WKE

SEPT 2015

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 914

PROJECT ID: 1060-44-70

COUNTY: WAUKESHA

02

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

EAST WEST FREEWAY

CTH P TO CTH F

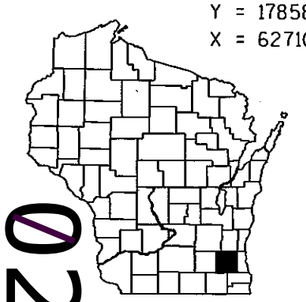
IH 94

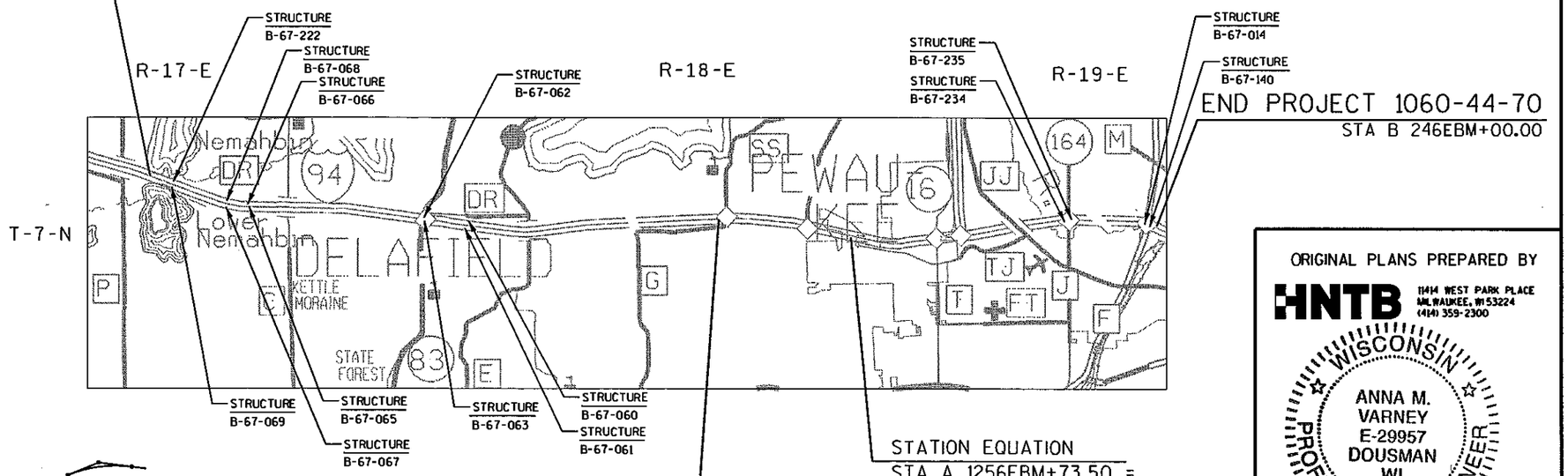
WAUKESHA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1060-44-70	WISC 2015484	1

STATE PROJECT NUMBER
1060-44-70

BEGIN PROJECT 1060-44-70
STA 269EB+84.25
Y = 178580.9754
X = 627106.2842





DESIGN DESIGNATION — IH 94 — CTH J / STH 164

A.A.D.T. 2013	=	55,500 - 126,700	23,400
A.A.D.T. 2035	=	71,900 - 159,000	26,100
D.H.V.	=	5,500 - 11,500	-
D.D.	=	56% / 44%	-
T.	=	9.1% - 12.1%	-
DESIGN SPEED	=	70 MPH	50 MPH
ESALS	=	-	-

CONVENTIONAL SYMBOLS

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

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

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

LAYOUT
SCALE 0 1.0 MI.

TOTAL NET LENGTH OF CENTERLINE
1060-44-70 = 0.000 MI

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAD88 (2012)

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WAUKESHA COUNTY, NAD83 (2011)

ORIGINAL PLANS PREPARED BY

HNTB
11414 WEST PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

WISCONSIN PROFESSIONAL ENGINEER
ANNA M. VARNEY
E-29957
DOUSMAN
WI

7/15/15 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS
Designer	HNTB
Project Manager	DAVID PITTMAN
Regional Examiner	-
Regional Supervisor	JOE GALLAMORE
C.O. Examiner	-

APPROVED FOR THE DEPARTMENT
DATE: 7/15/15 (Signature)

E

UTILITY CONTACTS

2

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TDS METROCOM
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bryan.stoehr@we-energies.com

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

2

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES PRIOR TO THE START OF WORK.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL, MUNICIPAL OR OTHER UTILITY THAT IS NOT A MEMBER OF DIGGERS HOTLINE SHALL BE CONTACTED SEPERATELY.

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

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE.

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

ROADWAY AND BRIDGE ALIGNMENTS ARE NOT THE SAME. BRIDGE ALIGNMENTS ARE FROM AS-BUILT PLANS. THE ROADWAY ALIGNMENT IS FOR REFERENCE ONLY.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM "TRAFFIC CONTROL COVERING SIGNS".

EXISTING SIGNING TO REMAIN IN PLACE UNTIL NEW SIGNING IS IN PLACE.

CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND SEWRPC AT LEAST TWO (2) WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER AND MUST BE INSTALLED PRIOR TO ANY REMOVALS.

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

THE EROSION CONTROL DEVICES ARE SHOWN ON THE PLAN SHEETS AND ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AT CONTRACTOR'S EXPENSE.

EROSION CONTROL BMP'S ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER REQUIRED.

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS AND GRADATIONS:

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS	ASPHALTIC MATERIAL	NOMINAL MAXIMUM SIZE GRADATION
E-10	2"	2" SINGLE LAYER	PG-64-28	12.5 MM
	5"	2" UPPER LAYER	PG-64-28	12.5 MM
		3" LOWER LAYER	PG-64-28	19.0 MM
ASPHALTIC SURFACE TEMPORARY	5"	5" SINGLE LAYER	PG-64-28	19.0 MM

OTHER DESIGNERS INCLUDE:

DESIGN, PLANS, SPECIFICATIONS, AND ESTIMATE FOR STRUCTURES B-67-065 AND B-67-066 PROVIDED BY LYNCH AND ASSOCIATES, LLC

DESIGN, PLANS, SPECIFICATIONS, AND ESTIMATE FOR PERMANENT SIGNING PROVIDED BY WISCONSIN DEPARTMENT OF TRANSPORTATION

ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BMP	BEST MANAGEMENT PRACTICES
C&G	CURB AND GUTTER
C/L OR ℄	CENTER OR CONSTUCTION LINE
CONC	CONCRETE
CTH	COUNTY TRUNK HIGHWAY
CWT	HUNDRED WEIGHT
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
EB	EASTBOUND
HMA	HOT MIX ASPHALT
INL	INLET
L	LENGTH OF CURVE
LF	LINEAR FOOT
LS	LUMP SUM
LT	LEFT
MH	MANHOLE
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENT
R	RADIUS OF CURVE
REQD	REQUIRED
R/L OR ℞	REFERENCE LINE
RT	RIGHT
R/W	RIGHT OF WAY
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TYP	TYPICAL
WB	WESTBOUND

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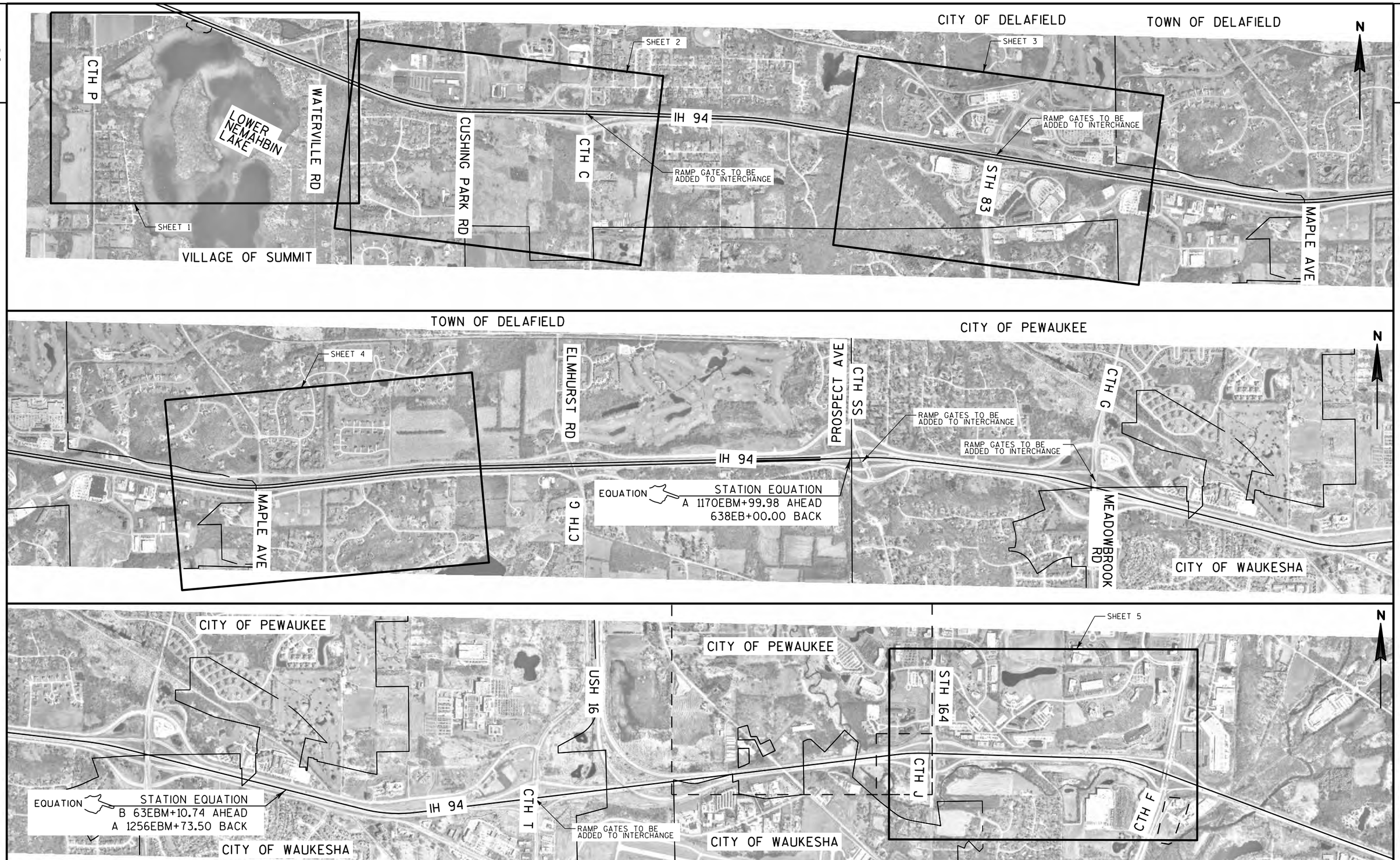
(262) 953-4289
rmerry@sewrpc.org

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
FTMS PLAN
CROSS SECTION MATCHLINES
EROSION CONTROL
PERMANENT SIGNING
ADVANCED WARNING SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT PLAN



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PROJECT OVERVIEW: KEY MAP	SHEET 4 E

2

2

N

860WB
860EB
865WB
865EB
870WB
870EB
875WB
875EB
880WB
880EB
885WB
885EB
890WB
890EB
895WB
895EB
900WB
900EB
905WB
905EB
910WB
910EB
915WB
915EB
920WB
920EB
925WB
925EB

BEGIN PROJECT 1060-44-70
STA 269EB+84.25
X = 627106.2842
Y = 178580.9754

47WK179/BWK-0188
(NEMAHBIN GROUP)
GENERAL LOCATION ONLY
SEE pER FOR PROJECT ID
1060-44-00/70/71 FOR
MORE DETAIL

B-67-222
B-67-069
B-67-068
B-67-067

VILLAGE OF SUMMIT

LOWER NEMAHBIN LAKE

IH 94

CTH P

WATERVILLE ROAD

NOTE:
ALIGNMENT FOR INFORMATION ONLY

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PROJECT OVERVIEW: SHEET 1	SHEET 5	E

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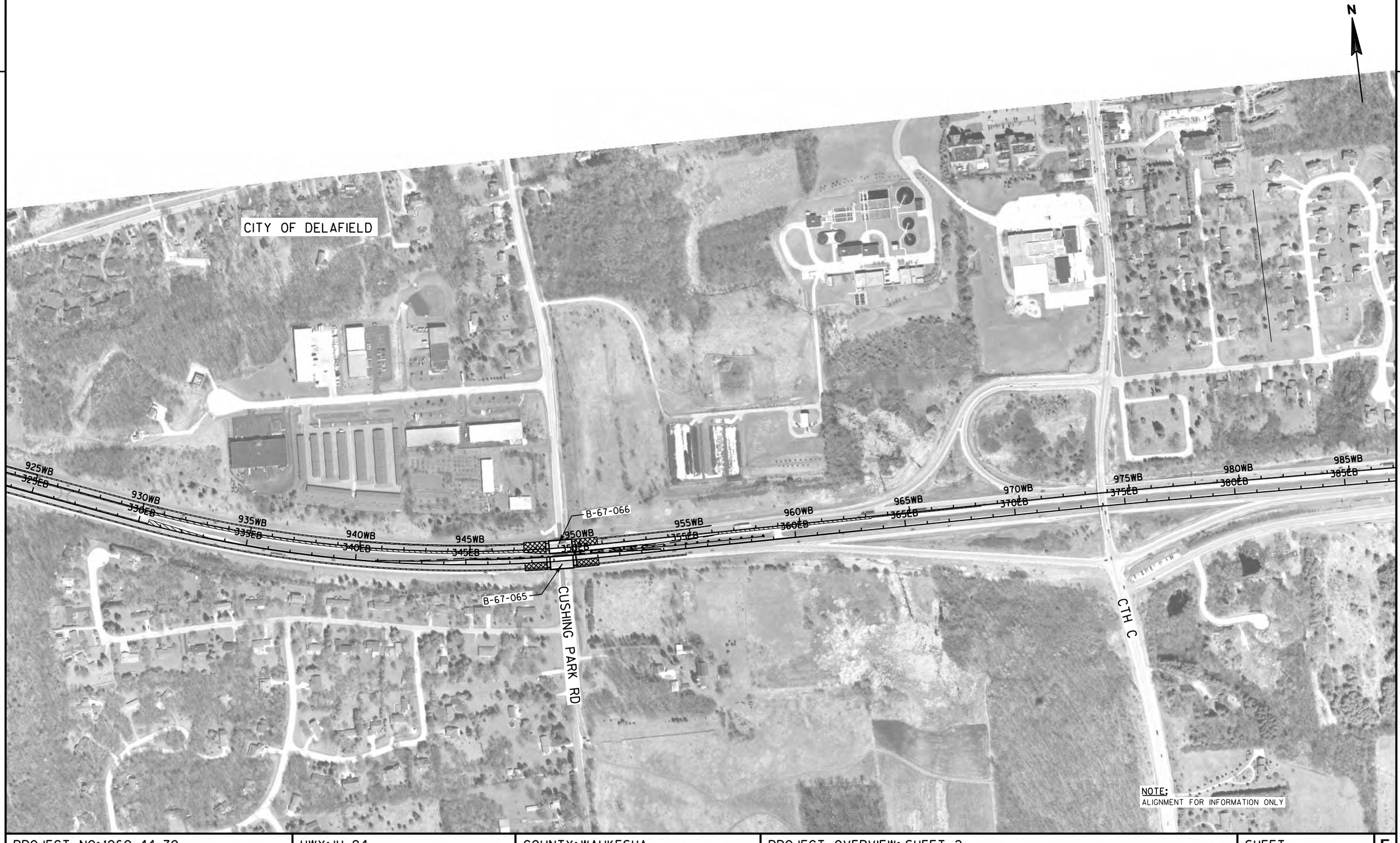
WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PROJECT OVERVIEW: SHEET 2	SHEET	E

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WISDOT/CADDS SHEET 42

2

2

N

TOWN OF DELAFIELD

CITY OF DELAFIELD

1030WB
430EB

1035WB
435EB

1040WB
440EB

1045WB
445EB

1050WB
450EB

1055WB
455EB

B-67-062

1060WB
460EB

1065WB
465EB

1070WB
470EB

IH 94

1075WB
475EB

1080WB
480EB

1085WB
485EB

B-67-063

STH 83

NOTE:
ALIGNMENT FOR INFORMATION ONLY

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PROJECT OVERVIEW: SHEET 3	SHEET 7	E

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WISDOT/CADDS SHEET 42

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PROJECT OVERVIEW: SHEET 4	SHEET	E

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WISDOT/CADDS SHEET 42

2

2

N

CITY OF PEWAUKEE

BWK-0103
(UNNAMED CEMETARY)
(SECTION 22 OF T7N R19E)
GENERAL LOCATION ONLY
SEE pER FOR PROJECT ID
1060-44-00/70/71 FOR
MORE DETAIL

47WK140/BWK-0160
(IH 94 EFFIGY)
GENERAL LOCATION ONLY
SEE pER FOR PROJECT ID
1060-44-00/70/71 FOR
MORE DETAIL

STH 164

B 190EBM
B 195EBM
B 200EBM
B 205EBM
B 210EBM
B 215EBM
B 220EBM
B 225EBM
B 230EBM
B 235EBM
B 240EBM
B 250EBM

IH 94

B-67-234
B-67-235

CTH J

END PROJECT 1060-44-70
STA B 246EBM+00.00

WETLAND LIMITS
B-67-014
B-67-140

CITY OF WAUKESHA

47WK148/BWK-0256
(BURKE BURIALS)
GENERAL LOCATION ONLY
SEE pER FOR PROJECT ID
1060-44-00/70/71 FOR
MORE DETAIL

CTH F

NOTE:
ALIGNMENT FOR INFORMATION ONLY

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PROJECT OVERVIEW: SHEET 5	SHEET	E

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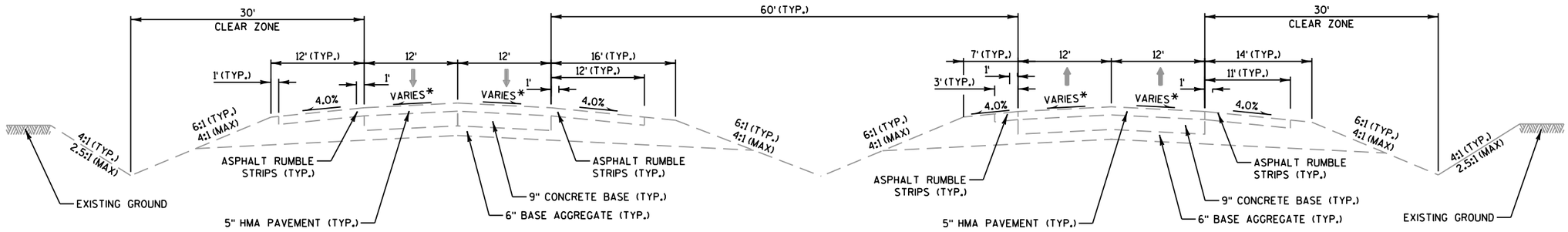
WISDOT/CADDS SHEET 42

2

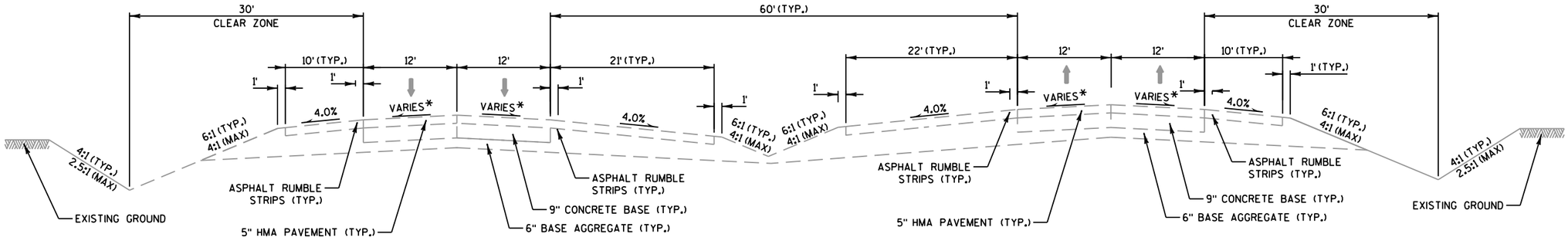


EXISTING TYPICAL SECTION

INTERSTATE 94

BETWEEN CUSHING PARK RD AND MAPLE AVENUE

STA. 354EB+00 TO 524EB+00



EXISTING TYPICAL SECTION

INTERSTATE 94

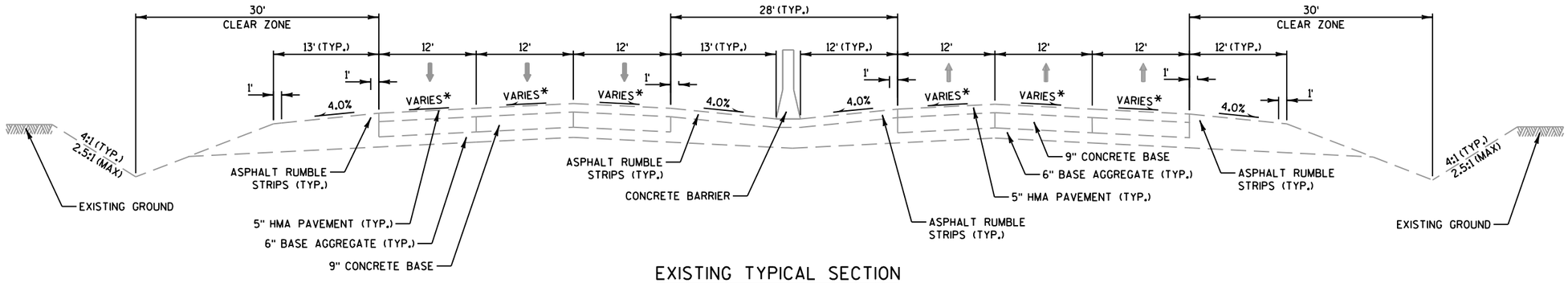
BETWEEN LAKE NEMAHBIN AND CUSHING PARK RD

STA. 294EB+00 TO 354EB+00

* SLOPE VARIES FROM 1.5% TO 2.0%

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EXISTING TYPICAL SECTIONS	SHEET 10	E

2

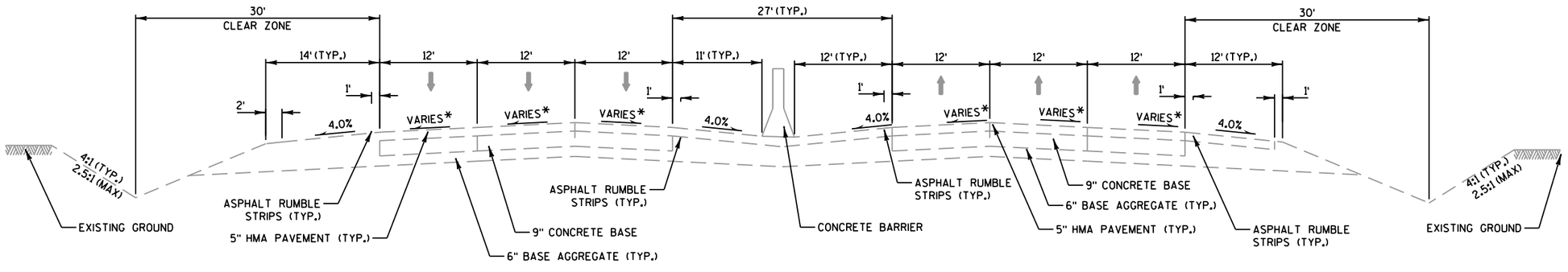


EXISTING TYPICAL SECTION

INTERSTATE 94

AT CTH F UNDERPASS

STA. B 237EBM+00 TO B 251EBM+00



EXISTING TYPICAL SECTION

INTERSTATE 94

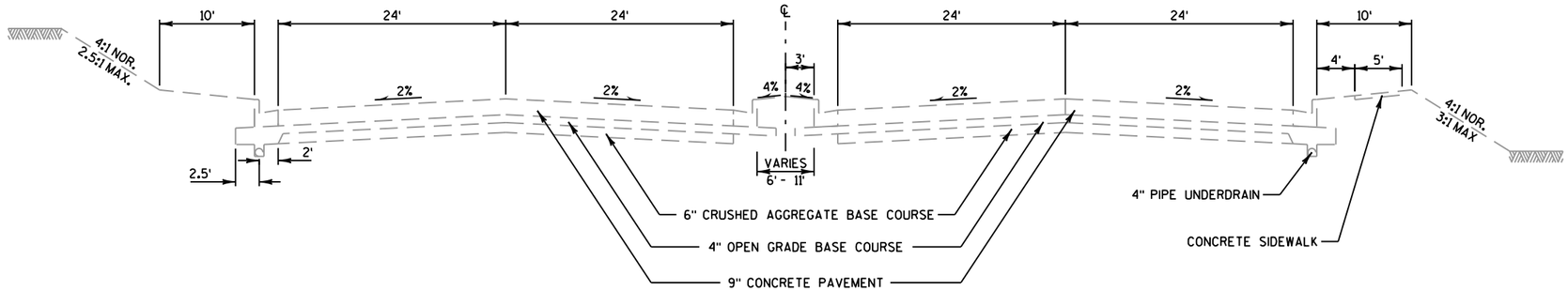
AT CTH J/STH 164 UNDERPASS

STA. B 187EBM+00 TO B 204EBM+00

* SLOPE VARIES FROM 1.5% TO 2.0%

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EXISTING TYPICAL SECTIONS	SHEET 11	E

2



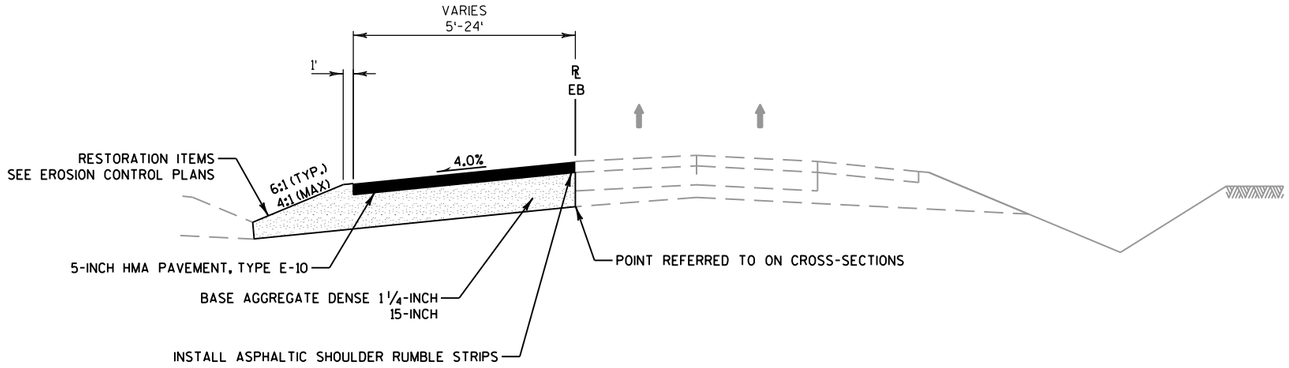
EXISTING TYPICAL SECTION

CTH J / STH 164

FROM STA 64CTJ+00 - 67CTJ+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EXISTING TYPICAL SECTIONS	SHEET 12	E

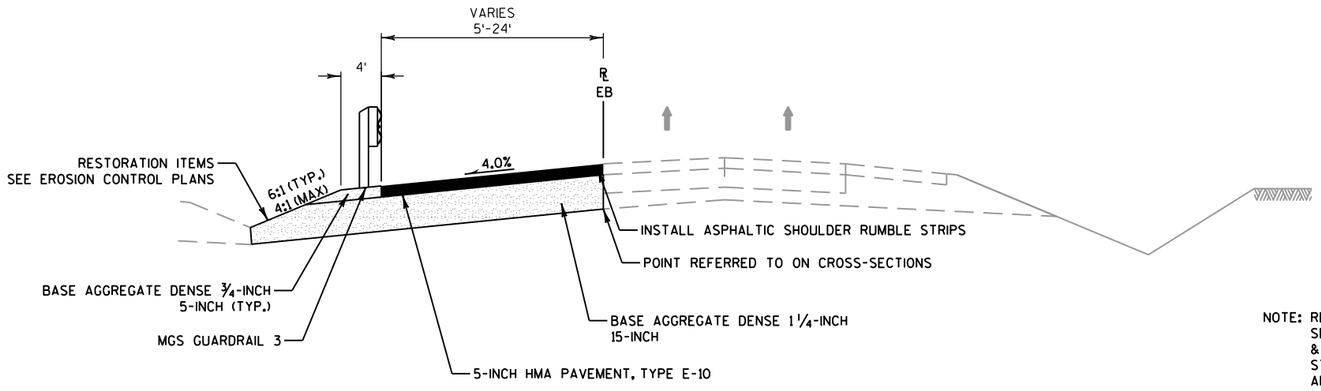
2



FINISHED TYPICAL SECTION

INTERSTATE 94 EB

STA. 310EB+84 TO 313EB+84
STA. 340EB+89 TO 345EB+15
STA. 353EB+36 TO 353EB+80
STA. 448EB+76 TO 453EB+51
STA. 462EB+34 TO 462EB+96
STA. 515EB+01 TO 519EB+26

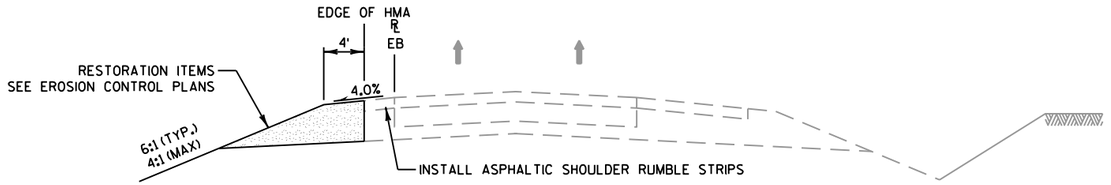


NOTE: REFER TO TRAFFIC CONTROL TYPICAL SECTIONS FOR TEMPORARY WIDENING & MILLING/PAVING TO REMOVE RUMBLE STRIPS. INFORMATION SHOWN IS CONDITION AFTER REMOVAL OF TEMPORARY WIDENING.

FINISHED TYPICAL SECTION

INTERSTATE 94 EB

STA. 313EB+84 TO 317EB+73
STA. 345EB+15 TO 348EB+68
STA. 350EB+02 TO 353EB+36
STA. 453EB+51 TO 457EB+20
STA. 459EB+46 TO 462EB+34
STA. 519EB+26 TO 522EB+65

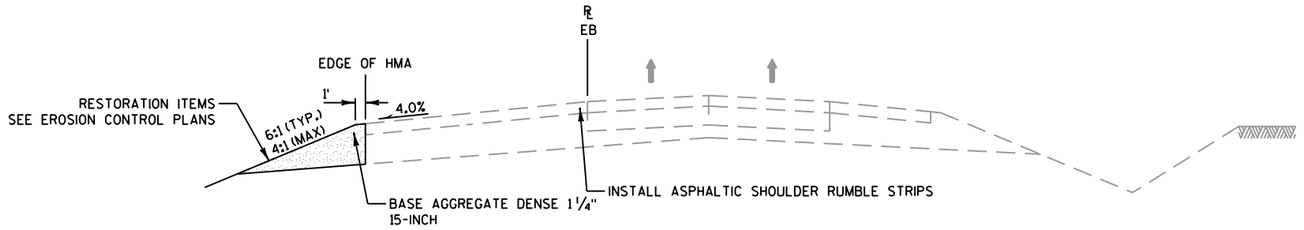


NOTE: SEE CONSTRUCTION DETAIL "RESTORING MAINLINE SHOULDER"

FINISHED TYPICAL SECTION

INTERSTATE 94 EB

STA. 330EB+44 TO 340EB+89
STA. 353EB+88 TO 363EB+00
STA. 444EB+25 TO 448EB+76
STA. 462EB+96 TO 472EB+75
STA. 507EB+50 TO 515EB+01
STA. 523EB+84 TO 532EB+14

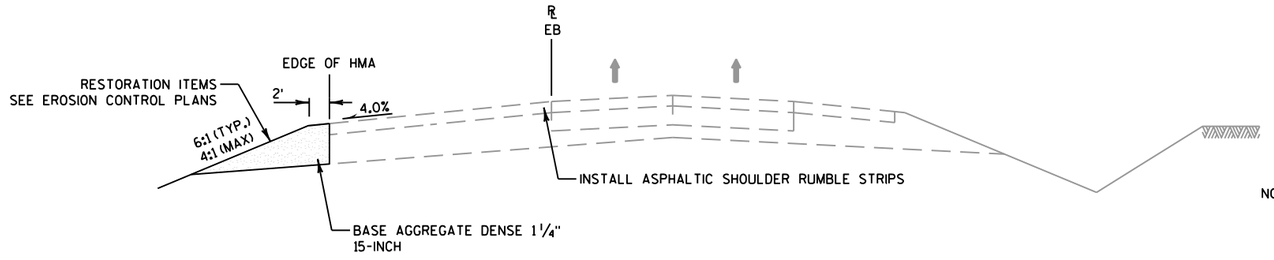


NOTE: SEE CONSTRUCTION DETAIL "RESTORING MAINLINE SHOULDER"

FINISHED TYPICAL SECTION

INTERSTATE 94 EB

STA. 307EB+74 to 310EB+84



NOTE: SEE CONSTRUCTION DETAIL "RESTORING MAINLINE SHOULDER"

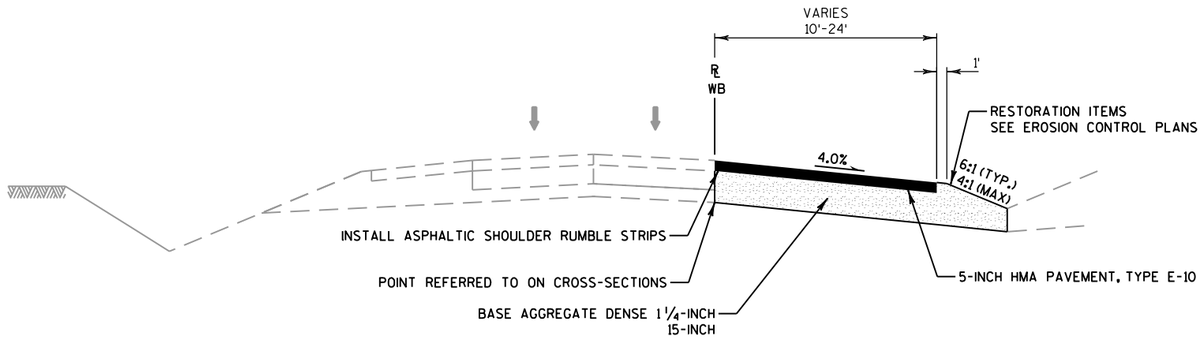
NOTE: REFER TO TRAFFIC CONTROL TYPICAL SECTIONS FOR TEMPORARY WIDENING & MILLING/PAVING TO REMOVE RUMBLE STRIPS. INFORMATION SHOWN IS CONDITION AFTER REMOVAL OF TEMPORARY WIDENING.

FINISHED TYPICAL SECTION

INTERSTATE 94 EB

STA. 273EB+57 TO 290EB+89

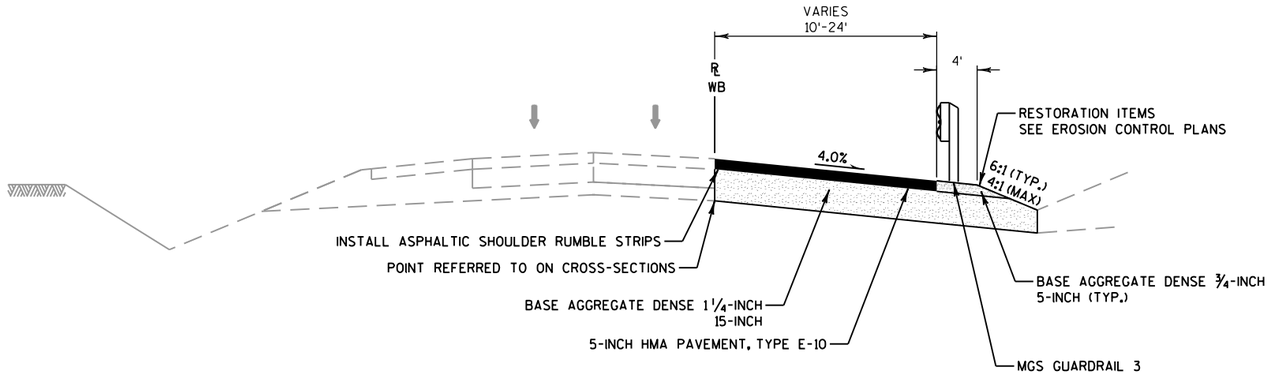
2



FINISHED TYPICAL SECTION

INTERSTATE 94 WB

STA. 953WB+29 TO 956WB+29
STA. 1053WB+59 TO 1054WB+09
STA. 1063WB+03 TO 1066WB+53
STA. 1127WB+21 TO 1128WB+71



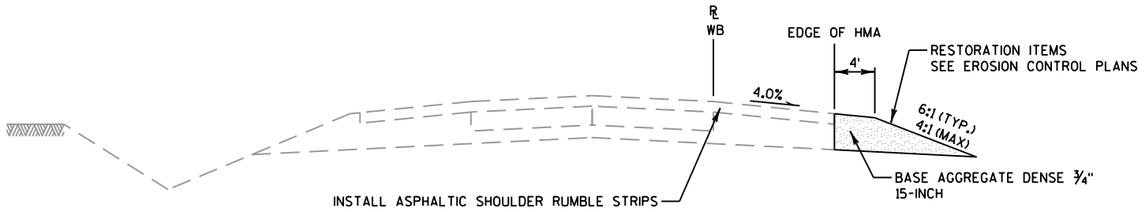
NOTE: REFER TO TRAFFIC CONTROL TYPICAL SECTIONS FOR TEMPORARY WIDENING & MILLING/PAVING TO REMOVE RUMBLE STRIPS. INFORMATION SHOWN IS CONDITION AFTER REMOVAL OF TEMPORARY WIDENING.

FINISHED TYPICAL SECTION

INTERSTATE 94 WB

STA. 949WB+78 TO 953WB+29
STA. 1054WB+09 TO 1057WB+09
STA. 1059WB+34 TO 1063WB+03
STA. 1123WB+74 TO 1127WB+21

2

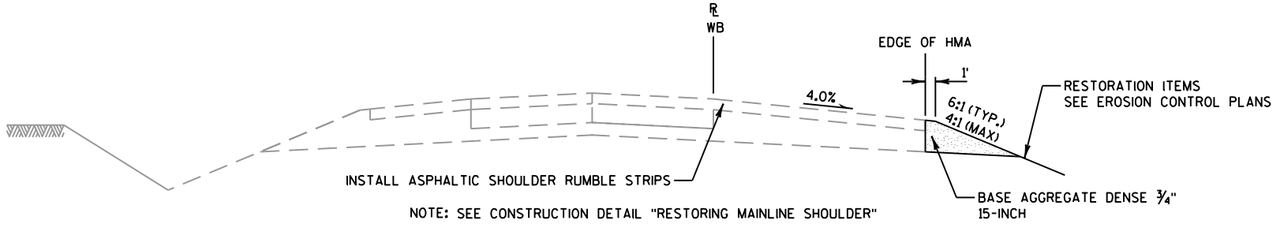


NOTE: SEE CONSTRUCTION DETAIL "RESTORING MAINLINE SHOULDER"

FINISHED TYPICAL SECTION

INTERSTATE 94 WB

STA. 929WB+92 TO 948WB+59
STA. 956WB+29 TO 963WB+25
STA. 1048WB+75 TO 1053WB+59
STA. 1066WB+53 TO 1068WB+00
STA. 1114WB+00 TO 1122WB+55
STA. 1128WB+71 TO 1131WB+75



NOTE: SEE CONSTRUCTION DETAIL "RESTORING MAINLINE SHOULDER"

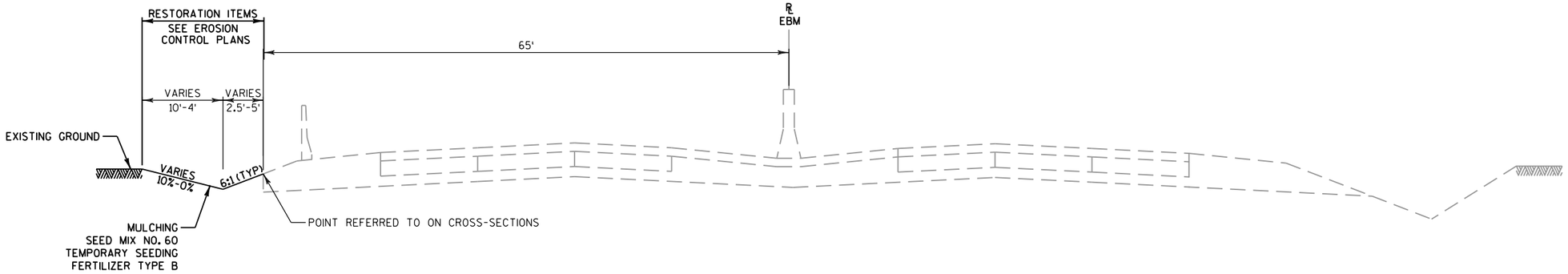
FINISHED TYPICAL SECTION

INTERSTATE 94 WB

STA. 914WB+32 TO 917WB+64

NOTE: REFER TO TRAFFIC CONTROL TYPICAL SECTIONS FOR TEMPORARY WIDENING & MILLING/PAVING TO REMOVE RUMBLE STRIPS. INFORMATION SHOWN IS CONDITION AFTER REMOVAL OF TEMPORARY WIDENING.

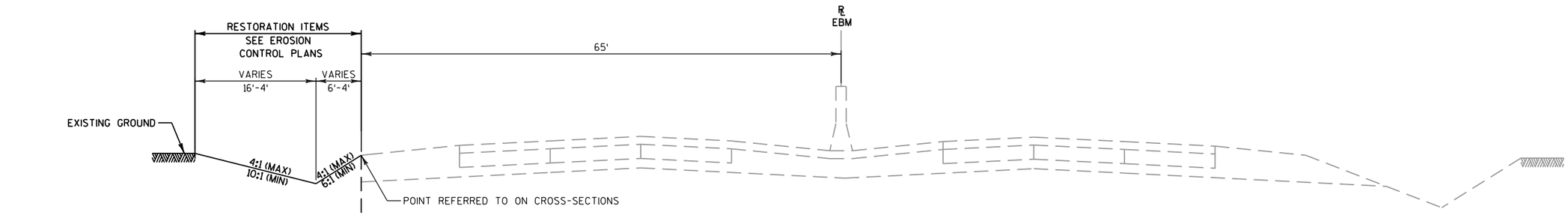
2



TYPICAL FINISHED SECTION

INTERSTATE 94

STA. B 244EBM+18 TO B 246EBM+00



TYPICAL FINISHED SECTION

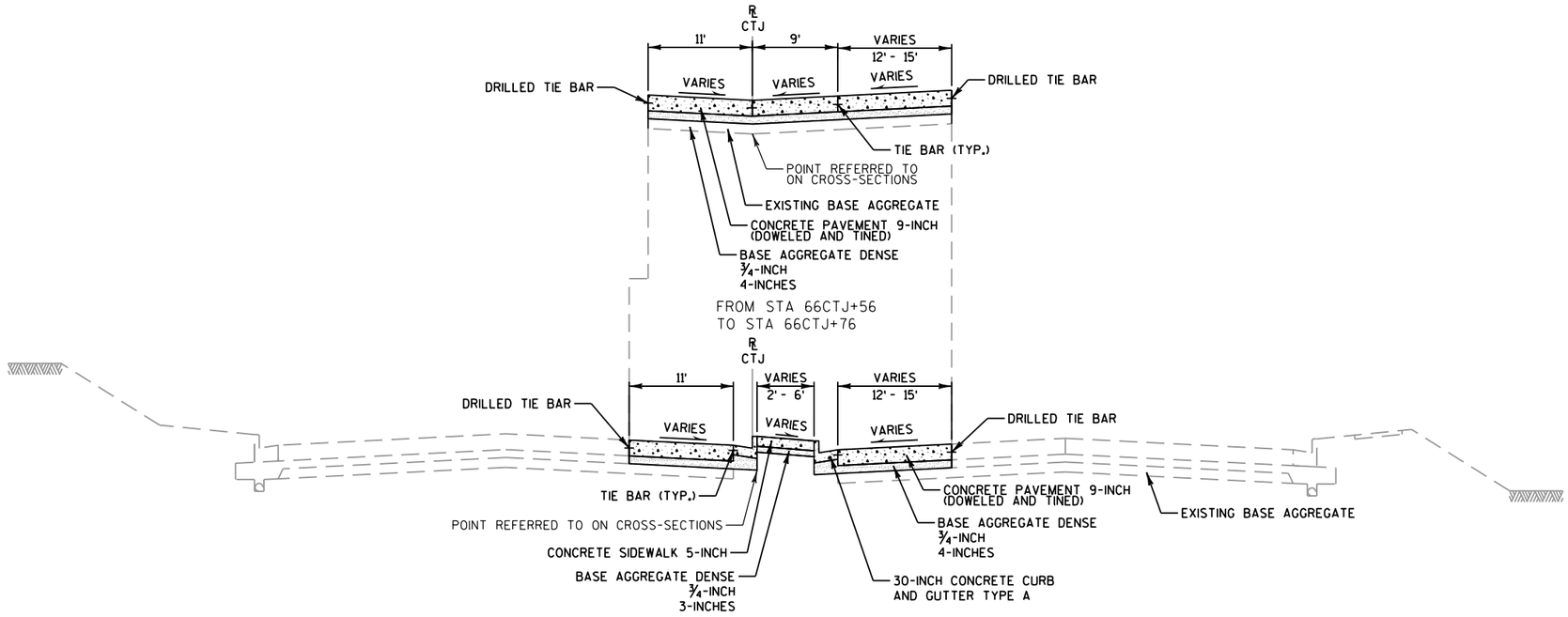
INTERSTATE 94

STA. B 243EBM+00 TO B 244EBM+18

STA. B 243EBM+00 TO B 243EBM+35

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	FINISHED TYPICAL SECTIONS	SHEET 17	E

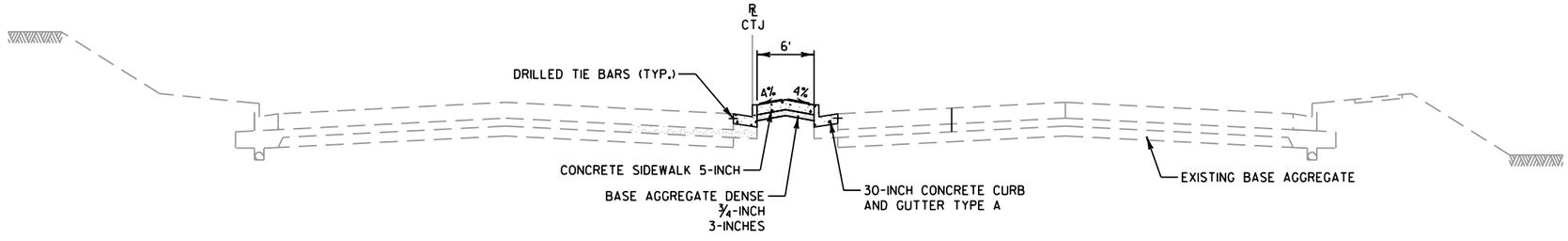
2



TYPICAL FINISHED SECTION

CTH J / STH 164

FROM STA 66CTJ+14 TO STA 66CTJ+56



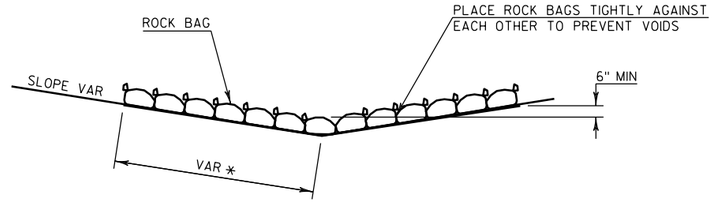
TYPICAL FINISHED SECTION

CTH J / STH 164

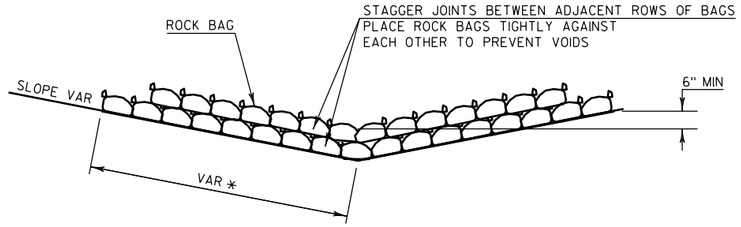
FROM STA 63CTJ+68 TO STA 64CTJ+10

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	FINISHED TYPICAL SECTIONS	SHEET 18	E

2



SIDE VIEW (SINGLE LAYER)

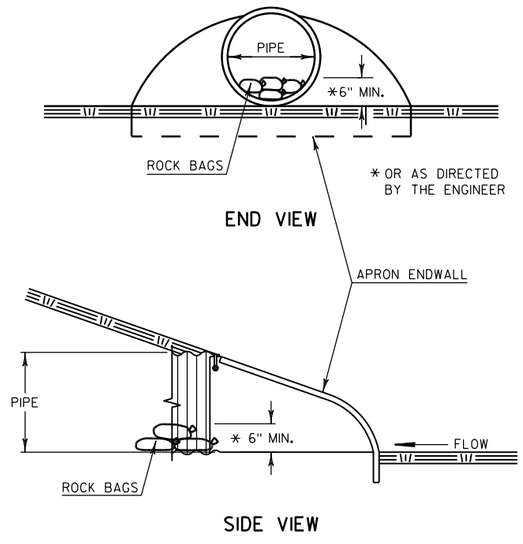


*LENGTH AND NUMBER OF BAGS MAY VARY
DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)

ROCK BAGS DITCH CHECK

PAID AS ROCK BAGS

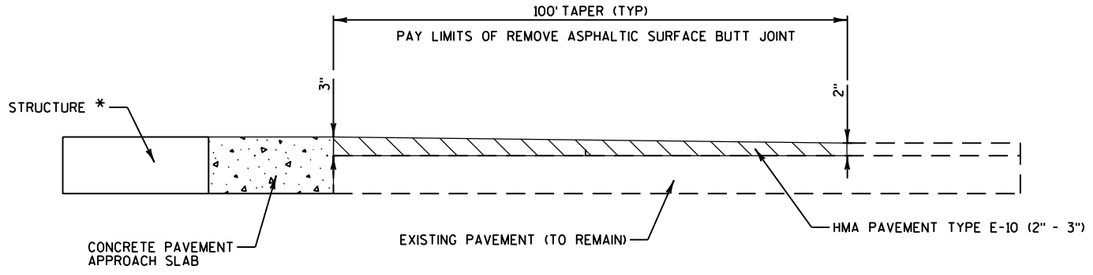


END VIEW

SIDE VIEW

CULVERT PIPE CHECKS

2

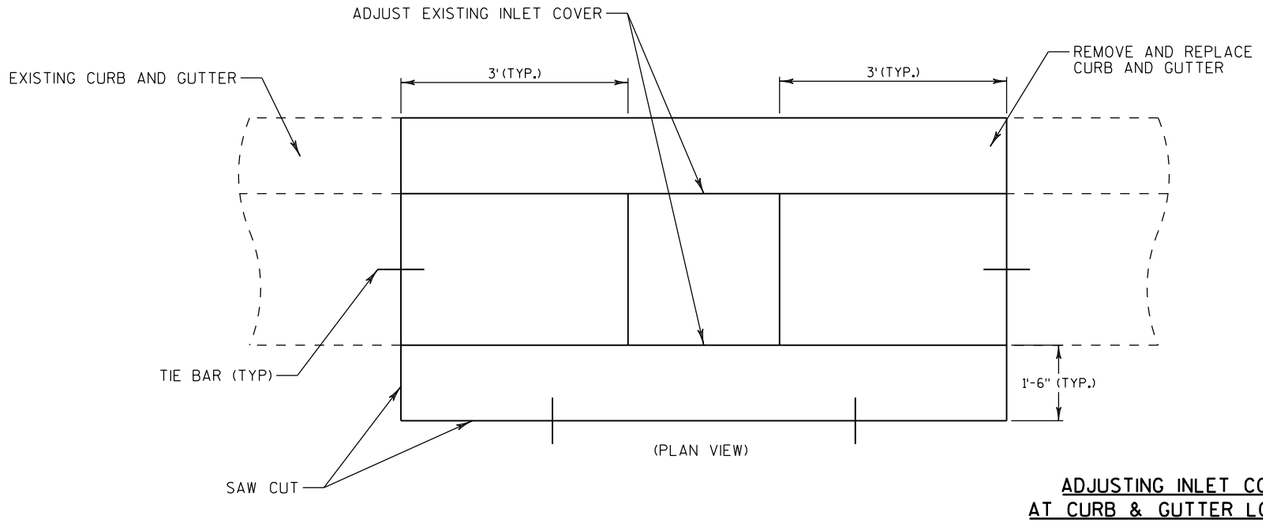


ASPHALTIC SURFACE BUTT JOINT

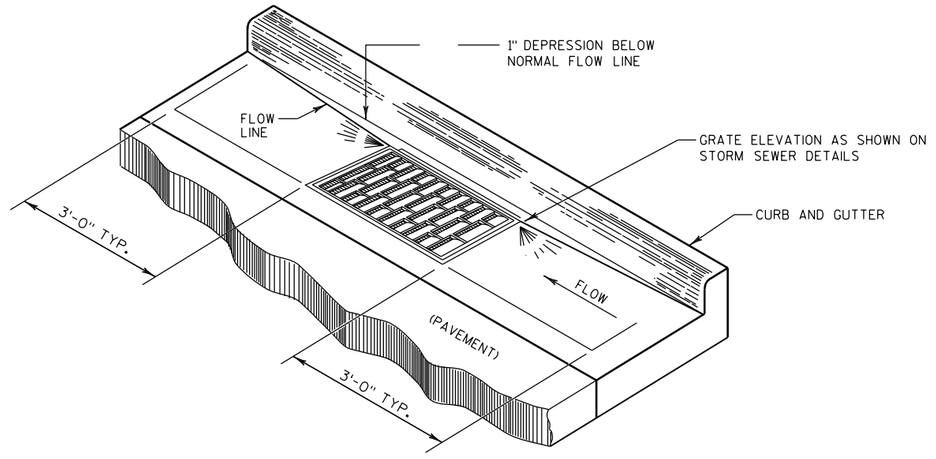
* APPLICABLE STRUCTURES:

B-67-069	B-67-222
B-67-067	B-67-068
B-67-065	B-67-066
B-67-063	B-67-062
B-67-061	B-67-060
B-67-235	B-67-234

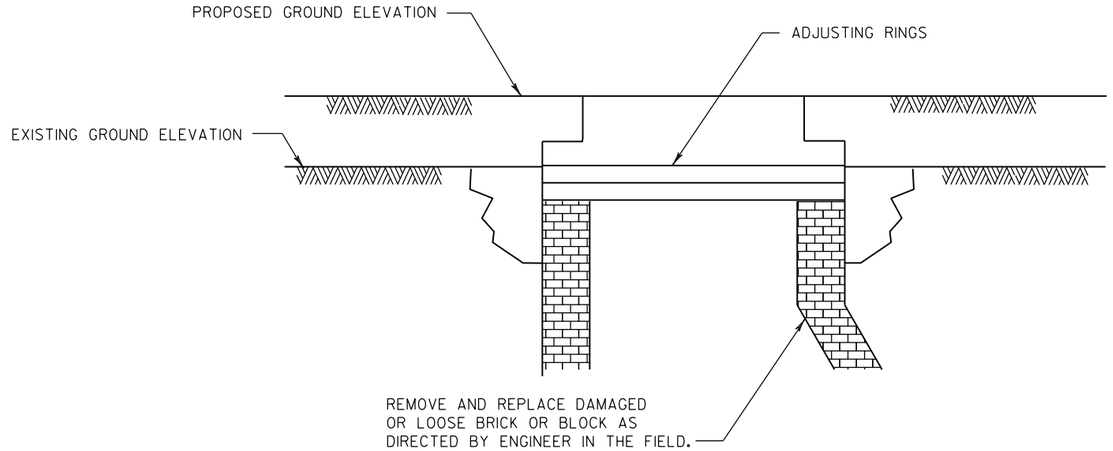
2



ADJUSTING INLET COVERS
AT CURB & GUTTER LOCATIONS



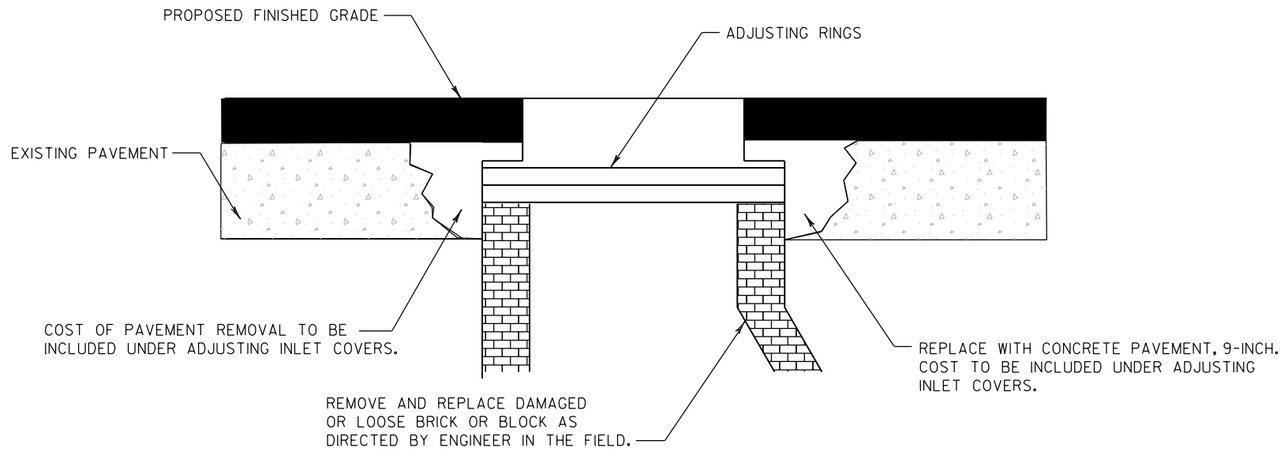
2



NON-PAVED AREA

NOTE

ADJUST CHIMNEY WITH PROPER SIZE CONCRETE ADJUSTING RINGS (SIZE OF OPENING OF CONCRETE ADJUSTING RING TO BE DETERMINED BY SIZE OF OPENING IN FRAME) AND REINSTALL EXISTING FRAME AND LID TO FINISHED GRADE. (BACKFILL AND OTHER WORK TO BE DONE IN ACCORDANCE WITH ITEM ADJUSTING INLET COVER.)



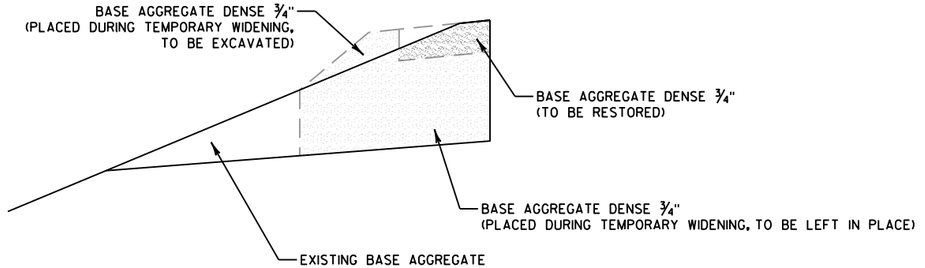
PAVED AREA

ADJUSTING INLET COVERS

100813

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 22	E

2



RESTORING MAINLINE SHOULDER AGGREGATE

NOTE

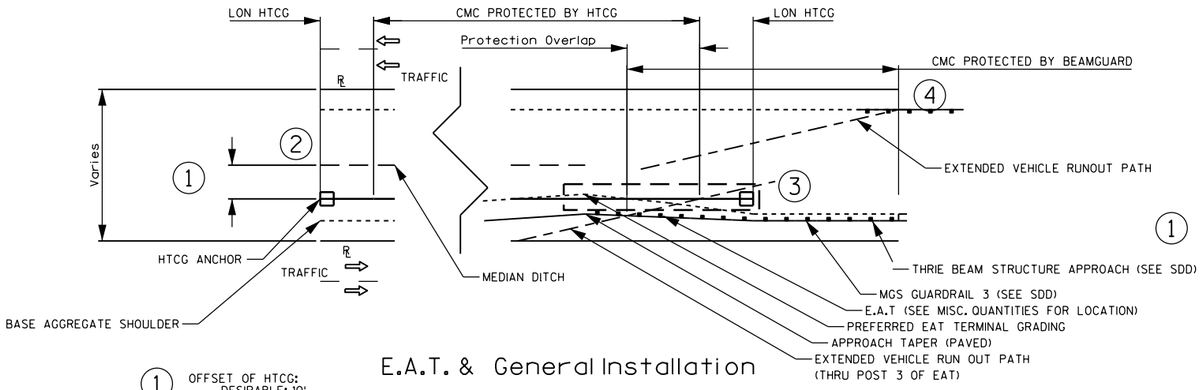
OPERATIONS TO OCCUR IN STAGE 2B AFTER TEMPORARY WIDENING HAS BEEN REMOVED.

BASE AGGREGATE FOR RESTORING SHOULDERS TO BE OBTAINED
THROUGH EXCAVATION OF TEMPORARY WIDENING SECTIONS.

OPERATION OF RESTORING SHOULDERS TO BE PAID
FOR UNDER BID ITEM 305.0500 "SHAPING SHOULDERS".

REFER TO FINISHED TYPICAL SECTIONS FOR DIMENSIONS OF SHOULDER AGGREGATE.

2



E.A.T. & General Installation

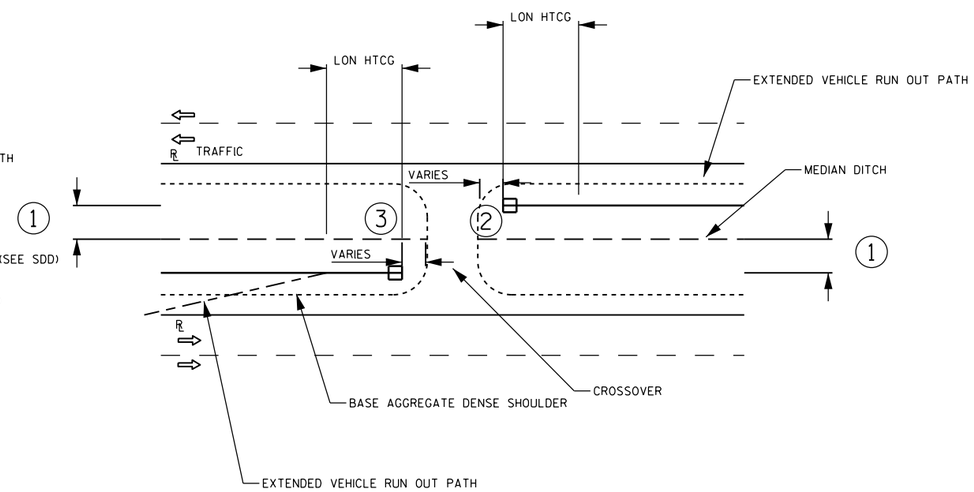
1. OFFSET OF HTCG:
   DESIRABLE: 10'
   MINIMUM: 8'
2. BEGIN STATION FOR HTCG MAY BE ADJUSTED IN FIELD -- SEE PROJECT ENGINEER
3. END STATION FOR HTCG MAY BE ADJUSTED IN FIELD -- SEE PROJECT ENGINEER
4. IT IS PREFERRED THAT THE TERMINAL FOR HTCG IS INSTALLED IN A LOCATION THAT PROTECTS IT FROM BEING STRUCK FROM OPPOSITE DIRECTION OF TRAVEL.

NOTE: COMPLETE RUNS OF HTCG (TERMINAL TO TERMINAL) CAN BE ON EITHER SIDE OF A MEDIAN. HOWEVER, A RUN OF HTCG (TERMINAL TO TERMINAL) MAY NOT TRAVERSE FROM ONE SIDE OF THE MEDIAN TO THE OTHER

THE DASHED BOX INDICATES WHERE POST SPACE SHOULD DECREASE, SO THAT HTCG CABLE DEFLECTIONS DO NOT INTERFERE WITH OTHER ROADSIDE SAFETY DEVICES.

HTCG SYSTEM	TERMINAL LENGTH [1] FT	LON FT
GIBRALTAR	27.50	27.50

Notes
1. TERMINAL LENGTH MEASURED FROM MANUFACTURER'S DRAWING



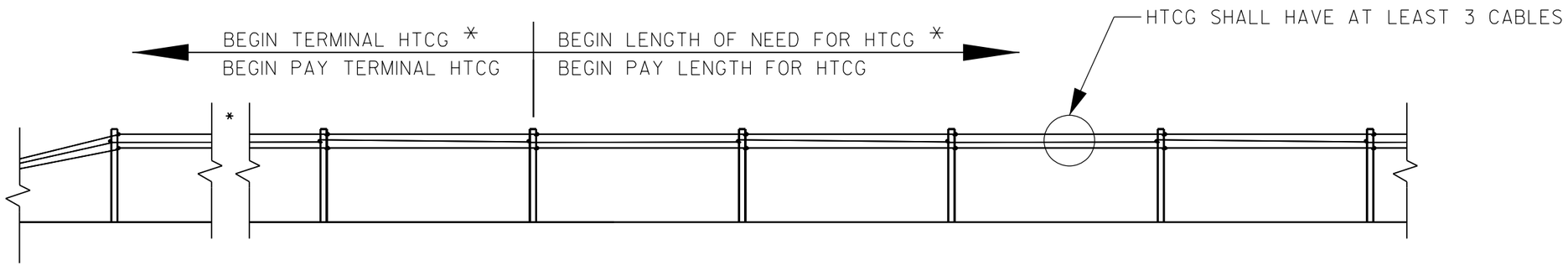
CROSSOVER INSTALLATION A

1. OFFSET OF HTCG:
   DESIRABLE: 10'
   MINIMUM: 8'
2. BEGIN STATION FOR HTCG MAY BE ADJUSTED IN FIELD -- SEE PROJECT ENGINEER
3. END STATION FOR HTCG MAY BE ADJUSTED IN FIELD -- SEE PROJECT ENGINEER

* THE PREFERRED ALTERNATIVE IS TO INSTALL HTCG TERMINALS IN AREAS WHERE HTCG TERMINALS ARE PROTECTED BY OTHER ROADSIDE BARRIERS. IF NOT POSSIBLE INSTALL TWO TERMINALS AS SHOWN.

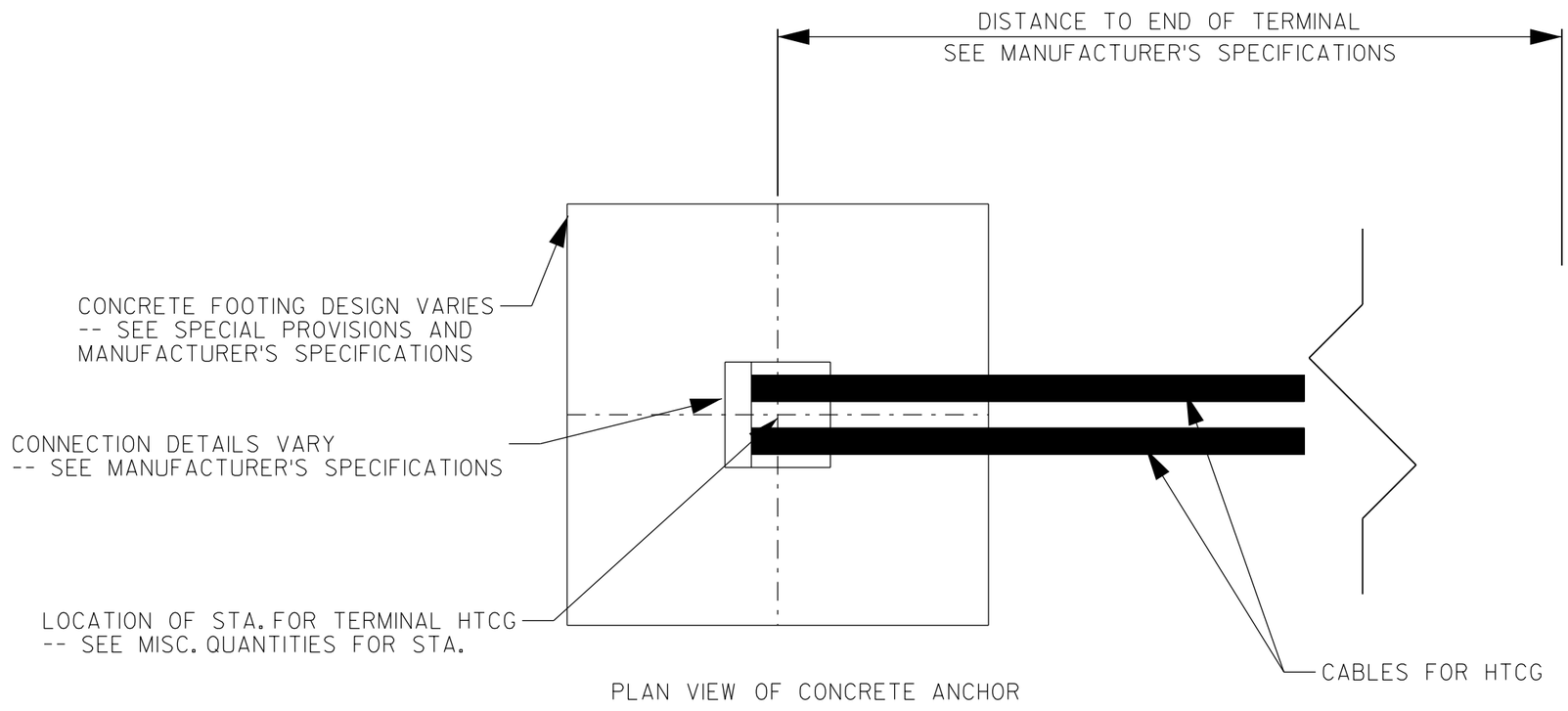
HIGH-TENSION CABLE BARRIER

2



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

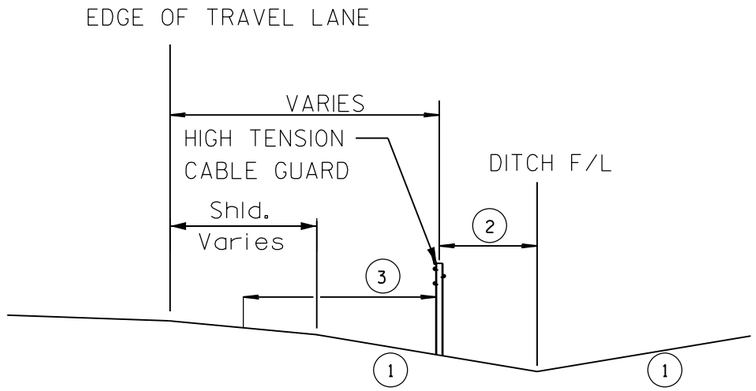
* AS DETERMINED BY MANUFACTURER



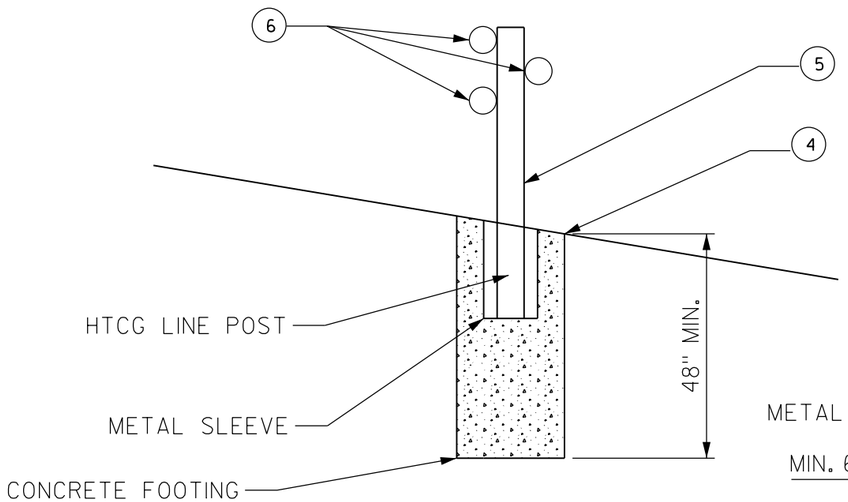
PLAN VIEW OF CONCRETE ANCHOR

CONCRETE ANCHORS FOR TERMINAL FOR HTCG SHALL BE FLUSH WITH FINISHED SURFACE $\pm \frac{3}{4}$" TOLERANCE

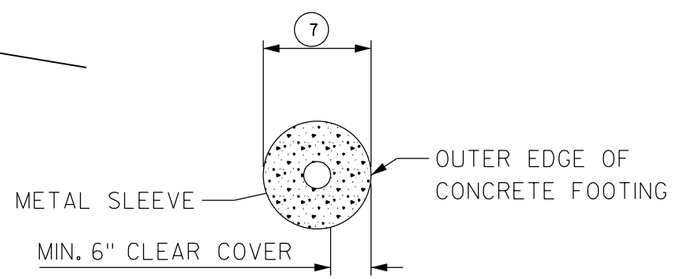
HIGH-TENSION CABLE BARRIER TERMINALS



HIGH-TENSION CABLE GUARD (HTCG) LINE POST PLACEMENT



CROSS SECTION VIEW (7)
LINE POST DETAIL



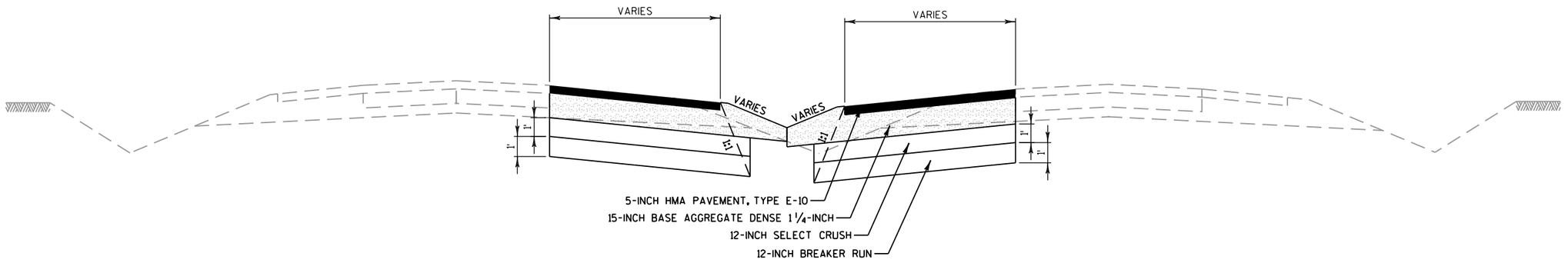
PLAN VIEW (7)
LINE POST DETAIL
(CABLES OMITTED FOR CLARITY)

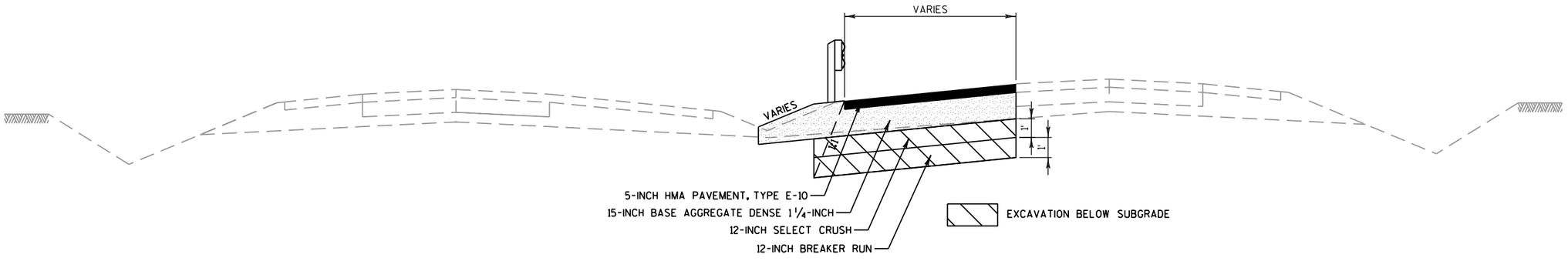
1. DO NOT INSTALL HIGH-TENSION CABLE GUARD ON SLOPES STEEPER THAN 6:1
2. OFFSET OF HTCG:
   DESIRABLE: 10'
   MINIMUM: 8'
3. DEFLECTION IS MEASURED FROM MIDPOINT OF SHOULDER TO LINE POST. FOR DEFLECTION CRITERIA SEE SPECIAL PROVISIONS
4. CONCRETE FOOTING FOR HTCG LINE POST SHALL BE FLUSH WITH FINISH SURFACE ±¾" TOLERANCE
5. LINE POST FOR HTCG SHALL BE PLUMB, EASILY REMOVED FROM STEEL SLEEVE, AND MAINTAIN CABLES AT THE CORRECT ELEVATION
6. HTCG SHALL HAVE A MINIMUM OF 3 CABLES. CABLES SHALL HOLD DESIRED TENSIONPER MANUFACTURER'S SPECIFICATIONS. SEE MANUFACTURER'S SPECIFICATION FOR CORRECT HEIGHT OF CABLES AND CABLE CONFIGURATION.
7. SEE MANUFACTURER'S DETAILS AND SPECIFICATIONS FOR LINE POST FOOTING DESIGN

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

HIGH-TENSION CABLE BARRIER POSTS

2





EXCAVATION BELOW SUBGRADE

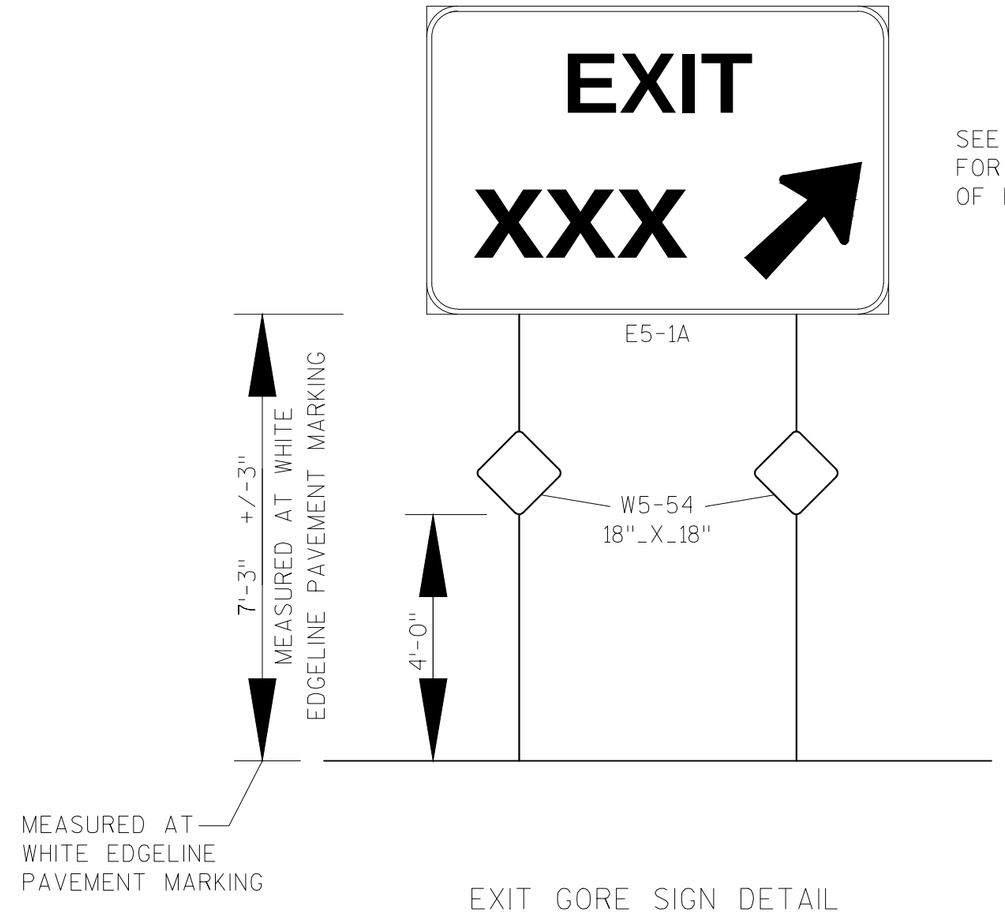
INTERSTATE 94

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\021001_cd.dgn PLOT DATE : 7/15/2015 1:30:44 PM PLOT BY : rtellier PLOT NAME : $FILE$ PLOT SCALE : 15:1

* SLOPE VARIES FROM 1.5% TO 6.0%

2



EXIT GORE SIGN DETAIL

PROJECT NO:1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EXIT GORE SIGN DETAIL	SHEET 28	E

2

2

DELAFIELD ROAD

R/L IH 94 WB
(FOR INFORMATION ONLY)

868WB 870WB 872WB 874WB IH 94 WB 876WB 878WB 880WB 88

268EB 270EB 272EB 274EB 276EB 278EB 280EB 28

IH 94 EB

MATCHLINE 282EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

CTH P

CTH P

CTH P TO IH 94 ENTRANCE RAMP

CLEARING AND GRUBBING
REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING ASPHALTIC SURFACE MILLING *
REMOVING SIDEWALK
REMOVING CURB AND GUTTER

REMOVING GUARDRAIL
SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR
—RM— REMOVING SMALL PIPE CULVERT
XXXXX SAWING ASPHALT
X X X X X X SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 29	E

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

TIME WARNER CABLE

WE ENERGIES - GAS

AMERICAN TRANSMISSION COMPANY

SUMMIT UTILITY DISTRICT SANITARY SEWER

2WB 884WB 886WB 888WB 890WB IH 94 WB 892WB 894WB 896WB

MATCHLINE 282EB+00

2EB 284EB 286EB 288EB 290EB 292EB 294EB 296EB

IH 94 EB

MATCHLINE 297EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

B-67-069

AT&T CORP

WE ENERGIES - ELECTRIC

WE ENERGIES - GAS

CLEARING AND GRUBBING

REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING ASPHALTIC SURFACE MILLING *

REMOVING SIDEWALK

REMOVING CURB AND GUTTER

REMOVING GUARDRAIL

SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR

—RM— REMOVING SMALL PIPE CULVERT

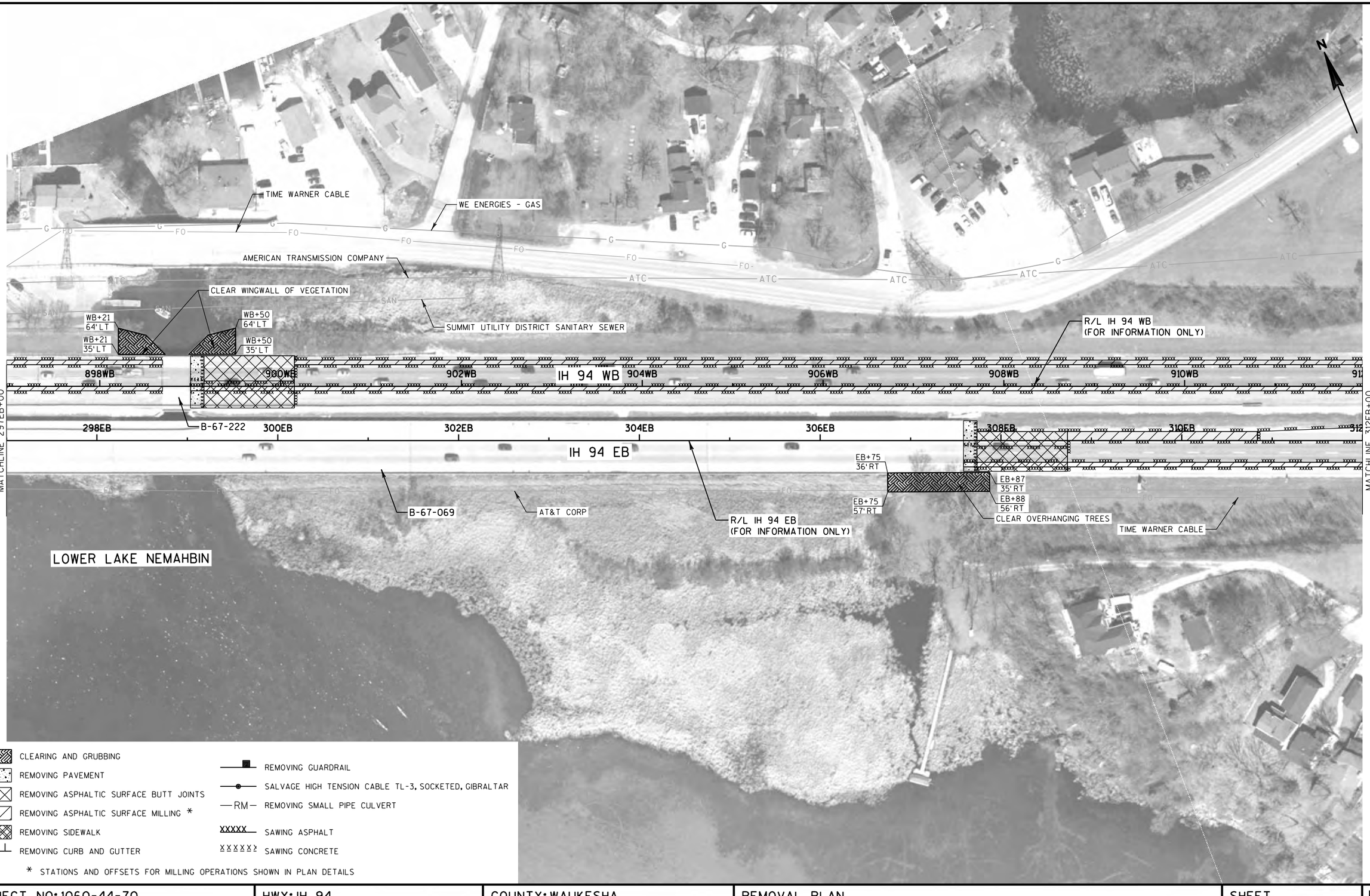
XXXXX SAWING ASPHALT

SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 30	E

2

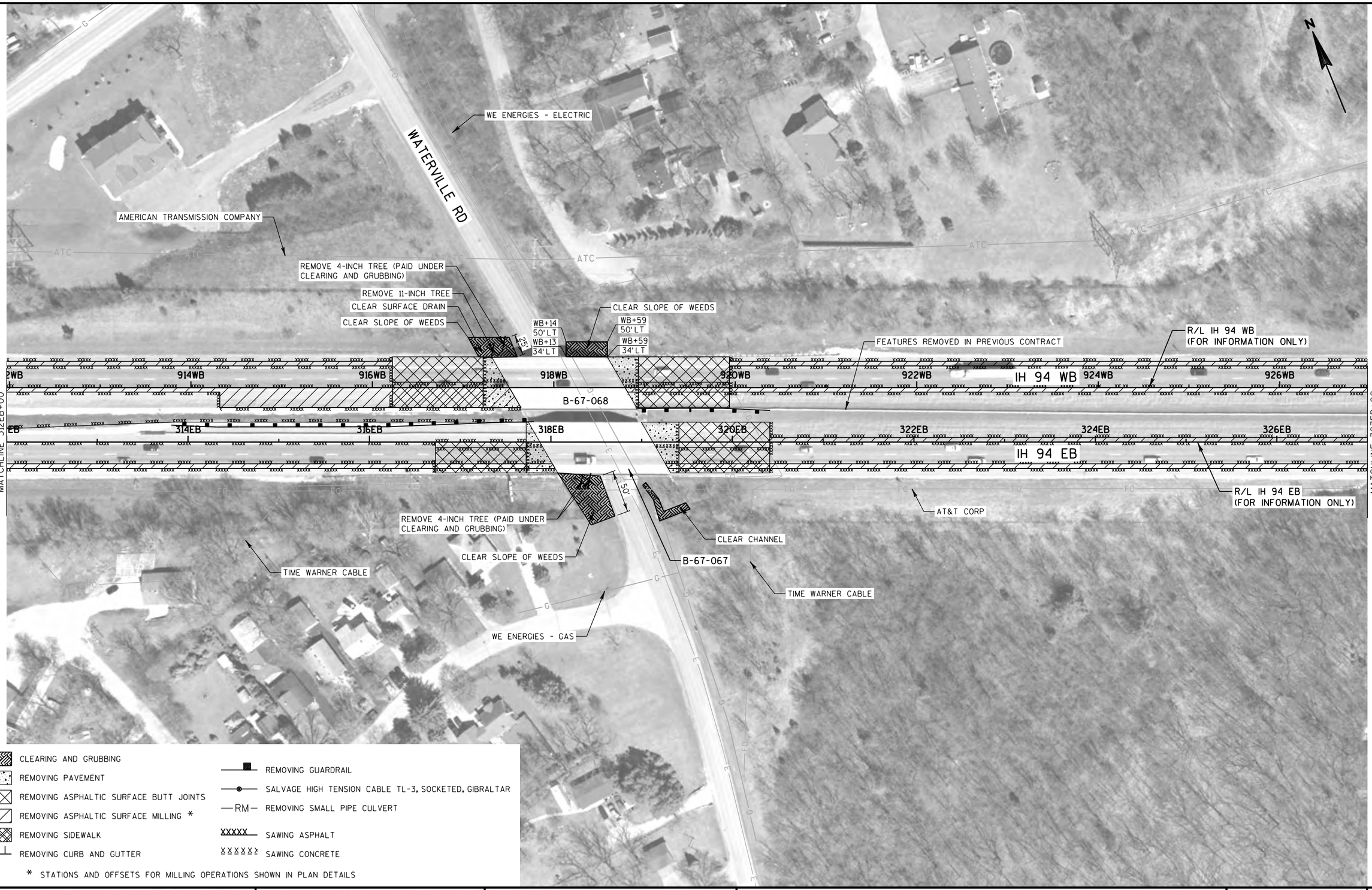


- CLEARING AND GRUBBING
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING ASPHALTIC SURFACE MILLING *
- REMOVING SIDEWALK
- REMOVING CURB AND GUTTER
- REMOVING GUARDRAIL
- SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR
- —RM— REMOVING SMALL PIPE CULVERT
- XXXXX SAWING ASPHALT
- XXXXX SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 31	E

2



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET	E

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WISDOT/CADDS SHEET 42

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AMERICAN TRANSMISSION COMPANY

ATC

FEATURES REMOVED IN PREVIOUS CONTRACT

R/L IH 94 WB
(FOR INFORMATION ONLY)

928WB
930WB
932WB
934WB
936WB
938WB
940WB

IH 94 WB

328EB
330EB
332EB
334EB
336EB
338EB
340EB

IH 94 EB

MATCHLINE 327EB+00

MATCHLINE 342EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

TIME WARNER CABLE

AT&T CORP

CLEARING AND GRUBBING
REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING ASPHALTIC SURFACE MILLING *
REMOVING SIDEWALK
REMOVING CURB AND GUTTER

REMOVING GUARDRAIL
SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR
—RM— REMOVING SMALL PIPE CULVERT
XXXXX SAWING ASPHALT
XXXXX SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 33	E

2

2

N

WE ENERGIES - GAS

WE ENERGIES - ELECTRIC (OVERHEAD)

CLEAR DRAINAGE SWALE

B-67-066

REMOVE 18" CONCRETE MASONRY CULVERT PIPE

REMOVE 4-INCH TREE (PAID UNDER CLEARING AND GRUBBING)

CLEAR RIPRAP OF VEGETATION

R/L IH 94 WB (FOR INFORMATION ONLY)

942WB
944WB
946WB
948WB
950WB
952WB
954WB
956WB

IH 94 WB

MATCHLINE 342EB+00

344EB
346EB
348EB
350EB
352EB
354EB
356EB

IH 94 EB

MATCHLINE 357EB+00

R/L IH 94 EB (FOR INFORMATION ONLY)

AT&T CORP

TIME WARNER CABLE

REMOVE 4-INCH TREE

B-67-065

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, GIBRALTAR

CUSHING PARK RD

CLEARING AND GRUBBING
REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING ASPHALTIC SURFACE MILLING *
REMOVING SIDEWALK
REMOVING CURB AND GUTTER

REMOVING GUARDRAIL
SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR
—RM— REMOVING SMALL PIPE CULVERT
XXXXX SAWING ASPHALT
XXXXX SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 34	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\021106_rm.dgn PLOT DATE : 7/15/2015 1:37:02 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

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CTH C TO IH 94 WB ENTRANCE RAMP

IH 94 WB TO CTH C EXIT RAMP

R/L IH 94 WB
(FOR INFORMATION ONLY)

958WB 960WB 962WB 964WB 966WB IH 94 WB 968WB 970WB 972

MATCHLINE 357EB+00

358EB 360EB 362EB 364EB 366EB 368EB 370EB 372EB

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

SALVAGE TERMINAL HIGH-TENSION
CABLE TL-3, GIBRALTAR

AT&T CORP

IH 94 EB TO CTH C EXIT RAMP

CLEARING AND GRUBBING
REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING ASPHALTIC SURFACE MILLING *
REMOVING SIDEWALK
REMOVING CURB AND GUTTER

REMOVING GUARDRAIL
SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR
—RM— REMOVING SMALL PIPE CULVERT
XXXXX SAWING ASPHALT
X X X X X X SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 35	E

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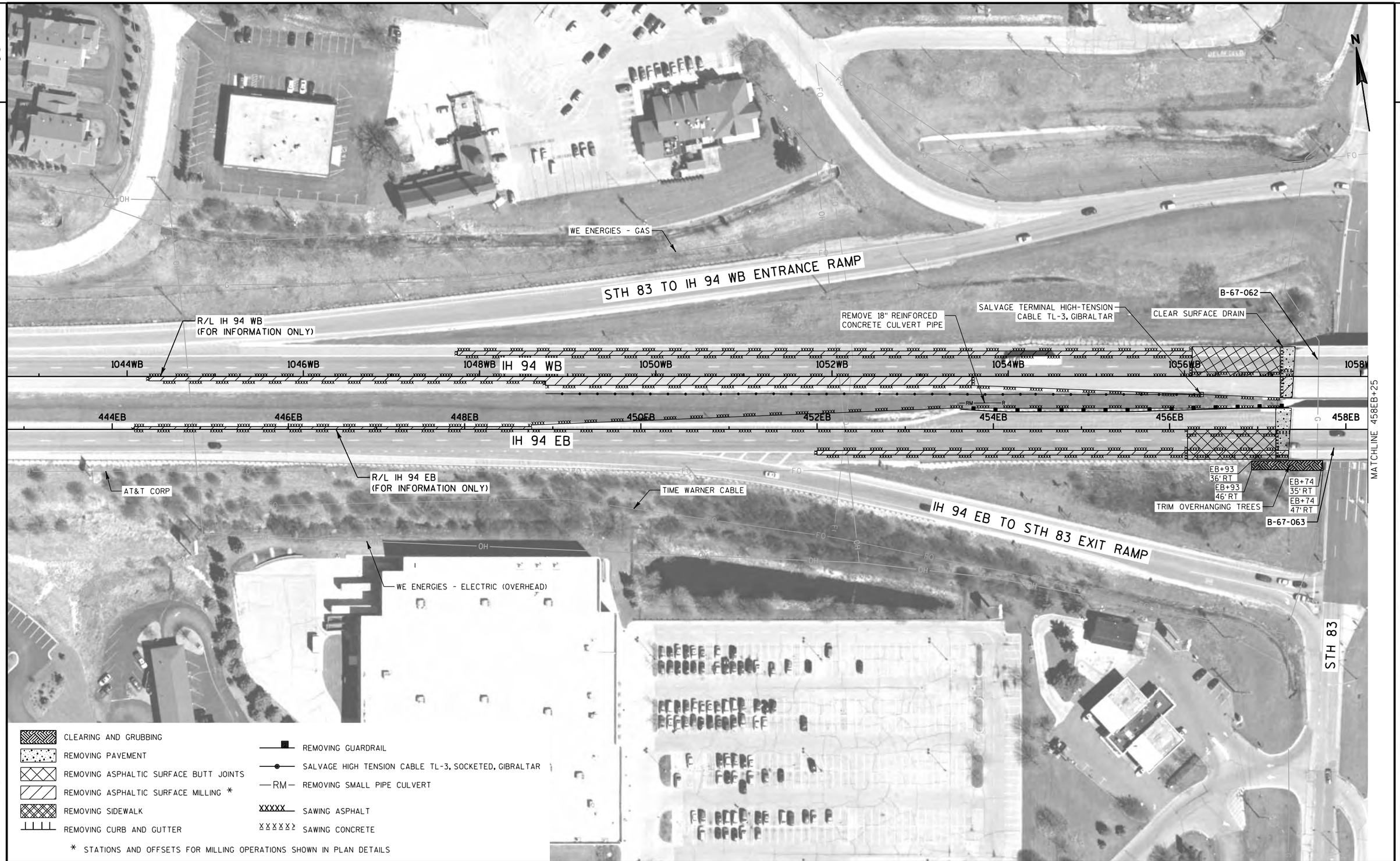

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 36	E

2

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TIME WARNER CABLE

IH 94 WB TO STH 83 EXIT RAMP

B-67-062

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, GIBRALTAR

R/L IH 94 WB (FOR INFORMATION ONLY)

1060WB 1062WB 1064WB 1066WB 1068WB IH 94 WB 1070WB 1072WB

460EB 462EB 464EB 466EB 468EB 470EB 472EB

IH 94 EB

MATCHLINE 458EB+25

R/L IH 94 EB (FOR INFORMATION ONLY)

B-67-063

AT&T CORP

STH 83

STH 83 TO IH 94 EB ENTRANCE RAMP

CLEARING AND GRUBBING

REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING ASPHALTIC SURFACE MILLING *

REMOVING SIDEWALK

REMOVING CURB AND GUTTER

REMOVING GUARDRAIL

SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR

—RM— REMOVING SMALL PIPE CULVERT

XXXXX SAWING ASPHALT

XXXXX SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET	E

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GOLF RD

R/L IH 94 WB
(FOR INFORMATION ONLY)

1096WB 1098WB 1100WB 1102WB IH 94 WB 1104WB 1106WB 1108WB 1110WB

496EB 498EB 500EB 502EB 504EB 506EB 508EB 510EB

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

MATCHLINE 511EB+00

WE ENERGIES - GAS

HILLSIDE DR

CLEARING AND GRUBBING
REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING ASPHALTIC SURFACE MILLING *
REMOVING SIDEWALK
REMOVING CURB AND GUTTER

REMOVING GUARDRAIL
SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR
—RM— REMOVING SMALL PIPE CULVERT
SAWING ASPHALT
SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 38	E

2

N

GOLF RD

TIME WARNER CABLE

CLEAR SLOPE OF WEEDS

REMOVE 4-INCH TREE (PAID UNDER CLEARING AND GRUBBING)

B-67-060

R/L IH 94 WB (FOR INFORMATION ONLY)

1112WB 1114WB 1116WB 1118WB 1120WB 1122WB 1124WB

IH 94 WB

MATCHLINE 511EB+00

MATCHLINE 526EB+00

512EB 514EB 516EB 518EB 520EB 522EB 524EB

REMOVE INLETS

IH 94 EB

REMOVE 12" PLASTIC CULVERT PIPE

B-67-061

R/L IH 94 EB (FOR INFORMATION ONLY)

TIME WARNER CABLE

WE ENERGIES - GAS

HILLSIDE DR

CLEAR DRAINAGE CHANNEL

MAPLE AVENUE

SILVERNAIL RD

CLEARING AND GRUBBING
REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING ASPHALTIC SURFACE MILLING *
REMOVING SIDEWALK
REMOVING CURB AND GUTTER

REMOVING GUARDRAIL
SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR
RM REMOVING SMALL PIPE CULVERT
XXXXX SAWING ASPHALT
XXXXX SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 39	E

2

2

N

TIME WARNER CABLE

GOLF RD

R/L IH 94 WB
(FOR INFORMATION ONLY)

1126WB 1128WB 1130WB 1132WB 1134WB IH 94 WB 1136WB 1138WB 1140WB

526EB+00 528EB 530EB 532EB 534EB 536EB 538EB 540EB

IH 94 EB

MATCHLINE

R/L IH 94 EB
(FOR INFORMATION ONLY)

SILVERNAIL RD

WE ENERGIES -
ELECTRIC (OVERHEAD)

TIME WARNER CABLE

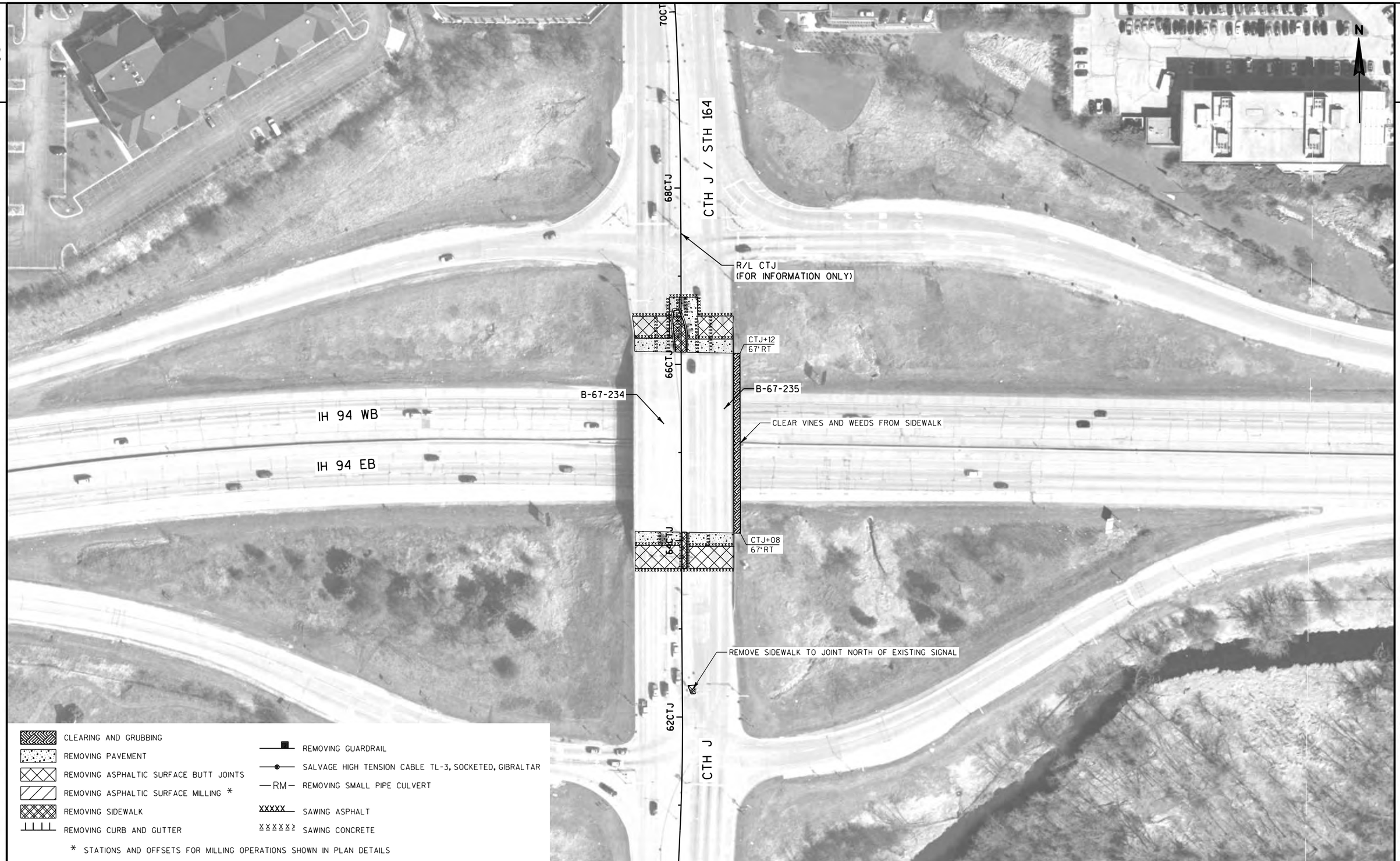
CLEARING AND GRUBBING
REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE BUTT JOINTS
REMOVING ASPHALTIC SURFACE MILLING *
REMOVING SIDEWALK
REMOVING CURB AND GUTTER

REMOVING GUARDRAIL
SALVAGE HIGH TENSION CABLE TL-3, SOCKETED, GIBRALTAR
—RM— REMOVING SMALL PIPE CULVERT
XXXXX SAWING ASPHALT
XXXXXX SAWING CONCRETE

* STATIONS AND OFFSETS FOR MILLING OPERATIONS SHOWN IN PLAN DETAILS

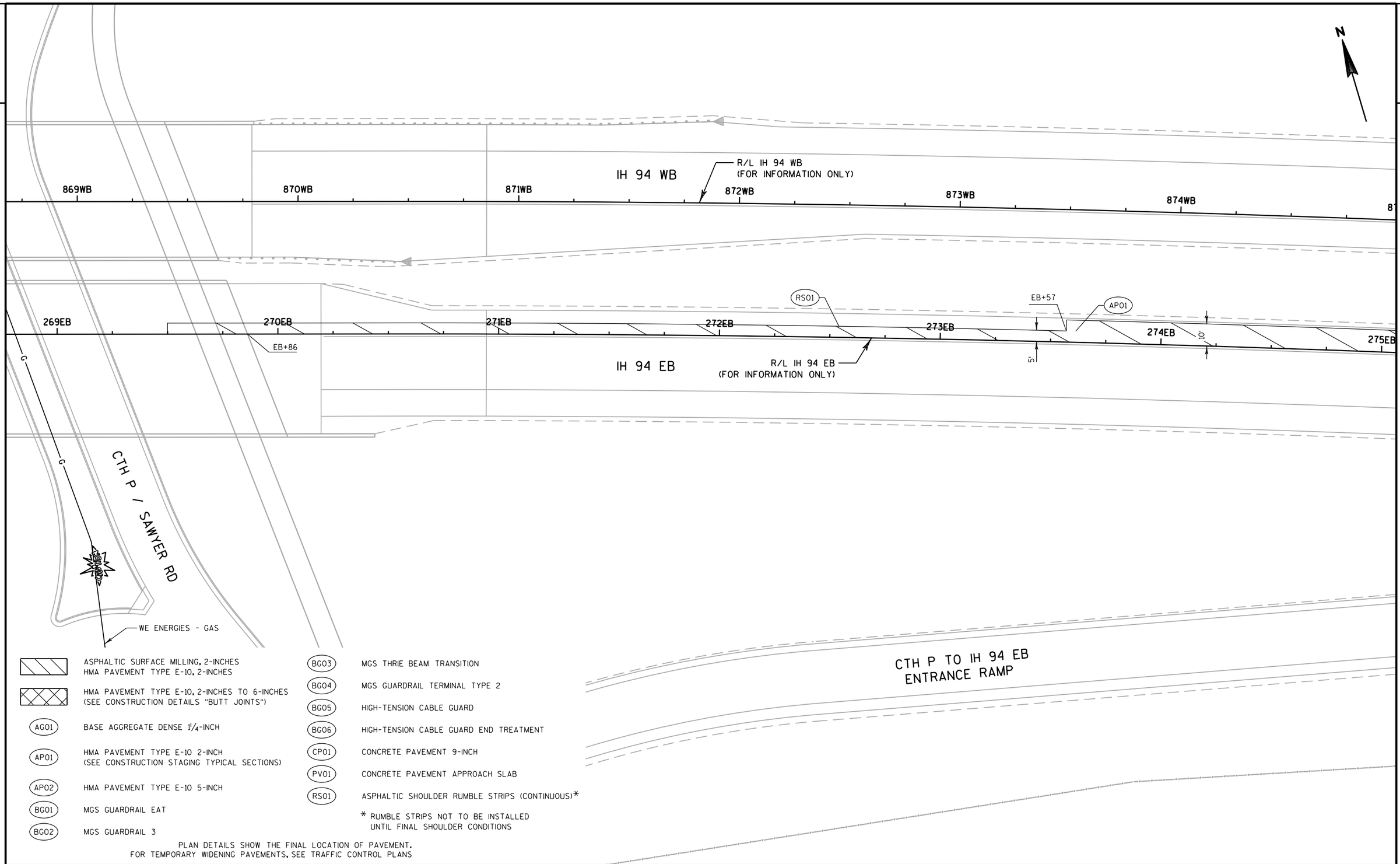
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 40	E

2



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	REMOVAL PLAN	SHEET 41	E

2



ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

AG01 BASE AGGREGATE DENSE 1¼-INCH

AP01 HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

AP02 HMA PAVEMENT TYPE E-10 5-INCH

BG01 MGS GUARDRAIL EAT

BG02 MGS GUARDRAIL 3

BG03 MGS THRIE BEAM TRANSITION

BG04 MGS GUARDRAIL TERMINAL TYPE 2

BG05 HIGH-TENSION CABLE GUARD

BG06 HIGH-TENSION CABLE GUARD END TREATMENT

CP01 CONCRETE PAVEMENT 9-INCH

PV01 CONCRETE PAVEMENT APPROACH SLAB

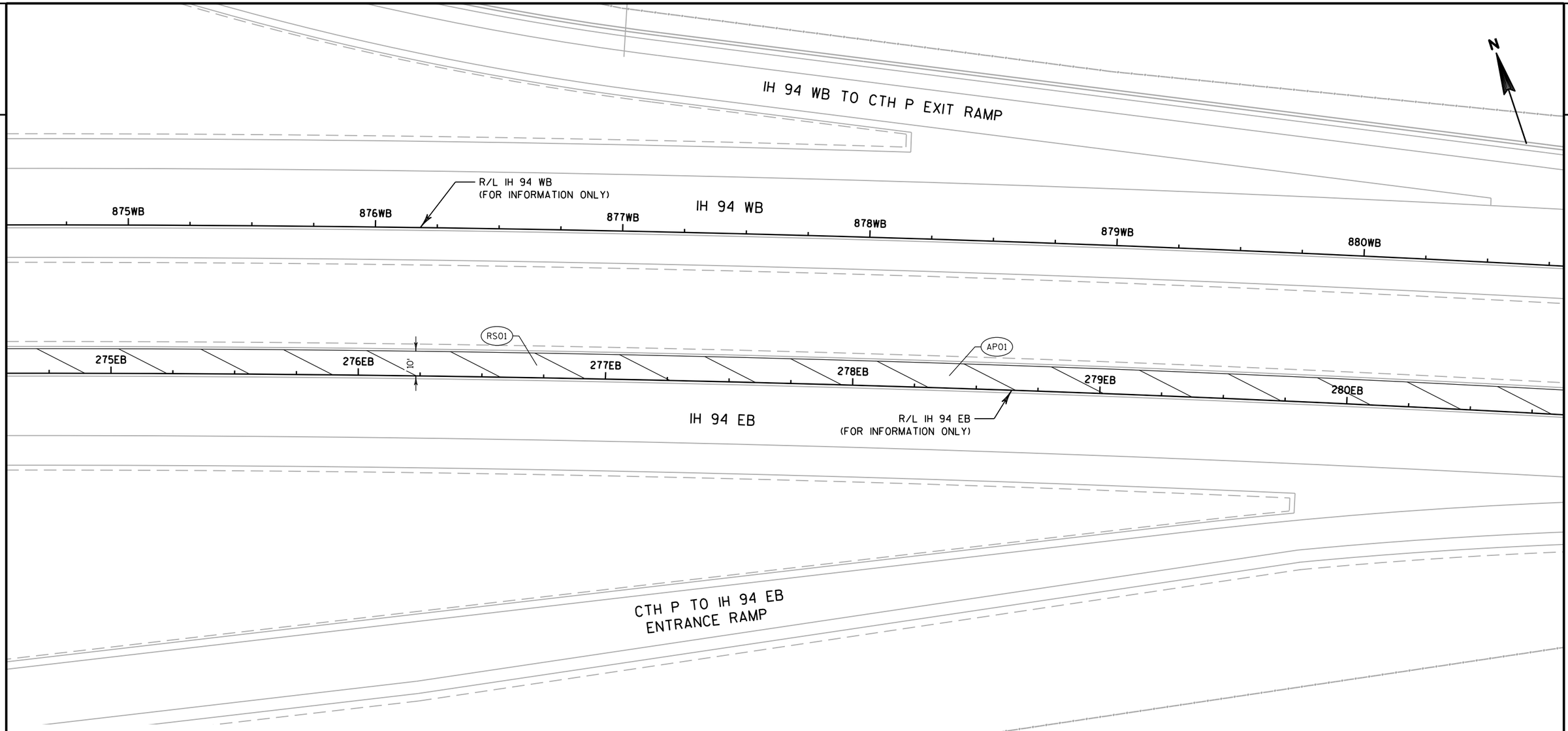
RS01 ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 42	E

2



ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

AG01 BASE AGGREGATE DENSE 1¼-INCH

AP01 HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

AP02 HMA PAVEMENT TYPE E-10 5-INCH

BG01 MGS GUARDRAIL EAT

BG02 MGS GUARDRAIL 3

BG03 MGS THRIE BEAM TRANSITION

BG04 MGS GUARDRAIL TERMINAL TYPE 2

BG05 HIGH-TENSION CABLE GUARD

BG06 HIGH-TENSION CABLE GUARD END TREATMENT

CP01 CONCRETE PAVEMENT 9-INCH

PV01 CONCRETE PAVEMENT APPROACH SLAB

RS01 ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 43	E

2

2

N

IH 94 WB

881WB

882WB

883WB

884WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

885WB

886WB

RS01

AP01

281EB

282EB

283EB

10'

284EB

285EB

286EB

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

CTH P TO IH 94 EBENTRANCE RAMP

ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

AG01 BASE AGGREGATE DENSE 1¼-INCH

AP01 HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

AP02 HMA PAVEMENT TYPE E-10 5-INCH

BG01 MGS GUARDRAIL EAT

BG02 MGS GUARDRAIL 3

BG03 MGS THRIE BEAM TRANSITION

BG04 MGS GUARDRAIL TERMINAL TYPE 2

BG05 HIGH-TENSION CABLE GUARD

BG06 HIGH-TENSION CABLE GUARD END TREATMENT

CP01 CONCRETE PAVEMENT 9-INCH

PV01 CONCRETE PAVEMENT APPROACH SLAB

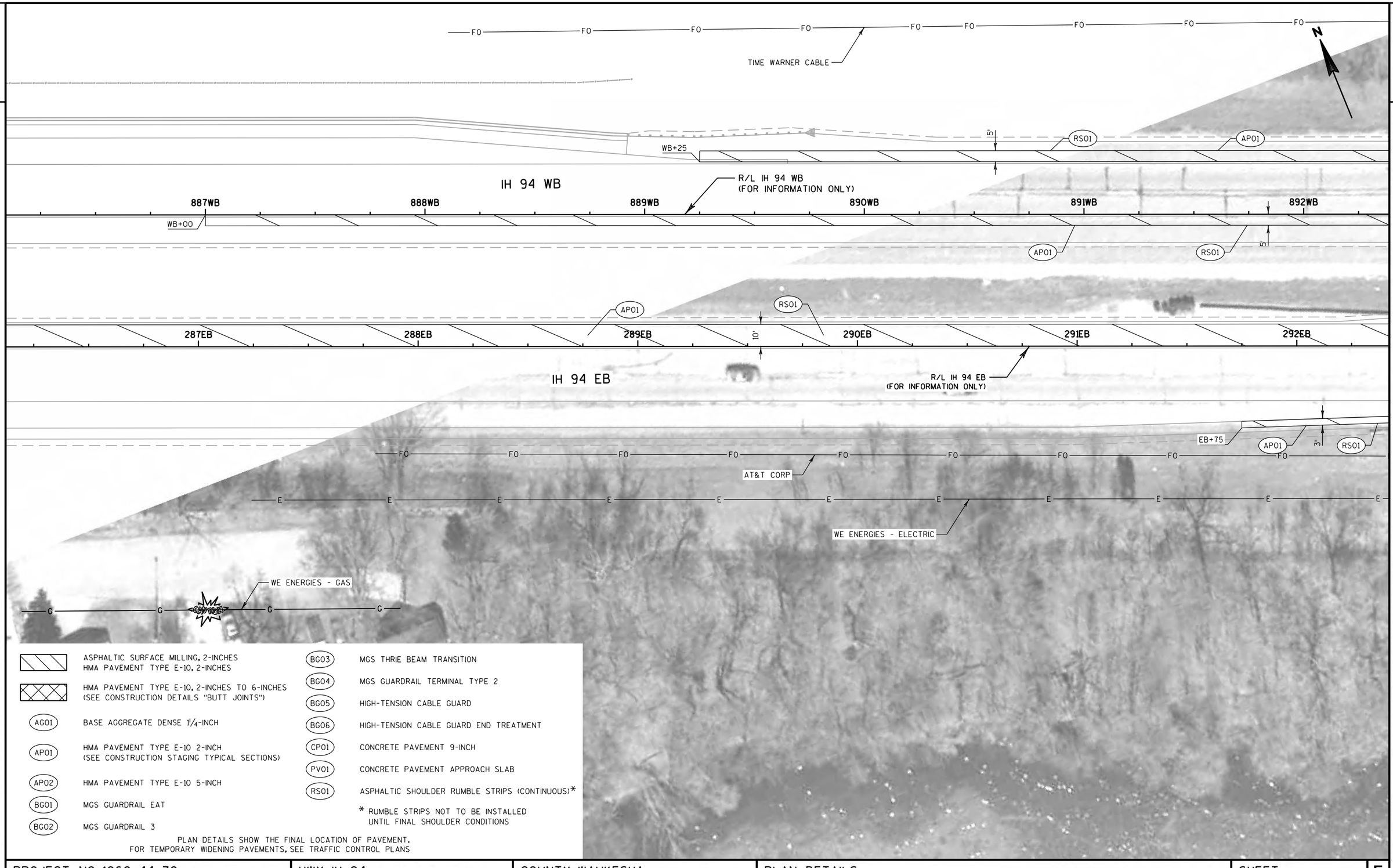
RS01 ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 44	E

2



	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES	BGO3	MGS THRIE BEAM TRANSITION
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")	BGO4	MGS GUARDRAIL TERMINAL TYPE 2
AGO1	BASE AGGREGATE DENSE 1¼-INCH	BGO5	HIGH-TENSION CABLE GUARD
APO1	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)	BGO6	HIGH-TENSION CABLE GUARD END TREATMENT
APO2	HMA PAVEMENT TYPE E-10 5-INCH	CPO1	CONCRETE PAVEMENT 9-INCH
BGO1	MGS GUARDRAIL EAT	PVO1	CONCRETE PAVEMENT APPROACH SLAB
BGO2	MGS GUARDRAIL 3	RSO1	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 45	E

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FO FO FO

2

SAN SAN SAN SAN SAN SAN SAN SAN SAN

SUMMIT UTILITY DISTRICT
SANITARY SEWER

B-67-222

15' 100'

RS01 AP01 5' CP02 10' PV01 24' 58' AP01 RS01 5'

898WB 899WB 900WB 901WB 902WB 903WB 90

RS01 AP01 5' CP02 RS01 5'

R/L IH 94 WB
(FOR INFORMATION ONLY)

298EB 299EB 300EB 301EB 302EB 303EB 304

R/L IH 94 EB
(FOR INFORMATION ONLY)

B-67-069

FO FO FO FO FO FO FO FO FO FO FO FO FO

AT&T CORP

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")
AG01	BASE AGGREGATE DENSE 1¼-INCH
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)
AP02	HMA PAVEMENT TYPE E-10 5-INCH
BG01	MGS GUARDRAIL EAT
BG02	MGS GUARDRAIL 3
BG03	MGS THRIE BEAM TRANSITION
BG04	MGS GUARDRAIL TERMINAL TYPE 2
BG05	HIGH-TENSION CABLE GUARD
BG06	HIGH-TENSION CABLE GUARD END TREATMENT
CP01	CONCRETE PAVEMENT 9-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 47	E

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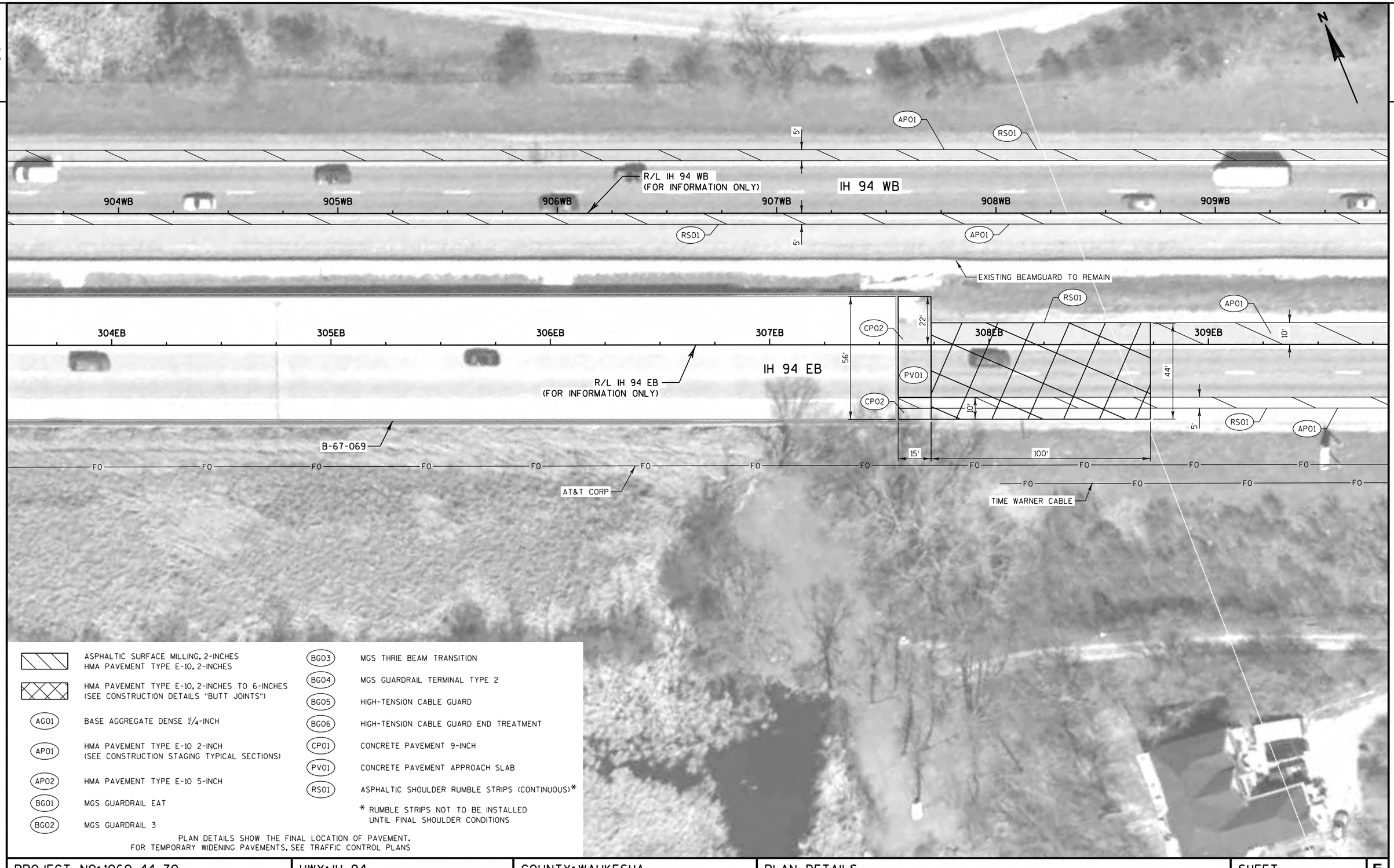

ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

(AG01) BASE AGGREGATE DENSE 1¼-INCH

(AP01) HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

(AP02) HMA PAVEMENT TYPE E-10 5-INCH

(BG01) MGS GUARDRAIL EAT

(BG02) MGS GUARDRAIL 3

(BG03) MGS THRIE BEAM TRANSITION

(BG04) MGS GUARDRAIL TERMINAL TYPE 2

(BG05) HIGH-TENSION CABLE GUARD

(BG06) HIGH-TENSION CABLE GUARD END TREATMENT

(CP01) CONCRETE PAVEMENT 9-INCH

(PV01) CONCRETE PAVEMENT APPROACH SLAB

(RS01) ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET	E

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WISDOT/CADDS SHEET 42

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N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

910WB 911WB 912WB 913WB 914WB 915WB

5'

RS01

AP01

WB+32

22'

EXISTING BEAMGUARD TO REMAIN

SLOPE INTERCEPTS (TYP.)

15:1 TAPER

EB+84
31.0' LT

EB+08
27.3' LT

BG01

BG02

300'

AG01

RS01

AP01

EB+84

1'

10'

10'

25:1 TAPER

EB+84
24.0' LT

EB+34
26.0' LT

EB+37
22.0' LT

4'

22'

310EB 311EB 312EB RS01 313EB AP02 314EB 315EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

FEATURES REMOVED IN PREVIOUS CONTRACT

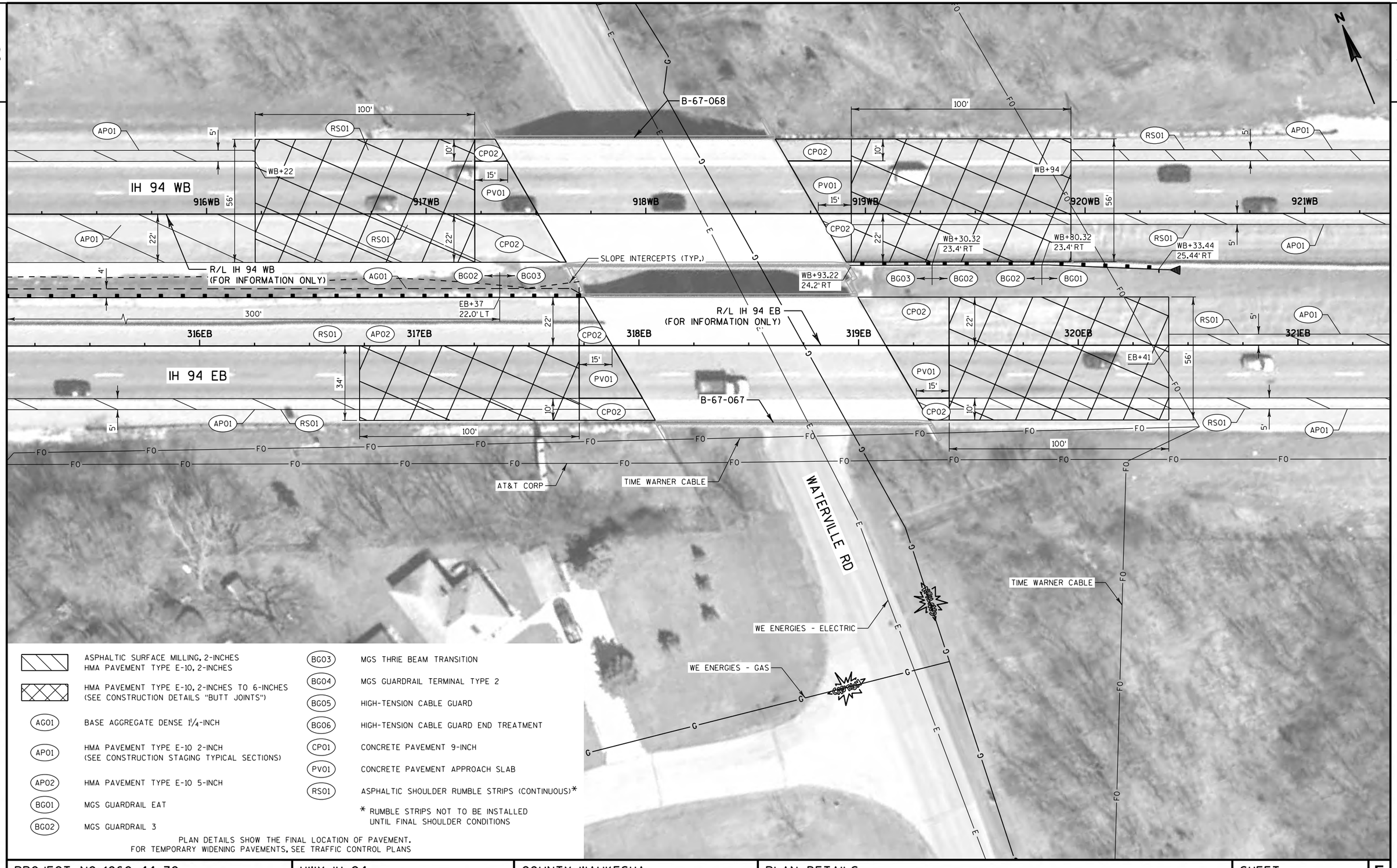
AP01

5'

RS01

FO FO FO

2



ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

(AG01) BASE AGGREGATE DENSE 1¼-INCH

(AP01) HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

(AP02) HMA PAVEMENT TYPE E-10 5-INCH

(BG01) MGS GUARDRAIL EAT

(BG02) MGS GUARDRAIL 3

(BG03) MGS THRIE BEAM TRANSITION

(BG04) MGS GUARDRAIL TERMINAL TYPE 2

(BG05) HIGH-TENSION CABLE GUARD

(BG06) HIGH-TENSION CABLE GUARD END TREATMENT

(CP01) CONCRETE PAVEMENT 9-INCH

(PV01) CONCRETE PAVEMENT APPROACH SLAB

(RS01) ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 50	E

2

ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

AG01 BASE AGGREGATE DENSE 1¼-INCH

AP01 HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

AP02 HMA PAVEMENT TYPE E-10 5-INCH

BG01 MGS GUARDRAIL EAT

BG02 MGS GUARDRAIL 3

BG03 MGS THRIE BEAM TRANSITION

BG04 MGS GUARDRAIL TERMINAL TYPE 2

BG05 HIGH-TENSION CABLE GUARD

BG06 HIGH-TENSION CABLE GUARD END TREATMENT

CP01 CONCRETE PAVEMENT 9-INCH

PV01 CONCRETE PAVEMENT APPROACH SLAB

RS01 ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 51	E

2

N

RS01 5'

AP01

R/L IH 94 WB
(FOR INFORMATION ONLY)

927WB 928WB 929WB 930WB 931WB IH 94 WB 932WB 93

RS01 5'

FEATURES REMOVED IN PREVIOUS CONTRACT

WB+92

10'

30:1 TAPER

RS01 5'

EB+44

23'

327EB 328EB 329EB 330EB 331EB 332EB 333

AP01

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

RS01 5'

FO FO FO FO FO FO FO FO FO FO FO FO FO FO FO

AT&T CORP

TIME WARNER CABLE

FO FO FO FO FO FO FO FO FO FO FO FO

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES	BG03	MGS THRIE BEAM TRANSITION
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")	BG04	MGS GUARDRAIL TERMINAL TYPE 2
AG01	BASE AGGREGATE DENSE 1¼-INCH	BG05	HIGH-TENSION CABLE GUARD
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)	BG06	HIGH-TENSION CABLE GUARD END TREATMENT
AP02	HMA PAVEMENT TYPE E-10 5-INCH	CP01	CONCRETE PAVEMENT 9-INCH
BG01	MGS GUARDRAIL EAT	PV01	CONCRETE PAVEMENT APPROACH SLAB
BG02	MGS GUARDRAIL 3	RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 52	E

2

ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

AG01 BASE AGGREGATE DENSE 1¼-INCH

AP01 HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

AP02 HMA PAVEMENT TYPE E-10 5-INCH

BG01 MGS GUARDRAIL EAT

BG02 MGS GUARDRAIL 3

BG03 MGS THRIE BEAM TRANSITION

BG04 MGS GUARDRAIL TERMINAL TYPE 2

BG05 HIGH-TENSION CABLE GUARD

BG06 HIGH-TENSION CABLE GUARD END TREATMENT

CP01 CONCRETE PAVEMENT 9-INCH

PV01 CONCRETE PAVEMENT APPROACH SLAB

RS01 ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 53	E

2

N

RS01

AP01

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

939WB 940WB 941WB 942WB 943WB 944WB

5"

10"

SLOPE INTERCEPTS (TYP.)

AG01

15:1 TAPER

25:1 TAPER

AP02

339EB 340EB 341EB 342EB 343EB 344EB 345

3"

1"

5"

EB+89

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

FO

AT&T CORP

TIME WARNER CABLE

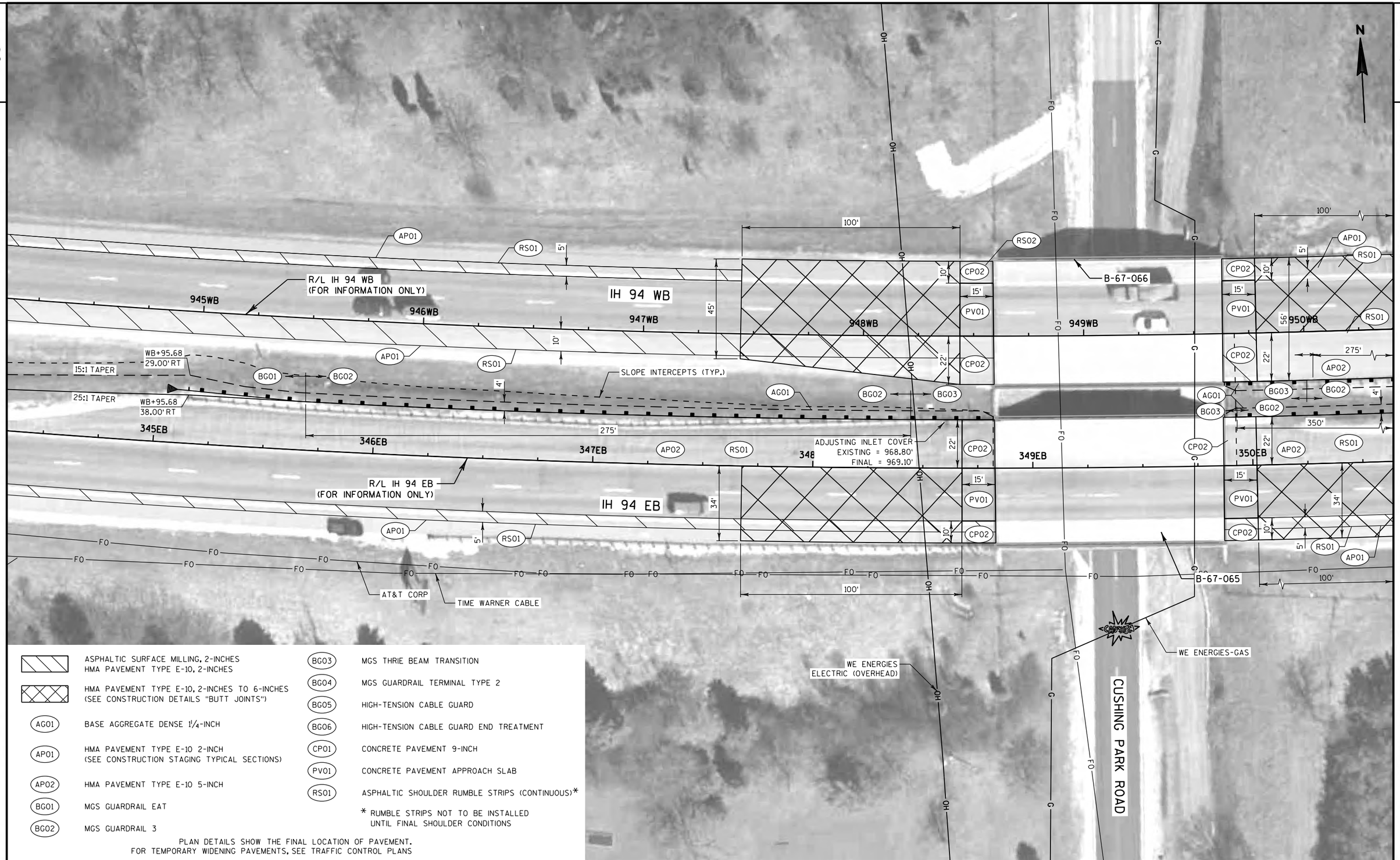
	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES	BG03	MGS THRIE BEAM TRANSITION
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")	BG04	MGS GUARDRAIL TERMINAL TYPE 2
AG01	BASE AGGREGATE DENSE 1¼-INCH	BG05	HIGH-TENSION CABLE GUARD
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)	BG06	HIGH-TENSION CABLE GUARD END TREATMENT
AP02	HMA PAVEMENT TYPE E-10 5-INCH	CP01	CONCRETE PAVEMENT 9-INCH
BG01	MGS GUARDRAIL EAT	PV01	CONCRETE PAVEMENT APPROACH SLAB
BG02	MGS GUARDRAIL 3	RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 54	E

2



ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

(AG01) BASE AGGREGATE DENSE 1¼-INCH

(AP01) HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

(AP02) HMA PAVEMENT TYPE E-10 5-INCH

(BG01) MGS GUARDRAIL EAT

(BG02) MGS GUARDRAIL 3

(BG03) MGS THRIE BEAM TRANSITION

(BG04) MGS GUARDRAIL TERMINAL TYPE 2

(BG05) HIGH-TENSION CABLE GUARD

(BG06) HIGH-TENSION CABLE GUARD END TREATMENT

(CP01) CONCRETE PAVEMENT 9-INCH

(PV01) CONCRETE PAVEMENT APPROACH SLAB

(RS01) ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 55	E

2

N

100'

RS01

5"

AP01

WB+79

3"

WB+31

WB+00

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

950WB

951WB

952WB

953WB

954WB

955WB

956WB

56"

BG03

BG02

RS01

22'

AP02

275'

BG02

BG01

WB+28.75
22.00' RT

25:1 TAPER

RS01

15:1 TAPER

SLOPE INTERCEPTS (TYP.)

EB+79
26.5' LT

4"

AG01

AG01

BG06

BG05

WB+28.75
31.00' RT

BG04

BG02

350'

25:1 TAPER

15:1 TAPER

EB+88

3"

AP01

RS01

22'

RS01

351EB

352EB

AP02

353EB

10"

354EB

355EB

356EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

34"

RS01

AP01

5"

EB+00

100'

FO

FO

FO

FO

FO

FO

FO

FO

FO

FO

FO

FO

AT&T CORP

ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

AG01 BASE AGGREGATE DENSE 1¼-INCH

AP01 HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

AP02 HMA PAVEMENT TYPE E-10 5-INCH

BG01 MGS GUARDRAIL EAT

BG02 MGS GUARDRAIL 3

BG03 MGS THRIE BEAM TRANSITION

BG04 MGS GUARDRAIL TERMINAL TYPE 2

BG05 HIGH-TENSION CABLE GUARD

BG06 HIGH-TENSION CABLE GUARD END TREATMENT

CP01 CONCRETE PAVEMENT 9-INCH

PV01 CONCRETE PAVEMENT APPROACH SLAB

RS01 ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 56	E

2

N

CTH C TO IH 94 WB ENTRANCE RAMP

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

AP01
RS01
WB+00
3"

AP02
RS01
WB+29
956WB
957WB
958WB
959WB
960WB
961WB
962WB
10'
10'
25:1 TAPER
15:1 TAPER
AG01

RS01
AP01

BG06
EB+57
19.8' LT

3"
AP01
RS01
357EB
358EB
359EB
360EB
361EB
362EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

IH 94 EB TO CTH C EXIT RAMP

FO FO FO FO FO FO FO FO FO FO FO FO

AT&T CORP

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES	BG03	MGS THRIE BEAM TRANSITION
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")	BG04	MGS GUARDRAIL TERMINAL TYPE 2
AG01	BASE AGGREGATE DENSE 1¼-INCH	BG05	HIGH-TENSION CABLE GUARD
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)	BG06	HIGH-TENSION CABLE GUARD END TREATMENT
AP02	HMA PAVEMENT TYPE E-10 5-INCH	CP01	CONCRETE PAVEMENT 9-INCH
BG01	MGS GUARDRAIL EAT	PV01	CONCRETE PAVEMENT APPROACH SLAB
BG02	MGS GUARDRAIL 3	RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 57	E

2

N

CTH C TO IH 94 WB ENTRANCE RAMP

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

WB 963WB 964WB 965WB 966WB 967WB 968WB

10'

AP01

WB+25

RS01

5'

WB+25

RS01

3'

EB+00

363EB 364EB 365EB 366EB 367EB 368EB

AP01

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

FO FO FO FO FO FO FO FO FO FO FO FO FO

AT&T CORP

IH 94 EB TO CTH C EXIT RAMP

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")
AG01	BASE AGGREGATE DENSE 1¼-INCH
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)
AP02	HMA PAVEMENT TYPE E-10 5-INCH
BG01	MGS GUARDRAIL EAT
BG02	MGS GUARDRAIL 3
BG03	MGS THRIE BEAM TRANSITION
BG04	MGS GUARDRAIL TERMINAL TYPE 2
BG05	HIGH-TENSION CABLE GUARD
BG06	HIGH-TENSION CABLE GUARD END TREATMENT
CP01	CONCRETE PAVEMENT 9-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 58	E

2

2

N

STH 83 TO IH 94 WB ENTRANCE RAMP

IH 94 WB

1043WB 1044WB 1045WB 1046WB 1047WB 1048WB

WB+75 WB+25

5" 5"

RS01 AP01 RS01 AP01

443EB 444EB 445EB 446EB 447EB 448EB

EB+25

3"

IH 94 EB

IH 94 EB TO STH 83 EXIT RAMP

WE ENERGIES - GAS

AT&T CORP

TIME WARNER CABLE

WE ENERGIES
ELECTRIC (OVERHEAD)

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES	BGO3	MGS THRIE BEAM TRANSITION
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")	BGO4	MGS GUARDRAIL TERMINAL TYPE 2
AGO1	BASE AGGREGATE DENSE 1¼-INCH	BGO5	HIGH-TENSION CABLE GUARD
APO1	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)	BGO6	HIGH-TENSION CABLE GUARD END TREATMENT
APO2	HMA PAVEMENT TYPE E-10 5-INCH	CPO1	CONCRETE PAVEMENT 9-INCH
BGO1	MGS GUARDRAIL EAT	PVO1	CONCRETE PAVEMENT APPROACH SLAB
BGO2	MGS GUARDRAIL 3	RSO1	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 59	E

2

STH 83 TO IH 94 WB ENTRANCE RAMP

WE ENERGIES - GAS

TIME WARNER CABLE

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

1049WB 1050WB 1051WB 1052WB 1053WB 1054WB

WB+75

WB+59

300'

287.5'

CONNECT TO EXISTING CABLE BARRIER SYSTEM

SLOPE INTERCEPTS (TYP.)

WB+75
19.6' RT

15:1 TAPER

25:1 TAPER

EB+51
33.0' LT

EB+76
29.3' LT

EB+51
26.0' LT

EB+51
24.0' LT

EB+01
28.0' LT

EB+04
24.0' LT

EB+76

449EB 450EB 451EB 452EB 453EB 454EB

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

EB+00

AT&T CORP

TIME WARNER CABLE

IH 94 EB TO STH 83 EXIT RAMP

WE ENERGIES
ELECTRIC (OVERHEAD)

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")
AG01	BASE AGGREGATE DENSE 1¼-INCH
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)
AP02	HMA PAVEMENT TYPE E-10 5-INCH
BG01	MGS GUARDRAIL EAT
BG02	MGS GUARDRAIL 3
BG03	MGS THRIE BEAM TRANSITION
BG04	MGS GUARDRAIL TERMINAL TYPE 2
BG05	HIGH-TENSION CABLE GUARD
BG06	HIGH-TENSION CABLE GUARD END TREATMENT
CP01	CONCRETE PAVEMENT 9-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 60	E

2

N

B-67-062

B-67-063

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

1055WB 1056WB 1057WB 1058WB 1059WB 1060WB

455EB 456EB 457EB 458EB 459EB 460EB

100' 300' 325' 287.5'

5' 10' 34' 24' 4' 15'

AP01 RS01 CP02 PV01 AG01 AP02 BG02 BG03 BG05 BG06

EB+53 33.8' LT

EB+92 24.0' LT

EB+29 24.0' LT

WB+09 24.0' RT

WB+13 24.0' RT

WB+25 24.0' RT

EB+42 24.0' LT

EB+47 24.0' LT

WB+63 24.0' RT

SLOPE INTERCEPTS (TYP.)

25:1 TAPER

AT&T CORP

WE ENERGIES - GAS

CAUTION

STH 83

STH 83 TO IH 94 EB ENTRANCE RAMP

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")
AG01	BASE AGGREGATE DENSE 1¼-INCH
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)
AP02	HMA PAVEMENT TYPE E-10 5-INCH
BG01	MGS GUARDRAIL EAT
BG02	MGS GUARDRAIL 3
BG03	MGS THRIE BEAM TRANSITION
BG04	MGS GUARDRAIL TERMINAL TYPE 2
BG05	HIGH-TENSION CABLE GUARD
BG06	HIGH-TENSION CABLE GUARD END TREATMENT
CP01	CONCRETE PAVEMENT 9-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 61	E

2

2

N

RS01 AP01 5" R/L IH 94 EB (FOR INFORMATION ONLY) IH 94 WB

1061WB 1062WB 1063WB 1064WB 1065WB 1066WB

RS01 AP02 BG02 BG01 WB+03 24.0'RT 325' 4" WB+53 24.0'RT WB+78 29.3'RT WB+03 26.0'RT 25:1 TAPER ADJUSTING INLET COVERS EXISTING = 958.90' FINAL = 959.39' WB+53 10" RS01

AG01 BG02 BG06 WB+53 28.0'RT 15:1 TAPER 2.3' 25:1 TAPER WB+30 34.3'RT 4" EB+34 16.5'LT EB+34 12.5'LT EB+96 12.3'LT WB+03 33.0'RT BG05 1:1 AP01 SLOPE INTERCEPTS (TYP.)

461EB 287.5' 462EB 463EB 464EB 465EB 466EB

BG04 10" 3" AP01 RS01

IH 94 EB R/L IH 94 EB (FOR INFORMATION ONLY)

5" AP01 RS01 EB+25

FO FO FO FO FO FO FO

AT&T CORP

STH 83 TO IH 94 EB ENTRANCE RAMP

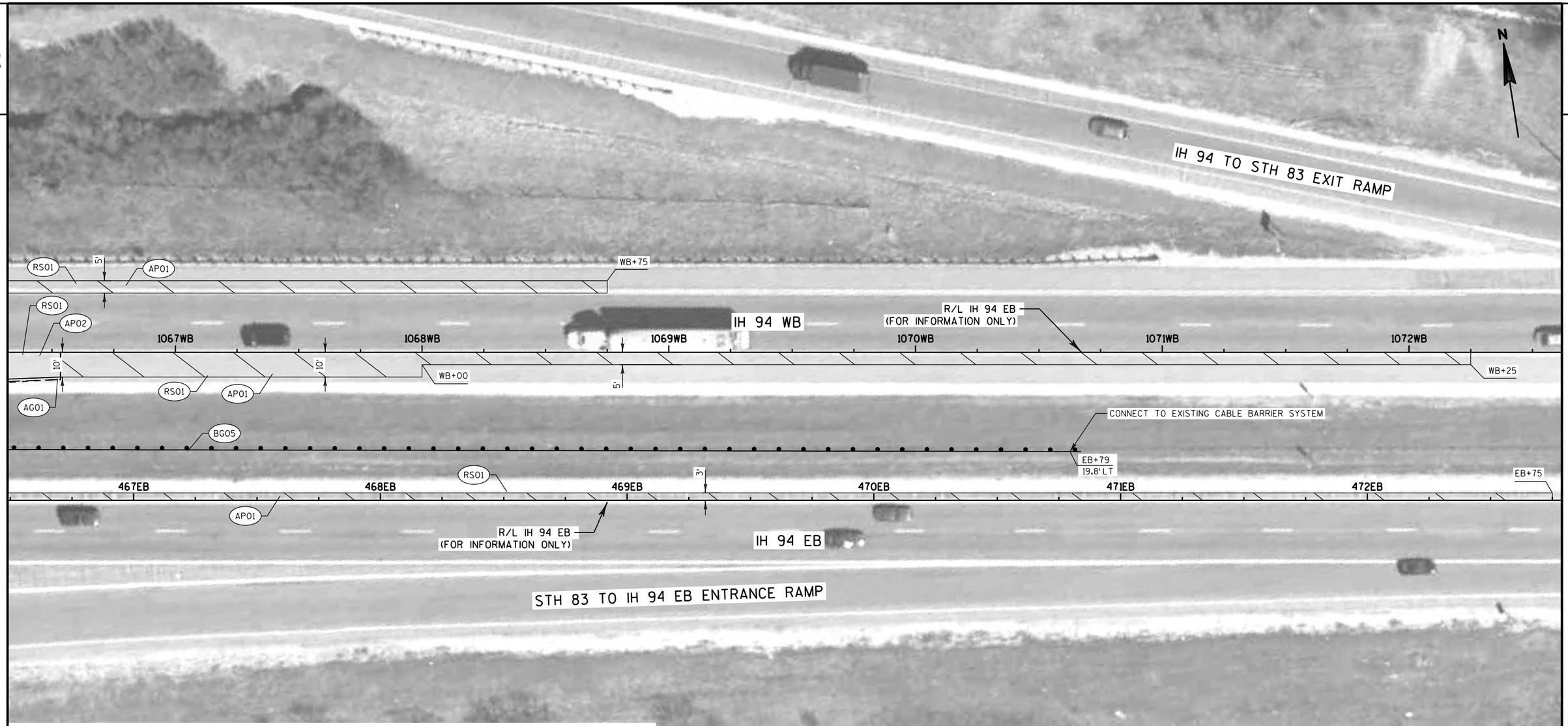
ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES	BG03	MGS THRIE BEAM TRANSITION
HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")	BG04	MGS GUARDRAIL TERMINAL TYPE 2
AG01 BASE AGGREGATE DENSE 1¼-INCH	BG05	HIGH-TENSION CABLE GUARD
AP01 HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)	BG06	HIGH-TENSION CABLE GUARD END TREATMENT
AP02 HMA PAVEMENT TYPE E-10 5-INCH	CP01	CONCRETE PAVEMENT 9-INCH
BG01 MGS GUARDRAIL EAT	PV01	CONCRETE PAVEMENT APPROACH SLAB
BG02 MGS GUARDRAIL 3	RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 62	E

2



	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")
AG01	BASE AGGREGATE DENSE 1¼-INCH
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)
AP02	HMA PAVEMENT TYPE E-10 5-INCH
BG01	MGS GUARDRAIL EAT
BG02	MGS GUARDRAIL 3
BG03	MGS THRIE BEAM TRANSITION
BG04	MGS GUARDRAIL TERMINAL TYPE 2
BG05	HIGH-TENSION CABLE GUARD
BG06	HIGH-TENSION CABLE GUARD END TREATMENT
CP01	CONCRETE PAVEMENT 9-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 63	E

GOLF RD

N

FO FO FO FO FO FO

TIME WARNER CABLE

WB+50

AP01 RS01 5'

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1107WB 1108WB 1109WB 1110WB 1111WB 1112WB

WB+25

5' AP01 RS01

R/L IH 94 EB
(FOR INFORMATION ONLY)

507EB EB+50 508EB 509EB 510EB 511EB 512EB

AP01 RS01 3'

IH 94 EB

EB+50

AP01 5' RS01

FO FO FO FO

HILLSIDE DR

WE ENERGIES - GAS

G G G G G G G

ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

AG01 BASE AGGREGATE DENSE 1¼-INCH

AP01 HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

AP02 HMA PAVEMENT TYPE E-10 5-INCH

BG01 MGS GUARDRAIL EAT

BG02 MGS GUARDRAIL 3

BG03 MGS THRIE BEAM TRANSITION

BG04 MGS GUARDRAIL TERMINAL TYPE 2

BG05 HIGH-TENSION CABLE GUARD

BG06 HIGH-TENSION CABLE GUARD END TREATMENT

CP01 CONCRETE PAVEMENT 9-INCH

PV01 CONCRETE PAVEMENT APPROACH SLAB

RS01 ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 64	E

GOLF RD

FO

TIME WARNER CABLE

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

1113WB 1114WB 1115WB 1116WB 1117WB 1118WB

5' 10'

WB+00

RS01 AP01

IH 94 WB

513EB 514EB 515EB 516EB 517EB 518EB 519EB

3' 5'

EB+01

AG01

SLOPE INTERCEPTS (TYP.)

15:1 TAPER

25:1 TAPER

RS01 AP02

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

RS01 AP01

TIME WARNER CABLE

HILLSIDE DR

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES	BGO3	MGS THRIE BEAM TRANSITION
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")	BGO4	MGS GUARDRAIL TERMINAL TYPE 2
AGO1	BASE AGGREGATE DENSE 1¼-INCH	BGO5	HIGH-TENSION CABLE GUARD
APO1	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)	BGO6	HIGH-TENSION CABLE GUARD END TREATMENT
APO2	HMA PAVEMENT TYPE E-10 5-INCH	CPO1	CONCRETE PAVEMENT 9-INCH
BGO1	MGS GUARDRAIL EAT	PVO1	CONCRETE PAVEMENT APPROACH SLAB
BGO2	MGS GUARDRAIL 3	RSO1	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 65	E

2

2

N

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

B-67-060

B-67-061

CAUTION

MAPLE AVENUE

WE ENERGIES - GAS

WE ENERGIES - ELECTRIC

TIME WARNER CABLE

TIME WARNER CABLE

1119WB 1120WB 1121WB 1122WB 1123WB 1124WB

519EB 520EB 521EB 522EB 523EB 524EB 525EB

EB+26 31.0' LT
EB+51 27.3' LT
EB+77 26.0' LT
EB+80 22.0' LT
EB+26 24.0' LT
EB+26 22.0' LT
EB+43 22.0' LT

15:1 TAPER
25:1 TAPER

262.5'
275'
100'
45'
56'
34'
44'
22'
15'
10'
5'
4'

SLOPE INTERCEPTS (TYP.)

	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")
AG01	BASE AGGREGATE DENSE 1¼-INCH
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)
AP02	HMA PAVEMENT TYPE E-10 5-INCH
BG01	MGS GUARDRAIL EAT
BG02	MGS GUARDRAIL 3
BG03	MGS THRIE BEAM TRANSITION
BG04	MGS GUARDRAIL TERMINAL TYPE 2
BG05	HIGH-TENSION CABLE GUARD
BG06	HIGH-TENSION CABLE GUARD END TREATMENT
CP01	CONCRETE PAVEMENT 9-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

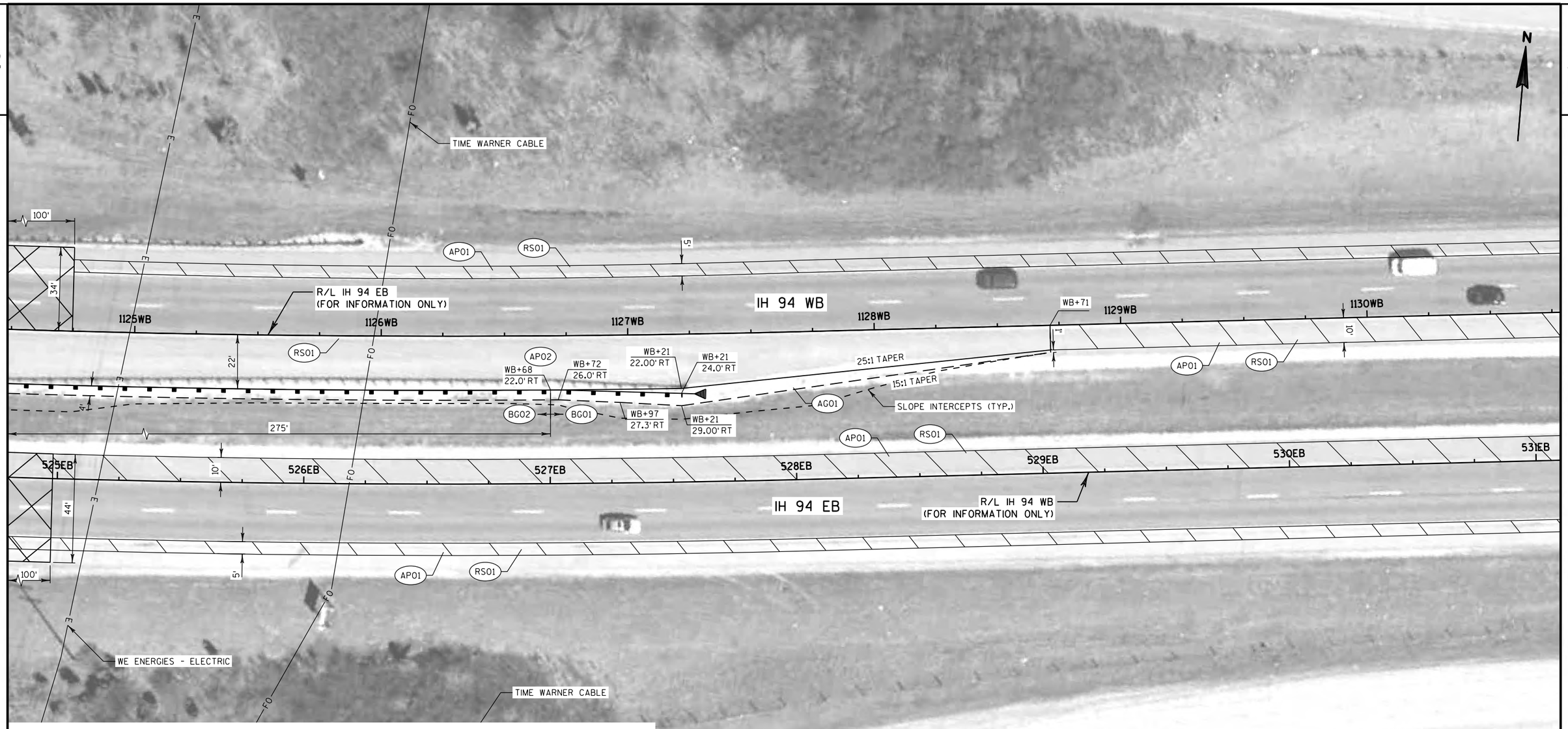
* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\021225_pd.dgn PLOT DATE : 7/15/2015 1:55:55 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2



	ASPHALTIC SURFACE MILLING, 2-INCHES HMA PAVEMENT TYPE E-10, 2-INCHES
	HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES (SEE CONSTRUCTION DETAILS "BUTT JOINTS")
AG01	BASE AGGREGATE DENSE 1¼-INCH
AP01	HMA PAVEMENT TYPE E-10 2-INCH (SEE CONSTRUCTION STAGING TYPICAL SECTIONS)
AP02	HMA PAVEMENT TYPE E-10 5-INCH
BG01	MGS GUARDRAIL EAT
BG02	MGS GUARDRAIL 3
BG03	MGS THRIE BEAM TRANSITION
BG04	MGS GUARDRAIL TERMINAL TYPE 2
BG05	HIGH-TENSION CABLE GUARD
BG06	HIGH-TENSION CABLE GUARD END TREATMENT
CP01	CONCRETE PAVEMENT 9-INCH
PV01	CONCRETE PAVEMENT APPROACH SLAB
RS01	ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

2

ASPHALTIC SURFACE MILLING, 2-INCHES
HMA PAVEMENT TYPE E-10, 2-INCHES

HMA PAVEMENT TYPE E-10, 2-INCHES TO 6-INCHES
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

AG01 — BASE AGGREGATE DENSE 1¼-INCH

AP01 — HMA PAVEMENT TYPE E-10 2-INCH
(SEE CONSTRUCTION STAGING TYPICAL SECTIONS)

AP02 — HMA PAVEMENT TYPE E-10 5-INCH

BG01 — MGS GUARDRAIL EAT

BG02 — MGS GUARDRAIL 3

BG03 — MGS THRIE BEAM TRANSITION

BG04 — MGS GUARDRAIL TERMINAL TYPE 2

BG05 — HIGH-TENSION CABLE GUARD

BG06 — HIGH-TENSION CABLE GUARD END TREATMENT

CP01 — CONCRETE PAVEMENT 9-INCH

PV01 — CONCRETE PAVEMENT APPROACH SLAB

RS01 — ASPHALTIC SHOULDER RUMBLE STRIPS (CONTINUOUS)*

* RUMBLE STRIPS NOT TO BE INSTALLED
UNTIL FINAL SHOULDER CONDITIONS

PLAN DETAILS SHOW THE FINAL LOCATION OF PAVEMENT.
FOR TEMPORARY WIDENING PAVEMENTS, SEE TRAFFIC CONTROL PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 68	E

2

N

UNKNOWN FIBER

FO FO

WE ENERGIES - ELECTRIC

WISDOT FTMS

IH 94 EB TO CTH J / STH 164 EXIT RAMP

SIDEWALK REPLACEMENT FOR TEMPORARY SIGNAL WOOD POLES (TYP.)

5' 5'

CTJ+27 60.5' LT

SW01

CTJ+22 55.3' LT

STH 164 / CTH J SB

WISDOT LIGHTING

59CTJ 60CTJ 61CTJ 62CTJ 63CTJ 64CTJ 65CTJ

SS

CTH J / STH 164 NB

INSTALL 9 CRT POSTS

CAUTION

AT&T CORP

BG09 BG08 106.25'

WISDOT SIGNALS

BG08 BG07 18.75'

CTJ+36 6.4' RT

CTJ+26 9.8' RT

SW01

CTJ+26 14.8' RT

CTJ+36 13.8' RT

R/L CTH J (FOR INFORMATION ONLY)

+69 MATCH EXISTING

CG01

+95 1.8' LT

+94 8.2' RT

+94 59.3' RT

+69 MATCH EXISTING

25' +95 52.7' LT

CP02

PV01

15'

SW01

B-67-234

B-67-235

G W FO E

WE ENERGIES - GAS

EXISTING STORM SEWER

BG09 BG10 25' 31'

WISDOT LIGHTING

WISDOT LIGHTING

CTH J / STH 164 TO IH 94 EB ENTRANCE RAMP

WISDOT FTMS

CITY OF PEWAUKEE - WATER

WINDSTREAM

IH 94 EB

HMA PAVEMENT TYPE E-10
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

CG01	CONCRETE CURB AND GUTTER 30-INCH		
CG02	CONCRETE MEDIAN SLOPED NOSE	BG07	STEEL THRIE BEAM STRUCTURE APPROACH
CP02	CONCRETE PAVEMENT 9-INCH	BG08	STEEL PLATE BEAM GUARD CLASS A
PV01	CONCRETE PAVEMENT APPROACH SLAB	BG09	STEEL PLATE BEAM GUARD SHORT RADIUS
SW01	CONCRETE SIDEWALK	BG10	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\021228_pd.dgn PLOT DATE : 7/15/2015 1:56:11 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

IH 94 EB

IH 94 WB

CTH J / STH 164 TO IH 94 WB ENTRANCE RAMP

B-67-234

CTH J / STH 164 SB

CTH J / STH 164 NB

SIDEWALK REPLACEMENT FOR TEMPORARY SIGNAL WOOD POLES (TYP.)

INSTALL 9 CRT POSTS

CTJ+60 74.5'LT

CTJ+65 69.4'LT

CTJ+59 10.8'LT

CTJ+64 5.8'LT

CTJ+26 0.5'RT

CTJ+31 5.6'RT

CTJ+63 1.0'RT

CTJ+68 6.0'RT

65CTJ

66CTJ

67CTJ

68CTJ

69CTJ

70CTJ

+55 55.3'LT

+55 13.1'LT

+76 MATCH EXISTING

+29 19.5'RT

+29 59.2'RT

+55 MATCH EXISTING

ADJUSTING INLET COVERS
EXISTING ELEV: 874.02
FINAL ELEV: 874.62

CTJ+61 55.9'RT

CTJ+66 61.0'RT

R/L CTH J
(FOR INFORMATION ONLY)

EXISTING STORM SEWER

CITY OF PEWAUKEE SANITARY SEWER

AT&T CORP

B-67-235

CITY OF PEWAUKEE - WATER

WE ENERGIES - GAS

WE ENERGIES - ELECTRIC

WISDOT SIGNALS

WINDSTREAM

IH 94 WB TO CTH J / STH 164 EXIT RAMP

HMA PAVEMENT TYPE E-10
(SEE CONSTRUCTION DETAILS "BUTT JOINTS")

CGO1	CONCRETE CURB AND GUTTER 30-INCH	BGO7	STEEL THRIE BEAM STRUCTURE APPROACH
CGO2	CONCRETE MEDIAN SLOPED NOSE	BGO8	STEEL PLATE BEAM GUARD CLASS A
CPO2	CONCRETE PAVEMENT 9-INCH	BGO9	STEEL PLATE BEAM GUARD SHORT RADIUS
PVO1	CONCRETE PAVEMENT APPROACH SLAB	BG10	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
SWO1	CONCRETE SIDEWALK		

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN DETAILS	SHEET 70	E

2

N

B-67-234

CTH J / STH 164 SB

63CTJ

64CTJ

65CTJ

66CTJ

67CTJ

68CTJ

874.72 874.73 874.75 874.77

874.50 874.43 874.29 874.44

874.53 874.42 874.23 874.33 874.58

874.76 874.77 874.79 874.83

CTH J / STH 164 NB

B-67-235

IH 94 EB

IH 94 WB

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVING GRADES	SHEET	E

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LEGEND

	EXISTING	PROPOSED
FTMS CONVENTIONAL SYMBOLS		
CCTV CAMERA AND POLE		
FTMS FIELD CABINET AND BASE		
POLE MOUNTED CABINET		
METER BREAKER PEDESTAL		
24X36-INCH STEEL PULL BOX		
MANHOLE		
ADVANCE FLASHER ASSEMBLY		
FTMS (ITS) CONDUIT		
BREAKER DISCONNECT BOX		
COMMUNICATIONS VAULT, TYPE 1		
RAMP METER SIGNAL CONTROL ASSEMBLY		
LOOP DETECTOR		
ON RAMP CLOSURE GATE		XX-FOOT
SOLAR POWERED ON RAMP CLOSURE GATE POWER SUPPLY		

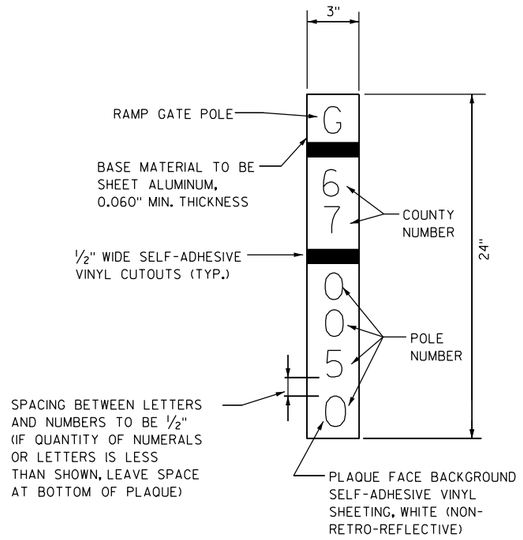
FTMS STANDARD ABBREVIATIONS

CB	CONTROLLER CABINET
CCTV	CLOSED CIRCUIT TELEVISION SITE
CV	COMMUNICATIONS VAULT
PB	PULL BOX
RM	RAMP METER
G	ON-RAMP CLOSURE GATE

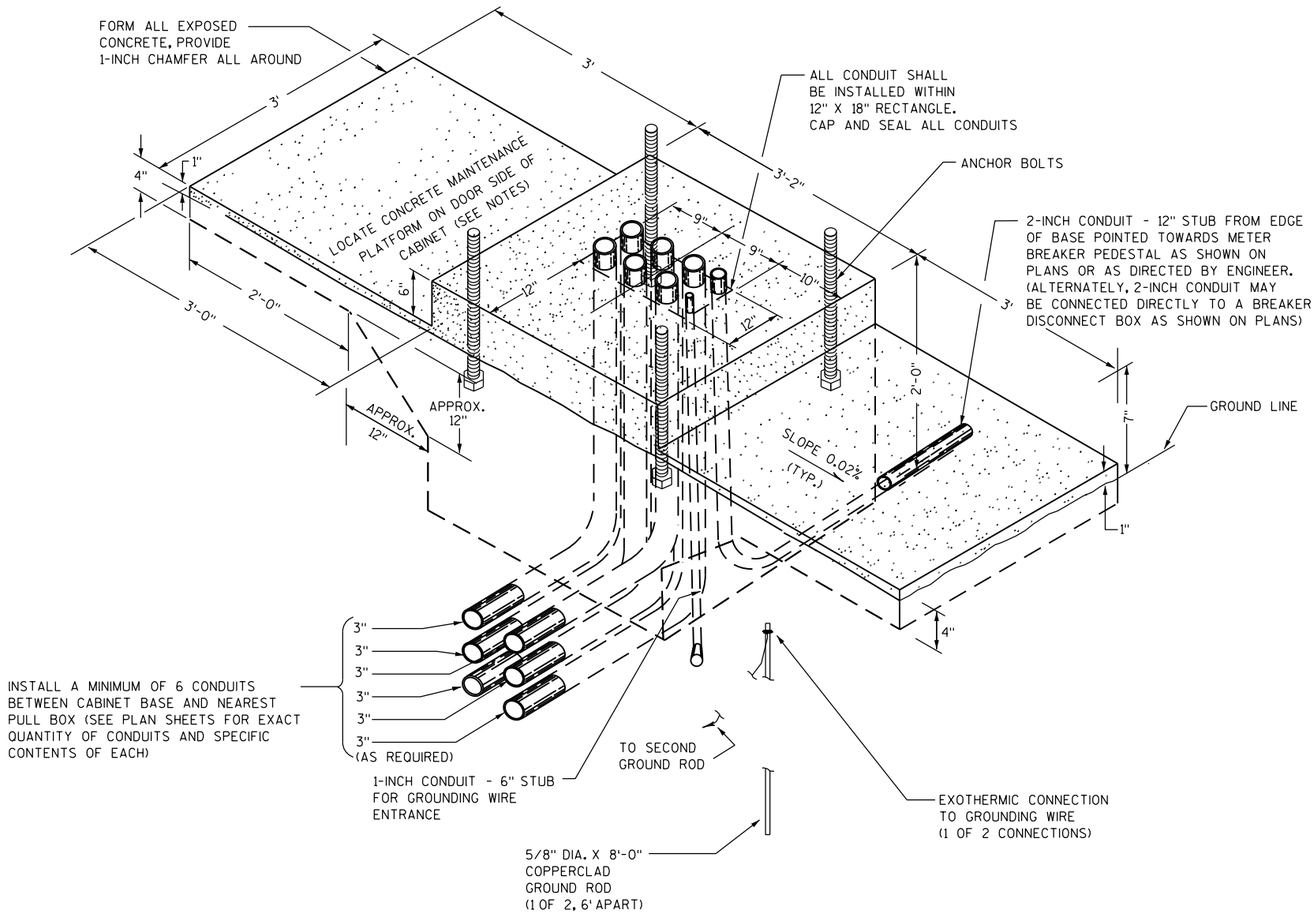
FTMS GENERAL NOTES

1. 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.
2. BE AWARE THAT 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.
3. BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULLBOXES, POLES, CABINET FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.
4. NO TREES (AND/OR SHRUBS) SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
5. AREAS WITHIN THE RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR FTMS CONSTRUCTION SHALL BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT, AND SHALL BE INCLUDED IN THE COST OF INSTALLING FTMS ITEMS. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS BUT ALSO CONTAINING FTMS CONSTRUCTION SHALL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS.
6. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
7. DUE TO RAMP, LANE, SHOULDER CLOSURE RESTRICTIONS, AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.
8. THE CONTRACTOR IS FULLY RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.
9. THE CONTRACTOR SHALL CONTACT THE WISDOT STATEWIDE TRAFFIC OPERATIONS CENTER AT (414) 227-2166 FIVE (5) WORKING DAYS PRIOR TO ENTERING ANY EXISTING WISDOT FTMS OR ITS CABINET.
10. ALL LOOP DETECTORS ARE STATIONED TO CENTER OF LEADING EDGE AS APPROACHED BY NORMAL VEHICLE PATH.
11. HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.
12. VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

2



POLE IDENTIFICATION PLAQUE DETAIL



BASE ITS CONTROLLER CABINET

NOTES

1) DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2) WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.
3) CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 3-INCHES.
4) DEPTH OF CONDUIT SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM.
5) ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.
6) CONTROLLER CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL, PRIOR TO CABINET INSTALLATION. LEVELING OF TOP SURFACES AFTER CONCRETE BASE HAS CURED SHALL ONLY BE ACCOMPLISHED BY GRINDING.
7) MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.
8) MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.
9) ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.
10) CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.
11) PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.
12) 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 PLACED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.
13) CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6-INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.
14) ALL METALLIC CONDUIT ENDS AT TOP OF CONCRETE BASES SHALL HAVE BUSHINGS IF WIRE IS INSTALLED.
15) ALL NONMETALLIC CONDUIT ENDS AT TOP OF CONCRETE BASES SHALL HAVE END BELLS IF WIRE IS INSTALLED.
16) ANCHOR BOLTS TO ANCHOR THE FIELD CABINET TO THE CABINET BASE SHALL BE STATE FURNISHED WITH THE FIELD CABINET.
17) CONFIRM BOLT PATTERN OF CABINET PRIOR TO CONSTRUCTION OF CONCRETE BASE.

2

2

N

370EB
372EB
374EB
376EB
378EB
970WB
972WB
974WB
976WB
978WB

IH 94 EASTBOUND

IH 94 WESTBOUND

CR C / GENESEE ST.

FO
ATC
OH
HO
C

AT&T

RAMP GATE G67-44
(1) TYPE 5 CONCRETE BASE
(1) 40-FOOT SOLAR POWERED
ON-RAMP CLOSURE GATE

(1) 2-INCH NONMETALLIC CONDUIT WITH
SOLAR POWERED RAMP GATE CONDUCTORS

EDGE OF PAVEMENT

40-FOOT

(1) TYPE 10 CONCRETE BASE
(1) PEDESTAL BASE
(1) 15-FOOT TRAFFIC SIGNAL STANDARD
(1) RAMP GATE SOLAR POWER ASSEMBLY

(1) TYPE 10 CONCRETE BASE
(1) PEDESTAL BASE
(1) 15-FOOT TRAFFIC SIGNAL STANDARD
(1) RAMP GATE SOLAR POWER ASSEMBLY

(1) 2-INCH NONMETALLIC CONDUIT WITH
SOLAR POWERED RAMP GATE CONDUCTORS

RAMP GATE G67-43
(1) TYPE 5 CONCRETE BASE
(1) 40-FOOT SOLAR POWERED
ON-RAMP CLOSURE GATE

BACK OF CURB

AMERICAN TRANSMISSION COMPANY

WE ENERGIES - GAS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	ON-RAMP CLOSURE GATES PLANS	SHEET 75	E

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	ON-RAMP CLOSURE GATES PLANS	SHEET 76	E

2

2

ELECTRICAL NOTES:

- CONNECT GROUNDING CONDUCTOR FOR RAMP GATE ELECTRICAL CONNECTIONS PER DIRECTIONS IN STANDARD DETAIL DRAWINGS

EXPBSS15
(1) INSTALL PROPOSED CONDUIT INTO EXISTING PULL BOX

(1) 2-INCH NONMETALLIC CONDUIT WITH (3) NO. 12 AWG LIGHTING WIRES

RAMP GATE G67-48
(1) TYPE 5 CONCRETE BASE
(1) 40-FOOT HARDWIRED ON-RAMP CLOSURE GATE

BACK OF CURB

40-FOOT

RAMP GATE G67-49
(1) TYPE 5 CONCRETE BASE
(1) 28-FOOT SOLAR POWERED ON-RAMP CLOSURE GATE

FACE OF EXISTING BEAMGUARD

IN EXISTING CONDUIT
(3) NO. 12 AWG LIGHTING WIRES

EXCB-RM-67-0123

(1) 2-INCH NONMETALLIC CONDUIT WITH SOLAR POWERED RAMP GATE CONDUCTORS

(1) TYPE 10 CONCRETE BASE
(1) PEDESTAL BASE
(1) 15-FOOT TRAFFIC SIGNAL STANDARD
(1) RAMP GATE SOLAR POWER ASSEMBLY

WE ENERGIES - GAS

WISDOT FTMS

N

CR SS / PROSPECT AVE.

IH 94 WESTBOUND

IH 94 EASTBOUND

A 1174EBM
A 1176EBM
A 1178EBM
A 1180EBM
A 1182EBM
A 1184EBM
A 1186EBM
A 1188EBM

RAMP GATE G67-51
(1) TYPE 5 CONCRETE BASE
(1) 40-FOOT HARDWIRED ON-RAMP CLOSURE GATE

(1) 2-INCH NONMETALLIC CONDUIT WITH (3) NO. 12 AWG LIGHTING WIRES

EXPBSS10
(1) INSTALL PROPOSED CONDUIT INTO EXISTING PULL BOX

FACE OF EXISTING BEAMGUARD

BACK OF CURB

40-FOOT

37-FOOT

RAMP GATE G67-50
(1) TYPE 5 CONCRETE BASE
(1) 37-FOOT HARDWIRED ON-RAMP CLOSURE GATE

IN EXISTING CONDUIT
(3) NO. 12 AWG LIGHTING WIRES

EXPBSS05
(1) INSTALL PROPOSED CONDUIT INTO EXISTING PULL BOX

IN EXISTING CONDUIT
(2) 2/C NO. 12 GROUNDED UF CABLES

(1) 2-INCH NONMETALLIC CONDUIT WITH (3) NO. 12 AWG LIGHTING WIRES

EXCB-RM-67-0122

WE ENERGIES - GAS

WE ENERGIES - ELECTRIC

SILVERNAIL RD.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	ON-RAMP CLOSURE GATES PLANS	SHEET 77	E

2

ELECTRICAL NOTES:
- CONNECT GROUNDING CONDUCTOR FOR RAMP GATE ELECTRICAL CONNECTIONS PER DIRECTIONS IN STANDARD DETAIL DRAWINGS

N

WE ENERGIES - ELECTRIC

IN EXISTING CONDUIT
(3) NO. 12 AWG LIGHTING WIRES

EXCB-RM-67-0122

EXPBG05
(1) INSTALL PROPOSED CONDUIT INTO EXISTING PULL BOX

BACK OF CURB

RAMP GATE G67-52
(1) TYPE 5 CONCRETE BASE
(1) 40-FOOT HARDWIRED ON-RAMP CLOSURE GATE

(1) 2-INCH NONMETALLIC CONDUIT WITH
(3) NO. 12 AWG LIGHTING WIRES

WE ENERGIES - GAS

WISDOT FTMS

A 1220EBM
A 1222EBM
A 1224EBM
A 1226EBM
A 1228EBM
A 1230EBM
A 1232EBM
A 1234EBM

IH 94 EASTBOUND
IH 94 WESTBOUND

CR G / MEADOWBROOK RD.

SILVERNAIL RD.

FACE OF EXISTING BEAMGUARD

RAMP GATE G67-53
(1) TYPE 5 CONCRETE BASE
(1) 32-FOOT HARDWIRED ON-RAMP CLOSURE GATE

(1) 2-INCH NONMETALLIC CONDUIT WITH
(3) NO. 12 AWG LIGHTING WIRES

EXPBG10
(1) INSTALL PROPOSED CONDUIT INTO EXISTING PULL BOX

IN EXISTING CONDUIT
(3) NO. 12 AWG LIGHTING WIRES

IN EXISTING CONDUIT
(2) 2/C NO. 12 GROUNDED UF CABLES

RAMP GATE G67-54
(1) TYPE 5 CONCRETE BASE
(1) 32-FOOT HARDWIRED ON-RAMP CLOSURE GATE

(1) 2-INCH NONMETALLIC CONDUIT WITH
(3) NO. 12 AWG LIGHTING WIRES

EXPBG15
(1) INSTALL PROPOSED CONDUIT INTO EXISTING PULL BOX

BACK OF CURB

EXCB-RM-67-0121

WE ENERGIES - GAS

WE ENERGIES - GAS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	ON-RAMP CLOSURE GATES PLANS	SHEET 78	E

NOTES:
- EXISTING TYPE III BARRICADES AND RACK ARE TO REMAIN IN PLACE AND BE USED FOR NORTHBOUND LEFT TURN ONTO WESTBOUND ON-RAMP.

ELECTRICAL NOTES:
- CONNECT GROUNDING CONDUCTOR FOR RAMP GATE ELECTRICAL CONNECTIONS PER DIRECTIONS IN STANDARD DETAIL DRAWINGS

EXCB-RM-67-0113

IN EXISTING CONDUIT
(3) NO. 12 AWG LIGHTING WIRES

EXPBT05
(1) INSTALL PROPOSED CONDUIT
INTO EXISTING PULL BOX

(1) 2-INCH NONMETALLIC CONDUIT WITH
(3) NO. 12 AWG LIGHTING WIRES

RAMP GATE G67-55
(1) TYPE 5 CONCRETE BASE
(1) 32-FOOT HARDWIRED
ON-RAMP CLOSURE GATE

32-FOOT

WE ENERGIES - ELECTRIC

BACK OF CURB

WISDOT FTMS

CR T / GRANDVIEW BLVD.

IH 94 WESTBOUND

IH 94 EASTBOUND

B 108EBM
B 110EBM
B 112EBM
B 114EBM
B 116EBM
B 118EBM
B 120EBM
B 122EBM

EXISTING CONCRETE
BARRIER

RAMP GATE G67-56
(1) TYPE 5 CONCRETE BASE
(1) 28-FOOT SOLAR POWERED
ON-RAMP CLOSURE GATE

28-FOOT

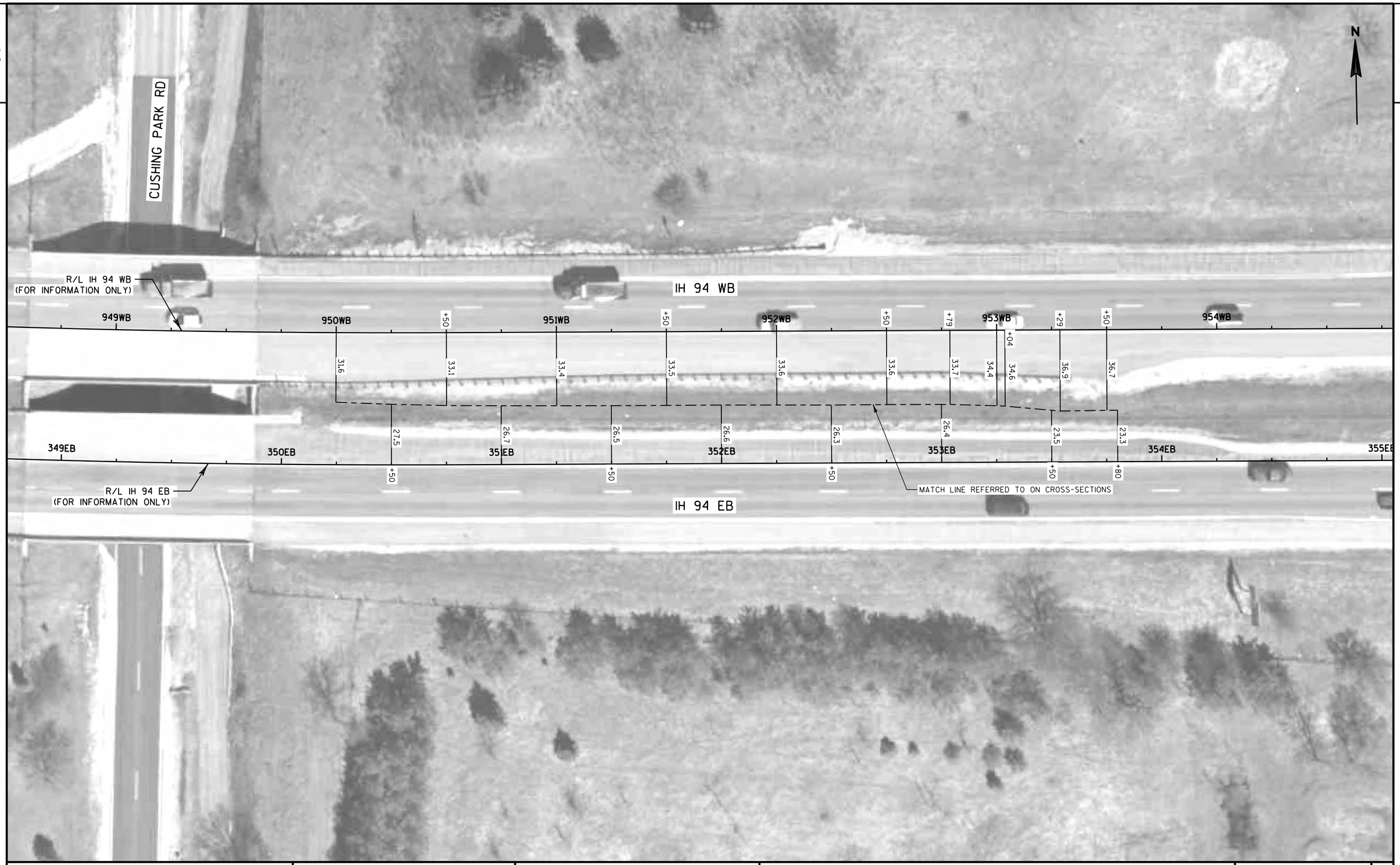
(1) TYPE 10 CONCRETE BASE
(1) PEDESTAL BASE
(1) 15-FOOT TRAFFIC SIGNAL STANDARD
(1) RAMP GATE SOLAR POWER ASSEMBLY

(1) 2-INCH NONMETALLIC CONDUIT WITH
SOLAR POWERED RAMP GATE CONDUCTORS

N

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	ON-RAMP CLOSURE GATES PLANS	SHEET E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\021405_fm.dgn PLOT DATE : 4/30/2015 5:07:51 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTION MATCHLINES	SHEET 80	E

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

1058WB 1059WB +50 1060WB +50 1061WB +50 1062WB 1063WB 10

28.2 29.1 29.8 30.2 30.5 30.6

MATCH LINE REFERRED TO ON CROSS-SECTIONS

31.4 31.2 30.3 30.0 29.6 29.4 29.0

458EB 459EB 460EB 461EB 462EB 463EB 464EB

+50 +50 +50 +50

R/L IH 94 EB
(FOR INFORMATION ONLY)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTION MATCHLINES	SHEET 81	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\021702_xm.dgn PLOT DATE : 7/15/2015 2:10:13 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

911WB 912WB 913WB 914WB 915WB 916WB 9

311EB 312EB 313EB 314EB 315EB 316EB 317

MATCHLINE 317EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 82	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022001_ec1a.dgn PLOT DATE : 7/15/2015 2:15:07 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

B-67-068

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

17WB 918WB 919WB 920WB 921WB 922WB 923WB

B

MATCHLINE 317EB+00

EB 318EB 319EB 320EB 321EB 322EB 323EB

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

B-67-067

WATERVILLE RD

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 83	E

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

929WB 930WB 931WB 932WB 933WB 934WB

329EB 330EB 331EB 332EB 333EB 334EB 335EB

RIPRAP MEDIUM

MATCHLINE 335EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022004_ec1a.dgn PLOT DATE : 7/15/2015 2:15:19 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

935WB 936WB 937WB 938WB 939WB 940WB

MATCHLINE 335EB+00

335EB 336EB 337EB 338EB 339EB 340EB 341EB

MATCHLINE 341EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 85	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022005_ec1a.dgn PLOT DATE : 7/15/2015 2:15:25 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

941WB

942WB

943WB

944WB

IH 94 WB

945WB

946WB

MATCHLINE 341EB+00

EB

342EB

343EB

344EB

345EB

346EB

34

MATCHLINE 347EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1A EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE B
SEEDING TEMPORARY
FERTILIZER TYPE B

B INLET PROTECTION TYPE B

CULVERT PIPE CHECK

ROCK BAG DITCH CHECK

SURFACE WATER FLOW

SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022006_ec1a.dgn PLOT DATE : 7/15/2015 2:15:31 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

B-67-066

R/L IH 94 WB
(FOR INFORMATION ONLY)

947WB 948WB 949WB 950WB 951WB 952WB

IH 94 WB

MATCHLINE 347EB+00

EB 348EB 349EB 350EB 351EB 352EB 353

MATCHLINE 353EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-065

CUSHING PARK ROAD

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 87	E

2

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 88	E

2

2

N

CTH C TO IH 94 WB ENTRANCE RAMP

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

959WB 960WB 961WB 962WB 963WB 964WB

B

359EB 360EB 361EB 362EB 363EB 364EB

MATCHLINE 358EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

IH 94 EB TO CTH C EXIT RAMP

STAGE 1A EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE B
SEEDING TEMPORARY
FERTILIZER TYPE B

B INLET PROTECTION TYPE B

CULVERT PIPE CHECK

ROCK BAG DITCH CHECK

SURFACE WATER FLOW

SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 89	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022009_ec1a.dgn PLOT DATE : 7/15/2015 2:15:47 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

STH 83 TO IH 94 WB ENTRANCE RAMP

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1043WB 1044WB 1045WB 1046WB 1047WB 1048WB

B

443EB 444EB 445EB 446EB 447EB 448EB

MATCHLINE 448EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

IH 94 EB TO STH 83 EXIT RAMP

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 90	E

2

2

STH 83 TO IH 94 WB ENTRANCE RAMP

N

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

1049WB 1050WB 1051WB 1052WB 1053WB 1054WB

MATCHLINE 448EB+75

449EB 450EB 451EB 452EB 453EB 454EB

MATCHLINE 454EB+75

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB TO STH 83 EXIT RAMP

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022011_ec1a.dgn PLOT DATE : 7/15/2015 2:15:59 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

B-67-062

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1055WB 1056WB 1057WB 1058WB 1059WB 1060WB

MATCHLINE 454EB+75

455EB 456EB 457EB 458EB 459EB 460EB

MATCHLINE 460EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-063

IH 94 EB TO STH 83
EXIT RAMP

STH 83

STH 83 TO IH 94 EB ENTRANCE RAMP

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 92	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022012_ec1a.dgn PLOT DATE : 7/15/2015 2:16:04 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 WB

1061WB 1062WB 1063WB 1064WB 1065WB 1066WB

MATCHLINE 460EB+75

461EB 462EB 463EB 464EB 465EB 466EB

MATCHLINE 466EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STH 83 TO IH 94 EB ENTRANCE RAMP

B

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 93	E

2

2

N

IH 94 TO STH 83 EXIT RAMP

IH 94 WB

R/L IH 94 EB
(FOR INFORMATION ONLY)

1067WB 1068WB 1069WB 1070WB 1071WB 1072WB

MATCHLINE 466EB+75

467EB 468EB 469EB 470EB 471EB 472EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STH 83 TO IH 94 EB ENTRANCE RAMP

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 94	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022014_ec1a.dgn PLOT DATE : 7/15/2015 2:16:15 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

GOLF RD

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

1113WB 1114WB 1115WB 1116WB 1117WB 1118WB

IH 94 WB

513EB 514EB 515EB 516EB 517EB 518EB 519EB

MATCHLINE 519EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

HILLSIDE DR

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022015_ec1a.dgn PLOT DATE : 7/15/2015 2:16:21 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

N

B-67-060

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1119WB 1120WB 1121WB 1122WB 1123WB 1124WB

MATCHLINE 519EB+00

520EB 521EB 522EB 523EB 524EB

MATCHLINE 525EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-061

MAPLE AVENUE

HILLSIDE DR

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 96	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022016_ec1a.dgn PLOT DATE : 7/15/2015 2:16:26 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

N

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 WB

1125WB 1126WB 1127WB 1128WB 1129WB 1130WB

MATCHLINE 525EB+00

526EB 527EB 528EB 529EB 530EB

MATCHLINE 531EB+00

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 EB

SILVERNAIL RD

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET	E

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WISDOT/CADDS SHEET 42

2

2

GOLF RD

N

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 WB

1131WB 1132WB 1133WB 1134WB 1135WB 1136WB

MATCHLINE 531EB+00

EB 532EB 533EB 534EB 535EB 536EB 537EB

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 EB

SILVERNAIL RD

STAGE 1A EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1A	SHEET 98	E

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WISDOT/CADDS SHEET 42

2

2

N

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

869WB 870WB 871WB 872WB 873WB 874WB

269EB 270EB 271EB 272EB 273EB 274EB 275

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

MATCHLINE 275EB+00

CTH P / SAWYER RD

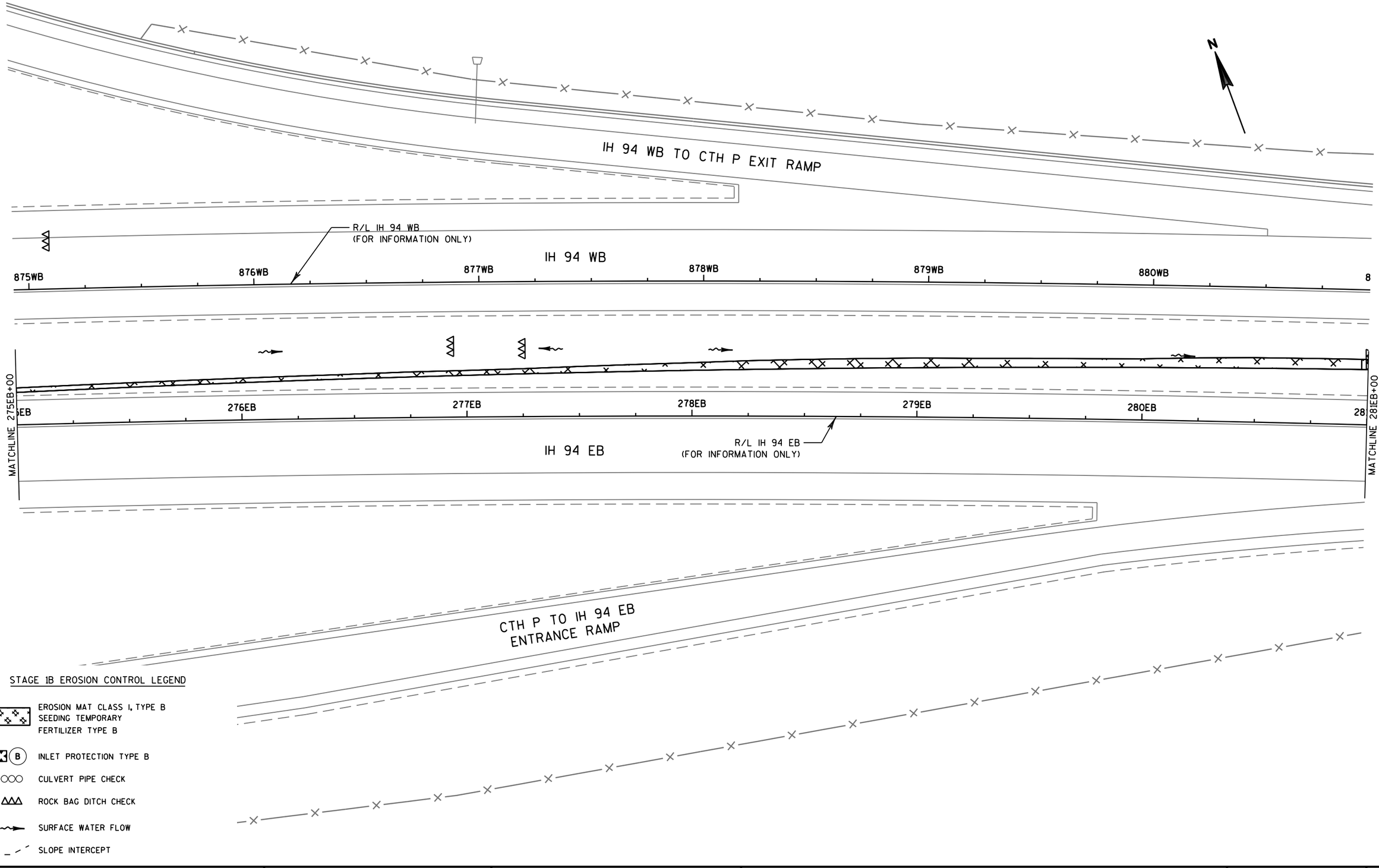
CTH P TO IH 94 EB
ENTRANCE RAMP

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 99	E

2

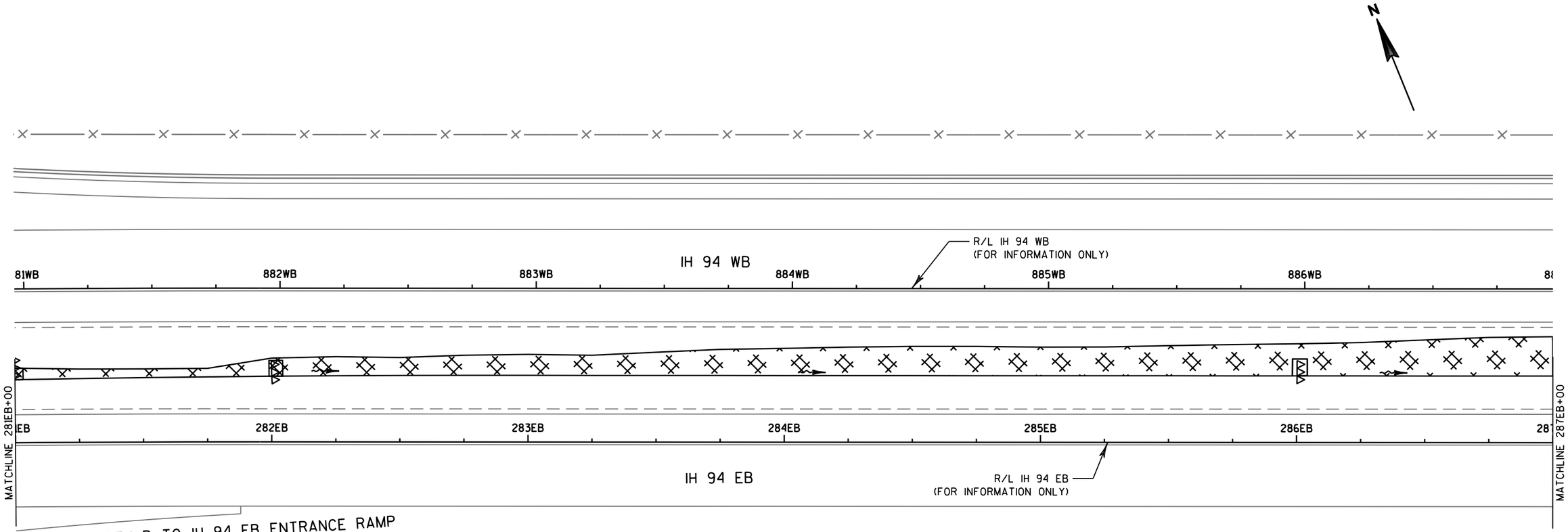


STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

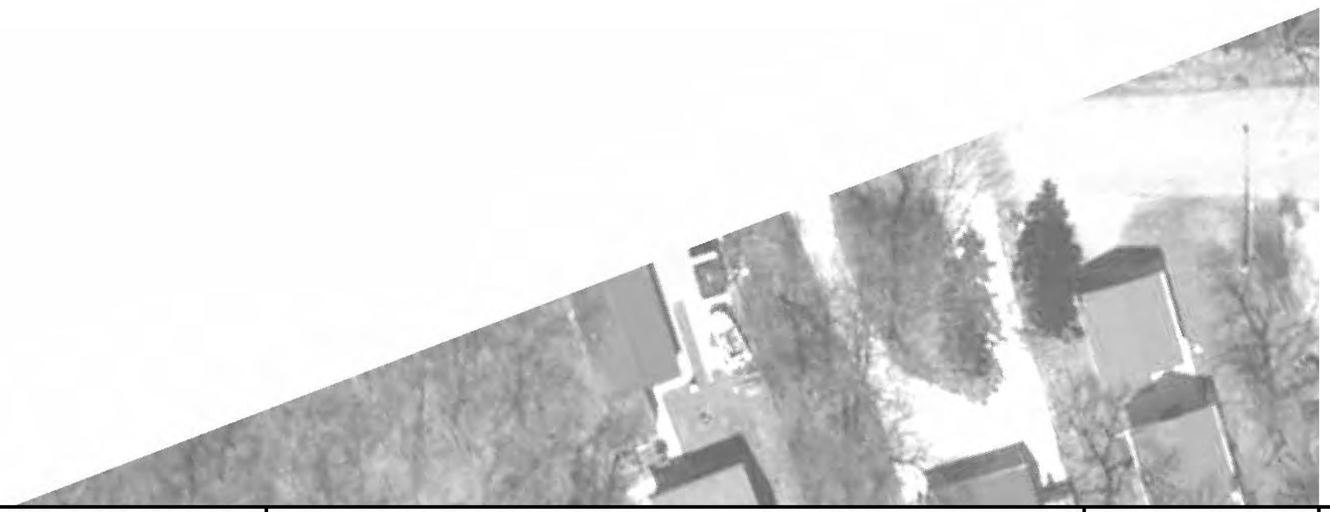
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 100	E

2



STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

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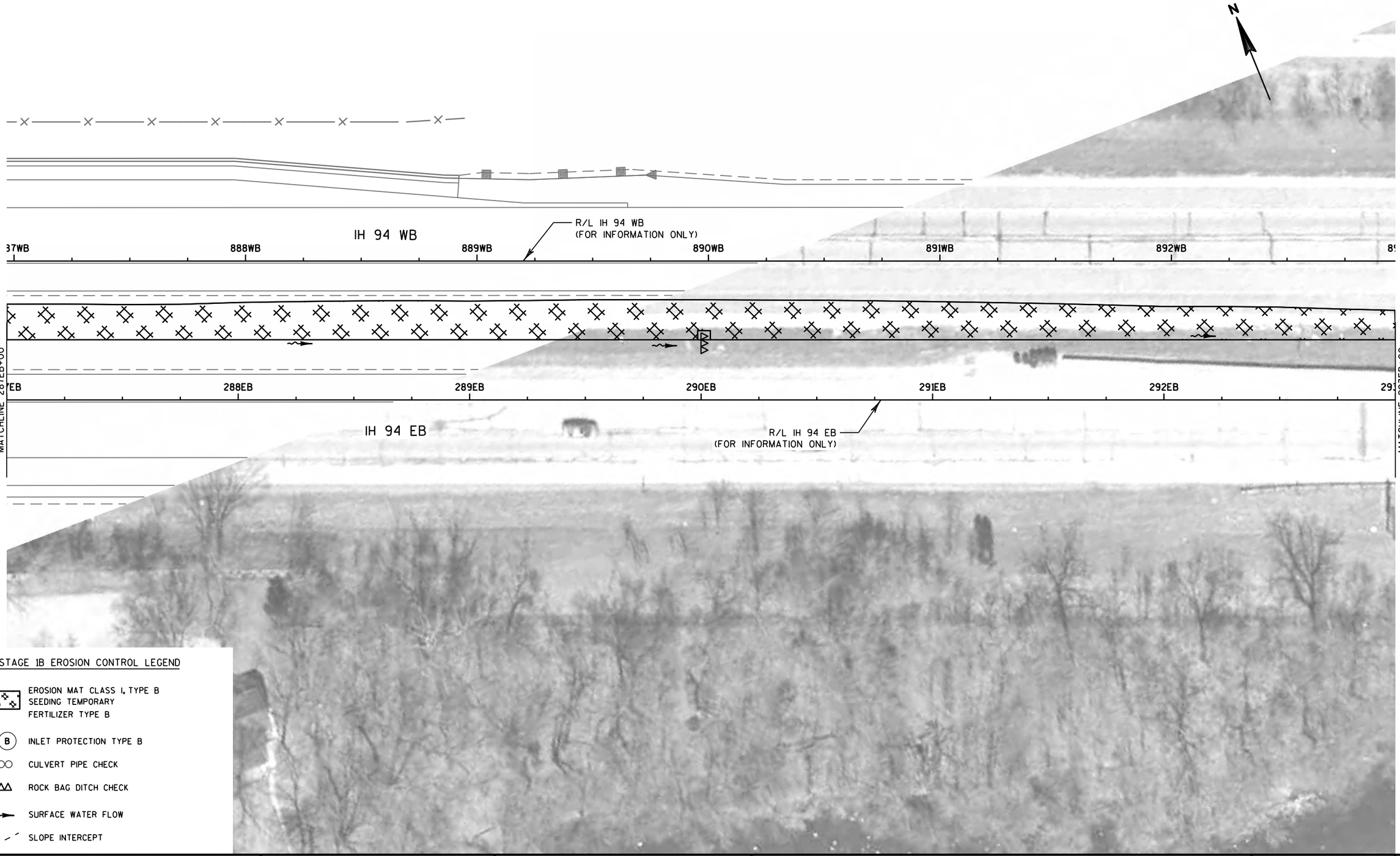
WISDOT/CADDS SHEET 42

2



STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022021_ec1b.dgn PLOT DATE : 7/15/2015 2:16:53 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

N

B-67-222

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

893WB 894WB 895WB 896WB 897WB 898WB 899WB

B

MATCHLINE 293EB+00

293EB 294EB 295EB 296EB 297EB 298EB 299EB

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

B-67-069

LOWER LAKE NEMAHBIN

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022022_ec1b.dgn
PLOT DATE : 7/15/2015 2:16:58 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

DELAFIELD RD

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

908WB 909WB 910WB 911WB 912WB 913WB

308EB 309EB 310EB 311EB 312EB 313EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

MATCHLINE 313EB+50

B-67-069

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022023_ec1b.dgn PLOT DATE : 7/15/2015 2:17:03 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

B-67-068

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

914WB 915WB 916WB 917WB 918WB 919WB

MATCHLINE 313EB+50

314EB 315EB 316EB 317EB 318EB 319EB

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

B-67-067

WATERVILLE AVE

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022024_ec1b.dgn PLOT DATE : 7/15/2015 2:17:08 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

929WB 930WB 931WB 932WB 933WB 934WB

329EB 330EB 331EB 332EB 333EB 334EB 335EB

MATCHLINE 335EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022025_ec1b.dgn PLOT DATE : 7/15/2015 2:17:14 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

935WB 936WB 937WB 938WB 939WB 940WB

MATCHLINE 335EB+00

335EB 336EB 337EB 338EB 339EB 340EB 341EB

MATCHLINE 341EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 107	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022026_ec1b.dgn PLOT DATE : 7/15/2015 2:17:20 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

941WB

942WB

943WB

944WB

IH 94 WB

945WB

946WB

MATCHLINE 341EB+00

EB

342EB

343EB

344EB

345EB

346EB

34

MATCHLINE 347EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1B EROSION CONTROL LEGEND

EROSION MAT CLASS I, TYPE B
SEEDING TEMPORARY
FERTILIZER TYPE B

B INLET PROTECTION TYPE B

CULVERT PIPE CHECK

ROCK BAG DITCH CHECK

SURFACE WATER FLOW

SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 108	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022027_ec1b.dgn PLOT DATE : 7/15/2015 2:17:25 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

B-67-066

R/L IH 94 WB
(FOR INFORMATION ONLY)

947WB 948WB 949WB 950WB 951WB 952WB

IH 94 WB

MATCHLINE 347EB+00

B

EB 348EB 349EB 350EB 351EB 352EB 353

MATCHLINE 353EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-065

CUSHING PARK ROAD

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B SEEDING TEMPORARY FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 109	E

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

953WB 954WB 955WB 956WB 957WB 958WB

MATCHLINE 353EB+00

353EB 354EB 355EB 356EB 357EB 358EB 359

MATCHLINE 359EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 110	E

2

2

N

CTH C TO IH 94 WB ENTRANCE RAMP

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

959WB 960WB 961WB 962WB 963WB 964WB

B

360EB 361EB 362EB 363EB 364EB 365EB

MATCHLINE 359EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

IH 94 EB TO CTH C EXIT RAMP

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 111	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022030_ec1b.dgn PLOT DATE : 7/15/2015 2:17:42 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

STH 83 TO IH 94 WB ENTRANCE RAMP

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1043WB 1044WB 1045WB 1046WB 1047WB 1048WB

443EB 444EB 445EB 446EB 447EB 448EB

B

MATCHLINE 448EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

IH 94 EB TO STH 83 EXIT RAMP

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 112	E

2

2

STH 83 TO IH 94 WB ENTRANCE RAMP

N

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

1049WB 1050WB 1051WB 1052WB 1053WB 1054WB

449EB 450EB 451EB 452EB 453EB 454EB

MATCHLINE 448EB+75

MATCHLINE 454EB+75

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB TO STH 83 EXIT RAMP

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022032_ec1b.dgn PLOT DATE : 7/15/2015 2:17:53 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

N

B-67-062

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1055WB 1056WB 1057WB 1058WB 1059WB 1060WB

MATCHLINE 454EB+75

455EB 456EB 457EB 458EB 459EB 460EB

MATCHLINE 460EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-063

IH 94 EB TO STH 83
EXIT RAMP

STH 83

STH 83 TO IH 94 EB ENTRANCE RAMP

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 114	E

2

2

N

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 WB

1061WB 1062WB 1063WB 1064WB 1065WB 1066WB

MATCHLINE 460EB+75

461EB 462EB 463EB 464EB 465EB 466EB

MATCHLINE 466EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STH 83 TO IH 94 EB ENTRANCE RAMP

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022034_ec1b.dgn PLOT DATE : 7/15/2015 2:18:04 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

IH 94 TO STH 83 EXIT RAMP

N

IH 94 WB

R/L IH 94 EB
(FOR INFORMATION ONLY)

1067WB 1068WB 1069WB 1070WB 1071WB 1072WB

467EB 468EB 469EB 470EB 471EB 472EB

MATCHLINE 466EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STH 83 TO IH 94 EB ENTRANCE RAMP

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET 116	E

2

2

GOLF RD

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1107WB 1108WB 1109WB 1110WB 1111WB 1112WB

507EB 508EB 509EB 510EB 511EB 512EB 513

MATCHLINE 513EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

HILLSIDE DR

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022036_ec1b.dgn PLOT DATE : 7/15/2015 2:18:15 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

GOLF RD

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

1113WB 1114WB 1115WB 1116WB 1117WB 1118WB

IH 94 WB

MATCHLINE 513EB+00

EB 514EB 515EB 516EB 517EB 518EB 519

MATCHLINE 519EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

HILLSIDE DR

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022037_ec1b.dgn PLOT DATE : 7/15/2015 2:18:31 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022038_ec1b.dgn PLOT DATE : 7/15/2015 2:18:36 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

N

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 WB

1125WB 1126WB 1127WB 1128WB 1129WB 1130WB

MATCHLINE 525EB+00

6EB 526EB 527EB 528EB 529EB 530EB 53

MATCHLINE 531EB+00

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 EB

SILVERNAIL RD

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022039_ec1b.dgn PLOT DATE : 7/15/2015 2:18:42 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

GOLF RD

N

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 WB

1131WB 1132WB 1133WB 1134WB 1135WB 1136WB

MATCHLINE 531EB+00

EB 532EB 533EB 534EB 535EB 536EB 537EB

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 EB

SILVERNAIL RD

STAGE 1B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEEDING TEMPORARY
  FERTILIZER TYPE B
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 1B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022040_ec1b.dgn PLOT DATE : 7/15/2015 2:18:47 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

N

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

869WB 870WB 871WB 872WB 873WB 874WB

269EB 270EB 271EB 272EB 273EB 274EB 275EB+00

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

MATCHLINE

CTH P / SAWYER RD

CTH P TO IH 94 EB
ENTRANCE RAMP

STAGE 2B EROSION CONTROL LEGEND

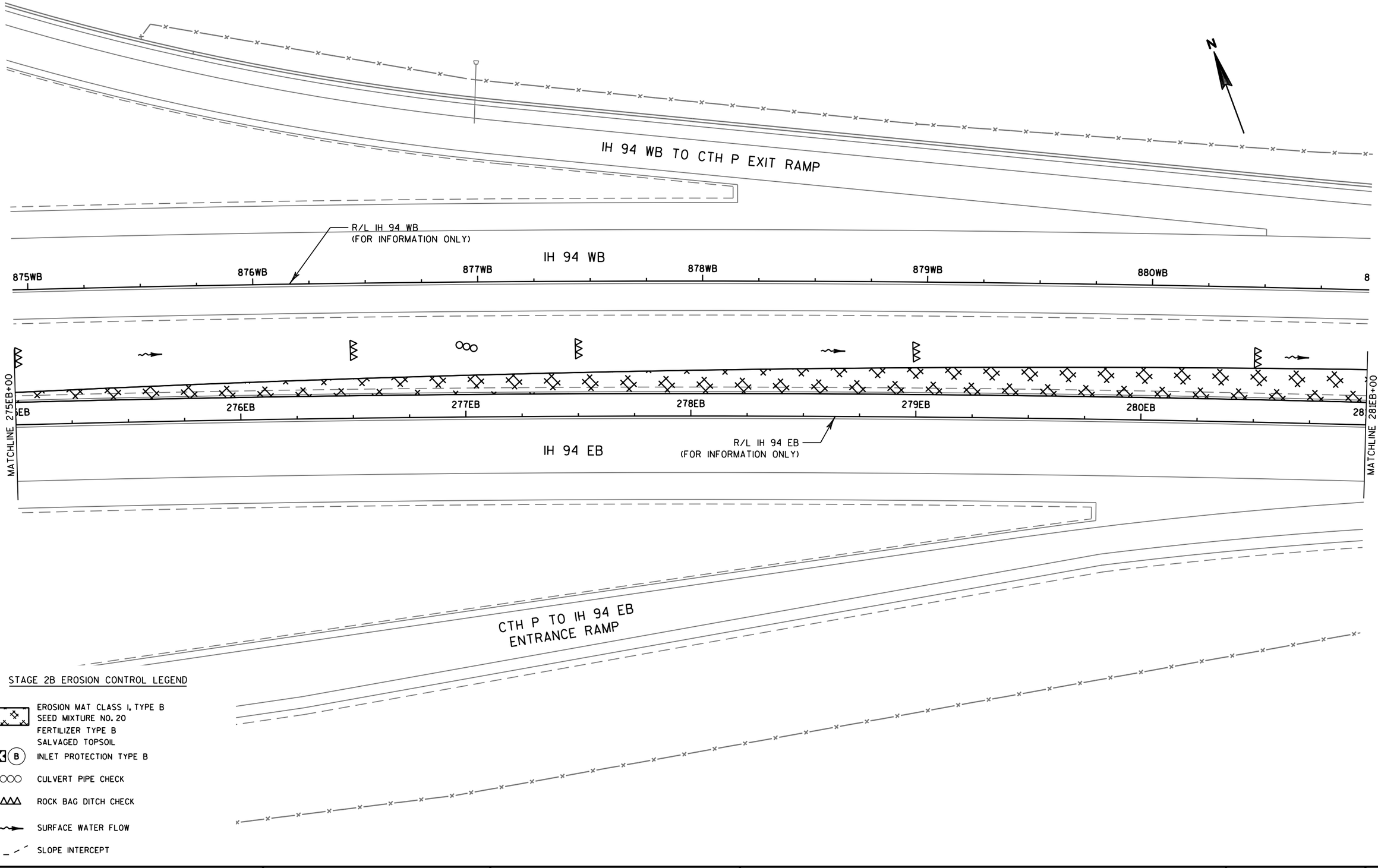
- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 122	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022050_ec2b.dgn PLOT DATE : 7/15/2015 2:18:53 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

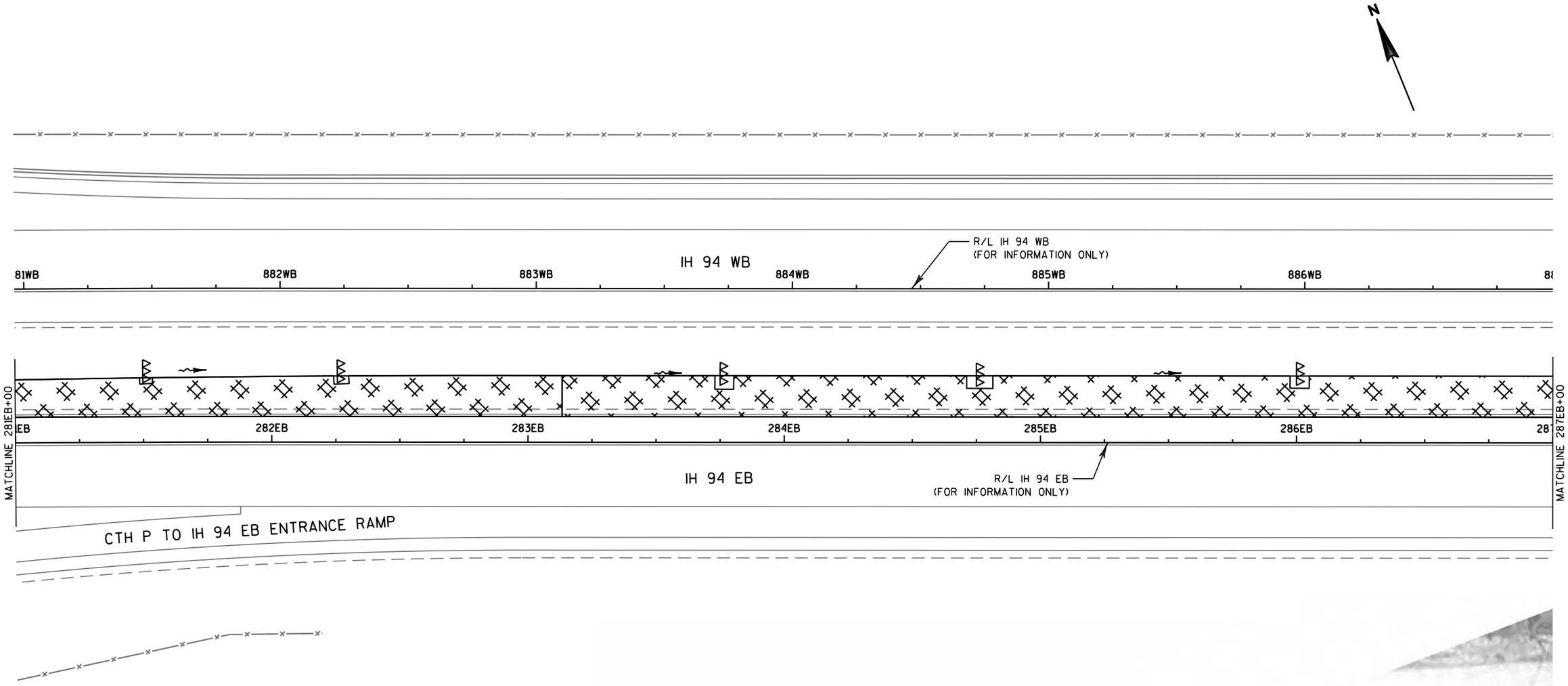


STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 123	E

2

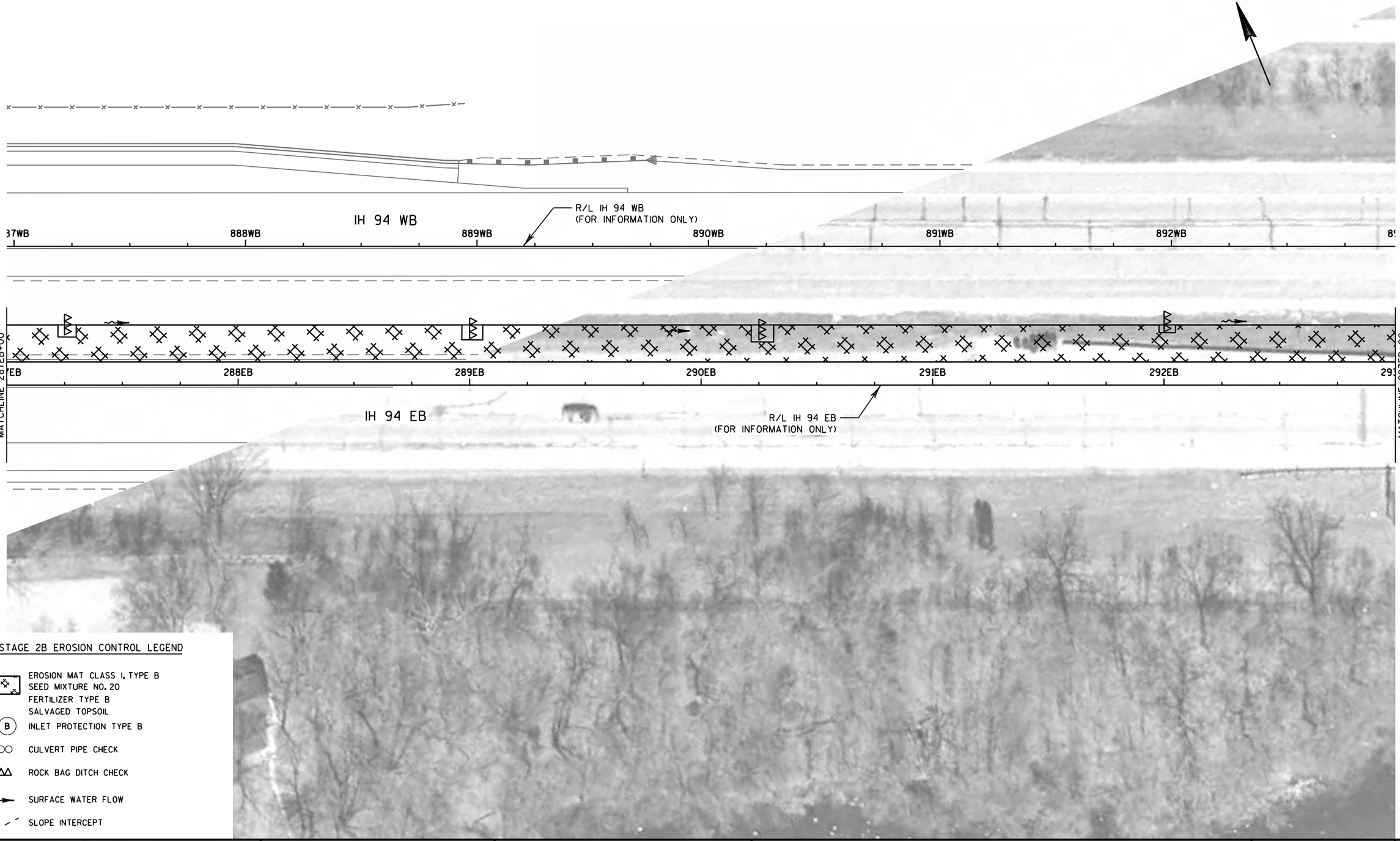


STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 124	E

2



STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022053_ec2b.dgn PLOT DATE : 7/15/2015 2:19:05 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

N

B-67-222

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

893WB 894WB 895WB 896WB 897WB 898WB 899WB

B

MATCHLINE 293EB+00

293EB 294EB 295EB 296EB 297EB 298EB 299EB

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

B-67-069

LOWER LAKE NEMAHBIN

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022054_ec2b.dgn PLOT DATE : 7/15/2015 2:19:10 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

908WB 909WB 910WB 911WB 912WB 913WB

308EB 309EB 310EB 311EB 312EB 313EB

MATCHLINE 313EB+50

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-069

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

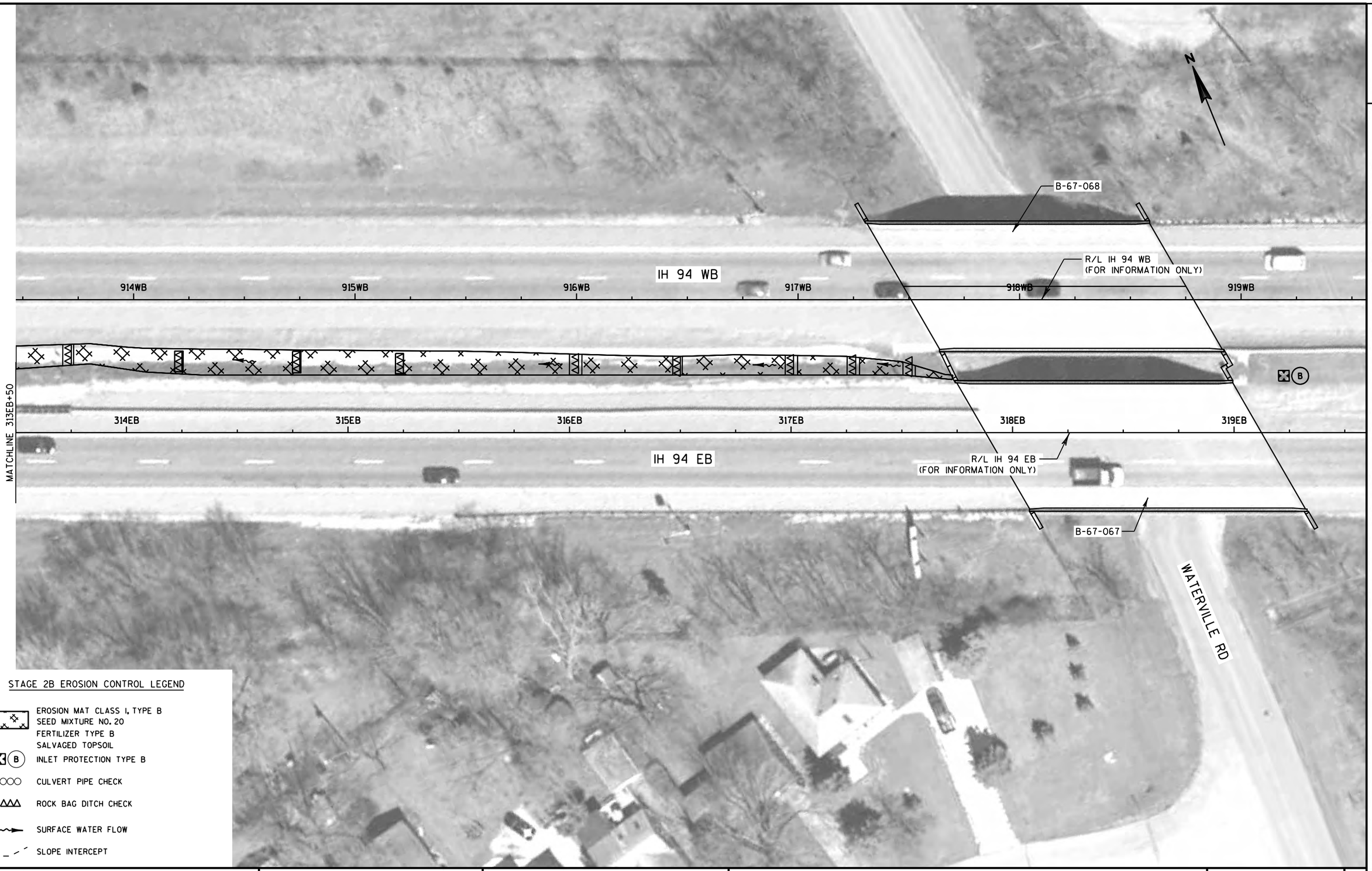
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022055_ec2b.dgn PLOT DATE : 7/15/2015 2:19:16 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2



STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022056_ec2b.dgn PLOT DATE : 7/15/2015 2:19:22 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

929WB 930WB 931WB 932WB 933WB 934WB

329EB 330EB 331EB 332EB 333EB 334EB

RIPRAP MEDIUM

MATCHLINE 335EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022057_ec2b.dgn PLOT DATE : 7/15/2015 2:19:28 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

935WB 936WB 937WB 938WB 939WB 940WB

MATCHLINE 335EB+00

335EB 336EB 337EB 338EB 339EB 340EB 34

MATCHLINE 341EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

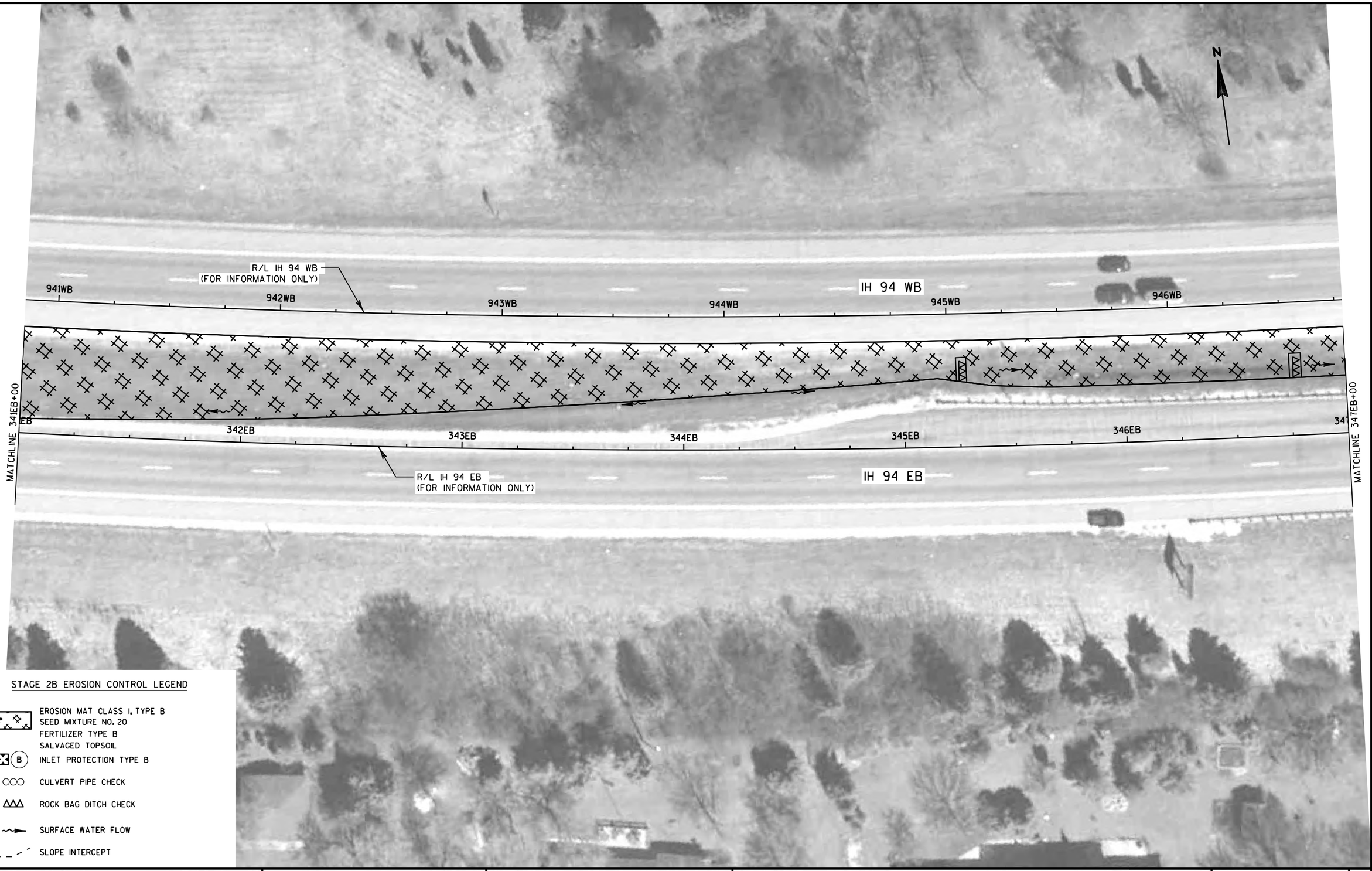
IH 94 EB

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 130	E

2



STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 131	E

2

2

N

B-67-066

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

947WB 948WB 949WB 950WB 951WB 952WB

MATCHLINE 347EB+00

347EB 348EB 349EB 350EB 351EB 352EB 353

MATCHLINE 353EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-065

CUSHING PARK ROAD

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 132	E

2

2

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

953WB 954WB 955WB 956WB 957WB 958WB

MATCHLINE 353EB+00

354EB 355EB 356EB 357EB 358EB

MATCHLINE 359EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022061_ec2b.dgn PLOT DATE : 7/15/2015 2:19:50 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

CTH C TO IH 94 WB ENTRANCE RAMP

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

959WB 960WB 961WB 962WB 963WB 964WB

N

B

MATCHLINE 359EB+00

360EB 361EB 362EB 363EB 364EB 365EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

IH 94 EB TO CTH C EXIT RAMP

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 134	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022062_ec2b.dgn PLOT DATE : 7/15/2015 2:19:56 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

STH 83 TO IH 94 WB ENTRANCE RAMP

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1043WB 1044WB 1045WB 1046WB 1047WB 1048WB

B

443EB 444EB 445EB 446EB 447EB 448EB

MATCHLINE 448EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

IH 94 EB TO STH 83 EXIT RAMP

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022063_ec2b.dgn PLOT DATE : 7/15/2015 2:20:02 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

STH 83 TO IH 94 WB ENTRANCE RAMP

N

IH 94 WB

R/L IH 94 WB
(FOR INFORMATION ONLY)

1049WB 1050WB 1051WB 1052WB 1053WB 1054WB

MATCHLINE 448EB+75

449EB 450EB 451EB 452EB 453EB 454EB

MATCHLINE 454EB+75

IH 94 EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB TO STH 83 EXIT RAMP

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022064_ec2b.dgn PLOT DATE : 7/15/2015 2:20:07 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

N

B-67-062

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1055WB 1056WB 1057WB 1058WB 1059WB 1060WB

MATCHLINE 454EB+75

455EB 456EB 457EB 458EB 459EB 460EB

MATCHLINE 460EB+75

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-063

IH 94 EB TO STH 83
EXIT RAMP

STH 83

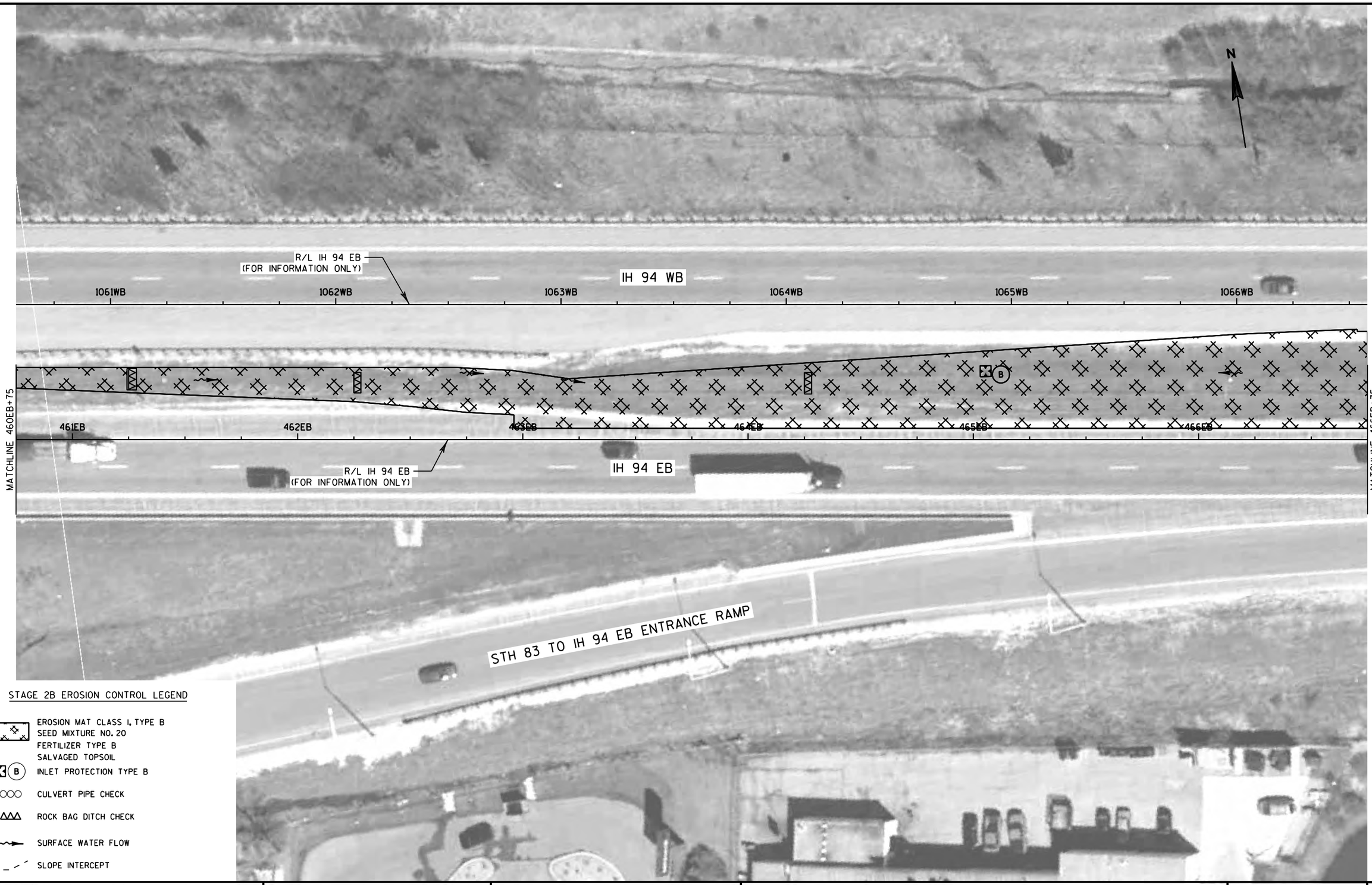
STH 83 TO IH 94 EB ENTRANCE RAMP

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 137	E

2



STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 138	E

2

2

N

IH 94 TO STH 83 EXIT RAMP

IH 94 WB

R/L IH 94 EB
(FOR INFORMATION ONLY)

1067WB 1068WB 1069WB 1070WB 1071WB 1072WB

MATCHLINE 466EB+75

467EB 468EB 469EB 470EB 471EB 472EB

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

STH 83 TO IH 94 EB ENTRANCE RAMP

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 139	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022067_ec2b.dgn PLOT DATE : 7/15/2015 2:20:24 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

GOLF RD

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1107WB 1108WB 1109WB 1110WB 1111WB 1112WB

507EB 508EB 509EB 510EB 511EB 512EB 513

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

MATCHLINE 513EB+00

HILLSIDE DR

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 140	E

2

2

GOLF RD

N

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1113WB 1114WB 1115WB 1116WB 1117WB 1118WB

MATCHLINE 513EB+00

EB 514EB 515EB 516EB 517EB 518EB 519

MATCHLINE 519EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

HILLSIDE DR

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 141	E

2

N

B-67-060

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 WB

1119WB 1120WB 1121WB 1122WB 1123WB 1124WB

MATCHLINE 519EB+00

EB 520EB 521EB 522EB 523EB 524EB 52

MATCHLINE 525EB+00

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 EB

B-67-061

MAPLE AVE

HILLSIDE DR

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- B — INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022070_ec2b.dgn PLOT DATE : 7/15/2015 2:20:41 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

N

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 WB

1125WB 1126WB 1127WB 1128WB 1129WB 1130WB

MATCHLINE 525EB+00

526EB 527EB 528EB 529EB 530EB

MATCHLINE 531EB+00

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 EB

SILVERNAIL RD

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022071_ec2b.dgn PLOT DATE : 7/15/2015 2:20:47 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

2

GOLF RD

N

R/L IH 94 EB
(FOR INFORMATION ONLY)

IH 94 WB

1131WB 1132WB 1133WB 1134WB 1135WB 1136WB

MATCHLINE 531EB+00

EB 532EB 533EB 534EB 535EB 536EB 537EB

R/L IH 94 WB
(FOR INFORMATION ONLY)

IH 94 EB

SILVERNAIL RD

STAGE 2B EROSION CONTROL LEGEND

- EROSION MAT CLASS I, TYPE B
  SEED MIXTURE NO. 20
  FERTILIZER TYPE B
  SALVAGED TOPSOIL
- (B) INLET PROTECTION TYPE B
- CULVERT PIPE CHECK
- ROCK BAG DITCH CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 2B	SHEET 144	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022072_ec2b.dgn PLOT DATE : 7/15/2015 2:20:52 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

B-67-234

CTH J / STH 164 SB

R/L CTH J / STH 164
(FOR INFORMATION ONLY)

62CTJ 63CTJ 64CTJ 65CTJ 66CTJ 67CTJ

CTH J / STH 164 NB

B-67-235

STAGE 3A EROSION CONTROL LEGEND

C INLET PROTECTION TYPE C

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 3A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022073_ec3a.dgn PLOT DATE : 7/15/2015 2:20:58 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

N

B-67-234

CTH J / STH 164 SB

R/L CTH J / STH 164
(FOR INFORMATION ONLY)

62CTJ 63CTJ 64CTJ 65CTJ 66CTJ 67CTJ

CTH J / STH 164 NB

B-67-235

STAGE 3B EROSION CONTROL LEGEND

C INLET PROTECTION TYPE C

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 3B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022074_ec3b.dgn PLOT DATE : 7/15/2015 2:21:03 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

CTH F SB

CTH F NB

N

SLOPE INTERCEPTS (TYP.)

