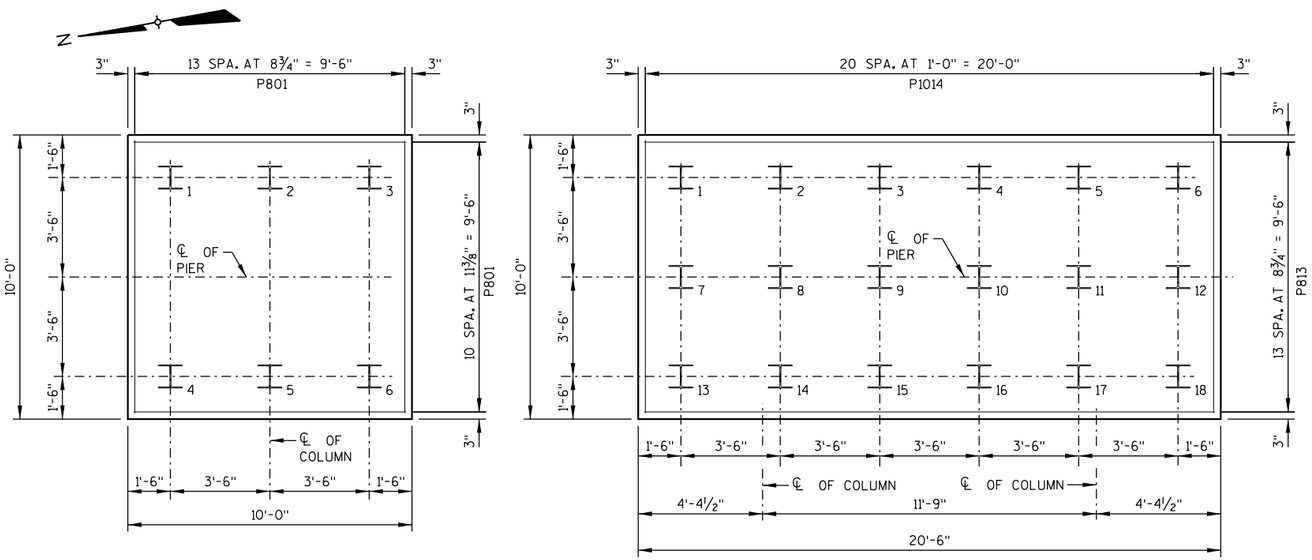
P505, P709, P511, P919, P521



P504



P506



NORTH EXTERIOR FOOTING PLAN

INTERIOR FOOTING PLAN

SOUTH EXTERIOR FOOTING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

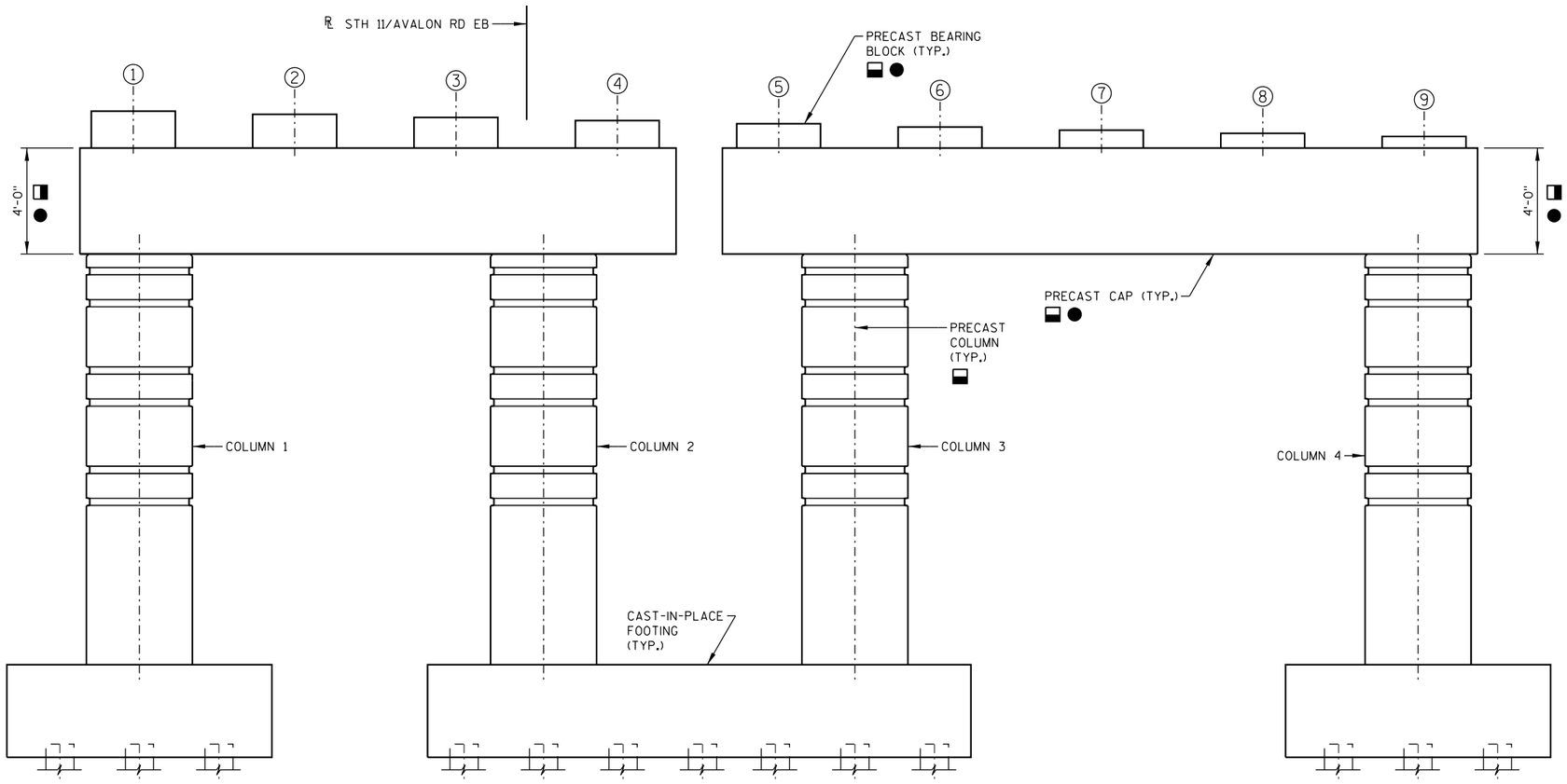
STRUCTURE B-53-323

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PIER DETAILS

SHEET 16 OF 35
636

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PLOT DATE: 4/1/2015 PLOT TIME: 9:04:39 AM BATCH PRINT SHEET 17 OF 35



ELEVATION OF OPTIONAL PRECAST PIER

FOR INFORMATION ONLY
CONTACT DAVE KIEKBUSH (608-266-5084) OR
JAMES LUEBKE (608-266-5098) FOR PRECAST DETAILS

LEGEND

▬ THE CONTRACTOR MAY FURNISH PRECAST PIER CAPS, BEARING BLOCKS AND COLUMNS IN LIEU OF THE CAST-IN-PLACE PIER WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. CONTACT DAVE KIEKBUSCH (608-266-5084) OR JAMES LUEBKE (608-266-5098) FOR PRECAST PIER MEMBER STANDARDS. THE PRECAST PIER SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 7 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST PIER SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

● IF THE CONTRACTOR CHOOSES TO FURNISH PRECAST PIER MEMBERS, THE CAP HEIGHT SHALL BE 4'-0". THE REMAINING DIFFERENCE BETWEEN THE BEAM SEAT ELEVATIONS AND THE TOP OF THE 4'-0" CAP WILL BE THE "H" DIMENSION OF THE PRECAST BEARING BLOCKS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. MSK

PIER ALTERNATE

SHEET 17 OF 35
637

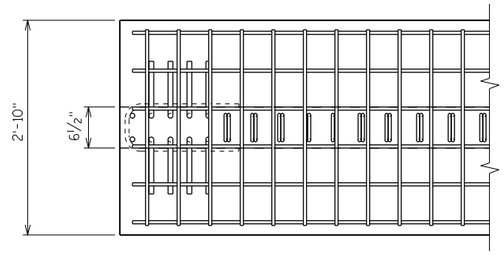
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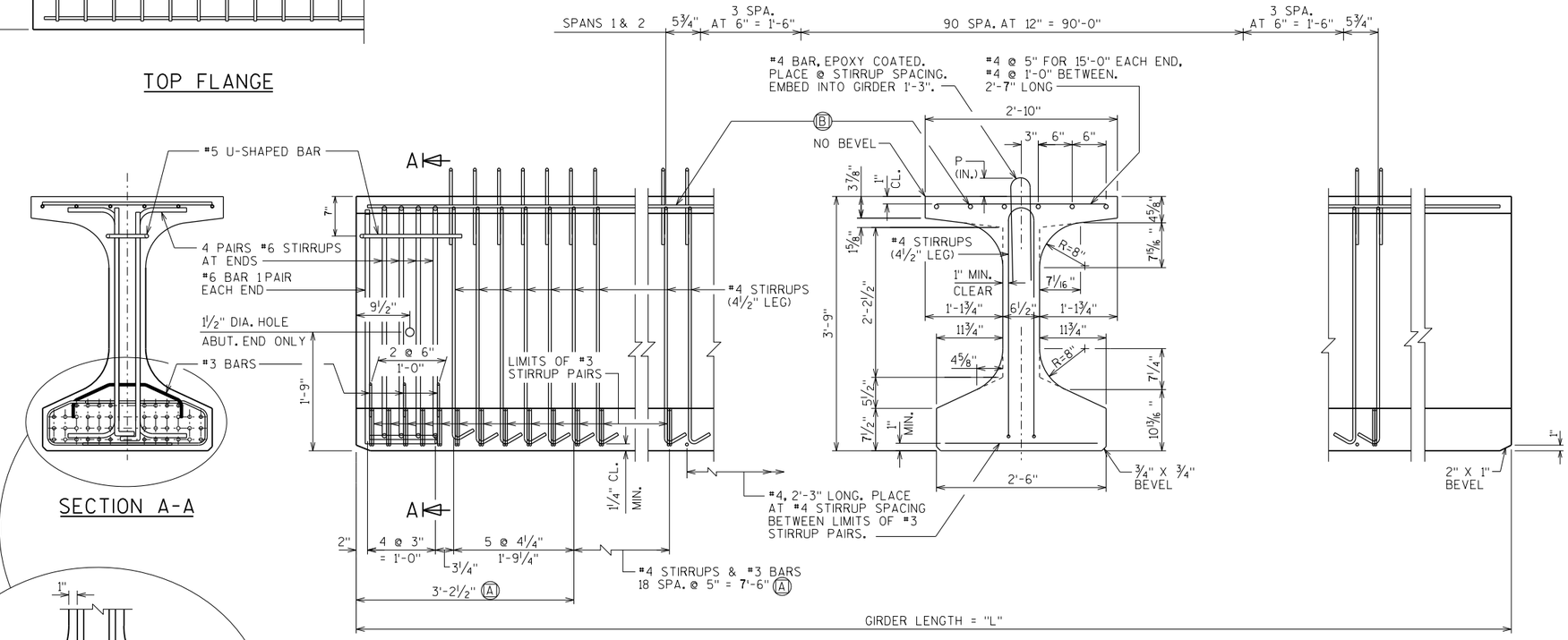
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STATE PROJECT NUMBER

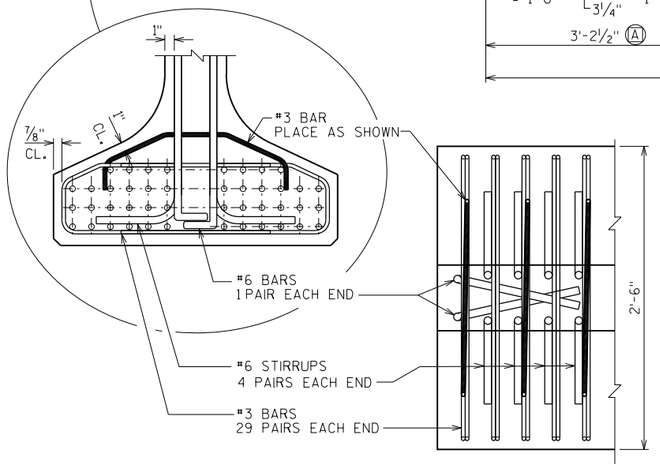
1003-10-72



TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11" (SPANS 1 & 2)

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

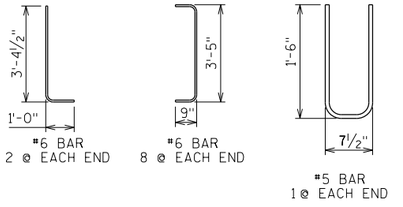
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

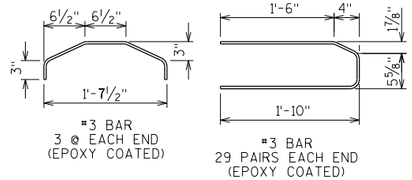
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.





✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" IST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1-9	115'-4½"	0.77	1.48	2.04	2.39	2.51	2.38	2.02	1.46	0.75	8,000	7¾"	7"	7¾"	0.6	34	6,800	40	13.75	16.75	5		
2	1-9	115'-4½"	0.75	1.45	2.01	2.38	2.51	2.39	2.04	1.48	0.77	8,000	7¾"	7"	7¾"	0.6	34	6,800	40	13.75	16.75	5		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. EAN

45W" PRESTRESSED GIRDER DETAILS-1

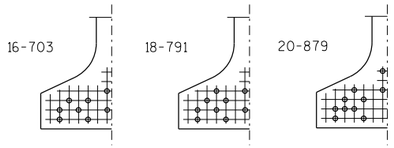
SHEET 18 OF 35

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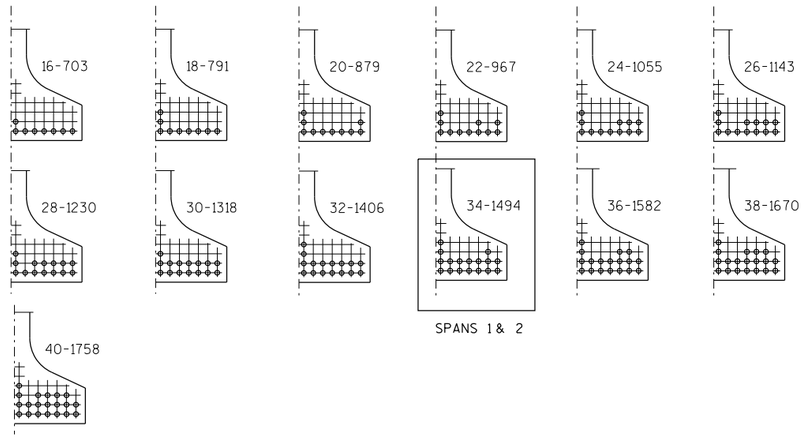
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PLOT DATE: 4/1/2015 PLOT TIME: 9:04:42 AM BATCH PRINT SHEET 19 OF 35



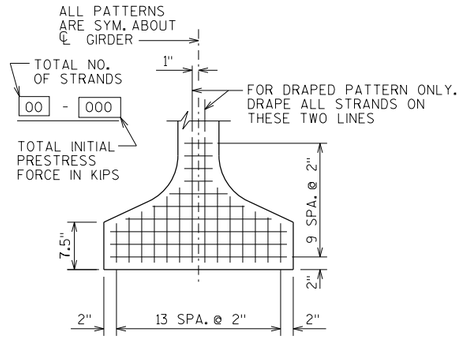
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"ϕ STRANDS

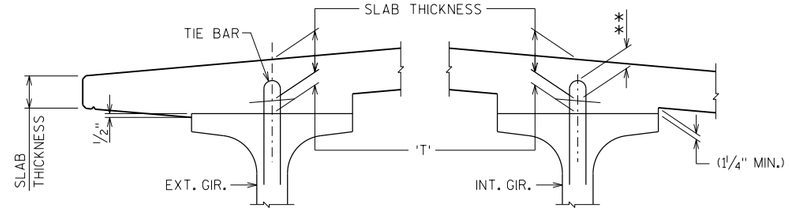


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"ϕ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

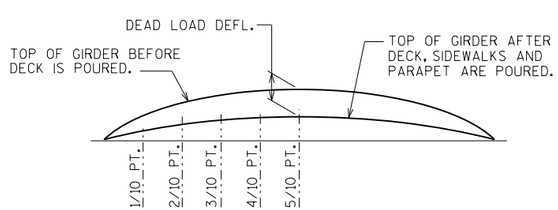
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



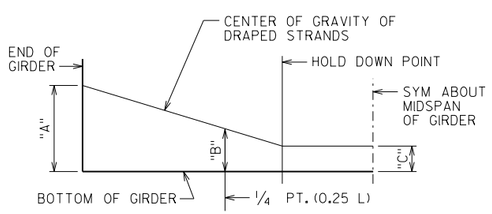
DEAD LOAD DEFLECTION DIAGRAM

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	3.68
2	3.68

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T'. USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DRAPED STRAND PROFILE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. EAN

45W" PRESTRESSED GIRDER DETAILS-2

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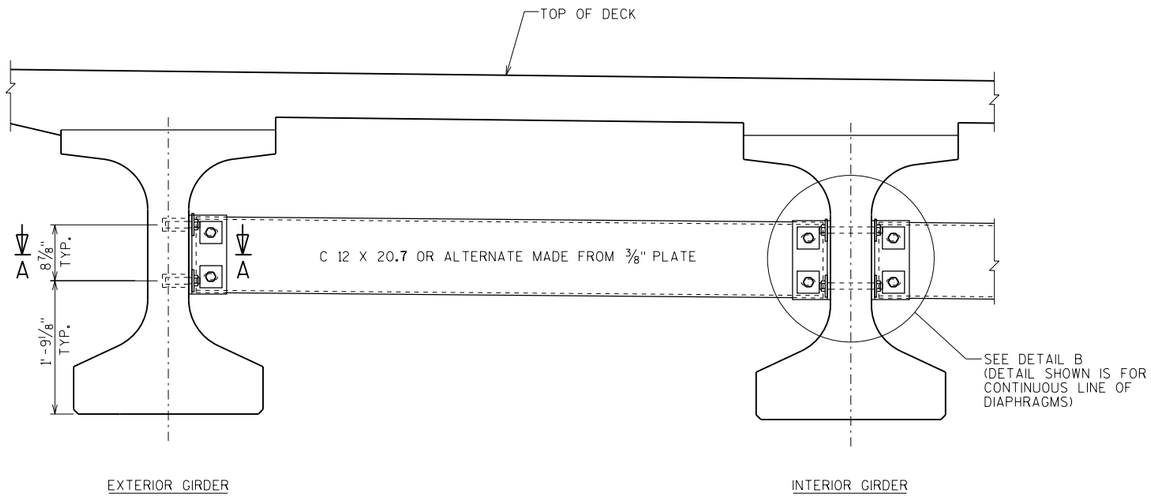
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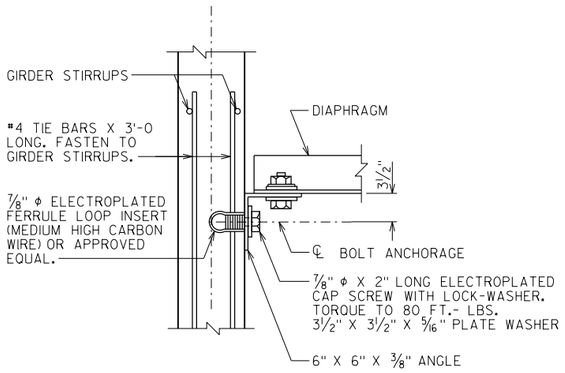
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BATCH PRINT SHEET 20 OF 35

STATE PROJECT NUMBER

1003-10-72



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)

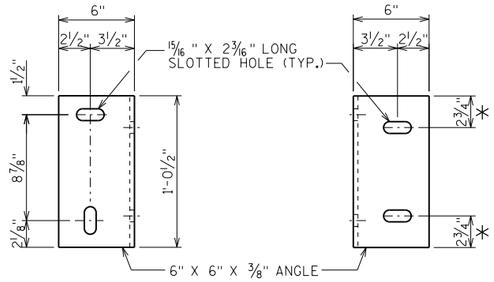
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-53-323", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

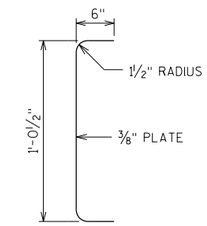
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.

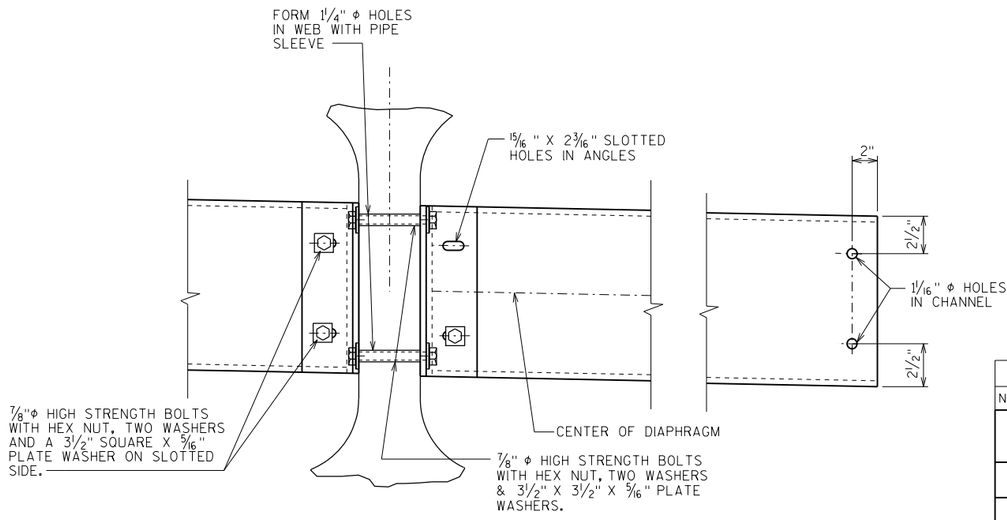


DIAPHRAGM SUPPORT

* 2 1/2" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU
ALTERNATE DIAPHRAGM



(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. EAN

INTERMEDIATE STEEL DIAPHRAGMS

SHEET 20 OF 35

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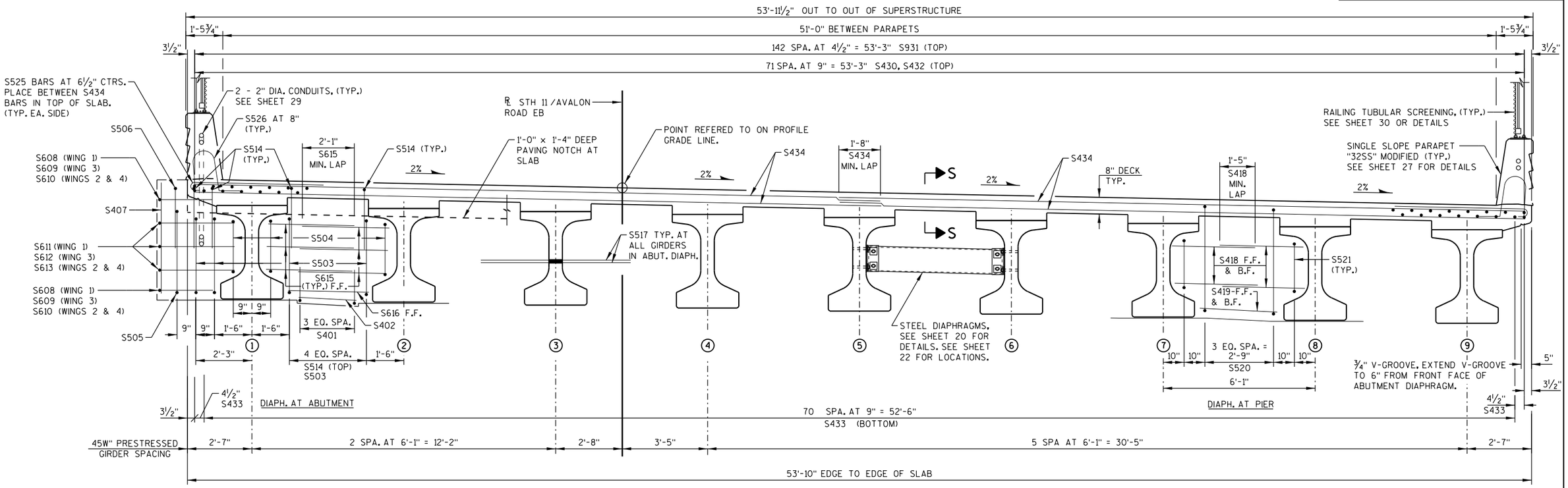
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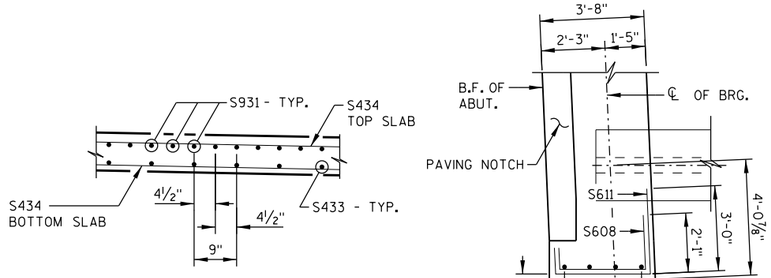
STATE PROJECT NUMBER

1003-10-72



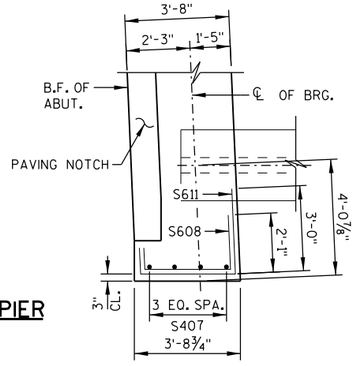
CROSS-SECTION THRU ROADWAY

(LOOKING EAST)



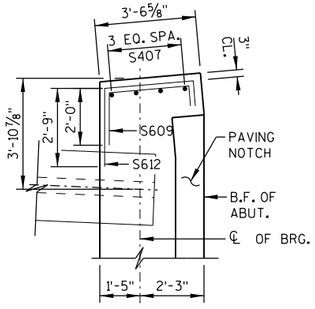
CROSS SECTION THRU SLAB - AT PIER

LOOKING EAST



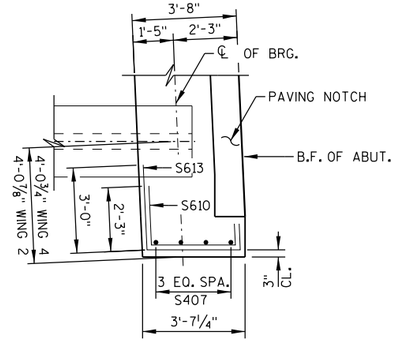
DETAIL A

DIAPH. AT WING 1



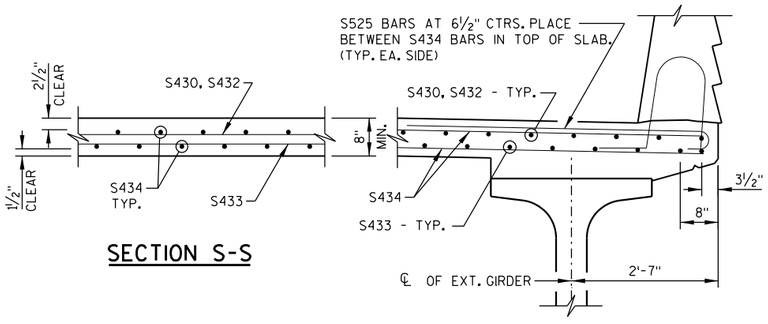
DETAIL B

DIAPH. AT WING 3



DETAIL C

DIAPH. AT WINGS 2 & 4



SECTION S-S

OVERHANG DETAIL

TOP OF DECK ELEVATIONS

	℄ OF BRG. W. ABUT.	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF PIER	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF BRG. E. ABUT.
N. EOD	865.58	865.65	865.71	865.78	865.85	865.91	865.98	866.05	866.11	866.18	866.25	866.31	866.38	866.45	866.51	866.58	866.65	866.71	866.78	866.85	866.91
GIRDER 1	865.56	865.63	865.69	865.76	865.83	865.89	865.96	866.03	866.09	866.16	866.23	866.29	866.36	866.43	866.49	866.56	866.63	866.69	866.76	866.83	866.89
GIRDER 2	865.44	865.51	865.57	865.64	865.71	865.77	865.84	865.91	865.97	866.04	866.11	866.17	866.24	866.31	866.37	866.44	866.51	866.58	866.64	866.71	866.78
GIRDER 3	865.31	865.38	865.45	865.51	865.58	865.65	865.71	865.78	865.85	865.91	865.98	866.05	866.11	866.18	866.25	866.31	866.38	866.45	866.51	866.58	866.65
GIRDER 4	865.19	865.26	865.33	865.39	865.46	865.53	865.59	865.66	865.73	865.79	865.86	865.93	865.99	866.06	866.13	866.19	866.26	866.33	866.39	866.46	866.53
GIRDER 5	865.08	865.14	865.21	865.28	865.34	865.41	865.48	865.54	865.61	865.68	865.74	865.81	865.88	865.94	866.01	866.08	866.14	866.21	866.28	866.34	866.41
GIRDER 6	864.96	865.02	865.09	865.16	865.22	865.29	865.36	865.42	865.49	865.56	865.62	865.69	865.76	865.82	865.89	865.96	866.02	866.09	866.16	866.22	866.29
GIRDER 7	864.84	864.91	864.97	865.04	865.11	865.17	865.24	865.31	865.37	865.44	865.51	865.57	865.64	865.71	865.77	865.84	865.91	865.97	866.04	866.11	866.17
GIRDER 8	864.72	864.79	864.85	864.92	864.99	865.05	865.12	865.19	865.25	865.32	865.39	865.45	865.52	865.59	865.65	865.72	865.79	865.85	865.92	865.99	866.05
GIRDER 9	864.59	864.66	864.73	864.79	864.86	864.93	864.99	865.06	865.13	865.19	865.26	865.33	865.39	865.46	865.53	865.59	865.66	865.73	865.79	865.86	865.93
S. EOD	864.57	864.64	864.71	864.77	864.84	864.91	864.97	865.04	865.11	865.17	865.24	865.31	865.37	865.44	865.51	865.57	865.64	865.71	865.77	865.84	865.91

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. EAN

SUPERSTRUCTURE-1

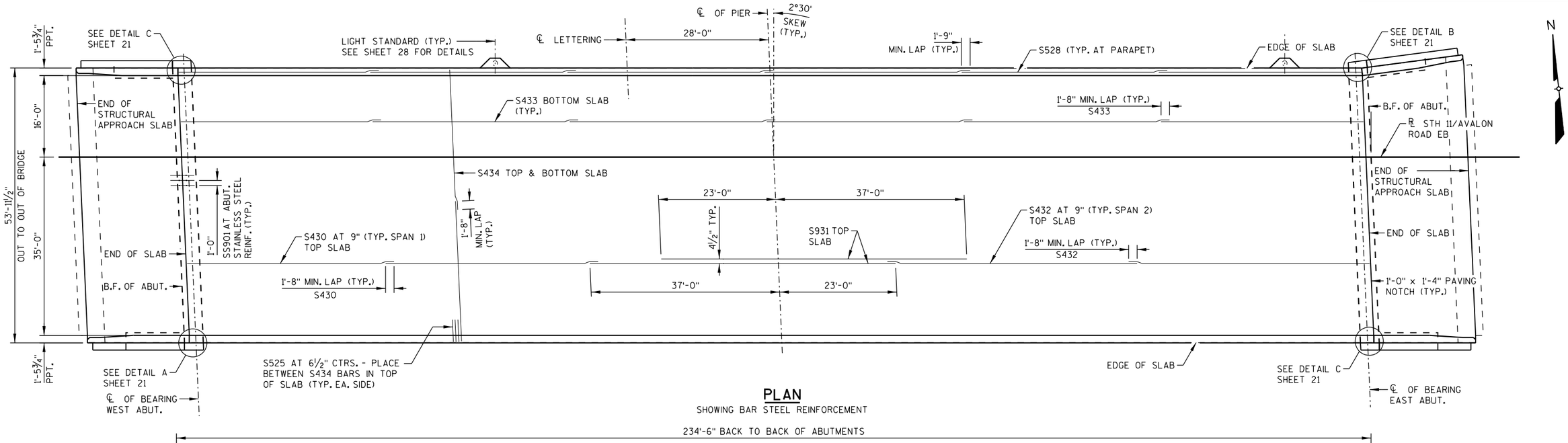
SHEET 21 OF 35
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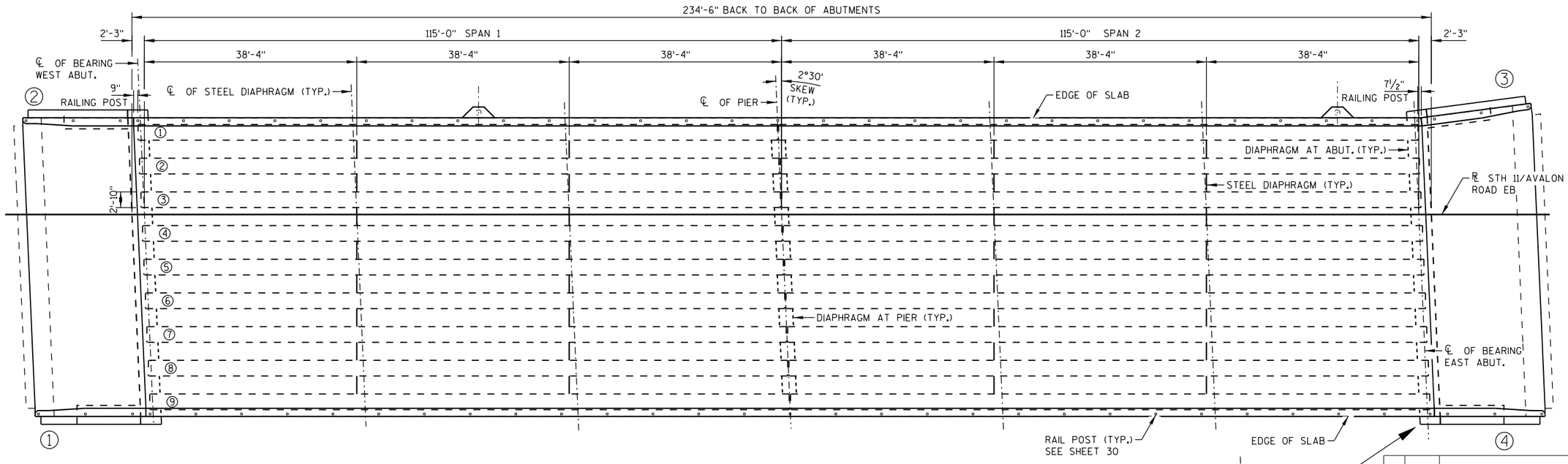
STATE PROJECT NUMBER

1003-10-72



PLAN

SHOWING BAR STEEL REINFORCEMENT

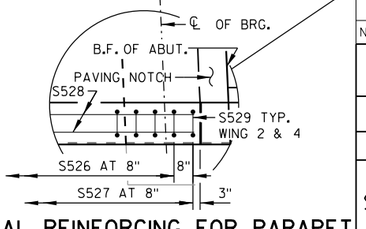


PLAN

SHOWING DIAPHRAGM SPACING

NOTES

1. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.
2. THE BOTTOM TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
3. LAP LONGITUDINAL NO. 5 BARS IN PARAPET 1'-9" MIN.
4. LAP NO. 4 BARS 1'-8" MIN. IN SLAB.
5. ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED PARALLEL TO SUBSTRUCTURE UNITS.
6. EDGE OF DECK (EOD) ELEVATIONS ARE CALCULATED ASSUMING CROSS SLOPE CONTINUES TO FRONT FACE OF PARAPET.



TYPICAL REINFORCING FOR PARAPET

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. EAN

SUPERSTRUCTURE-2

SHEET 22 OF 35

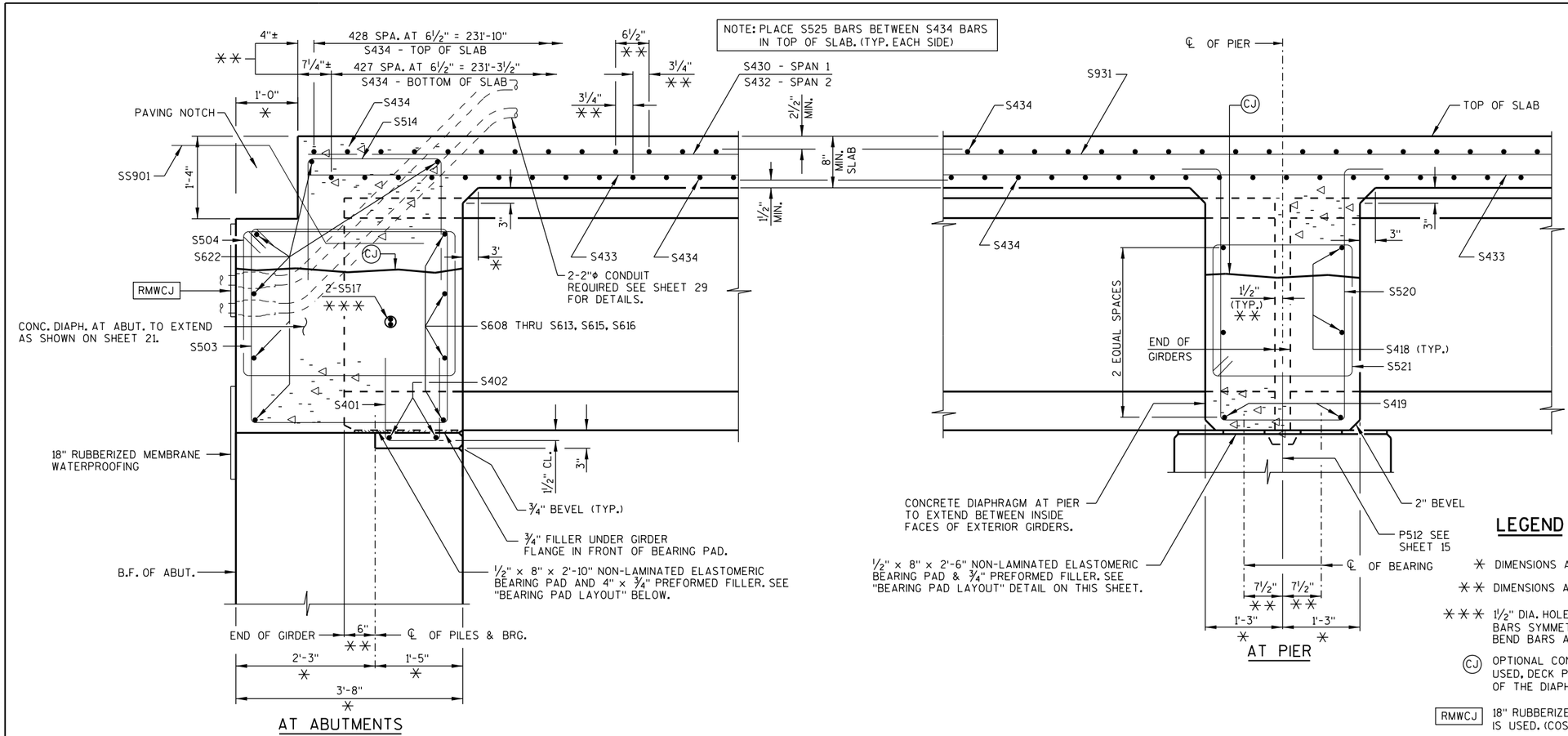
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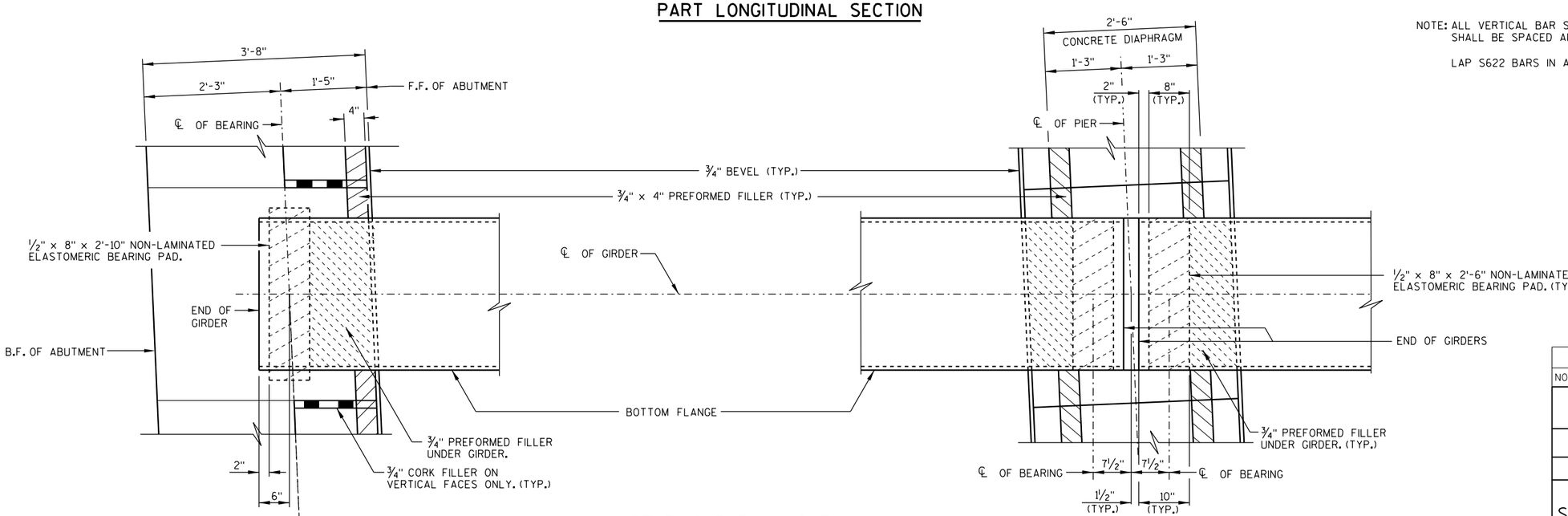
LEGEND

- ✳ DIMENSIONS ARE GIVEN NORMAL TO ℄ OF SUBSTRUCTURE UNITS.
- ✳✳ DIMENSIONS ARE GIVEN PARALLEL TO THE GIRDER ℄.
- ✳✳✳ 1½" DIA. HOLE IN WEB FOR S517 BARS. PLACE TWO S517 BARS SYMMETRICAL ABOUT THE ℄ OF EACH GIRDER. FIELD BEND BARS ALONG SKEW. SEE "SIDE VIEW" ON SHEET 21 FOR DETAILS.
- (CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.
- RMWCJ 18" RUBBERIZED MEMBRANE WATERPROOFING IF CONSTRUCTION JOINT IS USED. (COST INCLUDED WITH BID ITEM "CONCRETE MASONRY BRIDGES")

NOTE: ALL VERTICAL BAR STEEL REINFORCEMENT IN CONCRETE DIAPHRAGMS SHALL BE SPACED AND PLACED PARALLEL TO GIRDERS.

LAP S622 BARS IN ABUTMENT DIAPHRAGM 3'-6" MIN.

PART LONGITUDINAL SECTION



BEARING PAD LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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SUPERSTRUCTURE-3

SHEET 23 OF 35
643

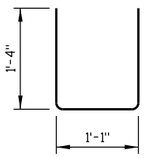
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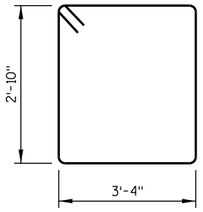
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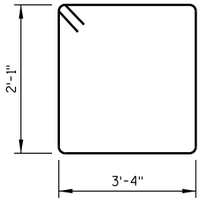
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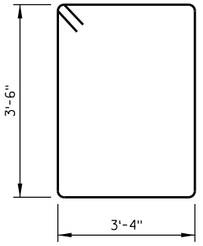
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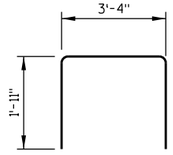
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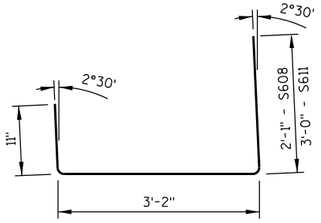
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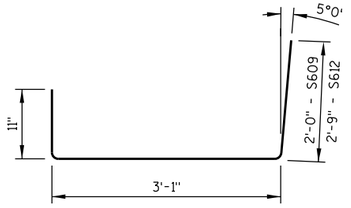
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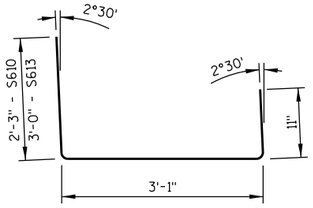
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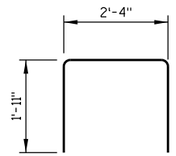
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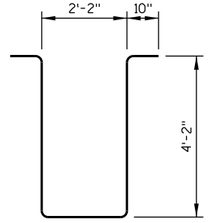
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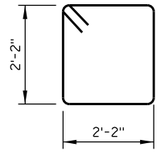
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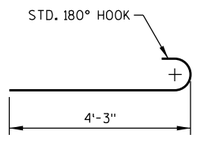
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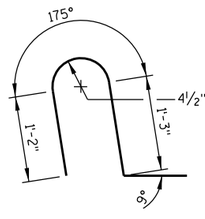
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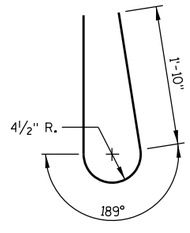
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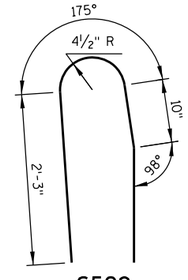
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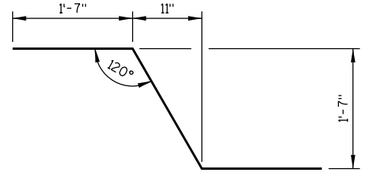
S526



S527



S529



SS901

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION	
STAINLESS STEEL BARS				TOTAL WEIGHT = 1,870 LBS	
SS901	110	5 - 0	X	ABUTMENT DIAPHRAGM TO APPROACH SLAB	LONGIT.
COATED BARS				TOTAL WEIGHT = 100,530 LBS	
S401	64	3 - 7	X	ABUTMENT DIAPHRAGM - BOTTOM	VERT.
S402	32	2 - 3		ABUTMENT DIAPHRAGM - BOTTOM	HORIZ.
S503	88	13 - 0	X	ABUTMENT DIAPHRAGM - STIRRUPS	VERT.
S504	36	11 - 6	X	ABUTMENT DIAPHRAGM - STIRRUPS	VERT.
S505	4	14 - 4	X	ABUTMENT DIAPHRAGM - STIRRUPS	VERT.
S506	4	6 - 11	X	ABUTMENT DIAPHRAGMS - ENDS	VERT.
S407	16	4 - 4		ABUTMENT DIAPHRAGMS - ENDS	VERT.
S608	2	5 - 10	X	ABUTMENT DIAPHRAGM - END - WING 1	HORIZ.
S609	2	5 - 8	X	ABUTMENT DIAPHRAGM - END - WING 3	HORIZ.
S610	4	5 - 11	X	ABUTMENT DIAPHRAGMS - ENDS - WINGS 2 & 4	HORIZ.
S611	3	6 - 9	X	ABUTMENT DIAPHRAGM - END - WING 1	HORIZ.
S612	3	6 - 5	X	ABUTMENT DIAPHRAGM - END - WING 3	HORIZ.
S613	6	6 - 8	X	ABUTMENT DIAPHRAGMS - ENDS - WINGS 2 & 4	HORIZ.
S514	88	5 - 11	X	ABUTMENT DIAPHRAGM - TOP	VERT.
S615	96	3 - 7		ABUTMENT DIAPHRAGM - BETWEEN GIRDERS	HORIZ.
S616	16	3 - 1		ABUTMENT DIAPHRAGM - BETWEEN GIRDERS	HORIZ.
S517	36	6 - 0		ABUTMENT DIAPHRAGM - THRU GIRDER WEB	HORIZ.
S418	64	3 - 3		PIER DIAPHRAGM - BETWEEN GIRDERS	HORIZ.
S419	16	3 - 1		PIER DIAPHRAGM - BETWEEN GIRDERS	HORIZ.
S520	32	11 - 8	X	PIER DIAPHRAGM - BETWEEN GIRDERS	VERT.
S521	16	9 - 4	X	PIER DIAPHRAGM - STIRRUPS	VERT.
S622	24	30 - 2		ABUTMENT DIAPHRAGM - B.F.	LONGIT.
S525	856	4 - 10	X	SUPERSTRUCTURE - TOP - AT EACH EDGE	TRANS.
S526	696	4 - 5	X	PARAPET	VERT.
S527	698	5 - 0	X	PARAPET	VERT.
S528	84	34 - 8		PARAPET	HORIZ.
S529	2	5 - 10	X	PARAPET	VERT.
S430	144	41 - 3		SUPERSTRUCTURE - TOP	LONGIT.
S931	143	60 - 0		SUPERSTRUCTURE - TOP	LONGIT.
S432	144	48 - 3		SUPERSTRUCTURE - TOP	LONGIT.
S433	438	40 - 1		SUPERSTRUCTURE - BOTTOM	LONGIT.
S434	1714	27 - 6		SUPERSTRUCTURE - TOP AND BOTTOM	TRANS.

SS901 (STAINLESS STEEL) REINFORCEMENT TO BE INCLUDED IN BID ITEM "BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES". SEE SHEETS 22, 25 & 26 FOR PLACEMENT.

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

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SUPERSTRUCTURE-4

SHEET 24 OF 35
644

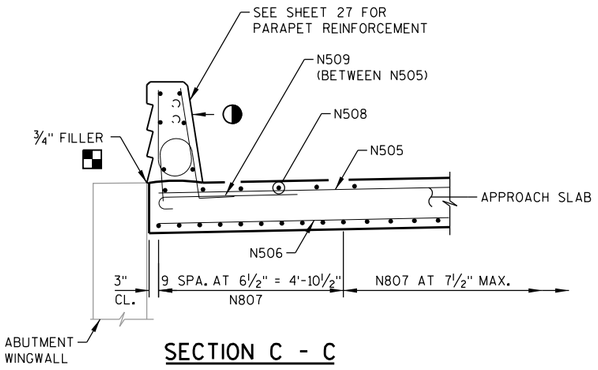
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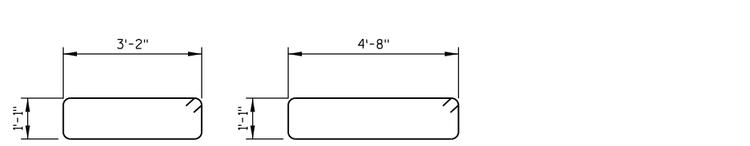
1003-10-72

LEGEND

- ★ STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.
- ▬ PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.
- ▪ SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF AS NOTED FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- ◑ SEE PARAPET STANDARD DETAILS FOR LOCATION OF NAME PLATE AND BENCH MARK WITH RESPECT TO THE END OF PARAPET.
- ◆ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.



SECTION C - C

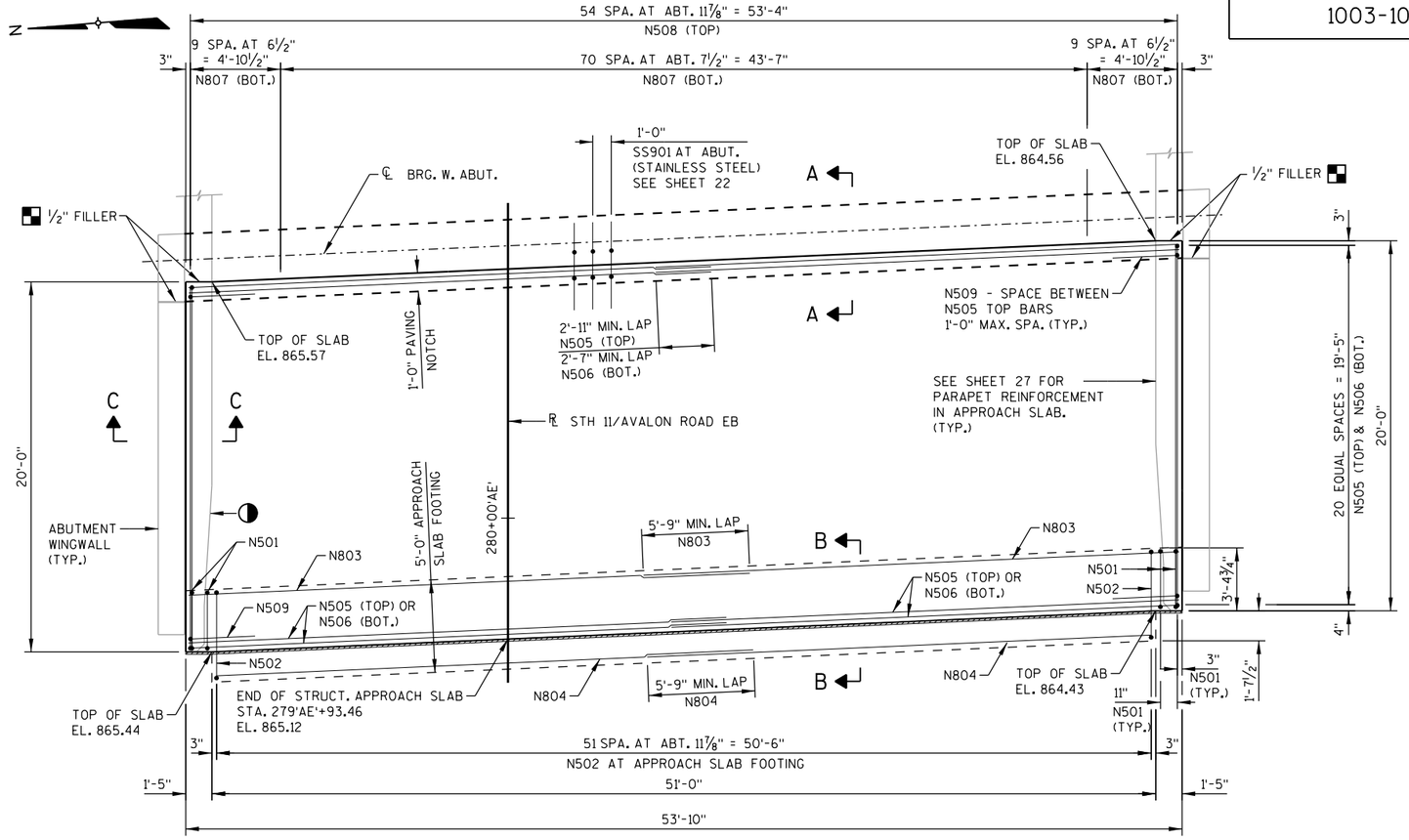


N501 N502 N509 N807

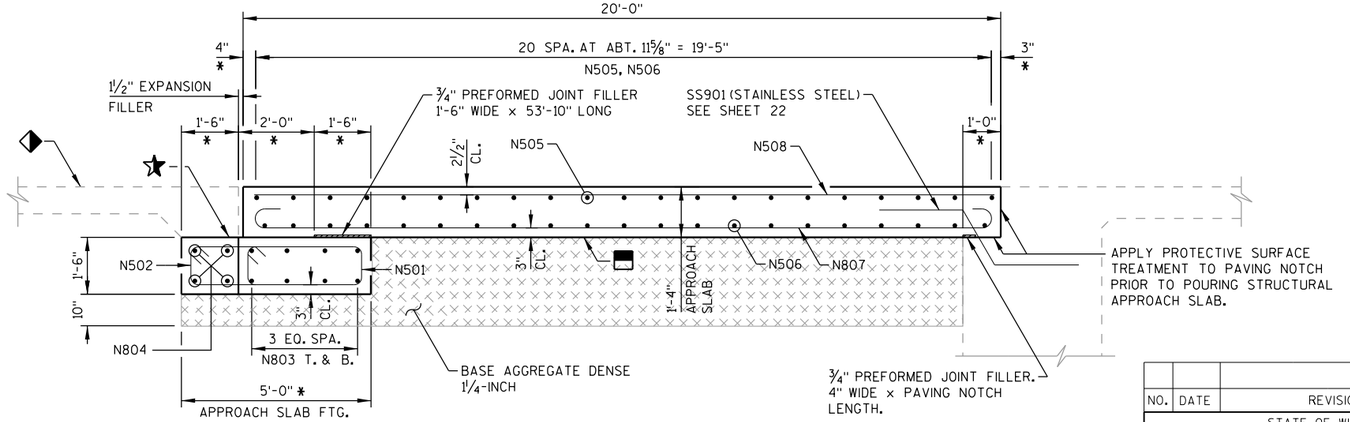
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
COATED BARS					TOTAL WEIGHT = 11,400 LBS
N501	4	9 - 2	X	APPROACH SLAB FOOTING - STIRRUP	VERT.
N502	52	12 - 2	X	APPROACH SLAB FOOTING - STIRRUP	VERT.
N803	16	29 - 7		APPROACH SLAB FOOTING	TRANS.
N804	8	28 - 2		APPROACH SLAB FOOTING	TRANS.
N505	42	28 - 2		APPROACH SLAB - TOP	TRANS.
N506	42	28 - 0		APPROACH SLAB - BOTTOM	TRANS.
N807	89	21 - 4	X	APPROACH SLAB - BOTTOM	LONG.
N508	55	19 - 8		APPROACH SLAB - TOP	LONG.
N509	40	4 - 1	X	APPROACH SLAB - TOP OUTSIDE EDGE	TRANS.



PLAN



SECTION B - B

SECTION A - A

SECTION THRU APPROACH SLAB

* DIMENSIONS MEASURED NORMAL TO ABUTMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. EAN

WEST STRUCTURAL APPROACH SLAB

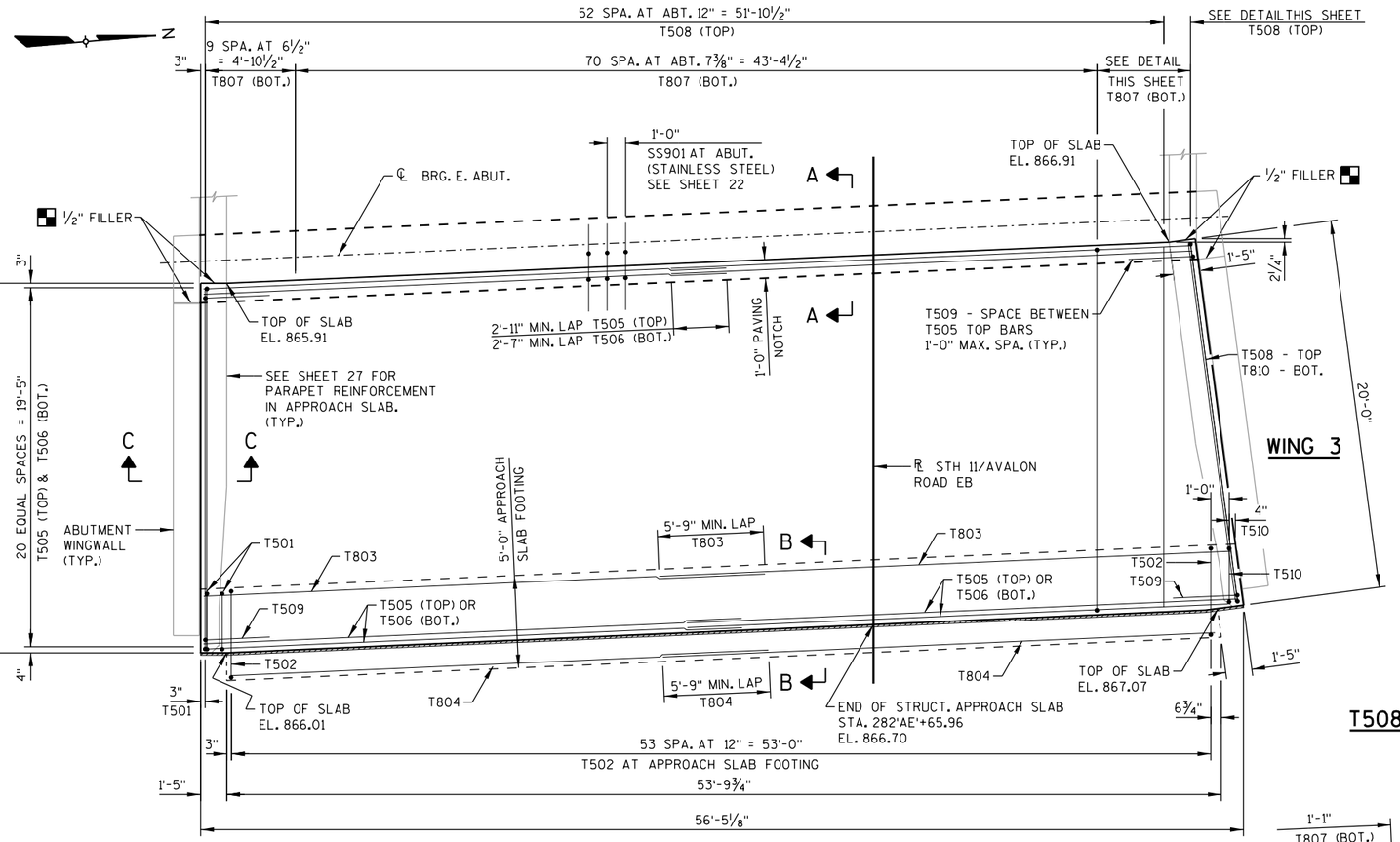
SHEET 25 OF 35
645

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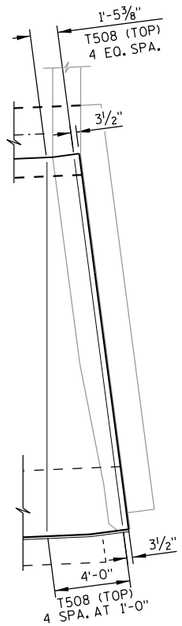
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STATE PROJECT NUMBER

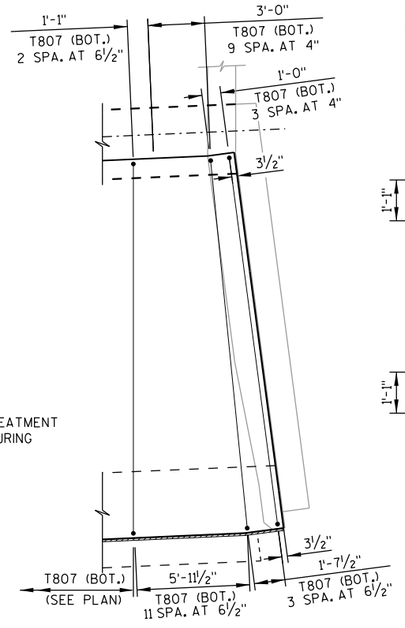
1003-10-72



PLAN



T508 DETAIL AT WING 3



T807 DETAIL AT WING 3

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	BAR SERIES	LOCATION
COATED BARS					TOTAL WEIGHT = 11,940 LBS
T501	2	9-2	X		APPROACH SLAB FOOTING - STIRRUP VERT.
T502	54	12-2	X		APPROACH SLAB FOOTING - STIRRUP VERT.
T803	16	30-10			APPROACH SLAB FOOTING TRANS.
T804	8	29-7			APPROACH SLAB FOOTING TRANS.
T505	42	29-6			APPROACH SLAB - TOP TRANS.
T506	42	29-4			APPROACH SLAB - BOTTOM TRANS.
T807	94	21-4	X		APPROACH SLAB - BOTTOM LONG.
T508	57	19-8			APPROACH SLAB - TOP LONG.
T509	40	4-1	X		APPROACH SLAB - TOP OUTSIDE EDGE TRANS.
T510	1	8-8	X		APPROACH SLAB FOOTING - STIRRUP VERT.

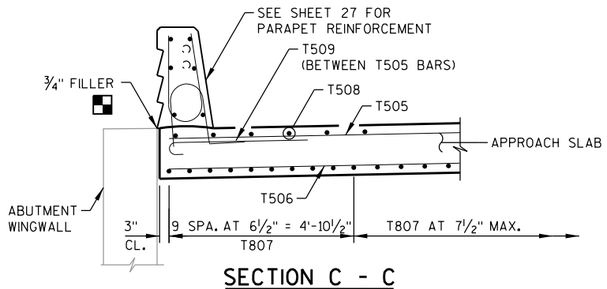
LEGEND

★ STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

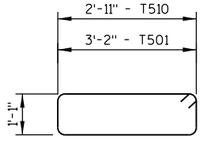
▬ PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

▪ SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF AS NOTED FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

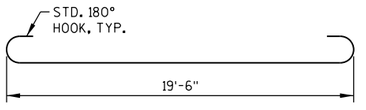
◆ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.



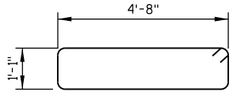
SECTION C - C



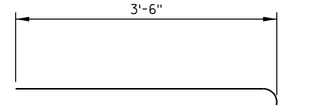
T501, T510



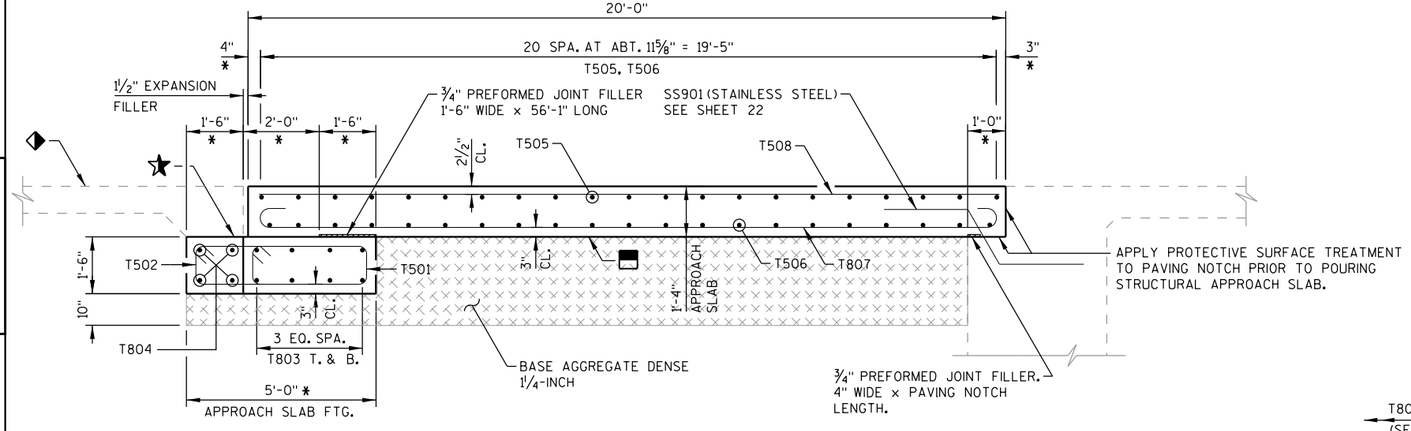
T807



T502



T509



SECTION B - B

SECTION A - A

SECTION THRU APPROACH SLAB

* DIMENSIONS MEASURED NORMAL TO ABUTMENT

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STRUCTURE B-53-323

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EAST STRUCTURAL APPROACH SLAB

SHEET 26 OF 35

646

8

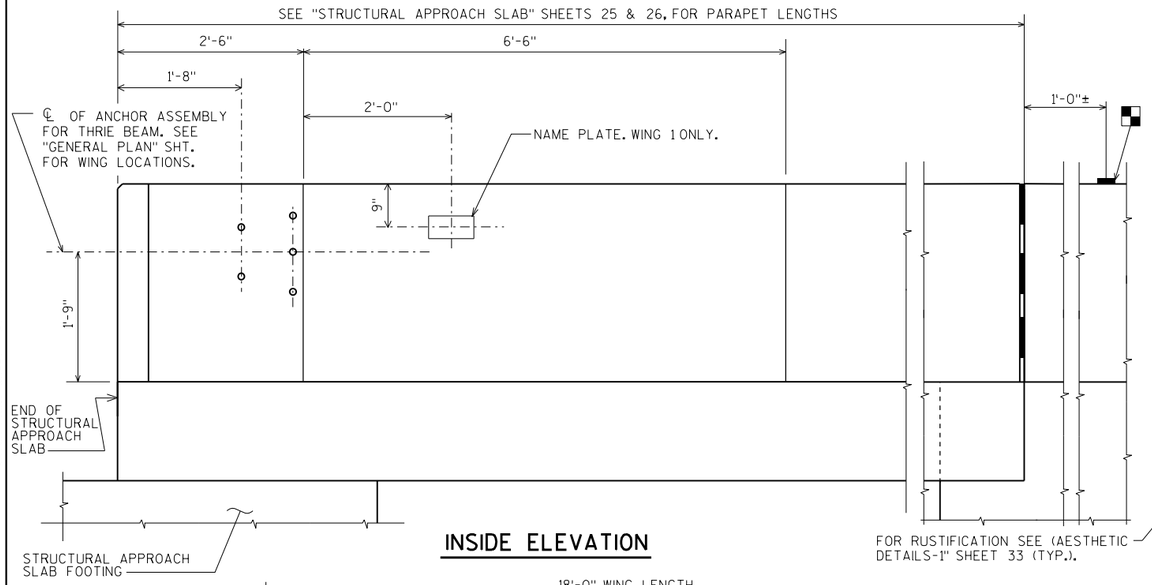
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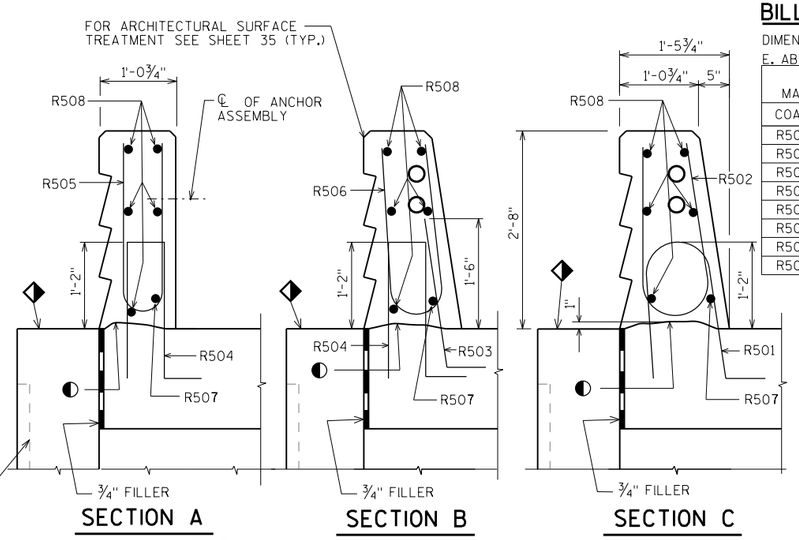
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PLOT DATE: 4/1/2015 PLOT TIME: 9:04:53 AM BATCH PRINT SHEET 27 OF 35

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INSIDE ELEVATION



SECTION A

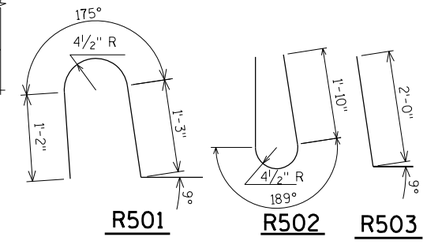
SECTION B

SECTION C

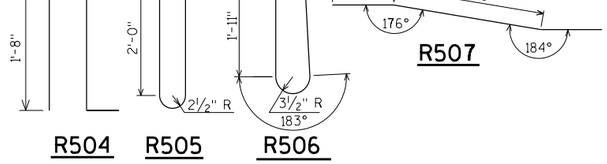
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
E. ABUTMENT WEIGHT 1095 LBS., W. ABUTMENT WEIGHT 1095 LBS.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
COATED BARS				TOTAL WEIGHT = 2,190 LBS	
R501	72	5 - 10	X	PARAPET	VERT.
R502	72	5 - 0	X	PARAPET	VERT.
R503	48	3 - 0	X	PARAPET	VERT.
R504	68	5 - 7	X	PARAPET	VERT.
R505	44	4 - 9	X	PARAPET	VERT.
R506	24	4 - 10	X	PARAPET	VERT.
R507	4	19 - 6	X	PARAPET	HORIZ.
R508	20	19 - 4		PARAPET	HORIZ.



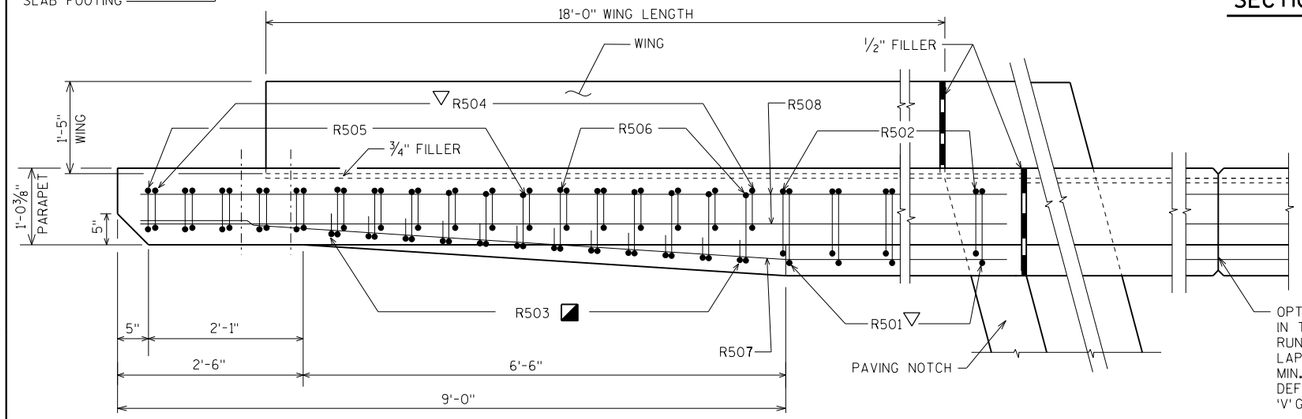
R501 R502 R503



R504 R505 R506 R507

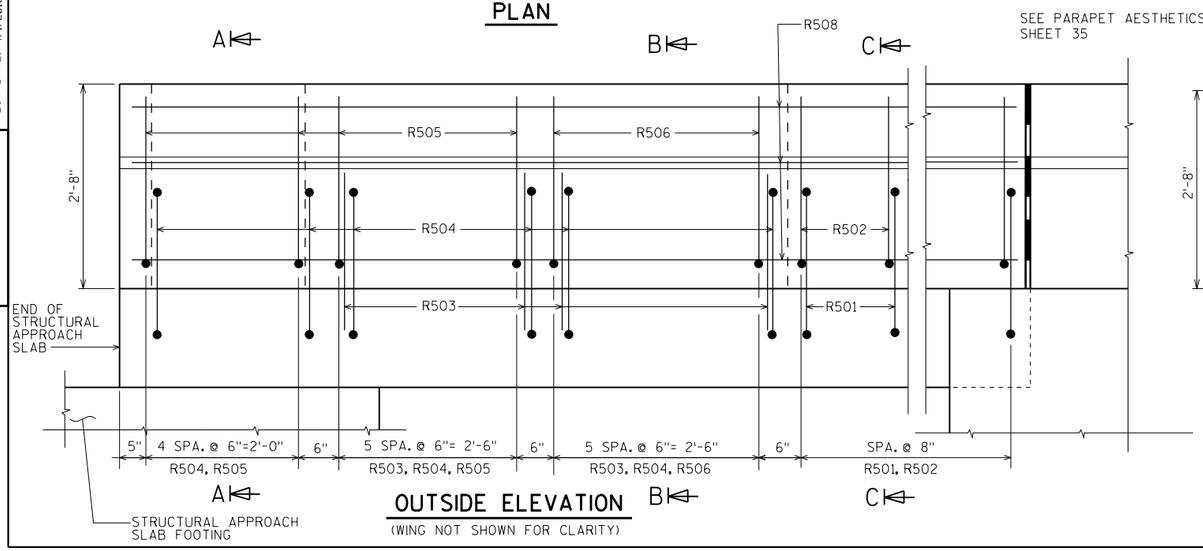
LEGEND

- ◐ CONST. JOINT - STRIKE OFF AS SHOWN.
- ◆ SLOPE FOR DRAINAGE
- ◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.
- ▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.
- ◩ BENCH MARK CAP (WHEN SUPPLIED) AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.



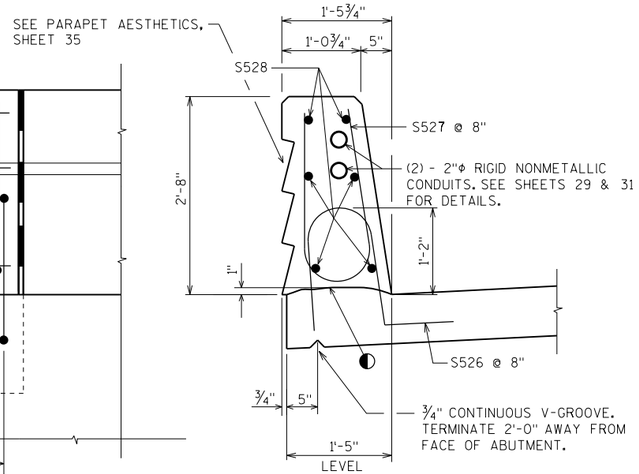
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.

PLAN

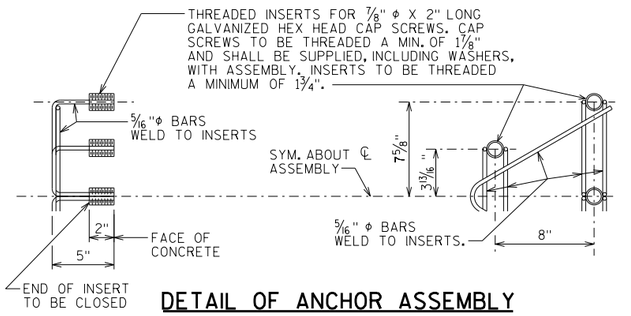


OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



SECTION THRU PARAPET ON BRIDGE



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

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SINGLE SLOPE PARAPET 32SS MODIFIED

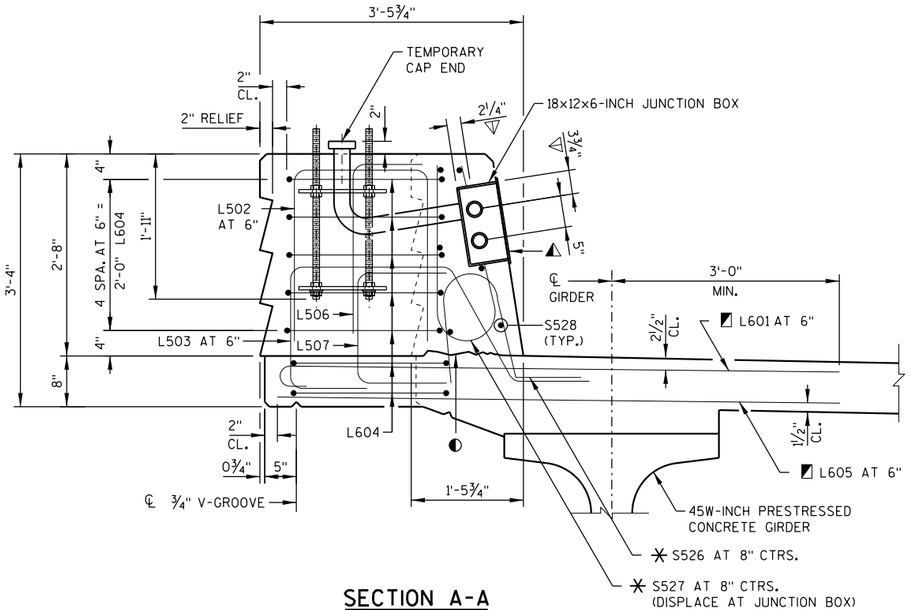
SHEET 27 OF 35
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1 2 3 4 7 8 13 8

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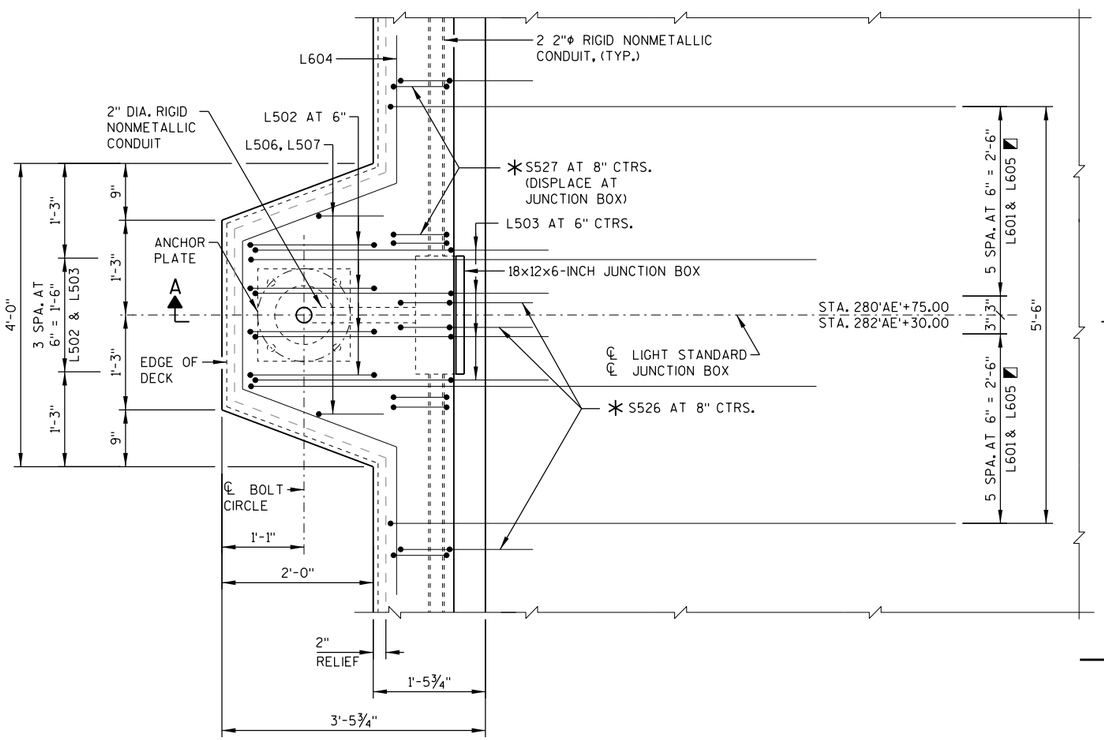
STATE PROJECT NUMBER

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SECTION A-A

(LOOKING EAST)



PLAN AT LIGHT STANDARD

(NORTH SIDE OF BRIDGE)

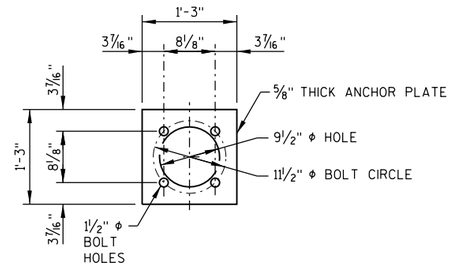
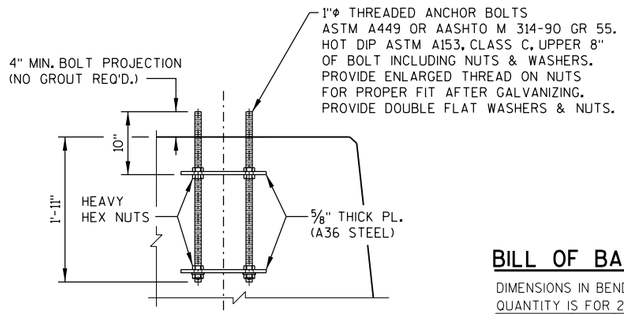


PLATE DETAIL

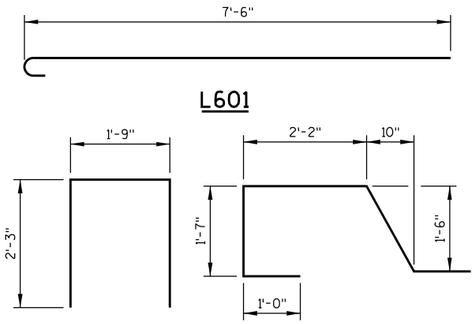


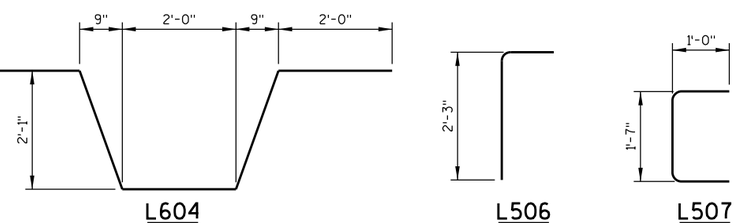
ANCHORAGE DETAIL

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
QUANTITY IS FOR 2 LIGHT STANDARDS

MARK	NO. REQD	LENGTH	BENT	LOCATION
COATED BARS				TOTAL WEIGHT = 920 LBS
L601	24	8-2	X	DECK AT LIGHT STD. TRANS.
L502	8	6-0	X	PARAPET AT LIGHT STD. VERT.
L503	8	7-0	X	PARAPET AT LIGHT STD. VERT.
L604	14	10-0	X	PARAPET AT LIGHT STD. HORIZ.
L605	24	7-6		DECK AT LIGHT STD. TRANS.
L506	4	3-2	X	PARAPET AT LIGHT STD. VERT.
L507	4	3-4	X	PARAPET AT LIGHT STD. VERT.





NOTES

- ◐ CONST. JT. STRIKE OFF AS SHOWN
- ◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- ◩ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK.
- ✳ SEE SINGLE SLOPE PARAPET SHEET 27 FOR ADDITIONAL BAR STEEL DETAILS

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STRUCTURE B-53-323

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LIGHTING DETAILS

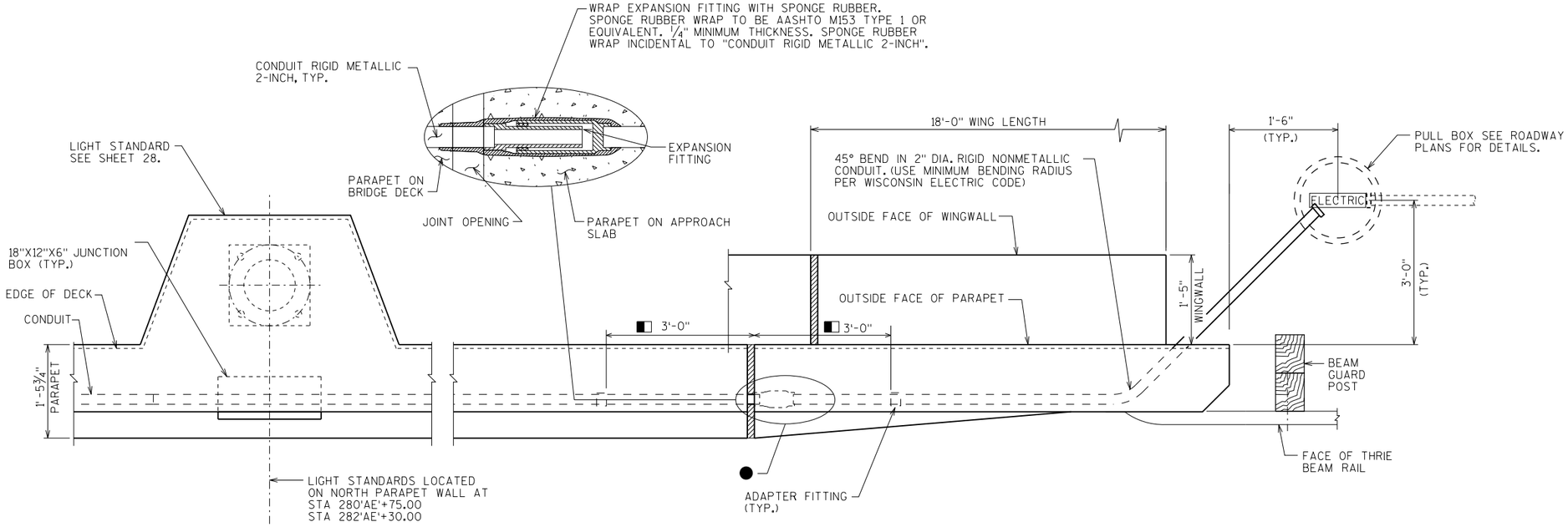
SHEET 28 OF 35
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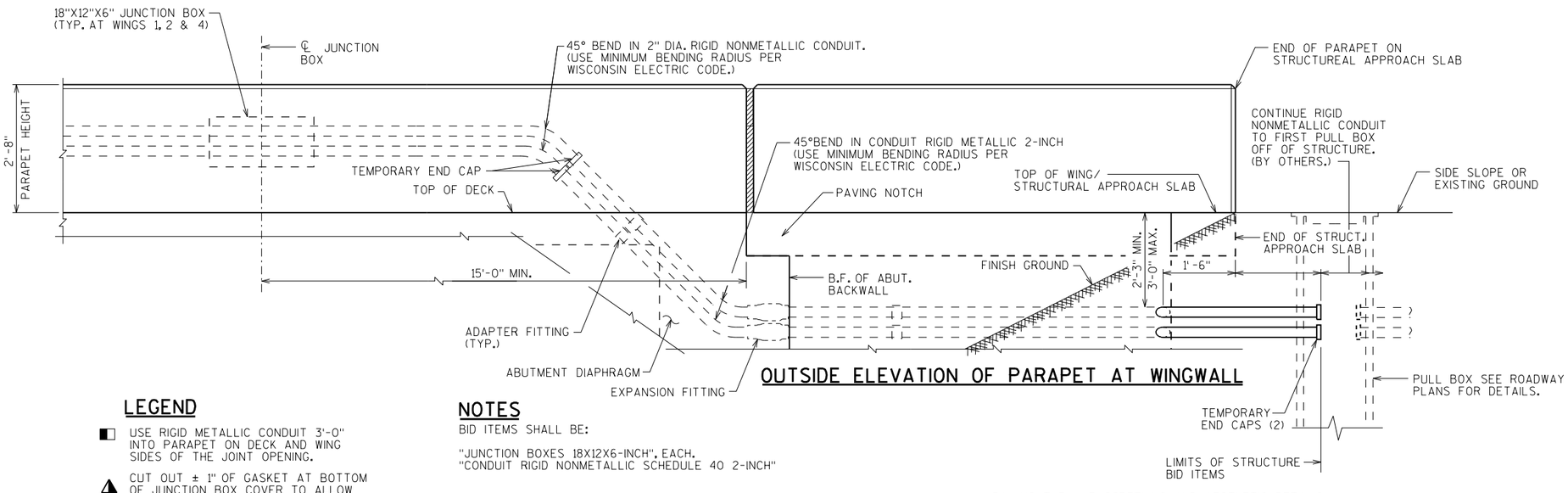
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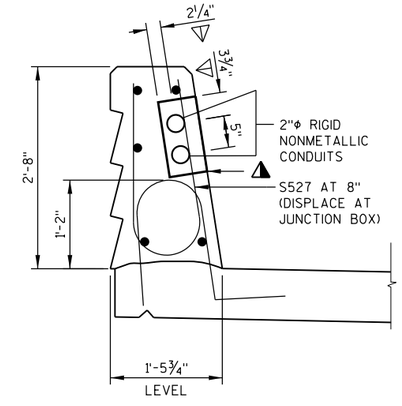
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PLAN OF PARAPET AT WINGWALL



OUTSIDE ELEVATION OF PARAPET AT WINGWALL



SECTION THRU PARAPET ON BRIDGE

LEGEND

- USE RIGID METALLIC CONDUIT 3'-0" INTO PARAPET ON DECK AND WING SIDES OF THE JOINT OPENING.
- CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.

NOTES

BID ITEMS SHALL BE:

"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED.

RAILING TUBULAR SCREENING AND AESTHETIC DETAILS NOT SHOWN FOR CLARITY.

TERMINATE CONDUIT AT 24"X42" PULL BOX. REFER TO ROADWAY PLANS FOR LOCATION AND DETAILS.

PULL BOX QUANTITIES ARE NOT INCORPORATED INTO THE STRUCTURE "TOTAL ESTIMATED QUANTITIES".

VERIFY PULL BOX LOCATION BEFORE DETERMINING FINAL LENGTH OF RIGID NONMETALLIC CONDUIT EXTENDING OUTSIDE THE STRUCTURE LIMIT.

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STRUCTURE B-53-323

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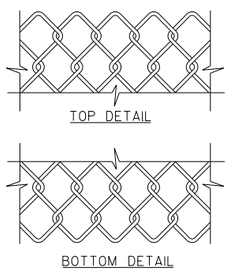
CONDUIT AT WINGS

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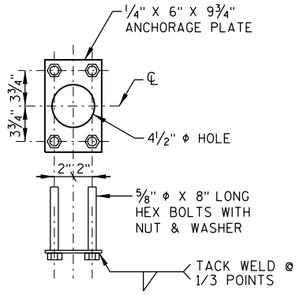
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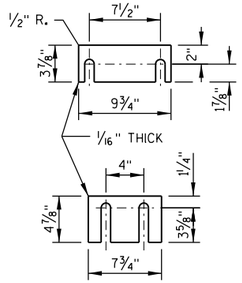
FENCE FABRIC



ANCHORAGE DETAIL

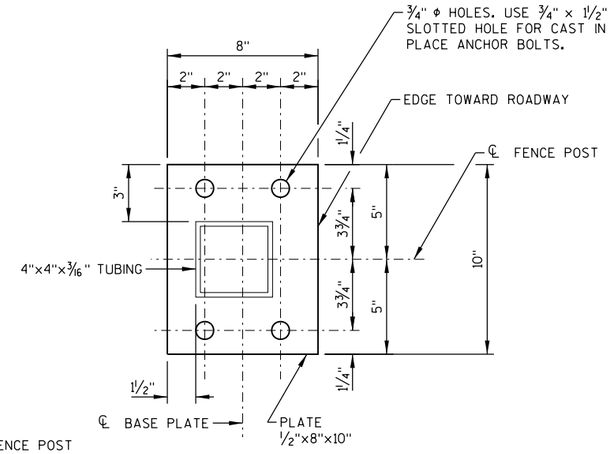
5/8" CAST-IN-PLACE ANCHOR BOLTS. MASONRY ANCHORS MAY BE SUBSTITUTED FOR C.I.P. ANCHOR BOLTS. ANCHORAGE PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

MASONRY ANCHOR TYPE S 5/8-INCH. EMBED 7" IN CONCRETE.

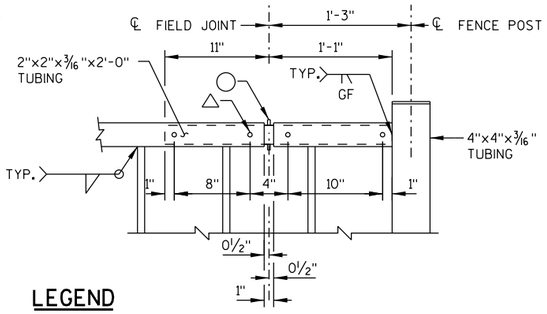


SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST



BASE PLATE

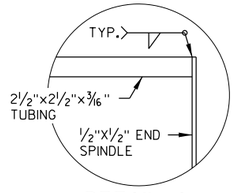


LEGEND

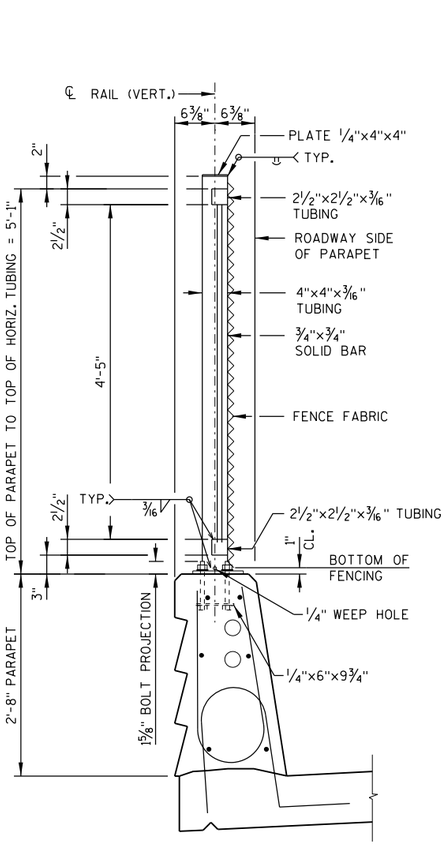
○ 5/16" x 3/8" WELDED STUDS

△ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY INSIDE THE 2 1/2" x 2 1/2" TUBE.

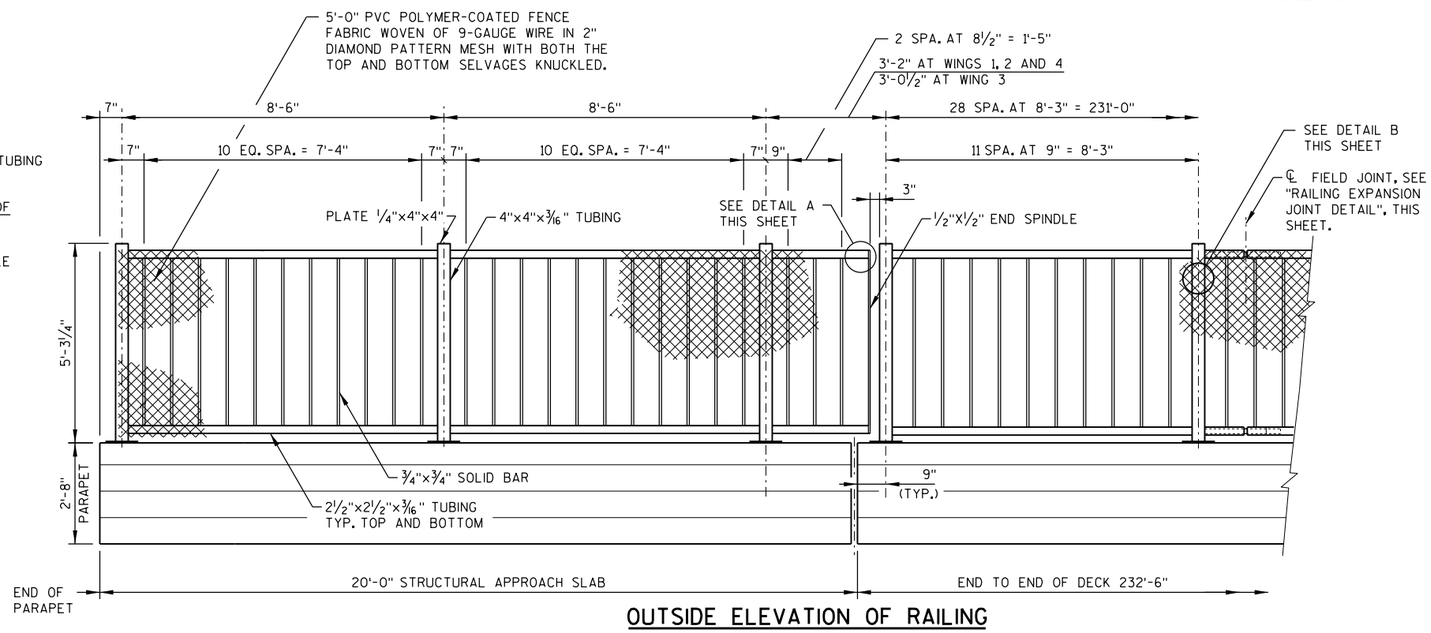
RAILING EXPANSION JOINT DETAIL



DETAIL A



SECTION THRU RAILING



OUTSIDE ELEVATION OF RAILING

NOTES

BID ITEM SHALL BE "RAILING TUBULAR SCREENING B-53-323" WHICH SHALL INCLUDE ALL ITEMS SHOWN, INCLUDING LIGHT ACCESS GATES SHOWN ON SHEET 31.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STRUCTURAL TUBING SHALL CONFORM TO ASTM A500, GRADE B. PLATES, ANGLES, BARS AND SHIMS SHALL CONFORM TO ASTM A709, GRADE 36. FENCE FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

ALL RAILINGS, POSTS, LIGHT ACCESS GATES, WIRE MESH AND ASSOCIATED HARDWARE FOR THE CONSTRUCTION OF THE ORNAMENTAL PROTECTIVE SCREENING SHALL BE FEDERAL COLOR NO. 30140, DARK BROWN.

ALL RAILING MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOPCOAT. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 30140, DARK BROWN.

FENCE FABRIC AND TIES TO BE VINYL COATED.

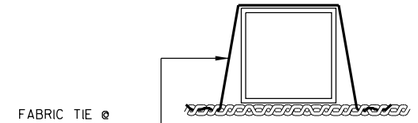
THE COLOR OF THE FABRIC AND TIES SHALL MATCH FEDERAL COLOR NO. 30140, DARK BROWN. FABRIC AND TIE SAMPLES SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

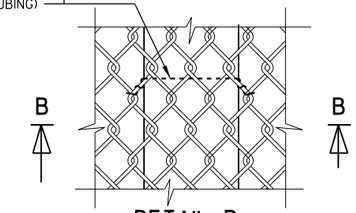
THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A TENSION BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.

LIGHT ACCESS GATE SHALL BE PROVIDED IN SCREENING AT EACH LIGHT POLE. SEE SHEET 31.



SECTION B-B

FABRIC TIE @ 1'-0" MAX. SPA. (TYP. RAIL POSTS & HORIZ. TUBING)



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

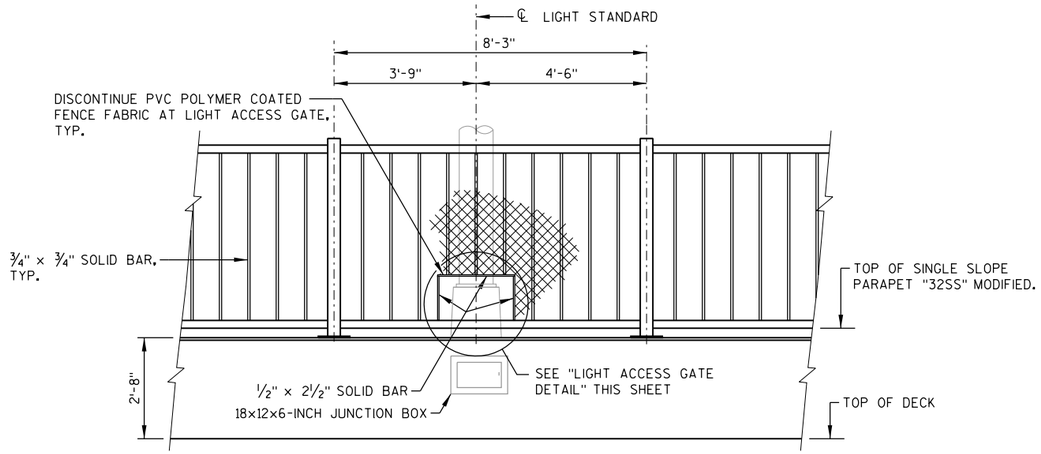
ORNAMENTAL PROTECTIVE SCREENING

SHEET 30 OF 35
650

8

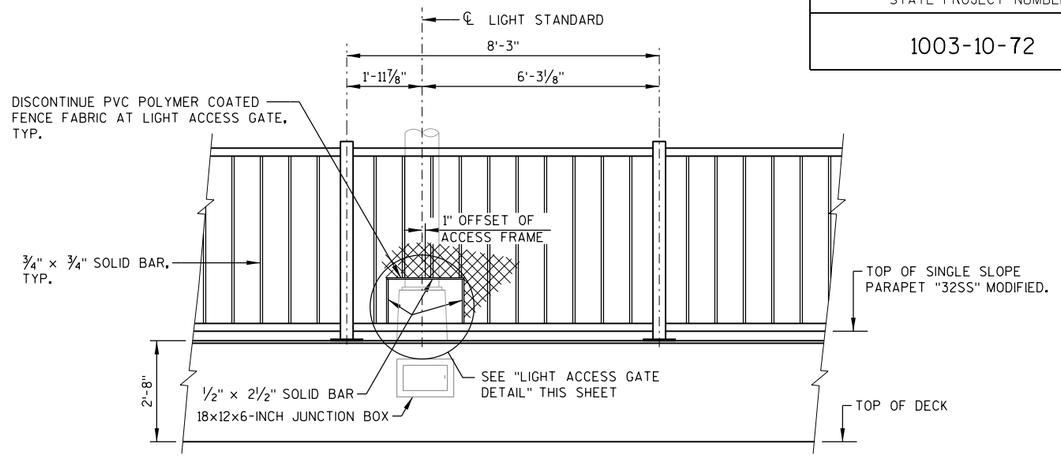
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PLOT DATE: 4/1/2015 PLOT TIME: 9:05:11 AM
BATCH PRINT SHEET 31 OF 35



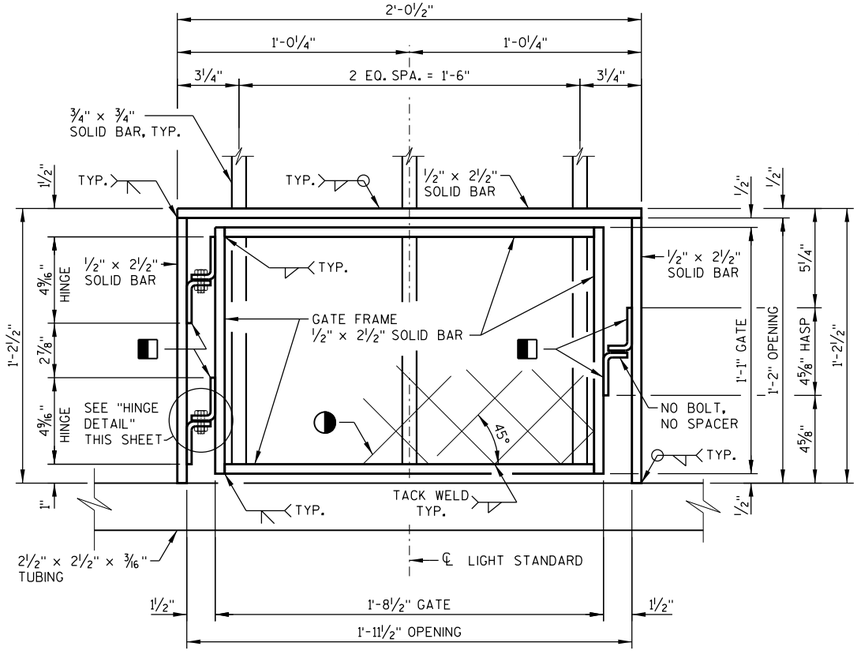
INSIDE ELEVATION VIEW

NW LIGHT STANDARD SHOWN
(ACCESS GATE NOT SHOWN FOR CLARITY)



INSIDE ELEVATION VIEW

NE LIGHT STANDARD SHOWN
(ACCESS GATE NOT SHOWN FOR CLARITY)

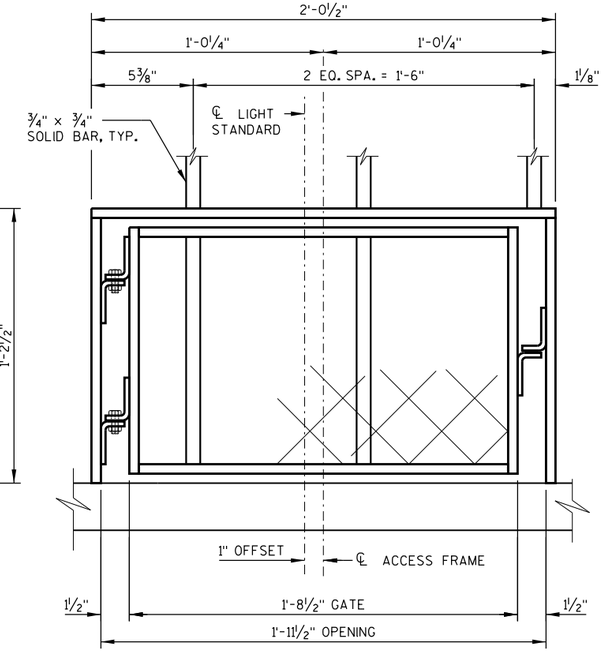


LIGHT ACCESS GATE DETAIL

(NW STANDARD SHOWN)

◑ McNICHOLS STEEL WIRE MESH WITH OPENING SIZE 2" × 2" SQUARE. ¼"Φ WIRE, ITEM NO. 3293920148 (OR EQUIVALENT)

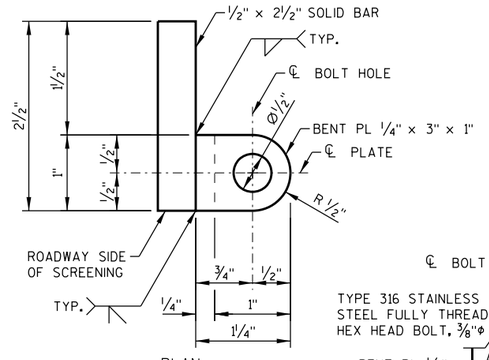
◧ BENT STEEL PL ¼" × 3" × 1", SEE "STEEL PLATE DETAIL"



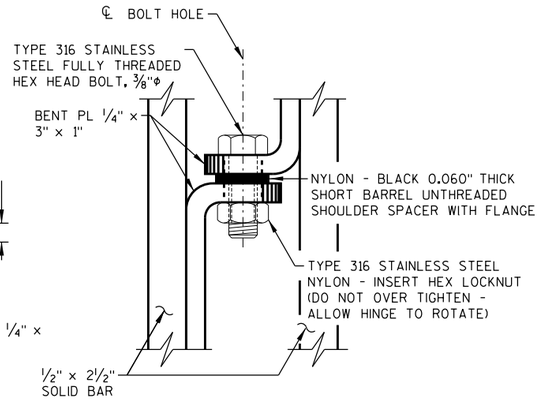
NE LIGHT ACCESS FRAME DETAIL

NOTE

THE STEEL WIRE MESH SHALL BE ATTACHED TO THE LIGHT ACCESS GATE BY MEANS OF TACK WELDING AT ALL LOCATIONS WHERE THE STEEL WIRE MESH MEETS THE LIGHT ACCESS GATE ½" × 2½" SOLID BAR GATE FRAME AND ¾" × ¾" SOLID BARS. THE STEEL WIRE MESH SHALL BE WELDED TO THE ROADWAY SIDE OF THE ¾" × ¾" SOLID BARS.



STEEL PLATE DETAIL



HINGE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

LIGHT ACCESS GATE IN SCREENING

SHEET 31 OF 35
651

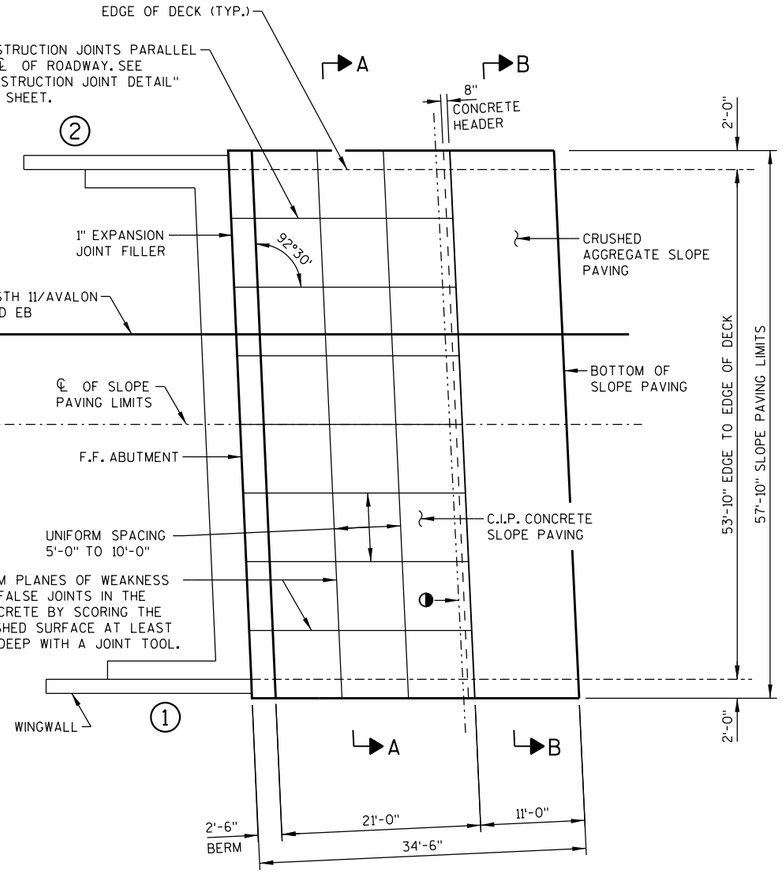
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BATCH PRINT SHEET 32 OF 35

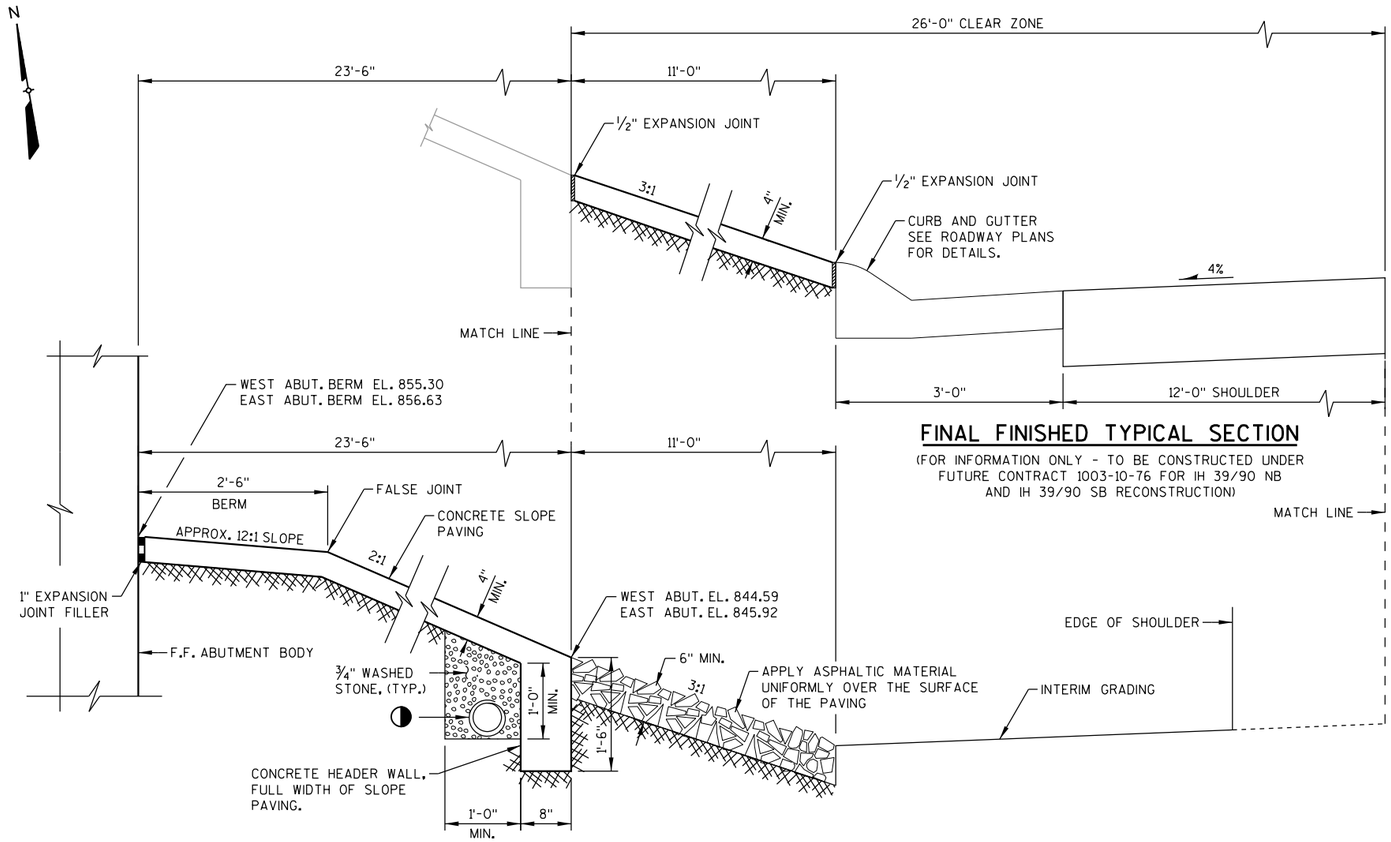
STATE PROJECT NUMBER

1003-10-72



PLAN

SHOWING INTERIM CONDITION
(WEST ABUTMENT SHOWN, EAST ABUTMENT SIMILIAR)

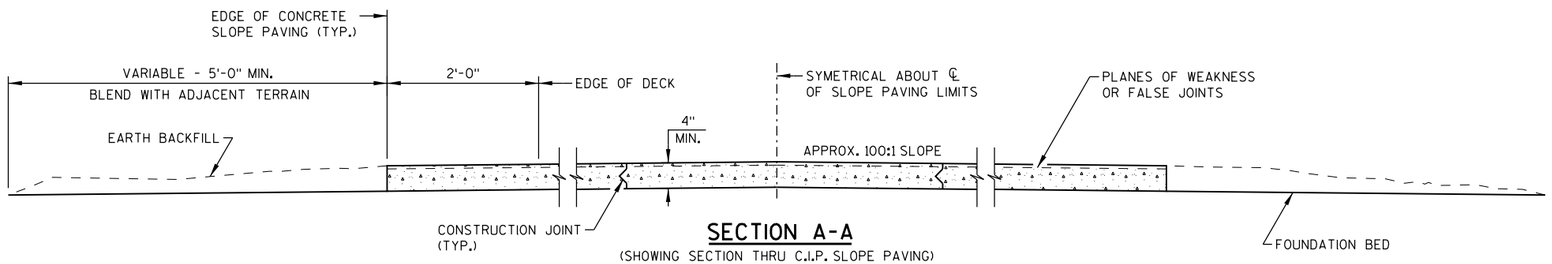


FINAL FINISHED TYPICAL SECTION

(FOR INFORMATION ONLY - TO BE CONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76 FOR IH 39/90 NB AND IH 39/90 SB RECONSTRUCTION)

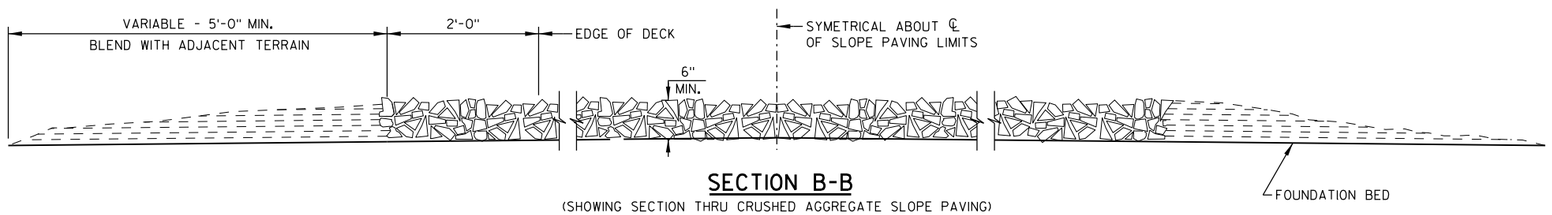
INTERIM FINISHED TYPICAL SECTION

(END OF CONTRACT 1003-10-72)



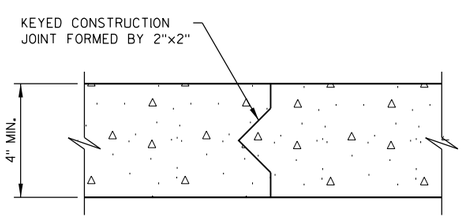
SECTION A-A

(SHOWING SECTION THRU C.I.P. SLOPE PAVING)



SECTION B-B

(SHOWING SECTION THRU CRUSHED AGGREGATE SLOPE PAVING)



CONSTRUCTION JOINT DETAIL

LEGEND

◑ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. SEE SHT. 6 FOR RODENT SCREEN DETAIL.

(X) INDICATES WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

CONCRETE SLOPE PAVING

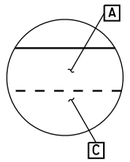
SHEET 32 OF 35
652

8

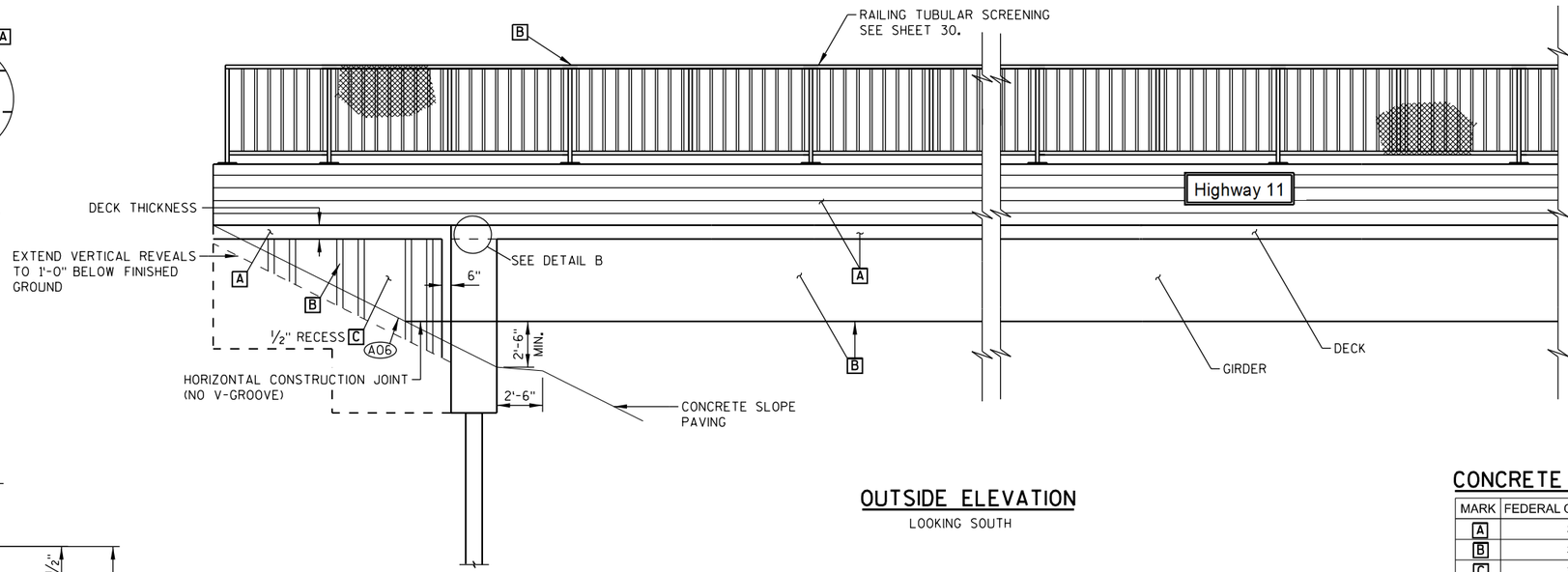
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BATCH PRINT SHEET 33 OF 35

STATE PROJECT NUMBER
1003-10-72



DETAIL B

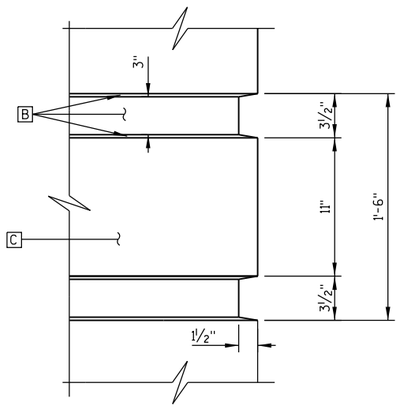


OUTSIDE ELEVATION

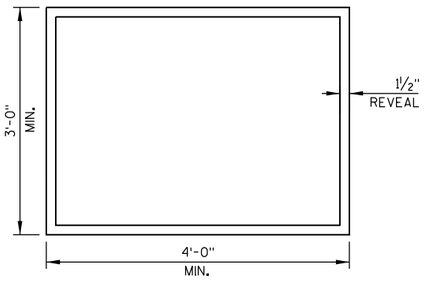
LOOKING SOUTH

CONCRETE STAINING SCHEDULE

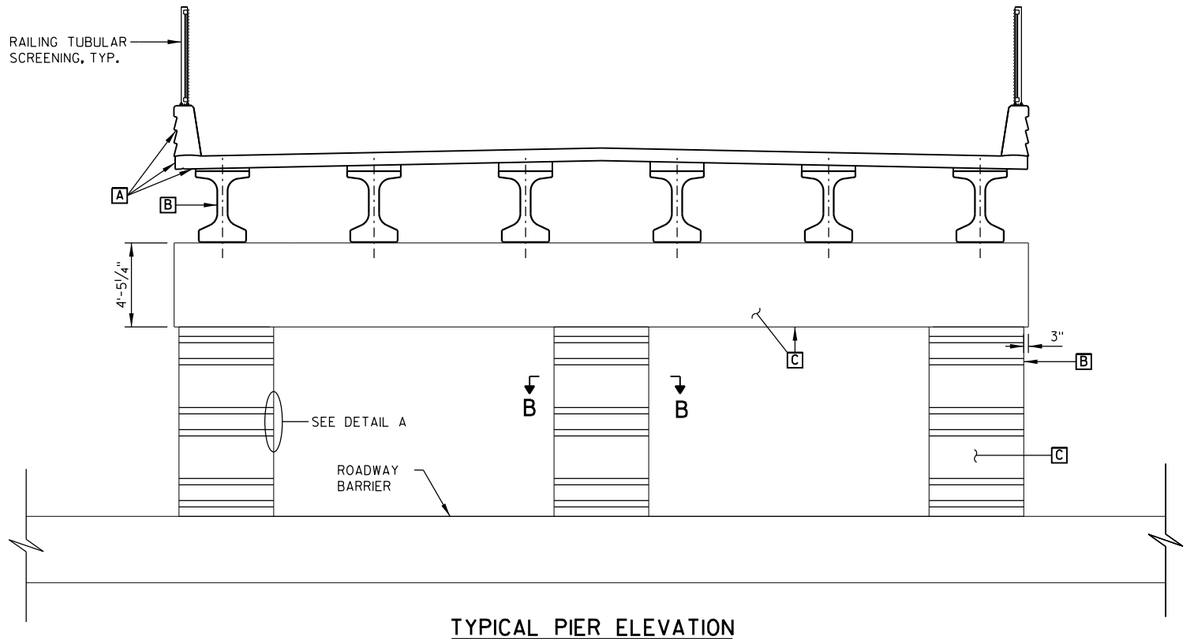
MARK	FEDERAL COLOR NUMBER	LOCATION
A	36642	PARAPET, EDGE OF DECK, WINGWALLS
B	30140	EXTERIOR GIRDER, REVEALS, FENCING
C	30372	PIER, ABUTMENT AND WINGWALL
D	27038	ROADWAY NAME LETTERING



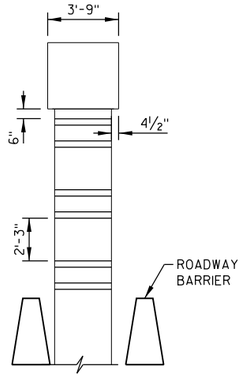
DETAIL A



SECTION B-B



TYPICAL PIER ELEVATION



PIER END VIEW

LEGEND

(A06) STAIN TO 1-0" BELOW FINISHED GRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

AESTHETIC DETAILS - 1

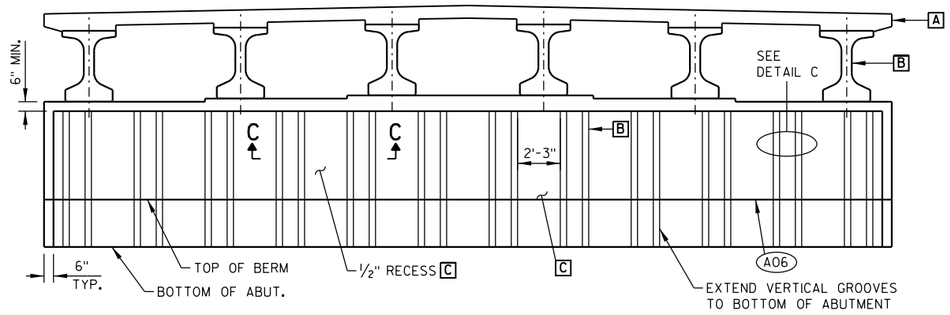
SHEET 33 OF 35
653

8

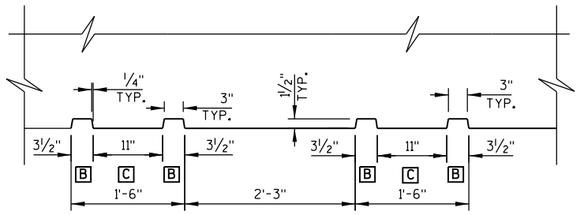
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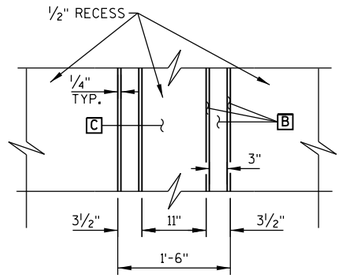
STATE PROJECT NUMBER
1003-10-72



TYPICAL ABUTMENT ELEVATION VIEW



SECTION C-C



DETAIL C

LEGEND

(A06) STAIN TO 1-0" BELOW FINISHED GRADE

CONCRETE STAINING SCHEDULE

MARK	FEDERAL COLOR NUMBER	LOCATION
A	36642	PARAPET, EDGE OF DECK, WINGWALLS
B	30140	EXTERIOR GIRDER, REVEALS, FENCING
C	30372	PIER, ABUTMENT AND WINGWALL
D	27038	ROADWAY NAME LETTERING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

AESTHETIC DETAILS - 2

SHEET 34 OF 35
654

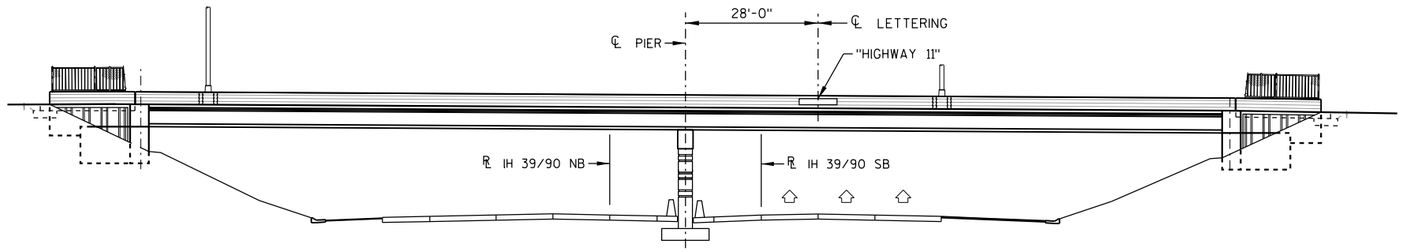
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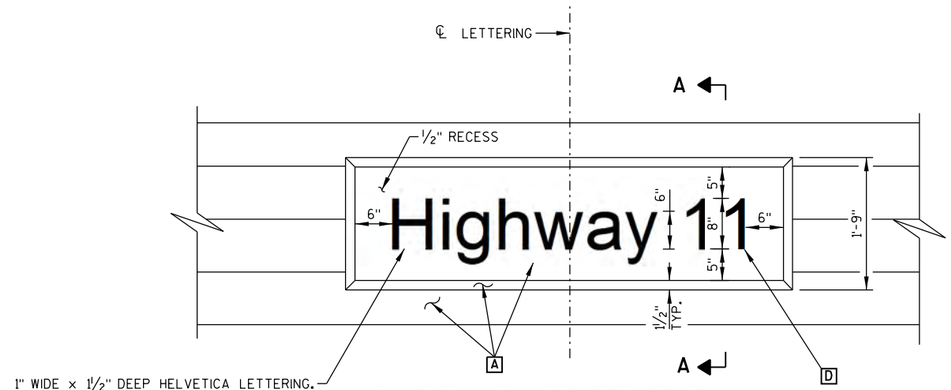
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STATE PROJECT NUMBER

1003-10-72

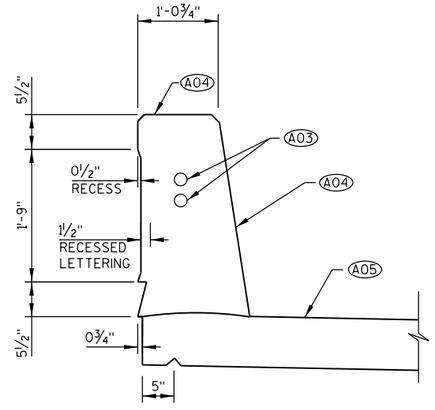


ELEVATION - LOOKING SOUTH
(NORMAL TO IH 39/90)

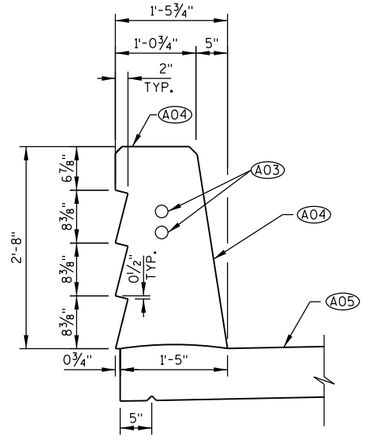


SOUTHBOUND INDENTED TEXT
EXTERIOR FACE OF PARAPET ONLY

MARK	FEDERAL COLOR NUMBER	LOCATION
A	36642	PARAPET, EDGE OF DECK, WINGWALLS
B	30140	EXTERIOR GIRDER, REVEALS, FENCING
C	30372	PIER, ABUTMENT AND WINGWALL
D	27038	ROADWAY NAME LETTERING



SECTION A-A



SINGLE SLOPE PARAPET 32SS MODIFIED

NOTES & LEGEND

"HIGHWAY 11" TO BE CENTERED OVER 1ST AND 2ND LANES AS DIMENSIONED FROM THE MEDIAN.

LETTERING IS ONLY ON OUTSIDE FACE OF NORTH PARAPET.

(A03) 2 - 2" DIA. RIGID CONDUIT. SEE DRAWINGS 27 AND 29.

(A04) PIGMENTED PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE FRONT FACE AND TOP OF THE PARAPET, INCLUDING PARAPETS ON STRUCTURAL APPROACH SLAB.

(A05) PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE TOP OF DECK AND STRUCTURAL APPROACH SLAB SURFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-323

DRAWN BY KAM | PLANS CK'D. KRH

PARAPET AESTHETICS

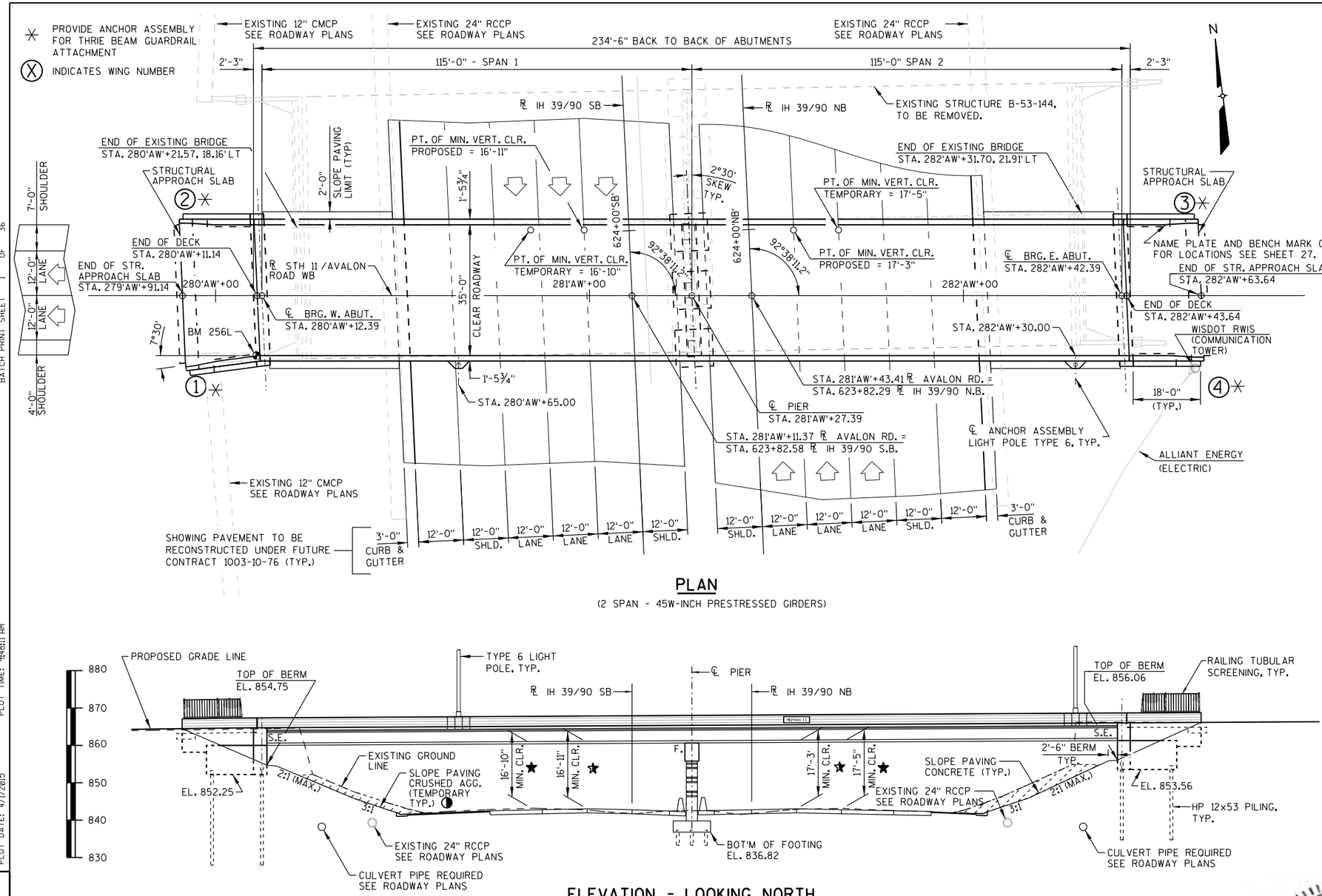
SHEET 35 OF 35

655

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PLOT DATE: 4/1/2015 PLOT TIME: 9:48:11 AM BATCH PRINT SHEET 1 OF 36



PLAN

(2 SPAN - 45W-INCH PRESTRESSED GIRDERS)

ELEVATION - LOOKING NORTH

(NORMAL TO IH 39/90, LOOKING NORTH)

★ PROPOSED MINIMUM VERTICAL CLEARANCE

★ TEMPORARY MINIMUM VERTICAL CLEARANCE

COST OF EXCAVATION IN THE HATCHED AREAS SHALL BE CONSIDERED "EXCAVATION COMMON". SEE ROADWAY PLANS.

◑ SEE SHEET 32 FOR INTERIM FINISHED TYPICAL SECTION

◔ BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
256L	280'AE'+35	EB STH 11, SW CRNR OF B-53-144	866.85
250L	255'AE'+06	RR SPIKE IN UTILITY POLE ON READ ROAD	840.76

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS ROCK COUNTY ZONE

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION
3. GENERAL NOTES & QUANTITIES
4. SUBSURFACE EXPLORATION
5. WEST ABUTMENT-1
6. WEST ABUTMENT-2
7. WING 1
8. WING 2
9. WEST ABUTMENT DETAILS
10. EAST ABUTMENT-1
11. EAST ABUTMENT-2
12. WING 3
13. WING 4
14. EAST ABUTMENT DETAILS
15. PIER
16. PIER DETAILS
17. PIER ALTERNATE
18. 45W PRESTRESSED GIRDER DETAILS-1
19. 45W PRESTRESSED GIRDER DETAILS-2
20. INTERMEDIATE STEEL DIAPHRAGMS
21. SUPERSTRUCTURE-1
22. SUPERSTRUCTURE-2
23. SUPERSTRUCTURE-3
24. SUPERSTRUCTURE-4
25. WEST STRUCTURAL APPROACH SLAB
26. EAST STRUCTURAL APPROACH SLAB
27. SINGLE SLOPE PARAPET 32SS MODIFIED
28. LIGHTING DETAILS
29. CONDUIT AT WINGS
30. ORNAMENTAL PROTECTIVE SCREENING
31. LIGHT ACCESS GATE IN SCREENING
32. CONCRETE SLOPE PAVING - 1
33. CONCRETE SLOPE PAVING - 2
34. AESTHETIC DETAILS - 1
35. AESTHETIC DETAILS - 2
36. PARAPET AESTHETICS

STATE PROJECT NUMBER
1003-10-72

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR : RF = 1.19
OPERATIONAL RATING FACTOR : RF = 1.57
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 PSF.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY (HPC) - DECK, PARAPET, DIAPHRAGMS, APPROACH SLAB ——— f'c = 4,000 P.S.I.
CONCRETE MASONRY - ALL OTHER INCL. APPROACH SLAB FTG.) ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.
45W" PRESTRESSED GIRDER
CONCRETE MASONRY ——— f'c = 8,000 P.S.I.
STRANDS - 0.6" DIA WITH ULTIMATE TENSILE STRENGTH OF ——— 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 65'-0" LONG FOR THE WEST ABUTMENT AND 60'-0" LONG FOR THE EAST ABUTMENT.

PIER TO BE SUPPORTED ON HP 12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 65'-0" LONG PILE LENGTHS.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES DYNAMIC FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

IH39/90 (NB & SB)
A.D.T. (2040) = 81,300
R.D.S. = 70 MPH

STH 11 / AVALON ROAD WB TRAFFIC ON BRIDGE
A.D.T. (2015) = 2,600
A.D.T. (2040) = 4,325
R.D.S. = 35 MPH

WISCONSIN
KEVIN R. HAGEN
E-38866
STEVENS POINT WI
PROFESSIONAL ENGINEER
4/1/2015

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
KEVIN HAGEN (715) 342-3053
AECOM PROJECT NO. 60242867

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Drecher NK 05/14/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-324

STH 11 / AVALON ROAD WB OVER IH 39/90 NB & SB

COUNTY ROCK
TOWN/~~CITY~~/~~VILLAGE~~ LA PRAIRIE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EAN/CAK	KRH/MSK	KAM	KRH

GENERAL PLAN

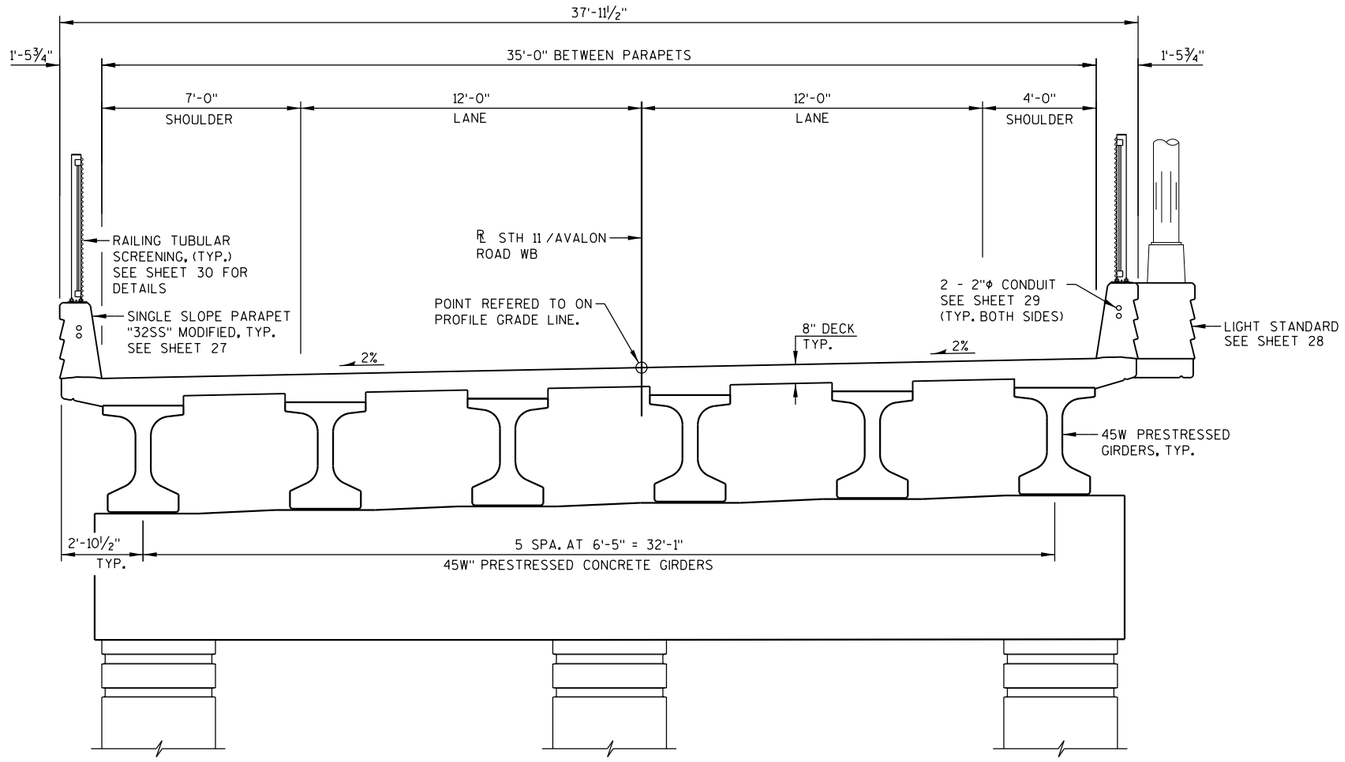
SHEET 1 OF 36
656

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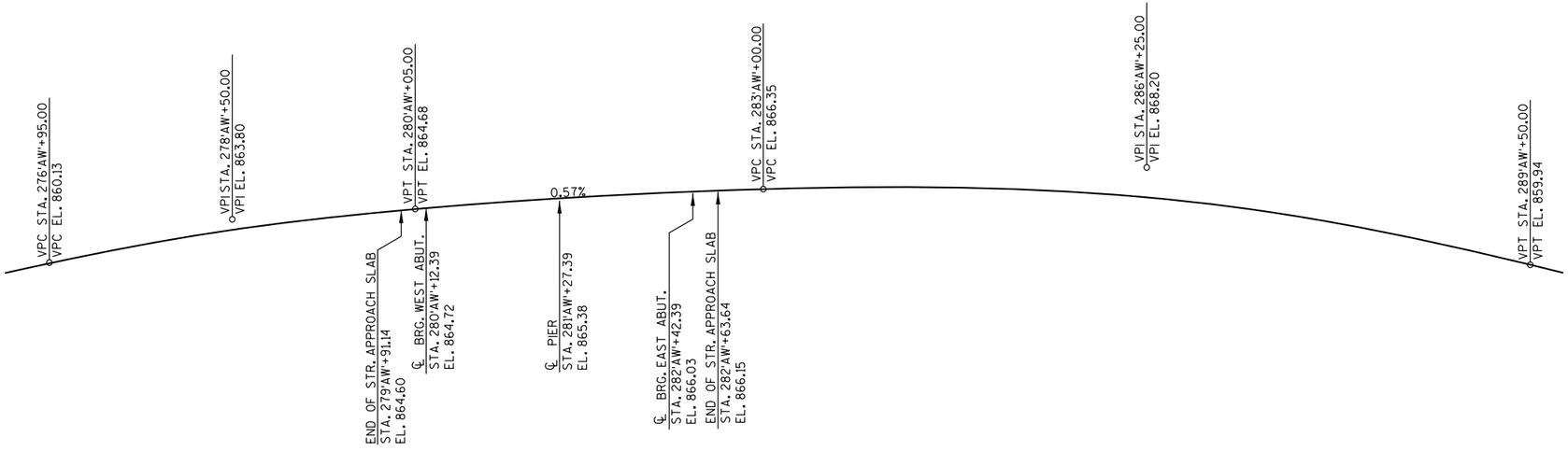
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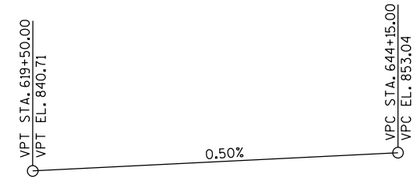
STATE PROJECT NUMBER
1003-10-72



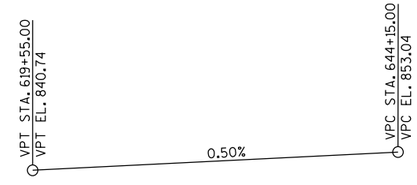
CROSS-SECTION THRU ROADWAY AT PIER
(LOOKING EAST)



PROPOSED PROFILE GRADE LINE
R/L STH 11 /AVALON RD 'WB'



PROPOSED PROFILE GRADE LINE
R/L IH39/90 'NB'
(FOR INFORMATION ONLY - IH39/90 TO BE CONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76)



PROPOSED PROFILE GRADE LINE
R/L IH39/90 'SB'
(FOR INFORMATION ONLY - IH39/90 TO BE CONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76)

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

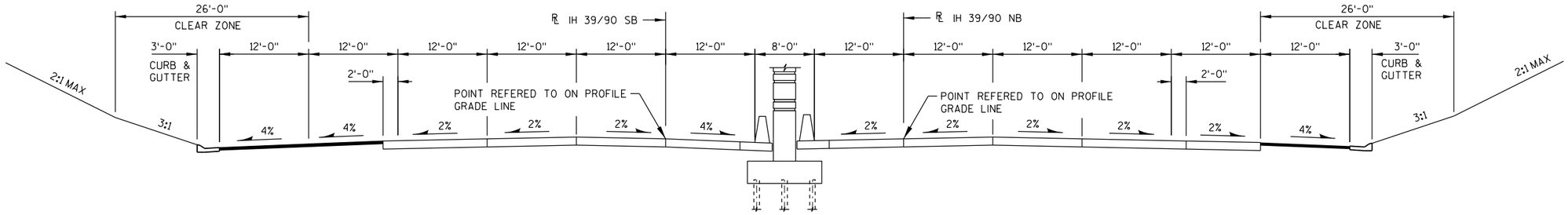
DRAWN BY KAM | PLANS CK'D. KRH

CROSS SECTION

SHEET 2 OF 36
657

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BATCH PRINT SHEET 3 OF 36

STATE PROJECT NUMBER
1003-10-72



TYPICAL SECTION THRU IH 39/90

(NORMAL TO IH 39/90, LOOKING NORTH)
(FOR INFORMATION ONLY - IH 39/90 TO BE RECONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1, AND IN THE ABUTMENT DETAILS.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK AND STRUCTURAL APPROACH SLAB SURFACE. PIGMENTED PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE FRONT FACE AND TOP OF THE PARAPET, INCLUDING PARAPETS ON STRUCTURAL APPROACH SLAB.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

THE EXISTING STRUCTURE (B-53-144) IS A 2 SPAN PRESTRESSED CONCRETE GIRDER BRIDGE, 211.3' LONG x 71' WIDE, TO BE REMOVED.

AT THE BACKFACE OF ABUTMENTS ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

EXCAVATION REQUIRED UNDER THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-53-324" IS NOT USED TO BALANCE THE EARTHWORK.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET.

THE CONCRETE QUANTITIES FOR THE PARAPETS, SUPERSTRUCTURE DECK, CONCRETE DIAPHRAGMS, STRUCTURAL APPROACH SLABS (NOT INCLUDING FOOTING) AND HAUNCH OVER GIRDERS SHALL BE PAID FOR UNDER THE BID ITEM "HPC MASONRY STRUCTURES".

REMOVE TEMPORARY SHORING AT STRUCTURE B-53-323 PRIOR TO CONSTRUCTING THE SLOPE PAVING BETWEEN STRUCTURES B-53-323 AND B-53-324, SHOWN ON SHEET 33.