IH 94 WB

B 242EBM

B 243EBM

B 244EBM

B 245EBM

B 246EBM

B 247EBM

R/L IH 94 MEDIAN
(FOR INFORMATION ONLY)

B-67-140

IH 94 EB

B-67-014

STAGE 4A EROSION CONTROL LEGEND

MULCHING
SEEDING TEMPORARY
SEED MIX NO. 60
FERTILIZER TYPE B

SURFACE WATER FLOW

SLOPE INTERCEPT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	EROSION CONTROL - STAGE 4A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\022077_ec4a.dgn PLOT DATE : 7/21/2015 11:53:32 AM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

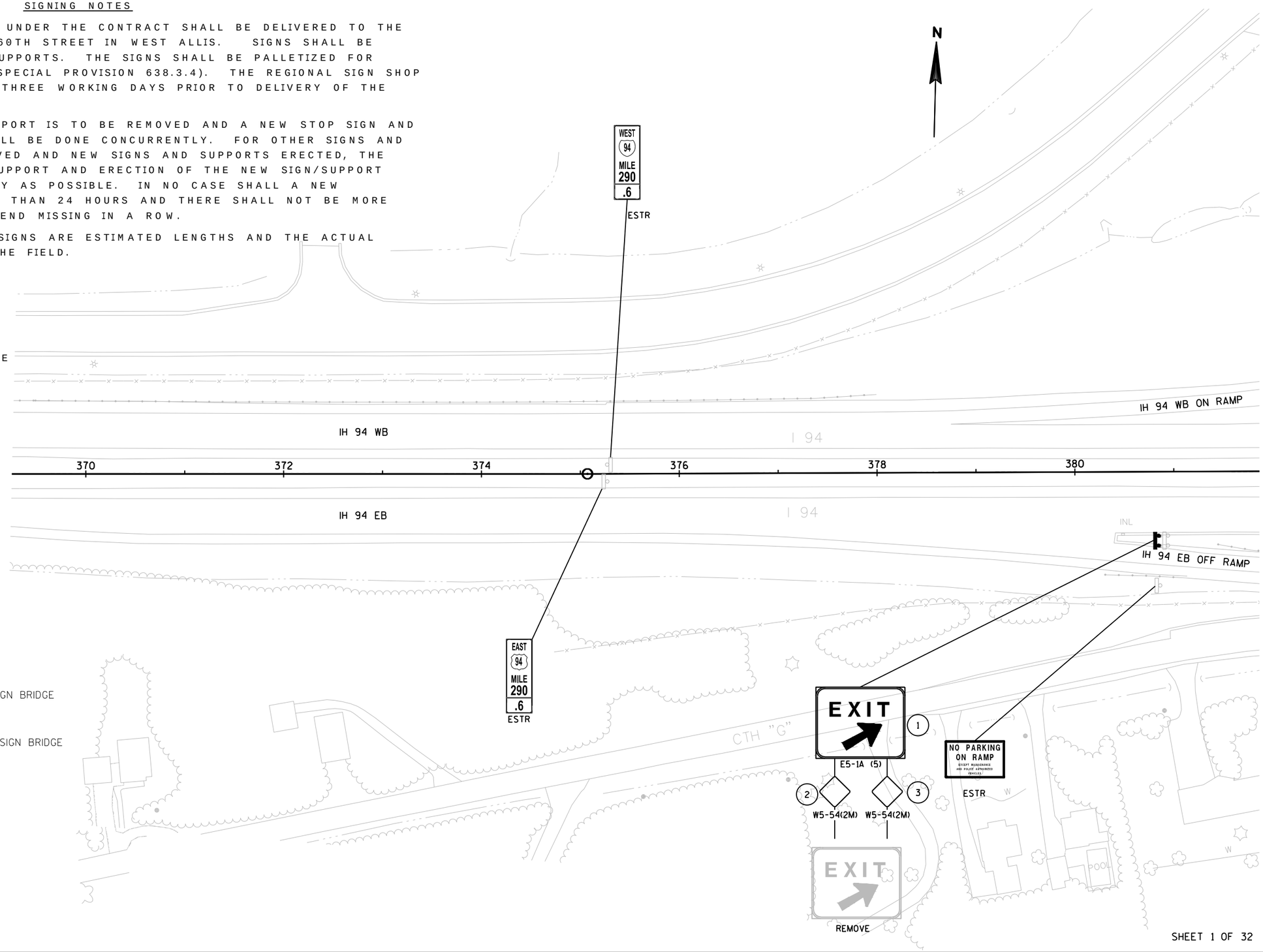
SIGNING NOTES

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC SIGN SHOP ON 60TH STREET IN WEST ALLIS. SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE SPECIAL PROVISION 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

SHEET 1 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 148	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

WEST 94 MILE 290 .8 ESTR

NO PARKING ON RAMP (STATE MAINTENANCE AND POLICE AUTHORIZED VEHICLES) — ESTR ON LIGHT POLE

REMOVE — W4-2R(2S) — 14

REMOVE — PEDESTRIANS, BICYCLES, NON MOTORIZED TRAFFIC, MOTOR BICYCLES PROHIBITED — R5-57(5) — 13

ESTR

RAMP CLOSED USE ALT ROUTE — R11-54F (2S) — 349 — 350

IH 94 WB ON RAMP

IH 94 WB

IH 94 WB OFF RAMP

IH 94 EB

IH 94 EB OFF RAMP

IH 94 EB ON RAMP

GOLF ROAD

LAKEVIEW DR

CTH SS

SILVERNAIL ROAD

382 384 386 388 390 392 394 396

8+00 7+00 6+00 5+00 4+00 3+00 2+00 1+00

EMERGENCY STOPPING ONLY — R8-7 (5) ESTR

EAST 94 MILE 290 .8 ESTR

CLOVERLEAF LN

W3-3(2S) — 4 — REMOVE

FOOD — ESTR

5 6 — ONLY ONLY — R3-8P(25) — REMOVE

WAUKESHA NEXT 5 EXITS — ESTR TYPE I

W5-52L ESTR

COUNTY SS — 10 11 — J2-1(2S) — REMOVE

WRONG WAY — 7 8 — R5-1a(3) — REMOVE

ALT EAST 94 — 9 — JV2-1

COUNTY SS — REMOVE

Silvernail Rd — 12 — REMOVE

RAMP CLOSED USE ALT ROUTE — R11-54F (2S) — 347 — 348

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

SHEET 2 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 149	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:27 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

SIL VERNAIL RD

IH 94 EB OFF RAMP

REMOVE
24
W12-1D(2S)
2' HEIGHT

STOP
REMOVE
STOP
25
R1-1(3)

DO NOT ENTER
R5-1
ESTR
WRONG WAY
R5-1A
ESTR
ON SIGNAL POLE

NORTH
COUNTY SS
REMOVE
NORTH
COUNTY SS
22
J3-1(2S)

STOP
REMOVE
STOP
23
R1-1F(3)
ON SIGNAL POLE

ALTERNATE EAST 94
REMOVE
ALTERNATE EAST 94
21
JV3-1

DO NOT ENTER
ESTR
WRONG WAY
ESTR

STOP
26
R1-1F(3)
ON SIGNAL POLE

STOP
REMOVE

R1-1F(3)

CTH SS

1+00 2+00 3+00 4+00 5+00 6+00

390

REMOVE
18
W12-1D
2' HEIGHT

40-FOOT
37-FOOT

WEST EAST 94 94
15
J3-2(2S)

DO NOT ENTER
R5-1
ESTR

17
R1-2(2S)

REMOVE

IH 94 EB ON RAMP

STOP
19
R1-1F(3)
ON SIGNAL POLE

STOP
REMOVE

20
ONE WAY
R6-2L(2M)
ON SIGNAL POLE

ONE WAY
REMOVE

IH 94 EB

IH 94 WB

392

SHEET 3 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 150	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:27 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE

IH 94 WB ON RAMP

REMOVE — Milwaukee / Madison

36 — Milwaukee / Madison — D1-2

REMOVE — YIELD

37 — R1-2(25)

REMOVE — DO NOT ENTER

35 — R5-1(3)

34 — EAST WEST 94 94 — J3-2(25)

REMOVE — EAST WEST 94 94

REMOVE — STOP

39 — R1-1F(3) ON SIGNAL POLE

REMOVE — ONE WAY

40 — R6-2L(2M) ON SIGNAL POLE

28-FOOT

40-FOOT

38 — W12-1D 2' HEIGHT

REMOVE

6+00 7+00 8+00 9+00 10+00 11+00 12+00

CTH SS

GOLF ROAD

DO NOT ENTER — R5-1(3) ESTR

WRONG WAY — R5-1a(2) ESTR

DO NOT ENTER — R5-1(3) ESTR

WRONG WAY — R5-1a(2) ON SIGNAL POLE ESTR

31 — R1-2(25) ON SIGNAL POLE

REMOVE — YIELD

27 — R3-1(25)

REMOVE

28 — DO NOT ENTER — R5-1(3) ESTR

REMOVE — DO NOT ENTER

IH 94 WB OFF RAMP

29 / 30 — STOP — R1-1F(3) ON SIGNAL POLE

REMOVE — STOP

32 — COUNTY SS — J33-1(25)

REMOVE — TO COUNTY SS

33 — ALTERNATE WEST 94 — JV3-1

REMOVE — ALTERNATE WEST 94

GOLF ROAD

SHEET 4 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 151	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:28 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

N

Silvernail Rd
REMOVE

Silvernail Rd
D1-61
52

REMOVE
53
W12-1D
2' HEIGHT

ESTR
FOOD

GOLF ROAD

WRONG WAY
REMOVE

WRONG WAY
R5-1a (3)
50
51

IH 94 WB OFF RAMP

ALTERNATE WEST INTERSTATE 94
49
COUNTY SS
48
J2-2 (2S)

TO ALTERNATE WEST INTERSTATE 94
COUNTY SS
REMOVE

REMOVE
47
W3-3 (2S)

WEST 94 MILE 291 0
ESTR

LANE ENDS 3/4 FT
ESTR ON SIGN BRIDGE

EXIT 290
REMOVE

EXIT 290
44
E5-1A (5)
45
W5-54(2M)
46
W5-54(2M)

EXIT 290
SS NORTH
Pewaukee
EXIT ONLY
ESTR
TYPE I
ON SIGN BRIDGE
S-67-42

THIS LANE ENDS
ESTR ON BRIDGE

NO PARKING ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
ESTR

CTH SS

IH 94 WB

IH 94 EB

390 392 394 396 398 400 402 404

4+00 3+00 2+00 1+00

IH 94 EB OFF RAMP

EAST 94 MILE 291 0
ESTR

IH 94 EB ON RAMP

100'-0"
37'-FOOT

41
W4-2R (2S)
ESTR

PEDESTRIANS BICYCLES NON-MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
42
R5-57 (5)
ESTR

NO PARKING ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
ESTR ON LIGHT POLE

SILVERNAIL ROAD

43
W4-3R (5)
REMOVE

EXIT 291
G TT
Pewaukee
Waukesha
1/2 MILE
TYPE I
ESTR

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE

SHEET 5 OF 32

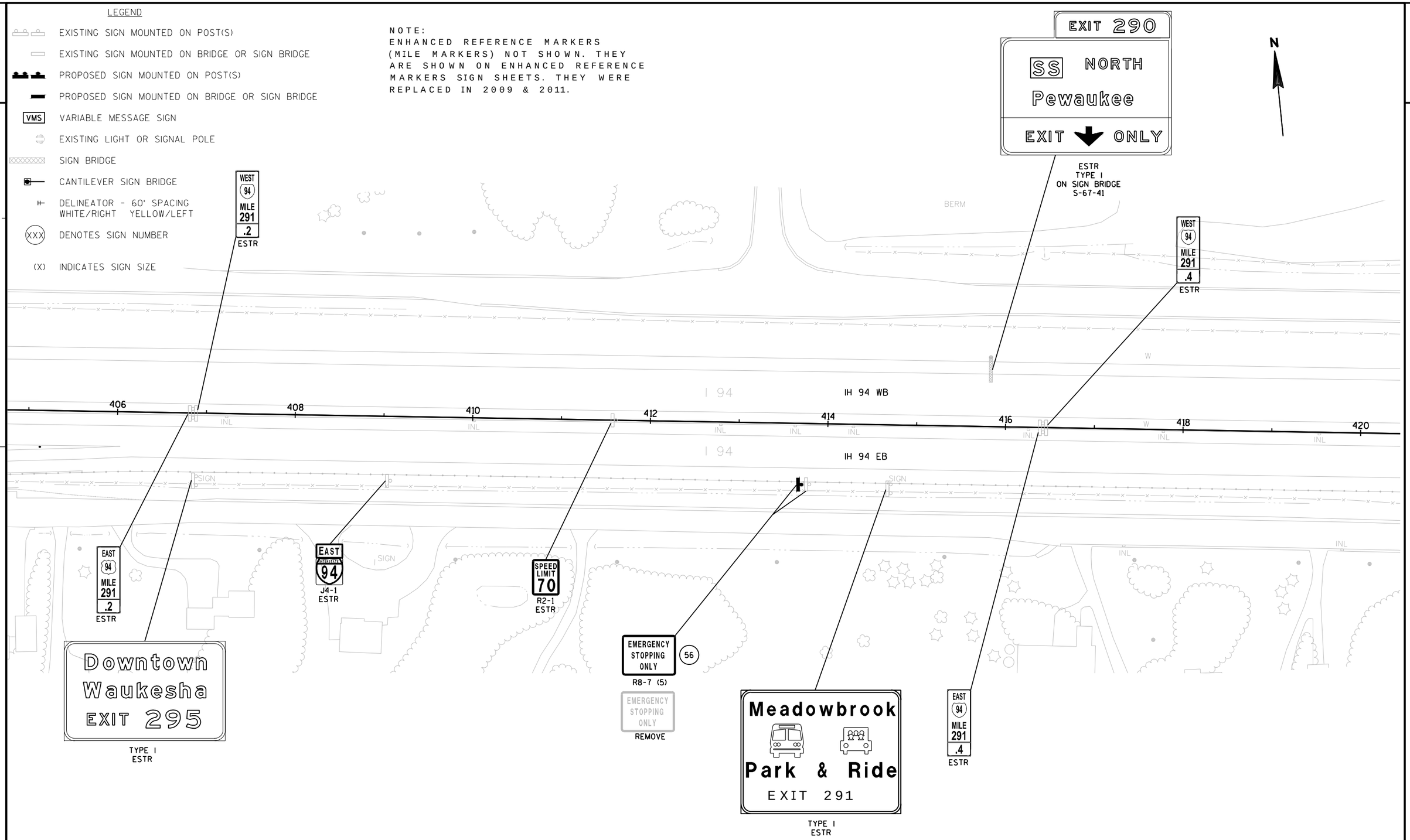
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 152	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:28 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



SHEET 6 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 153 E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:28 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

GAS-EXIT 291

TYPE I ESTR

BERM

GOLF ROAD

WEST 94 MILE 291 .6 ESTR

68 RIGHT LANE SIGNAL — R10-65R (2S)

RIGHT LANE SIGNAL — REMOVE

67 STOP HERE ON RED — R10-6 (2S) ON SIGNAL POLE

STOP HERE ON RED — REMOVE

66 LEFT LANE SIGNAL — R10-65L (2S)

LEFT LANE SIGNAL — REMOVE

65 STOP HERE ON RED — R10-6 (2S) ON SIGNAL POLE

STOP HERE ON RED — REMOVE

IH 94 WB ON RAMP

REMOVE

W4-2R (2S) — 64

N

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED — REMOVE

63 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED — R5-57 (5)

NO PARKING ON RAMP EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES — ESTR ON LIGHT POLE

W4-3R ESTR

IH 94 WB

420 422 424 426 428 430 432 434

IH 94 EB

I 94

SIGN

MH

INL

W

SILVERNAIL ROAD

EAST 94 MILE 291 .6 ESTR

EXIT 290 — 57

E5-1A (5)

58 W5-54(2S) 59 W5-54(2S)

EXIT 290 — REMOVE

NO PARKING ON RAMP EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES — R5-57 ESTR

60 W3-3 (2S)

REMOVE

IH 94 EB OFF RAMP

61 ONLY ONLY 62 — R3-8P (2S)

ONLY ONLY — REMOVE

EXIT 291

G TT

Pewaukee

Waukesha

TYPE I ESTR

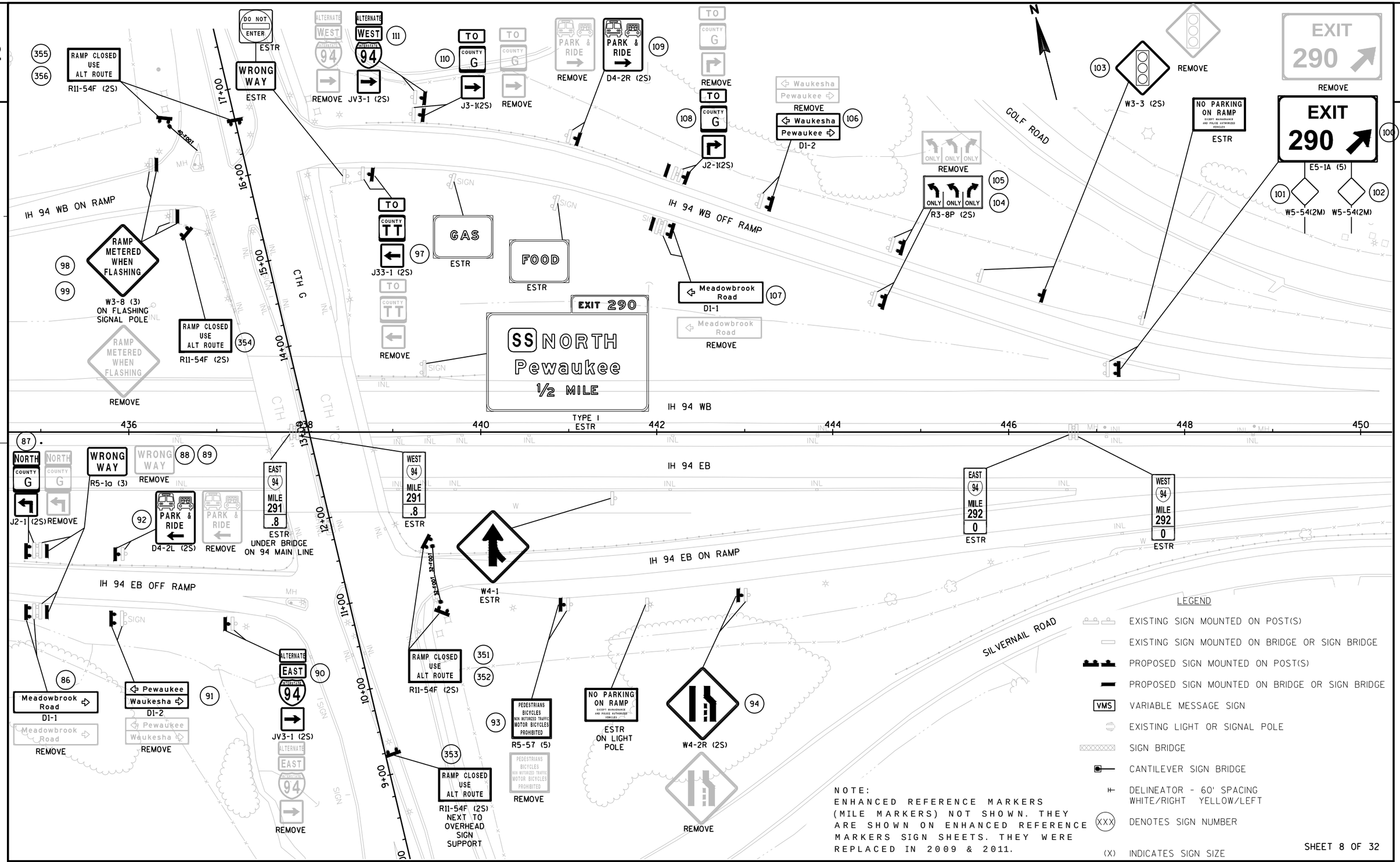
NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

SHEET 7 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 154	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:29 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 155	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

N

SILVERNAIL ROAD

CTH G

IH 94 EB OFF RAMP

80 REMOVE TO / COUNTY TT / J33-1 (2S)

79 REMOVE YIELD / R1-2(2S)

78 REMOVE STOP / R1-1F(3) ON SIGNAL POLE

77 REMOVE ONE WAY / R6-2R (2S)

75 REMOVE STOP / R1-1F(3) ON SIGNAL POLE

76 REMOVE COUNTY G / NORTH COUNTY G / J3-1 (2S)

DO NOT ENTER / ESTR / WRONG WAY / ESTR ON SIGNAL POLE

DO NOT ENTER / WRONG WAY / ESTR ON SIGNAL POLE

74 REMOVE / R3-1 (2S) ON SIGNAL POLE

6+00 7+00 8+00 9+00 10+00 11+00 12+00

CTH G

70 ONE WAY / R6-2L(2M) ON SIGNAL POLE

ONE WAY / REMOVE

69 STOP / R1-1F(3) ON SIGNAL POLE

STOP / REMOVE

32-FOOT 32-FOOT

IH 94 EB ON RAMP

71 JCT / COUNTY G / COUNTY DR / J1-1 (2S)

72 W5-52 (2S)

JCT / COUNTY G / COUNTY DR / REMOVE

REMOVE

73 WRONG WAY / R5-1a (3)

WRONG WAY / REMOVE

SILVERNAIL ROAD

SHEET 9 OF 32

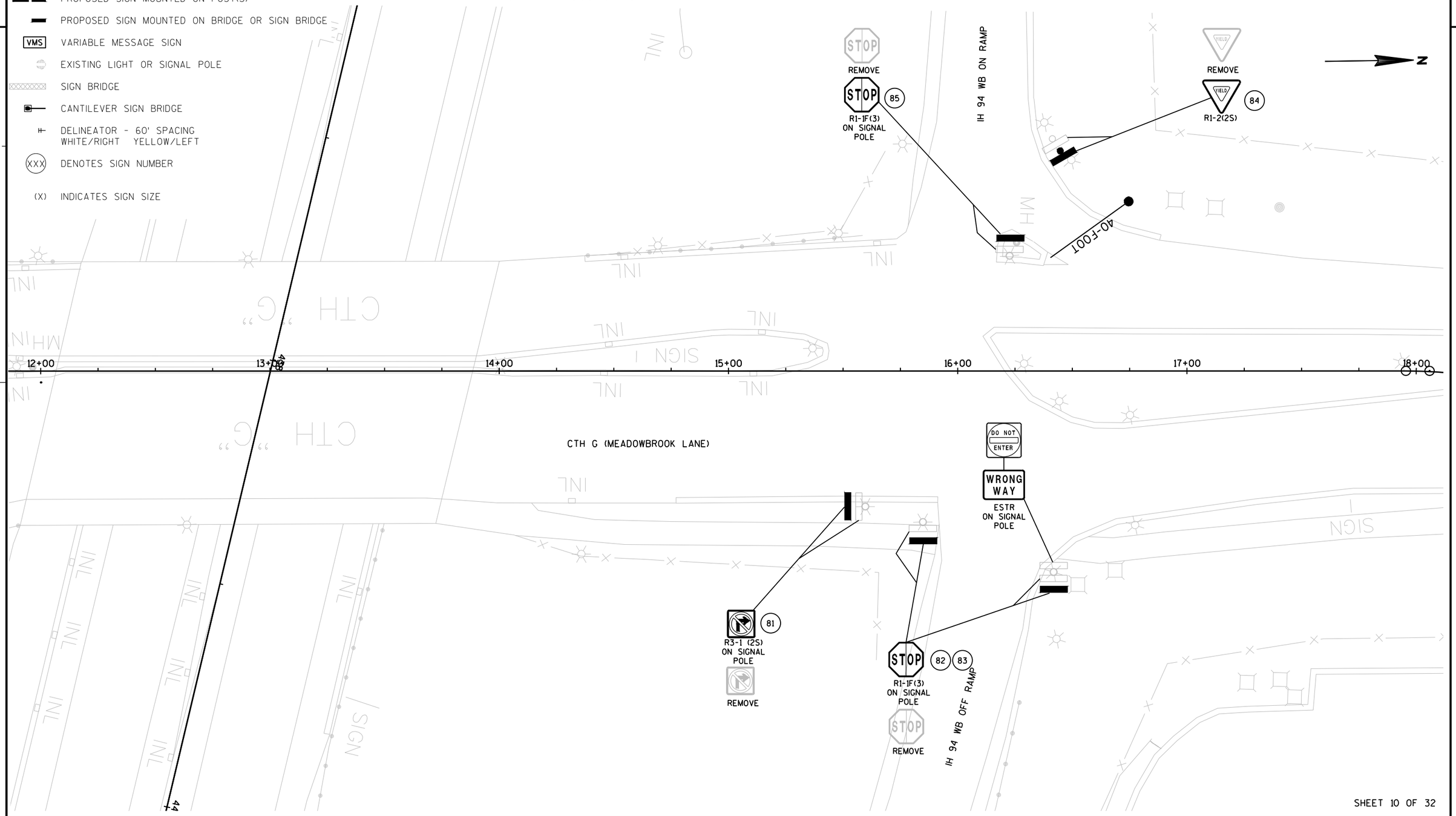
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:29 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 40'
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



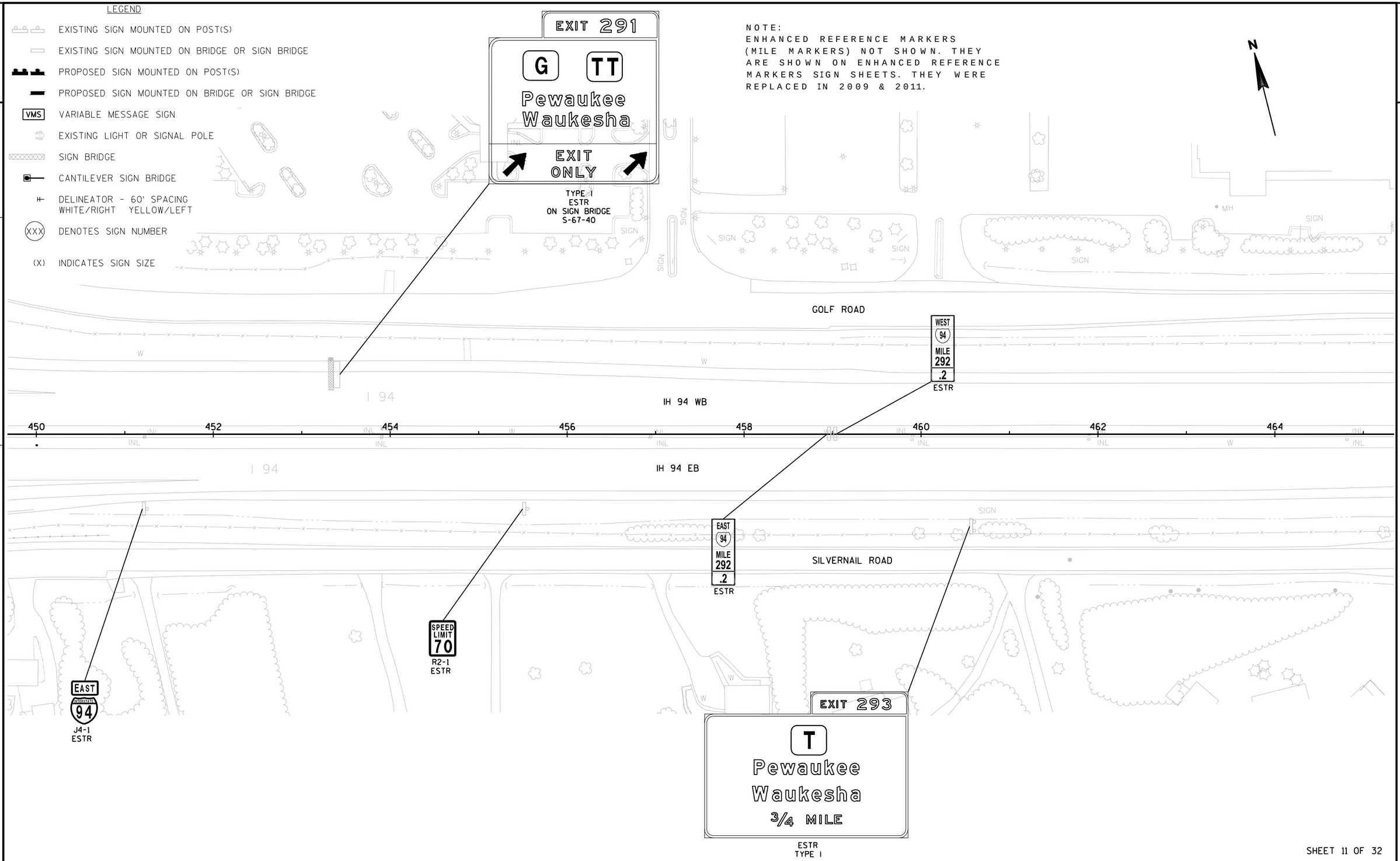
SHEET 10 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 157	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 158	E

SHEET 11 OF 32

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:30 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

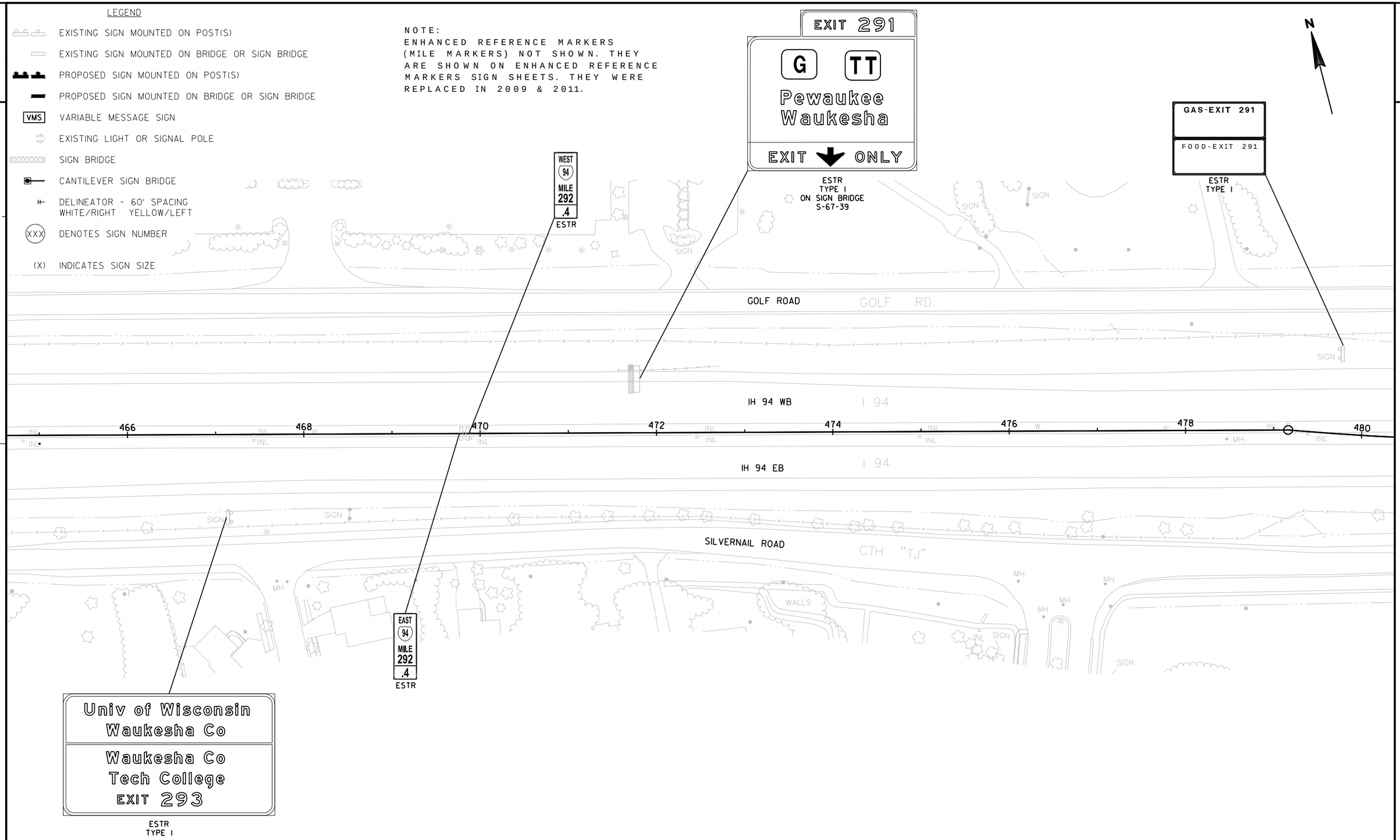
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



SHEET 12 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 159 E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:31 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

N

WEST 94 MILE 292 .6 ESTR

GOLF ROAD

SPEED LIMIT 70 ESTR

WEST 94 REMOVE WEST 94 112 J4-1 (5))

WEST 94 MILE 292 .8 ESTR

Meadowbrook Park & Ride EXIT 291
ESTR TYPE I

480 482 484 486 488 490 492 494

IH 94 WB

IH 94 EB

SILVERNAIL ROAD

EAST 94 MILE 292 .6 ESTR

GAS-EXIT 293
LODGING-EXIT 293
ESTR TYPE I

EAST 94 MILE 292 .8 ESTR

FOOD-EXIT 293
ESTR TYPE I

SHEET 13 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 160	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:31 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

N

EXIT 291
G TT
Pewaukee
Waukesha
1 MILE
ESTR
TYPE I

GOLF ROAD

WEST 94 MILE 293 0
ESTR

IH 94 WB

I-94

496 498 500 502 504 506 508 510

IH 94 EB

EAST 94 MILE 293 0
ESTR

EXIT 293
T
Waukesha
Pewaukee
ESTR
TYPE I

EXIT 293 114
E5-1A (5)
115 W5-54(2S)
116 W5-54(2S)

EXIT 293
REMOVE

SILVERNAIL ROAD

SHEET 14 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 161	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:31 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
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IH 94 WB

IH 94 EB

IH 94 WB ON RAMP

IH 94 WB OFF RAMP

IH 94 EB ON RAMP

IH 94 EB OFF RAMP

CTH T (GRANDVIEW BOULEVARD)

I-94

WEST 94 MILE 293 .2 ESTR

WEST 94 MILE 293 .4 ESTR

EAST 94 MILE 293 .2 ESTR

EAST 94 MILE 293 .4 ESTR

140 REMOVE

140 W4-2R (2S)

139 RIGHT LANE SIGNAL R10-65R (2S)

RIGHT LANE SIGNAL REMOVE

138 STOP HERE ON RED R10-6MOD (2S) ON SIGNAL POLE

STOP HERE ON RED REMOVE

362 361 RAMP CLOSED USE ALT ROUTE R11-54F (2S)

135 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57 (5)

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED REMOVE

137 LEFT LANE SIGNAL R10-65L (2S)

LEFT LANE SIGNAL REMOVE

136 STOP HERE ON RED R10-6 (2S) ON SIGNAL POLE

STOP HERE ON RED REMOVE

141 W4-1 (5)

REMOVE

RAMP CLOSED USE ALT ROUTE 360 R11-54F (2S) IN ASPHALT MEDIAN. CORE ASPHALT PROVIDE SLEEVE PLACE AFTER J2-1 ASSEMBLY

ALTERNATE WEST 94 134 JV3-1 (2S)

ALTERNATE WEST 94 REMOVE

ONLY ONLY ONLY REMOVE

ONLY ONLY ONLY 132 133 R3-8P (2S)

342 343 WRONG WAY R5-1A (3)

Univ of Wisc Waukesha
Waukesha Co Tech College
130 D1-2

Univ of Wisc Waukesha
Waukesha Co Tech College
REMOVE

FOOD ESTR

ESTR

131 Waukesha Pewaukee D1-2 (2S)

Waukesha Pewaukee REMOVE

117 W3-3 (2S)

REMOVE

GAS LODGING LEFT ON GOLF RD ESTR

Waukesha Co Tech College
Univ of Wisc Waukesha
118 D1-2 (2S)

Waukesha Co Tech College
Univ of Wisc Waukesha
REMOVE

LODGING GAS ESTR

344 345 WRONG WAY R5-1A (3)

WRONG WAY REMOVE

NO PARKING ON RAMP EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES ESTR

ESTR

Pewaukee Waukesha 119 D1-2 (2S)

Pewaukee Waukesha REMOVE

120 NORTH SOUTH COUNTY T COUNTY T J3-2 (2S)

NORTH SOUTH COUNTY T COUNTY T REMOVE

FOOD ESTR

359 RAMP CLOSED USE ALT ROUTE R11-54F (2S) IN ASPHALT MEDIAN. CORE ASPHALT PROVIDE SLEEVE PLACE AFTER J2-1 ASSEMBLY

121 ALTERNATE EAST 94 JV3-1 (2S)

ALTERNATE EAST 94 REMOVE

357 358 RAMP CLOSED USE ALT ROUTE R11-54F (2S)

122 RAMP METERED WHEN FLASHING W3-8 (3) ON FLASHING SIGNAL POLE

RAMP METERED WHEN FLASHING REMOVE

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED 123 R5-57 (5)

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED REMOVE

126 W4-1R (5)

REMOVE

LEFT LANE SIGNAL 125 R10-65L (2S)

STOP HERE ON RED 124 R10-6 (2S) ON SIGNAL POLE

LEFT LANE SIGNAL REMOVE

STOP HERE ON RED REMOVE

RIGHT LANE SIGNAL 127 R10-65R (2S)

STOP HERE ON RED 128 R10-6MOD (2S) ON SIGNAL POLE

RIGHT LANE SIGNAL REMOVE

STOP HERE ON RED REMOVE

129 W4-2R (2S)

REMOVE

SHEET 15 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:32 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

IH 94 EB OFF RAMP

149 REMOVE W12-1D 2' HEIGHT

151 REMOVE R1-2(2S)

150 REMOVE R1-1F(3) ON SIGNAL POLE

146 REMOVE R1-1F(3) REUSE POST

148 R6-2L (2S) ON SIGNAL POLE

147 R6-2R (2S) REMOVE

WRONG WAY ESTR ON SIGNAL 7+00 POLE

WRONG WAY ESTR

DO NOT ENTER

ONE WAY REMOVE

CTH T (GRANDVIEW BOULEVARD)

6+00 7+00 8+00 9+00 10+00 11+00 12+00

518

C.T.H. "T"

142 REMOVE R1-1F(3) ON SIGNAL POLE

37-F001

143 R1-2(2S) REMOVE

144 R5-1 (3) ON SIGNAL POLE REMOVE

IH 94 EB ON RAMP

145 R6-2L(2M) REMOVE

520

IH 94 EB

IH 94 WB

SHEET 16 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 163 E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:32 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

161 RAMP METERED WHEN FLASHING — W3-8 (3) ON FLASHING SIGNAL POLE
RAMP METERED WHEN FLASHING — REMOVE
IH 94 WB ON RAMP

160 YIELD — R1-2(2S)
REMOVE YIELD

158 WEST 94 — JV3-1 (2S)
REMOVE WEST 94

164 NO PARKING ANY TIME — R7-1D (2M)
REMOVE NO PARKING ANY TIME

163 ONE WAY — R6-2L (2M)
REMOVE ONE WAY

32-F001

CTH T (GRANDVIEW BOULEVARD)

C.T.H. "T" INL

12+00 13+00 14+00 15+00 16+00 17+00 18+00

154 ONE WAY — R6-2L(2M) ON SIGNAL POLE
REMOVE ONE WAY

WRONG WAY — ESTR

DO NOT ENTER
WRONG WAY — ESTR

155 STOP — R1-1F(3)
159 STOP — REMOVE

152 STOP — R1-1F(3) REUSE POST
REMOVE STOP

153 ONE WAY — R6-2R (2S) REUSE POST
REMOVE ONE WAY

156 W12-1D (2S) 2' HEIGHT
REMOVE

157 YIELD — R1-2(2S)
REMOVE YIELD

IH 94 WB OFF RAMP

SHEET 17 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING PLAN	SHEET 164	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:32 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

2

N

WRONG WAY
REMOVE
171
170
WRONG WAY
R5-1a (3)

ONLY ONLY ONLY
REMOVE
169
R3-8P
NO PARKING ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
346
MOVE

REMOVE
168
W3-3 (2S)

EXIT 293
REMOVE

EXIT
293
165
E5-1A (5)
166
W5-54(2M)
167
W5-54(2M)

EXIT 293
T
Waukesha
Pewaukee
REMOVE

322A
EXIT 293
T
Waukesha
Pewaukee
322
TYPE I ON EXISTING STEEL POSTS
E4-1A

IH 94 WB OFF RAMP TO CTH T

NE RAMP FROM STH 16

IH 94 WB

526 528 530 532 534 536 538 540

IH 94 EB

ONLY ONLY
172
R3-8P

ONLY ONLY ONLY
REMOVE

IH 94 EB ON RAMP FROM CTH T

EAST 94 MILE 291 .6 ESTR

WEST 94 MILE 293 .6 ESTR

321a
EXIT 294
NORTH SOUTH
164 J
Waukesha
Pewaukee
1 MILE
321
TYPE I SIGN SUPPORTS REUSE STEEL POSTS

EXIT 294
NORTH SOUTH
164 J
Waukesha
Pewaukee
1 MILE
REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

SHEET 18 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 165	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
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FOOD-EXIT 293
ESTR
TYPE I

S.T.H. 16
STH 16 WB

55 M.P.H.
REMOVE

W1-2R (5)
179 181
55 M.P.H.
180 182
W13-1 (5)

EXIT 293 C
REMOVE

EXIT 293 C
176
E5-1A (5)
177 178
W5-54(2S) W5-54(2S)

WEST 94 MILE 294 0
ESTR

I-94
IH 94 WB
IH 94 EB

540 542 544 546 548 550 552 554

EAST 94
173
J4-1 (5)
EAST 94
REMOVE

EAST 94 MILE 293 .8
ESTR

WEST 94 MILE 293 .8
ESTR

SPEED LIMIT 70
ESTR

LODGING-EXIT 294
ESTR
TYPE I

STH 16 EB
S.T.H. 16

EAST 94 MILE 294 0
ESTR

174
W4-3R (5)
REMOVE

VMS
ESTR
ON SIGN
BRIDGE

SHEET 19 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:33 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

EXIT 293
T
Waukesha
Pewaukee
½ MILE
REMOVE

E1-5P
EXIT 293
329a
T
Waukesha
Pewaukee
½ MILE
329
E6-51
TYPE I
ON SIGN BRIDGE

E1-5P
330A
EXIT 293 C
16 WEST
Pewaukee
330
EXIT ONLY
E6-51 (MOD)
TYPE I
ON SIGN BRIDGE

EXIT 293 C
16 WEST
Pewaukee
REMOVE

T ½
G 2
SS 3
REMOVE

T ½
G 2
SS 3
324
E8-1
TYPE I ON BUTTERFLY
SIGN BRIDGE

N

Hwy JJ
REMOVE
Hwy JJ
185
MI-94 (3)
ON BRIDGE

ALTERNATE WEST 94
186
JV3-1 (5)

ALTERNATE WEST 94
REMOVE

WEST 94
MILE 294 0.2
ESTR

IH 94 WB

CTH JJ

S-67-19

S-67-204

556 558 560 562 564 566 568 570

IH 94 EB

S-67-31

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

164 NORTH ½
F 1 ½
18 JJ 3 ½
323
E8-1
TYPE I ON BUTTERFLY
SIGN BRIDGE

164 NORTH ½
F 1 ½
18 JJ 3 ½
REMOVE

EAST 94
MILE 294 .2
ESTR

GAS-EXIT 294
FOOD-EXIT 294
ESTR

EXIT 294
NORTH SOUTH
164 J
Waukesha
Pewaukee
EXIT ONLY
REMOVE

E1-5P
325A
EXIT 294
NORTH SOUTH
164 J
325
Waukesha
Pewaukee
EXIT ONLY
E6-51
TYPE I
ON SIGN BRIDGE

183
EAST 94
J4-1 (5)
MOUNTED ON
SIGN BRIDGE
COLUMNS

EAST 94
REMOVE

Hwy JJ
184
MI-94 (3)
ON BRIDGE

Hwy JJ
REMOVE

SHEET 20 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:34 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

2

N

EXIT 293
T
Waukesha
Pewaukee
¾ MILE
REMOVE

E1-5P
EXIT 293 C
328A
16 WEST
Pewaukee
¼ MILE
328
EXIT ONLY
E6-1
TYPE I
ON SIGN BRIDGE

EXIT 293 C
16 WEST
Pewaukee
EXIT ONLY
REMOVE

E1-5P
EXIT 293
327A
T
Waukesha
Pewaukee
¾ MILE
327
E6-51
TYPE I
ON SIGN BRIDGE

326
REMOVE
ON SIGN BRIDGE

SPEED LIMIT 70
ESTR

WEST 94
REMOVE
WEST 189
94
J4-1 (5)

Waukesha Co
Tech College
Univ of Wisconsin
Waukesha Co.
EXIT 294
ESTR
TYPE 1

WEST 94
MILE 294 .6
ESTR
ON SIGN
BRIDGE PIER

I-94

S-67-29

IH 94 WB

570 572 574 576 578 580 582 584

IH 94 EB

S-67-32

EAST 94
MILE 294 .6
ESTR
ON SIGN
BRIDGE PIER

E1-5P
EXIT 294
331A
NORTH SOUTH
164 J
Waukesha
Pewaukee
EXIT ONLY
331
E6-5
TYPE I
ON SIGN BRIDGE

EAST 94
MILE 294 .4
ESTR

WEST 94
MILE 294 .4
ESTR

Waukesha Co
Airport
Expo Center
EXIT 294
ESTR
TYPE I

187 188
R3-4B (5)
REMOVE

335
EAST 94 164 SOUTH
E6-51
TYPE I
ON SIGN BRIDGE

E. ST 94 164 SOUTH
REMOVE

EXIT 294
NORTH SOUTH
164 J
Waukesha
Pewaukee
EXIT ONLY
REMOVE

CTH JJ

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
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SHEET 21 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET	E

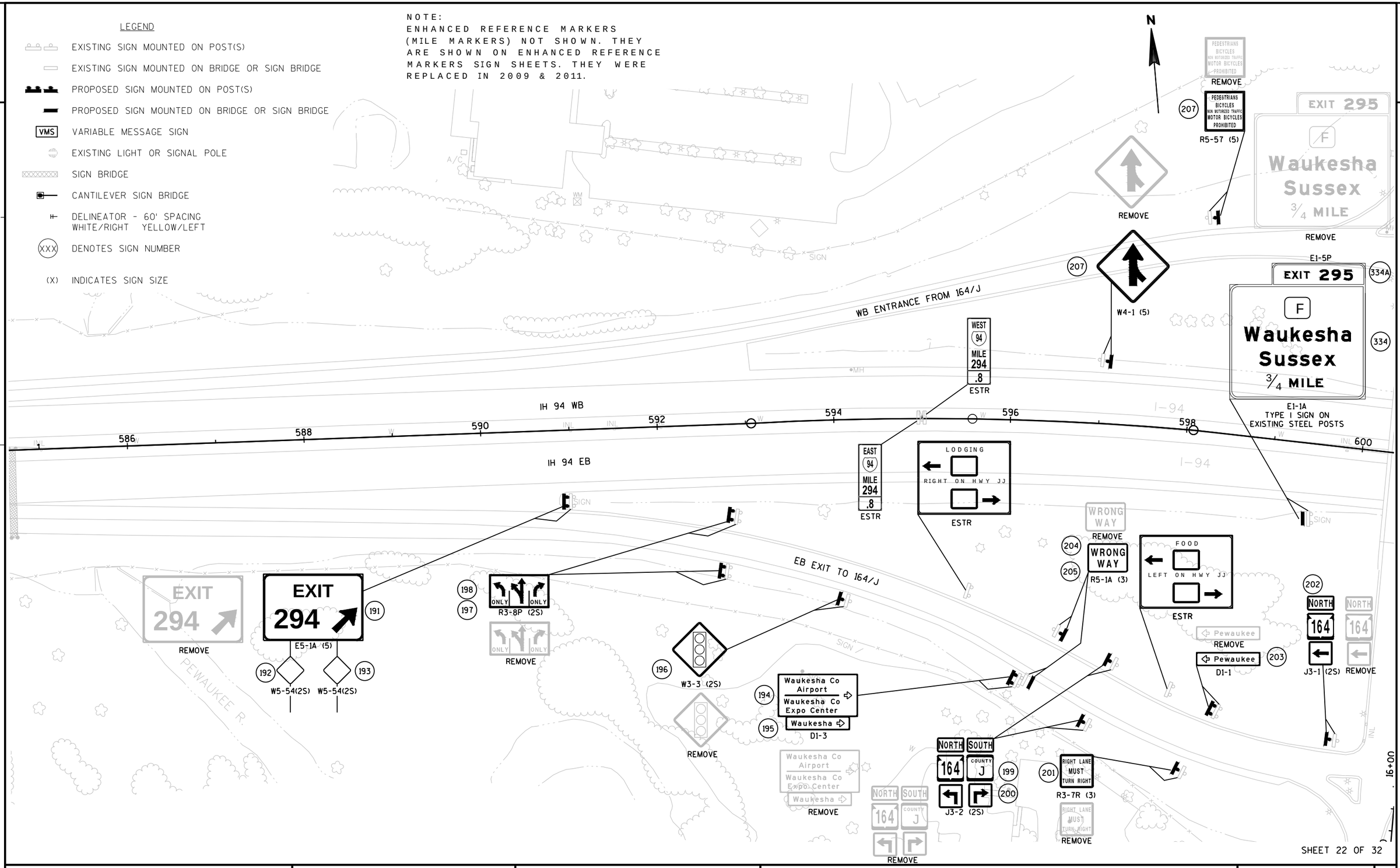
FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:34 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

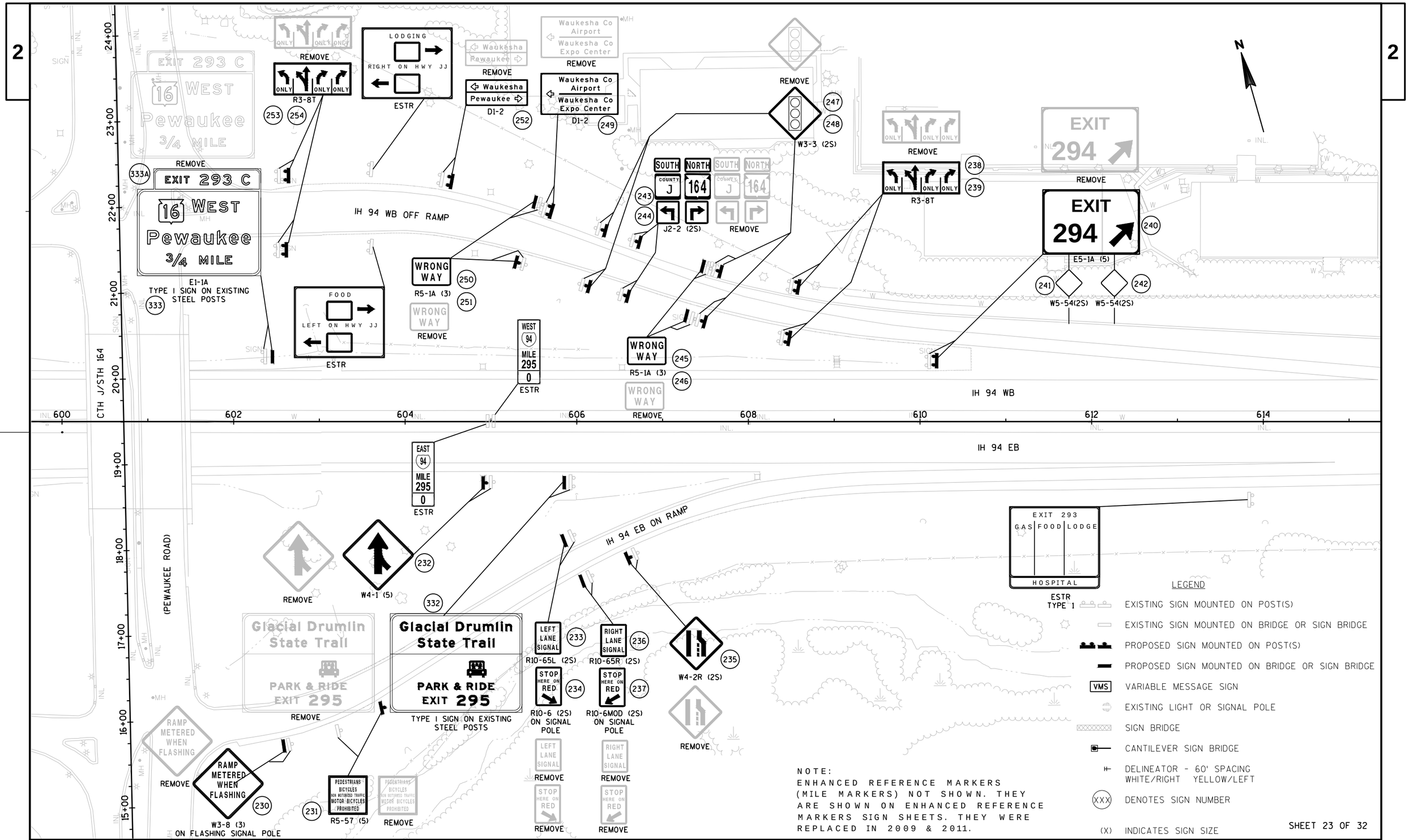
NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



SHEET 22 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:34 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42



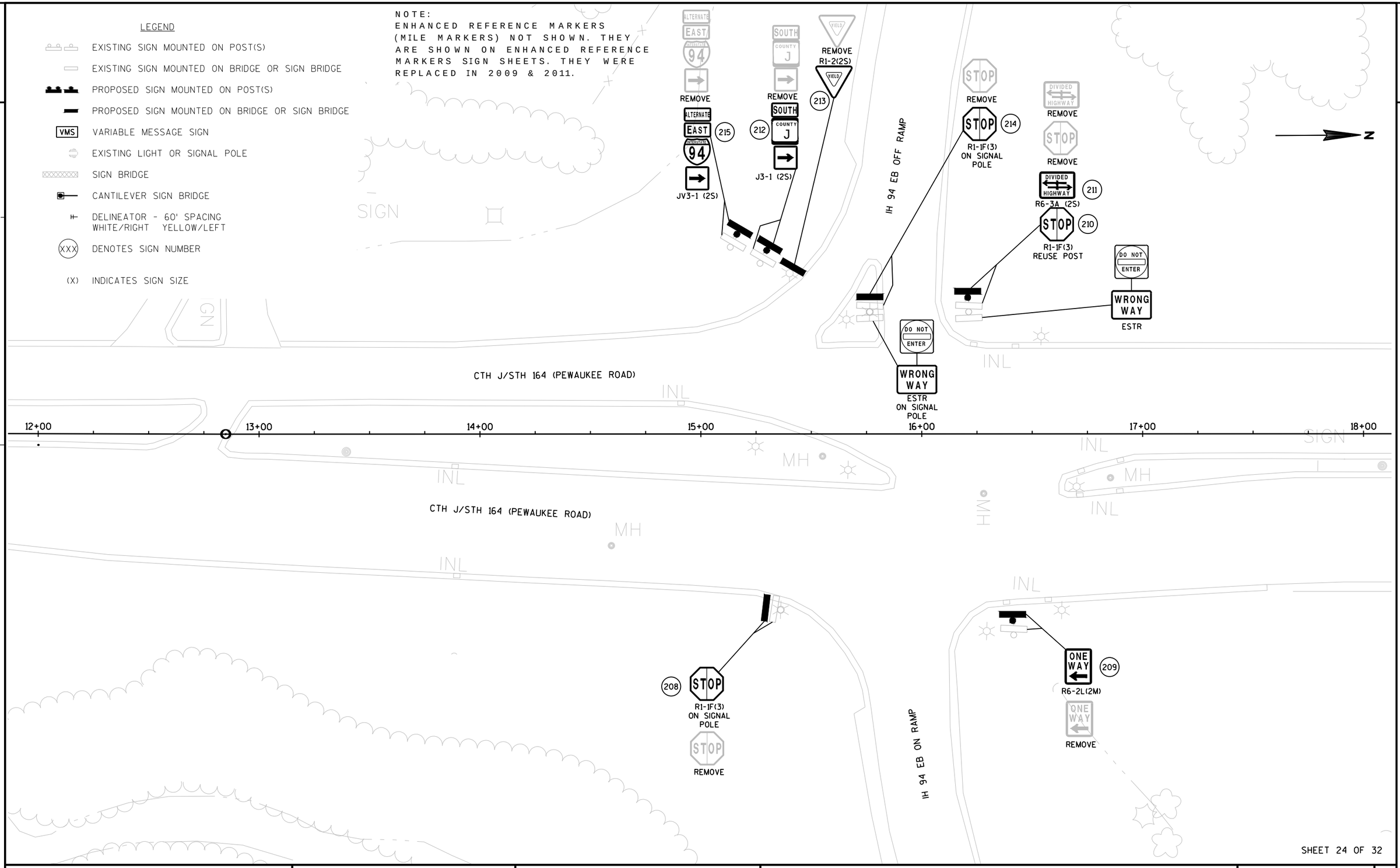
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 170	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



SHEET 24 OF 32

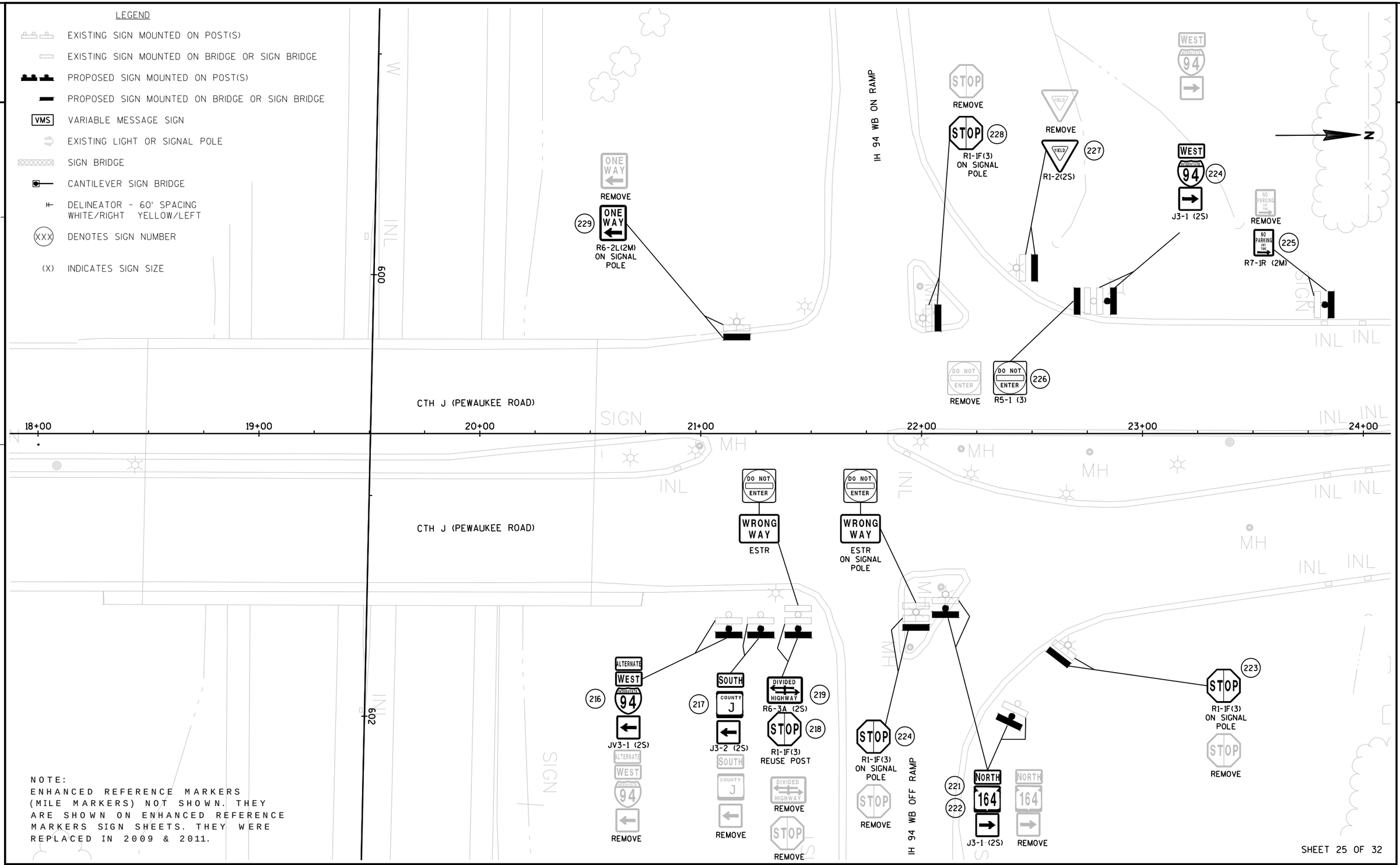
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:35 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE



NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

SHEET 25 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING PLAN	SHEET 172	E

EXIT 294
NORTH SOUTH
164 J
Waukesha
Pewaukee
REMOVE

E1-5P
EXIT 294
340A
NORTH SOUTH
164 J
Waukesha
Pewaukee
340
E1-1A
TYPE I SIGN ON EXISTING STEEL POSTS

164 NORTH 1/4
16 1 1/4
T 2
REMOVE

164 NORTH 1/4
16 1 1/4
T 2
338
E8-1
TYPE I ON SIGN BRIDGE

SPEED LIMIT 70
ESTR

WEST 94 MILE 295 .2
ESTR

WEST 94 MILE 295 .4
ESTR

WEST NORTH
INTERSTATE 94 164
REMOVE

WEST NORTH
258 INTERSTATE 94 164
J4-2 (5)

S-67-203
IH 94 WB
IH 94 EB

616 618 620 622 624 626 628 630

I-94

EAST 94 MILE 295 .2
ESTR

EAST SOUTH
255 INTERSTATE 94 164
J4-2 (5)

EAST SOUTH
INTERSTATE 94 164
REMOVE

Waukesha County Museum
Carroll Univ
EXIT 295
ESTR
TYPE I

F 18 164 JJ 2 1/4 Moorland Rd 5 1/2
339
E8-1
TYPE I ON SIGN BRIDGE

SPEED LIMIT 70
ESTR

EAST 94 MILE 295 .4
ESTR

EMERGENCY STOPPING ONLY
257
R8-7 (5)

EMERGENCY STOPPING ONLY
REMOVE

F 18 164 JJ 2 1/4 Moorland Rd 5 1/2
REMOVE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

SHEET 26 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:36 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

EXIT 294
FOOD LODGING
GAS
ESTR
TPYE I

WEST
94
MILE
295
.6
ESTR

Waukesha County Airport
Expo Center
EXIT 294
ESTR
TYPE 1 SIGN

IH 94 WB ON RAMP

IH 94 WB

IH 94 EB

630 632 634 636 638 640 642 644

E1-5P
EXIT 295
F
Waukesha
Sussex
336A
336
E1-1A
TYPE I SIGN ON
EXISTING STEEL POST

EAST
94
MILE
295
.6
ESTR

EXIT 295
F
Waukesha
Sussex
REMOVE

IH 94 EB OFF RAMP

EXIT
295
260
E5-1A (5)
261 W5-54(2S)
262 W5-54(2S)

EXIT
295
REMOVE

263 W3-3 (2S)
REMOVE

TO NORTH SOUTH
74 COUNTY F COUNTY F
264
265
J2-3 (2S)

PARK & RIDE
266
D4-2R (2S)

REMOVE
ONLY ONLY
267
R3-8P (2S)

268
R3-8P (2S)

REMOVE
NO PARKING ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
ESTR

270
WRONG WAY
269
R5-1A (3)
REMOVE

SHEET 27 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 174	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:37 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

REMOVE

W4-1 (5) 302

REMOVE

R5-57 (5) 301

REMOVE

R1-2(2S) 300

IH 94 WB ON RAMP

EXIT 294
NORTH SOUTH
164 J
Waukesha
Pewaukee
1/2 MILE

REMOVE

341A E1-5P

EXIT 294
NORTH SOUTH
164 J
Waukesha
Pewaukee
1/2 MILE

E1-1A
341 TYPE I SIGN ON EXISTING STEEL POSTS

19+00
18+00
17+00
16+00
15+00

REMOVE

NORTH TO COUNTY F 74

REMOVE

NORTH TO COUNTY F 74 298

J3-2 (2S)

REMOVE

W12-1D
2' HEIGHT 299

SOUTH COUNTY F

REMOVE

SOUTH COUNTY F 297

J3-1 (2S)

ALTERNATE WEST INTERSTATE 94 296

JV2-1 (2S)

ALTERNATE WEST INTERSTATE 94

REMOVE

Waukesha
Sussex

REMOVE

Waukesha
Sussex 295

D1-2

SOUTH NORTH TO COUNTY F COUNTY F 74 294

J2-3 (2S)

SOUTH NORTH TO COUNTY F COUNTY F 74

REMOVE

293

R3-8T (2S)

NO PARKING ON RAMP

ESTR

REMOVE

REMOVE

W3-3 (2S) 292

EXIT 295

REMOVE

EXIT 295 289

E5-1A (5)

291 W5-54(2S)

290 W5-54(2S)

Glacial Drumlin State Trail

ESTR

WRONG WAY

R5-1A (3) 287

288

WRONG WAY

REMOVE

IH 94 WB OFF RAMP

Waukesha Co Museum
Carroll Univ

ESTR

286

PARK & RIDE

D4-2L (2S)

PARK & RIDE

REMOVE

GAS
FOOD
LODGING

ESTR

285

R3-8T (2S)

REMOVE

IH 94 WB

646 648 650 652 654 656 658 660

I-94

IH 94 EB

EAST 94 MILE 295 .8

ESTR

WEST 94 MILE 295 .8

ESTR

GAS
FOOD
LODGING

ESTR

SOUTH NORTH COUNTY F COUNTY F

REMOVE

NORTH COUNTY F 274

J3-1 (2S)

TRAVEL INFO CALL 511

ESTR

Waukesha Co Museum
Carroll Univ

ESTR

Glacial Drumlin State Trail

ESTR

D9-2 (2S)

M6-1 (2S)

H 272

JH13-1

H

ESTR

273 SOUTH COUNTY F

J3-1 (2S)

IH 94 EB OFF RAMP

RAMP METERED WHEN FLASHING

REMOVE

14+00
13+00
12+00
11+00
10+00

C TH F (REDFORD BOULEVARD)

REMOVE

277 W4-1 (5)

RAMP METERED WHEN FLASHING

275 276

W3-8 (3)
ON FLASHING SIGNAL POLE

278 R1-2(2S)

REMOVE

IH 94 EB ON RAMP

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED 283

R5-57 (5)
ON LIGHT POLE

REMOVE

LEFT LANE SIGNAL 281

R10-65L (2S)

STOP HERE ON RED 282

R10-6 (2S)
ON SIGNAL POLE

LEFT LANE SIGNAL

REMOVE

STOP HERE ON RED

REMOVE

RIGHT LANE SIGNAL 280

R10-65R (2S)

STOP HERE ON RED 279

R10-6MOD (2S)
ON SIGNAL POLE

RIGHT LANE SIGNAL

REMOVE

STOP HERE ON RED

REMOVE

284 W4-2R (2S)

REMOVE

EAST 94 MILE 296 0

ESTR

WEST 94 MILE 296 0

ESTR

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

SHEET 28 OF 32

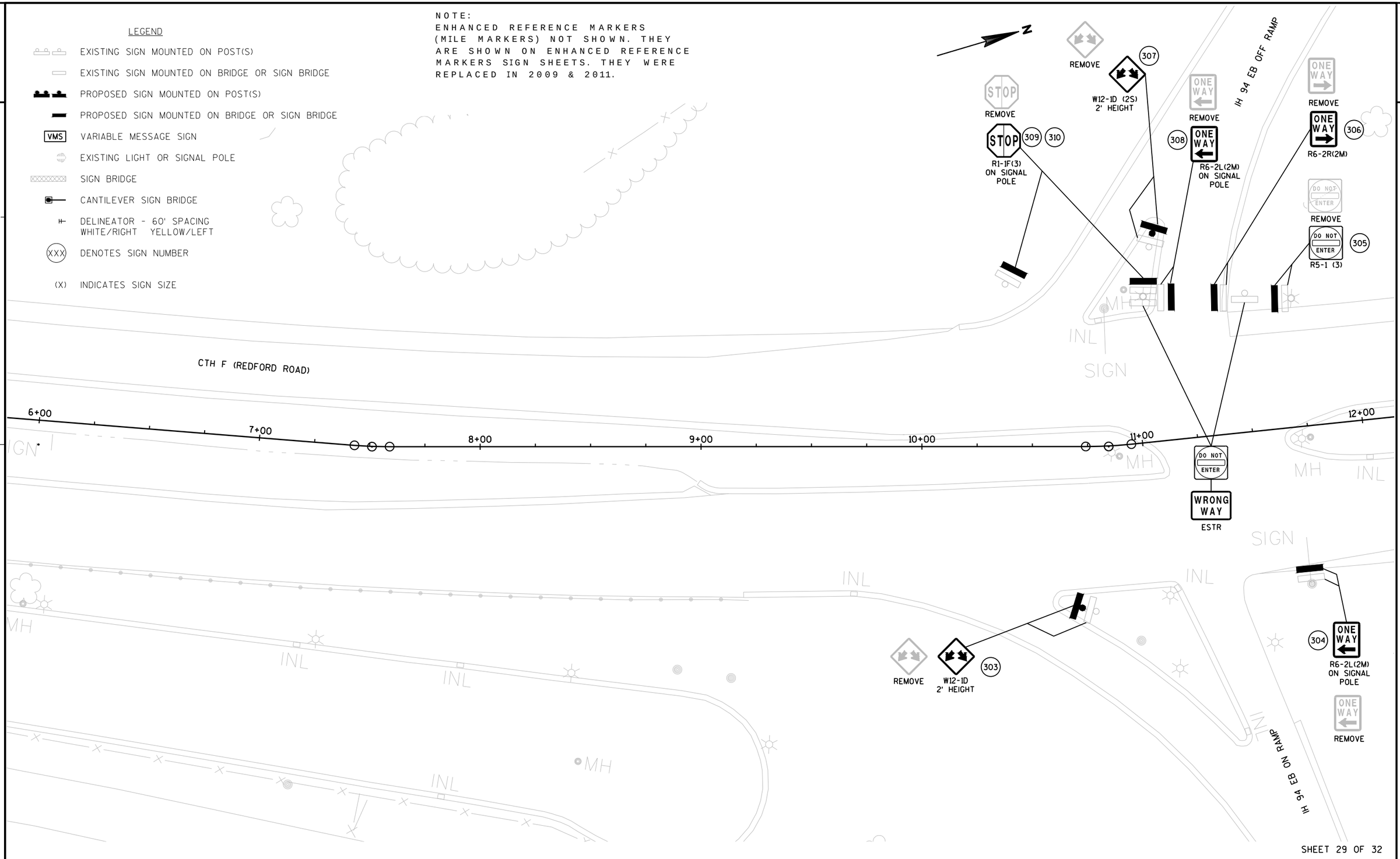
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 175	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



SHEET 29 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 176	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:37 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 40'

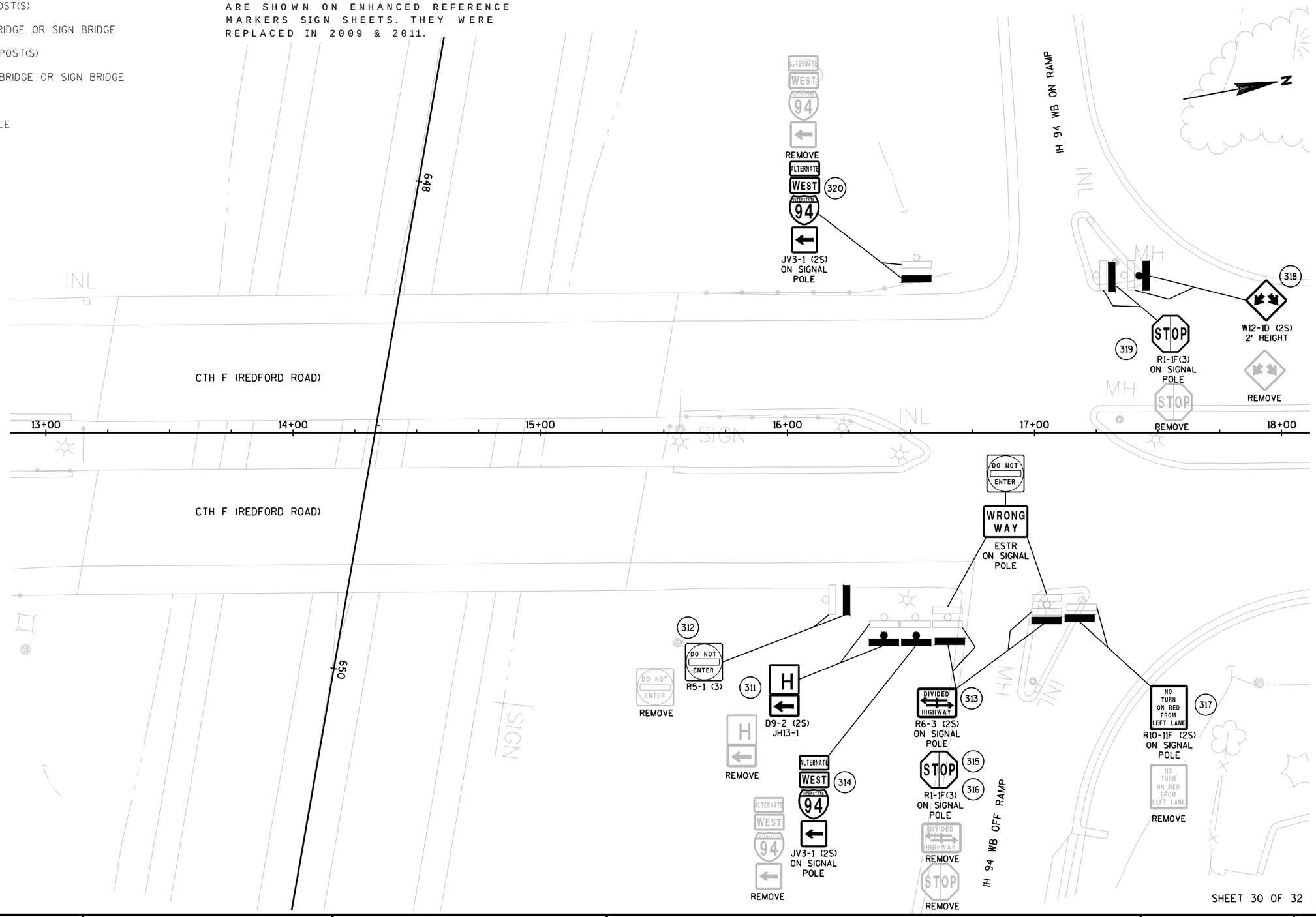
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

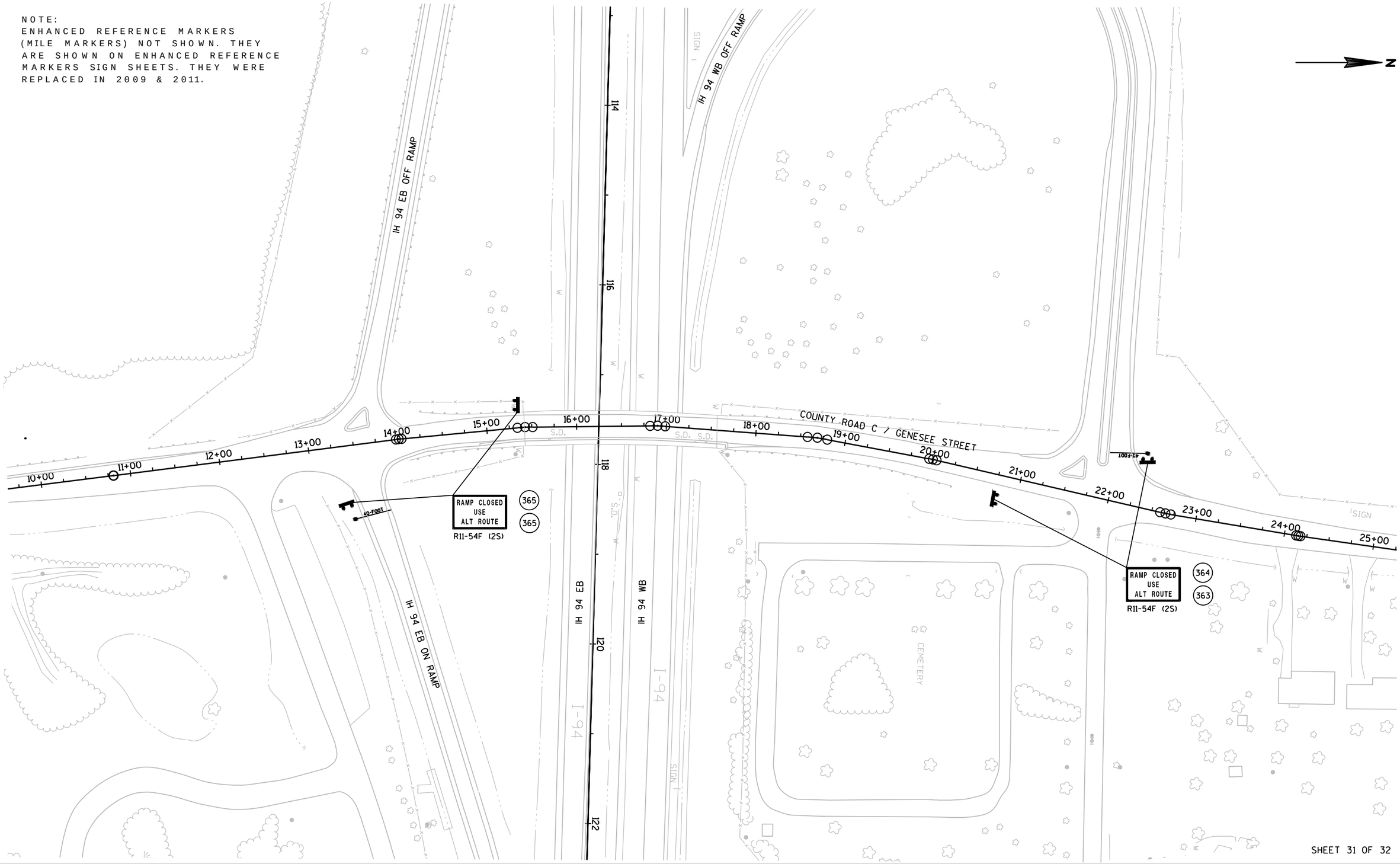


SHEET 30 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 177	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023201_PS.DWG PLOT DATE : 6/29/2015 1:38 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1" = 40'

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.



SHEET 31 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 178	E

2

2

NOTE:
ENHANCED REFERENCE MARKERS (MILE MARKERS) NOT SHOWN. THEY ARE SHOWN ON ENHANCED REFERENCE MARKERS SIGN SHEETS. THEY WERE REPLACED IN 2009 & 2011.

N

IH 94 WB ON RAMP

17+00

RAMP CLOSED USE ALT ROUTE
R11-54F (2S)
371

I- 94 IH 94 WB

I- 94 IH 94 EB

IH 94 EB OFF RAMP

196 198 200 202 204 206 208 210

15+00 14+00 13+00 12+00 11+00 10+00 9+00 8+00 7+00 +00

(SB)

RAMP CLOSED USE ALT ROUTE
R11-54F (2S) ON LIGHT POLE
370
369

IH 94 WB OFF RAMP

(NB)

STH 83

IH 94 EB ON RAMP

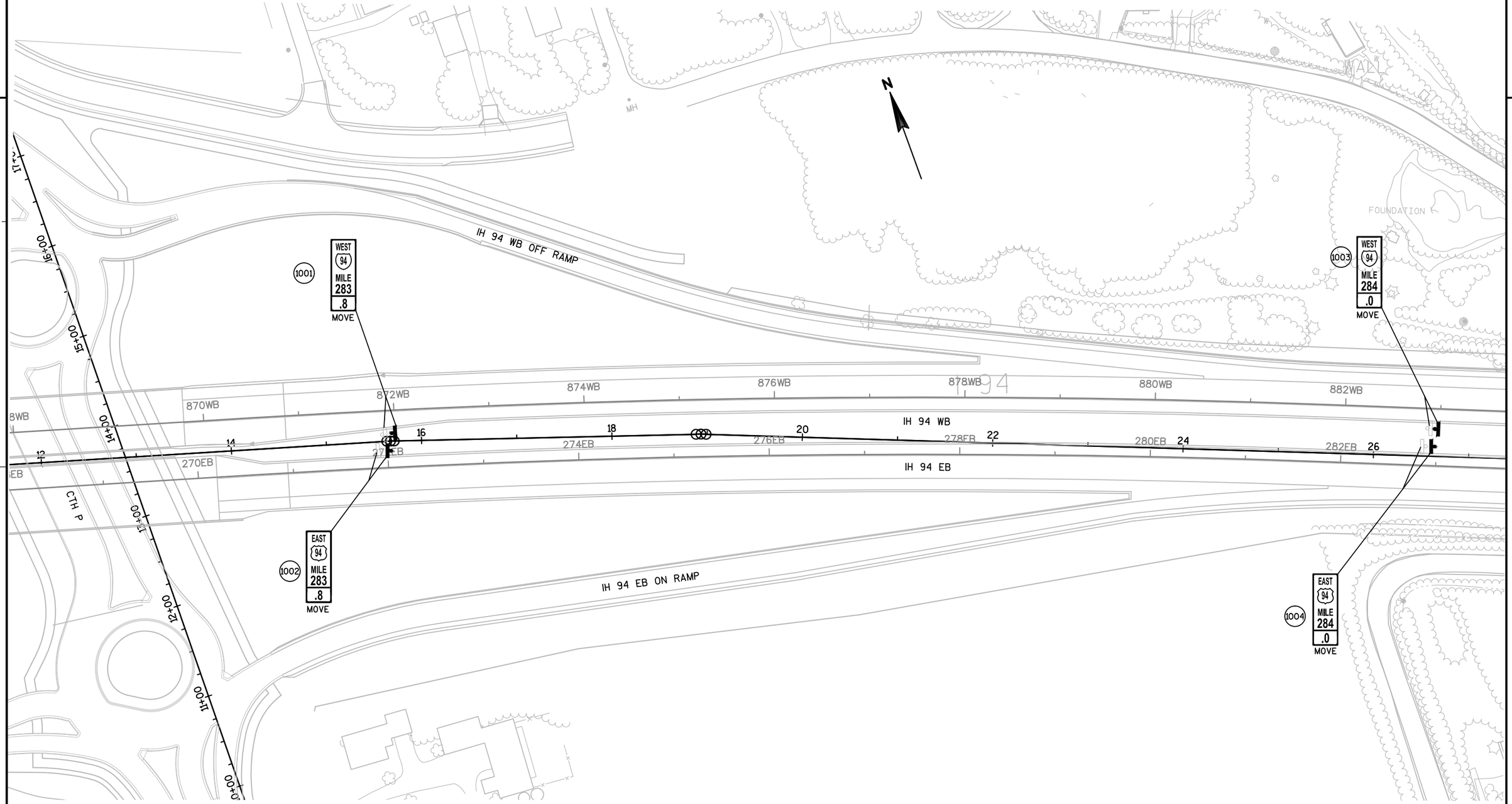
10+50

RAMP CLOSED USE ALT ROUTE
R11-54F (2S)
367
368

SHEET 32 OF 32

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 179	E

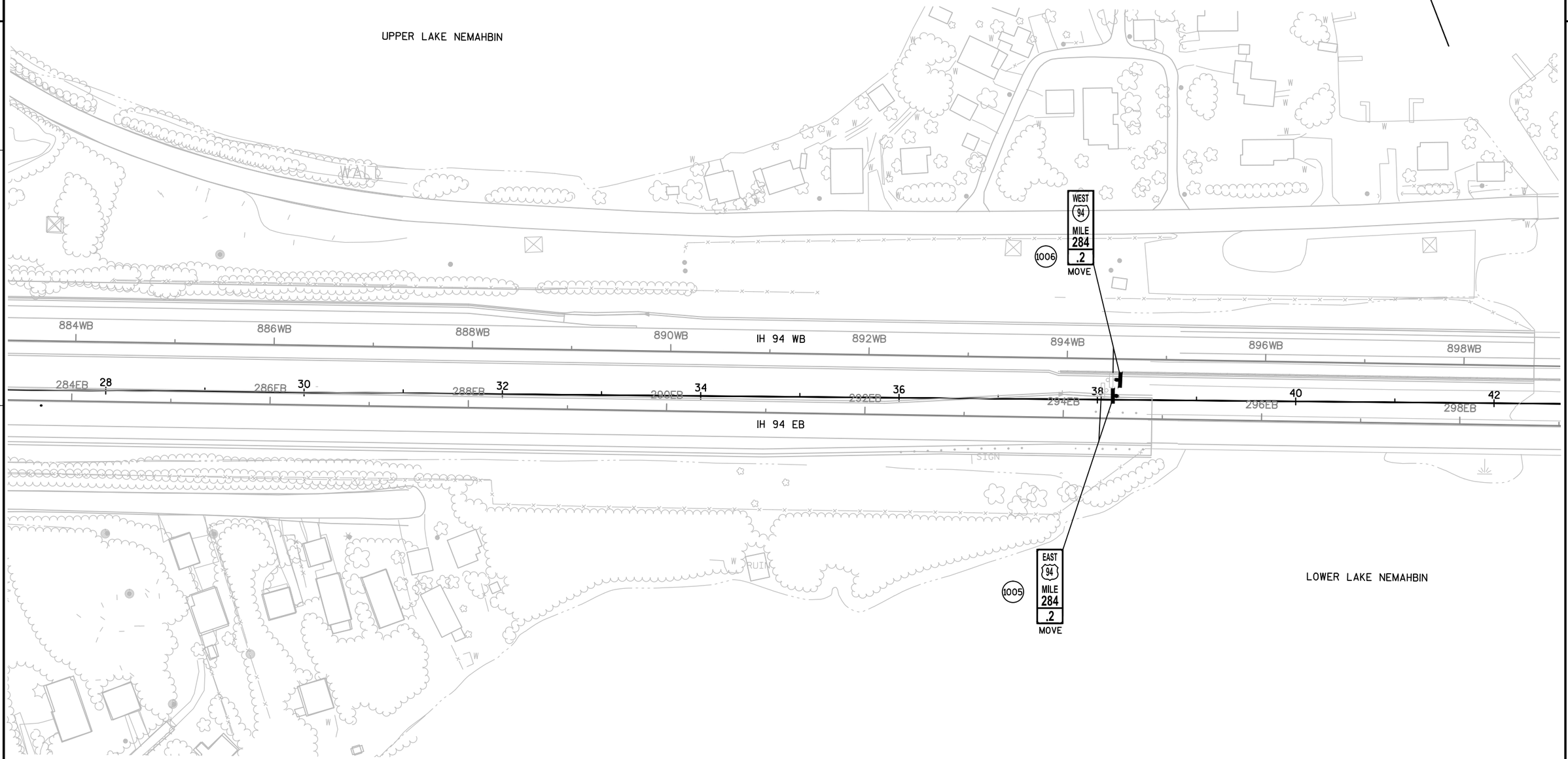
2



SHEET 1 OF 7

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING - ENHANCED REFERENCE MARKERS	SHEET 180	E

2



SHEET 2 OF 7

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING - ENHANCED REFERENCE MARKERS	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023251_PS.DWG PLOT DATE : 3/31/2015 9:27 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

N

WATERVILLE ROAD

WEST 94 MILE 284 .6 MOVE

1008

EAST 94 MILE 284 .6 MOVE

1007

S.T.H. 94

906WB 908WB 910WB IH 94 WB 912WB 914WB 916WB 918WB 920WB

50 52 54 56 58 60 62

306EB 308EB 310EB 312EB 314EB 316EB 318EB 320EB

IH 94 EB

UNDER CONSTRUCTION

SB

S.T.H. 94

S.D.

SIGN

910

WATERVILLE

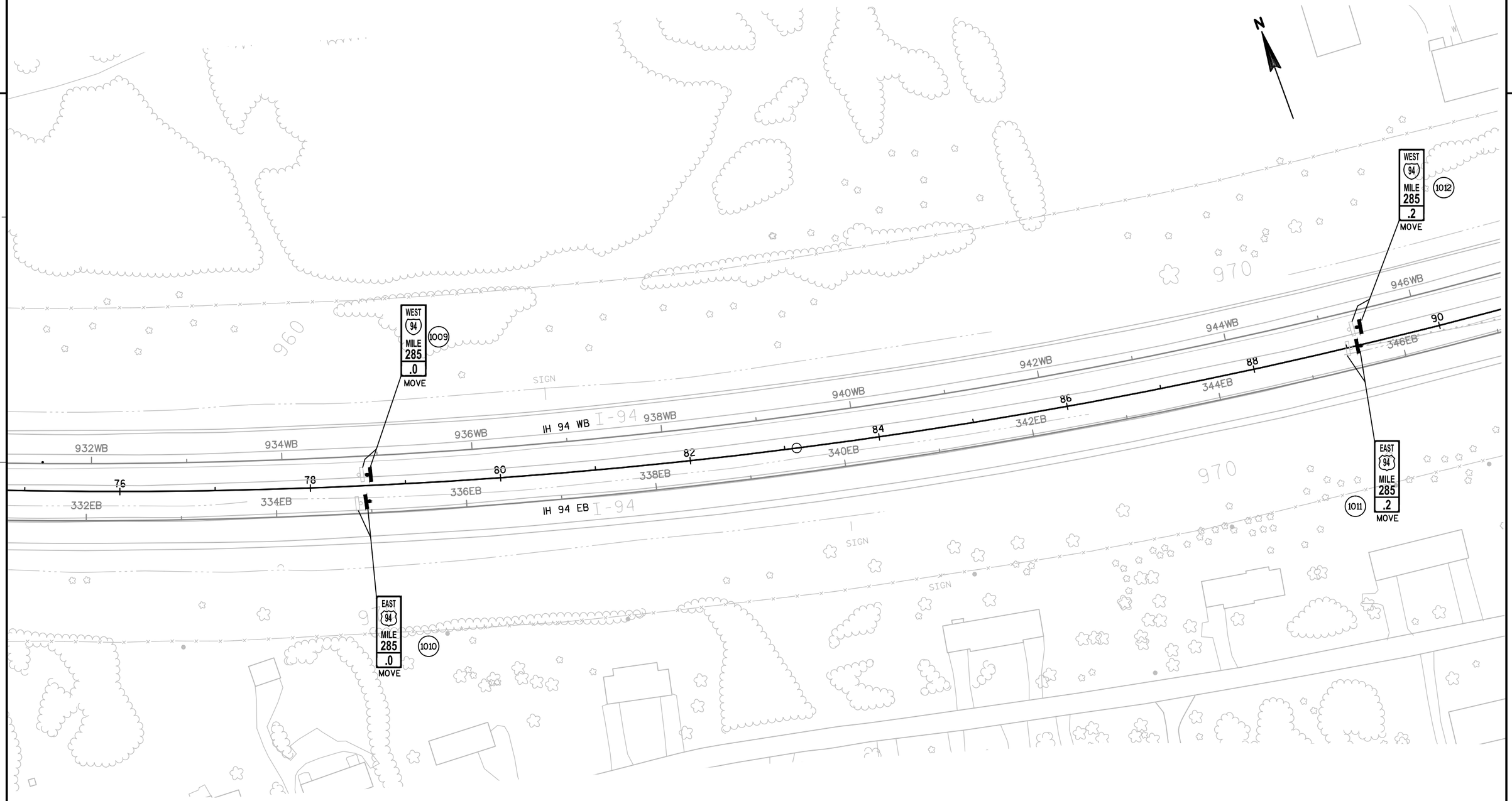
SHEET 3 OF 7

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING - ENHANCED REFERENCE MARKERS	SHEET 182	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023251_PS.DWG PLOT DATE : 3/31/2015 9:27 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2



SHEET 4 OF 7

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING - ENHANCED REFERENCE MARKERS	SHEET 183	E

2

2

N

WEST 94 MILE 285 .4 MOVE (1014)

WEST 94 MILE 285 .6 MOVE (1016)

2WB 954WB 956WB 958WB IH 94 WB 960WB 962WB 964WB 966WB

96 354EB 98 356EB 100 358EB 102 S.D. 360EB 104 362EB 106 364EB 108 S.D. 366EB 110

IH 94 EB

SIGN

IH 94 EB OFF RAMP

RUIN

EAST 94 MILE 285 .4 MOVE (1013)

EAST 94 MILE 285 .6 MOVE (1015)

SHEET 5 OF 7

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING - ENHANCED REFERENCE MARKERS	SHEET 184	E

2

N

IH 94 WB ON RAMP

IH 94 WB OFF RAMP

IH 94 EB OFF RAMP

IH 94 EB ON RAMP

STH 83

WEST 94 MILE 287 .2 MOVE 1018

WEST 94 MILE 287 .4 MOVE 1020

EAST 94 MILE 287 .2 MOVE 1017

EAST 94 MILE 287 .4 MOVE 1019

46WB 1048WB 1050WB 1052WB 1054WB IH 94 WB I- 94 1056WB 1058WB 1060WB

190 192 194 196 198 200 202 204

448EB 450EB 452EB 454EB 456EB 458EB 460EB

IH 94 EB I- 94

5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00

FILLER CAPS

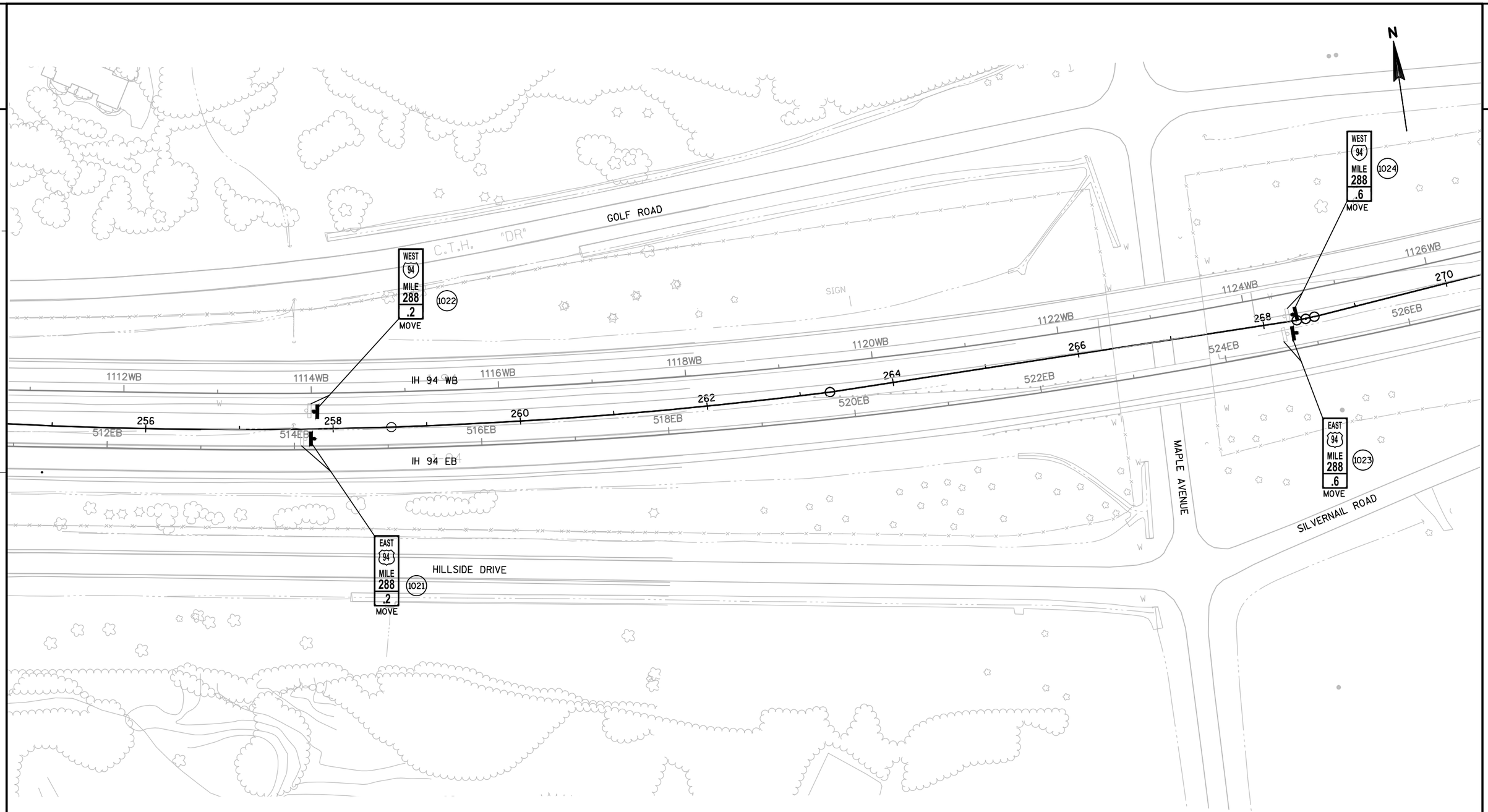
PHONE

SHEET 6 OF 7

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING - ENHANCED REFERENCE MARKERS	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\10604400\023251_PS.DWG PLOT DATE : 3/31/2015 9:27 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF

2



SHEET 7 OF 7

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PERMANENT SIGNING - ENHANCED REFERENCE MARKERS	SHEET 186	E

2

FREEWAY LIGHTING SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTIONS 652 TO 657 AND 659 EXCEPT:

1. DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

2. LOCATIONS OF THE PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. HOWEVER, UNDER THE APPROVAL OF THE ENGINEER.
APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED TO ILLUSTRATE AS BUILT CONDITIONS.

3. THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

4. ALL OPEN AND UN-TERMINATED CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATELY AFTER INSTALLATION.

5. BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

6. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

7. PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND BE CAPPED WITH THE APPROPRIATE CAST PLASTIC CAP WHICH FITS SNUGGLY ON THE CONDUIT, BUT EASILY REMOVED IN THE FUTURE. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.

8. CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX-OR-BASE TO BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.

9. PULL ROPE (3/8-INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUITS.

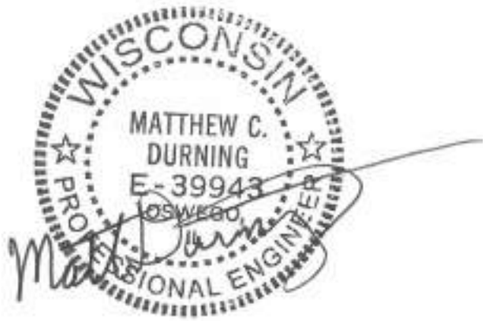
10. CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS (.PDF FORMAT) FOR ALL THE WORK BEING DONE.

11. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION.
CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ROADWAY CONSTRUCTION FOR CONDUIT LATERALS INSTALLATION.

12. PROVIDE 3 INCH PVC CONDUIT ELBOWS IN ALL GROUND MOUNTED CONCRETE BASES WHERE CABLE IN DUCT IS ENTERING AND LEAVING THE BASE. THIS WORK IS INCIDENTAL TO THE CONCRETE BASES PAY ITEMS.

13. PROVIDE MINIMUM CABLE SLACK AS MENTIONED BELOW:

PULL BOXES:	10-FT
POLE BASES:	5-FT ONE WAY IN OR OUT
DISTRIBUTION CENTER/LOAD CENTER:	10-FT



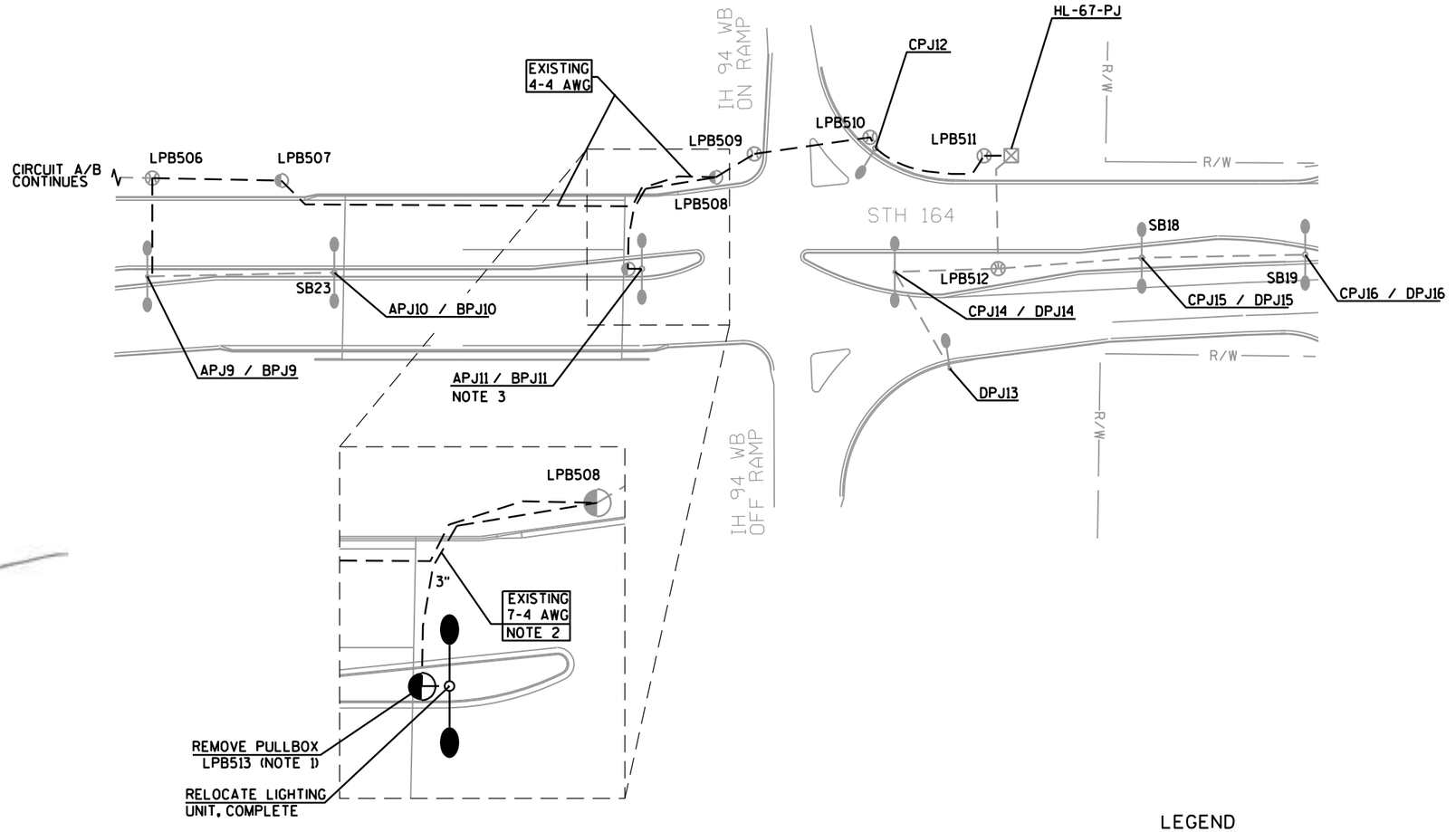
2

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM OLD SOURCE.

HL-67-PJ	
A,C	RED
B,D	BLACK
240/480 VAC 3 WIRE ISOLATED NEUTRAL	

N



WISCONSIN
MATTHEW C. DURNING
E-39943
OSHKOSH
PROFESSIONAL ENGINEER

NOTES:

1. PULLBOX LPB513 DOES NOT APPEAR IN RECORD DRAWINGS; LPB NUMBER HAS BEEN ASSIGNED FOR CONVENIENCE ON THIS PROJECT.
2. CONDUCTOR REMOVAL AND INSTALLATION MUST OCCUR DURING THE DAYLIGHT HOURS OF A SINGLE DAY.
3. RECORD DRAWINGS NOT CONCLUSIVE AS TO EXISTING LIGHTING UNIT CONSTRUCTION; CONTRACTOR MUST INVESTIGATE IN FIELD BEFORE CONSTRUCTING NEW POLE FOUNDATION.

LEGEND

⊗	PULLBOX 24" x 42"	⊠	DISTRIBUTION CENTER
◐	PULLBOX 24" x 36"	▭	JUNCTION BOX
EOP	EDGE OF PAVEMENT	- - — - —	CID (CABLE IN DUCT)
BOC	BACK OF CURB	- — — —	CONDUIT - 2" UNLESS OTHERWISE SHOWN
C.I.M.	CENTER IN MEDIAN	—— OH ——	OVER HEAD UTILITY
B.O.S.	BACK OF SIDEWALK	•—●	LIGHT POLE, ARM MOUNTED LUMINAIRE
		⇒	CONDUIT STUBOUT

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	LIGHTING REMOVAL PLAN	SHEET 188	E

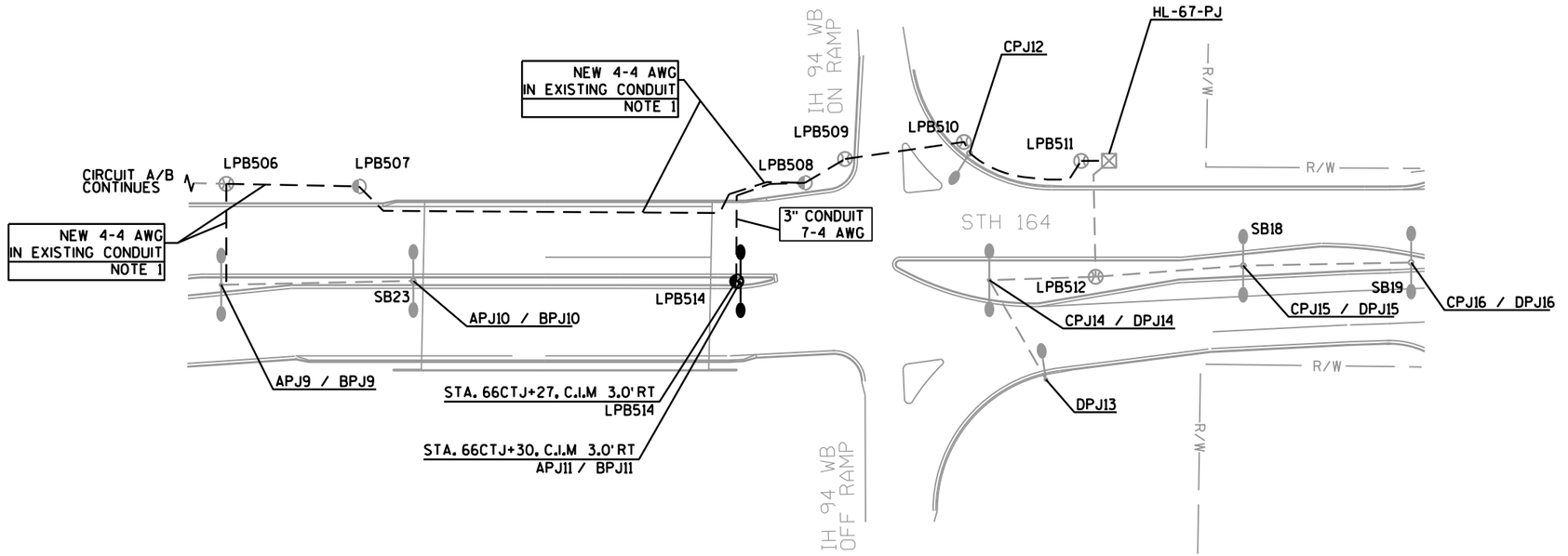
2

CAUTION

THE CONTRACTOR IS RESPONSIBLE FOR NOT BACK-FEEDING CIRCUITS PRIOR TO DISCONNECTING ANY BRANCH CIRCUITS FROM OLD SOURCE.

HL-67-PJ	
A,C	RED
B,D	BLACK
240/480 VAC 3 WIRE ISOLATED NEUTRAL	

N



NOTES:

1. CONDUCTOR REMOVAL AND INSTALLATION MUST OCCUR DURING THE DAYLIGHT HOURS OF A SINGLE DAY.
2. CORE DRILL INTO LPB508 FOR NEW CONDUIT PENETRATION; SEAL OPENING OF ABANDONED CONDUIT AFTER RELOCATED POLE IS PUT INTO SERVICE (SEALING IS INCIDENTAL).

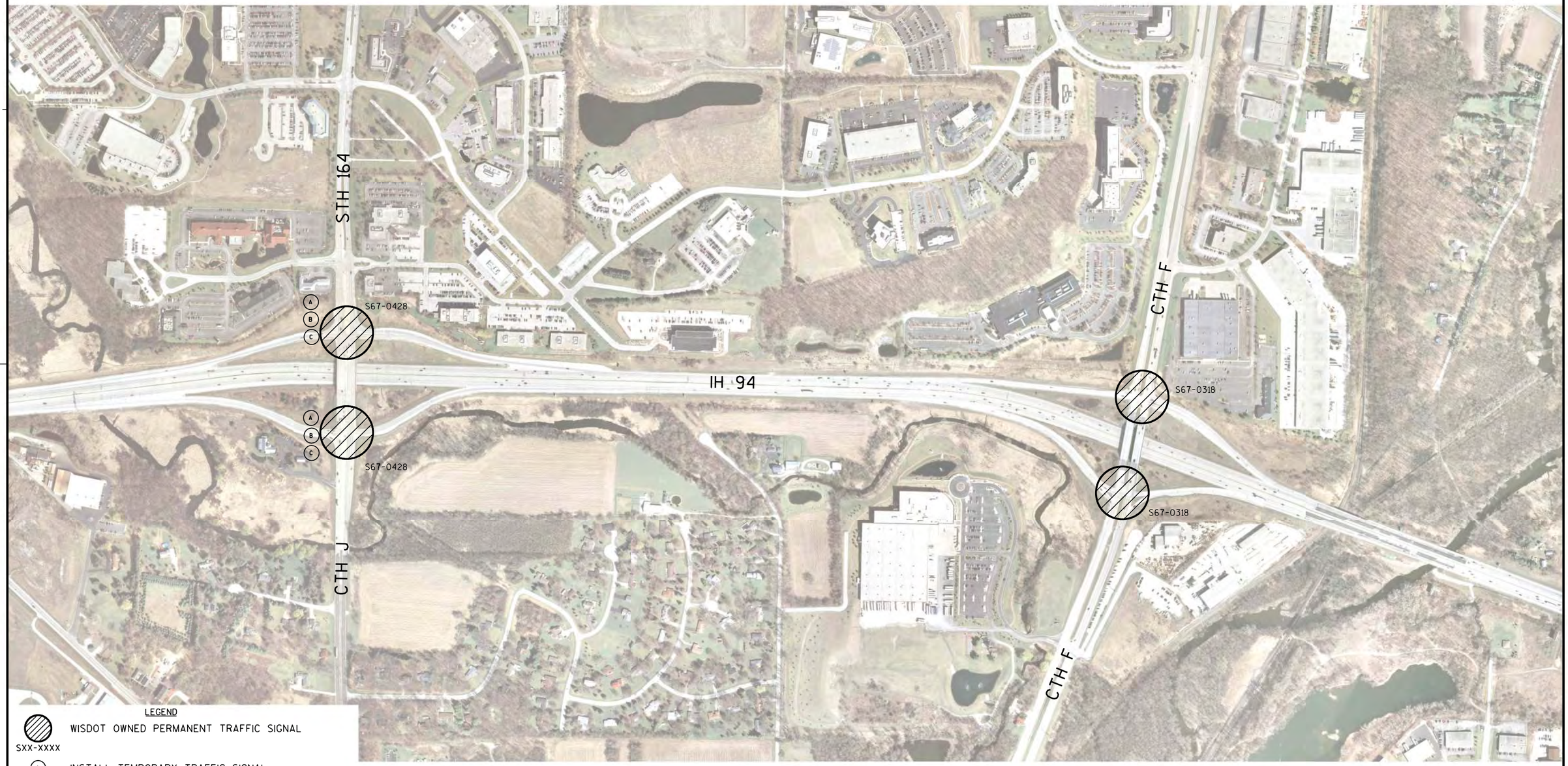
LEGEND

⊗	PULLBOX 24" x 42"	⊠	DISTRIBUTION CENTER
◐	PULLBOX 24" x 36"	▭	JUNCTION BOX
EOP	EDGE OF PAVEMENT	- - — - —	CID (CABLE IN DUCT)
BOC	BACK OF CURB	- — — —	CONDUIT - 2" UNLESS OTHERWISE SHOWN
C.I.M.	CENTER IN MEDIAN	—— OH ——	OVER HEAD UTILITY
B.O.S.	BACK OF SIDEWALK	•—●	LIGHT POLE, ARM MOUNTED LUMINAIRE
		⇒	CONDUIT STUBOUT

2

2

N



LEGEND

S67-0428 — WISDOT OWNED PERMANENT TRAFFIC SIGNAL

SXX-XXXX

(A) INSTALL TEMPORARY TRAFFIC SIGNAL

(B) REMOVE TEMPORARY TRAFFIC SIGNAL UPON 1060-44-70 PROJECT COMPLETION

(C) COVER EXISTING PERMANENT TRAFFIC SIGNAL HEADS

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PROJECT OVERVIEW	SHEET	E

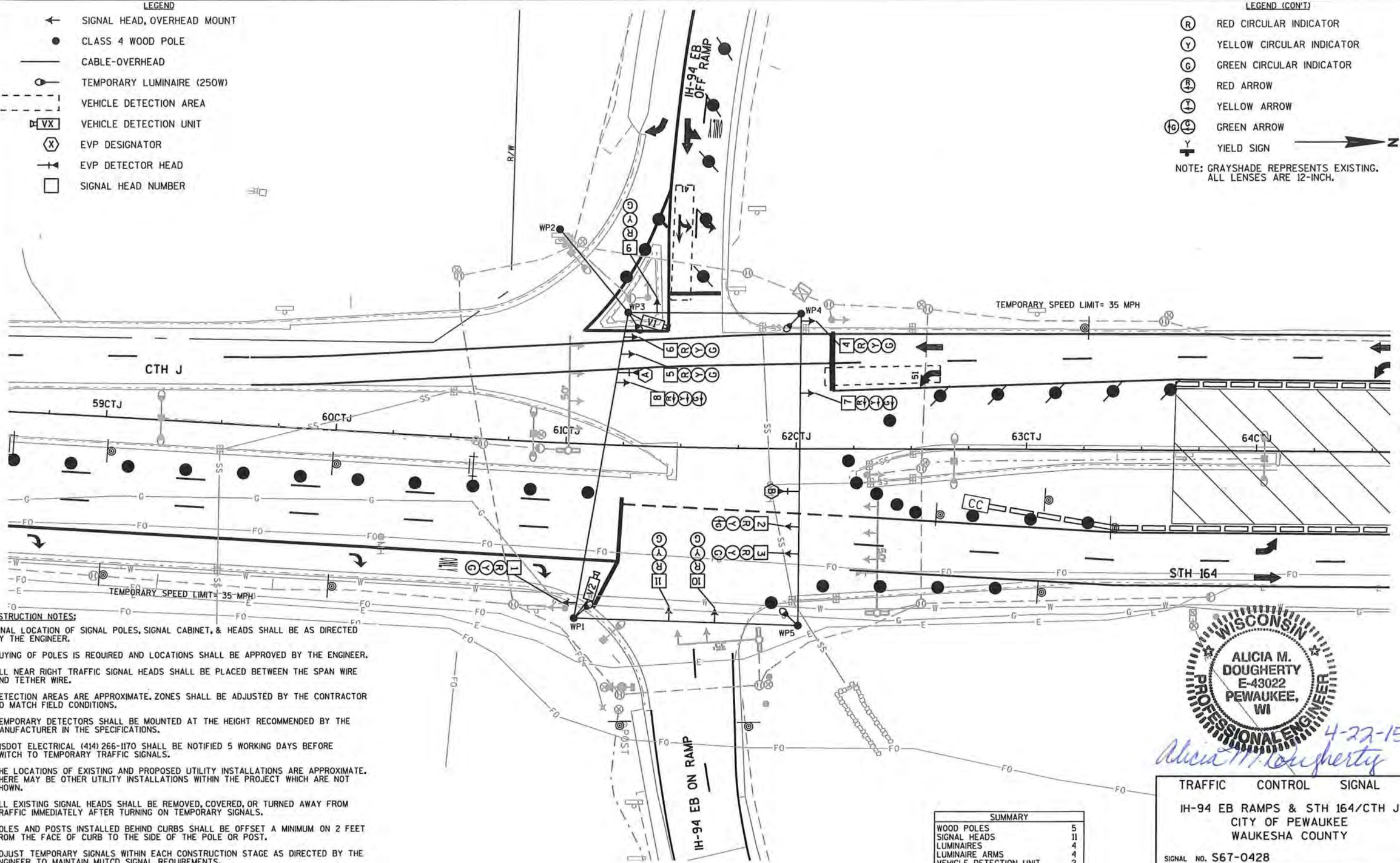
LEGEND

- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- CABLE-OVERHEAD
- TEMPORARY LUMINAIRE (250W)
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION UNIT
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD NUMBER

LEGEND (CON'T)

- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- Y YIELD SIGN

NOTE: GRAYSHADE REPRESENTS EXISTING. ALL LENSES ARE 12-INCH.



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. DETECTION AREAS ARE APPROXIMATE. ZONES SHALL BE ADJUSTED BY THE CONTRACTOR TO MATCH FIELD CONDITIONS.
5. TEMPORARY DETECTORS SHALL BE MOUNTED AT THE HEIGHT RECOMMENDED BY THE MANUFACTURER IN THE SPECIFICATIONS.
6. WISDOT ELECTRICAL (414) 266-1170 SHALL BE NOTIFIED 5 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.
7. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
8. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
9. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM ON 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
10. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
11. RIGHT OF WAY AND PROPERTY LINES DEPICTED ARE BASED ON RECORD INFORMATION WITHOUT THE BENEFIT OF FIELD EVIDENCE.

SUMMARY	
WOOD POLES	5
SIGNAL HEADS	11
LUMINAIRES	4
LUMINAIRE ARMS	4
VEHICLE DETECTION UNIT	2
EVP DETECTOR HEADS	2
TEMPORARY SIGNAL CABINET AND CONTROLLER	1

WISCONSIN
ALICIA M. DOUGHERTY
E-43022
PEWAUKEE, WI
PROFESSIONAL ENGINEER

4-22-15
Alicia M. Dougherty

TRAFFIC CONTROL SIGNAL

IH-94 EB RAMPS & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY: HNTB CORP.
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3A	SHEET 191	E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\023911_sp_tmp.dgn PLOT DATE : 22-APR-2015 13:19 PLOT BY : mscjym PLOT NAME : 023911_sp_tmp PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

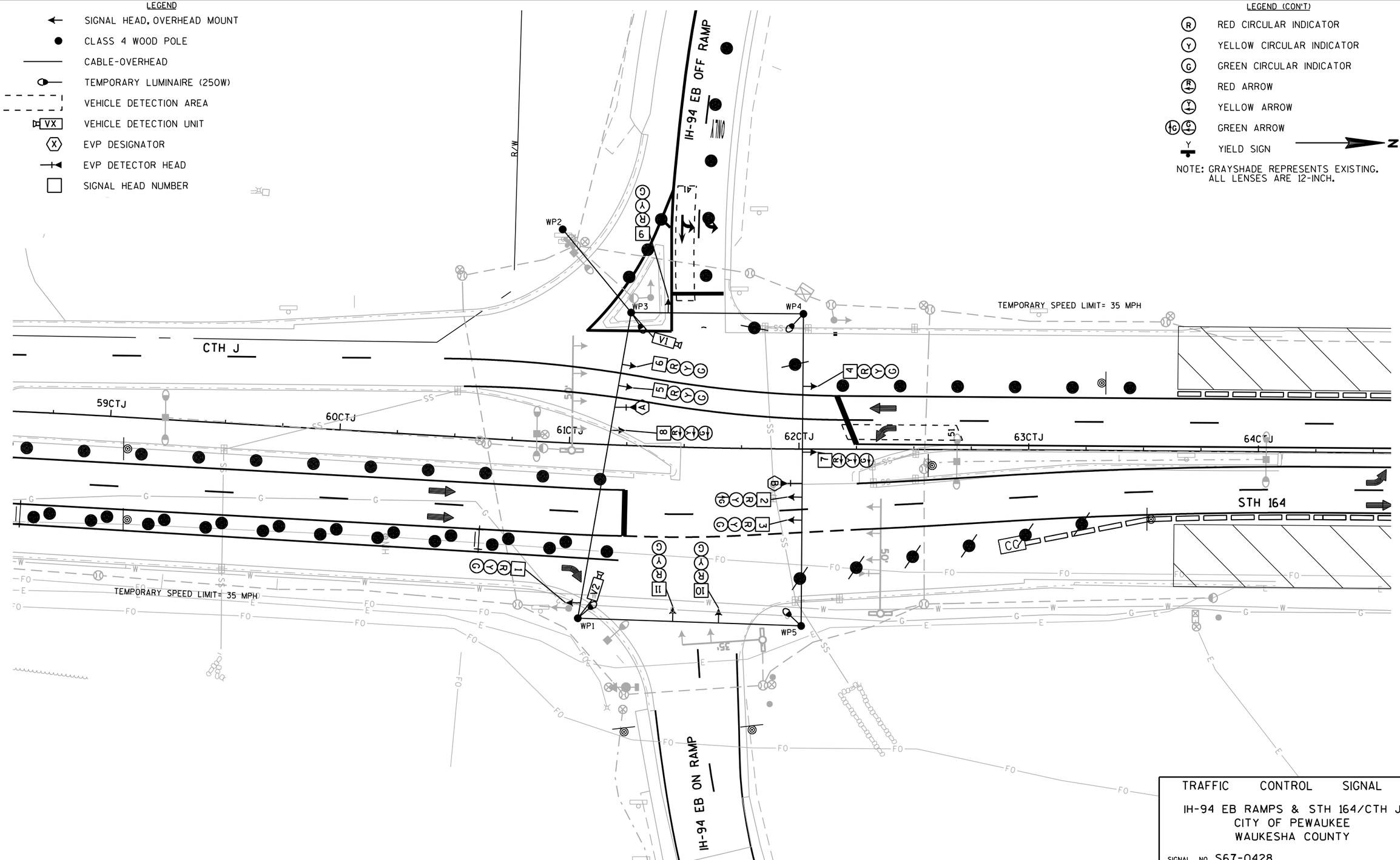
LEGEND

- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- CABLE-OVERHEAD
- TEMPORARY LUMINAIRE (250W)
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION UNIT
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD NUMBER

LEGEND (CON'T)

- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- Y YIELD SIGN

NOTE: GRAYSHADE REPRESENTS EXISTING.
ALL LENSES ARE 12-INCH.



TRAFFIC CONTROL SIGNAL

IH-94 EB RAMPS & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY: HNTB CORP.
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3B	SHEET	E

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
		NOT USED		⇦		NOT USED		⇩		
Ø1										
Ø2	4,5,6			G	Y R			R	R R	R
Ø3										
Ø4	9,10,11			R	R R			G	Y R	R
Ø5	7,8			R	R R			R	R R	R
Ø6	1,2,3			R	R R			R	R R	R
Ø7										
Ø8										
Ø2P										
Ø4P										
Ø6P										
Ø8P										

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
		⇦		⇨		NOT USED		NOT USED	
Ø1									
Ø2	4,5,6	R	R R	R	R R				
Ø3									
Ø4	9,10,11	R	R R	R	R R				
Ø5	7,8	G	Y R	R	R R				
Ø6	1,2,3	R	R R	G,G	Y R				
Ø7									
Ø8									
Ø2P									
Ø4P									
Ø6P									
Ø8P									

BARRIER

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
41		X			4	4					VIDEO
51		X			5	5					VIDEO

CONTROLLER LOGIC

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

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	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	5 OR 6	4
3		
4	NONE	2,5,6
5	2	4,6
6	2	4,5
7		
8		

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	⇦ ↙	⇦ ⇨
PHASE	2+5	6+2

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.

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 ABOVE.)

IH-94 EB RAMPS & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428
CONTROLLER TYPE: TEMP
DATE 04/15
PAGE NO. 3 OF 3

PROJECT NO: 1060-44-70 | HWY: IH-94 | COUNTY: WAUKESHA | TEMPORARY SEQUENCE OF OPERATIONS - ALL STAGES | SHEET E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\023919_sp_tmp_ph.dgn PLOT DATE : 22-APR-2015 13:19 PLOT BY : mscjym PLOT NAME : 023919_sp_tmp_ph PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

LEGEND

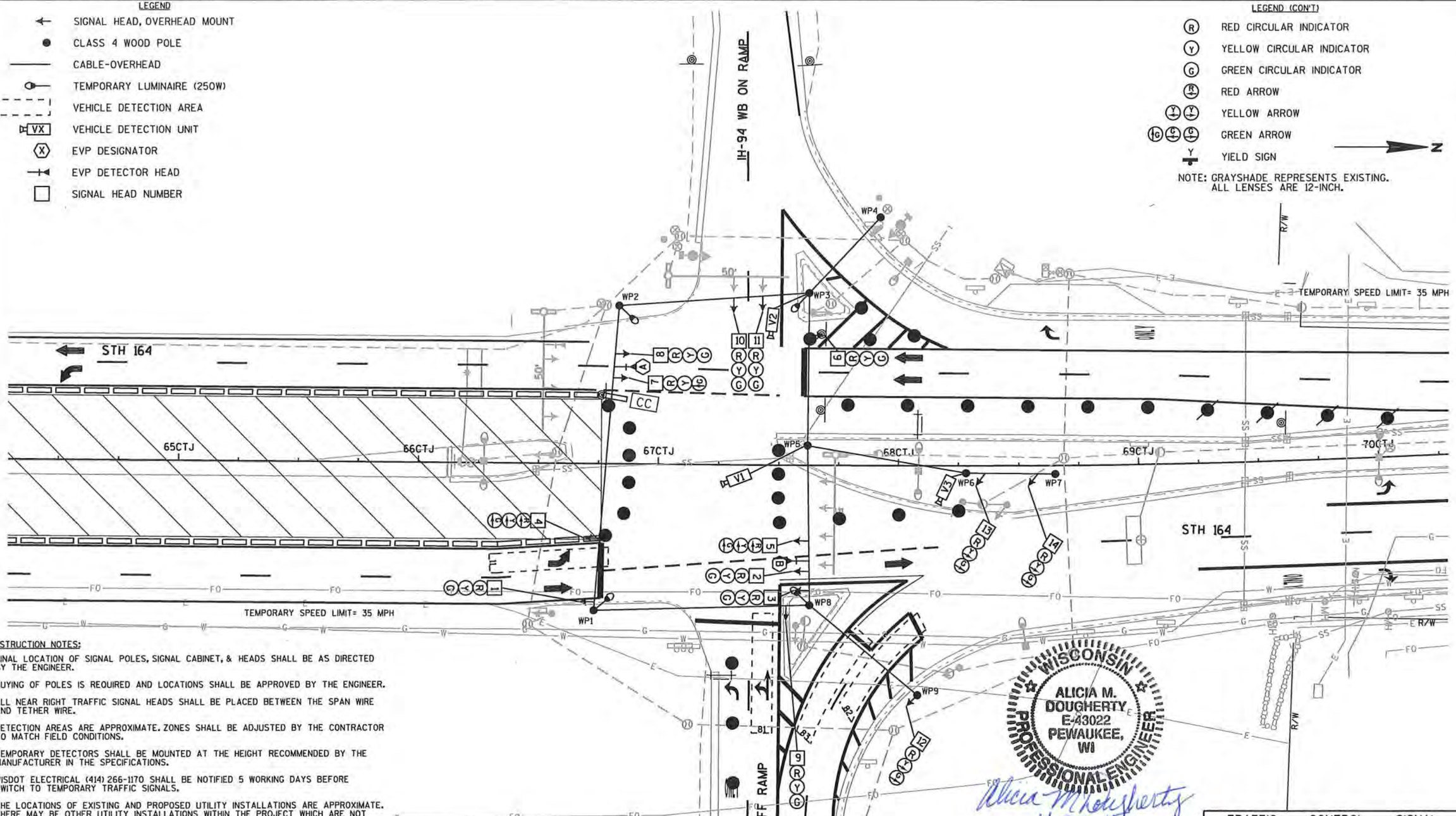
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- CABLE-OVERHEAD
- TEMPORARY LUMINAIRE (250W)
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION UNIT
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD NUMBER

LEGEND (CON'T)

- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- Y YIELD SIGN

N

NOTE: GRAYSHADE REPRESENTS EXISTING. ALL LENSES ARE 12-INCH.



CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. DETECTION AREAS ARE APPROXIMATE. ZONES SHALL BE ADJUSTED BY THE CONTRACTOR TO MATCH FIELD CONDITIONS.
5. TEMPORARY DETECTORS SHALL BE MOUNTED AT THE HEIGHT RECOMMENDED BY THE MANUFACTURER IN THE SPECIFICATIONS.
6. WISDOT ELECTRICAL (414) 266-1170 SHALL BE NOTIFIED 5 WORKING DAYS BEFORE SWITCH TO TEMPORARY TRAFFIC SIGNALS.
7. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
8. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
9. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM ON 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POLE OR POST.
10. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
11. RIGHT OF WAY AND PROPERTY LINES DEPICTED ARE BASED ON RECORD INFORMATION WITHOUT THE BENEFIT OF FIELD EVIDENCE.

WISCONSIN
ALICIA M. DOUGHERTY
E-43022
PEWAUKEE, WI
PROFESSIONAL ENGINEER

Alicia Mdougherty
4-22-15

SUMMARY	
WOOD POLES	9
SIGNAL HEADS	14
LUMINAIRES	4
LUMINAIRE ARMS	4
VEHICLE DETECTION UNITS	3
EVP DETECTOR HEADS	2
TEMPORARY SIGNAL CABINET AND CONTROLLER	1

TRAFFIC CONTROL SIGNAL

IH-94 WB RAMPS & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY: HNTB CORP.
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3A	SHEET 194	E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\023921_sp_tmp.dgn PLOT DATE : 22-APR-2015 13:19 PLOT BY : mscjym PLOT NAME : 023921_sp_tmp PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

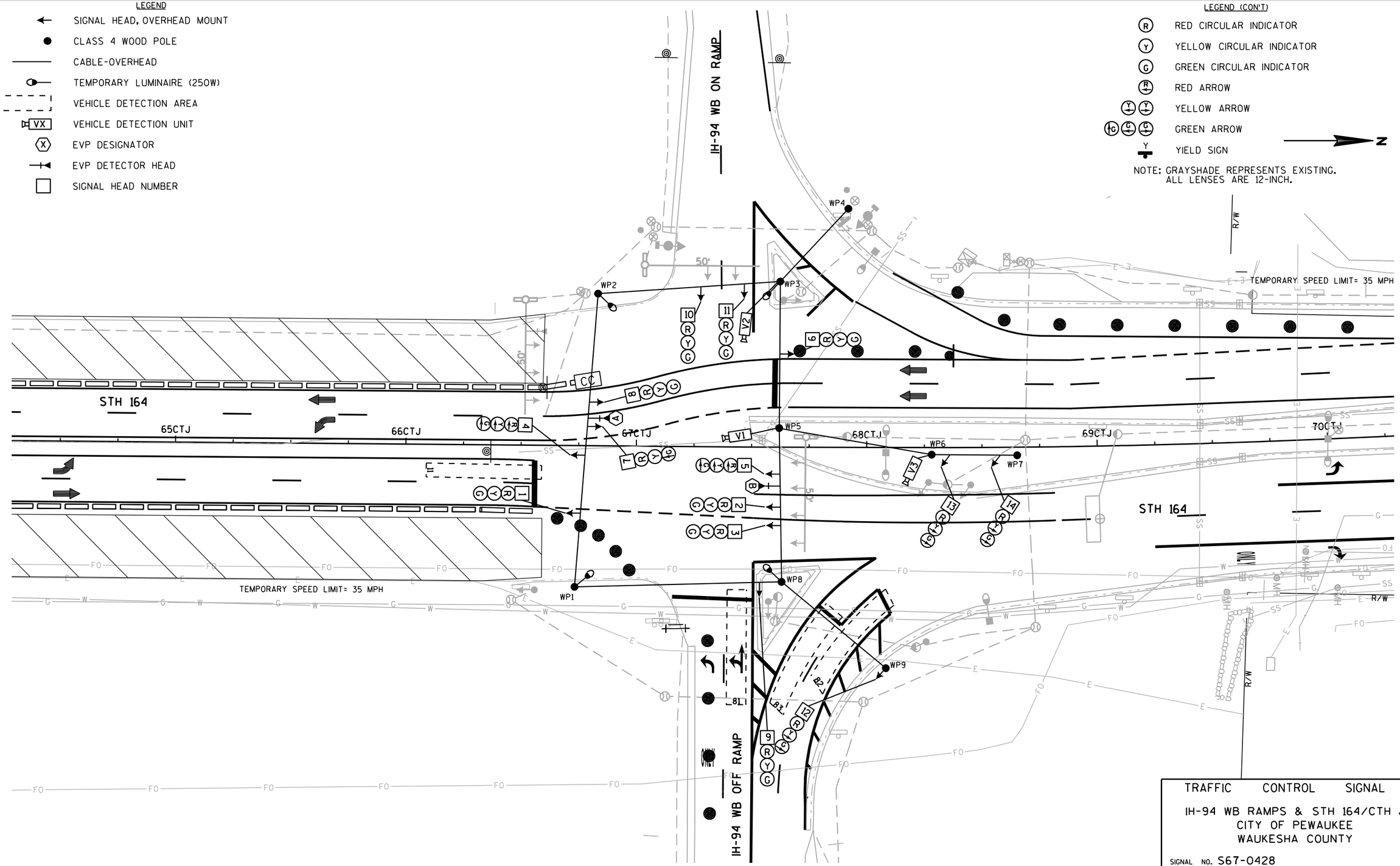
LEGEND

- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- CABLE-OVERHEAD
- TEMPORARY LUMINAIRE (250W)
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION UNIT
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD NUMBER

LEGEND (CON'T)

- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y Y YELLOW ARROW
- G G GREEN ARROW
- Y YIELD SIGN

NOTE: GRAYSHADE REPRESENTS EXISTING.
ALL LENSES ARE 12-INCH.



TRAFFIC CONTROL SIGNAL

IH-94 WB RAMPS & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY: HNTB CORP.
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3B	SHEET	E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\023922_sp_tmp.dgn PLOT DATE : 22-APR-2015 13:19 PLOT BY : mscjym PLOT NAME : 023922_sp_tmp PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO ✳✳			Ø2 R/W	Ø2 CLEAR TO ✳✳			Ø3 R/W	Ø3 CLEAR TO ✳✳			Ø4 R/W	Ø4 CLEAR TO ✳✳			FLASH
										NOT USED				NOT USED				
Ø1	4,5	G	Y	R		R	R	R										R
Ø2	6,7,8	R	R	R		G,G	Y	R										R
Ø3																		
Ø4																		
Ø5																		
Ø6	1,2,3	R	R	R		R	R	R										R
Ø7																		
Ø8	9,10,11,12,13,14	R	R	R		R	R	R										R
Ø2P																		
Ø4P																		
Ø6P																		
Ø8P																		

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO ✳✳			Ø6 R/W	Ø6 CLEAR TO ✳✳			Ø7 R/W	Ø7 CLEAR TO ✳✳			Ø8 R/W	Ø8 CLEAR TO ✳✳		
Ø1	4,5					R	R	R						R	R	R	
Ø2	6,7,8					R	R	R						R	R	R	
Ø3																	
Ø4																	
Ø5																	
Ø6	1,2,3					G	Y	R						R	R	R	
Ø7																	
Ø8	9,10,11,12,13,14					R	R	R						G, G	A	R	
Ø2P																	
Ø4P																	
Ø6P																	
Ø8P																	

NOT USED | NOT USED

A = Y, Y

BARRIER

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
11		X			1	1					VIDEO
81		X			8	8					VIDEO
82		X			8	8		X			VIDEO
83		X			8	8					VIDEO

CONTROLLER LOGIC

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

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	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

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

N

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2,8
2	6	1,8
3		
4		
5		
6	1 OR 2	8
7		
8	NONE	1,2,6

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B
MOVEMENT	← →	↱ →
PHASE	2+6	6+1

AFTER PREEMPTION SEQUENCE 2+6 or 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.

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 ABOVE.)

IH-94 WB RAMPS & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

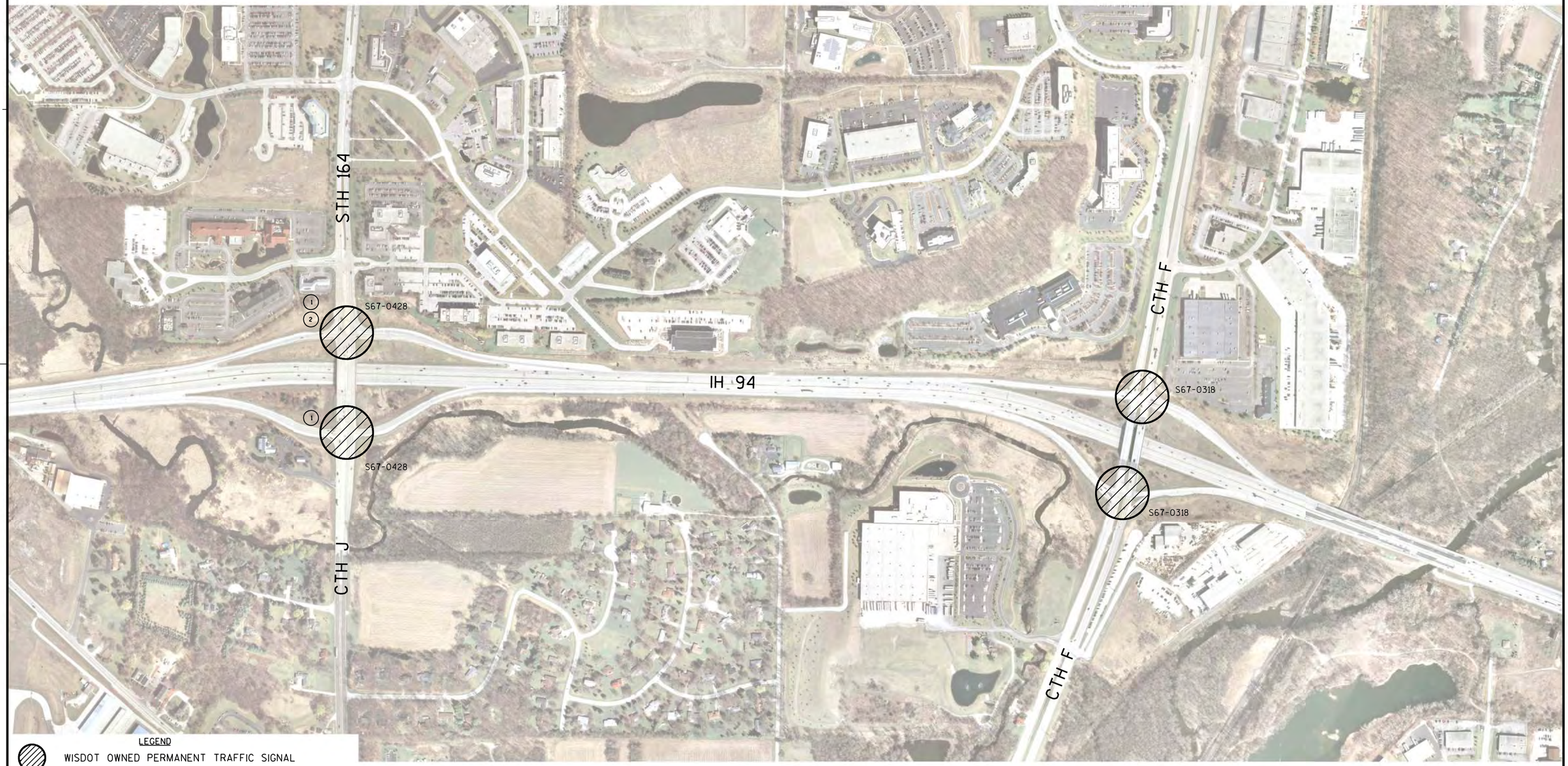
SIGNAL NO. S67-0428
CONTROLLER TYPE: TEMP
DATE 04/15

PROJECT NO: 1060-44-70 | HWY: IH-94 | COUNTY: WAUKESHA | TEMPORARY SEQUENCE OF OPERATIONS - ALL STAGES | SHEET E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\023929_sp_tmp_ph.dgn PLOT DATE : 22-APR-2015 13:19 PLOT BY : mscjym PLOT NAME : 023929_sp_tmp_ph PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

N



LEGEND

SXX-XXXX WISDOT OWNED PERMANENT TRAFFIC SIGNAL

(1) REMOVE PORTIONS OF TRAFFIC SIGNAL

(2) INSTALL PORTIONS OF TRAFFIC SIGNAL

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL PROJECT OVERVIEW	SHEET	E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\024001_sp_po.dgn PLOT DATE : 15-JUL-2015 15:49 PLOT BY : mscjym PLOT NAME : 024001_sp_po PLOT SCALE : 600:1

LEGEND

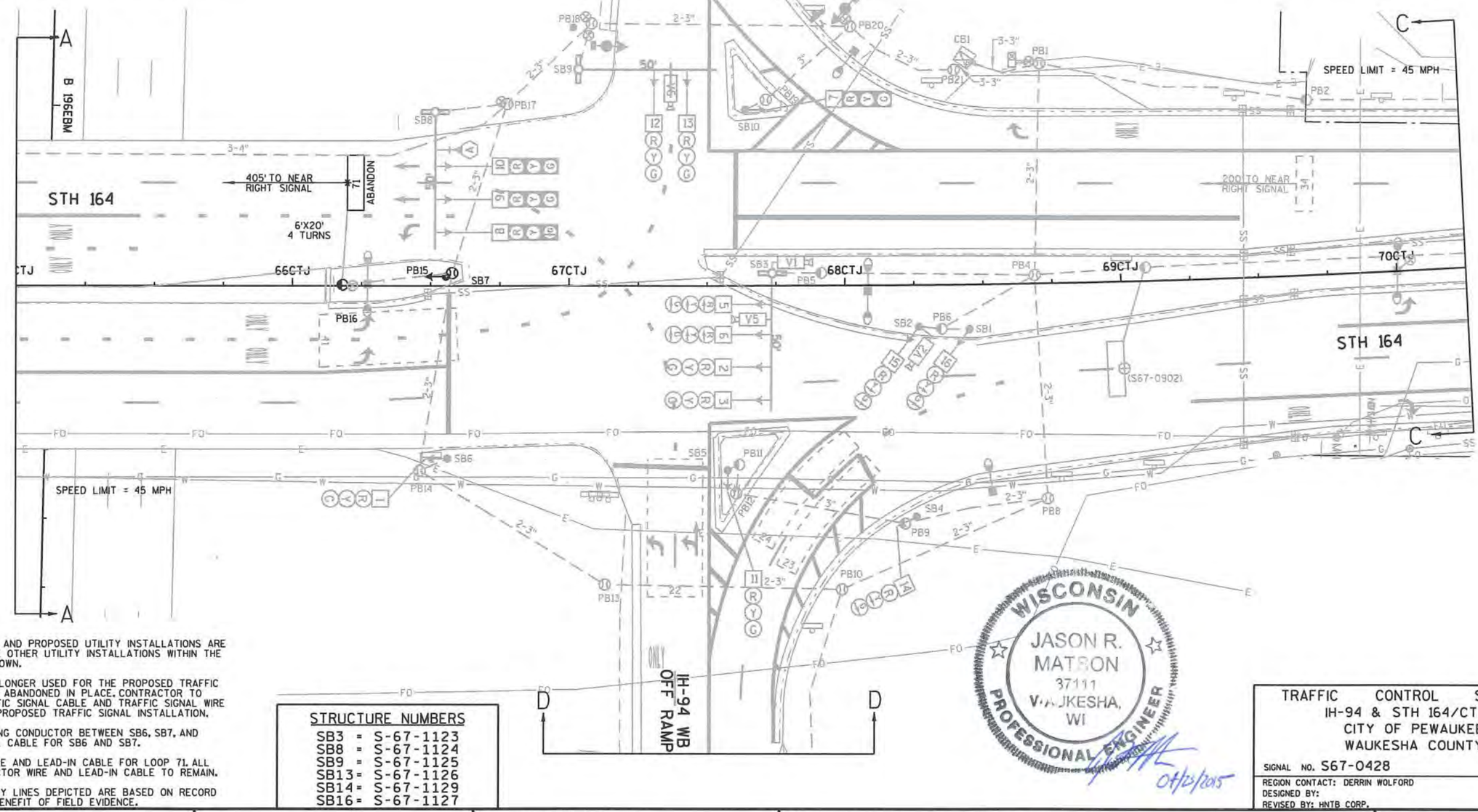
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- Y YIELD SIGN
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONTROL CABINET
- TRAFFIC SIGNAL HEAD
- SIGNAL HEAD NUMBER

LEGEND (CON'T)

- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y)(Y) YELLOW ARROW
- (G)(Ig)(G) GREEN ARROW
- R Y G Ig OPTICALLY PROGRAMMED HEAD

NOTE: GRAYSHADE REPRESENTS EXISTING TO REMAIN. BOLD REPRESENTS EXISTING TO BE REMOVED.

N



CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS NO LONGER USED FOR THE PROPOSED TRAFFIC SIGNAL INSTALLATION TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY EXISTING TRAFFIC SIGNAL CABLE AND TRAFFIC SIGNAL WIRE NO LONGER USED FOR THE PROPOSED TRAFFIC SIGNAL INSTALLATION.
3. REMOVE EQUIPMENT GROUNDING CONDUCTOR BETWEEN SB6, SB7, AND SB8. REMOVE TRAFFIC SIGNAL CABLE FOR SB6 AND SB7.
4. REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE FOR LOOP 71. ALL OTHER EXISTING LOOP DETECTOR WIRE AND LEAD-IN CABLE TO REMAIN.
5. RIGHT OF WAY AND PROPERTY LINES DEPICTED ARE BASED ON RECORD INFORMATION WITHOUT THE BENEFIT OF FIELD EVIDENCE.

STRUCTURE NUMBERS

SB3 = S-67-1123
SB8 = S-67-1124
SB9 = S-67-1125
SB13 = S-67-1126
SB14 = S-67-1129
SB16 = S-67-1127

WISCONSIN
JASON R. MATSON
37111
WAUKESHA, WI
PROFESSIONAL ENGINEER
04/23/2015

TRAFFIC CONTROL SIGNAL
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY:
REVISED BY: HNTB CORP.

PAGE 1 OF 4

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\024011_sp.dgn PLOT DATE : 23-APR-2015 08:43 PLOT BY : mscjym PLOT NAME : PLOT SCALE : 40:1

2

N

E

E

B

B

A

A

IH-94 EB OFF RAMP

ONLY

R/W

CTH J

60CTJ

61CTJ

62CTJ

63CTJ

64CTJ

650

STH 164

SPEED LIMIT = 45 MPH

SPEED LIMIT = 45 MPH

200' TO NEAR RIGHT SIGNAL

330' TO NEAR RIGHT SIGNAL

200' TO NEAR RIGHT SIGNAL

IH-94 EB ON RAMP

PB22 PB23 PB24 PB26 PB27 PB28 PB29 PB30 PB31 PB34 PB35 PB36 PB37 PB38 PB39

SB11 SB12 SB13 SB14 SB15 SB16 SB17

CB2

V3 V4 V7 V8

50' 50' 35'

2-3" 3-3" 3-4"

SS FO W G E

TRAFFIC CONTROL SIGNAL
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

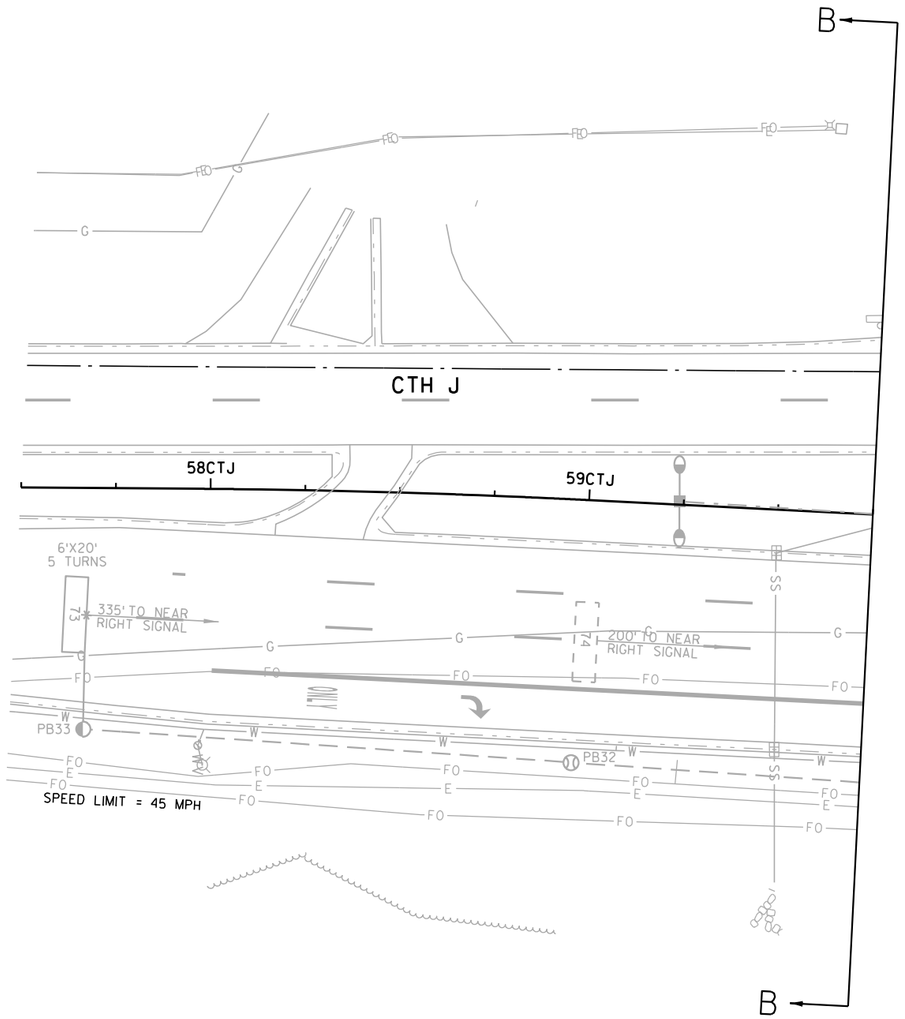
REGION CONTACT: DERRIN WOLFORD
DESIGNED BY:
REVISED BY: HNTB CORP.

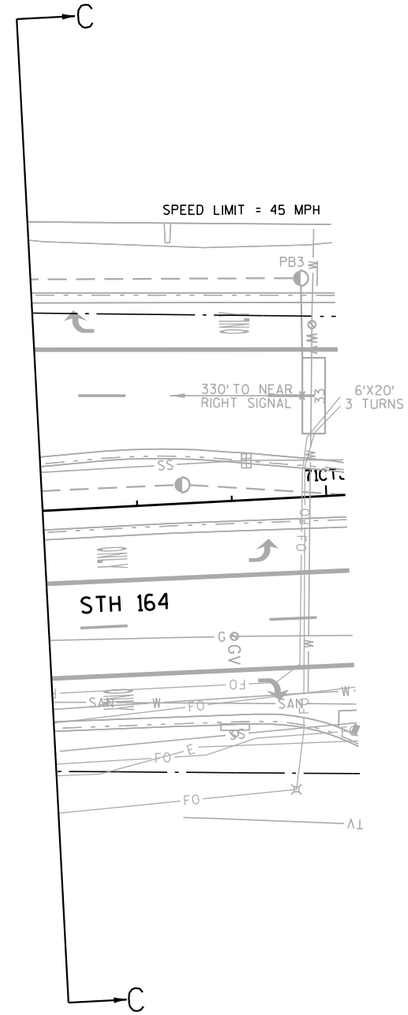
PAGE 2 OF 4

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET	E

2

N





TRAFFIC CONTROL SIGNAL
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY:
REVISED BY: HNTB CORP.

PAGE 3 OF 4

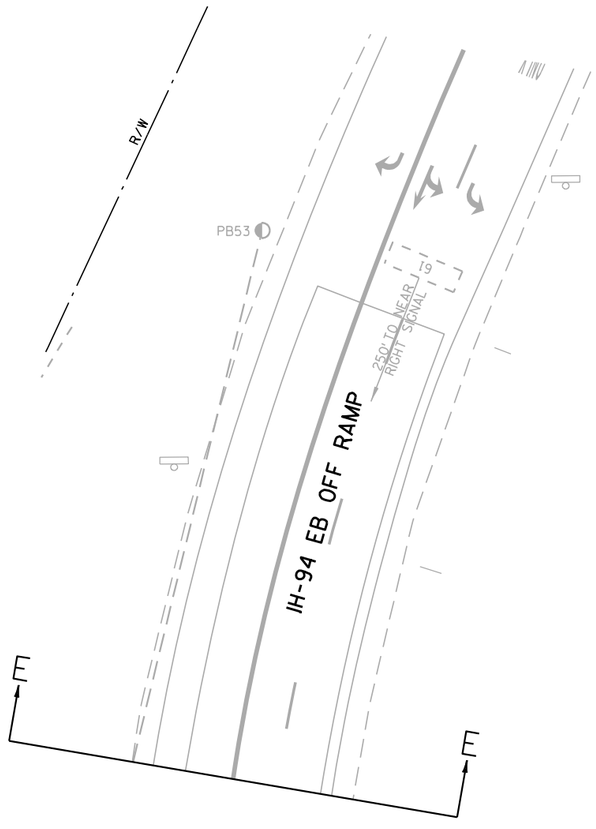
PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET	E

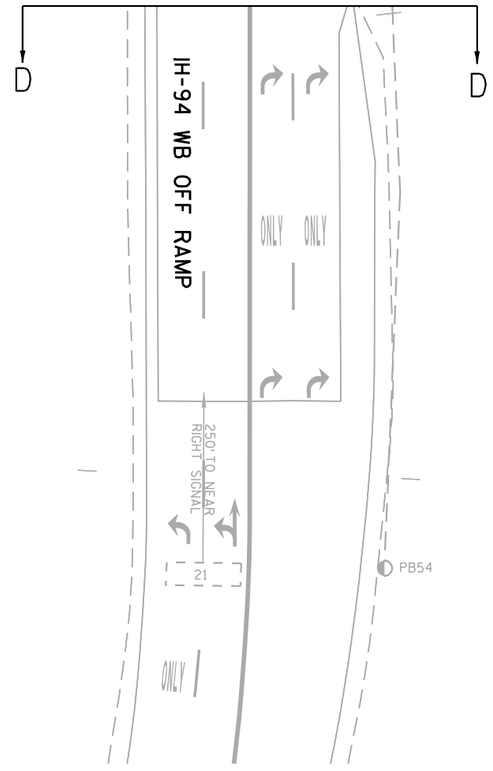
FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\024013_sp.dgn PLOT DATE : 23-APR-2015 08:43 PLOT BY : mscjym PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY:
REVISED BY: HNTB CORP.

PAGE 4 OF 4

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET	E

LEGEND

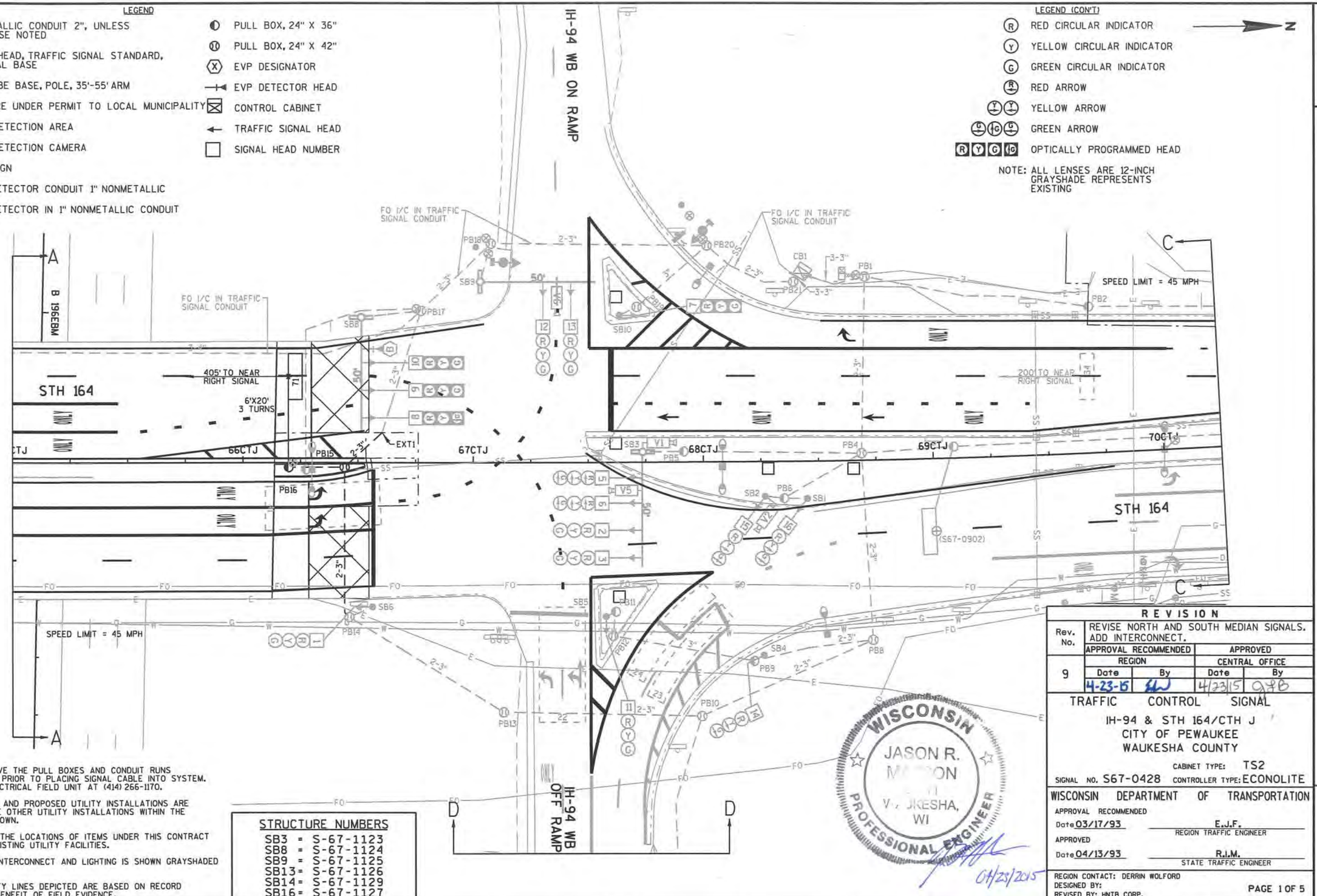
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- Y YIELD SIGN
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONTROL CABINET
- TRAFFIC SIGNAL HEAD
- SIGNAL HEAD NUMBER

LEGEND (CON'T)

- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) (IG) GREEN ARROW
- R Y G IG OPTICALLY PROGRAMMED HEAD

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

N



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRICAL FIELD UNIT AT (414) 266-1170.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED TRAFFIC SIGNAL INTERCONNECT AND LIGHTING IS SHOWN GRAYSHADED FOR PLAN CLARITY.
5. RIGHT OF WAY AND PROPERTY LINES DEPICTED ARE BASED ON RECORD INFORMATION WITHOUT THE BENEFIT OF FIELD EVIDENCE.

STRUCTURE NUMBERS

SB3	S-67-1123
SB8	S-67-1124
SB9	S-67-1125
SB13	S-67-1126
SB14	S-67-1129
SB16	S-67-1127

WISCONSIN JASON R. MASON WAUKESHA, WI PROFESSIONAL ENGINEER
04/23/2015

REVISION

Rev. No.				
9	REVISE NORTH AND SOUTH MEDIAN SIGNALS. ADD INTERCONNECT.			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	Date	By	Date	By
	4-23-15	[illegible]	4/23/15	[illegible]

TRAFFIC CONTROL SIGNAL

IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

CABINET TYPE: TS2
SIGNAL NO. S67-0428 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 03/17/93 E.J.F.
REGION TRAFFIC ENGINEER

APPROVED
Date 04/13/93 R.I.M.
STATE TRAFFIC ENGINEER

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY:
REVISED BY: HNTB CORP.

PAGE 1 OF 5

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\024015_sp.dgn PLOT DATE : 23-APR-2015 09:20 PLOT BY : mscjym PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

4-23-15 DM

2

N

E

E

B

B

A

A

IH-94 EB OFF RAMP

IH-94 EB ON RAMP

R/W

CTH J

STH 164

SPEED LIMIT = 45 MPH

SPEED LIMIT = 45 MPH

60CTJ

61CTJ

62CTJ

63CTJ

64CTJ

65

ONLY

ONLY

ONLY

ONLY

50'

50'

35'

PB22

PB23

PB24

PB26

PB27

PB28

PB29

PB30

PB31

PB34

PB35

PB36

PB37

PB39

CB2

SB11

SB13

SB14

SB15

SB16

SB17

SB18

FO I/C IN TRAFFIC SIGNAL CONDUIT

FO I/C IN TRAFFIC SIGNAL CONDUIT

FO I/C IN TRAFFIC SIGNAL CONDUIT

FO I/C IN TRAFFIC SIGNAL CONDUIT

FO I/C IN FTMS CONDUIT

FO I/C IN TRAFFIC SIGNAL INTERCONNECT CONDUIT

200' TO NEAR RIGHT SIGNAL

330' TO NEAR RIGHT SIGNAL

200' TO NEAR RIGHT SIGNAL

TRAFFIC CONTROL SIGNAL
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

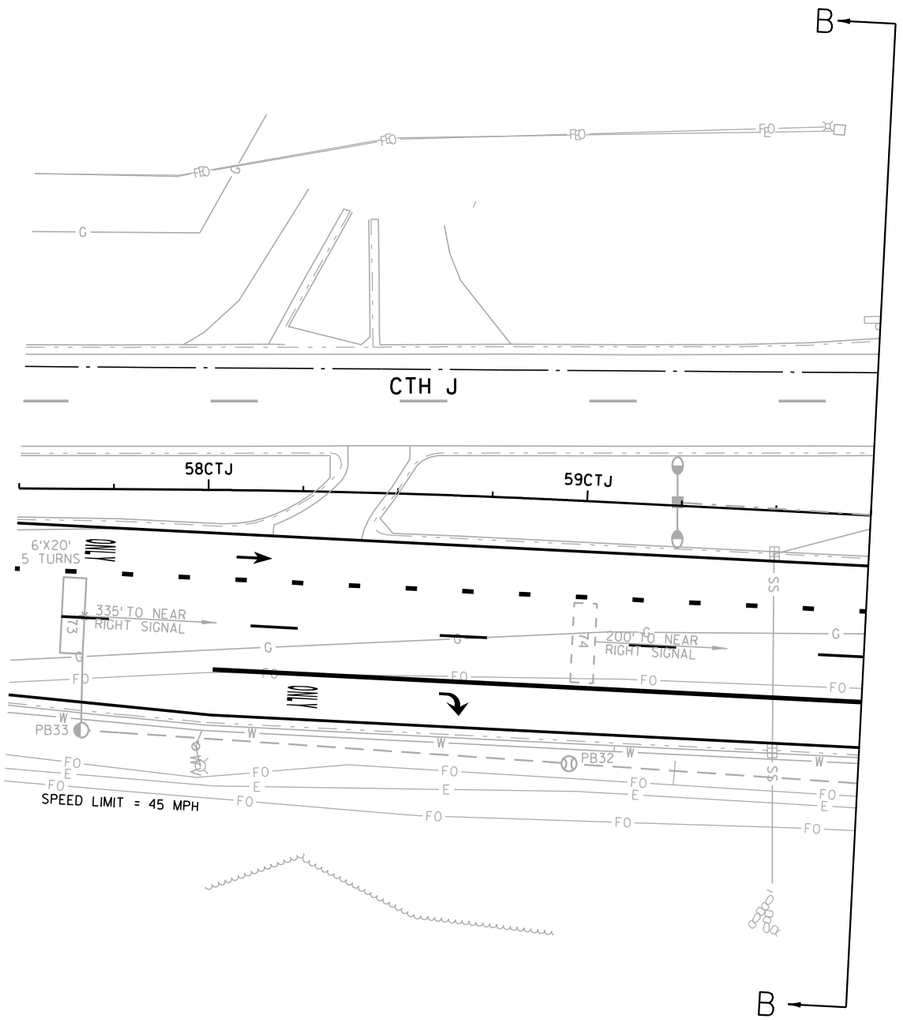
REGION CONTACT: DERRIN WOLFORD
DESIGNED BY:
REVISED BY: HNTB CORP.

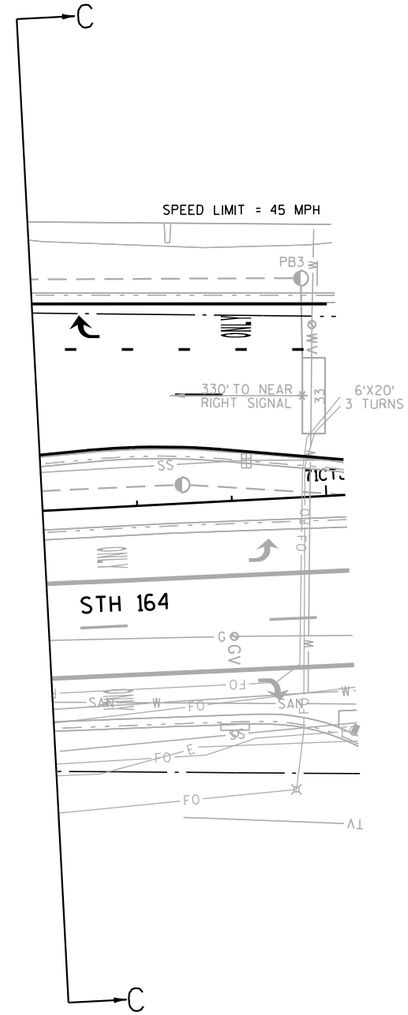
PAGE 2 OF 5

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET	E

2

N





TRAFFIC CONTROL SIGNAL
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY:
REVISED BY: HNTB CORP.

PAGE 3 OF 5

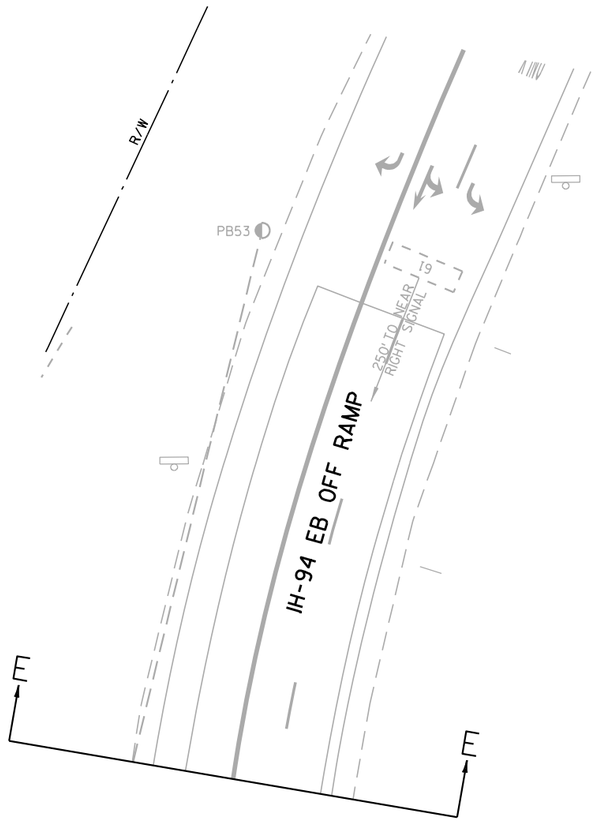
PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET	E

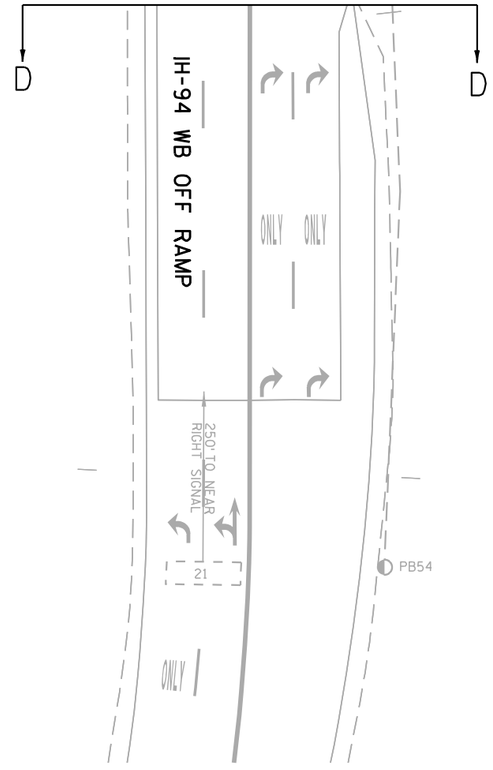
FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\024017_sp.dgn PLOT DATE : 23-APR-2015 09:20 PLOT BY : mscjym PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY:
REVISED BY: HNTB CORP.

PAGE 4 OF 5

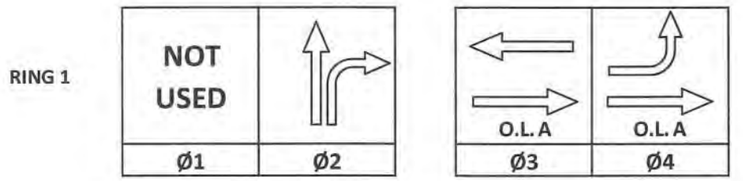
PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\024018_sp.dgn PLOT DATE : 23-APR-2015 09:20 PLOT BY : mscjym PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	11,12,13,14,15,16	R
Ø3	7,8,9,10	R
Ø4	5,6	R ←
Ø5		
Ø6	27,28,29	R
Ø7	17,18,19,20	R
Ø8	25,26	R ←
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA	1,2,3	R
OLB	21,22,23	R
OLC		
OLD		

** NORTH RAMP INTERSECTION



** SOUTH RAMP INTERSECTION

* RING 1 SHALL CONTROL THE NORTH RAMP
* RING 2 SHALL CONTROL THE SOUTH RAMP

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B
MOVEMENT	← ↱	↰ ←
PHASE	7+4	3+8

AFTER PREEMPTION SEQUENCE 7+4 OR 3+8, CONTROLLER SHALL RETURN TO PHASES 3+7.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS- 00-60

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	33	71	73					
CALLED PHASE	3	7	7					
CALL OPTION	X	X	X					
DELAY TIME								
EXTENTION OPTION	X	X	X					
EXTEND TIME	X	X	X					
USE ADDED INITIAL	X	X	X					
CROSS SWITCH PHASE								

19	17	23	21	27	25	31	29	DETECTOR INPUT
21	22	23	31/32	41	61	72	81	PLAN LOOP DETECTOR*(S)
2	2	2	3	4	6	7	8	CALLED PHASE
	X	X	X	X		X	X	CALL OPTION
		X						DELAY TIME
X	X	X	X	X	X	X	X	EXTENTION OPTION
X			X		X	X		EXTEND TIME
			X			X		USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

20	18	24	22	28	26	32	30	DETECTOR INPUT
		24	34		62	74		PLAN LOOP DETECTOR*(S)
		2	3		6	7		CALLED PHASE
		X	X		X	X		CALL OPTION
								DELAY TIME
		X	X		X	X		EXTENTION OPTION
			X			X		EXTEND TIME
			X			X		USE ADDED INITIAL
								CROSS SWITCH PHASE

IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO: S67-0428 CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE
DATE: 04/15 PAGE NO. 5 OF 5

4-23-15 DTW
4-23-15 EAW

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	SEQUENCE OF OPERATIONS	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

PROJECT ID:	1060-44-70
INTERSECTION:	IH-94 & STH 164/CTH J

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

CB1 TO	NO. OF CONDUCTORS	HEAD NO.	RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	PED BUTTON
SB6	12	1	RED	ORG	GRN							

NOTES: USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
AT THE SIGNAL BASES, CONNECT ON TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP*	
FROM	TO
SB6	SB8

PULL BOX BONDING JUMPER 10 AWG GRN XLP**	
FROM	TO
PB15	SB6

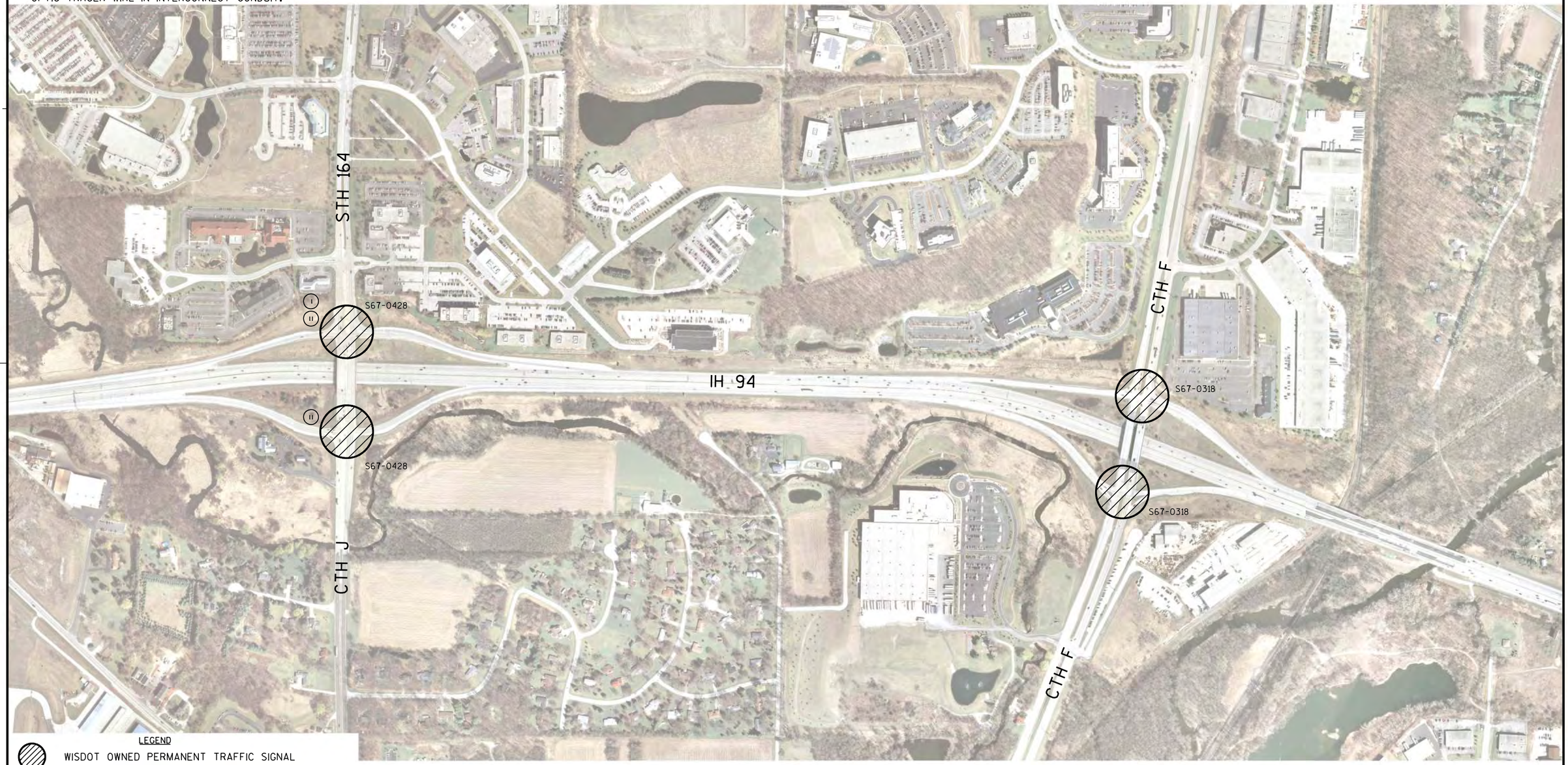
*INSTALL EQUIPMENT GROUNDING CONDUCTORS TO REESTABLISH THE COMPLETE GROUNDING AND GROUNDED CIRCUITS FROM BASE TO BASE.

**INSTALL PULL BOX BONDING JUMPERS FOR ALL NEW PULL BOXES AND REINSTALL PULL BOX BONDING JUMPER FOR EXISTING PULL BOXES WHERE THE EXISTING BONDING JUMPER IS DISTURBED BY CONSTRUCTION.

WISCONSIN
JASON R. MATSON
37111
WAUKESHA, WI
PROFESSIONAL ENGINEER
04/22/2015

CONSTRUCTION NOTES:

1. MAXIMUM SPLICE LOSS SHALL BE 0.1 dB.
2. NO INTERMEDIATE SPLICES ALLOWED.
3. ALL SPLICES SHALL BE FUSION SPLICES.
4. COORDINATE FIBER ASSIGNMENTS WITH MARIE TREAZISE, STOC, AT (414) 225-3720 BEFORE SPLICING FIBER OPTIC CABLE.
5. INCIDENTAL 14 AWG PULL WIRE SHALL BE INSTALLED AS FIBER OPTIC TRACER WIRE IN INTERCONNECT CONDUIT.



LEGEND

SXX-XXXX WISDOT OWNED PERMANENT TRAFFIC SIGNAL

(I) INSTALL ETHERNET SWITCH IN TRAFFIC SIGNAL CABINET

(II) INSTALL TERMINATION PANEL 12-CT IN TRAFFIC SIGNAL CABINET AND 6-CT SINGLE MODE FIBER OPTIC CABLE IN CONDUIT

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PROJECT OVERVIEW	SHEET E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\024101_co_po.dgn PLOT DATE : 22-APR-2015 11:28 PLOT BY : mscjym PLOT NAME : 024101_co_po PLOT SCALE : 600:1

WISDOT/CADDS SHEET 42

2

KEY

- PROPOSED / EXISTING FUSION SPLICE
- PROPOSED / EXISTING FIBER TERMINATION
- PROPOSED / EXISTING COMPONENT
- EXISTING CCTV CAMERA
- PROPOSED / EXISTING FIBER OPTIC CABLE

TRAFFIC SIGNAL CABINET, CB1 (S67-0428)

SIGNAL CONTROLLER

MMU

S D L C B U S

DETECTOR MVP / BIU

INTERFACE PANEL

VIDEO DETECTION CAMERAS

BIU

LOAD SWITCHES

ETHERNET SWITCH (STATE-FURNISHED)

E10/100 ETHERNET PORTS

Tx Rx RJ-45 RJ-45 RJ-45 RJ-45 RJ-45 RJ-45

BLUE TUBE

BLUE/BLUE
BLUE/ORANGE
BLUE/GREEN
BLUE/BROWN
BLUE/SLATE
BLUE/WHITE

6-COUNT FOC

TO EXISTING DROP SPLICE TO EXISTING BACKHAUL FIBER OPTIC SYSTEM

EXISTING 6-COUNT FOC

BLUE TUBE

EXCB-RM-67-0068

IH 94 AND STH 164

ETHERNET SWITCH (EXISTING)

E10/100 ETHERNET PORTS

SERIAL DATA PORTS RS232/RS485/RS422

Tx Rx Rx Tx RJ-45 RJ-45

2070 CONTROLLER (EXISTING)

F.O. MEDIA CONVERTER

TX RX 10/100 10/100

BLUE/BLUE
BLUE/ORANGE
BLUE/GREEN
BLUE/BROWN
BLUE/SLATE
BLUE/WHITE

BLUE TUBE

ETHERNET VIDEO CODEC (EXISTING)

RS-422 RG-59U

CCTV

EX-CCTV-67-0053

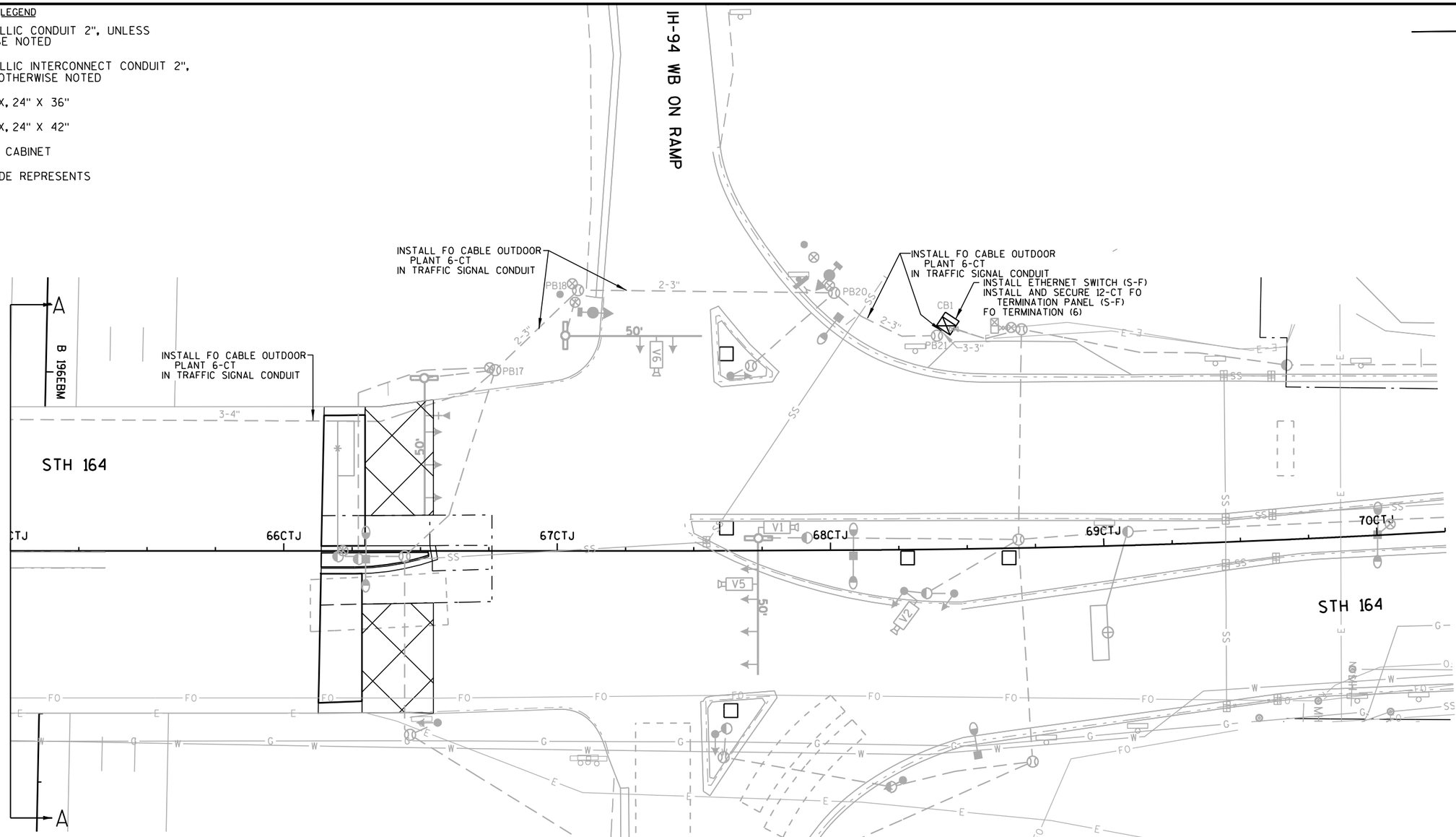
PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT - COMMUNICATIONS DETAILS	SHEET E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : $FILE$ PLOT SCALE : $$.....plotscale.....$$

LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- CONTROL CABINET

NOTE: GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRICAL FIELD UNIT AT (414) 266-1170.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. LEAVE 16-FEET OF FIBER OPTIC INTERCONNECT CABLE COILED IN EACH TRAFFIC SIGNAL PULL BOX AND 50-FEET IN EACH CABINET.
5. INCIDENTAL 14 AWG PULL WIRE TO BE INSTALLED AS FIBER OPTIC TRACER WIRE IN INTERCONNECT CONDUIT.
6. PROPOSED TRAFFIC SIGNALS AND LIGHTING IS SHOWN GRAYSHADED FOR PLAN CLARITY.
7. RIGHT OF WAY AND PROPERTY LINES DEPICTED ARE BASED ON RECORD INFORMATION WITHOUT THE BENEFIT OF FIELD EVIDENCE.

TRAFFIC CONTROL INTERCONNECT
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY: HNTB
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET	E

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\024111_co.dgn PLOT DATE : 23-APR-2015 08:50 PLOT BY : mscjym PLOT NAME : PLOT SCALE : 40:1

2

N

R/W

IH-94 EB OFF RAMP

CTH J

INSTALL FO CABLE OUTDOOR PLANT 6-CT IN TRAFFIC SIGNAL CONDUIT

INSTALL FO CABLE OUTDOOR PLANT 6-CT IN TRAFFIC SIGNAL CONDUIT

INSTALL FO CABLE OUTDOOR PLANT 6-CT IN TRAFFIC SIGNAL CONDUIT

RM-67-0068
INSTALL MEDIA CONVERTER (S-F)
FO TERMINATION (6)

INSTALL FO CABLE OUTDOOR PLANT 6-CT IN FTMS CONDUIT

INSTALL FO CABLE OUTDOOR PLANT 6-CT FIBER OPTIC TRACER CABLE IN TRAFFIC SIGNAL CONDUIT

INSTALL FO CABLE OUTDOOR PLANT 6-CT IN TRAFFIC SIGNAL INTERCONNECT CONDUIT

STH 164

IH-94 EB ON RAMP

60CTJ 61CTJ 62CTJ 63CTJ 64CTJ 65

PB23 PB24 PB26 PB27 PB28

V3 V4 V7 V8

50' 50' 35'

3-3" 3-4" 2-3" 2-3"

SS FO G W E FTMS PB MH

A A

TRAFFIC CONTROL INTERCONNECT
IH-94 & STH 164/CTH J
CITY OF PEWAUKEE
WAUKESHA COUNTY

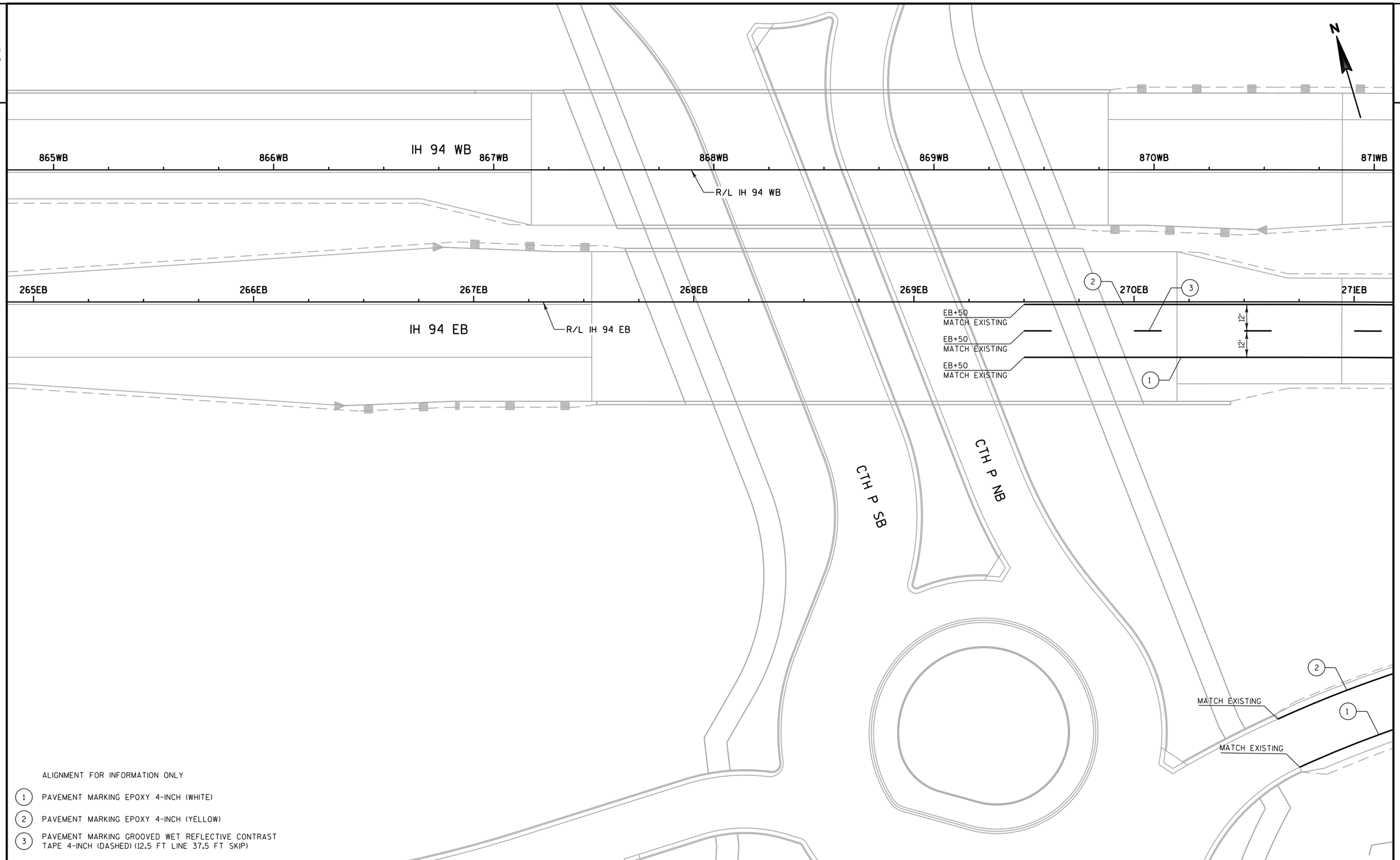
SIGNAL NO. S67-0428

REGION CONTACT: DERRIN WOLFORD
DESIGNED BY: HNTB
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 1060-44-70	HWY: IH-94	COUNTY: WAUKESHA	TRAFFIC SIGNAL INTERCONNECT PLAN	SHEET	E

2



ALIGNMENT FOR INFORMATION ONLY

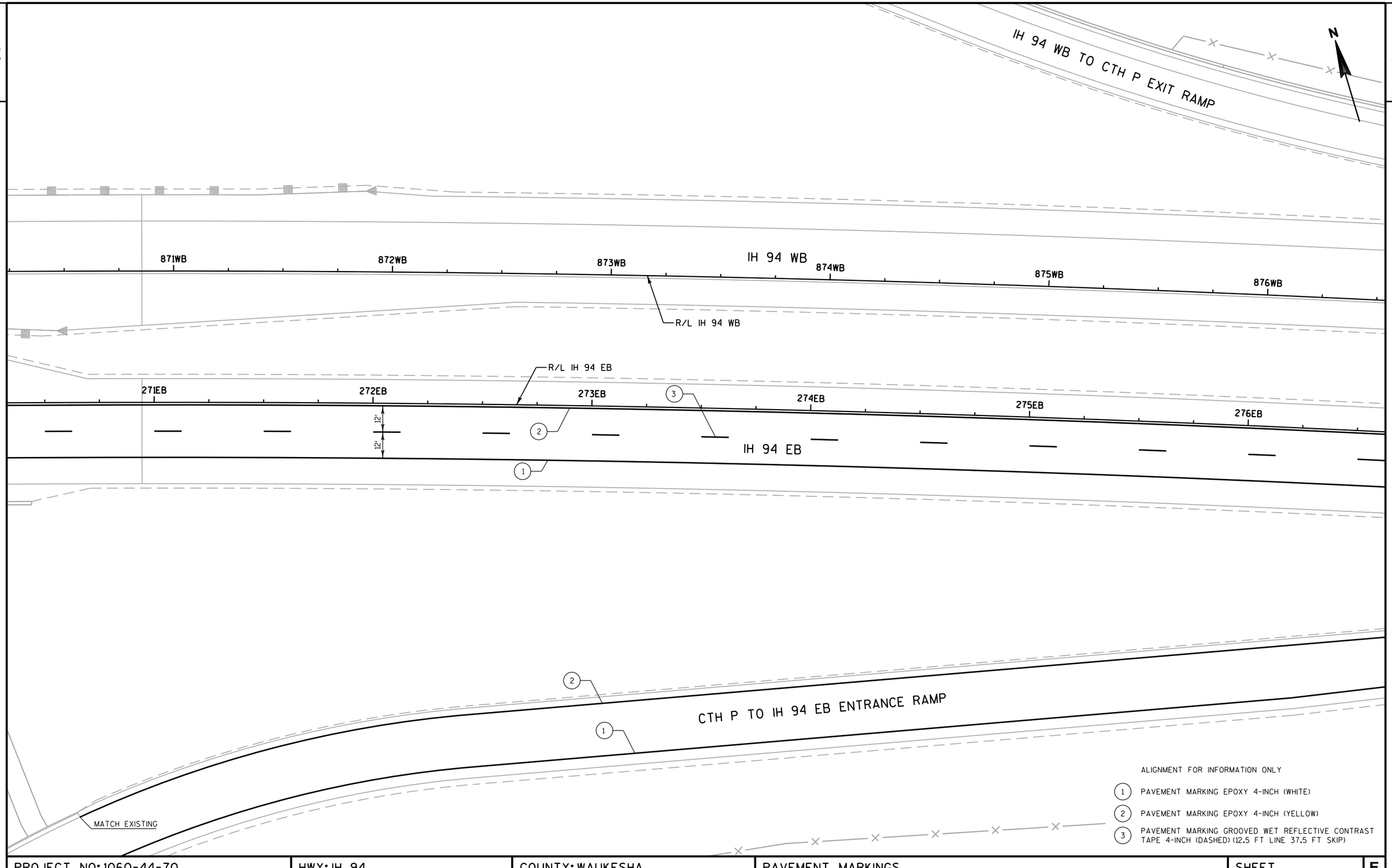
(1) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(2) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(3) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 212	E

2



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(2) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(3) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 213	E

2

N

MATCH EXISTING

MATCH EXISTING

50'

1

IH 94 WB TO CTH P EXIT RAMP

25'

15'

50'

WB+40

WB+65
MATCH EXISTING

WB+65
MATCH EXISTING

WB+65
MATCH EXISTING

12'

12'

3

6

5

WB+22

4

877WB

878WB

879WB

IH 94 WB

880WB

881WB

882WB

2

R/L IH 94 WB

R/L IH 94 EB

277EB

278EB

279EB

280EB

281EB

282EB

2

3

12'

12'

IH 94 EB

EB+31

50'

1

5

2

50'

12'

1

CTH P TO IH 94 EB ENTRANCE RAMP

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
6. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 214	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024503_pm.dgn PLOT DATE : 7/15/2015 2:39:23 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

IH 94 WB TO CTH P EXIT RAMP

IH 94 WB

882WB 883WB 884WB 885WB 886WB 887WB 888WB

12' 12' 12'

R/L IH 94 WB

R/L IH 94 EB

282EB 283EB 284EB 285EB 286EB 287EB 288EB

IH 94 EB

EB+98 50'

EB+98

12' 12' 12' 12' 24'

CTH P TO IH 94 EB ENTRANCE RAMP

1 2 3 4 5

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 215	E

2

2

N

IH 94 WB

888WB 889WB 890WB 891WB 892WB 893WB

12' 12'

WB+51

R/L IH 94 WB

R/L IH 94 EB

288EB 289EB 290EB 291EB 292EB 293EB

12' 24'

IH 94 EB

EB+30 EB+63 EB+98

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (3 FT LINE 9 FT SKIP)
7. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 5

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 216	E

2

2

UPPER LAKE NEMAHBIN

N

B-67-222

1

3

12'

12'

894WB

895WB

896WB

IH 94 WB

897WB

898WB

899WB

R/L IH 94 WB

2

R/L IH 94 EB

294EB

295EB

296EB

2

297EB

298EB

3

299EB

12'

12'

IH 94 EB

1

B-67-069

LOWER LAKE NEMAHBIN

ALIGNMENT FOR INFORMATION ONLY

1 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

2 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

3 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 217	E

2

2

N

900WB

901WB

902WB

IH 94 WB

903WB

904WB

905WB

R/L IH 94 WB

12'

12'

1

2

3

R/L IH 94 EB

300EB

301EB

302EB

303EB

304EB

305EB

IH 94 EB

B-67-069

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 218	E

2

2

N

1

3

12'

12'

IH 94 WB

906WB

907WB

908WB

909WB

910WB

911WB

R/L IH 94 WB

2

R/L IH 94 EB

306EB

307EB

2

308EB

3

309EB

310EB

311EB

12'

12'

IH 94 EB

1

B-67-069

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 219	E

2

2

N

911WB 912WB 913WB IH 94 WB 914WB 915WB 916WB 917WB

12'
12'

R/L IH 94 WB

311EB 312EB 313EB 314EB 315EB 316EB 317EB

R/L IH 94 EB

IH 94 EB

12'
12'

1 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

2 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

3 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

ALIGNMENT FOR INFORMATION ONLY

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 220	E

2

2

N

B-67-068

1

3

12'

12'

917WB 918WB 919WB 920WB IH 94 WB 921WB 922WB 92

R/L IH 94 WB

2

R/L IH 94 EB

317EB 318EB 319EB 320EB 321EB 322EB 323

2

3

12'

12'

IH 94 EB

1

B-67-067

WATERVILLE ROAD

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 221	E

2

2

N

1

3

12'

12'

923WB

924WB

925WB

926WB

IH 94 WB

927WB

928WB

R/L IH 94 WB

2

R/L IH 94 EB

323EB

324EB

325EB

2

326EB

3

327EB

328EB

12'

12'

IH 94 EB

1

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 222	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024511_pm.dgn PLOT DATE : 7/15/2015 2:40:00 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

IH 94 WB

929WB 930WB 931WB 932WB 933WB 934WB

12' 12'

R/L IH 94 WB

IH 94 EB

329EB 330EB 331EB 332EB 333EB 334EB

12' 12'

R/L IH 94 EB

1 2 3

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 223	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024512_pm.dgn PLOT DATE : 7/15/2015 2:40:05 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 224	E

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 225	E

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 226	E

2

2

N

1

3

WB+83

12'

12'

952WB

953WB

954WB

IH 94 WB

955WB

956WB

957WB

R/L IH 94 WB

2

R/L IH 94 EB

2

3

352EB

353EB

354EB

355EB

356EB

357EB

12'

12'

EB+21

IH 94 EB

4

1

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (3 FT LINE 9 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 227	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024516_pm.dgn PLOT DATE : 7/15/2015 2:40:26 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

CTH C TO IH 94 WB ENTRANCE RAMP

IH 94 WB

IH 94 EB

IH 94 EB TO CTH C EXIT RAMP

R/L IH 94 WB

R/L IH 94 EB

WB+05

EB+20

EB+00
MATCH EXISTING

EB+00
MATCH EXISTING

EB+00
MATCH EXISTING

958WB 959WB 960WB 961WB 962WB 963WB

358EB 359EB 360EB 361EB 362EB 363EB

15'

12'

12'

12'

15'

25'

50'

50'

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
6. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 228	E

2

N

CTH C TO IH 94 WB ENTRANCE RAMP

16'

50'

50'

WB+25

12'

2'

964WB 965WB 966WB 967WB 968WB 969WB

IH 94 WB

R/L IH 94 WB

R/L IH 94 EB

364EB 365EB 366EB 367EB 368EB 369EB

IH 94 EB

IH 94 EB TO CTH C EXIT RAMP

1 ALIGNMENT FOR INFORMATION ONLY

1 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

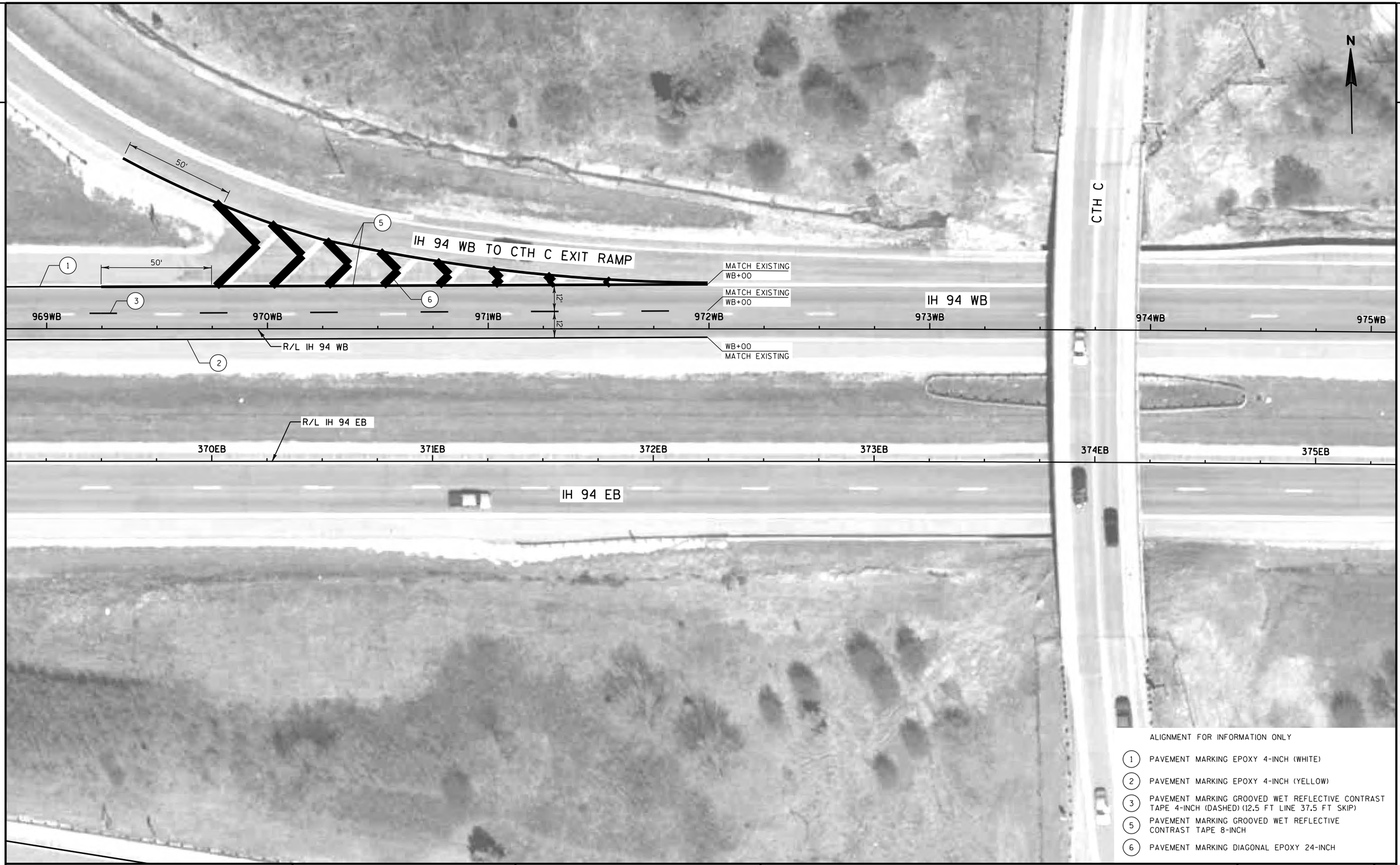
2 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

3 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

5 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 229	E

2



ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
6. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 230	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024519_pm.dgn PLOT DATE : 7/15/2015 2:40:41 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

2

N

CTH C TO IH 94 WB ENTRANCE RAMP

IH 94 WB TO CTH C EXIT RAMP

16'

1

2

ALIGNMENT FOR INFORMATION ONLY

(1) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(2) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024520_pm.dgn PLOT DATE : 7/15/2015 2:40:46 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024521_pm.dgn PLOT DATE : 7/15/2015 2:40:51 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 233	E

2

N

WB+98
MATCH EXISTING

WB+98
MATCH EXISTING

WB+98
MATCH EXISTING

1

3

5

15'

12'

12'

1038WB 1039WB 1040WB 1041WB 1042WB 1043WB 1044WB

IH 94 WB

MATCH EXISTING
WB+98

R/L IH 94 WB

1

EB 439EB 440EB 441EB 442EB 443EB 444EB

R/L IH 94 EB

IH 94 EB

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 234	E

2

2

N

STH 83 TO IH 94 WB ENTRANCE RAMP

WB+75
MATCH EXISTING

WB+77
MATCH EXISTING

50'

WB+77

50'

1044WB 1045WB 1046WB 1047WB IH 94 WB 1048WB 1049WB 1050WB

12'
12'

R/L IH 94 WB

EB+25
MATCH EXISTING

445EB 446EB R/L IH 94 EB 447EB 448EB 449EB 450EB

EB+25
MATCH EXISTING

EB+09

EB+25
MATCH EXISTING

IH 94 EB

12'
12'

EB+58

IH 94 EB TO STH 83 EXIT RAMP

15'

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 235	E

2

STH 83 TO IH 94 WB ENTRANCE RAMP

N

1050WB 1051WB 1052WB IH 94 WB 1053WB 1054WB 1055WB 1056WB

12' 12'

R/L IH 94 WB

R/L IH 94 EB

451EB 452EB 453EB 454EB 455EB 456EB

IH 94 EB

12' 12'

25' 50' EB+27

50'

15'

IH 94 EB TO STH 83 EXIT RAMP

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
6. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 236	E

2

N

B-67-062

1056WB 1057WB 1058WB 1059WB 1060WB 1061WB 1062W

IH 94 WB

12'

12'

R/L IH 94 WB

R/L IH 94 EB

456EB 457EB 458EB 459EB 460EB 461EB 462EB

IH 94 EB

12'

12'

B-67-063

STH 83 SB

STH 83 NB

IH 94 EB TO STH 83 EXIT RAMP

STH 83 TO IH 94 EB ENTRANCE RAMP

MATCH EXISTING

MATCH EXISTING

MATCH EXISTING

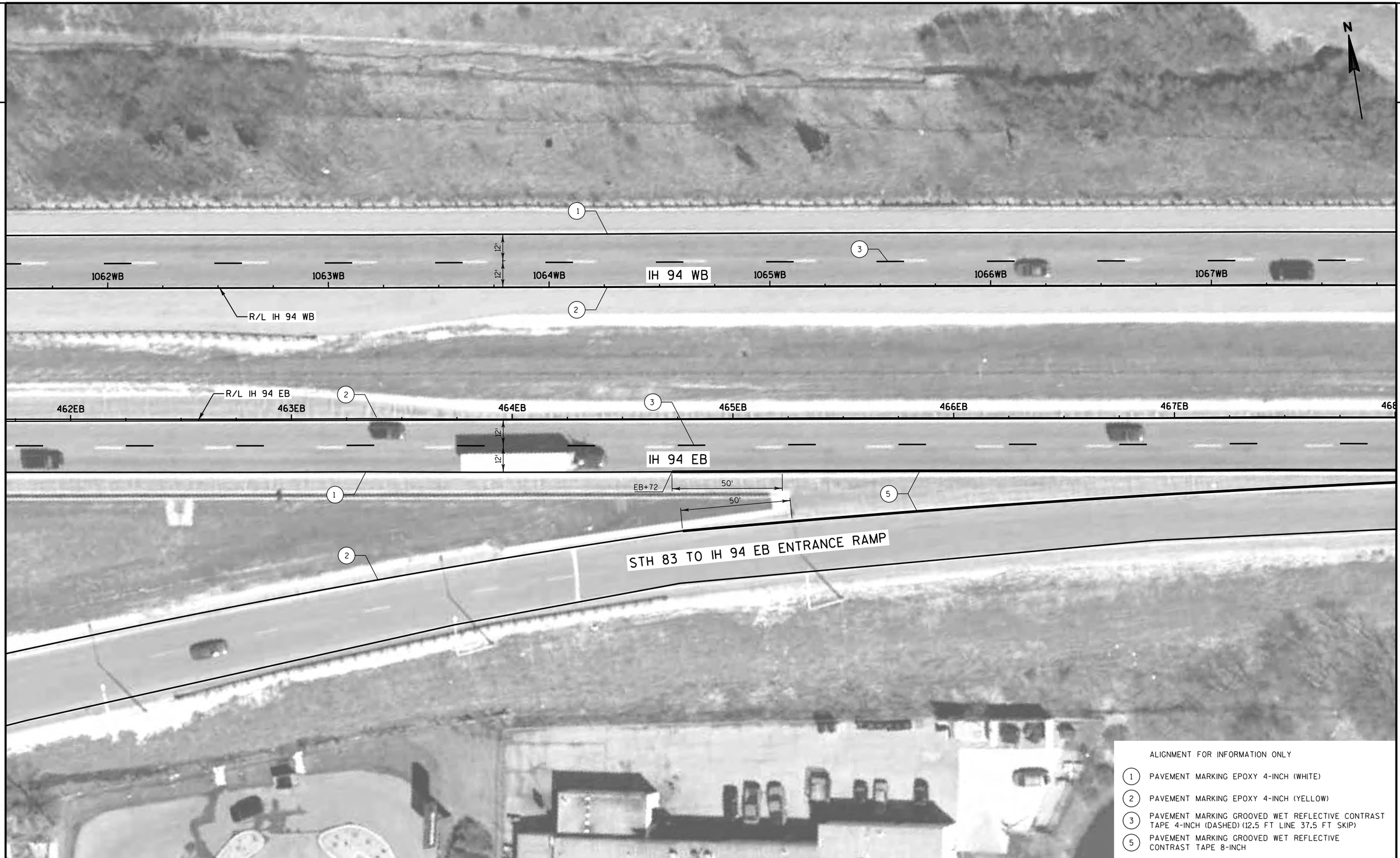
MATCH EXISTING

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 237	E

2



ALIGNMENT FOR INFORMATION ONLY

(1) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(2) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(3) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 238	E

2

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
6. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 239	E

2

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
6. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 240	E

2

2

N

12'

12'

1079WB

1080WB

1081WB

1082WB

1083WB

1084WB

IH 94 WB

1

3

2

R/L IH 94 WB

R/L IH 94 EB

479EB

480EB

481EB

482EB

483EB

484EB

2

12'

26'

3

IH 94 EB

EB+77

1

ALIGNMENT FOR INFORMATION ONLY

1 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

2 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

3 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 241	E

2

2

N

IH 94 WB

1085WB 1086WB 1087WB 1088WB 1089WB 1090WB

12'

12'

1

3

2

R/L IH 94 WB

R/L IH 94 EB

485EB 486EB 487EB 488EB 489EB 490EB

2

3

IH 94 EB

12'

12'

EB+68

1

HILLSIDE DR

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 242	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024531_pm.dgn PLOT DATE : 7/15/2015 2:41:42 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

N

IH 94 WB

1090WB 1091WB 1092WB 1093WB 1094WB 1095WB 1096WB

12' 12'

1 3

2

R/L IH 94 WB

R/L IH 94 EB

490EB 491EB 492EB 493EB 494EB 495EB 496EB

2

12' 12'

3

IH 94 EB

1

HILLSIDE DR

ALIGNMENT FOR INFORMATION ONLY

1 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

2 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

3 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 243	E

2

2

GOLF RD

N

IH 94 WB

1096WB 1097WB 1098WB 1099WB 1100WB 1101WB

12' 12'

1

3

2

R/L IH 94 WB

R/L IH 94 EB

496EB 497EB 498EB 499EB 500EB 501EB

2

3

IH 94 EB

12' 12'

1

HILLSIDE DR

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 244	E

2

2

GOLF RD

N

IH 94 WB

1101WB 1102WB 1103WB 1104WB 1105WB 1106WB

12' 12'

1 2 3

R/L IH 94 WB

R/L IH 94 EB

501EB 502EB 503EB 504EB 505EB 506EB 507EB

IH 94 EB

12' 12'

2 3 1

HILLSIDE DR

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 245	E

2

2

GOLF RD

N

3

1

12'

12'

1107WB

1108WB

1109WB

IH 94 WB

1110WB

1111WB

1112WB

R/L IH 94 WB

2

R/L IH 94 EB

507EB

508EB

2

509EB

3

510EB

511EB

512EB

12'

12'

IH 94 EB

1

HILLSIDE DR

ALIGNMENT FOR INFORMATION ONLY

1 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

2 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

3 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 246	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024535_pm.dgn PLOT DATE : 7/15/2015 2:42:02 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

ALIGNMENT FOR INFORMATION ONLY

(1) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(2) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(3) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 247	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024536_pm.dgn PLOT DATE : 7/15/2015 2:42:07 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

2

N

B-67-060

1118WB 1119WB 1120WB IH 94 WB 1121WB 1122WB 1123WB 1124

12' 12'

1 2 3

R/L IH 94 WB

518EB 519EB 520EB R/L IH 94 EB 521EB 522EB 523EB 524EB

IH 94 EB

B-67-061

MAPLE AVE

HILLSIDE DR

ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 248	E

2

2

N

B-67-060

1

3

12'

12'

1124WB

1125WB

1126WB

IH 94 WB

1127WB

1128WB

1129WB

2

R/L IH 94 WB

R/L IH 94 EB

524EB

525EB

2

526EB

3

527EB

528EB

529EB

530E

IH 94 EB

12'

12'

B-67-061

1

SILVERNAIL RD

ALIGNMENT FOR INFORMATION ONLY

1 PAVEMENT MARKING EPOXY 4-INCH (WHITE)

2 PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

3 PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 249	E

2

2

GOLF RD

N

1

3

12'

12'

1129WB 1130WB 1131WB 1132WB 1133WB IH 94 WB 1134WB 1135WB

2

R/L IH 94 WB

R/L IH 94 EB

2

3

530EB 531EB 532EB 533EB 534EB 535EB

12'

12'

IH 94 EB

1

SILVERNAIL RD

ALIGNMENT FOR INFORMATION ONLY

(1) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(2) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(3) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 250	E

2

N

GOLF RD

1

3

WB+25
MATCH EXISTING

WB+25
MATCH EXISTING

WB+25
MATCH EXISTING

12'

12'

1135WB

1136WB

1137WB

IH 94 WB

1138WB

1139WB

1140WB

2

R/L IH 94 WB

R/L IH 94 EB

3

2

535L

536EB

537EB

538EB

539EB

540EB

12'

12'

EB+75
MATCH EXISTING

EB+75
MATCH EXISTING

EB+75
MATCH EXISTING

1

IH 94 EB

SILVERNAIL RD

ALIGNMENT FOR INFORMATION ONLY

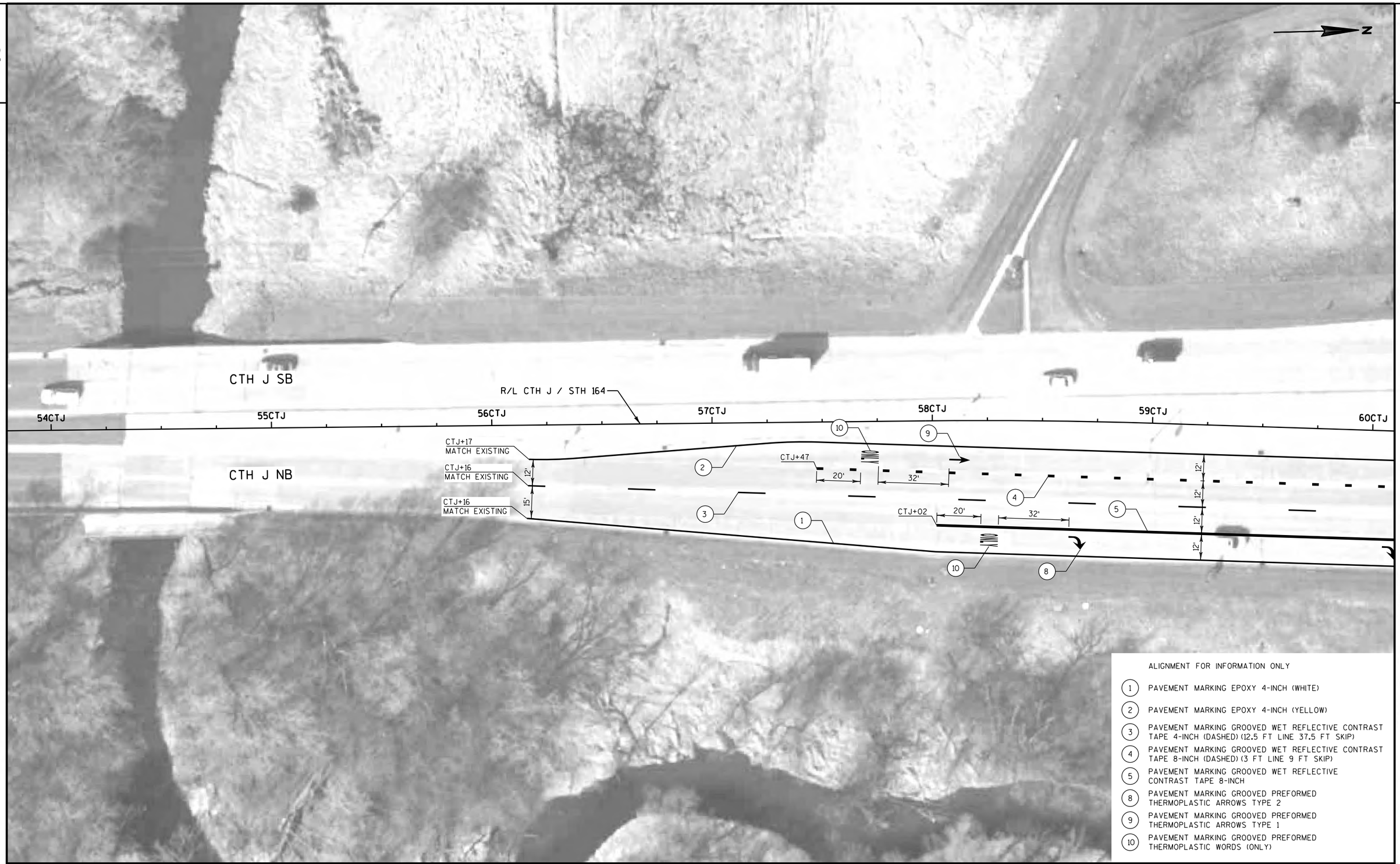
(1) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(2) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(3) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 251	E

2



ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DASHED) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
8. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2
9. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1
10. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS (ONLY)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 252	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024541_pm.dgn PLOT DATE : 7/15/2015 2:42:32 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

IH 94 EB TO CTH J EXIT RAMP

IH 94 EB

IH 94 WB

CTH J SB

CTH J NB

CTH J TO IH 94 EB ENTRANCE RAMP

R/L CTH J / STH 164

R = 100'

R = 90'

CTJ+54
MATCH EXISTING

CTJ+57
MATCH EXISTING

CTJ+15

CTJ+25

CTJ+27

CTJ+28

CTJ+29

CTJ+33

CTJ+39

CTJ+21

CTJ+97

CTJ+46

B-67-234

B-67-235

60CTJ

61CTJ

62CTJ

63CTJ

64CTJ

65CTJ

66CTJ

32'

20'

12'

ONLY

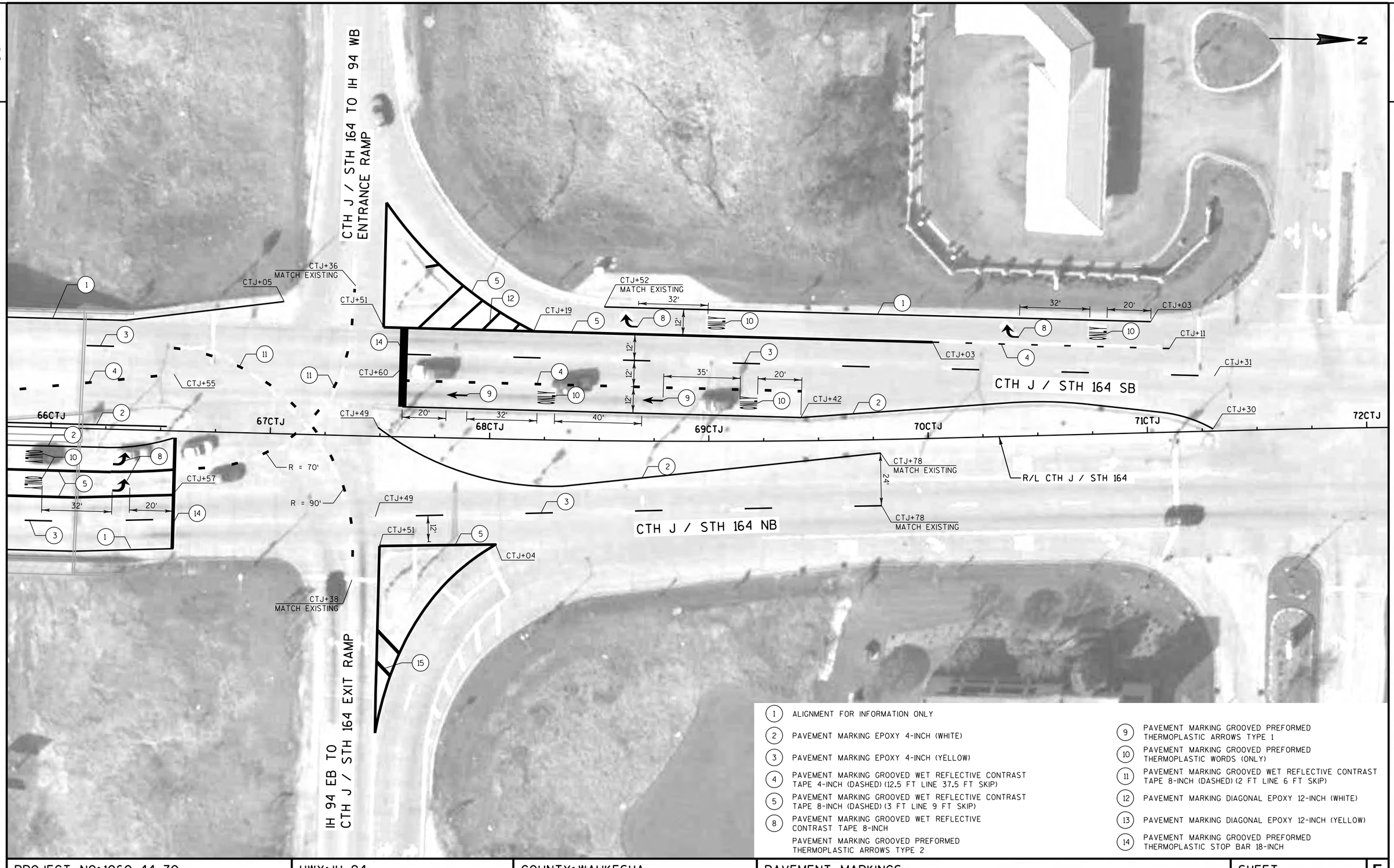
ALIGNMENT FOR INFORMATION ONLY

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
3. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DASHED) (3 FT LINE 9 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
8. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2
9. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1
10. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS (ONLY)
11. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DASHED) (2 FT LINE 6 FT SKIP)
13. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
14. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC STOP BAR 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 253	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\024542_pm.dgn PLOT DATE : 7/15/2015 2:42:37 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

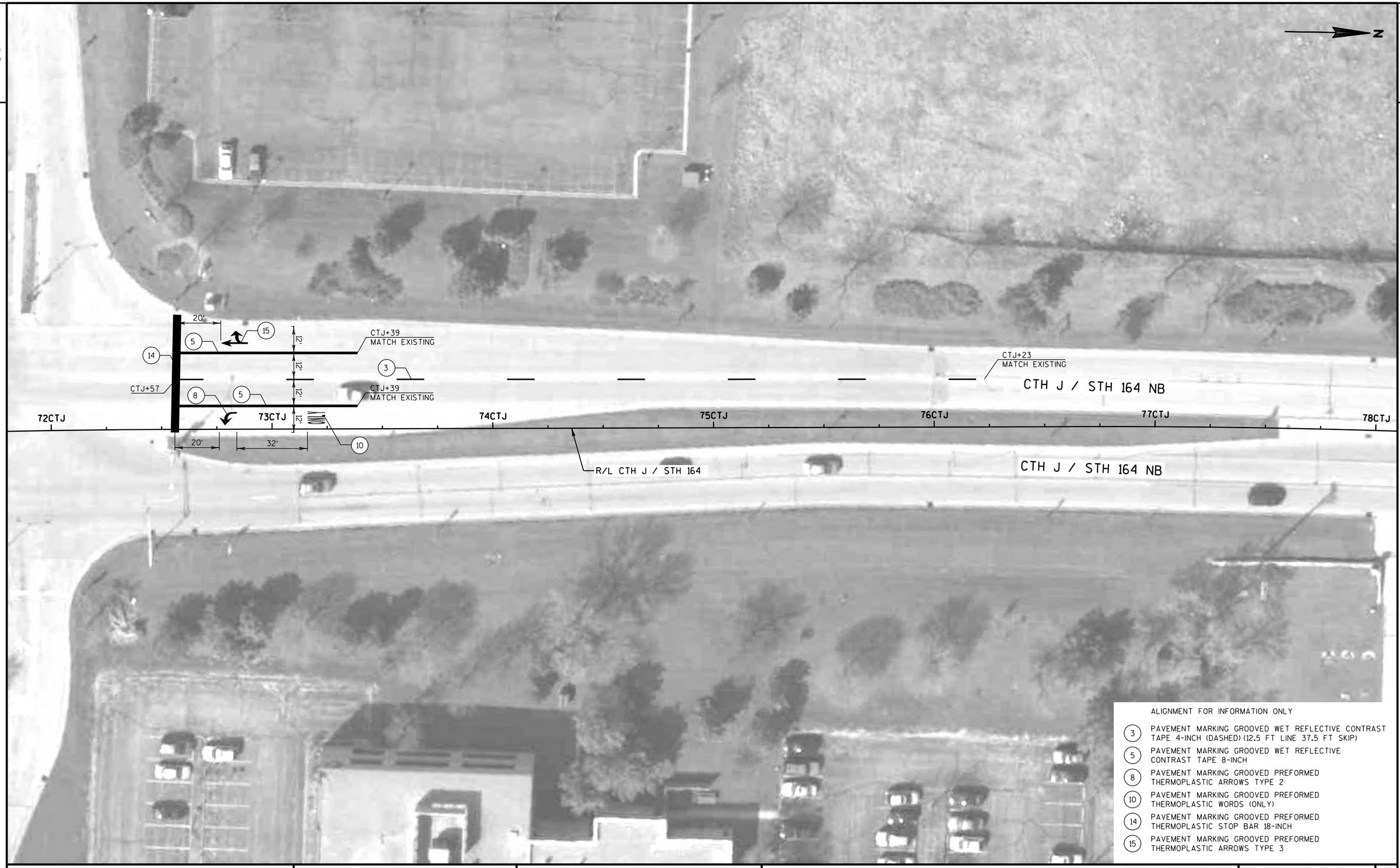
2



1. ALIGNMENT FOR INFORMATION ONLY
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DASHED) (3 FT LINE 9 FT SKIP)
8. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH
   PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2
9. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 1
10. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS (ONLY)
11. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH (DASHED) (2 FT LINE 6 FT SKIP)
12. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
13. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
14. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC STOP BAR 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 254	E

2



ALIGNMENT FOR INFORMATION ONLY

(3) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (DASHED) (12.5 FT LINE 37.5 FT SKIP)

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH

(8) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2

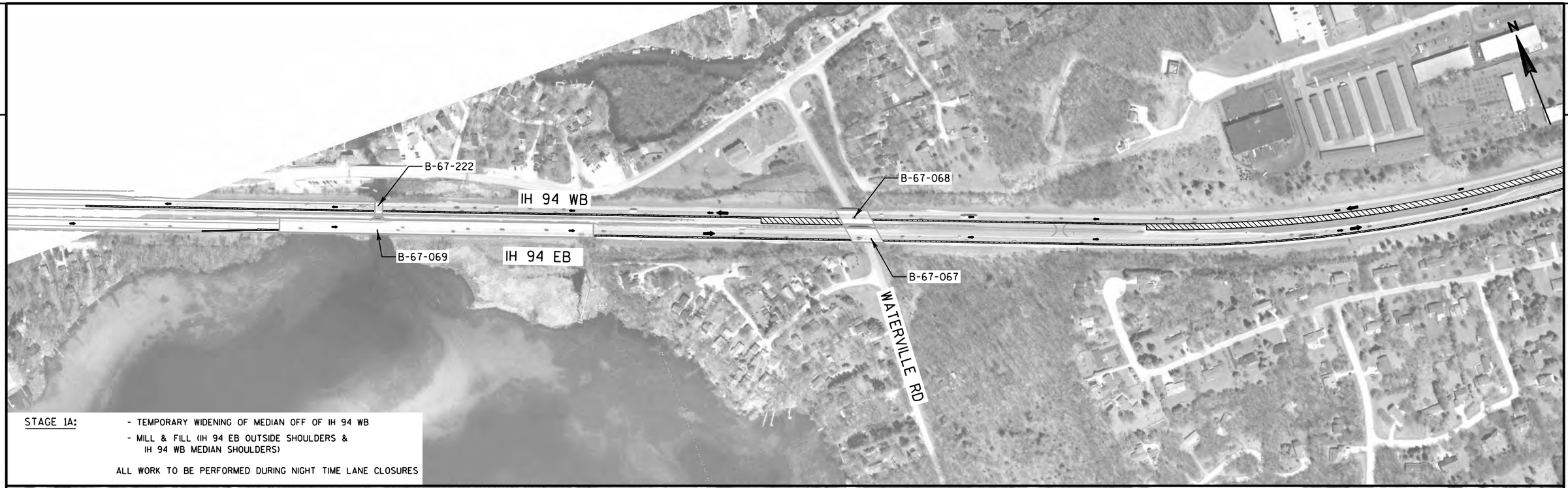
(10) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS (ONLY)

(14) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC STOP BAR 18-INCH

(15) PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3

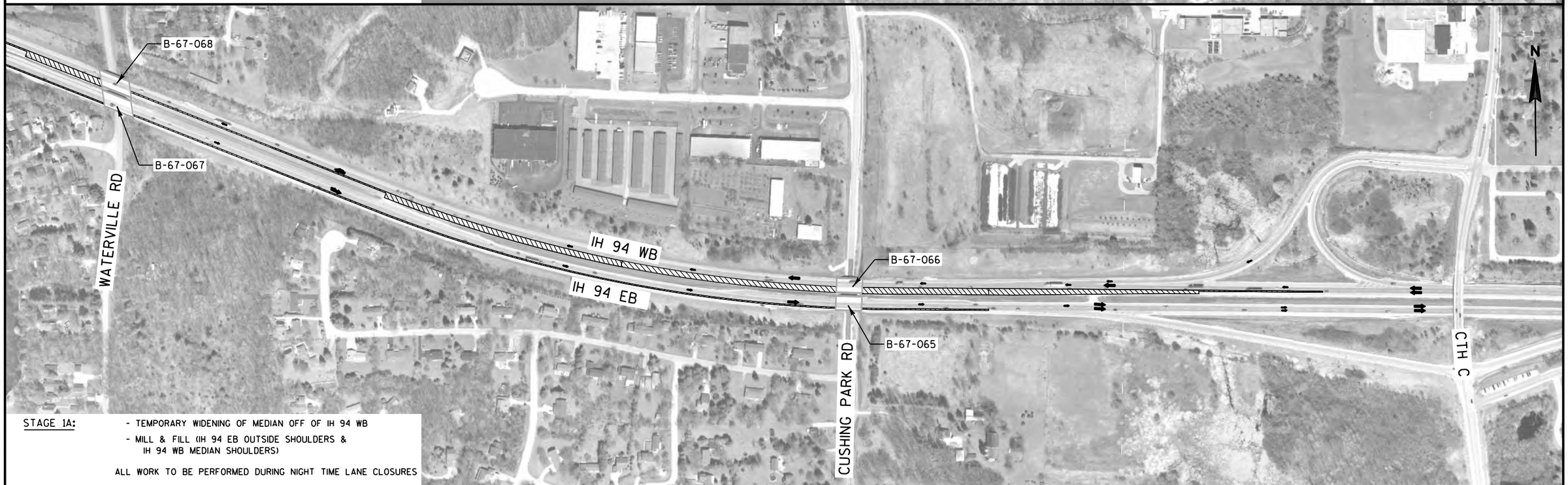
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PAVEMENT MARKINGS	SHEET 255	E

2



STAGE 1A:
- TEMPORARY WIDENING OF MEDIAN OFF OF IH 94 WB
- MILL & FILL (IH 94 EB OUTSIDE SHOULDERS & IH 94 WB MEDIAN SHOULDERS)

ALL WORK TO BE PERFORMED DURING NIGHT TIME LANE CLOSURES



STAGE 1A:
- TEMPORARY WIDENING OF MEDIAN OFF OF IH 94 WB
- MILL & FILL (IH 94 EB OUTSIDE SHOULDERS & IH 94 WB MEDIAN SHOULDERS)

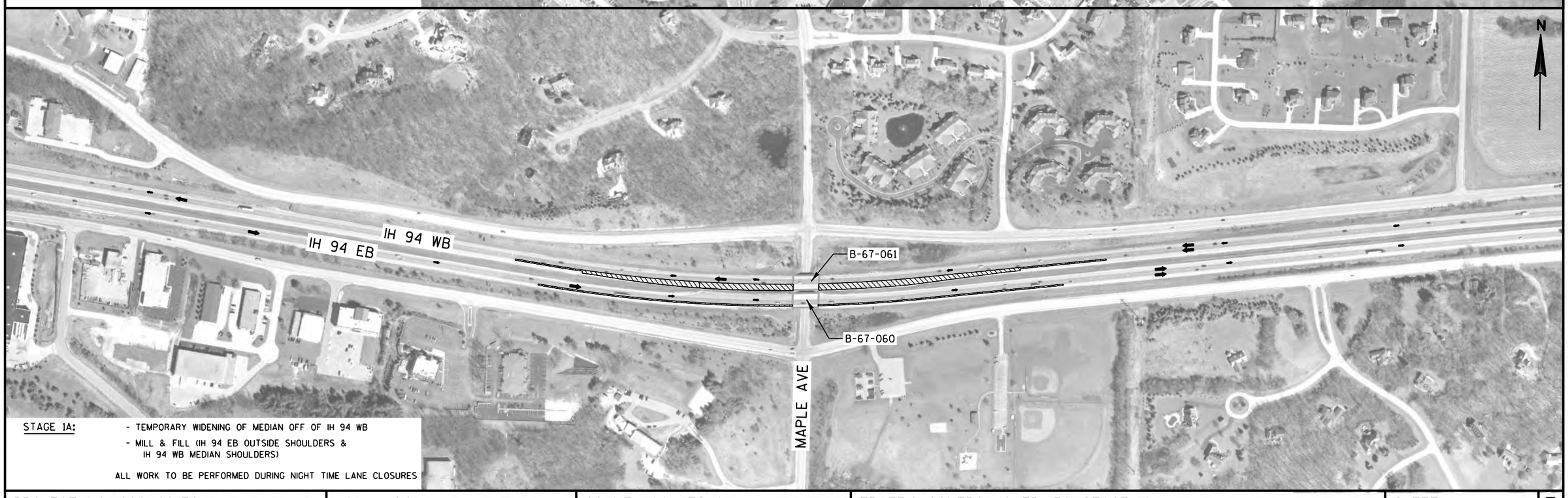
ALL WORK TO BE PERFORMED DURING NIGHT TIME LANE CLOSURES

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 1A	SHEET 256	E

2

STAGE 1A:
- TEMPORARY WIDENING OF MEDIAN OFF OF IH 94 WB
- MILL & FILL (IH 94 EB OUTSIDE SHOULDERS & IH 94 WB MEDIAN SHOULDERS)

ALL WORK TO BE PERFORMED DURING NIGHT TIME LANE CLOSURES

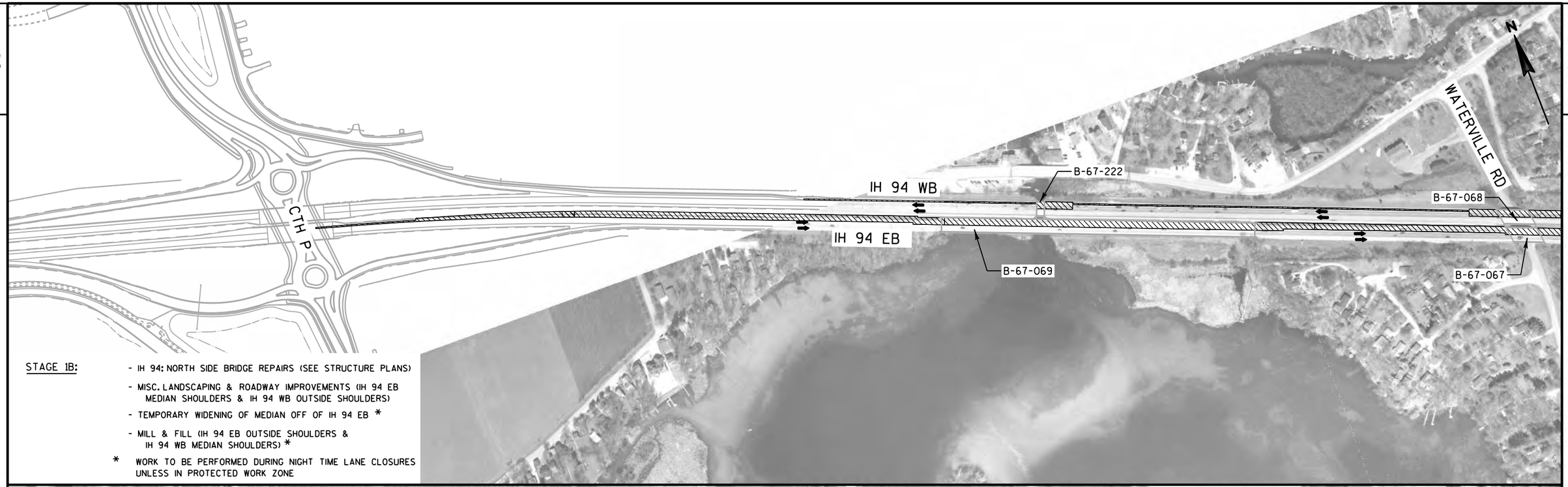


STAGE 1A:
- TEMPORARY WIDENING OF MEDIAN OFF OF IH 94 WB
- MILL & FILL (IH 94 EB OUTSIDE SHOULDERS & IH 94 WB MEDIAN SHOULDERS)

ALL WORK TO BE PERFORMED DURING NIGHT TIME LANE CLOSURES

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 1A	SHEET 257	E

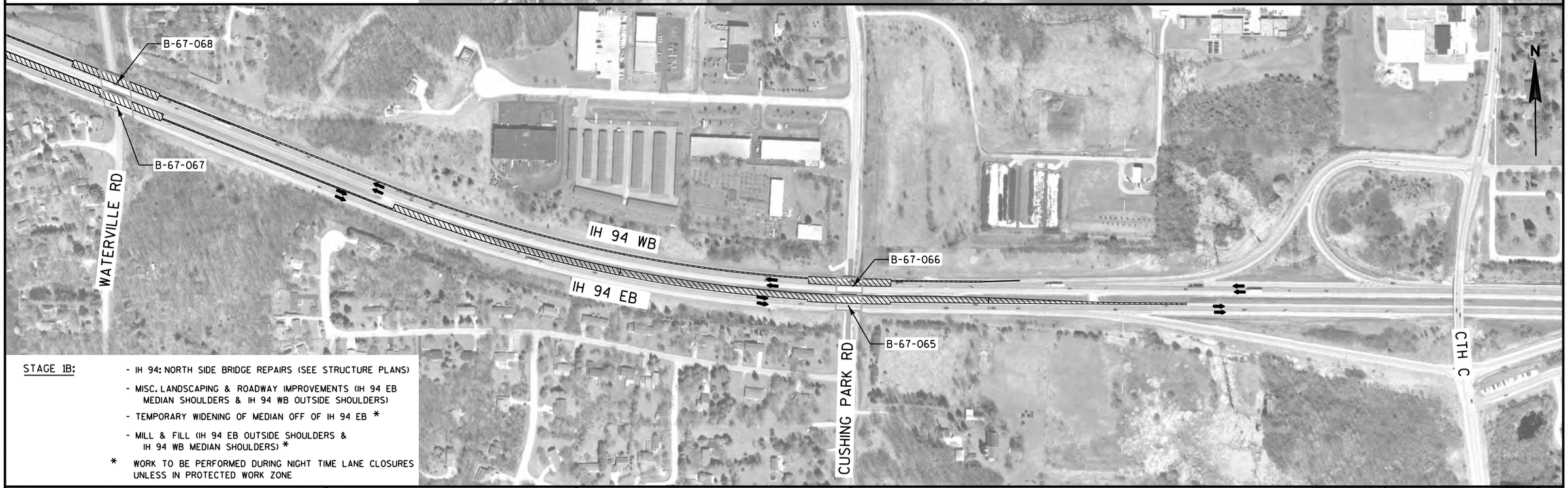
2



STAGE 1B:

- IH 94: NORTH SIDE BRIDGE REPAIRS (SEE STRUCTURE PLANS)
- MISC. LANDSCAPING & ROADWAY IMPROVEMENTS (IH 94 EB MEDIAN SHOULDERS & IH 94 WB OUTSIDE SHOULDERS)
- TEMPORARY WIDENING OF MEDIAN OFF OF IH 94 EB *
- MILL & FILL (IH 94 EB OUTSIDE SHOULDERS & IH 94 WB MEDIAN SHOULDERS) *

* WORK TO BE PERFORMED DURING NIGHT TIME LANE CLOSURES UNLESS IN PROTECTED WORK ZONE



STAGE 1B:

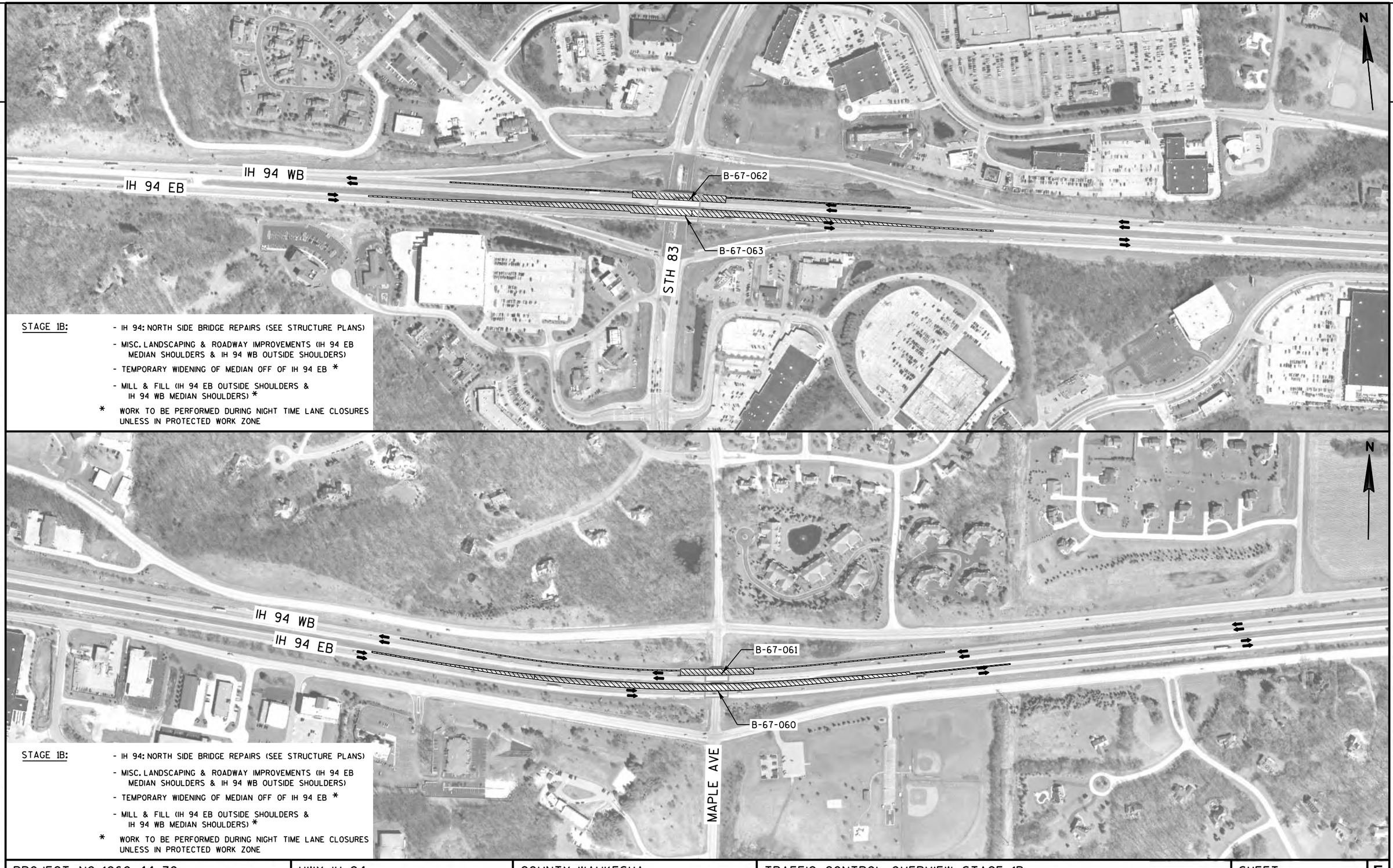
- IH 94: NORTH SIDE BRIDGE REPAIRS (SEE STRUCTURE PLANS)
- MISC. LANDSCAPING & ROADWAY IMPROVEMENTS (IH 94 EB MEDIAN SHOULDERS & IH 94 WB OUTSIDE SHOULDERS)
- TEMPORARY WIDENING OF MEDIAN OFF OF IH 94 EB *
- MILL & FILL (IH 94 EB OUTSIDE SHOULDERS & IH 94 WB MEDIAN SHOULDERS) *

* WORK TO BE PERFORMED DURING NIGHT TIME LANE CLOSURES UNLESS IN PROTECTED WORK ZONE

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 1B	SHEET 258	E

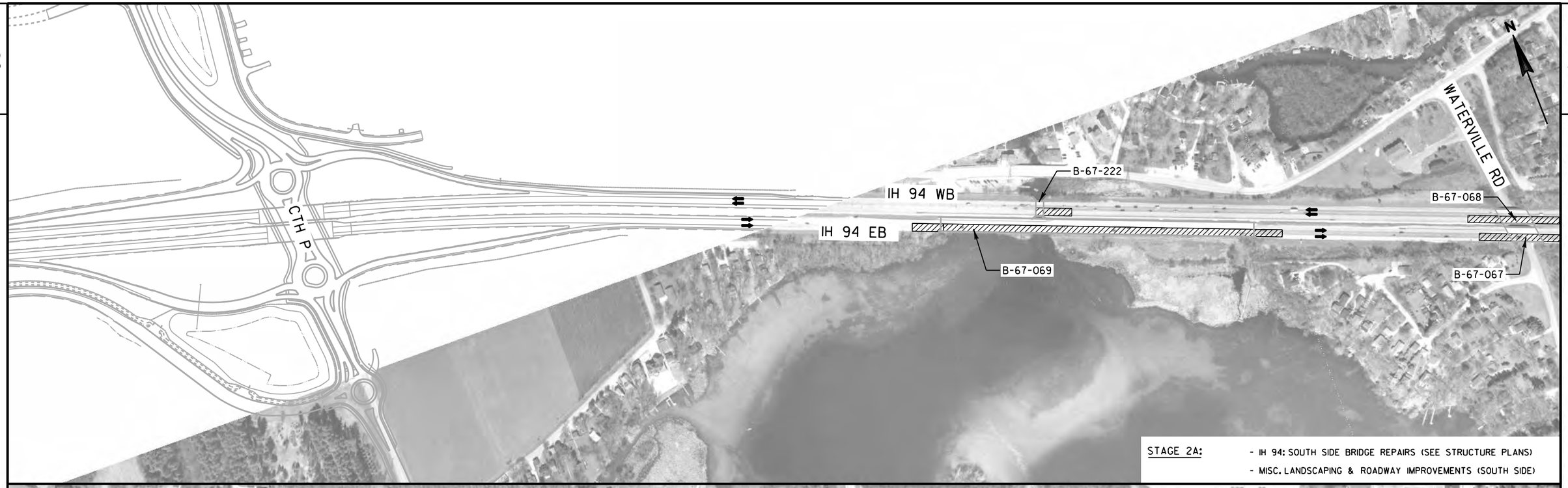
FILE NAME : \\milw00\ingrproj\59899\t1\cds\025111_tc.dgn PLOT DATE : 7/15/2015 2:52:00 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 400:1

WISDOT/CADDS SHEET 42

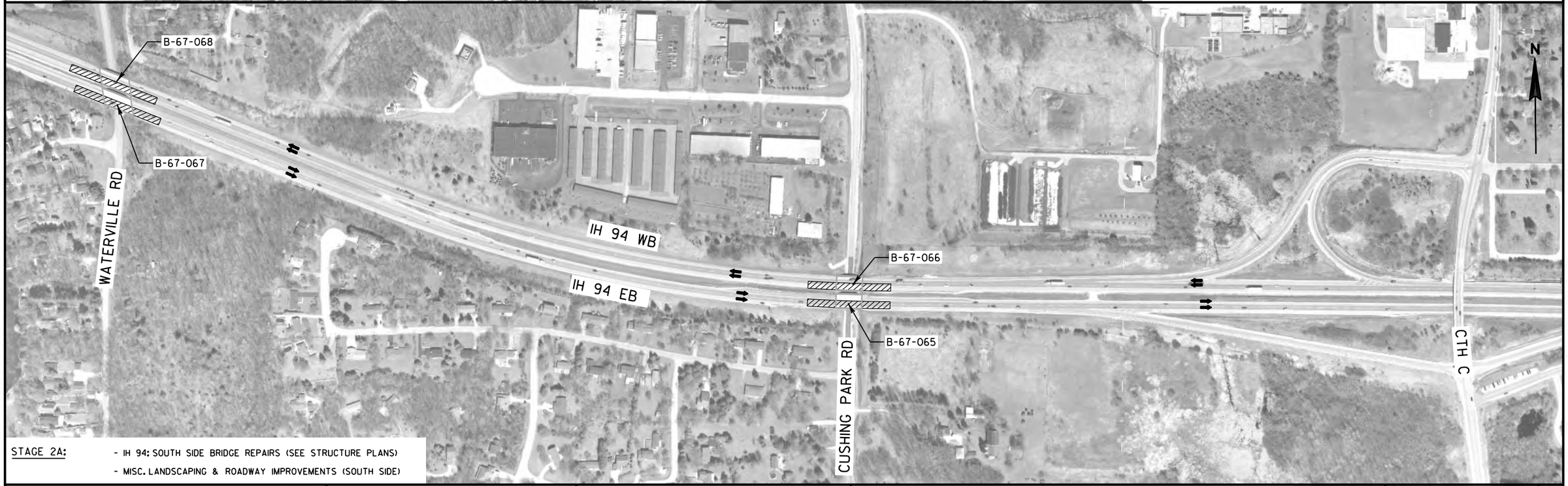


PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 1B	SHEET 259	E

2

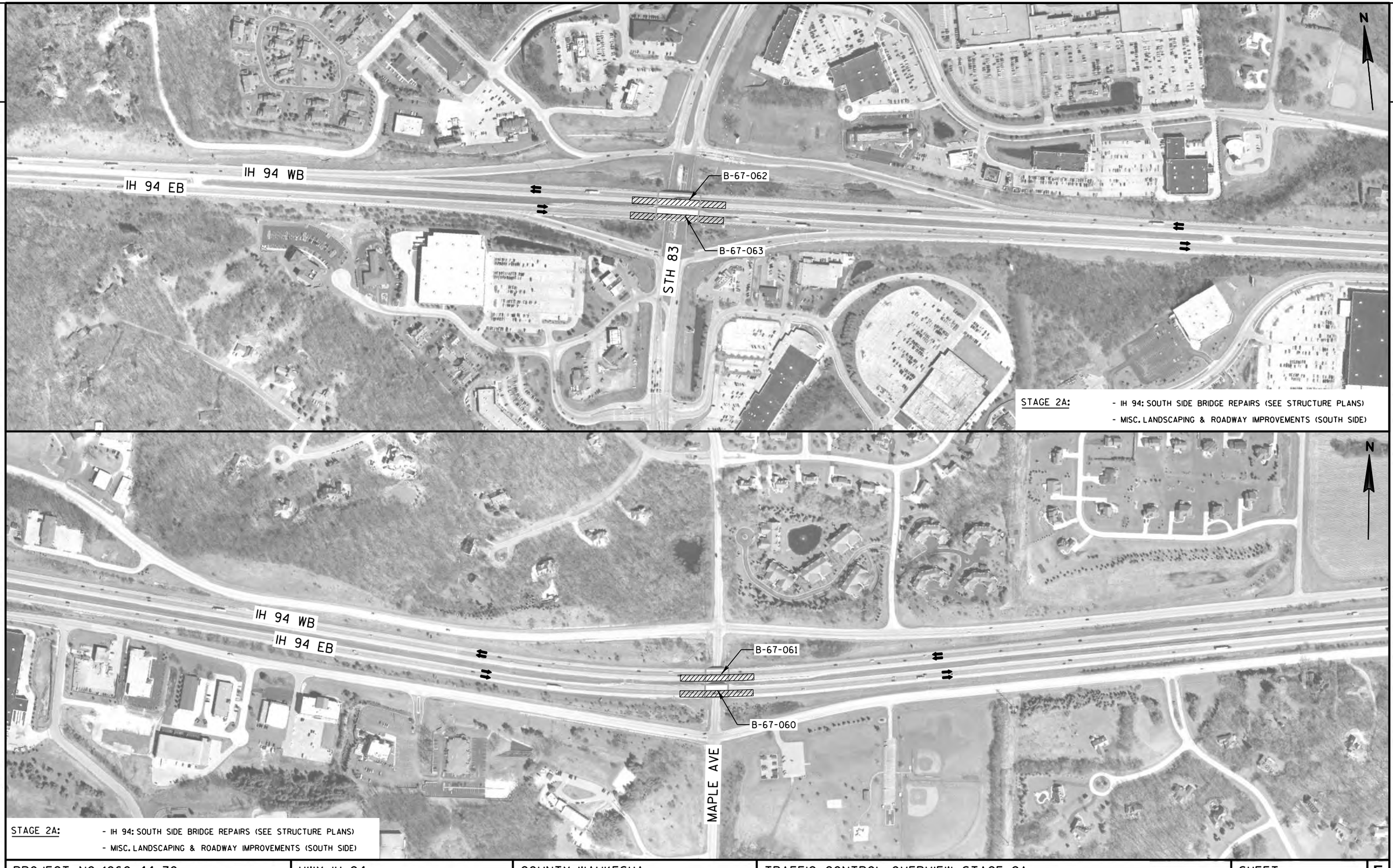


STAGE 2A:
- IH 94: SOUTH SIDE BRIDGE REPAIRS (SEE STRUCTURE PLANS)
- MISC. LANDSCAPING & ROADWAY IMPROVEMENTS (SOUTH SIDE)



STAGE 2A:
- IH 94: SOUTH SIDE BRIDGE REPAIRS (SEE STRUCTURE PLANS)
- MISC. LANDSCAPING & ROADWAY IMPROVEMENTS (SOUTH SIDE)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 2A	SHEET 260	E

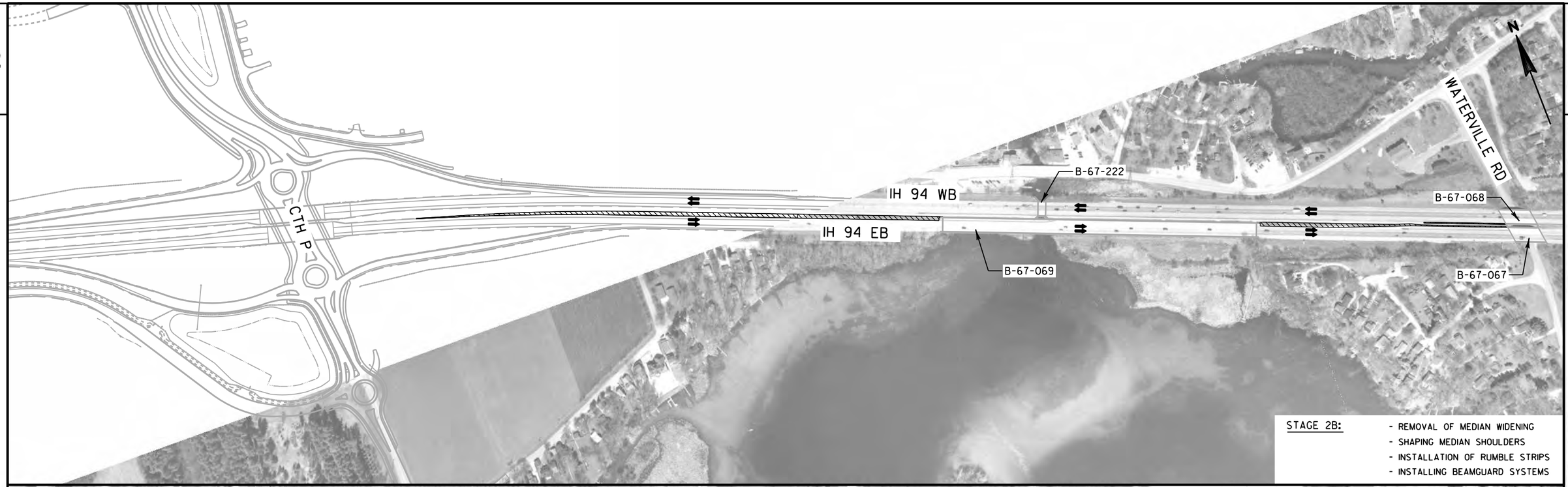


PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 2A	SHEET 261	E

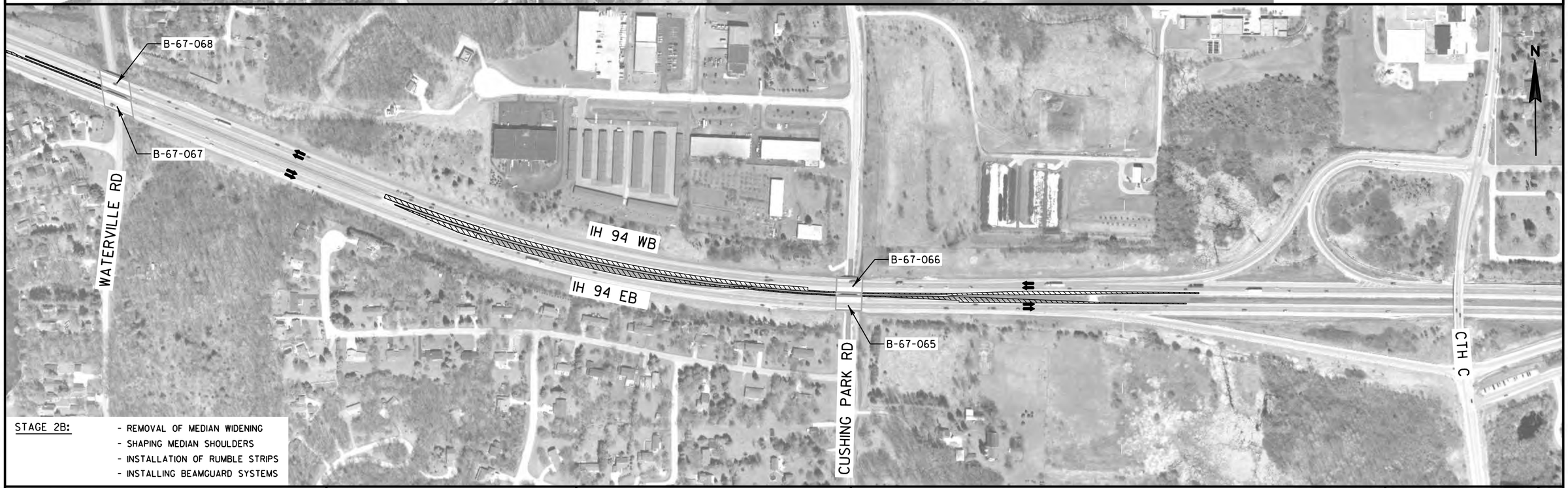
FILE NAME : \\milw00\ingrproj\59899\t1\cds\025112_tc.dgn PLOT DATE : 7/15/2015 2:52:12 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 400:1

WISDOT/CADDS SHEET 42

2



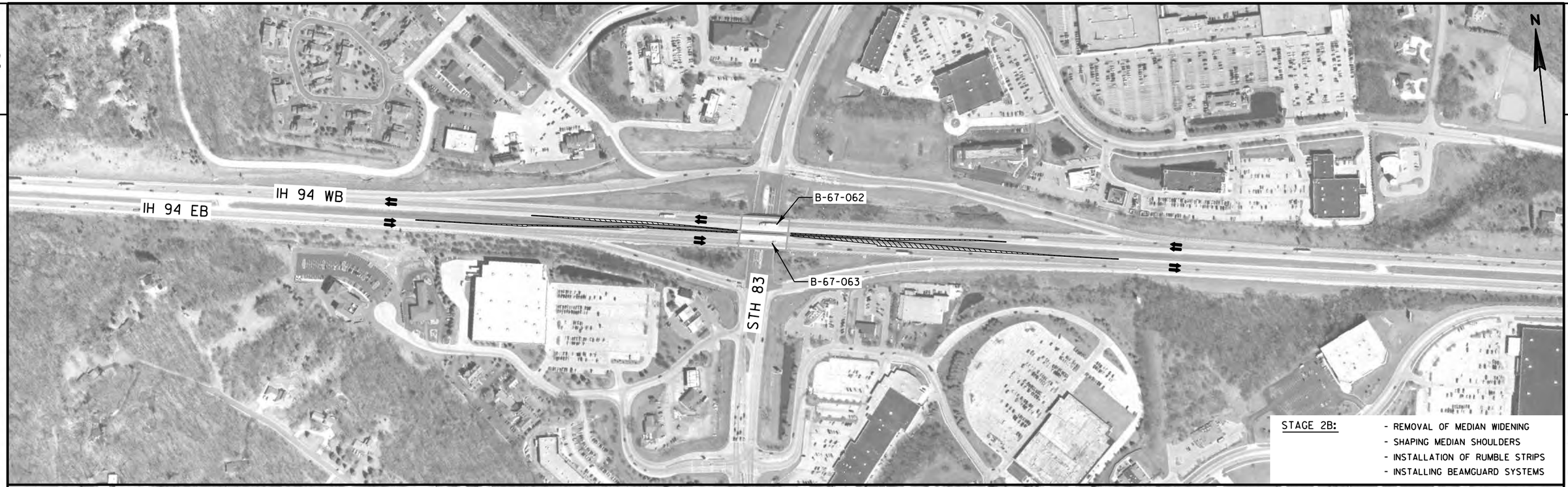
STAGE 2B:
- REMOVAL OF MEDIAN WIDENING
- SHAPING MEDIAN SHOULDERS
- INSTALLATION OF RUMBLE STRIPS
- INSTALLING BEAMGUARD SYSTEMS



STAGE 2B:
- REMOVAL OF MEDIAN WIDENING
- SHAPING MEDIAN SHOULDERS
- INSTALLATION OF RUMBLE STRIPS
- INSTALLING BEAMGUARD SYSTEMS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 2B	SHEET 262	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\025113_tc.dgn PLOT DATE : 7/15/2015 2:52:17 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 400:1

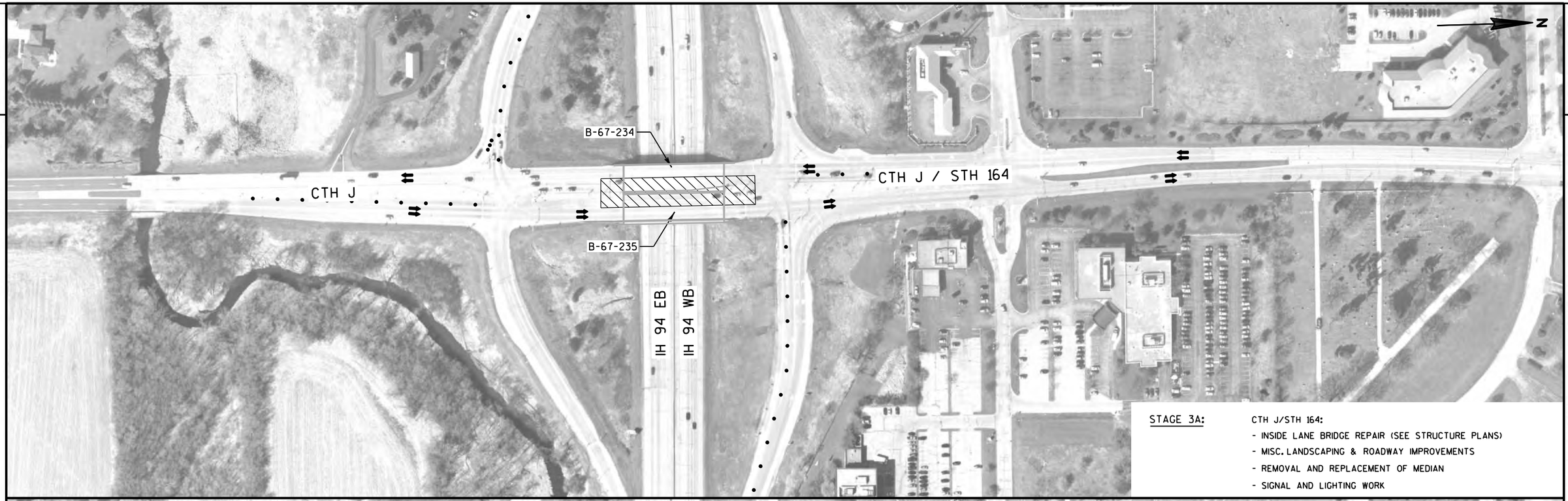


PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 2B	SHEET 263	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\025113_tc.dgn PLOT DATE : 7/15/2015 2:52:20 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 400:1

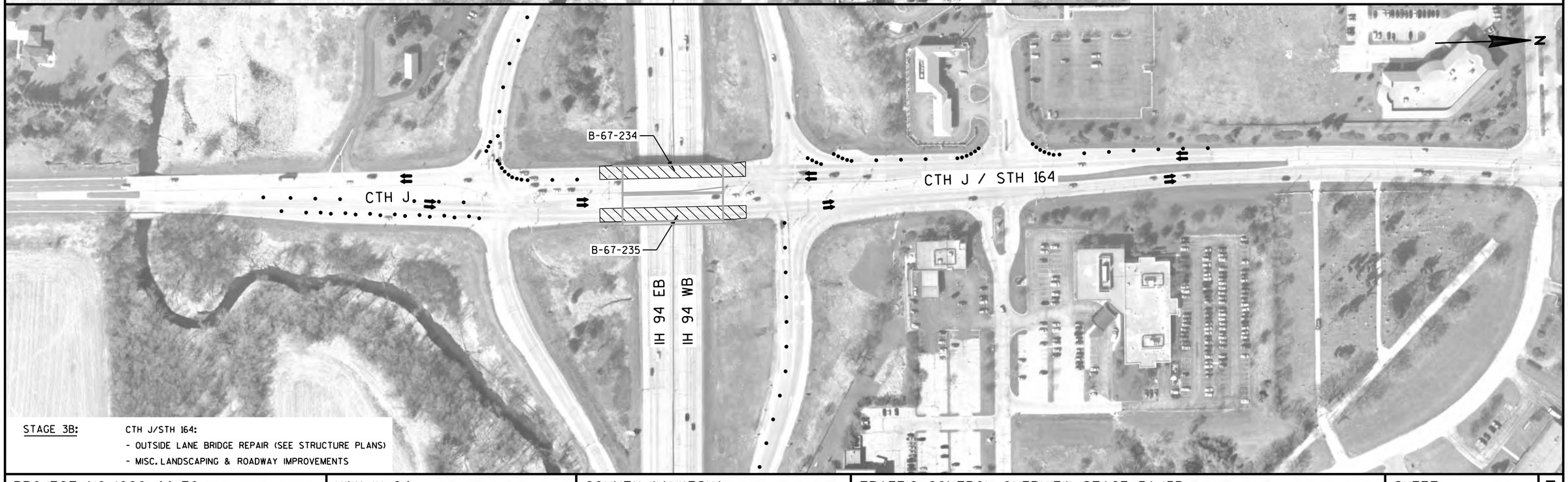
WISDOT/CADDS SHEET 42

2



STAGE 3A:

CTH J/STH 164:
- INSIDE LANE BRIDGE REPAIR (SEE STRUCTURE PLANS)
- MISC. LANDSCAPING & ROADWAY IMPROVEMENTS
- REMOVAL AND REPLACEMENT OF MEDIAN
- SIGNAL AND LIGHTING WORK

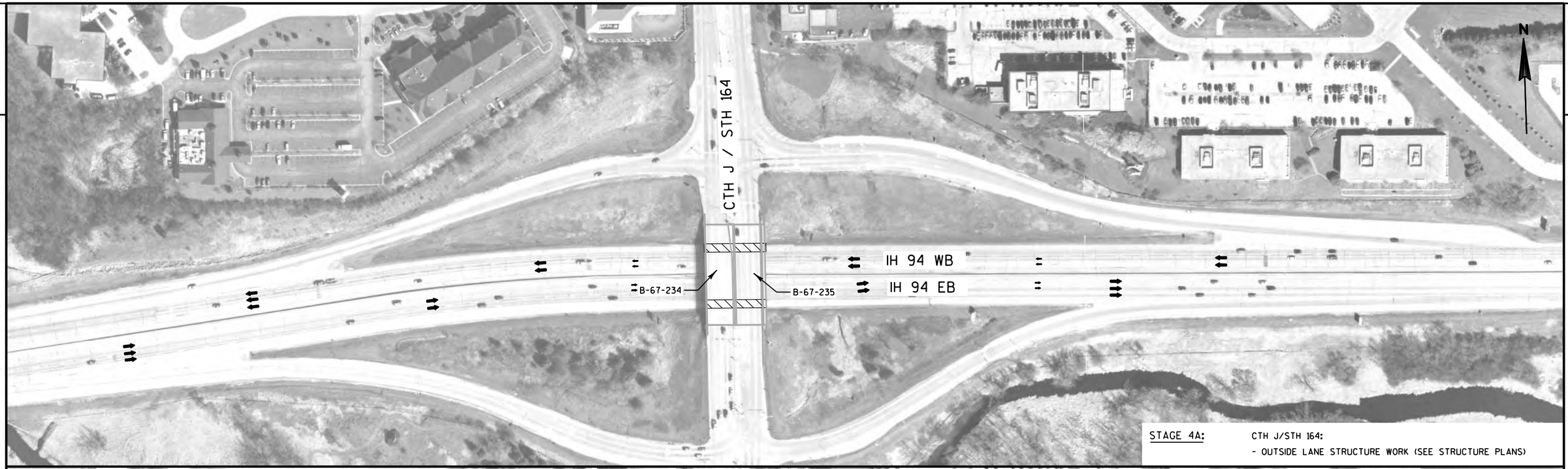


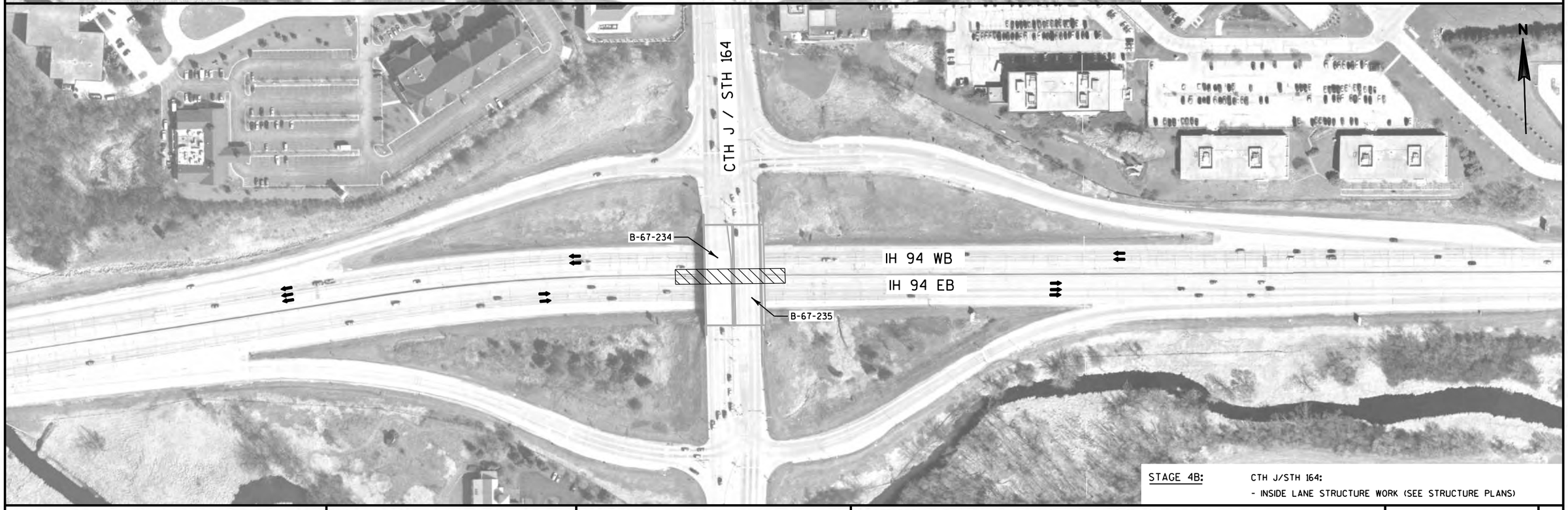
STAGE 3B:

CTH J/STH 164:
- OUTSIDE LANE BRIDGE REPAIR (SEE STRUCTURE PLANS)
- MISC. LANDSCAPING & ROADWAY IMPROVEMENTS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 3A/3B	SHEET 264	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\025114_tc.dgn PLOT DATE : 7/15/2015 2:52:26 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 200:1



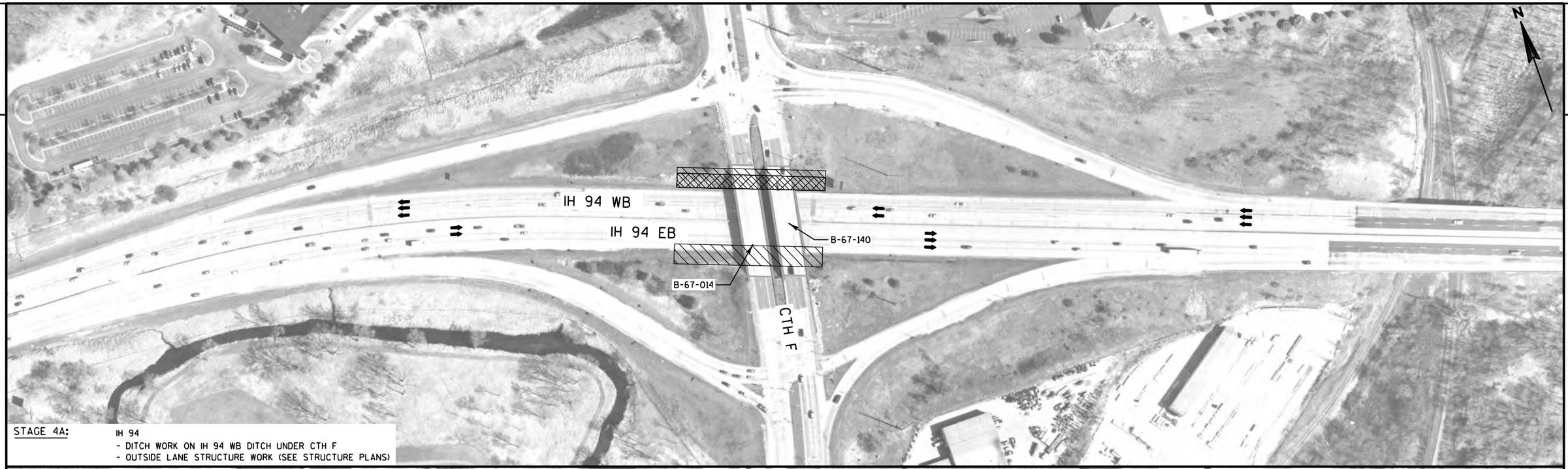


PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 4A/4B	SHEET 265	E

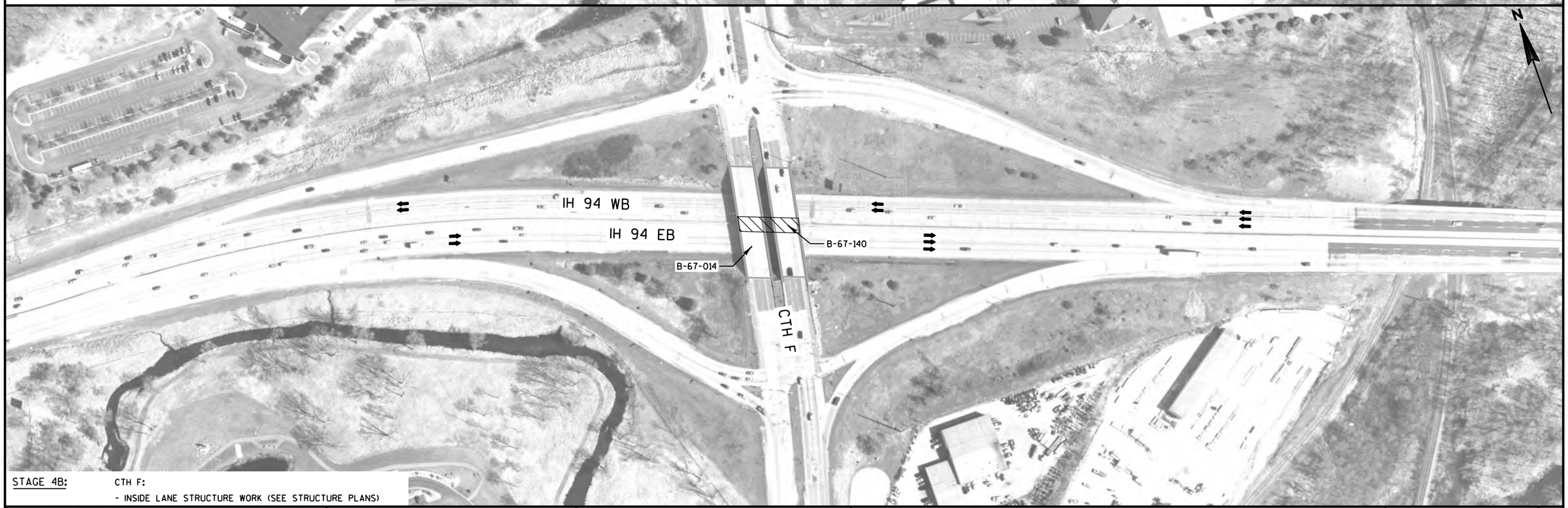
FILE NAME : \\milw00\ingrproj\59899\t1\cds\025115_tc.dgn PLOT DATE : 7/16/2015 11:32:05 AM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 42

2



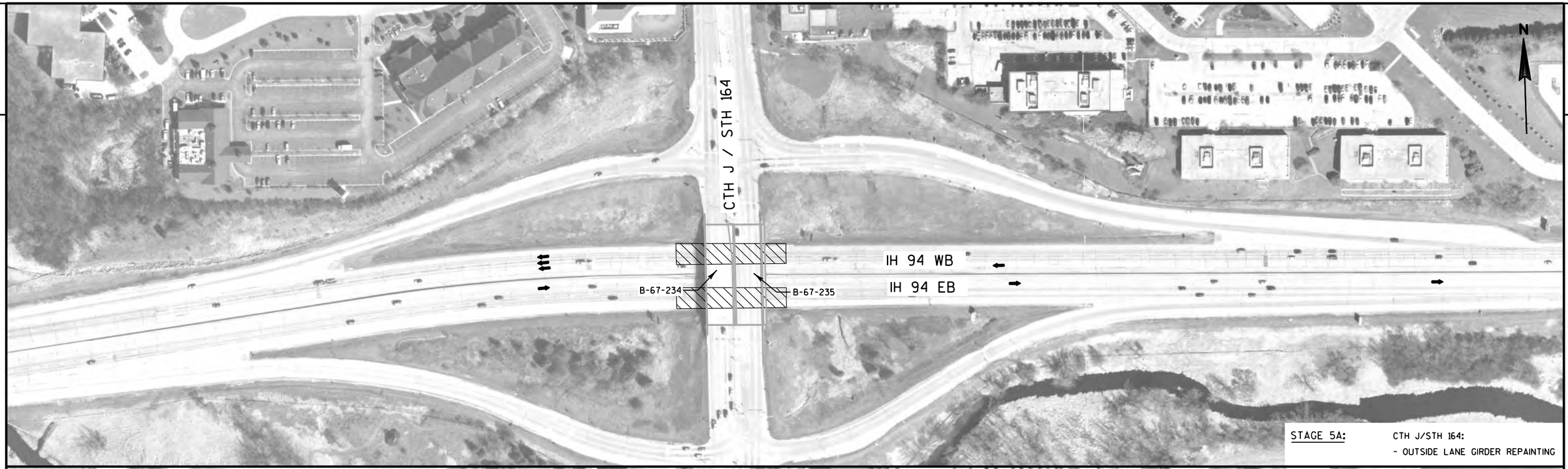
STAGE 4A: IH 94
- DITCH WORK ON IH 94 WB DITCH UNDER CTH F
- OUTSIDE LANE STRUCTURE WORK (SEE STRUCTURE PLANS)



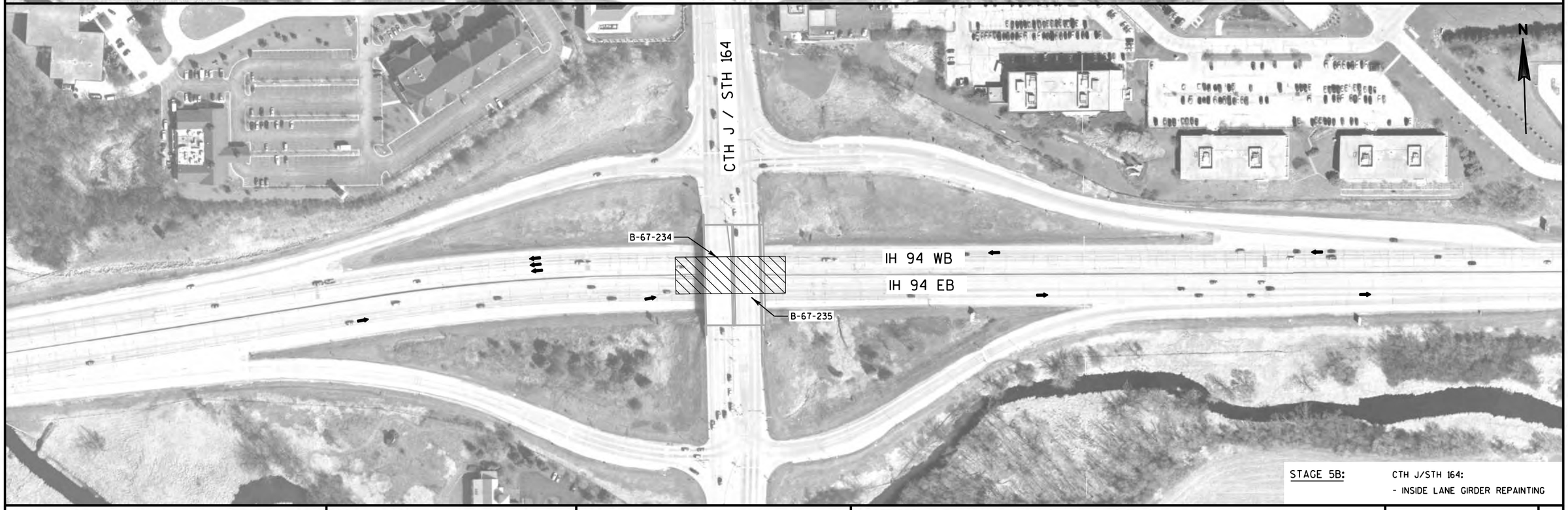
STAGE 4B: CTH F:
- INSIDE LANE STRUCTURE WORK (SEE STRUCTURE PLANS)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 4A/4B	SHEET 266	E

2



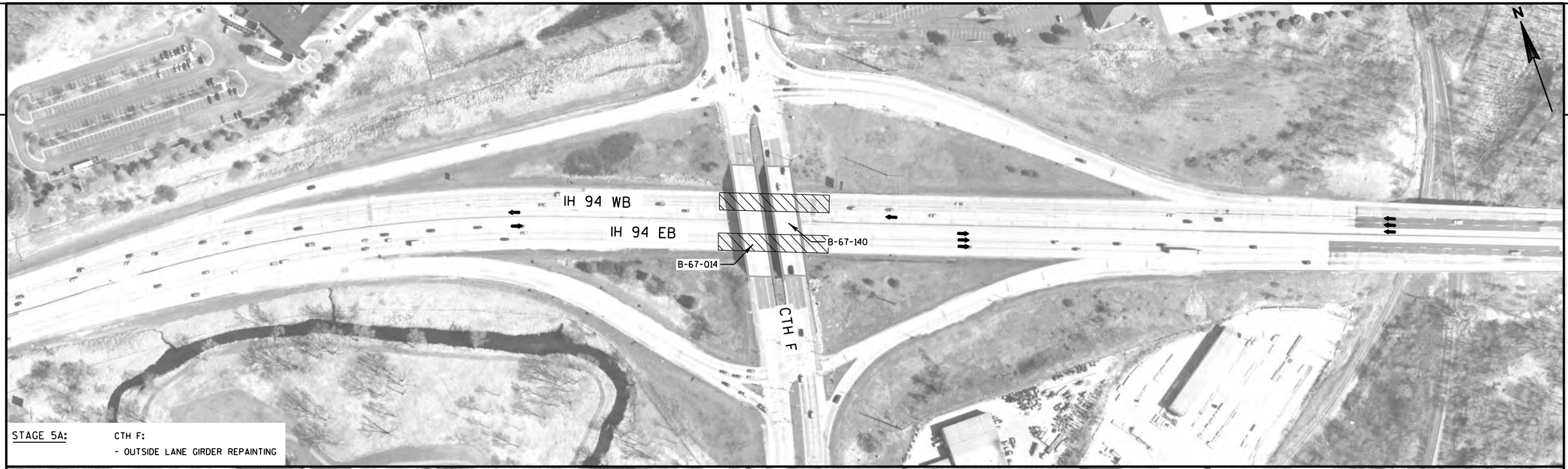
STAGE 5A: CTH J/STH 164:
- OUTSIDE LANE GIRDER REPAINTING



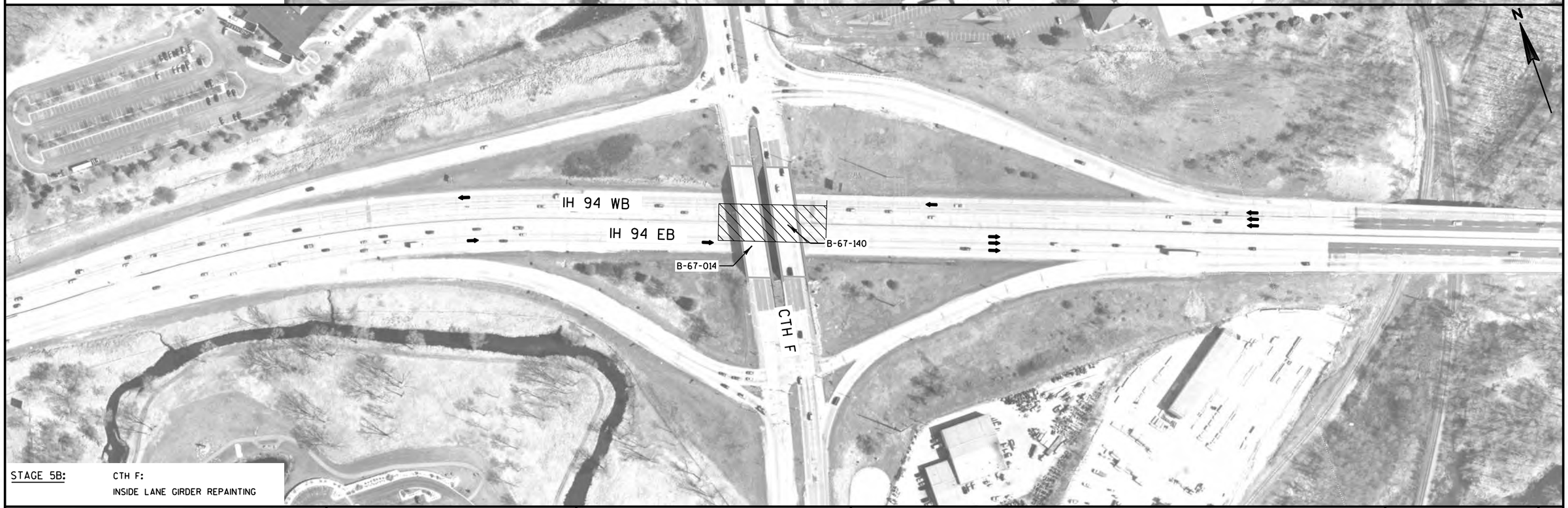
STAGE 5B: CTH J/STH 164:
- INSIDE LANE GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 5A/5B	SHEET 267	E

2



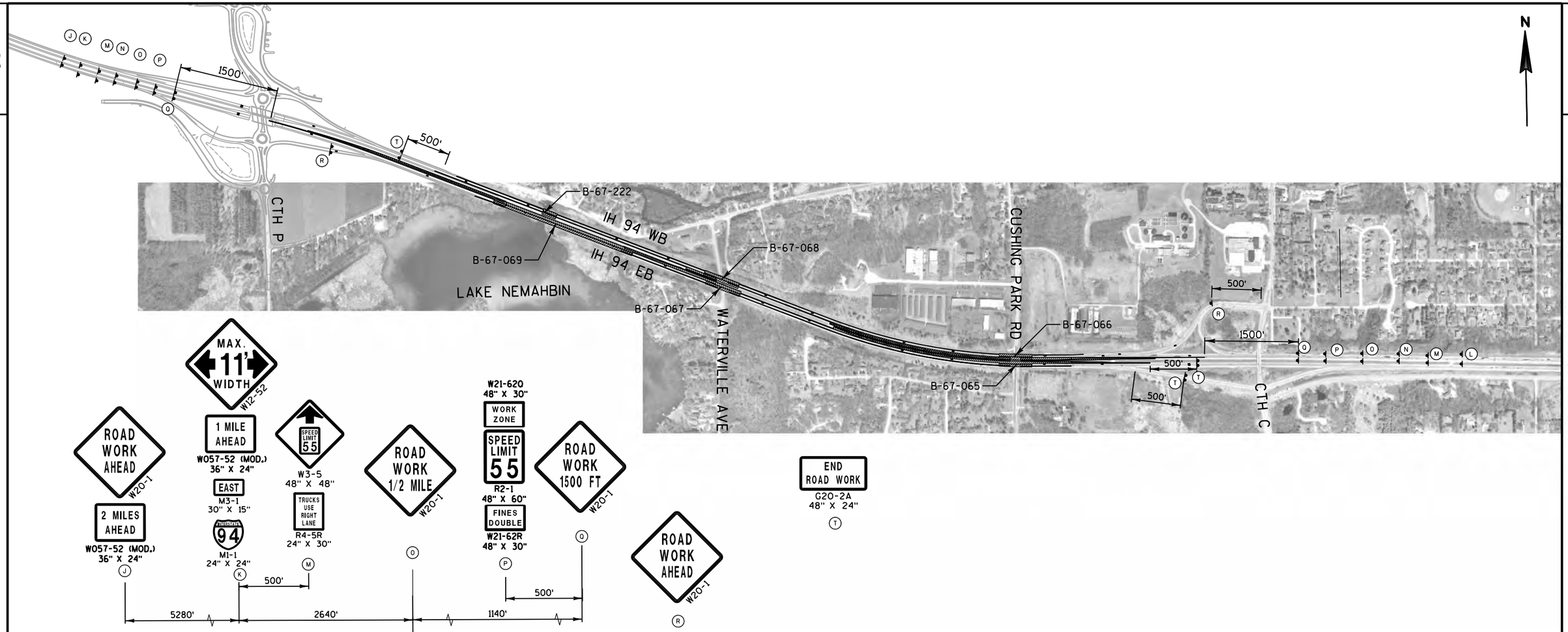
STAGE 5A: CTH F:
- OUTSIDE LANE GIRDER REPAINTING

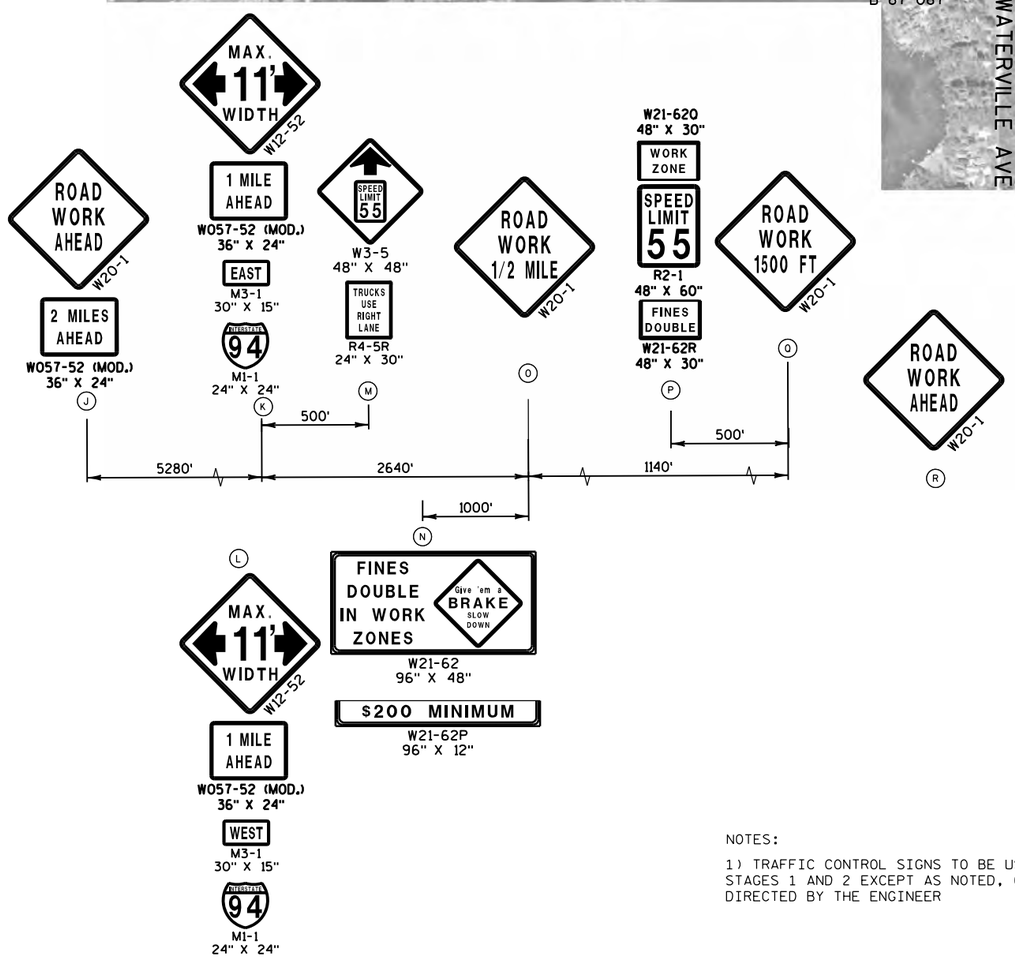


STAGE 5B: CTH F:
INSIDE LANE GIRDER REPAINTING

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL OVERVIEW: STAGE 5A/5B	SHEET 268	E

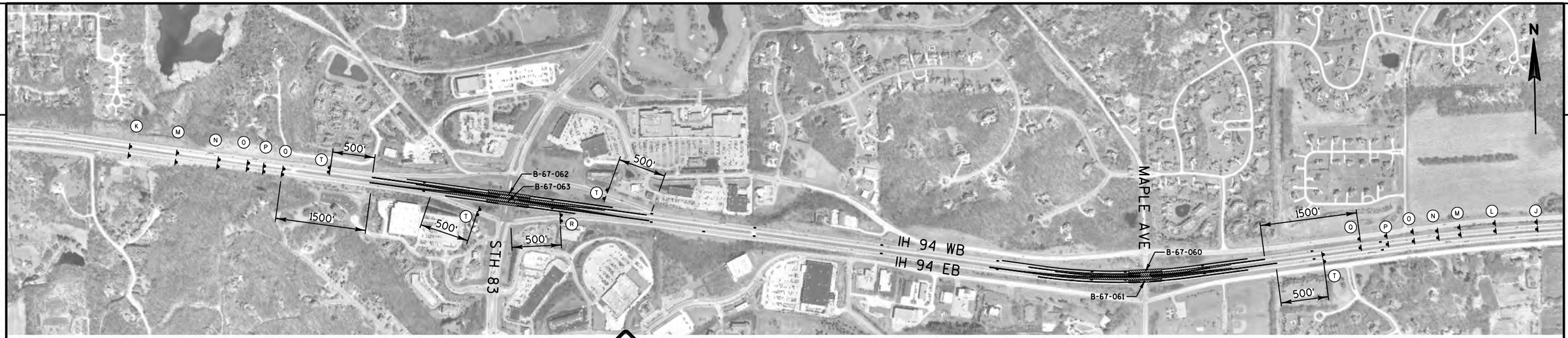




NOTES:

1) TRAFFIC CONTROL SIGNS TO BE USED FOR STAGES 1 AND 2 EXCEPT AS NOTED, OR AS DIRECTED BY THE ENGINEER

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - ADVANCED SIGNING (IH 94)	SHEET 269	E

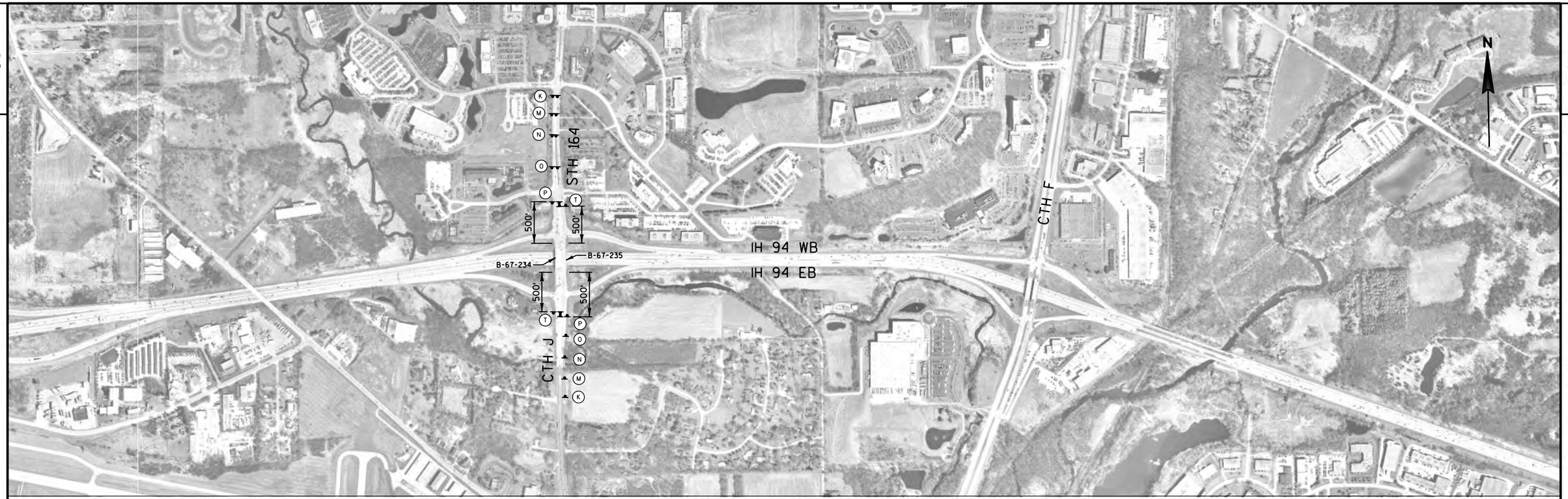


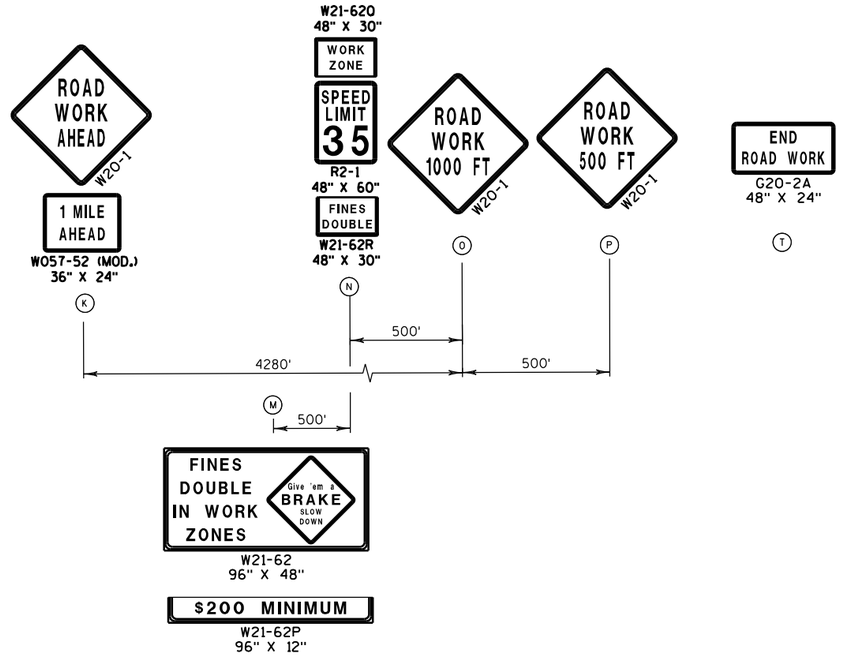
NOTES:

1) TRAFFIC CONTROL SIGNS TO BE USED FOR STAGES 1 AND 2 EXCEPT AS NOTED, OR AS DIRECTED BY THE ENGINEER

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - ADVANCED SIGNING (IH 94)	SHEET 270	E

2

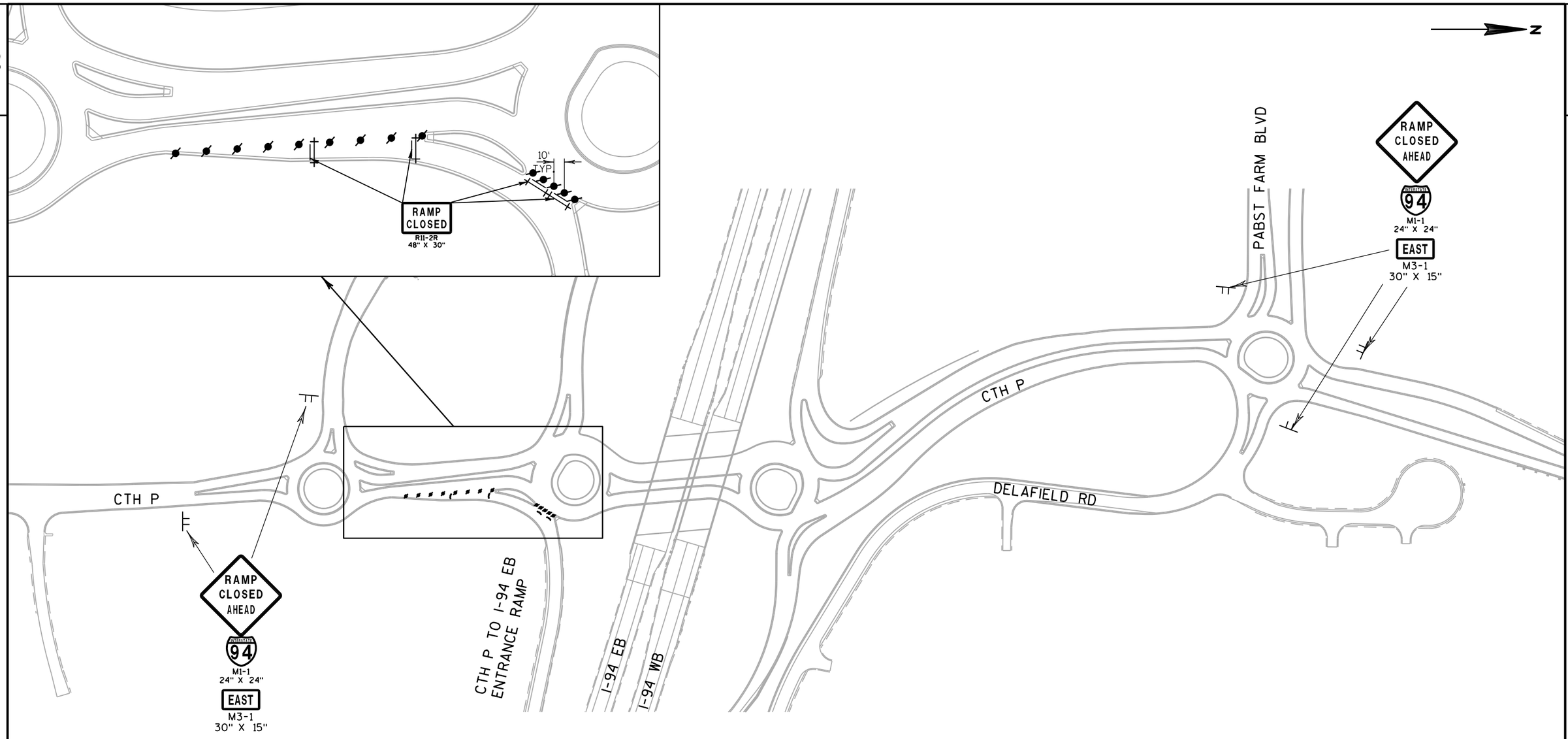




PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - ADVANCED SIGNING (CTH J/STH 164)	SHEET 271	E

2

N



LEGEND

- TRAFFIC CONTROL DRUM WITH WARNING LIGHT TYPE C
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN

TRAFFIC CONTROL FOR NIGHT-TIME CTH P ENTRANCE RAMP CLOSURE (SHORT TERM ONLY)

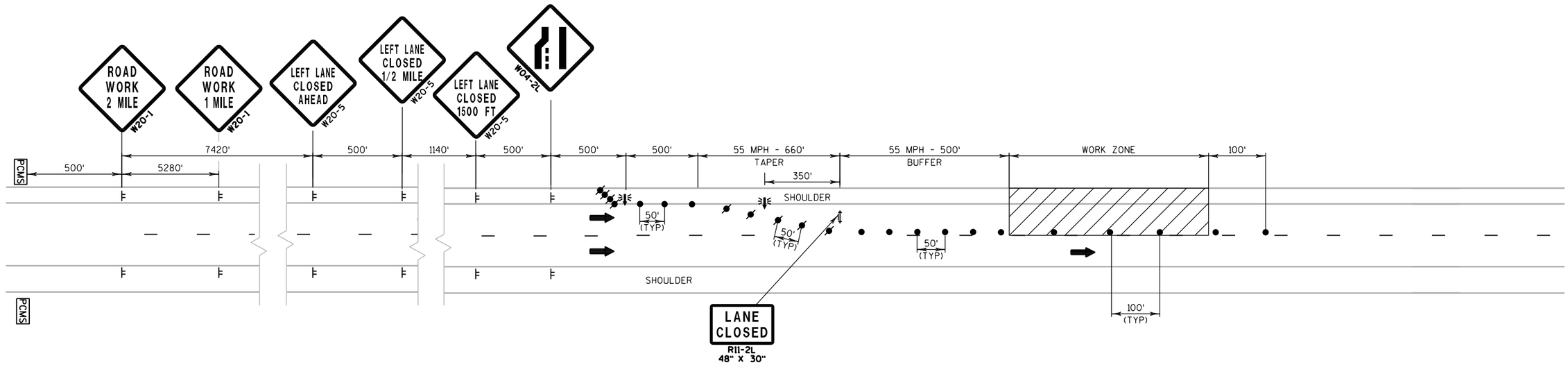
STAGE 1A

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

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

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL CONSTRUCTION DETAILS	SHEET 272	E

2



TYPE III BARRICADE SPACED
EVERY 1/4 MILE IN WORK ZONE

NOTES:

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

2) ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYPE C (STEADY BURN)

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

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

5) WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS, STANDARD DETAIL DRAWINGS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

6) ALL SHORT TERM LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROWBOARDS AND DEVICES REMOVED BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

7) UTILIZE NIGHT TIME CLOSURE FOR ALL CONSTRUCTION ACTIVITIES. HOURS FOR NIGHT TIME CLOSURE SHALL ADHERE TO THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

8) DETAIL IS TYPICAL FOR EB AND WB DIRECTIONS.