THE ORNAMENTAL PROTECTIVE SCREENING SHALL BE FEDERAL COLOR NO. 30140, DARK BROWN.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	WEST APPROACH	WEST ABUTMENT	PIER	EAST ABUTMENT	EAST APPROACH	SUPER.	TOTALS
203.0200	REMOVING OLD STRUCTURE 281'AW'+27	LS							1
203.0225.S	DEBRIS CONTAINMENT STRUCTURE B-53-144	LS							1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-53-324	LS							1
210.0100	BACKFILL STRUCTURE	CY		210		210			420
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	65				60		125
501.1000.S	ICE HOT WEATHER CONCRETING	LB	415	565	595	570	405	2,860	5,410
502.0100	CONCRETE MASONRY BRIDGES	CY	11	75	79	76	11		252
502.3200	PROTECTIVE SURFACE TREATMENT	SY	90				80	910	1,080
502.3210.S	PIGMENTED PROTECTIVE SURFACE TREATMENT	SY	20				20	200	240
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF						1,386	1,386
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB		4,460	1,980	4,470			10,910
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	9,825	2,920	11,260	2,930	9,325	75,340	111,600
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB						1,330	1,330
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH		6	12	6			24
506.4000	STEEL DIAPHRAGMS B-53-324	EACH						20	20
513.4090	RAILING TUBULAR SCREENING B-53-324	LS							1
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY		12		12			24
517.1010.S	CONCRETE STAINING STRUCTURE B-53-324	SF	130	530	1,150	530	130	5,800	8,270
517.1050.S	ARCHITECTURAL SURFACE TREATMENT STRUCTURE B-53-324	SF	130	500	400	500	130	1,500	3,160
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF		650	1,625	600			2,875
604.0400	SLOPE PAVING CONCRETE	SY		211		211			422
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY		94		94			188
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF		155		155			310
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2				2		4
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	12				12	24	48
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	120				120	910	1,150
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH						5	5
657.6005.S	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH						2	2
SPV.0035.700	HIGH PERFORMANCE CONCRETE (HPC) MASONRY STRUCTURES	CY	44				43	381	468
	NON-BID ITEMS								
	FILLER	SIZE							1/2", 3/4" & 1"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

GENERAL NOTES & QUANTITIES

SHEET 3 OF 36
658

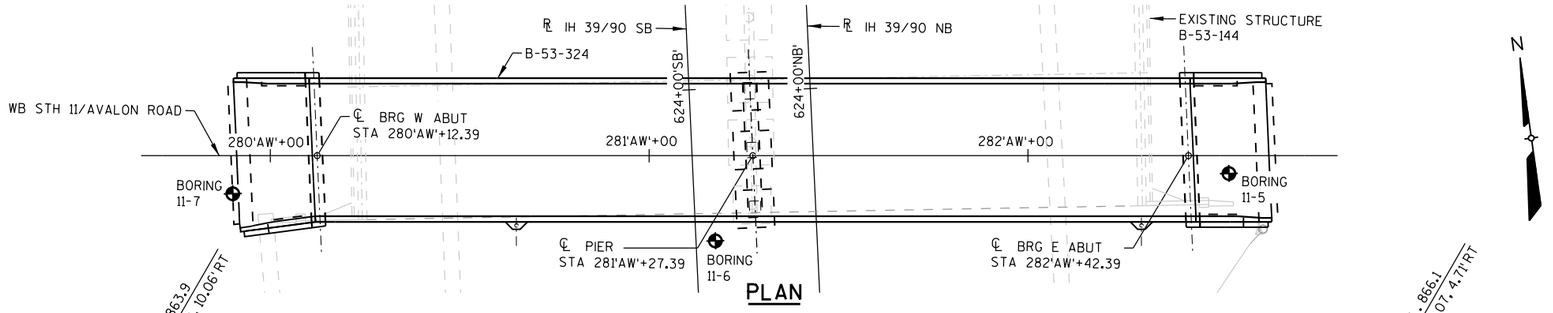
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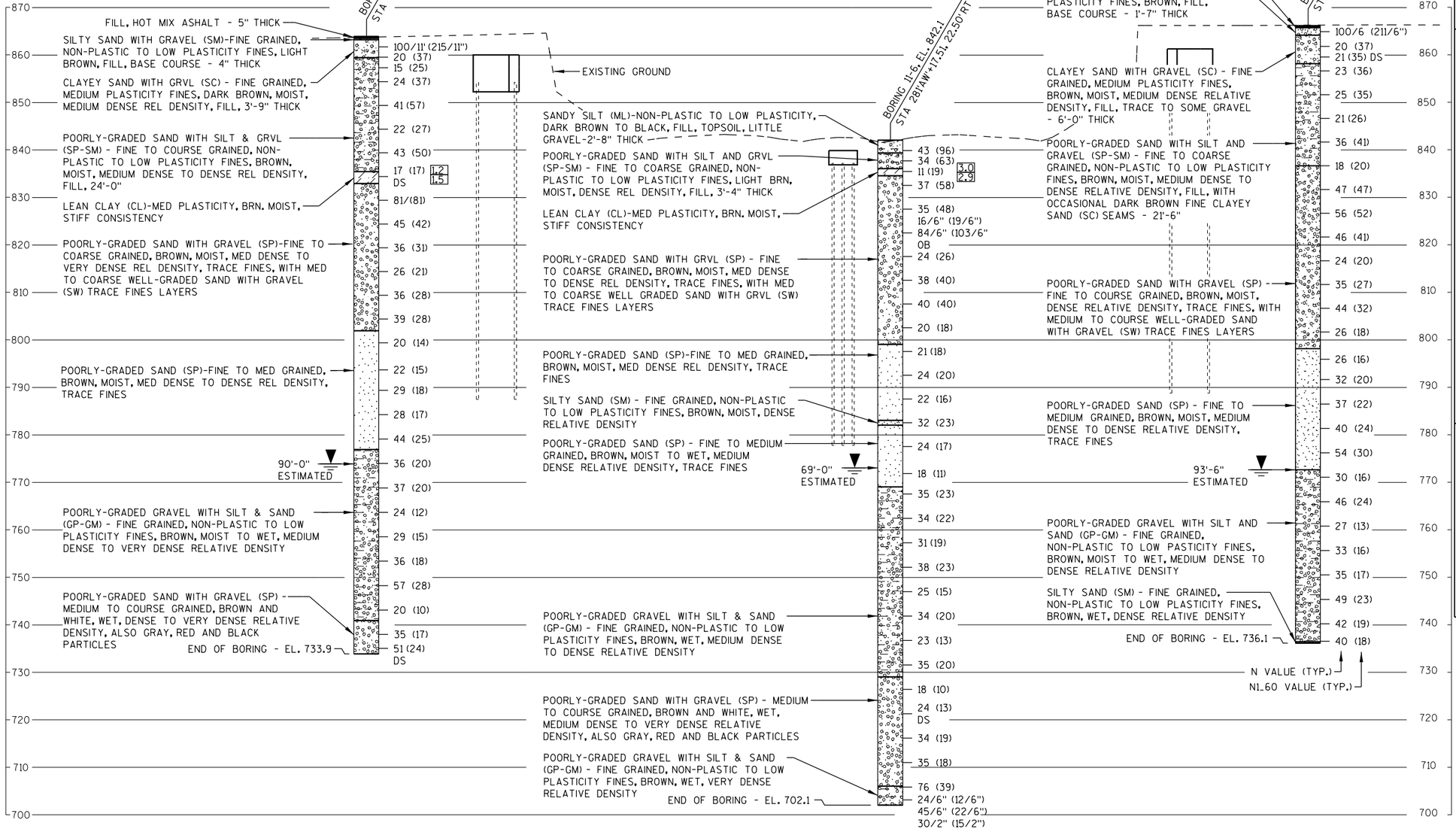
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SOIL BORINGS
BY: SOILS & ENGINEERING SERVICES, INC.
BORING 11-5 ON: 01/14/2014
BORING 11-6 ON: 01/22/2014
BORING 11-7 ON: 01/17/2014

SUBSURFACE INVESTIGATION REPORT
BY: SOILS & ENGINEERING SERVICES, INC.
ON: FEBRUARY 6, 2014



PLAN



STATE PROJECT NUMBER

1003-10-72

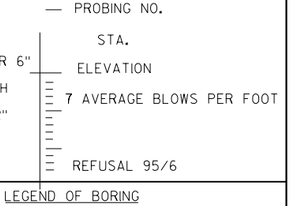
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

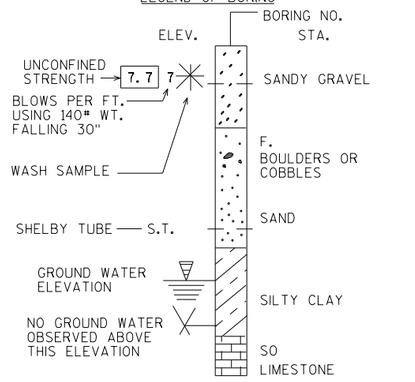
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

SUBSURFACE EXPLORATION

SHEET 4 OF 36
659

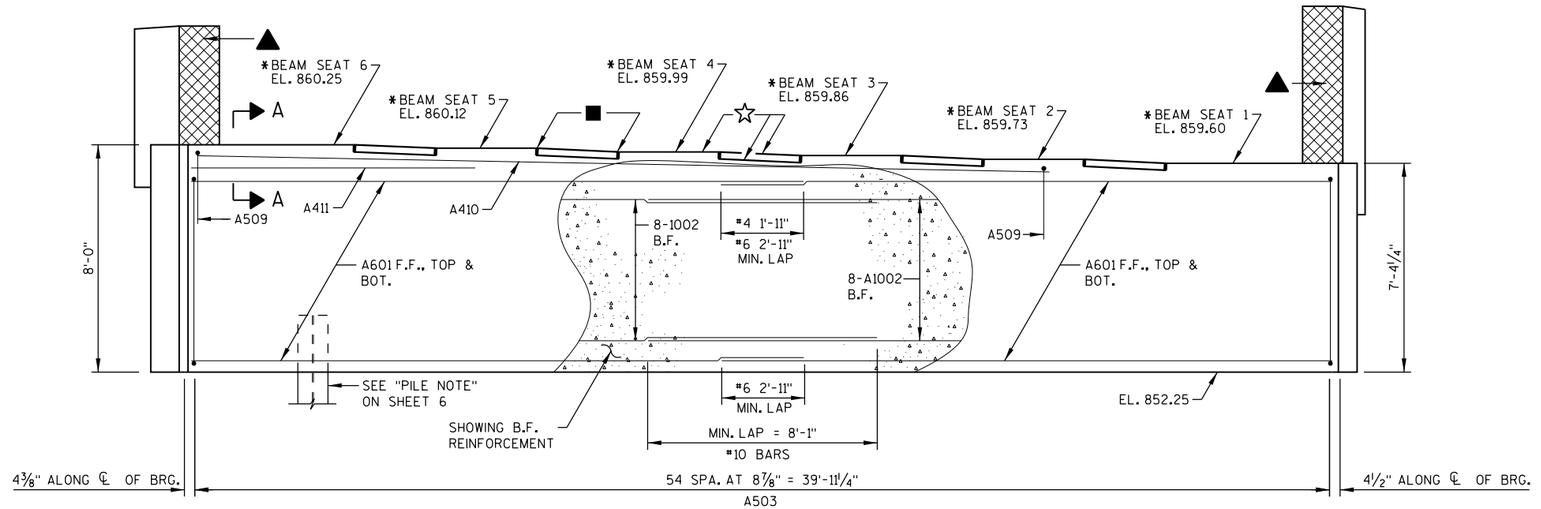
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STATE PROJECT NUMBER

1003-10-72

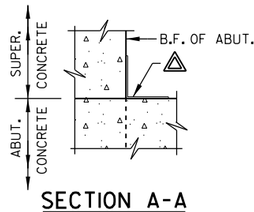


ELEVATION

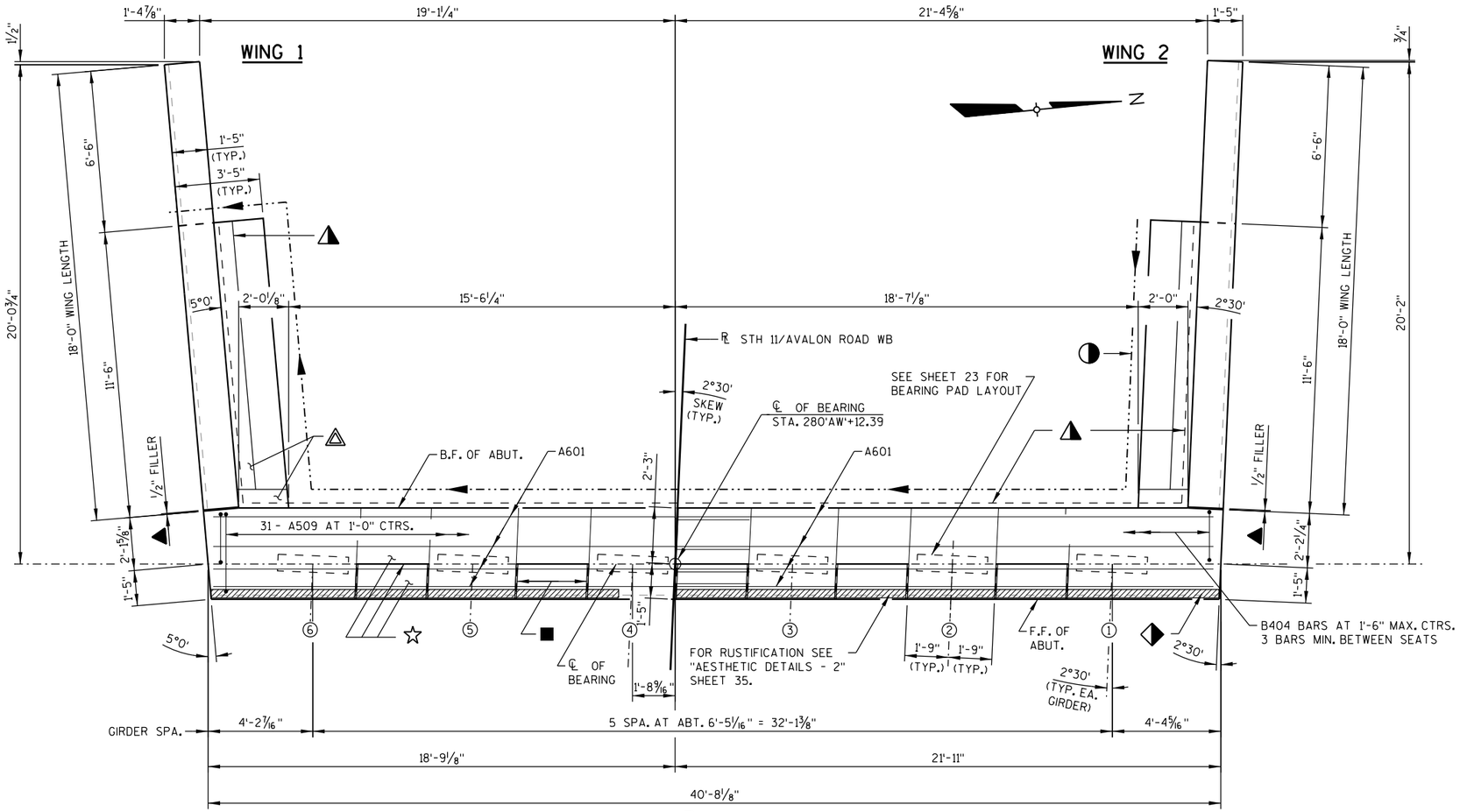
(LOOKING WEST)

* ELEVATIONS ARE GIVEN AT TOP OF CONCRETE, ℄ OF BEARING

NOTE:
SPACE A503 BARS TO MISS PILINGS.



SECTION A-A



PLAN

NOTE

FOR SYMBOL LEGEND SEE SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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WEST ABUTMENT-1

SHEET 5 OF 36
660

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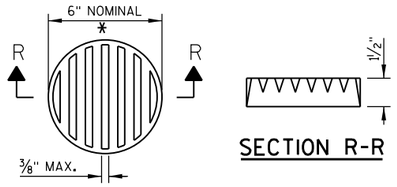
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PLOT DATE: 4/1/2015 PLOT TIME: 1:34:53 PM BATCH PRINT SHEET 6 OF 36

STATE PROJECT NUMBER

1003-10-72

LEGEND

- PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PLACED AT BOTTOM OF EXCAVATION. ATTACH RODENT SHIELD AT EXPOSED ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. DISCHARGE LOCATION TO BE DETERMINED BY ENGINEER IN THE FIELD.
- ½" FILLER TO EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- ¾" × 4" FILLER - TO EXTEND FULL LENGTH OF ABUTMENT BODY.
- STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHELENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING THE BEARING PADS AND SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON SHEET 5.
- OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" × 6" KEYWAY WITH R.M.W. ON BACKFACE.



SECTION R-R

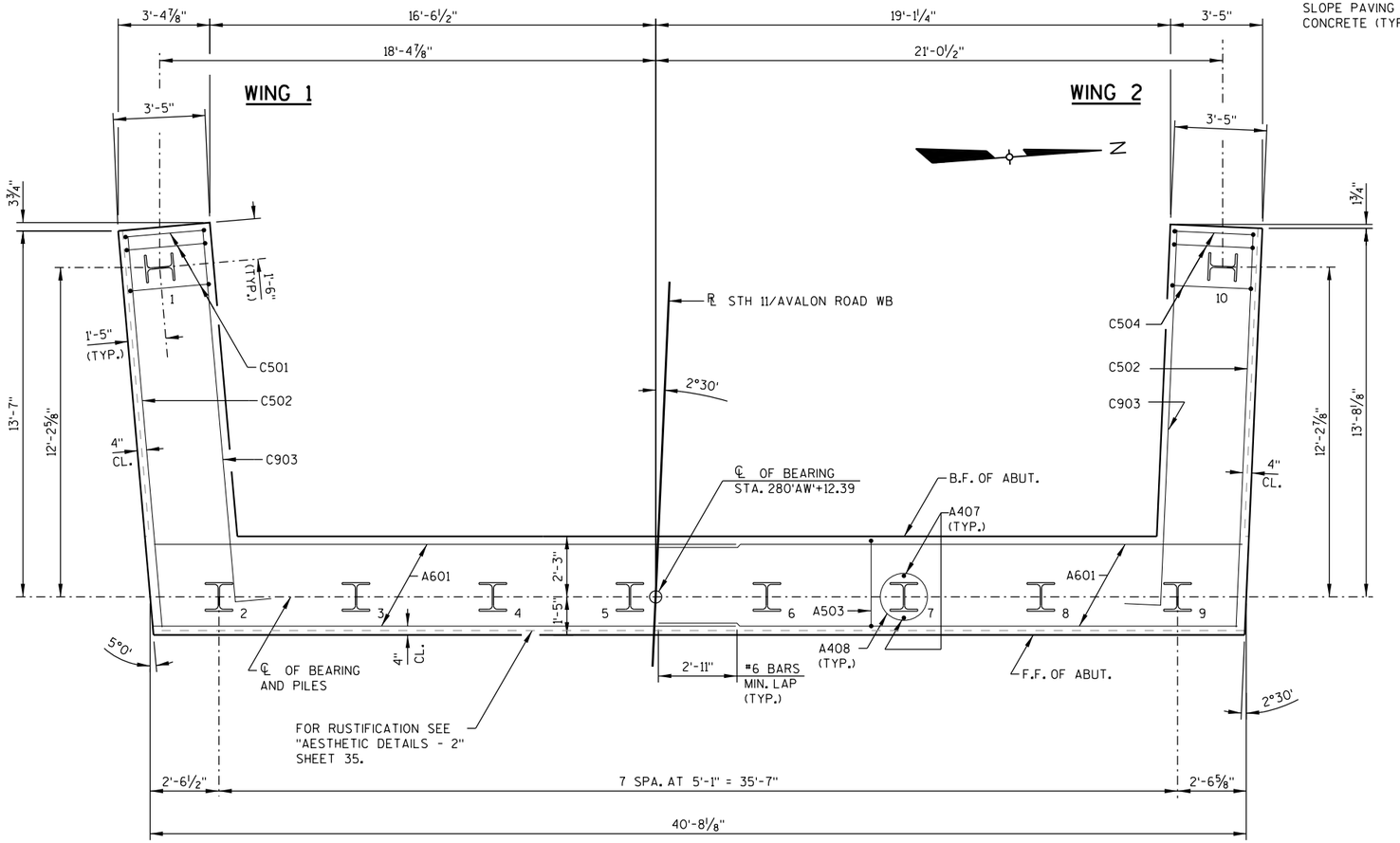
RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

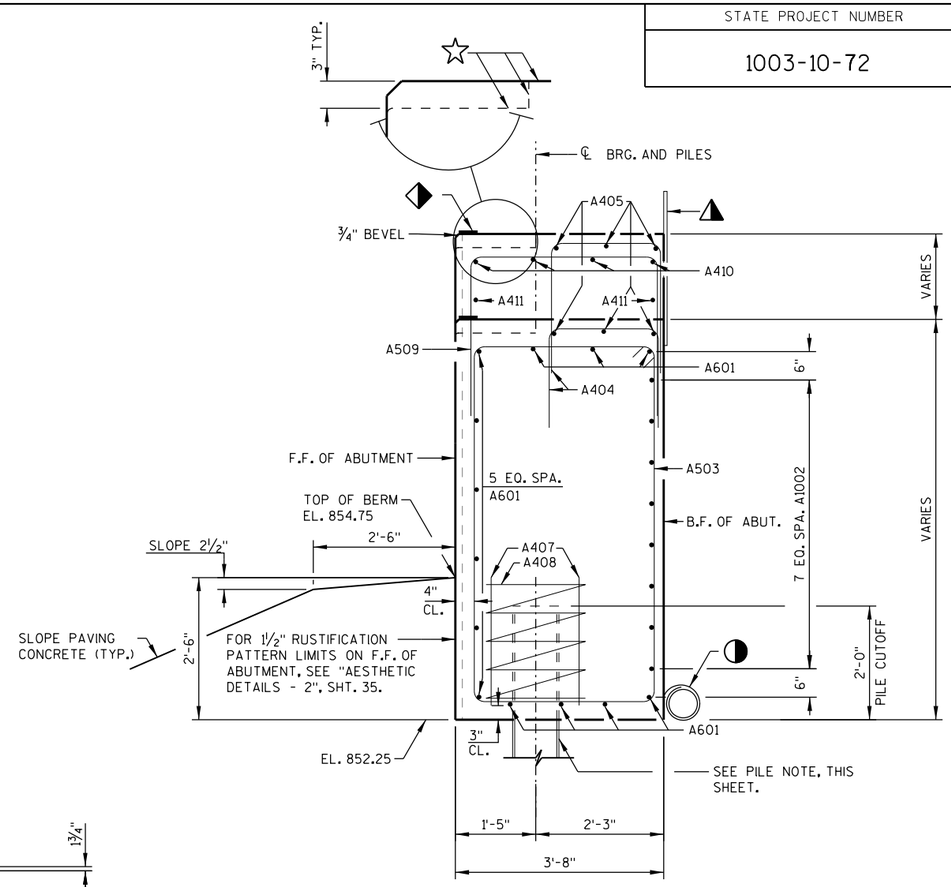
ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



PILE PLAN



TYPICAL SECTION THRU BODY

(LOOKING SOUTH)

PILE NOTE

WEST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP12x53 WITH A DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 65' LONG. SEE SHEET 9 FOR PILE SPLICE DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

WEST ABUTMENT-2

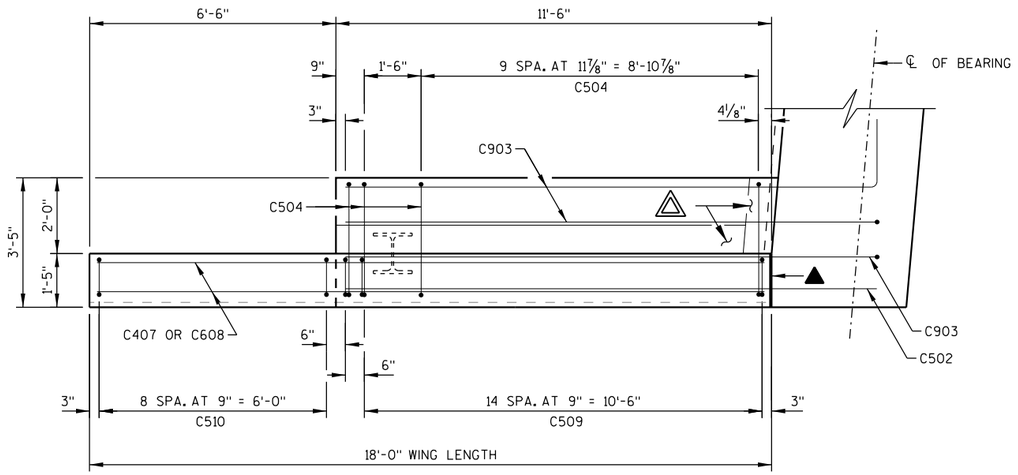
SHEET 6 OF 36

661

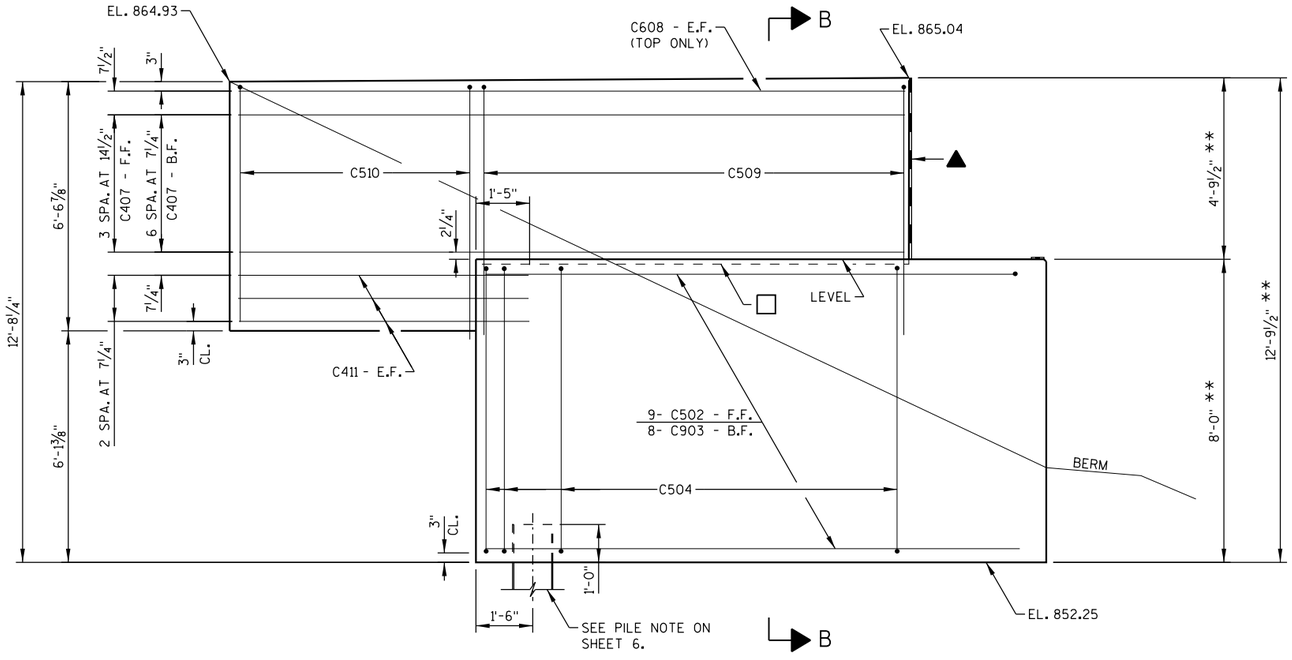
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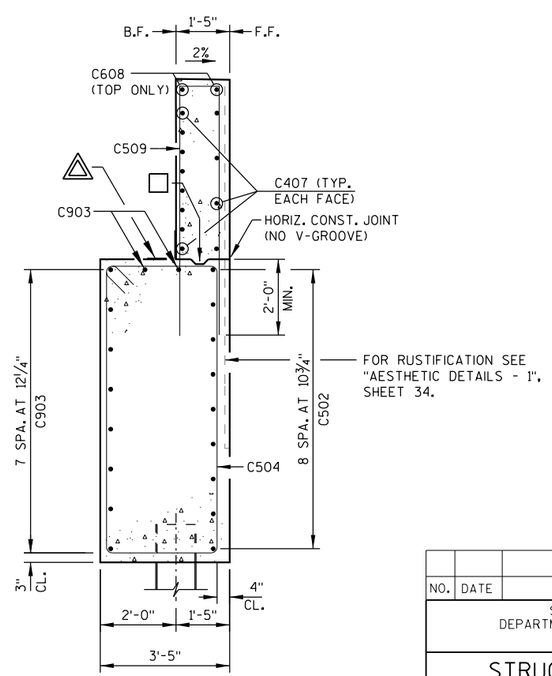
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BATCH PRINT SHEET 7 OF 36



PLAN - WING 1



ELEVATION - WING 1



SECTION B-B

LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

FOR SYMBOL LEGEND SEE SHEET 6.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

WING 1

SHEET 7 OF 36
662

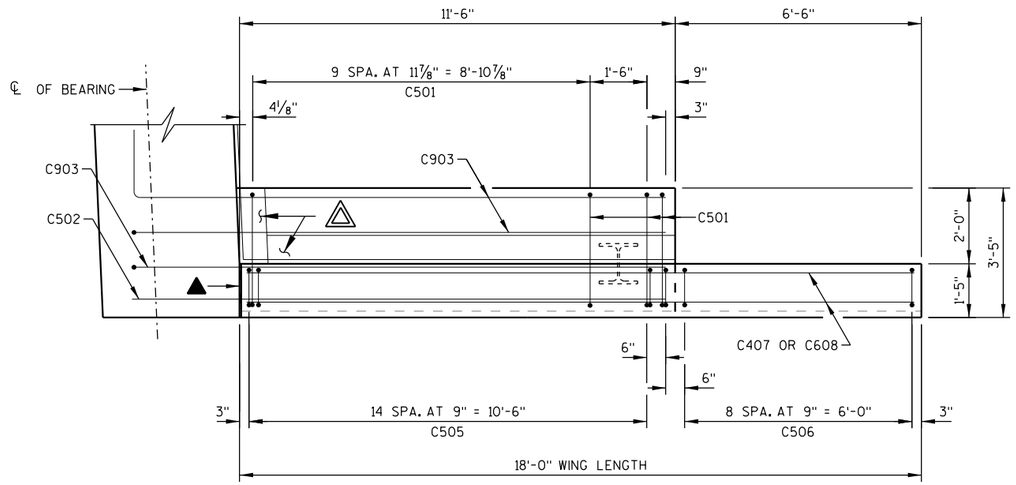
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STATE PROJECT NUMBER

1003-10-72

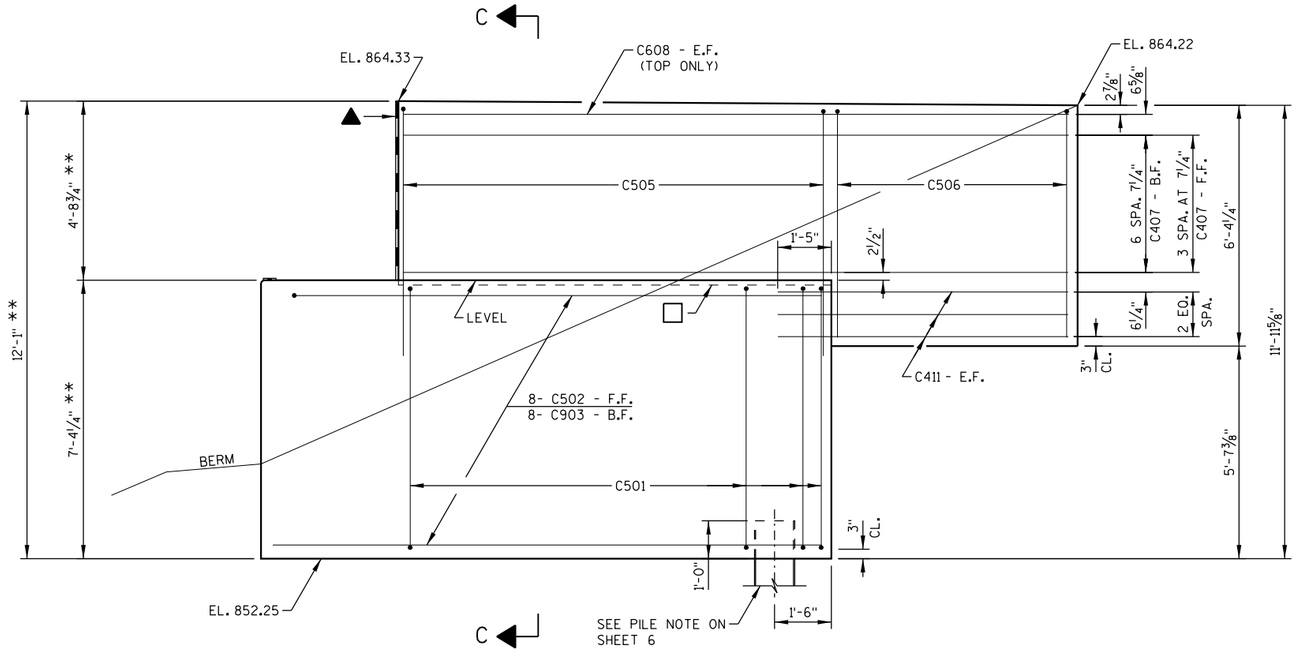


PLAN - WING 2

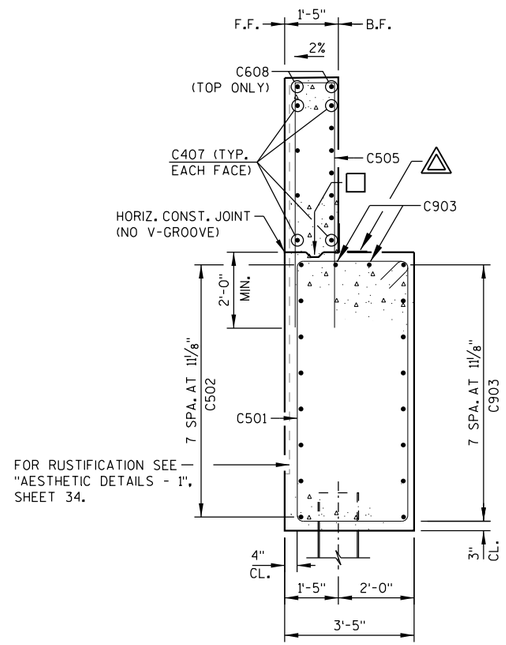
LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

FOR SYMBOL LEGEND SEE SHEET 6.



ELEVATION - WING 2



SECTION C-C

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

WING 2

SHEET 8 OF 36
663

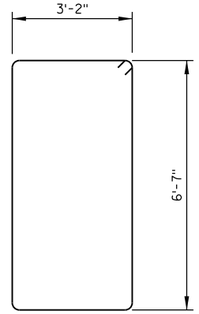
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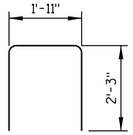
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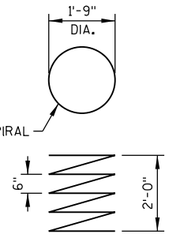
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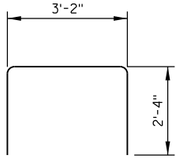
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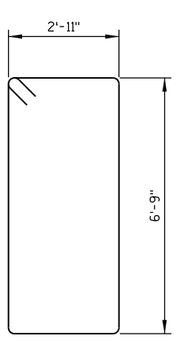
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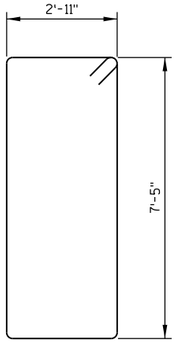
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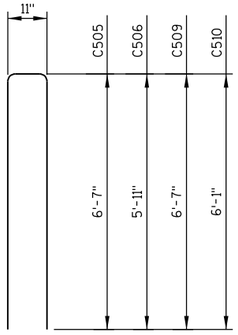
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C501



C504



C505, C506, C509, C510

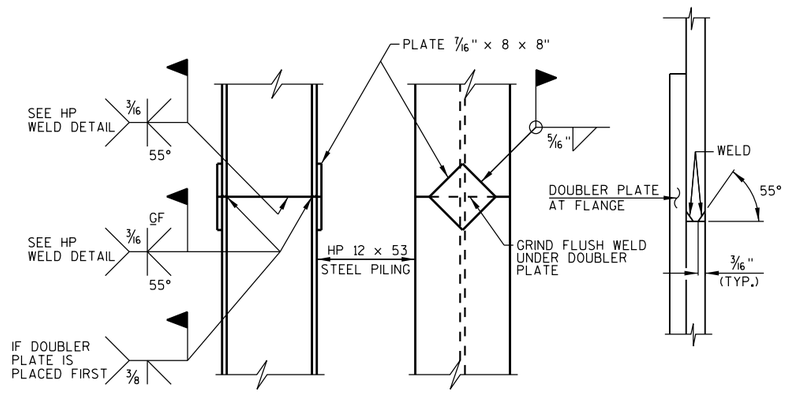


C903

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
NON-COATED BARS				TOTAL WEIGHT = 4,460 LBS	
A601	26	21-8		ABUTMENT BODY, FRONT FACE/TOP/BOTTOM	HORIZ.
A1002	16	24-3		ABUTMENT BODY, BACK FACE-OUTER SECTION	HORIZ.
A503	55	20-2	X	ABUTMENT BODY, STIRRUP	VERT.
A404	34	6-3	X	ABUTMENT BODY, TOP	VERT.
A405	6	21-2		ABUTMENT BODY, TOP	HORIZ.
A407	20	2-3		ABUTMENT BODY, PILE WRAP	VERT.
A408	10	28-0	X	ABUTMENT BODY, PILE WRAP	VERT.
A509	31	7-7	X	ABUTMENT BODY, TOP	VERT.
A410	4	30-0		ABUTMENT BODY, TOP	HORIZ.
A411	2	10-0		ABUTMENT BODY, SIDE B.F.	HORIZ.
COATED BARS				TOTAL WEIGHT = 2,920 LBS	
C501	12	20-0	X	WING 2, STIRRUP	VERT.
C502	17	14-8		WING 1 & 2, FRONT FACE	HORIZ.
C903	20	14-11	X	WING 1 & 2, BACK FACE	HORIZ.
C504	12	21-4	X	WING 1, STIRRUP	VERT.
C505	16	13-10	X	WING 2, WINGWALL	VERT.
C506	9	12-6	X	WING 2, WINGWALL	VERT.
C407	22	17-6		WING 1 & 2, WINGWALL BOTH FACES	HORIZ.
C608	4	17-6		WING 1 & 2, BOTH FACES TOP	HORIZ.
C509	16	13-10	X	WING 1, WINGWALL	VERT.
C510	9	12-10	X	WING 1, WINGWALL	VERT.
C411	12	7-8		WING 1 & 2, BOTH FACES	HORIZ.



PILE SPLICE DETAIL

HP WELD DETAIL
(FLANGE SHOWN, WEB SIMILAR)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

WEST ABUTMENT DETAILS

SHEET 9 OF 36
664

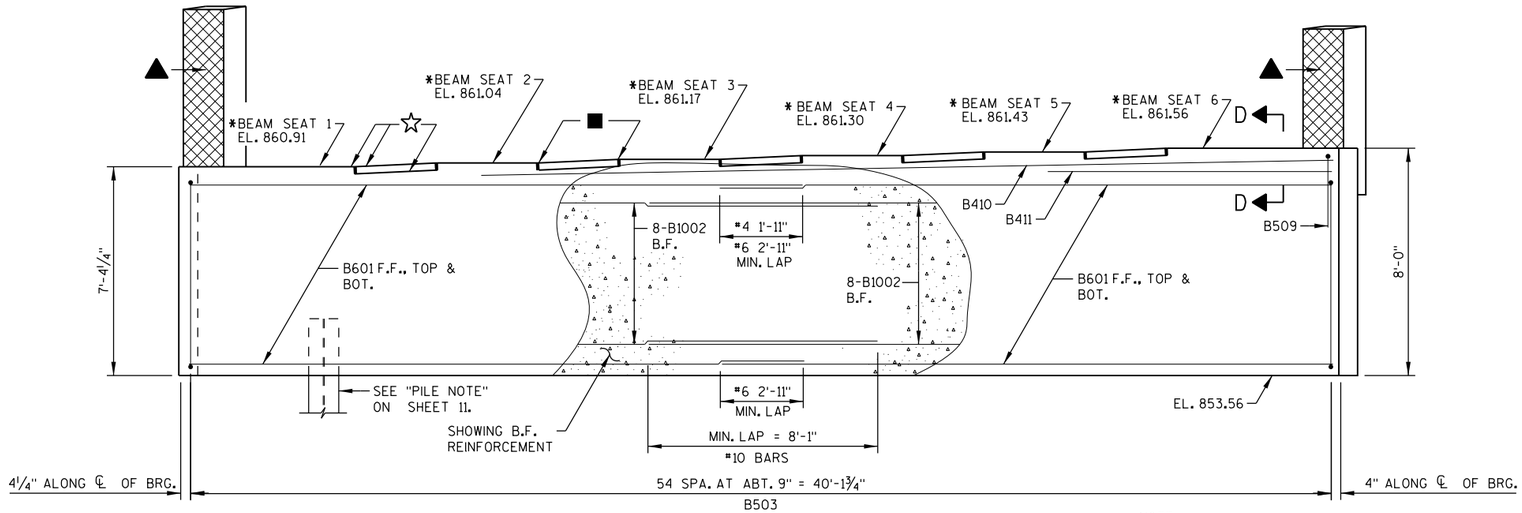
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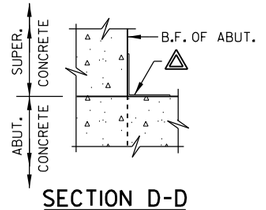
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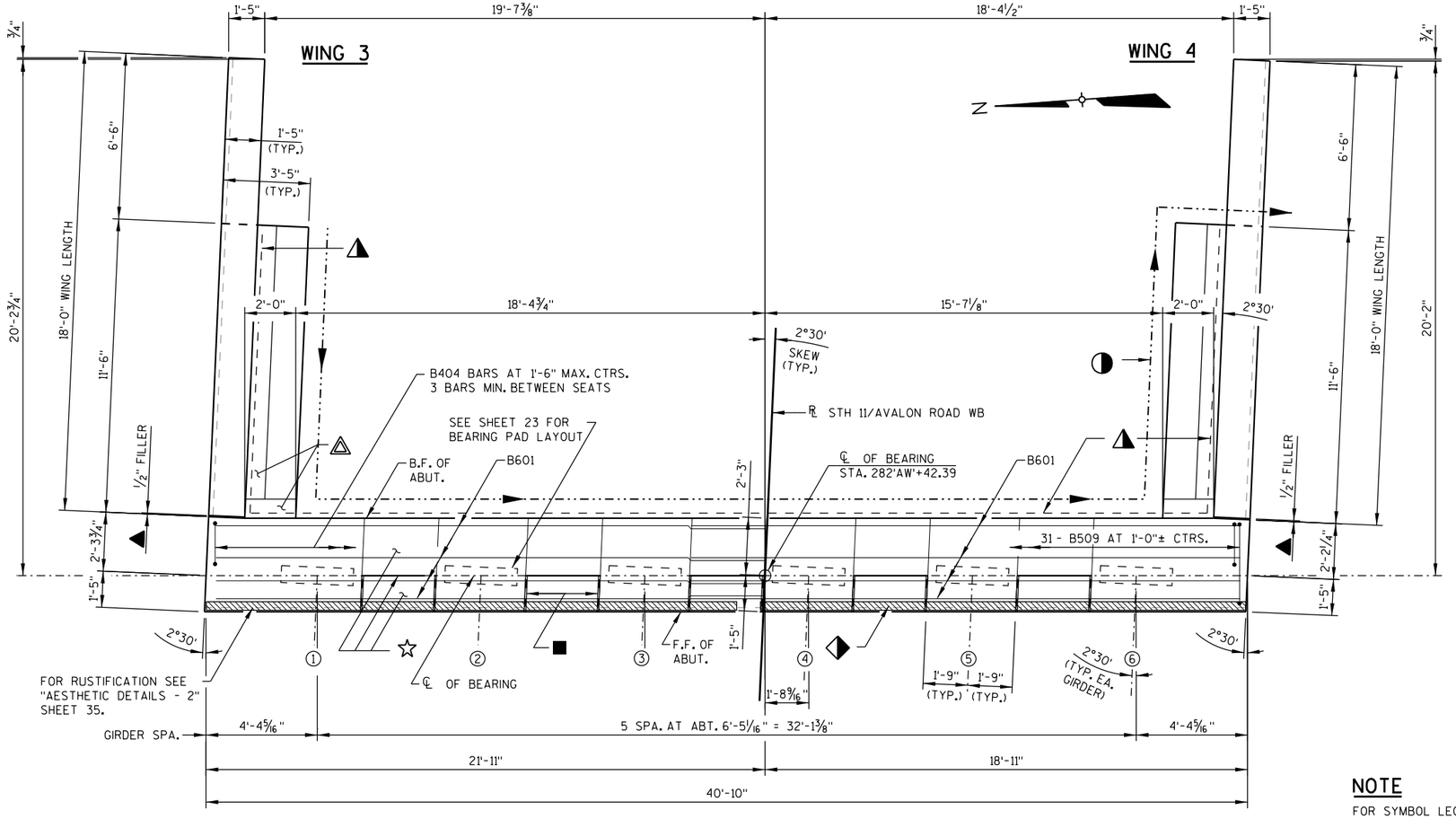
ELEVATION
(LOOKING EAST)

* ELEVATIONS ARE GIVEN AT TOP OF CONCRETE, ℄ OF BEARING

NOTE:
SPACE B503 BARS TO MISS PILINGS.



SECTION D-D



PLAN

NOTE
FOR SYMBOL LEGEND SEE SHEET 6

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

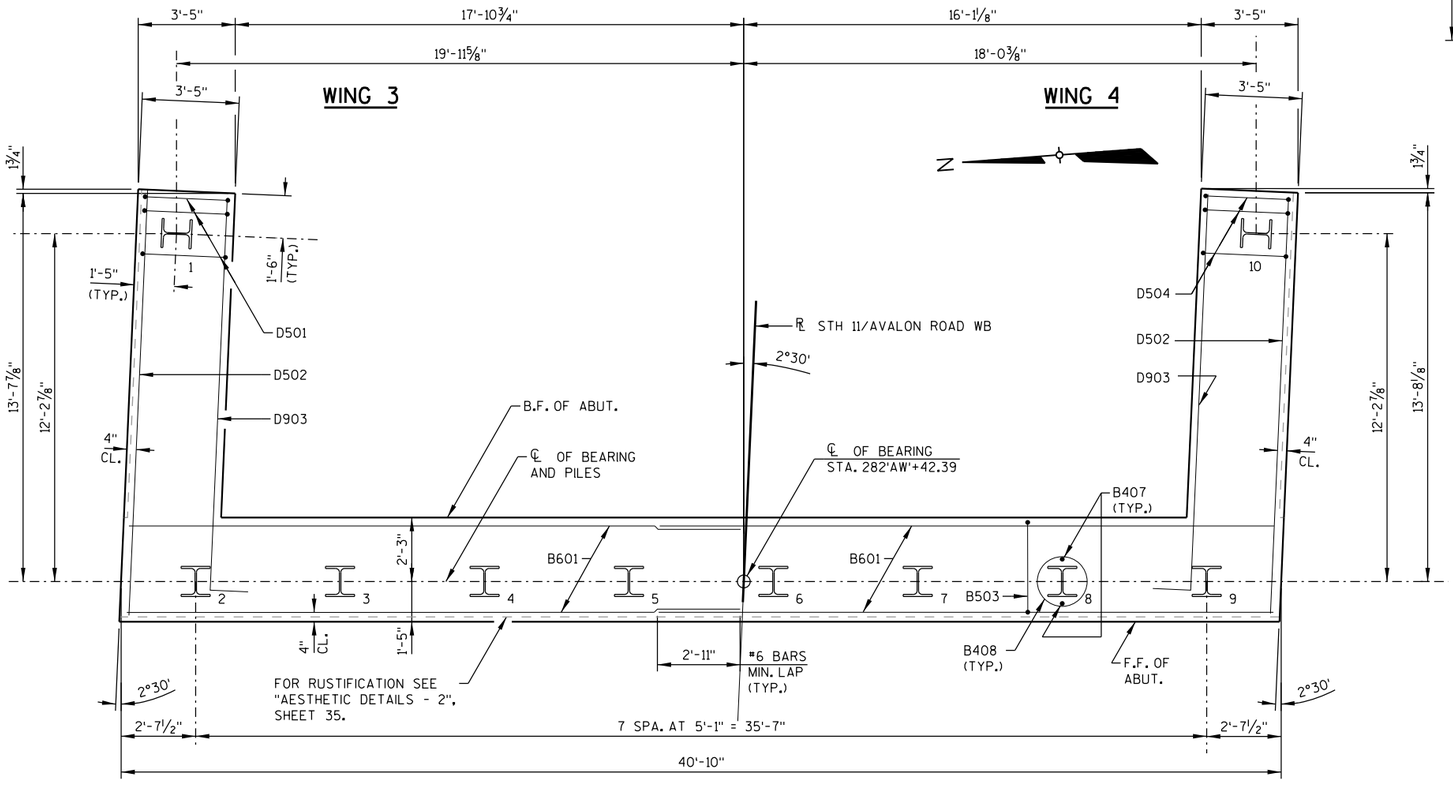
DRAWN BY KAM | PLANS CK'D. KRH

EAST ABUTMENT-1

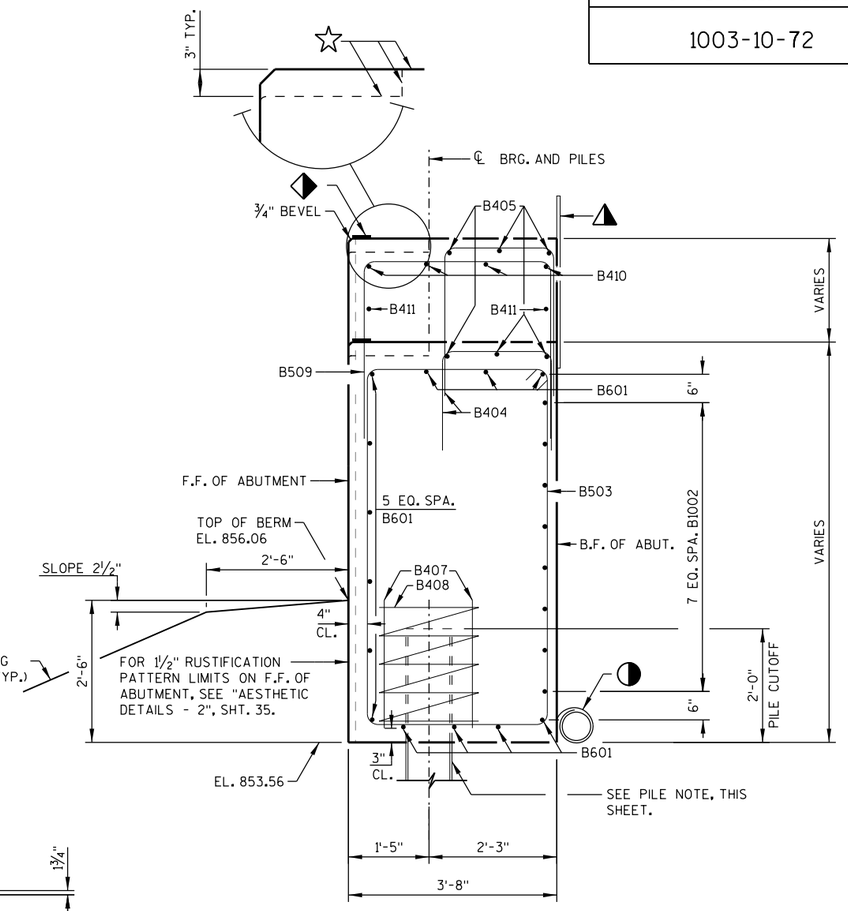
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PILE PLAN



TYPICAL SECTION THRU BODY

(LOOKING NORTH)

NOTE

FOR SYMBOL LEGEND SEE SHEET 6.

PILE NOTE

EAST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP12x53 WITH A DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 60' LONG. SEE SHEET 9 FOR PILE SPLICE DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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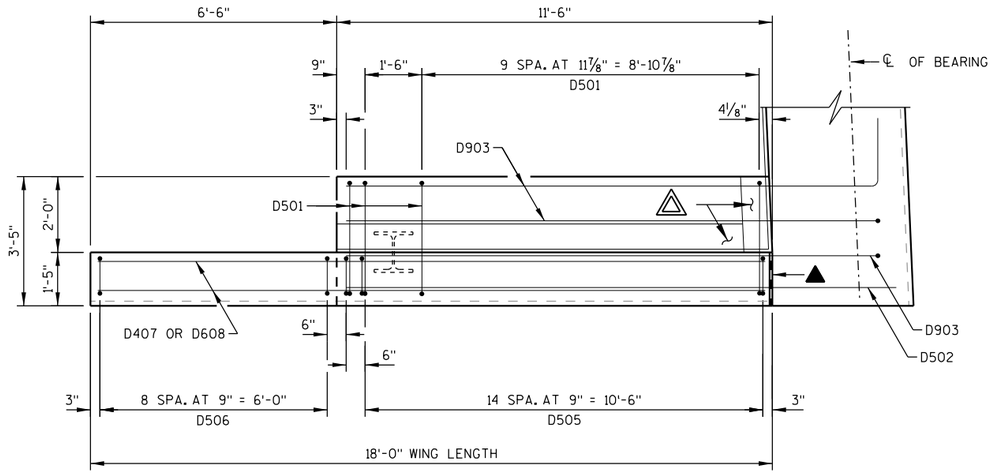
EAST ABUTMENT-2

SHEET 11 OF 36
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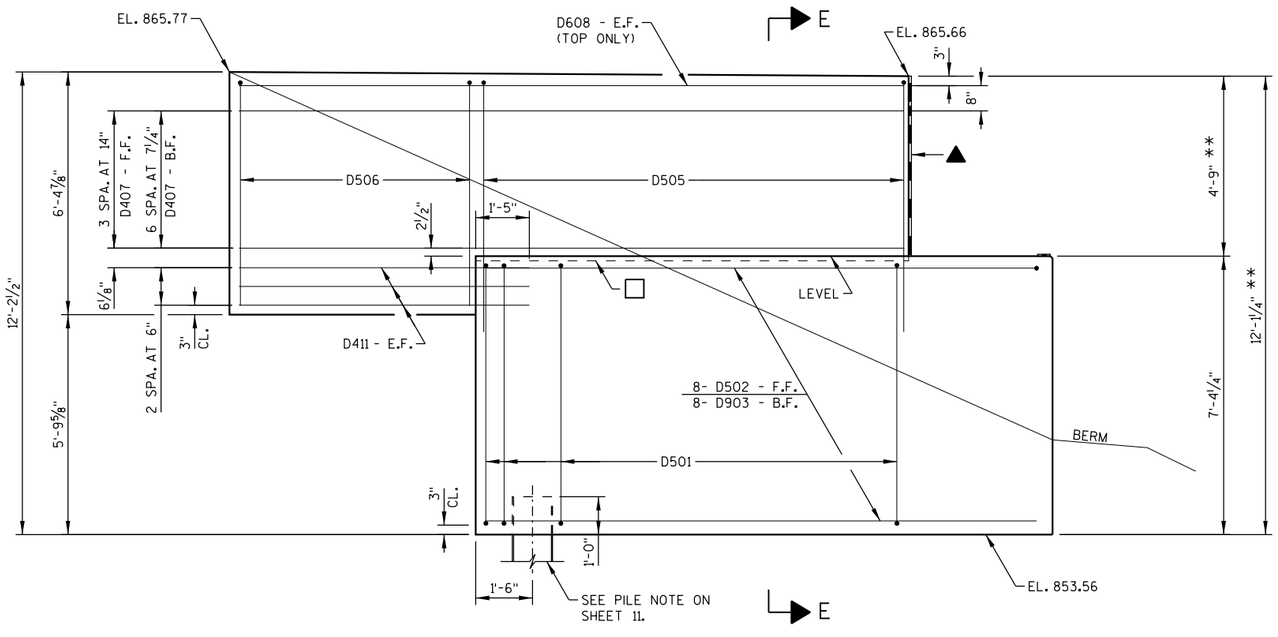


PLAN - WING 3

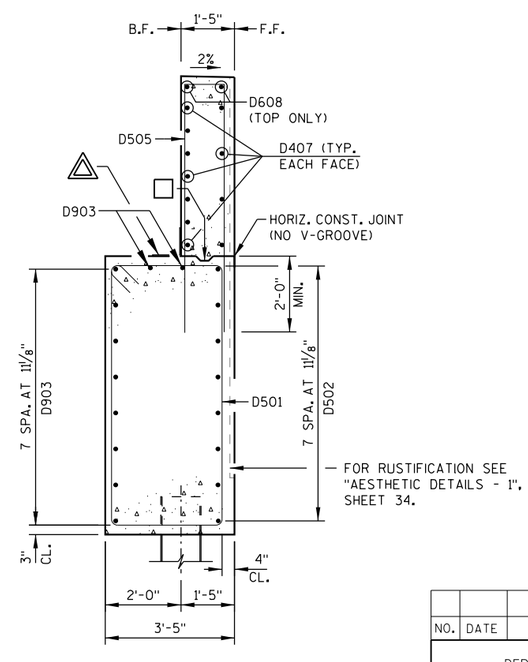
LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

FOR SYMBOL LEGEND SEE SHEET 6.



ELEVATION - WING 3



SECTION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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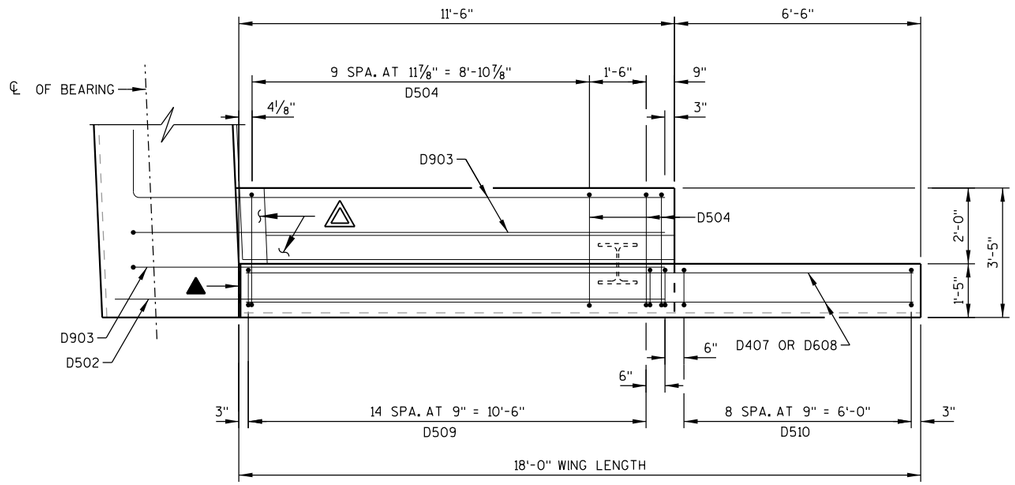
WING 3

SHEET 12 OF 36
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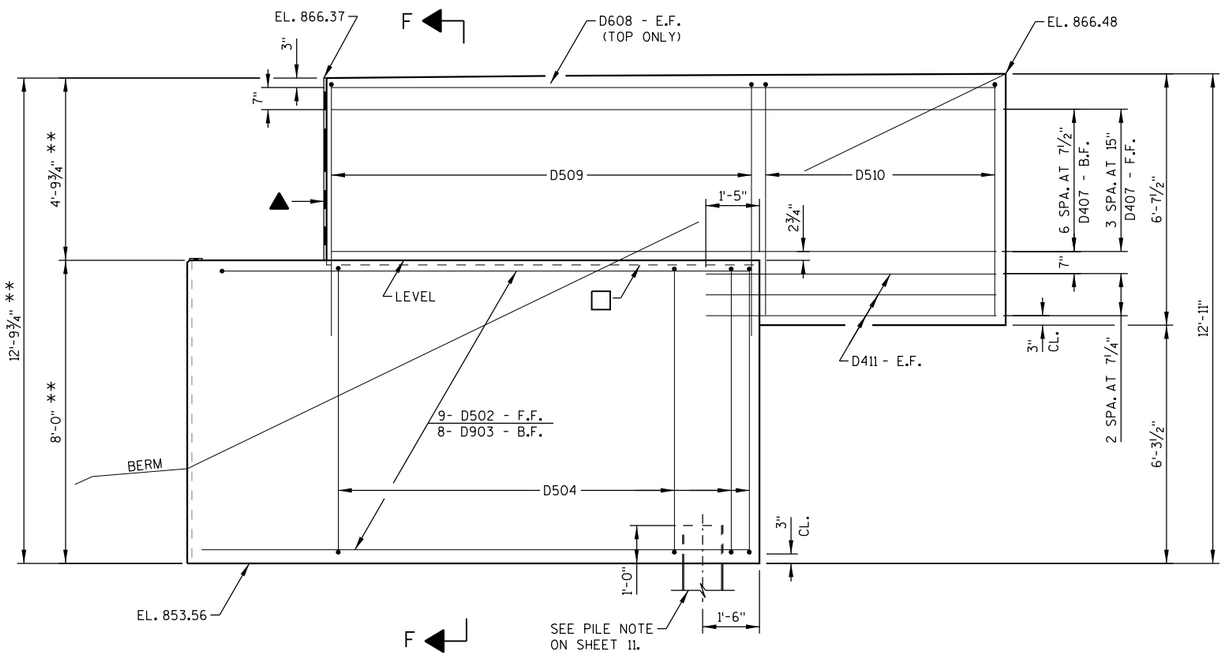


PLAN - WING 4

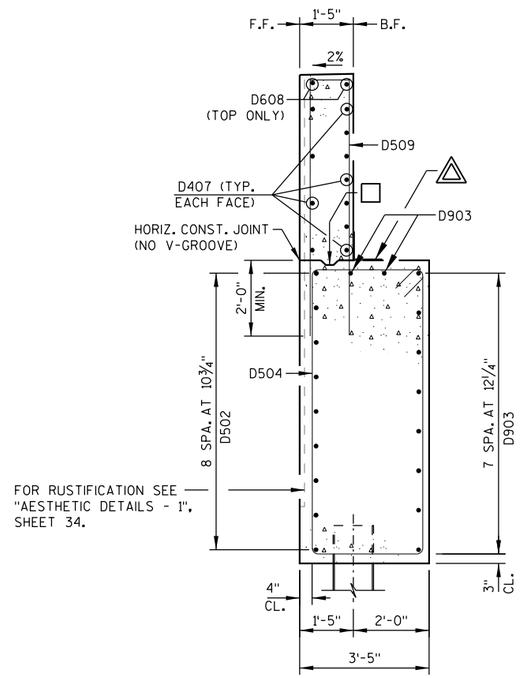
LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE B.F. OF ABUTMENT.

FOR SYMBOL LEGEND SEE SHEET 6.



ELEVATION - WING 4



SECTION F-F

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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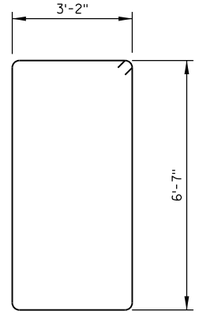
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SHEET 13 OF 36
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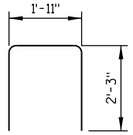
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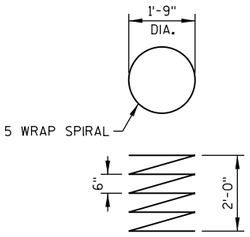
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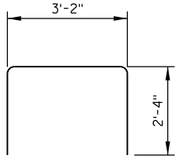
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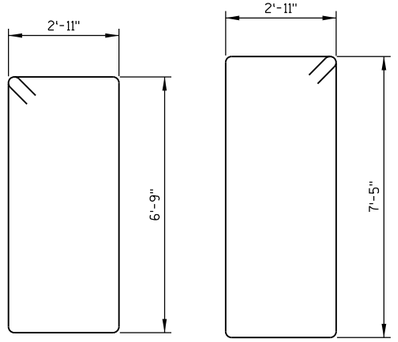
B404



B408

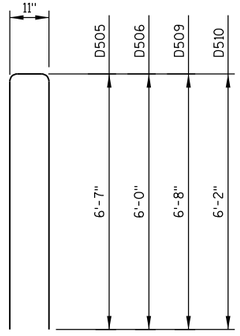


B509



D501

D504



D505, D506, D509, D510



D903

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 4,470 LBS
B601	26	21-9		ABUTMENT BODY, FRONT FACE/TOP/BOTTOM	HORIZ.
B1002	16	24-4		ABUTMENT BODY, BACK FACE-OUTER SECTION	HORIZ.
B503	55	20-2	X	ABUTMENT BODY, STIRRUP	VERT.
B404	34	6-3	X	ABUTMENT BODY, TOP	VERT.
B405	6	21-3		ABUTMENT BODY, TOP	HORIZ.
B407	20	2-3		ABUTMENT BODY, PILE WRAP	VERT.
B408	10	28-0	X	ABUTMENT BODY, PILE WRAP	VERT.
B509	31	7-7	X	ABUTMENT BODY, TOP	VERT.
B410	4	30-0		ABUTMENT BODY, TOP	HORIZ.
B411	2	10-0		ABUTMENT BODY, TOP	HORIZ.
COATED BARS					TOTAL WEIGHT = 2,930 LBS
D501	12	20-0	X	WING 4, STIRRUP	VERT.
D502	17	14-8		WING 3 & 4, FRONT FACE	HORIZ.
D903	20	14-11	X	WING 3 & 4, BACK FACE	HORIZ.
D504	12	21-4	X	WING 3, STIRRUP	VERT.
D505	16	13-10	X	WING 4, WINGWALL	VERT.
D506	9	12-8	X	WING 4, WINGWALL	VERT.
D407	22	17-6		WING 3 & 4, WINGWALL BOTH FACES	HORIZ.
D608	4	17-6		WING 3 & 4, BOTH FACES TOP	HORIZ.
D509	16	14-0	X	WING 3, WINGWALL	VERT.
D510	9	13-0	X	WING 3, WINGWALL	VERT.
D411	12	7-8		WING 3 & 4, BOTH FACES	HORIZ.

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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EAST ABUTMENT DETAILS

SHEET 14 OF 36
669

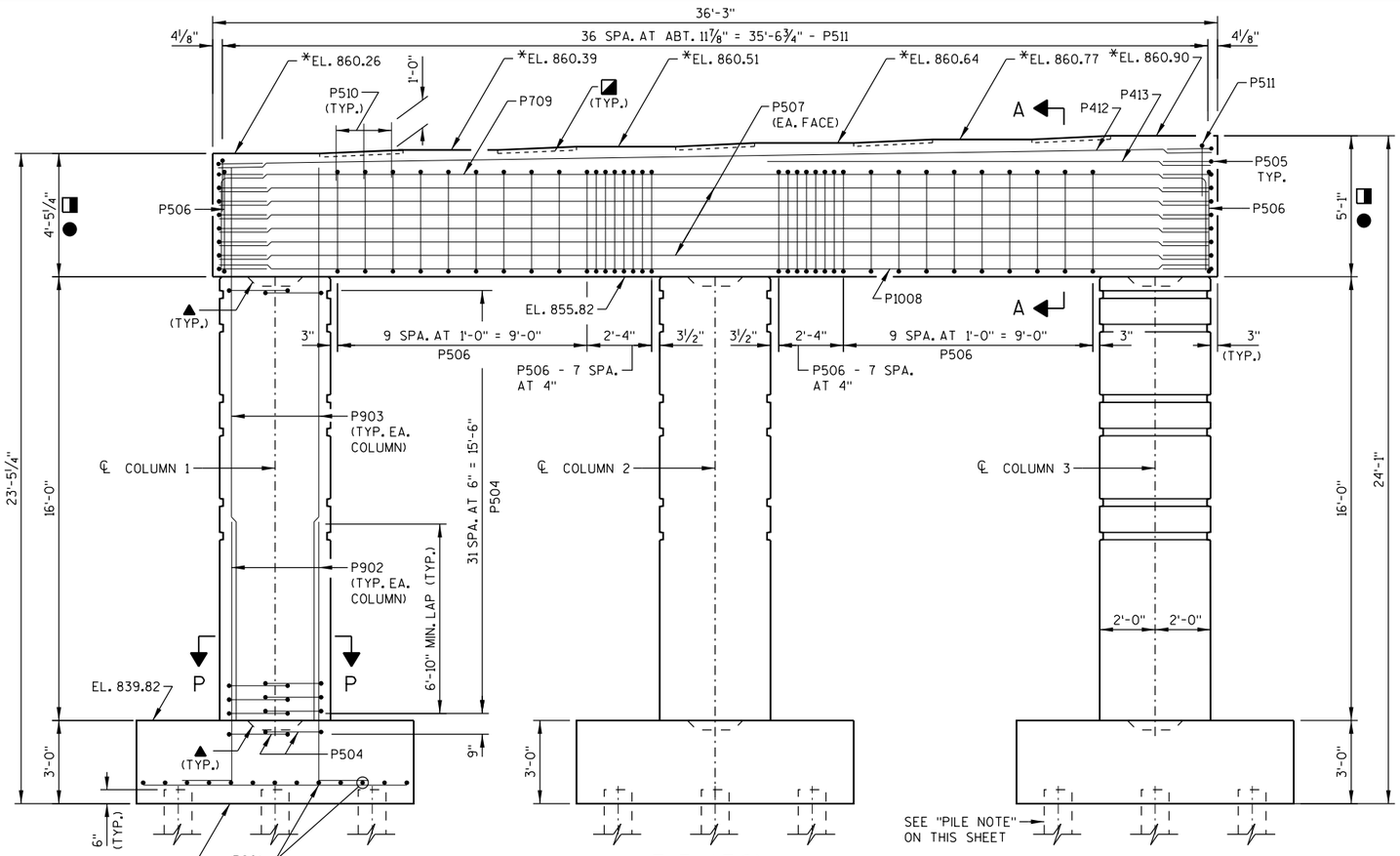
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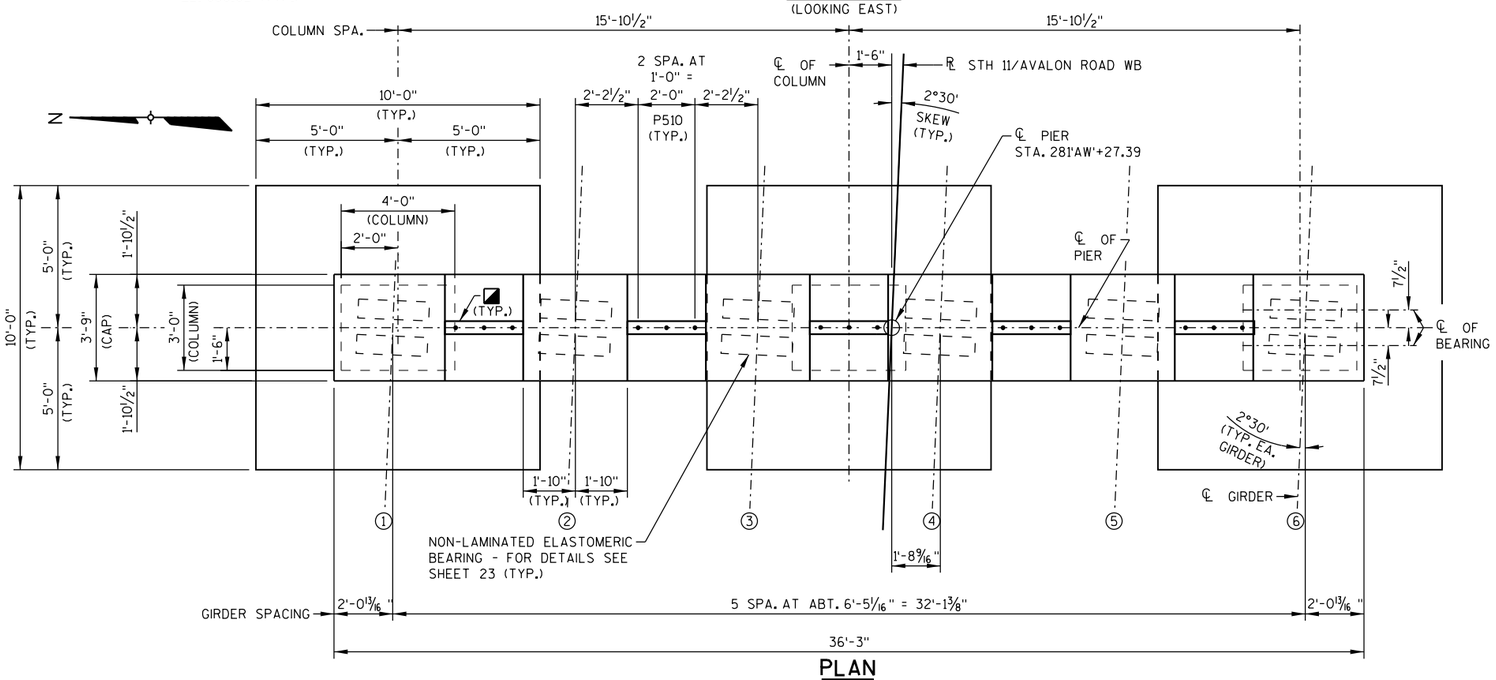
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STATE PROJECT NUMBER

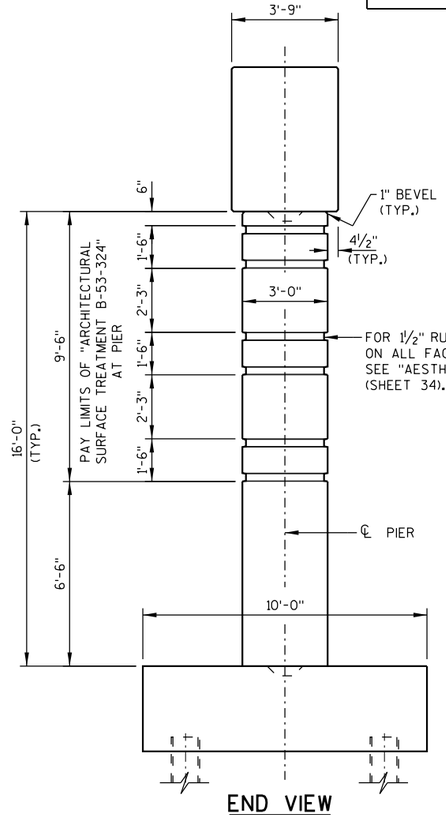
1003-10-72



ELEVATION
(LOOKING EAST)



PLAN



END VIEW
(LOOKING NORTH)

LEGEND

* ELEVATIONS AND DIMENSIONS ARE GIVEN AT THE TOP OF CONCRETE AT PIER ℄.

▲ CONSTRUCTION JOINT FORMED BY BEVELED 4" x 1'-3" x 2'-0" KEYWAY.

◪ KEYED CONST. JOINT FORMED BY BEVELED 2" x 6".

◒ THE CONTRACTOR MAY FURNISH PRECAST PIER CAPS, BEARING BLOCKS AND COLUMNS IN LIEU OF THE CAST-IN-PLACE PIER WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. CONTACT DAVE KIEKBUSCH (608-266-5084) OR JAMES LUEBKE (608-266-5098) FOR PRECAST PIER MEMBER STANDARDS. THE PRECAST PIER SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 7 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST PIER SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

● IF THE CONTRACTOR CHOOSES TO FURNISH PRECAST PIER MEMBERS, THE CAP HEIGHT SHALL BE 4'-0". THE REMAINING DIFFERENCE BETWEEN THE BEAM SEAT ELEVATIONS AND THE TOP OF THE 4'-0" CAP WILL BE THE "H" DIMENSION OF THE PRECAST BEARING BLOCKS.

NOTES

P510 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE.

SEE SHEET 16 FOR CAP AND FOOTING DETAILS.

SPACE LOWER CAP REINFORCEMENT TO MISS VERTICAL COLUMN STEEL.

PILE NOTE

PIER TO BE SUPPORTED ON PILING STEEL HP 12x53 LB DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 65'LONG.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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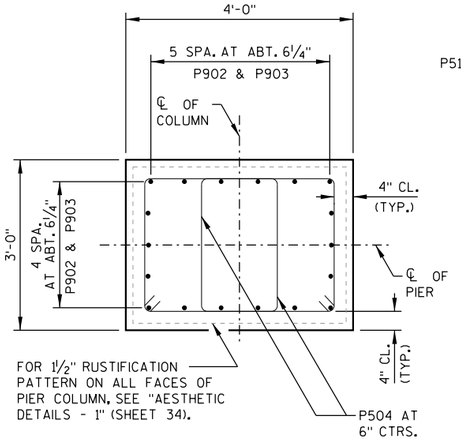
PIER

SHEET 15 OF 36
670

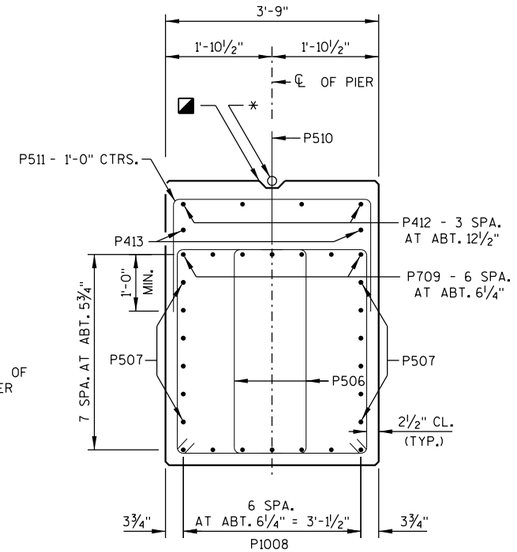
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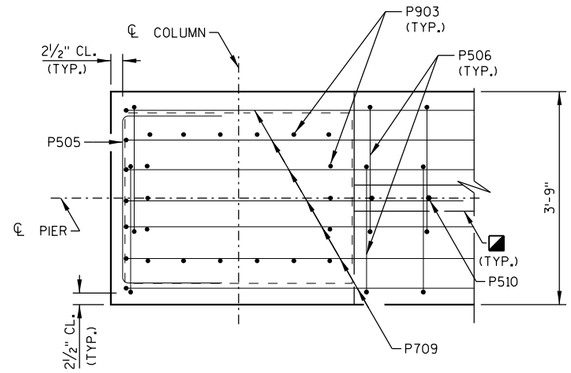
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BATCH PRINT SHEET 16 OF 36



SECTION P-P



SECTION A-A



PLAN VIEW SHOWING END OF CAP

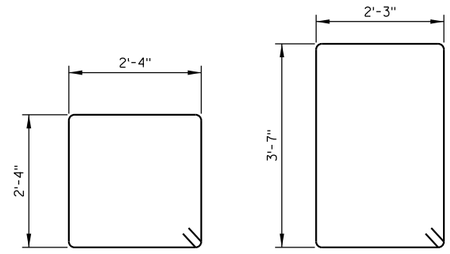
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 1,980 LBS
P801	78	9-6		FOOTINGS	HORIZ.
COATED BARS					TOTAL WEIGHT = 11,260 LBS
P902	54	10-9	X	PIER, COLUMNS & FOOTINGS	VERT.
P903	54	19-7		PIER, COLUMNS	VERT.
P504	198	10-0	X	PIER, COLUMNS - STIRRUPS	HORIZ.
P505	19	6-6	X	PIER, CAP - ENDS	HORIZ.
P506	72	12-4	X	PIER, CAP - STIRRUPS	VERT.
P507	12	35-10		PIER, CAP - SIDES	HORIZ.
P1008	7	35-10		PIER, CAP - BOTTOM	HORIZ.
P709	7	42-9	X	PIER, CAP - TOP	HORIZ.
P510	15	2-0		PIER, CAP - DOWELS	VERT.
P511	37	7-3	X	PIER, CAP - TOP	VERT.
P412	4	35-10		PIER, CAP - TOP	HORIZ.
P413	2	16-0		PIER, CAP - TOP	HORIZ.

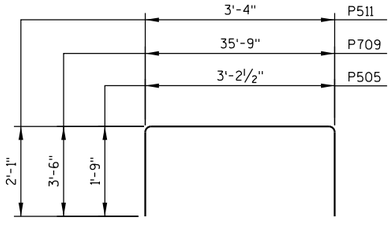
LEGEND

FOR SYMBOL LEGENDS SEE SHEET 15.

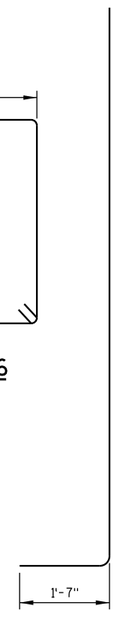


P504

P506

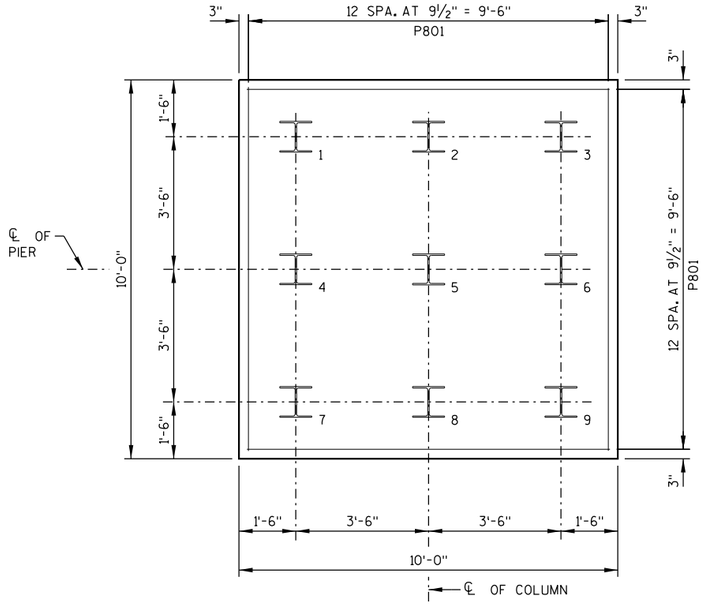


P505, P709, P511

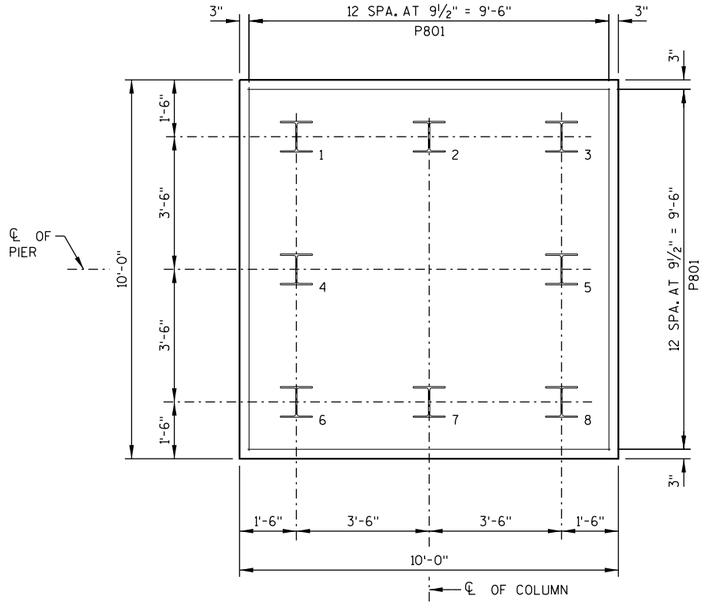


P902

N



INTERIOR FOOTING PLAN



EXTERIOR FOOTING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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PIER DETAILS

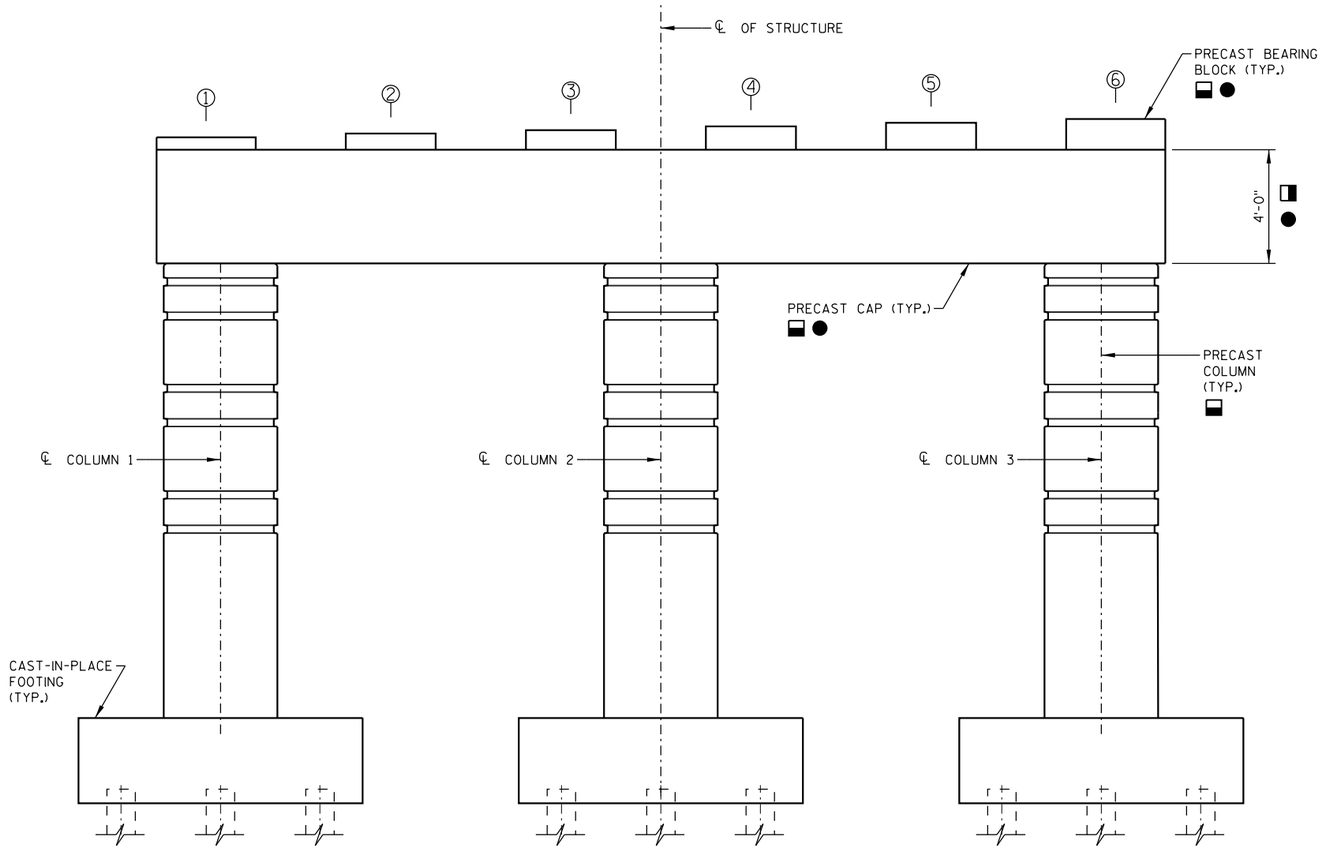
SHEET 16 OF 36
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STATE PROJECT NUMBER

1003-10-72



ELEVATION OF OPTIONAL PRECAST PIER

FOR INFORMATION ONLY
CONTACT DAVE KIEKBUSH (608-266-5084) OR
JAMES LUEBKE (608-266-5098) FOR PRECAST DETAILS

LEGEND

▬ THE CONTRACTOR MAY FURNISH PRECAST PIER CAPS, BEARING BLOCKS AND COLUMNS IN LIEU OF THE CAST-IN-PLACE PIER WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. CONTACT DAVE KIEKBUSCH (608-266-5084) OR JAMES LUEBKE (608-266-5098) FOR PRECAST PIER MEMBER STANDARDS. THE PRECAST PIER SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 7 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST PIER SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

● IF THE CONTRACTOR CHOOSES TO FURNISH PRECAST PIER MEMBERS, THE CAP HEIGHT SHALL BE 4'-0". THE REMAINING DIFFERENCE BETWEEN THE BEAM SEAT ELEVATIONS AND THE TOP OF THE 4'-0" CAP WILL BE THE "H" DIMENSION OF THE PRECAST BEARING BLOCKS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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PIER ALTERNATE

SHEET 17 OF 36
672

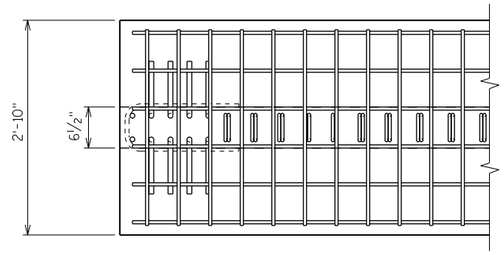
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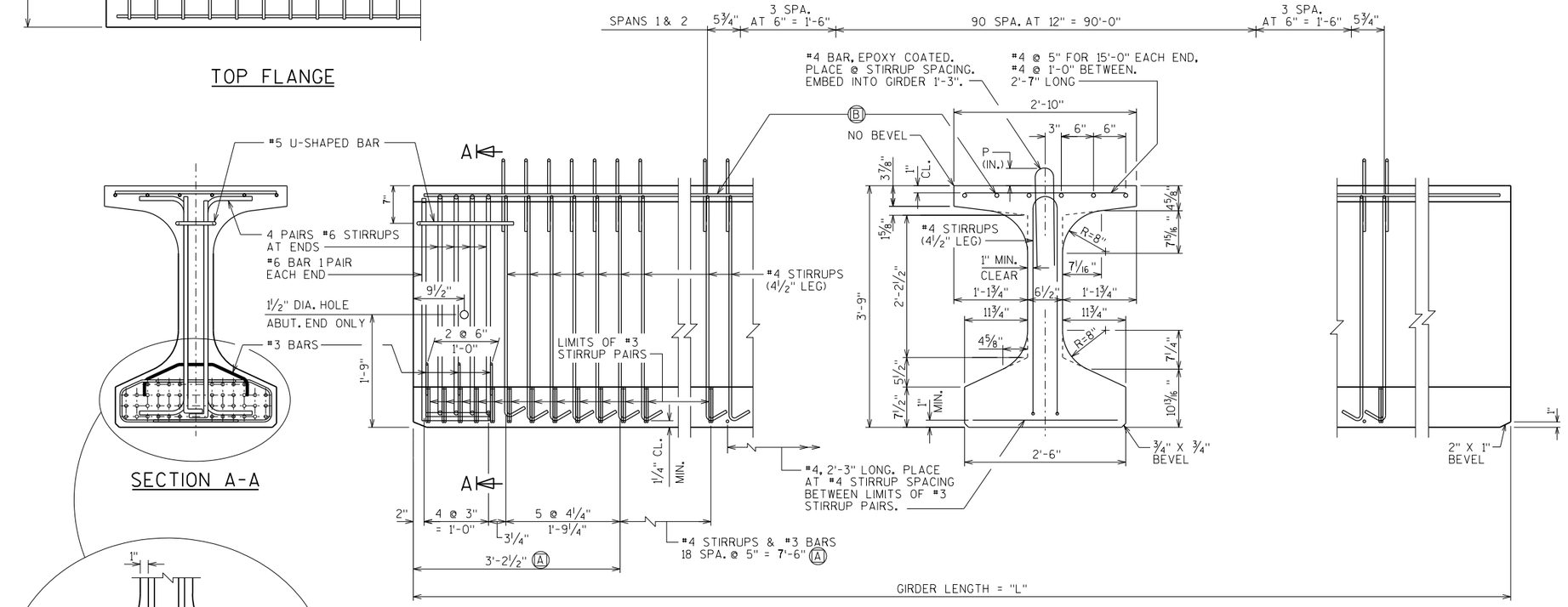
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PLOT DATE: 4/1/2015 PLOT TIME: 1:35:07 PM BATCH PRINT SHEET 18 OF 36

STATE PROJECT NUMBER

1003-10-72



TOP FLANGE



NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

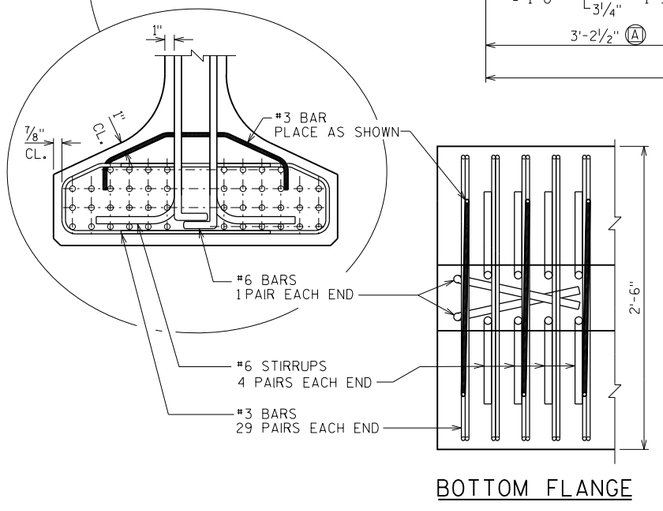
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

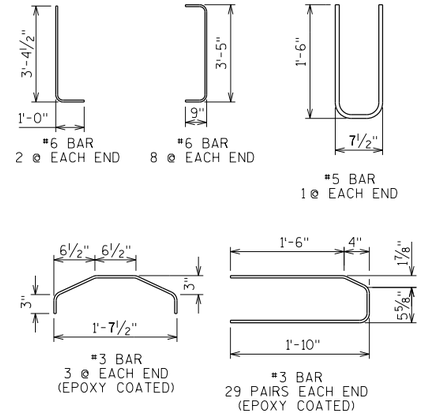


BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11" (SPANS 1 & 2)



NO.	DATE	REVISION	BY

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STRUCTURE B-53-324

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45W" PRESTRESSED GIRDER DETAILS-1

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673

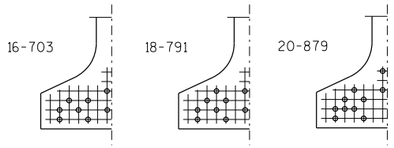
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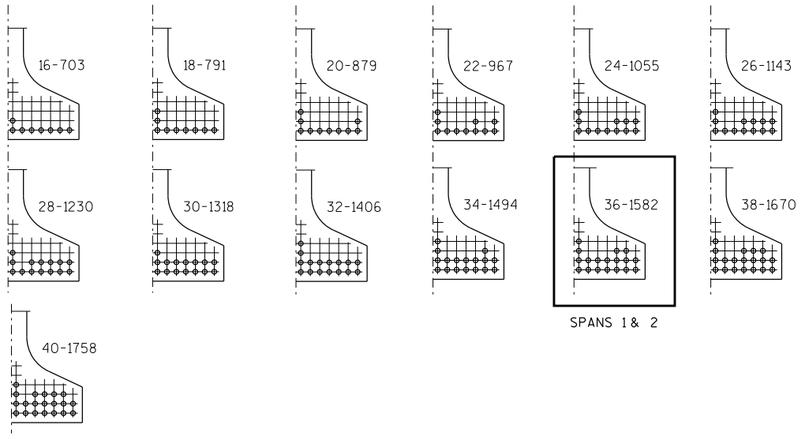
STATE PROJECT NUMBER

1003-10-72



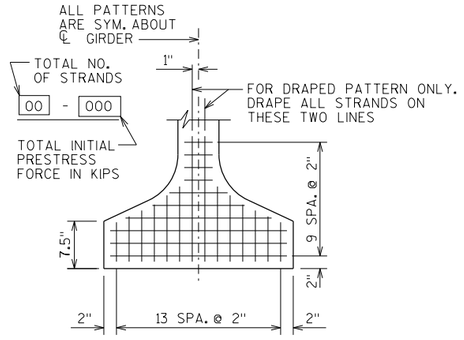
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"ϕ STRANDS

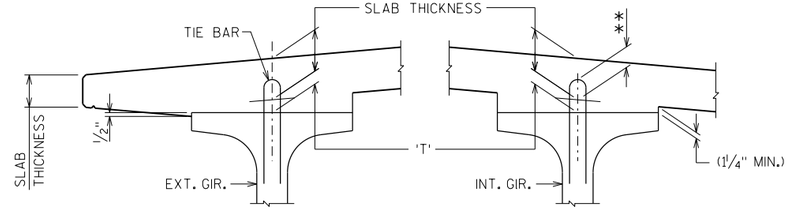


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"ϕ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

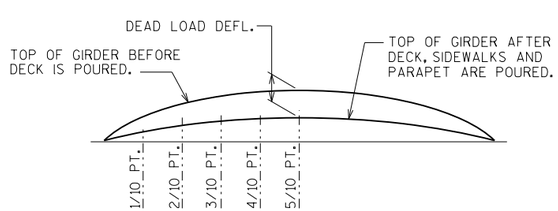
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



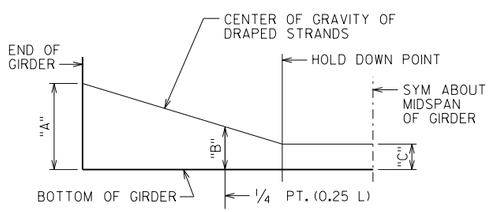
DEAD LOAD DEFLECTION DIAGRAM

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	4.06
2	4.06

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DRAPED STRAND PROFILE

* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) *	("A"	"B" MIN.	"B" MAX.	"C")	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) *
1	1 - 6	115'-4½"	0.81	1.58	2.17	2.54	2.66	2.52	2.14	1.54	0.79	8,000	8"	7¼"	8"	0.6	36	6,800	40	13.75	16.75	5		
2	1 - 6	115'-4½"	0.78	1.53	2.13	2.51	2.65	2.54	2.16	1.57	0.81	8,000	8"	7¼"	8"	0.6	36	6,800	40	13.75	16.75	5		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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45W" PRESTRESSED GIRDER DETAILS-2

SHEET 19 OF 36
674

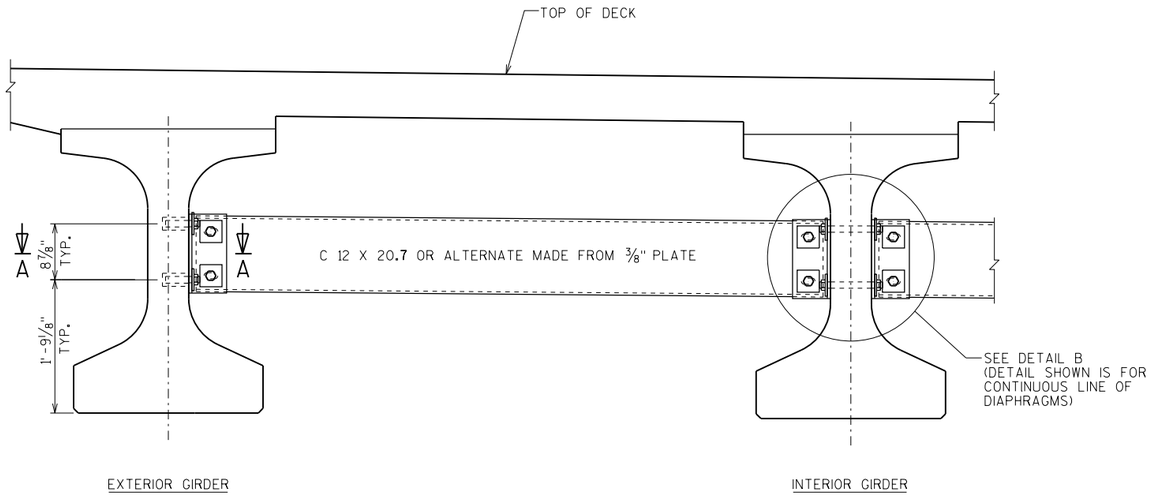
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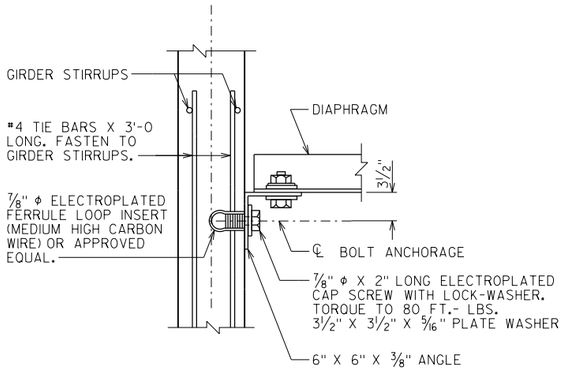
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STATE PROJECT NUMBER

1003-10-72



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)

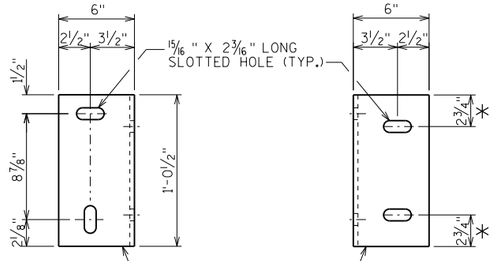
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-53-324", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

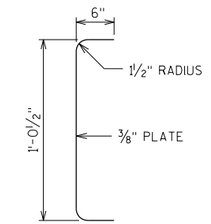
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.

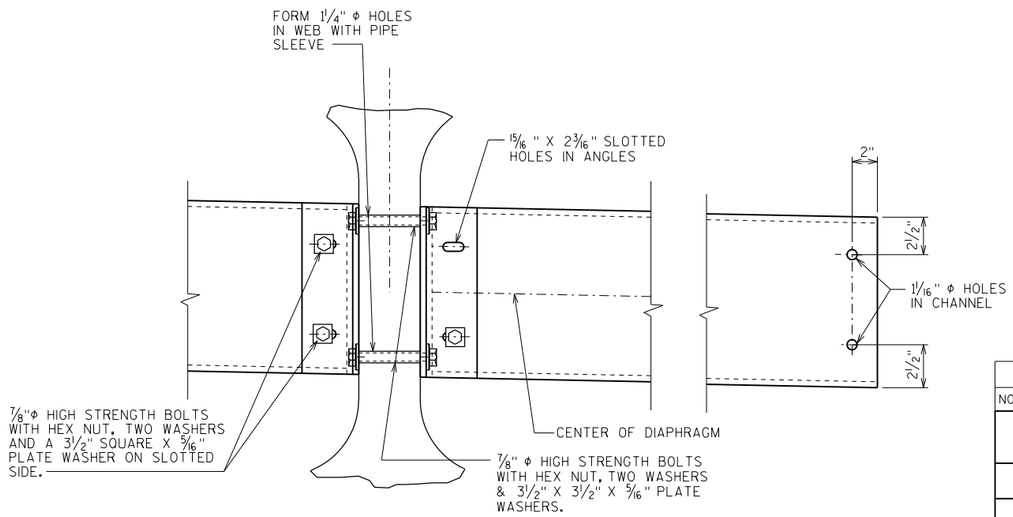


DIAPHRAGM SUPPORT

* 2 1/2" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM



(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

INTERMEDIATE STEEL DIAPHRAGMS

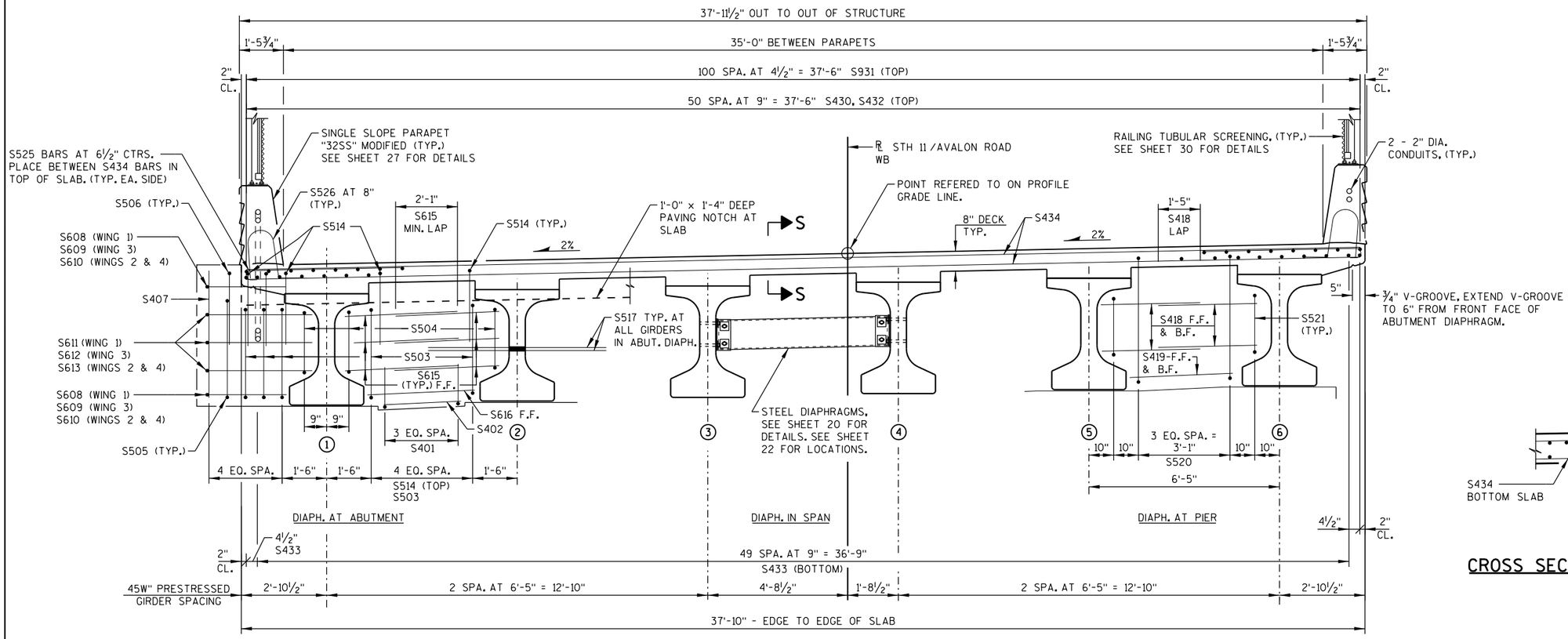
SHEET 20 OF 36
675

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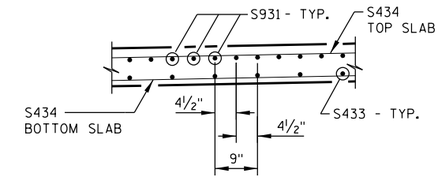
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STATE PROJECT NUMBER
1003-10-72



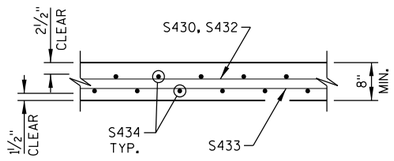
CROSS-SECTION THRU ROADWAY

(LOOKING EAST)

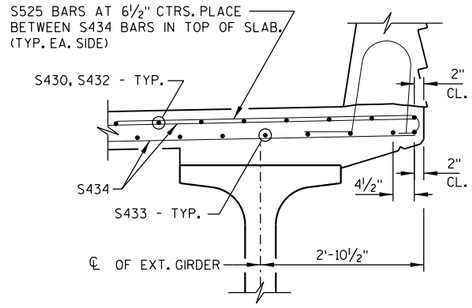


CROSS SECTION THRU SLAB - AT PIER

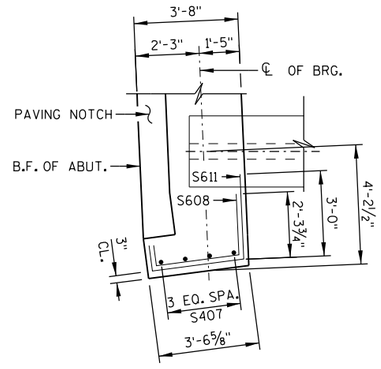
LOOKING EAST



SECTION S-S

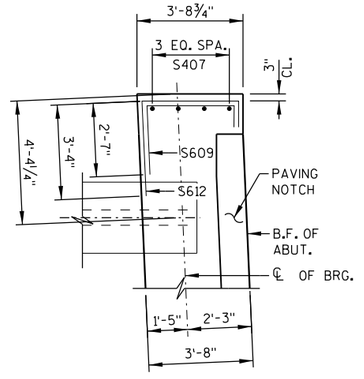


OVERHANG DETAIL



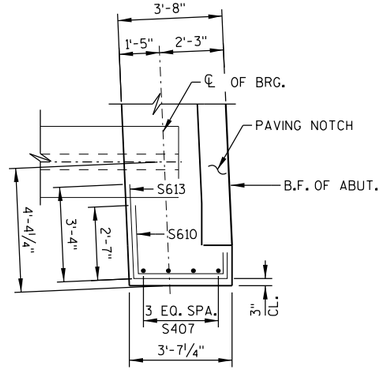
DETAIL A

DIAPH. AT WING 1



DETAIL B

DIAPH. AT WING 3



DETAIL C

DIAPH. AT WINGS 2 & 4

TOP OF DECK ELEVATIONS

	℄ OF BRG. W. ABUT.	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF PIER	0.1 PT.	0.2 PT.	0.3 PT.	0.4 PT.	0.5 PT.	0.6 PT.	0.7 PT.	0.8 PT.	0.9 PT.	℄ OF BRG. E. ABUT.
N. EOD	864.34	864.41	864.47	864.54	864.60	864.67	864.73	864.80	864.86	864.93	865.00	865.06	865.13	865.19	865.26	865.32	865.39	865.45	865.52	865.59	865.65
GIRDER 1	864.37	864.44	864.50	864.57	864.63	864.70	864.76	868.83	864.90	864.96	865.03	865.09	865.16	865.22	865.29	865.35	865.42	865.49	865.55	865.62	865.68
GIRDER 2	864.50	864.57	864.63	864.70	864.77	864.83	864.90	864.96	865.03	865.09	865.16	865.22	865.29	865.36	865.42	865.49	865.55	865.62	865.68	865.75	865.81
GIRDER 3	864.63	864.70	864.77	864.83	864.90	864.96	865.03	865.09	865.16	865.22	865.29	865.36	865.42	865.49	865.55	865.62	865.68	865.75	865.81	865.88	865.95
GIRDER 4	864.76	864.82	864.89	864.95	865.02	865.08	865.15	865.21	865.28	865.35	865.41	865.48	865.54	865.61	865.67	865.74	865.80	865.87	865.94	866.00	866.07
GIRDER 5	864.89	864.95	865.02	865.08	865.22	865.22	865.28	865.35	865.41	865.48	865.54	865.61	865.67	865.74	865.81	865.87	865.94	866.00	866.07	866.13	866.20
GIRDER 6	865.02	865.08	865.15	865.22	865.35	865.35	865.41	865.48	865.54	865.61	865.67	865.74	865.81	865.87	865.94	866.00	866.07	866.13	866.20	866.26	866.33
S. EOD	865.05	865.12	865.18	865.25	865.38	865.38	865.44	865.51	865.57	865.64	865.71	865.77	865.84	865.90	865.97	866.03	866.10	866.16	866.23	866.30	866.36

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

SUPERSTRUCTURE-1

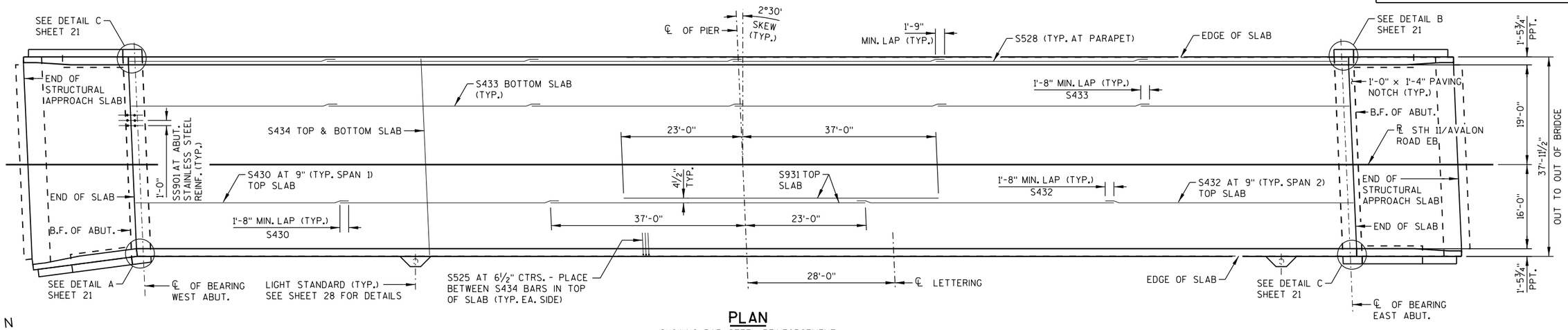
SHEET 21 OF 36
676

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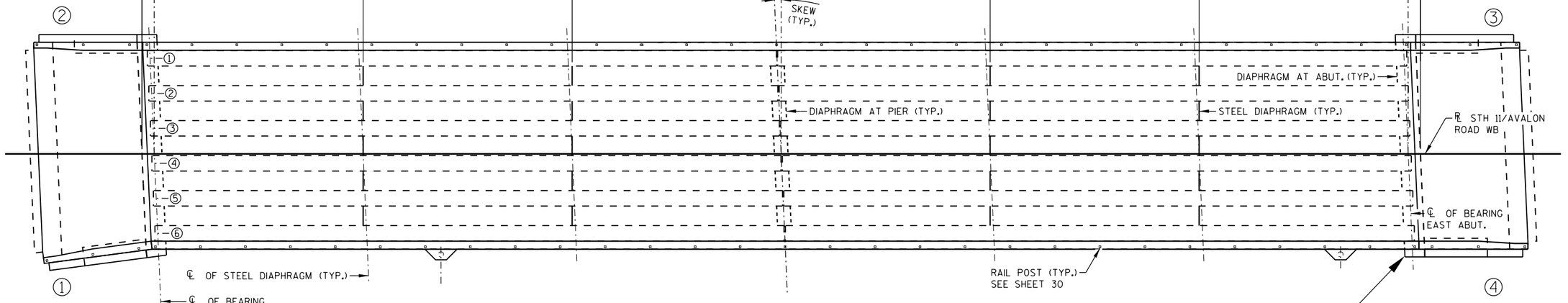
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STATE PROJECT NUMBER

1003-10-72



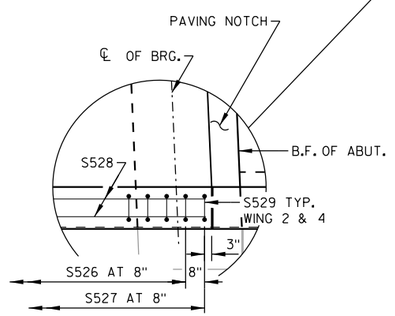
PLAN
SHOWING BAR STEEL REINFORCEMENT



PLAN
SHOWING DIAPHRAGM SPACING

NOTES

1. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.
2. THE BOTTOM TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
3. LAP LONGITUDINAL NO. 5 BARS IN PARAPET 1'-9" MIN.
4. LAP NO. 4 BARS 1'-8" MIN. IN SLAB.
5. ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED PARALLEL TO SUBSTRUCTURE UNITS.
6. EDGE OF DECK (EOD) ELEVATIONS ARE CALCULATED ASSUMING CROSS SLOPE CONTINUES TO FRONT FACE OF PARAPET.



TYPICAL REINFORCING FOR PARAPET

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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SUPERSTRUCTURE-2

SHEET 22 OF 36
677

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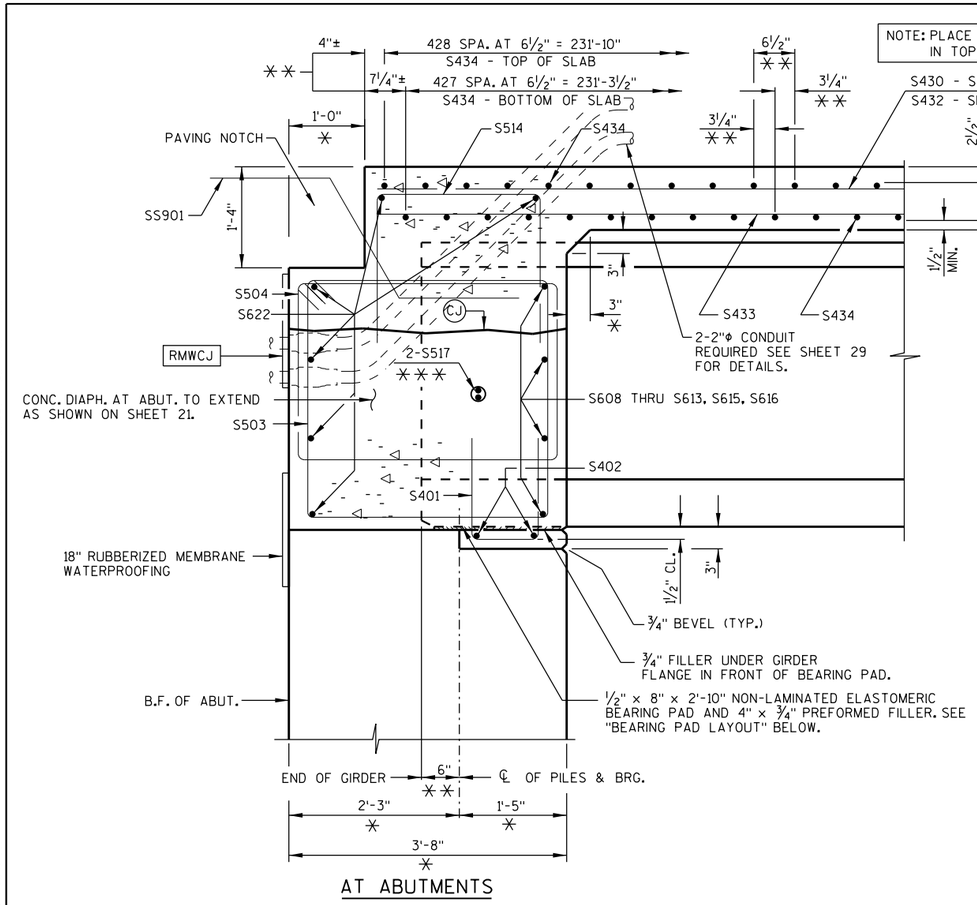
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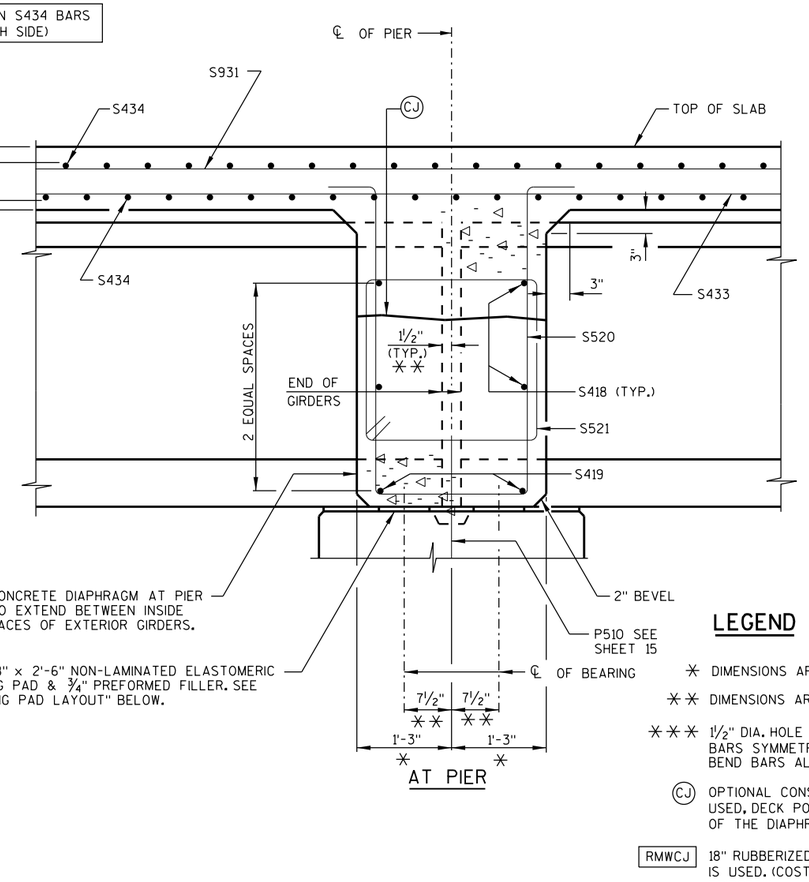
STATE PROJECT NUMBER

1003-10-72

NOTE: PLACE S525 BARS BETWEEN S434 BARS IN TOP OF SLAB. (TYP. EACH SIDE)



AT ABUTMENTS



AT PIER

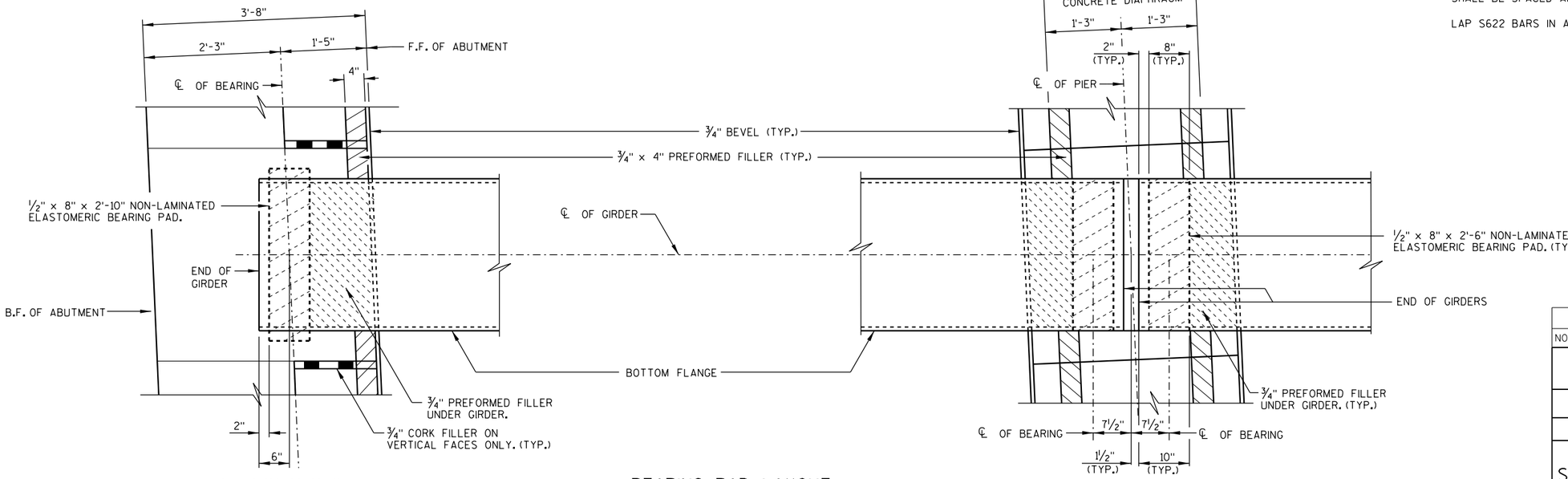
LEGEND

- ✳ DIMENSIONS ARE GIVEN NORMAL TO ℄ OF SUBSTRUCTURE UNITS.
- ✳✳ DIMENSIONS ARE GIVEN PARALLEL TO THE GIRDER ℄.
- ✳✳✳ 1½" DIA. HOLE IN WEB FOR S517 BARS. PLACE TWO S517 BARS SYMMETRICAL ABOUT THE ℄ OF EACH GIRDER. FIELD BEND BARS ALONG SKEW. SEE "SIDE VIEW" ON SHEET 21 FOR DETAILS.
- (CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.
- RMWCJ 18" RUBBERIZED MEMBRANE WATERPROOFING IF CONSTRUCTION JOINT IS USED. (COST INCLUDED WITH BID ITEM "CONCRETE MASONRY BRIDGES")

NOTE: ALL VERTICAL BAR STEEL REINFORCEMENT IN CONCRETE DIAPHRAGMS SHALL BE SPACED AND PLACED PARALLEL TO GIRDERS.

LAP S622 BARS IN ABUTMENT DIAPHRAGM 3'-6" MIN.

PART LONGITUDINAL SECTION



AT ABUTMENTS

BEARING PAD LAYOUT

AT PIER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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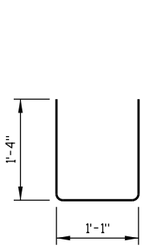
SUPERSTRUCTURE-3

SHEET 23 OF 36
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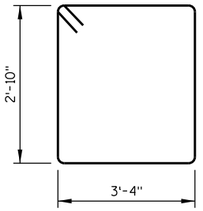
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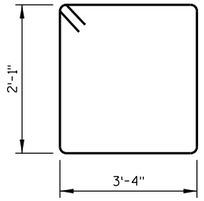
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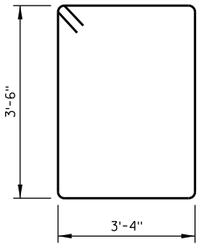
S401



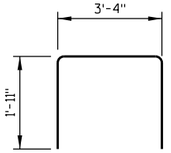
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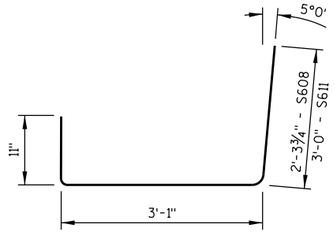
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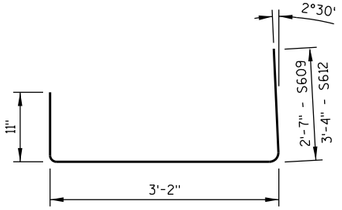
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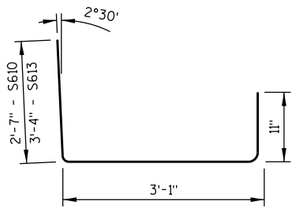
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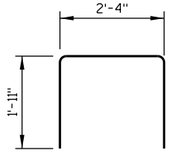
S608 & S611



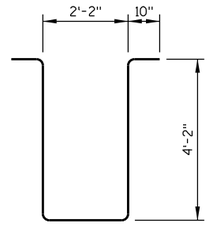
S609 & S612



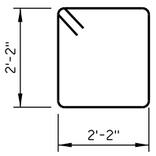
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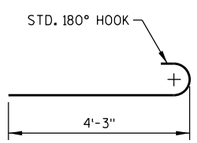
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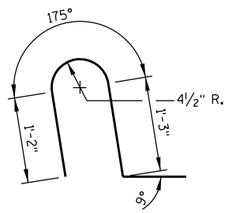
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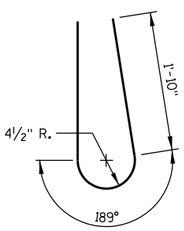
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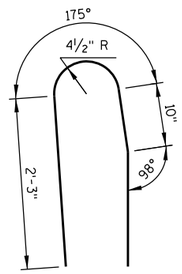
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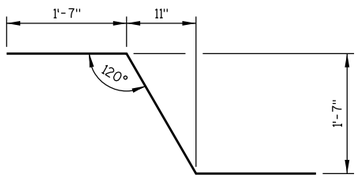
S526



S527



S529



SS901

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION	
STAINLESS STEEL BARS				TOTAL WEIGHT = 1,330 LBS	
SS901	78	5-0	X	ABUTMENT DIAPHRAGM TO APPROACH SLAB	LONGIT.
COATED BARS				TOTAL WEIGHT = 74,420 LBS	
S401	40	3-7	X	ABUTMENT DIAPHRAGM - BOTTOM	VERT.
S402	20	2-6		ABUTMENT DIAPHRAGM - BOTTOM	HORIZ.
S503	62	13-0	X	ABUTMENT DIAPHRAGM - STIRRUPS	VERT.
S504	24	11-6	X	ABUTMENT DIAPHRAGM - STIRRUPS	VERT.
S505	4	14-4	X	ABUTMENT DIAPHRAGM - STIRRUPS	VERT.
S506	4	6-11	X	ABUTMENT DIAPHRAGMS - ENDS	VERT.
S407	16	4-4		ABUTMENT DIAPHRAGMS - ENDS	VERT.
S608	2	6-1	X	ABUTMENT DIAPHRAGM - END - WING 1	HORIZ.
S609	2	6-5	X	ABUTMENT DIAPHRAGM - END - WING 3	HORIZ.
S610	4	6-4	X	ABUTMENT DIAPHRAGMS - ENDS - WINGS 2 & 4	HORIZ.
S611	3	6-9	X	ABUTMENT DIAPHRAGM - END - WING 1	HORIZ.
S612	3	7-2	X	ABUTMENT DIAPHRAGM - END - WING 3	HORIZ.
S613	6	7-1	X	ABUTMENT DIAPHRAGMS - ENDS - WINGS 2 & 4	HORIZ.
S514	62	5-11	X	ABUTMENT DIAPHRAGM - TOP	VERT.
S615	60	3-10		ABUTMENT DIAPHRAGM - BETWEEN GIRDERS	HORIZ.
S616	10	3-5		ABUTMENT DIAPHRAGM - BETWEEN GIRDERS	HORIZ.
S517	24	6-0		ABUTMENT DIAPHRAGM - THRU GIRDER WEB	HORIZ.
S418	40	3-6		PIER DIAPHRAGM - BETWEEN GIRDERS	HORIZ.
S419	10	3-5		PIER DIAPHRAGM - BETWEEN GIRDERS	HORIZ.
S520	20	11-8	X	PIER DIAPHRAGM - BETWEEN GIRDERS	VERT.
S521	10	9-4	X	PIER DIAPHRAGM - STIRRUPS	VERT.
S622	24	22-0		ABUTMENT DIAPHRAGM - B.F.	LONGIT.
S525	856	4-10	X	SUPERSTRUCTURE - TOP - AT EACH EDGE	TRANS.
S526	696	4-5	X	PARAPET	VERT.
S527	698	5-0	X	PARAPET	VERT.
S528	84	34-8		PARAPET	HORIZ.
S529	2	5-10	X	PARAPET	VERT.
S430	102	41-3		SUPERSTRUCTURE - TOP	LONGIT.
S931	101	60-0		SUPERSTRUCTURE - TOP- AT PIER	LONGIT.
S432	102	48-3		SUPERSTRUCTURE - TOP	LONGIT.
S433	312	40-1		SUPERSTRUCTURE - BOTTOM	LONGIT.
S434	857	37-4		SUPERSTRUCTURE - TOP & BOTTOM	TRANS.

SS901 (STAINLESS STEEL) REINFORCEMENT TO BE INCLUDED IN BID ITEM "BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES". SEE SHEETS 22, 25 & 26 FOR PLACEMENT.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

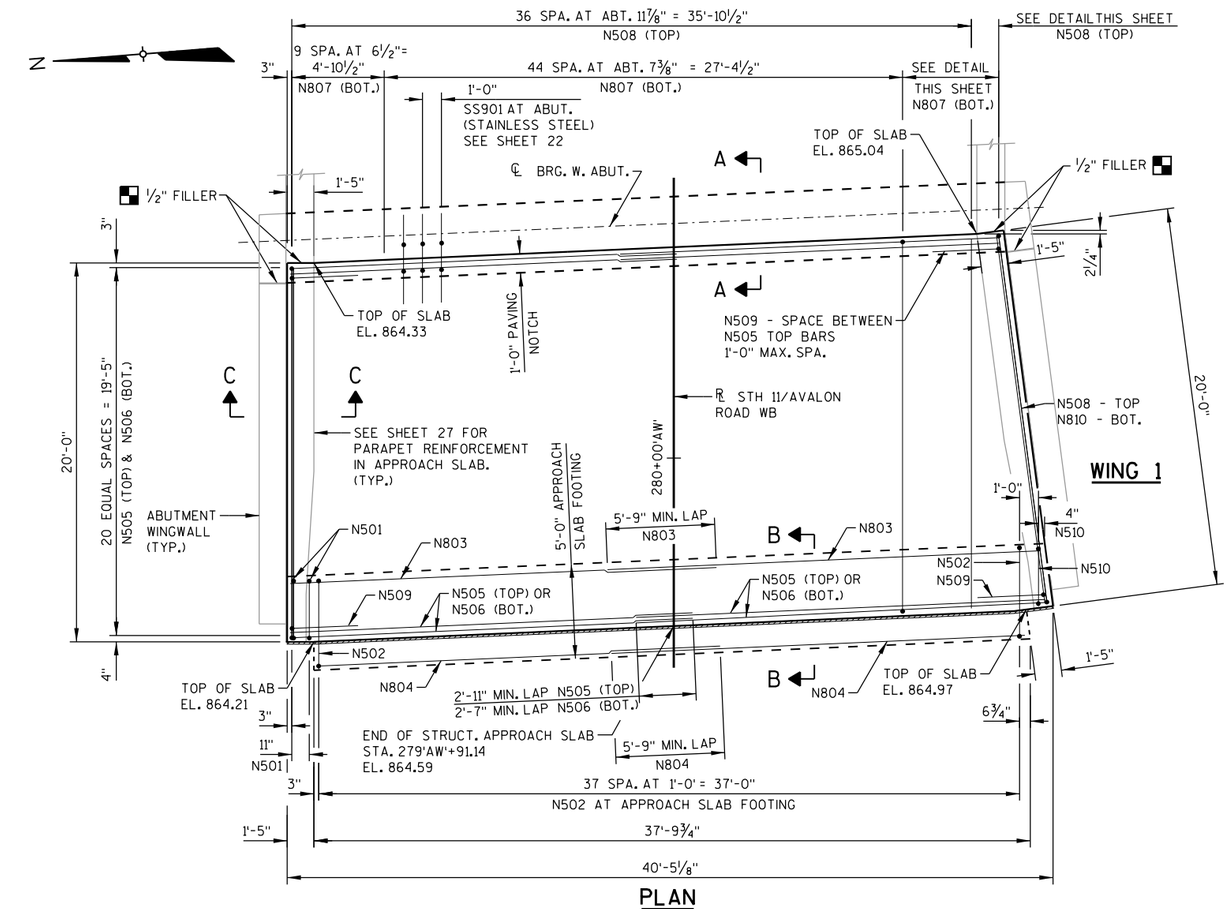
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SUPERSTRUCTURE-4

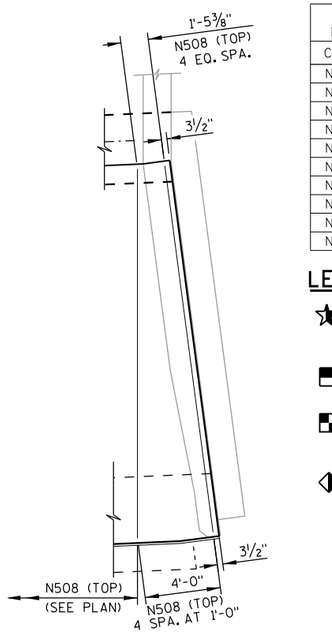
SHEET 24 OF 36
679

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PLAN



N508 DETAIL AT WING 1

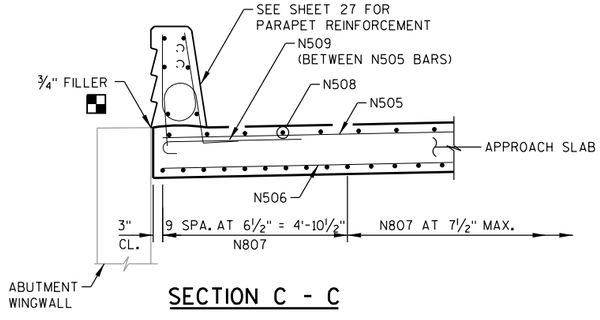
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

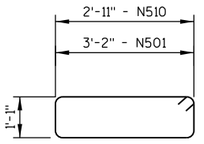
MARK	NO. REQD	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS					TOTAL WEIGHT = 8,730 LBS	
N501	2	9 - 2	X		APPROACH SLAB FOOTING - STIRRUP	VERT.
N502	38	12 - 2	X		APPROACH SLAB FOOTING - STIRRUP	VERT.
N803	16	23 - 0			APPROACH SLAB FOOTING	TRANS.
N804	8	21 - 8			APPROACH SLAB FOOTING	TRANS.
N505	42	21 - 7			APPROACH SLAB - TOP	TRANS.
N506	42	21 - 5			APPROACH SLAB - BOTTOM	TRANS.
N807	68	21 - 4	X		APPROACH SLAB - BOTTOM	LONG.
N508	41	19 - 8			APPROACH SLAB - TOP	LONG.
N509	40	4 - 1	X		APPROACH SLAB - TOP OUTSIDE EDGE	TRANS.
N510	1	8 - 8	X		APPROACH SLAB FOOTING - STIRRUP	VERT.

LEGEND

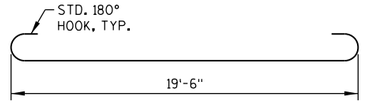
- ★ STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.
- ▬ PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.
- ▪ SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF AS NOTED FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- ◆ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.



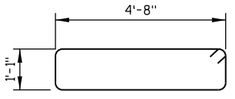
SECTION C - C



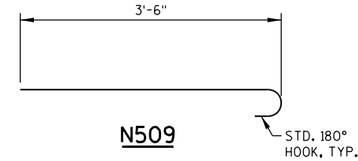
N501, N510



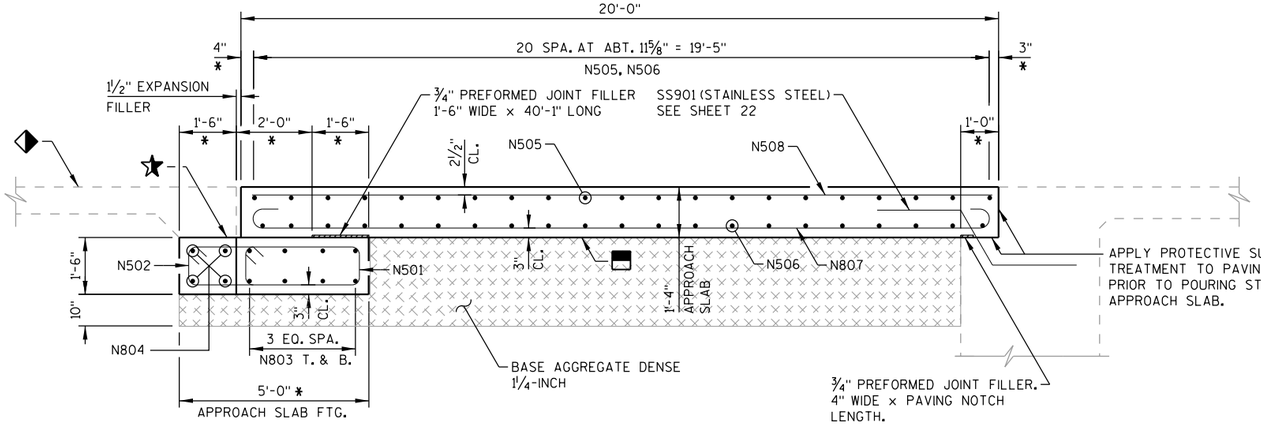
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N502



N509

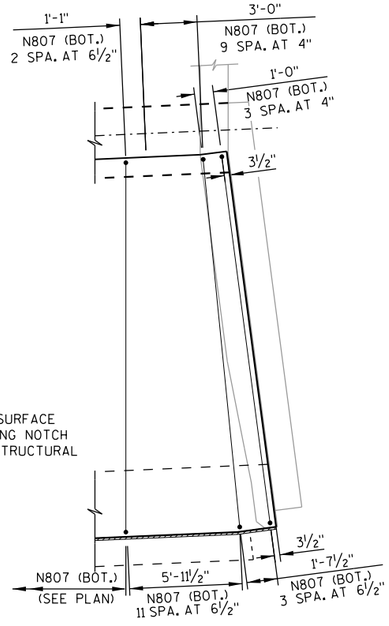


SECTION B - B

SECTION A - A

SECTION THRU APPROACH SLAB

* DIMENSIONS MEASURED NORMAL TO ABUTMENT



N807 DETAIL AT WING 1

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. EAN

WEST STRUCTURAL APPROACH SLAB

SHEET 25 OF 36
680

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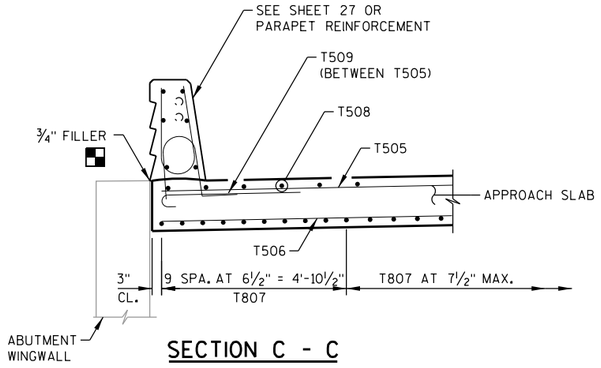
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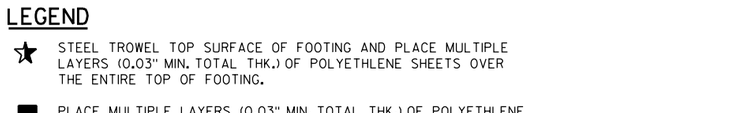
STATE PROJECT NUMBER
1003-10-72

LEGEND

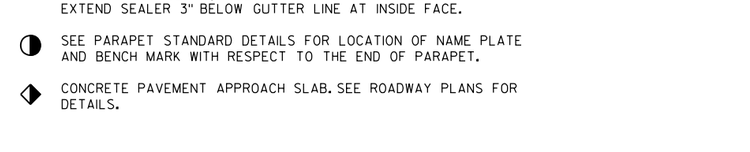
- ★ STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.
- ▬ PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.
- ▪ SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF AS NOTED FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- ◑ SEE PARAPET STANDARD DETAILS FOR LOCATION OF NAME PLATE AND BENCH MARK WITH RESPECT TO THE END OF PARAPET.
- ◆ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.



SECTION C - C



T501 T502

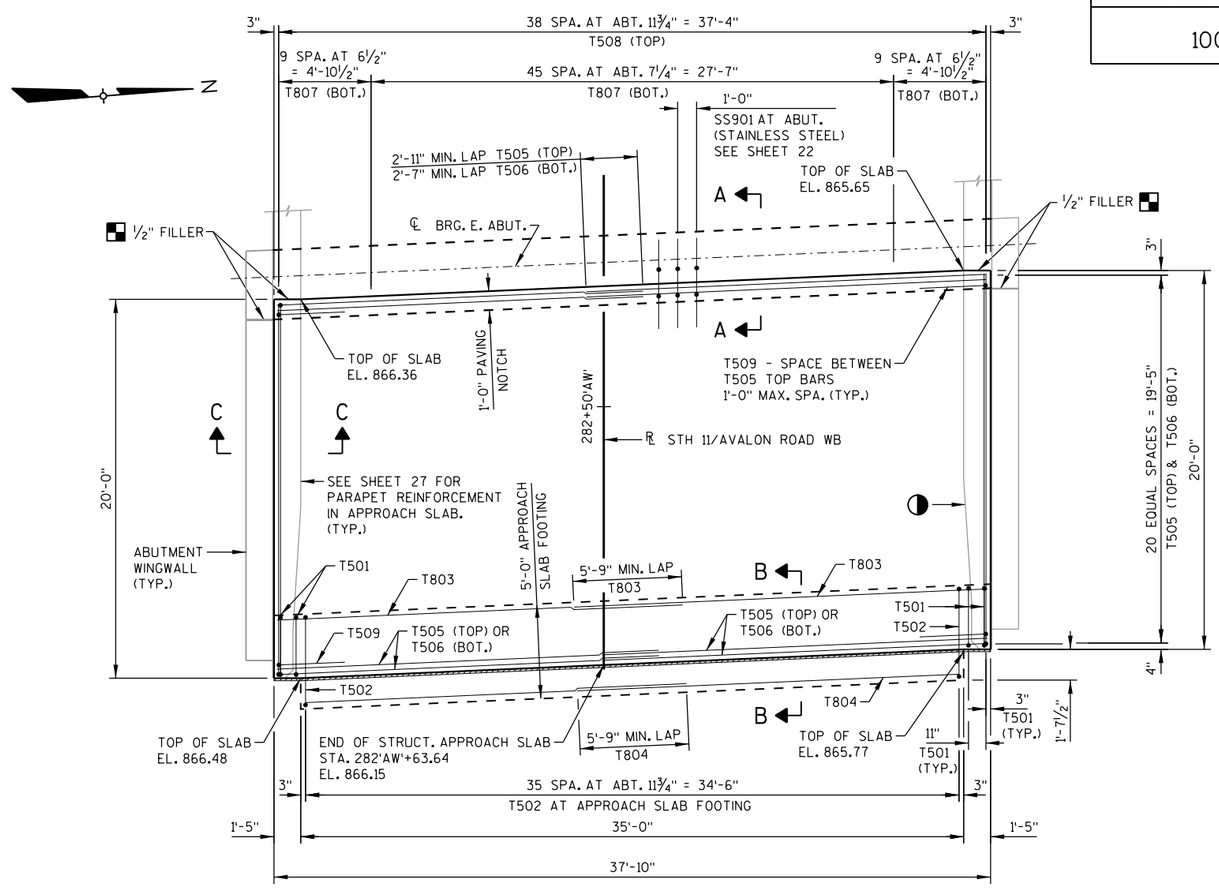


T509 T807

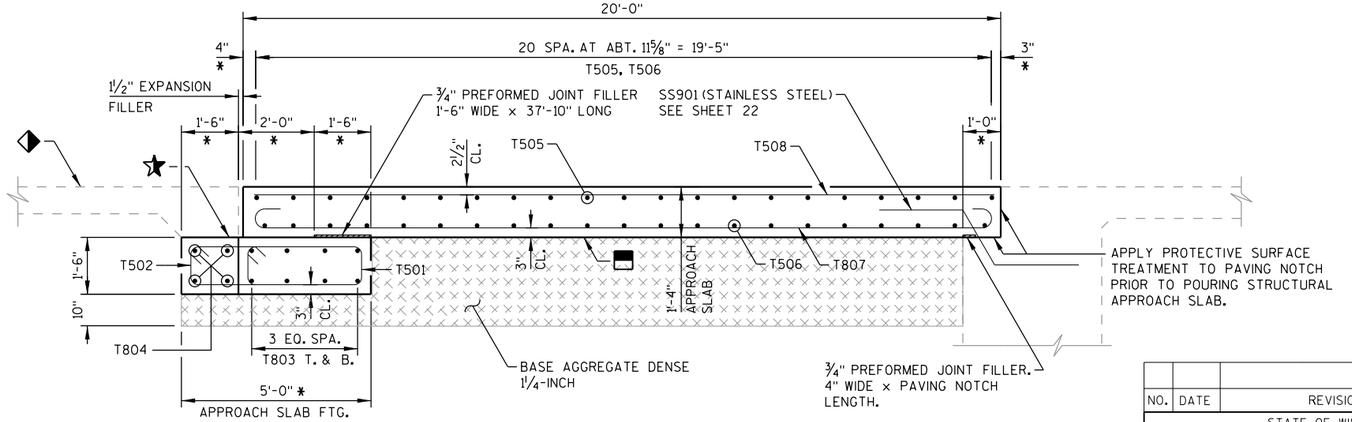
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQD	LENGTH	BENT	LOCATION
COATED BARS				TOTAL WEIGHT = 8,230 LBS
T501	4	9-2	X	APPROACH SLAB FOOTING - STIRRUP VERT.
T502	36	12-2	X	APPROACH SLAB FOOTING - STIRRUP VERT.
T803	16	21-7		APPROACH SLAB FOOTING TRANS.
T804	8	20-2		APPROACH SLAB FOOTING TRANS.
T505	42	20-2		APPROACH SLAB - TOP TRANS.
T506	42	20-0		APPROACH SLAB - BOTTOM TRANS.
T807	64	21-4	X	APPROACH SLAB - BOTTOM LONG.
T508	39	19-8		APPROACH SLAB - TOP LONG.
T509	40	4-1	X	APPROACH SLAB - TOP OUTSIDE EDGE TRANS.



PLAN



SECTION B - B

SECTION A - A

SECTION THRU APPROACH SLAB

* DIMENSIONS MEASURED NORMAL TO ABUTMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. EAN

EAST STRUCTURAL APPROACH SLAB

SHEET 26 OF 36
681

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STATE PROJECT NUMBER

1003-10-72

SEE "STRUCTURAL APPROACH SLAB" SHEETS 25 & 26 FOR PARAPET LENGTHS

2'-6" 6'-6" 1'-8" 2'-0" 1'-0"±

℄ OF ANCHOR ASSEMBLY FOR THRIE BEAM. SEE "GENERAL PLAN" SHT. FOR WING LOCATIONS.

NAME PLATE. WING 3 ONLY.

9" 1'-9"

END OF STRUCTURAL APPROACH SLAB

STRUCTURAL APPROACH SLAB FOOTING

FOR RUSTIFICATION SEE (AESTHETIC DETAILS-1" SHEET 34 (TYP.).

INSIDE ELEVATION

FOR ARCHITECTURAL SURFACE TREATMENT SEE SHEET 36. (TYP.)

1'-0¾" R508 ℄ OF ANCHOR ASSEMBLY R505 1'-2" R504 R507 ¾" FILLER

SECTION A

1'-0¾" R508 R506 1'-6" 1'-2" R504 R503 R507 ¾" FILLER

SECTION B

1'-5¾" 1'-0¾" 5" R508 R502 2'-8" 1'-2" 1" R501 R507 ¾" FILLER

SECTION C

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
E. ABUTMENT WEIGHT 1095 LBS., W. ABUTMENT WEIGHT 1095 LBS.

MARK	NO. REQD	LENGTH	BENT	LOCATION	
COATED BARS				TOTAL WEIGHT = 2,190 LBS	
R501	72	5-10	X	PARAPET	VERT.
R502	72	5-0	X	PARAPET	VERT.
R503	48	3-0	X	PARAPET	VERT.
R504	68	5-7	X	PARAPET	VERT.
R505	44	4-9	X	PARAPET	VERT.
R506	24	4-10	X	PARAPET	VERT.
R507	4	19-6	X	PARAPET	HORIZ.
R508	20	19-4		PARAPET	HORIZ.

LEGEND

- ◐ CONST. JOINT - STRIKE OFF AS SHOWN.
- ◆ SLOPE FOR DRAINAGE
- ◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.
- ▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.
- ◩ BENCH MARK CAP (WHEN SUPPLIED) AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.

175° 4½" R 1'-2" 1'-3" 9° — R501

4½" R 189° 1'-10" 2'-0" 9° — R502 R503

6" 1'-8" — R504

2'-0" 2½" R — R505

1'-11" 3½" R 183° — R506

1'-6" 7'-3" 176° 184° — R507

18'-0" WING LENGTH

WING 1'-5" WING 1'-0⅜" PARAPET 5" ½" FILLER

R504 R505 ¾" FILLER R506 R508 R502 R503 R501 R507

5" 2'-1" 2'-6" 6'-6" 9'-0"

PAVING NOTCH

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.

PLAN

A B C R508 R505 R506 R504 R502 R503 R501 2'-8"

END OF STRUCTURAL APPROACH SLAB

5" 4 SPA. @ 6"=2'-0" 6" 5 SPA. @ 6"= 2'-6" 6" 5 SPA. @ 6"= 2'-6" 6" SPA. @ 8"

R504, R505 R503, R504, R505 R503, R504, R506 R501, R502

STRUCTURAL APPROACH SLAB FOOTING

OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)

SEE PARAPET AESTHETICS, SHEET 36

1'-5¾" 1'-0¾" 5" S528 S527 @ 8" (2) - 2"Φ RIGID NONMETALLIC CONDUITS. SEE SHEET 29 FOR DETAILS. 2'-8" 1'-2" 1" S526 @ 8" ¾" 5" ¾" CONTINUOUS V-GROOVE. TERMINATE 2'-0" AWAY FROM FACE OF ABUTMENT. 1'-5" LEVEL

SECTION THRU PARAPET ON BRIDGE

THREADED INSERTS FOR ⅞" Φ X 2" LONG GALVANIZED HEX HEAD CAP SCREWS. CAP SCREWS TO BE THREADED A MIN. OF 1⅛" AND SHALL BE SUPPLIED, INCLUDING WASHERS, WITH ASSEMBLY. INSERTS TO BE THREADED A MINIMUM OF 1¾".

5/16"Φ BARS WELD TO INSERTS SYM. ABOUT ℄ ASSEMBLY 7⅝" 3⅛" 2" 5" FACE OF CONCRETE END OF INSERT TO BE CLOSED 5/16" Φ BARS WELD TO INSERTS. 8"

DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM PLANS CK'D. KRH

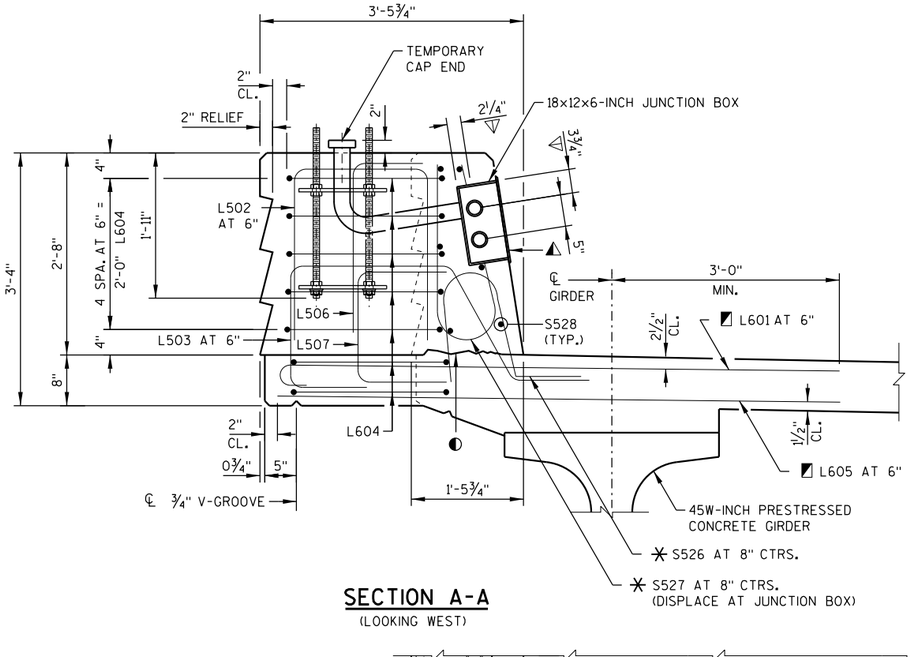
SINGLE SLOPE PARAPET 32SS MODIFIED

SHEET 27 OF 36
682

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STATE PROJECT NUMBER

1003-10-72



SECTION A-A

(LOOKING WEST)

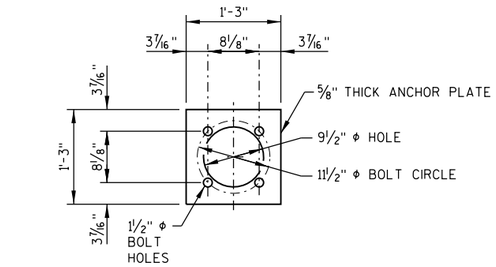
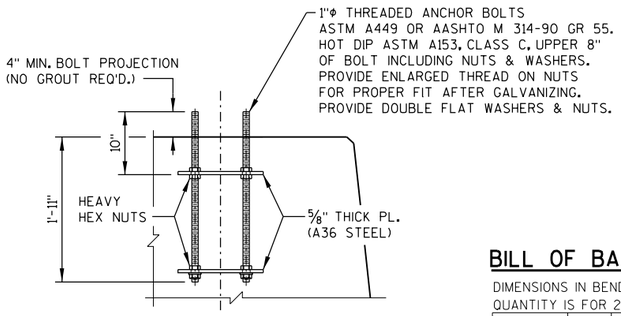


PLATE DETAIL

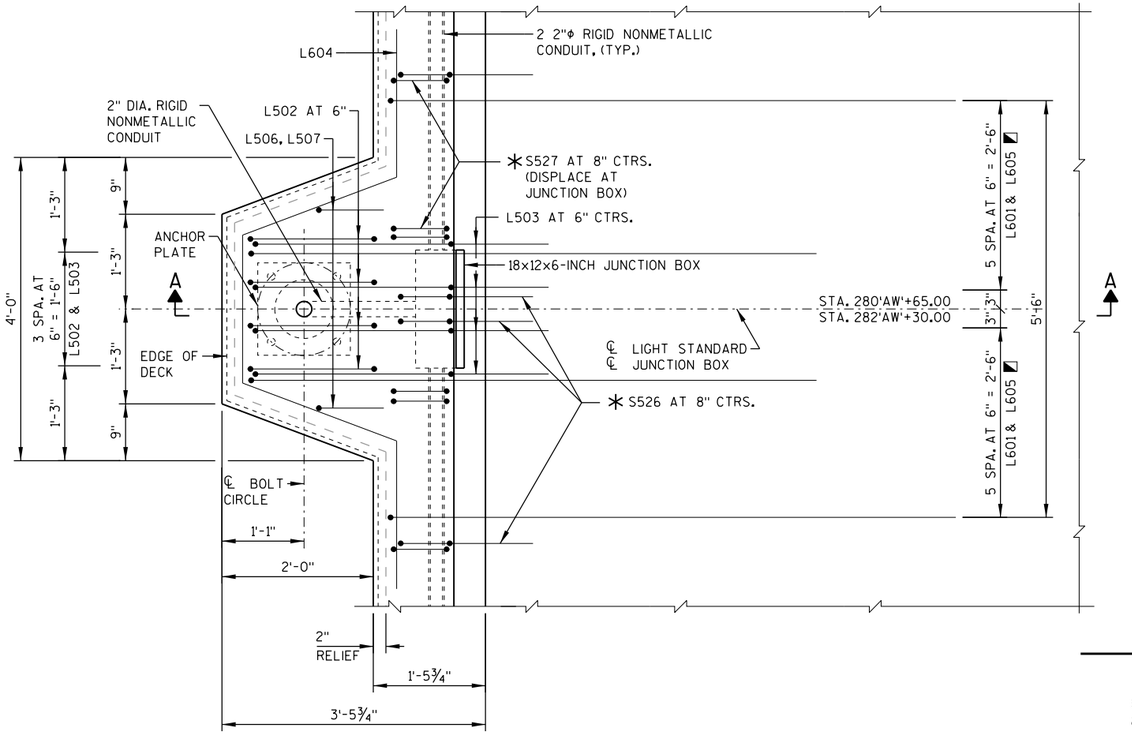


ANCHORAGE DETAIL

BILL OF BARS

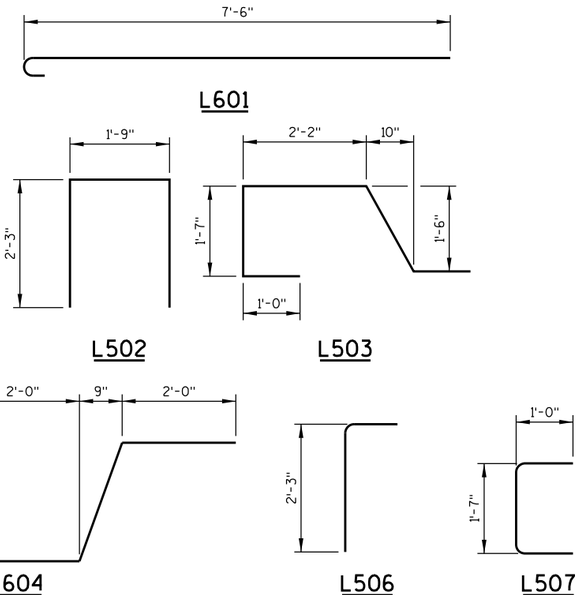
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
QUANTITY IS FOR 2 LIGHT STANDARDS

MARK	NO. REQD	LENGTH	BENT	LOCATION	
COATED BARS				TOTAL WEIGHT = 920 LBS	
L601	24	8-2	X	DECK AT LIGHT STD.	TRANS.
L502	8	6-0	X	PARAPET AT LIGHT STD.	VERT.
L503	8	7-0	X	PARAPET AT LIGHT STD.	VERT.
L604	14	10-0	X	PARAPET AT LIGHT STD.	HORIZ.
L605	24	7-6		DECK AT LIGHT STD.	TRANS.
L506	4	3-2	X	PARAPET AT LIGHT STD.	VERT.
L507	4	3-4	X	PARAPET AT LIGHT STD.	VERT.



PLAN AT LIGHT STANDARD

(SOUTH SIDE OF BRIDGE)



NOTES

◐ CONST. JT. STRIKE OFF AS SHOWN

◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

◩ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK.

✳ SEE SINGLE SLOPE PARAPET SHEET 27 FOR ADDITIONAL BAR STEEL DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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LIGHTING DETAILS

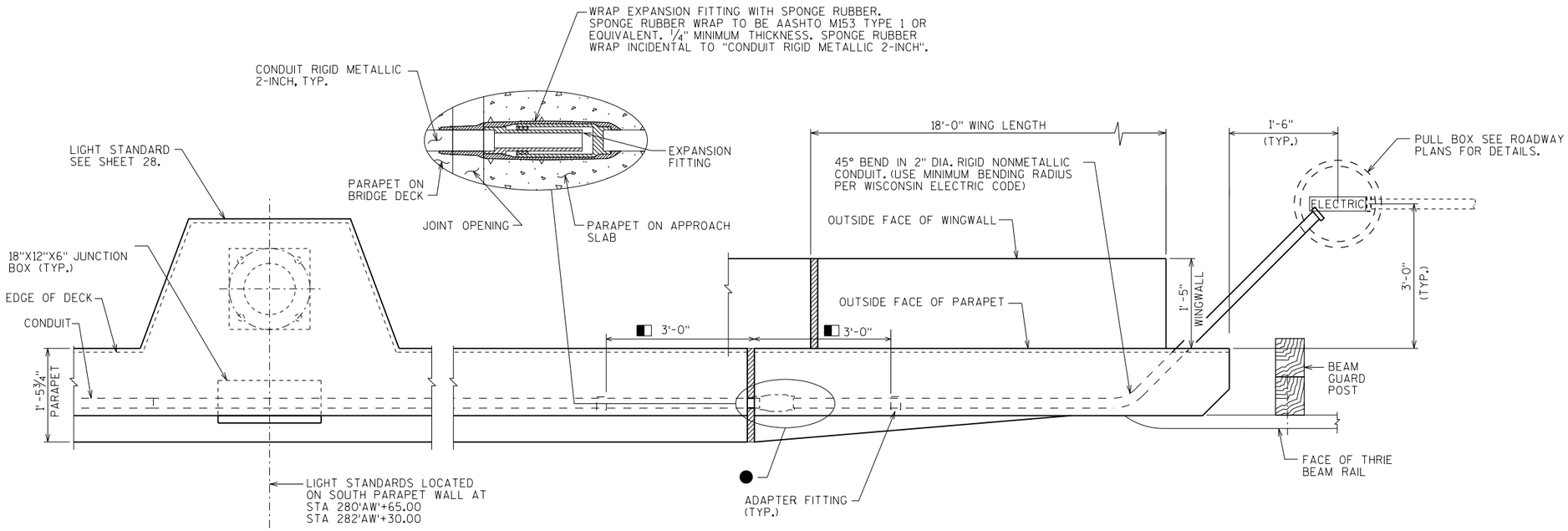
SHEET 28 OF 36
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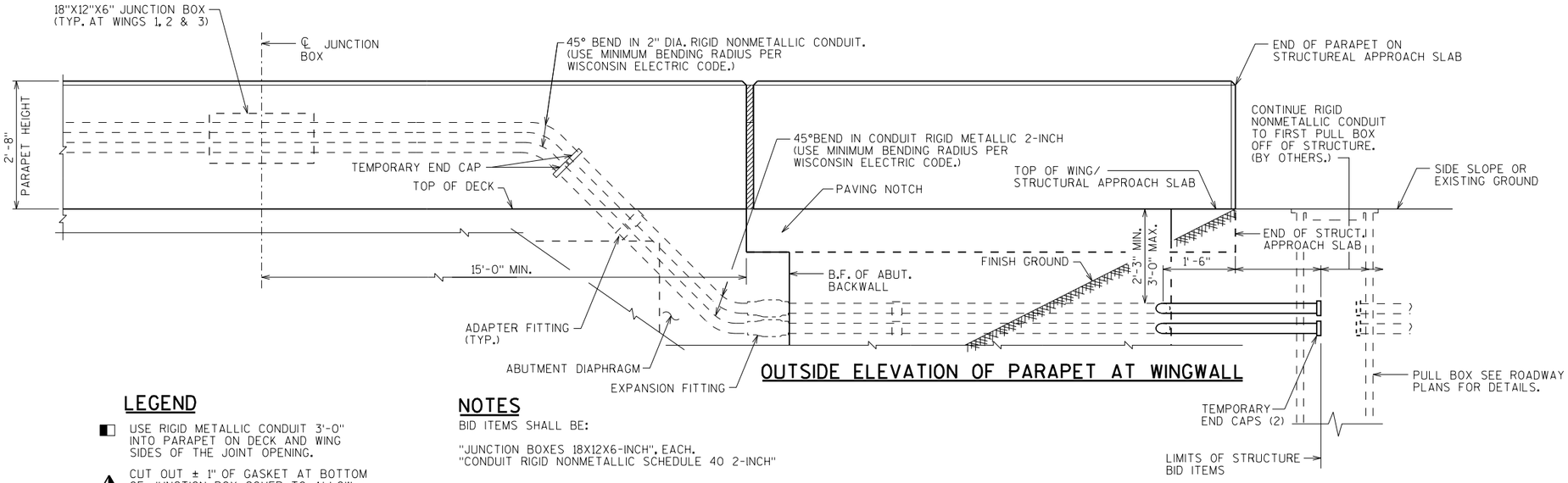
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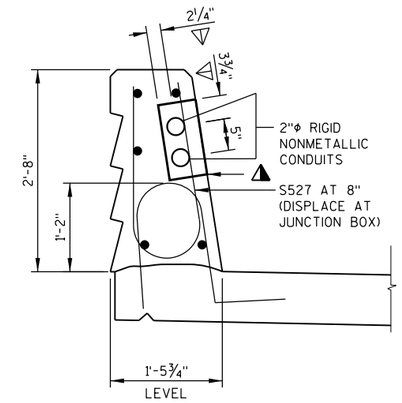
STATE PROJECT NUMBER
1003-10-72



PLAN OF PARAPET AT WINGWALL



OUTSIDE ELEVATION OF PARAPET AT WINGWALL



SECTION THRU PARAPET ON BRIDGE

LEGEND

- ■ USE RIGID METALLIC CONDUIT 3'-0" INTO PARAPET ON DECK AND WING SIDES OF THE JOINT OPENING.
- ◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- ● POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.

NOTES

BID ITEMS SHALL BE:

"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED.

RAILING TUBULAR SCREENING AND AESTHETIC DETAILS NOT SHOWN FOR CLARITY.

TERMINATE CONDUIT AT 24"X42" PULL BOX. REFER TO ROADWAY PLANS FOR LOCATION AND DETAILS.

PULL BOX QUANTITIES ARE NOT INCORPORATED INTO THE STRUCTURE "TOTAL ESTIMATED QUANTITIES".

VERIFY PULL BOX LOCATION BEFORE DETERMINING FINAL LENGTH OF RIGID NONMETALLIC CONDUIT EXTENDING OUTSIDE THE STRUCTURE LIMIT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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CONDUIT AT WINGS

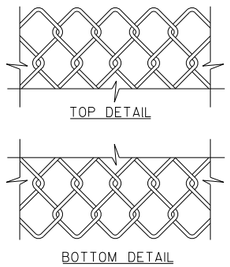
SHEET 29 OF 36
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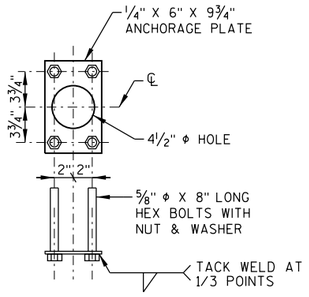
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STATE PROJECT NUMBER
1003-10-72



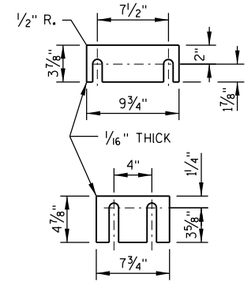
FENCE FABRIC



ANCHORAGE DETAIL

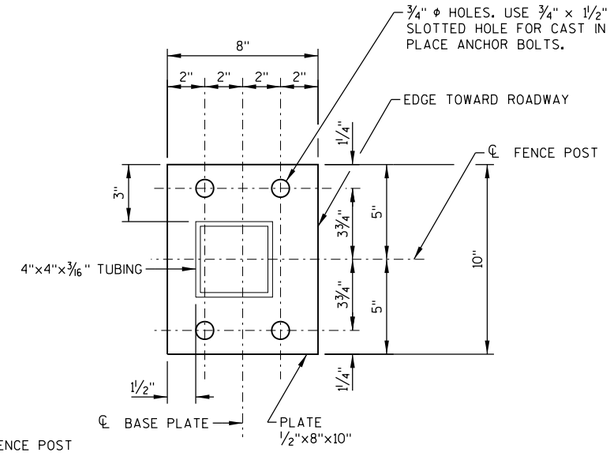
5/8" CAST-IN-PLACE ANCHOR BOLTS. MASONRY ANCHORS MAY BE SUBSTITUTED FOR C.I.P. ANCHOR BOLTS. ANCHORAGE PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

MASONRY ANCHOR TYPE S 5/8-INCH. EMBED 7" IN CONCRETE.

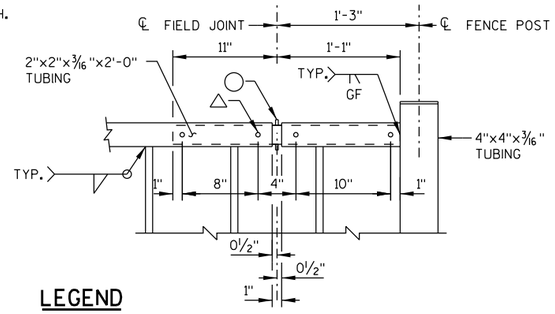


SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST



BASE PLATE

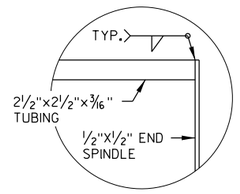


LEGEND

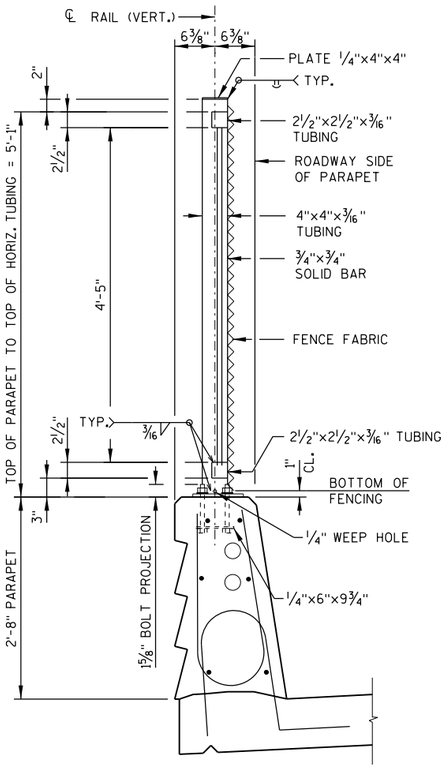
○ 5/16" x 3/8" WELDED STUDS

△ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY INSIDE THE 2 1/2" x 2 1/2" TUBE.

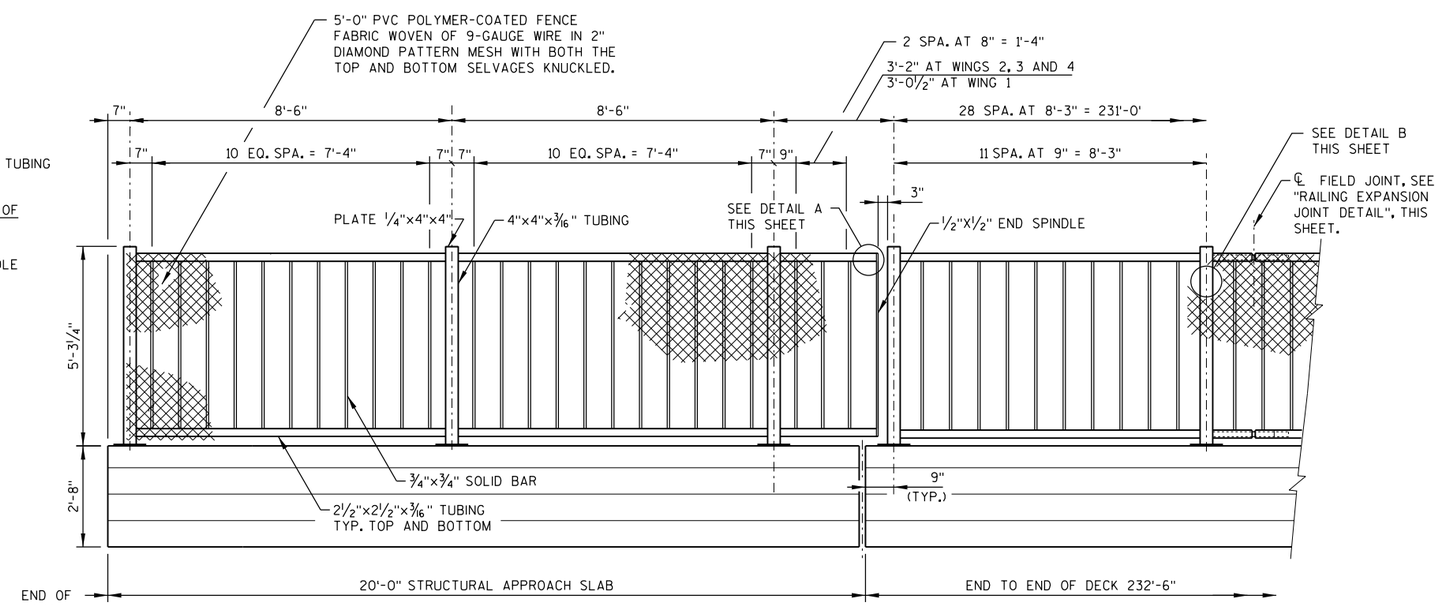
RAILING EXPANSION JOINT DETAIL



DETAIL A



SECTION THRU RAILING



OUTSIDE ELEVATION OF RAILING

NOTES

BID ITEM SHALL BE "RAILING TUBULAR SCREENING B-53-324" WHICH SHALL INCLUDE ALL ITEMS SHOWN, INCLUDING LIGHT ACCESS GATES SHOWN ON SHEET 31.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STRUCTURAL TUBING SHALL CONFORM TO ASTM A500, GRADE B. PLATES, ANGLES, BARS AND SHIMS SHALL CONFORM TO ASTM A709, GRADE 36. FENCE FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

ALL RAILINGS, POSTS, LIGHT ACCESS GATES, WIRE MESH AND ASSOCIATED HARDWARE FOR THE CONSTRUCTION OF THE ORNAMENTAL PROTECTIVE SCREENING SHALL BE FEDERAL COLOR NO. 30140, DARK BROWN.

ALL RAILING MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOPCOAT. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 30140, DARK BROWN.

FENCE FABRIC AND TIES TO BE VINYL COATED.

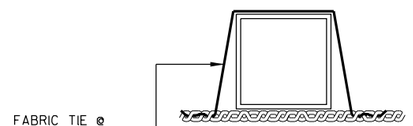
THE COLOR OF THE FABRIC AND TIES SHALL MATCH FEDERAL COLOR NO. 30140, DARK BROWN. FABRIC AND TIE SAMPLES SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

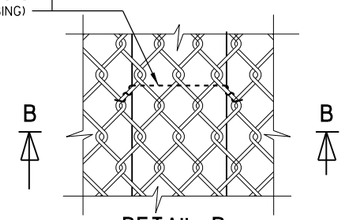
VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A TENSION BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.

LIGHT ACCESS GATE SHALL BE PROVIDED IN SCREENING AT EACH LIGHT POLE, SEE SHEET 31.



SECTION B-B



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

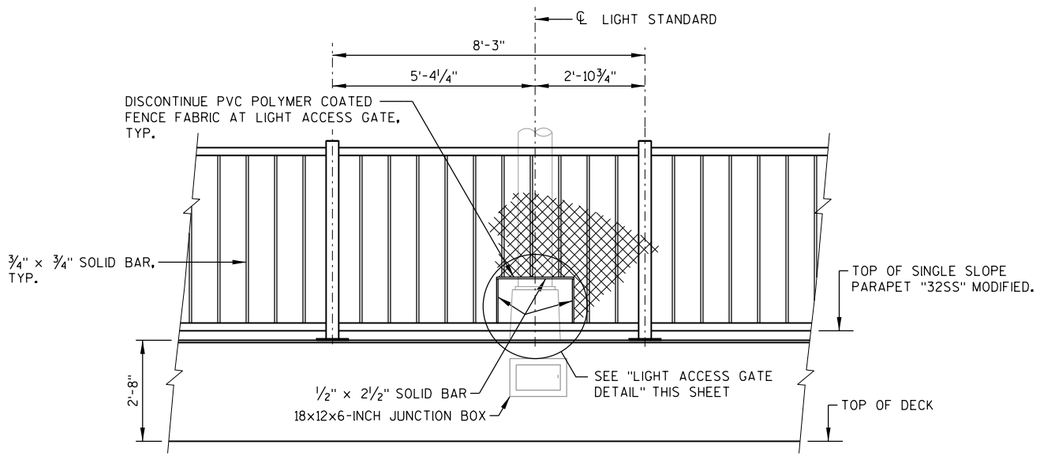
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ORNAMENTAL PROTECTIVE SCREENING

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BATCH PRINT SHEET 31 OF 36

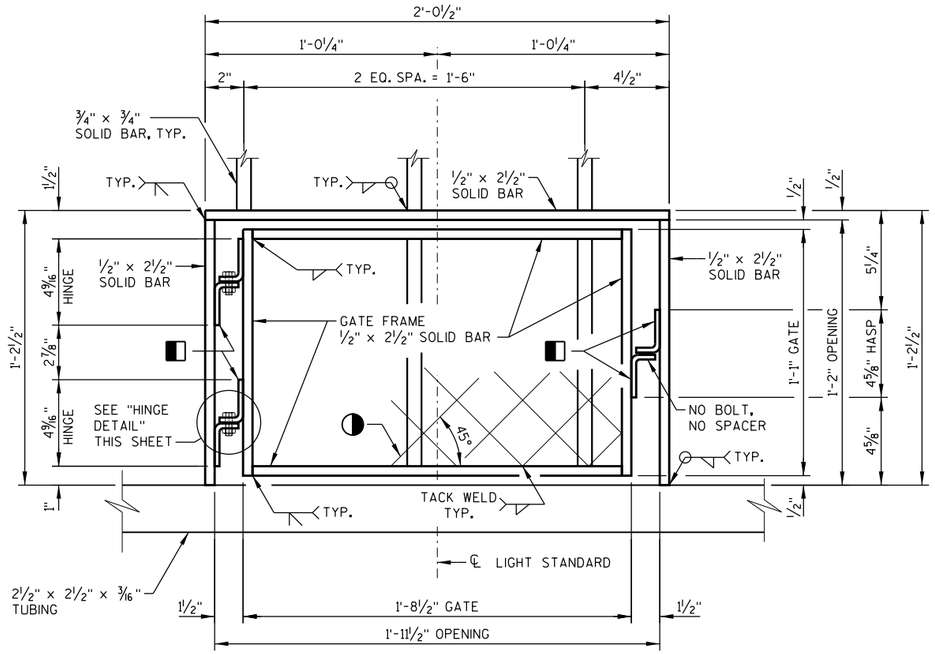


INSIDE ELEVATION VIEW

SE AND SW LIGHT STANDARD SHOWN
(ACCESS GATE NOT SHOWN FOR CLARITY)

NOTE

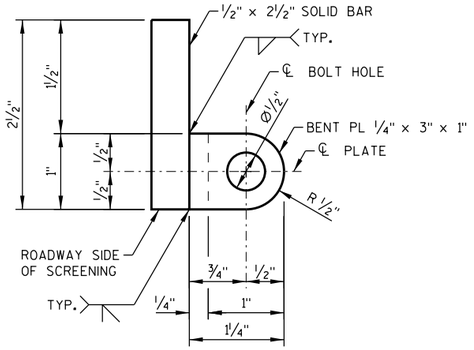
THE STEEL WIRE MESH SHALL BE ATTACHED TO THE LIGHT ACCESS GATE BY MEANS OF TACK WELDING AT ALL LOCATIONS WHERE THE STEEL WIRE MESH MEETS THE LIGHT ACCESS GATE ½" x 2½" SOLID BAR GATE FRAME AND ¾" X ¾" SOLID BARS. THE STEEL WIRE MESH SHALL BE WELDED TO THE ROADWAY SIDE OF THE ¾" x ¾" SOLID BARS.



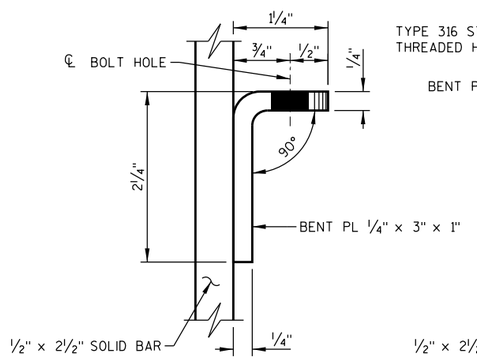
LIGHT ACCESS GATE DETAIL

◑ McNICHOLS STEEL WIRE MESH WITH OPENING SIZE 2" x 2" SQUARE. ¼"Φ WIRE, ITEM NO. 3293920148 (OR EQUIVALENT)

◧ BENT STEEL PL ¼" x 3" x 1", SEE "STEEL PLATE DETAIL"

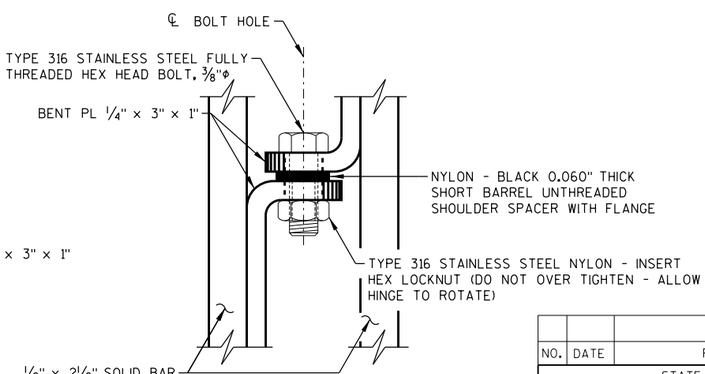


PLAN



ELEVATION

STEEL PLATE DETAIL



HINGE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

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LIGHT ACCESS GATE IN SCREENING

SHEET 31 OF 36
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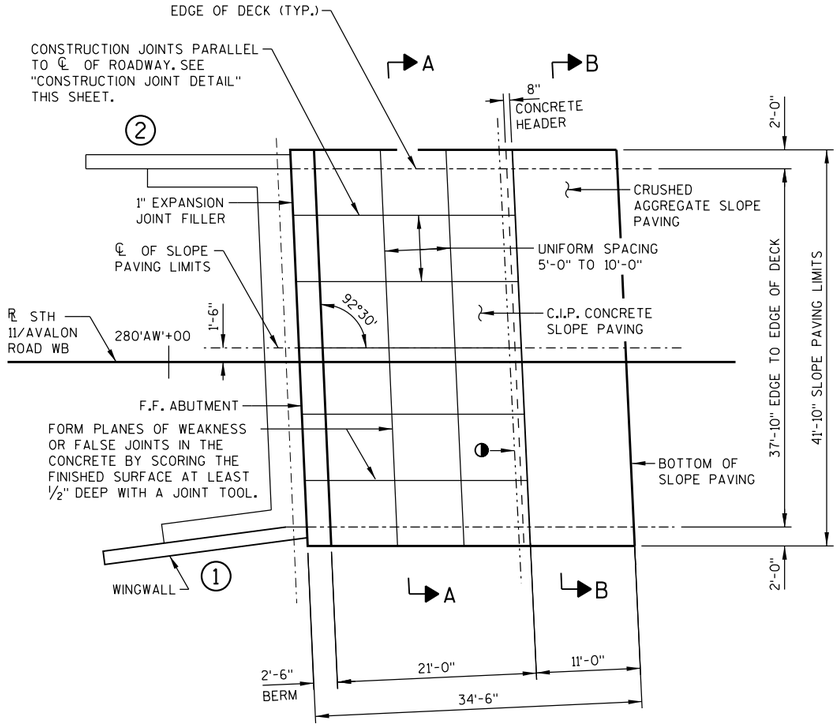
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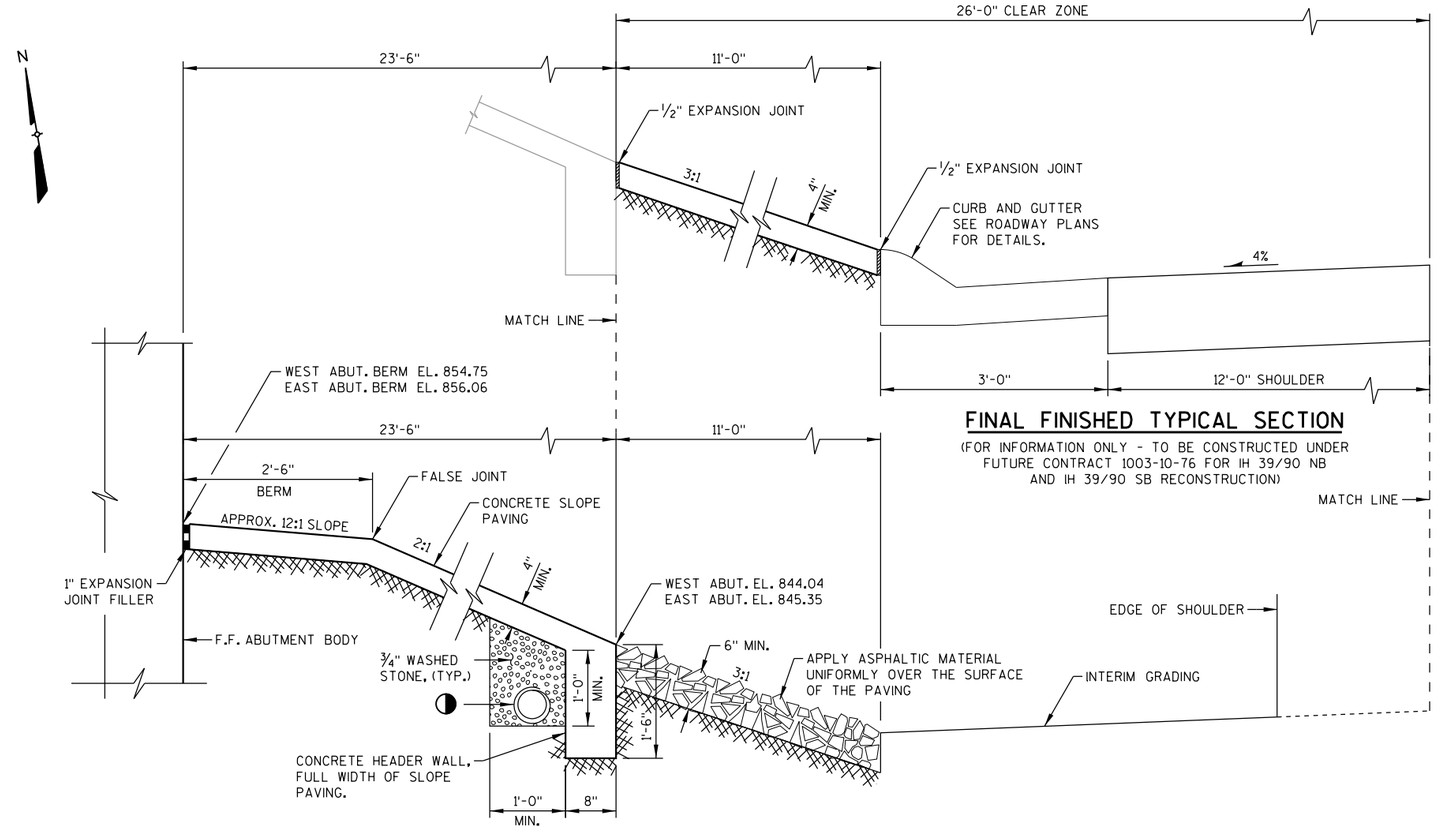
STATE PROJECT NUMBER

1003-10-72



PLAN

SHOWING INTERIM CONDITION
(WEST ABUTMENT SHOWN, EAST ABUTMENT SIMILIAR)

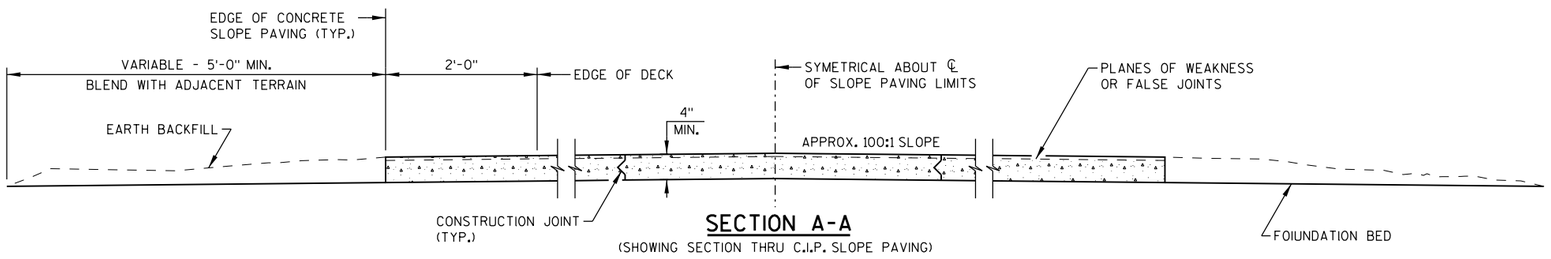


FINAL FINISHED TYPICAL SECTION

(FOR INFORMATION ONLY - TO BE CONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76 FOR IH 39/90 NB AND IH 39/90 SB RECONSTRUCTION)

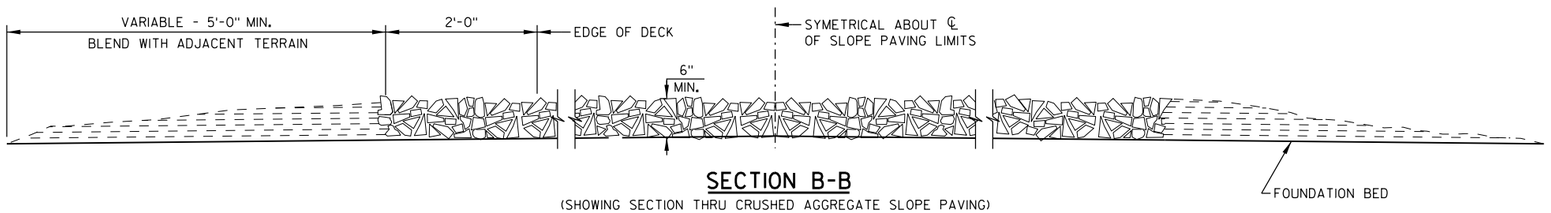
INTERIM FINISHED TYPICAL SECTION

(END OF CONTRACT 1003-10-72)



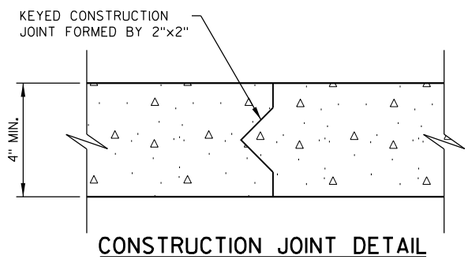
SECTION A-A

(SHOWING SECTION THRU C.I.P. SLOPE PAVING)



SECTION B-B

(SHOWING SECTION THRU CRUSHED AGGREGATE SLOPE PAVING)



CONSTRUCTION JOINT DETAIL

LEGEND

- ◑ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. SEE SHT. 6 FOR RODENT SCREEN DETAIL.
- (X) INDICATES WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

CONCRETE SLOPE PAVING - 1

SHEET 32 OF 36
687

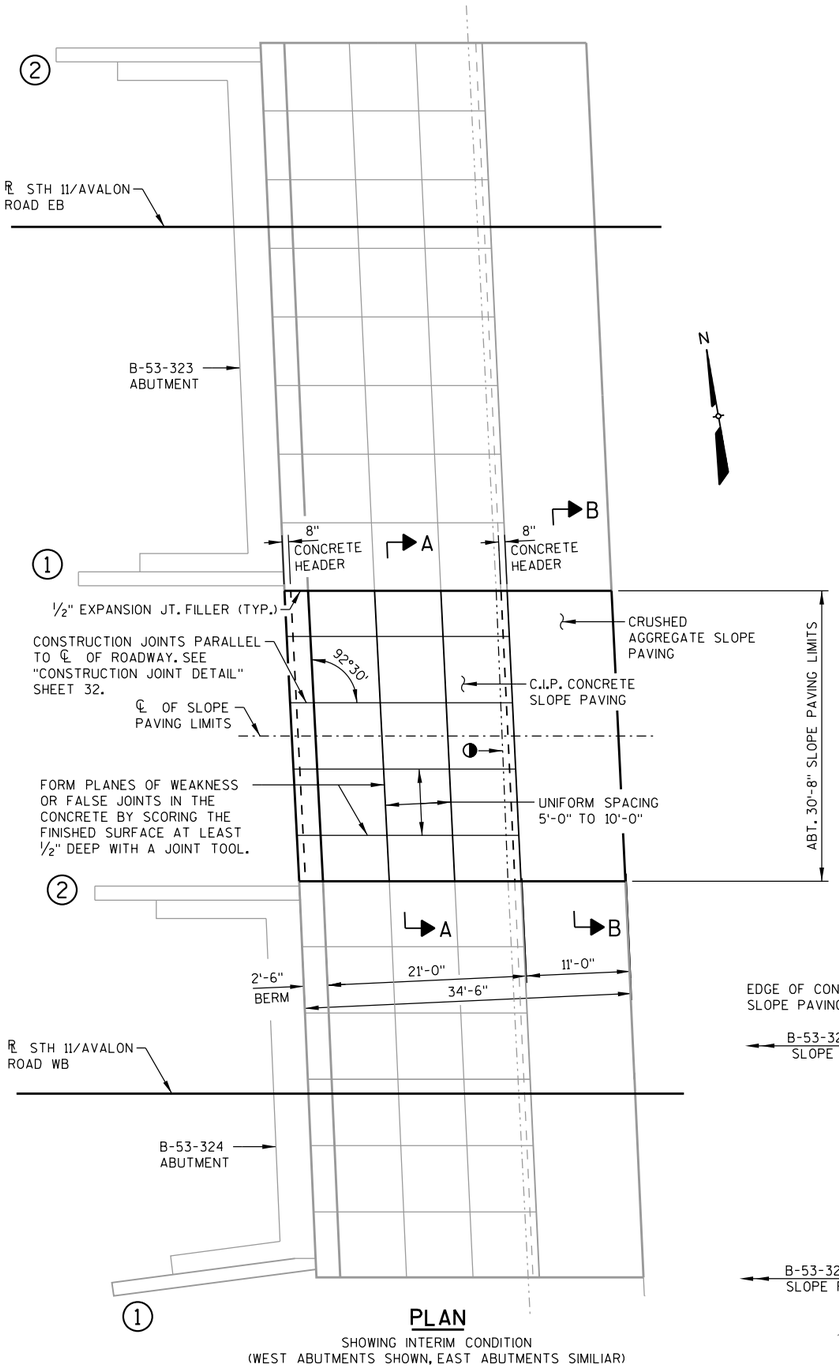
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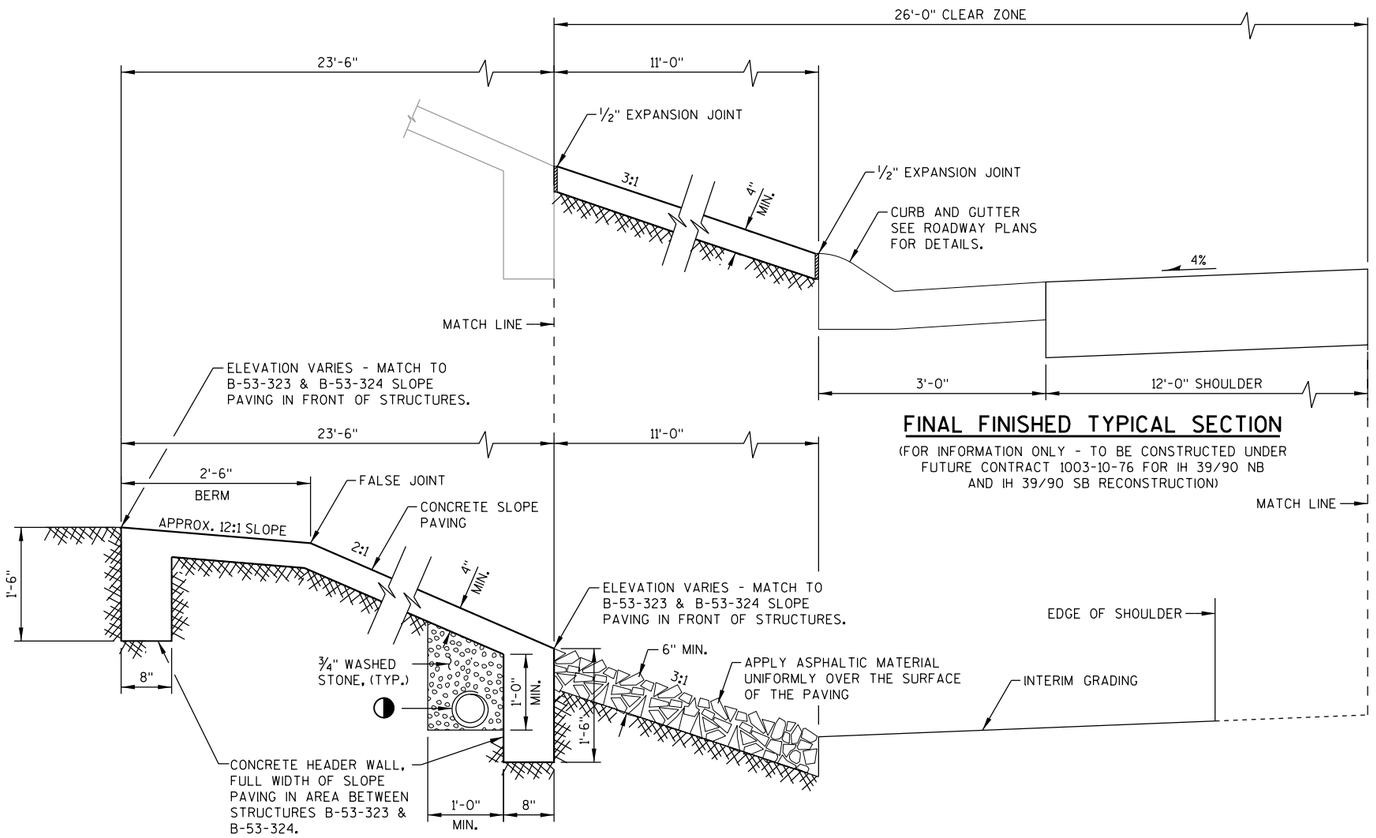
STATE PROJECT NUMBER

1003-10-72



PLAN

SHOWING INTERIM CONDITION
(WEST ABUTMENTS SHOWN, EAST ABUTMENTS SIMILIAR)

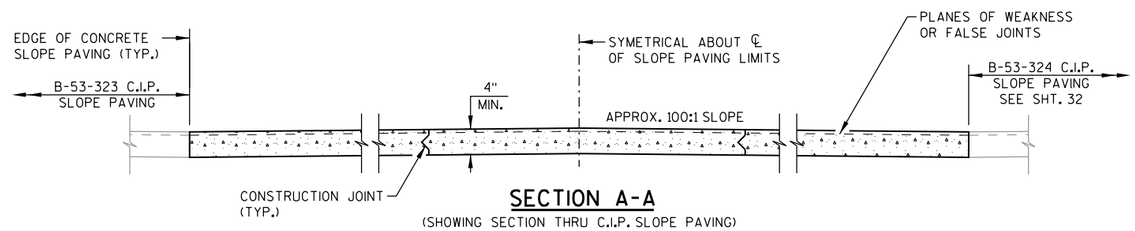


FINAL FINISHED TYPICAL SECTION

(FOR INFORMATION ONLY - TO BE CONSTRUCTED UNDER FUTURE CONTRACT 1003-10-76 FOR IH 39/90 NB AND IH 39/90 SB RECONSTRUCTION)

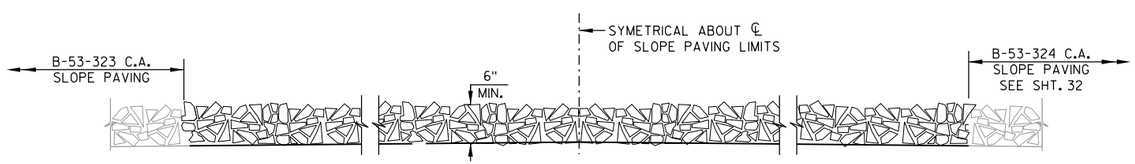
INTERIM FINISHED TYPICAL SECTION

(END OF CONTRACT 1003-10-72)



SECTION A-A

(SHOWING SECTION THRU C.I.P. SLOPE PAVING)



SECTION B-B

(SHOWING SECTION THRU CRUSHED AGGREGATE SLOPE PAVING)

LEGEND

◑ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. SEE SHT. 6 FOR RODENT SCREEN DETAIL.

(X) INDICATES WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

CONCRETE SLOPE PAVING - 2

SHEET 33 OF 36
688

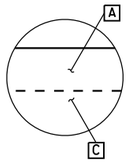
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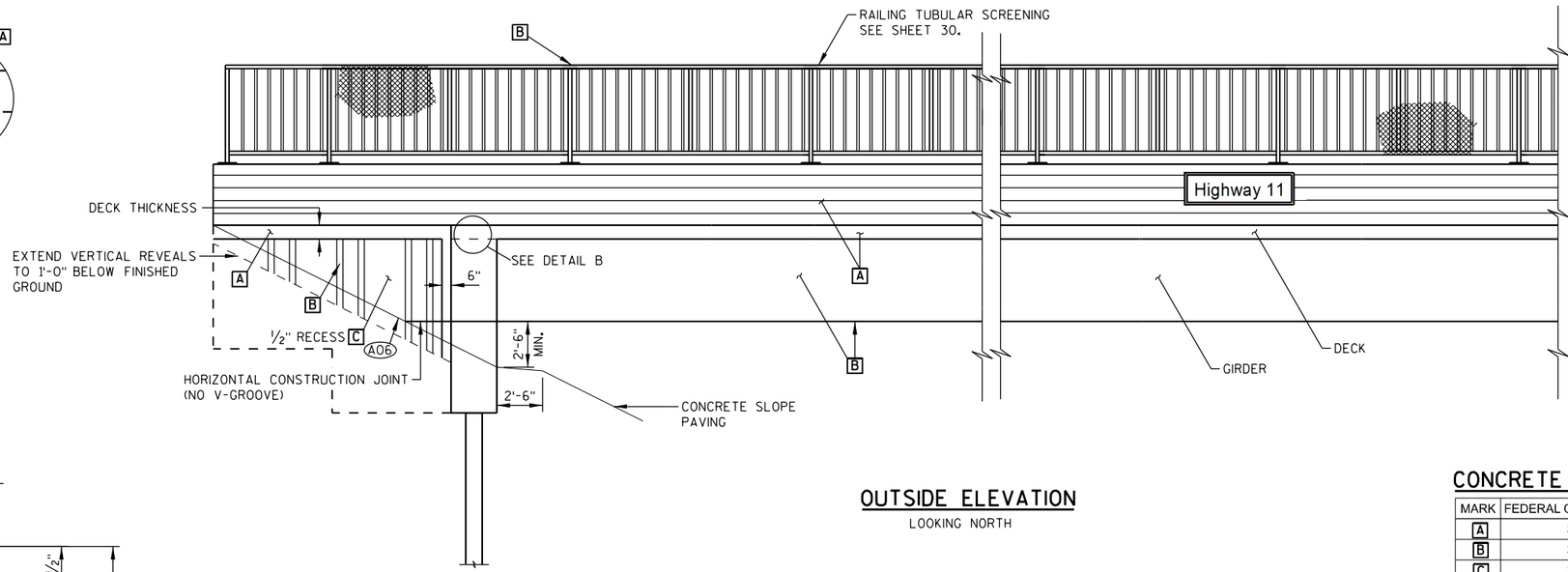
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STATE PROJECT NUMBER

1003-10-72



DETAIL B

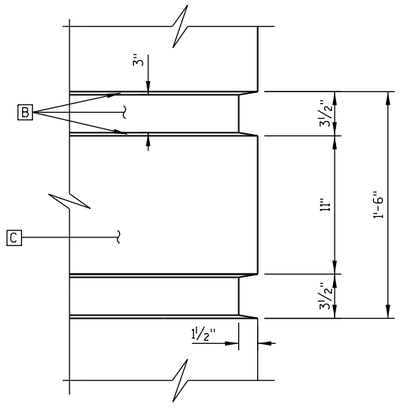


OUTSIDE ELEVATION

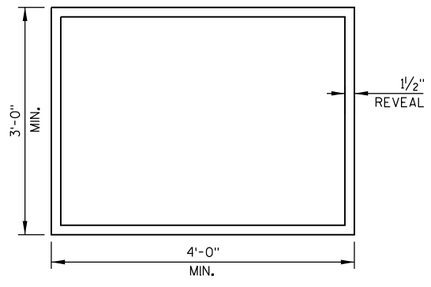
LOOKING NORTH

CONCRETE STAINING SCHEDULE

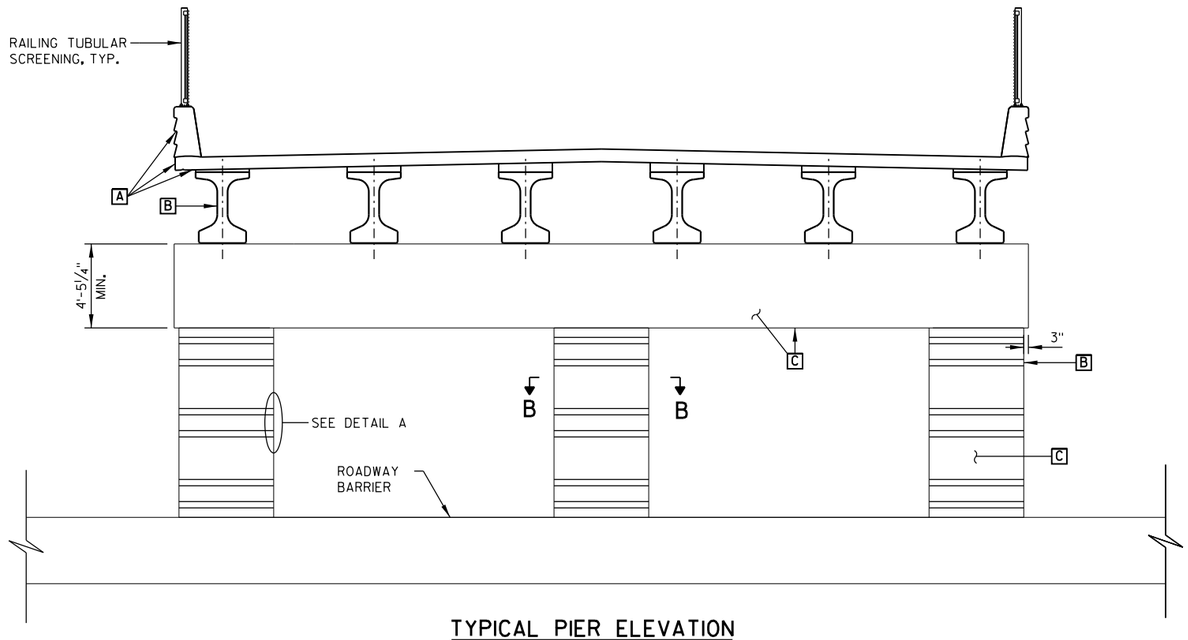
MARK	FEDERAL COLOR NUMBER	LOCATION
A	36642	PARAPET, EDGE OF DECK, WINGWALLS
B	30140	EXTERIOR GIRDER, REVEALS, FENCING
C	30372	PIER, ABUTMENT AND WINGWALL
D	27038	ROADWAY NAME LETTERING



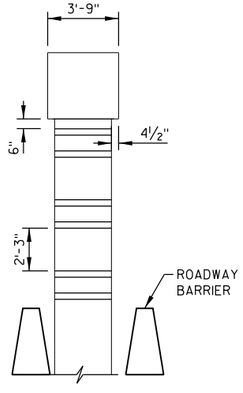
DETAIL A



SECTION B-B



TYPICAL PIER ELEVATION



PIER END VIEW

LEGEND

(A06) STAIN TO 1-0" BELOW FINISHED GRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

AESTHETIC DETAILS - 1

SHEET 34 OF 36

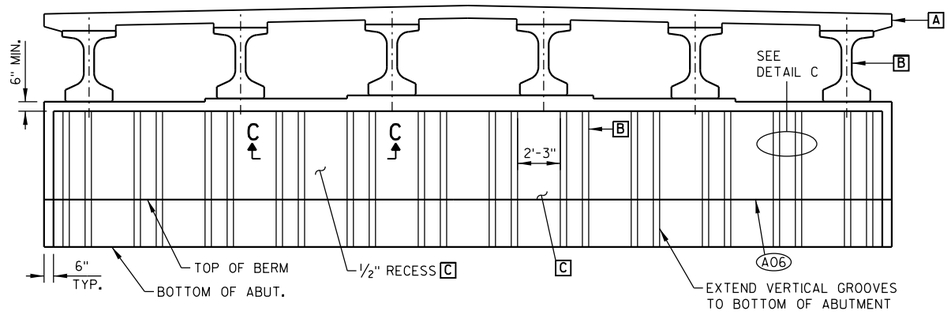
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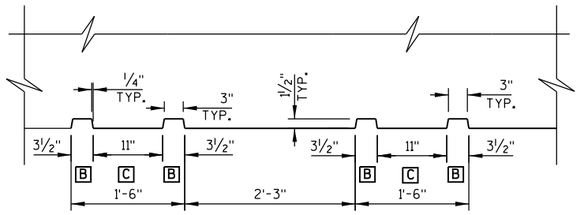
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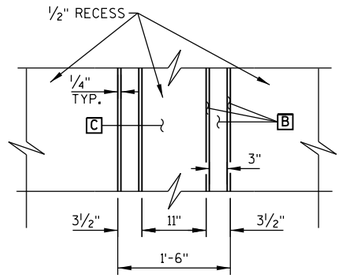
STATE PROJECT NUMBER
1003-10-72



TYPICAL ABUTMENT ELEVATION VIEW



SECTION C-C



DETAIL C

LEGEND

A06 STAIN TO 1-0" BELOW FINISHED GRADE

CONCRETE STAINING SCHEDULE

MARK	FEDERAL COLOR NUMBER	LOCATION
A	36642	PARAPET, EDGE OF DECK, WINGWALLS
B	30140	EXTERIOR GIRDER, REVEALS, FENCING
C	30372	PIER, ABUTMENT AND WINGWALL
D	27038	ROADWAY NAME LETTERING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRH

AESTHETIC DETAILS - 2

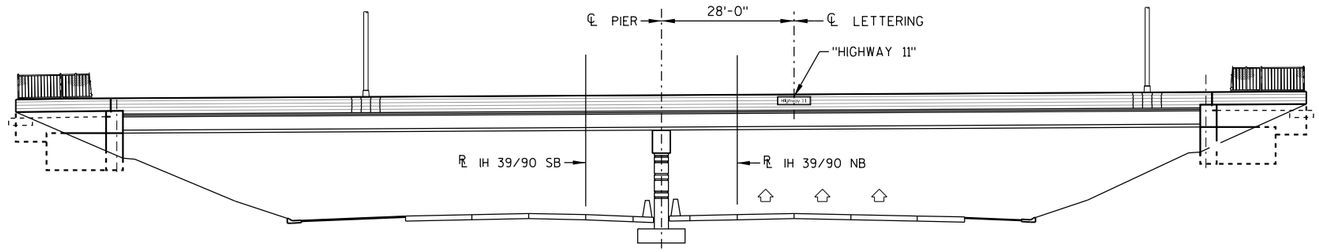
SHEET 35 OF 36
690

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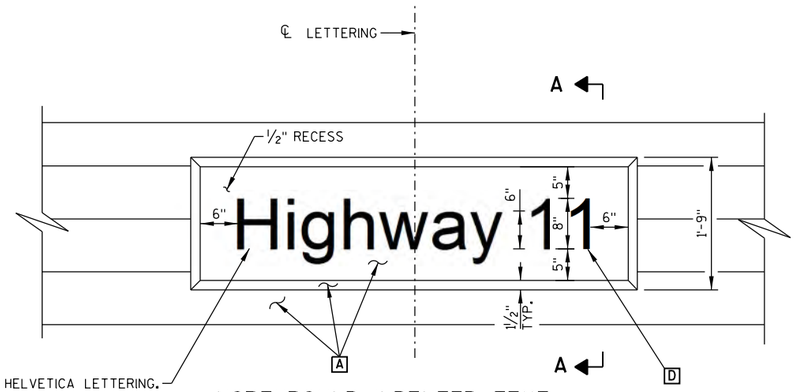
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STATE PROJECT NUMBER
1003-10-72

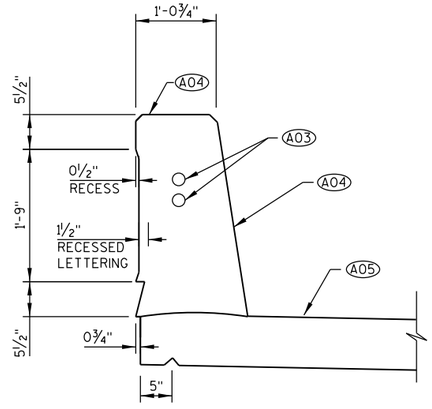


ELEVATION - LOOKING NORTH
(NORMAL TO IH 39/90)

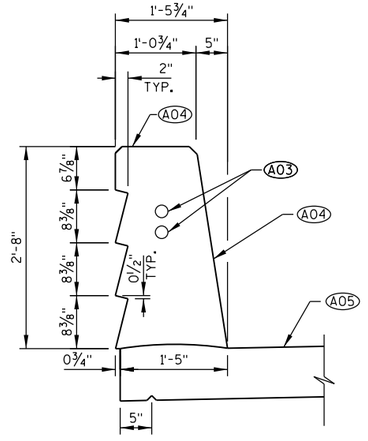


NORTHBOUND INDENTED TEXT
EXTERIOR FACE OF PARAPET ONLY

MARK	FEDERAL COLOR NUMBER	LOCATION
A	36642	PARAPET, EDGE OF DECK, WINGWALLS
B	30140	EXTERIOR GIRDER, REVEALS, FENCING
C	30372	PIER, ABUTMENT AND WINGWALL
D	27038	ROADWAY NAME LETTERING



SECTION A-A



SINGLE SLOPE PARAPET 32SS MODIFIED

NOTES & LEGEND

"HIGHWAY 11" TO BE CENTERED OVER 1ST AND 2ND LANES AS DIMENSIONED FROM THE MEDIAN.

LETTERING IS ONLY ON OUTSIDE FACE OF SOUTH PARAPET.

(A03) 2 - 2" DIA. RIGID CONDUIT. SEE DRAWINGS 27 AND 29.

(A04) PIGMENTED PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE FRONT FACE AND TOP OF THE PARAPET, INCLUDING PARAPETS ON STRUCTURAL APPROACH SLAB.

(A05) PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE TOP OF DECK AND STRUCTURAL APPROACH SLAB SURFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-324

DRAWN BY KAM | PLANS CK'D. KRHI

PARAPET AESTHETICS

SHEET 36 OF 36
691

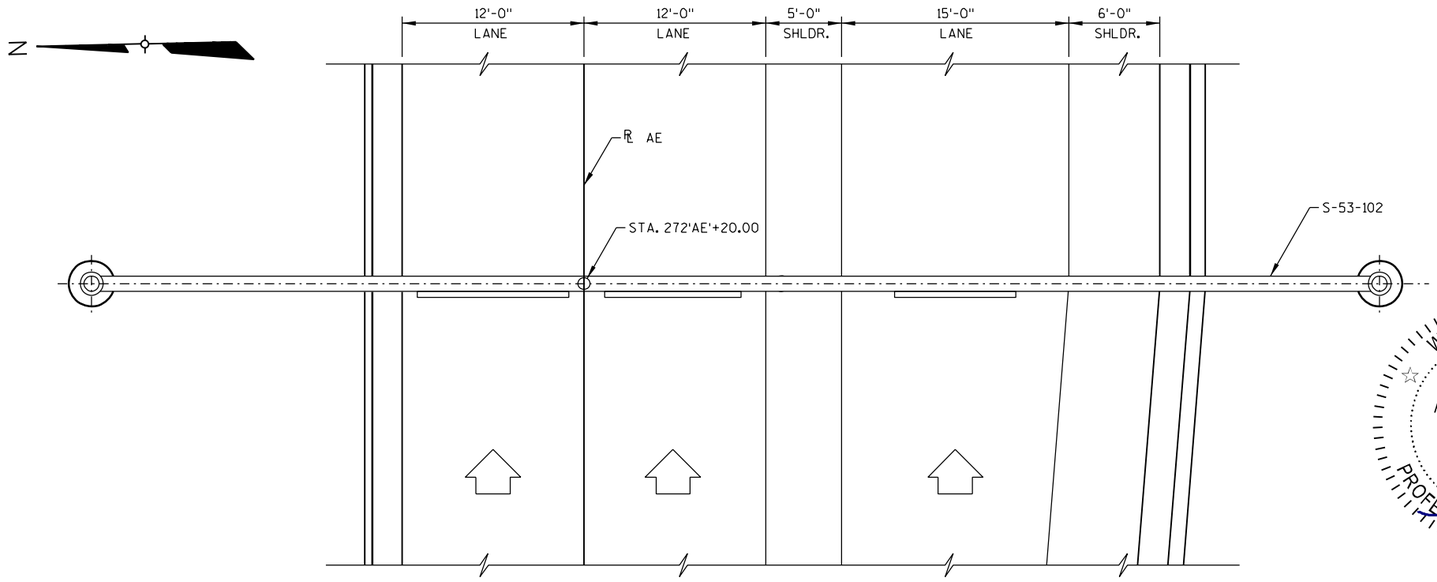
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STATE PROJECT NUMBER

1003-10-72



PLAN

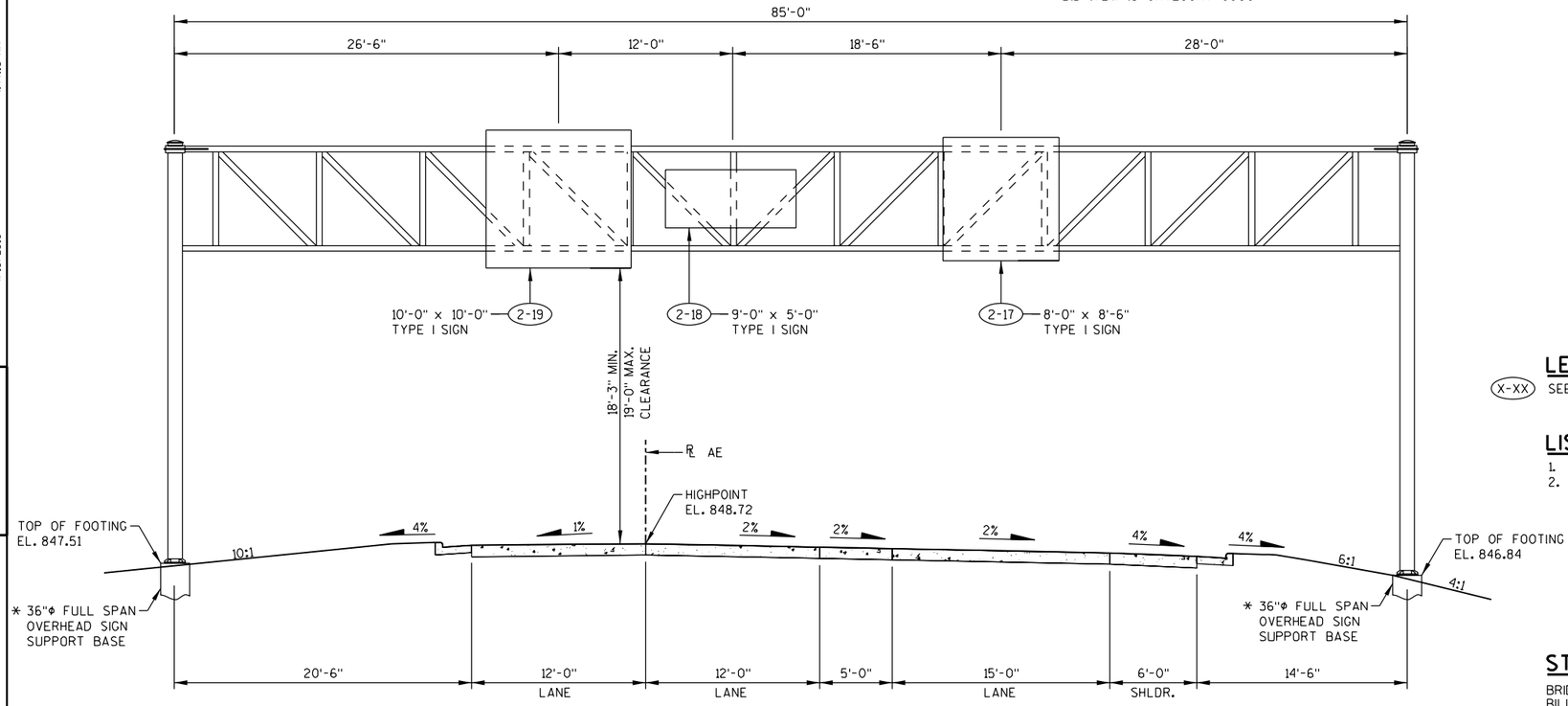
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
256L	280'AE'+35	EB STH 11, SW CRNR. OF B-53-144	866.85

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	QUANTITY
641.8100	OVERHEAD SIGN SUPPORT S-53-102	LS	1

BID ITEM IS CATEGORY 6000



ELEVATION
(LOOKING EAST)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STRUCTURAL STEEL SHALL BE GALVANIZED.

WELDING SHALL CONFORM TO AWS D1.1.

PROVIDE IDENTIFICATION PLAQUE FOR OVERHEAD SIGN SUPPORT. IDENTIFICATION PLAQUE SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT S-53-102". FABRICATE IN ACCORDANCE WITH S.D.D. 12A4.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS, IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE UPRIGHT BASE CONNECTION.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

DESIGN DATA

DESIGN OVERHEAD SIGN SUPPORT ACCORDING TO THE LATEST EDITION OF A.A.S.H.T.O. "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

DEAD LOAD - WEIGHT OF SIGNS AND SUPPORTING STRUCTURE.

ICE LOAD - 3 PSF APPLIED TO ONE FACE OF SIGN AND ALL MEMBER SURFACE AREAS.

WIND PRESSURE - 90 MPH (3 SECOND GUST SPEED) TO SIGN AREA AND EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND)	133

NOTE: WIND LOAD FOR GROUP 3 LOADING SHALL NOT BE LESS THAN 25 P.S.F.

FOUNDATION DATA

SEE S.D.D. 15C15 36-INCH DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE FOR ADDITIONAL INFORMATION.

* MODIFY S.D.D. 15C15 TO PROVIDE A TOTAL FOOTING LENGTH OF 13'-8". PROVIDE 15 HOOPS AND 13'-3" LONG VERTICAL SHAFT REINFORCEMENT. PROVIDE THE FOLLOWING QUANTITY PER FOOTING:

CONCRETE - 3.6 C.Y.
H.S. REINFORCEMENT - 228 LBS.

ALTERNATE FOOTING DESIGNS ARE NOT ALLOWED.

SIGN DESIGN DATA

THE OVERHEAD SIGN SUPPORT SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

CENTER SIGNS VERTICALLY ON TRUSS.

DESIGN SIGN AREA (SQ. FT.)	MAX. TYPE I SIGN DEPTH
213	10'-0"

WISCONSIN
ADRIAN KIDARSA
E-42821
MADISON
WIS.
PROFESSIONAL ENGINEER
4/10/2015

LEGEND

(X-XX) SEE SIGNING PLAN FOR SIGN NUMBER.

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. SUBSURFACE EXPLORATION

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
ADRIAN KIDARSA (608) 828-8207

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher NK 05/14/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-53-102

STH 11 EB

COUNTY	TOWN/~~CITY/VILLAGE~~
ROCK	LA PRAIRIE

DESIGN SPEC. AASHTO STANDARD SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
AK	MSK	KAM	AK

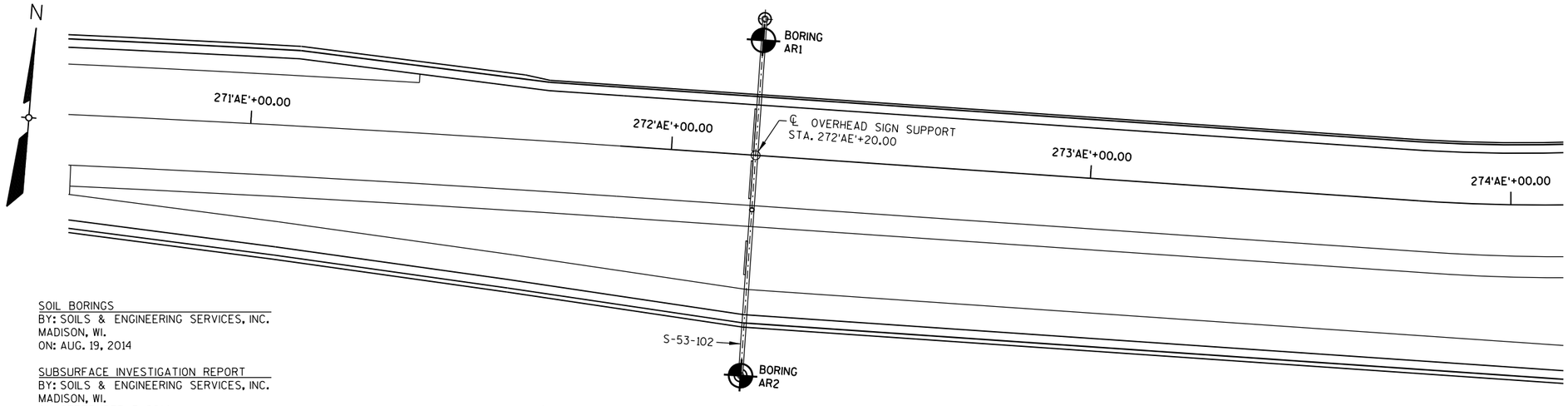
GENERAL PLAN AND ELEVATION

SHEET 1 OF 2
692

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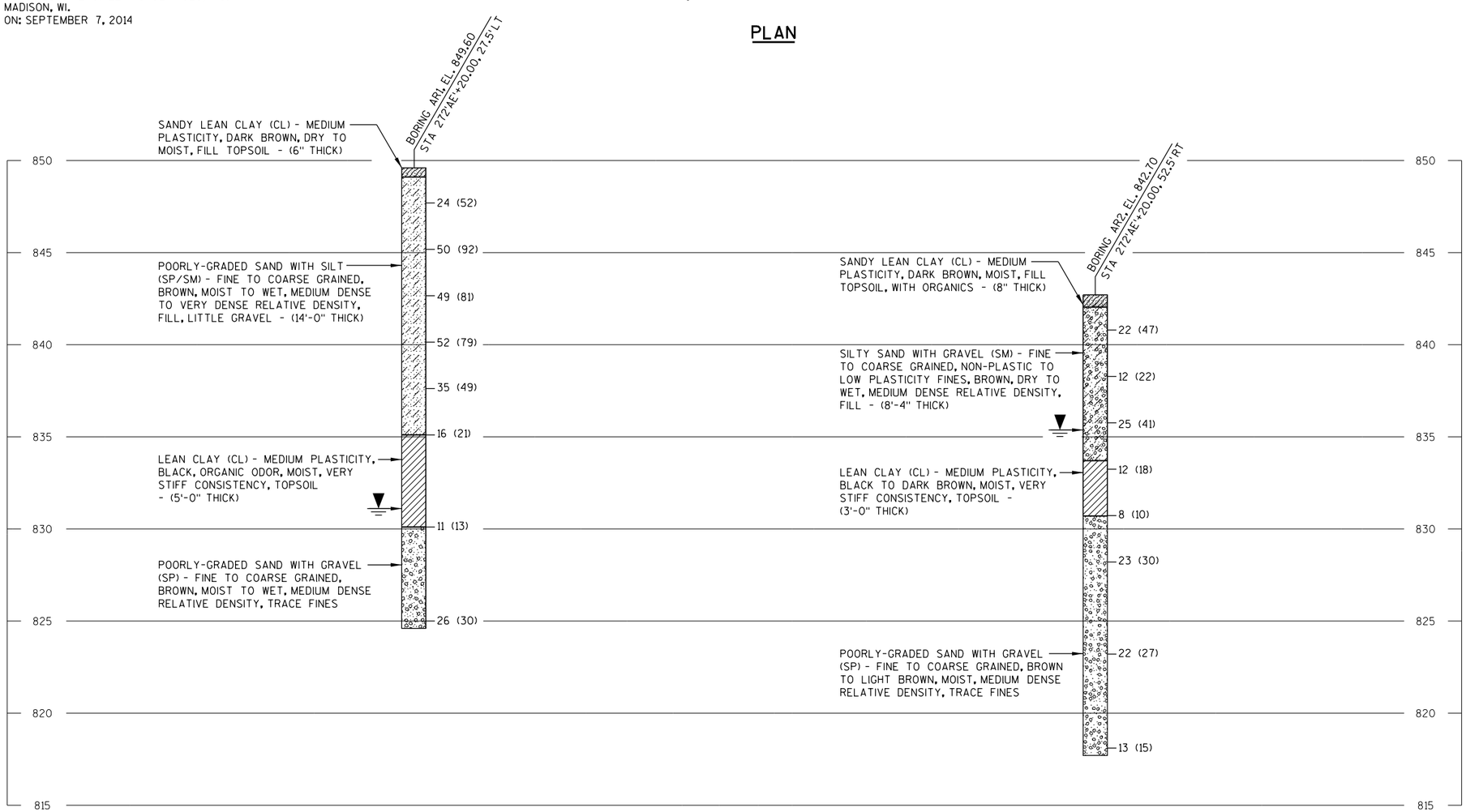
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PLOT DATE: 1/27/2015 PLOT TIME: 3:28:12 PM
BATCH PRINT SHEET 2 OF 2



PLAN

SOIL BORINGS
BY: SOILS & ENGINEERING SERVICES, INC.
MADISON, WI.
ON: AUG. 19, 2014

SUBSURFACE INVESTIGATION REPORT
BY: SOILS & ENGINEERING SERVICES, INC.
MADISON, WI.
ON: SEPTEMBER 7, 2014



STATE PROJECT NUMBER

1003-10-72

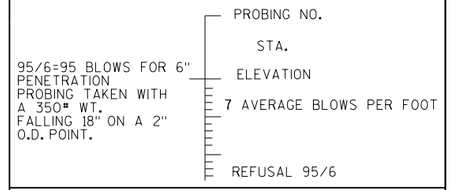
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

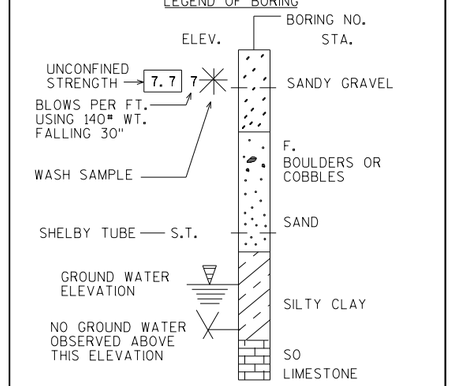
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30", THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-53-102

DRAWN BY KAM | PLANS CK'D. AK

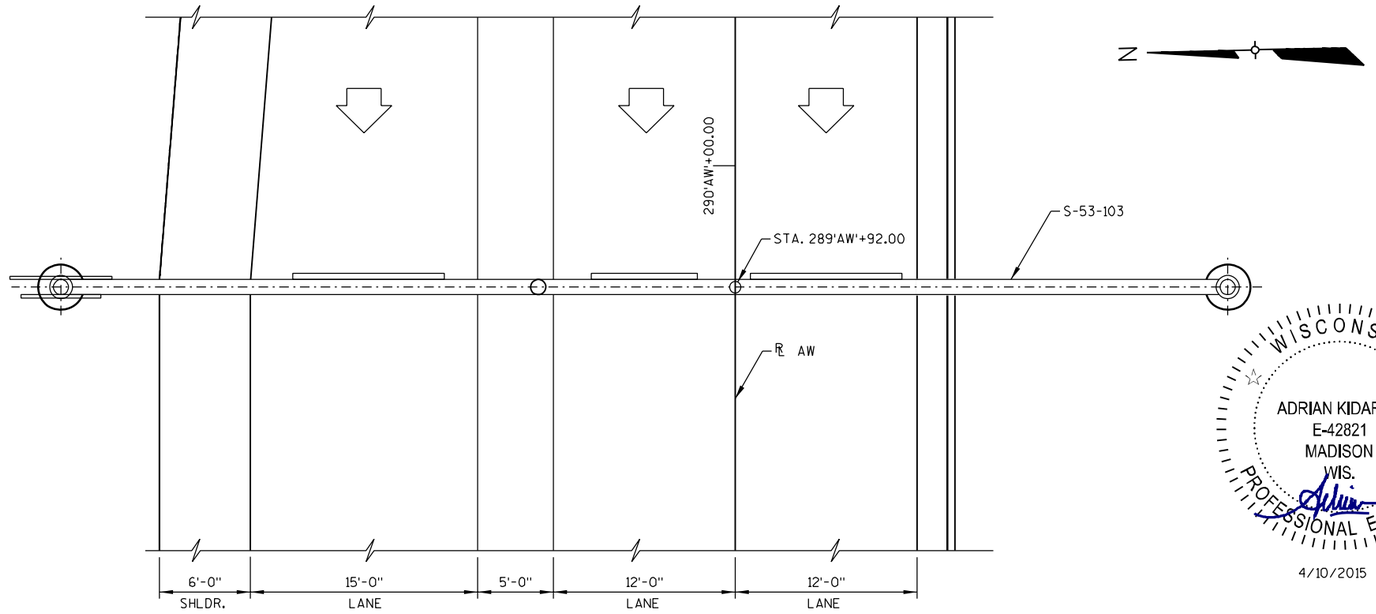
SUBSURFACE EXPLORATION

SHEET 2 OF 2
693

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BATCH PRINT SHEET 1 OF 1



PLAN

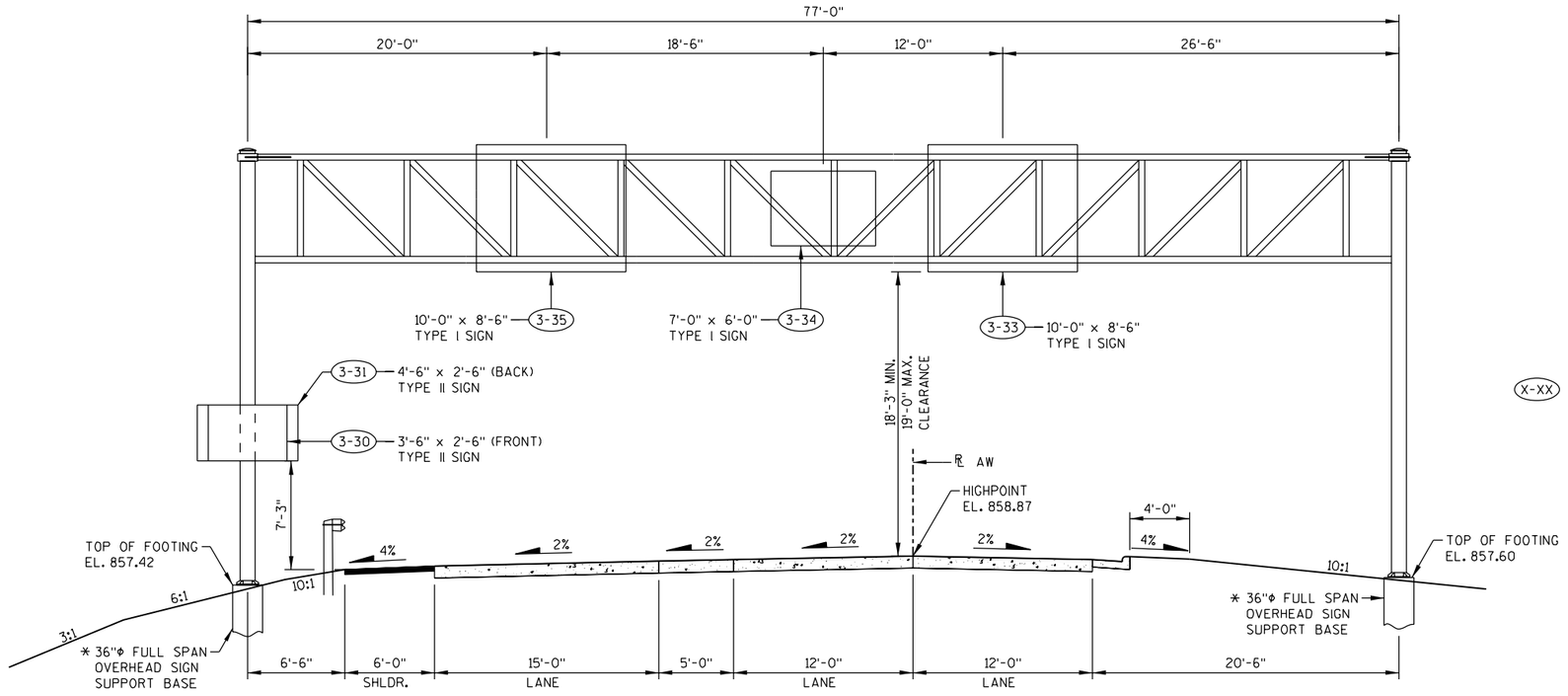
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
256L	280'AE'+35	EB STH 11, SW CRNR. OF B-53-144	866.85

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	QUANTITY
641.8100	OVERHEAD SIGN SUPPORT S-53-103	LS	1

BID ITEM IS CATEGORY 6010



ELEVATION
(LOOKING EAST)

LEGEND

(X-XX) SEE SIGNING PLAN FOR SIGN NUMBER.

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. SUBSURFACE EXPLORATION

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
ADRIAN KIDARSA (608) 828-8207

STATE PROJECT NUMBER

1003-10-72

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STRUCTURAL STEEL SHALL BE GALVANIZED.

WELDING SHALL CONFORM TO AWS D1.1.

PROVIDE IDENTIFICATION PLAQUE FOR OVERHEAD SIGN SUPPORT. IDENTIFICATION PLAQUE SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT S-53-103". FABRICATE IN ACCORDANCE WITH S.D.D. 12A4.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS, IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE UPRIGHT BASE CONNECTION.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR BOLTS.

DESIGN DATA

DESIGN OVERHEAD SIGN SUPPORT ACCORDING TO THE LATEST EDITION OF A.A.S.H.T.O. "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS".

DEAD LOAD - WEIGHT OF SIGNS AND SUPPORTING STRUCTURE.

ICE LOAD - 3 PSF APPLIED TO ONE FACE OF SIGN AND ALL MEMBER SURFACE AREAS.

WIND PRESSURE - 90 MPH (3 SECOND GUST SPEED) TO SIGN AREA AND EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND)	133

NOTE: WIND LOAD FOR GROUP 3 LOADING SHALL NOT BE LESS THAN 25 P.S.F.

FOUNDATION DATA

SEE S.D.D. 15C15 36-INCH DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE FOR ADDITIONAL INFORMATION.

* MODIFY S.D.D. 15C15 TO PROVIDE A TOTAL FOOTING LENGTH OF 13'-6". PROVIDE 15 HOOPS AND 13'-1" LONG VERTICAL SHAFT REINFORCEMENT. PROVIDE THE FOLLOWING QUANTITY PER FOOTING:

  CONCRETE - 3.5 C.Y.
  H.S. REINFORCEMENT - 226 LBS.

ALTERNATE FOOTING DESIGNS ARE NOT ALLOWED.

SIGN DESIGN DATA

THE OVERHEAD SIGN SUPPORT SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.

CENTER SIGNS VERTICALLY ON TRUSS.

DESIGN SIGN AREA (SQ. FT.)	MAX. TYPE I SIGN DEPTH
223	8'-6"

WISCONSIN
ADRIAN KIDARSA
E-42821
MADISON
WIS.
PROFESSIONAL ENGINEER
4/10/2015

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher NK 05/14/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-53-103

STH 11 WB

COUNTY ROCK | TOWN/~~CITY/VILLAGE~~ LA PRAIRIE

DESIGN SPEC. AASHTO STANDARD SPECIFICATIONS

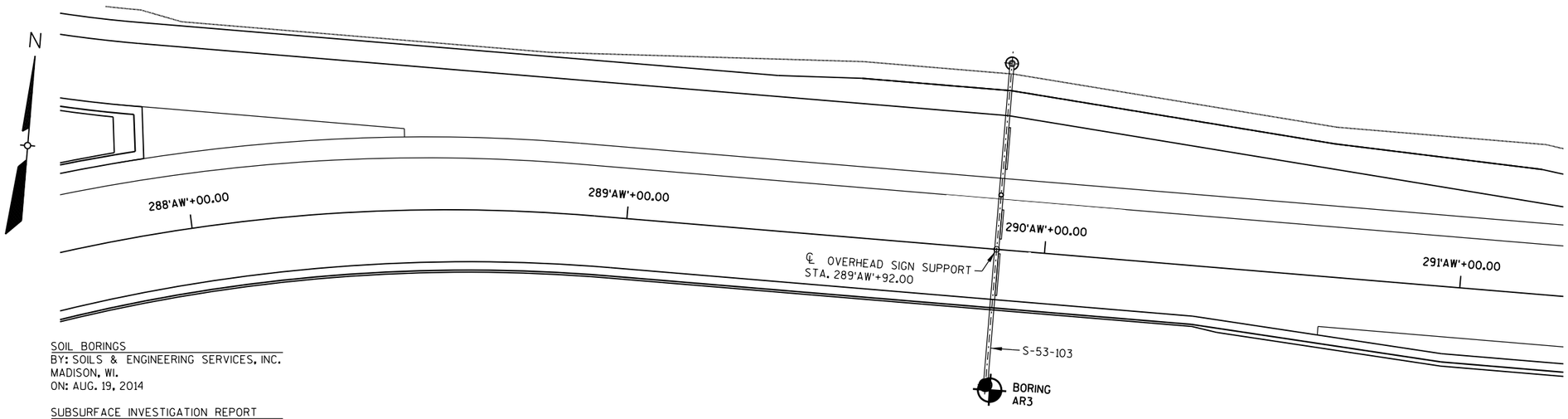
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
AK	MSK	KAM	AK

GENERAL PLAN AND ELEVATION

SHEET 1 OF 2
694

8

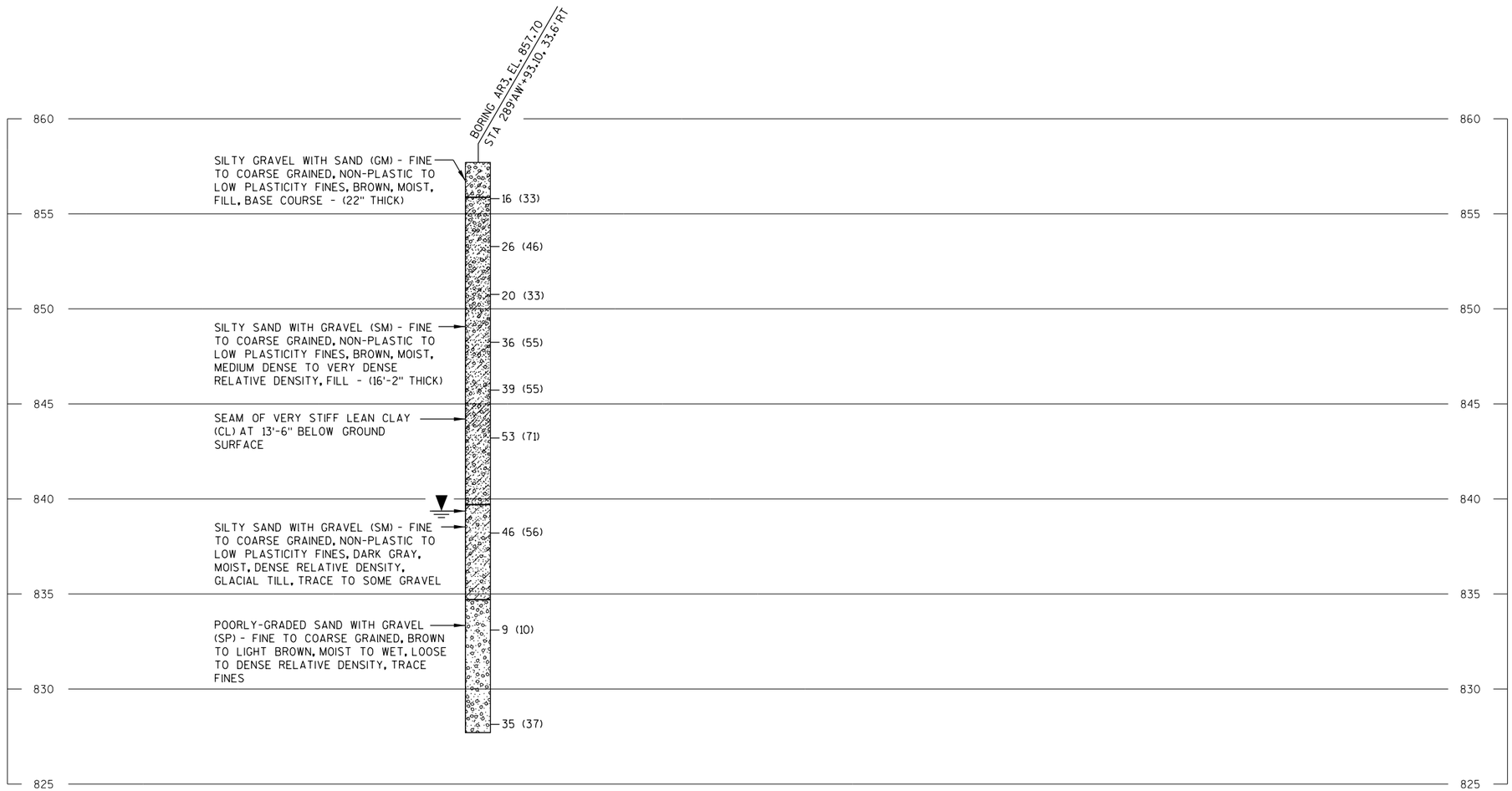
8



SOIL BORINGS
BY: SOILS & ENGINEERING SERVICES, INC.
MADISON, WI.
ON: AUG. 19, 2014

SUBSURFACE INVESTIGATION REPORT
BY: SOILS & ENGINEERING SERVICES, INC.
MADISON, WI.
ON: SEPTEMBER 7, 2014

PLAN



STATE PROJECT NUMBER

1003-10-72

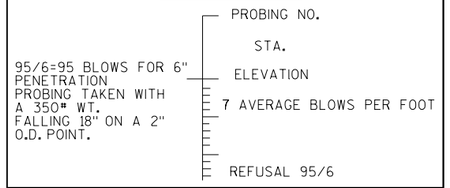
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

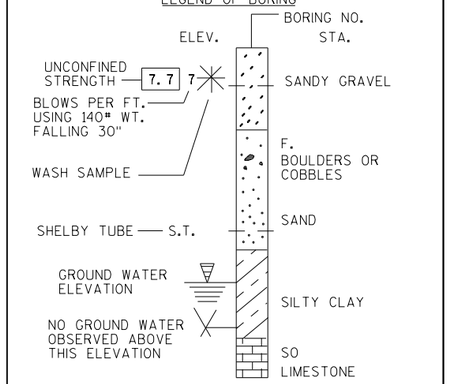
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-53-103

DRAWN BY KAM | PLANS CK'D. AK

SUBSURFACE EXPLORATION

SHEET 2 OF 2
695

FILE=
SCALE =

8

8

AE - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
278+59	---	0.0	810.8	0.0	---	---	---
278+90	31	0.0	971.6	0.0	0	1,023	0
279+00	10	0.0	994.0	0.0	0	364	0
279+15	15	0.0	1,016.5	0.0	0	558	0
279+26	11	0.0	1,025.5	0.0	0	416	0
279+40	14	0.0	1,027.0	0.0	0	532	0
279+50	10	0.0	1,023.8	0.0	0	380	0
279+93	43	0.0	1,000.2	0.0	0	1,612	0
B-53-323	---	---	---	---	---	---	---
			TOTALS		0	4,885	0

AE - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
B-53-323	---	---	---	---	---	---	---
282+66	---	0.0	764.8	0.0	---	---	---
282+90	24	0.9	789.9	0.0	0	691	0
283+00	10	0.0	808.8	0.0	0	296	0
283+50	50	0.0	968.9	0.0	0	1,646	0
283+53	3	0.0	415.5	0.0	0	77	0
			TOTALS		0	2,710	0

AW - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
287+91	---	56.4	1,462.8	0.0	---	---	---
288+00	9	9.6	1,709.7	0.0	11	529	0
288+50	50	4.1	1,710.3	0.0	13	3,167	0
288+94	44	63.1	3,266.1	0.0	55	4,055	0
289+00	6	55.0	1,495.8	0.0	13	529	0
289+50	50	52.6	1,295.7	0.0	100	2,585	0
290+00	50	50.1	1,150.9	0.0	95	2,265	0
290+50	50	77.7	970.5	0.0	118	1,964	0
290+70	20	92.8	892.5	0.0	63	690	0
290+95	25	100.0	832.6	0.0	89	799	0
291+00	5	98.2	822.0	0.0	18	153	0
291+20	20	93.5	764.7	0.0	71	588	0
291+50	30	99.5	683.3	0.0	107	804	0
292+00	50	64.9	605.0	0.0	152	1,193	0
292+50	50	22.1	541.9	0.0	81	1,062	0
292+75	25	16.0	488.6	0.0	18	477	0
			TOTALS		1,004	20,860	0

VA - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
626+20	---	64.0	2,670.4	0.0	---	---	---
626+50	30	64.0	1,768.5	0.0	71	2,466	0
627+00	50	134.0	2,307.3	0.0	183	3,774	0
627+50	50	72.0	1,194.4	0.0	191	3,242	0
628+00	50	92.0	668.4	0.0	152	1,725	0
628+50	50	100.0	532.9	0.0	178	1,112	0
629+00	50	115.0	402.5	0.0	199	866	0
629+50	50	125.0	281.8	0.0	222	634	0
630+00	50	156.0	183.7	0.0	260	431	0
630+31	31	173.0	197.6	0.0	189	219	0
630+50	19	179.0	160.3	0.0	124	126	0
631+00	50	201.0	85.9	0.0	352	228	0
631+50	50	189.0	115.8	0.0	361	187	0
632+00	50	57.0	129.0	0.0	228	227	0
632+50	50	0.0	129.6	0.0	53	239	0
632+80	30	40.0	2.0	0.0	22	73	0
			TOTALS		2,785	15,549	0

VA1 - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
622+89	---	7.1	1,352.6	0.0	---	---	---
623+00	11	8.0	1,782.8	0.0	3	639	0
623+50	50	13.0	1,968.5	0.0	19	3,473	0
624+00	50	19.6	2,201.8	0.0	30	3,861	0
624+50	50	27.0	2,416.9	0.0	43	4,277	0
625+00	50	35.1	2,362.0	0.0	58	4,425	0
625+50	50	49.1	2,051.3	0.0	78	4,086	0
626+00	50	61.4	1,725.3	0.0	102	3,497	0
626+15	15	63.5	1,645.8	0.0	35	936	0
			TOTALS		368	25,194	0

NOTES:

(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL

(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

VAX1 - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
627+40	---	0.0	352.7	0.0	---	---	---
627+50	10	0.0	337.0	0.0	0	128	0
628+00	50	0.0	268.7	0.0	0	561	0
628+50	50	0.0	241.4	0.0	0	472	0
629+00	50	0.0	217.1	0.0	0	425	0
629+50	50	0.0	186.3	0.0	0	374	0
630+00	50	0.0	160.8	0.0	0	321	0
630+50	50	0.0	114.2	0.0	0	255	0
631+00	50	0.3	55.6	0.0	0	157	0
631+50	50	6.6	25.2	0.0	6	75	0
632+00	50	2.4	11.5	0.0	8	34	0
632+50	50	26.7	0.0	0.0	27	11	0
633+00	50	22.0	0.0	0.0	45	0	0
633+50	50	24.7	0.0	0.0	43	0	0
634+00	50	26.1	0.0	0.0	47	0	0
634+50	50	21.3	0.0	0.0	44	0	0
635+00	50	20.5	0.0	0.0	39	0	0
635+50	50	22.8	0.0	0.0	40	0	0
635+84	34	15.4	0.0	0.0	24	0	0
				TOTALS	323	2,813	0

VB - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
613+85	---	12.5	1.7	0.0	---	---	---
614+00	15	0.0	51.5	0.0	3	15	0
614+50	50	0.0	167.8	0.0	0	203	0
615+00	50	4.5	133.1	0.0	4	279	0
615+50	50	11.9	191.4	0.0	15	300	0
616+00	50	24.6	265.9	0.0	34	423	0
616+50	50	37.5	322.1	0.0	58	544	0
617+00	50	57.6	414.3	0.0	88	682	0
617+50	50	55.2	506.6	0.0	104	853	0
618+00	50	46.5	646.8	0.0	94	1068	0
618+50	50	38.4	820.0	0.0	79	1358	0
619+00	50	29.7	1042.8	0.0	63	1725	0
619+50	50	15.9	2074.7	0.0	42	2887	0
620+00	50	11.0	2400.3	0.0	25	4144	0
620+50	50	9.4	2731.6	0.0	19	4752	0
621+00	50	7.0	3094.4	0.0	15	5394	0
621+50	50	6.3	3423.9	0.0	12	6035	0
622+00	50	0.0	3179.9	0.0	6	6115	0
622+39	39	0.0	2077.1	0.0	0	3797	0
622+50	11	0.0	2085.5	0.0	0	848	0
623+00	50	0.0	2182.3	0.0	0	3952	0
623+50	50	0.0	1304.0	0.0	0	3228	0
623+90	40	0.0	167.7	0.0	0	1090	0
				TOTALS	661	49,692	0

VB1 - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
622+17	---	7.5	1908.9	0.0	---	---	---
622+50	33	8.2	2232.1	0.0	10	2,531	0
623+00	50	6.1	2582.3	0.0	13	4,458	0
623+50	50	6.0	2726.5	0.0	11	4,916	0
624+00	50	6.2	1636.3	0.0	11	4,040	0
624+16	16	4.5	1115.2	0.0	3	815	0
624+26	10	0.0	890.5	0.0	1	371	0
				TOTALS	49	17,131	0

VBX1 - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
613+50	---	11.3	0.0	0.0	---	---	---
614+00	50	12.0	0.0	0.0	22	0	0
614+50	50	12.3	0.0	0.0	23	0	0
615+00	50	12.5	2.5	0.0	23	2	0
615+50	50	7.1	34.2	0.0	18	34	0
616+00	50	0.0	131.1	0.0	7	153	0
616+50	50	0.0	247.1	0.0	0	350	0
617+00	50	0.0	373.2	0.0	0	574	0
617+50	50	0.0	385.4	0.0	0	702	0
618+00	50	0.0	433.2	0.0	0	758	0
618+50	50	0.0	511.4	0.0	0	875	0
619+00	50	0.0	643.9	0.0	0	1,070	0
619+22	22	0.0	730.6	0.0	0	560	0
				TOTALS	93	5,078	0

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: EARTHWORK DATA	SHEET 697	E

VC - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
614+50	---	94.5	174.4	0.0	---	---	---
614+50	0	94.5	174.4	0.0	0	0	0
615+00	50	82.6	192.8	0.0	164	340	0
615+50	50	66.8	213.9	0.0	138	377	0
615+95	45	62.9	225.3	0.0	108	366	0
616+00	5	57.9	225.1	0.0	11	42	0
616+50	50	22.3	230.9	0.0	74	422	0
617+00	50	2.6	252.1	0.0	23	447	0
617+11	11	3.1	258.8	0.0	1	104	0
617+50	39	5.9	291.8	0.0	6	398	0
618+00	50	10.8	352.8	0.0	15	597	0
618+08	8	11.7	363.6	0.0	3	106	0
618+50	42	16.2	420.5	0.0	22	610	0
619+00	50	19.4	528.7	0.0	33	879	0
619+50	50	17.9	715.9	0.0	35	1,152	0
620+00	50	16.2	910.7	0.0	32	1,506	0
620+50	50	16.1	1,139.3	0.0	30	1,898	0
621+00	50	15.3	138.0	0.0	29	1,183	0
621+50	50	14.2	2,244.9	0.0	27	2,206	0
622+00	50	14.3	1,668.0	0.0	26	3,623	0
622+50	50	10.9	1,537.0	0.0	23	2,968	0
623+00	50	6.9	1,536.7	0.0	16	2,846	0
623+50	50	2.9	1,393.6	0.0	9	2,713	0
624+00	50	0.6	1,173.6	0.0	3	2,377	0
624+50	50	0.1	788.8	0.0	1	1,817	0
625+00	50	0.0	590.3	0.0	0	1,277	0
625+48	48	6.7	421.0	0.0	6	899	0
			TOTALS		835	31,153	0

VC1 - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
622+34	---	0.0	557.8	0.0	---	---	---
622+48	14	0.0	503.1	0.0	0	275	0
			TOTALS		0	275	0

VCX1 - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
612+28	---	157.3	108.8	0.0	---	---	---
612+50	22	152.0	123.4	0.0	126	95	0
613+00	50	134.1	141.1	0.0	265	245	0
613+50	50	116.3	167.7	0.0	232	286	0
614+00	50	111.9	184.6	0.0	211	326	0
614+50	50	100.0	212.1	0.0	196	367	0
			TOTALS		1,030	1,319	0

VD - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
624+13	---	117.7	1,434.7	0.0	---	---	---
624+50	37	94.6	1,877.1	0.0	145	2,269	0
624+75	25	102.0	2,030.3	0.0	91	1,809	0
625+00	25	97.2	2,045.5	0.0	92	1,887	0
625+50	50	77.2	1,726.1	0.0	161	3,492	0
626+00	50	72.4	1,417.0	0.0	139	2,910	0
626+50	50	74.8	1,100.7	0.0	136	2,331	0
626+76	26	75.0	1,272.1	0.0	72	1,142	0
627+00	24	74.3	1,570.6	0.0	66	1,263	0
627+50	50	79.1	1,190.5	0.0	142	2,557	0
628+00	50	78.6	900.9	0.0	146	1,936	0
628+50	50	73.6	690.9	0.0	141	1,474	0
629+00	50	74.5	523.3	0.0	137	1,124	0
629+50	50	84.2	349.9	0.0	147	809	0
630+00	50	135.5	202.7	0.0	203	512	0
630+50	50	182.0	83.4	0.0	294	265	0
630+60	10	188.3	64.2	0.0	69	27	0
631+00	40	206.1	18.5	0.0	292	61	0
631+50	50	254.5	4.6	0.0	426	21	0
632+00	50	221.3	6.7	0.0	441	10	0
632+50	50	172.1	14.6	0.0	364	20	0
633+00	50	124.0	25.7	0.0	274	37	0
633+50	50	111.1	37.0	0.0	218	58	0
634+00	50	103.6	44.9	0.0	199	76	0
			TOTALS		4,395	26,090	0

VD1 - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
625+48	---	0.0	918.4	0.0	---	---	---
625+50	2	0.0	930.3	0.0	0	68	0
626+00	50	0.0	997.4	0.0	0	1,785	0
626+27	27	0.0	923.3	0.0	0	960	0
626+50	23	0.0	854.4	0.0	0	757	0
626+72	22	0.0	810.2	0.0	0	678	0
			TOTALS		0	4,248	0

VDX1 - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
634+00	---	101.8	79.9	0.0	---	---	---
634+50	50	66.5	88.7	0.0	156	156	0
635+00	50	42.1	96.5	0.0	101	171	0
635+50	50	20.8	89.4	0.0	58	172	0
636+00	50	7.9	73.2	0.0	27	151	0
636+35	35	0.0	71.1	0.0	5	94	0
			TOTALS		347	744	0

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

MD - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
10+00	---	16.7	0.0	0.0	---	---	---
10+25	25	22.2	0.0	0.0	18	0	0
10+50	25	30.4	0.0	0.0	24	0	0
10+75	25	41.1	0.0	0.0	33	0	0
11+00	25	35.0	0.0	0.0	35	0	0
11+25	25	30.7	0.0	0.0	30	0	0
11+50	25	0.0	6.5	0.0	14	3	0
11+75	25	0.0	67.6	0.0	0	34	0
12+00	25	0.0	116.8	0.0	0	85	0
12+25	25	0.0	202.5	0.0	0	148	0
12+50	25	43.8	0.1	0.0	20	94	0
12+52	2	0.0	0.0	0.0	2	0	0
				0			
				TOTALS	176	364	0

MDIDW - STAGE 1		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
0+00	---	8.6	0.0	0.0	---	---	---
0+25	25	4.5	0.6	0.0	6	0	0
0+50	25	0.0	1.5	0.0	2	1	0
0+75	25	0.0	12.2	0.0	0	6	0
1+00	25	0.0	26.3	0.0	0	18	0
1+25	25	0.0	47.9	0.0	0	34	0
1+47	22	0.0	71.4	0.0	0	48	0
				TOTALS	8	107	0

TW_SB - STAGE 1A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
590+00	---	37.7	0.0	13.9	---	---	---
591+00	100	29.1	0.0	8.3	124	0	41
592+00	100	31.0	0.0	0.6	111	0	17
593+00	100	27.3	0.0	0.0	108	0	1
594+00	100	29.3	0.0	0.0	105	0	0
595+00	100	26.8	0.0	0.0	104	0	0
596+00	100	21.8	0.0	0.9	90	0	2
597+00	100	20.6	0.0	2.2	79	0	6
598+00	100	21.3	0.0	4.0	78	0	12
599+00	100	21.8	0.0	4.6	80	0	16
600+00	100	24.7	0.0	4.2	86	0	16
601+00	100	25.6	0.0	3.9	93	0	15
602+00	100	25.6	0.0	4.1	95	0	15
603+00	100	24.0	0.0	4.6	92	0	16
604+00	100	21.9	0.1	5.0	85	0	18
605+00	100	20.2	0.8	4.9	78	2	18
606+00	100	20.4	0.8	4.8	75	3	18
607+00	100	21.3	0.0	4.6	77	1	17
608+00	100	23.7	0.0	4.3	83	0	16
609+00	100	22.1	0.0	4.6	85	0	16
							CON'T. TOP

TW_SB - STAGE 1A - CON'T.		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
610+00	100	23.8	0.0	4.4	85	0	17
611+00	100	20.1	0.8	4.4	81	1	16
612+00	100	19.0	5.0	3.8	72	11	15
613+00	100	22.0	0.0	4.3	76	9	15
614+00	100	24.8	0.0	3.9	87	0	15
615+00	100	26.2	0.0	3.6	94	0	14
616+00	100	24.9	0.0	4.0	95	0	14
617+00	100	20.5	0.1	4.6	84	0	16
618+00	100	18.1	3.0	4.2	71	6	16
619+00	100	26.5	0.0	4.2	83	6	15
620+00	100	22.7	0.0	4.6	91	0	16
621+00	100	25.1	0.0	6.4	89	0	20
622+00	100	27.4	0.0	6.5	97	0	24
623+00	100	26.1	0.0	8.4	99	0	28
624+00	100	26.7	0.0	8.3	98	0	31
625+00	100	25.7	0.0	9.7	97	0	33
626+00	100	20.6	0.2	10.6	86	0	38
627+00	100	19.8	0.4	10.6	75	1	39
628+00	100	26.3	0.0	5.2	85	1	29
629+00	100	29.6	0.0	3.0	104	0	15
630+00	100	26.9	0.0	3.3	105	0	12
631+00	100	23.6	0.0	4.4	94	0	14
632+00	100	25.8	0.0	4.3	91	0	16
633+00	100	24.8	0.0	4.4	94	0	16
634+00	100	38.1	0.0	2.2	116	0	12
635+00	100	37.3	0.0	2.0	140	0	8
636+00	100	42.1	0.0	4.0	147	0	11
637+00	100	41.2	0.0	4.1	154	0	15
638+00	100	45.0	0.0	3.6	160	0	14
639+00	100	43.6	0.0	3.8	164	0	14
640+00	100	41.0	0.0	4.2	157	0	15
641+00	100	38.8	0.0	4.8	148	0	17
642+00	100	41.2	0.0	4.4	148	0	17
643+00	100	42.2	0.0	4.4	154	0	16
644+00	100	38.5	0.0	5.0	149	0	17
645+00	100	34.8	0.0	5.3	136	0	19
646+00	100	28.1	0.0	6.3	116	0	22
647+00	100	28.7	0.0	6.0	105	0	23
648+00	100	27.3	0.0	6.3	104	0	23
649+00	100	23.4	0.0	6.9	94	0	24
650+00	100	21.0	0.6	6.7	82	1	25
651+00	100	21.5	1.4	6.3	79	4	24
652+00	100	22.7	0.3	6.8	82	3	24
653+00	100	22.7	0.0	6.8	84	1	25
654+00	100	23.2	0.0	6.4	85	0	24
655+00	100	20.5	0.0	7.0	81	0	25
656+00	100	22.8	0.0	6.4	80	0	25
657+00	100	23.1	0.0	6.7	85	0	24
658+00	100	27.1	0.0	6.4	93	0	24
659+00	100	0.2	2.8	0.0	51	5	12
				TOTALS	6,855	55	1,243

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

TW_SB - STAGE 1B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
599+04	---	0.0	6.2	4.5	---	---	---
600+00	96	0.0	68.2	4.5	0	132	16
601+00	100	18.5	97.1	3.7	34	306	15
602+00	100	28.4	51.3	3.5	87	275	13
603+00	100	34.3	35.7	12.2	116	161	29
604+00	100	34.6	44.4	16.7	128	148	54
605+00	100	36.5	47.8	21.3	132	171	70
606+00	100	63.6	61.6	20.1	185	203	77
607+00	100	78.6	61.0	19.0	263	227	72
608+00	100	152.9	58.6	20.8	429	221	74
609+00	100	236.4	66.0	21.4	721	231	78
610+00	100	197.4	61.8	23.3	803	237	83
611+00	100	186.0	75.8	24.1	710	255	88
612+00	100	179.5	74.7	34.7	677	279	109
612+25	25	12.4	8.8	34.5	89	39	32
615+57	---	25.4	39.3	1.5	---	---	---
616+00	43	25.8	53.9	1.5	41	74	2
617+00	100	24.8	54.6	0.9	94	201	5
618+00	100	26.2	40.7	1.8	94	176	5
619+00	100	24.8	31.5	2.9	94	134	9
620+00	100	24.7	27.3	3.6	92	109	12
621+00	100	26.3	16.3	6.0	94	81	18
622+00	100	25.0	16.1	4.0	95	60	19
622+06	6	24.9	16.3	3.7	6	4	1
623+00	94	27.7	16.8	3.5	92	58	13
623+30	30	43.0	0.0	3.5	39	9	4
625+53	---	30.3	8.3	4.8	---	---	---
626+00	47	27.6	9.2	4.8	50	15	8
627+00	100	27.2	8.2	5.9	101	32	20
628+00	100	26.7	13.7	6.0	100	41	22
629+00	100	26.4	22.2	4.8	98	66	20
630+00	100	27.3	20.4	8.1	99	79	24
631+00	100	25.6	23.8	8.2	98	82	30
631+65	65	24.4	23.3	8.1	60	57	20
636+37	---	0.0	14.2	49.9	---	---	---
637+00	63	0.0	32.5	54.4	0	54	122
638+00	100	5.9	23.1	40.5	11	103	176
639+00	100	18.5	30.0	29.6	45	98	130
640+00	100	30.2	25.1	33.4	90	102	117
641+00	100	34.9	29.1	31.0	121	100	119
642+00	100	37.9	29.8	31.6	135	109	116
643+00	100	38.6	46.5	23.3	142	141	102
644+00	100	36.5	44.2	19.7	139	168	80
645+00	100	36.7	37.5	20.3	136	151	74
646+00	100	37.2	33.4	14.8	137	131	65
647+00	100	0.0	22.9	0.0	69	104	27
647+35	35	1.6	0.5	0.0	1	15	0
				TOTALS	6,747	5,439	2,170

AE - STAGE 2A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
285+27	---	0.6	119.9	0.0	---	---	---
285+50	23	66.6	131.1	0.0	29	107	0
286+00	50	86.7	50.9	0.0	142	169	0
286+50	50	38.1	0.9	0.0	116	48	0
287+00	50	78.2	43.8	0.0	108	41	0
287+50	50	78.9	136.4	0.0	145	167	0
288+00	50	88.3	66.5	0.0	155	188	0
288+27	27	88.9	63.5	0.0	89	65	0
288+50	50	92.1	61.2	0.0	168	115	0
289+00	50	99.0	261.8	0.0	177	299	0
289+50	50	102.3	172.6	0.0	186	402	0
290+00	50	93.1	145.6	0.0	181	295	0
290+50	50	81.0	154.2	0.0	161	278	0
291+00	50	68.6	156.1	0.0	139	287	0
291+50	50	57.1	129.9	0.0	116	265	0
292+00	50	44.9	153.4	0.0	94	262	0
292+50	50	37.9	169.2	0.0	77	299	0
293+00	50	31.5	152.9	0.0	64	298	0
293+50	50	28.1	160.3	0.0	55	290	0
294+00	50	29.6	144.0	0.0	53	282	0
294+50	50	31.4	128.4	0.0	56	252	0
295+00	50	37.0	113.6	0.0	63	224	0
295+50	50	39.6	113.3	0.0	71	210	0
296+00	50	39.0	111.2	0.0	73	208	0
296+50	50	106.8	153.6	0.0	135	245	0
297+00	50	107.2	135.5	0.0	198	251	0
297+50	50	116.6	108.2	0.0	207	226	0
298+00	50	124.7	83.5	0.0	223	178	0
298+50	50	130.2	65.4	0.0	236	138	0
299+00	50	133.5	48.0	0.0	244	105	0
299+50	50	125.0	42.5	0.0	239	84	0
300+00	50	118.4	34.7	0.0	225	71	0
300+50	50	116.2	25.0	0.0	217	55	0
301+00	50	127.1	17.1	0.0	225	39	0
301+50	50	128.2	10.7	0.0	236	26	0
302+00	50	120.7	8.0	0.0	230	17	0
302+50	50	122.9	4.9	0.0	226	12	0
303+00	50	129.5	1.8	0.0	234	6	0
303+50	50	155.6	0.1	0.0	264	2	0
304+00	50	165.8	0.0	0.0	298	0	0
304+50	50	165.8	0.0	0.0	307	0	0
305+00	50	162.6	0.0	0.0	304	0	0
305+50	50	157.6	0.0	0.0	296	0	0
306+00	50	152.0	1.1	0.0	287	1	0
306+50	50	277.0	0.0	0.0	397	1	0
307+00	50	170.1	0.0	0.0	414	0	0
307+15	15	171.9	0.0	0.0	95	0	0
				TOTALS	8,255	6,508	0

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

AW - STAGE 2A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
261+00	---	121.6	0.5	0.0	---	---	---
261+50	50	124.9	0.0	0.0	228	0	0
262+00	50	132.0	0.0	0.0	238	0	0
262+50	50	145.2	0.0	0.0	257	0	0
263+00	50	135.1	0.0	0.0	260	0	0
263+50	50	136.6	0.0	0.0	252	0	0
264+00	50	178.1	15.7	0.0	291	15	0
264+50	50	167.5	34.9	0.0	320	47	0
265+00	50	175.3	21.3	0.0	317	52	0
265+50	50	167.1	14.5	0.0	317	33	0
266+00	50	164.7	9.9	0.0	307	23	0
266+50	50	176.1	6.9	0.0	316	16	0
267+00	50	172.0	12.5	0.0	322	18	0
267+50	50	175.8	9.8	0.0	322	21	0
268+00	50	186.3	10.7	0.0	335	19	0
268+50	50	183.2	21.7	0.0	342	30	0
269+00	50	167.5	39.8	0.0	325	57	0
269+50	50	158.9	63.2	0.0	302	95	0
270+00	50	147.5	94.5	0.0	284	146	0
270+50	50	141.4	142.0	0.0	268	219	0
271+00	50	132.4	190.1	0.0	254	308	0
271+50	50	122.1	233.7	0.0	236	392	0
272+00	50	114.3	292.4	0.0	219	487	0
272+50	50	117.1	330.3	0.0	214	577	0
273+00	50	121.3	381.6	0.0	221	659	0
273+50	50	126.1	445.9	0.0	229	766	0
274+00	50	115.9	540.3	0.0	224	913	0
274+50	50	112.1	661.6	0.0	211	1,113	0
275+00	50	35.5	342.5	0.0	137	930	0
275+50	50	40.7	6.2	0.0	71	323	0
275+54	4	41.4	4.2	0.0	6	1	0
285+10	---	59.7	0.0	0.0	---	---	---
285+50	40	66.0	0.0	0.0	94	0	0
285+68	18	64.2	0.0	0.0	44	0	0
287+40	---	3.5	123.6	0.0	---	---	---
287+50	10	0.9	128.6	0.0	1	48	0
287+91	41	94.0	0.0	0.0	71	97	0
292+75	---	111.2	1.7	0.0	---	---	---
293+00	25	11.4	121.1	0.0	57	57	0
293+50	50	5.9	381.4	0.0	16	465	0
294+00	50	6.0	318.2	0.0	11	648	0
294+50	50	9.5	259.5	0.0	14	535	0
295+00	50	17.6	206.7	0.0	25	432	0
295+50	50	33.5	153.9	0.0	47	334	0
296+00	50	50.2	112.1	0.0	78	246	0
296+50	50	63.8	74.3	0.0	106	173	0
296+94	44	71.6	50.8	0.0	111	102	0
				TOTALS	8,300	10,397	0

VB1 - STAGE 2A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
623+90	---	62.1	0.0	0.0	---	---	---
624+00	10	9.3	0.0	0.0	13	0	0
624+24	24	57.6	0.0	0.0	30	0	0
				TOTALS	43	0	0

VB1 - STAGE 2A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
624+26	---	58.0	590.3	0.0	---	---	---
624+50	24	13.8	377.0	0.0	32	430	0
624+54	4	21.3	301.0	0.0	3	50	0
				TOTALS	35	480	0

VD - STAGE 2A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
623+80	---	0.0	933.0	0.0	---	---	---
624+00	20	38.0	698.3	0.0	14	604	0
624+13	13	223.8	392.6	0.0	63	263	0
				TOTALS	77	867	0

R - STAGE 2A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
10+25	---	26.0	0.0	0.0	---	---	---
10+50	25	99.7	2.6	0.0	58	1	0
10+75	25	68.4	7.2	0.0	78	5	0
11+00	25	61.9	4.4	0.0	60	5	0
11+25	25	58.7	4.0	0.0	56	4	0
11+50	25	53.6	0.2	0.0	52	2	0
				TOTALS	304	17	0

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

AE - STAGE 2B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
275+68	---	28.6	0.0	0.0	---	---	---
276+00	32	57.3	0.0	0.0	51	0	0
276+50	50	78.5	1.0	0.0	126	1	0
277+00	50	31.0	0.5	0.0	101	1	0
277+50	50	64.7	6.3	0.0	89	6	0
278+00	50	0.0	165.3	0.0	60	159	0
278+50	50	0.0	596.5	0.0	0	705	0
278+59	9	92.3	0.6	0.0	15	100	0
283+53	---	92.7	0.0	0.0	---	---	---
284+00	47	37.8	221.5	0.0	114	193	0
284+50	50	49.4	414.3	0.0	81	589	0
285+00	50	24.5	217.8	0.0	68	585	0
285+27	27	88.9	2.5	0.0	57	110	0
				TOTALS	762	2,449	0

AW - STAGE 2B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
275+54	---	85.1	0.0	0.0	---	---	---
275+61	7	39.2	1.0	0.0	16	0	0
				TOTALS	16	0	0

VA - STAGE 2B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
624+43	---	0.1	170.3	0.0	---	---	---
624+50	7	0.1	124.7	0.0	0	38	0
625+00	50	0.0	259.6	0.0	0	356	0
625+50	50	0.0	712.8	0.0	0	900	0
626+00	50	0.0	363.1	0.0	0	996	0
626+20	20	105.9	0.1	0.0	39	135	0
				TOTALS	39	2,425	0

VD1 - STAGE 2B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
624+47	---	0.0	50.3	0.0	---	---	---
624+50	3	0.0	62.7	0.0	0	6	0
625+00	50	0.0	137.5	0.0	0	185	0
625+48	48	60.0	0.5	0.0	53	123	0
				TOTALS	53	314	0

OBLITERATE VA RAMP - STAGE 2B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
624+41	---	0.0	0.0	0.0	---	---	---
624+50	9	23.6	0.0	0.0	4	0	0
625+00	50	37.6	0.0	0.0	57	0	0
625+50	50	26.9	0.0	0.0	60	0	0
626+00	50	22.3	0.0	0.0	46	0	0
626+50	50	220.6	0.0	0.0	225	0	0
627+00	50	21.1	0.0	0.0	224	0	0
627+50	50	21.7	0.0	0.0	40	0	0
628+00	50	22.3	0.0	0.0	41	0	0
628+50	50	22.0	0.0	0.0	41	0	0
629+00	50	22.0	0.0	0.0	41	0	0
629+50	50	22.1	0.0	0.0	41	0	0
630+00	50	20.9	0.0	0.0	40	0	0
630+50	50	20.7	0.0	0.0	39	0	0
631+00	50	20.9	0.0	0.0	39	0	0
631+12	12	20.7	0.0	0.0	9	0	0
				TOTALS	947	0	0

OBLITERATE VB RAMP - STAGE 2B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
616+39	---	22.8	0.0	0.0	---	---	---
616+50	11	22.8	0.0	0.0	9	0	0
617+00	50	22.1	0.0	0.0	42	0	0
617+50	50	21.7	0.0	0.0	41	0	0
618+00	50	22.4	0.0	0.0	41	0	0
618+50	50	22.5	0.0	0.0	42	0	0
619+00	50	21.7	0.0	0.0	41	0	0
619+50	50	21.8	0.0	0.0	40	0	0
620+00	50	19.1	0.0	0.0	38	0	0
620+50	50	22.2	0.0	0.0	38	0	0
621+00	50	22.1	0.0	0.0	41	0	0
621+50	50	21.5	0.0	0.0	40	0	0
622+00	50	21.7	0.0	0.0	40	0	0
622+50	50	24.3	0.0	0.0	43	0	0
623+00	50	26.0	0.0	0.0	47	0	0
623+50	50	34.6	0.0	0.0	56	0	0
624+00	50	67.5	0.0	0.0	95	0	0
624+34	34	34.6	0.0	0.0	64	0	0
				TOTALS	758	0	0

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: EARTHWORK DATA	SHEET 702	E

OBLITERATE VD RAMP - STAGE 2B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
624+50	---	0.4	0.0	0.0	---	---	---
625+00	50	15.2	7.1	0.0	14	7	0
625+50	50	59.7	0.0	0.0	69	7	0
626+00	50	43.8	0.0	0.0	96	0	0
626+50	50	38.7	0.0	0.0	76	0	0
627+00	50	32.4	0.0	0.0	66	0	0
627+50	50	25.9	0.0	0.0	54	0	0
628+00	50	22.4	0.0	0.0	45	0	0
628+50	50	23.2	0.0	0.0	42	0	0
629+00	50	23.2	0.0	0.0	43	0	0
629+50	50	22.2	0.0	0.0	42	0	0
630+00	50	22.6	0.0	0.0	41	0	0
630+50	50	23.1	0.0	0.0	42	0	0
631+00	50	23.1	0.0	0.0	43	0	0
631+50	50	22.6	0.0	0.0	42	0	0
632+00	50	22.8	0.0	0.0	42	0	0
632+50	50	23.0	0.0	0.0	42	0	0
633+00	50	23.1	0.0	0.0	43	0	0
633+50	50	23.7	0.0	0.0	43	0	0
634+00	50	21.4	0.0	0.0	42	0	0
634+50	50	19.7	0.0	0.0	38	0	0
635+00	50	16.8	0.0	0.0	34	0	0
635+50	50	17.3	0.0	0.0	32	0	0
636+00	50	9.6	0.0	0.0	25	0	0
636+50	50	5.1	0.0	0.0	14	0	0
637+00	50	1.8	0.0	0.0	6	0	0
637+05	5	1.0	0.0	0.0	0	0	0
				TOTALS	1,076	14	0

AE - STAGE 3A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
261+00	---	137.0	59.3	0.0	---	---	---
261+50	50	136.0	49.5	0.0	253	101	0
262+00	50	132.0	5.1	0.0	248	51	0
262+50	50	139.0	24.3	0.0	251	27	0
263+00	50	148.0	0.0	0.0	266	23	0
263+50	50	154.0	0.0	0.0	280	0	0
264+00	50	124.0	5.4	0.0	257	5	0
264+50	50	127.0	4.0	0.0	232	9	0
265+00	50	132.0	3.7	0.0	240	7	0
265+50	50	143.0	0.0	0.0	255	3	0
266+00	50	150.0	0.0	0.0	271	0	0
266+50	50	163.0	0.0	0.0	290	0	0
267+00	50	168.0	0.0	0.0	306	0	0
267+50	50	180.0	0.0	0.0	322	0	0
268+00	50	197.0	0.0	0.0	349	0	0
268+50	50	203.0	0.0	0.0	370	0	0
269+00	50	214.0	0.0	0.0	386	0	0
269+50	50	227.0	0.0	0.0	408	0	0
270+00	50	250.0	0.0	0.0	442	0	0
270+50	50	257.0	0.0	0.0	469	0	0
271+00	50	253.0	0.0	0.0	472	0	0
271+50	50	247.0	40.7	0.0	463	38	0
272+00	50	241.0	95.3	0.0	452	126	0
272+50	50	240.0	135.7	0.0	445	214	0
273+00	50	226.0	168.4	0.0	431	282	0
273+50	50	272.0	269.3	0.0	461	405	0
274+00	50	218.0	124.0	0.0	454	364	0
274+50	50	160.0	337.8	0.0	350	428	0
275+00	50	120.0	2.6	0.0	259	315	0
275+50	50	122.0	282.2	0.0	224	264	0
275+98	48	70.0	276.1	0.0	171	496	0
				TOTALS	10,077	3,158	0

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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: EARTHWORK DATA	SHEET 703	E

AW - STAGE 3A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
279+12	---	77.5	121.7	0.0	---	---	---
279+36	24	84.2	91.5	0.0	72	95	0
279+41	5	85.6	87.8	0.0	16	17	0
279+50	9	88.5	82.9	0.0	29	28	0
279+91	41	86.4	102.4	0.0	133	141	0
B-53-324							
TOTALS					250	281	0

AW - STAGE 3A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
B-53-324	---	---	---	---	---	---	---
282+64	---	155.6	32.1	0.0	---	---	---
282+95	31	147.0	40.1	0.0	174	41	0
283+00	5	145.1	42.9	0.0	27	8	0
283+15	15	139.0	124.4	0.0	79	46	0
283+17	2	138.4	126.2	0.0	10	9	0
283+40	23	127.6	165.4	0.0	113	124	0
283+42	2	126.9	168.5	0.0	9	12	0
283+50	8	127.6	73.4	0.0	38	36	0
283+65	15	123.7	194.5	0.0	70	74	0
283+67	2	123.3	194.9	0.0	9	14	0
284+00	33	108.5	47.5	0.0	142	148	0
284+50	50	84.3	24.8	0.0	179	67	0
285+00	50	96.9	14.2	0.0	168	36	0
285+10	10	96.8	12.7	0.0	36	5	0
285+50	40	11.1	14.8	0.0	80	20	0
TOTALS					1,134	640	0

VB - STAGE 3A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
623+21	---	11.1	14.8	0.0	---	---	---
623+50	29	9.6	0.0	0.0	11	8	0
624+02	52	6.6	0.0	0.0	16	0	0
TOTALS					27	8	0

TW_SB - STAGE 3A		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
620+89	---	0.0	0.1	0.0	---	---	---
621+00	11	0.0	2.2	0.0	0	0	0
621+50	50	0.0	10.4	0.0	0	12	0
622+00	50	0.0	17.2	0.0	0	26	0
622+50	50	3.6	9.3	0.0	3	25	0
623+00	50	13.8	5.3	0.0	16	14	0
623+50	50	18.8	2.7	0.0	30	7	0
624+00	50	15.4	5.0	0.0	32	7	0
624+50	50	12.7	4.7	0.0	26	9	0
625+00	50	8.5	8.1	0.0	20	12	0
625+50	50	3.2	12.8	0.0	11	19	0
626+00	50	0.0	27.7	0.0	3	38	0
626+50	50	0.0	26.4	0.0	0	50	0
627+00	50	0.3	14.0	0.0	0	37	0
627+50	50	0.1	4.3	0.0	0	17	0
627+78	28	0.0	0.1	0.0	0	2	0
TOTALS					141	275	0

AW - STAGE 3B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
276+52	---	46.6	1.6	0.0	---	---	---
277+00	48	82.7	15.7	0.0	115	15	0
277+50	50	75.7	66.2	0.0	147	76	0
278+00	50	72.2	94.8	0.0	137	149	0
278+50	50	75.0	93.9	0.0	136	175	0
278+86	36	87.4	198.5	0.0	108	195	0
279+00	14	88.9	88.5	0.0	46	74	0
279+11	11	103.1	69.9	0.0	39	32	0
279+12	1	127.7	395.5	0.0	4	9	0
TOTALS					732	725	0

VC1 - STAGE 3B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
622+48	---	65.4	0.3	0.0	---	---	---
622+50	2	13.1	98.4	0.0	3	4	0
623+00	50	0.0	262.0	0.0	12	334	0
623+50	50	0.0	62.3	0.0	0	300	0
624+00	50	0.0	63.6	0.0	0	117	0
624+50	50	6.3	233.8	0.0	6	275	0
624+54	4	6.6	242.6	0.0	1	35	0
TOTALS					22	1065	0

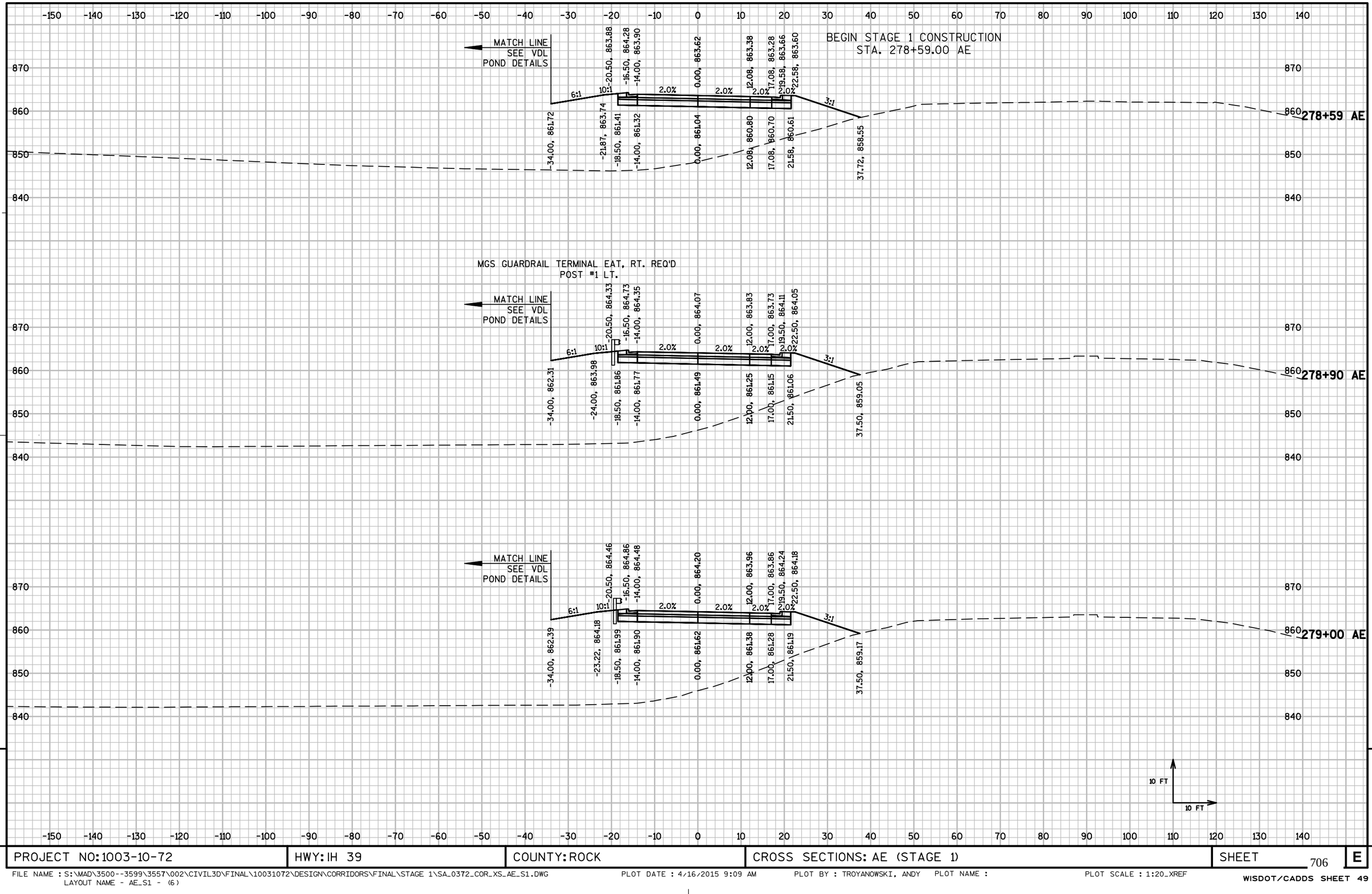
NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

TW_SB - STAGE 3B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
609+31	---	33.7	0.0	0.0	---	---	---
610+00	69	36.8	0.0	0.0	90	0	0
611+00	100	41.7	0.0	3.7	145	0	7
612+00	100	41.8	0.0	8.4	155	0	22
613+00	100	41.6	6.0	15.9	154	11	45
614+00	100	45.8	0.0	19.1	162	11	65
615+00	100	38.7	14.6	25.3	156	27	82
615+57	57	0.0	0.0	25.3	41	15	53
623+32	---	75.6	4.9	34.1	---	---	---
624+00	68	71.6	0.0	34.1	185	6	86
625+00	100	30.9	47.1	12.1	190	87	86
625+53	53	0.0	0.0	12.1	30	46	24
631+65	---	71.7	5.0	16.2	---	---	---
632+00	35	24.6	21.5	16.2	62	17	21
633+00	100	28.5	5.8	34.9	98	51	95
634+00	100	30.5	5.8	32.8	109	21	125
635+00	100	14.9	22.4	21.0	84	52	100
636+00	100	30.2	11.0	32.7	84	62	99
637+00	100	50.7	0.0	30.8	150	20	118
638+00	100	45.9	0.0	20.8	179	0	95
639+00	100	29.1	0.0	6.2	139	0	50
640+00	100	13.8	0.0	0.0	79	0	12
640+58	58	11.5	0.0	0.0	27	0	0
				TOTALS	2,319	426	1,185

OBLITERATE VC RAMP - STAGE 3B		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
612+37	---	3.4	0.3	0.0	---	---	---
612+50	13	3.6	0.2	0.0	2	0	0
613+00	50	9.8	0.0	0.0	12	0	0
613+50	50	18.8	0.7	0.0	26	1	0
614+00	50	23.0	0.0	0.0	39	1	0
614+50	50	23.5	0.0	0.0	43	0	0
615+00	50	24.0	0.0	0.0	44	0	0
615+50	50	26.6	0.0	0.0	47	0	0
616+00	50	32.0	0.0	0.0	54	0	0
616+50	50	34.5	0.0	0.0	62	0	0
617+00	50	35.2	0.0	0.0	65	0	0
617+50	50	39.0	0.0	0.0	69	0	0
618+00	50	22.5	0.0	0.0	57	0	0
618+50	50	21.6	0.0	0.0	41	0	0
619+00	50	22.3	0.0	0.0	41	0	0
619+50	50	22.3	0.0	0.0	41	0	0
620+00	50	22.1	0.0	0.0	41	0	0
620+50	50	21.7	0.0	0.0	41	0	0
621+00	50	22.0	0.0	0.0	40	0	0
621+50	50	21.7	0.0	0.0	40	0	0
622+00	50	22.8	0.0	0.0	41	0	0
622+50	50	29.1	0.0	0.0	48	0	0
623+00	50	53.0	0.0	0.0	76	0	0
623+50	50	40.2	0.0	0.0	86	0	0
624+00	50	17.6	5.3	0.0	54	5	0
624+22	22	0.0	9.4	0.0	7	6	0
				TOTALS	1,117	13	0

AE - STAGE 4		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
255+60	---	12.3	0.0	0.0	---	---	---
256+00	40	13.6	0.0	0.0	19	0	0
256+50	50	15.3	0.0	0.0	27	0	0
257+00	50	24.3	0.0	0.0	37	0	0
257+50	50	29.7	0.0	0.0	50	0	0
258+00	50	29.9	0.0	0.0	55	0	0
258+50	50	30.1	0.0	0.0	56	0	0
259+00	50	30.4	0.0	0.0	56	0	0
259+50	50	22.1	0.1	0.0	49	0	0
260+00	50	22.3	0.0	0.0	41	0	0
260+50	50	13.3	0.0	0.0	33	0	0
261+00	50	12.6	0.0	0.0	24	0	0
				TOTALS	447	0	0

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL


BEGIN STAGE 1 CONSTRUCTION
STA. 278+59.00 AE
MATCH LINE
SEE VDL
POND DETAILS
278+59 AE
MGS GUARDRAIL TERMINAL EAT, RT. REQ'D
POST #1 LT.
MATCH LINE
SEE VDL
POND DETAILS
278+90 AE
MATCH LINE
SEE VDL
POND DETAILS
279+00 AE
6:1
10:1
2.0%
3:1
10 FT
10 FT

MATCH LINE
SEE VDL
POND DETAILS

POST #5 LT.

6:1 10:1 2.0% 2.0% 2.0% 2.0% 3:1

-34.00, 862.49 | -22.00, 864.49 | -18.71, 864.82 | -16.50, 865.04 | -14.00, 864.67 | 0.00, 864.40 | 12.00, 864.15 | 17.00, 864.05 | 18.05, 864.03 | 20.55, 864.40 | 23.55, 864.34 | 38.07, 859.50

-18.50, 862.17 | -14.00, 862.08 | 0.00, 861.80 | 12.00, 861.56 | 17.00, 861.46 | 18.05, 861.44 | 22.55, 861.35

279+15 AE

MATCH LINE
SEE VDL
POND DETAILS

6:1 10:1 2.0% 2.0% 2.0% 2.0% 3:1

-34.00, 862.56 | -21.15, 864.70 | -16.50, 865.16 | -14.00, 864.79 | 0.00, 864.51 | 12.00, 864.27 | 17.00, 864.17 | 20.20, 864.10 | 22.70, 864.48 | 25.70, 864.42 | 39.10, 859.95

-18.50, 862.30 | -14.00, 862.21 | 0.00, 861.93 | 12.00, 861.69 | 17.00, 861.59 | 20.20, 861.52 | 24.70, 861.43

279+26 AE

1 - MANHOLES 6-FT DIAMETER REQ'D

1 - AECPRC 24-INCH REQ'D

MATCH LINE
SEE VDL
POND DETAILS

6:1 10:1 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 3:1

-34.00, 862.67 | -20.50, 864.92 | -16.50, 865.32 | -14.00, 864.94 | 0.00, 864.66 | 12.00, 864.42 | 17.00, 864.32 | 23.05, 864.20 | 25.55, 864.58 | 28.55, 864.52 | 40.40, 860.57

POST #9 LT.