9) THIS LANE CLOSURE IS TYPICAL FOR CLOSING LEFT LANE - REVERSE FOR CLOSING RIGHT LANE.

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- WORK ZONE
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHT TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHT TYPE A
- TRAFFIC CONTROL ARROW BOARD
- DIRECTION OF TRAFFIC
- PCMS TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE

TYPICAL SINGLE LANE NIGHT TIME CLOSURE

STAGE 1A

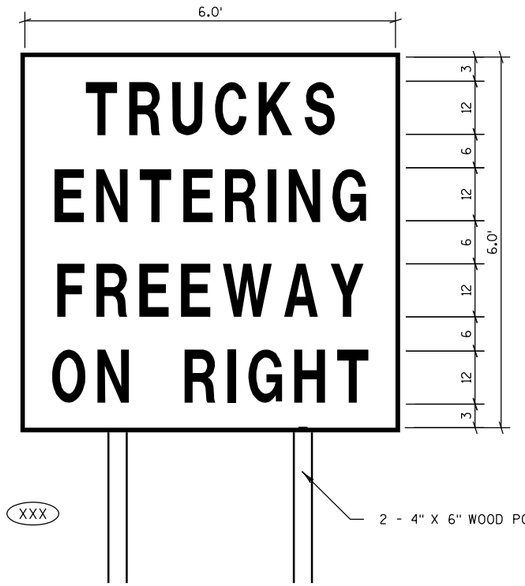
STAGE 1B

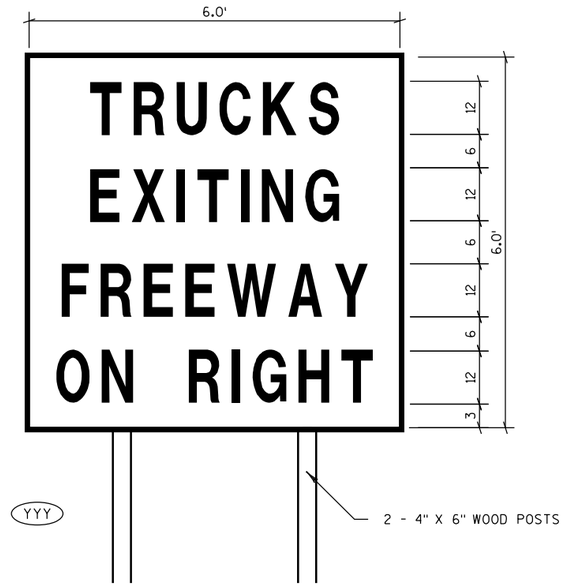
STAGE 2A

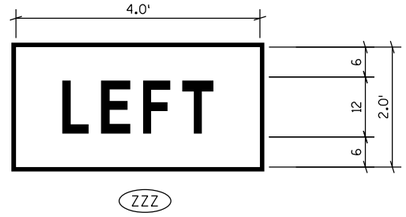
STAGE 4A

STAGE 4B

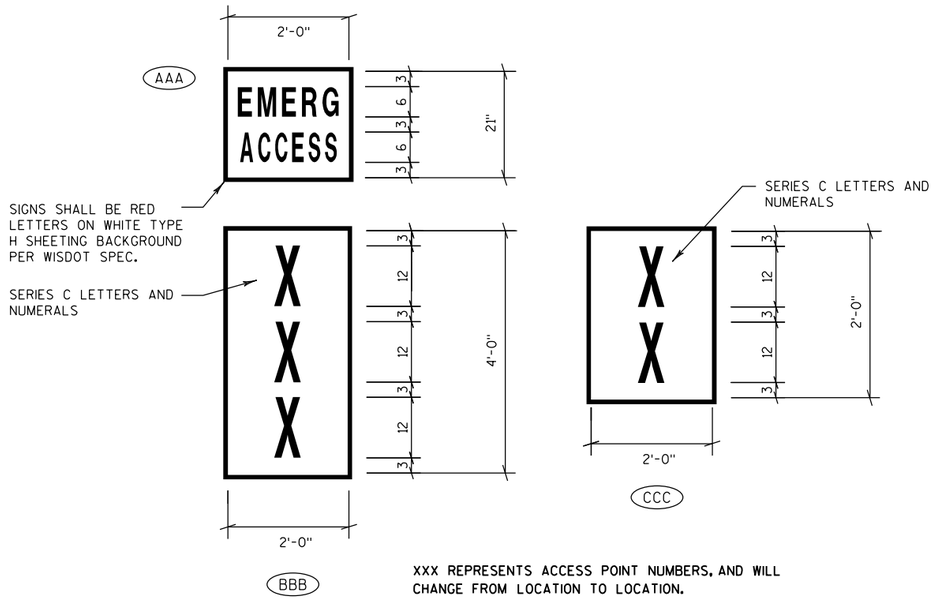
2







FIXED MESSAGE SIGNS



EMERGENCY ACCESS SIGNS

WORK ZONE INGRESS/EGRESS

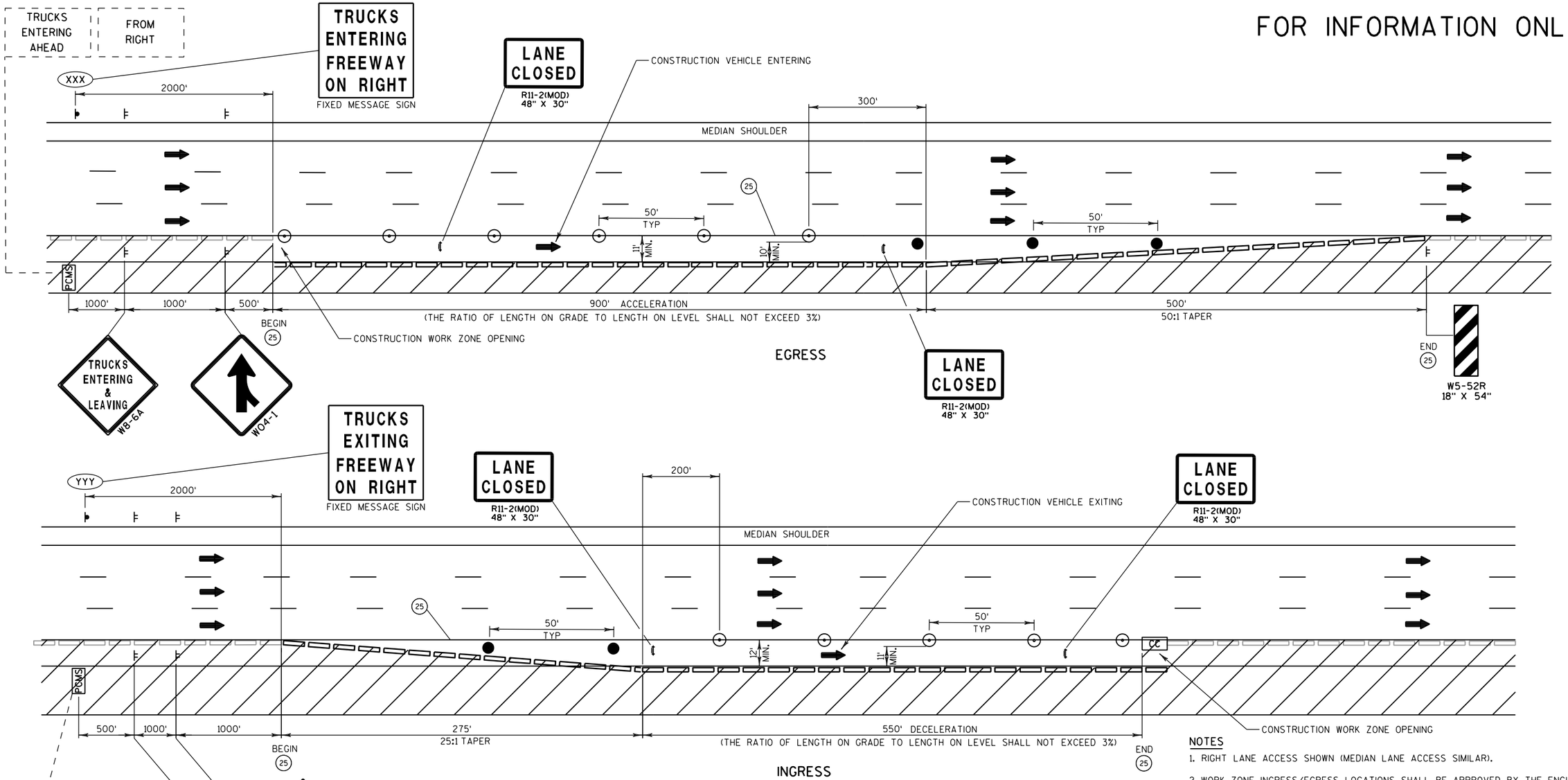
NOTES

1. AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE SIGNING AND MARKING SUPERVISOR SHALL VERIFY EACH SIGN LOCATION.
2. ALL SIGNS TO BE MOUNTED ON WOODEN POST SUPPORTS (4"x6"). THE NUMBER OF POSTS REQUIRED FOR EACH LAYOUT IS SHOWN. STEEL POSTS (2"X2") MAY BE USED FOR SIGNS ON SURFACE STREETS. SIGNS WHERE NO POSTS ARE SHOWN TO BE MOUNTED ON EXISTING SIGNS. FOR SIGNS MOUNTED ON POSTS, USE POSTS FROM FHWA LIST OF ACCEPTED BREAKAWAY SIGN SUPPORTS.
3. SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "TRAFFIC CONTROL SIGNS FIXED MESSAGE".
4. SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE TYPE F REFLECTIVE BACKGROUND UNLESS OTHERWISE NOTED.
5. ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS: 12" AND 8" CAPS SHALL BE SERIES "D", 6" CAPS SHALL BE SERIES "C" UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.
7. SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2..
8. DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

(XXX) = FIXED MESSAGE SIGN NUMBER

111015

FOR INFORMATION ONLY



LEGEND

- DIRECTION OF TRAFFIC
- WORK ZONE
- CC — CRASH CUSHION TEMPORARY
- CONCRETE BARRIER TEMPORARY PRECAST
- EXISTING CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC CONTROL TUBULAR MARKERS
- TRAFFIC CONTROL DRUMS (USED WHEN EGRESS/INGRESS NOT IN USE)
- 25 — TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE, SOLID) (USE YELLOW, SOLID FOR MEDIAN INGRESS/EGRESS)
- SIGN ON TEMPORARY SUPPORT
- SIGN MOUNTED ON PERMANENT POST(S)
- TRAFFIC CONTROL BARRICADE TYPE III W/ SIGN (USED WHEN INGRESS/EGRESS NOT IN USE)
- PCMS — TRAFFIC CONTROL SIGN PORTABLE CHANGEABLE MESSAGE
- XXX — FIXED MESSAGE SIGN

WORK ZONE INGRESS/EGRESS

POSTED SPEEDS 55 MPH OR LESS

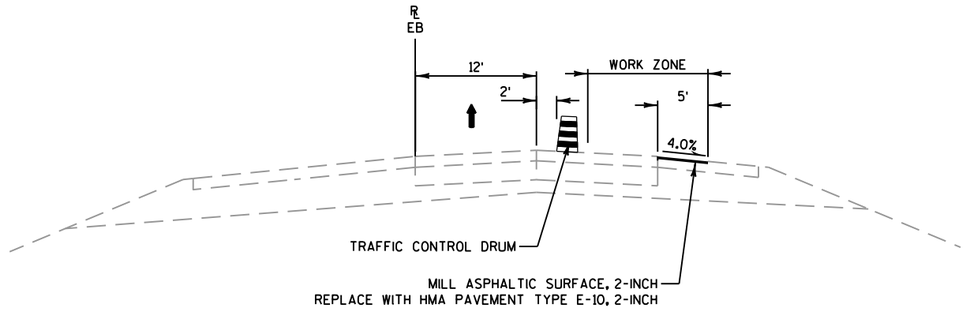
NOTES

1. RIGHT LANE ACCESS SHOWN (MEDIAN LANE ACCESS SIMILAR).
2. WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.
3. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
4. FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS MAY HAVE A WARNING LIGHT, TYPE C (STEADY BURN).
5. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
6. ALL WARNING SIGNS FOR LONG TERM OPERATIONS SHALL BE NON-FLUORESCENT DIAMOND GRADE SHEETING. TYPE A LIGHTS AND FLAGS ARE NOT REQUIRED.
7. TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING LIVE TRAFFIC.
8. FREE FLOW TRAFFIC LANES SHALL BE A MINIMUM WIDTH OF ELEVEN FEET AND ACCOMMODATE A ONE FOOT SHY DISTANCE FROM TRAFFIC CONTROL DEVICES.
9. ITEMS ON THIS SHEET TO BE PAID USING STANDARD BID ITEMS.

111015

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL CONSTRUCTION DETAILS	SHEET 275	E

2



TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

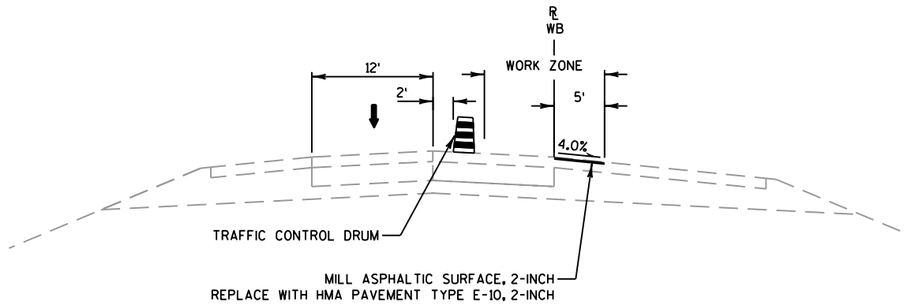
IH 94 EB

CTH P TO 1000'EAST OF MAPLE AVE (NIGHT-TIME)

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

2



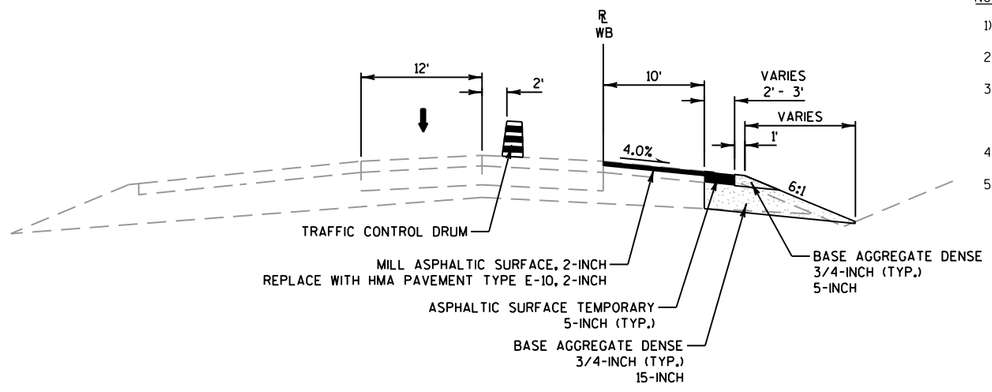
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

CTH P TO 400' WEST OF WATERVILLE RD

WATERVILLE RD TO APPROX. 1900' WEST OF CUSHING PARK RD



NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

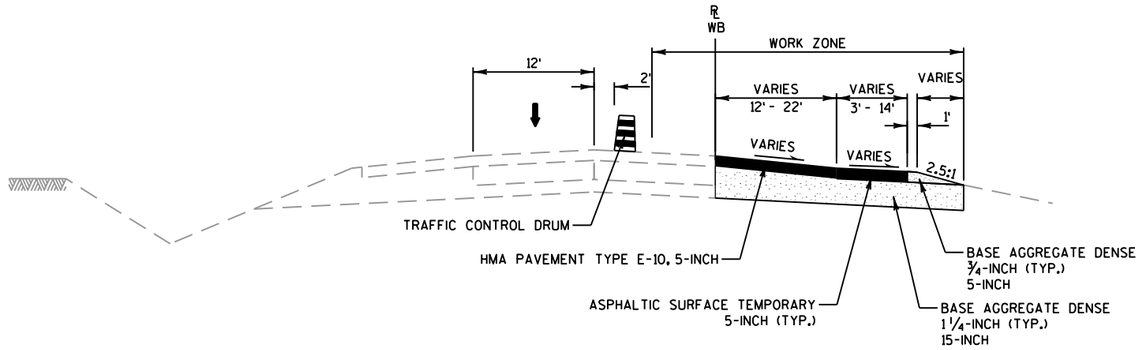
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

APPROX. 400' WEST OF WATERVILLE RD TO WATERVILLE RD

2

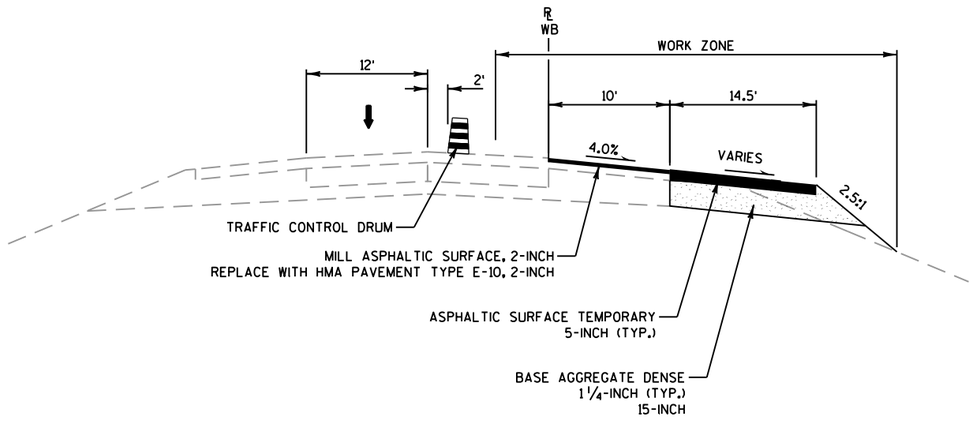


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

CUSHING PARK RD TO APPROX. 665' EAST OF CUSHING PARK RD



NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

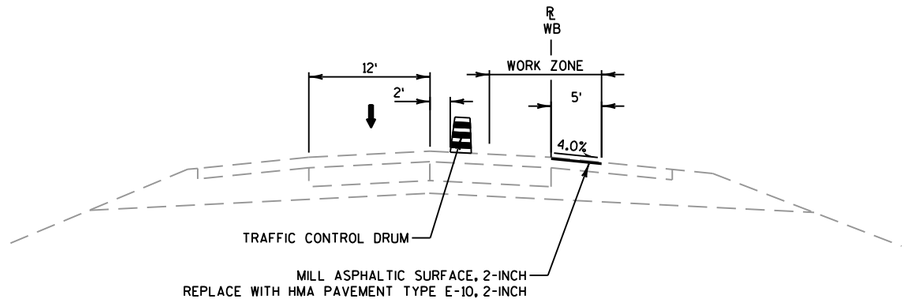
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

APPROX. 1900' WEST OF CUSHING PARK RD TO CUSHING PARK RD

2



TYPICAL SECTION - TRAFFIC CONTROL

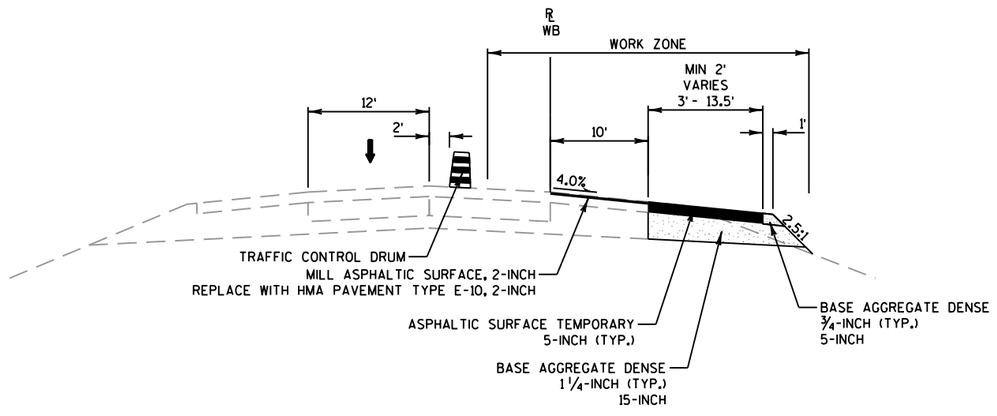
STAGE 1A

IH 94 WB

APPROX. 865' - 1300' WEST OF STH 83

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

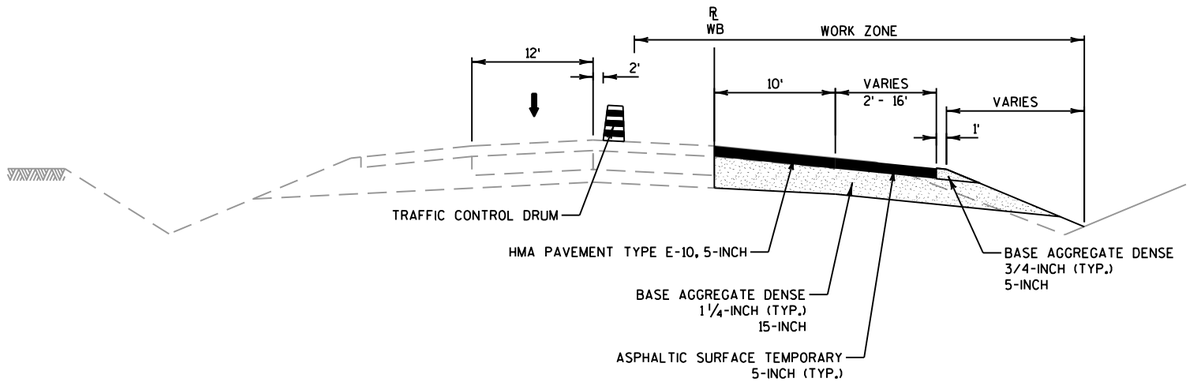
STAGE 1A

IH 94 WB

APPROX. 665' - 1800' EAST OF CUSHING PARK RD

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 279	E

2

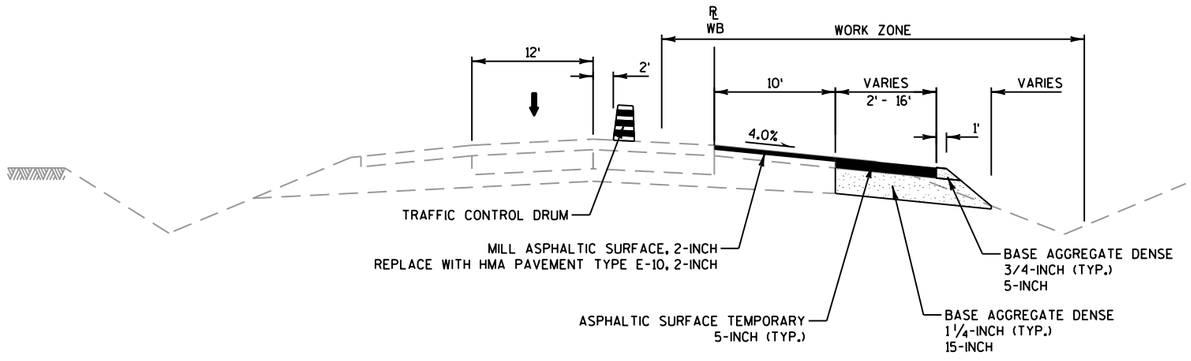


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

APPROX. 370' WEST OF STH 83 TO STH 83



NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

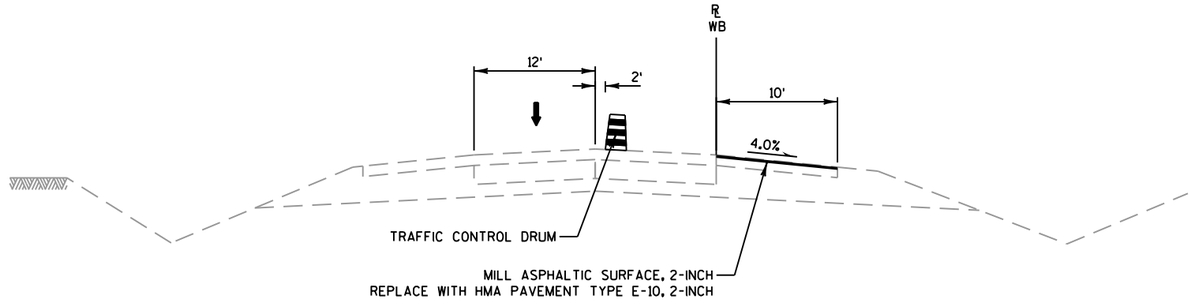
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

APPROX. 370' - 865' WEST OF STH 83

2

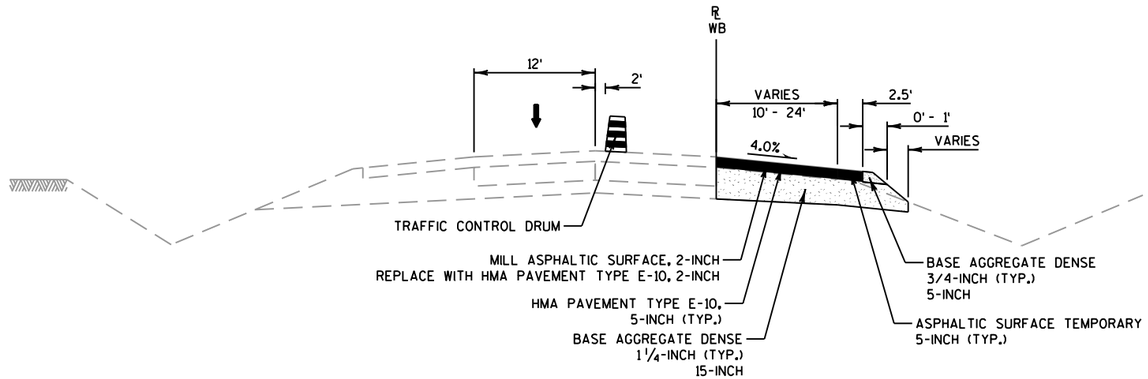


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

APPROX. 740' EAST OF STH 83 TO APPROX. 880' EAST OF STH 83



NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

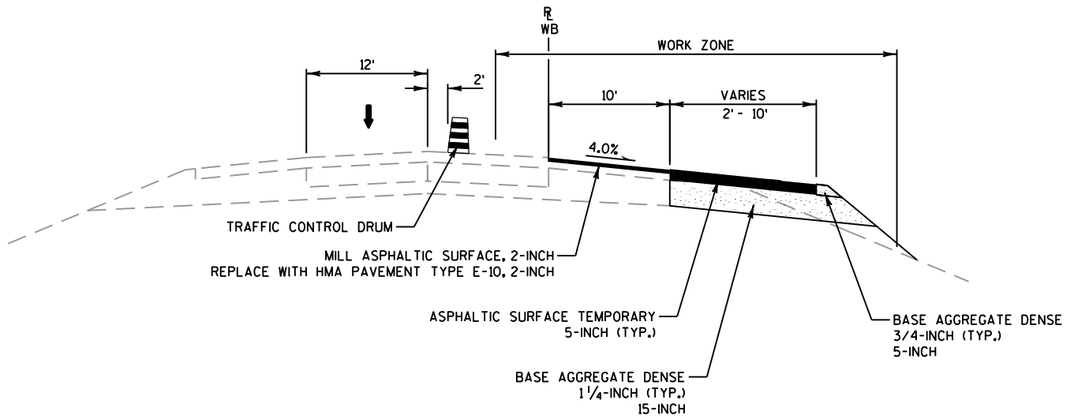
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

STH 83 TO APPROX. 740' EAST OF STH 83

2



TYPICAL SECTION - TRAFFIC CONTROL

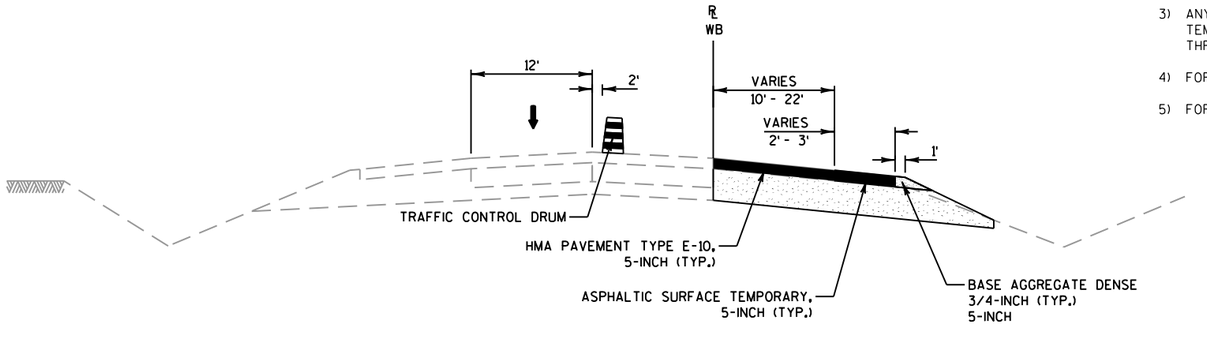
STAGE 1A

IH 94 WB

515'EAST OF MAPLE AVE TO APPROX. 820'EAST OF MAPLE AVE

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



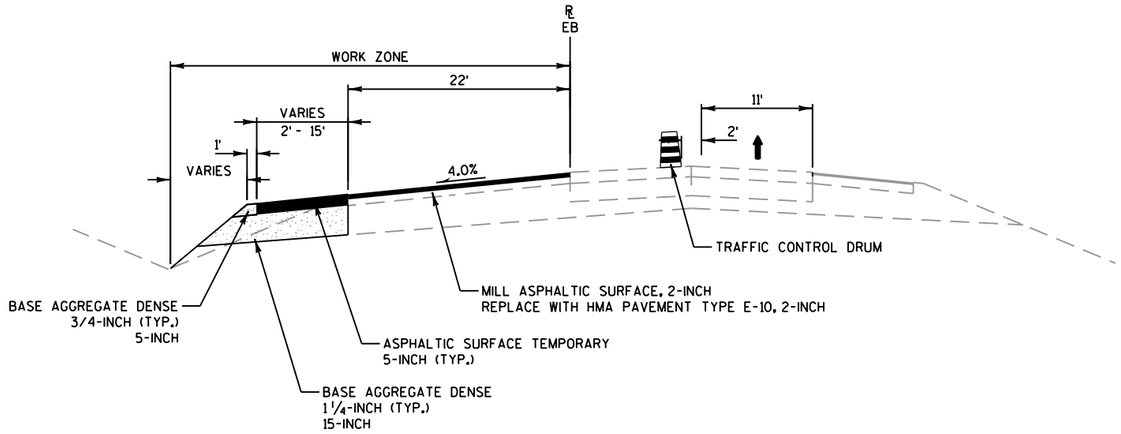
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

MAPLE AVE TO APPROX. 515'EAST OF MAPLE AVE

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 282	E



TYPICAL SECTION - TRAFFIC CONTROL

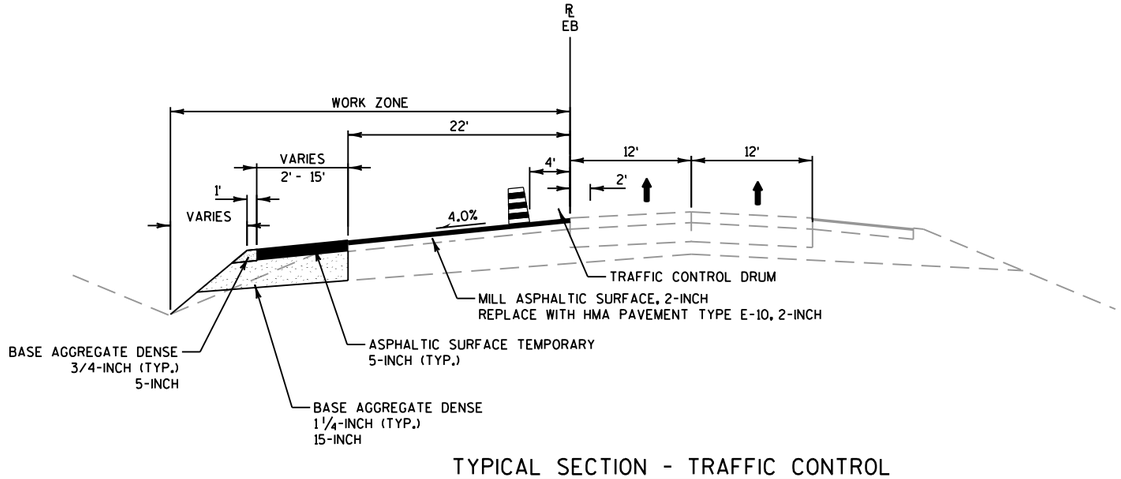
STAGE 1B (NIGHT-TIME)

IH 94 EB

CTH P TO WATERVILLE RD

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

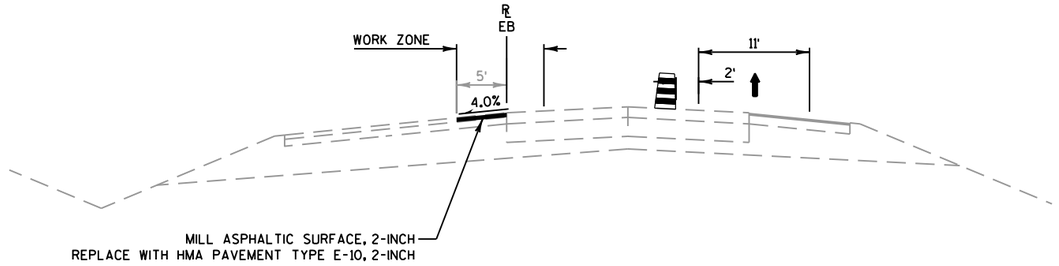
STAGE 1B (DAY-TIME)

IH 94 EB

CTH P TO WATERVILLE RD

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 283	E

2



TYPICAL SECTION - TRAFFIC CONTROL

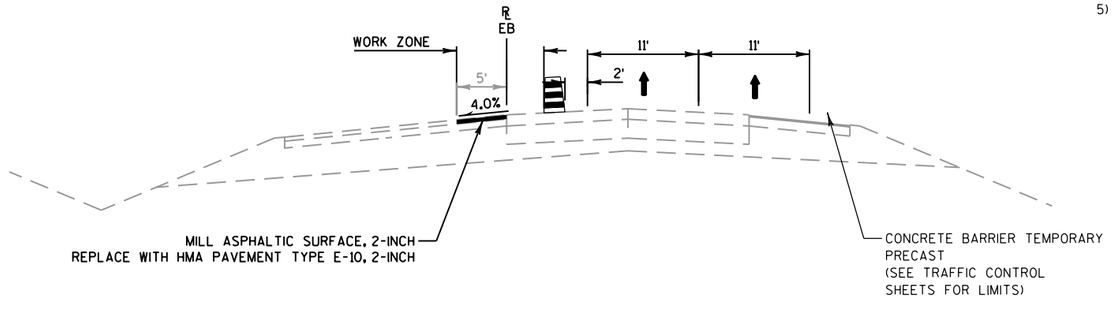
STAGE 1B (NIGHT-TIME)

IH 94 EB

APPROACH TO B-67-067 TO 1145'EAST OF WATERVILLE RD

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

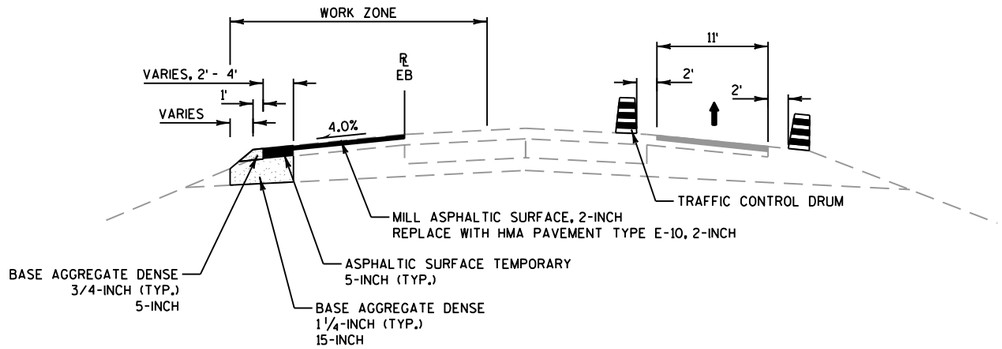
STAGE 1B (DAY-TIME)

IH 94 EB

APPROACH TO B-67-067 TO 1145'EAST OF WATERVILLE RD

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 284	E

2



TYPICAL SECTION - TRAFFIC CONTROL

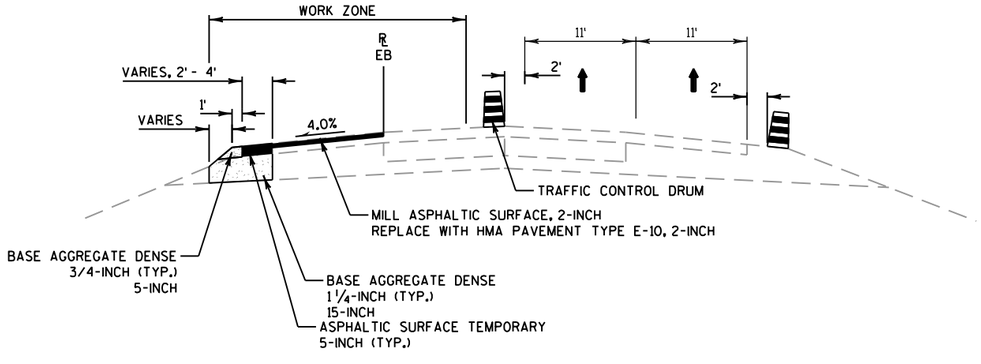
STAGE 1B (NIGHT-TIME)

IH 94 EB

APPROX. 1250' WEST OF STH 83 TO APPROACH TO B-67-63

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



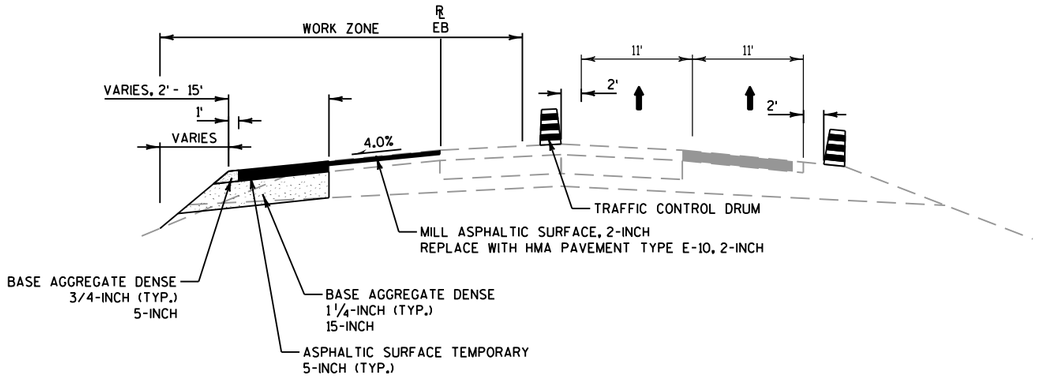
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1B (DAY-TIME)

IH 94 EB

APPROX. 1250' WEST OF STH 83 TO APPROACH TO B-67-63

2



TYPICAL SECTION - TRAFFIC CONTROL

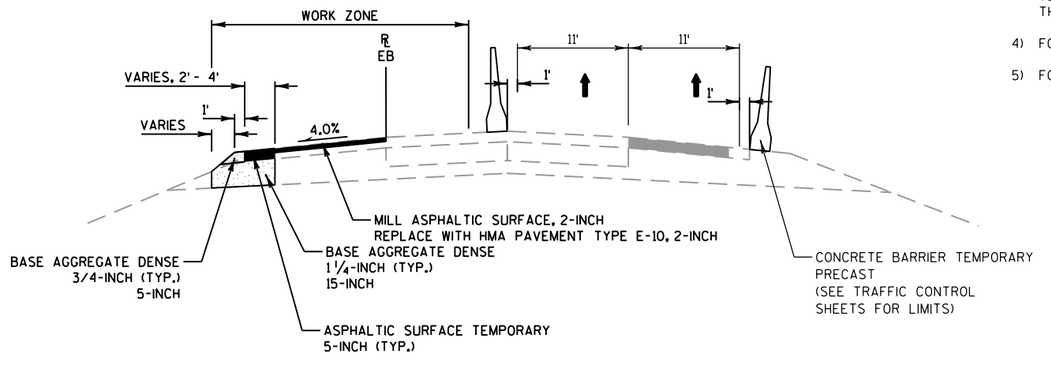
STAGE 1B (DAY-TIME)

IH 94 EB

B-67-63 TO 1350' EAST OF STH 83

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



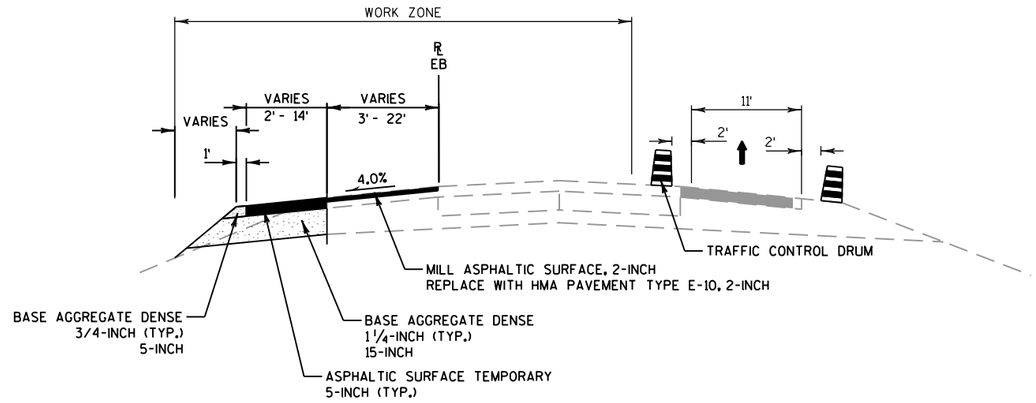
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1B (DAY-TIME / NIGHT-TIME)

IH 94 EB

APPROACH TO B-67-63

2



TYPICAL SECTION - TRAFFIC CONTROL

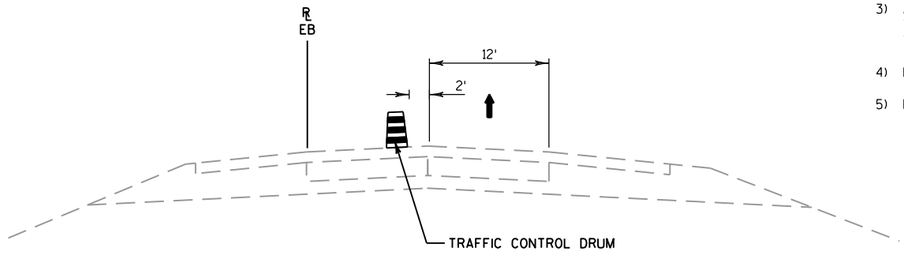
STAGE 1B (NIGHT-TIME)

IH 94 EB

APPROX. 1800' WEST OF MAPLE AVE TO APPROACH TO B-67-61

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



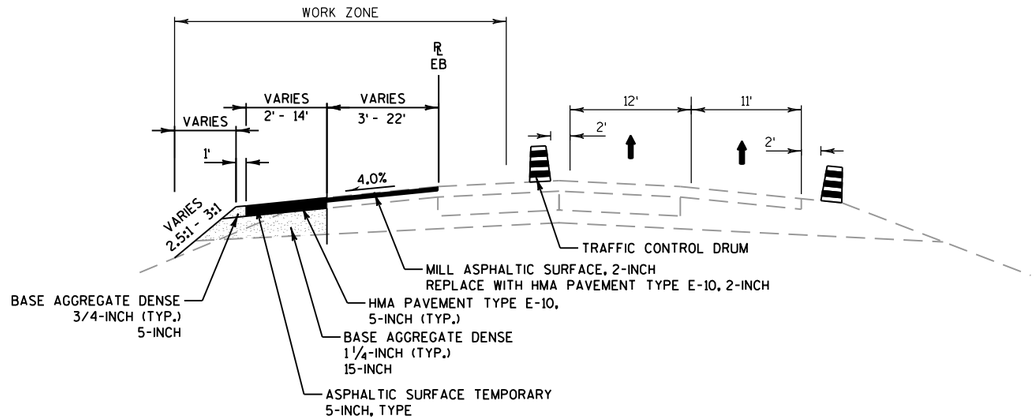
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1B (NIGHT-TIME)

IH 94 EB

APPROX. 1350' EAST OF STH 83 TO APPROX. 1800' WEST OF MAPLE AVE

2



TYPICAL SECTION - TRAFFIC CONTROL

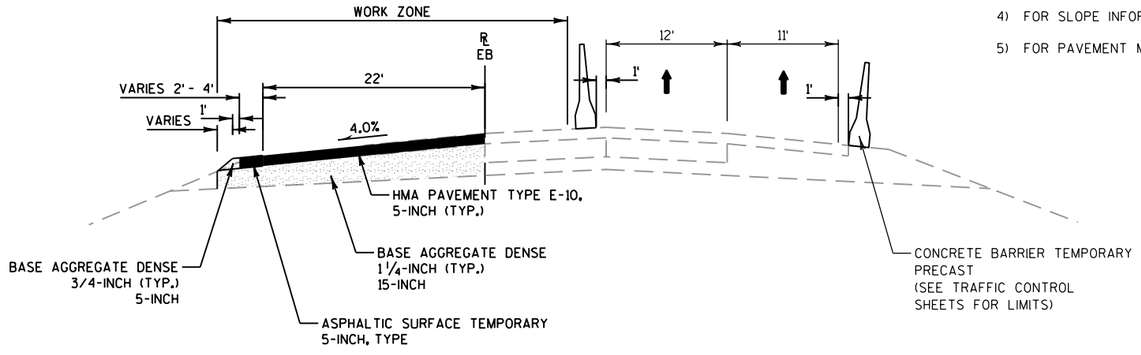
STAGE 1B (DAY-TIME)

IH 94 EB

B-67-61 TO APPROX. 1350' EAST OF MAPLE AVE

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

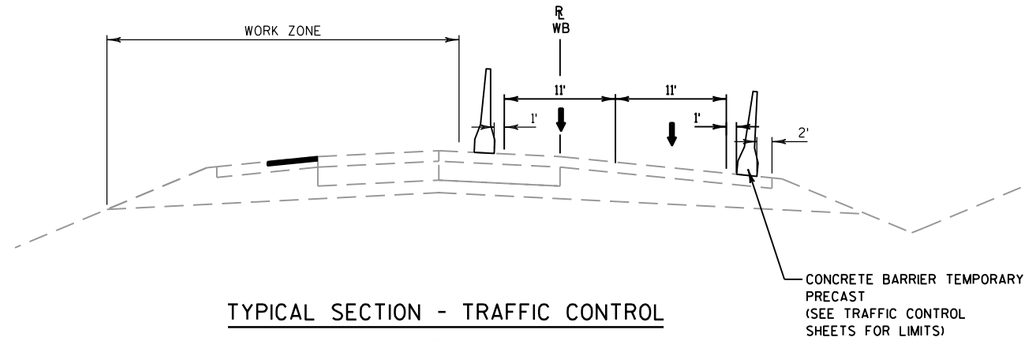
STAGE 1B (DAY-TIME / NIGHT-TIME)

IH 94 EB

APPROACH TO B-67-61

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 288	E

2



TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1B

IH 94 WB

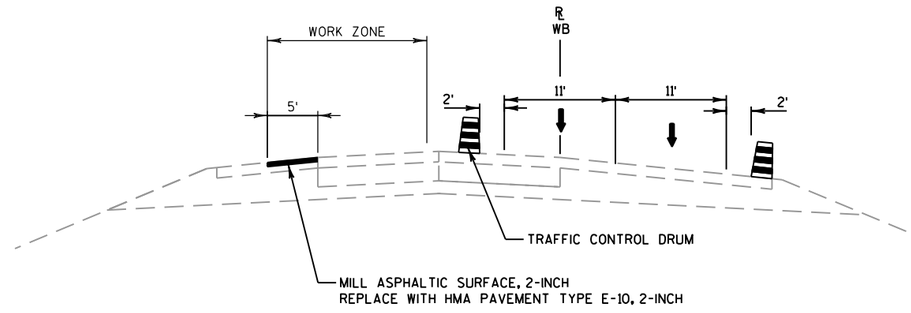
APPROACH TO B-67-222

APPROACH TO B-67-068

APPROACH TO B-67-066

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1B

IH 94 WB

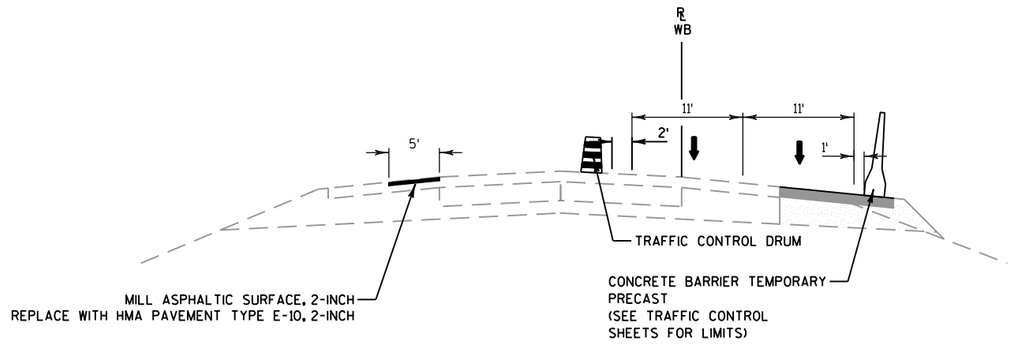
1100' WEST OF LAKE NEMAHBIN TO APPROACH TO B-67-22

B-67-222 TO APPROACH TO B-67-068

B-67-068 TO APPROACH TO B-67-066

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 289	E

2



TYPICAL SECTION - TRAFFIC CONTROL

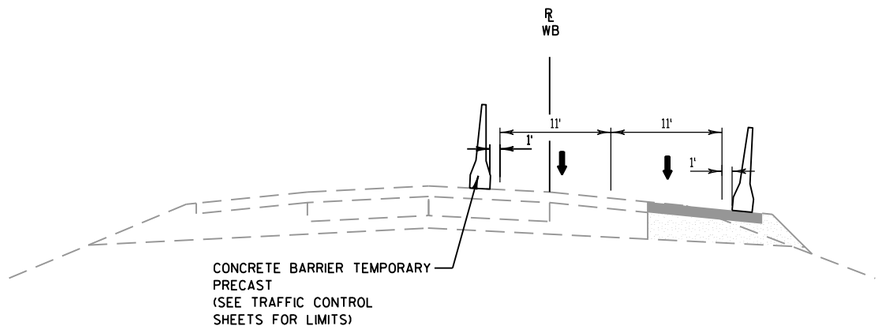
STAGE 1B

IH 94 WB

APPROX. 665' - 1800' EAST OF CUSHING PARK RD

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



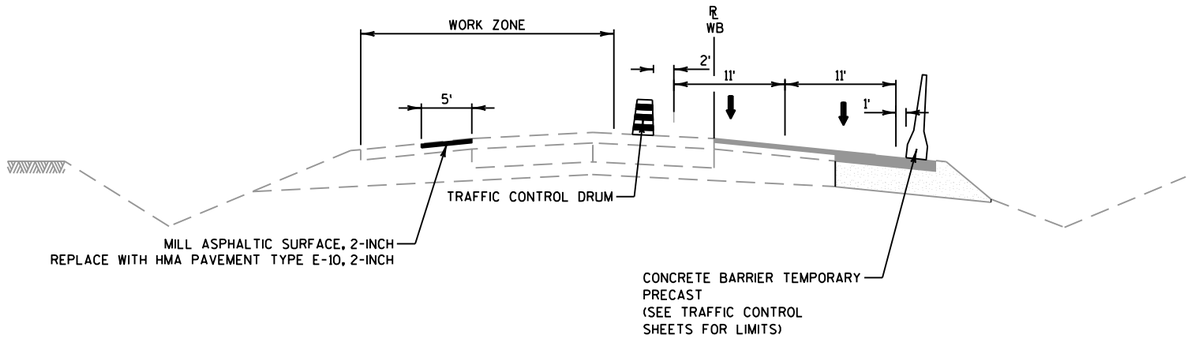
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1B

IH 94 WB

B-67-66 TO APPROX. 665' EAST OF CUSHING PARK RD

2



TYPICAL SECTION - TRAFFIC CONTROL

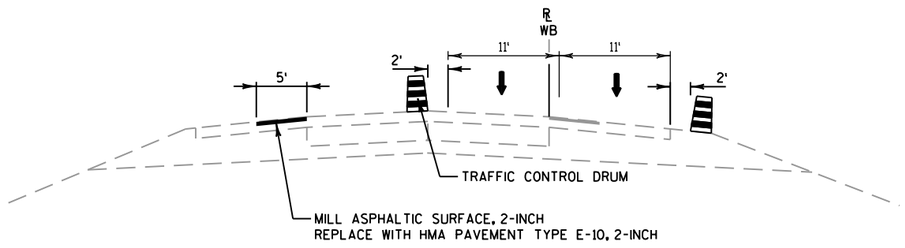
STAGE 1B

IH 94 WB

APPROX. 370' - 650' WEST OF STH 83

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



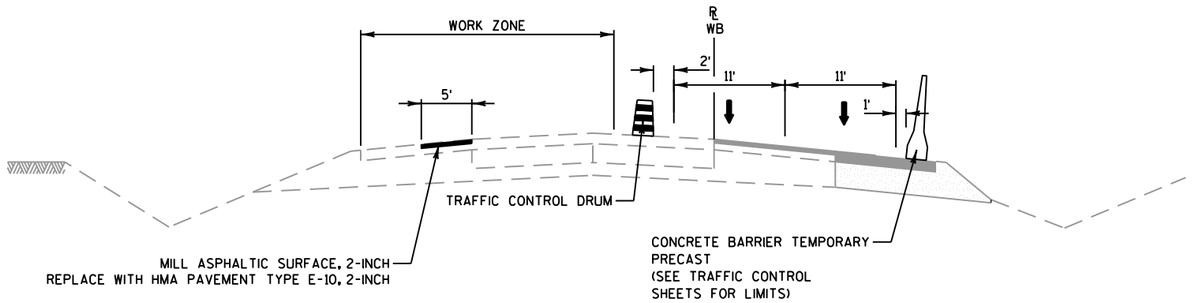
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1B

IH 94 WB

APPROX. 650' - 1250' WEST OF STH 83

2



TYPICAL SECTION - TRAFFIC CONTROL

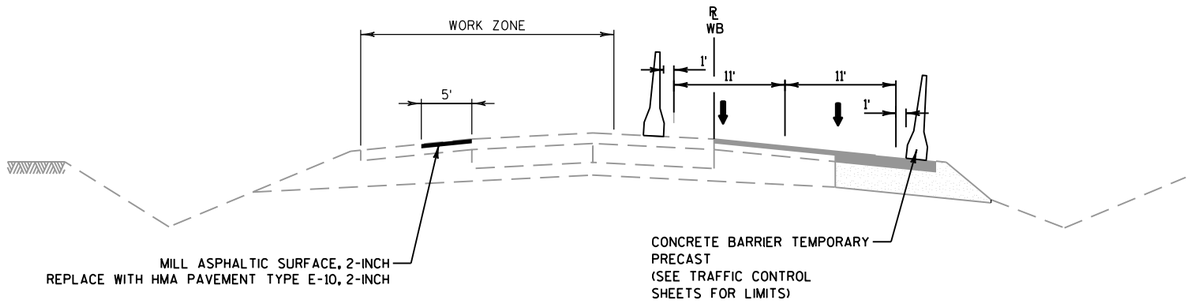
STAGE 1B

IH 94 WB

APPROX. 300' EAST OF STH 83 TO APPROX. 1300' EAST OF STH 83

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

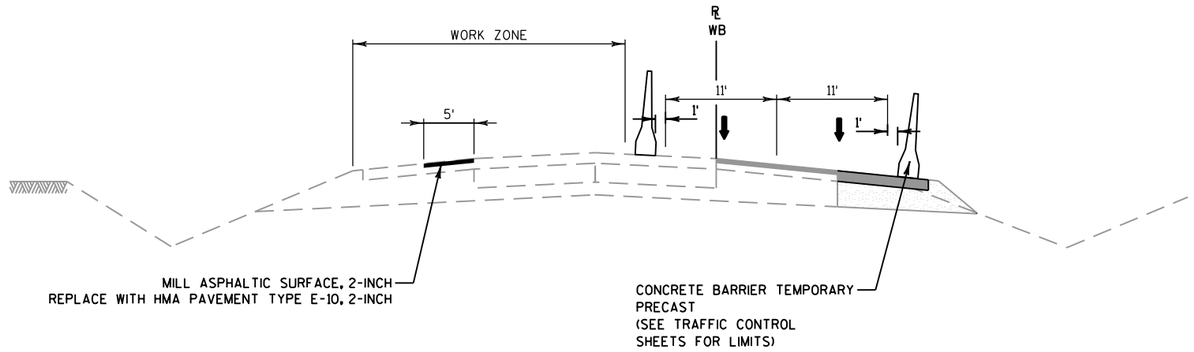
STAGE 1B

IH 94 WB

APPROX. 370' WEST OF STH 83 TO APPROACH TO B-67-062

B-67-062 TO APPROX. 300' EAST OF STH 83

2



TYPICAL SECTION - TRAFFIC CONTROL

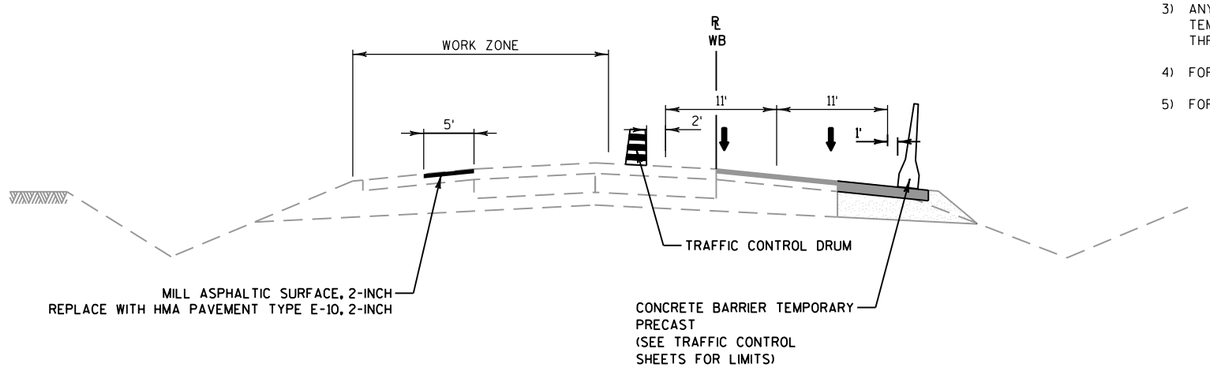
STAGE 1B

IH 94 WB

APPROX. 200' WEST OF MAPLE AVE TO APPROX. 300' EAST OF MAPLE AVE

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

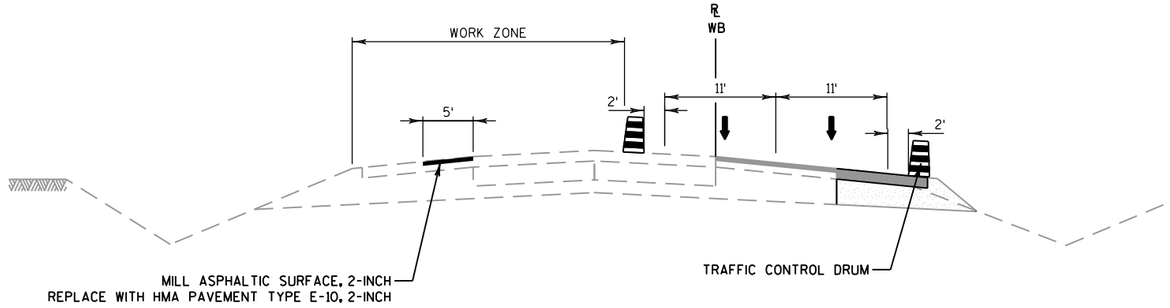
STAGE 1B

IH 94 WB

APPROX. 1300' WEST OF MAPLE AVE TO APPROX. 200' WEST OF MAPLE AVE

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 293	E

2



NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

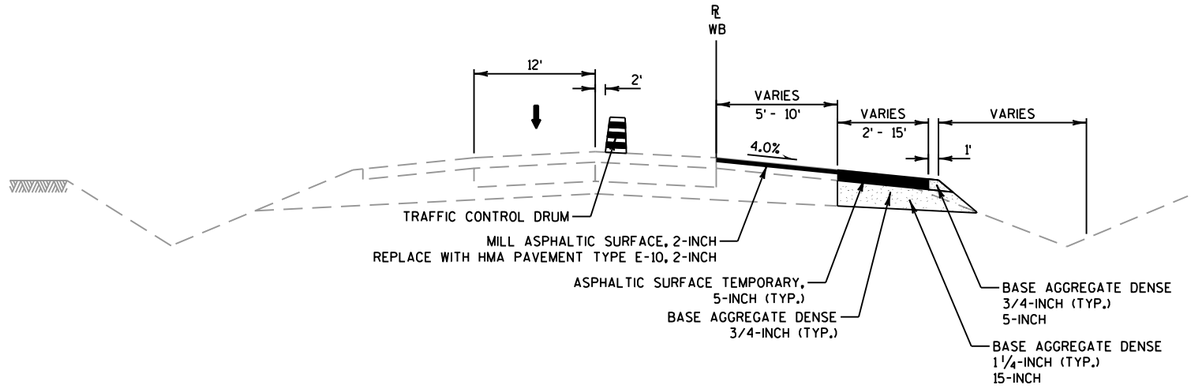
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1B

IH 94 WB

APPROX. 300' EAST OF MAPLE AVE TO 1275' EAST OF MAPLE AVE

2

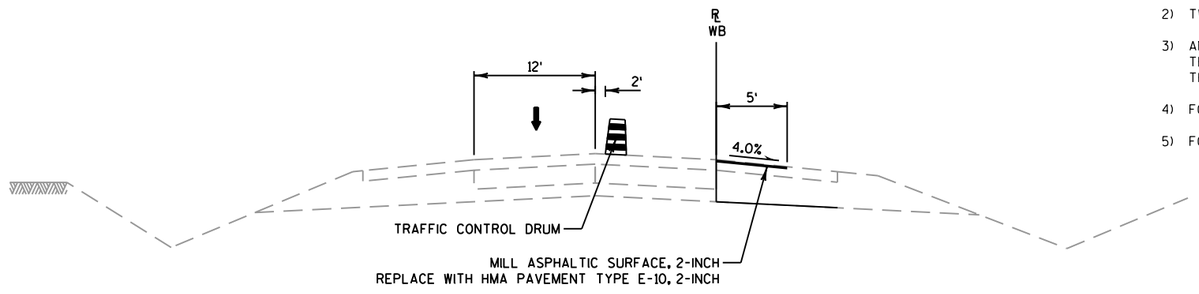


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

APPROX. 1300' WEST OF MAPLE AVE TO MAPLE AVE



NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

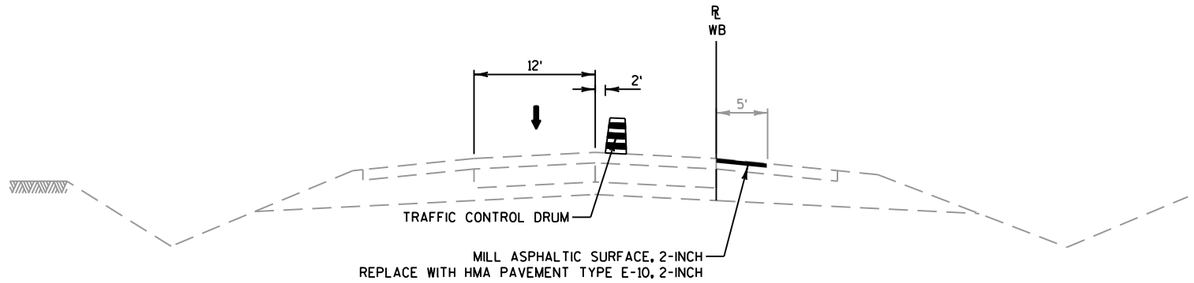
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

APPROX. 880' EAST OF STH 83 TO APPROX. 1300' EAST OF STH 83

2



TYPICAL SECTION - TRAFFIC CONTROL

STAGE 1A

IH 94 WB

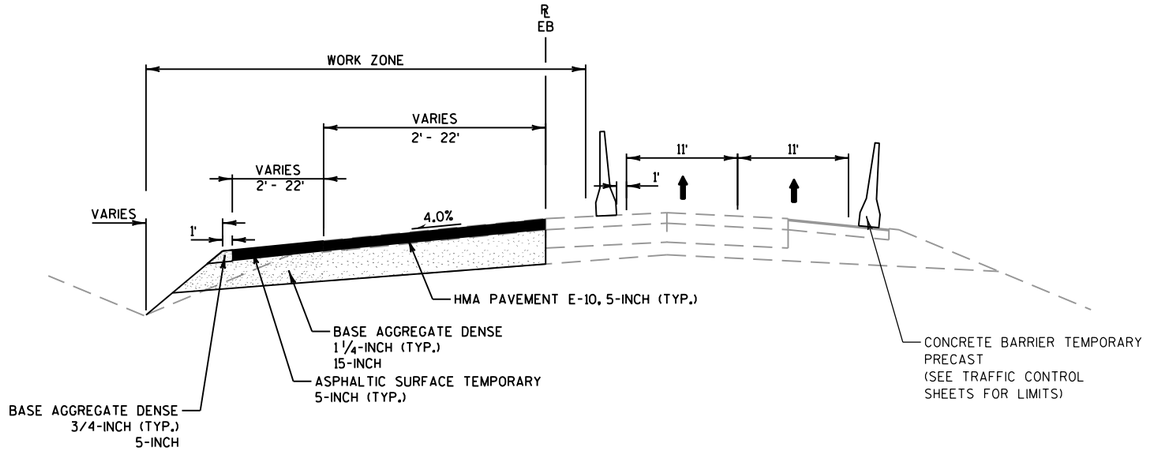
APPROX. 515' EAST OF MAPLE TO APPROX. 1170' EAST OF MAPLE AVE

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 296	E

2



TYPICAL SECTION - TRAFFIC CONTROL

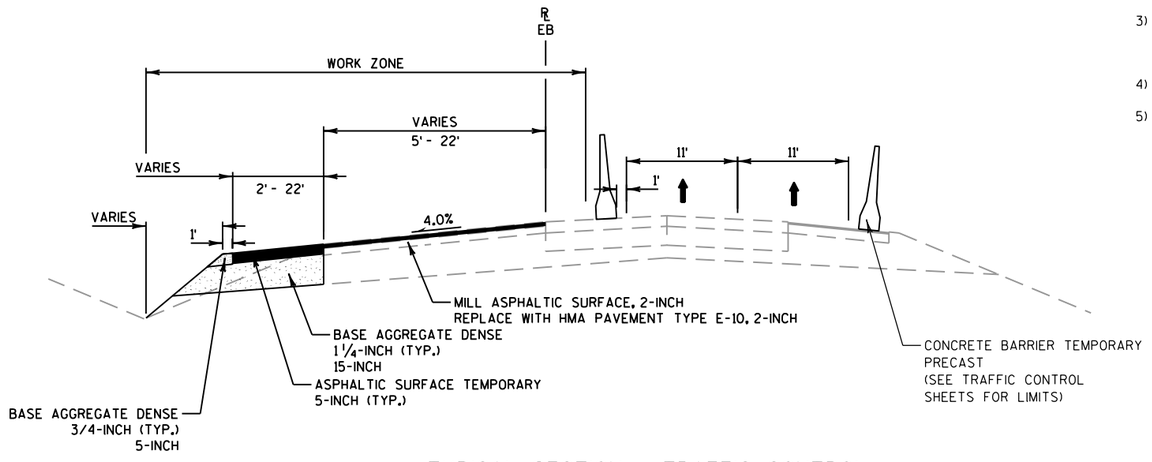
STAGE 1B (DAY-TIME & NIGHT-TIME)

IH 94 EB

800' WEST OF CUSHING PARK TO CUSHING PARK RD

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

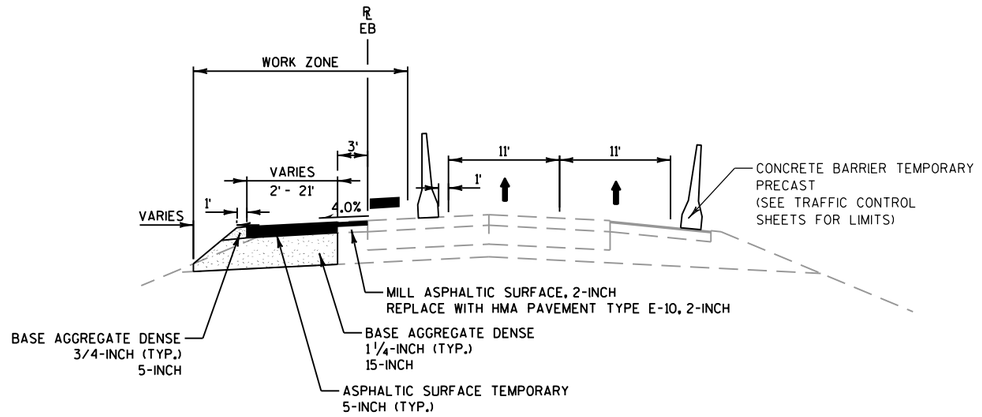
STAGE 1B (DAY-TIME & NIGHT-TIME)

IH 94 EB

1145' EAST OF WATERVILLE RD TO 800' WEST OF CUSHING PARK

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 297	E

2



TYPICAL SECTION - TRAFFIC CONTROL

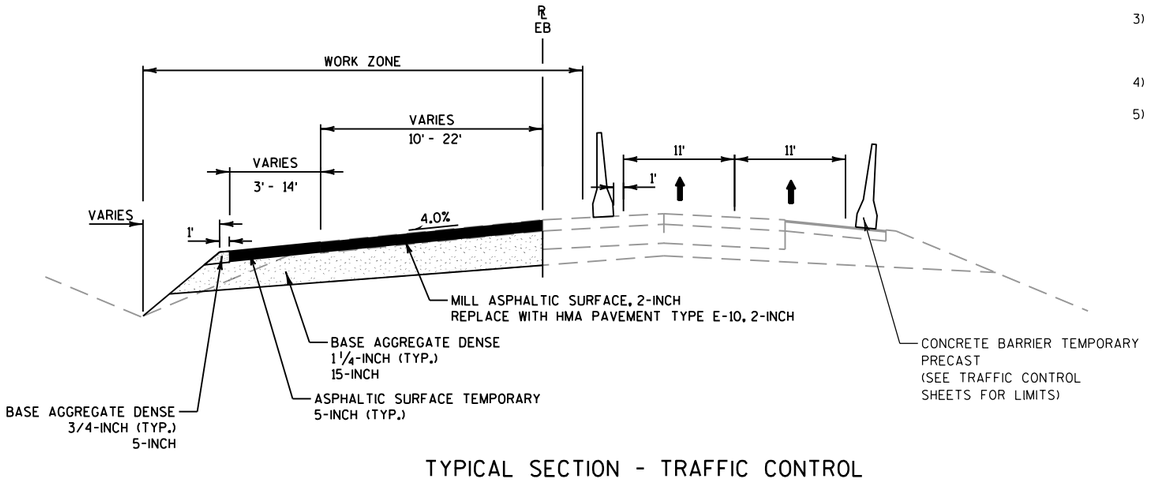
STAGE 1B (DAY-TIME & NIGHT-TIME)

IH 94 EB

400' EAST OF CUSHING PARK TO 1315' EAST OF CUSHING PARK RD

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) ANY SLOPES LESS THAN 3:1 MUST BE PROTECTED BY TEMPORARY PRECAST CONCRETE BARRIER WITHIN THREE DAYS
4) FOR SLOPE INFORMATION, REFER TO CROSS-SECTIONS
5) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

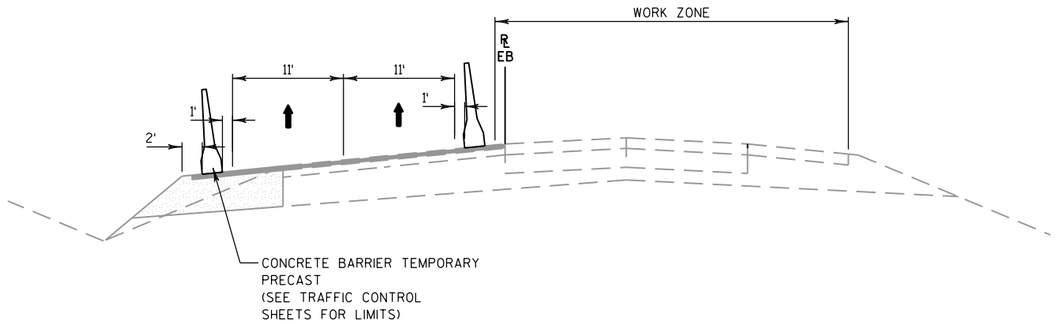
STAGE 1B (DAY-TIME & NIGHT-TIME)

IH 94 EB

CUSHING PARK RD TO 400' EAST OF CUSHING PARK RD

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 298	E

2



TYPICAL SECTION - TRAFFIC CONTROL

STAGE 2A

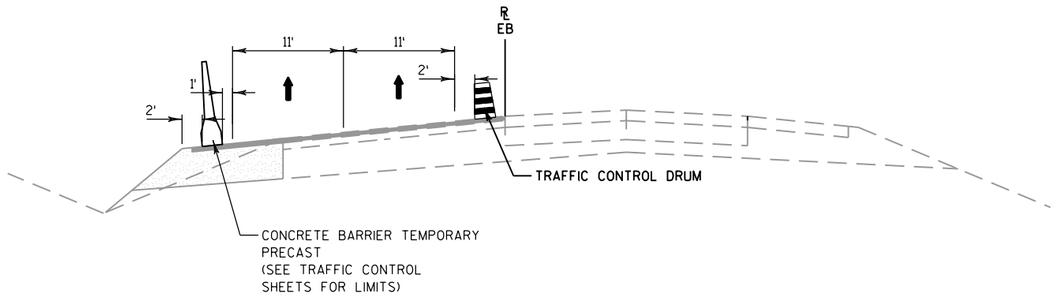
IH 94 EB

APPROX. 200' WEST OF LAKE NEMAHBIN TO APPROX. 175' EAST OF WATERVILLE RD

APPROACH TO CUSHING PARK RD

NOTE:

1) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

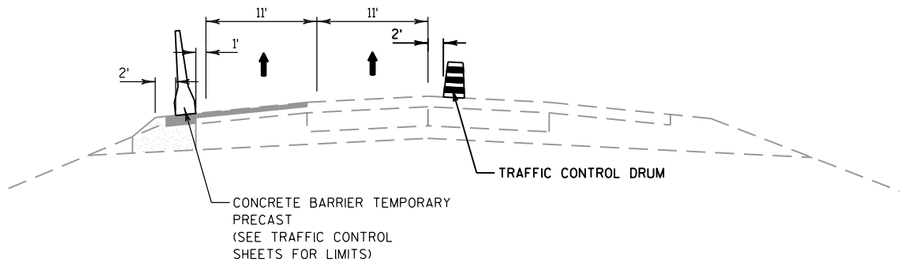
STAGE 2A

IH 94 EB

CTH P TO APPROX. 200' WEST OF LAKE NEMAHBIN

BETWEEN WATERVILLE RD AND CUSHING PARK RD

2



TYPICAL SECTION - TRAFFIC CONTROL

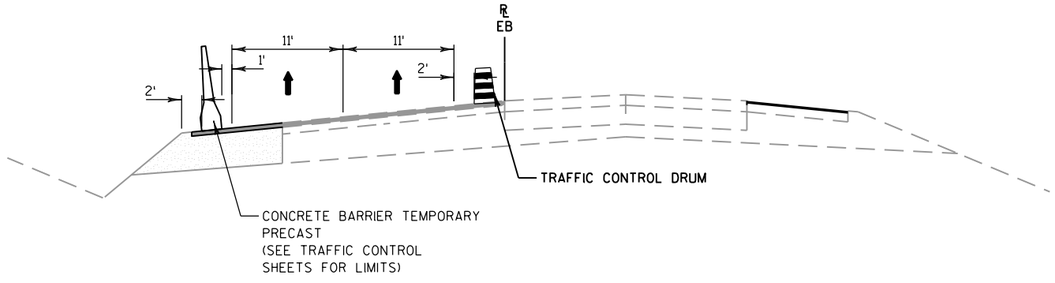
STAGE 2A

IH 94 EB

APPROX. 1250' WEST OF STH 83 TO APPROACH TO B-67-63

NOTE:

1) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

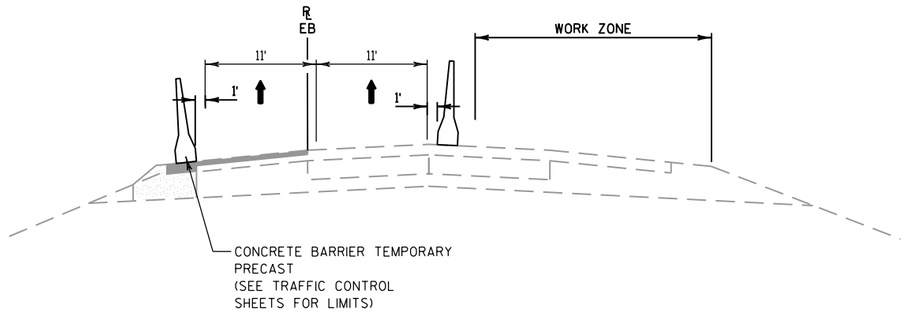
STAGE 2A

IH 94 EB

CUSHING PARK RD TO 1300' EAST OF CUSHING PARK RD

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 300	E

2



TYPICAL SECTION - TRAFFIC CONTROL

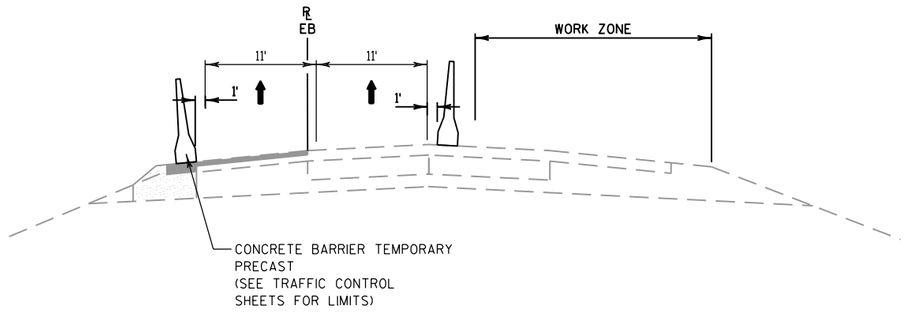
STAGE 2A

IH 94 EB

APPROACH TO B-67-63

NOTE:

1) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



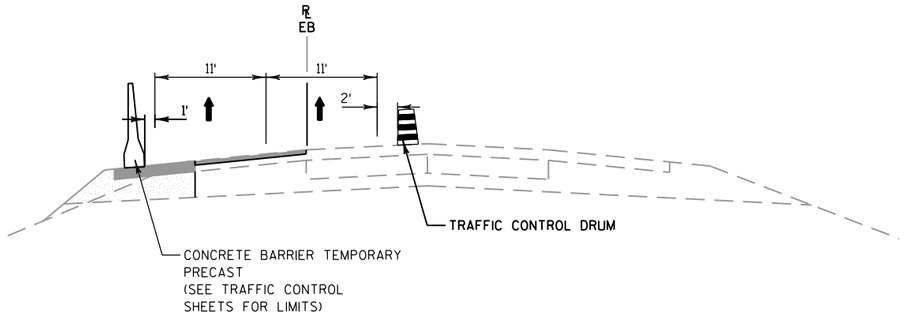
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 2A

IH 94 EB

APPROACH TO B-67-63

2

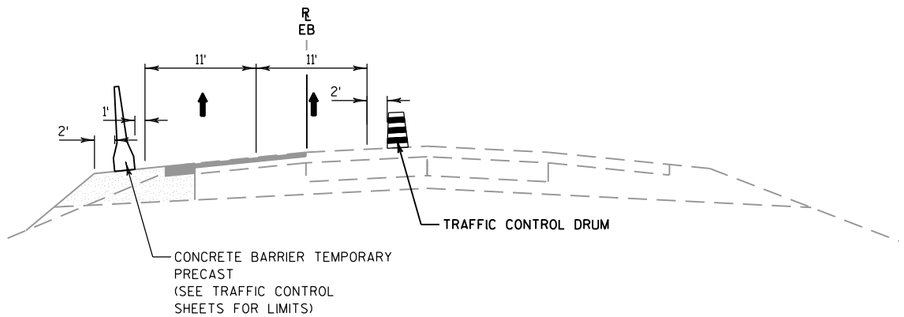


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 2A

IH 94 EB

APPROX. 1800' WEST OF MAPLE AVE TO APPROACH TO B-67-61



NOTE:

1) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

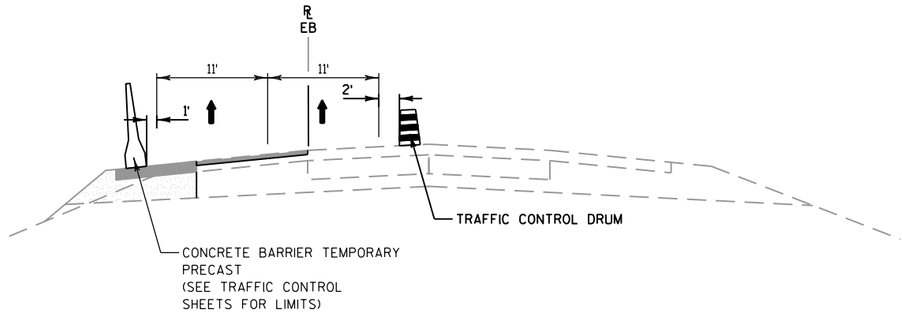
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 2A

IH 94 EB

B-67-63 TO 1350'EAST OF STH 83

2

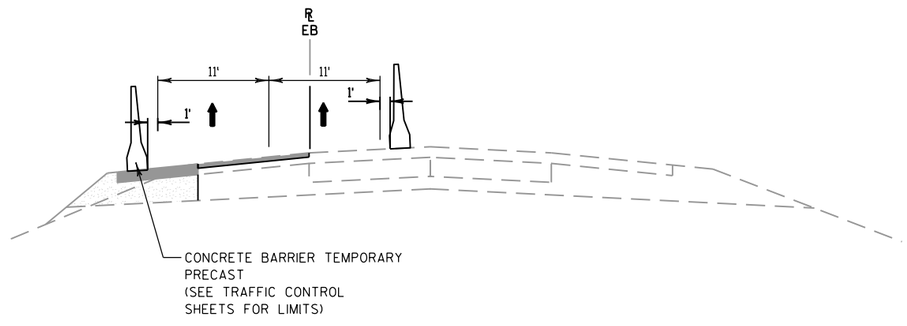


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 2A

IH 94 EB

B-67-61 TO APPROX. 1350' EAST OF MAPLE AVE



NOTE:

1) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

TYPICAL SECTION - TRAFFIC CONTROL

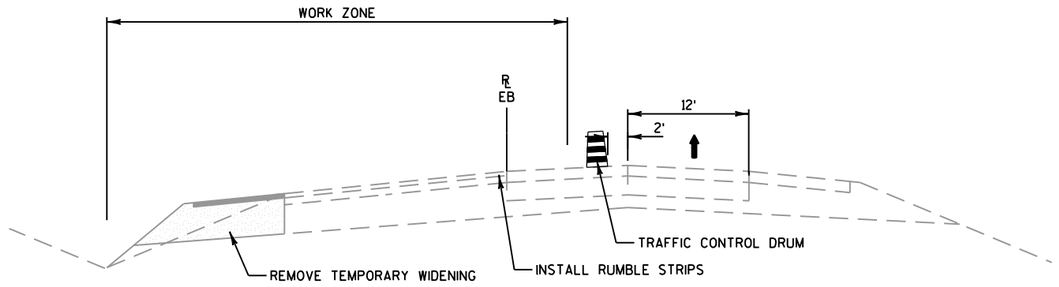
STAGE 2A

IH 94 EB

APPROACH TO B-67-61 TO 200' EAST OF MAPLE AVE

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 303	E

2



TYPICAL SECTION - TRAFFIC CONTROL

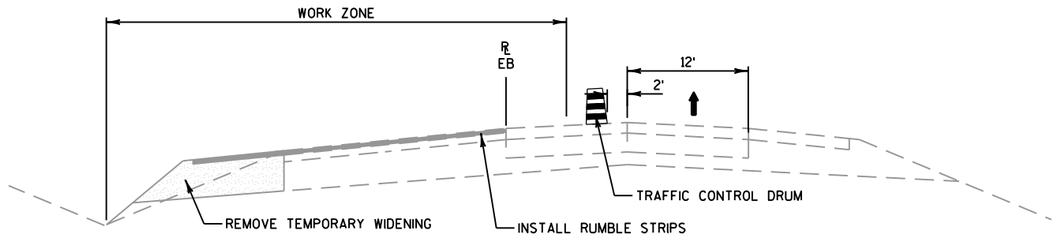
STAGE 2B (NIGHT-TIME)

IH 94 EB

FROM WATERVILLE RD TO CUSHING PARK RD

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

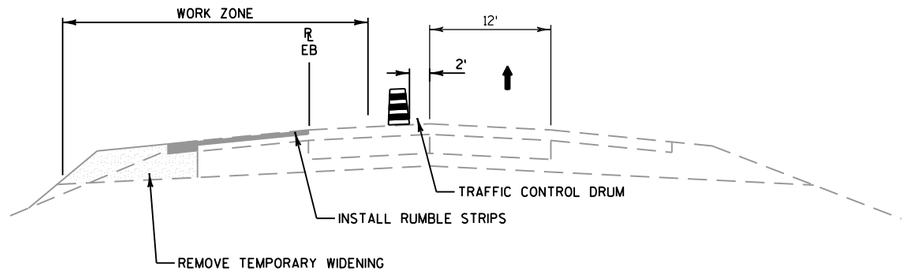
STAGE 2B (NIGHT-TIME)

IH 94 EB

CTH P TO WATERVILLE RD

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 304	E

2



TYPICAL SECTION - TRAFFIC CONTROL

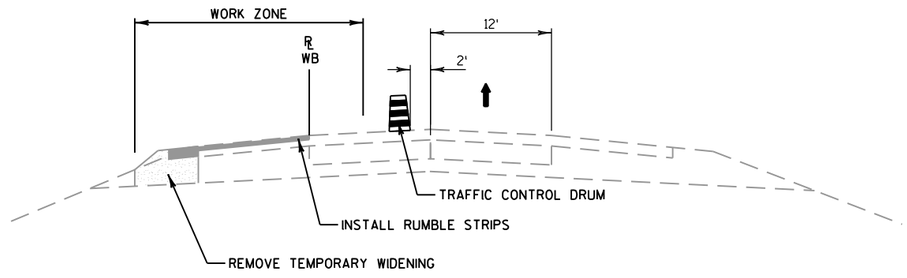
STAGE 2B (NIGHT-TIME)

IH 94 EB

B-67-63 TO 1350' EAST OF STH 83

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



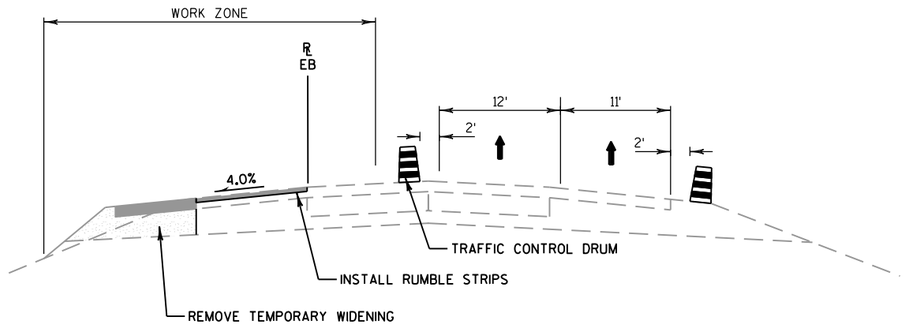
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 2B (NIGHT-TIME)

IH 94 EB

APPROX. 1250' WEST OF STH 83 TO APPROACH TO B-67-63

2



TYPICAL SECTION - TRAFFIC CONTROL

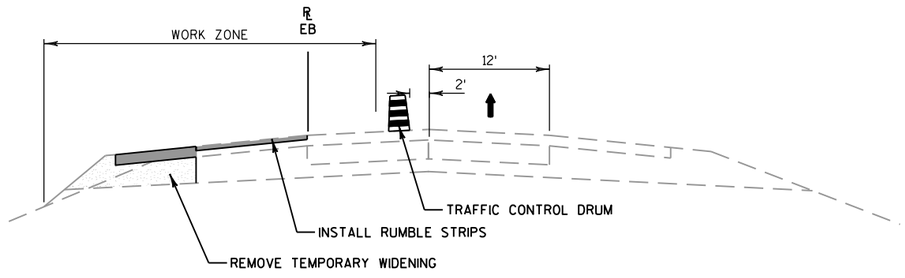
STAGE 2B (DAY-TIME)

IH 94 EB

B-67-61 TO APPROX. 1350' EAST OF MAPLE AVE

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

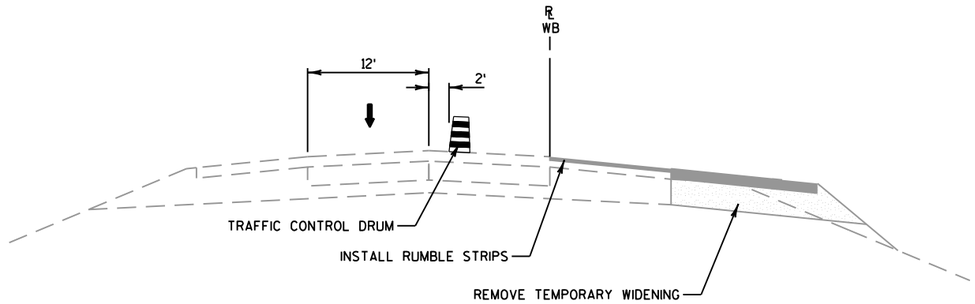
STAGE 2B (NIGHT-TIME)

IH 94 EB

APPROX. 1800' WEST OF MAPLE AVE TO APPROX. 1350' EAST OF MAPLE AVE

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 306	E

2



TYPICAL SECTION - TRAFFIC CONTROL

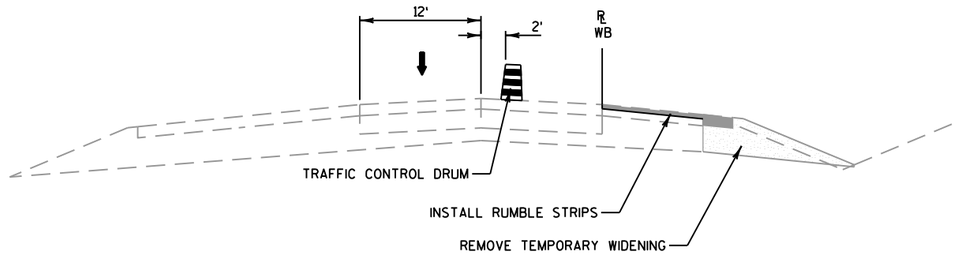
STAGE 2B (NIGHT-TIME)

IH 94 WB

APPROX. 1900' WEST OF CUSHING PARK RD TO CUSHING PARK RD

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



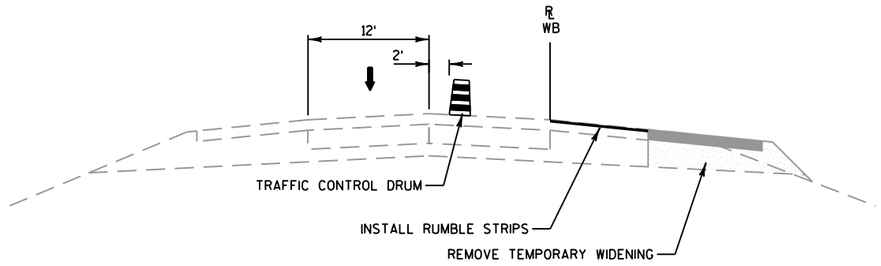
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 2B (NIGHT-TIME)

IH 94 WB

APPROX. 400' WEST OF WATERVILLE RD TO WATERVILLE RD

2

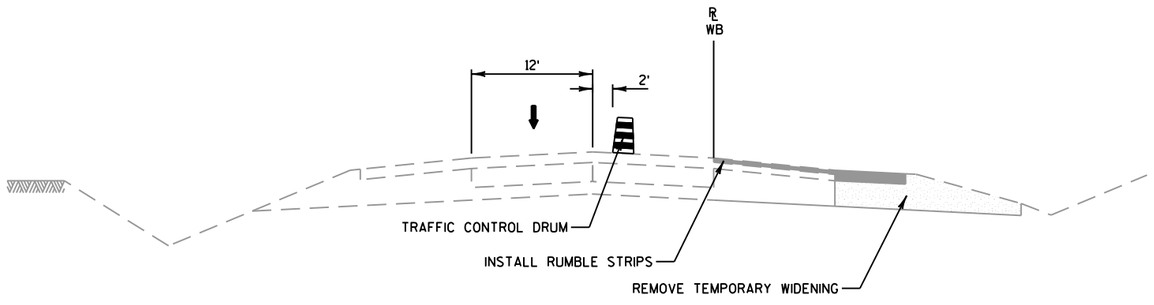


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 2B (NIGHT-TIME)

IH 94 WB

APPROX. 665' - 1800' EAST OF CUSHING PARK RD



NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

TYPICAL SECTION - TRAFFIC CONTROL

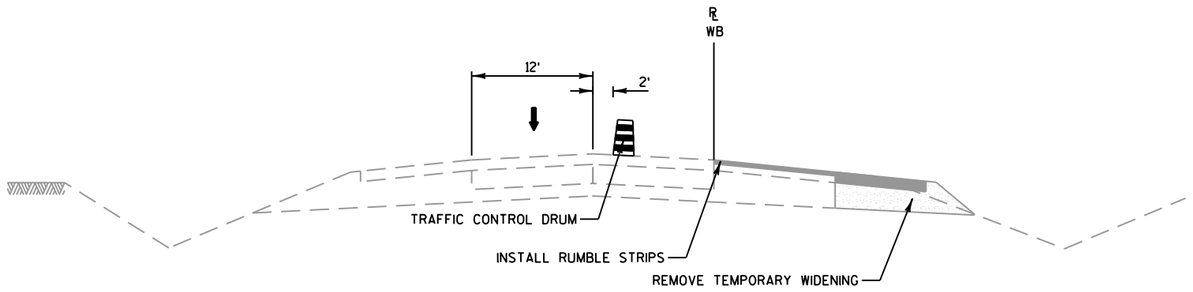
STAGE 2B (NIGHT-TIME)

IH 94 WB

CUSHING PARK RD TO APPROX. 665' EAST OF CUSHING PARK RD

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 308	E

2



TYPICAL SECTION - TRAFFIC CONTROL

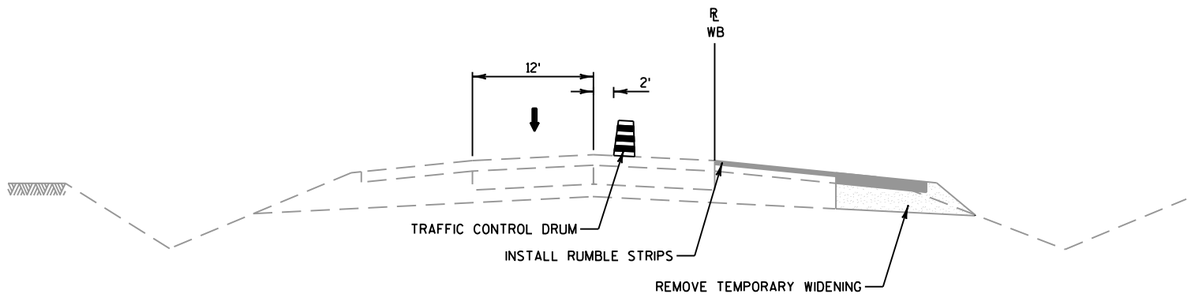
STAGE 2B (NIGHT-TIME)

IH 94 WB

MAPLE AVE TO APPROX. 1300' EAST OF MAPLE AVE

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

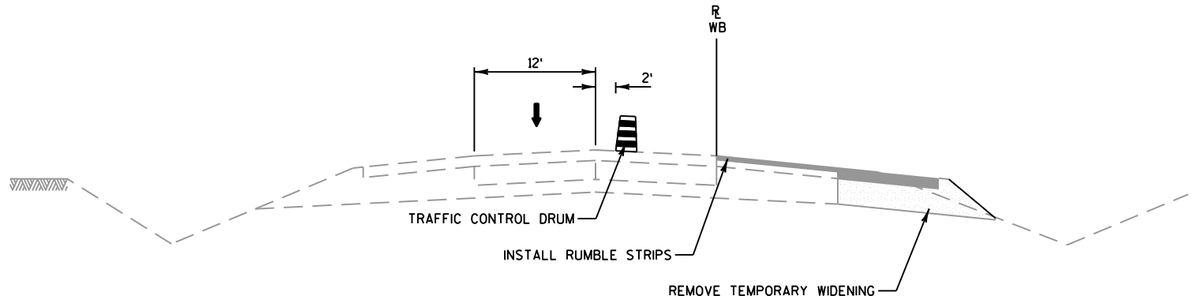
STAGE 2B (NIGHT-TIME)

IH 94 WB

APPROX. 1300' WEST OF MAPLE AVE TO MAPLE AVE

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 309	E

2



TYPICAL SECTION - TRAFFIC CONTROL

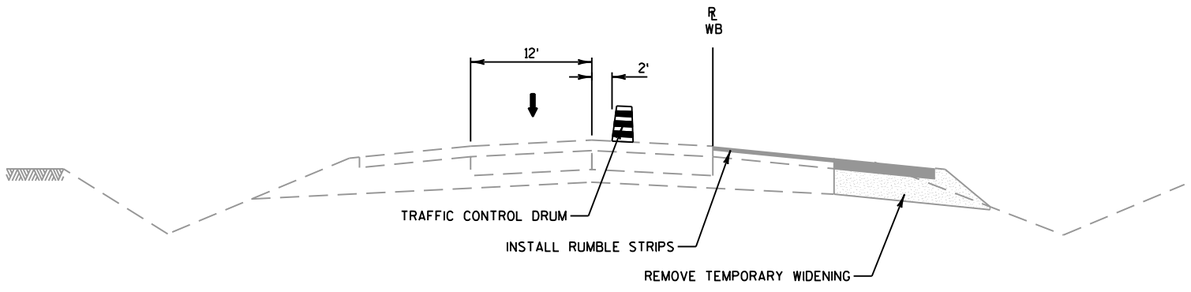
STAGE 2B (NIGHT-TIME)

IH 94 WB

STH 83 TO APPROX. 740' EAST OF STH 83

NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS
2) TWO LANES TO BE KEPT OPEN DURING DAY-TIME HOURS; MOVE BARRELS TO SHOULDER
3) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



TYPICAL SECTION - TRAFFIC CONTROL

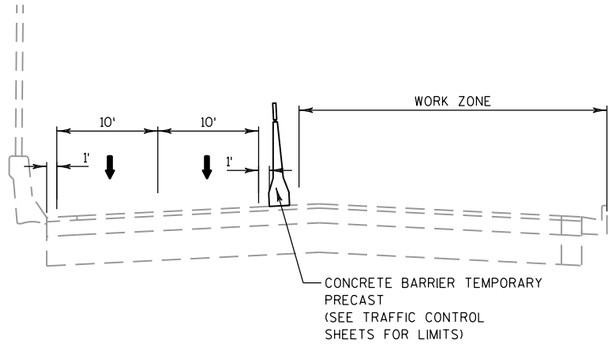
STAGE 2B (NIGHT-TIME)

IH 94 WB

APPROX. 370' - 650' WEST OF STH 83

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 310	E

2

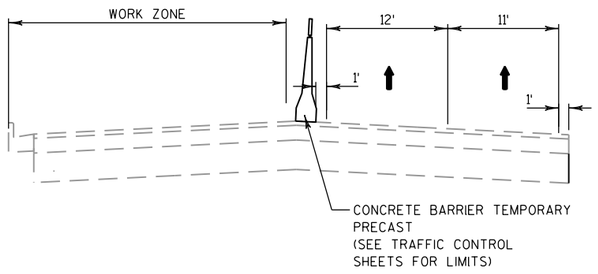


TYPICAL SECTION - TRAFFIC CONTROL

STH 164 / CTH J SB

STAGE 3A

APPROACH TO B-67-234



TYPICAL SECTION - TRAFFIC CONTROL

STH 164 / CTH J NB

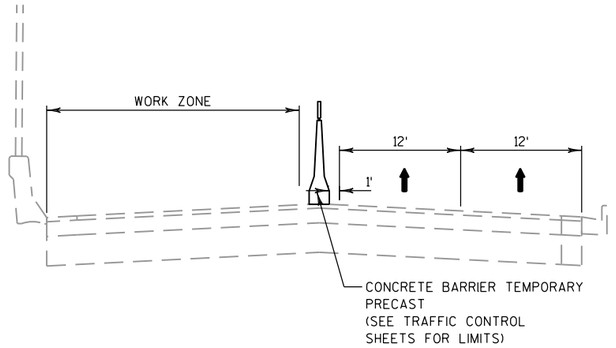
STAGE 3A

APPROACH TO B-67-235

NOTE:

1) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS

2



TYPICAL SECTION - TRAFFIC CONTROL

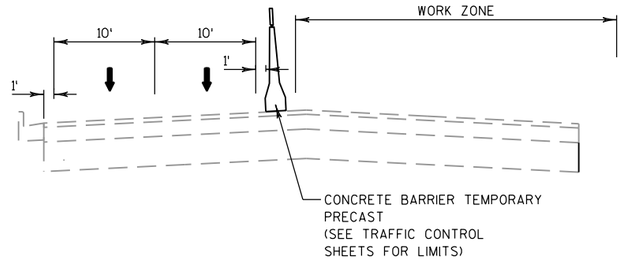
STH 164 / CTH J SB

STAGE 3B

APPROACH TO B-67-234

NOTE:

1) FOR PAVEMENT MARKING INFORMATION, SEE PLAN SHEETS



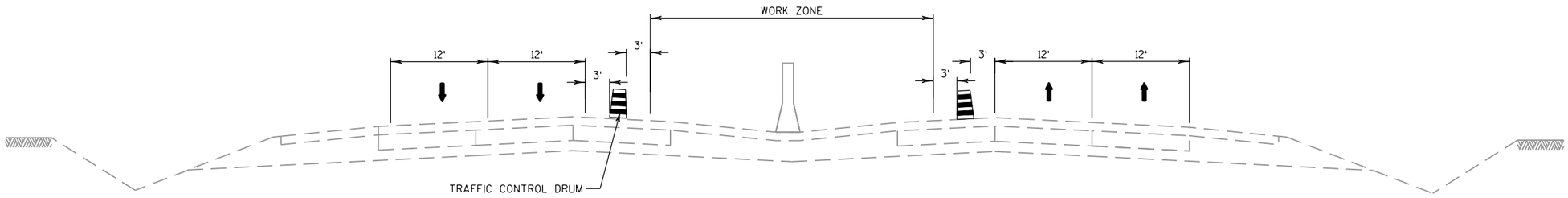
TYPICAL SECTION - TRAFFIC CONTROL

STH 164 / CTH J NB

STAGE 3B

APPROACH TO B-67-235

2



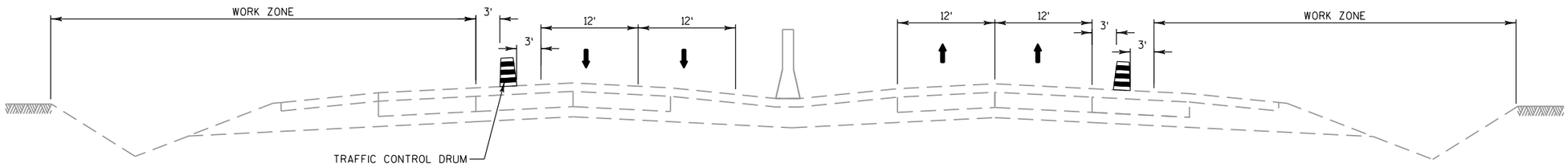
NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS

TYPICAL SECTION - TRAFFIC CONTROL

STAGE 4B

INTERSTATE 94 AT CTH J UNDERPASS



NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS

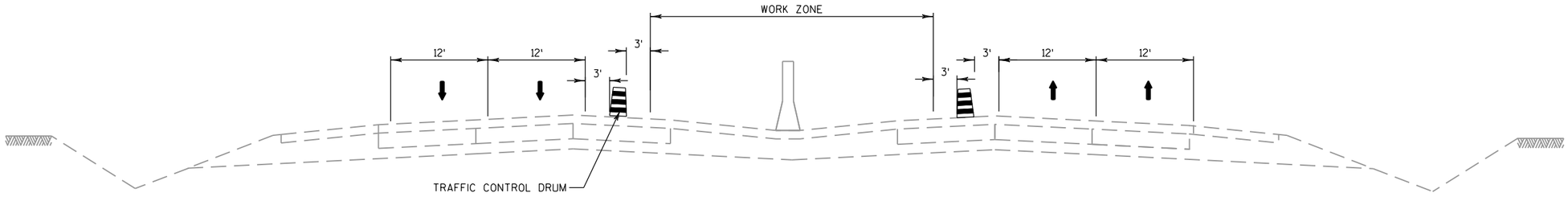
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 4A

INTERSTATE 94 AT CTH J UNDERPASS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 313	E

2



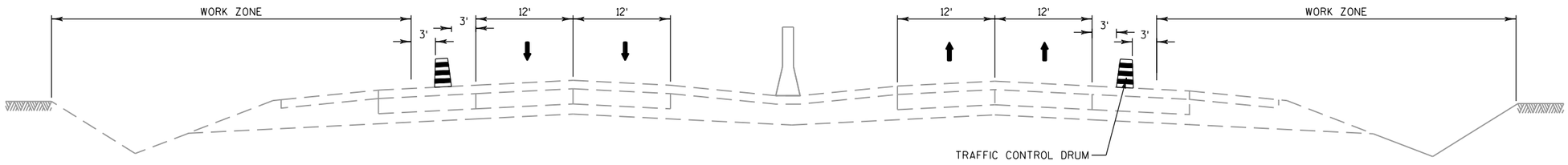
1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS

2) CONSTRUCTION TO BE PERFORMED IN CONJUNCTION WITH OVERPASS TRAFFIC CONTROL

TYPICAL SECTION - TRAFFIC CONTROL

STAGE 4B

INTERSTATE 94 AT CTH F UNDERPASS



TYPICAL SECTION - TRAFFIC CONTROL

STAGE 4A

INTERSTATE 94 AT CTH F UNDERPASS

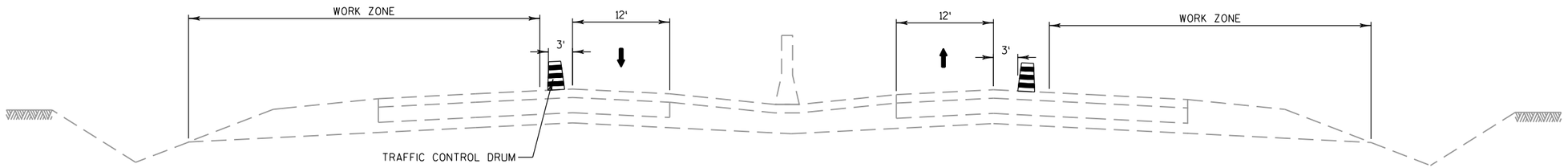
NOTE:

1) CONSTRUCTION TO OCCUR DURING NON-PEAK HOURS

2) CONSTRUCTION TO BE PERFORMED IN CONJUNCTION WITH OVERPASS TRAFFIC CONTROL

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICAL SECTIONS	SHEET 314	E

2

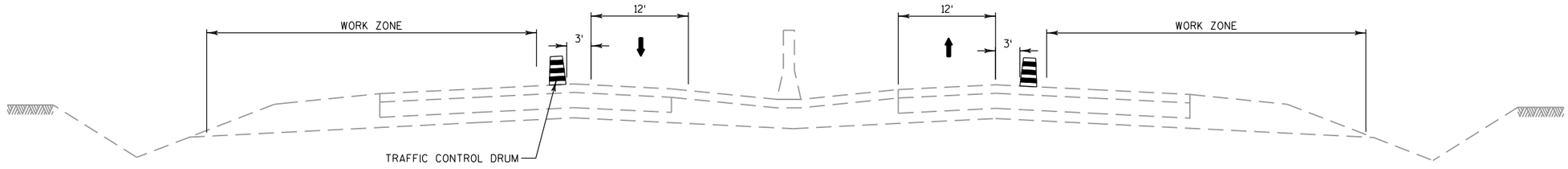


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 5A

INTERSTATE 94 AT CTH F UNDERPASS

NOTE:
1) CONSTRUCTION TO OCCUR AT NON-PEAK HOURS



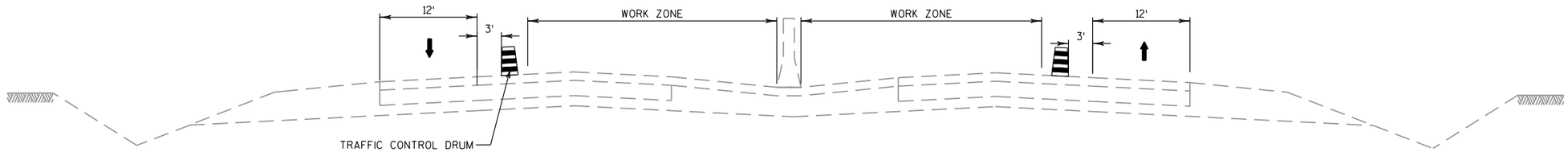
TYPICAL SECTION - TRAFFIC CONTROL

STAGE 5A

INTERSTATE 94 AT CTH J UNDERPASS

NOTE:
1) CONSTRUCTION TO OCCUR AT NON-PEAK HOURS

2

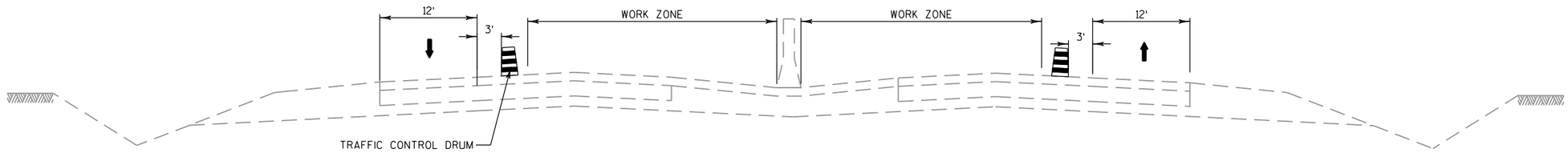


TYPICAL SECTION - TRAFFIC CONTROL

STAGE 5B

INTERSTATE 94 AT CTH F UNDERPASS

NOTE:
1) CONSTRUCTION TO OCCUR AT NON-PEAK HOURS



TYPICAL SECTION - TRAFFIC CONTROL

STAGE 5B

INTERSTATE 94 AT CTH J UNDERPASS

NOTE:
1) CONSTRUCTION TO OCCUR AT NON-PEAK HOURS

2

2

N

CTH P TO IH 94 WB ENTRANCE RAMP

IH 94 WB TO CTH P EXIT RAMP

866WB 868WB 870WB 872WB IH 94 WB 874WB 876WB 878WB

266EB 268EB 270EB 272EB 274EB 276EB 278EB

IH 94 EB

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

MATCHLINE 280EB+00

CTH P

CTH P

CTH P TO IH 94 EB ENTRANCE RAMP

IH 94 EB TO CTH P EXIT RAMP

SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TRAFFIC CONTROL FOR NIGHT-TIME CTH P ENTRANCE RAMP CLOSURE (SHORT TERM ONLY)"

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 317 E

2

N

DELAFIELD RD

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

0WB 882WB 884WB 886WB 888WB IH 94 WB 890WB 892WB 894WB

5'

MATCHLINE 280EB+00

0EB 282EB 284EB 286EB 288EB 290EB 292EB 294EB

IH 94 EB

MATCHLINE 295EB+00

13'

5'

B-67-069

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

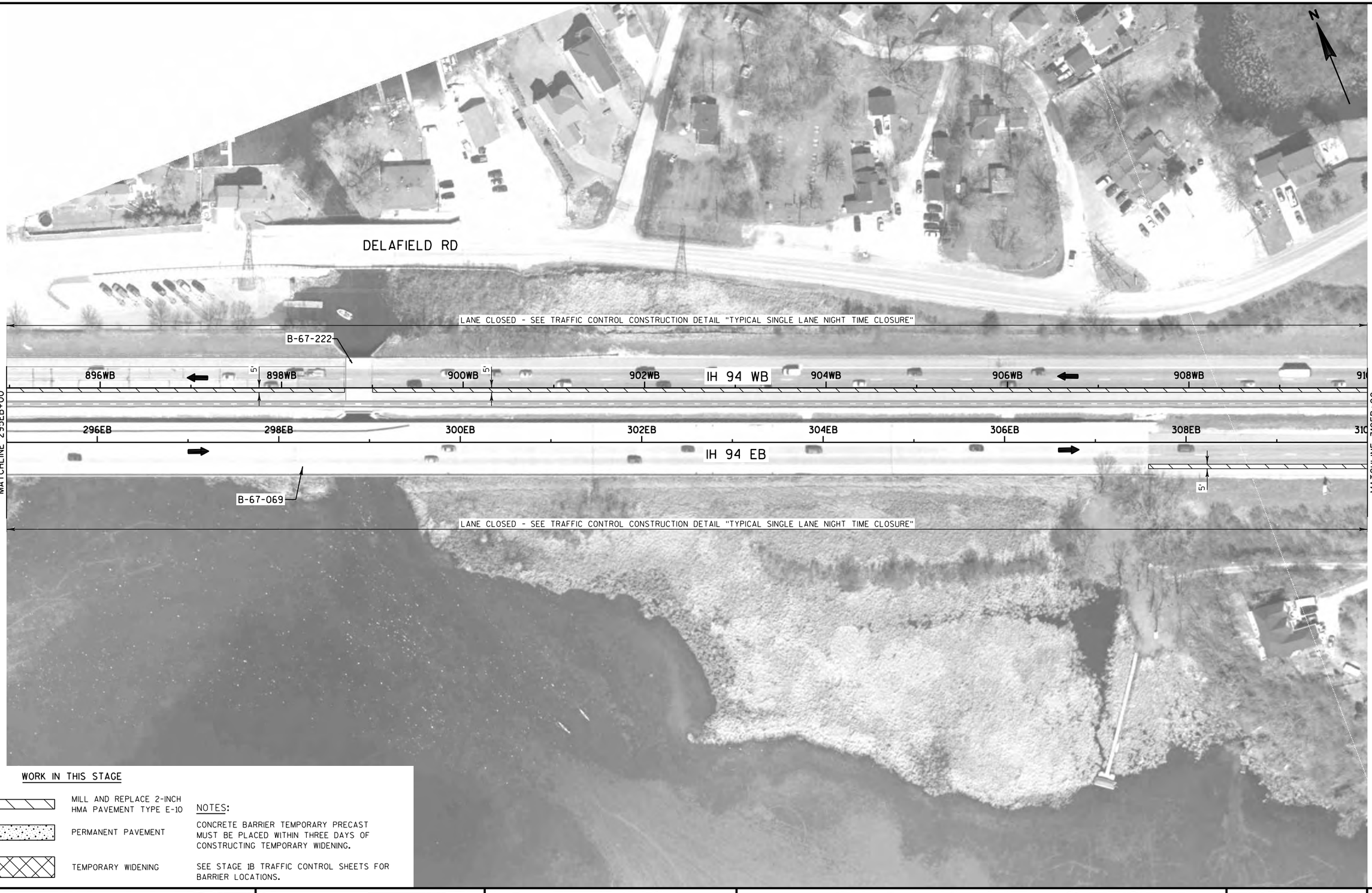
NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 318	E

2



WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

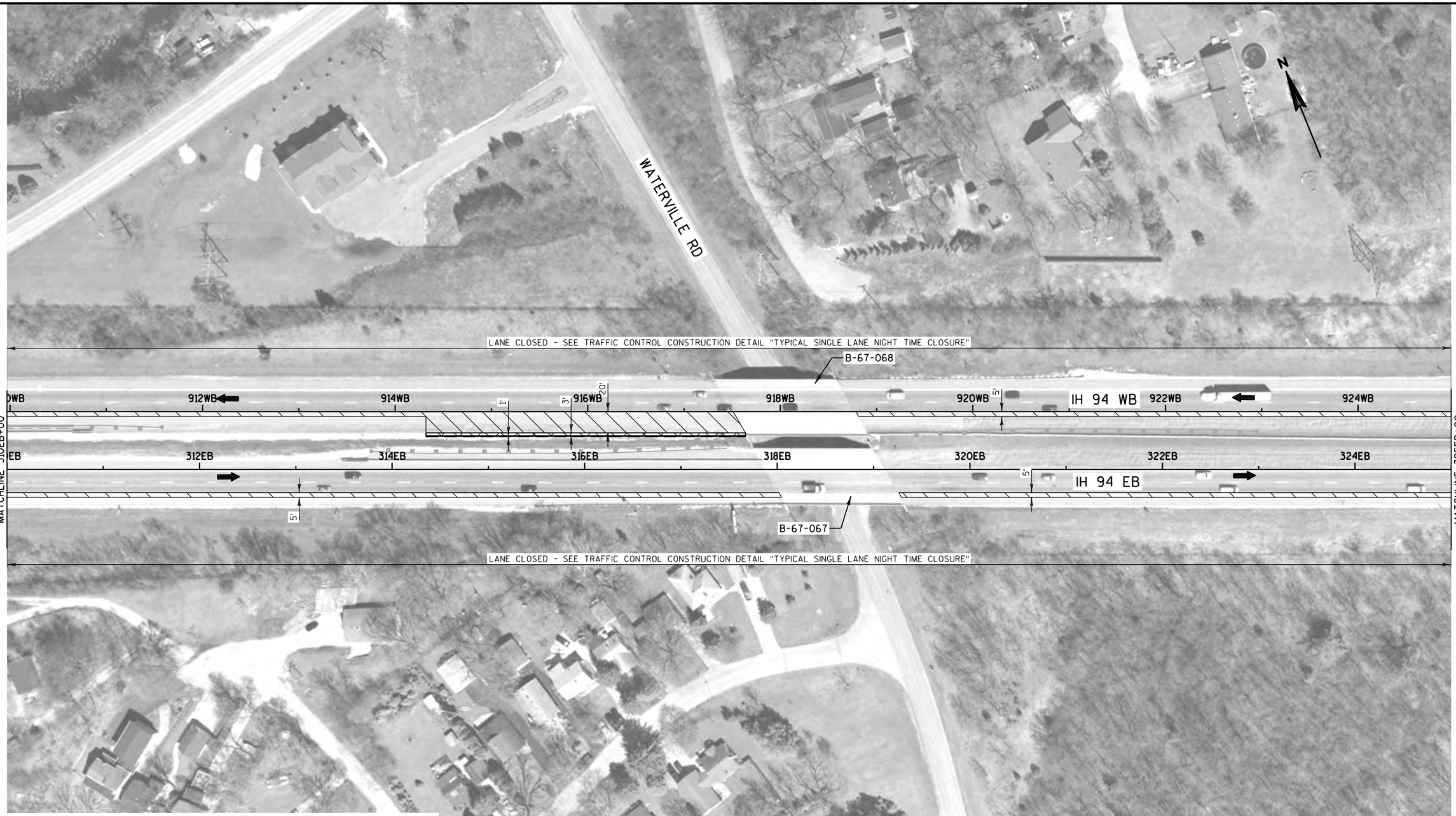
NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 319	E

2



WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 320	E

2

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 321	E

2

2

N

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

B-67-066

940WB 942WB 944WB 946WB 948WB 950WB 952WB 954WB

IH 94 WB

340EB+00 MATCHLINE

342EB 344EB 346EB 348EB 350EB 352EB 354EB

IH 94 EB

355EB+00 MATCHLINE

10' 15' 1' 5' 22' 3' 1' 3' 5'

B-67-065

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

CUSHING PARK RD

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026006_s1a.dgn PLOT DATE : 7/15/2015 3:18:58 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

N

IH 94 WB TO CTH C EXIT RAMP

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

CTH C TO IH 94 WB ENTRANCE RAMP

956WB 958WB 960WB 962WB IH 94 WB 964WB 966WB 968WB 970

10' 5' 4'

MATCHLINE 355EB+00

356EB 358EB 360EB 362EB 364EB 366EB 368EB 370EB

IH 94 EB

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

IH 94 EB TO CTH C EXIT RAMP

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

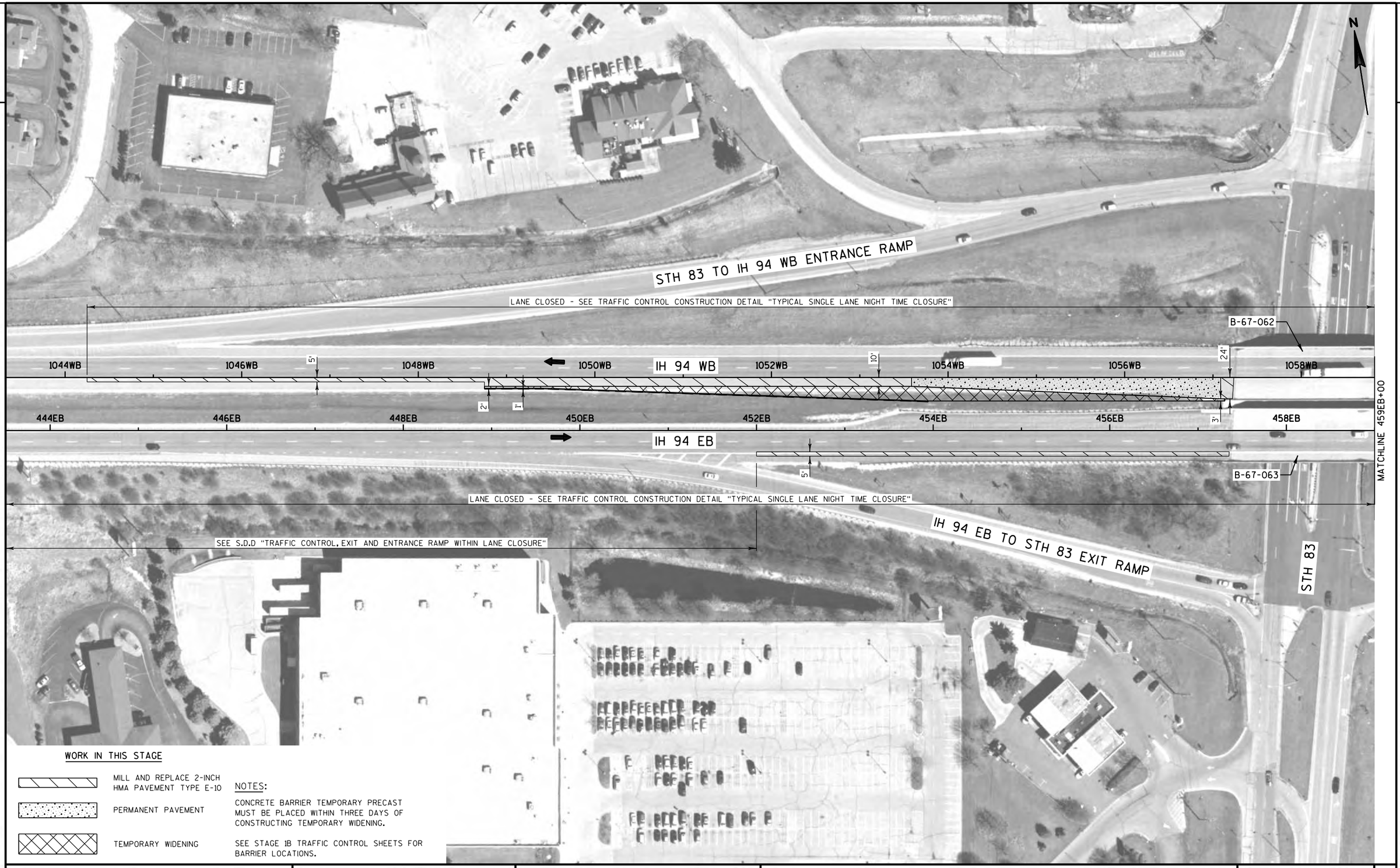
NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 323	E

2



WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 324	E

2

N

IH 94 WB TO STH 83 EXIT RAMP

SEE S.D.D "TRAFFIC CONTROL "EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

B-67-062

24'

1060WB 1062WB 1064WB 1066WB IH 94 WB 1068WB 1070WB 1072WB

3'

10'

2'

460EB 462EB 464EB 466EB 468EB 470EB 472EB 474

MATCHLINE 459EB+00

5'

IH 94 EB

MATCHLINE 474EB+00

B-67-063

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

STH 83 TO IH 94 EB ENTRANCE RAMP

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 325	E

2

2

N

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

1074WB 1076WB 1078WB 1080WB IH 94 WB 1082WB 1084WB 1086WB 1088WB

MATCHLINE 474EB+00

EB 476EB 478EB 480EB 482EB 484EB 486EB 488EB

IH 94 EB

MATCHLINE 486EB+00

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 326	E

2

2

GOLF RD

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

1090WB 1092WB 1094WB IH 94 WB 1096WB 1098WB 1100WB 1102WB

490EB 492EB 494EB 496EB 498EB 500EB 502EB 504

IH 94 EB

MATCHLINE 489EB+00

MATCHLINE 504EB+00

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

HILLSIDE DR

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026011_s1a.dgn PLOT DATE : 7/15/2015 3:19:28 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

N

GOLF RD

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

1104WB 1106WB 1108WB 1110WB IH 94 WB 1112WB 1114WB 1116WB 1118WB

5' 2' 10' 1'

MATCHLINE 504EB+00

506EB 508EB 510EB 512EB 514EB 516EB 518EB

IH 94 EB

5'

MATCHLINE 516EB+00

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

HILLSIDE DR

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 328	E

2

N

MAPLE AVENUE

GOLF RD

HIGH RIDGE RD

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

MATCHLINE 519EB+00

MATCHLINE 534EB+00

B-67-060

B-67-061

1120WB

1122WB

1124WB

1126WB

1128WB

1130WB

1132WB

IH 94 WB

IH 94 EB

520EB

522EB

524EB

526EB

528EB

530EB

532EB

15'

22'

22'

3'

1'

3'

1'

1'

2'

10'

5'

5'

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

SILVERNAIL RD

HILLSIDE DR

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 329	E

2

WORK IN THIS STAGE

MILL AND REPLACE 2-INCH HMA PAVEMENT TYPE E-10

PERMANENT PAVEMENT

TEMPORARY WIDENING

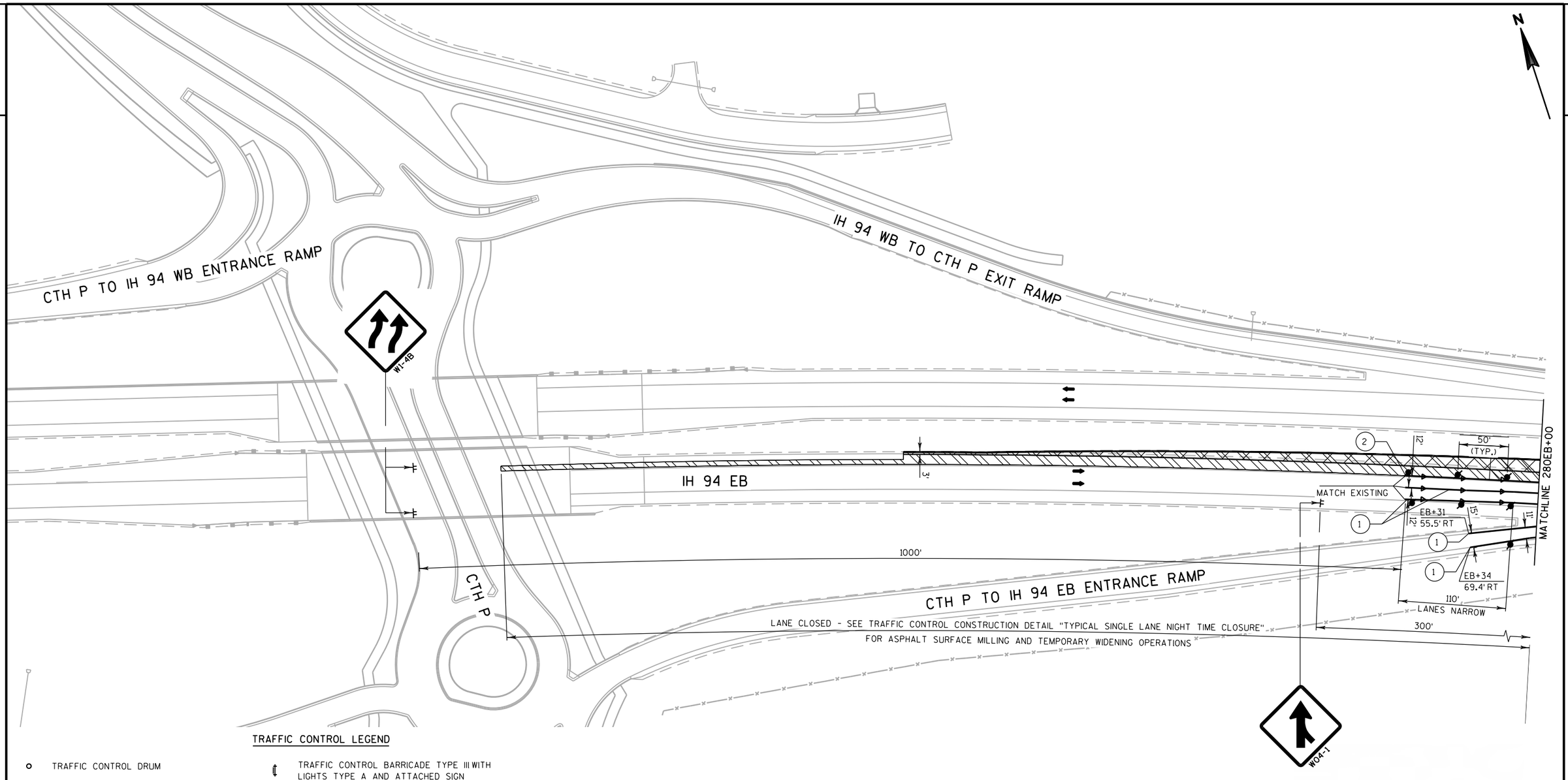
NOTES:

CONCRETE BARRIER TEMPORARY PRECAST MUST BE PLACED WITHIN THREE DAYS OF CONSTRUCTING TEMPORARY WIDENING.

SEE STAGE 1B TRAFFIC CONTROL SHEETS FOR BARRIER LOCATIONS.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1A	SHEET 330	E

2



TRAFFIC CONTROL LEGEND

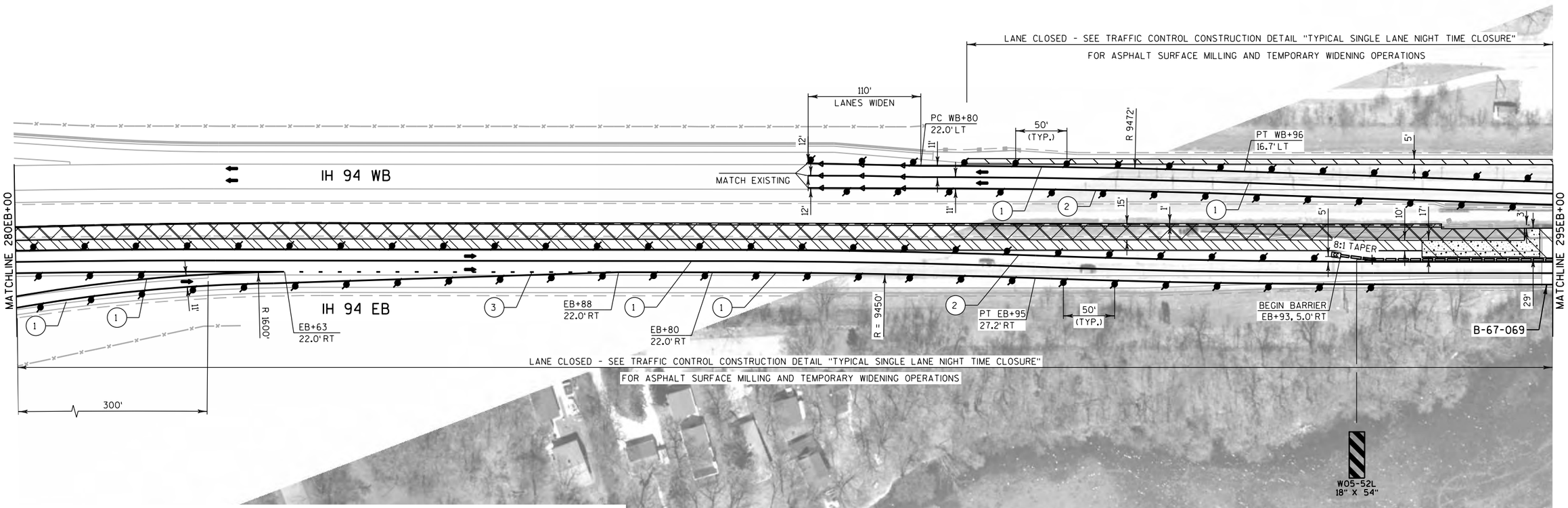
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC FLOW ARROW
- CC — CRASH CUSHIONS TEMPORARY
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (3 FT LINE, 9 FT SKIP)

NOTES:

SEE "TRAFFIC CONTROL - ADVANCE WARNING SIGNING" FOR SIGNING INFORMATION PRIOR TO WORK ZONES

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 331	E

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
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- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
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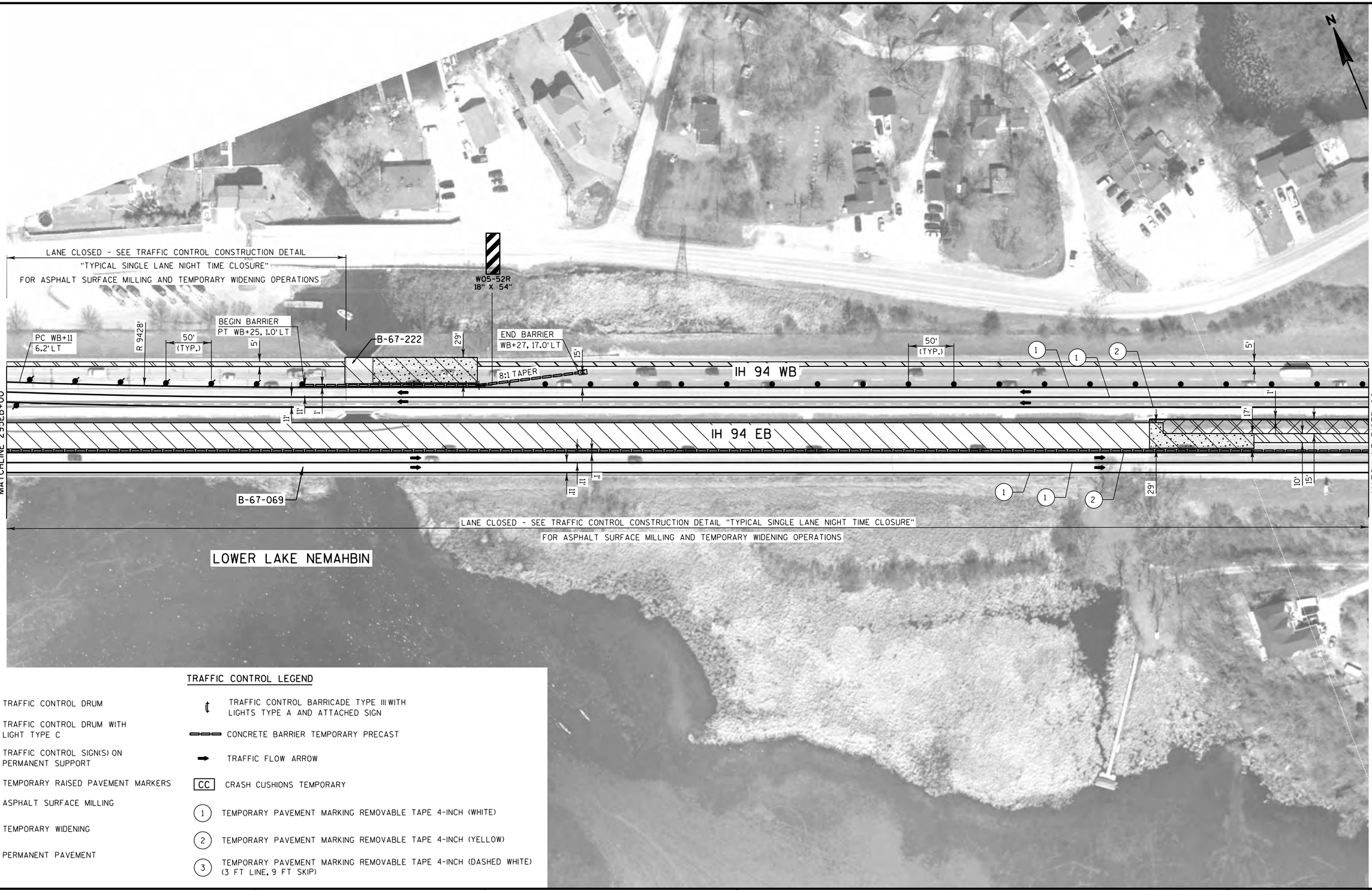
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (3 FT LINE, 9 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 332	E

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC FLOW ARROW
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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 333	E

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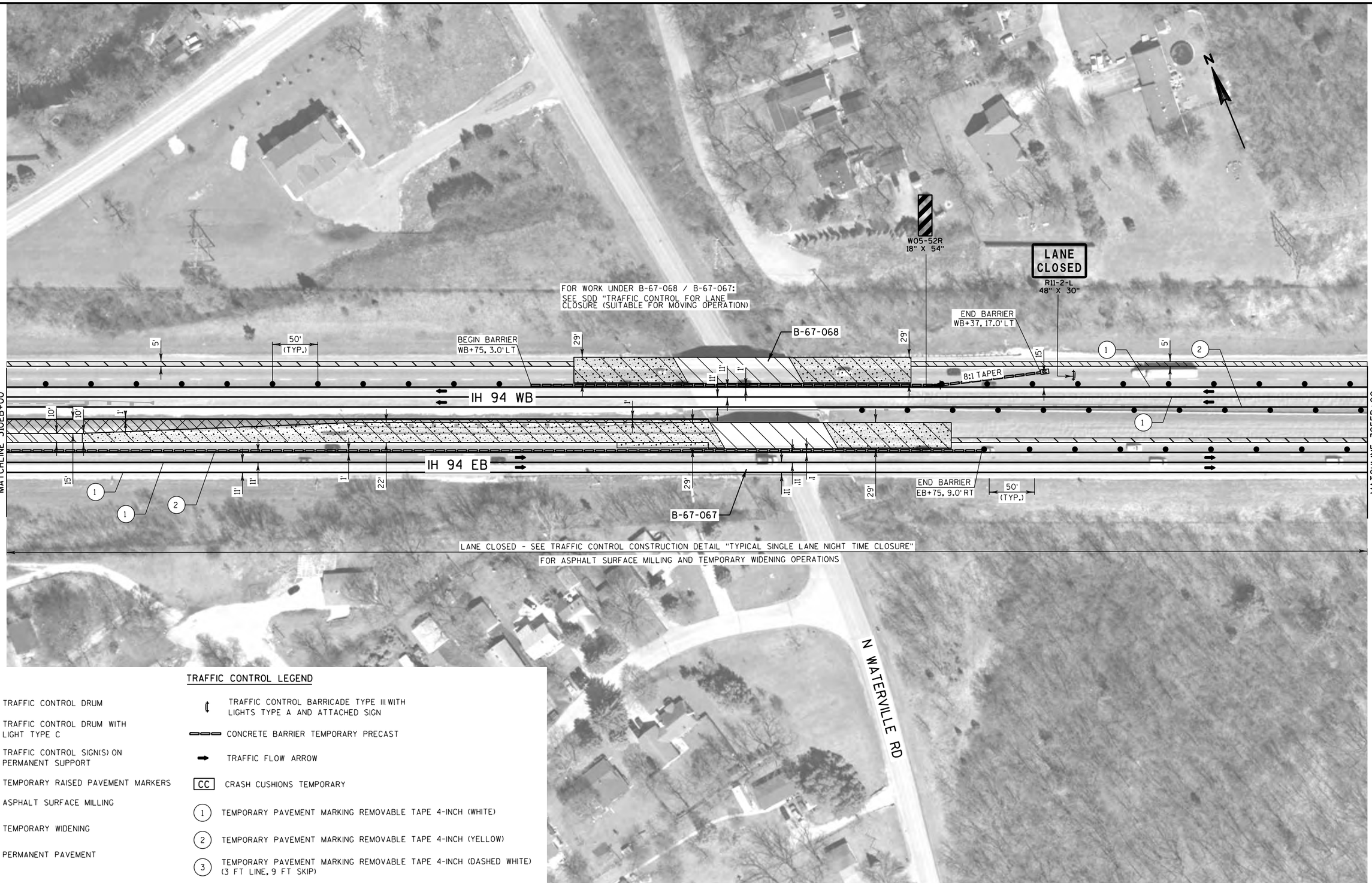

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC FLOW ARROW
- CC — CRASH CUSHIONS TEMPORARY
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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 334	E

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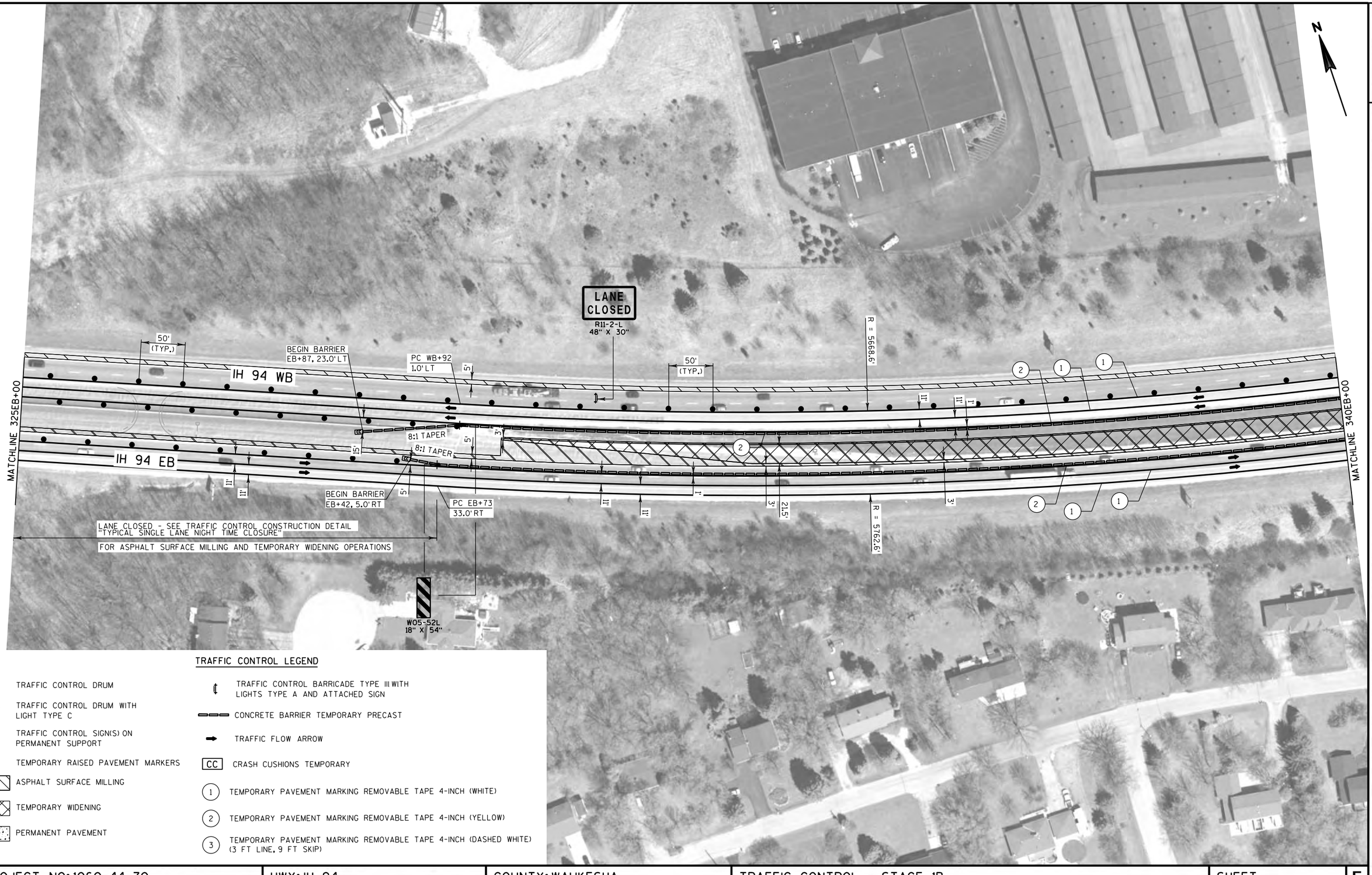

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (3 FT LINE, 9 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 335	E

2

N

LANE CLOSED
R11-2-L
48" X 30"

W05-52R
18" X 54"

B-67-066

PT WB+54
1.0' LT

450'

8:1 TAPER

WB+63

END BARRIER
WB+59, 23.0' RT

BEGIN BARRIER
WB+63, 23.0' RT

END BARRIER
WB+66, 5.0' RT

MATCHLINE 340EB+00

MATCHLINE 355EB+00

IH 94 WB

IH 94 EB

R 5676'

R 5690.6'

R 5739.6'

R 5762.6'

R 9428'

50' (TYP.)

PT EB+79
33.0' RT

B-67-065

FOR WORK UNDER B-67-066 / B-67-065:
SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)

W1-4B

CUSHING PARK RD

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC FLOW ARROW
- CC — CRASH CUSHIONS TEMPORARY
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- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (3 FT LINE, 9 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 336	E

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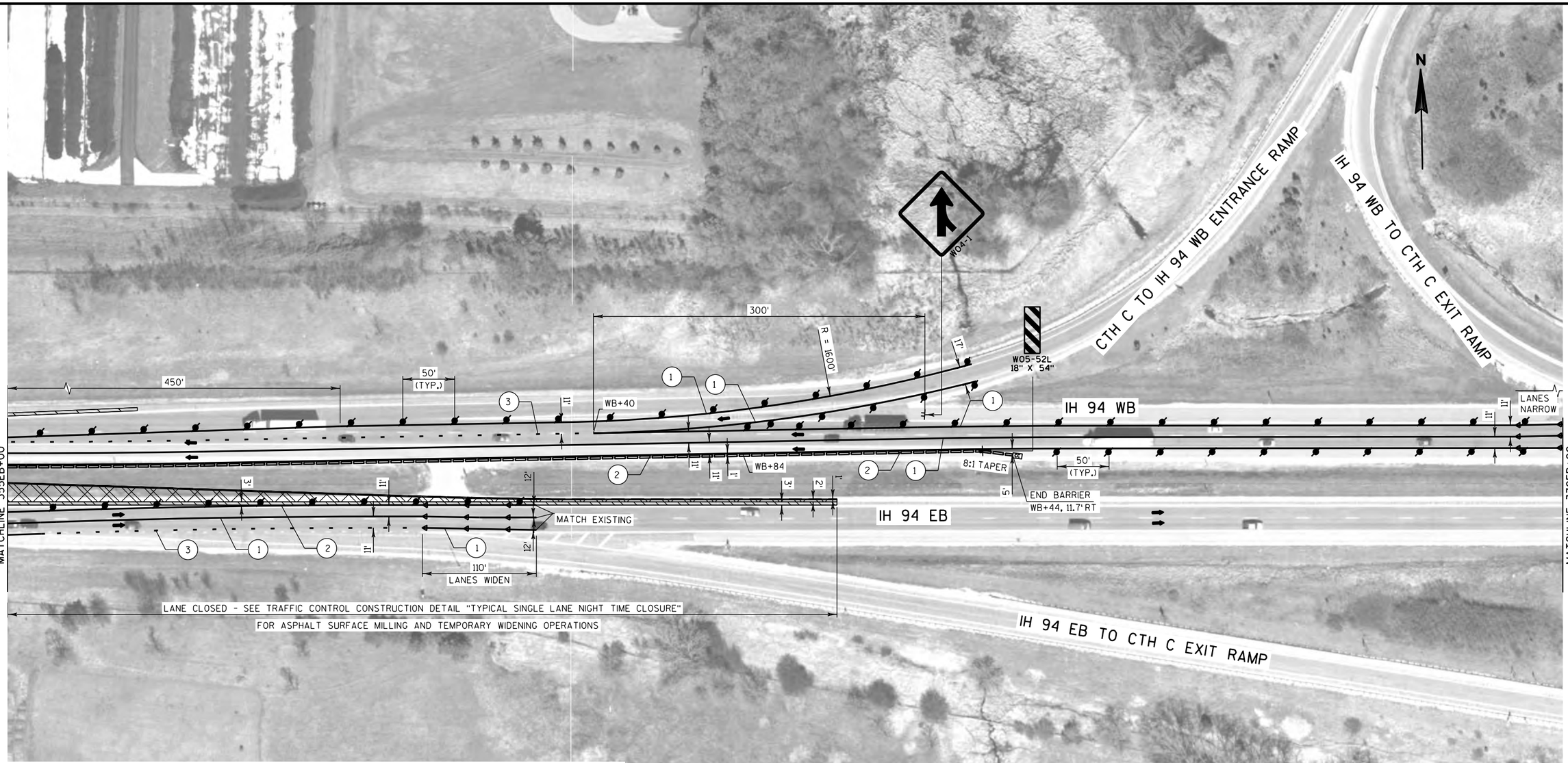

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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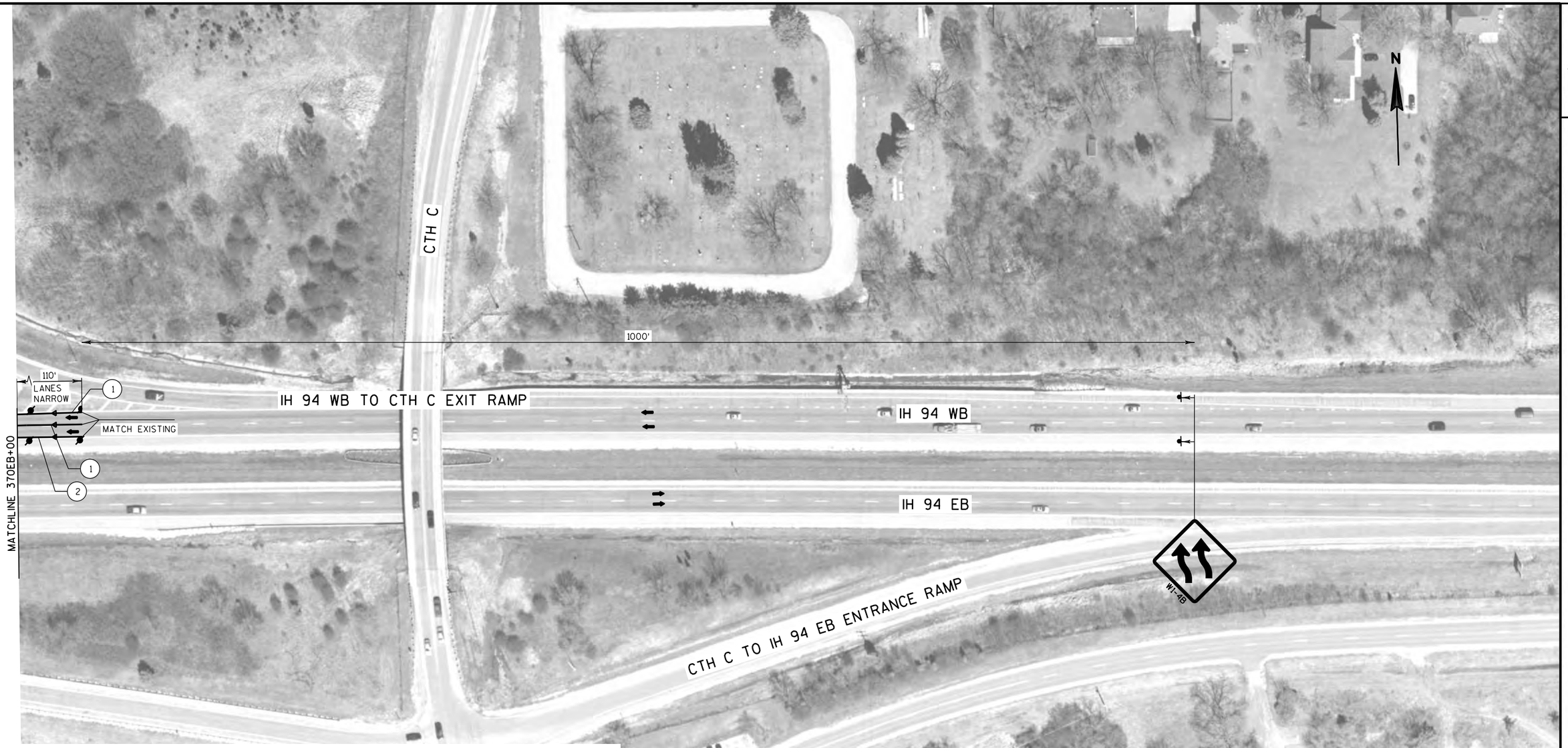
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 337	E

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 338	E

2

2

STH 83 TO IH 94 WB ENTRANCE RAMP

W24-1AR

110' LANES WIDEN

50' (TYP.)

PC WB+45 22.0' LT

R = 9472'

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE" FOR ASPHALT SURFACE MILLING AND TEMPORARY WIDENING OPERATIONS

IH 94 WB

PT WB+61 16.7' LT

PC WB+36 4.2' LT

R = 9428'

PT WB+50 1.0' RT

BEGIN BARRIER WB+75, 1.0' LT

B-67-062

MATCH EXISTING

BEGIN BARRIER WB+64, 2.0' RT

IH 94 EB

MATCH EXISTING

8:1 TAPER

WB+43, 5.0' RT BEGIN BARRIER

B-67-063

MATCHLINE 459EB+00

1000'

R = 9450'

IH 94 EB TO STH 83 EXIT RAMP

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE" FOR ASPHALT SURFACE MILLING AND TEMPORARY WIDENING OPERATIONS

FOR WORK UNDER B-67-062 / B-67-063:
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE FOR NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN A LANE CLOSURE" DETAIL B

W05-52L 18" X 54"

STH 83

STH 83

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC FLOW ARROW
- CC CRASH CUSHIONS TEMPORARY
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (3 FT LINE, 9 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 339	E

2

N

W05-52R
18" X 54"

IH 94 WB TO STH 83 EXIT RAMP

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"
FOR ASPHALT SURFACE MILLING AND TEMPORARY WIDENING OPERATIONS

B-67-062

PC WB+00
1.0' RT

R = 9428'

END BARRIER
WB+19, 19.0' LT

50'
(TYP.)

PT WB+14
4.2' LT

COVER WITH "COVER PLATE TEMPORARY SPECIAL"

PC WB+89
16.7' LT

R = 9472'

PT WB+05
22.0' LT

110'
LANES NARROW

1000'

MATCH EXISTING

END BARRIER
WB+47, 5.8' RT

8:1 TAPER

IH 94 WB

MATCHLINE 459EB+00

PT EB+45
22.0' RT

MATCH EXISTING

IH 94 EB

MATCHLINE 474EB+00

B-67-063

END BARRIER
EB+75, 9.0' RT

PC EB+00
33.0' RT

R = 9450'

PT EB+15
27.8' RT

50'
(TYP.)

PC EB+30
27.2' RT

600'

R 9450'

STH 83 TO IH 94 EB ENTRANCE RAMP

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"
FOR ASPHALT SURFACE MILLING AND TEMPORARY WIDENING OPERATIONS

FOR WORK UNDER B-67-062 / B-67-063:
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE FOR NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN A LANE CLOSURE" DETAIL B

W04-1

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC FLOW ARROW
- CC — CRASH CUSHIONS TEMPORARY
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (3 FT LINE, 9 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 340	E

2

2

N

1000'

IH 94 WB

IH 94 EB

MATCHLINE 474EB+00

MATCHLINE 489EB+00

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"
FOR ASPHALT SURFACE MILLING AND TEMPORARY WIDENING OPERATIONS

W24-1AL

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC FLOW ARROW
- CC — CRASH CUSHIONS TEMPORARY
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- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (3 FT LINE, 9 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 341	E

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC FLOW ARROW
- CC — CRASH CUSHIONS TEMPORARY
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (3 FT LINE, 9 FT SKIP)

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 342	E

2

N

GOLF RD

W24-1AR

IH 94 WB

IH 94 EB

1000'

3'

2'

1'

MATCHLINE 504EB+00

MATCHLINE 519EB+00

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"
FOR ASPHALT SURFACE MILLING AND TEMPORARY WIDENING OPERATIONS

110'
LANES WIDEN

PC WB+43
22.0' LT

R = 9472'

50'
(TYP.)

PCC WB+88
17.3' LT

R = 3978'

5"

MATCH EXISTING

12'

12'

1

1

2

BEGIN BARRIER
WB+87, 6.7' RT

5"

1"

MATCH EXISTING

1

1

110'
LANES NARROW

PC EB+68
25.4' RT

2

R = 4000'

50'
(TYP.)

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"
FOR ASPHALT SURFACE MILLING AND TEMPORARY WIDENING OPERATIONS

HILLSIDE DR

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- TEMPORARY RAISED PAVEMENT MARKERS
- ASPHALT SURFACE MILLING
- TEMPORARY WIDENING
- PERMANENT PAVEMENT
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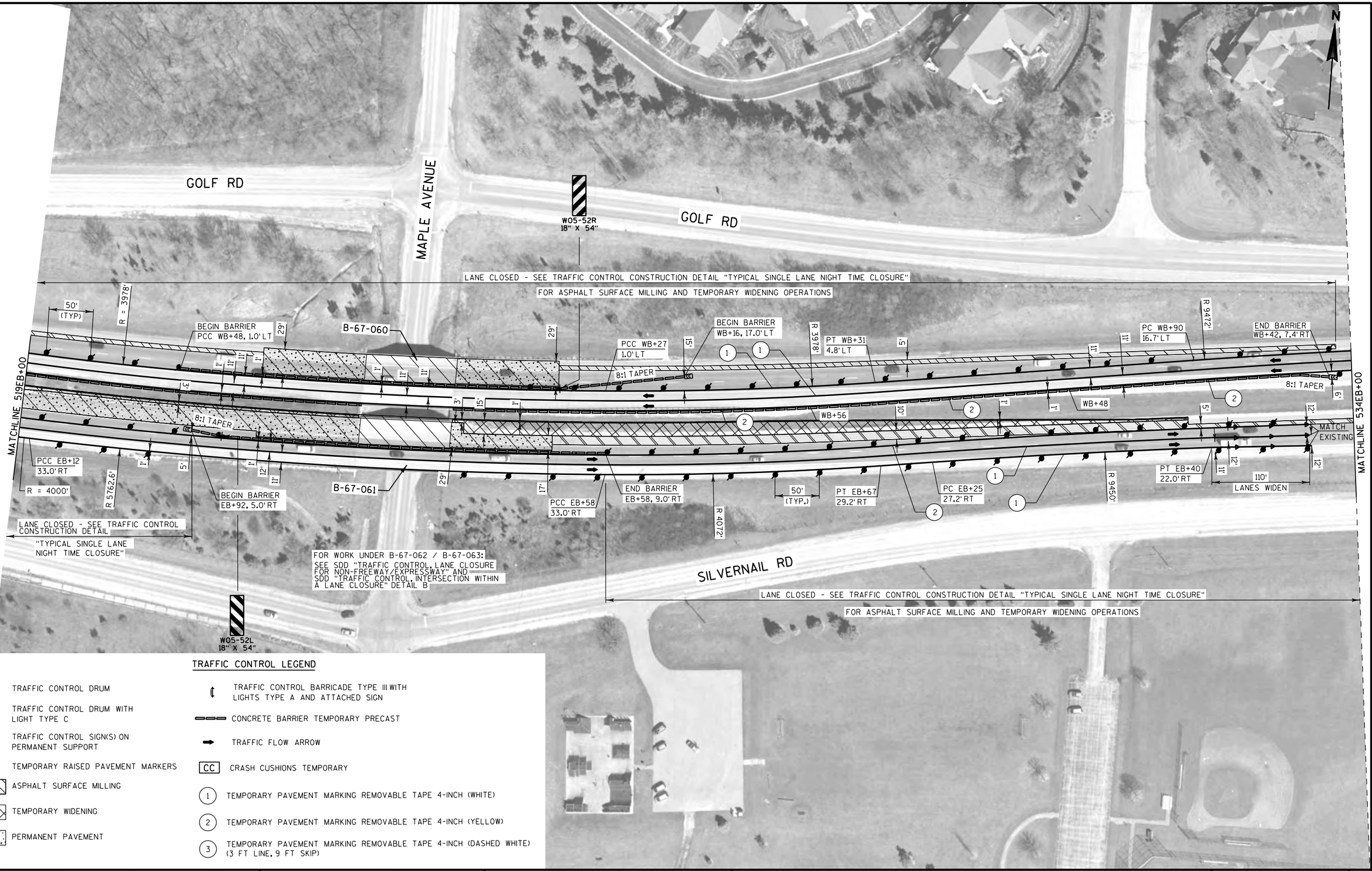
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 343	E

2



TRAFFIC CONTROL LEGEND

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- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 344	E

2

TRAFFIC CONTROL LEGEND

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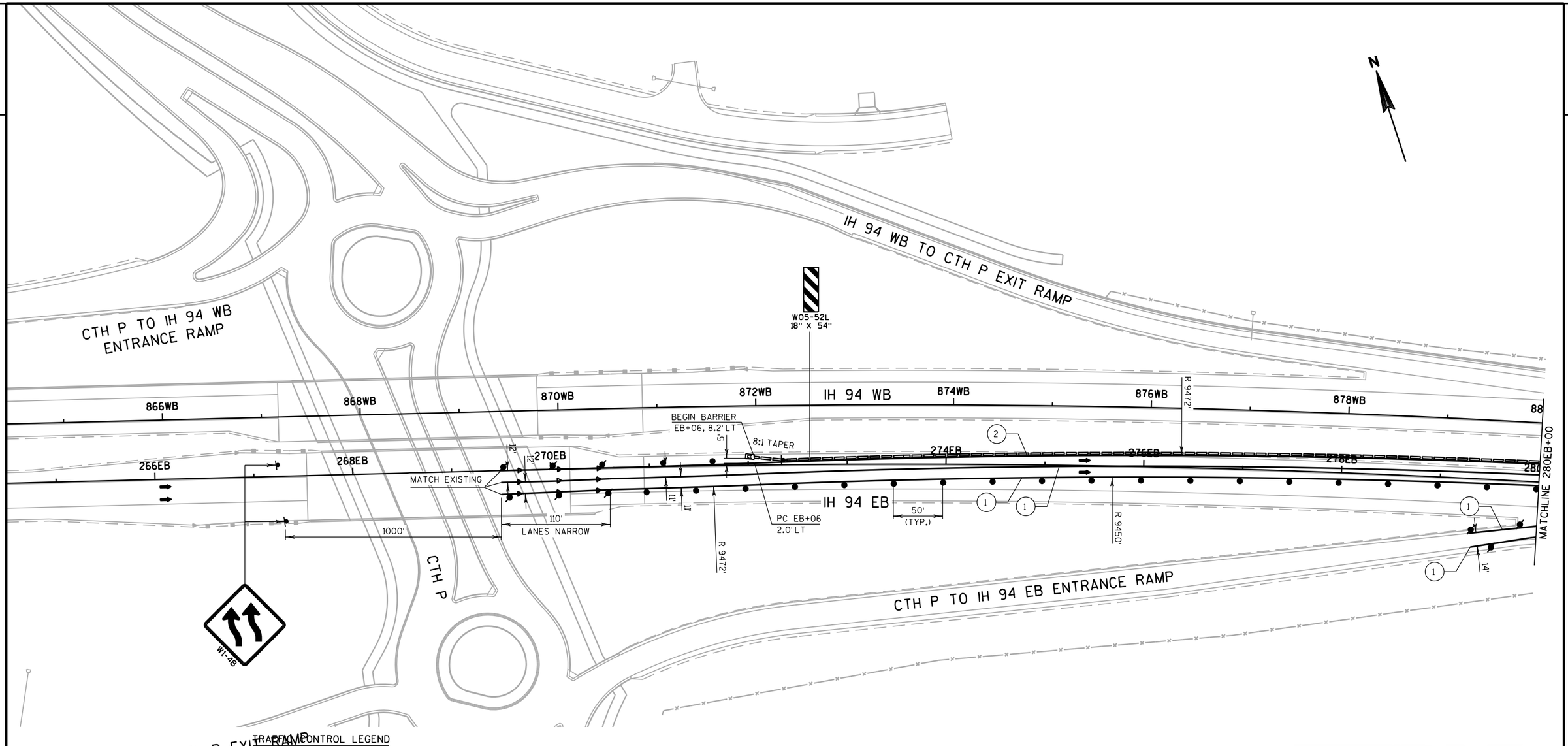
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1B	SHEET 345	E

2



IH 94 EB TO CTH P EXIT RAMP

TRAFFIC CONTROL LEGEND

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 346	E

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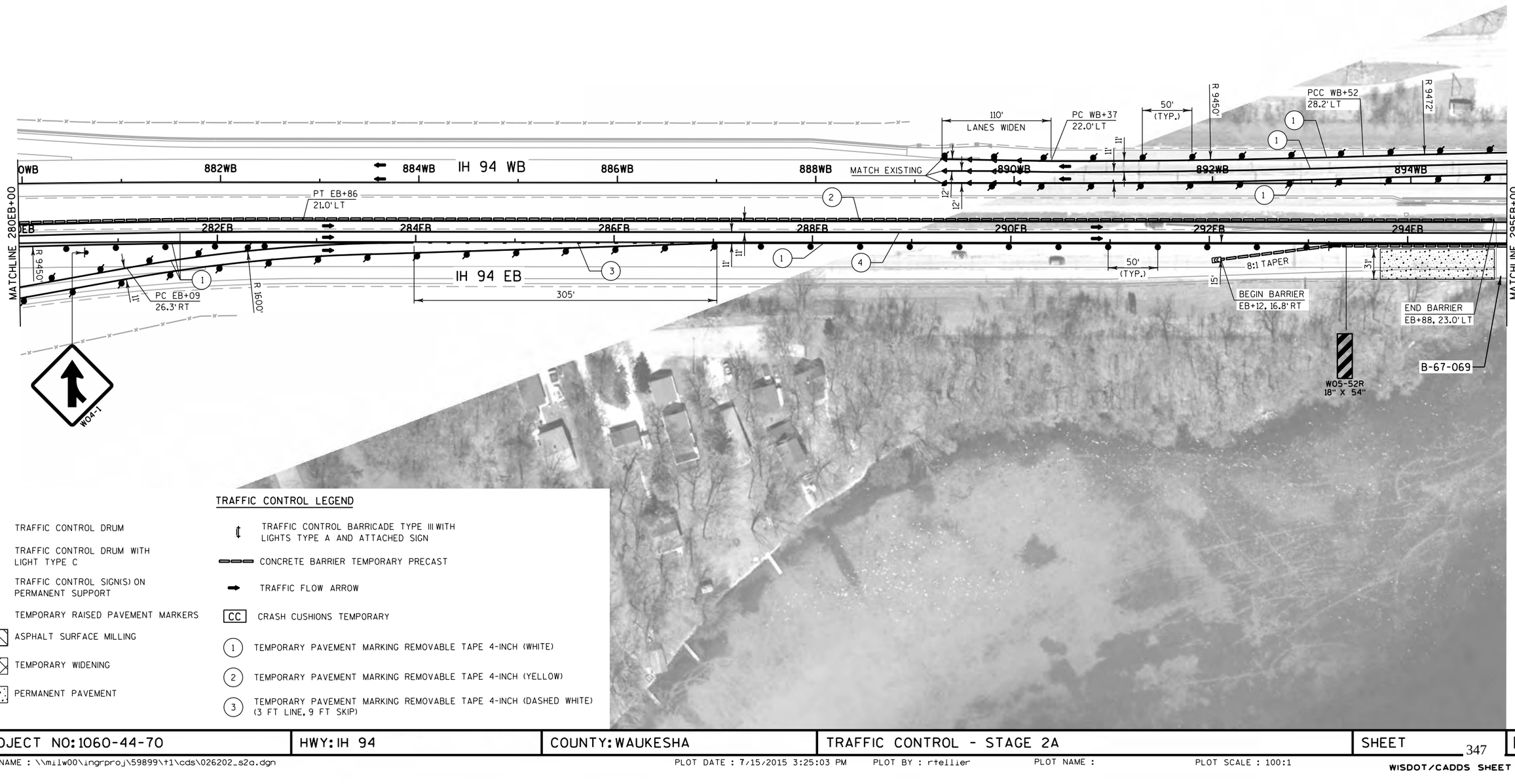

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 347	E

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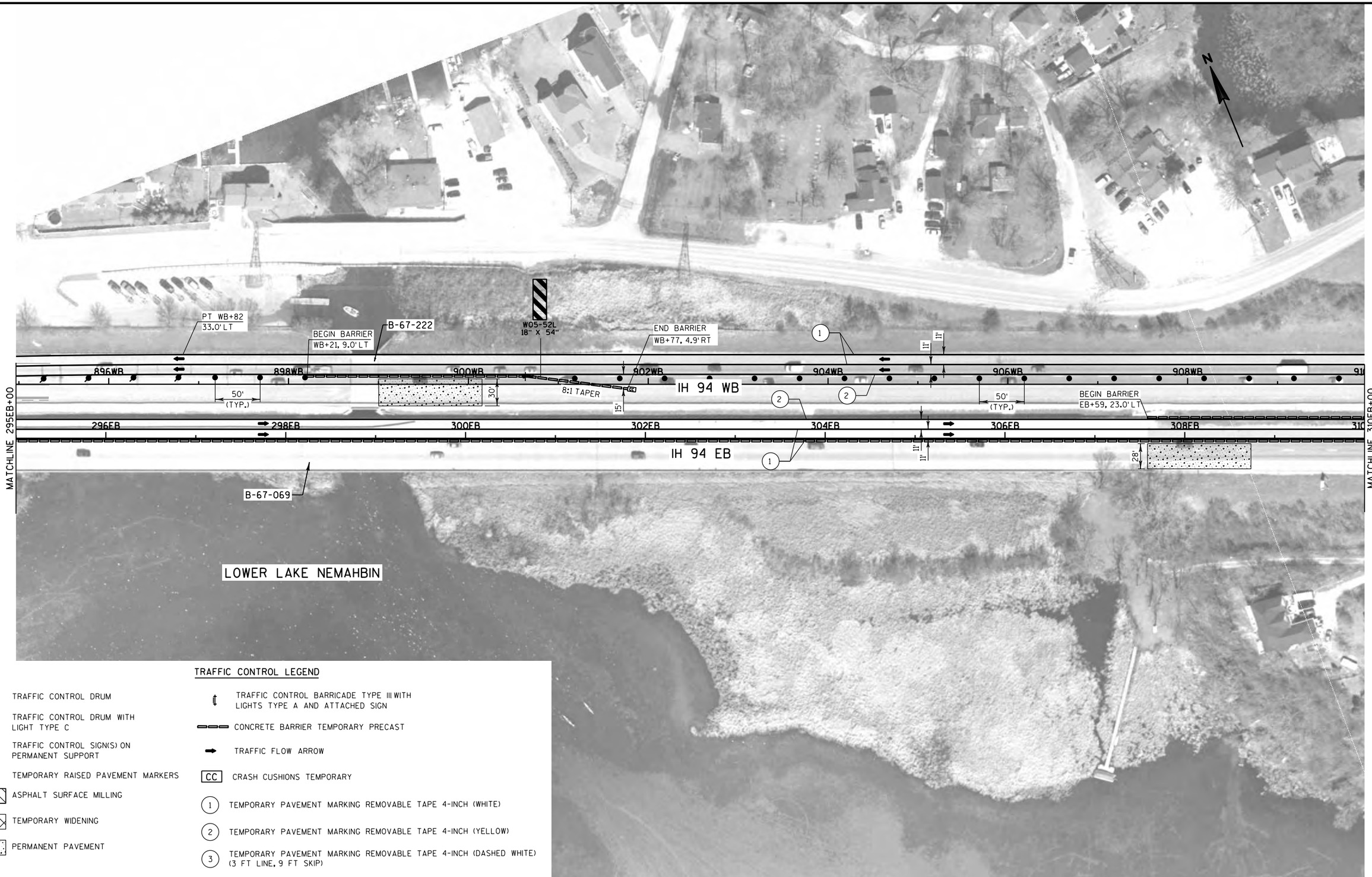

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026203_s2a.dgn PLOT DATE : 7/15/2015 3:25:08 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

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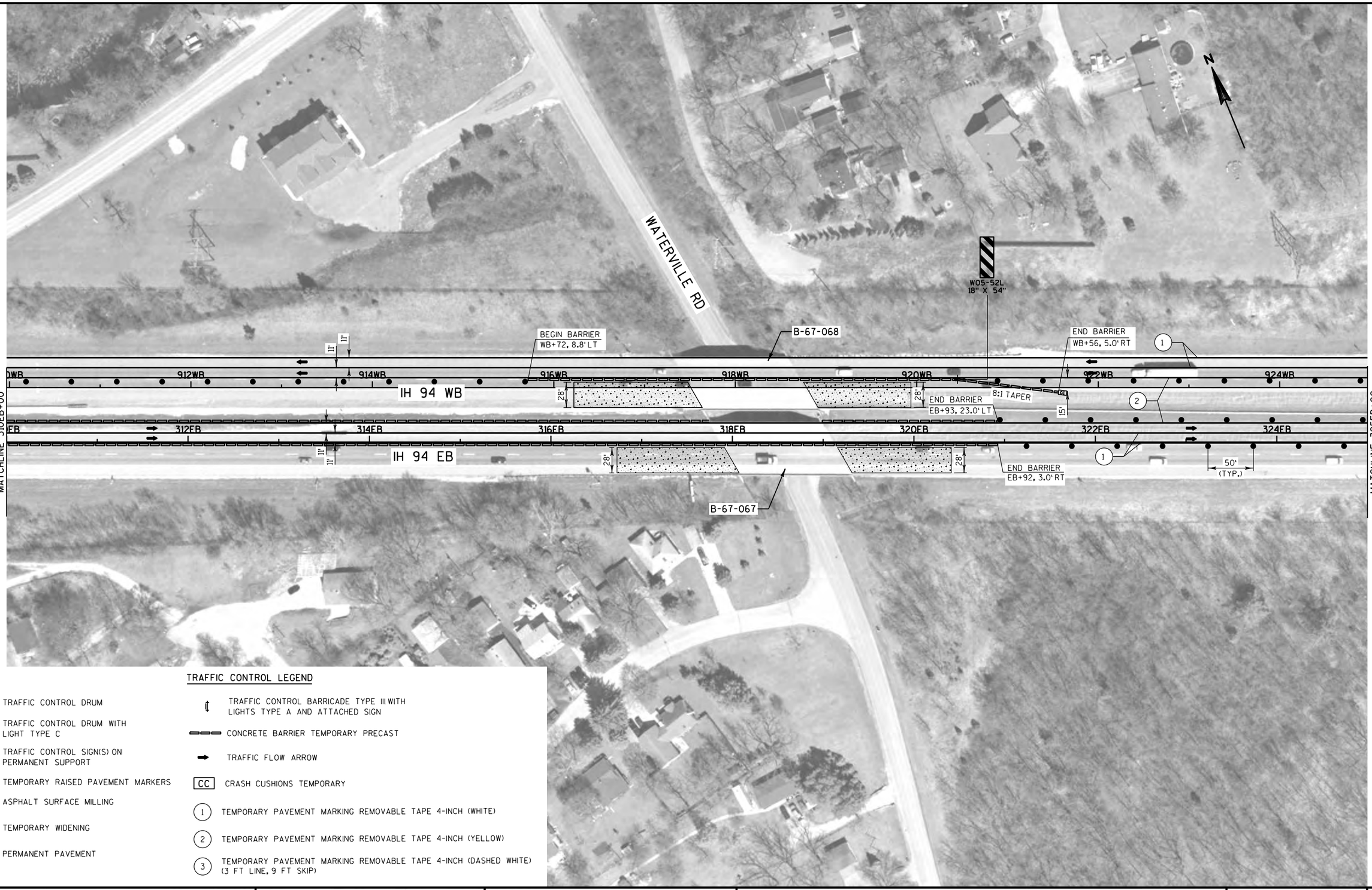

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 349	E

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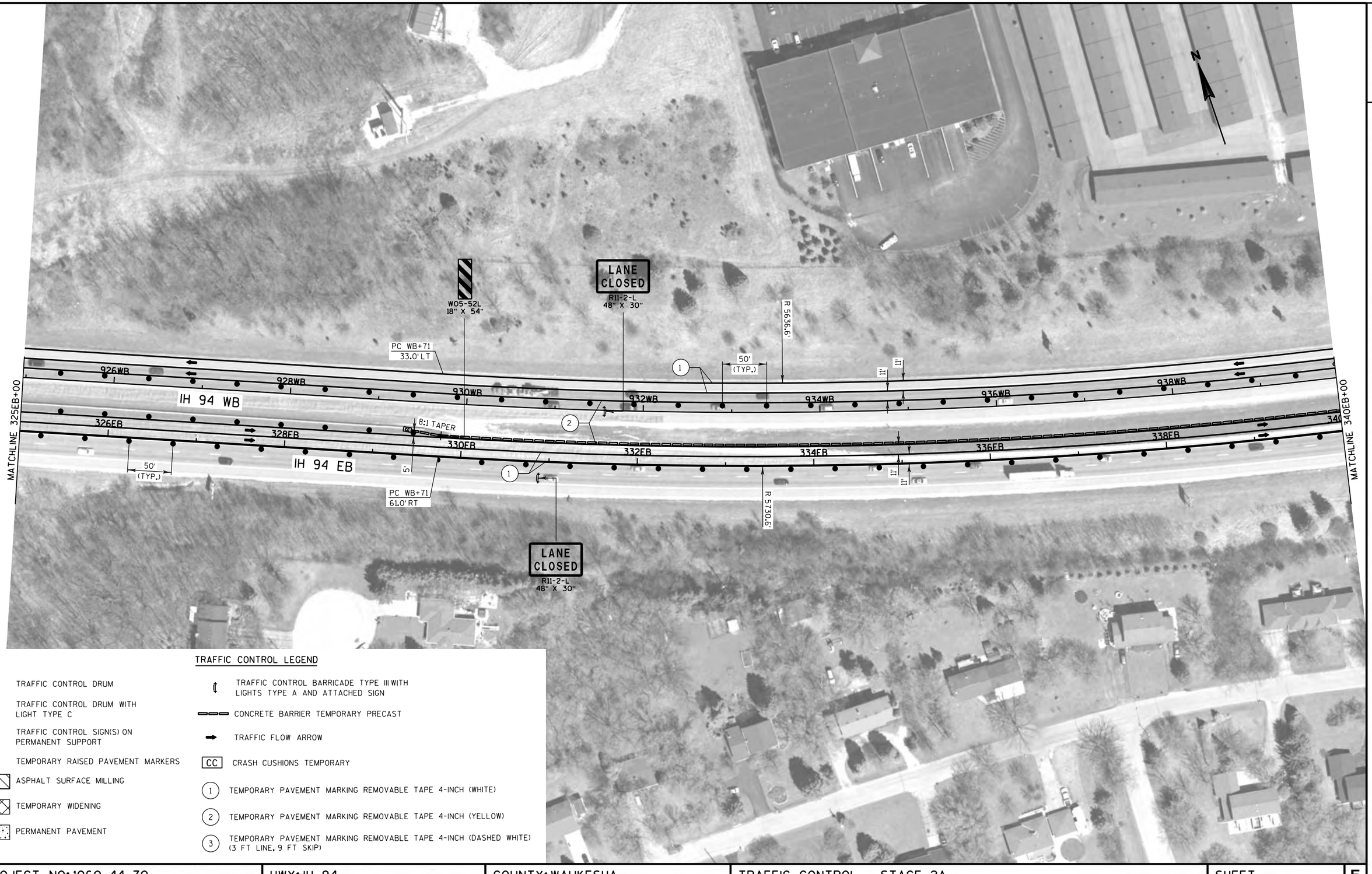

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 350	E

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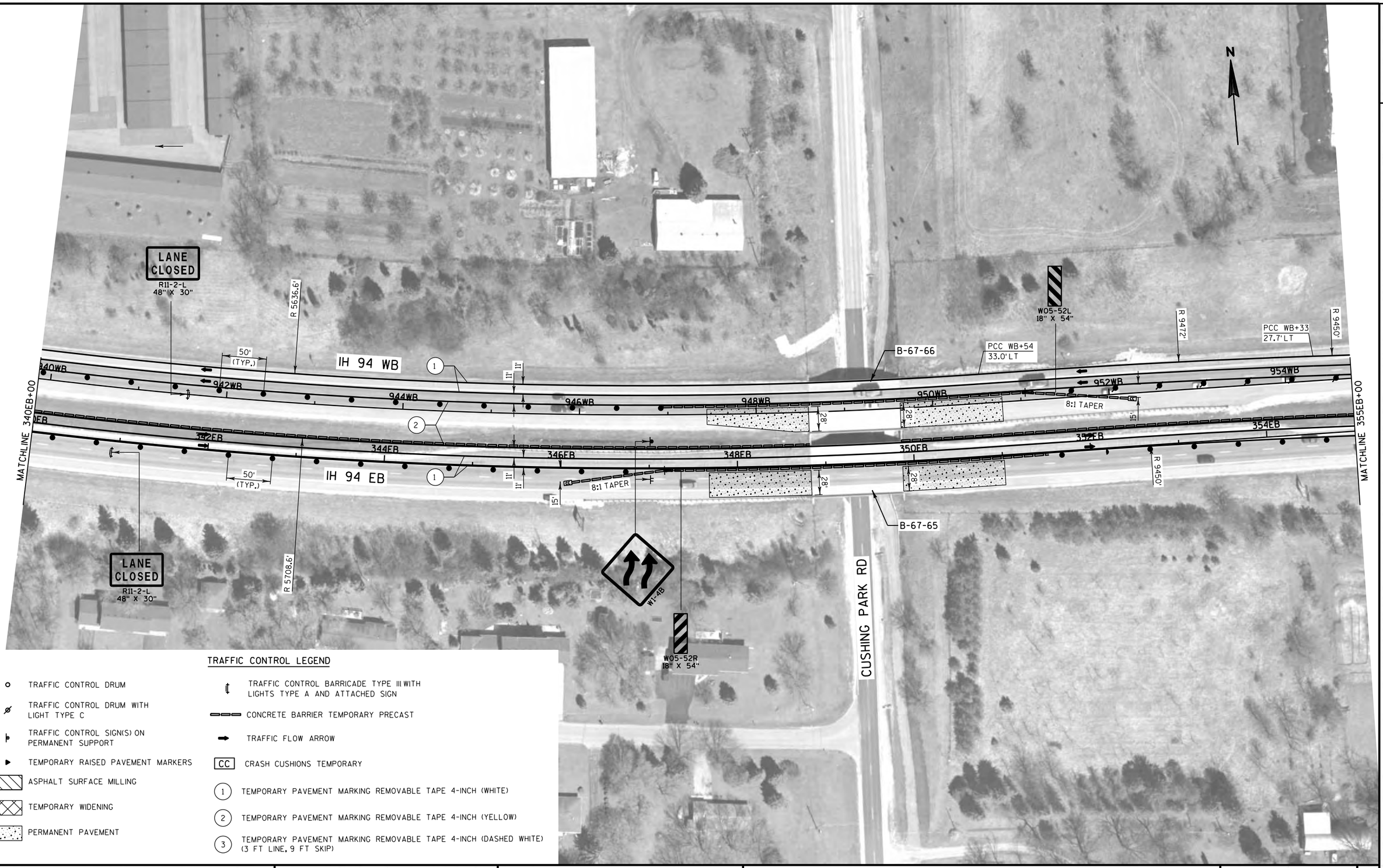

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 351	E

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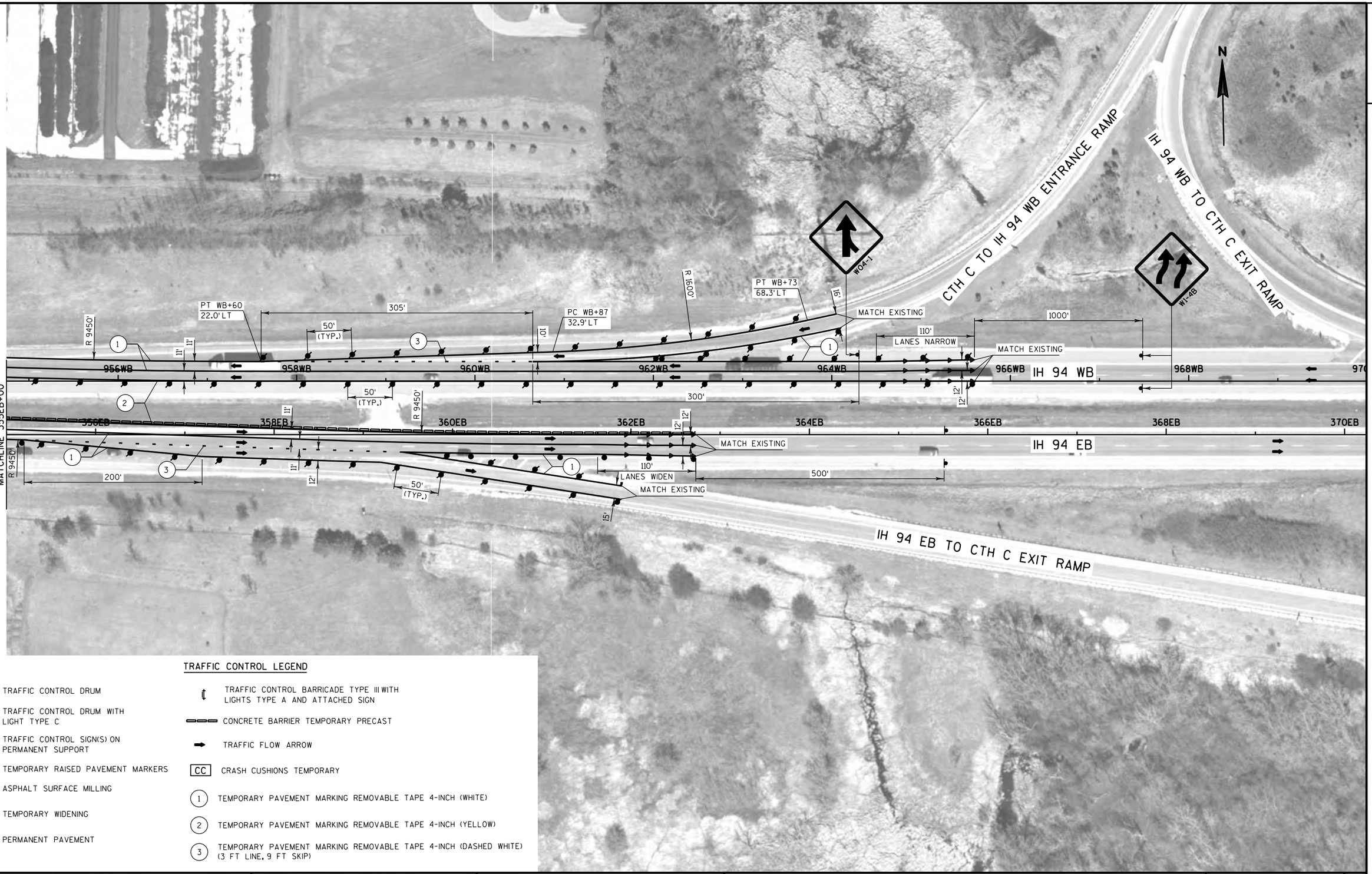

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 352	E

2

STH 83 TO IH 94 WB ENTRANCE RAMP

IH 94 WB

IH 94 EB

IH 94 EB TO STH 83 EXIT RAMP

N

W05-52L
18" X 54"

W24-1AL

W05-52R
18" X 54"

1042WB 1044WB 1046WB 1048WB 1050WB 1052WB 1054WB 1056WB

444EB 446EB 448EB 450EB 452EB 454EB 456EB

BEGIN BARRIER
EB+11, 6.0'LT

PC EB+53
0.0

8:1 TAPER

MATCH EXISTING

500'

12'

110'
LANES NARROW

PT EB+67
5.2'LT

R 1600'

MATCH EXISTING

WB+05
22.0'LT

R 9450'

MATCH EXISTING

12'

12'

110'
LANES WIDEN

PT WB+20
27.2'LT

PC WB+35
27.8'LT

11'

11'

PC EB+43
17.8'LT

50'
(TYP.)

11'

R 9450'

PT WB+50
33.0'LT

BEGIN BARRIER
WB+59, 9.0'LT

B-67-62

PT EB+57
23.0'LT

23'

27'

8:1 TAPER

15'

BEGIN BARRIER
EB+54, 15.6'RT

29'

B-67-63

MATCHLINE 457EB+50

NOTE:
PIN TEMPORARY PRECAST CONCRETE BARRIER
FROM STA. 453EB+75 TO STA. 457EB+16

TRAFFIC CONTROL LEGEND

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 353	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026208_s2a.dgn PLOT DATE : 7/15/2015 3:25:38 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

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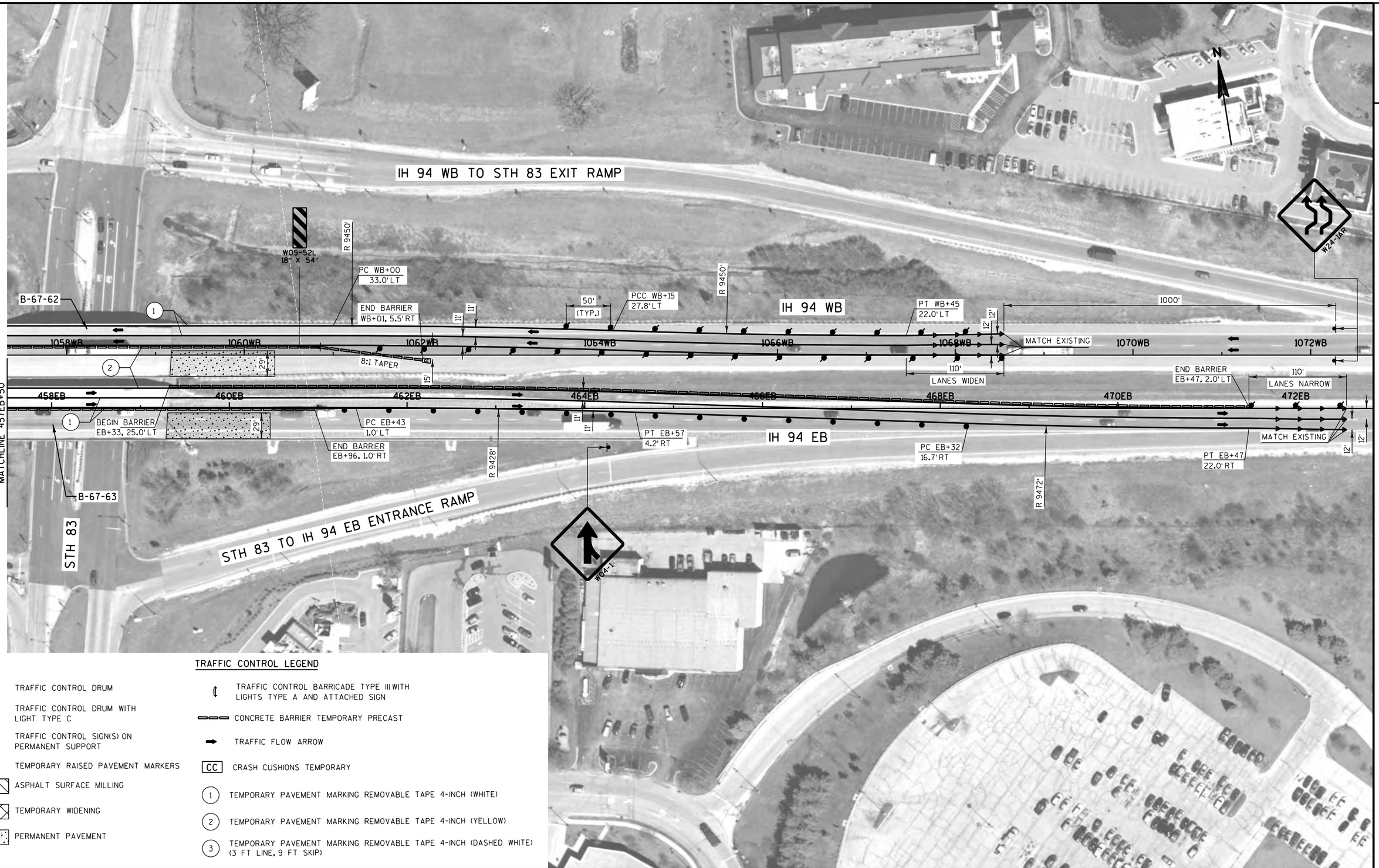

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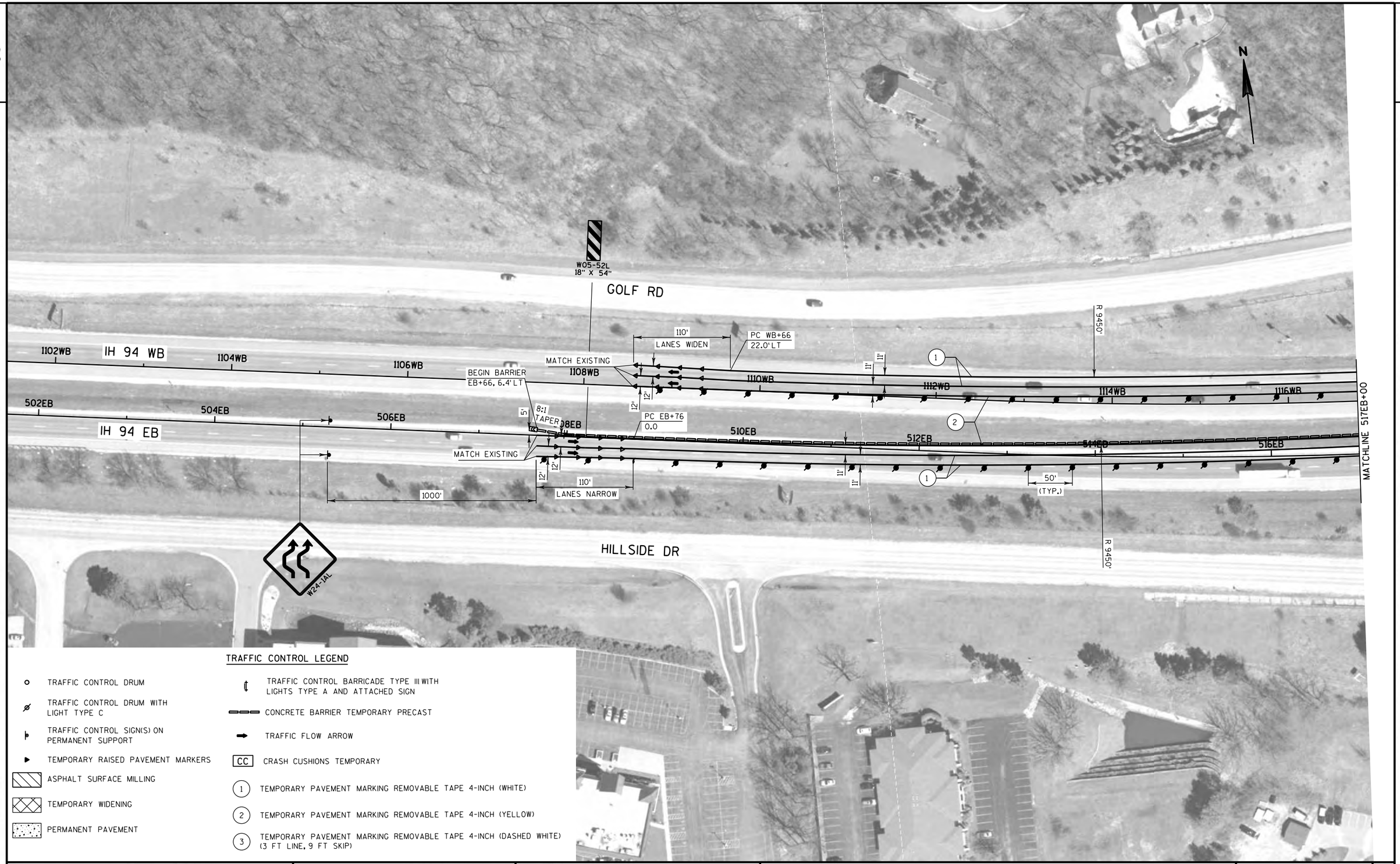
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 354	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026209_s2a.dgn PLOT DATE : 7/15/2015 3:25:44 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2



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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 355	E

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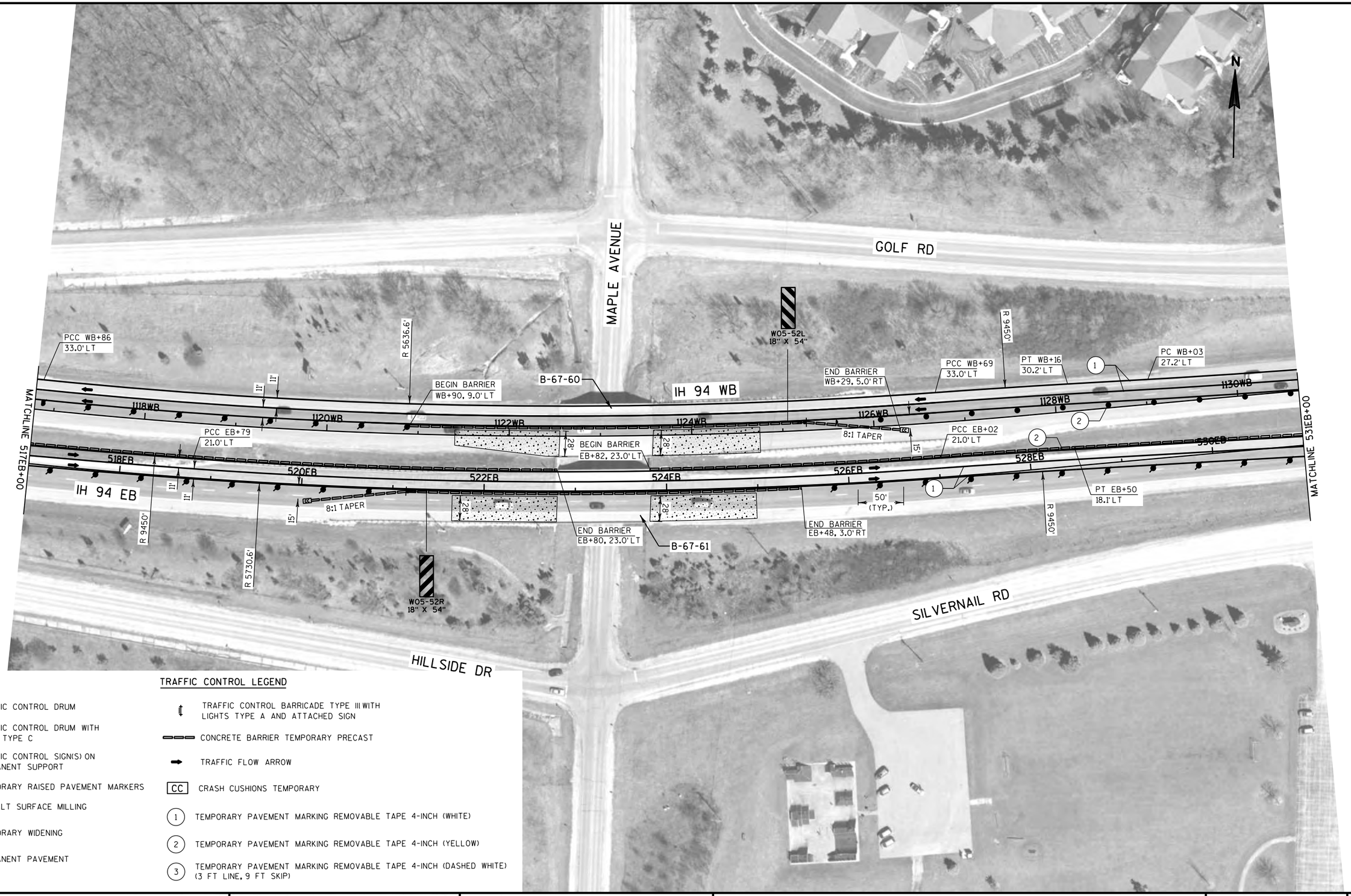

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 356	E

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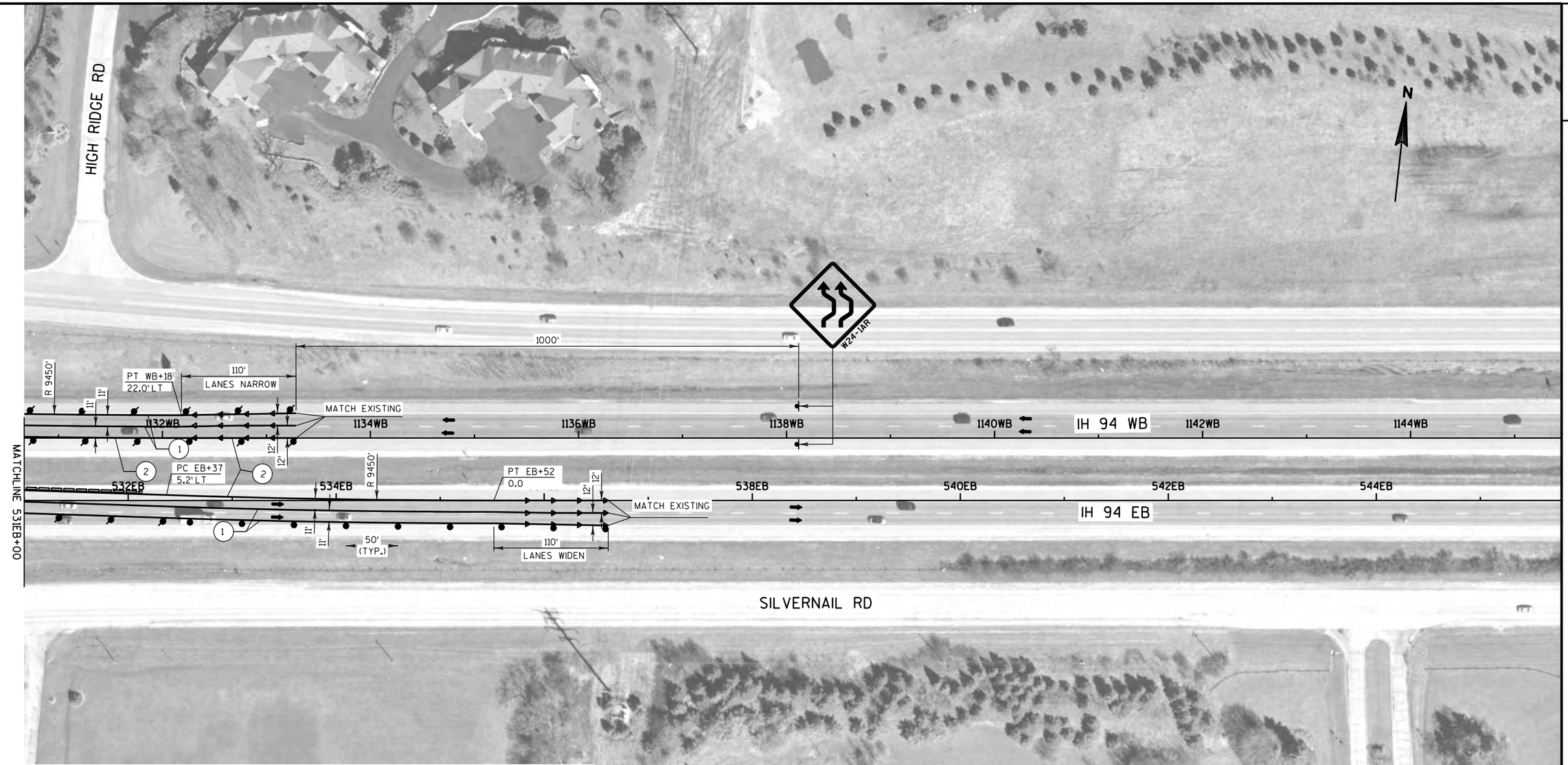

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2A	SHEET 357	E

2

2

N

CTH P TO IH 94 WB ENTRANCE RAMP

IH 94 WB TO CTH P EXIT RAMP

866WB 868WB 870WB 872WB IH 94 WB 874WB 876WB 878WB 88

266EB 268EB 270EB 272EB 274EB 276EB 278EB 280

CTH P

IH 94 EB

MATCHLINE 280EB+00

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

CTH P TO IH 94 EB ENTRANCE RAMP

IH 94 EB TO CTH P EXIT RAMP

TRAFFIC CONTROL LEGEND

WORK ZONE

(P) PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026213_s2b.dgn PLOT DATE : 7/15/2015 3:32:59 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

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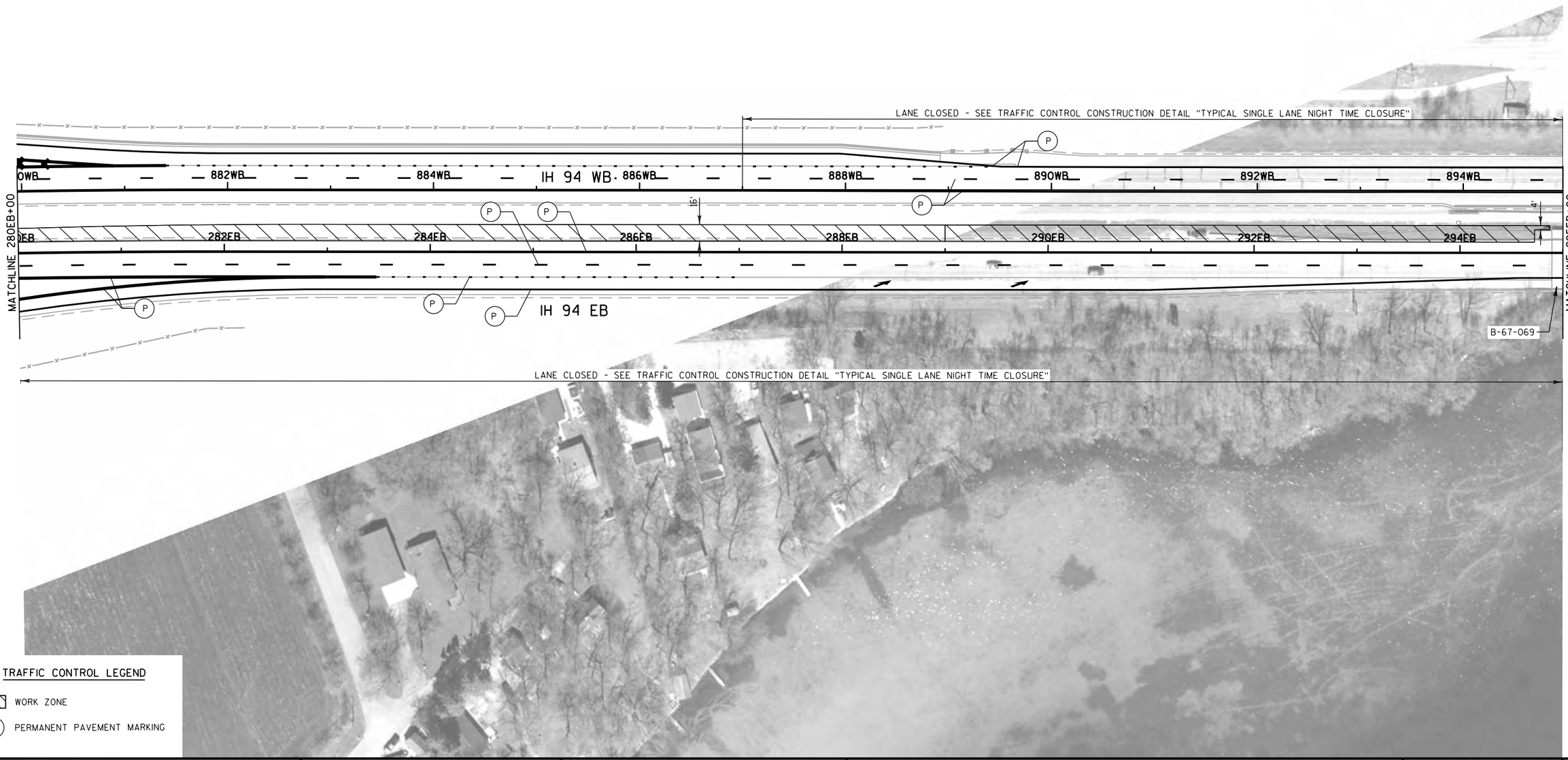
LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"



LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

TRAFFIC CONTROL LEGEND

- WORK ZONE
- (P) PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 359	E

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 360	E

2

2

DELAFIELD RD

WATERVILLE RD

N

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

B-67-068

P

IH 94 WB

0WB 912WB 914WB 916WB 918WB 920WB 922WB 924WB

16' 7' 4' 4'

MATCHLINE 310EB+00

EB 312EB 314EB 316EB 318EB 320EB 322EB 324EB

MATCHLINE 325EB+00

B-67-067

IH 94 EB

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

TRAFFIC CONTROL LEGEND

WORK ZONE

P PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 361	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026216_s2b.dgn PLOT DATE : 7/15/2015 3:33:14 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 362	E

2

2

N

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

IH 94 WB

B-67-066

940WB 942WB 944WB 946WB 948WB 950WB 952WB 954WB

342EB 344EB 346EB 348EB 350EB 352EB 354EB

MATCHLINE 340EB+00

MATCHLINE 355EB+25

IH 94 EB

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

B-67-065

CUSHING PARK RD

TRAFFIC CONTROL LEGEND

WORK ZONE

(P) PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026218_s2b.dgn PLOT DATE : 7/15/2015 3:33:26 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

N

CTH C TO IH 94 WB ENTRANCE RAMP

IH 94 WB TO CTH C EXIT RAMP

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

CTH C TO IH 94 WB ENTRANCE RAMP

IH 94 WB

956WB 958WB 960WB 962WB 964WB 966WB 968WB 970WB

14'

5'

3'

356EB 358EB 360EB 362EB 364EB 366EB 368EB 370EB

IH 94 EB

MATCHLINE 355EB+25

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

IH 94 EB TO CTH C EXIT RAMP

TRAFFIC CONTROL LEGEND

WORK ZONE

(P) PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 364	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026219_s2b.dgn PLOT DATE : 7/15/2015 3:33:33 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

N

STH 83 TO IH 94 WB ENTRANCE RAMP

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

B-67-062

IH 94 WB

1044WB 1046WB 1048WB 1050WB 1052WB 1054WB 1056WB 1058WB

444EB 446EB 448EB 450EB 452EB 454EB 456EB 458EB

3' 3' 10' 4' 9' 4' 2'

MATCHLINE 459EB+00

IH 94 EB

B-67-063

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

IH 94 EB TO STH 83 EXIT RAMP

STH 83

SUN VALLEY DR

TRAFFIC CONTROL LEGEND

WORK ZONE

(P) PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026220_s2b.dgn PLOT DATE : 7/15/2015 3:33:39 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

2

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026221_s2b.dgn PLOT DATE : 7/15/2015 3:33:45 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42

2

2

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 367	E

2

N

GOLF RD

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

1090WB 1092WB 1094WB IH 94 WB 1096WB 1098WB 1100WB 1102WB

490EB 492EB 494EB 496EB 498EB 500EB 502EB 504

IH 94 EB

MATCHLINE 489EB+00

MATCHLINE 504EB+00

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

HILLSIDE DR

TRAFFIC CONTROL LEGEND

WORK ZONE

P PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 368	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026223_s2b.dgn PLOT DATE : 7/15/2015 3:33:57 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

2

2

N

GOLF RD

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

IH 94 WB

1104WB 1106WB 1108WB 1110WB 1112WB 1114WB 1116WB 1118WB

MATCHLINE 504EB+00

506EB 508EB 510EB 512EB 514EB 516EB 518EB

MATCHLINE 519EB+00

13' 3' 7' 18' 2'

IH 94 EB

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

LANE CLOSED - SEE TRAFFIC CONTROL CONSTRUCTION DETAIL "TYPICAL SINGLE LANE NIGHT TIME CLOSURE"

HILLSIDE DR

TRAFFIC CONTROL LEGEND

WORK ZONE

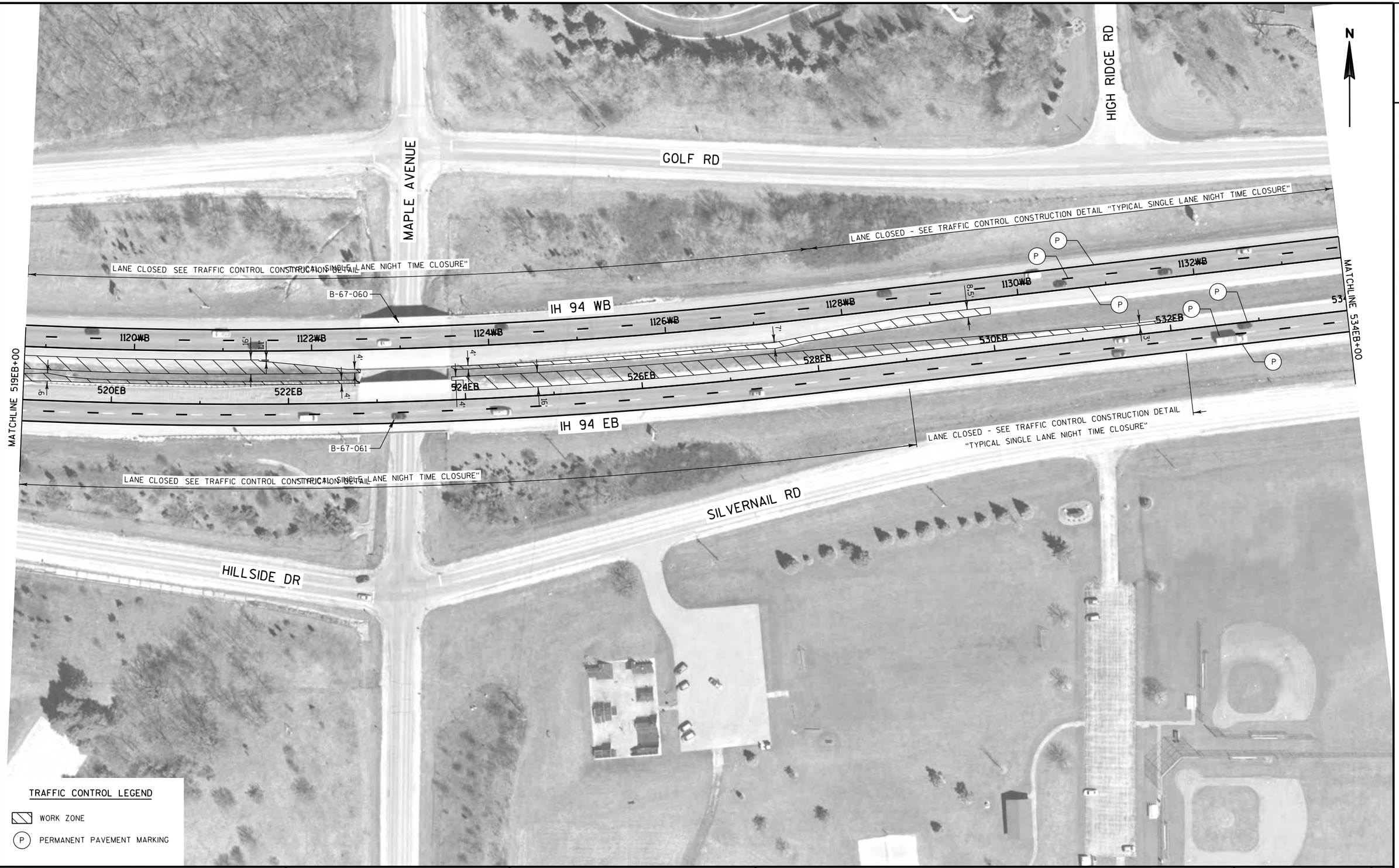
(P) PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 369 E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026224_s2b.dgn PLOT DATE : 7/15/2015 3:34:03 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 370	E

2

2

N

GOLF RD

LANE CLOSED
SEE TRAFFIC CONTROL
CONSTRUCTION DETAIL
"TYPICAL SINGLE LANE
NIGHT TIME CLOSURE"

1134WB 1136WB IH 94 WB 1138WB 1140WB 1142WB 1144WB 1146WB 1148WB

MATCHLINE 534EB+00

EB 536EB 538EB 540EB 542EB 544EB 546EB 548EB

IH 94 EB

P

TRAFFIC CONTROL LEGEND

WORK ZONE

(P) PERMANENT PAVEMENT MARKING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2B	SHEET 371	E

2

N

MATCHLINE - SEE OTHER SHEETS

WEST
M3-2
24" X 12"
INTERSTATE 94
M1-1
24" X 24"
USE LEFT LANE
R3-54L
24" X 24"

R/L STH 164 / CTH J
(FOR INFORMATION ONLY)

STH 164 / CTH J SB

52CTJ 53CTJ 54CTJ 55CTJ 56CTJ 57CTJ 58CTJ 59CTJ 60CTJ

R = 650'

1

1000'

50'
(TYP.)

STH 164 / CTH J NB

MATCHLINE 61CTJ+50

EAST
M3-2
24" X 12"
INTERSTATE 94
M1-1
24" X 24"
WO12-1L
24" X 24"

LANE CLOSED
R11-2-L
48" X 30"

WEST
M3-2
24" X 12"
INTERSTATE 94
M1-1
24" X 24"
USE LEFT LANE
R3-54L
24" X 24"

W1-4B

NOTES:

1) REFER TO TRAFFIC CONTROL - ADVANCED WARNING SIGNING FOR SIGNS PLACED IN ADVANCE OF THE WORK ZONE.

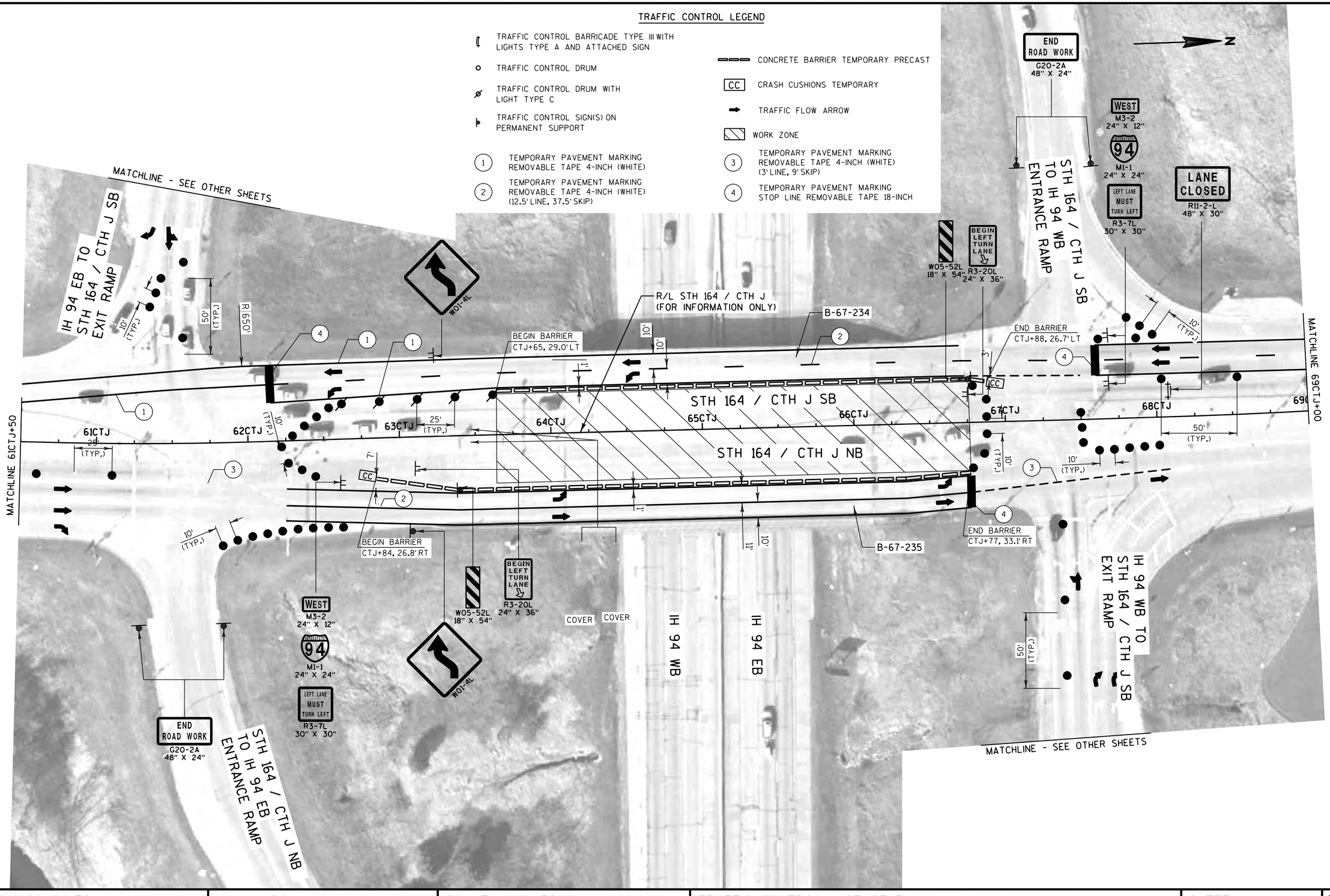
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3A	SHEET 372	E

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3A	SHEET 373	E

2

N

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

ROAD WORK AHEAD
W20-1

250'

TOWER PL

WEST
M3-2
24" X 12"
I-94
M1-1
24" X 24"
USE LEFT LANE
R3-54L
24" X 24"

W01-4R

WEST
M3-2
24" X 12"
I-94
M1-1
24" X 24"
RIGHT TURN LANE
R3-55R
24" X 30"

WEST
M3-2
24" X 12"
I-94
M1-1
24" X 24"
USE LEFT LANE
R3-54L
24" X 24"

MAX. 10' WIDTH
W12-52

STH 164 / CTH J SB

1000'

500'

MATCHLINE 69CTJ+00

69CTJ
70CTJ
71CTJ
72CTJ
73CTJ
74CTJ
75CTJ
76CTJ
77CTJ
78CTJ

25' (TYP.)

STH 164 / CTH J NB

R/L STH 164 / CTH J
(FOR INFORMATION ONLY)

STONE RIDGE DR

250'

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

ROAD WORK AHEAD
W20-1

NOTES:

1) REFER TO TRAFFIC CONTROL - ADVANCED WARNING SIGNING FOR SIGNS PLACED IN ADVANCE OF THE WORK ZONE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3A	SHEET 374	E

2

2

IH 94 EB

IH 94 WB

ONLY
R3-50L
30" X 36"

COVER

ROAD WORK AHEAD
W20-1

250'

50'
(TYP.)

LANE CLOSED
R11-2-L
48" X 30"

IH 94 EB TO STH 164 / CTH J SB

N

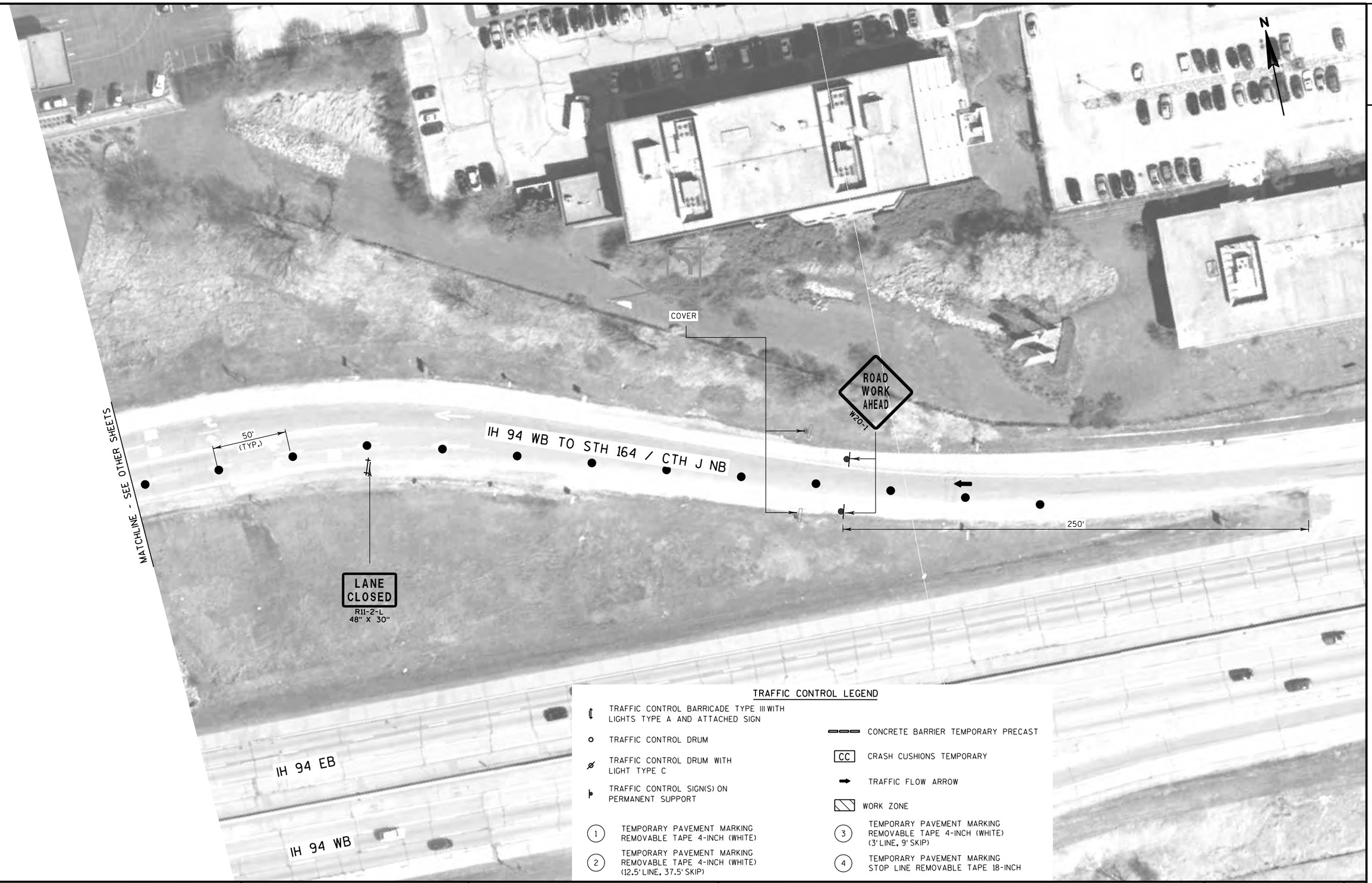
MATCHLINE - SEE OTHER SHEETS

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3A	SHEET 375	E

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3A	SHEET 376	E

2

CTH F NB TO IH 94 EB ENTRANCE RAMP

I-94 EB

I-94 WB

I-94 WB TO CTH F EXIT RAMP

MATCHLINE - SEE OTHER SHEETS

N

1

50'
(TYP.)

ROAD
WORK
AHEAD
W20-1

COVER
ONLY
R3-5OR
30" X 36"

LANE
CLOSED
R11-2-L
48" X 30"

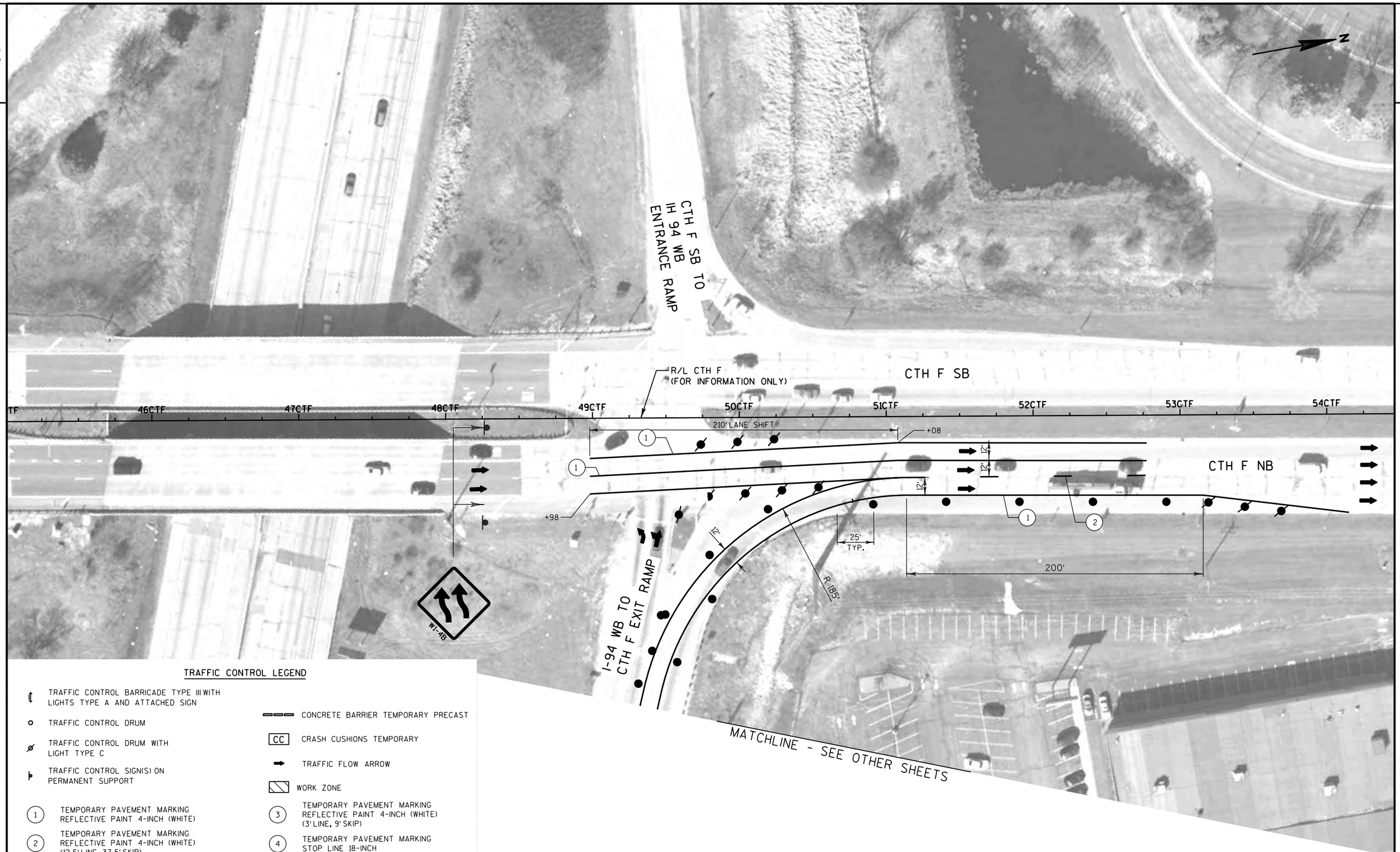
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE

1. TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
3. TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (3' LINE, 9' SKIP)
4. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3A	SHEET 377	E

2

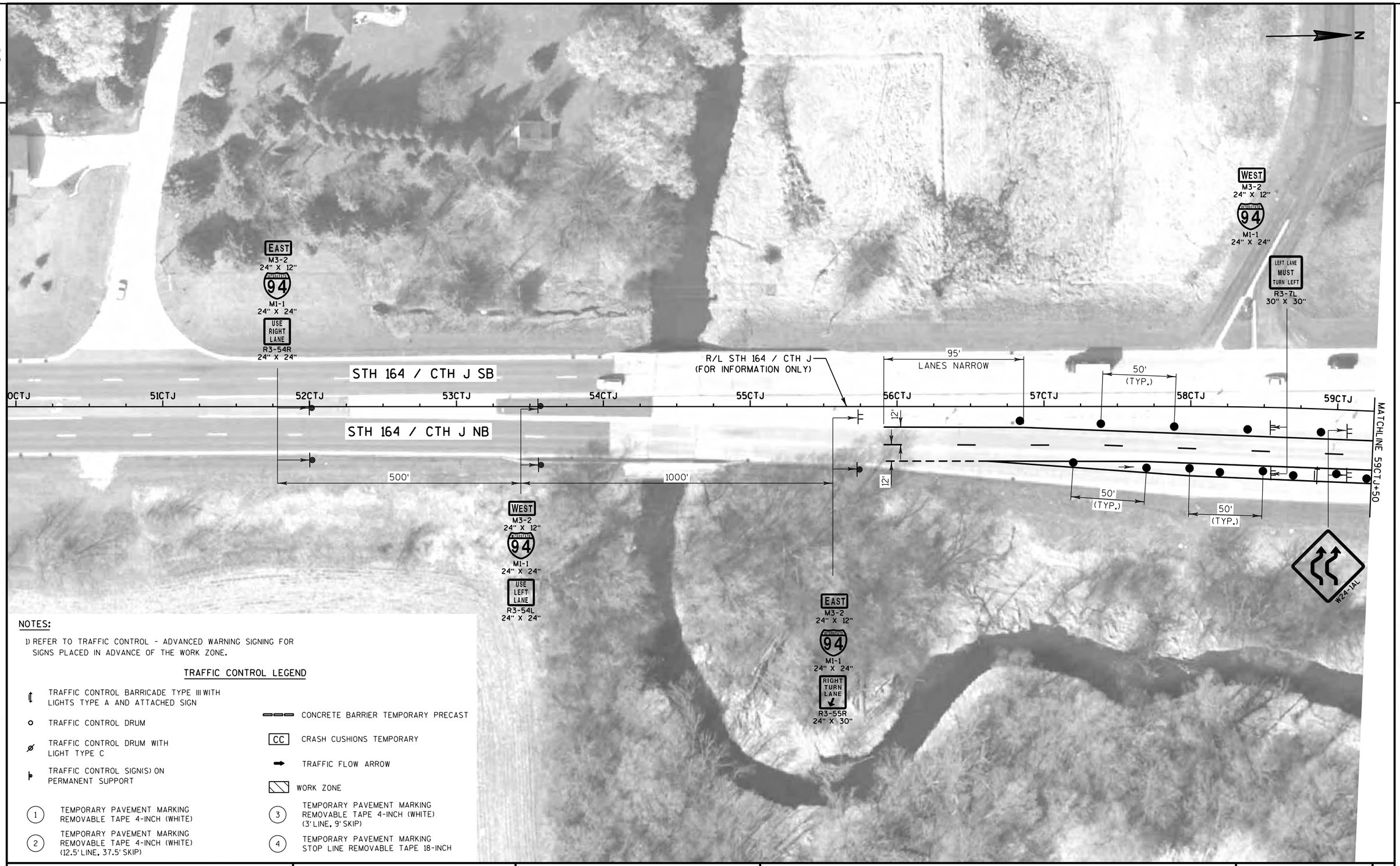


TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (1) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- (3) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3A	SHEET 378	E

2



NOTES:

1) REFER TO TRAFFIC CONTROL - ADVANCED WARNING SIGNING FOR SIGNS PLACED IN ADVANCE OF THE WORK ZONE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3B	SHEET 379	E

2

N

MATCHLINE - SEE OTHER SHEETS

IH 94 EB TO STH 164 / CTH J SB EXIT RAMP

IH 94 WB

IH 94 EB

STH 164 / CTH J SB TO IH 94 WB ENTRANCE RAMP

EAST
M3-2
24" X 12"

94
M1-1
24" X 24"

LEFT LANE MUST TURN LEFT
R3-7L
30" X 30"

W05-52R
18" X 54"

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

W01-4R

B-67-234

BEGIN BARRIER
CTJ+65, 24.9'LT

STH 164 / CTH J SB

END BARRIER
CTJ+73, 27.5'LT

PC CTJ+43
33.7'LT

PCC CTJ+32
29.9'LT

PT CTJ+16
23.2'LT

PT CTJ+68
17.3'LT

PC CTJ+59
2.1'LT

PCC CTJ+14
9.8'LT

R 520'

R = 200'

50' (TYP.)

10' (TYP.)

10.5'

1'

CC

MATCHLINE 59CTJ+50

MATCHLINE 68CTJ+00

60CTJ

61CTJ

62CTJ

63CTJ

64CTJ

65CTJ

66CTJ

67CTJ

PT CTJ+76
37.9'RT

PC CTJ+25
39.4'RT

STH 164 / CTH J NB

BEGIN BARRIER
CTJ+99, 40.6'RT

R/L STH 164 / CTH J
(FOR INFORMATION ONLY)

END BARRIER
CTJ+56, 28.6'RT

B-67-235

WEST
M3-2
24" X 12"

94
M1-1
24" X 24"

LEFT LANE MUST TURN LEFT
R3-7L
30" X 30"

W05-52R
18" X 54"

COVER

COVER

STH 164 / CTH J NB TO IH 94 EB ENTRANCE RAMP

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

IH 94 WB TO STH 164 / CTH J SB EXIT RAMP

MATCHLINE - SEE OTHER SHEETS

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE

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

(2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)

(3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)

(4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3B	SHEET 380	E

2

N

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

ROAD WORK AHEAD
W20-1

W01-4L

W012-1D
24" X 24"

SPEED LIMIT 25
R2-1
48" X 60"

BEGIN RIGHT TURN LANE
R3-2ORR
24" X 36"

250'

LANE CLOSED
R11-2-L
48" X 30"

RIGHT LANE MUST TURN RIGHT
R3-7R
30" X 30"

94
M1-1
24" X 24"

WEST
M3-2
24" X 12"

500'

R 100'

R 60'

10' (TYP.)

50' (TYP.)

10.5'

12'

R 1500'

MATCHLINE 68CTJ+00

68CTJ

69CTJ

70CTJ

71CTJ

72CTJ

73CTJ

74CTJ

75CTJ

76CTJ

77CTJ

STH 164 / CTH J SB

STH 164 / CTH J NB

R/L STH 164 / CTH J
(FOR INFORMATION ONLY)

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE

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

(2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)

(3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)

(4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH

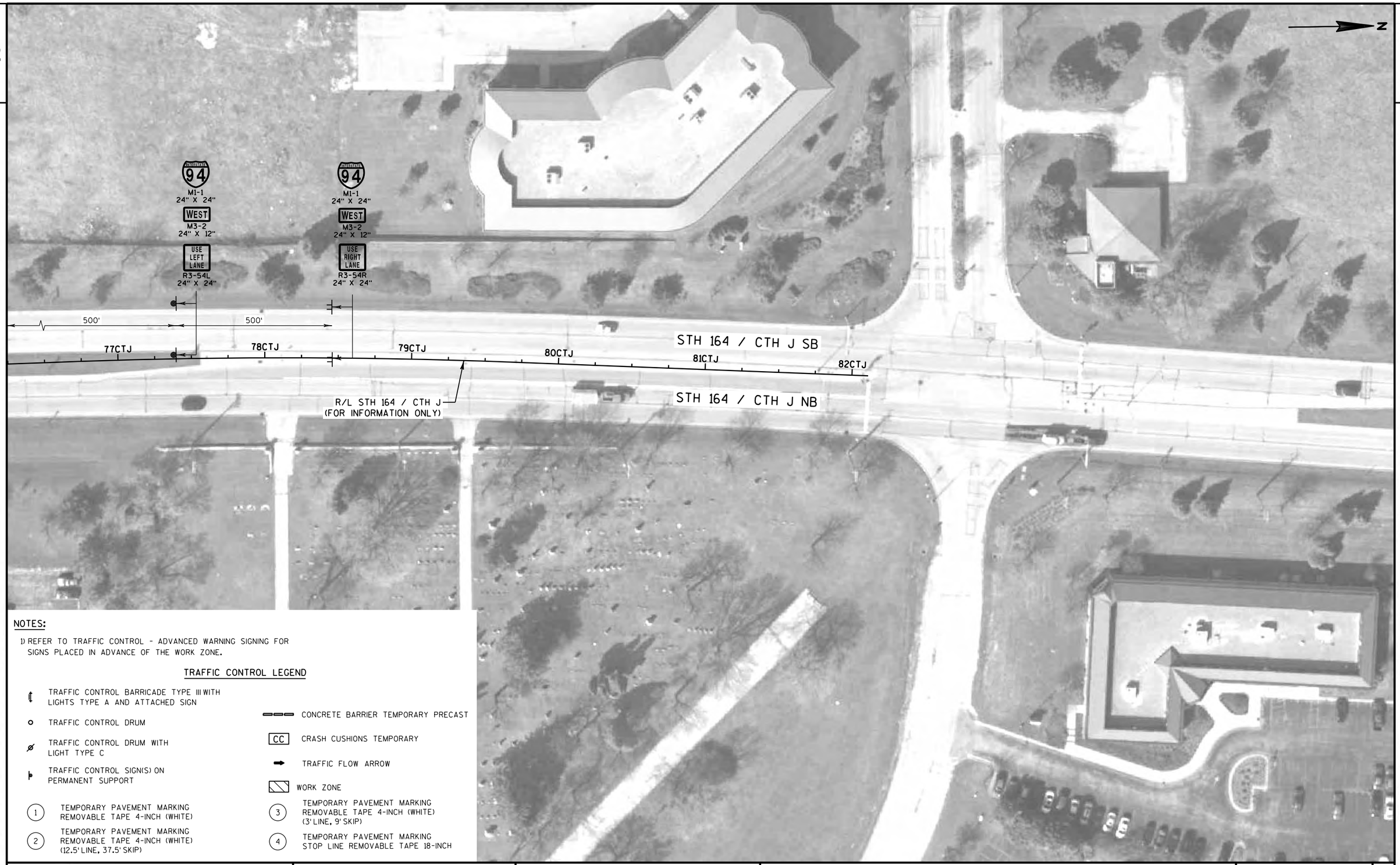
END ROAD WORK
G20-2A
48" X 24"

250'

ROAD WORK AHEAD
W20-1

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3B	SHEET 381	E

2



NOTES:

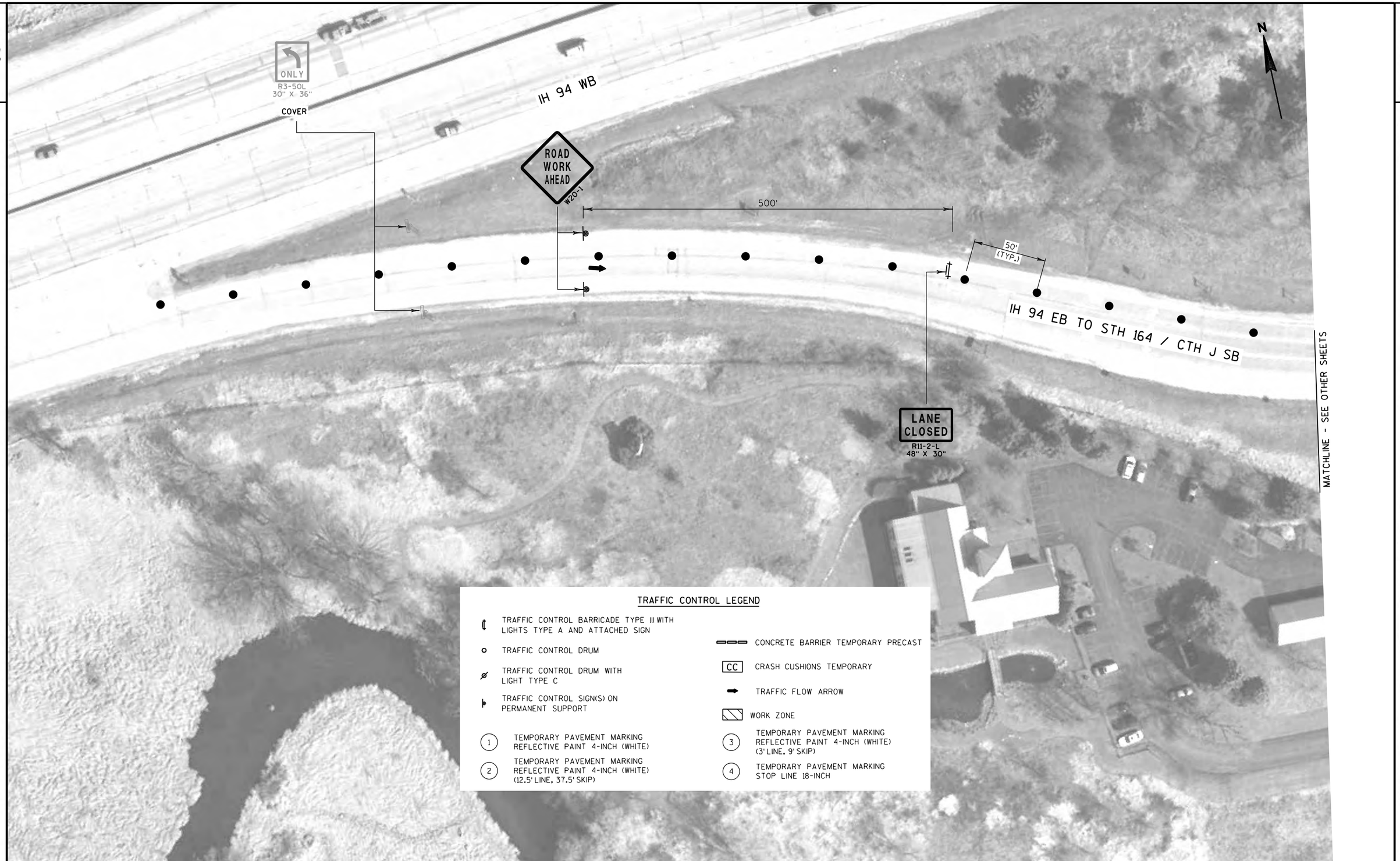
1) REFER TO TRAFFIC CONTROL - ADVANCED WARNING SIGNING FOR SIGNS PLACED IN ADVANCE OF THE WORK ZONE.

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- (1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3B	SHEET 382	E

2



TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- (1) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (3) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3B	SHEET 383	E

2

N

COVER

ROAD WORK AHEAD
W20-1

25' (TYP.)

IH 94 WB TO STH 164 / CTH J NB

500'

LANE CLOSED
R11-2-L
48" X 30"

MATCHLINE - SEE OTHER SHEETS

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- (1) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- CONCRETE BARRIER TEMPORARY PRECAST
- CC CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (3) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3B	SHEET 384	E

2

CTH F NB TO IH 94 EB ENTRANCE RAMP

I-94 EB

I-94 WB

I-94 WB TO CTH F EXIT RAMP

MATCHLINE - SEE OTHER SHEETS

1

50'
(TYP.)

ROAD
WORK
AHEAD
W20-1

COVER
ONLY
R3-5OR
30" X 36"

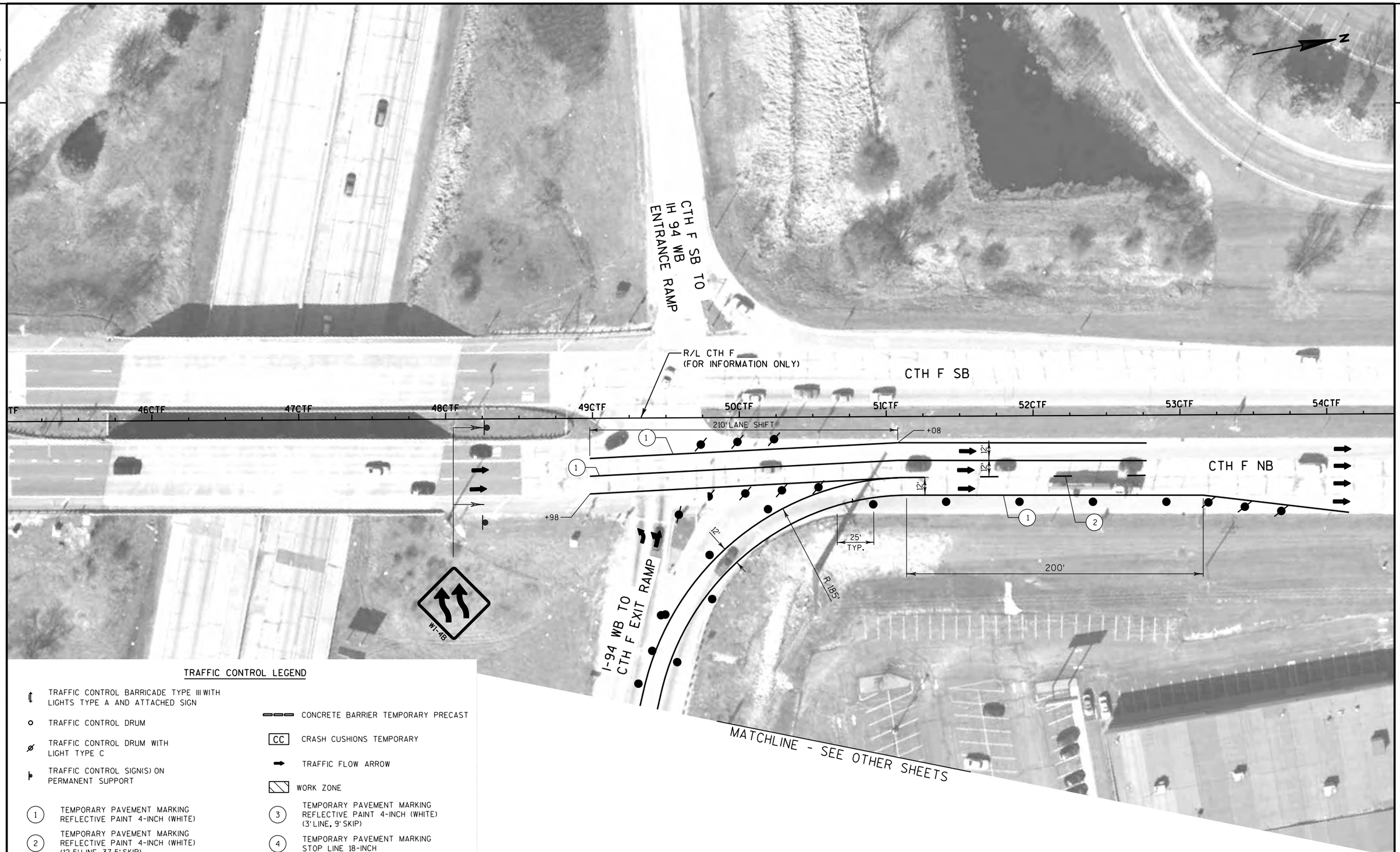
LANE
CLOSED
R11-2-L
48" X 30"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (1) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- (3) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3B	SHEET 385	E

2

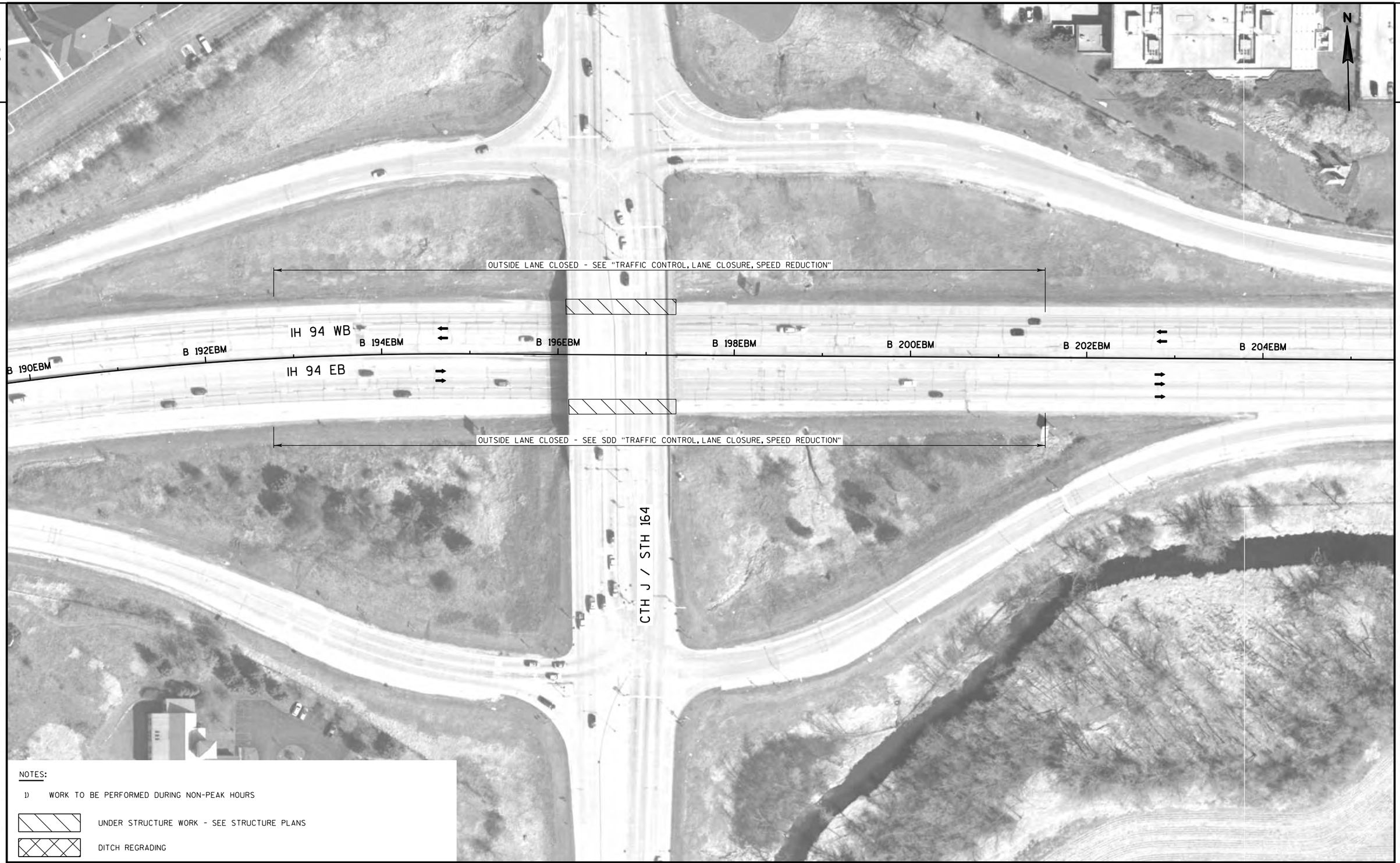


TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY
- TRAFFIC FLOW ARROW
- WORK ZONE
- (1) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (12.5' LINE, 37.5' SKIP)
- (3) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE) (3' LINE, 9' SKIP)
- (4) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3B	SHEET 386	E

2



NOTES:

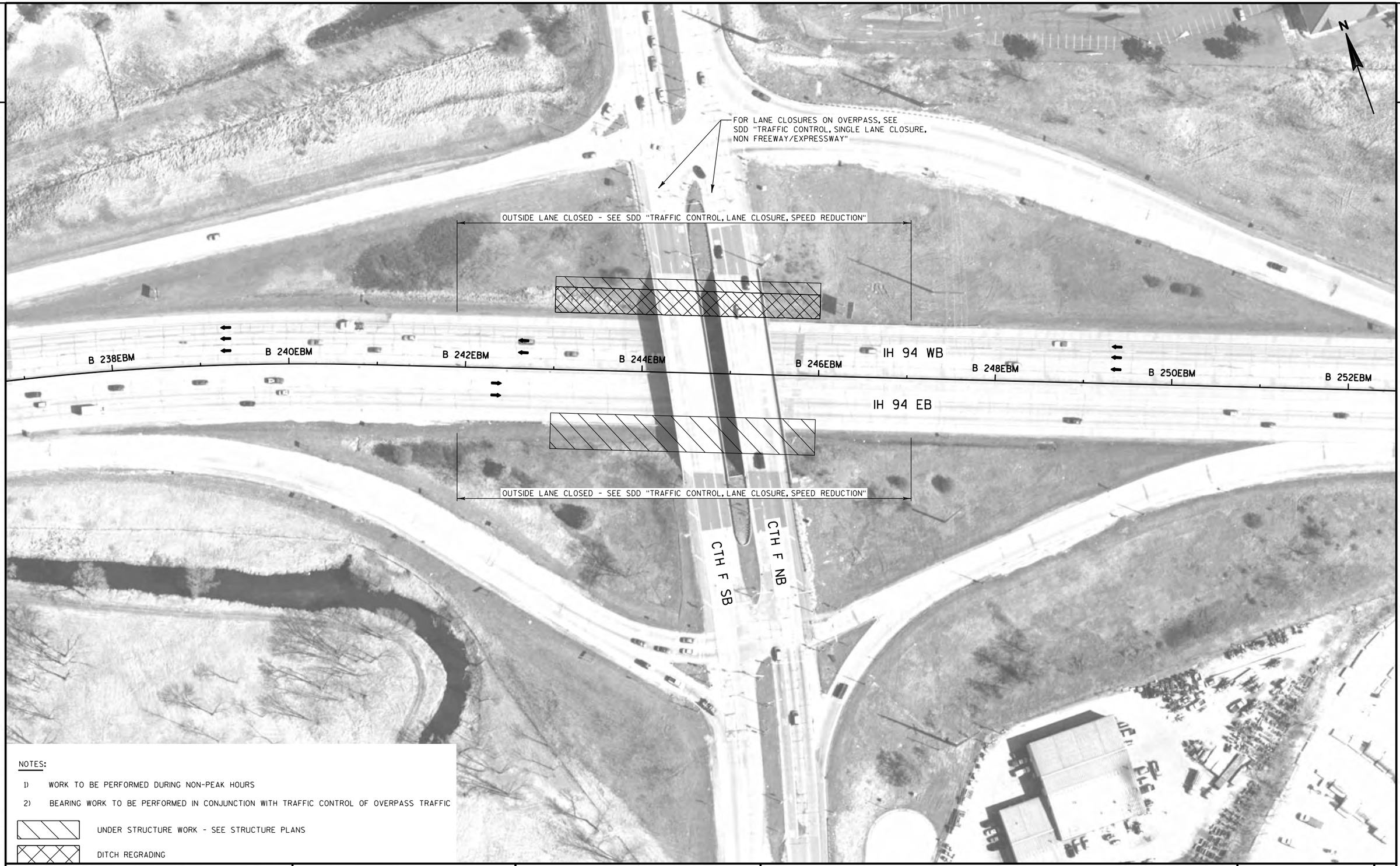
1) WORK TO BE PERFORMED DURING NON-PEAK HOURS

UNDER STRUCTURE WORK - SEE STRUCTURE PLANS

DITCH REGRADING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET 387	E

2



NOTES:

1) WORK TO BE PERFORMED DURING NON-PEAK HOURS

2) BEARING WORK TO BE PERFORMED IN CONJUNCTION WITH TRAFFIC CONTROL OF OVERPASS TRAFFIC

UNDER STRUCTURE WORK - SEE STRUCTURE PLANS

DITCH REGRADING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4A	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\026402_s4a.dgn PLOT DATE : 7/17/2015 9:20:28 AM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

2

2

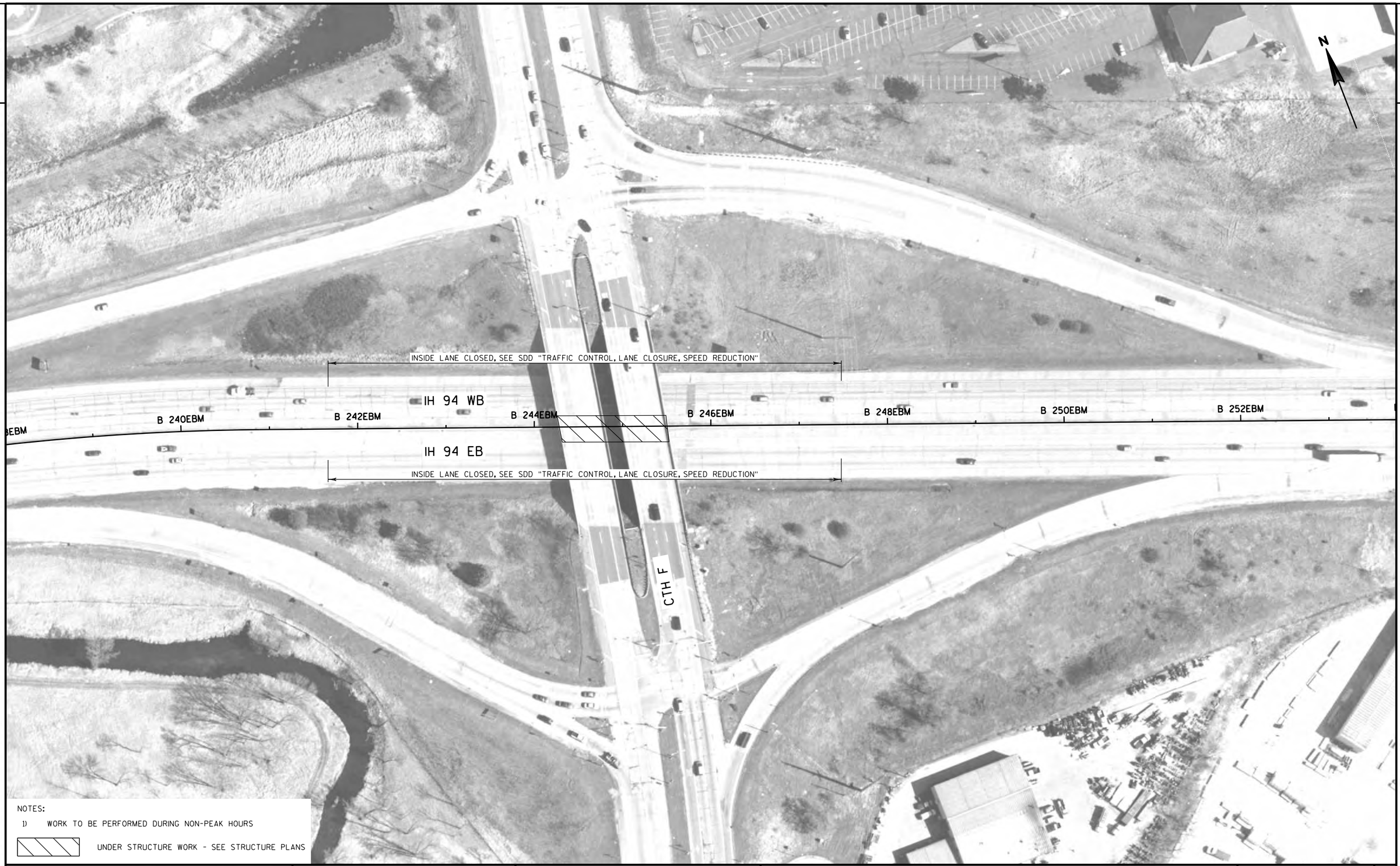
NOTES:

1) WORK TO BE PERFORMED DURING NON-PEAK HOURS

UNDER STRUCTURE WORK - SEE STRUCTURE PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 389	E

2



2

NOTES:

1) WORK TO BE PERFORMED DURING NON-PEAK HOURS

UNDER STRUCTURE WORK - SEE STRUCTURE PLANS

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 4B	SHEET 390	E

2

2

N

ROAD WORK 2 MILES W20-1

RIGHT TWO LANES CLOSED 1 MILE W20-5A

SPEED LIMIT 55 W03-5

SPEED LIMIT 55 R2-1

RIGHT TWO LANES CLOSED 1/2 MILE W20-5A

RIGHT TWO LANES CLOSED 1500 FT W20-5A

W04-2R

IH 94 WB

130EBM B 132EBM B 134EBM B 136EBM B 138EBM B 140EBM B 142EBM B 144EBM

IH 94 EB

500' 500' 10'(TYP.) 50' (TYP.)

5280' 2640' 1140' 500' 500' 500' 660'

12' LANE DROP

SEE S.D.D "TRAFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET 391	E

2

N

IH 94 WB

B 146EBM B 148EBM B 150EBM B 152EBM B 154EBM B 156EBM B 158EBM B 160EBM

IH 94 EB

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

50' (TYP.)

50' (TYP.)

50' (TYP.)

660' - 12' LANE DROP

660'

400' - PARALLEL RAMP

ONE LANE CLOSED

SEE S.D.D "TRAFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)"

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET	E

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WISDOT/CADDS SHEET 42

2

2

N

B 160EBM B 162EBM B 164EBM B 166EBM B 168EBM B 170EBM B 172EBM B 174EBM

IH 94 WB

IH 94 EB

50' (TYP.)

30:1 TAPER

400' - PARALLEL RAMP

360' - RAMP TAPER

100' (TYP.)

ONE LANE CLOSED

SEE S.D.D "TRAFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET	E

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WISDOT/CADDS SHEET 42

2

2

N

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

IH 94 WB

B 176EBM | B 178EBM | B 180EBM | B 182EBM | B 184EBM | B 186EBM | B 188EBM | B 190EBM

IH 94 EB

50' (TYP.)

660' - 12' LANE DROP

ONE LANE CLOSED

TWO LANES CLOSED

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

SEE S.D.D "TRAFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET 394	E

2

N

CTH J / STH 164

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

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

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

TWO LANES CLOSED

100'

100' (TYP.)

IH 94 WB

B 190EBM
B 192EBM
B 194EBM
B 196EBM
B 198EBM
B 200EBM
B 202EBM
B 204EBM

IH 94 EB

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

100' (TYP.)

TWO LANES CLOSED

SEE S.D.D "TRAFFIC CONTROL," EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

SEE S.D.D "TRAFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET 395	E

2

2

N

TWO LANES CLOSED

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

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

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

360'
RAMP TAPER

30:1 TAPER

B 206EBM B 208EBM B 210EBM B 212EBM B 214EBM B 216EBM B 218EBM B 220

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

TWO LANES CLOSED

SEE S.D.D "TRAFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET	E

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WISDOT/CADDS SHEET 42

2

2

N

TWO LANES CLOSED

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

360' - RAMP TAPER

400' - PARALLEL RAMP

30:1 TAPER

B 220EBM

B 222EBM

B 224EBM

B 226EBM

B 228EBM

B 230EBM

B 232EBM

B 234EBM

100' (TYP.)

50' (TYP.)

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

SEE S.D.D "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE"

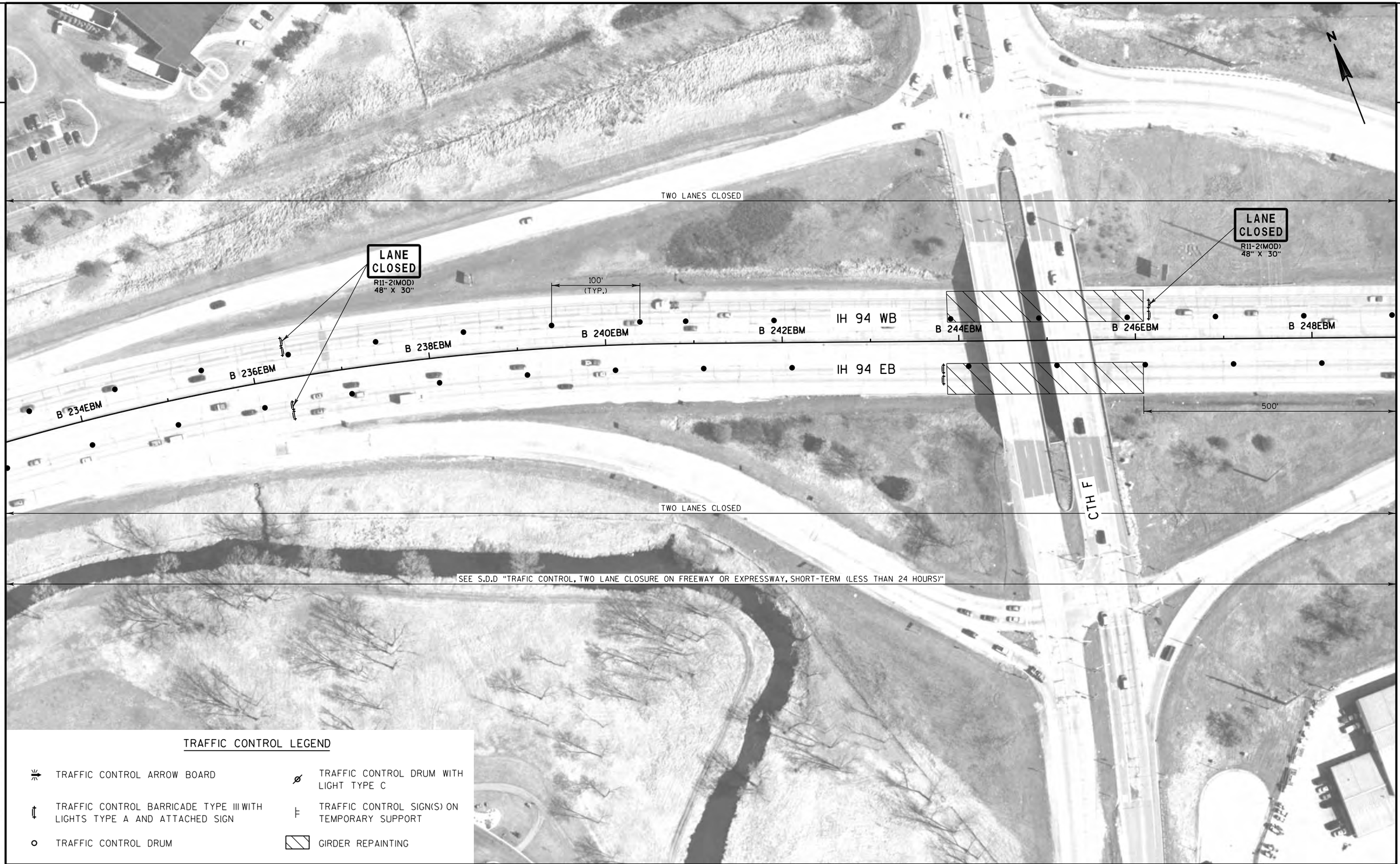
SEE S.D.D "TRAFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET 397	E

2

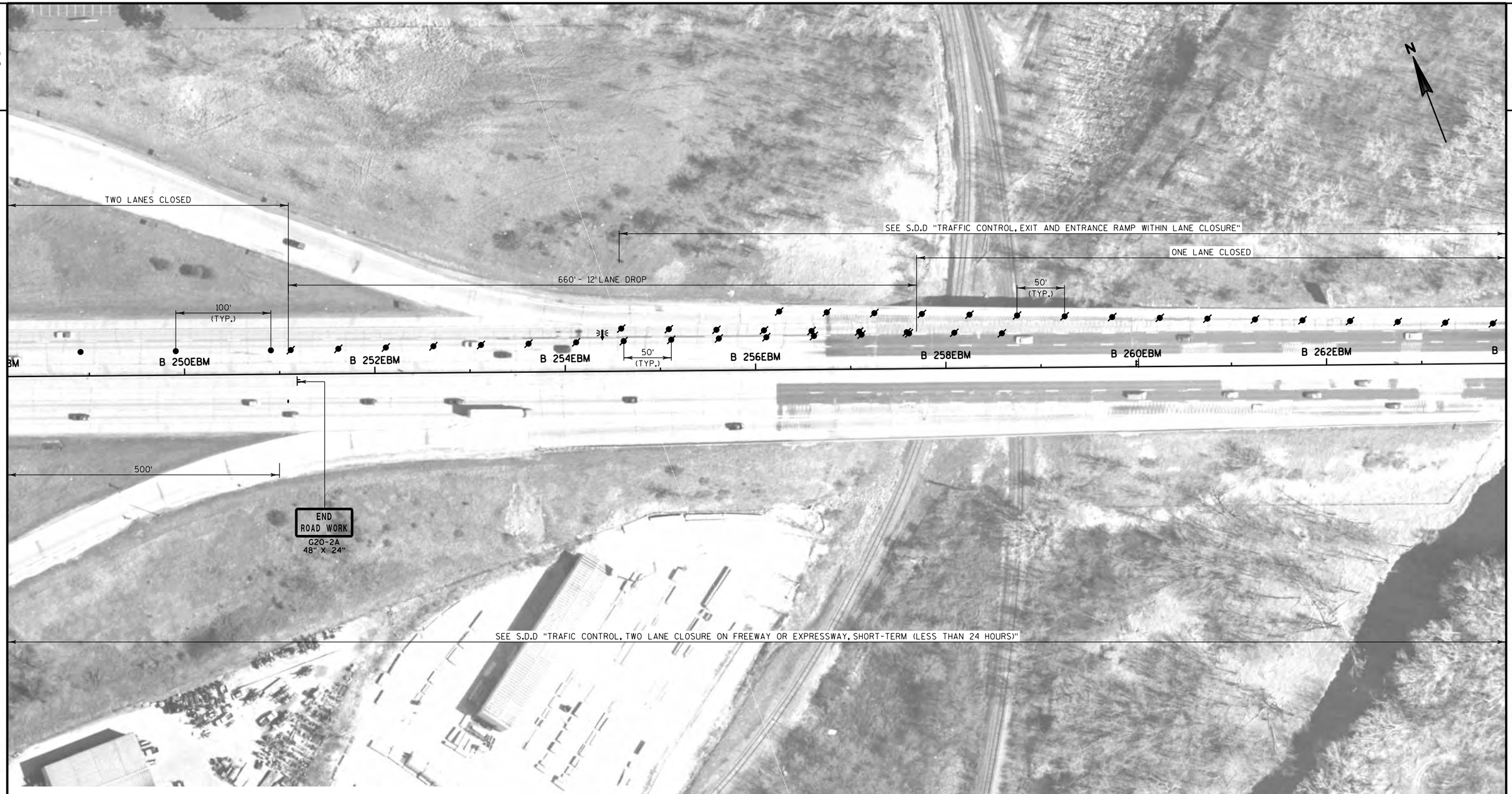


TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET 398	E

2



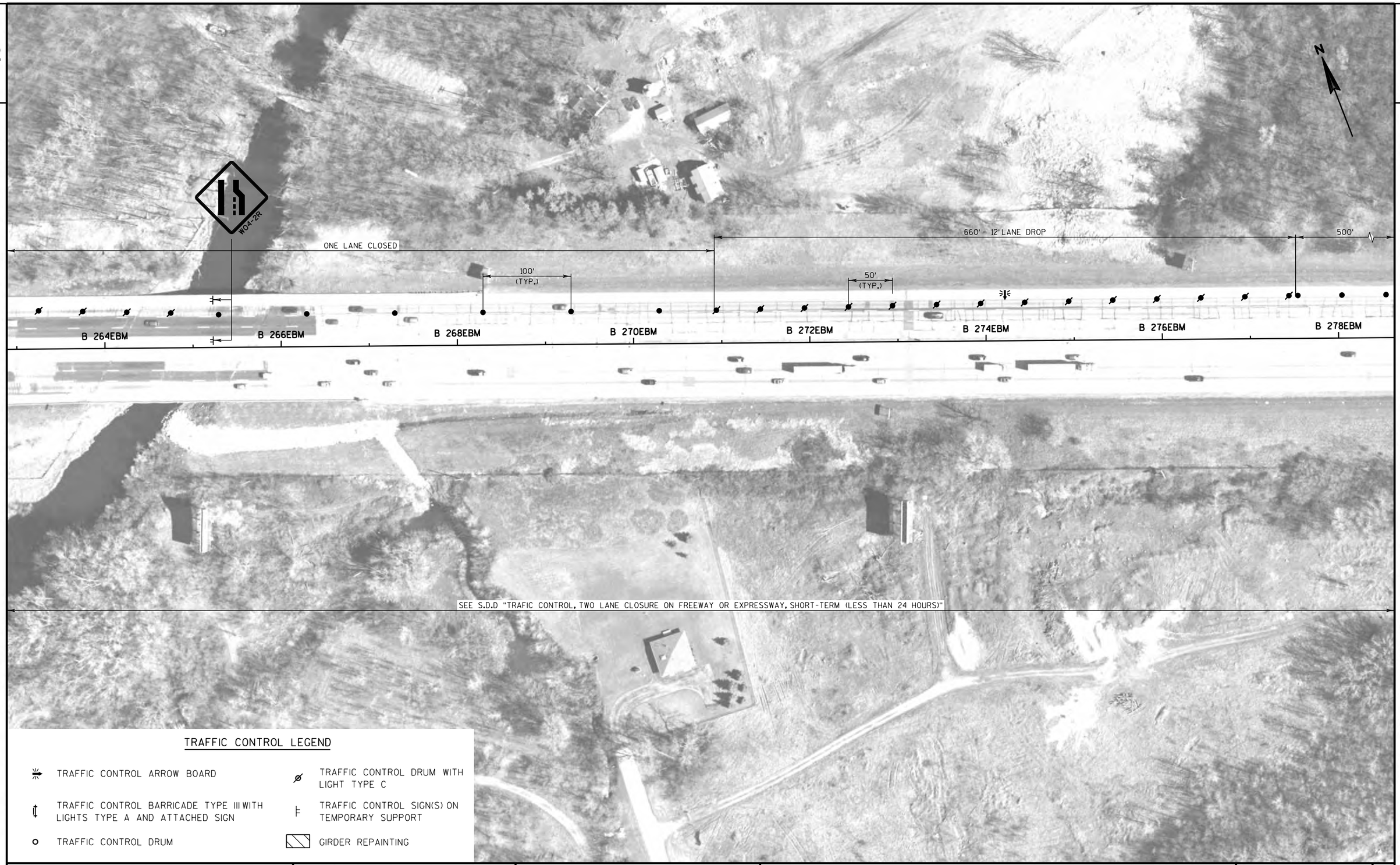
TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET 399	E

2

2

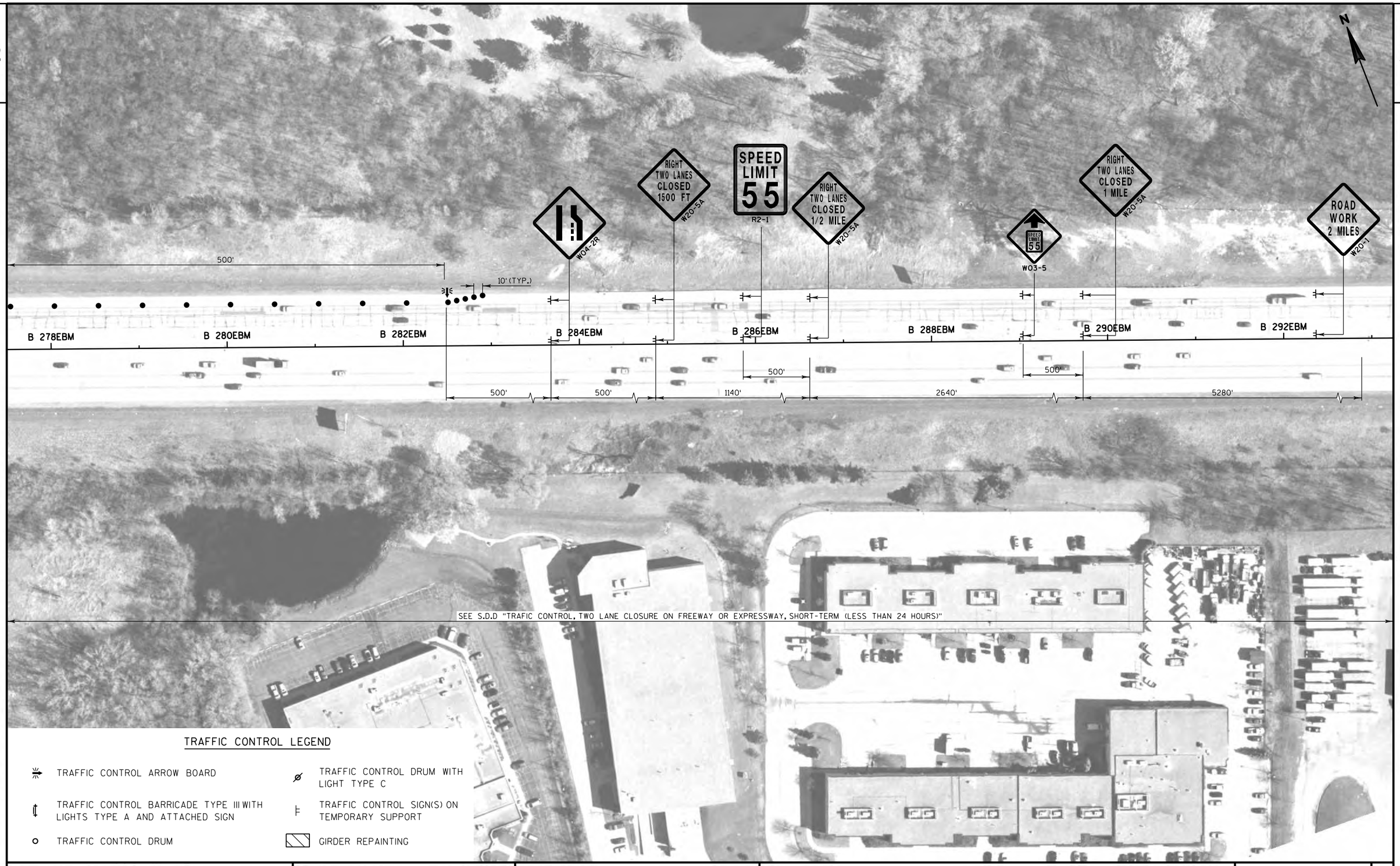


TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET 400	E

2

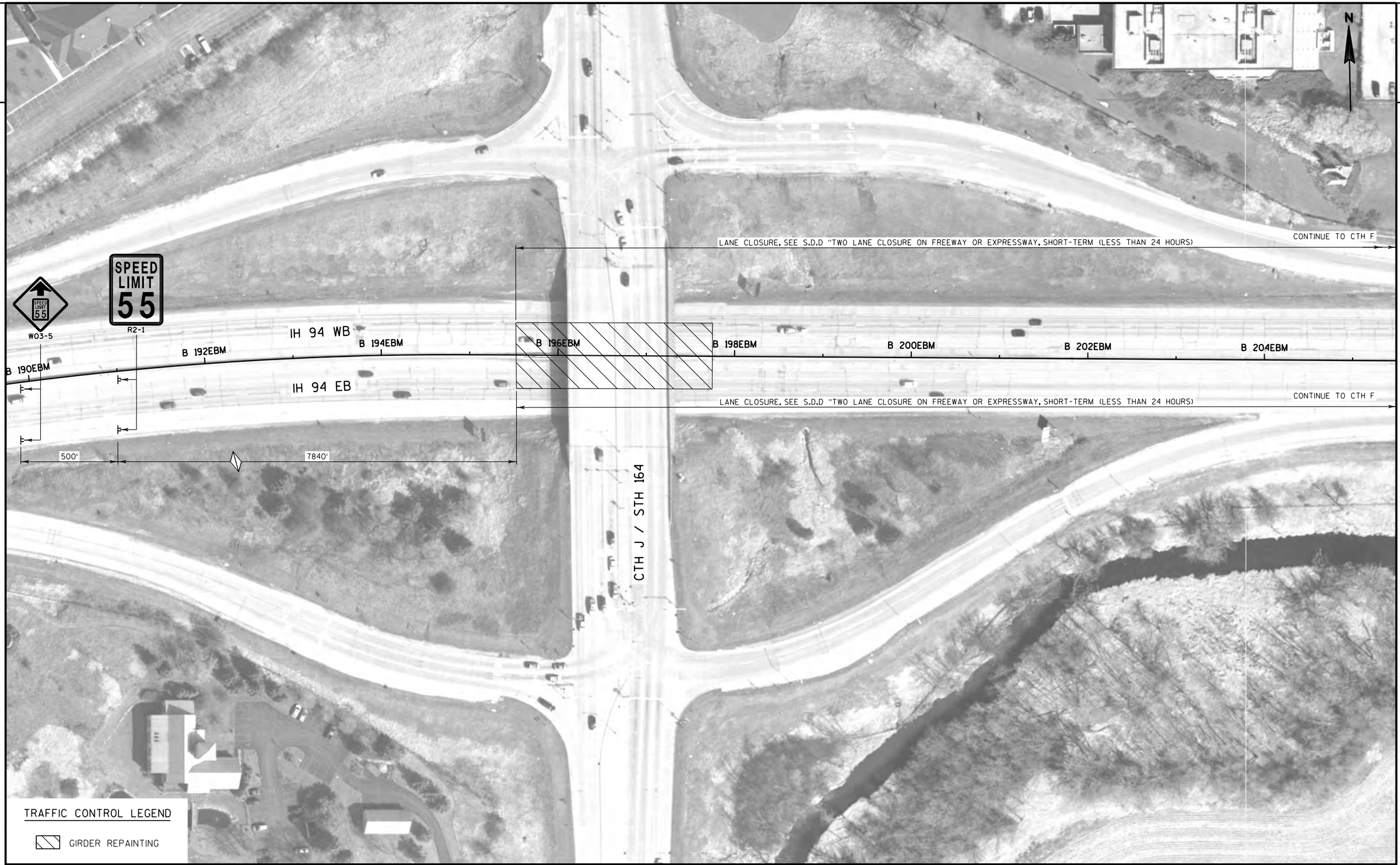


TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL ARROW BOARD
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL SIGN(S) ON TEMPORARY SUPPORT
- GIRDER REPAINTING

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5A	SHEET 401	E

2

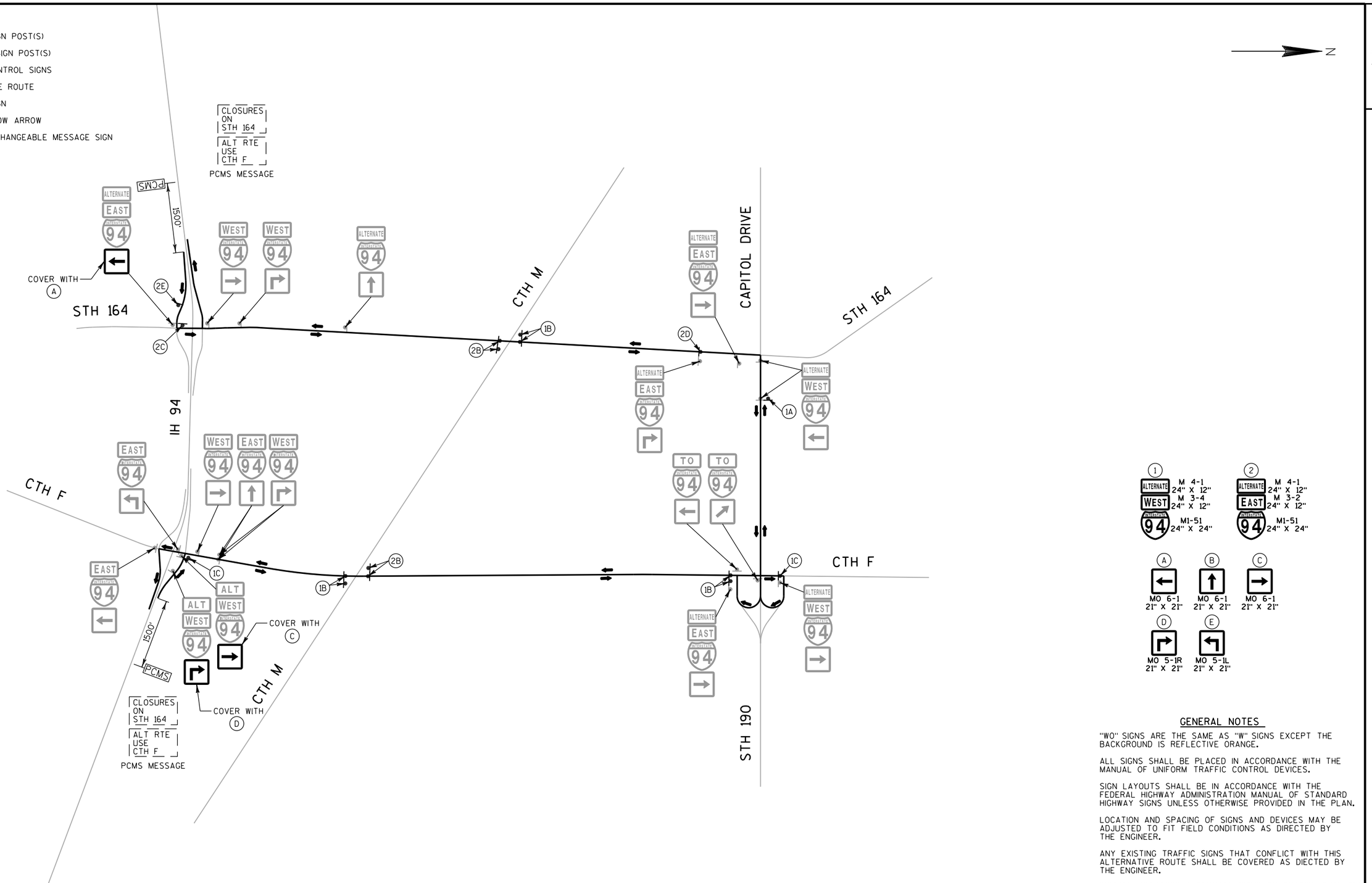


PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5B	SHEET 402	E

2

LEGEND

- EXISTING SIGN POST(S)
- PROPOSED SIGN POST(S)
- TRAFFIC CONTROL SIGNS
- ALTERNATIVE ROUTE
- WEST EXISTING SIGN
- TRAFFIC FLOW ARROW
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN



1 ALTERNATE M 4-1 24" X 12" / WEST M 3-4 24" X 12" / 94 M1-51 24" X 24"

2 ALTERNATE M 4-1 24" X 12" / EAST M 3-2 24" X 12" / 94 M1-51 24" X 24"

A MO 6-1 21" X 21"

B MO 6-1 21" X 21"

C MO 6-1 21" X 21"

D MO 5-1R 21" X 21"

E MO 5-1L 21" X 21"

GENERAL NOTES

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

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.

LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS ALTERNATIVE ROUTE SHALL BE COVERED AS DIECTED BY THE ENGINEER.

INSTALL PROPOSED ALTERNATE SIGNS ON OUTSIDE SHOULDER AND MEDIAN SIDE ON DIVIDED HIGHWAYS WHEN POSSIBLE.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	ALTERNATE ROUTE - IH 94 EASTBOUND/WESTBOUND (STAGE 3A/B)	SHEET 403	E

2

2

LANE CLOSURE, SEE S.D.D "TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)

7840'

500'

CONTINUE TO CTH J / STH 164

B 240EBM

B 242EBM

B 244EBM

B 246EBM

B 248EBM

B 250EBM

B 252EBM

IH 94 WB

IH 94 EB

N

SPEED LIMIT 55

R2-1

SPEED LIMIT 55

W03-5

CTH F

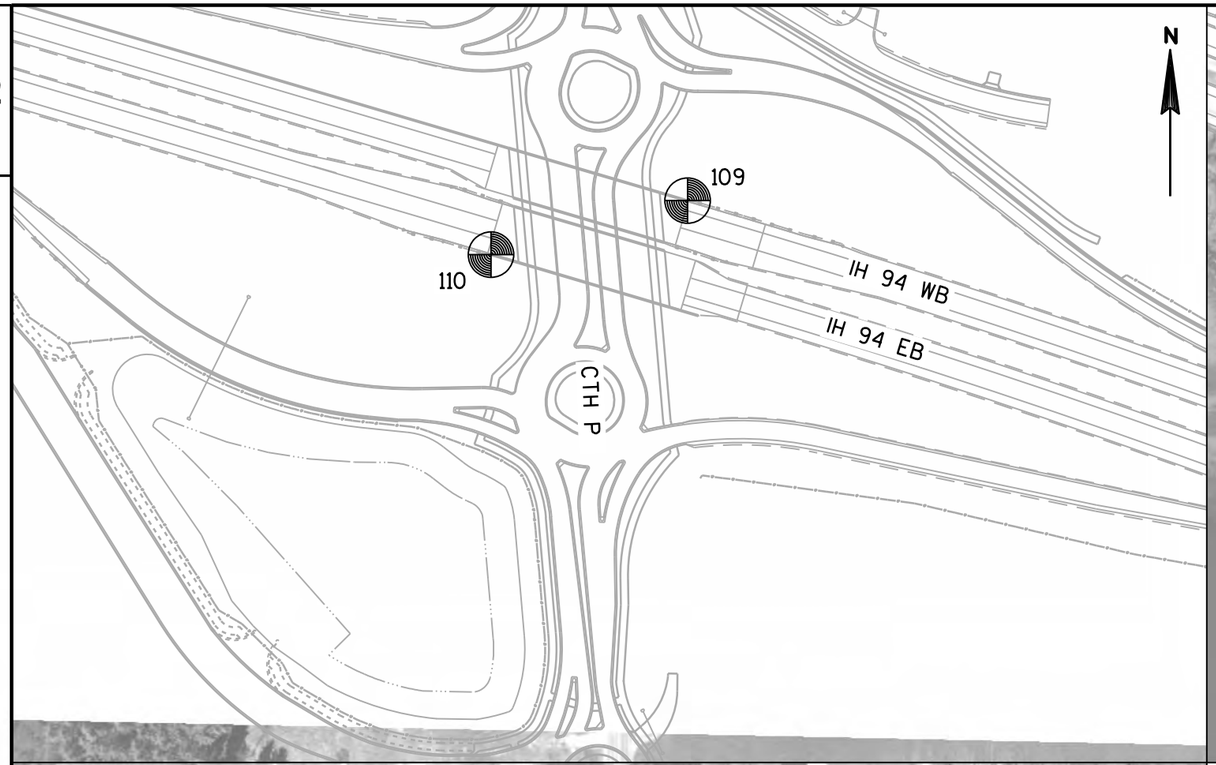
LANE CLOSURE, SEE S.D.D "TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)

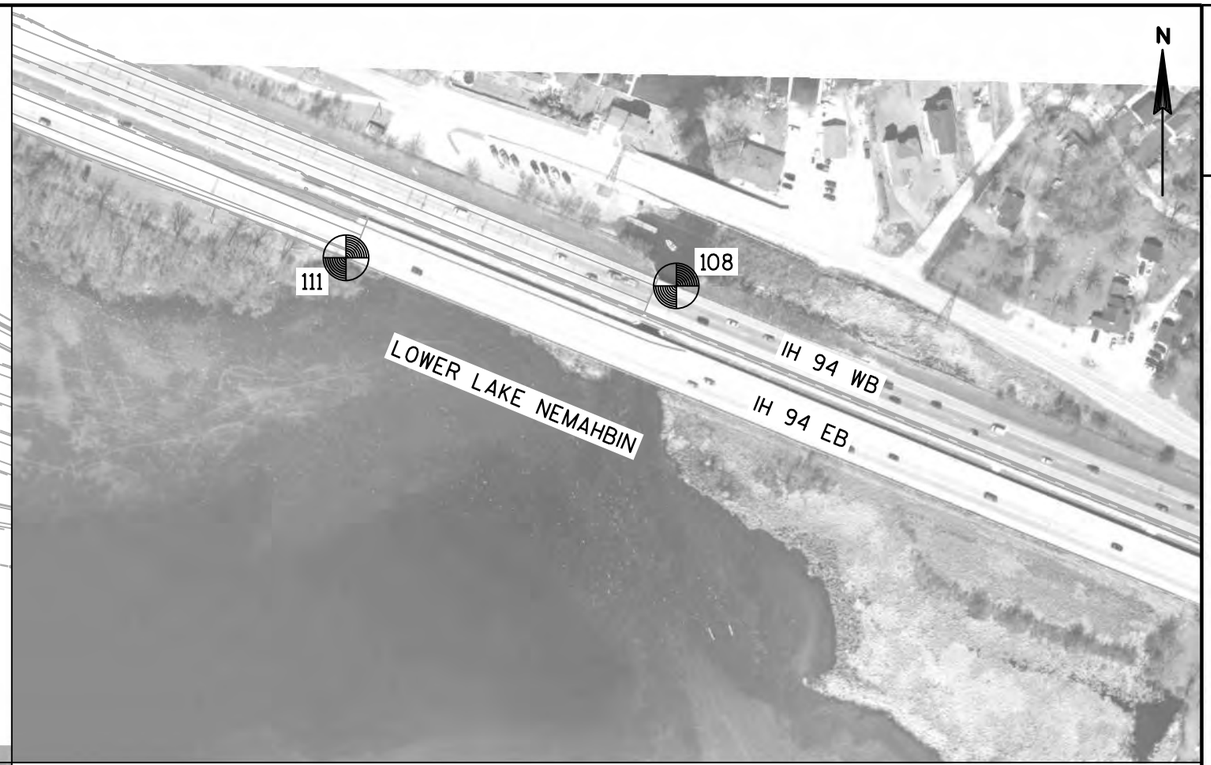
CONTINUE TO CTH J / STH 164

TRAFFIC CONTROL LEGEND

GIRDER REPAINTING

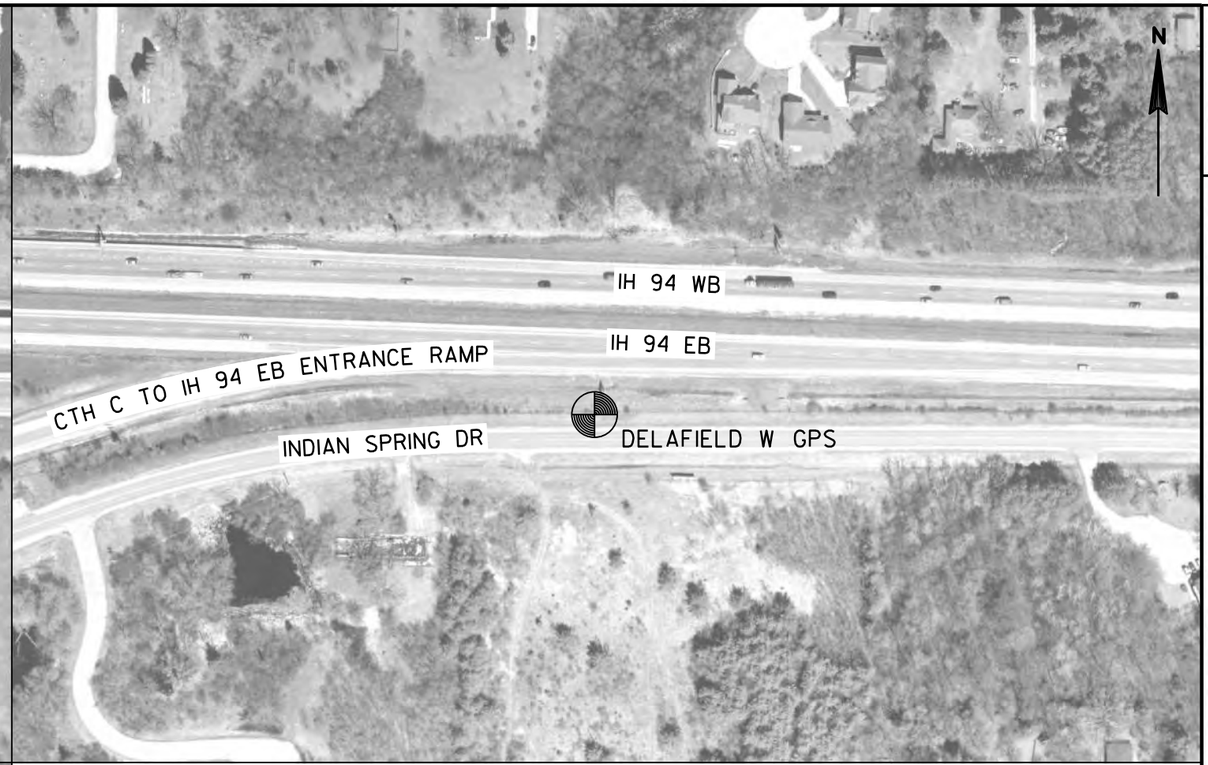
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 5B	SHEET 404	E



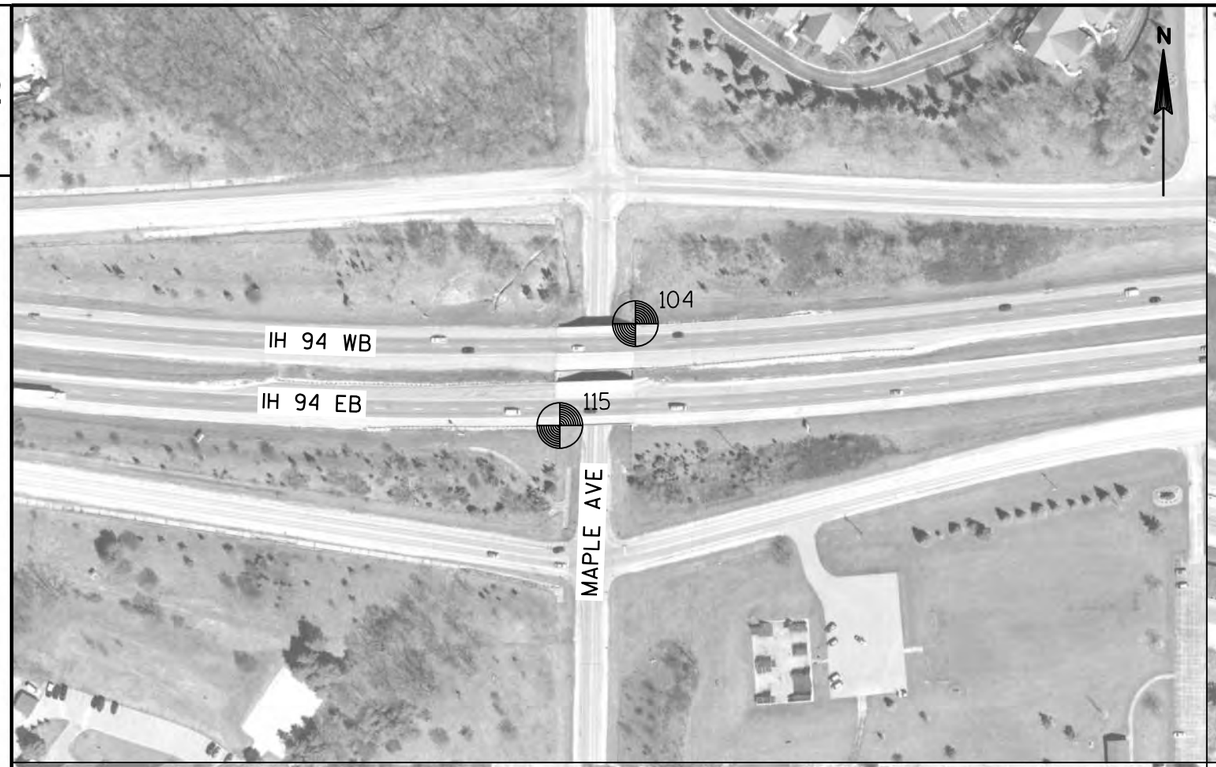


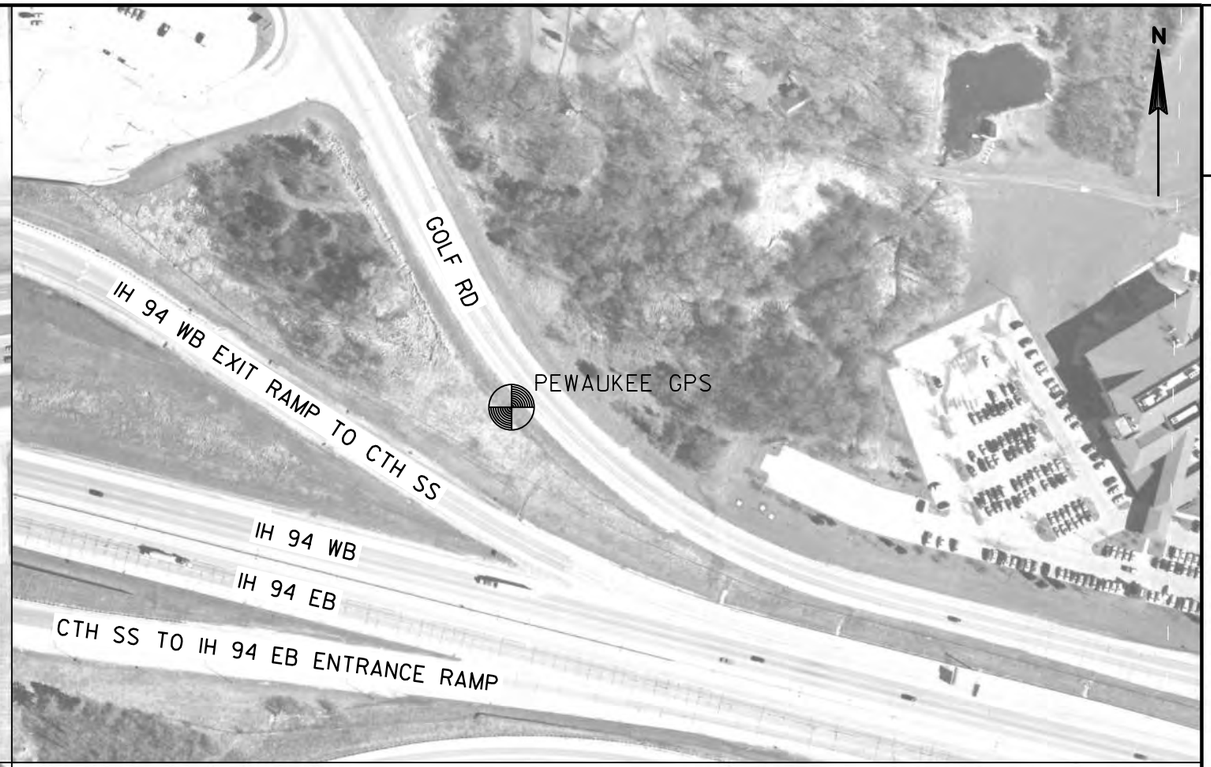
BENCHMARKS				
BM #	NORTHING	EASTING	DESCRIPTION	ELEVATION
107	177578.496	631556.708	BM WisDOT alum disk. NE wall of B-67-68--63. Stamped elev = 913.32	913.235
108	178314.494	629742.65	BM WisDOT alum disk. NE wall of B-67-222-89. Stamped elev = 880.20	880.147
109	179355.552	627013.748	BM WisDOT alum disk. NE wall of B-67-275.	916.792
110	179284.132	626754.016	BM WisDOT alum disk. SW wall of B-67-274.	917.841
111	178351.646	629306.376	BM WisDOT alum disk. SW wall of B-67-69-62. Stamped elev = 883.48	883.369
112	177475.663	631464.999	BM WisDOT alum disk. SW wall of B-67-67-62. Stamped elev = 912.76	912.713

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	BENCHMARKS	SHEET 405	E



BENCHMARKS				
BM #	NORTHING	EASTING	DESCRIPTION	ELEVATION
105	175796.123	645420.841	BM WisDOT alum disk. NE wall of B-67-62-61. Stamped elev = 966.34	966.299
106	176748.38	634516.232	BM WisDOT alum disk. NE wall of B-67-66-63. Stamped elev = 968.84	968.731
113	176622.297	634412.799	BM WisDOT alum disk. SW wall of B-67-65-62. Stamped elev = 972.88	972.79
114	175699.79	645193.573	BM WisDOT alum disk. SW wall of B-67-63-61. Stamped elev = 966.34	966.275
DELAFIELD W GPS	176467.039	637996.93	HMOD - Vertical Check	958.462





BENCHMARKS				
BM #	NORTHING	EASTING	DESCRIPTION	ELEVATION
104	174899.271	651779.375	BM WisDOT brass disk. NE wingwall of B-67-60-62	993.294
115	174764.923	651679.482	BM WisDOT alum disk. SW wall of B-67-61-62. Stamped = 1001.65	1001.576
116	174610.335	684770.149	CP SET .75 IR WITH BLUE EMCS CAP	868.55
117	175149.168	684932.376	CP SET .75 IR WITH BLUE EMCS CAP	873.79
118	174739.302	684894.178	BM CHISLD BOX SE PARAPIT	874.39
119	175032.298	684758.559	BM CHISLD X NE BOLT TRAFFIC SIGNAL BASE	875.18
PEWAUKEE GPS	174869.81	669670.425	HMOD - Vertical Calibration Point	898.063

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	BENCHMARKS	SHEET 407	E

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BENCHMARKS				
BM #	NORTHING	EASTING	DESCRIPTION	ELEVATION
100	174261.621	689518.599	CP - SET .75 IR	856.792
101	174562.634	689569.704	CP - SET .75 IR	858.508
103	174556.242	689573.805	BM WisDOT brass disk. NW wall of B-67-14-78	862.387
2X15	174281.311	689648.483	HMOD - Vertical Check	861.094

DATE 17JUL15 — 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	1060-44-70 QUANTITY
0010	108.4400	CPM Progress Schedule	EACH	1.000	1.000
0020	201.0110	Clearing	SY	1,662.000	1,662.000
0030	201.0210	Grubbing	SY	1,314.000	1,314.000
0040	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0050	203.0200	Removing Old Structure (station) 0001. 65+12	LS	1.000	1.000
0060	203.0225.S	Debris Containment (structure) 0001. B-67-62	LS	1.000	1.000
0070	203.0225.S	Debris Containment (structure) 0002. B-67-63	LS	1.000	1.000
0080	203.0225.S	Debris Containment (structure) 0003. B-67-234	LS	1.000	1.000
0090	203.0225.S	Debris Containment (structure) 0004. B-67-235	LS	1.000	1.000
0100	203.0700.S	Removing Old Structure Over Waterway With Debris Capture System (station) 0003. 301+00	LS	1.000	1.000
0110	204.0100	Removing Pavement	SY	2,441.000	2,441.000
0120	204.0115	Removing Asphaltic Surface Butt Joints	SY	9,422.000	9,422.000
0130	204.0125	Removing Asphaltic Surface Milling	TON	2,779.000	2,779.000
0140	204.0150	Removing Curb & Gutter	LF	172.000	172.000
0150	204.0155	Removing Concrete Sidewalk	SY	79.000	79.000
0160	204.0165	Removing Guardrail	LF	2,880.000	2,880.000
0170	204.0175	Removing Concrete Slope Paving	SY	4.000	4.000
0180	204.0195	Removing Concrete Bases	EACH	2.000	2.000
0190	204.0220	Removing Inlets	EACH	2.000	2.000
0200	205.0100	Excavation Common	CY	32,435.000	32,435.000
0210	208.0100	Borrow	CY	639.000	639.000
0220	213.0100	Finishing Roadway (project) 0001. 1060-44-70	EACH	1.000	1.000
0230	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,914.000	1,914.000
0240	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	34,434.000	34,434.000
0250	305.0500	Shaping Shoulders	STA	131.000	131.000
0260	311.0110	Breaker Run	TON	8,429.000	8,429.000
0270	312.0110	Select Crushed Material	TON	6,603.000	6,603.000
0280	415.0090	Concrete Pavement 9-Inch	SY	1,320.000	1,320.000
0290	415.0410	Concrete Pavement Approach Slab	SY	1,165.000	1,165.000
0300	416.0610	Drilled Tie Bars	EACH	38.000	38.000
0310	416.0620	Drilled Dowel Bars	EACH	32.000	32.000
0320	455.0120	Asphaltic Material PG64-28	TON	471.000	471.000
0330	455.0605	Tack Coat	GAL	2,699.000	2,699.000
0340	460.1110	HMA Pavement Type E-10	TON	7,116.000	7,116.000
0350	460.2000	Incentive Density HMA Pavement	DOL	4,600.000	4,600.000
0360	465.0125	Asphaltic Surface Temporary	TON	4,982.000	4,982.000
0370	465.0400	Asphaltic Shoulder Rumble Strips	LF	41,734.000	41,734.000
0380	502.0100	Concrete Masonry Bridges	CY	4.000	4.000
0390	502.3100	Expansion Device (structure) 0001. B-67-62	LS	1.000	1.000
0400	502.3100	Expansion Device (structure) 0002. B-67-63	LS	1.000	1.000
0410	502.3100	Expansion Device (structure) 0003. B-67-69	LS	1.000	1.000
0420	502.3100	Expansion Device (structure) 0004. B-67-234	LS	1.000	1.000
0430	502.3100	Expansion Device (structure) 0005. B-67-235	LS	1.000	1.000

DATE 17JUL15 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	1060-44-70 QUANTITY
0440	502.3200	Protective Surface Treatment	SY	17,211.000	17,211.000
0450	502.3215.S	Protective Surface Treatment Reseal	SY	2,382.000	2,382.000
0460	502.5002	Masonry Anchors Type L No. 4 Bars	EACH	133.000	133.000
0470	502.5005	Masonry Anchors Type L No. 5 Bars	EACH	543.000	543.000
0480	505.0605	Bar Steel Reinforcement HS Coated Bridges	LB	25,670.000	25,670.000
0490	505.0904	Bar Couplers No. 4	EACH	22.000	22.000
0500	505.0905	Bar Couplers No. 5	EACH	26.000	26.000
0510	505.0906	Bar Couplers No. 6	EACH	115.000	115.000
0520	506.2610	Bearing Pads Elastomeric Laminated	EACH	52.000	52.000
0530	506.7050.S	Removing Bearings (structure) 0001. B-67-0014	EACH	36.000	36.000
0540	506.7050.S	Removing Bearings (structure) 0002. B-67-140	EACH	16.000	16.000
0550	509.0301	Preparation Decks Type 1	SY	43.000	43.000
0560	509.0302	Preparation Decks Type 2	SY	16.000	16.000
0570	509.0500	Cleaning Decks	SY	16,843.000	16,843.000
0580	509.1000	Joint Repair	SY	344.000	344.000
0590	509.1500	Concrete Surface Repair	SF	540.000	540.000
0600	509.2000	Full-Depth Deck Repair	SY	3.000	3.000
0610	509.2500	Concrete Masonry Overlay Decks	CY	1,089.000	1,089.000
0620	517.1800.S	Structure Repainting Recycled Abrasive (structure) 0001. B-67-0014	LS	1.000	1.000
0630	517.1800.S	Structure Repainting Recycled Abrasive (structure) 0002. B-67-140	LS	1.000	1.000
0640	517.1800.S	Structure Repainting Recycled Abrasive (structure) 0003. B-67-234	LS	1.000	1.000
0650	517.1800.S	Structure Repainting Recycled Abrasive (structure) 0004. B-67-235	LS	1.000	1.000
0660	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 0001. B-67-0014	LS	1.000	1.000
0670	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 0002. B-67-140	LS	1.000	1.000
0680	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 0003. B-67-234	LS	1.000	1.000
0690	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 0004. B-67-235	LS	1.000	1.000
0700	517.6001.S	Portable Decontamination Facility	EACH	4.000	4.000
0710	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	161.000	161.000
0720	602.0410	Concrete Sidewalk 5-Inch	SF	582.000	582.000
0730	603.8000	Concrete Barrier Temporary Precast Delivered	LF	30,171.000	30,171.000
0740	603.8125	Concrete Barrier Temporary Precast Installed	LF	37,032.000	37,032.000
0750	604.0400	Slope Paving Concrete	SY	4.000	4.000
0760	604.9010.S	Slope Paving Repair Crushed Aggregrate	CY	168.000	168.000
0770	604.9015.S	Reseal Crushed Aggregate Slope Paving	SY	5,020.000	5,020.000
0780	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0790	614.0200	Steel Thrie Beam Structure Approach	LF	42.000	42.000
0800	614.0305	Steel Plate Beam Guard Class A	LF	125.000	125.000
0810	614.0345	Steel Plate Beam Guard Short Radius	LF	61.000	61.000

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DATE 17JUL15 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	1060-44-70 QUANTITY
0820	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	2.000	2.000
0830	614.0905	Crash Cushions Temporary	EACH	30.000	30.000
0840	614.2300	MGS Guardrail 3	LF	2,950.000	2,950.000
0850	614.2500	MGS Thrie Beam Transition	LF	375.000	375.000
0860	614.2610	MGS Guardrail Terminal EAT	EACH	9.000	9.000
0870	614.2620	MGS Guardrail Terminal Type 2	EACH	3.000	3.000
0880	619.1000	Mobilization	EACH	1.000	1.000
0890	620.0300	Concrete Median Sloped Nose	SF	11.000	11.000
0900	625.0500	Salvaged Topsoil	SY	26,795.000	26,795.000
0910	627.0200	Mulching	SY	499.000	499.000
0920	628.1905	Mobilizations Erosion Control	EACH	16.000	16.000
0930	628.1910	Mobilizations Emergency Erosion Control	EACH	7.000	7.000
0940	628.2004	Erosion Mat Class I Type B	SY	45,077.000	45,077.000
0950	628.7010	Inlet Protection Type B	EACH	27.000	27.000
0960	628.7015	Inlet Protection Type C	EACH	11.000	11.000
0970	628.7570	Rock Bags	EACH	1,915.000	1,915.000
0980	629.0210	Fertilizer Type B	CWT	34.000	34.000
0990	630.0120	Seeding Mixture No. 20	LB	878.000	878.000
1000	630.0160	Seeding Mixture No. 60	LB	8.000	8.000
1010	630.0200	Seeding Temporary	LB	787.000	787.000
1020	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	24.000	24.000
1030	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	283.000	283.000
1040	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	10.000	10.000
1050	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	10.000	10.000
1060	635.0200	Sign Supports Structural Steel HS	LB	2,000.000	2,000.000
1070	635.0300	Sign Supports Replacing Base Connection Bolts	EACH	16.000	16.000
1080	636.0100	Sign Supports Concrete Masonry	CY	4.800	4.800
1090	636.0500	Sign Supports Steel Reinforcement	LB	294.000	294.000
1100	637.1220	Signs Type I Reflective SH	SF	7,215.500	7,215.500
1110	637.2210	Signs Type II Reflective H	SF	2,533.025	2,533.025
1120	637.2215	Signs Type II Reflective H Folding	SF	473.800	473.800
1130	637.2230	Signs Type II Reflective F	SF	569.500	569.500
1140	638.2102	Moving Signs Type II	EACH	25.000	25.000
1150	638.2601	Removing Signs Type I	EACH	20.000	20.000
1160	638.2602	Removing Signs Type II	EACH	294.000	294.000
1170	638.3000	Removing Small Sign Supports	EACH	203.000	203.000
1180	638.3100	Removing Structural Steel Sign Supports	EACH	2.000	2.000
1190	642.5401	Field Office Type D	EACH	1.000	1.000
1200	643.0100	Traffic Control (project) 0001. 1060-44-70	EACH	1.000	1.000
1210	643.0300	Traffic Control Drums	DAY	129,818.000	129,818.000
1220	643.0410	Traffic Control Barricades Type II	DAY	4,629.000	4,629.000
1230	643.0705	Traffic Control Warning Lights Type A	DAY	9,172.000	9,172.000
1240	643.0715	Traffic Control Warning Lights Type C	DAY	35,990.000	35,990.000
1250	643.0800	Traffic Control Arrow Boards	DAY	1,020.000	1,020.000
1260	643.0900	Traffic Control Signs	DAY	14,798.000	14,798.000
1270	643.0910	Traffic Control Covering Signs Type I	EACH	2.000	2.000
1280	643.0920	Traffic Control Covering Signs Type II	EACH	20.000	20.000
1290	643.1000	Traffic Control Signs Fixed Message	SF	144.000	144.000
1300	643.1050	Traffic Control Signs PCMS	DAY	1,304.000	1,304.000
1310	643.1055.S	Truck or Trailer Mounted Attenuator	DAY	272.000	272.000
1320	643.3000	Traffic Control Detour Signs	DAY	2,881.000	2,881.000

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DATE 17JUL15 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	1060-44-70 QUANTITY
1330	646.0106	Pavement Marking Epoxy 4-Inch	LF	87,542.000	87,542.000
1340	646.0600	Removing Pavement Markings	LF	66,759.000	66,759.000
1350	646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF	10,021.000	10,021.000
1360	646.0843.S	Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	LF	10,804.000	10,804.000
1370	647.0158	Pavement Marking Arrows Preformed Thermoplastic Type 1	EACH	4.000	4.000
1380	647.0168	Pavement Marking Arrows Preformed Thermoplastic Type 2	EACH	14.000	14.000
1390	647.0178	Pavement Marking Arrows Preformed Thermoplastic Type 3	EACH	1.000	1.000
1400	647.0198	Pavement Marking Arrows Preformed Thermoplastic Type 5	EACH	2.000	2.000
1410	647.0358	Pavement Marking Words Preformed Thermoplastic	EACH	17.000	17.000
1420	647.0568	Pavement Marking Stop Line Preformed Thermoplastic 18-Inch	LF	257.000	257.000
1430	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	93.000	93.000
1440	647.0746	Pavement Marking Diagonal Epoxy 24-Inch	LF	676.000	676.000
1450	647.0955	Removing Pavement Markings Arrows	EACH	15.000	15.000
1460	647.0965	Removing Pavement Markings Words	EACH	12.000	12.000
1470	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	172,871.000	172,871.000
1480	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	150.000	150.000
1490	649.2100	Temporary Raised Pavement Markers	EACH	244.000	244.000
1500	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	323.000	323.000
1510	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	158.000	158.000
1520	652.0615	Conduit Special 3-Inch	LF	130.000	130.000
1530	652.0700.S	Install Conduit into Existing Item	EACH	11.000	11.000
1540	652.0800	Conduit Loop Detector	LF	112.000	112.000
1550	653.0135	Pull Boxes Steel 24x36-Inch	EACH	2.000	2.000
1560	653.0140	Pull Boxes Steel 24x42-Inch	EACH	1.000	1.000
1570	653.0905	Removing Pull Boxes	EACH	3.000	3.000
1580	654.0105	Concrete Bases Type 5	EACH	15.000	15.000
1590	654.0220	Concrete Control Cabinet Bases Type 10	EACH	6.000	6.000
1600	655.0260	Cable Traffic Signal 12-14 AWG	LF	445.000	445.000
1610	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	348.000	348.000
1620	655.0610	Electrical Wire Lighting 12 AWG	LF	1,350.000	1,350.000
1630	655.0630	Electrical Wire Lighting 4 AWG	LF	3,921.000	3,921.000
1640	655.0700	Loop Detector Lead In Cable	LF	303.000	303.000
1650	655.0800	Loop Detector Wire	LF	346.000	346.000
1660	657.0100	Pedestal Bases	EACH	6.000	6.000
1670	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	14.000	14.000
1680	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	6.000	6.000
1690	661.0200	Temporary Traffic Signals for Intersections (location) 3001. IH 94 EB Rmps & STH 164/CTH J	LS	1.000	1.000
1700	661.0200	Temporary Traffic Signals for Intersections (location) 3002. IH 94 WB Rmps & STH 164/CTH J	LS	1.000	1.000
1710	661.0300	Generators	DAY	4.000	4.000

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DATE 17JUL15 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	1060-44-70 QUANTITY
1720	662.1032.S	Ramp Closure Gates Hardwired 32-FT	EACH	3.000	3.000
1730	662.1037.S	Ramp Closure Gates Hardwired 37-FT	EACH	2.000	2.000
1740	662.1040.S	Ramp Closure Gates Hardwired 40-FT	EACH	3.000	3.000
1750	662.2028.S	Ramp Closure Gates Solar 28-FT	EACH	1.000	1.000
1760	662.2030.S	Ramp Closure Gates Solar 30-FT	EACH	2.000	2.000
1770	662.2037.S	Ramp Closure Gates Solar 37-FT	EACH	1.000	1.000
1780	662.2040.S	Ramp Closure Gates Solar 40-FT	EACH	2.000	2.000
1790	662.3028.S	Ramp Closure Gate Arms Stockpile 28-FT	EACH	1.000	1.000
1800	662.3030.S	Ramp Closure Gate Arms Stockpile 30-FT	EACH	1.000	1.000
1810	662.3032.S	Ramp Closure Gate Arms Stockpile 32-FT	EACH	1.000	1.000
1820	662.3037.S	Ramp Closure Gate Arms Stockpile 37-FT	EACH	1.000	1.000
1830	662.3040.S	Ramp Closure Gate Arms Stockpile 40-FT	EACH	1.000	1.000
1840	662.4000.S	Ramp Closure Gate Flashers Stockpile	EACH	1.000	1.000
1850	670.0100	Field System Integrator 3001. FTMS	LS	1.000	1.000
1860	670.0200	ITS Documentation 3001. FTMS	LS	1.000	1.000
1870	675.0400.S	Install Ethernet Switch	EACH	1.000	1.000
1880	678.0006	Install Fiber Optic Cable Outdoor Plant 6-CT	LF	1,148.000	1,148.000
1890	678.0400	Fiber Optic Termination	EACH	12.000	12.000
1900	678.0500	Communication System Testing 3001. FTMS	LS	1.000	1.000
1910	690.0150	Sawing Asphalt	LF	43,649.000	43,649.000
1920	690.0250	Sawing Concrete	LF	1,907.000	1,907.000
1930	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
1940	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,200.000	2,200.000
1950	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,000.000	3,000.000
1960	SPV.0060	Special 0001. Salvage Terminal High-Tension Cable TL-3, Gibraltar	EACH	4.000	4.000
1970	SPV.0060	Special 0002. Terminal High-Tension Cable, TL-3, Gibraltar	EACH	4.000	4.000
1980	SPV.0060	Special 0003. Reinstall Terminal High-Tension Cable TL-3, Gibraltar	EACH	4.000	4.000
1990	SPV.0060	Special 1000. Lamp Disposal High Intensity Discharge	EACH	2.000	2.000
2000	SPV.0060	Special 1001. Group Luminaire Maintenance 30-Foot 250W HPS	EACH	2.000	2.000
2010	SPV.0060	Special 1002. Removing And Reinstalling Lighting Units	EACH	1.000	1.000
2020	SPV.0060	Special 1300. Ground Rod	EACH	6.000	6.000
2030	SPV.0060	Special 3001. Install Fiber Optic Media Converter	EACH	1.000	1.000
2040	SPV.0060	Special 4000. Cleaning and Painting Bearings	EACH	17.000	17.000
2050	SPV.0060	Special 4001. Clean Deck Inlets	EACH	8.000	8.000
2060	SPV.0060	Special 8000. Cover Plates Temporary Special	EACH	1.000	1.000
2070	SPV.0090	Special 0001. Salvage High-Tension Cable TL-3, Socketed, Gibraltar	LF	2,685.000	2,685.000
2080	SPV.0090	Special 0002. High-Tension Cable TL-3, Socketed, Gibraltar	LF	2,280.000	2,280.000
2090	SPV.0090	Special 0003. Reinstall High-Tension Cable TL-3, Socketed, Gibraltar	LF	2,280.000	2,280.000
2100	SPV.0105	Special 0001. Survey Project 1060-44-70	LS	1.000	1.000
2110	SPV.0105	Special 1000. Maintenance of Lighting Systems	LS	1.000	1.000

DATE 17JUL15 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	1060-44-70 QUANTITY
2120	SPV.0105	Special 3001. Temp EVP System IH 94 EB Ramps & STH 164 / CTH J	LS	1.000	1.000
2130	SPV.0105	Special 3002. Temp EVP System IH 94 WB Ramps & STH 164 / CTH J	LS	1.000	1.000
2140	SPV.0105	Special 3003. Temp Vehicle Detction System for Intrsctns IH 94 EB Ramps & STH 164/CTH J	LS	1.000	1.000
2150	SPV.0105	Special 3004. Temp Vehicle Detection System for Intrsctns IH 94 WB Ramps & STH 164/CTH J	LS	1.000	1.000
2160	SPV.0105	Special 3005. Covering Traffic Signal Heads IH 94 Ramps & STH 164 / CTH J	LS	1.000	1.000
2170	SPV.0105	Special 3007. Remove Traffic Signals IH 94 & STH 164/CTH J	LS	1.000	1.000
2180	SPV.0105	Special 3008. Remove Loop Detector Wire & Lead- in Cable IH 94 & STH 164/CTH J	LS	1.000	1.000
2190	SPV.0105	Special 4000. Vegetation Removal B-67-14	LS	1.000	1.000
2200	SPV.0105	Special 4001. Vegetation Removal B-67-60	LS	1.000	1.000
2210	SPV.0105	Special 4002. Vegetation Removal B-67-61	LS	1.000	1.000
2220	SPV.0105	Special 4003. Vegetation Removal B-67-62	LS	1.000	1.000
2230	SPV.0105	Special 4004. Vegetation Removal B-67-63	LS	1.000	1.000
2240	SPV.0105	Special 4005. Vegetation Removal B-67-65	LS	1.000	1.000
2250	SPV.0105	Special 4006. Vegetation Removal B-67-66	LS	1.000	1.000
2260	SPV.0105	Special 4007. Vegetation Removal B-67-67	LS	1.000	1.000
2270	SPV.0105	Special 4008. Vegetation Removal B-67-68	LS	1.000	1.000
2280	SPV.0105	Special 4009. Vegetation Removal B-67-140	LS	1.000	1.000
2290	SPV.0105	Special 4010. Vegetation Removal B-67-234	LS	1.000	1.000
2300	SPV.0105	Special 4011. Vegetation Removal B-67-235	LS	1.000	1.000
2310	SPV.0105	Special 4020. Fence Removal and Replacement B-67-234	LS	1.000	1.000
2320	SPV.0105	Special 4021. Fence Removal and Replacement B-67-235	LS	1.000	1.000
2330	SPV.0165	Special 4000. Removing Loose Concrete	SF	438.000	438.000
2340	SPV.0170	Special 0001. Proof Rolling	STA	192.000	192.000
2350	SPV.0180	Special 0001. Geogrid Reinforcement	SY	865.000	865.000
2360	SPV.0180	Special 4000. Clean Abutment Seats	SY	111.000	111.000
2370	SPV.0195	Special 0001. Cold Patch	TON	30.000	30.000

3

CPM PROGRESS SCHEDULE

CATEGORY	PROJECT	108.4400 CPM PROGRESS SCHEDULE EACH
1000	1060-44-70	1
	PROJECT 1060-44-70 TOTAL	1

REMOVING SMALL PIPE CULVERTS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
	PROJECT 1060-44-70						
1000	STAGE 1A						
	IH 94 WB	944WB+76	29.8' LT	945WB+46	28.8' RT	1	70 LF REINFORCED CONCRETE CULVERT PIPE, 18"
		1053WB+44	30.1' RT	1053WB+97	29.9' RT	1	53 LF REINFORCED CONCRETE CULVERT PIPE, 18"
		1118WB+81	28.5' RT	1119WB+31	29.2' RT	1	51 LF PLASTIC CULVERT PIPE, 12"
	STAGE 1A SUBTOTAL					3	
	PROJECT 1060-44-70 TOTAL					3	

CLEARING & GRUBBING

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	201.0110 CLEARING SY	201.0210 GRUBBING SY
	PROJECT 1060-44-70						
1000	STAGE 1A						
	IH 94 EB	306EB+75	35.8' RT	307EB+87	35.1' RT	263	263
		456EB+93	35.9' RT	457EB+74	35.5' RT	95	95
	IH 94 WB	B-67-222 WINGWALLS				220	220
	WATERVILLE RD (UNDER BRIDGE)	NORTH END				189	189
		SOUTH END				270	216
	CUSHING PARK RD (UNDER BRIDGE)	NORTH END				207	30
		SOUTH END				30	30
	MAPLE AVE (UNDER BRIDGE)	NORTH END				101	101
		SOUTH END				117	--
	STAGE 1A SUBTOTAL					1,492	1,144
1000	STAGE 3B						
	CTH J / STH 164 NB	64CTJ+09	59.3' RT	66CTJ+12	59.3' RT	170	170
	STAGE 3B SUBTOTAL					170	170
	PROJECT 1060-44-70 TOTAL					1,662	1,314

PLOT DATE : 7/17/2015 7:46:00 AM PLOT BY : HNTB Corp. PLOT NAME : PLOT SCALE : 1:1

REMOVING PAVEMENT

CATEGORY	ROADWAY	FROM STATION	TO STATION	204.0100 REMOVING PAVEMENT SY
	PROJECT 1060-44-70			
1000	STAGE 1B			
	IH 94 EB	294EB+72	294EB+87	47
		307EB+59	307EB+74	47
		317EB+73	317EB+92	32
		319EB+00	319EB+41	104
		348EB+68	348EB+83	46
		349EB+87	350EB+02	46
		457EB+20	457EB+37	55
		459EB+31	459EB+46	46
		522EB+65	522EB+80	49
		523EB+83	523EB+98	45
	IH 94 WB	899WB+00	899WB+15	47
		917WB+22	917WB+48	54
		918WB+59	918WB+94	83
		948WB+44	948WB+59	47
		949WB+63	949WB+78	47
		1057WB+09	1057WB+25	52
		1059WB+18	1059WB+34	49
		1122WB+40	1122WB+56	49
		1123WB+58	1123WB+74	48
	STAGE 1B SUBTOTAL			993
1000	STAGE 2A			
	IH 94 EB	294EB+72	294EB+87	51
		307EB+59	307EB+74	47
		317EB+73	318EB+07	83
		319EB+16	319EB+41	54
		348EB+68	348EB+83	48
		349EB+87	350EB+02	47
		457EB+20	457EB+37	49
		459EB+29	459EB+46	52
		522EB+65	522EB+80	47
		523EB+81	523EB+98	50
	IH 94 WB	899WB+00	899WB+15	50
		917WB+22	917WB+64	104
		918WB+76	918WB+94	32
		948WB+44	948WB+59	48
		949WB+63	949WB+78	48
		1057WB+09	1057WB+24	46
		1059WB+16	1059WB+34	55
		1122WB+40	1122WB+56	45
		1123WB+57	1123WB+74	52
	STAGE 2A SUBTOTAL			1,008

REMOVING PAVEMENT

CATEGORY	ROADWAY	FROM STATION	TO STATION	204.0100 REMOVING PAVEMENT SY
	PROJECT 1060-44-70			
1000	STAGE 3A			
	CTH J / STH 164 NB	63CTJ+94	64CTJ+10	42
		66CTJ+14	66CTJ+29	42
	CTH J / STH 164 SB	63CTJ+95	64CTJ+10	43
		66CTJ+14	66CTJ+30	32
	STAGE 3A SUBTOTAL			159
1000	STAGE 3B			
	CTH J / STH 164 NB	63CTJ+94	64CTJ+09	51
		66CTJ+14	66CTJ+76	128
	CTH J / STH 164 SB	63CTJ+95	64CTJ+10	45
		66CTJ+14	66CTJ+76	57
	STAGE 3A SUBTOTAL			281
	PROJECT 1060-44-70 TOTAL			2,441

REMOVING ASPHALTIC SURFACE BUTT JOIINTS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
	PROJECT 1060-44-70					
1000	STAGE 1B					
	IH 94 EB	293EB+72	10.0' LT	294EB+72	10.0' LT	178
		307EB+74	10.0' LT	308EB+74	10.0' LT	178
		316EB+73	0.0' LT	317EB+73	0.0' LT	67
		319EB+41	22.0' LT	320EB+41	22.0' LT	311
		347EB+68	0.0' LT	348EB+68	0.0' LT	67
		350EB+02	0.0' LT	351EB+02	0.0' LT	66
		456EB+20	0.0' LT	457EB+20	0.0' LT	56
		459EB+46	0.0' LT	460EB+46	0.0' LT	56
		521EB+65	0.0' LT	522EB+65	0.0' LT	66
		523EB+98	10.0' LT	524EB+98	10.0' LT	177
	IH 94 WB	899WB+15	34.0' LT	900WB+15	34.0' LT	311
		916WB+22	34.0' LT	917WB+22	34.0' LT	311
		918WB+94	34.0' LT	919WB+94	34.0' LT	311
		947WB+44	34.0' LT	948WB+44	34.0' LT	307
		949WB+78	34.0' LT	950WB+79	34.0' LT	309
		1056WB+09	34.0' LT	1057WB+09	34.0' LT	321
		1059WB+34	34.0' LT	1060WB+34	34.0' LT	322
		1121WB+40	34.0' LT	1122WB+40	34.0' LT	310
		1123WB+74	34.0' LT	1124WB+75	34.0' LT	313
	STAGE 1B SUBTOTAL					4,037
1000	STAGE 2A					
	IH 94 EB	293EB+72	36.8' RT	294EB+72	36.8' RT	342
		307EB+74	34.0' RT	308EB+74	34.0' RT	311
		316EB+73	34.0' RT	317EB+73	34.0' RT	311
		319EB+41	34.0' RT	320EB+41	34.0' RT	311
		347EB+68	34.0' RT	348EB+68	34.0' RT	312
		350EB+02	34.0' RT	351EB+02	34.0' RT	312
		456EB+20	34.0' RT	457EB+20	34.0' RT	322
		459EB+46	34.0' RT	460EB+46	34.0' RT	322
		521EB+65	34.0' RT	522EB+65	34.0' RT	311
		523EB+98	34.0' RT	524EB+98	34.0' RT	312
	IH 94 WB	899WB+15	24.0' RT	900WB+15	24.0' RT	333
		916WB+22	22.0' RT	917WB+22	22.0' RT	311
		918WB+94	22.0' RT	919WB+94	22.0' RT	311
		947WB+44	11.3' RT	948WB+44	22.0' RT	250
		949WB+78	6.0' LT	950WB+79	6.0' LT	67
		1056WB+09	5.0' LT	1057WB+09	5.0' LT	56
		1059WB+34	5.0' LT	1060WB+34	5.0' LT	56
		1121WB+40	11.0' RT	1122WB+40	11.0' RT	248
		1123WB+74	5.9' LT	1124WB+75	5.9' LT	65
	STAGE 2A SUBTOTAL					4,863

REMOVING ASPHALTIC SURFACE BUTT JOIINTS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
	PROJECT 1060-44-70					
1000	STAGE 3A					
	CTH J / STH 164 NB	63CTJ+69	8.2' RT	63CTJ+94	8.2' RT	66
		66CTJ+29	7.0' RT	66CTJ+55	2.3' RT	39
	CTH J / STH 164 SB	63CTJ+69	1.8' LT	63CTJ+95	1.8' LT	73
		66CTJ+30	9.4' LT	66CTJ+55	11.5' LT	37
	STAGE 3A SUBTOTAL					215
1000	STAGE 3B					
	CTH J / STH 164 NB	63CTJ+69	32.0' RT	63CTJ+94	32.0' RT	76
		66CTJ+29	31.8' RT	66CTJ+55	31.8' RT	80
	CTH J / STH 164 SB	63CTJ+69	26.9' LT	63CTJ+95	26.8' LT	75
		66CTJ+30	26.9' LT	66CTJ+55	26.9' LT	76
	STAGE 3B SUBTOTAL					307
	PROJECT 1060-44-70 TOTAL					9,422

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON
	PROJECT 1060-44-70					
1000	STAGE 1A					
	IH 94 EB	291EB+75	34.3' RT	294EB+87	24.0' RT	14
		307EB+59	24.0' RT	318EB+02	24.0' RT	65
		319EB+26	24.0' RT	348EB+83	24.0' RT	184
		349EB+87	24.0' RT	355EB+00	24.0' RT	32
		452EB+00	24.0' RT	457EB+35	24.0' RT	33
		459EB+30	24.0' RT	465EB+25	24.0' RT	37
		512EB+50	24.0' RT	522EB+80	24.0' RT	64
		523EB+82	24.0' RT	533EB+75	24.0' RT	62
	IH 94 WB	887WB+00	0.0' LT	898WB+69	0.0' LT	73
		899WB+00	0.0' LT	917WB+51	0.0' LT	184
		918WB+79	0.0' LT	948WB+59	0.0' LT	302
		949WB+63	0.0' LT	949WB+78	0.0' LT	4
		956WB+29	0.0' LT	968WB+25	0.0' LT	118
		1044WB+25	0.0' LT	1053WB+59	0.0' LT	88
		1057WB+09	0.0' LT	1057WB+24	0.0' LT	4
		1059WB+18	0.0' LT	1059WB+34	0.0' LT	5
		1066WB+53	0.0' LT	1072WB+25	0.0' LT	45
		1111WB+25	0.0' LT	1122WB+55	0.0' LT	126
		1123WB+58	0.0' LT	1123WB+74	0.0' LT	5
		1128WB+71	0.0' LT	1135WB+25	0.0' LT	60
	STAGE 1A SUBTOTAL					1,505

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON
	PROJECT 1060-44-70					
1000	STAGE 1B					
	IH 94 EB	269EB+50	0.0' LT	293EB+72	0.0' LT	276
		308EB+74	0.0' LT	310EB+84	0.0' LT	26
		320EB+41	0.0' LT	340EB+89	0.0' RT	141
		353EB+80	0.0' LT	363EB+00	0.0' LT	34
		444EB+25	0.0' LT	448EB+76	0.0' LT	17
		462EB+96	0.0' LT	472EB+75	0.0' LT	37
		507EB+50	0.0' LT	515EB+01	0.0' LT	28
		524EB+98	0.0' LT	536EB+75	0.0' LT	118
	IH 94 WB	889WB+25	24.0' LT	898WB+69	24.0' LT	59
		900WB+15	24.0' LT	916WB+22	24.0' LT	100
		919WB+94	24.0' LT	947WB+44	24.0' LT	171
		950WB+79	24.0' LT	956WB+00	31.1' LT	29
		1047WB+75	24.0' LT	1056WB+09	24.0' LT	52
		1060WB+34	24.0' LT	1068WB+75	24.0' LT	52
		1108WB+50	24.0' LT	1121WB+40	24.0' LT	80
		1124WB+75	24.0' LT	1133WB+50	24.0' LT	54
	STAGE 1B SUBTOTAL					1,274
	PROJECT 1060-44-70 TOTAL					2,779

REMOVING CURB & GUTTER

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0150 REMOVING CURB & GUTTER LF
	PROJECT 1060-44-70					
1000	STAGE 3A					
	CTH J / STH 164 NB	63CTJ+69	6.2' RT	64CTJ+10	6.2' RT	41
		66CTJ+14	5.8' RT	66CTJ+62	2.4' LT	49
	CTH J / STH 164 SB	63CTJ+69	0.2' RT	64CTJ+10	0.2' RT	41
		66CTJ+14	5.8' LT	66CTJ+55	9.5' LT	41
	STAGE 3A SUBTOTAL					172
	PROJECT 1060-44-70 TOTAL					172

REMOVING INLETS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	204.0220 REMOVING INLETS EACH
	PROJECT 1060-44-70			
1000	STAGE 1B			
	IH 94 EB	522EB+00	26.7' LT	1
		522EB+00	30.0' LT	1
	STAGE 1B SUBTOTAL			2
	PROJECT 1060-44-70 TOTAL			2

REMOVING CONCRETE SIDEWALK

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0155 REMOVING CONCRETE SIDEWALK SY
	PROJECT 1060-44-70					
1000	STAGE 3A					
	CTH J / STH 164	62CTJ+26	9.8' RT	62CTJ+36	6.4' RT	7
		64CTJ+69	5.7' RT	64CTJ+10	5.7' RT	23
		66CTJ+14	4.5' RT	66CTJ+55	0.3' LT	49
	STAGE 3A SUBTOTAL					79
	PROJECT 1060-44-70 TOTAL					79

FINISHING ROADWAY

CATEGORY	ROADWAY	213.0100.0001 FINISHING ROADWAY 1060-44-70 EACH
1000	PROJECT 1060-44-70	1
	PROJECT 1060-44-70 TOTAL	1

PLOT DATE : 7/17/2015 7:46:00 AM PLOT BY : HNTB Corp. PLOT NAME : PLOT SCALE : 1:1

REMOVING GUARDRAIL

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	204.0165 REMOVING GUARDRAIL LF	SPV.0060.0001 SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, GIBRALTAR EACH	SPV.0090.0001 SALVAGE HIGH-TENSION CABLE TL-3, SOCKETED, GIBRALTAR LF
	PROJECT 1060-44-70							
1000	STAGE 1A							
	IH 94 EB	293EB+86	24.0' LT	294EB+87	22.0' LT	98	--	--
		313EB+82	18.6' LT	317EB+81	22.4' LT	400	--	--
		345EB+15	20.1' LT	348EB+89	22.3' LT	373	--	--
		350EB+25	20.3' LT	358EB+62	19.8' LT	--	--	836
		350EB+25	20.3' LT	-	-	--	1	--
		358EB+62	19.8' LT	-	-	--	1	--
		453EB+63	22.7' LT	457EB+36	24.9' LT	373	--	--
		459EB+84	20.3' LT	470EB+79	19.8' LT	--	--	1,096
		459EB+84	20.3' LT	-	-	--	1	--
		519EB+12	20.5' LT	522EB+85	22.8' LT	372	--	--
	IH 94 WB	918WB+91	23.3' RT	920WB+38	25.1' RT	148	--	--
		949WB+62	22.7' RT	953WB+34	22.4' RT	373	--	--
		1048WB+75	19.6' RT	1056WB+21	20.4' RT	--	--	753
		1056WB+21	20.4' RT	-	-	--	1	--
		1059WB+23	23.7' RT	1062WB+96	22.7' RT	373	--	--
		1123WB+55	21.8' RT	1127WB+23	21.8' RT	370	--	--
	STAGE 1A SUBTOTAL					2,880	4	2,685
	PROJECT 1060-44-70 TOTAL					2,880	4	2,685

Category	Division	From/To Station	Location	Common Excavation (1) (Item No. 205.0100) Cut (2)	Common Excavation (1) (Item No. 205.0100) EBS Excavation (3)	Salvaged/Unusable Pavement Material (4)	Unexpanded Fill	Expanded Fill (5) Factor 1.25	Mass Ordinate +/- (6)	Waste	Borrow (Item No. 208.0100)	Comment:
1000	1	914WB+32 to 917WB+63	WB Waterville	96.3	35.0	35.0	0.0	0.0	96.3	131.3	0.0	
		929WB+92 to 963WB+25	WB Cushing Park	2720.7	916.0	916.0	327.1	408.9	2311.9	3227.9	0.0	
		1048WB+75 to 1068WB+00	WB STH 83	2073.0	549.0	549.0	0.0	0.0	2073.0	2622.0	0.0	STAGE 1A WIDENING
		1123WB+57 to 1131WB+75	WB Maple	1479.3	441.0	441.0	6.1	7.6	1473.3	1912.8	0.0	
	Division 1 Subtotal			6369.3	1941.0	1941.0	333.1	416.4	5954.4	7893.9	0.0	
	2	273EB+57 to 294EB+75	EB Nemahbin	2161.7	516.0	516.0	0.0	0.0	2161.7	2677.7	0.0	
		307EB+70 to 317EB+73	EB Waterville	469.1	385.0	385.0	38.5	48.2	430.6	806.0	0.0	
		330EB+44 to 363EB+00	EB Cushing Park	2524.6	1008.0	1008.0	70.4	88.1	2454.2	3444.6	0.0	STAGE 1B WIDENING
		444EB+25 to 470EB+00	EB STH 83	1829.4	715.0	715.0	293.8	367.3	1535.5	2177.1	0.0	
		507EB+50 to 532EB+14	EB Maple	1893.6	619.0	619.0	66.4	83.0	1827.2	2429.6	0.0	
	Division 2 Subtotal			8878.5	3243.0	3243.0	469.3	586.6	8409.2	11534.9	0.0	
	3	273EB+57 to 294EB+75	IH 94 Nemahbin Median	2063.0	0.0	0.0	2161.8	2702.2	-98.8	0.0	639	(7)
		307EB+70 to 317EB+65	IH 94 Waterville Median	871.5	0.0	0.0	566.3	707.9	305.2	163.6	0.0	
		329EB+23 to 364EB+00	IH 94 Cushing Park Median	4573.4	0.0	0.0	2981.7	3727.1	1592.2	846.3	0.0	
		449EB+00 to 466EB+70	IH 94 STH 83 Median	1763.9	0.0	0.0	823.8	1029.8	940.0	734.1	0.0	STAGE 2B SHOULDER WORK
		507EB+50 to 532EB+17	IH 94 Maple Median	2731.1	0.0	0.0	1555.4	1944.2	1175.7	786.9	0.0	
	Division 3 Subtotal			12002.9	0.0	0.0	8089.0	10111.2	3914.3	2530.9	639	
	4	242EBM+50 to 246EBM+50	CTH F Ditch	27.3	0.0	0.0	2.1	2.7	25.2	24.6	0.0	STAGE 4A DITCH REGRADING
	Division 4 Subtotal			27.3	0.0	0.0	2.1	2.7	25.2	24.6	0.0	
	Category 1000 Totals			27251	5184	5184	8891	11114	18278	21960	639	
				Total Common Exc		32435						

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is equal to the amount of material determined to be removed for EBS.
3) EBS Excavation to be backfilled with Breaker Run (Item No. 310.0100) and Select Crushed Material (Item No. 312.0110).
EBS quantity calculated under assumption 20% of project area will require EBS. Final locations for EBS to be determined by Engineer.
4) Salvaged/Unusable Pavement Material
5) Expanded Fill. Factor = 1.25
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
7) Fill material available from Division 1,2, or 3. Borrow (Item No. 208.0100) quantity is not required.

BASE AGGREGATE

CATEGORY	ROADWAY	FROM STATION	TO STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
	PROJECT 1060-44-70				
1000	STAGE 1A				
		914WB+32	917WB+64	19	168
		929WB+92	948WB+59	40	2,948
		949WB+68	963WB+25	70	1,204
		949WB+78	956WB+29	--	1,158
		1048WB+75	1057WB+00	36	880
		1053WB+59	1057WB+09	--	644
		1059WB+30	1068WB+00	30	418
		1059WB+34	1066WB+53	--	1,372
		1114WB+00	1122WB+50	45	1,100
		1123WB+60	1131WB+75	45	560
		1123WB+75	1128WB+71	--	930
	STAGE 1A SUBTOTAL			285	11382
1000	STAGE 1B				
	IH 94 EB	273EB+57	293EB+91	120	3,058
		294EB+72	294EB+87	--	28
		307EB+59	307EB+74	--	28
		307EB+70	317EB+65	57	1,186
		310EB+84	317EB+73	--	1,238
		317EB+73	317EB+91	--	18
		319EB+00	319EB+41	--	60
		330EB+44	348EB+82	40	2,666
		340EB+89	348EB+68	--	1,248
		348EB+67	348EB+83	--	26
		349EB+87	350EB+02	--	26
		349EB+93	363EB+00	72	1,396
		350EB+02	353EB+80	--	602
		444EB+25	457EB+17	61	728
		448EB+76	457EB+20	--	1,458
		457EB+20	457EB+37	--	32
		458EB+30	458EB+46	--	26
		459EB+46	462EB+96	--	550
		459EB+46	472EB+75	47	1,448
		507EB+50	522EB+75	87	1,470
		515EB+01	522EB+65	--	1,316
		522EB+65	522EB+80	--	28
		523EB+83	523EB+98	--	26
		523EB+87	532EB+14	47	1,110

3

BASE AGGREGATE

CATEGORY	ROADWAY	FROM STATION	TO STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
	PROJECT 1060-44-70				
	IH 94 WB	899WB+00	899WB+15	--	24
		917WB+22	917WB+48	--	26
		918WB+59	918WB+94	--	42
		948WB+44	948WB+59	--	24
		949WB+63	949WB+78	--	24
		1057WB+09	1057WB+24	--	26
		1059WB+20	1059WB+34	--	24
		1122WB+40	1122WB+56	--	24
		1123WB+58	1123WB+74	--	24
	STAGE 1B SUBTOTAL			531	20,010
	STAGE 2A				
	IH 94 EB	294EB+72	294EB+87	--	26
		307EB+59	307EB+74	--	24
		317EB+73	317EB+91	--	42
		319EB+00	319EB+41	--	26
		348EB+67	348EB+83	--	24
		349EB+87	350EB+02	--	26
		457EB+20	457EB+37	--	24
		458EB+30	458EB+46	--	26
		522EB+65	522EB+80	--	24
		523EB+83	523EB+98	--	26
	IH 94 WB	899WB+00	899WB+15	--	28
		917WB+22	917WB+48	--	60
		918WB+59	918WB+94	--	18
		948WB+44	948WB+59	--	28
		949WB+63	949WB+78	--	28
		1057WB+09	1057WB+24	--	22
		1059WB+20	1059WB+34	--	26
		1122WB+40	1122WB+56	--	26
		1123WB+58	1123WB+74	--	30
	STAGE 2A SUBTOTAL			--	534

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BASE AGGREGATE

CATEGORY	ROADWAY	FROM STATION	TO STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
	PROJECT 1060-44-70				
1000	STAGE 2B				
	IH 94 EB	310EB+84	317EB+73	82	292
		340EB+89	348EB+82	150	294
		349EB+88	353EB+88	68	140
		448EB+76	457EB+29	158	304
		459EB+42	462EB+96	63	126
		515EB+01	522EB+81	131	288
	IH 94 WB	949WB+63	956WB+29	126	282
		1053WB+59	1057WB+13	57	124
		1059WB+25	1066WB+53	135	292
		1123WB+57	1128WB+71	84	198
	STAGE 2A SUBTOTAL			1,054	2,340
1000	STAGE 3A				
	CTH J / STH 164	63CTJ+69	64CTJ+10	5	--
		63CTJ+94	64CTJ+09	--	16
		63CTJ+95	64CTJ+10	--	16
		66CTJ+13	66CTJ+29	--	16
		66CTJ+14	66CTJ+29	--	18
		66CTJ+14	66CTJ+53	5	--
		66CTJ+29	66CTJ+76	34	--
	STAGE 3A SUBTOTAL			44	66
1000	STAGE 3B				
	CTH J / STH 164	63CTJ+94	64CTJ+09	--	26
		63CTJ+95	64CTJ+10	--	26
		66CTJ+13	66CTJ+29	--	26
		66CTJ+14	66CTJ+29	--	24
	STAGE 3B SUBTOTAL			--	102
	PROJECT 1060-44-70 TOTALS			1,914	34,434

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EBS MATERIALS FOR SHOULDER WIDENING

CATEGORY	ROADWAY	FROM STATION	TO STATION	311.0110 BREAKER RUN TON	312.0110 SELECT CRUSHED MATERIAL TON	SPV.0180.0001 GEOGRID REINFORCEMENT SY
	PROJECT 1060-40-70					
1000	STAGE 1A					
	IH 94 WB	914WB+32	917WB+64	60	67	--
		929WB+92	948WB+59	830	925	--
		949WB+63	963WB+25	659	733	--
		1048WB+75	1057WB+13	400	445	--
		1059WB+25	1068WB+00	494	549	--
		1114WB+00	1122WB+54	308	344	--
		1123WB+57	1131WB+75	409	456	--
	STAGE 1A SUBTOTAL			3,160	3,519	--
1000	STAGE 1B					
	IH 94 EB	273EB+57	294EB+87	837	490	--
		307EB+59	317EB+73	627	367	--
		330EB+44	348EB+82	1,097	642	--
		349EB+88	363EB+00	539	315	--
		444EB+25	457EB+29	587	344	--
		459EB+42	472EB+75	575	336	--
		507EB+50	522EB+79	711	416	--
		523EB+85	532EB+14	296	173	--
	STAGE 1B SUBTOTAL			5,269	3,084	--
	UNDISTRIBUTED			--	--	865
	PROJECT 1060-44-70 TOTAL			8,429	6,603	865

SHAPING SHOULDERS

CATEGORY	ROADWAY	FROM STATION	TO STATION	OFFSET	305.0500 SHAPING SHOULDERS STA
	PROJECT 1060-44-70				
1000	STAGE 2B				
	IH 94 EB	273EB+57	290EB+89	LT	18
		307EB+74	310EB+84	LT	4
		330EB+44	340EB+89	LT	11
		353EB+88	363EB+00	LT	10
		444EB+25	448EB+76	LT	5
		462EB+96	472EB+75	LT	11
		507EB+50	515EB+01	LT	9
		523EB+84	532EB+14	LT	10
	IH 94 WB	914WB+32	917WB+64	RT	4
		929WB+92	948WB+59	RT	20
		956WB+29	963WB+25	RT	8
		1048WB+75	1053WB+59	RT	6
		1066WB+53	1068WB+00	RT	2
		1114WB+00	1122WB+55	RT	9
		1128WB+71	1131WB+75	RT	4
	STAGE 2B SUBTOTAL				131
	PROJECT 1060-44-70 TOTAL				131

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CONCRETE PAVEMENT ITEMS

CATEGORY	ROADWAY	FROM STATION	TO STATION	415.0090 CONCRETE PAVEMENT 9-INCH SY
	PROJECT 1060-44-70			
1000	STAGE 1B			
	IH 94 EB	294EB+72	294EB+87	37
		307EB+59	307EB+74	37
		317EB+73	317EB+88	21
		319EB+00	319EB+41	86
		348EB+68	348EB+83	36
		349EB+87	350EB+02	36
		457EB+20	457EB+38	46
		459EB+33	459EB+46	38
		522EB+65	522EB+82	40
		523EB+83	523EB+98	35
	IH 94 WB	899WB+00	899WB+15	17
		917WB+22	917WB+37	13
		918WB+59	918WB+94	35
		948WB+44	948WB+59	17
		949WB+63	949WB+78	17
		1057WB+09	1057WB+24	19
		1059WB+18	1059WB+34	16
		1122WB+40	1122WB+56	18
		1123WB+58	1123WB+74	16
	STAGE 1B SUBTOTAL			580

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CONCRETE PAVEMENT ITEMS

CATEGORY	ROADWAY	FROM STATION	TO STATION	415.0090 CONCRETE PAVEMENT 9-INCH SY
	PROJECT 1060-44-70			
1000	STAGE 2A			
	IH 94 EB	294EB+72	294EB+87	21
		307EB+59	307EB+74	17
		317EB+73	317EB+88	35
		319EB+00	319EB+41	13
		348EB+68	348EB+83	17
		349EB+87	350EB+02	17
		457EB+20	457EB+38	16
		459EB+33	459EB+46	19
		522EB+65	522EB+82	16
		523EB+83	523EB+98	19
	IH 94 WB	899WB+00	899WB+15	40
		917WB+22	917WB+64	86
		918WB+79	918WB+94	21
		948WB+44	948WB+59	38
		949WB+63	949WB+78	38
		1057WB+09	1057WB+24	38
		1059WB+18	1059WB+34	46
		1122WB+40	1122WB+56	36
		1123WB+58	1123WB+74	42
	STAGE 2A SUBTOTAL			575
1000	STAGE 3A			
	CTH J / STH 164	66CTJ+29	66CTJ+76	143
	STAGE 3A SUBTOTAL			143
1000	STAGE 3B			
	CTH J / STH 164	63CTJ+95	64CTJ+10	5
		63CTJ+95	64CTJ+10	5
		66CTJ+13	66CTJ+29	7
		66CTJ+14	66CTJ+29	5
	STAGE 3B SUBTOTAL			22
	PROJECT 1060-44-70 TOTAL			1,320

CONCRETE PAVEMENT APPROACH SLAB

CATEGORY	ROADWAY	FROM STATION	TO STATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
	PROJECT 1060-44-70			
1000	STAGE 1B			
	IH 94 EB	294EB+72	294EB+87	10
		307EB+59	307EB+74	10
		317EB+73	317EB+91	11
		319EB+12	319EB+41	18
		348EB+68	348EB+83	10
		349EB+87	350EB+02	10
		457EB+20	457EB+37	9
		459EB+33	459EB+46	8
		522EB+65	522EB+82	9
		523EB+83	523EB+98	10
	IH 94 WB	899WB+00	899WB+15	30
		917WB+22	917WB+48	40
		918WB+65	918WB+94	47
		948WB+44	948WB+59	30
		949WB+63	949WB+78	30
		1057WB+09	1057WB+24	34
		1059WB+18	1059WB+34	33
		1122WB+40	1122WB+56	31
		1123WB+58	1123WB+74	31
	STAGE 1B SUBTOTAL			411

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CONCRETE PAVEMENT APPROACH SLAB

CATEGORY	ROADWAY	FROM STATION	TO STATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
	PROJECT 1060-44-70			
1000	STAGE 2A			
	IH 94 EB	294EB+72	294EB+87	30
		307EB+59	307EB+74	30
		317EB+73	318EB+02	47
		319EB+16	319EB+41	40
		348EB+68	348EB+83	30
		349EB+87	350EB+02	30
		457EB+20	457EB+37	33
		459EB+33	459EB+46	34
		522EB+65	522EB+82	31
		523EB+83	523EB+98	32
	IH 94 WB	899WB+00	899WB+15	10
		917WB+22	917WB+51	18
		918WB+75	918WB+94	11
		948WB+44	948WB+59	10
		949WB+63	949WB+78	10
		1057WB+09	1057WB+24	8
		1059WB+18	1059WB+34	9
		1122WB+40	1122WB+56	10
		1123WB+58	1123WB+74	11
	STAGE 2A SUBTOTAL			434
	STAGE 3A			
	CTH J / STH 164	63CTJ+95	64CTJ+10	40
		63CTJ+95	64CTJ+10	41
		66CTJ+13	66CTJ+29	41
		66CTJ+14	66CTJ+29	38
	STAGE 3A SUBTOTAL			160
	STAGE 3B			
	CTH J / STH 164	63CTJ+95	64CTJ+10	40
		63CTJ+95	64CTJ+10	41
		66CTJ+13	66CTJ+29	41
		66CTJ+14	66CTJ+29	38
	STAGE 3B SUBTOTAL			160
	PROJECT 1060-44-70 TOTAL			1,165

DRILLED TIE BARS

CATEGORY	ROADWAY	FROM STATION	TO STATION	416.0610 DRILLED TIE BARS EACH
	PROJECT 1060-44-70			
1000	STAGE 3A			
		66CTJ+30	66CTJ+76	38
	STAGE 3A SUBTOTAL			38
	PROJECT 1060-44-70 TOTAL			38

DRILLED DOWEL BARS

CATEGORY	ROADWAY	STATION	416.0620 DRILLED DOWEL BARS EACH
	PROJECT 1060-44-70		
1000	STAGE 3A		
		66CTJ+76	32
	STAGE 3A SUBTOTAL		32
	PROJECT 1060-44-70 TOTAL		32

ASPHALT ITEMS

CATEGORY	ROADWAY	FROM STATION	TO STATION	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.1110 HMA PAVEMENT TYPE E-10 TON	SPV.0195.0001 COLD PATCH TON
	PROJECT 1060-44-70						
1000	STAGE 1A						
	IH 94 EB	291EB+75	294EB+87	1	9	14	--
		307EB+59	318EB+02	4	41	65	--
		319EB+26	348EB+83	12	116	184	--
		349EB+87	355EB+00	2	20	32	--
		452EB+00	456EB+35	2	21	33	--
		459EB+29	465EB+25	3	24	37	--
		512EB+50	522EB+79	4	41	64	--
		523EB+81	533EB+75	4	39	62	--
	IH 94 WB	887WB+00	898WB+69	5	46	73	--
		899WB+00	914WB+32	6	60	95	--
		914WB+32	917WB+64	6	56	89	--
		918WB+79	929WB+92	5	44	69	--
		929WB+92	948WB+59	14	146	233	--
		949WB+63	949WB+78	1	3	4	--
		949WB+78	956WB+29	24	70	389	--
		956WB+29	963WB+25	6	55	87	--
		963WB+25	968WB+25	2	20	31	--
		1044WB+25	1048WB+75	2	18	28	--
		1048WB+75	1053WB+59	4	38	60	--
		1053WB+59	1057WB+09	12	34	185	--
		1057WB+09	1057WB+24	1	3	4	--
		1059WB+18	1059WB+34	1	4	5	--
		1059WB+34	1066WB+53	28	83	461	--
		1066WB+53	1068WB+00	2	12	18	--
		1068WB+00	1072WB+25	2	17	26	--
		1111WB+25	1114WB+00	2	11	17	--
		1114WB+00	1122WB+40	7	66	105	--
		1122WB+40	1122WB+55	1	3	4	--
		1123WB+57	1123WB+74	1	3	5	--
		1123WB+74	1128WB+71	19	56	312	--
		1128WB+71	1131WB+75	3	24	38	--
		1131WB+75	1135WB+25	2	14	22	--
	STAGE 1A SUBTOTAL			188	1,197	2,851	--

ASPHALT ITEMS

CATEGORY	ROADWAY	FROM STATION	TO STATION	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.1110 HMA PAVEMENT TYPE E-10 TON	SPV.0195.0001 COLD PATCH TON
	PROJECT 1060-44-70						
1000	STAGE 1B						
	IH 94 EB	269EB+50	273EB+57	2	16	25	--
		273EB+57	293EB+72	16	157	251	--
		293EB+72	294EB+72	2	9	25	--
		293EB+91	294EB+72	1	8	13	--
		307EB+74	308EB+74	2	9	25	--
		308EB+74	310EB+82	2	17	26	--
		310EB+82	317EB+73	25	75	416	--
		316EB+73	317EB+73	1	3	9	--
		319EB+41	320EB+41	3	16	44	--
		320EB+41	330EB+44	4	39	62	--
		330EB+44	340EB+89	5	50	79	--
		340EB+89	348EB+68	26	75	420	--
		347EB+68	348EB+68	1	3	9	--
		350EB+02	353EB+80	13	37	202	--
		350EB+02	351EB+02	1	3	9	--
		353EB+80	363EB+00	3	22	34	--
		444EB+25	448EB+76	2	11	17	--
		448EB+76	457EB+20	30	88	490	--
		456EB+20	457EB+20	1	3	8	--
		459EB+46	460EB+46	1	3	8	--
		459EB+46	462EB+96	12	34	185	--
		462EB+96	472EB+75	3	23	37	--
		507EB+50	515EB+01	2	18	28	--
		515EB+01	522EB+65	25	74	409	--
		521EB+65	522EB+65	1	3	9	--
		523EB+98	524EB+98	2	9	25	--
		524EB+98	532EB+14	6	56	89	--
		532EB+14	536EB+75	2	18	29	--
	IH 94 EB	889WB+25	898WB+69	4	37	59	--
		900WB+15	916WB+22	6	63	100	--
		919WB+94	947WB+44	11	107	171	--
		950WB+79	956WB+00	2	18	29	--
		1047WB+75	1056WB+09	4	33	52	--
		1060WB+34	1068WB+75	4	33	52	--
		1108WB+50	1121WB+40	5	51	80	--
		1124WB+74	1133WB+50	4	34	54	--
	STAGE 1B SUBTOTAL			234	1,255	3,580	--

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ASPHALT ITEMS

CATEGORY	ROADWAY	FROM STATION	TO STATION	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.1110 HMA PAVEMENT TYPE E-10 TON	SPV.0195.0001 COLD PATCH TON
	PROJECT 1060-44-70						
1000	STAGE 2A						
	IH 94 EB	293EB+72	294EB+72	3	17	48	--
		307EB+74	308EB+74	3	16	44	--
		316EB+73	317EB+73	3	16	44	--
		319EB+41	320EB+41	3	16	44	--
		347EB+68	348EB+68	3	16	44	--
		350EB+02	351EB+02	3	16	44	--
		456EB+20	457EB+20	3	16	44	--
		459EB+46	460EB+46	3	16	45	--
		521EB+65	522EB+65	3	16	44	--
		523EB+98	524EB+98	3	16	44	--
	IH 94 EB	899WB+15	900WB+15	3	17	47	--
		916WB+22	917WB+22	3	16	44	--
		918WB+94	919WB+94	3	16	44	--
		947WB+44	948WB+44	3	13	35	--
		949WB+78	950WB+79	1	3	10	--
		1056WB+09	1057WB+09	1	3	8	--
		1059WB+34	1060WB+34	1	3	8	--
		1121WB+40	1122WB+40	3	12	35	--
		1123WB+74	1124WB+75	1	3	9	--
	STAGE 2A SUBTOTAL			49	247	685	--
	UNDISTRIBUTED						
				--	--	--	30
	PROJECT 1060-44-70 TOTAL			471	2,699	7,116	30

ASPHALTIC SURFACE TEMPORARY

CATEGORY	ROADWAY	FROM STATION	TO STATION	465.0125 ASPHALTIC SURFACE TEMPORARY TON
	PROJECT 1060-44-70			
1000	STAGE 1A			
	IH 94 WB	914WB+32	917WB+64	31
		929WB+92	948WB+59	830
		949WB+63	963WB+25	286
		1048WB+75	1057B+13	220
		1059WB+25	1068WB+00	67
		1114WB+00	1122WB+55	286
		1123WB+57	1131WB+75	111
	STAGE 1A SUBTOTAL			1,831
1000	STAGE 1B			
	IH 94 EB	273EB+57	293EB+91	729
		307EB+59	317EB+75	262
		330EB+44	348EB+83	758
		349EB+87	363EB+00	326
		444EB+25	457EB+38	107
		459EB+33	472EB+75	383
		507EB+50	522EB+82	313
		523EB+84	532EB+14	273
	STAGE 1B SUBTOTAL			3,151
	PROJECT 1060-44-70 TOTAL			4,982

ASPHALTIC SHOULDER RUMBLE STRIPS

CATEGORY	ROADWAY	FROM STATION	TO STATION	OFFSET	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF
	PROJECT 1060-44-70				
1000	STAGE 2B				
	IH 94 EB	291EB+75	294EB+72	RT	298
		293EB+72	294EB+72	LT	100
		307EB+74	317EB+73	LT	999
		307EB+74	317EB+73	RT	999
		319EB+41	348EB+68	RT	2,937
		319EB+41	348EB+68	LT	2,927
		350EB+02	363EB+00	LT	1,298
		350EB+02	355EB+00	RT	499
		444EB+25	457EB+20	LT	1,295
		452EB+00	457EB+20	RT	520
		459EB+46	465EB+25	RT	579
		459EB+46	472EB+75	LT	1,329
		512EB+50	522EB+65	RT	1,019
		507EB+50	522EB+65	LT	1,515
		523EB+98	536EB+75	LT	1,277
		523EB+98	533EB+75	RT	979
	IH 94 WB	887WB+00	898WB+69	RT	1,169
		889WB+25	898WB+69	LT	944
		899WB+15	917WB+22	RT	1,807
		899WB+15	917WB+22	LT	1,807
		918WB+94	948WB+44	LT	2,942
		918WB+94	948WB+44	RT	2,950
		949WB+78	956WB+00	LT	622
		949WB+78	968WB+25	RT	1,847
		1044WB+25	1057WB+09	RT	1,284
		1047WB+75	1057WB+09	LT	934
		1059WB+34	1068WB+75	LT	941
		1059WB+34	1072WB+25	RT	1,291
		1108WB+50	1122WB+40	LT	1,386
		1111WB+25	1122WB+40	RT	1,115
		1123WB+74	1135WB+25	RT	1,151
		1123WB+74	1133WB+50	LT	974
	STAGE 2B SUBTOTAL				41,734
	PROJECT 1060-44-70 TOTAL				41,734

CURB & GUTTER ITEMS

CATEGORY	ROADWAY	FROM STATION	TO STATION	OFFSET	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
	PROJECT 1060-44-70					
1000	STAGE 3A					
	IH 94 EB	63CTJ+69	64CTJ+10	RT	41	--
		63CTJ+69	64CTJ+10	LT	41	--
		66CTJ+14	66CTJ+53	RT	40	--
		66CTJ+14	66CTJ+52	LT	39	--
		66CTJ+53	66CTJ+56	RT	--	11
	STAGE 3A SUBTOTAL				161	11
	PROJECT 1060-44-70 TOTAL				161	11

CONCRETE SIDEWALK

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	602.0410 CONCRETE SIDEWALK 5-INCH SF
	PROJECT 1060-44-70					
1000	STAGE 3A					
	CTH J / STH 164	62CTJ+26	14.8' LT	62CTJ+36	13.8' RT	60
		63CTJ+69	5.7' RT	64CTJ+10	5.7' RT	206
		65CTJ+14	5.9' RT	66CTJ+53	1.3' RT	166
	STAGE 3A SUBTOTAL					432
1000	STAGE 3B					
	CTH J / STH 164	61CTJ+22	55.3' LT	61CTJ+27	55.5' LT	25
		67CTJ+59	10.8' LT	67CTJ+64	5.8' LT	25
		67CTJ+60	69.5' LT	67CTJ+65	69.4' LT	25
		67CTJ+61	55.9' RT	67CTJ+66	56.0' RT	25
		68CTJ+26	5.5' RT	68CTJ+31	5.6' RT	25
		68CTJ+63	6.0' RT	68CTJ+68	1.0' RT	25
	STAGE 3B SUBTOTAL					150
	PROJECT 1060-44-70 TOTAL					582

ADJUSTING INLET COVERS

CATEGORY	ROADWAY	STATION	OFFSET	611.8115 ADJUSTING INLET COVERS EACH	PROPOSED RIM	EXISTING RIM	DIFFERENCE
	PROJECT 1060-44-70						
1000	STAGE 1B						
	IH 94 EB	348EB+61	21.5' LT	1	969.10	968.80	.30
	STAGE 1B SUBTOTAL			1			
1000	STAGE 2B						
	IH 94 EB	465EB+05	30.3' LT	1	959.39	958.90	.49
	STAGE 2B SUBTOTAL			1			
1000	STAGE 3A						
	CTH J	66CTJ+49	3.0' RT	1	874.62	874.02	.60
	STAGE 3A SUBTOTAL			1			
	PROJECT 1060-44-70 TOTAL			3			

COVER PLATES TEMPORARY SPECIAL

CATEGORY	ROADWAY	STATION	OFFSET	SPV.0060.8000 COVER PLATES TEMPORARY SPECIAL EACH
	PROJECT 1060-44-70			
1000	STAGE 1B			
	IH 94 EB	465EB+05	30.3' LT	1
	STAGE 1B SUBTOTAL			1
	PROJECT 1060-44-70 TOTAL			1

3

STEEL PLATE BEAM GUARD ITEMS

CATEGORY	ROADWAY	LOCATION	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0345 STEEL PLATE BEAM GUARD SHORT RADIUS LF	614.0390 STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL EACH
	PROJECT 1060-44-70					
1000	STAGE 3B					
	CTH J	SE QUADRANT OF INTERCHANGE	21	106	31	1
		NW QUADRANT OF INTERCHANGE	21	19	30	1
	STAGE 3B SUBTOTAL		42	125	61	2
	PROJECT 1060-44-70 TOTAL		42	125	61	2

HIGH-TENSION CABLE BARRIER ITEMS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	SPV.0060.0002 TERMINAL HIGH-TENSION CABLE TL-3, GIBRALTAR EACH	SPV.0060.0003 REINSTALL TERMINAL HIGH-TENSION CABLE TL-3, GIBRALTAR EACH	SPV.0090.0002 HIGH-TENSION CABLE TL-3 SOCKETED, GIBRALTAR LF	SPV.0090.0003 REINSTALL HIGH-TENSION CABLE TL-3, SOCKETED, GIBRALTAR LF
	PROJECT 1060-44-70								
1000	STAGE 2B								
	IH 94 EB	351EB+79	26.5' LT	-	-	1	1	--	--
		351EB+79	26.5' LT	358EB+57	19.8' LT	--	--	678	678
		358EB+57	19.8' LT	-	-	1	1	--	--
		461EB+47	25.7' LT	-	-	1	1	--	--
		461EB+47	25.7' LT	470EB+84	19.8' LT	--	--	938	938
	IH 94 WB	1048WB+71	19.6' RT	1055WB+36	26.2' RT	--	--	665	665
		1055WB+36	26.2' RT	-	-	1	1	--	--
	STAGE 2B SUBTOTAL					4	4	2,280	2,280
	PROJECT 1060-44-70 TOTAL					4	4	2,280	2,280

MGS GUARDRAIL ITEMS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	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
	PROJECT 1060-44-70								
1000	STAGE 2B								
	IH 94 EB	293EB+97	23.8' LT	294EB+50	21.9' LT	--	--	1	--
		294EB+50	21.9' LT	294EB+87	22.0' LT	--	39	--	--
		313EB+84	24.0' LT	314EB+37	22.0' LT	--	--	1	--
		317EB+37	22.0' LT	317EB+74	22.0' LT	300	--	--	--
		317EB+37	22.0' LT	317EB+74	22.0' LT	--	39	--	--
		345EB+15	24.0' LT	345EB+68	22.0' LT	--	--	1	--
		345EB+68	22.0' LT	348EB+44	22.0' LT	275	--	--	--
		348EB+44	22.0' LT	348EB+82	22.0' LT	--	39	--	--
		349EB+88	22.0' LT	349EB+92	22.0' LT	--	8	--	--
		349EB+92	22.0' LT	353EB+43	11.4' LT	350	--	--	--
		353EB+43	11.4' LT	-	-	--	--	--	1
		453EB+51	26.0' LT	454EB+04	24.0' LT	--	--	1	--
		454EB+04	24.0' LT	456EB+92	24.0' LT	288	--	--	--
		456EB+92	24.0' LT	457EB+29	24.0' LT	--	39	--	--
		459EB+42	24.0' LT	459EB+47	24.0' LT	--	8	--	--
		459EB+47	24.0' LT	462EB+34	12.5' LT	288	--	--	--
		462EB+34	12.5' LT	-	-	--	--	--	1
		519EB+26	24.0' LT	522EB+43	22.0' LT	--	--	1	--
		522EB+43	22.0' LT	522EB+81	22.0' LT	--	39	--	--
		519EB+81	22.0' LT	522EB+43	22.0' LT	263	--	--	--
	IH 94 WB	918WB+93	24.2' RT	919WB+30	23.4' RT	--	39	--	--
		919WB+30	23.4' RT	919WB+80	23.4' RT	50	--	--	--
		919WB+80	23.4' RT	920WB+33	25.4' RT	--	--	1	--
		949WB+63	22.0' RT	950WB+01	22.0' RT	--	39	--	--
		950WB+01	22.0' RT	952WB+76	22.0' RT	275	--	--	--
		952WB+76	22.0' RT	953WB+29	24.0' RT	--	--	1	--
		1054WB+08	12.0' RT	-	-	--	--	--	1
		1054WB+08	12.0' RT	1057WB+08	24.3' RT	300	--	--	--
		1057WB+08	24.3' RT	1057WB+13	24.5' RT	--	8	--	--
		1059WB+25	24.0' RT	1059WB+63	24.0' RT	--	39	--	--
		1059WB+63	24.0' RT	1062WB+50	24.0' RT	288	--	--	--
		1062WB+50	24.0' RT	1063WB+03	26.0' RT	--	--	1	--
		1123WB+57	22.0' RT	1123WB+95	22.0' RT	--	39	--	--
		1123WB+95	22.0' RT	1126WB+70	22.0' RT	275	--	--	--
		1126WB+70	22.0' RT	1127WB+21	24.0' RT	--	--	1	--
	STAGE 2B SUBTOTAL					2,950	375	9	3
	PROJECT 1060-44-70 TOTAL					2,950	375	9	3

MOBILIZATION

CATEGORY	PROJECT	619.1000 MOBILIZATION EACH
1000	1060-44-70	1
	PROJECT 1060-44-70 TOTAL	1

FIELD OFFICE TYPE D

CATEGORY	ROADWAY	642.5401 FIELD OFFICE TYPE D EACH
1000	PROJECT 1060-44-70	1.0
	PROJECT 1060-44-70 TOTAL	1.0

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EROSION CONTROL MOBILIZATION

CATEGORY		628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1000	**PROJECT 1060-44-70**		
	STAGE 1A	4	1
	STAGE 1B	3	1
	STAGE 2A	3	1
	STAGE 2B	3	1
	STAGE 3A	1	1
	STAGE 3B	1	1
	STAGE 4A	1	1
	PROJECT 1060-44-70 TOTAL	16	7

PLOT DATE : 7/17/2015 7:46:01 AM PLOT BY : HNTB Corp. PLOT NAME : PLOT SCALE : 1:1

RESTORATION ITEMS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEED MIXTURE NO. 20 LB	630.0160 SEED MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB
	PROJECT 1060-44-70											
1000	STAGE 1A											
	IH 94 WB	914WB+32	26.0' RT	917WB+64	26.0' RT	--	--	76	.1	--	--	2.0
		929WB+92	26.0' RT	948WB+59	26.0' RT	--	--	2,077	1.4	--	--	56.1
		949WB+68	26.0' RT	958WB+79	20.6' RT	--	--	323	.3	--	--	8.7
		959WB+25	19.8' RT	963WB+25	15.0' RT	--	--	89	.1	--	--	2.4
		1048WB+75	13.0' RT	1057WB+09	28.0' RT	--	--	203	.2	--	--	5.5
		1059WB+30	28.0' RT	1068WB+00	16.0' RT	--	--	225	.2	--	--	6.1
		1114WB+00	13.0' RT	1122WB+50	26.0' LT	--	--	309	.2	--	--	8.3
		1123WB+60	26.0' LT	1131WB+75	13.0' LT	--	--	249	.2	--	--	6.7
	STAGE 1A SUBTOTAL					--	--	3,551	3	--	--	96
1000	STAGE 1B											
	IH 94 EB	273EB+57	13.0' LT	294EB+75	26.0' LT	--	--	2,149	1.4	--	--	58.0
		307EB+70	26.0' LT	317EB+65	26.0' LT	--	--	705	.5	--	--	19.0
		330EB+44	24.8' LT	348EB+92	24.5' LT	--	--	435	.3	--	--	11.8
		349EB+93	26.0' LT	359EB+00	6.0' LT	--	--	416	.3	--	--	11.2
		444EB+25	6.0' LT	457EB+17	26.5' LT	--	--	992	.7	--	--	26.8
		459EB+46	26.5' LT	472EB+75	6.0' LT	--	--	839	.6	--	--	22.6
		507EB+50	6.0' LT	522EB+79	26.0' LT	--	--	611	.4	--	--	16.5
		523EB+87	26.0' LT	532EB+14	13.0' LT	--	--	394	.3	--	--	10.7
	STAGE 1B SUBTOTAL					--	--	6,541	5	--	--	177
1000	STAGE 2B											
	IH 94 MEDIAN	273EB+57	10.0' LT	294EB+87	22.0' LT	3,158	--	3,158	2.0	85.3	--	42.6
		307EB+59	22.0' LT	317EB+73	24.0' LT	1,375	--	1,375	.9	37.1	--	18.6
		329EB+95	34.0' LT	348EB+82	23.4' LT	6,863	--	6,863	4.4	185.3	--	92.7
		349EB+93	26.0' LT	359EB+00	5.0' LT	2,593	--	2,593	1.7	70.0	--	35.0
		359EB+46	5.0' LT	363EB+50	45.0' LT	1,707	--	1,707	1.1	46.1	--	23.0
		444EB+25	5.0' LT	457EB+26	28.0' LT	2,127	--	2,127	1.4	57.4	--	28.7
		459EB+46	28.0' LT	472EB+75	5.0' LT	2,637	--	2,637	1.7	71.2	--	35.6
		507EB+50	5.0' LT	522EB+76	26.0' LT	2,954	--	2,954	1.9	79.7	--	39.9
		523EB+91	24.0' LT	532EB+14	12.0' LT	2,555	--	2,555	1.7	69.0	--	34.5
	STAGE 2B SUBTOTAL					21,436	--	25,969	17	702	--	350.6
1000	STAGE 4A											
	IH 94 WB DITCH	243EBM+00	65.0' LT	246EBM+00	65.0' LT		399	--	2.0	--	5.4	5.4
	STAGE 4A SUBTOTAL					--	399	--	2	--	6	5.4
	UNDISTRIBUTED 25%					5,359	100	9,015	6.8	175.5	1.5	157.3
	PROJECT 1060-44-70 TOTAL					26,795	499	45,077	34	878	8	787

INLET PROTECTION

CATEGORY	ROADWAY	STATION	OFFSET	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
	PROJECT 1060-44-70				
1000	STAGE 1A				
	IH 94 MEDIAN	319EB+23	25.6' LT	1	--
		348EB+61	21.5' LT	1	--
		359EB+00	23.8' LT	1	--
		364EB+37	31.5' LT	1	--
		447EB+03	30.4' LT	1	--
		465EB+05	30.3' LT	1	--
		522EB+00	26.9' LT	1	--
		522EB+00	30.8' LT	1	--
		534EB+93	29.2' LT	1	--
	STAGE 1A SUBTOTAL			9	--
1000	STAGE 1B				
	IH 94 MEDIAN	293EB+99	30.0' LT	1	--
		319EB+22	25.6' LT	1	--
		348EB+61	21.5' LT	1	--
		359EB+00	23.8' LT	1	--
		364EB+37	31.5' LT	1	--
		447EB+03	30.4' LT	1	--
		534EB+93	29.2' LT	1	--
	STAGE 1B SUBTOTAL			7	--
1000	STAGE 2B				
	IH 94 MEDIAN	293EB+99	29.8' LT	1	--
		319EB+23	25.7' LT	1	--
		348EB+61	21.5' LT	1	--
		359EB+00	23.8' LT	1	--
		364EB+37	31.5' LT	1	--
		447EB+03	30.4' LT	1	--
		465EB+05	30.3' LT	1	--
		534EB+93	29.2' LT	1	--
	STAGE 2B SUBTOTAL			8	--
1000	STAGE 3A				
	STH 164 / CTH J NB	61CTJ+98	65.4' RT	--	1
		62CTJ+18	63.4' RT	--	1
		62CTJ+31	16.6' RT	--	1
		62CTJ+51	12.9' RT	--	1
		66CTJ+48	3.6' RT	--	1
		67CTJ+79	9.3' RT	--	1
	STH 164 / CTH J SB	61CTJ+84	52.7' LT	--	1
		66CTJ+04	52.5' LT	--	1
		62CTJ+31	5.2' RT	--	1
		62CTJ+50	0.0' LT	--	1
	STAGE 3A SUBTOTAL			--	10
	UNDISTRIBUTED 10%				
				3	1
	PROJECT 1060-44-70 TOTAL			27	11

ROCK BAGS

CATEGORY	ROADWAY	LOCATION	628.7570 ROCK BAGS EACH
	PROJECT 1060-44-70		
1000	STAGE 1A		
	IH 94 MEDIAN	WATERVILLE MEDIAN	98
		CUSHING MEDIAN	208
		STH 83 MEDIAN	44
		MAPLE AVE MEDIAN	66
	STAGE 1A SUBTOTAL		416
1000	STAGE 1B		
	IH 94 MEDIAN	CTH P TO LAKE NEMAHBIN MEDIAN	37
		WATERVILLE MEDIAN	68
		CUSHING MEDIAN	155
		STH 83 MEDIAN	32
		MAPLE AVE MEDIAN	54
	STAGE 1B SUBTOTAL		346
1000	STAGE 2B		
	IH 94 MEDIAN	CTH P TO LAKE NEMAHBIN MEDIAN	149
		WATERVILLE MEDIAN	190
		CUSHING MEDIAN	308
		STH 83 MEDIAN	193
		MAPLE AVE MEDIAN	139
	STAGE 2B SUBTOTAL		979
	UNDISTRIBUTED 10%		
			174
	PROJECT 1060-44-70 TOTALS		1915

TRAFFIC CONTROL ITEMS

CATEGORY	ROADWAY	STAGE DURATION DAYS	643.0100.0001 TRAFFIC CONTROL 1060-44-70 EACH	643.0300 TRAFFIC CONTROL DRUMS EACH*	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH*	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH*	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH*	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH*	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH*	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.0920 * TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0920 * TRAFFIC CONTROL COVERING SIGNS TYPE II NO. OF CYCLES	643.0920 * TRAFFIC CONTROL COVERING SIGNS TYPE II NO. OF SIGNS	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH*	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.3000 TRAFFIC CONTROL DETOUR SIGNS EACH**	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAY	643.1055.S TRUCK OR TRAILER MOUNTED ATTENUATOR DAY
	PROJECT 1060-44-70																								
1000	ADVANCE SIGNING																								
	IH 94 EB	107	--	--	--	--	--	--	--	--	--	--	--	32	3,424	--	--	--	--	4	428	--	--	--
	IH 94 WB	107	--	--	--	--	--	--	--	--	--	--	--	32	3,424	--	--	--	--	4	428	--	--	--
	CTH J	43	--	--	--	--	--	--	--	--	--	--	--	20	860	--	--	--	--	4	428	--	--	--
	ADVANCING SIGNING SUBTOTALS		--	--	--	--	--	--	--	--	--	--	--	84	7,708	--			--	12	1,284	--	--	--
1000	STAGE 1A	23																							
	CTH P RAMP CLOSURE		--	14	322	4	92	8	184	14	322	--	--	--	--	--	--	--	--	4	428	--	--	23
	IH 94 EB (LANE NIGHT CLOSURES)		--	467	10,741	16	368	32	736	57	1,311	2	46	34	782	--	--	--	--	2	214	--	--	23
	IH 94 WB (LANE NIGHT CLOSURES)		--	496	11,408	17	391	34	782	58	1,334	2	46	33	759	--	--	--	--	2	214	--	--	23
	STAGE 1A SUBTOTALS		--	977	22,471	37	851	74	1,702	129	2,967	4	92	67	1,541	--			--	8	856	--	--	69
1000	STAGE 1B	35																							
	IH 94 EB		--	209	7,315	3	105	6	210	191	6,685	--	--	14	490	--	--	--	--	--	--	--	--	35
	IH 94 WB		--	305	10,675	3	105	6	210	198	6,930	--	--	19	665	--	--	--	--	--	--	--	--	35
	STH 83		--	76	2,660	2	70	4	140	20	700	--	--	24	840	--	--	--	--	--	--	--	--	35
	STAGE 1B SUBTOTAL		--	590	20,650	8	280	16	560	409	14,315	--	--	57	1,995	--			--	--	--	--	--	105
1000	STAGE 2A	26																							
	IH 94 EB		--	253	6,578	2	52	4	104	96	2,496	--	--	22	572	--	--	--	--	--	--	--	--	26
	IH 94 WB		--	259	6,734	2	70	4	140	149	3,874	--	--	13	338	--	--	--	--	--	--	--	--	26
	STAGE 2A SUBTOTAL		--	512	13,312	4	122	8	244	245	6,370	--	--	35	910	--			--	--	--	--	--	52
1000	STAGE 2B	23																							
	IH 94 EB (NIGHT TIME CLOSURES)		--	499	12,974	18	468	36	936	49	1,274	2	52	16	416	--	--	--	--	4	104	--	--	23
	IH 94 WB (NIGHT TIME CLOSURES)		--	471	12,246	17	595	34	1,190	49	1,274	2	52	16	416	--	--	--	--	4	104	--	--	23
	STAGE 2A SUBTOTAL		--	970	25,220	35	1,063	70	2,126	98	2,548	4	104	32	832	--			--	8	208	--	--	46
1000	STAGE 3A	21																							
	ALTERNATE ROUTE		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	1407	--
	STH 164/CTH J NB		--	33	693	1	21	2	42	--	--	--	--	25	525	--	--	--	--	--	--	--	--	--
	STH 164/CTH J SB		--	25	525	1	21	2	42	9	189	--	--	16	336	--	--	--	--	--	--	--	--	--
	IH 94 EB TO STH 164/CTH J SB		--	23	483	1	21	2	42	--	--	--	--	3	63	2	1	2	--	--	--	--	--	--
	IH 94 WB TO STH 164/CTH J NB		--	16	336	1	21	2	42	--	--	--	--	2	42	4	1	4	--	--	--	--	--	--
	STH 164/CTH J SB TO IH 94 WB ENTRANCE RAMP		--	--	--	--	--	--	--	--	--	--	--	2	42	--	--	--	--	--	--	--	--	--
	STH 164/CTH J NB TO IH 94 EB ENTRANCE RAMP		--	--	--	--	--	--	--	--	--	--	--	2	52	--	--	--	--	--	--	--	--	--
	SIDE ROADS		--	--	--	--	--	--	--	--	--	--	--	4	104	--	--	--	--	--	--	--	--	--
	CTH F		--	16	336	--	--	--	--	11	231	--	--	2	52	--	--	--	--	--	--	--	--	--
	IH 94 WB TO CTH F EXIT RAMP		--	21	441	1	21	--	--	--	--	--	--	3	78	4	1	4	--	--	--	--	--	--
	STAGE 3A SUBTOTAL		--	134	2,814	5	105	8	168	20	420	--	--	59	1,294	10			--	--	--	67	1,407	--

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

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TRAFFIC CONTROL ITEMS

CATEGORY	ROADWAY	STAGE DURATION DAYS	643.0100.0001 TRAFFIC CONTROL 1060-44-70 EACH	643.0300 TRAFFIC CONTROL DRUMS EACH*	DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH*	DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH*	DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH*	DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH*	DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH*	DAYS	643.0920 * TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH*	DAY	643.3000 TRAFFIC CONTROL DETOUR SIGNS EACH**	DAY	643.1055.S TRUCK OR TRAILER MOUNTED ATTENUATOR DAY
1000	STAGE 3B	22																						
	STH 164/CTH J NB		--	41	902	--	--	--	--	--	--	--	--	31	682	--	--	--	--	--	--	67	1474	--
	STH 164/CTH J SB		--	45	990	1	22	2	44	--	--	--	--	25	550	--	--	--	--	--	--	--	--	--
	IH 94 EB TO STH 164/CTH J SB		--	22	484	1	22	2	44	--	--	--	--	3	66	2	1	2	--	--	--	--	--	--
	IH 94 WB TO STH 164/CTH J NB		--	16	352	1	22	2	44	--	--	--	--	3	66	2	1	2	--	--	--	--	--	--
	STH 164/CTH J SB TO IH 94 WB ENTRANCE RAMP		--	--	--	--	--	--	--	--	--	--	--	2	44	--	--	--	--	--	--	--	--	--
	STH 164/CTH J NB TO IH 94 EB ENTRANCE RAMP		--	--	--	--	--	--	--	--	--	--	--	2	44	--	--	--	--	--	--	--	--	--
	SIDE ROADS		--	--	--	--	--	--	--	--	--	--	--	4	88	--	--	--	--	--	--	--	--	--
	CTH F		--	16	352	--	--	--	--	11	242	--	--	2	44	--	--	--	--	--	--	--	--	--
	IH 94 WB TO CTH F EXIT RAMP		--	21	462	1	22	--	--	--	--	--	--	3	66	4	1	4	--	--	--	--	--	--
	STAGE 3B SUBTOTAL		--	161	3,542	4	88	6	132	11	242	--	--	75	1,650	8			--	--	--	67	1,474	--
1000	STAGE 4A	29																						
	IH 94 EB (UNDER CTH J)		--	45	1,305	2	58	4	116	16	464	1	29	8	232	--	--	--	--	2	58	--	--	--
	IH 94 WB (UNDER CTH J)		--	45	1,305	2	58	4	116	16	464	1	29	8	232	--	--	--	--	2	58	--	--	--
	IH 94 WB (UNDER CTH F)		--	45	1,305	2	58	4	116	16	464	1	29	8	232	--	--	--	--	2	58	--	--	--
	IH 94 EB (UNDER CTH F)		--	45	1,305	2	58	4	116	16	464	1	29	8	232	--	--	--	--	2	58	--	--	--
	NIGHT-TIME LANE CLOSURES (ON CTH F)	20	--	20	400	2	40	4	80	11	220	1	20	6	120	--	--	--	--	--	--	--	--	--
	STAGE 4A SUBTOTAL		--	200	5,620	10	272	20	544	75	2,076	5	136	38	1,048	--			--	8	232	--	--	--
1000	STAGE 4B	2																						
	IH 94 EB (UNDER CTH J & CTH F)		--	141	282	6	12	12	24	16	32	1	2	12	24	--	--	--	--	2	4	--	--	--
	IH 94 WB (UNDER CTH J & CTH F)		--	141	282	6	12	12	24	33	66	1	2	16	32	--	--	--	--	2	4	--	--	--
	STAGE 4B SUBTOTAL		--	282	564	12	24	24	48	49	98	2	4	28	56	--			--	4	8	--	--	--
1000	STAGE 5A	57																						
	IH 94 EB (UNDER CTH J & CTH F)		--	240	13,680	11	627	22	1,254	14	798	3	171	27	1,539	--	--	--	--	--	--	--	--	--
	IH 94 WB (UNDER CTH J & CTH F)		--	151	8,607	11	627	22	1,254	80	4,560	3	171	27	1,539	--	--	--	--	--	--	--	--	--
	STAGE 5A SUBTOTAL		--	391	22,287	22	1,254	44	2,508	94	5,358	6	342	54	3,078	--			--	--	--	--	--	--
1000	STAGE 5B	57																						
	IH 94 EB (UNDER CTH J & CTH F)		--	117	6,669	5	285	10	570	14	798	3	171	21	1,197	--	--	--	--	--	--	--	--	--
	IH 94 WB (UNDER CTH J & CTH F)		--	117	6,669	5	285	10	570	14	798	3	171	21	1,197	--	--	--	--	--	--	--	--	--
	STAGE 5A SUBTOTAL		--	234	13,338	10	570	20	1,140	28	1,596	6	342	42	2,394	--				--	--	--	--	--
	UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	144	--	--	--	--	--
	PROJECT 1060-44-70 TOTAL		1	4,451	129,818	147	4,629	290	9,172	1,158	35,990	27	1,020	487	14,798	18	--	--	144	28	1,304	134	2,881	272

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

TEMPORARY BARRIER ITEMS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF
	PROJECT 1060-44-70						
1000	STAGE 1B						
	IH 94 EB	292EB+93	5.0' RT	320EB+75	9.0' RT	2,782	2,782
		329EB+42	5.0' RT	354EB+92	5.0' RT	2,553	2,553
		455EB+43	5.0' RT	460EB+75	9.0' RT	532	532
		520EB+92	5.0' RT	525EB+58	9.0' RT	467	467
	IH 94 WB	898WB+25	5.0' LT	901WB+27	17.0' LT	303	303
		915WB+75	3.0' LT	921WB+37	17.0' LT	562	562
		928WB+84	37.0' RT	948WB+59	23.0' RT	1,984	1,984
		947WB+00	3.0' LT	952WB+53	19.0' LT	554	554
		949WB+63	23.0' RT	964WB+44	12.0' RT	1,482	1,482
		1045WB+64	2.0' RT	1057WB+13	25.0' RT	1,150	1,150
		1055WB+77	1.0' LT	1062WB+19	19.0' LT	645	645
		1059WB+25	25.0' RT	1072WB+47	6.0' RT	1,354	1,354
		1113WB+87	7.0' RT	1122WB+54	23.0' RT	871	871
		1120WB+48	3.0' LT	1126WB+18	17.0' LT	570	570
		1123WB+27	23.0' RT	1133WB+42	7.0' RT	989	989
	STAGE 1B SUBTOTAL					16,798	16,798
1000	STAGE 2A						
	IH 94 EB	272EB+06	8.0' LT	294EB+88	23.0' LT	2,283	2,283
		292EB+12	17.0' LT	320EB+92	3.0' LT	112	2,881
		307EB+59	23.0' LT	31EB+75	23.0' LT	1,016	1,016
		318EB+99	23.0' LT	320EB+92	23.0' LT	193	193
		329EB+42	27.0' LT	348EB+82	23.0' LT	1,933	1,933
		346EB+13	17.0' RT	351EB+53	3.0' RT	106	541
		349EB+87	23.0' LT	362EB+73	2.0' LT	1,286	1,286
		444EB+11	6.0' LT	457EB+38	25.0' LT	1,328	1,328
		454EB+54	17.0' RT	460EB+96	1.0' RT	118	643
		459EB+23	25.0' LT	471EB+48	2.0' LT	1,215	1,215
		507EB+66	6.0' LT	522EB+80	23.0' LT	1,511	1,511
		520EB+11	17.0' RT	525EB+48	3.0' RT	105	538
		523EB+20	23.0' LT	532EB+14	8.0' LT	830	830
	IH 94 WB	898WB+21	9.0' LT	901WB+77	5.0' RT	113	357
		915WB+72	9.0' LT	921WB+56	5.0' RT	113	586
		946WB+95	9.0' LT	952WB+21	5.0' RT	117	527
		1055WB+59	9.0' LT	1062WB+01	6.0' RT	117	643
		1120WB+90	9.0' LT	1126WB+29	5.0' RT	105	539
	STAGE 2A SUBTOTAL					12,601	18,850

TEMPORARY BARRIER ITEMS

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF
	PROJECT 1060-44-70						
1000	STAGE 3A						
	STH 164/CTH J NB	62CTJ+84	27.0' RT	66CTJ+77	33.0' RT	393	393
	STH 164/CTH J SB	63CTJ+65	29.0' LT	66CTJ+88	26.7' LT	324	324
	STAGE 3A SUBTOTAL					717	717
1000	STAGE 3B						
	STH 164/CTH J NB	62CTJ+99	40.6' RT	66CTJ+56	28.6' RT	55	358
	STH 164/CTH J SB	63CTJ+65	24.9' LT	66CTJ+73	27.5' LT	--	309
	STAGE 3B SUBTOTAL					55	667
	PROJECT 1060-44-70 TOTAL					30,171	37,032

3

3

TEMPORARY CRASH CUSHIONS

614.0905

CATEGORY	ROADWAY	STATION	OFFSET	CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH ***	OBJECT MARKING PATTERN ***	CRASH TEST LEVEL ***	TRAFFIC DIRECTION ***	TRAFFIC LOCATION ***	CRASH CUSHION SHIELDS ***
	PROJECT 1060-44-70							*** FOR INFORMATION ONLY		
1000	STAGE 1B									
	IH 94 EB	292EB+93	5.0' RT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		329EB+42	5.0' RT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		445WB+43	5.0' RT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		550EB+92	5.0' RT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
	IH 94 WB	901WB+27	17.0' LT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		921WB+37	17.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		948WB+59	23.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		952WB+53	19.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		964WB+44	12.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		1062WB+19	19.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		1072WB+47	6.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		1126WB+18	17.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		1133WB+42	7.0' RT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
	STAGE 1B SUBTOTAL			13						

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TEMPORARY CRASH CUSHIONS

614.0905

CATEGORY	ROADWAY	STATION	OFFSET	CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH ***	OBJECT MARKING PATTERN ***	CRASH TEST LEVEL ***	TRAFFIC DIRECTION ***	TRAFFIC LOCATION ***	CRASH CUSHION SHIELDS ***
PROJECT 1060-44-70								*** FOR INFORMATION ONLY		
1000	STAGE 2A									
	IH 94 EB	272EB+06	8.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		292EB+12	17.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		329EB+42	27.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		346EB+13	17.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		444EB+11	6.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		454EB+54	17.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		507EB+66	6.0' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		520EB+11	17.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
	IH 94 WB	901WB+77	5.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		921WB+56	5.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		952WB+21	5.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		1026WB+01	6.0' RT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		1126WB+29	5.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
	STAGE 2A SUBTOTAL			13						
1000	STAGE 3A									
	CTH J	62CTJ+84	27.0' RT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		66CTJ+88	26.7' LT	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
	STAGE 3A SUBTOTAL			2						
1000	STAGE 3B									
	CTH J	62CTJ+99	40.6' RT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
		66CTJ+73	27.5' LT	1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY BARRIER; CONSTRUCTION ACTIVITY
	STAGE 3B SUBTOTAL			2						
	PROJECT 1060-44-70 TOTAL			30						

PAVEMENT MARKING ITEMS

CATEGORY	PROJECT	STAGE	ROADWAY	646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF	646.0841.S PAVMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH 12.5 FT LINE WHITE LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH 3 FT LINE WHITE LF	646.0843.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH 2 FT LINE WHITE LF	647.0158 PAVEMENT MARKING ARROWS PREFORMED THERMOPLASTIC TYPE 1 EACH	647.0168 PAVEMENT MARKING ARROWS PREFORMED THERMOPLASTIC TYPE 2 EACH	647.0178 PAVEMENT MARKING ARROWS PREFORMED THERMOPLASTIC TYPE 3 EACH	647.0198 PAVEMENT MARKING ARROWS PREFORMED THERMOPLASTIC TYPE 5 EACH	647.0358 PAVEMENT MARKING WORDS PREFORMED THERMOPLASTIC "ONLY" EACH	647.0568 PAVEMENT MARKING STOP LINE PREFORMED THERMOPLASTIC 18-INCH LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH WHITE LF	647.0746 PAVEMENT MARKING DIAGONAL EPOXY 24-INCH WHITE LF
1000	1060-44-70	STAGE 2B																	
			IH 94 EB	18,601	17,065	4,651	1,946	399	--	--	--	--	2	--	--	--	--	226
			IH 94 WB	19,161	17,044	4,789	2,103	287	--	--	--	--	--	--	--	--	--	423
			CTH P TO IH 94 EB ENTRANCE RAMP	870	1,227	--	367	--	--	--	--	--	--	--	--	--	--	--
			IH 94 EB TO CTH C EXIT RAMP	1,190	1,516	--	328	--	--	--	--	--	--	--	--	--	--	--
			IH 94 EB TO STH 83 EXIT RAMP	498	768	--	270	--	--	--	--	--	--	--	--	--	--	--
			IH 94 WB TO STH 83 EXIT RAMP		185	--	188	--	--	--	--	--	--	--	--	--	--	--
			IH 94 WB TO CTH P EXIT RAMP		376	--	327	--	--	--	--	--	--	--	--	--	--	--
			CTH C TO IH 94 WB ENTRANCE RAMP	1,212	1,671	--	488	--	--	--	--	--	--	--	--	--	--	--
			STH 83 TO IH 94 EB ENTRANCE RAMP	567	1,145	--	529	--	--	--	--	--	--	--	--	--	--	--
			STH 83 TO IH 94 WB ENTRANCE RAMP	--	778	--	779	--	--	--	--	--	--	--	--	--	--	--
			STAGE 2B SUBTOTAL	42,099	41,775	9,440	7,325	686	--	--	--	--	2	--	--	--	--	649
1000			STAGE 3B																
			CTH J	1,971	1,697	581	2,432	218	143	4	14	1	--	17	257	--	93	27
			STAGE 2B SUBTOTAL	1,971	1,697	581	2,432	218	143	4	14	1	--	17	257	--	93	27
			PROJECT 1060-44-70 TOTAL	87,542		10,021		10,804		4	14	1	2	17	257	93		676

3

TEMPORARY PAVEMENT MARKING

	646.0600	647.0955	647.0965	649.0400				649.1200	649.2100	
	REMOVING PAVEMENT MARKINGS	REMOVING PAVEMENT MARKINGS ARROWS	REMOVING PAVEMENT MARKINGS WORDS	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH				TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH	TEMPORARY RAISED PAVEMENT MARKERS	
						3 FT LINE	12.5 FT LINE			
STAGE	LF	EACH	EACH	YELLOW LF	WHITE LF	WHITE LF	WHITE LF	LF	WHITE EACH	YELLOW EACH
PROJECT 1060-44-70										
STAGE 1B	61,540	2	--	25,935	51,229	399	--	--	69	36
STAGE 2A	--	--	--	27,182	56,405	341	--	--	92	47
STAGE 3A	5,219	13	12	--	5,281	--	318	66	--	--
STAGE 3B	--	--	--	--	5,219	--	562	84	--	--
PROJECT 1060-44-70 TOTALS	66,759	15	12	172,871				150	244	

PLOT DATE : 7/17/2015 7:46:01 AM PLOT BY : HNTB Corp. PLOT NAME : PLOT SCALE : 1:1

SAWING PAVEMENT

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
	PROJECT 1060-44-70						
1000	STAGE 1A						
	IH 94 EB	291EB+75	37.3' RT	293EB+98	24.0' RT	229	--
		292EB+24	35.6' RT	294EB+87	29.0' RT	263	--
		312EB+00	24.0' RT	318EB+05	29.0' RT	610	--
		319EB+29	29.0' RT	348EB+83	29.0' RT	2,964	--
		349EB+87	29.0' RT	355EB+00	24.0' RT	519	--
		459EB+29	24.0' RT	465EB+25	24.0' RT	606	--
	IH 94 WB	887WB+00	0.0' LT	898WB+69	0.0' LT	1,174	--
		899WB+00	5.0' RT	917WB+64	22.0' RT	1,881	--
		918WB+81	5.0' RT	948WB+59	10.0' RT	2,986	--
		956WB+29	0.0' LT	968WB+25	0.0' LT	1,216	--
		1044WB+25	0.0' LT	1053WB+59	0.0' LT	954	--
		1066WB+53	0.0' LT	1072WB+25	0.0' LT	592	--
		1111WB+25	0.0' LT	1122WB+40	22.0' RT	1,139	--
		1128WB+71	0.0' LT	1135WB+25	0.0' LT	674	--
	STAGE 1A SUBTOTAL					15,807	--
1000	STAGE 1B						
	IH 94 EB	273EB+57	5.0' LT	293EB+72	10.0' LT	2,021	--
		293EB+72	22.0' LT	293EB+72	6.0' LT	28	--
		294EB+72	22.0' LT	294EB+72	6.0' RT	--	28
		294EB+72	6.0' RT	294EB+87	6.0' RT	--	15
		307EB+59	6.0' RT	307EB+74	6.0' RT	--	15
		307EB+74	22.0' LT	307EB+74	6.0' RT	--	28
		308EB+74	10.0' LT	310EB+84	0.0' LT	220	--
		308EB+74	10.0' LT	308EB+74	6.0' RT	16	--
		316EB+73	0.0' LT	316EB+73	6.0' RT	6	--
		317EB+73	0.0' LT	317EB+73	6.0' RT	--	6
		317EB+74	6.0' RT	317EB+91	6.0' RT	--	18
		319EB+41	22.0' LT	319EB+41	6.0' RT	--	28
		319EB+16	6.0' RT	319EB+41	6.0' RT	--	25
		320EB+41	22.0' LT	320EB+41	6.0' RT	28	--
		320EB+41	5.0' LT	340EB+89	0.0' LT	2,073	--
		347EB+68	0.0' LT	347EB+68	6.0' RT	6	--
		348EB+68	0.0' LT	348EB+68	6.0' RT	--	6
		348EB+68	6.0' RT	348EB+83	6.0' RT	--	15
		349EB+87	6.0' RT	350EB+02	6.0' RT	--	15
		350EB+02	0.0' RT	350EB+02	6.0' RT	--	6

SAWING PAVEMENT

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
	PROJECT 1060-44-70						
		351EB+02	0.0' LT	351EB+02	6.0' RT	6	--
		353EB+80	0.0' LT	363EB+00	0.0' LT	926	--
		444EB+25	0.0' LT	448EB+76	0.0' LT	456	--
		456EB+20	0.0' LT	456EB+20	5.0' RT	5	--
		457EB+20	0.0' LT	457EB+20	5.0' RT	--	5
		457EB+20	5.0' RT	457EB+36	5.0' RT	--	16
		459EB+31	5.0' RT	459EB+46	5.0' RT	--	15
		459EB+46	0.0' LT	459EB+46	5.0' RT	--	5
		460EB+46	0.0' LT	460EB+46	5.0' RT	5	--
		462EB+96	0.0' LT	472EB+75	0.0' LT	979	--
		507EB+50	0.0' LT	515EB+01	0.0' LT	754	--
		521EB+65	0.0' LT	521EB+65	6.0' RT	6	--
		522EB+65	0.0' RT	522EB+65	6.0' RT	--	6
		522EB+65	6.0' RT	522EB+80	6.0' RT	--	16
		523EB+83	6.0' RT	523EB+98	6.0' RT	--	15
		523EB+98	22.0' LT	523EB+98	6.0' RT	--	28
		523EB+98	0.0' LT	536EB+75	0.0' LT	1,286	--
		524EB+98	10.7' LT	524EB+98	6.0' LT	17	--
	IH 94 WB	889WB+25	29.0' LT	898WB+69	29.0' LT	949	--
		899WB+00	6.0' LT	899WB+15	6.0' LT		15
		899WB+15	34.0' LT	899WB+15	6.0' LT	--	28
		900WB+15	34.0' LT	900WB+15	6.0' LT	28	
		900WB+15	29.0' LT	916WB+22	29.0' LT	1,607	--
		916WB+22	34.0' LT	916WB+22	6.0' LT	28	
		917WB+22	34.0' LT	917WB+22	6.0' LT	--	28
		917WB+22	6.0' LT	917WB+47	6.0' LT	--	25
		918WB+75	6.0' LT	918WB+94	6.0' LT	--	18
		918WB+94	34.0' LT	918WB+94	6.0' LT	--	28
		918WB+75	6.0' LT	918WB+94	6.0' LT	--	18
		918WB+94	34.0' LT	918WB+94	6.0' LT	--	28
		919WB+94	34.0' LT	919WB+94	6.0' LT	28	
		919WB+94	29.0' LT	947WB+44	29.0' LT	2,742	--
		948WB+44	34.0' LT	948WB+44	6.0' LT	--	28
		948WB+44	6.0' LT	948WB+59	6.0' LT	--	15
		949WB+63	6.0' LT	949WB+78	6.0' LT	--	15
		949WB+78	34.0' LT	949WB+78	6.0' LT	--	28

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SAWING PAVEMENT

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
PROJECT 1060-44-70							
		950WB+79	34.0' LT	950WB+79	6.0' LT	28	--
		950WB+79	29.0' LT	947WB+44	34.1' LT	524	--
		1047WB+75	29.0' LT	1056WB+09	29.0' LT	834	--
		1056WB+09	34.0' LT	1056WB+09	5.2' LT	29	--
		1060WB+34	34.0' LT	1060WB+34	5.0' LT	29	--
		1057WB+09	34.0' LT	1057WB+09	5.0' LT	--	29
		1057WB+09	5.0' LT	1057WB+24	5.0' LT	--	15
		1059WB+34	34.0' LT	1059WB+34	5.0' LT	--	29
		1059WB+18	5.0' LT	1059WB+34	5.0' LT	--	16
		1060WB+34	29.0' LT	1068WB+75	29.0' LT	841	--
		1110WB+83	29.0' LT	1121WB+40	29.0' LT	1,053	--
		1121WB+40	34.0' LT	1121WB+40	5.9' LT	28	--
		1122WB+40	5.9' LT	1122WB+56	5.9' LT	--	15
		1122WB+40	34.0' LT	1122WB+40	5.9' LT	--	28
		1122WB+40	5.9' LT	1122WB+40	5.9' LT	--	28
		1123WB+58	5.9' LT	1123WB+74	5.9' LT	--	16
		1123WB+74	34.0' LT	1123WB+74	5.9' LT	--	28
		1124WB+75	29.0' LT	1133WB+50	29.0' LT	879	--
		1124WB+75	34.0' LT	1124WB+75	5.6' LT	28	--
	STAGE 1B SUBTOTAL					18,493	789
1000	STAGE 2A						
	IH 94 EB	293EB+72	6.0' RT	293EB+72	36.8' RT	31	--
		294EB+72	6.0' RT	294EB+72	39.0' RT	--	33
		307EB+74	6.0' RT	307EB+74	34.0' RT	--	28
		308EB+74	6.0' RT	308EB+74	34.0' RT	28	--
		316EB+73	6.0' RT	316EB+73	34.0' RT	28	--
		317EB+73	6.0' RT	317EB+73	34.0' RT	--	28
		319EB+41	6.0' RT	319EB+41	34.0' RT	--	28
		320EB+41	6.0' RT	320EB+41	34.0' RT	28	--
		347EB+68	6.0' RT	347EB+68	34.0' RT	28	--
		348EB+68	6.0' RT	348EB+68	34.0' RT	--	28
		350EB+02	6.0' RT	350EB+02	34.0' RT	--	28
		351EB+02	6.0' RT	351EB+02	34.0' RT	28	--
		456EB+20	5.0' RT	456EB+20	34.0' RT	29	--
		457EB+20	5.0' RT	457EB+20	34.0' RT	--	29
		459EB+46	5.0' RT	459EB+46	34.0' RT	--	29
		460EB+46	5.0' RT	460EB+46	34.0' RT	29	--
		521EB+65	6.0' RT	521EB+65	34.0' RT	28	--
		522EB+65	6.0' LT	522EB+65	34.0' LT	--	28
		523EB+98	6.0' LT	523EB+98	34.0' LT	--	28
		523EB+98	6.0' LT	524EB+98	34.0' LT	28	--

SAWING PAVEMENT

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
PROJECT 1060-44-70							
	IH 94 WB	899WB+15	6.0' LT	899WB+15	24.0' RT	--	30
		900WB+15	6.0' LT	900WB+15	24.0' RT	30	--
		916WB+22	6.0' LT	916WB+22	22.0' RT	28	--
		917WB+22	6.0' LT	917WB+22	22.0' RT	--	28
		918WB+64	6.0' LT	918WB+94	22.0' RT	--	28
		919WB+94	6.0' LT	919WB+94	22.0' RT	28	--
		947WB+44	6.0' LT	947WB+44	11.3' RT	17	--
		948WB+44	6.0' LT	948WB+44	22.0' RT	--	28
		949WB+78	6.0' LT	949WB+79	22.0' RT	--	28
		950WB+79	6.0' LT	950WB+79	22.0' RT	28	--
		1056WB+09	5.0' LT	1056WB+09	20.0' RT	25	--
		1057WB+09	5.0' LT	1057WB+09	24.0' RT	--	29
		1059WB+34	5.0' LT	1059WB+34	24.0' RT	--	29
		1060WB+34	5.0' LT	1060WB+34	24.0' RT	29	--
		1121WB+40	5.9' LT	1121WB+40	11.1' RT	17	--
		1122WB+40	5.9' LT	1122WB+40	22.0' LT	--	28
		1123WB+74	5.9' LT	1123WB+74	22.0' LT	--	28
		1124WB+75	5.9' LT	1124WB+75	22.0' LT	28	--
	STAGE 2A SUBTOTAL					515	543
1000	STAGE 2B						
	IH 94 EB	307EB+74	22.0' LT	308EB+74	9.5' LT	101	--
		310EB+84	0.0' LT	317EB+73	22.0' LT	699	--
		340EB+89	5.0' LT	348EB+82	22.0' LT	796	--
		349EB+88	22.0' LT	353EB+80	0.0' LT	403	--
		448EB+76	0.0' LT	457EB+29	24.0' LT	859	--
		459EB+46	24.0' LT	462EB+96	0.8' LT	360	--
		515EB+01	0.0' LT	522EB+81	22.0' LT	783	--
		523EB+98	22.0' LT	524EB+98	11.0' LT	100	--
	IH 94 WB	947WB+44	11.3' RT	948WB+59	22.0' RT	116	--
		949WB+63	22.0' RT	956WB+29	0.0' LT	676	--
		1053WB+59	0.0' LT	1057WB+09	24.0' RT	360	--
		1059WB+25	24.0' RT	1066WB+53	0.0' LT	738	--
		1121WB+40	11.1' RT	1122WB+40	22.0' LT	101	--
		1123WB+57	22.0' RT	1128WB+71	0.0' LT	526	--
	STAGE 2B SUBTOTAL					6,618	--

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SAWING PAVEMENT

CATEGORY	ROADWAY	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
	PROJECT 1060-44-70						
1000	STAGE 3A						
	CTH J / STH 164 NB	66CTJ+55	19.0' RT	66CTJ+55	31.7' RT	13	--
		66CTJ+13	19.8' RT	66CTJ+76	18.6' RT	--	42
		66CTJ+13	31.8' RT	6CTJ+54	31.7' RT	--	42
		66CTJ+29	8.3' RT	66CTJ+29	31.8' RT	--	24
		66CTJ+55	7.3' RT	66CTJ+76	6.7' RT	--	21
		66CTJ+76	13.1' LT	66CTJ+76	18.6' RT	--	32
	CTH J / STH 164 SB	66CTJ+14	26.9' LT	66CTJ+55	26.9' LT	--	40
		66CTJ+14	12.9' LT	66CTJ+76	13.1' LT	--	62
		66CTJ+30	26.9' LT	66CTJ+30	1.9' LT	--	25
		66CTJ+30	1.9' LT	66CTJ+76	2.0' LT	--	49
		66CTJ+53	13.0' LT	66CTJ+53	1.9' LT	--	11
		66CTJ+55	26.9' LT	66CTJ+55	13.1' LT	14	--
	STAGE 3A SUBTOTAL					27	348
1000	STAGE 3B						
	CTH J / STH 164 NB	63CTJ+69	32.0' RT	63CTJ+69	59.3' RT	27	--
		63CTJ+94	59.3' RT	64CTJ+09	32.0' RT	--	42
		66CTJ+13	32.0' RT	66CTJ+29	59.3' RT	--	26
		66CTJ+55	31.7' RT	66CTJ+55	59.3' RT	28	--
	CTH J / STH 164 SB	63CTJ+69	52.8' LT	63CTJ+69	26.9' LT	26	--
		63CTJ+95	52.8' LT	64CTJ+10	26.9' LT	--	41
		66CTJ+14	26.9' LT	66CTJ+30	52.7' LT	--	27
		66CTJ+55	56.0' LT	66CTJ+55	26.9' LT	29	--
	STAGE 3B SUBTOTAL					110	136
	UNDISTRIBUTED 5%					2,079	91
	PROJECT 1060-44-70 TOTAL					43,649	1,907

SURVEY PROJECT

CATEGORY	PROJECT	SPV.0105.0001 SURVEY PROJECT 1060-44-70 EACH
1000	1060-44-70	1
	PROJECT 1060-44-70 TOTAL	1

PROOF ROLLING

CATEGORY	ROADWAY	FROM STATION	TO STATION	SPV.0170.0001 PROOF ROLLING STA
	PROJECT 1060-40-70			
1000	STAGE 1A			
	IH 94 WB	914WB+32	917WB+64	4
		929WB+92	948WB+59	19
		949WB+63	963WB+25	14
		1048WB+75	1057WB+13	9
		1059WB+25	1068WB+00	9
		1114WB+00	1122WB+54	9
		1123WB+57	1131WB+75	9
	STAGE 1A SUBTOTAL			73
1000	STAGE 1B			
	IH 94 EB	273EB+57	294EB+87	22
		307EB+59	317EB+73	11
		330EB+44	348EB+82	19
		349EB+88	363EB+00	14
		444EB+25	457EB+29	14
		459EB+42	472EB+75	14
		507EB+50	522EB+79	16
		523EB+85	532EB+14	9
	STAGE 1B SUBTOTAL			119
	PROJECT 1060-44-70 TOTAL			192

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR			
																											POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
1	E5-1A (5)	EXIT 290 TILT ARROW	90 X 60	37.50			1	1		2																				
2	W5-54 (2M)	CLEARANCE MARKER	18 X 18	--	2.250									1																
3	W5-54 (2M)	CLEARANCE MARKER	18 X 18	--	2.250									1																
4	W3-3 (2S)	SIGNAL AHEAD	36 x 36	--	9.000		1	1		1																				
5	R3-8P (2S)	LEFT O, LEFT AHEAD, RIGHT C	54 X 30	11.250			1	1		2																				
6	R3-8P (2S)	LEFT O, LEFT AHEAD, RIGHT C	54 X 30	11.250			1	1		2																				
7	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							10																
8	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							11																
9	JV2-1 (2S)		24 X 93	15.500			1	1		1																				
	MB4-1A	ALT	24 X 12	--																										
	MB3-2	EAST	24 X 12	--																										
	MB1-1	IH 94	24 X 24	--																										
	MB5-1L	ADV ARROW LEFT BENT	21 X 21	--																										
	M1-5A	CTH SS	24 X 24	--																										
10	J2-1 (2S)		24 X 57	9.500			1	1		1																				
	M4-5	TO	24 X 12	--																										
	M1-5A	CTH SS	24 X 24	--																										
	M5-1L	ADV ARROW LEFT BENT	21 X 21	--																										
11	J2-1 (2S)		24 X 57	9.500			1	1		1																				
	M4-5	TO	24 X 12	--																										
	M1-5A	CTH SS	24 X 24	--																										
	M5-1L	ADV ARROW LEFT BENT	21 X 21	--																										
12	D1-1	SILVERNAIL RD [A]	90 X 15	9.375			1	1		2																				
13	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																				
14	W4-2R (2S)	LANE REDUCT RIGHT	36 X 36	--	9.000		1	1		1																				
15	J3-2 (2S)		48 X 57	19.000			1	1		1																				
	MB3-4	WEST	24 X 12	--																										
	MB1-1	IH 94	24 X 24	--																										
	MB6-1	AHEAD ARROW	21 X 21	--																										
	MB3-2	EAST	24 X 12	--																										
	MB1-1	IH 94	24 X 24	--																										
	MB6-1	RIGHT ARROW	21 X 21	--																										
16	NOT USED		X	--											SHEET 41 (ESTR WRONG WAY SIGN)															
17	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																				
18	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT																
19	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE																
20	R6-2L (2M)	ONE WAY LEFT ARROW	30 X 36	7.500			1								MOUNT ON SIGNAL POLE																
21	JV3-1		24 X 69	11.500			1	1		1																				
	MB4-1A	ALT	24 X 12	--																										
	MB3-2	EAST	24 X 12	--																										
	MB1-1	IH 94	24 X 24	--																										
	MB6-1	LEFT ARROW	21 X 21	--																										
22	J3-1 (2S)		24 X 57	9.500			1	1		1																				
	M3-1	NORTH	24 X 12																											
	M1-5A	CTH SS	24 X 24																											
	M6-1	LEFT ARROW	21 X 21																											
23	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1							22																
24	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT																
25	R1-1 (3)	STOP	36 X 36	7.460			1	1		1																				
26	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE																
27	R3-1 (2S)	NO RIGHT TURN	24 X 24	4.000			1	1		1																				
28	R5-1 (3)	DO NOT ENTER	36 X 36	9.000			1	1		1																				
29	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1																							
30	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE																
31	R1-2 (2S)	YIELD	36 X 31	3.880			1								MOUNT ON SIGNAL POLE																
32	J33-1		24 X 57	9.500			1	1		1																				
	M4-5	TO	24 X 12																											
	M1-5A	CTH SS	24 X 24																											
	M6-1	RIGHT ARROW	21 X 21																											
33	JV3-1		24 X 69	11.500			1	1		1																				
	MB4-1A	ALT	24 X 12																											
	MB3-4	WEST	24 X 12																											
	MB1-1	IH 94	24 X 24																											
	MB6-1	RIGHT ARROW	21 X 21																											

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
34	J3-2 (2S)		48 X 57	19.000			1	1		1																			
	MB3-2	EAST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	AHEAD ARROW	21 X 21																										
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	RIGHT ARROW	21 X 21																										
35	R5-1 (3)	DO NOT ENTER	36 X 36	9.000			1							34															
36	D1-2	[A] MILWAUKEE	78 X 30	16.250			1	1		2																			
		MADISON [A]																											
37	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																			
38	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT														
39	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
40	R6-2L (3)	ONE WAY LEFT ARROW	36 X 48	12.000			1	1		1																			
41	W4-2R (2S)	LANE REDUCT RIGHT	36 X 36	--	9.000		1	1		1																			
42	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																			
43	W4-3R (5)	MERGE ADDED RIGHT LANE	48 X 48	--	16.000		1	1		1																			
44	E5-1A (5)	EXIT 290 TILT ARROW	90 X 60	37.500			1	1		2																			
45	W5-54 (2M)	CLEARANCE MARKER	18 X 18	--	2.250									44															
46	W5-54 (2M)	CLEARANCE MARKER	18 X 18	--	2.250									44															
47	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		1																			
48	J2-2 (2S)		24 X 57	9.500			1	1		2																			
	M4-5	TO	24 X 12																										
	M1-5A	CTH SS	24 X 24																										
	M5-1R	ADV ARROW RIGHT TURN	21 X 21																										
49	J2-2 (2S)		24 X 69	11.500			1							48															
	MB4-1A	ALT	24 X 12																										
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB5-1R	ADV ARROW RIGHT TURN	21 X 21																										
50	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							48															
51	R5-1A (3)	WRONG WAY	42 X 30	8.750			1	1																					
52	D1-1	[A] SILVERNAIL RD	90 X 15	9.375			1	1		2																			
53	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT														
54	J4-1 (5)		24 X 36	6.000			1	1		1																			
	MB3-2	EAST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
55	R2-1 (5)	SPEED LIMIT 65 MPH	48 X 60	20.000			1	1		2																			
56	R8-7 (5)	EMERGENCY STOPPING ONLY	48 X 36	12.000			1	1		1																			
57	E5-1A (5)	EXIT 291 TILT ARROW	90 X 60	37.500			1	1		2																			
58	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									57															
59	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									57															
60	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		1																			
61	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
62	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
63	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																			
64	W4-2R (2S)	LANE REDUCT RIGHT	36 X 36	--	9.000		1	1		1																			
65	R10-6 (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1								MOUNT ON SIGNAL POLE														
66	R10-65L (2S)	LEFT LANE SIGNAL	24 X 30	5.000			1							65															
67	R10-6 MOD (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1								MOUNT ON SIGNAL POLE														
68	R10-65R (2S)	RIGHT LANE SIGNAL	24 X 30	5.000			1							67															
69	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
70	R6-2L (2M)	ONE WAY LEFT ARROW	30 X 36	7.500			1								MOUNT ON SIGNAL POLE														
71	J1-1 (2S)		48 X 36	12.000			1	1		1																			
	M2-1	JCT	24 X 12																										
	M1-5A	CTH G, CTH DR	48 X 24																										
72	W5-52L (2S)	CLEARANCE STRIPER DW RT	12 X 36	--	3.000		1							71															
73	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							71															
74	R3-1 (2S)	NO RIGHT TURN	24 X 24	4.000			1								MOUNT ON SIGNAL POLE														
75	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1							76															
76	J3-1 (2S)		24 X 57	9.500			1																						
	M3-1	NORTH	24 X 12																										
	M1-5A	CTH G	24 X 24																										
	M6-1	LEFT ARROW	21 X 21																										

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
77	R6-2R (2S)	ONE WAY RIGHT ARROW	24 X 30	5.000			1							76																
78	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE															
79	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																				
80	J33-1 (2S)		24 X 57	9.500			1	1		1																				
	M4-5	TO	24 X 12																											
	M1-5A	CTH TT	24 X 24																											
	M6-1	RIGHT ARROW	21 X 21																											
81	R3-1 (2S)	NO RIGHT TURN	24 X 24	4.000			1								MOUNT ON SIGNAL POLE															
82	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE															
83	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE															
84	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																				
85	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE															
86	D1-1	MEADOWBROOK RD [A]	96 X 24	16.000			1	1		2																				
87	J2-1 (2S)		24 X 57	9.500			1	1		1																				
	M3-1	NORTH	24 X 12																											
	M1-5A	CTH G	24 X 24																											
	M5-1L	ADV ARROW LEFT TURN	21 X 21																											
88	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							86																
89	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							87																
90	JV3-1 (2S)		24 X 57	9.500			1	1		1																				
	MB4-1A	ALT	24 X 12																											
	MB1-1	IH 94	24 X 24																											
	MB6-1	RIGHT ARROW	21 X 21																											
91	D1-2	[A] PEWAUKEE	72 X 30	15.000			1	1		2																				
		WAUKESHA [A]																												
92	D4-2L (2S)	PARK & RIDE LEFT ARROW	30 X 36	7.500			1	1		1																				
93	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																				
94	W4-2R (2S)	LANE REDUCT RIGHT	36 X 36	--	9.000		1	1		1																				
95	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							107																
96	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							108																
97	J33-1 (2S)		24 X 57	9.500			1	1		1																				
	M4-5	TO	24 X 12																											
	M1-5A	CTH TT	24 X 24																											
	M6-1	LEFT ARROW	21 X 21																											
98	W3-8 (3)	RAMP METERED WN FLASHIN(	48 X 48	--	16.000		1								MOUNT ON FLASHING SIGNAL POLE															
99	W3-8 (3)	RAMP METERED WN FLASHIN(	48 X 48	--	16.000		1								MOUNT ON FLASHING SIGNAL POLE															
100	E5-1A (5)	EXIT 291 TILT ARROW	90 X 60	37.500			1	1		2																				
101	W5-54 (2M)	CLEARANCE MARKER	18 X 18	--	2.250									100																
102	W5-54 (2M)	CLEARANCE MARKER	18 X 18	--	2.250									100																
103	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		1																				
104	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																				
105	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																				
106	D1-2	[A] WAUKESHA	72 X 30	15.000			1	1		2																				
		PEWAUKEE [A]																												
107	D1-1	[A] MEADOWBROOK RD	96 X 24	16.000			1	1		2																				
108	J2-1 (2S)		24 X 57	9.500			1	1		1																				
	M4-5	TO	24 X 12																											
	M5-1A	CTH G	24 X 24																											
	M5-1L	ADV ARROW RIGHT TURN	21 X 21																											
109	D4-2R (2S)	PARK & RIDE RIGHT ARROW	30 X 36	7.500			1	1		1																				
110	J3-1 (2S)		24 X 57	9.500			1	1		1																				
	M4-5	TO	24 X 12																											
	M5-1A	CTH G	24 X 24																											
	M6-1	RIGHT ARROW	21 X 21																											
111	JV3-1 (2S)		24 X 69	11.500			1	1		1																				
	MB4-1A	ALT	24 X 12																											
	MB3-4	WEST	24 X 12																											
	MB1-1	IH 94	24 X 24																											
	MB6-1	RIGHT ARROW	21 X 21																											
112	J4-1 (5)		36 X 54	13.500			1	1		1																				
	MB3-4	WEST	36 X 18																											
	MB1-1	IH 94	36 X 36																											
113	NOT USED		X																											
114	E5-1A (5)	EXIT 293 TILT ARROW	90 X 60	37.500			1	1		1																				
115	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									114																
116	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									114																
117	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		1																				

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II REFLECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
118	D1-2	[A] WAUK CO TECH COLLEGE	90 X 54	33.750			1	1		2																			
		UNIV OF WISC WAUK [A]																											
119	D1-2	[A] PEWAUKEE	72 X 30	15.000			1	1		2																			
		WAUKESHA [A]																											
120	J3-2 (2S)		48 X 57	19.000			1	1		1																			
	M3-1	NORTH	24 X 12																										
	M1-5A	CTH T	24 X 24																										
	M6-1	LEFT ARROW	21 X 21																										
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH T	24 X 24																										
	M6-1	RIGHT ARROW	21 X 21																										
121	JV3-1 (2S)		24 X 69	11.500			1	1		1																			
	MB4-1A	ALT	24 X 12																										
	MB3-2	EAST	24 X 12	2.000																									
	MB1-1	IH 94	24 X 24																										
	MB6-1	RIGHT ARROW	21 X 21																										
122	W3-8 (3)	RAMP METERED WN FLASHIN	48 X 48	--	16.000		1								MOUNT ON FLASHING SIGNAL POLE														
123	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																			
124	R10-6 (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1								MOUNT ON SIGNAL POLE														
125	R10-65L (2S)	LEFT LANE SIGNAL	24 X 30	5.000			1							124															
126	W4-1 (5)	MERGING TRAFFIC (RIGHT)	48 X 48	--	16.000		1	1		1																			
127	R10-65R (2S)	RIGHT LANE SIGNAL	24 X 30	5.000			1							128															
128	R10-6 MOD (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1								MOUNT ON SIGNAL POLE														
129	W4-2R (2S)	LANE REDUCT RIGHT	36 X 36	--	9.000		1	1		1																			
130	D1-2	[A] UNIV OF WISC WAUK	90 X 54	33.750			1	1		2																			
		WAUK CO TECH COLLEGE [A]																											
131	D1-2	[A] WAUKESHA	72 X 30	15.000			1	1		2																			
		PEWAUKEE [A]																											
132	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
133	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
134	JV3-1 (2S)		24 X 69	11.500			1	1		1																			
	MB4-1A	ALT	24 X 12																										
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	RIGHT ARROW	21 X 21																										
135	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																			
136	R10-6 (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1								MOUNT ON SIGNAL POLE														
137	R10-65L (2S)	LEFT LANE SIGNAL	24 X 30	5.000			1							136															
138	R10-6 MOD (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1								MOUNT ON SIGNAL POLE														
139	R10-65R (2S)	RIGHT LANE SIGNAL	24 X 30	5.000			1							138															
140	W4-2R (2S)	LANE REDUCT RIGHT	36 X 36	--	9.000		1	1		1																			
141	W4-1 (5)	MERGING TRAFFIC (RIGHT)	48 X 48	--	16.000		1	1		1																			
142	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
143	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																			
144	R5-1 (3)	DO NOT ENTER	36 X 36	9.000			1							142															
145	R6-2L (2M)	ONE WAY LEFT ARROW	30 X 36	7.500			1	1		1																			
146	R1-1F (3)	FOLDING STOP	36 X 31	--		7.460	1								MOUNT ON SAME POST AS ESTR R5-1 AND R5-1A SIGNS.														
147	R6-2R (2S)	ONE WAY RIGHT ARROW	24 X 30	5.000			1								MOUNT ON SAME POST AS ESTR R5-1 AND R5-1A SIGNS.														
148	R6-2L (2M)	ONE WAY LEFT ARROW	24 X 30	5.000			1								MOUNT ON SIGNAL POLE														
149	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT														
150	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1							148															
151	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																			
152	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SAME POST AS ESTR R5-1 AND R5-1A SIGNS.														
153	R6-2R (2S)	ONE WAY RIGHT ARROW	24 X 30	5.000			1							151															
154	R6-2L (2S)	ONE WAY LEFT ARROW	24 X 30	5.000			1								MOUNT ON SIGNAL POLE														
155	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1							154															
156	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT														
157	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																			
158	J3-1 (2S)		24 X 57	9.500			1	1		1																			
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	RIGHT ARROW	21 X 21																										
159	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
160	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																			
161	W3-8P (3)	RAMP METERED WN FLASHIN	48 X 48	--	16.000		1								MOUNT ON FLASHING SIGNAL POLE														
162	W3-8P (3)	RAMP METERED WN FLASHIN	48 X 48	--	16.000		1								MOUNT ON FLASHING SIGNAL POLE														
163	R6-2L (2M)	ONE WAY LEFT ARROW	30 X 36	7.500			1	1		1																			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
164	R7-1D (2M)	NO PARKING DOUBLE ARROW	24 X 30	5.000			1	1		1																			
165	E5-1A (5)	EXIT 293 TILT ARROW	90 X 60	37.500			1	1		2																			
166	W5-54 (2M)	CLEARANCE MARKER	18 X 18	--	2.250									165															
167	W5-54 (2M)	CLEARANCE MARKER	18 X 18	--	2.250									165															
168	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		2																			
169	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
170	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							169															
171	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							172															
172	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
173	J4-1 (5)		36 X 54	13.500			1	1		1																			
	MB3-2	EAST	36 X 18																										
	MB1-1	IH 94	36 X 36																										
174	NOT USED		X																										
175	W4-3R (5)	MERGE ADDED RIGHT LANE	48 X 48	--	16.000		1	1		1																			
176	E5-1B (5)	EXIT 293 C TILT ARROW	144 X 60	60.000			1	1		2																			
177	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									176															
178	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									176															
179	W1-2R (5)	RIGHT CURVE	48 X 48	--	16.000		1	1		2																			
180	W13-1 (5)	ADVISORY SPEED PLATE (55 M	36 X 36	--	9.000		1							179															
181	W1-2R (5)	RIGHT CURVE	48 X 48	--	16.000		1	1		2																			
182	W13-1 (5)	ADVISORY SPEED PLATE (55 M	36 X 36	--	9.000		1							181															
183	J4-1 (5)		36 X 54	13.500			1								MOUNT ON SIGN BRIDGE (S-67-19) PIER														
	MB3-2	EAST	36 X 18																										
	MB1-1	IH 94	36 X 36																										
184	M1-94 (3)	HWY JJ	66 X 21	9.625			1								MOUNT ON SIDE OF BRIDGE														
185	M1-94 (3)	HWY JJ	66 X 21	9.625			1								MOUNT ON SIDE OF BRIDGE														
186	J3-1 (5)		36 X 102	25.500			1	1		1																			
	MB4-1A	ALT	36 X 18																										
	MB3-4	WEST	36 X 18																										
	MB1-1	IH 94	36 X 36																										
	MB6-2	RIGHT TILT ARROW	30 X 30																										
187	R3-4B (5)	NO U TURN + M & PAV	36 X 48	12.000			1	1		1																			
188	R3-4B (5)	NO U TURN + M & PAV	36 X 48	12.000			1	1		1																			
189	J4-1 (5)		36 X 54	13.500			1	1		1																			
	MB3-4	WEST	36 X 18																										
	MB1-1	IH 94	36 X 36																										
190	NOT USED		X																										
191	E5-1A (5)	EXIT 291 TILT ARROW	90 X 60	37.500			1	1		2																			
192	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									191															
193	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									191															
194	D1-2	WAUK CO AIRPORT [A]	90 X 48	30.000			1	1		2																			
		WAUK CO EXPO CENTER [A]																											
195	D1-1	WAUKESHA [A]	72 X 15	7.500			1							194															
196	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		1																			
197	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
198	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
199	J2-2 (2S)		48 X 57	19.000			1	1		1																			
	M3-1	NORTH	24 X 12																										
	M1-6	STH 164	24 X 24																										
	M5-1L	ADV ARROW LEFT TURN	21 X 21																										
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH J	24 X 24																										
	M5-1L	ADV ARROW RIGHT TURN	21 X 21																										
200	J2-2 (2S)		48 X 57	19.000			1			1																			
	M3-1	NORTH	24 X 12																										
	M1-6	STH 164	24 X 24																										
	M5-1L	ADV ARROW LEFT TURN	21 X 21																										
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH J	24 X 24																										
	M5-1L	ADV ARROW RIGHT TURN	21 X 21																										
201	R3-7R (3)	RIGHT LANE MUST TURN RIGHT	36 X 36	9.000			1	1		1																			
202	J3-1 (2S)		24 X 57	9.500			1	1		1																			
	M3-1	NORTH	24 X 12																										
	M1-6	STH 164	24 X 24																										
	M6-1	LEFT ARROW	21 X 21																										
203	D1-1	[A] PEWAUKEE	72 X 15	7.500			1	1		2																			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR			
																											POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
204	R5-1A (3)	WRONG WAY	42 X 30	8.750			1	1		1																			
205	R5-1A (3)	WRONG WAY	42 X 30	8.750				1						194															
206	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																			
207	W4-1 (5)	MERGING TRAFFIC (RIGHT)	48 X 48	--	16.000		1	1		1																			
208	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
209	R6-2L (2M)	ONE WAY LEFT ARROW	30 X 36	7.500			1	1		1																			
210	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SAME POST AS ESTR R5-1 AND R5-1A SIGNS.														
211	R6-3 (2S)	DIVIDED HWY CROSSING	30 X 24	5.000			1							210	MOUNT ON SAME POST AS ESTR R5-1 AND R5-1A SIGNS.														
212	J3-1 (2S)		24 X 57	9.500			1	1		1																			
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH J	24 X 24																										
	M6-1	RIGHT ARROW	21 X 21																										
213	R1-2 (2S)	YIELD	36 X 31	3.880			1								MOUNT ON LIGHT POLE														
214	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
215	JV3-1 (2S)		24 X 69	11.500			1	1		1																			
	MB4-1A	ALT	24 X 12																										
	MB3-2	EAST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	RIGHT ARROW	21 X 21																										
216	JV3-1 (2S)		24 X 69	11.500			1	1		1																			
	MB4-1A	ALT	24 X 12																										
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	LEFT ARROW	21 X 21																										
217	J3-1 (2S)		24 X 57	9.500			1	1		1																			
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH J	24 X 24																										
	M6-1	LEFT ARROW	21 X 21																										
218	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1							219															
219	R6-3 (2S)	DIVIDED HWY CROSSING	30 X 24	5.000			1																						
220	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
221	J3-1 (2S)		24 X 57	9.500			1	1		1																			
	M3-1	NORTH	24 X 12																										
	M1-6	STH 164	24 X 24																										
	M6-1	RIGHT ARROW	21 X 21																										
222	J3-1 (2S)		24 X 57	9.500			1	1		1																			
	M3-1	NORTH	24 X 12																										
	M1-6	STH 164	24 X 24																										
	M6-1	RIGHT ARROW	21 X 21																										
223	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
224	J3-1 (2S)		24 X 57	9.500			1	1		1																			
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	RIGHT ARROW	21 X 21																										
225	R7-1R (2M)	NO PARKING RIGHT ARROW	24 X 30	5.000			1							224															
226	R5-1 (3)	DO NOT ENTER	36 X 36	9.000			1							224															
227	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																			
228	R1-1F (3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
229	R6-2L (2M)	ONE WAY LEFT ARROW	30 X 36	7.500			1								MOUNT ON SIGNAL POLE														
230	W3-8 (3)	RAMP METERED WN FLASHIN	48 X 48	--	16.000		1								MOUNT ON FLASHING SIGNAL POLE														
231	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																			
232	W4-1 (5)	MERGING TRAFFIC (RIGHT)	48 X 48	--	16.000		1	1		1																			
233	R10-65L (2S)	LEFT LANE SIGNAL	24 X 30	5.000			1								MOUNT ON SIGNAL POLE														
234	R10-6 (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1	1						233															
235	W4-2R (2S)	LANE REDUCT RIGHT	36 X 36	--	9.000		1	1		1																			
236	R10-65R (2S)	RIGHT LANE SIGNAL	24 X 30	5.000			1								MOUNT ON SIGNAL POLE														
237	R10-6 MOD (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1							236															
238	R3-8T (2S)	LF ONLY, LF AHEAD, RT ONLY	72 X 30	15.000			1	1		2																			
239	R3-8T (2S)	LF ONLY, LF AHEAD, RT ONLY	72 X 30	15.000			1	1		2																			
240	E5-1A (5)	EXIT 294 TILT ARROW	90 X 60	37.500			1	1		2																			
241	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									240															
242	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									240															

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
243	J2-2 (2S)		48 X 57	19.000			1	1		1																			
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH J	24 X 24																										
	M5-1L	ADV ARROW LEFT TURN	21 X 21																										
	M3-1	NORTH	24 X 12																										
	M1-6	STH 164	24 X 24																										
	M5-1R	ADV ARROW RIGHT TURN	21 X 21																										
244	J2-2 (2S)		48 X 57	19.000			1	1		1																			
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH J	24 X 24																										
	M5-1L	ADV ARROW LEFT TURN	21 X 21																										
	M3-1	NORTH	24 X 12																										
	M1-6	STH 164	24 X 24																										
	M5-1R	ADV ARROW RIGHT TURN	21 X 21																										
245	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							247															
246	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							248															
247	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		1																			
248	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		1																			
249	D1-2	[A] WAUK CO AIRPORT [A] WAUK CO EXPO CENTER	90 X 48	30.000			1	1		2																			
250	R5-1A (3)	WRONG WAY	42 X 30	8.750			1	1		1																			
251	R5-1A (3)	WRONG WAY	42 X 30	8.750			1							249															
252	D1-2	[A] WAUKESHA PEWAUKEE [A]	72 X 30	15.000			1	1		2																			
253	R3-8T (2S)	LF ONLY, LF AHEAD, RT ONLY	72 X 30	15.000			1	1		2																			
254	R3-8T (2S)	LF ONLY, LF AHEAD, RT ONLY	72 X 30	15.000			1	1		2																			
255	J4-2 (5)		62 X 54	23.250			1	1		2																			
	MB3-2	EAST	36 X 18																										
	MB1-1	IH 94	36 X 36																										
	M3-3	SOUTH	36 X 18																										
	M1-6	STH 164	36 X 36																										
256	NOT USED		X																										
257	R8-7 (5)	EMERGENCY STOPPING ONLY	48 X 36	12.000			1	1		1																			
258	J4-2 (5)		62 X 54	23.250			1	1		2																			
	MB3-4	WEST	36 X 18																										
	MB1-1	IH 94	36 X 36																										
	M3-1	NORTH	36 X 18																										
	M1-6	STH 164	36 X 36																										
259	NOT USED		X																										
260	E5-1A (5)	EXIT 295 TILT ARROW	90 X 60	37.500			1	1		2																			
261	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									260															
262	W5-54 (2S)	CLEARANCE MARKER	18 X 18	--	2.250									260															
263	W3-3 (2S)	SIGNAL AHEAD	36 X 36	--	9.000		1	1		1																			
264	J2-3(2S)		72 X 57	28.500			1	1		2																			
	M4-5	TO	24 X 12																										
	M1-6	STH 74	24 X 24																										
	M5-1L	ADV ARROW LEFT TURN	21 X 21																										
	M3-1	NORTH	24 X 12																										
	M1-5A	CTH F	24 X 24																										
	M5-1L	ADV ARROW LEFT TURN	21 X 21																										
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH F	24 X 24																										
	M5-1R	ADV ARROW RIGHT TURN	21 X 21																										
265	J2-3(2S)		72 X 57	28.500			1	1		2																			
	M4-5	TO	24 X 12																										
	M1-6	STH 74	24 X 24																										
	M5-1L	ADV ARROW LEFT TURN	21 X 21																										
	M3-1	NORTH	24 X 12																										
	M1-5A	CTH F	24 X 24																										
	M5-1L	ADV ARROW LEFT TURN	21 X 21																										
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH F	24 X 24																										
	M5-1R	ADV ARROW RIGHT TURN	21 X 21																										

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W x H [FT.] x [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
266	D4-2R (2S)	PARK & RIDE RIGHT ARROW	30 X 36	7.500			1	1		1																			
267	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	54 X 30	11.250			1	1		2																			
268	R3-8P (2S)	LF ONLY, LF AHEAD, RIGHT ON	57 X 30	11.875			1	1		2																			
269	R5-1A (3)	WRONG WAY	42 X 30	8.750			1								267														
270	R5-1A (3)	WRONG WAY	42 X 30	8.750			1								268														
271	NOT USED		X	--												SHEET 76 (ESTR D1-2 SIGN)													
272			24 X 45	7.500			1	1		1																			
	D9-2 (2S)	HOSPITAL	24 X 24													BLUE BACKGROUND, WHITE LETTERS													
	MB6-1 (2S)	RIGHT ARROW	21 X 21																										
273	J3-2 (2S)		24 X 57	9.500			1	1		1																			
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH F	24 X 24																										
	M6-1	RIGHT ARROW	21 X 21																										
274	J3-2 (2S)		24 X 57	9.500			1	1		1																			
	M3-1	NORTH	24 X 12																										
	M1-5A	CTH F	24 X 24																										
	M6-1	LEFT ARROW	21 X 21																										
275	W3-8 (5)	RAMP METERED WN FLASHIN	48 X 48	--	16.000		1									MOUNT ON FLASHING SIGNAL POLE													
276	W3-8 (5)	RAMP METERED WN FLASHIN	48 X 48	--	16.000		1									MOUNT ON FLASHING SIGNAL POLE													
277	W4-1 (5)	MERGING TRAFFIC (RIGHT)	48 X 48		16.000		1	1		1																			
278	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																			
279	R10-6 MOD (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1									MOUNT ON SIGNAL POLE													
280	R10-65R (2S)	RIGHT LANE SIGNAL	24 X 30	5.000			1								279														
281	R10-65L (2S)	LEFT LANE SIGNAL	24 X 30	5.000			1								282														
282	R10-6 (2S)	STOP HERE ON RED [A]	24 X 36	6.000			1									MOUNT ON SIGNAL POLE													
283	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1									MOUNT ON LIGHT POLE													
284	W4-2R (2S)	LANE REDUCT RIGHT	36 X 36		9.000		1	1		1																			
285	R3-8T (2S)	LF ONLY, LF AHEAD, RT ONLY	72 X 30	15.000			1	1		2																			
286	D4-2L (2S)	PARK & RIDE LEFT ARROW	30 X 36	7.500			1									SHEET 76. SAME POST AS ESTR D1-2 SIGN.													
287	R5-1A (3)	WRONG WAY	42 X 30	8.750			2								295														
288	R5-1A (3)	WRONG WAY	42 X 30	8.750			2								297														
289	E5-1A (5)	EXIT 295 TILT ARROW	90 X 60	37.500			1	1		2																			
290	W5-54 (2S)	CLEARANCE MARKER	18 X 18		2.250										289														
291	W5-54 (2S)	CLEARANCE MARKER	18 X 18		2.250										289														
292	W3-3 (2S)	SIGNAL AHEAD	36 X 36		9.000		1	1		1																			
293	R3-8T (2S)	LF ONLY, LF AHEAD, RT ONLY	72 X 30	15.000			1	1		2																			
294	J2-3 (2S)		72 X 57	28.500			1	1		2																			
	M3-3	SOUTH	24 X 12																										
	M1-5A	CTH F	24 X 24																										
	M5-1R	ADV ARROW LEFT TURN	21 X 21																										
	M3-1	NORTH	24 X 12																										
	M1-5A	CTH F	24 X 24																										
	M5-1L	ADV ARROW RIGHT TURN	21 X 21																										
	M4-5	TO	24 X 12																										
	M1-6	STH 74	24 X 24																										
	M5-1L	ADV ARROW RIGHT TURN	21 X 21																										
295	D1-2	[A] WAUKESHA	72 X 30	15.000			1	1		2																			
		SUSSEX [A]																											
296	JV2-1 (2S)		24 X 69	11.500			1	1		1																			
	MB4-1A	ALT	24 X 12																										
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB5-1L	ADV ARROW LEFT TURN	21 X 21																										
297	J3-1 (2S)		24 X 57	9.500			1	1		1																			
		SOUTH	24 X 12																										
		CTH F	24 X 24																										
		LEFT ARROW	21 X 21																										
298	J3-2 (2S)		48 X 57	19.000			1	1		1																			
		NORTH	24 X 12																										
		CTH F	24 X 24																										
		RIGHT ARROW	21 X 21																										
		TO	24 X 12																										
		STH 74	24 X 24																										
		RIGHT ARROW	21 X 21																										

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II REFLECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
299	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT														
300	R1-2 (2S)	YIELD	36 X 31	3.880			1	1		1																			
301	R5-57 (5)	PEDS ETC. PROHIBITED	36 X 36	9.000			1	1		1																			
302	W4-1 (5)	MERGING TRAFFIC (RIGHT)	48 X 48	--	16.000		1	1		1																			
303	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT														
304	R6-2L (2M)	ONE WAY LEFT ARROW	30 X 36	7.500			1								MOUNT ON LIGHT POLE														
305	R5-1 (3)	DO NOT ENTER	36 X 36	9.000			1								MOUNT ON LIGHT POLE														
306	R6-2R (2S)	ONE WAY RIGHT ARROW	24 X 30	5.000			1								MOUNT ON SAME POST AS ESTR R5-1 AND R5-1A SIGNS.														
307	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT														
308	R6-2R (2S)	ONE WAY RIGHT ARROW	24 X 30	5.000			1								MOUNT ON SIGNAL POLE														
309	R1-1F(3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
310	R1-1F(3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
311			24 X 45	7.500			1	1		1																			
	D9-2 (2S)	HOSPITAL	24 X 24												BLUE BACKGROUND, WHITE LETTERS														
	MB6-1 (2S)	RIGHT ARROW	21 X 21																										
312	R5-1 (3)	DO NOT ENTER	36 X 36	9.000			1								MOUNT ON SIGNAL POLE														
313	R6-3 (2S)	DIVIDED HWY CROSSING	30 X 24	5.000			1								MOUNT ON SIGNAL POLE														
314	JV3-1		24 X 69	11.500			1	1		1																			
	MB4-1A	ALT	24 X 12																										
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	LEFT ARROW	21 X 21																										
315	R1-1F(3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
316	R1-1F(3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
317	R10-11F (2S)	NO TURN ON RED FROM LF LA	30 X 36	7.500			1								MOUNT ON LIGHT POLE														
318	W12-1D (2S)	DOUBLE DOWN ARROWS	24 X 24	--	4.000		1	1		1					MOUNT AT 2 FT HEIGHT														
319	R1-1F(3)	FOLDING STOP	36 X 36	--		7.460	1								MOUNT ON SIGNAL POLE														
320	JV3-1 (2S)		24 X 69	11.500			1								MOUNT ON SIGNAL POLE														
	MB4-1A	ALT	24 X 12																										
	MB3-4	WEST	24 X 12																										
	MB1-1	IH 94	24 X 24																										
	MB6-1	LEFT ARROW	21 X 21																										
321	E1-1A	NORTH SOUTH STH 164 CTH J WAUKESHA PEWAUKEE 1 MILE													REUSE STEEL POSTS	19 X 16	304.00		1				2						
321A	E1-5P	EXIT 294													MOUNT ON SIGN # 321	11 X 2.5	27.50												
322	E4-1A	CTH T TILT ARROW WAUKESHA PEWAUKEE													REUSE STEEL POSTS	19 X 10.5	199.50		1				2						
322A	E1-5P	EXIT 293													MOUNT ON SIGN # 322	11 X 2.5	27.50												
323	E8-1	STH 164 NORTH 1/2 CTH F 1 1/2 US 18 CTH JJ 3 1/2													MOUNT ON SIGN BRIDGE S-67-204	17 X 8	136.00		1										
324	E8-1	CTH T 1/2 CTH G 2 CTH SS 3													MOUNT ON SIGN BRIDGE S-67-204	17 X 8	136.00		1										
325	E6-51	NORTH SOUTH STH 164 CTHJ WAUKESHA PEWAUKEE EXIT ARROW ONLY													MOUNT ON SIGN BRIDGE S-67-19	16 X 15	240.00		1										
325A	E1-5P	EXIT 294													MOUNT ON SIGN # 325	X 2.5	0.00												
326	NONE	LANE USE SIGN																	1										
327	E6-51	CTH T WAUKESHA PEWAUKEE 3/4 MILE													MOUNT ON SIGN BRIDGE S-67-29	13 X 11.5	149.50		1										
327A	E1-5P	EXIT 293													MOUNT ON SIGN # 327	11 X 2.5	27.50												

SIGN NO.	SIGN CODE & SIGN	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
328	E6-1	STH 16 WEST PEWAUKEE 1/4 MILE ARROW EXIT ARROW ONLY													MOUNT ON SIGN BRIDGE S-67-29	23 X 14	322.00		1											
328A	E1-5P	EXIT 293 C													MOUNT ON SIGN # 328	13 X 2.5	32.50												
329	E6-51	CTH T WAUKESHA PEWAUKEE 1/2 MILE													MOUNT ON SIGN BRIDGE S-67-19	13 X 11.5	149.50		1										
329A	E1-5P	EXIT 293													MOUNT ON SIGN # 329	11 X 2.5	27.50												
330	E6-51 (MOD)	STH 16 WEST PEWAUKEE ARROW EXIT ONLY ARROW													MOUNT ON SIGN BRIDGE S-67-19	17 X 12	204.00		1										
330A	E1-5P	EXIT 293 C													MOUNT ON SIGN # 330	13 X 2.5	32.50												
331	E6-1	NORTH SOUTH STH 164 CTHJ WAUKESHA PEWAUKEE EXIT ARROW ONLY													MOUNT ON SIGN BRIDGE S-67-32	16 X 15.5	248.00		1										
331A	E1-5P	EXIT 294													MOUNT ON SIGN # 331	11 X 2.5	27.50												
332		GLACIAL DRUMLIN STATE TRAIL CAR SYMBOL PARK & RIDE EXIT 295													REUSE STEEL POSTS BROWN BACKGROUND WHITE LETTERS BLUE BACKGROUND WHITE LETTERS	16 X 12	192.00		1							2				
333	E1-1A	STH 16 WEST PEWAUKEE 3/4 MILE													REUSE STEEL POSTS	15 X 10.5	157.50		1							2				
333A	E1-5P	EXIT 293 C													MOUNT ON SIGN # 333	13 X 2.5	32.50												
334	E1-1A	CTH F WAUKESHA SUSSEX 3/4 MILE													REUSE STEEL POSTS	16 X 13.5	216.00	1	1							2				
334A	E1-5P	EXIT 295													MOUNT ON SIGN # 334	11 X 2.5	27.50												
335	E6-51	IH 94 EAST STH 164 SOUTH ARROW ARROW ARROW													MOUNT ON SIGN BRIDGE S-67-32	30 X 8	240.00		1										
336	E1-1A	CTH F WAUKESHA TILT ARROW SUSSEX													REUSE STEEL POSTS	19 X 11	209.00	1	1							2				
336A	E1-5P	EXIT 295													MOUNT ON SIGN # 336	11 X 2.5	27.50												
337	NOT USED															57 X 50.5	2878.50												

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	638.2602 REM SIGNS TYPE II [EA]	638.3000 REM SMALL SIGN SUP [EA]	638.2102 MOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X 6"x18' [EA]	634.0622 WOOD POSTS 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I [EA]	638.2601 REM SIGNS TYPE I [EA]	638.3100 REM STR STEEL SIGN SUP [EA]	STEEL POST TYPE	636.0100 SIGN NO. SUPPORTS CONCRETE MASONRY [CY]	636.0500 SIGN SUPPORTS STEEL REINF. [LBS]	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	635.0300 SIGN SUPPORTS REPLACING BASE CONN. BOLTS [EA]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
338	E8-1	STH 164 NORTH 1/4 STH 16 1 1/4 CTH T 2													MOUNT ON SIGN BRIDGE S-67-203	18 X 8	144.00		1										
339	E8-1	CTH F 1/4 US 18 STH 164 CTH JJ 2 1/4 MOORLAND RD 5 1/2													MOUNT ON SIGN BRIDGE S-67-203	18 X 8	144.00		1										
340	E1-1A	NORTH SOUTH STH 164 CTHJ WAUKESHA TILT ARROW PEWAUKEE													REUSE STEEL POSTS	22 X 13.5	297.00		1							2				
340A	E1-5P	EXIT 294													MOUNT ON SIGN # 340	11 X 2.5	27.50												
341	E1-1A	NORTH SOUTH STH 164 CTHJ WAUKESHA PEWAUKEE 1/2 MILE													REUSE STEEL POSTS	19 X 16	304.00		1							2				
341A	E1-5P	EXIT 294													MOUNT ON SIGN # 341	11 X 2.5	27.50												
342	R5-1A (3)	WRONG WAY	42 X 30	8.750			1								SHEET 15. MOUNT ON SAME POST AS ESTR NO PARKING ON RAMP SIGN														
343	R5-1A (3)	WRONG WAY	42 X 30	8.750			1								SHEET 15. MOUNT ON SAME POST AS SIS SIGN														
344	R5-1A (3)	WRONG WAY	42 X 30	8.750											SHEET 15. MOUNT ON BACK OF GAS/FOOD SIGN.														
345	R5-1A (3)	WRONG WAY	42 X 30	8.750											SHEET 15. MOUNT ON BACK OF NO PARKING SIGN														
346	R7-64 (3)	NO PARKING ON RAMP							1						SHEET 18														
347	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
348	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
349	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
350	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
351	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
352	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
353	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2					MOUNT NEXT TO OVERHEAD SIGN SUPPORT															
354	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
355	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
356	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
357	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
358	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
359	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2					MOUNT AFTER J2-1 ASSEMBLY															
360	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2					MOUNT AFTER J2-1 ASSEMBLY															
361	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
362	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
363	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
364	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
365	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
366	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
367	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
368	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
369	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
370	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
371	R11-54F (2S)	RAMP CLOSED USE ALT ROUT	48 X 30			10.000				2																			
UNDISTRIBUTED				--							10	10	2	--	--	X				2	--	4.8	294	2000		--	--	--	--
TOTALS				2533.025	569.500	473.800	294	179 *	1 *	283	10	10	2	--	--		7215.500	2	20	2	0	4.8	294	2000	16				

* QUANTITY SHOWN ELSEWHERE ON PLAN

TYPE II PERMANENT SIGNING - ENHANCED REFERENCE MARKERS

1060-44-70 IH 94

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	**638.3000** REM SMALL SIGN SUP [EA]	**638.2102** MOVING SIGNS TYPE II [EA]	**634.0612** WOOD POSTS 4"X 6"x12' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1001	D10-5	W [94] 283/ .8		1	1	1		
1002	D10-5	E [94] 283/ .8		1	1	1		
1003	D10-5	W [94] 284/ 0		1	1	1		
1004	D10-5	E [94] 284/ 0		1	1	1		
1005	D10-5	E [94] 284/ .2		1	1	1		
1006	D10-5	W [94] 284/ .2		1	1	1		
1007	D10-5	E [94] 284/ .6		1	1	1		
1008	D10-5	W [94] 284/ .6		1	1	1		
1009	D10-5	W [94] 285/ 0		1	1	1		
1010	D10-5	E [94] 285/ 0		1	1	1		
1011	D10-5	E [94] 285/ .2		1	1	1		
1012	D10-5	W [94] 285/ .2		1	1	1		
1013	D10-5	E [94] 285/ .4		1	1	1		
1014	D10-5	W [94] 285/ .4		1	1	1		

TYPE II PERMANENT SIGNING - ENHANCED REFERENCE MARKERS

1060-44-70 IH 94

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	**638.3000** REM SMALL SIGN SUP [EA]	**638.2102** MOVING SIGNS TYPE II [EA]	**634.0612** WOOD POSTS 4"X 6"x12' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1015	D10-5	E [94] 285/ .6		1	1	1		
1016	D10-5	W [94] 285/ .6		1	1	1		
1017	D10-5	E [94] 287/ .2		1	1	1		
1018	D10-5	W [94] 287/ .2		1	1	1		
1019	D10-5	E [94] 287/ .4		1	1	1		
1020	D10-5	W [94] 287/ .4		1	1	1		
1021	D10-5	E [94] 288/ .2		1	1	1		
1022	D10-5	W [94] 288/ .2		1	1	1		
1023	D10-5	E [94] 288/ .6		1	1	1		
1024	D10-5	W [94] 288/ .6		1	1	1		
UNDISTRIBUTED							--	--
TOTALS				24 *	24 *	24	--	--

* ADDITIONAL QUANTITIS SHOWN ELSEWHERE

LIGHTING ITEMS

CATEGORY	SYSTEM	FROM	TO	652.0235 * CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF
PROJECT 1060-44-70					
1100	HL-67-PJ	LPB508	LPB514	111	816
		LPB514	APJ11/BPJ11	3	22
		LPB508	APJ9/BPJ9	--	2,104
		HL-67-PJ	LPB508	--	979
			TOTAL	114	3,921

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LIGHTING ITEMS, CONT.

CATEGORY	SYSTEM	POLE I.D.	T. BASE AS BREAKAWAY OR SPLICE BOX OR SIGN STRUCTURE FOR INFORMATION ONLY	BOLT PROJECTION	654.0105 CONCRETE BASES TYPE 5 EACH	657.0210 TRANSFORMER BASES BREAKAWAY 15-17 INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	659.0802 PLAQUES SEQUENCE IDENTIFICATION EACH
PROJECT 1060-44-70								
1100	HL-67-PJ	APJ11/BPJ11	SPLICE BOX	3-INCH	1 (NOTE 2)	NOTE 1	NOTE 1	NOTE 1
				TOTAL	1	--	--	--

NOTE 1: TRANSFORMER BASE, POLE, AND PLAQUES ARE EXISTING AND WILL NOT BE CHANGED FOR LIGHT POLE BEING RELOCATED
NOTE 2: CONTRACTOR TO CONFIRM BOLT CIRCLE DIAMETER ON EXISTING TRANSFORMER BASE PRIOR TO CONSTRUCTING NEW FOUNDATION

LIGHTING ITEMS, CONT.

CATEGORY	SYSTEM	DESCRIPTION	STATION	OFFSET	652.0700.S * INSTALL CONDUIT INTO EXISTING ITEM EACH	653.0135 * PULL BOXES STEEL 24X36-INCH EACH
PROJECT 1060-44-70						
1100	HL-67-PJ	LPB508	-	-	1	--
	HL-67-PJ	LPB14	66CTJ+27	3.0' RT	--	1
				TOTAL	1	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LIGHTING ITEMS, CONT.

CATEGORY	SYSTEM	FROM	TO	653.0905 * REMOVING PULL BOXES EACH
PROJECT 1060-44-70				
1100	HL-67-PJ	LPB508	LPB13	1
			TOTAL	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

LIGHTING ITEMS, CONT.

CATEGORY	PROJECT	SYSTEM	POLE I.D.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	657.0705 LUMINAIRE ARMS DUAL ARM TRUSS TYPE 4 1/2-INCH CLAMP 10-FOOT EACH	659.0125 LUMINAIRES UTILITY HPS 250 WATTS EACH
1100	1060-44-70	HL-67-PJ	APJ11/BPJ11	120	NOTE 2	NOTE 3
			TOTAL	120	--	--

NOTE 1: LIGHT POLE BEING RELOCATED IS EXISTING AND WILL NOT BE CHANGED
NOTE 2: DUAL MAST ARMS AND CLAMPS ARE EXISTING ON LIGHT POLE BEING RELOCATED AND WILL NOT BE CHANGED
NOTE 3: LUMINAIRES ON THE LIGHT POLE BEING RELOCATED ARE EXISTING AND WILL NOT BE CHANGED

LIGHTING ITEMS, CONT.

CATEGORY	DESCRIPTION	SPV.0060.1000 LAMP DISPOSAL HIGH INTENSITY DISCHARGE EACH	SPV.0060.1001 GROUP LUMINAIRE MAINTENANCE 30-FOOT 250W HPS EACH	SPV.0060.1002 REMOVING AND REINSTALLING LIGHTING UNITS EACH	SPV.0105.1000 MAINTENANCE OF LIGHTING SYSTEMS LS
PROJECT 1060-44-70					
1100	APJ11/BPJ11	2	2	1	--
	CONTRACT 1060-44-70	--	--	--	1
	TOTAL	2	2	1	1

FILE NAME: I:\56537\1517-75-75\t1\cds\030201_mq.ppt PLOT DATE : 4/30/2015 10:51:07 PM PLOT BY : HNTB Corp. PLOT NAME : PLOT SCALE : 1:1

3

ON-RAMP CLOSURE GATES PULL BOXES AND GROUND RODS

CATEGORY 1300	LOCATION	ITEM ID.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	SPV.0060.1300 GROUND ROD EACH
	IH 94 AT CR SS	EXPBSS05	1	--
		EXPBSS10	1	--
		EXPBSS15	1	--
		G67-48	--	1
		G67-50	--	1
		G67-51	--	1
	IH 94 AT CR G	EXPBG05	1	--
		EXPBG10	1	--
		EXPBG15	1	--
		G67-52	--	1
		G67-53	--	1
		G67-54	--	1
	IH 94 AT CR T	EXPBT05	1	--
		G67-55	--	--
		TOTAL	7	6

ON-RAMP CLOSURE GATES WIRING

CATEGORY 1300	LOCATION	ITEM ID.	CABINET ID.	NUMBER OF WIRES	WIRE LINEAR DISTANCE FROM CABINET TO METER BREAKER PEDESTAL	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
	IH 94 AT CR SS	G67-48	EXCB-RM-67-0123	3	65	195
		G67-50	EXCB-RM-67-0122	3	15	45
		G67-51	EXCB-RM-67-0122	3	110	330
	IH 94 AT CR G	G67-52	EXCB-RM-67-0120	3	60	180
		G67-53	EXCB-RM-67-0121	3	100	300
		G67-54	EXCB-RM-67-0121	3	25	75
	IH 94 AT CR T	G67-55	EXCB-RM-67-0113	3	35	105
				TOTAL		1230

3

ON-RAMP CLOSURE GATES CONDUIT

CATEGORY 1300	LOCATION	ITEM ID.	LINEAR DISTANCE	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
	IH 94 AT CR C	G67-43	20	20
		G67-44	20	20
	IH 94 AT WIS 83	G67-45	15	15
		G67-46	20	20
		G67-47	20	20
	IH 94 AT CR SS	G67-48	45	45
		G67-49	15	15
		G67-50	15	15
		G67-51	25	25
	IH 94 AT CR G	G67-52	20	20
		G67-53	15	15
		G67-54	20	20
	IH 94 AT CR T	G67-55	15	15
		G67-56	20	20
			TOTAL	285

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	ON-RAMP CLOSURE GATES MISCELLANEOUS QUANTITIES	SHEET NO:	E

FILE NAME : PLOT DATE: 1/20/2015 9:37:34 AM PLOT BY : PLOT NAME : ORG DATE : ORIGINATOR : PLOT SCALE : N/A

3

ON-RAMP CLOSURE GATES

CATEGORY 1300		654.0105	654.0220	657.0100	657.0255	657.0425	662.1032.S	662.1037.S	662.1040.S	662.2028.S	662.2030.S	662.2037.S	662.2040.S	662.3028.S	662.3030.S	662.3032.S	662.3037.S	662.3040.S	662.4000.S
		CONCRETE BASES TYPE 5	CONCRETE CONTROL CABINET BASE TYPE 10	PEDESTAL BASES	TRANSFORMER BASE BREAKAWAY 11 1/2-INCH BOLT CIRCLE	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	RAMP CLOSURE GATES HARDWIRED 32-FT	RAMP CLOSURE GATES HARDWIRED 37-FT	RAMP CLOSURE GATES HARDWIRED 40-FT	RAMP CLOSURE GATES SOLAR 28-FT	RAMP CLOSURE GATES SOLAR 30-FT	RAMP CLOSURE GATES SOLAR 37-FT	RAMP CLOSURE GATES SOLAR 40-FT	RAMP CLOSURE GATE ARMS STOCKPILE 28-FT	RAMP CLOSURE GATE ARMS STOCKPILE 30-FT	RAMP CLOSURE GATE ARMS STOCKPILE 32-FT	RAMP CLOSURE GATE ARMS STOCKPILE 37-FT	RAMP CLOSURE GATE ARMS STOCKPILE 40-FT	RAMP CLOSURE GATE FLASHERS STOCKPILE
LOCATION	ITEM ID.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
IH 94 AT CR C	G67-43	1	1	1	1	1	--	--	--	--	--	--	1	--	--	--	--	--	--
	G67-77	1	1	1	1	1	--	--	--	--	--	--	1	--	--	--	--	--	--
IH 94 AT WIS 83	G67-45	1	1	1	1	1	--	--	--	--	--	1	--	--	--	--	--	--	--
	G67-46	1	1	1	1	1	--	--	--	--	1	--	--	--	--	--	--	--	--
	G67-47	1	1	1	1	1	--	--	--	--	1	--	--	--	--	--	--	--	--
IH 94 AT CR SS	G67-48	1	--	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	--
	G67-49	1	1	1	1	1	--	--	--	1	--	--	--	--	--	--	--	--	--
	G67-50	1	--	--	1	--	--	1	--	--	--	--	--	--	--	--	--	--	--
	G67-51	1	--	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	--
IH 94 AT CR G	G67-52	1	--	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	--
	G67-53	1	--	--	1	--	1	--	--	--	--	--	--	--	--	--	--	--	--
	G67-54	1	--	--	1	--	1	--	--	--	--	--	--	--	--	--	--	--	--
IH 94 AT CR T	G67-55	1	--	--	1	--	1	--	--	--	--	--	--	--	--	--	--	--	--
	G67-56	1	--	--	1	--	--	1	--	--	--	--	--	--	--	--	--	--	--
UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	--	--	--	1	1	1	1	1	1
TOTAL		14	6	6	14	6	3	2	3	1	2	1	2	1	1	1	1	1	1

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	ON-RAMP CLOSURE GATES MISCELLANEOUS QUANTITIES	SHEET NO:	E

FILE NAME : PLOT DATE: 1/20/2015 9:37:34 AM PLOT BY : PLOT NAME : ORG DATE : ORIGINATOR : PLOT SCALE : N/A

3

REMOVING CONCRETE BASES

EXISTING BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB7	1
SB12	1
TOTAL	2

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
PB14	PB15	--	--	130
PB15	PB16	24	--	--
PB15	EXT1	--	44	--
	TOTALS	24	44	130

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

INSTALL CONDUIT INTO EXISTING ITEM

STRUCTURE NO.	652.0700.S* INSTALL CONDUIT INTO EXISTING ITEM EACH
PB14	1
TOTAL	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

WISCONSIN PROFESSIONAL ENGINEER
JASON R. MARTON
37111
WAUKESHA, WI
04/22/2015

LOOP DETECTOR SCHEDULE

LOOP NUMBER	HOMERUN PB	STATION	LOCATION	SIZE (FT)X(FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR LF	655.0700* LOOP DETECTOR LEAD IN CABLE LF	655.0800* LOOP DETECTOR WIRE LF
71	PB16	66CTJ+19.8	37.5' LT	6X20	3	CONCRETE	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	112	303	346
							TOTALS	112	303	346

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

PULL BOXES STEEL

PULL BOX NO.	STATION	LOCATION	653.0135* PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB15	66CTJ+44.2	2.0' RT	--	1
PB16	66CTJ+19.8	2.0' RT	1	--
		TOTALS	1	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE
***FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

REMOVING PULL BOXES

EXISTING PULL BOX NO.	653.0905* REMOVING PULL BOXES EACH
PB15	1
PB16	1
TOTAL	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

UNDERGROUND TRAFFIC SIGNAL CABLE NO. 14

FROM	TO	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
CB1	SB6	445
	TOTAL	445

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
SB6	SB8	236
PB15	SB6	112
	TOTAL	348

IH 94 & STH 164/CTH J

ALL ITEMS ARE CATEGORY 1500 UNLESS OTHERWISE NOTED

3

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS
IH 94 EB RAMPS & STH 164/CTH J

LOCATION	661.0200.3001 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	661.0300* GENERATORS DAY
IH 94 EB RAMPS & STH 164/CTH J	1	2
TOTAL	1	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS
IH 94 WB RAMPS & STH 164/CTH J

LOCATION	661.0200.3002 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS	661.0300* GENERATORS DAY
IH 94 WB RAMPS & STH 164/CTH J	1	2
TOTAL	1	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

TEMPORARY EVP SYSTEM
IH 94 EB RAMPS & STH 164/CTH J

LOCATION	SPV.0105.3001 TEMPORARY EVP SYSTEM LS
IH 94 EB RAMPS & STH 164/CTH J	1
TOTAL	1

TEMPORARY EVP SYSTEM
IH 94 WB RAMPS & STH 164/CTH J

LOCATION	SPV.0105.3002 TEMPORARY EVP SYSTEM LS
IH 94 WB RAMPS & STH 164/CTH J	1
TOTAL	1

FILE NAME : W:\HomeWork\Dougherty_Alicia\59899_Temporary Signal Design\030241_mq_sp.ppt PLOT DATE : 4/22/2015 11:38:16 AM PLOT BY : MSCCEJ PLOT NAME : 030020_mq_sp3 PLOT SCALE : 1:1

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TEMPORARY VEHICLE DETECTION SYSTEM FOR INTERSECTIONS
IH 94 EB RAMPS & STH 164/CTH J

LOCATION	SPV.0105.3003 TEMPORARY VEHICLE DETECTION SYSTEM FOR INTERSECTIONS LS
IH 94 EB RAMPS & STH 164/CTH J	1
TOTAL	1

TEMPORARY VEHICLE DETECTION SYSTEM FOR INTERSECTIONS
IH 94 WB RAMPS & STH 164/CTH J

LOCATION	SPV.0105.3004 TEMPORARY VEHICLE DETECTION SYSTEM FOR INTERSECTIONS LS
IH 94 WB RAMPS & STH 164/CTH J	1
TOTAL	1

3

COVERING TRAFFIC SIGNAL HEADS
IH 94 & STH 164/CTH J

LOCATION	SPV.0105.3005 COVERING TRAFFIC SIGNAL HEADS LS
IH 94 & STH 164/CTH J	1
TOTAL	1

REMOVE TRAFFIC SIGNALS
IH 94 & STH 164/CTH J

LOCATION	SPV.0105.3007 REMOVE TRAFFIC SIGNALS LS
IH 94 & STH 164/CTH J	1
TOTAL	1

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE
IH 94 & STH 164/CTH J

LOCATION	SPV.0105.3008 REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE LS
IH 94 & STH 164/CTH J	1
TOTAL	1

IH 94 & STH 164/CTH J TRAFFIC SIGNAL INTERCONNECT

ALL ITEMS ARE CATEGORY 1500 UNLESS OTHERWISE NOTED

3

SUMMARY OF STATE FURNISHED MATERIALS - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
1	EACH	FIBER OPTIC TERMINATION PANEL 12-CT
1	EACH	FIBER OPTIC MEDIA CONVERTER
1	EACH	ETHERNET SWITCH
1148	LF	FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

CONDUIT

FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
PB28	FTMS PB	14
	TOTALS	14

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

INSTALL CONDUIT INTO EXISTING ITEM

STRUCTURE NO.	652.0700.S* INSTALL CONDUIT INTO EXISTING ITEM EACH
PB28	1
FTMS PB	1
TOTAL	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC SIGNAL INTERCONNECT

LOCATION	670.0100.3001 FIELD SYSTEM INTEGRATOR LS	670.0200.3001 ITS DOCUMENTATION LS	678.0500.3001 COMMUNICATION SYSTEM TESTING LS
1060-44-70 CATEGORY 1500	1	1	1
TOTALS	1	1	1

IH 94 & STH 164/CTH J TRAFFIC SIGNAL INTERCONNECT

ALL ITEMS ARE CATEGORY 1500 UNLESS OTHERWISE NOTED

3

INSTALL ETHERNET SWITCH

STRUCTURE NO.	675.0400.S INSTALL ETHERNET SWITCH EACH
CB1	1
TOTAL	1

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

FROM	TO	678.0006 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF
CB1	RM-67-0068	1148
	TOTAL	1148

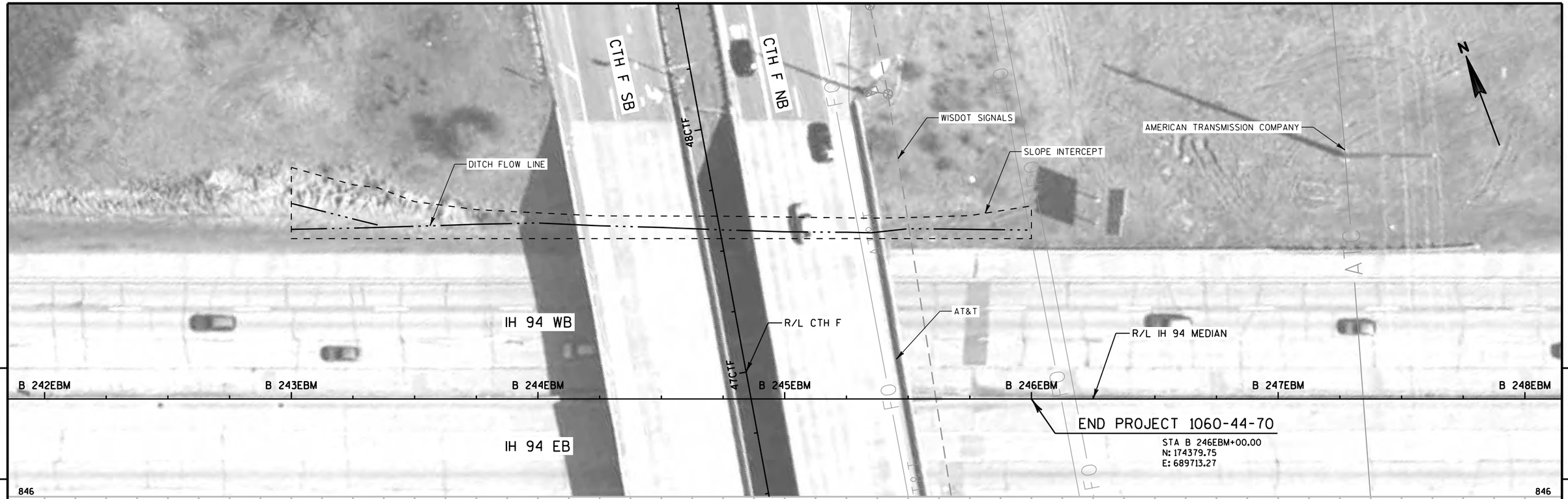
3

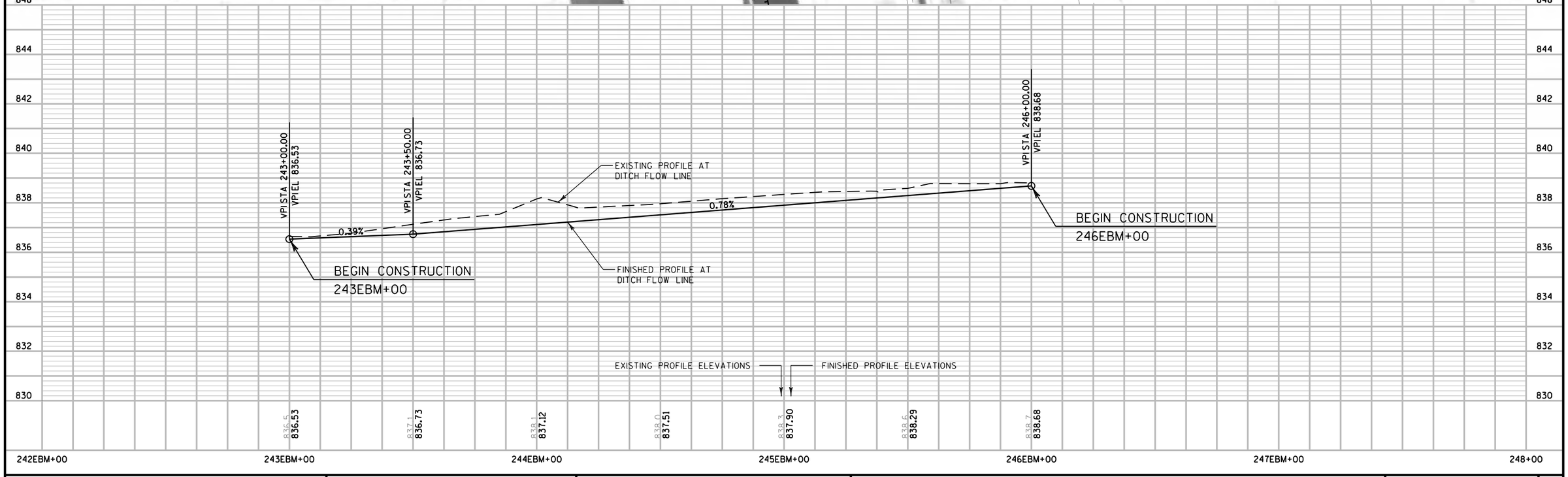
FIBER OPTIC TERMINATION

STRUCTURE NO.	678.0400 FIBER OPTIC TERMINATION EACH
CB1	6
RM-67-0068	6
TOTAL	12

INSTALL FIBER OPTIC MEDIA CONVERTER

STRUCTURE NO.	SPV.0060.3001 INSTALL FIBER OPTIC MEDIA CONVERTER EACH
RM-67-0068	1
TOTAL	1





PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	PLAN AND PROFILE: IH 94 WB DITCH UNDER CTH F	SHEET 468	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\050101_pp.dgn PLOT DATE : 7/15/2015 4:01:47 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 30

Standard Detail Drawing List

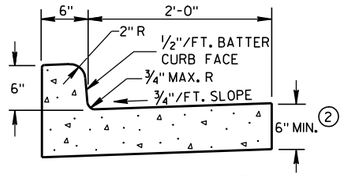
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-08	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-09	CONCRETE CONTROL CABINET BASES
09E01-13G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E02-04	FREEWAY LIGHTING UNIT POLE WIRING
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
10A05-02	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-07A	CONCRETE BRIDGE APPROACH
13B02-07B	STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B20-11C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS
14B20-11D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B20-11E	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"
14B20-11F	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"
14B20-11G	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL
14B20-11H	STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
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)

6

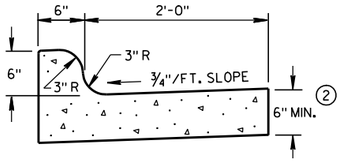
Standard Detail Drawing List

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
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12A	PAVEMENT MARKING SYMBOLS
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)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D03-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D12-05B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D14-02	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-02	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D34-01A	RAMP GATE SOLAR POWER
15D34-01B	RAMP GATE SOLAR POWER
15D34-01C	RAMP GATE SOLAR POWER
15D34-01D	RAMP GATE SOLAR POWER
15D35-01A	RAMP GATE HARD WIRED
15D35-01B	RAMP GATE HARD WIRED
15D35-01C	RAMP GATE HARD WIRED
15D35-01D	RAMP GATE HARD WIRED

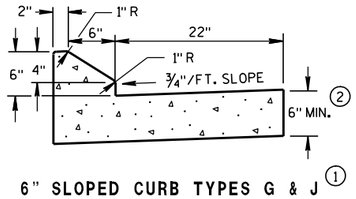
6



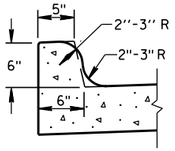
TYPES A & D (1)



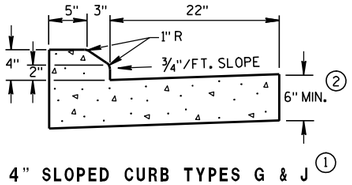
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

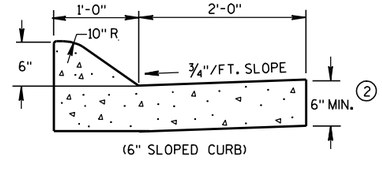


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

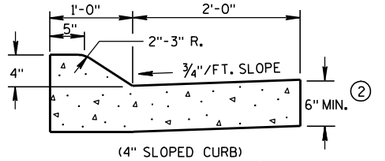


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

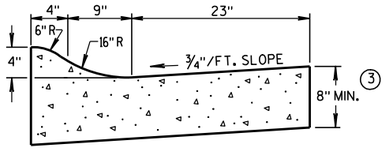


(6" SLOPED CURB)



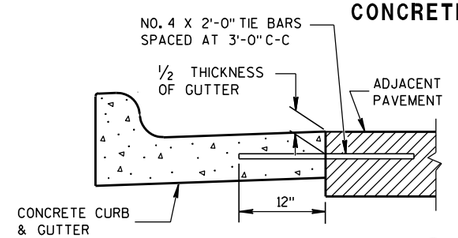
(4" SLOPED CURB)

TYPES A & D (1)

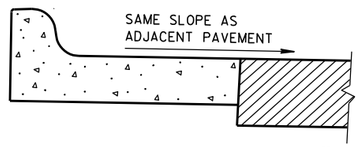


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



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

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

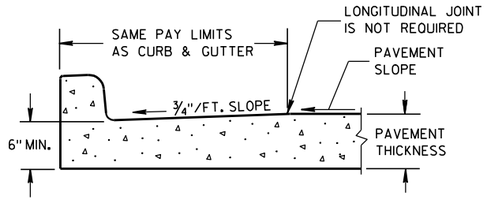
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

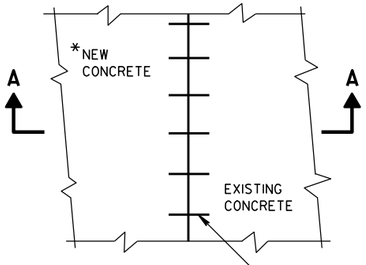
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

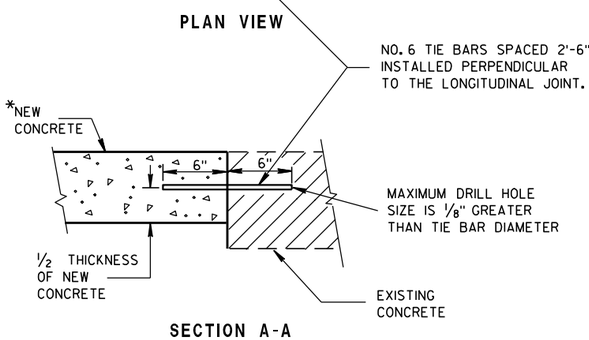


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



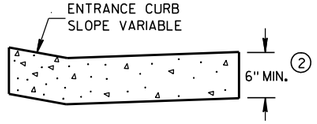
PLAN VIEW

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

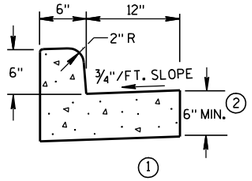


SECTION A-A

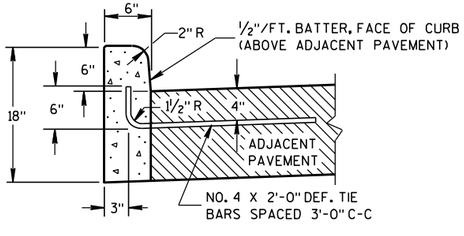
TIE BARS DRILLED INTO EXISTING PAVEMENT



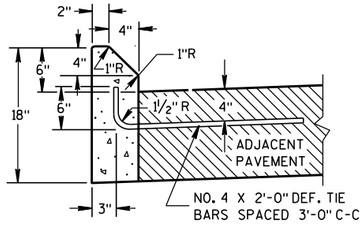
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



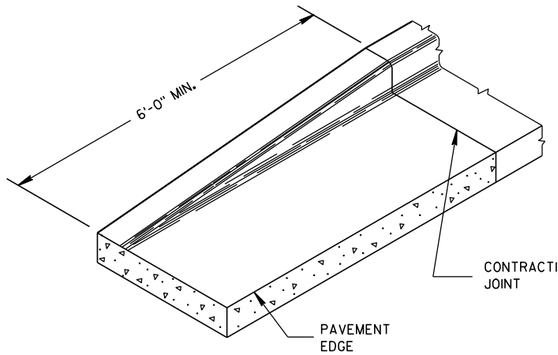
(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES A & D



(1)
TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

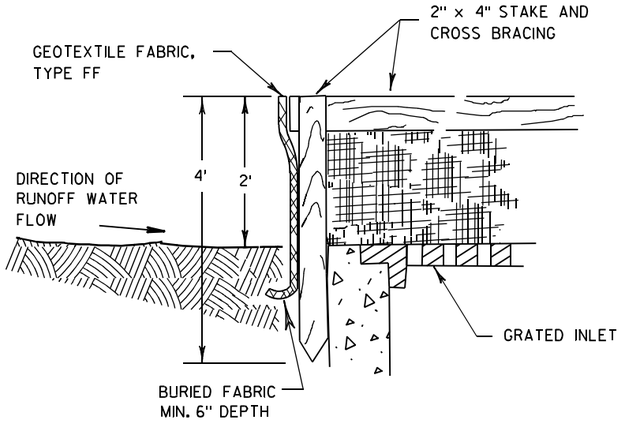
FHWA

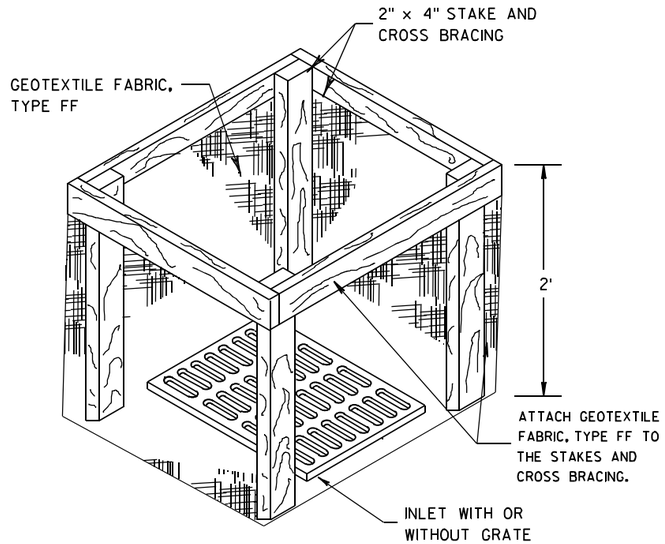
6

S.D.D. 8 D 1-17

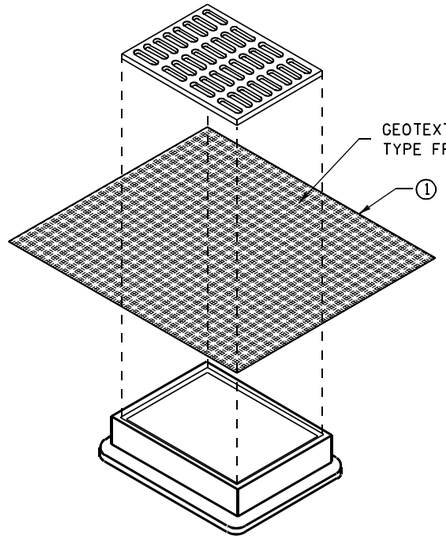
6

S.D.D. 8 D 1-17



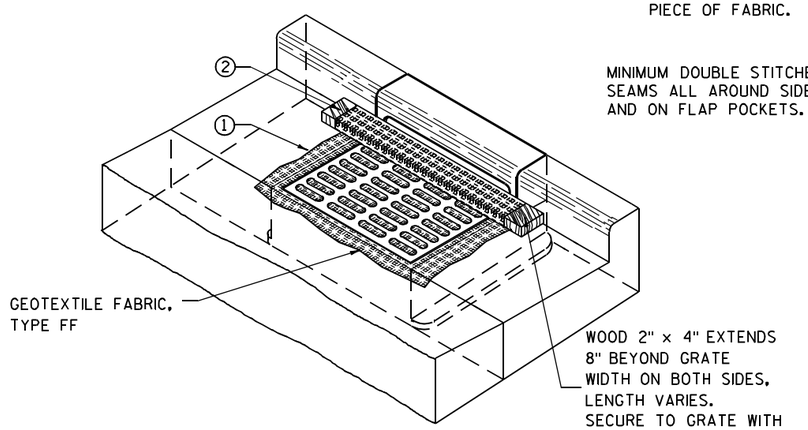


INLET PROTECTION, TYPE A

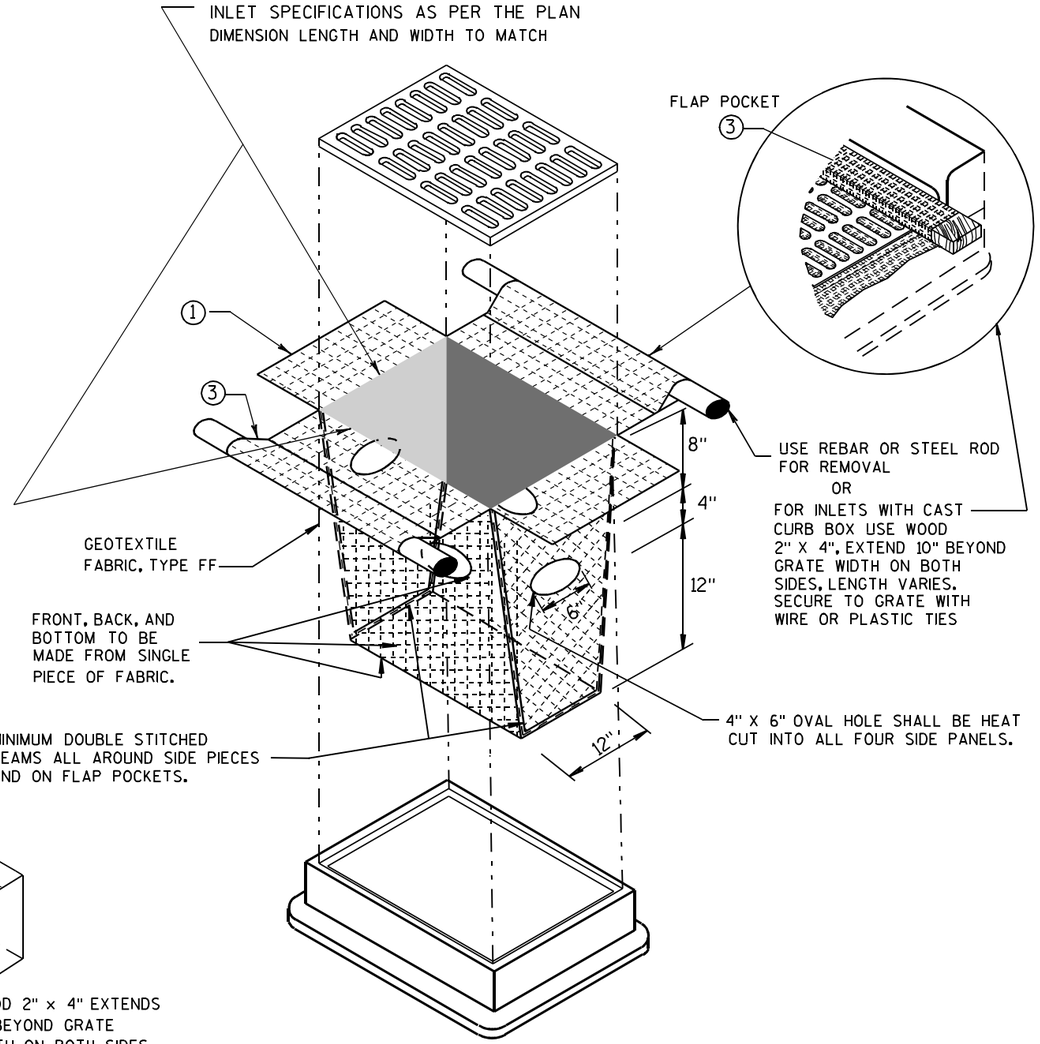


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

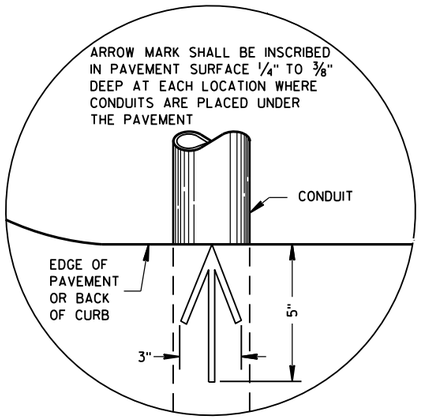
10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

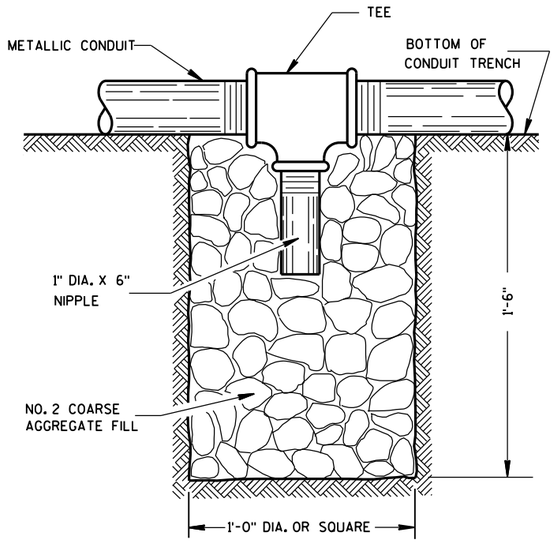
6

S.D.D. 8 E 10-2



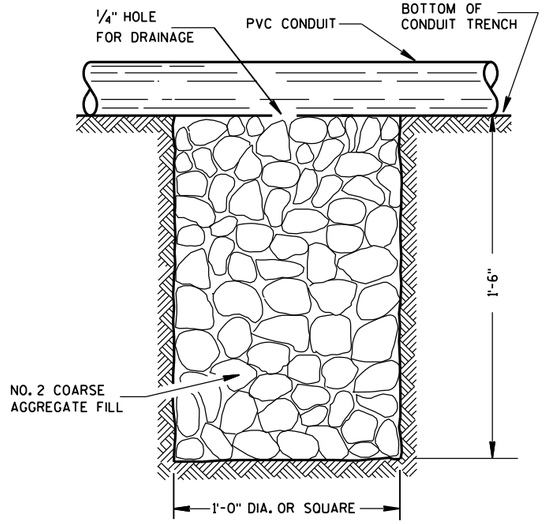
PLAN VIEW

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.

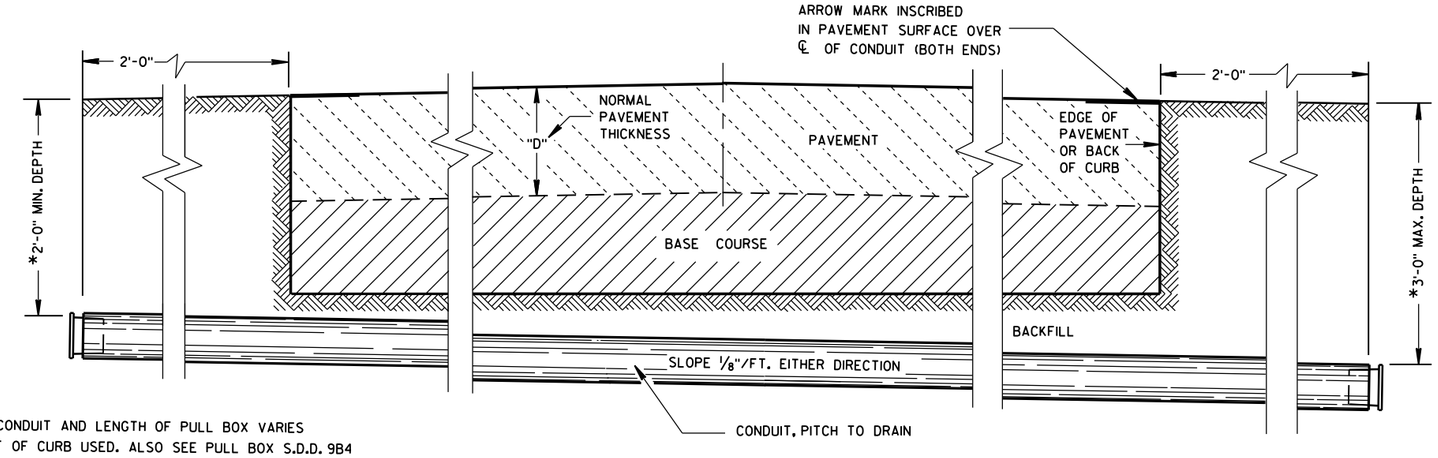
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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
FHWA

6

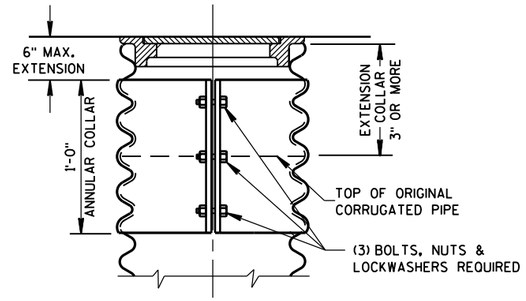
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

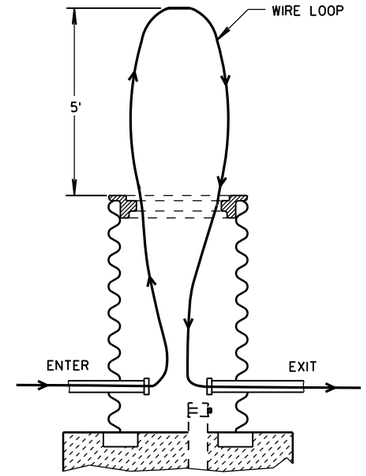
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

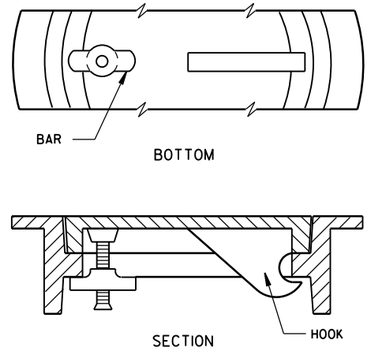
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

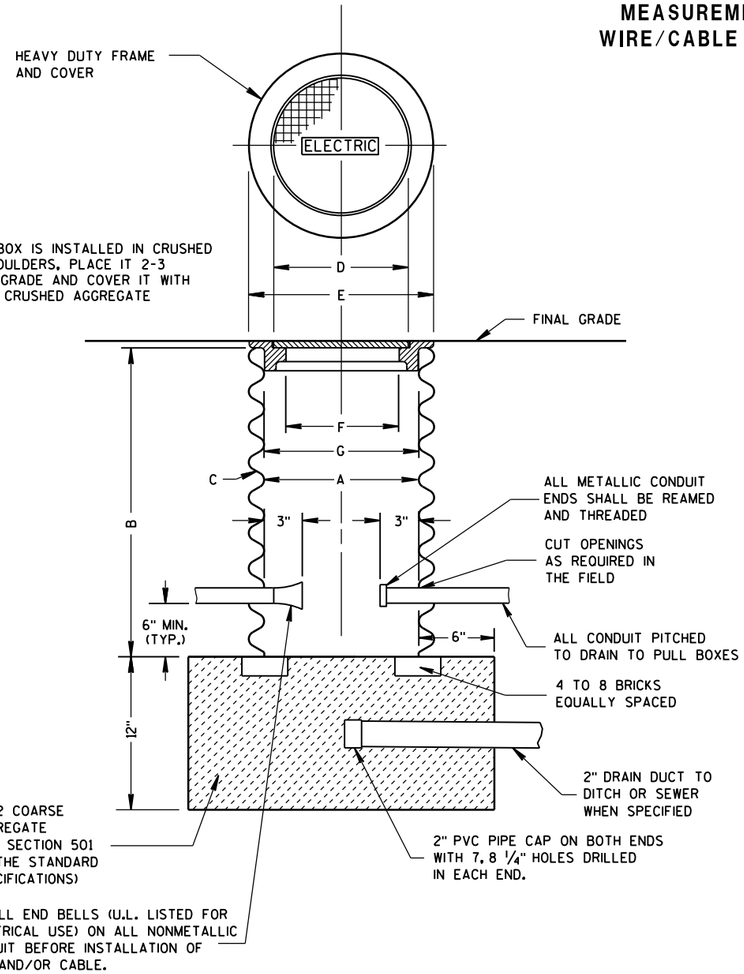


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



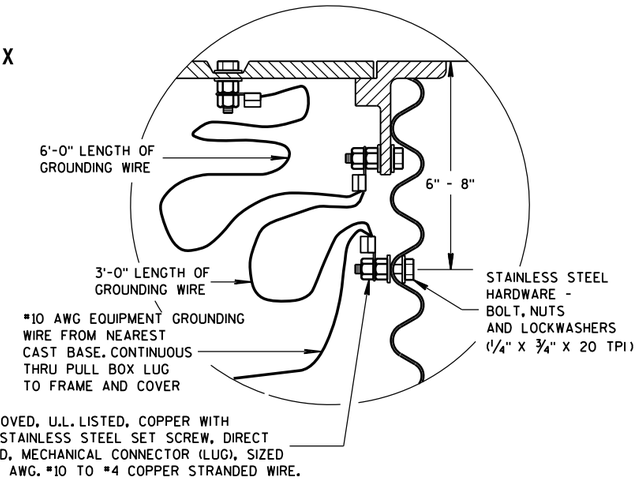
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

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.

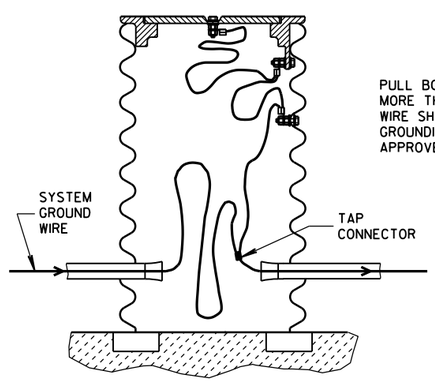
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

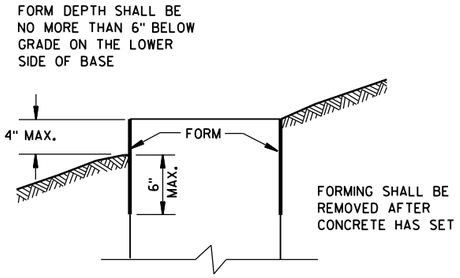
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 474
FHWA

6

S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

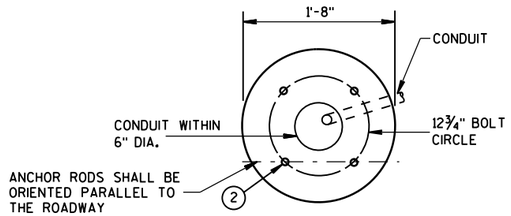
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

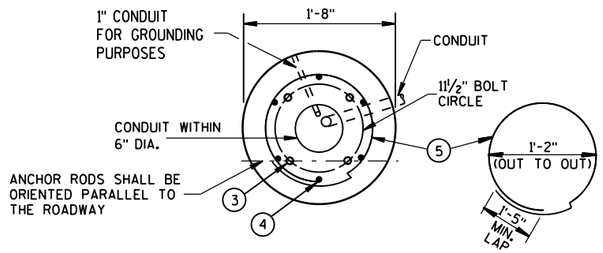
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

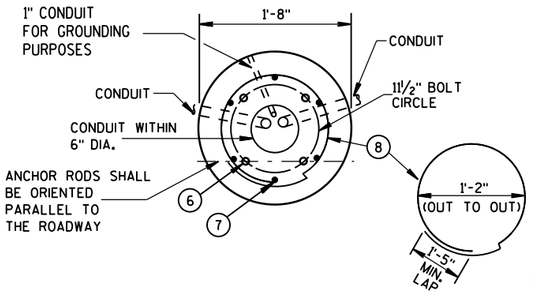
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

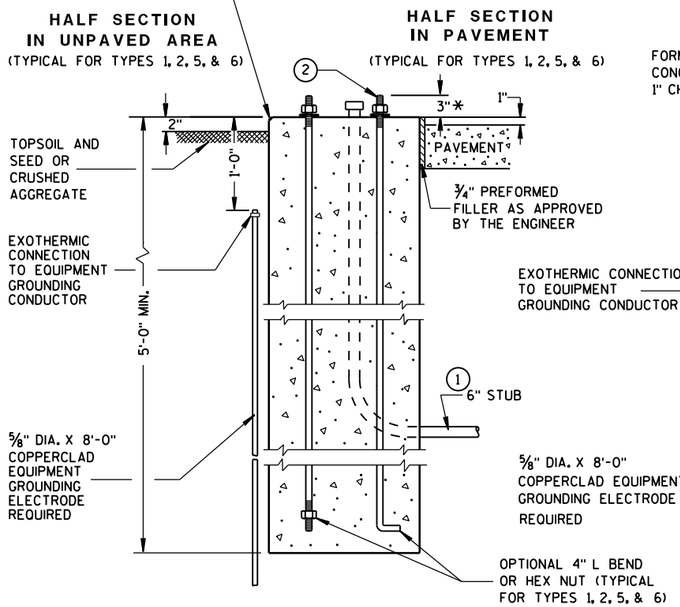






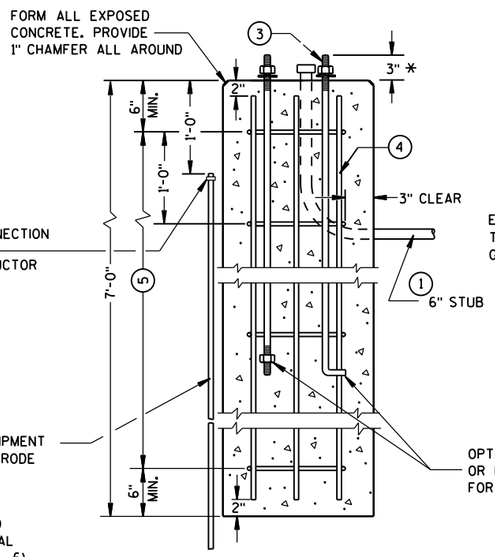
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

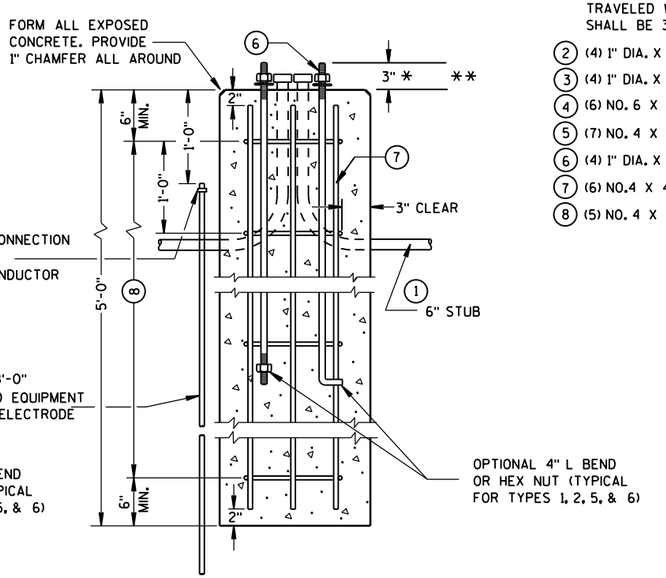


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

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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.

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.

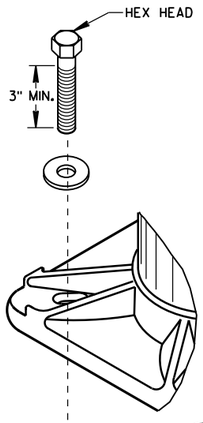
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

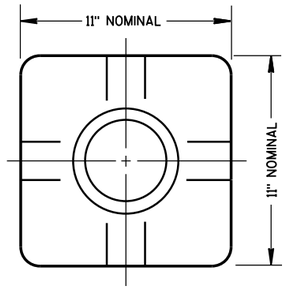
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

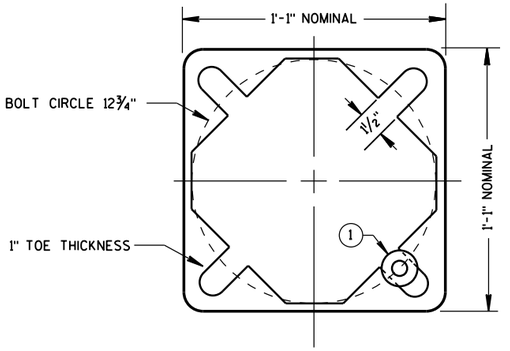
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

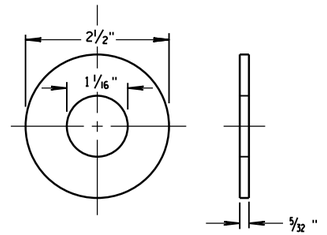




TOP VIEW
(PEDESTAL BASE)

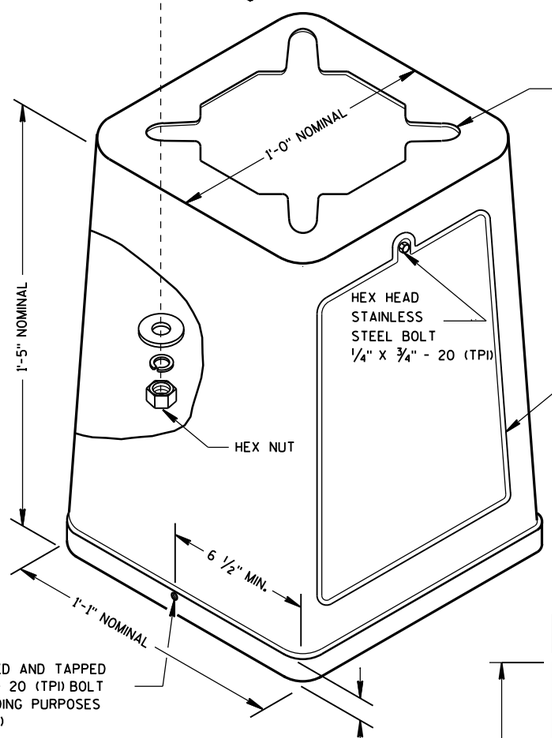


BOTTOM VIEW
(PEDESTAL BASE)

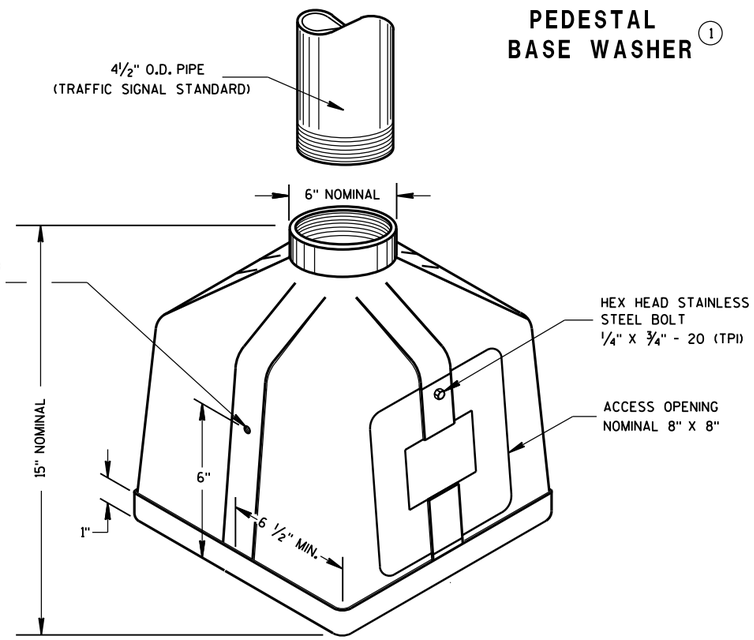


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

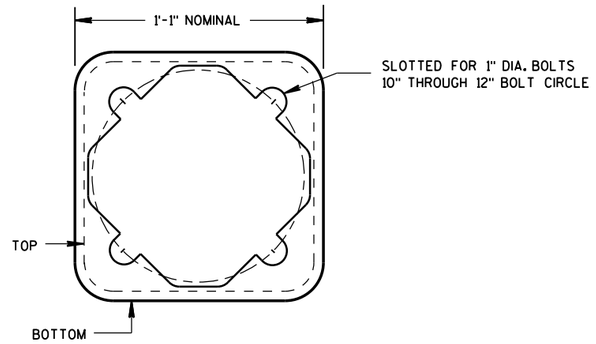


ISOMETRIC VIEW

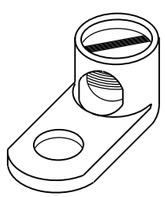


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

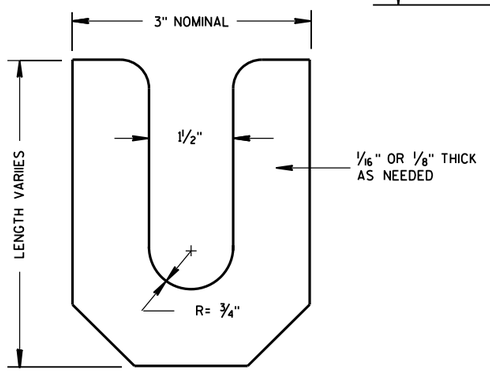


TYPICAL MECHANICAL CONNECTOR LUG

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

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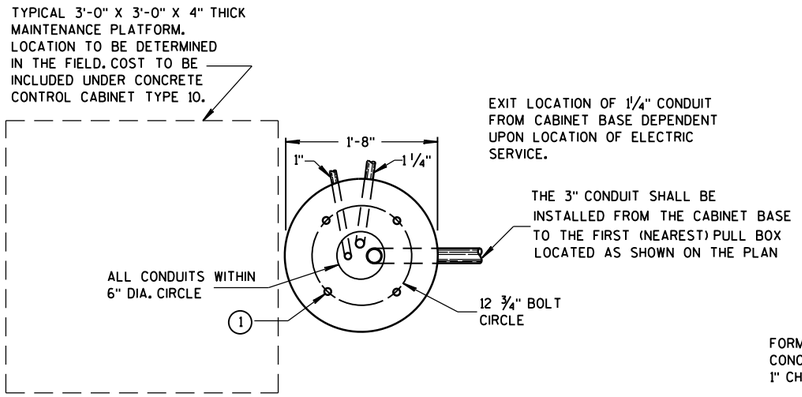
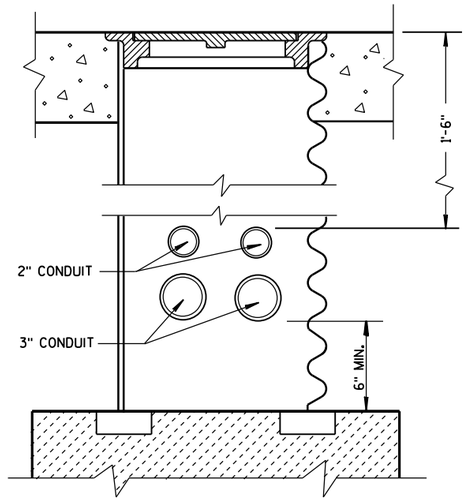
CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

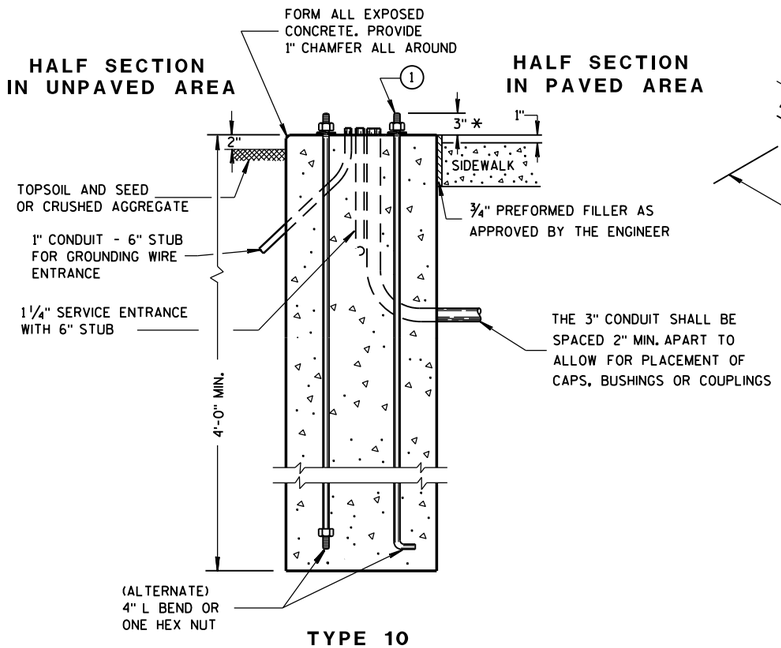
* INCLUDES MAINTENANCE PLATFORM.



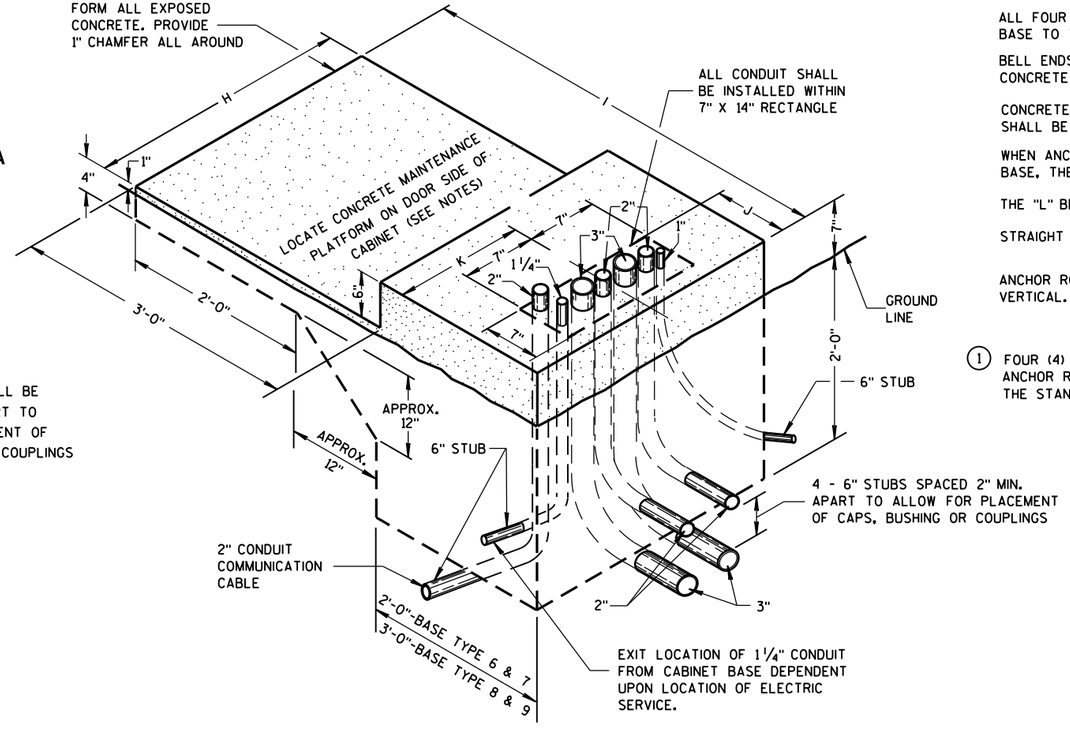


CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

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 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 SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND 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.

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.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL 477
FHWA	

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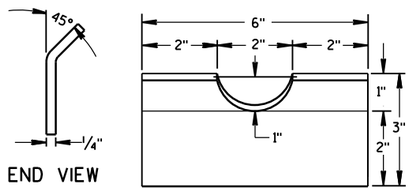
S.D.D. 9 C 5-9

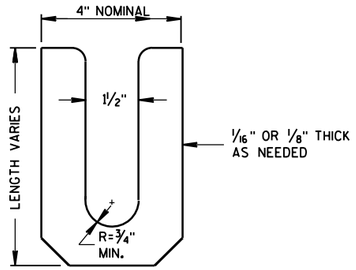


END VIEW

FRONT VIEW

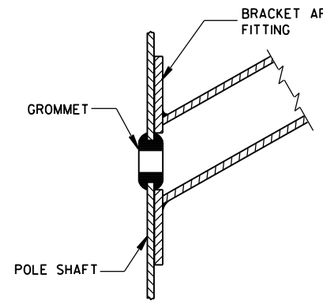
RECTANGULAR CLAMP SHIM

(4 TO A SET)

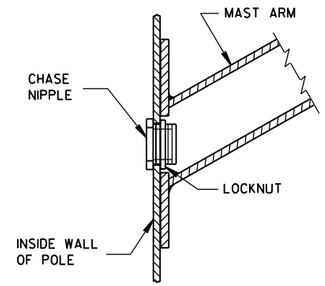


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

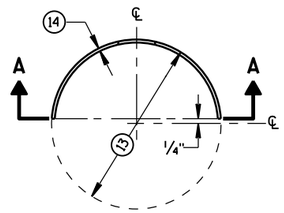
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

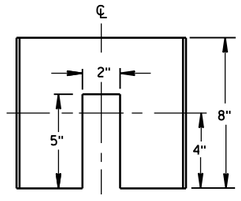
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



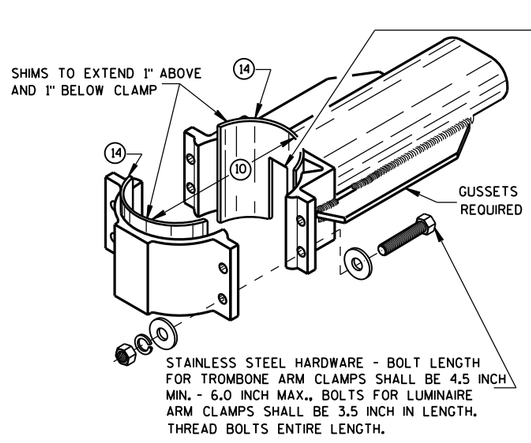
PLAN VIEW



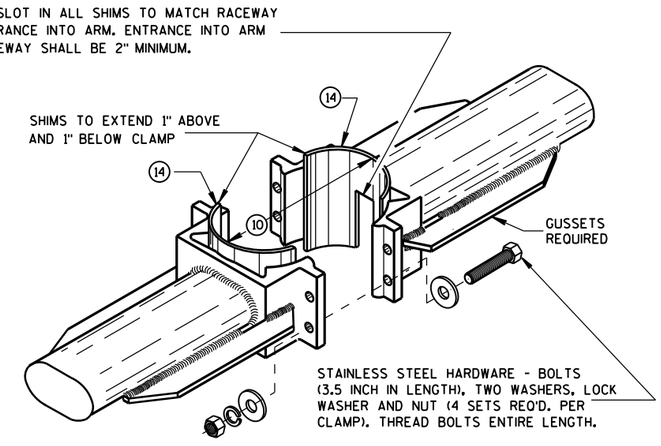
SECTION A-A

CIRCULAR CLAMP SHIM

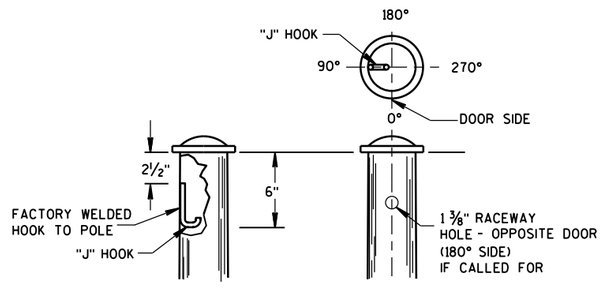
(2 TO A SET)



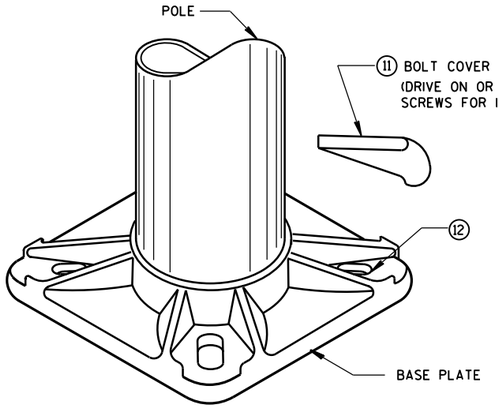
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



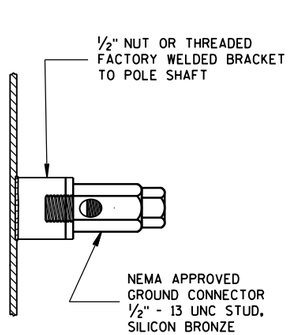
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

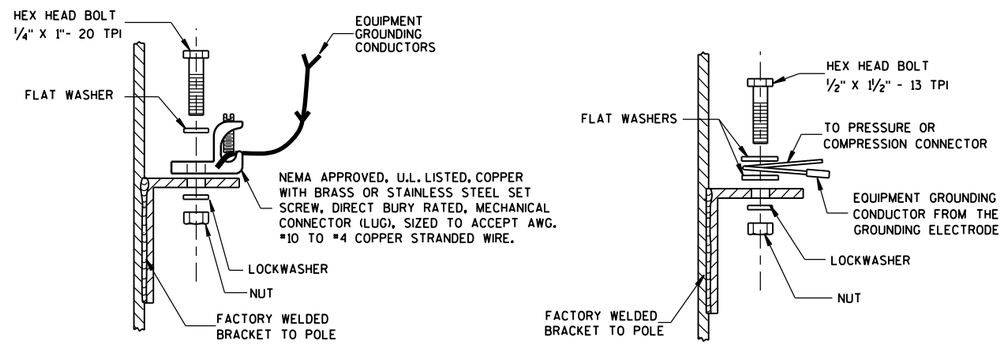


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

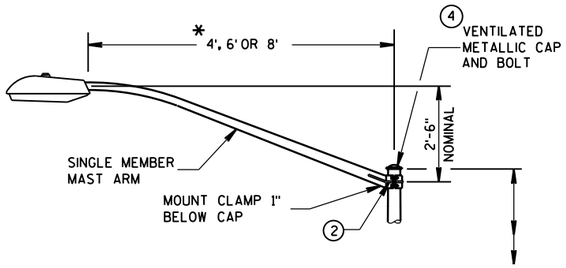
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

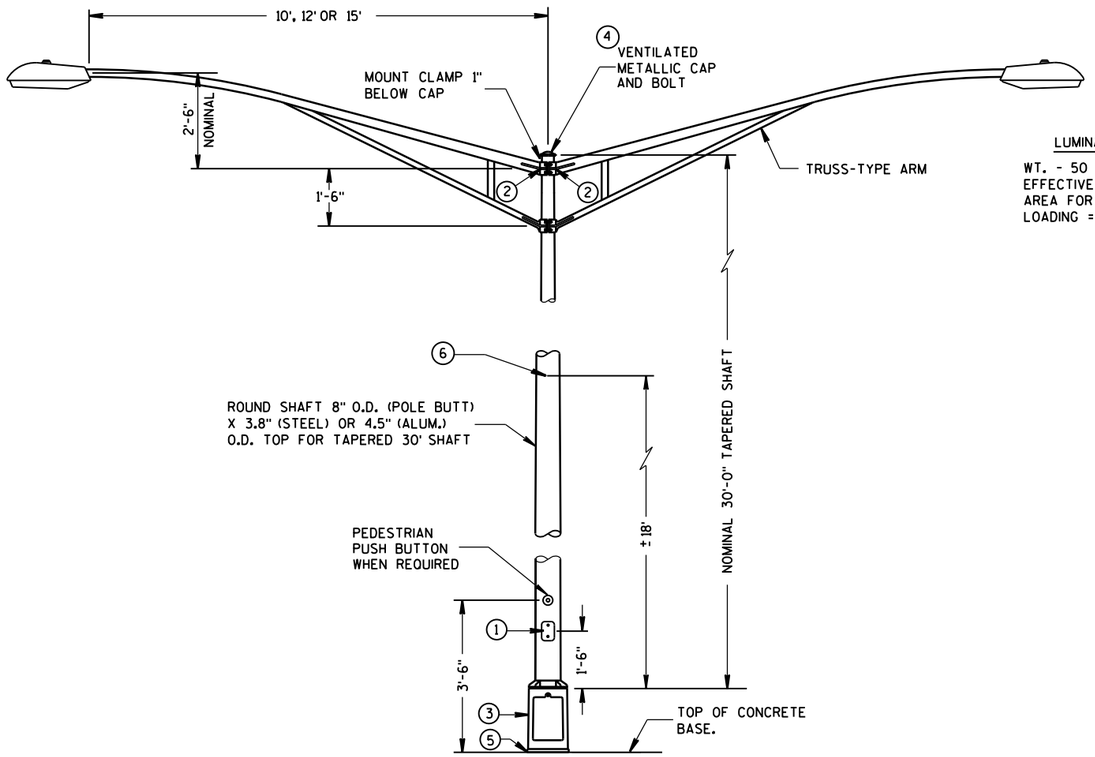
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

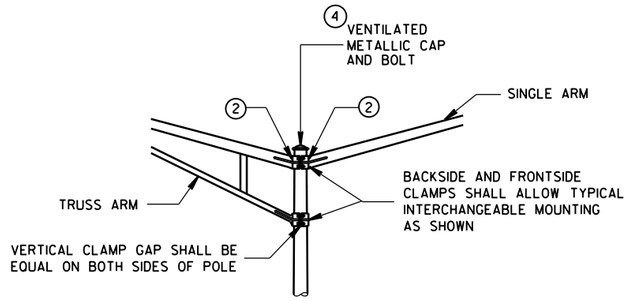
S.D.D. 9 E 1-13g

*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.

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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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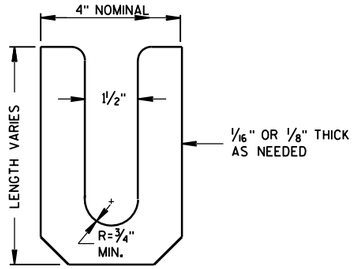
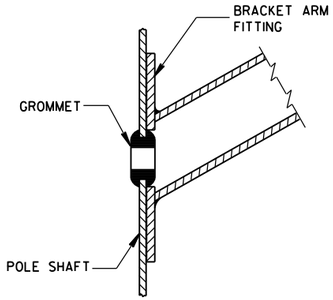
S.D.D. 9 E 1-14d

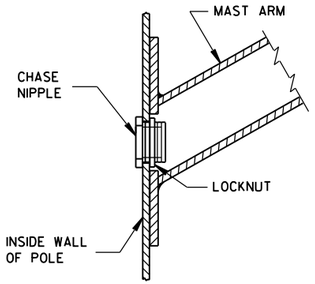


LEVELING SHIM (13)

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.