-18.50, 862.45 | -14.00, 862.36 | 0.00, 862.08 | 12.00, 861.84 | 17.00, 861.74 | 23.05, 861.62 | 27.55, 861.53

279+40 AE

24-INCH CPRC
CLASS V REQ'D

10 FT

10 FT

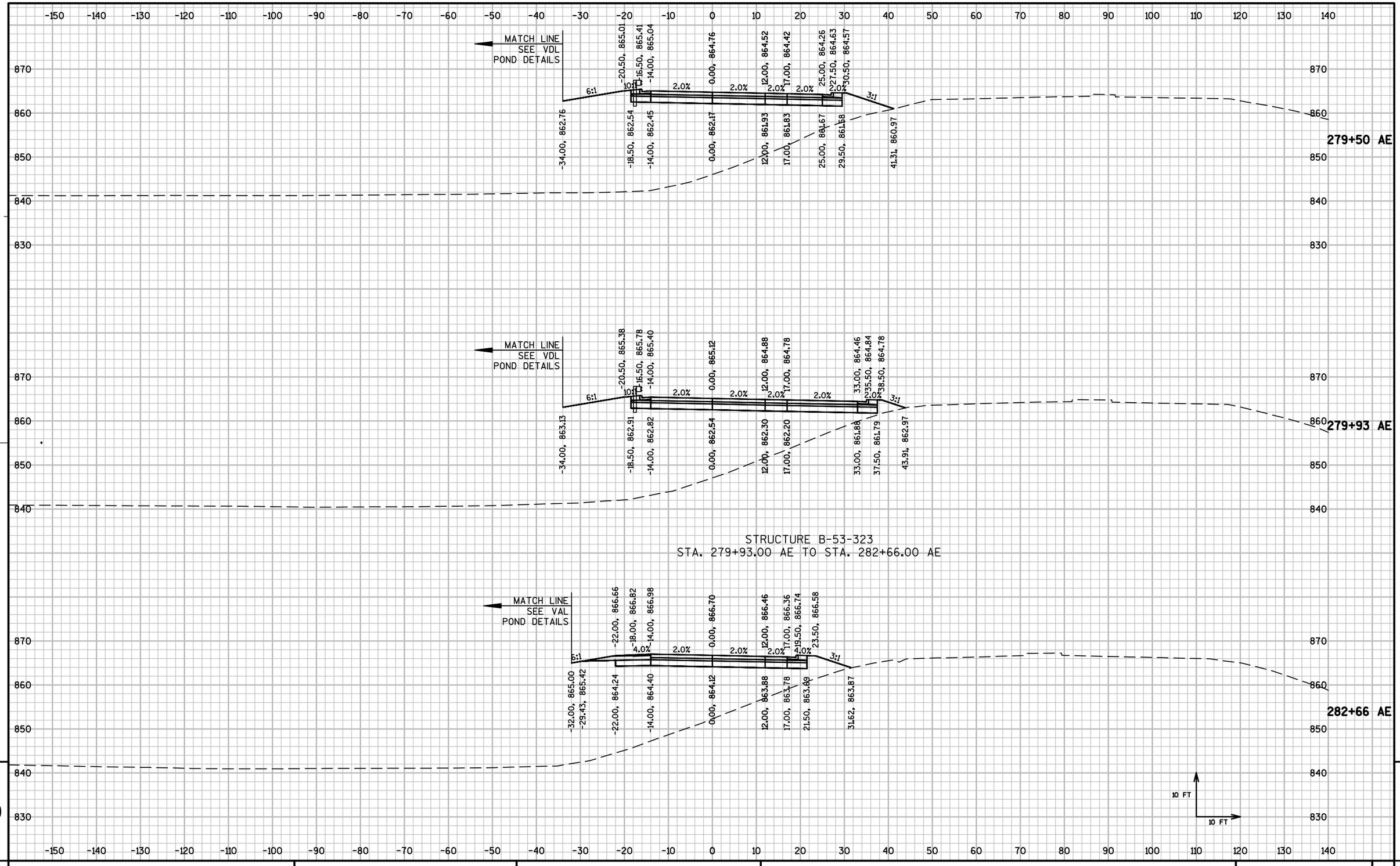
9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 1)	SHEET 707	E

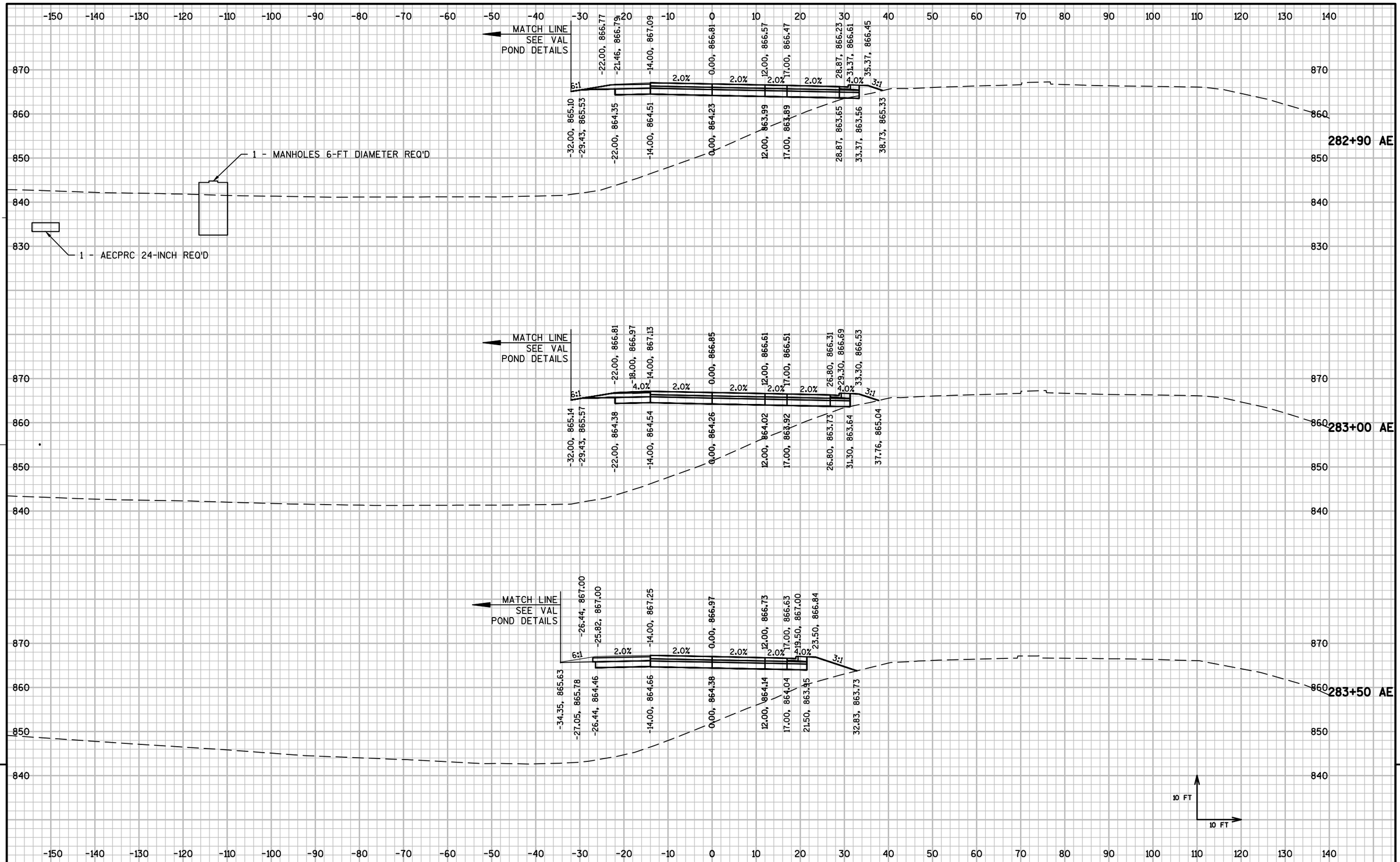
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LAYOUT NAME - AE_S1 - (7)

PLOT DATE : 4/16/2015 9:09 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 1)	SHEET 708	E

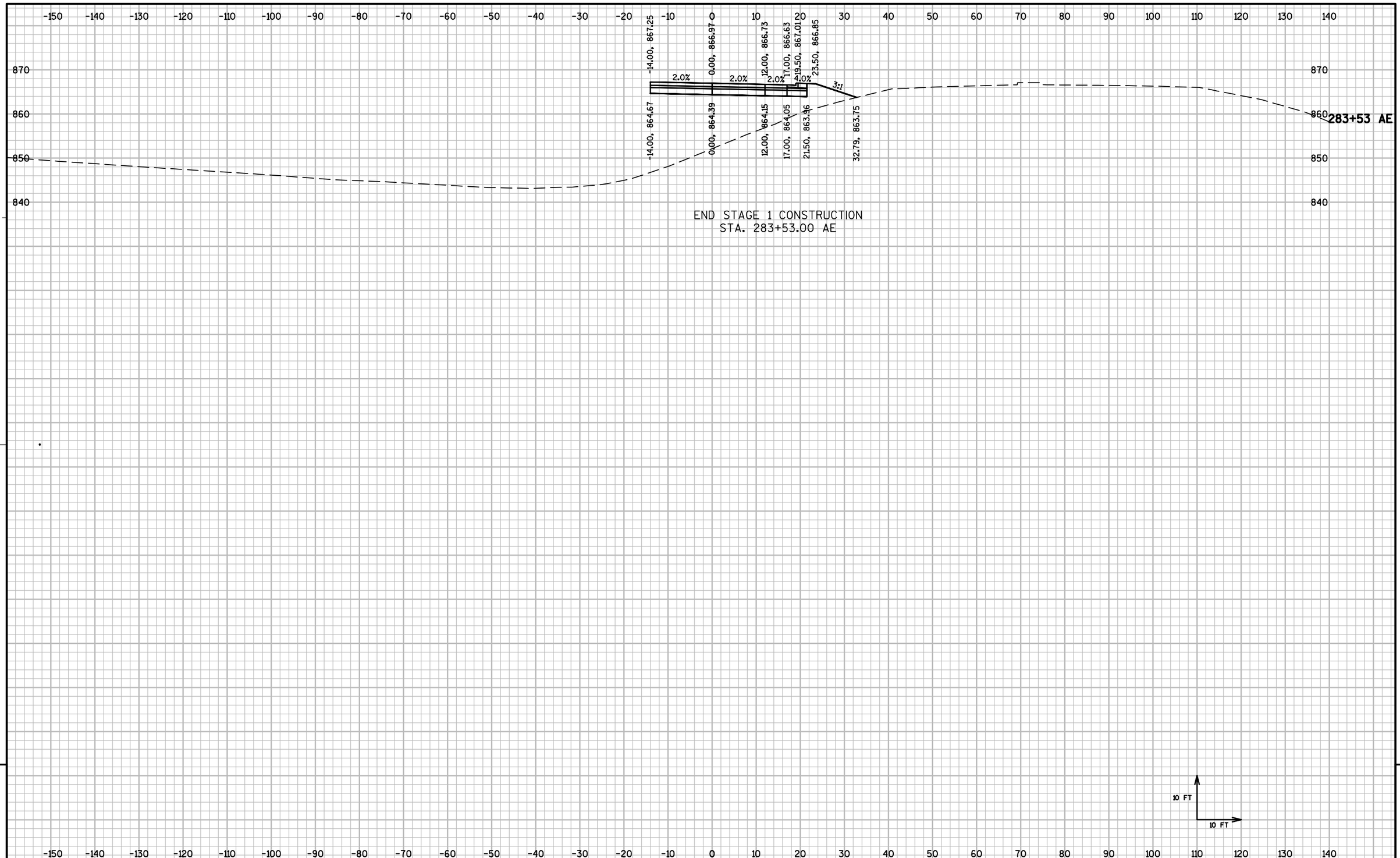
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AE_S1.DWG
LAYOUT NAME - AE_S1 - (8)
PLOT DATE : 4/16/2015 9:09 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 1)	SHEET 709	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AE_S1.DWG
LAYOUT NAME - AE_S1 - (9)
PLOT DATE : 4/16/2015 9:10 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 1)	SHEET 710	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AE_S1.DWG
LAYOUT NAME - AE_S1 - (10)
PLOT DATE : 4/16/2015 9:10 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

BEGIN STAGE 1 CONSTRUCTION
STA. 287+91.00 AW

287+91 AW

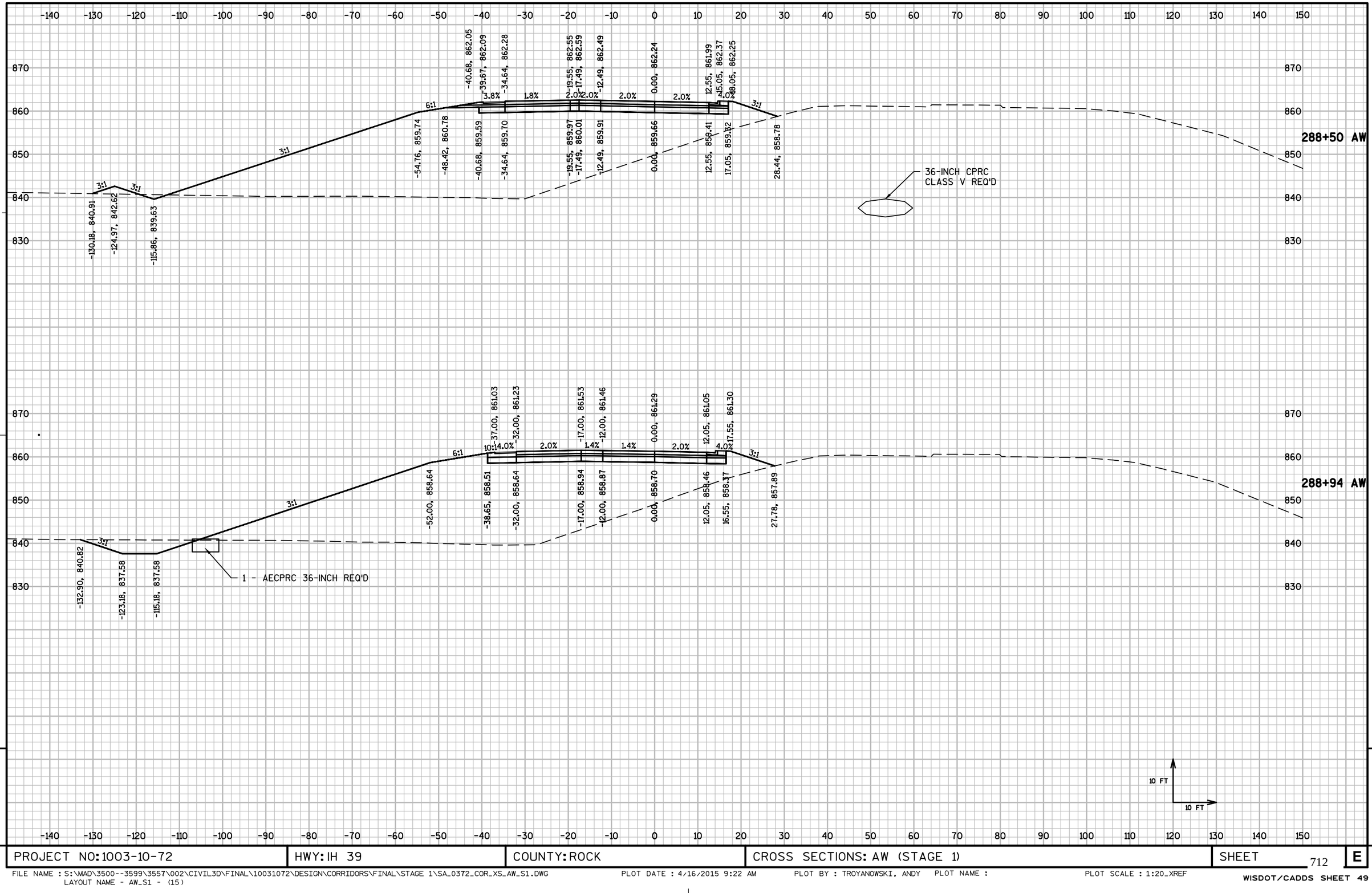
288+00 AW

36-INCH CPRC
CLASS V REQ'D

10 FT
10 FT

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 1)	SHEET 711	E

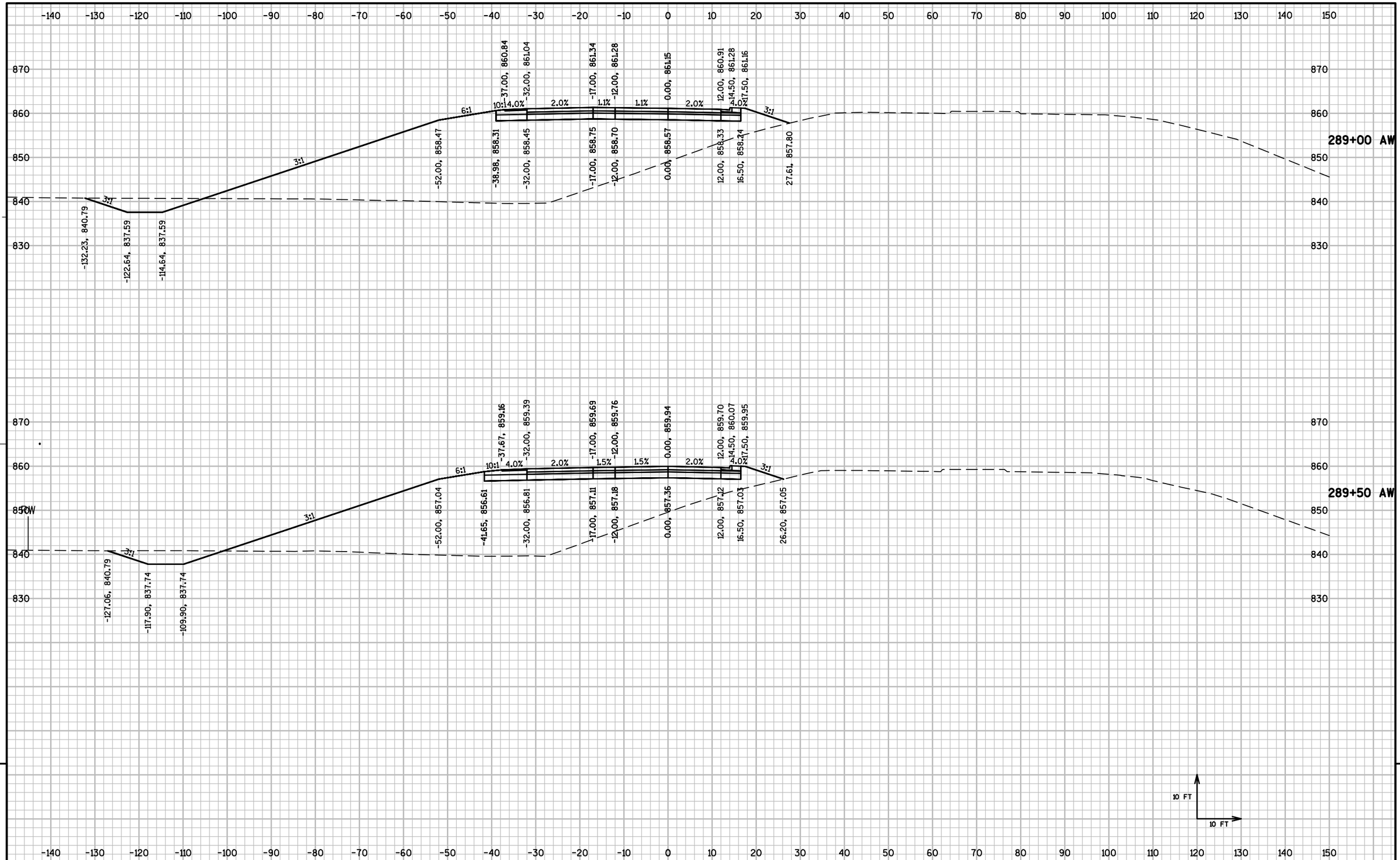
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LAYOUT NAME - AW_S1 - (14)
PLOT DATE : 4/16/2015 9:22 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 1)	SHEET 712	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AW_S1.DWG
LAYOUT NAME - AW_S1 - (15)
PLOT DATE : 4/16/2015 9:22 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

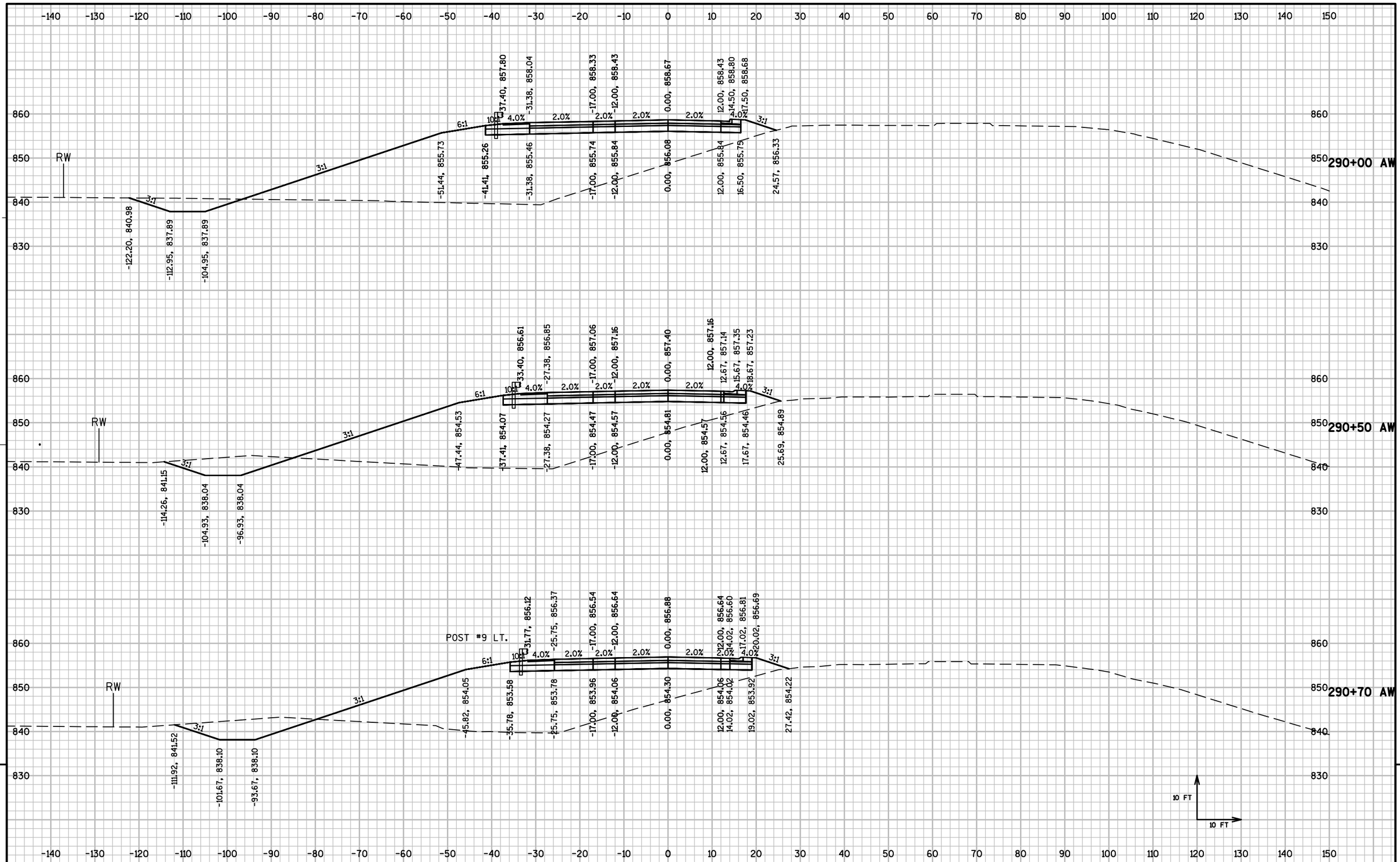
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 1)	SHEET 713	E

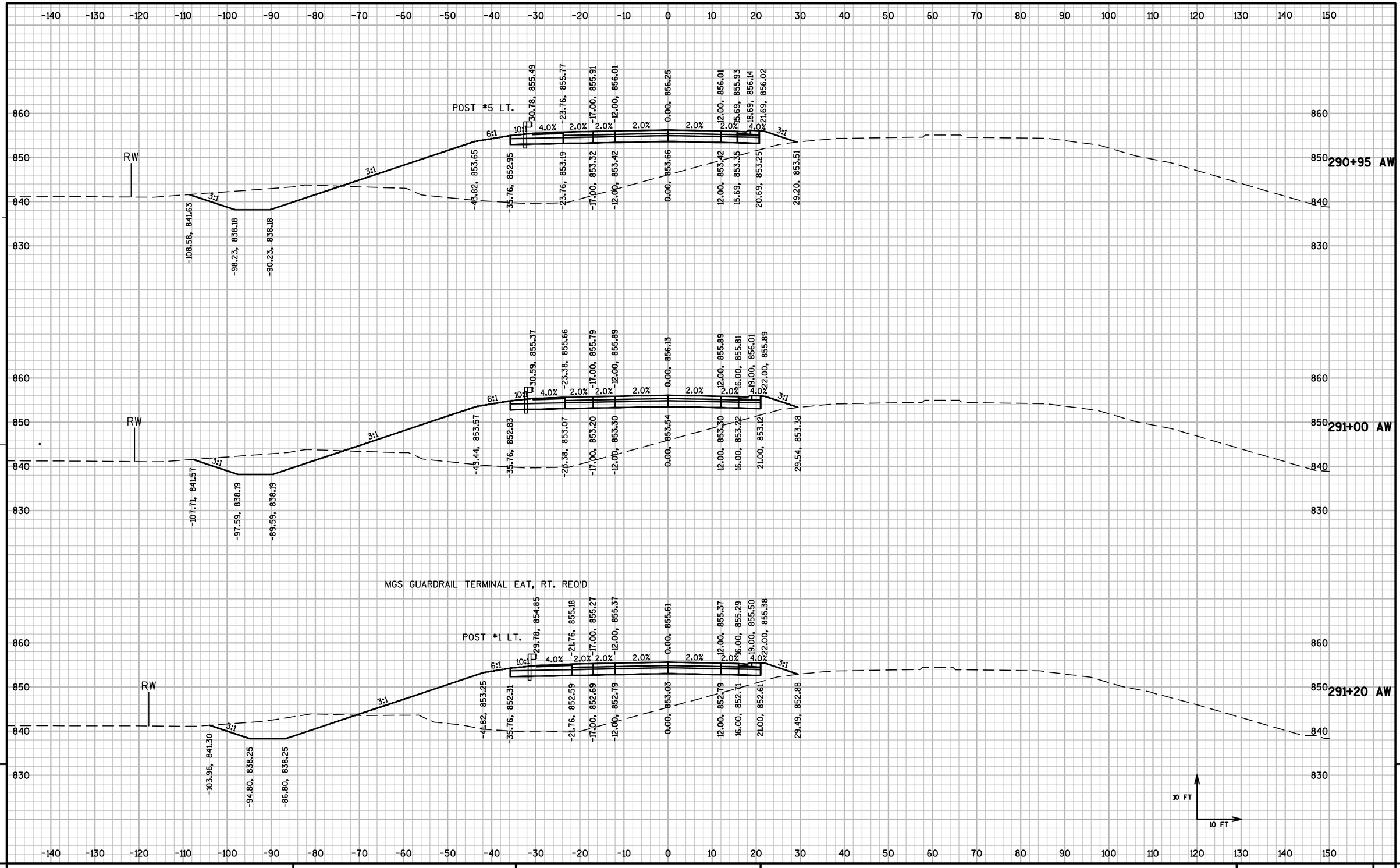
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AW_S1.DWG
LAYOUT NAME - AW_S1 - (16)
PLOT DATE : 4/16/2015 9:22 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 1)	SHEET 714	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AW_S1.DWG
LAYOUT NAME - AW_S1 - (17)
PLOT DATE : 4/16/2015 9:22 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



9

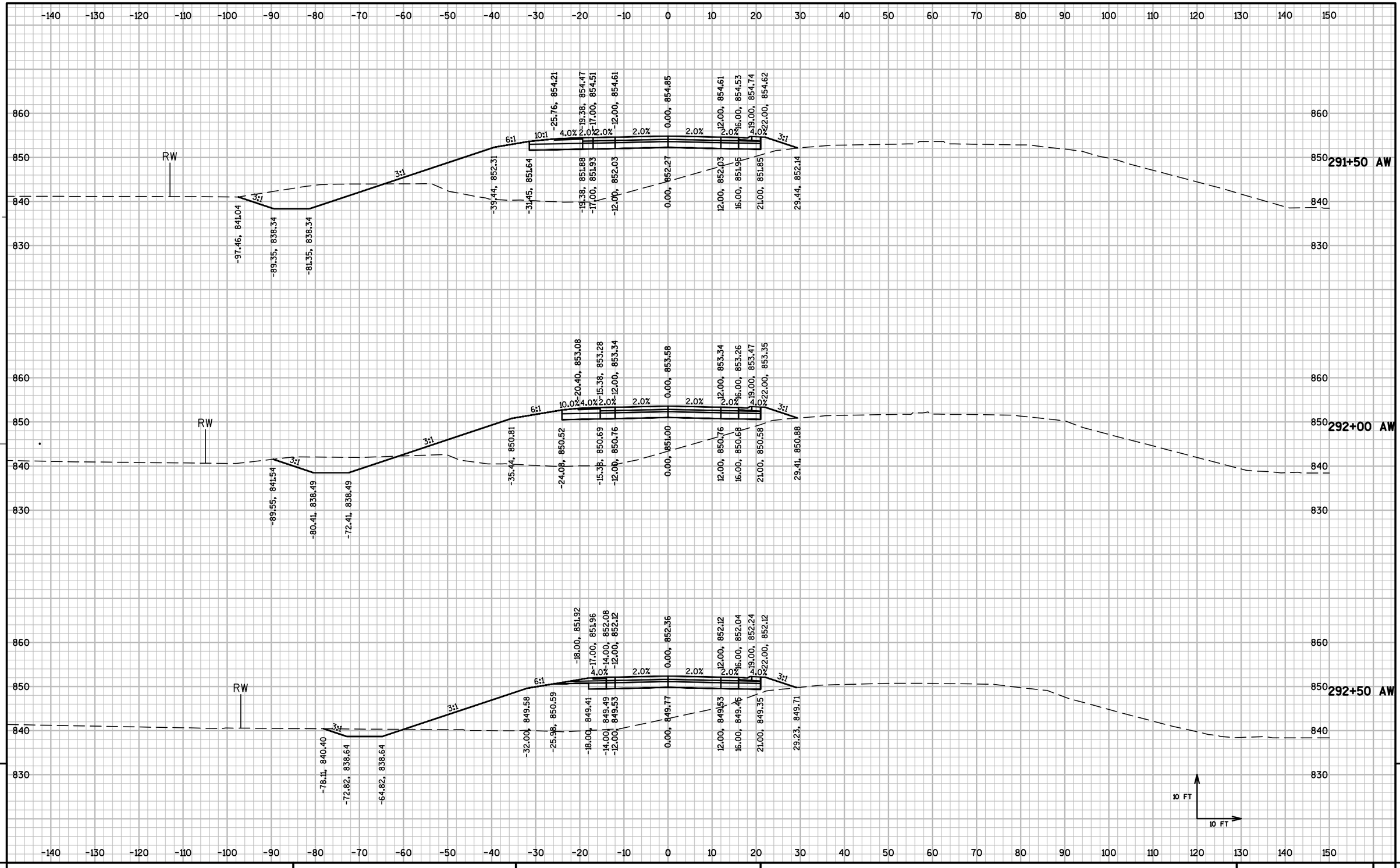
9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 1)	SHEET 715	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AW_S1.DWG
LAYOUT NAME - AW_S1 - (18)

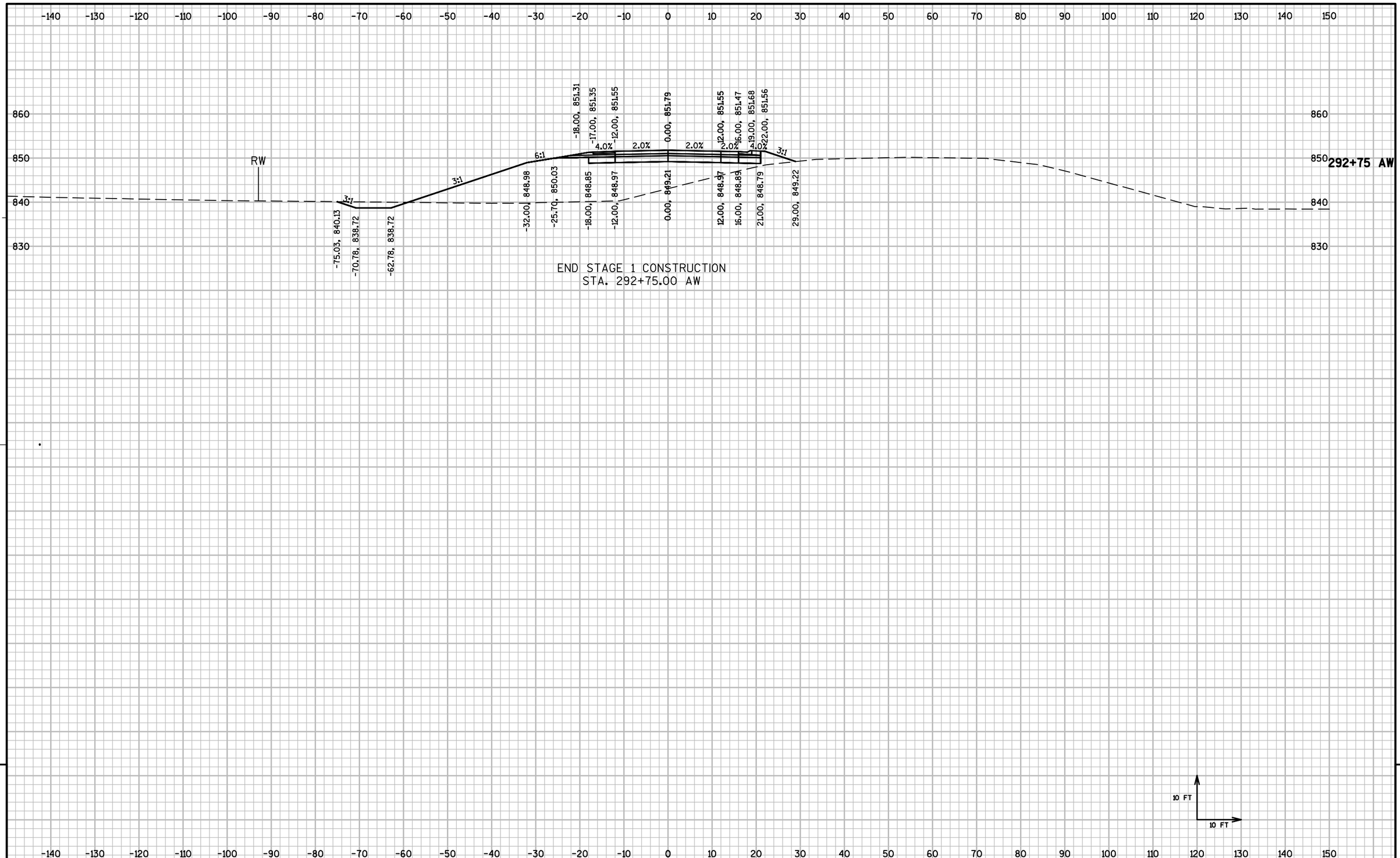
PLOT DATE : 4/16/2015 9:22 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



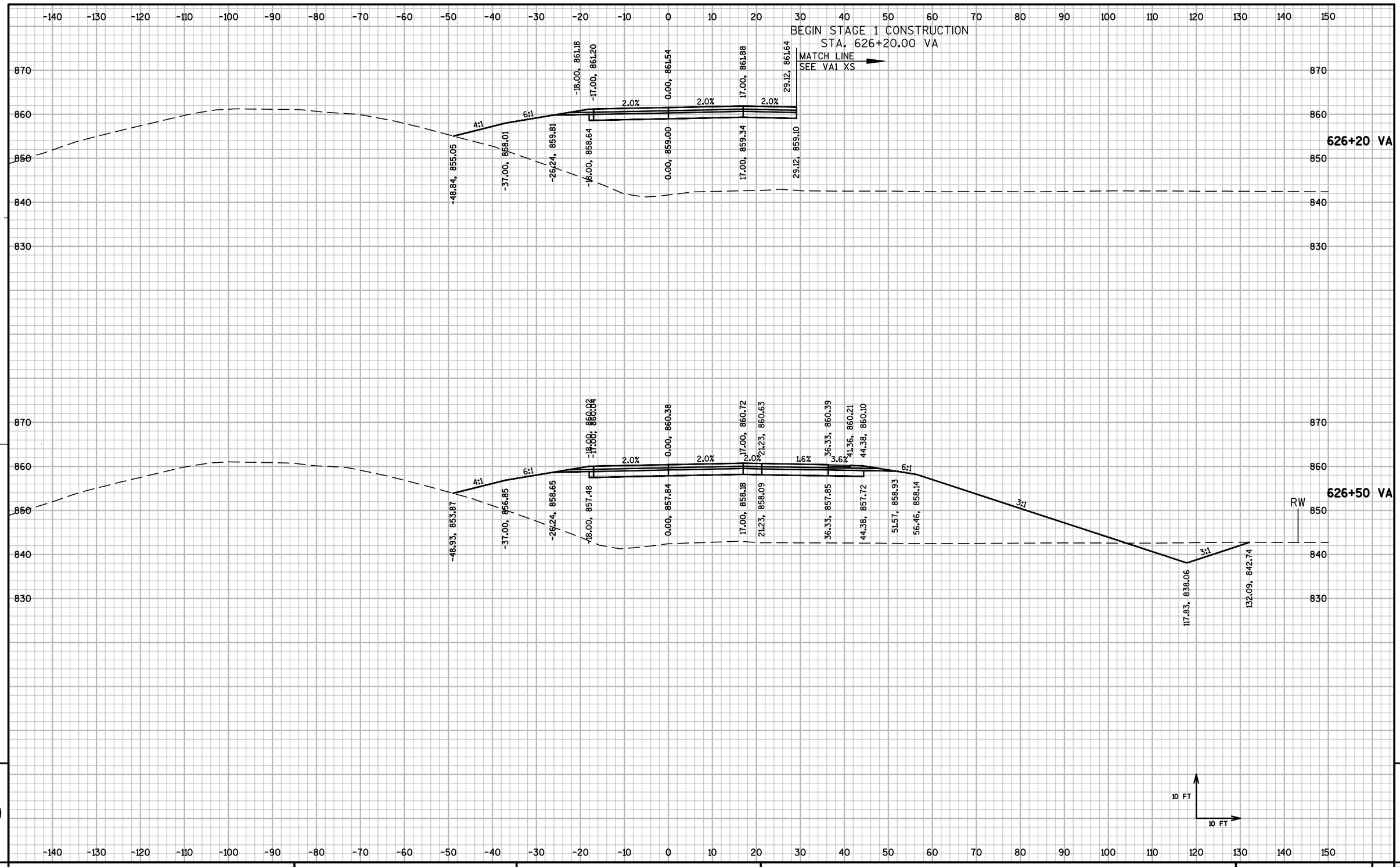
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 1)	SHEET 716 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AW_S1.DWG
LAYOUT NAME - AW_S1 - (19)
PLOT DATE : 4/16/2015 9:22 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 1)	SHEET 717	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_AW_S1.DWG
LAYOUT NAME - AW_S1 - (20)
PLOT DATE : 4/16/2015 9:22 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 1)	SHEET 718	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA_S1.DWG
LAYOUT NAME - VA_S1 - (1)
PLOT DATE : 5/26/2015 2:48 PM
PLOT BY : GRIMME, SARA
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF

627+00 VA

RW

-45.04, 851.90
-32.84, 854.95
-24.88, 856.78
-13.64, 858.15
-12.64, 858.17
0.00, 858.42
17.00, 858.76
20.00, 858.70
34.49, 858.41
39.49, 858.21
42.49, 858.09
49.64, 856.90
54.49, 856.09
109.38, 837.81
123.74, 842.60

627+50 VA

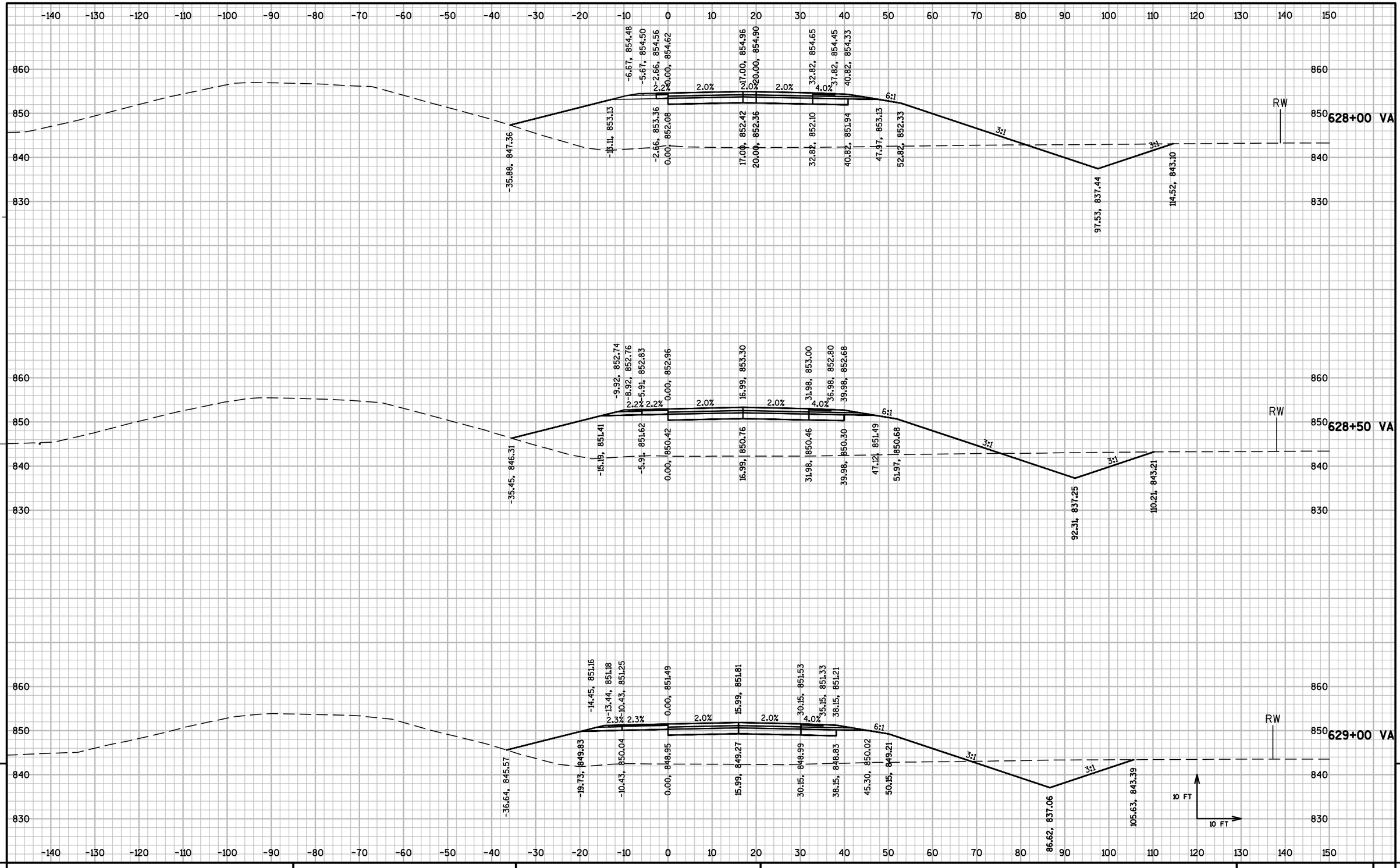
RW

-40.16, 849.56
-25.85, 853.13
-14.90, 854.96
-6.66, 856.33
-5.66, 856.35
0.00, 856.47
17.00, 856.81
20.00, 856.75
33.66, 856.47
38.66, 856.27
41.66, 856.15
48.80, 854.96
53.65, 854.15
103.29, 837.63
118.11, 842.57

10 FT
10 FT

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 1)	SHEET 719	E

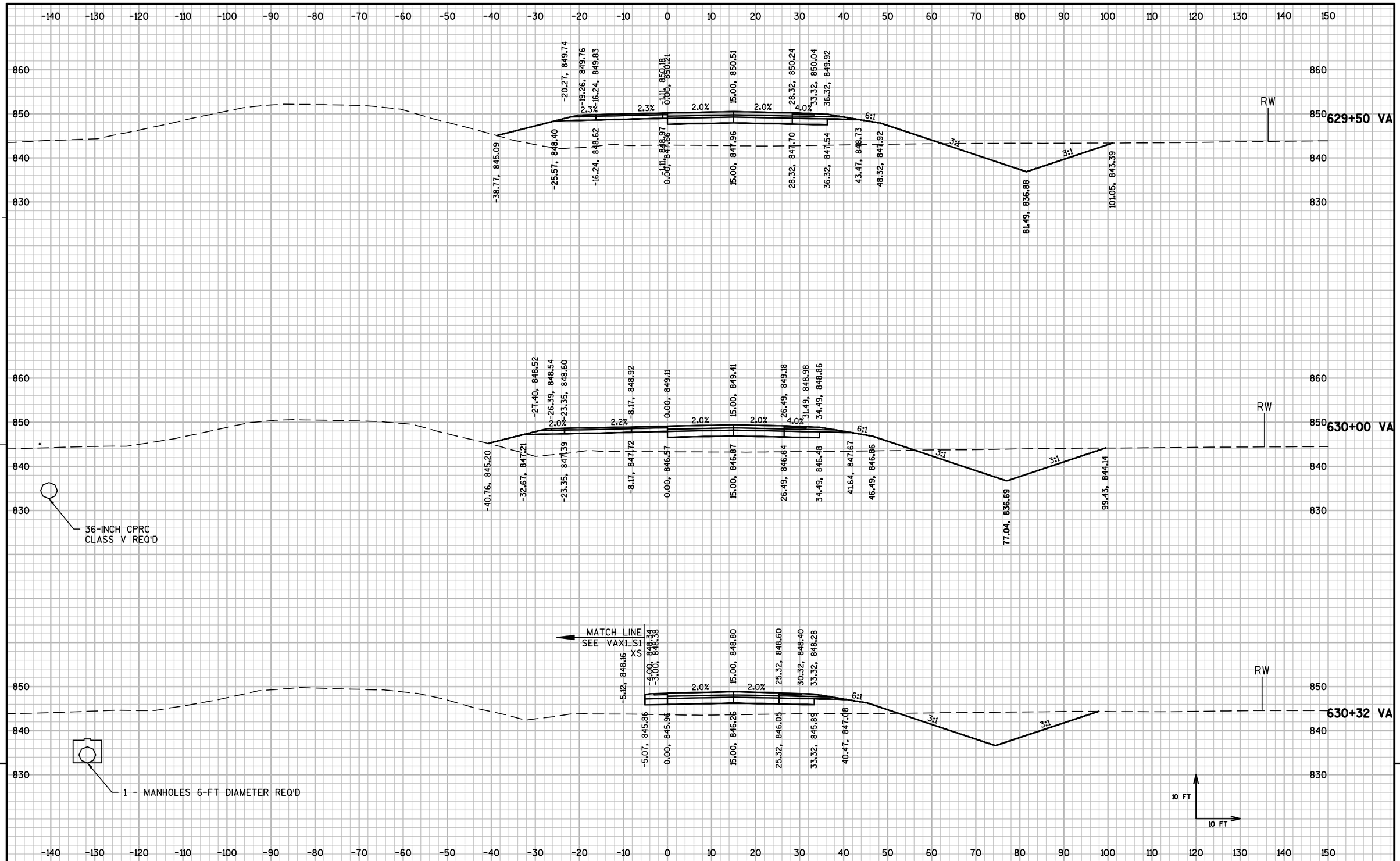
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA_S1.DWG
LAYOUT NAME - VA_S1 - (2)
PLOT DATE : 5/26/2015 2:51 PM
PLOT BY : GRIMME, SARA
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF



9 9

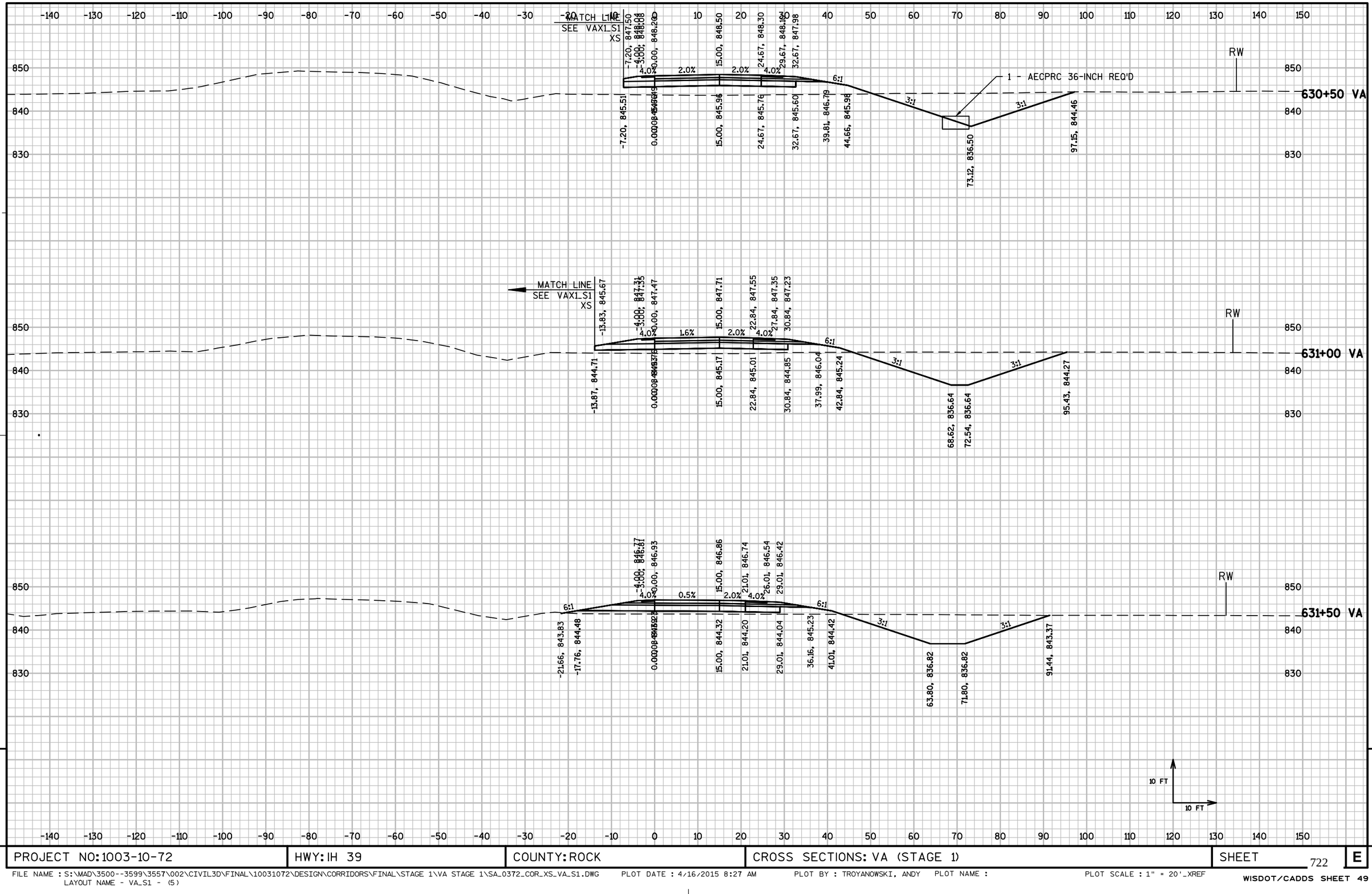
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 1)	SHEET 720	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA_S1.DWG PLOT DATE : 4/16/2015 8:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
LAYOUT NAME - VA_S1 - (3)



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 1)	SHEET 721	E

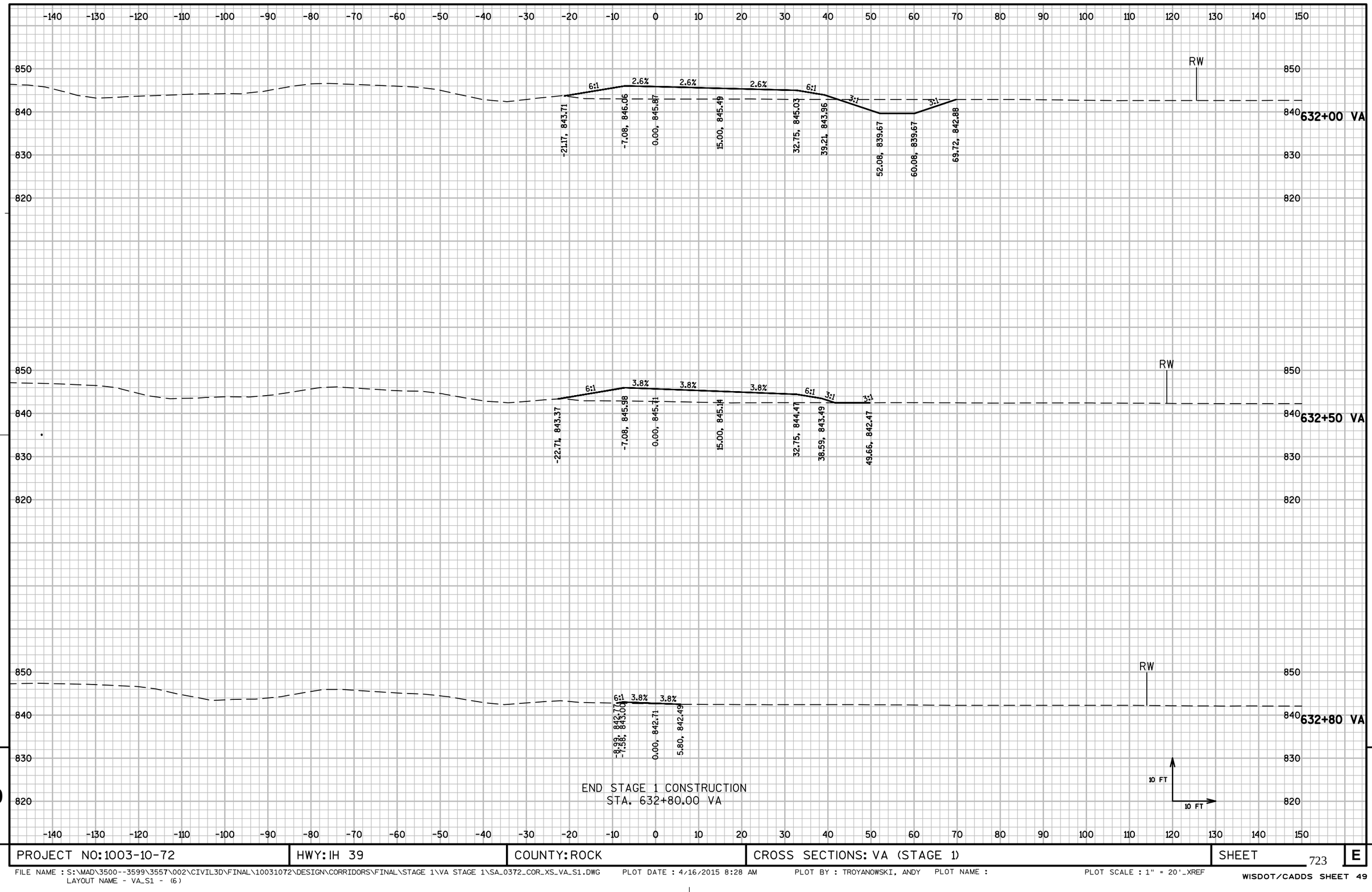
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA_S1.DWG
LAYOUT NAME - VA_S1 - (4)
PLOT DATE : 4/16/2015 8:27 AM
PLOT BY : TROYANOWSKI, ANDY
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 1)	SHEET 722	E

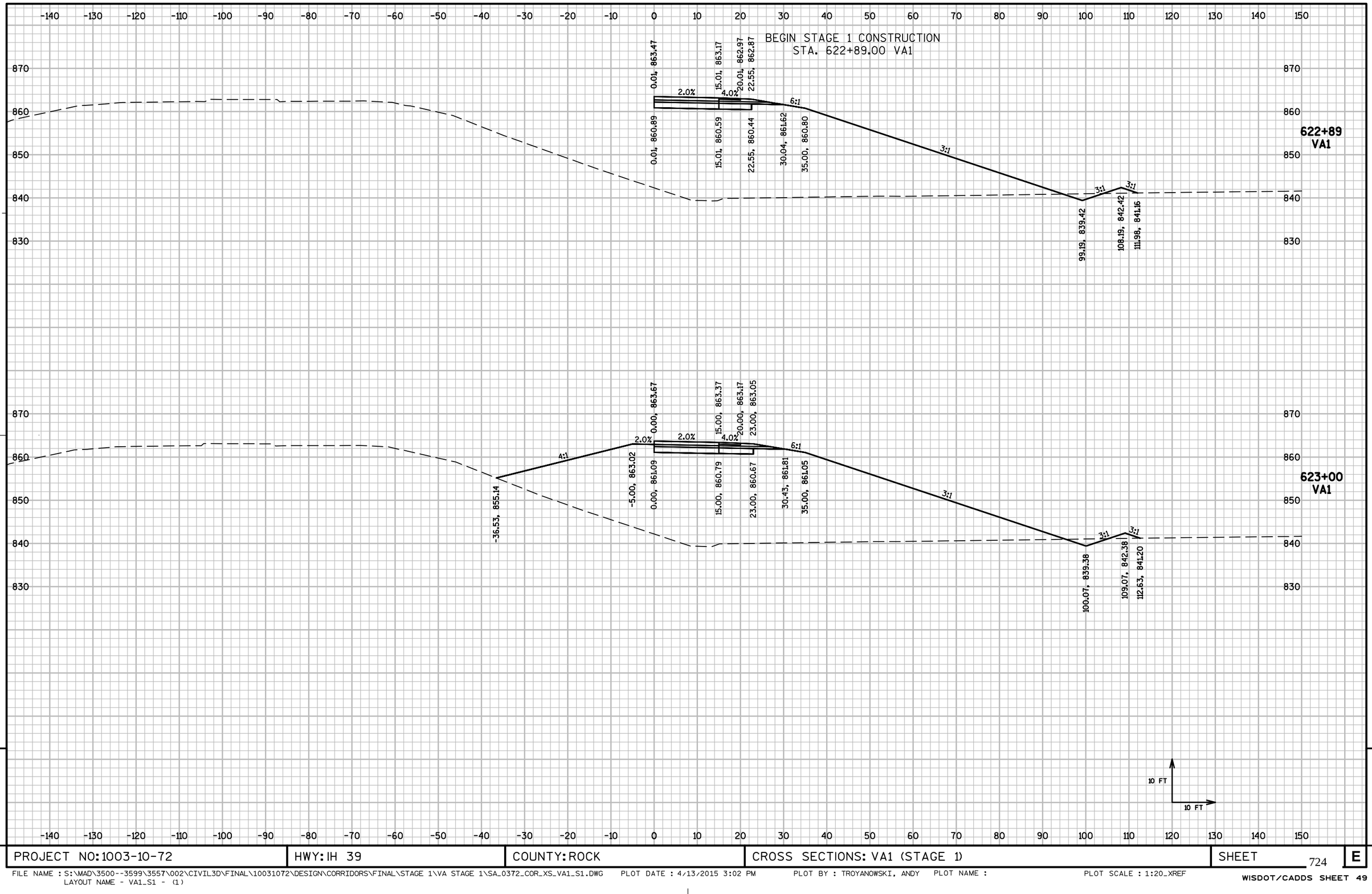
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA_S1.DWG
LAYOUT NAME - VA_S1 - (5)
PLOT DATE : 4/16/2015 8:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



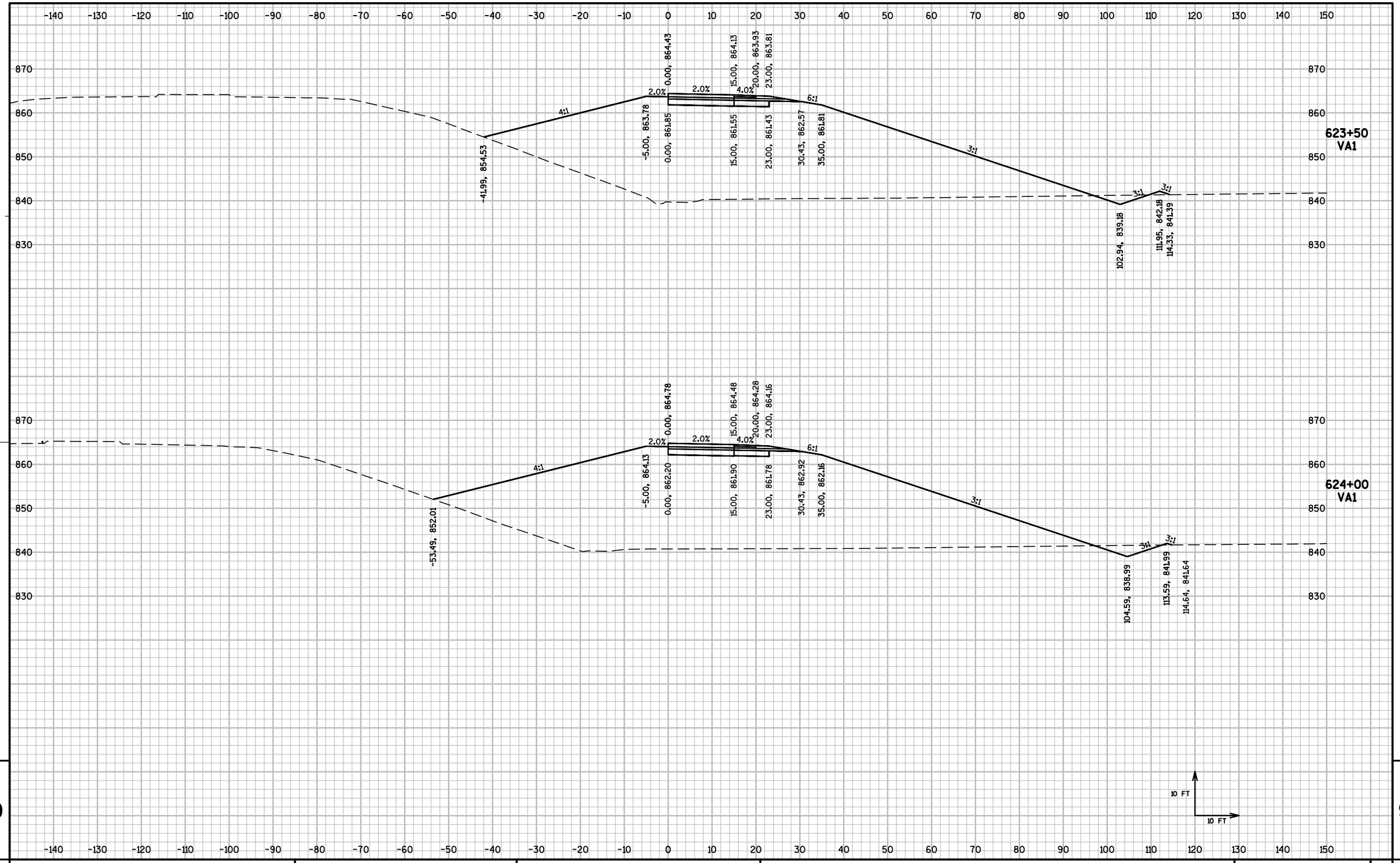
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 1)	SHEET 723	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA_S1.DWG PLOT DATE : 4/16/2015 8:28 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
LAYOUT NAME - VA_S1 - (6)



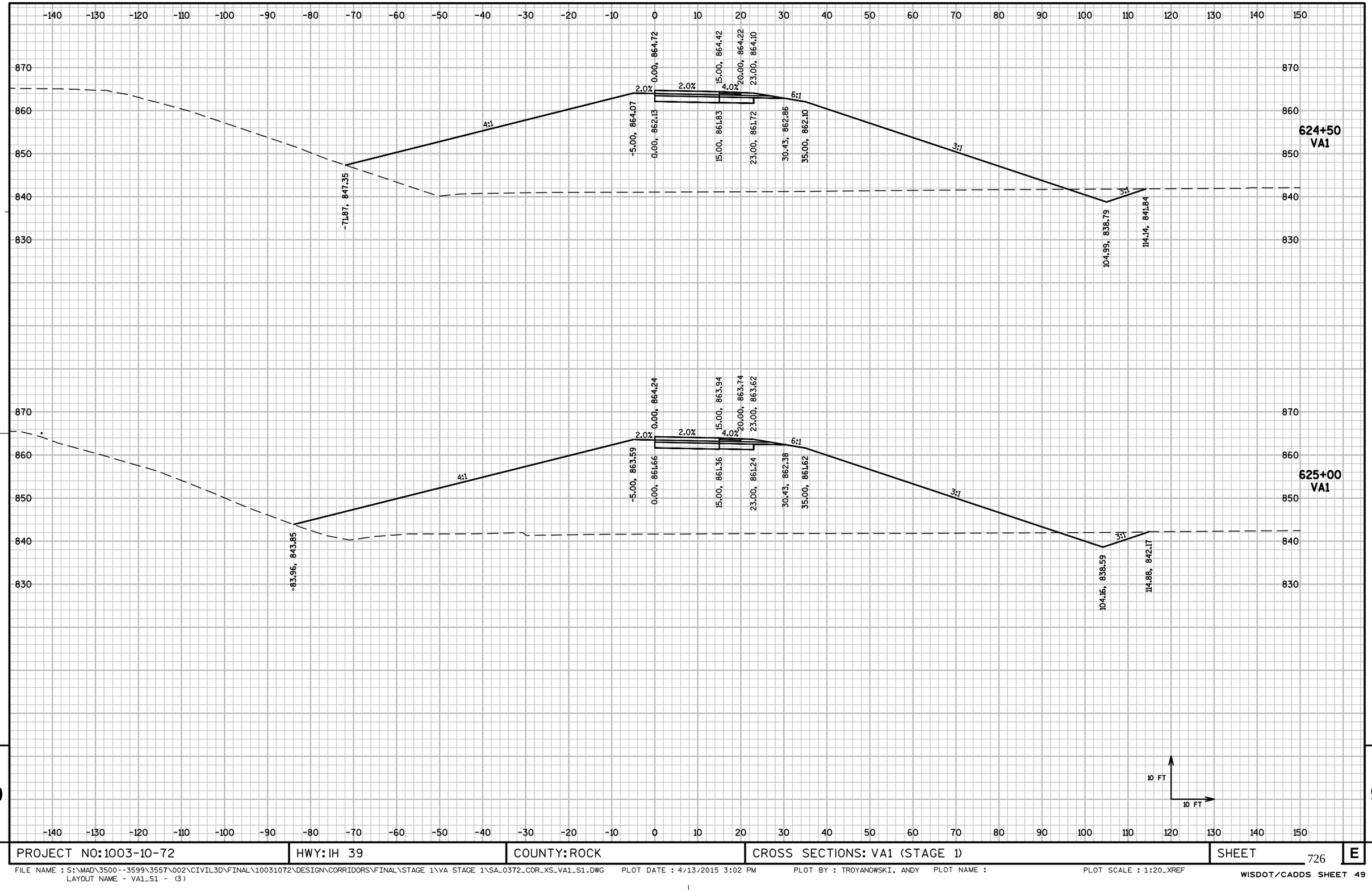
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA1 (STAGE 1)	SHEET 724 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA1_S1.DWG PLOT DATE : 4/13/2015 3:02 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VA1_S1 - (1)



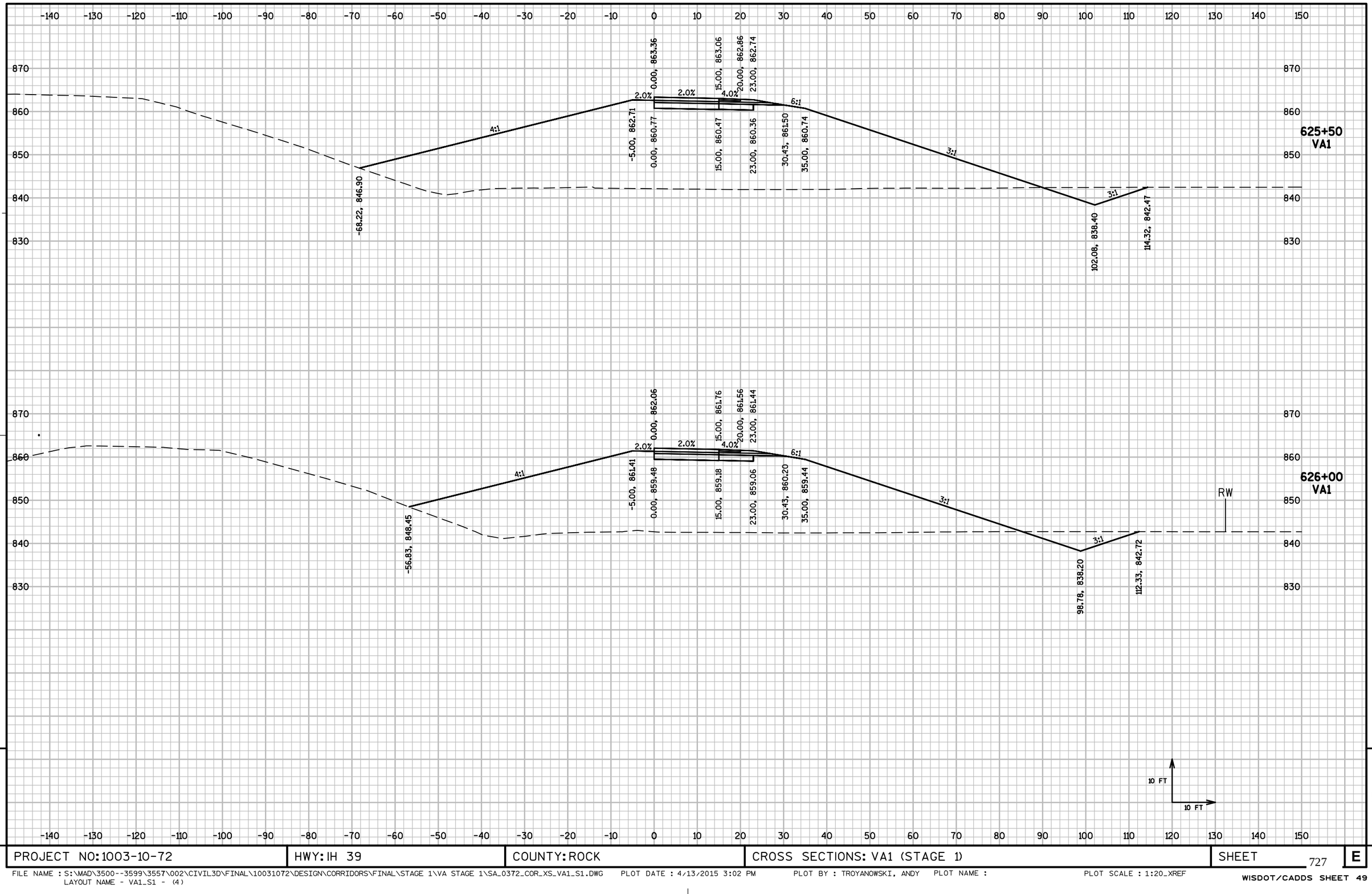
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA1 (STAGE 1)	SHEET 725	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA1_S1.DWG PLOT DATE : 4/13/2015 3:02 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VA1_S1 - (2)

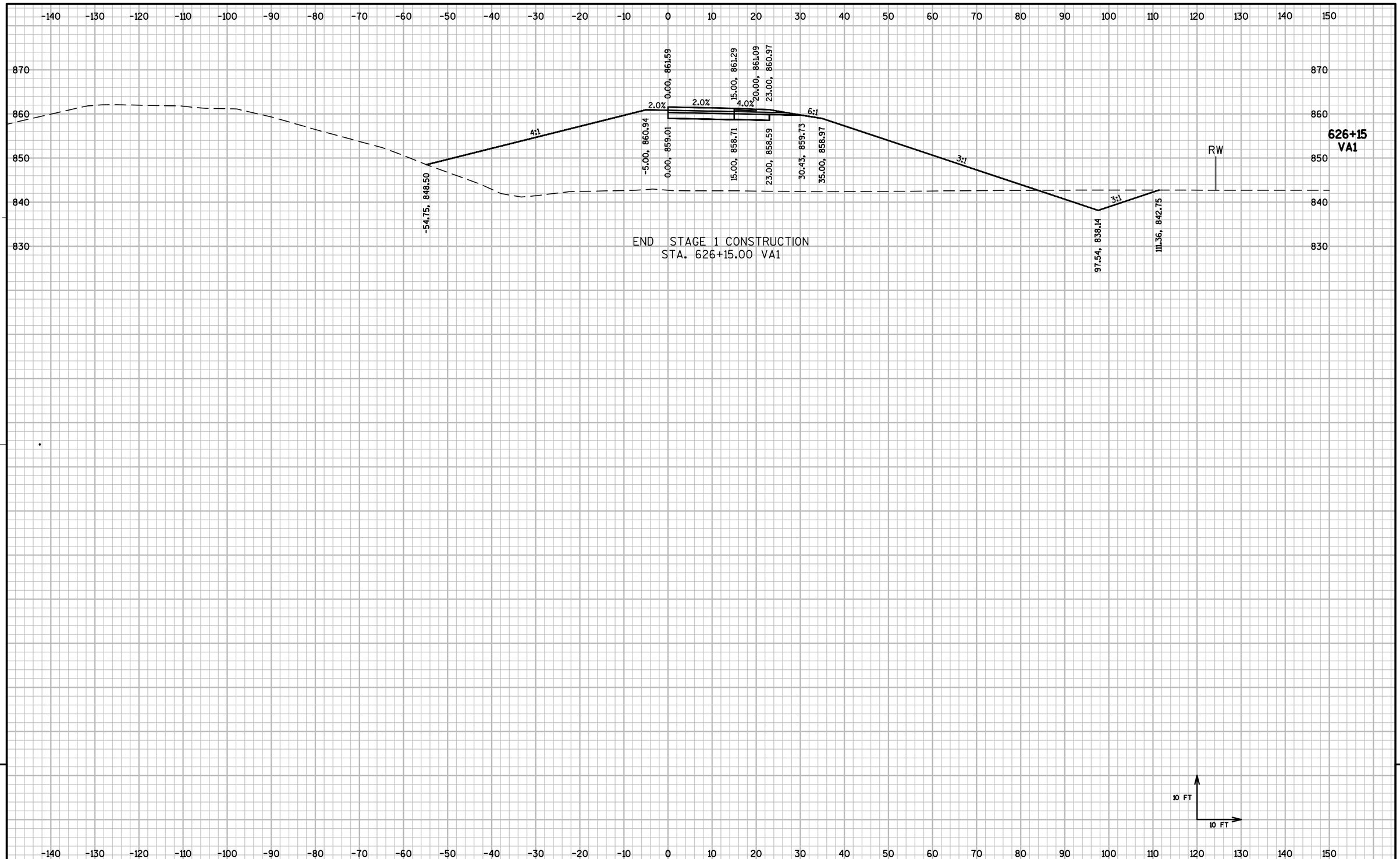


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA1 (STAGE 1)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA1_S1.DWG PLOT DATE : 4/13/2015 3:02 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VA1_S1 - (3)
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA1 (STAGE 1)	SHEET 727	E



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA1 (STAGE 1)	SHEET 728	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VA1_S1.DWG PLOT DATE : 4/13/2015 3:02 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VA1_S1 - (5)

WISDOT/CADDS SHEET 49

BEGIN STAGE 1 CONSTRUCTION
STA. 627+40.00 VAX1

MATCH LINE
SEE VA XS

627+40
VAX1

-4.35, 855.99
-3.34, 856.01
0.00, 856.07
0.98, 856.09
2.0%
4:1
6:1
-38.24, 849.12
-23.64, 852.77
-12.59, 854.61
0.98, 854.88
RW

MATCH LINE
SEE VA XS

627+50
VAX1

-4.00, 855.61
-3.00, 855.63
0.00, 855.69
1.32, 855.72
2.0%
4:1
6:1
-36.99, 848.66
-19.59, 853.01
-12.24, 854.24
1.32, 854.51
RW

MATCH LINE
SEE VA XS

628+00
VAX1

-4.00, 853.78
-3.00, 853.80
0.00, 853.86
3.79, 853.94
2.0%
4.0:1
-31.64, 846.87
-9.25, 852.47
3.79, 852.73
RW

MATCH LINE
SEE VA XS

628+50
VAX1

-4.00, 852.12
-3.00, 852.14
0.00, 852.20
7.54, 852.35
2.0%
2.0%
4.0:1
-28.40, 846.02
-9.25, 850.80
7.54, 851.14
RW

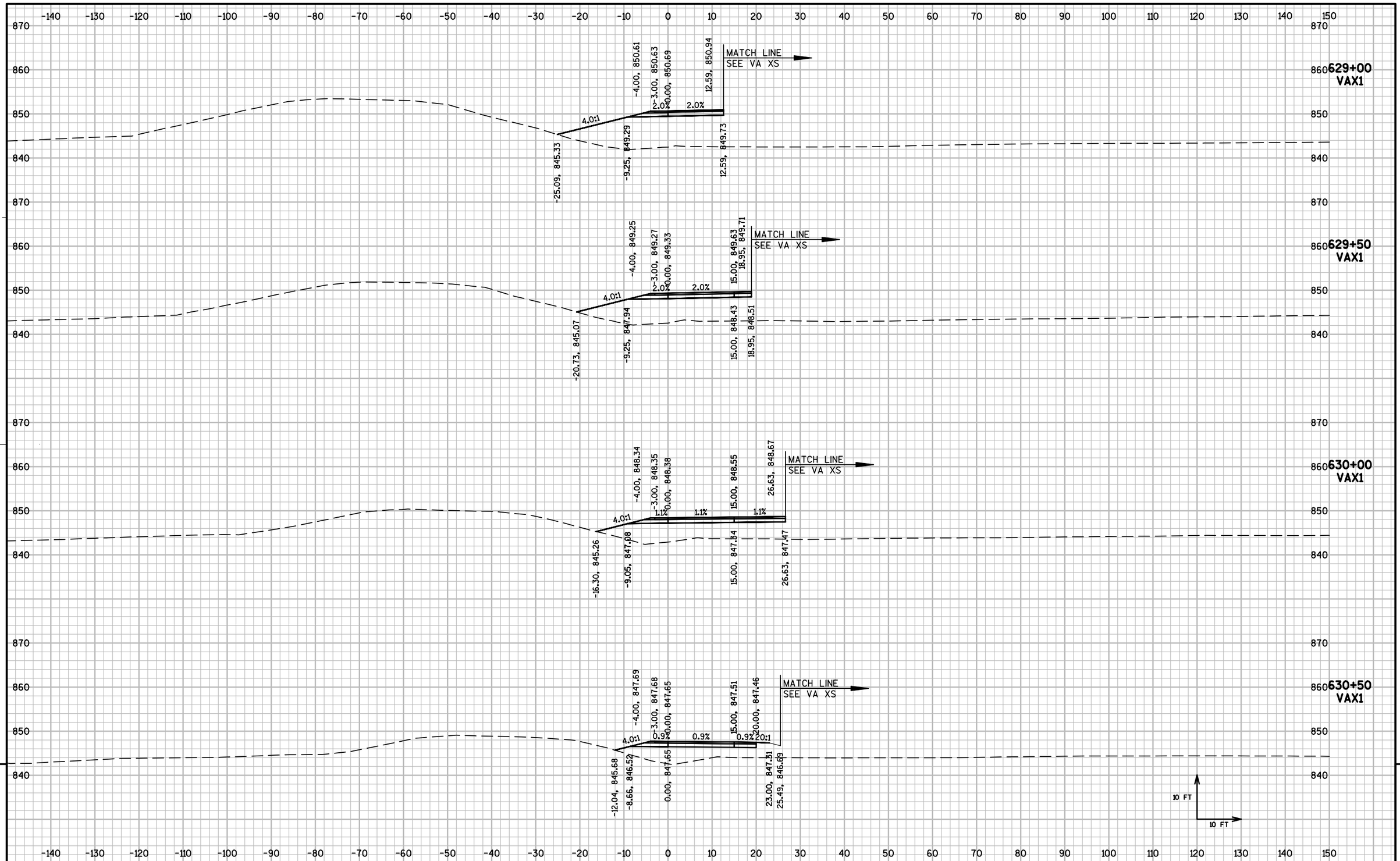
10 FT
10 FT

9

9

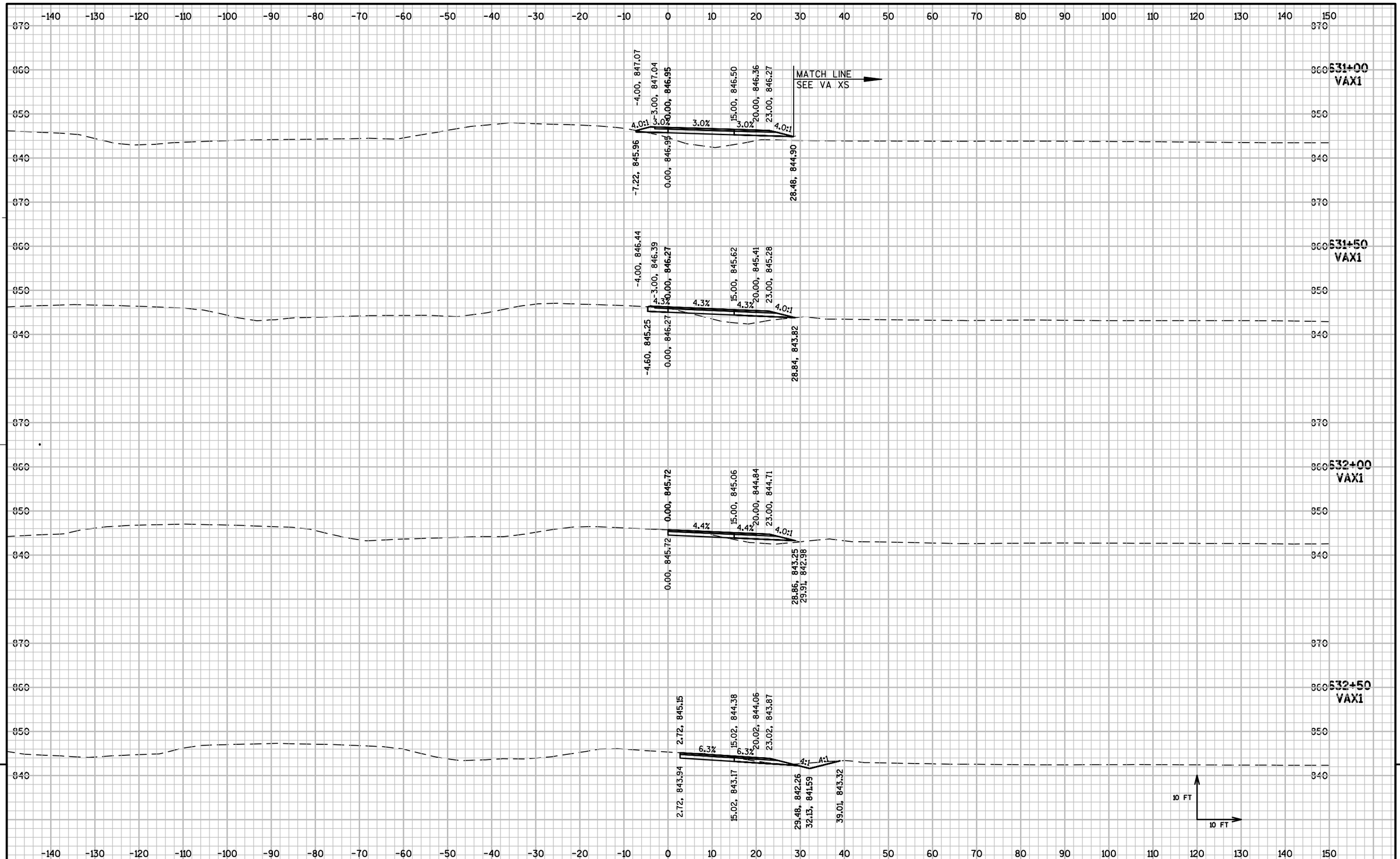
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VAX1 (STAGE 1)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VAX1_S1.DWG PLOT DATE : 4/13/2015 2:52 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VAX1_S1 - (1)
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VAX1 (STAGE 1)	SHEET 730	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VAX1_S1.DWG PLOT DATE : 4/30/2015 3:15 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VAX1_S1 - (2)

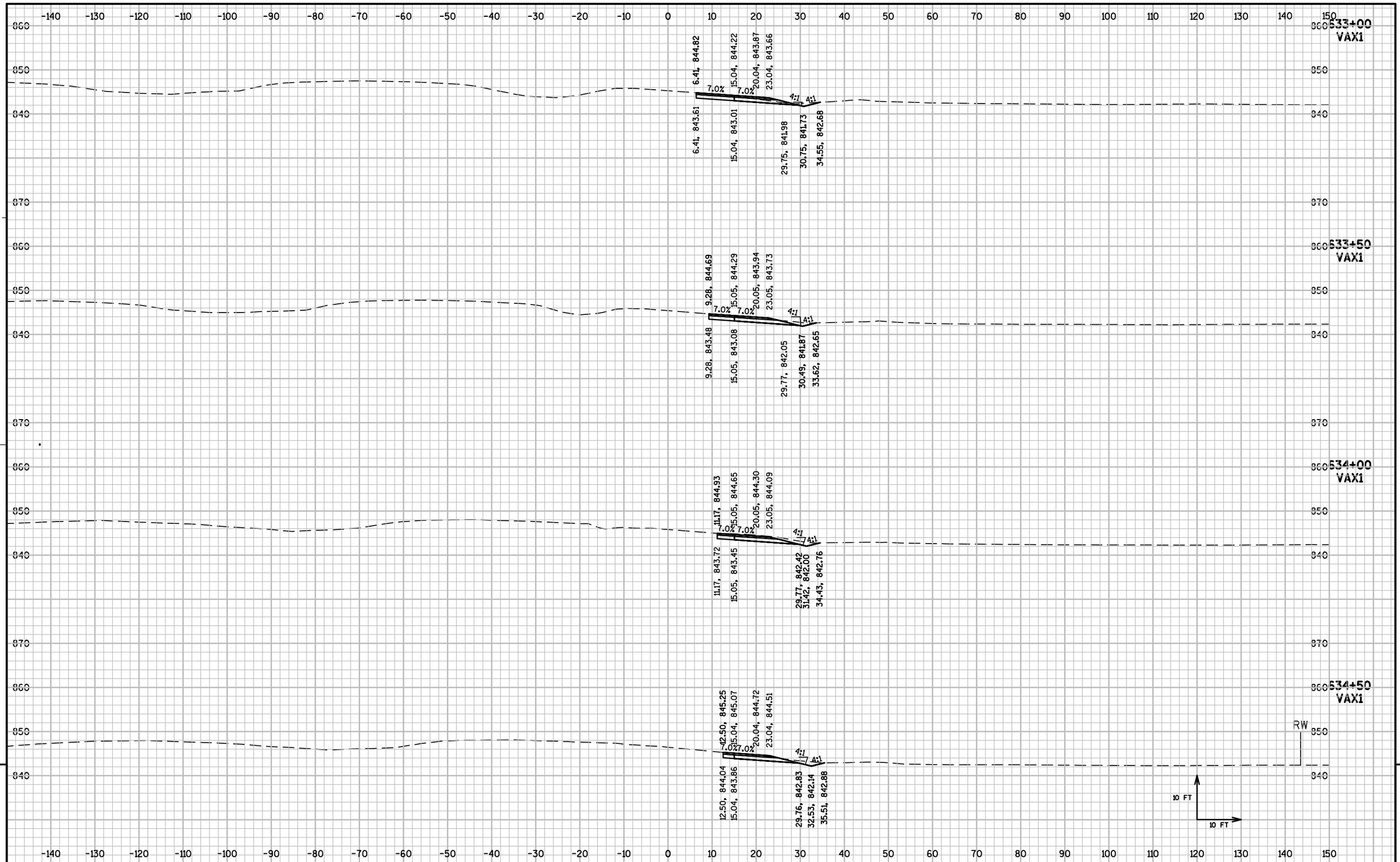


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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VAX1 (STAGE 1)	SHEET 731	E

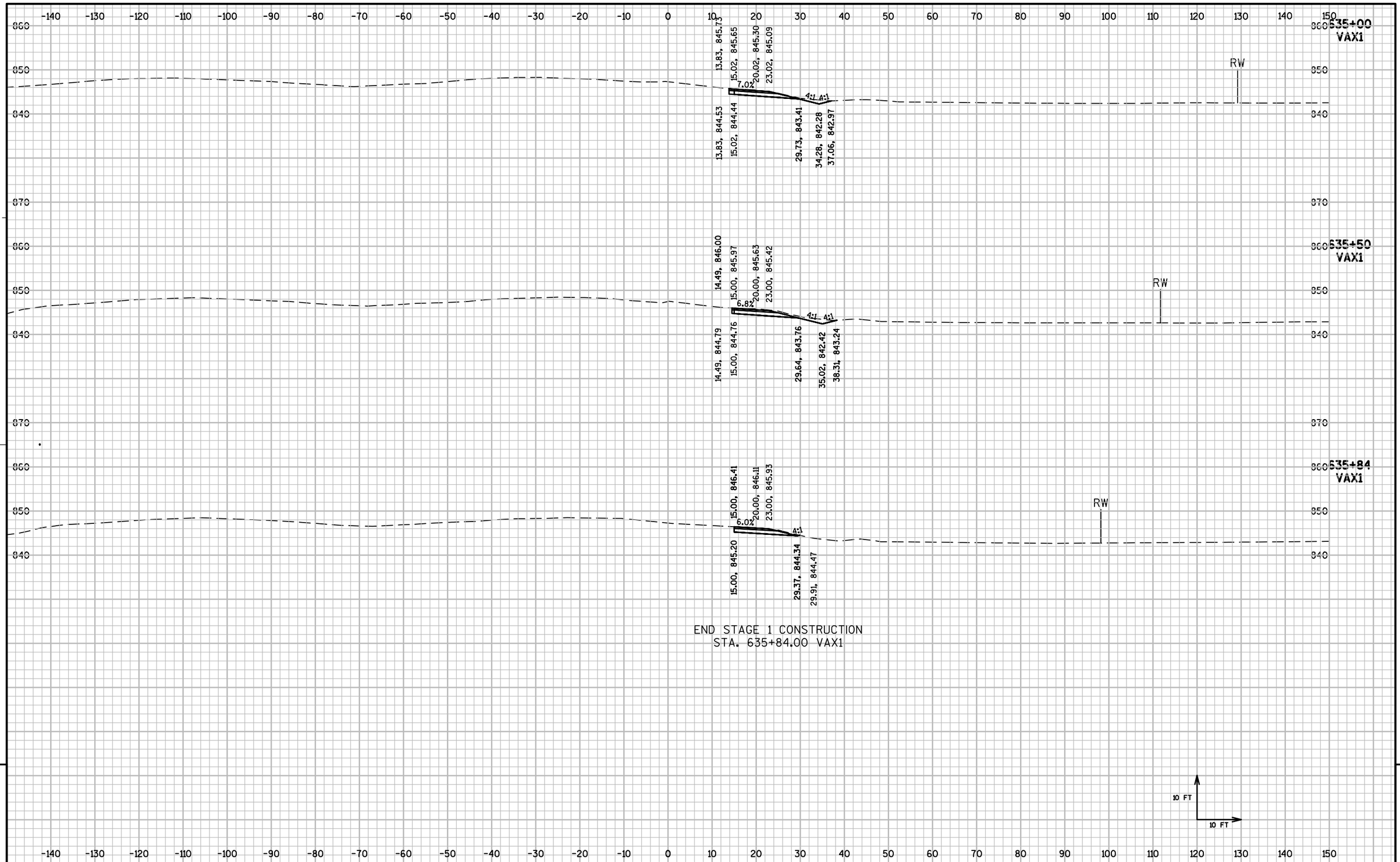
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VAX1_S1.DWG PLOT DATE : 4/13/2015 2:53 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VAX1_S1 - (3)



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VAX1 (STAGE 1)	SHEET 732 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VAX1_S1.DWG PLOT DATE : 4/13/2015 2:53 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VAX1_S1 - (4)
WISDOT/CADDS SHEET 49



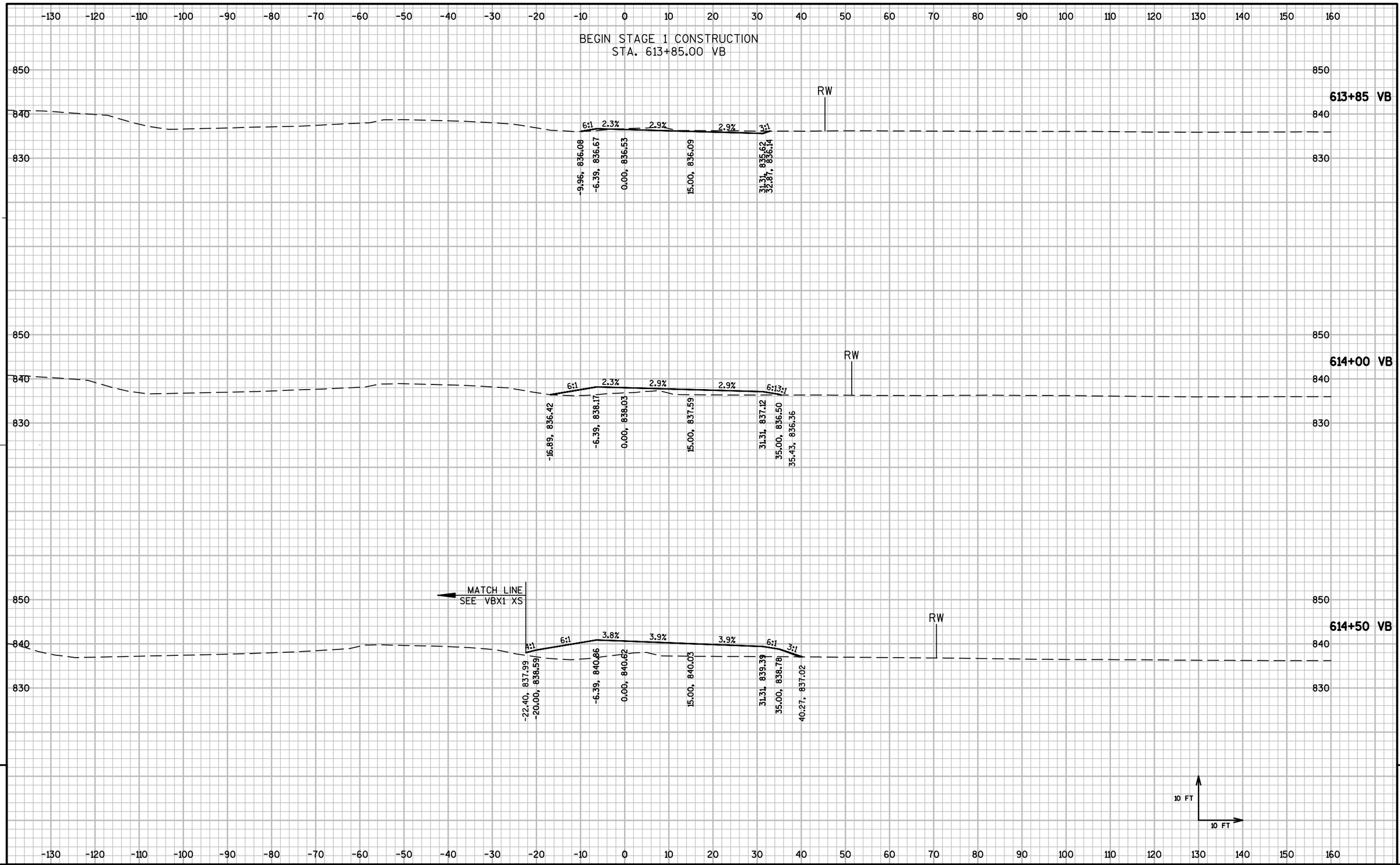
END STAGE 1 CONSTRUCTION
STA. 635+84.00 VAX1

9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VAX1 (STAGE 1)	SHEET 733 E

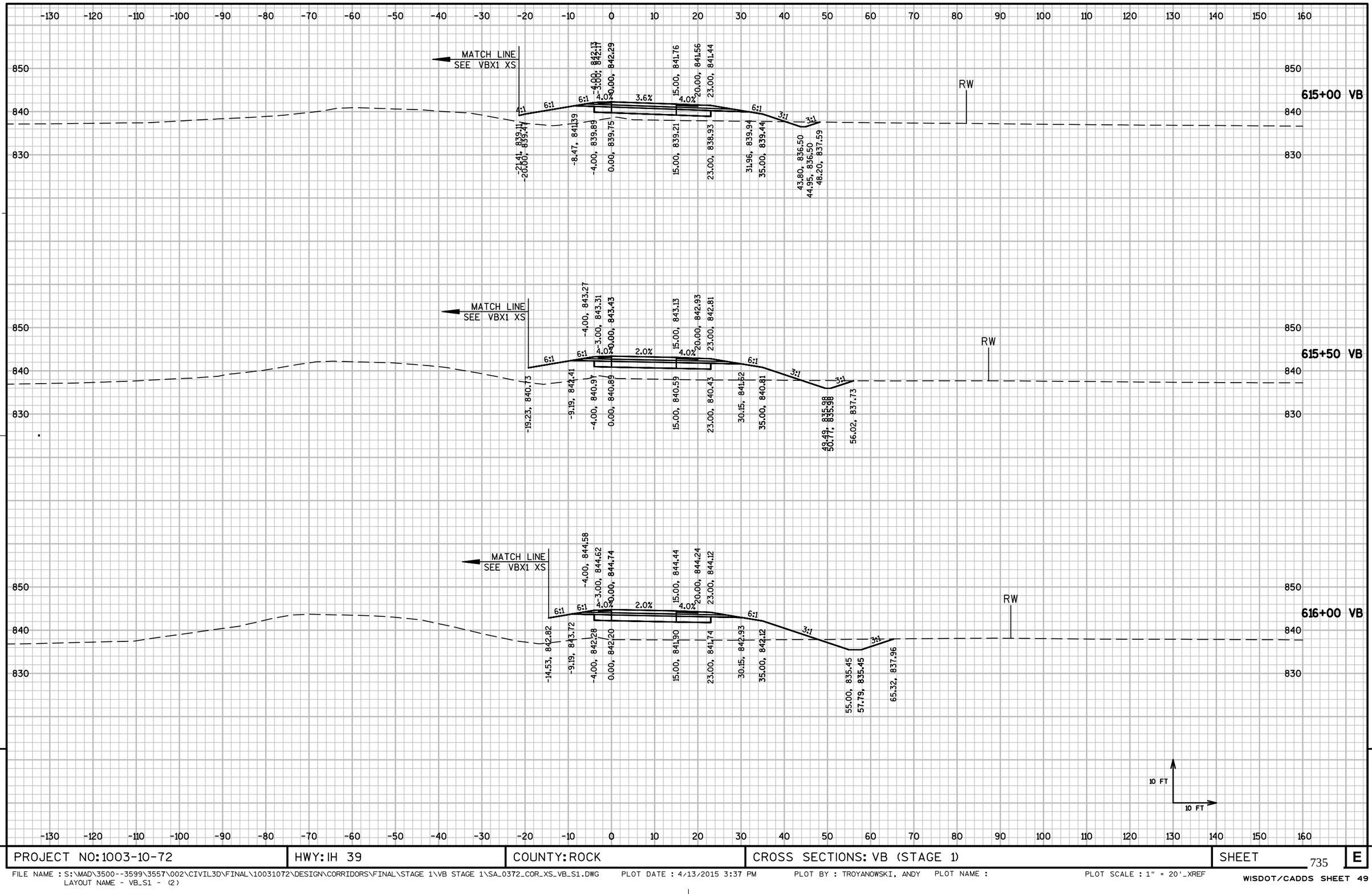
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VA STAGE 1\SA_0372_COR_XS_VAX1_S1.DWG PLOT DATE : 4/13/2015 2:53 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VAX1_S1 - (5)
WISDOT/CADDS SHEET 49

BEGIN STAGE 1 CONSTRUCTION
STA. 613+85.00 VB



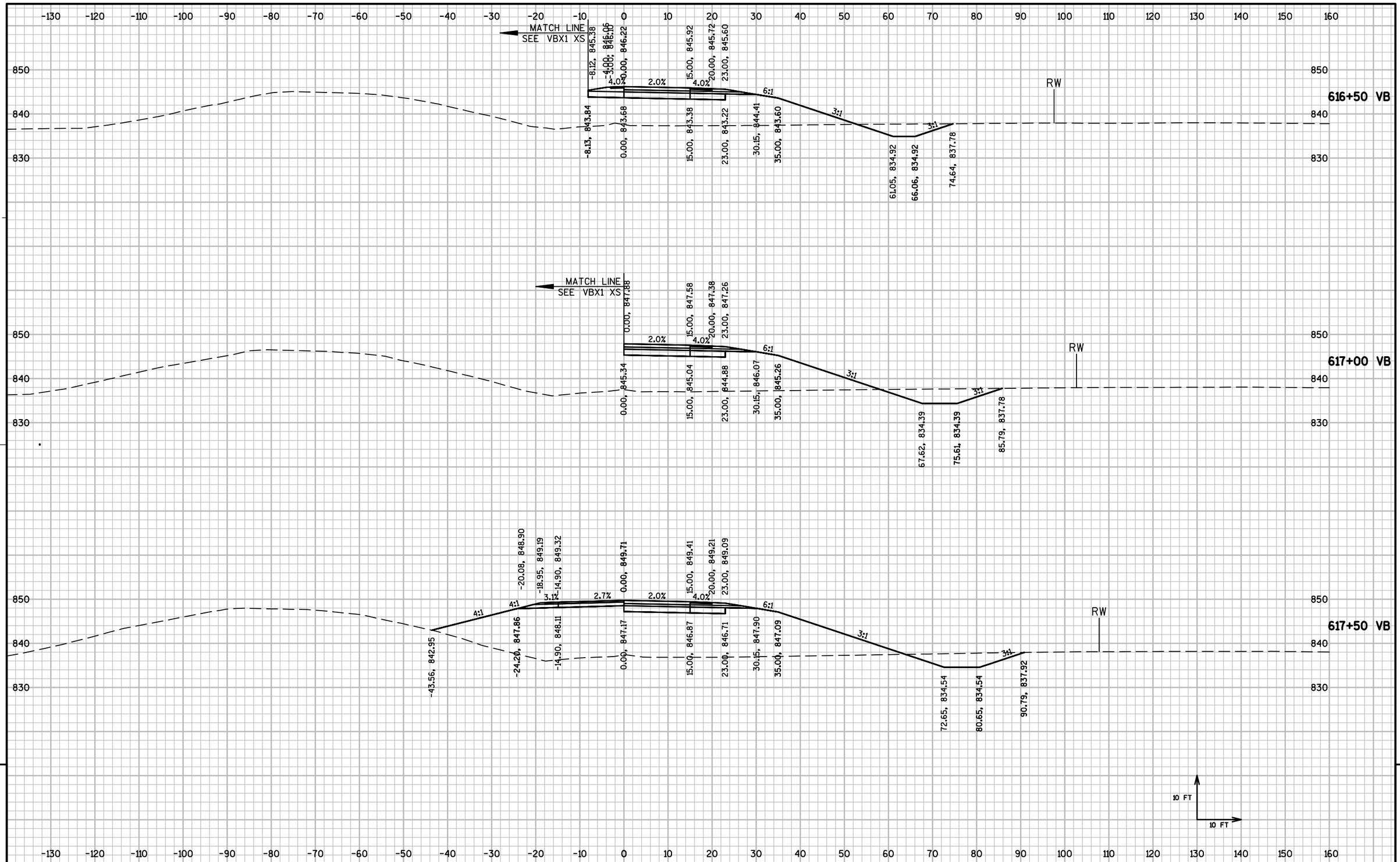
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB_S1.DWG
LAYOUT NAME - VB_S1 - (1)
PLOT DATE : 4/13/2015 3:37 PM
PLOT BY : TROYANOWSKI, ANDY
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF



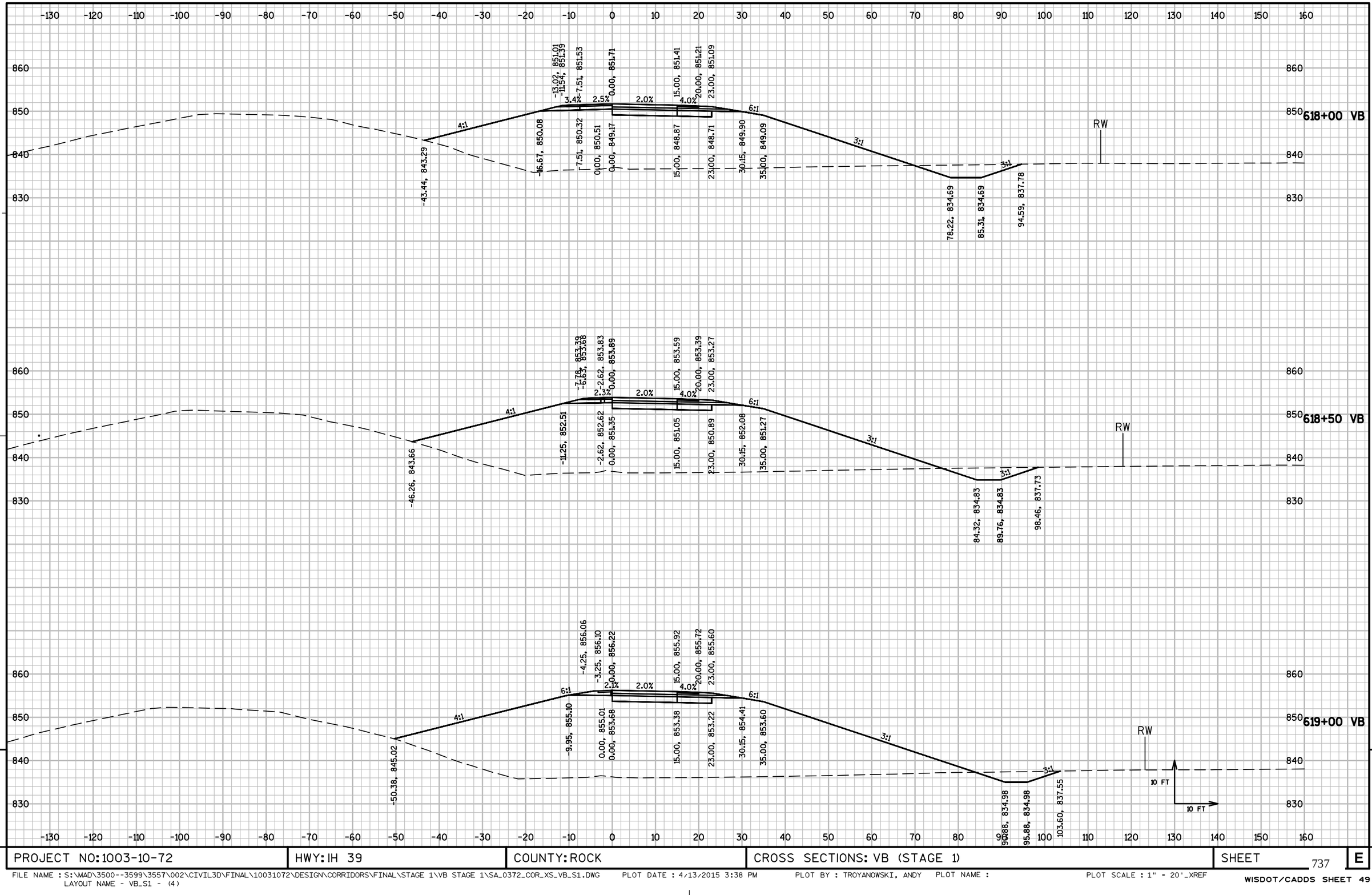
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB_S1.DWG
LAYOUT NAME - VB_S1 - (2)
PLOT DATE : 4/13/2015 3:37 PM
PLOT BY : TROYANOWSKI, ANDY
PLOT NAME :
PLOT SCALE : 1" = 20'_XREF



9 9

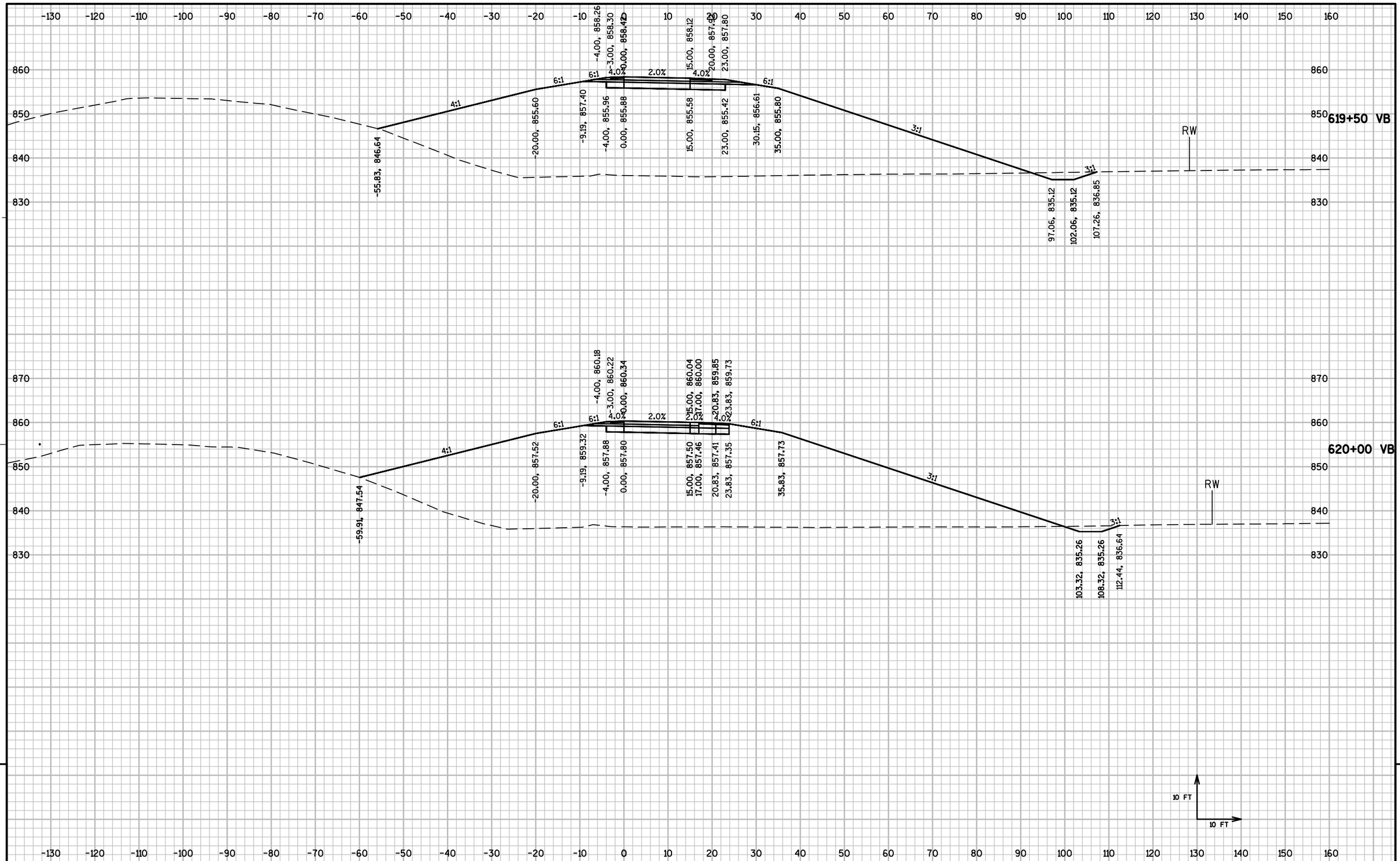
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET 736	E



9

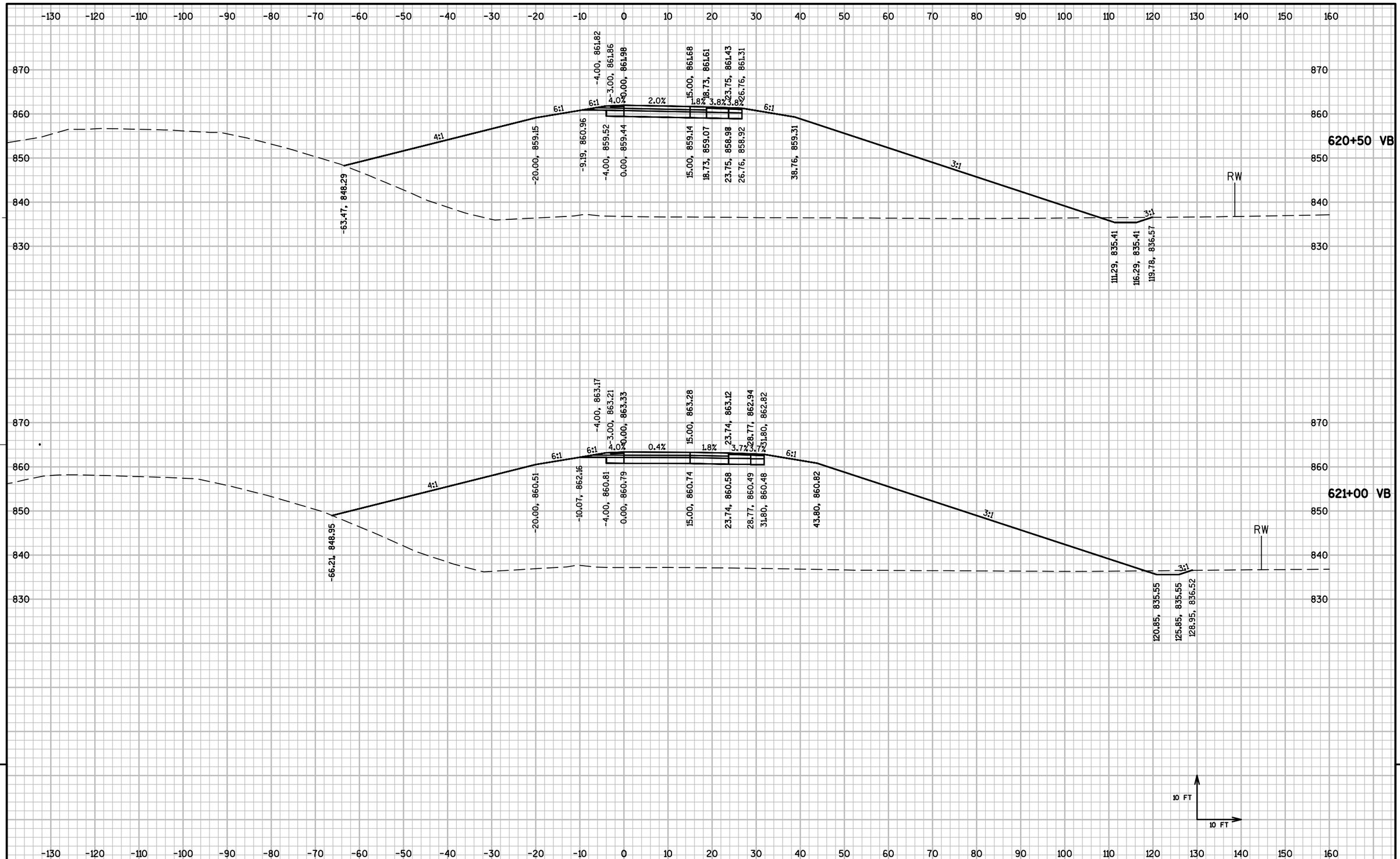
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET 737	E



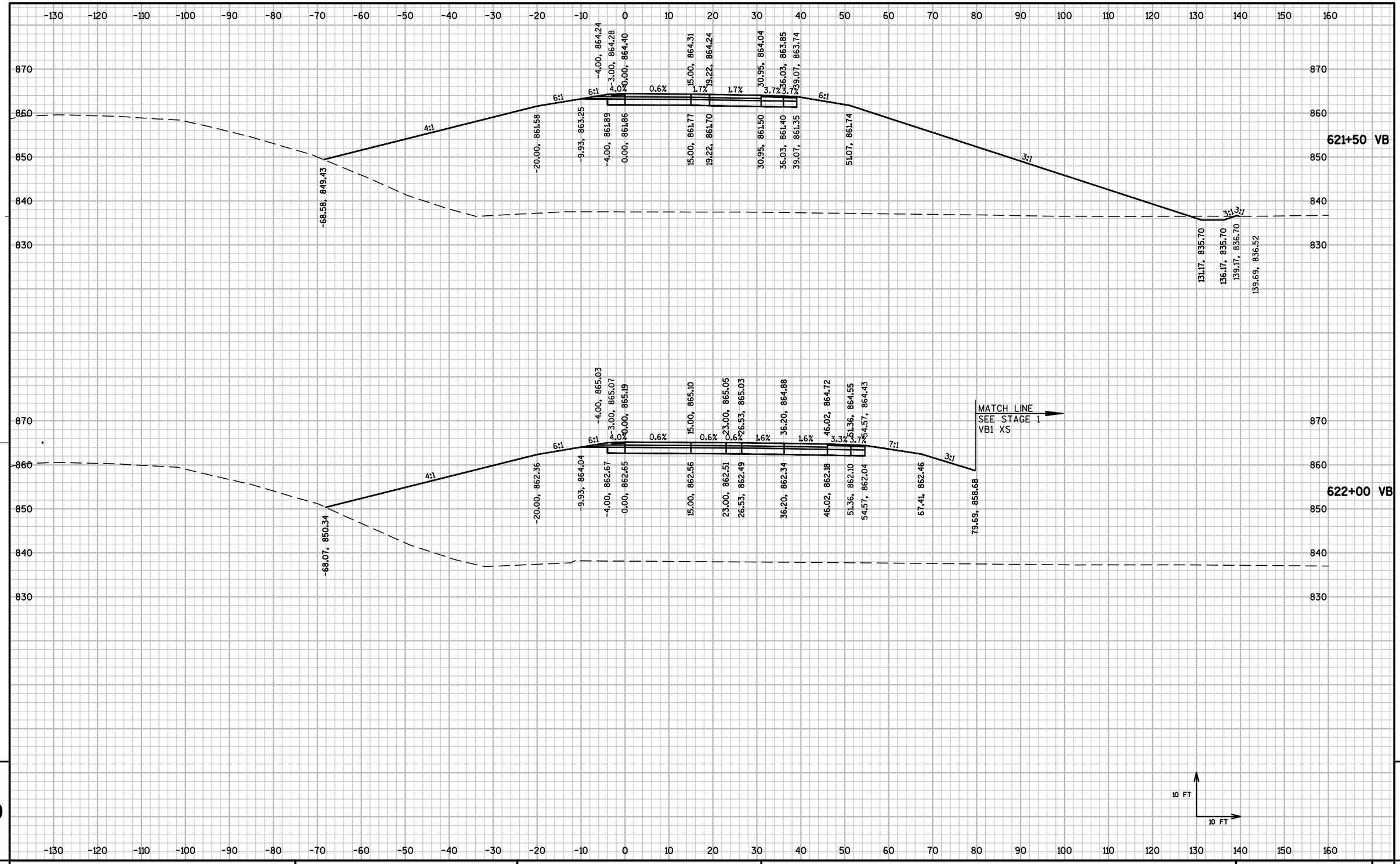
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET 738 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB_S1.DWG PLOT DATE : 4/13/2015 3:38 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
LAYOUT NAME - VB_S1 - (5)
WISDOT/CADDS SHEET 49



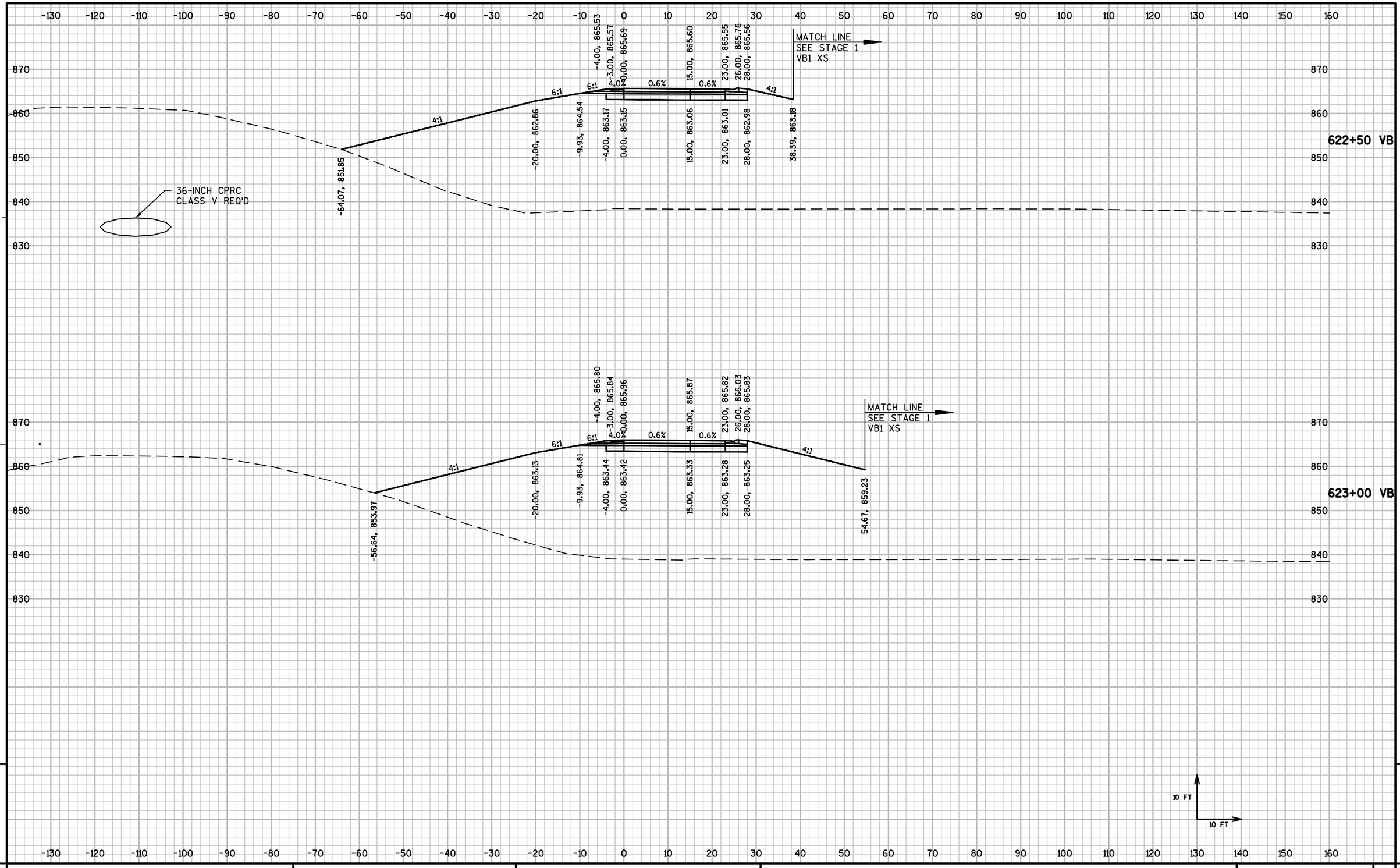
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET 739	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB_S1.DWG
LAYOUT NAME - VB_S1 - (6)
PLOT DATE : 4/13/2015 3:38 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET 740	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB_S1.DWG PLOT DATE : 4/13/2015 3:38 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
LAYOUT NAME - VB_S1 - (7)

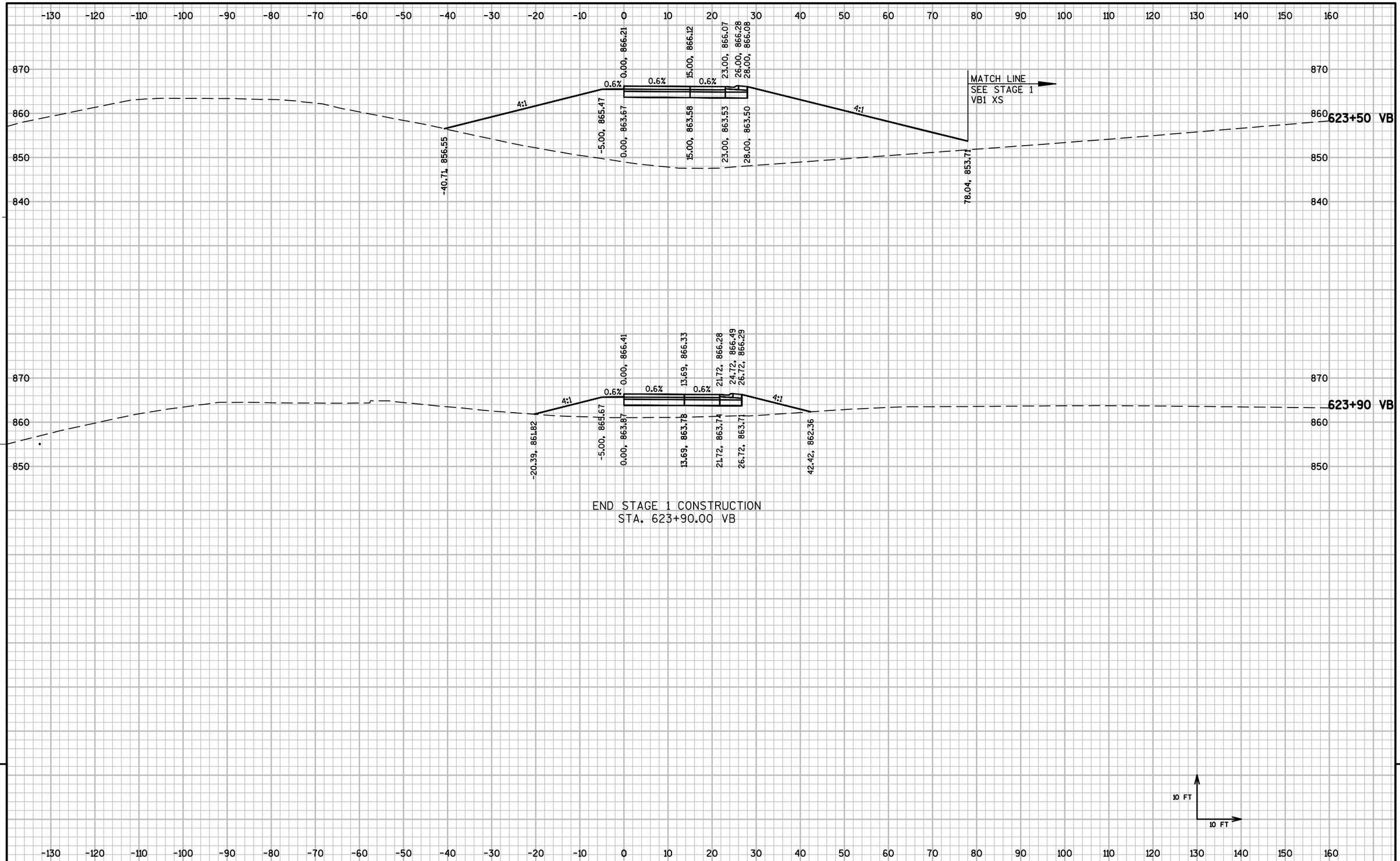


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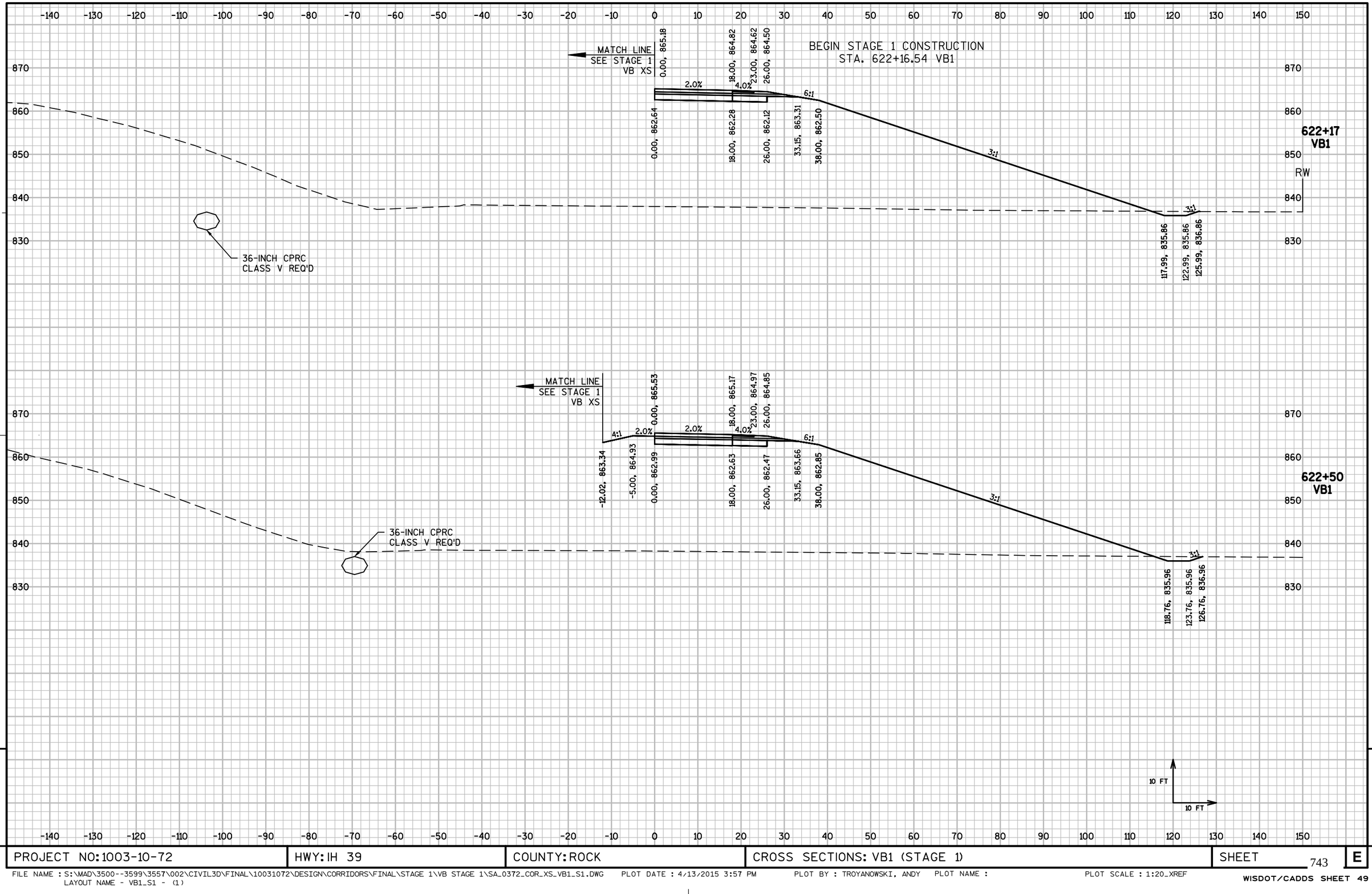
9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET 741	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB_S1.DWG PLOT DATE : 4/13/2015 3:38 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
LAYOUT NAME - VB_S1 - (8)
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 1)	SHEET 742	E

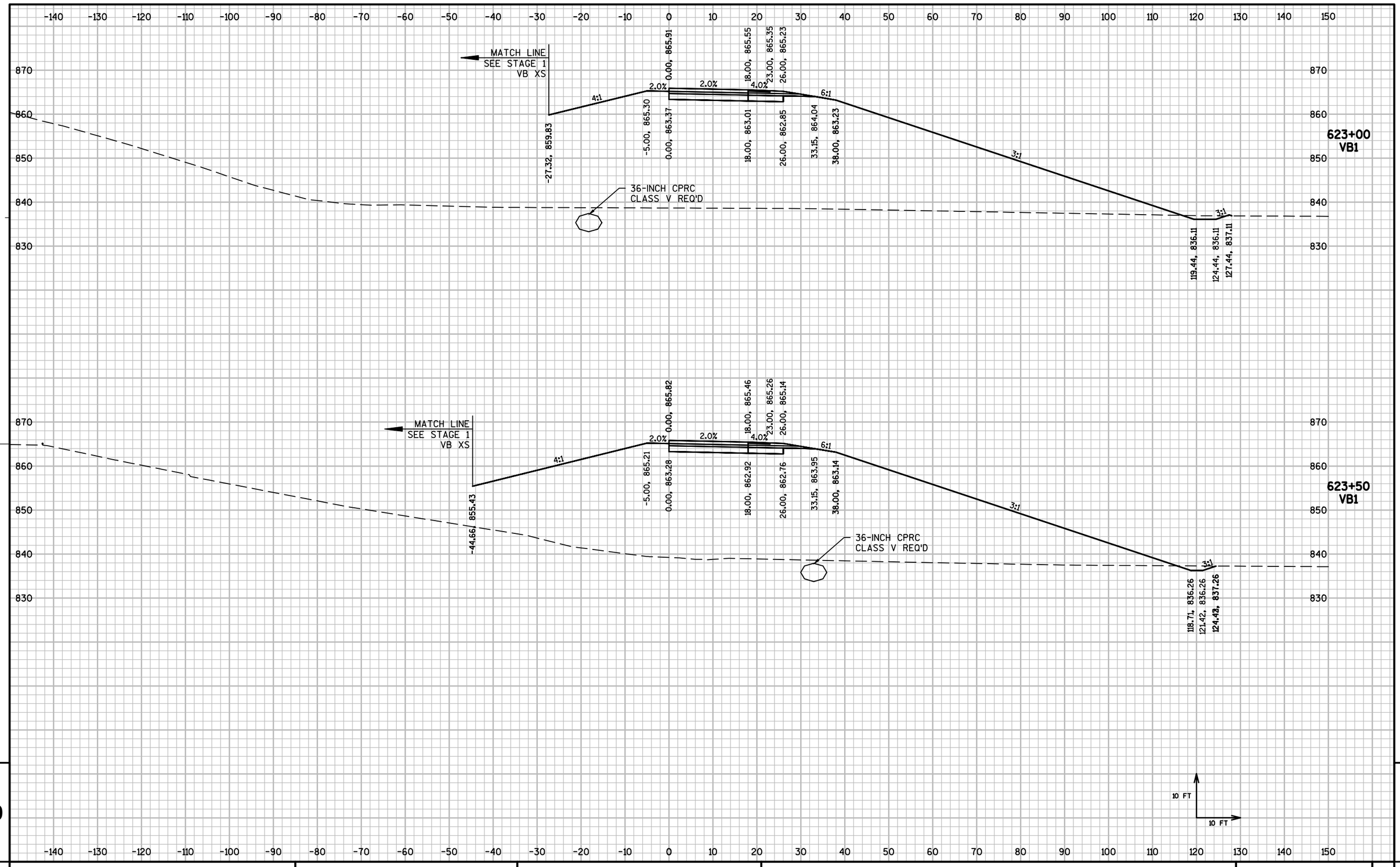


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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB1 (STAGE 1)	SHEET 743	E

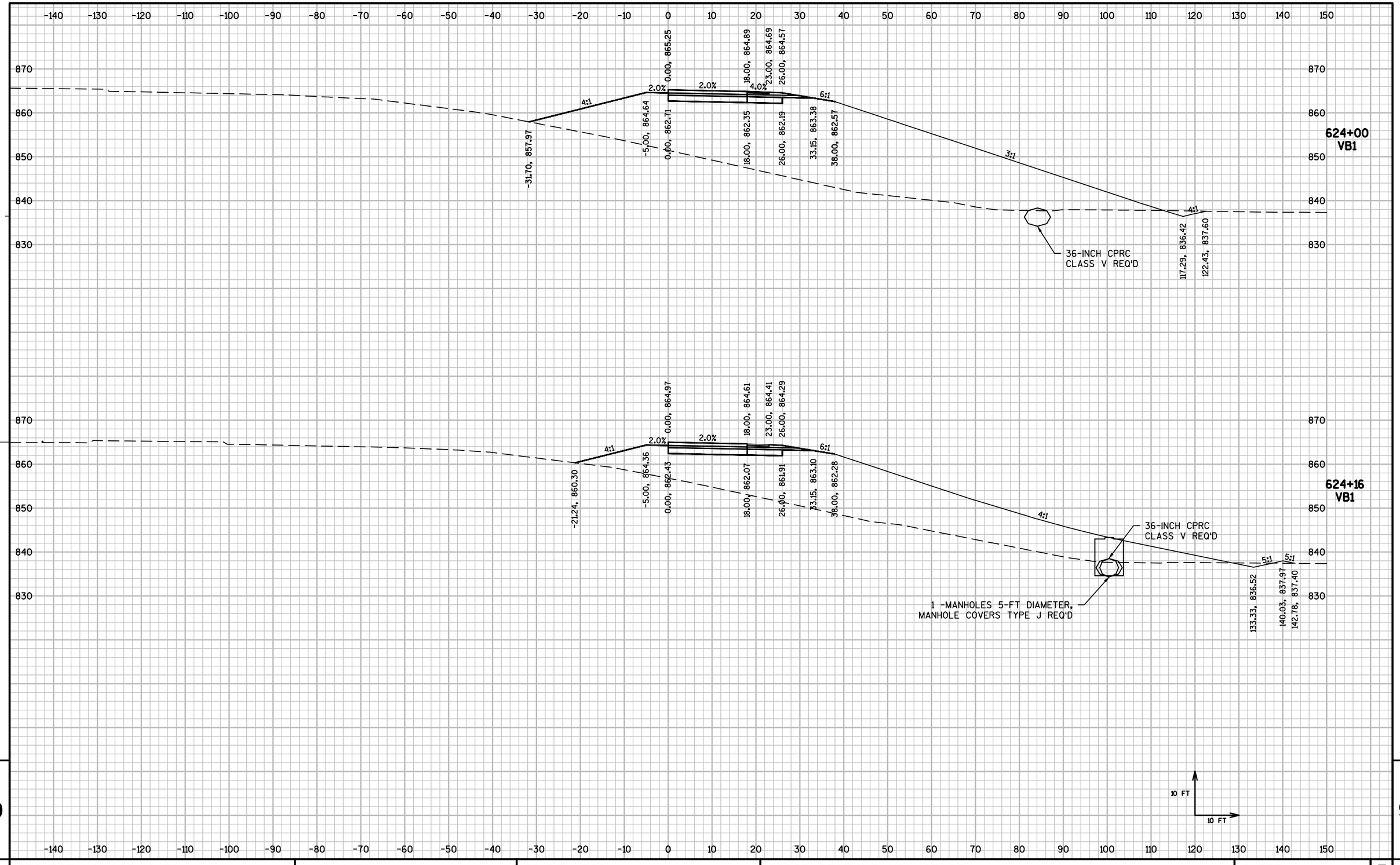
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB1_S1.DWG PLOT DATE : 4/13/2015 3:57 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VB1_S1 - (1)
WISDOT/CADDS SHEET 49



9 9

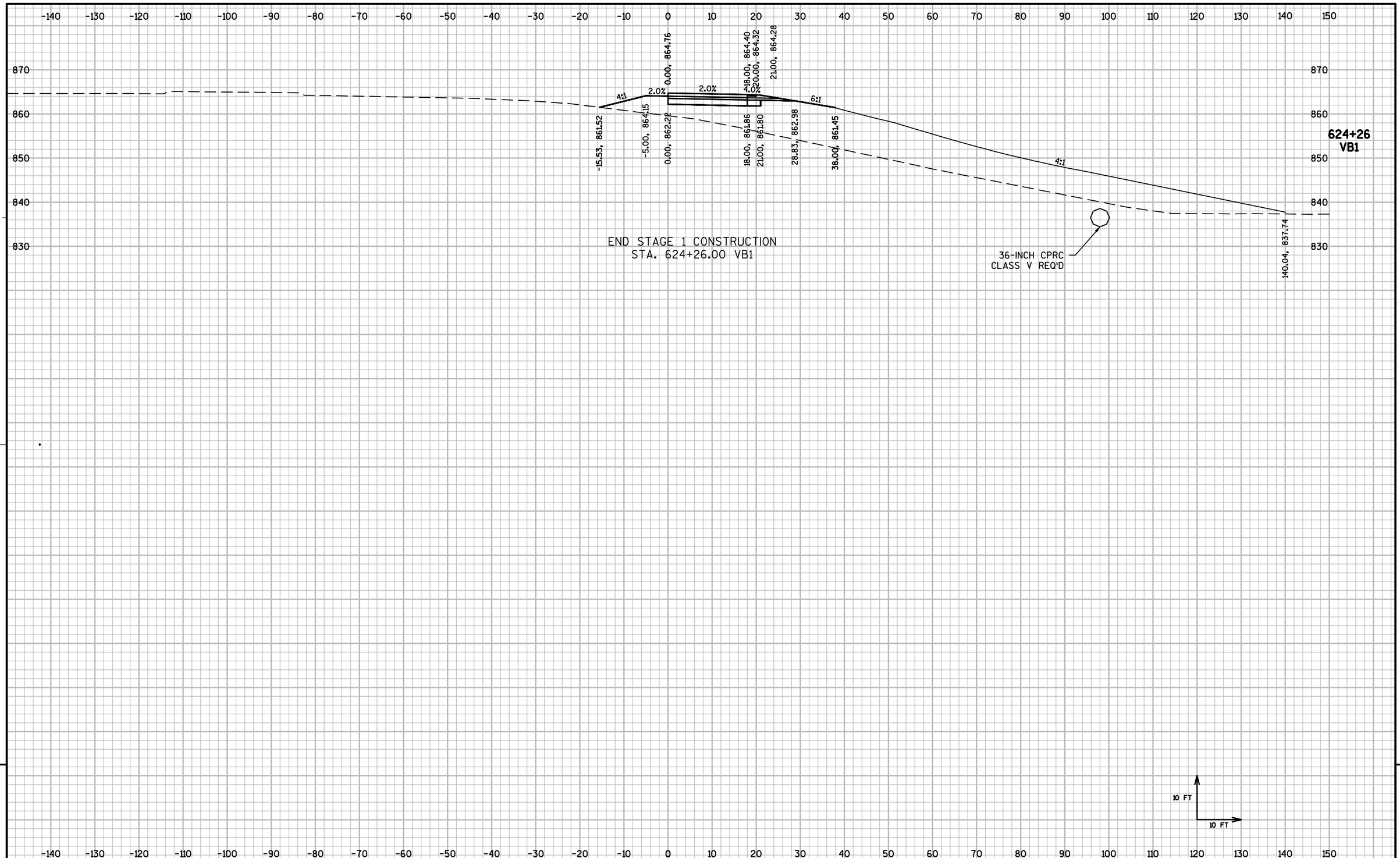
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB1 (STAGE 1)	SHEET 744	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB1_S1.DWG PLOT DATE : 4/13/2015 3:57 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VB1_S1 - (2)



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB1 (STAGE 1)	SHEET 745	E

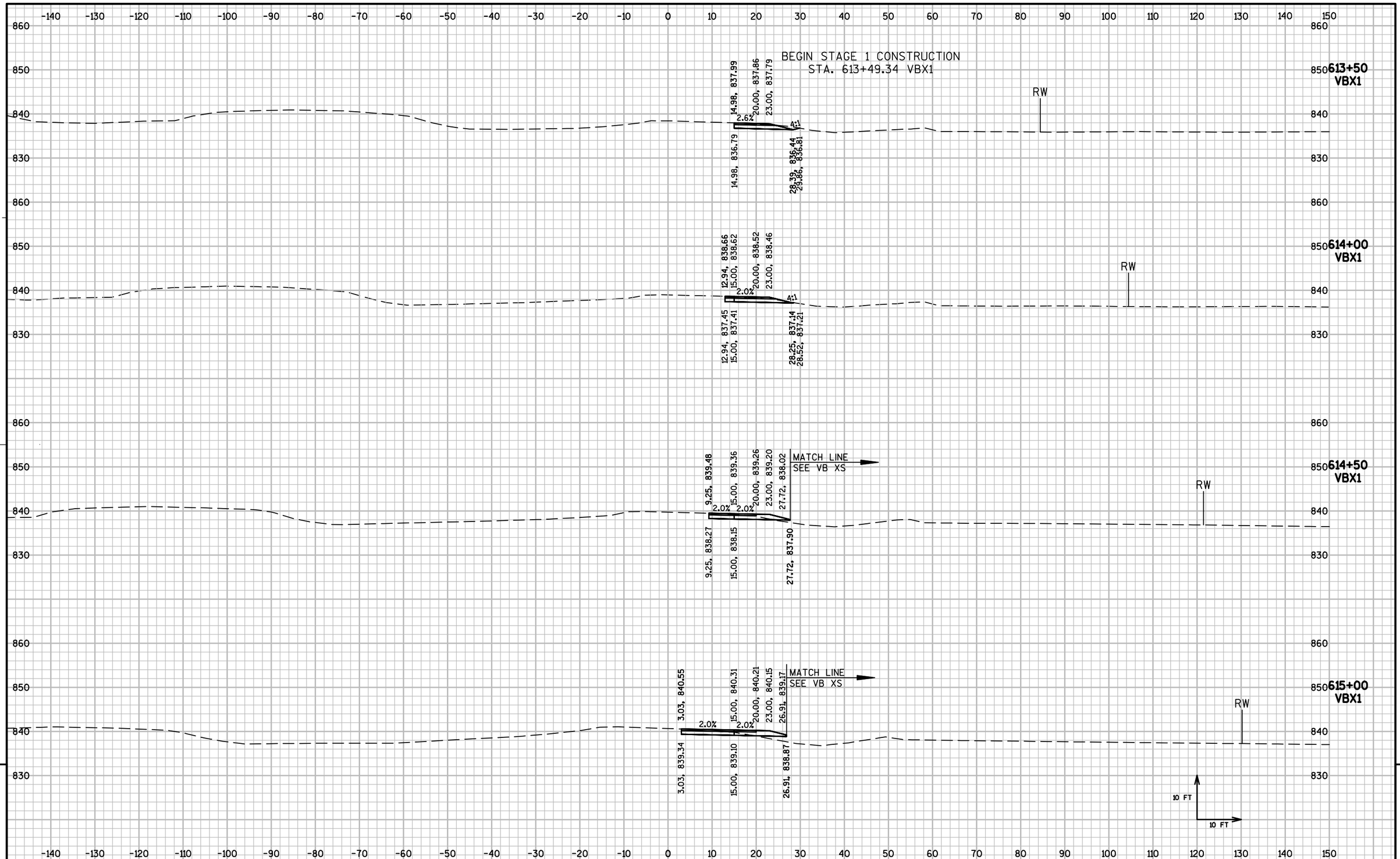
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB1_S1.DWG PLOT DATE : 4/13/2015 3:57 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VB1_S1 - (3)



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB1 (STAGE 1)	SHEET 746	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VB1_S1.DWG PLOT DATE : 4/13/2015 3:57 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VB1_S1 - (4)

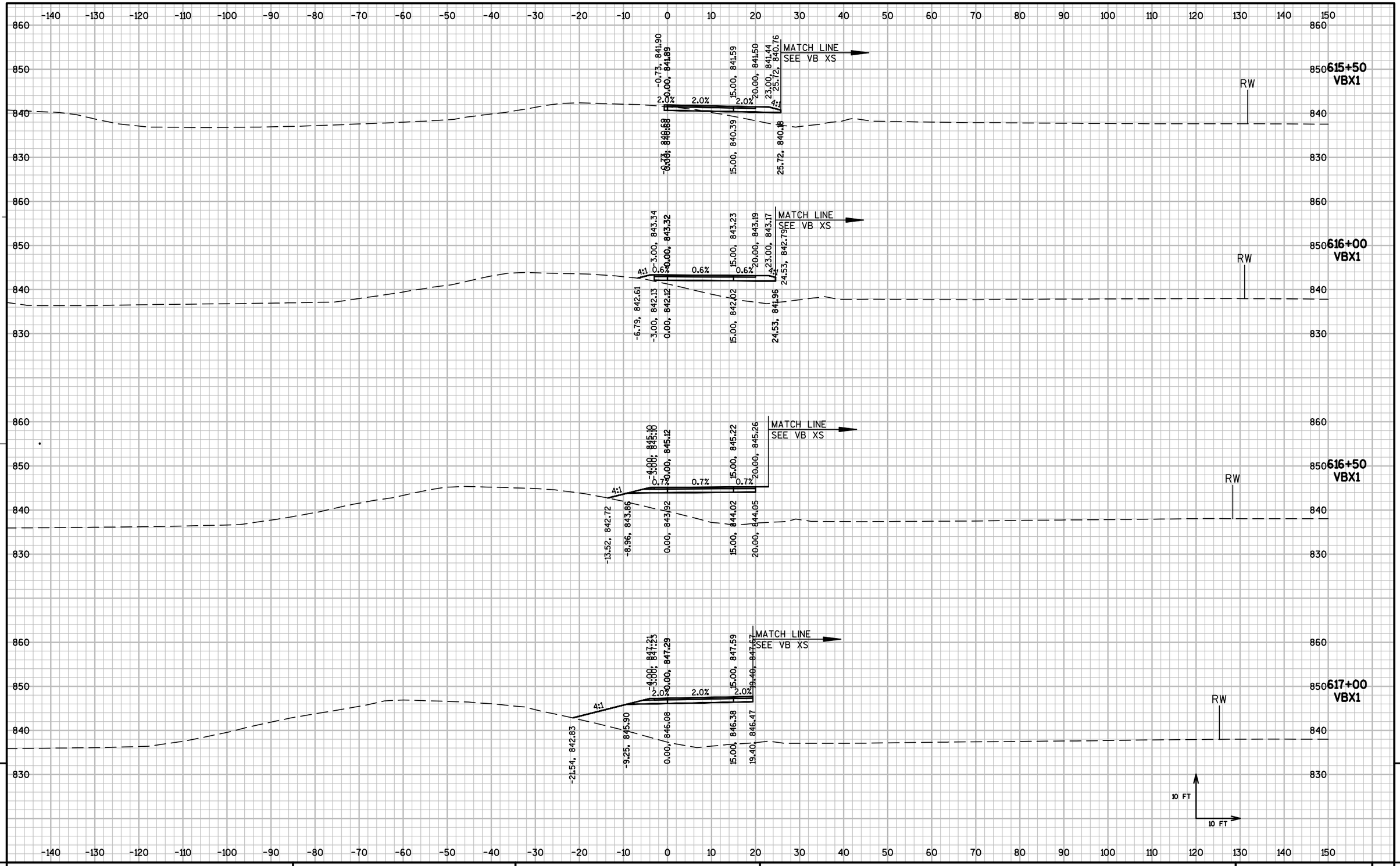


9

9

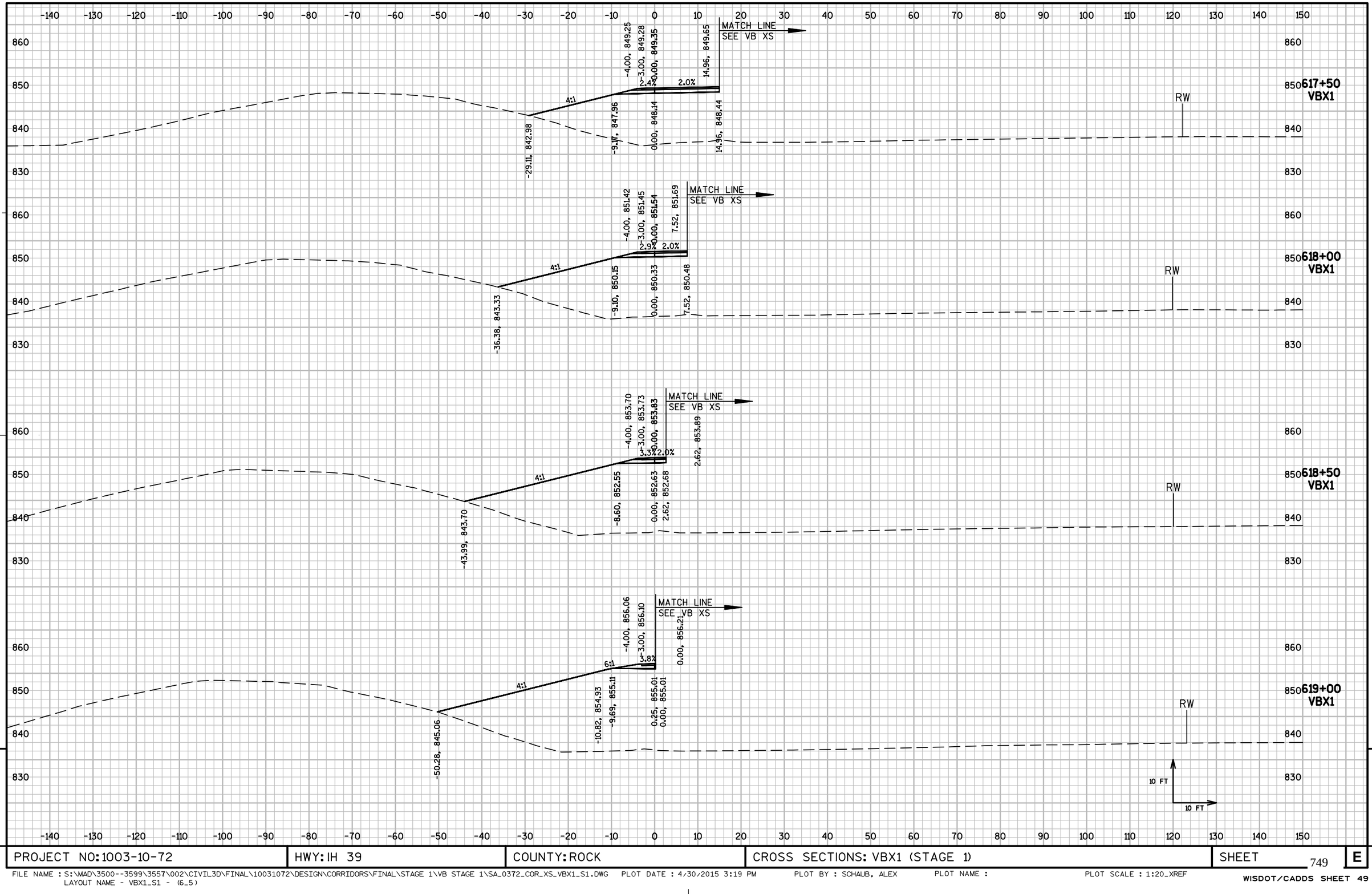
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VBX1 (STAGE 1)	SHEET 747	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VBX1_S1.DWG PLOT DATE : 5/26/2015 2:53 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VBX1_S1 - (2_1)



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VBX1 (STAGE 1)	SHEET 748	E

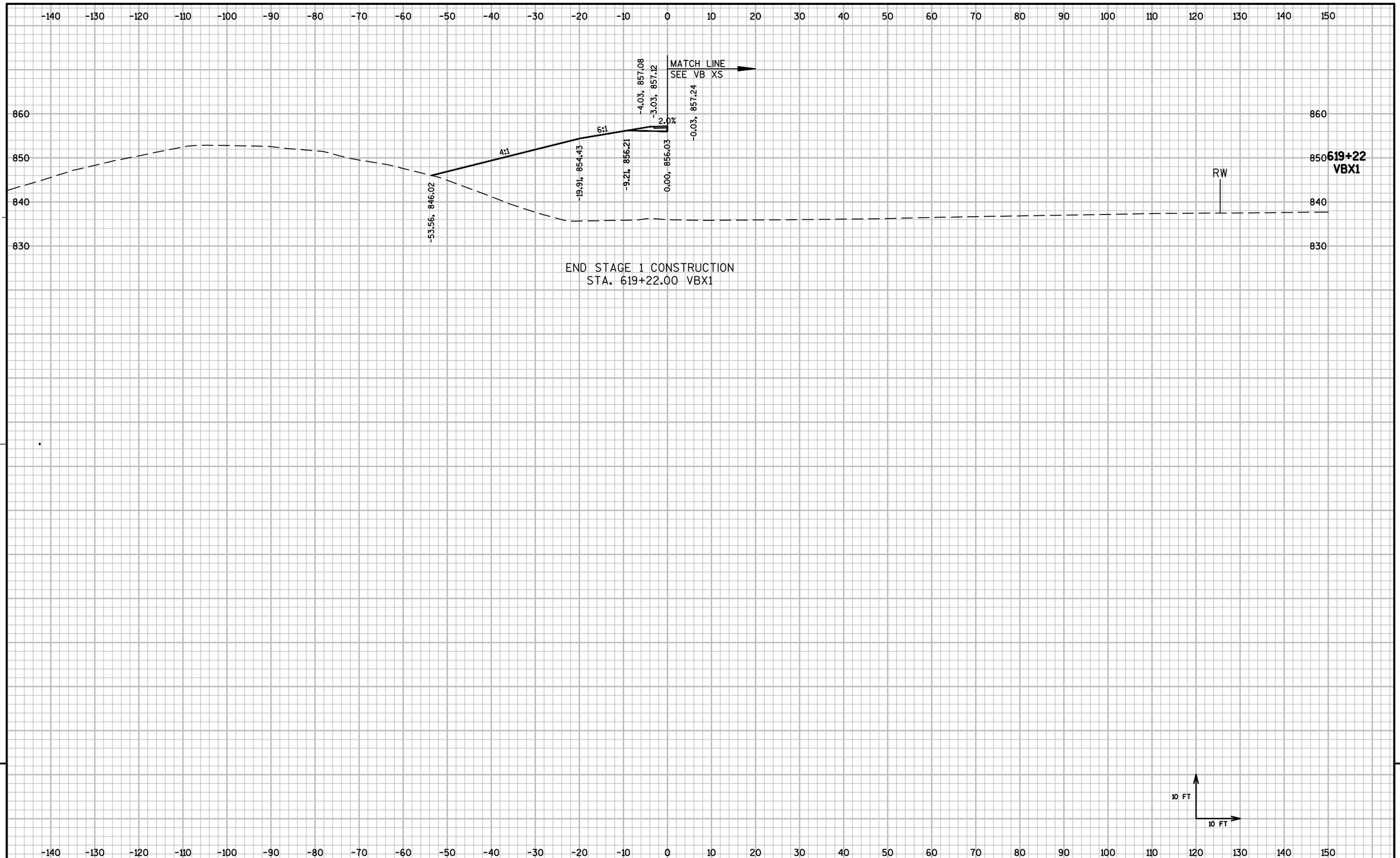
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VBX1_S1.DWG PLOT DATE : 4/13/2015 4:08 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VBX1_S1 - (4_3)



9

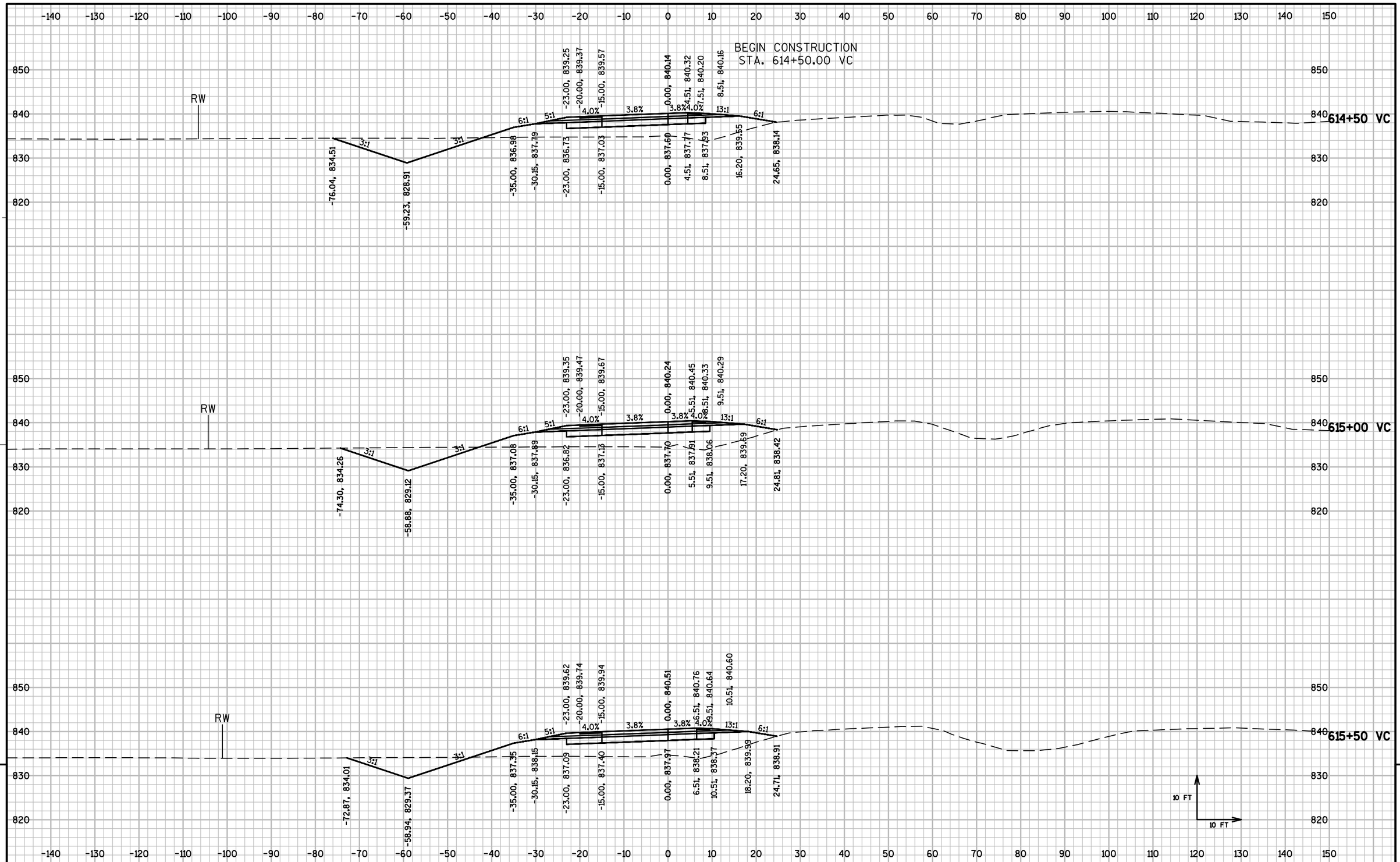
9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VBX1 (STAGE 1)	SHEET 749	E



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VBX1 (STAGE 1)	SHEET 750	E

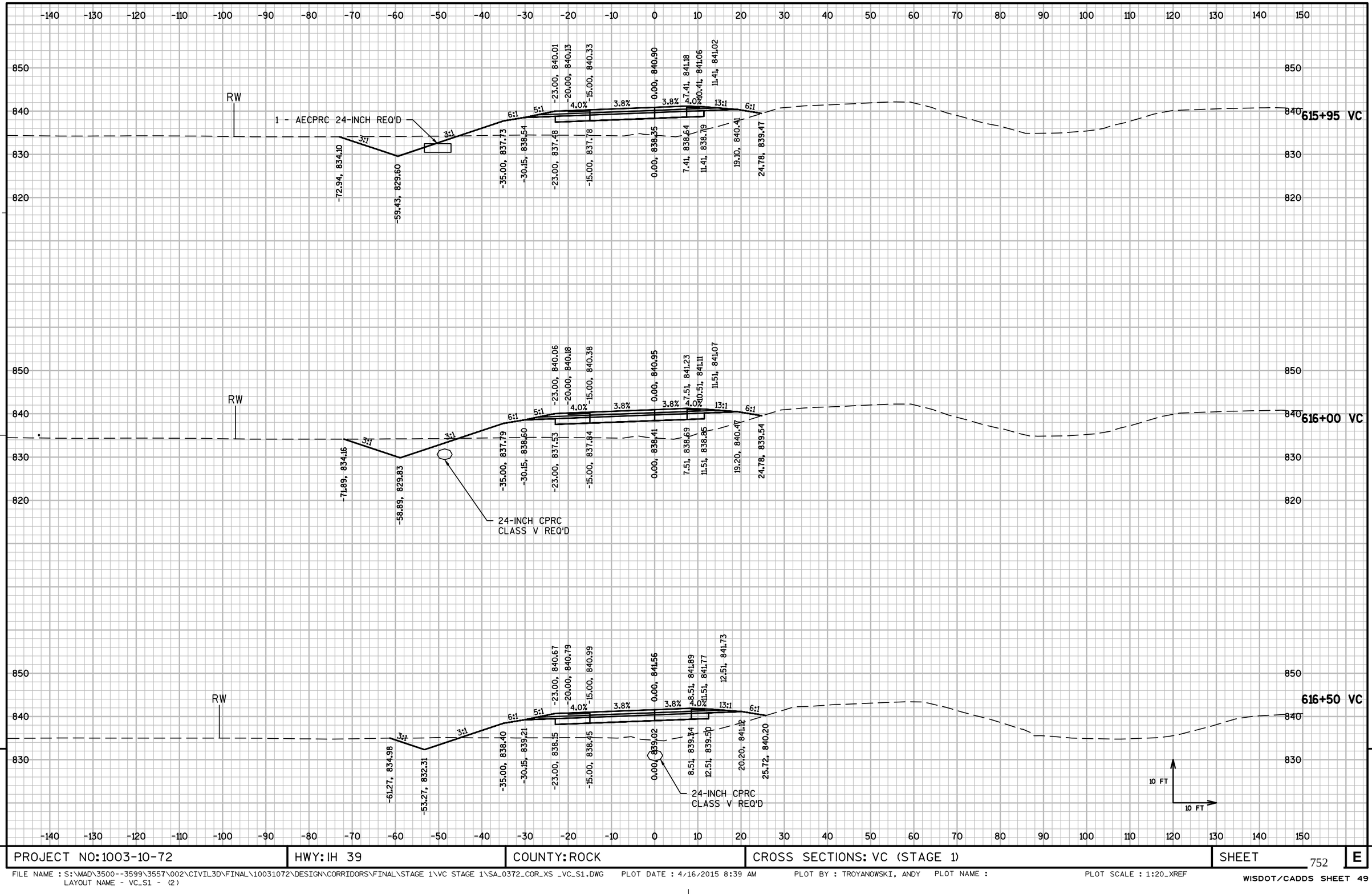
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VB STAGE 1\SA_0372_COR_XS_VBX1_S1.DWG PLOT DATE : 4/13/2015 4:08 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VBX1_S1 - (8_7)



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 751	E

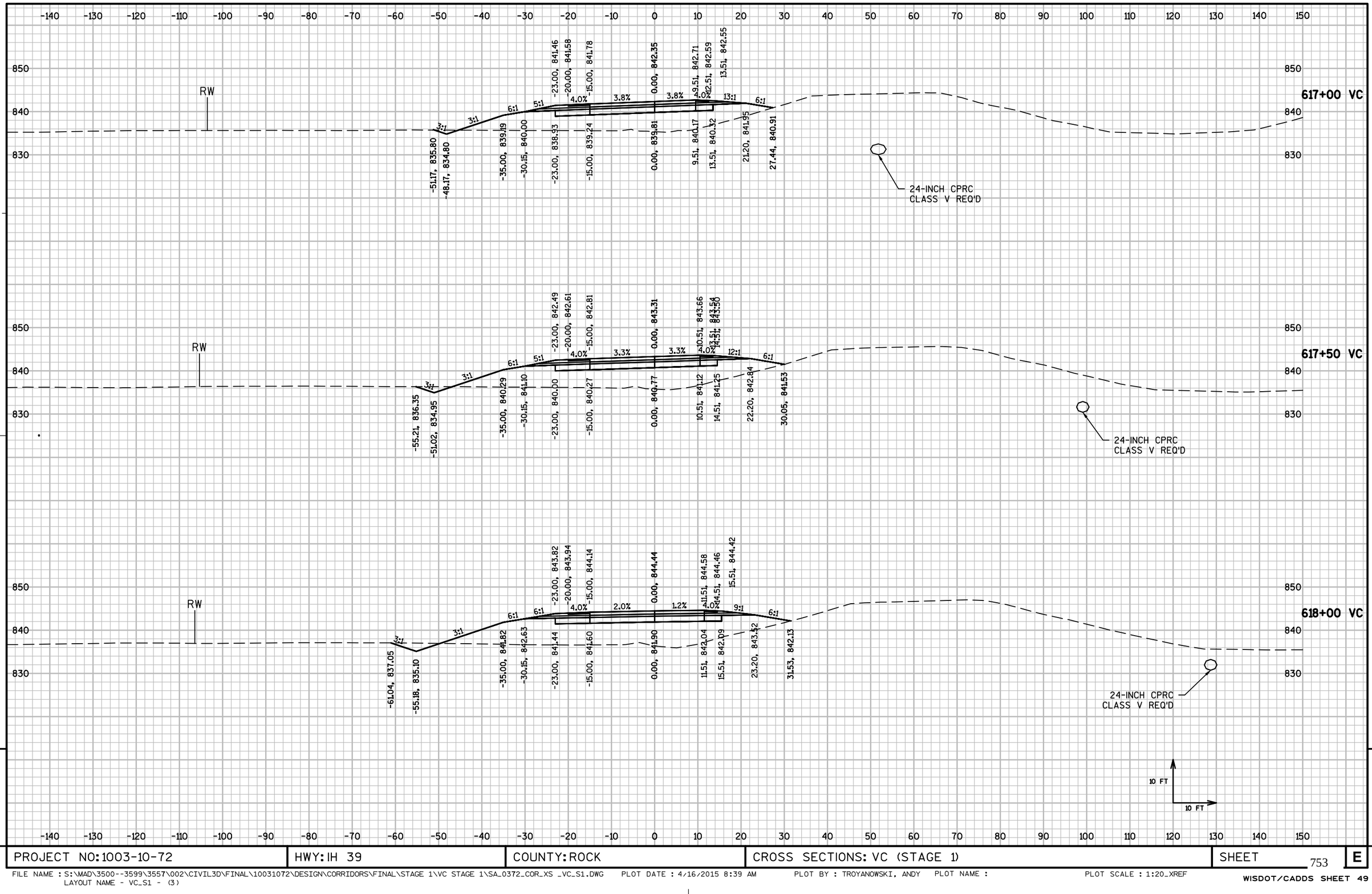
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC_S1.DWG PLOT DATE : 4/16/2015 8:39 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC_S1 - (1)



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 752	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC_S1.DWG PLOT DATE : 4/16/2015 8:39 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC_S1 - (2)

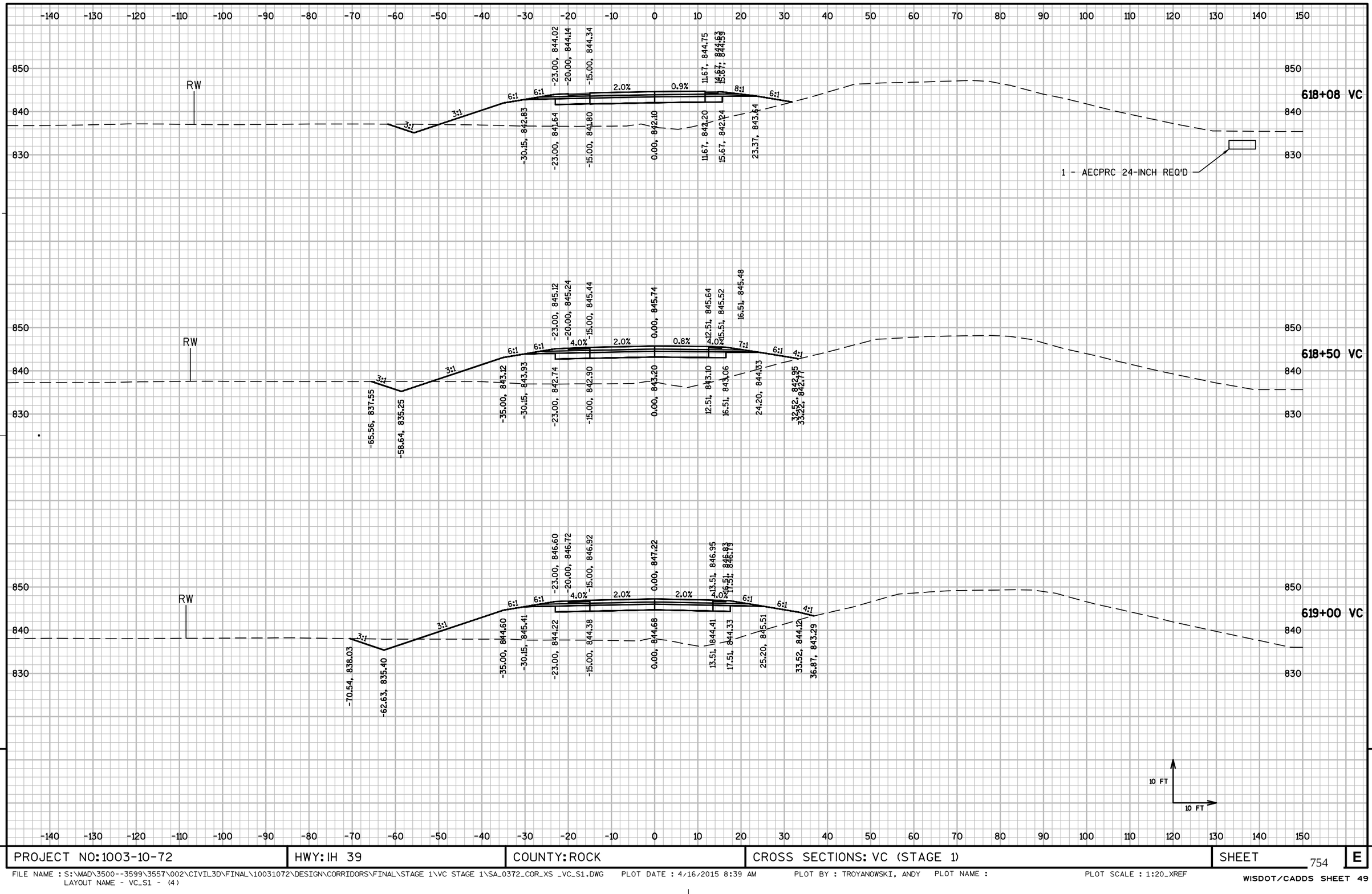
WISDOT/CADDS SHEET 49



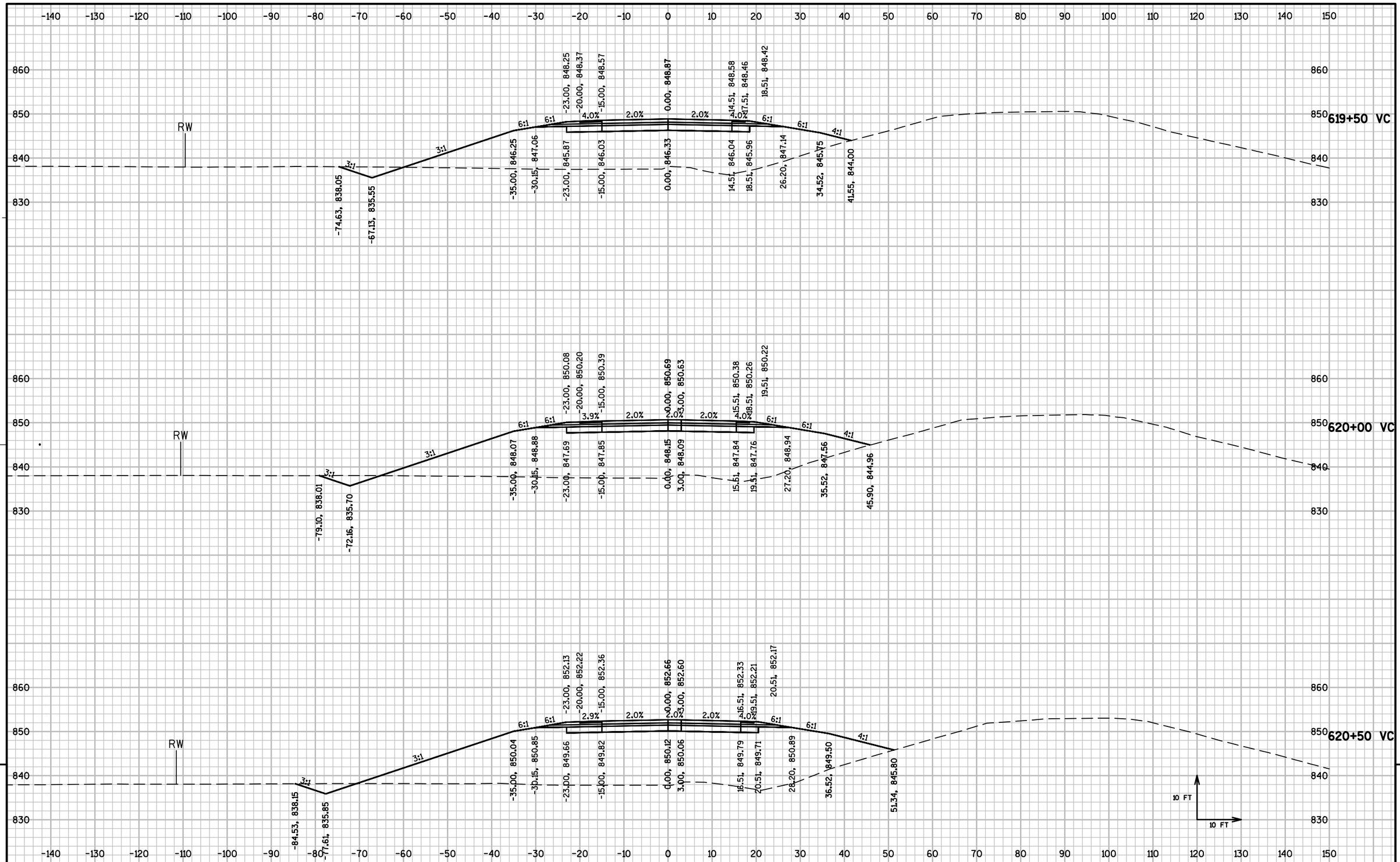
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 753	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC_S1.DWG PLOT DATE : 4/16/2015 8:39 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC_S1 - (3)

WISDOT/CADDS SHEET 49



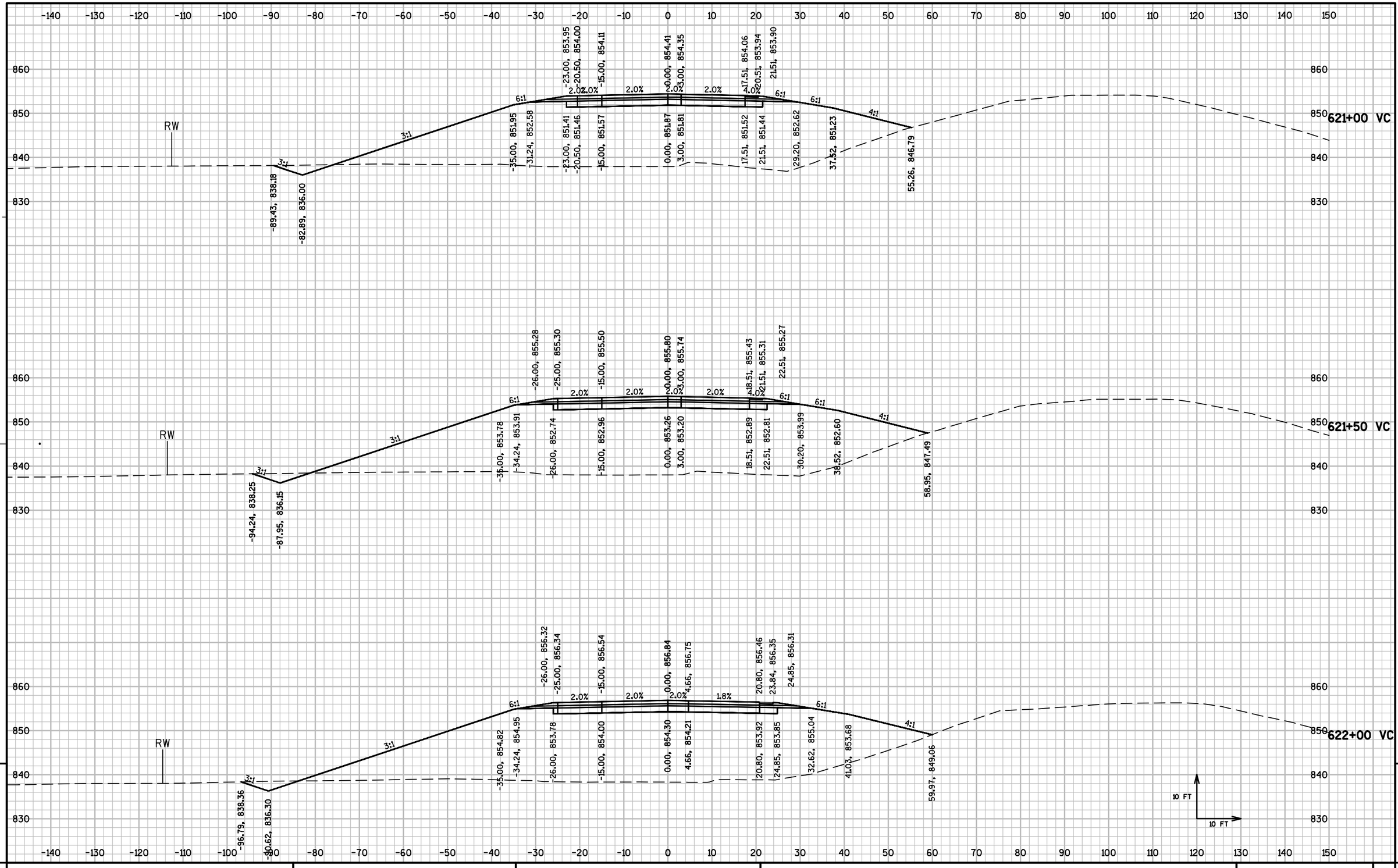
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 754	E



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 755	E

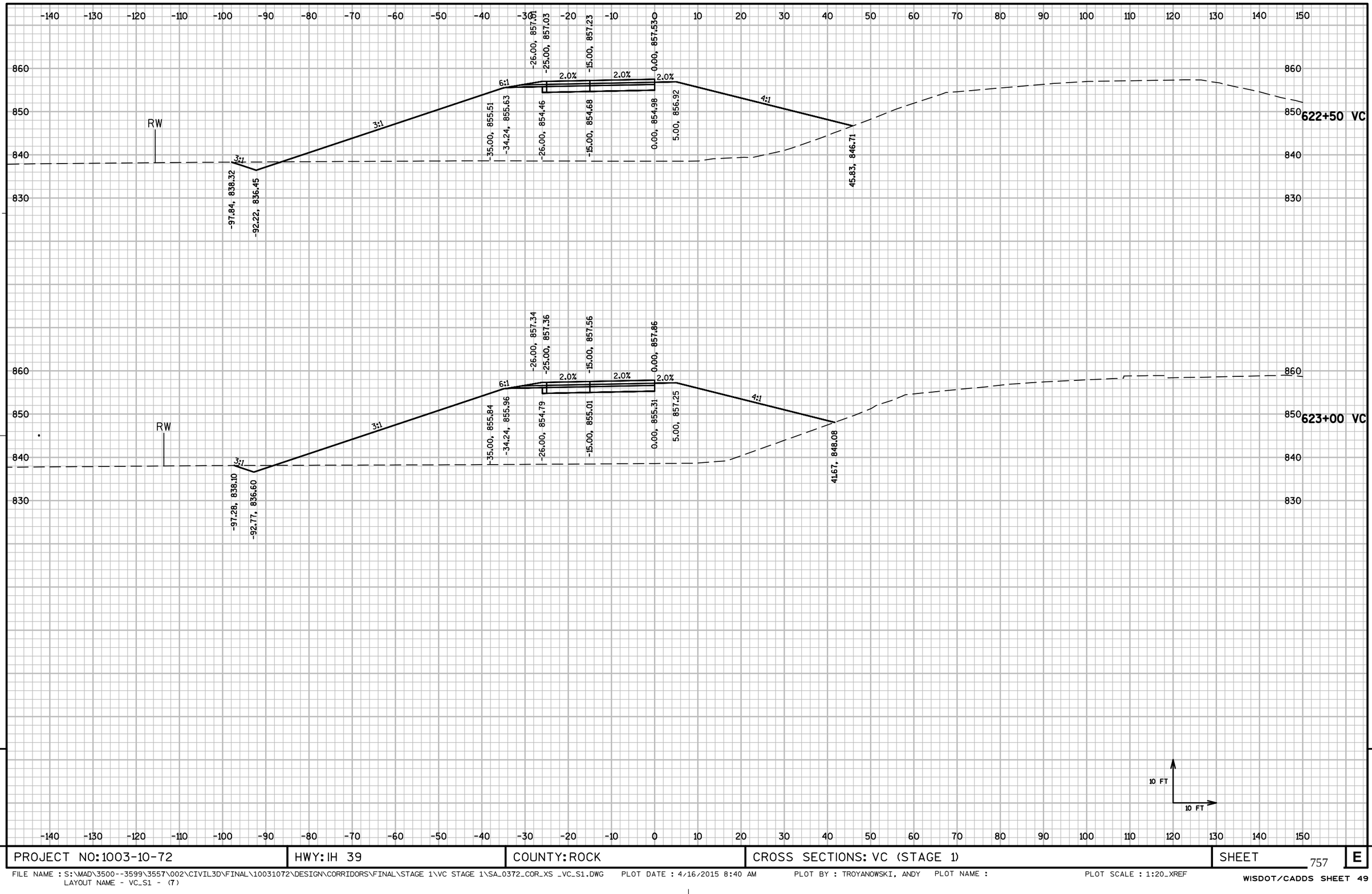
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC_S1.DWG PLOT DATE : 4/16/2015 8:39 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC_S1 - (5)

WISDOT/CADDS SHEET 49



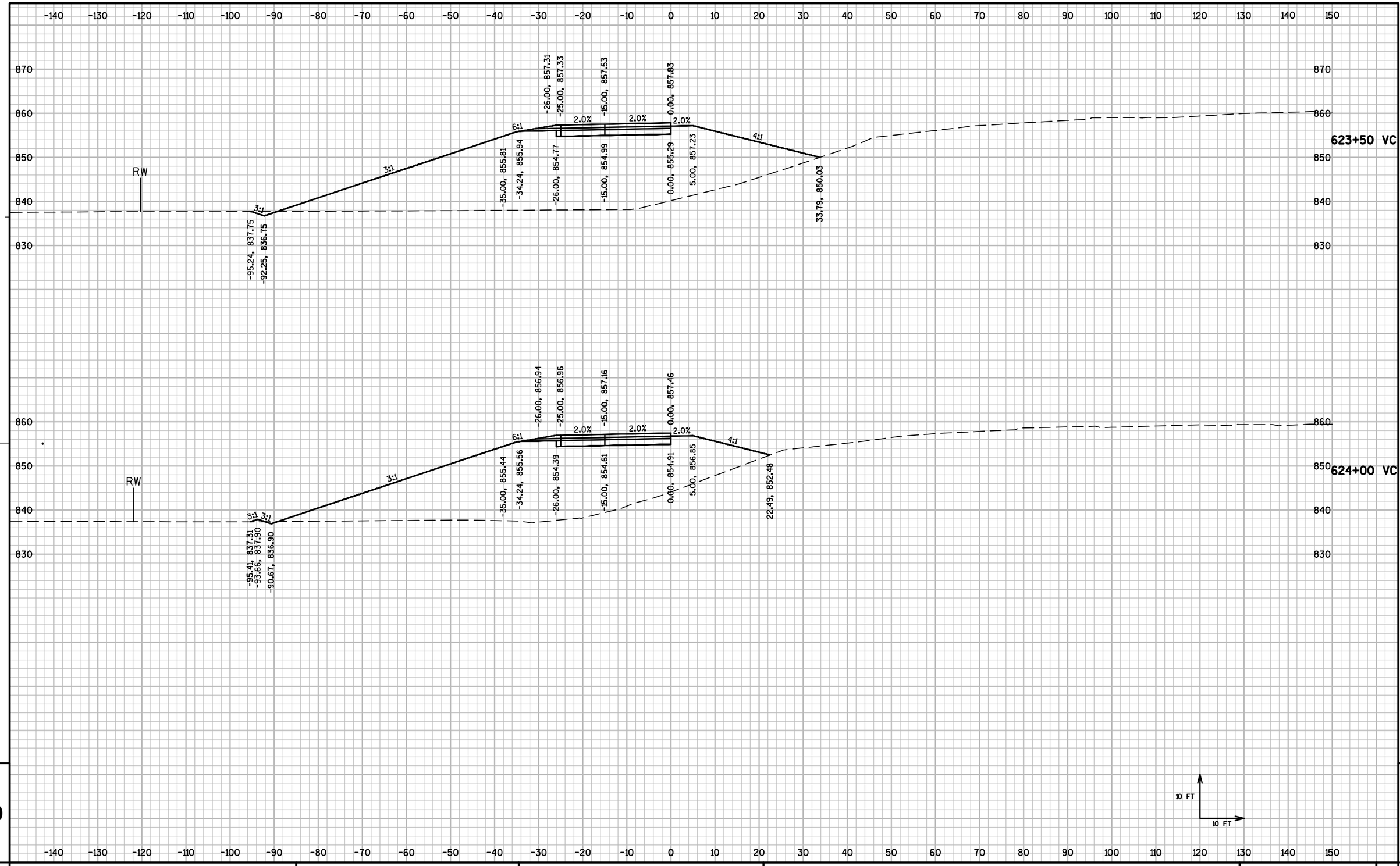
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 756	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC_S1.DWG PLOT DATE : 4/16/2015 8:40 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC_S1 - (6)
WISDOT/CADDS SHEET 49



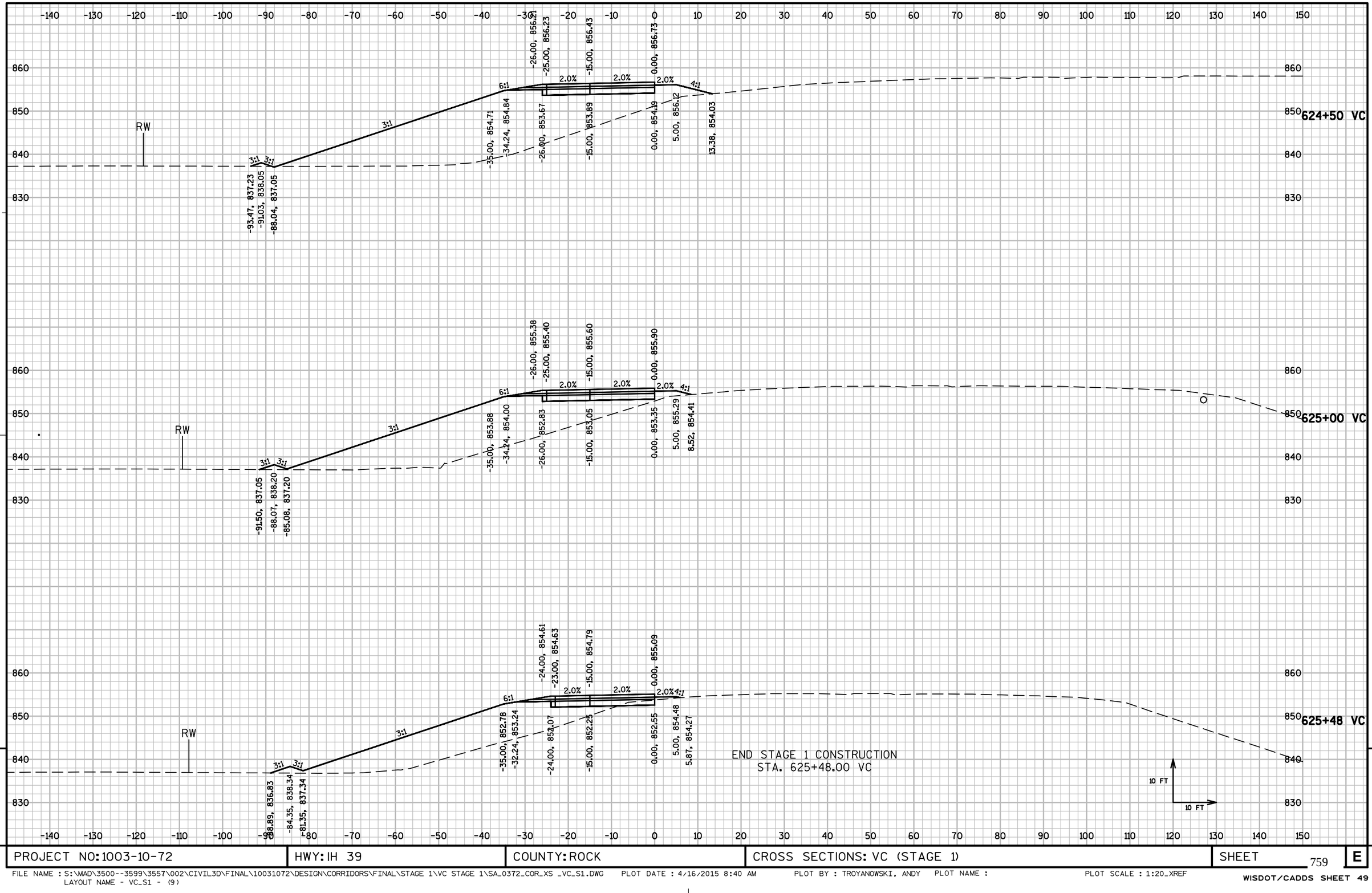
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 757	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC_S1.DWG PLOT DATE : 4/16/2015 8:40 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC_S1 - (7)



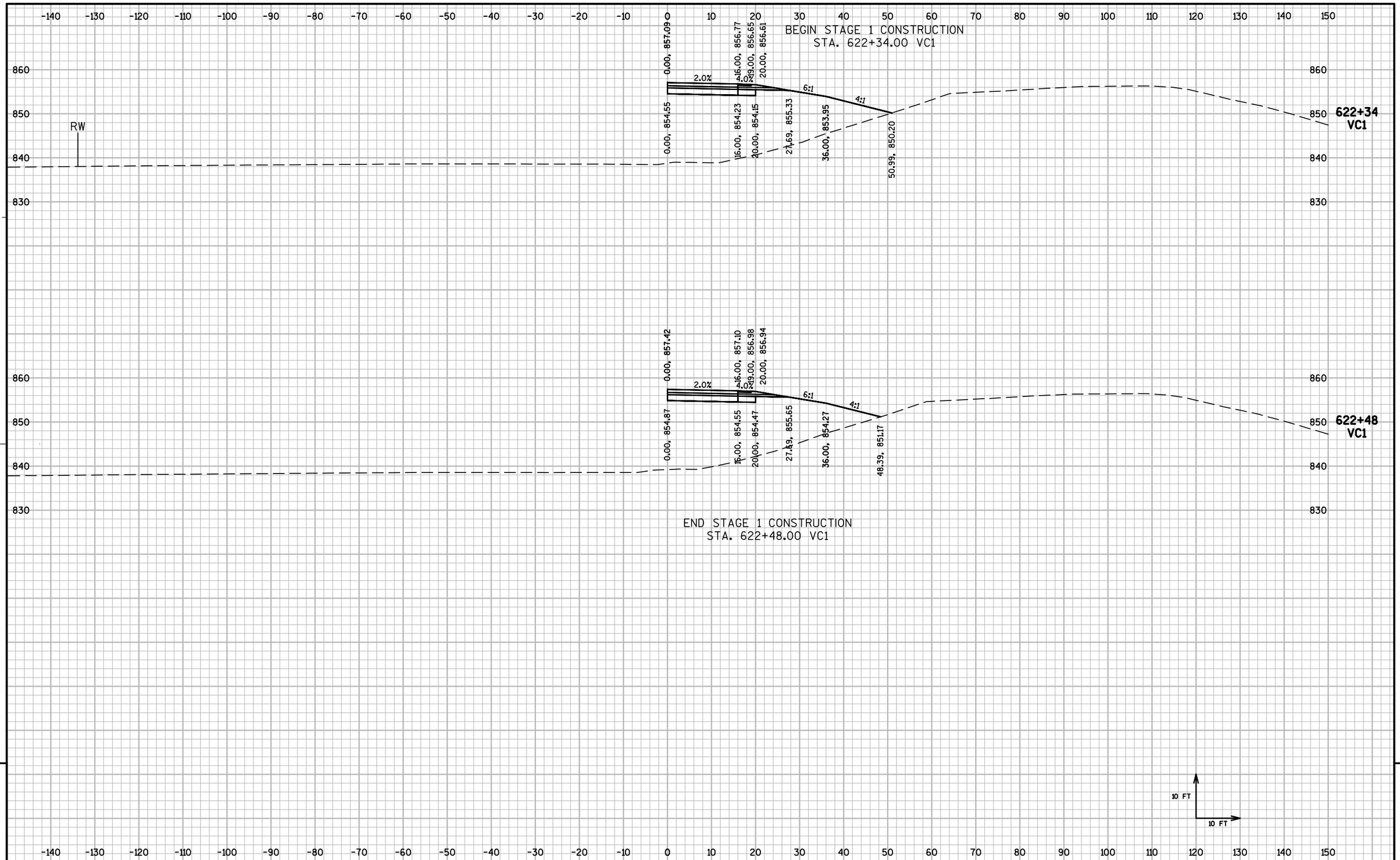
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 758	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC_S1.DWG PLOT DATE : 4/16/2015 8:40 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC_S1 - (8)



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC (STAGE 1)	SHEET 759	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC_S1.DWG PLOT DATE : 4/16/2015 8:40 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC_S1 - (9)
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC1 (STAGE 1)	SHEET 760 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VC1_S1.DWG PLOT DATE : 4/16/2015 8:42 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VC1_S1 - (1)

BEGIN STAGE 1 CONSTRUCTION
STA. 612+28.00 VCX1

RW

-90.25, 834.40
3:1
-70.46, 827.80
4:1
-40.25, 835.35
4:1
-32.80, 837.22
-28.24, 838.52
-28.24, 837.31
-25.24, 838.58
2.0%
-20.24, 838.68
-20.24, 837.47
2.0%
0.00, 839.08
0.00, 837.81
2.0%
3.10, 839.02
3.10, 837.81
4:1
7.77, 838.06

612+28
VCX1

RW

-88.75, 834.37
3:1
-69.37, 827.91
4:1
-39.55, 835.37
4:1
-32.09, 837.23
-27.54, 838.55
-27.54, 837.34
-24.54, 838.62
2.3%
-19.54, 838.73
-19.54, 837.52
2.3%
0.00, 839.19
0.00, 837.98
0.9%
3.54, 839.15
3.54, 837.95
4.0%
4:1
9.59, 837.85

612+50
VCX1

RW

-84.93, 834.08
3:1
-67.15, 828.16
4:1
-38.12, 835.41
4:1
-30.67, 837.28
-26.11, 838.63
-26.11, 837.42
-23.11, 838.72
3.1%
-18.11, 838.87
-18.11, 837.66
3.1%
0.00, 839.43
0.00, 838.22
1.5%
3.53, 839.45
3.53, 838.24
1.5%
4.53, 839.54
5.53, 838.30
4:1
5.53, 839.57
10.43, 838.37
14.09, 837.45

613+00
VCX1

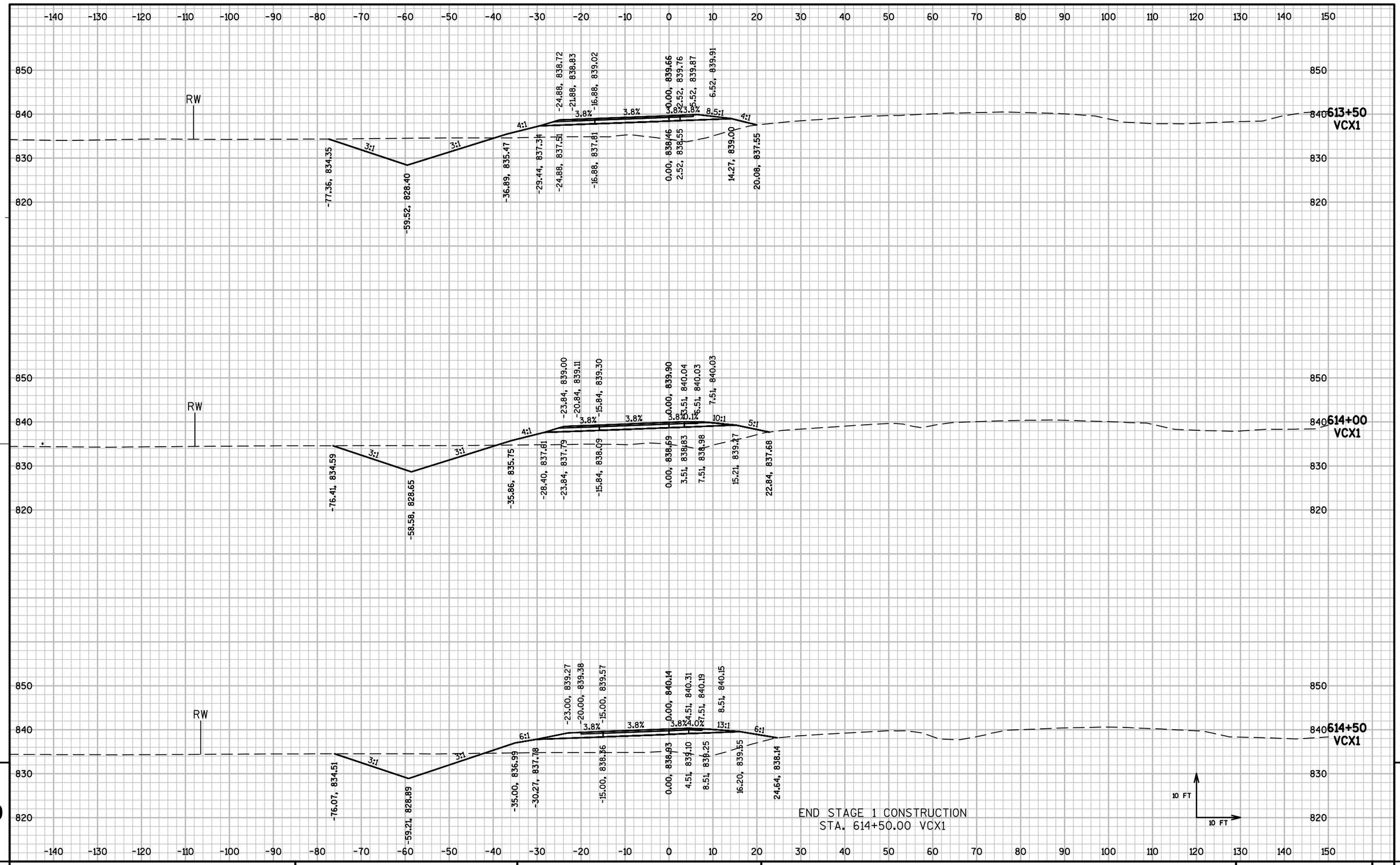
10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VCX1 (STAGE 1)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VCX1_S1.DWG PLOT DATE : 4/13/2015 4:30 PM
LAYOUT NAME - VCX1_S1 - (1)
PLOT BY : TROYANOWSKI, ANDY PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VCX1 (STAGE 1)	SHEET 762	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VC STAGE 1\SA_0372_COR_XS _VCX1_S1.DWG PLOT DATE : 4/13/2015 4:30 PM
LAYOUT NAME - VCX1_S1 - (2)
PLOT BY : TROYANOWSKI, ANDY PLOT NAME :
PLOT SCALE : 1 IN:20 FT

BEGIN STAGE 1 CONSTRUCTION
STA. 624+13.00 VD

624+13 VD

624+50 VD

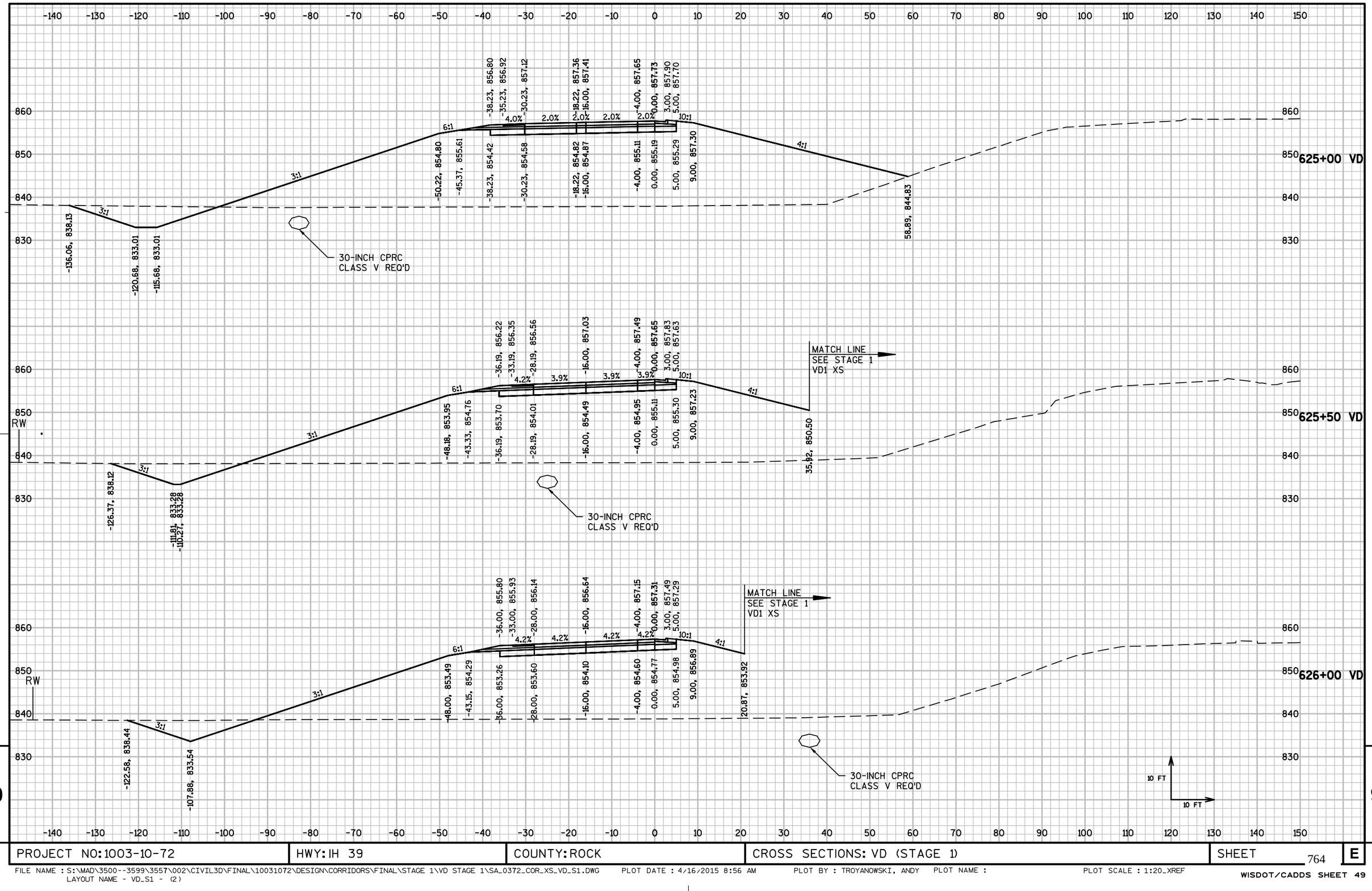
624+75 VD

1 - AECPRC 30-INCH REQ'D

10 FT
10 FT

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 1)	SHEET 763 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VD STAGE 1\SA_0372_COR_XS_VD_S1.DWG
LAYOUT NAME - VD_S1 - (1)
PLOT DATE : 4/16/2015 8:56 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 1)	SHEET 764	E

MATCH LINE
SEE STAGE 1
VD1 XS

626+50 VD

RW
-118.37, 838.69
-103.71, 833.81
-46.18, 852.97
-41.33, 853.78
-34.18, 852.74
-34.18, 855.29
-31.18, 855.41
-26.18, 855.62
-26.18, 853.08
-16.00, 856.05
-16.00, 853.51
-4.00, 856.55
-4.00, 854.01
0.00, 856.72
0.00, 854.18
3.00, 856.90
5.00, 856.70
5.00, 854.39
9.00, 856.30
9.13, 856.27
6:1
3:1
3:1
10:1
4:1
4.2%
4.2%
4.2%
4.2%

30-INCH CPRC
CLASS V REQ'D

627+00 VD

RW
-110.61, 838.96
-95.94, 834.08
-41.13, 852.33
-36.28, 853.14
-29.14, 852.11
-29.14, 854.65
-26.14, 854.77
-21.14, 852.44
-21.14, 854.98
-16.00, 852.66
-16.00, 855.20
-4.00, 853.16
-4.00, 855.70
0.00, 853.33
0.00, 855.87
4.70, 853.36
4.70, 855.90
13.98, 853.30
13.98, 855.84
23.27, 853.23
23.27, 855.77
26.36, 855.65
27.40, 853.23
27.40, 855.61
32.54, 854.57
43.90, 852.51
68.74, 846.61
6:1
3:1
3:1
6:1
4:1
4.2%
4.2%
4.2%
4.2%
0.6%
0.6%
0.8%
4.0%

627+50 VD

RW
-101.12, 839.23
-86.45, 834.35
-35.00, 851.48
-30.15, 852.29
-23.00, 851.26
-23.00, 853.80
-20.00, 853.92
-15.00, 851.59
-15.00, 854.13
0.00, 852.22
0.00, 854.76
11.10, 852.19
11.10, 854.73
14.17, 854.61
15.19, 852.16
15.19, 854.57
20.35, 853.45
31.59, 851.55
58.54, 845.12
6:1
5:1
3:1
3:1
6:1
4:1
4.2%
4.2%
0.3%
4.0%

10 FT
10 FT

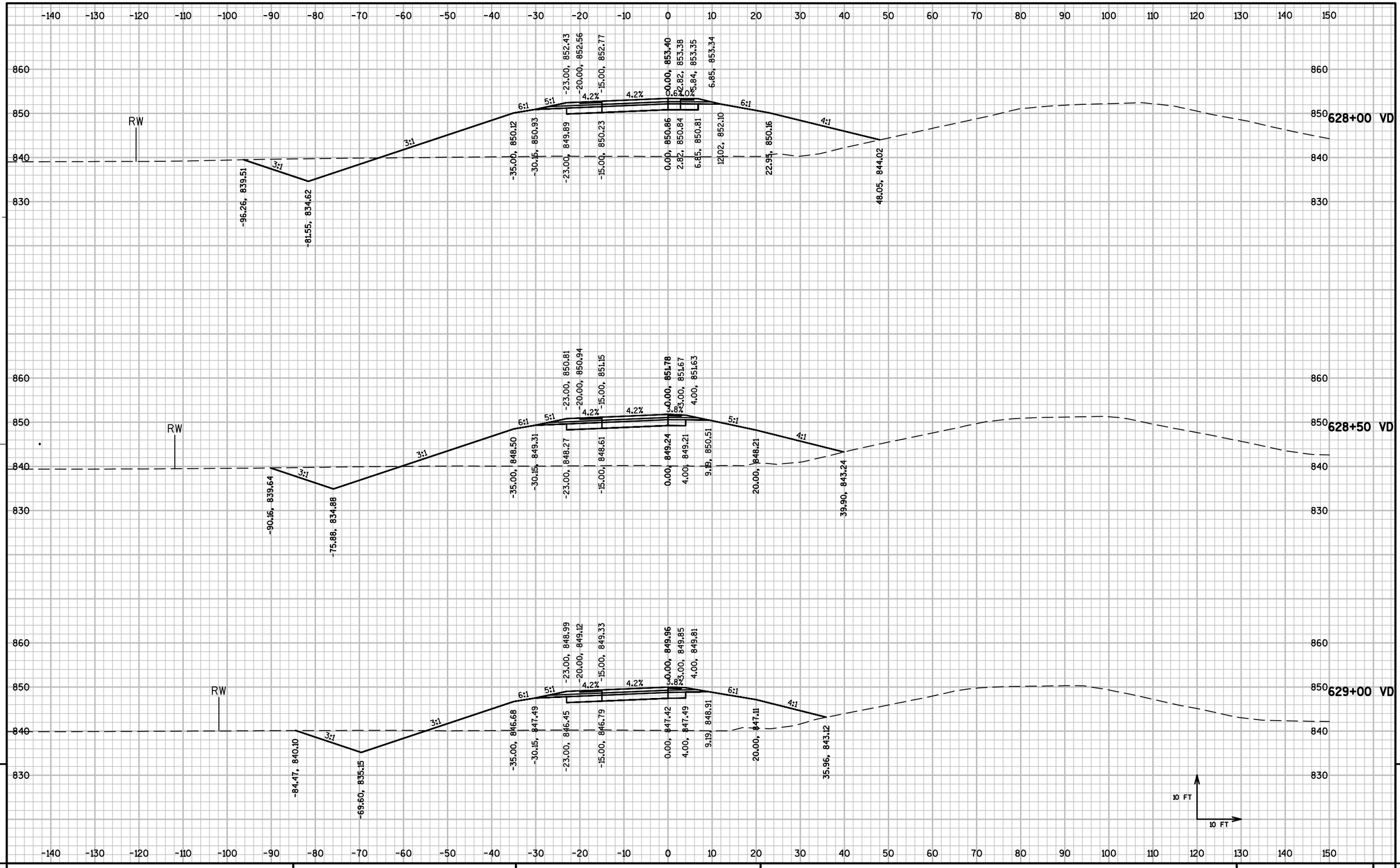
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

860 850 840 830

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 1)	SHEET 765	E

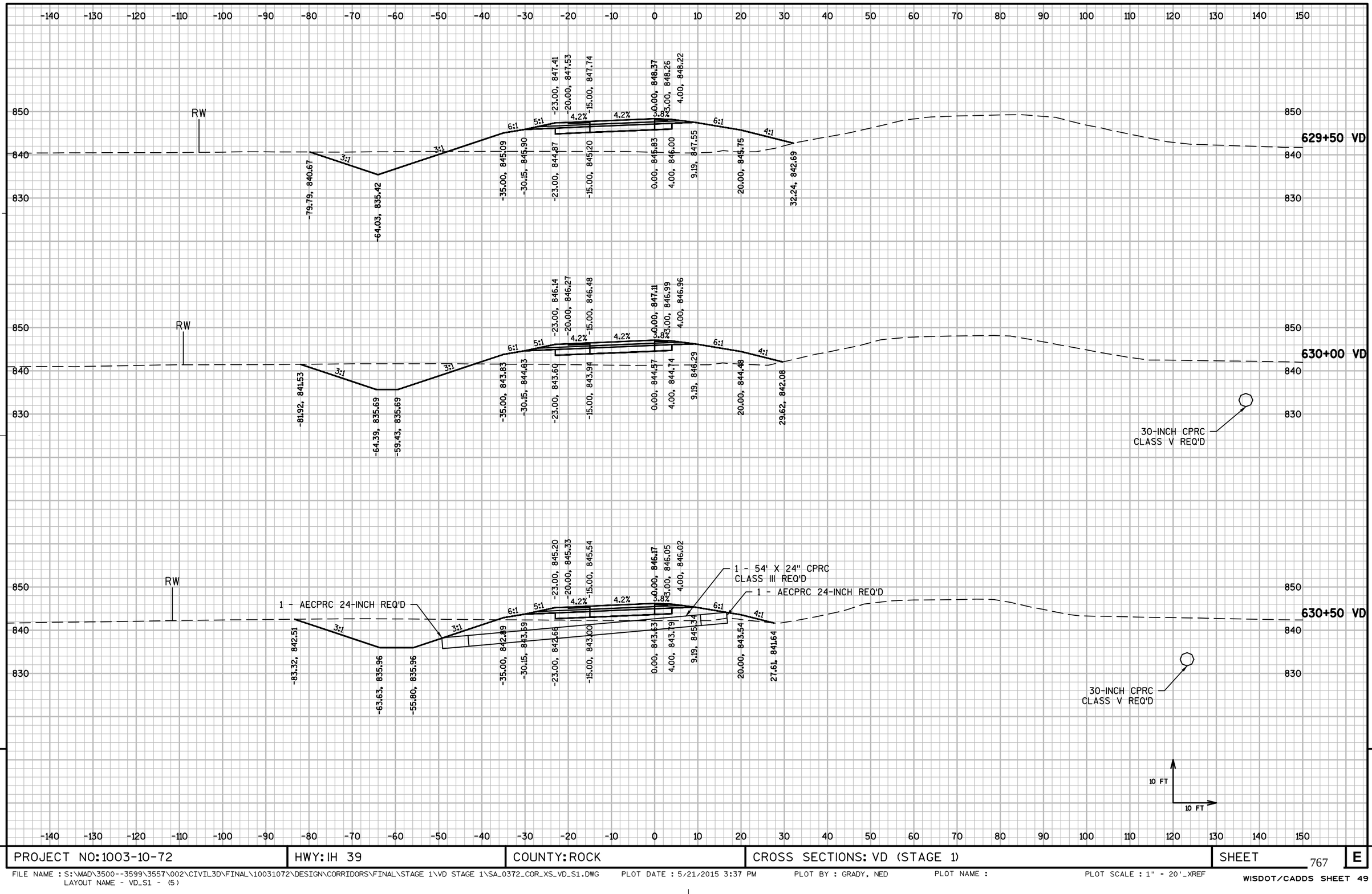
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VD STAGE 1\SA_0372_COR_XS_VD_S1.DWG
LAYOUT NAME - VD_S1 - (3)
PLOT DATE : 4/16/2015 8:56 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 1)	SHEET 766	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VD STAGE 1\SA_0372_COR_XS_VD_S1.DWG PLOT DATE : 4/16/2015 8:56 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
LAYOUT NAME - VD_S1 - (4)

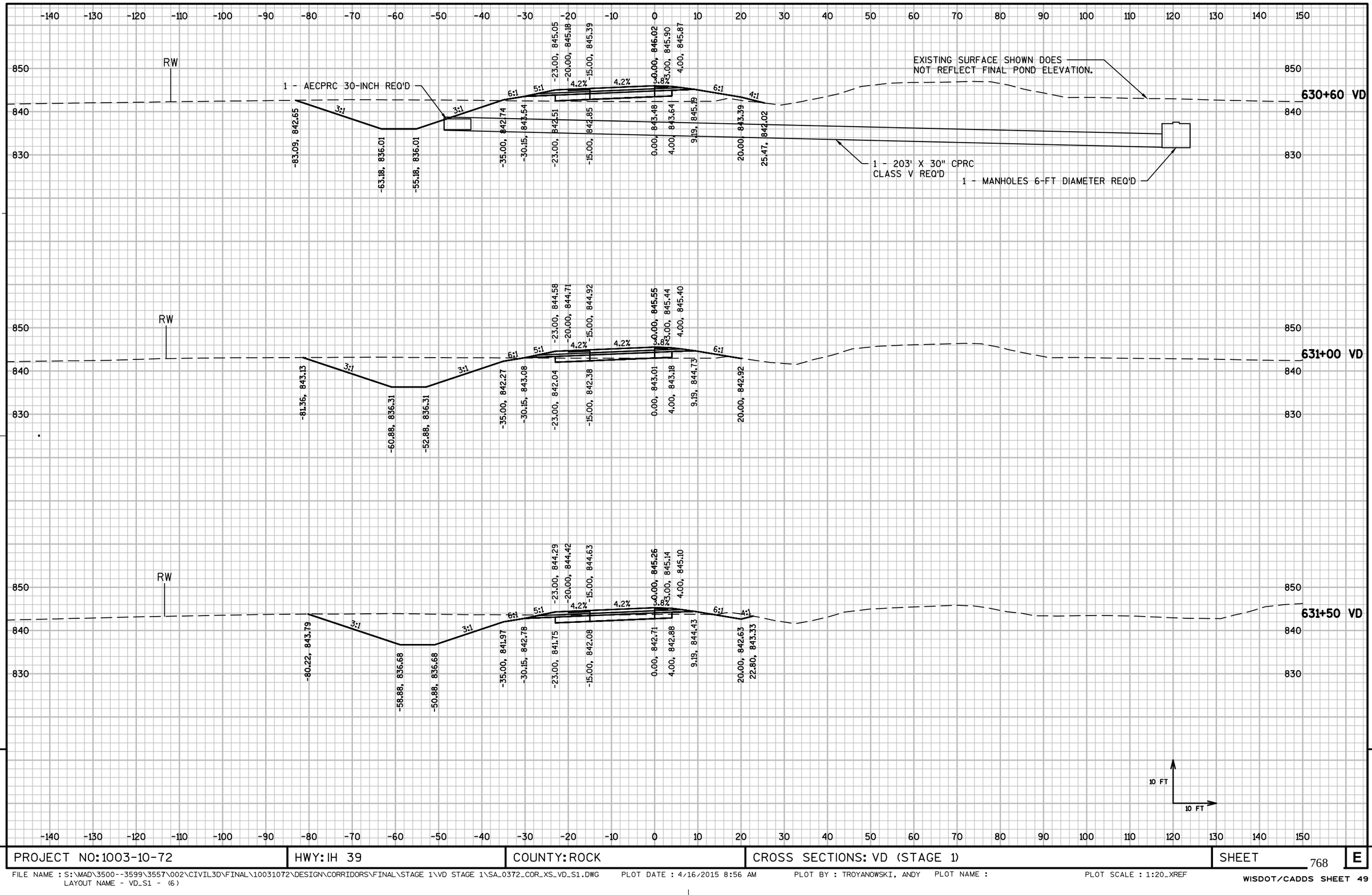
WISDOT/CADDS SHEET 49



9 9

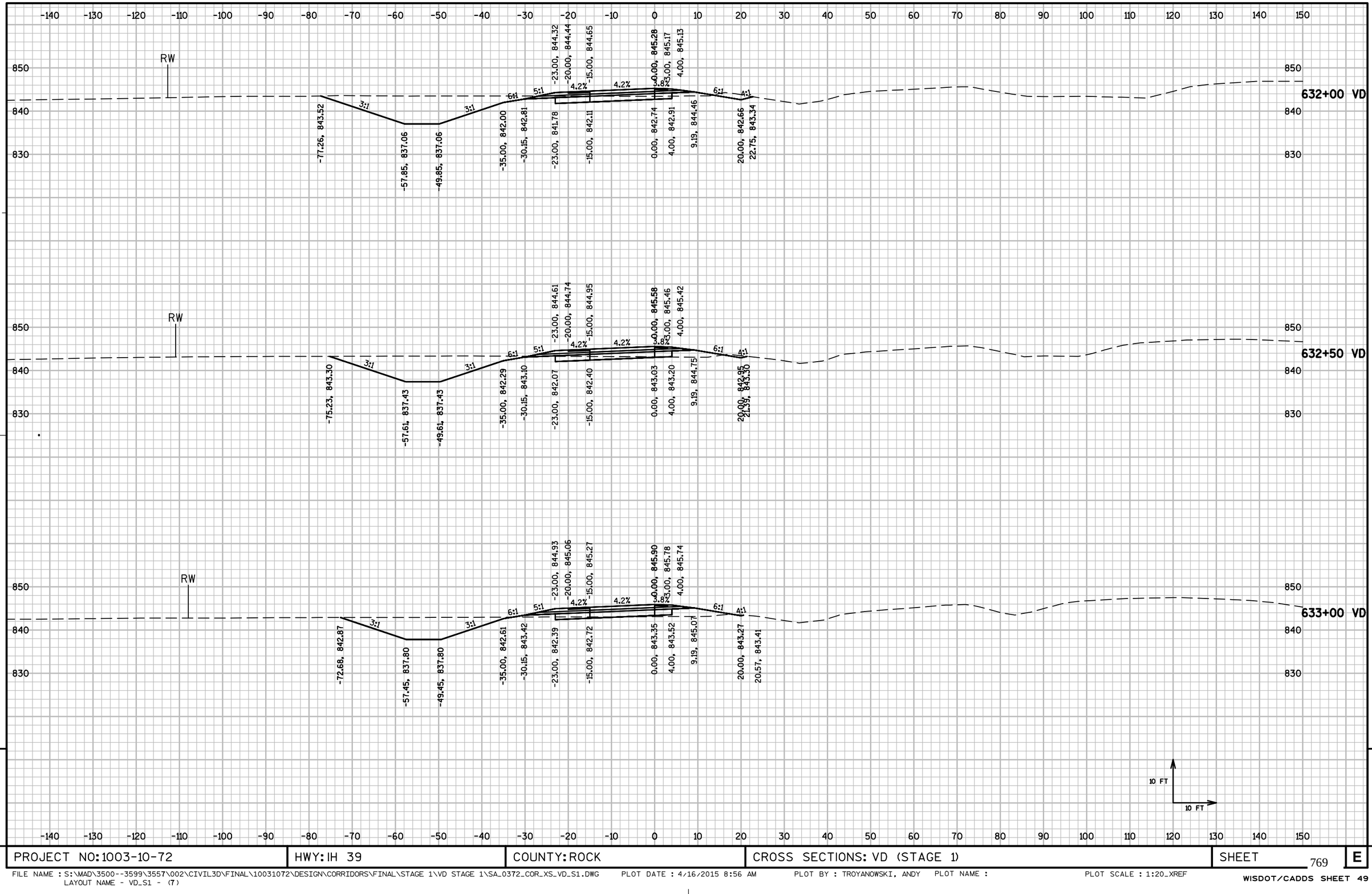
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 1)	SHEET 767	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VD STAGE 1\SA_0372_COR_XS_VD_S1.DWG
LAYOUT NAME - VD_S1 - (5)
PLOT DATE : 5/21/2015 3:37 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 1)	SHEET 768	E

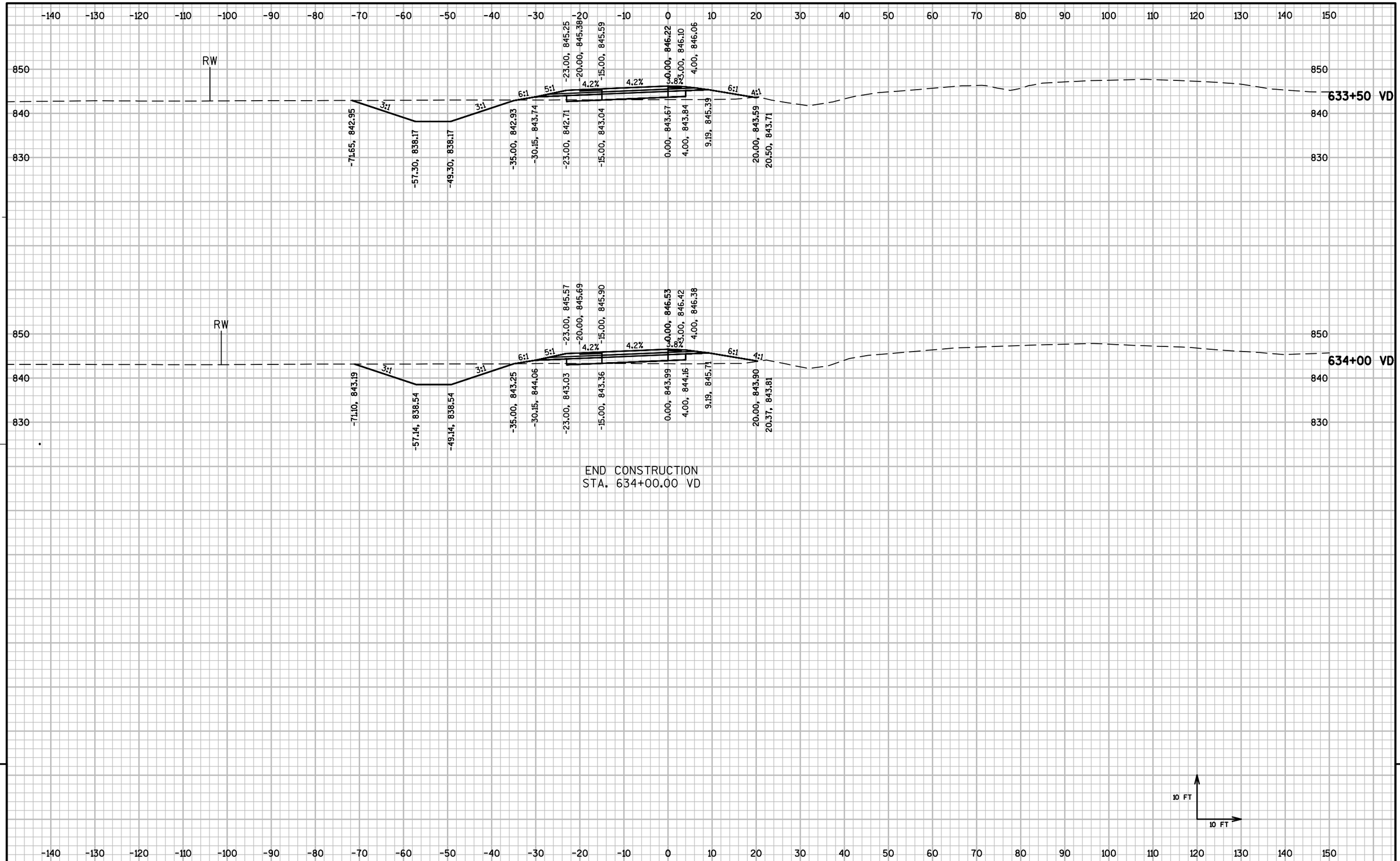
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VD STAGE 1\SA_0372_COR_XS_VD_S1.DWG
LAYOUT NAME - VD_S1 - (6)
PLOT DATE : 4/16/2015 8:56 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



9

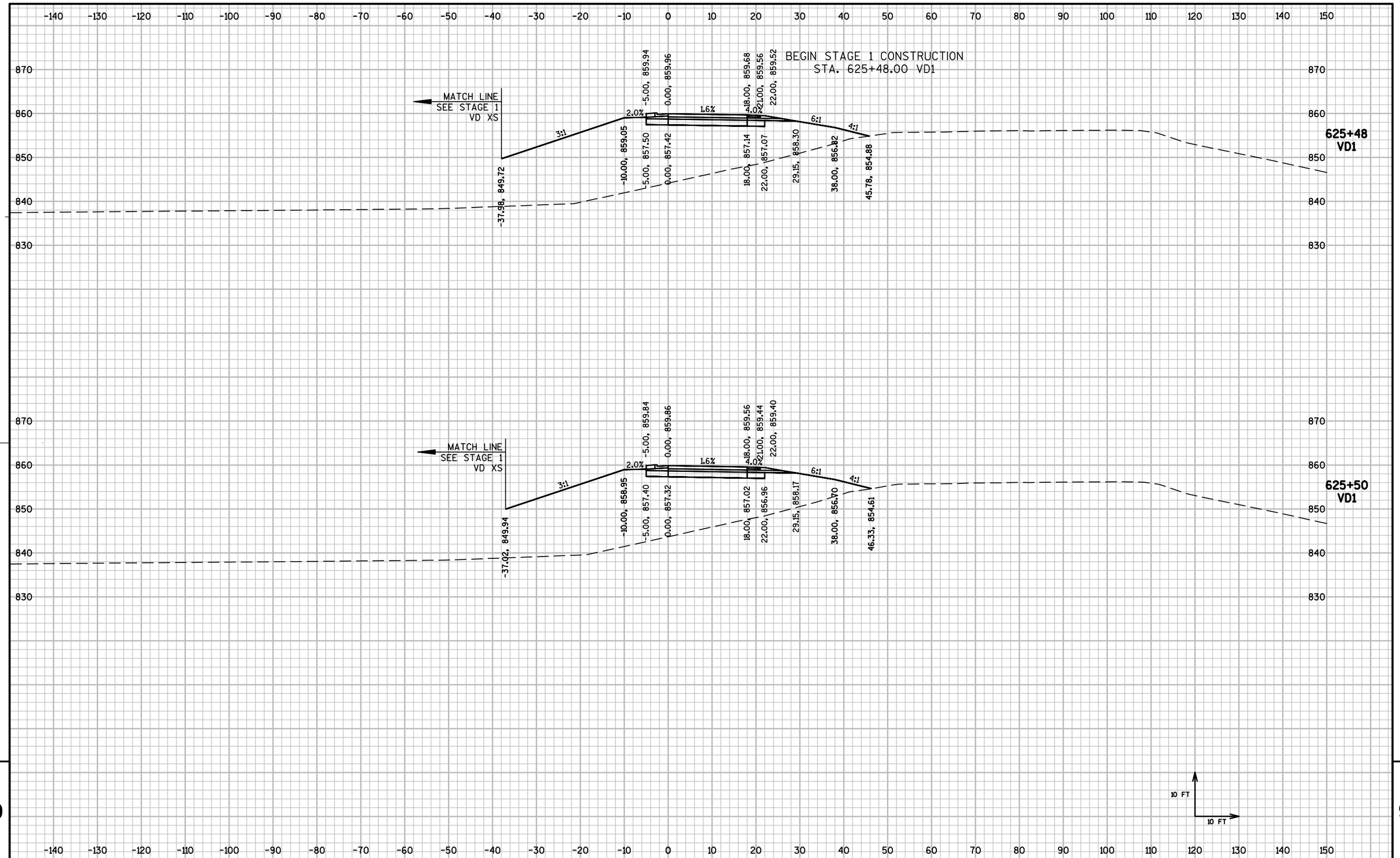
9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 1)	SHEET 769	E



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 1)	SHEET 770	E

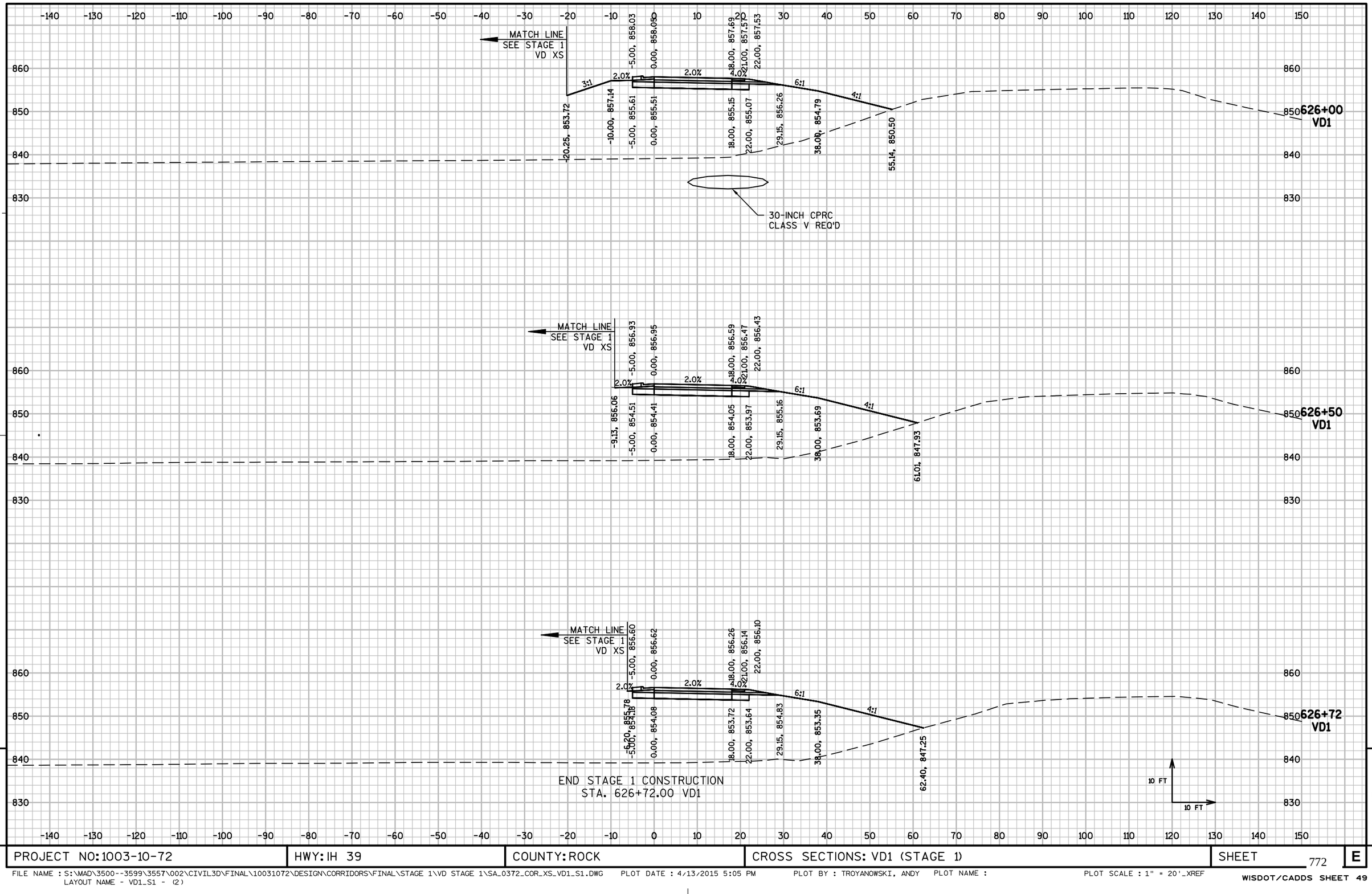
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VD STAGE 1\SA_0372_COR_XS_VD_S1.DWG
LAYOUT NAME - VD_S1 - (8)
PLOT DATE : 4/16/2015 8:56 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD1 (STAGE 1)	SHEET 771	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VD STAGE 1\SA_0372_COR_XS_VD1_S1.DWG PLOT DATE : 4/13/2015 5:05 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
LAYOUT NAME - VD1_S1 - (1)
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD1 (STAGE 1)	SHEET 772	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\VD STAGE 1\SA_0372_COR_XS_VD1_S1.DWG PLOT DATE : 4/13/2015 5:05 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
LAYOUT NAME - VD1_S1 - (2)
WISDOT/CADDS SHEET 49

BEGIN STAGE 1 CONSTRUCTION
STA. 634+00.00 VDX1

RW

-70.92, 843.19
-57.04, 838.56
-49.04, 838.56
-34.98, 843.25
-30.07, 844.06
-23.00, 845.57
-20.00, 845.70
-15.00, 845.91
0.00, 846.54
3.00, 846.42
4.00, 846.38
9.17, 845.71
20.00, 843.91
20.37, 843.81

634+00
VDX1

RW

-64.11, 843.25
-53.30, 839.65
-45.30, 839.65
-35.00, 843.08
-28.52, 844.70
-23.00, 846.08
-20.00, 846.18
-15.00, 846.33
0.00, 846.80
3.00, 846.72
4.00, 846.70
7.53, 845.82
16.18, 843.66

634+50
VDX1

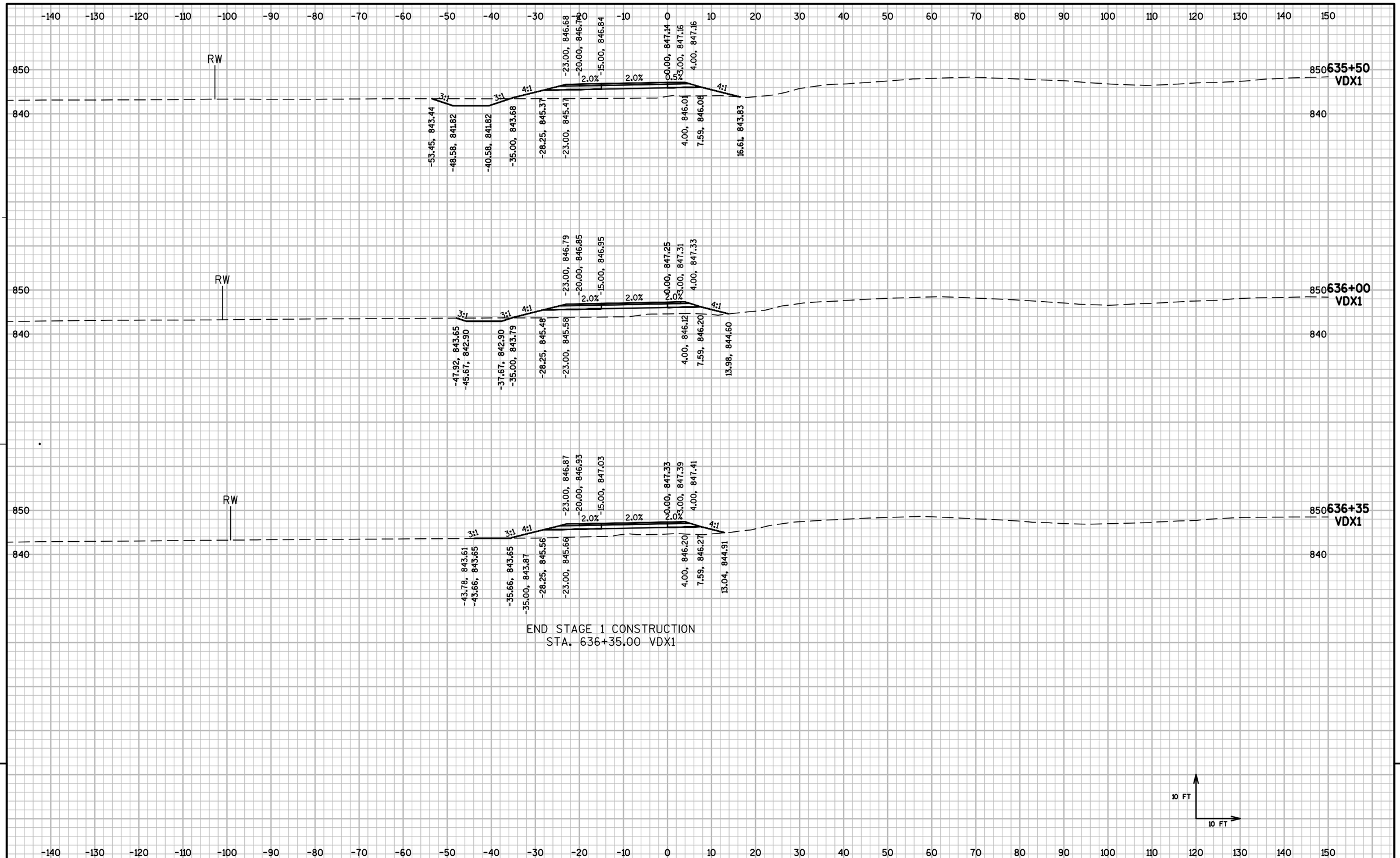
RW

-59.40, 843.40
-51.41, 840.73
-43.41, 840.73
-35.00, 843.54
-28.25, 845.22
-23.00, 845.33
-23.00, 846.54
-20.00, 846.60
-15.00, 846.70
0.00, 847.00
3.00, 846.97
4.00, 846.96
4.00, 845.81
7.59, 845.94
17.47, 843.47

635+00
VDX1

10 FT
10 FT

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VDX1 (STAGE 1)	SHEET 773	E

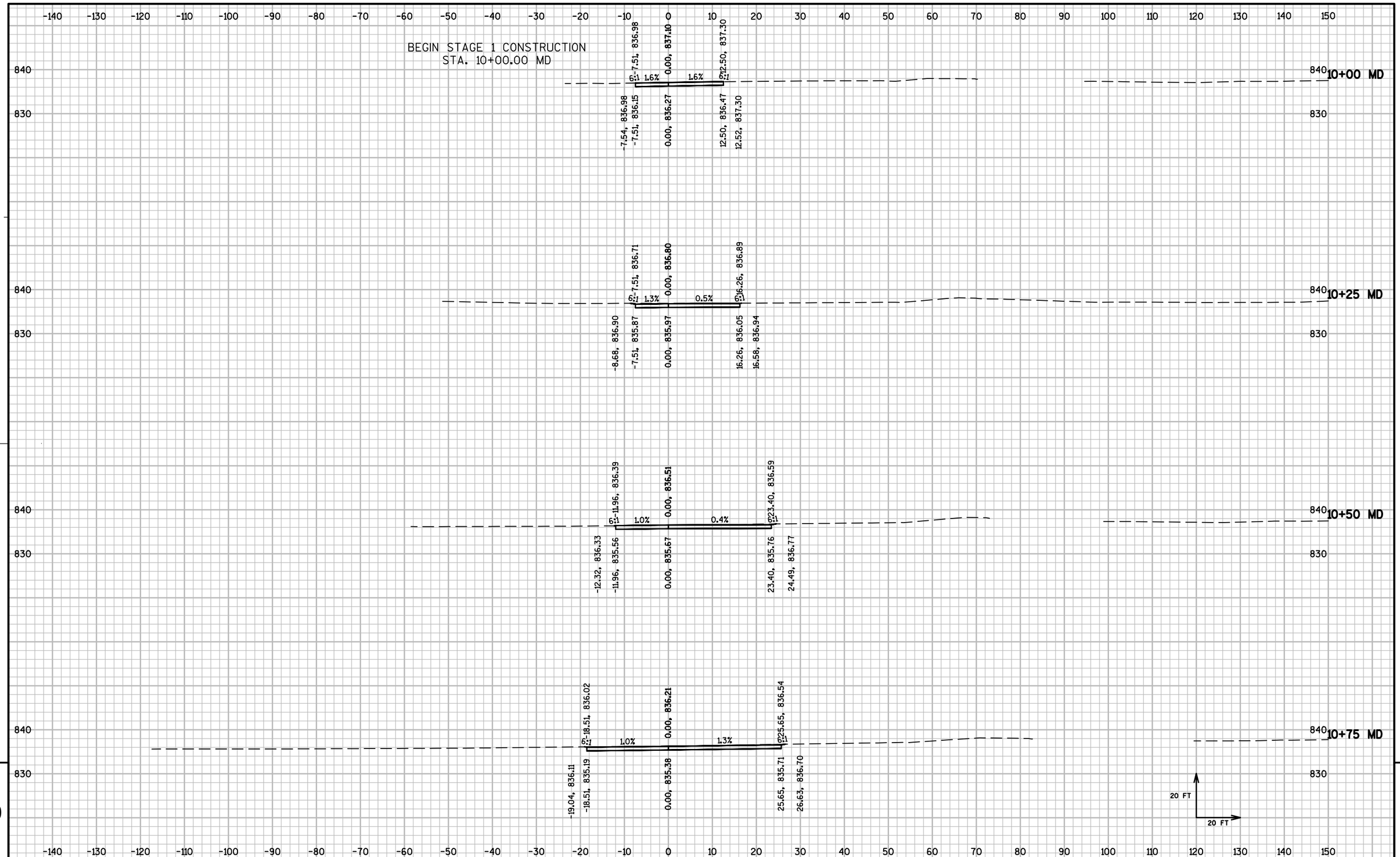


END STAGE 1 CONSTRUCTION
STA. 636+35.00 VDX1

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VDX1 (STAGE 1)	SHEET 774	E

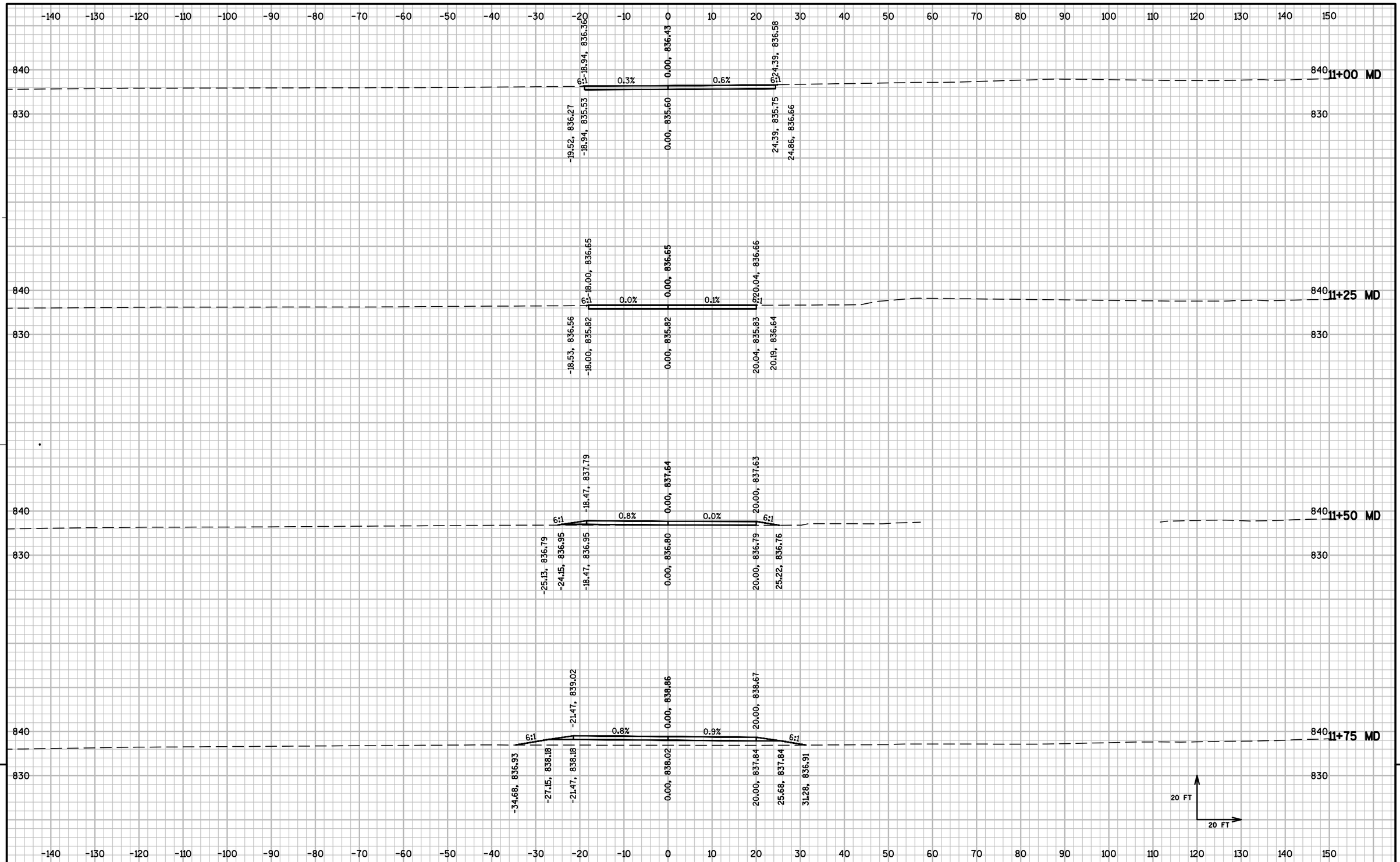


9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: MULDER DAIRY DRIVEWAY (STAGE 1)	SHEET 775	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_MDDW_S1.DWG
LAYOUT NAME - MD_SECTION SHEET - (1)

PLOT DATE : 4/13/2015 5:23 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

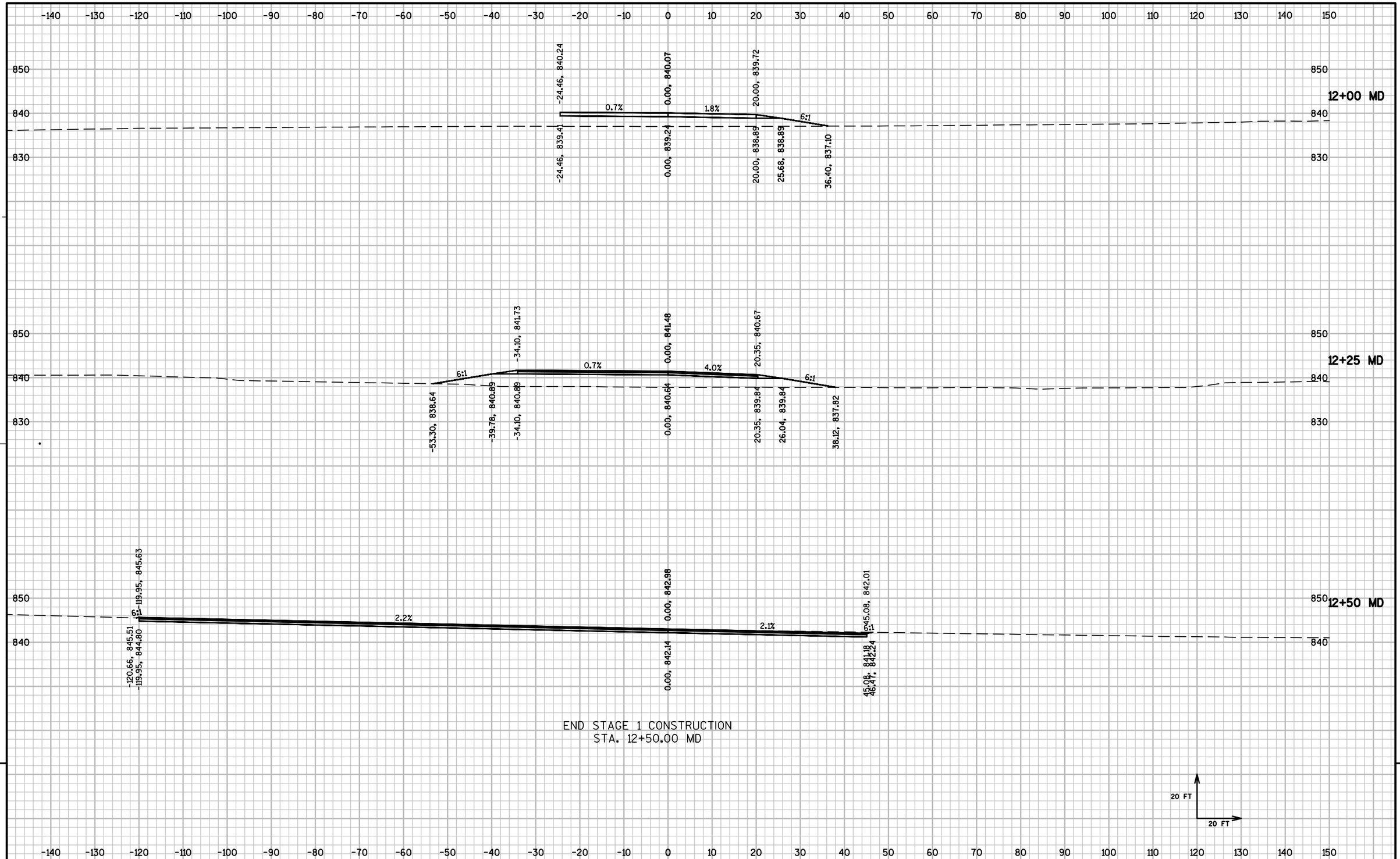


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: MULDER DAIRY DRIVEWAY (STAGE 1)	SHEET 776	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_MDDW_S1.DWG
LAYOUT NAME - MD_SECTION SHEET - (2)

PLOT DATE : 4/13/2015 5:23 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

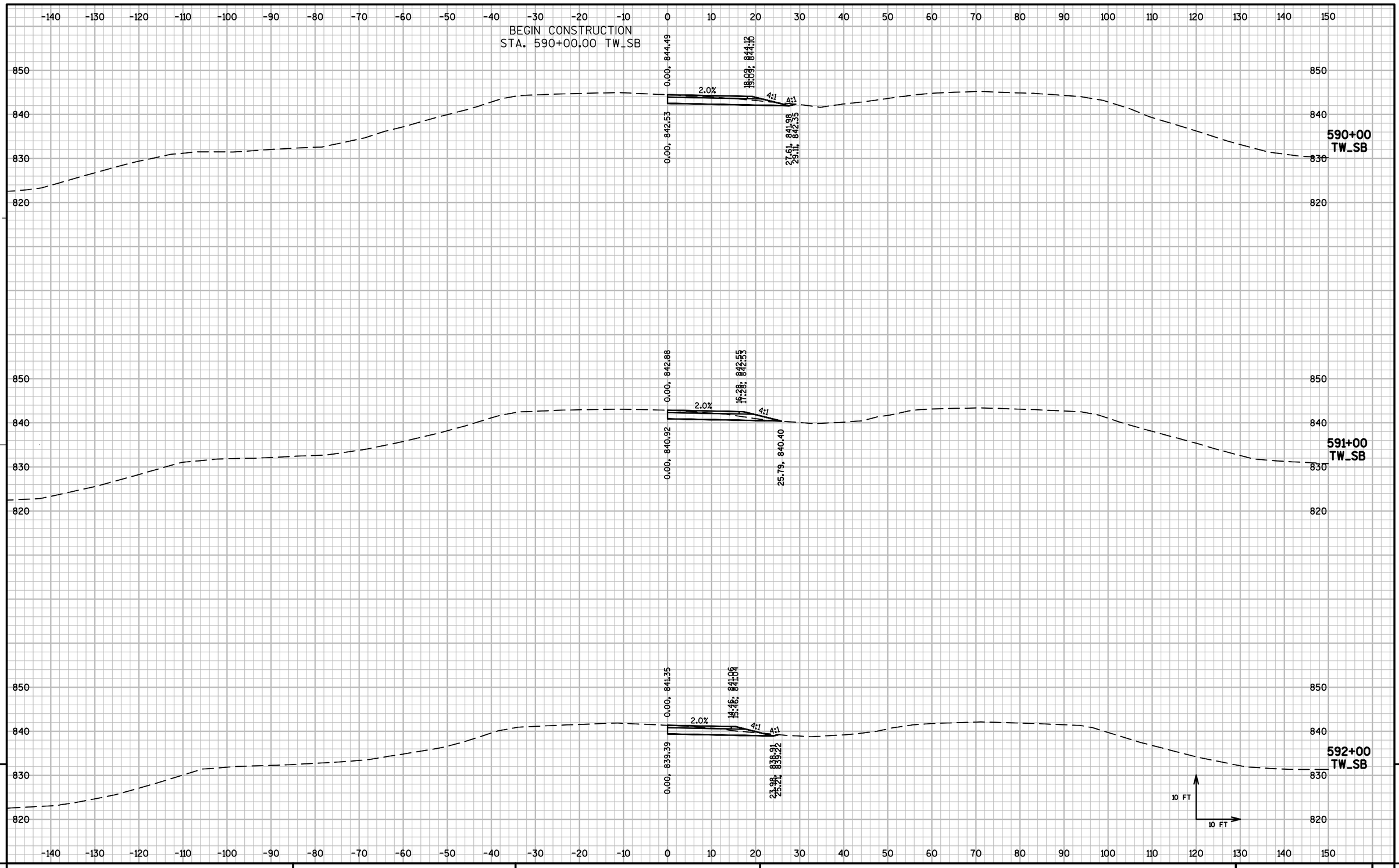
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: MULDER DAIRY DRIVEWAY (STAGE 1)	SHEET 777	E

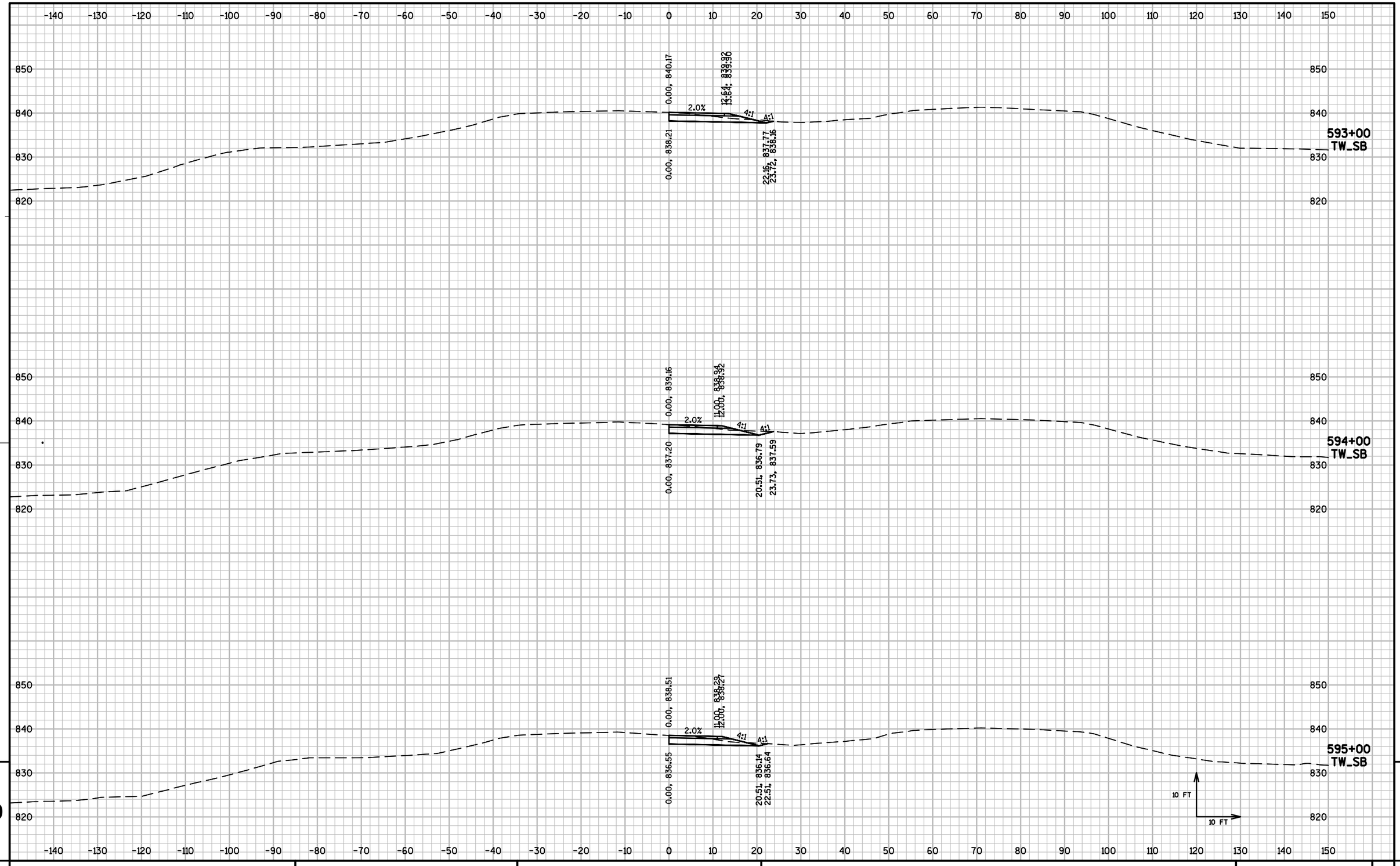
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1\SA_0372_COR_XS_MDDW_S1.DWG
LAYOUT NAME - MD_SECTION SHEET - (3)

PLOT DATE : 4/13/2015 5:23 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



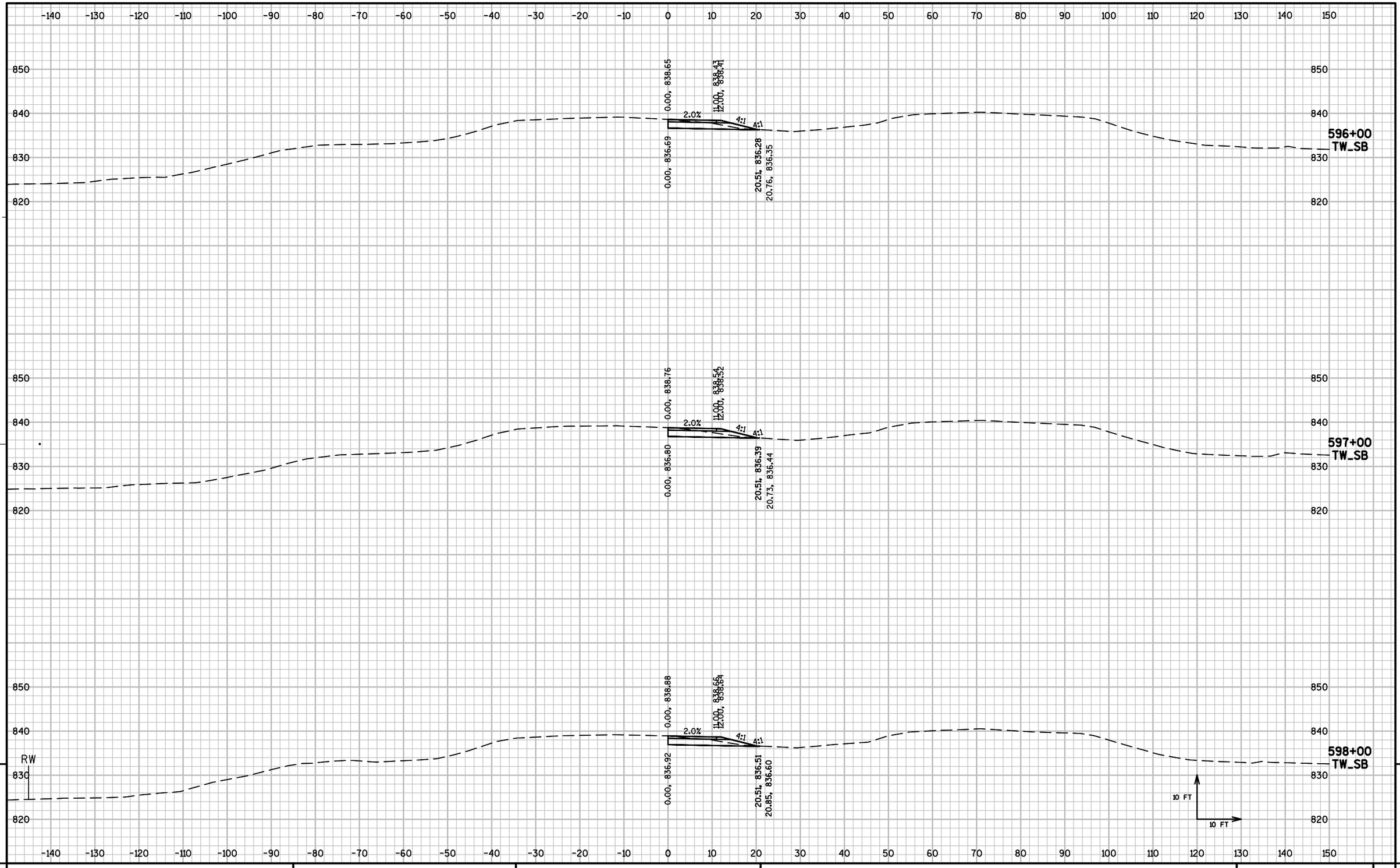
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 778	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (1)
PLOT DATE : 4/16/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



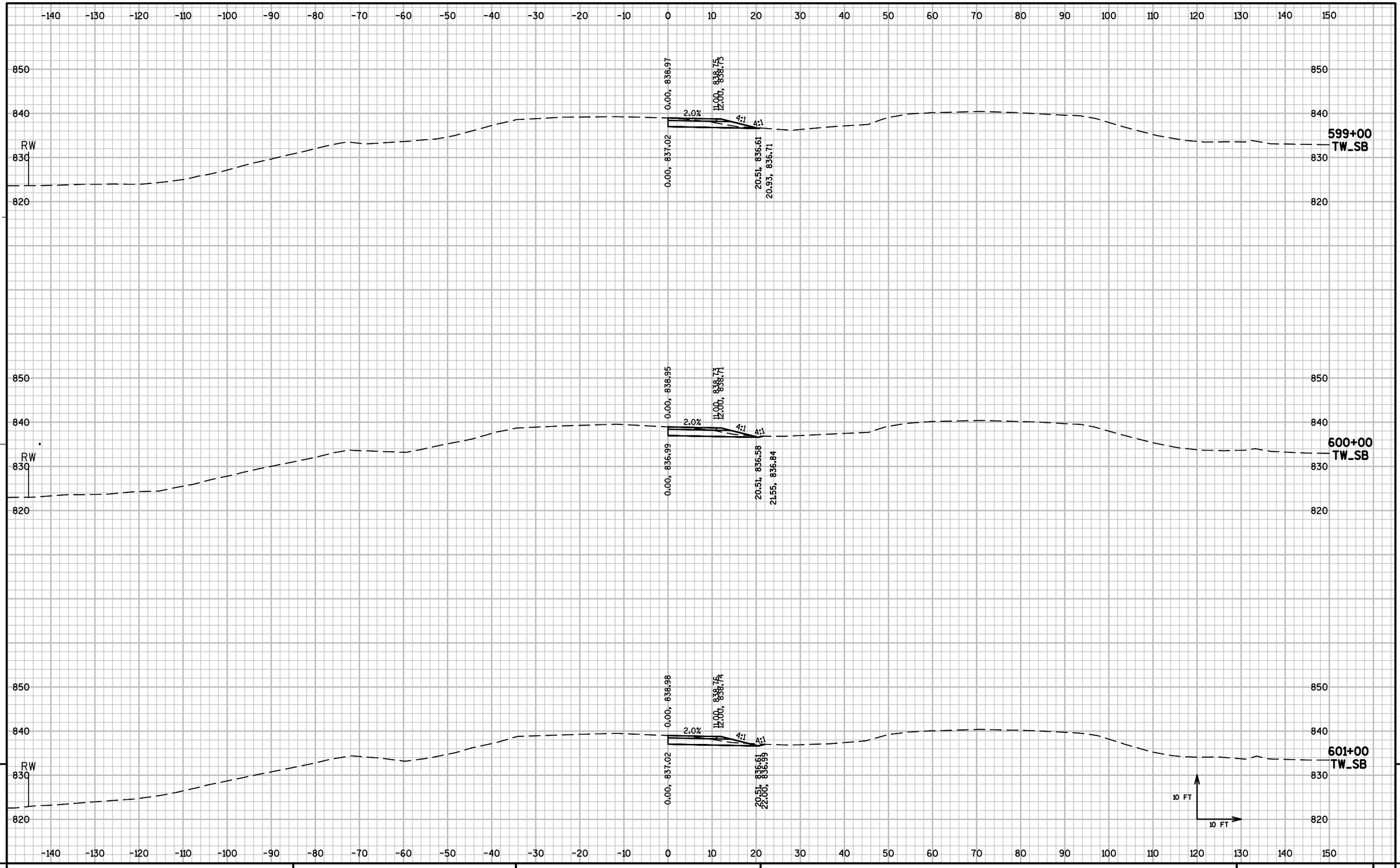
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 779	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (2)
PLOT DATE : 4/16/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 780	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (3)
PLOT DATE : 4/16/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



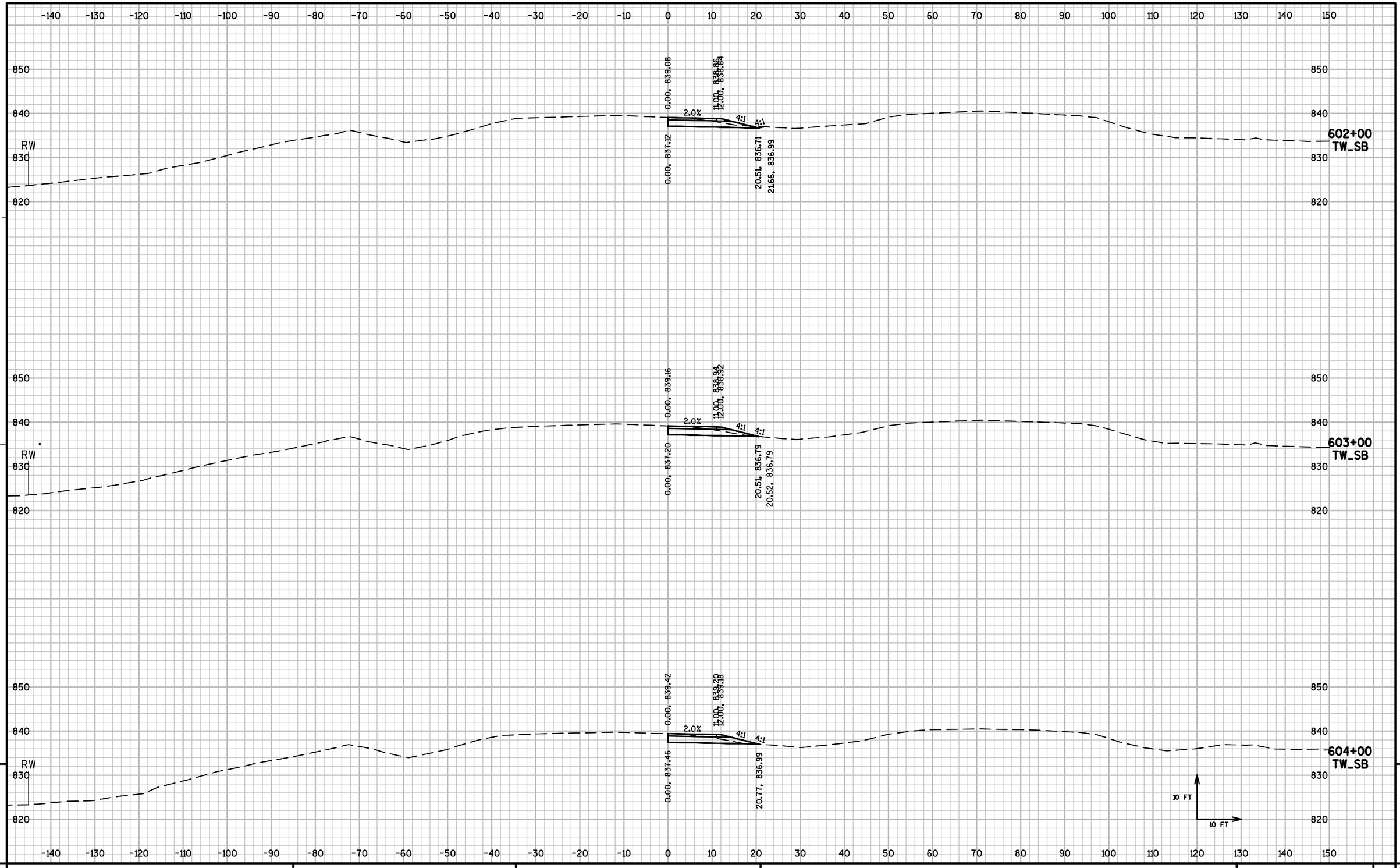
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 781	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (4)

PLOT DATE : 4/16/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

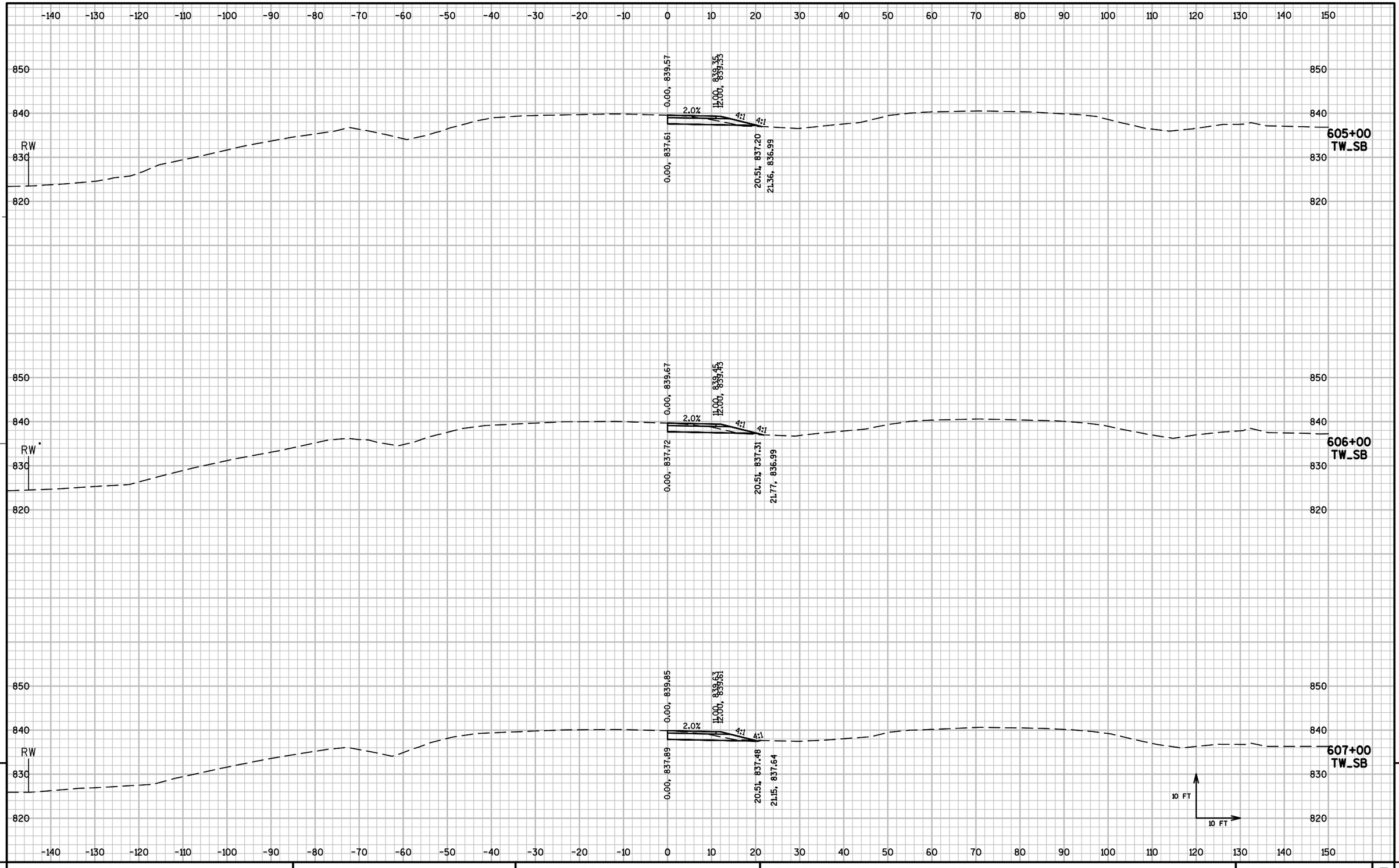


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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 782	E

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LAYOUT NAME - IH_39 S1A - (5)
PLOT DATE : 4/16/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



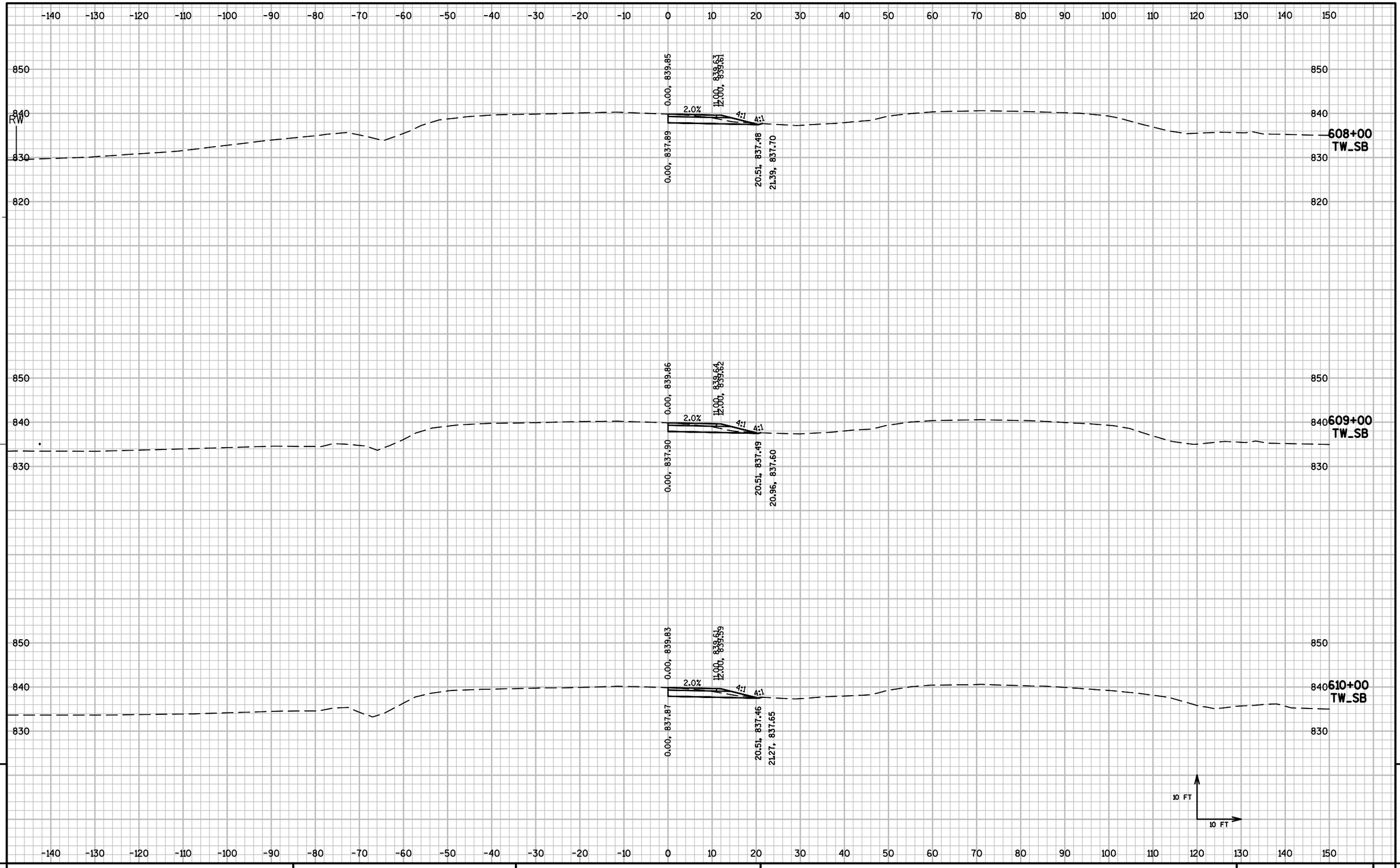
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 783	E

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LAYOUT NAME - IH_39 S1A - (6)

PLOT DATE : 4/16/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

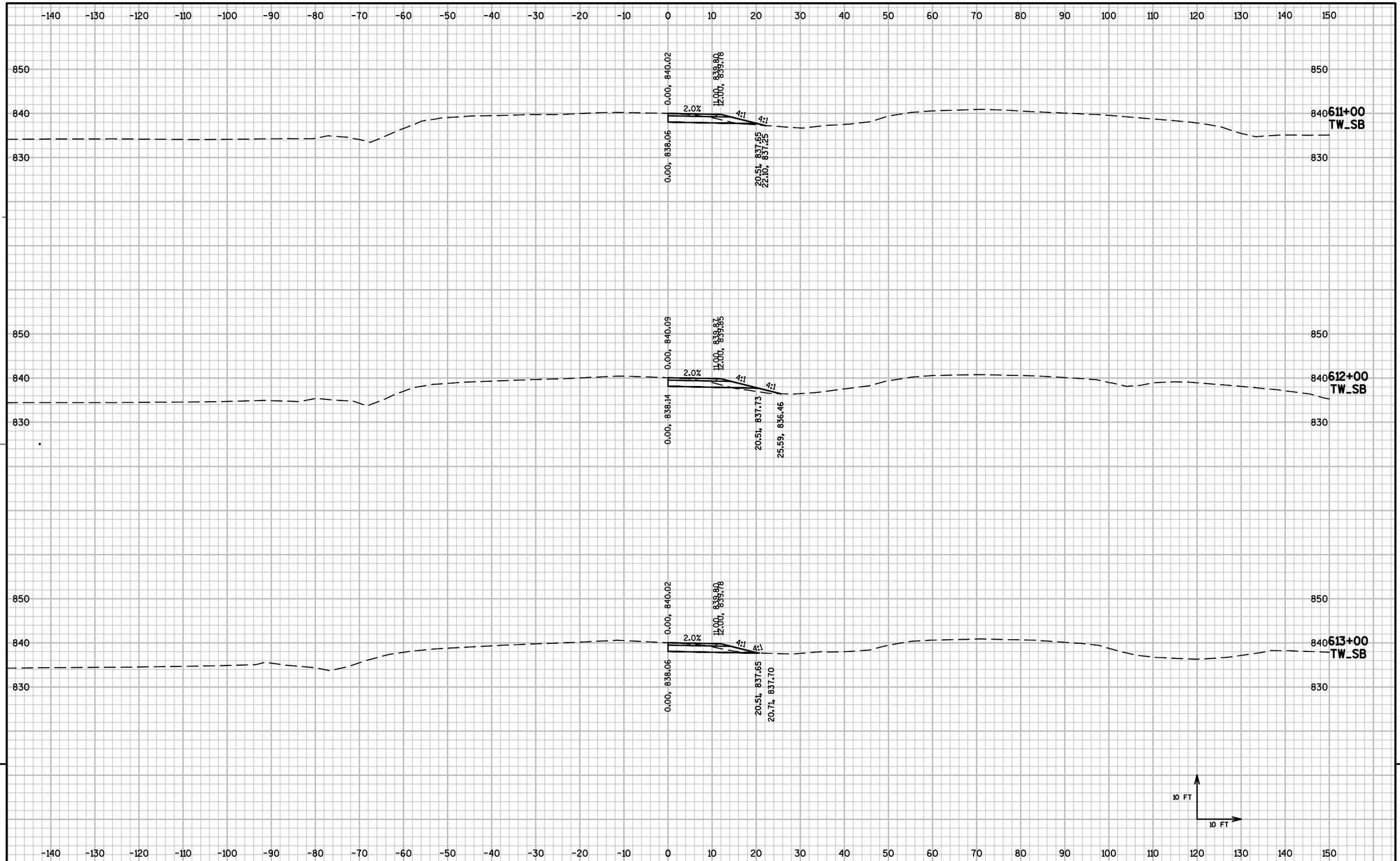


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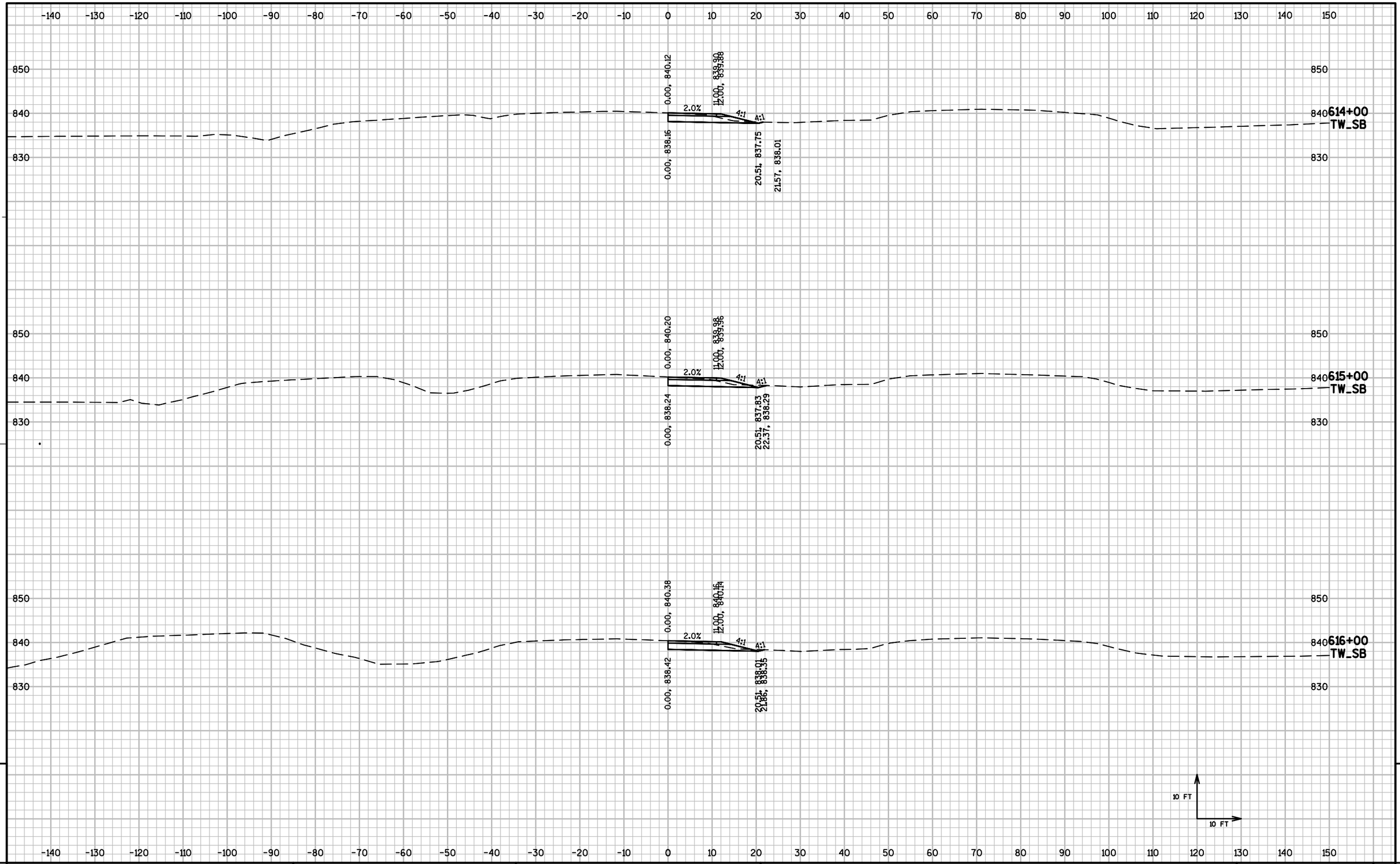
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 784	E

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LAYOUT NAME - IH_39 S1A - (7)
PLOT DATE : 4/16/2015 9:28 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 785	E

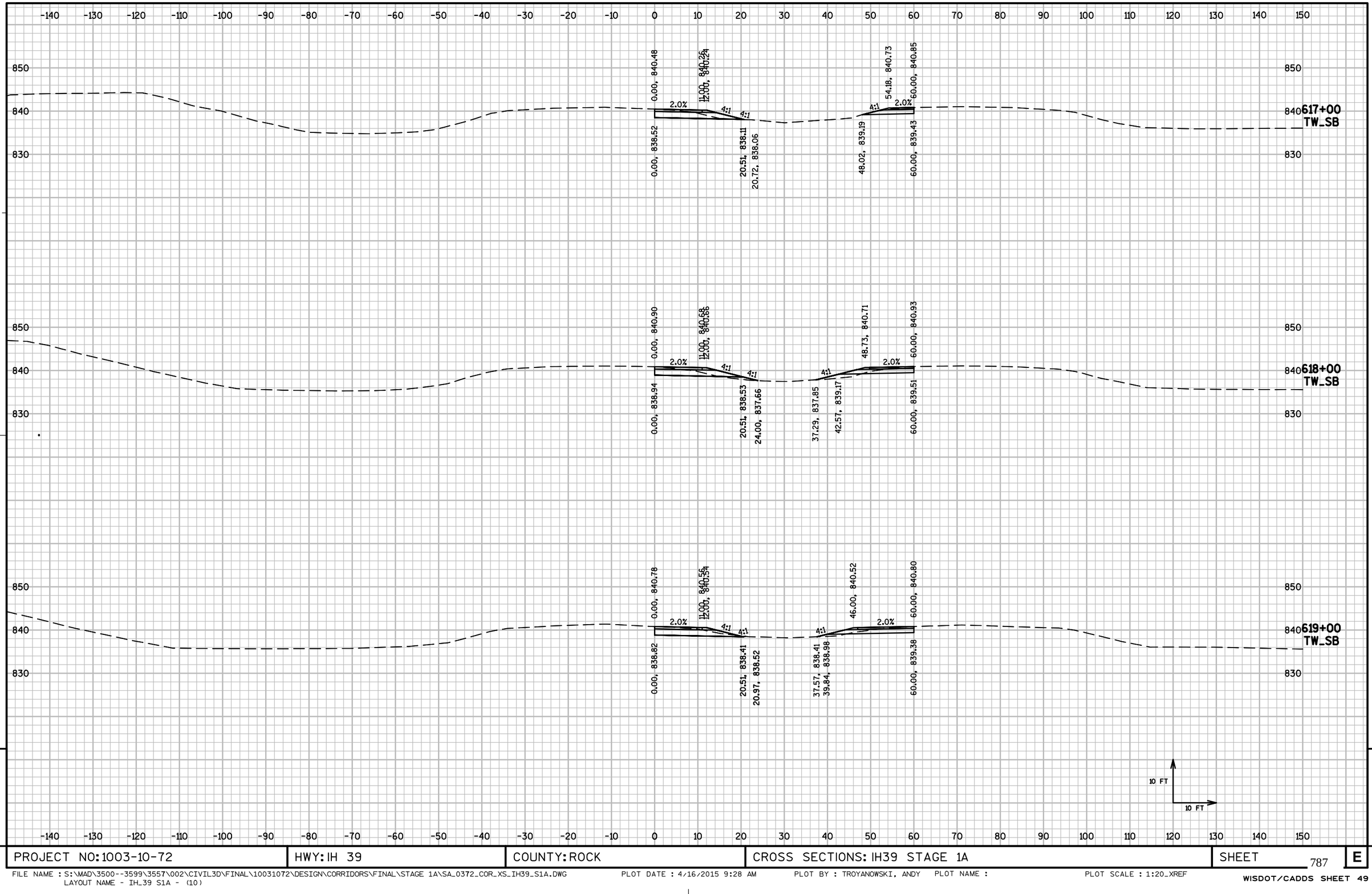
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LAYOUT NAME - IH_39 S1A - (8)
PLOT DATE : 4/16/2015 9:28 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



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PROJECT NO: 1003-10-72 | HWY: IH 39 | COUNTY: ROCK | CROSS SECTIONS: IH39 STAGE 1A | SHEET 786 | E



9

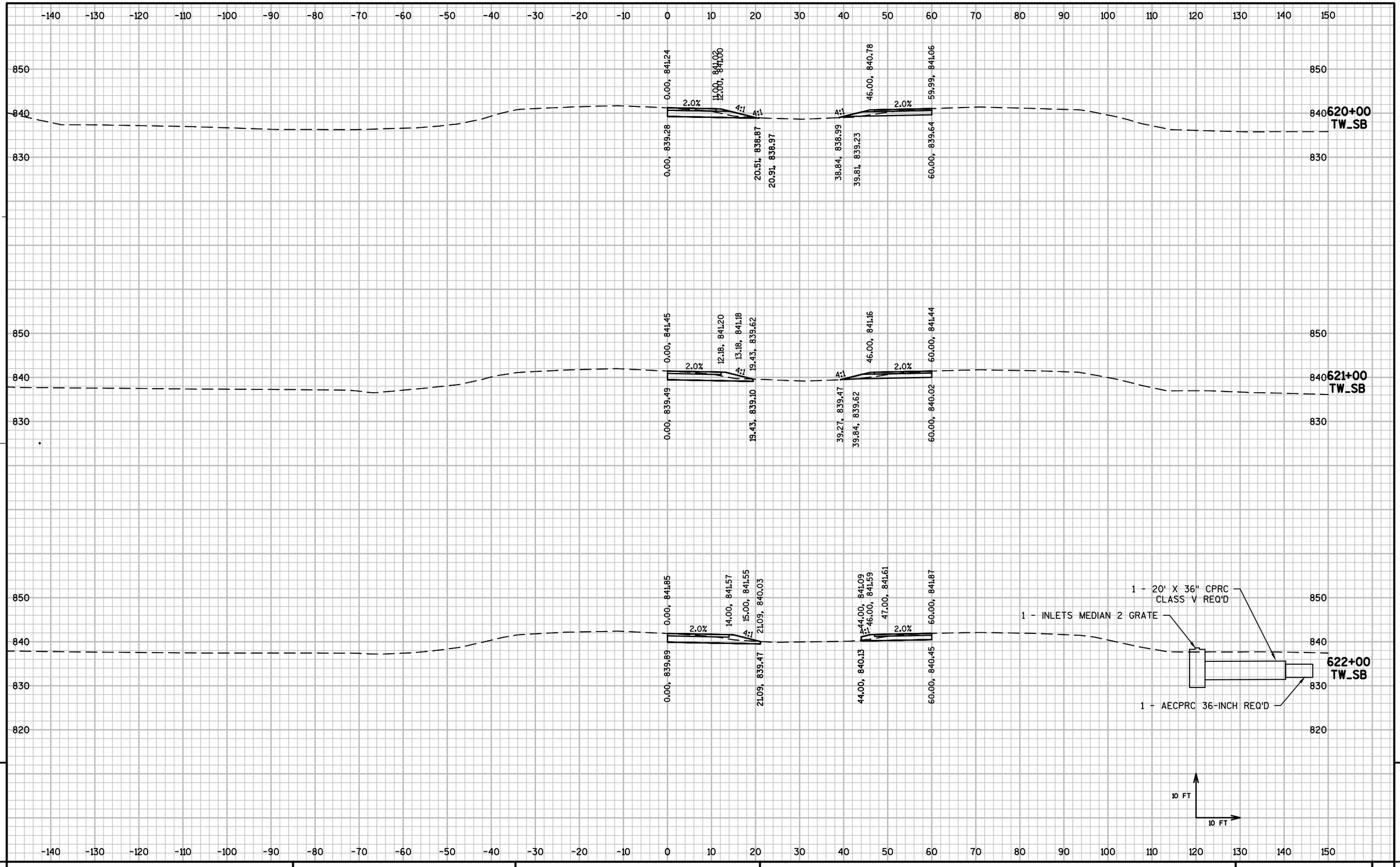
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 787	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (10)

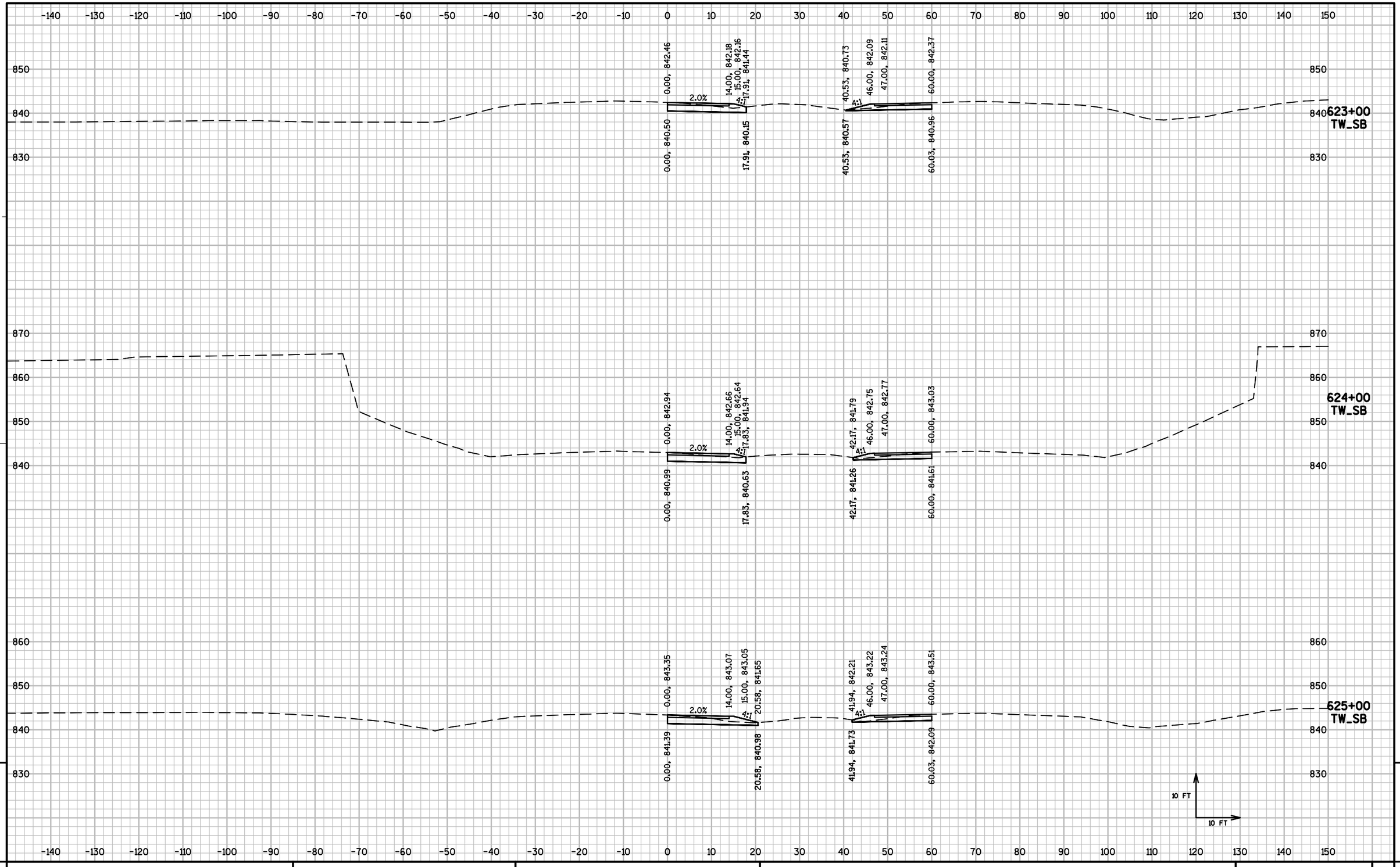
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WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 788	E

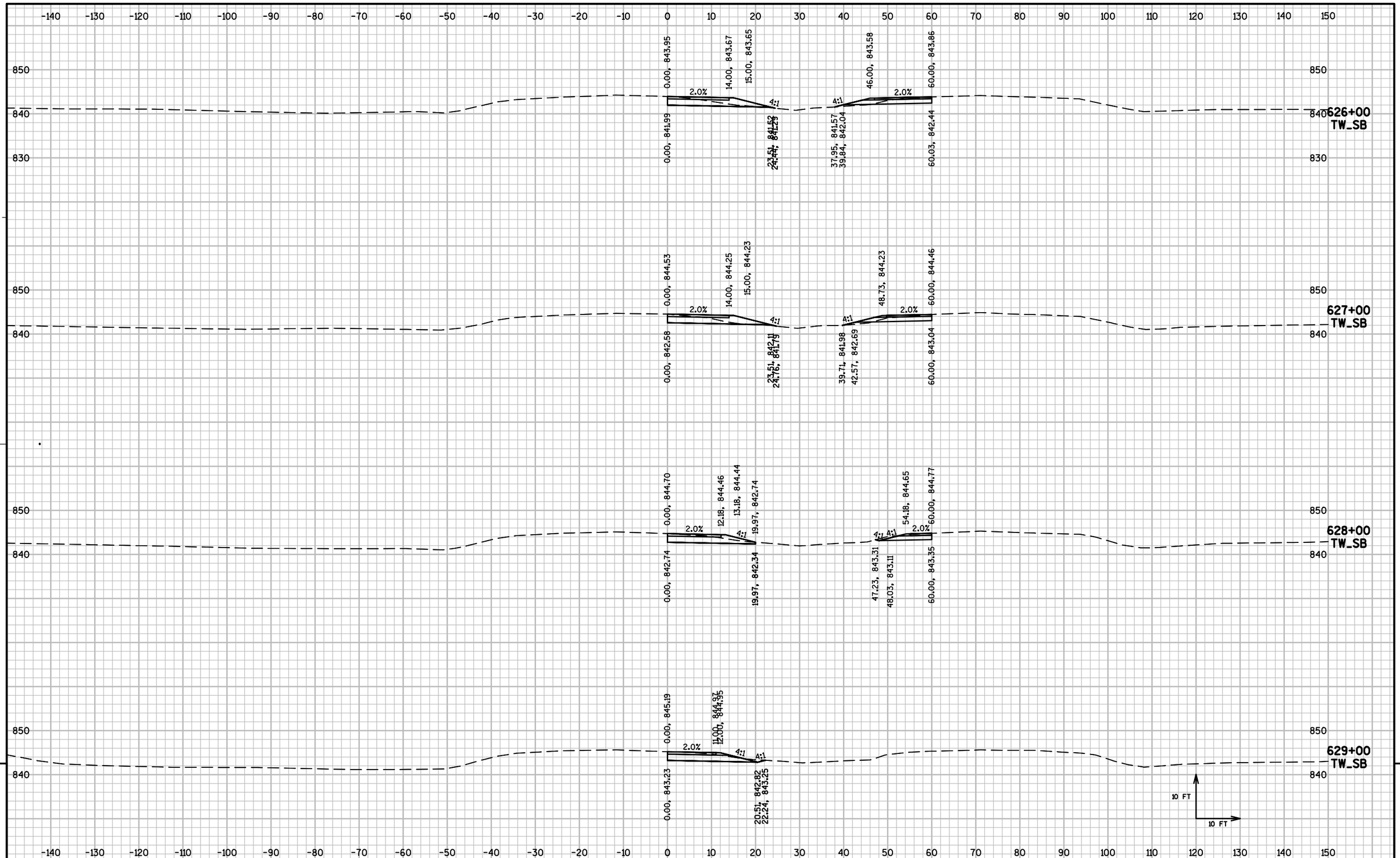
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LAYOUT NAME - IH_39 S1A - (11)
PLOT DATE : 4/16/2015 9:28 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 789	E

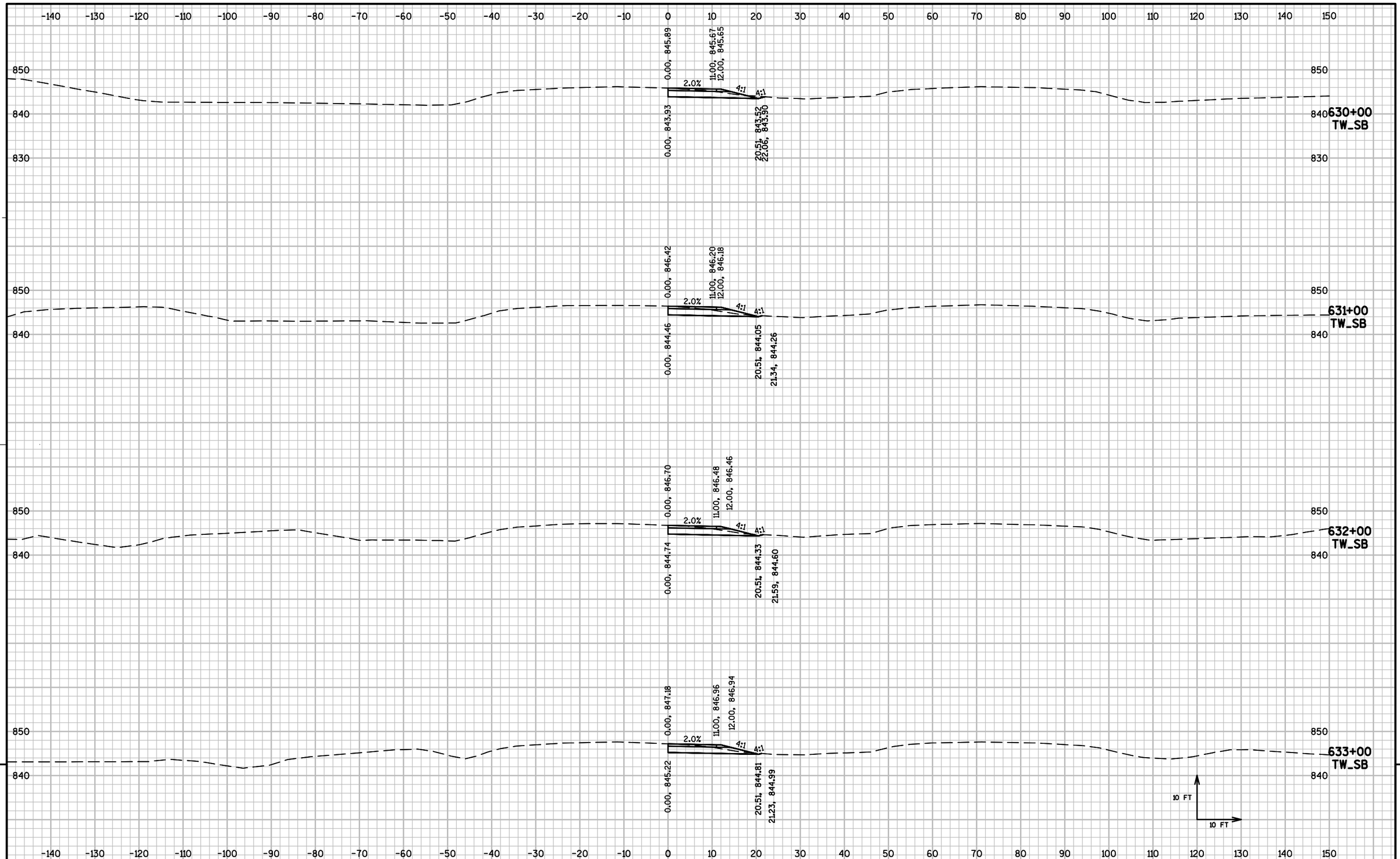
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LAYOUT NAME - IH_39 S1A - (12)
PLOT DATE : 4/30/2015 3:22 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

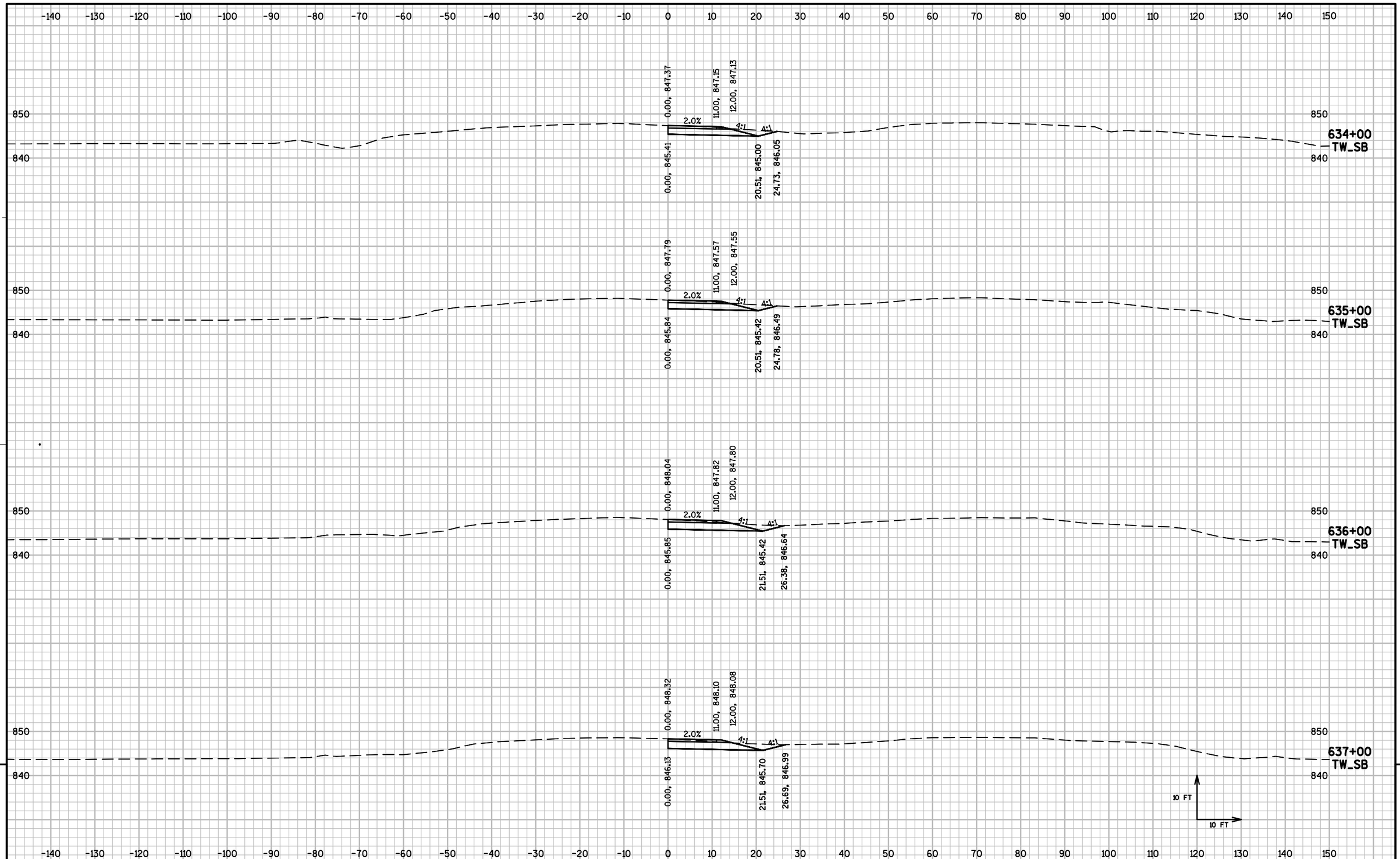


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 790 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (13)
PLOT DATE : 4/16/2015 9:28 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 791 E

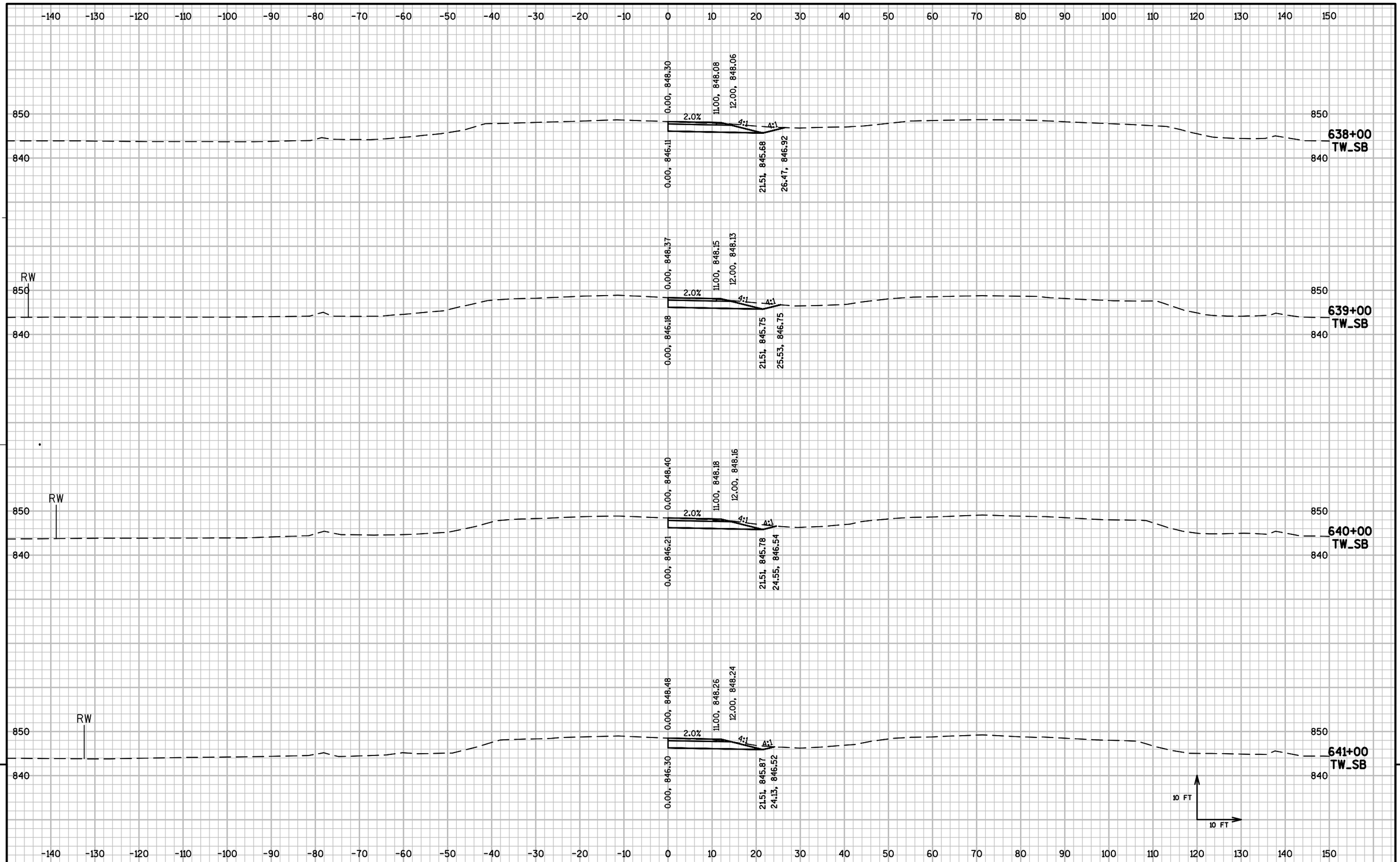


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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 792	E

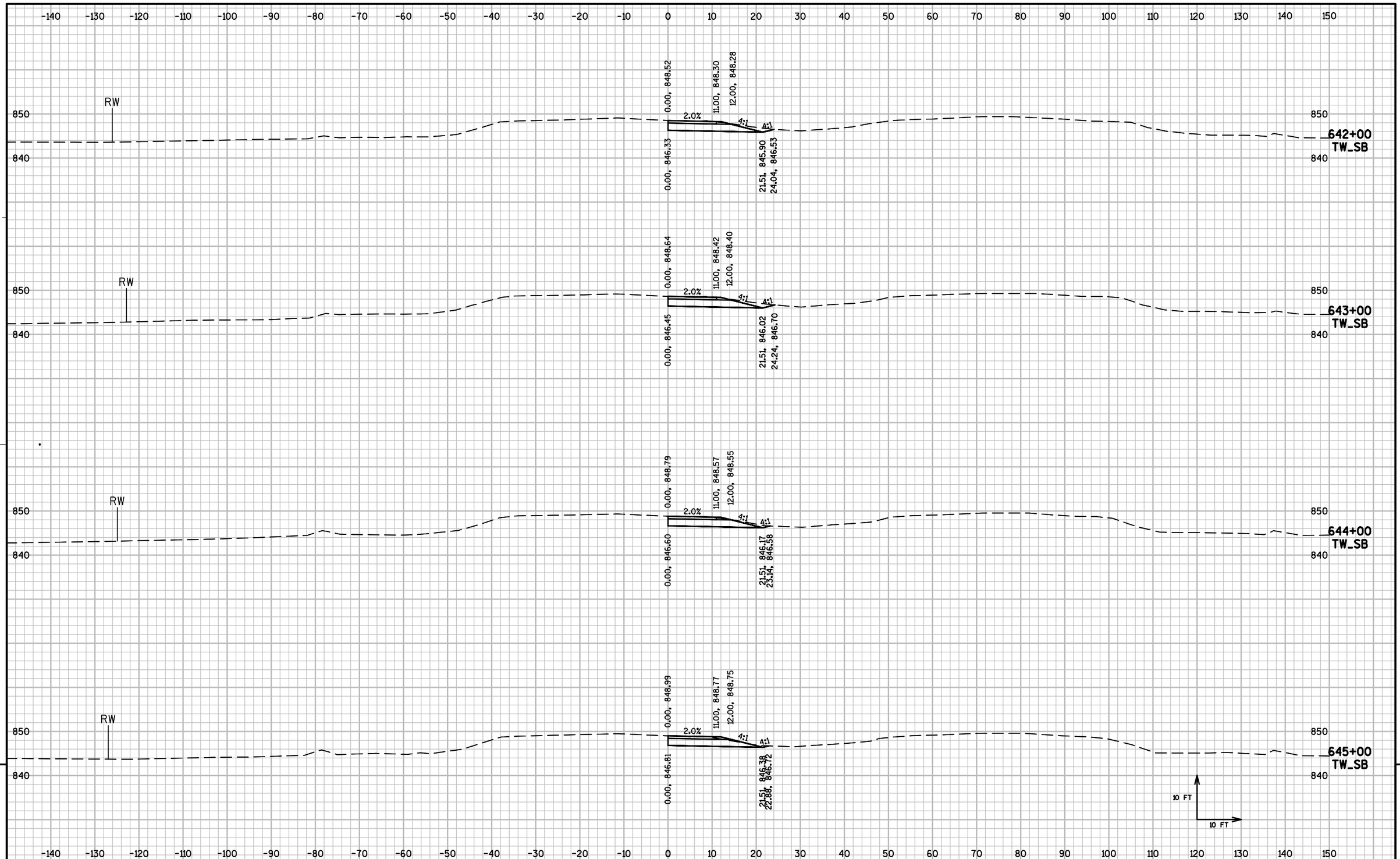
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LAYOUT NAME - IH_39 S1A - (15)
PLOT DATE : 4/16/2015 9:29 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 793 E

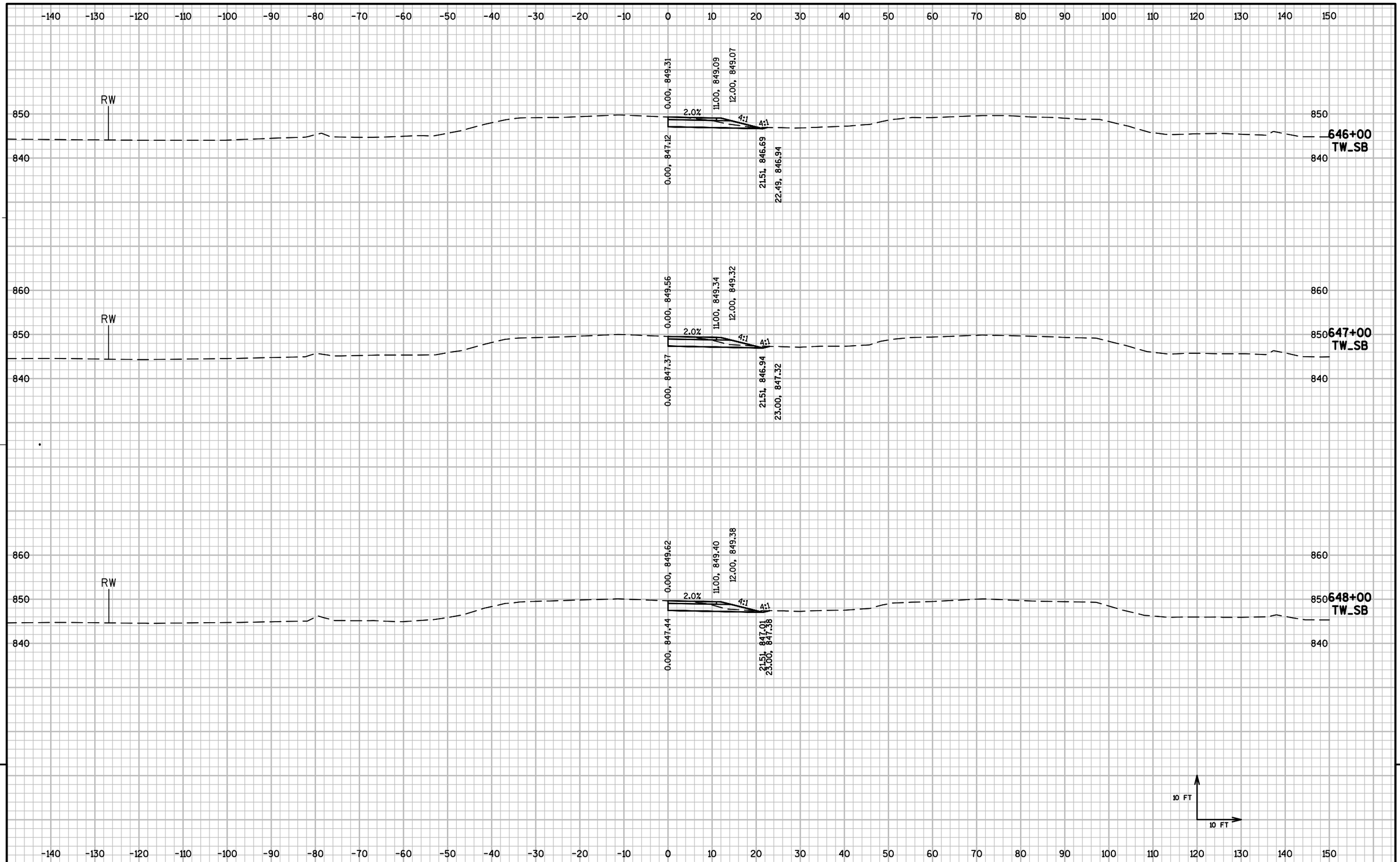
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LAYOUT NAME - IH_39 S1A - (16)
PLOT DATE : 4/16/2015 9:29 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 794	E