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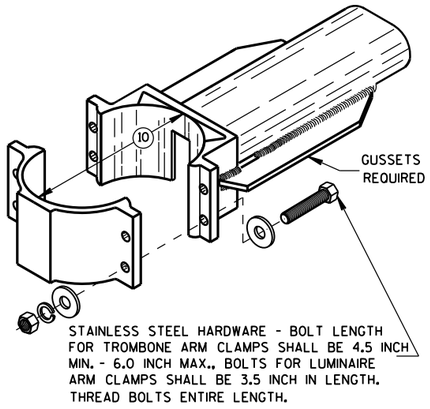
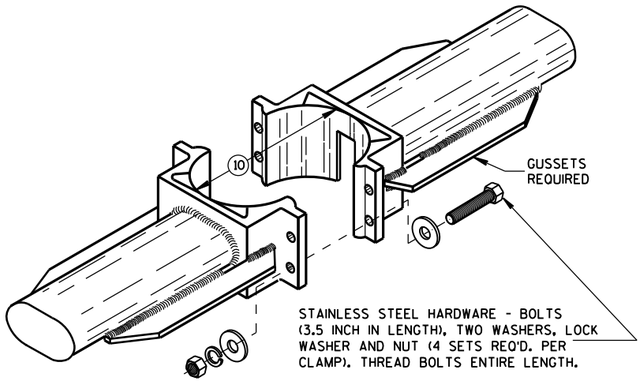
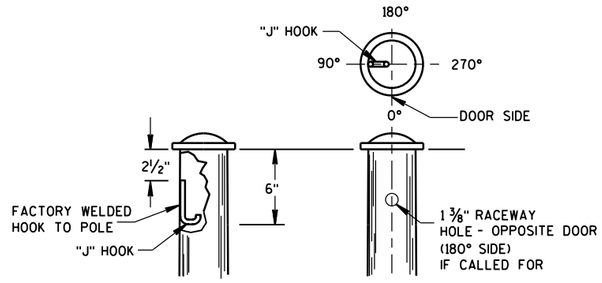


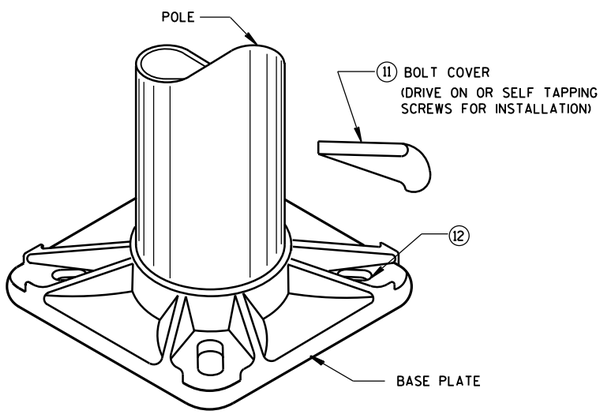
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



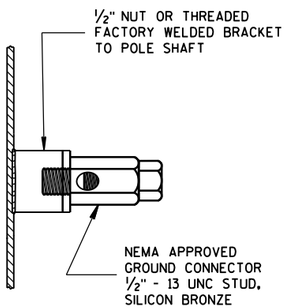
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

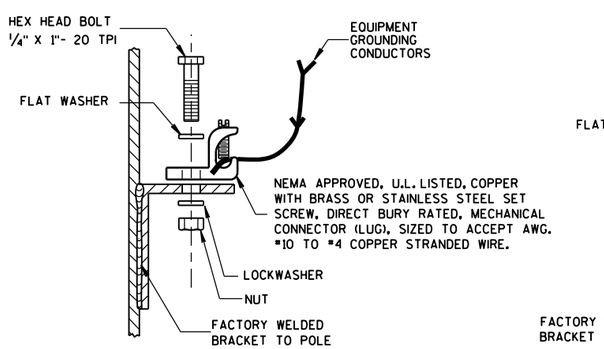


TYPICAL "J" HOOK LOCATION



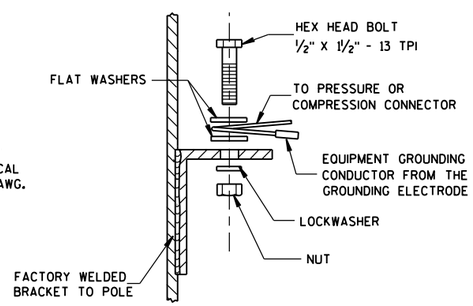
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

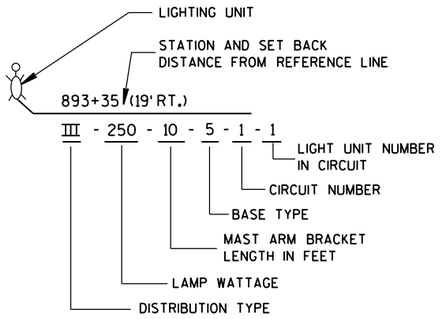
APPROVED
Feb. 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

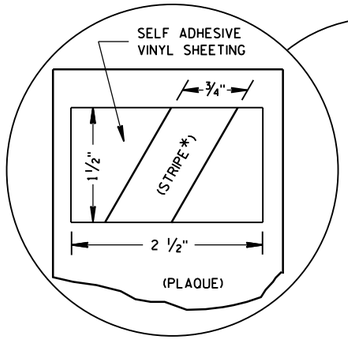
FHWA

6

S.D.D. 9 E 1-14g



LIGHTING UNIT CODE
(TYPICAL)



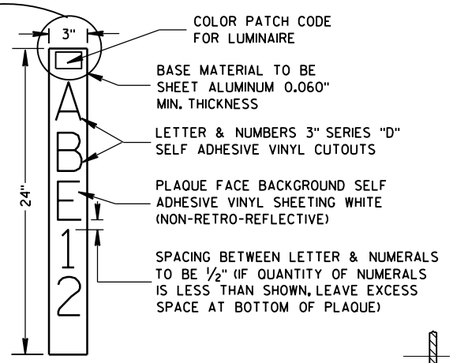
COLOR PATCH CODE FOR LUMINAIRES

(HIGH PRESSURE SODIUM)

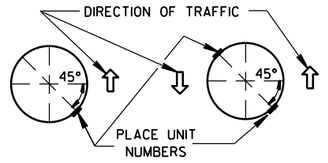
1000 WATT - NO PATCH
400 WATT - ORANGE
310 WATT - BLUE
250 WATT - ORANGE W/WHITE STRIPE*
200 WATT - RED
150 WATT - GREEN
100 WATT - BROWN

(MERCURY VAPOR)

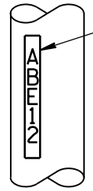
400 WATT - (NO PATCH)
250 WATT - YELLOW



IDENTIFICATION PLAQUE



SINGLE ARM POLE MEDIAN POLE



FASTEN TOP, CENTER AND BOTTOM OF PLAQUE WITH 3 ALUMINUM POP RIVETS (ALUM. POLES) OR STAINLESS STEEL POP RIVETS (STEEL POLES)

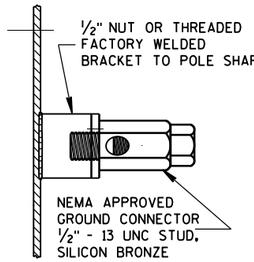
NOTES:

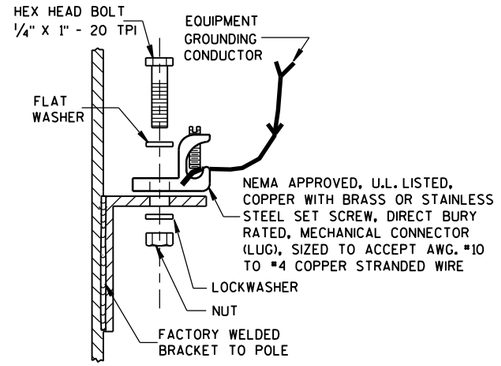
1) PLACE BOTTOM OF UNIT NUMBER PLAQUE 5'-0" ABOVE ELEVATION OF ADJACENT CURB OR SHOULDER.

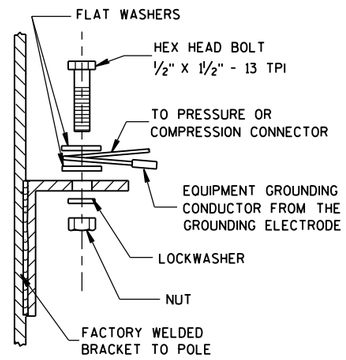
2) UNIT NUMBERS: ONE REQUIRED FOR SINGLE ARM POLES TWO REQUIRED FOR MEDIAN MOUNT POLES.

LIGHTING UNIT IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENT
(TYPICAL ALL LIGHTING UNITS)

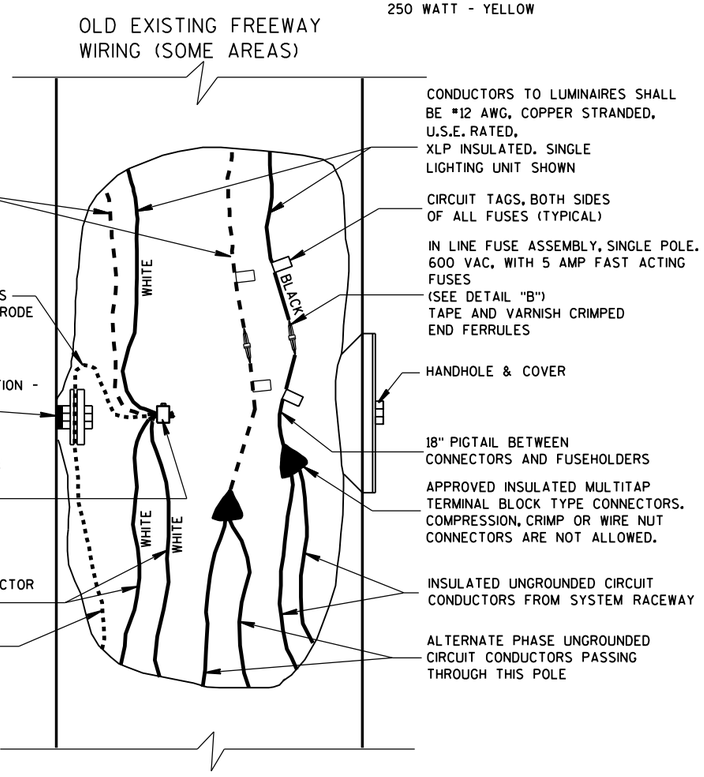
FURNISH PLAQUE WHEN CALLED FOR BY SPECIAL PROVISIONS



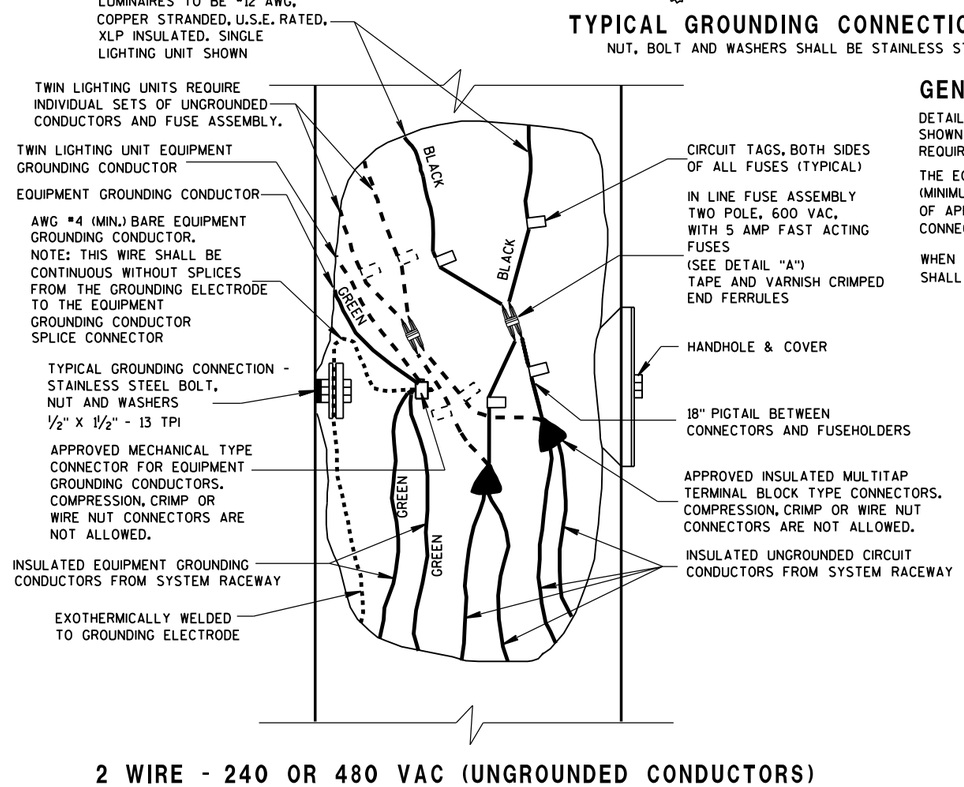




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



2 WIRE - 120, 240 OR 480 VAC TO GROUND



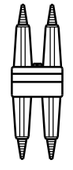
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

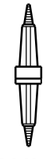
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



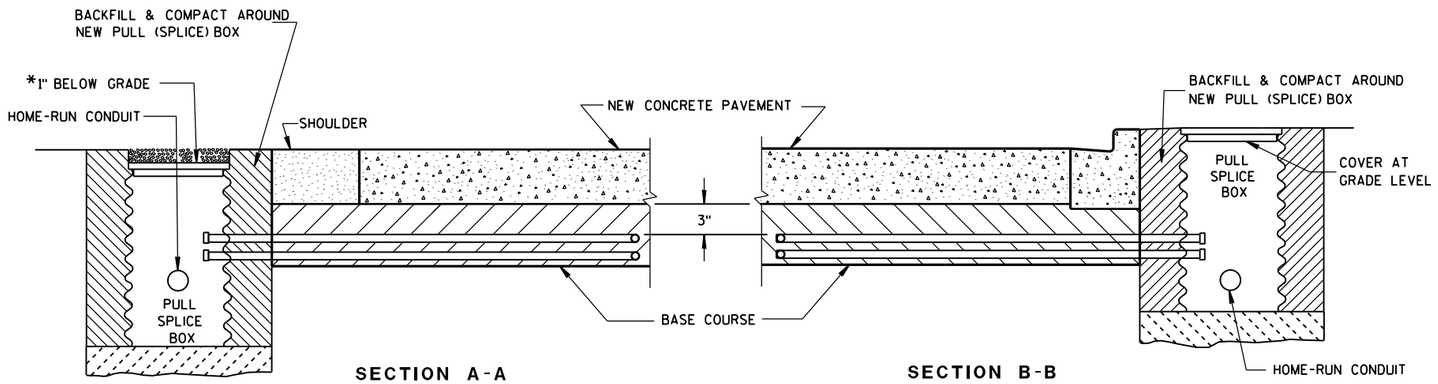
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT

FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 E 2-4



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

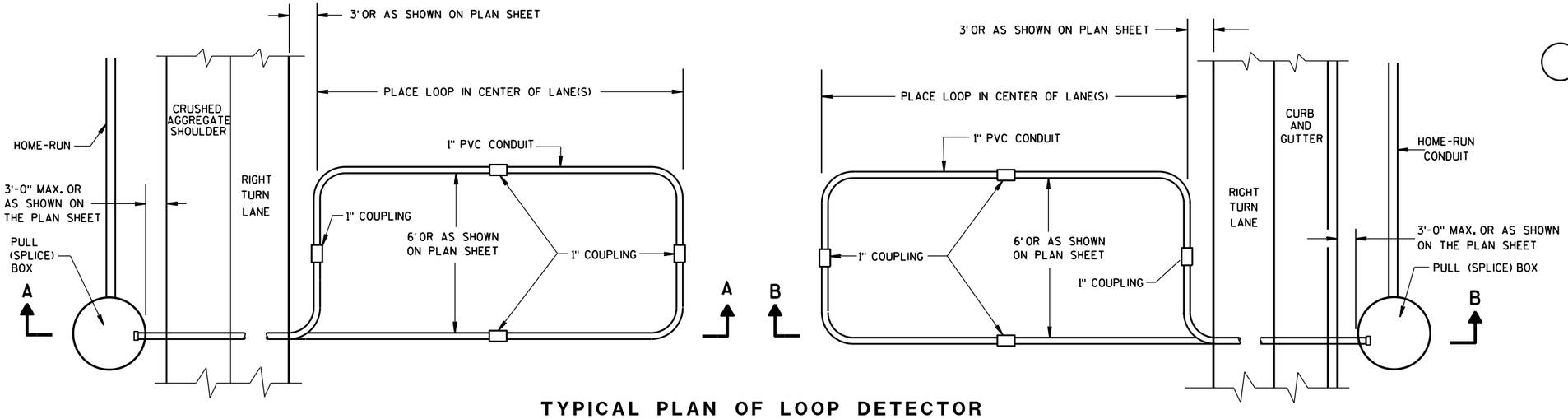
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

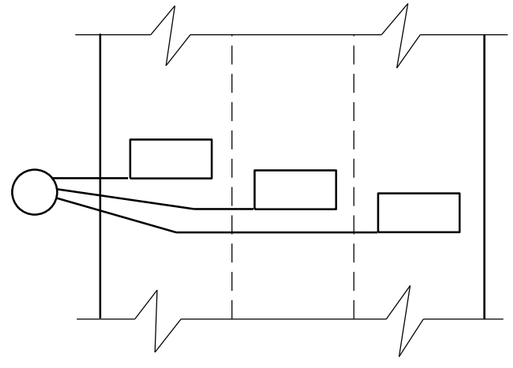
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 F 15-4b

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S.D.D. 9 F 15-4b

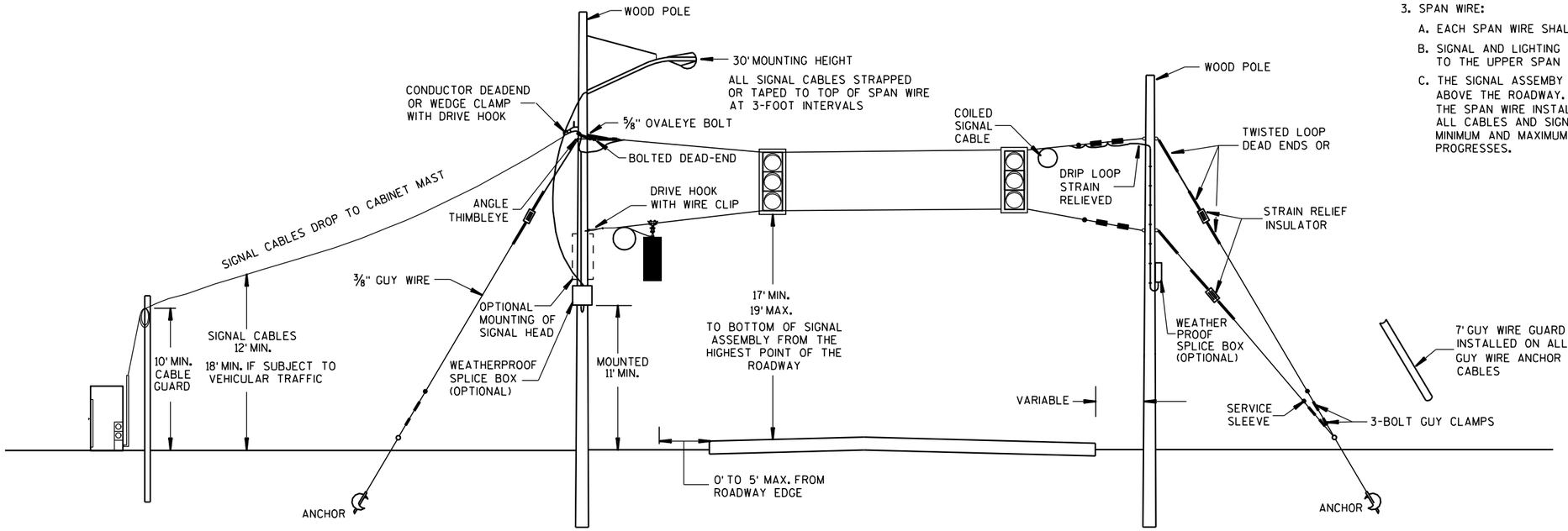
GENERAL NOTES

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.



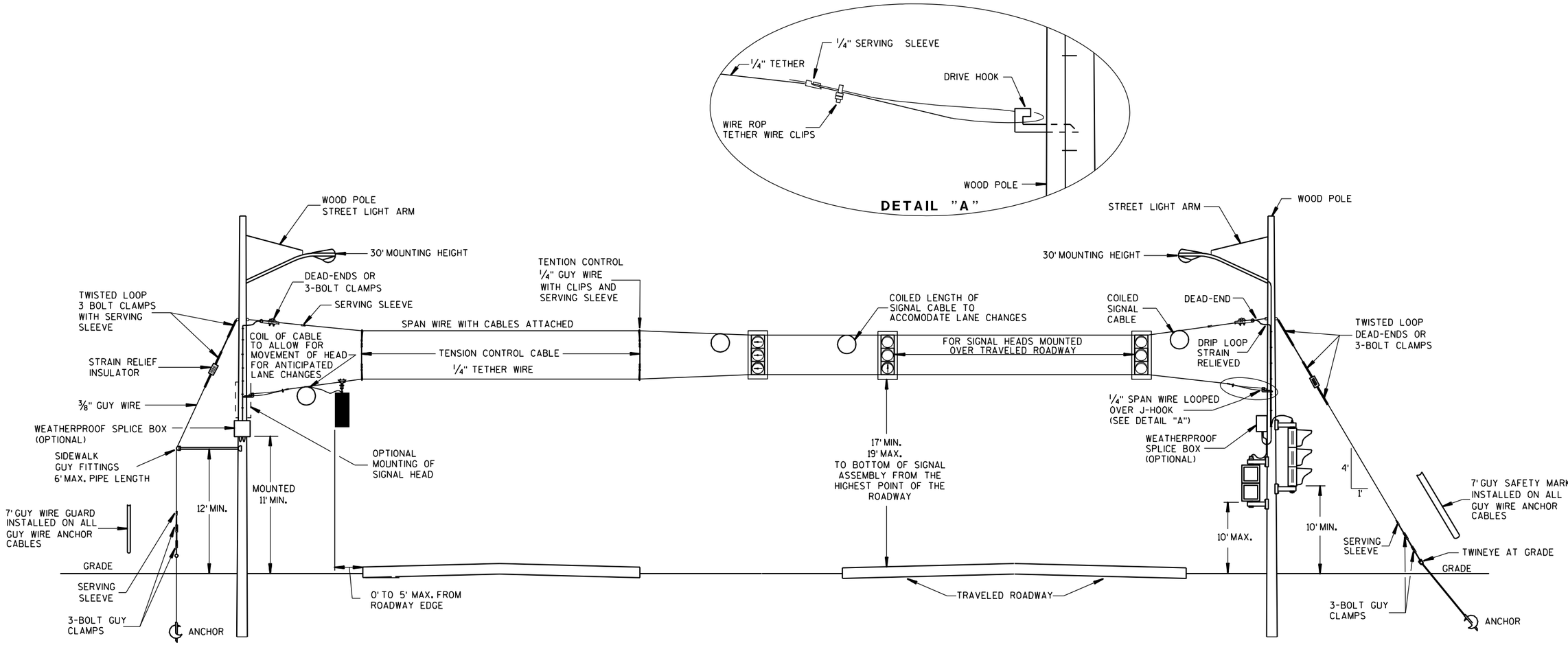
SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08 DATE
/S/ Balu Ananthar [illegible]n
STATE ELECTRICAL ENGI 483 HWYS
FHWA



GENERAL NOTES

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

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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
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
DEPARTMENT OF TRANSPORTATION

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7-14-08 DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 484 HWYS

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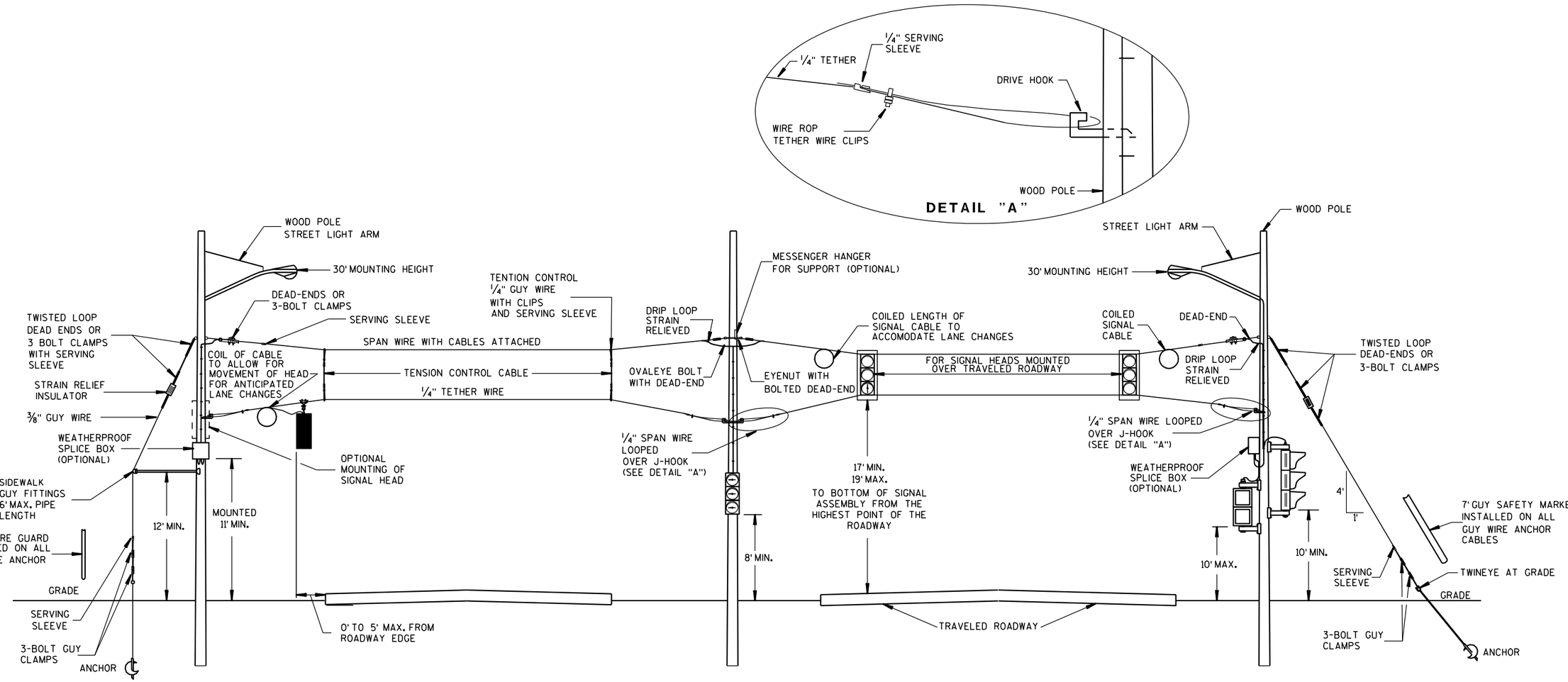

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

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.

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   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.

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
DEPARTMENT OF TRANSPORTATION

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7-14-08 DATE

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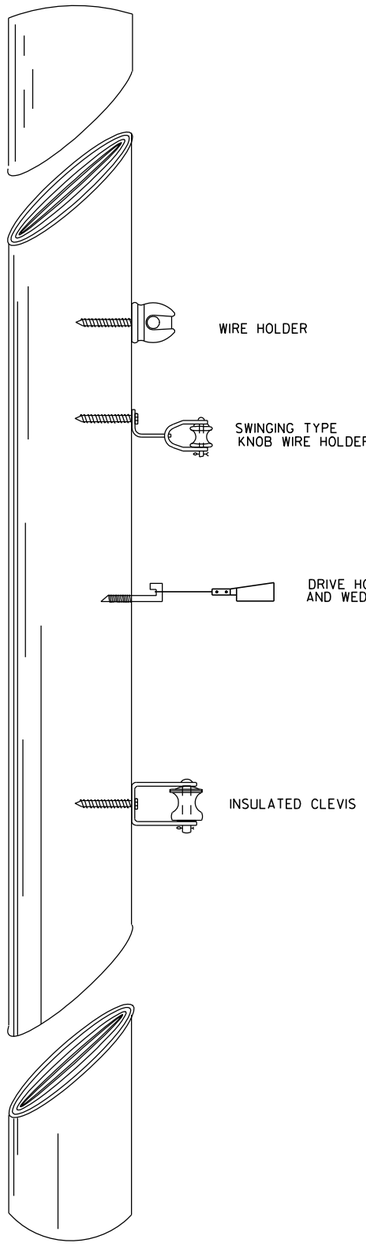
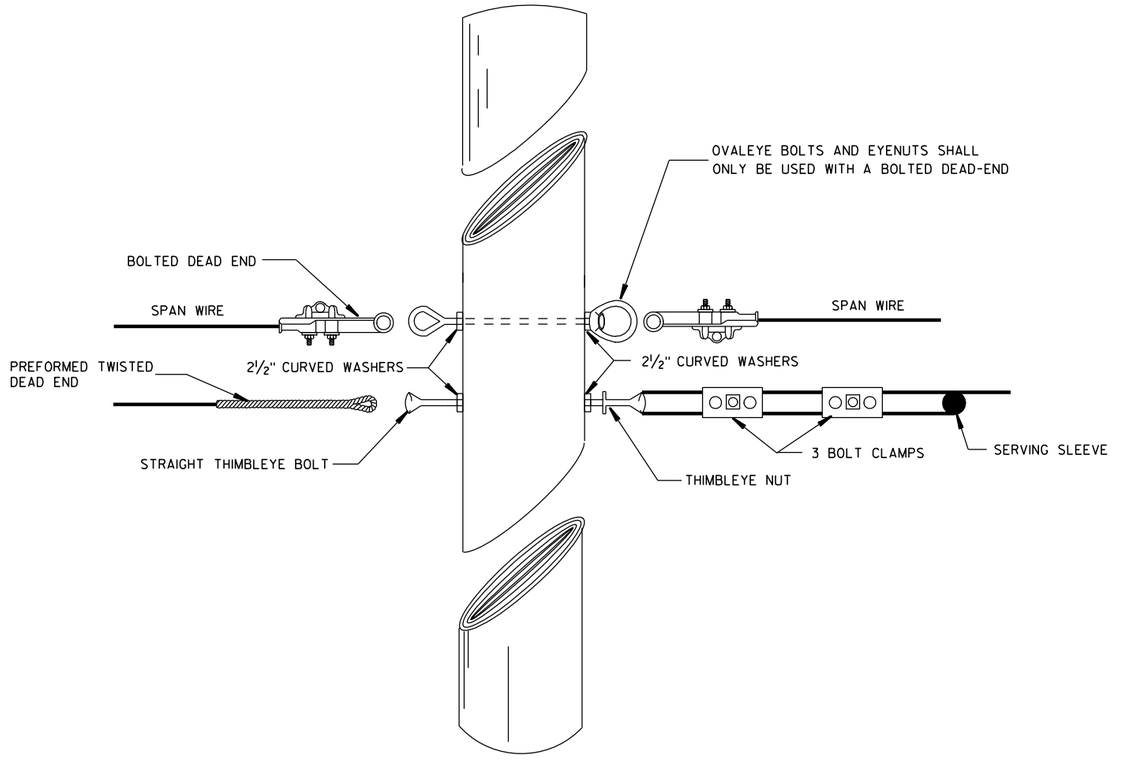


TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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7-14-08 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI
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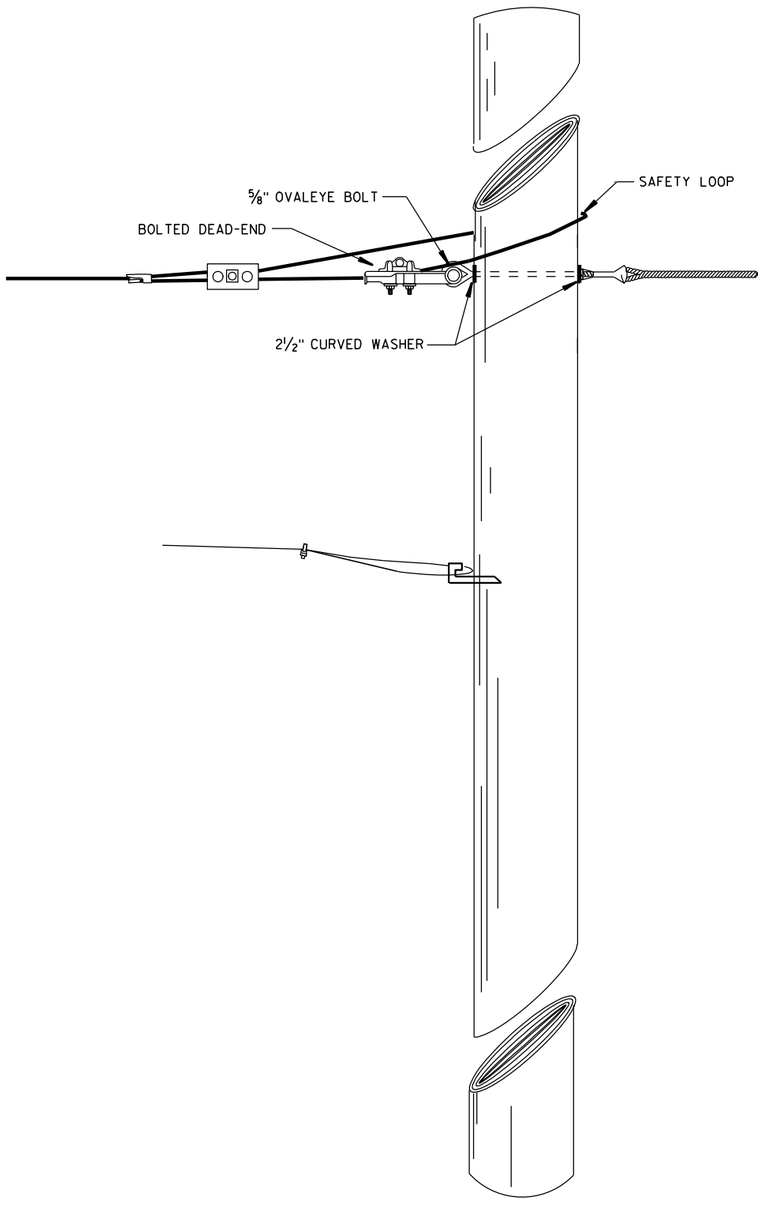
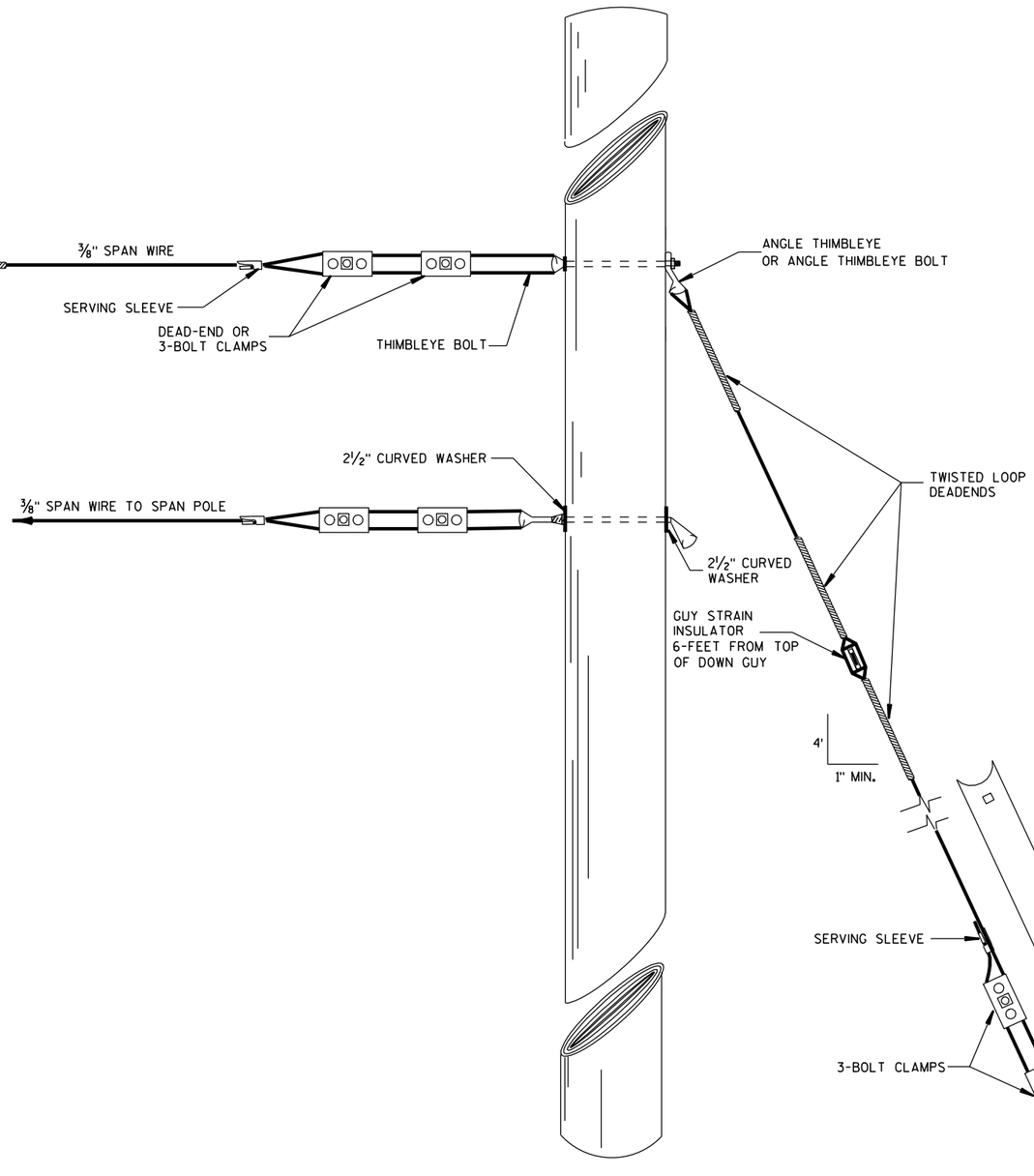
GENERAL NOTES

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

APPROVED
7-14-08 DATE
/S/ Balu Aganthanarayanan
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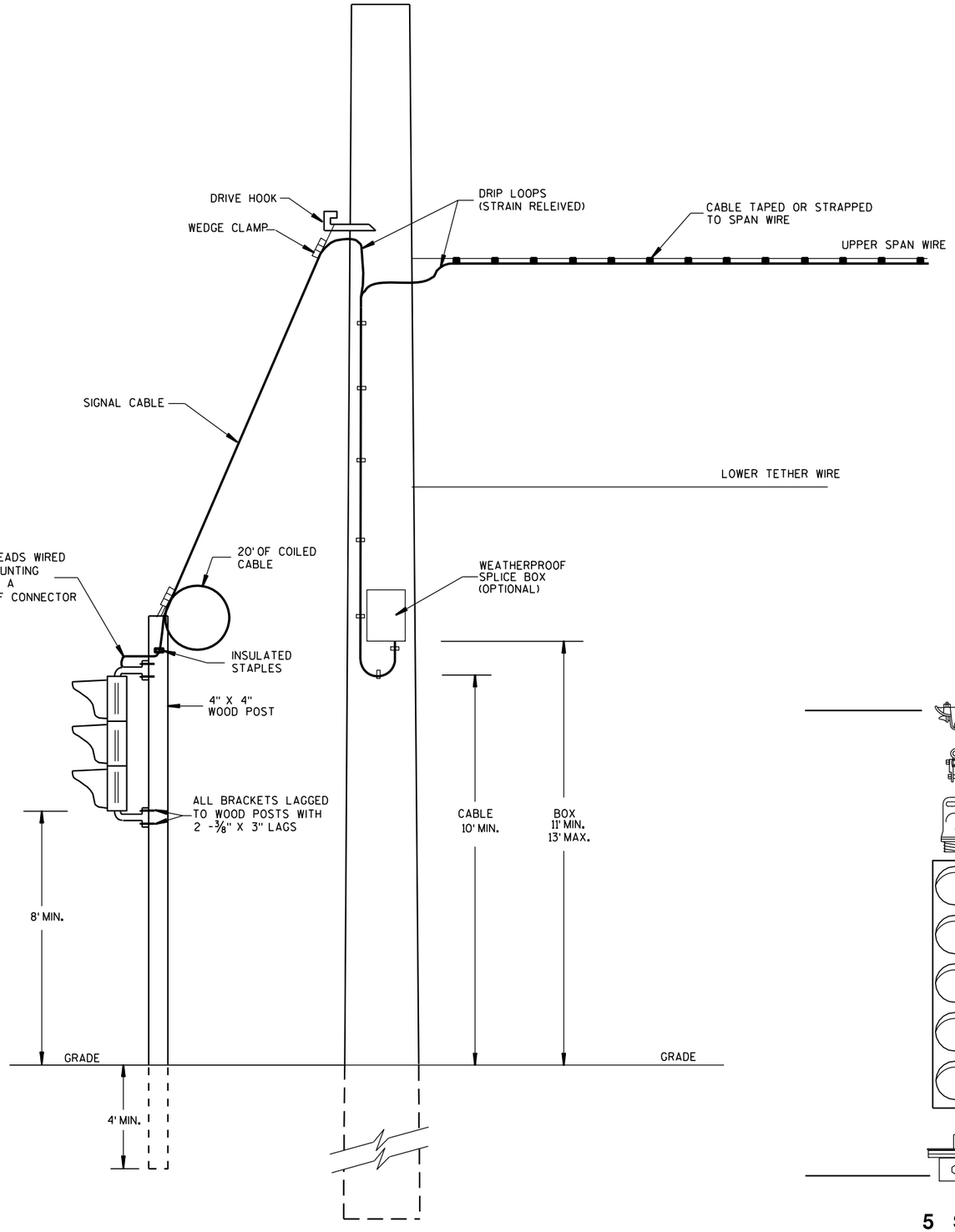
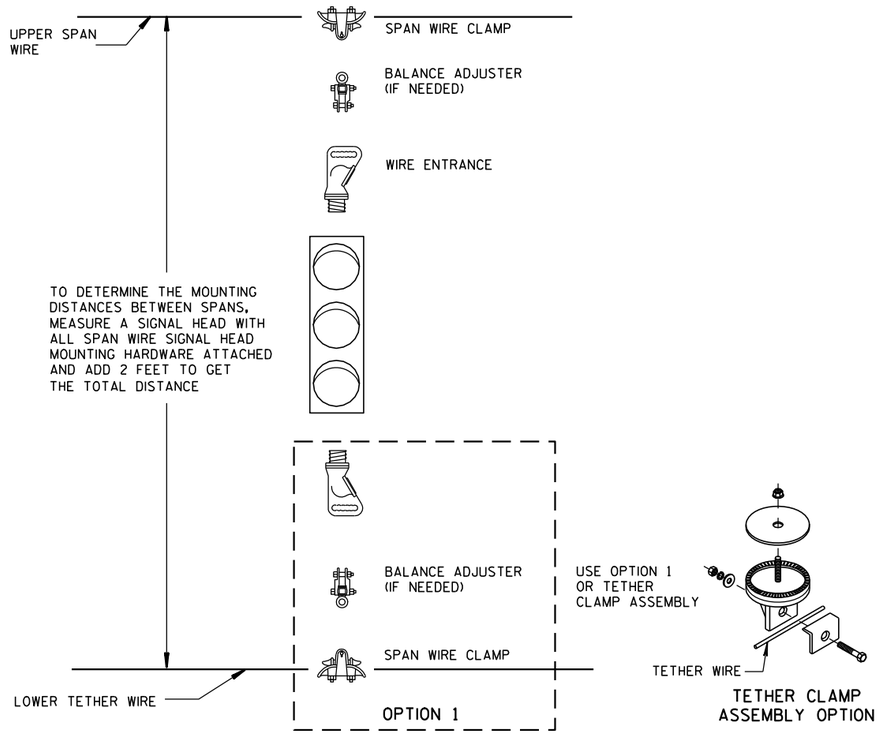
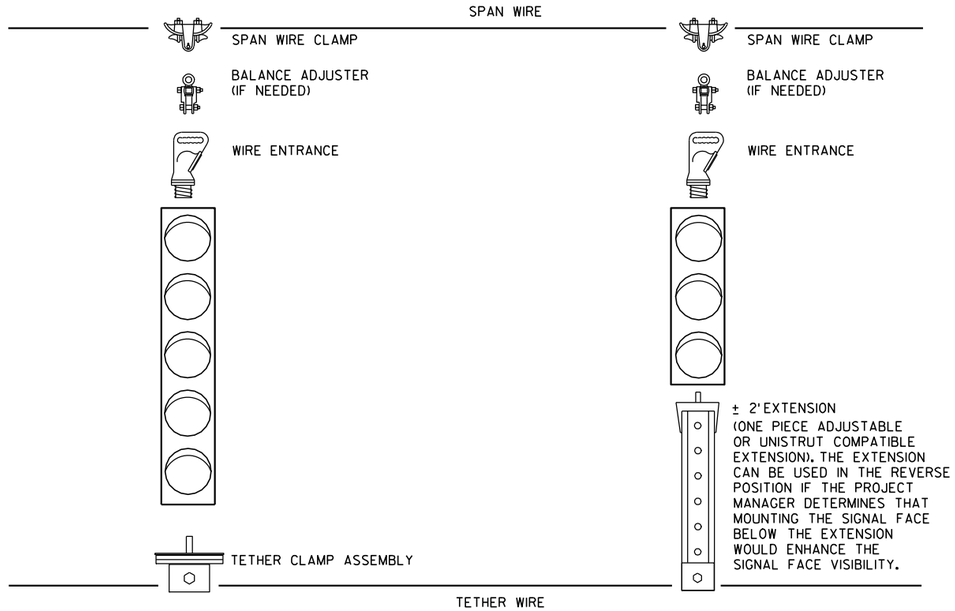


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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STATE ELECTRICAL ENGI

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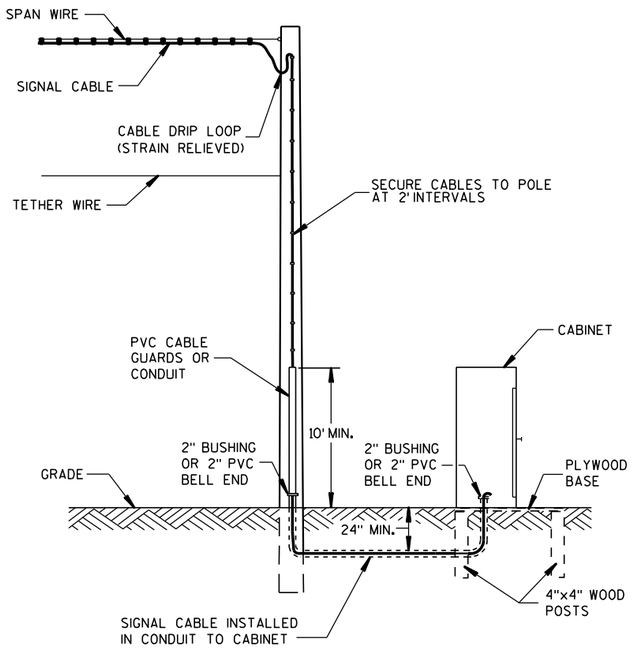
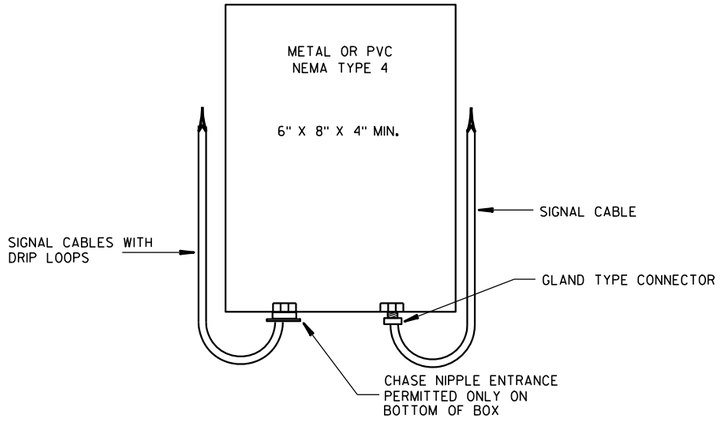
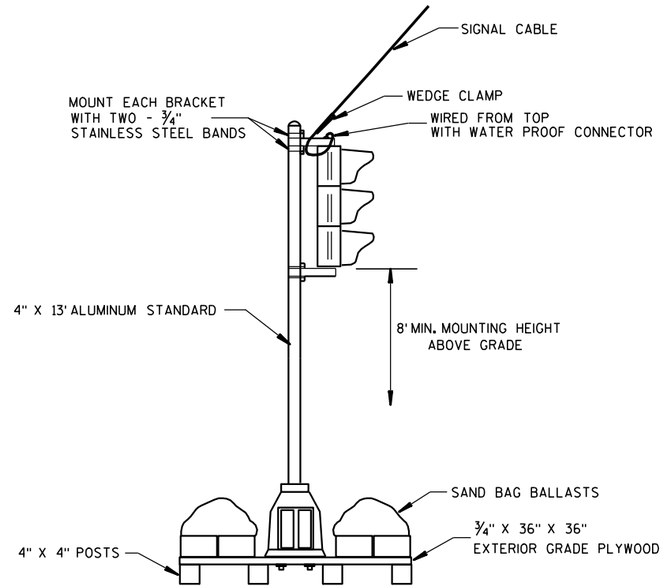
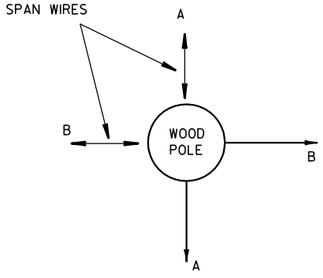




SPLICE BOX

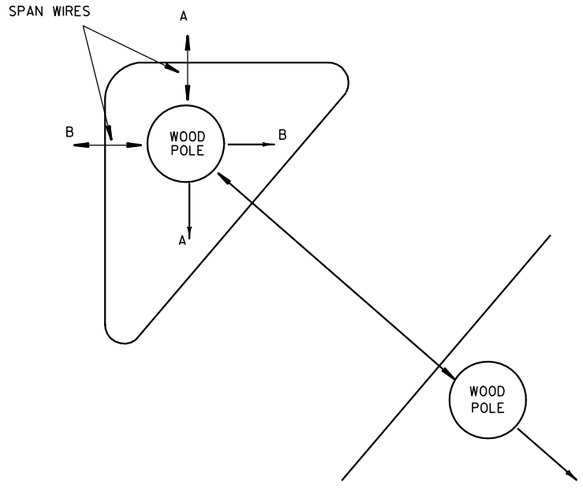


TYPICAL SKID TYPE TEMPORARY

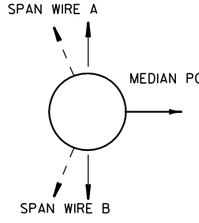


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

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

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GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

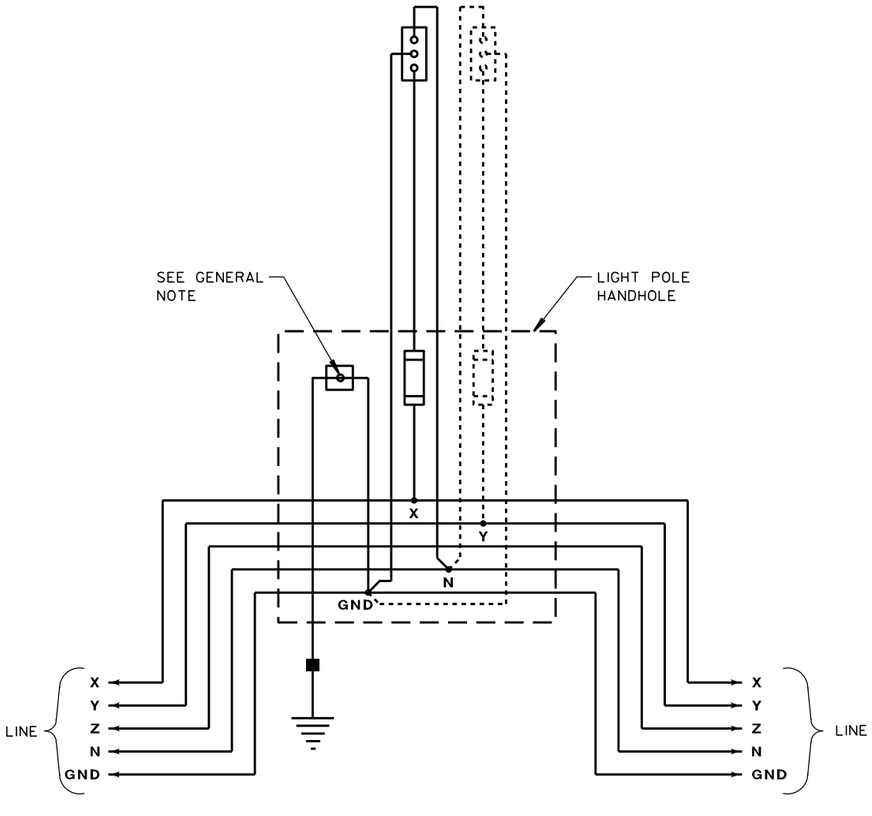
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

HANDHOLE FUSE SCHEDULES

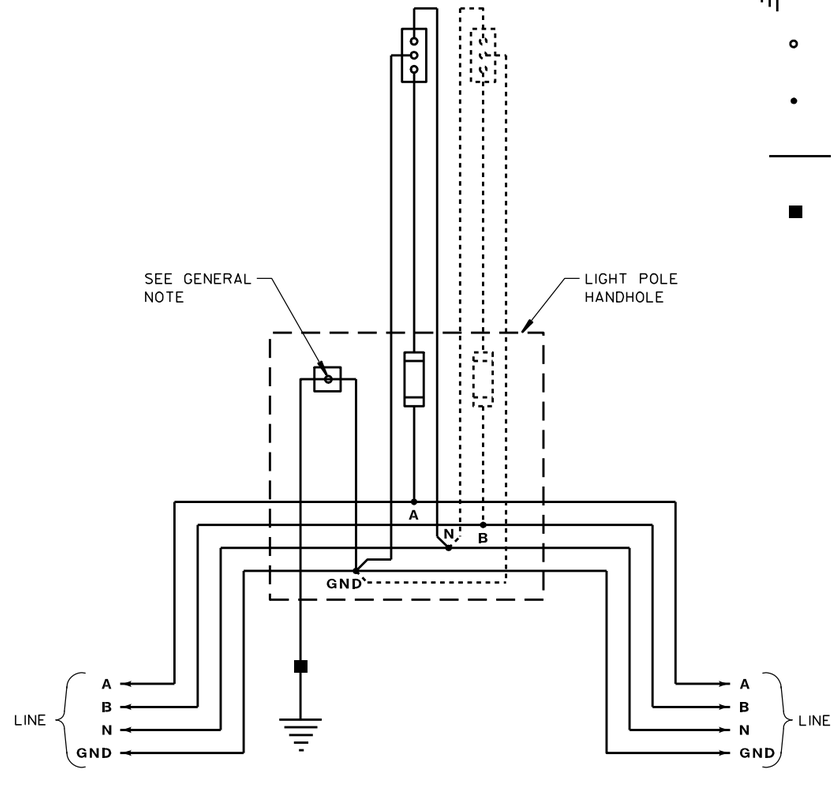
LINE VOLTAGE	BALLAST WATTAGE	
φ-GROUND	70-200 W	250-400 W
120 VAC	5 A	10 A
240 VAC	5 A	5 A
277 VAC	5 A	5 A
480 VAC	3 A	5 A

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
φ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	TWO-POLE (2P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
3-φ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
1-φ 120/240VAC OR 240/480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/25/2010
DATE
/S/ John Corbin
STATE ELECTRICAL ENGI
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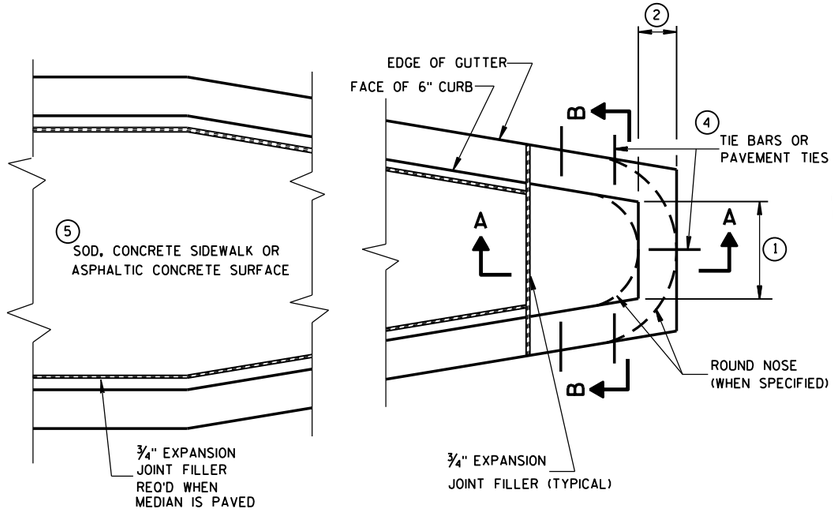
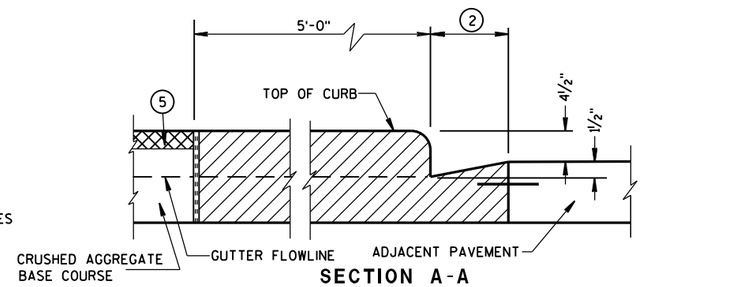
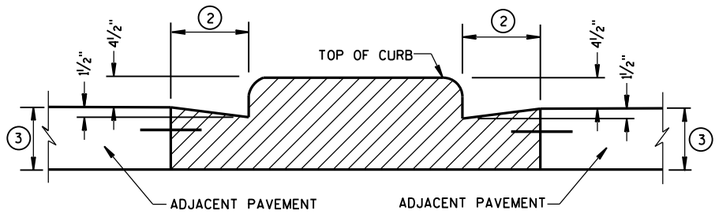






CONCRETE MEDIAN BLUNT NOSE DETAIL

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.

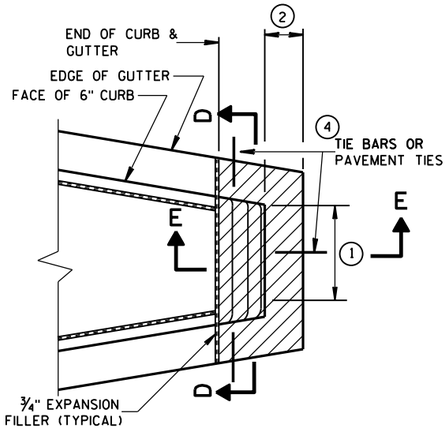
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

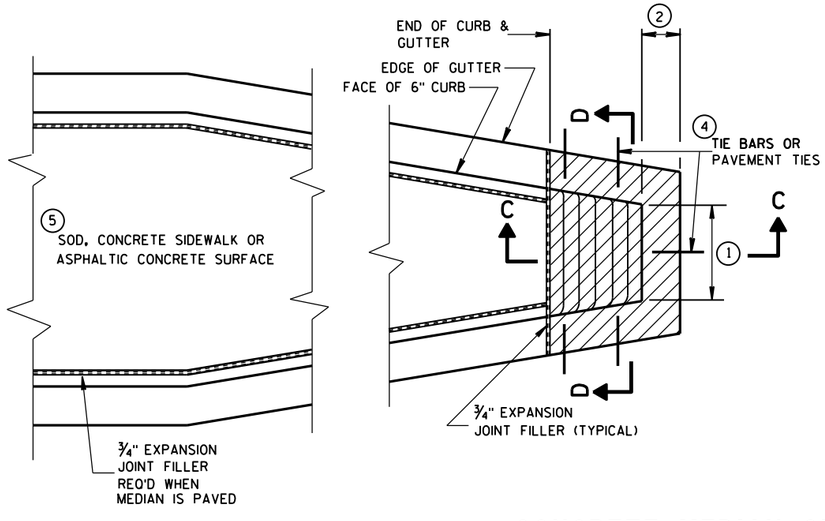
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

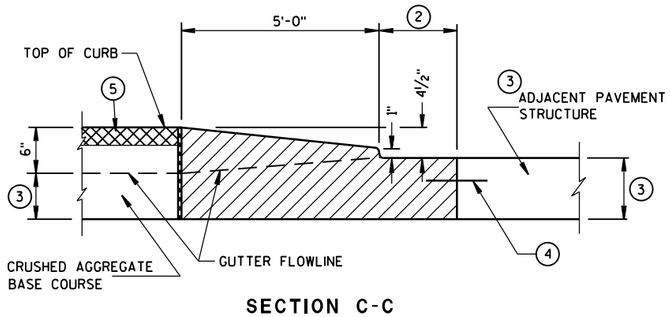
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

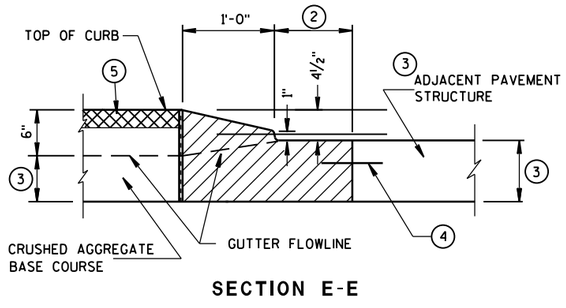
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



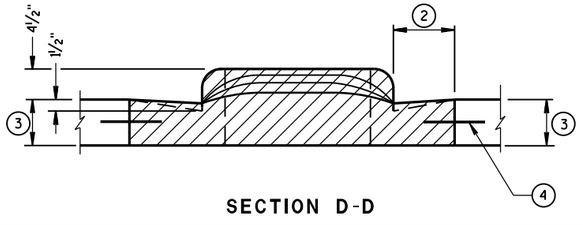




CONCRETE MEDIAN SLOPED NOSE TYPE 1



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

491

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S.D.D. 11 B 2-2

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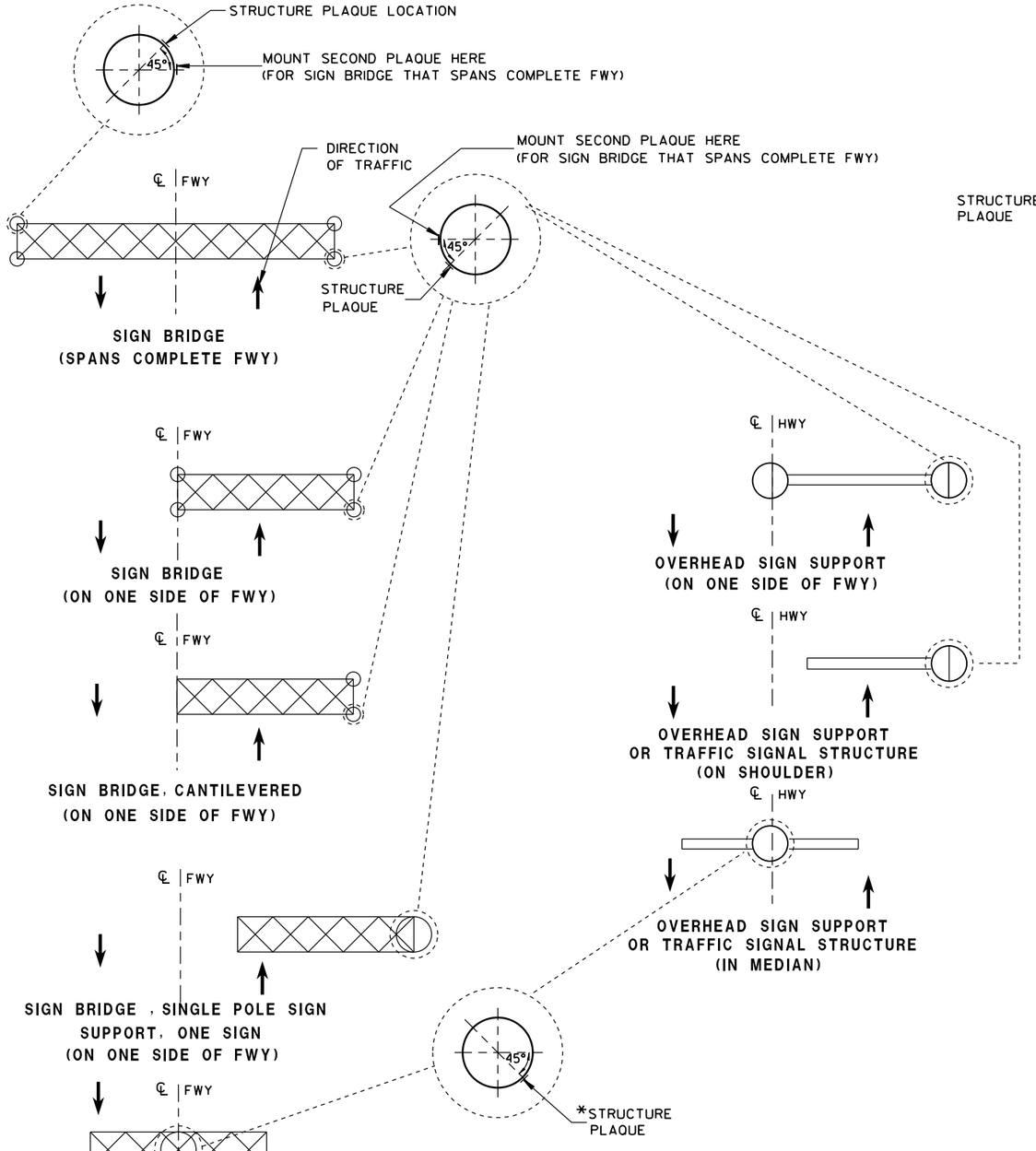
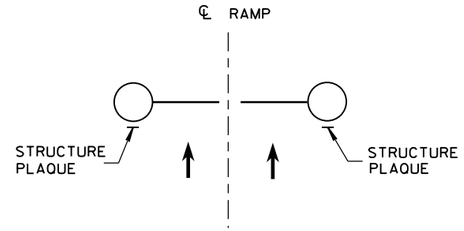
S.D.D. 11 B 2-2

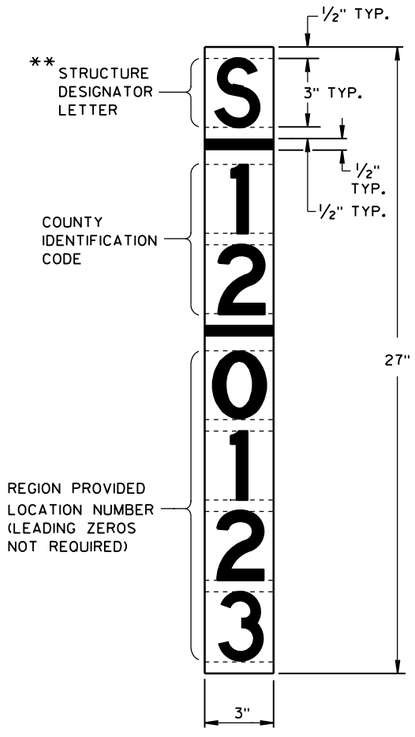


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

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.

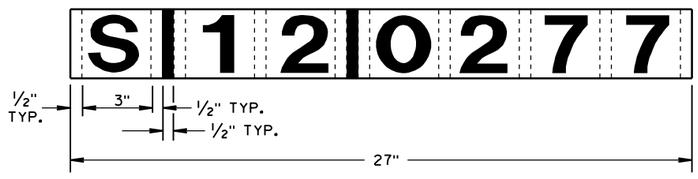
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

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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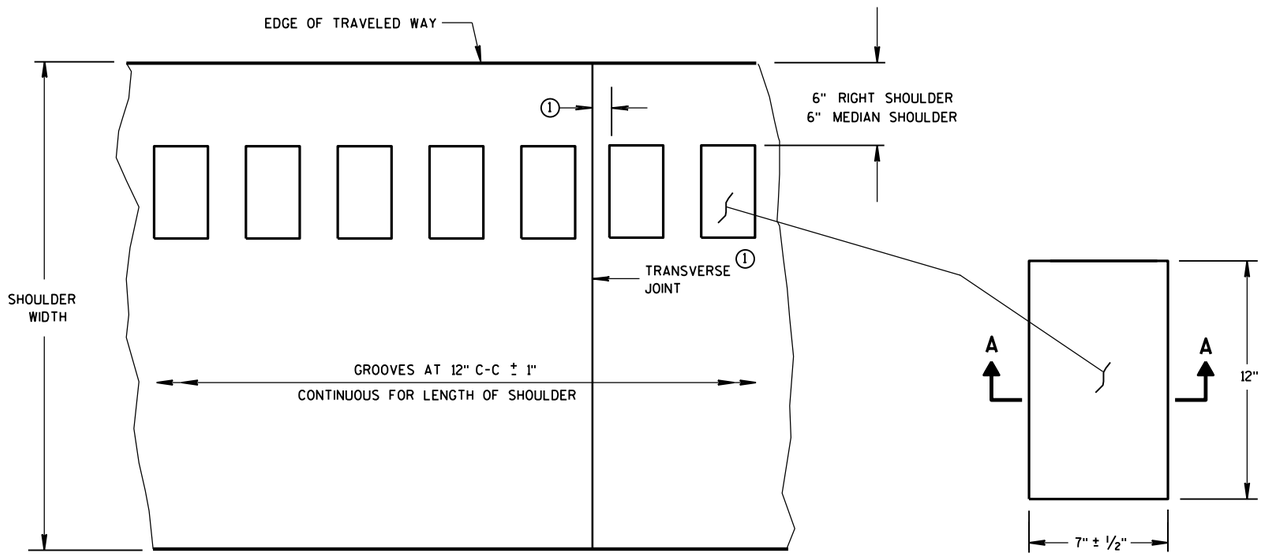


PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

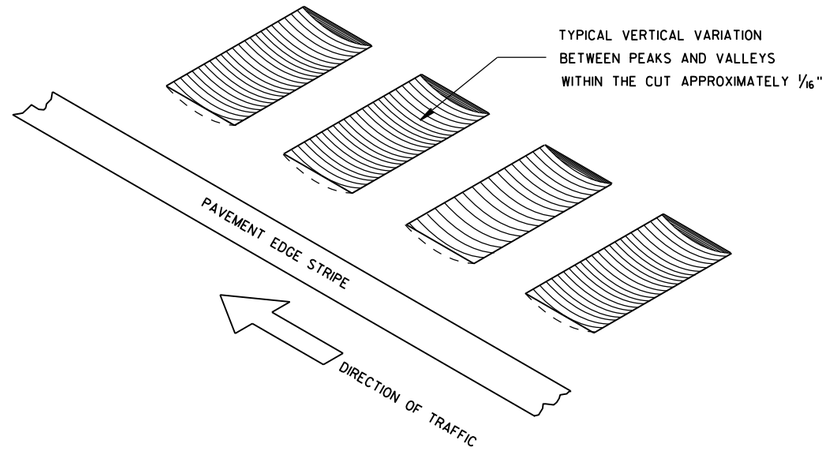
GENERAL NOTES

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

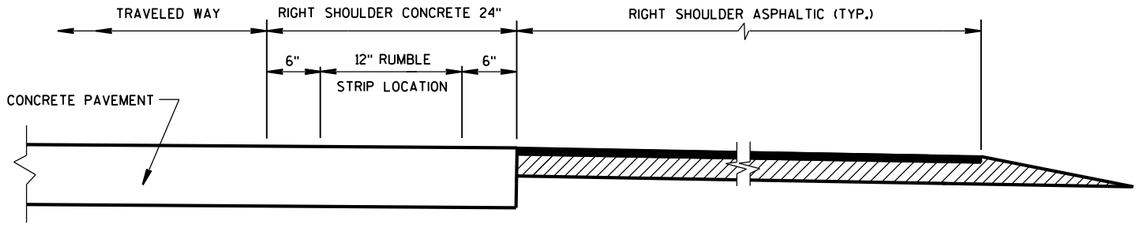
RUMBLE STRIPS ON EXPRESSWAYS

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

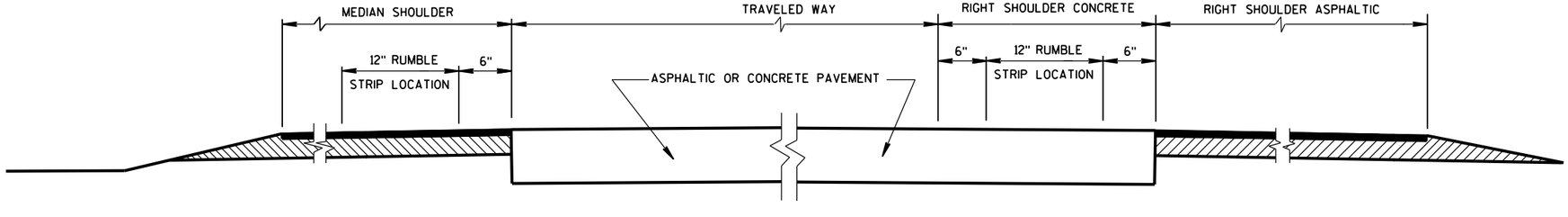
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



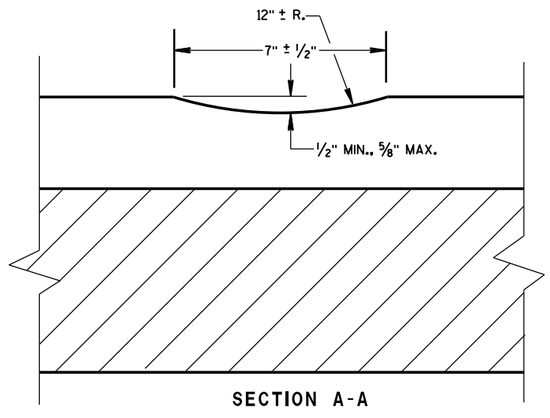
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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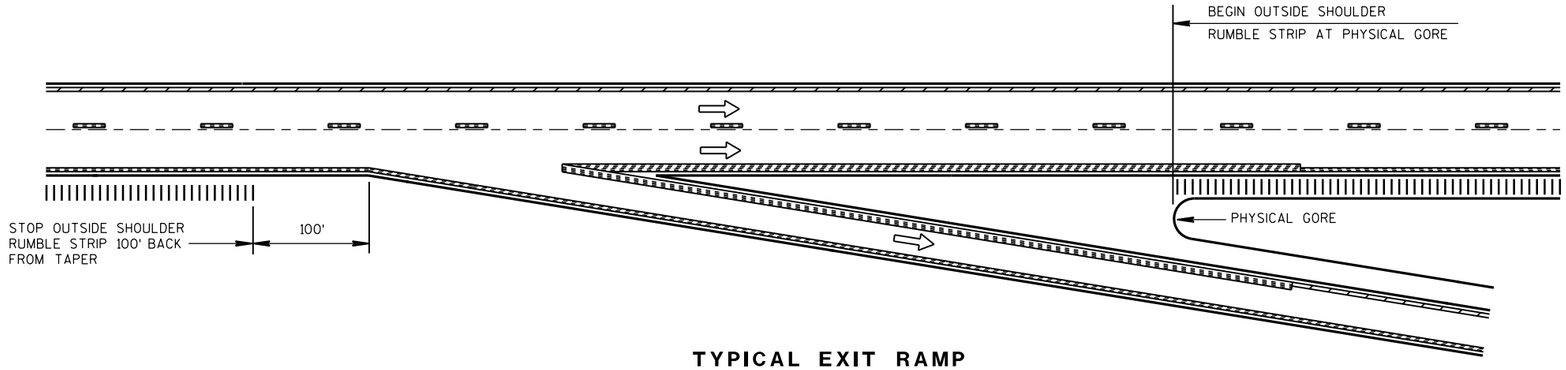
S.D.D. 13 A 5-5a



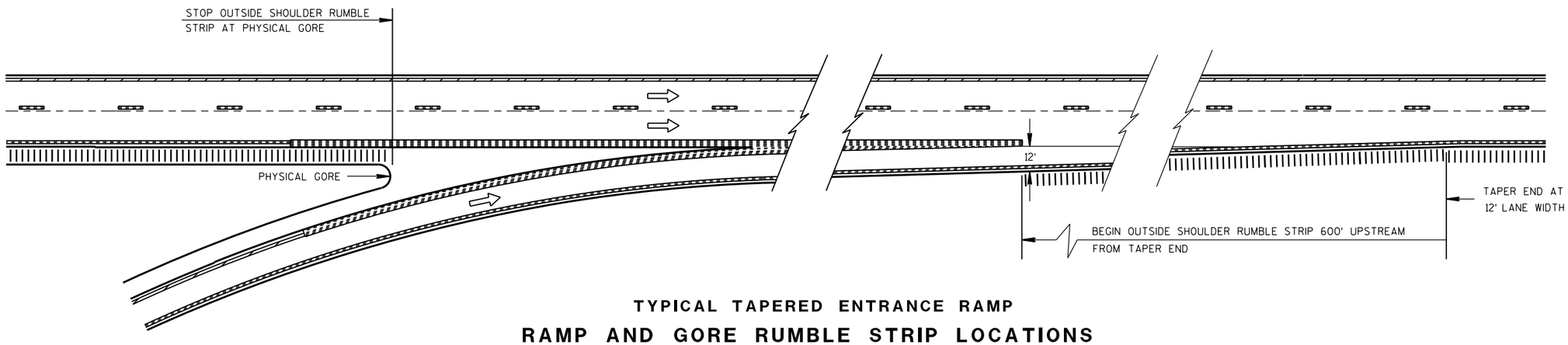
TYPICAL EXIT RAMP

NOTES:

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

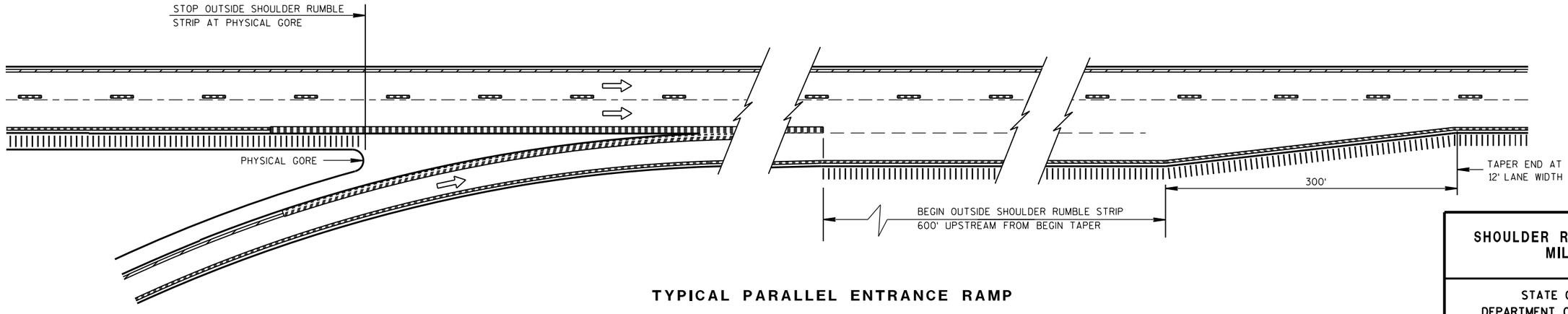
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/2012 DATE
/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER
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S.D.D. 13 A 5-5b

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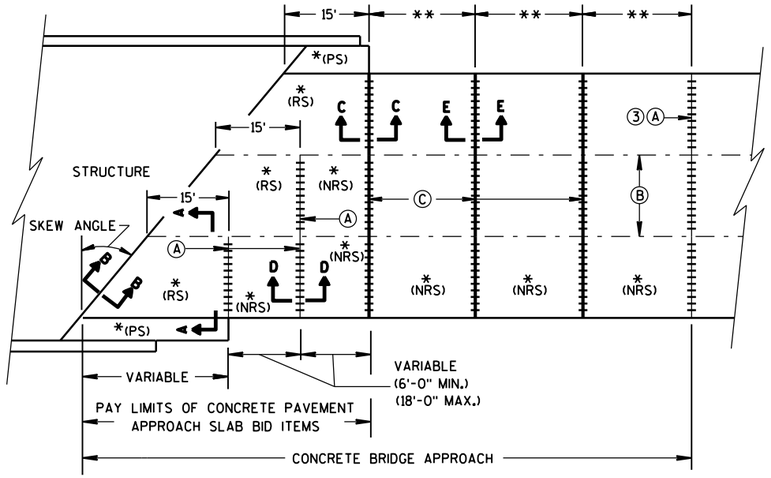
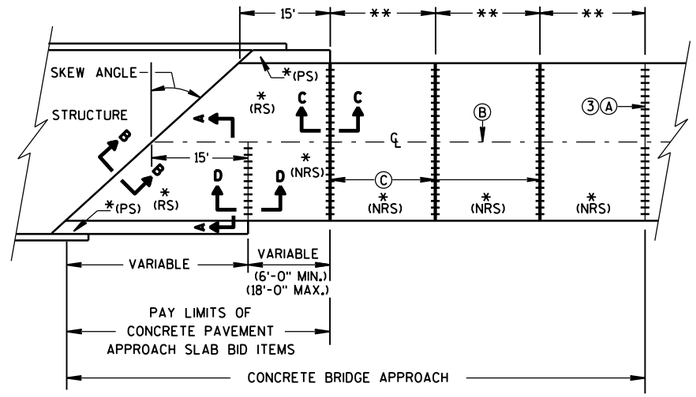
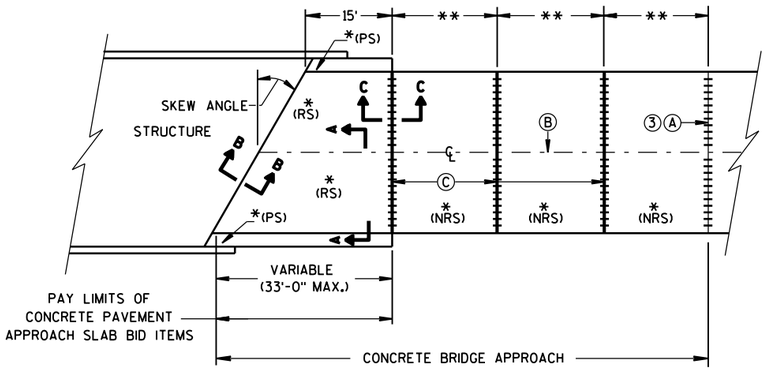
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



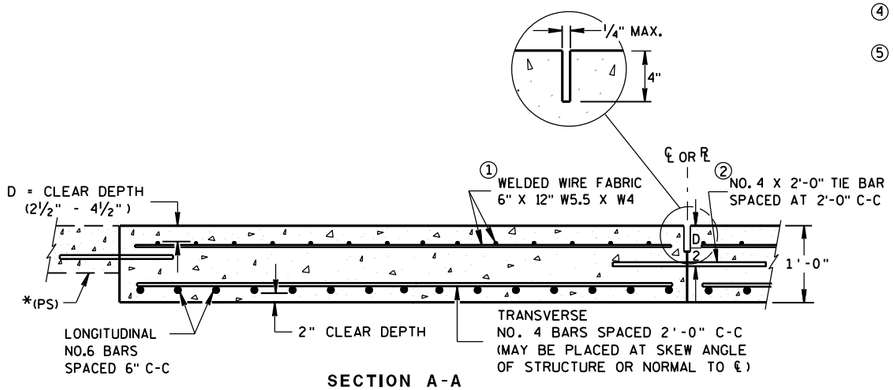
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

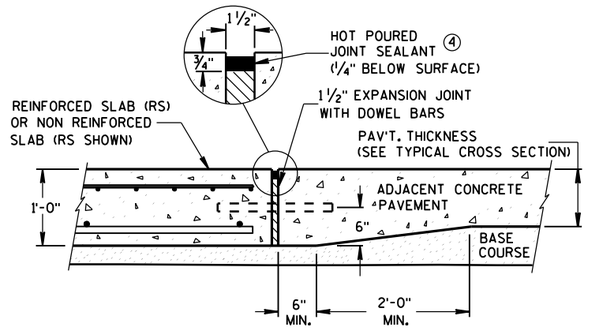
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

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

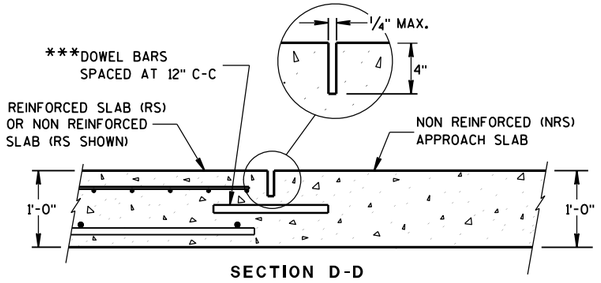
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) STANDARD LONGITUDINAL JOINT AND TIE BARS.
(C) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



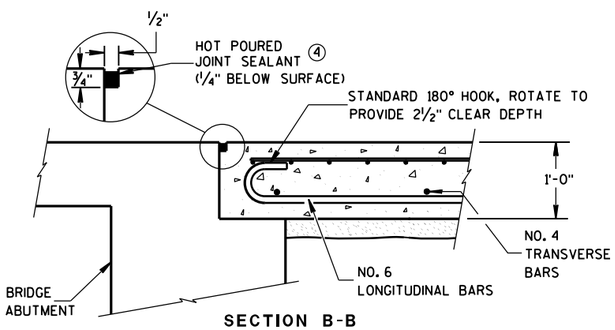
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

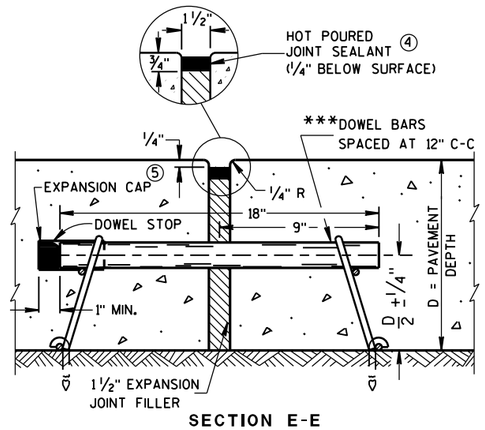
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

1. THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
2. THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
3. DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.
4. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
5. PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION E-E
EXPANSION JOINT

CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

EER

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

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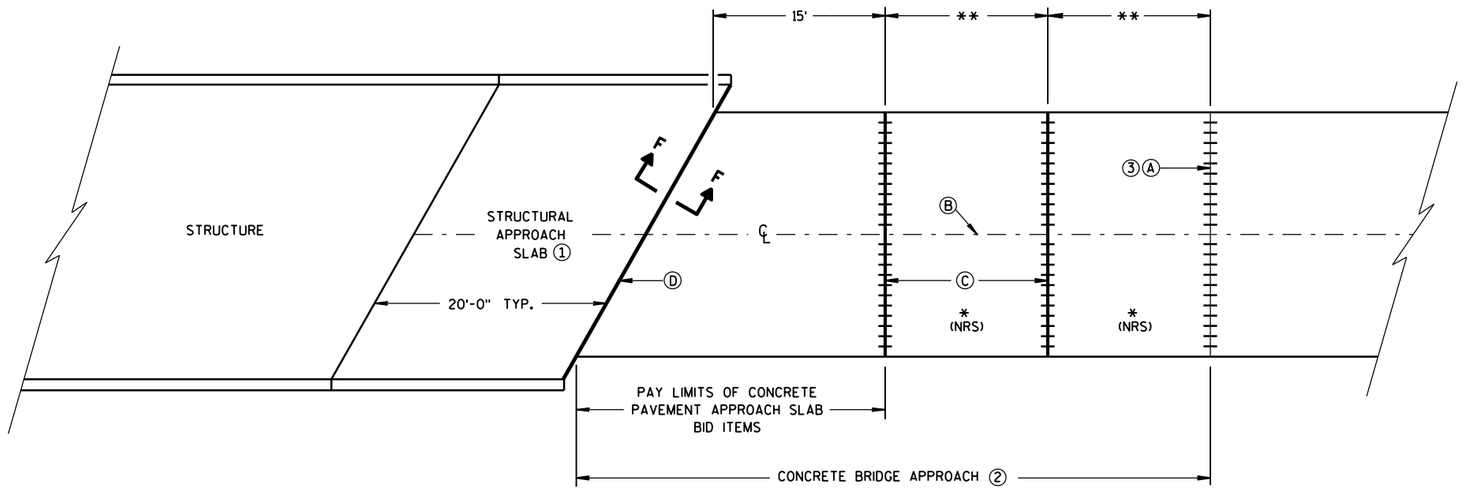
S.D.D. 13 B 2-7a



BRIDGE APPROACHES

GENERAL NOTES

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

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

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

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

*(NRS) = NON-REINFORCED CONCRETE SLAB

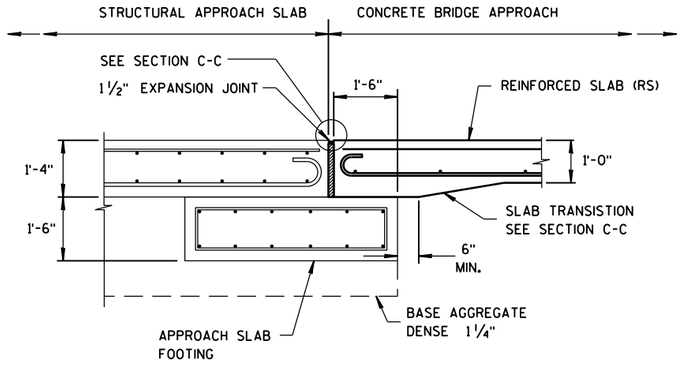
**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT AND TIE BARS.

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

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION F-F

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
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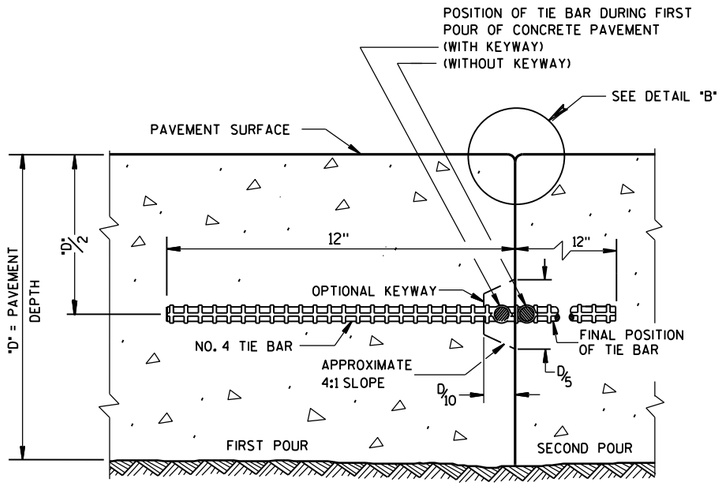
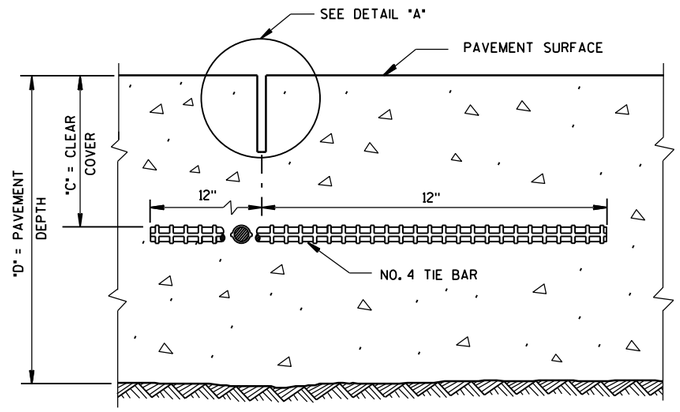
S.D.D. 13 B 2-7b



CONSTRUCTION JOINT



SAWED JOINT

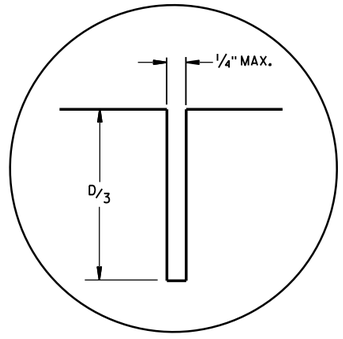
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

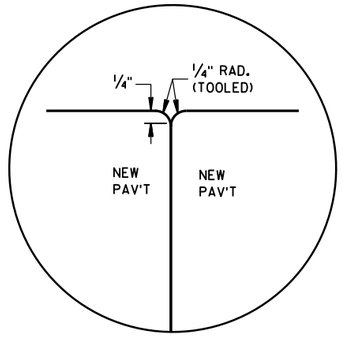
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

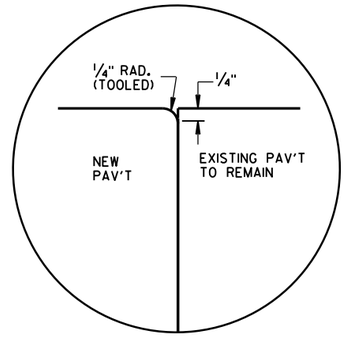
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



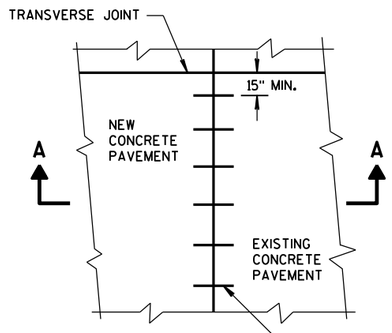
DETAIL "A"



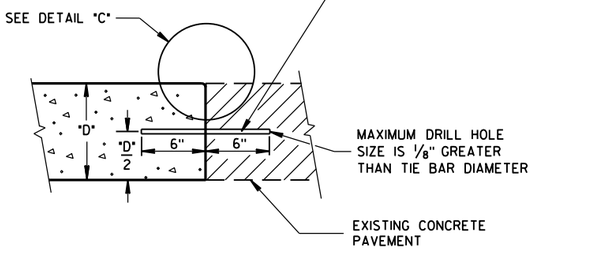
DETAIL "B"



DETAIL "C"



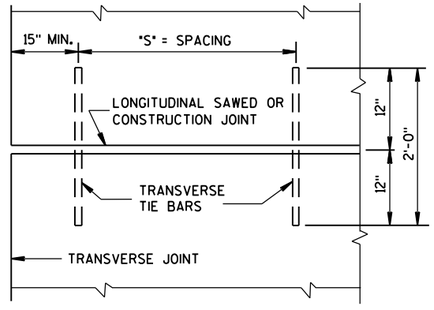
PLAN VIEW



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 ...NEER

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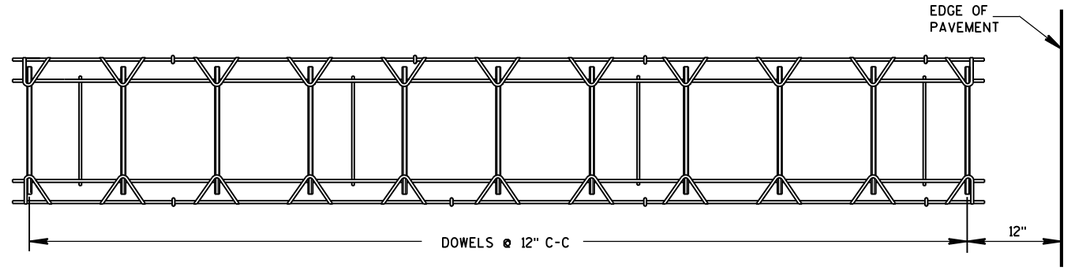
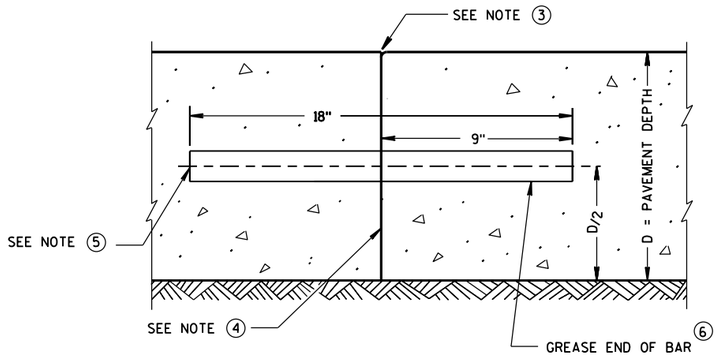
S.D.D. 13 C 1-17



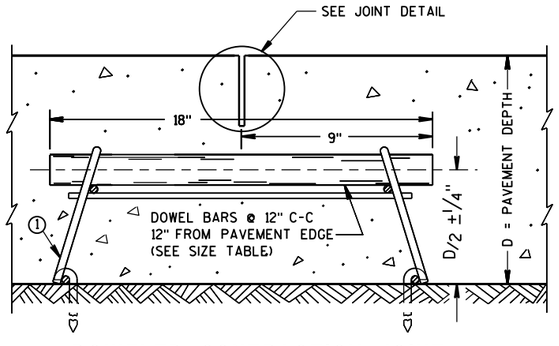
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



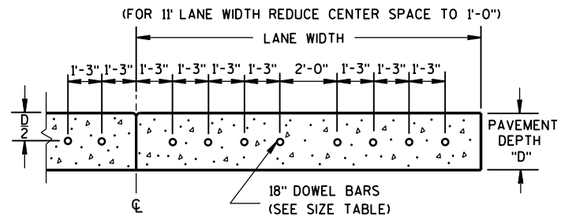
TRANSVERSE CONSTRUCTION JOINT



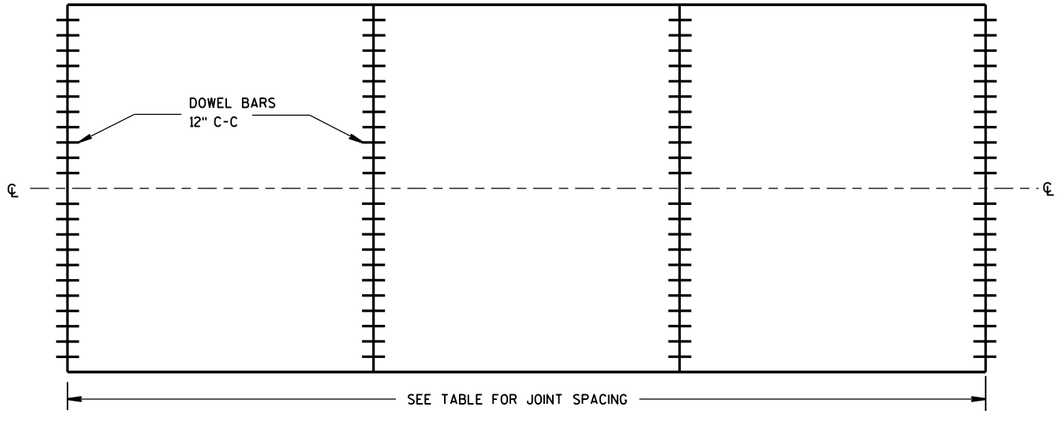
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

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

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

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

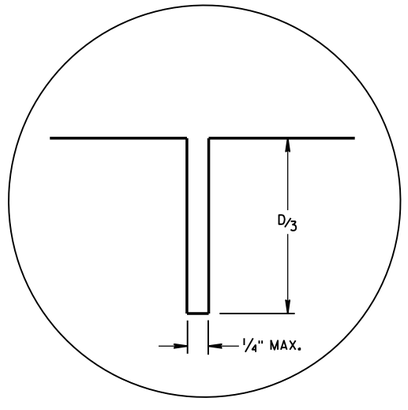
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

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

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

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

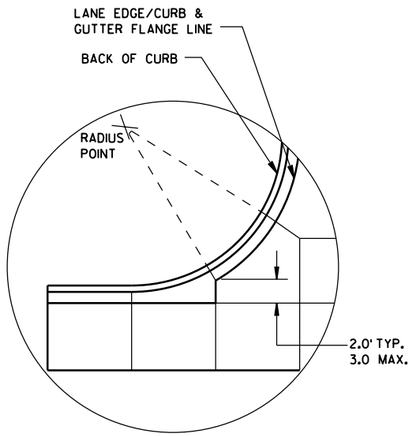
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

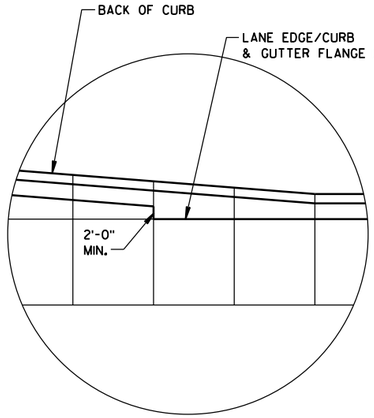
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

6

S.D.D. 13 C 13-8



DETAIL "A"



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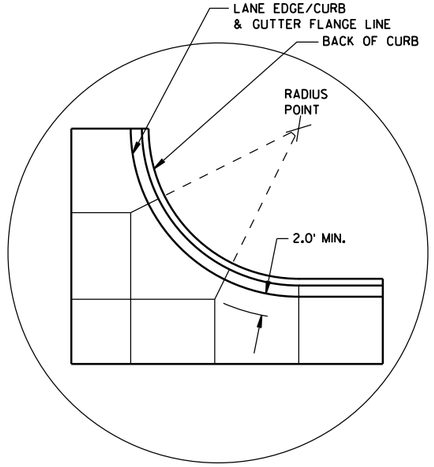

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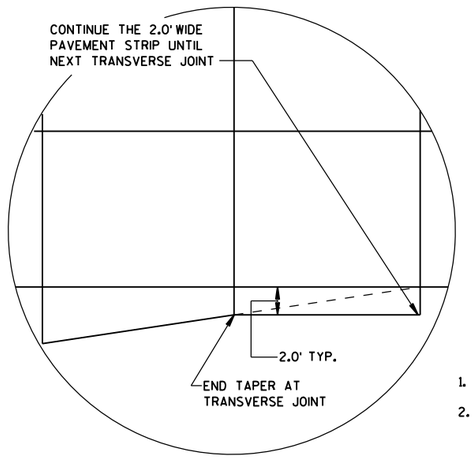


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

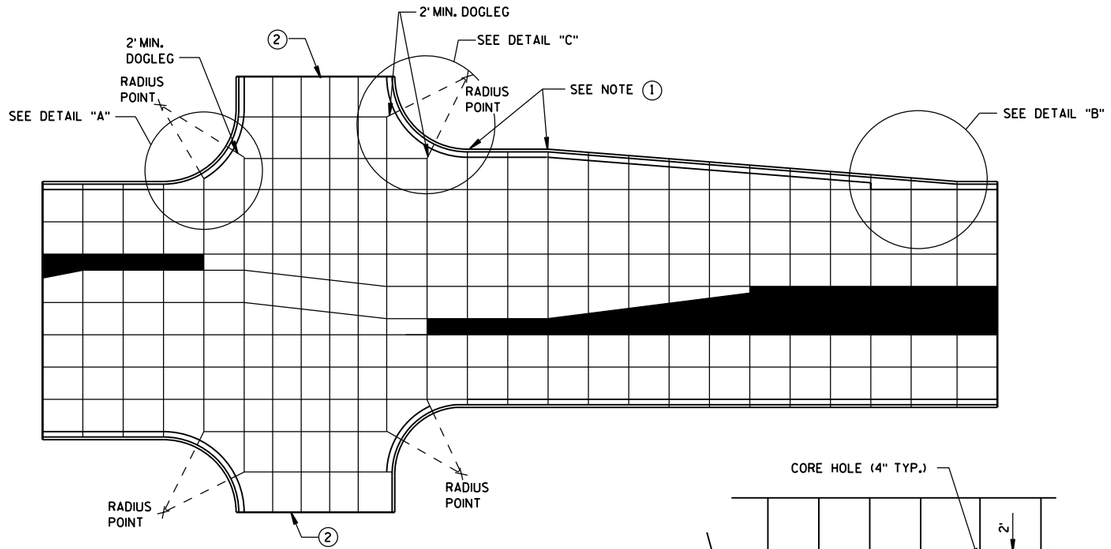
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

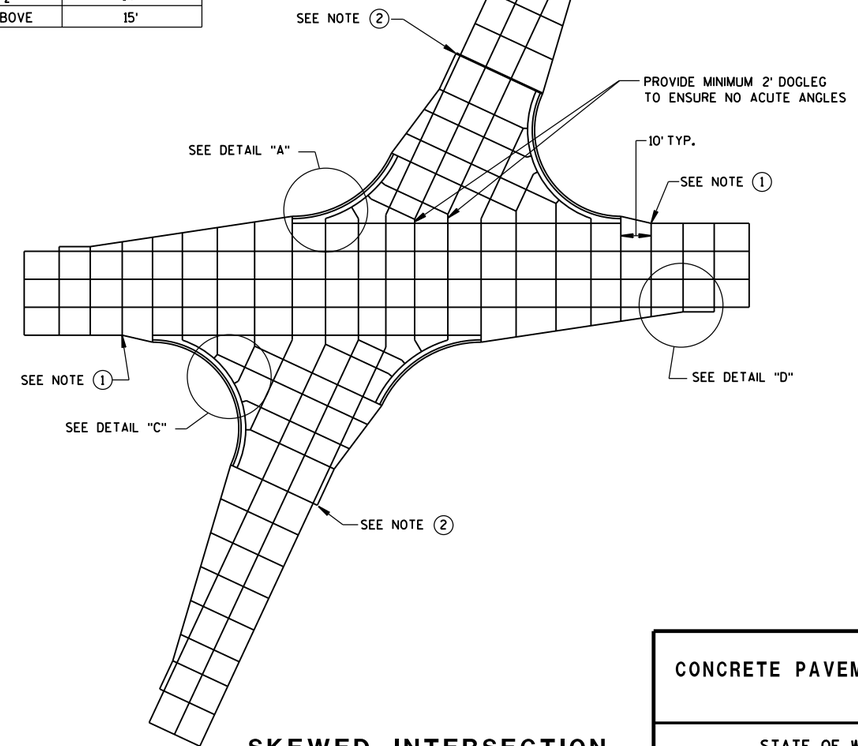
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



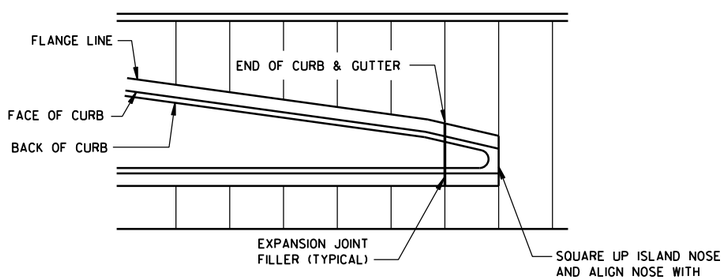
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

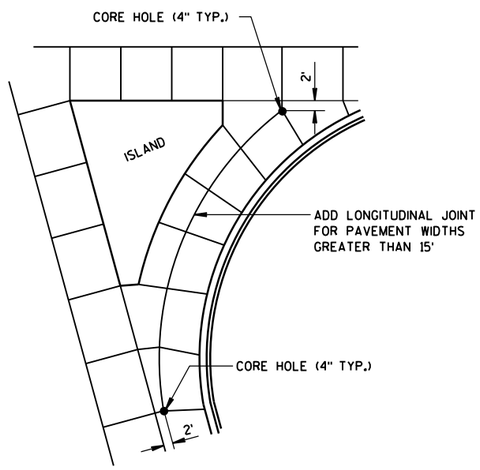
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

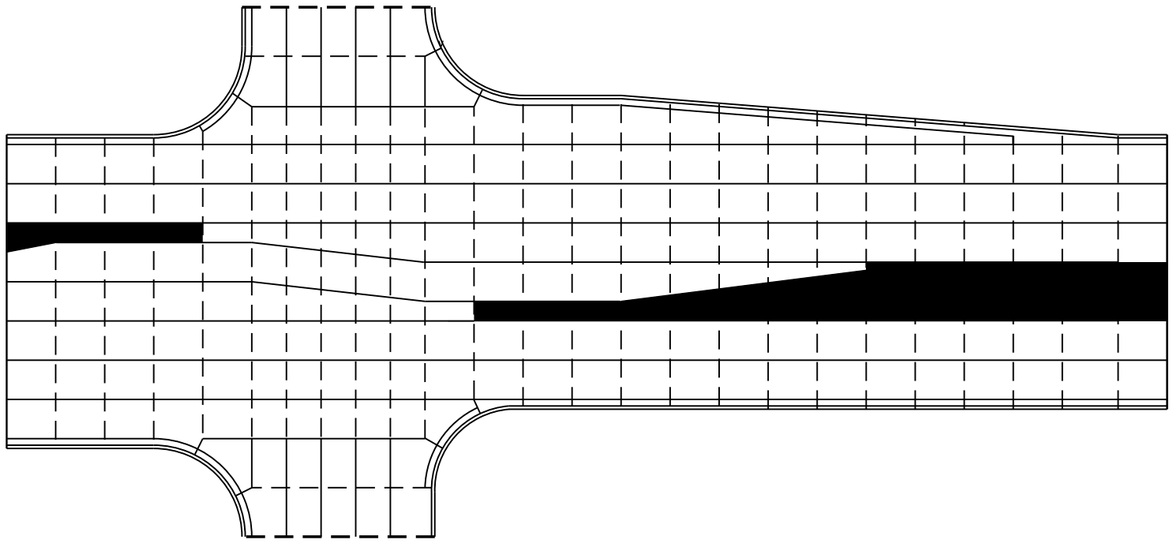
6
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

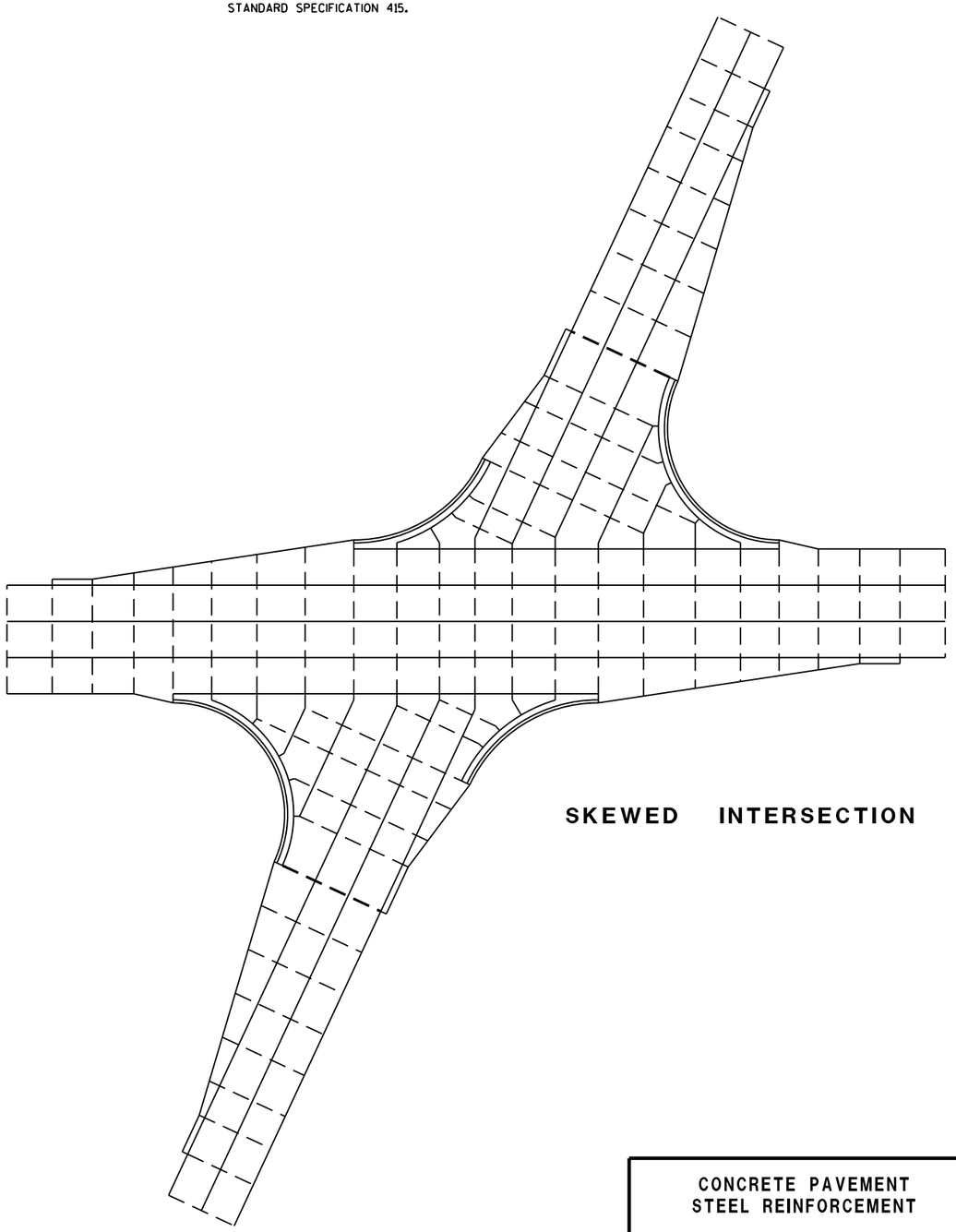
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

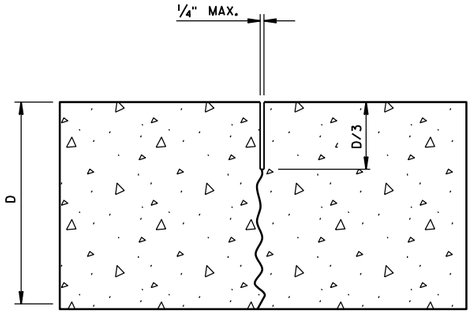
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 500

6

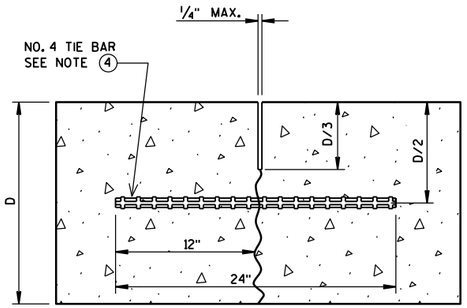
S.D.D. 13 C 18-2b

6

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



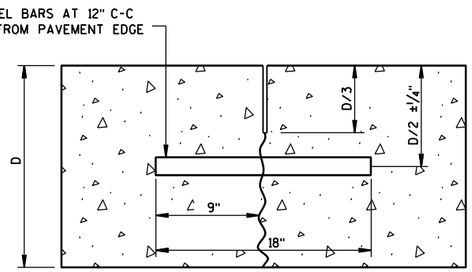
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

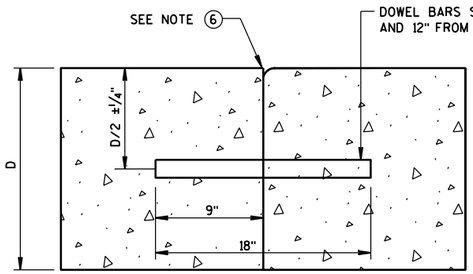
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF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



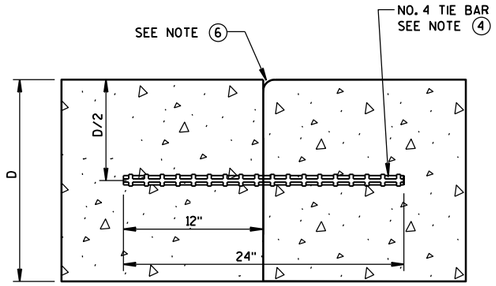
DOWELED-TRANSVERSE

CONTRACTION JOINTS

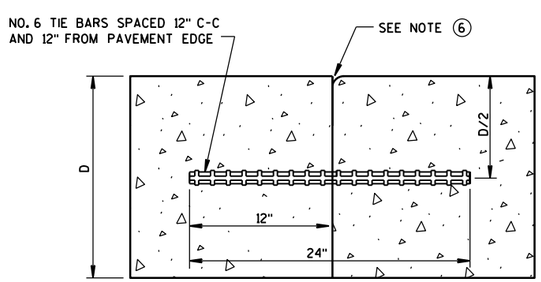
SEE NOTE (2)



DOWELED TRANSVERSE

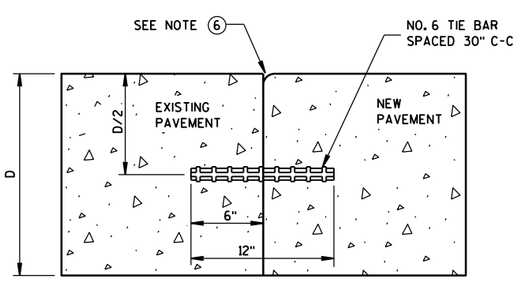


TIED LONGITUDINAL



TIED TRANSVERSE

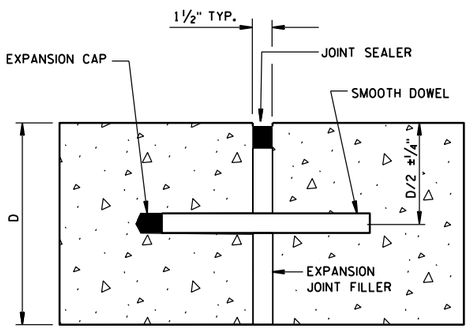
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

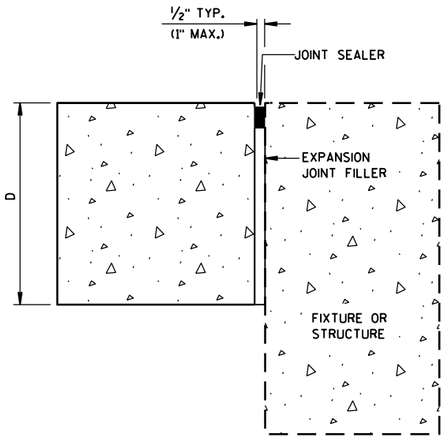
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

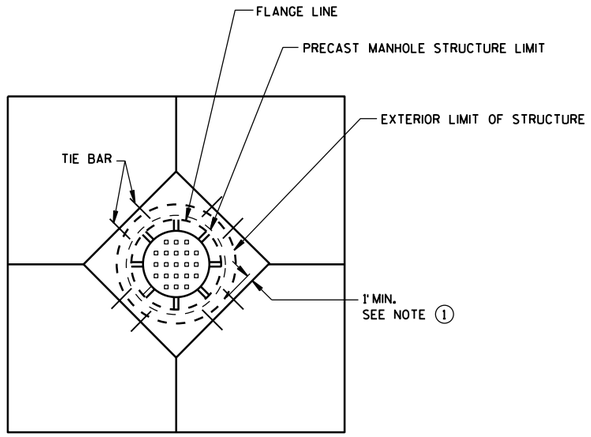
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

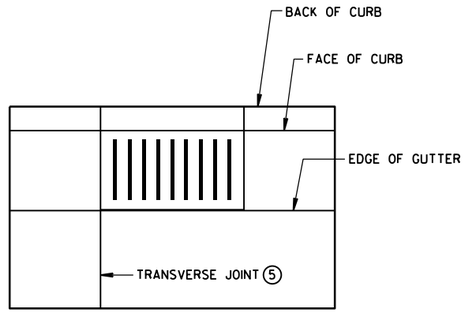
S.D.D. 13 C 18-2c

6

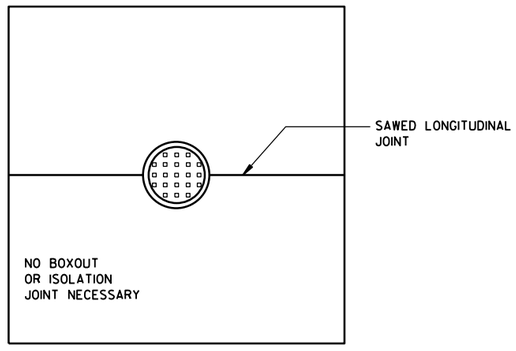
S.D.D. 13 C 18-2c



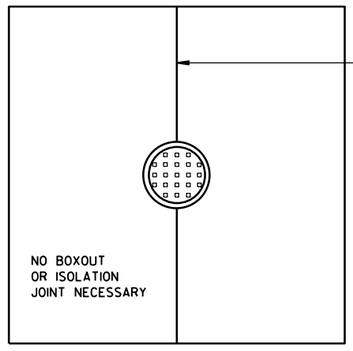
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



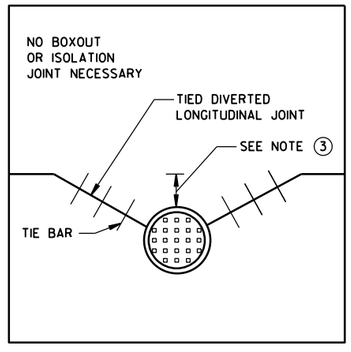
INLET WITH TRANSVERSE JOINT



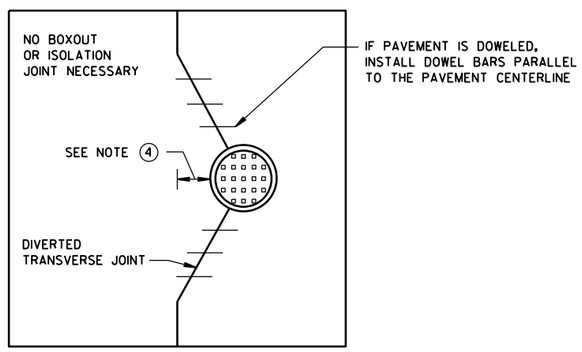
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

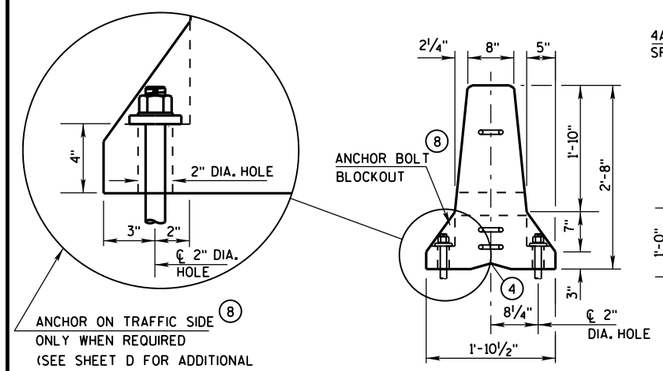
/S/ Deb Bischoff
PAVEMENT POLICY & DE

NEER

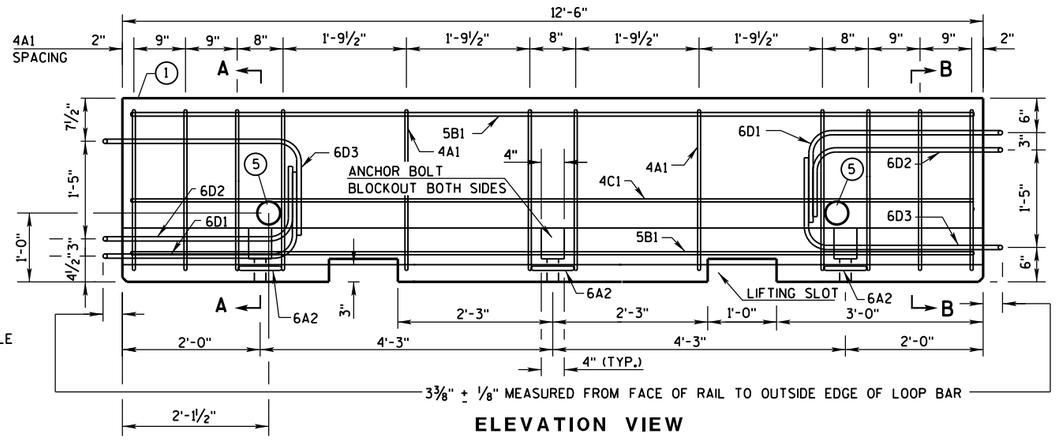
FHWA

6

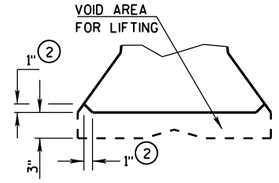
S.D.D. 13 C 18-2d



END VIEW



ELEVATION VIEW



DETAIL "B"
LIFTING SLOT DETAIL

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 ADHESIVE 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.

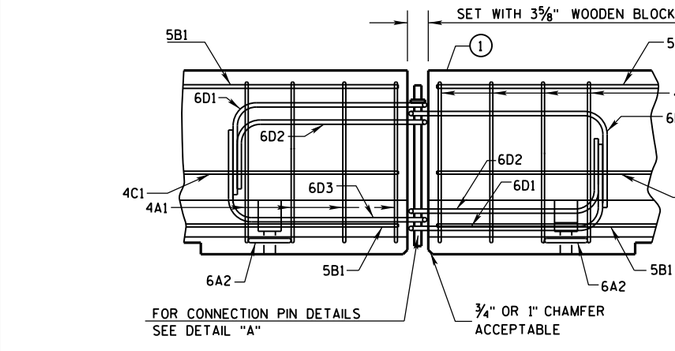
(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(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.



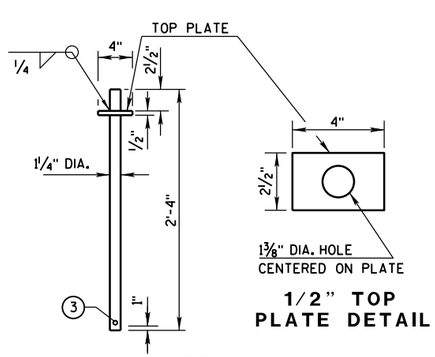
SECTION A-A
(STIRRUP PLACEMENT)

SECTION B-B
(STIRRUP PLACEMENT)

PLAN VIEW

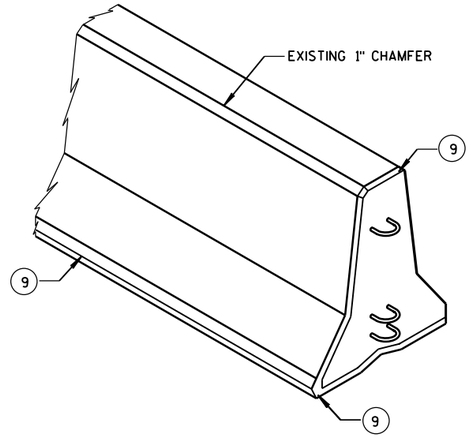
DETAILS OF BARRIER SECTION

DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

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



CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

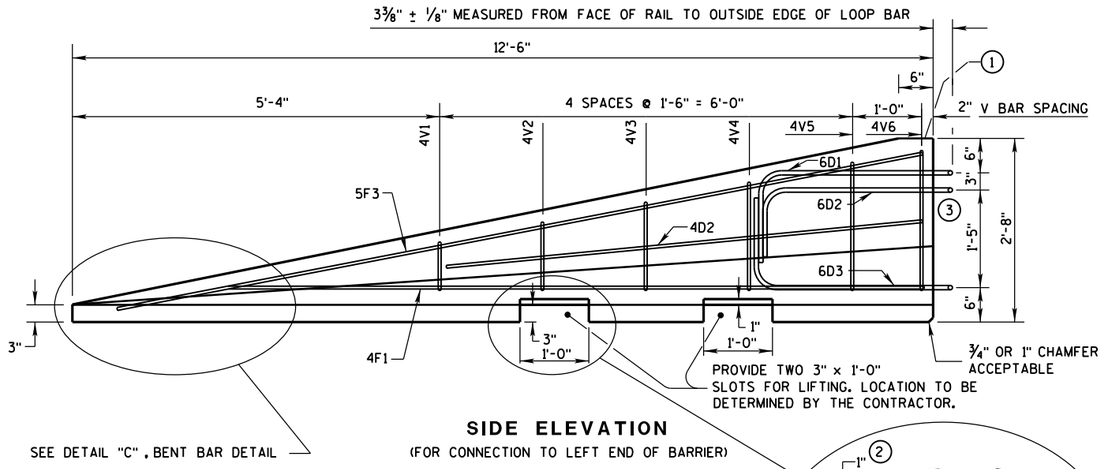
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 503

6

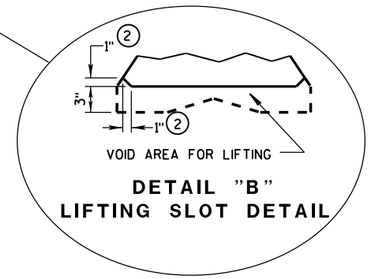
S.D.D. 14 B 7-14a

6

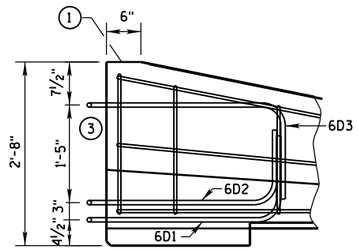
S.D.D. 14 B 7-14a



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



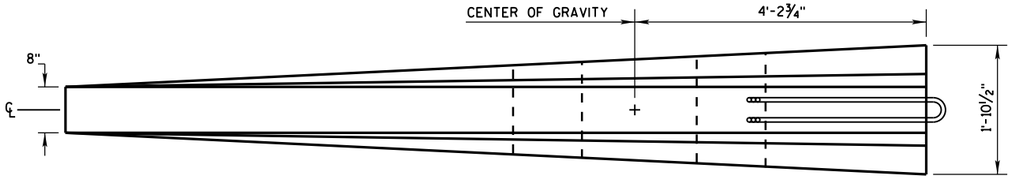
DETAIL "B"
LIFTING SLOT DETAIL



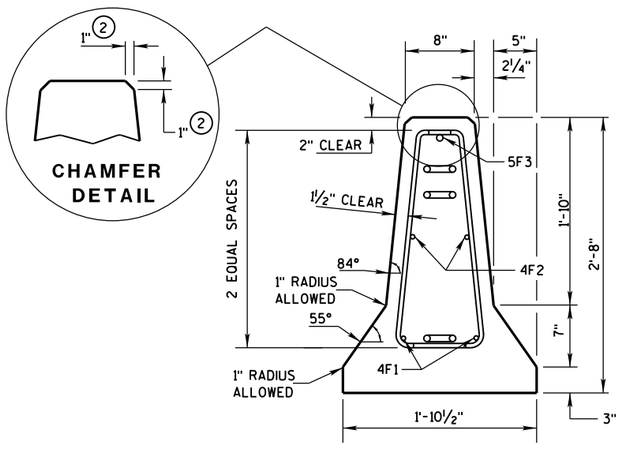
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

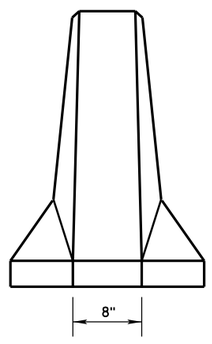
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



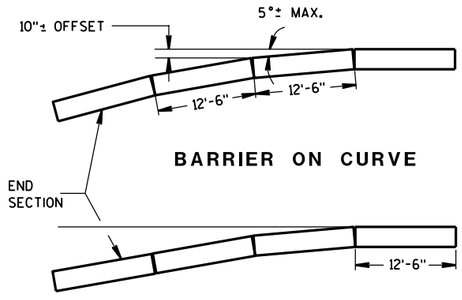
PLAN VIEW



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

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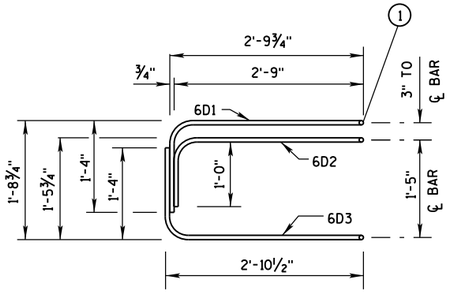
S.D.D. 14 B 7-14b

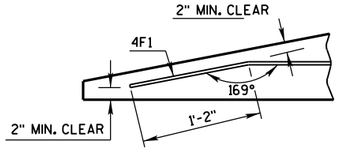
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

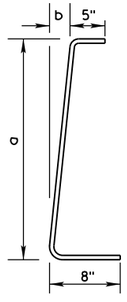
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

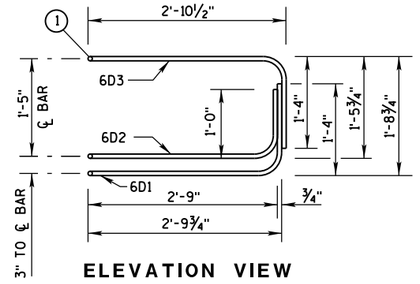
GENERAL NOTES

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

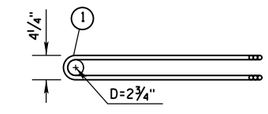
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

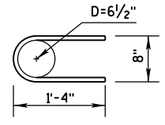
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



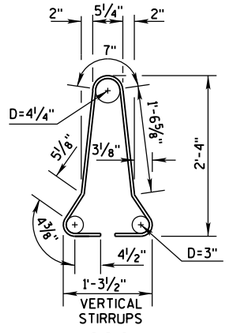
ELEVATION VIEW



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



6A2



4A1

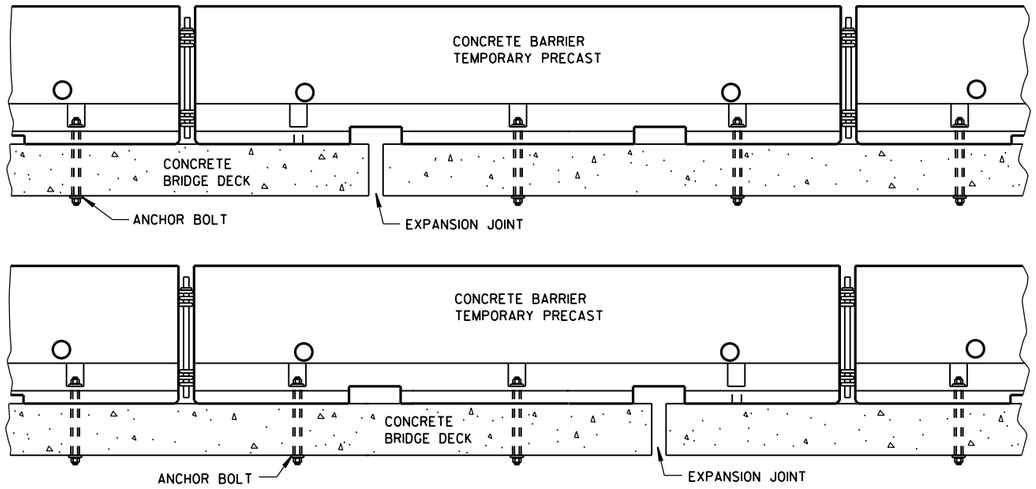
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

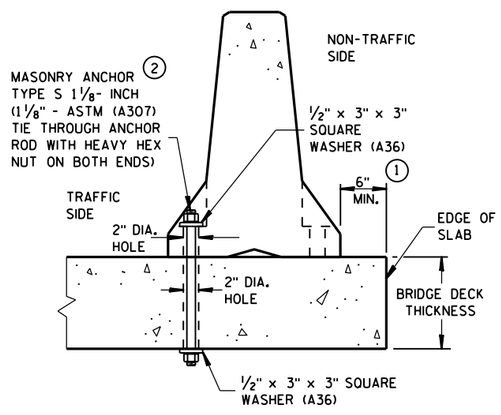
6

S.D.D. 14 B 7-14c



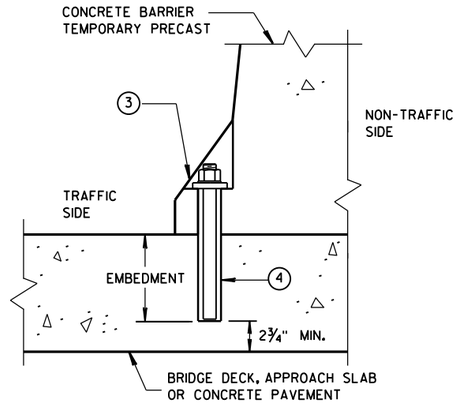
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

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.

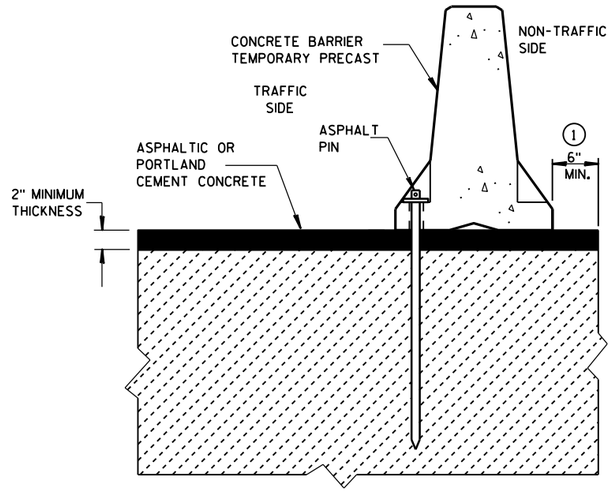
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED 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 ALL ANCHOR 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 MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

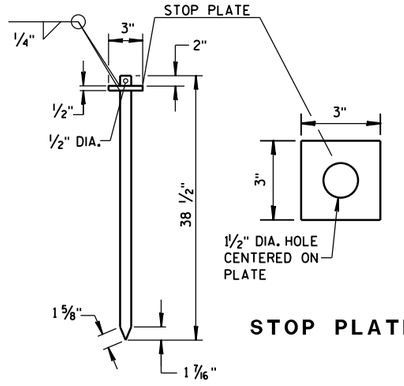
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

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

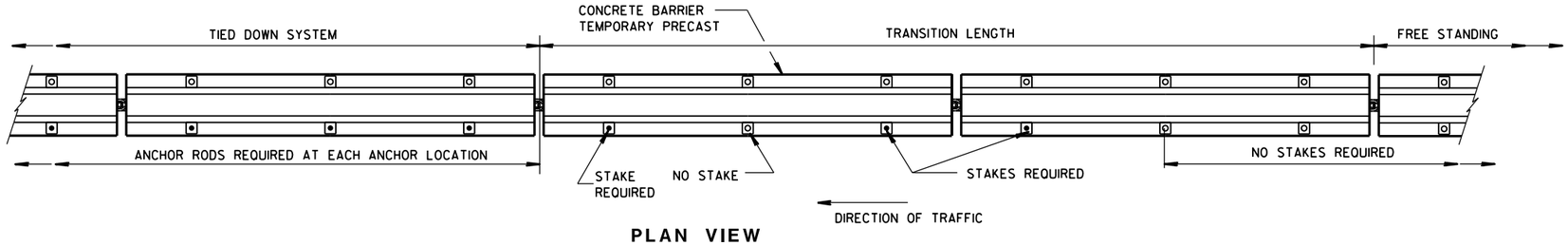
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



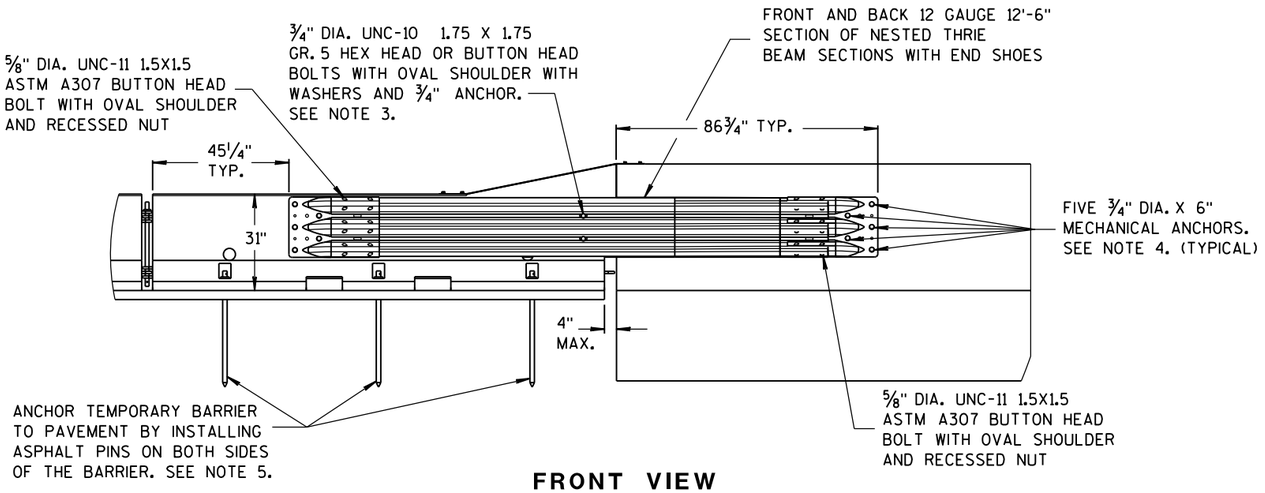
PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

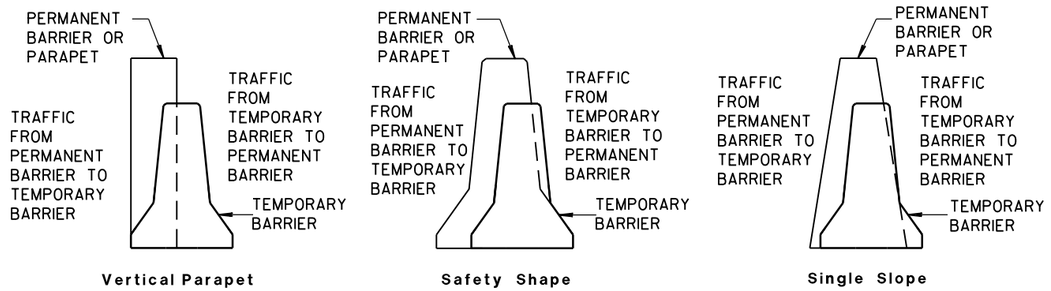
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



FRONT VIEW

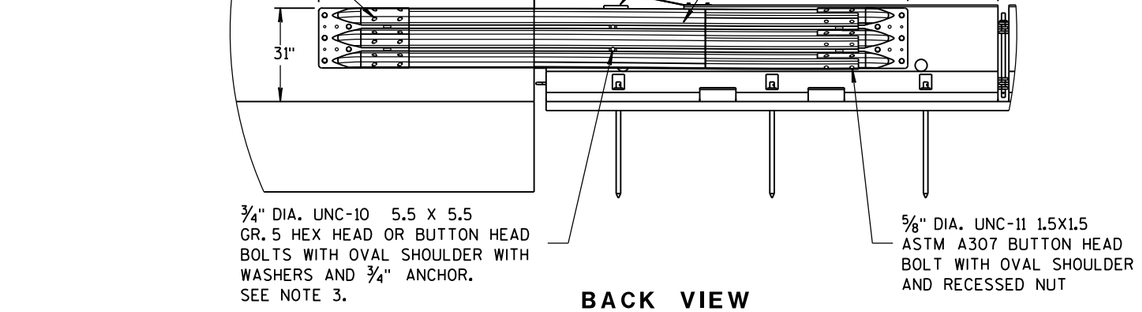


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

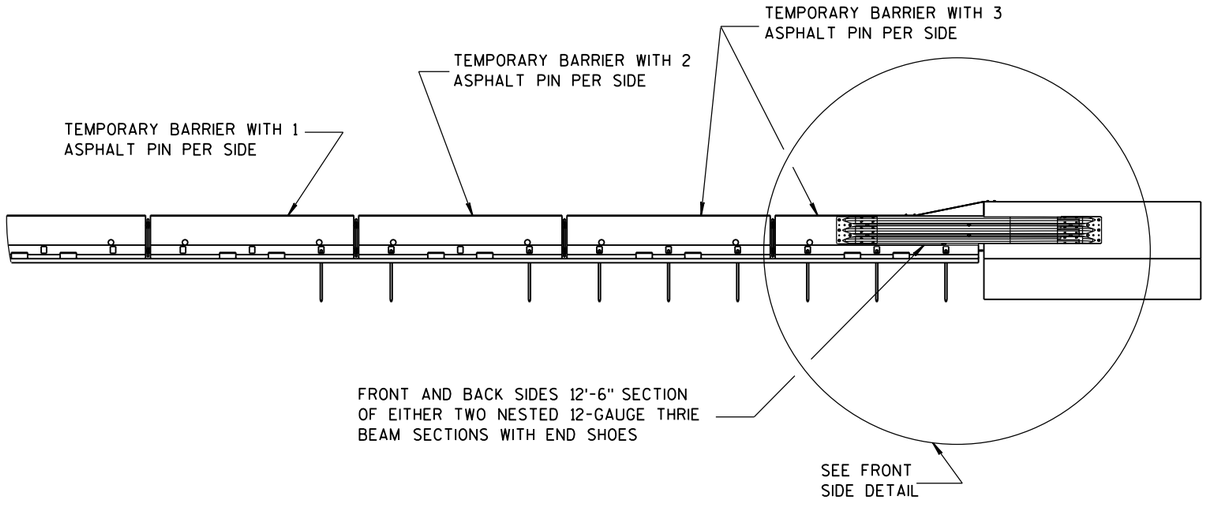
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

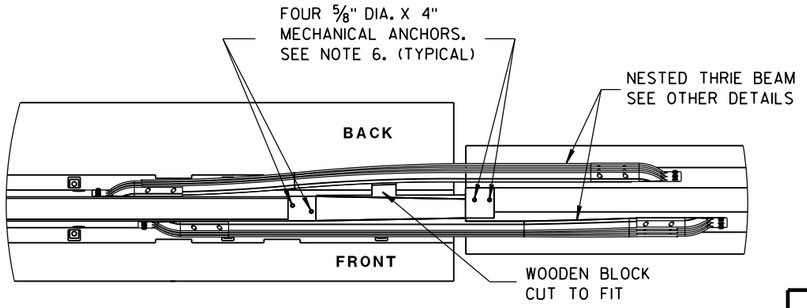
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE 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 ADHESIVE 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 507

S.D.D. 14 B 7-14e

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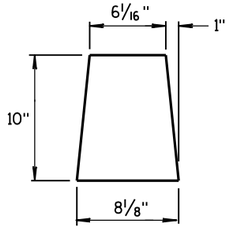
GUSSET 1

GUSSET 2

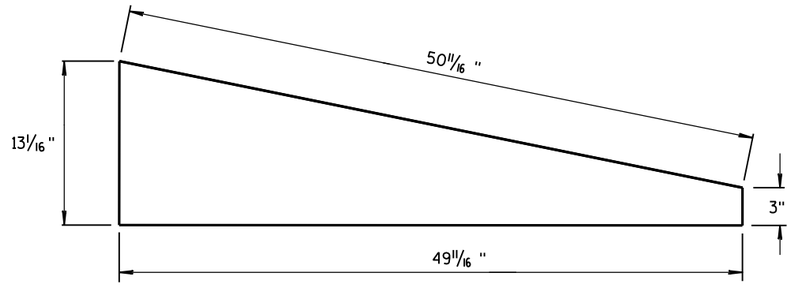
GUSSET 3

GUSSET 4

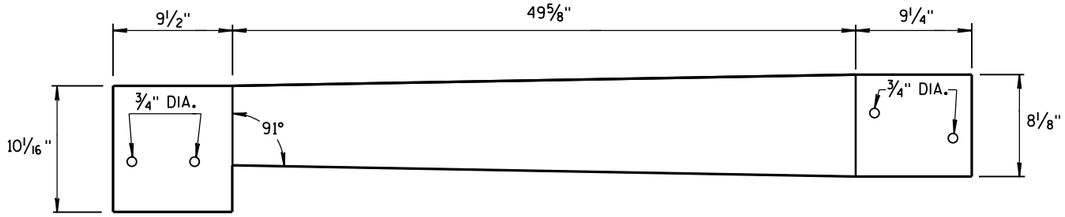
GUSSETS

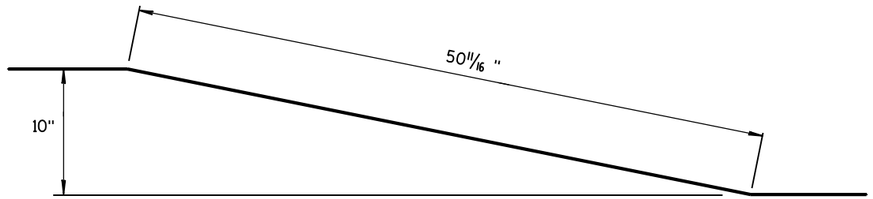


END PLATE

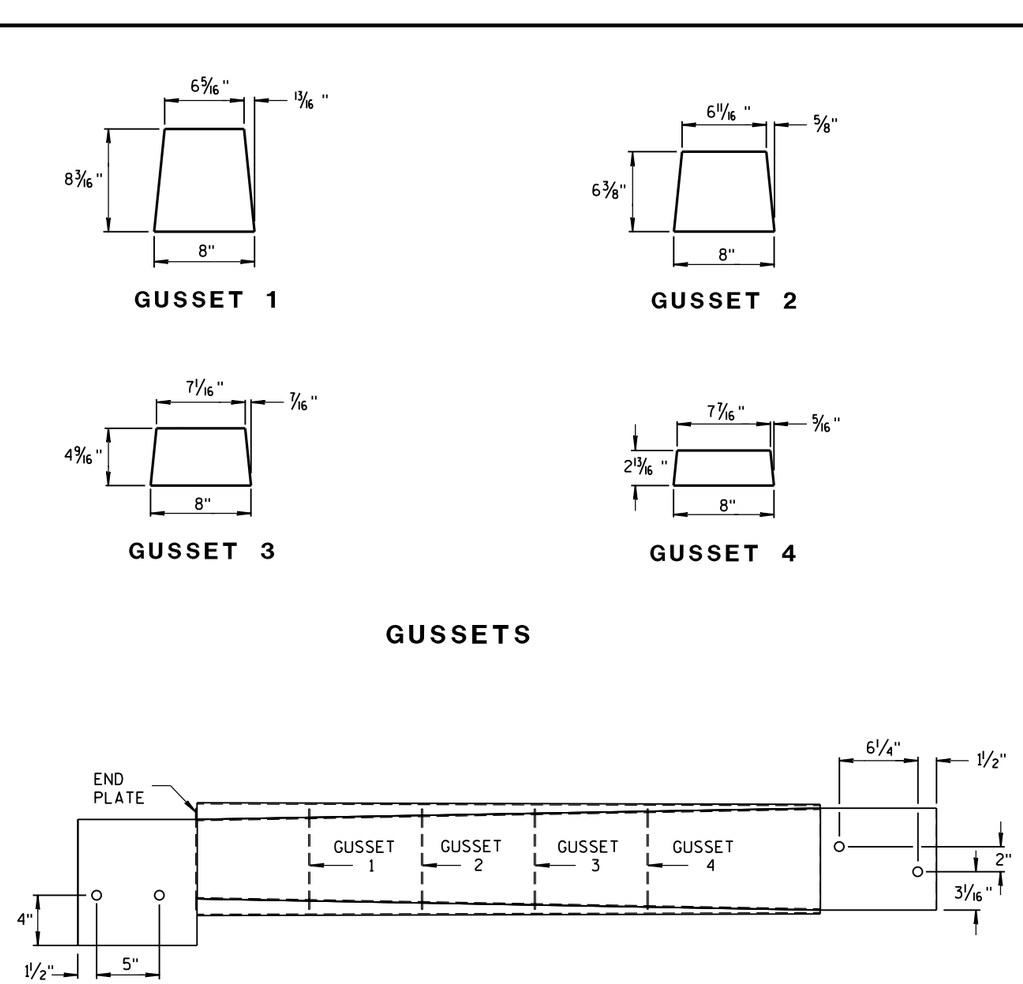


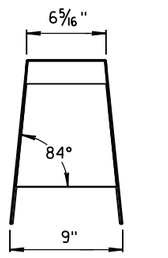
SIDE PLATE





TOP PLATE





SECTION C-C

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.

NOTES

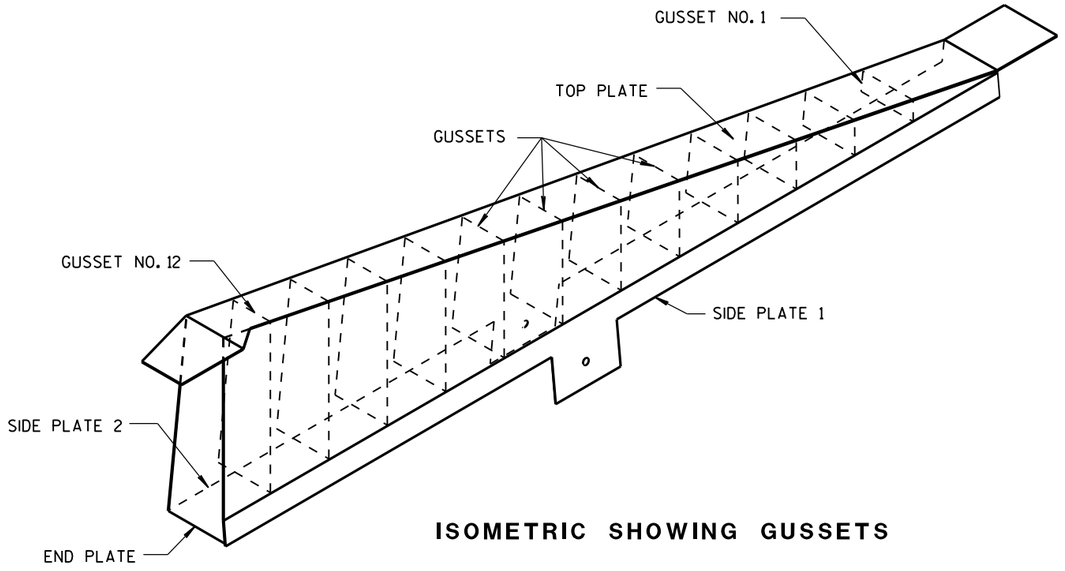
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

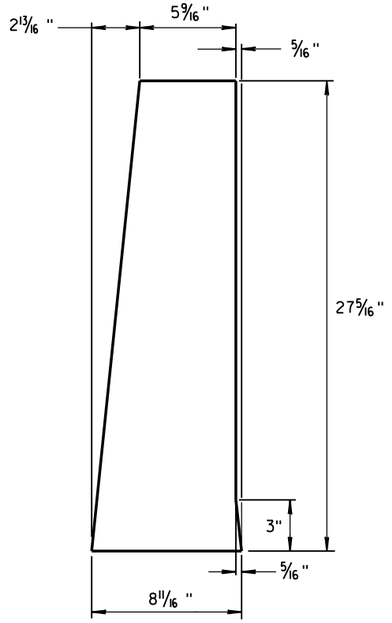
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14f

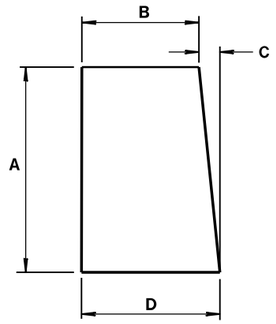


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



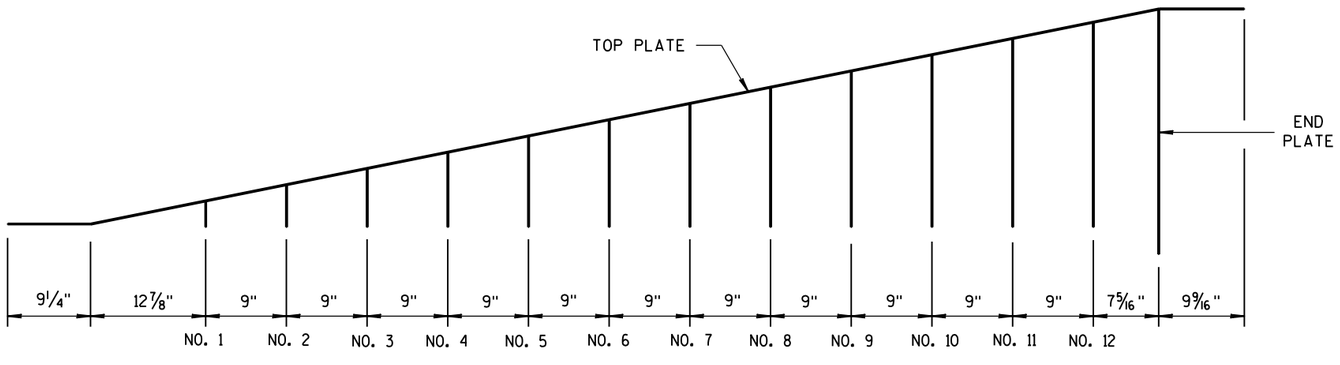
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

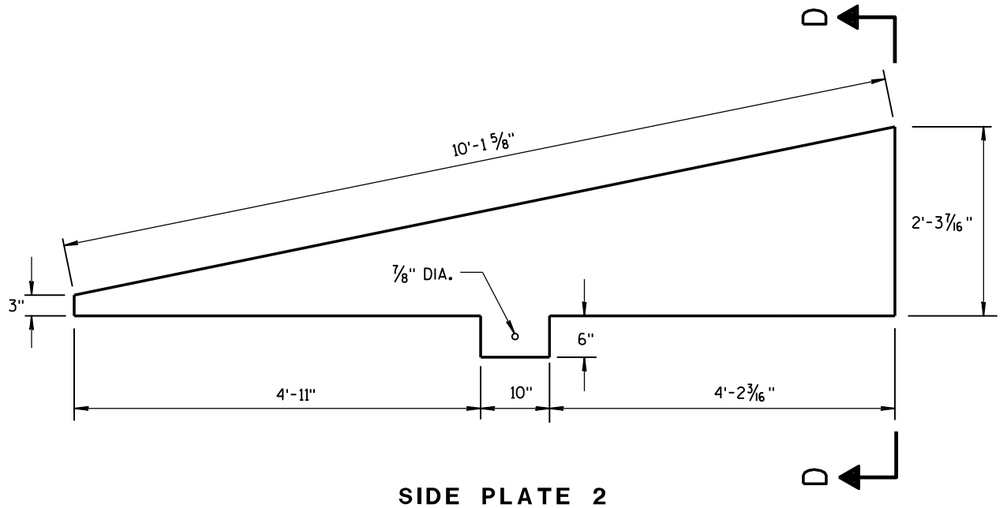
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

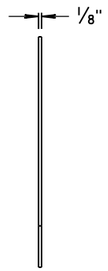
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

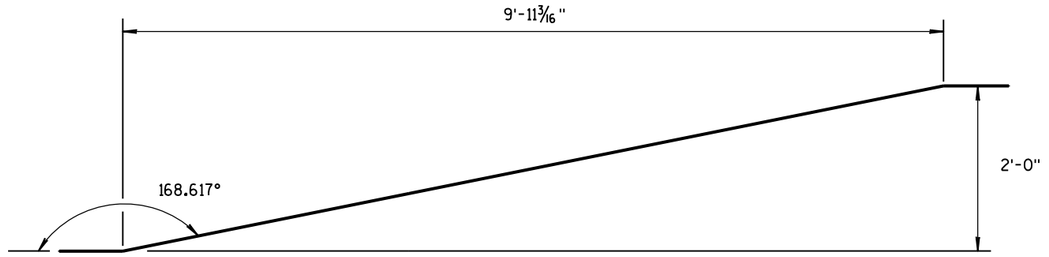
S.D.D. 14 B 7-14g



SIDE PLATE 2

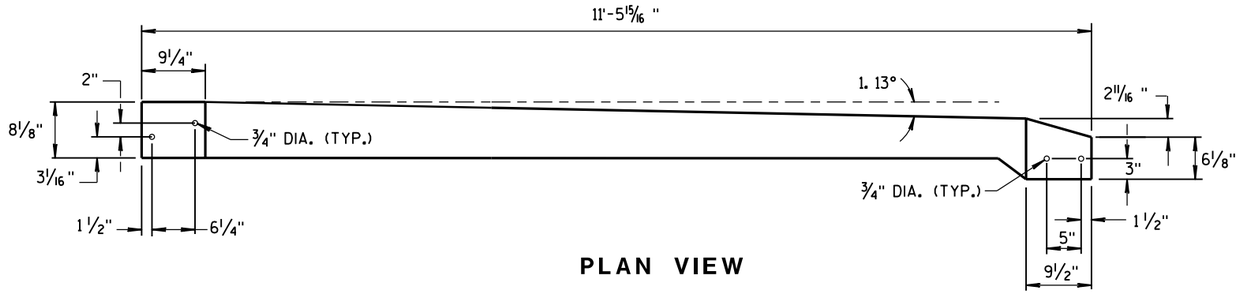


END VIEW



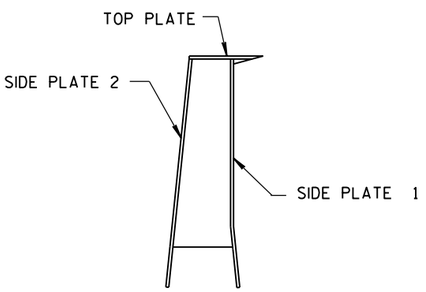
SIDE VIEW

TOP PLATE

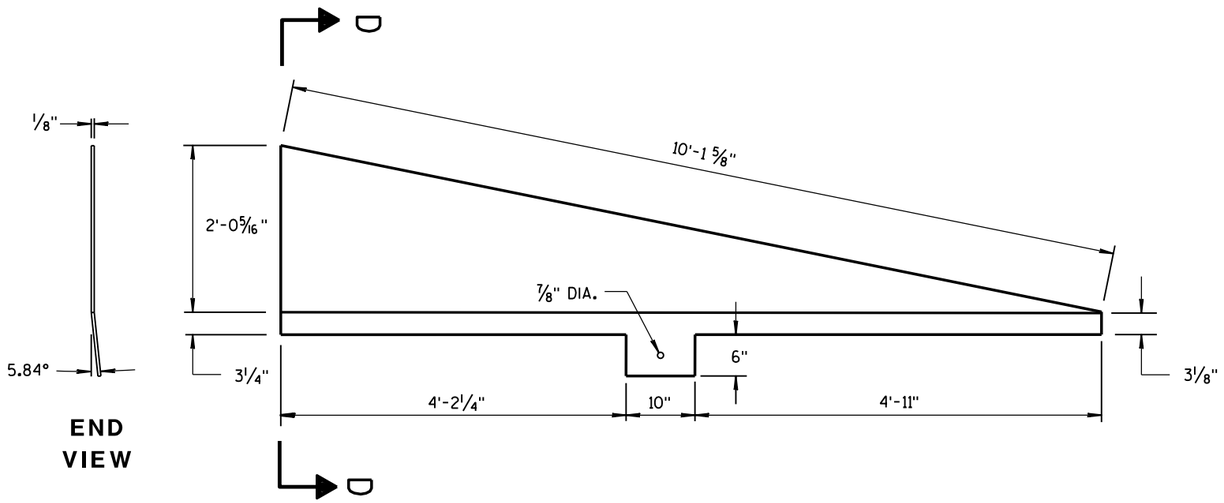


PLAN VIEW

TOP PLATE



SECTION D-D



END VIEW

SIDE PLATE 1

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

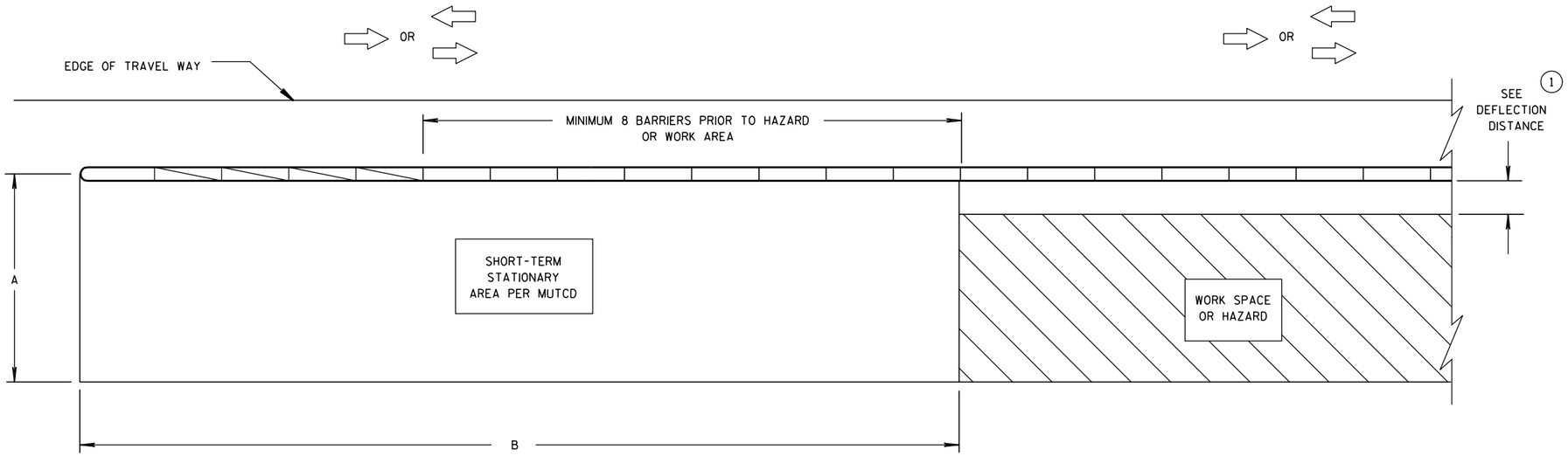
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 7-14h

6

S.D.D. 14 B 7-14h



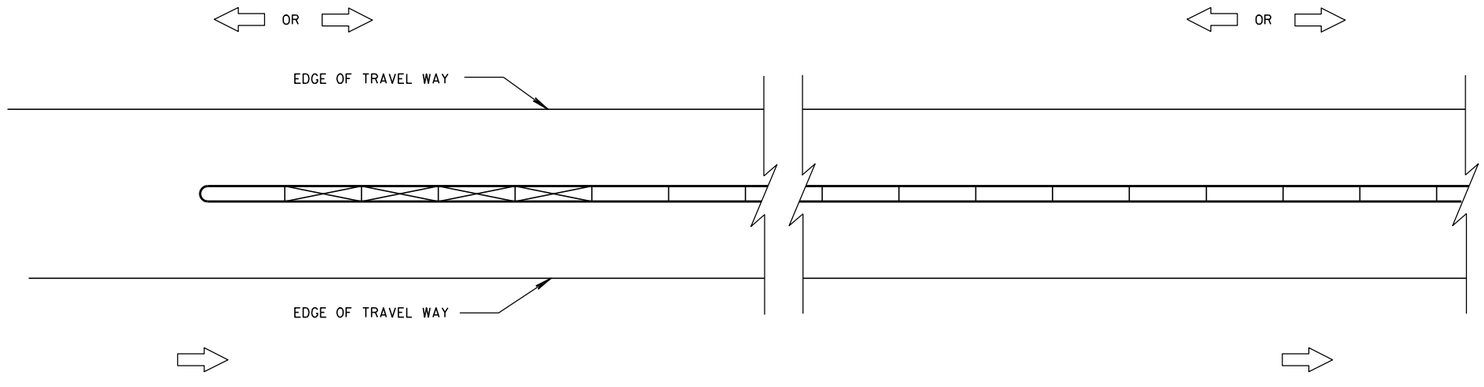
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

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

DIMENSION B TABLE (2)

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



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

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

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

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

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

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

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

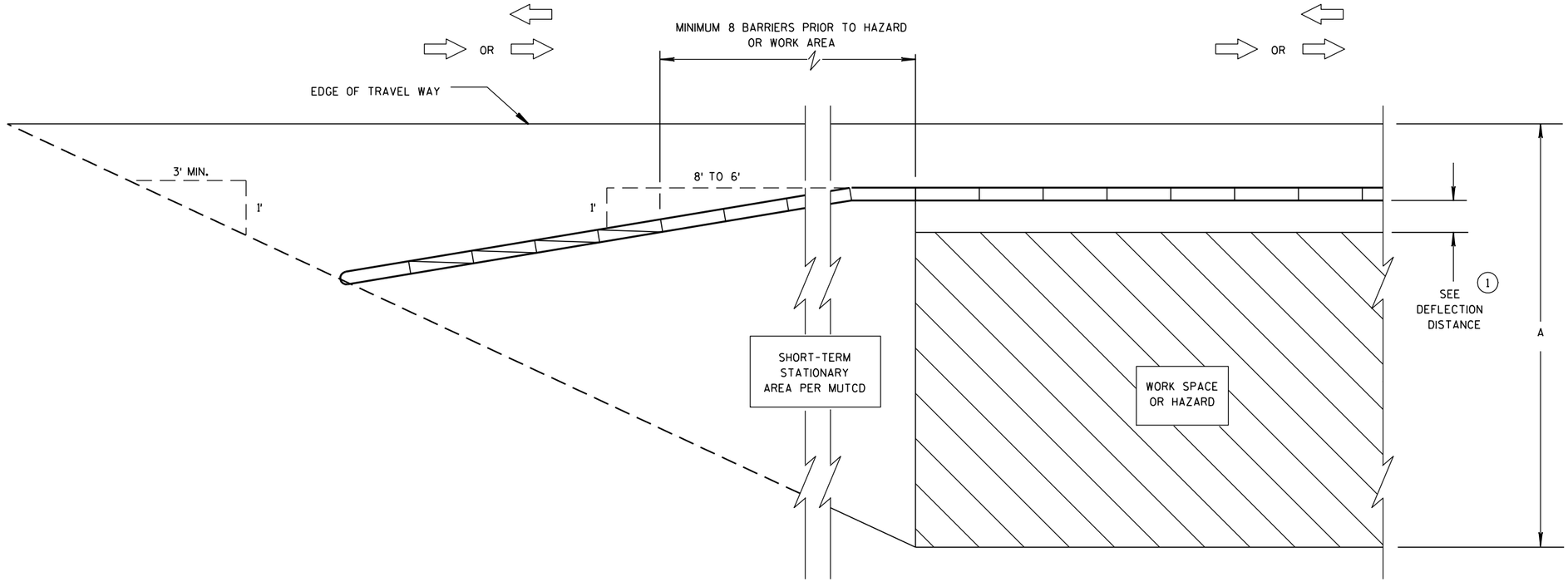
(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

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

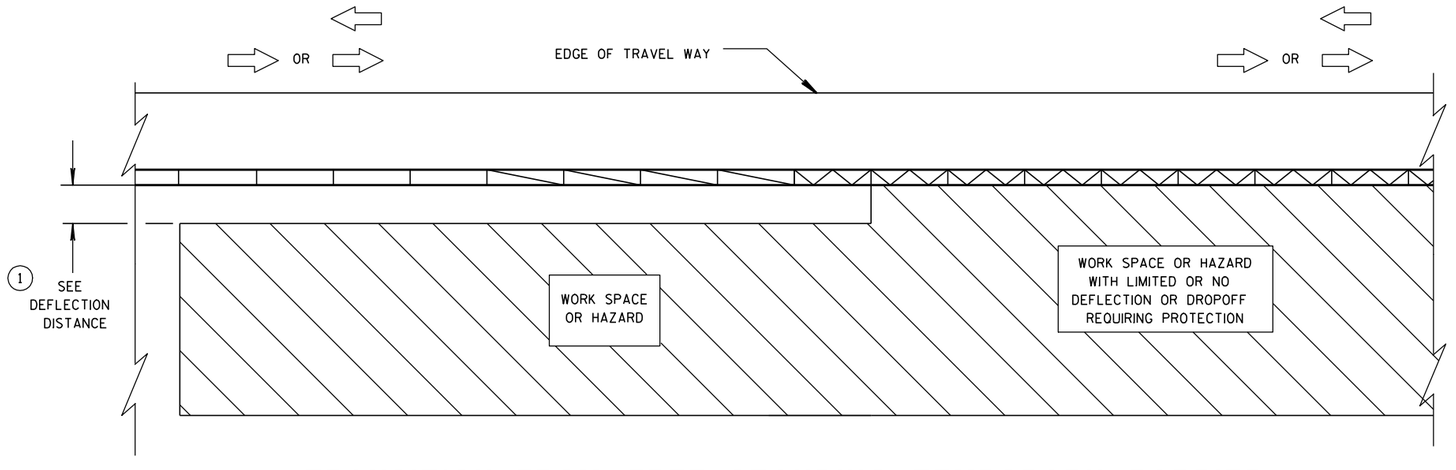
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

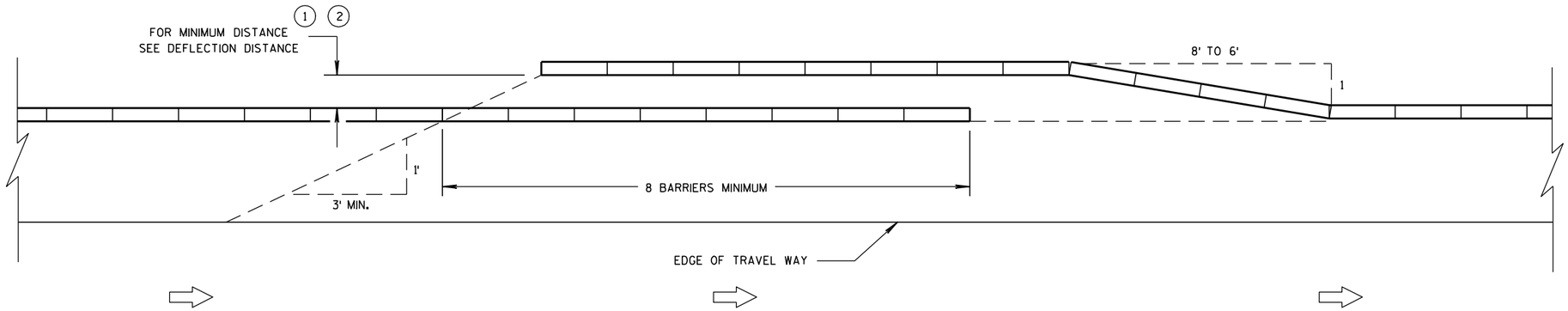
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

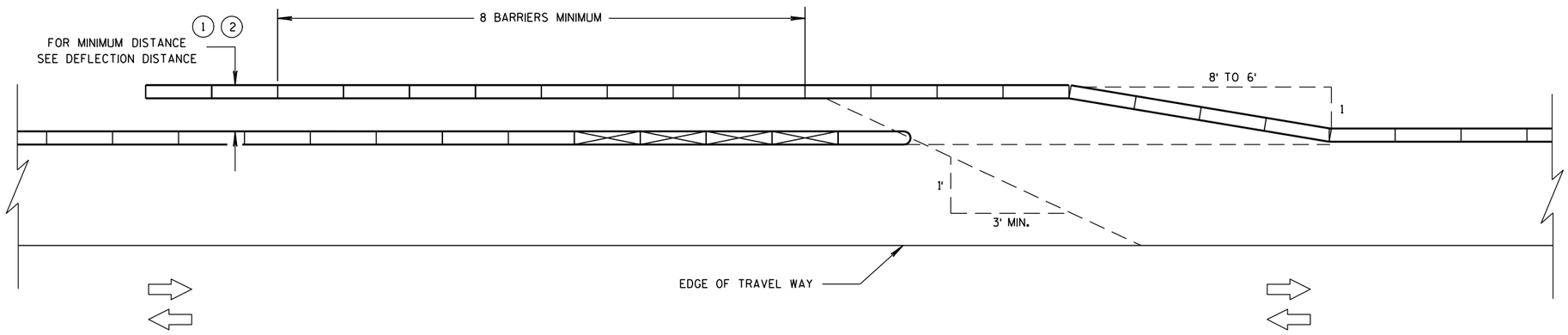
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

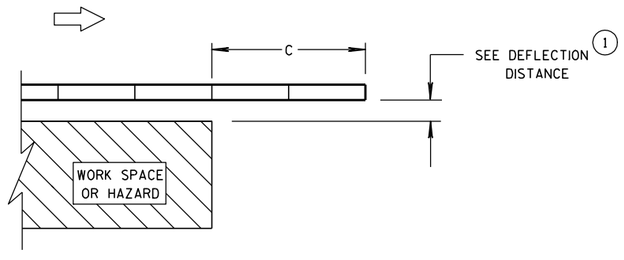
S.D.D. 14 B 8-1b



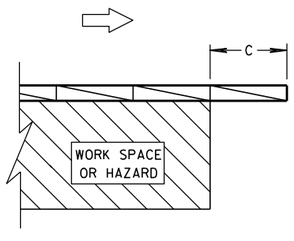
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

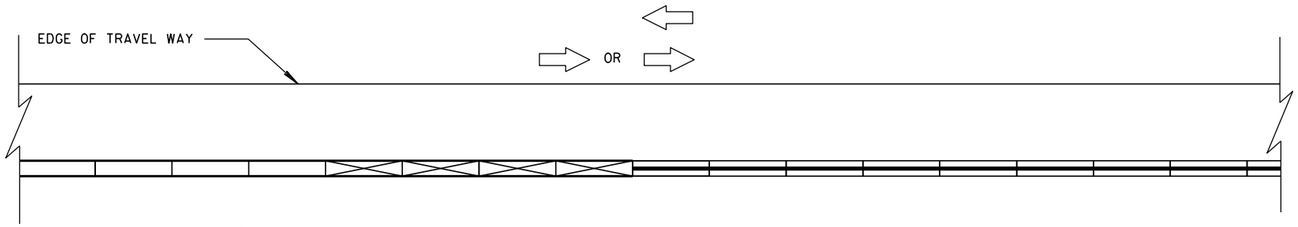
LEGEND

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

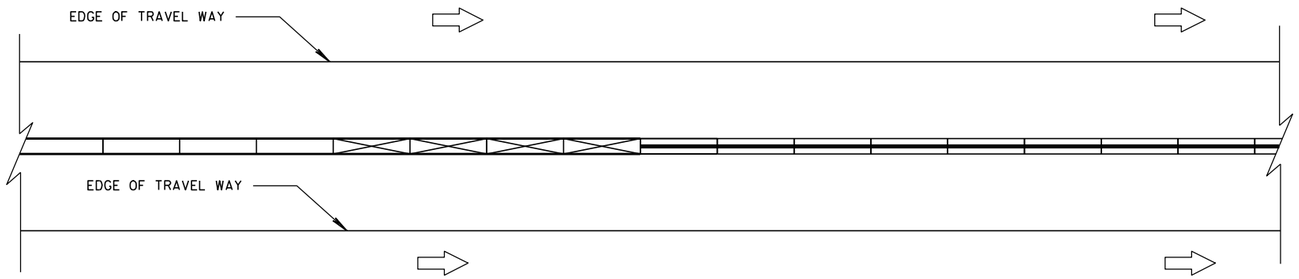
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

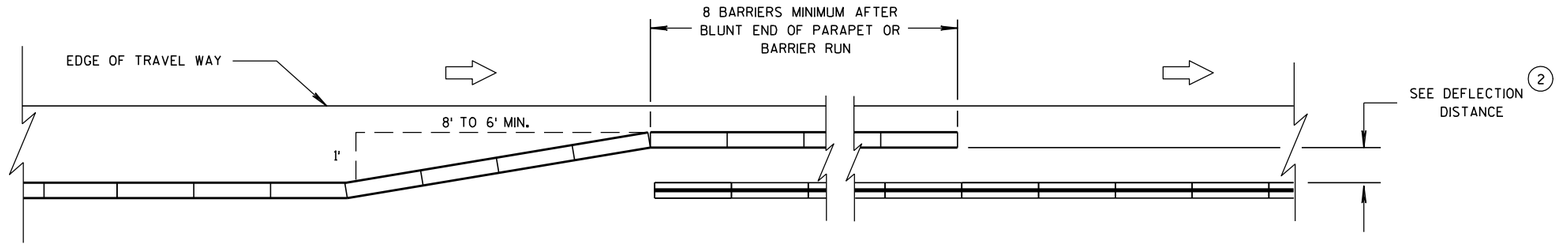
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

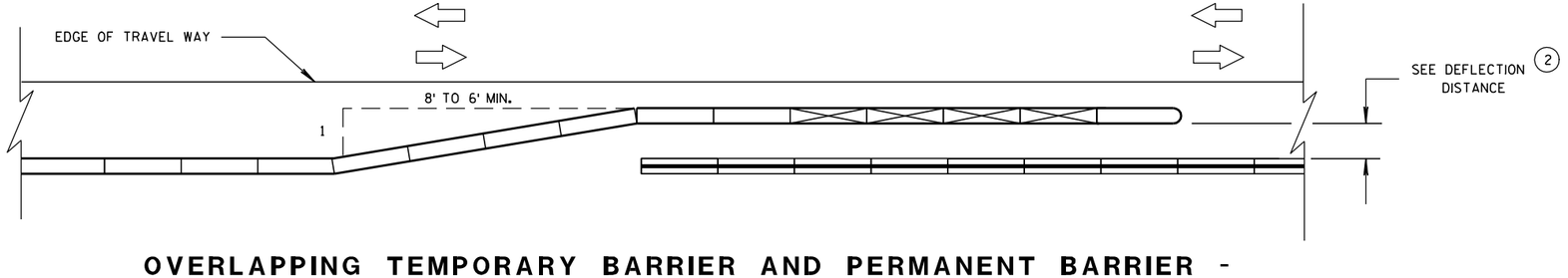
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

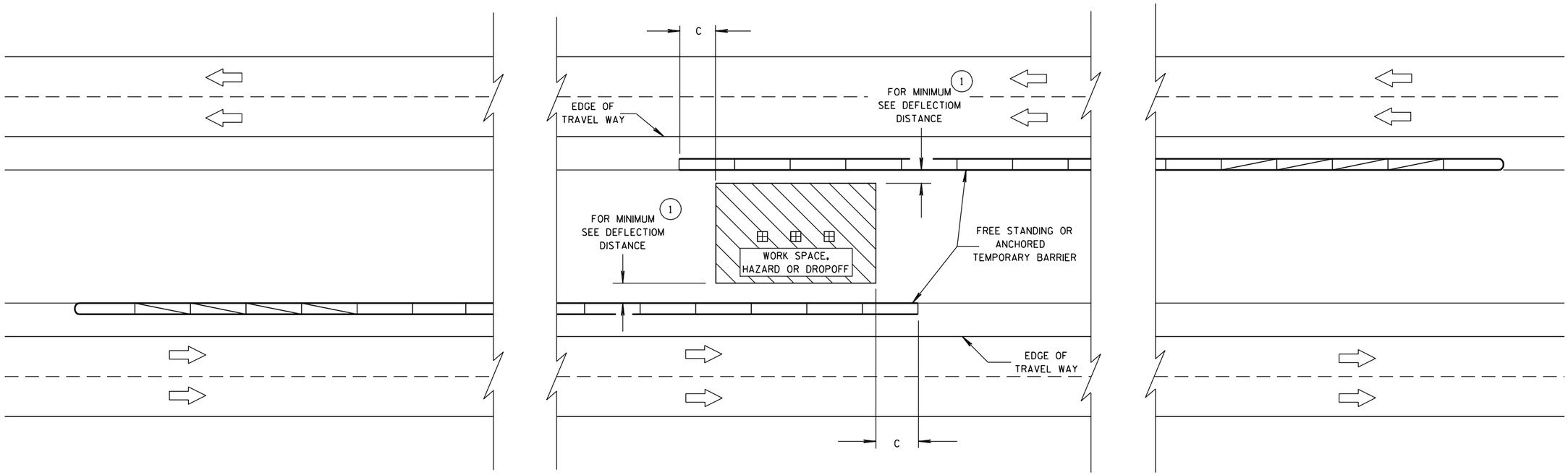
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER

515

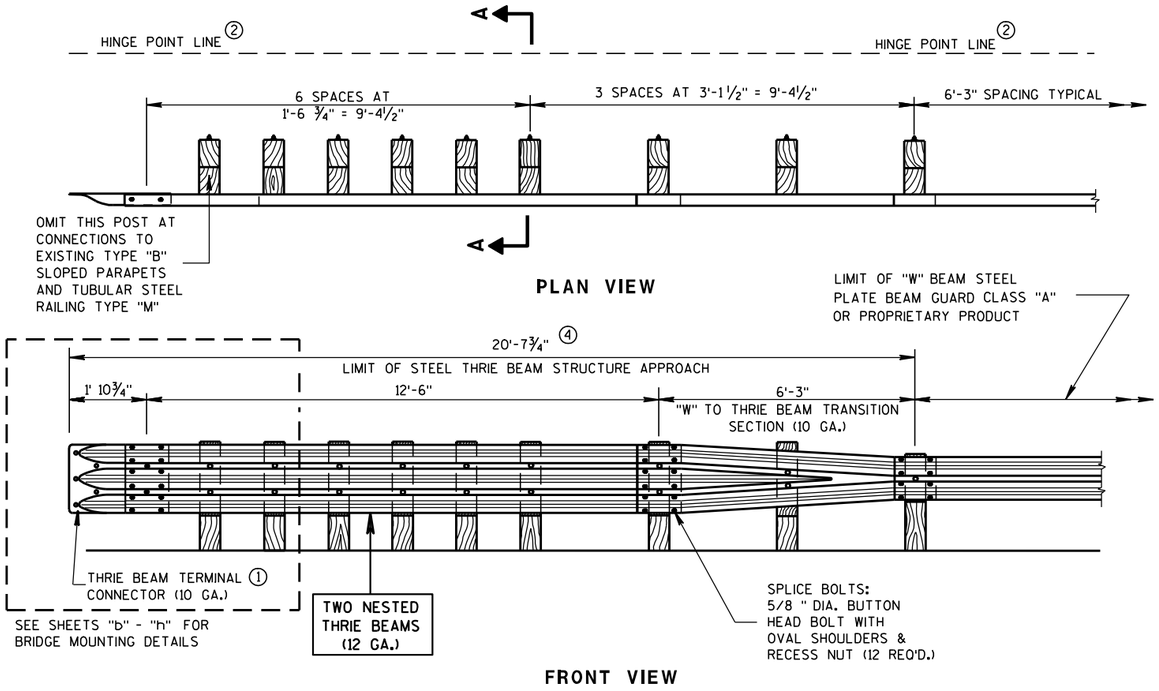
FHWA

6

S.D.D. 14 B 8-1e

6

S.D.D. 14 B 8-1e



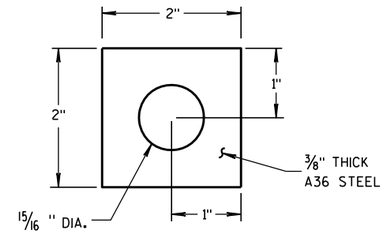


PLATE WASHER DETAIL

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".

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

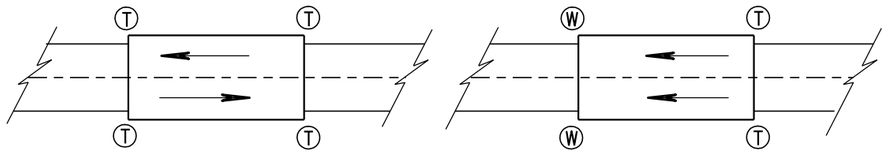
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



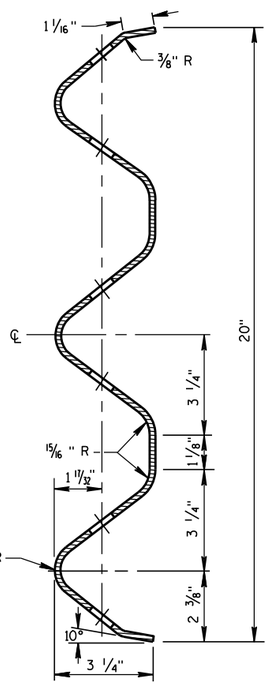
TWO WAY TRAFFIC

ONE WAY TRAFFIC

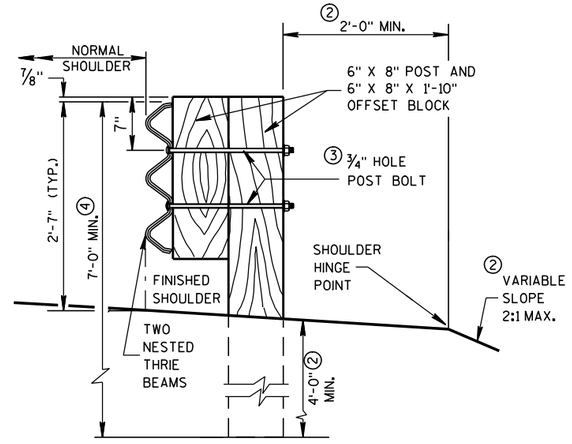
T THRIE BEAM CONNECTION

W W-BEAM CONNECTION WHEN REQUIRED

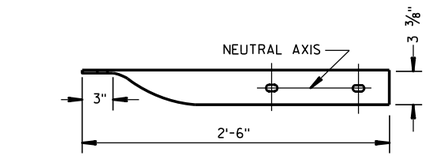
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

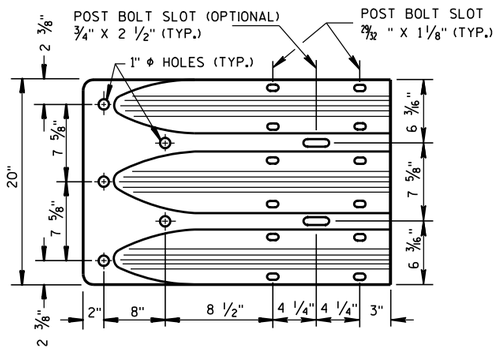


SECTION THRU THRIE BEAM RAIL ELEMENT

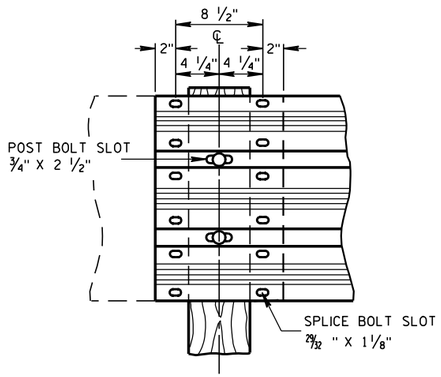


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

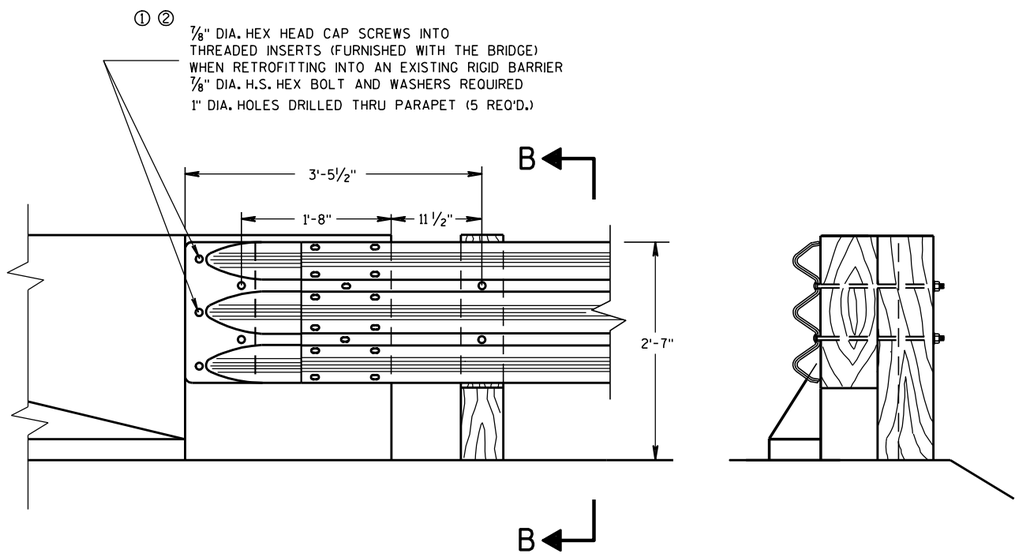
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

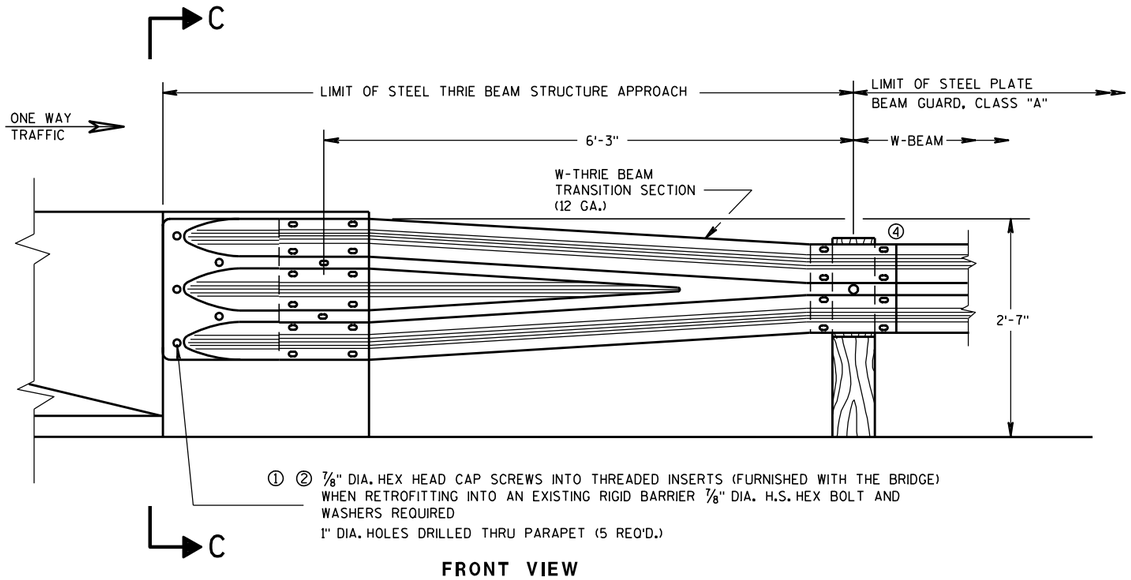
FHWA



FRONT VIEW

SECTION B-B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

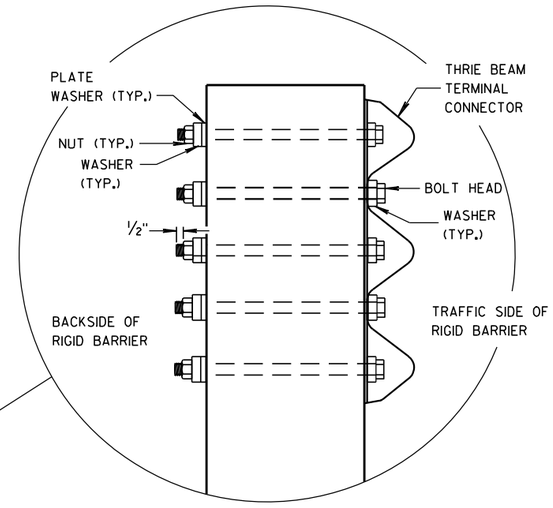
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

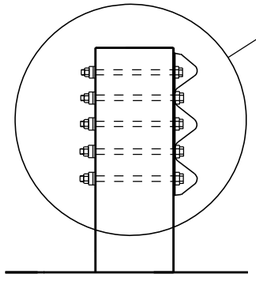
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" 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 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

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





SECTION C-C

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 14 B 20-11b

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

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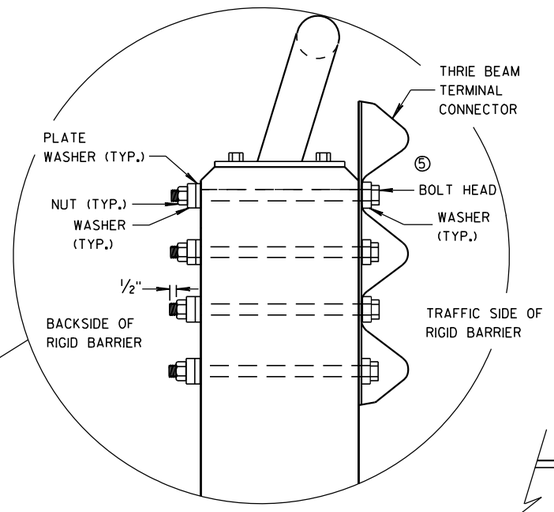
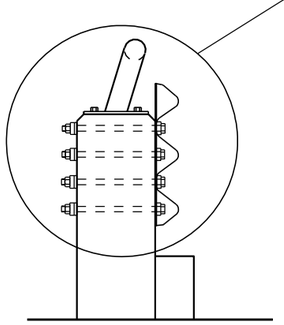
④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

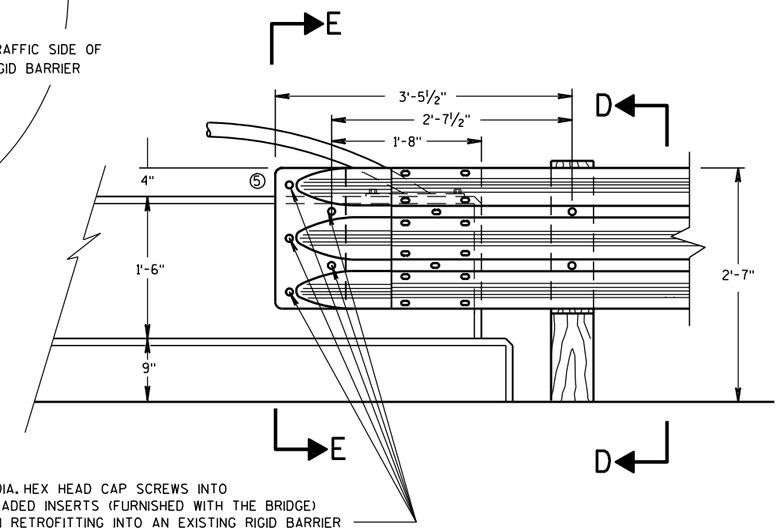
⑤ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

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



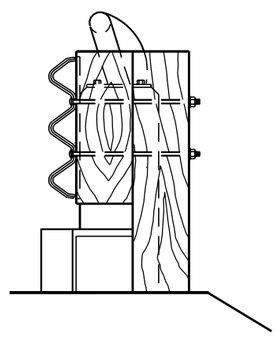


SECTION E-E



①② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)

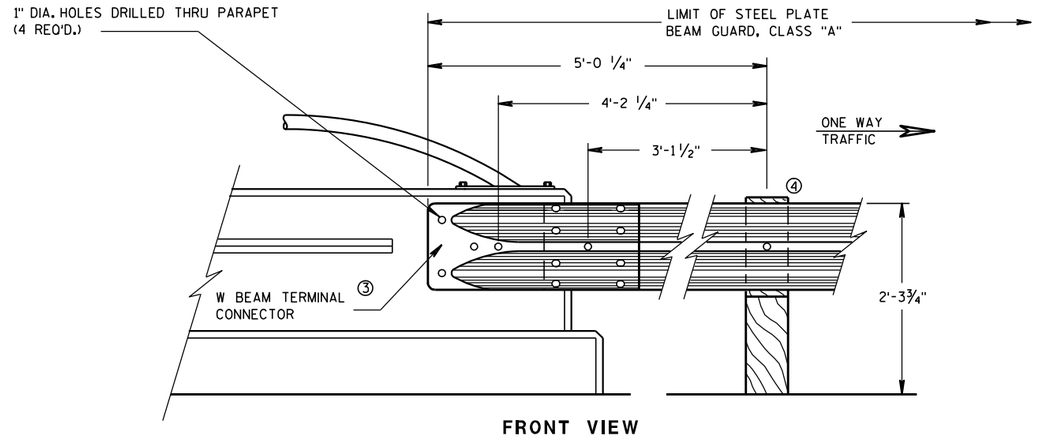
FRONT VIEW



SECTION D-D

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

①② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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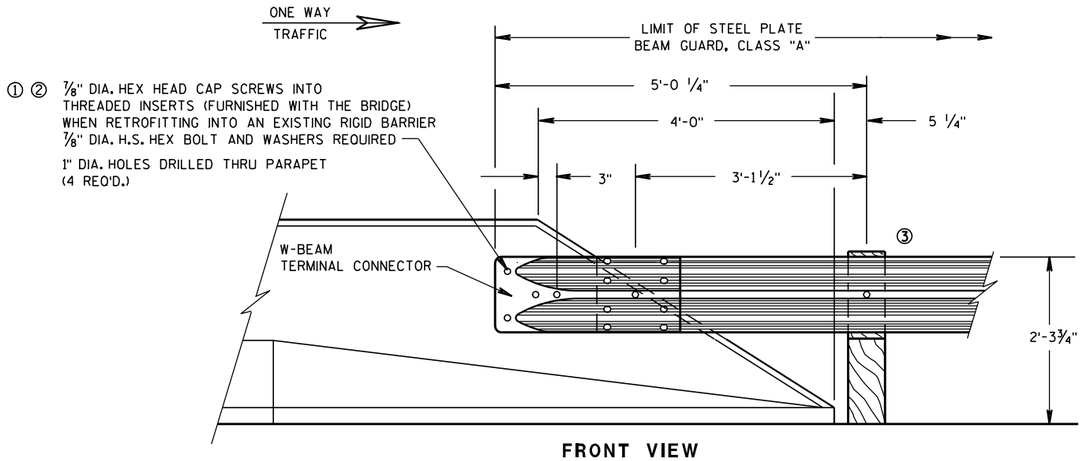


FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

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

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

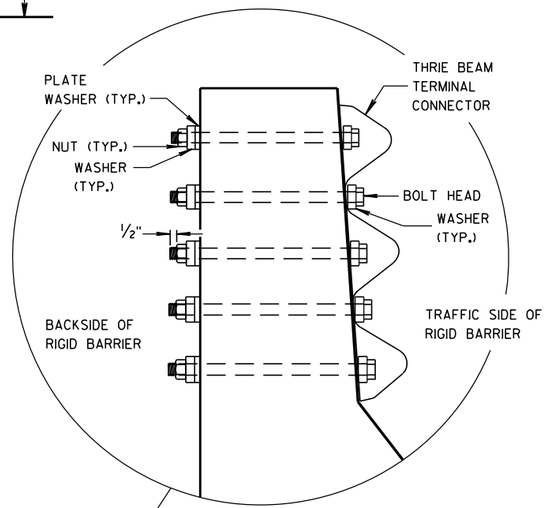
BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

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

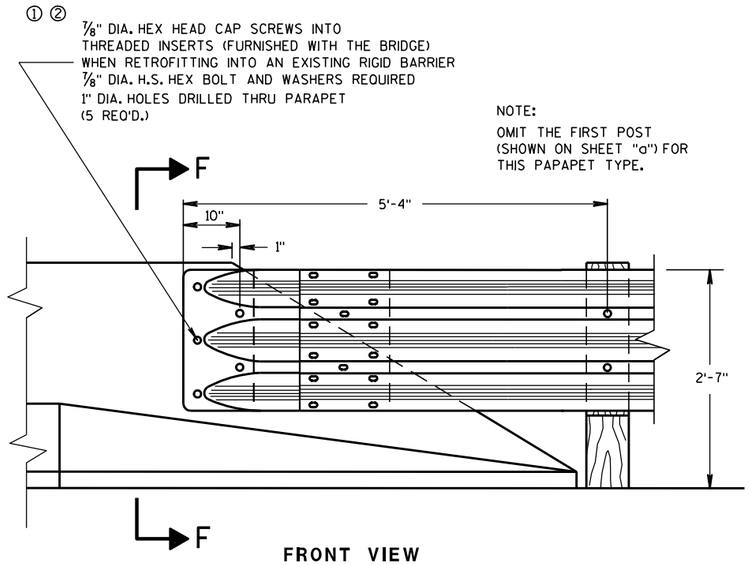
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

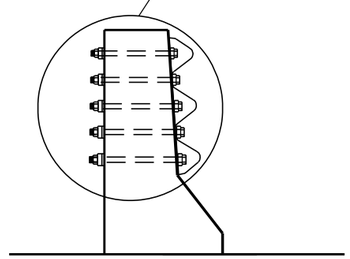
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION F-F

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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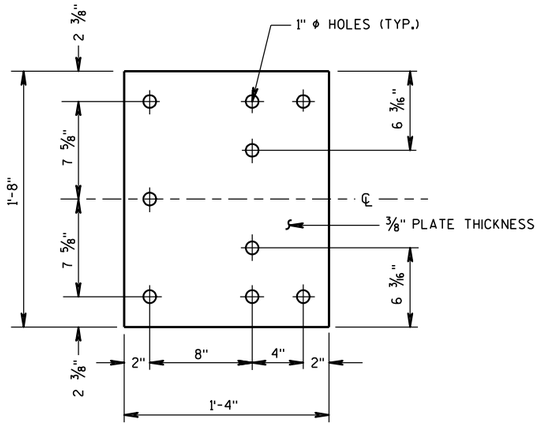
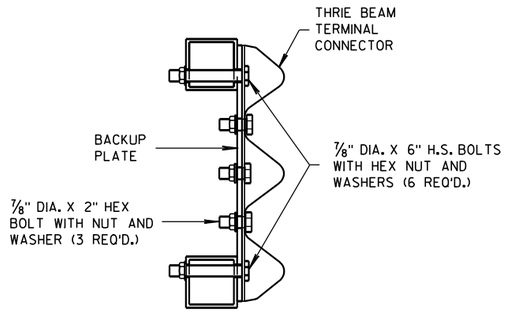


BACK-UP PLATE DETAIL



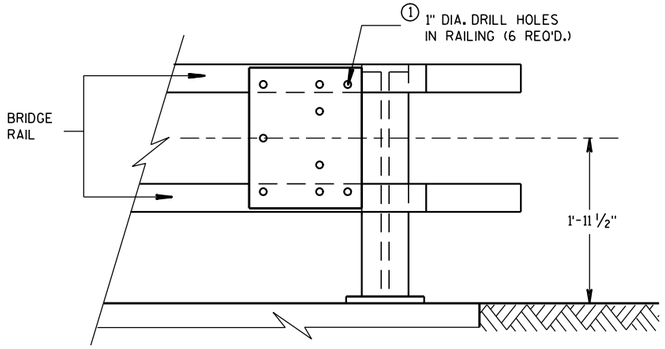
SECTION G-G

GENERAL NOTES

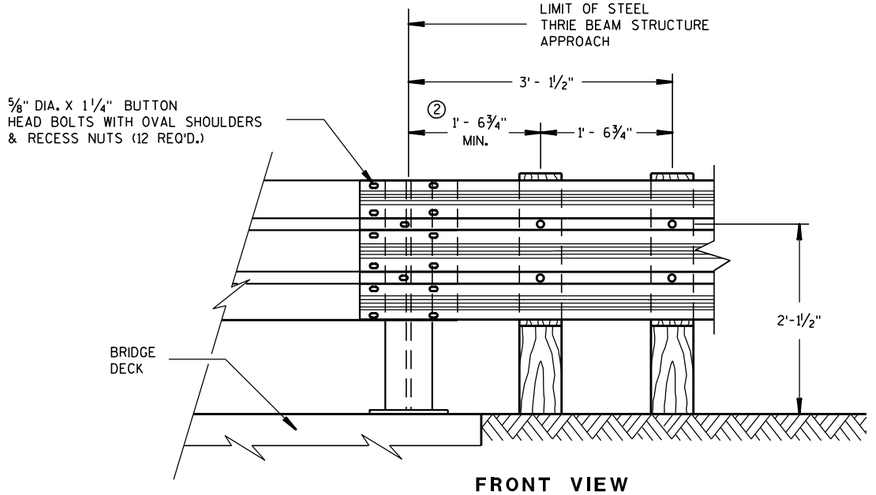
BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325 AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

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

② VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL AS CLOSE AS FEASIBLE TO THE STEEL END POST.

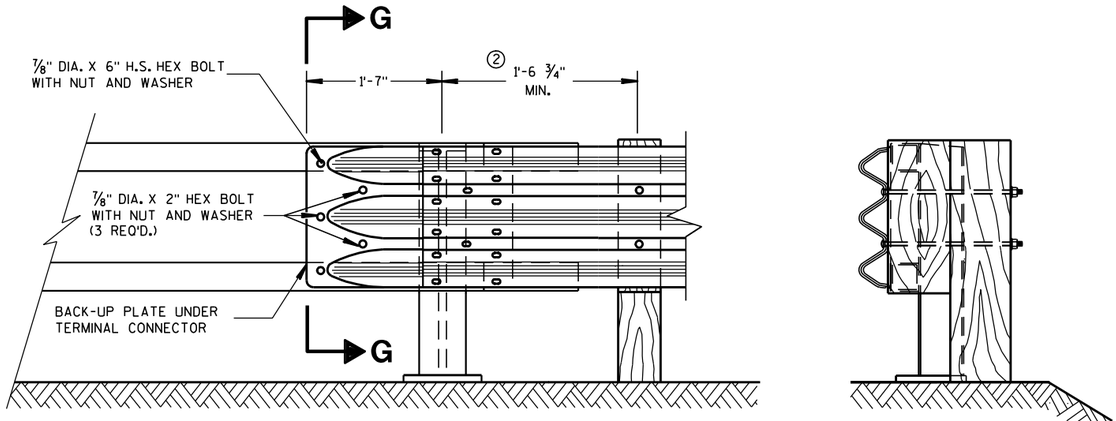


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING



FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW

END VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H ____ ROADWAY STANDARDS ENGINEER
520
ENT
FHWA

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S.D.D. 14 B 20-11e

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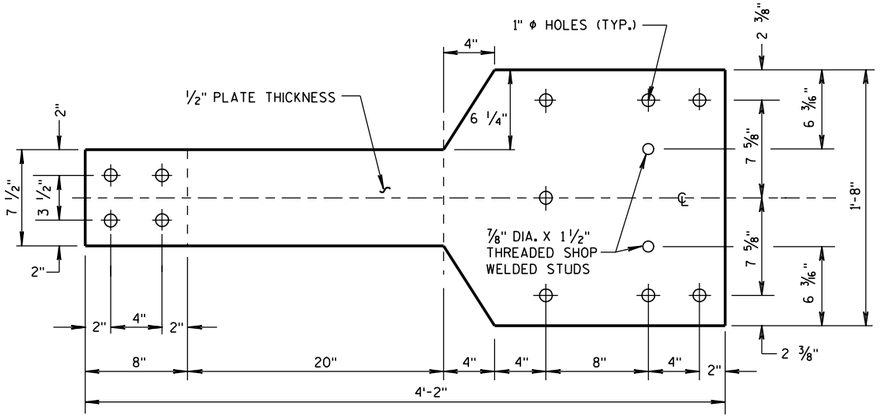
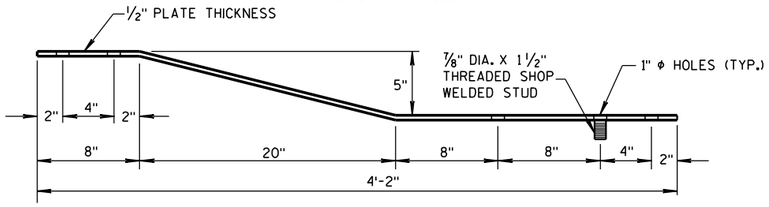
S.D.D. 14 B 20-11e

GENERAL NOTES

① VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL BE AS CLOSE AS FEASIBLE TO THE STEEL END POST.

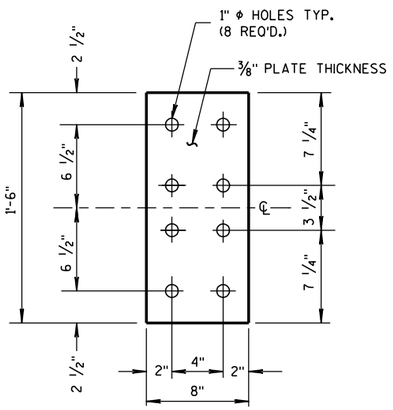


FRONT VIEW



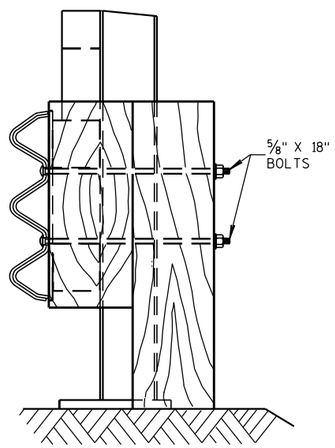
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

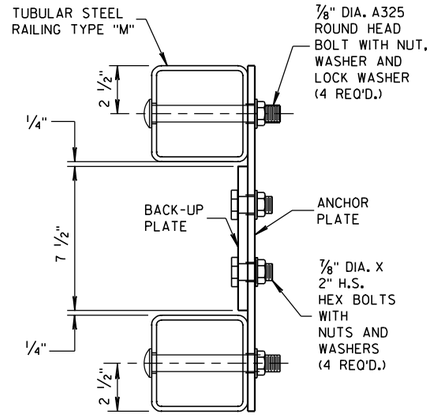


FRONT VIEW

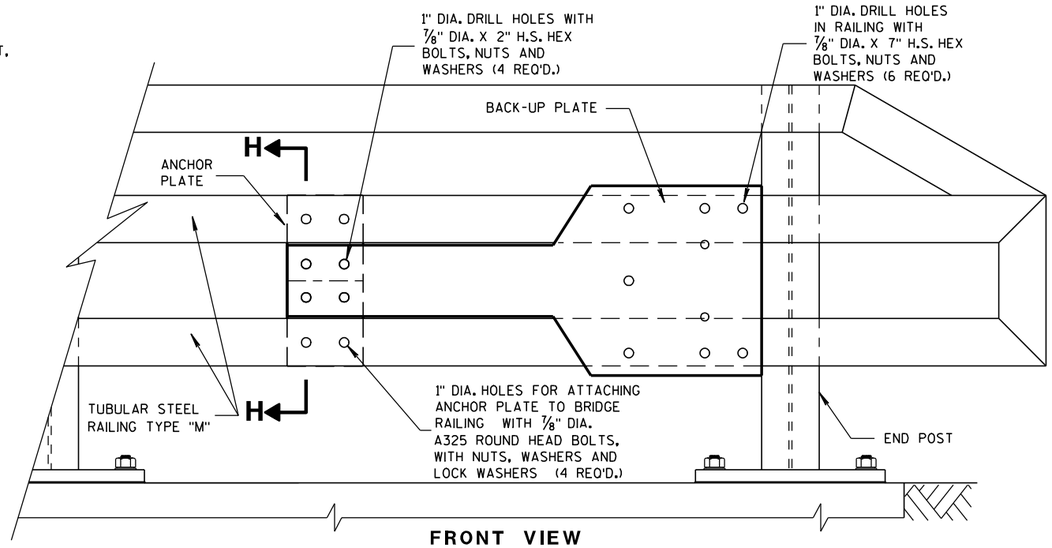
ANCHOR PLATE DETAIL, TYPE "M"



SECTION I-I

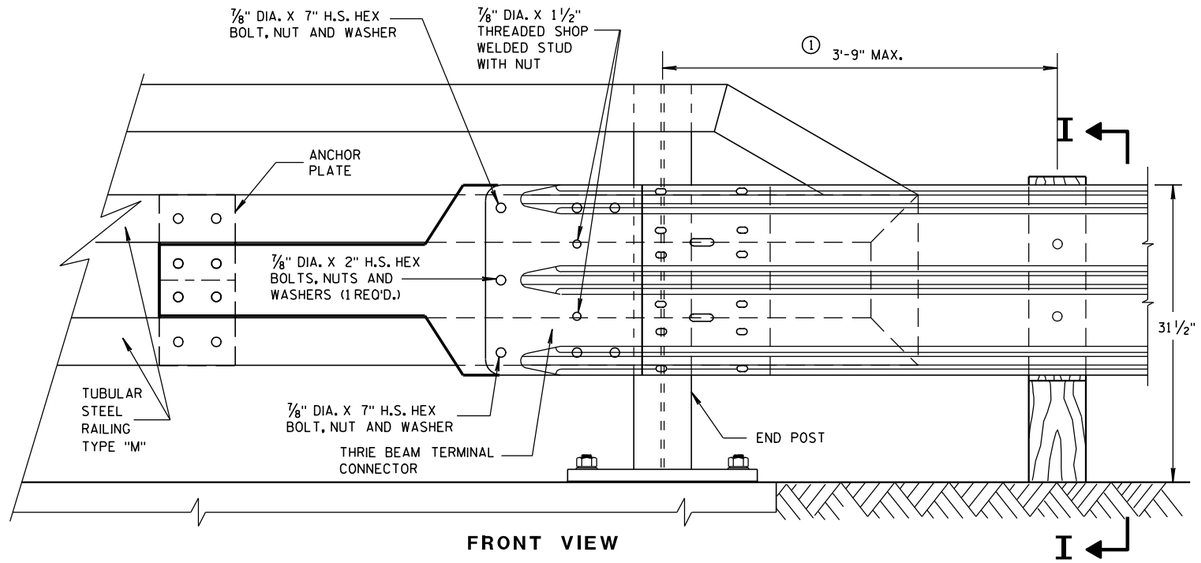


SECTION H-H

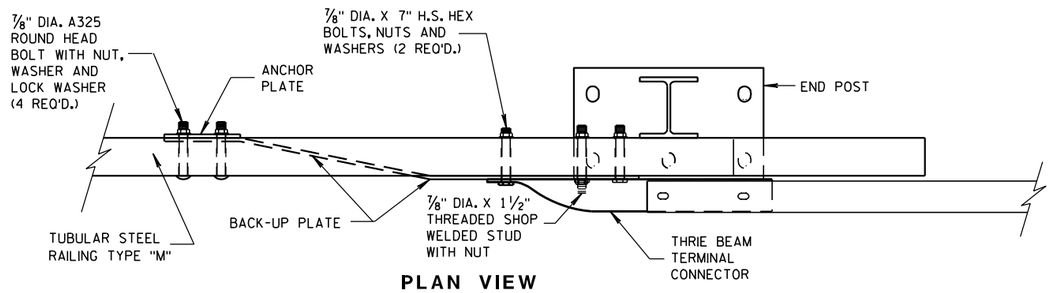


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA ENT

6

S.D.D. 14 B 20-11f

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S.D.D. 14 B 20-11f

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

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

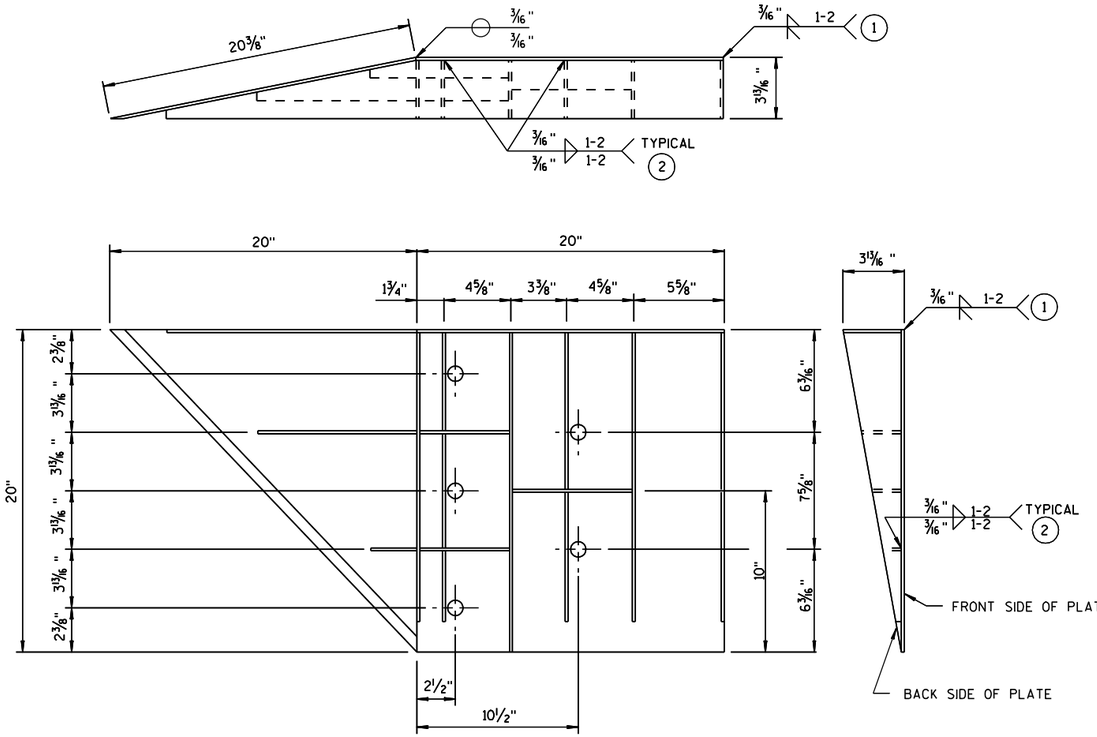
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

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

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



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

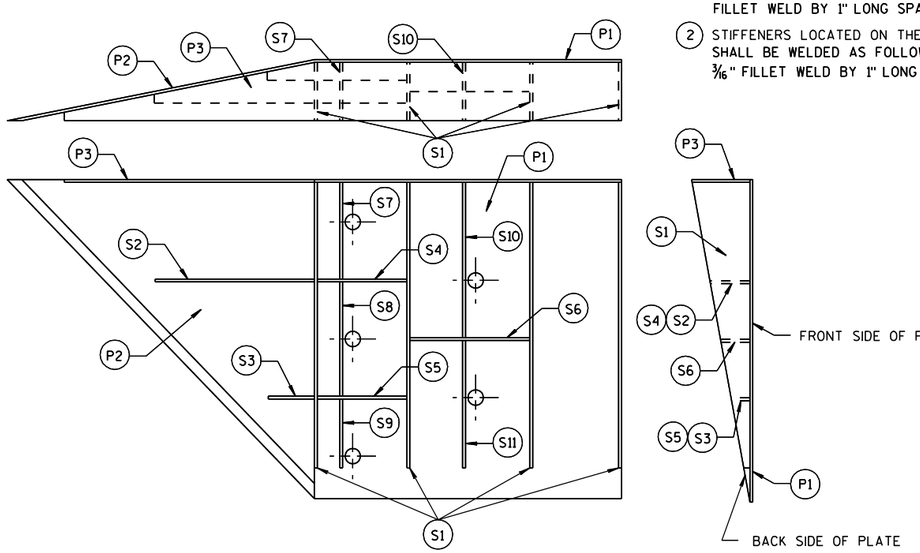


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

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

STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
522
FHWA

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S.D.D. 14 B 20-11g

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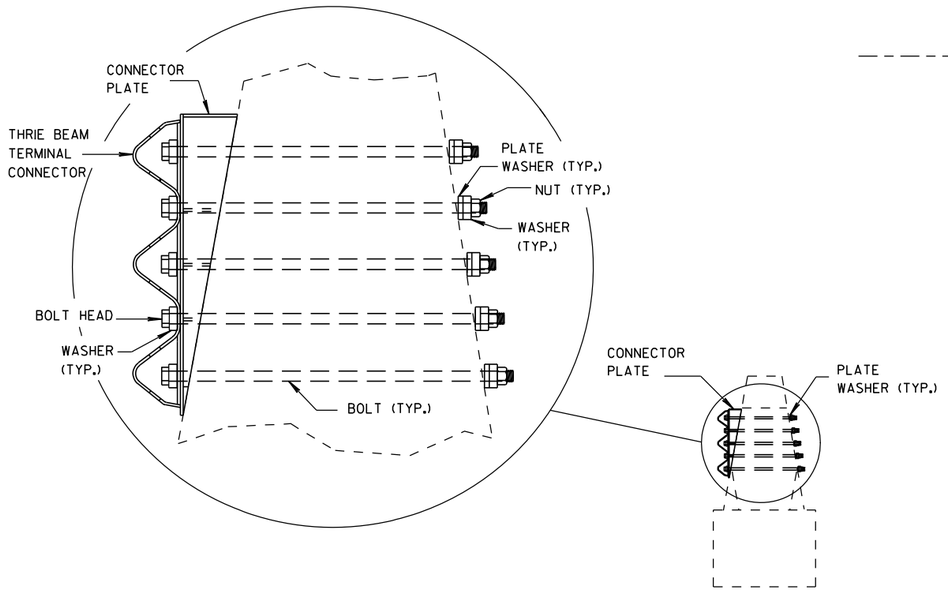
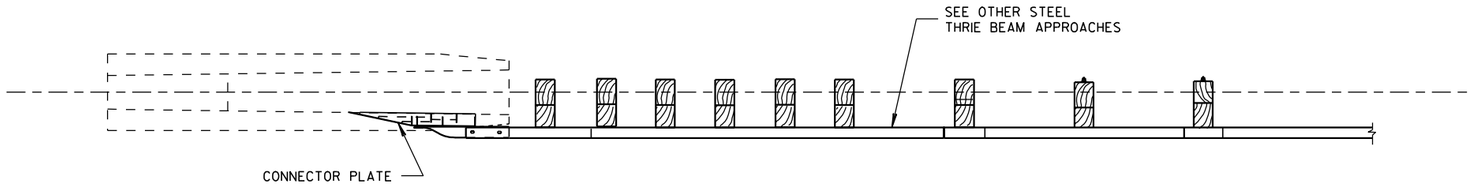
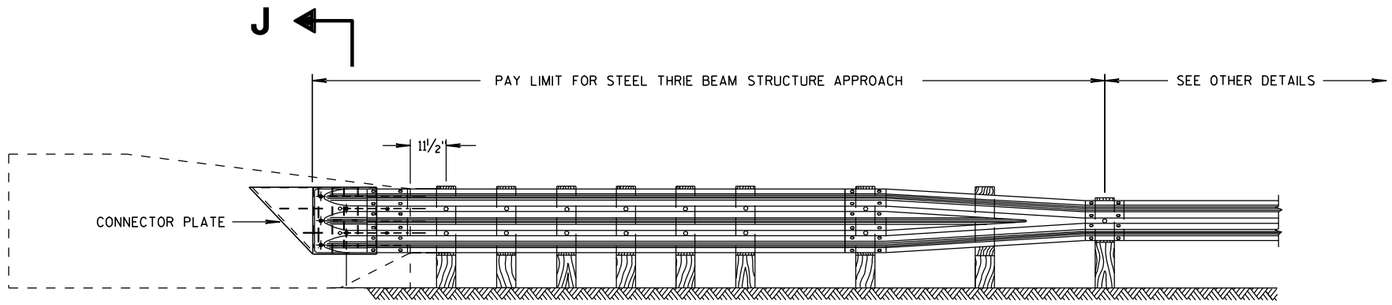
S.D.D. 14 B 20-11g



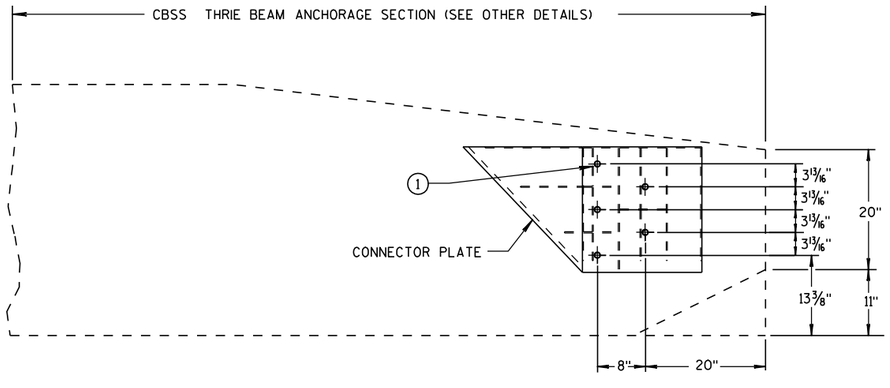
SECTION J-J



PLAN VIEW



FRONT VIEW



CONNECTOR PLATE LOCATION

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 614.

CONNECTOR PLATE, DRILLING HOLES THROUGH 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 TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

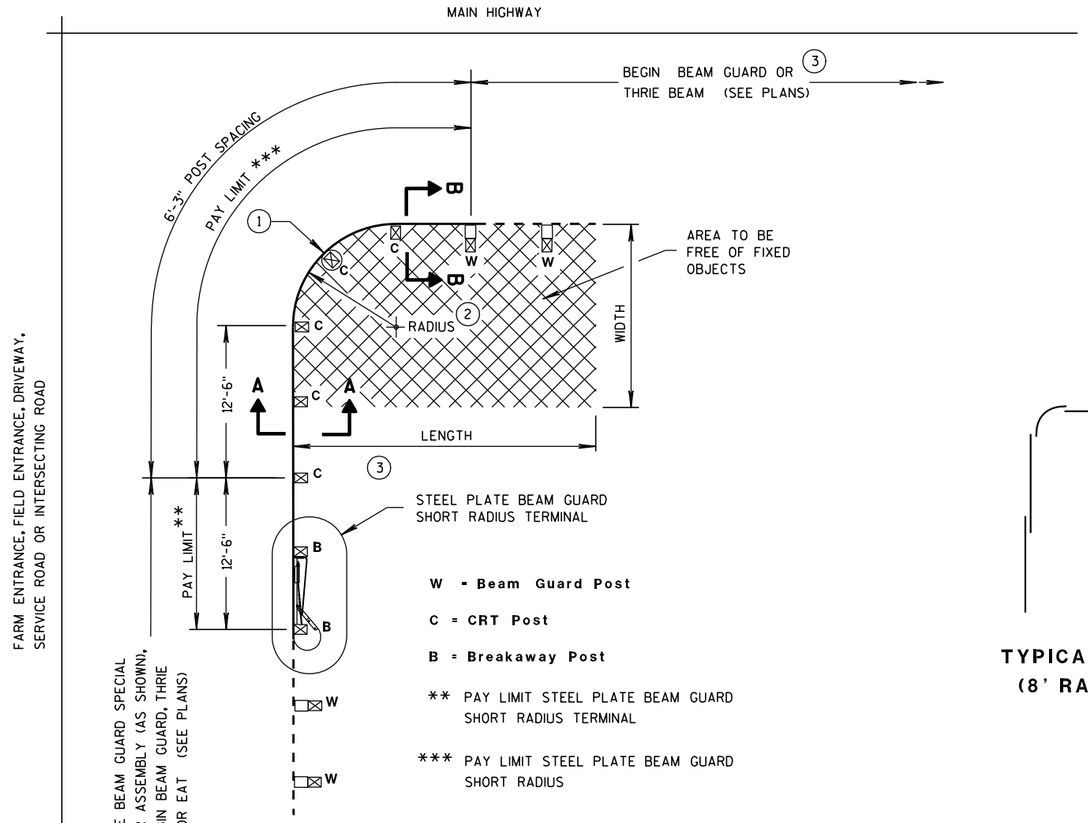
523

6

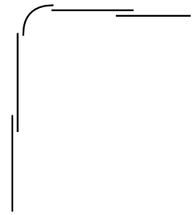
S.D.D. 14 B 20-11h

6

S.D.D. 14 B 20-11h



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

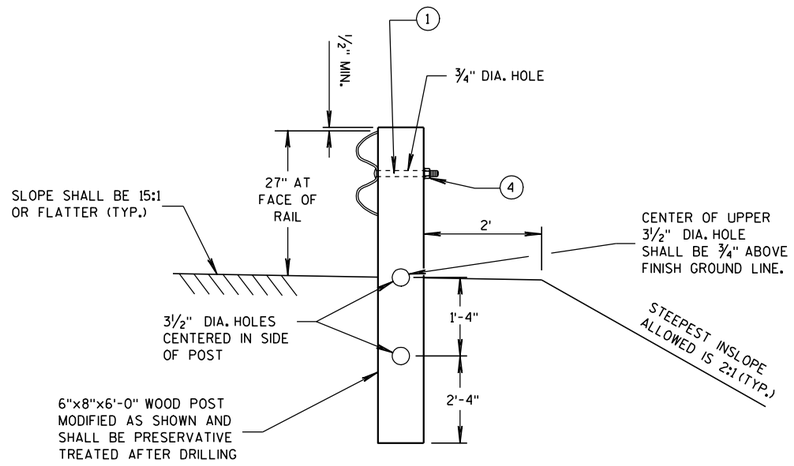
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

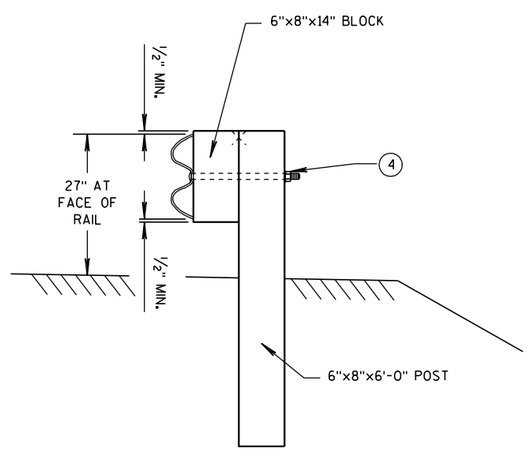
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)



SECTION B-B
(BEAM GUARD POST)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

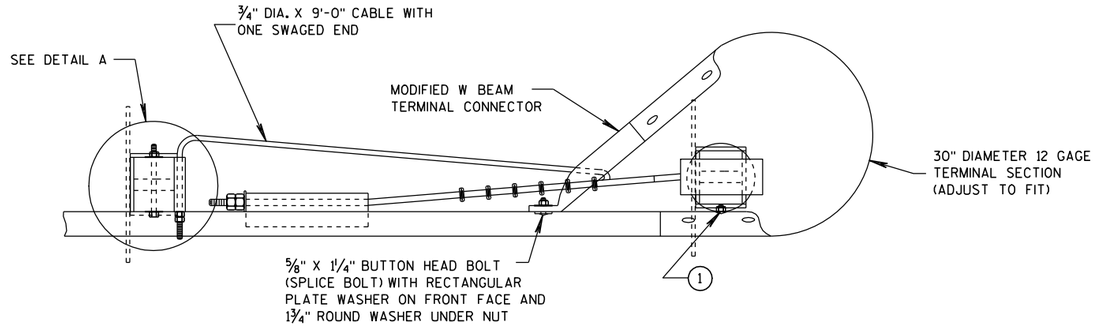
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	524

6

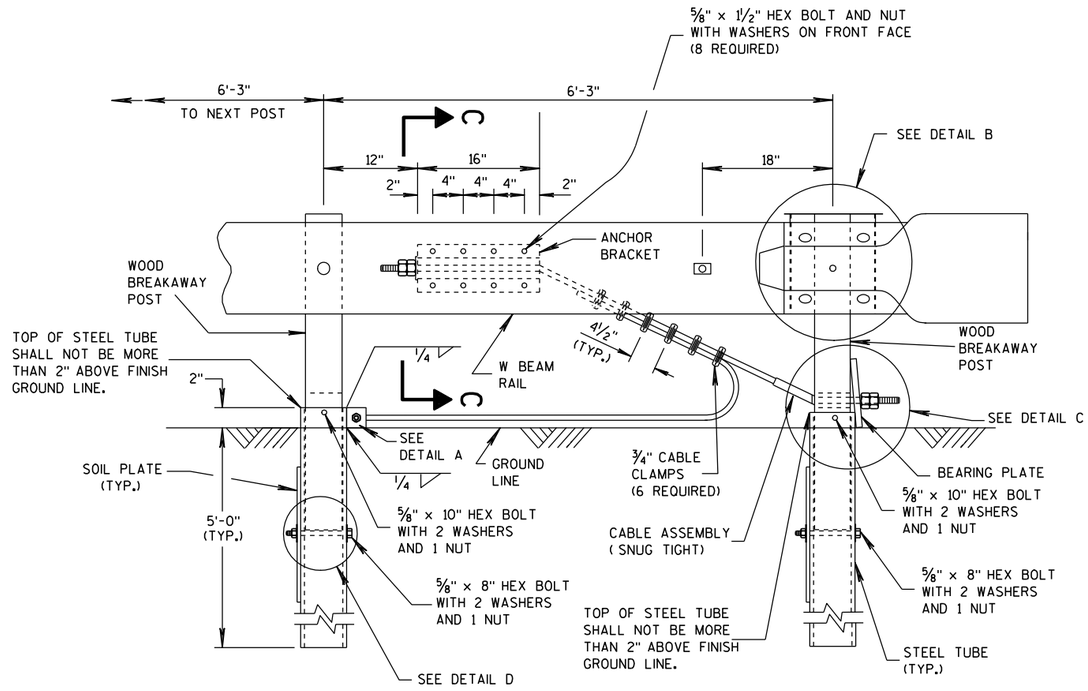
S.D.D. 14 B 27-1a

6

S.D.D. 14 B 27-1a



PLAN VIEW



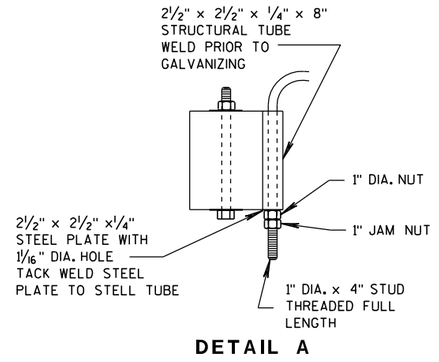
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

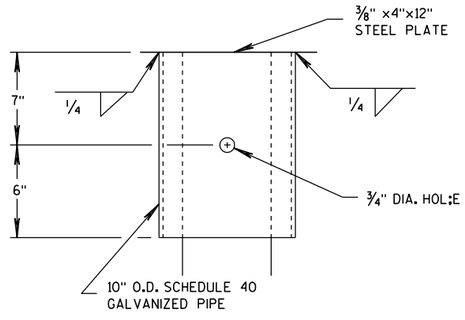
GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

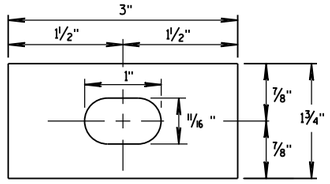
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

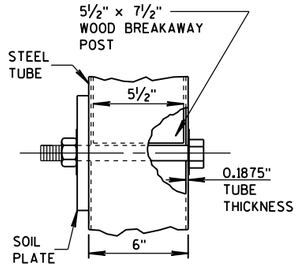
S.D.D. 14 B 27-1b

6

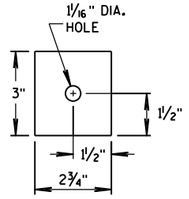
S.D.D. 14 B 27-1b



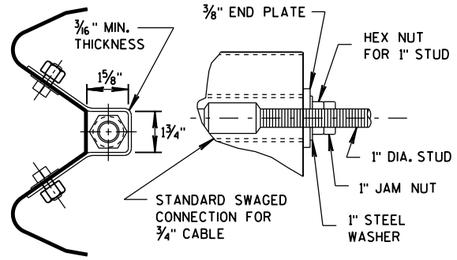
RECTANGULAR PLATE WASHER



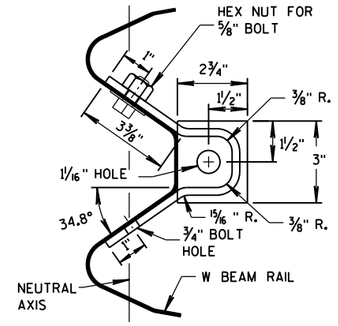
DETAIL D



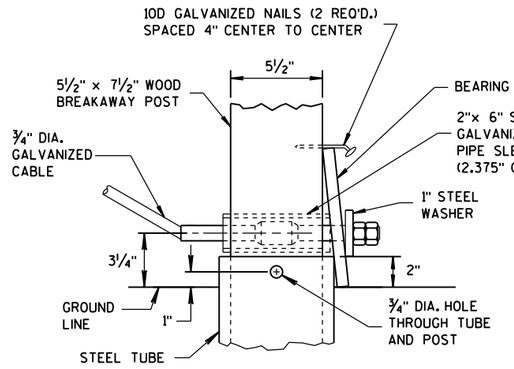
END PLATE



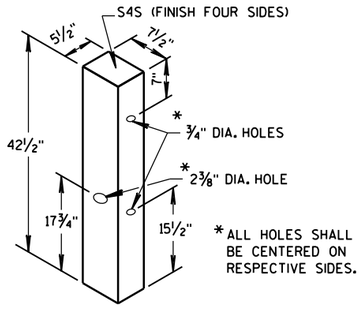
SECTION C-C
(END PLATE REMOVED)



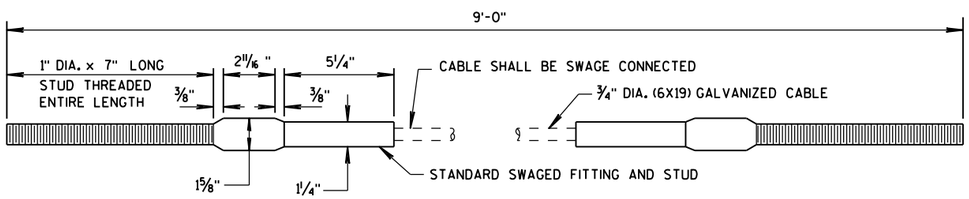
ANCHOR BRACKET



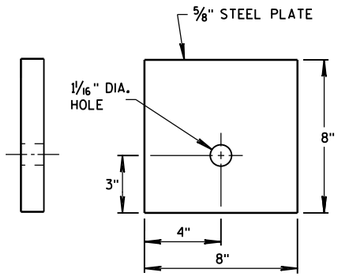
DETAIL C



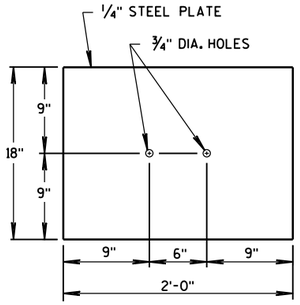
WOOD BREAKAWAY POST



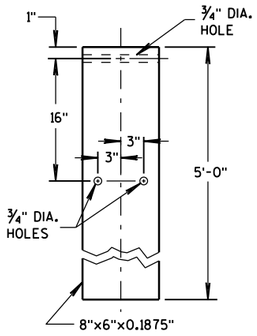
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 27-1c

6

S.D.D. 14 B 27-1c

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.

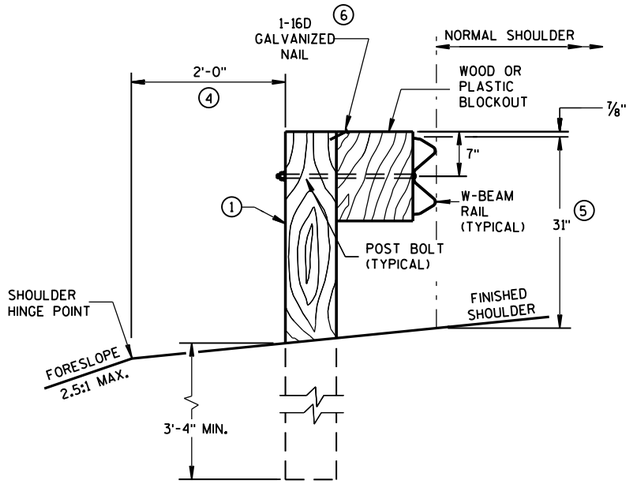
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(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).

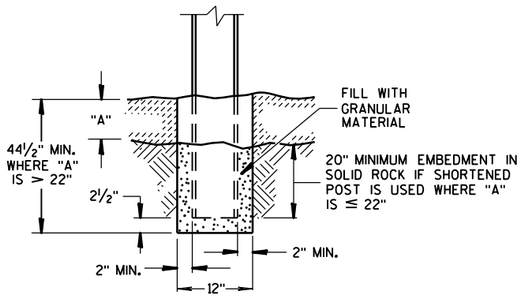
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(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.



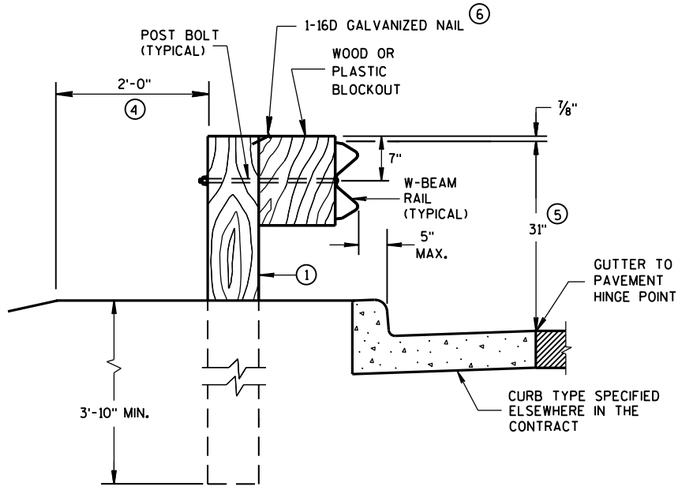
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



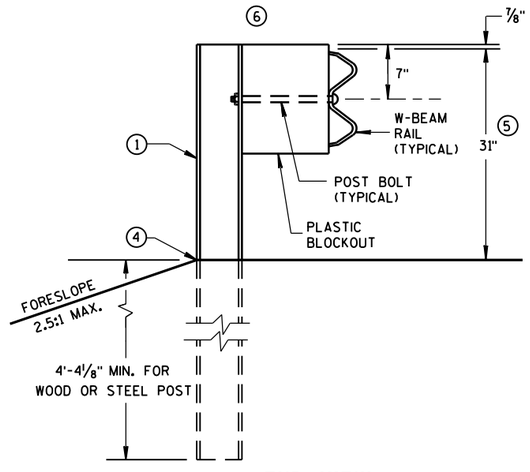
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



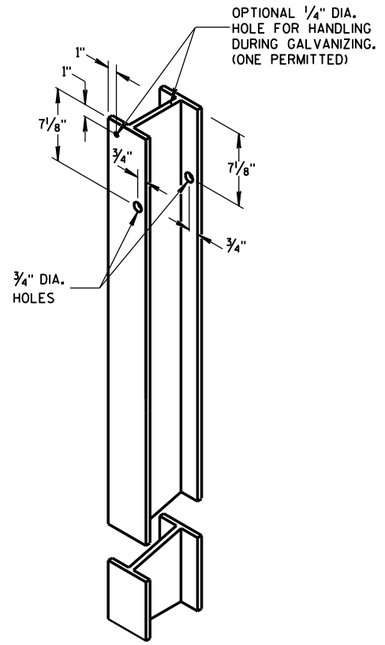
END VIEW

LOCATED ALONG A CURBED ROADWAY

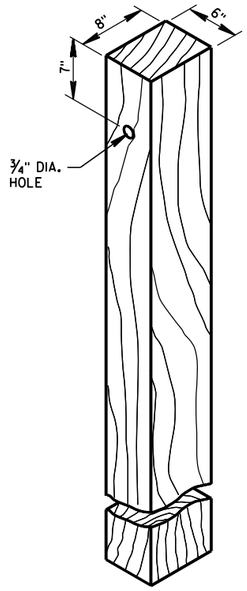


END VIEW

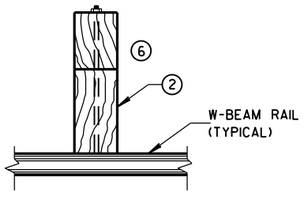
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



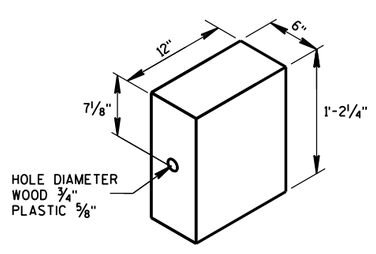
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



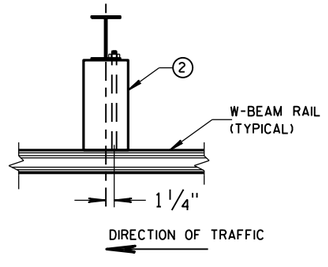
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

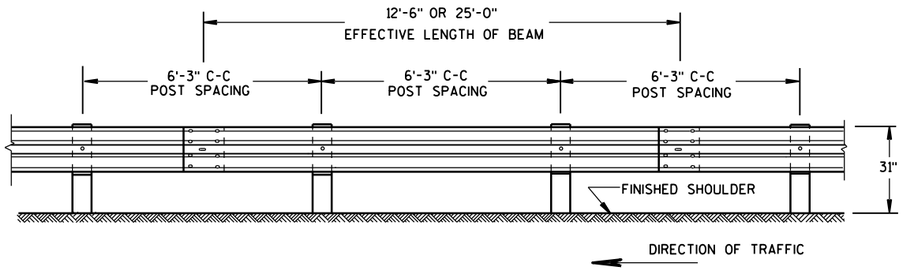


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

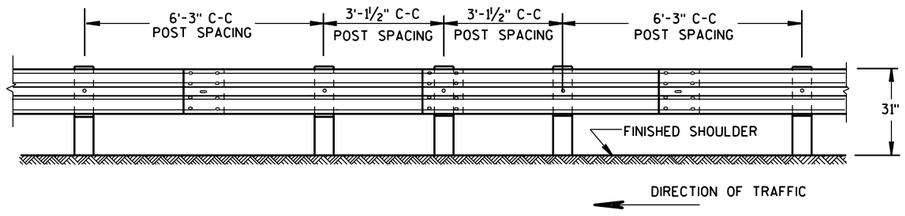
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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



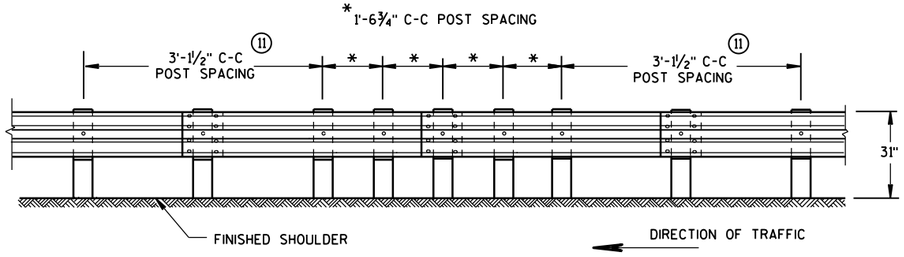
FRONT VIEW

POST SPACING STANDARD INSTALLATION



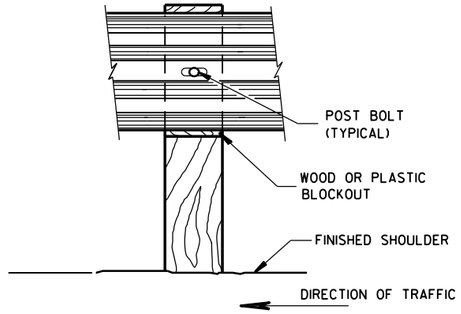
FRONT VIEW

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

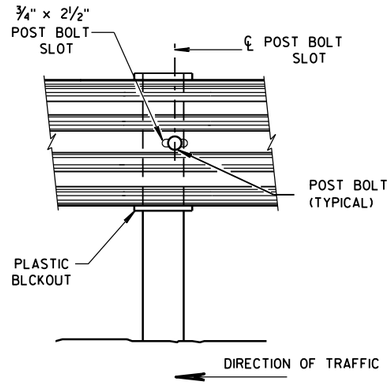


FRONT VIEW

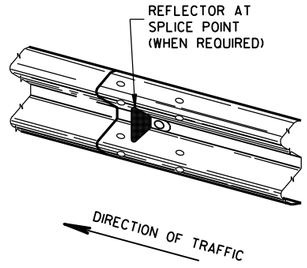
QUARTER POST SPACING (QS)

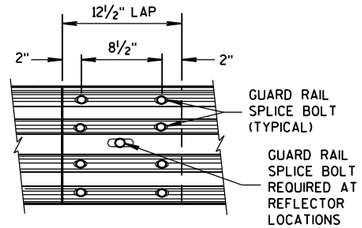


FRONT VIEW AT WOOD POST



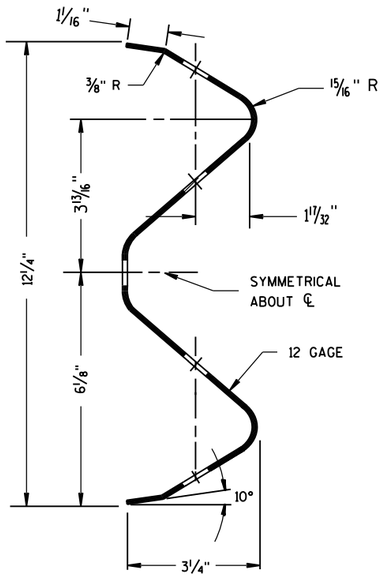
FRONT VIEW AT STEEL POST



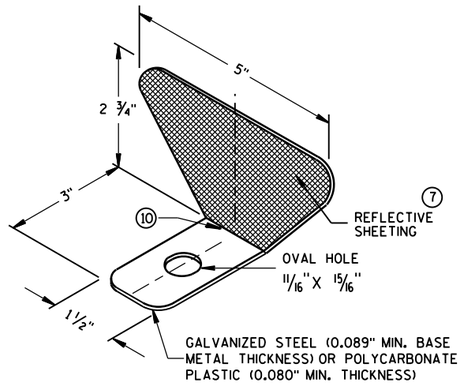


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

GENERAL NOTES

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

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

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

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

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

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

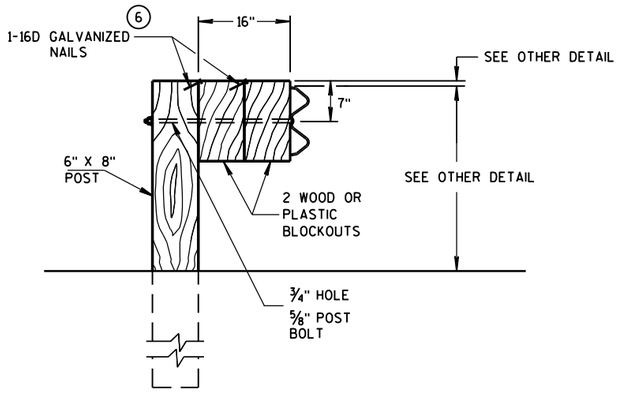
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 ⑨ 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 ⑩	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

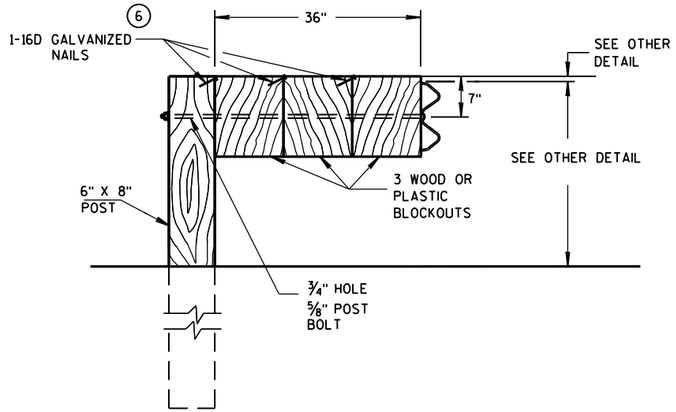
6

S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

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

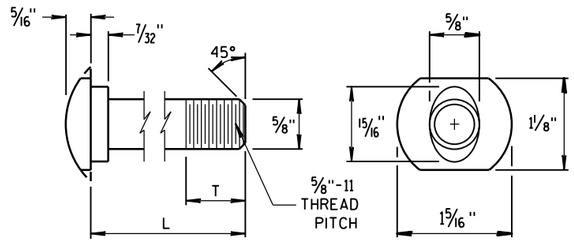


DETAIL FOR 36" BLOCKOUT DEPTH

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

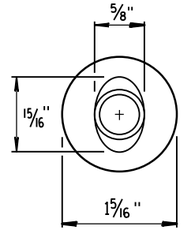
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

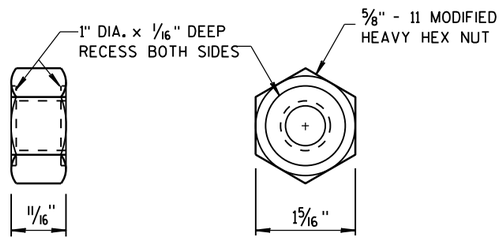


POST BOLT TABLE

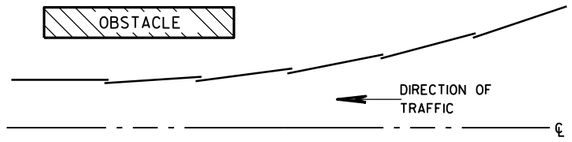
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

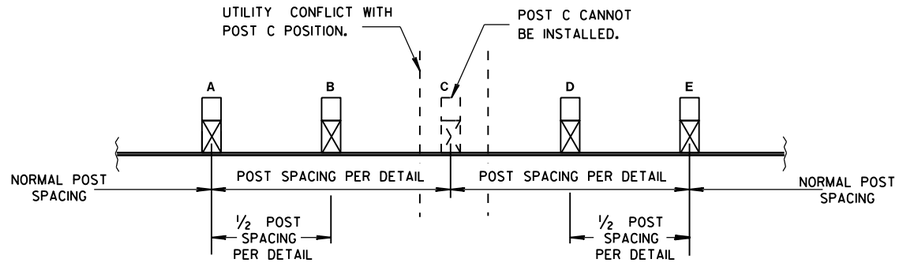


POST BOLT AND RECESS NUT

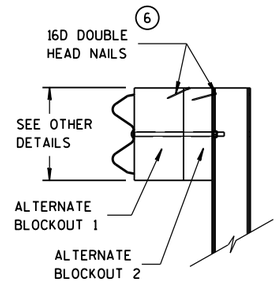


PLAN VIEW

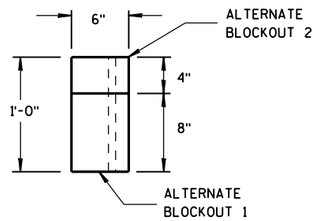
BEAM LAPPING DETAIL



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
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

529

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.

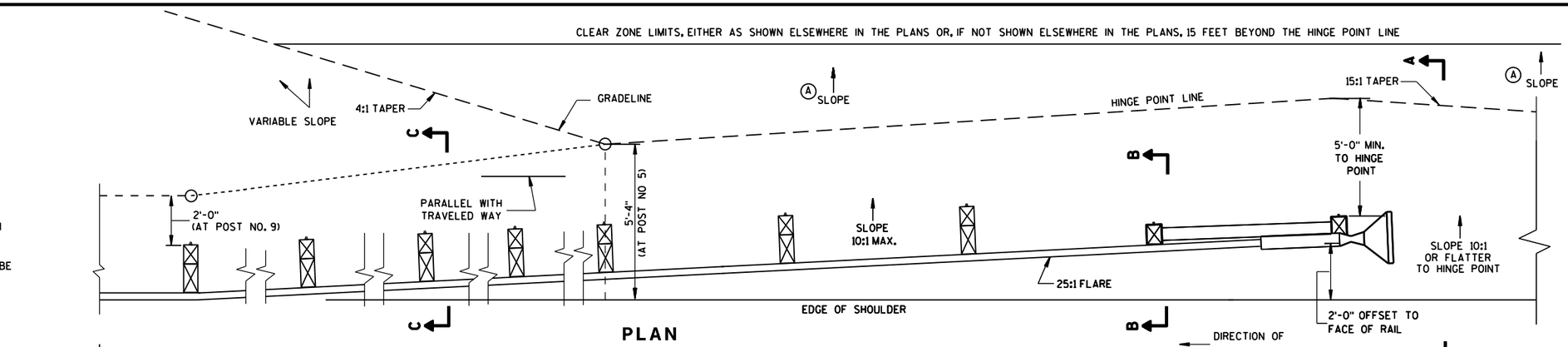
SEE SDD 14B42 FOR MORE INFORMATION.

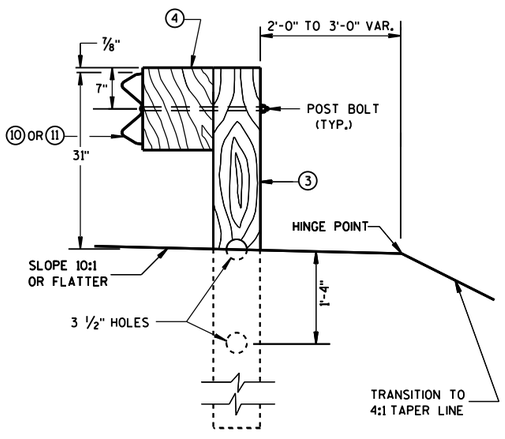
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

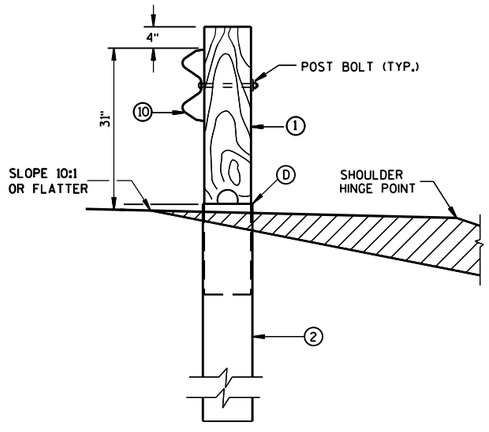
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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.