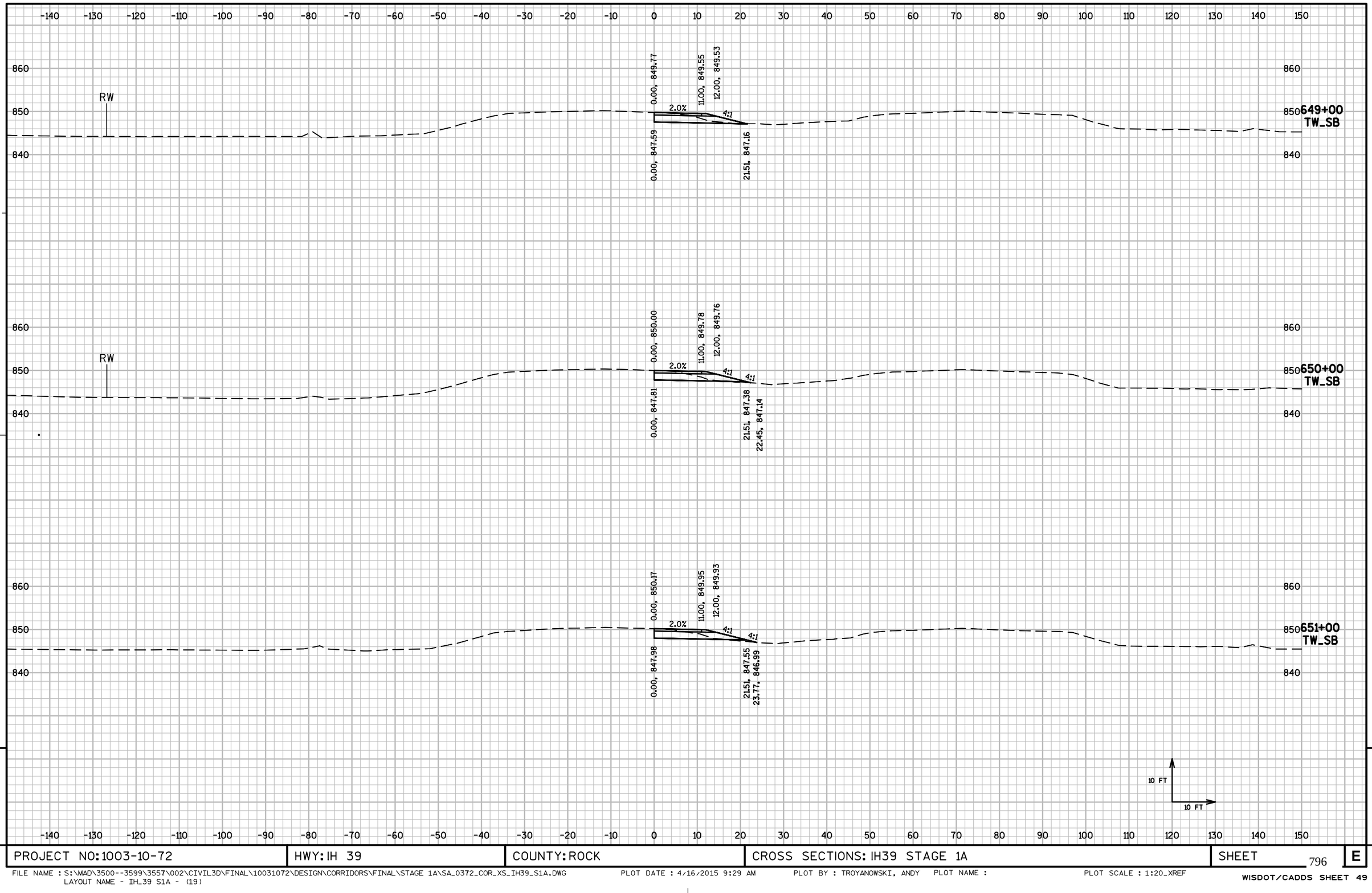
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LAYOUT NAME - IH_39 S1A - (17)
PLOT DATE : 4/16/2015 9:29 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 795	E

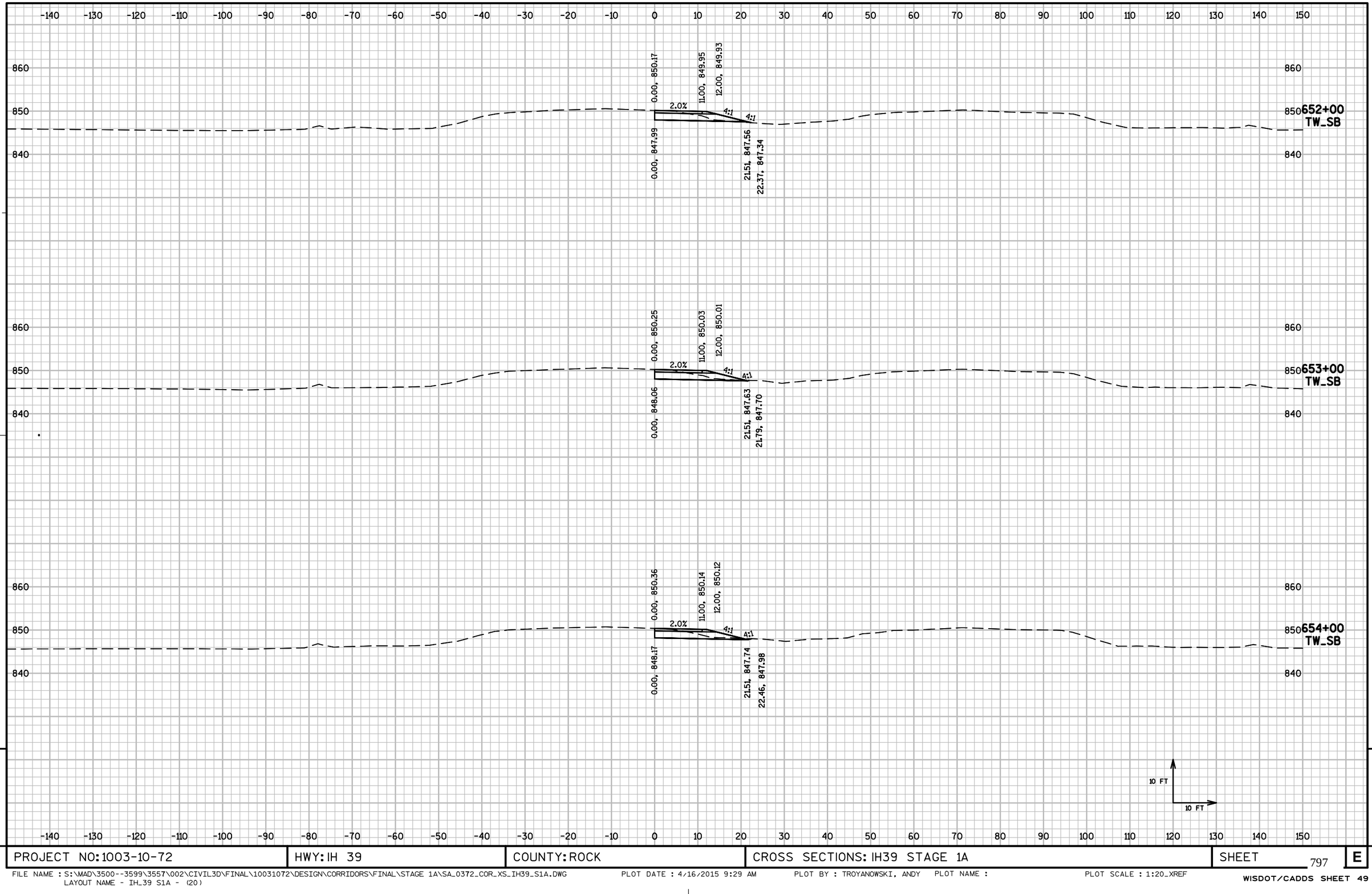
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LAYOUT NAME - IH_39 S1A - (18)
PLOT DATE : 4/16/2015 9:29 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 796	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (19)
PLOT DATE : 4/16/2015 9:29 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

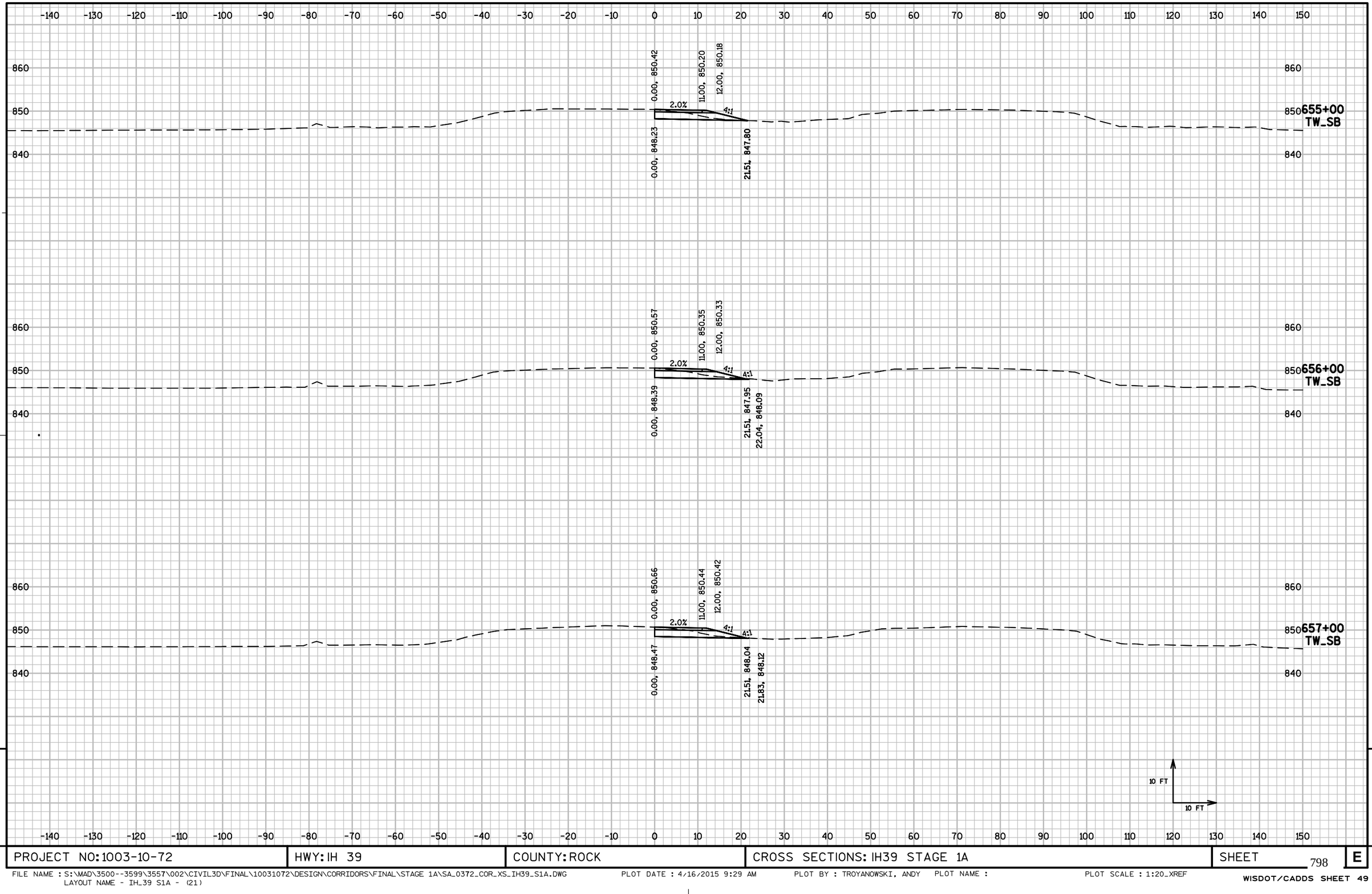


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 797	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (20)

PLOT DATE : 4/16/2015 9:29 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

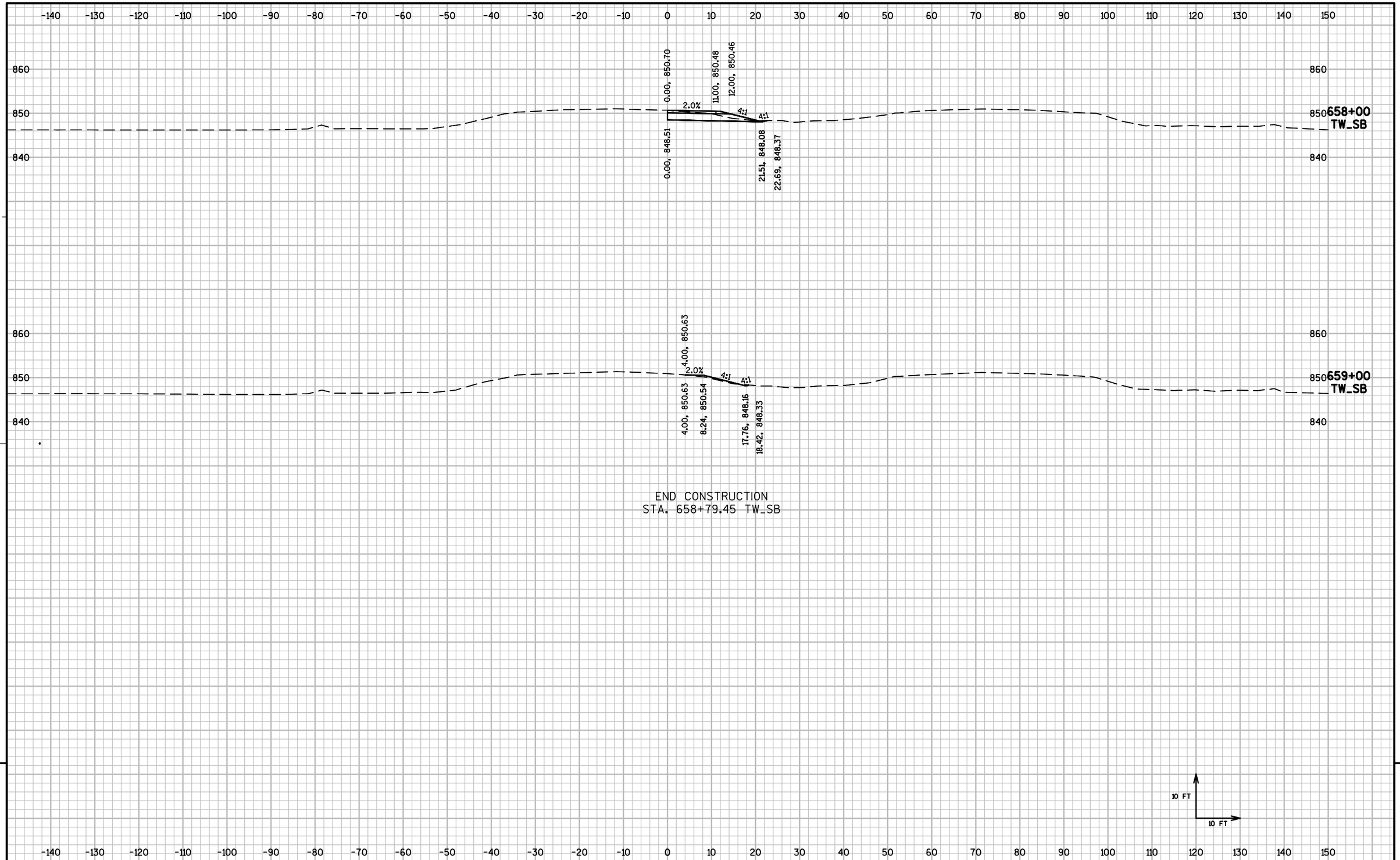
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 798	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (21)
PLOT DATE : 4/16/2015 9:29 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



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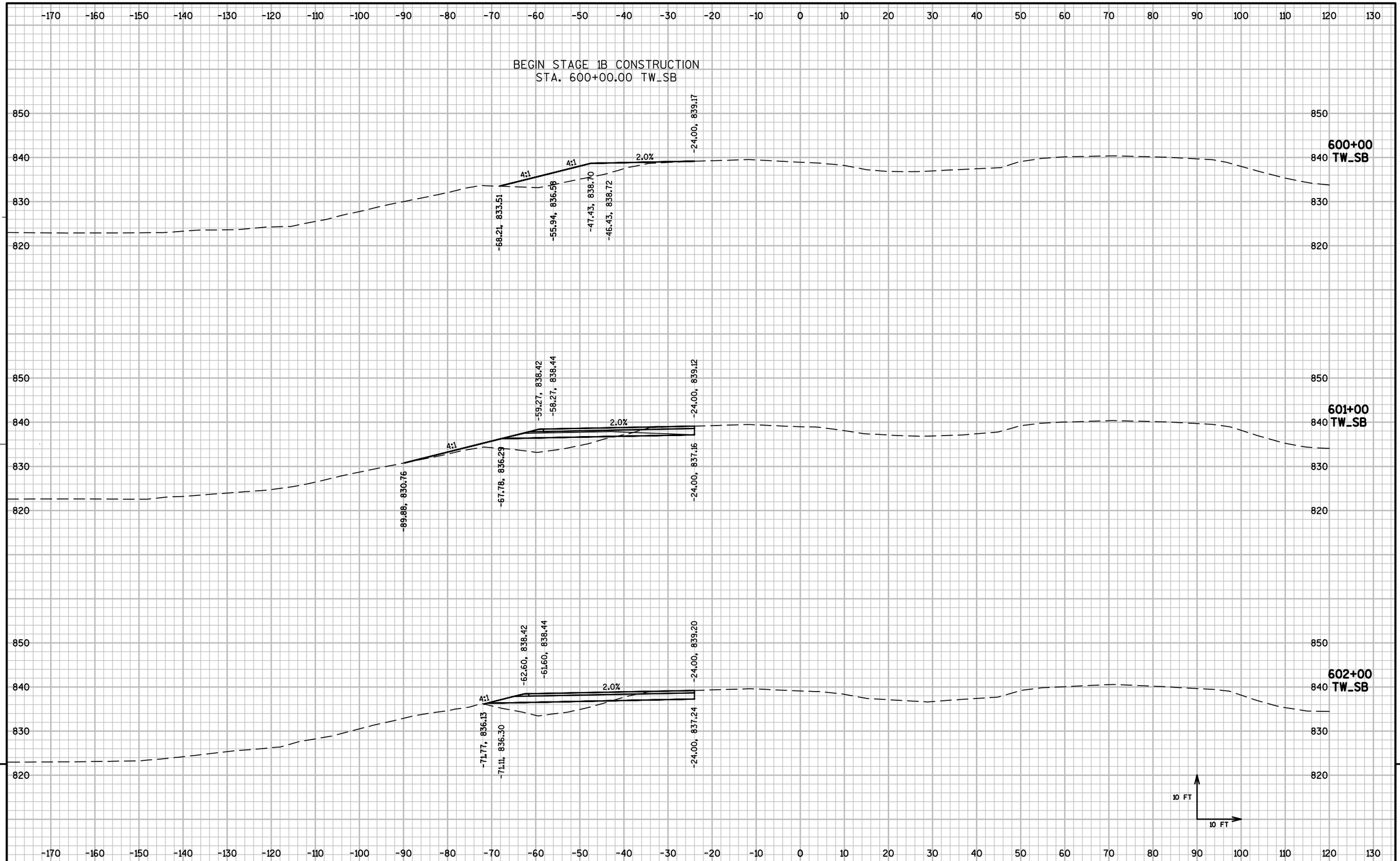
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 STAGE 1A	SHEET 799	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1A\SA_0372_COR_XS_IH39_S1A.DWG
LAYOUT NAME - IH_39 S1A - (22)

PLOT DATE : 4/16/2015 9:29 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

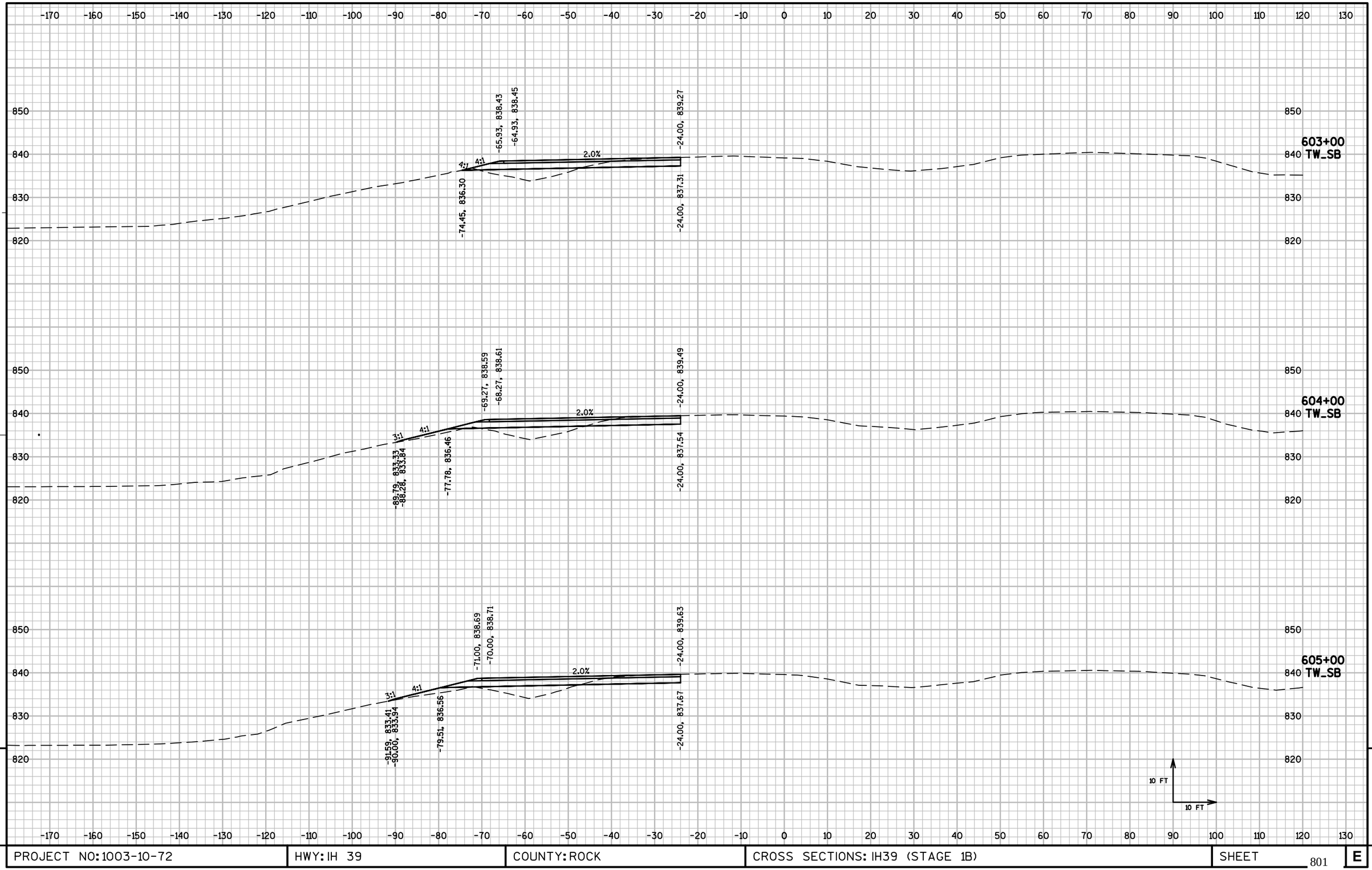
WISDOT/CADDS SHEET 49

BEGIN STAGE 1B CONSTRUCTION
STA. 600+00.00 TW_SB



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 800	E



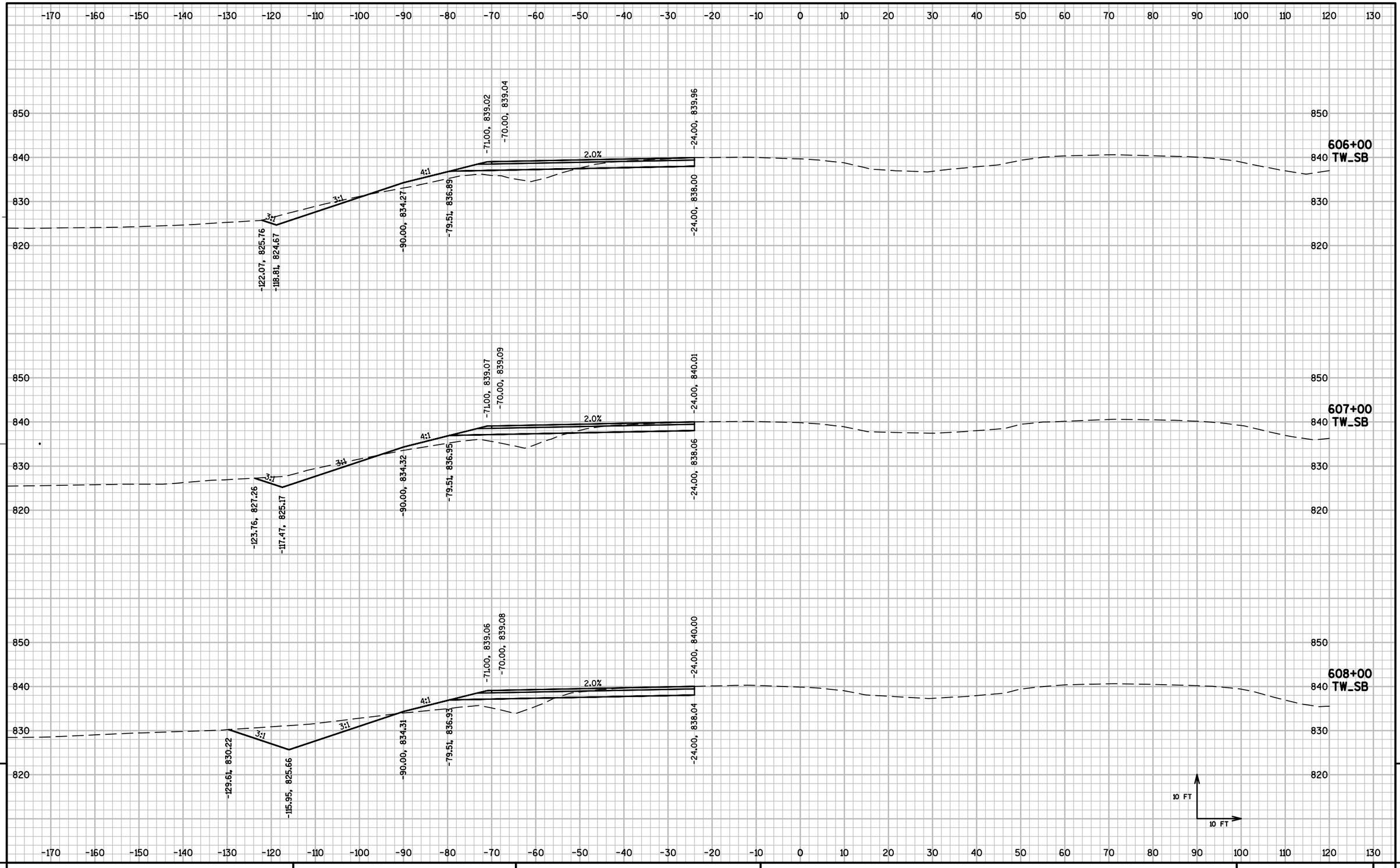
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1B\SA_0372_COR_XS_IH39_S1B.DWG
LAYOUT NAME - SECTION SHEET - (29)

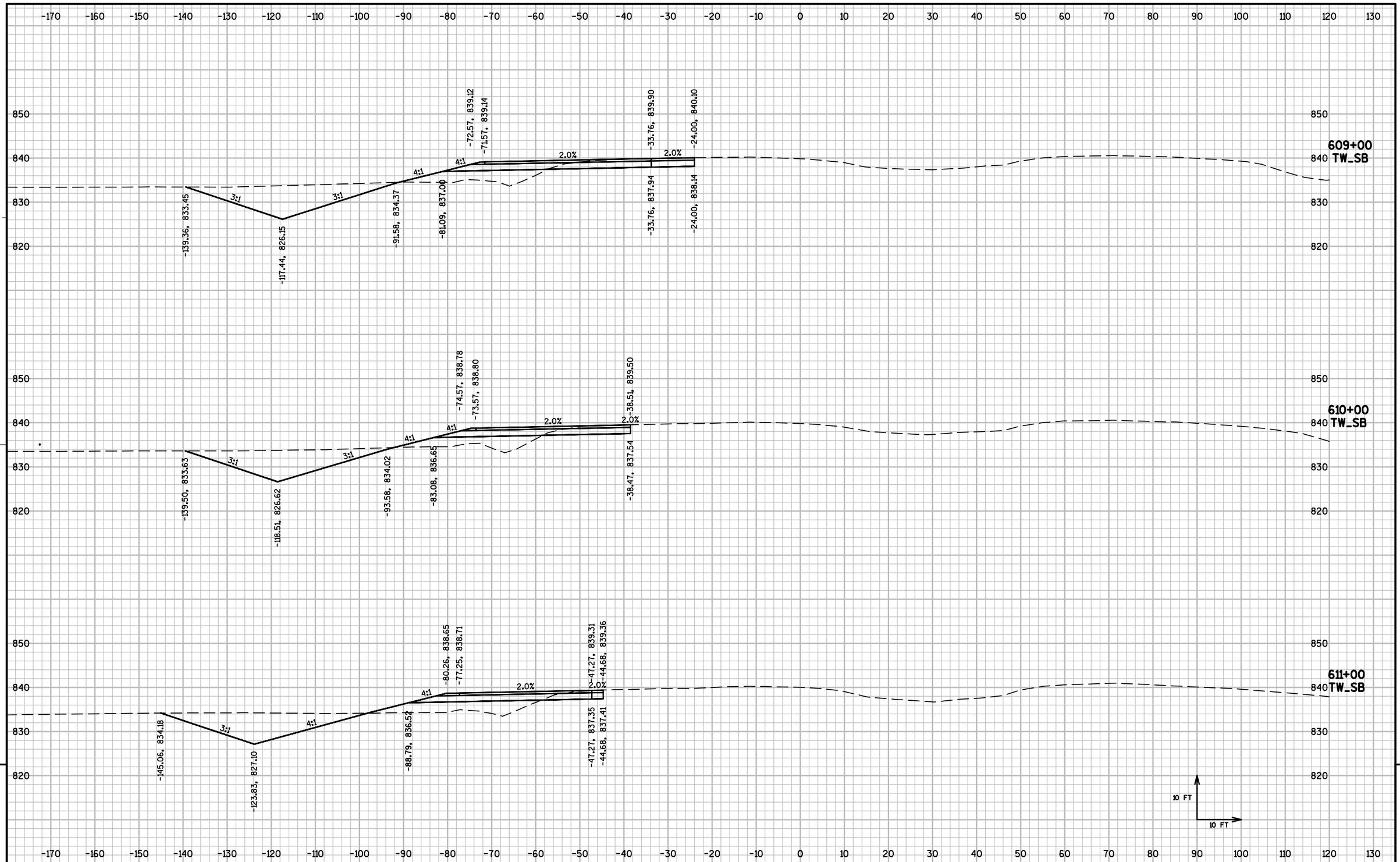
PLOT DATE : 4/16/2015 9:43 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 802	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1B\SA_0372_COR_XS_IH39_S1B.DWG
LAYOUT NAME - SECTION SHEET - (30)
PLOT DATE : 4/16/2015 9:43 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

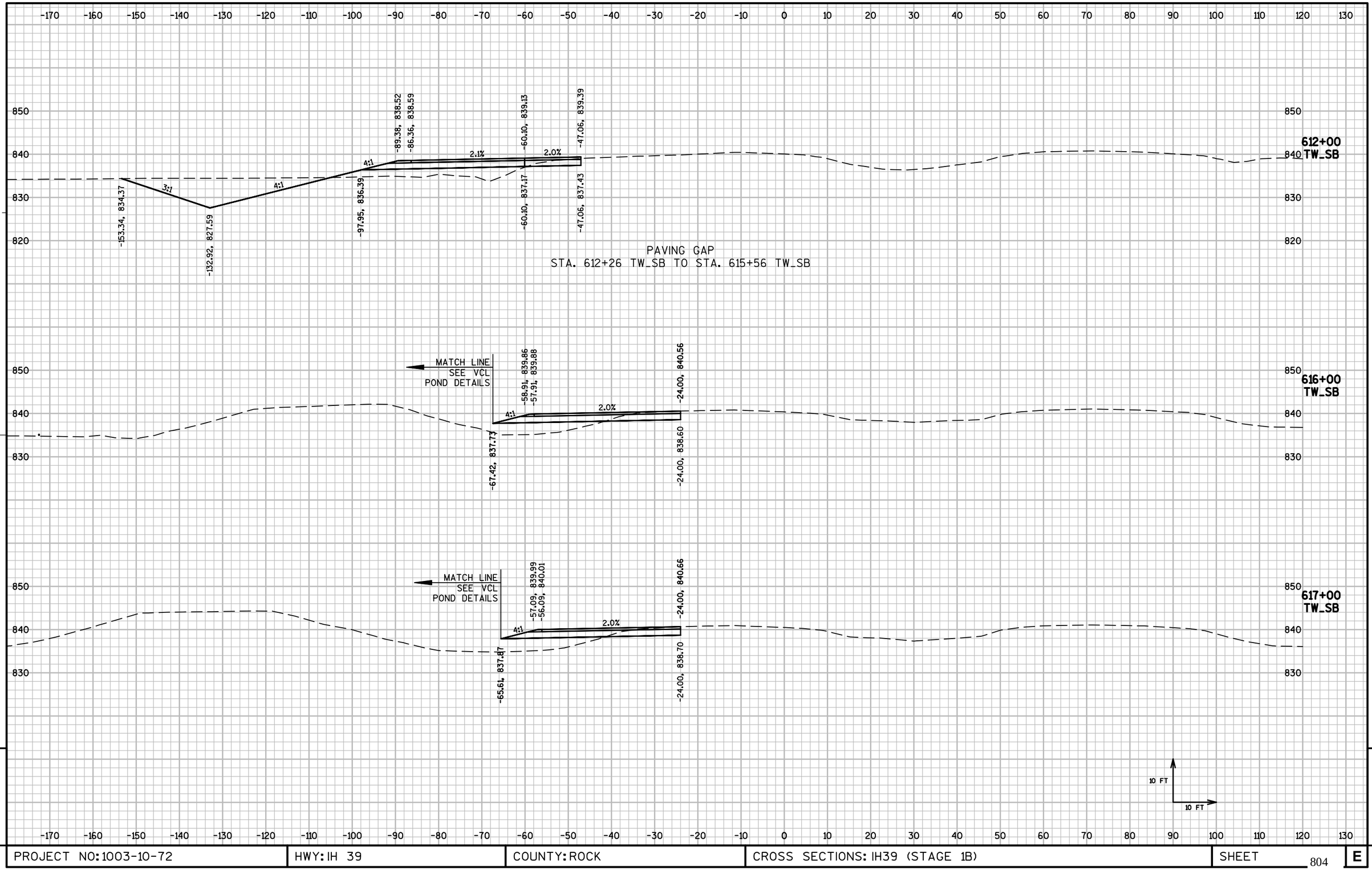


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 803 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1B\SA_0372_COR_XS_IH39_S1B.DWG
LAYOUT NAME - SECTION SHEET - (31)

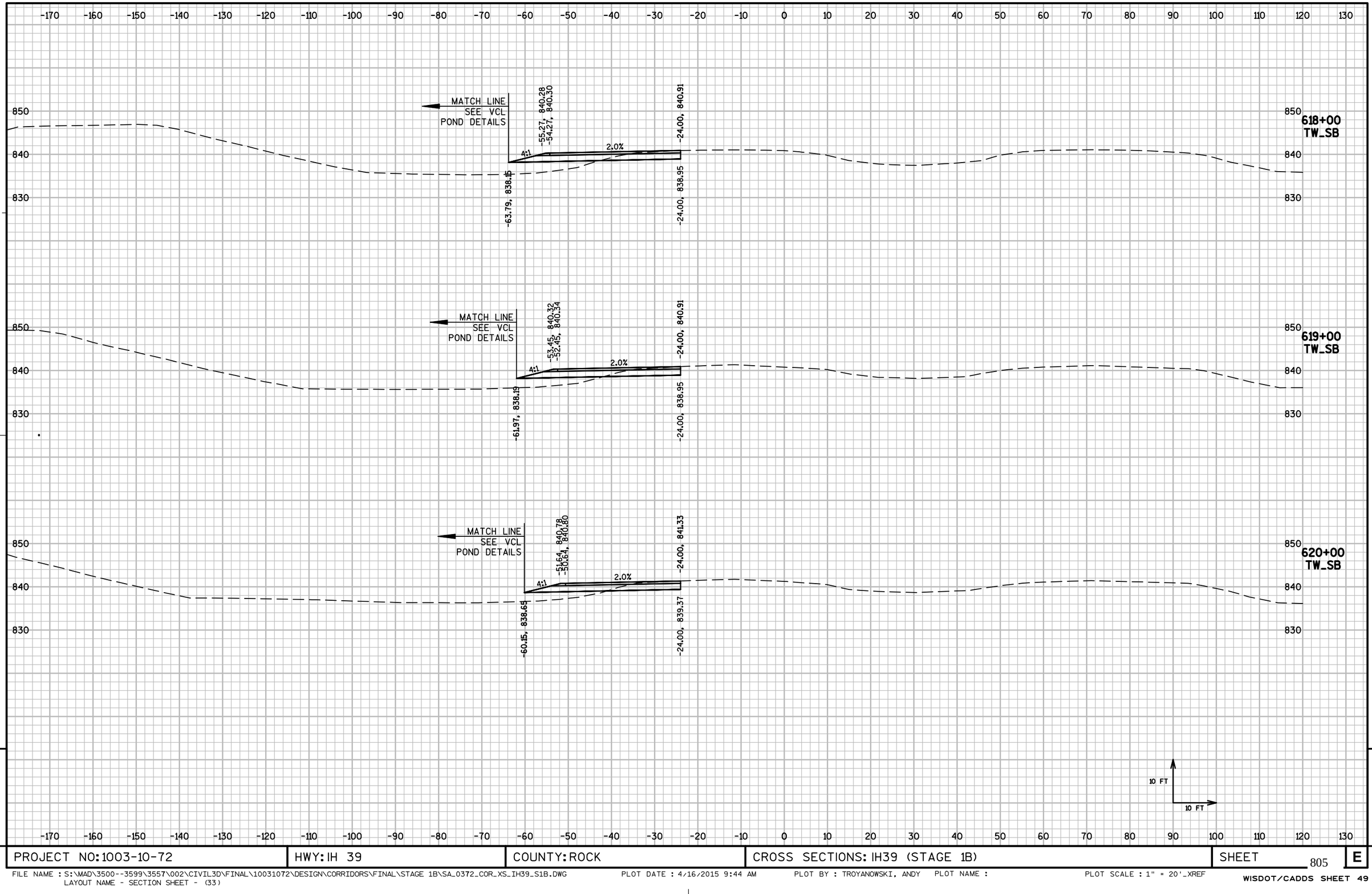
PLOT DATE : 4/16/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 804	E

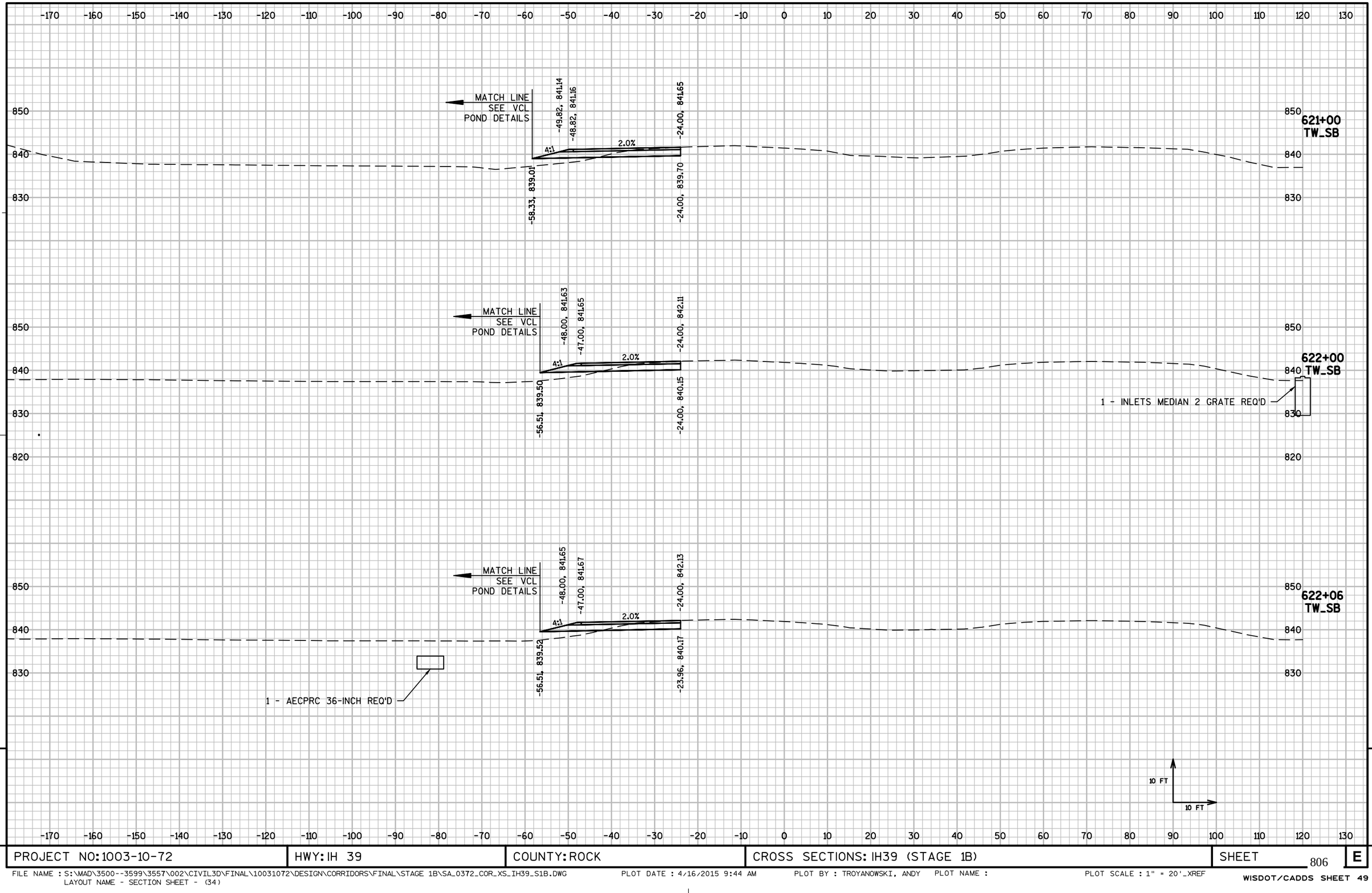
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1B\SA_0372_COR_XS_IH39_S1B.DWG
LAYOUT NAME - SECTION SHEET - (32)
PLOT DATE : 4/16/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 805	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1B\SA_0372_COR_XS_IH39_S1B.DWG
LAYOUT NAME - SECTION SHEET - (33)
PLOT DATE : 4/16/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



9

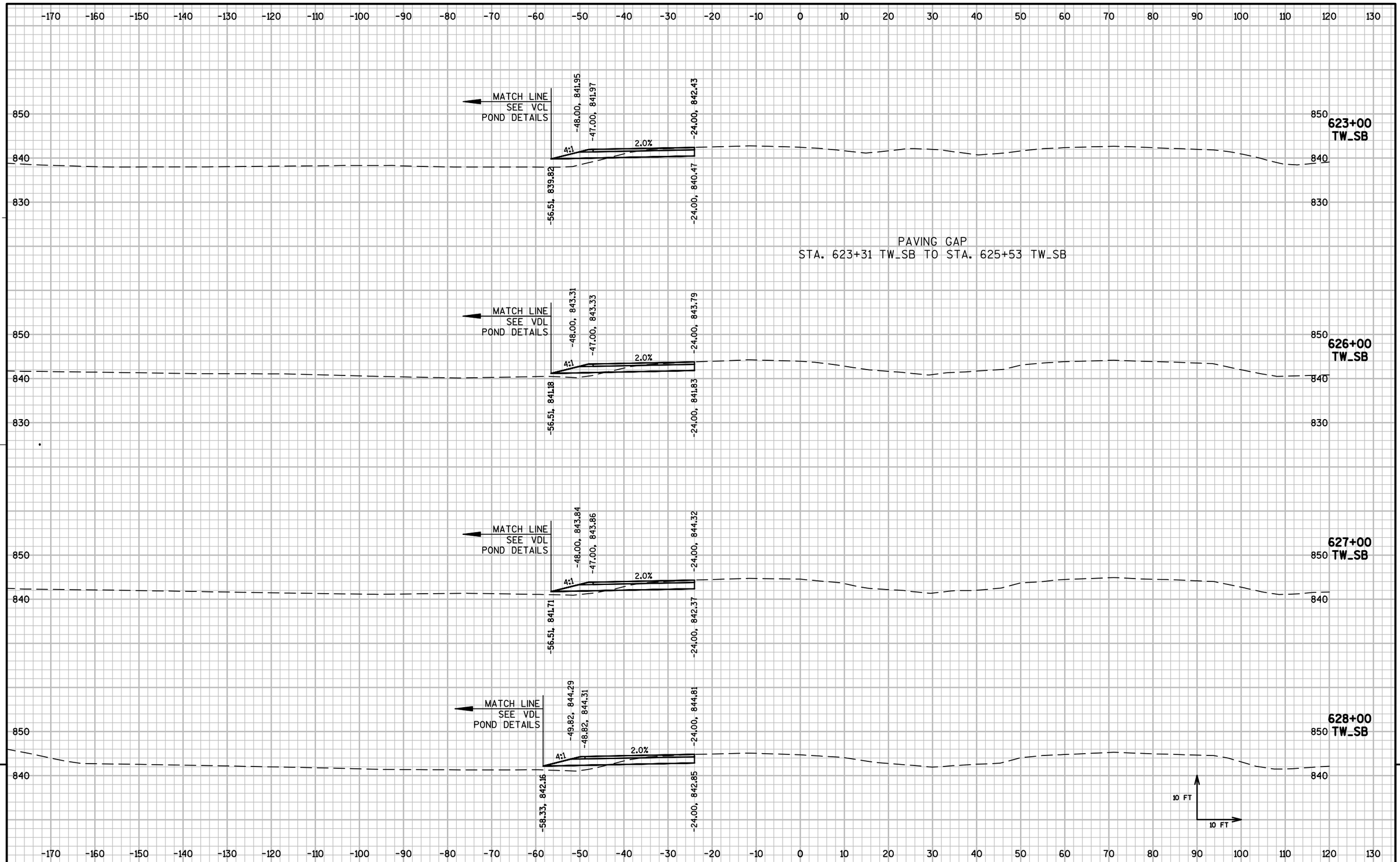
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 806	E

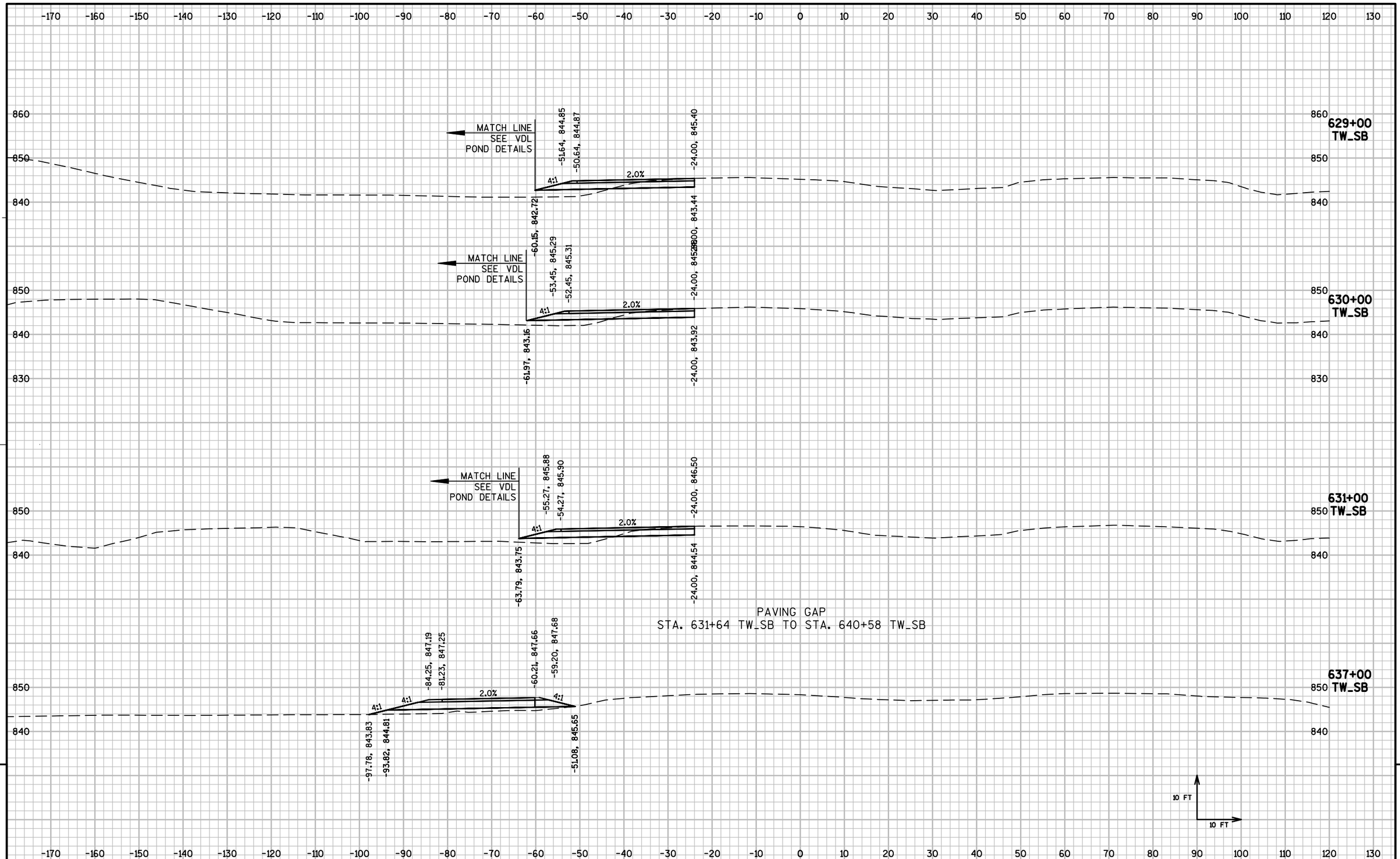
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LAYOUT NAME - SECTION SHEET - (34)

PLOT DATE : 4/16/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 807 E

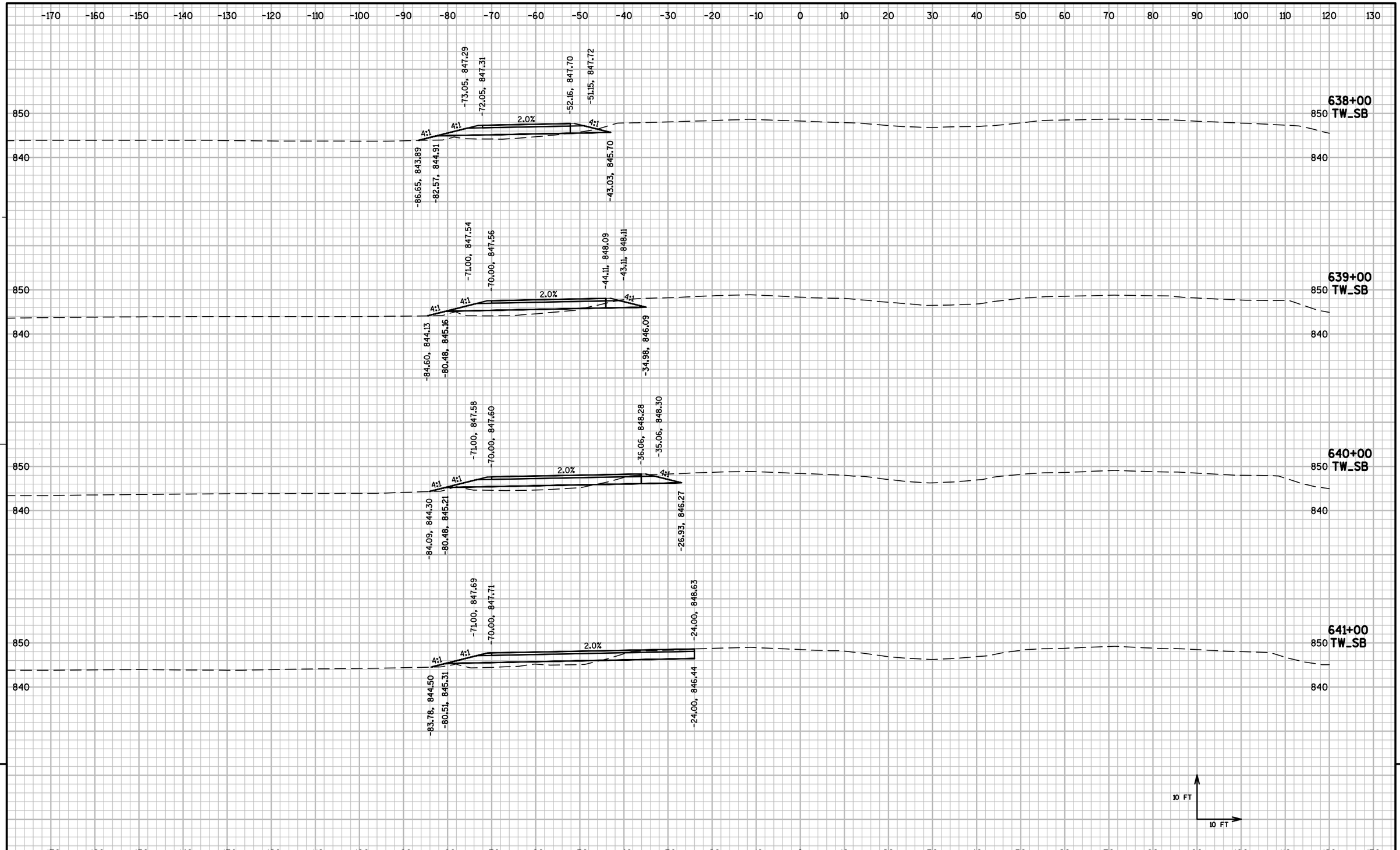


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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 808	E

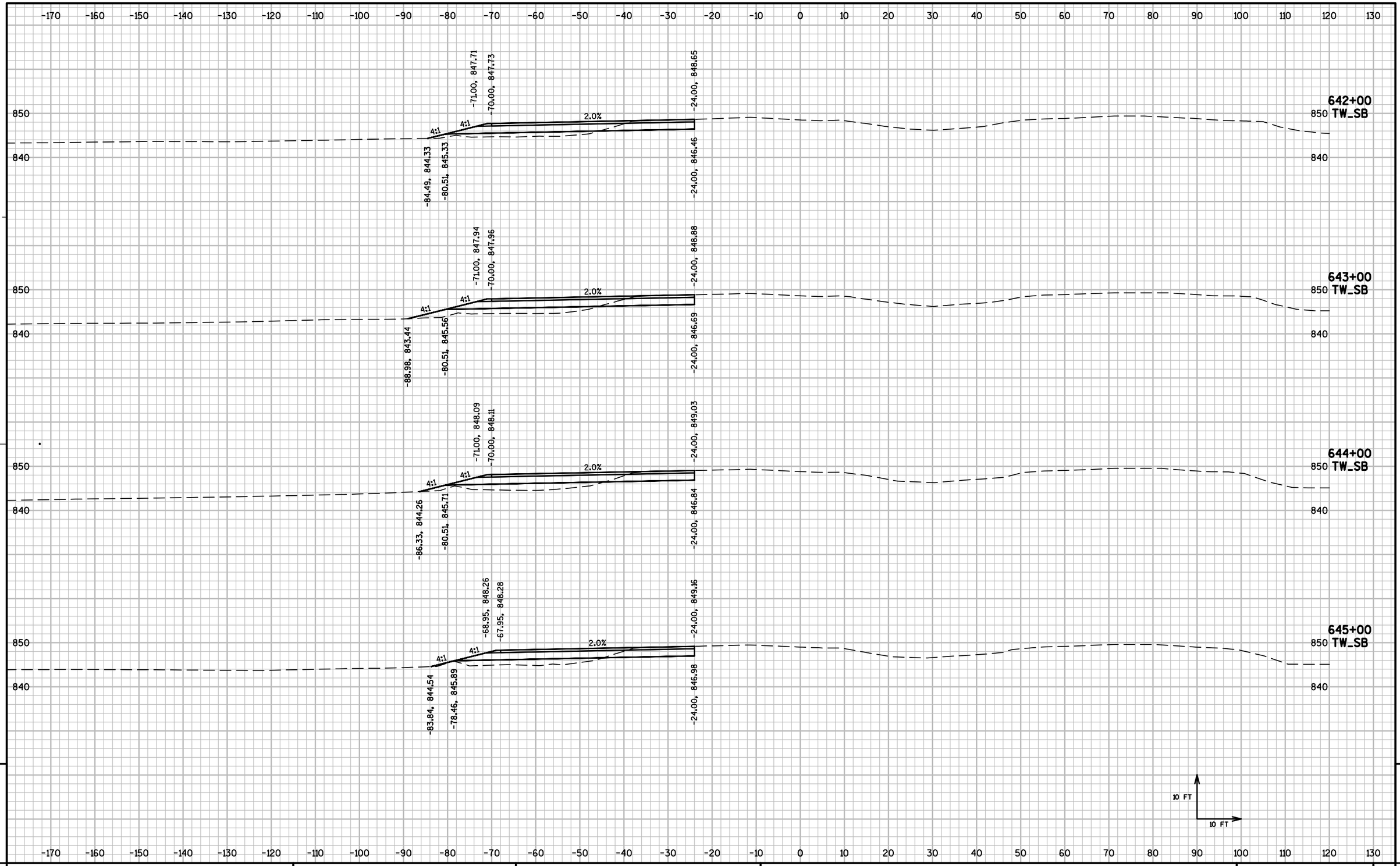
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LAYOUT NAME - SECTION SHEET - (36)
PLOT DATE : 5/26/2015 3:48 PM
PLOT BY : GRIMME, SARA
PLOT NAME :
PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 809	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1B\SA_0372_COR_XS_IH39_S1B.DWG
LAYOUT NAME - SECTION SHEET - (37)
PLOT DATE : 5/26/2015 3:50 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1:20_XREF

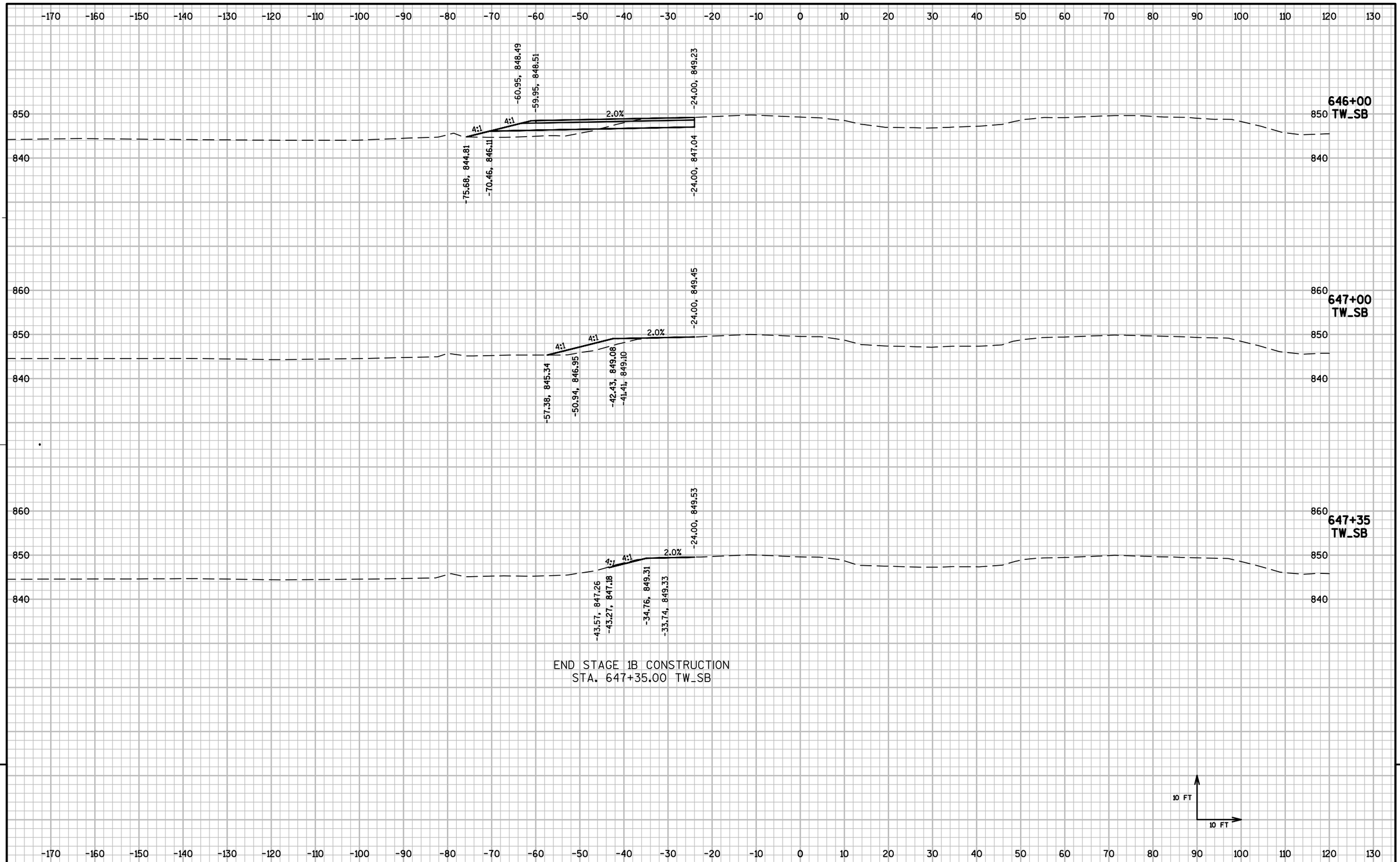


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 810	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1B\SA_0372_COR_XS_IH39_S1B.DWG
LAYOUT NAME - SECTION SHEET - (38)

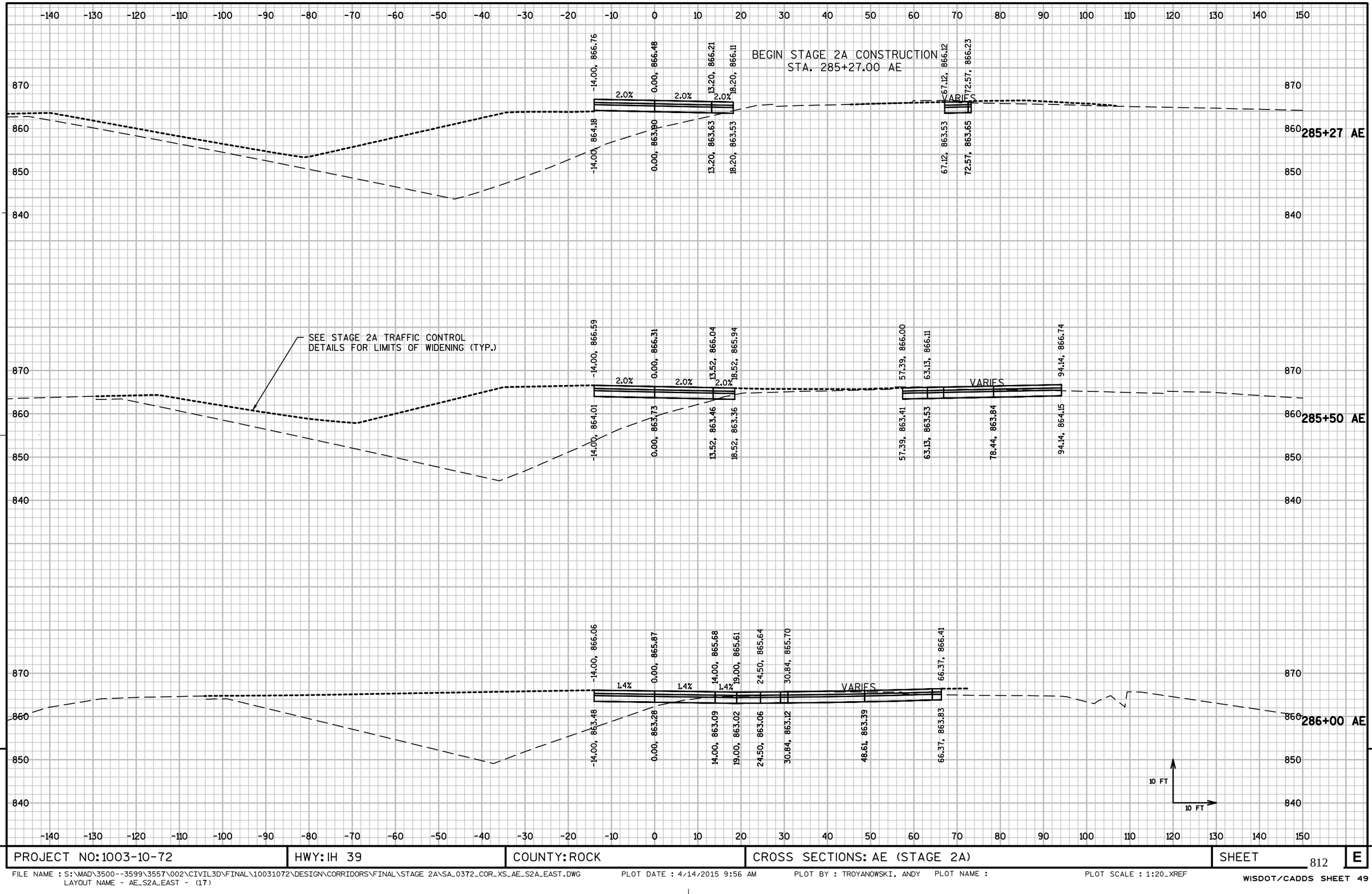
PLOT DATE : 4/16/2015 9:45 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

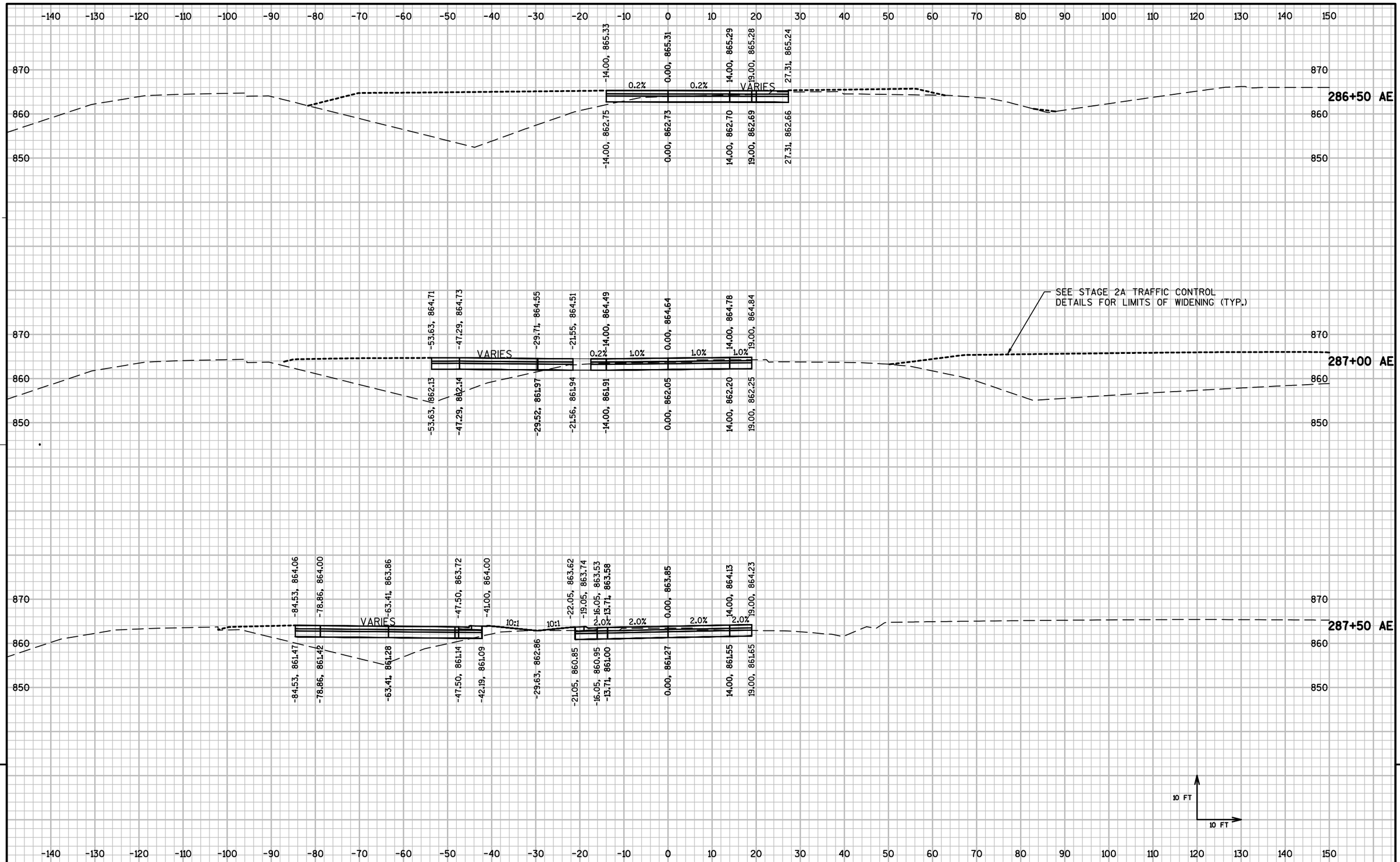


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH39 (STAGE 1B)	SHEET 811	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 1B\SA_0372_COR_XS_IH39_S1B.DWG
LAYOUT NAME - SECTION SHEET - (39)
PLOT DATE : 4/16/2015 9:45 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 812	E



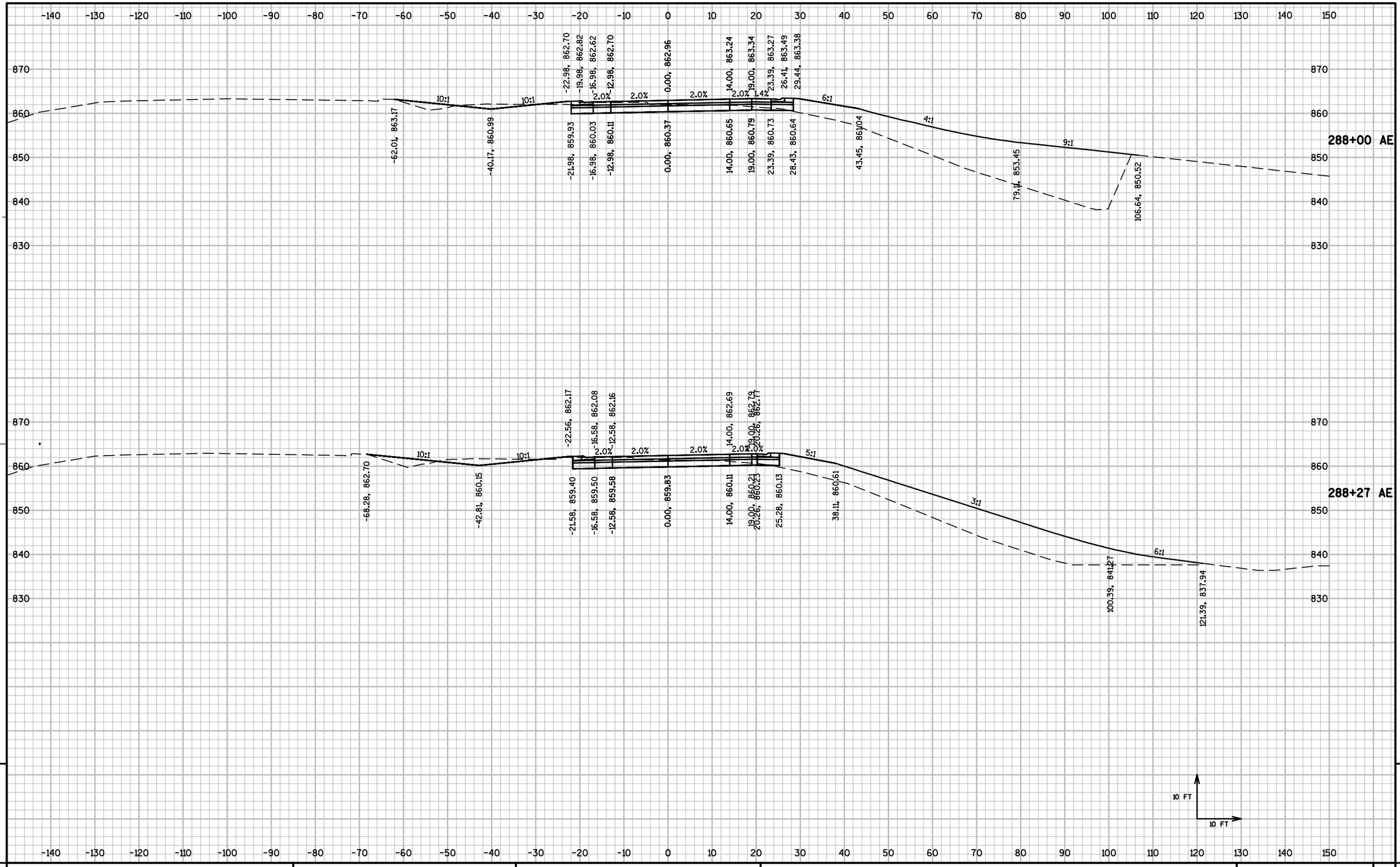
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 813	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (18)

PLOT DATE : 4/14/2015 9:57 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

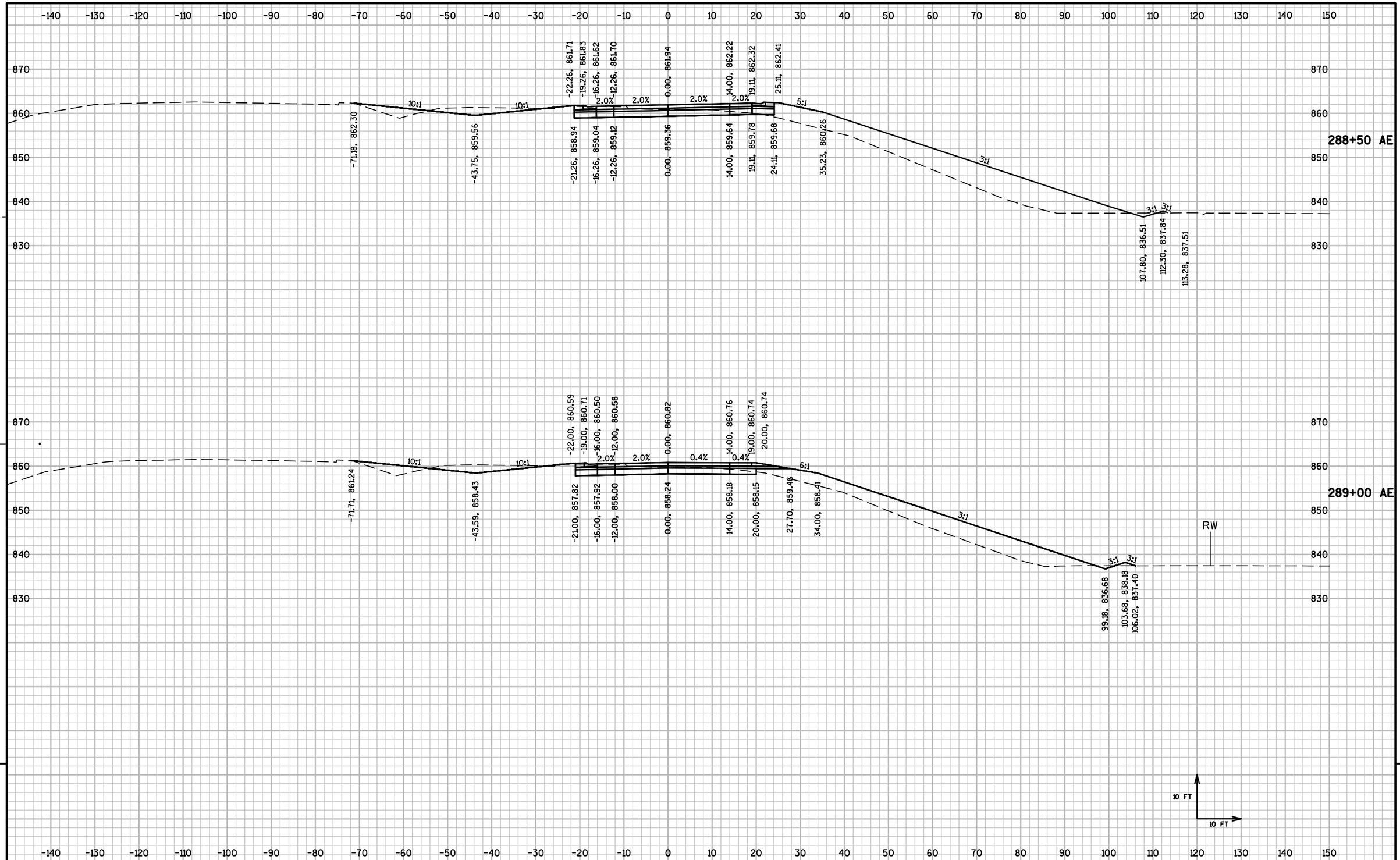


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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 814	E

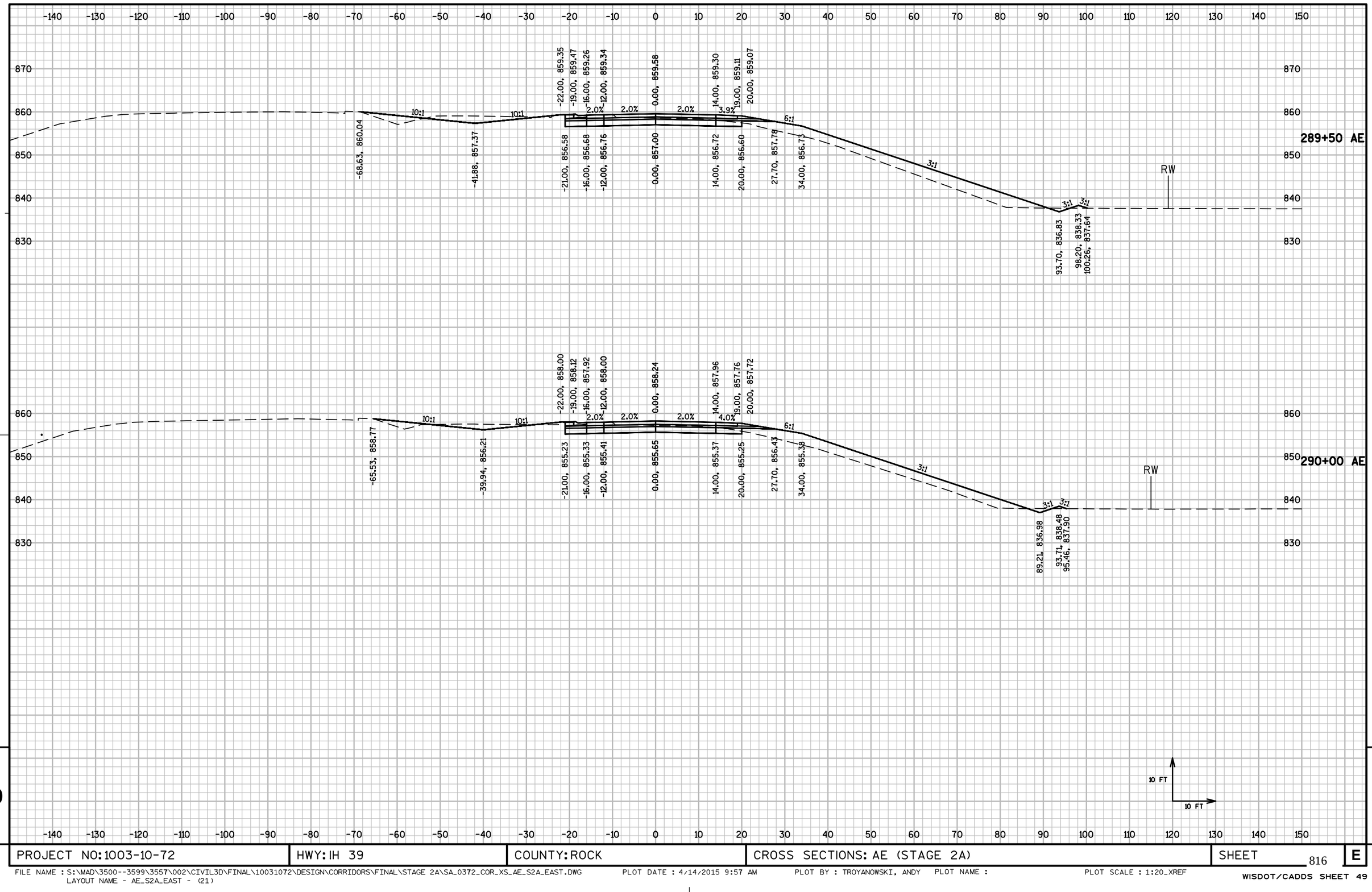
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (19)
PLOT DATE : 4/14/2015 9:57 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



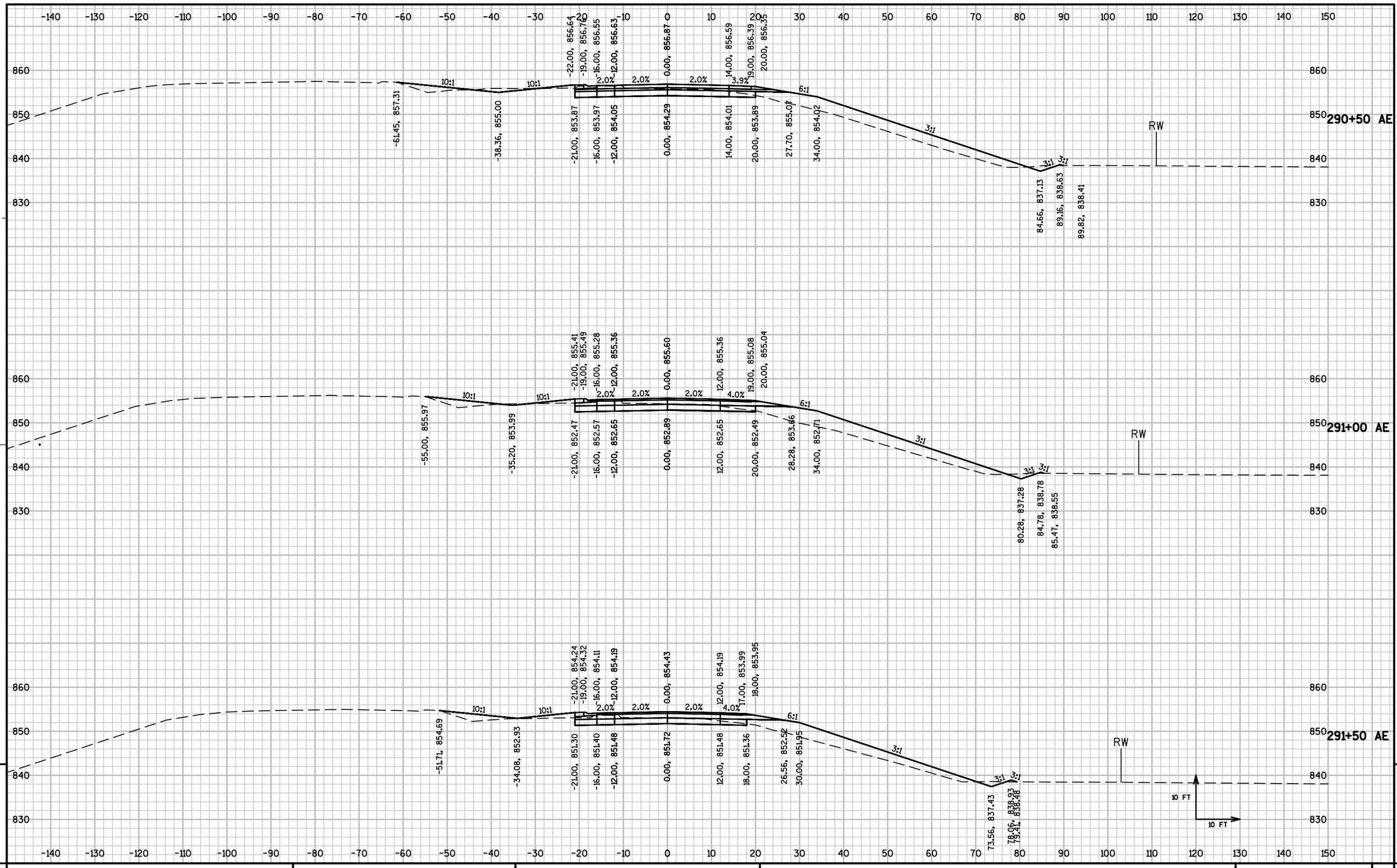
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 815	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (20)
PLOT DATE : 4/14/2015 9:57 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



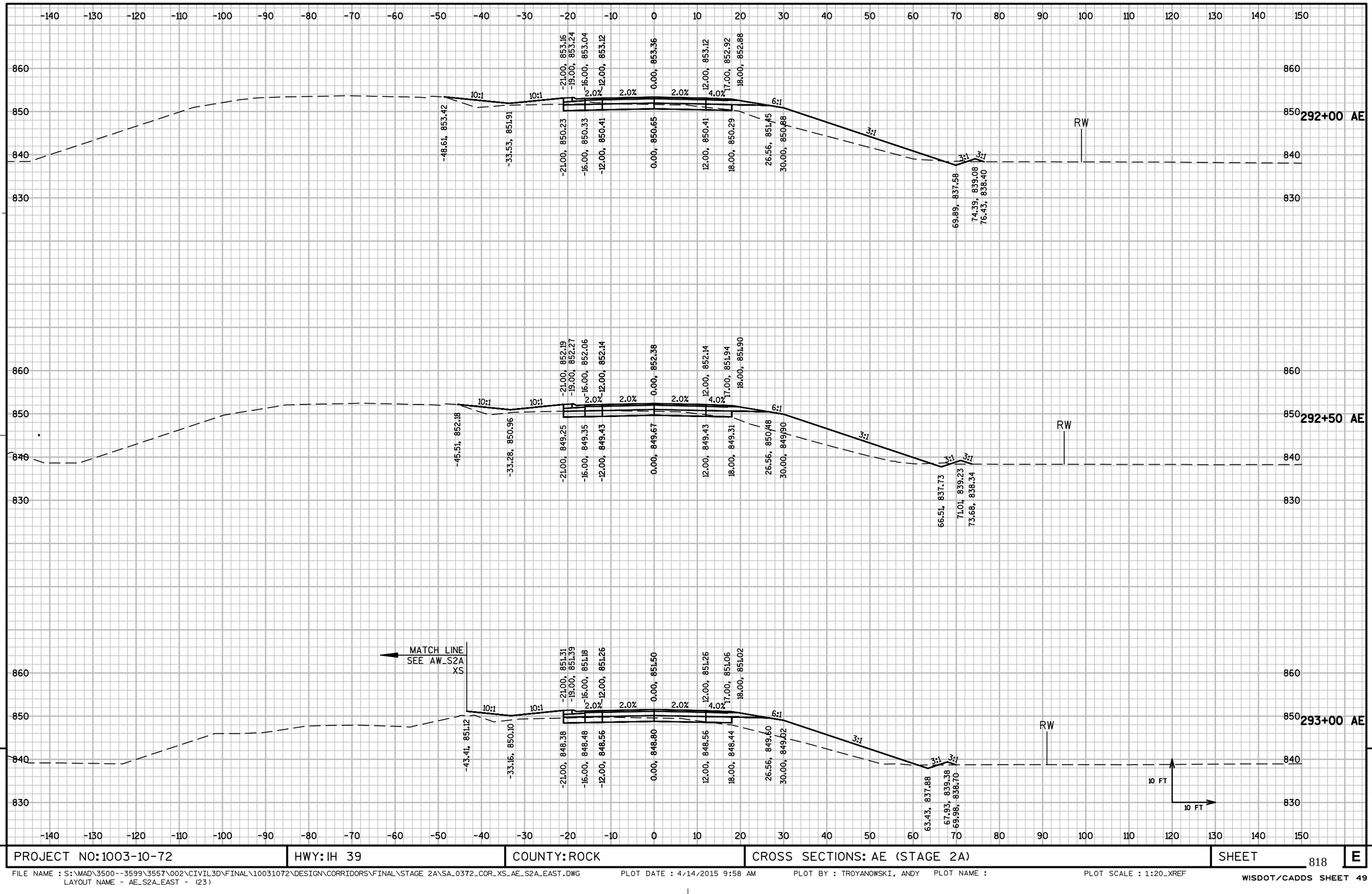
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 816	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (21)
PLOT DATE : 4/14/2015 9:57 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 817	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (22)
PLOT DATE : 4/14/2015 9:57 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

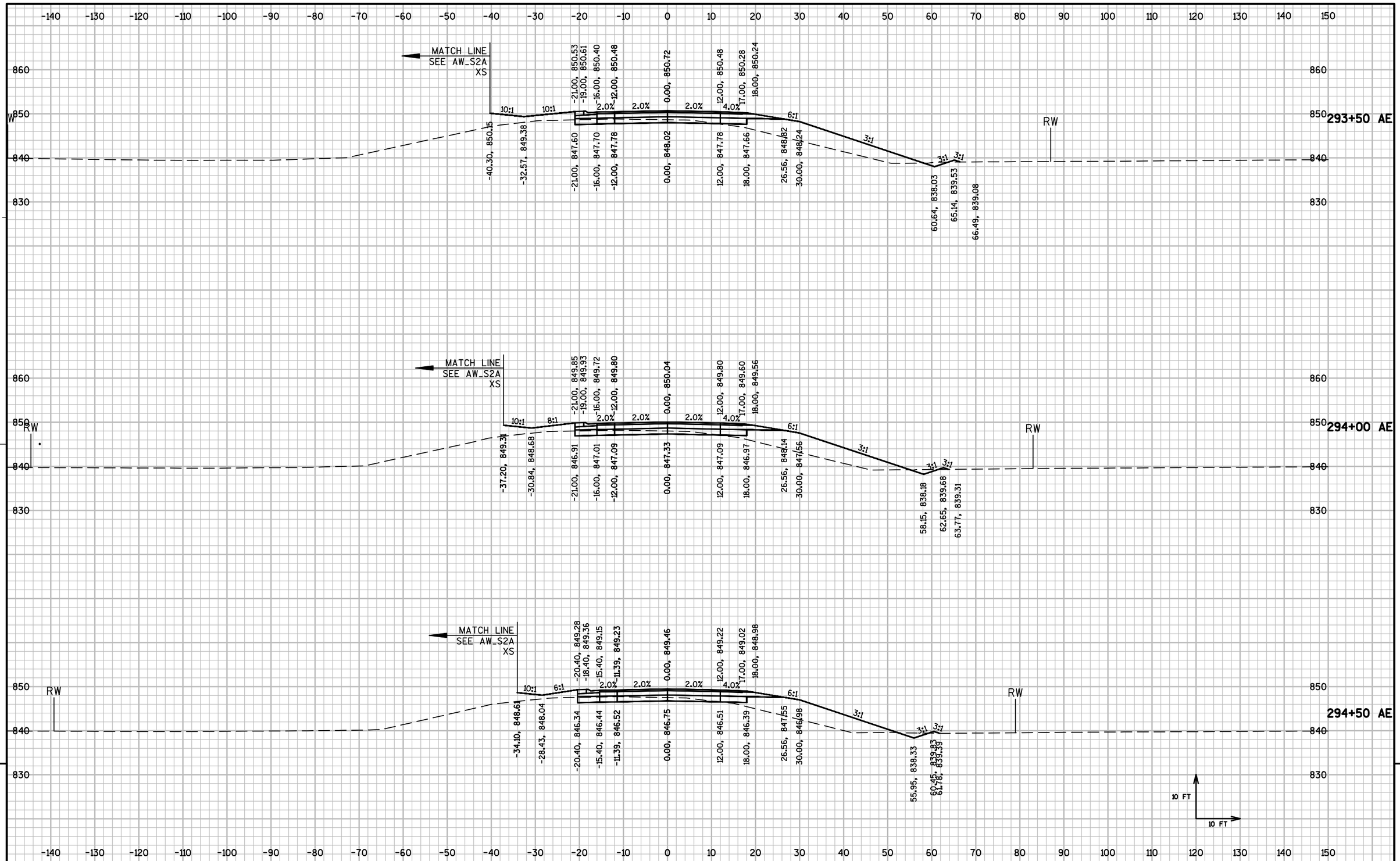


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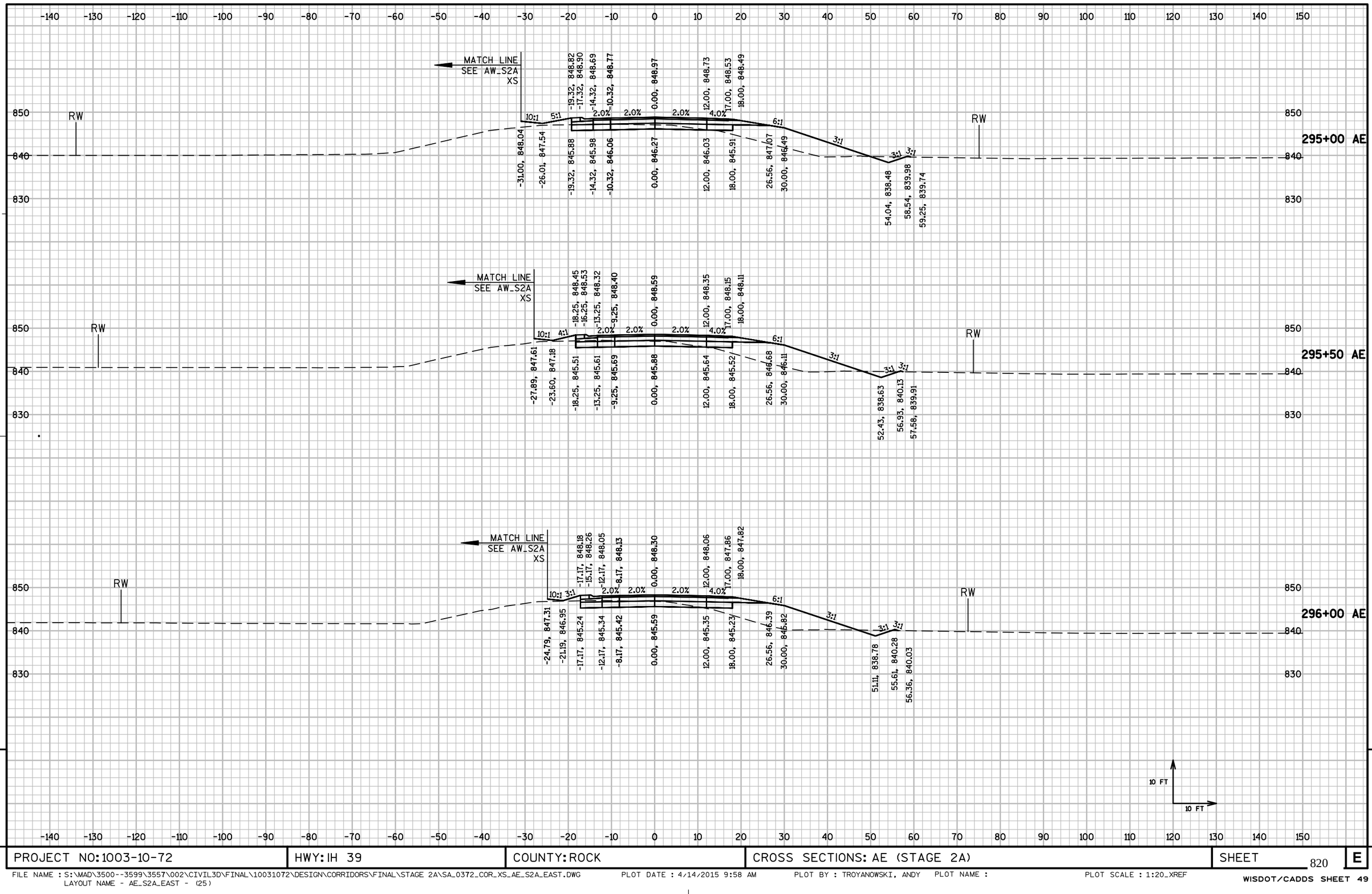
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 818	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (23)
PLOT DATE : 4/14/2015 9:58 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

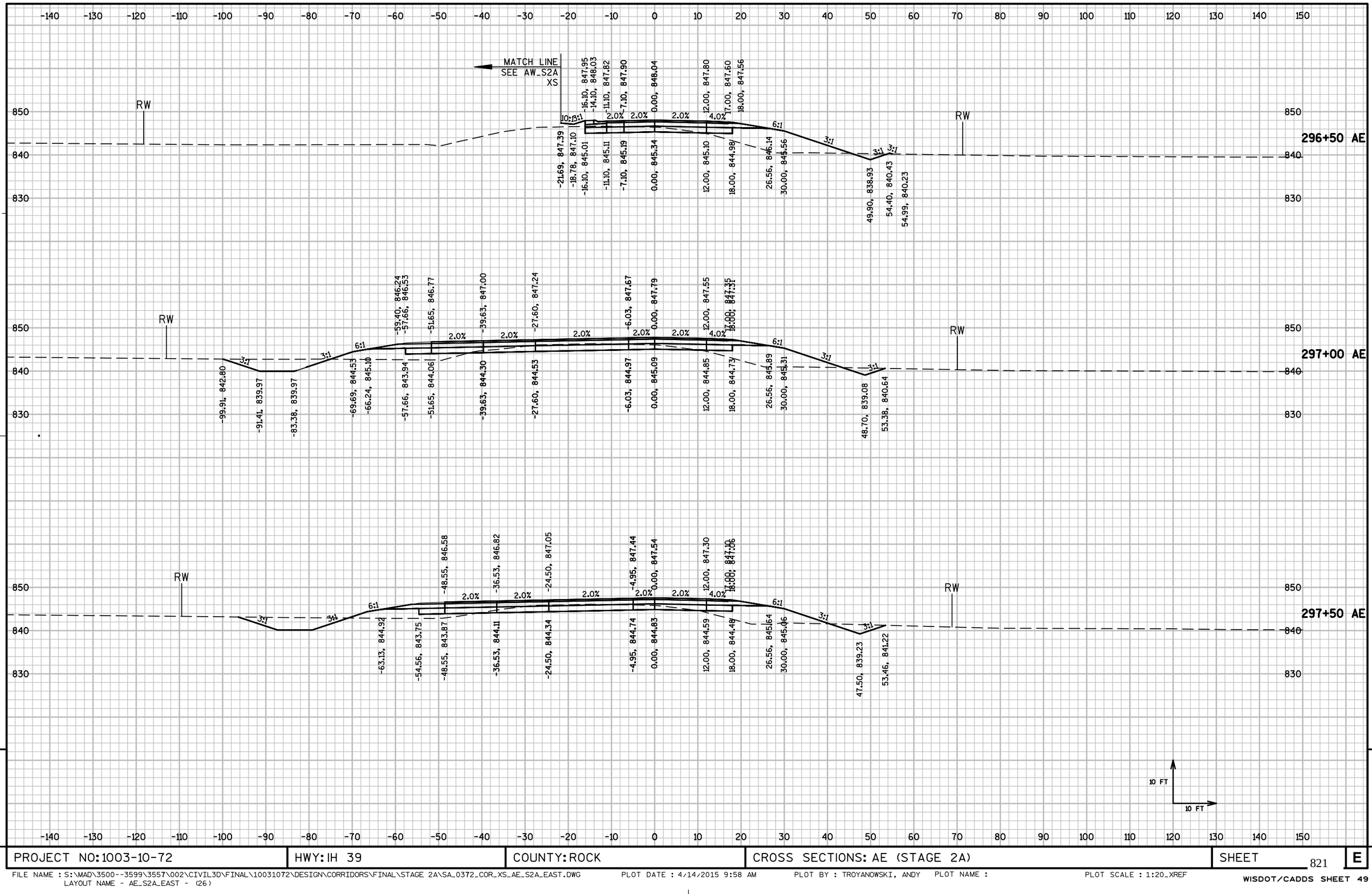


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 819	E



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 820	E

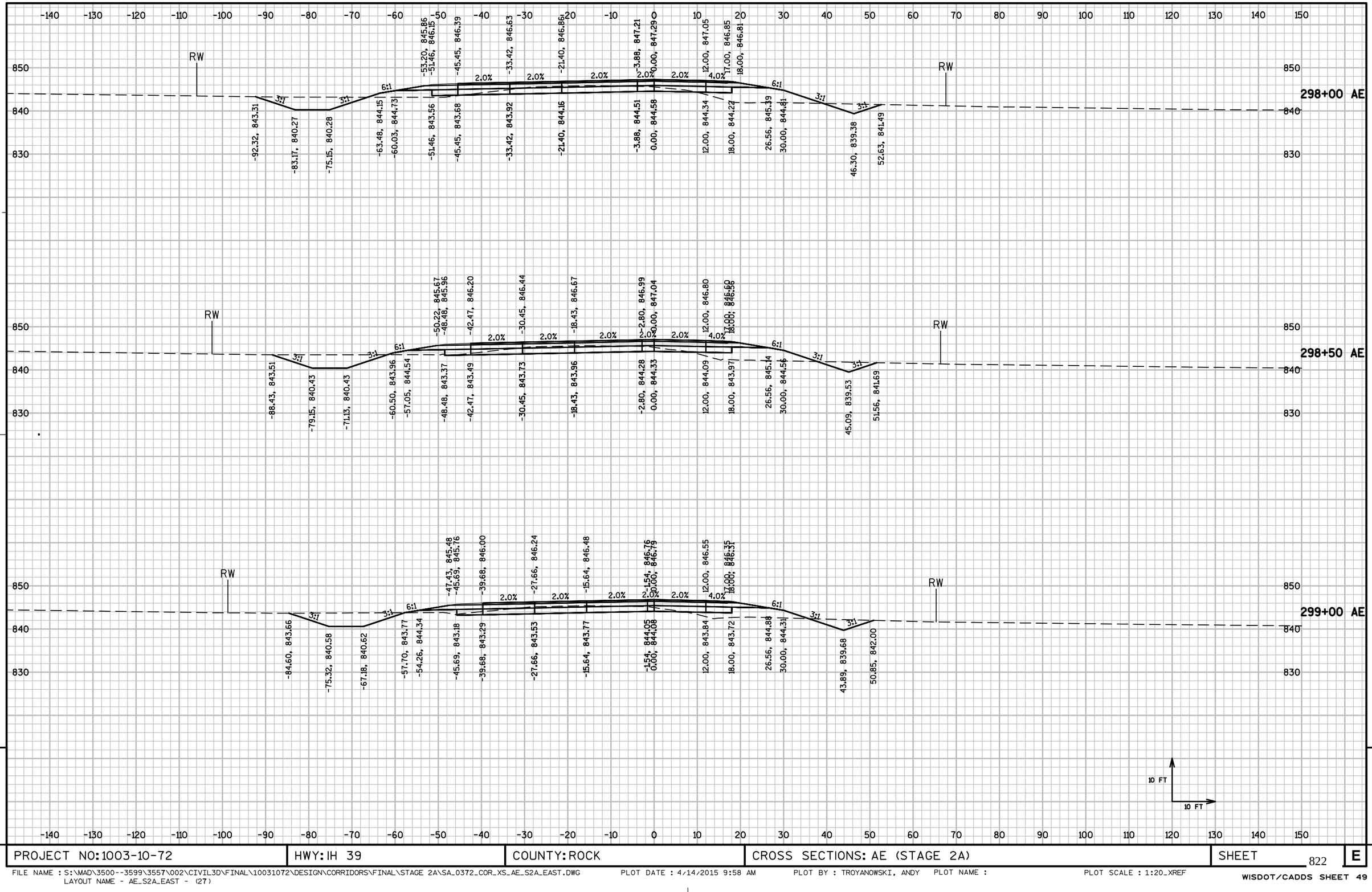
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LAYOUT NAME - AE_S2A_EAST - (25)
PLOT DATE : 4/14/2015 9:58 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 821	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (26)
PLOT DATE : 4/14/2015 9:58 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

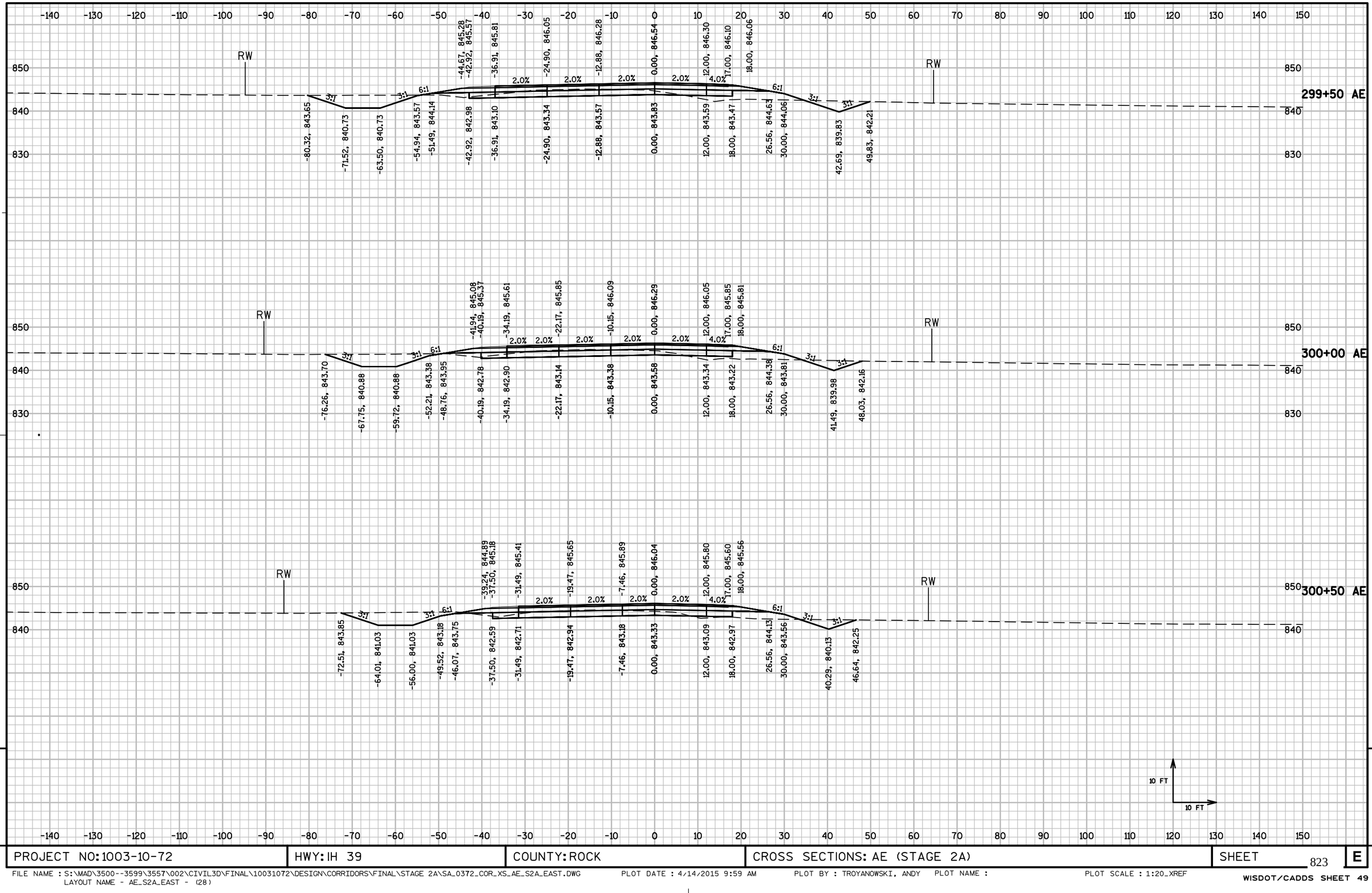
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 822	E

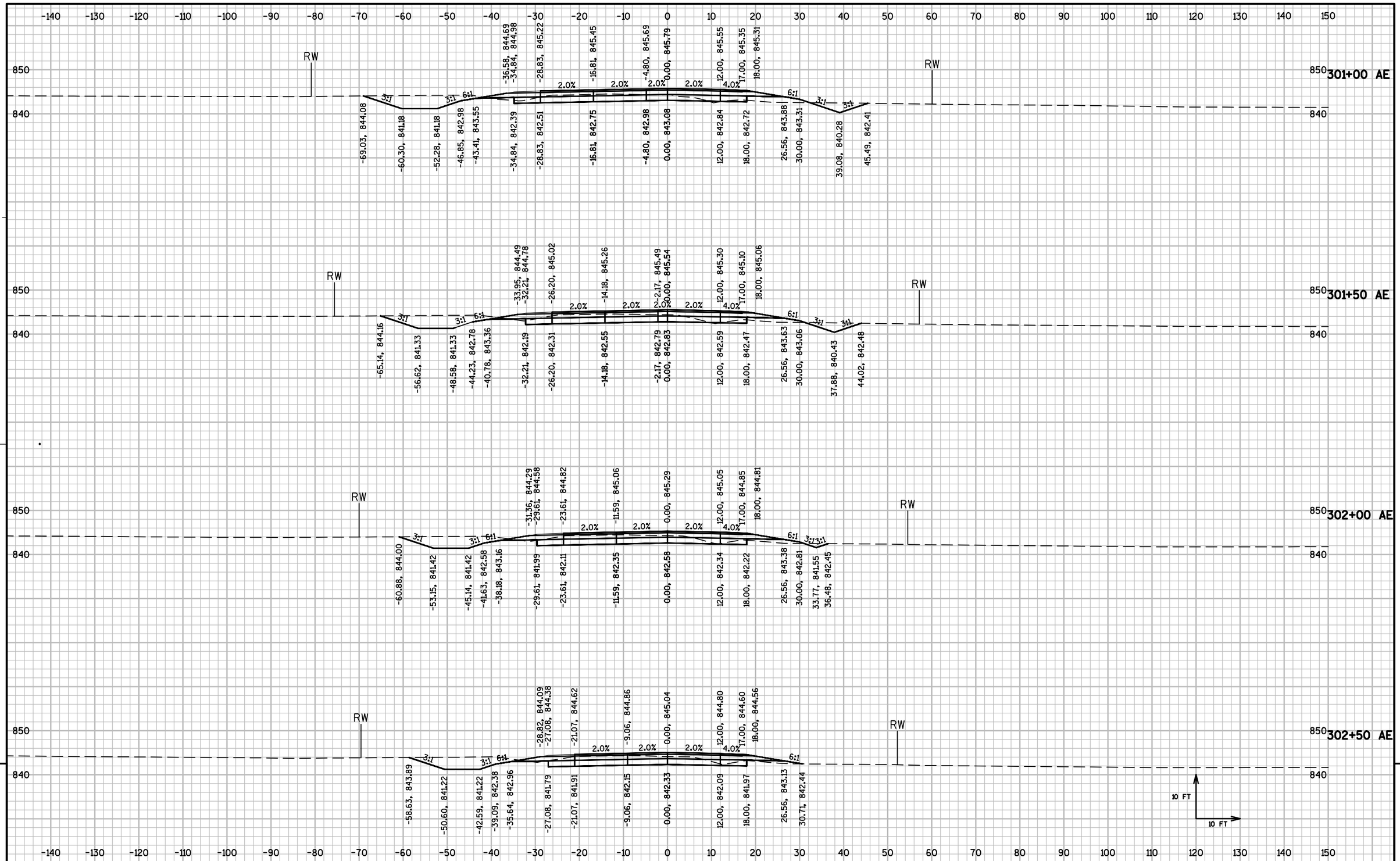
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LAYOUT NAME - AE_S2A_EAST - (27)
PLOT DATE : 4/14/2015 9:58 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 823	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (28)
PLOT DATE : 4/14/2015 9:59 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



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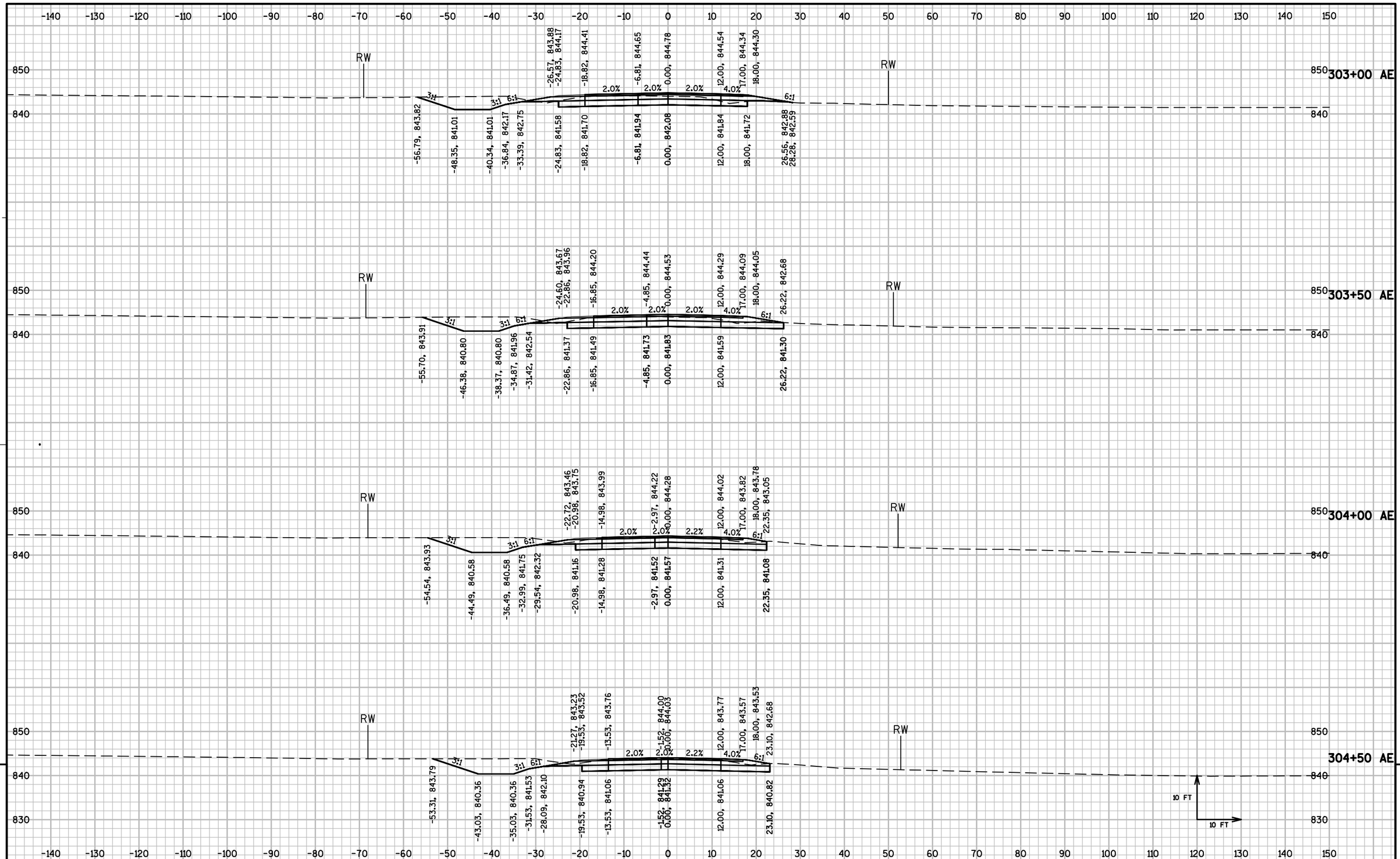
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 824	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (29)

PLOT DATE : 4/14/2015 9:59 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



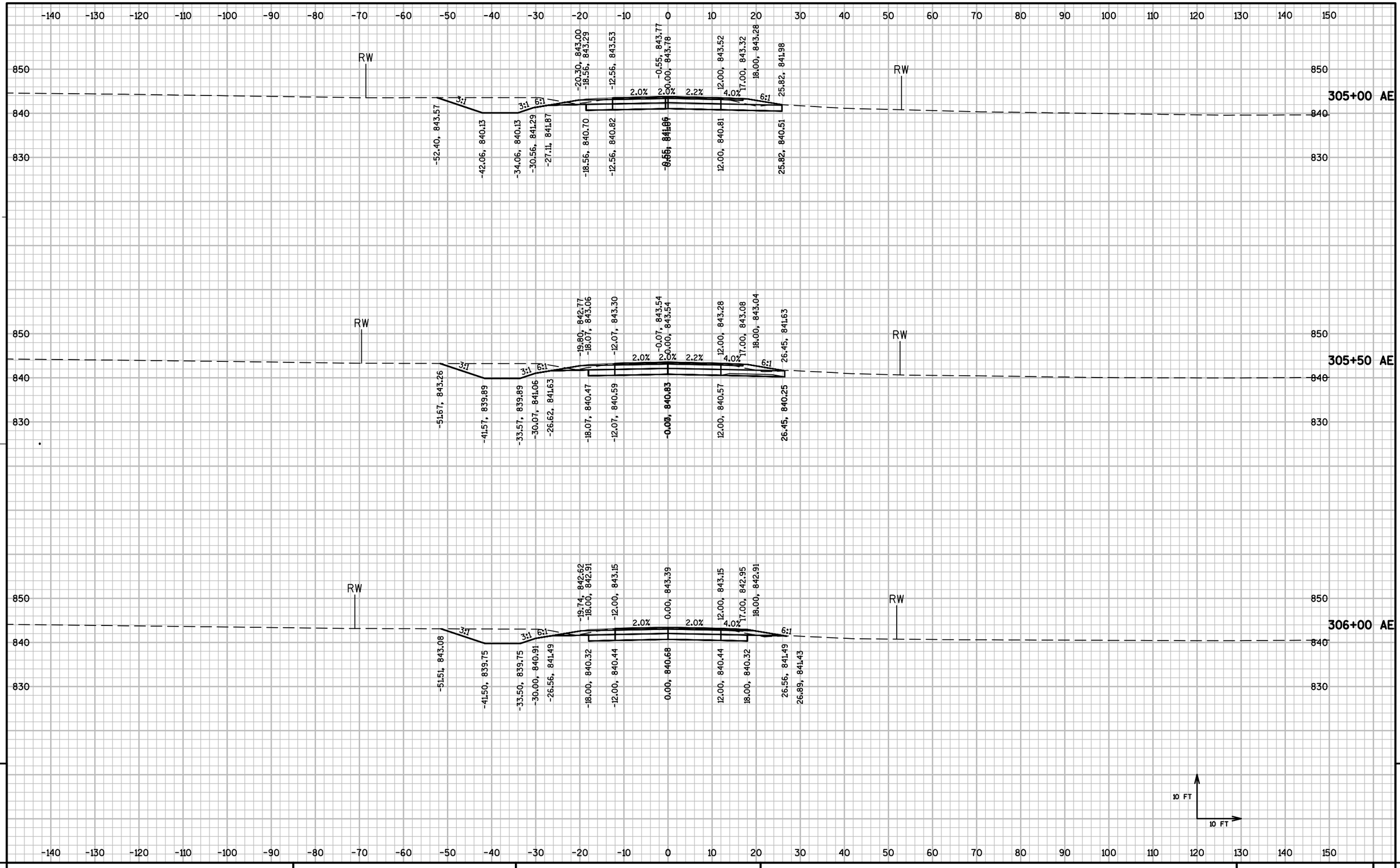
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PROJECT NO: 1003-10-72 | HWY: IH 39 | COUNTY: ROCK | CROSS SECTIONS: AE (STAGE 2A) | SHEET 825 | E

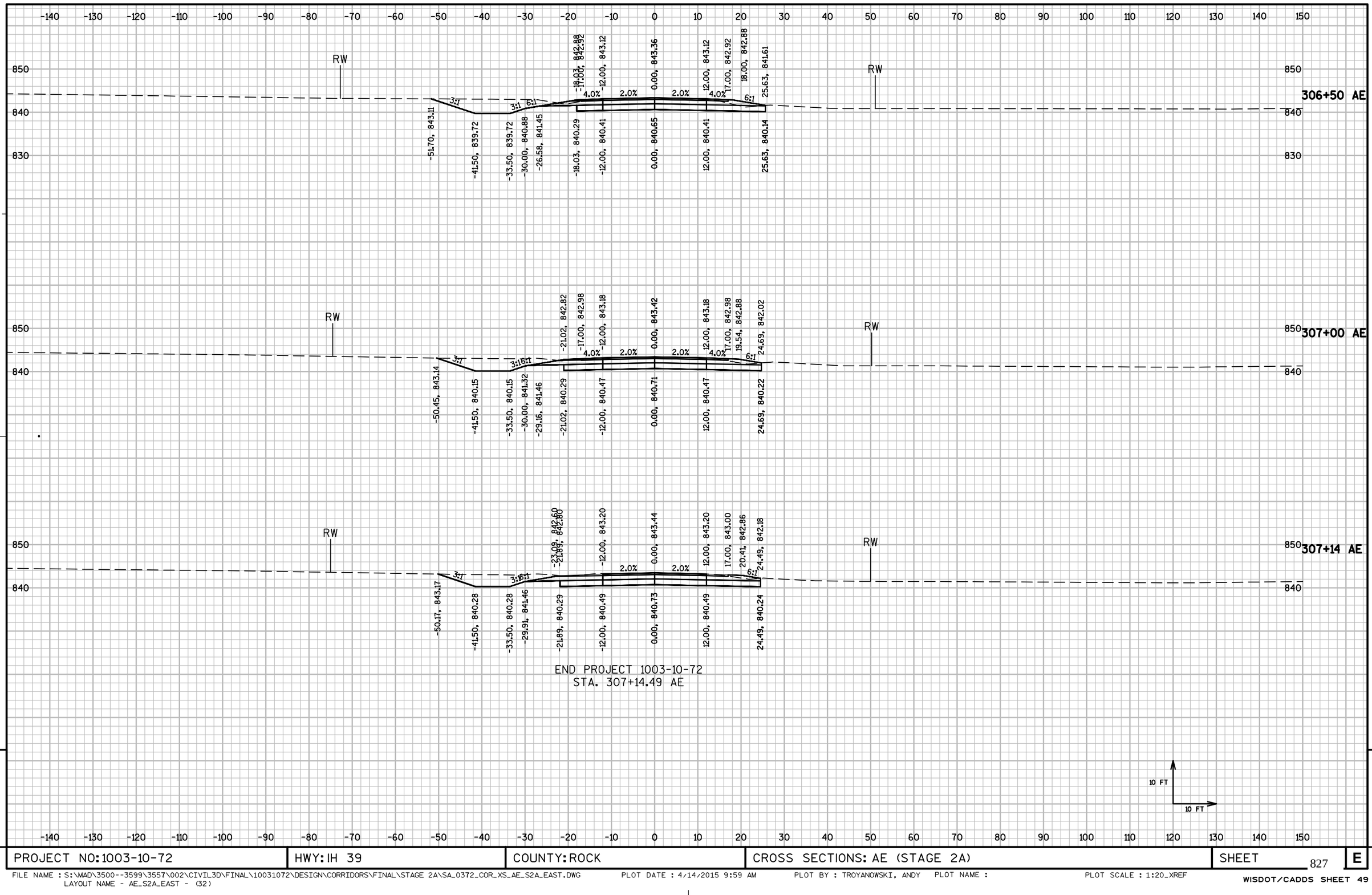
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LAYOUT NAME - AE_S2A_EAST - (30)
PLOT DATE : 4/14/2015 9:59 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



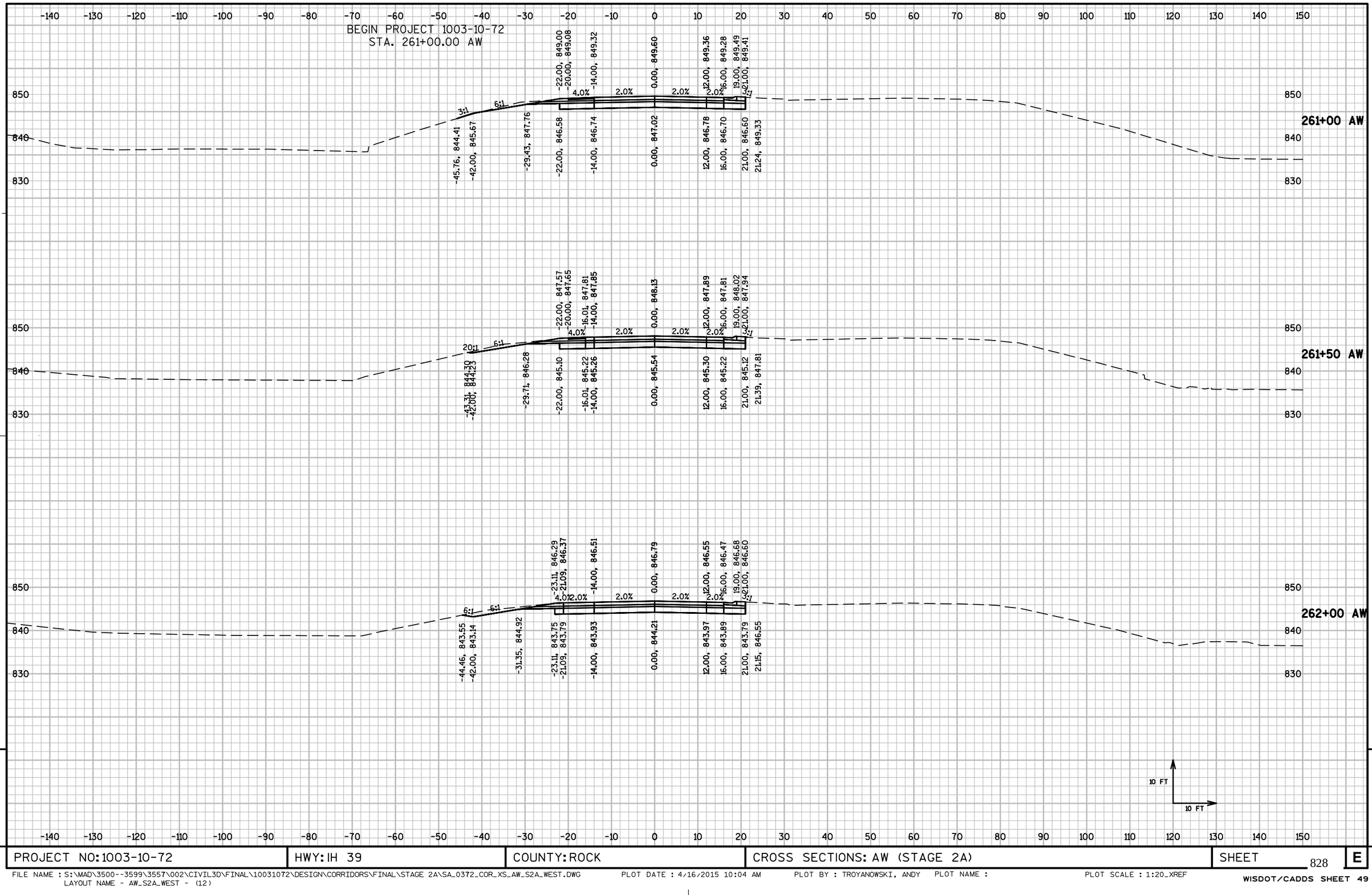
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 826	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (31)
PLOT DATE : 4/14/2015 9:59 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



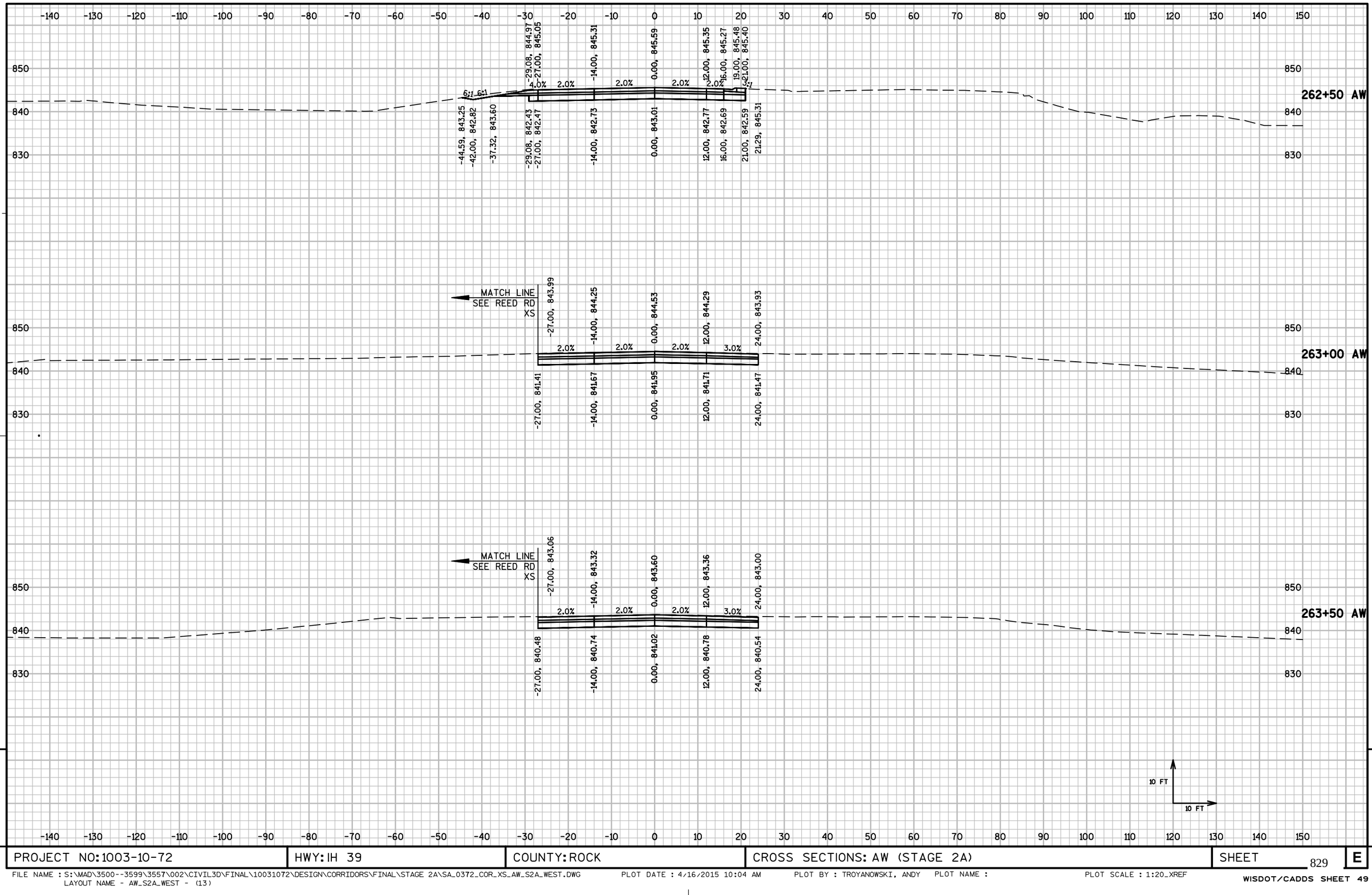
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2A)	SHEET 827	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AE_S2A_EAST.DWG
LAYOUT NAME - AE_S2A_EAST - (32)
PLOT DATE : 4/14/2015 9:59 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 828 E

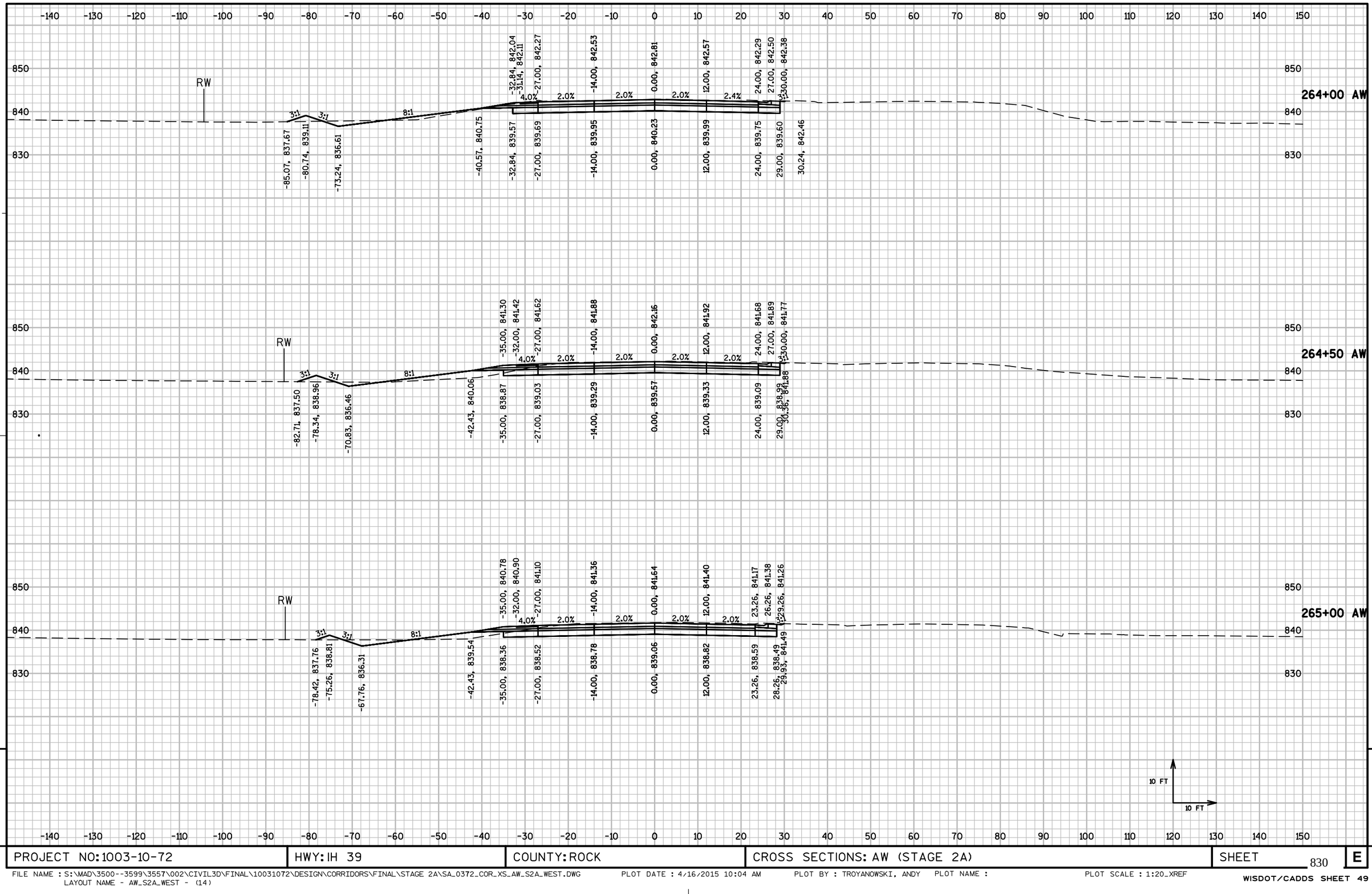
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LAYOUT NAME - AW_S2A_WEST - (12)
PLOT DATE : 4/16/2015 10:04 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



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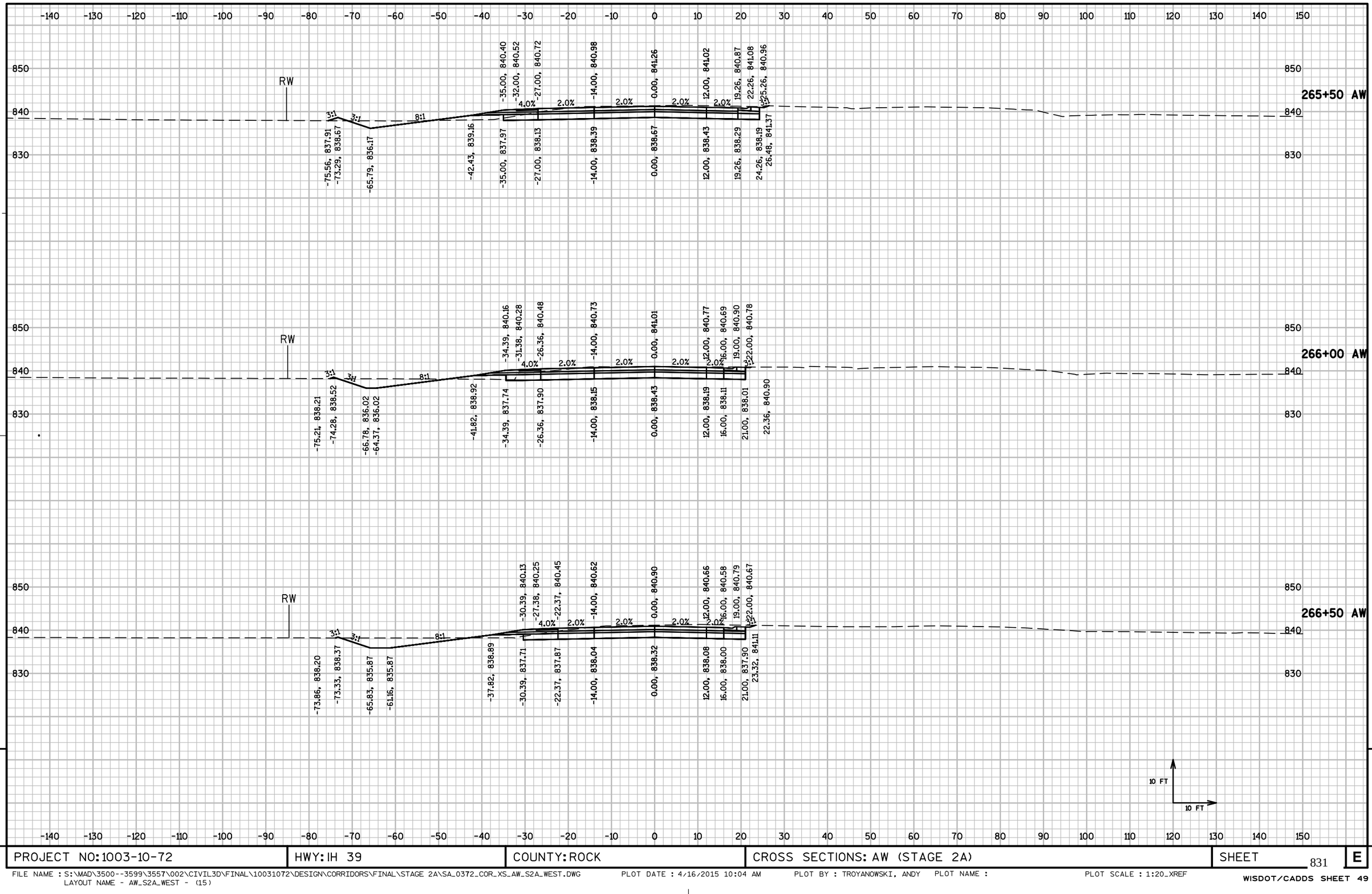
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 829 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_WEST.DWG
LAYOUT NAME - AW_S2A_WEST - (13)
PLOT DATE : 4/16/2015 10:04 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 830	E

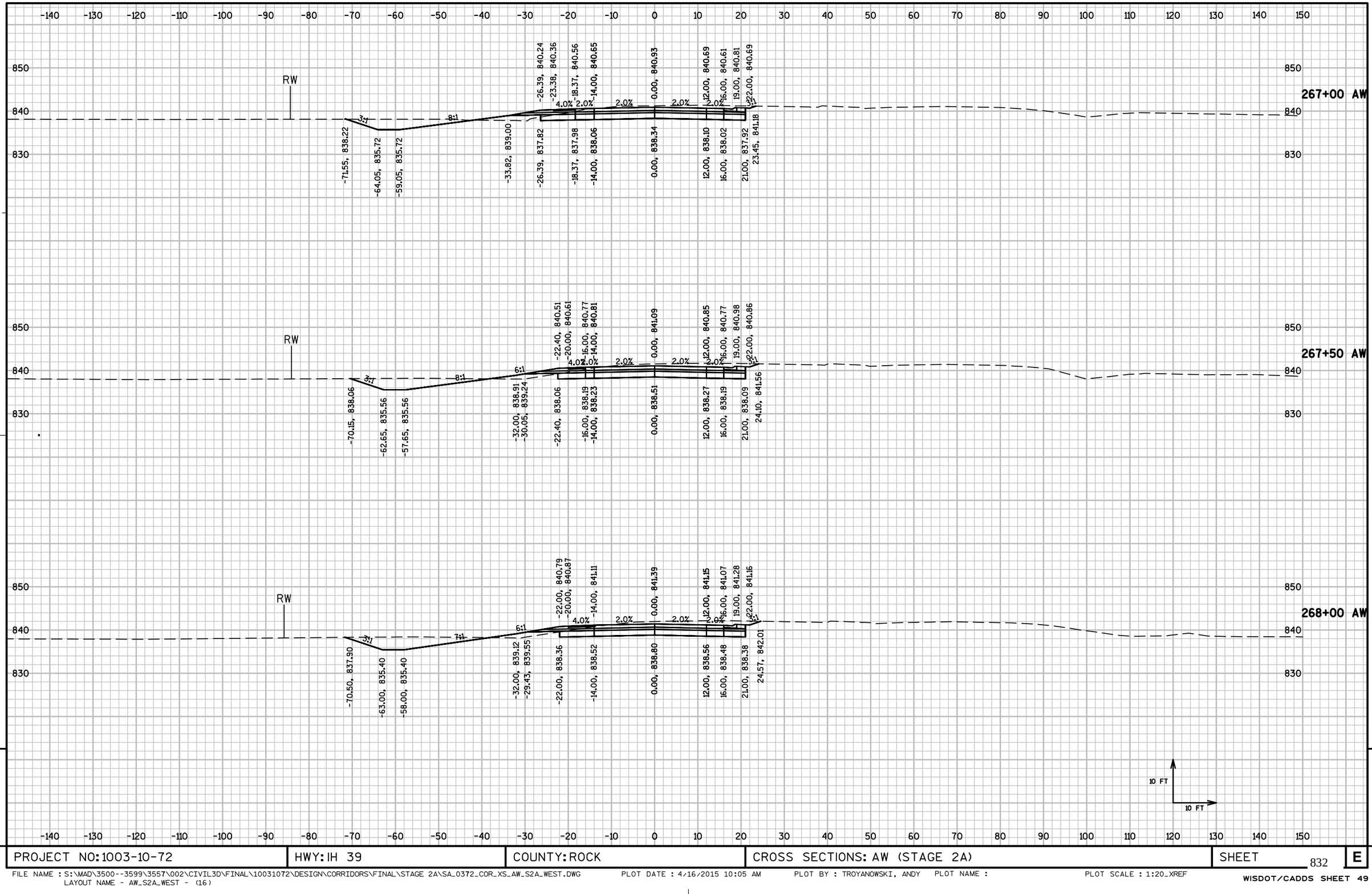
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LAYOUT NAME - AW_S2A_WEST - (14)
PLOT DATE : 4/16/2015 10:04 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 831	E

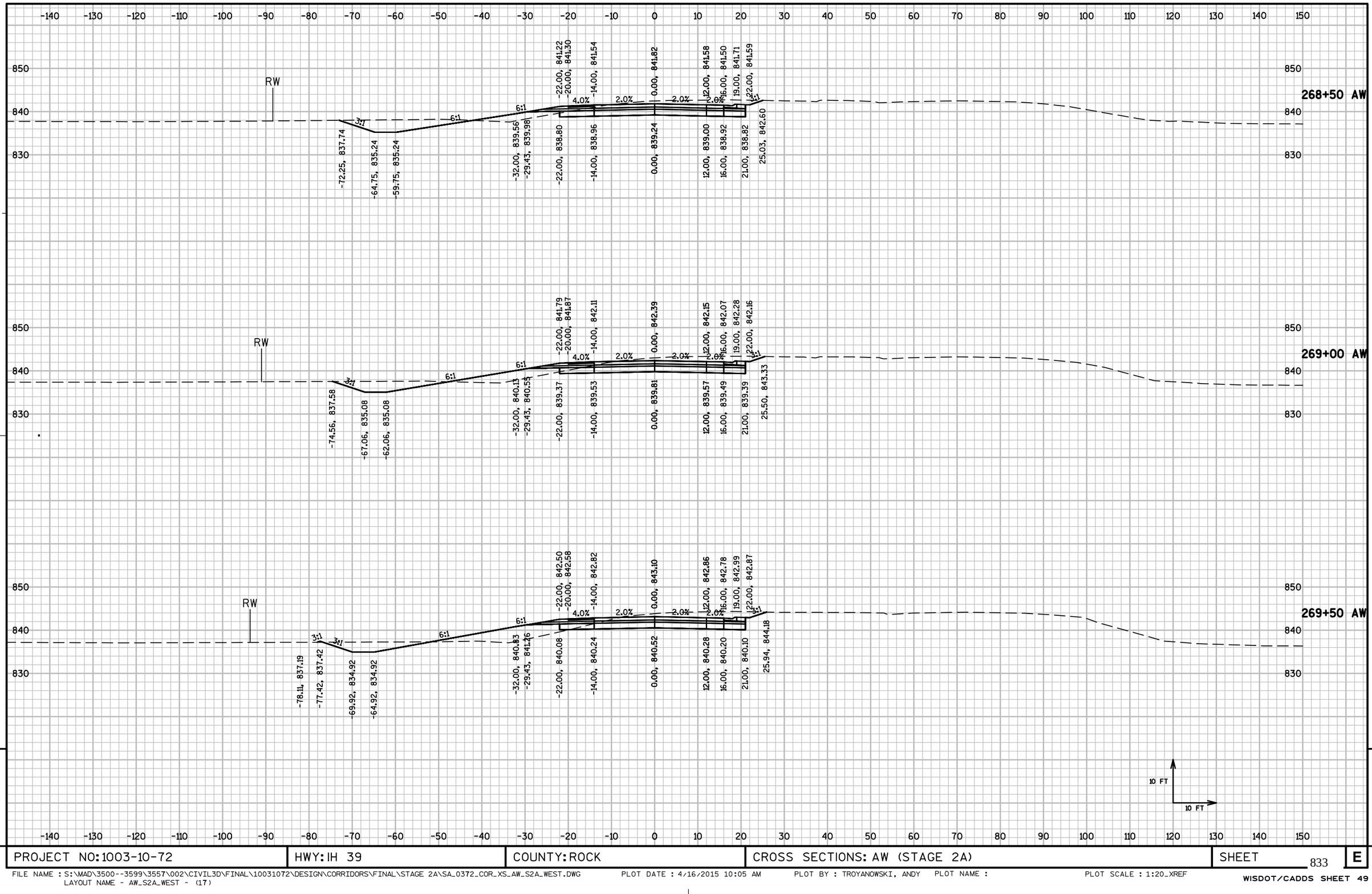
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LAYOUT NAME - AW_S2A_WEST - (15)
PLOT DATE : 4/16/2015 10:04 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



9 9

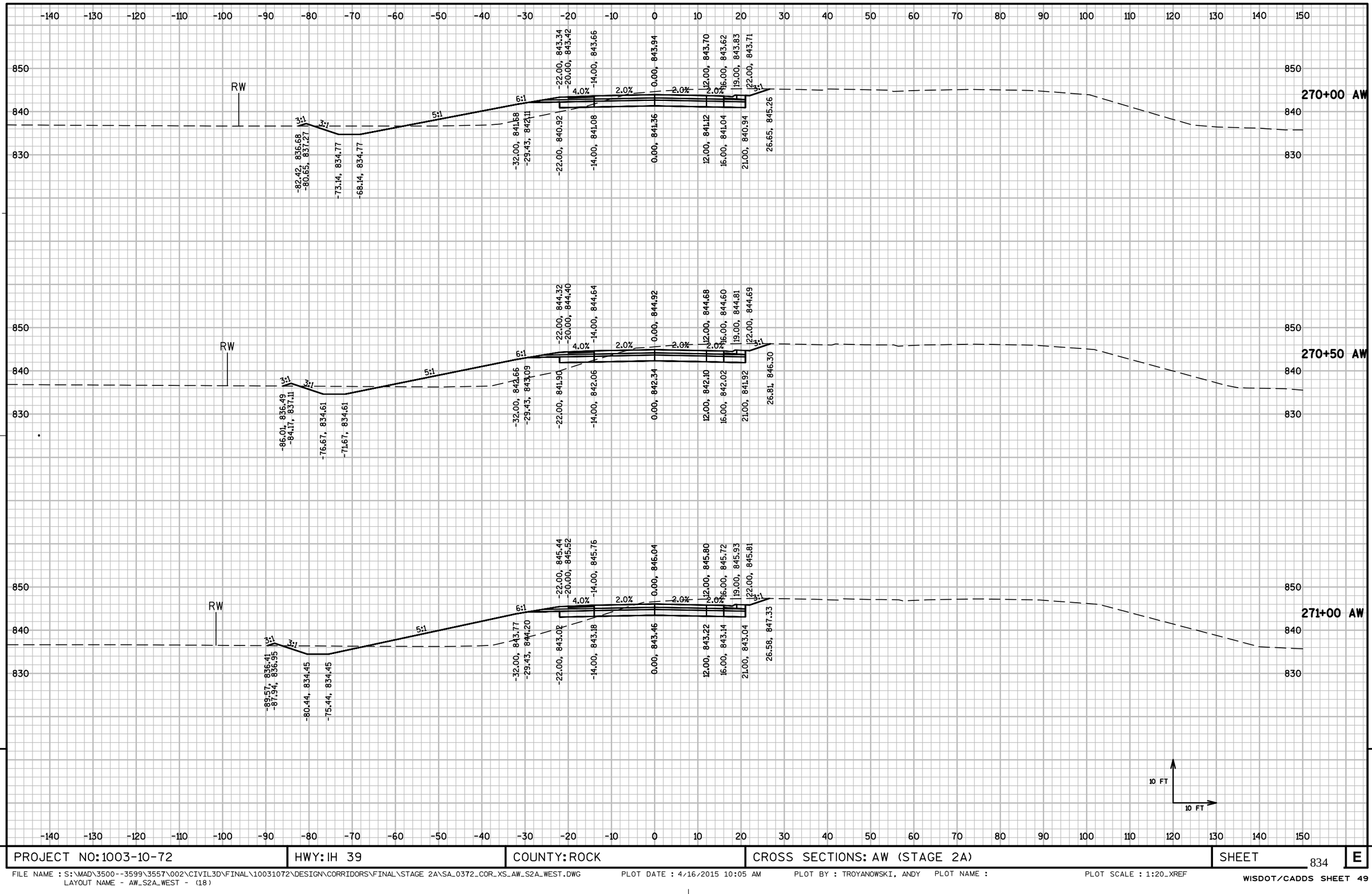
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 832	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_WEST.DWG
LAYOUT NAME - AW_S2A_WEST - (16)
PLOT DATE : 4/16/2015 10:05 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 833	E

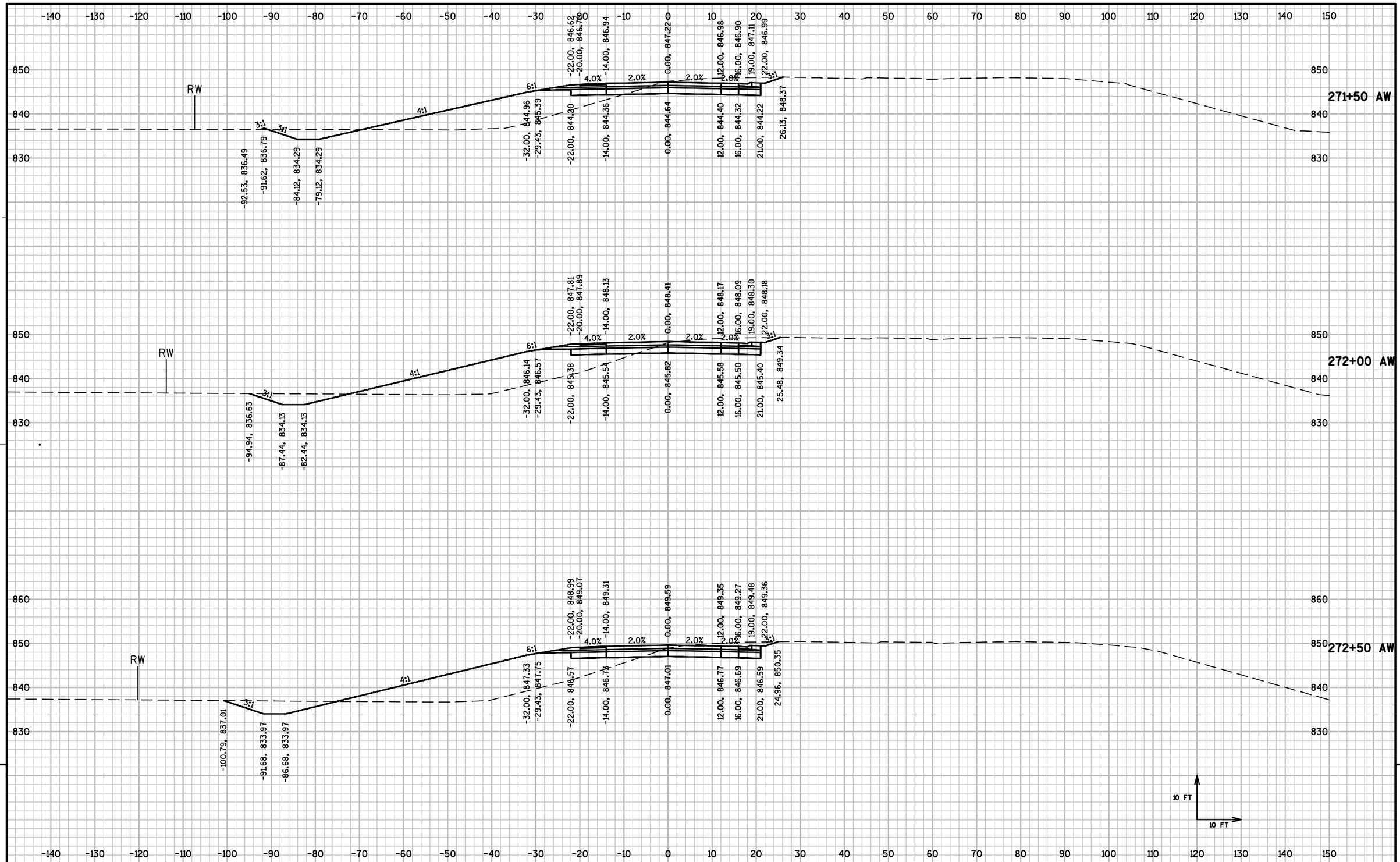
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_WEST.DWG
LAYOUT NAME - AW_S2A_WEST - (17)
PLOT DATE : 4/16/2015 10:05 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