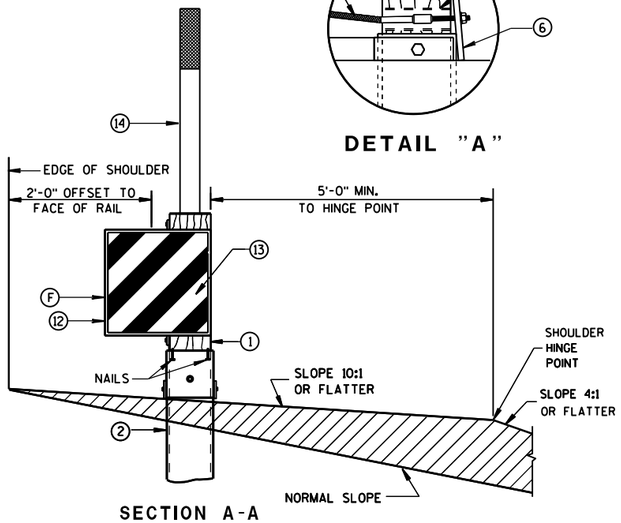




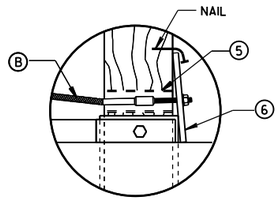
SECTION C-C
TYPICAL AT POST NOS. 3-9



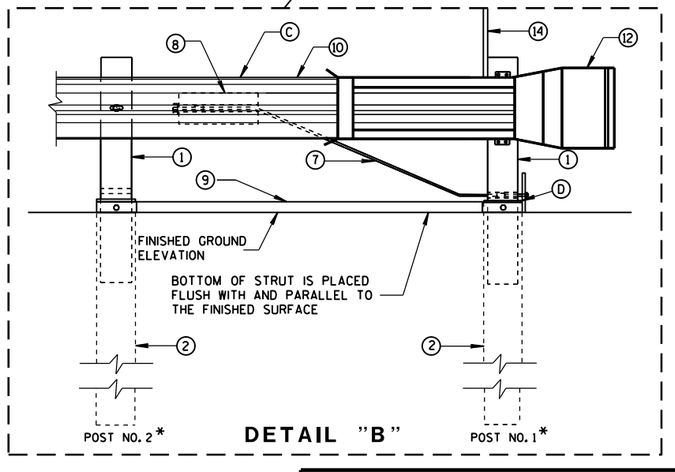
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

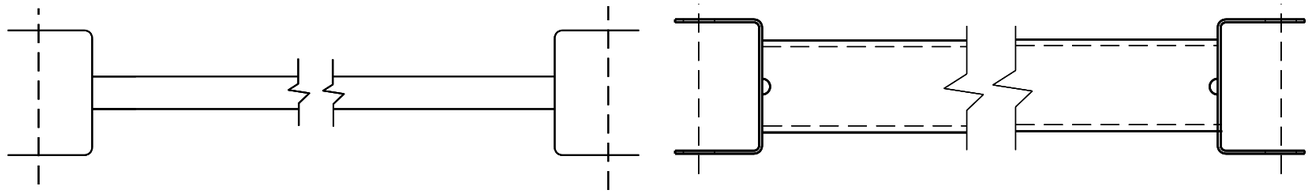
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 530

6

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

6

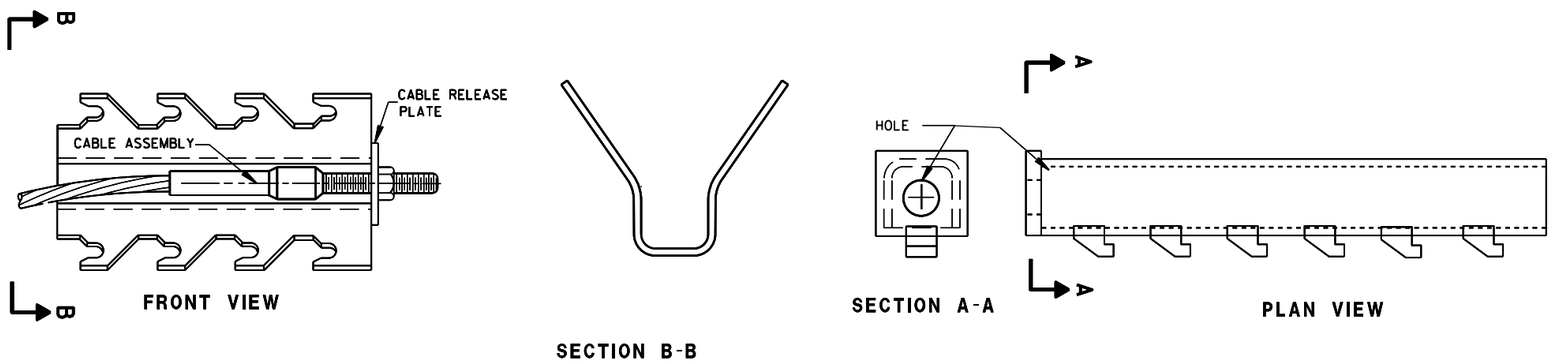
S.D.D. 14 B 44-2a



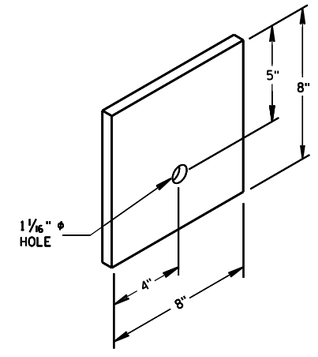
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)

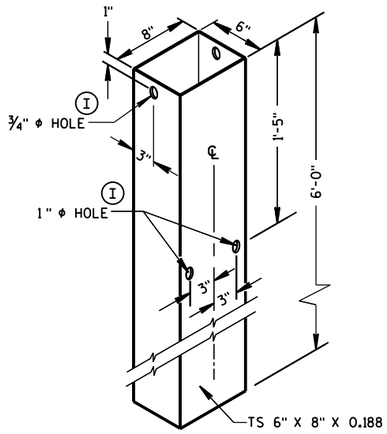


BEARING PLATE (6)

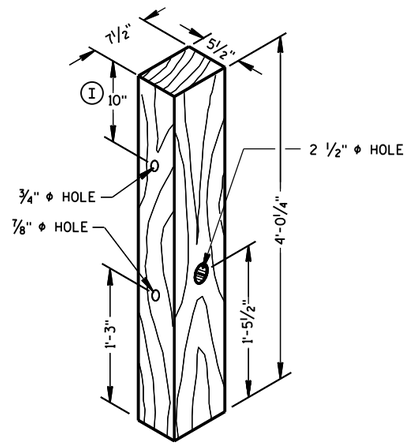
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

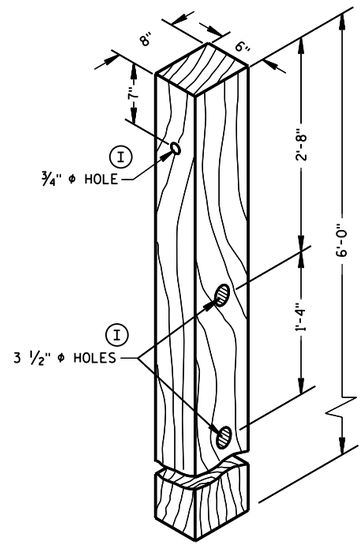


FOUNDATION TUBE (2)



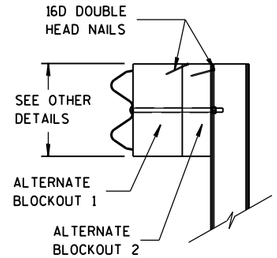
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

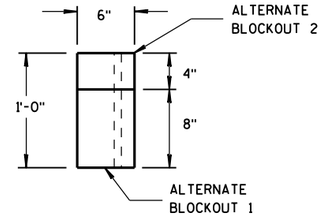


POSTS NUMBER 3-9

WOOD CRT POST (3)

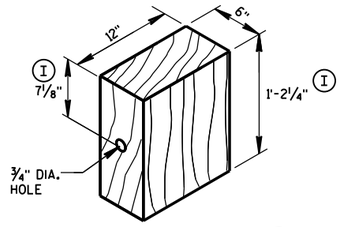


SIDE VIEW



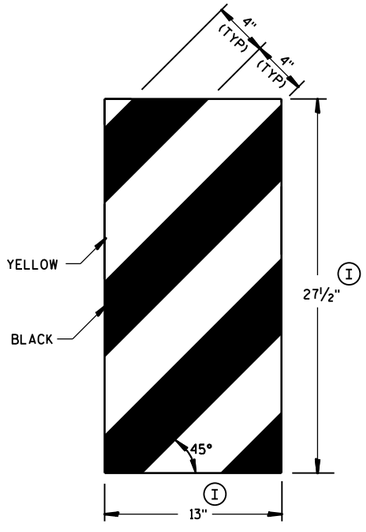
TOP VIEW

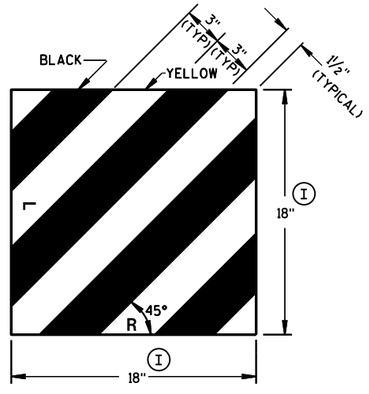
ALTERNATE WOOD BLOCKOUT DETAIL



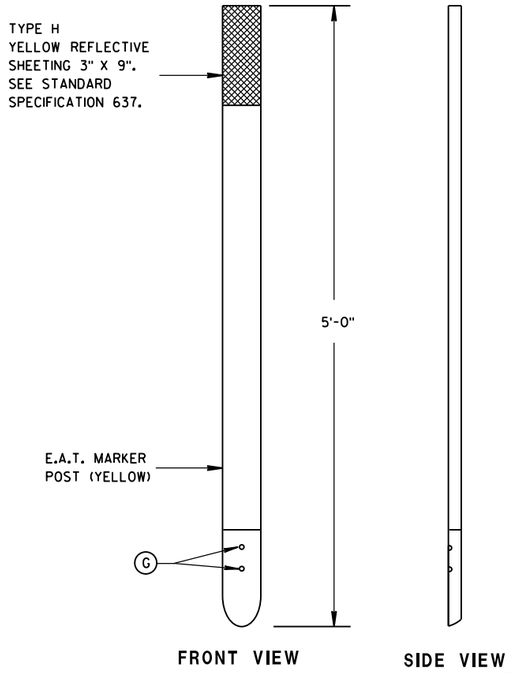
WOOD BLOCKOUT (4)

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





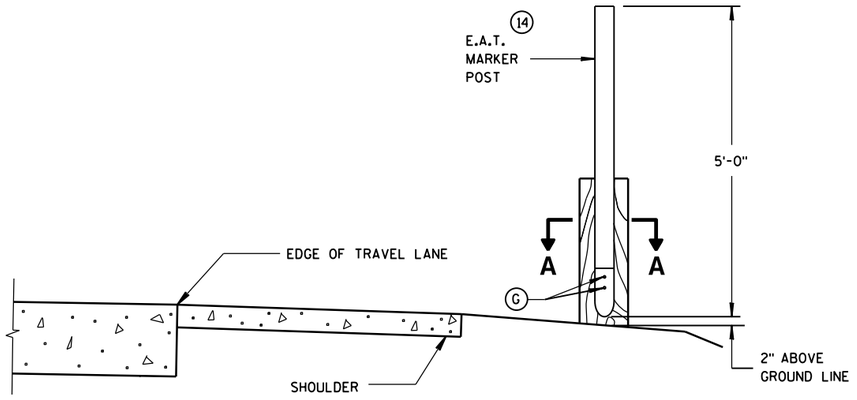
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

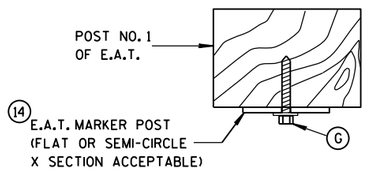
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

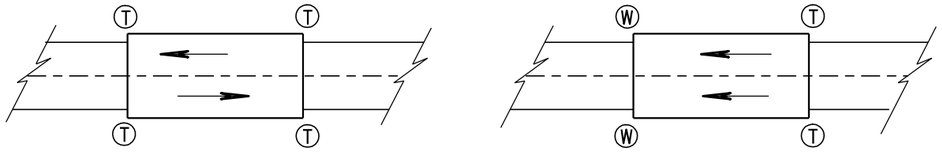
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

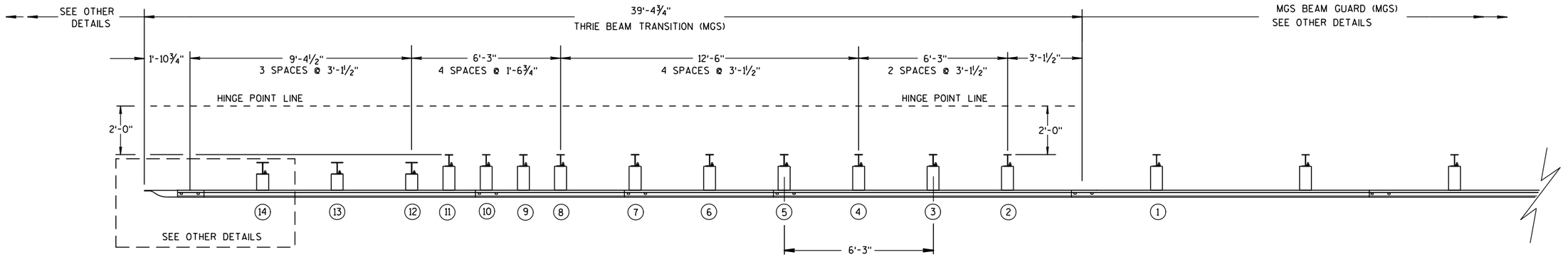
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

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

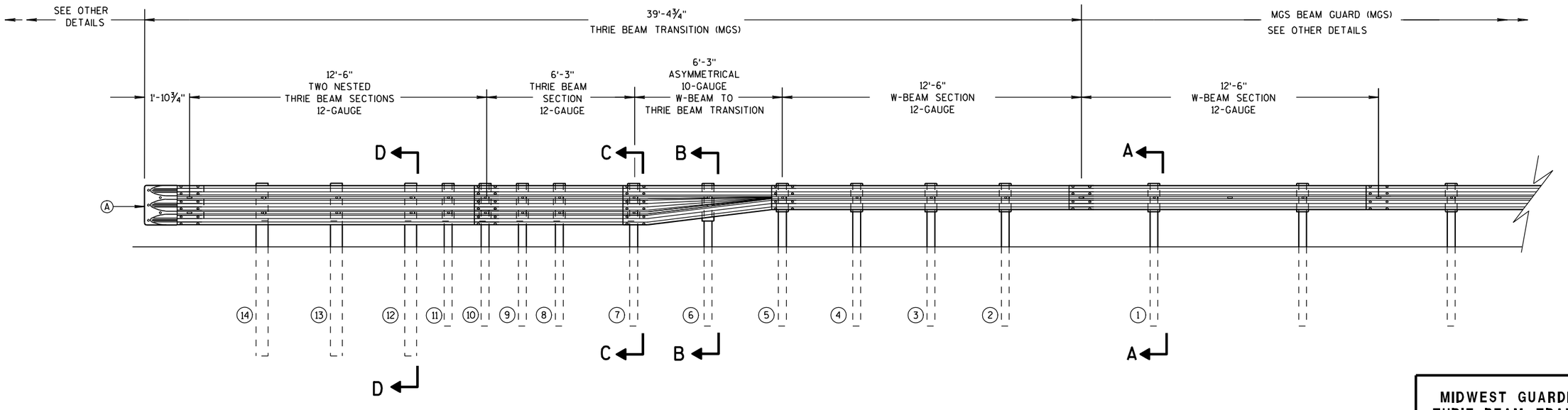
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

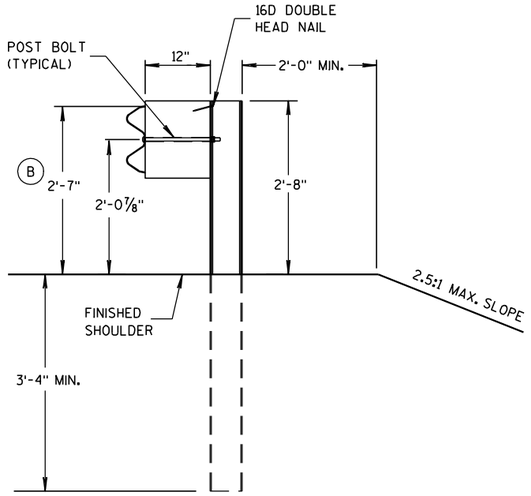
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

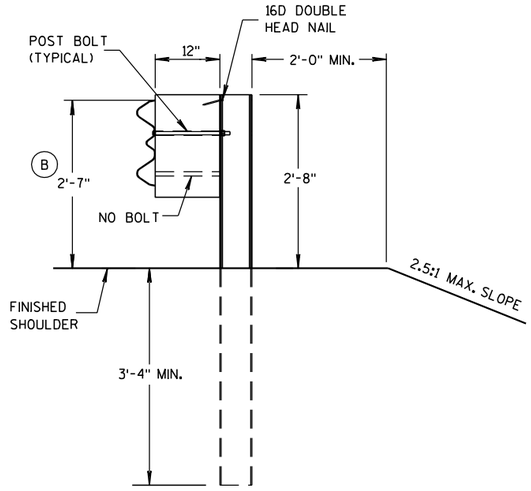
GENERAL NOTES

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



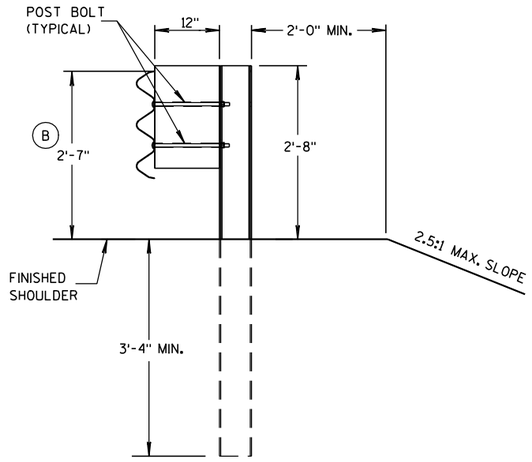
SECTION A-A

POSTS 1-5



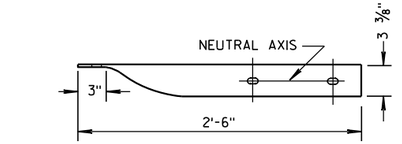
SECTION B-B

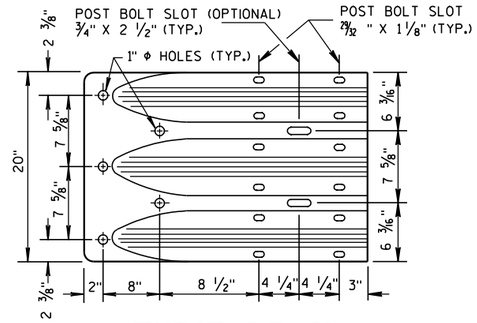
POST 6



SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR

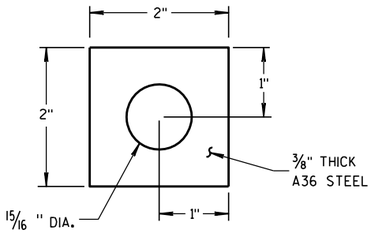
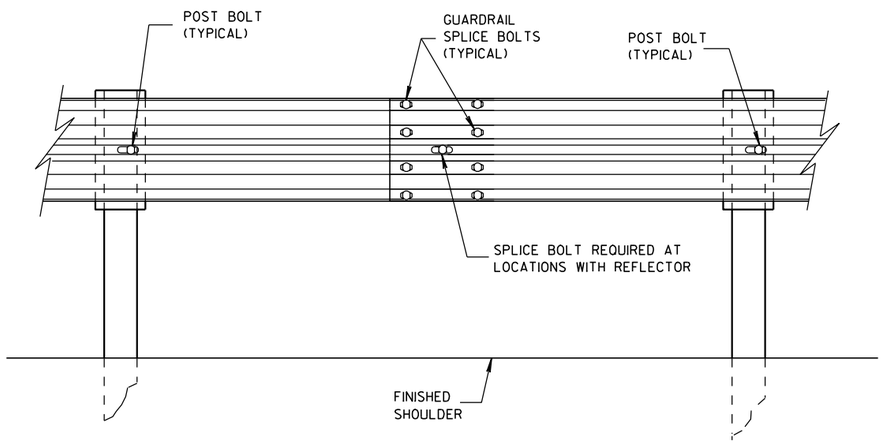


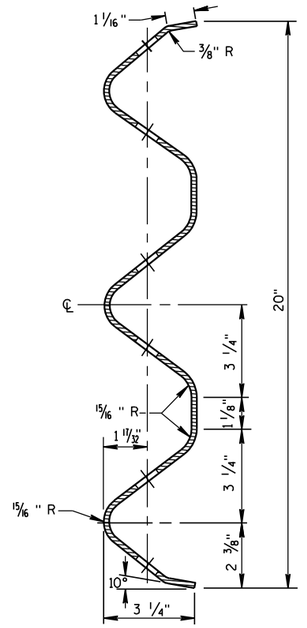
PLATE WASHER DETAIL

SECTION D-D

POSTS 12-14



SPLICE DETAIL



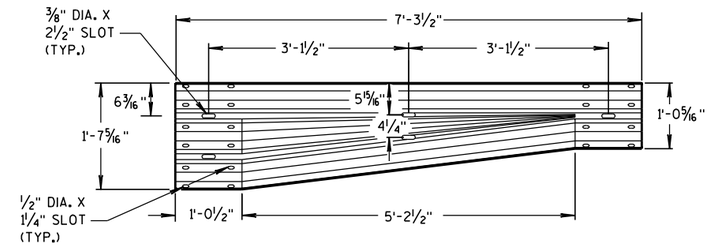
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

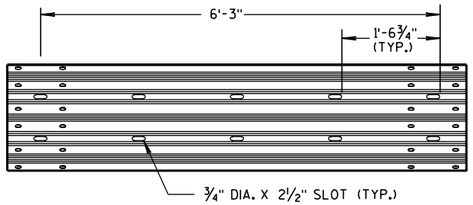
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

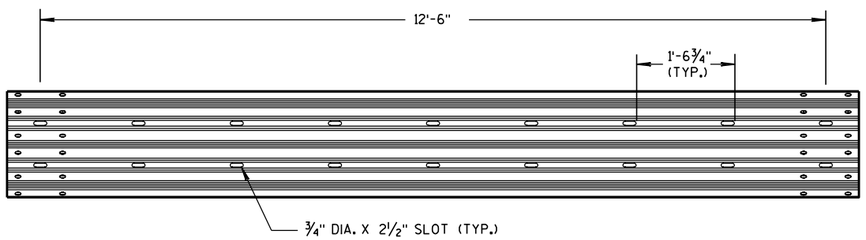
S.D.D. 14 B 45-3b



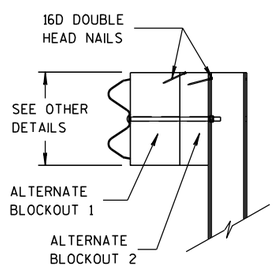
W-BEAM TO THRIE BEAM TRANSITION SECTION



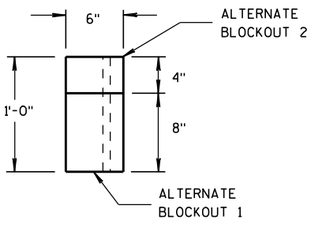
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

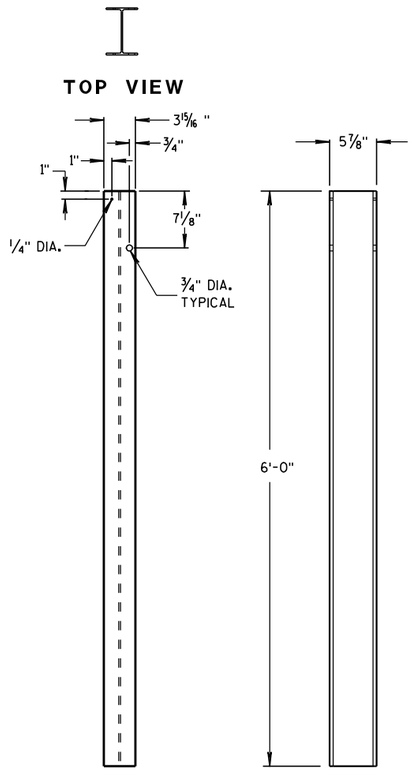


SIDE VIEW

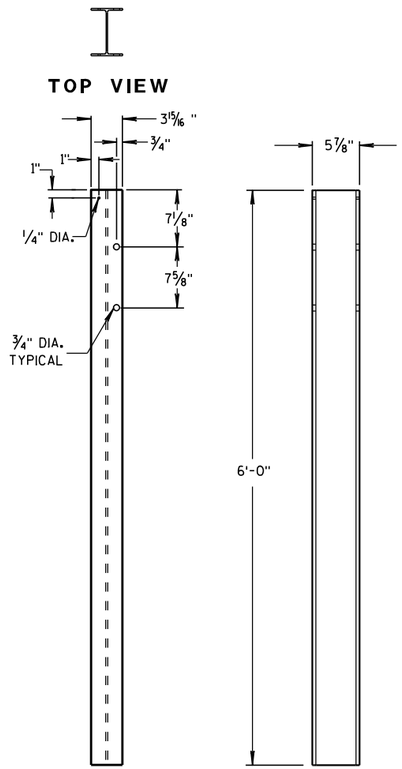


TOP VIEW

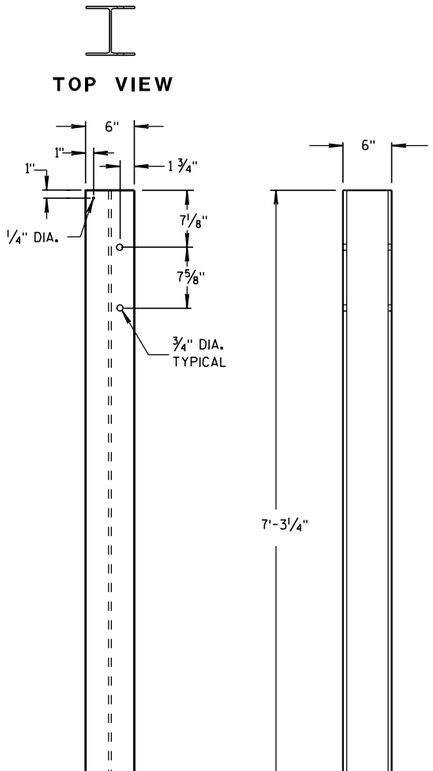
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

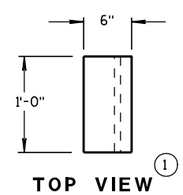


STEEL POSTS 6-11

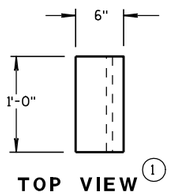


STEEL POSTS 12-14

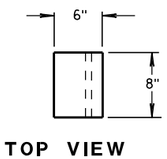
(1) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



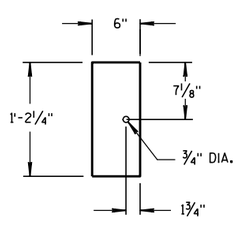
TOP VIEW (1)



TOP VIEW (1)

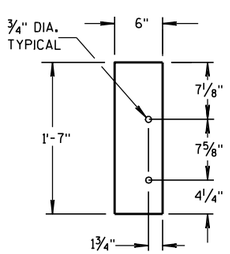


TOP VIEW



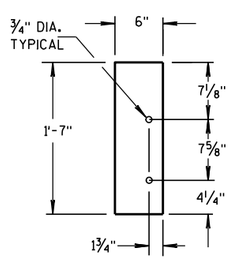
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

STEEL POST SIZES

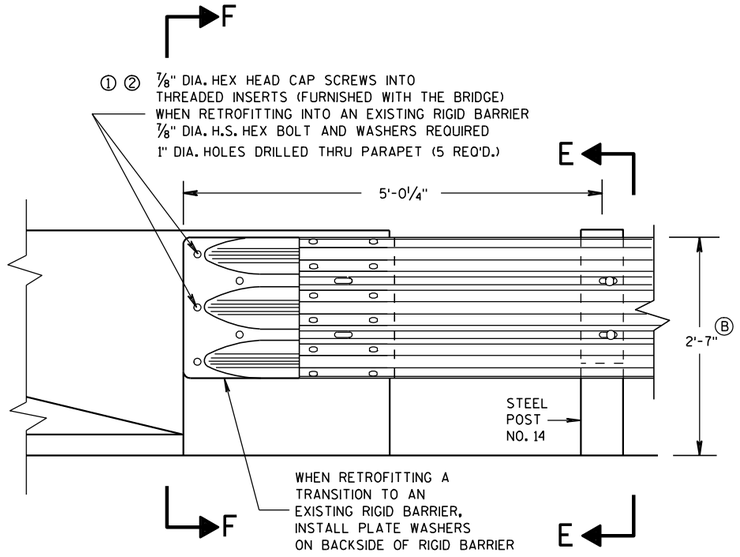
POST NUMBER	SECTION TYPE	LENGTH
(1)	W6x9	72"
(2)	W6x9	72"
(3)	W6x9	72"
(4)	W6x9	72"
(5)	W6x9	72"
(6)	W6x9	72"
(7)	W6x9	72"
(8)	W6x9	72"
(9)	W6x9	72"
(10)	W6x9	72"
(11)	W6x9	72"
(12)	W6x15	87 1/8"
(13)	W6x15	87 1/8"
(14)	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

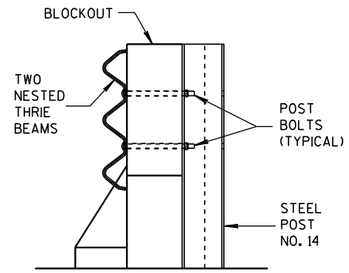
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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



FRONT VIEW



SECTION E-E

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

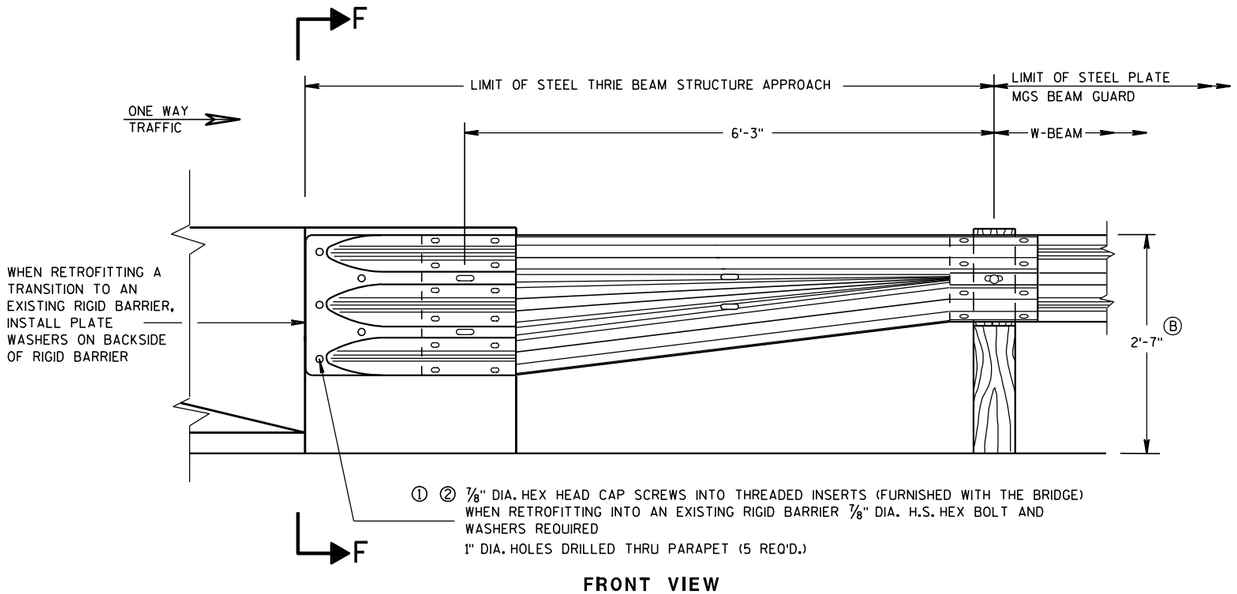
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

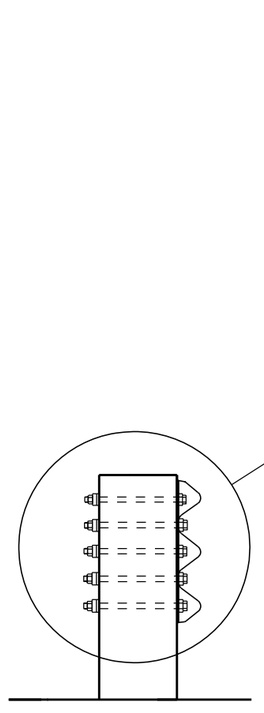
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

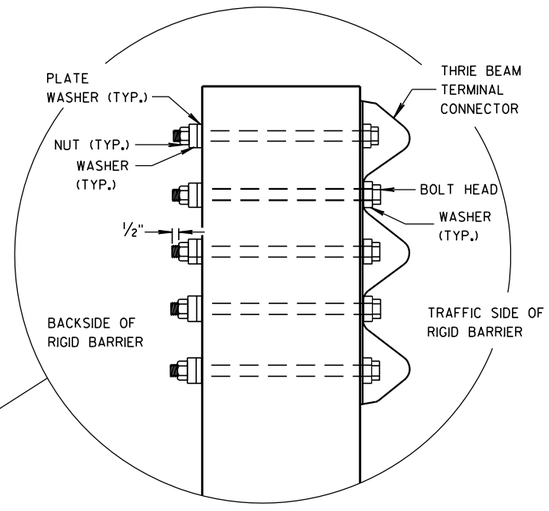
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW



SECTION F-F



W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]536 [illegible]ENT
ENGINEER

FHWA

6

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

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

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

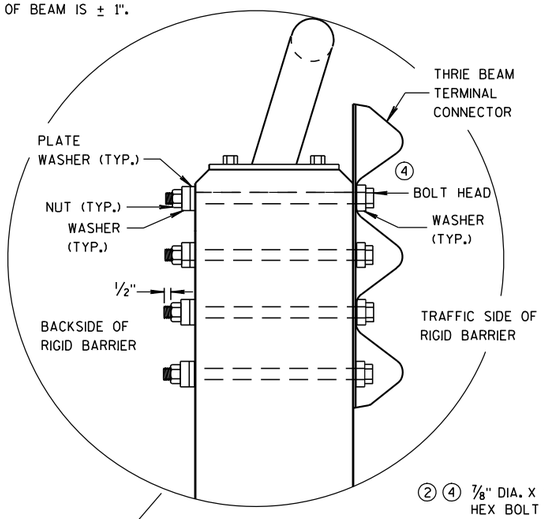
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

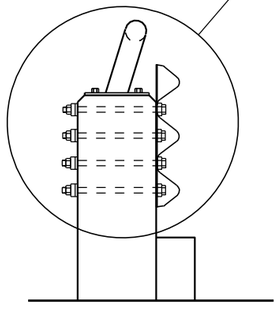
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

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

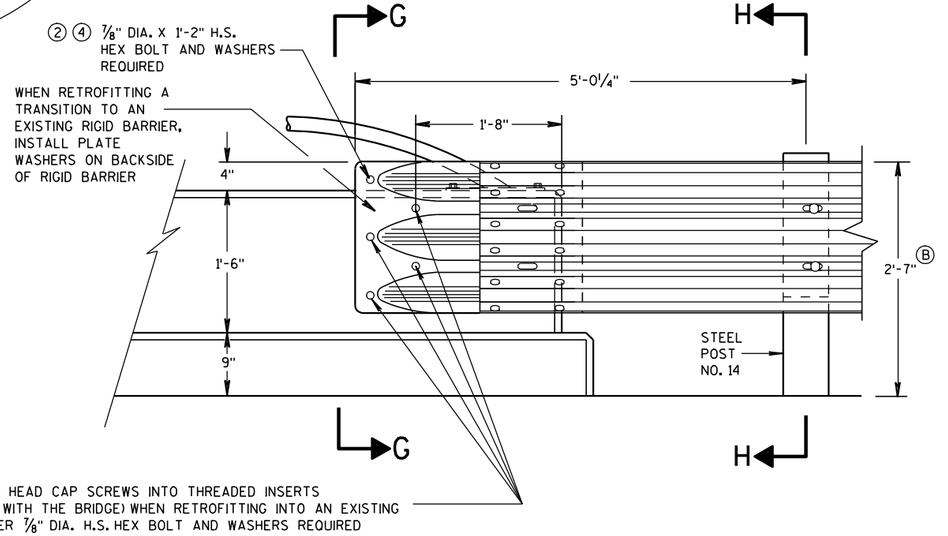
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

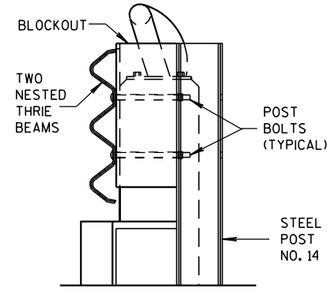




SECTION G-G

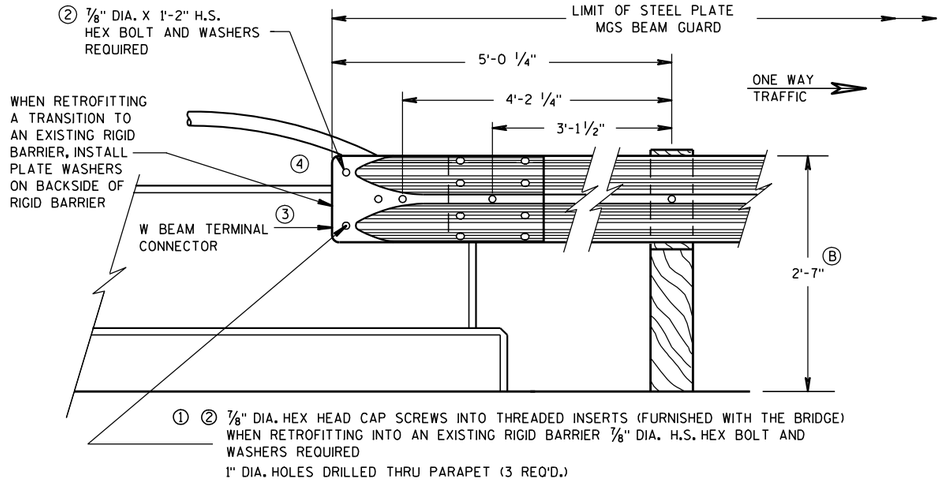


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

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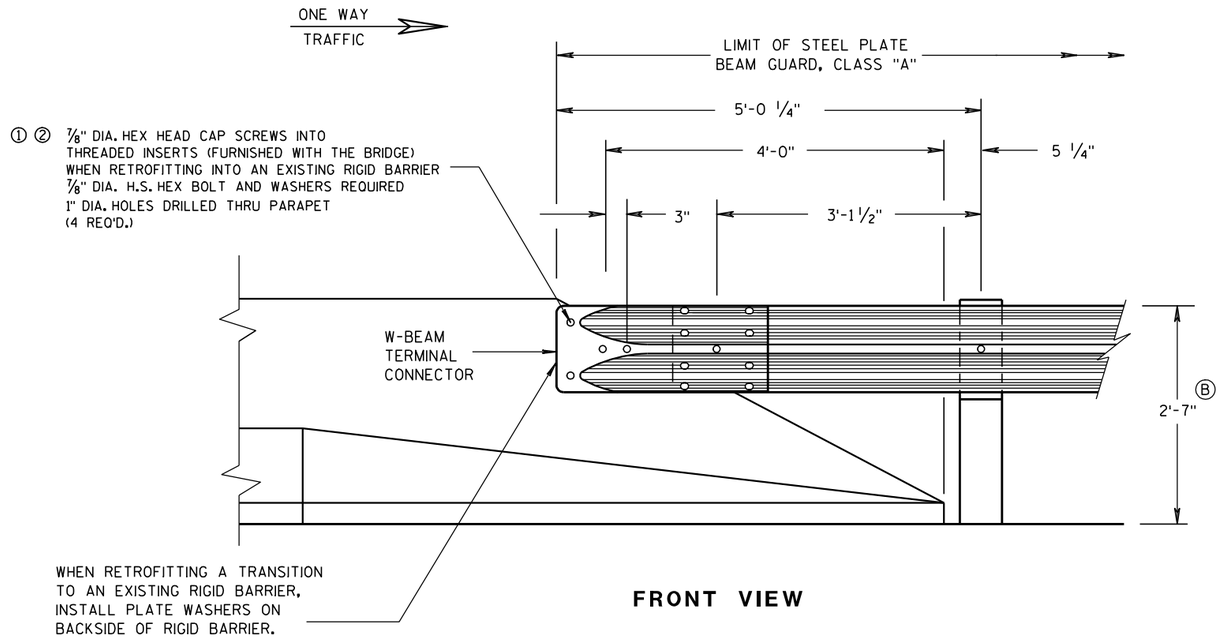
S.D.D. 14 B 45-3e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

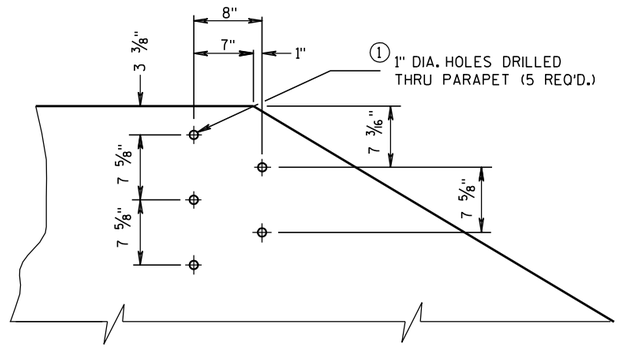
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

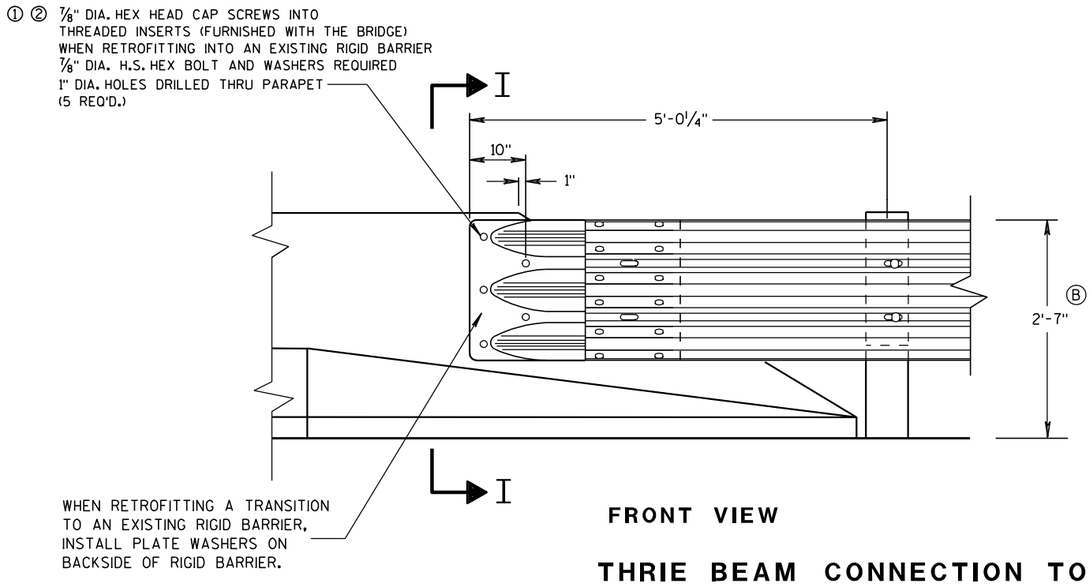
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

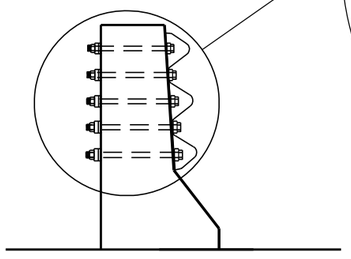
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



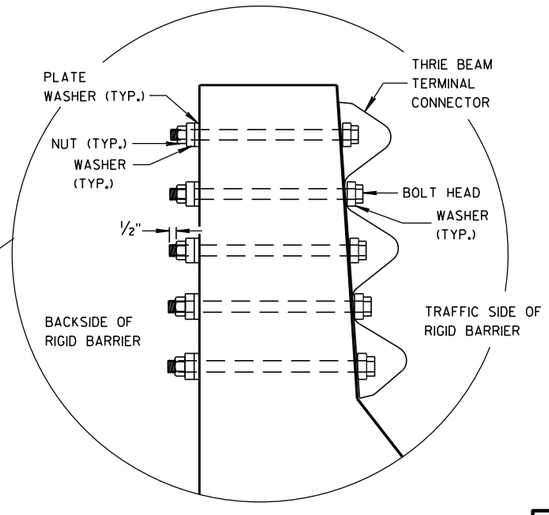
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

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FHWA

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

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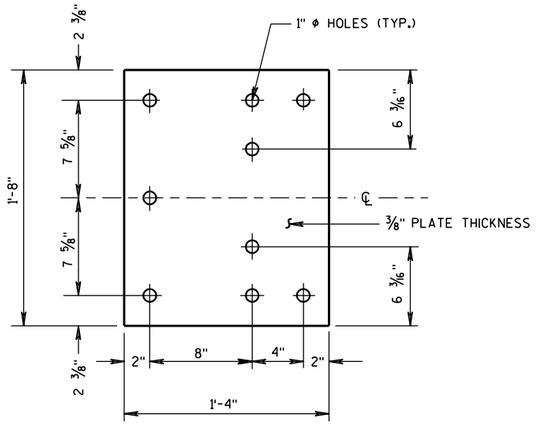
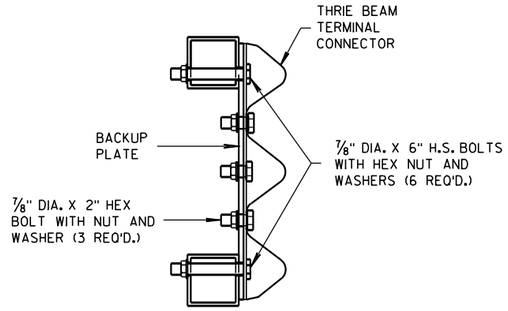
S.D.D. 14 B 45-3f



BACK-UP PLATE DETAIL

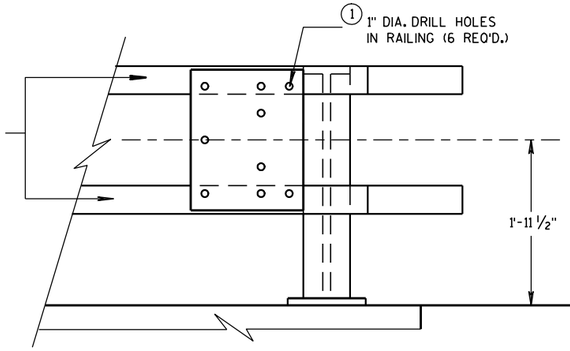


SECTION J-J

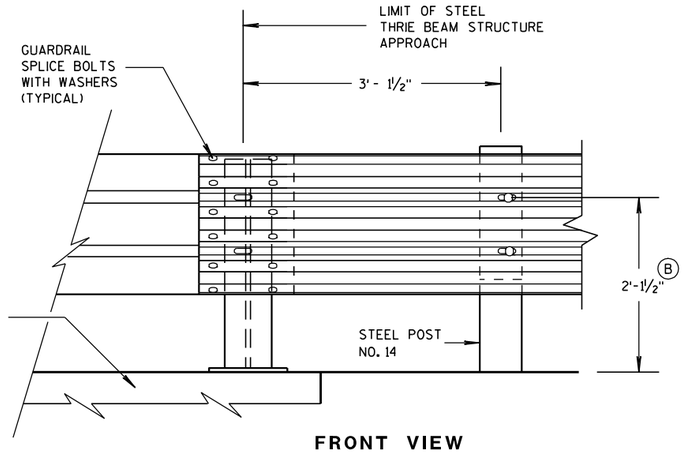
GENERAL NOTES

(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".

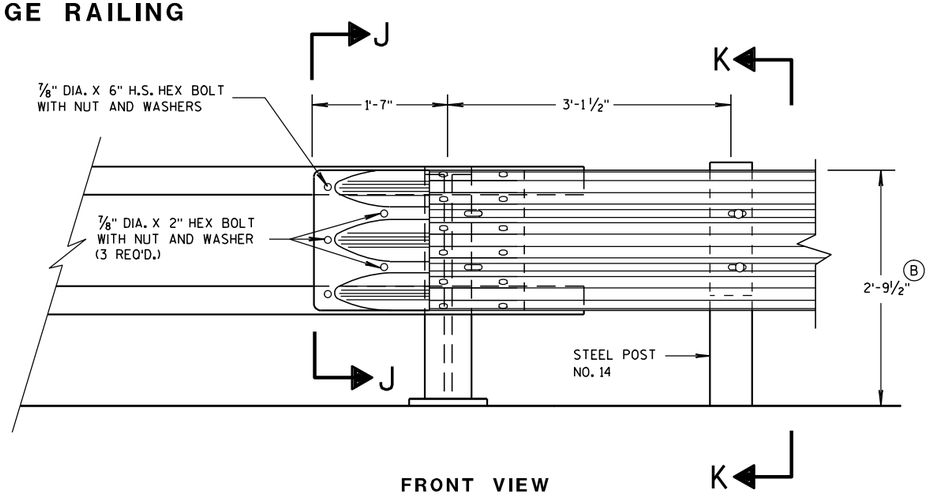


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

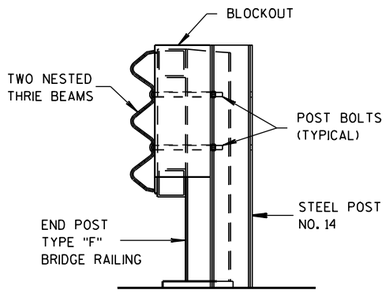


FRONT VIEW

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

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

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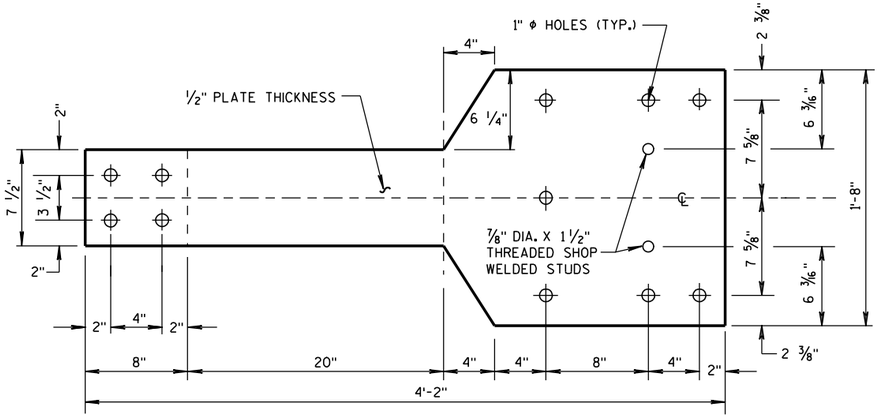
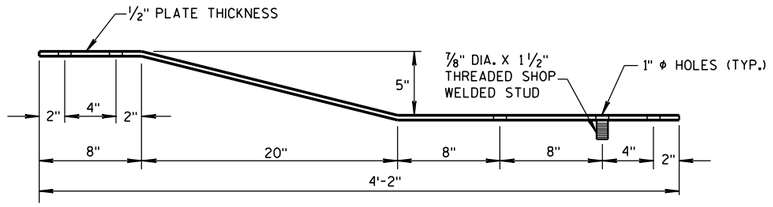
S.D.D. 14 B 45-3g

GENERAL NOTES

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

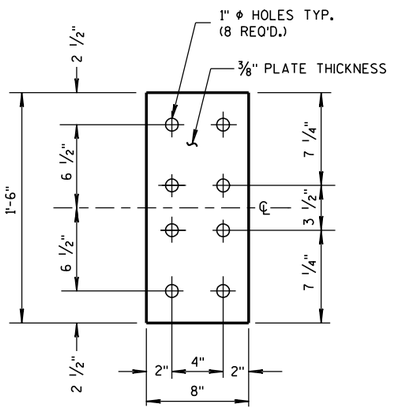


FRONT VIEW



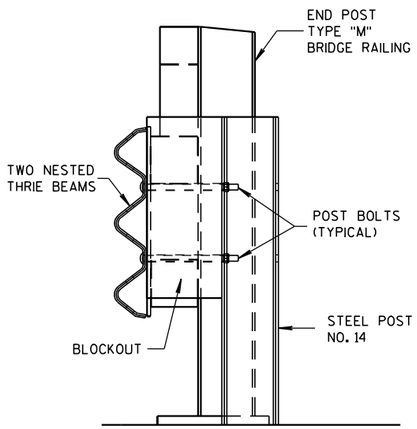
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

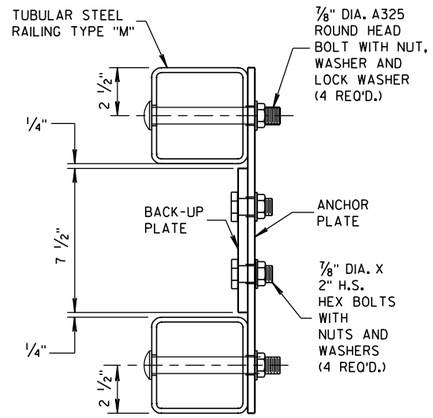


FRONT VIEW

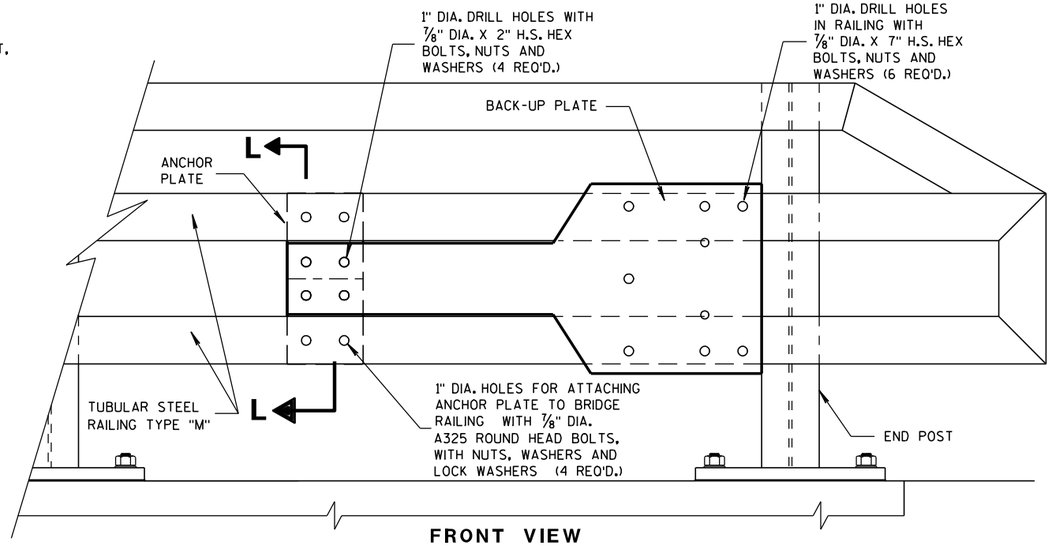
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

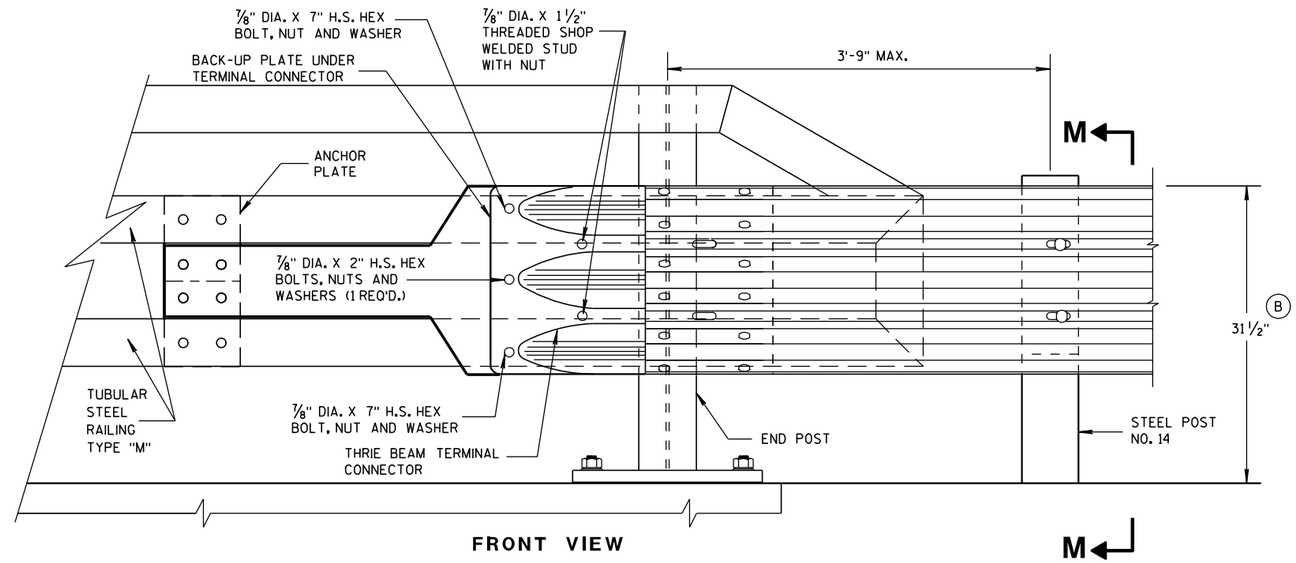


SECTION L-L

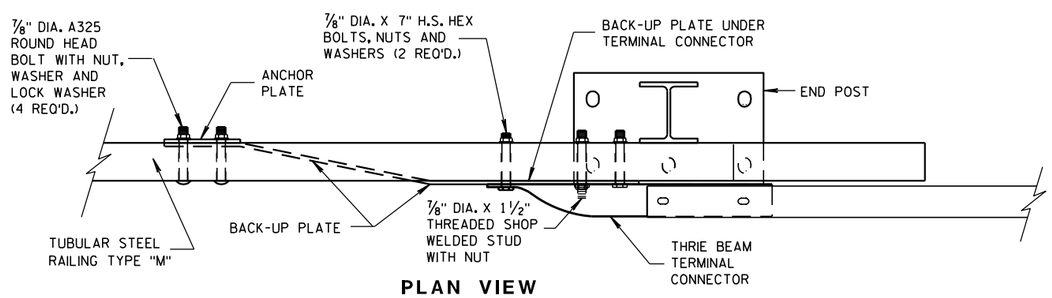


FRONT VIEW

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
540
FHWA

6

S.D. 14 B 45-3h

6

S.D. 14 B 45-3h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

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

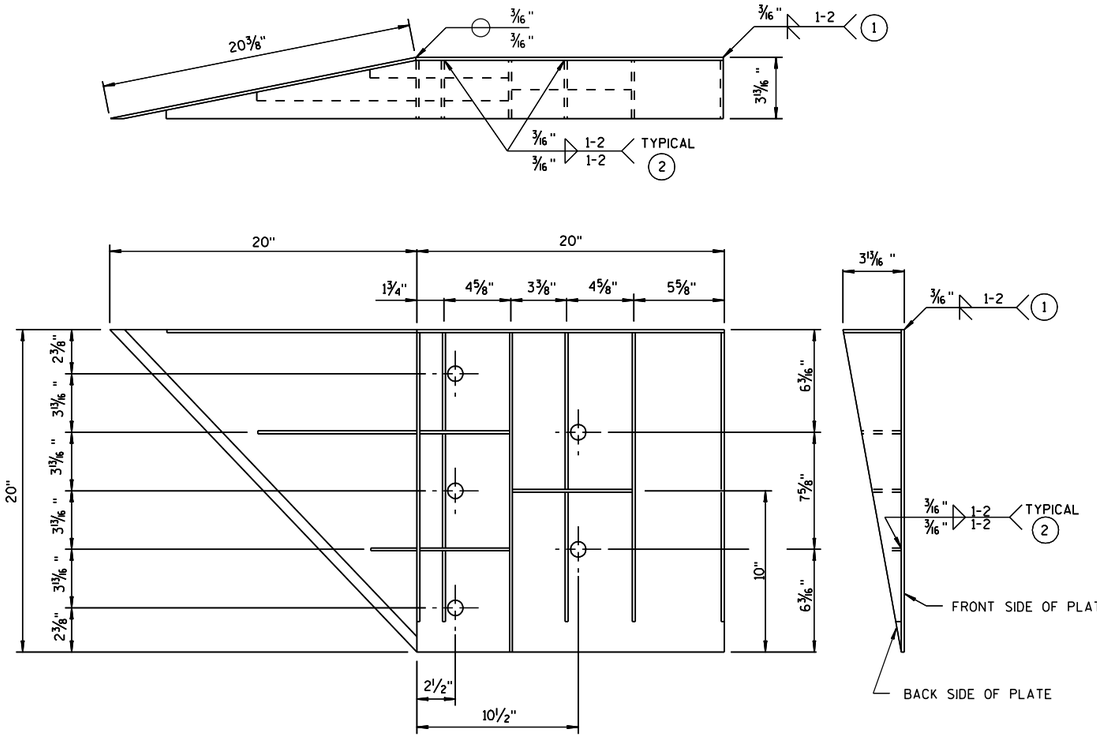
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

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

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



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

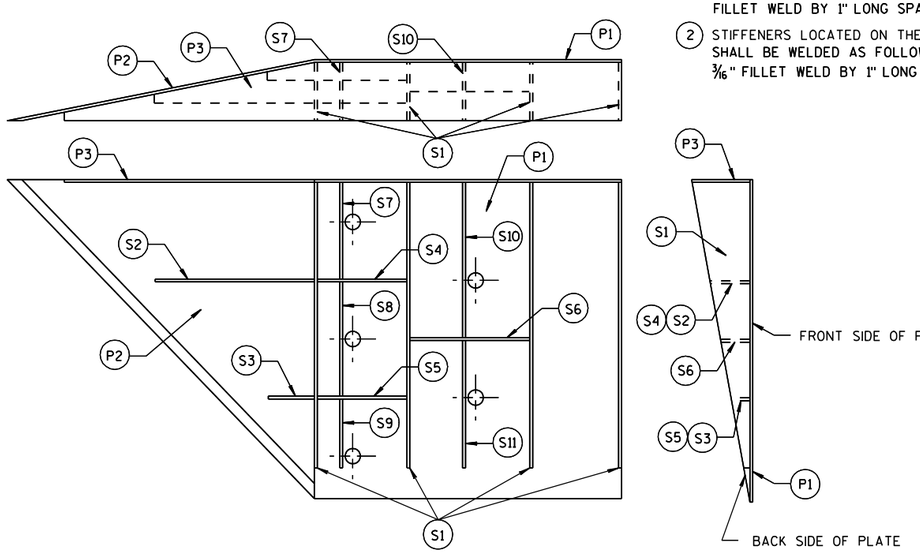


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

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

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

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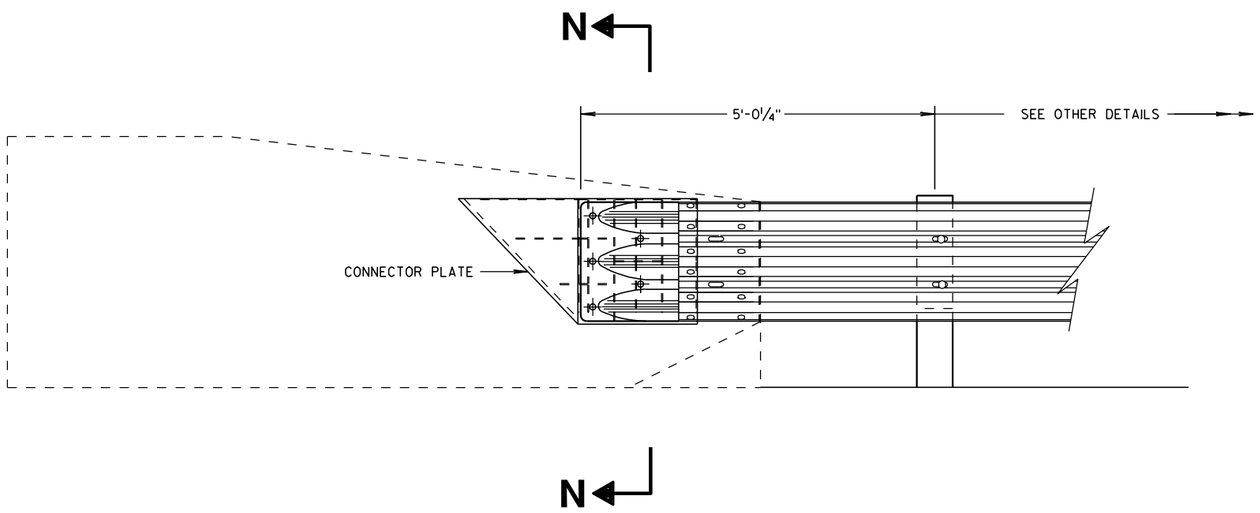
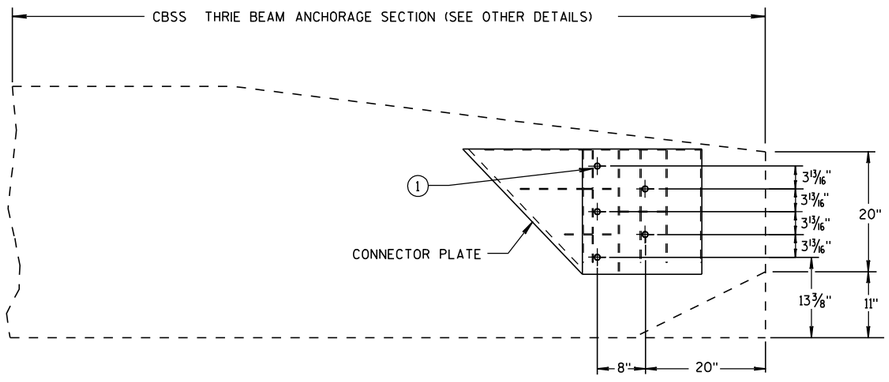
S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

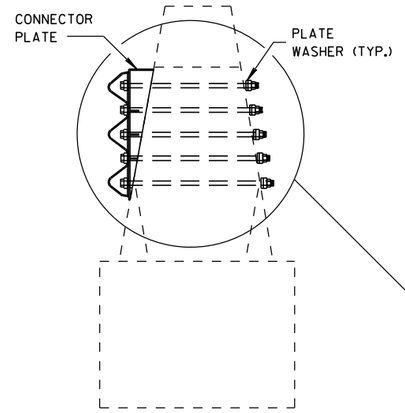


SINGLE SLOPE CONNECTION PLATE PLACEMENT

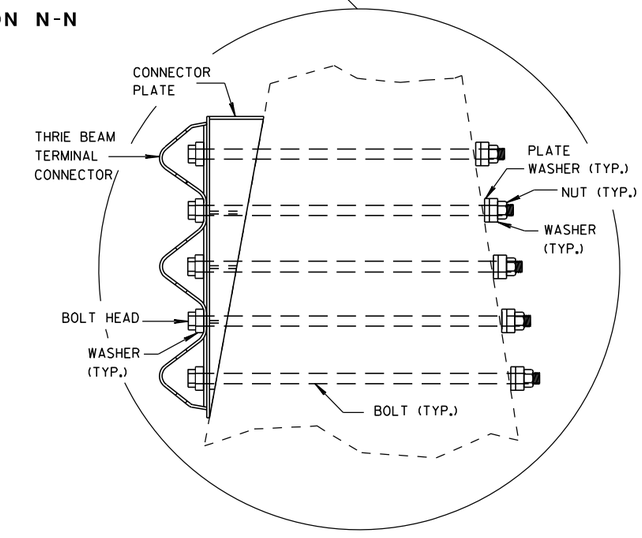
GENERAL NOTES

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

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 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

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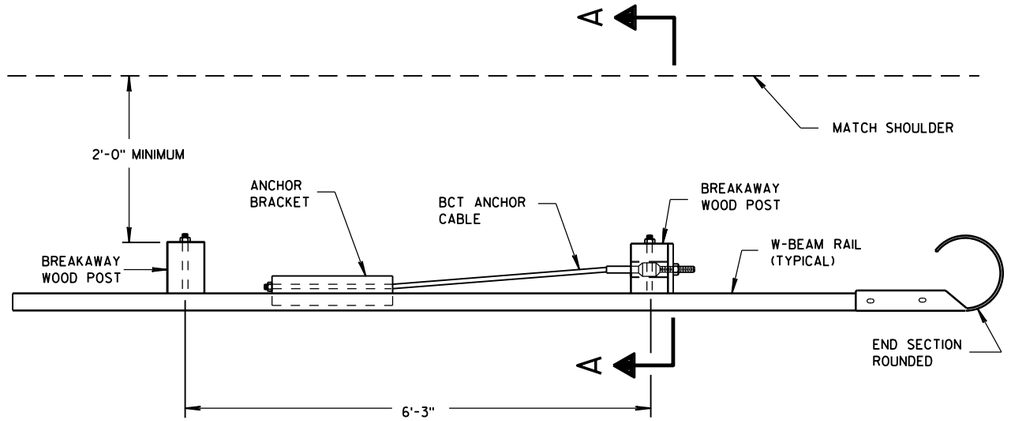
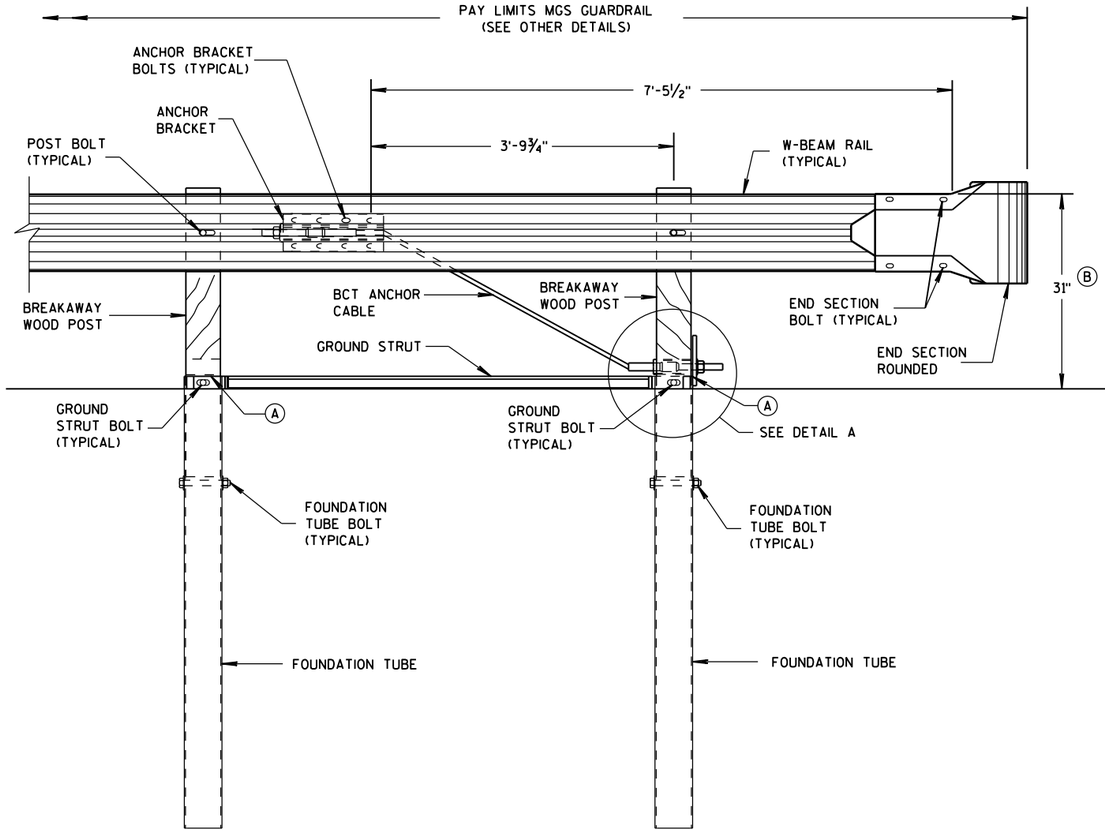
S.D.D. 14 B 45-3j

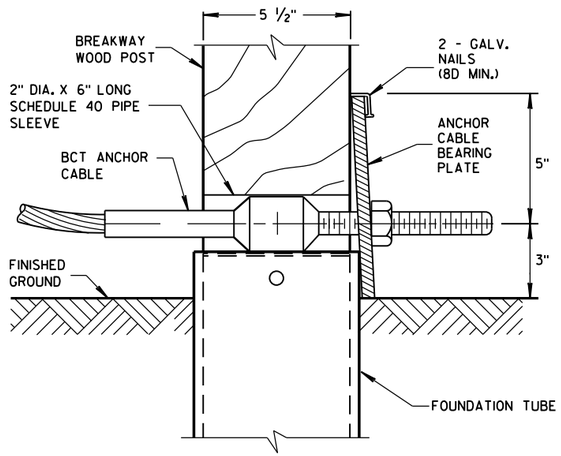


PLAN VIEW



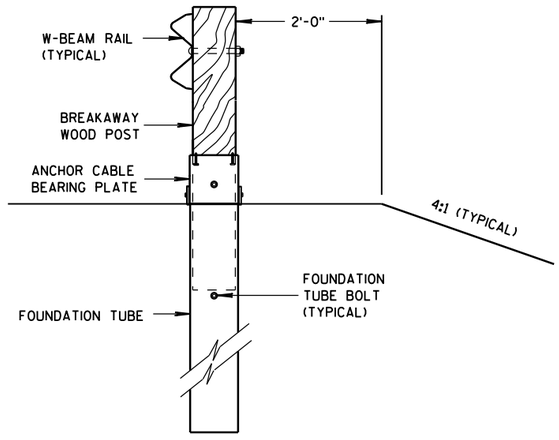
FRONT VIEW

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.

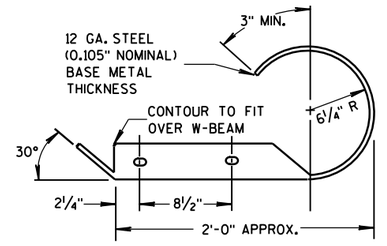
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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.

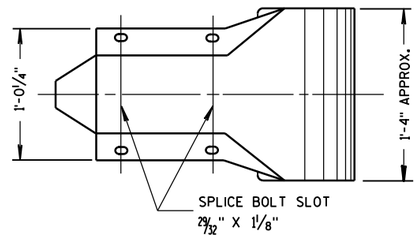
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(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



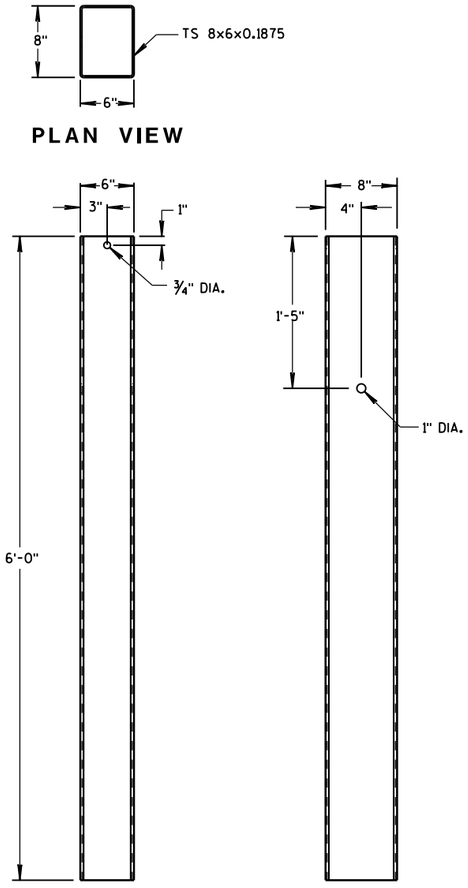
FRONT VIEW

W BEAM END SECTION ROUNDED

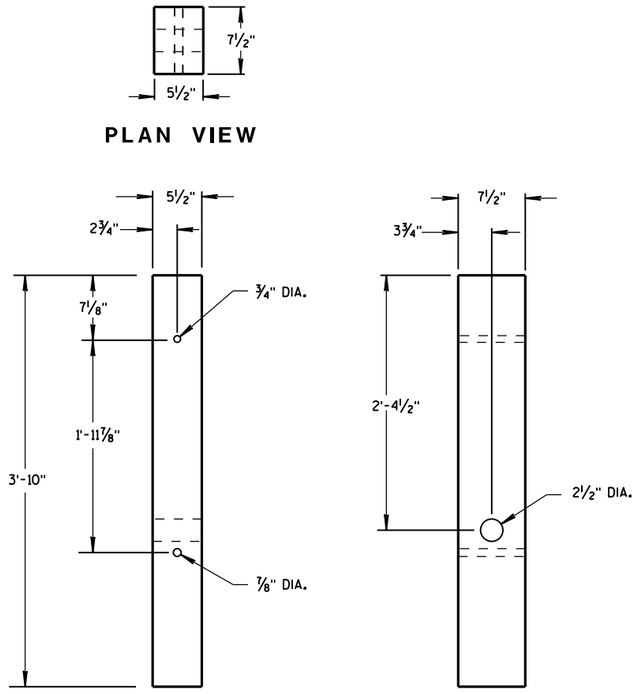
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 47-2a



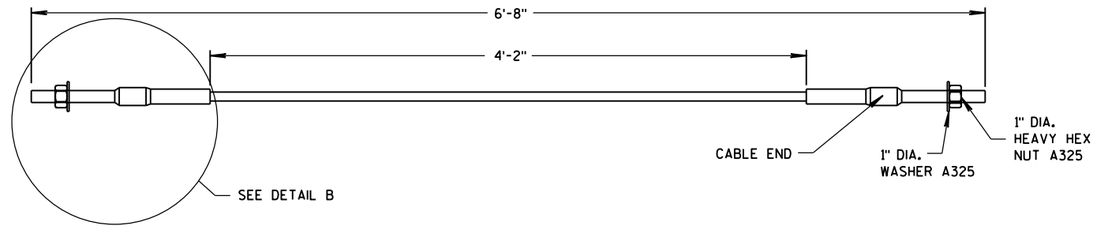
FOUNDATION TUBE



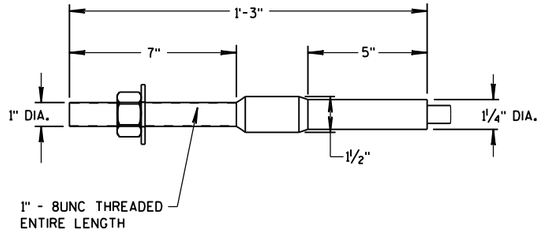
BREAKAWAY WOOD POST

GENERAL NOTES

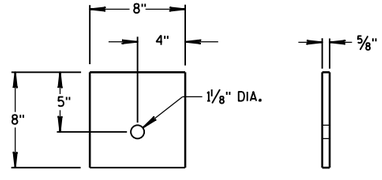
BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5.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



BCT ANCHOR CABLE



DETAIL B



ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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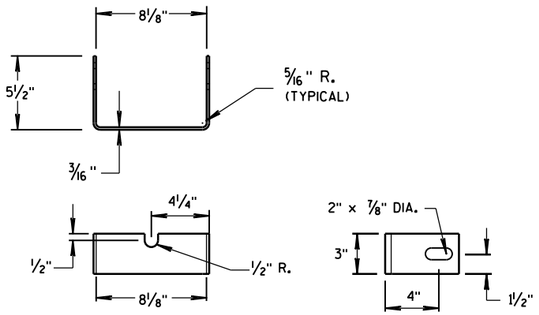
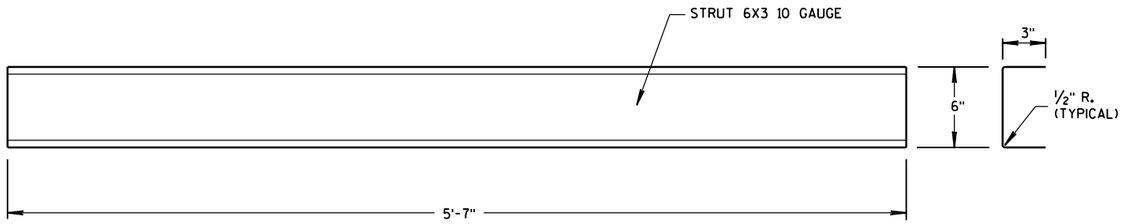
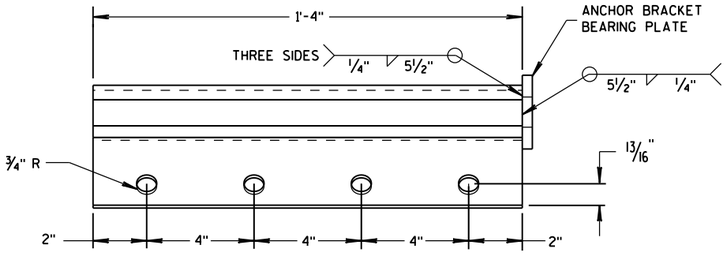
S.D.D. 14 B 47-2b

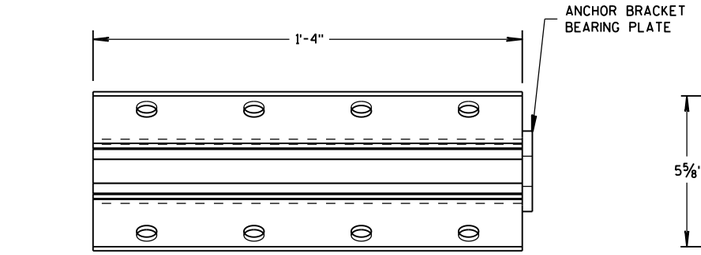


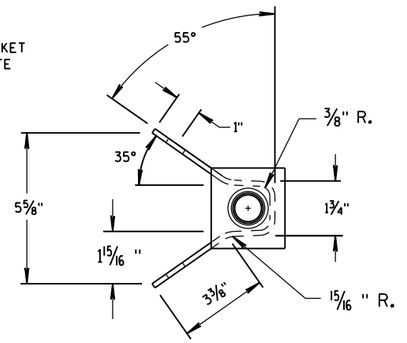
YOKE DETAIL



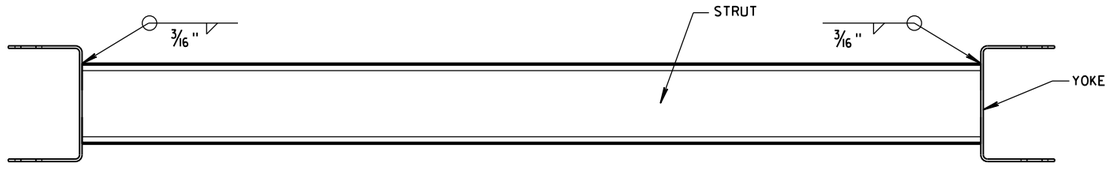
STRUT DETAIL



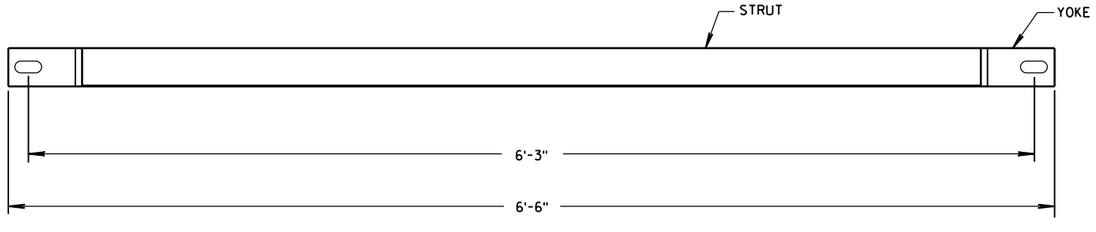




ANCHOR BRACKET

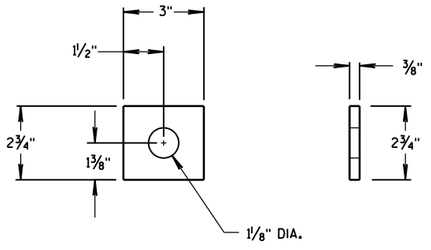


PLAN VIEW



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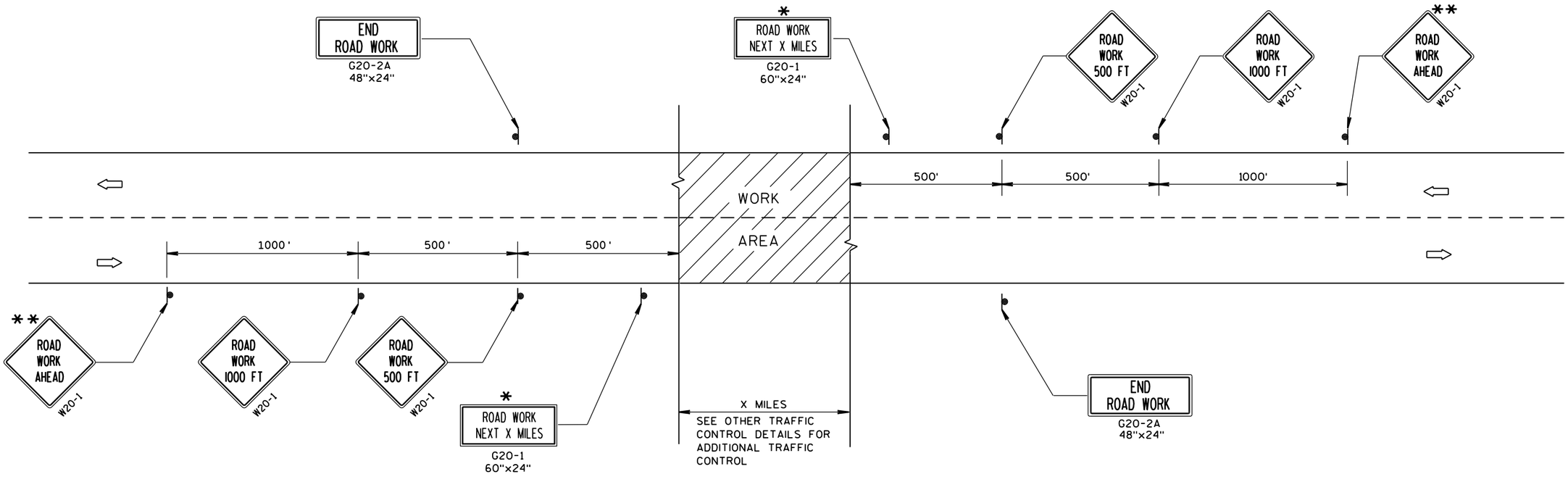
S.D.D. 14 B 47-2c



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

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

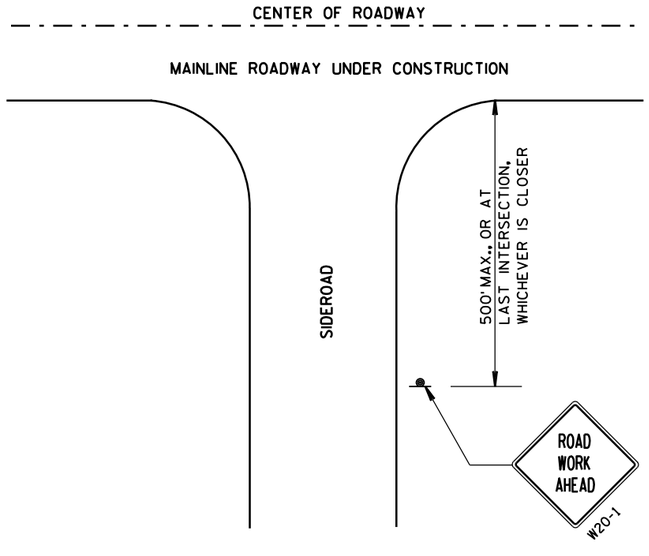
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

SIGN

FHWA

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S.D.D. 15 C 4-2

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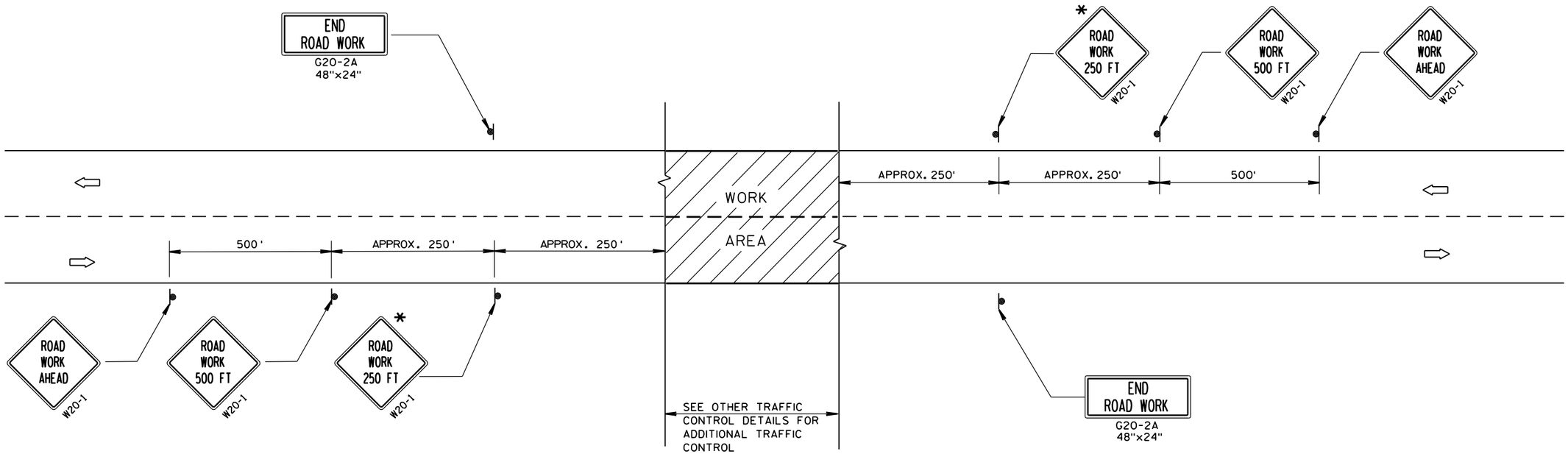
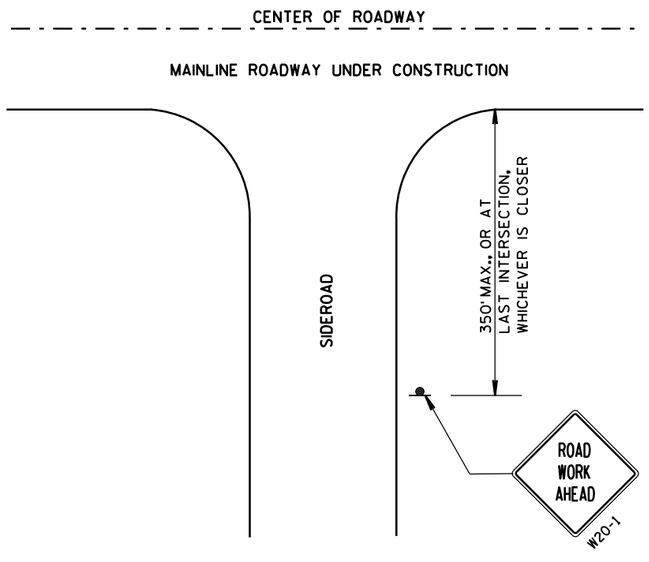
S.D.D. 15 C 4-2



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

547

SIGN

FHWA

6

S.D.D. 15 C 5-2

6

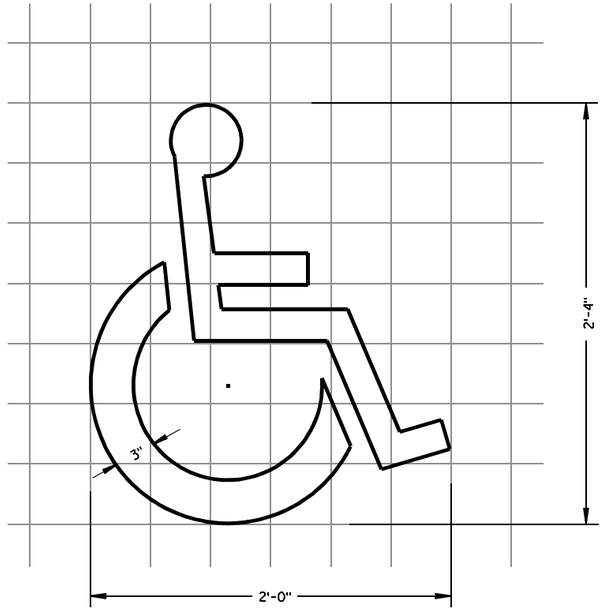
S.D.D. 15 C 5-2

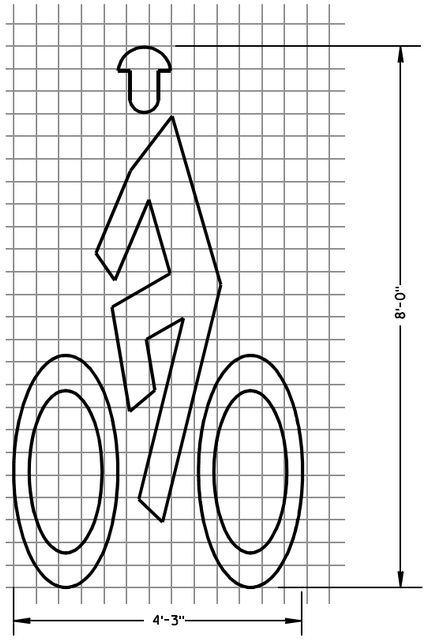
GENERAL NOTES

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

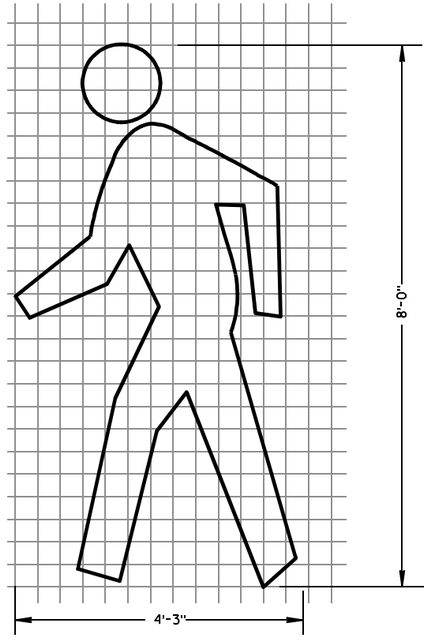
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

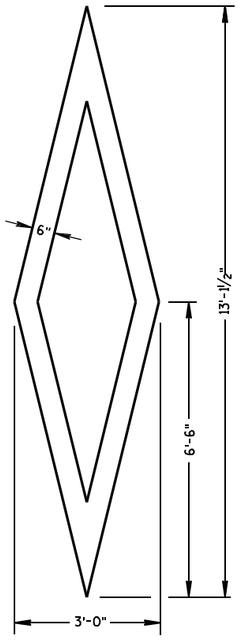




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N Nathan — STATE TRAFFIC ENGINEER

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6

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

6

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

GENERAL NOTES

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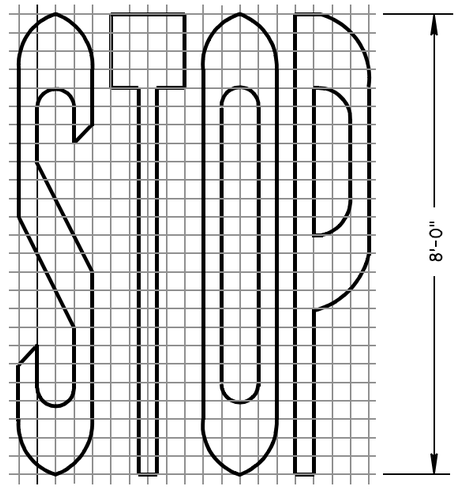
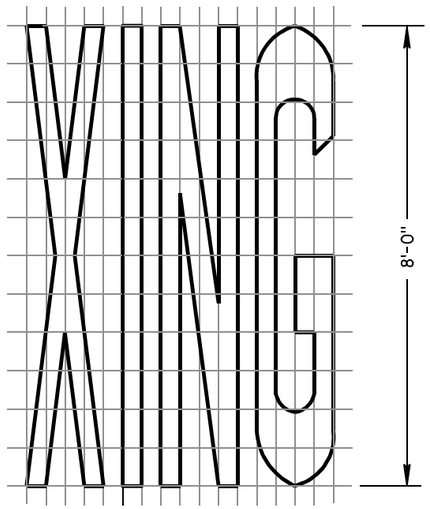
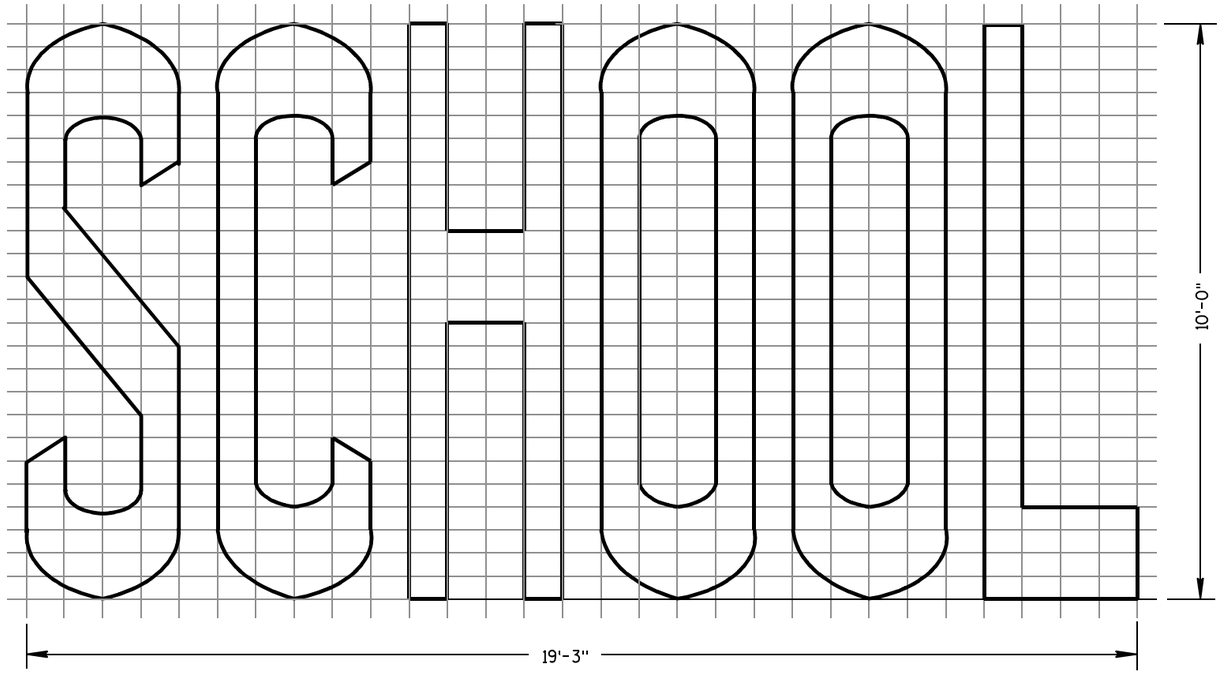
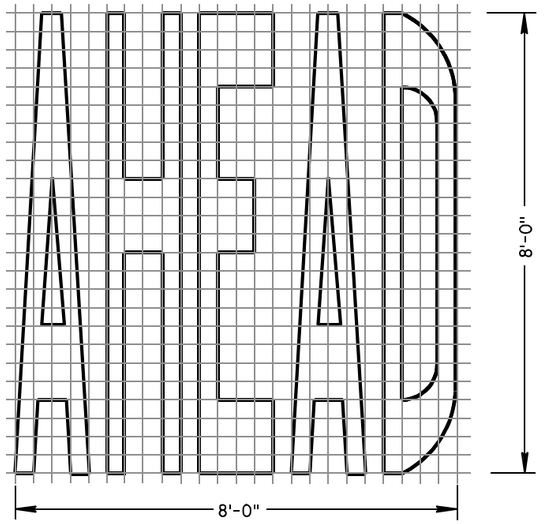
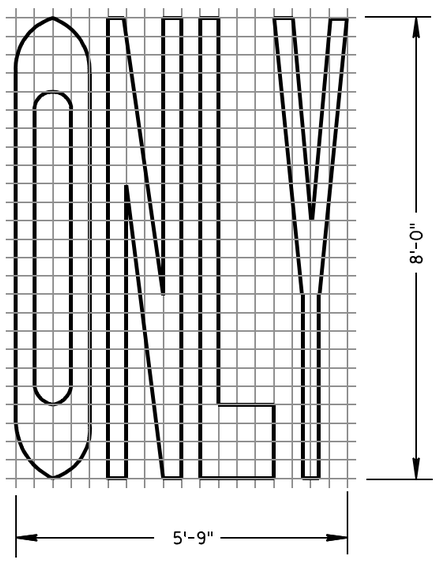


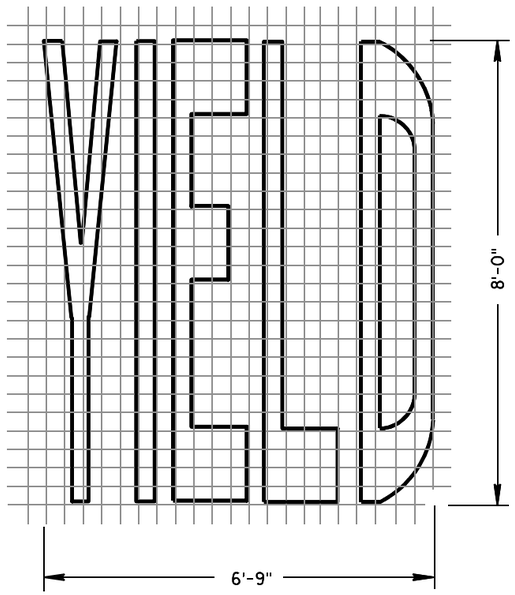


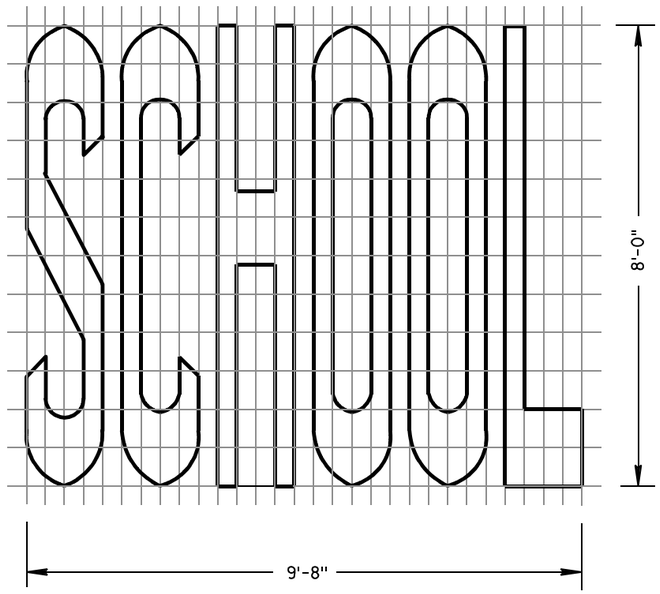


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

FHWA

IGN

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

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

GENERAL NOTES

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

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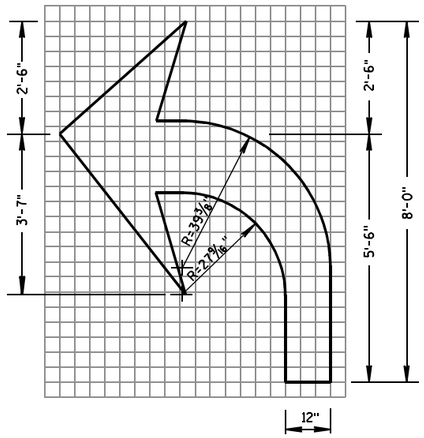
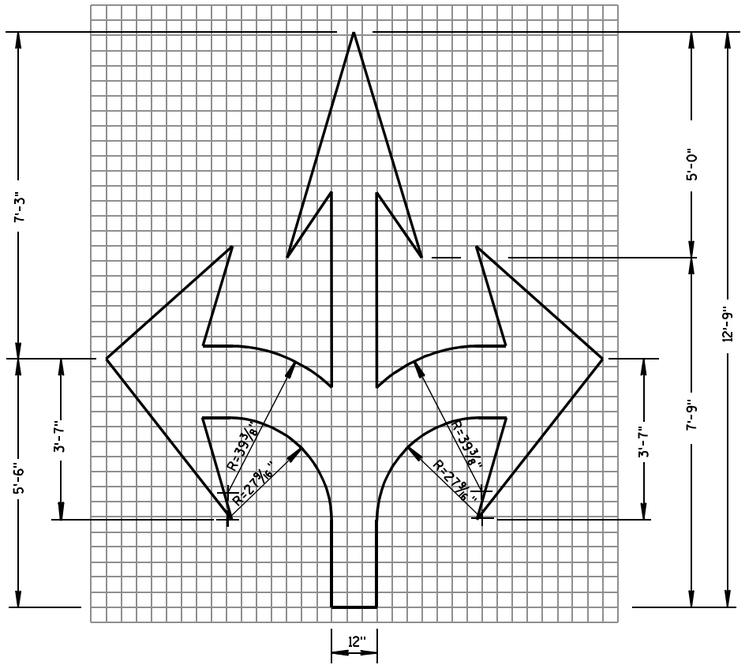
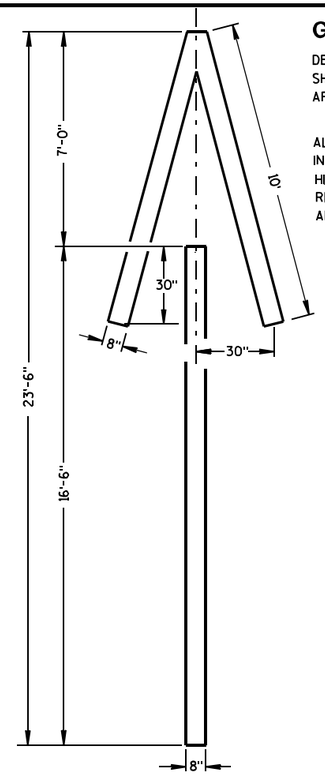


TYPE 2



TYPE 6



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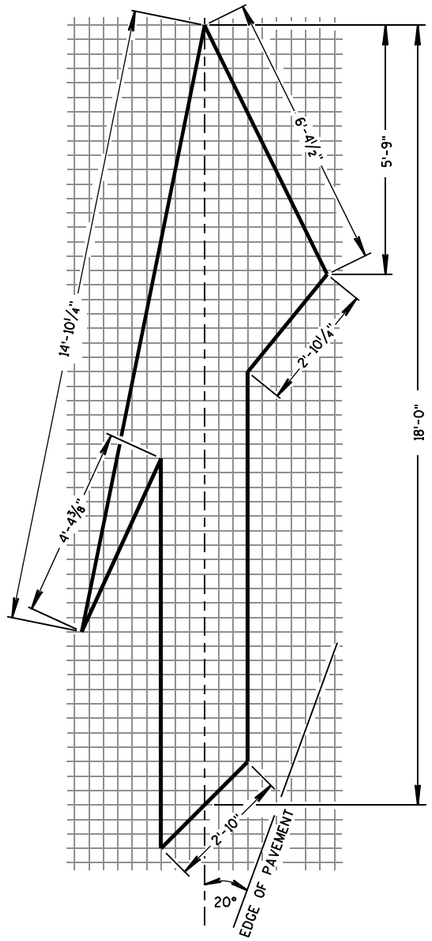
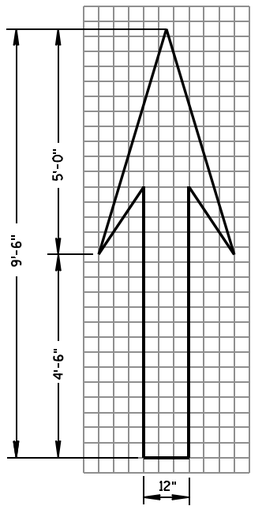
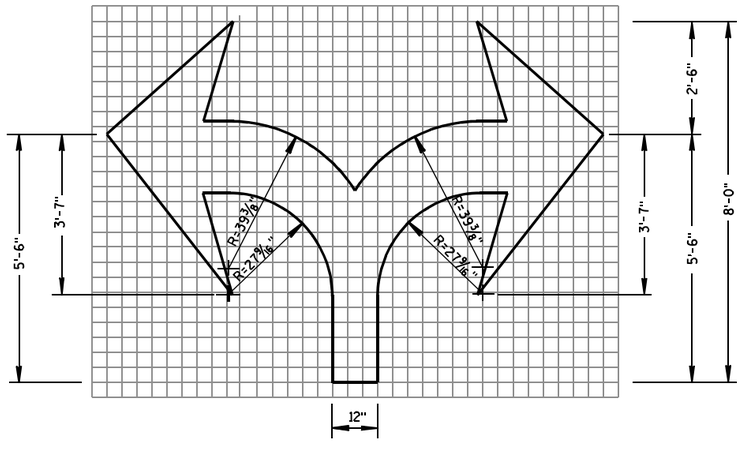


TYPE 5 LANE DROP ARROW



TYPE 1



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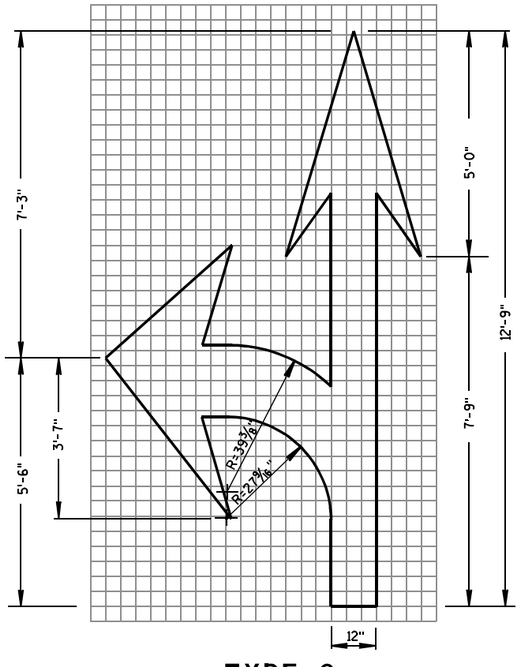

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

550

6

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

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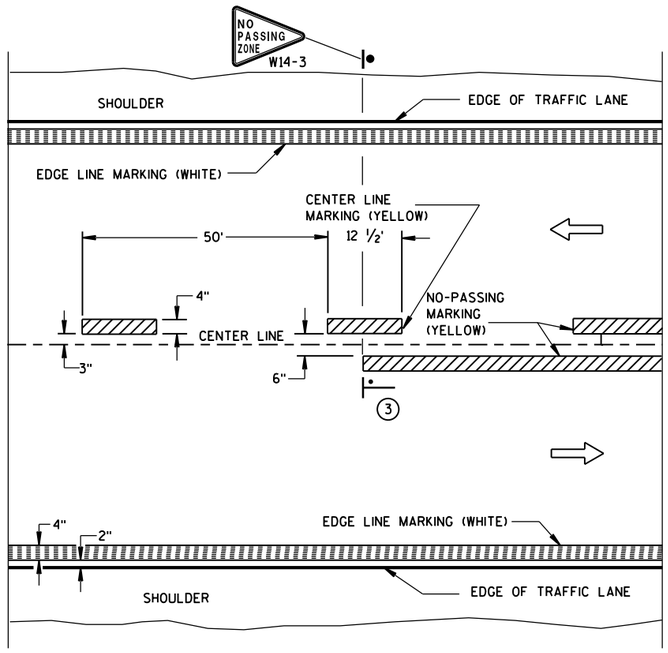
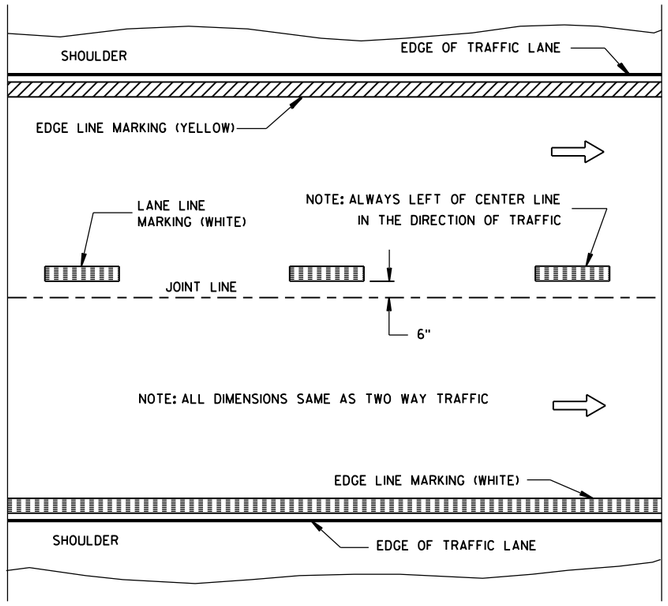
S.D.D. 15 C 7-12c

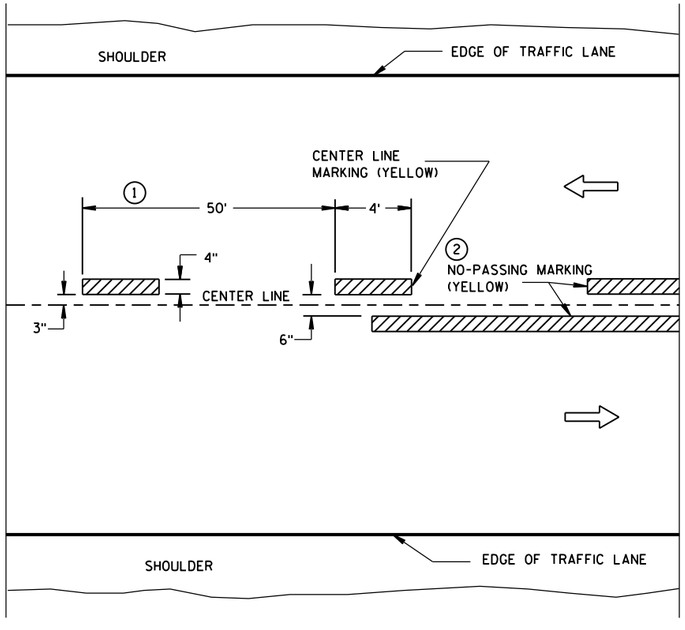


TWO WAY TRAFFIC

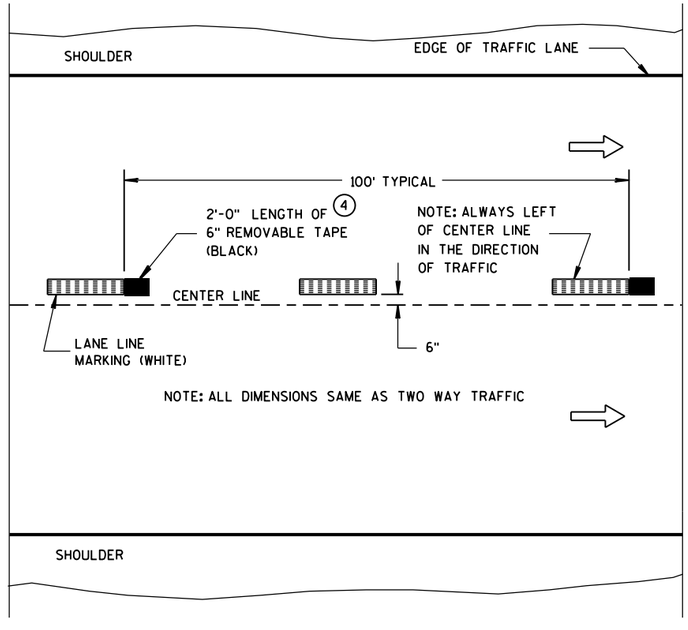


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

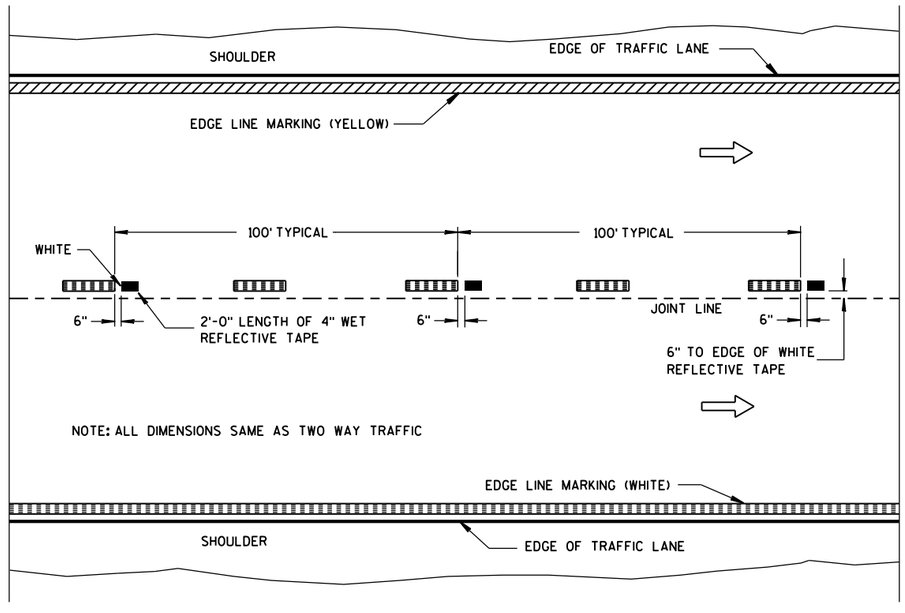
GENERAL NOTES

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

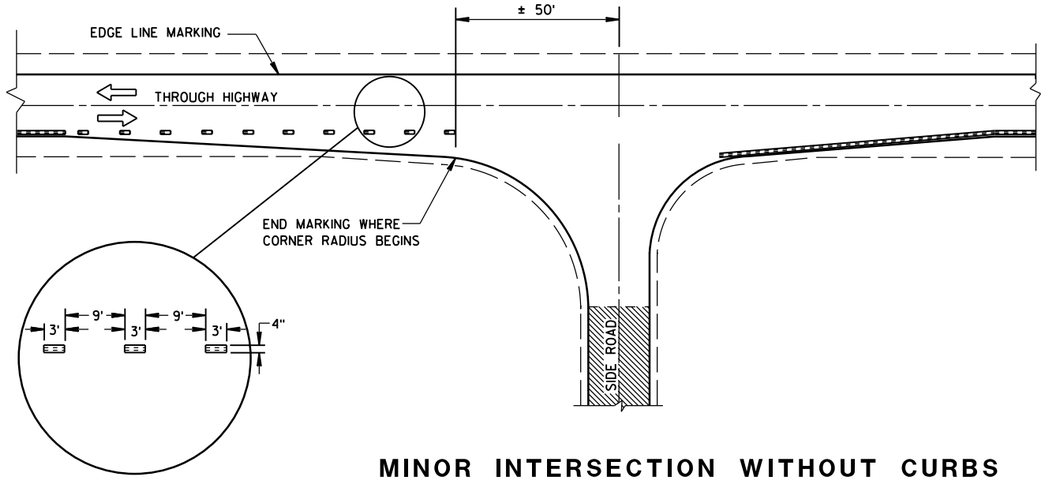
551

6

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.

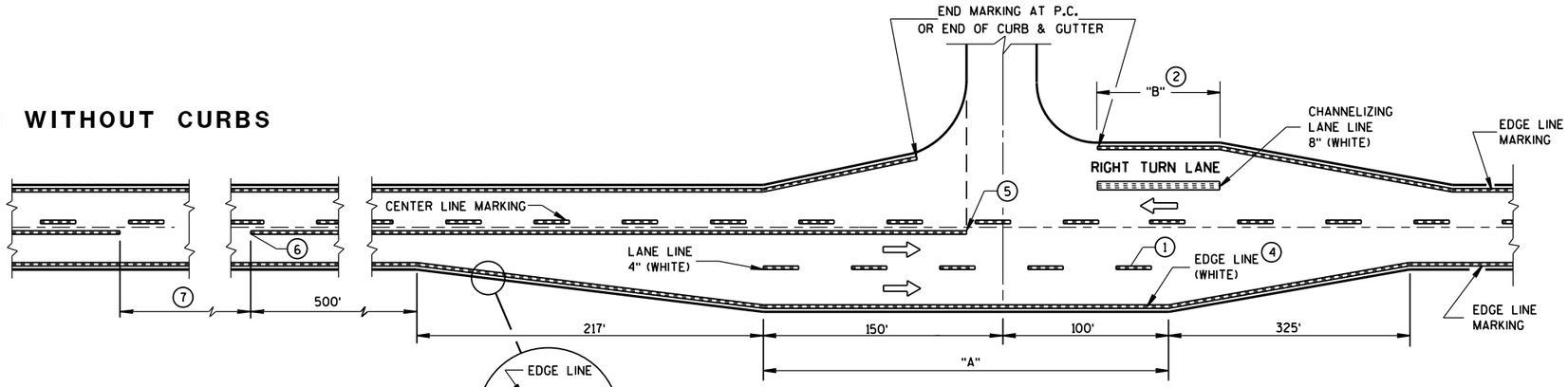
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

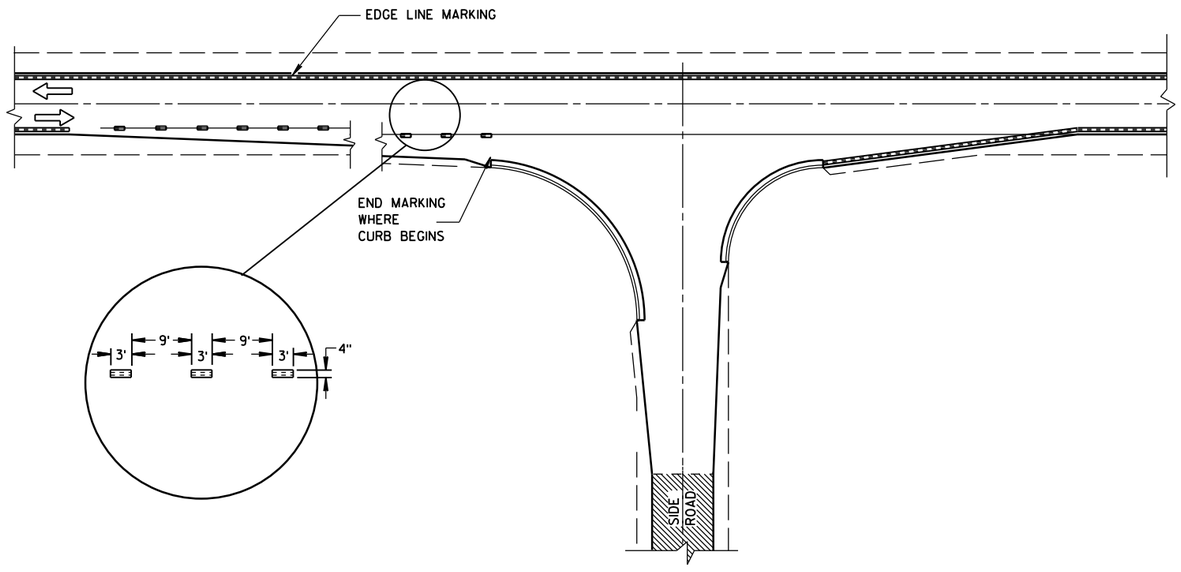
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



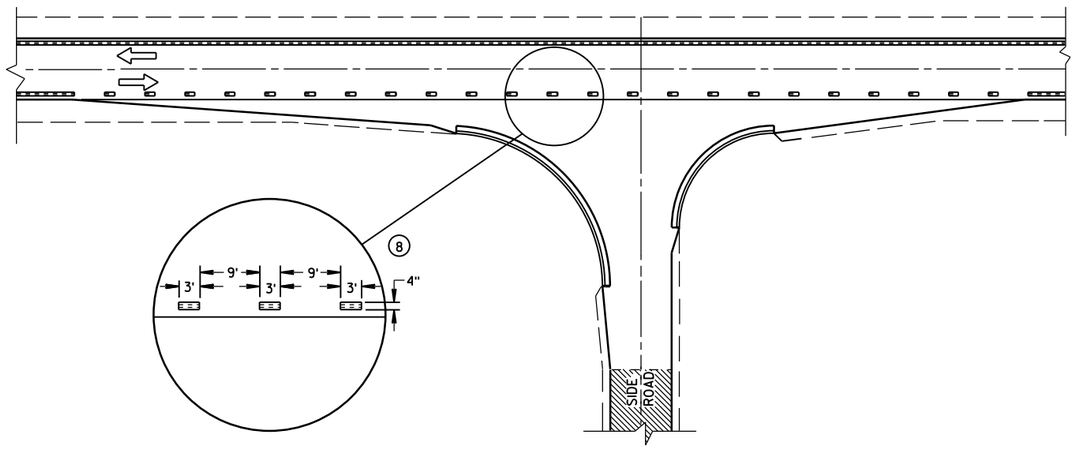
MAJOR INTERSECTIONS

(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 552

6

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

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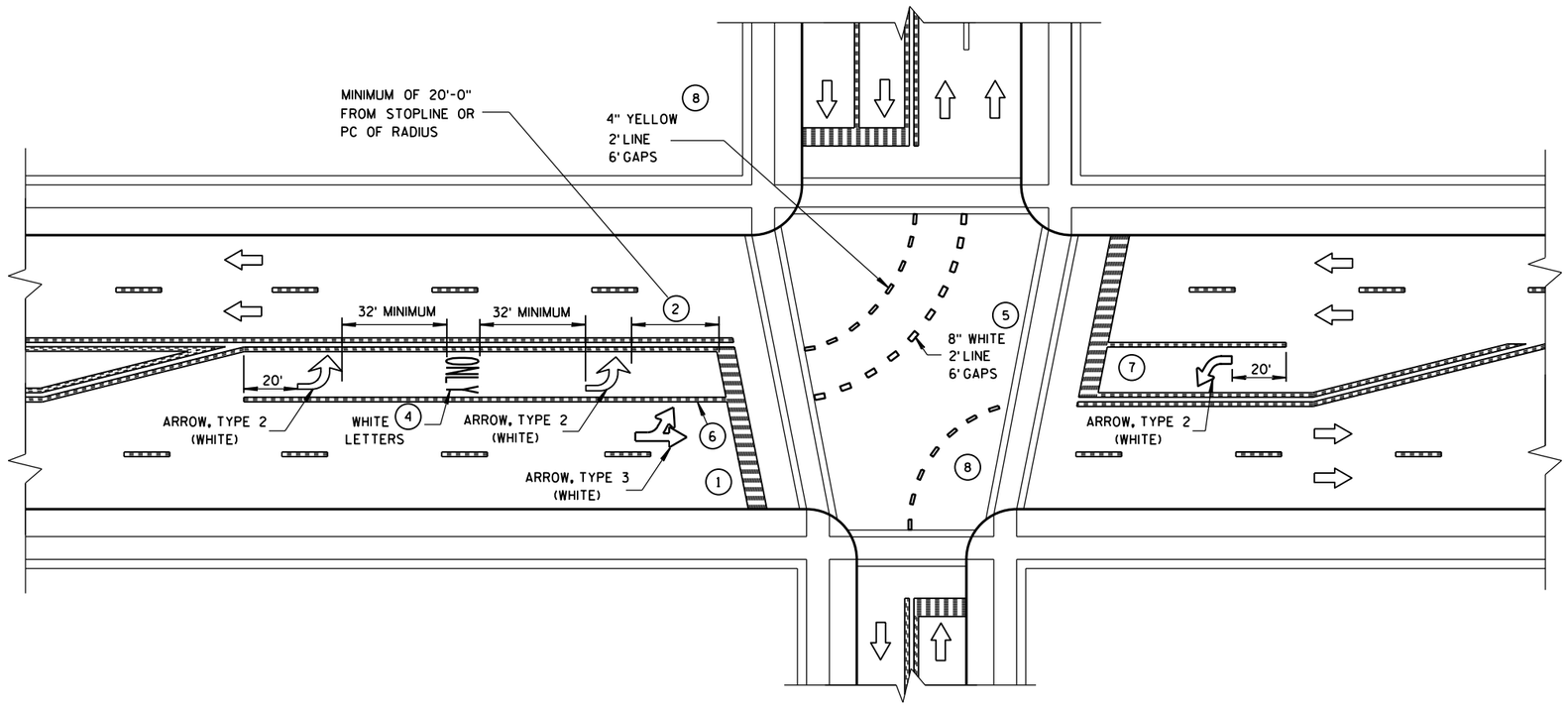
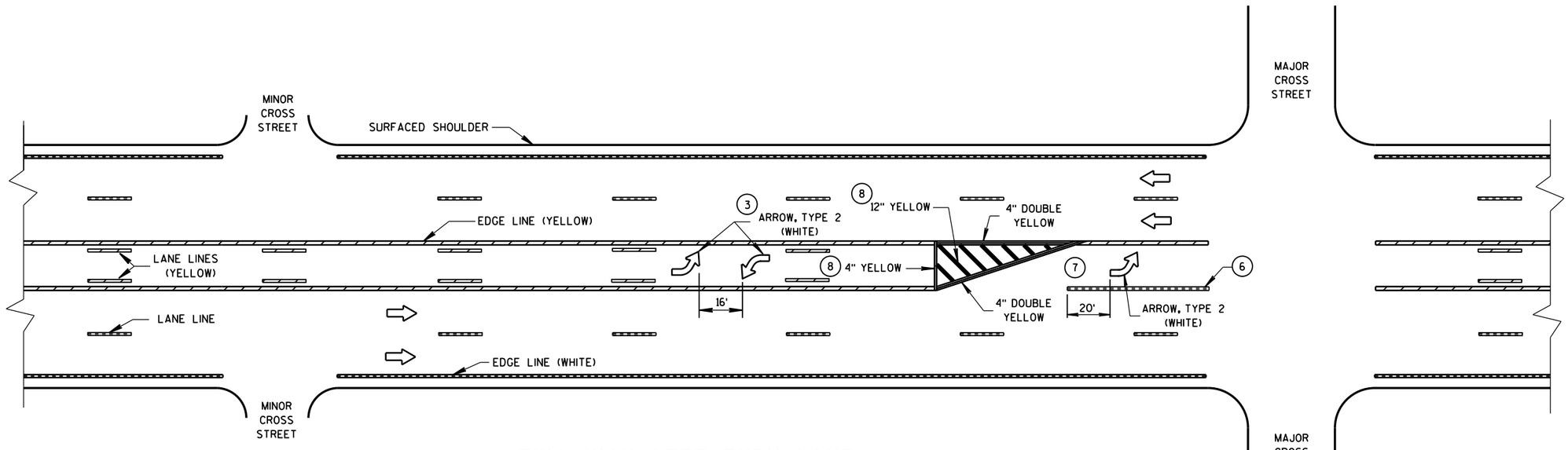
S.D.D. 15 C 8-16b



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 TRANSPORTATION

6

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

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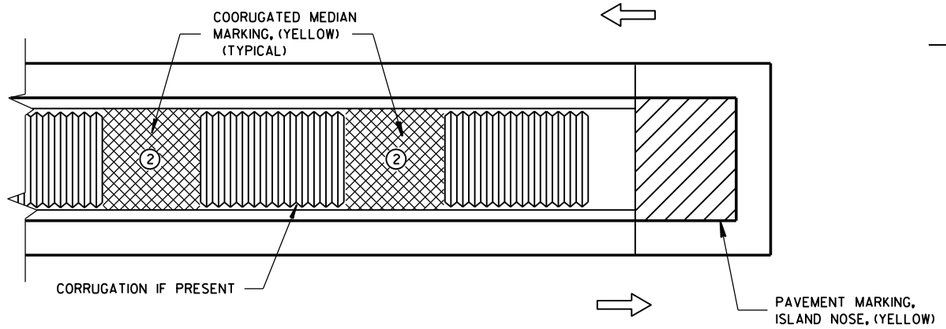
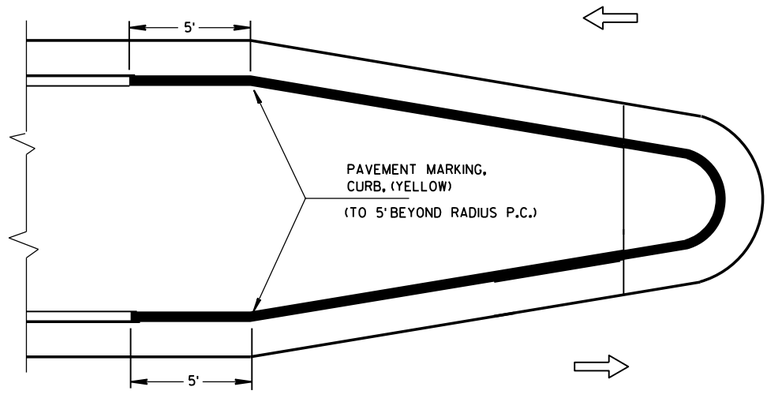
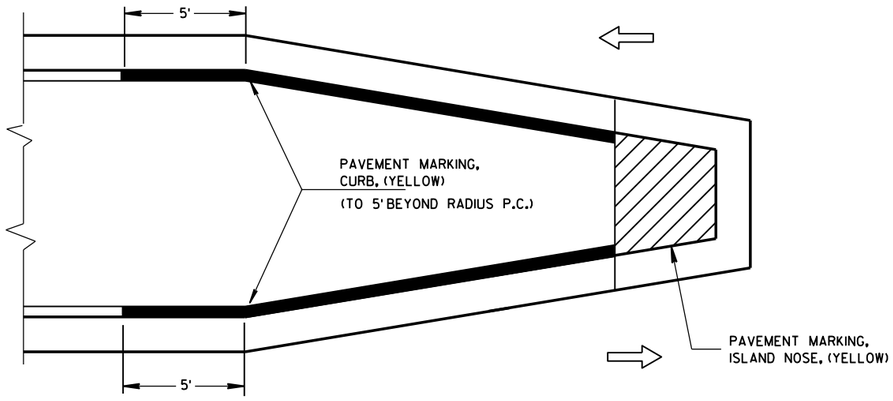
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

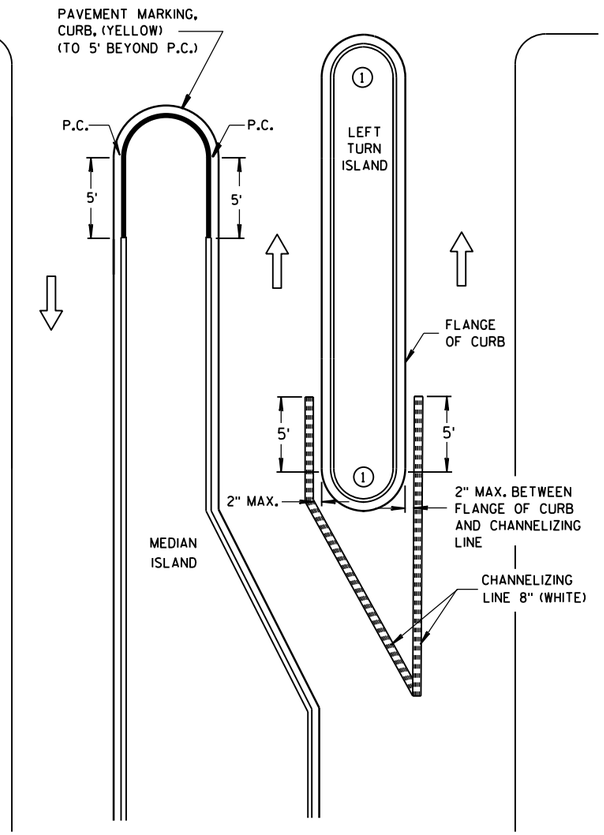


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

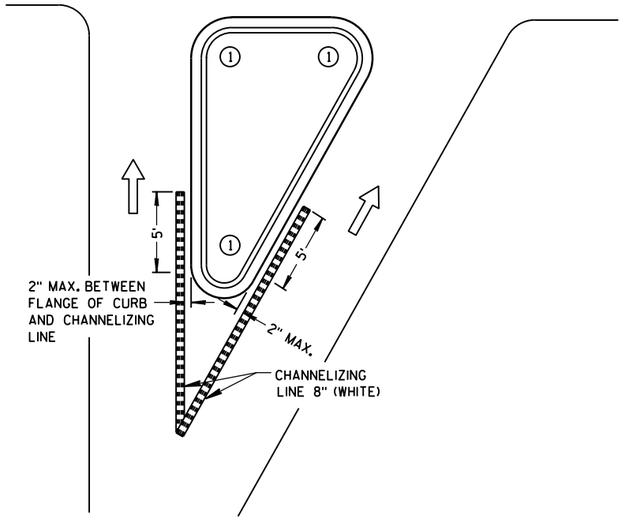


LEFT TURN & MEDIAN ISLAND

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

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

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

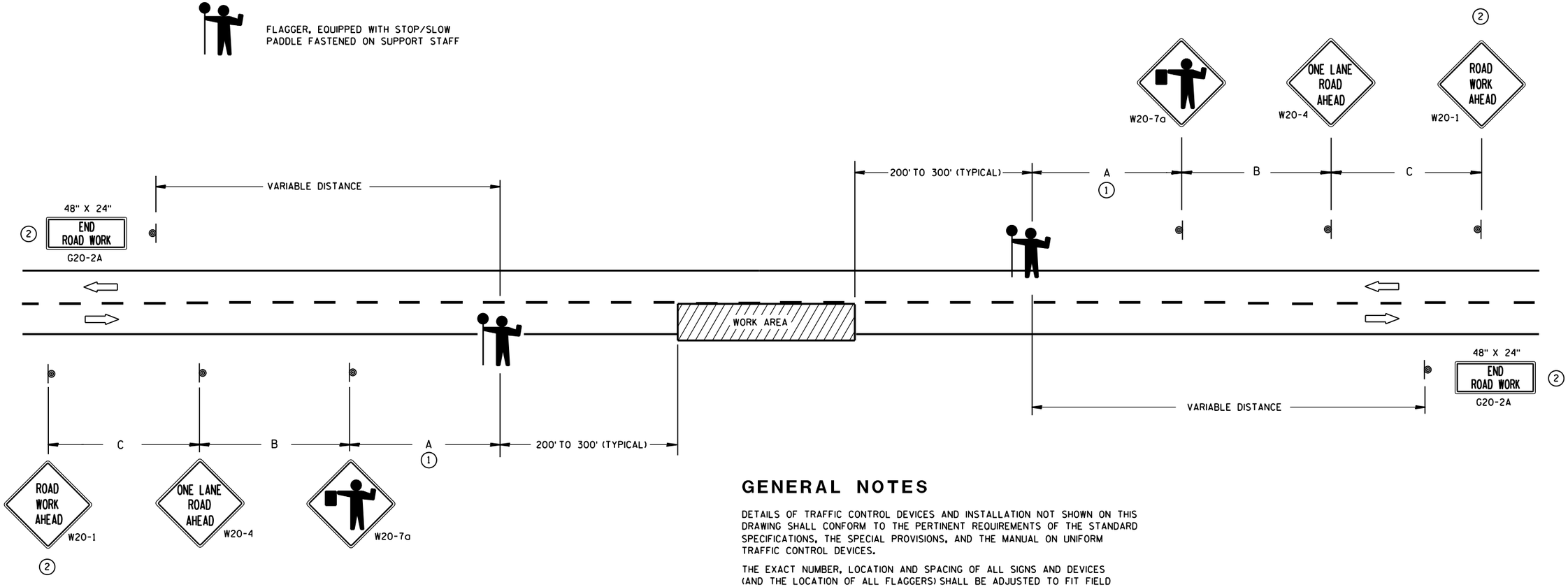
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

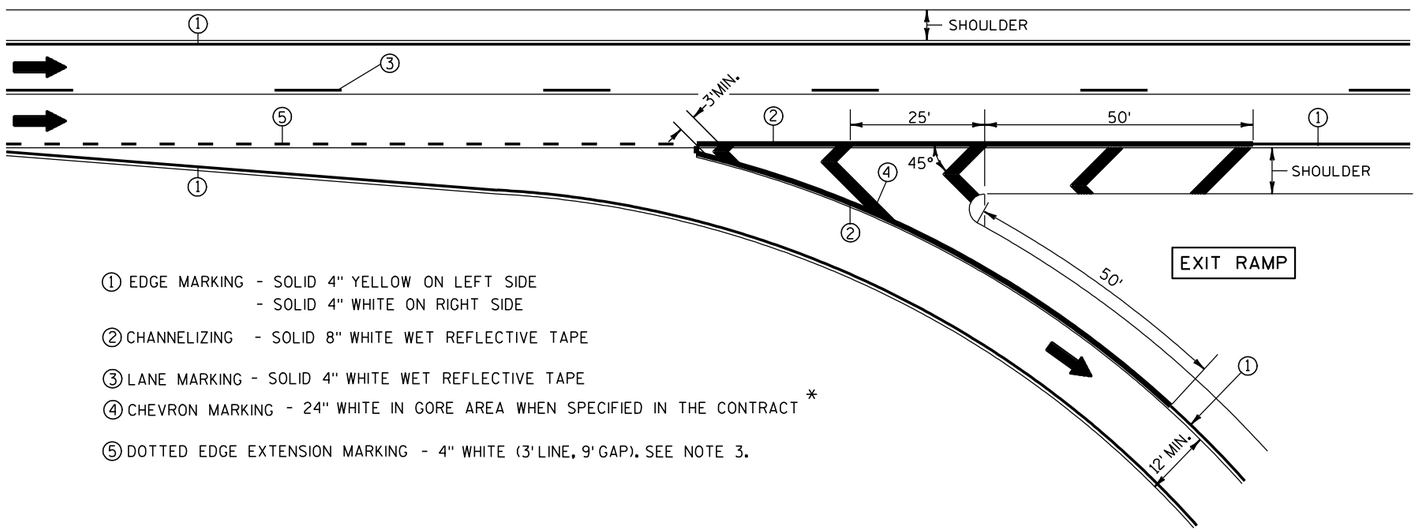
TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
S.D.D. 15 C 12-4



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

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

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

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

NOTES:

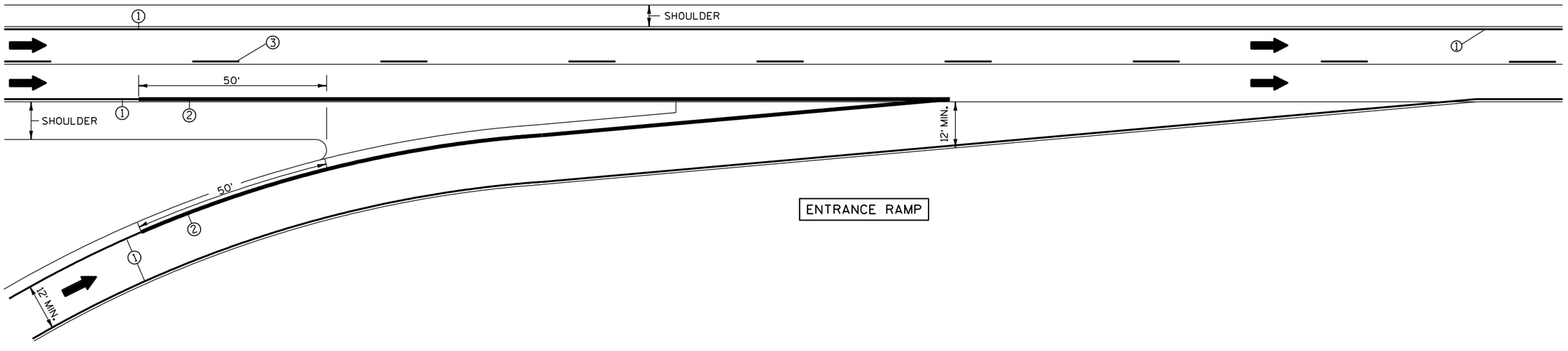
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

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

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

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



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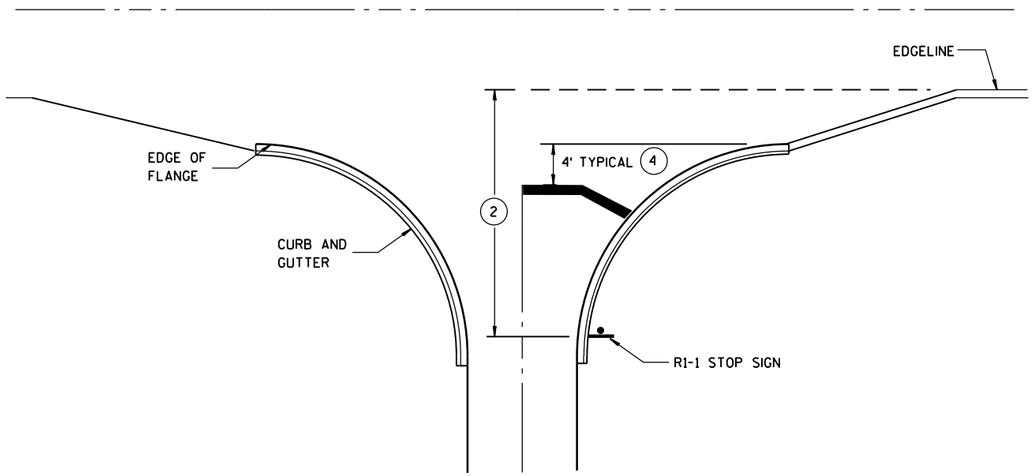
S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

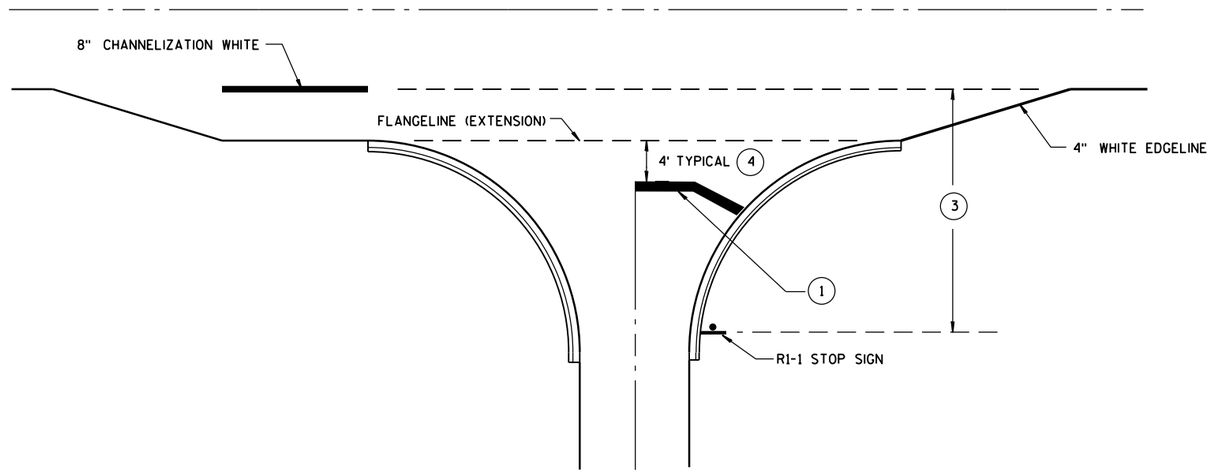
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

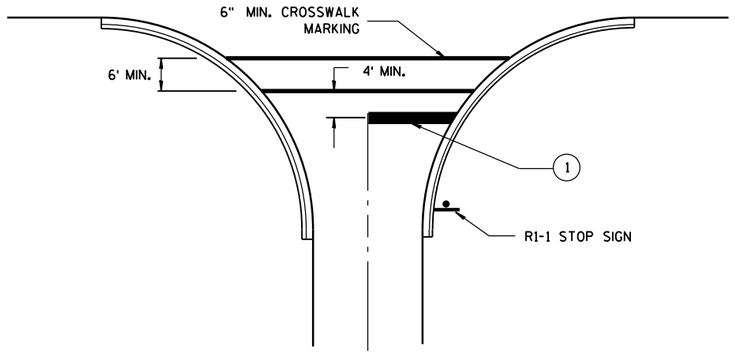
S.D.D. 15 C 31-1a



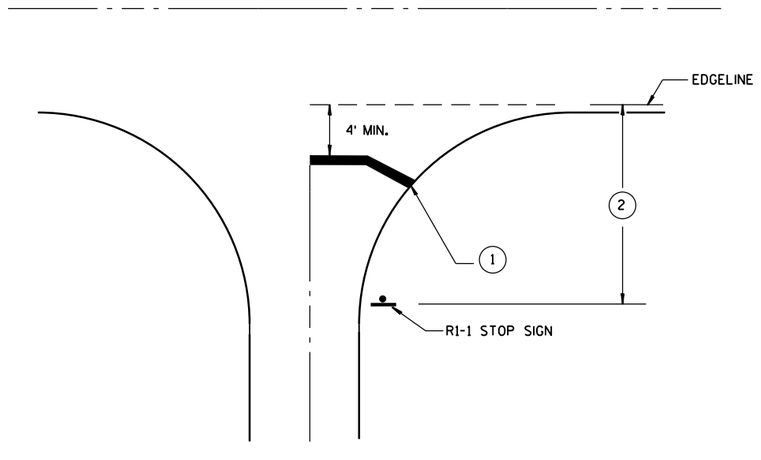
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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 557
FHWA

6

S.D.D. 15 C 33-1

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET).

LOCATED 500 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.

R2-1
48"x60"
(BLACK AND WHITE)

IF THE REGULATORY SPEED HAS BEEN REDUCED, 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 RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.

GENERAL NOTES

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

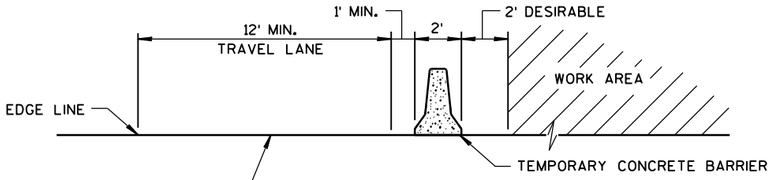
(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

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.

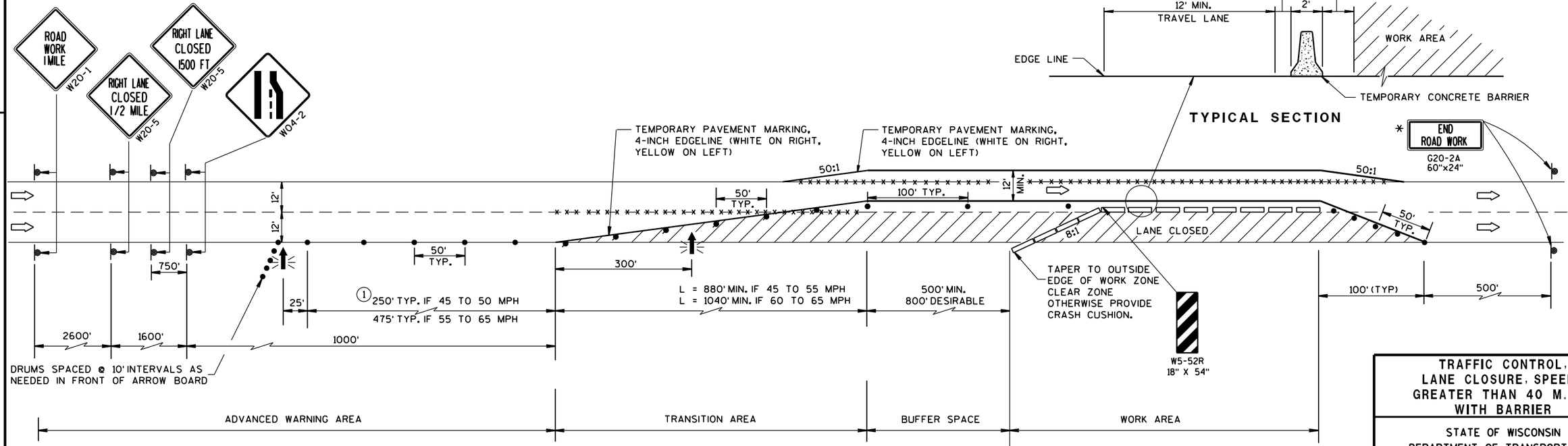
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 OR INTERSECTION. 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 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.



TYPICAL SECTION



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 D 3-2

6

S.D.D. 15 D 3-2

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.

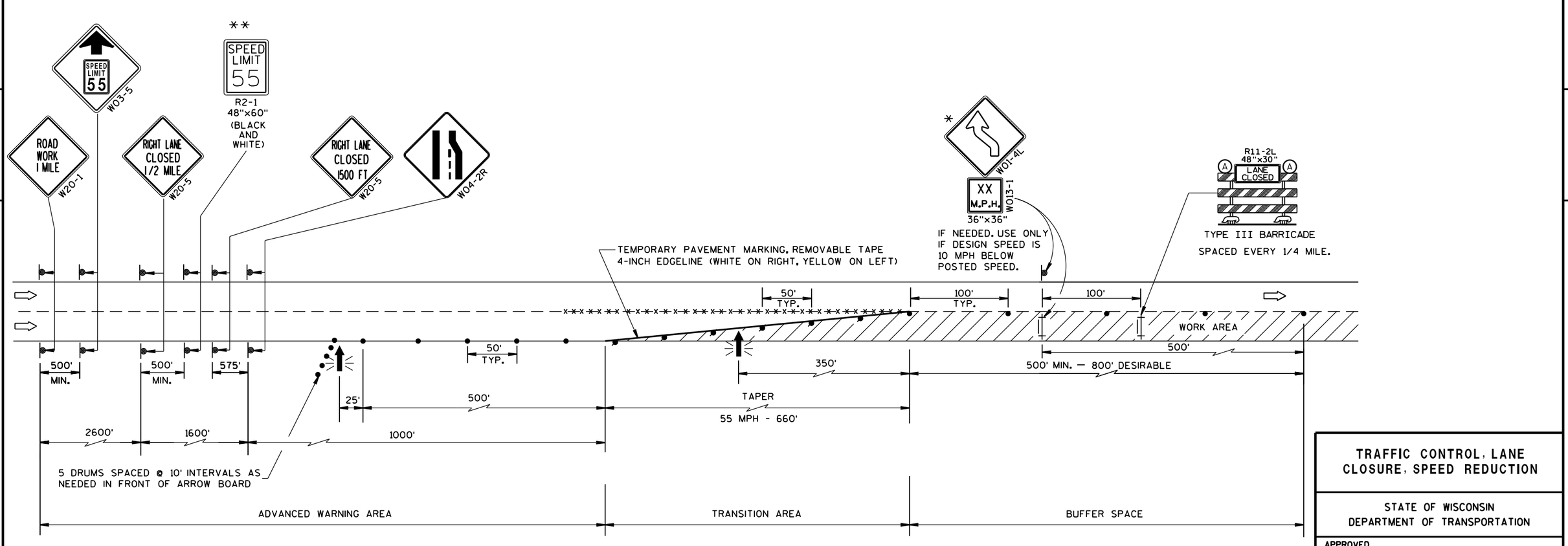
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

559

DESIGN

FHWA

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S.D.D. 15 D 12-5b

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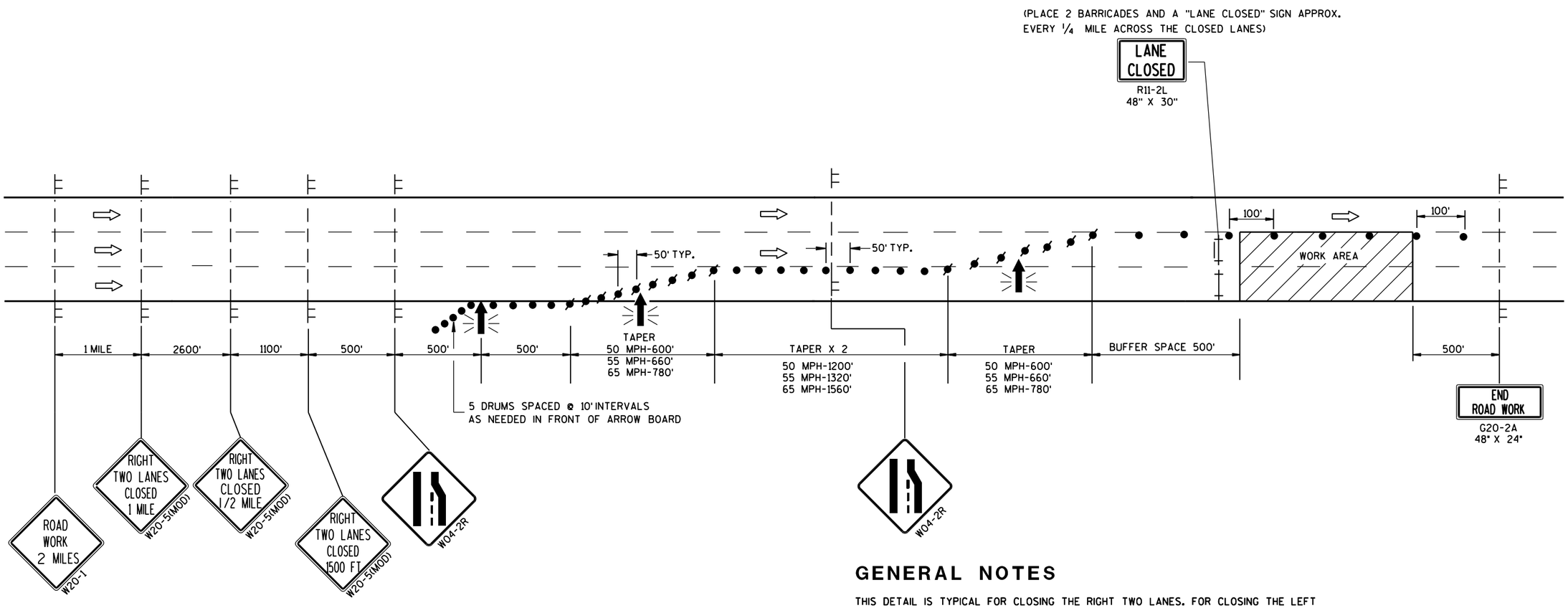
S.D.D. 15 D 12-5b



LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

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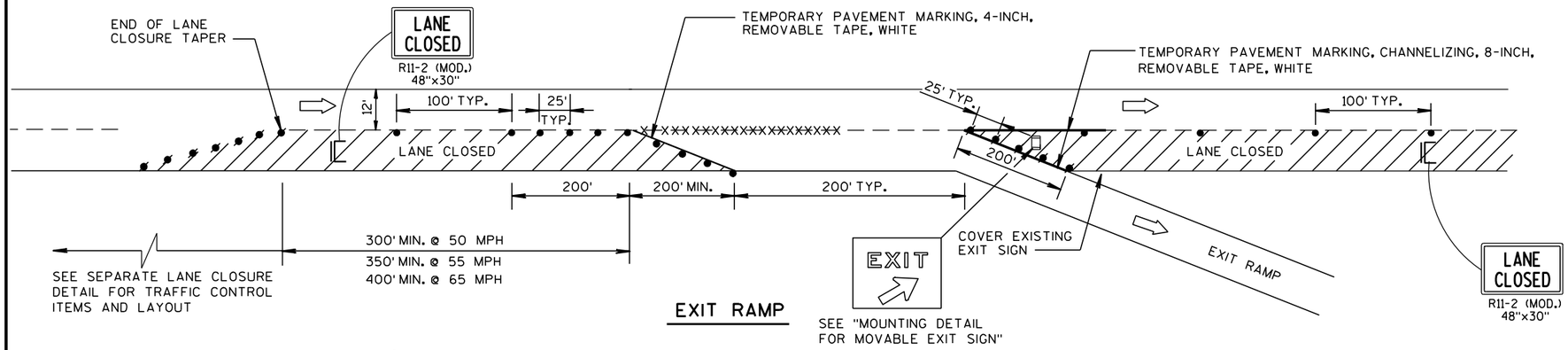
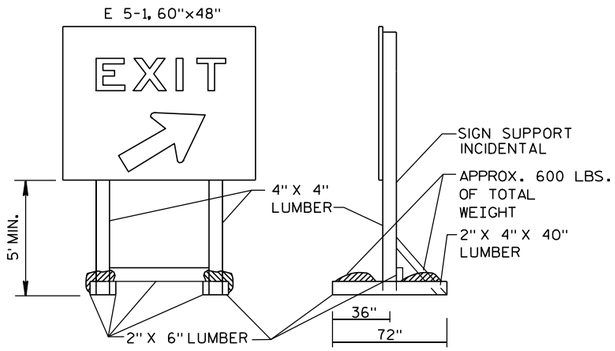
S.D.D. 15 D 14-2

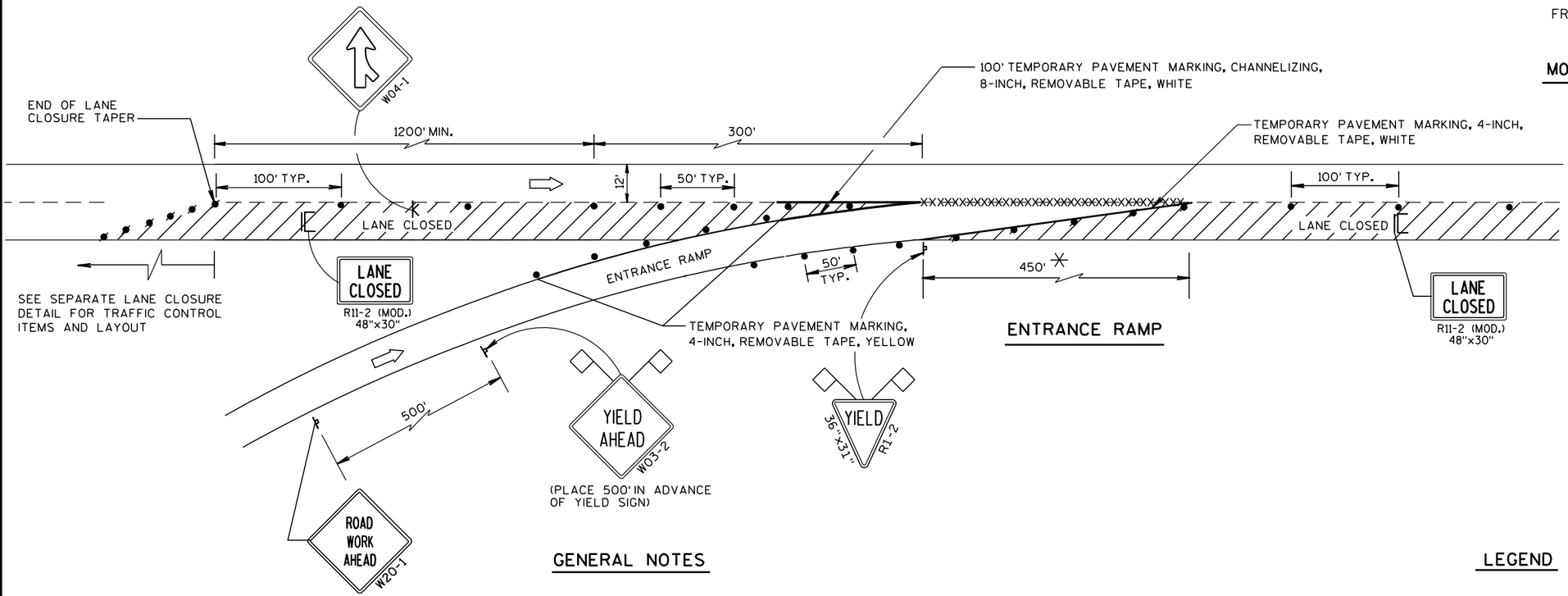


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

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

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

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

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

LEGEND

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

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000
DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARKINGS ENGINEER
FHWA

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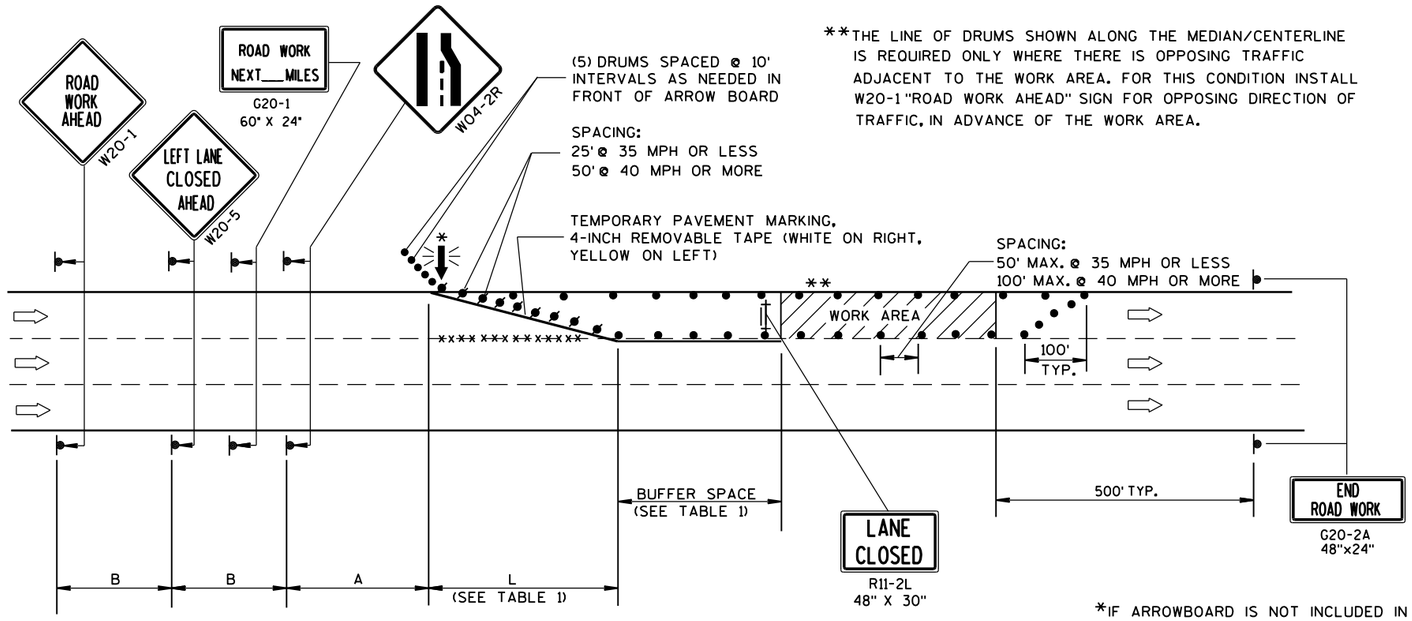
S.D.D. 15 D 15-1



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

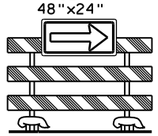


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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.

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.

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

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

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

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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.

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

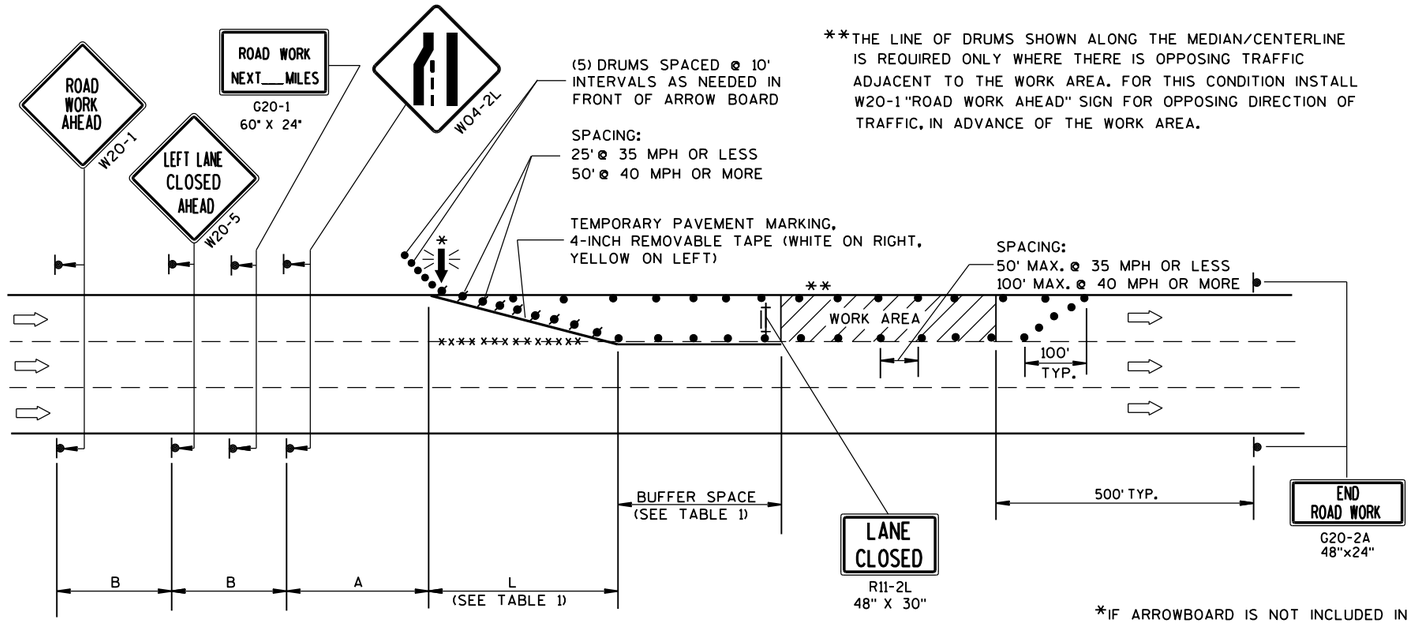
TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 D 20-2



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

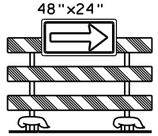


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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.

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.

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

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

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

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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.

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

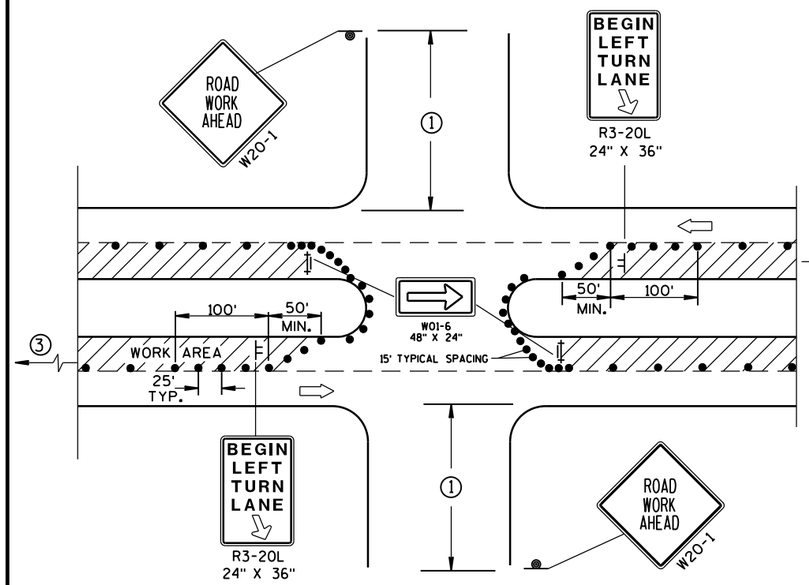
TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

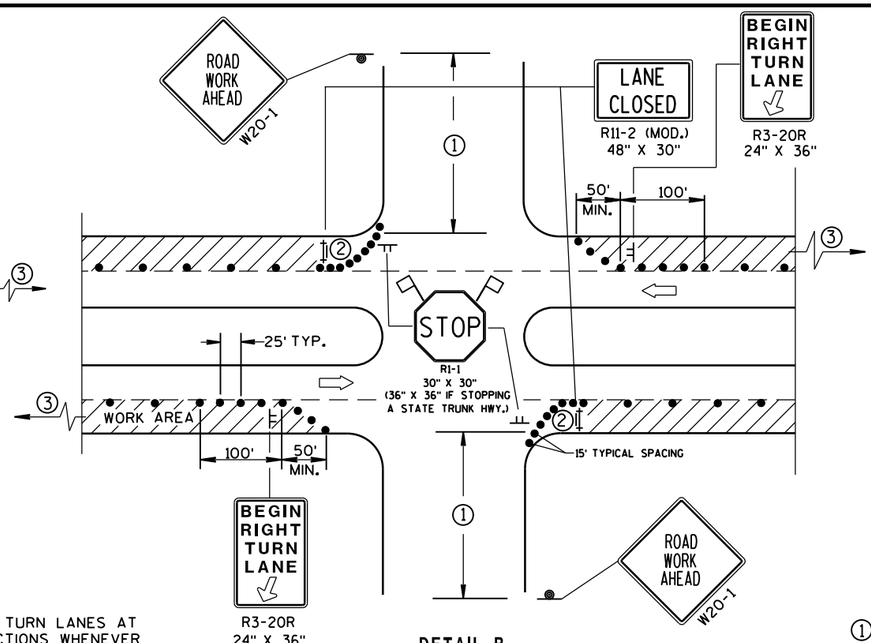
S.D.D. 15 D 20-3



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.

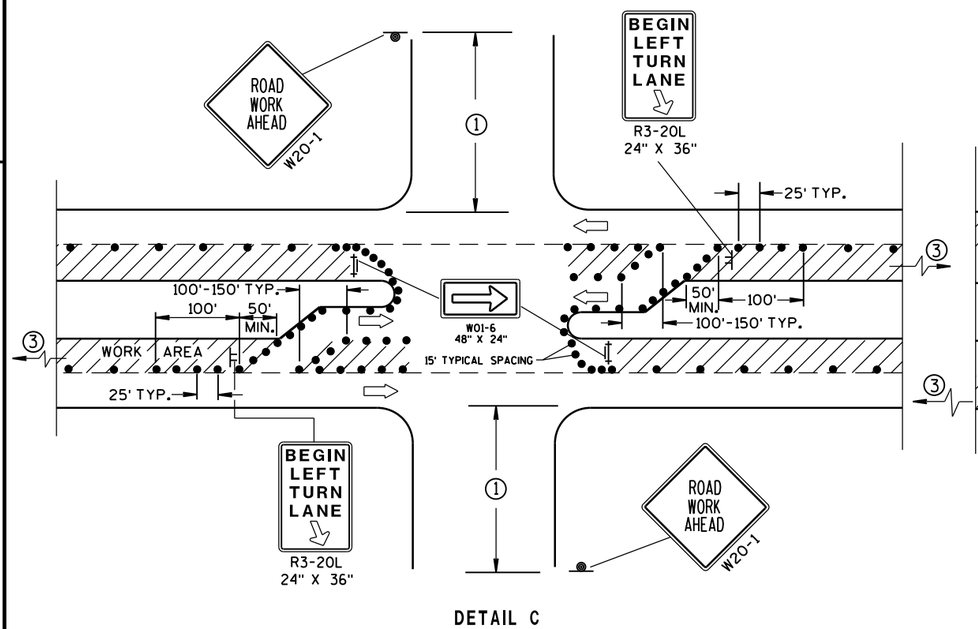
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

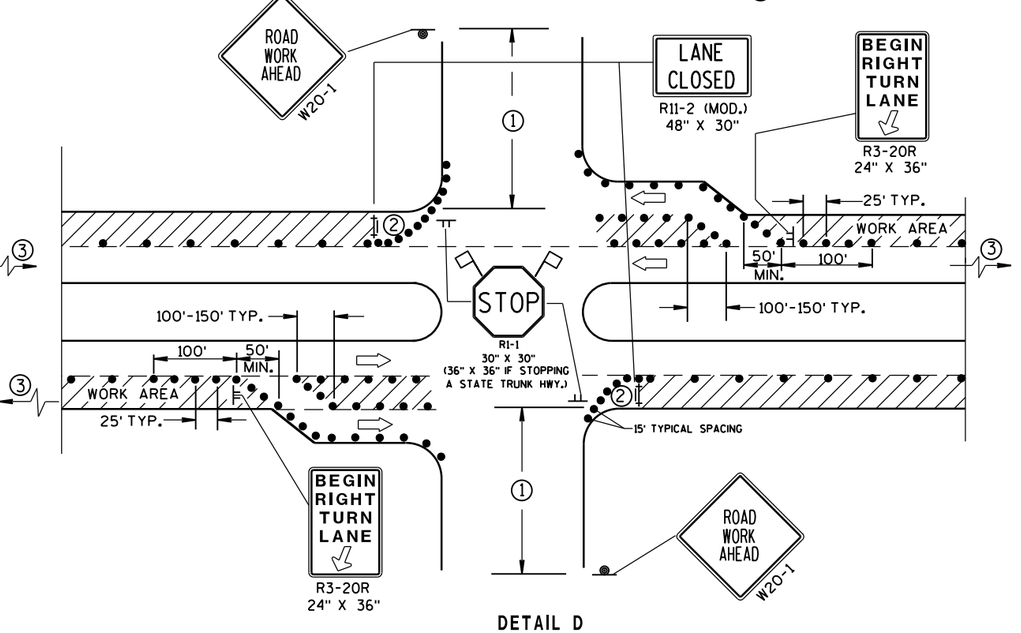
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

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

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

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

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

THE SPACING BETWEEN 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 THE 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, 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.

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

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

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

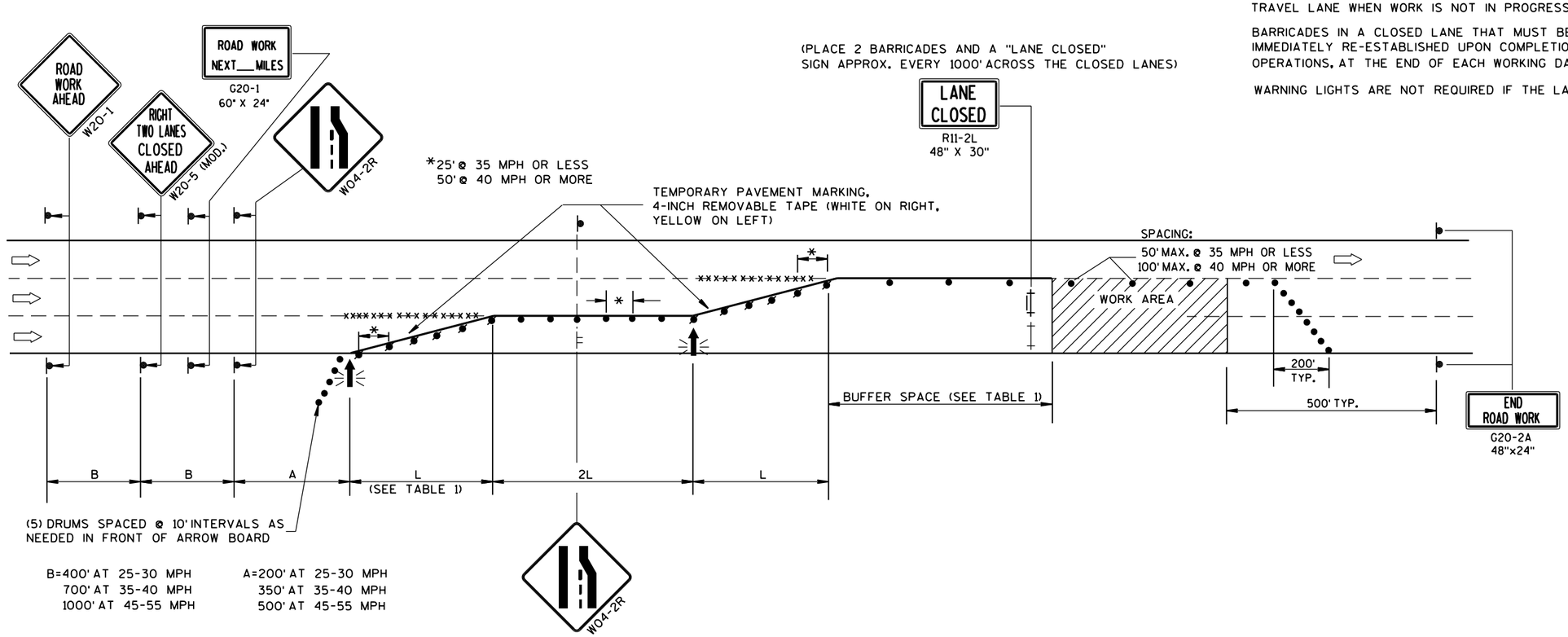
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

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.

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



B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

565

SIGN

FHWA

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S.D.D. 15 D 22-2

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S.D.D. 15 D 22-2

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

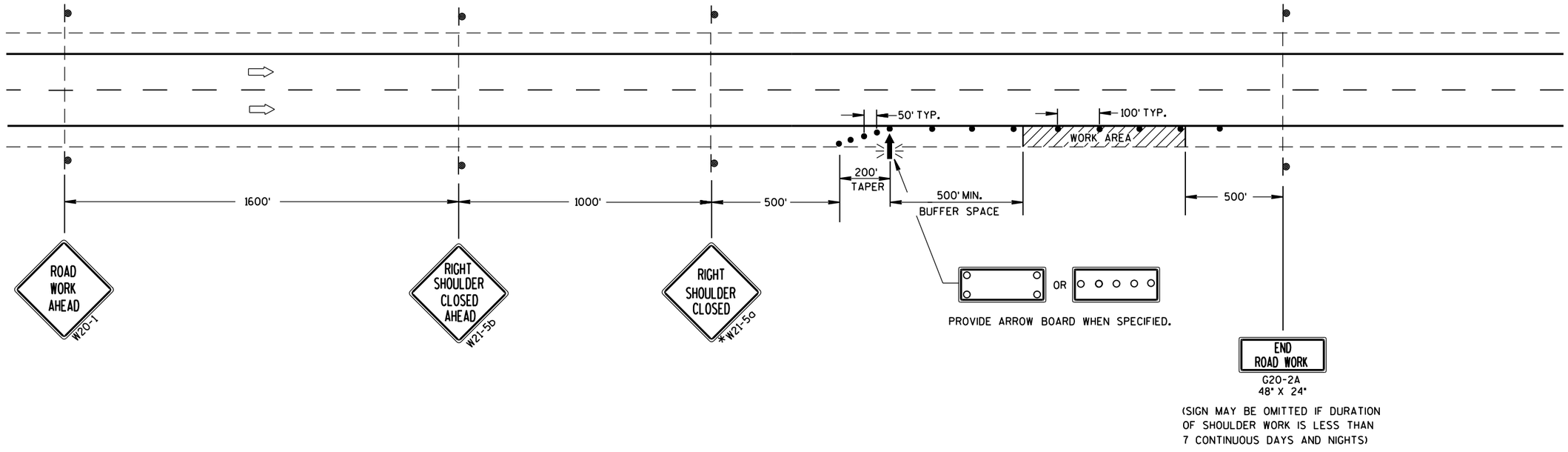
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 D 27-2

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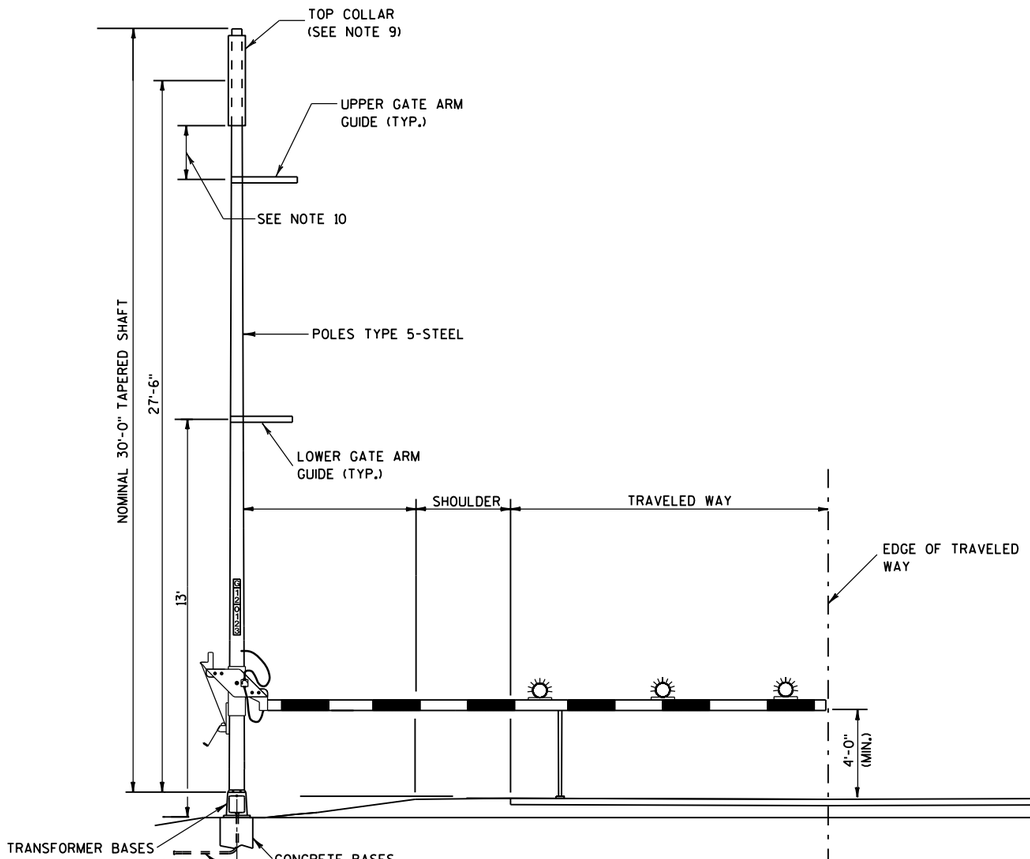
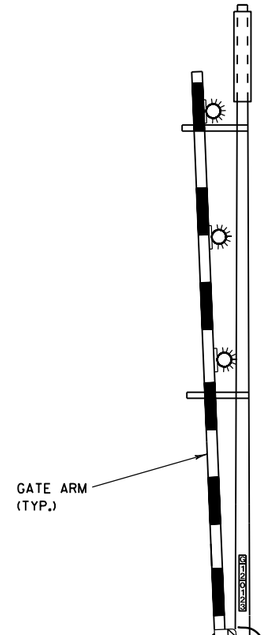
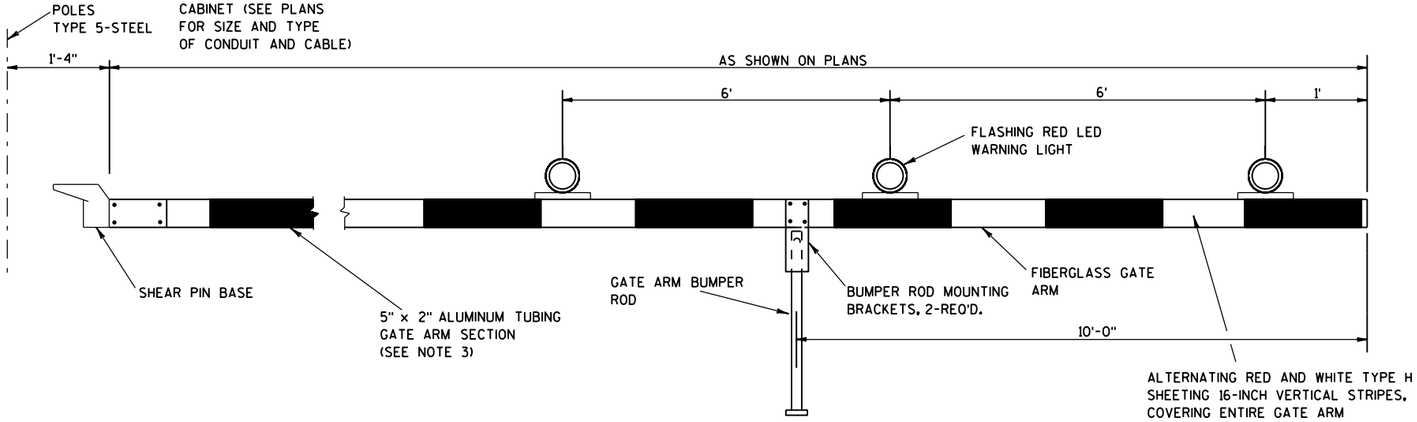
S.D.D. 15 D 27-2



TYPICAL LOWERED POSITION

TYPICAL RAISED POSITION



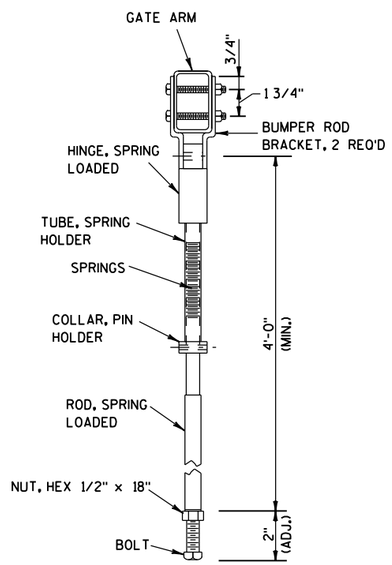


GATE DETAIL

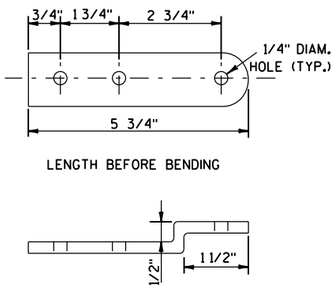
(SOLAR POWER OPTION)

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.



GATE ARM BUMPER ROD DETAIL



BUMPER ROD MOUNTING
BRACKET DETAIL

RAMP GATE
SOLAR POWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 567

6

S.D.D. 15 D 34-1a

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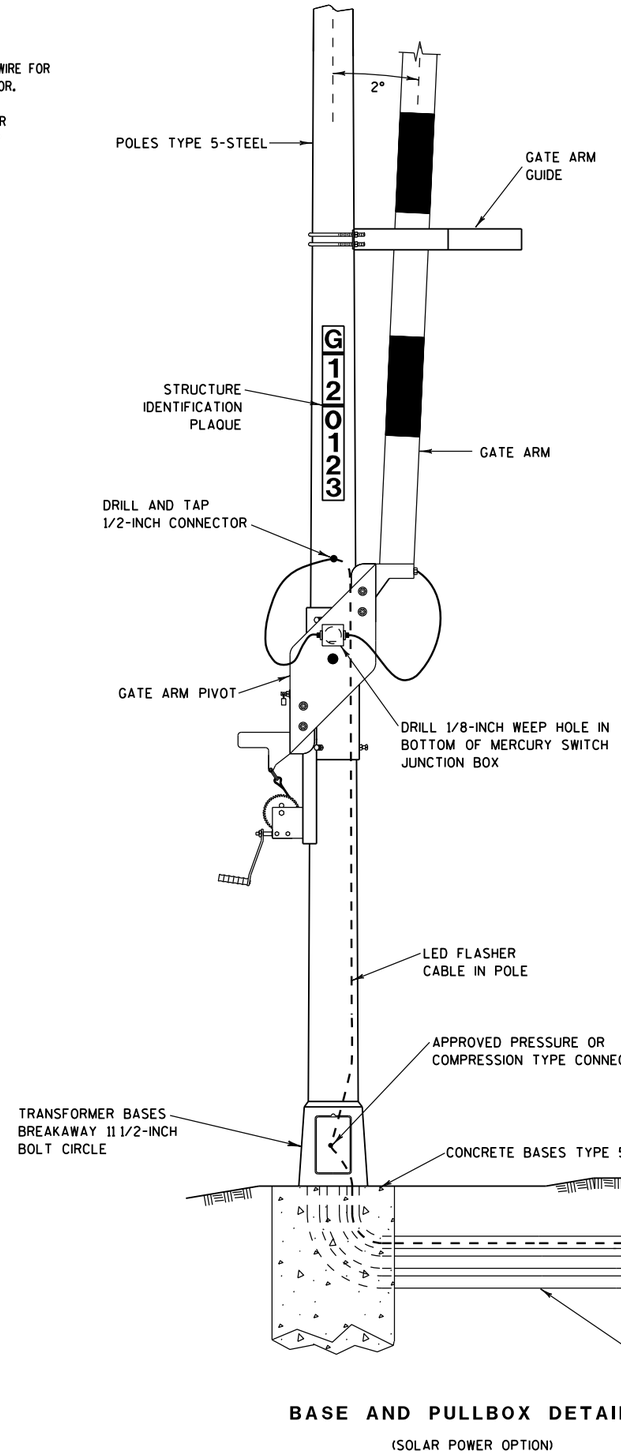
S.D.D. 15 D 34-1a

WIRING NOTES

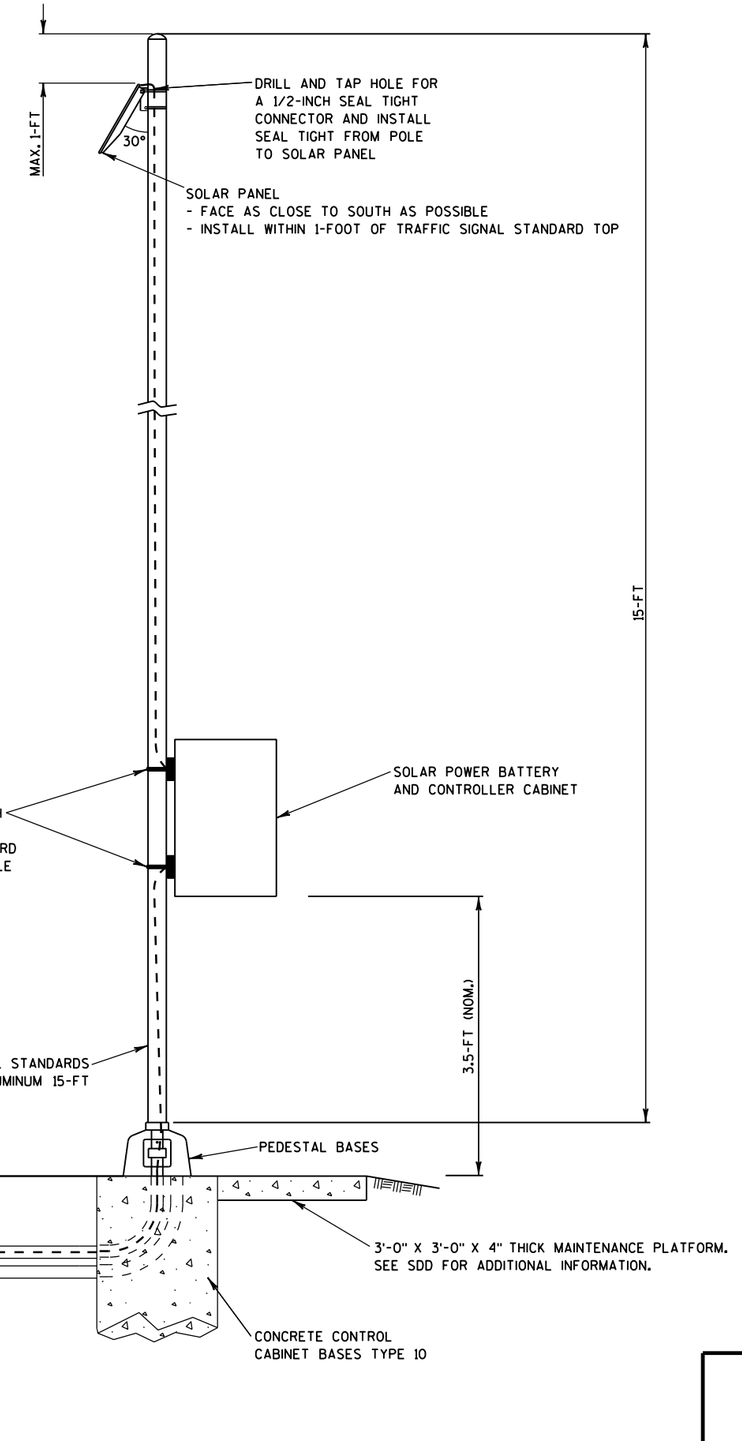
1. WIRING FROM SOLAR PANEL TO CABINET SHALL BE BLUE #10 XLP WIRE FOR POSITIVE CONDUCTOR AND WHITE #10 XLP FOR NEGATIVE CONDUCTOR.

2. WIRING FROM CABINET TO GATE ARM SHALL BE WHITE #10 XLP FOR COMMON, RED #10 XLP FOR FLASHER CIRCUIT 1, AND BLUE #10 XLP FOR FLASHER CIRCUIT 2.



BASE AND PULLBOX DETAIL

(SOLAR POWER OPTION)



RAMP GATE
SOLAR POWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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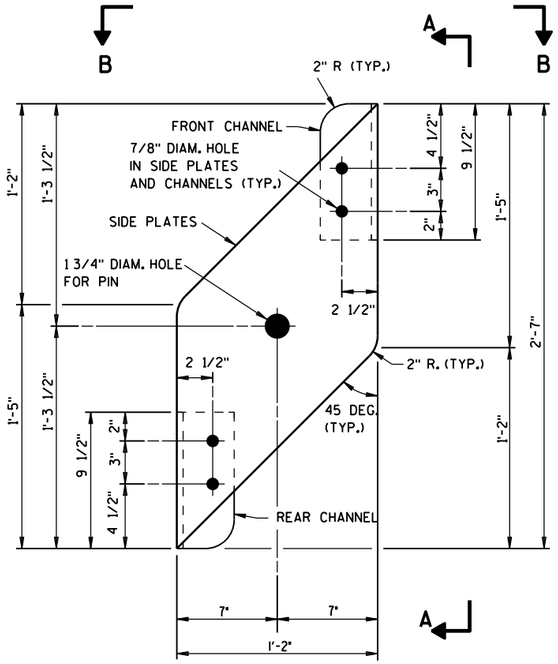
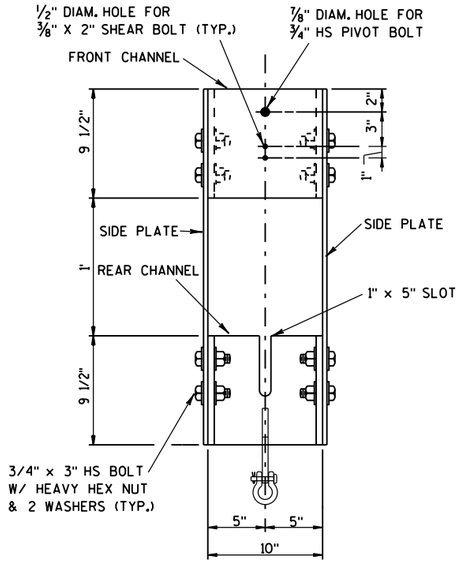
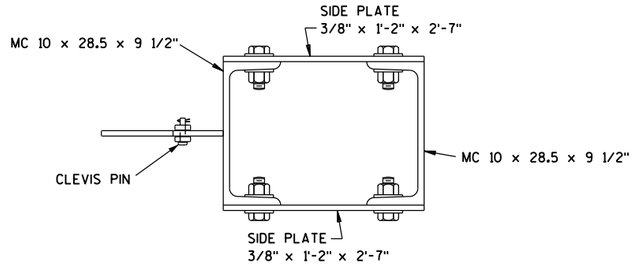
S.D.D. 15 D 34-1b



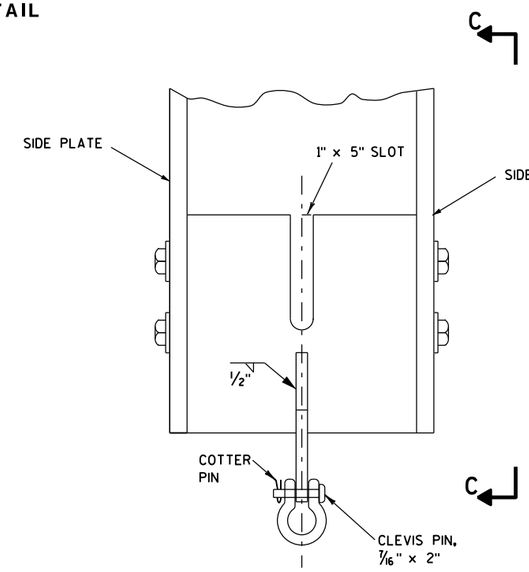
SIDE PLATE DETAIL



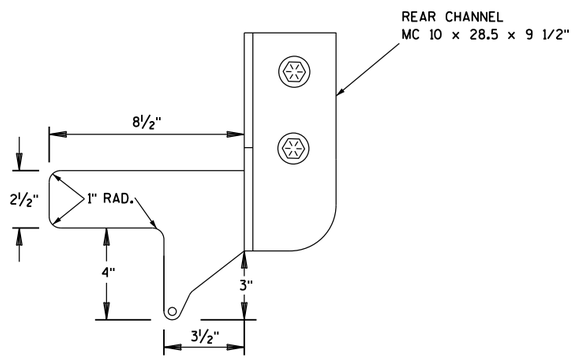
SECTION A-A



SECTION B-B



YOKE ASSEMBLY DETAIL



SECTION C-C

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S.D.D. 15 D 34-1c

S.D.D. 15 D 34-1c

RAMP GATE
SOLAR POWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

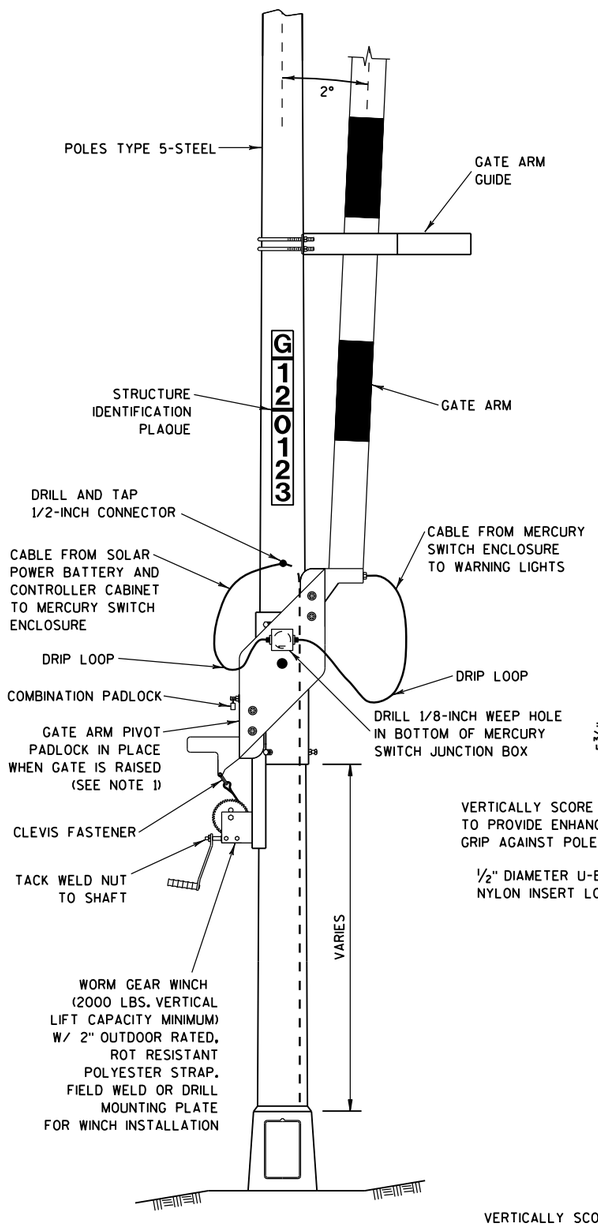
GENERAL NOTES

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.

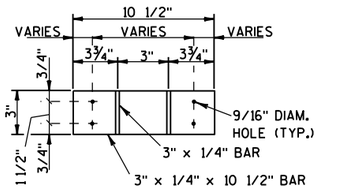
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL AND PADLOCKED INTO PLACE.

3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.

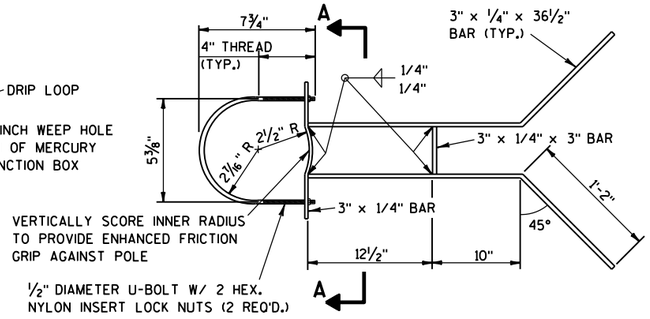
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF 1/2" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



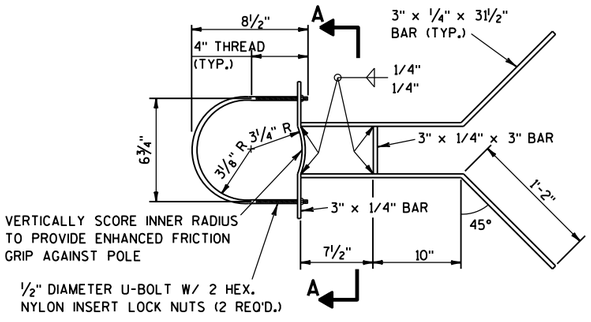
GATE PIVOT ASSEMBLY



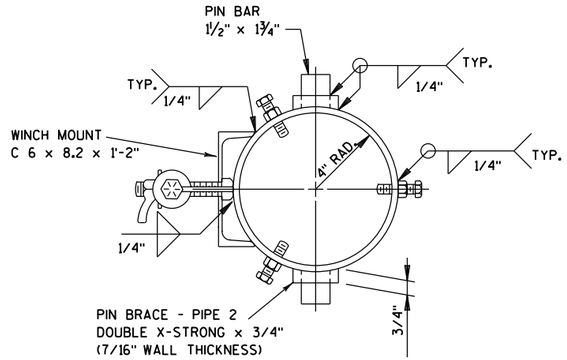
SECTION A-A
U-BOLTS NOT SHOWN



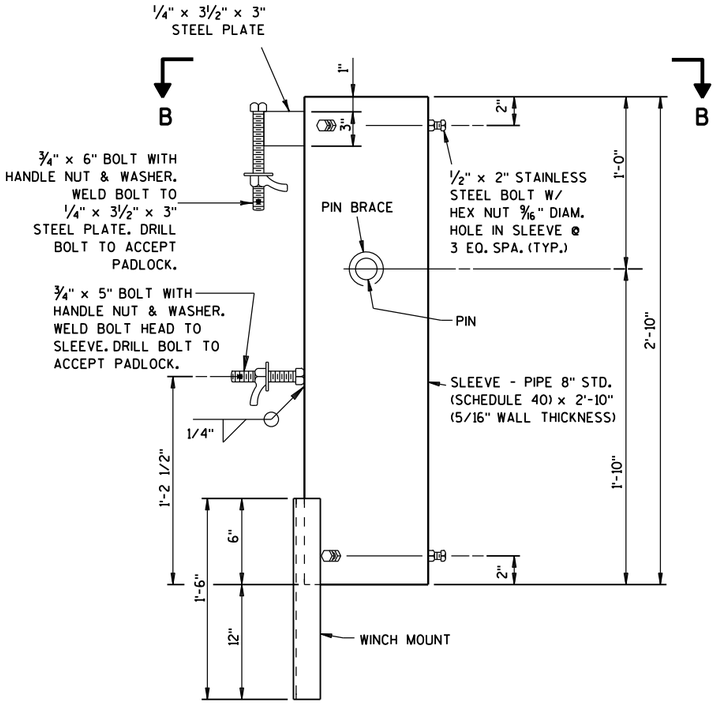
UPPER GATE ARM GUIDE DETAIL



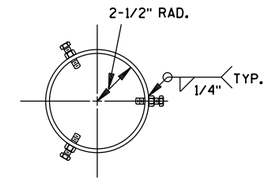
LOWER GATE ARM GUIDE DETAIL



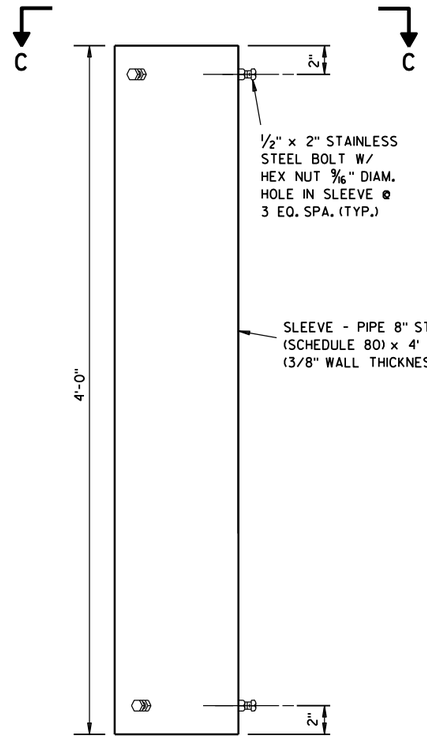
SECTION B-B



PIVOT SLEEVE DETAIL



SECTION C-C



TOP COLLAR

RAMP GATE
SOLAR POWER

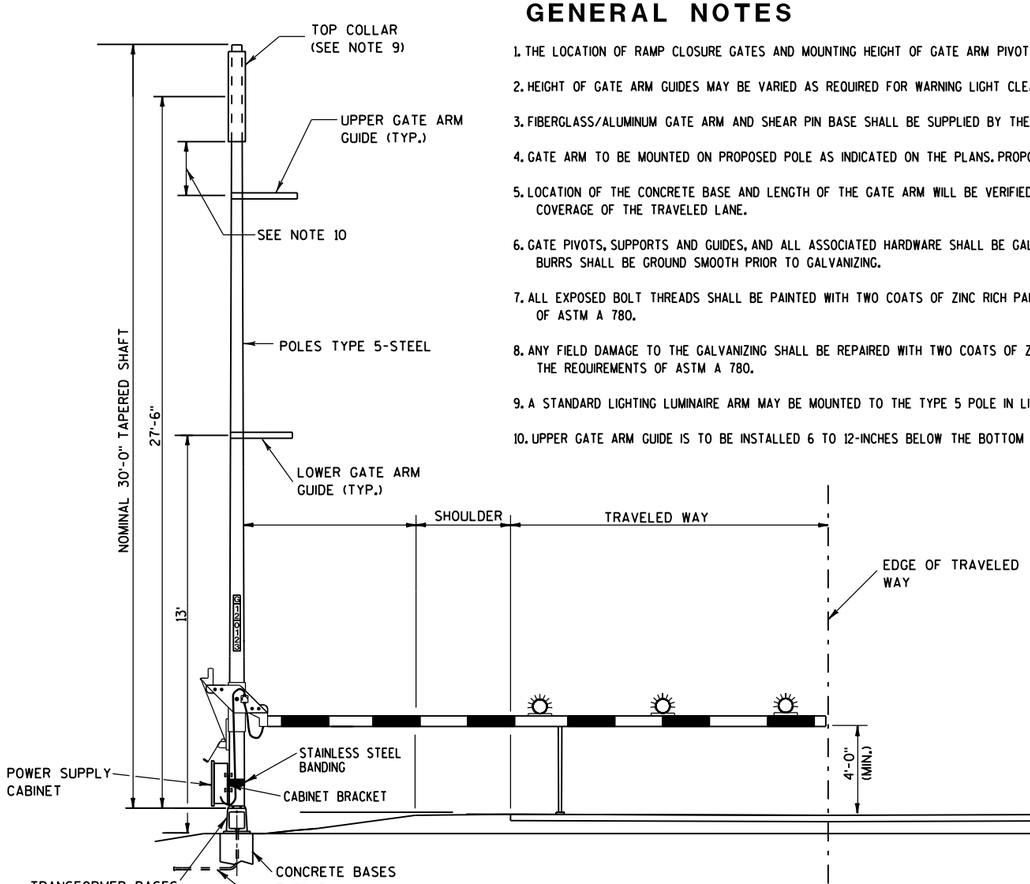
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE
/S/ Bill Wondrachek
STATE TRAFFIC ENGINEERING AND MANAGEMENT
FHWA

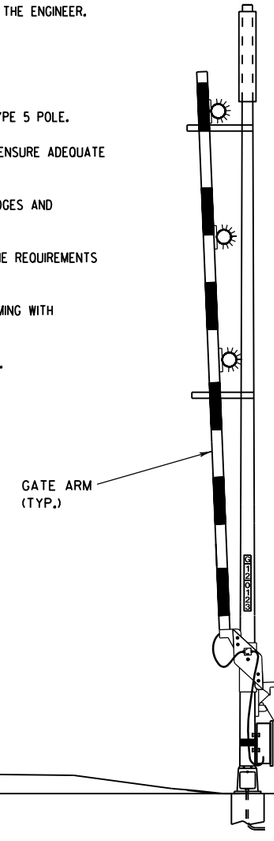
6
S.D.D. 15 D 34-1d

GENERAL NOTES

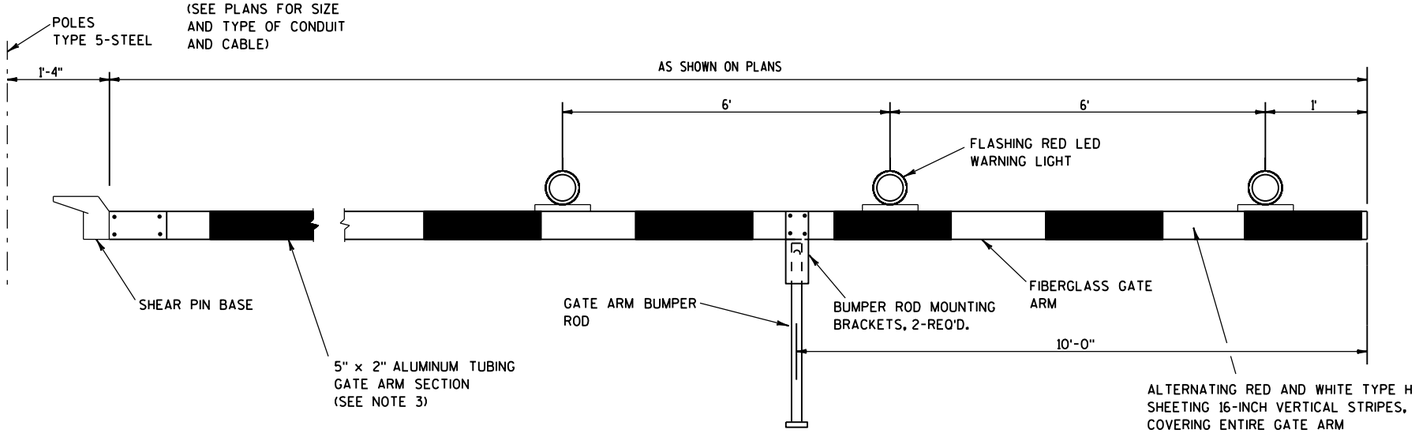
1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.



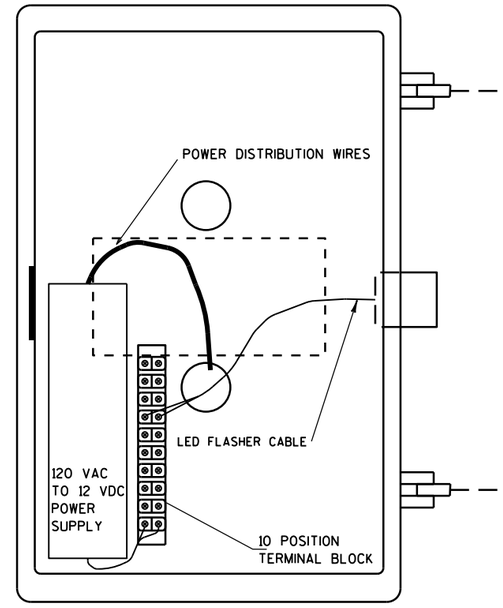
TYPICAL LOWERED POSITION



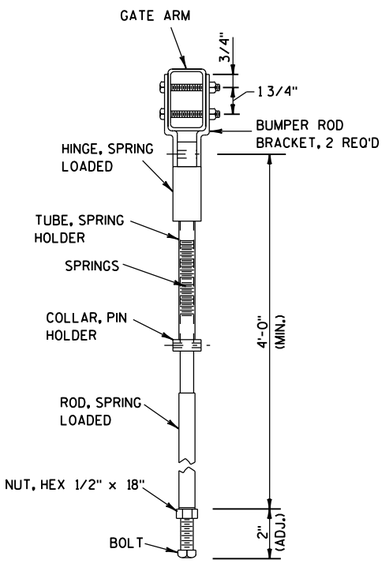
TYPICAL RAISED POSITION



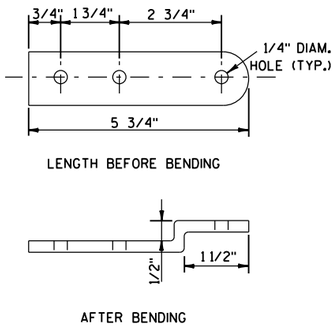
GATE DETAIL
(HARDWIRE POWER OPTION)



POWER SUPPLY CABINET



GATE ARM BUMPER ROD DETAIL

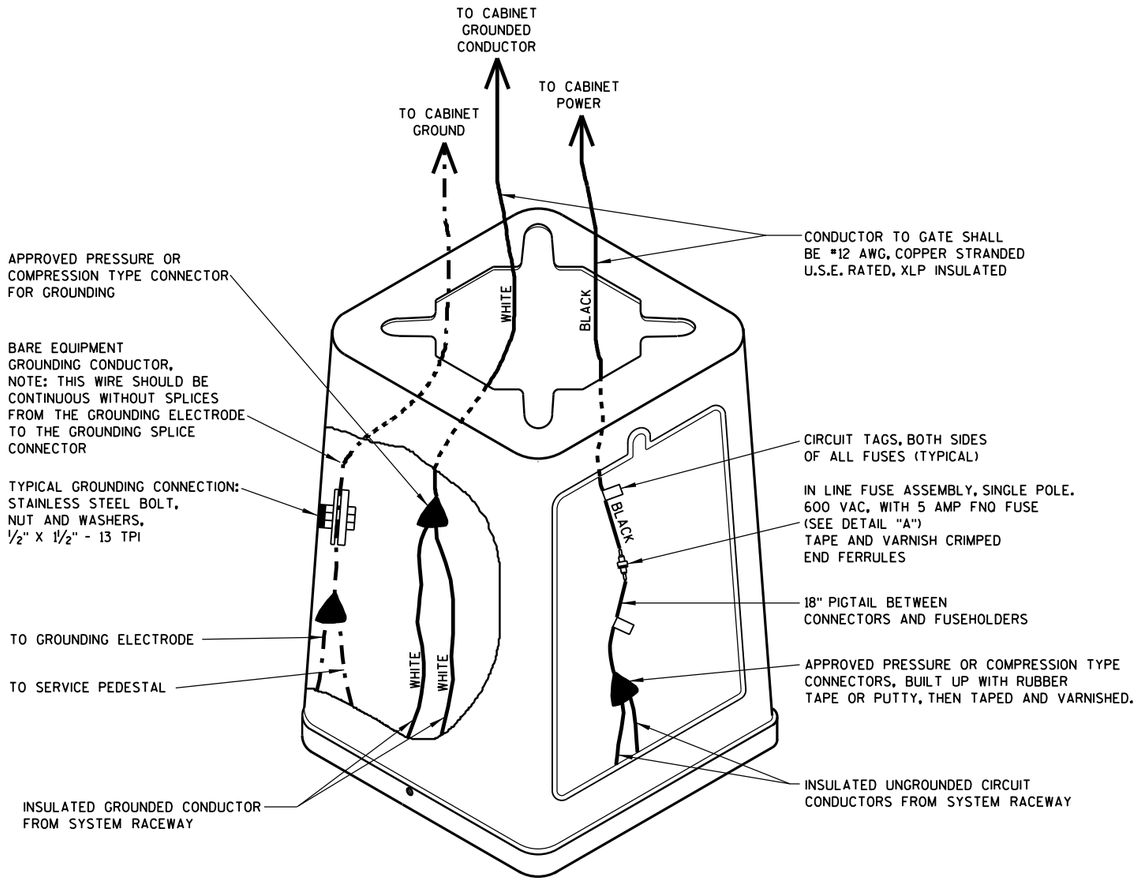


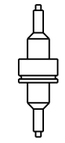
BUMPER ROD MOUNTING
BRACKET DETAIL

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 15 D 35-1a





DETAIL "A"
SINGLE POLE

6

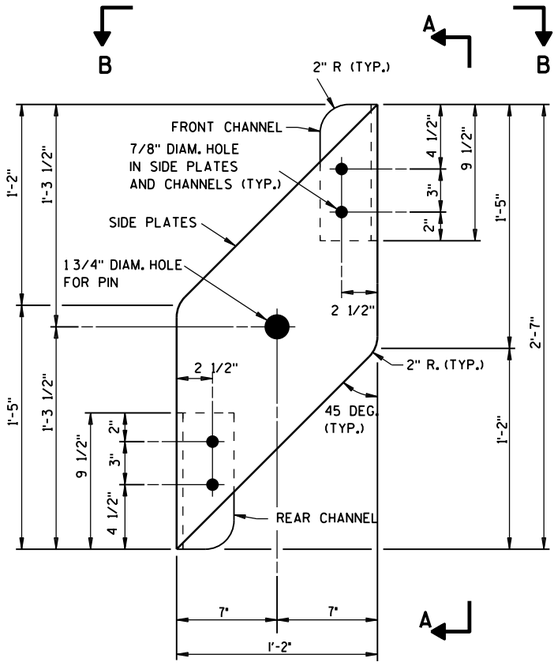
S.D.D. 15 D 35-1b

RAMP GATE
HARD WIRED

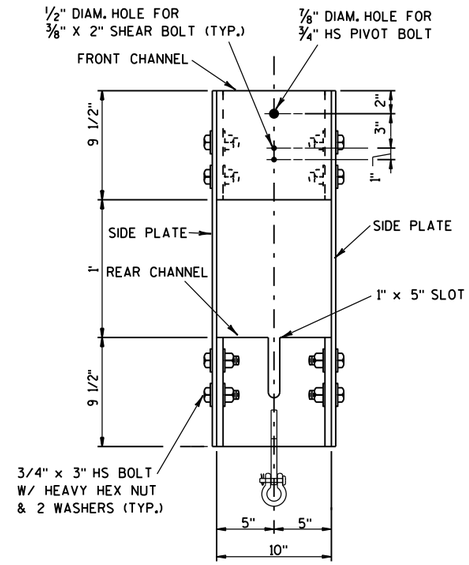
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

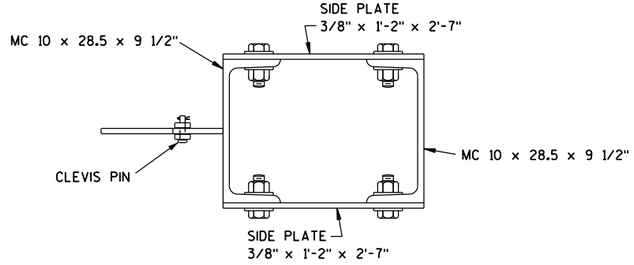
S.D.D. 15 D 35-1b



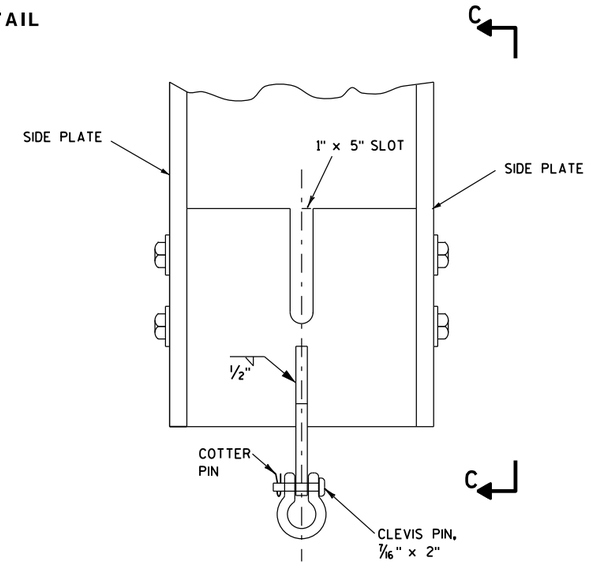
SIDE PLATE DETAIL



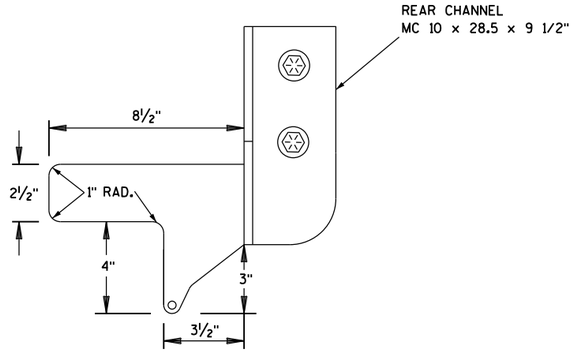
SECTION A-A



SECTION B-B



YOKE ASSEMBLY DETAIL



SECTION C-C

RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 573

6

S.D.D. 15 D 35-1c

6

S.D.D. 15 D 35-1c

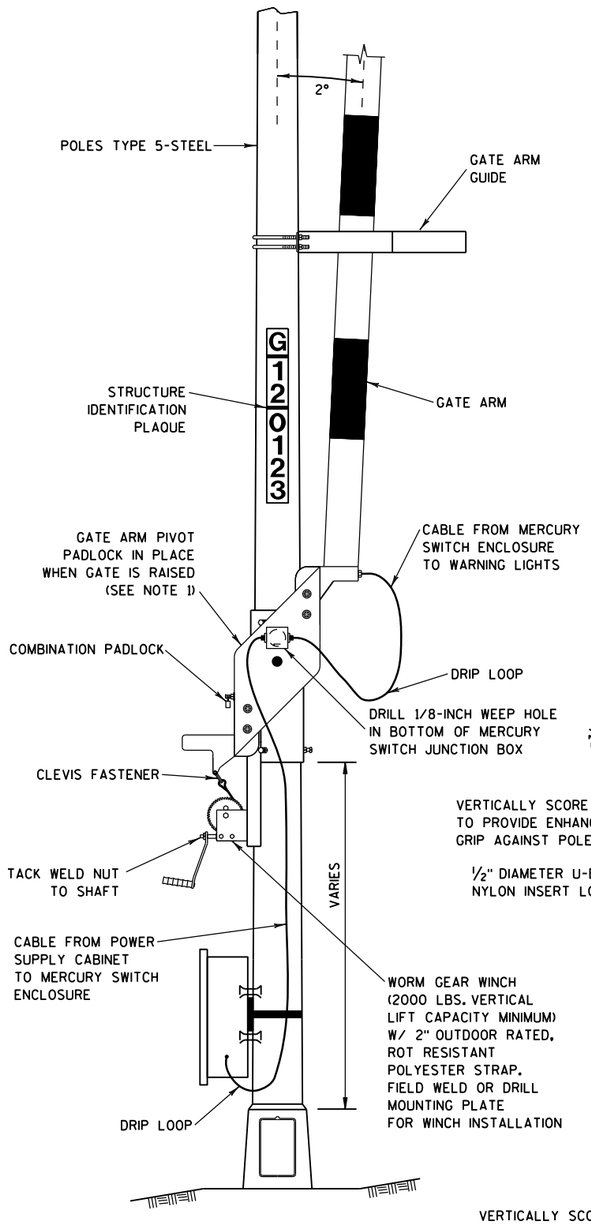
GENERAL NOTES

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.

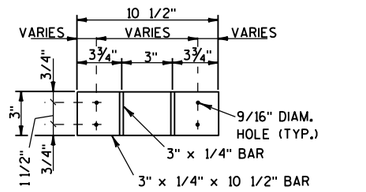
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL AND PADLOCKED INTO PLACE.

3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.

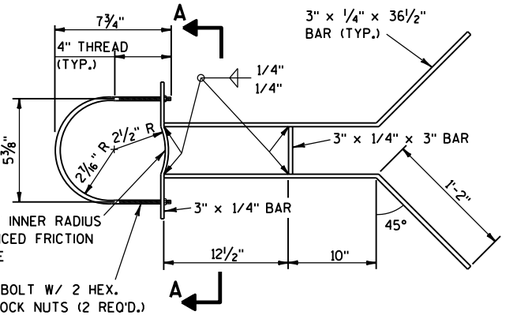
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF ½" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



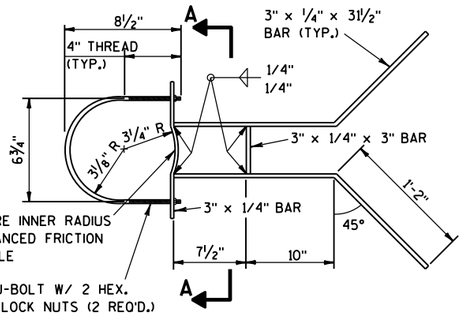
GATE PIVOT ASSEMBLY



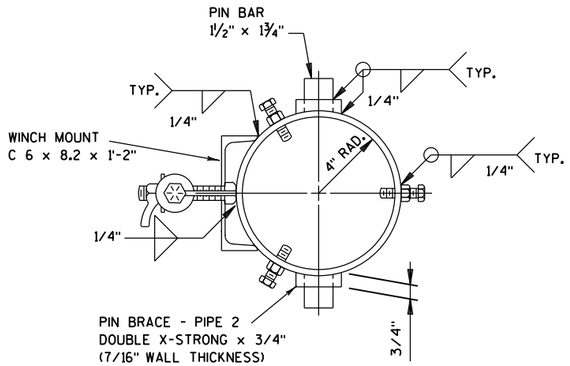
SECTION A-A
U-BOLTS NOT SHOWN



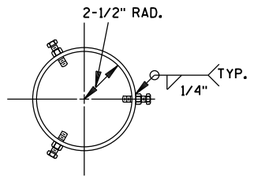
UPPER GATE ARM GUIDE DETAIL



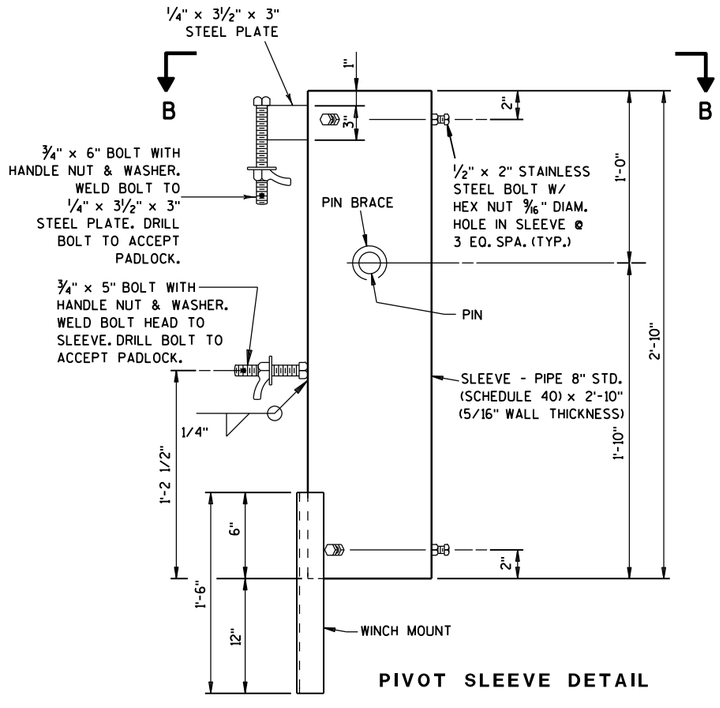
LOWER GATE ARM GUIDE DETAIL



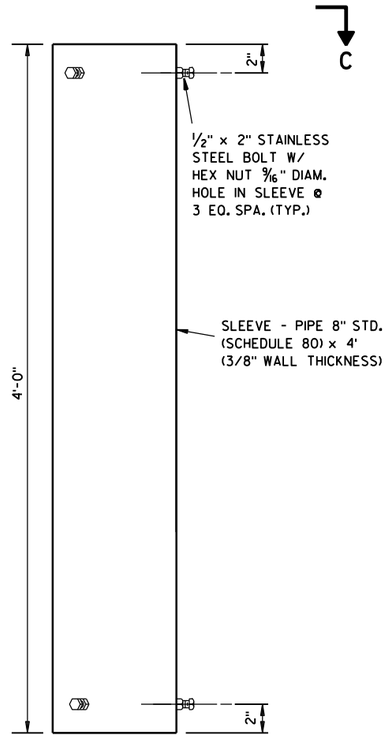
SECTION B-B



SECTION C-C



PIVOT SLEEVE DETAIL



TOP COLLAR

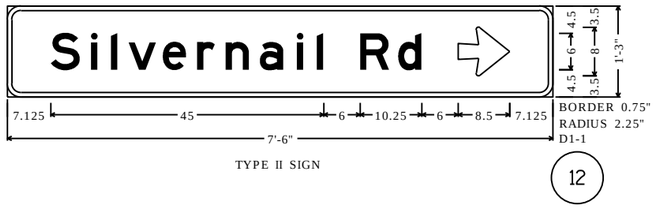
RAMP GATE
HARD WIRED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE
/S/ Bill Wondrachek
STATE TRAFFIC MANAGEMENT ENGINEER
FHWA

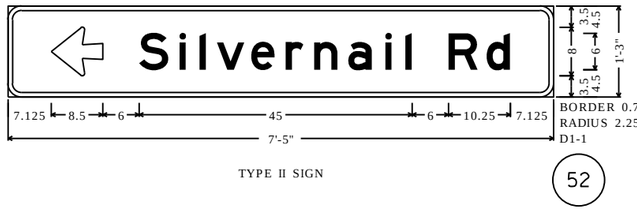
6

S.D.D. 15 D 35-1d



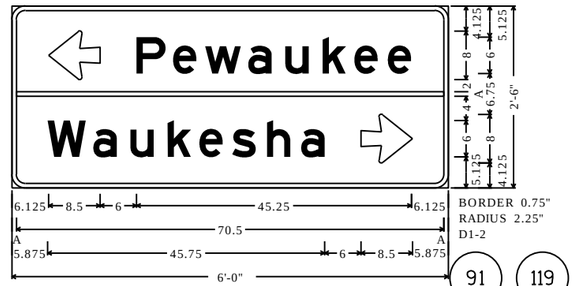
TYPE II SIGN

12



TYPE II SIGN

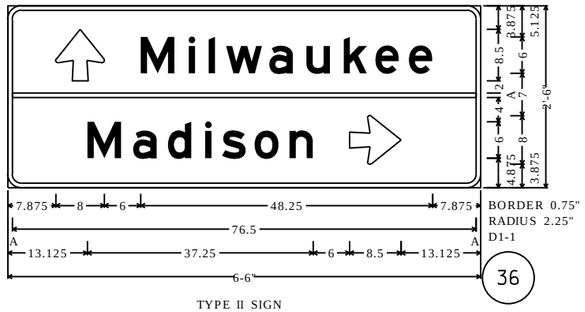
52



TYPE II SIGN

91 119

A = 0.75



TYPE II SIGN

36

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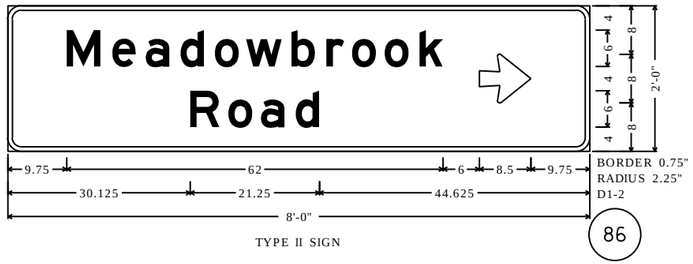
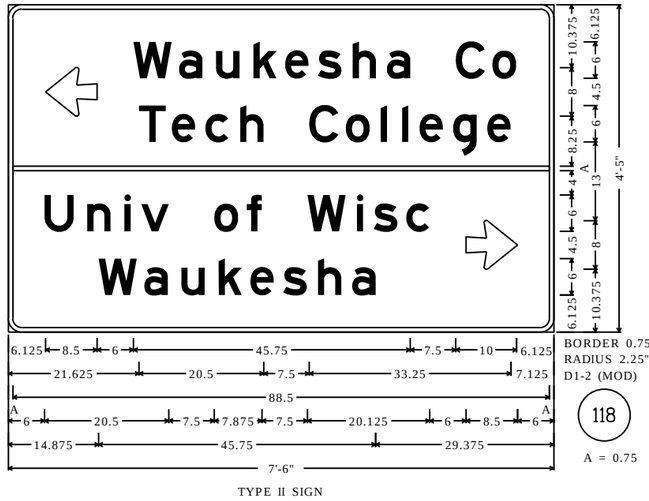


TYPE II SIGN

86



TYPE II SIGN

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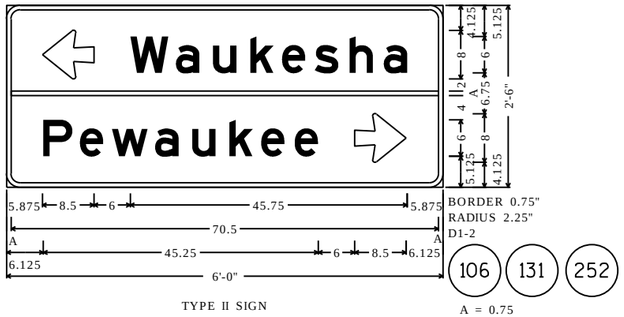
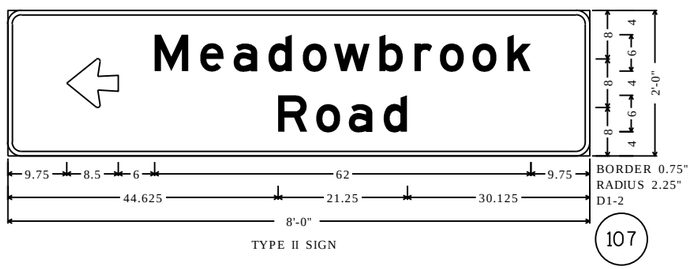


TYPE II SIGN

106 131 252

A = 0.75



TYPE II SIGN

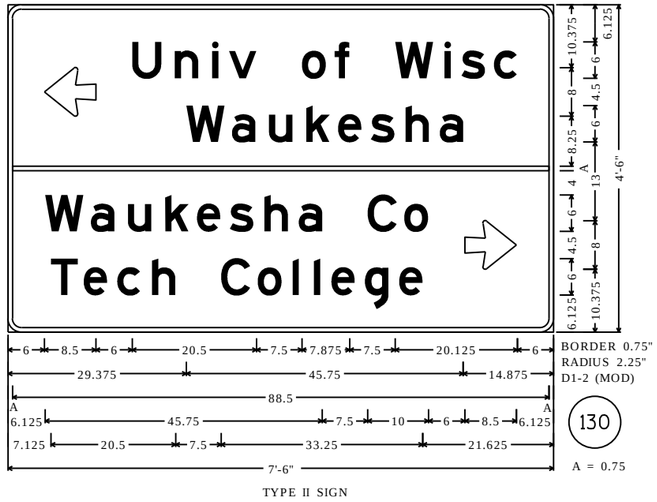
107

GENERAL NOTES:

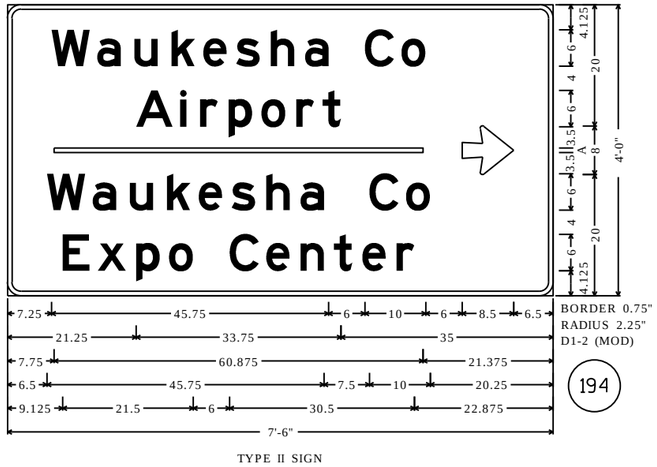
1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE II".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	SIGN DETAIL - TYPE I & II SIGNS	SHEET 575	E

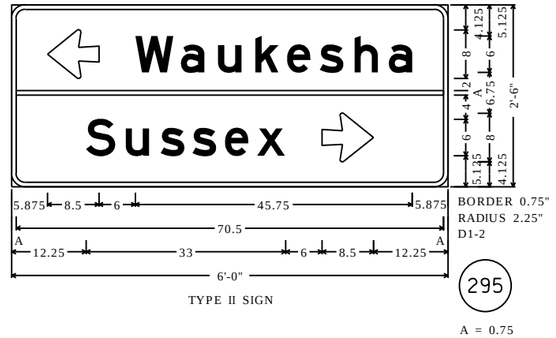
FILE NAME : N:\PDS\C3D\CAD\10604400\070101_MS.DWG
LAYOUT NAME - 070101_MS
PLOT DATE : 6/4/2015 11:24 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET



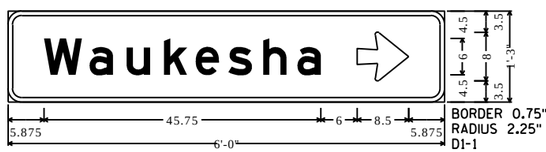
TYPE II SIGN



TYPE II SIGN

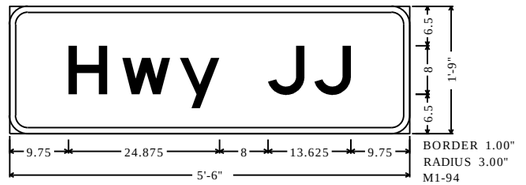


TYPE II SIGN

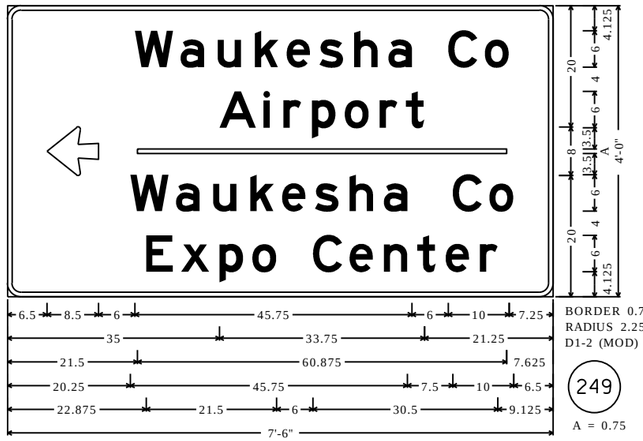


TYPE II SIGN

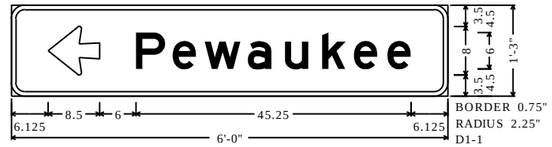
BORDER 0.75"
RADIUS 2.25"
D1-1



TYPE II SIGN



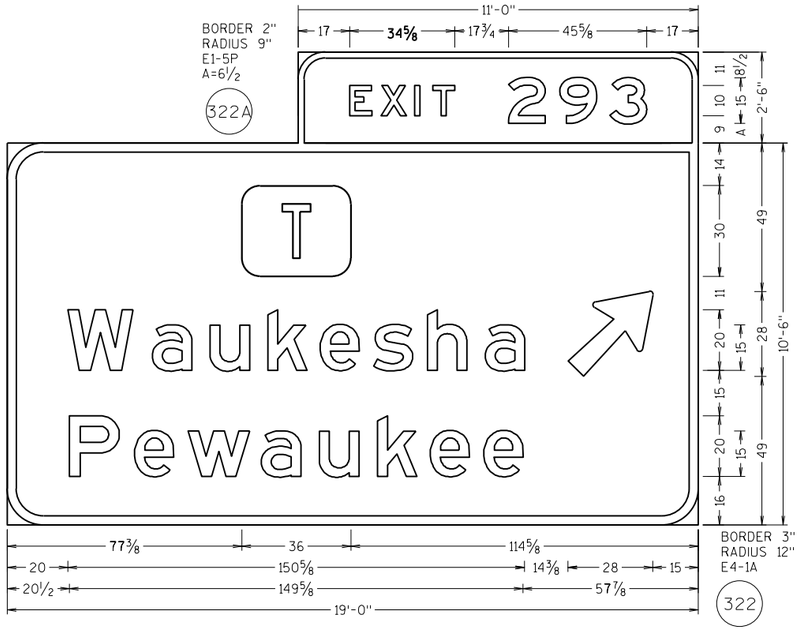
TYPE II SIGN

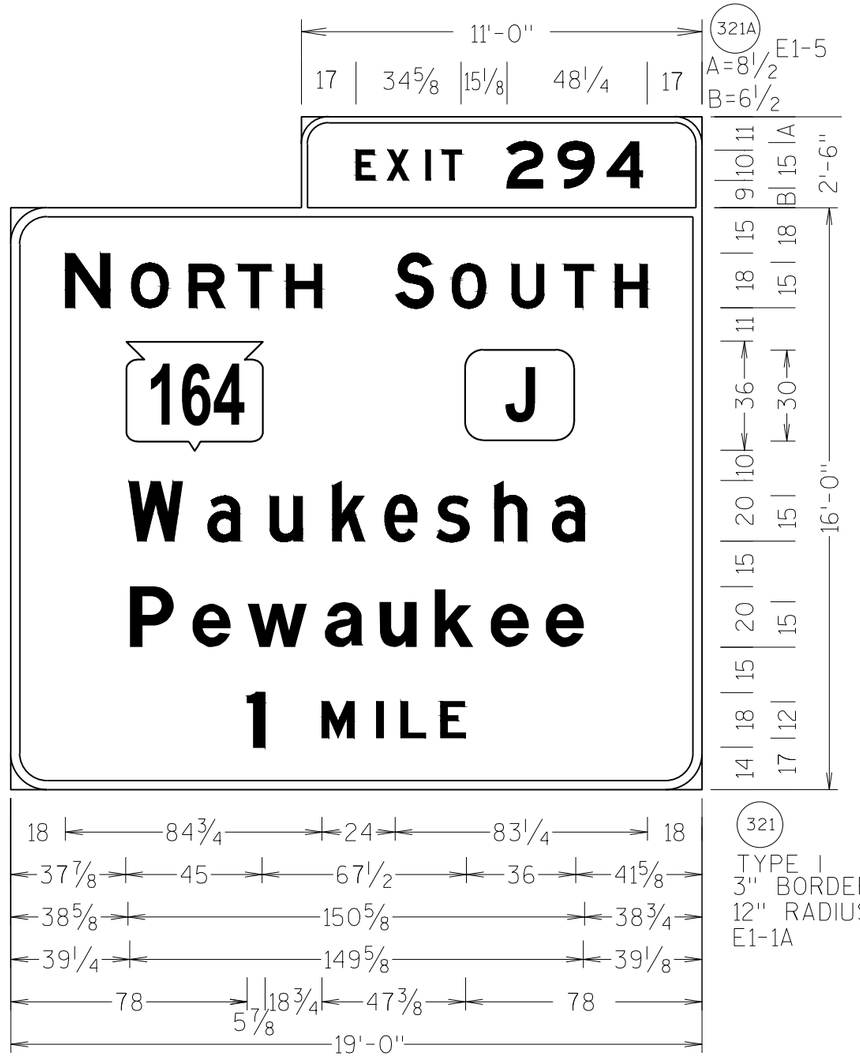


TYPE II SIGN

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE II".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.





GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
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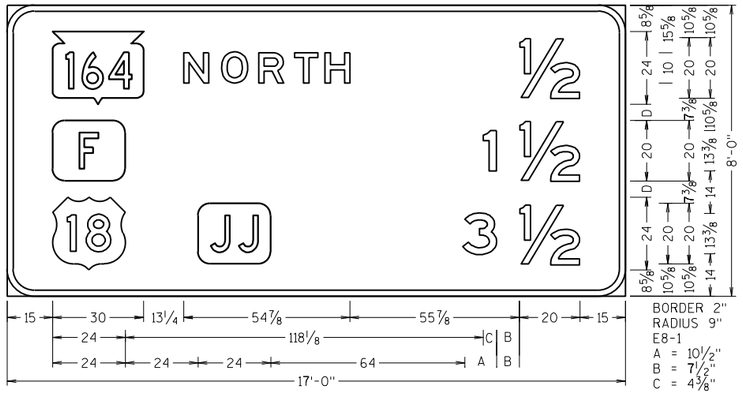
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	SIGN DETAIL - TYPE I & II SIGNS	SHEET 577	E

FILE NAME : N:\PDS\C3D\CAD\10604400\070101_MS.DWG
LAYOUT NAME - 070103_MS
PLOT DATE : 6/4/2015 11:25 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET



S-67-204

323

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
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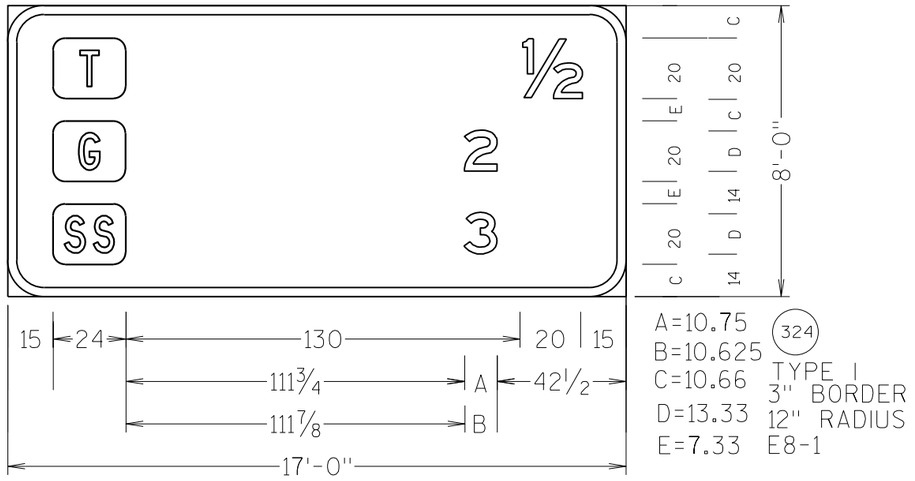
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

S-67-204



A=10.75
B=10.625
C=10.66
D=13.33
E=7.33

324

TYPE I
3" BORDER
12" RADIUS
E8-1

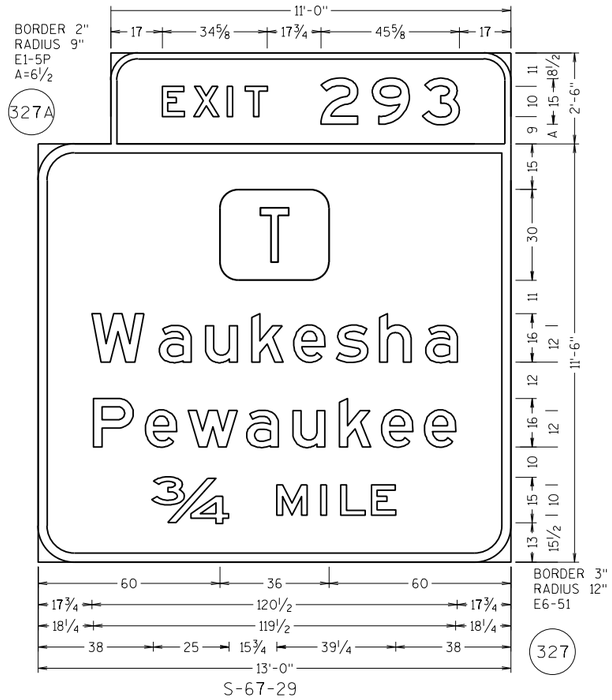
SHEET 4 OF 11

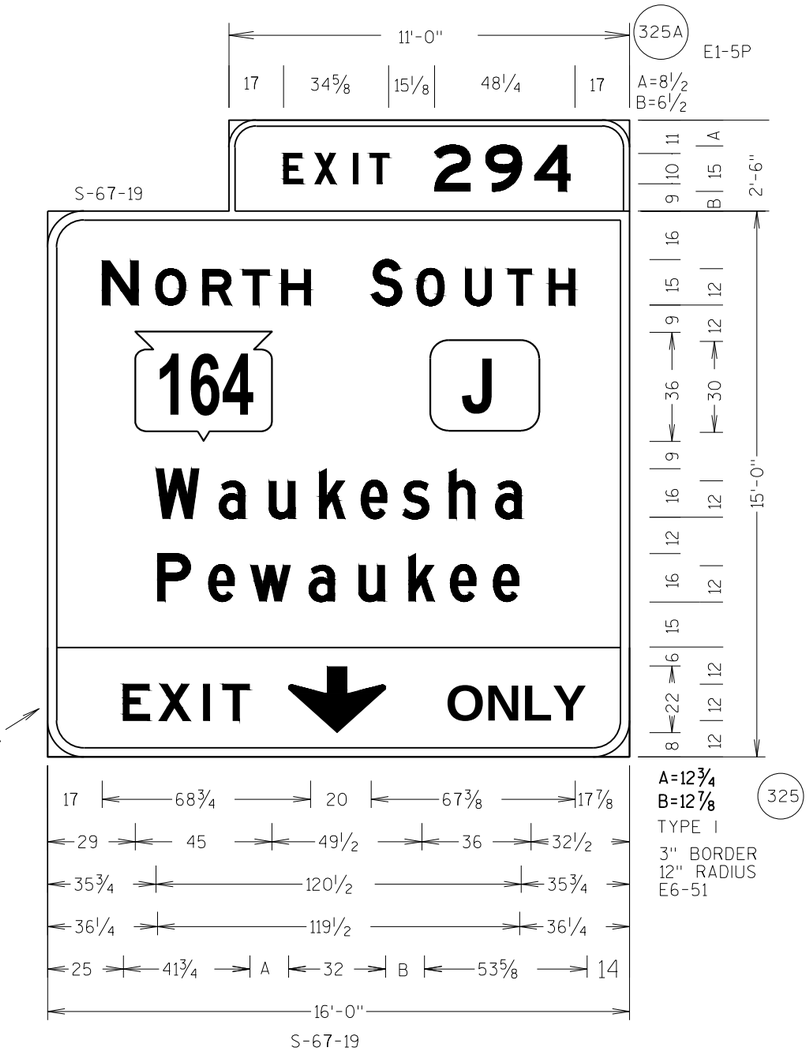
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	SIGN DETAIL - TYPE I & II SIGNS	SHEET 578	E

FILE NAME : N:\PDS\C3D\CAD\10604400\070101_MS.DWG
LAYOUT NAME - 070104_MS

PLOT DATE : 6/4/2015 11:25 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : **********

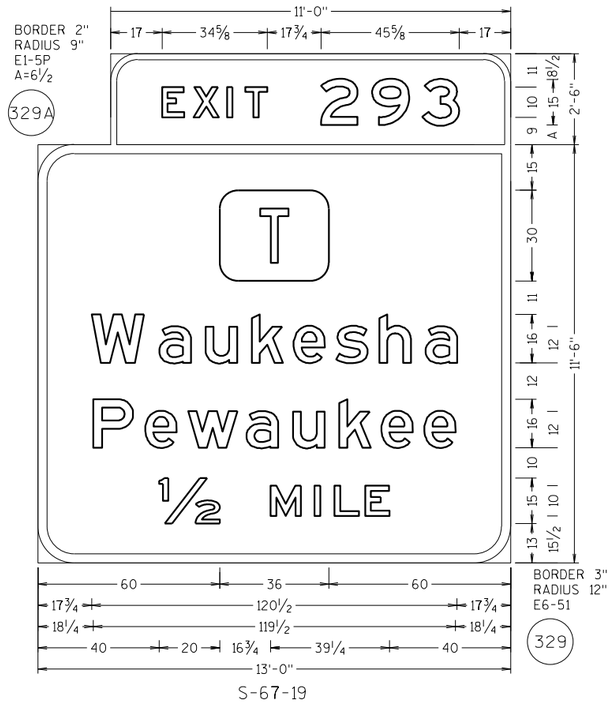
WISDOT/CADDS SHEET



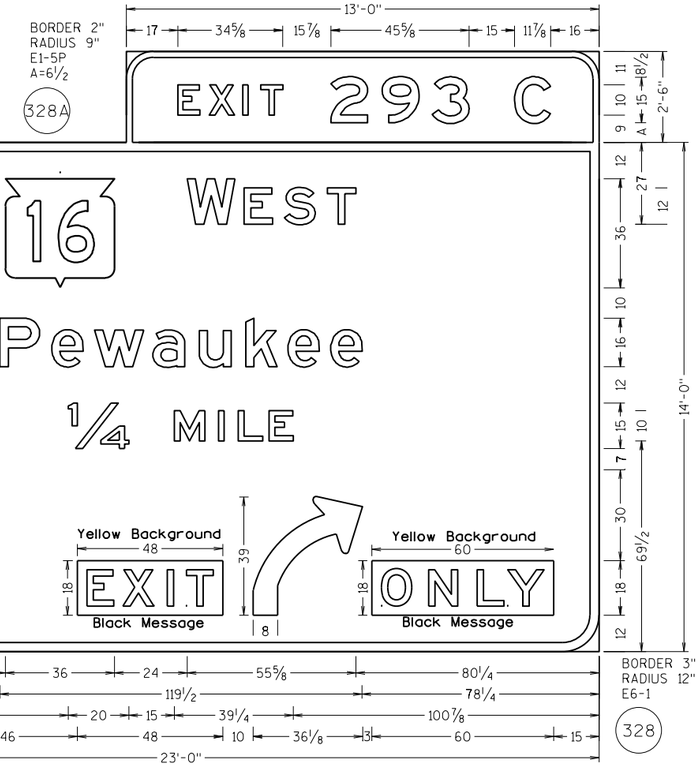


GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.



S-67-19



S-67-29

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
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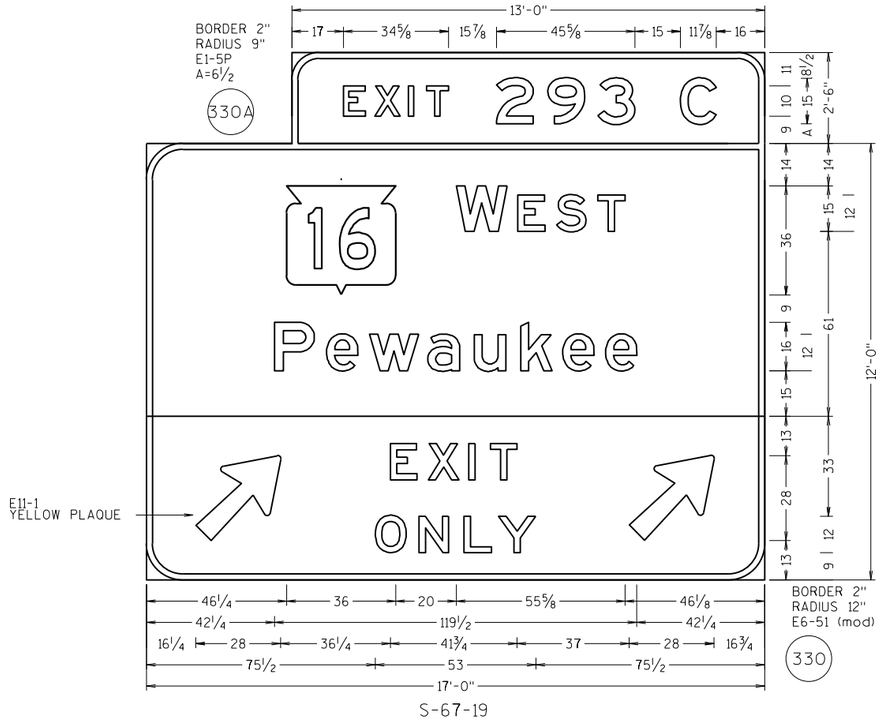
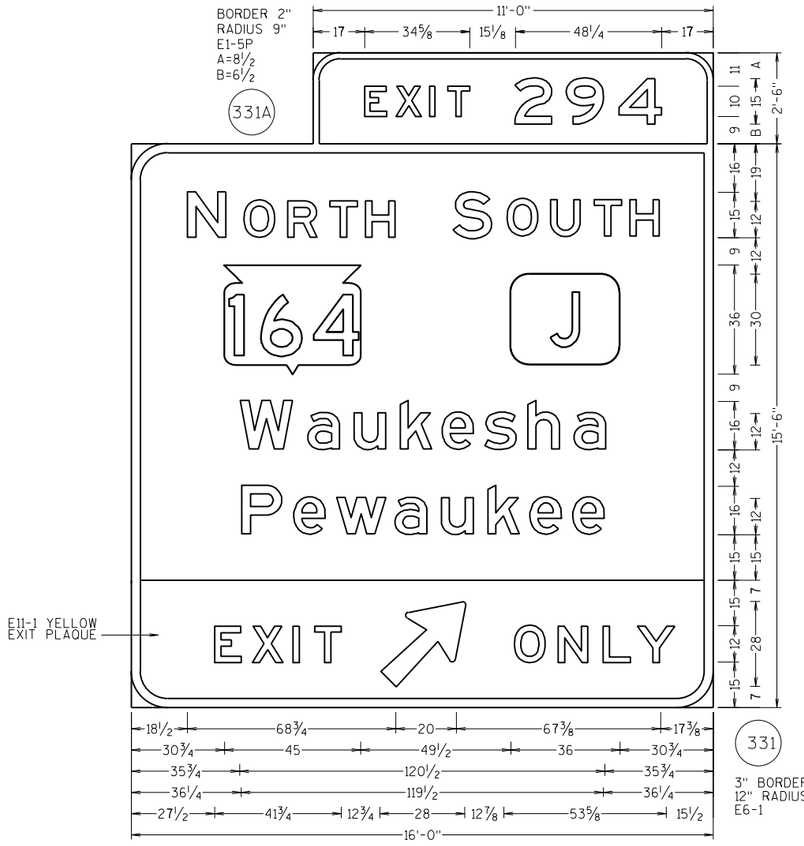
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.





GENERAL NOTES:

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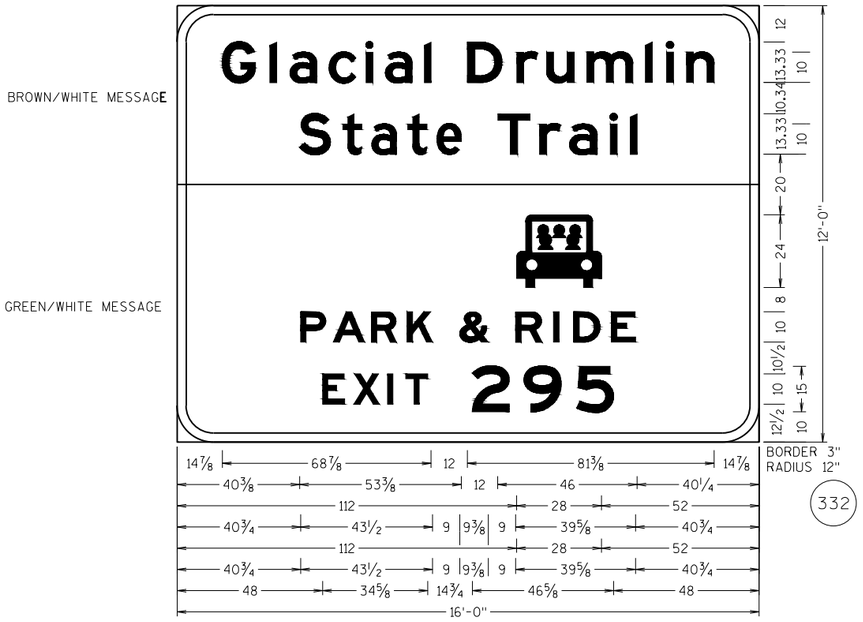
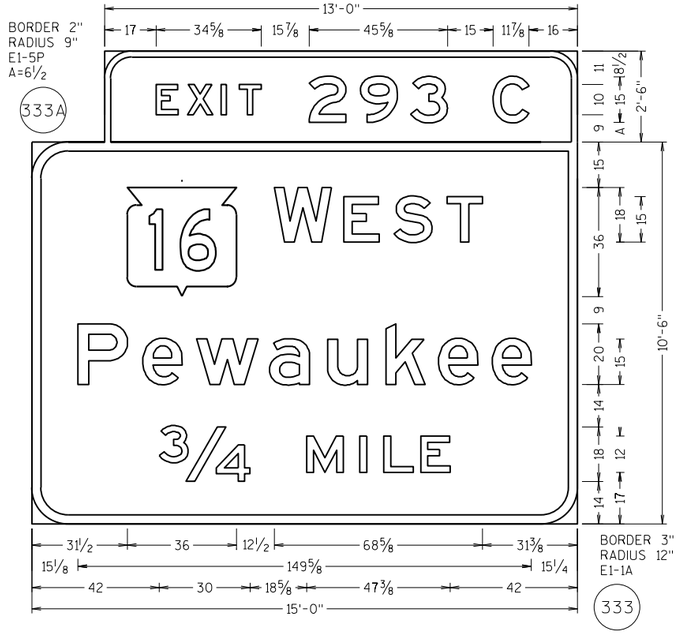
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	SIGN DETAIL - TYPE I & II SIGNS	SHEET 581	E

FILE NAME : N:\PDS\C3D\CAD\10604400\070101_MS.DWG
LAYOUT NAME - 070107_MS
PLOT DATE : 6/4/2015 11:25 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET





GENERAL NOTES:

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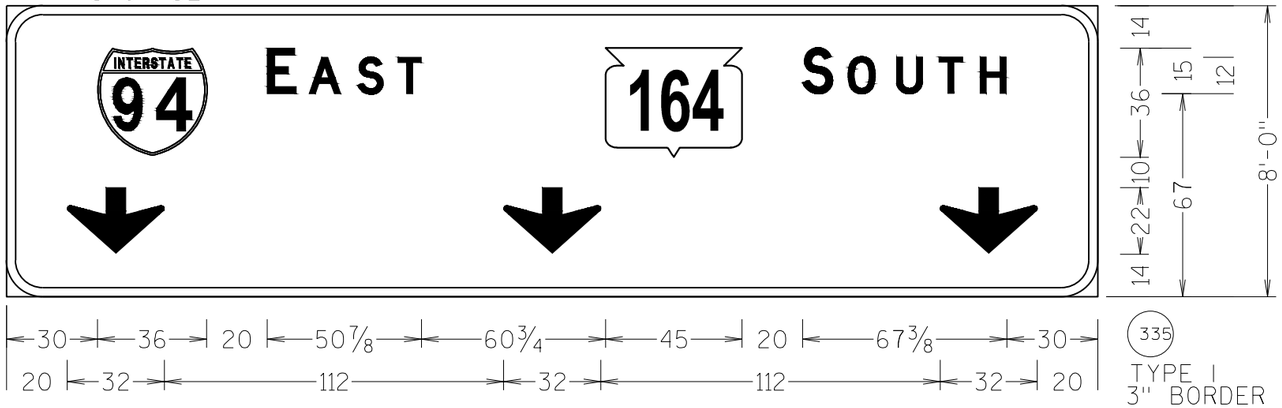
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	SIGN DETAIL - TYPE I & II SIGNS	SHEET 582	E

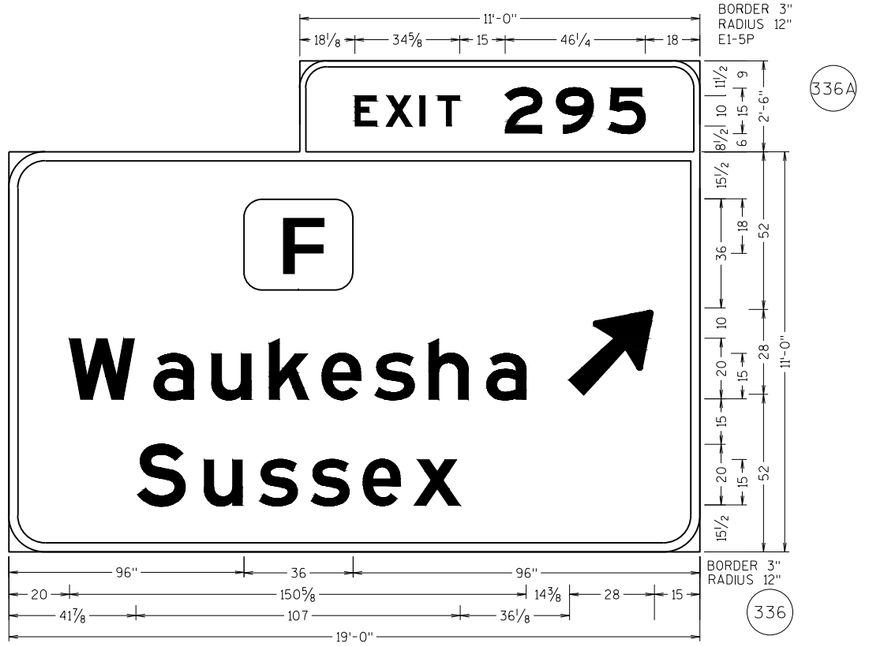
FILE NAME : N:\PDS\C3D\CAD\10604400\070101_MS.DWG
LAYOUT NAME - 070108_MS
PLOT DATE : 6/4/2015 11:25 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET

S-67-32



335

TYPE I
3" BORDER
12" RADIUS
E6-51



BORDER 3"
RADIUS 12"
E1-5P

336A

BORDER 3"
RADIUS 12"

336

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
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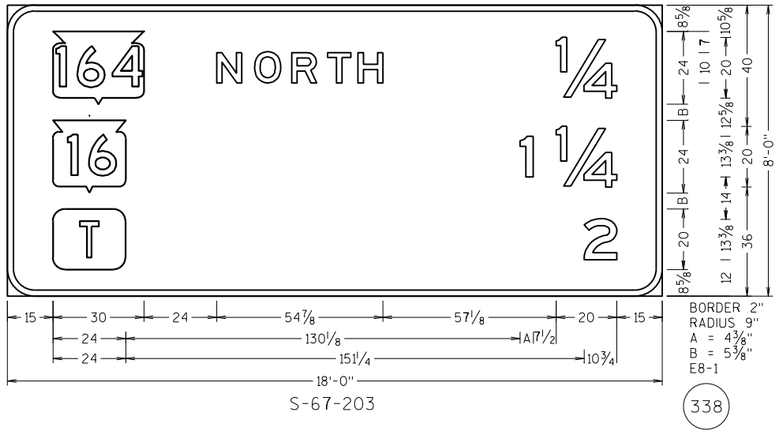
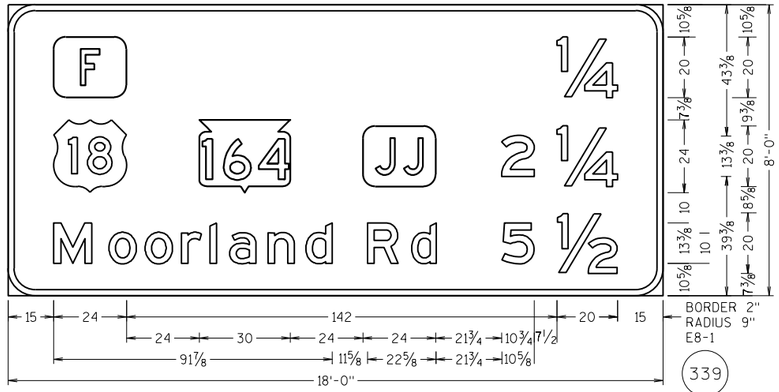
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.