9 9

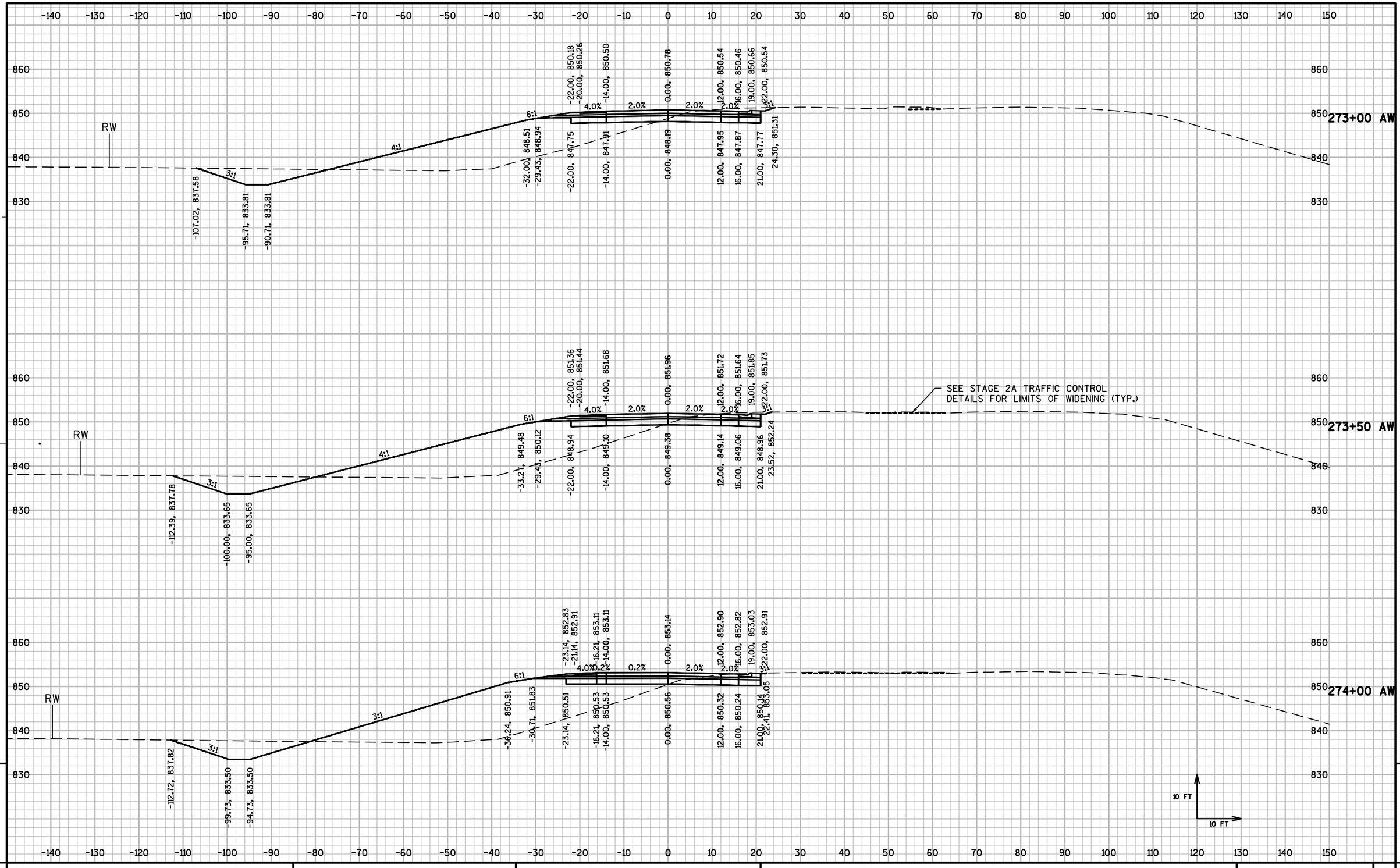
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 834	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_WEST.DWG
LAYOUT NAME - AW_S2A_WEST - (18)
PLOT DATE : 4/16/2015 10:05 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



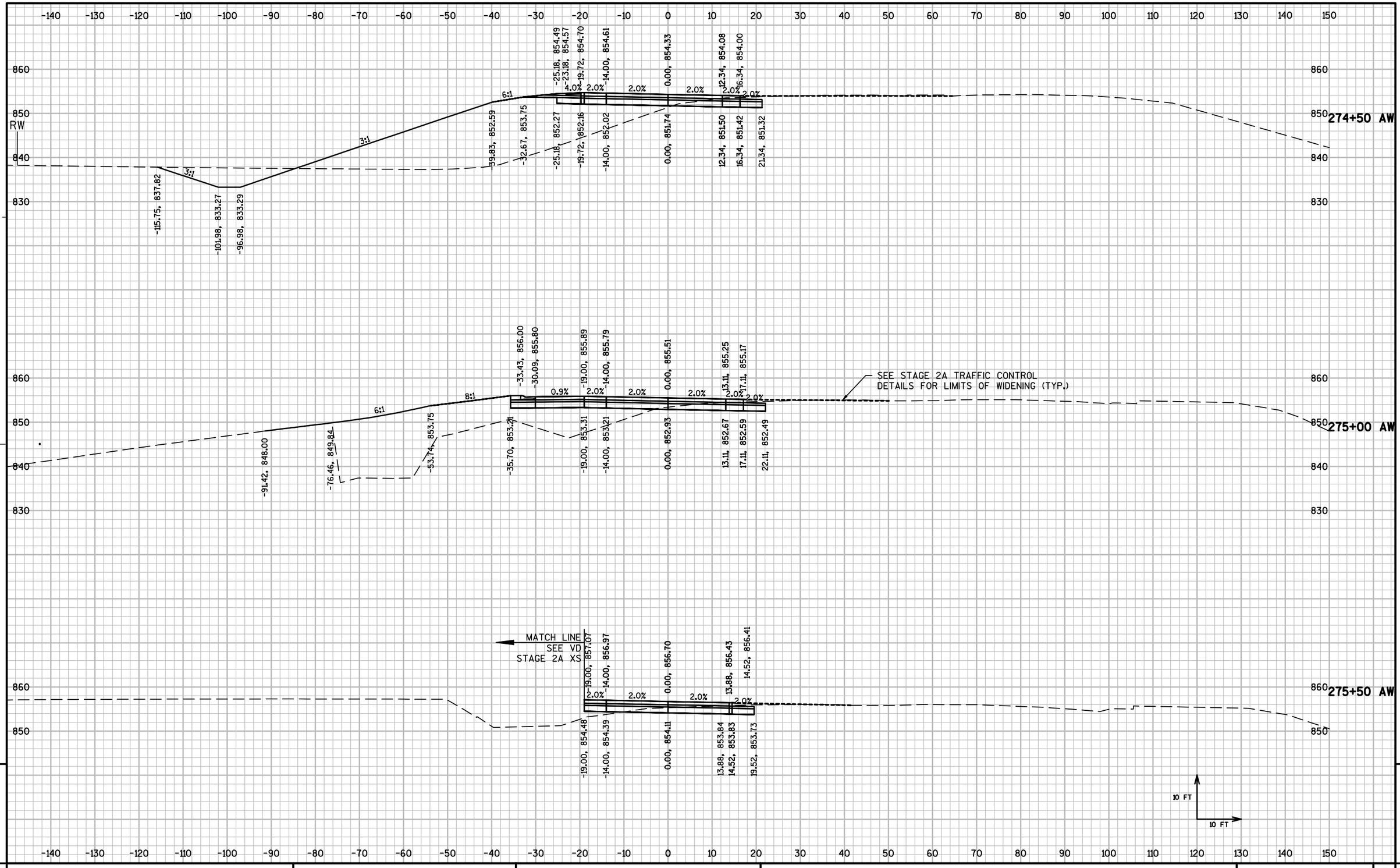
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 835	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_WEST.DWG
LAYOUT NAME - AW_S2A_WEST - (19)
PLOT DATE : 4/16/2015 10:05 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



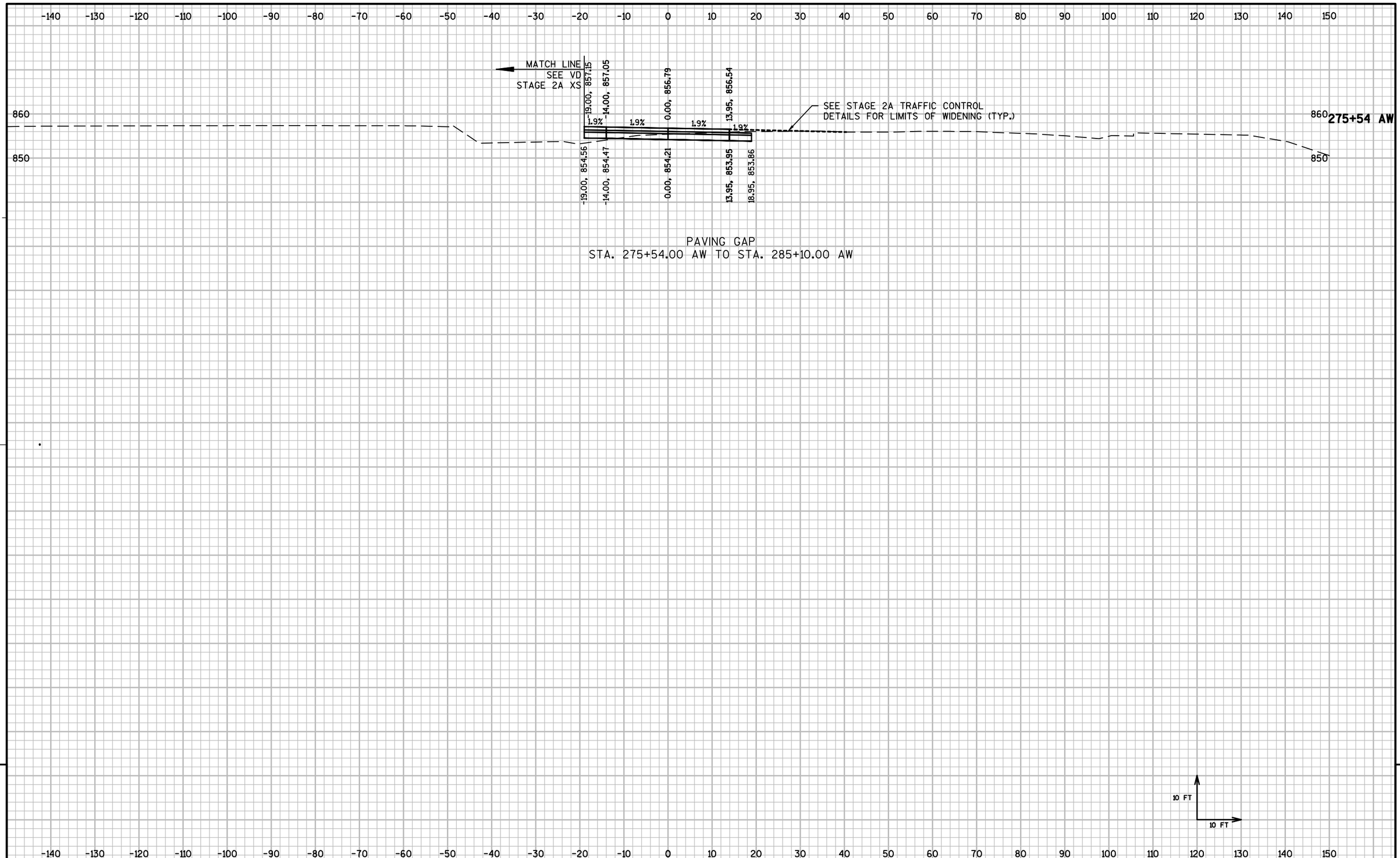
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 836	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_WEST.DWG
LAYOUT NAME - AW_S2A_WEST - (20)
PLOT DATE : 4/16/2015 10:05 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 837	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_WEST.DWG
LAYOUT NAME - AW_S2A_WEST - (21)
PLOT DATE : 4/16/2015 10:05 AM
PLOT BY : TROYANOWSKI, ANDY
PLOT NAME :
PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PAVING GAP
STA. 275+54.00 AW TO STA. 285+10.00 AW

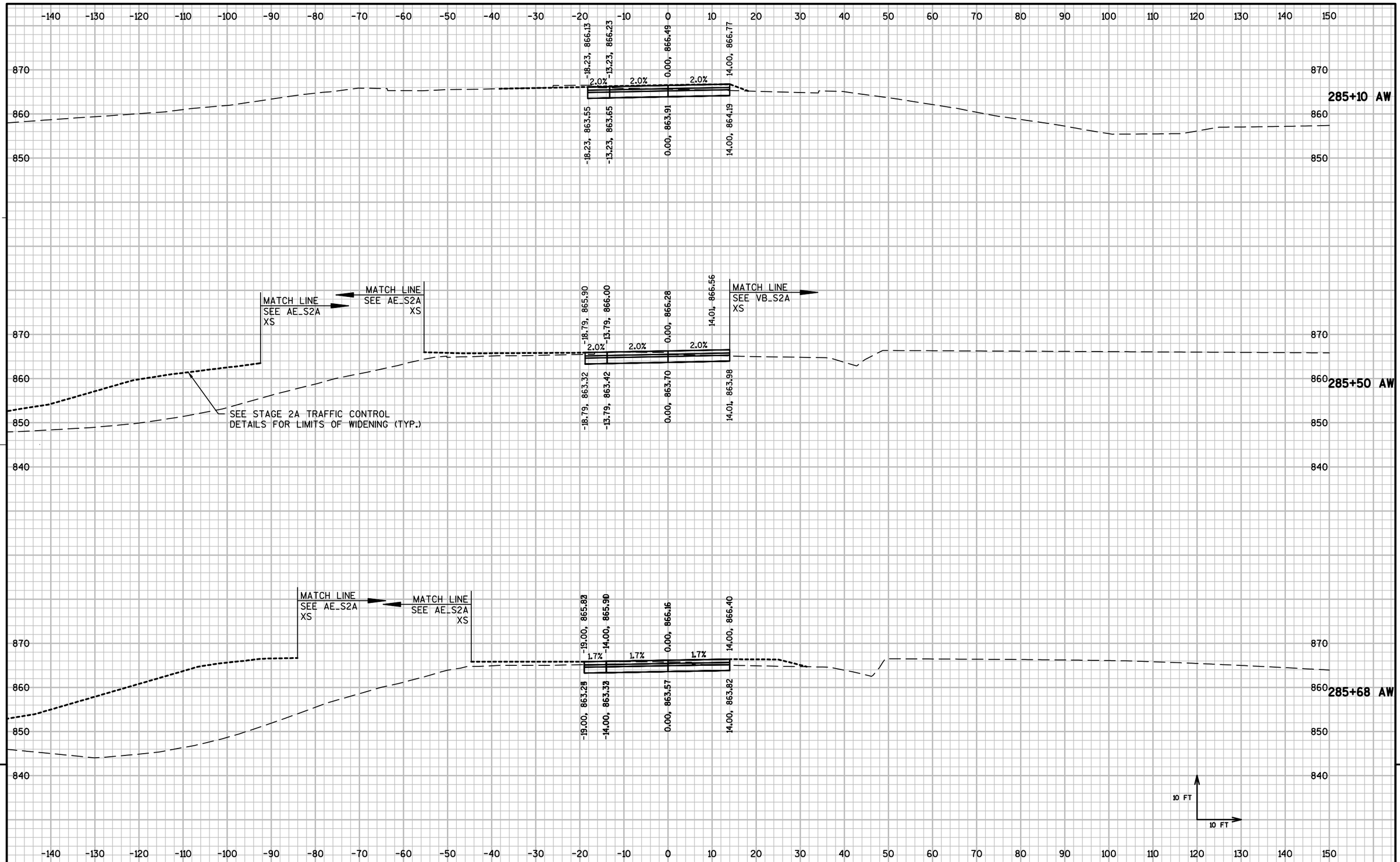
9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 838	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_WEST.DWG
LAYOUT NAME - AW_S2A_WEST - (22)
PLOT DATE : 4/16/2015 10:05 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

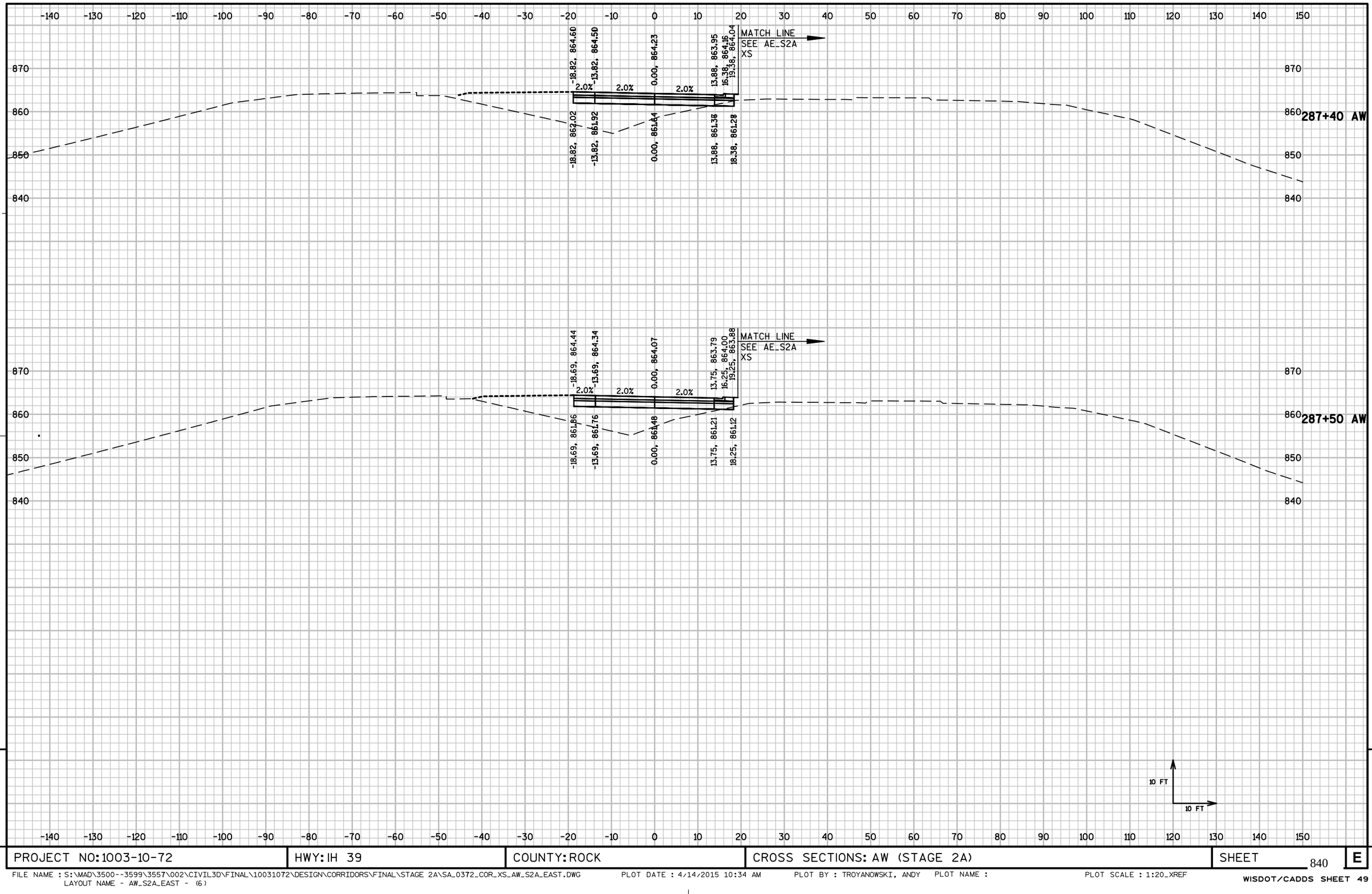
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 839	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_EAST.DWG
LAYOUT NAME - AW_S2A_EAST - (5)
PLOT DATE : 4/14/2015 10:33 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

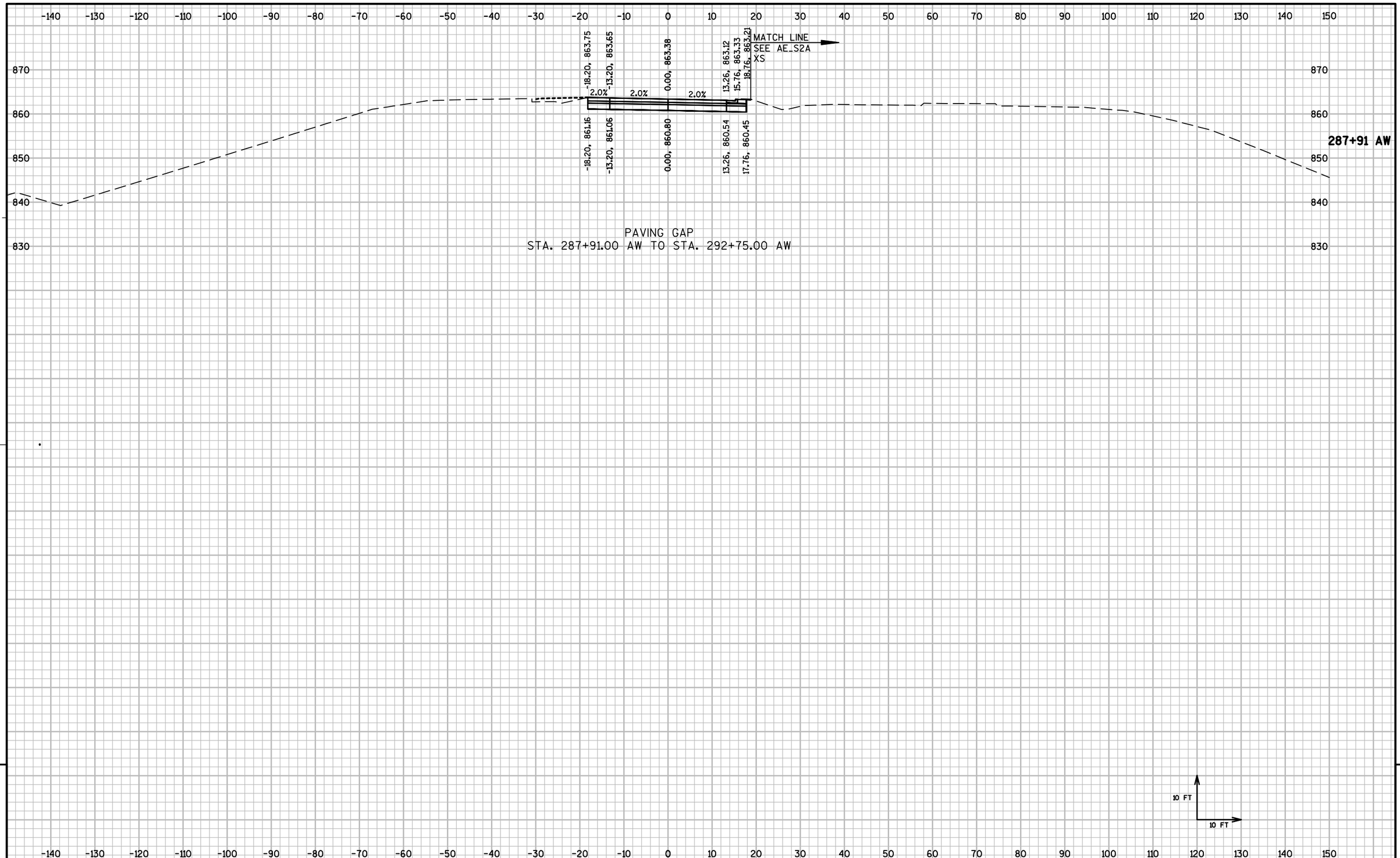


9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 840	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_EAST.DWG
LAYOUT NAME - AW_S2A_EAST - (6)
PLOT DATE : 4/14/2015 10:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



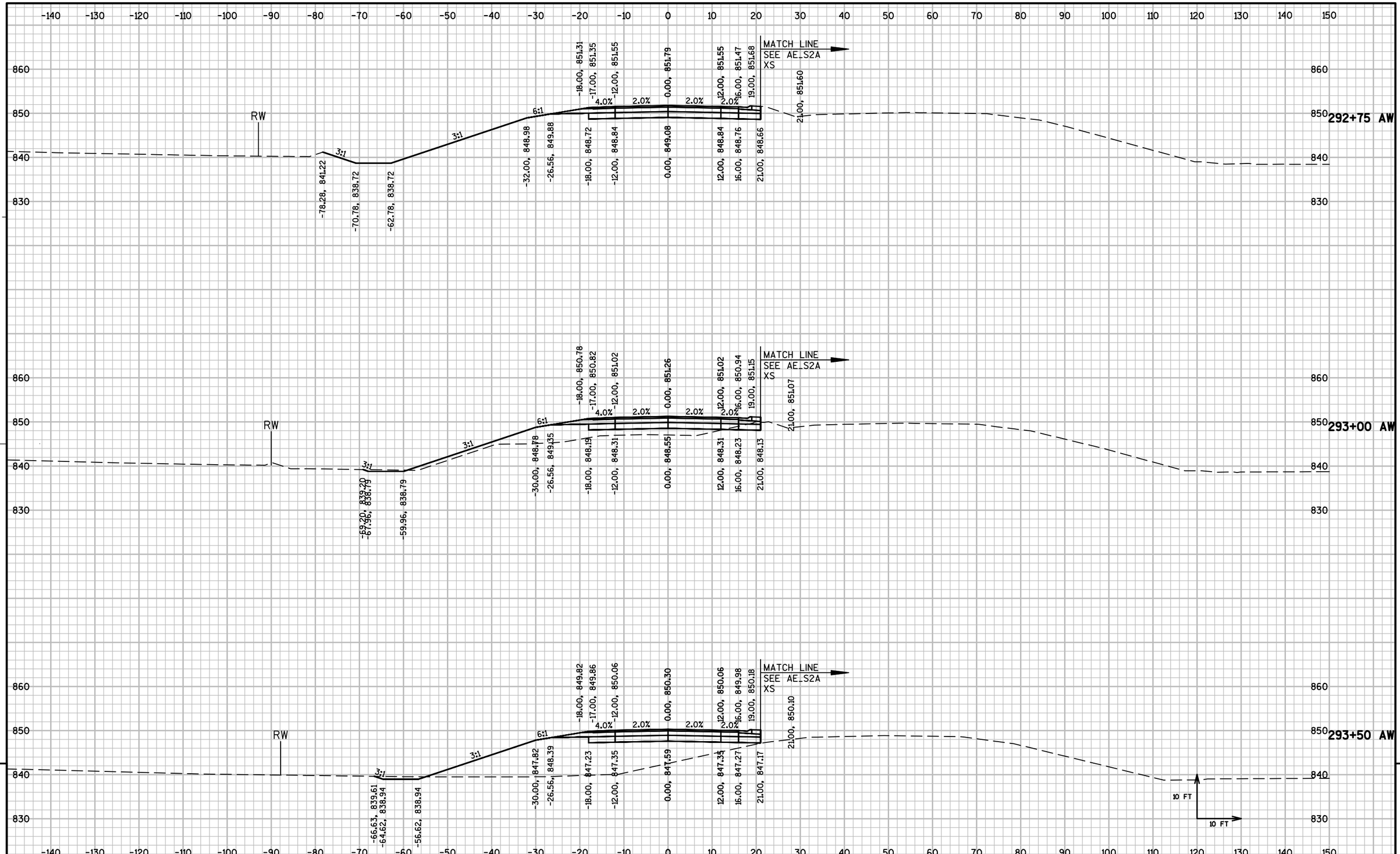
9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 841	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_EAST.DWG
LAYOUT NAME - AW_S2A_EAST - (7)
PLOT DATE : 4/14/2015 10:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



9

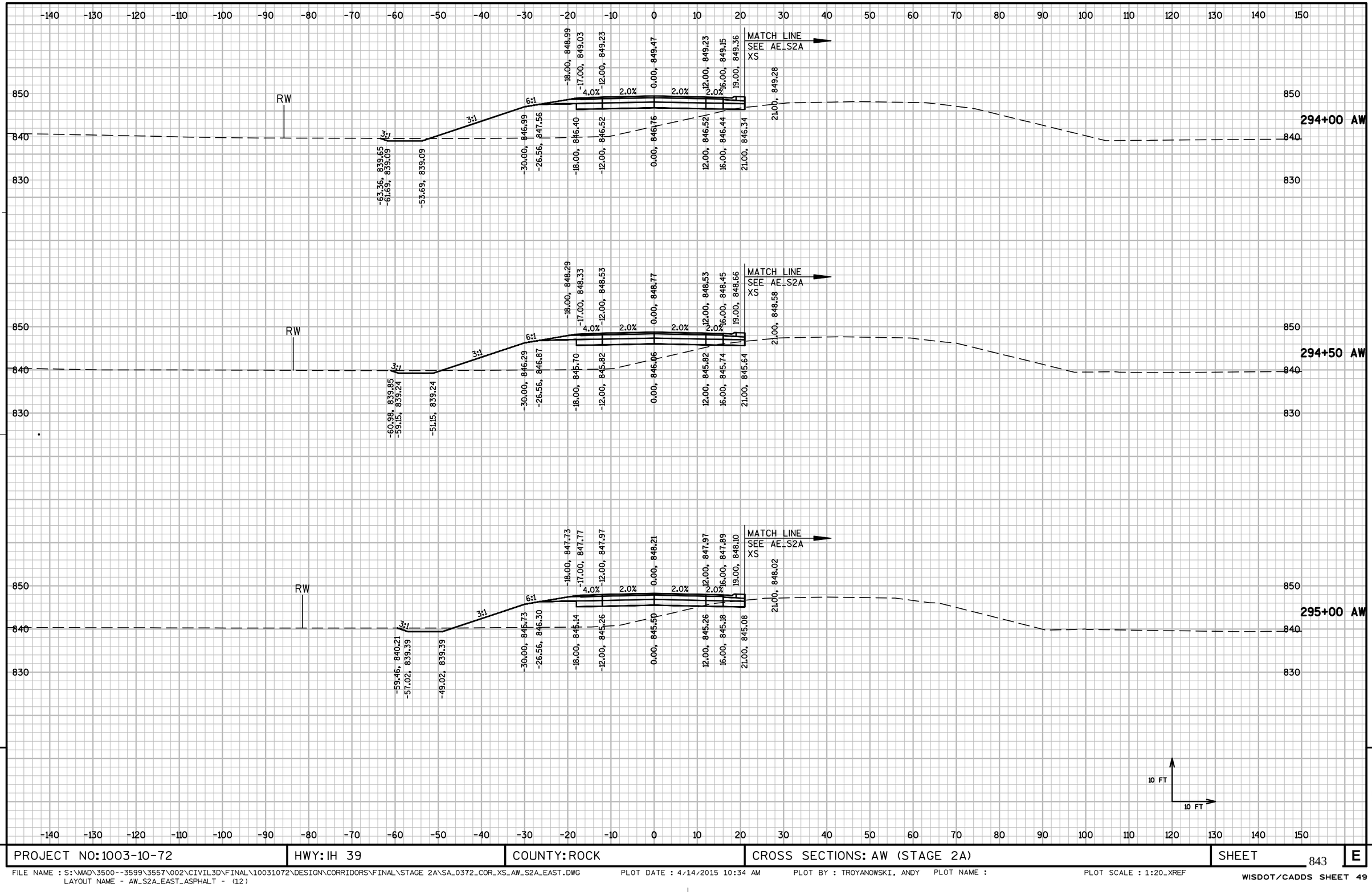
9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 842	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_EAST.DWG
LAYOUT NAME - AW_S2A_EAST_ASPHALT - (11)

PLOT DATE : 4/14/2015 10:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

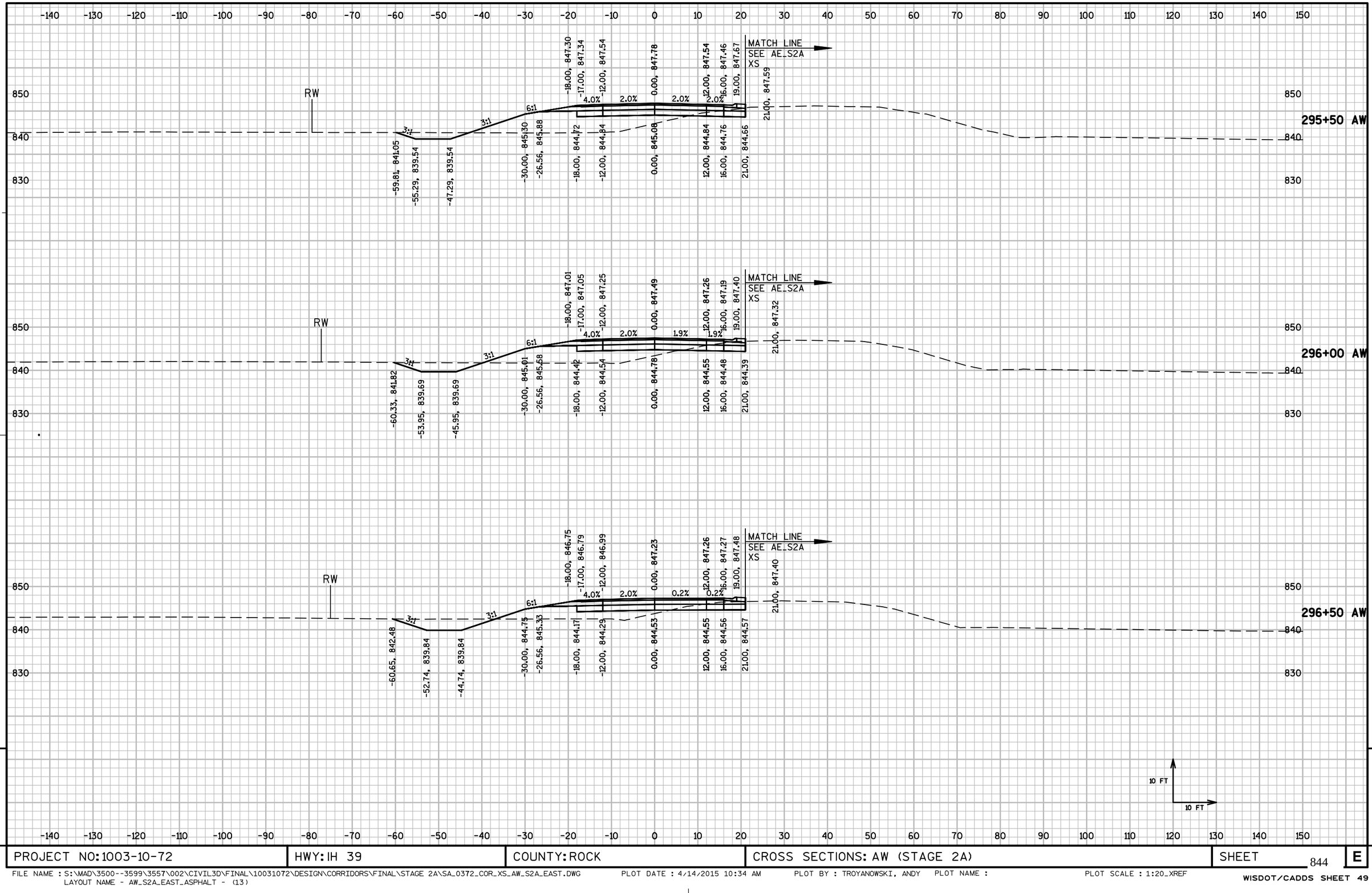
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 843	E

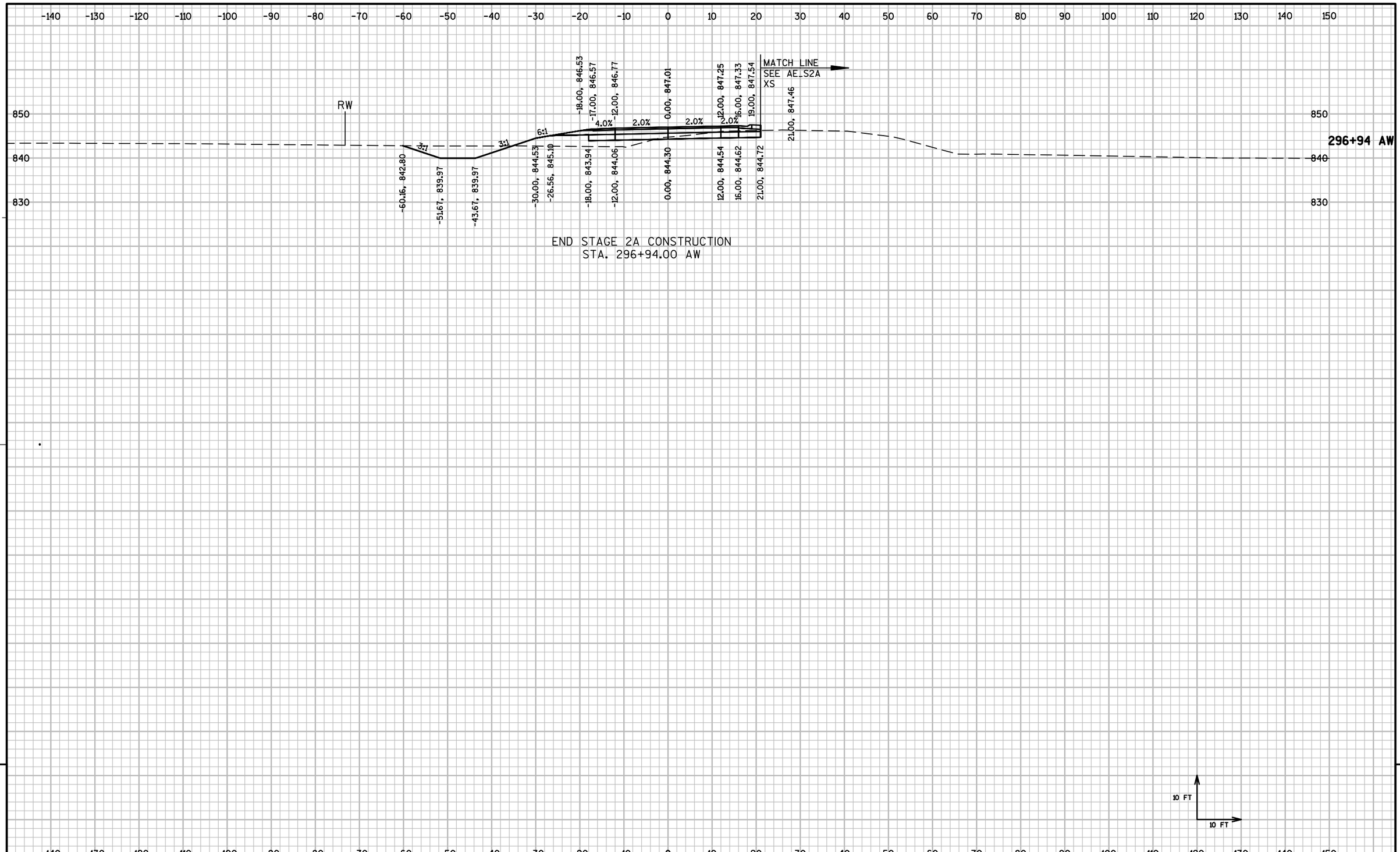
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_EAST.DWG
LAYOUT NAME - AW_S2A_EAST_ASPHALT - (12)
PLOT DATE : 4/14/2015 10:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 844	E

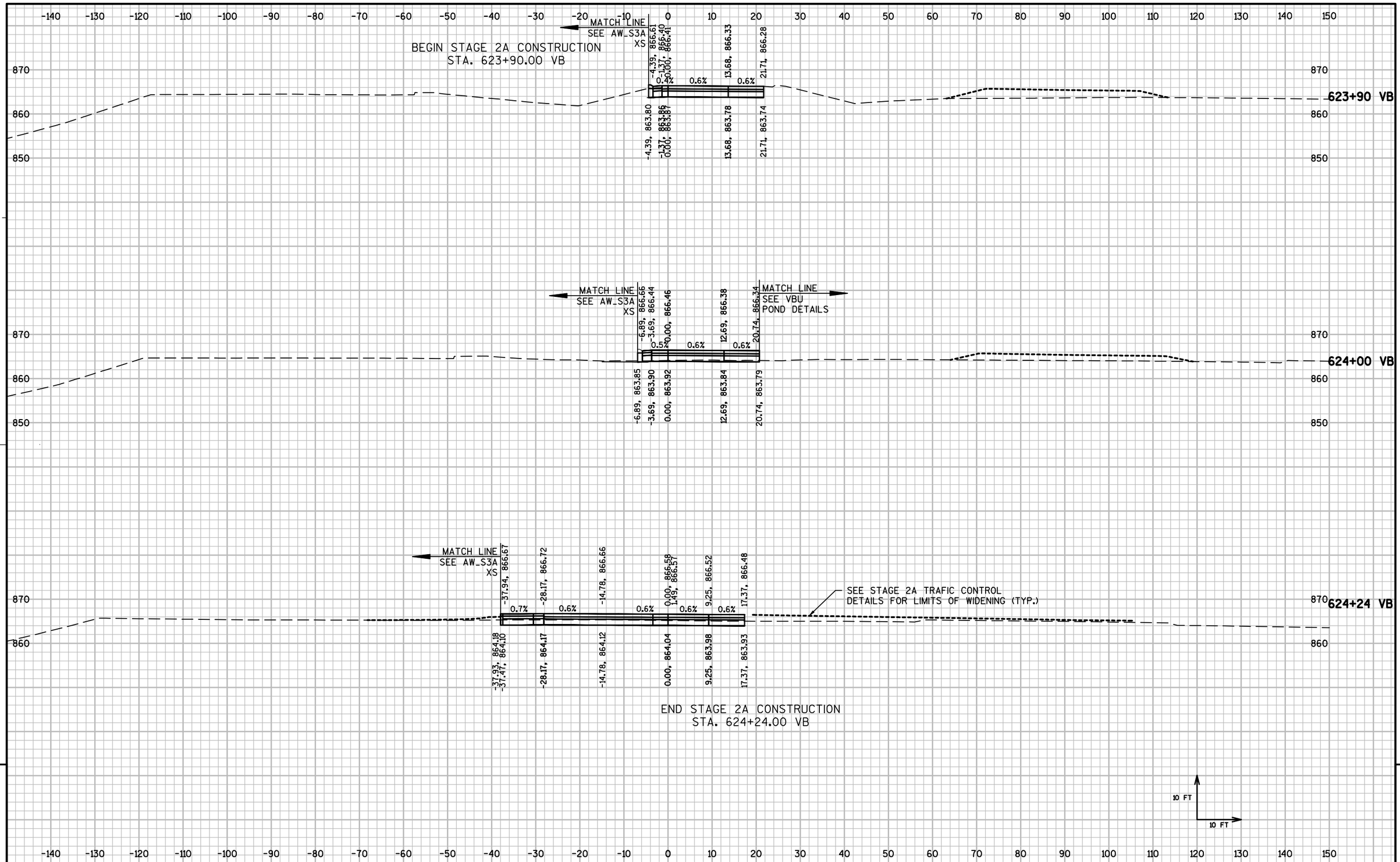
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_EAST.DWG
LAYOUT NAME - AW_S2A_EAST_ASPHALT - (13)
PLOT DATE : 4/14/2015 10:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



END STAGE 2A CONSTRUCTION
STA. 296+94.00 AW

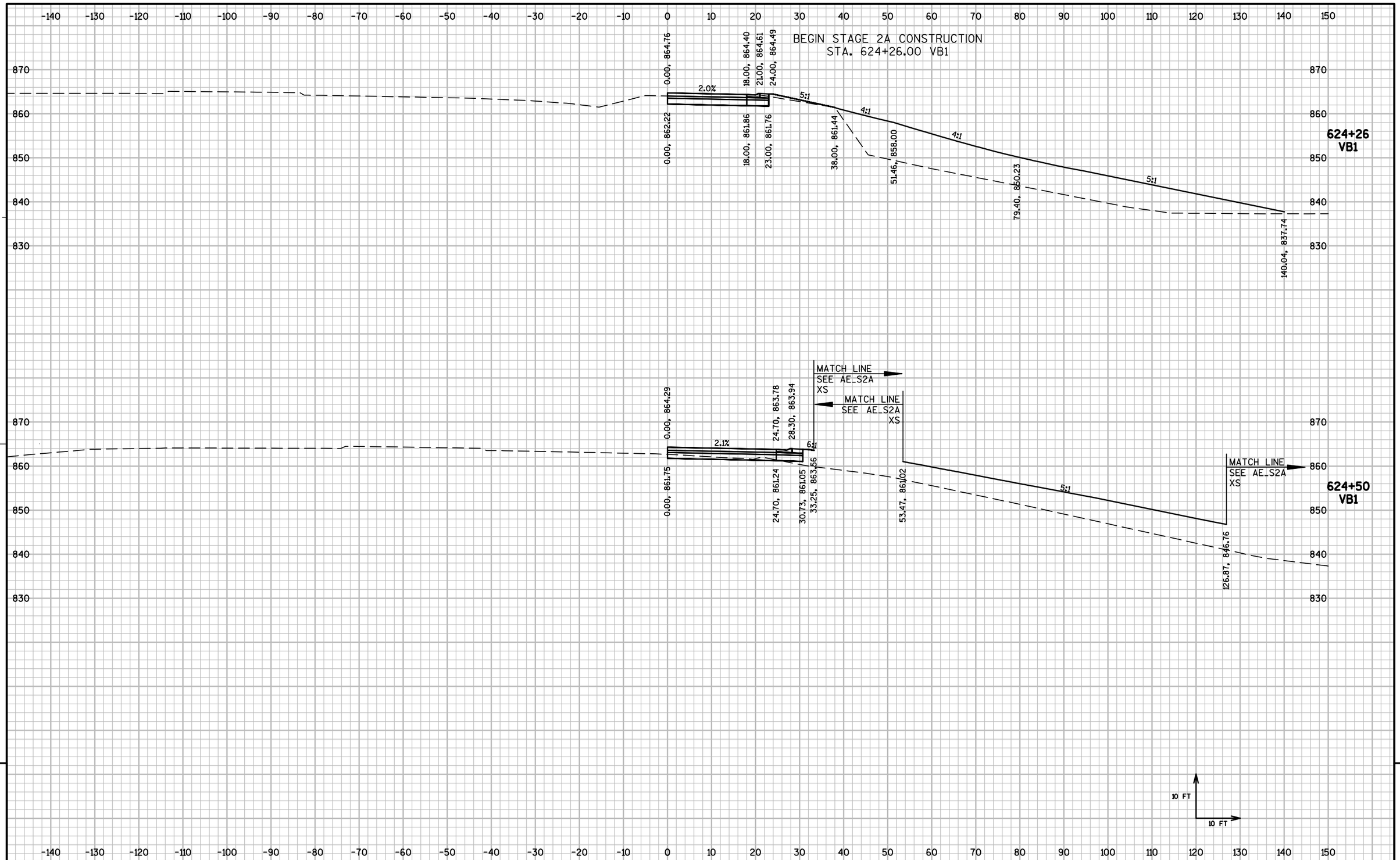
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2A)	SHEET 845	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_AW_S2A_EAST.DWG
LAYOUT NAME - AW_S2A_EAST_ASPHALT - (14)
PLOT DATE : 4/14/2015 10:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



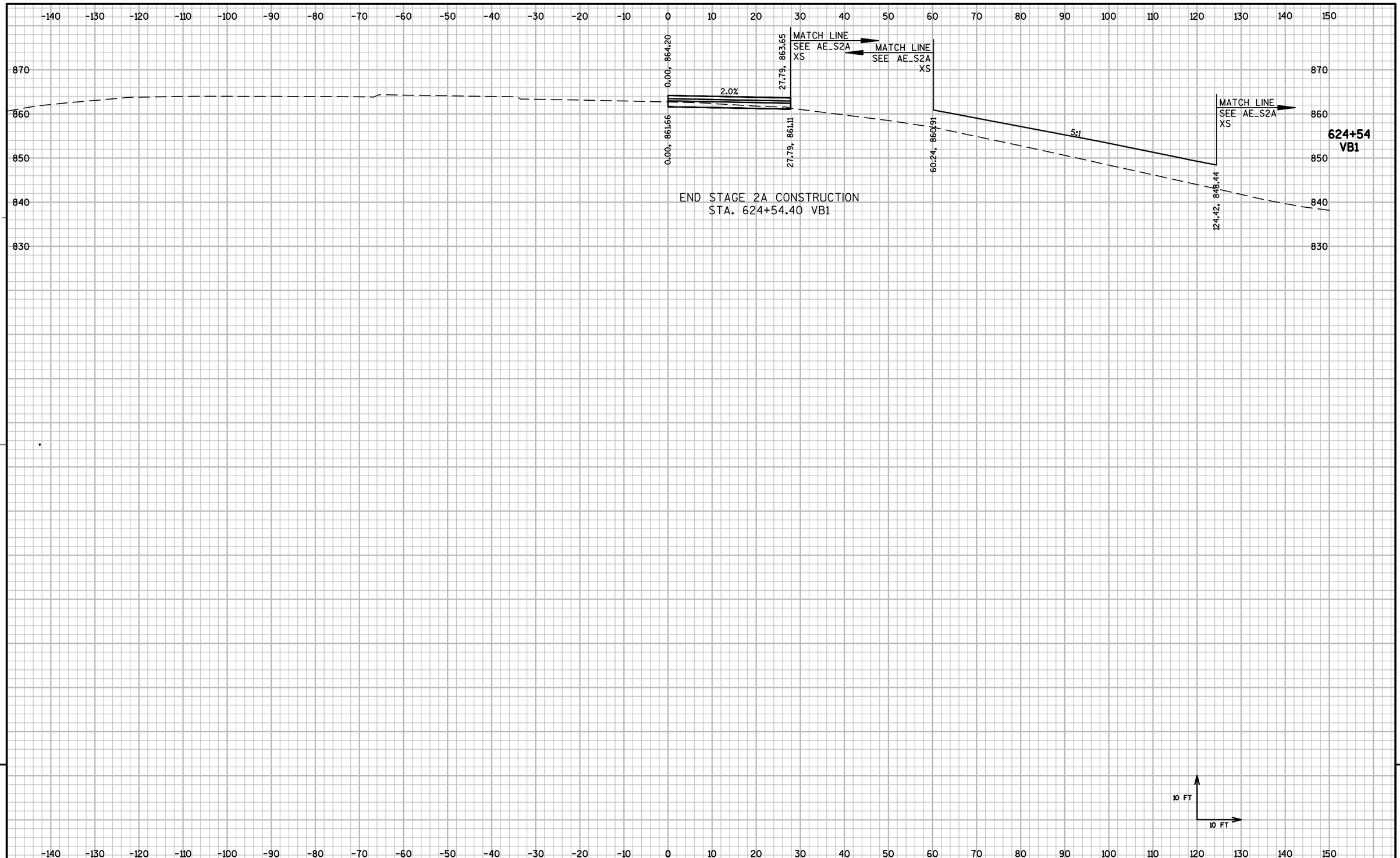
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB (STAGE 2A)	SHEET 846	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_VB_S2A.DWG
LAYOUT NAME - VB_S2A - (2)
PLOT DATE : 4/14/2015 10:54 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB1 (STAGE 2A)	SHEET 847	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_VB1_S2A.DWG
LAYOUT NAME - VB1_S2A - (7)
PLOT DATE : 4/14/2015 11:04 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VB1 (STAGE 2A)	SHEET 848	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_VB1_S2A.DWG
LAYOUT NAME - VB1_S2A - (8)
PLOT DATE : 4/14/2015 11:04 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

BEGIN STAGE 2A CONSTRUCTION
STA. 623+80.00 VD

MATCH LINE
SEE AW_S2A
XS

623+80 VD

624+00 VD

MATCH LINE
SEE AW_S2A
XS

624+13 VD

MATCH LINE
SEE AW_S2A
XS

END STAGE 2A CONSTRUCTION
STA. 624+13.00 VD

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD (STAGE 2A)	SHEET 849	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_VD_S2A.DWG
LAYOUT NAME - VD_S2A - (2)
PLOT DATE : 4/14/2015 11:10 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

BEGIN STAGE 2A CONSTRUCTION
STA. 10+25.00 R

10+25 R

50.41, 842.61
60.34, 842.45
67.21, 842.31
1.6%
50.41, 842.61
60.34, 841.08
67.21, 840.97

10+50 R

-43.82, 844.08
-40.26, 844.08
-35.49, 843.76
1.9%
0.00, 843.08
1.6%
20.50, 842.76
23.78, 842.97
25.97, 842.89
-68.12, 843.93
-41.98, 842.45
-35.49, 842.38
0.00, 841.71
20.50, 841.38
24.87, 841.31
71.93, 837.84

10+75 R

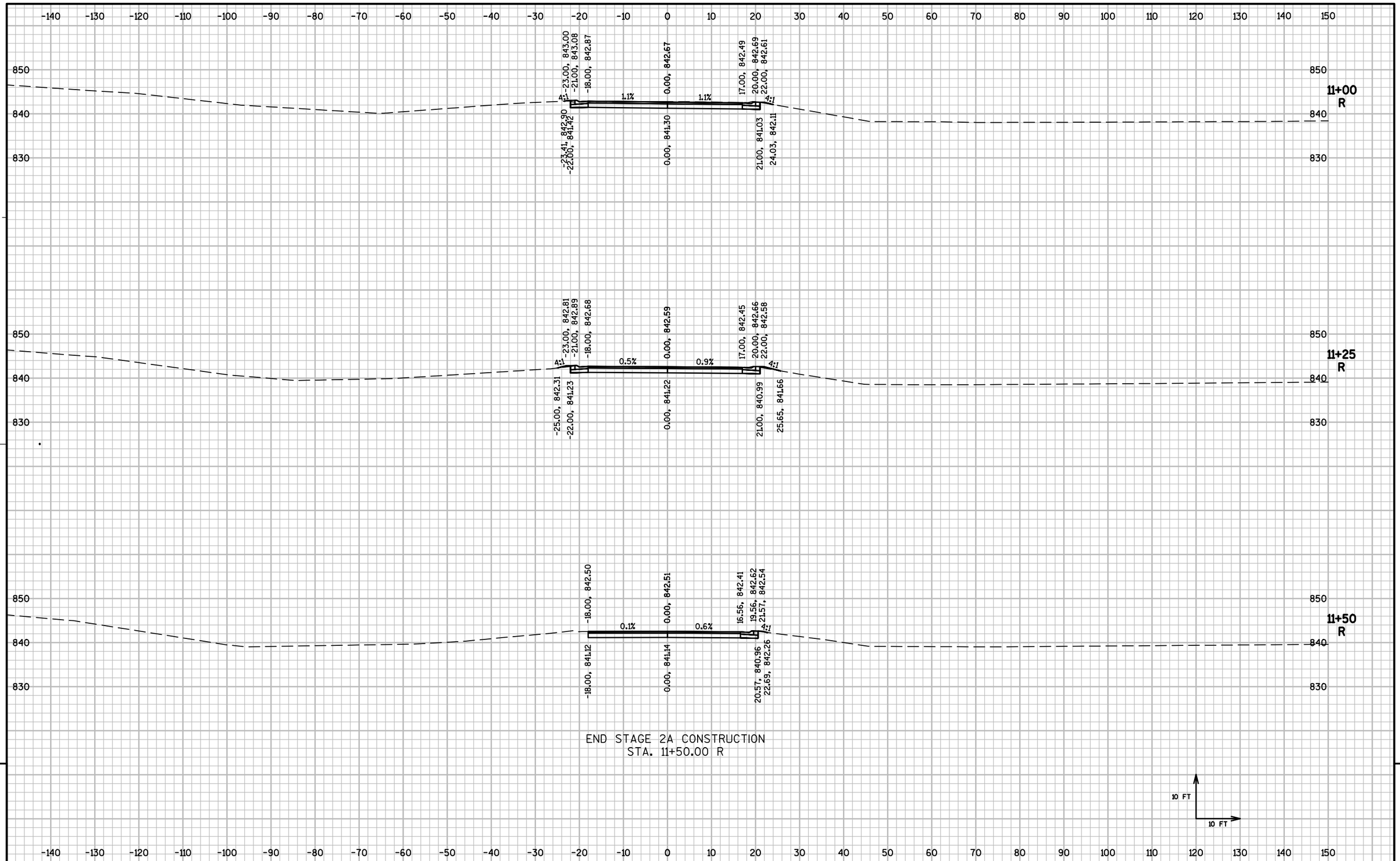
-26.91, 843.29
-24.68, 843.36
-21.45, 843.13
5:1
18:1
1.5%
0.00, 842.81
1.3%
17.00, 842.58
20.00, 842.79
22.00, 842.71
3:1
4:1
-34.44, 843.14
-33.35, 842.93
-25.76, 841.71
-21.45, 841.76
0.00, 841.43
17.00, 841.20
21.00, 841.12
24.63, 841.88
25.80, 842.19

10 FT
10 FT

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: READ ROAD (STAGE 2A)	SHEET 850	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_READRD_S2A.DWG
LAYOUT NAME - READ ROAD_XS (1)
PLOT DATE : 5/22/2015 2:11 PM
PLOT BY : GRADY, NED
PLOT NAME :
PLOT SCALE : 1:20_XREF

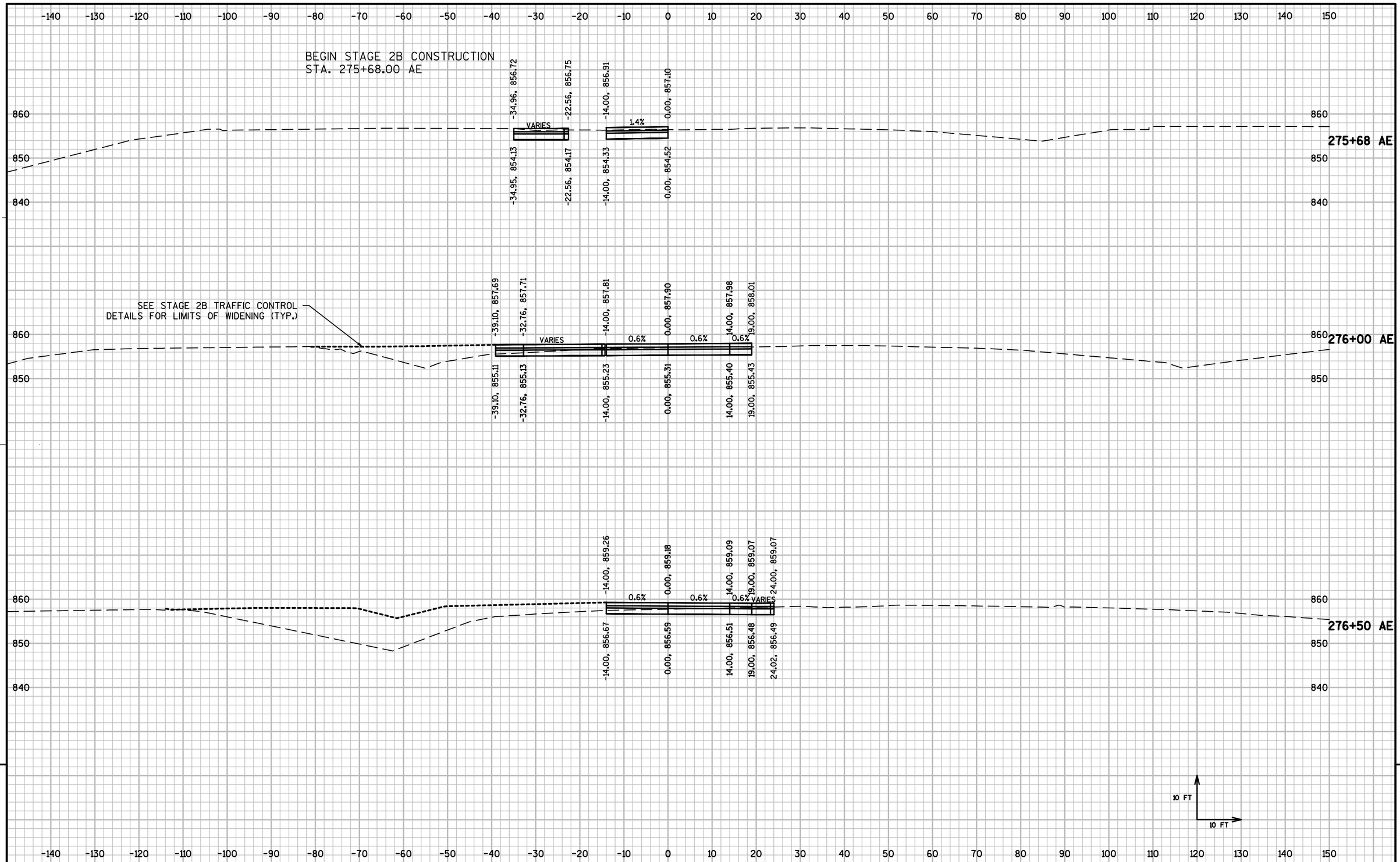


END STAGE 2A CONSTRUCTION
STA. 11+50.00 R

9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: READ ROAD (STAGE 2A)	SHEET 851	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2A\SA_0372_COR_XS_READRD_S2A.DWG
LAYOUT NAME - READ ROAD_XS (2)
PLOT DATE : 5/22/2015 2:11 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:20_XREF



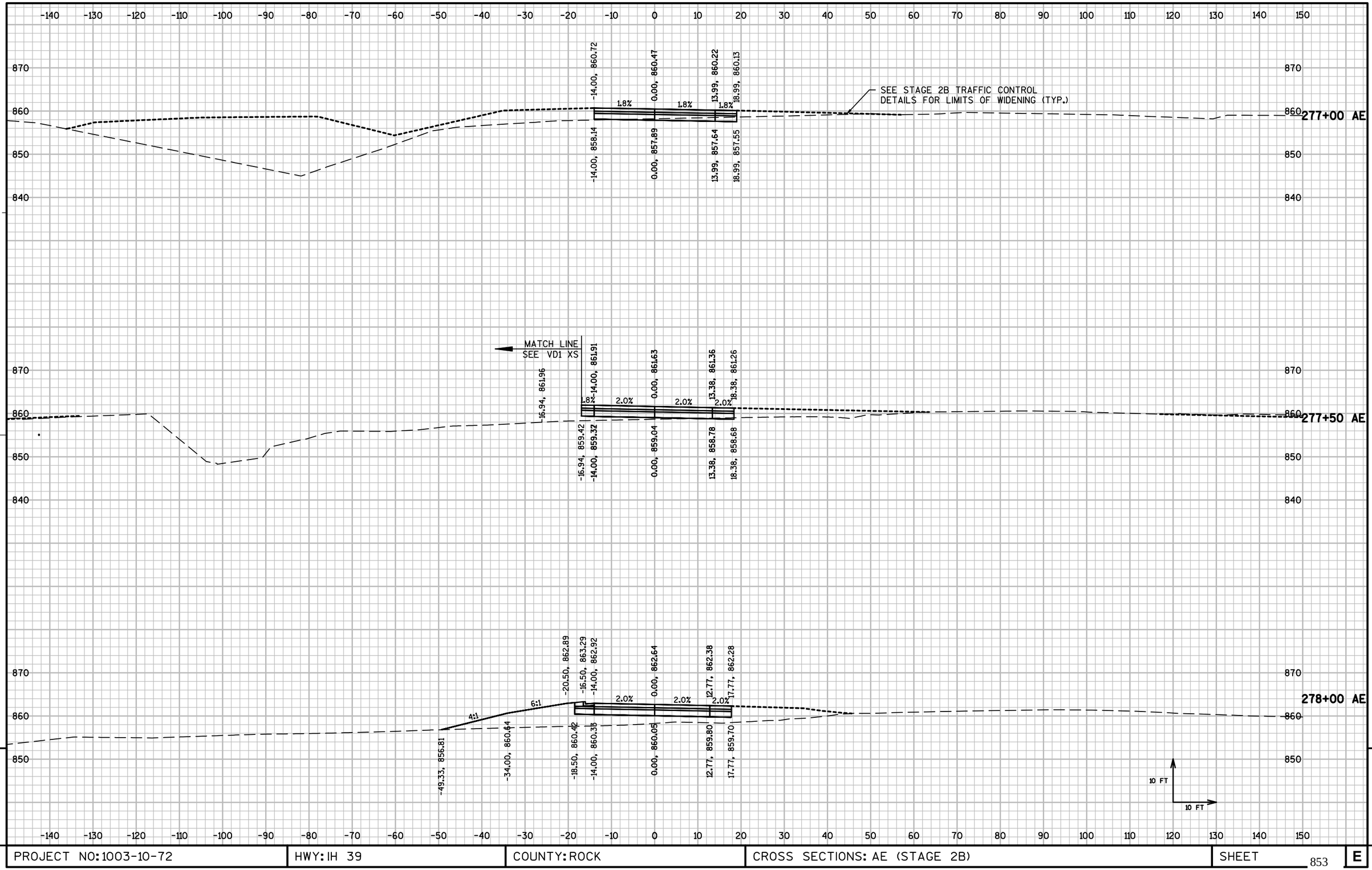
9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2B)	SHEET 852	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_AE_S2B.DWG
LAYOUT NAME - AE_S2B_WEST - (4)

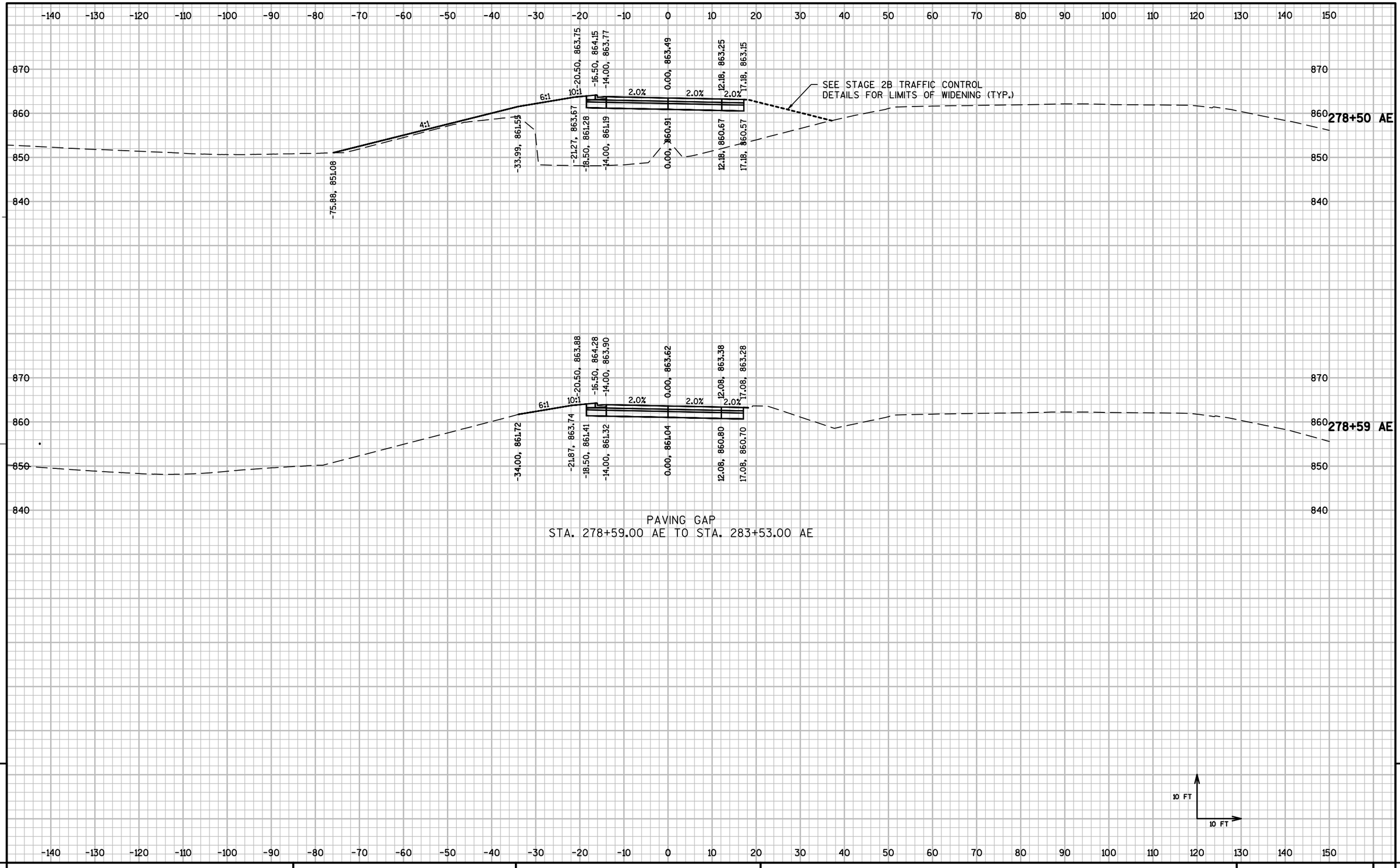
PLOT DATE : 4/17/2015 8:52 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



9 9

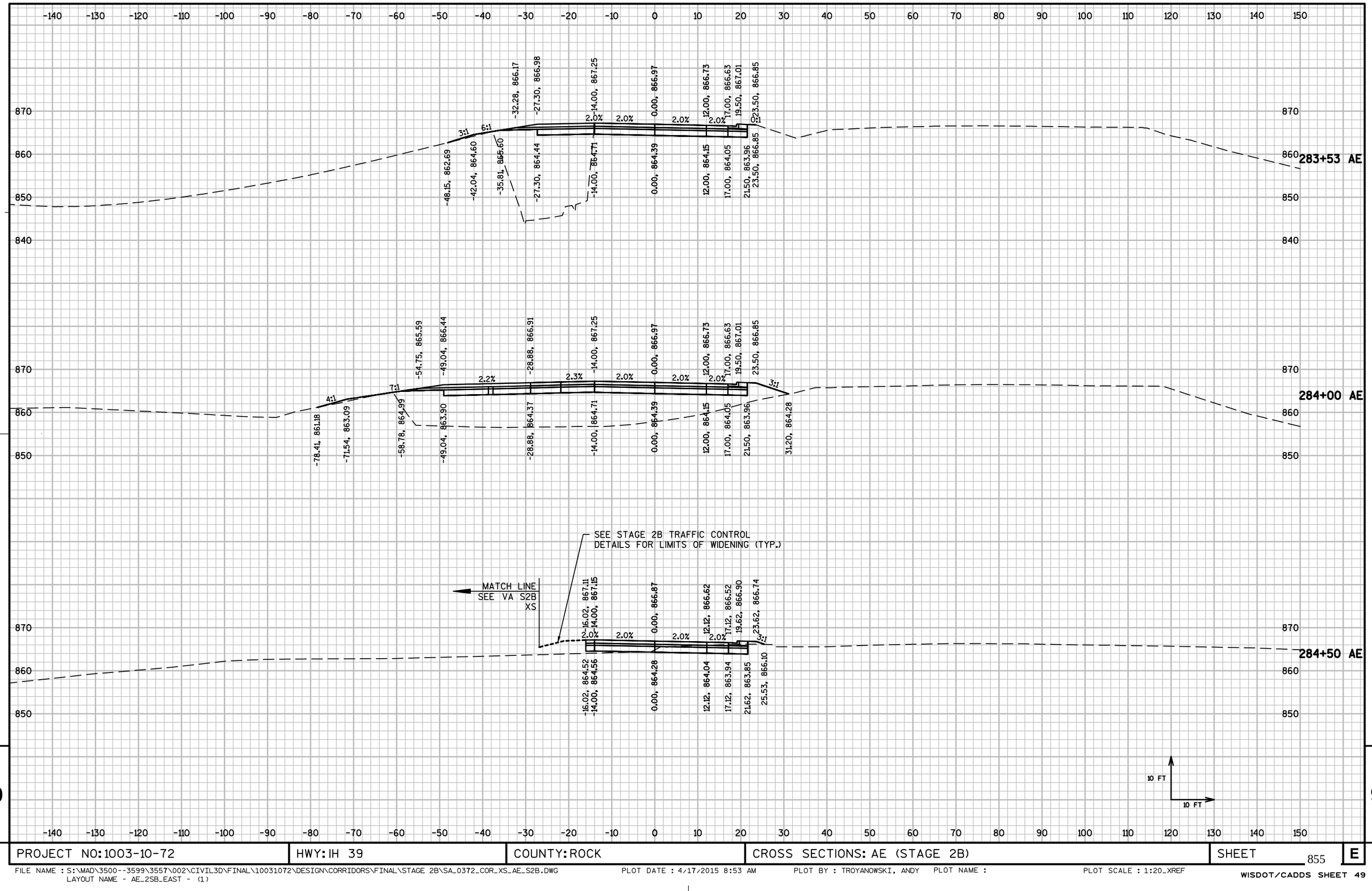
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2B)	SHEET 853	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_AE_S2B.DWG
LAYOUT NAME - AE_S2B_WEST - (5)
PLOT DATE : 4/17/2015 8:52 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



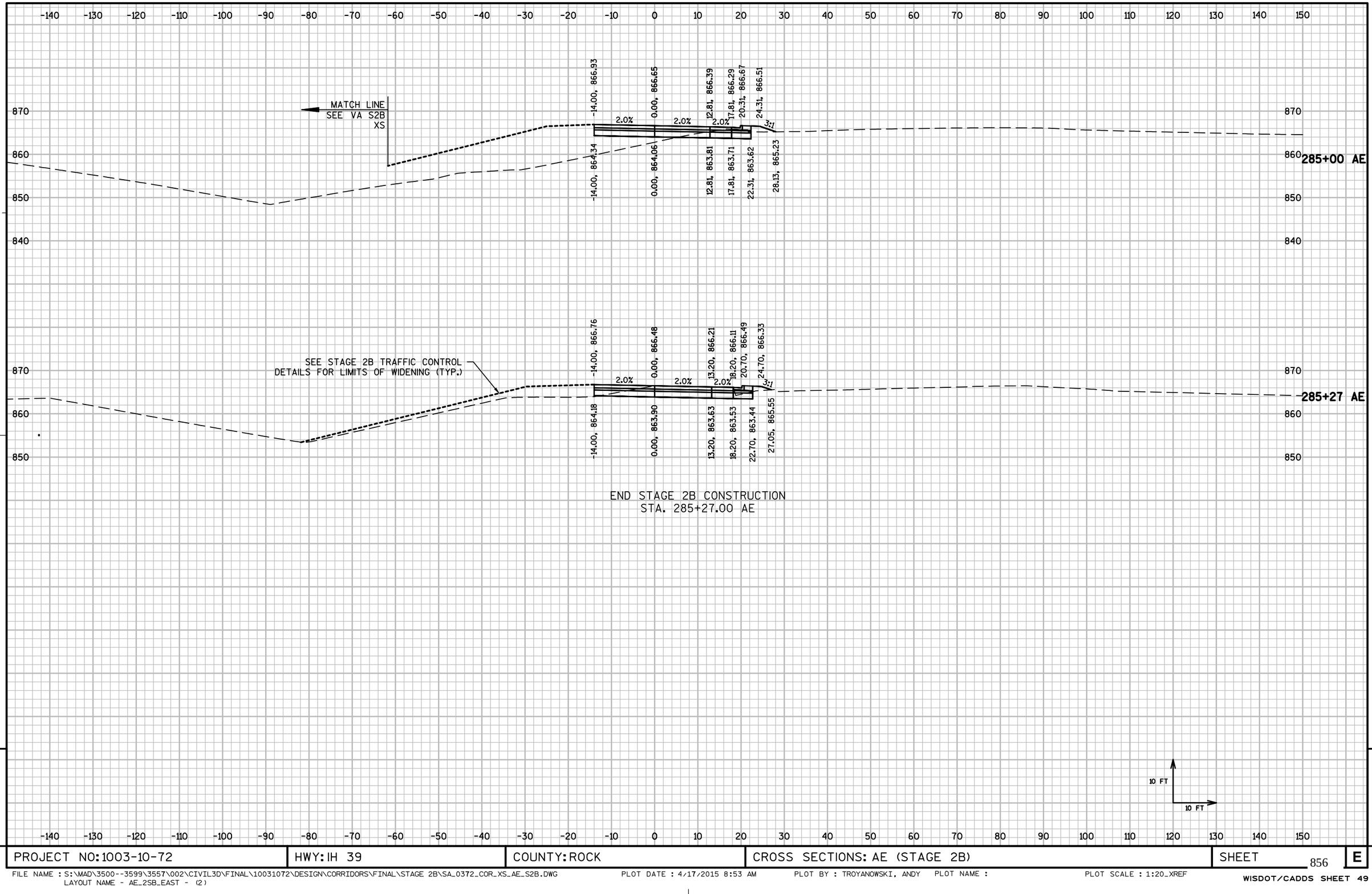
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2B)	SHEET 854	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_AE_S2B.DWG
LAYOUT NAME - AE_S2B_WEST - (6)
PLOT DATE : 4/17/2015 8:52 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

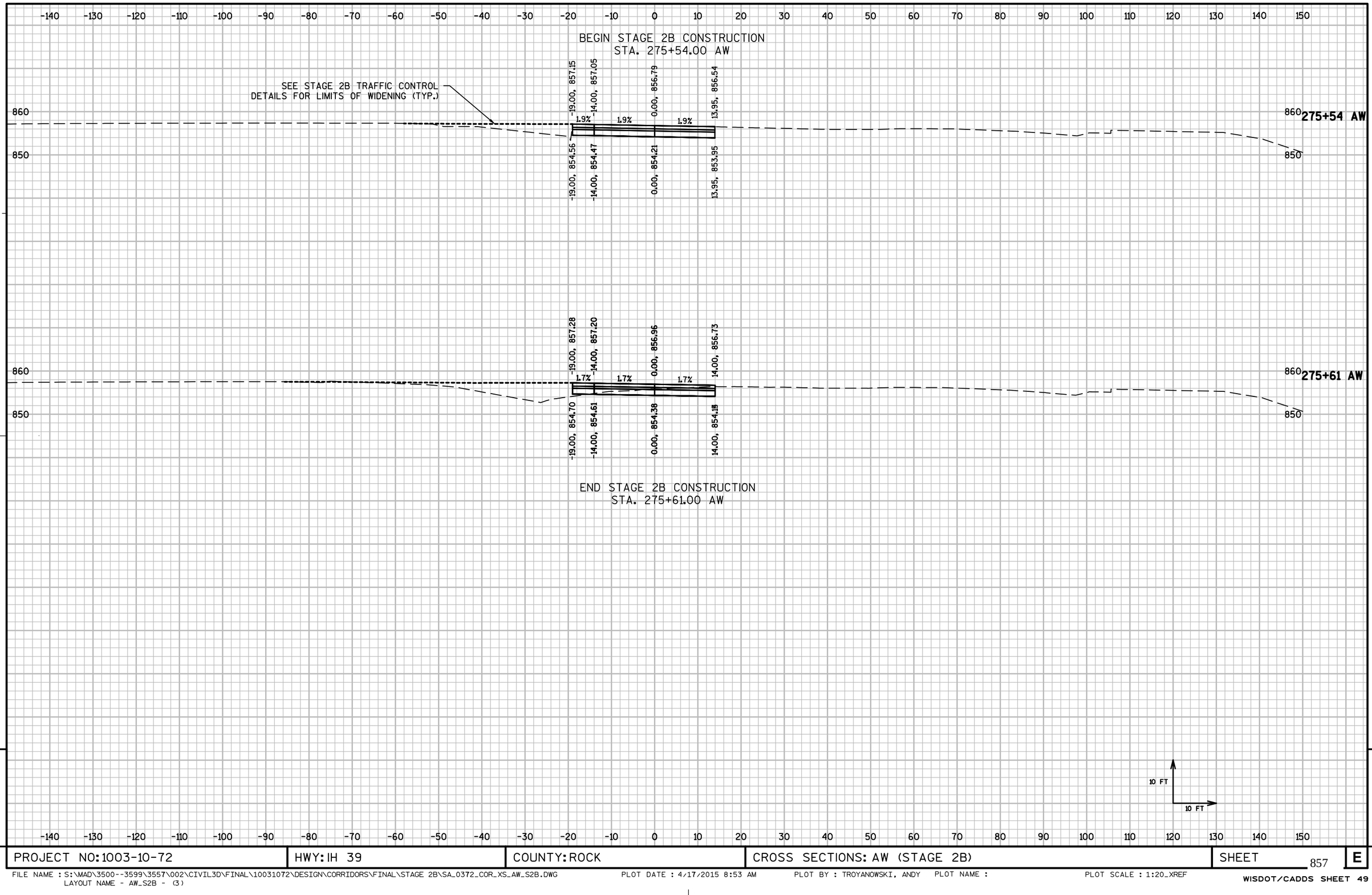


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2B)	SHEET 855	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_AE_S2B.DWG
LAYOUT NAME - AE_2SB_EAST - (1)
PLOT DATE : 4/17/2015 8:53 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 2B)	SHEET 856	E

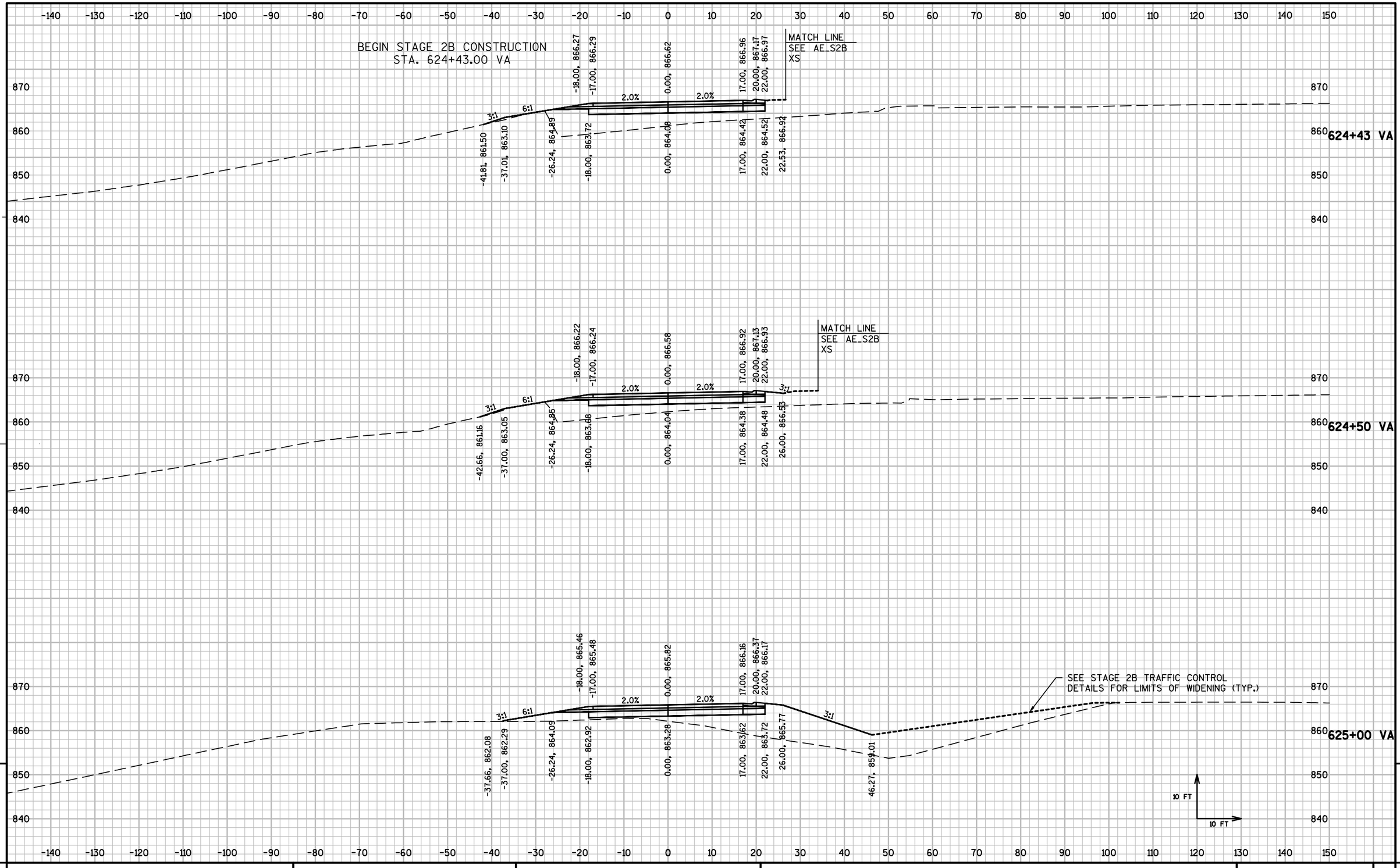


9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 2B)	SHEET 857	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_AW_S2B.DWG
LAYOUT NAME - AW_S2B - (3)
PLOT DATE : 4/17/2015 8:53 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

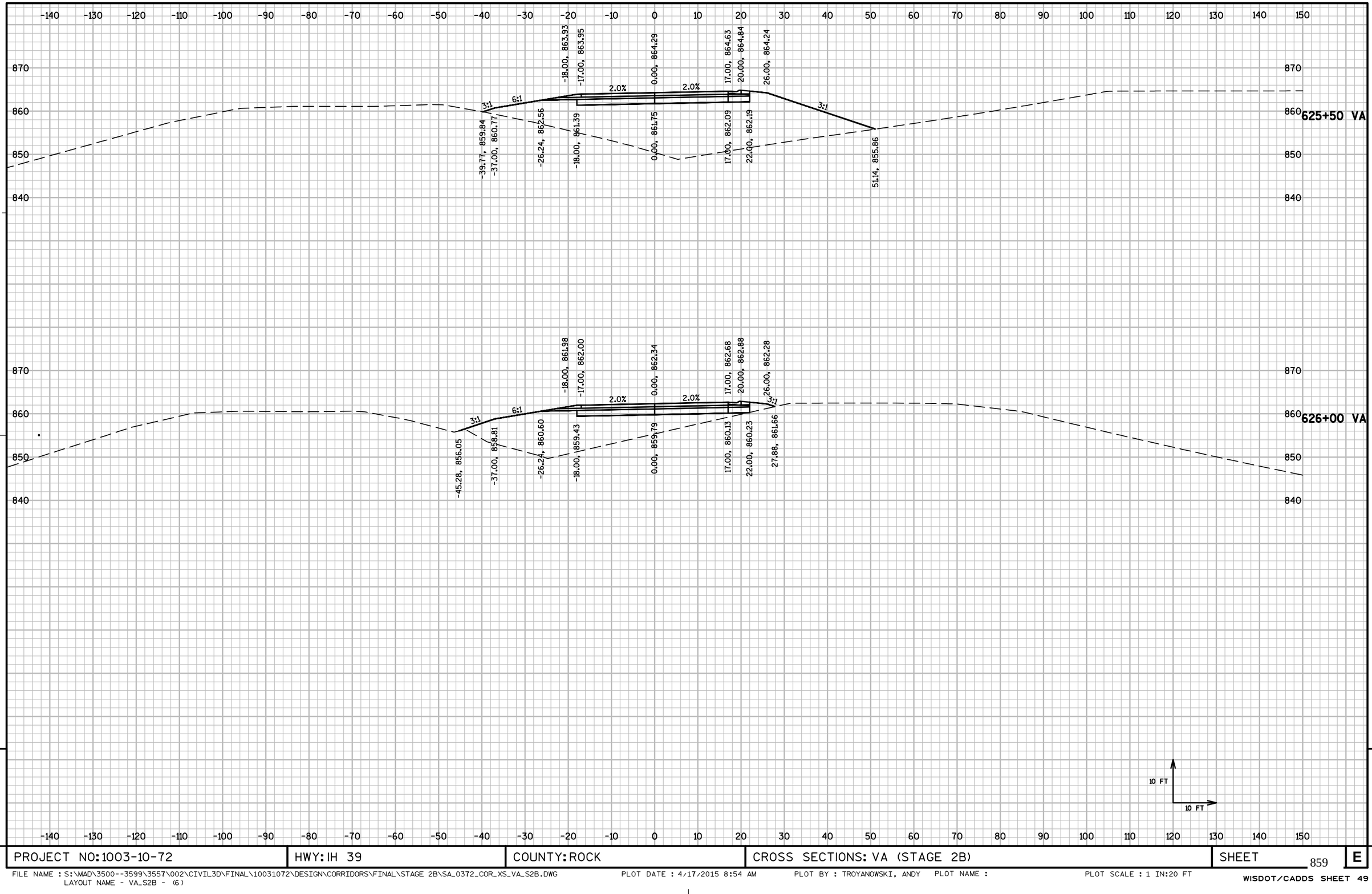


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9

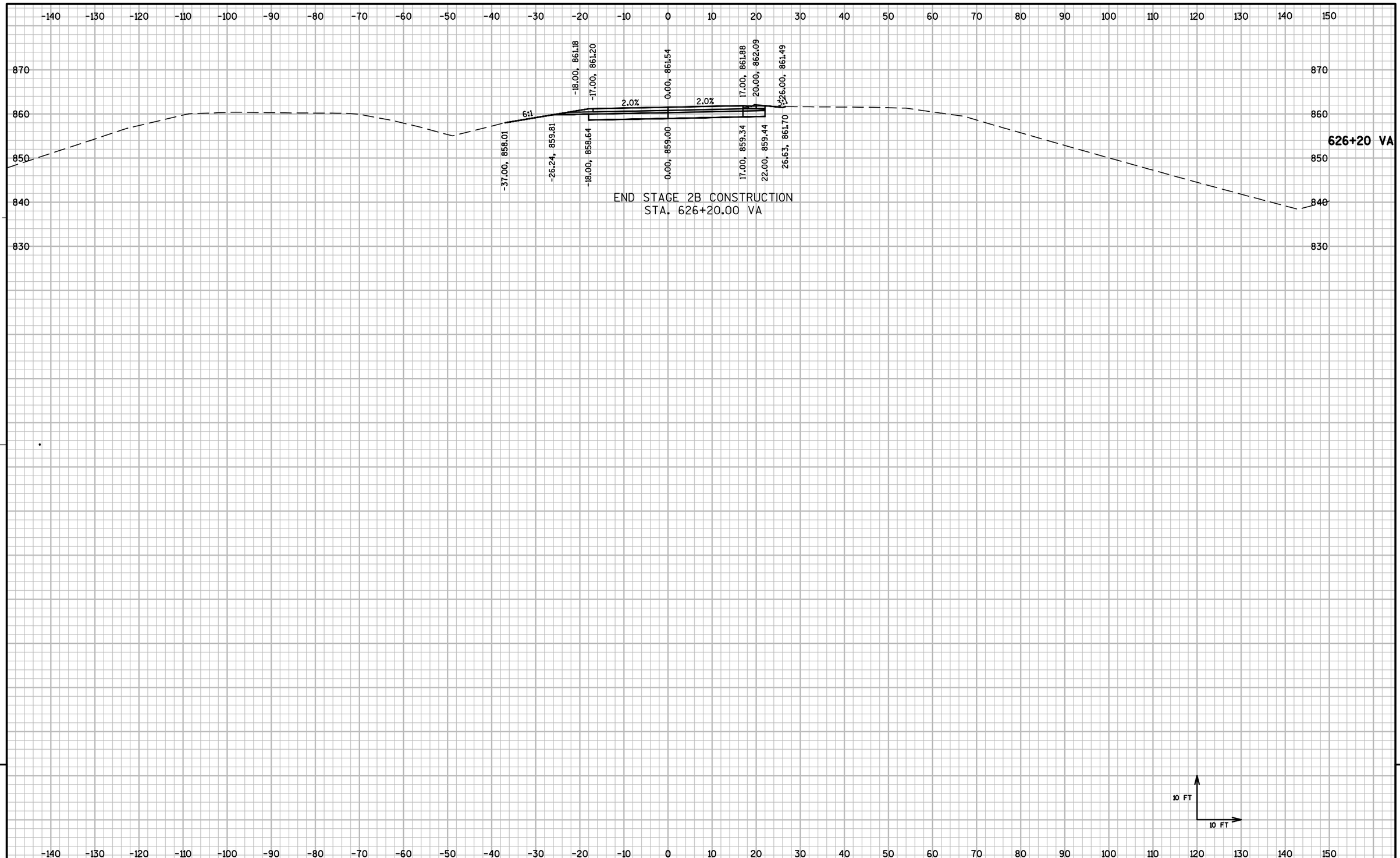
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 2B)	SHEET 858	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_VA_S2B.DWG
LAYOUT NAME - VA_S2B - (5)
PLOT DATE : 4/17/2015 8:54 AM
PLOT BY : TROYANOWSKI, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 2B)	SHEET 859	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_VA_S2B.DWG
LAYOUT NAME - VA_S2B - (6)
PLOT DATE : 4/17/2015 8:54 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VA (STAGE 2B)	SHEET 860	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_VA_S2B.DWG
LAYOUT NAME - VA_S2B - (7)
PLOT DATE : 4/17/2015 8:54 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT

BEGIN STAGE 2B CONSTRUCTION
STA. 624+47.00 VD1

MATCH LINE
SEE AE_S2B
XS

MATCH LINE
SEE AE_S2B
XS

0.00, 861.94
28.21, 862.50
2.0%
0.00, 859.40
28.21, 859.96

624+47
VD1

MATCH LINE
SEE AE_S2B
XS

SEE STAGE 2B TRAFFIC CONTROL
DETAILS FOR LIMITS OF WIDENING (TYP.)

MATCH LINE
SEE AE_S2B
XS

0.00, 861.95
25.86, 862.43
31.95, 862.53
1.9%
0.00, 859.40
25.86, 859.89
31.95, 859.87

624+50
VD1

0.00, 861.46
18.00, 861.48
21.00, 861.36
22.00, 861.32
0.1%
6:1
4:1
0.00, 858.92
18.00, 858.94
22.00, 858.86
29.69, 860.04
38.00, 858.66
47.52, 856.28

625+00
VD1

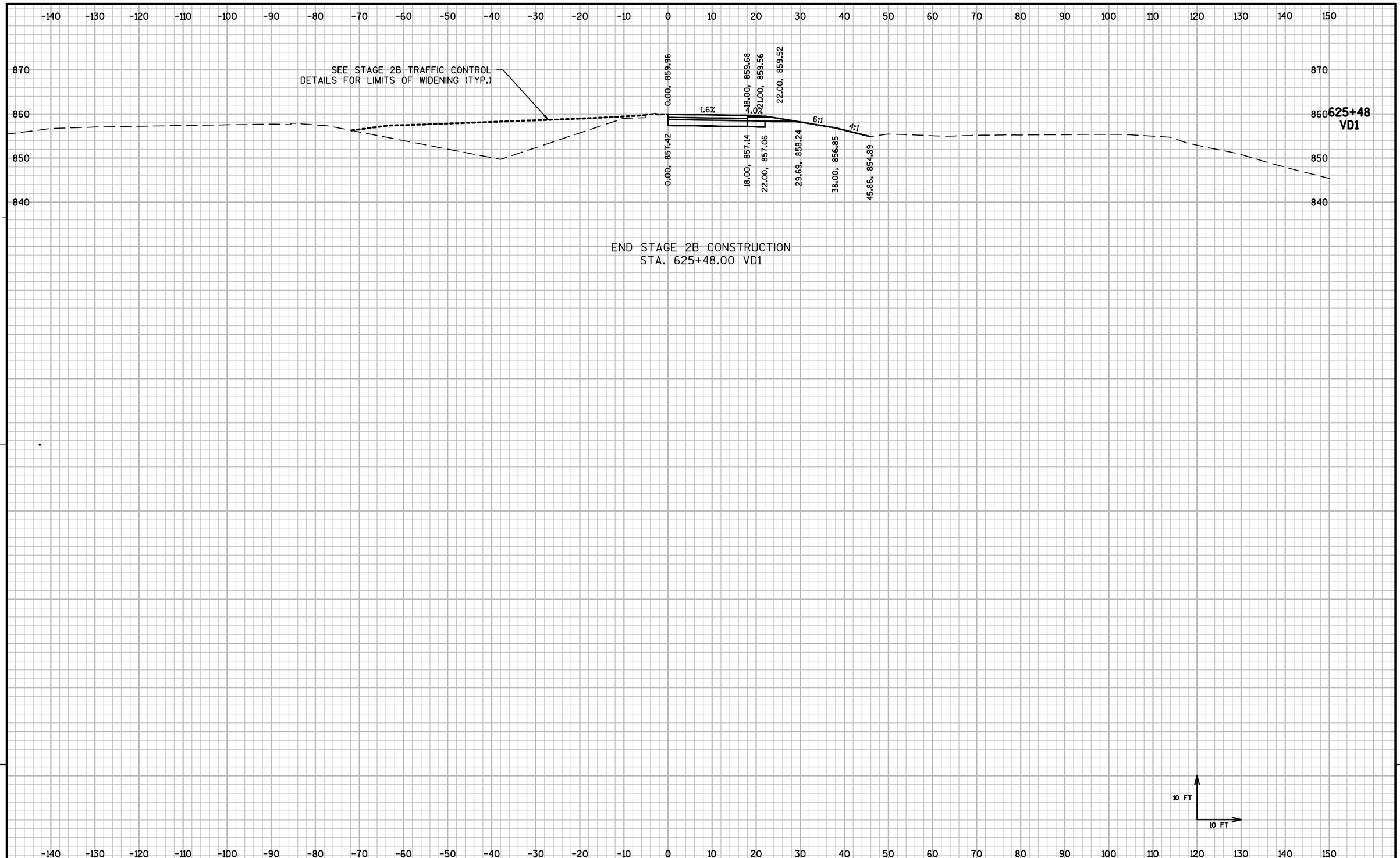
10 FT
10 FT

9

9

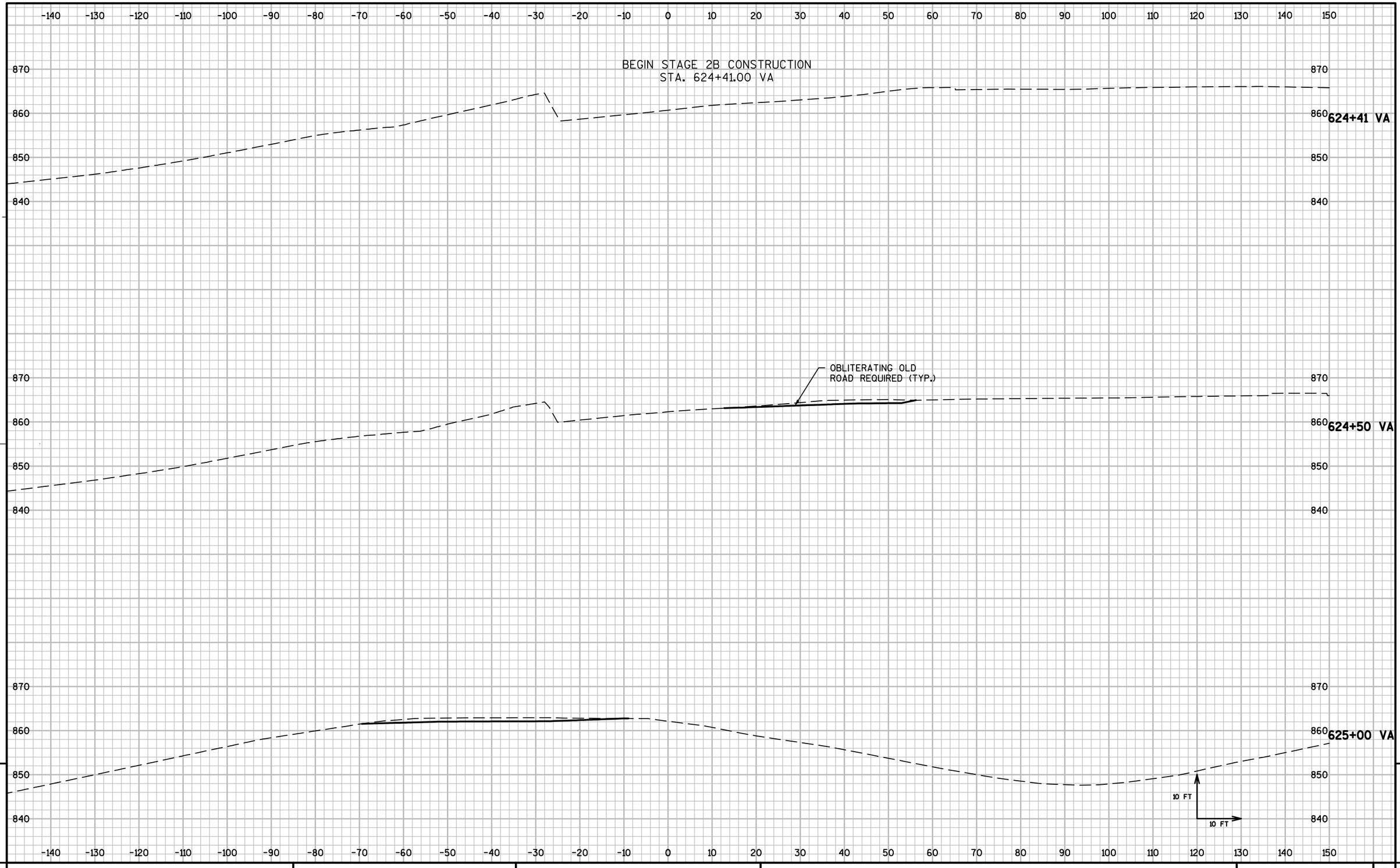
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD1 (STAGE 2B)	SHEET 861	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_VD1_S2B.DWG
LAYOUT NAME - VD1_S2B - (3)
PLOT DATE : 4/17/2015 8:55 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VD1 (STAGE 2B)	SHEET 862	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_COR_XS_VD1_S2B.DWG
LAYOUT NAME - VD1_S2B - (4)
PLOT DATE : 4/17/2015 8:55 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB ENT. RAMP (STAGE 2B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VA_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:29 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VA OBLITERATION - (1)

WISDOT/CADDS SHEET 49

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

870
860
850
840

625+50 VA

626+00 VA

OBLITERATING OLD ROAD REQUIRED (TYP.)

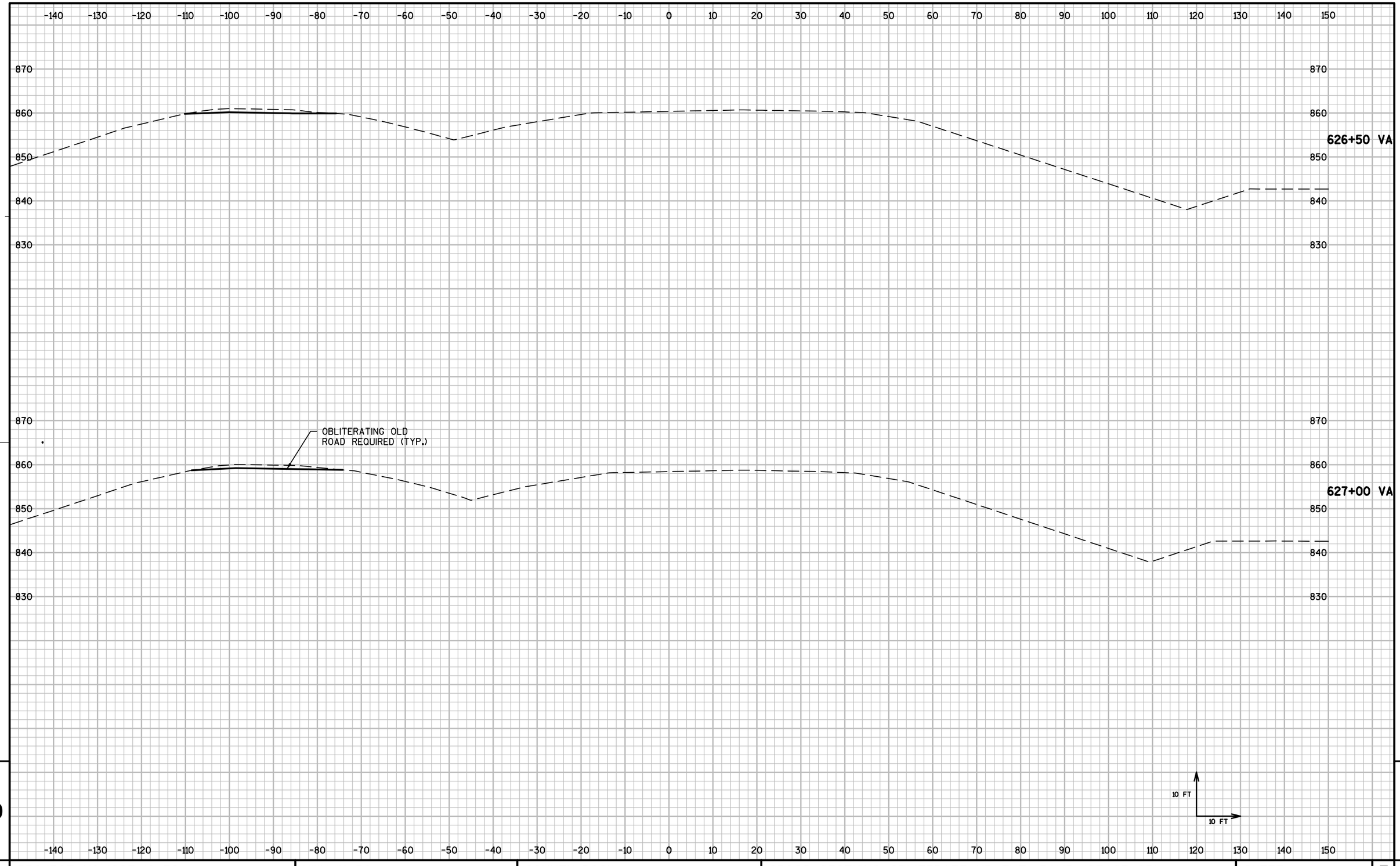
10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB ENT. RAMP (STAGE 2B)	SHEET 864	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VA_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:29 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VA OBLITERATION - (2)

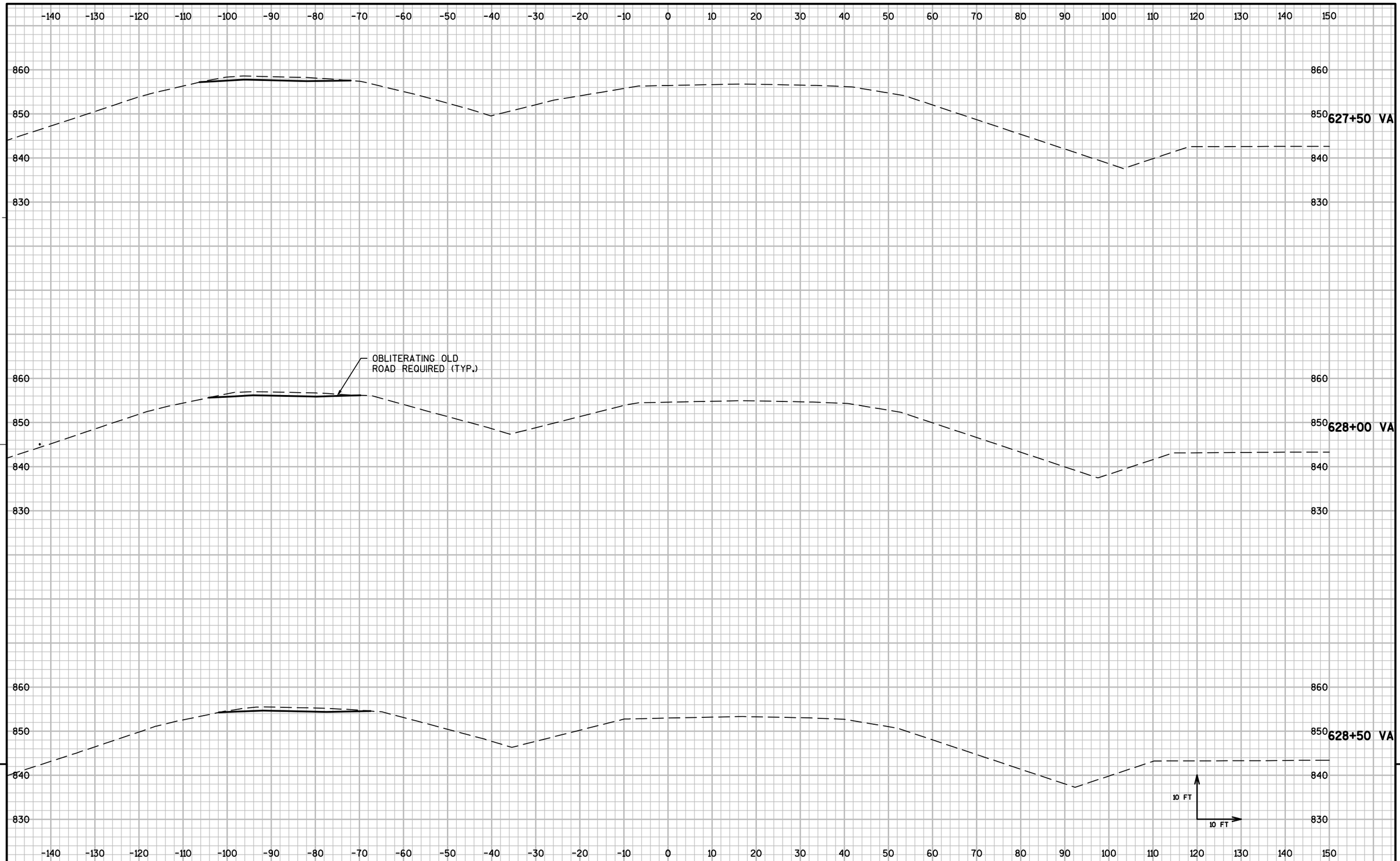


9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB ENT. RAMP (STAGE 2B)	SHEET 865	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VA_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:29 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VA OBLITERATION - (3)



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB ENT. RAMP (STAGE 2B)	SHEET 866	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VA_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:29 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VA OBLITERATION - (4)
WISDOT/CADDS SHEET 49

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

860 850 840 830

629+00 VA

860 850 840 830

OBLITERATING OLD
ROAD REQUIRED (TYP.)

629+50 VA

860 850 840 830

630+00 VA

10 FT

10 FT

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB ENT. RAMP (STAGE 2B)	SHEET 867	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VA_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:29 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VA OBLITERATION - (5)

WISDOT/CADDS SHEET 49

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

850
840
830

630+50 VA

OBLITERATING OLD
ROAD REQUIRED (TYP.)

631+00 VA

631+12 VA

END STAGE 2B CONSTRUCTION
STA. 631+12.00 VA

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB ENT. RAMP (STAGE 2B)	SHEET 868	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VA_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:29 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VA OBLITERATION - (6)

WISDOT/CADDS SHEET 49

BEGIN STAGE 2B CONSTRUCTION
STA. 616+39.00 VB

OBLITERATING OLD
ROAD REQUIRED (TYP.)

616+39 VB

616+50 VB

617+00 VB

10 FT

10 FT

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

850
840
830

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB EXIT RAMP (STAGE 2B)	SHEET 869	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VB_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:34 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VB OBLITERATION - (8)

WISDOT/CADDS SHEET 49

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

850
840
830

617+50 VB

860
850
840
830

OBLITERATING OLD
ROAD REQUIRED (TYP.)

618+00 VB

860
850
840
830

618+50 VB

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB EXIT RAMP (STAGE 2B)	SHEET 870	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VB_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:34 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VB OBLITERATION - (9)

WISDOT/CADDS SHEET 49

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

860
850
840
830

619+00 VB

619+50 VB

OBLITERATING OLD
ROAD REQUIRED (TYP.)

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB EXIT RAMP (STAGE 2B)	SHEET 871	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VB_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:34 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VB OBLITERATION - (10)

WISDOT/CADDS SHEET 49

620+00 VB

620+50 VB

OBLITERATING OLD ROAD REQUIRED (TYP.)

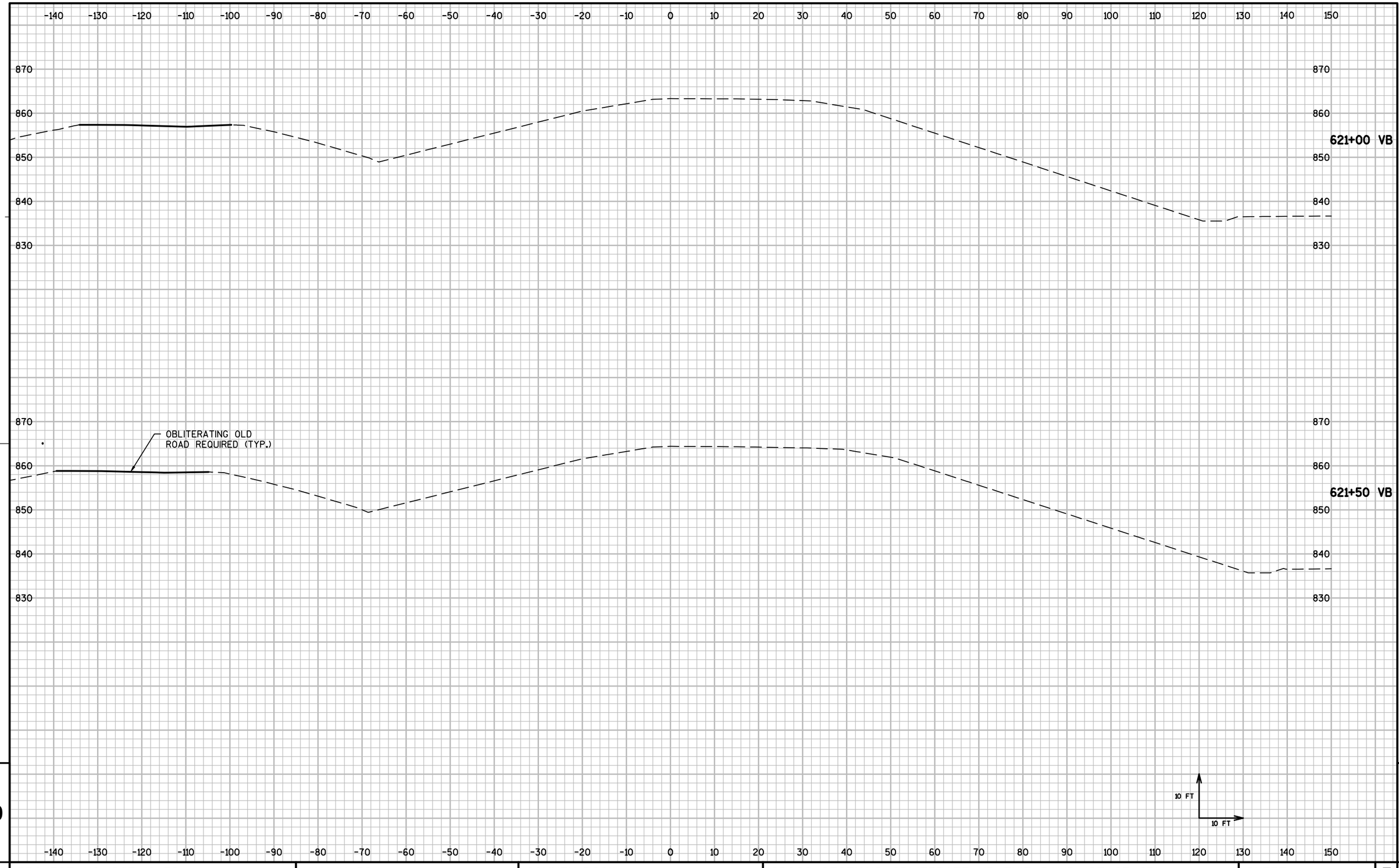
10 FT

10 FT

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB EXIT RAMP (STAGE 2B)	SHEET 872 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VB_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:34 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VB OBLITERATION - (11)

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB EXIT RAMP (STAGE 2B)	SHEET 873	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VB_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:34 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VB OBLITERATION - (12)

WISDOT/CADDS SHEET 49

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

870
860
850
840
830

622+00 VB

OBLITERATING OLD
ROAD REQUIRED (TYP.)

622+50 VB

623+00 VB

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB EXIT RAMP (STAGE 2B)	SHEET 874	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VB_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:34 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VB OBLITERATION - (13)

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

870
860
850

623+50 VB

OBLITERATING OLD
ROAD REQUIRED (TYP.)

624+00 VB

624+34 VB

END STAGE 2B CONSTRUCTION
STA. 624+34.00 VB

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE NB EXIT RAMP (STAGE 2B)	SHEET 875	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VB_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:35 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - VB OBLITERATION - (14)

WISDOT/CADDS SHEET 49

BEGIN STAGE 2B CONSTRUCTION
STA. 624+50.00 VD

624+50 VD

OBLITERATING OLD
ROAD REQUIRED (TYP.)

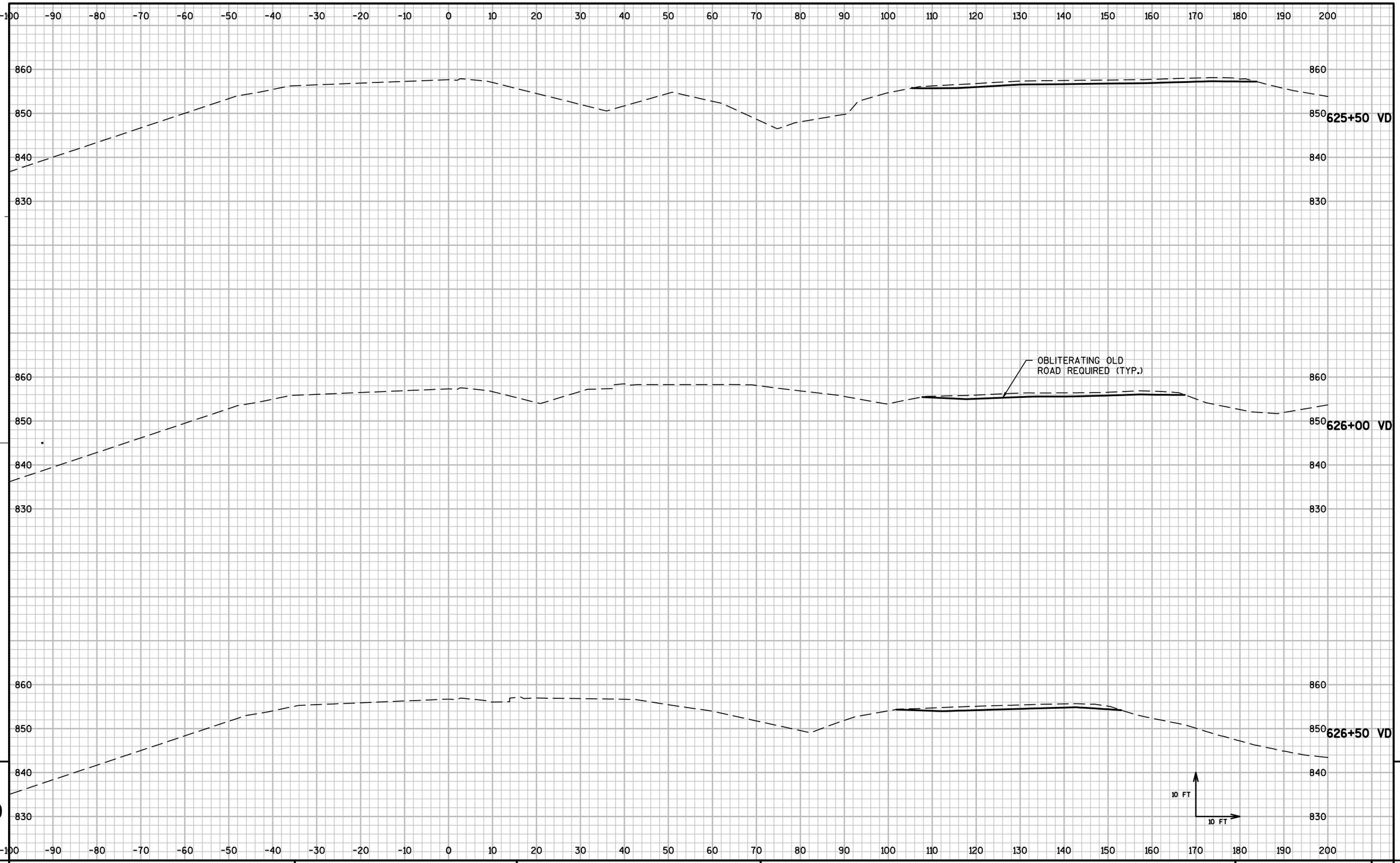
625+00 VD

10 FT
10 FT

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET 876	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:37 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



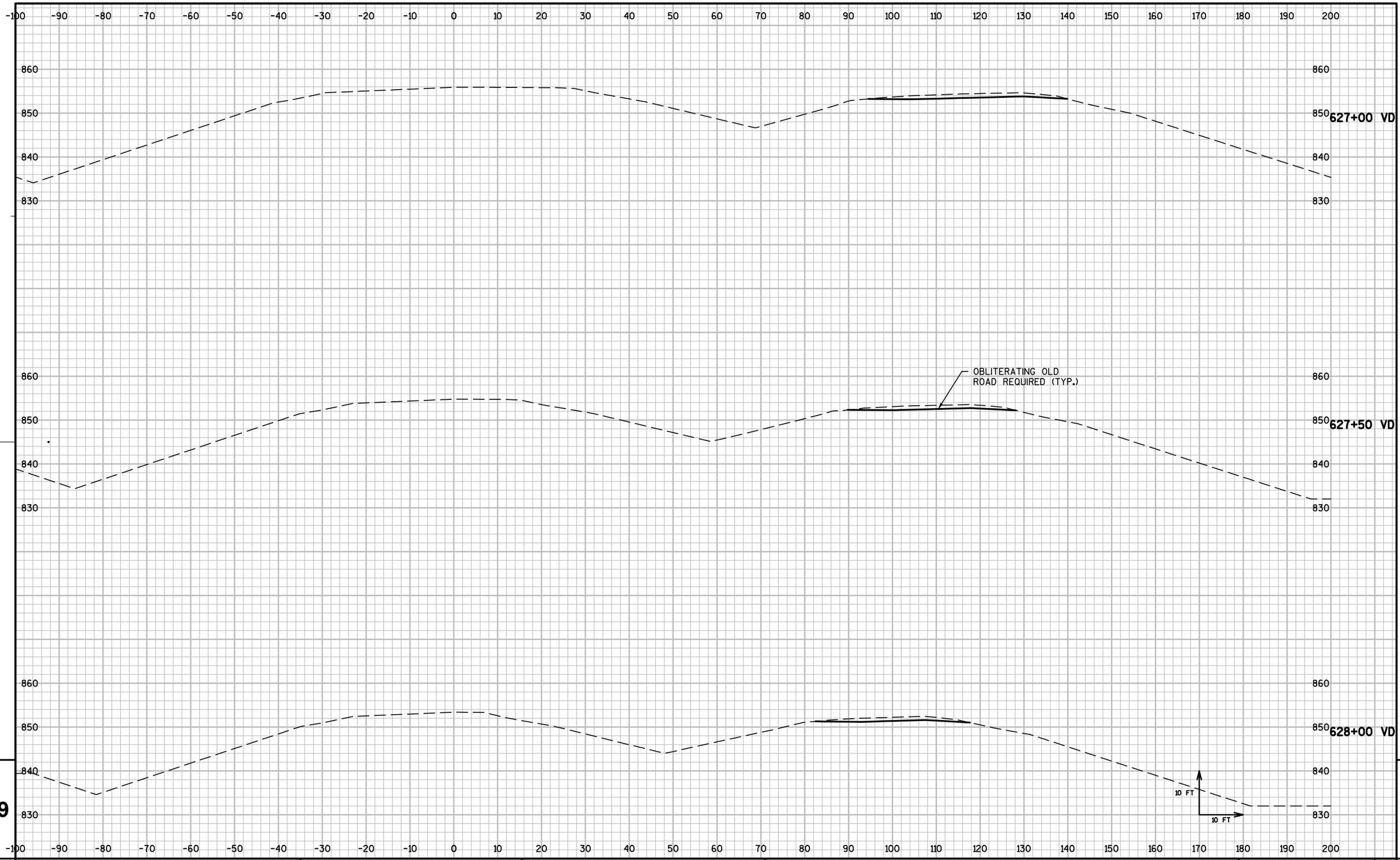
9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET 877	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:37 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET 878	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:37 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

860
850
840
830

628+50 VD

629+00 VD

OBLITERATING OLD
ROAD REQUIRED (TYP.)

629+50 VD

10 FT
10 FT

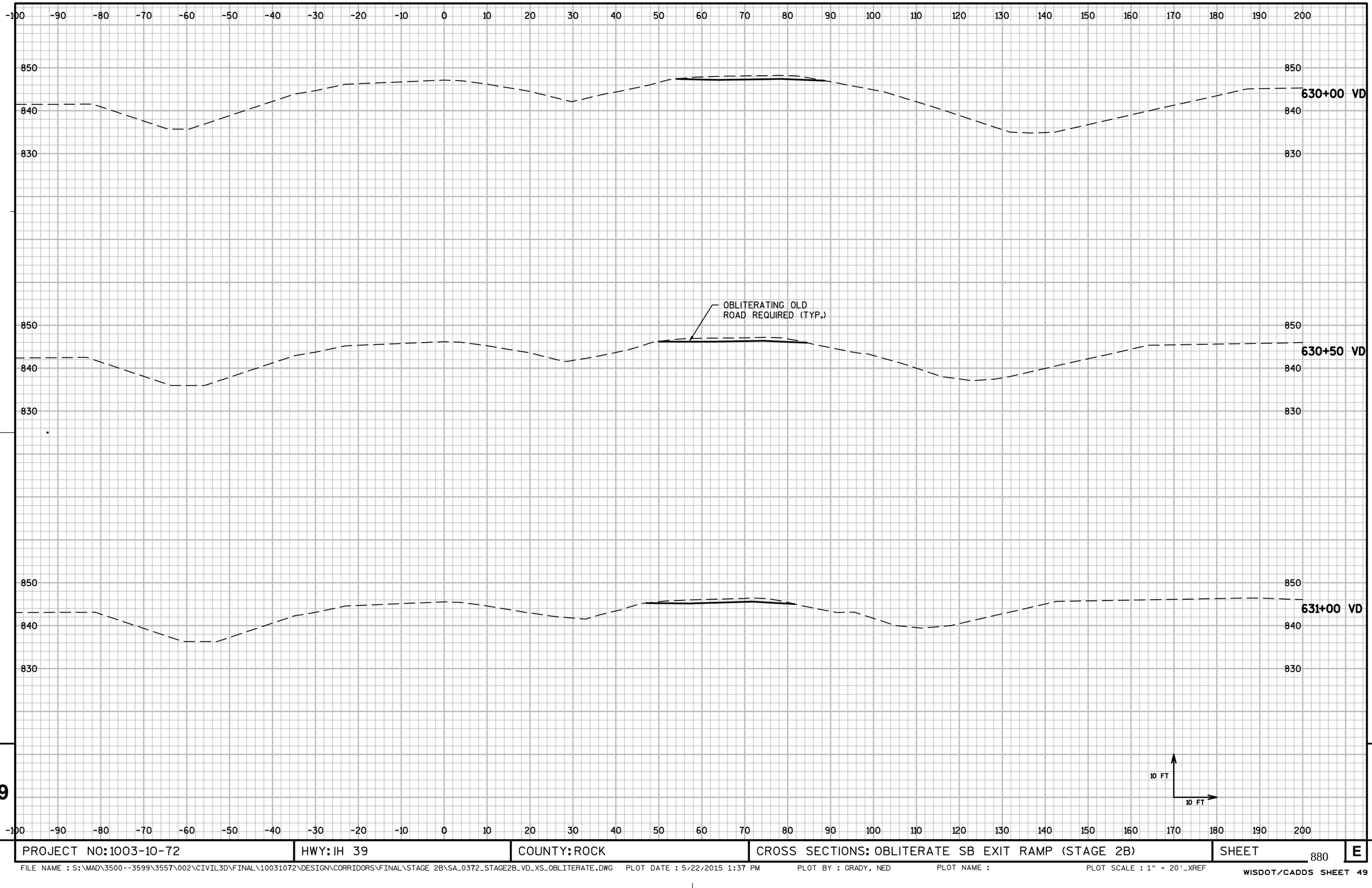
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9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:37 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET 880	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:37 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

850
840
830

631+50 VD

OBLITERATING OLD
ROAD REQUIRED (TYP.)

632+00 VD

632+50 VD

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET 881	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:37 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

850
840
830

633+00 VD

OBLITERATING OLD
ROAD REQUIRED (TYP.)

633+50 VD

634+00 VD

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET 882	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:38 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

850
840
830

634+50 VD

OBLITERATING OLD
ROAD REQUIRED (TYP.)

635+00 VD

635+50 VD

636+00 VD

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET 883	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:38 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

850
840

636+50 VD

OBLITERATING OLD
ROAD REQUIRED (TYP.)

637+00 VD

637+05 VD

END STAGE 2B CONSTRUCTION
STA. 637+05.00 VD

10 FT
10 FT

9

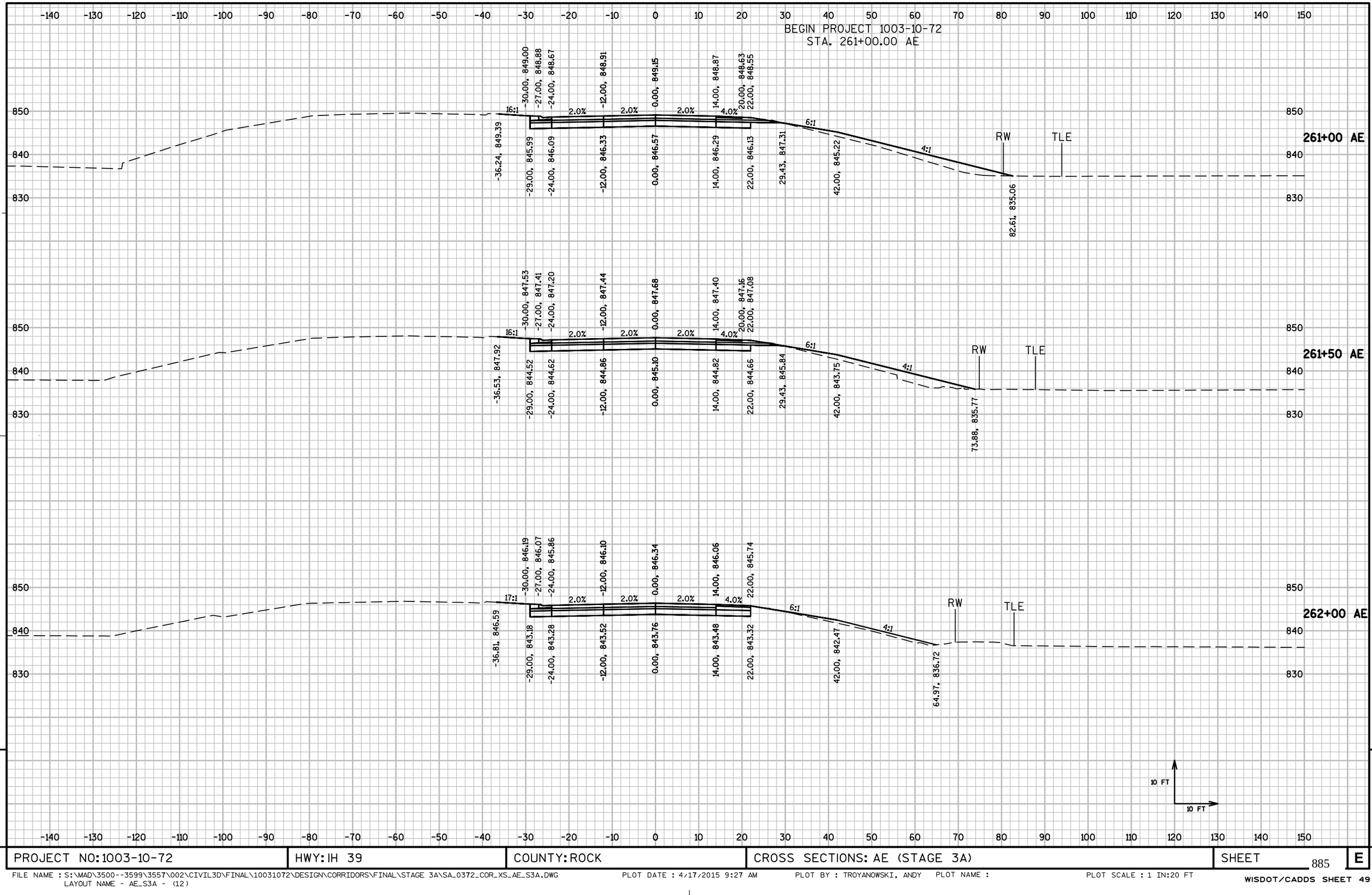
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB EXIT RAMP (STAGE 2B)	SHEET 884	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 2B\SA_0372_STAGE2B_VD_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:38 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

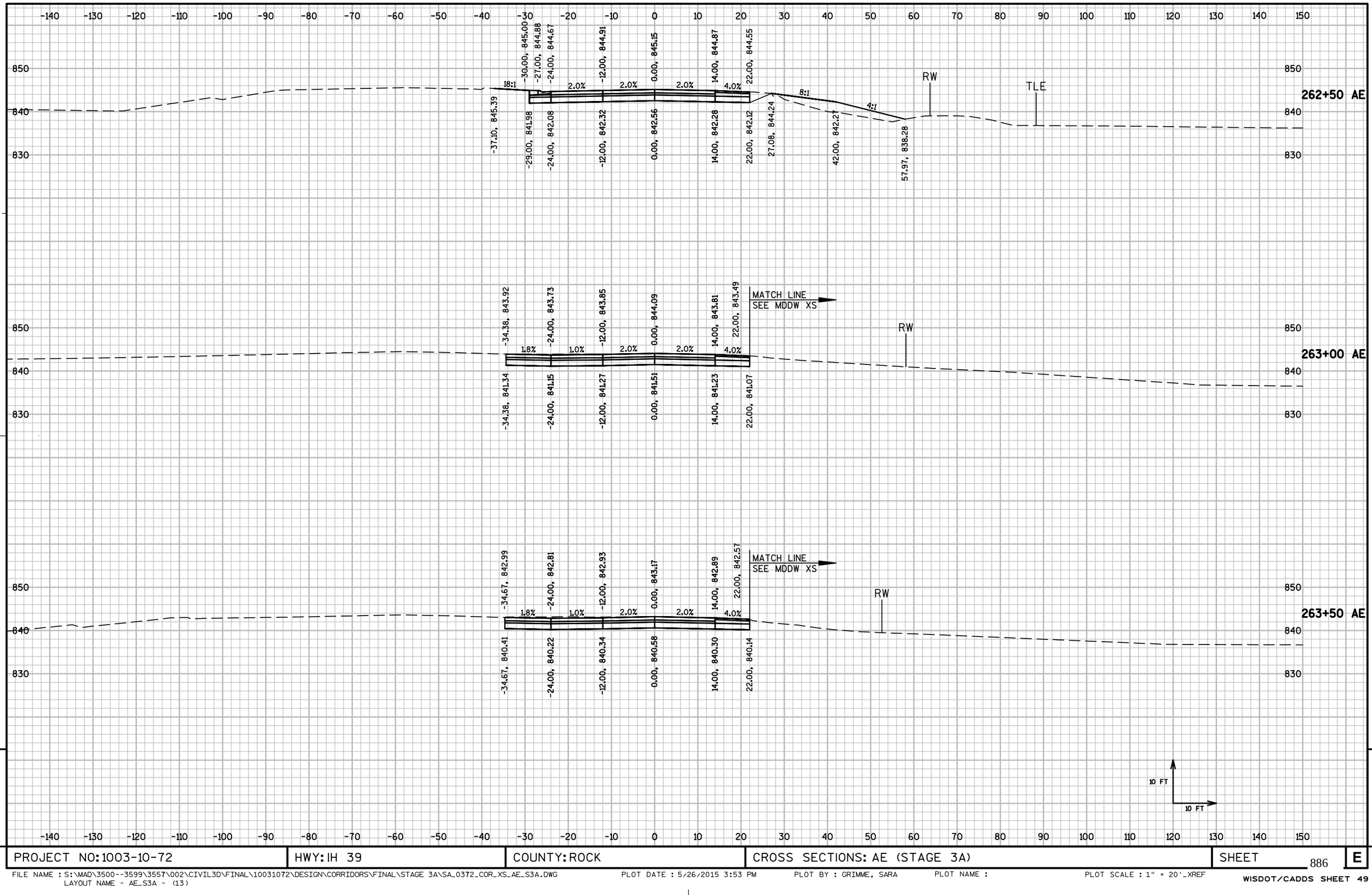
WISDOT/CADDS SHEET 49

BEGIN PROJECT 1003-10-72
STA. 261+00.00 AE



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 885	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (12)
PLOT DATE : 4/17/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

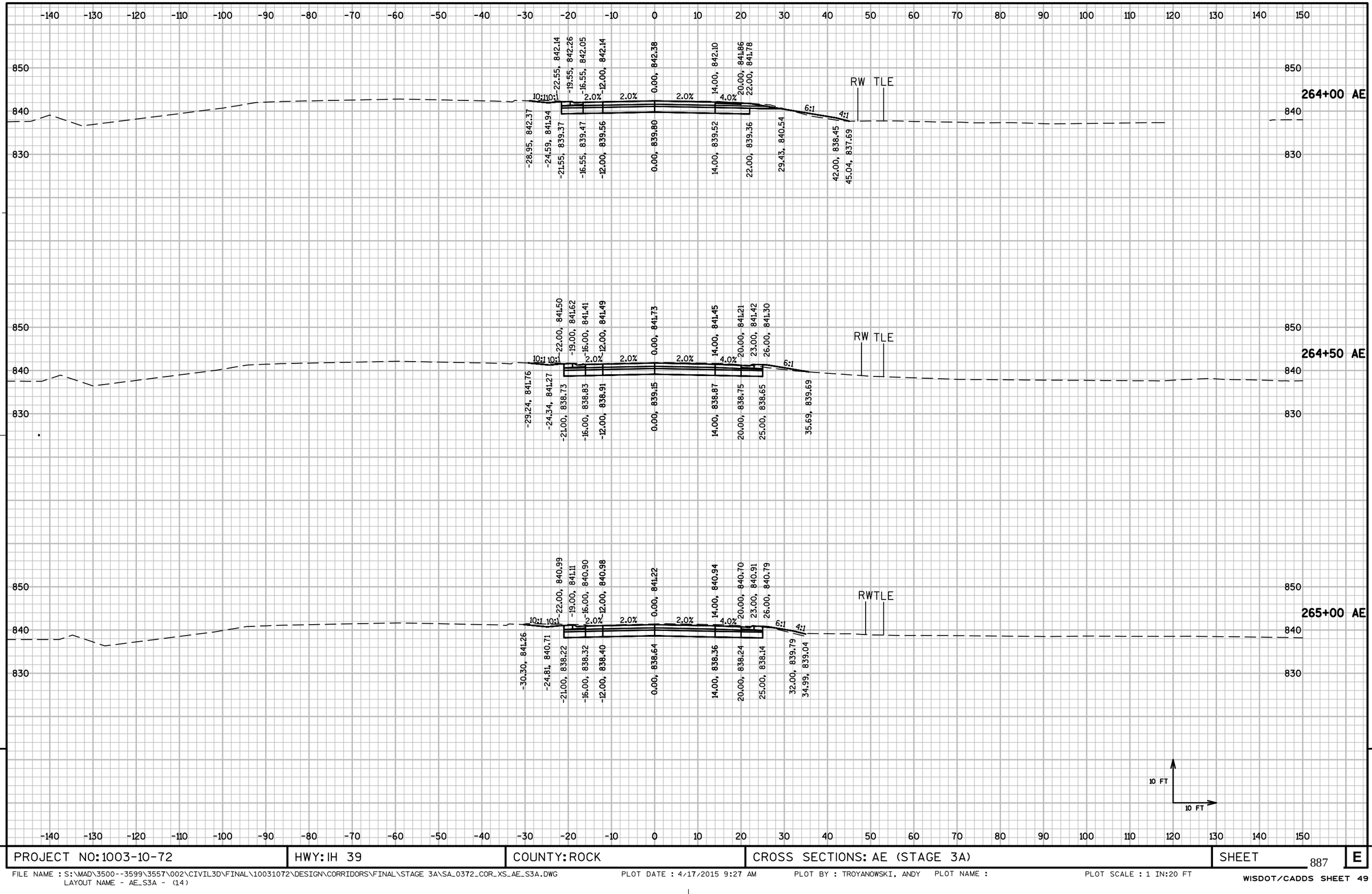
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 886	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (13)

PLOT DATE : 5/26/2015 3:53 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 20'_XREF

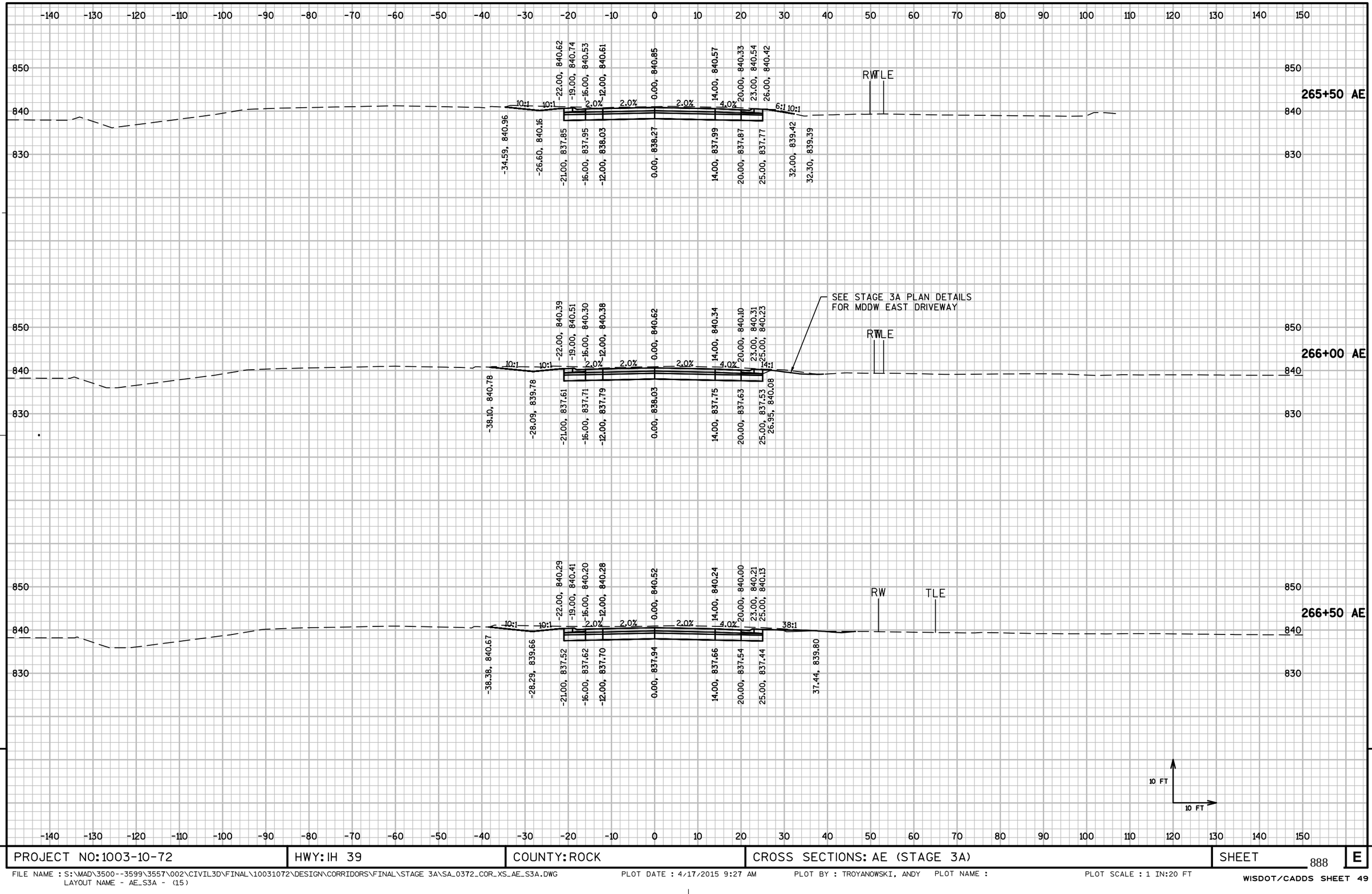
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 887	E

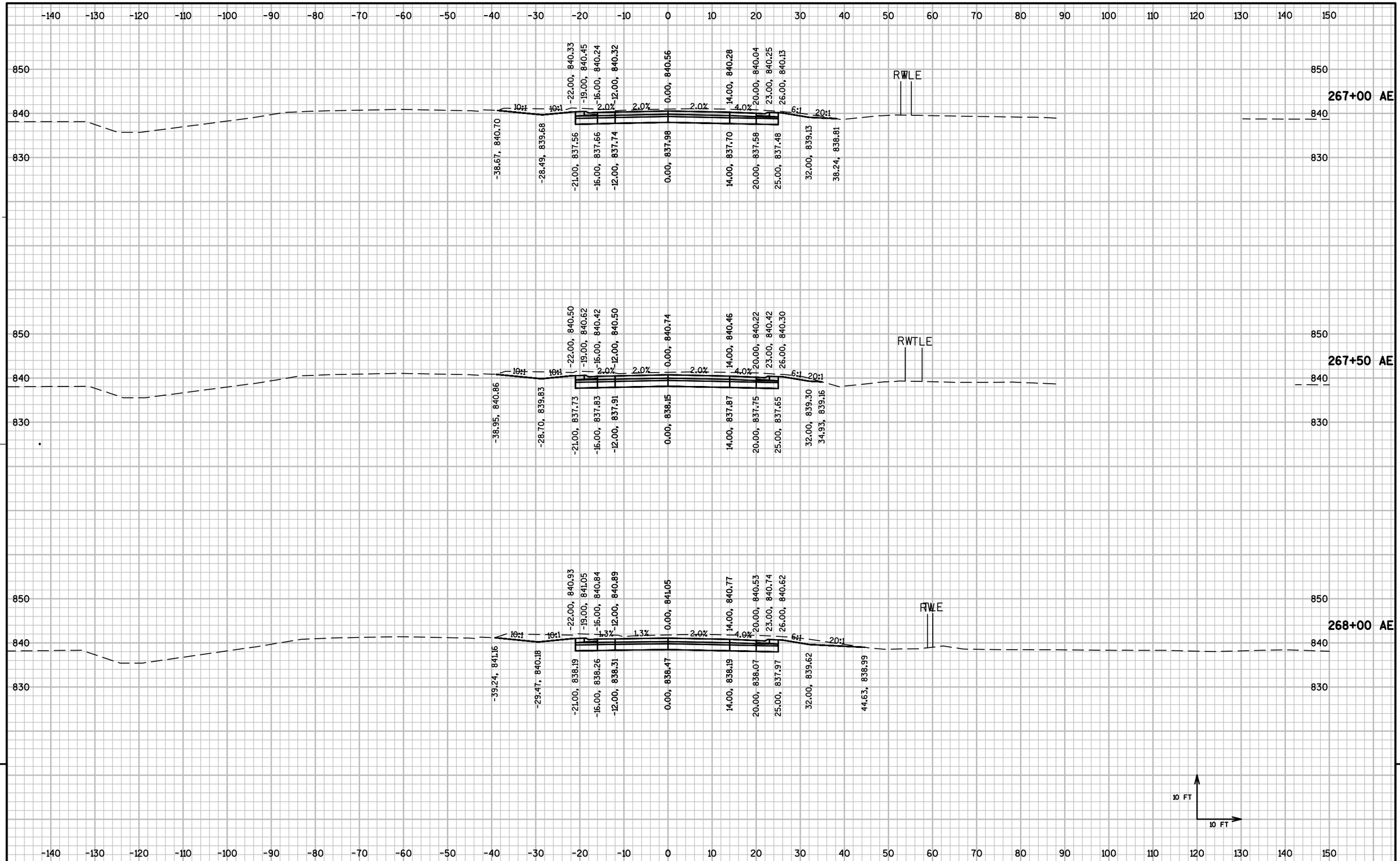
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LAYOUT NAME - AE_S3A - (14)
PLOT DATE : 4/17/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 888	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (15)
PLOT DATE : 4/17/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



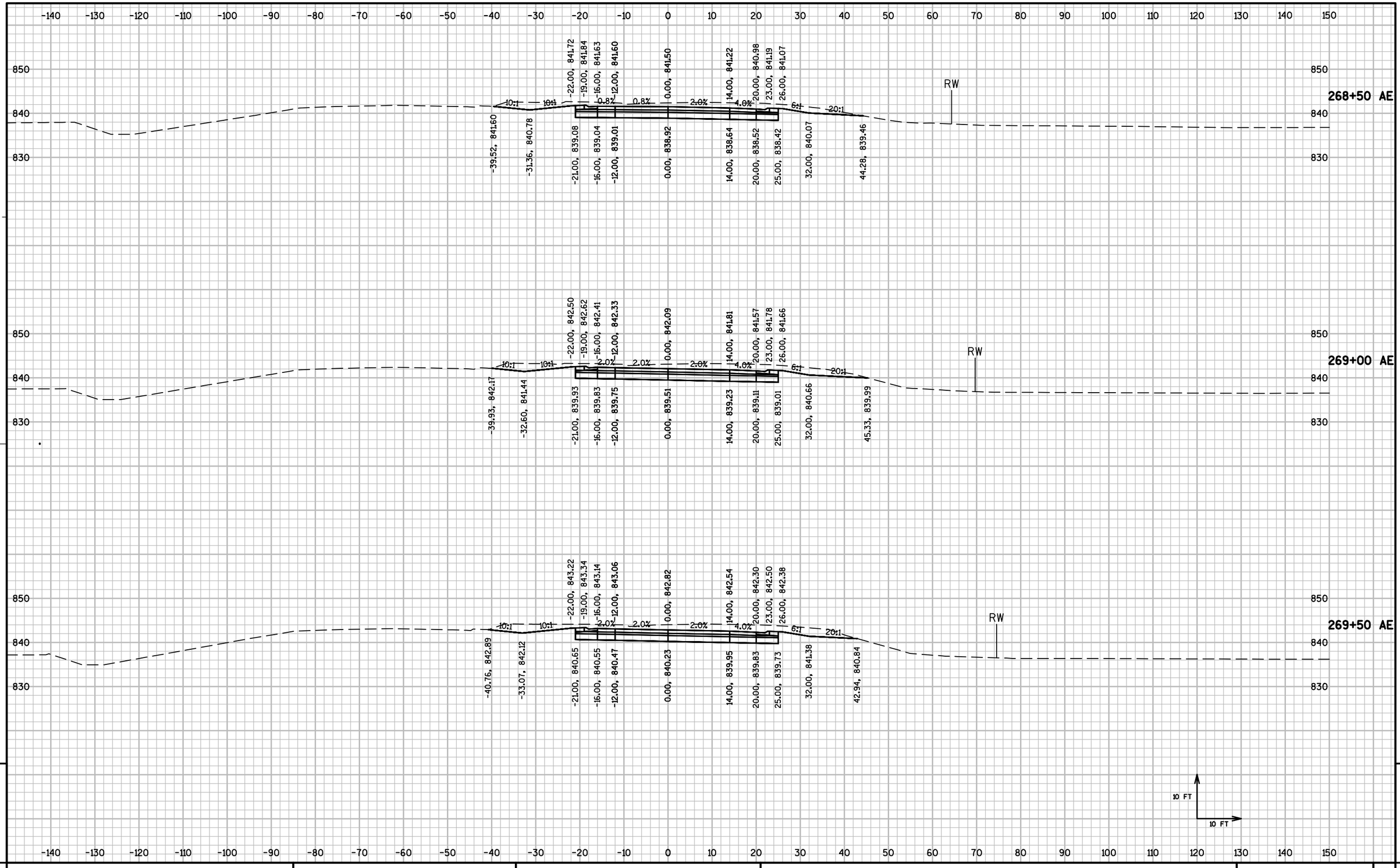
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 889	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (16)

PLOT DATE : 4/17/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT

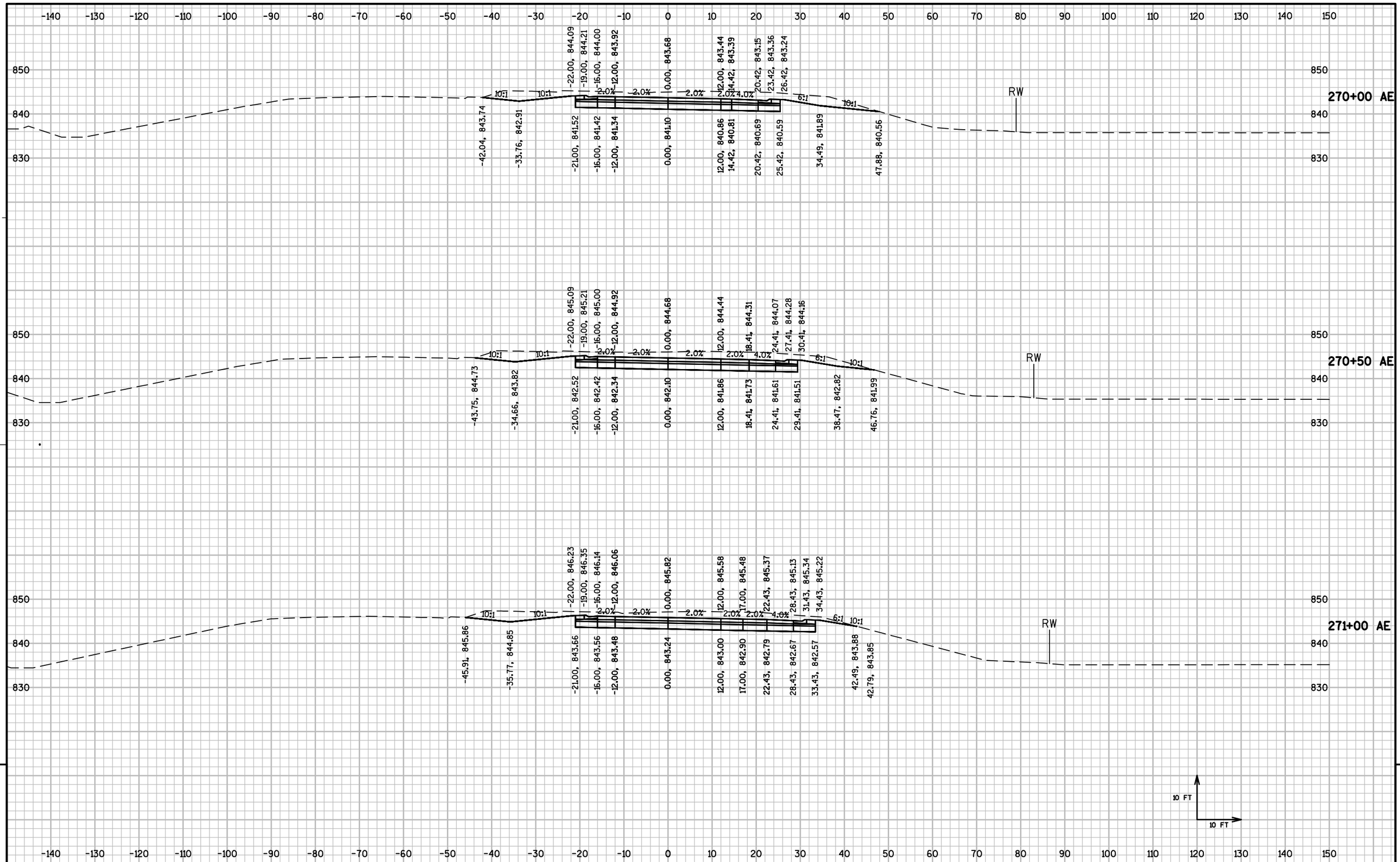
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 890	E

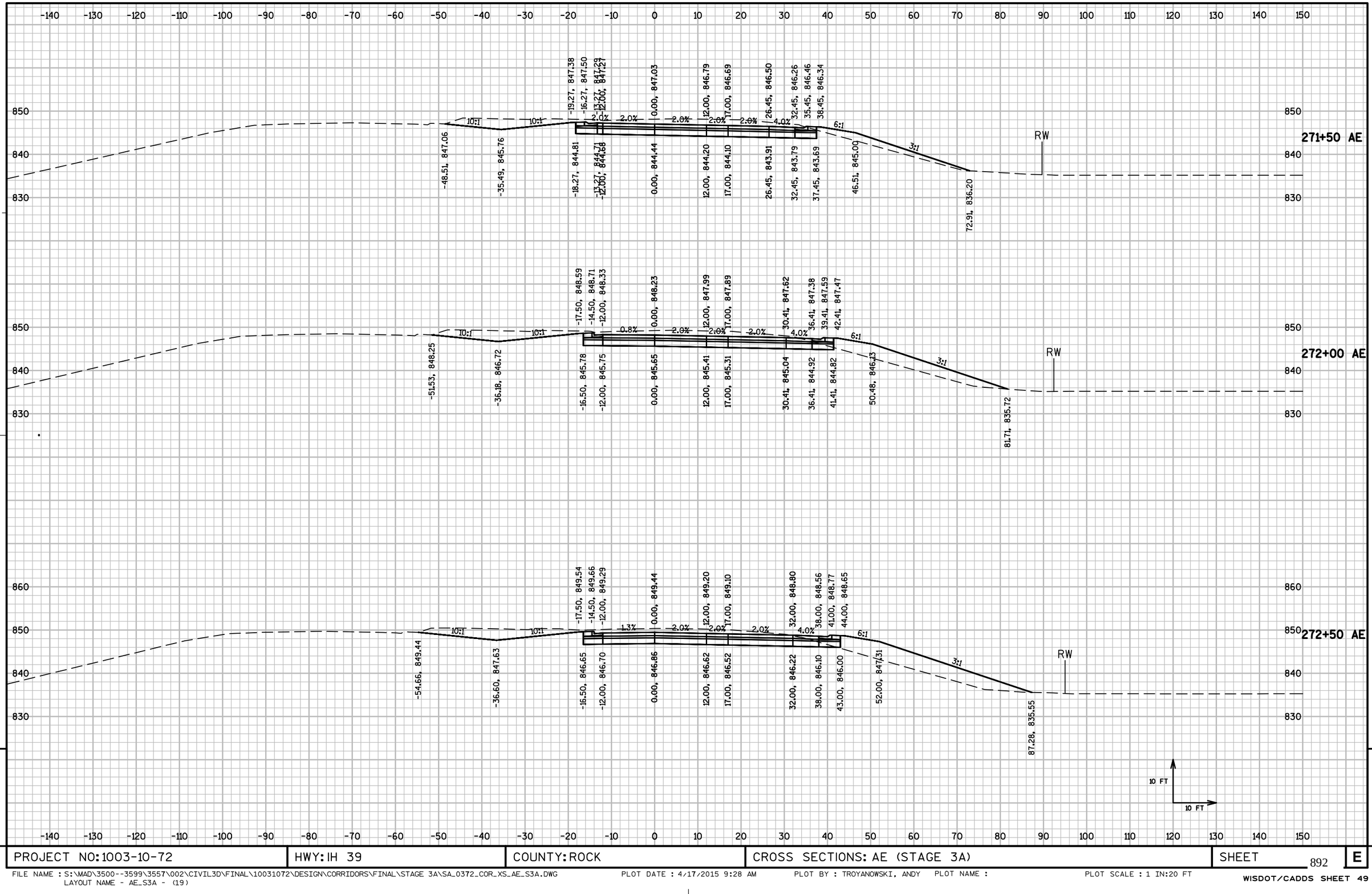
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LAYOUT NAME - AE_S3A - (17)
PLOT DATE : 4/17/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 891 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (18)

PLOT DATE : 4/17/2015 9:27 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT



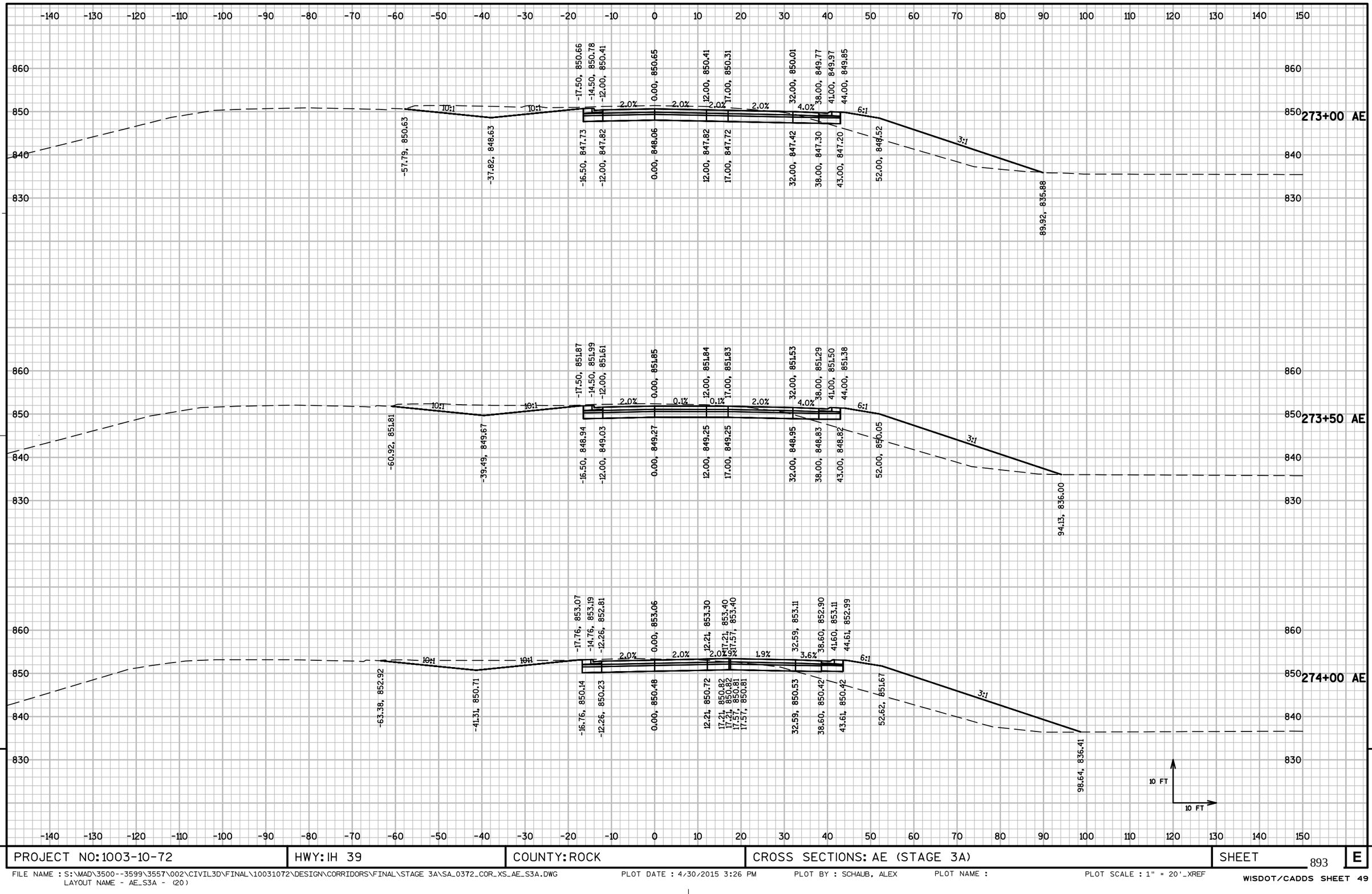
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9

PROJECT NO: 1003-10-72 | HWY: IH 39 | COUNTY: ROCK | CROSS SECTIONS: AE (STAGE 3A) | SHEET 892 | E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (19)
PLOT DATE : 4/17/2015 9:28 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



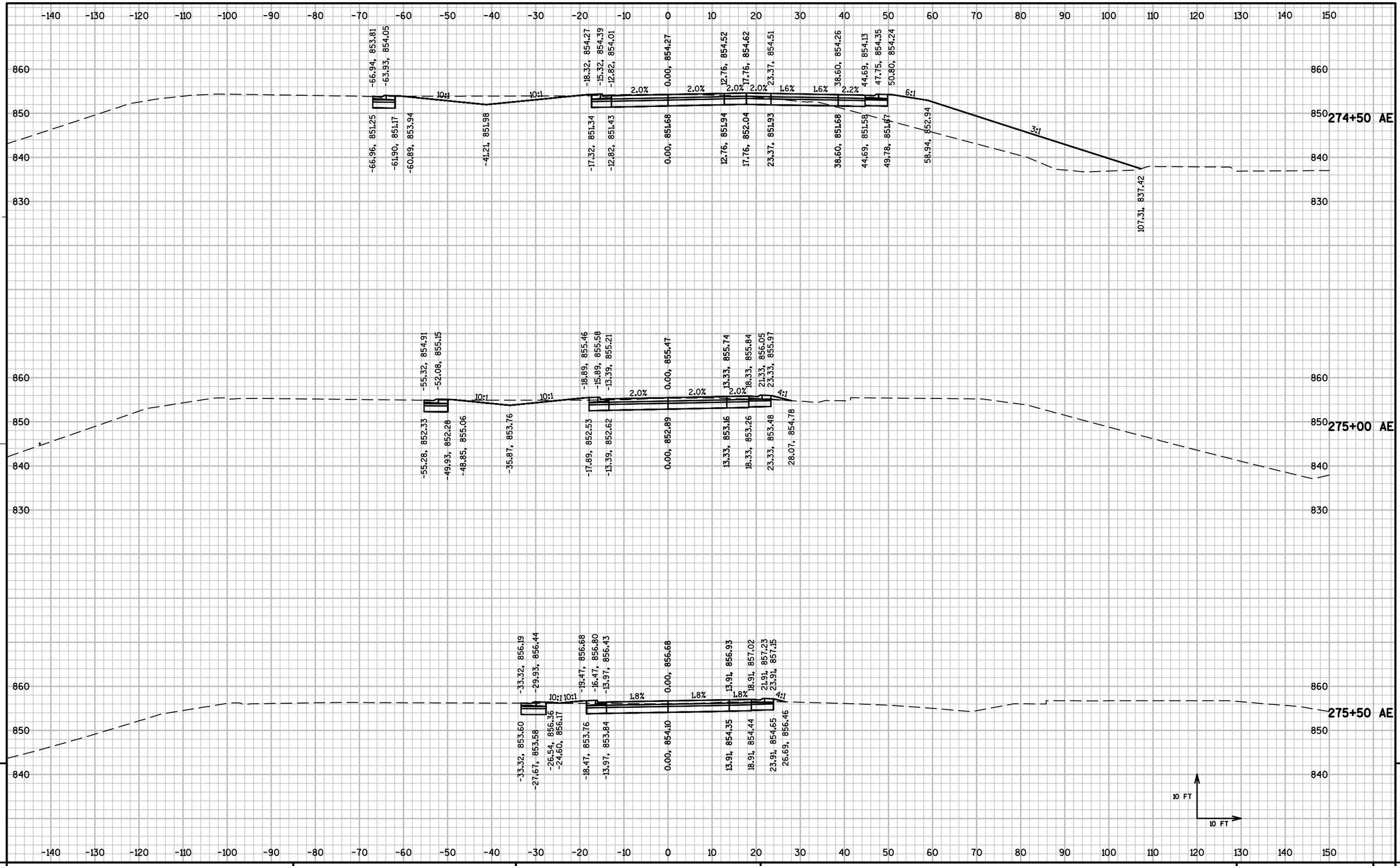
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 893	E

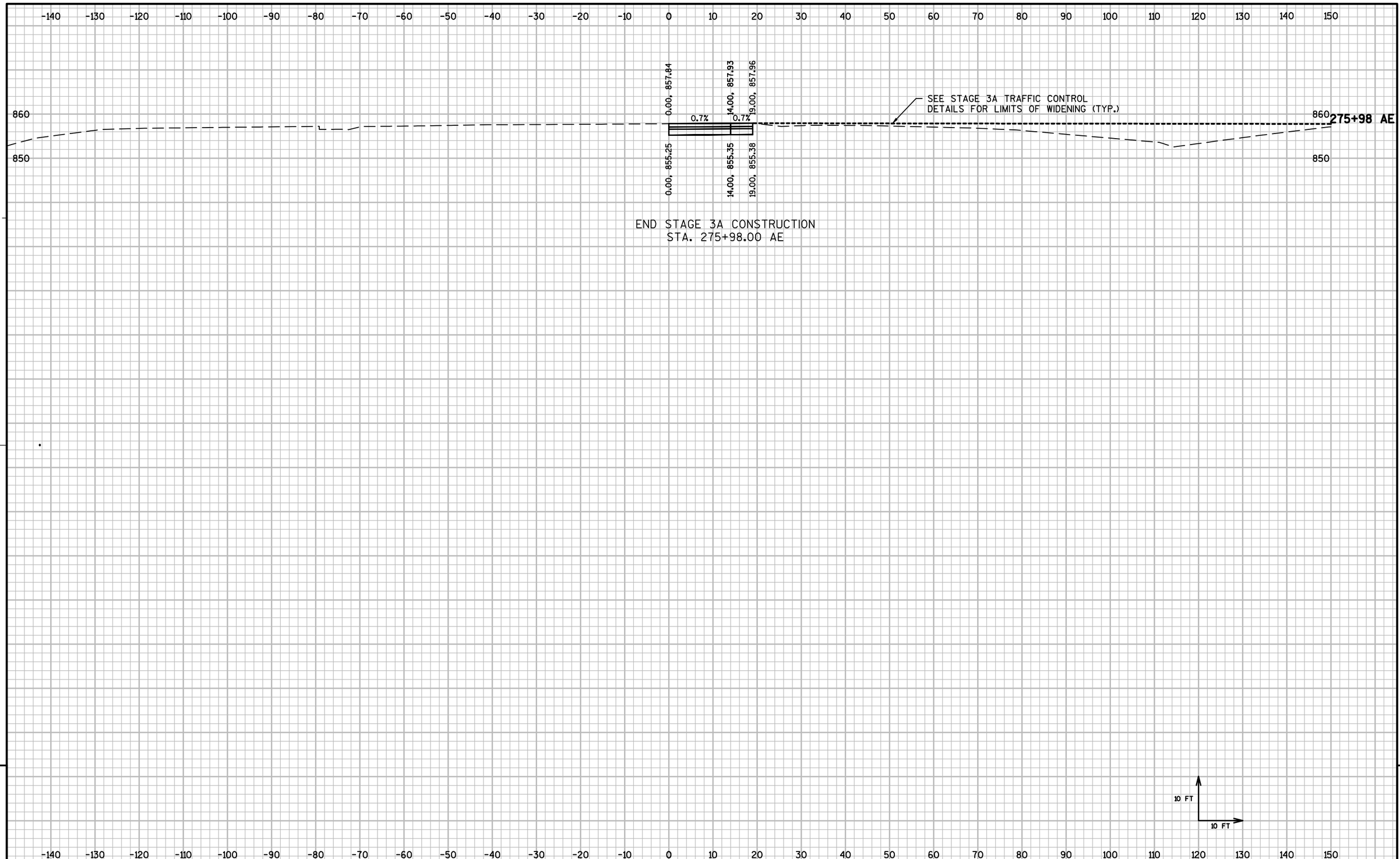
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (20)

PLOT DATE : 4/30/2015 3:26 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 894	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (21)
PLOT DATE : 4/17/2015 9:28 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



END STAGE 3A CONSTRUCTION
STA. 275+98.00 AE

9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 3A)	SHEET 895	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AE_S3A.DWG
LAYOUT NAME - AE_S3A - (22)
PLOT DATE : 4/17/2015 9:28 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1 IN:20 FT

BEGIN STAGE 3A CONSTRUCTION
STA. 279+12.00 AW

-76.63, 864.37
-60.10, 864.03
-40.20, 862.04
-22.50, 863.81
-19.50, 863.93
-17.00, 863.56
-12.00, 863.66
0.00, 863.90
14.00, 864.18
17.03, 864.06
18.05, 864.02
-21.50, 860.89
-17.00, 860.98
-12.00, 861.08
0.00, 861.32
14.00, 861.60
18.05, 861.68
26.02, 863.17
32.00, 862.17
59.56, 852.99

279+12 AW

POST #9 RT.