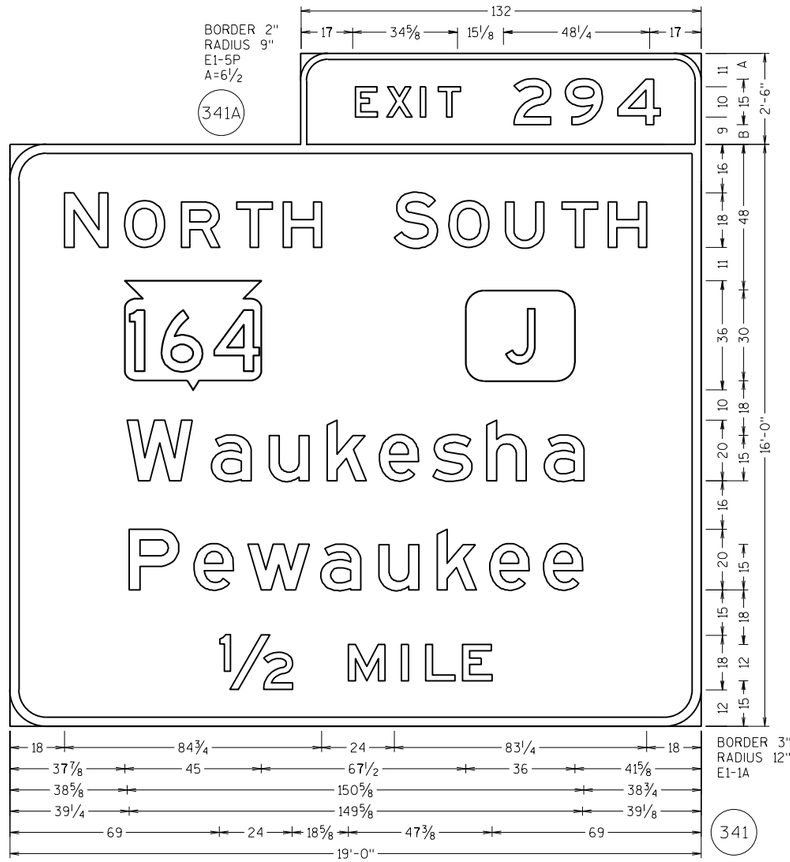
S-67-203

338



S-67-203

339



341

GENERAL NOTES:

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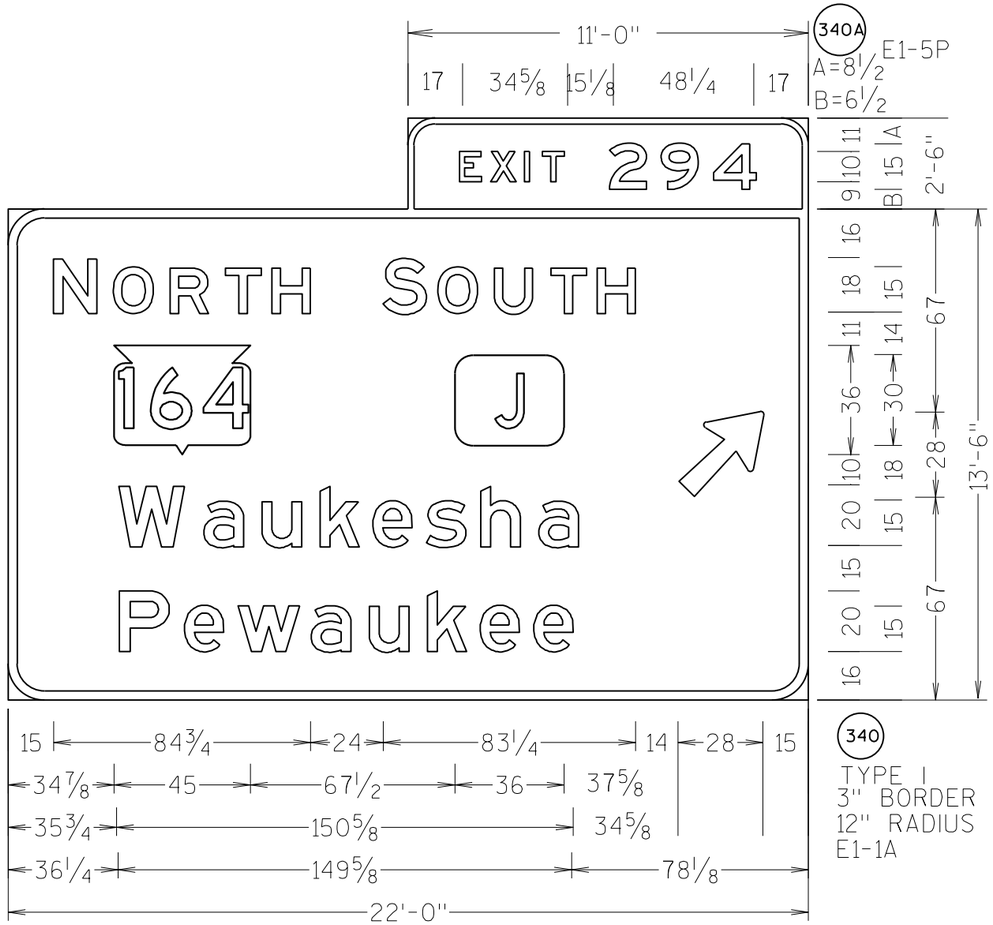
11. DO NOT SCALE.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	SIGN DETAIL - TYPE I & II SIGNS	SHEET 584	E

FILE NAME : N:\PDS\C3D\CAD\10604400\070101_MS.DWG
LAYOUT NAME - 070110_MS
PLOT DATE : 6/4/2015 11:25 AM
PLOT BY : DODGE, BRIAN M
PLOT NAME :
PLOT SCALE : **********
WISDOT/CADDS SHEET



340
TYPE I
3" BORDER
12" RADIUS
E1-1A

GENERAL NOTES:

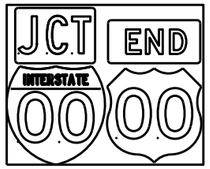
1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	SIGN DETAIL - TYPE I & II SIGNS	SHEET 585	E

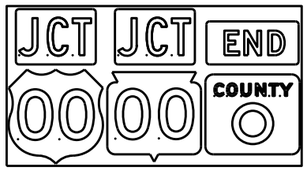
FILE NAME : N:\PDS\C3D\CAD\10604400\070101_MS.DWG
LAYOUT NAME - 070111_MS
PLOT DATE : 6/4/2015 11:25 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET

TYPICAL ASSEMBLIES

J1-1

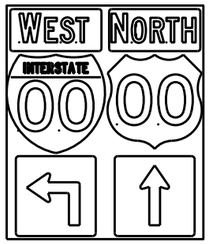


J1-2

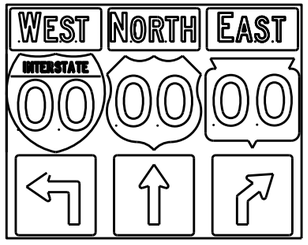


J1-3

J2-1



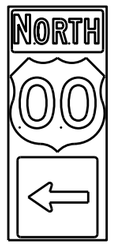
J2-2



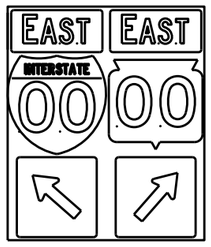
J2-3

JV

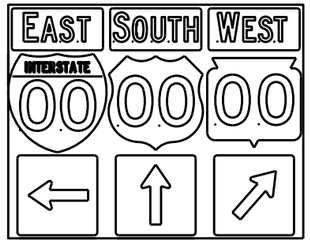
(Typical Vertical J-Assembly
See Note 10 and 11)



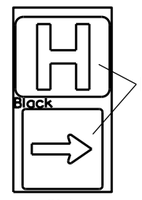
J3-1



J3-2



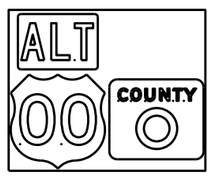
J3-3



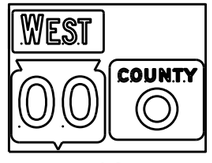
Blue Background

JH-1

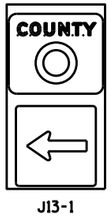
J4-1



J4-2



J4-2



J13-1

J12-1

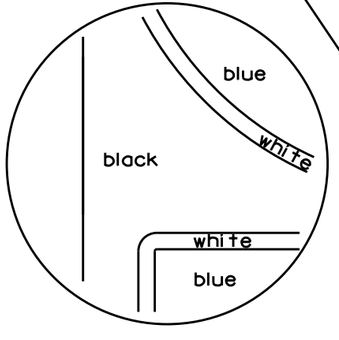
J32-1

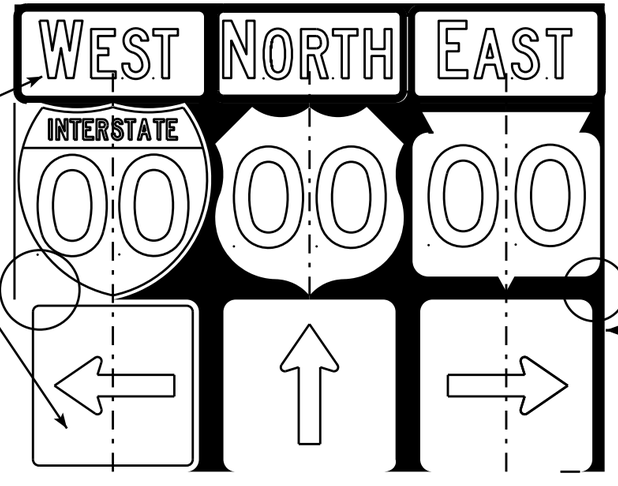
J33-1

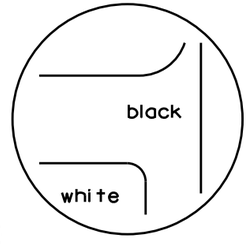
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

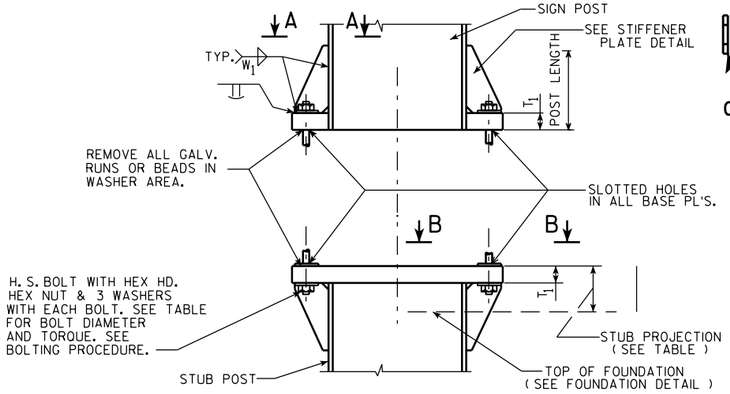
DATE 2/06/14 PL... A2-1S.8

PROJECT NO:

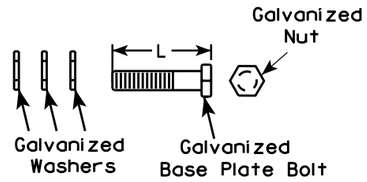
SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42

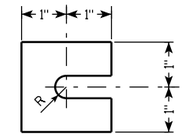


SIGN POST AND STUB POST ELEVATION



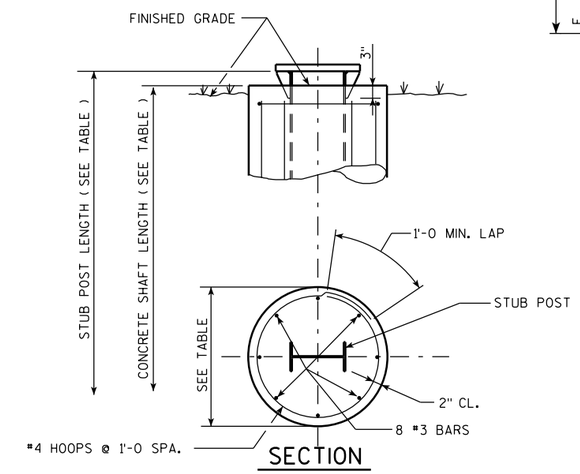
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

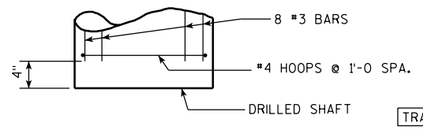


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

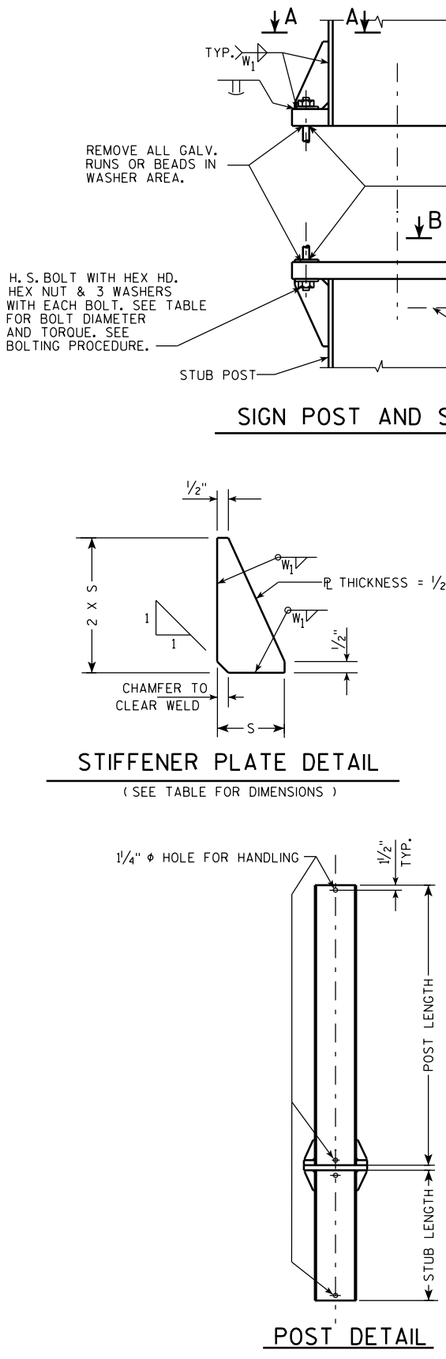
SHIM DETAIL



SECTION



FOUNDATION DETAIL



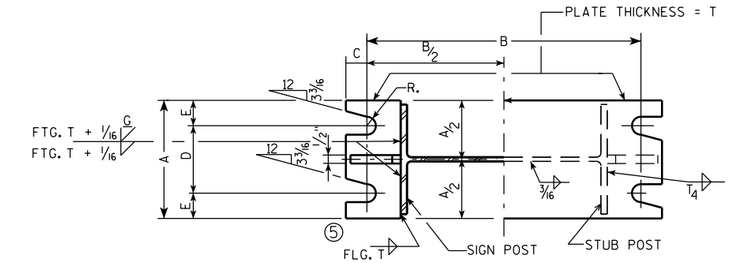
POST DETAIL

	QUANTITIES FOR 1 FOOTING	
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

⑦

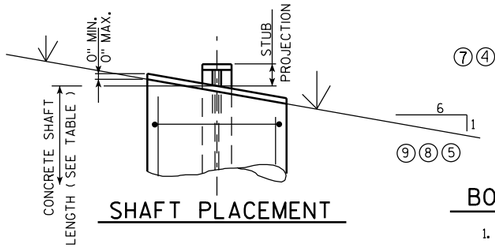
REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

⑦



SECTION A-A

SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

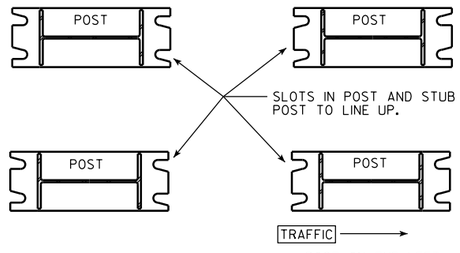
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



POST SLOT ORIENTATION ⑦

L	X	TYPE	DIMENSION / POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 ¾	④	A	W10"X12.0 #/FT.	¾" Φ @ 75#-FT.	5¼"	1'-0⅜	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 Φ	5'-0	76.0# ④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 Φ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO. A3-1.15

⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1
NO.	DATE	REVISION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

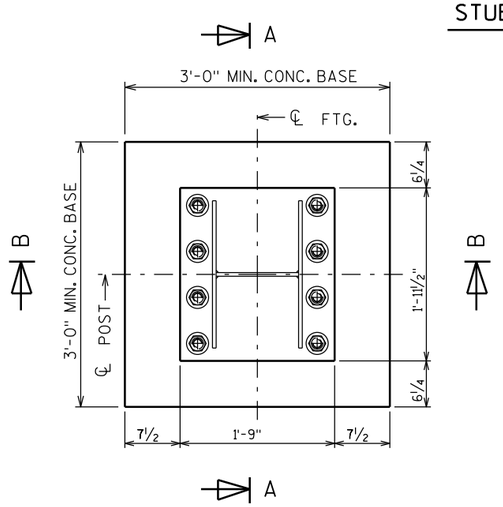
SHEET 587

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

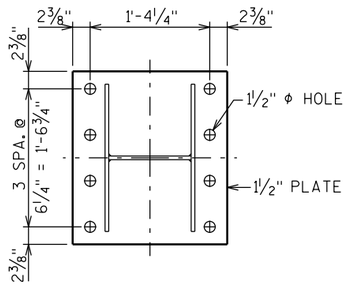
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 30-JUN-2014 10:43 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000

WISDOT/CADDS SHEET 42

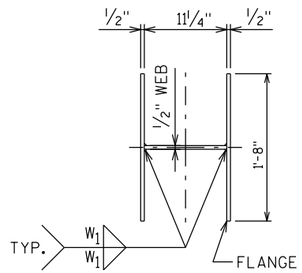
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



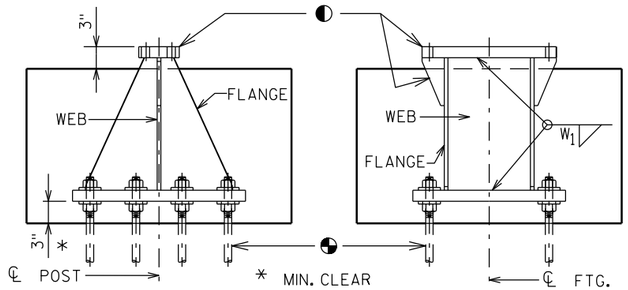
BASE PLATE



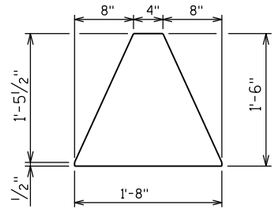
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



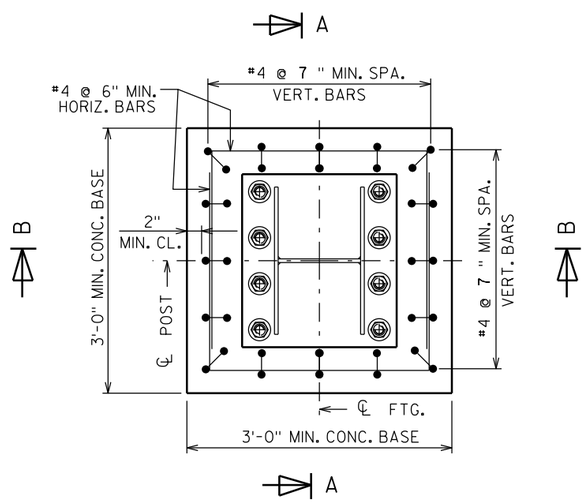
FLANGE

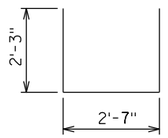
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

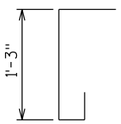
CONCRETE BASE SECTION





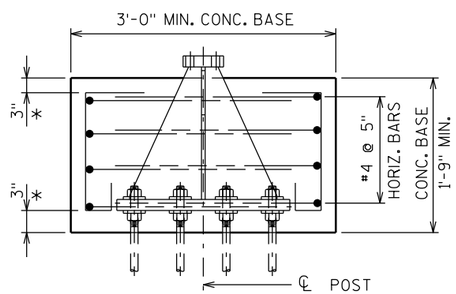
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



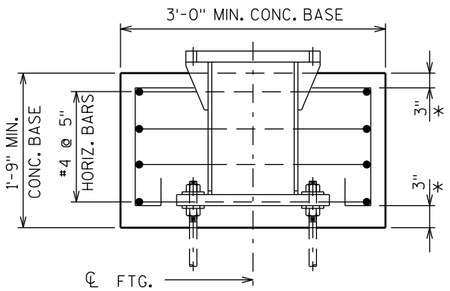
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

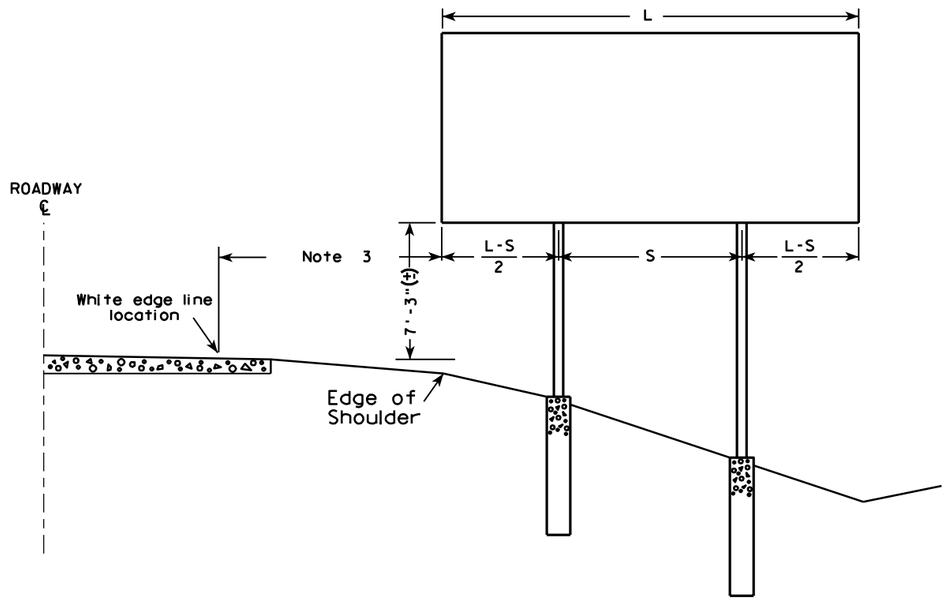
WISCONSIN DEPT OF TRANSPORTATION

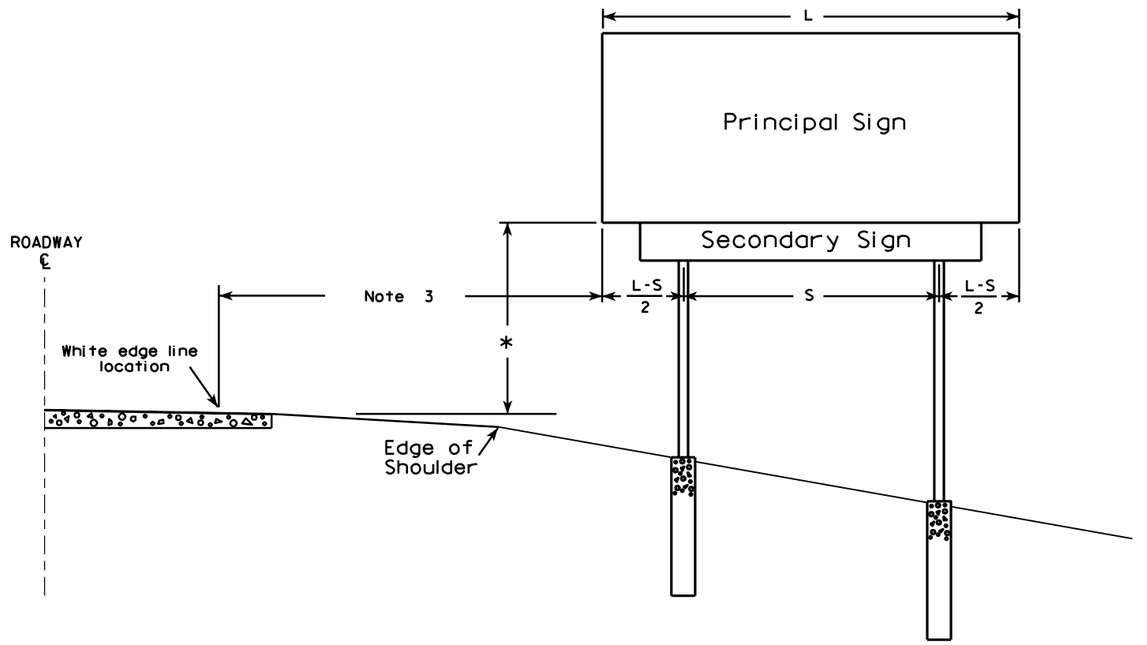
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000 WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

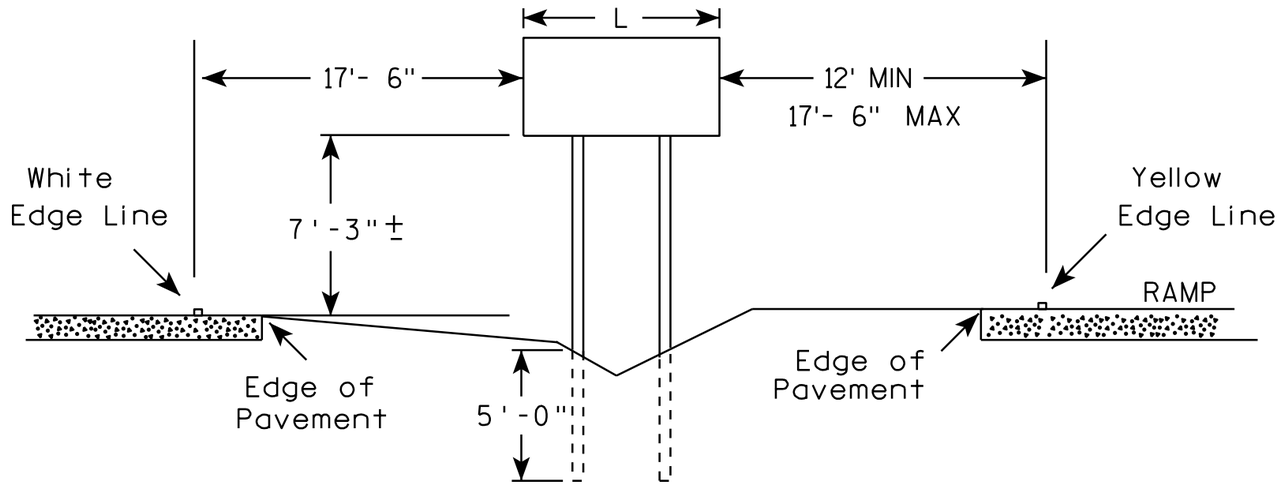
TYPICAL INSTALLATION
OF TYPE I SIGNS

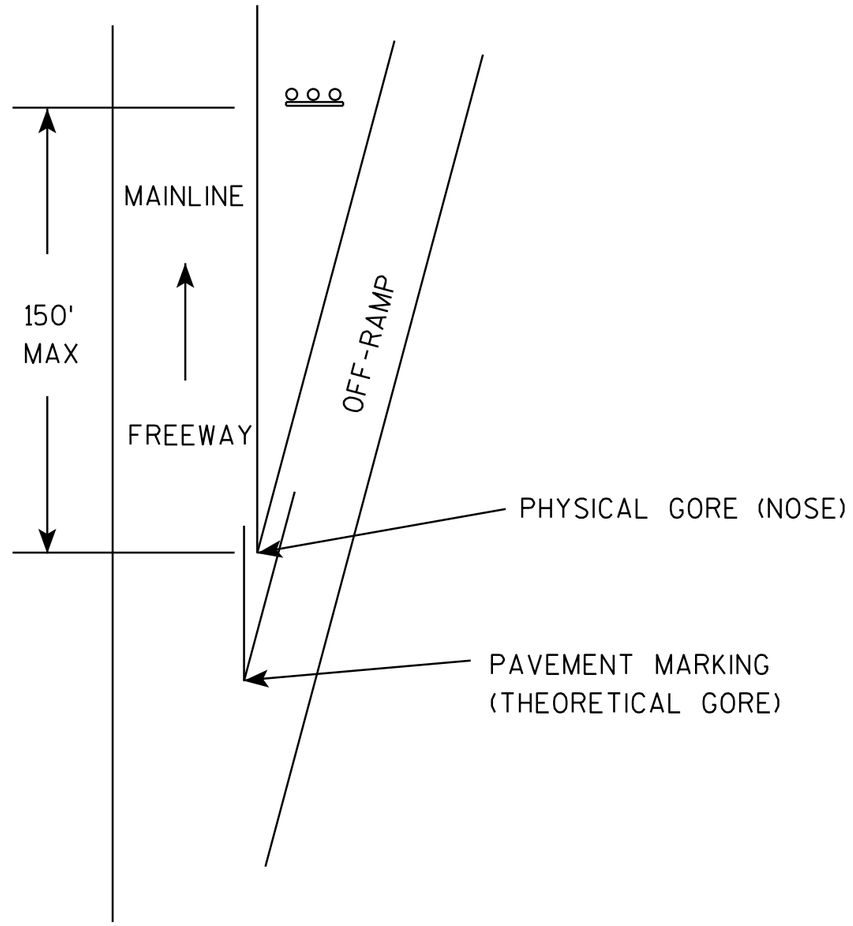
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 589	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

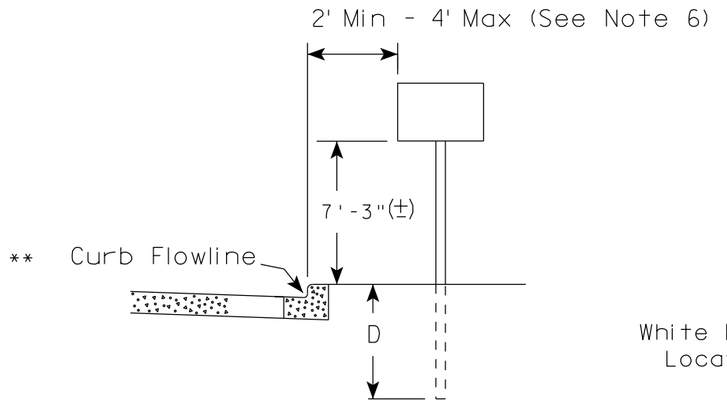
DATE 2/06/14 PLA 590 A4-2.3

PROJECT NO: | SHEET NO: E

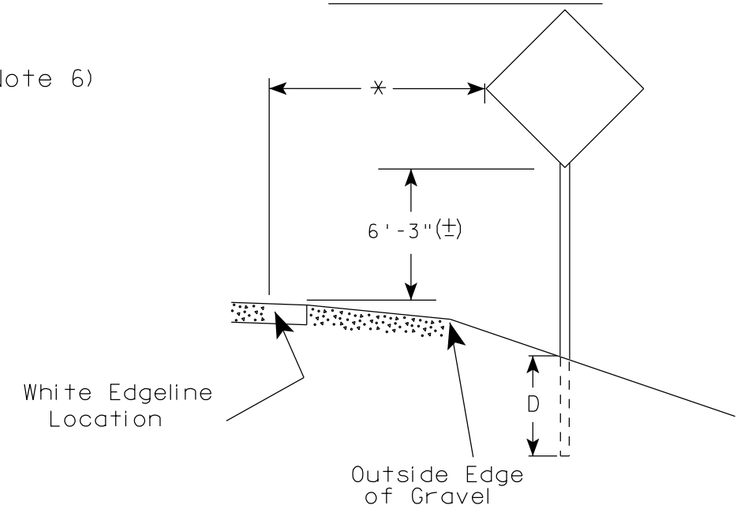
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

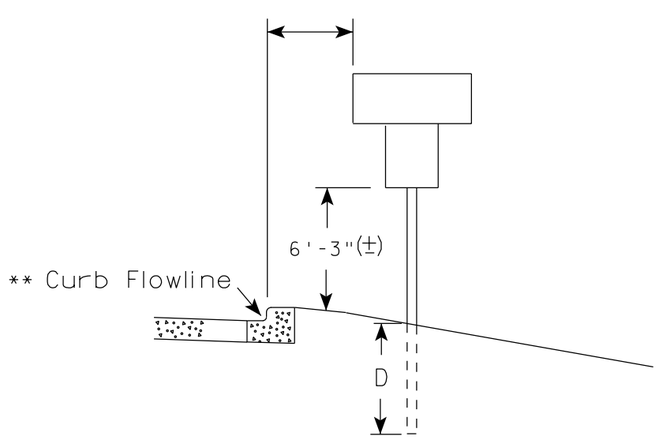
WISDOT/CADDS SHEET 42

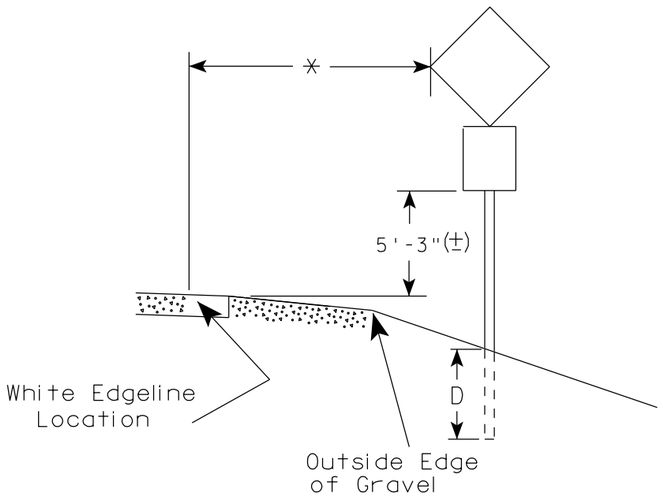
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

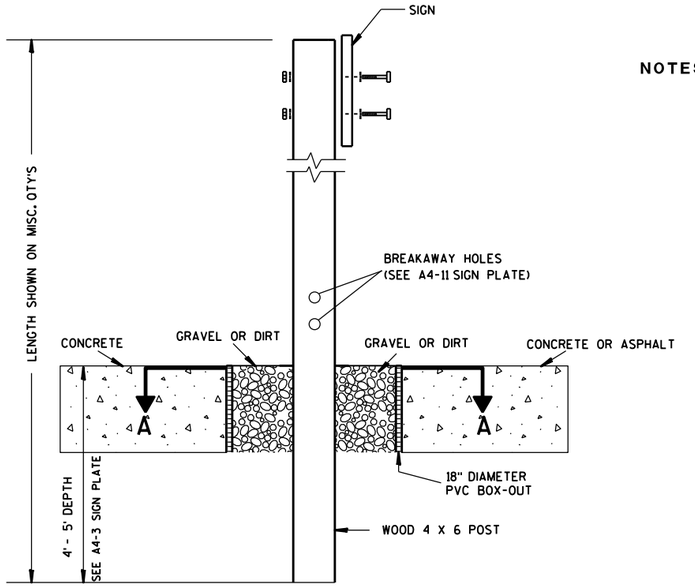
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

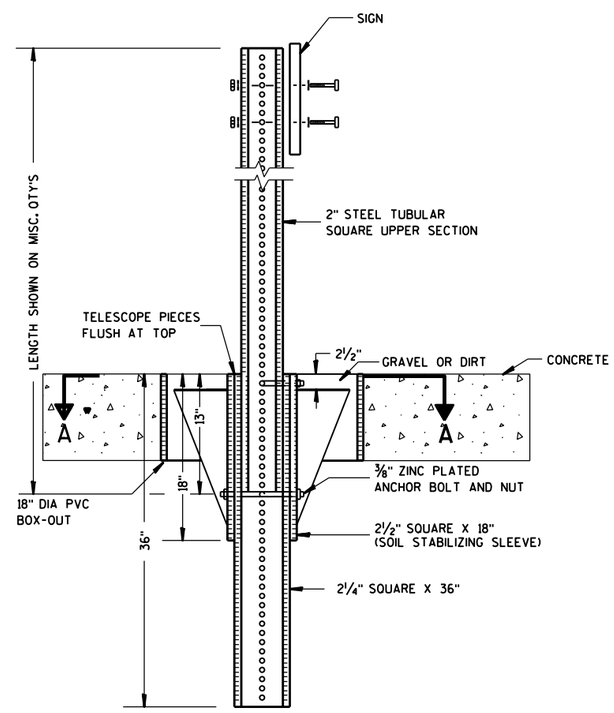
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

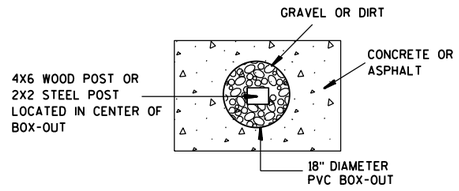
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

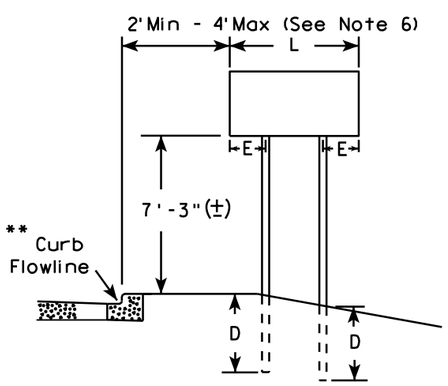
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

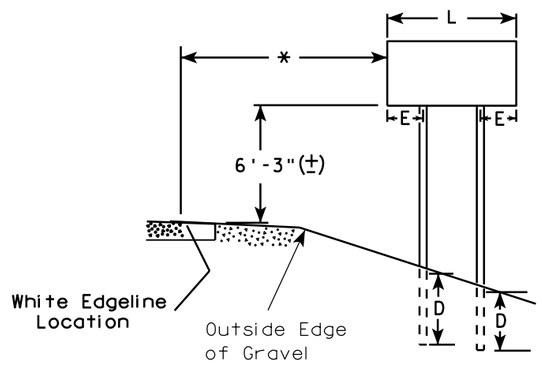
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

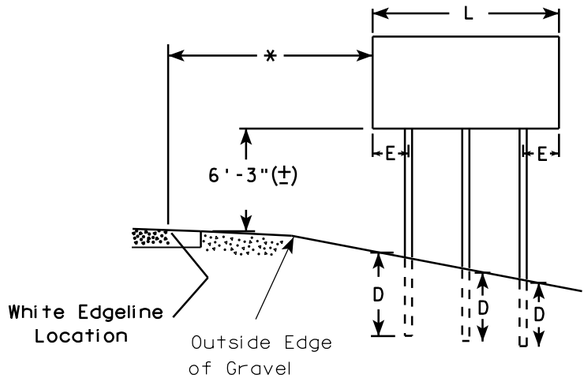
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

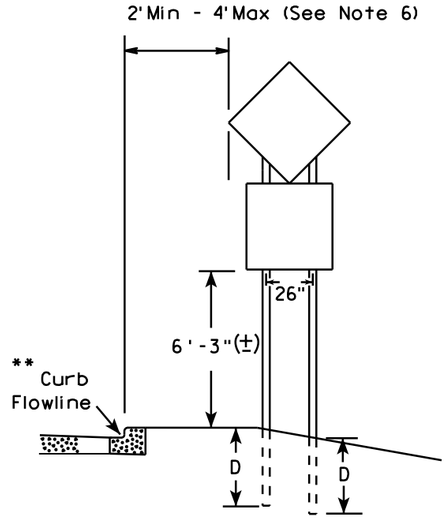
URBAN AREA



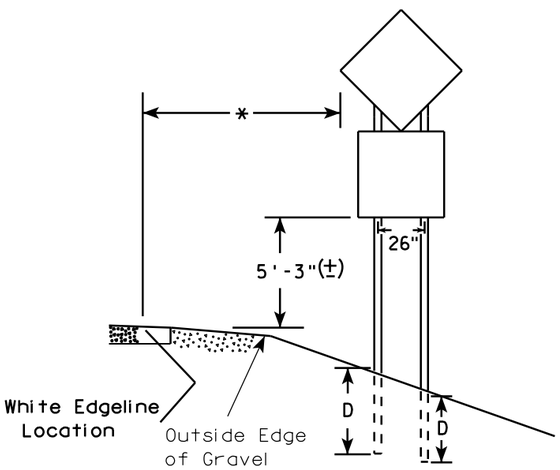
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

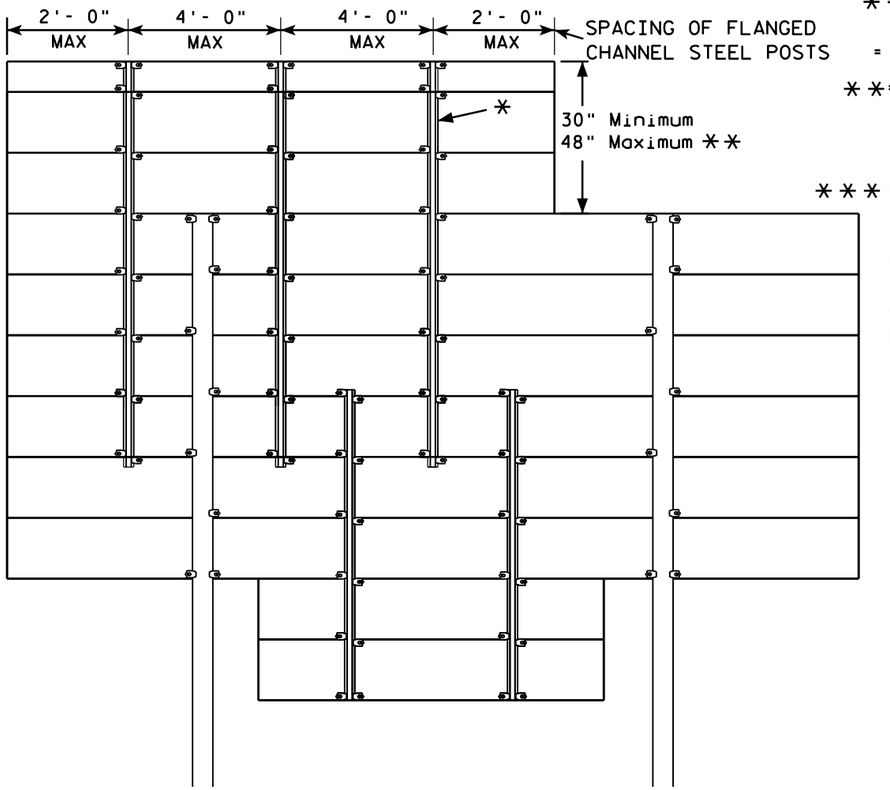
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 593 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

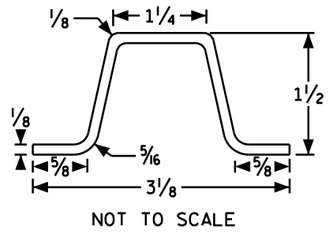


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

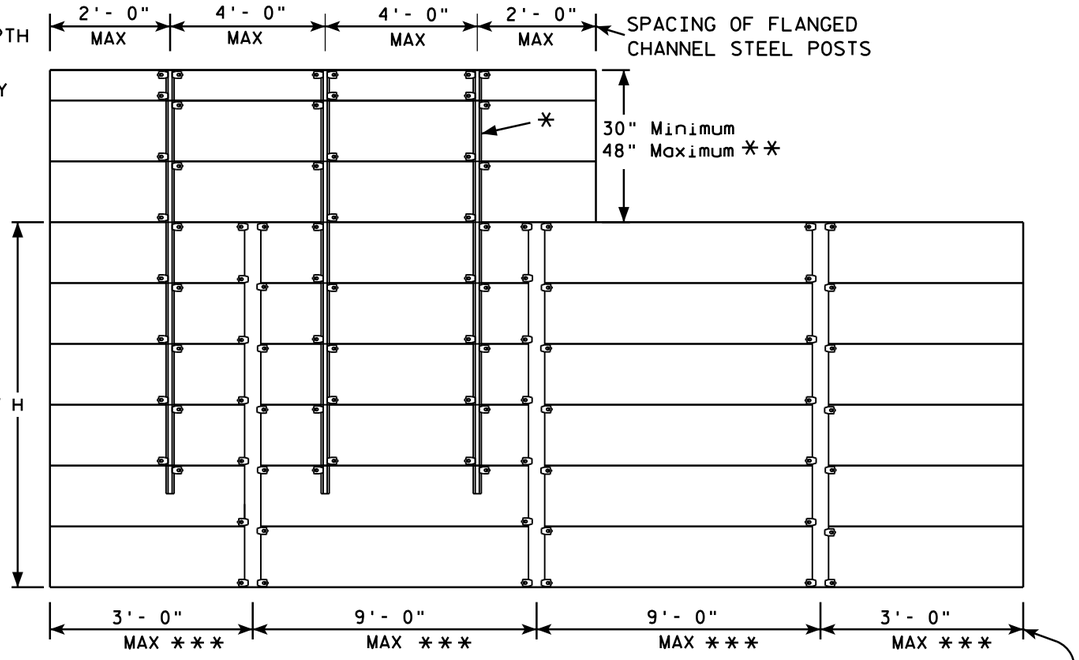
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



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.

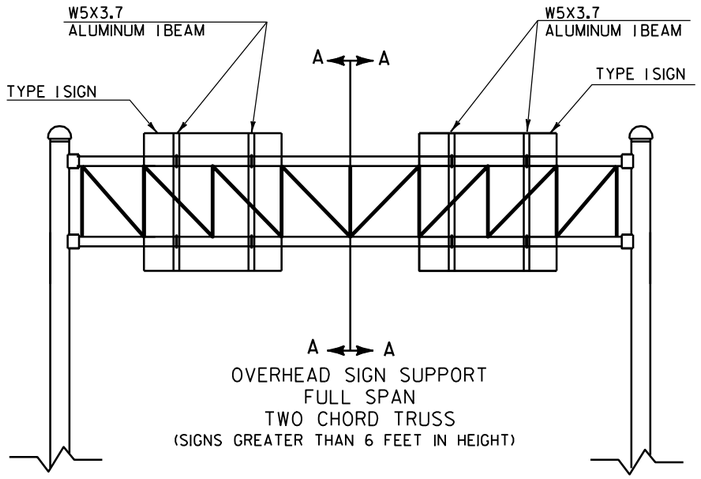
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

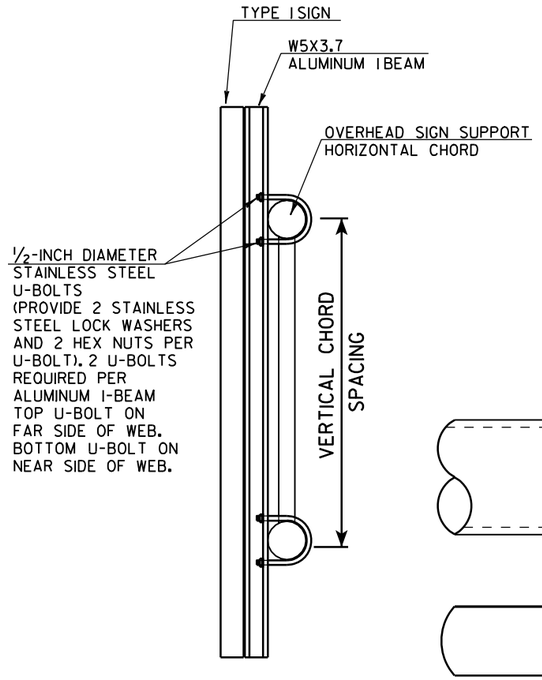
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 594 A4-6.12

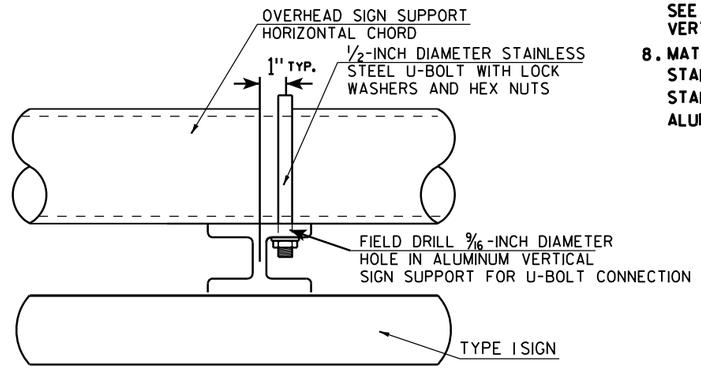
PROJECT NO:				SHEET NO:	E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



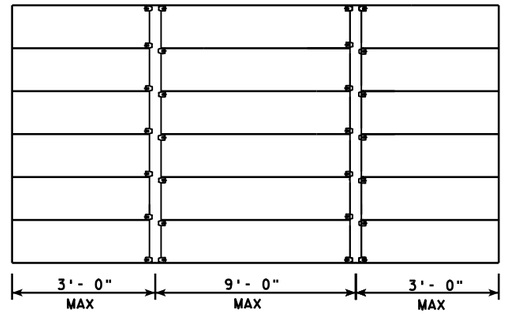
CUT SECTION A-A



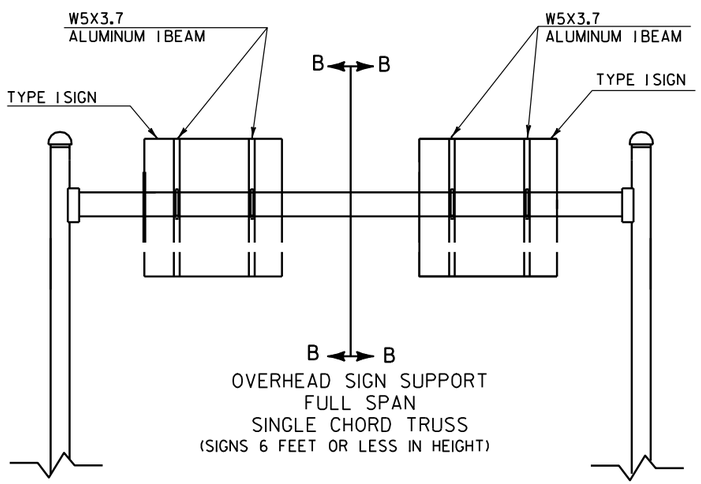
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

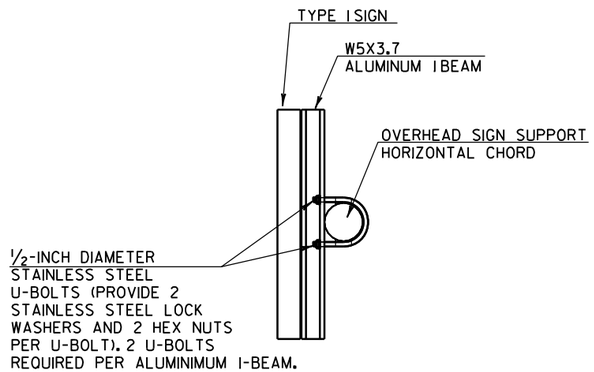
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE 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.



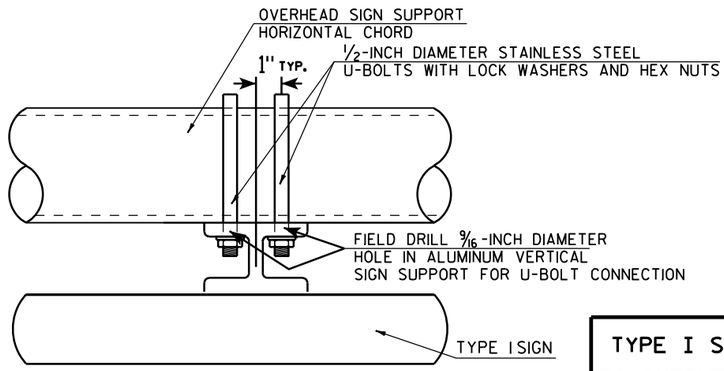
SPACING OF W5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



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

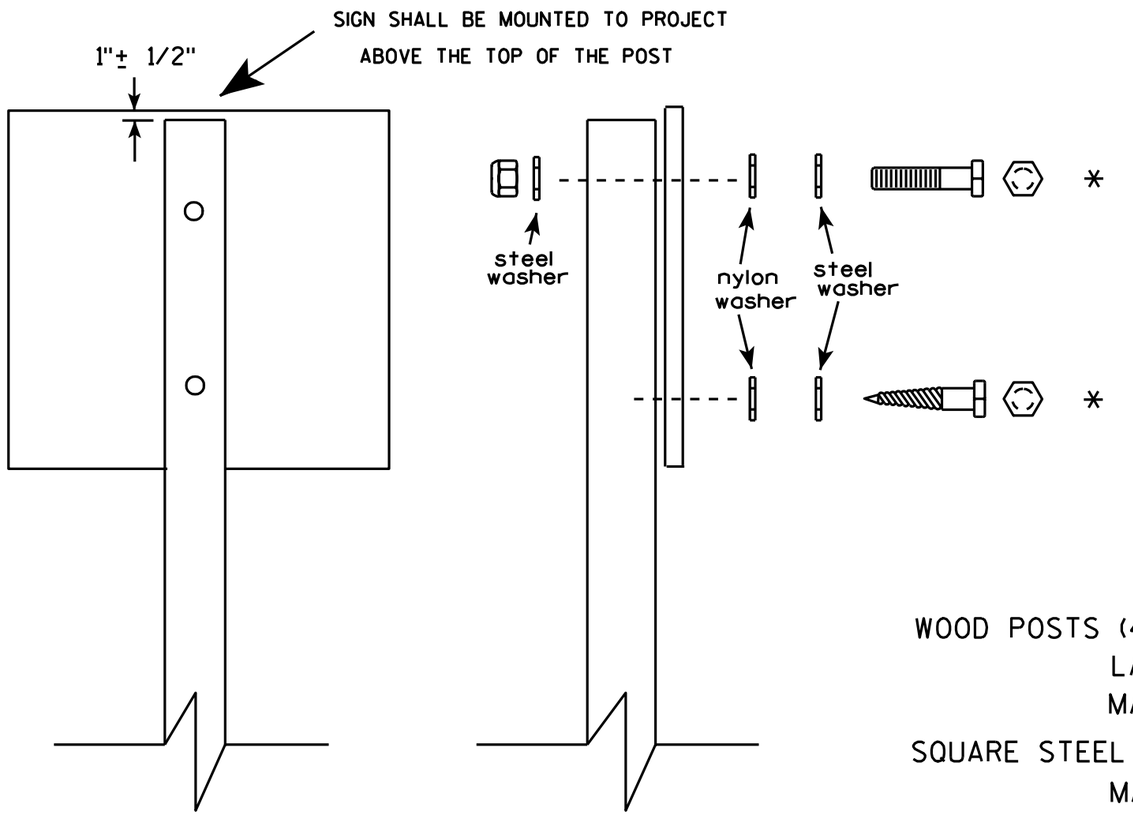
TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

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: 595	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

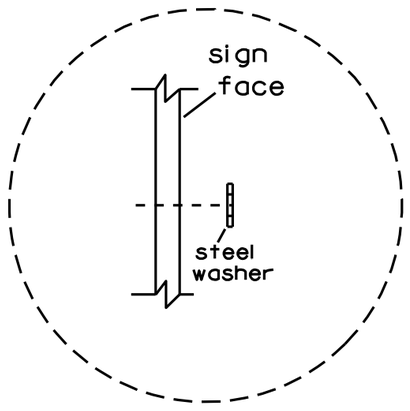
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

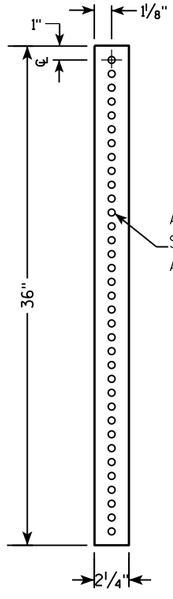
7

PROJECT NO:

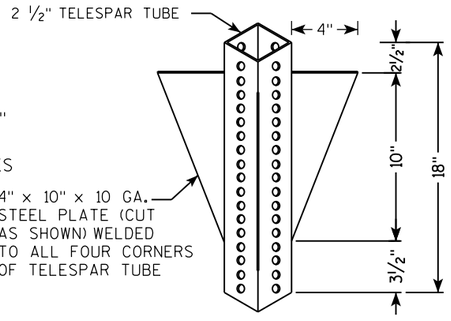
SHEET NO: 596 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

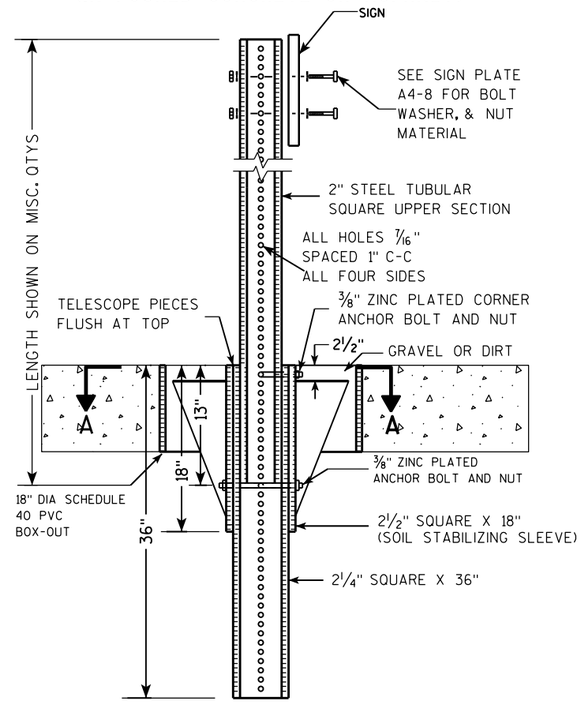
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



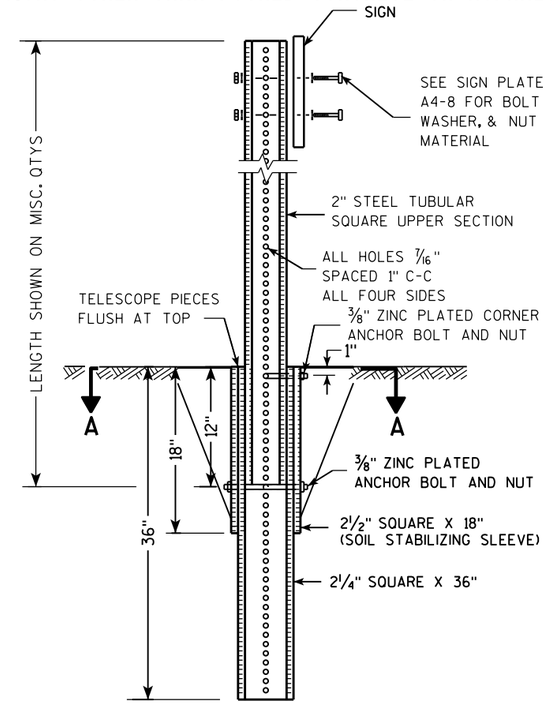
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

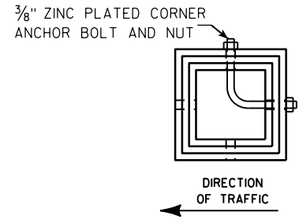


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

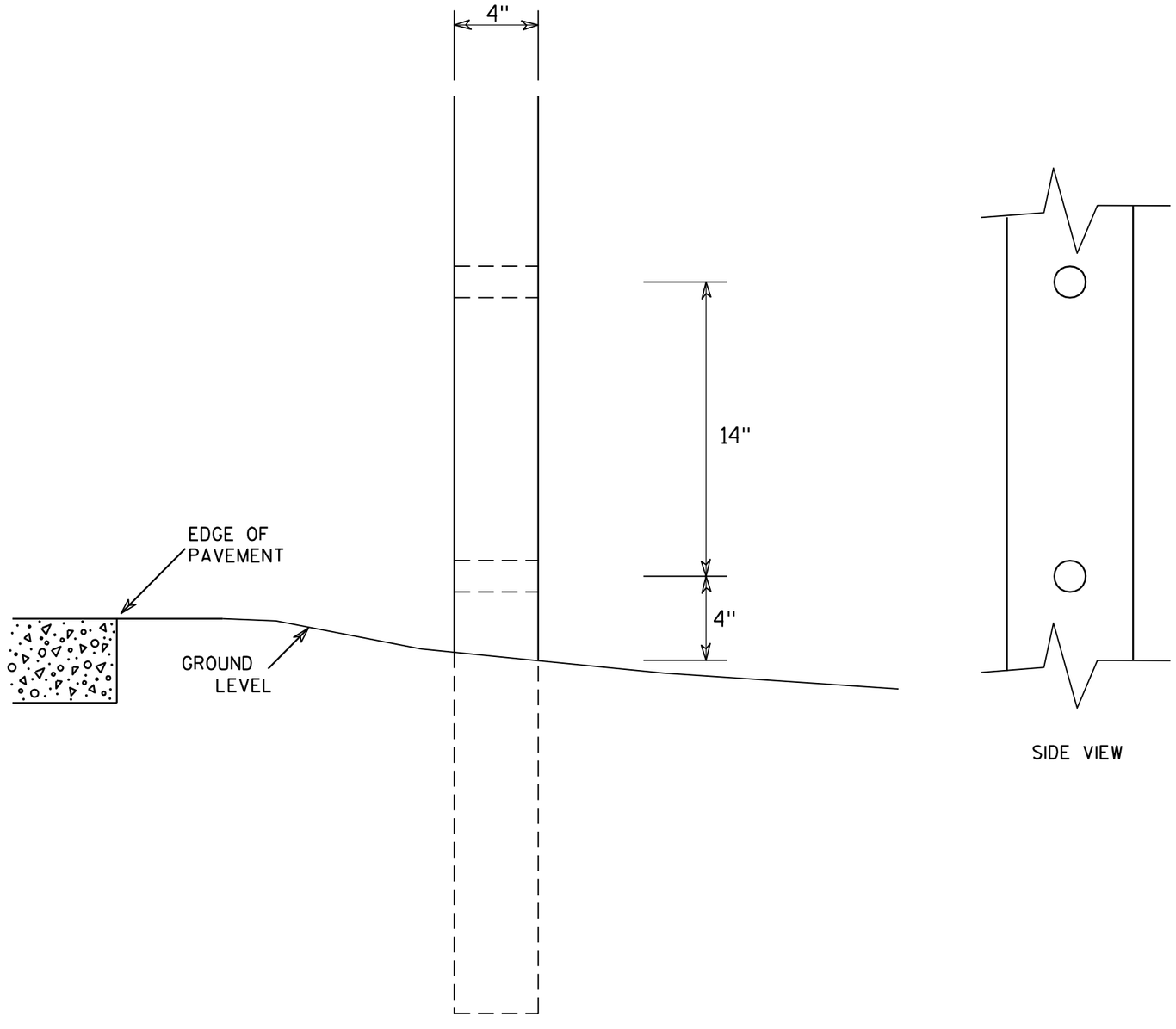
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 597 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.

4 X 6 WOOD POST MODIFICATIONS

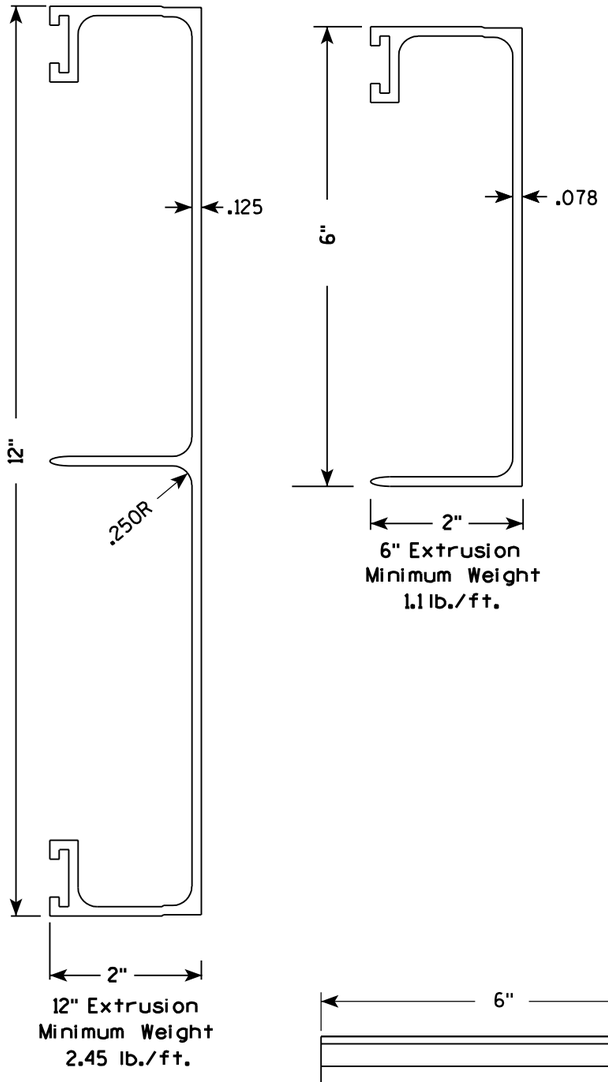
WISCONSIN DEPT OF TRANSPORTATION

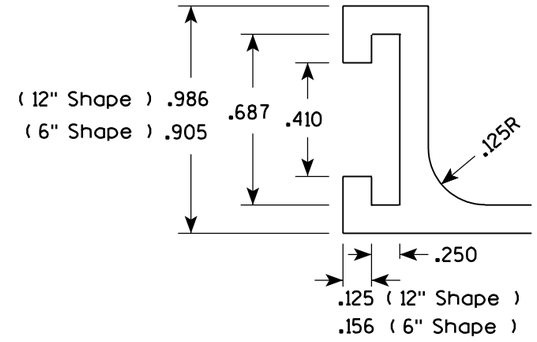
APPROVED Chester J Spang for State Traffic Engineer

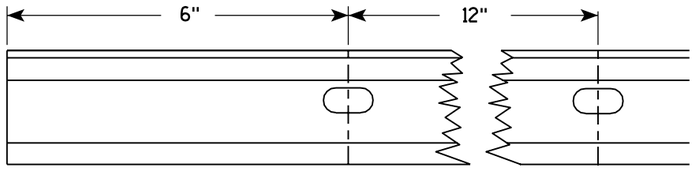
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 598	E

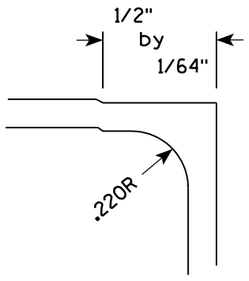
Extruded Shape







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.

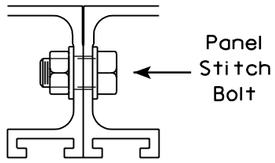


Hardware

STITCH BOLT, WASHER & NUT

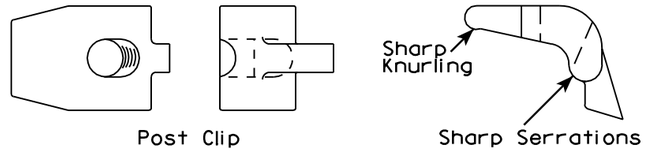
The hardware includes:

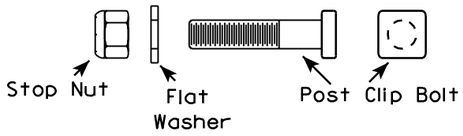
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



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

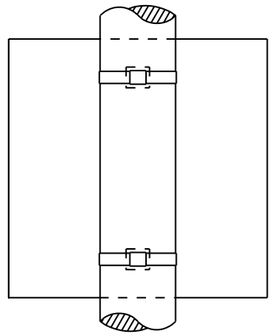
DATE 11/18/99 PLATE NO. A5-2.9

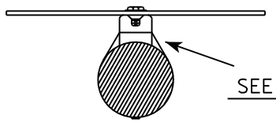
PROJECT NO:

SHEET NO: 599 E

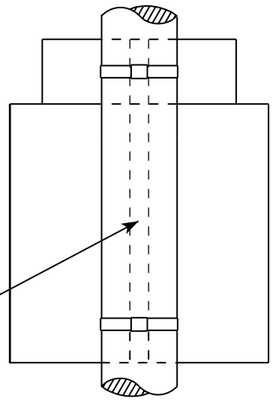
BANDING

SINGLE SIGN

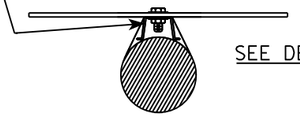


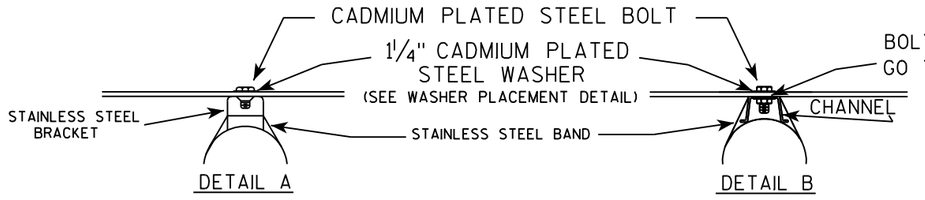


"J" ASSEMBLY

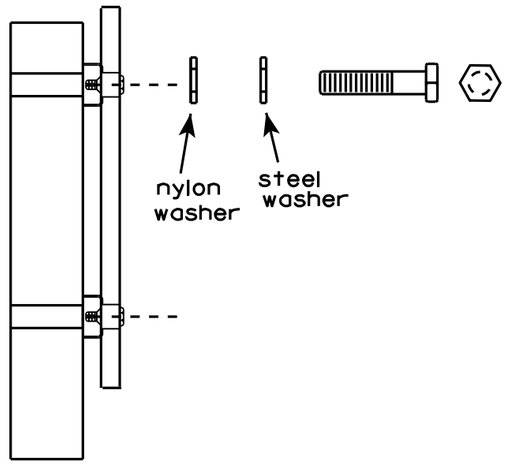


CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

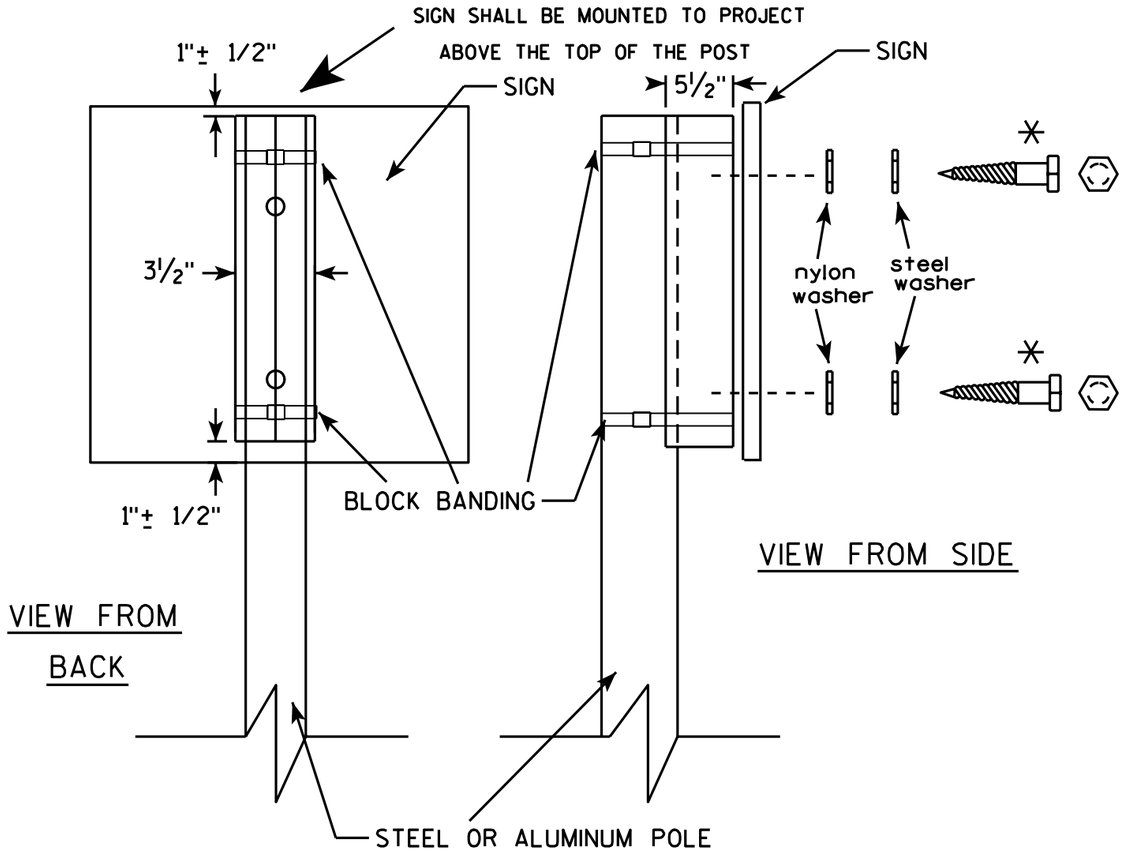
STANDARD SIGN
SIGN BANDING DETAILS

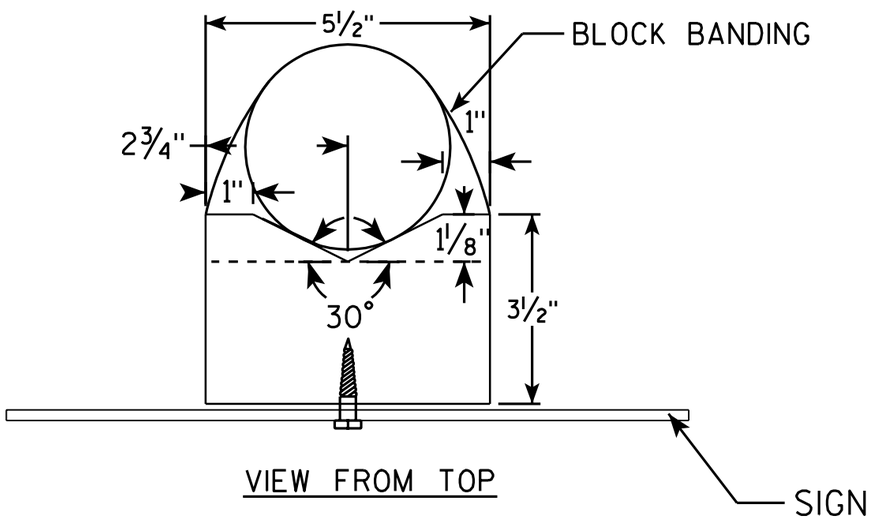
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 600	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

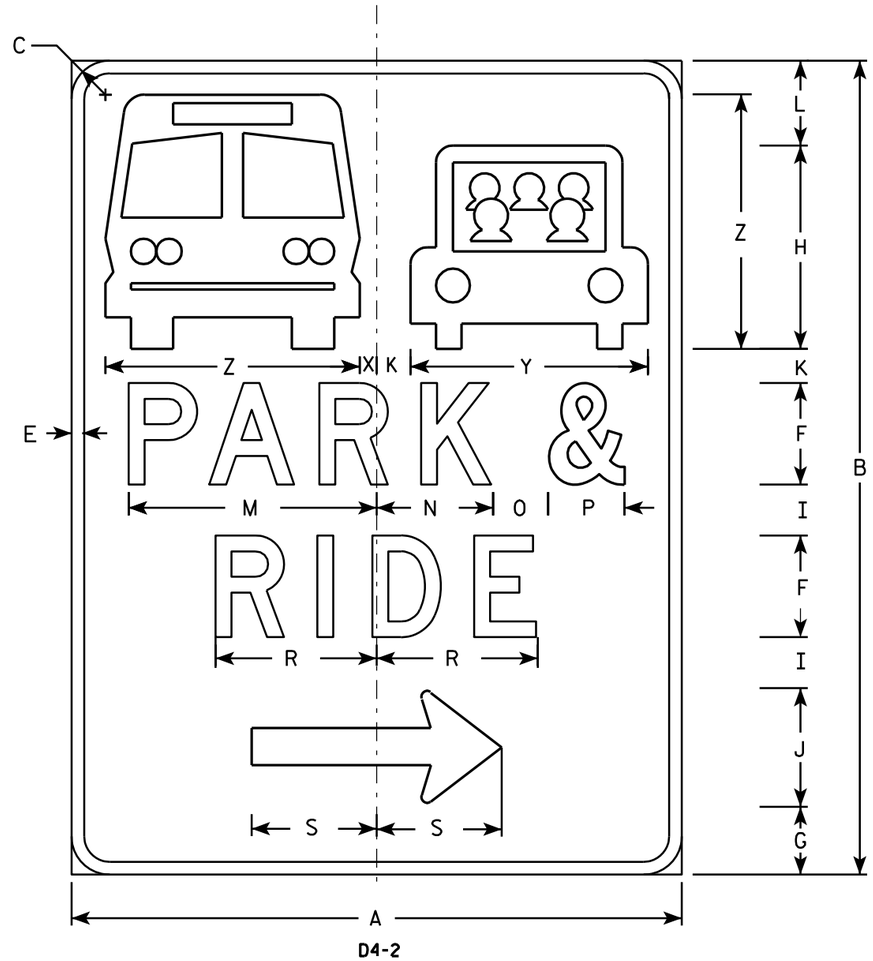
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 601 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

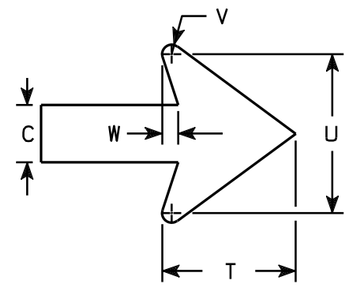
WISDOT/CADDS SHEET 42



D4-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The D4-2L is the same as a D4-2R except the arrow is reversed.
6. The D4-2 sign may have either symbol or both symbols at the same time.



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	30	1 1/8		1/2	4	1 5/8	7 1/2	1 1/2	4 5/8	1 3/8	3 7/8	9 3/4	4	2 3/4	3		6 3/8	4 7/8	3 1/2	4 1/8	1/4	3/8	5/8	9 3/8	10	5.0
2	30	36	1 3/8		5/8	5	2	9	1 5/8	5 1/2	1 5/8	4 5/8	12 1/4	5 1/8	3 3/8	3 3/4		8	6 1/8	4 3/8	5 1/4	3/8	1/2	7/8	11 3/4	12 1/2	7.50
3	36	48	2 1/4		3/4	6	4	12	3	7	2	5	14 5/8	6 7/8	3 1/4	4 1/2		9 1/2	7 1/2	5 1/4	6 1/4	3/8	5/8	1	14	15	12.0
4																											
5																											

STANDARD SIGN
D4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. D4-2.5

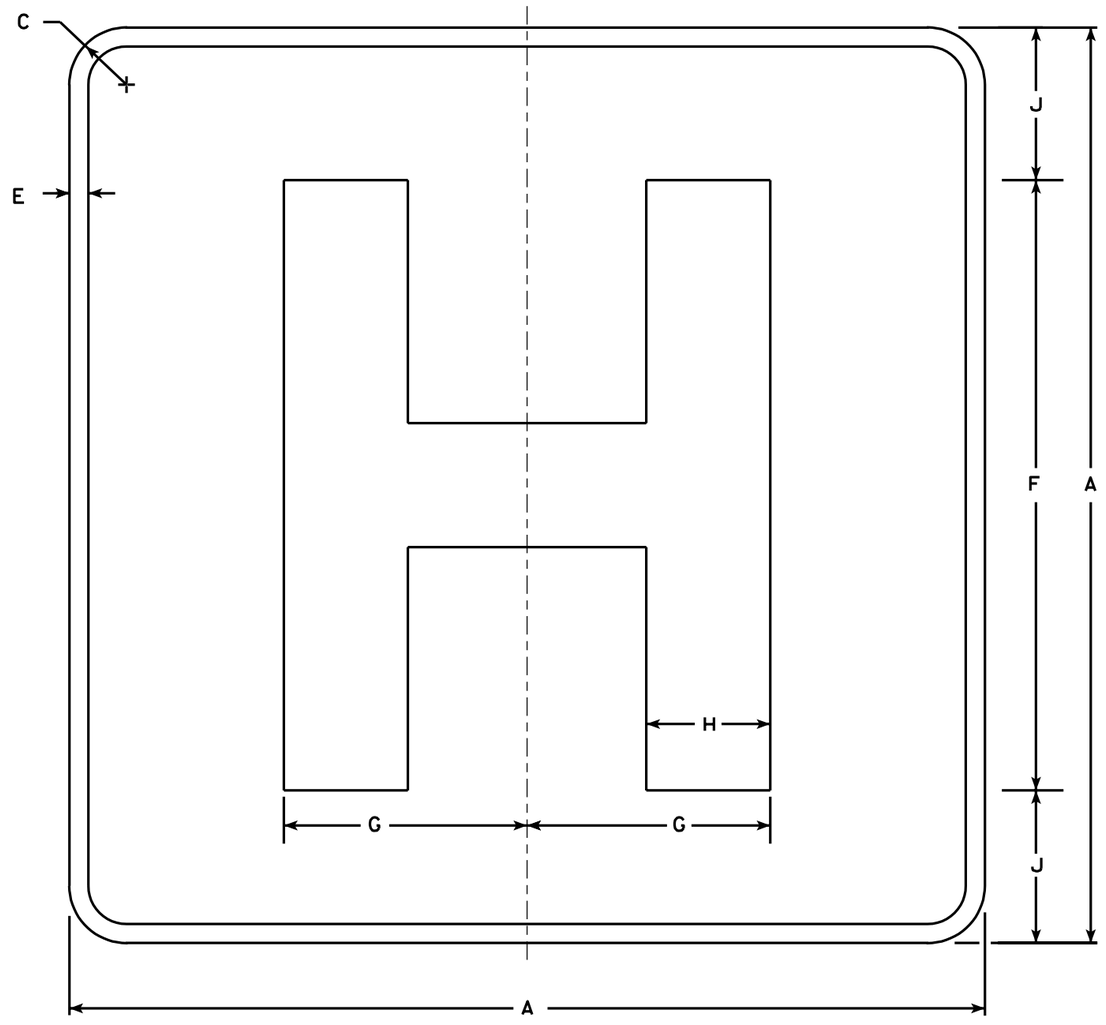
PROJECT NO: | SHEET NO: 602 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\D42.dgn PLOT DATE : 10-FEB-2011 14:21 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

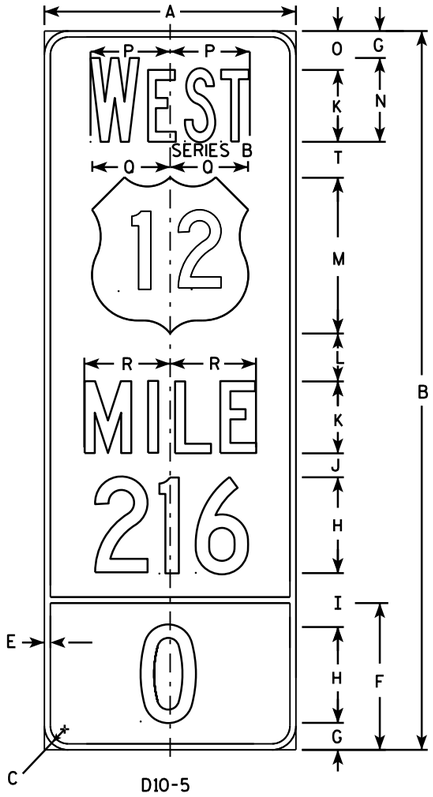
DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

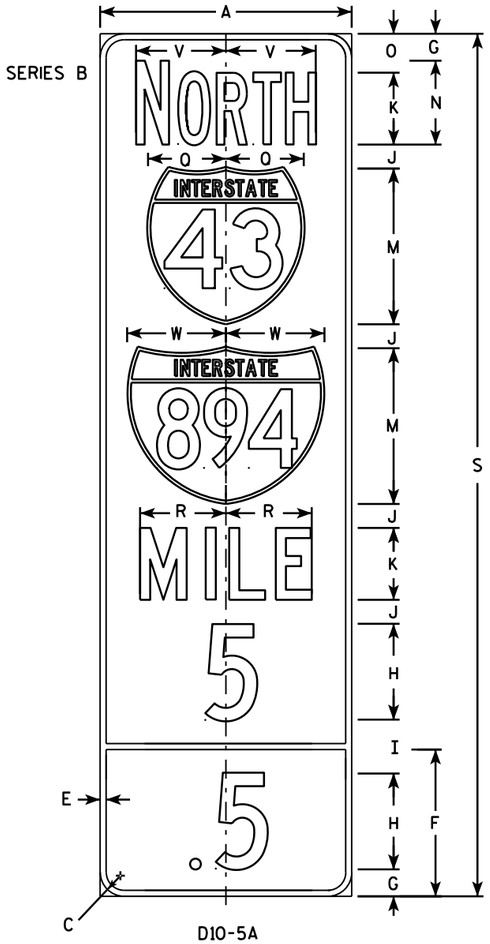
SHEET NO: 603 E

FILE NAME : C:\Users\Projects\tr_stdplate\D92.DGN PLOT DATE : 21-OCT-2005 10:28 PLOT BY : DOTSJA

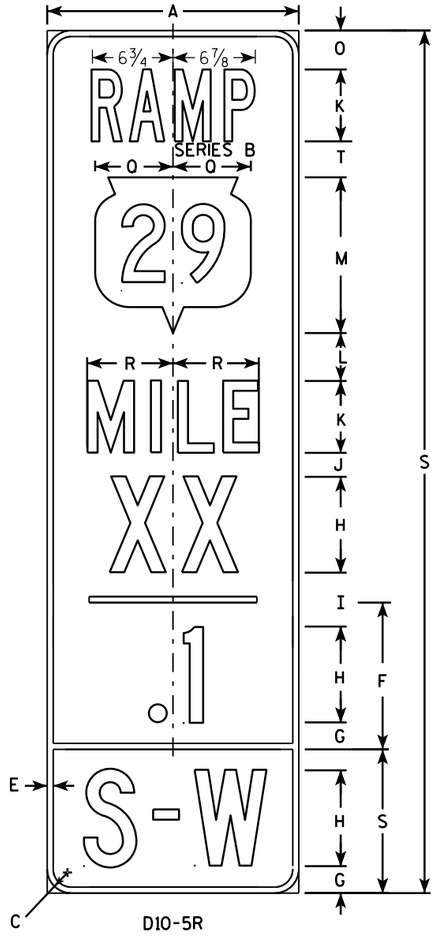
WISDOT/CADDS SHEET 42



D10-5



D10-5A



D10-5R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLUE
   Message - WHITE
3. Interstate Shield Color
   Background - Top Red
   - Bottom Blue
   Message - White
4. Message Series - C or as noted on the Sign.
5. 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.
6. The decimal point is required for all digits except "0".
7. Optically adjust mileage numbers about the centerline of the sign to achieve proper balance.
8. Optically adjust Ramp direction letters about the centerline of the sign to achieve proper balance.

SERIES B

SERIES B

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	D10-5 Area sq. ft.	D10-5A Area sq. ft.	D10-5R Area sq. ft.
1																													
2																													
3																													
4	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	10.5	10.5
5	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	10.5	10.5

STANDARD SIGN
D10-5

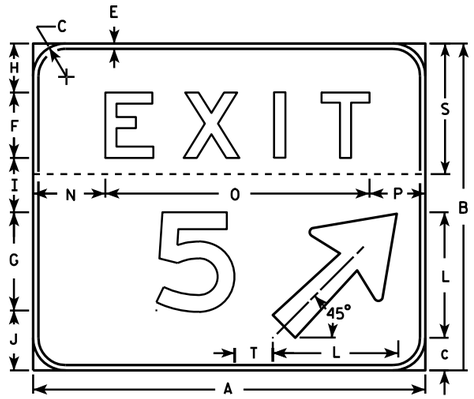
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

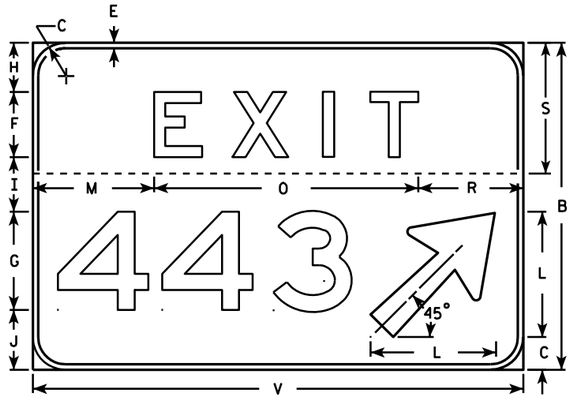
DATE 6/26/14 PL 604 D10-5.2

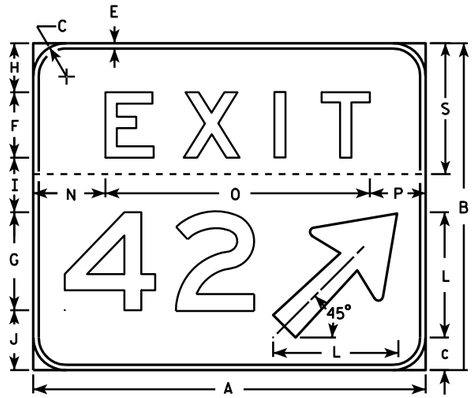
PROJECT NO:

SHEET NO: E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow





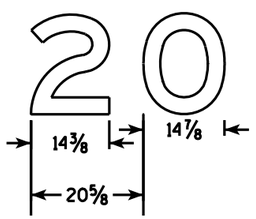
NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

EXAMPLE FOR USING SPACING CHART



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

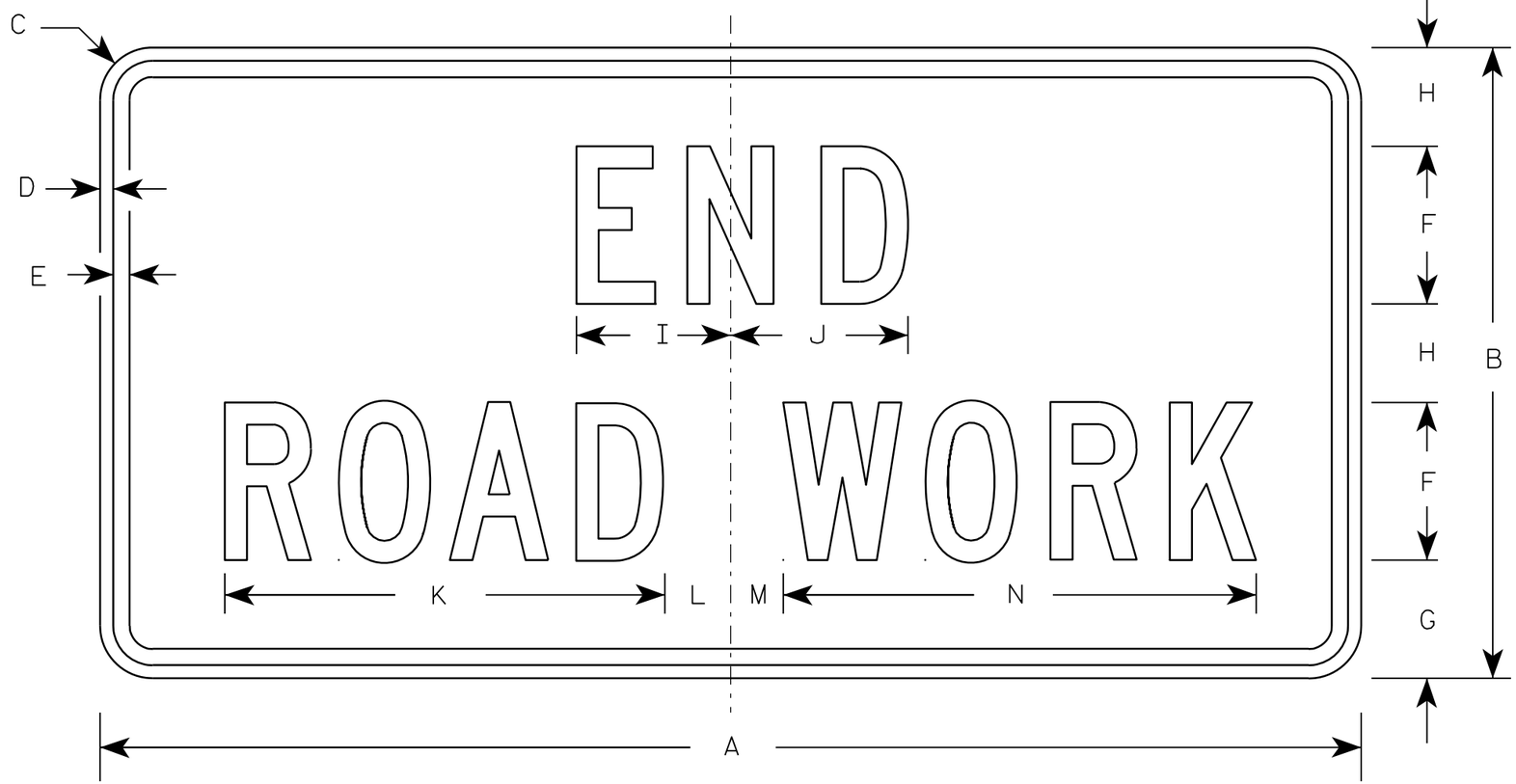
STANDARD SIGN E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 605	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

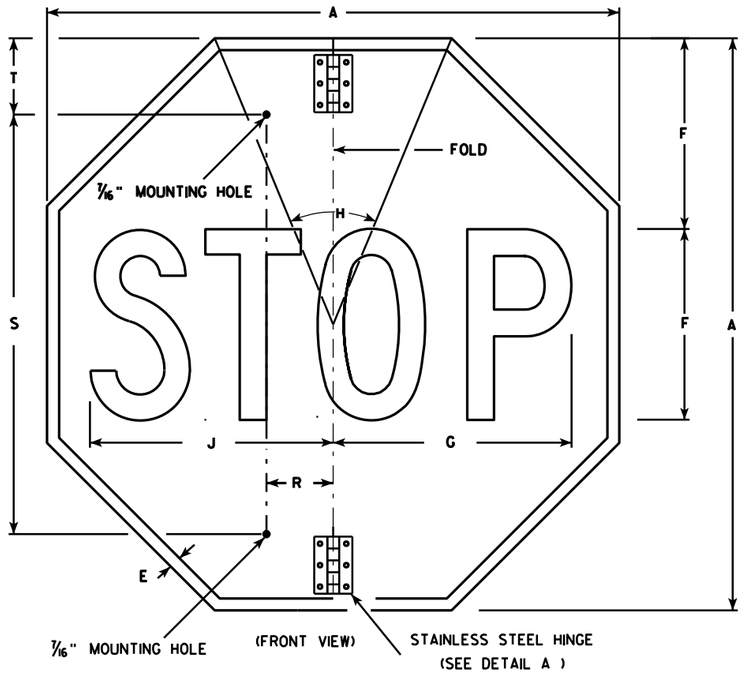
STANDARD SIGN
G20-2A

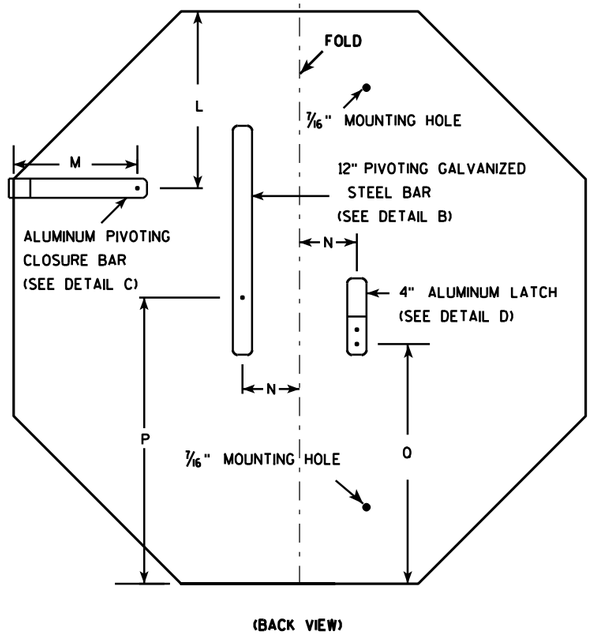
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

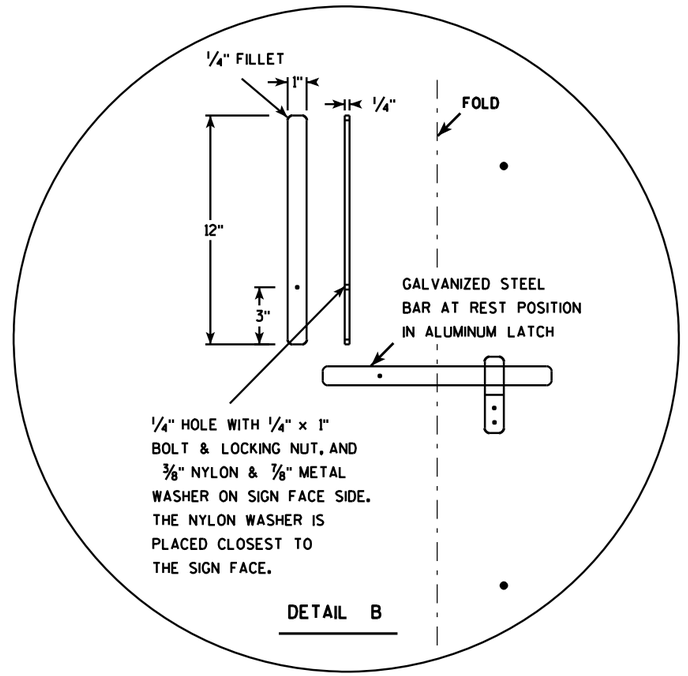
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 606	E



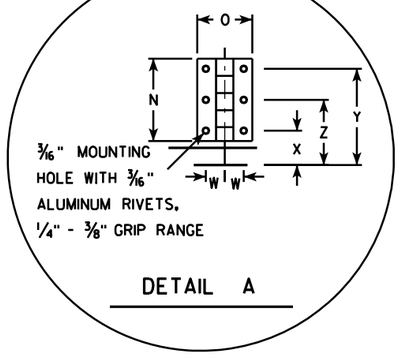


NOTES

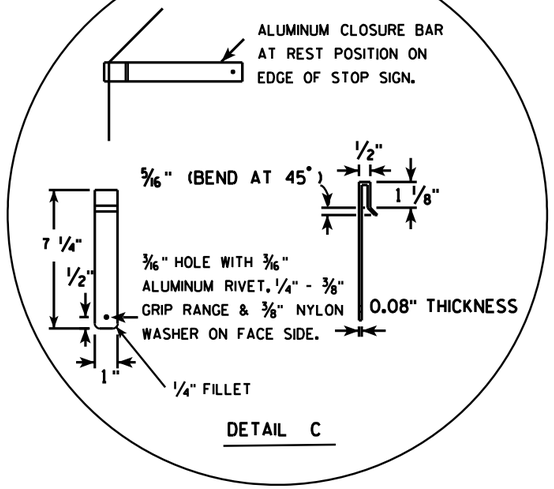
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



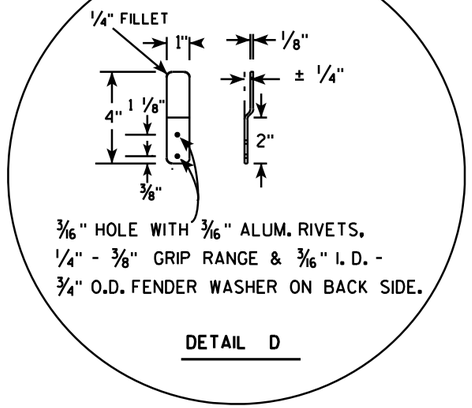
DETAIL B



DETAIL A



DETAIL C



DETAIL D

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																											

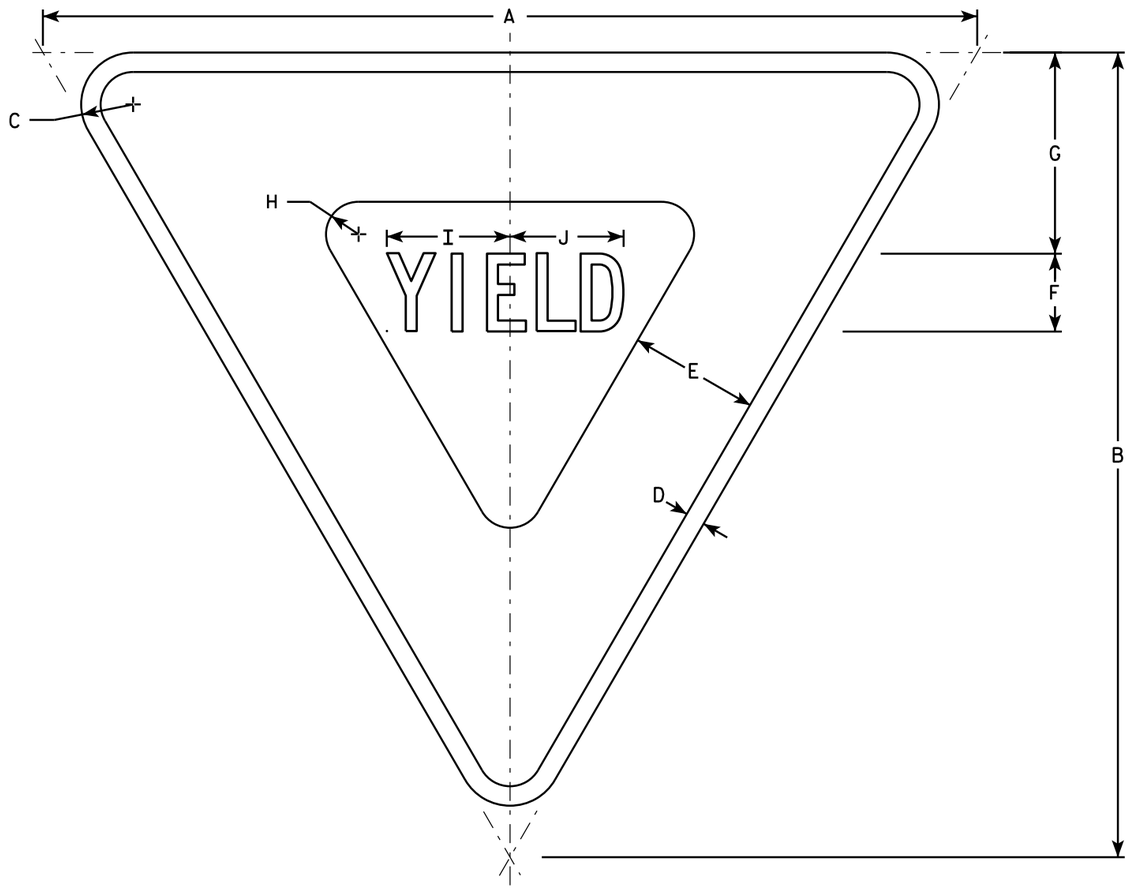
STANDARD SIGN
R1-1F

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: 607	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

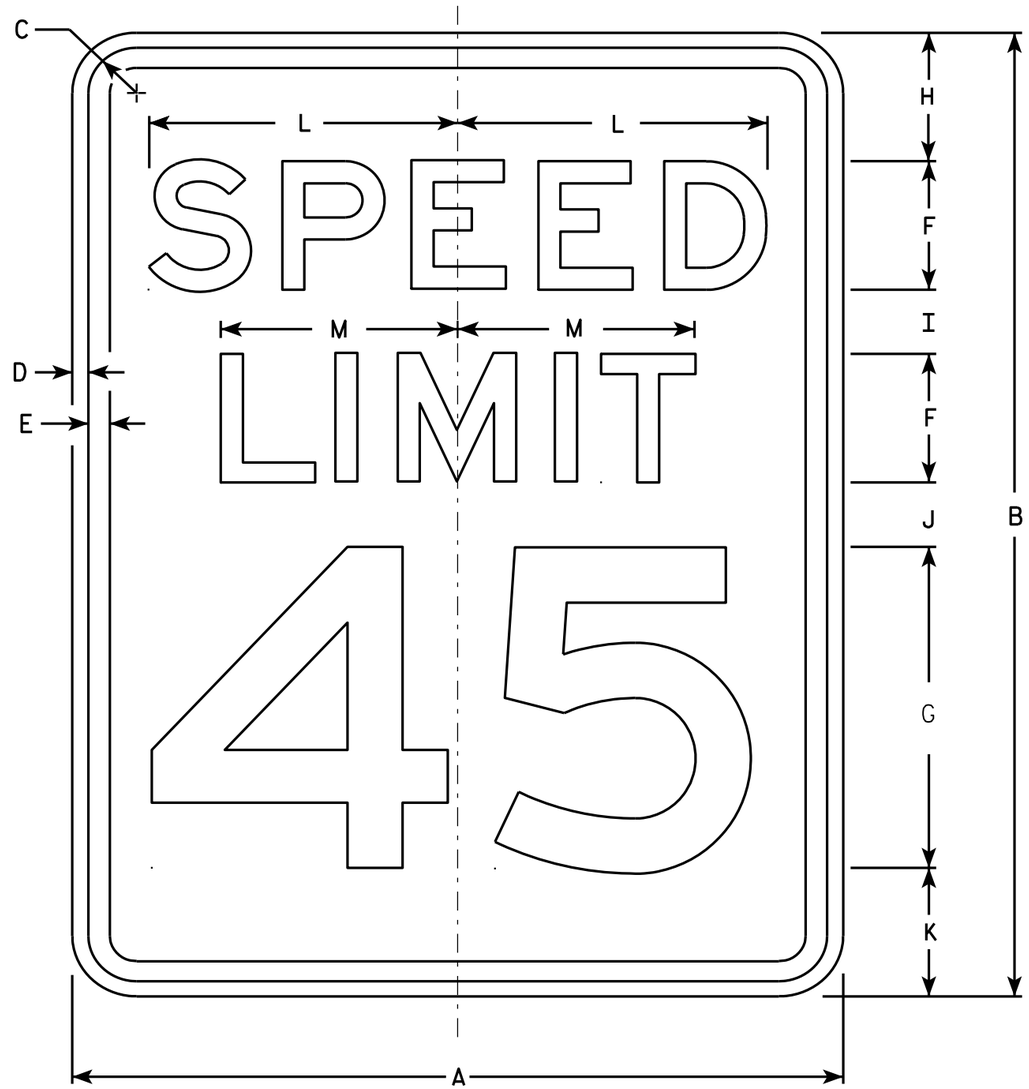
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE P1-2.12

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

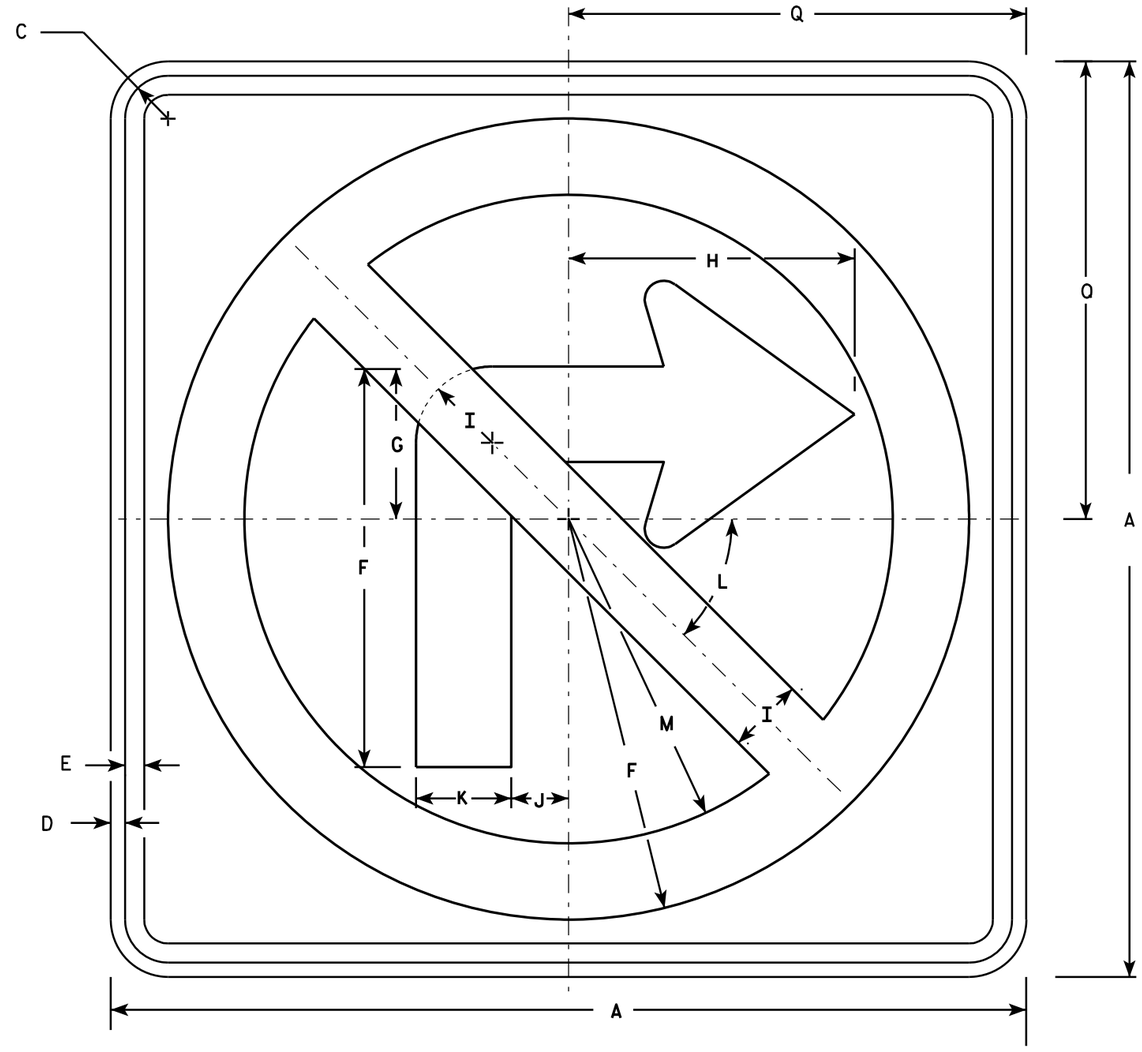
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

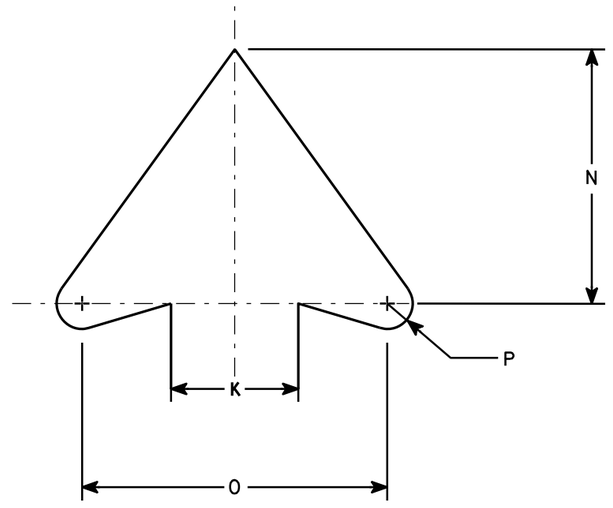
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 609	E



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

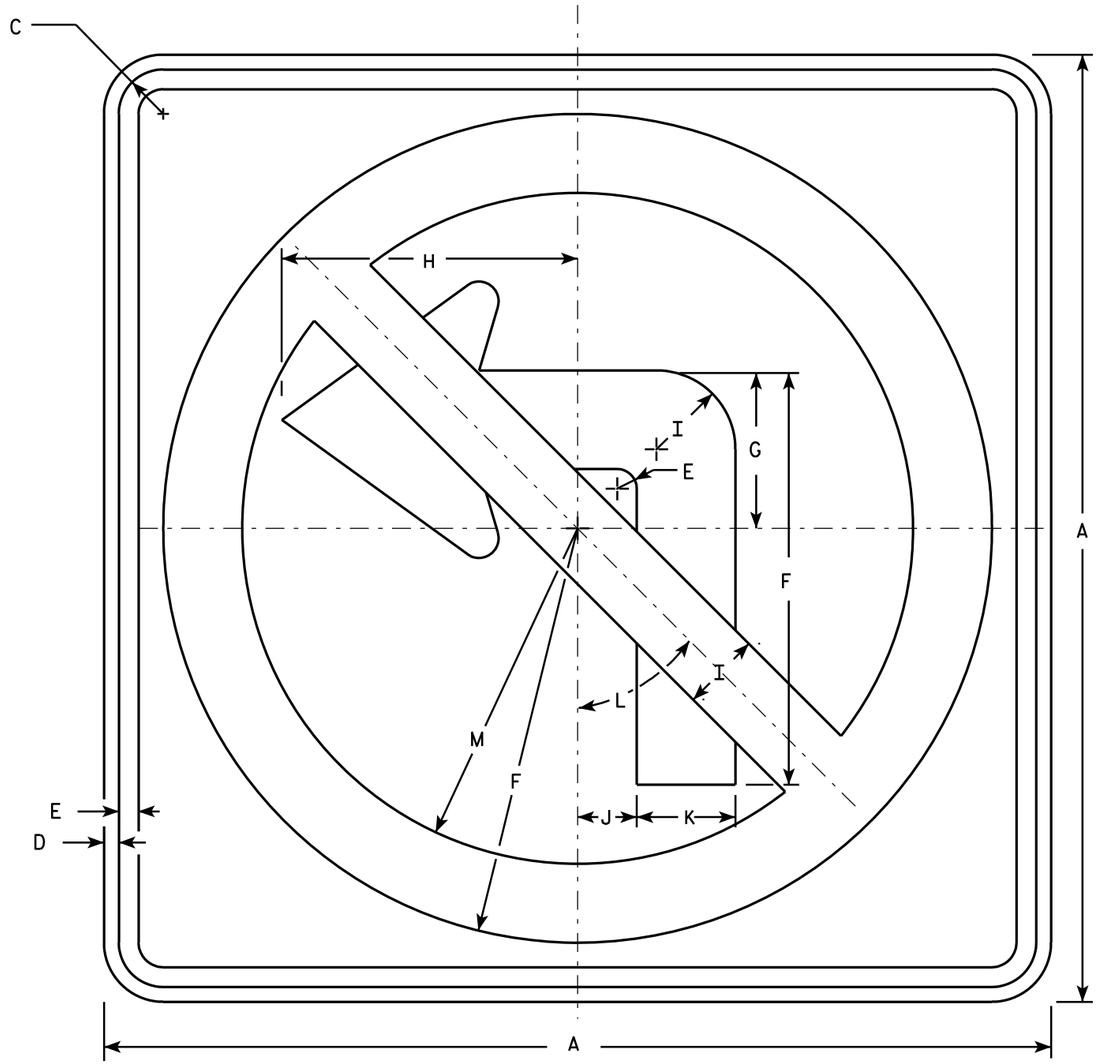
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

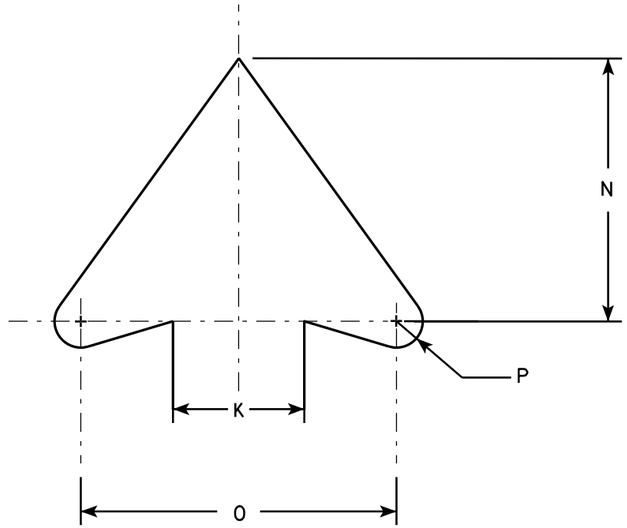
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 610	E



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

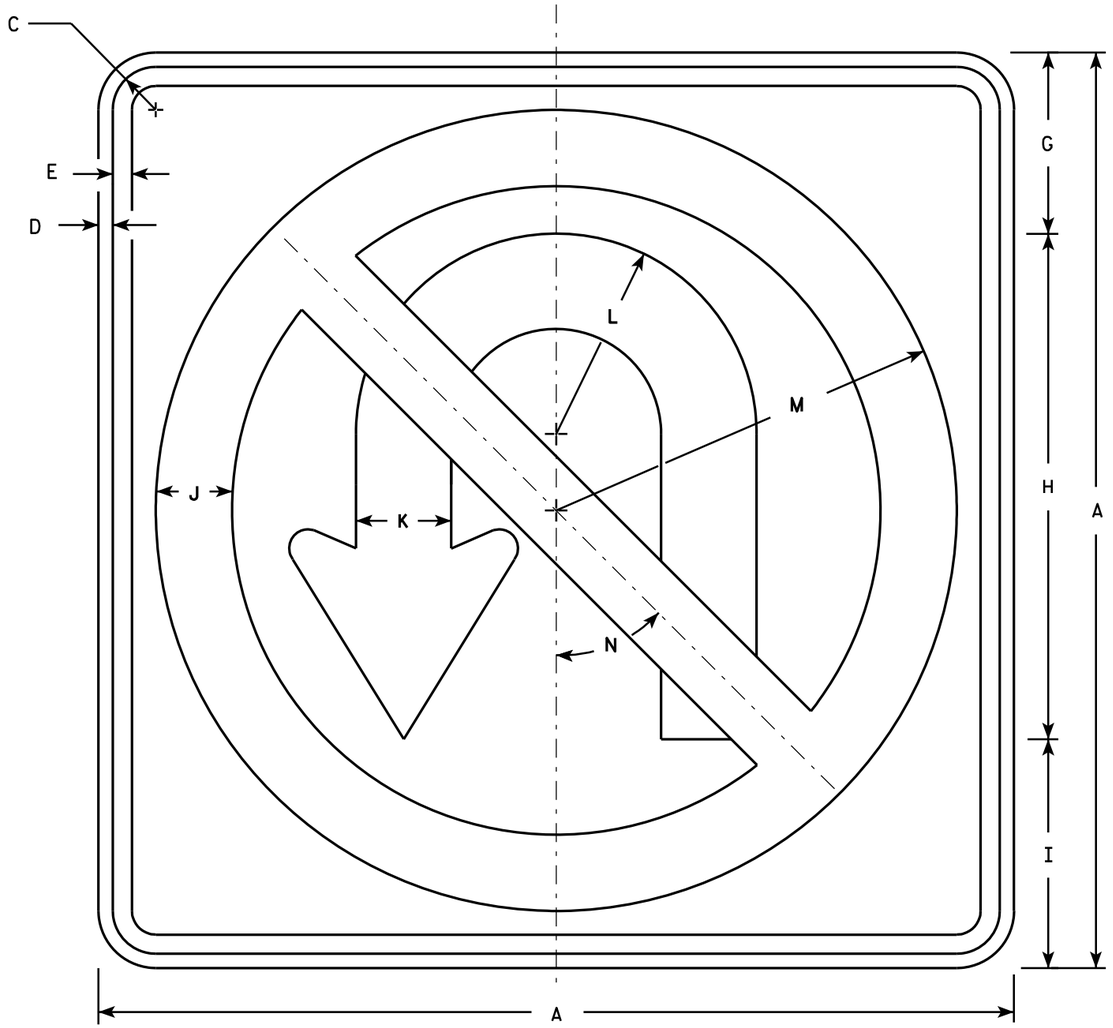
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

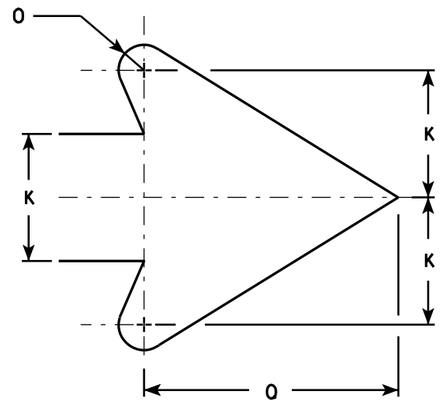
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 611	E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

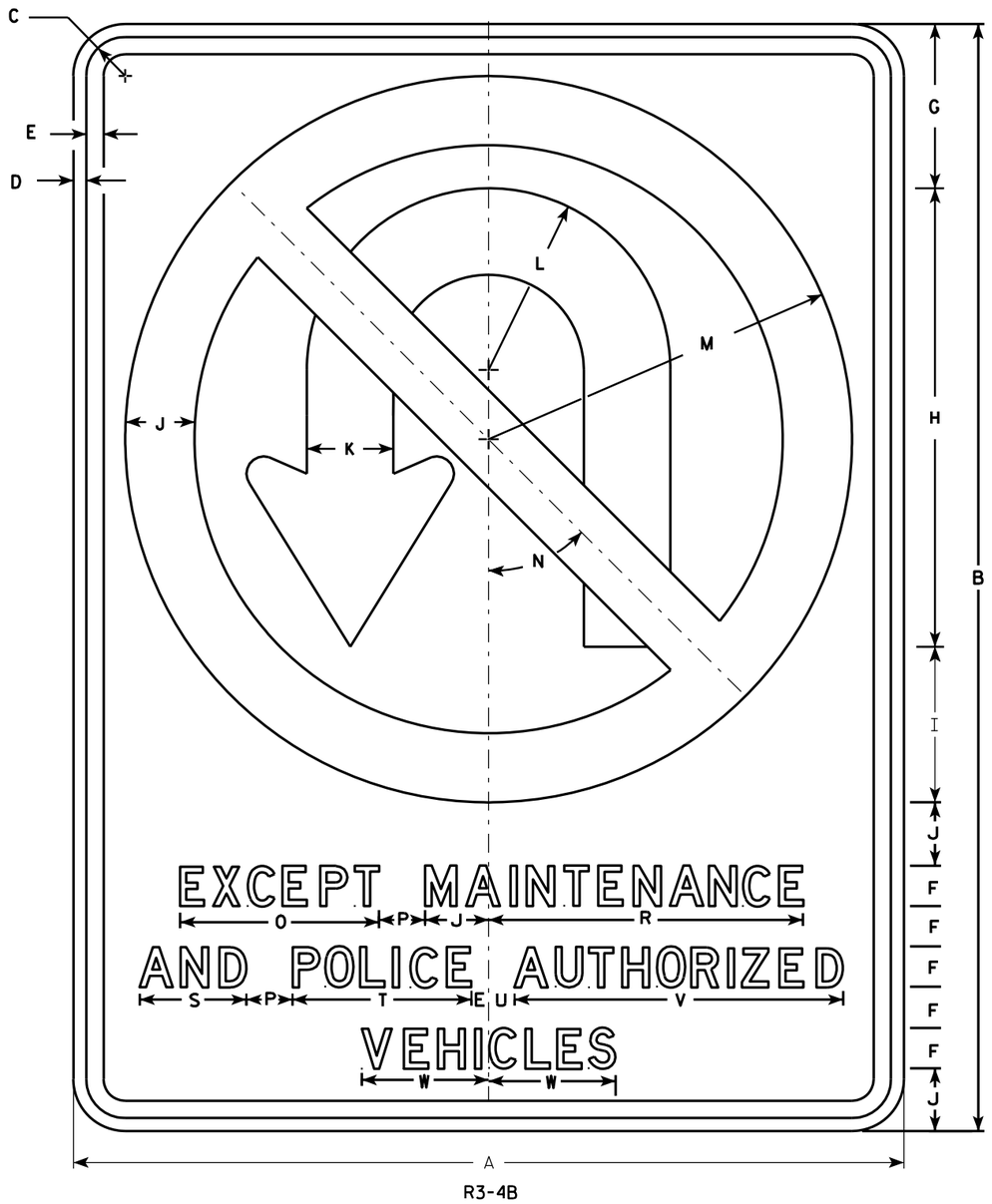
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

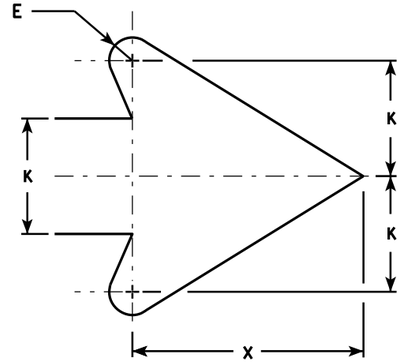
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 612 | E



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

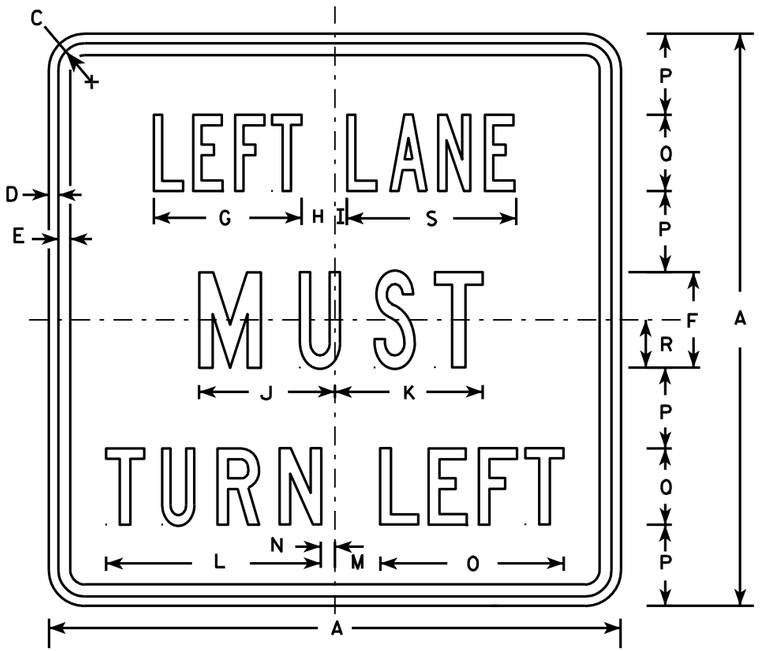
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 613	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R34B.DGN PLOT DATE : 17-MAR-2011 14:27 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.554949:1.000000

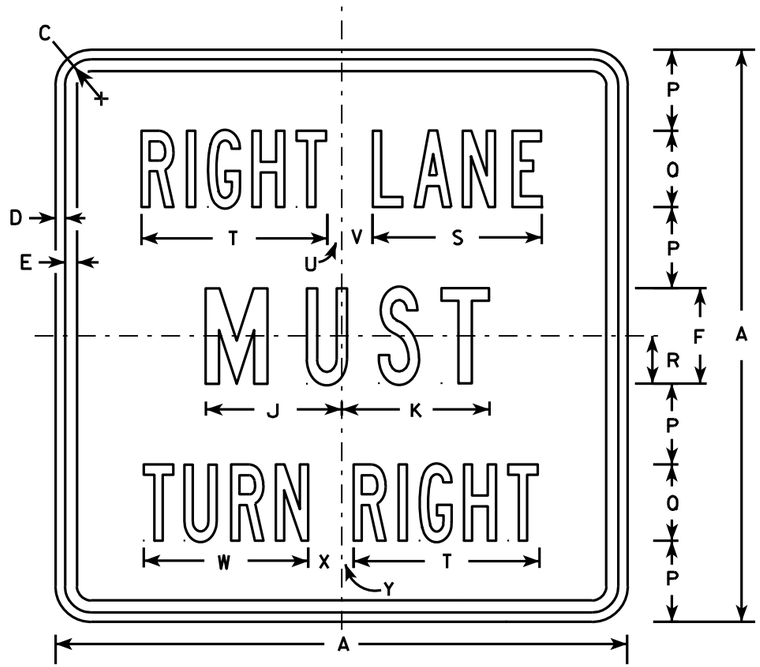
WISDOT/CADDS SHEET 42

7

7



R3-7L



R3-7R

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 - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
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		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

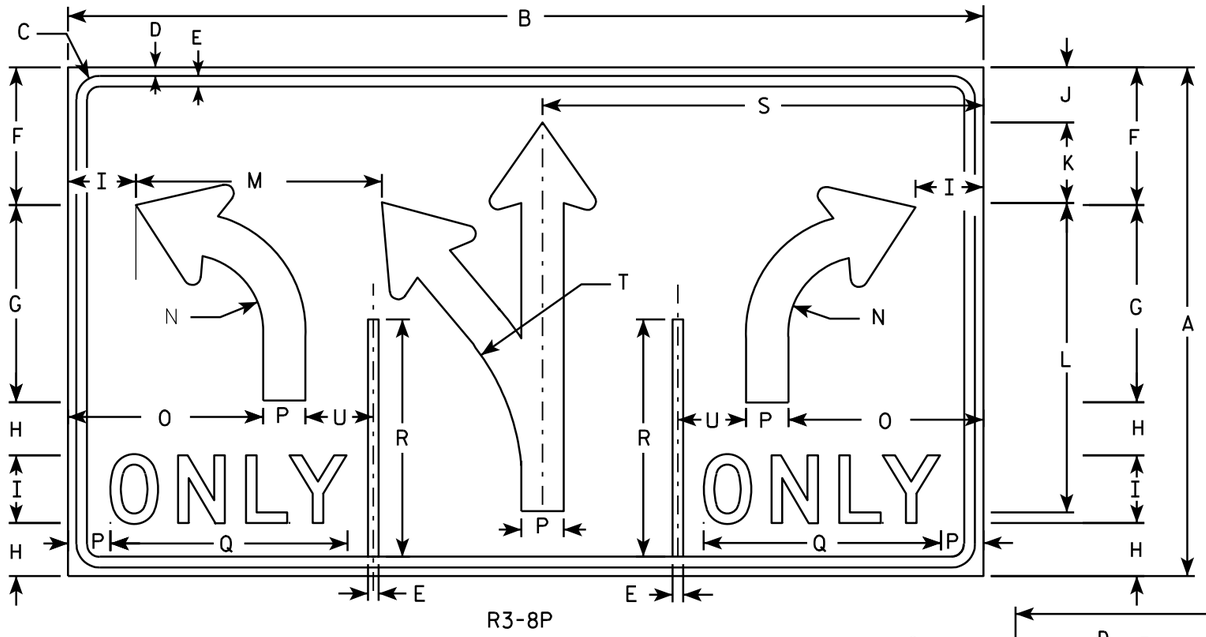
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

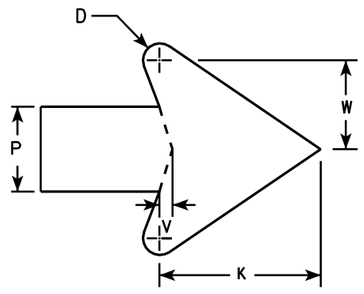
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 614 | E



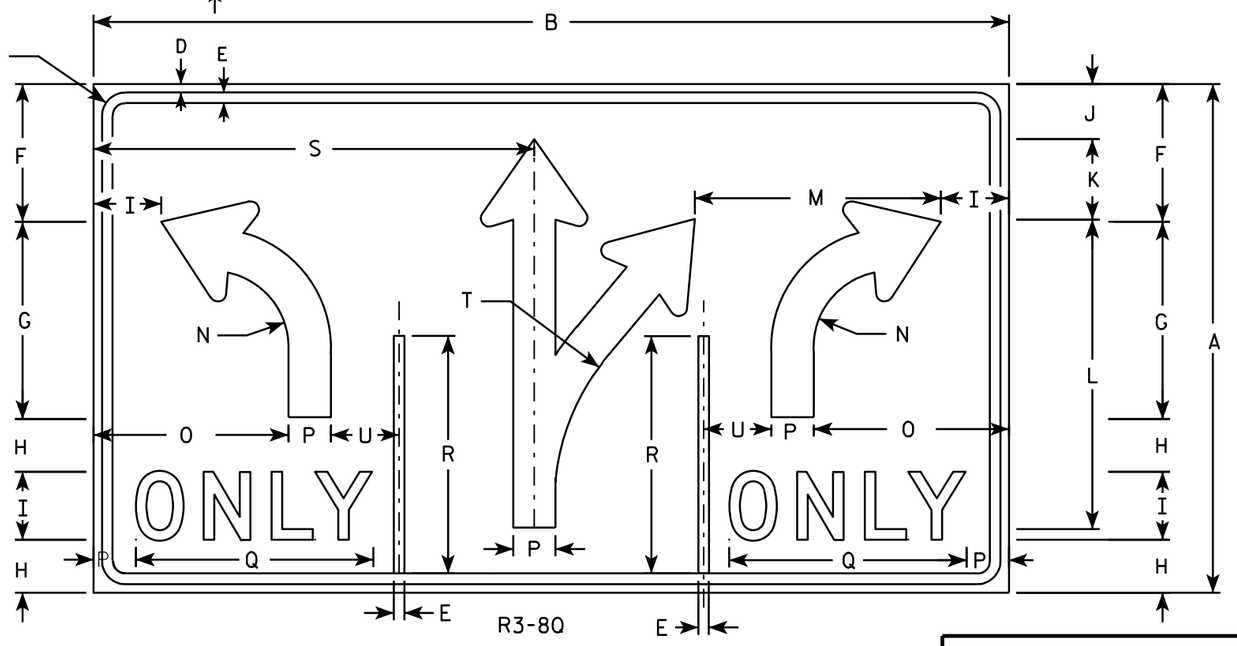
R3-8P

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



R3-8Q

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	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14 1/2	4 1/2	11 1/2	2 1/2	14	14	26	13 1/4	4	3/8	2 5/8				11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14 1/2	4 1/2	11 1/2	2 1/2	14	14	26	13 1/4	4	3/8	2 5/8				11.25
3																											
4	48	84	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	22 5/8	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	40 3/4	21 7/8	7	5/8	4				28.0
5	48	84	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	22 5/8	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	40 3/4	21 7/8	7	5/8	4				28.0

STANDARD SIGN
R3-8P & R3-8Q

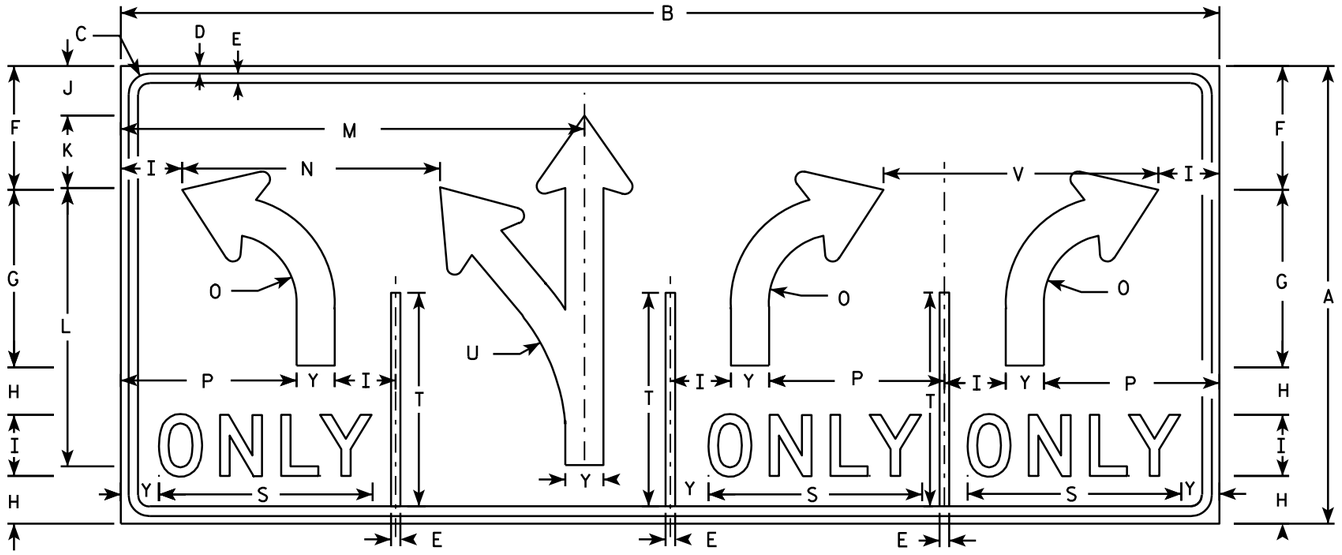
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8P.2

PROJECT NO:

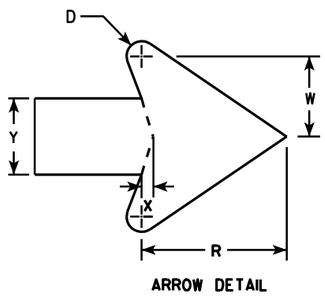
SHEET NO: 615 E



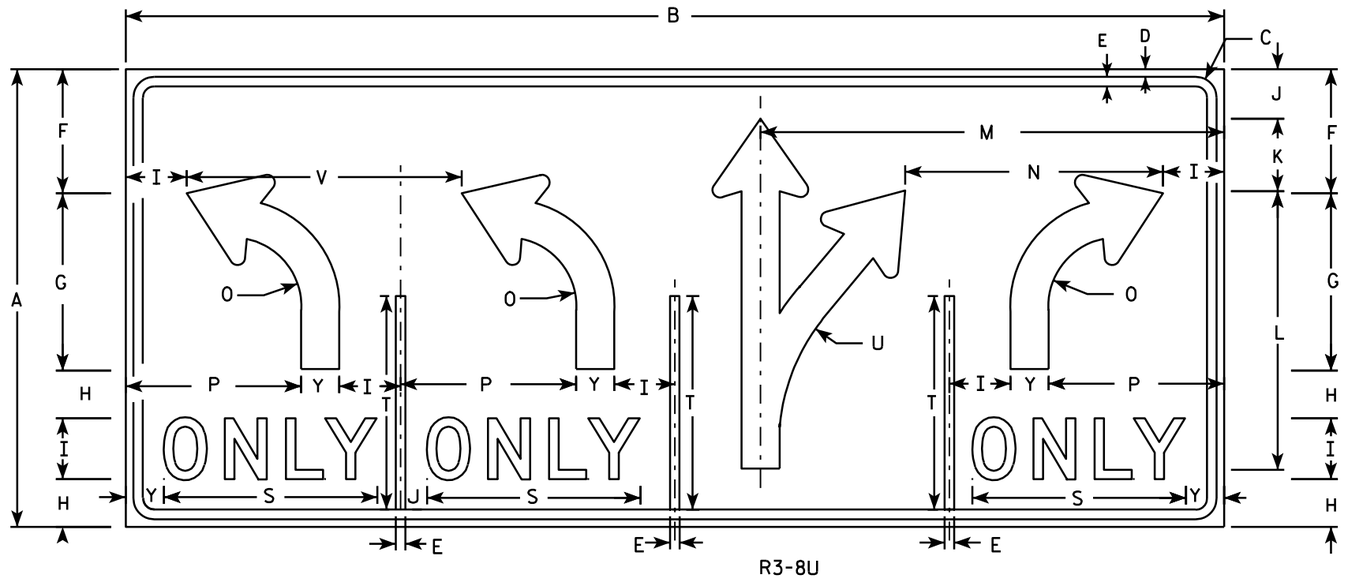
R3-8T

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



R3-8U

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	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	30 3/8	16 7/8	4 1/2	11 1/2		4 3/4	14	14	13 1/4	18	2 5/8	3/8	2 1/2		15.0
2M	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	30 3/8	16 7/8	4 1/2	11 1/2		4 3/4	14	14	13 1/4	18	2 5/8	3/8	2 1/2		15.0
3																											
4	48	108	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	8 1/4	7 5/8	29 1/4	45 1/2	25 3/8	6 3/4	17 1/4		7 1/8	20 5/8	22 3/8	19 7/8	27	4	5/8	4		36.0
5	48	108	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	8 1/4	7 5/8	29 1/4	45 1/2	25 3/8	6 3/4	17 1/4		7 1/8	20 5/8	22 3/8	19 7/8	27	4	5/8	4		36.0

STANDARD SIGN
R3-8T & R3-8U

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8T.4

PROJECT NO:

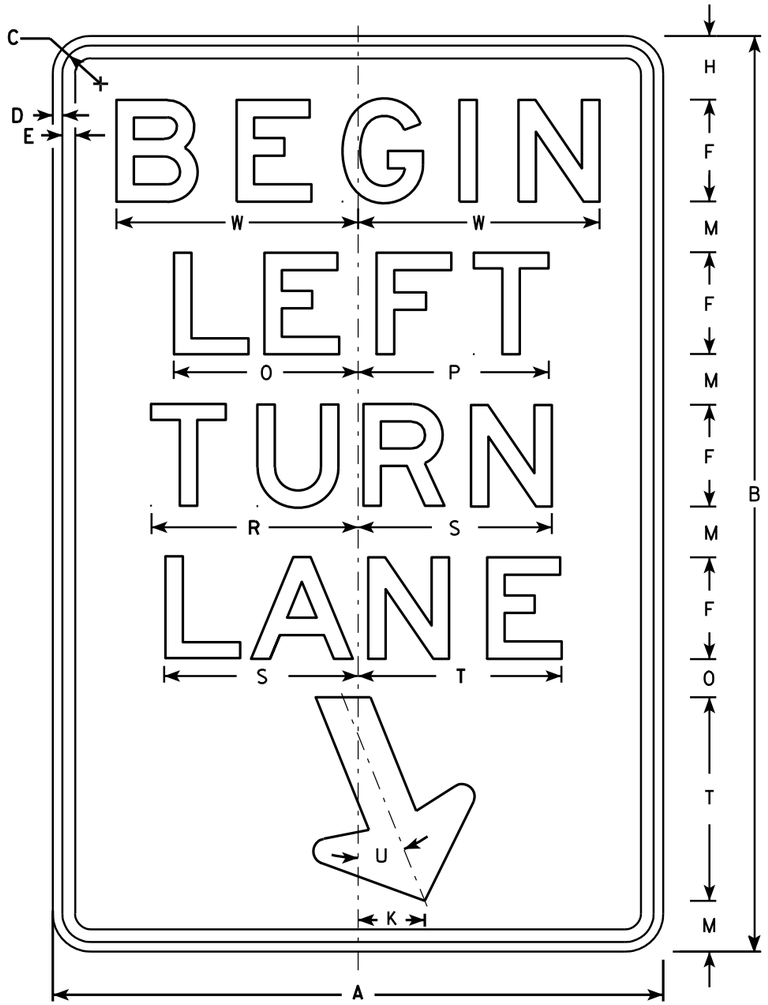
SHEET NO: 616 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38T.DGN PLOT DATE : 24-MAR-2011 10:05 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

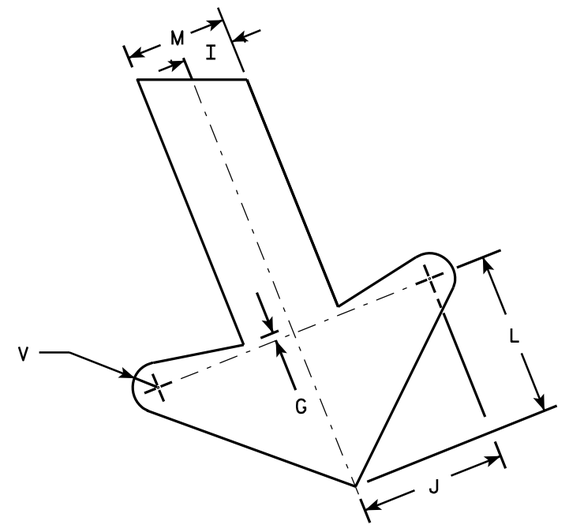
7



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																											

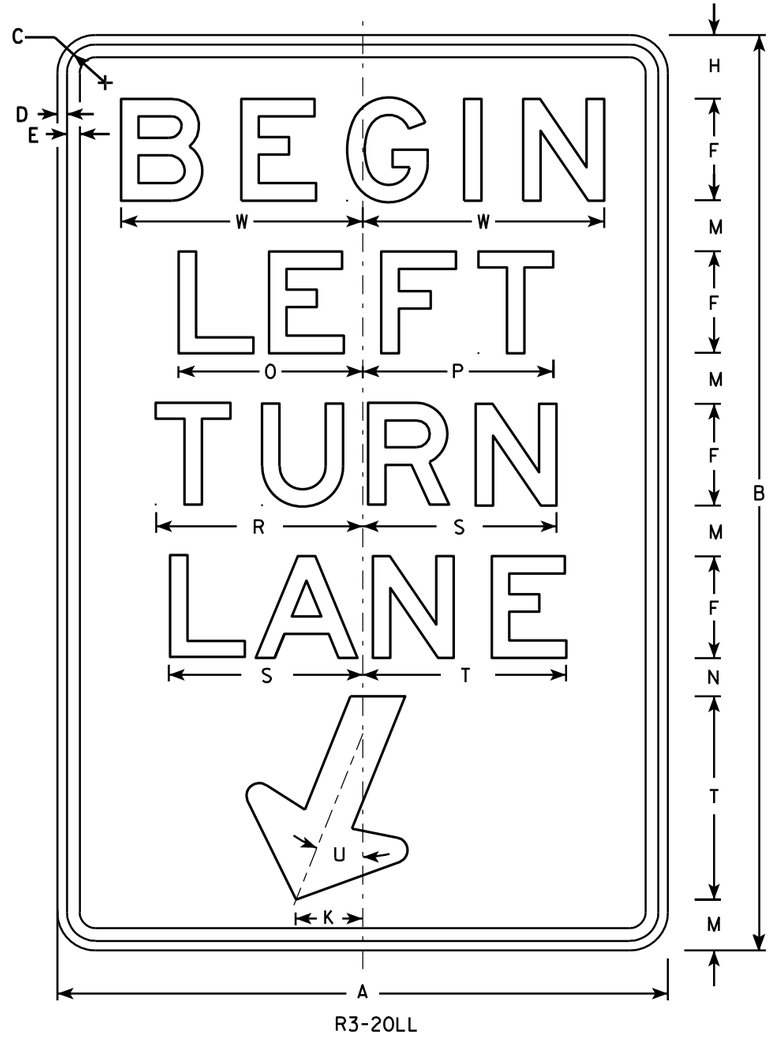
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

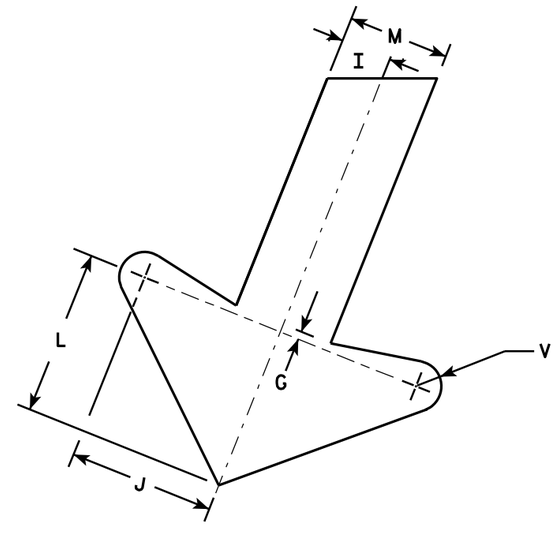
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 617 | E



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

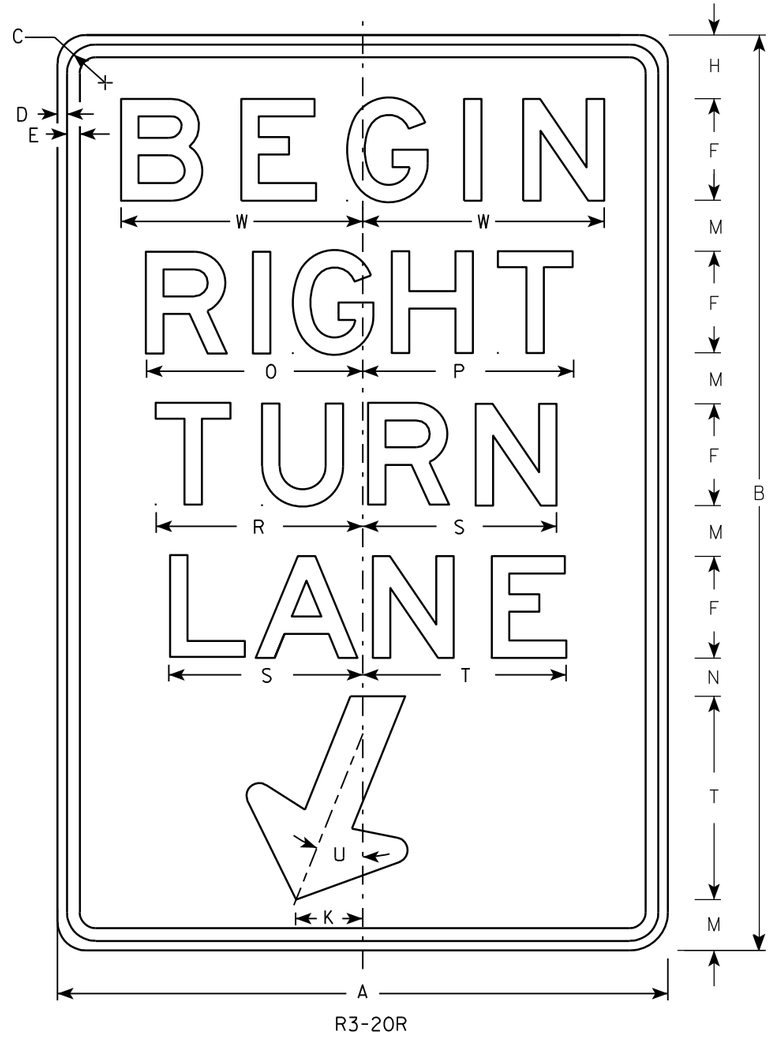
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 618	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

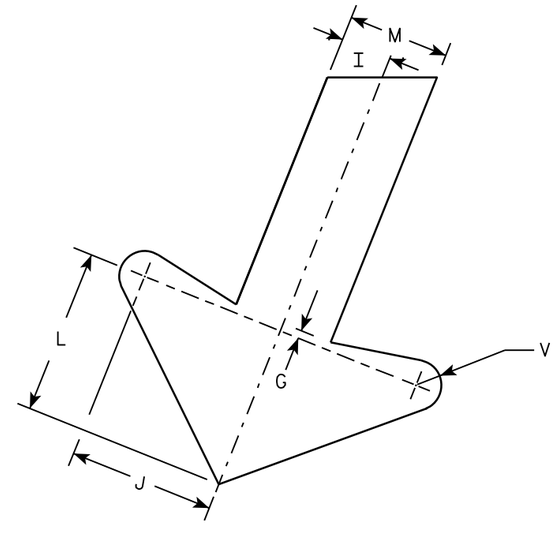
WISDOT/CADDS SHEET 42



R3-20R

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	8 1/2	8 1/4		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	8 1/2	8 1/4		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	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

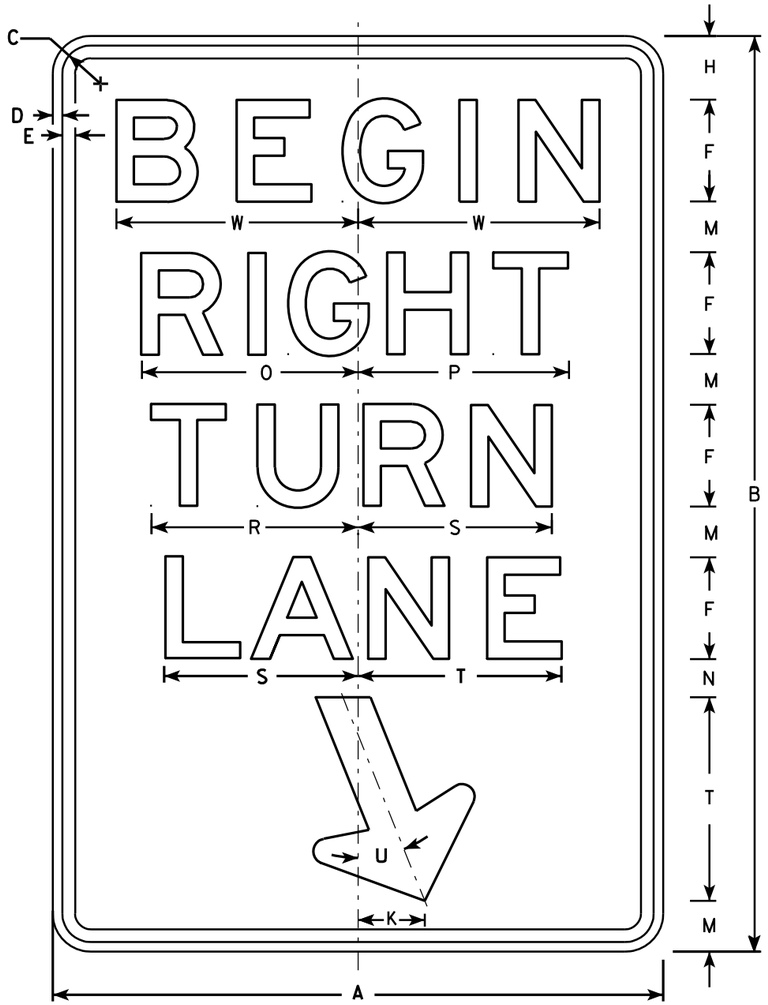
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

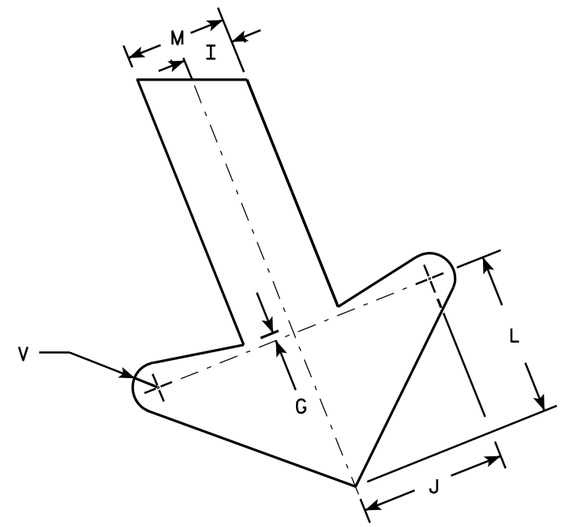
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 619 | E



R3-20RR

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	8 1/2	8 1/4		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	8 1/2	8 1/4		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	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

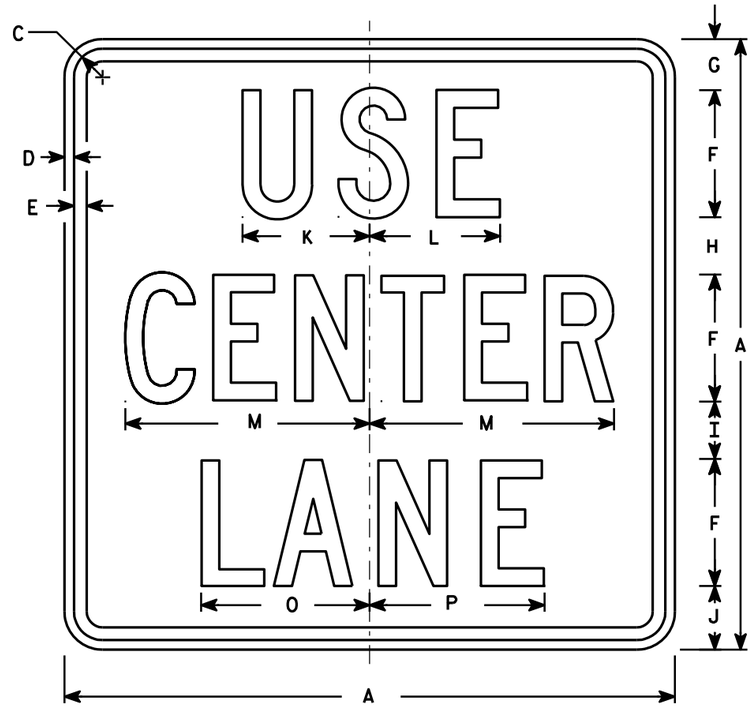
STANDARD SIGN
R3-20RR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20RR.1

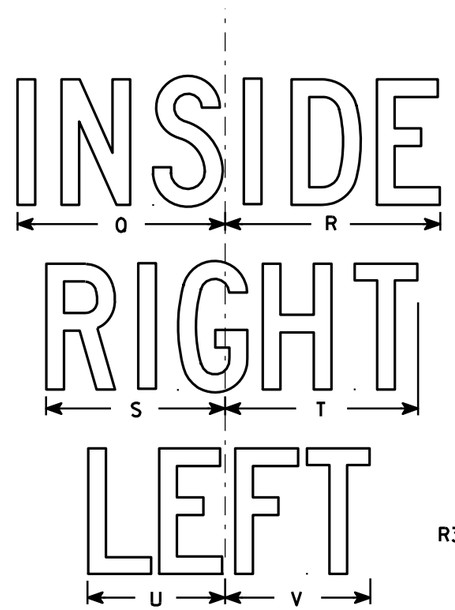
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 620 | E



R3-54C

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.



R3-54I

R3-54R

R3-54L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					4.0
2M	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					4.0
3	36		1 5/8	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	14 3/8		9 7/8	10 1/4	12 1/8	12 3/4	10 3/8	11 3/8	8	8 5/8					9.0
4																											
5																											

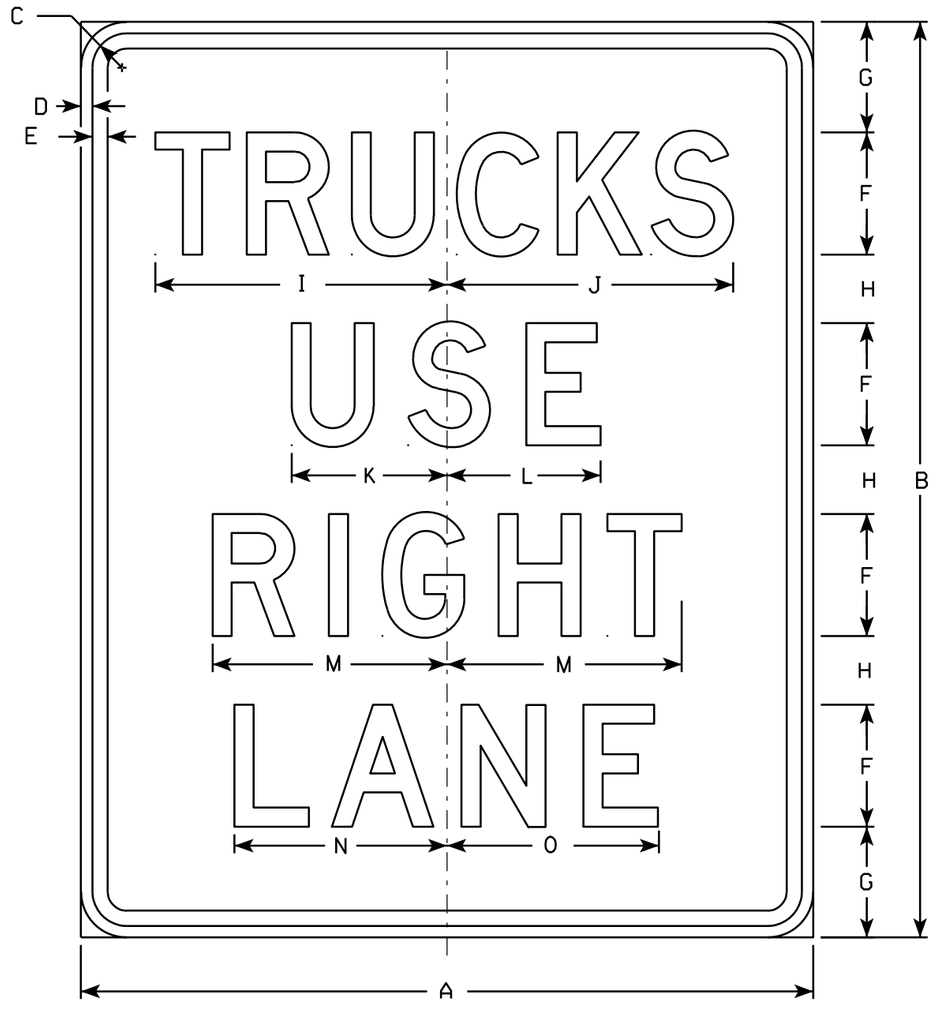
STANDARD SIGN
R3-54C, I ,L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 621 | E

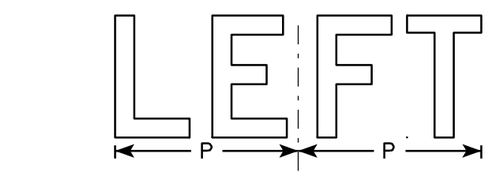


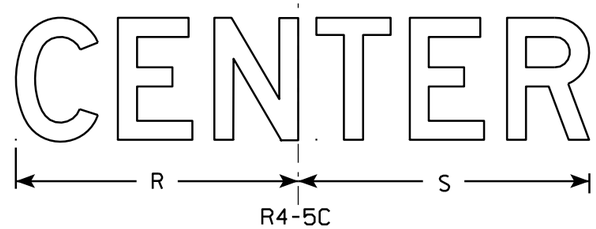
R4-5

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. R4-5L & R4-5C are the same as R4-5 except LEFT or CENTER replaces RIGHT as order by code.

R4-5L





R4-5C

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	4	3 5/8	2 1/4	9 5/8	9 3/8	5 1/8	5 1/8	7 3/4	7 1/4	7	6		9 1/4	9 1/2								5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 5/8	9 3/8	5 1/8	5 1/8	7 3/4	7 1/4	7	6		9 1/4	9 1/2								5.0
3																											
4	36	48	2 1/4	5/8	3/4	6	6	4	14 3/8	14 1/8	7 7/8	7 7/8	12 1/4	10 3/4	10 1/2	9 5/8		13 7/8	14 1/4								12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/8	18 3/4	10 1/4	10 1/8	15 3/8	14	13 7/8	12		18 1/2	19 1/8								20.0

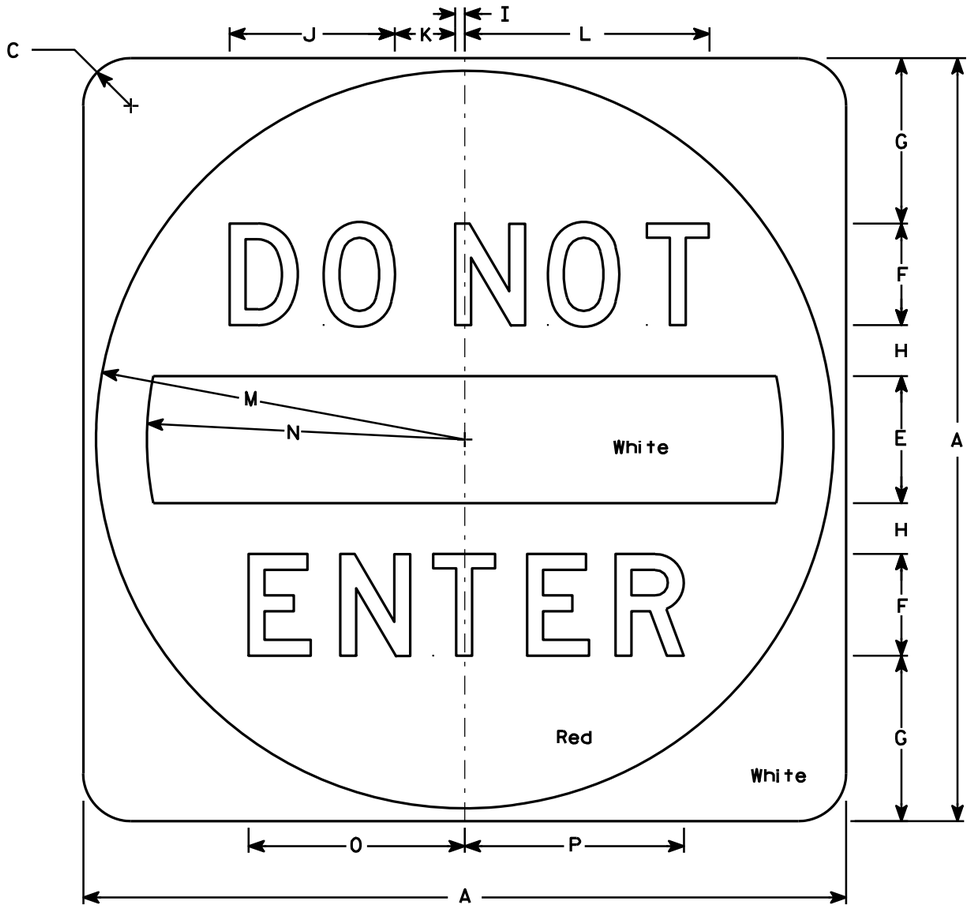
STANDARD SIGN
R4-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 622 | 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

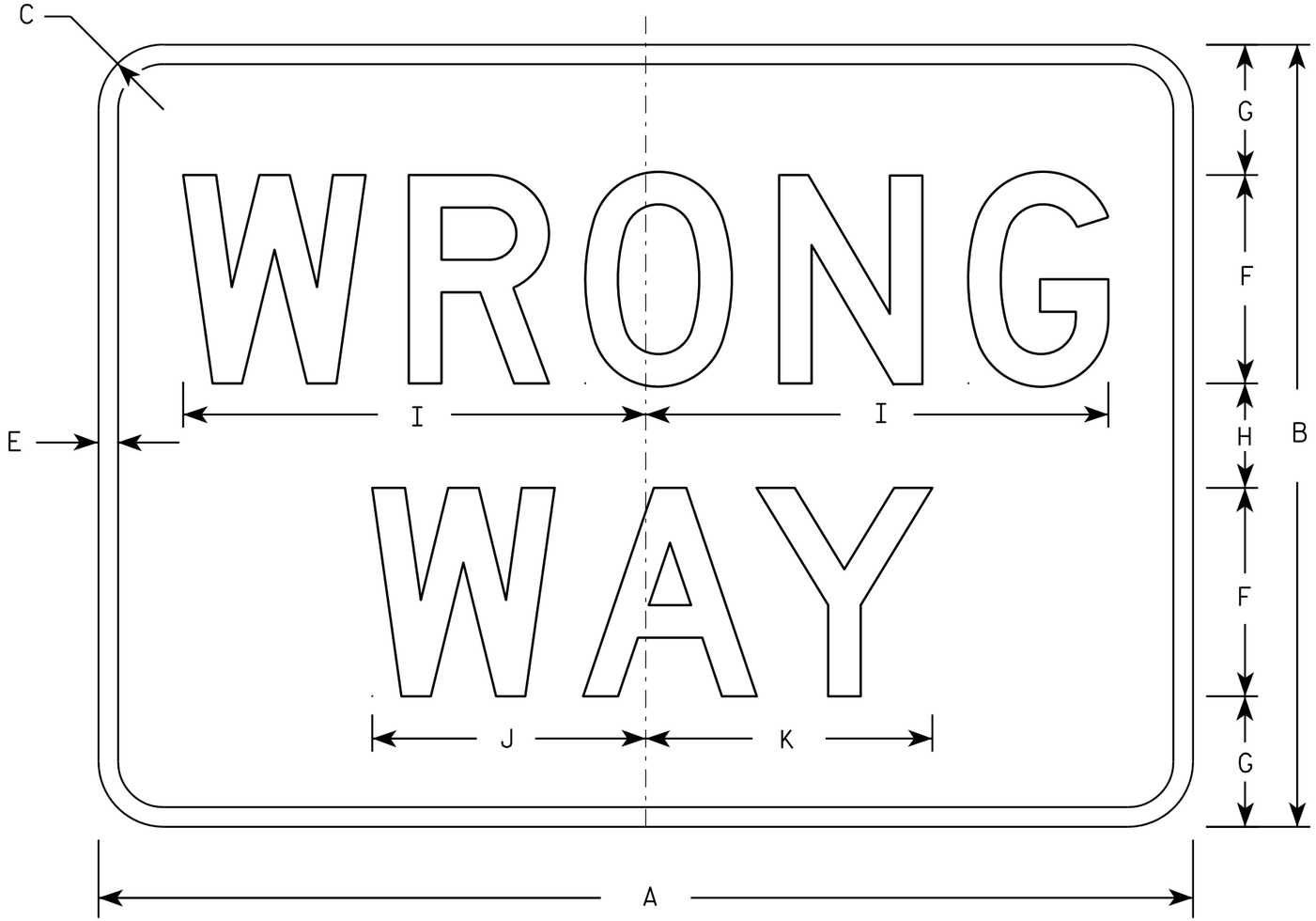
STANDARD SIGN
R5-1

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: 623 | 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: 624 | 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

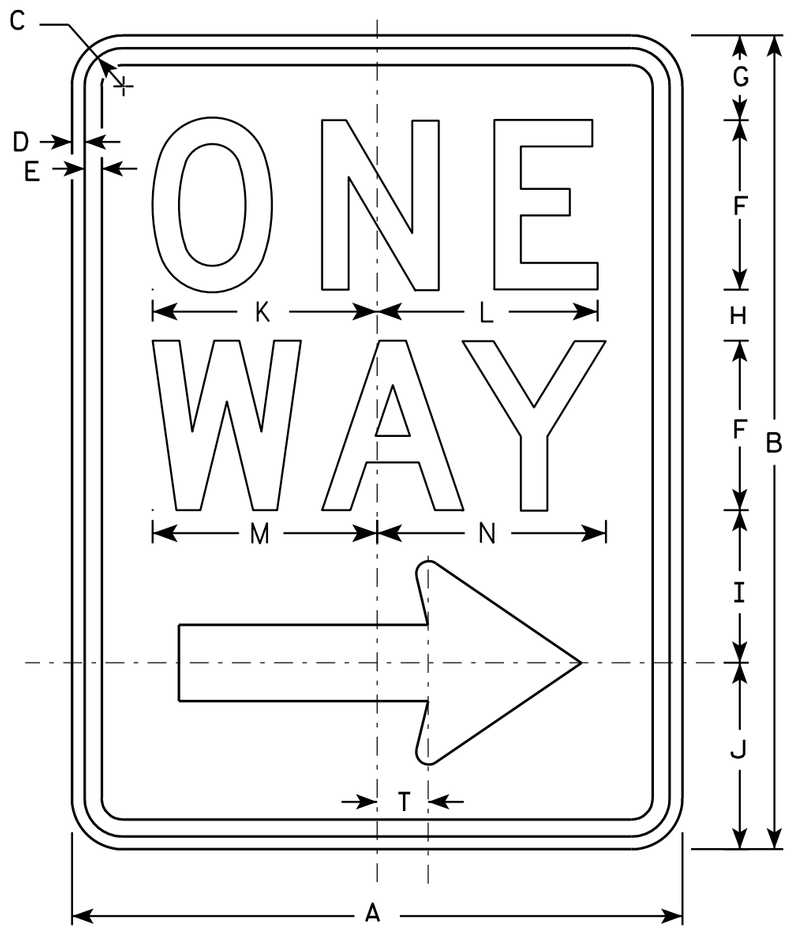
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 625 | E

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

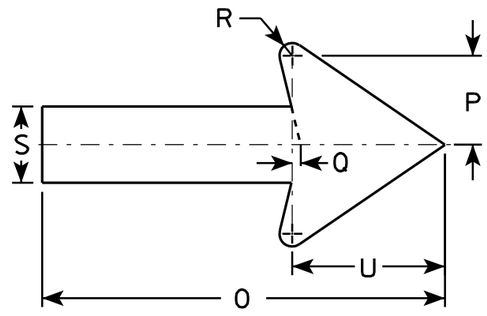
7



R6-2R

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																										

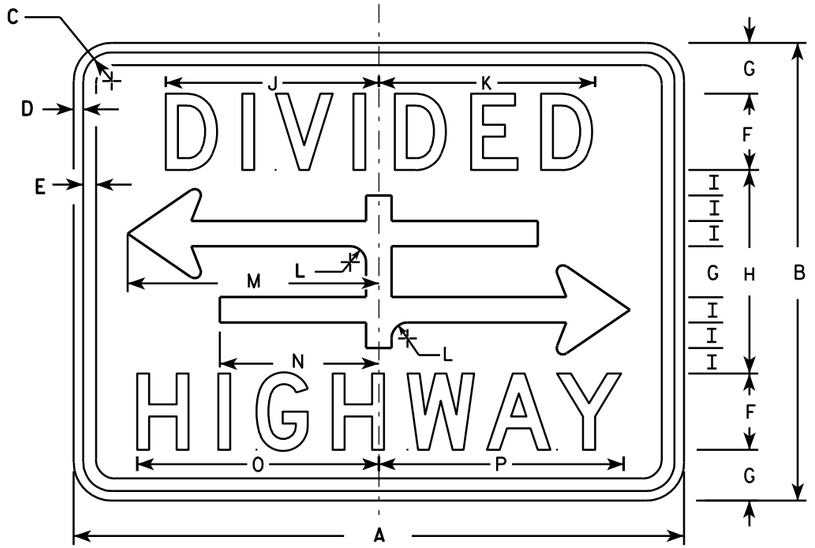
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

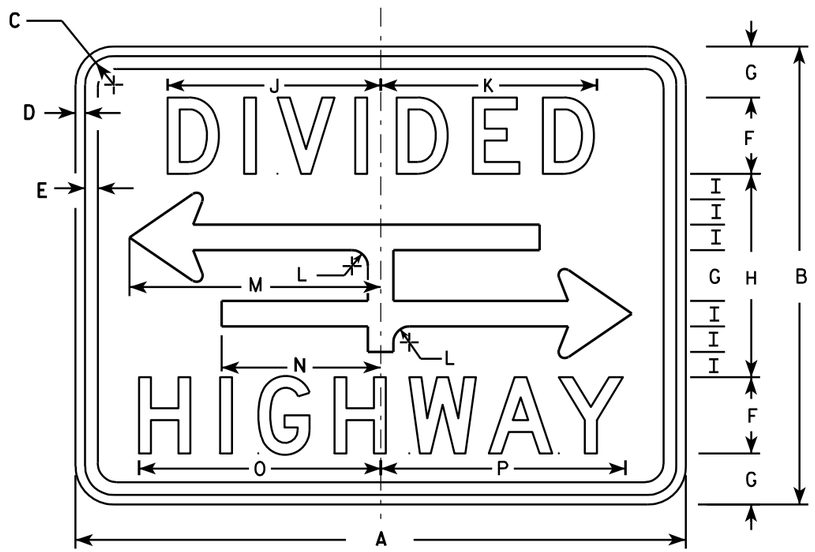
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 626	E



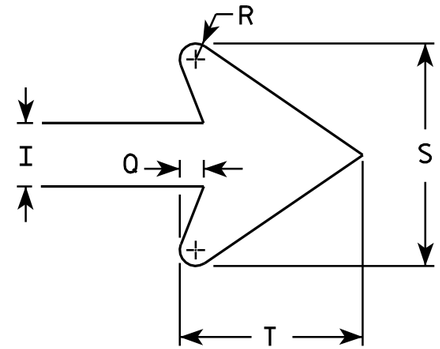
R6-3

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

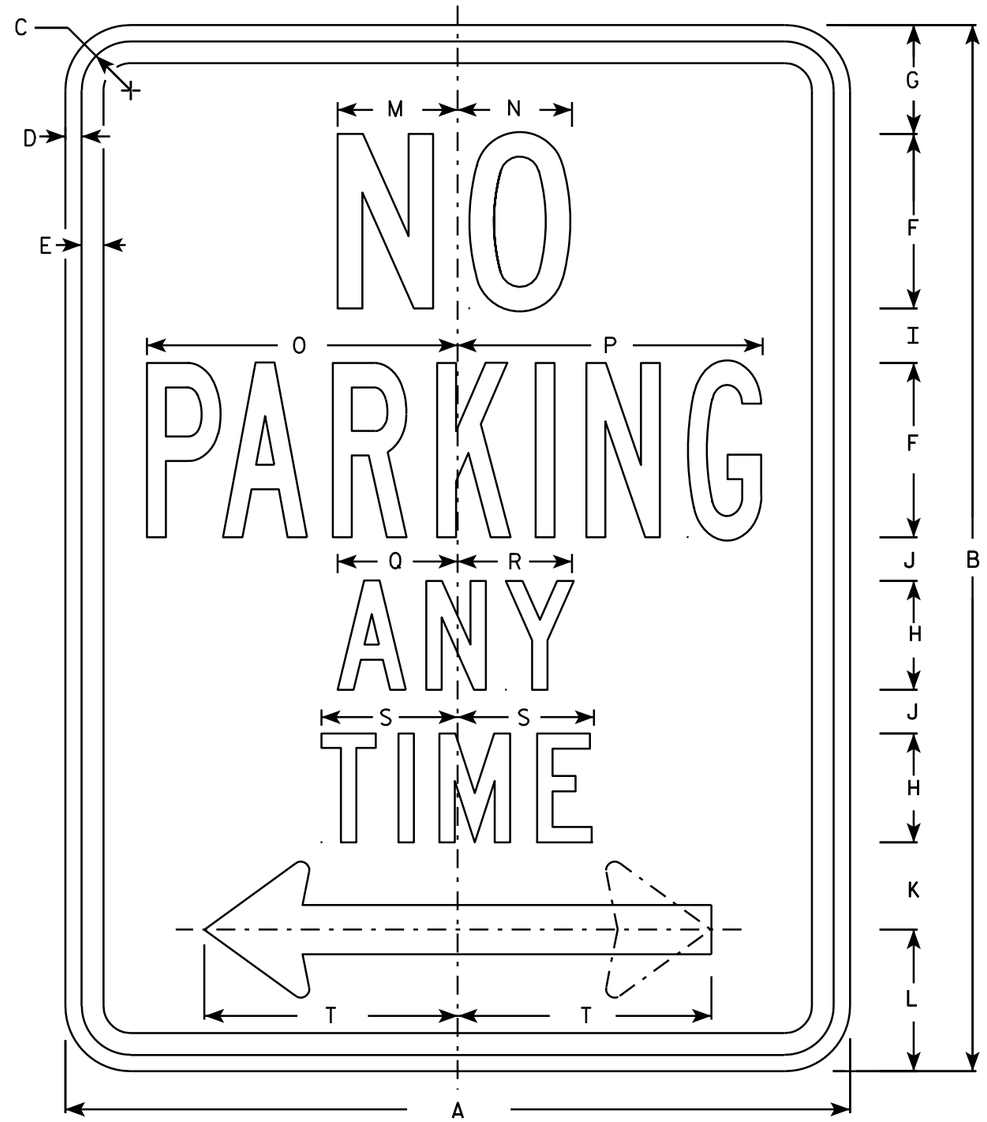
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

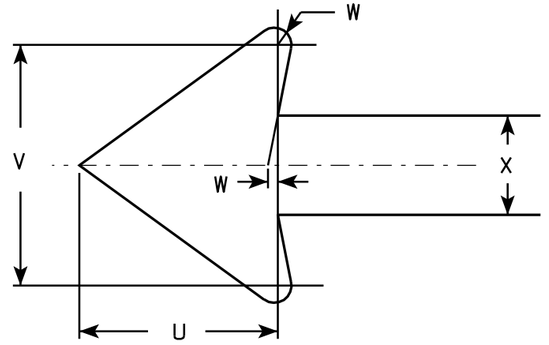
SHEET NO: 627 E



R7-1

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 - Red
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, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



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	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

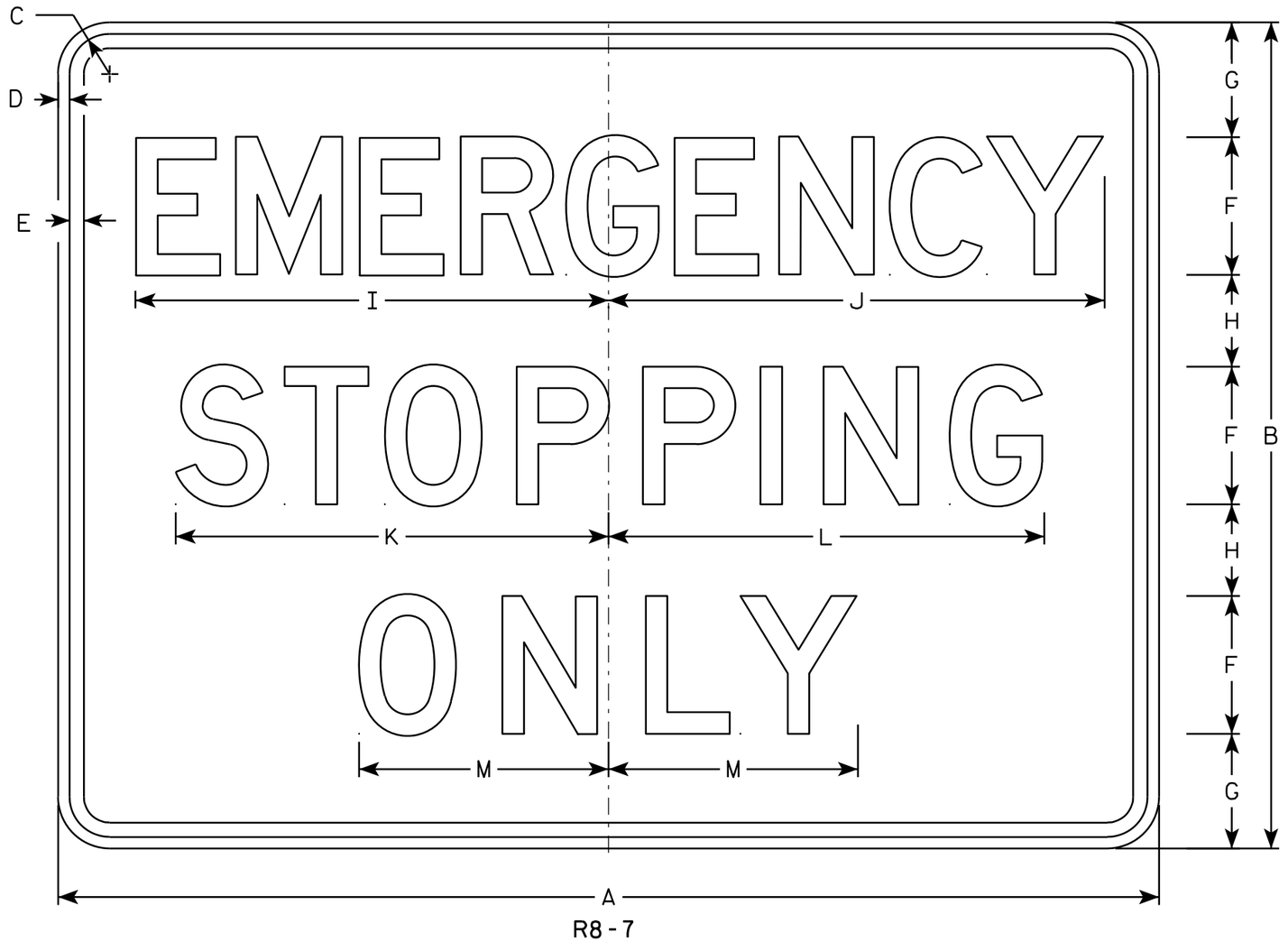
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 628	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42



R8 - 7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

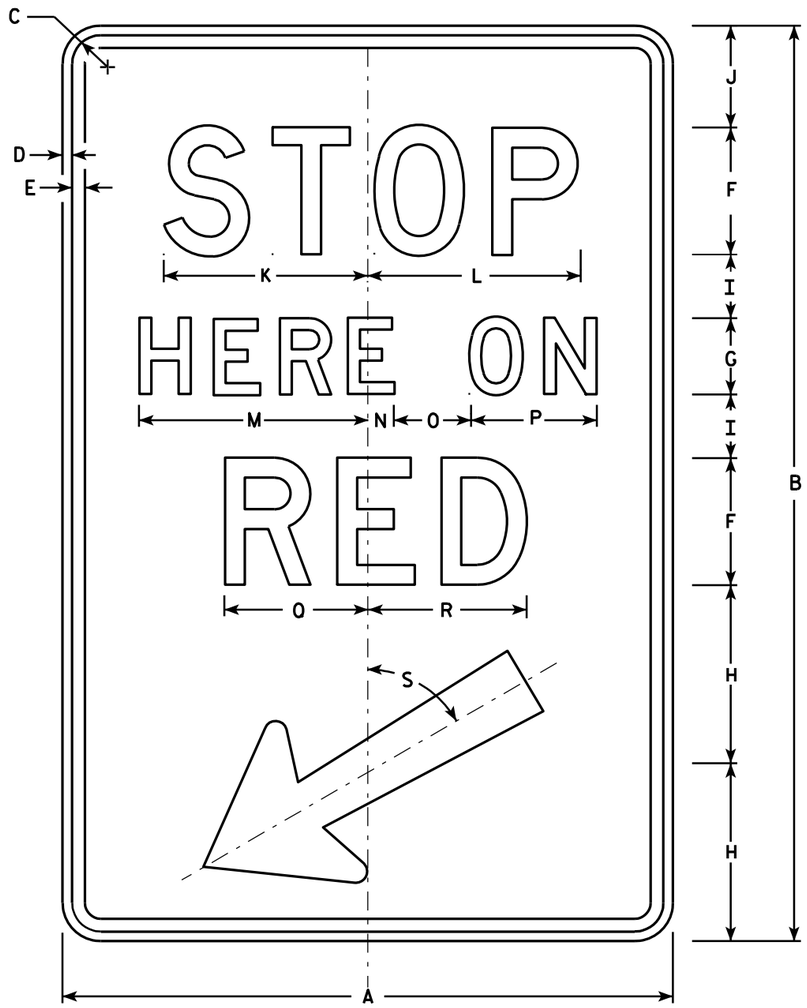
STANDARD SIGN
R8 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

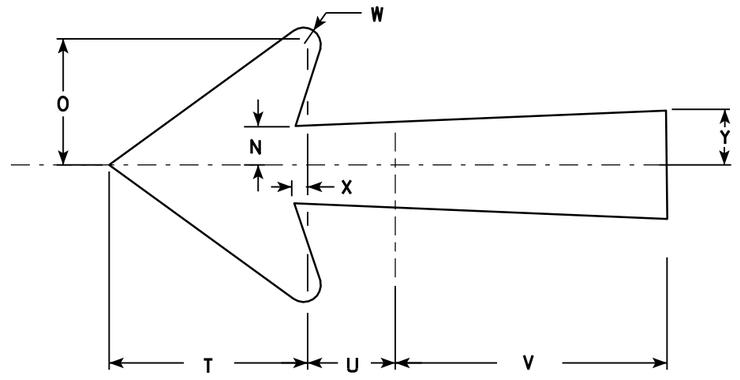
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 629 | E



R10-6

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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

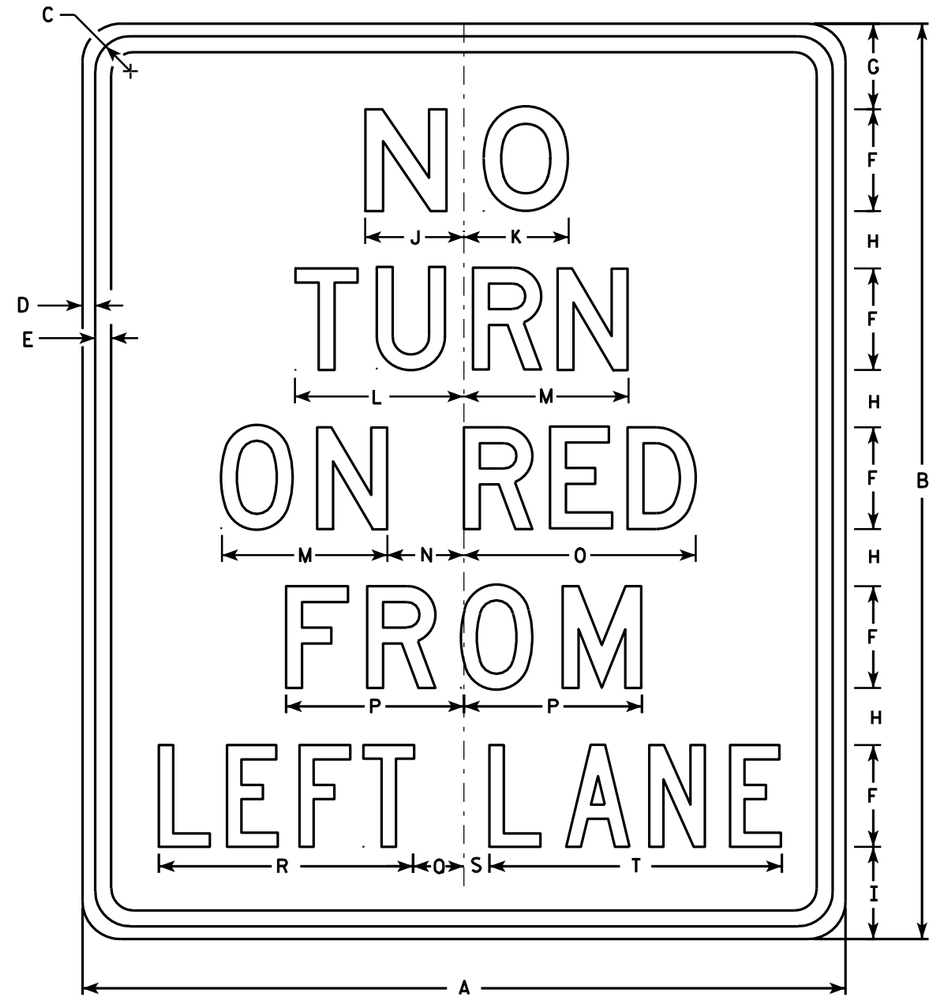
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 630	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R106.DGN PLOT DATE : 05-APR-2011 09:50 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

7



R10-11F

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, 3 and 4 are Series D.
   Line 5 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																											
2S	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5
2M	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5
3																											
4																											
5																											

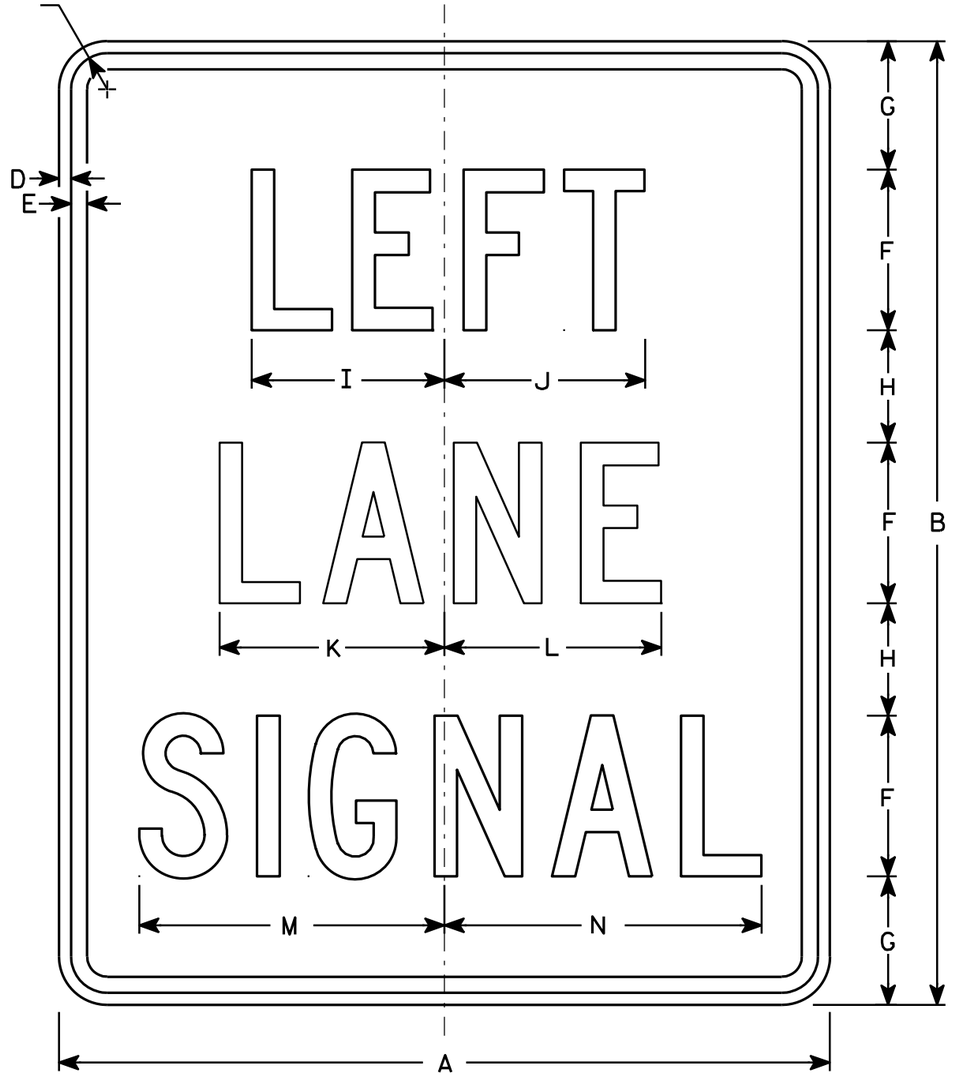
STANDARD SIGN
R10-11F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-11F.3

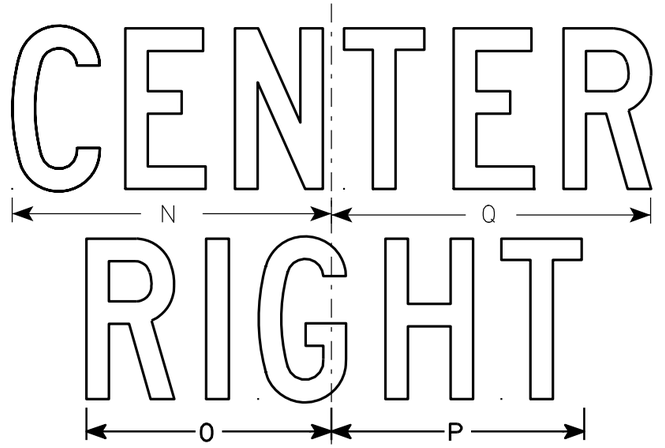
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 631	E



R10-65L

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.



R10-65C

R10-65R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	5	4	3 1/2	6	6 1/4	7	6 3/4	9 1/2	9 7/8	7 5/8	7 7/8	10										5.0
2M	24	30	1 1/8	3/8	1/2	5	4	3 1/2	6	6 1/4	7	6 3/4	9 1/2	9 7/8	7 5/8	7 7/8	10										5.0
3																											
4																											
5																											

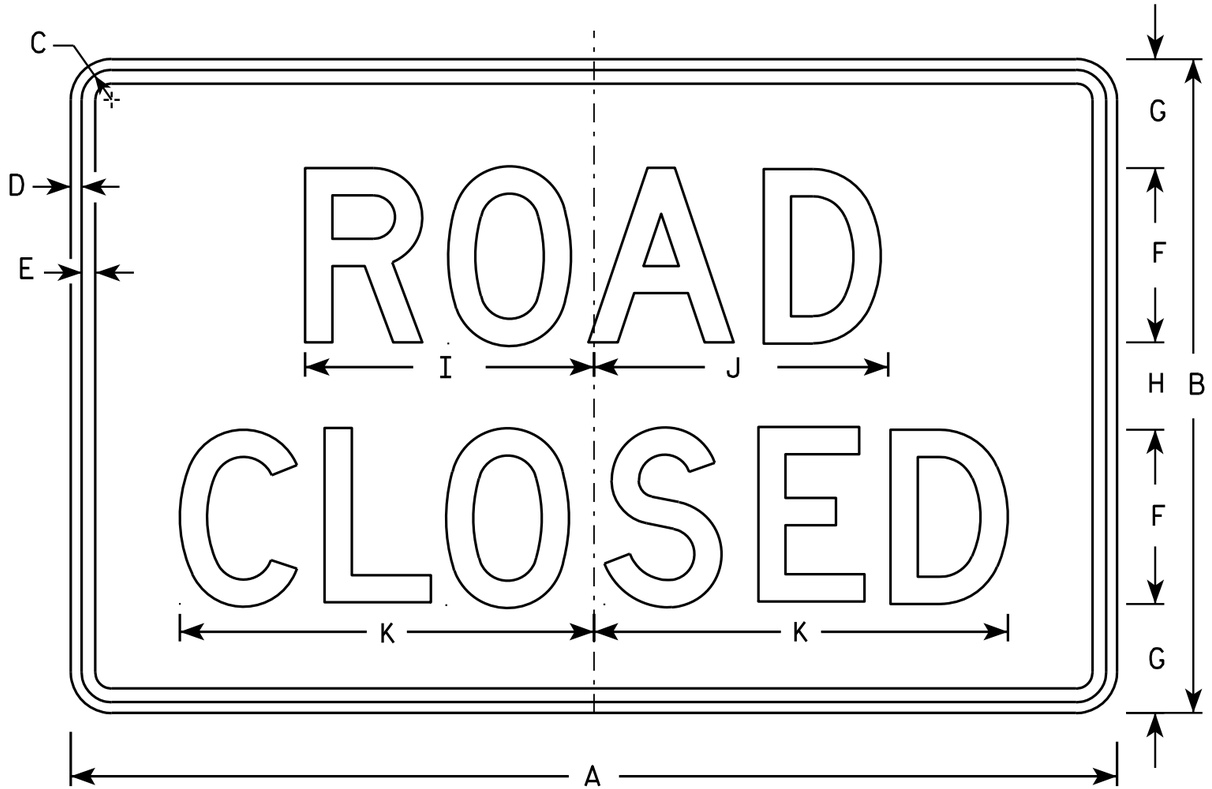
STANDARD SIGN
R10-65

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-65.2

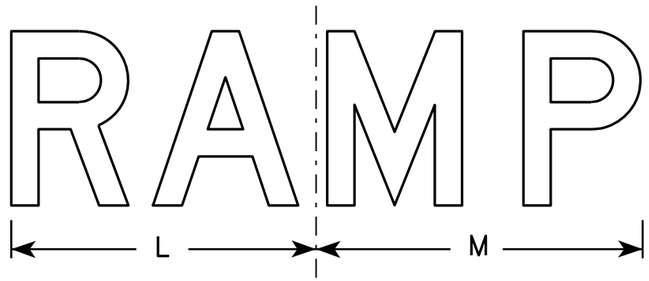
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 632	E



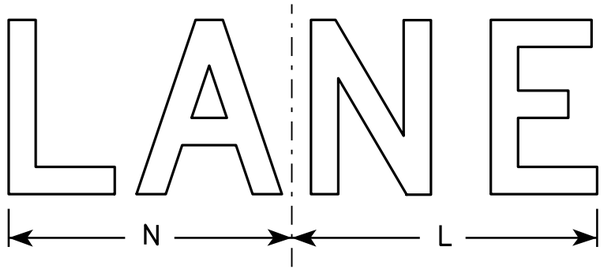
R11-2

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

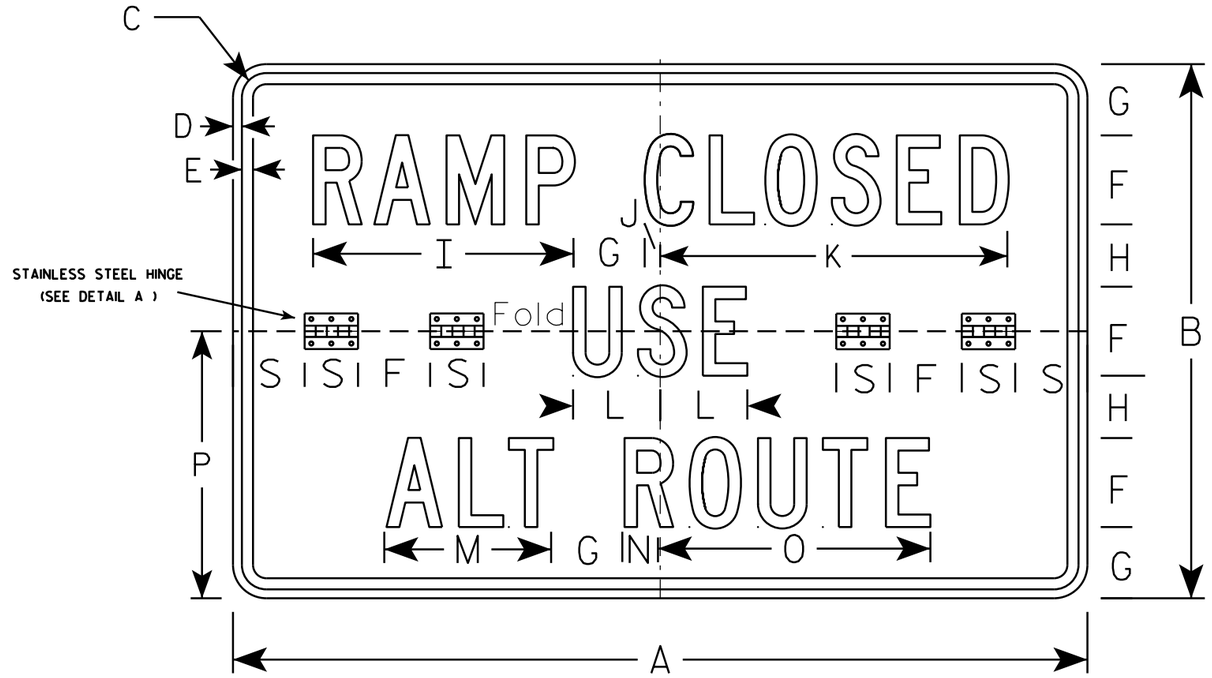
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

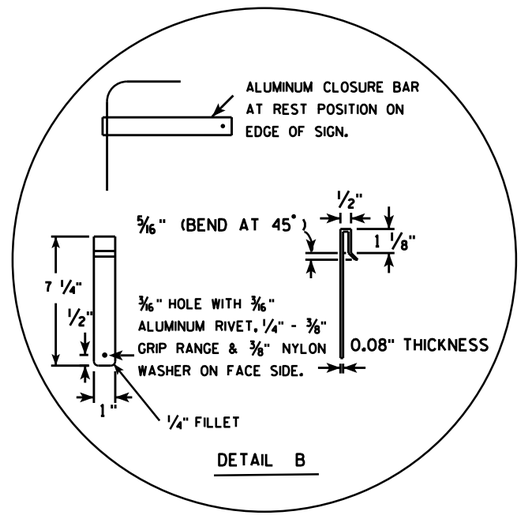
DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 633	E



R11-54F

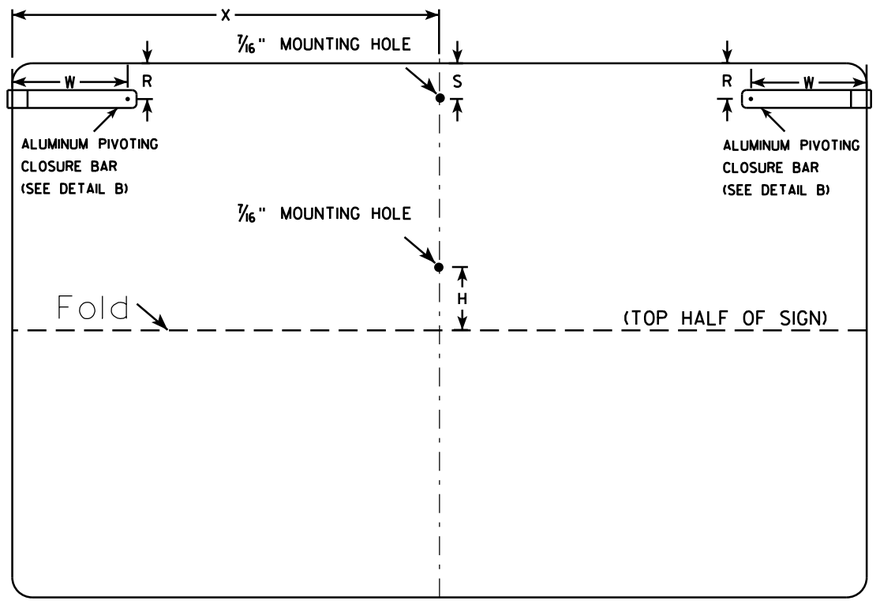
DETAIL A



DETAIL B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Sign Base Material shall be aluminum, corners and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.
6. Refer to plate A5-3A for sign blank layout.



(BACK VIEW)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
2M	48	30	1 3/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
3																											
4																											
5																											

STANDARD SIGN
R11-54F

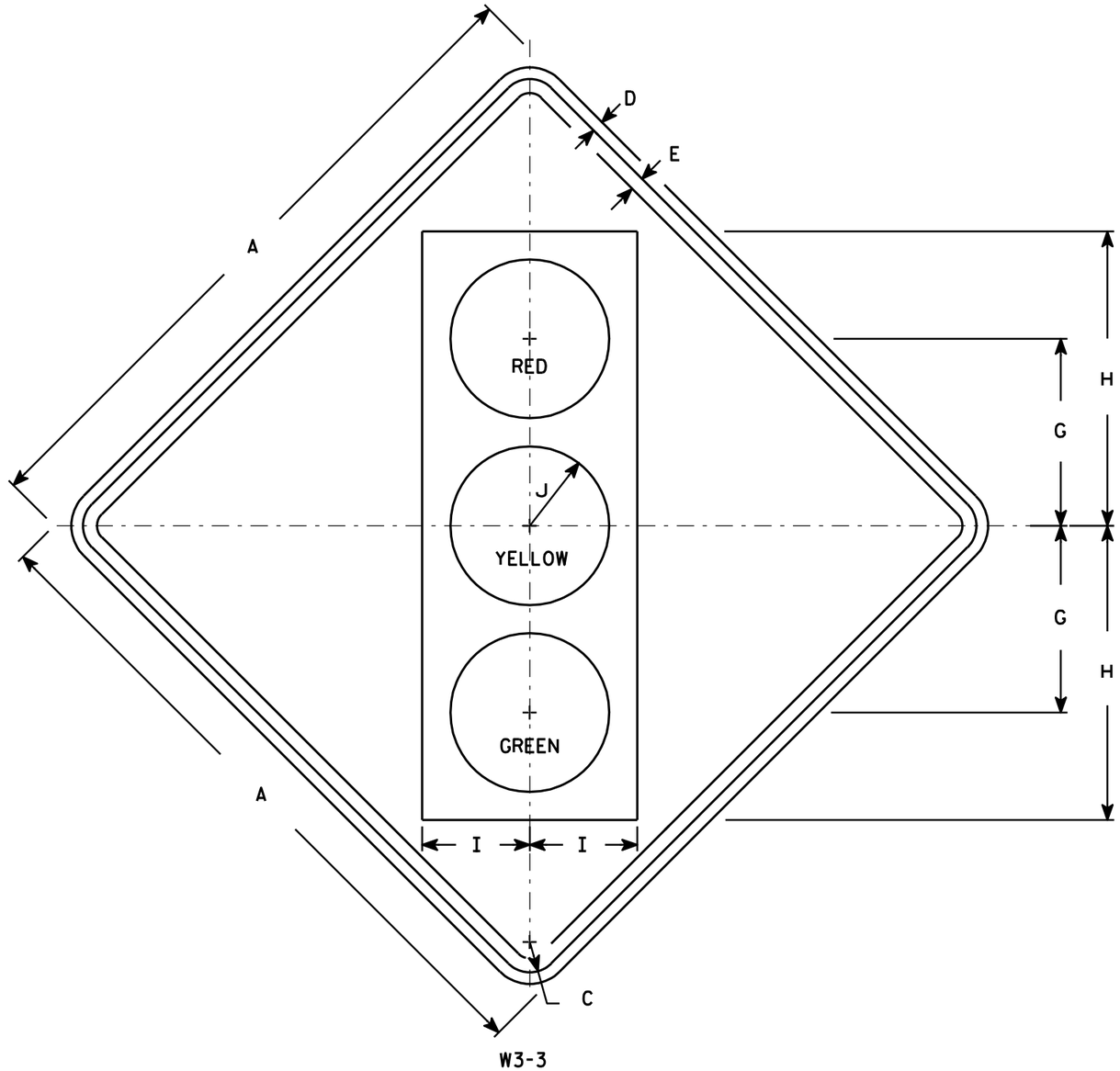
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/28/14 PLATE NO. R11-54F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R1154F.DGN PLOT DATE : 28-MAY-2014 14:15 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 8.511110:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type 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

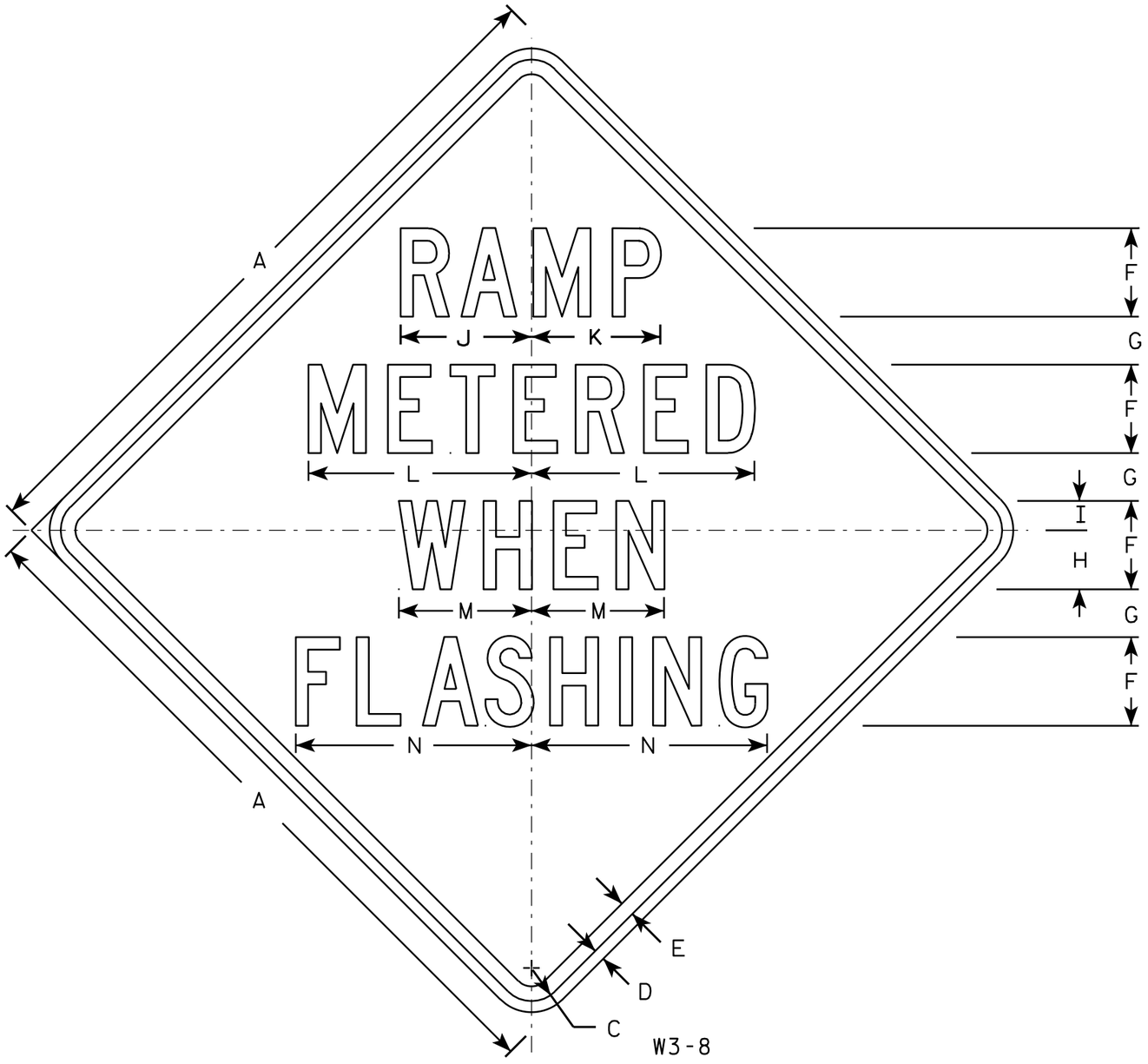
STANDARD SIGN
W3-3

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: 635 | 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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0
2M	48		2 1/4	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0
3	48		2 1/4	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0
4	48		2 1/4	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0
5	48		2 1/4	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0

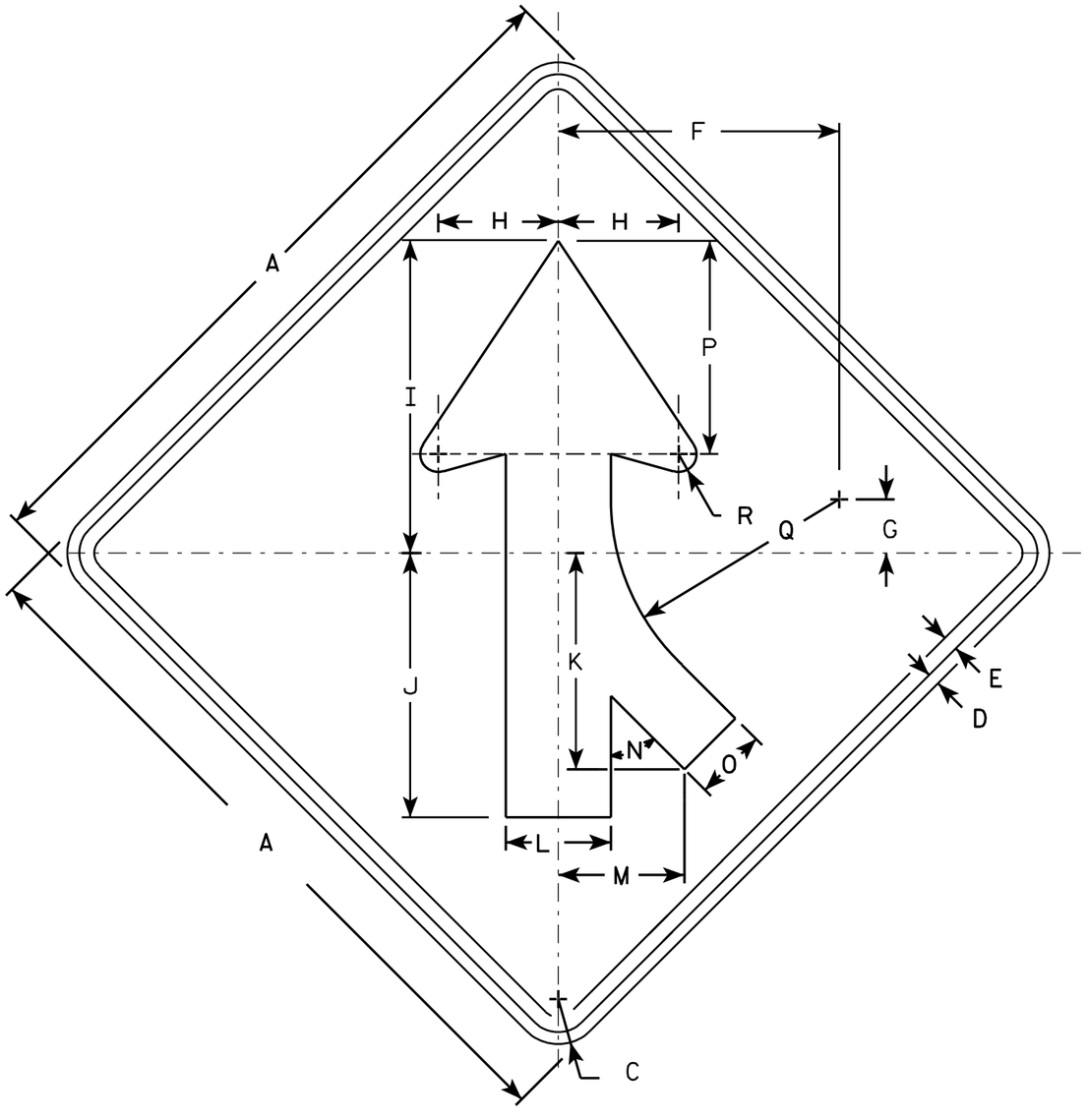
STANDARD SIGN
W3-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 636 | E



W4-1 R

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

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

STANDARD SIGN
W4-1

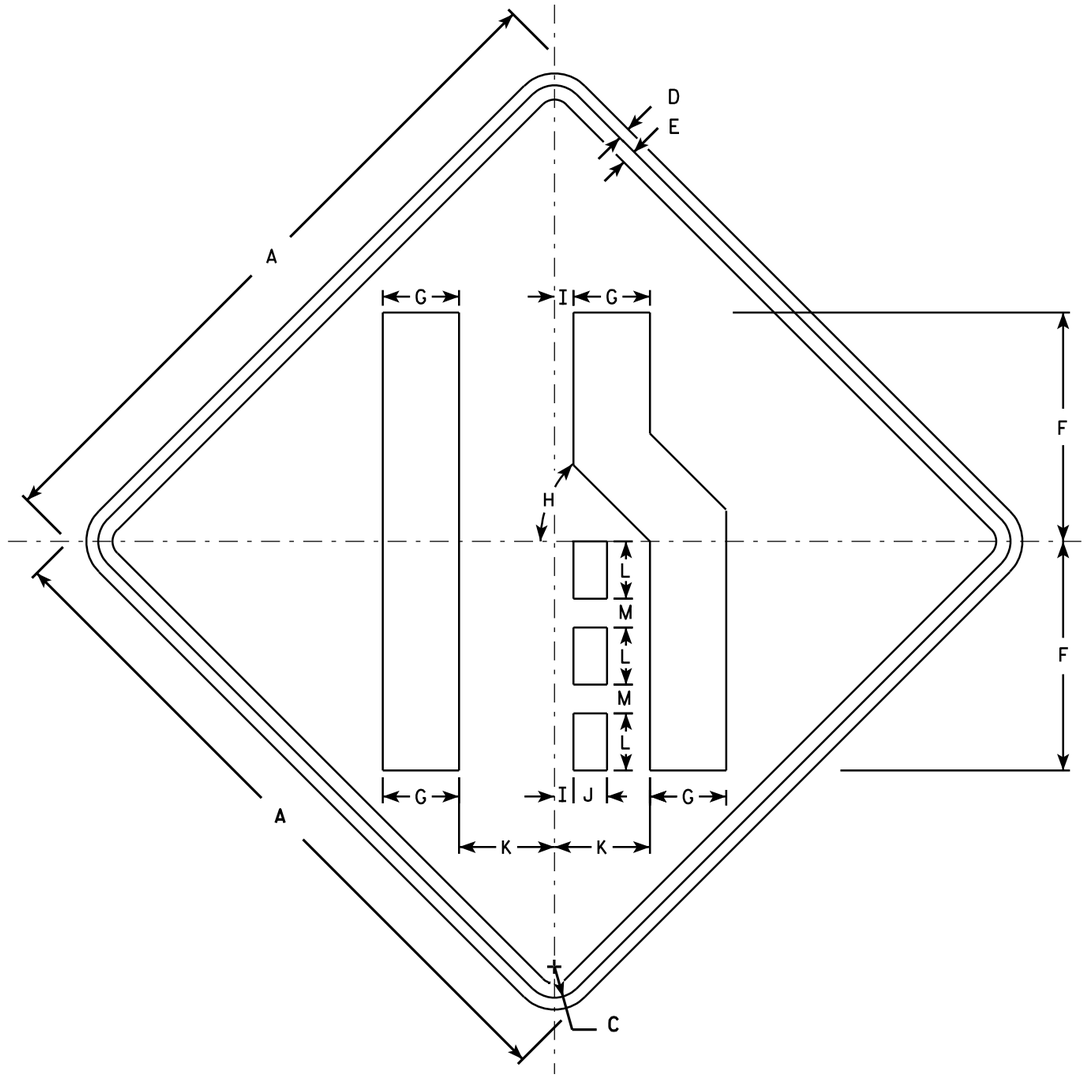
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rausch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 637 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W41.DGN PLOT DATE : 12-MAR-2013 11:06 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.202372:1.000000
WISDOT/CADDS SHEET 42



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

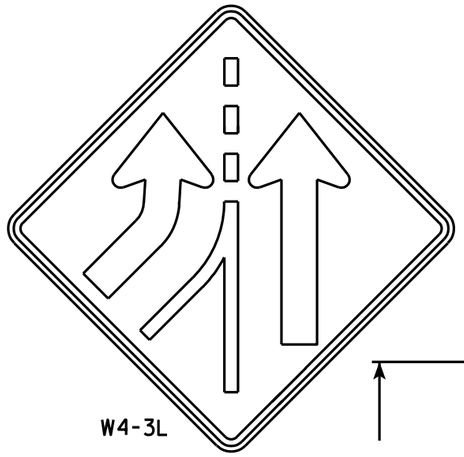
WISCONSIN DEPT OF TRANSPORTATION

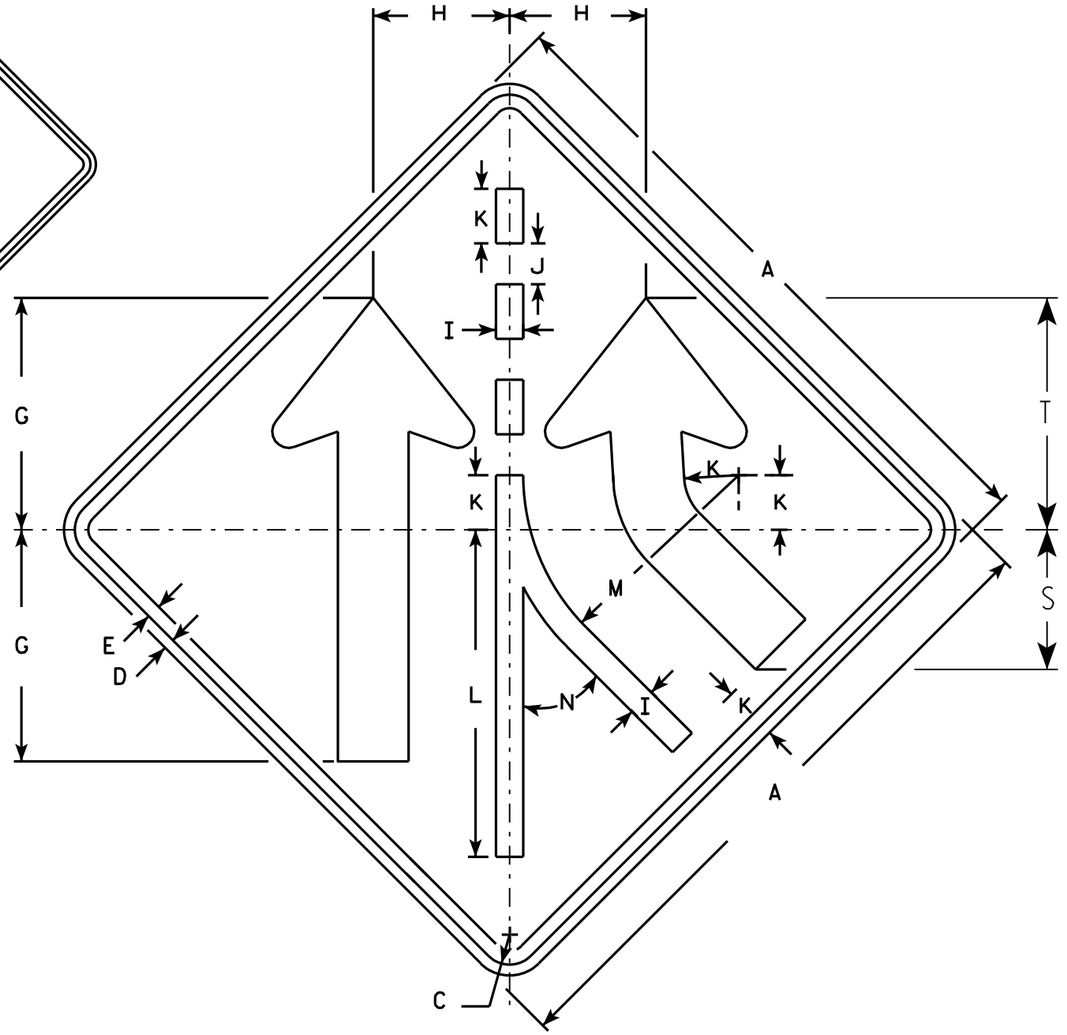
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 638 E

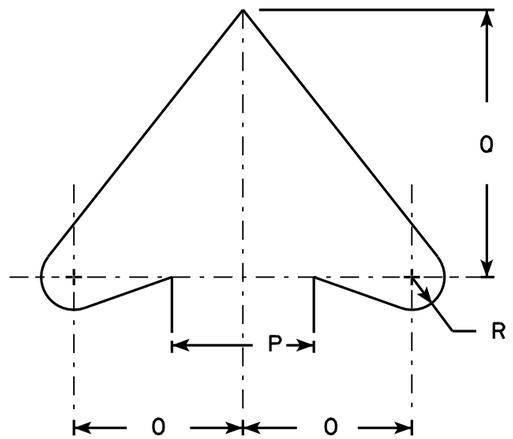




W4-3R

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. W4-3 L is the same as W4-3 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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25
2S	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
2M	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
3																											
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
W4-3

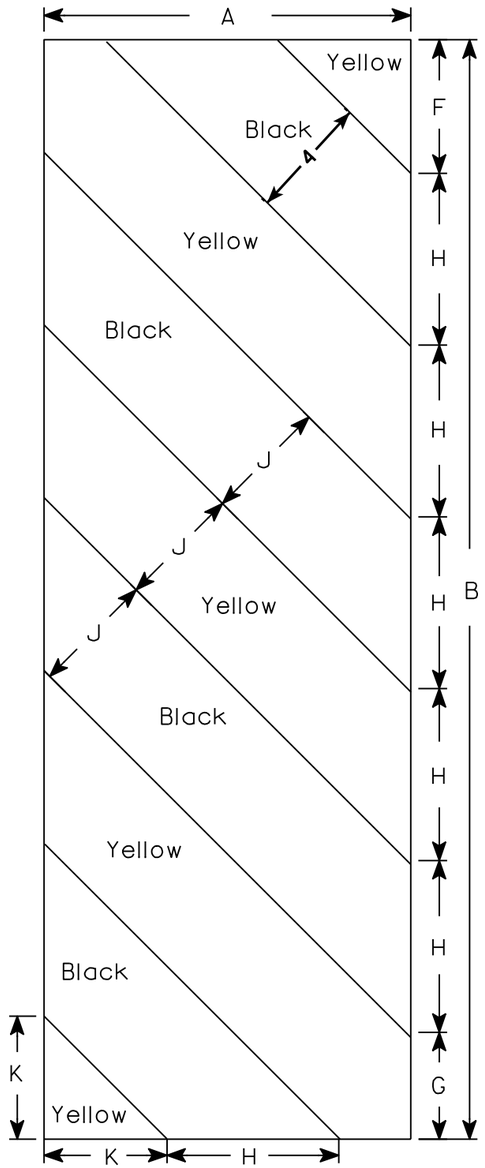
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

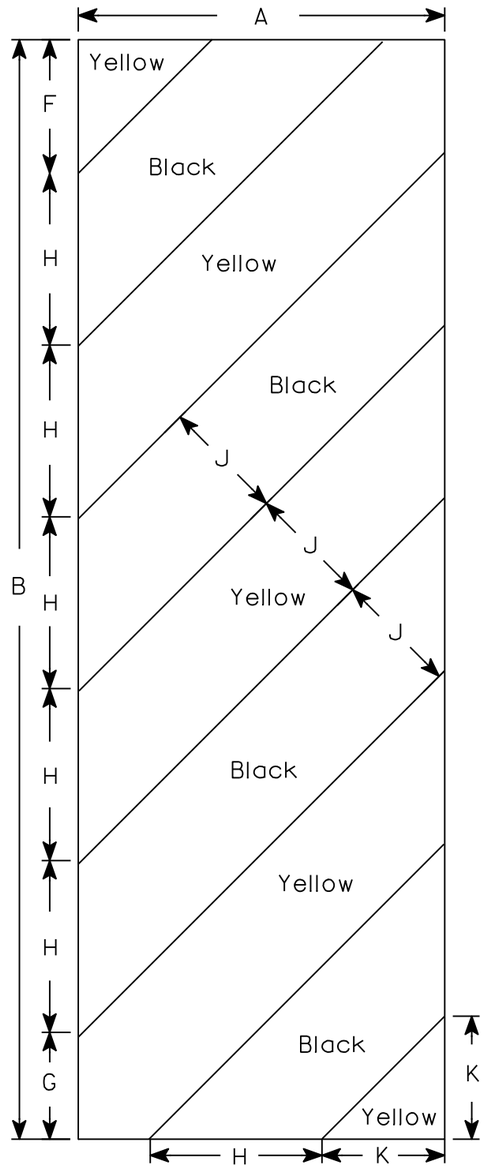
DATE 03/12/13 PLATE NO. W4-3.8

PROJECT NO:

SHEET NO: 639 E



W5-52L



W5-52R

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. Alternate colors of stripes as shown.

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	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

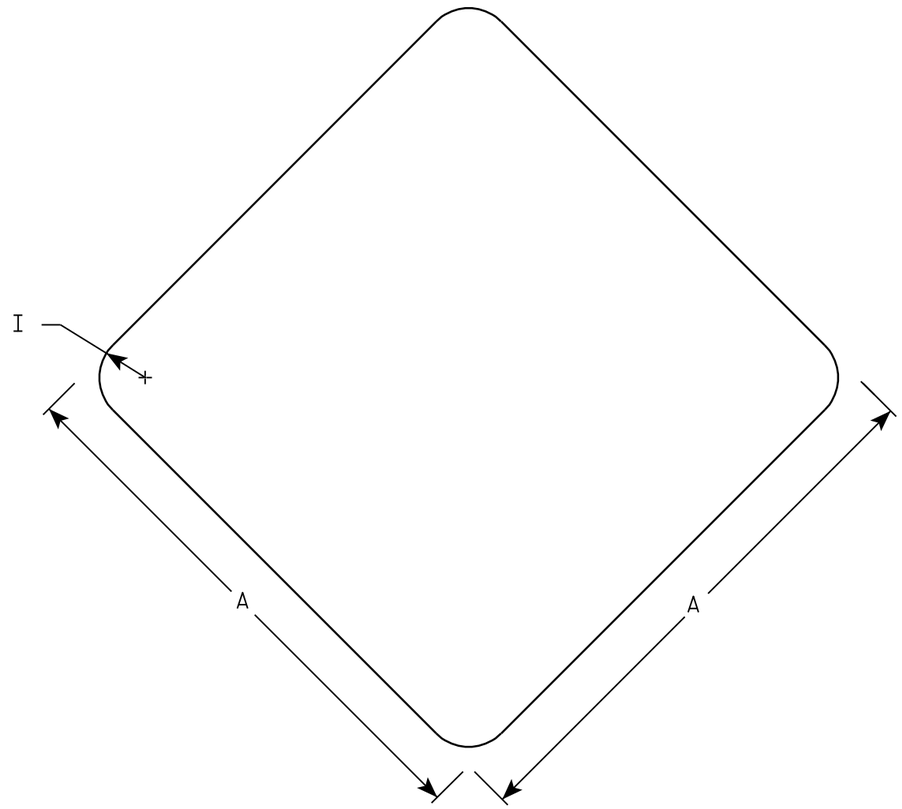
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 640 | 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																											

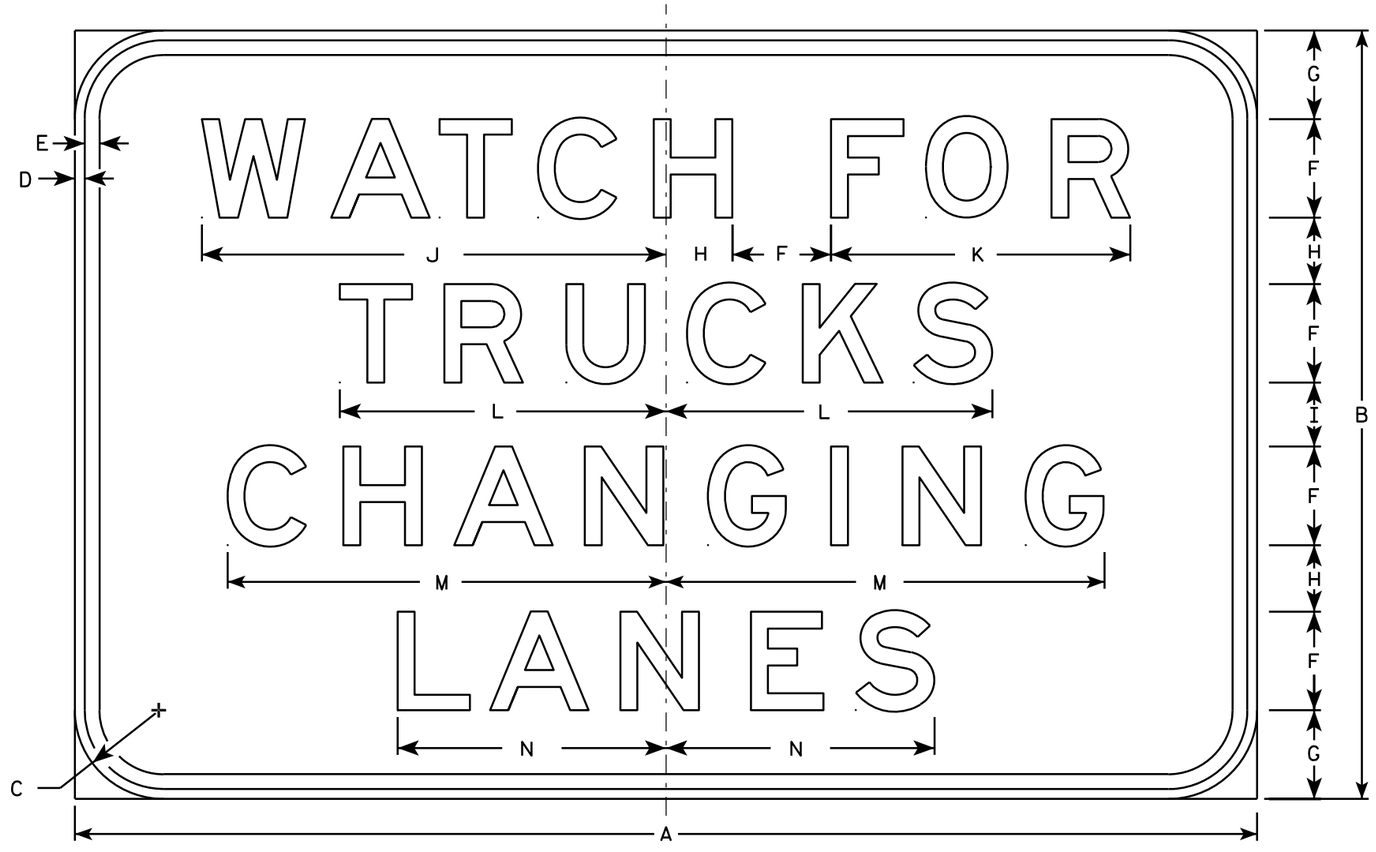
STANDARD SIGN
W5-54

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: 641 | E



W7-61

NOTES

1. Sign is Type I- Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black Non-Reflective
3. Message 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																											
2S																											
2M																											
3																											
4																											
5	120	78	9	1	1 1/2	10	9	6 3/4	6 1/2	47 1/8	30 3/8	33 1/8	44 1/2	27 1/4													65.0

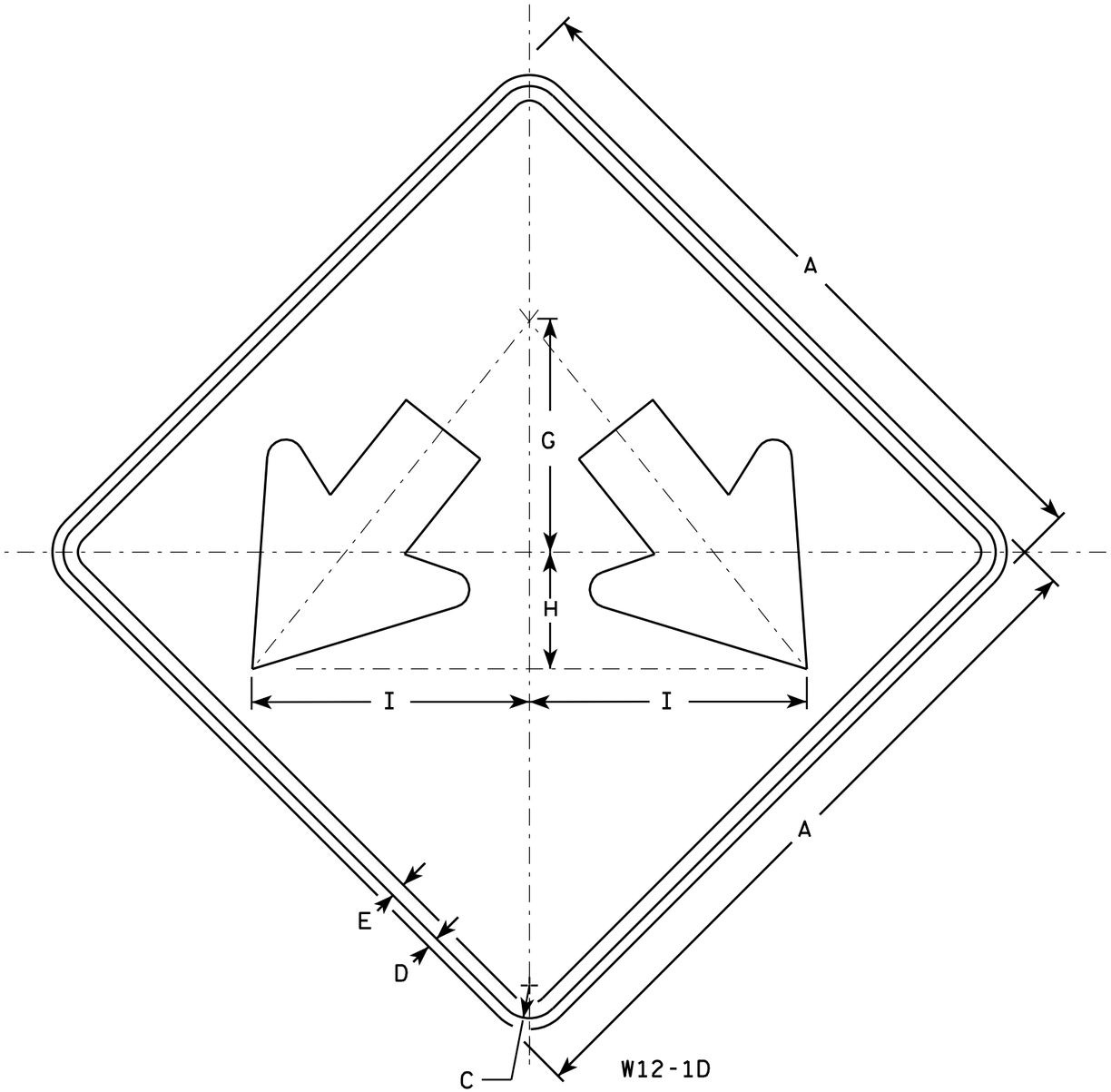
STANDARD SIGN
W7-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

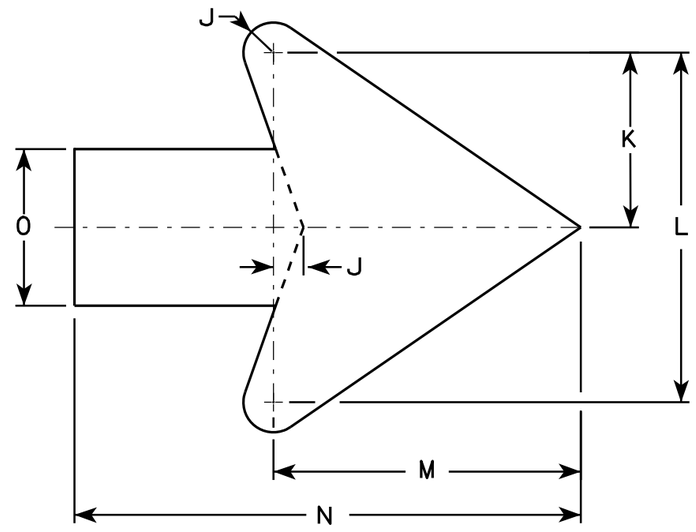
DATE 03/14/13 PLATE NO. W7-61.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 642	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

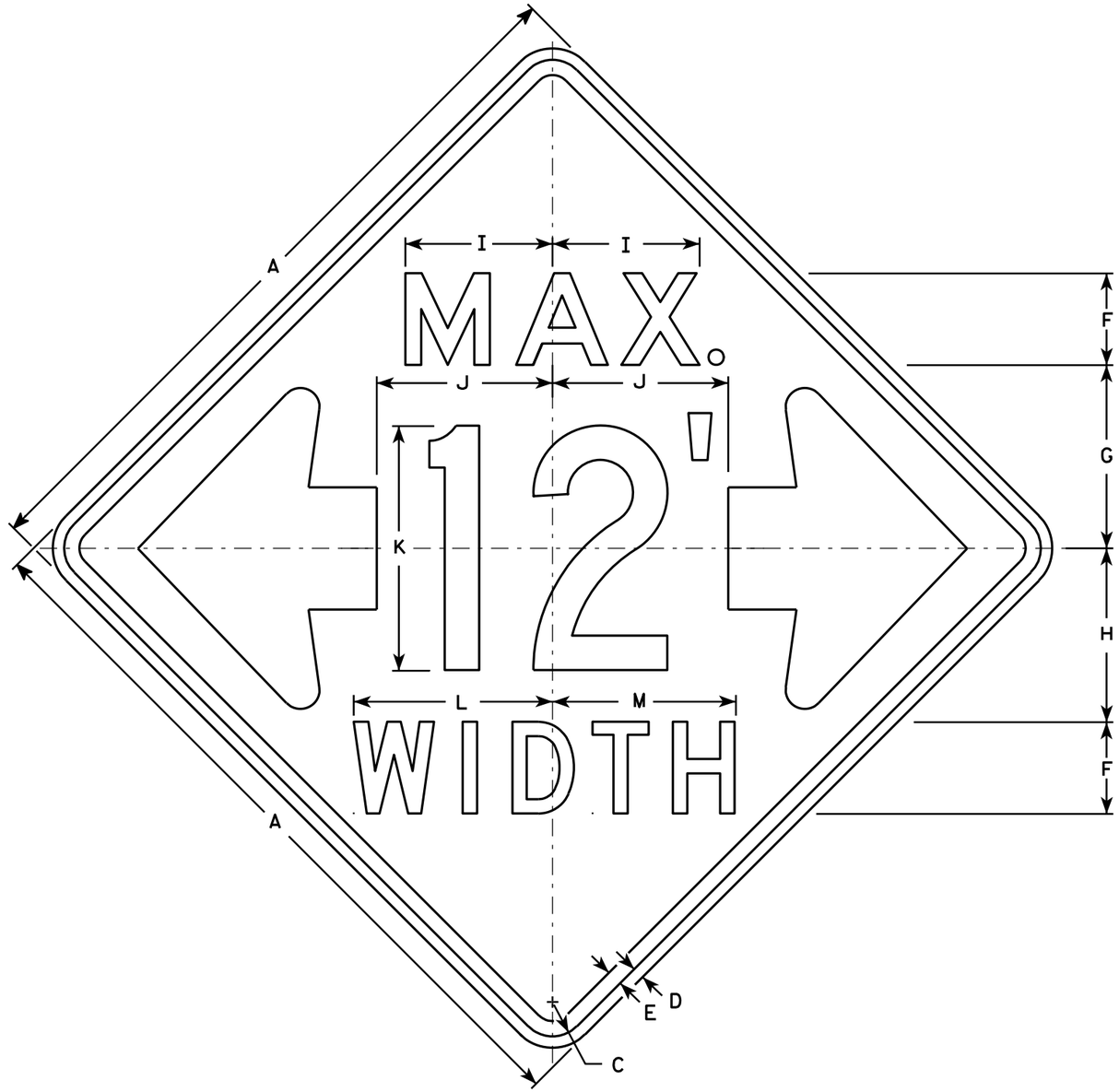
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

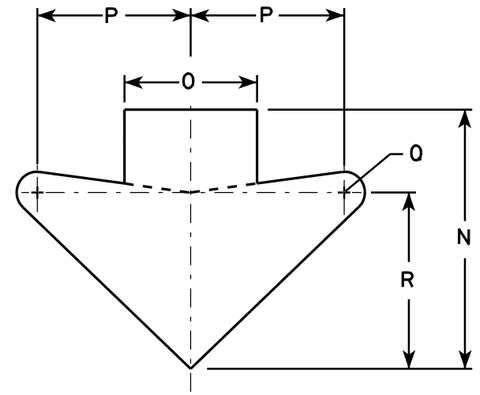
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 643	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

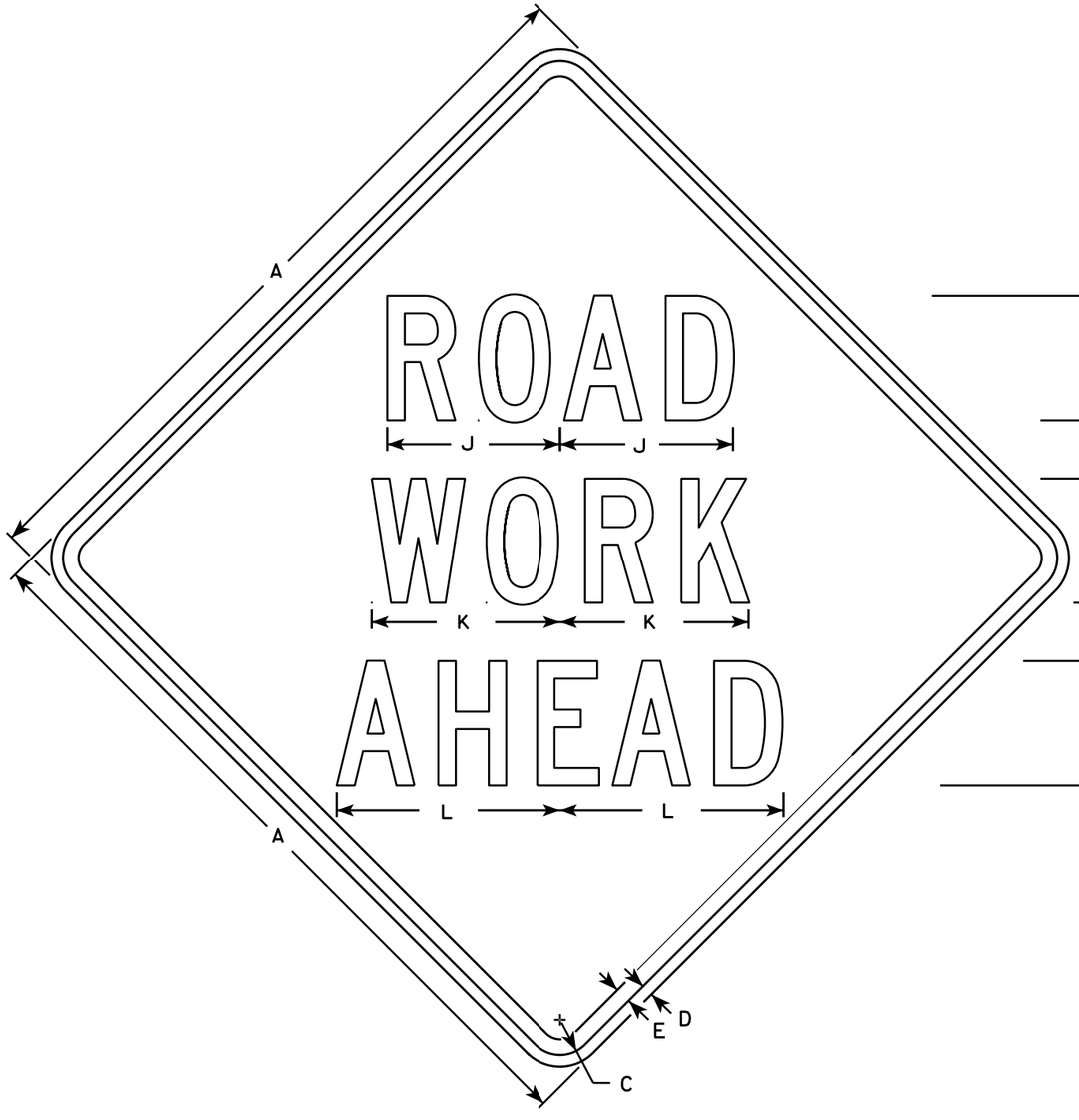
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

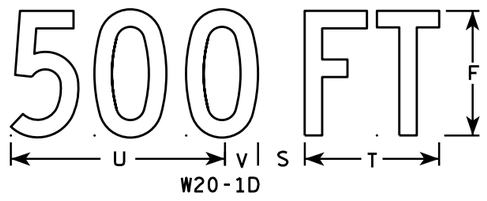
DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 644 | E

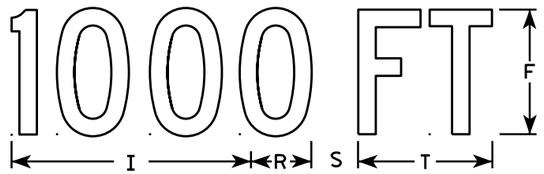
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



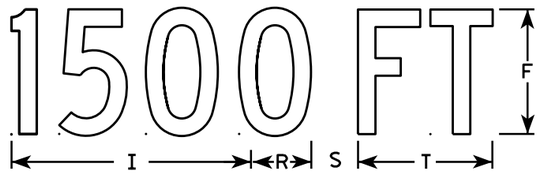
W20-1A



W20-1D



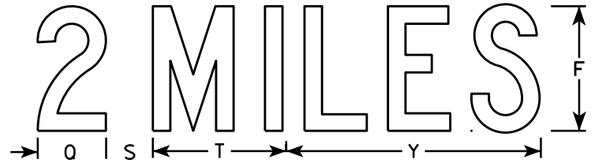
W20-1C



W20-1B

W20-1G

W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
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	2 1/4	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	4 3/8	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	4 3/8	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	4 3/8	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	4 3/8	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	4 3/8	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

State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

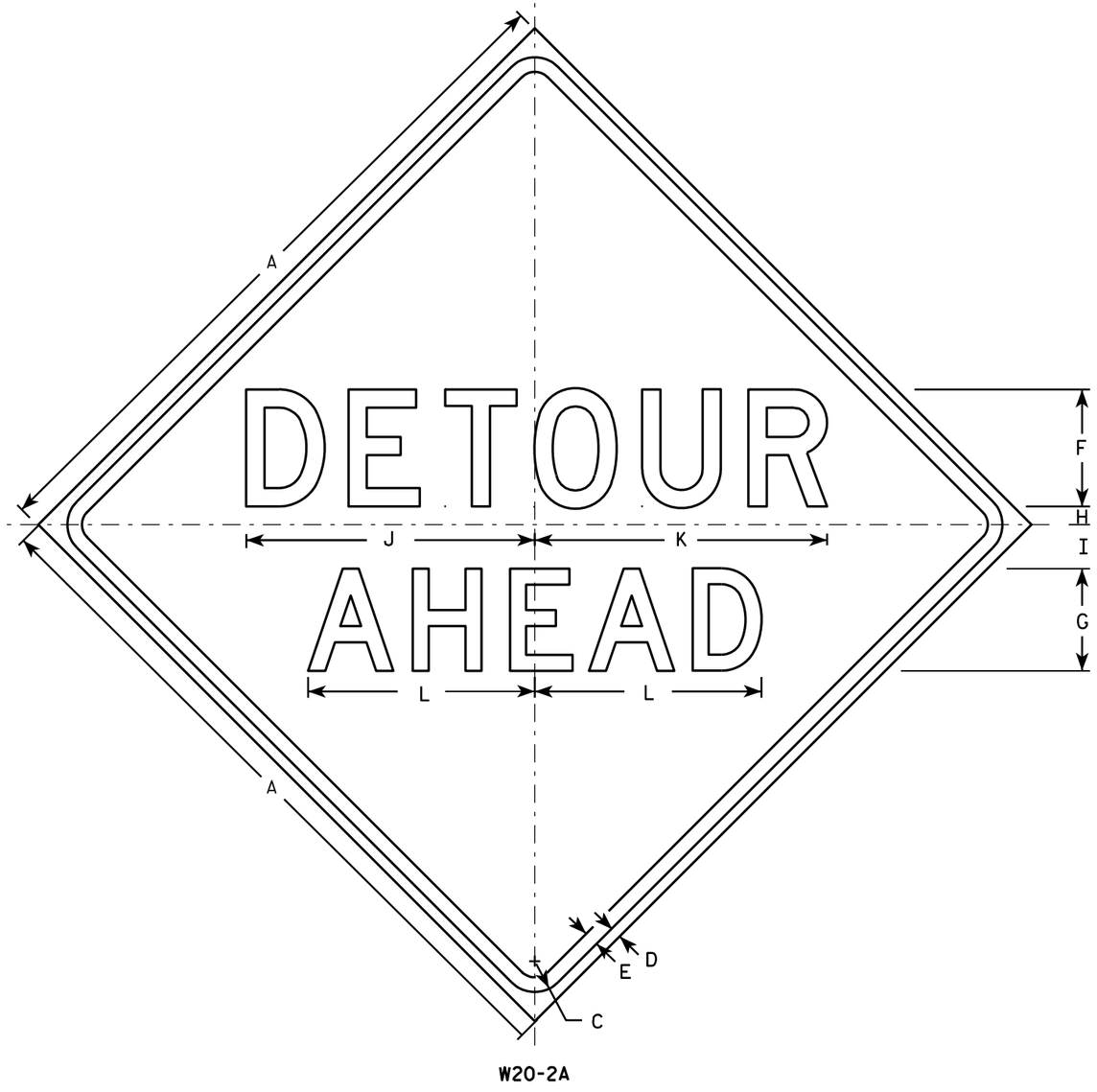
PROJECT NO:

SHEET NO: E

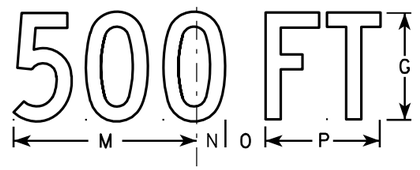
7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W201.dgn PLOT DATE : 27-MAY-2015 15:58 PLOT BY : mscsja

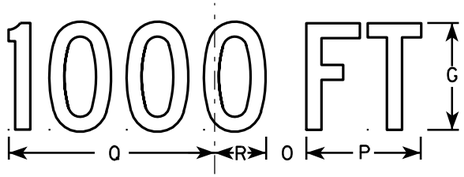
WISDOT/CADDS SHEET 42



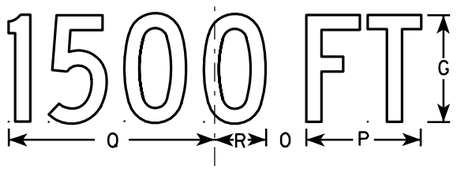
W20-2A



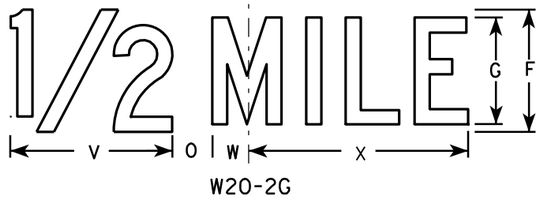
W20-2D



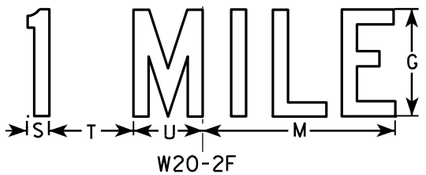
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

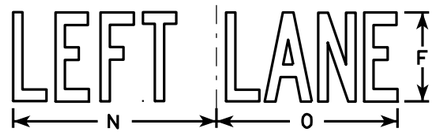
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 646 | E

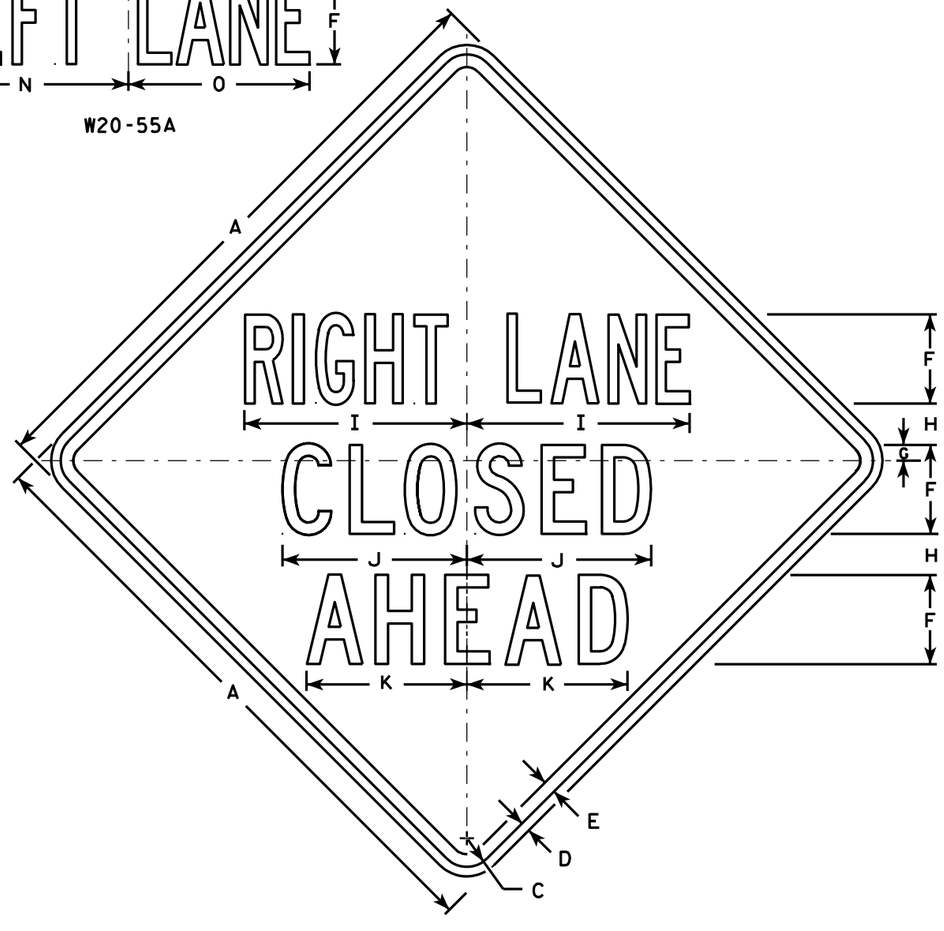
7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

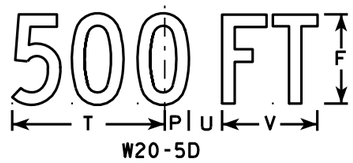
W20-56A



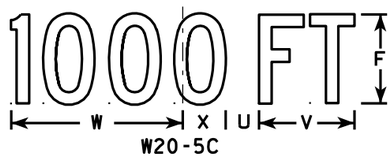
W20-55A



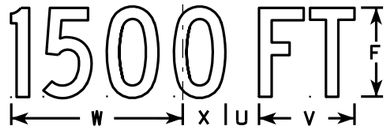
W20-5A



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

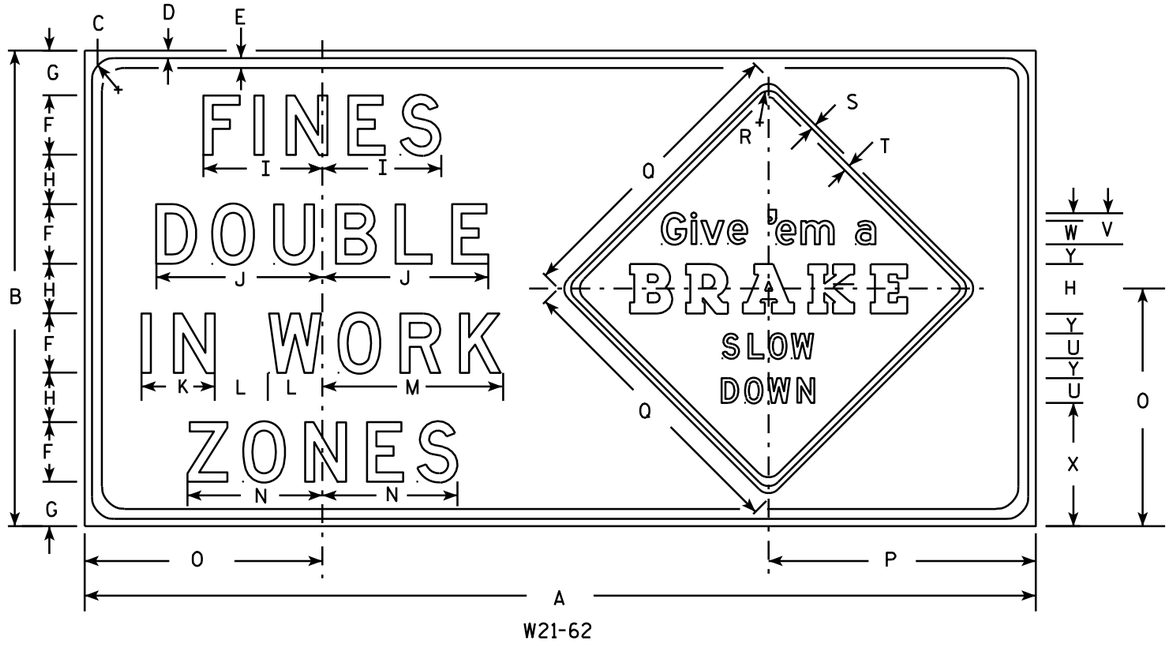
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 647 | E

7

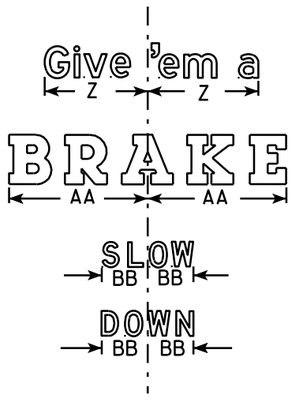
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42

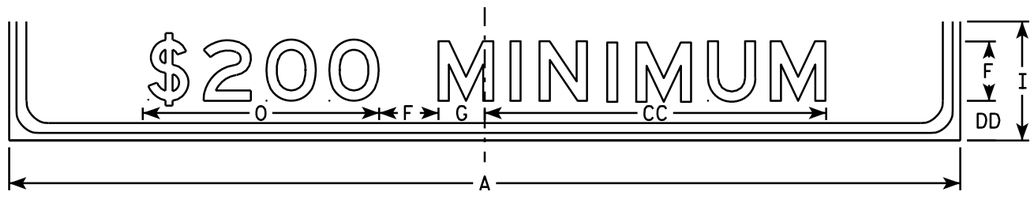


W21-62

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.





W21-62P

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																															

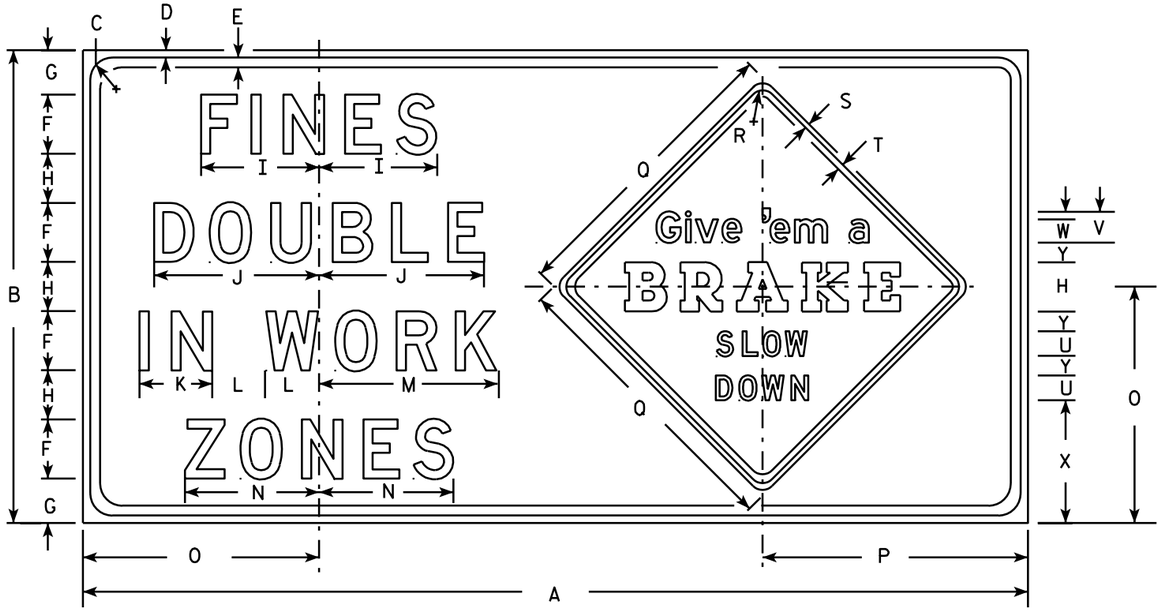
STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62.5

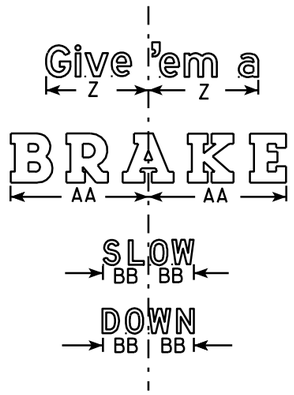
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 648	E

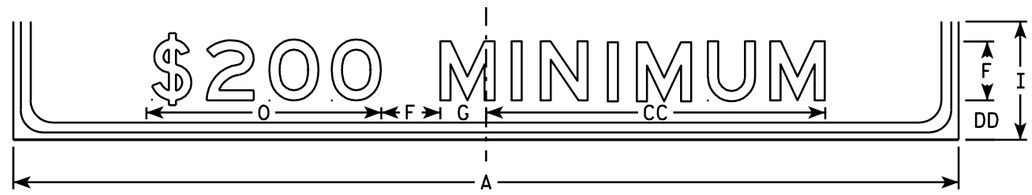


W21-62

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.