-72.01, 864.53
-61.97, 864.13
-40.89, 862.22
-22.29, 864.07
-19.50, 864.18
-17.00, 863.81
-12.00, 863.91
0.00, 864.15
14.00, 864.43
17.00, 864.31
18.00, 864.27
-21.50, 861.13
-17.00, 861.22
-12.00, 861.32
0.00, 861.56
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18.00, 861.92
25.98, 863.41
32.00, 862.41
60.13, 853.04

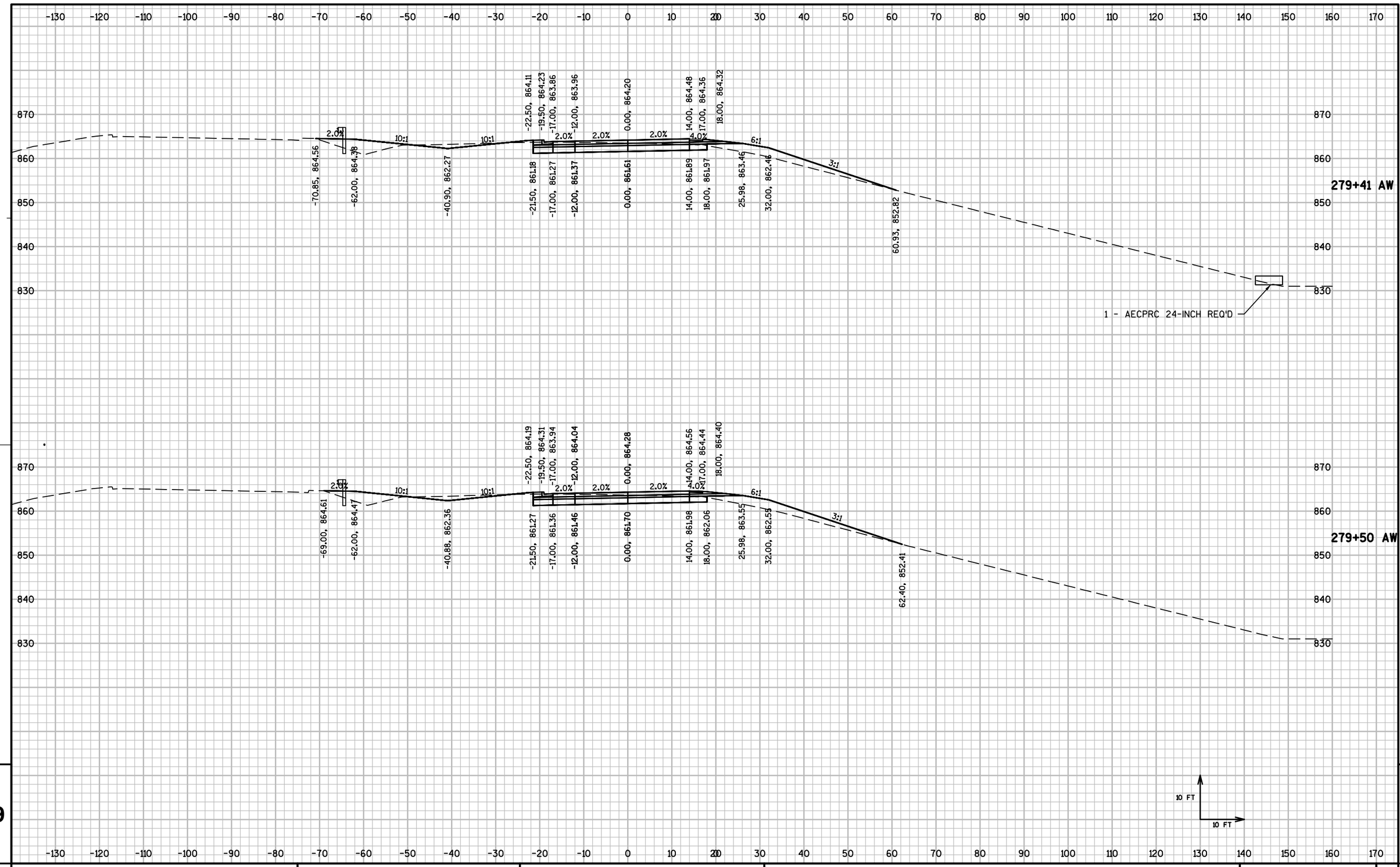
279+36 AW

24-INCH CPRC
CLASS V REQ'D

10 FT
10 FT

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 896	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (12)
PLOT DATE : 4/17/2015 9:32 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



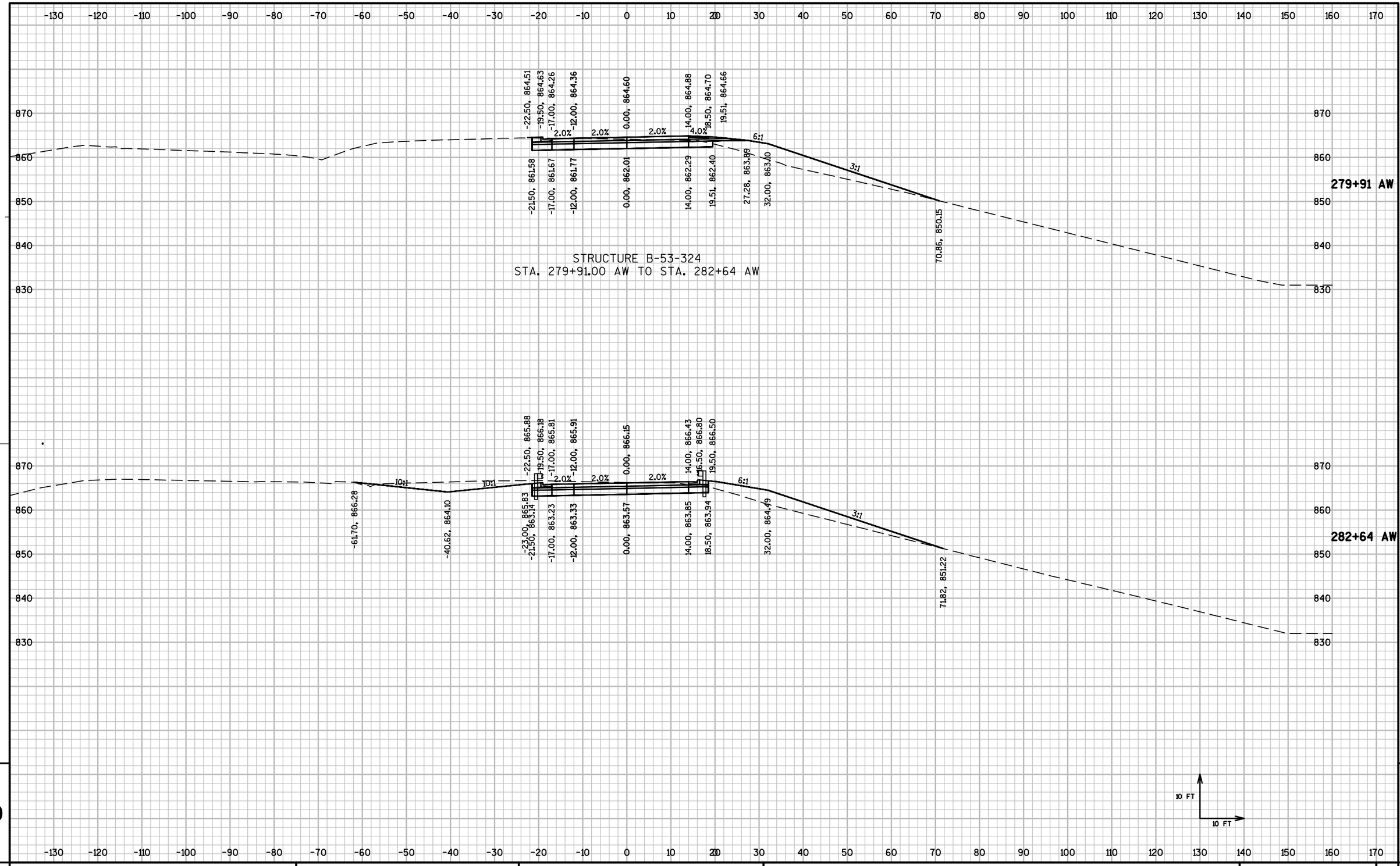
9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 897	E

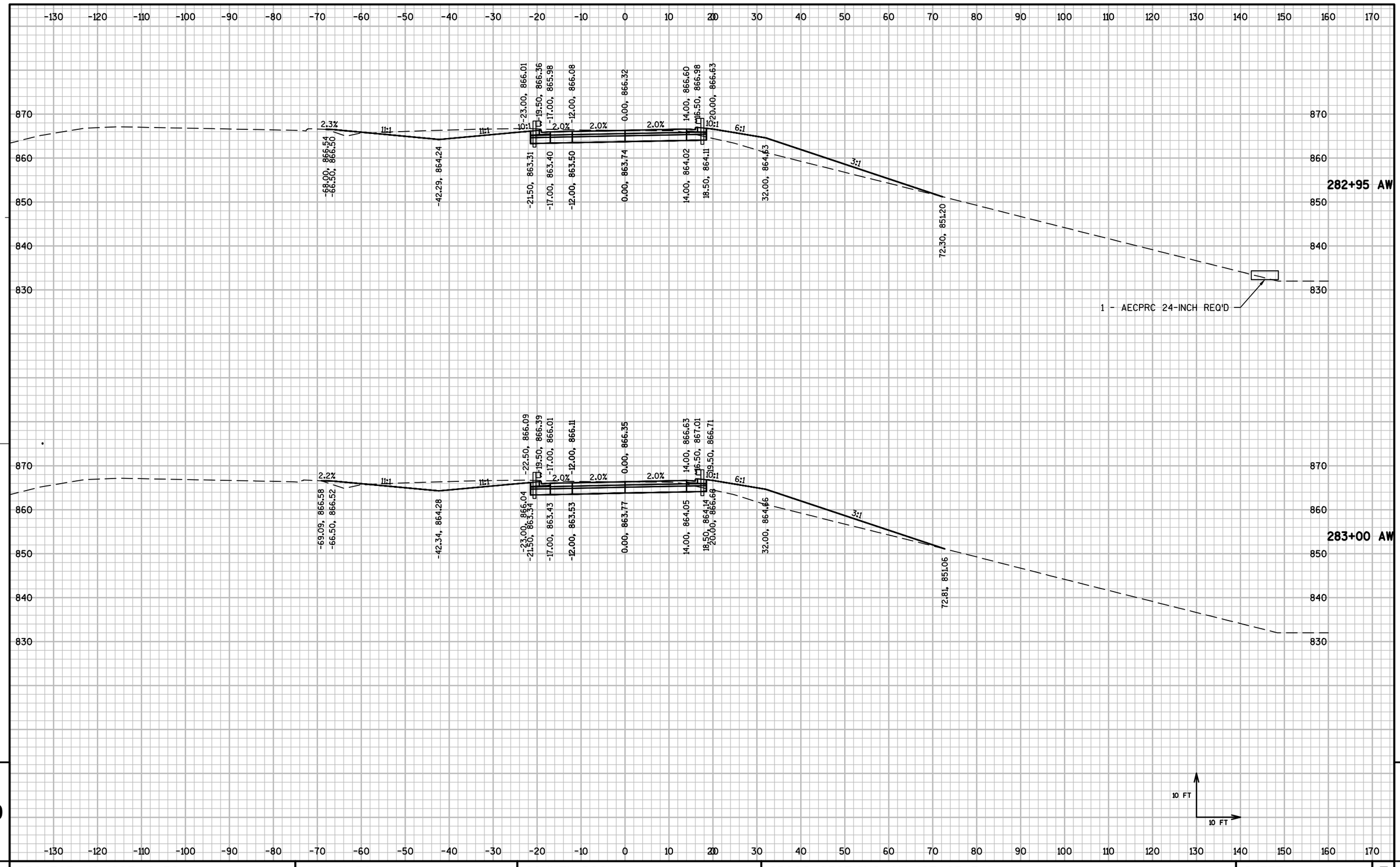
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (13)

PLOT DATE : 4/17/2015 9:32 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



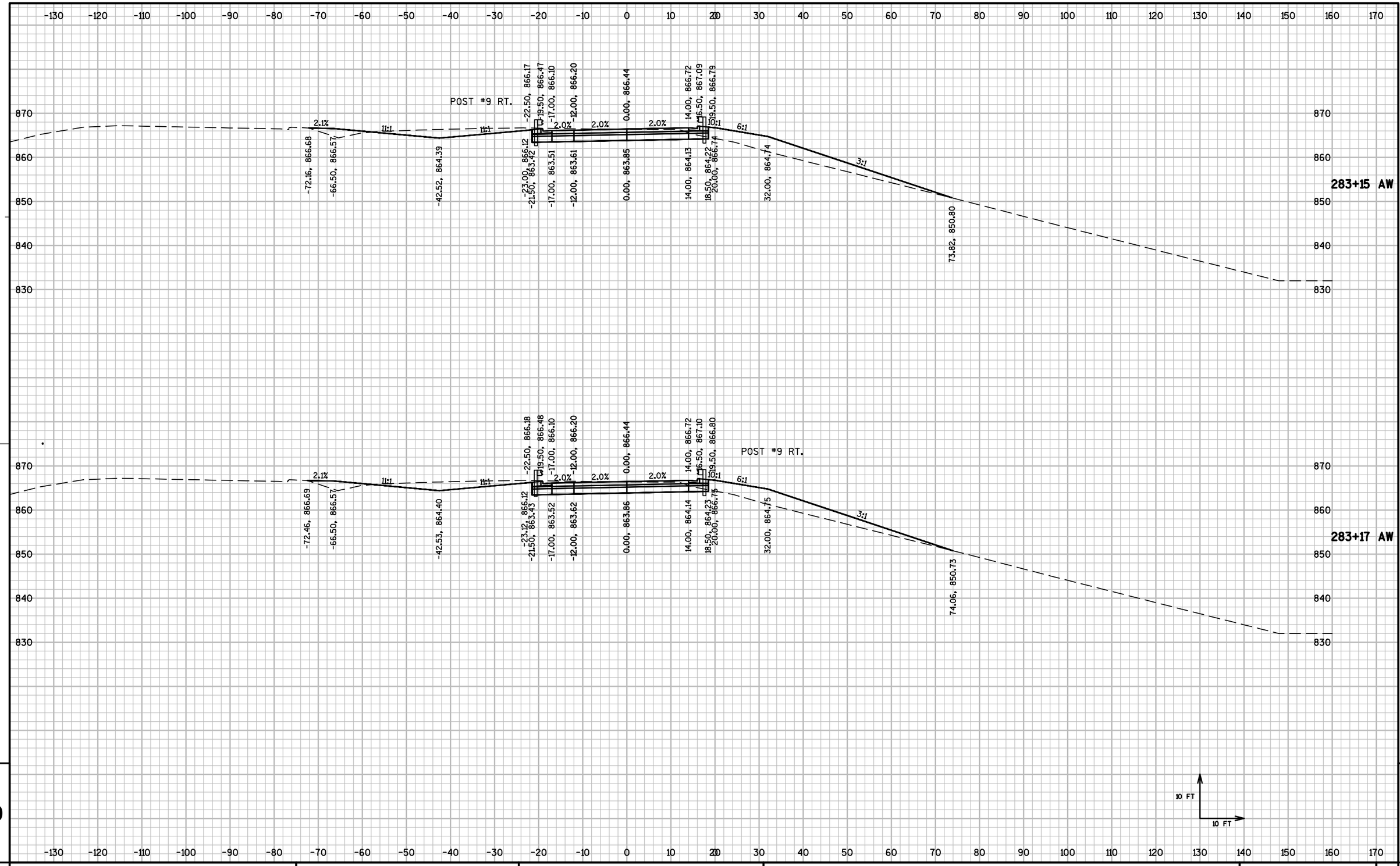
PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 898	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (14)
PLOT DATE : 4/17/2015 9:32 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



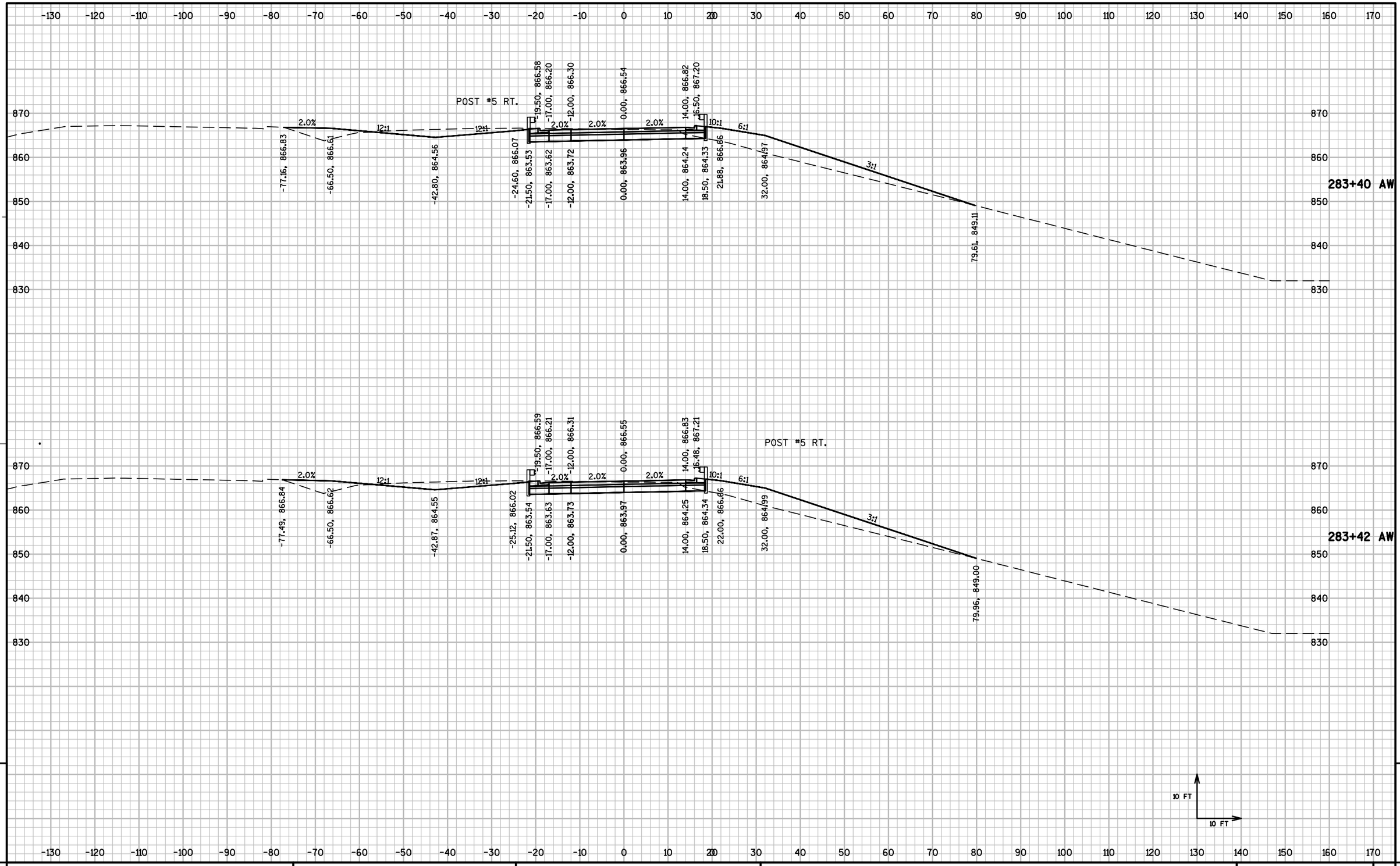
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 899	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (15)
PLOT DATE : 4/17/2015 9:32 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 900	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (16)
PLOT DATE : 4/17/2015 9:32 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

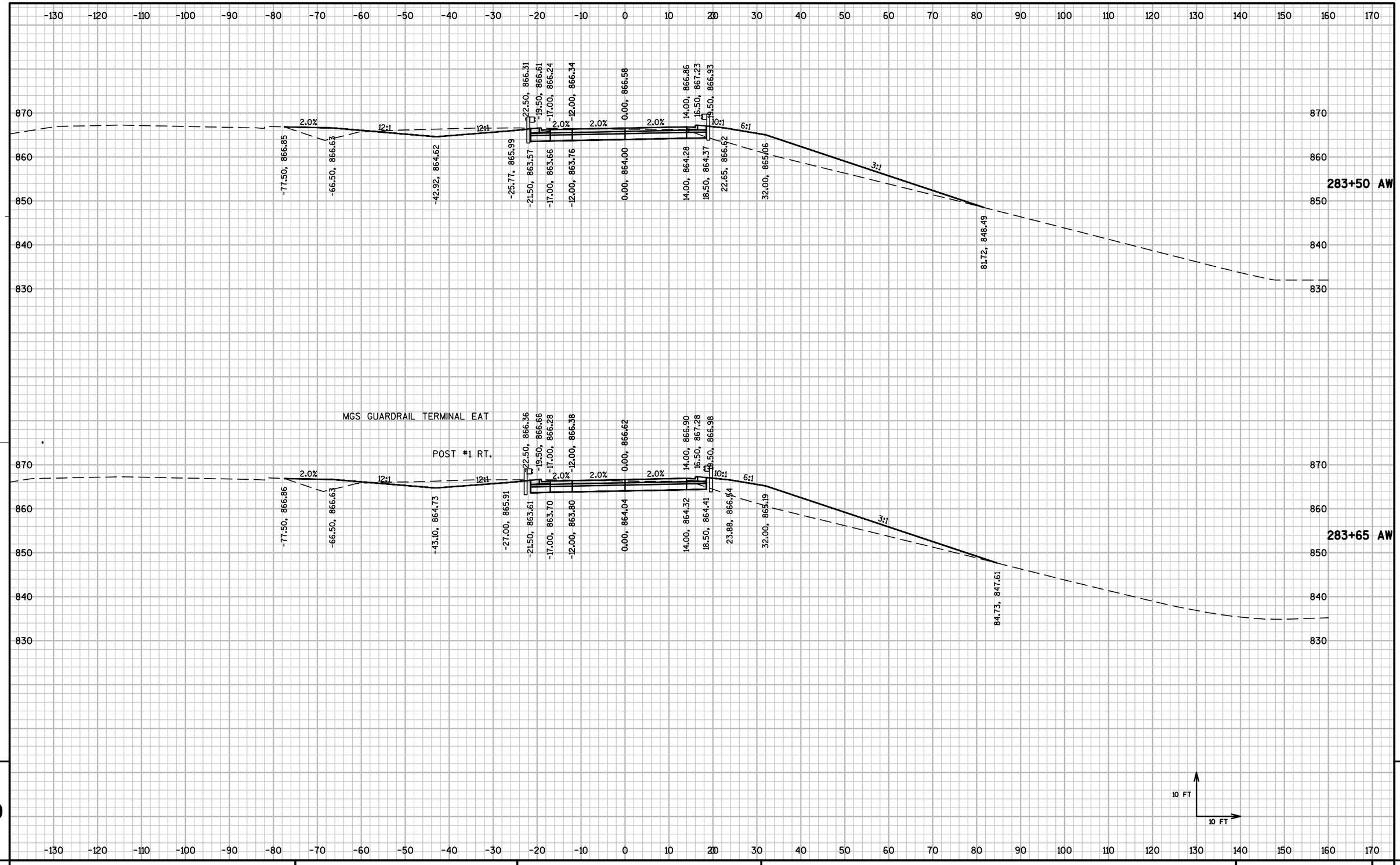


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 901	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (17)

PLOT DATE : 4/17/2015 9:32 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 902	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (18)

PLOT DATE : 4/17/2015 9:32 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

MGS GUARDRAIL TERMINAL EAT

POST #1 RT.

283+67 AW

284+00 AW

284+50 AW

10 FT

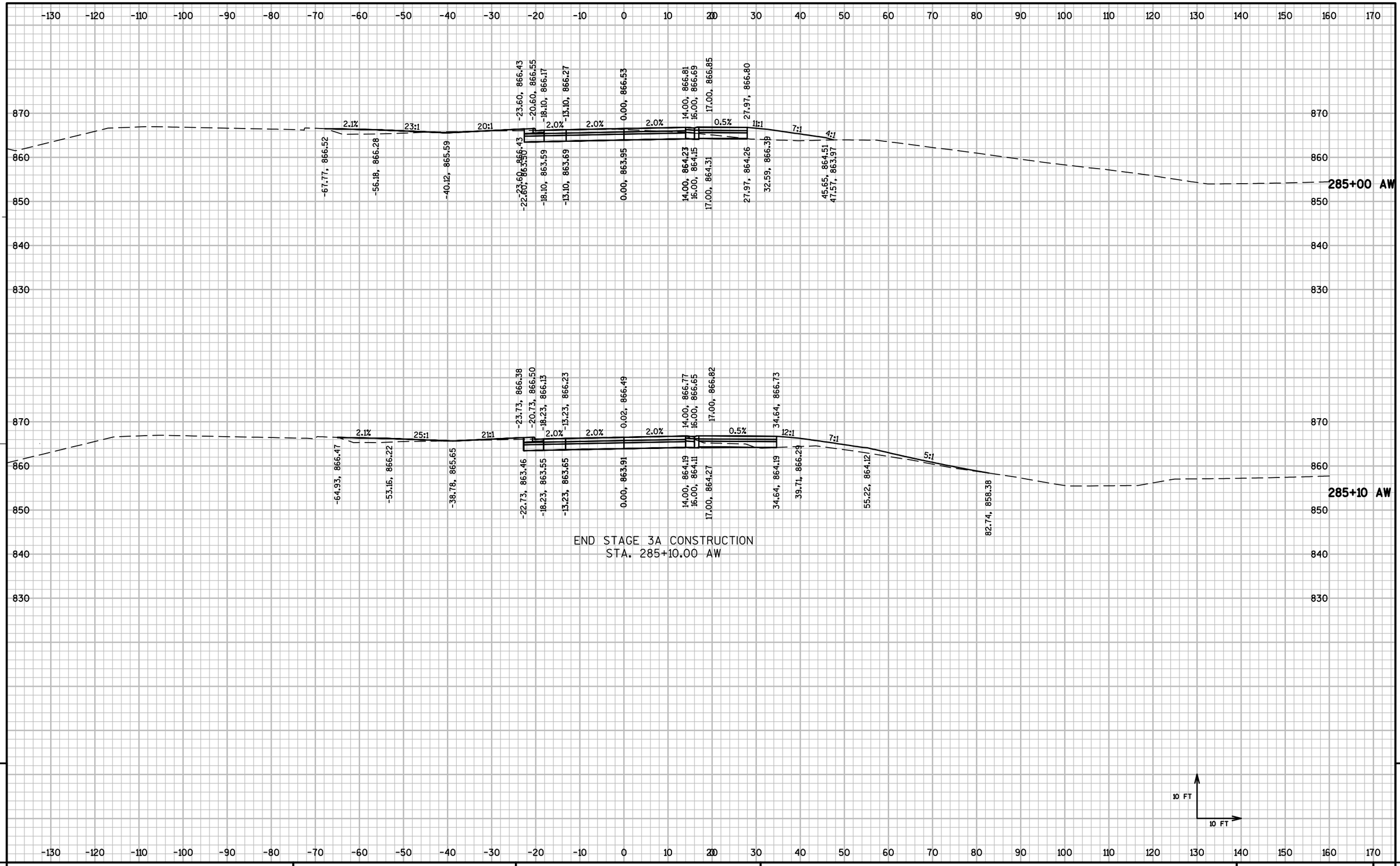
10 FT

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 903	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (19)

PLOT DATE : 4/17/2015 9:32 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

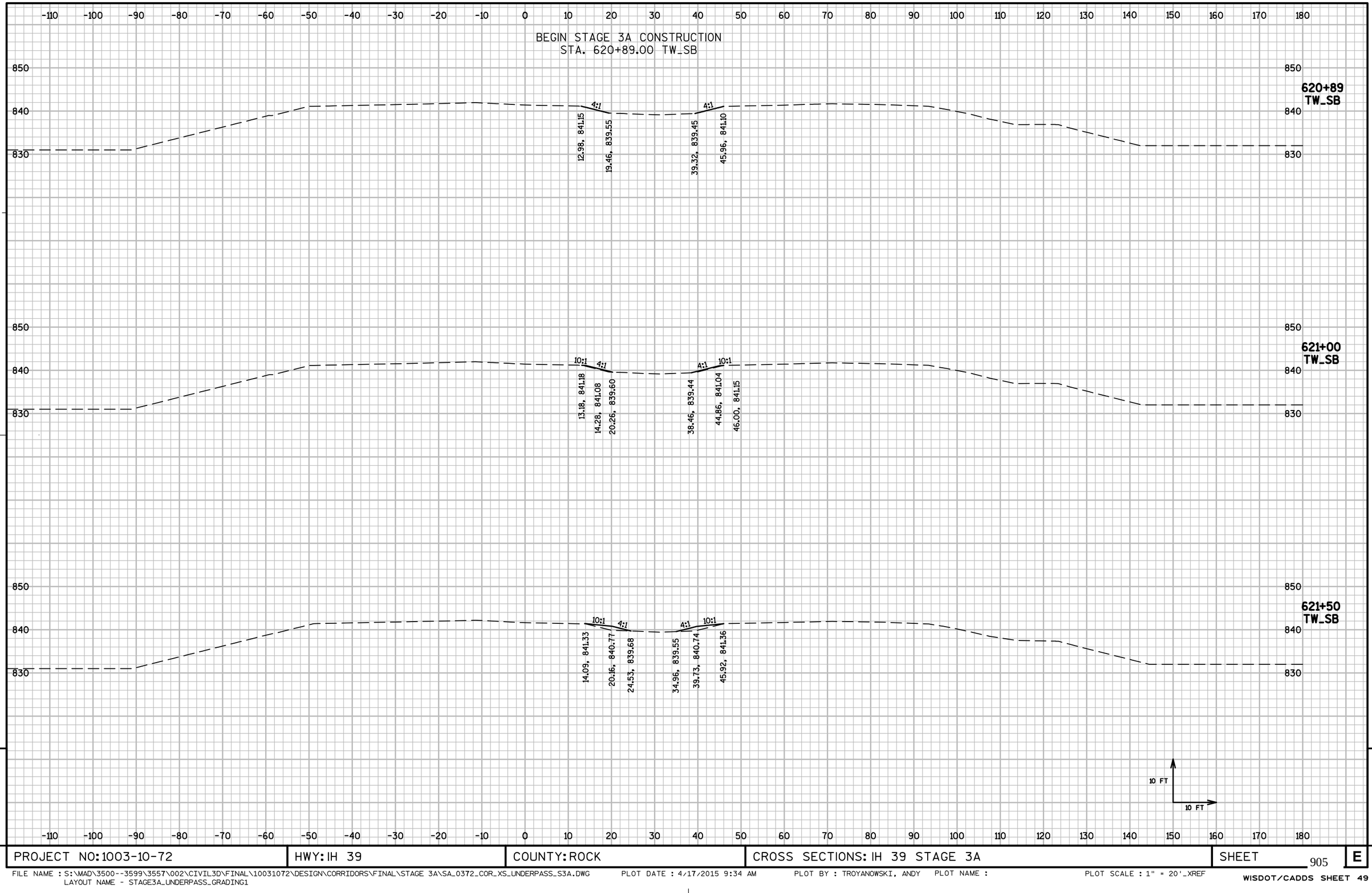


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3A)	SHEET 904	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_AW_S3A.DWG
LAYOUT NAME - SECTION SHEET - (20)
PLOT DATE : 5/26/2015 4:13 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1:20_XREF

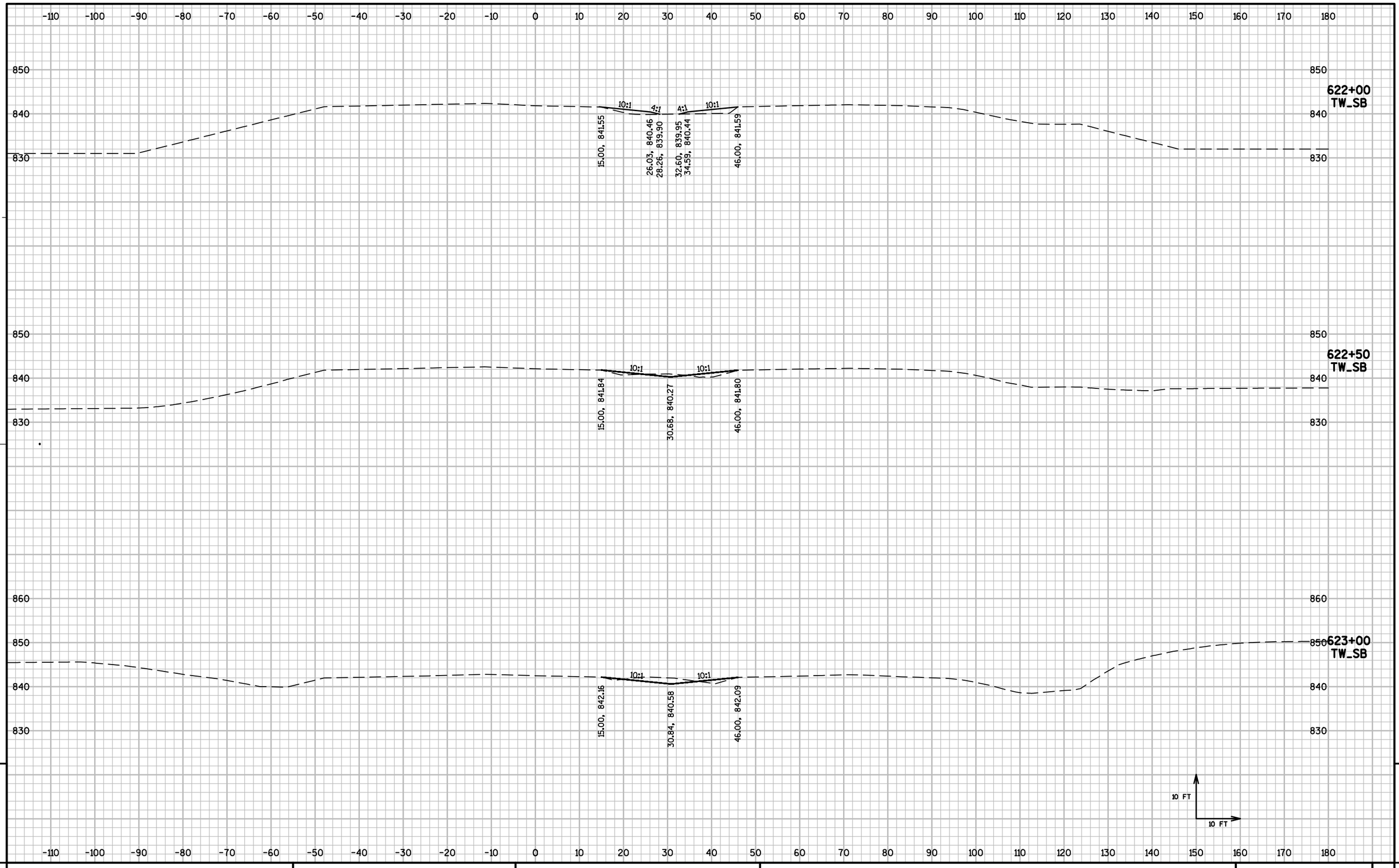
WISDOT/CADDS SHEET 49

BEGIN STAGE 3A CONSTRUCTION
STA. 620+89.00 TW_SB



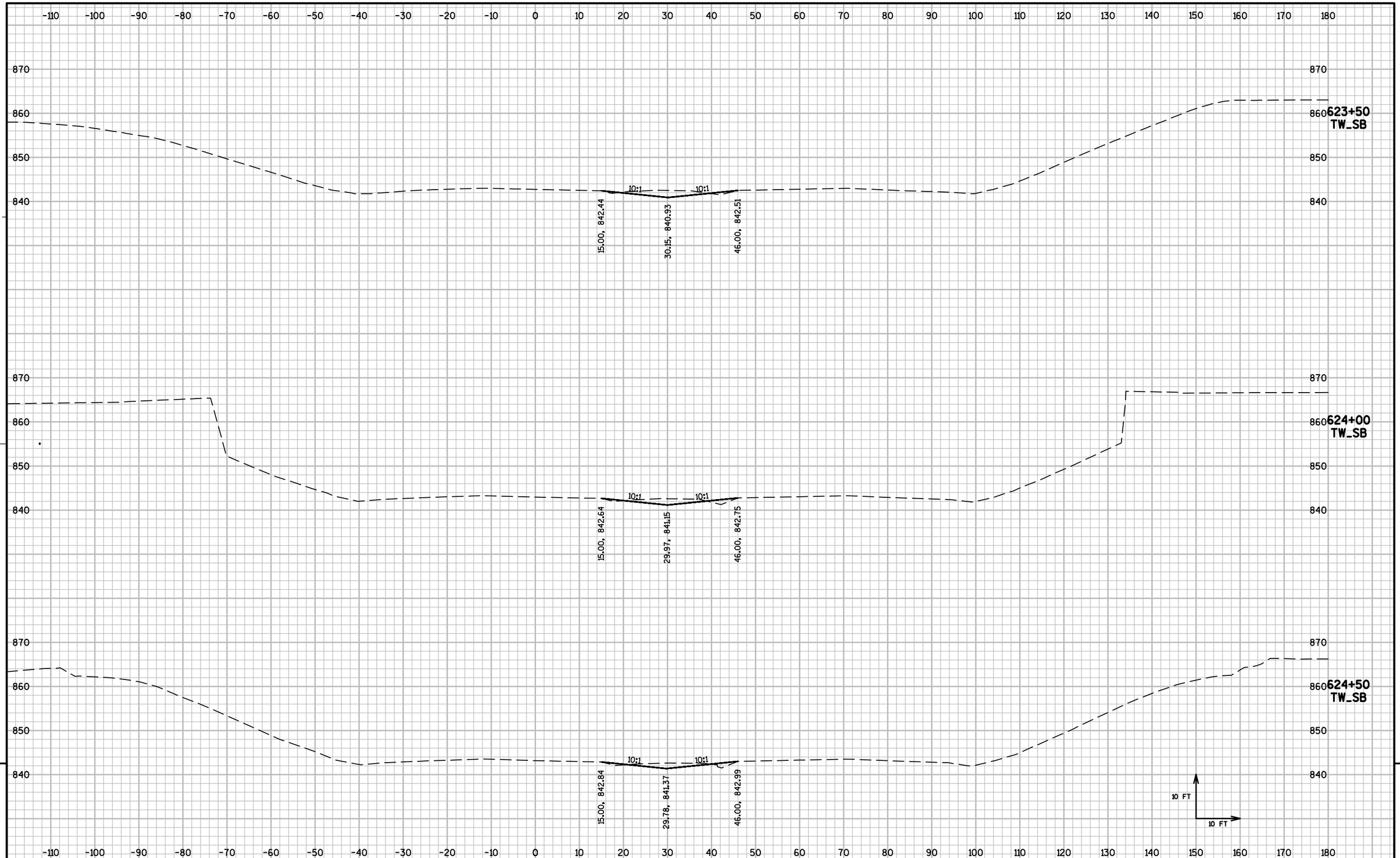
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3A	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_UNDERPASS_S3A.DWG
LAYOUT NAME - STAGE3A_UNDERPASS_GRADING1
PLOT DATE : 4/17/2015 9:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF



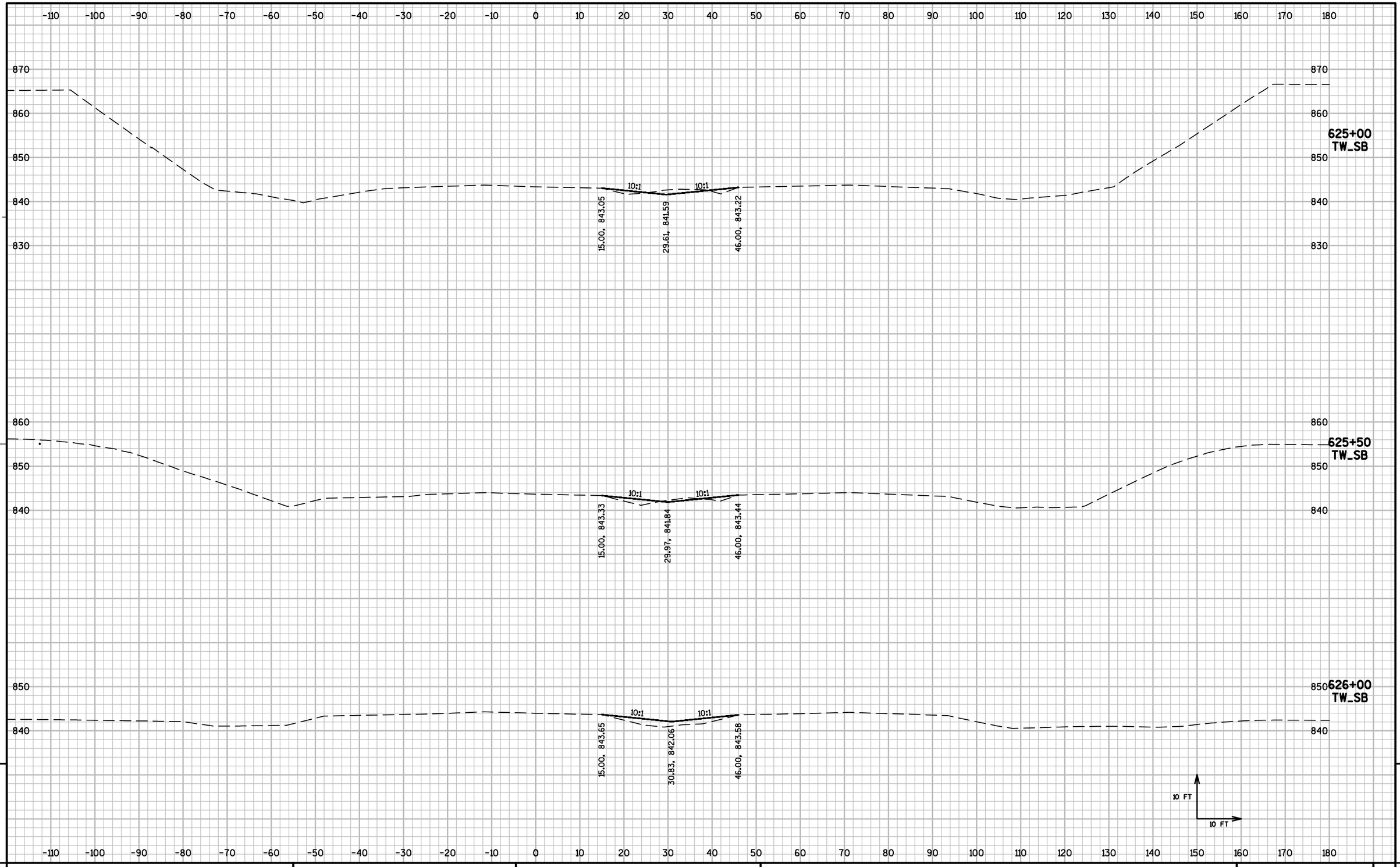
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3A	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_UNDERPASS_S3A.DWG
LAYOUT NAME - STAGE3A_UNDERPASS_GRADING2
PLOT DATE : 4/17/2015 9:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3A	SHEET 907 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_UNDERPASS_S3A.DWG
LAYOUT NAME - STAGE3A_UNDERPASS_GRADING3
PLOT DATE : 4/17/2015 9:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF

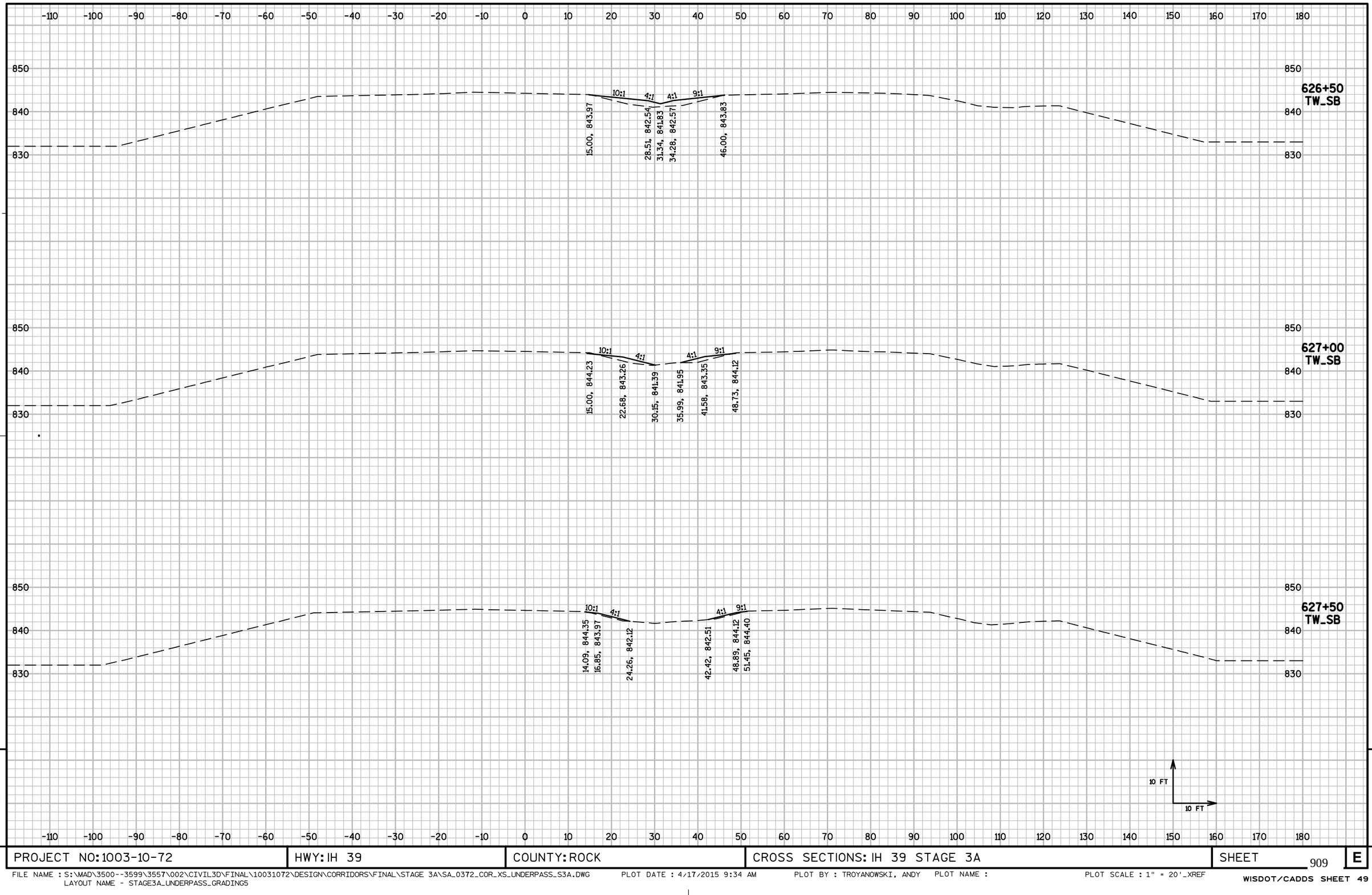


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9

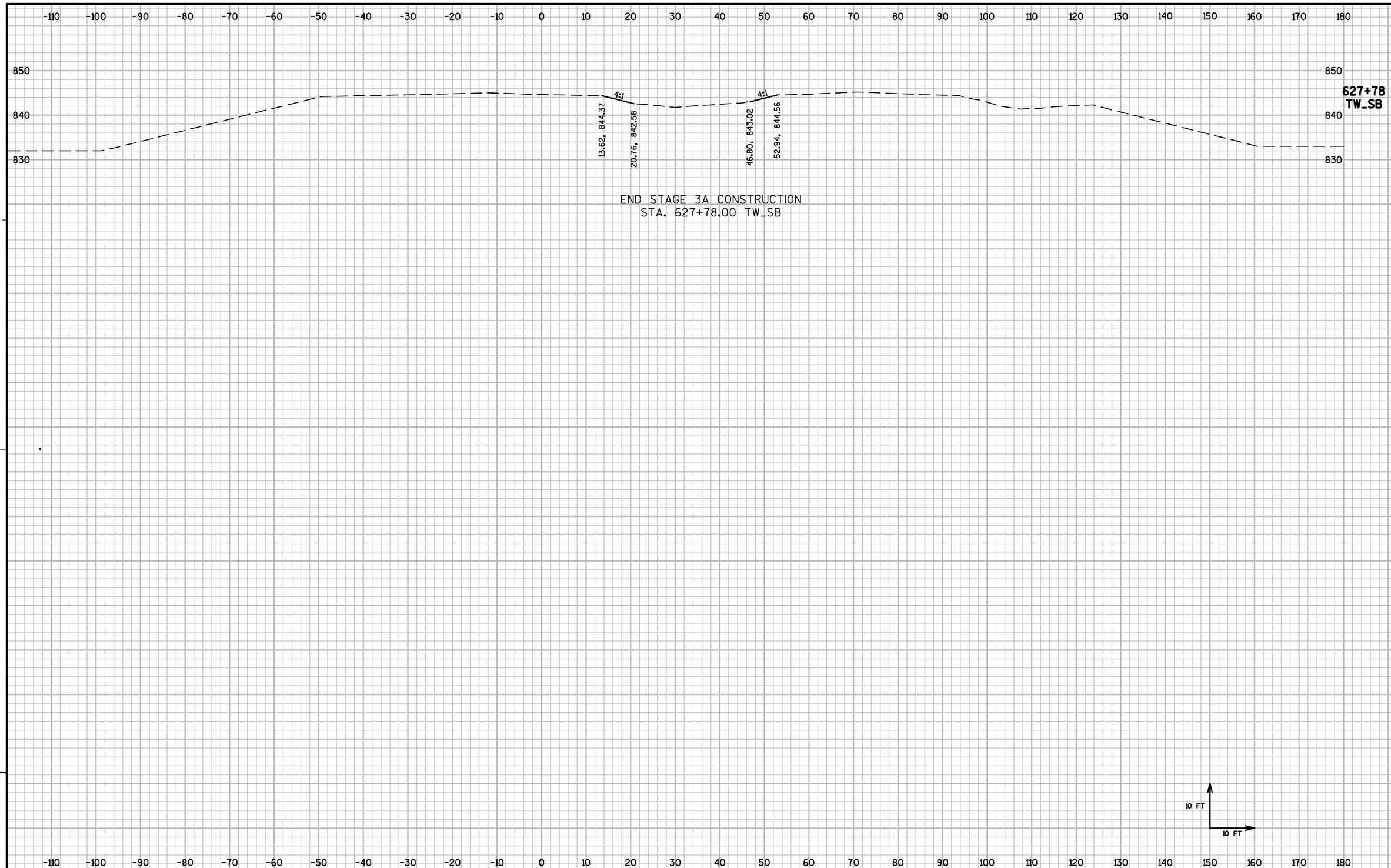
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3A	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_UNDERPASS_S3A.DWG
LAYOUT NAME - STAGE3A_UNDERPASS_GRADING4
PLOT DATE : 4/17/2015 9:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



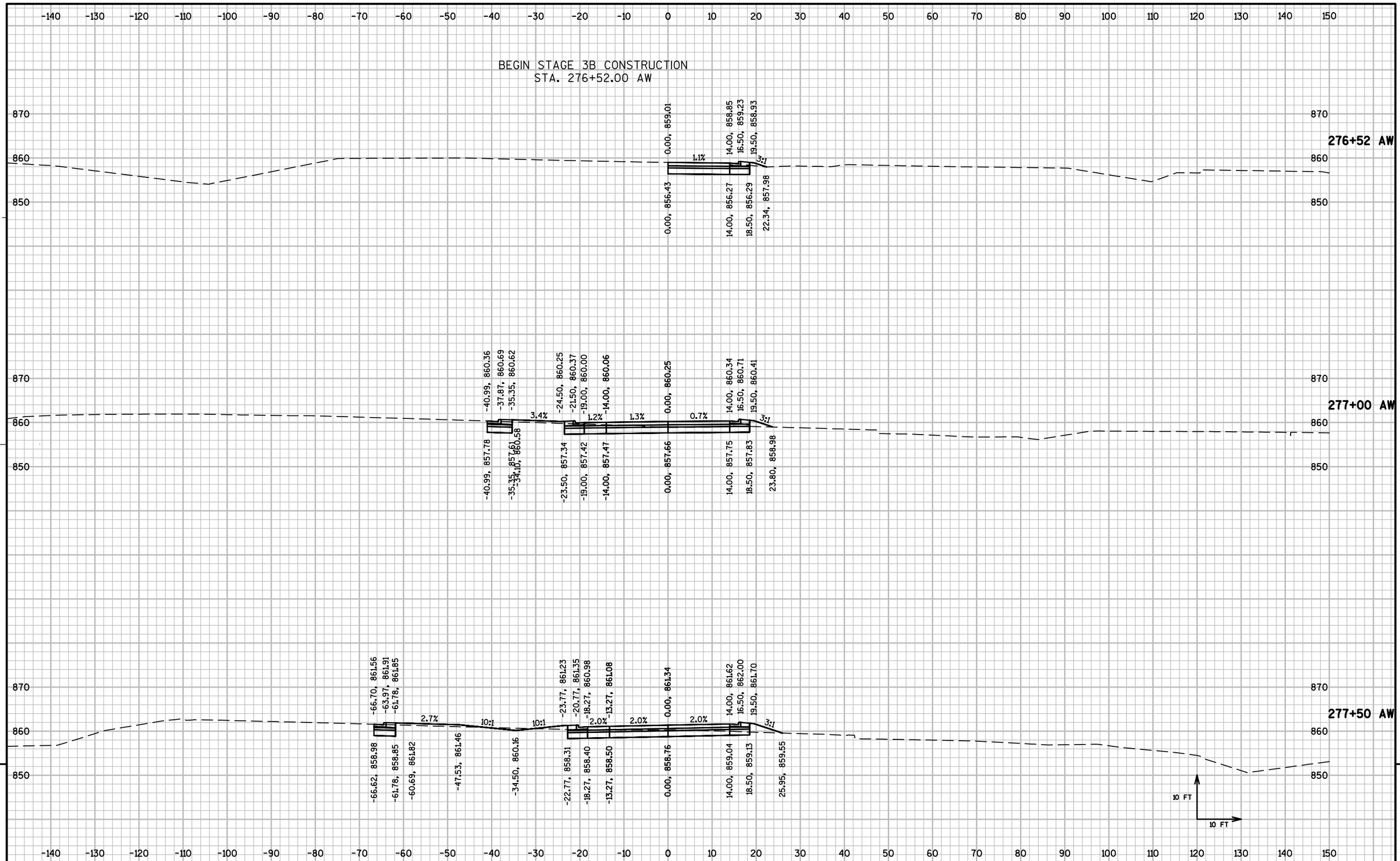
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3A	SHEET 909 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_UNDERPASS_S3A.DWG
LAYOUT NAME - STAGE3A_UNDERPASS_GRADING5
PLOT DATE : 4/17/2015 9:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3A	SHEET 910	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3A\SA_0372_COR_XS_UNDERPASS_S3A.DWG
LAYOUT NAME - STAGE3A_UNDERPASS_GRADING6
PLOT DATE : 4/17/2015 9:34 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1" = 20'_XREF



9

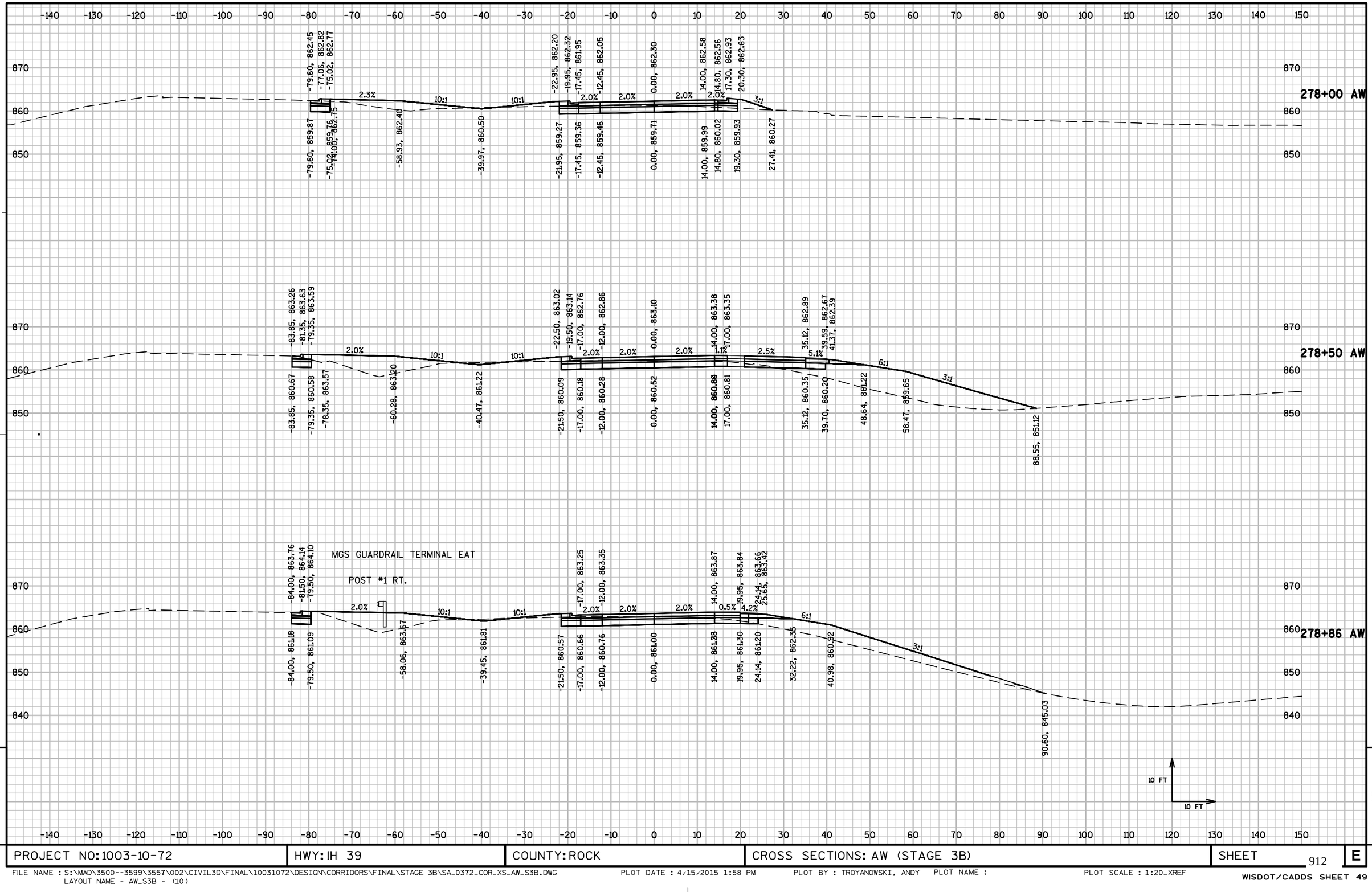
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_AW_S3B.DWG
LAYOUT NAME - AW_S3B - (9)

PLOT DATE : 4/15/2015 1:58 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



9

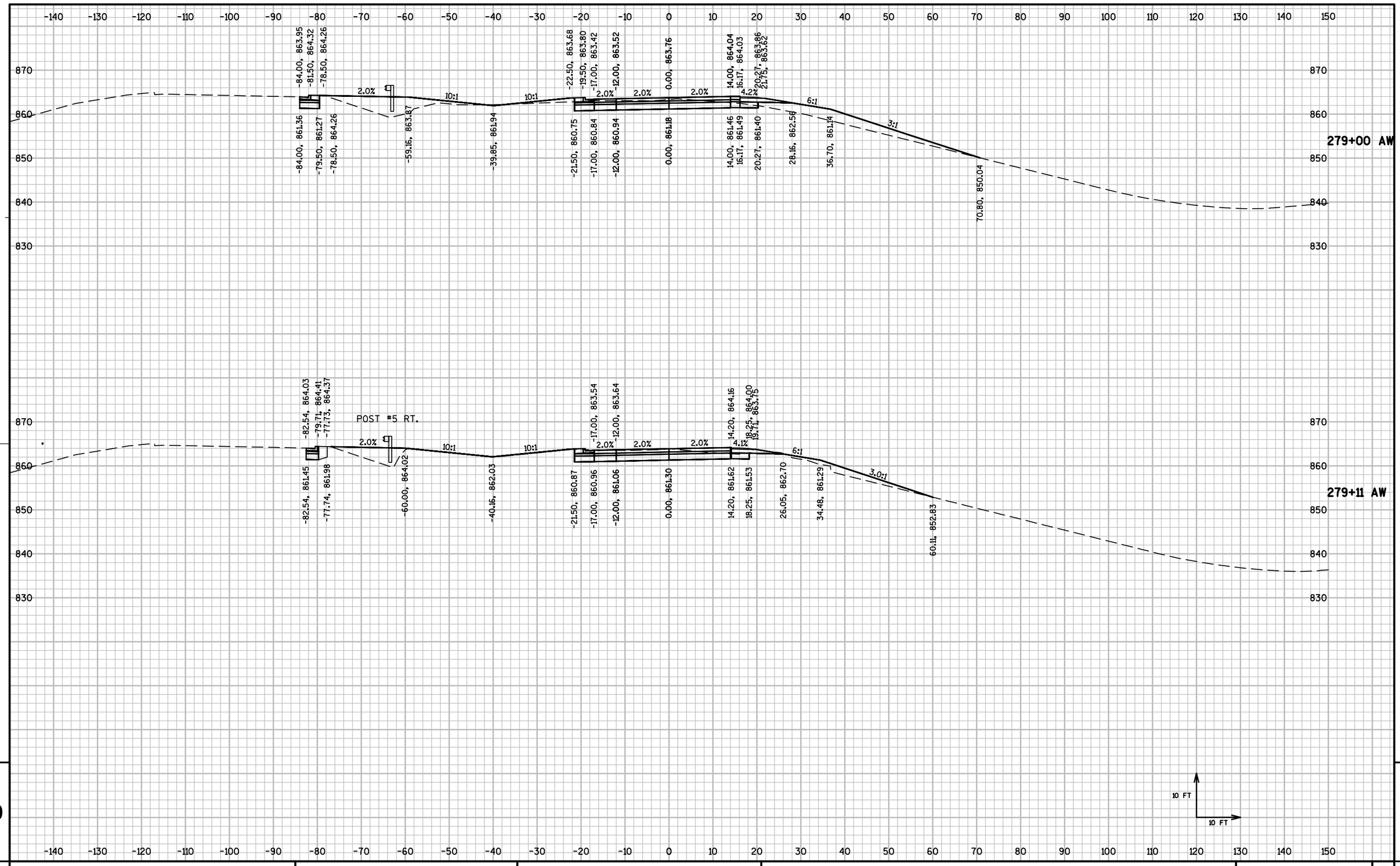
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PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3B)	SHEET 912	E

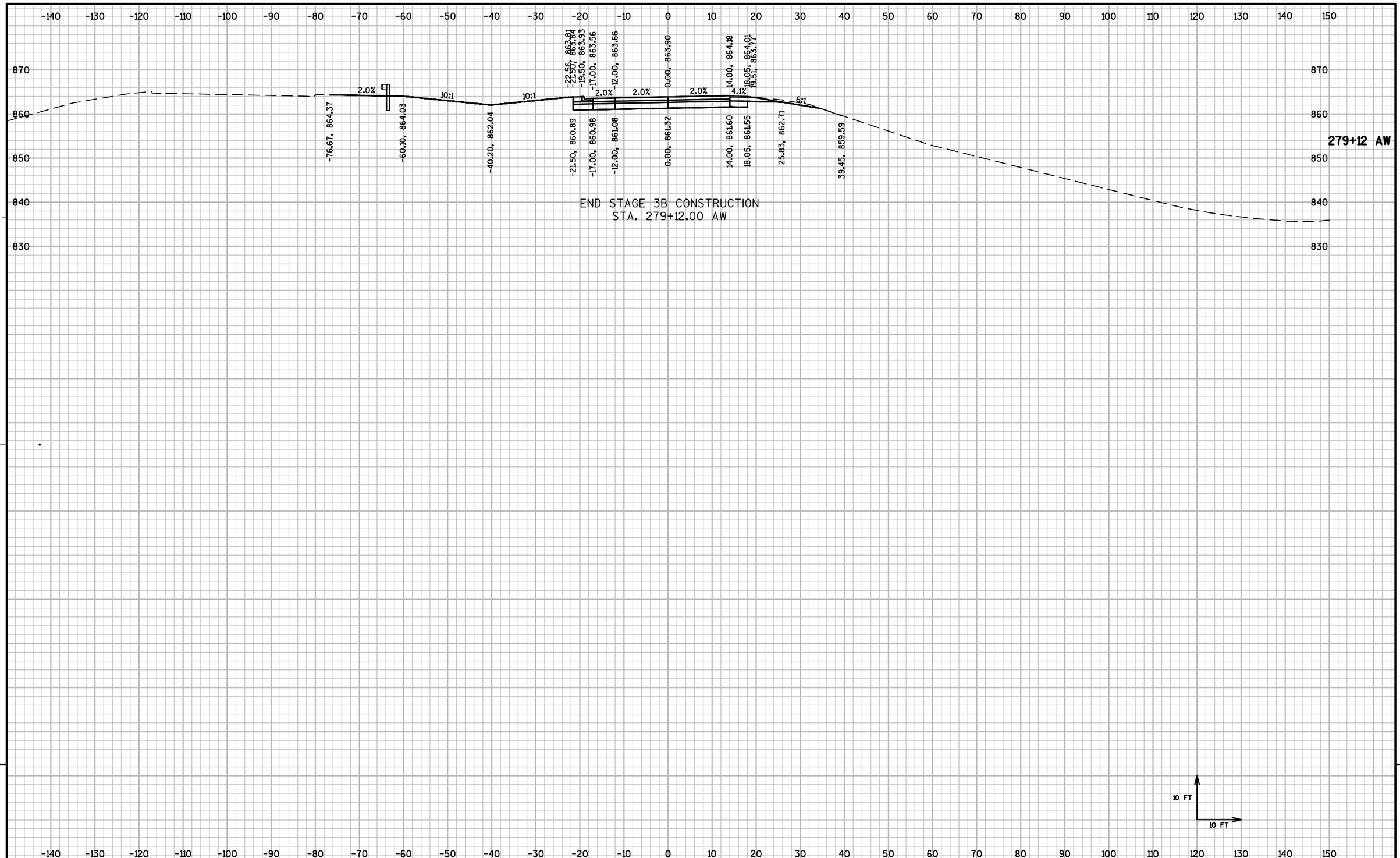
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_AW_S3B.DWG
LAYOUT NAME - AW_S3B - (10)

PLOT DATE : 4/15/2015 1:58 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



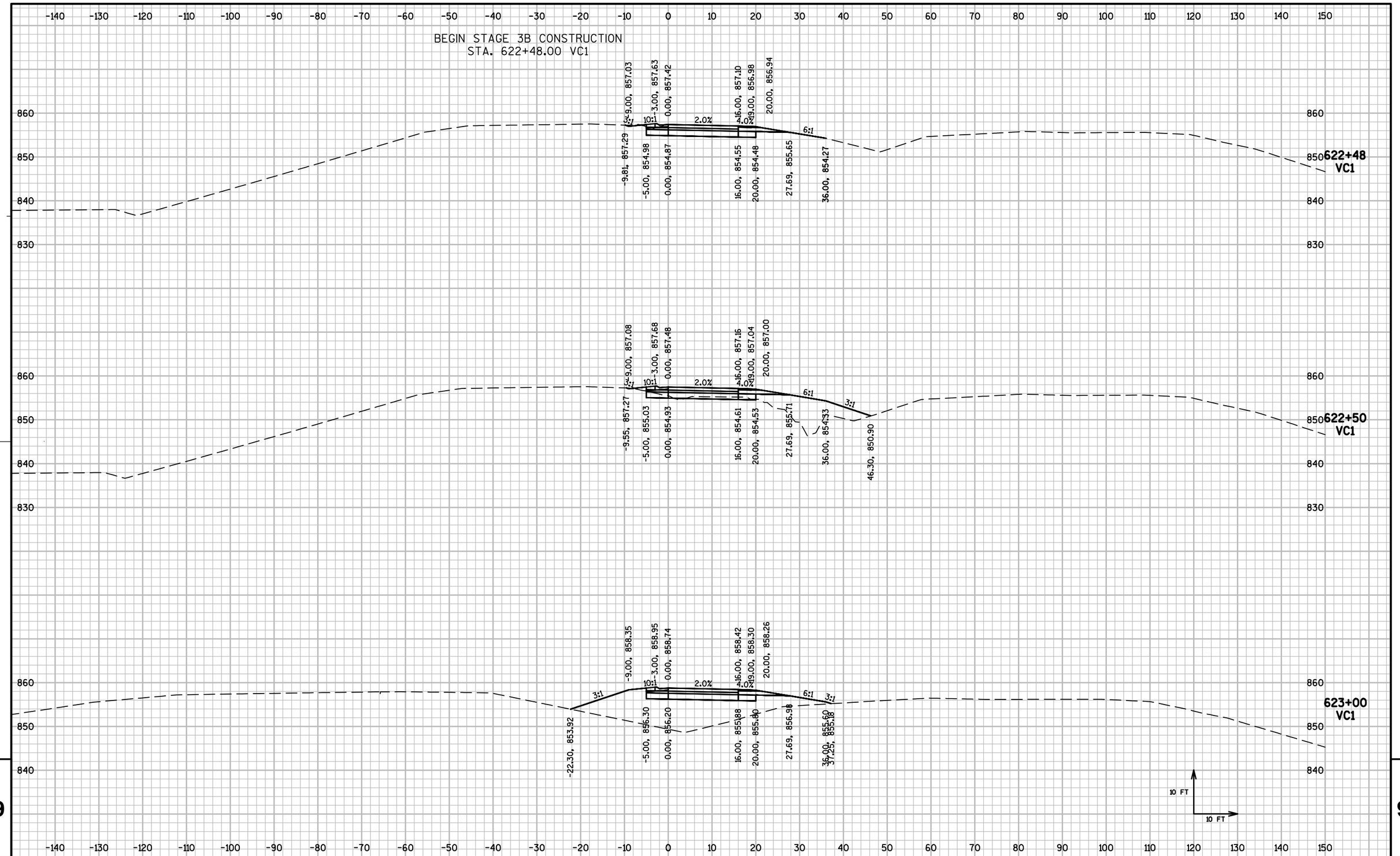
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3B)	SHEET 913	E



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AW (STAGE 3B)	SHEET 914	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_AW_S3B.DWG
LAYOUT NAME - AW_S3B - (12)
PLOT DATE : 4/15/2015 1:58 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

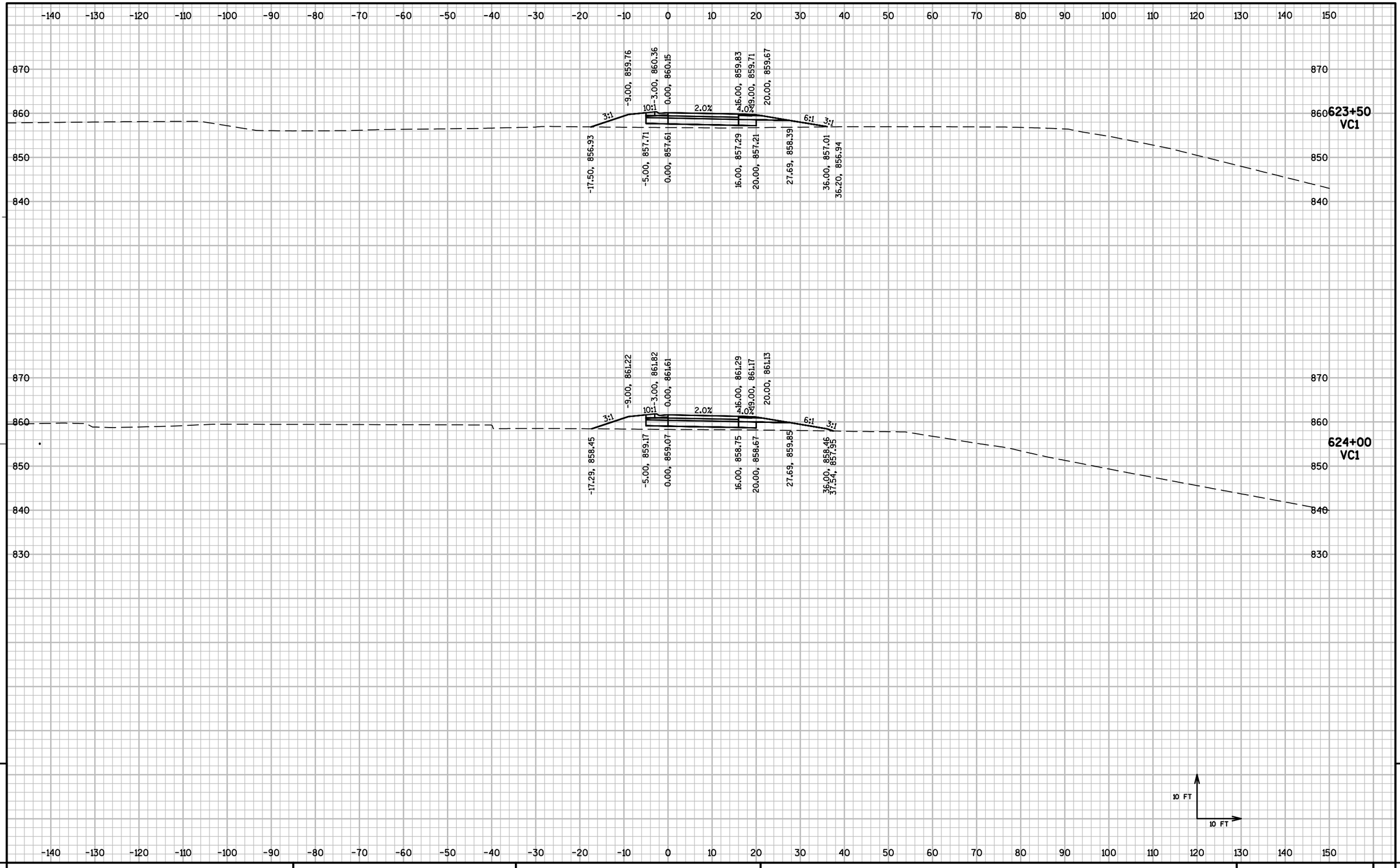
BEGIN STAGE 3B CONSTRUCTION
STA. 622+48.00 VC1



9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC1 (STAGE 3B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_VC1_S3B.DWG
LAYOUT NAME - VC1_S3B - (4)
PLOT DATE : 4/15/2015 2:50 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



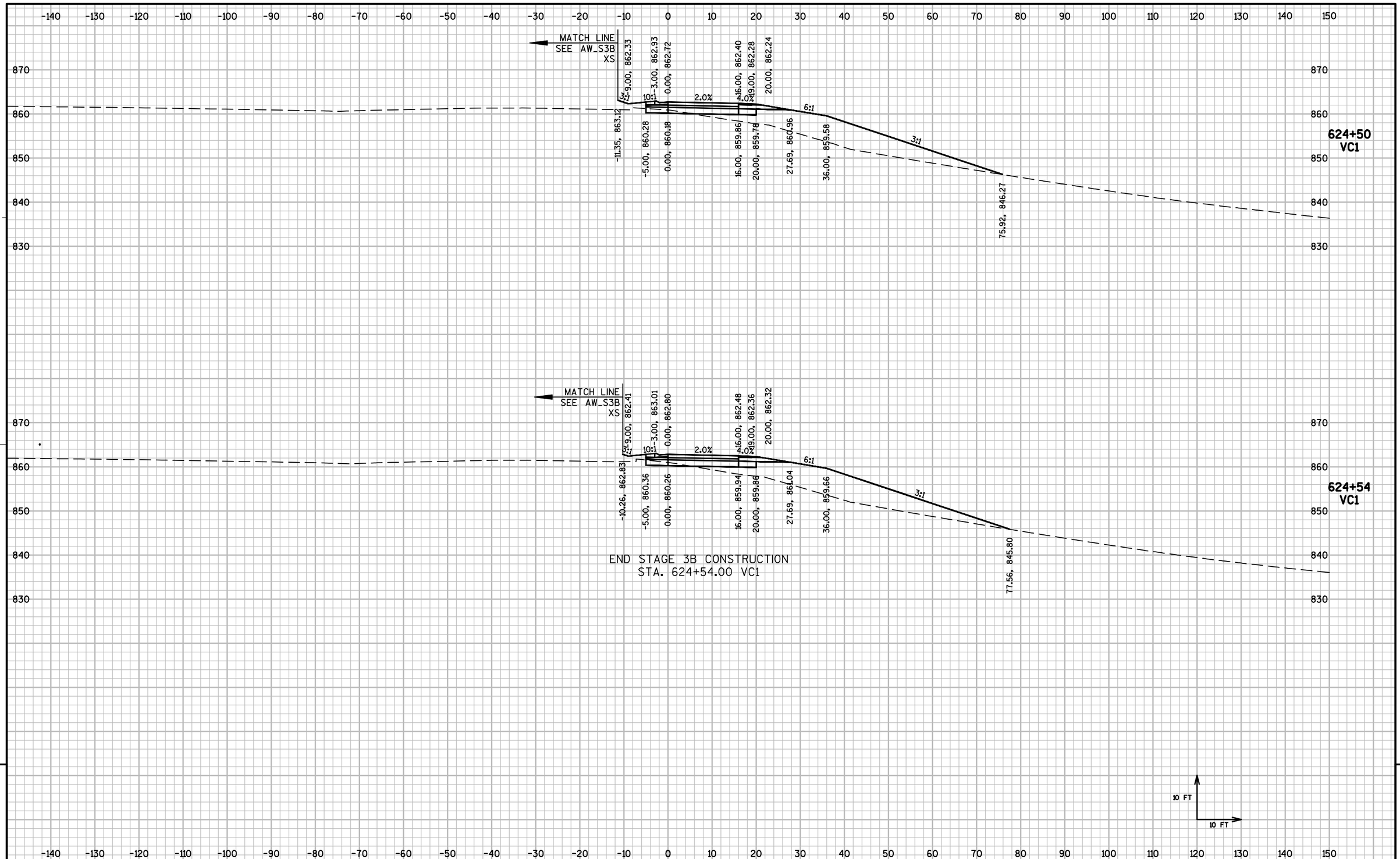
9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC1 (STAGE 3B)	SHEET 916	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_VC1_S3B.DWG
LAYOUT NAME - VC1_S3B - (5)

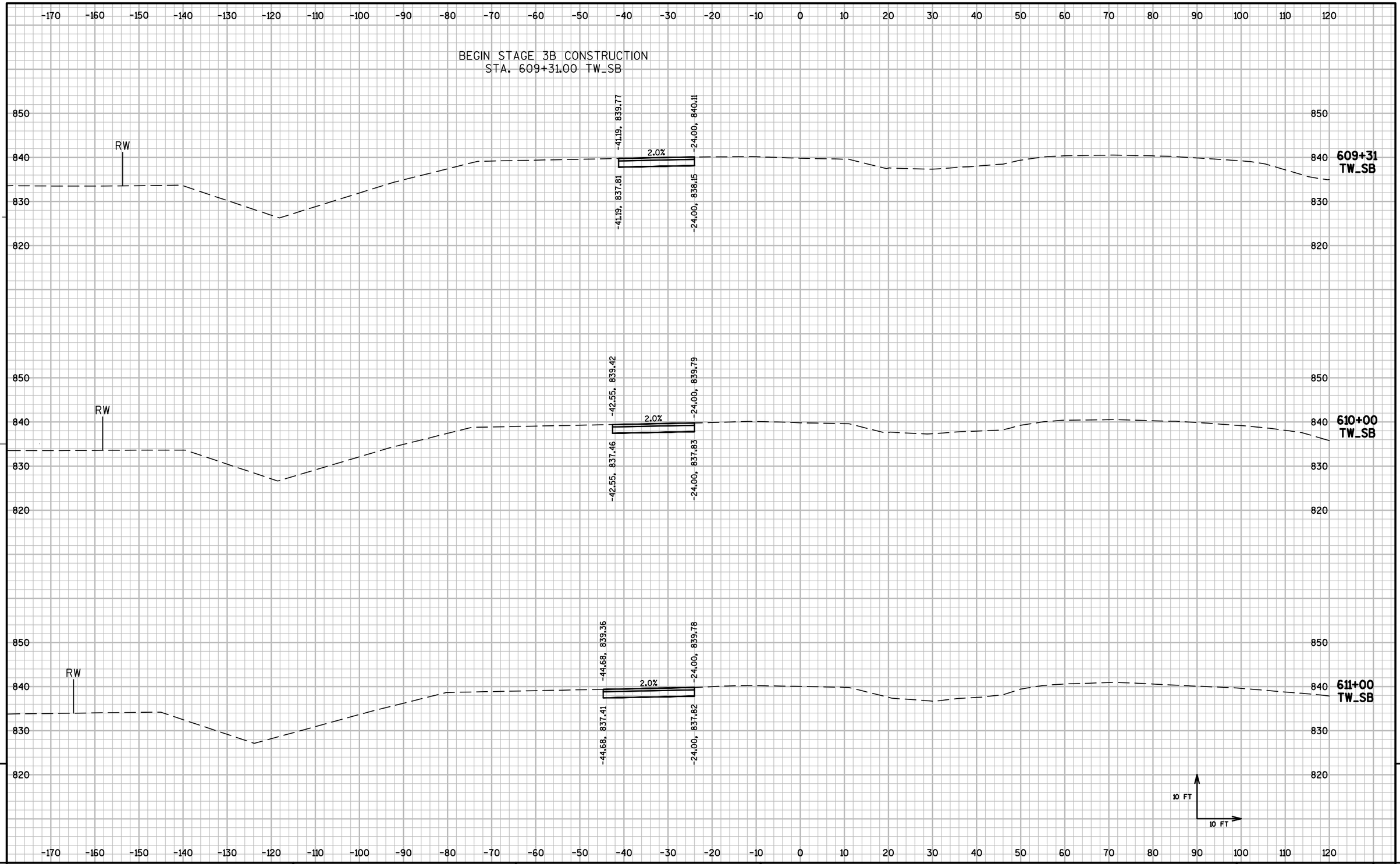
PLOT DATE : 4/15/2015 2:50 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



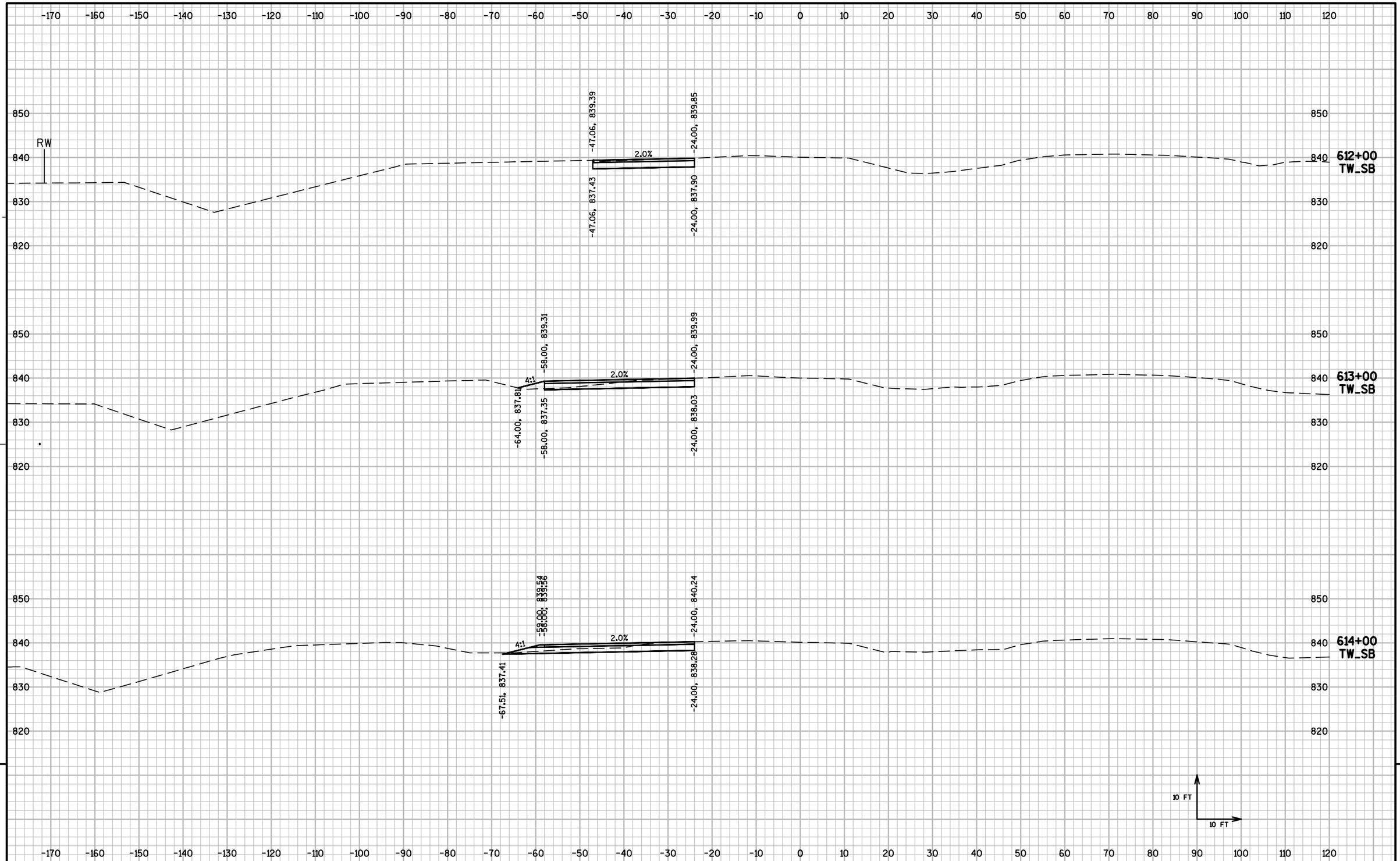
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: VC1 (STAGE 3B)	SHEET 917	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_VC1_S3B.DWG
LAYOUT NAME - VC1_S3B - (6)
PLOT DATE : 4/15/2015 2:50 PM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

BEGIN STAGE 3B CONSTRUCTION
STA. 609+31.00 TW_SB



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3B	SHEET 918	E



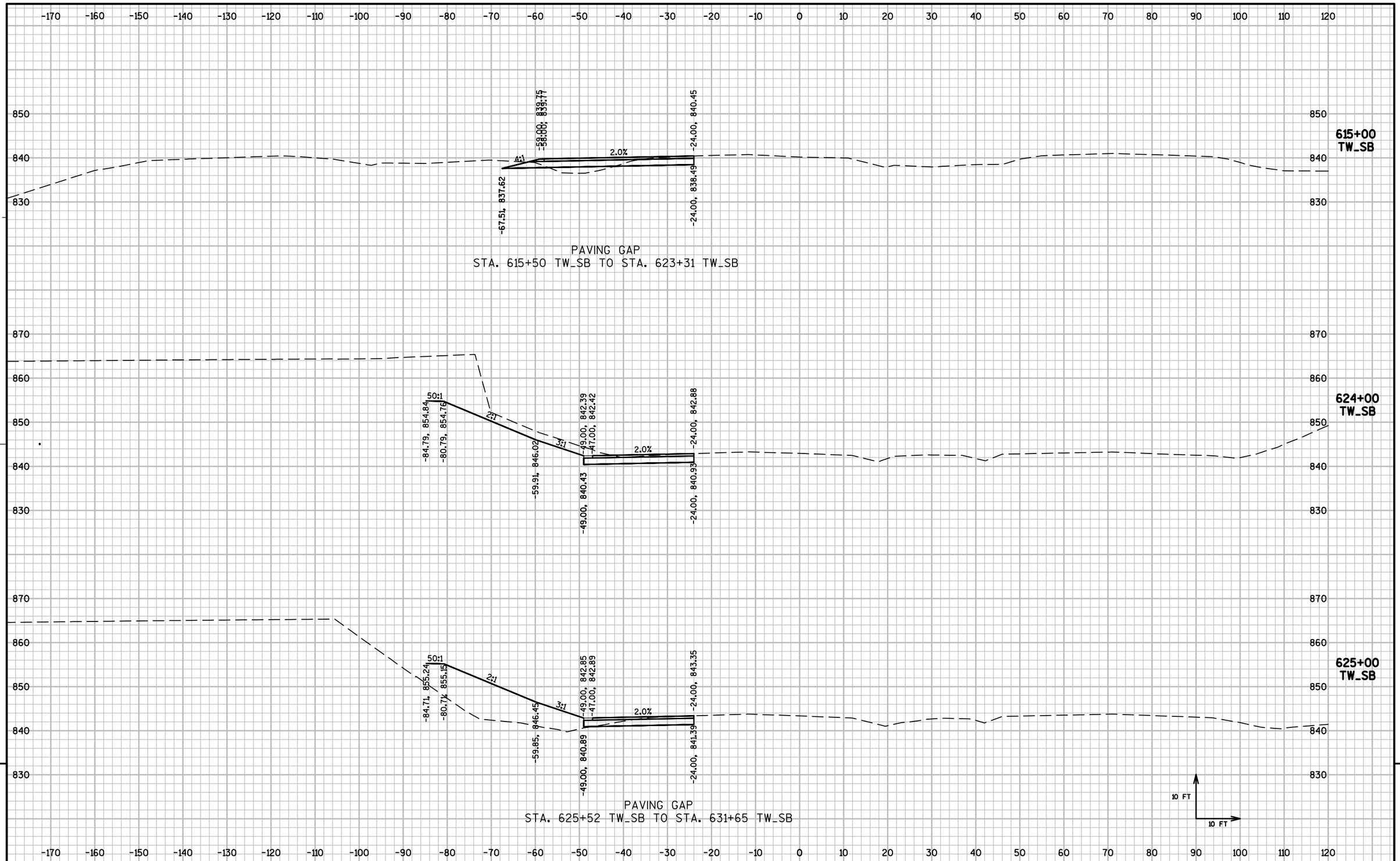
9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3B	SHEET 919	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_IH39_S3B.DWG
LAYOUT NAME - TW_SB_S3B - (2)

PLOT DATE : 5/22/2015 2:20 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

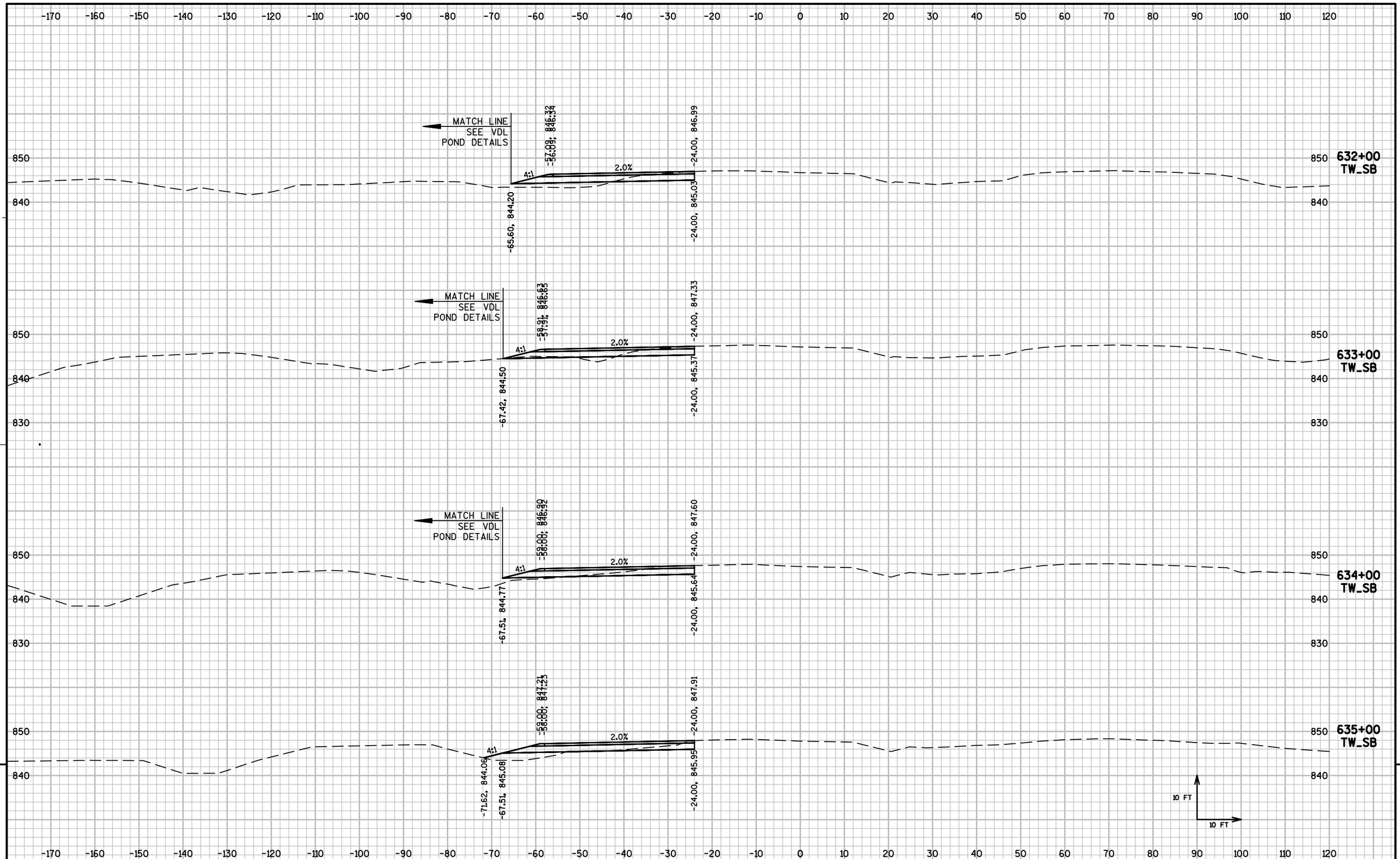


PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3B	SHEET 920	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_IH39_S3B.DWG
LAYOUT NAME - TW_SB_S3B - (3)

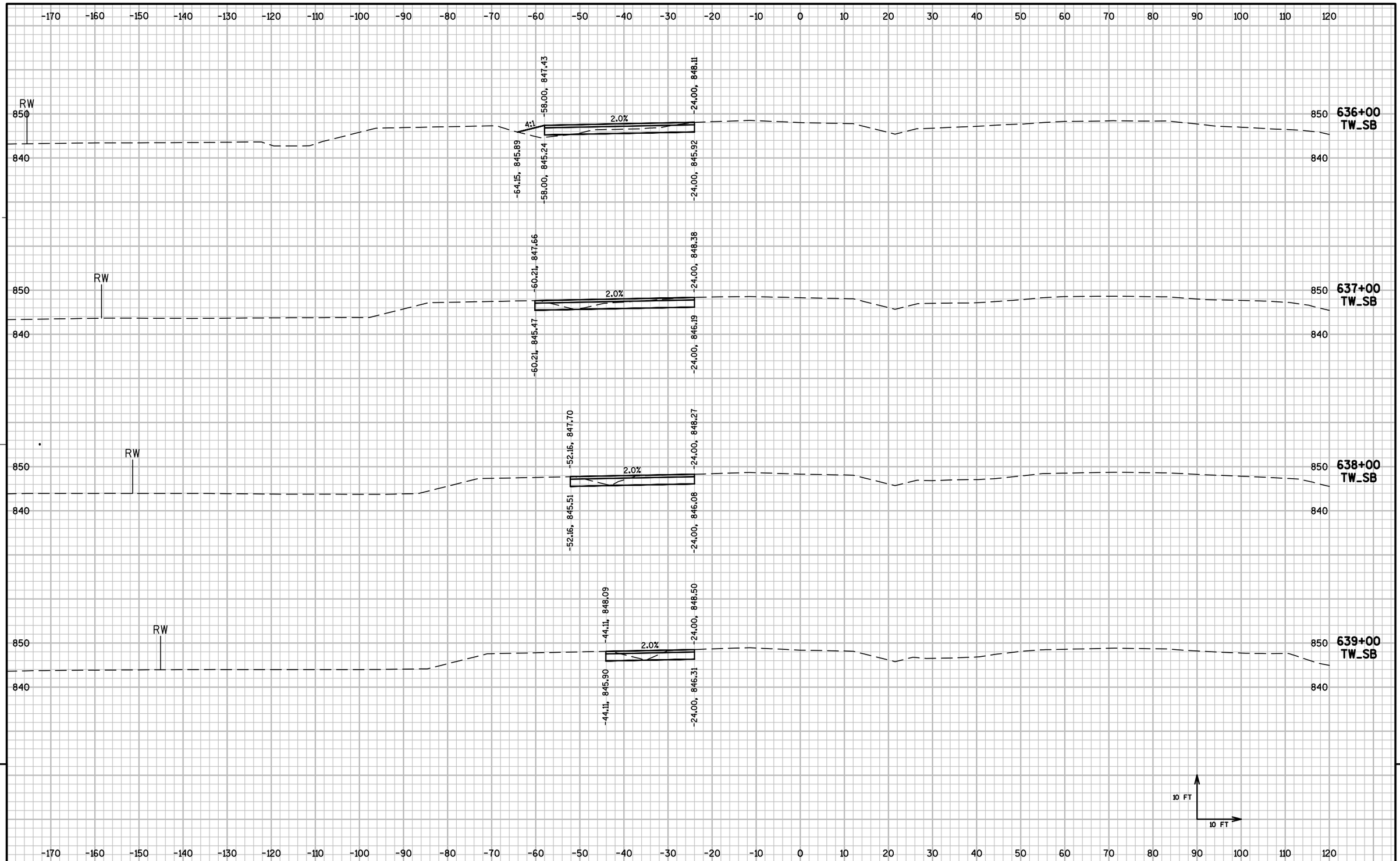
PLOT DATE : 5/22/2015 2:20 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



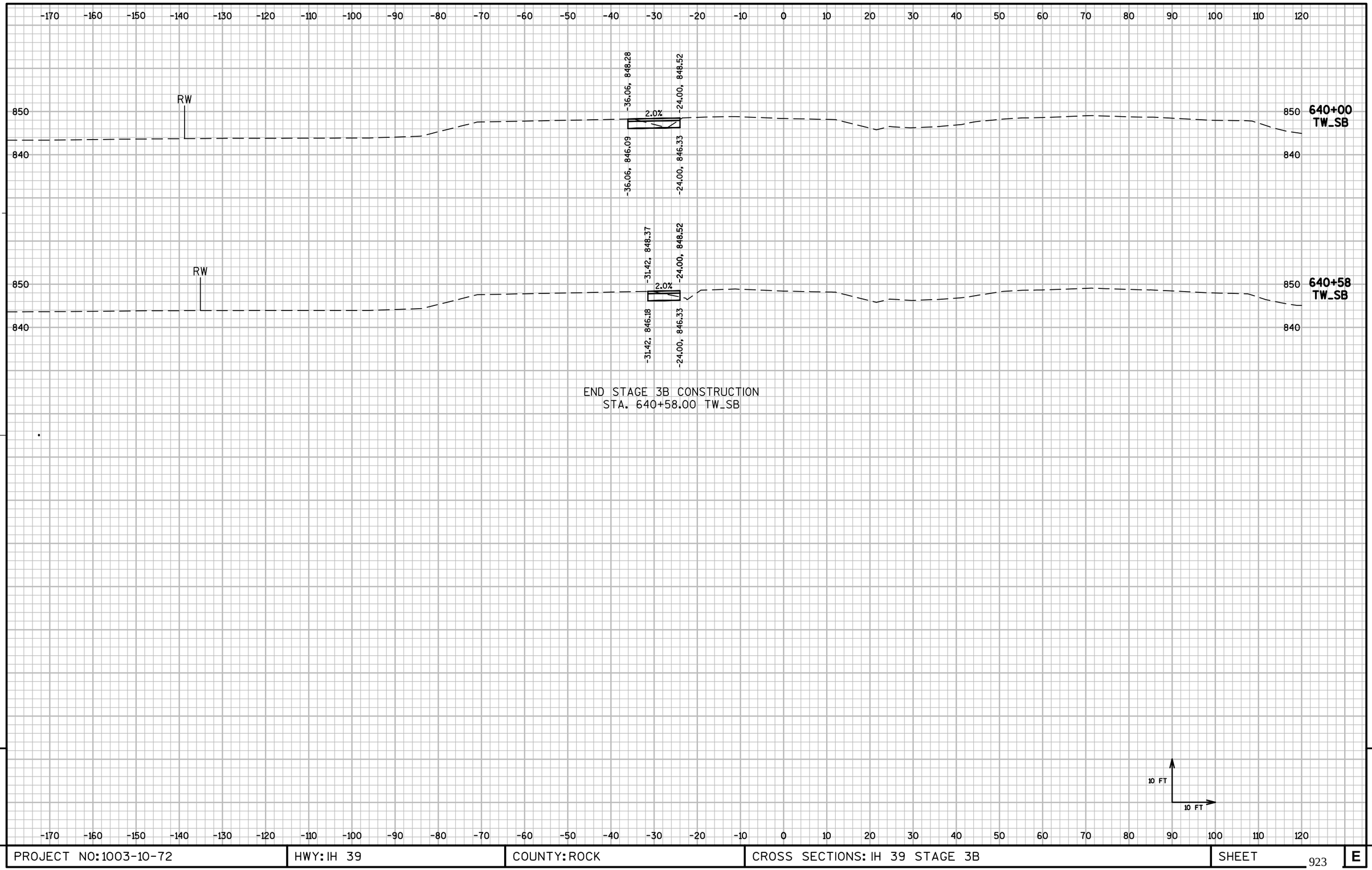
9 9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3B	SHEET 921 E



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3B	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_IH39_S3B.DWG
LAYOUT NAME - TW_SB_S3B - (5)
PLOT DATE : 5/22/2015 2:21 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: IH 39 STAGE 3B	SHEET 923	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_COR_XS_IH39_S3B.DWG
LAYOUT NAME - TW_SB_S3B - (6)
PLOT DATE : 5/22/2015 2:21 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 20'_XREF

BEGIN STAGE 3B CONSTRUCTION
STA. 612+37.00 VC

612+37 VC

OBLITERATING OLD
ROAD REQUIRED (TYP.)

612+50 VC

613+00 VC

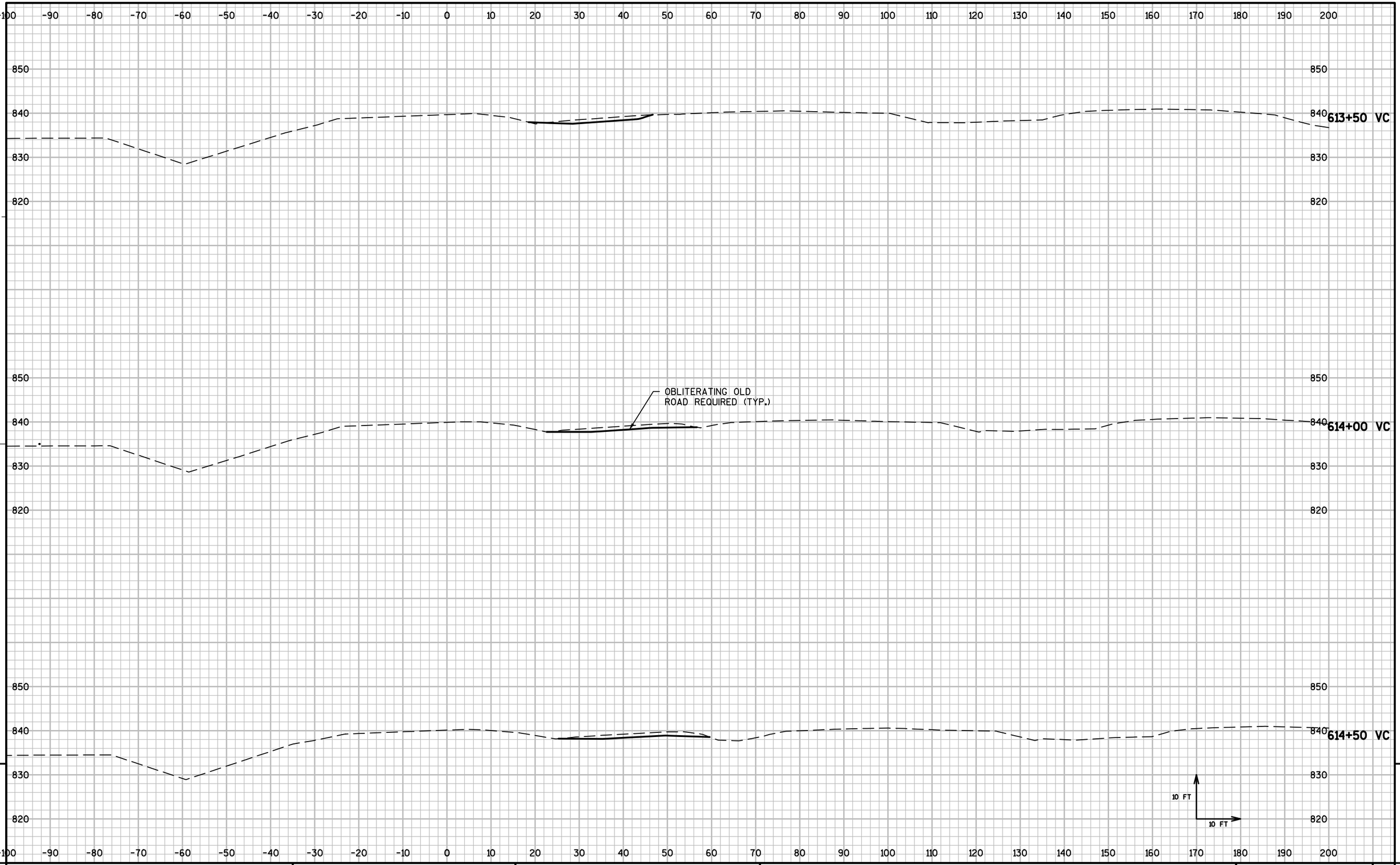
10 FT
10 FT

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

850 840 830 820

9

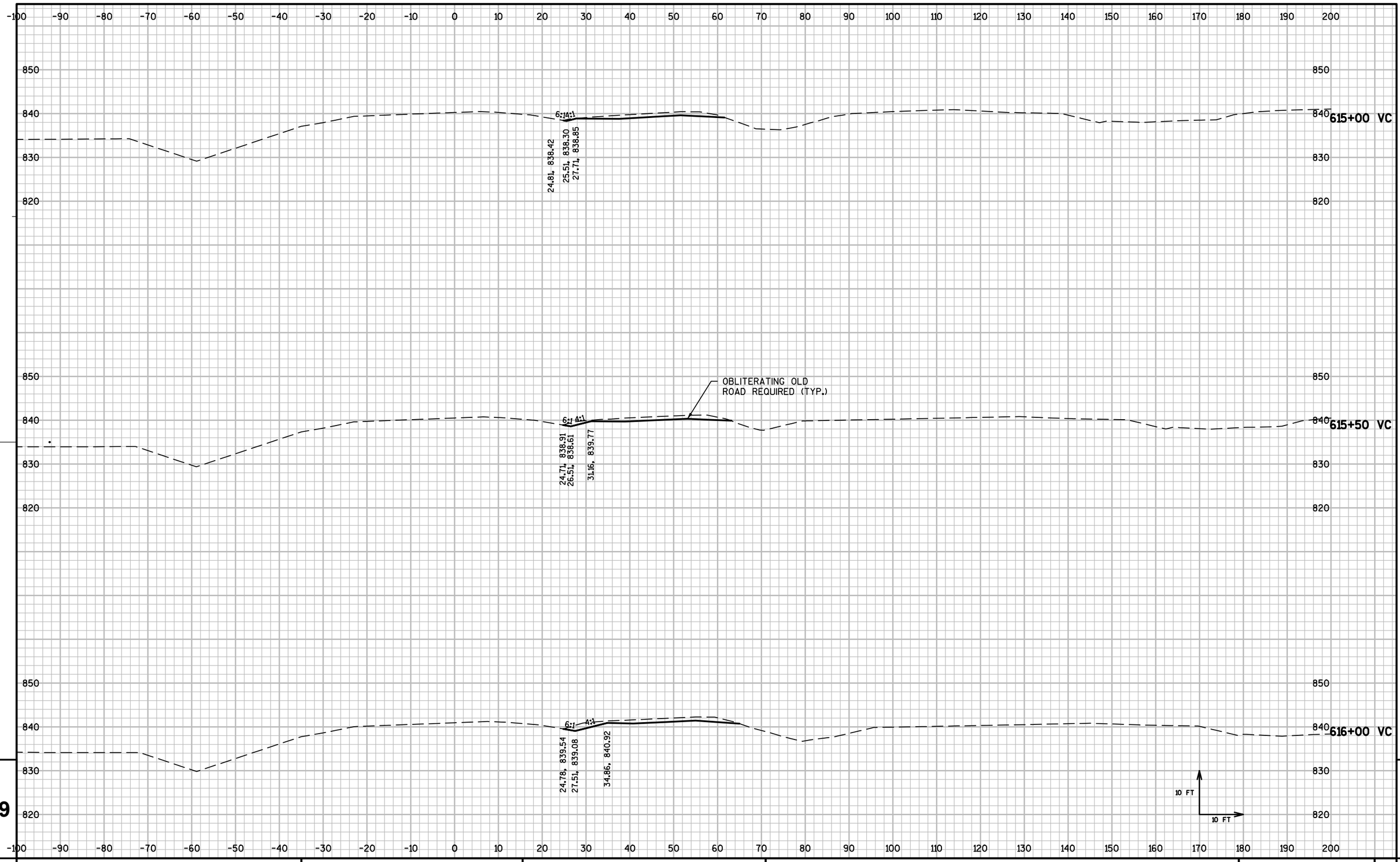
PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET 924	E



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET 925	E



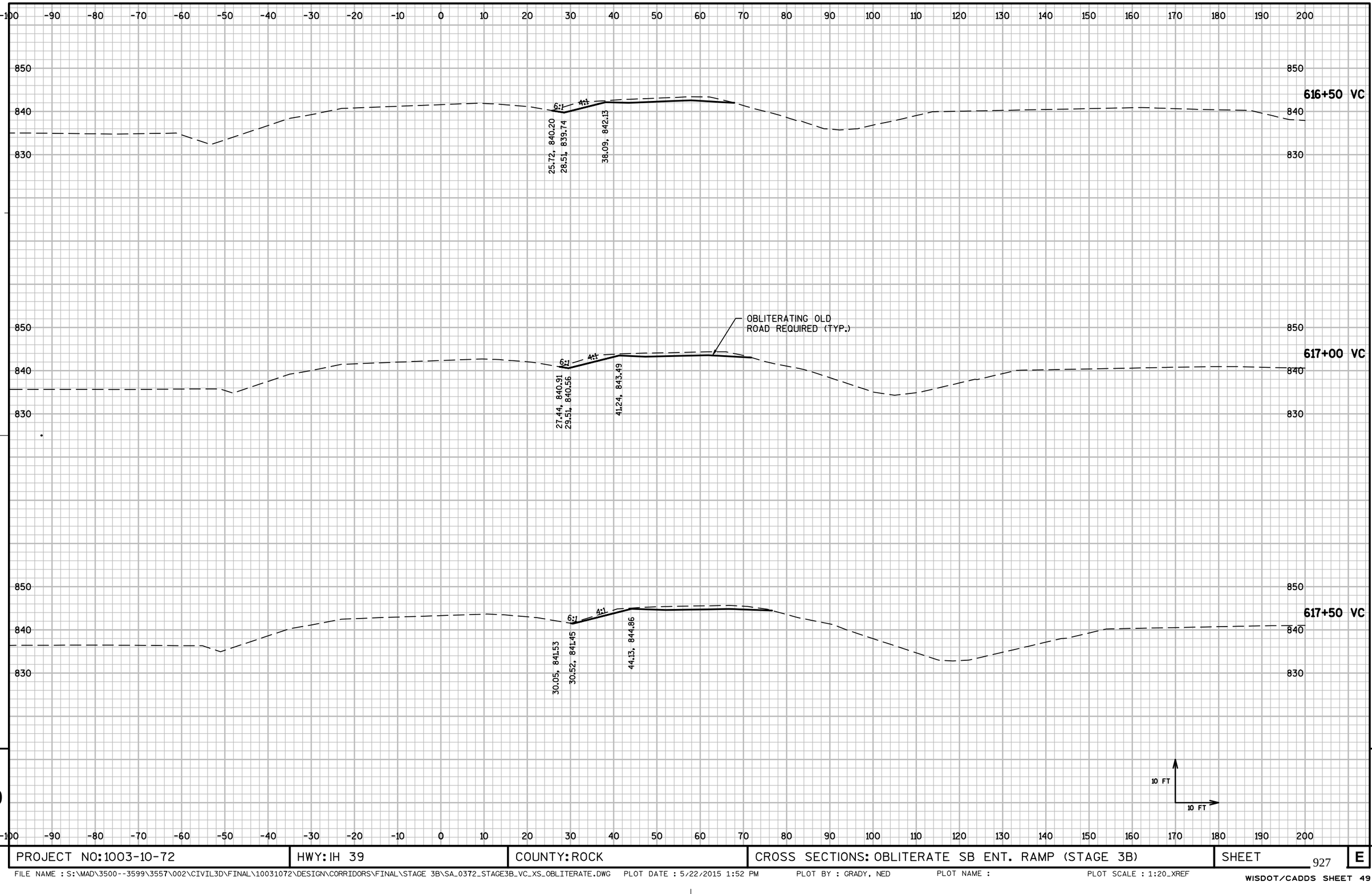
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9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_STAGE3B_VC_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET 927	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_STAGE3B_VC_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:20_XREF

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

850
840
830

618+00 VC

OBLITERATING OLD
ROAD REQUIRED (TYP.)

618+50 VC

619+00 VC

10 FT
10 FT

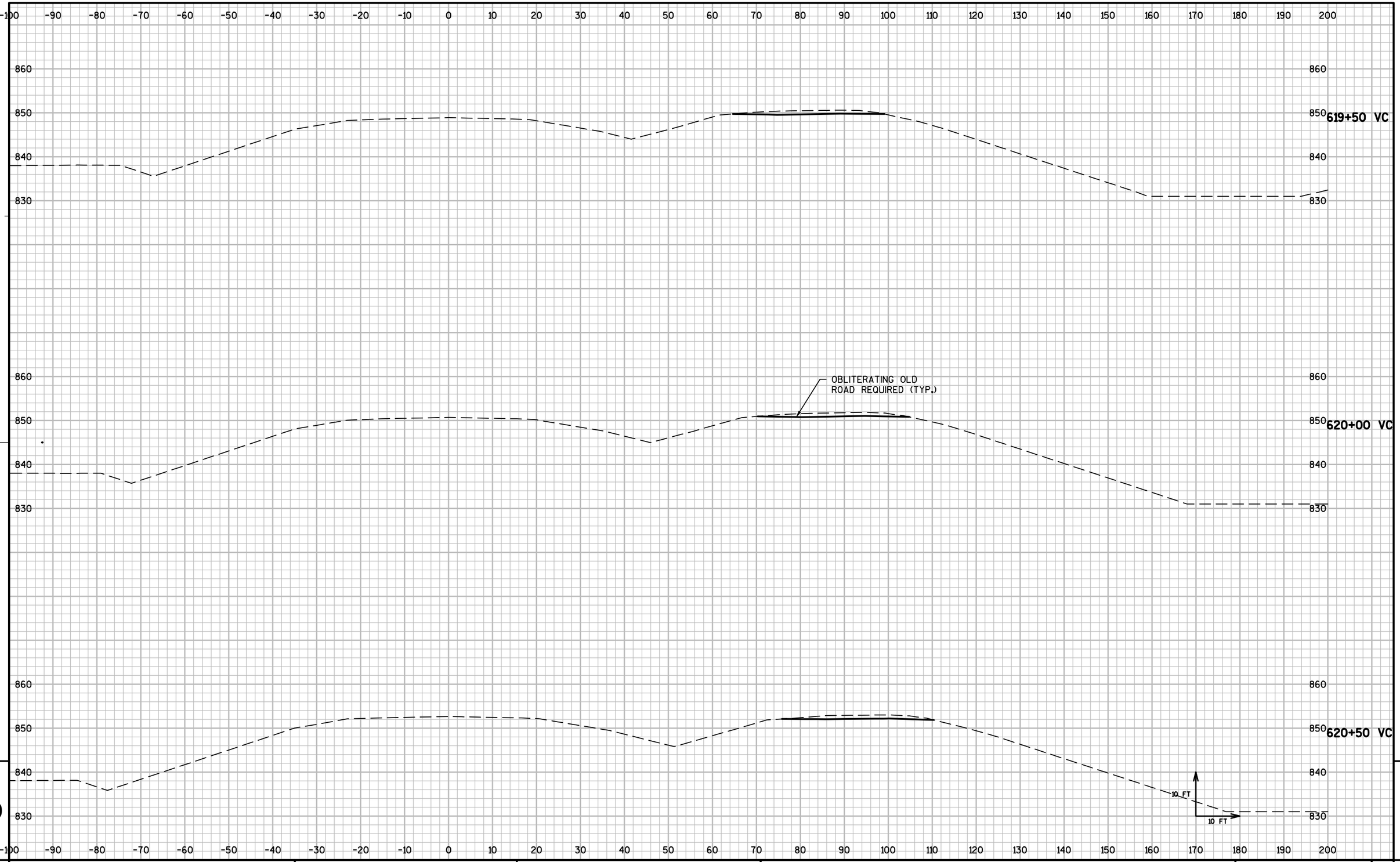
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9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_STAGE3B_VC_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_STAGE3B_VC_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

860
850
840
830

621+00 VC

860
850
840
830

621+50 VC

OBLITERATING OLD
ROAD REQUIRED (TYP.)

860
850
840
830

622+00 VC

10 FT
10 FT

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_STAGE3B_VC_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

860
850
840
830

622+50 VC

623+00 VC

OBLITERATING OLD
ROAD REQUIRED (TYP.)

10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET 931	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_STAGE3B_VC_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:20_XREF

-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

870 860 850 840 830

623+50 VC

623+84 VC

OBLITERATING OLD
ROAD REQUIRED (TYP.)

BEGIN STAGE 3B CONSTRUCTION
STA. 624+22.00 VC

10 FT
10 FT

9

9

PROJECT NO:1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: OBLITERATE SB ENT. RAMP (STAGE 3B)	SHEET 932	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 3B\SA_0372_STAGE3B_VC_XS_OBLITERATE.DWG PLOT DATE : 5/22/2015 1:52 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

BEGIN STAGE 4 CONSTRUCTION
STA. 255+60.00 AE

-42.16, 865.22
-38.16, 865.14
-35.16, 865.34
2.0
10:1
10:1
-42.16, 863.90
-38.16, 863.82
-33.16, 863.72
-31.16, 864.95
-30.05, 865.06

255+60
AE

-42.39, 864.27
-38.39, 864.20
-35.39, 864.40
2.0
10:1
10:1
-42.39, 862.96
-38.39, 862.88
-33.39, 862.78
-29.62, 863.83
-27.59, 864.03

256+00
AE

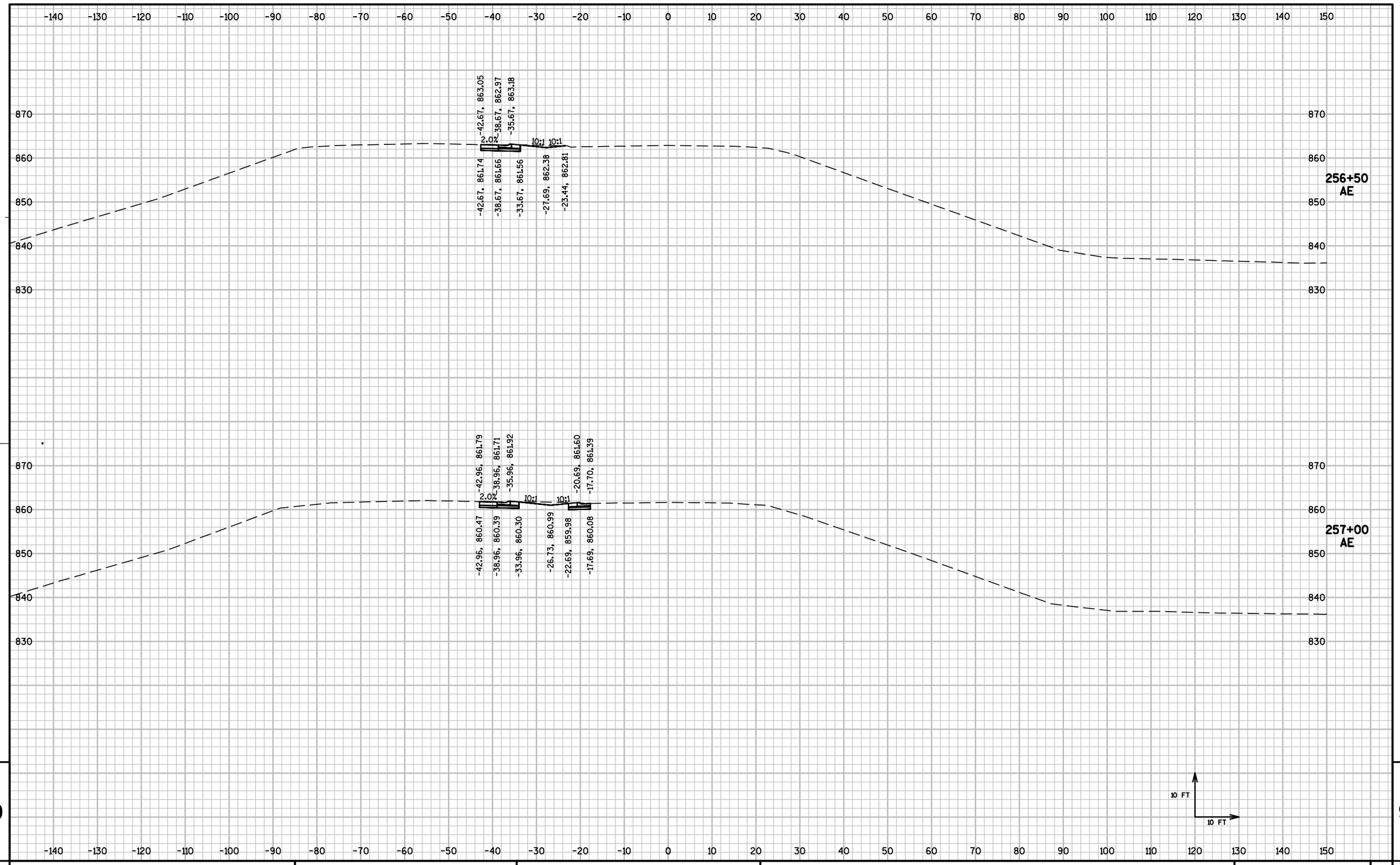
10 FT
10 FT

9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 4)	SHEET 933	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 4\SA_0372_COR_XS_AE_S4.DWG
LAYOUT NAME - AVALON XO REMOVAL - (1)
PLOT DATE : 4/17/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

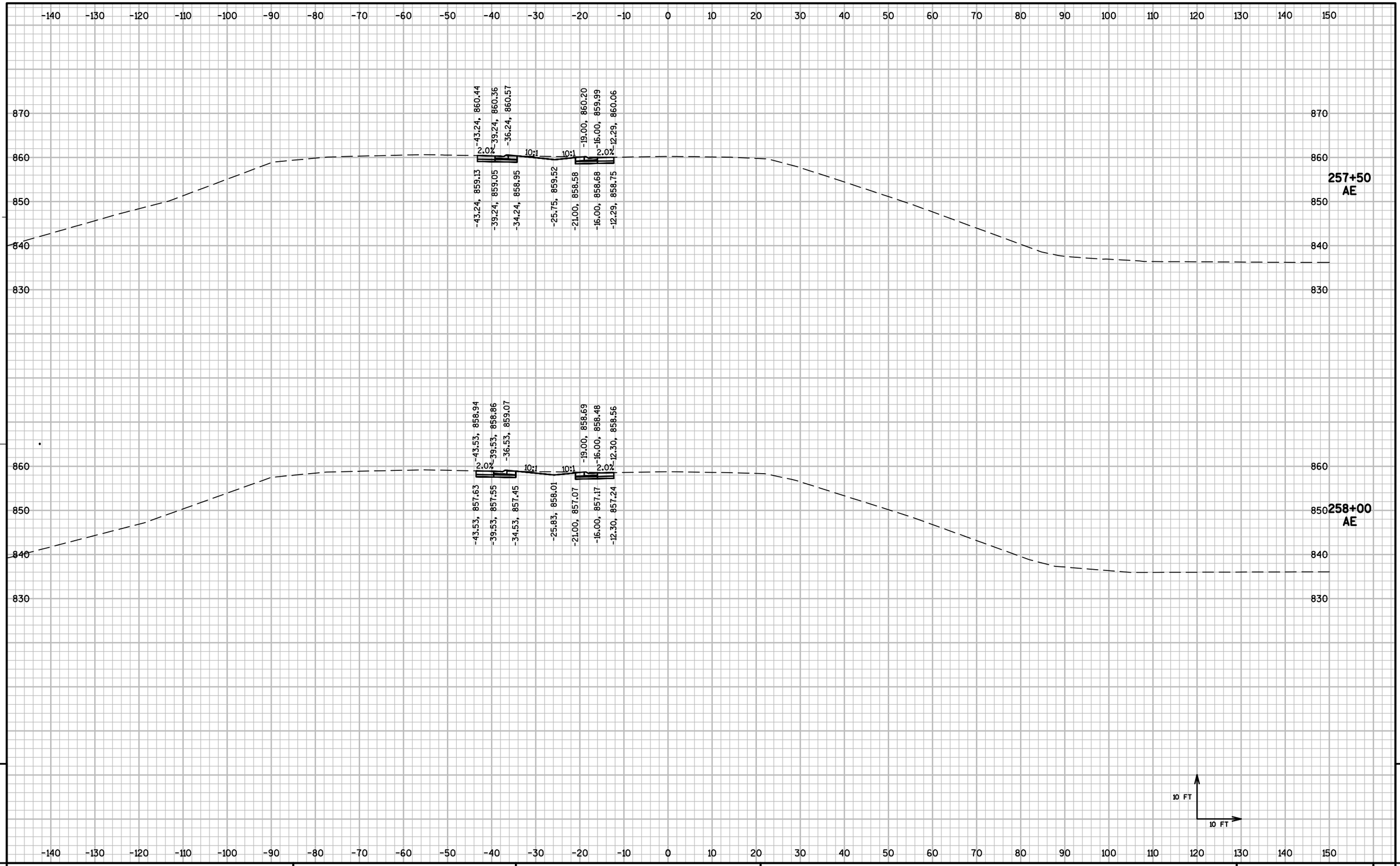


9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 4)	SHEET 934	E

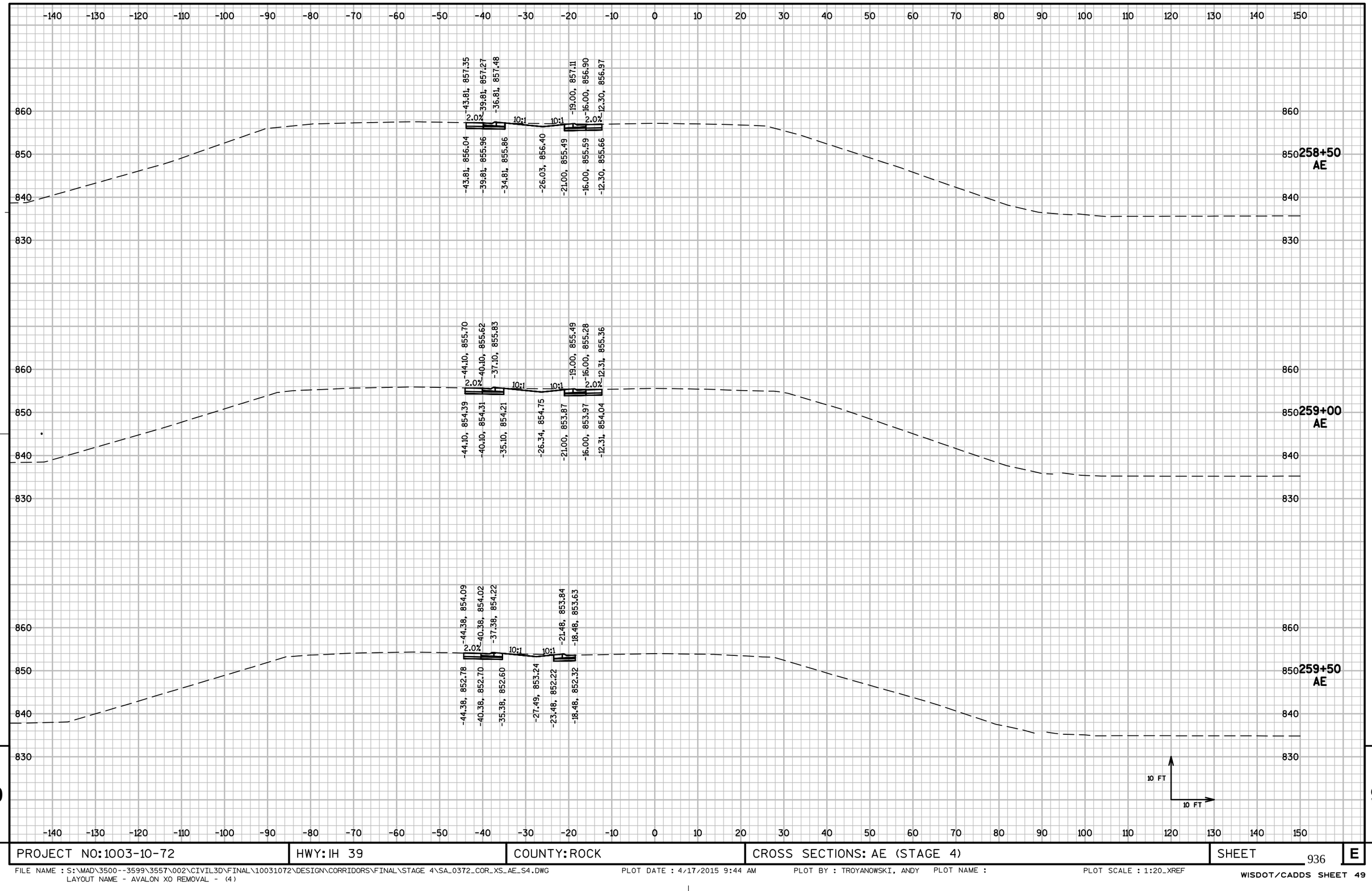
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LAYOUT NAME - AVALON XO REMOVAL - (2)
PLOT DATE : 4/17/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 4)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 4\SA_0372_COR_XS_AE_S4.DWG
LAYOUT NAME - AVALON XO REMOVAL - (3)

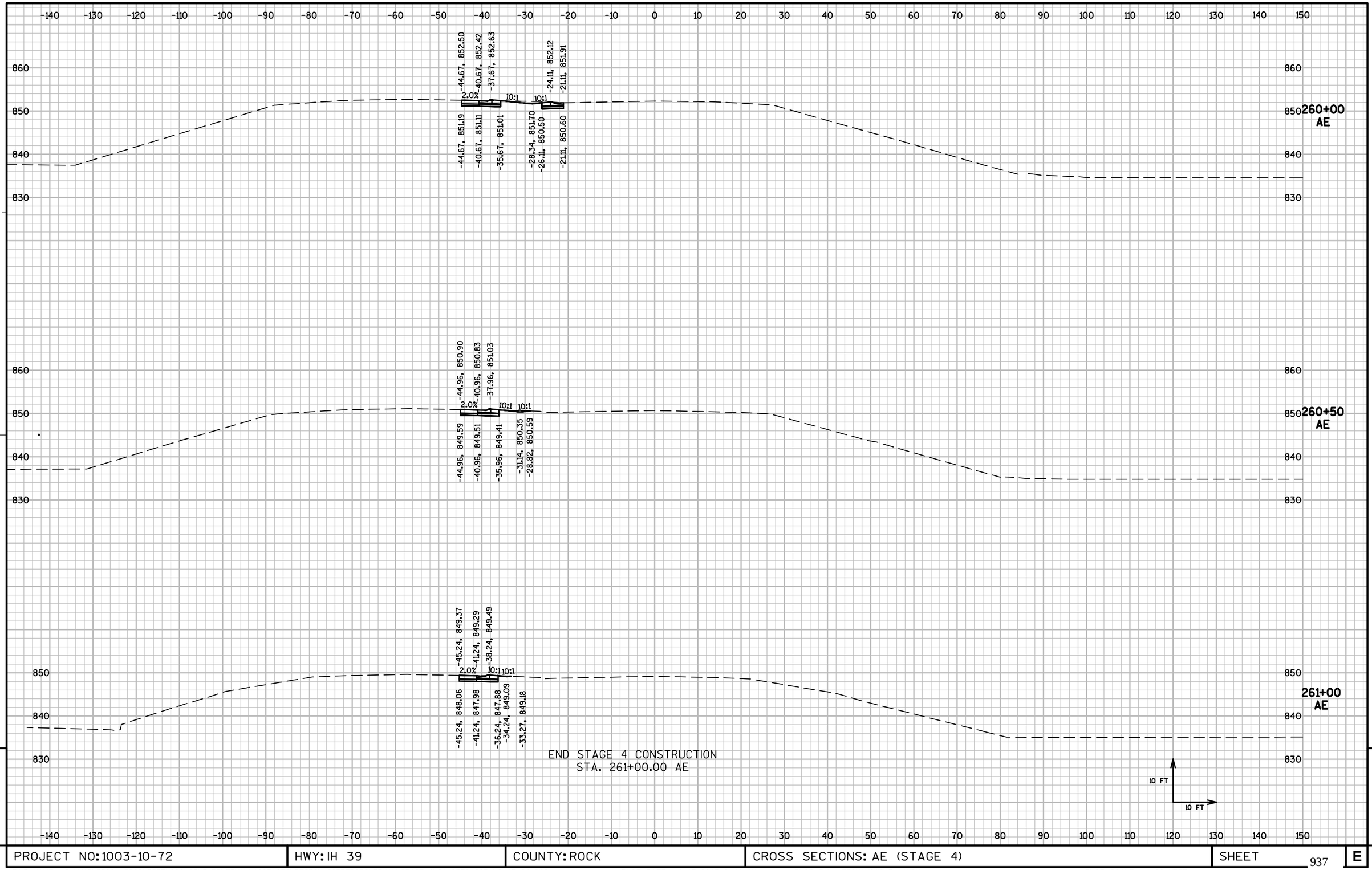
PLOT DATE : 4/17/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 4)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 4\SA_0372_COR_XS_AE_S4.DWG
LAYOUT NAME - AVALON XO REMOVAL - (4)

PLOT DATE : 4/17/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF



9

9

PROJECT NO: 1003-10-72	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: AE (STAGE 4)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031072\DESIGN\CORRIDORS\FINAL\STAGE 4\SA_0372_COR_XS_AE_S4.DWG
LAYOUT NAME - AVALON XO REMOVAL - (5)

PLOT DATE : 4/17/2015 9:44 AM PLOT BY : TROYANOWSKI, ANDY PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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