W21-62P

Metric equivalent for this sign is:

SIZE	
1	
2	
3	2400 mm X 1200 mm
4	
5	

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	AA	BB	CC	DD	Area sq. ft.	Area m2
1																																
2																																
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	2.88
4																																
5																																

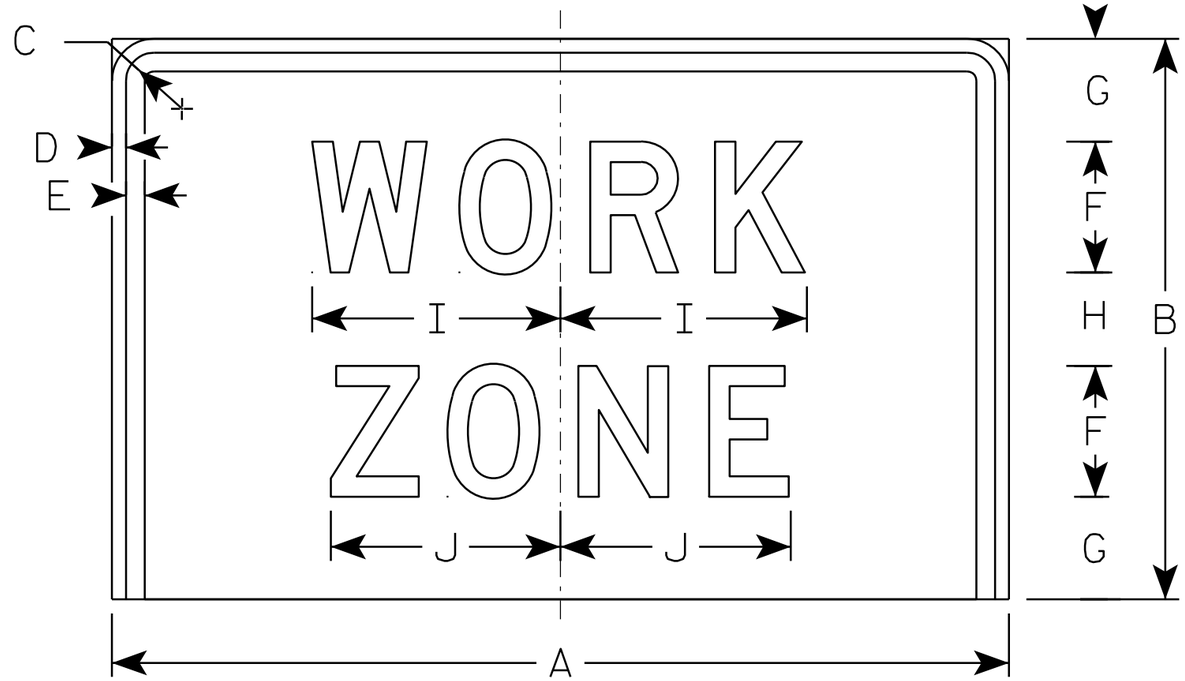
STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/16/07 PLATE NO. W21-62.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 649	E



W21-620

NOTES

1. Sign is Type II - Type F - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message 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																											
2S	48	30	2 1/4	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
2M	48	30	2 1/4	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
3																											
4																											
5																											

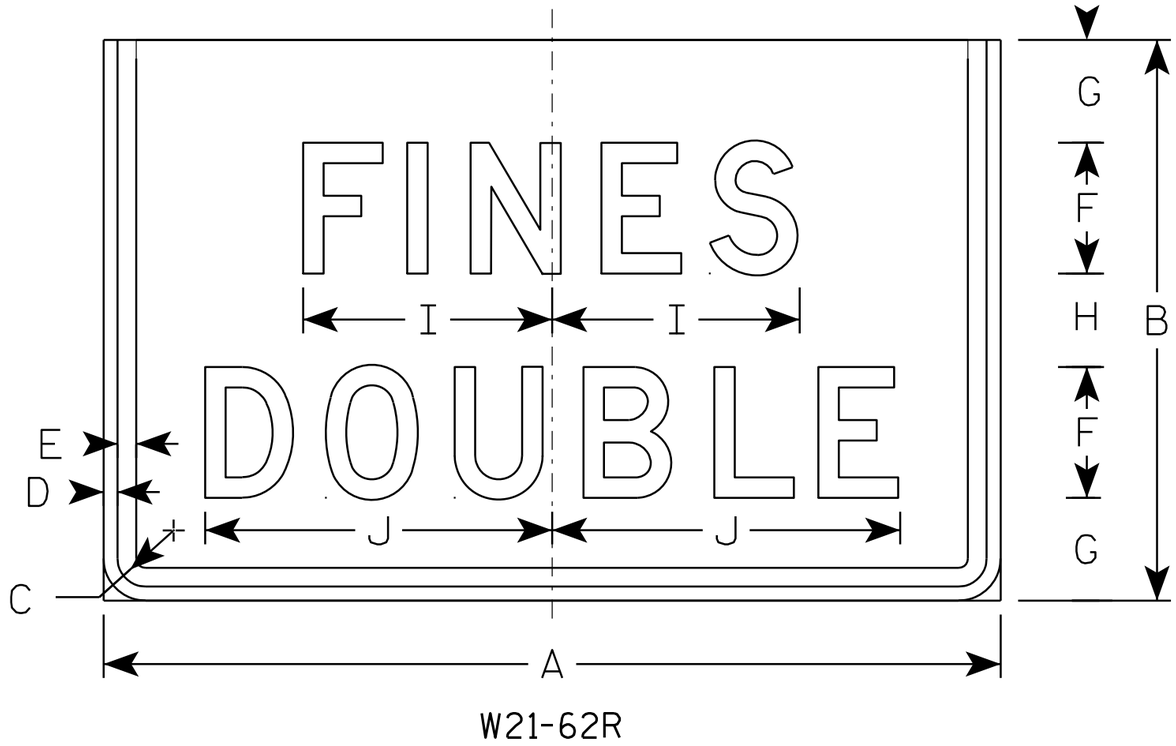
STANDARD SIGN
W21-620

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-620.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 650	E



W21-62R

NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message 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																											
2S	48	30	2 1/4	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
2M	48	30	2 1/4	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
W21-62R

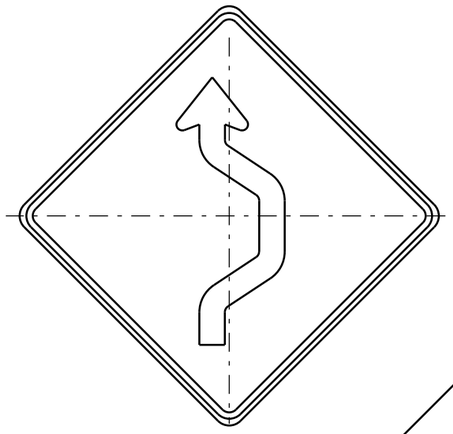
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

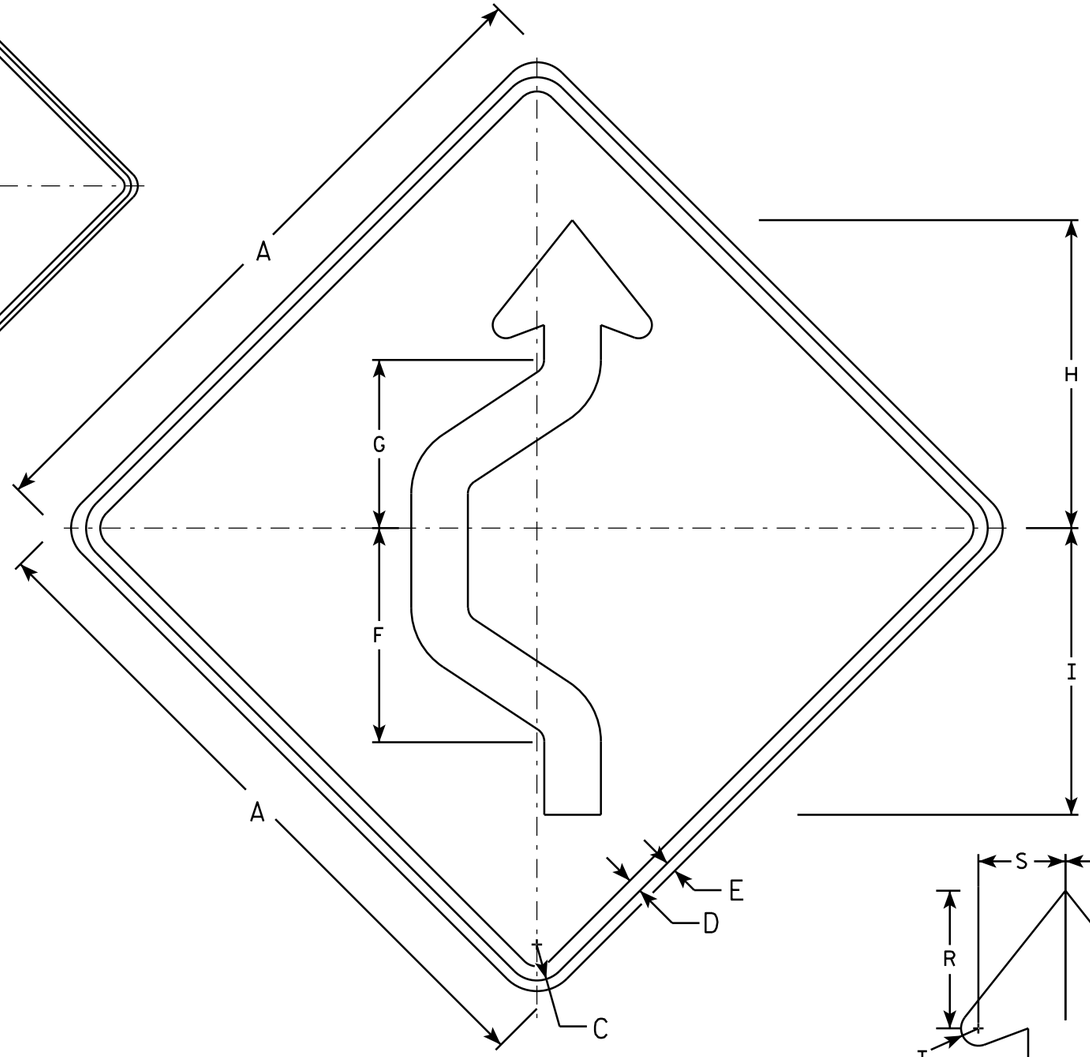
DATE 3/21/11 PLATE NO. W21-62R.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 651 | E

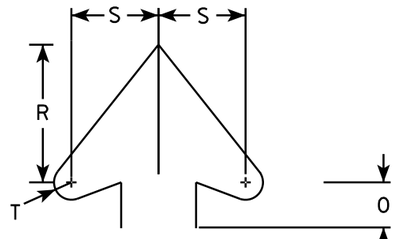
7



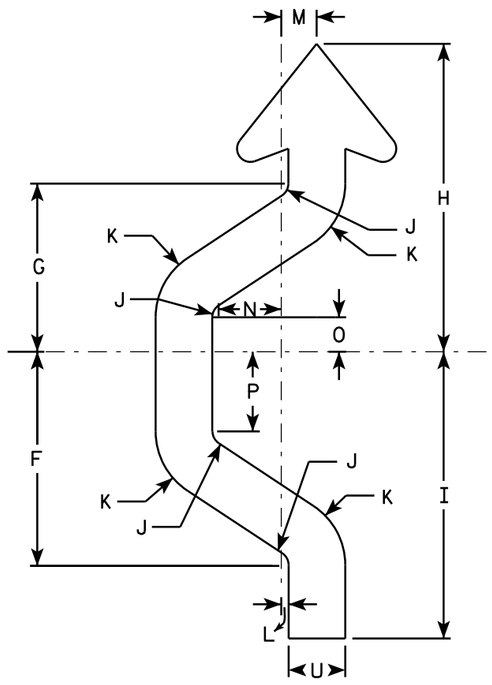
W24-1R



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

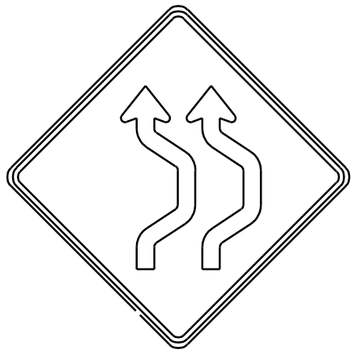
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

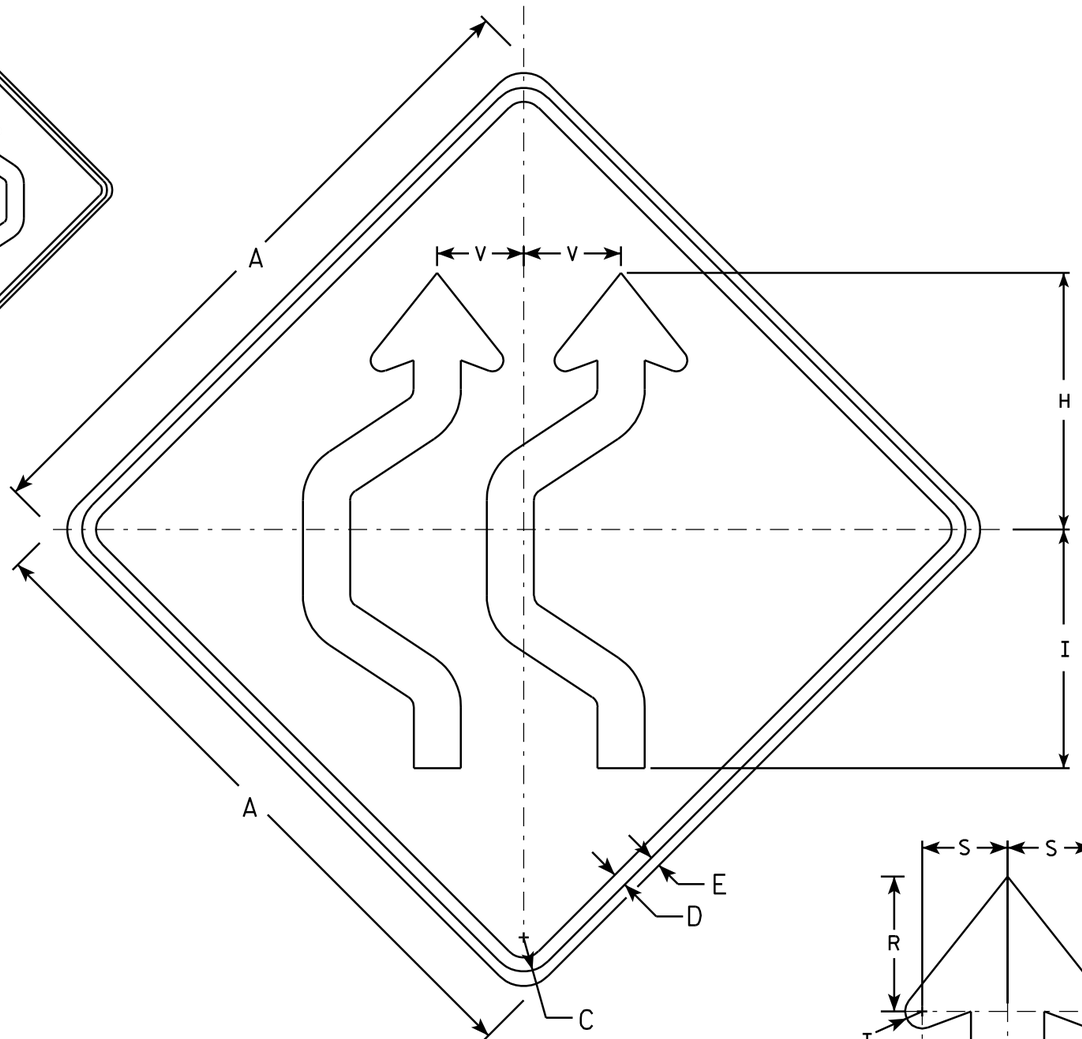
DATE 9/25/2013 PLATE W24-1.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

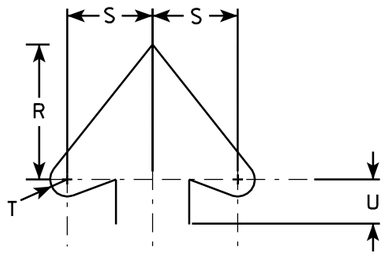
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W241L.DGN PLOT DATE : 25-SEP-2013 13:00 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000 WISDOT/CADDS SHEET 42



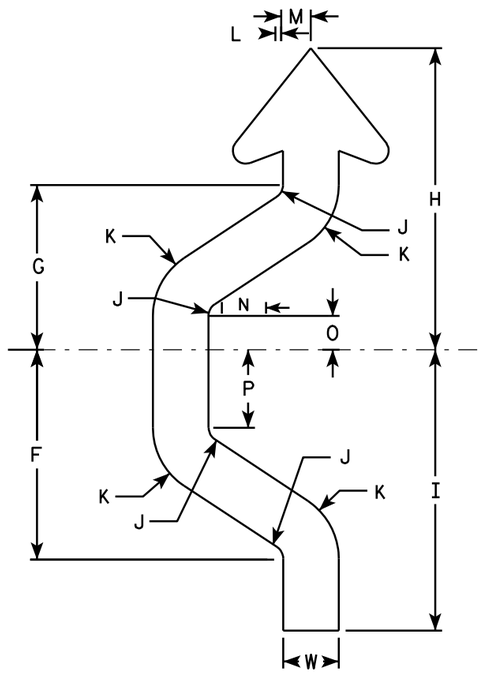
W24-1AR



W24-1AL



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 - 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. 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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	5/8	1/2	9 1/2	7 1/2	13 3/4	12 3/4	5/8	3 1/8	3/8	1 5/8	2 3/8	1 1/2	3 1/2		4 5/8	3	5/8	1 1/2	4 3/4	2 1/2				9
2S	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16
2M	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16
3	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16
4	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16
5	48		2 1/4	1	3/4	12 7/8	10 1/8	18 1/2	17 1/4	7/8	4 1/4	3/8	2 1/8	3 1/4	2	4 3/4		6 1/4	4	3/4	2 1/8	6 1/4	3 3/8				16

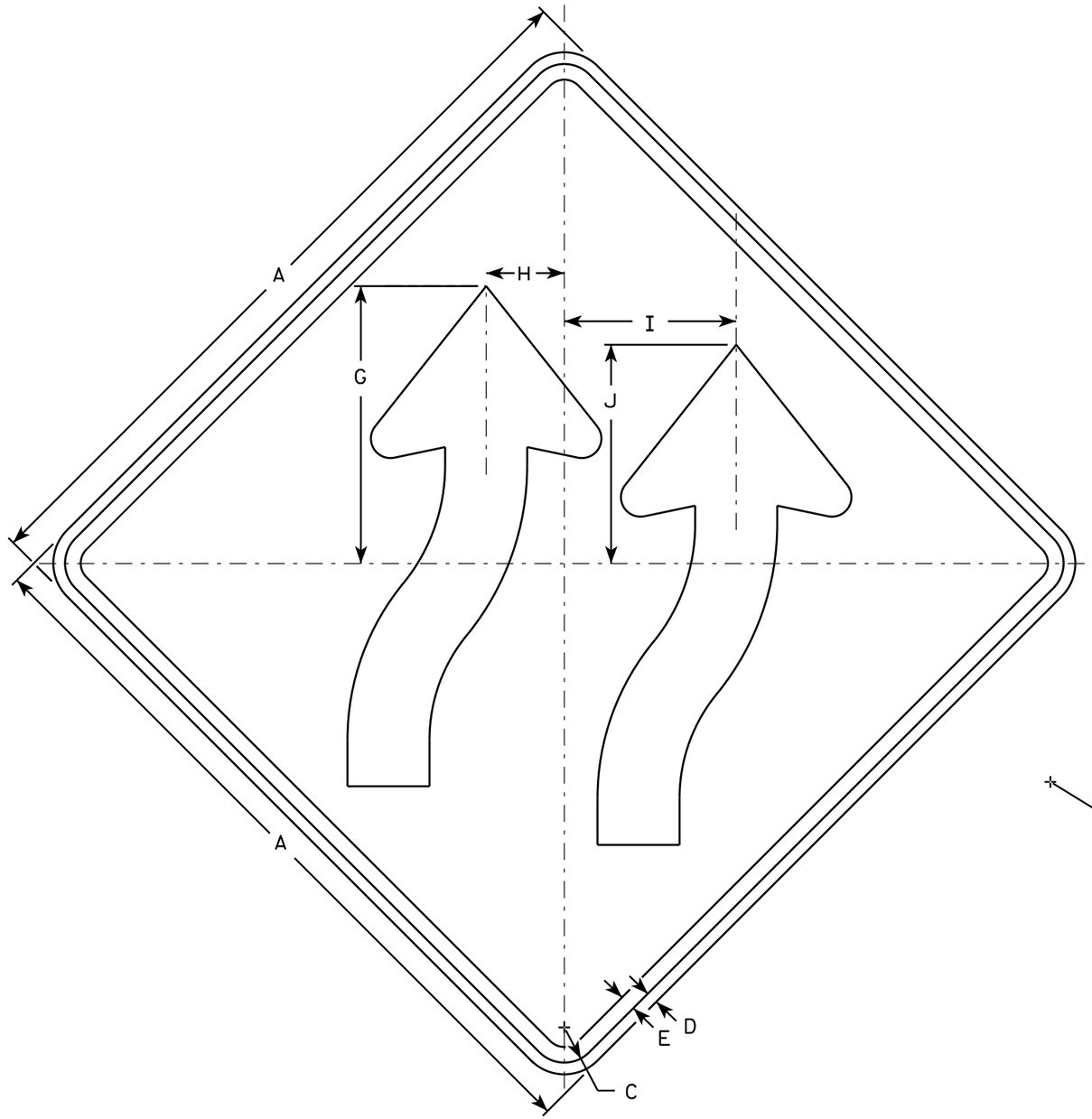
STANDARD SIGN
W24-1AL

WISCONSIN DEPT OF TRANSPORTATION

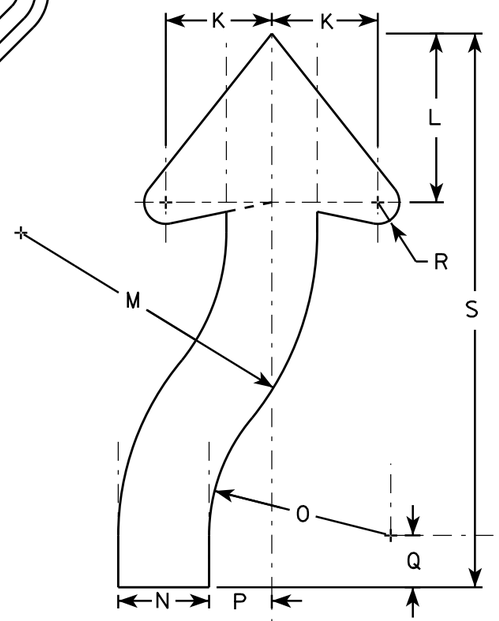
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W24-1AL.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 653	E



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

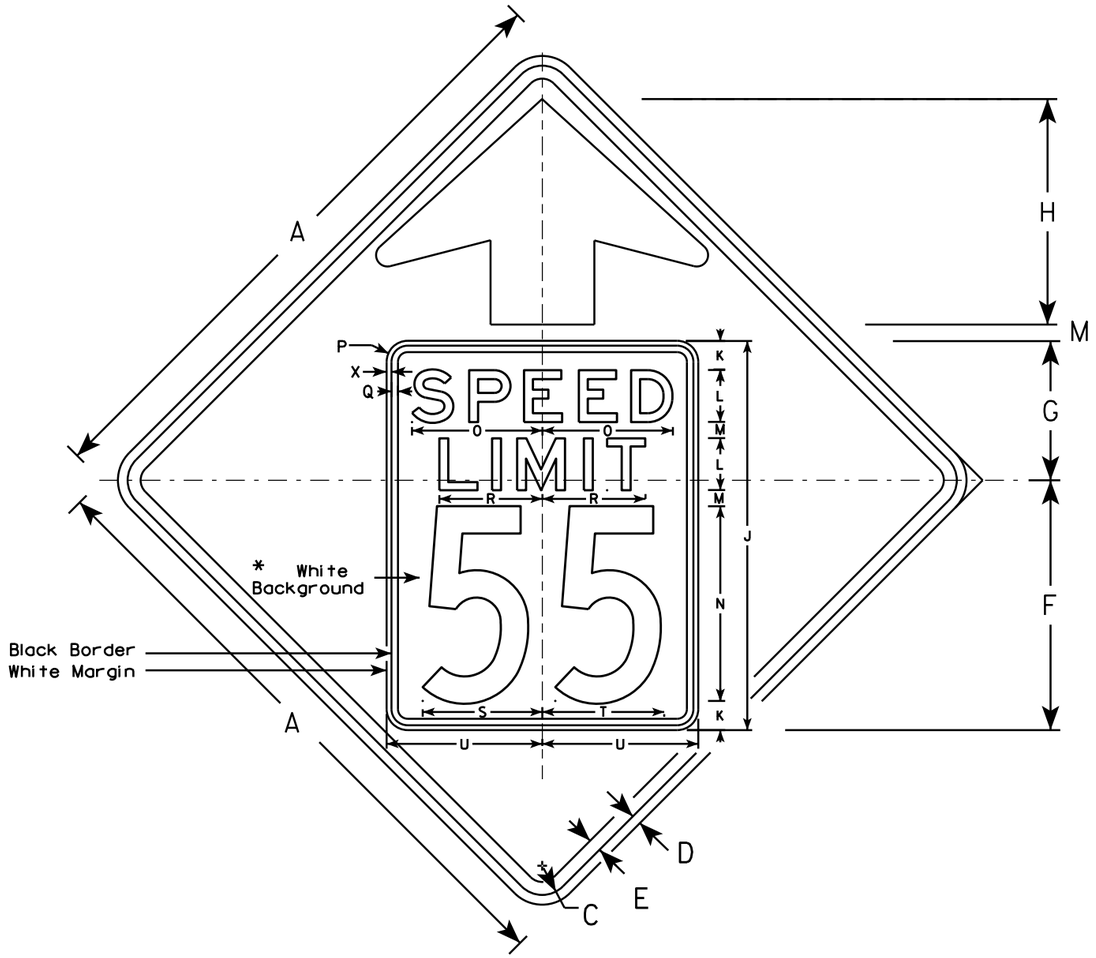
STANDARD SIGN
W01-4b

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

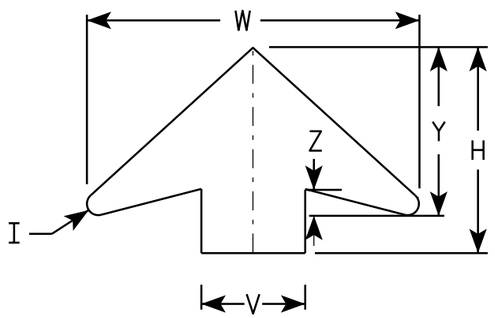


W03-5

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

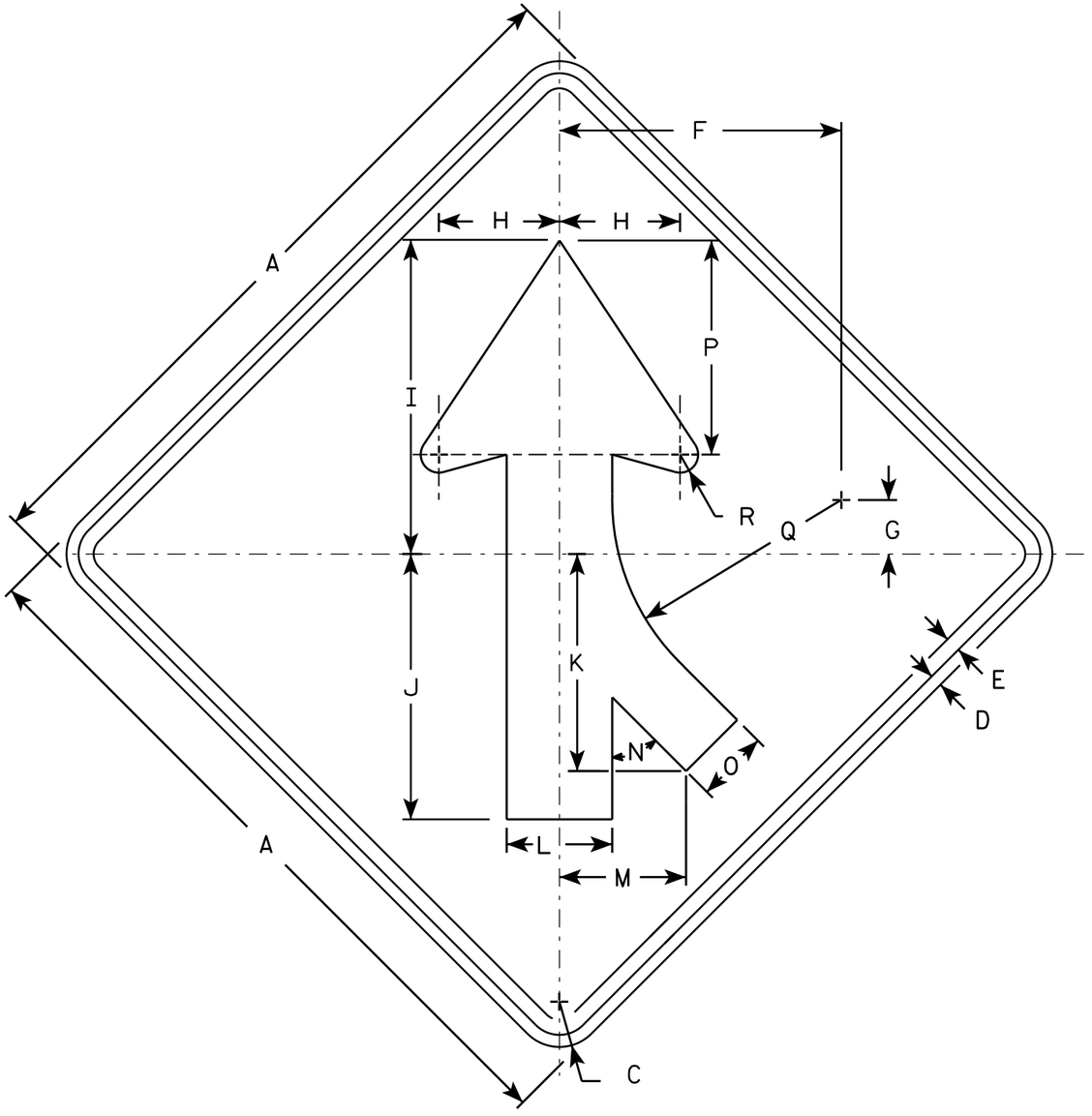
DATE 11/20/13 PLATE W03-5.1

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

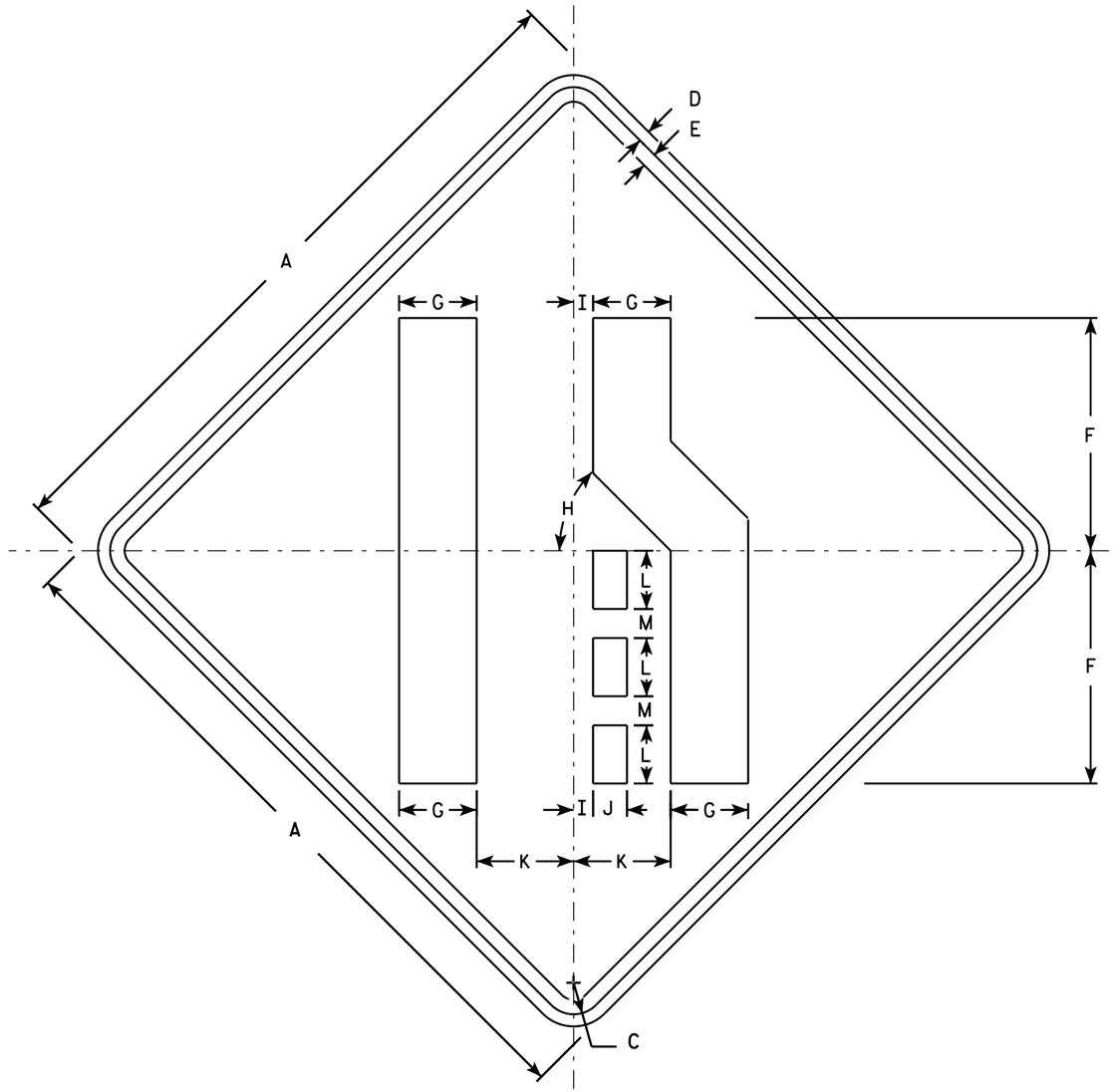
STANDARD SIGN
W04-1

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



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

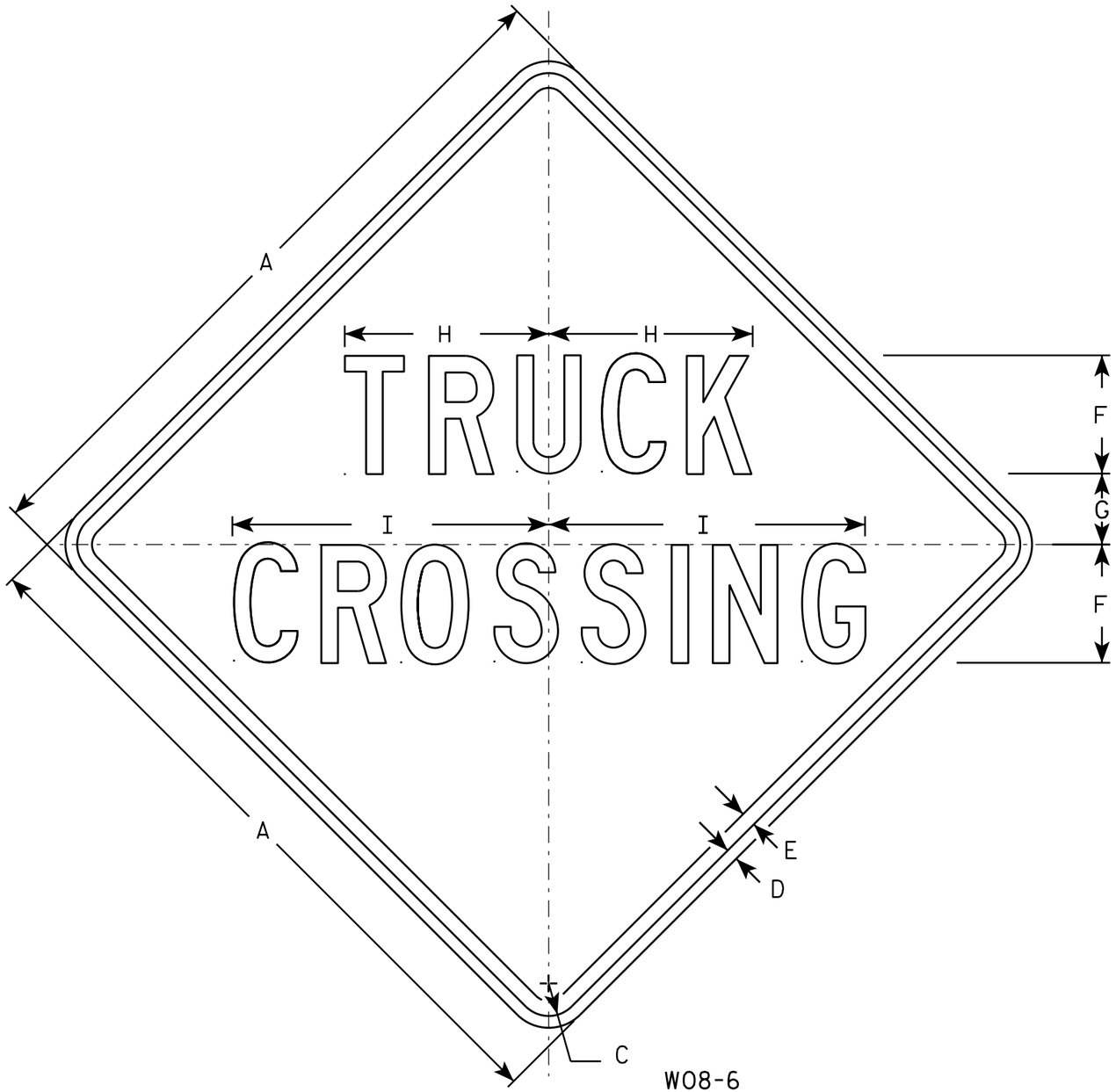
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 657 W04-2.1

PROJECT NO:

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

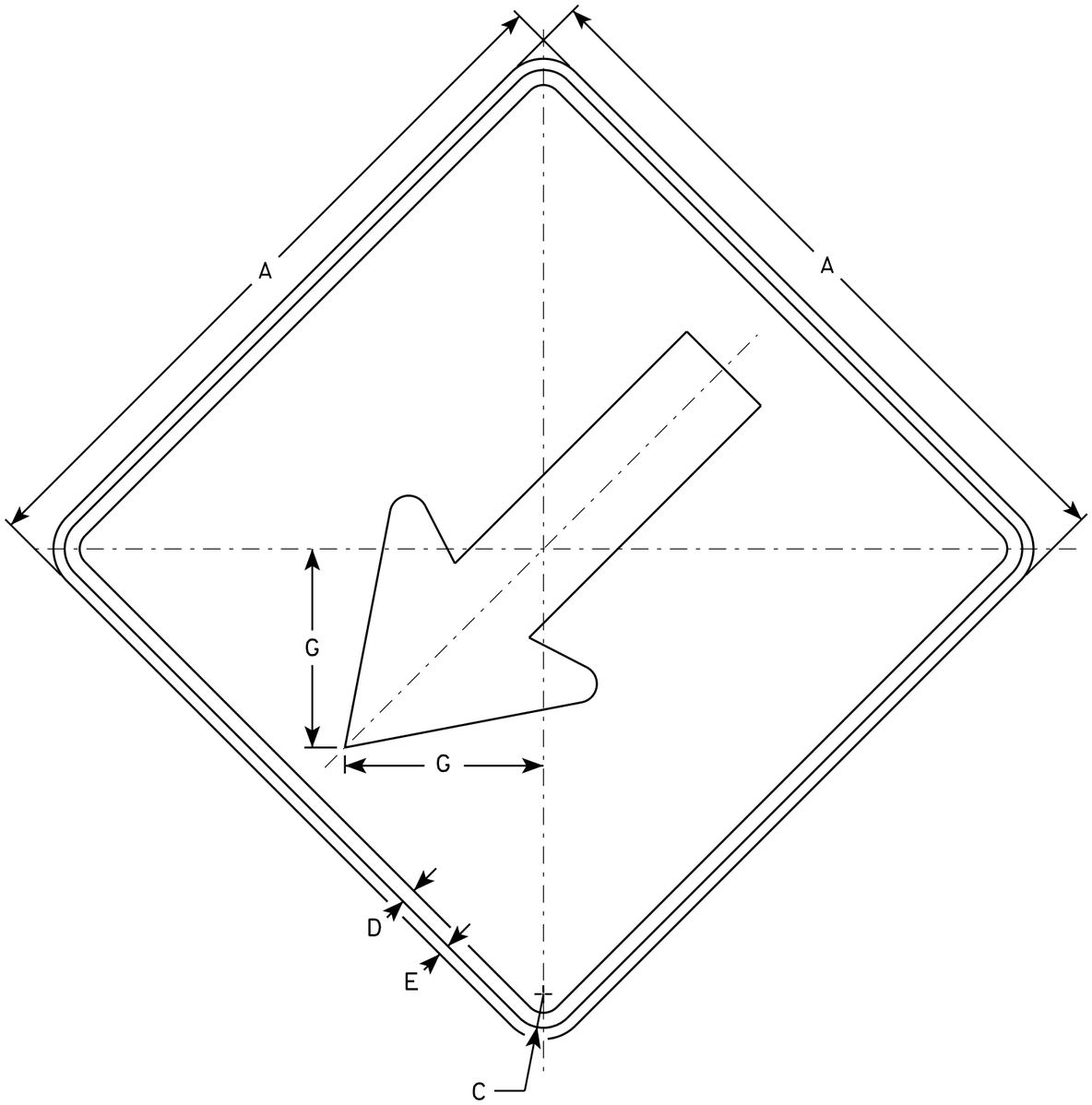
STANDARD SIGN
W08-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 658 W08-6.1

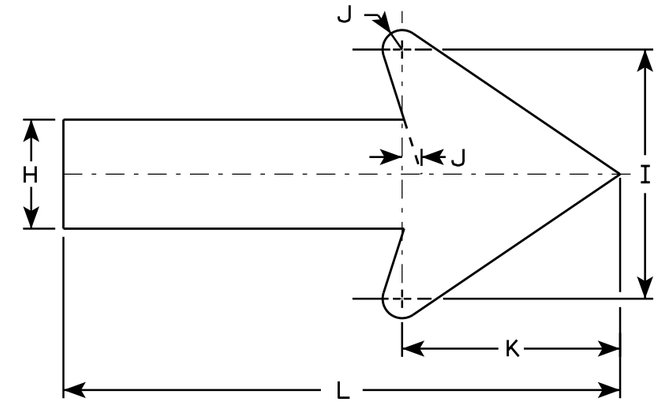
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W012-1

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.



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 3/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0
2S	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16
2M	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16
3	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16
4	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16
5	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16

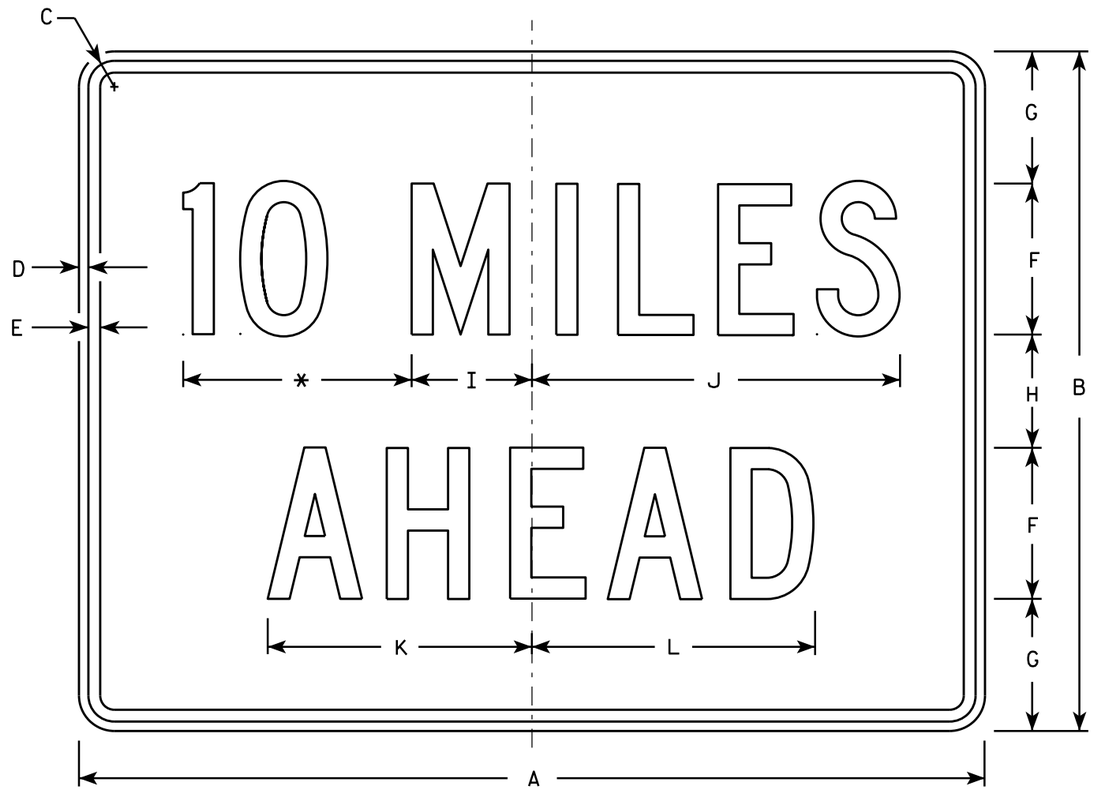
STANDARD SIGN
W012-1

WISCONSIN DEPT OF TRANSPORTATION

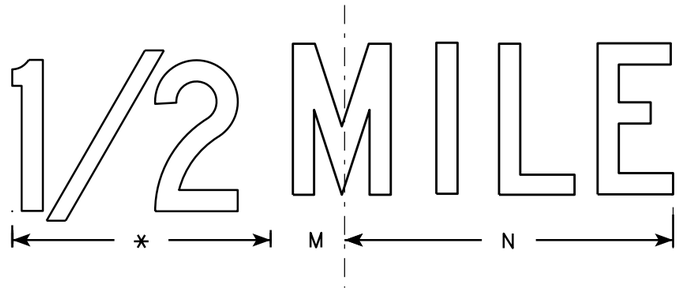
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/20/13 PLA 659 W012-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W057-52



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

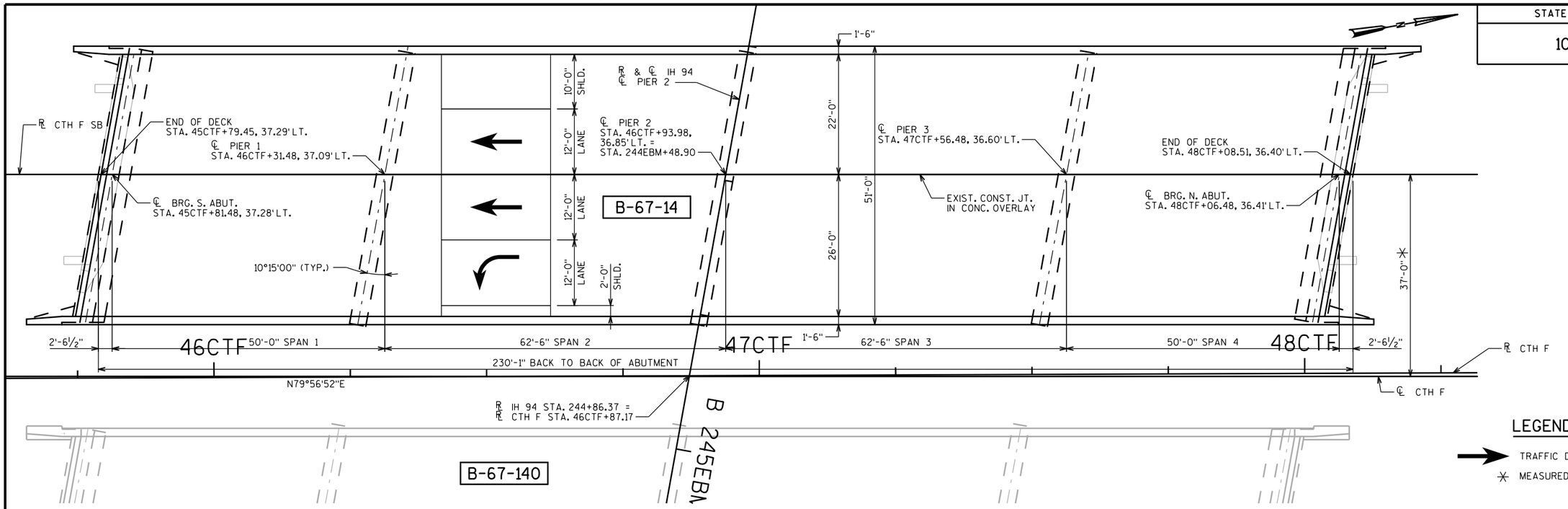
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W057-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W05752.DGN PLOT DATE : 28-FEB-2014 11:42 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.026599:1.000000 WISDOT/CADDS SHEET 42

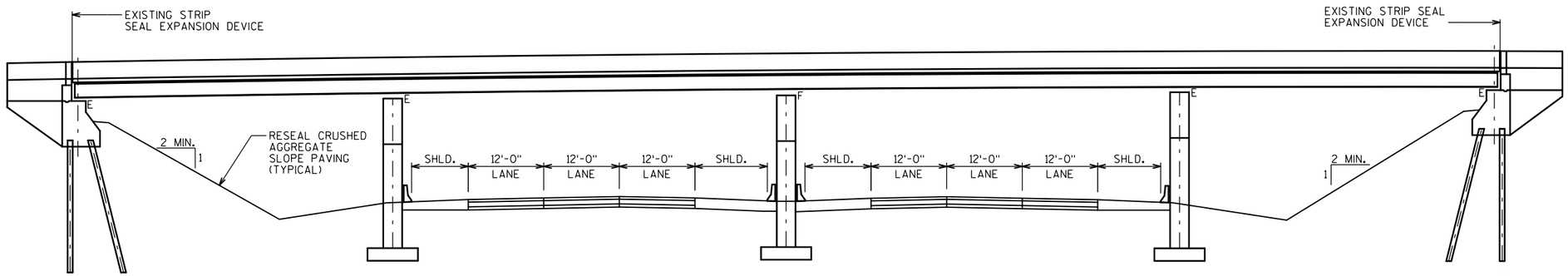
STATE PROJECT NUMBER
1060-44-70



PLAN
(4 SPAN - STEEL GIRDERS)

LEGEND
- TRAFFIC DIRECTION
- MEASURED TO ℄ CTH F

LIST OF DRAWINGS
1. GENERAL PLAN AND ELEVATION
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. EXPANSION BEARINGS



ELEVATION
(LOOKING WEST)

STRUCTURES DESIGN CONTACTS
BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

TRAFFIC DATA

CTH F NB & SB

A.D.T. = 31,800 (2012)
R.D.S. = 50 M.P.H.

IH 94 EB & WB

A.D.T. = 126,500 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

RATINGS (TAKEN FROM HSI 7-15-2015)

DESIGN LOADING: HS20
INVENTORY RATING: HS19
OPERATING RATING: HS33
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 170 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 07/17/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

WISCONSIN
Elizabeth A. Jelinek
ELIZABETH A.
JELINEK
E-40123
MILWAUKEE
WI
7/16/15
PROFESSIONAL ENGINEER

STRUCTURE B-67-14

CTH F SB (REDFORD BLVD.) OVER IH 94

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
WAUKESHA	PEWAUKEE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EAJ/KTM	ENS	KTM/EAJ	ENS/KTM

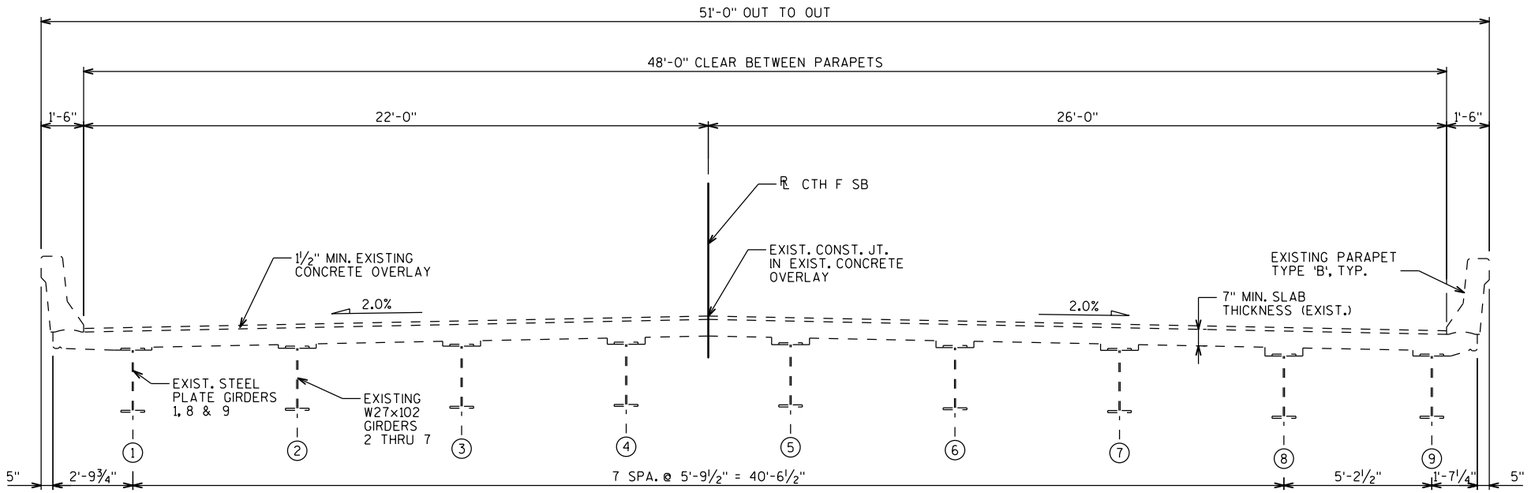
GENERAL PLAN AND ELEVATION

SHEET 1 OF 3

8

8

FILE NAME : I:\59899\b1\B-67-14\cds\080101_gp.dgn
PLOT DATE : 7/16/2015 8:34:09 AM
PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 20:1



TYPICAL SECTION

(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	36
506.7050.S.0001	REMOVING BEARINGS B-67-14	EACH	36
509.1500	CONCRETE SURFACE REPAIR	SF	35
517.1800.S.0001	STRUCTURE REPAINTING RECYCLED ABRASIVE B-67-14	LS	1
517.4500.S.0001	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-67-14	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	579
SPV.0060.4000	CLEANING AND PAINTING BEARINGS	EACH	9
SPV.0105.4000	VEGETATION REMOVAL B-67-14	LS	1
SPV.0165.4000	REMOVING LOOSE CONCRETE	SF	165
SPV.0180.4000	CLEAN ABUTMENT SEATS	SY	26

ALL ITEMS ARE CATEGORY 2000

STATE PROJECT NUMBER
1060-44-70

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- CONCRETE SURFACE REPAIR
- REMOVING LOOSE CONCRETE

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

REMOVE DESIGNATED MOVEABLE BEARING ASSEMBLIES AT THE ABUTMENTS AND PIERS 1 AND 3 UNDER THE BID ITEM "REMOVING BEARINGS B-67-14" AND REPLACE WITH LAMINATED ELASTOMERIC BEARINGS.

EXISTING FIXED BEARINGS AT PIER 2 TO BE CLEANED AND PAINTED.

CLEAN AND PAINT ALL EXPOSED STEEL SUPERSTRUCTURE SURFACES UNDERNEATH THE BRIDGE. THE SURFACES INCLUDE GIRDERS, DIAPHRAGMS, CONNECTIONS, ETC.

EXISTING STEEL SUPERSTRUCTURE SHALL BE PAINTED LIGHT GRAY, FEDERAL COLOR NUMBER 26293.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

REMOVE ALL VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF THE VEGETATION IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-14".

ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THE STRUCTURE TO BE RESEALED. THIS INCLUDES ALL CRUSHED AGGREGATE LOCATED DIRECTLY BENEATH SPANS 1 AND 4 AND THE CRUSHED AGGREGATE EXTENDING W. OF THE WEST STRUCTURE EDGE.

SEE ROADWAY PLANS FOR LANE CLOSURES ON BRIDGE FOR BEARING REPLACEMENT WORK.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-14

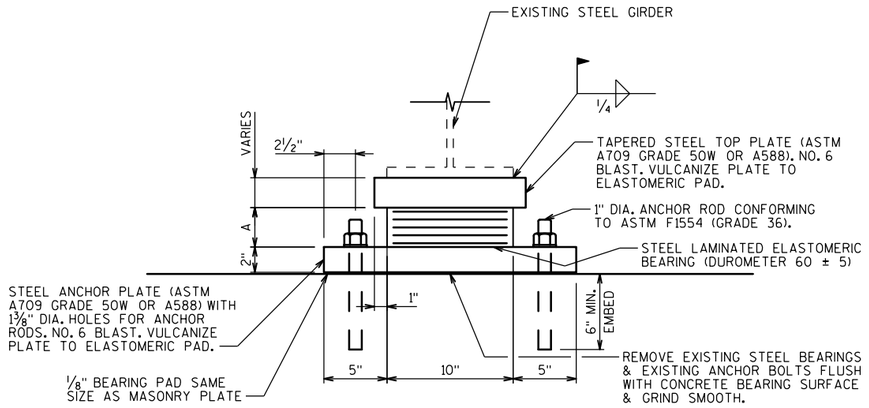
DRAWN BY EAJ | PLANS CK'D. KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

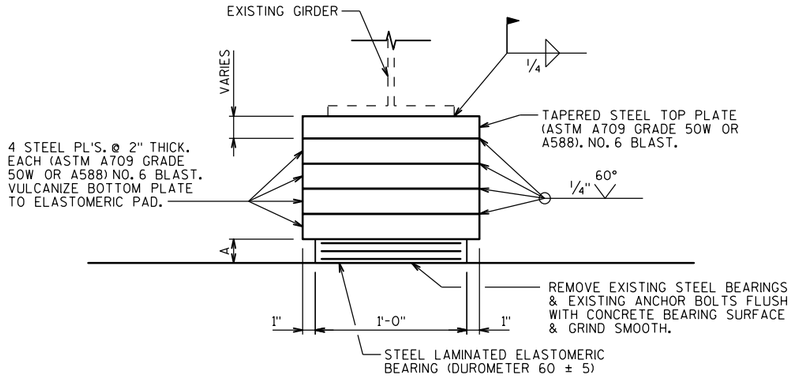
SHEET 2 OF 3

FILE NAME : I:\59899\b1\B-67-14\cds\080102_ts.dgn
PLOT DATE : 7/16/2015 8:34:11 AM
PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 5.33333:1

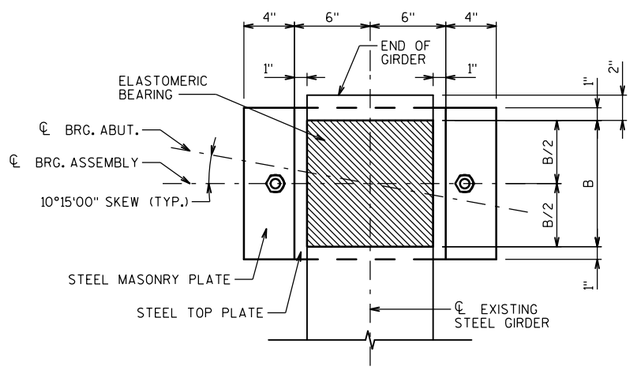
STATE PROJECT NUMBER
1060-44-70



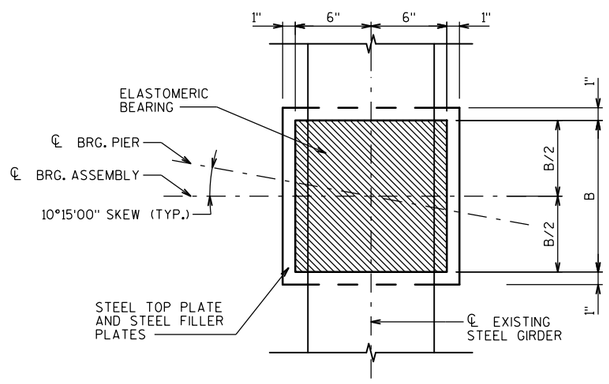
END VIEW - ABUTMENTS



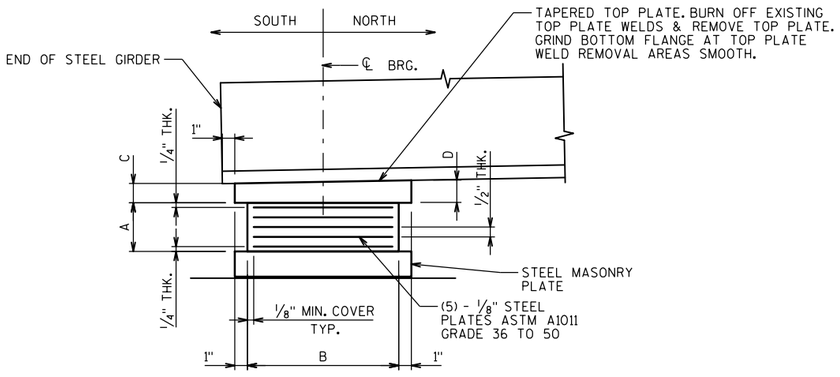
END VIEW - PIERS 1 & 3



PLAN VIEW - ABUTMENTS

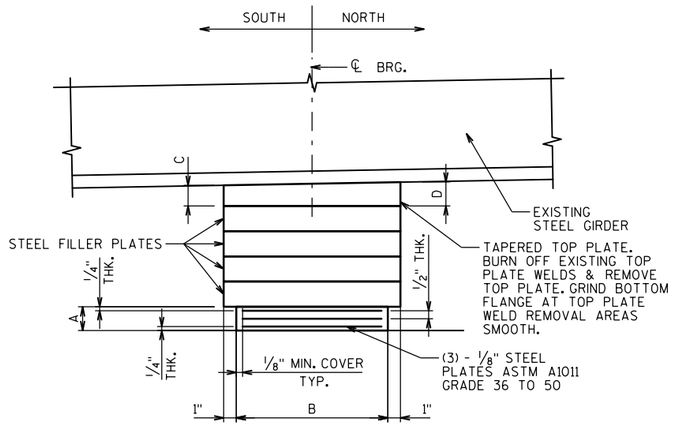


PLAN VIEW - PIERS 1 & 3



SECTION THRU ABUTMENT BEARING

SOUTH ABUTMENT SHOWN
NORTH ABUTMENT SIMILAR



SECTION THRU PIER BEARING

NOTES

1. ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.
2. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.
3. ALL MATERIAL USED FOR THE BEARINGS, INCLUDING BEARING PADS, ANCHOR RODS, AND STEEL PLATES, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED".
4. ANCHOR RODS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX NUT PER ROD. PROJECT ANCHOR RODS, MASONRY PLATE THICKNESS + 2¼", ABOVE TOP OF CONCRETE.
5. GALVANIZE ANCHOR RODS, NUTS, & WASHERS IN ACCORDANCE WITH ASTM A153, CLASS C.
6. CHAMFER ANCHOR BOLTS PRIOR TO THREADING.

BEARING TABLE

	A	B	C	D
SOUTH ABUTMENT	3⅛"	10"	2⁵⁄₁₆"	2⁷⁄₁₆"
PIER 1	1⅛"	12"	1⅝"	1⅞"
PIER 3	1⅞"	12"	1¾"	1¾"
NORTH ABUTMENT	3⅛"	10"	2⅜"	2⅜"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-14

DRAWN BY KTM | PLANS CK'D. ENS

EXPANSION BEARINGS

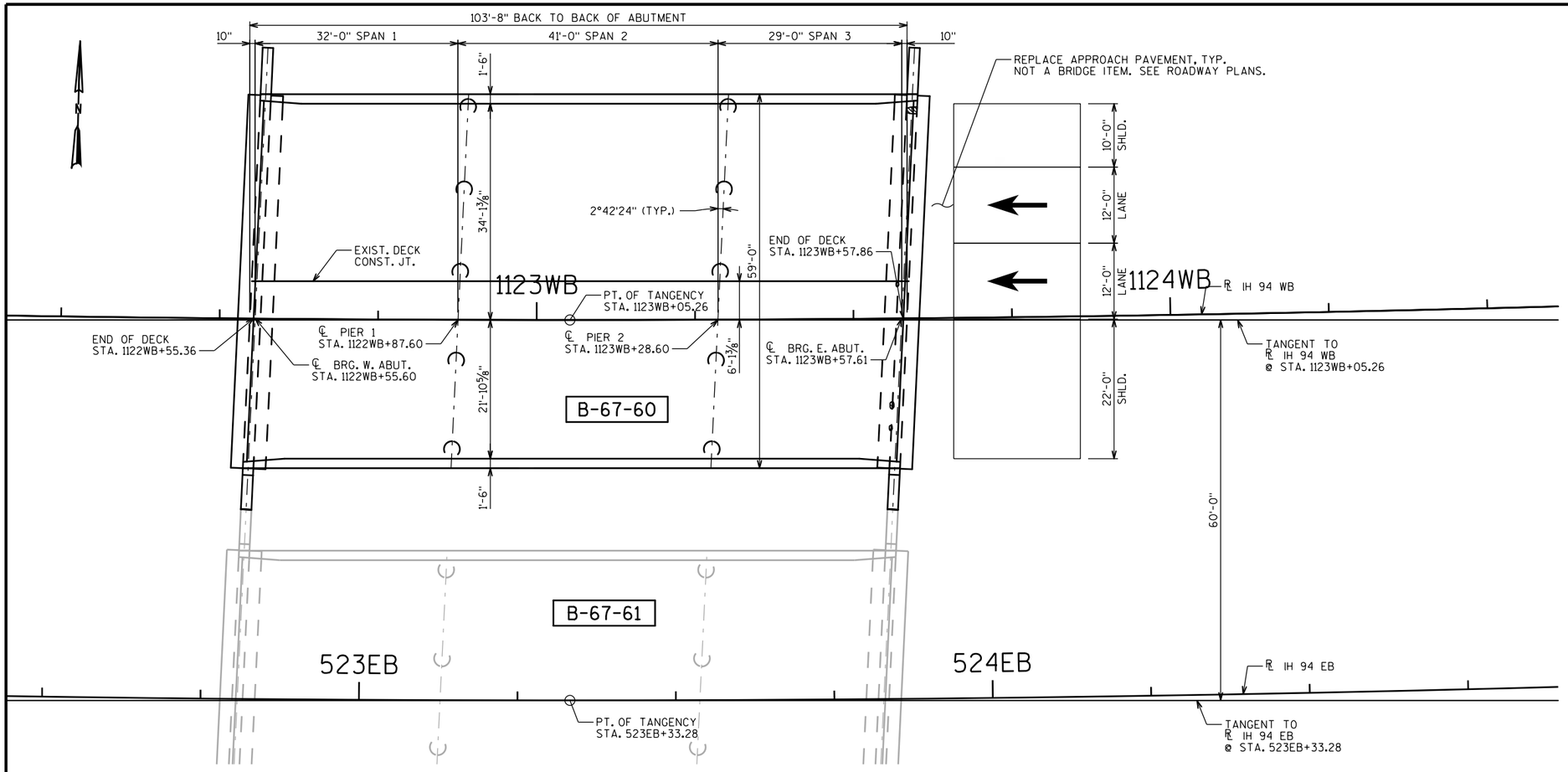
SHEET 3 OF 3

8

8

FILE NAME : I:\59899\b1\B-67-14\cds\080503_brg.dgn
PLOT DATE : 7/16/2015 8:34:14 AM
PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 1:1

STATE PROJECT NUMBER
1060-44-70



PLAN

(3 SPAN - CAST-IN-PLACE HAUNCHED CONCRETE SLAB BRIDGE)
(ALL DIMENSIONS ARE MEASURED ALONG WB TANGENT)

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. SLOPE PAVING - CRUSHED AGGREGATE

HORIZONTAL CURVE DATA

℄ IH 94 WB

P.I. = 1120+17.54
Δ = 15°19'16" LEFT
D = 1°00'
T = 770.66'
L = 1532.11'
R = 5729.65'
P.C. = 1112+46.88
P.T. = 1127+78.99

TRAFFIC DATA

MAPLE AVE.

A.D.T. = 1,800 (2009)
R.D.S. = 50 M.P.H.

IH 94 EB & WB

A.D.T. = 72,800 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS18
OPERATING RATING: HS31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/13/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-60		LEGEND
ITEM	UNIT	QUANT.	%	
TOTAL AREA	ft^2	5723		DELAMINATION
SHADE/DEBRIS	ft^2	0		SPALL
DELAMINATION	ft^2	3	<0.1	DEBOND
SPALL	ft^2	0	0	ASPHALT PATCH
DEBOND	ft^2	N/A	N/A	CONCRETE PATCH
ASPHALT PATCH	ft^2	0	0	SHADE/DEBRIS
CONCRETE PATCH	ft^2	0	0	

LEGEND

TRAFFIC DIRECTION

WISCONSIN
ELIZABETH A. JELINEK
E-40123
MILWAUKEE
WI
PROFESSIONAL ENGINEER
4-29-15

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR — CHIEF STRUCTURES DESIGN ENGINEER — 6/01/15 DATE

STRUCTURE B-67-60

IH 94 WB OVER MAPLE AVE.

COUNTY	TOWN ~~CITY/VILLAGE~~
WAUKESHA	DELAFIELD

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EAJ	ENS	KTM/EAJ	HDA/KTM

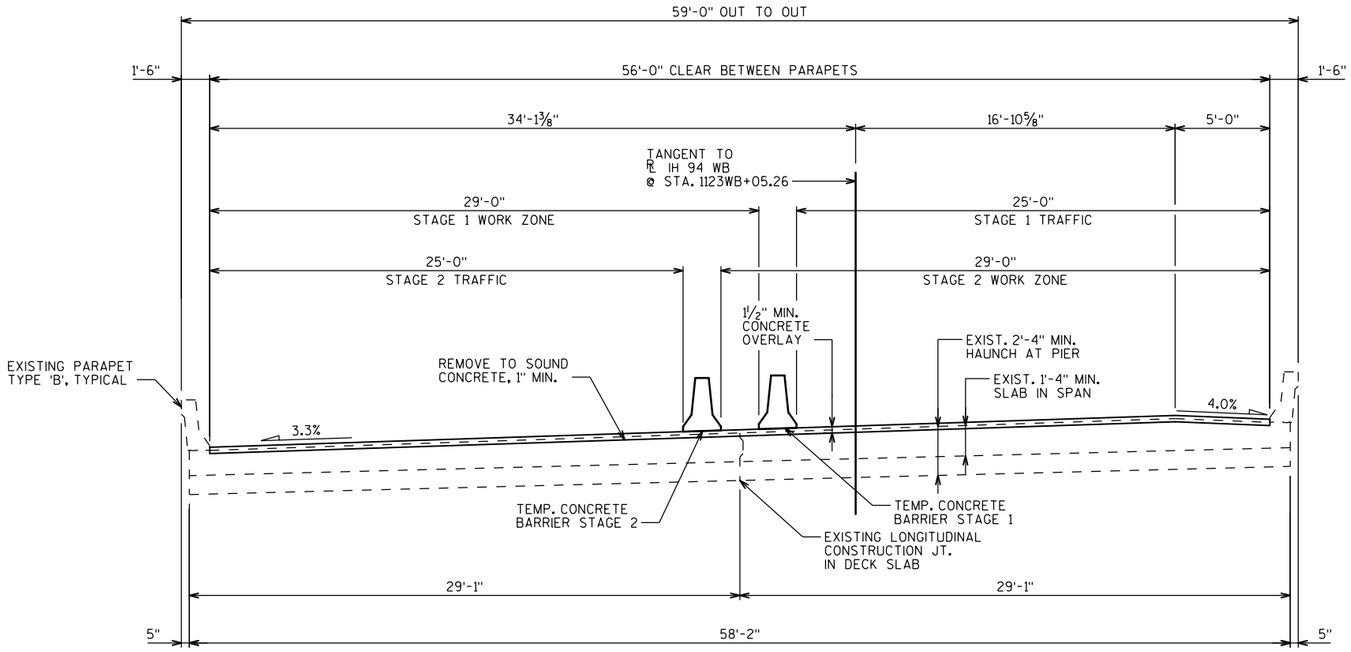
GENERAL PLAN

SHEET 1 OF 3

664

8

8



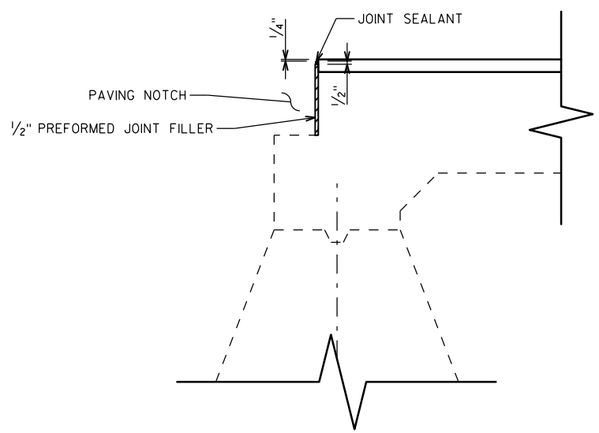
TYPICAL SECTION

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
502.3200	PROTECTIVE SURFACE TREATMENT	SY	638
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	82
509.0301	PREPARATION DECKS TYPE 1	SY	3
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	638
509.1500	CONCRETE SURFACE REPAIR	SF	40
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	36
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	84
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	410
SPV.0105.4001	VEGETATION REMOVAL B-67-60	LS	1
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2010



PROPOSED FILLER DETAIL AT ABUTMENTS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR
- SLOPE PAVING REPAIR CRUSHED AGGREGATE

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB/OVERLAY

PROTECTIVE SURFACE TREATMENT PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE FOLLOWING SURFACES:
- TOP AND INSIDE FACES OF EXISTING PARAPETS

INSTALL AT PAVING NOTCH A NEW ½" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS". HOT POURED JOINT SEALANT AT FILLER INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" JOINT FILLER WITH HOT POURED JOINT SEALANT (½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE CONCRETE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER THE "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS ABOUT 2". IF THE EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

REMOVE ALL VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF ALL VEGETATION WITHIN STRUCTURE LIMITS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-60".

ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THE STRUCTURE TO BE RESEALED.

STATE PROJECT NUMBER
1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-60

DRAWN BY	EAJ/ HDA	PLANS CK'D.	KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 3

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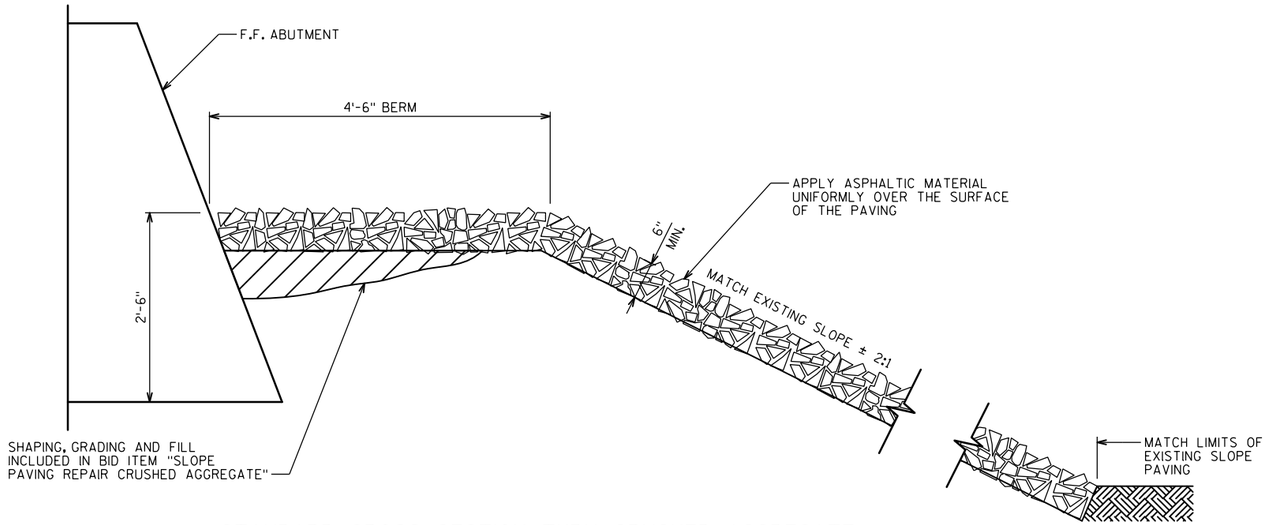
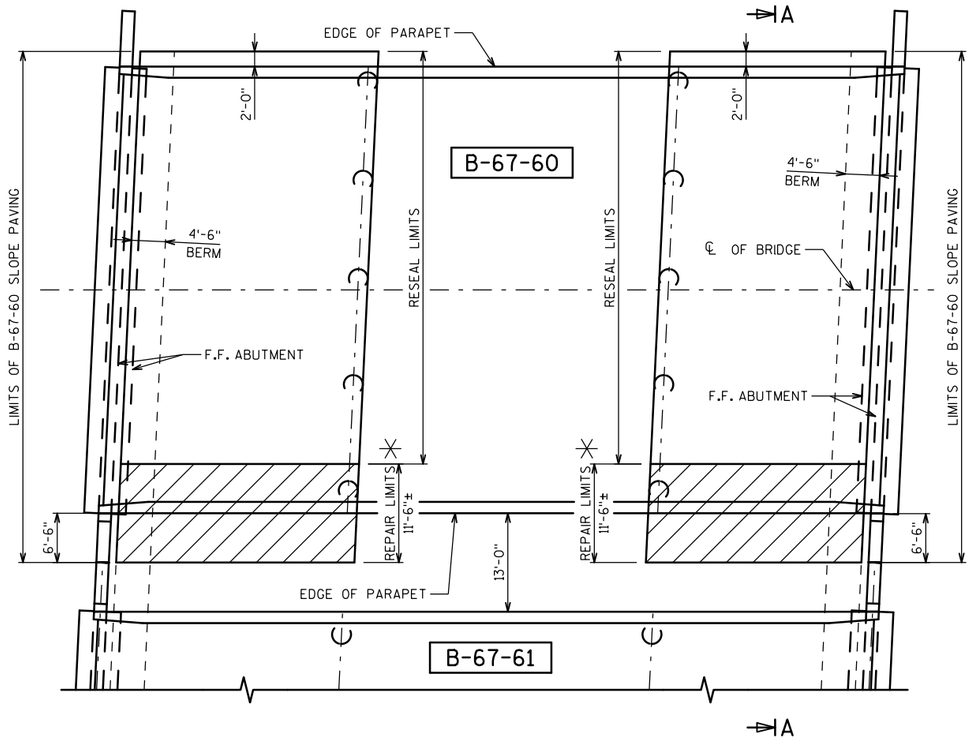
PLOT BY : ejelinek
PLOT NAME : $FILE$
PLOT SCALE : 8:1

STATE PROJECT NUMBER
1060-44-70

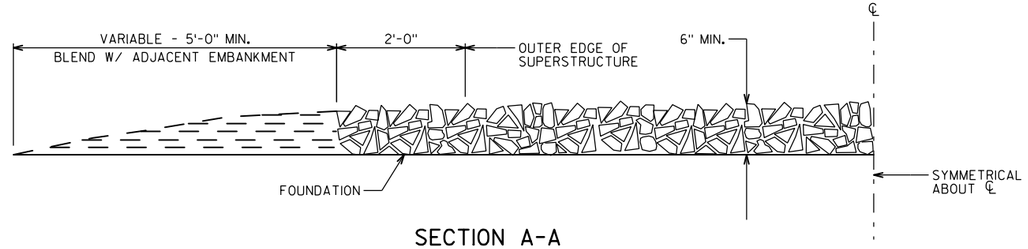


STANDARD CROSS SECTION THRU CRUSHED AGGREGATE

ROUND STONE WILL NOT BE ACCEPTED



PLAN - SLOPE PAVING CRUSHED AGGREGATE



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.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

⚹ APPROXIMATE REPAIR LIMITS SHOWN. FINAL REPAIR LIMITS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-60

DRAWN BY EAJ | PLANS CK'D. KTM

SLOPE PAVING - CRUSHED AGGREGATE

SHEET 3 OF 3

8

8

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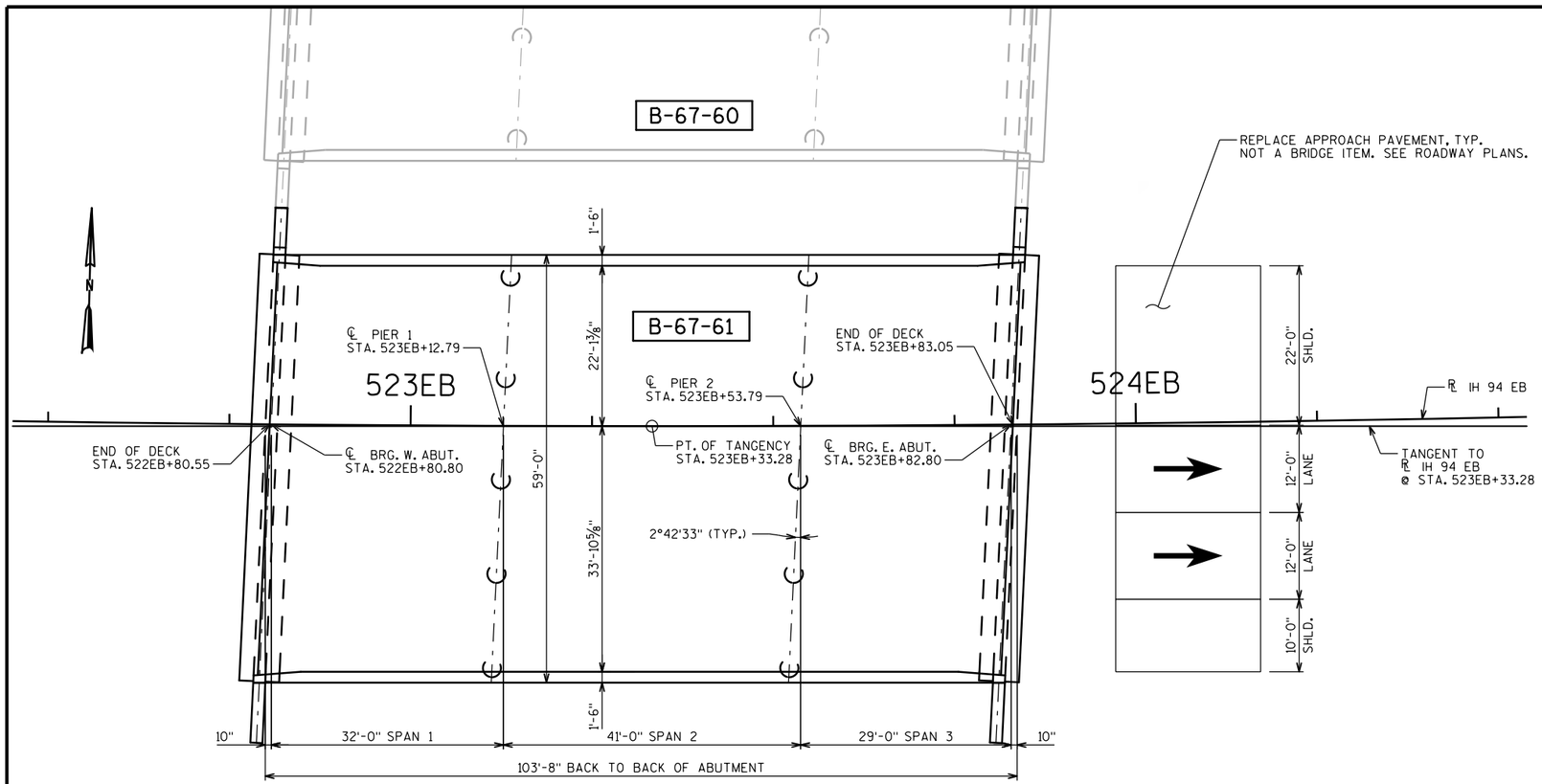
STATE PROJECT NUMBER
1060-44-70



PLAN

(3 SPAN - CAST-IN-PLACE HAUNCHED CONCRETE SLAB BRIDGE)
(ALL DIMENSIONS ARE MEASURED ALONG EB TANGENT)

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. SLOPE PAVING - CRUSHED AGGREGATE

LEGEND

TRAFFIC DIRECTION

HORIZONTAL CURVE DATA

℄ IH 94 EB

P.I. = 520+42.52
Δ = 15°19'16" LEFT
D = 1°00'00"
T = 770.65'
L = 1532.11'
R = 5729.58'
P.C. = 512+71.86
P.T. = 528+03.98

TRAFFIC DATA

MAPLE AVE.

A.D.T. = 1,800 (2009)
R.D.S. = 50 M.P.H.

IH 94 EB & WB

A.D.T. = 72,800 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS18
OPERATING RATING: HS31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/9/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-61		LEGEND
ITEM	UNIT	QUANT.	%	
TOTAL AREA	ft^2	5723		DELAMINATION
SHADE/DEBRIS	ft^2	0		SPALL
DELAMINATION	ft^2	0	0	DEBOND
SPALL	ft^2	0	0	ASPHALT PATCH
DEBOND	ft^2	N/A	N/A	CONCRETE PATCH
ASPHALT PATCH	ft^2	0	0	SHADE/DEBRIS
CONCRETE PATCH	ft^2	0	0	

WISCONSIN
ELIZABETH A. JELINEK
E-40123
MILWAUKEE
WI
PROFESSIONAL ENGINEER
4-29-15

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 06/01/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-67-61

IH 94 EB OVER MAPLE AVE.

COUNTY WAUKESHA | TOWN/~~CITY/VILLAGE~~ DELAFIELD

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	EAJ	DESIGN CK'D.	ENS	DRAWN BY	EAJ/KTM	PLANS CK'D.	KTM/HDA

GENERAL PLAN

SHEET 1 OF 3

8

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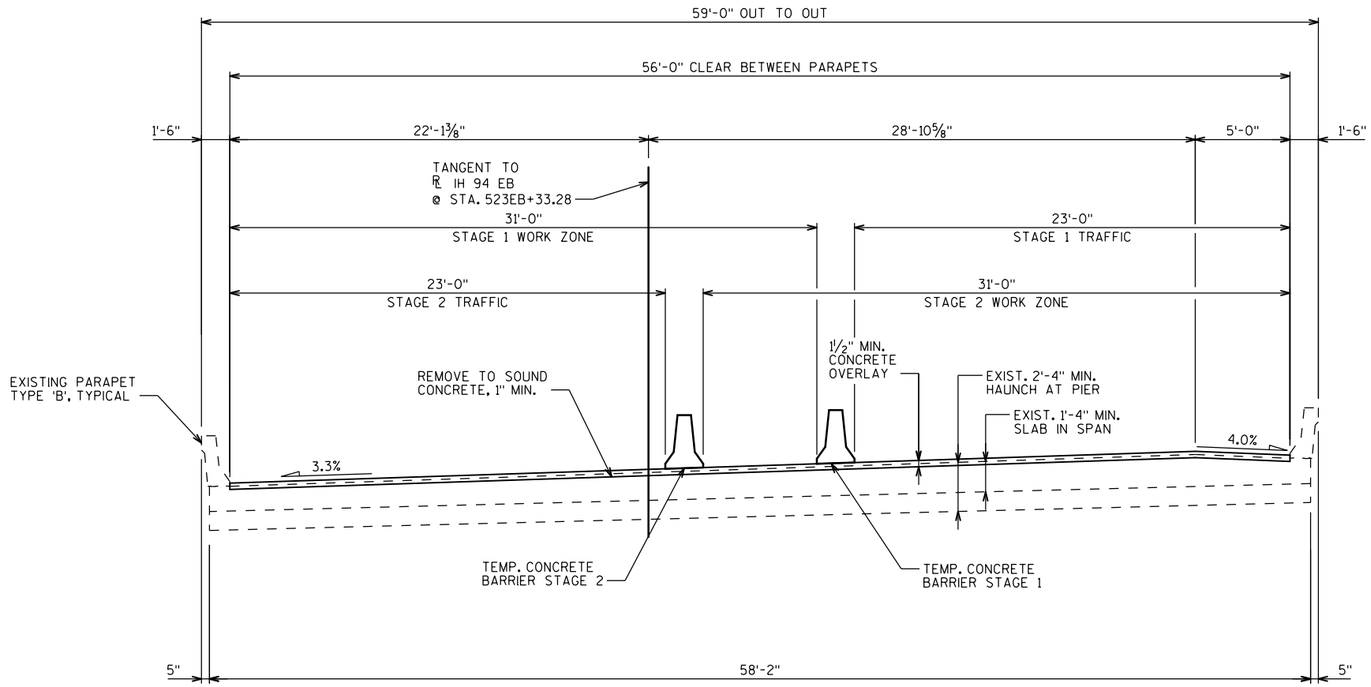

TYPICAL SECTION

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
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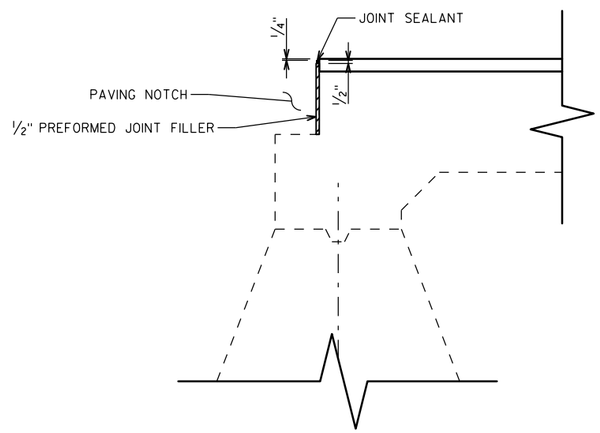
509.1500	CONCRETE SURFACE REPAIR	SF	40
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	36
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	84
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	410
SPV.0105.4002	VEGETATION REMOVAL B-67-61	LS	1
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2020



PROPOSED FILLER DETAIL AT ABUTMENTS

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ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THE STRUCTURE TO BE RESEALED.

STATE PROJECT NUMBER

1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-61

DRAWN BY EAJ/HDA | PLANS CK'D. KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 3

668

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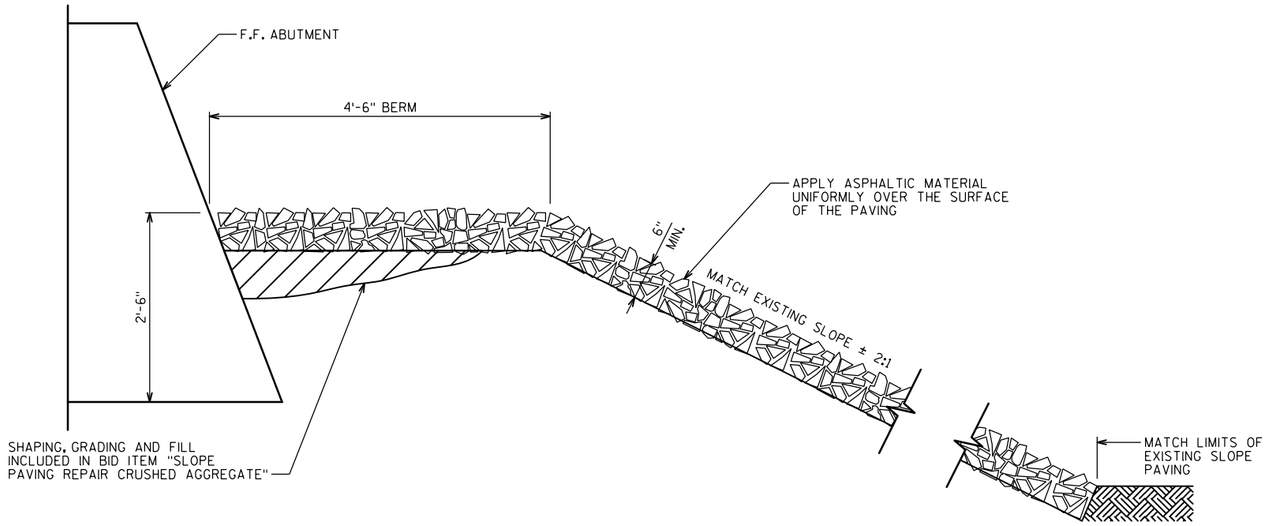
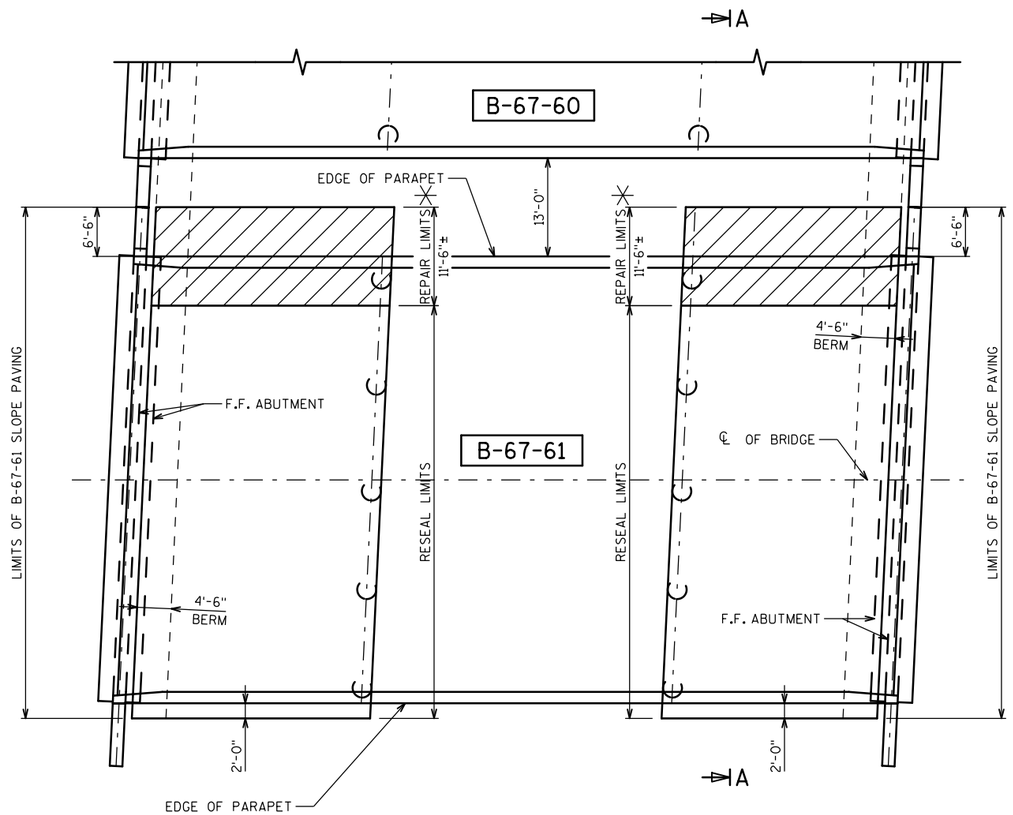
1060-44-70

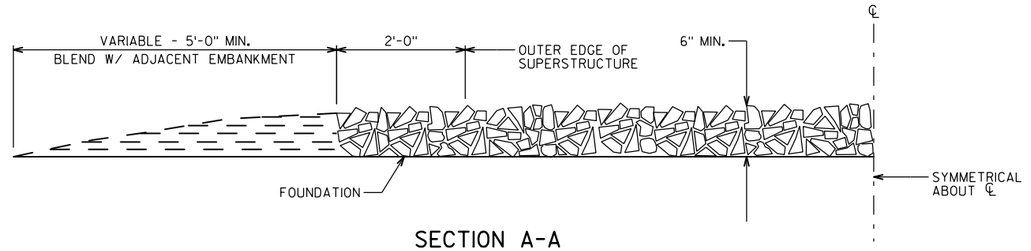


STANDARD CROSS SECTION THRU CRUSHED AGGREGATE

ROUND STONE WILL NOT BE ACCEPTED



PLAN - SLOPE PAVING CRUSHED AGGREGATE



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.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

X APPROXIMATE REPAIR LIMITS SHOWN. FINAL REPAIR LIMITS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-61

DRAWN BY	EAJ	PLANS CK'D.	KTM

SLOPE PAVING - CRUSHED AGGREGATE

SHEET 3 OF 3

669

8

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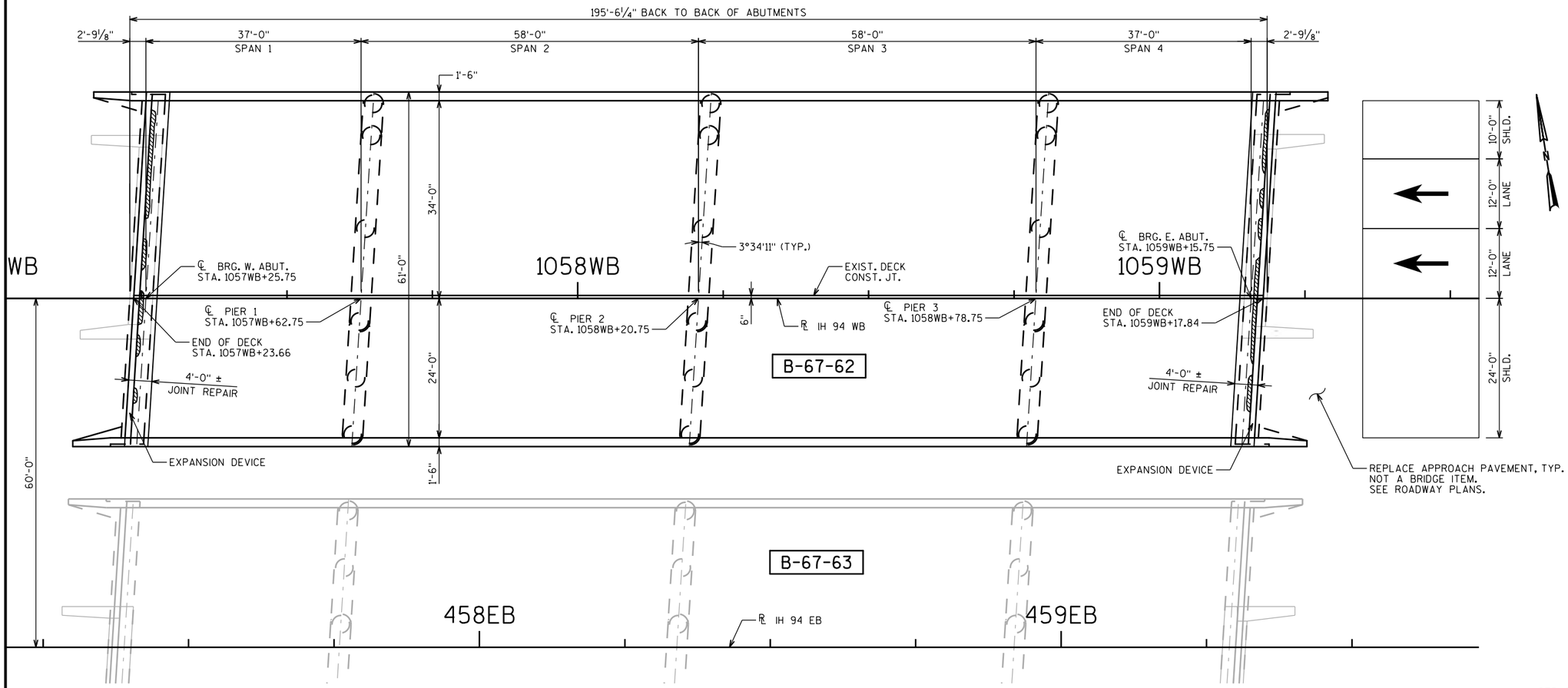
STATE PROJECT NUMBER
1060-44-70



LEGEND

→ TRAFFIC DIRECTION

PLAN

(4 SPAN - 36" PRESTRESSED GIRDERS)

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. EXPANSION JOINT
4. EXPANSION JOINT REINFORCEMENT
5. EXPANSION JOINT DETAILS
6. SLOPE PAVING - STRUCTURES (CONCRETE - CIP)

TRAFFIC DATA

STH 83 NB & SB.

A.D.T. = 25,500 (2012)
R.D.S. = 40 M.P.H.

IH 94 EB & WB

A.D.T. = 72,800 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS17
OPERATING RATING: HS28
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 200 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/9/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-62		LEGEND
ITEM	UNIT	QUANT.	%	DELAMINATION
TOTAL AREA	ft^2	11316		SPALL
SHADE/DEBRIS	ft^2	0		DEBOND
DELAMINATION	ft^2	49	0.4	ASPHALT PATCH
SPALL	ft^2	0	0	CONCRETE PATCH
DEBOND	ft^2	N/A	N/A	SHADE/DEBRIS
ASPHALT PATCH	ft^2	0	0	
CONCRETE PATCH	ft^2	0	0	

WISCONSIN
ELIZABETH A. JELINEK
E-40123
MILWAUKEE
WI
6-18-15
PROFESSIONAL ENGINEER

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB 11414 W. PARK PLACE MILWAUKEE, WI 53224 (414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher NK 06/18/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-67-62

IH 94 WB OVER STH 83

COUNTY	TOWN/CITY/~~VILLAGE~~
WAUKESHA	DELAFIELD

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EAJ	KTM	KTM/EAJ	HDA/KTM

GENERAL PLAN

SHEET 1 OF 6

8

8

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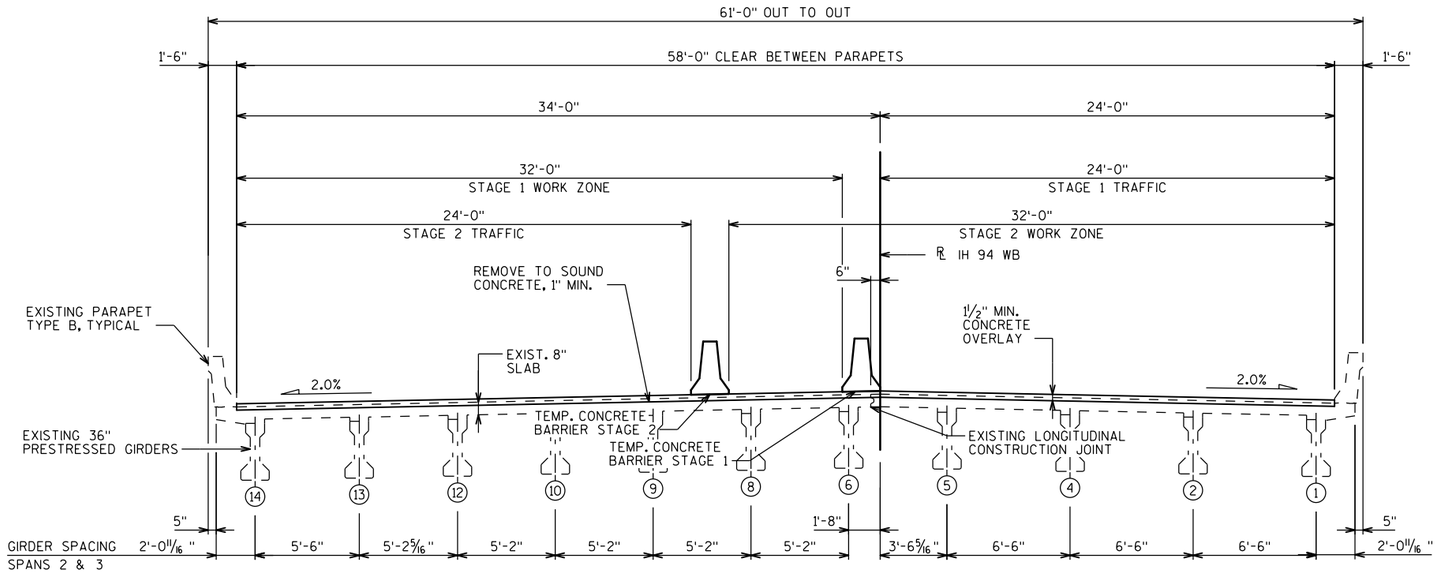

TYPICAL SECTION

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0225.S.0001	DEBRIS CONTAINMENT B-67-62	LS	1
204.0175	REMOVING CONCRETE SLOPE PAVING	SY	4
502.3100.0001	EXPANSION DEVICE B-67-62	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,259
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	162
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	118
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	4,920
509.0301	PREPARATION DECKS TYPE 1	SY	3
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	1,200
509.1000	JOINT REPAIR	SY	55
509.1500	CONCRETE SURFACE REPAIR	SF	45
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	89
604.0400	SLOPE PAVING CONCRETE	SY	4
SPV.0105.4003	VEGETATION REMOVAL B-67-62	LS	1
SPV.0165.4000	REMOVING LOOSE CONCRETE	SF	54
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2030

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR
- REMOVING LOOSE CONCRETE
- REMOVING CONCRETE SLOPE PAVING
- SLOPE PAVING CONCRETE

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE L NO. 5 BARS", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-67-62".

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB/OVERLAY
- TOP AND INSIDE FACES OF REPLACEMENT SECTIONS OF PARAPET

PROTECTIVE SURFACE TREATMENT PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE FOLLOWING SURFACES:
- TOP AND INSIDE FACES OF EXISTING PARAPETS

INSTALL AT PAVING NOTCH A NEW ½" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS". HOT POURED JOINT SEALANT AT FILLER INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" JOINT FILLER WITH HOT POURED JOINT SEALANT (½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

REMOVAL OF DESIGNATED PORTIONS OF EXISTING CONCRETE SLOPE PAVING PAID FOR UNDER "REMOVING CONCRETE SLOPE PAVING".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER THE "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STUCTURES DESIGN SECTION.

REMOVE ALL VEGETATION GROWTH WITHIN STRUCTURE LIMITS. THIS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-62".

REMOVAL OF PARAPET AT JOINTS IS INCLUDED IN BID ITEM "JOINT REPAIR".

NEW CONCRETE TO REPLACE PARAPET IS PAID FOR UNDER BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

STATE PROJECT NUMBER

1060-44-70

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

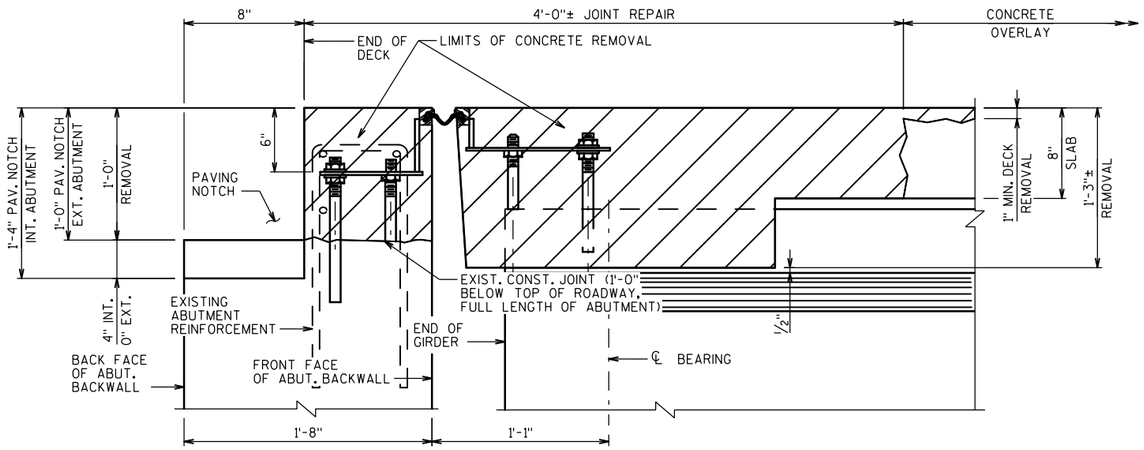
STRUCTURE B-67-62

DRAWN BY EAJ/HDA | PLANS CK'D. KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

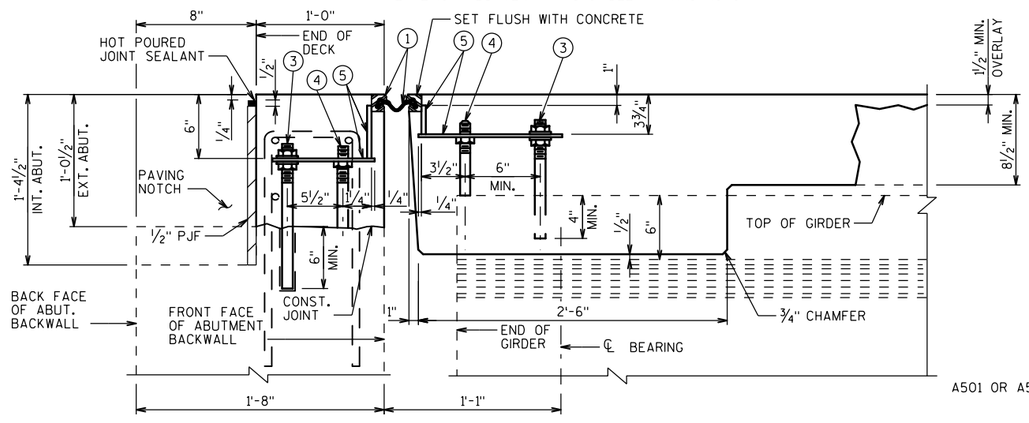
SHEET 2 OF 6

FILE NAME : I:\59899\b1\B-67-62\cds\080102_ts.dgn PLOT DATE : 6/18/2015 9:26:35 AM PLOT BY : ejelinek PLOT NAME : $FILE$ PLOT SCALE : 8:1



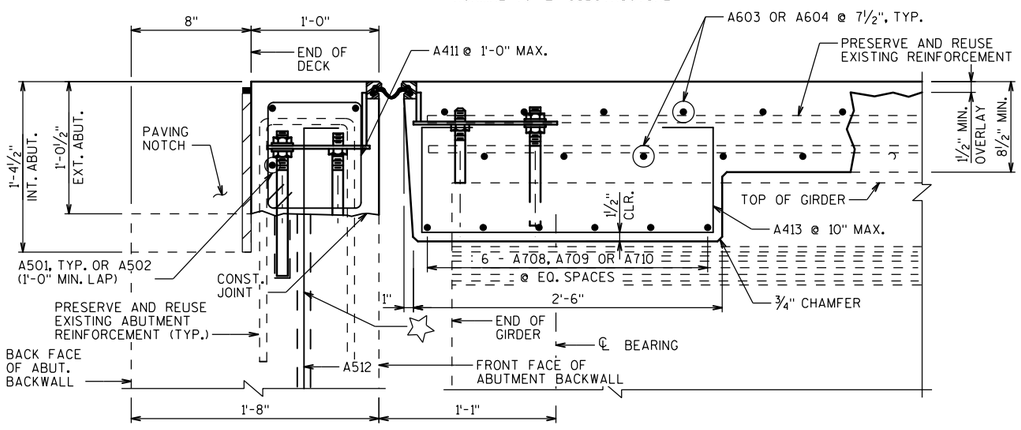
EXISTING SECTION AT ABUTMENTS

NORMAL TO ℄ SUBSTRUCTURE
(TWO DIFFERENT ABUTMENT SECTIONS)
(INTERIOR ABUTMENT W/ 1'-4" DEEP PAVING NOTCH)
(EXTERIOR ABUTMENT W/ 1'-0" DEEP PAVING NOTCH)



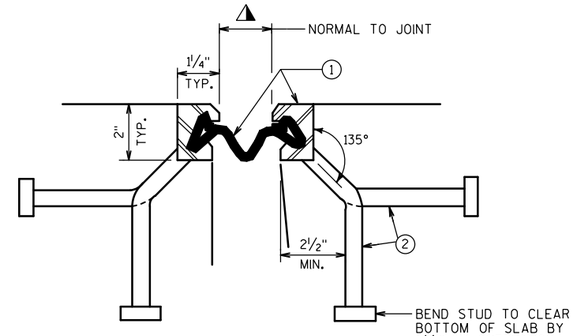
PROPOSED SECTION AT ABUTMENTS (EXPANSION DEVICE COMPONENTS)

NORMAL TO ℄ SUBSTRUCTURE



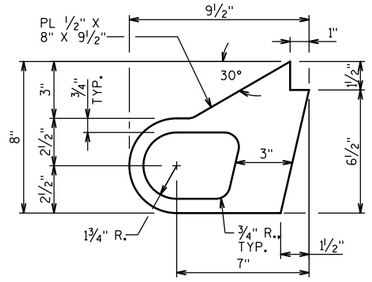
PROPOSED SECTION AT ABUTMENTS (REINFORCEMENT DETAILS)

NORMAL TO ℄ SUBSTRUCTURE

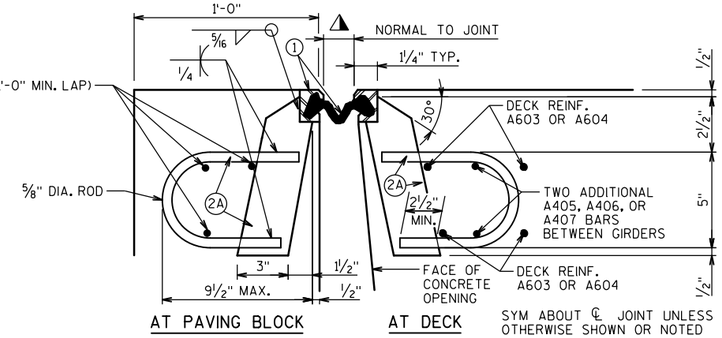


SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



ALTERNATE STRIP SEAL ANCHOR



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-67-62".

LEGEND

① NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.

② STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

2A ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

③ ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR PRESTRESSED GIRDERS, GROUT THREADED ROD INTO FIELD DRILLED HOLES ON THE ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

④ ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

⑤ FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.

⑥ GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.

⑦ ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

⑧ ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

⑨ ¾" DIA. x 2 ¼" GALVANIZED THREADED COUPLING.

⑩ 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

△ SET JOINT OPENING AT 1¾"

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL. SUPPLEMENT WITH THE BARS INDICATED BY ☆.

STATE PROJECT NUMBER
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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-62

DRAWN BY	EAJ	PLANS CK'D.	HDA/ KTM

EXPANSION JOINT

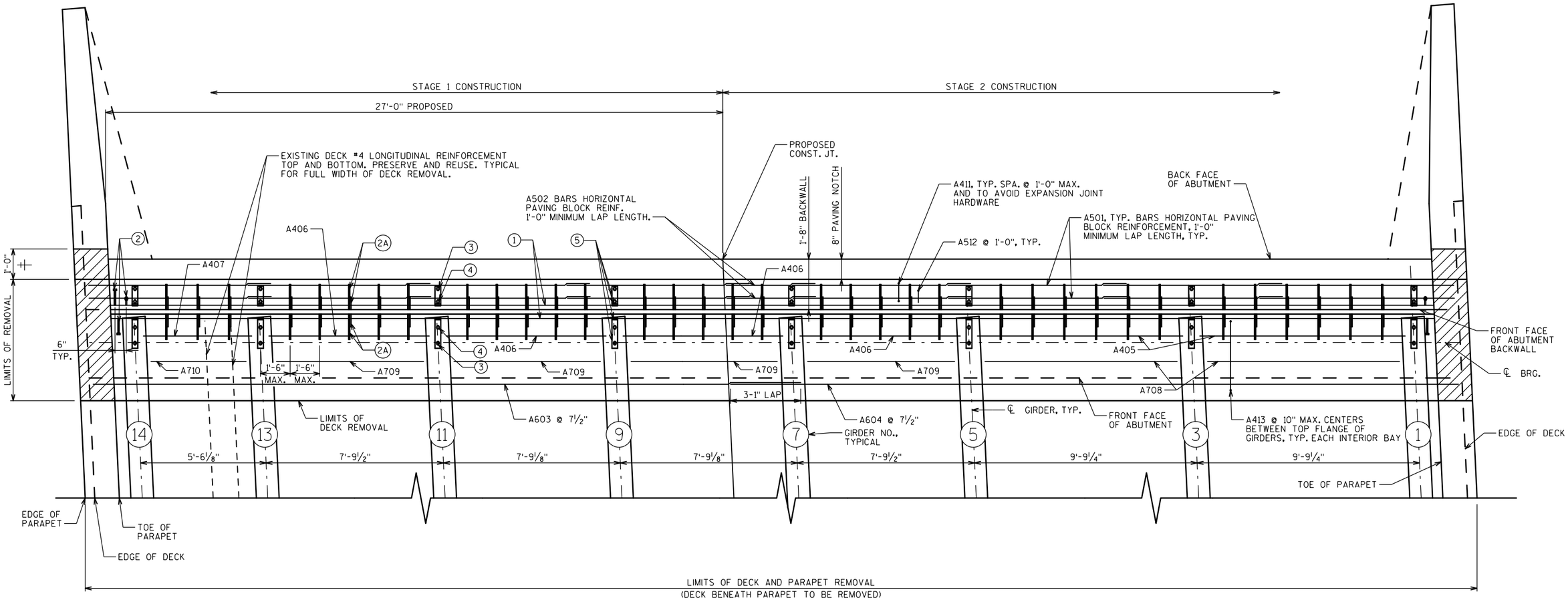
SHEET 3 OF 6

672

8

8

STATE PROJECT NUMBER
1060-44-70



PLAN B-67-62 EAST ABUTMENT/DECK (WEST ABUTMENT SIMILAR)

(SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS)

┼ ADDITIONAL 1'-0" PARAPET REMOVAL WEST ABUTMENT WINGWALLS ONLY

NOTES

BID ITEM "JOINT REPAIR" SHALL BE MEASURED FROM OUT-TO-OUT OF PARAPETS AND INCLUDES PARAPET REMOVAL AS SHOWN BY HATCHED SECTIONS ON THIS SHEET.

SEE "EXPANSION JOINT" AND "EXPANSION JOINT DETAILS" SHEETS FOR ADDITIONAL INFORMATION.

PARAPET REINFORCEMENT NOT SHOWN ON THIS SHEET. REFER TO "EXPANSION JOINT DETAILS" SHEET FOR PARAPET REINFORCEMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-62

DRAWN BY EAJ | PLANS CK'D. KTM

EXPANSION JOINT REINFORCEMENT

SHEET 4 OF 6

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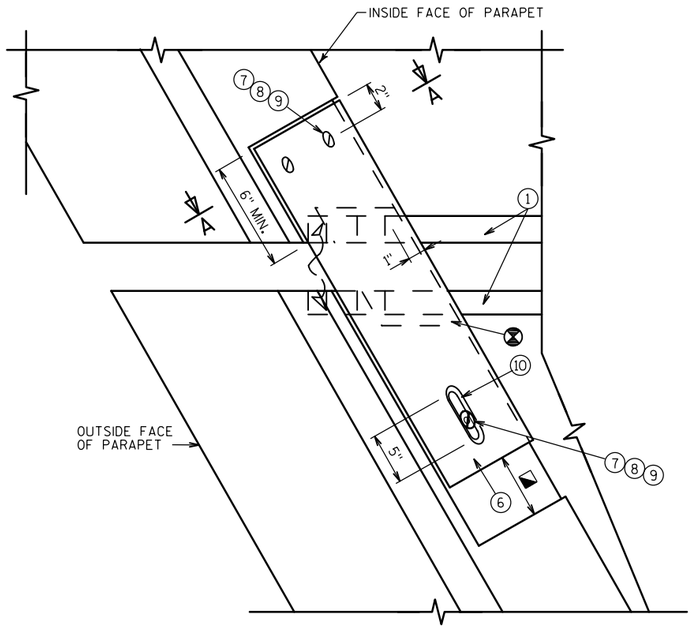
8

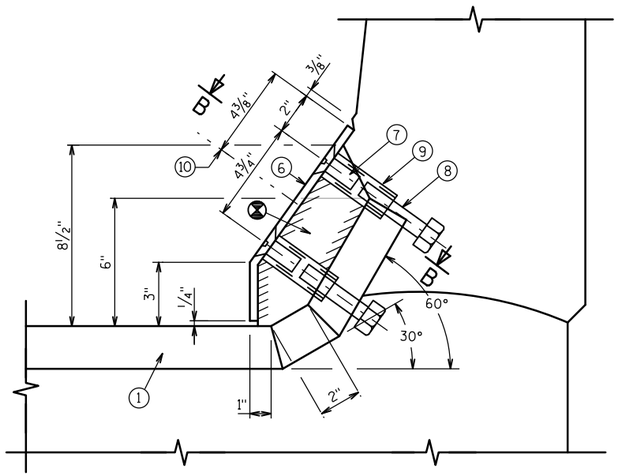
8

STATE PROJECT NUMBER
1060-44-70



PLAN AT SLOPED FACE PARAPET

NORTH PARAPET SHOWN. SOUTH PARAPET MIRRORED.

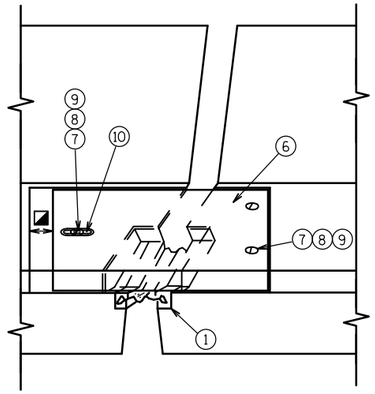


SECTION A-A

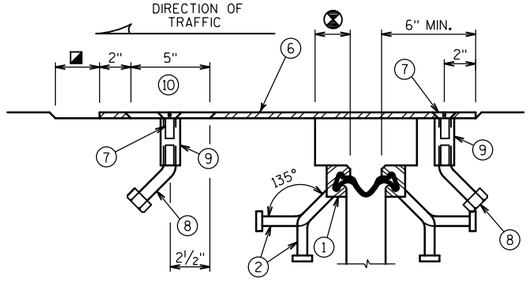
B-67-62 BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	48	8'-0"			PAVING BLOCK - HORIZONTAL
A502	X	6	5'-6"			PAVING BLOCK - HORIZONTAL STAGE 1
A603	X	22	30'-11"			DECK - TRANSVERSE STAGE 1
A604	X	22	31'-9"			DECK - TRANSVERSE STAGE 2
A405	X	8	9'-0"			DECK - HORIZ. BETWEEN GIRDERS STAGE 2
A406	X	16	7'-0"			DECK - HORIZ. BETWEEN GIRDERS STAGES 1& 2
A407	X	4	4'-9"			DECK - HORIZ. BETWEEN GIRDERS STAGE 1
A708	X	24	8'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A709	X	48	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1& 2
A710	X	12	4'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 1
A411	X	118	3'-2"	X		PAVING BLOCK - STIRRUP
☆ A512	X	118	3'-0"	X		PAVING BLOCK - ANCHOR
A413	X	128	3'-10"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A414	X	32	4'-10"	X		PARAPET - VERTICAL
A415	X	20	4'-3"	X		PARAPET - VERTICAL
A416	X	8	4'-5"	X		PARAPET - VERTICAL

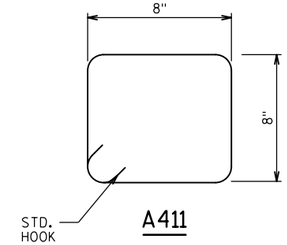
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



VIEW OF SLOPED FACE PARAPET PLATES FROM ROADWAY



SECTION B-B



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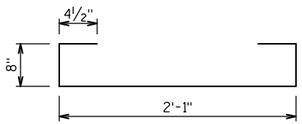

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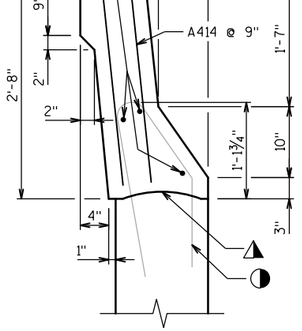
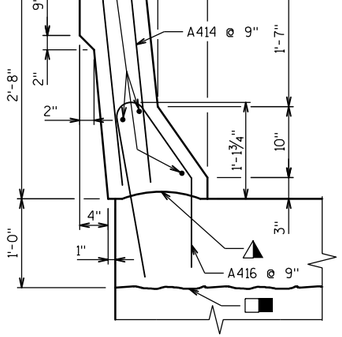
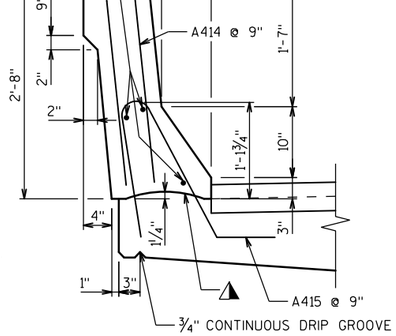


SECTION THRU PARAPET ON WINGWALL AT JOINT REPAIR



SECTION THRU PARAPET ON ABUTMENT AT JOINT REPAIR



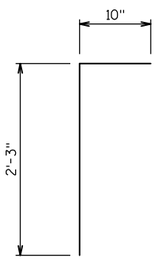
SECTION THRU PARAPET ON BRIDGE AT JOINT REPAIR ✳

LEGEND

- ⊗ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING
- ◪ JOINT OPENING DIM. ALONG SKEW PLUS ½"
- ☆ MASONRY ANCHORS, TYPE L NO. 5
- ◭ EXISTING CONST. JOINT (NEW CONSTRUCTION JOINT SAME LOCATION. STRIKE OFF AND LEAVE ROUGH).
- ▭■ CONST. JOINT LIMIT OF CONCRETE REMOVAL
- ▬ PRESERVE AND REUSE EXISTING LONGITUDINAL REINFORCEMENT
- ✳ MATCH TOP ELEVATION OF REPLACEMENT PARAPET TO TOP ELEVATION OF EXISTING PARAPET
- ◑ PRESERVE AND REUSE EXISTING VERTICAL REINFORCEMENT AT 1'-0" SECTION OF PARAPET REMOVAL WHERE WINGWALL REMAINS.

NOTE

SEE EXPANSION JOINT SHEETS FOR ADDITIONAL INFORMATION.



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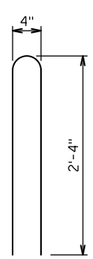

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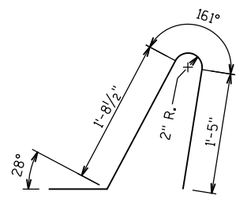

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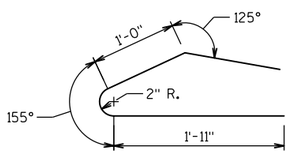


A416

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

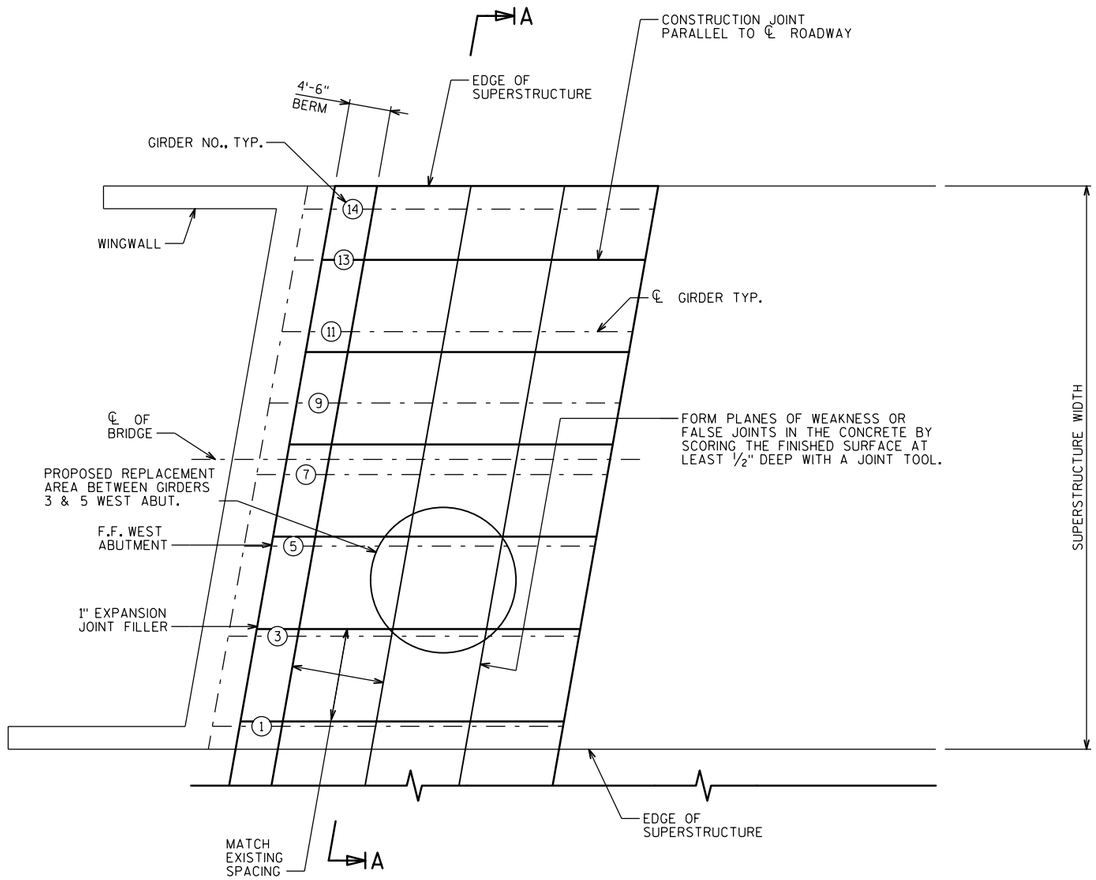
STRUCTURE B-67-62

DRAWN BY EAJ | PLANS CK'D. HDA/KTM

EXPANSION JOINT DETAILS

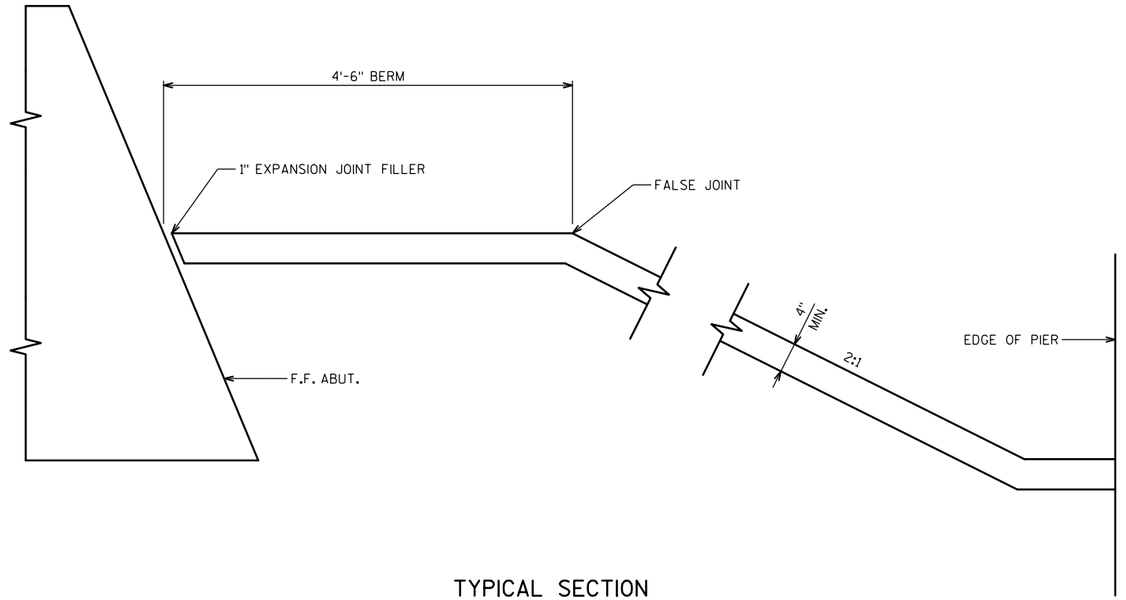
SHEET 5 OF 6

STATE PROJECT NUMBER
1060-44-70

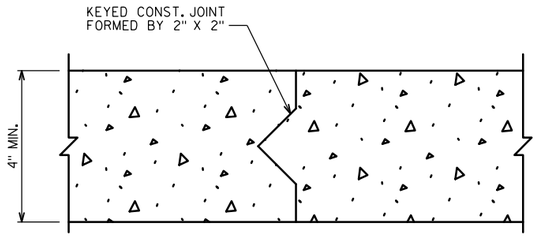


PLAN WEST ABUTMENT

AREA OF DEFECT NOTED ABOVE.
THE AMOUNT OF DAMAGED SLOPE PAVING IS AN ESTIMATE. AT TIME OF CONSTRUCTION ADDITIONAL AREAS MAY NEED TO BE REPAIRED AS DIRECTED BY THE ENGINEER.



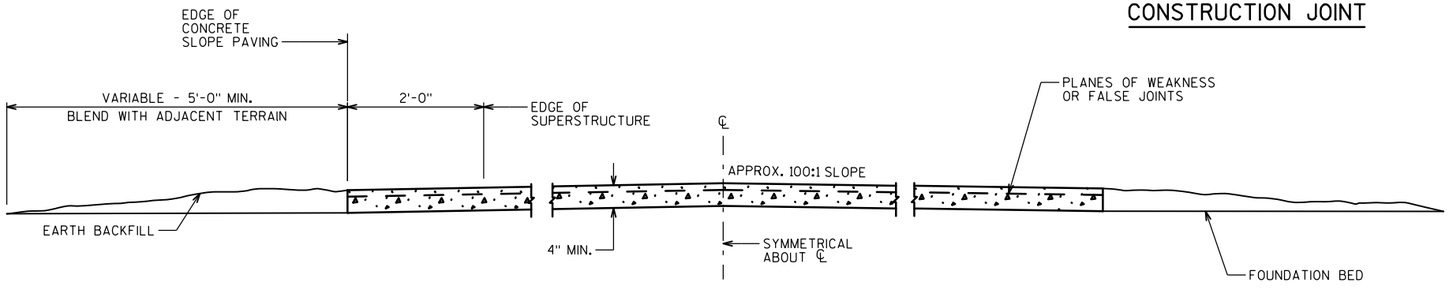
TYPICAL SECTION



CONSTRUCTION JOINT

NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREIN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.



SECTION A-A

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-62

DRAWN BY EAJ | PLANS CK'D. KTM

SLOPE PAVING - STRUCTURES (CONCRETE - CIP)

SHEET 6 OF 6

FILE NAME : \\milw00\ingrproj\59899\b1\B-67-62\cds\080106_slppavcip.dgn PLOT DATE : 4/29/2015 11:44:43 AM PLOT BY : ejelinek PLOT NAME : $FILE$ PLOT SCALE : 1.66667:1

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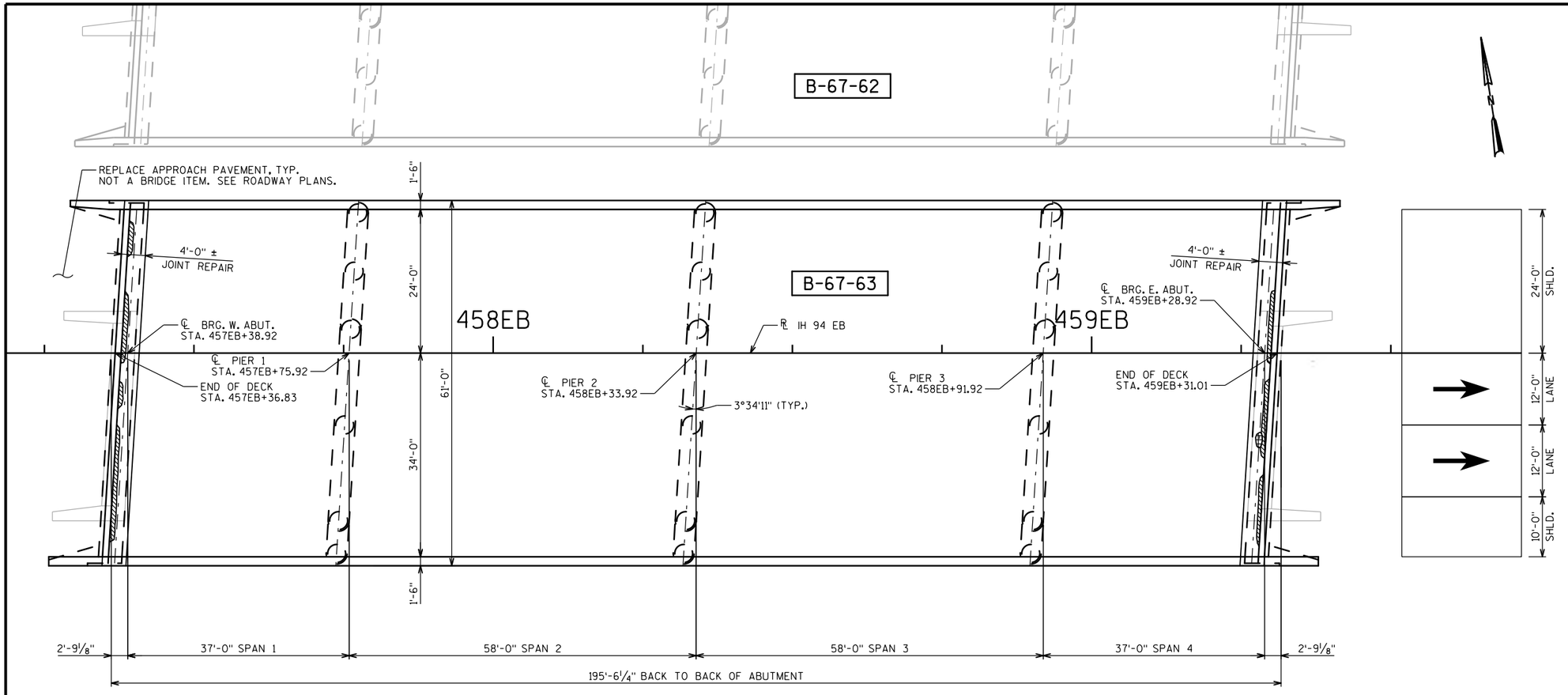

PLAN

(4 SPAN - 36" PRESTRESSED GIRDERS)

LEGEND

TRAFFIC DIRECTION

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. EXPANSION JOINT
4. EXPANSION JOINT REINFORCEMENT
5. EXPANSION JOINT DETAILS

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/9/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-63		LEGEND
ITEM	UNIT	QUANT.	%	
TOTAL AREA	ft^2	11316		DELAMINATION
SHADE/DEBRIS	ft^2	0		SPALL
DELAMINATION	ft^2	53	0.5	DEBOND
SPALL	ft^2	0	0	ASPHALT PATCH
DEBOND	ft^2	N/A	N/A	CONCRETE PATCH
ASPHALT PATCH	ft^2	2	<0.1	SHADE/DEBRIS
CONCRETE PATCH	ft^2	0	0	

TRAFFIC DATA

STH 83 NB & SB.

A.D.T. = 25,500 (2012)
R.D.S. = 40 M.P.H.

IH 94 EB & WB

A.D.T. = 72,800 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS17
OPERATING RATING: HS28
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 200 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

ELIZABETH A. JELINEK E-40123 MILWAUKEE WI 6-18-15 PROFESSIONAL ENGINEER

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher NK 06/18/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-67-63

IH 94 EB OVER STH 83

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
WAUKESHA	DELAFIELD

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	EAJ	DESIGN CK'D.	KTM	DRAWN BY	KTM/EAJ	PLANS CK'D.	HDA/KTM

GENERAL PLAN

SHEET 1 OF 5

676

8

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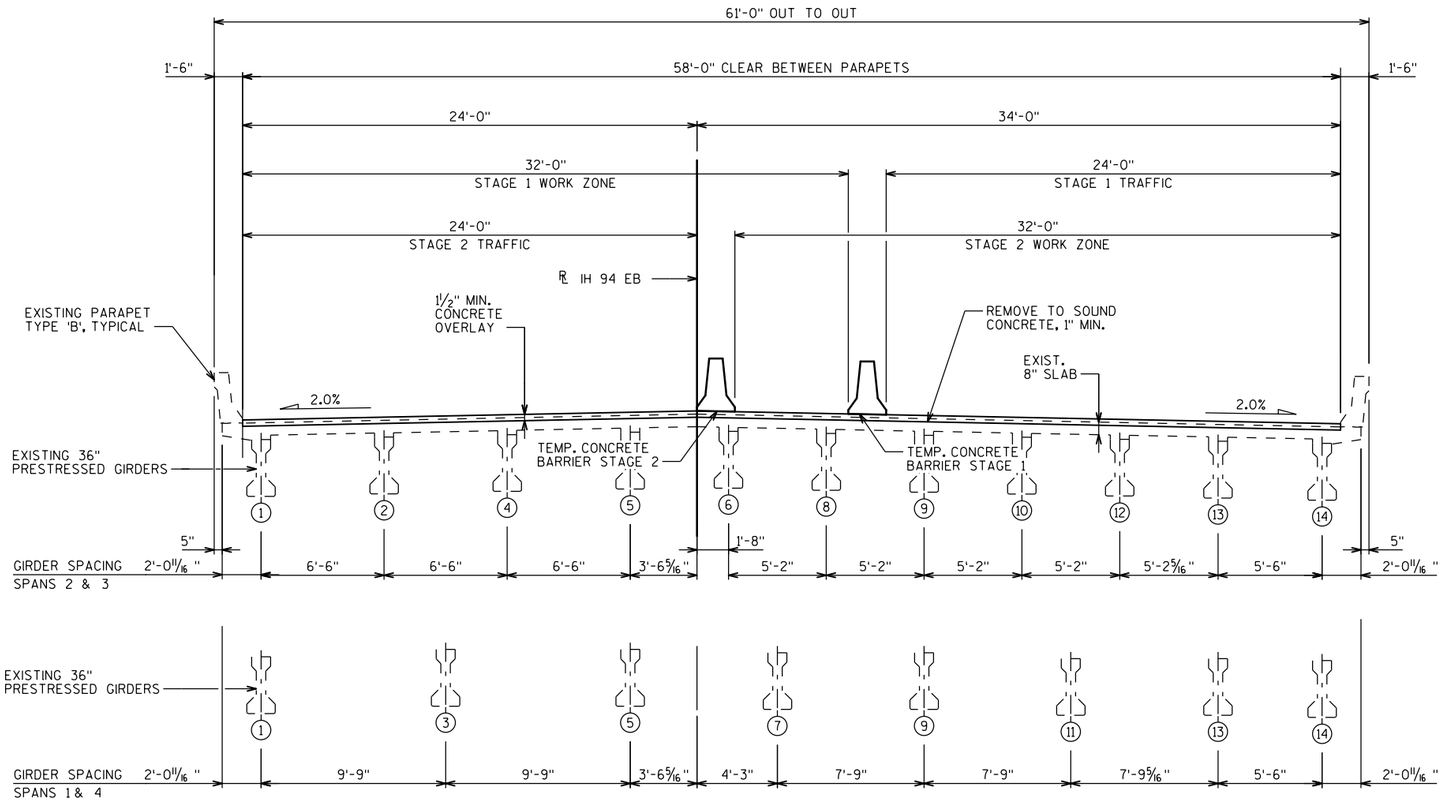

TYPICAL SECTION

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0225.S.0002	DEBRIS CONTAINMENT B-67-63	LS	1
502.3100.0002	EXPANSION DEVICE B-67-63	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,259
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	162
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	118
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	4,820
505.0906	BAR COUPLERS NO. 6	EACH	22
509.0301	PREPARATION DECKS TYPE 1	SY	3
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	1,200
509.1000	JOINT REPAIR	SY	55
509.1500	CONCRETE SURFACE REPAIR	SF	45
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	89
SPV.0105.4004	VEGETATION REMOVAL B-67-63	LS	1
SPV.0165.4000	REMOVING LOOSE CONCRETE	SF	54
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2040

STATE PROJECT NUMBER
1060-44-70

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR
- REMOVING LOOSE CONCRETE

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE L NO. 5 BARS", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-67-63".

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB/OVERLAY
- TOP AND INSIDE FACES OF REPLACEMENT SECTIONS OF PARAPET

PROTECTIVE SURFACE TREATMENT PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE FOLLOWING SURFACES:
- TOP AND INSIDE FACES OF EXISTING PARAPETS

INSTALL AT PAVING NOTCH A NEW ½" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS". HOT POURED JOINT SEALANT AT FILLER INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" JOINT FILLER WITH HOT POURED JOINT SEALANT (½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER THE "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STUCTURES DESIGN SECTION.

REMOVE ALL VEGETATION GROWTH WITHIN STRUCTURE LIMITS. THIS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-63".

REMOVAL OF THE PARAPET AT JOINTS INCLUDED IN BID ITEM "JOINT REPAIR".

NEW CONCRETE TO REPLACE PARAPET IS PAID FOR UNDER BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-63

DRAWN BY	HDA/EAJ	PLANS CK'D.	KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 5

677

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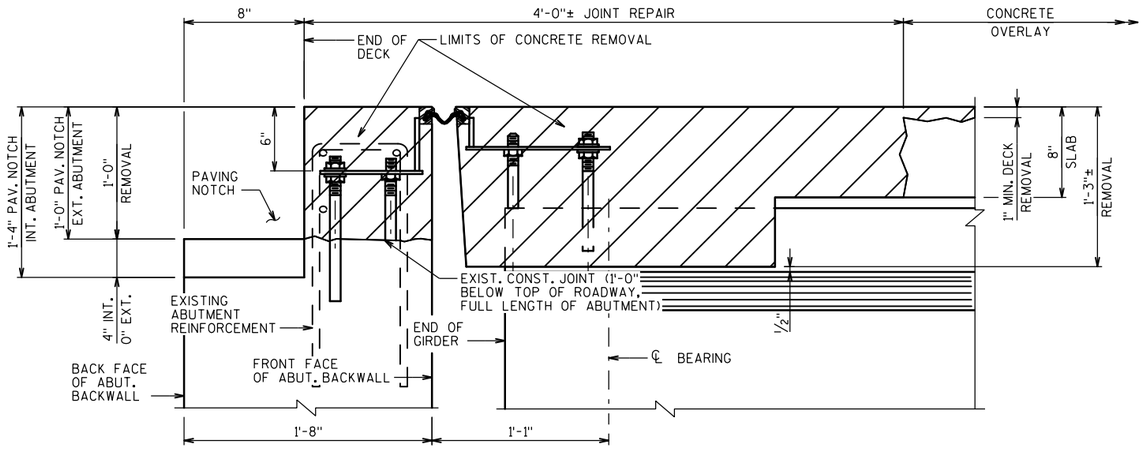
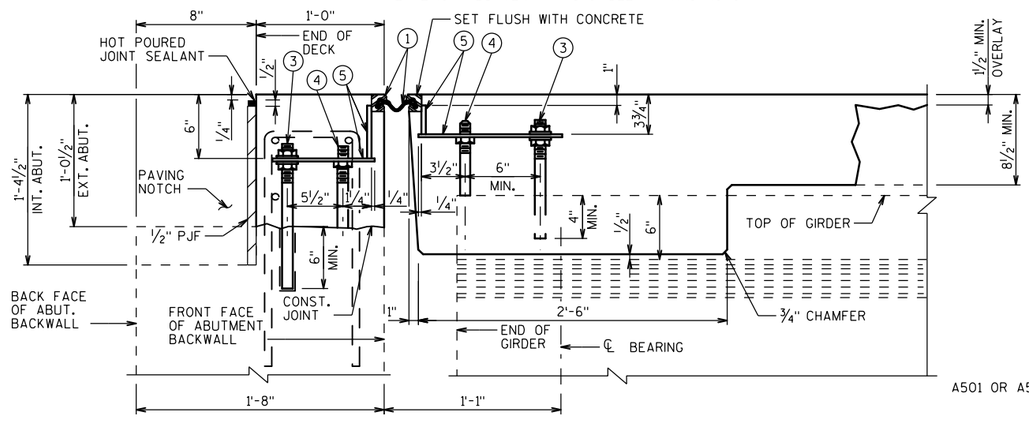


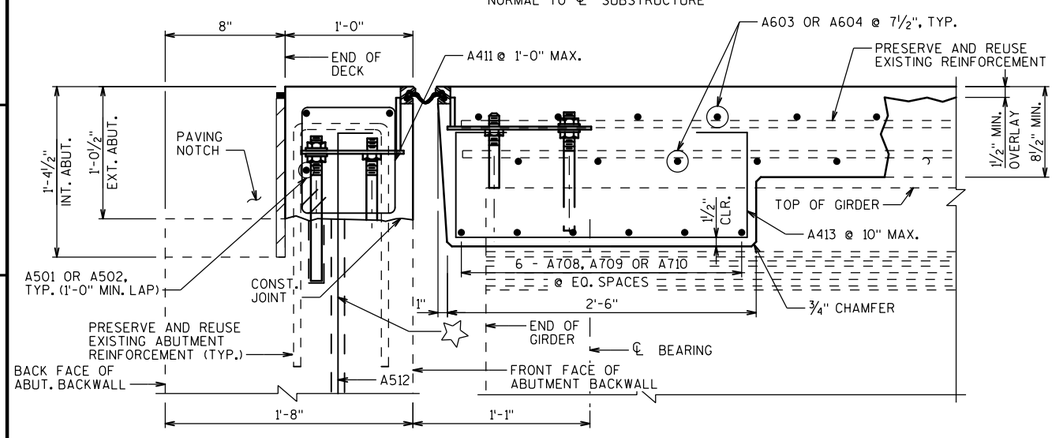
EXISTING SECTION AT ABUTMENTS

NORMAL TO ℄ SUBSTRUCTURE
(TWO DIFFERENT ABUTMENT SECTIONS)
(INTERIOR ABUTMENT W/ 1'-4" DEEP PAVING NOTCH)
(EXTERIOR ABUTMENT W/ 1'-0" DEEP PAVING NOTCH)



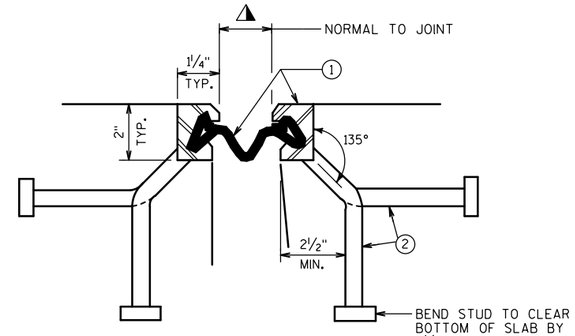
PROPOSED SECTION AT ABUTMENTS (EXPANSION DEVICE COMPONENTS)

NORMAL TO ℄ SUBSTRUCTURE



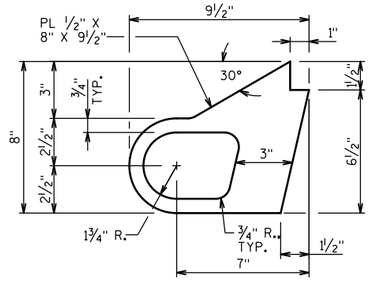
PROPOSED SECTION AT ABUTMENTS (REINFORCEMENT DETAILS)

NORMAL TO ℄ SUBSTRUCTURE

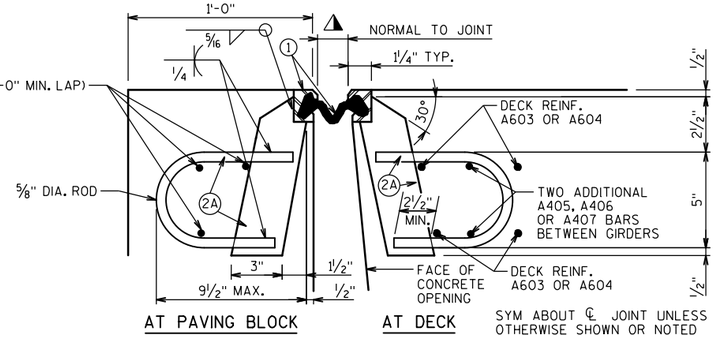


SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



ALTERNATE STRIP SEAL ANCHOR



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-67-63".

LEGEND

① NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.

② STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

2A ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

③ ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR PRESTRESSED GIRDERS, GROUT THREADED ROD INTO FIELD DRILLED HOLES ON THE ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

④ ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

⑤ FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.

⑥ GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.

⑦ ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

⑧ ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

⑨ ¾" DIA. x 2 ¼" GALVANIZED THREADED COUPLING.

⑩ 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

△ SET JOINT OPENING AT 1¾"

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL. SUPPLEMENT WITH THE BARS INDICATED BY ☆.

STATE PROJECT NUMBER
1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-63

DRAWN BY	EAJ	PLANS CK'D.	HDA/ KTM

EXPANSION JOINT

SHEET 3 OF 5

678

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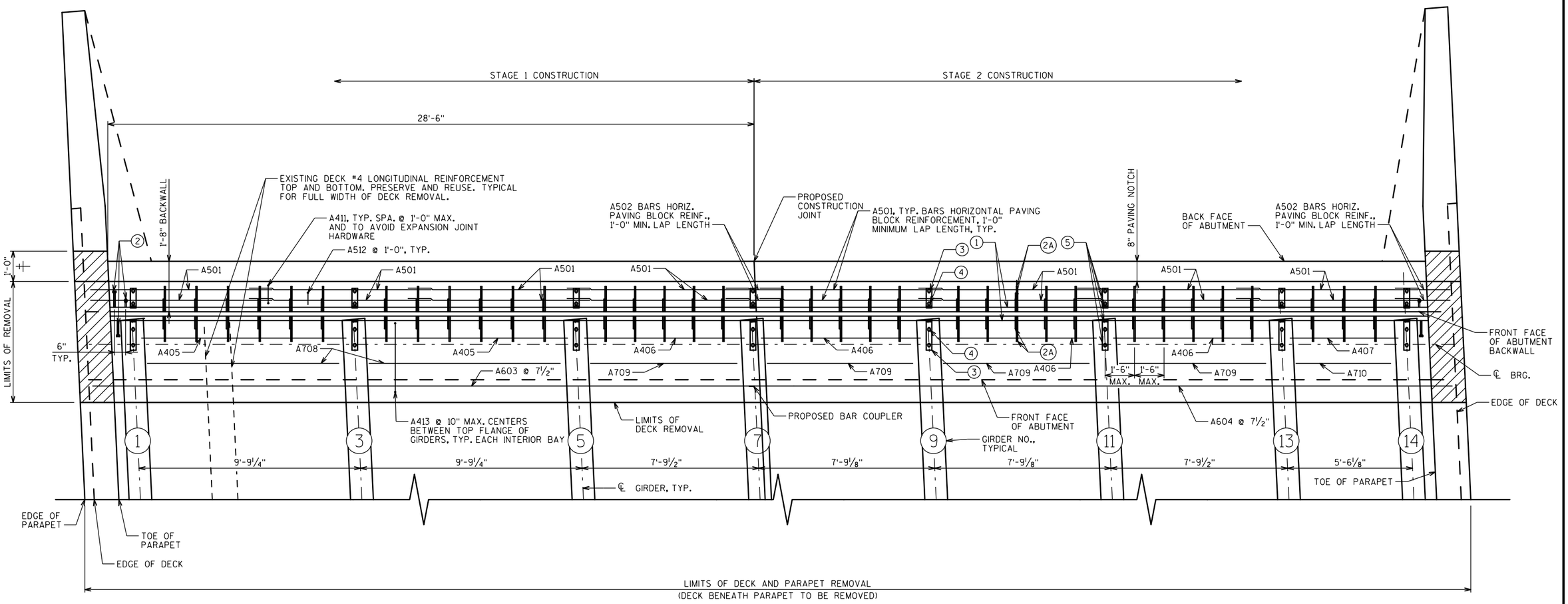
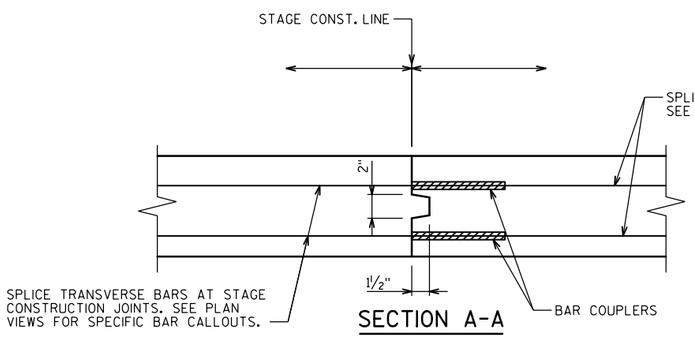
STATE PROJECT NUMBER
1060-44-70



PLAN B-67-63 EAST ABUTMENT/DECK (WEST ABUTMENT SIMILAR)

(SEE EXPANSION JOINT DETAILS SHEET FOR BILL OF BARS)

+ ADDITIONAL 1'-0" PARAPET REMOVAL EAST ABUTMENT WINGWALLS ONLY



SECTION A-A

NOTES

BID ITEM "JOINT REPAIR" SHALL BE MEASURED FROM OUT-TO-OUT OF PARAPETS AND INCLUDES PARAPET REMOVAL AS SHOWN BY HATCHED SECTIONS ON THIS SHEET.

SEE "EXPANSION JOINT" AND "EXPANSION JOINT DETAILS" SHEETS FOR ADDITIONAL INFORMATION

PARAPET REINFORCEMENT NOT SHOWN ON THIS SHEET. REFER TO "EXPANSION JOINT DETAILS" SHEET FOR PARAPET REINFORCEMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-63

DRAWN BY EAJ | PLANS CK'D. KTM

EXPANSION JOINT REINFORCEMENT

SHEET 4 OF 5

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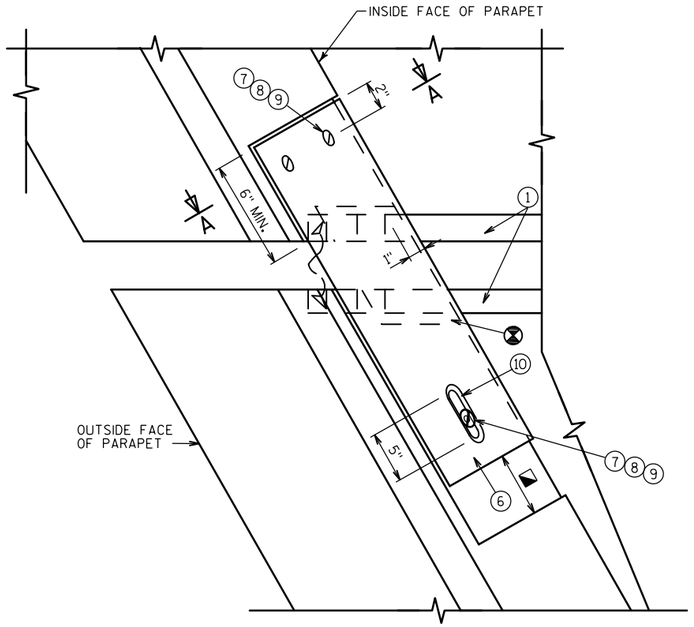
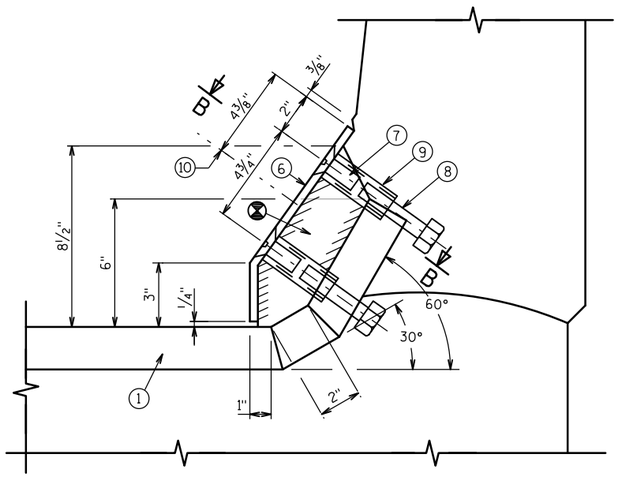
STATE PROJECT NUMBER
1060-44-70



PLAN AT SLOPED FACE PARAPET

SOUTH PARAPET SHOWN. NORTH PARAPET MIRRORED.

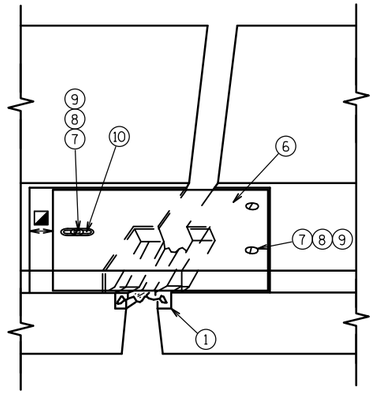


SECTION A-A

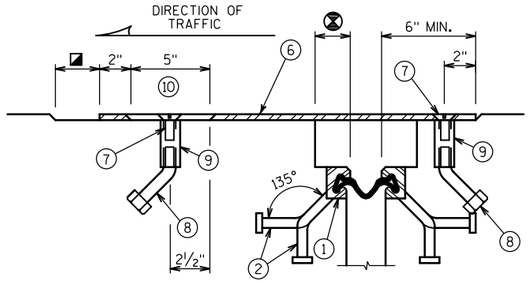
B-67-63 BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	48	8'-0"			PAVING BLOCK - HORIZONTAL STAGES 1& 2
A502	X	12	2'-8"			PAVING BLOCK - HORIZONTAL STAGES 1& 2
A603	X	22	29'-4"			DECK - TRANSVERSE STAGE 1
A604	X	22	30'-5"			DECK - TRANSVERSE STAGE 2
A405	X	8	9'-0"			DECK - HORIZ. BETWEEN GIRDERS STAGE 1
A406	X	16	7'-0"			DECK - HORIZ. BETWEEN GIRDERS STAGES 1& 2
A407	X	4	4'-9"			DECK - HORIZ. BETWEEN GIRDERS STAGE 2
A708	X	24	8'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 1
A709	X	48	6'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1& 2
A710	X	12	4'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A411	X	118	3'-2"	X		PAVING BLOCK - STIRRUP
☆ A512	X	118	3'-0"	X		PAVING BLOCK - ANCHOR
A413	X	128	3'-10"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A414	X	32	4'-10"	X		PARAPET - VERTICAL
A415	X	20	4'-3"	X		PARAPET - VERTICAL
A416	X	8	4'-5"	X		PARAPET - VERTICAL

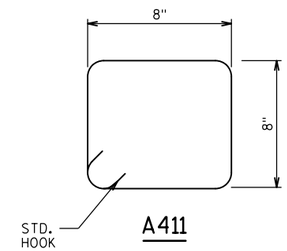
NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



VIEW OF SLOPED FACE PARAPET PLATES FROM ROADWAY



SECTION B-B



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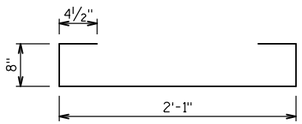

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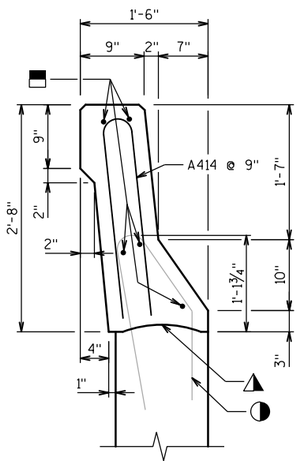
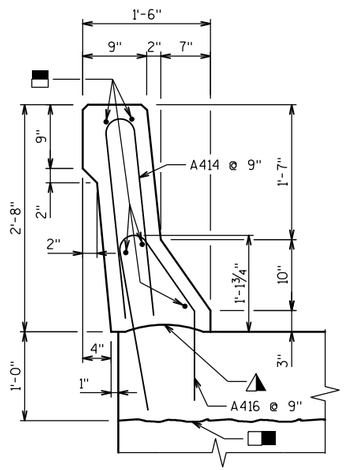
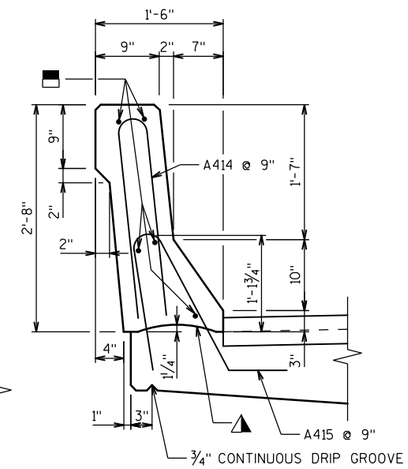


SECTION THRU PARAPET ON WINGWALL AT JOINT REPAIR



SECTION THRU PARAPET ON ABUTMENT AT JOINT REPAIR



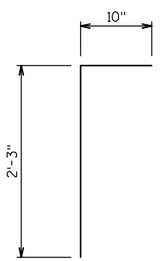
SECTION THRU PARAPET ON BRIDGE AT JOINT REPAIR ✳

LEGEND

- BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING
- JOINT OPENING DIM. ALONG SKEW PLUS ½"
- ☆ MASONRY ANCHORS, TYPE L NO. 5
- EXISTING CONST. JOINT (NEW CONSTRUCTION JOINT SAME LOCATION. STRIKE OFF AND LEAVE ROUGH).
- CONST. JOINT LIMIT OF CONCRETE REMOVAL
- PRESERVE AND REUSE EXISTING LONGITUDINAL REINFORCEMENT
- ✳ MATCH TOP ELEVATION OF REPLACEMENT PARAPET TO TOP ELEVATION OF EXISTING PARAPET
- PRESERVE AND REUSE EXISTING VERTICAL REINFORCEMENT AT 1'-0" SECTION OF PARAPET REMOVAL WHERE WINGWALL REMAINS.

NOTE

SEE EXPANSION JOINT SHEETS FOR ADDITIONAL INFORMATION.



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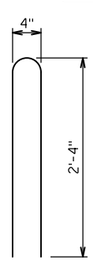

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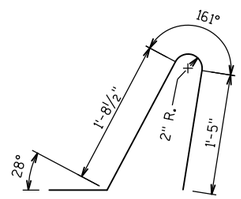

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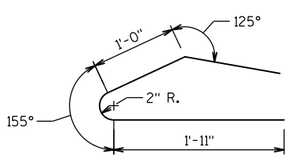


A416

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-63

DRAWN BY EAJ | PLANS CK'D. KTM

EXPANSION JOINT DETAILS

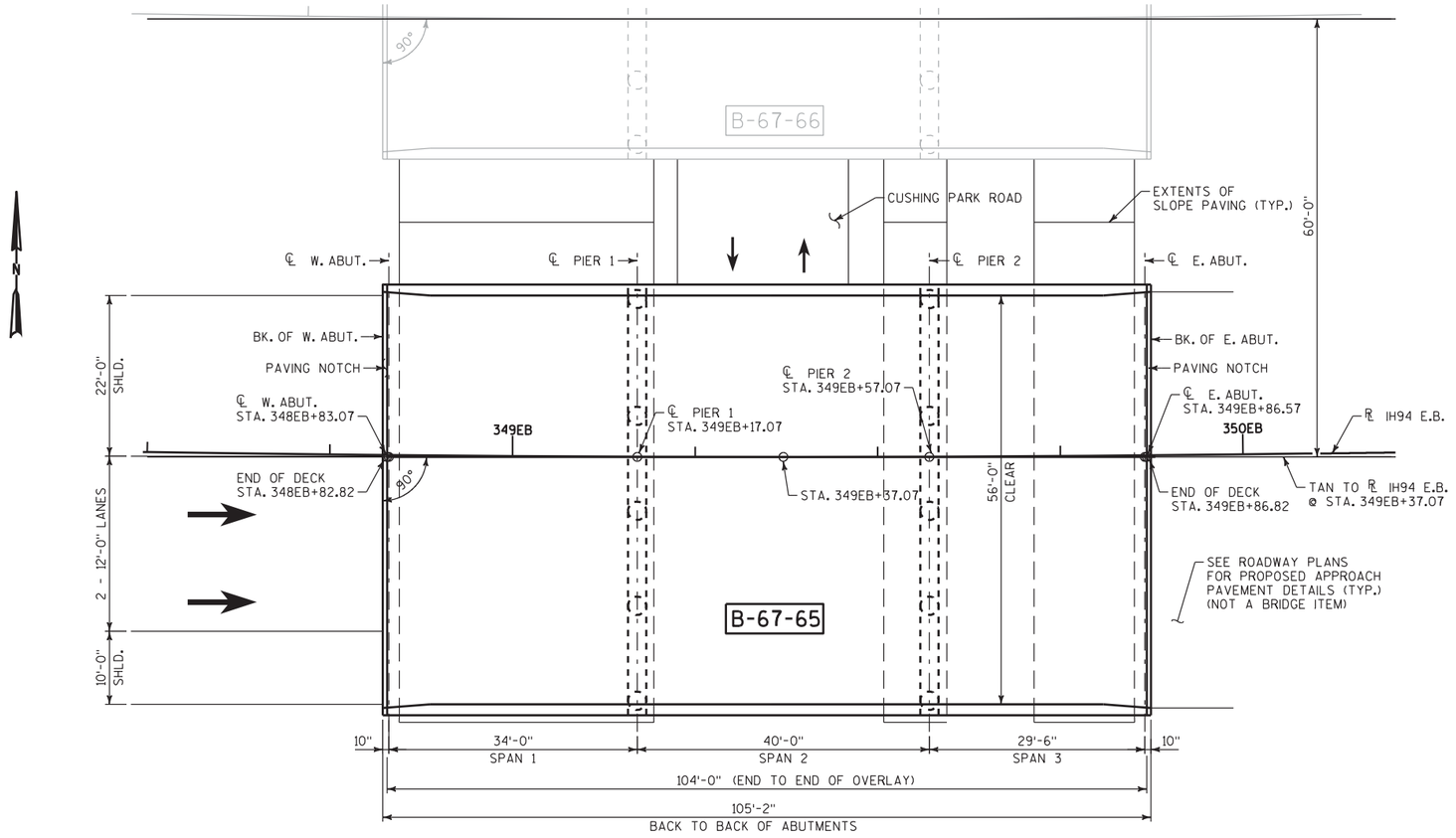
SHEET 5 OF 5

680

8

8

STATE PROJECT NUMBER
1060-44-70



PLAN

(CONCRETE OVERLAY OF 3 SPAN HAUNCHED SLAB BRIDGE)

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. QUANTITIES & GENERAL NOTES

LEGEND

TRAFFIC DIRECTION

HORIZONTAL CURVE DATA

℄ IH 94 EB

P.I. = 340EB+38.75
Δ = 21°02'49.62" LT.
D = 0°59'59.98"
T = 1064.36'
L = 2104.72'
R = 5729.61'
P.C. = 329EB+74.40
P.T. = 350EB+79.12

TRAFFIC DATA

IH - 94

ADT = 56,500 (2012)
ADT = 60,500 (2026)
RDS = 70 MPH

CUSHING PARK ROAD

ADT = 880 (2009)
RDS = 40 MPH

DESIGN DATA

LIVE LOAD:

DESIGN LOADING : HS20
INVENTORY RATING : HS17
OPERATING RATING : HS29
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE DESIGN STRESSES

CONCRETE MASONRY
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi

DECK INSPECTION RESULTS

INFRARED INSPECTION DATE: 6/13/2014
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-67-65	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft²	5824	
SHADE/DEBRIS	ft	0	
DELAMINATION	ft	0	0
SPALL	ft	0	0
DEBOND	ft	N/A	N/A
ASPHALT PATCH	ft	0	0
CONCRETE PATCH	ft	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

WISCONSIN SEAN F. BLACK E-42904 WAUKESHA, WI PROFESSIONAL ENGINEER

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
SEAN BLACK (262) 402-5040

NO.	DATE	REVISION	BY

LYNCH & ASSOCIATES ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 06/01/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-67-65

I-94 EAST BOUND OVER CUSHING PARK ROAD

COUNTY: WAUKESHA — ~~TOWN/CITY/VILLAGE~~: DELAFIELD
DESIGN SPEC.: REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
AG	STB	AG	STB

GENERAL PLAN & ELEVATION

SHEET 1 OF 2

8

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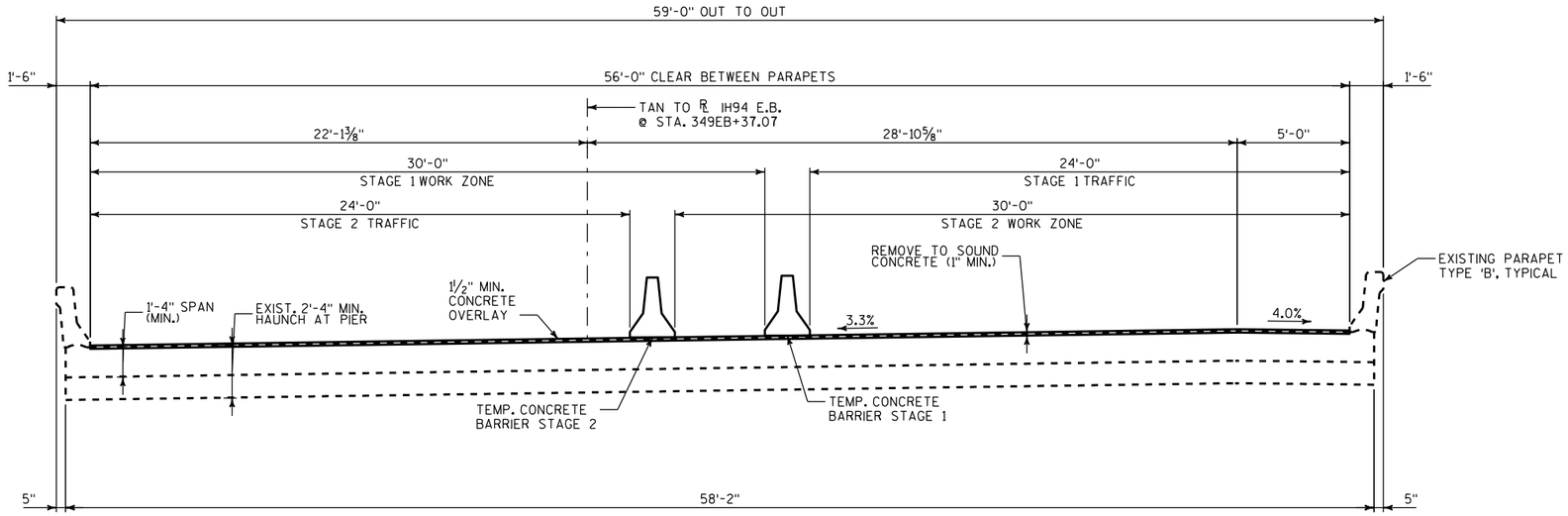


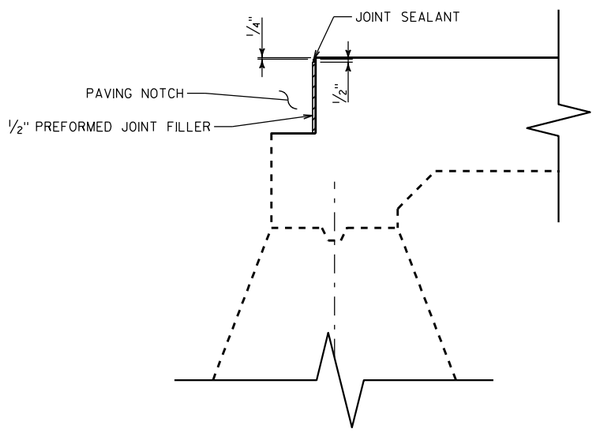
CROSS SECTION THRU B-67-65

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	TOTAL
502.3200	PROTECTIVE SURFACE TREATMENT	SY	648
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	85
509.0301	PREPARATION DECKS TYPE 1	SY	3
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	648
509.1500	CONCRETE SURFACE REPAIR	SF	20
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	36
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	450
SPV.0105.4005	VEGETATION REMOVAL B-67-65	LS	1
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	½"

ALL ITEMS ARE CATEGORY 2050



PROPOSED FILLER DETAIL AT ABUTMENTS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

THE EXISTING STRUCTURE B-67-65, IS A 3-SPAN HAUNCHED SLAB BRIDGE WITH AN OVERALL WIDTH OF 59'-0" AND AN OVERALL LENGTH OF 105'-2". THE ENTIRE DECK SURFACE IS TO RECEIVE A NEW CONCRETE OVERLAY.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB/OVERLAY

PROTECTIVE SURFACE TREATMENT PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE FOLLOWING SURFACES:
- TOP AND INSIDE FACES OF EXISTING PARAPETS

INSTALL AT PAVING NOTCH A NEW ½" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS". HOT POURED JOINT SEALANT AT FILLER INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS"

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" JOINT FILLER WITH HOT POURED JOINT SEALANT (½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE CONCRETE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER THE "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS ABOUT 2". IF THE EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

REMOVE ALL VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF ALL VEGETATION WITHIN STRUCTURE LIMITS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-65".

ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THE STRUCTURE TO BE RESEALED.

STATE PROJECT NUMBER
1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-65

DRAWN BY AG | PLANS CK'D. STB

QUANTITIES & GENERAL NOTES

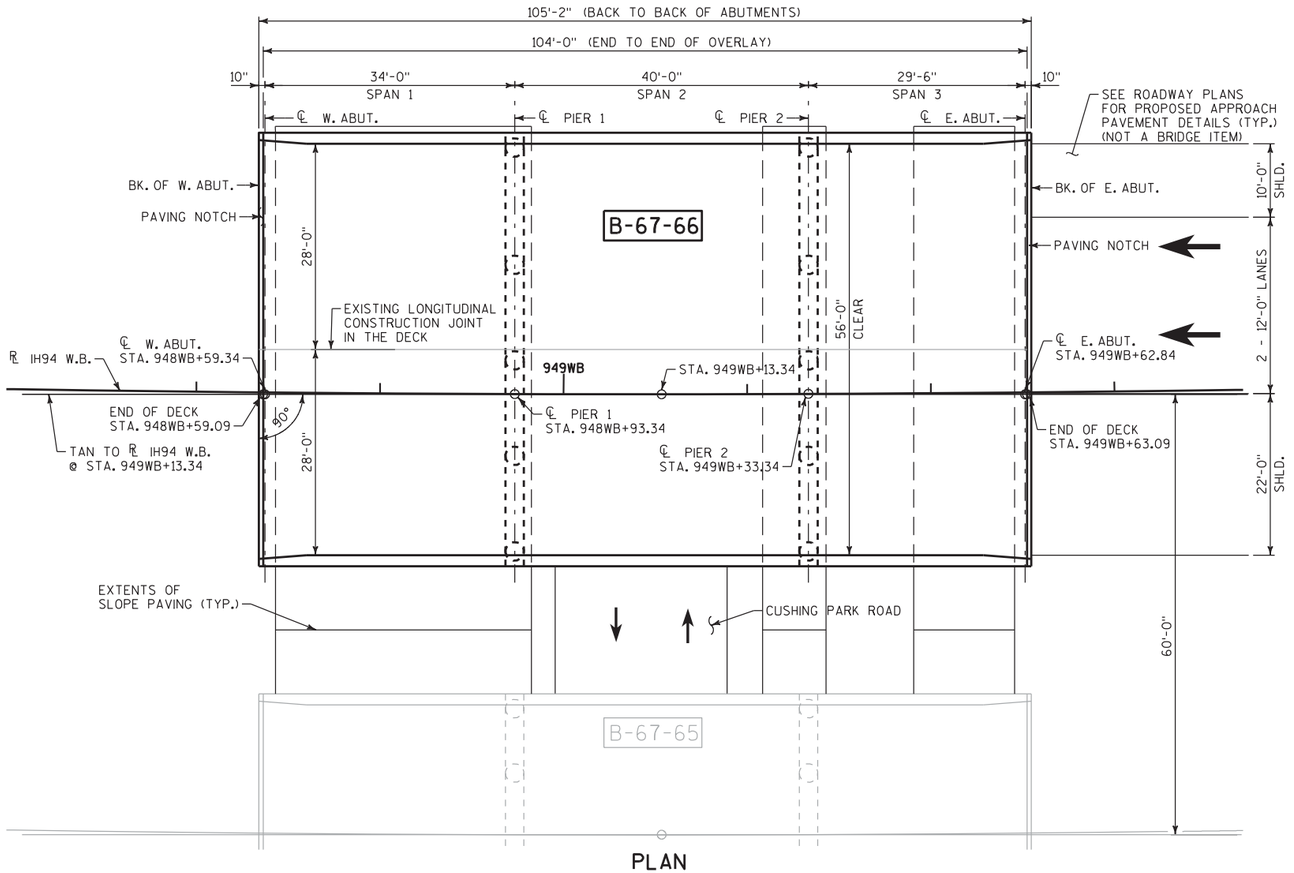
SHEET 2 OF 2

8

8

STATE PROJECT NUMBER

1060-44-70



PLAN

(CONCRETE OVERLAY OF 3 SPAN HAUNCHED SLAB BRIDGE)

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. QUANTITIES & GENERAL NOTES

LEGEND

TRAFFIC DIRECTION

HORIZONTAL CURVE DATA

℞ IH 94 EB

P.I. = 940WB+24.43
Δ = 21°02'49.62"LT
D = 1°00'38.07"
T = 1053.21'
L = 2082.68'
R = 5669.61'
P.C. = 929WB+71.22
P.T. = 950WB+53.90

TRAFFIC DATA

IH - 94

ADT = 56,500 (2012)
ADT = 60,500 (2026)
RDS = 70 MPH

CUSHING PARK ROAD

ADT = 880 (2009)
RDS = 40 MPH

DESIGN DATA

LIVE LOAD:

DESIGN LOADING : HS20
INVENTORY RATING : HS17
OPERATING RATING : HS29
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE DESIGN STRESSES

CONCRETE MASONRY
SUPERSTRUCTURE .....f'c =4,000 psi
ALL OTHER .....f'c =3,500 psi

DECK INSPECTION RESULTS

INFRARED INSPECTION DATE: 6/13/2014
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-67-65	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft²	5824	
SHADE/DEBRIS	ft	0	
DELAMINATION	ft	0	0
SPALL	ft	0	0
DEBOND	ft	N/A	N/A
ASPHALT PATCH	ft	0	0
CONCRETE PATCH	ft	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

WISCONSIN SEAN T. BLACK E-42904 WAUKESHA, WI PROFESSIONAL ENGINEER

Sean Black 4/15/15

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
SEAN BLACK (262) 402-5040

NO.	DATE	REVISION	BY

LYNCH & ASSOCIATES ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 06/01/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-67-66

I-94 WEST BOUND OVER CUSHING PARK ROAD

COUNTY	TOWN/CITY/~~VILLAGE~~
WAUKESHA	DELAFIELD

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
AG	STB	AG	STB

GENERAL PLAN & ELEVATION

SHEET 1 OF 2

8

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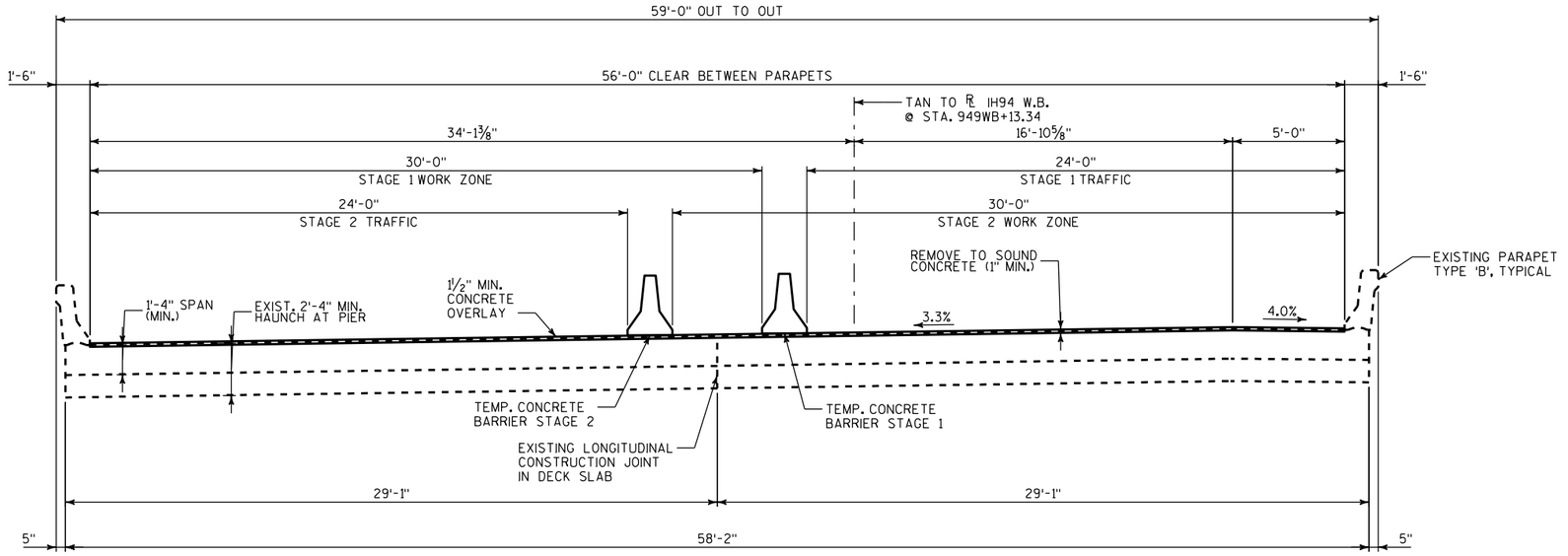
FILE NAME : W:\HomeWork\Ashok_Guntaka\I-94 over Cushing Avenue\cds\B66_080101_gp.dgn PLOT DATE : 23-APR-2015 14:02 PLOT BY : MSCSTB PLOT NAME : B66_080101_gp PLOT SCALE : 20:1



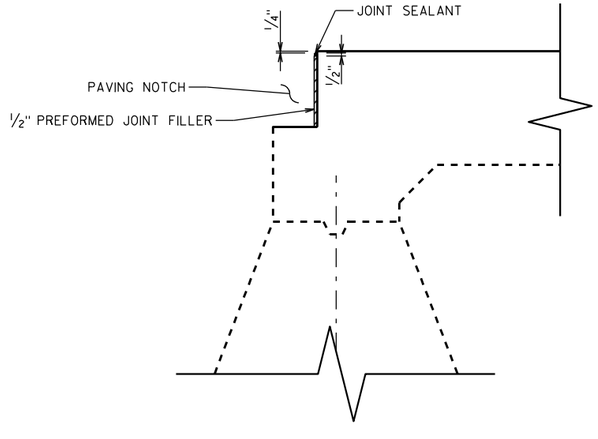
CROSS SECTION THRU B-67-66

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	TOTAL
502.3200	PROTECTIVE SURFACE TREATMENT	SY	648
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	85
509.0301	PREPARATION DECKS TYPE 1	SY	3
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	648
509.1500	CONCRETE SURFACE REPAIR	SF	20
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	36
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	450
SPV.0105.4006	VEGETATION REMOVAL B-67-66	LS	1
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	½"

ALL ITEMS ARE CATEGORY 2060



PROPOSED FILLER DETAIL AT ABUTMENTS

GENERAL NOTES

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ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

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REMOVE ALL VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF ALL VEGETATION WITHIN STRUCTURE LIMITS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-66".

ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THE STRUCTURE TO BE RESEALED.

STATE PROJECT NUMBER
1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-66

DRAWN BY AG | PLANS CK'D. STB

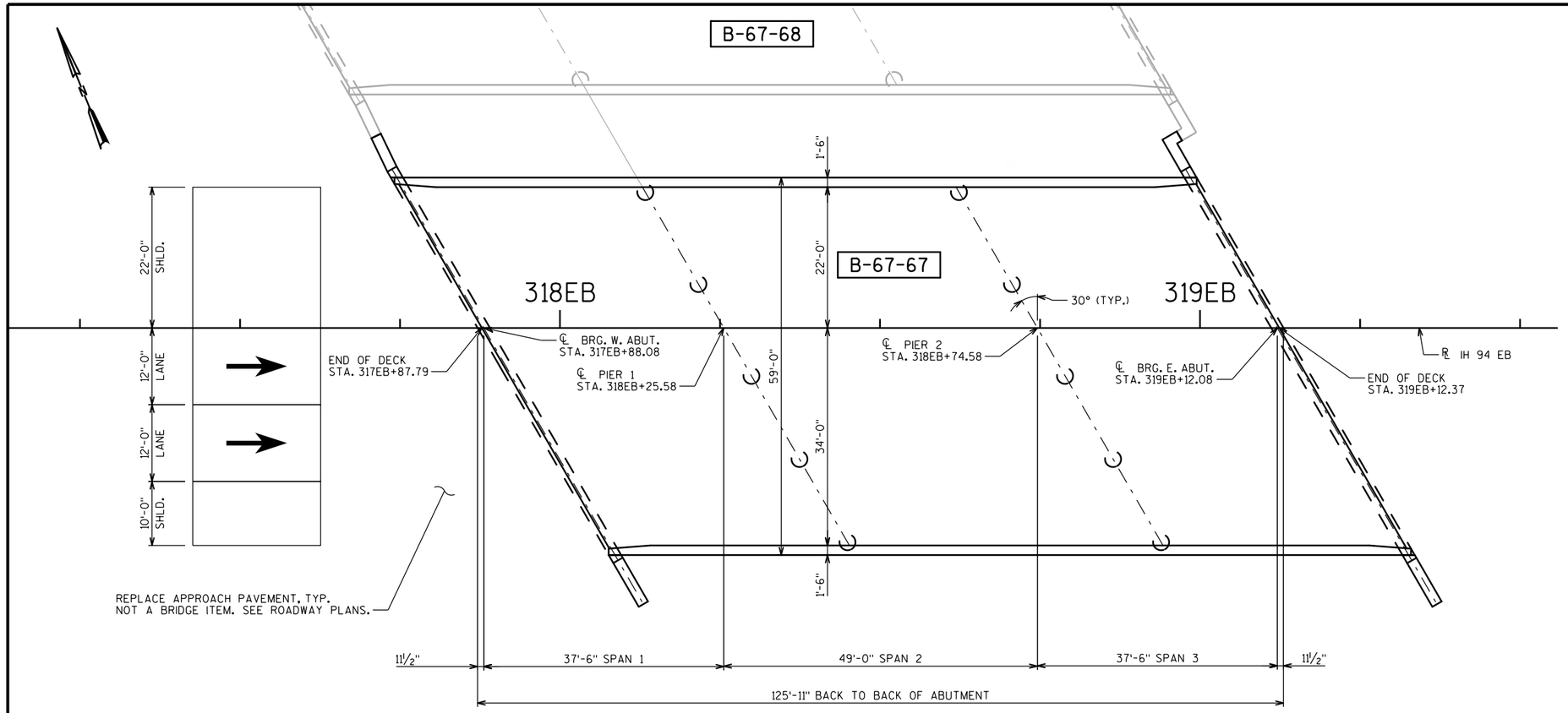
QUANTITIES & GENERAL NOTES

SHEET 2 OF 2

8

8

STATE PROJECT NUMBER
1060-44-70



PLAN

(3 SPAN - CAST-IN-PLACE HAUNCHED CONCRETE SLAB BRIDGE)

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

LEGEND

TRAFFIC DIRECTION

TRAFFIC DATA

WATERVILLE RD.

A.D.T. = 810 (2009)
R.D.S. = 40 M.P.H.

IH 94 EB & WB

A.D.T. = 60,500 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS16
OPERATING RATING: HS27
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/13/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-67		LEGEND
ITEM	UNIT	QUANT.	%	
TOTAL AREA	ft^2	6955		DELAMINATION
SHADE/DEBRIS	ft^2	0		SPALL
DELAMINATION	ft^2	0	0	DEBOND
SPALL	ft^2	0	0	ASPHALT PATCH
DEBOND	ft^2	N/A	N/A	CONCRETE PATCH
ASPHALT PATCH	ft^2	0	0	SHADE/DEBRIS
CONCRETE PATCH	ft^2	0	0	

WISCONSIN
ELIZABETH A. JELINEK
E-40123
MILWAUKEE
WI
PROFESSIONAL ENGINEER
4-29-15

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 06/01/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-67-67

IH 94 EB OVER WATERVILLE RD.

COUNTY	~~TOWN/CITY~~/VILLAGE
WAUKESHA	SUMMIT

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	EAJ	DESIGN CK'D.	ENS	DRAWN BY	KTM/EAJ	PLANS CK'D.	HDA/KTM

GENERAL PLAN

SHEET 1 OF 2

685

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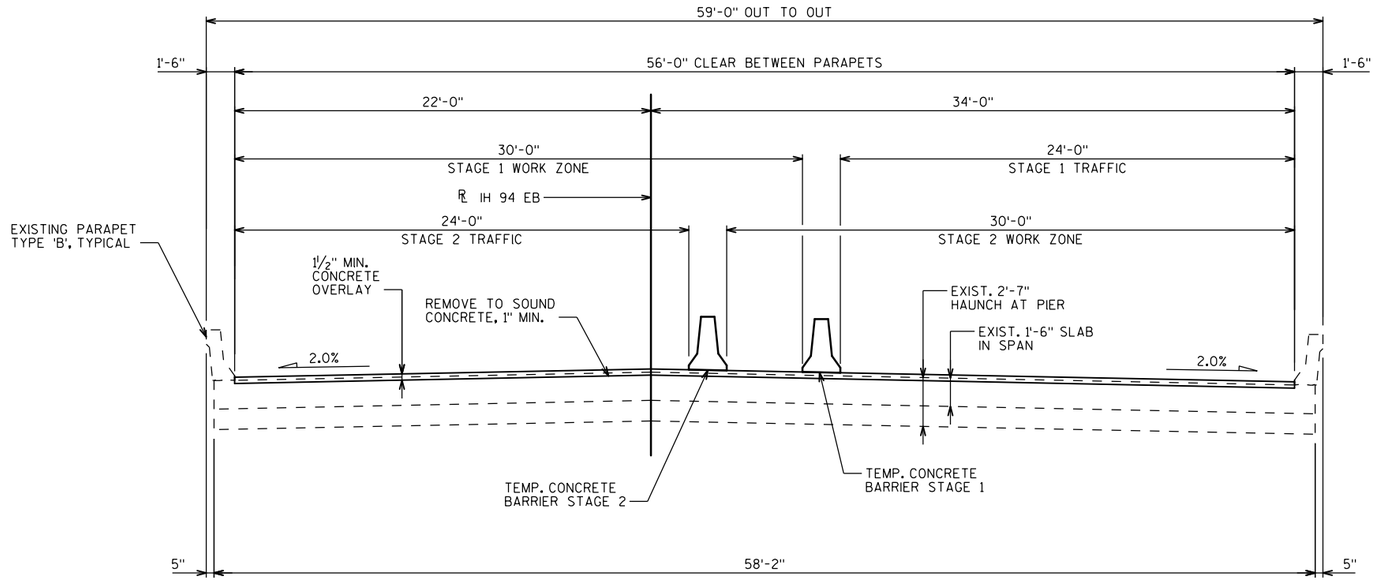
STATE PROJECT NUMBER
1060-44-70

TYPICAL SECTION

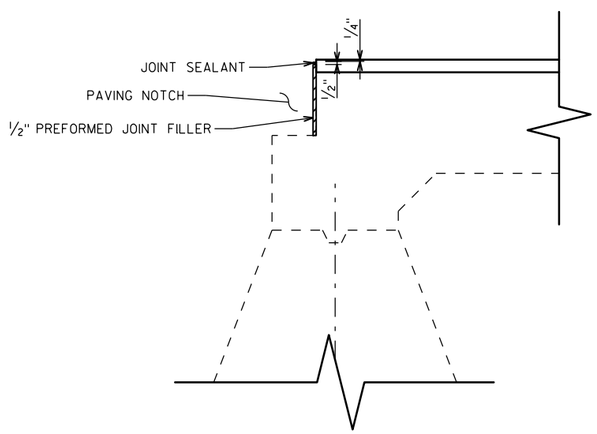
(LOOKING EAST)



TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
502.3200	PROTECTIVE SURFACE TREATMENT	SY	775
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	98
509.0301	PREPARATION DECKS TYPE 1	SY	2
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	775
509.1500	CONCRETE SURFACE REPAIR	SF	40
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	43
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	609
SPV.0105.4007	VEGETATION REMOVAL B-67-67	LS	1
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2070



PROPOSED FILLER DETAIL AT ABUTMENTS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" JOINT FILLER WITH HOT POURED JOINT SEALANT 1½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE CONCRETE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

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ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THIS STRUCTURE TO BE RESEALED. THIS INCLUDES ALL CRUSHED AGGREGATE LOCATED DIRECTLY BENEATH SPANS 1 AND 3, THE CRUSHED AGGREGATE EXTENDING SOUTH OF THE SOUTH STRUCTURE EDGE AND CRUSHED AGGREGATE WHICH FALLS NORTH OF THE NORTH STRUCTURE EDGE TO HALFWAY BETWEEN STRUCTURES B-67-67 AND B-67-68.

REMOVE VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF ALL VEGETATION WITHIN STRUCTURE LIMITS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-67".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-67

DRAWN BY	EAJ/ HDA	PLANS CK'D.	KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 2

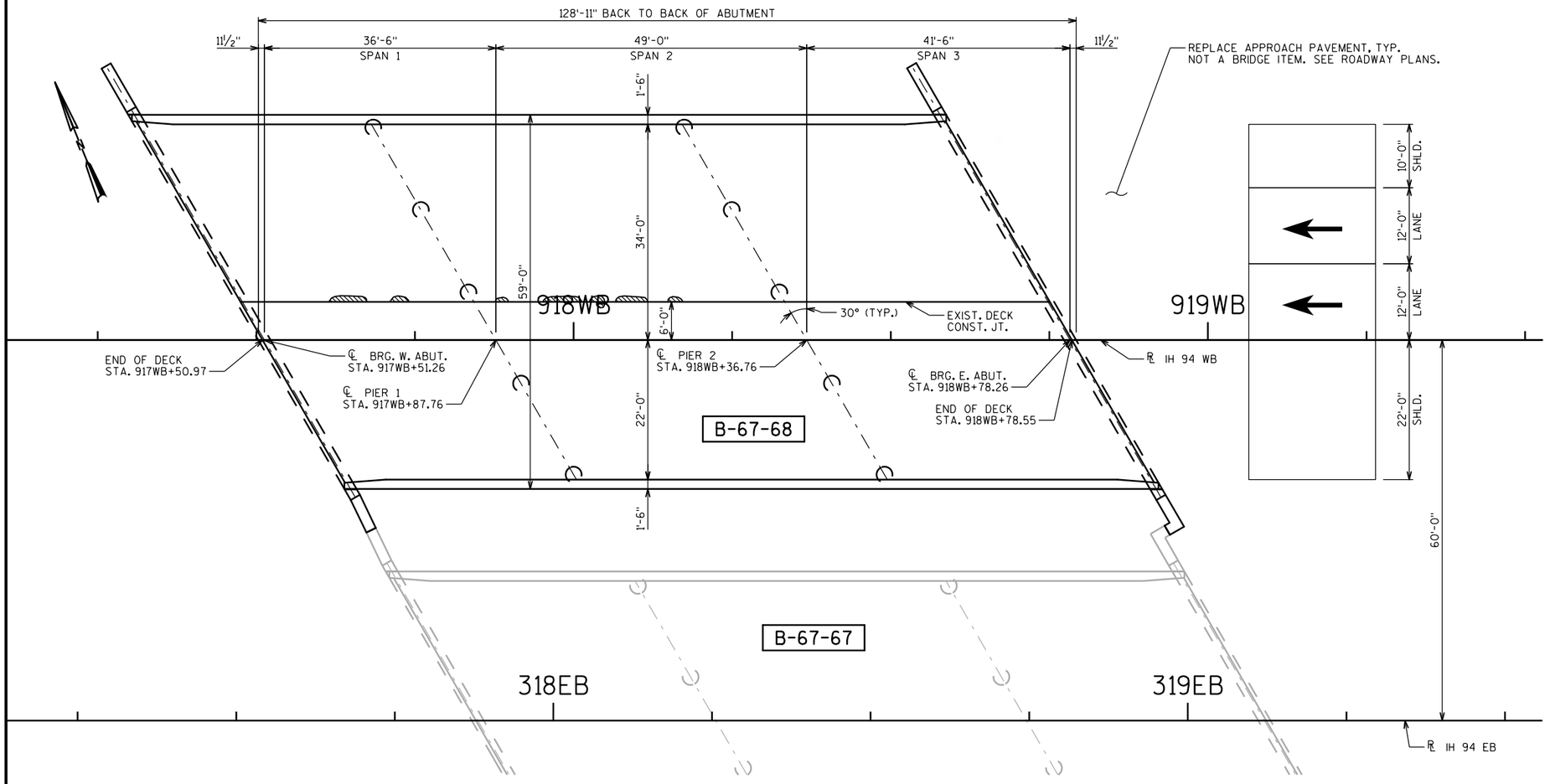
686

8

8

FILE NAME : \\milw00\ingrproj\59899\b1\B-67-67\cds\080102_ts.dgn PLOT DATE : 4/25/2015 7:18:03 AM PLOT BY : ejelinek PLOT NAME : $FILE$ PLOT SCALE : 8:1

STATE PROJECT NUMBER
1060-44-70



PLAN

(3 SPAN - CAST-IN-PLACE HAUNCHED CONCRETE SLAB BRIDGE)

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

LEGEND

TRAFFIC DIRECTION

TRAFFIC DATA

WATERVILLE RD.

A.D.T. = 810 (2009)
R.D.S. = 40 M.P.H.

IH 94 EB & WB

A.D.T. = 60,500 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS14
OPERATING RATING: HS24
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/13/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-68		LEGEND
ITEM	UNIT	QUANT.	%	
TOTAL AREA	ft^2	7123		DELAMINATION
SHADE/DEBRIS	ft^2	0		SPALL
DELAMINATION	ft^2	21	0.3	DEBOND
SPALL	ft^2	0	0	ASPHALT PATCH
DEBOND	ft^2	N/A	N/A	CONCRETE PATCH
ASPHALT PATCH	ft^2	0	0	SHADE/DEBRIS
CONCRETE PATCH	ft^2	0	0	

WISCONSIN
ELIZABETH A. JELINEK
E-40123
MILWAUKEE
WI
PROFESSIONAL ENGINEER
4-29-15

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 06/01/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-67-68

IH 94 WB OVER WATERVILLE RD.

COUNTY	~~TOWN/CITY~~/VILLAGE
WAUKESHA	SUMMIT

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EAJ	ENS	EAJ/KTM	KTM/HDA

GENERAL PLAN

SHEET 1 OF 2

8

8

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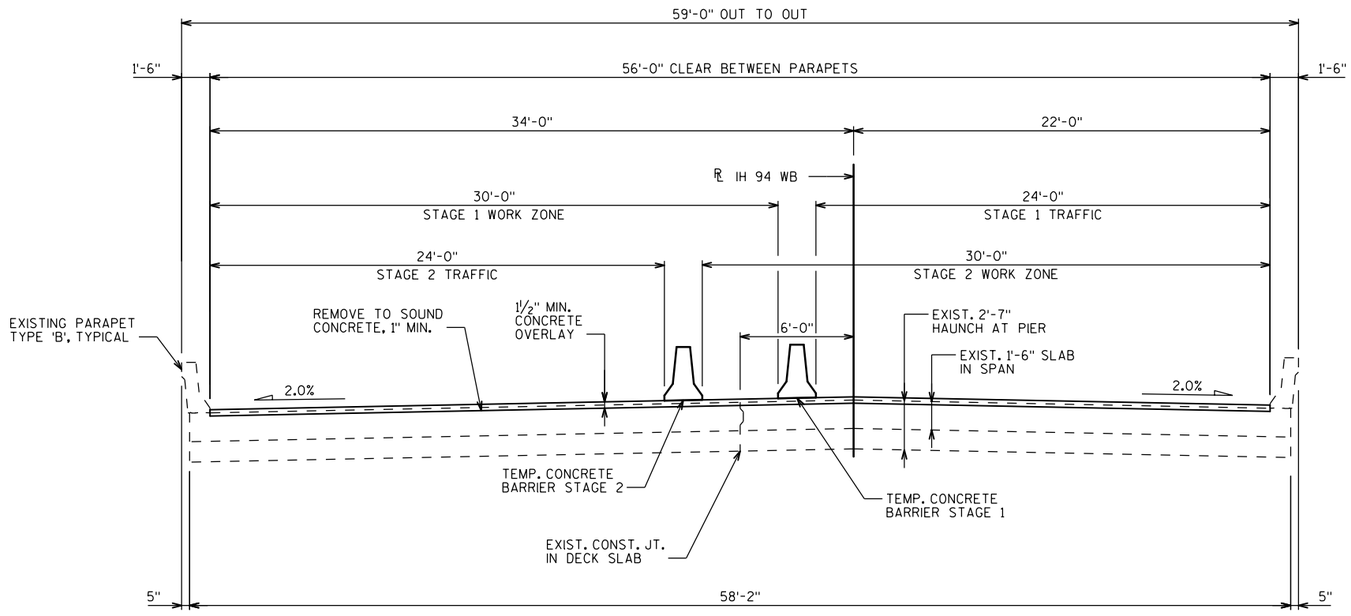
STATE PROJECT NUMBER
1060-44-70



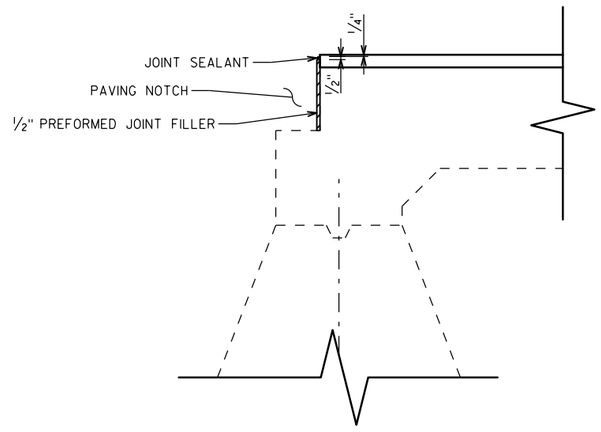
TYPICAL SECTION

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
502.3200	PROTECTIVE SURFACE TREATMENT	SY	794
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	100
509.0301	PREPARATION DECKS TYPE 1	SY	8
509.0302	PREPARATION DECKS TYPE 2	SY	3
509.0500	CLEANING DECKS	SY	794
509.1500	CONCRETE SURFACE REPAIR	SF	40
509.2000	FULL-DEPTH DECK REPAIR	SY	2
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	57
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	634
SPV.0105.4008	VEGETATION REMOVAL B-67-68	LS	1
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2080



PROPOSED FILLER DETAIL AT ABUTMENTS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR
- FULL DEPTH DECK REPAIR

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB/OVERLAY

PROTECTIVE SURFACE TREATMENT PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE FOLLOWING SURFACES:
- TOP AND INSIDE FACES OF EXISTING PARAPETS

INSTALL AT PAVING NOTCH A NEW ½" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS". HOT POURED JOINT SEALANT AT FILLER INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" JOINT FILLER WITH HOT POURED JOINT SEALANT (½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE CONCRETE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER THE "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THIS STRUCTURE TO BE RESEALED. THIS INCLUDES ALL CRUSHED AGGREGATE LOCATED DIRECTLY BENEATH SPANS 1 AND 3, THE CRUSHED AGGREGATE EXTENDING NORTH OF THE NORTH STRUCTURE EDGE AND CRUSHED AGGREGATE WHICH FALLS SOUTH OF THE SOUTH STRUCTURE EDGE TO HALFWAY BETWEEN STRUCTURES B-67-67 AND B-67-68.

REMOVE VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF ALL VEGETATION WITHIN STRUCTURE LIMITS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-68".

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-68

DRAWN BY EAJ/HDA | PLANS CK'D. KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 2

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PLOT SCALE : 8:1

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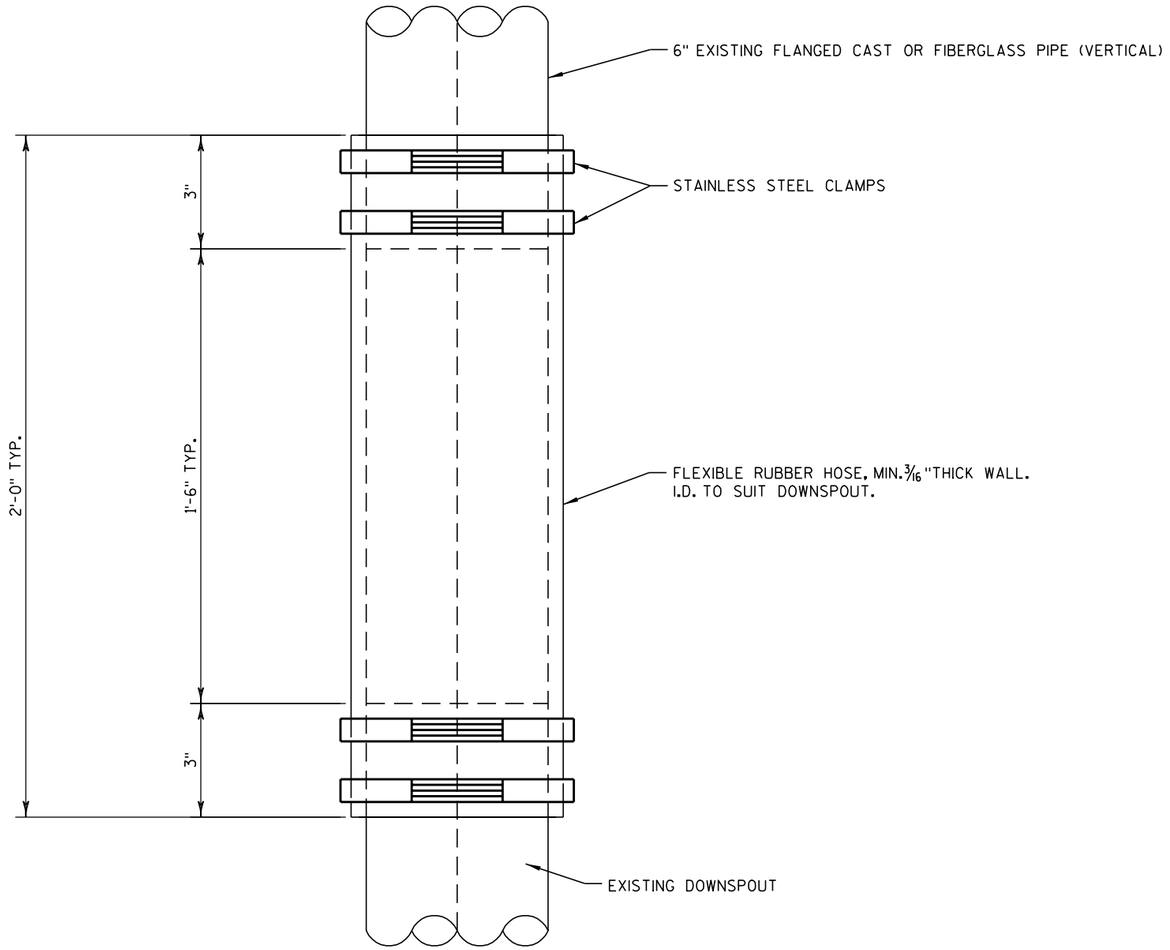

FLEXIBLE DOWNSPOUT CONNECTION
FOR B-67-69

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	TOTAL
FLEXIBLE DOWNSPOUT CONNECTION	EA	8
RIPRAP LIGHT	CY	20

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT

APPROVED William C. Duchow 4/11/07
CHIEF STRUCTURAL DESIGN ENGINEER DATE

STRUCTURE B-67-69

IH-94 OVER LOWER NEMAHBIN LAKE

COUNTY	TOWN/CITY/VILLAGE	
WAUKESHA		
DESIGN SPEC. AASHTO STD. SPEC. 2003	LOAD	CONST. SPEC.
DESIGNED BY PGC / DESIGN CK'D.	DRAWN BY	PLANS CK'D. PGC

DETAIL

SHEET 1 OF 1

689

8

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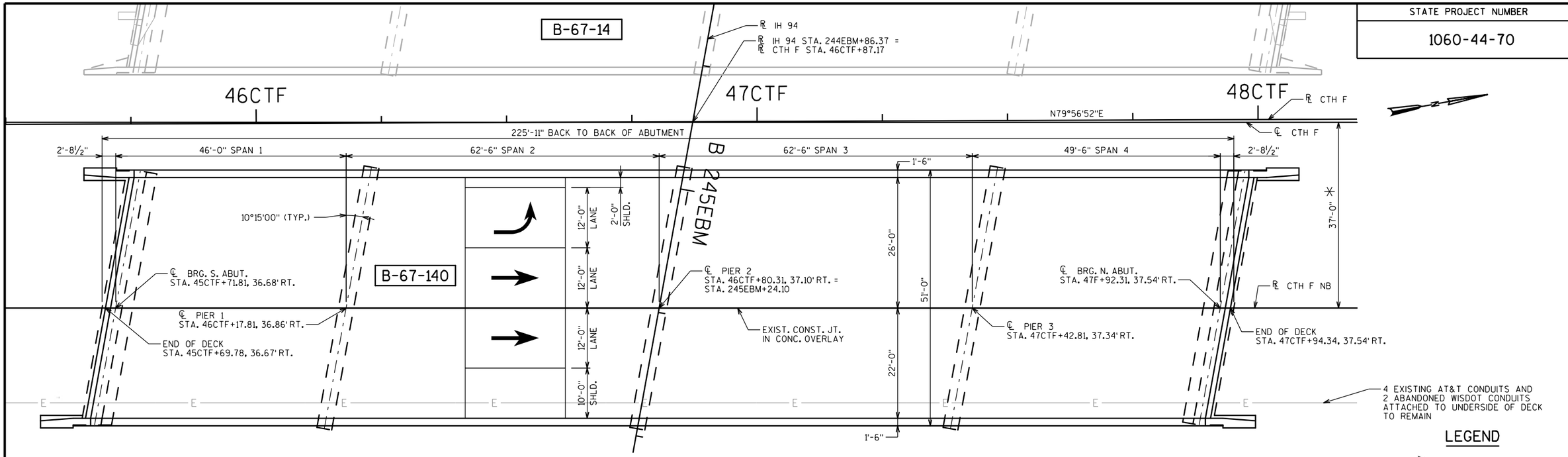
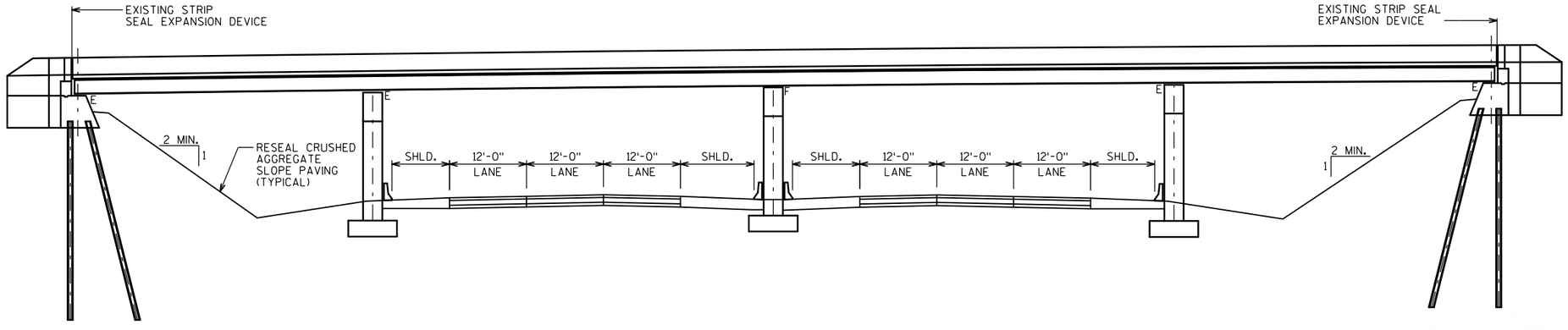
STATE PROJECT NUMBER
1060-44-70



PLAN
(4 SPAN - STEEL GIRDERS)

LEGEND
TRAFFIC DIRECTION
✳ MEASURED TO ℄ CTH F

LIST OF DRAWINGS
1. GENERAL PLAN AND ELEVATION
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. EXPANSION BEARINGS



ELEVATION
(LOOKING WEST)

TRAFFIC DATA

CTH F NB & SB
A.D.T. = 31,800 (2012)
R.D.S. = 50 M.P.H.

IH 94 EB & WB
A.D.T. = 126,500 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

RATINGS (TAKEN FROM HSI 7-15-2015)
DESIGN LOADING: HS20
INVENTORY RATING: HS13
OPERATING RATING: HS22
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 120 KIPS

ULTIMATE STRESSES FOR MATERIALS
CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi

WISCONSIN
ELIZABETH A. JELINEK
E-40123
MILWAUKEE
WI
7/16/15
PROFESSIONAL ENGINEER

STRUCTURES DESIGN CONTACTS
BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 07/17/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-67-140

CTH F NB (REDFORD BLVD.) OVER IH 94

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
WAUKESHA	PEWAUKEE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EAJ/KTM	ENS	EAJ/KTM	KTM/ENS

GENERAL PLAN AND ELEVATION

SHEET 1 OF 3

8

8

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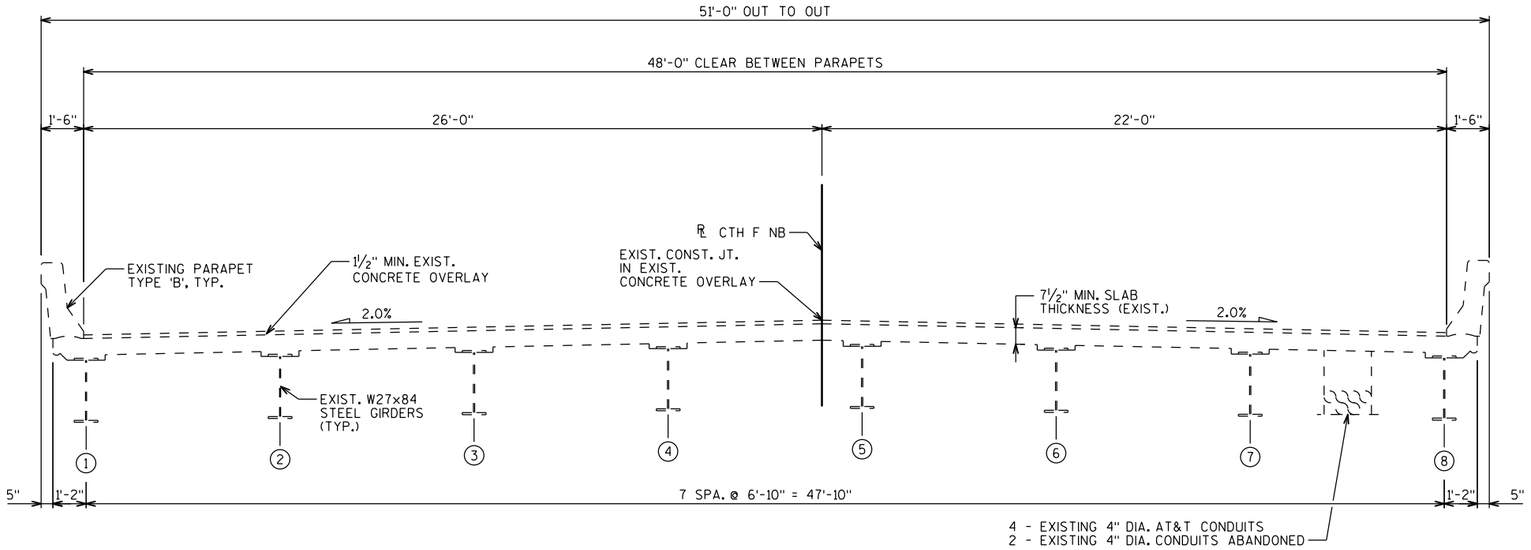

TYPICAL SECTION

(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	16
506.7050.S.0002	REMOVING BEARINGS B-67-140	EACH	16
509.1500	CONCRETE SURFACE REPAIR	SF	35
517.1800.S.0002	STRUCTURE REPAINTING RECYCLED ABRASIVE B-67-140	LS	1
517.4500.S.0002	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-67-140	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	571
SPV.0060.4000	CLEANING AND PAINTING BEARINGS	EACH	8
SPV.0105.4009	VEGETATION REMOVAL B-67-140	LS	1
SPV.0165.4000	REMOVING LOOSE CONCRETE	SF	165
SPV.0180.4000	CLEAN ABUTMENT SEATS	SY	26

ALL ITEMS ARE CATEGORY 2100

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- CONCRETE SURFACE REPAIR
- REMOVING LOOSE CONCRETE

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

REMOVE DESIGNATED MOVEABLE BEARING ASSEMBLIES AT PIERS 1 AND 3 UNDER THE BID ITEM "REMOVING BEARINGS B-67-140" AND REPLACE WITH LAMINATED ELASTOMERIC BEARINGS.

EXISTING FIXED BEARINGS AT PIER 2 TO BE CLEANED AND PAINTED.

CLEAN AND PAINT ALL EXPOSED STEEL SUPERSTRUCTURE SURFACES UNDERNEATH THE BRIDGE. THE SURFACES INCLUDE GIRDERS, DIAPHRAGMS, CONNECTIONS, ETC.

EXISTING STEEL SUPERSTRUCTURE SHALL BE PAINTED LIGHT GRAY, FEDERAL COLOR NUMBER 26293.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

REMOVE ALL VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF ALL VEGETATION WITHIN STRUCTURE LIMITS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-140".

ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THE STRUCTURE TO BE RESEALED. THIS INCLUDES ALL CRUSHED AGGREGATE LOCATED DIRECTLY BENEATH SPANS 1 AND 4 AND THE CRUSHED AGGREGATE EXTENDING EAST OF THE EAST STRUCTURE EDGE.

SEE ROADWAY PLANS FOR LANE CLOSURES ON BRIDGE FOR BEARING REPLACEMENT WORK.

STATE PROJECT NUMBER

1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-140

DRAWN BY EAJ | PLANS CK'D. KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 3

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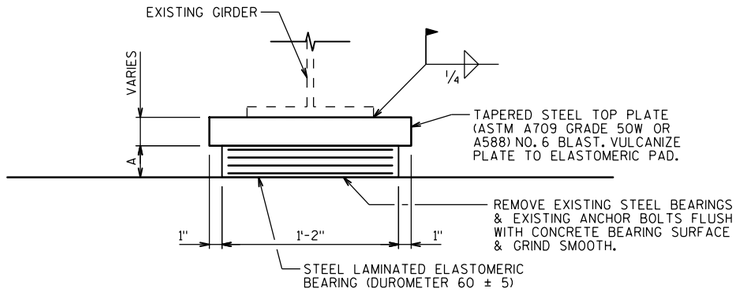
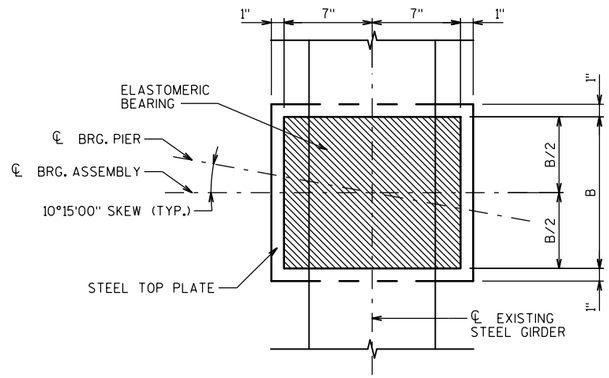
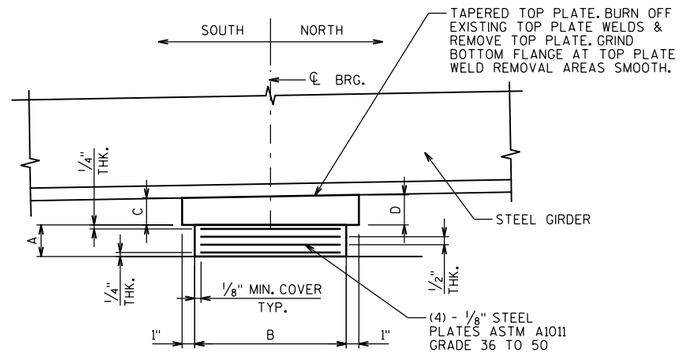
STATE PROJECT NUMBER
1060-44-70



END VIEW - PIERS 1 & 3



PLAN VIEW - PIERS 1 & 3



SECTION THRU PIER BEARING

NOTES

1. ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.
2. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.
3. ALL MATERIAL USED FOR THE BEARINGS, INCLUDING BEARING PADS, AND STEEL PLATES, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED".

BEARING TABLE

	A	B	C	D
PIER 1	2 1/2"	12"	2 3/16"	2 5/16"
PIER 3	2 1/2"	12"	2 1/4"	2 1/4"

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-140

DRAWN BY KTM | PLANS CK'D. ENS

EXPANSION BEARINGS

SHEET 3 OF 3

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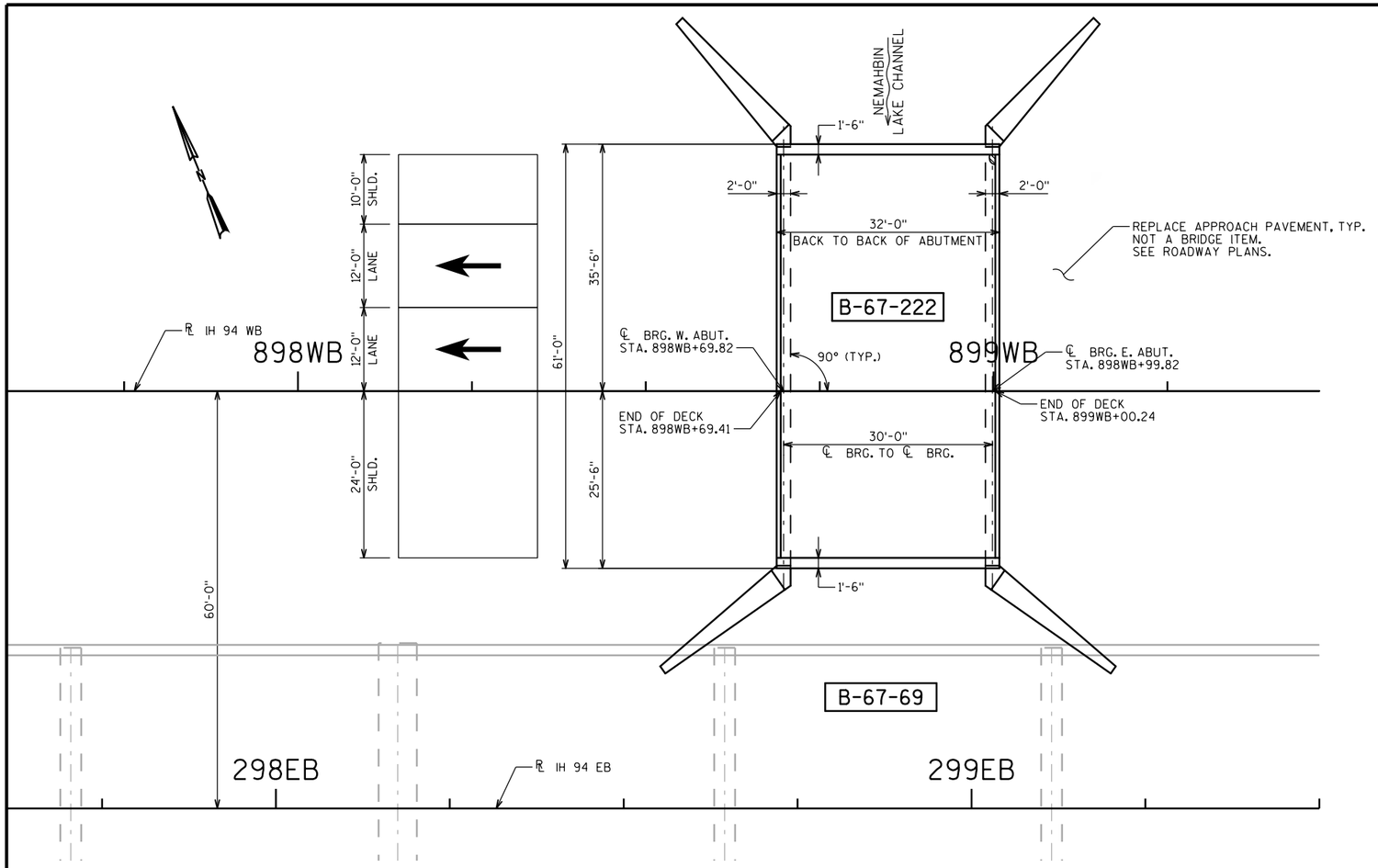
STATE PROJECT NUMBER
1060-44-70



PLAN

(SINGLE SPAN - CAST-IN-PLACE CONCRETE SLAB BRIDGE)

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

LEGEND

→ TRAFFIC DIRECTION

HYDRAULIC DATA

100 YEAR FREQUENCY (FROM HSI SYSTEM 10/22/13)

Q100 = 1550 C.F.S.
V100 = 10.3 F.P.S.
HW100 = EL. 872.4 FT.
WATERWAY AREA = 151 S.F.
DRAINAGE AREA = 45 SQ. MI.
SCOUR CRITICAL CODE = 8
ROAD OVERTOPPING = N/A

TRAFFIC DATA

IH 94 EB & WB

A.D.T. = 60,500 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS24
OPERATING RATING: HS41
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 220 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/13/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-222		LEGEND
ITEM	UNIT	QUANT.	%	
TOTAL AREA	ft^2	1786		DELAMINATION
SHADE/DEBRIS	ft^2	0		SPALL
DELAMINATION	ft^2	1	<0.1	DEBOND
SPALL	ft^2	0	0	ASPHALT PATCH
DEBOND	ft^2	N/A	N/A	CONCRETE PATCH
ASPHALT PATCH	ft^2	0	0	SHADE/DEBRIS
CONCRETE PATCH	ft^2	0	0	

WISCONSIN PROFESSIONAL ENGINEER
ELIZABETH A. JELINEK
E-40123
MILWAUKEE
WI
4-29-15

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB 11414 W. PARK PLACE MILWAUKEE, WI 53224 (414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 06/01/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-67-222

IH 94 WB OVER NEMAHBIN LAKE CHANNEL (BARK RIVER)

COUNTY WAUKESHA | ~~TOWN/CITY~~/VILLAGE SUMMIT

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	EAJ	DESIGN CK'D.	KTM	DRAWN BY	EAJ/KTM	PLANS CK'D.	KTM/HDA

GENERAL PLAN

SHEET 1 OF 2

693

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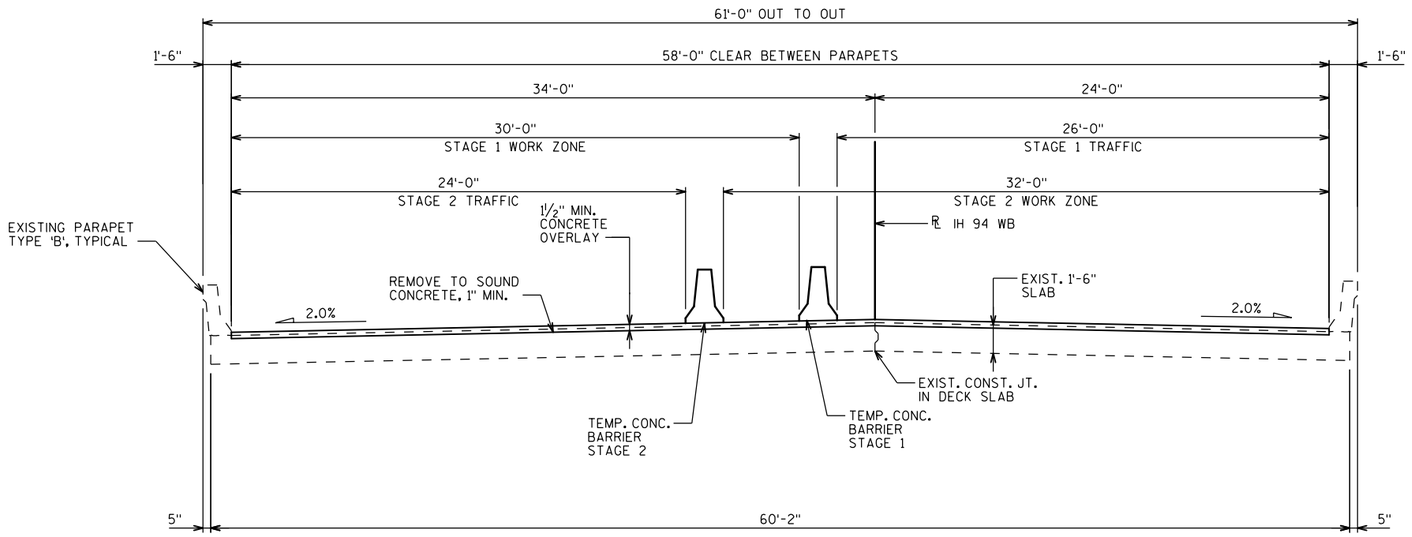


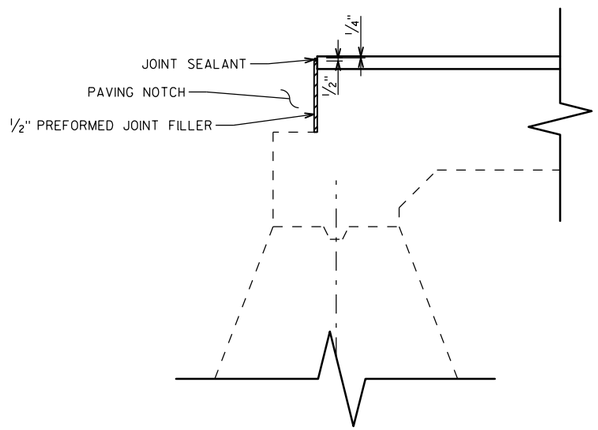
TYPICAL SECTION

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
502.3200	PROTECTIVE SURFACE TREATMENT	SY	199
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	26
509.0301	PREPARATION DECKS TYPE 1	SY	2
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	199
509.1500	CONCRETE SURFACE REPAIR	SF	30
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	11
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2110



PROPOSED FILLER DETAIL AT ABUTMENTS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB/OVERLAY

PROTECTIVE SURFACE TREATMENT PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE FOLLOWING SURFACES:
- TOP AND INSIDE FACES OF EXISTING PARAPETS

INSTALL AT PAVING NOTCH A NEW 1/2" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS". HOT POURED JOINT SEALANT AT FILLER INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" JOINT FILLER WITH HOT POURED JOINT SEALANT 1½" DEEP AND HOLD 1/4" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE CONCRETE OVERLAY AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER THE "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN 1/2". CONTACT THE STRUCTURES DESIGN SECTION.

STATE PROJECT NUMBER
1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-222

DRAWN BY EAJ/HDA | PLANS CK'D. KTM

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

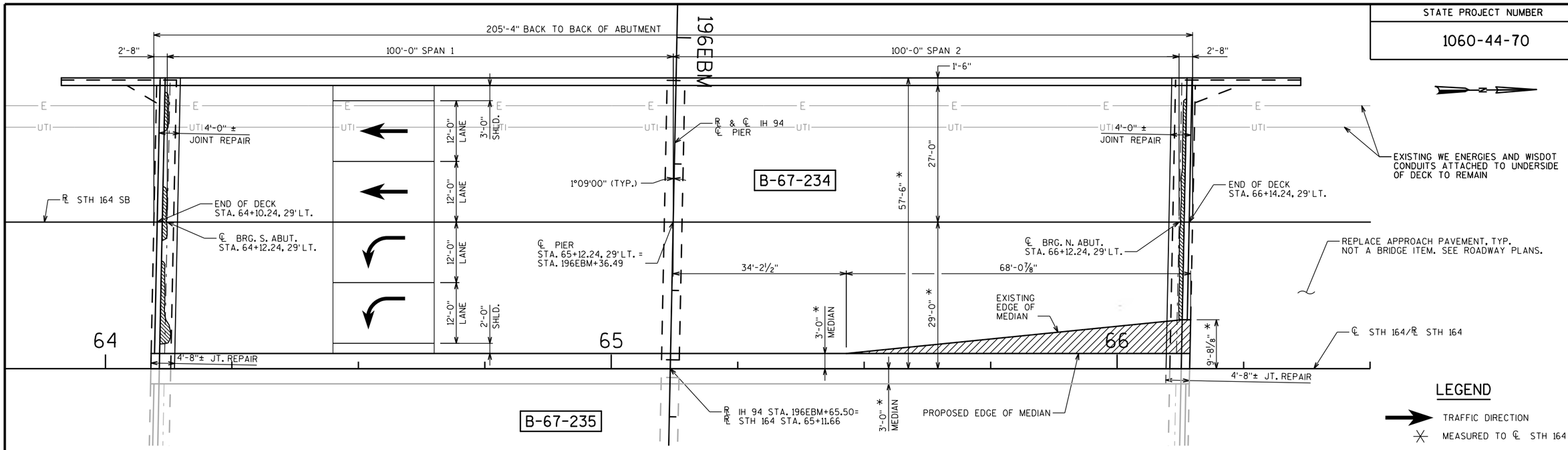
SHEET 2 OF 2

694

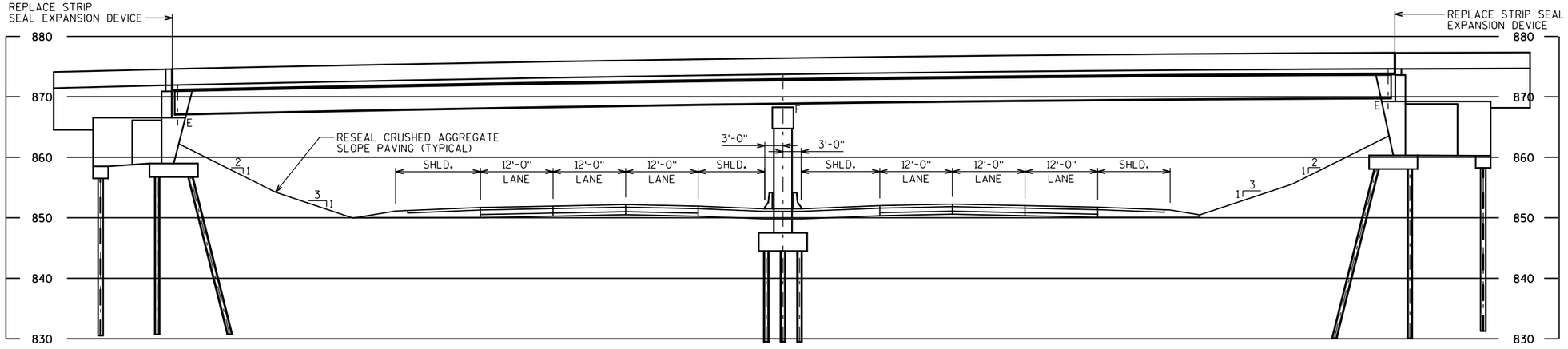
8

8

STATE PROJECT NUMBER
1060-44-70



PLAN
(2 SPAN - STEEL GIRDERS)



ELEVATION
(LOOKING WEST)

LEGEND

- TRAFFIC DIRECTION
- MEASURED TO ℄ STH 164

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. EXPANSION JOINT
4. EXPANSION JOINT REINFORCEMENT
5. EXPANSION JOINT DETAILS
6. MEDIAN REPLACEMENT
7. BILL OF BARS AND PARAPET REINFORCEMENT
8. CHAIN LINK FENCE DETAILS

TRAFFIC DATA

STH 164 NB & SB

A.D.T. = 23,400 (2012)
R.D.S. = 50 M.P.H.

IH 94 EB & WB

A.D.T. = 126,500 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS26
OPERATING RATING: HS44
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/9/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-234		LEGEND
ITEM	UNIT	QUANT.	%	DELAMINATION
TOTAL AREA	ft^2	10483		SPALL
SHADE/DEBRIS	ft^2	0		DEBOND
DELAMINATION	ft^2	61	0.6	ASPHALT PATCH
SPALL	ft^2	0	0	CONCRETE PATCH
DEBOND	ft^2	N/A	N/A	SHADE/DEBRIS
ASPHALT PATCH	ft^2	0	0	
CONCRETE PATCH	ft^2	0	0	

WISCONSIN — ELIZABETH A. JELINEK — E-40123 — MILWAUKEE WI — 6-18-15 — PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher NK — CHIEF STRUCTURES DESIGN ENGINEER — 06/18/15 DATE

STRUCTURE B-67-234

STH 164 (CTH J/PEWAUKEE RD.) SB OVER IH 94

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
WAUKESHA	PEWAUKEE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EAJ	ENS	KTM/EAJ	HDA/KTM

GENERAL PLAN AND ELEVATION

SHEET 1 OF 8

FILE NAME : \\milw00\ingrproj\59899\b1\B-67-234\cds\080101_gp.dgn
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STATE PROJECT NUMBER
1060-44-70

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UNDER THE BID ITEMS "MASONRY ANCHORS TYPE L NO. 4 BARS" AND "MASONRY ANCHORS TYPE L NO. 5 BARS", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-67-234".

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB/OVERLAY
- TOP AND INSIDE FACES OF REPLACEMENT PARAPET SECTIONS
- TOP AND TOE OF REPLACEMENT MEDIAN

PROTECTIVE SURFACE TREATMENT PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE FOLLOWING SURFACES:
- TOP AND INSIDE FACES OF EXISTING PARAPET
- TOP AND TOE OF EXISTING MEDIAN

INSTALL AT PAVING NOTCH A NEW ½" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS". HOT POURED JOINT SEALANT AT FILLER INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" JOINT FILLER WITH HOT POURED JOINT SEALANT (1½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

CLEAN AND PAINT ALL EXPOSED STEEL SUPERSTRUCTURE SURFACES UNDERNEATH THE BRIDGE. THE SURFACES INCLUDE GIRDERS, DIAPHRAGMS, CONNECTIONS, ETC.

EXISTING STEEL SUPERSTRUCTURE SHALL BE PAINTED LIGHT GRAY, FEDERAL COLOR NUMBER 26293.

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS". THIS INCLUDES THE CONCRETE TO REPLACE SECTIONS OF PARAPET AND MEDIAN WITHIN THE JOINT REPAIR LIMITS.

NEW CONCRETE FOR MEDIAN REPLACEMENT OUTSIDE JOINT REPAIR LIMITS IS PAID FOR UNDER "CONCRETE MASONRY BRIDGES".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

A MINIMUM OF 1-INCH CONCRETE SHALL BE REMOVED FROM THE ENTIRE EXISTING BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

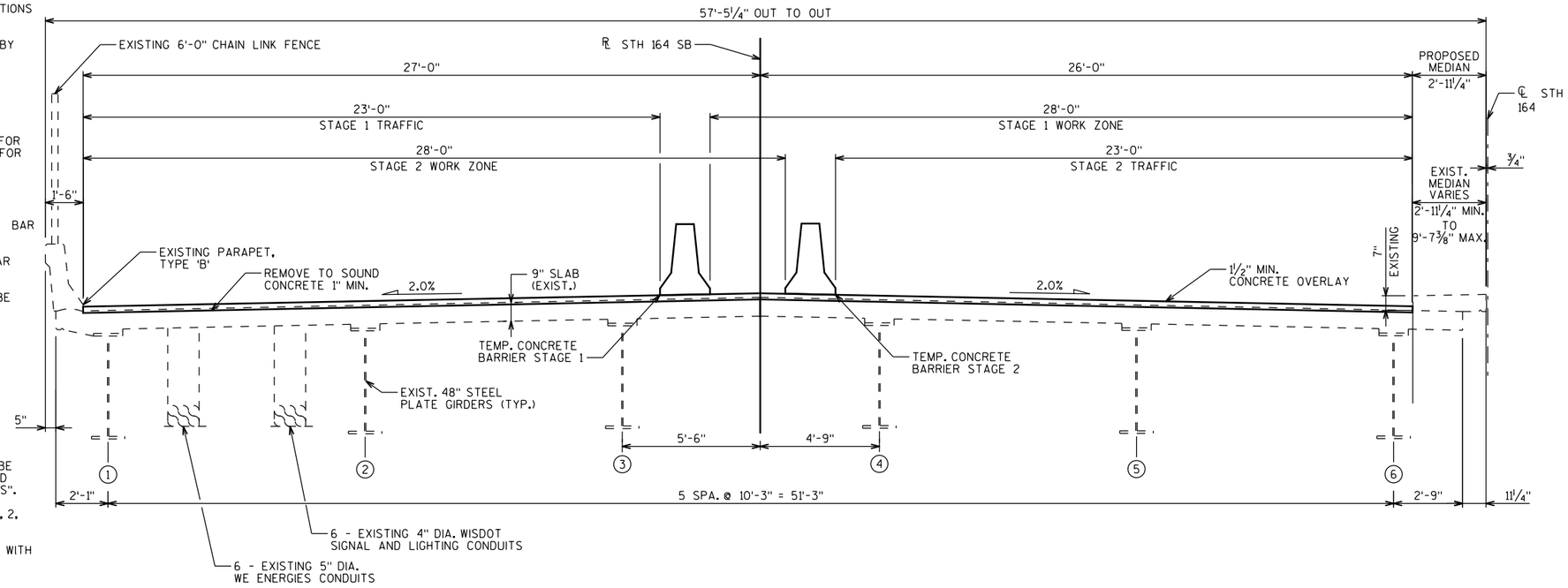
REMOVAL OF THE EXISTING MEDIAN IN SPAN 2, OUTSIDE THE JOINT REPAIR LIMITS SHALL BE PAID FOR UNDER "REMOVING OLD STRUCTURE STA. 65+12".

WITHIN LIMITS OF MEDIAN REPLACEMENT IN SPAN 2, A MINIMUM OF 1-INCH CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK BELOW THE EXISTING MEDIAN TO THE LIMITS AS SPECIFIED IN THE PLANS UNDER THE BID ITEM "CLEANING DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED UPON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER THE "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½" CONTACT THE STRUCTURES DESIGN SECTION.

REMOVE ALL VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF ALL VEGETATION WITHIN STRUCTURE LIMITS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-234".

ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THIS STRUCTURE TO BE RESEALED. THIS INCLUDES ALL CRUSHED AGGREGATE LOCATED DIRECTLY BENEATH SPANS 1 AND 2 AND THE CRUSHED AGGREGATE EXTENDING WEST OF THE WEST STRUCTURE EDGE.



TYPICAL SECTION
(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0200	REMOVING OLD STRUCTURE STA. 65+12	LS	1
203.0225.S.0003	DEBRIS CONTAINMENT B-67-234	LS	1
502.0100	CONCRETE MASONRY BRIDGES	CY	4
502.3100.0004	EXPANSION DEVICE B-67-234	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,212
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	146
502.5002	MASONRY ANCHORS TYPE L NO. 4 BARS	EACH	133
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	118
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	4,360
505.0904	BAR COUPLERS NO. 4	EACH	8
505.0905	BAR COUPLERS NO. 5	EACH	26
505.0906	BAR COUPLERS NO. 6	EACH	10
509.0301	PREPARATION DECKS TYPE 1	SY	3
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	1,158
509.1000	JOINT REPAIR	SY	52
509.1500	CONCRETE SURFACE REPAIR	SF	35
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	84
517.1800.S.0003	STRUCTURE REPAINTING RECYCLED ABRASIVE B-67-234	LS	1
517.4500.S.0003	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-67-234	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	430
SPV.0105.4010	VEGETATION REMOVAL B-67-234	LS	1
SPV.0105.4020	FENCE REMOVAL AND REPLACEMENT B-67-234	LS	1
SPV.0180.4000	CLEAN ABUTMENT SEATS	SY	28
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2120

NO.	DATE	REVISION	BY

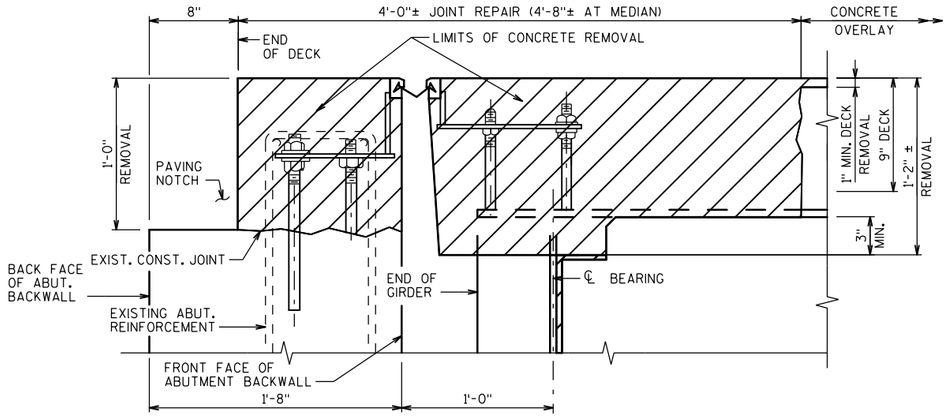
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-234

DRAWN BY EAJ | PLANS CK'D. KTM

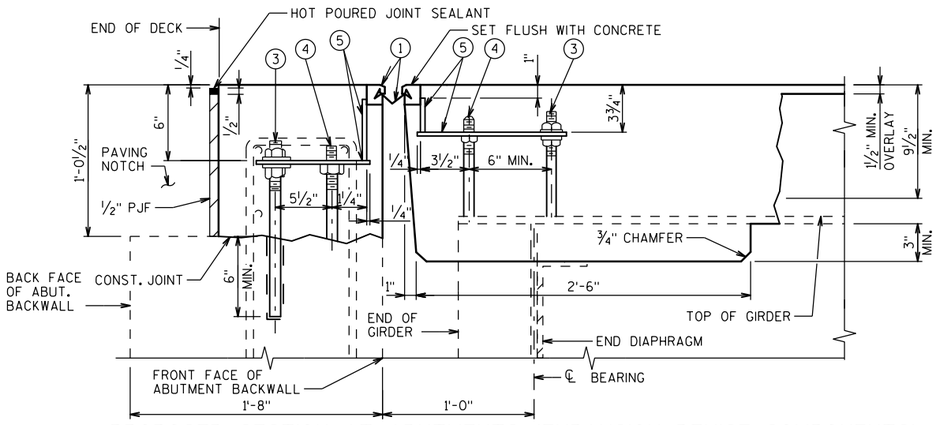
TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 8



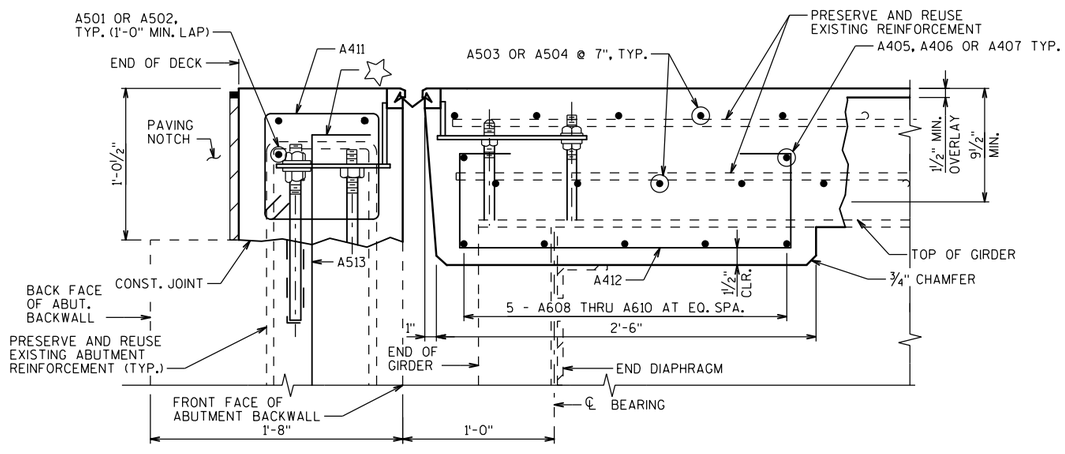
EXISTING SECTION AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE (SEE "MEDIAN REPLACEMENT" SHEET FOR ADDITIONAL DETAILS)



PROPOSED SECTION AT ABUTMENTS (EXPANSION DEVICE COMPONENTS)

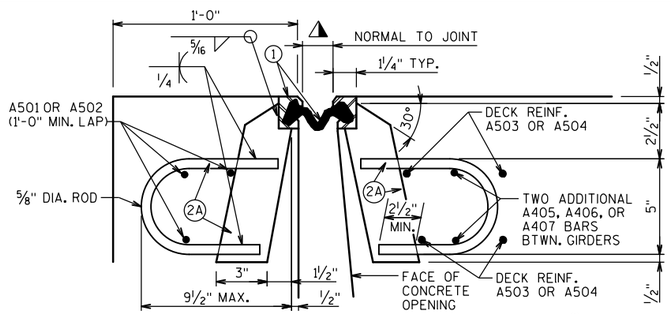
NORMAL TO ℄ SUBSTRUCTURE



TYP. ABUTMENT BACKWALL DECK

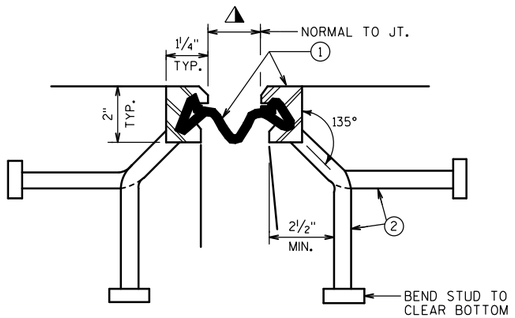
PROPOSED SECTION AT ABUTMENTS (REINFORCEMENT DETAILS)

NORMAL TO ℄ SUBSTRUCTURE



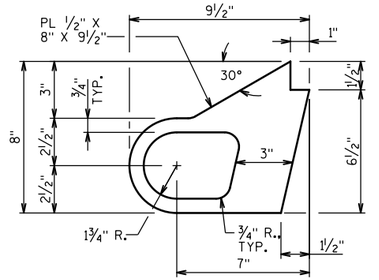
SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS

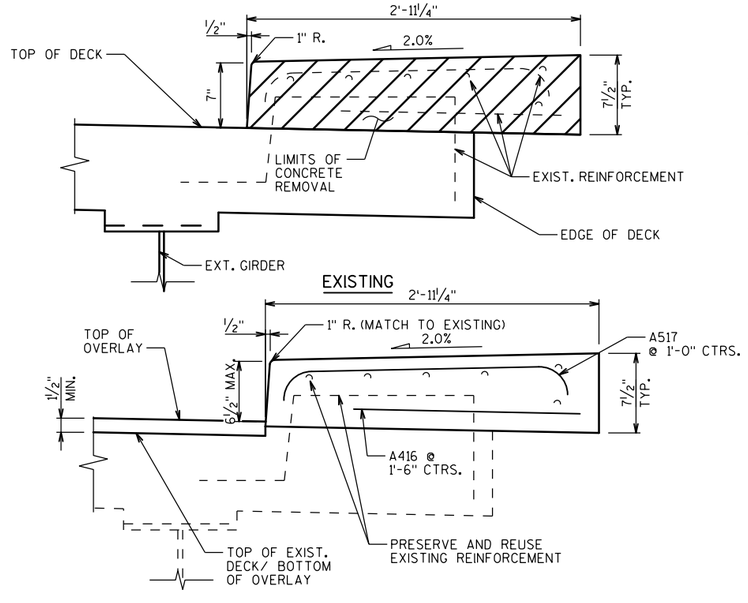


SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



ALTERNATE STRIP SEAL ANCHOR



EXISTING AND PROPOSED BRIDGE MEDIAN (SOUTH END)

DIMENSIONS NORMAL TO EDGE OF DECK
(SEE "MEDIAN REPLACEMENT" SHEET FOR REPLACEMENT AT NORTH END)

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-67-234".

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.

(2) STUDS 5/8" DIA. x 6 3/8" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) 1/2" THICK ANCHOR PLATE WITH 5/8" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

(3) 3/4" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) 3/4" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

(5) FABRICATE SUPPORT FROM 3" x 1/2" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1 1/2" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.

(6) GALVANIZED PLATE 3/8" x 10 1/2" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.

(7) 3/4" DIA. x 1 1/2" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTISEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) 3/4" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) 3/4" DIA. x 2 1/4" GALVANIZED THREADED COUPLING.

(10) GALVANIZED COVER PLATE 3/8" x 2'-0" WIDE x LIMITS SHOWN. BEND DOWN FACE OF MEDIAN WITH HOLES FOR NO. 7.

(11) 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

▲ SET JOINT OPENING AT 1 3/4".

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE. SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL. SUPPLEMENT WITH THE BARS INDICATED BY ☆.

STATE PROJECT NUMBER
1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-234

DRAWN BY EAJ | PLANS CK'D. KTM

EXPANSION JOINT

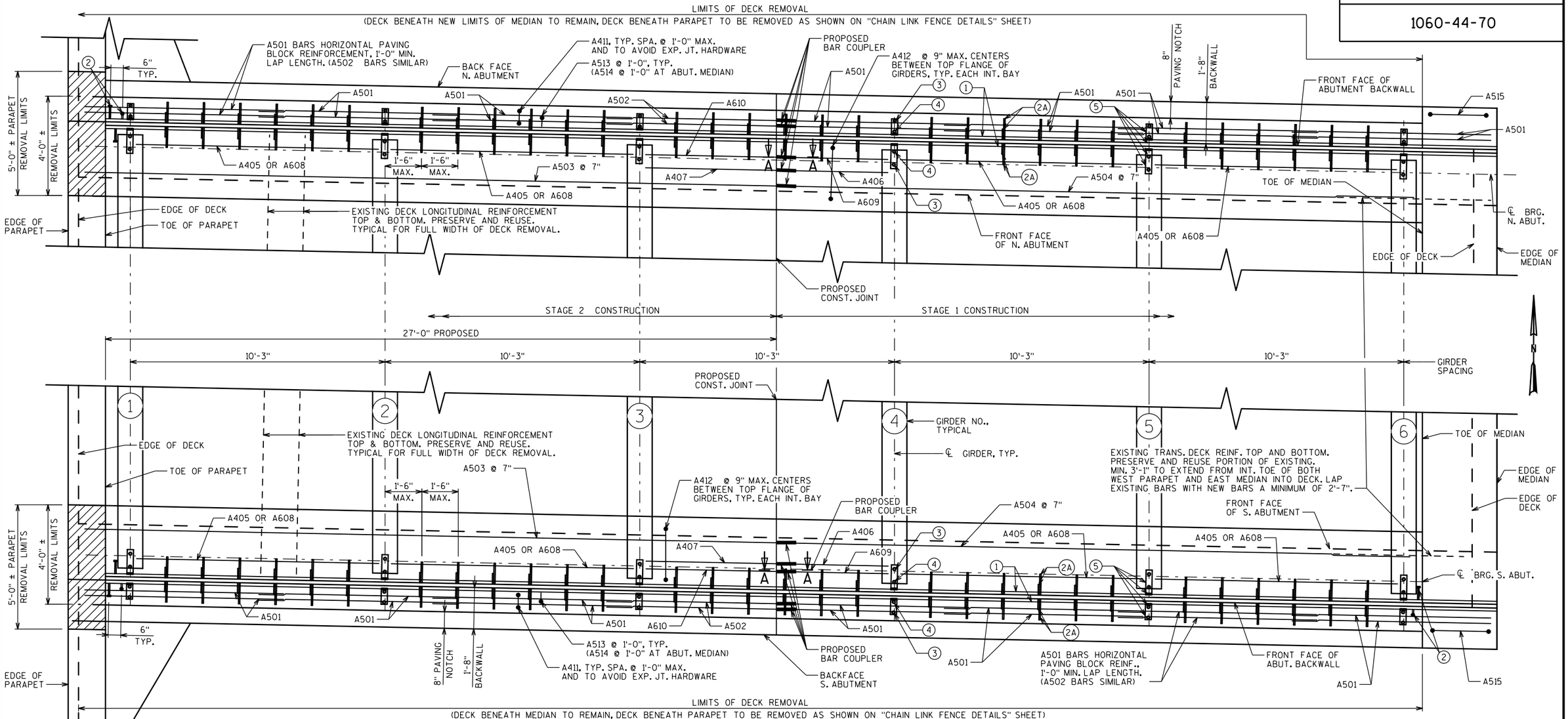
SHEET 3 OF 8

697

8

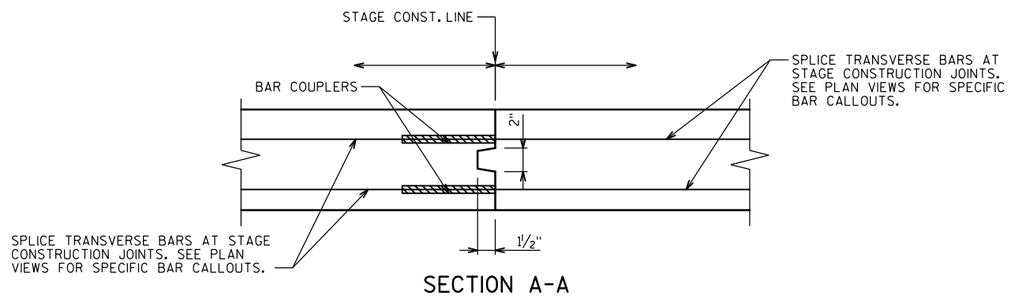
8

STATE PROJECT NUMBER
1060-44-70



PLAN B-67-234 ABUTMENT EXPANSION JOINT REPLACEMENT

(SEE "BILL OF BARS AND PARAPET REINFORCEMENT" SHEET FOR BILL OF BARS)



SECTION A-A

NOTE

BID ITEM "JOINT REPAIR" SHALL BE MEASURED FROM OUTSIDE FACE OF PARAPET TO TOE OF PROPOSED MEDIAN AND INCLUDES PARAPET REMOVAL AS SHOWN BY HATCHED SECTIONS ON THIS SHEET.

SEE "EXPANSION JOINT", "EXPANSION JOINT DETAILS", AND "CHAIN LINK FENCE DETAILS" SHEETS FOR ADDITIONAL INFORMATION.

MEDIAN REINFORCEMENT NOT SHOWN ON THIS SHEET. REFER TO "EXPANSION JOINT" SHEET AND "MEDIAN REPLACEMENT" SHEET FOR MEDIAN REINFORCEMENT.

PARAPET REINFORCEMENT NOT SHOWN ON THIS SHEET. REFER TO "BILL OF BARS AND PARAPET REINFORCEMENT" SHEET FOR PARAPET REINFORCEMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-234

DRAWN BY EAJ | PLANS CK'D. KTM

EXPANSION JOINT REINFORCEMENT

SHEET 4 OF 8

FILE NAME : \\milw00\ingrproj\59899\b1\B-67-234\cds\080104_expjt.dgn
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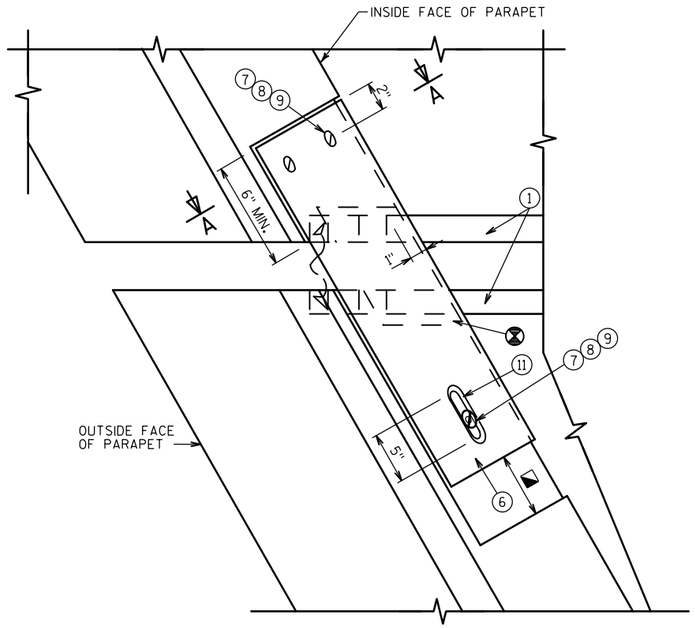
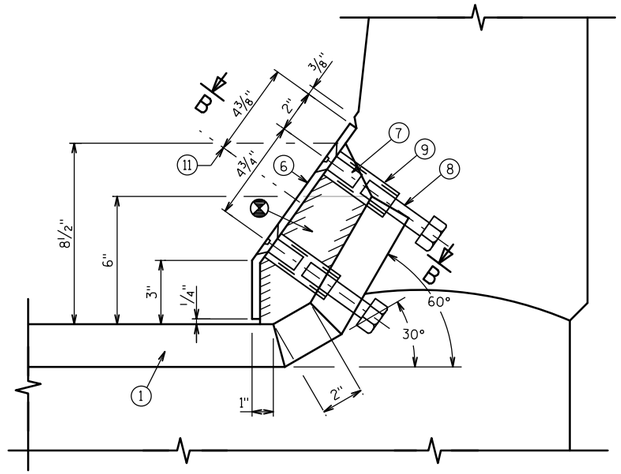
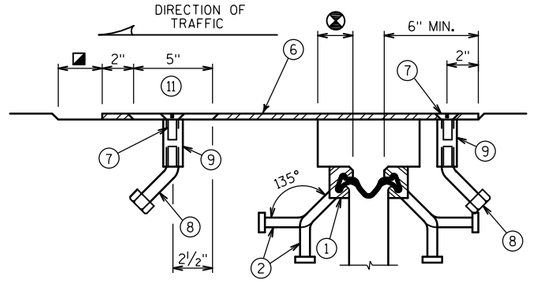
STATE PROJECT NUMBER
1060-44-70



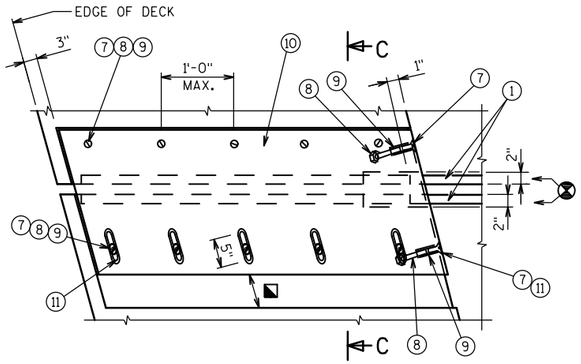
PLAN AT SLOPED FACE PARAPET



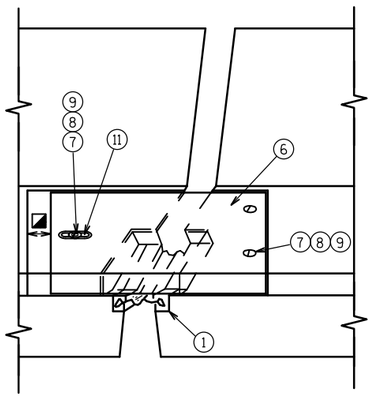
SECTION A-A



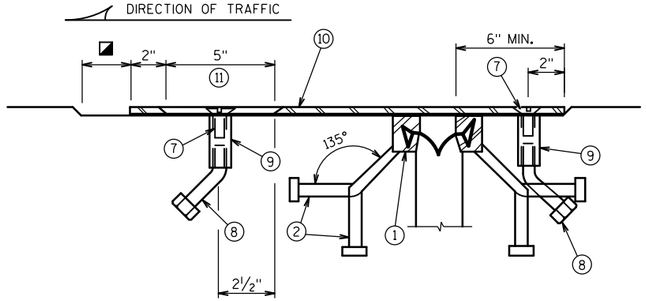
SECTION B-B



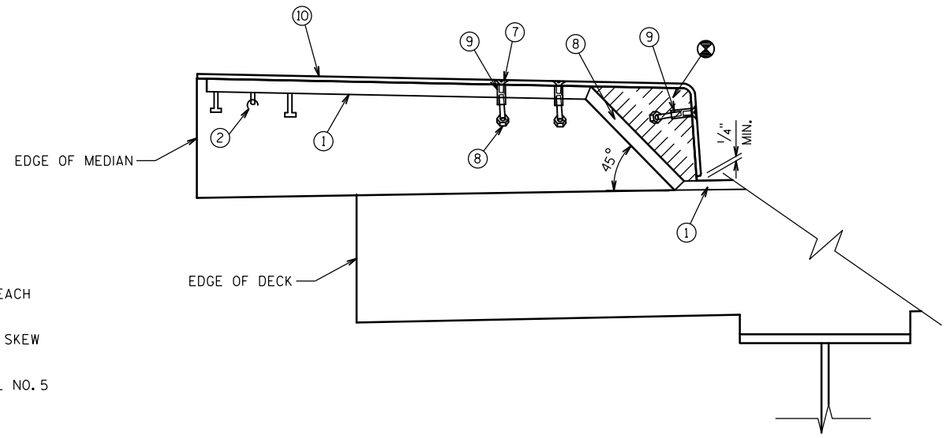
PLAN AT MEDIAN



VIEW OF SLOPED FACE PARAPET
PLATES FROM ROADWAY



SECTION C-C



LEGEND

- ⊗ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING
- ◪ JOINT OPENING DIM. ALONG SKEW PLUS 1/2"
- ☆ MASONRY ANCHORS, TYPE L NO. 5

NOTE

SEE "EXPANSION JOINT" AND "EXPANSION JOINT REINFORCEMENT" SHEETS FOR ADDITIONAL INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-234

DRAWN BY EAJ | PLANS CK'D. KTM

EXPANSION JOINT DETAILS

SHEET 5 OF 8

FILE NAME : \\milw00\ingrproj\59899\b1\B-67-234\cds\080105_expjt.dgn
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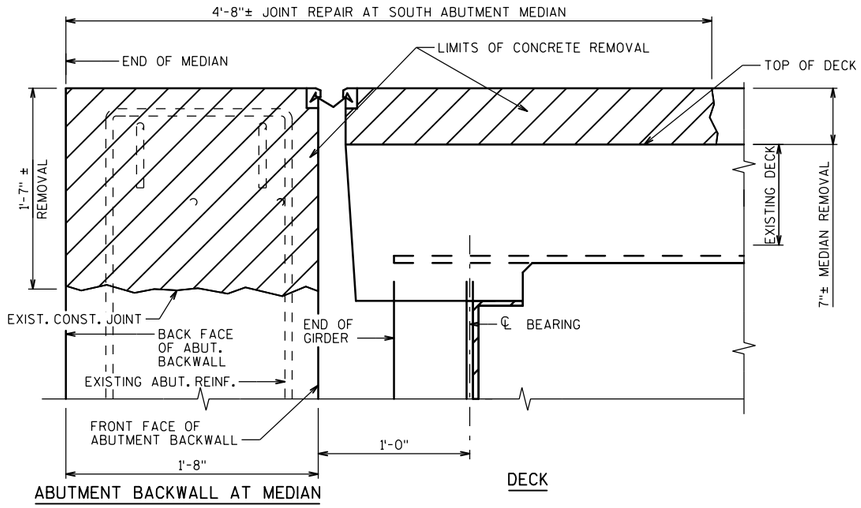
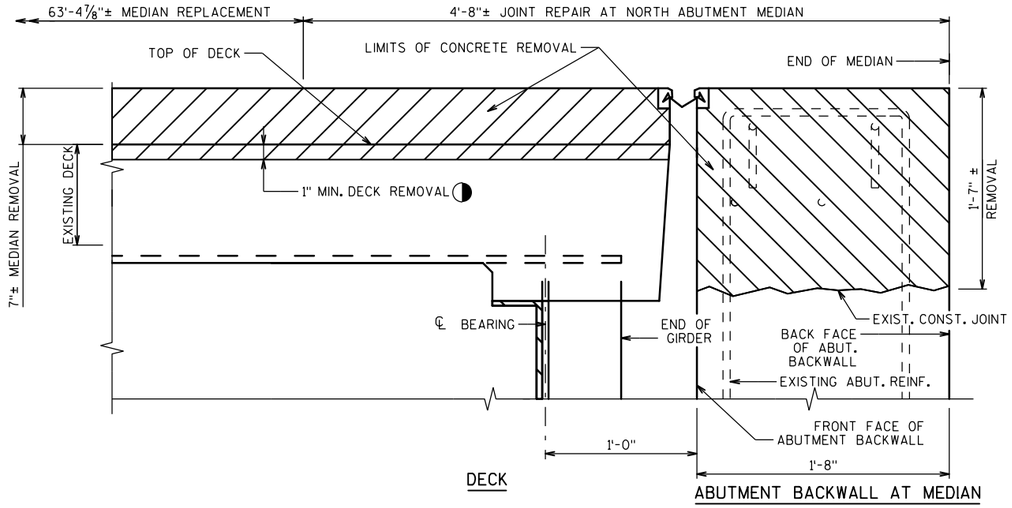
STATE PROJECT NUMBER

1060-44-70



ABUTMENT BACKWALL AT MEDIAN



ABUTMENT BACKWALL AT MEDIAN

LEGEND

◑ REFER TO EXISTING AND PROPOSED BRIDGE MEDIAN (NORTH END) DETAIL FOR LIMITS OF 1" MIN. DECK REMOVAL BELOW MEDIAN, THIS SHEET.

EXISTING MEDIAN LONG. REINFORCEMENT TOP & BOTTOM. PRESERVE AND REUSE PORTION OF EXISTING. MIN. OF 2'-0" TO EXTEND FROM END OF MEDIAN REMOVAL LIMITS INTO NEW MEDIAN.

PRESERVE AND REUSE EXISTING ABUTMENT REINFORCEMENT. EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL. SUPPLEMENT WITH THE BARS INDICATED BY ☆.

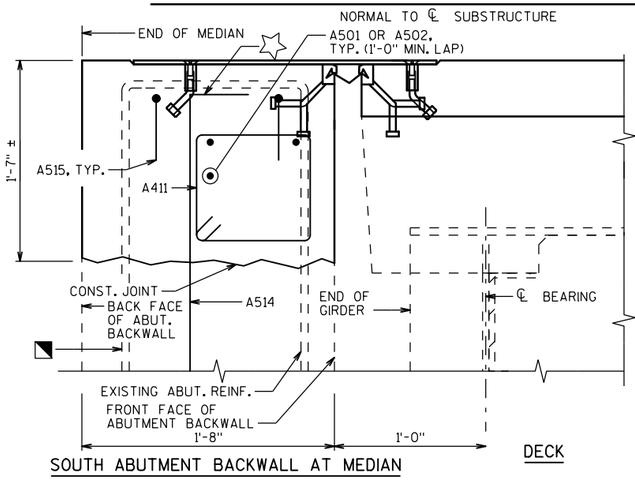
CUT OFF EXISTING ABUTMENT REINFORCEMENT TO BELOW EXPANSION JOINT SUPPORT BAR.

CUT OFF EXISTING ABUTMENT REINFORCEMENT AT BOTTOM OF NEW PAVING NOTCH.

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE. SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

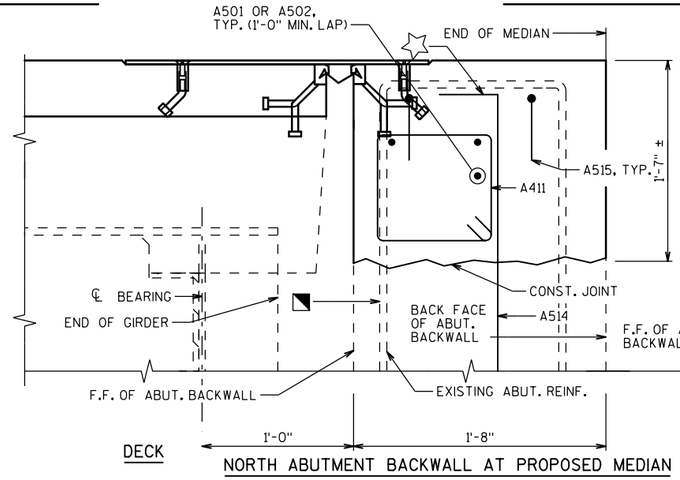
┼ MASONRY ANCHORS, TYPE L NO. 4 BARS. EMBED 5" INTO CONCRETE DECK, SPACE AT 6" MAX. TO MATCH EXISTING REINFORCEMENT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

EXISTING SECTION AT SOUTH ABUTMENT AT MEDIAN

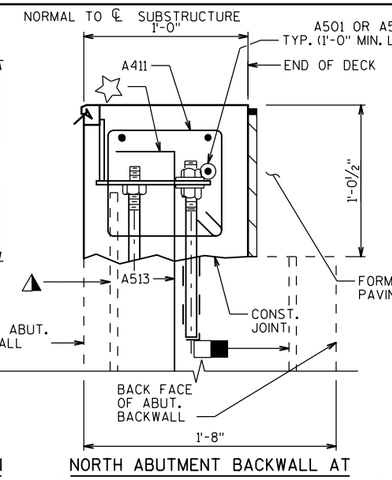


SOUTH ABUTMENT BACKWALL AT MEDIAN

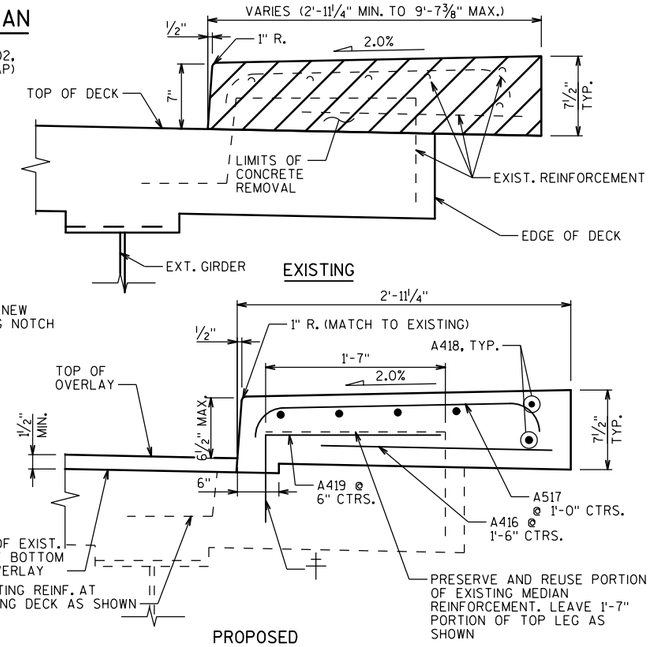
EXISTING SECTION AT NORTH ABUTMENT AT MEDIAN



NORTH ABUTMENT BACKWALL AT PROPOSED MEDIAN



NORTH ABUTMENT BACKWALL AT MEDIAN REMOVAL WITH NO REPLACEMENT

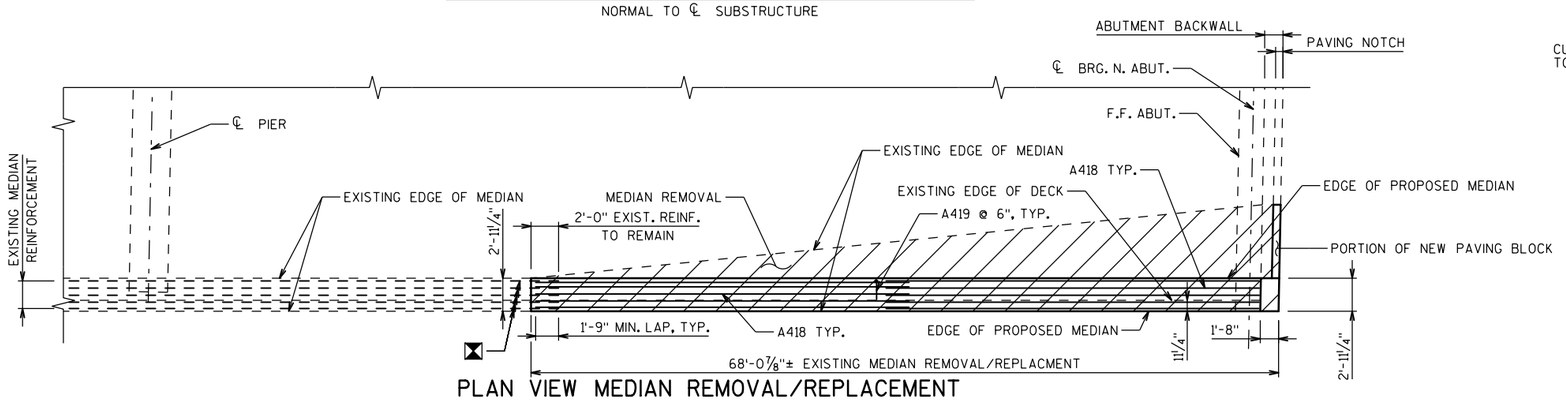


EXISTING AND PROPOSED BRIDGE MEDIAN (NORTH END)

DIMENSIONS NORMAL TO EDGE OF DECK

PROPOSED SECTION AT ABUTMENT AT MEDIAN

NORMAL TO ℄ SUBSTRUCTURE



PLAN VIEW MEDIAN REMOVAL/REPLACEMENT

DIMENSIONS NORMAL TO EDGE OF DECK
(B-67-235 & TRANSVERSE REINFORCEMENT NOT SHOWN FOR CLARITY)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-234

DRAWN BY EAJ | PLANS CK'D. KTM

MEDIAN REPLACEMENT

SHEET 6 OF 8

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8

8

FILE NAME : \\milw00\ingrproj\59899\b1\B-67-234\cds\080106_med.dgn

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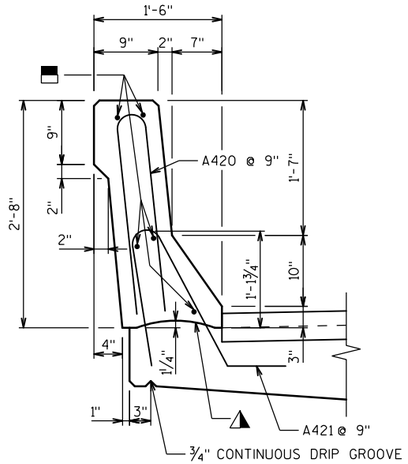
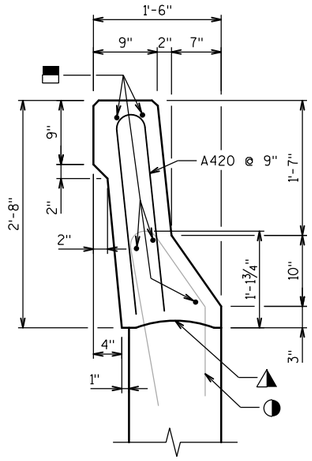
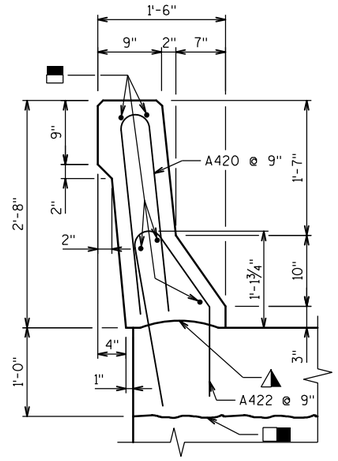
STATE PROJECT NUMBER
1060-44-70



SECTION THRU
PARAPET ON BRIDGE
AT JOINT REPAIR ◥ ✳



SECTION THRU
PARAPET ON WINGWALL
AT JOINT REPAIR ◥

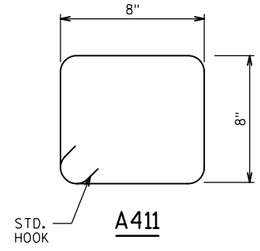


SECTION THRU
PARAPET ON ABUTMENT
AT JOINT REPAIR ◥

B-67-234 BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	42	8'-0"			PAVING BLOCK - HORIZONTAL STAGES 1& 2
A502	X	6	7'-0"			PAVING BLOCK - HORIZONTAL STAGE 2
A503	X	20	27'-10"			DECK - TRANSVERSE STAGE 2
A504	X	20	27'-4"			DECK - TRANSVERSE STAGE 1
A405	X	32	9'-9"			DECK - HORIZ. BETWEEN GIRDERS STAGES 1& 2
A406	X	8	4'-5"			DECK - HORIZ. BETWEEN GIRDERS STAGE 1
A407	X	8	5'-4"			DECK - HORIZ. BETWEEN GIRDERS STAGE 2
A608	X	40	9'-9"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1& 2
A609	X	10	4'-5"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 1
A610	X	10	5'-4"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A411	X	116	3'-2"	X		PAVING BLOCK - STIRRUP
A412	X	130	4'-0"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
☆ A513	X	110	3'-0"	X		PAVING BLOCK - ANCHOR
A514	X	8	3'-7"	X		PAVING BLOCK - ANCHOR AT MEDIAN
A515	X	4	4'-5"	X		PAVING BLOCK STIRRUP AT MEDIAN ABUT.
A416	X	48	2'-6"			MEDIAN TRANSVERSE
A517	X	71	2'-9"	X		MEDIAN STIRRUP
A418	X	12	33'-6"			MEDIAN LONG.
┼ A419	X	133	2'-3"	X		MEDIAN - ANCHOR
A420	X	14	4'-10"	X		PARAPET - VERTICAL
A421	X	10	4'-3"	X		PARAPET - VERTICAL
A422	X	4	4'-5"	X		PARAPET - VERTICAL

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



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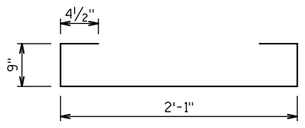

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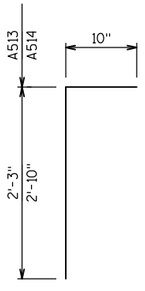
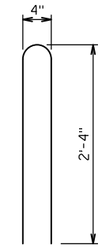


A513, A514



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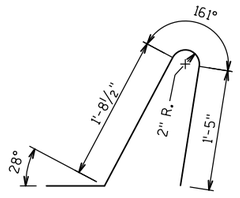

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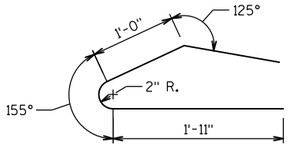

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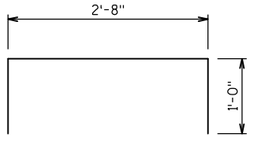

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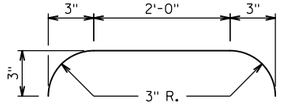

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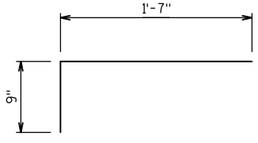


A419

NOTE

SEE EXPANSION JOINT SHEETS FOR ADDITIONAL INFORMATION.

LEGEND

◭ EXISTING CONST. JOINT (NEW CONST. JOINT SAME LOCATION. STRIKE OFF AND LEAVE ROUGH.)

◨ CONST. JOINT LIMIT OF CONCRETE REMOVAL.

◓ PRESERVE AND REUSE EXISTING LONGITUDINAL REINFORCEMENT.

◑ PRESERVE AND REUSE EXISTING VERTICAL REINFORCEMENT AT 1'-0" SECTION OF PARAPET REMOVAL WHERE WINGWALL REMAINS. REFER TO "EXPANSION JOINT REINFORCEMENT" OR "CHAIN LINK FENCE DETAILS" SHEET FOR LIMITS OF REMOVAL.

◥ FENCE SYSTEM NOT SHOWN IN THIS SECTION. SEE "CHAIN LINK FENCE DETAILS" SHEET FOR FENCE DETAILS.

☆ MASONRY ANCHORS, TYPE L NO. 5

┼ MASONRY ANCHORS, TYPE L NO. 4

✳ MATCH ELEVATION TOP OF NEW PARAPET TO TOP OF EXISTING PARAPET

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-234

DRAWN BY KTM | PLANS CK'D. EAJ

BILL OF BARS AND PARAPET REINFORCEMENT

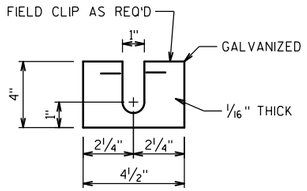
SHEET 7 OF 8

701

8

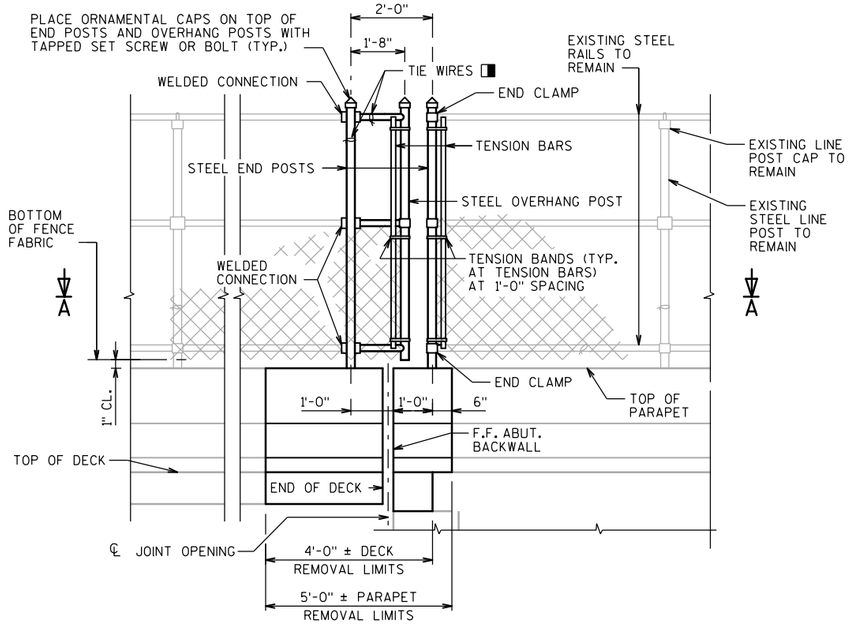
8

STATE PROJECT NUMBER
1060-44-70



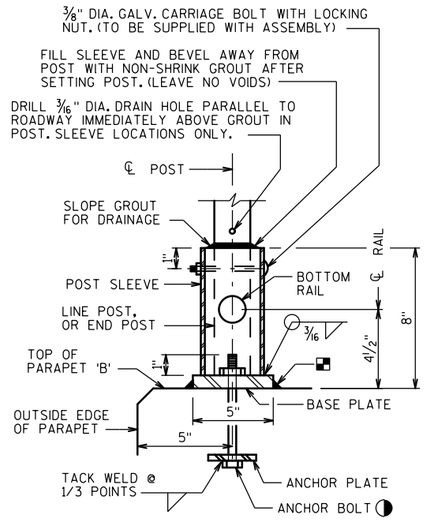
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



FENCE PART ELEVATION

VIEWING FABRIC SIDE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

GENERAL NOTES

EXISTING HORIZONTAL RAILS AND FENCE FABRIC TO BE REUSED AND ATTACHED TO NEW END POST. IF EXISTING FENCE COMPONENTS TO REMAIN ARE DAMAGED DURING CONSTRUCTION, THEY SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST.

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL EXCEPT THE FENCE FABRIC WHICH MAY BE ALUMINUM-COATED STEEL OR GALVANIZED STEEL.

FABRIC SHALL CONFORM TO ASTM A491 OR A392, CLASS 2. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626.

PLACE ALL NUTS ON OUTSIDE OF FENCE.

THE BID ITEM SHALL BE "FENCE REMOVAL AND REPLACEMENT B-67-234", LS.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE ℄ OF THE POST.

◘ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

◑ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

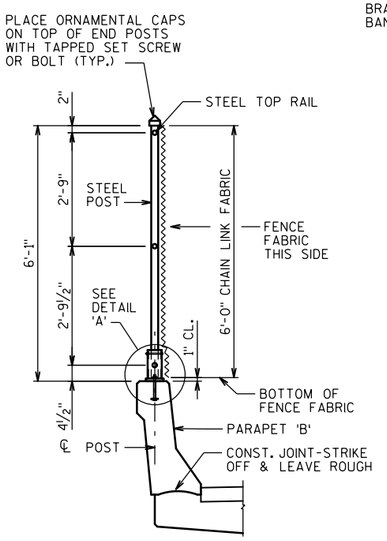
☆ MASONRY ANCHOR TYPE S 1/2-INCH. EMBED 6" IN CONCRETE (EPOXY ANCHORED) MIN. PULLOUT OF 10 KIPS). ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

◧ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◥ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

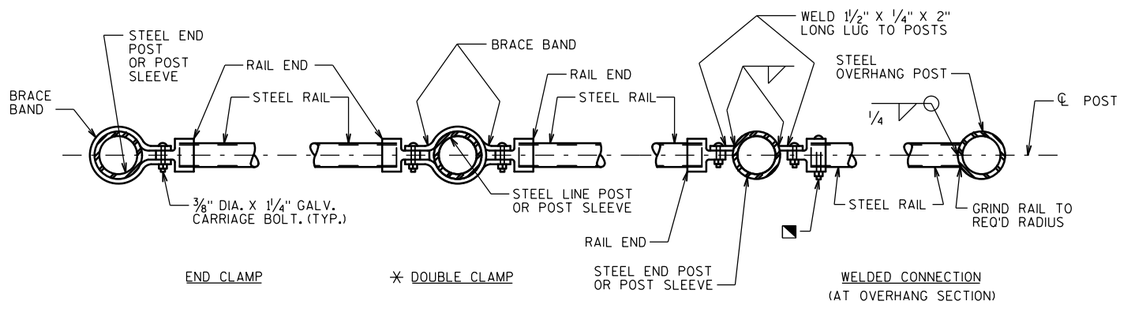
SEE EXPANSION JOINT SHEETS FOR ADDITIONAL INFORMATION.

CHAIN LINK FABRIC SHALL BE INSTALLED ON INSIDE FACE OF POSTS AND RAILS.



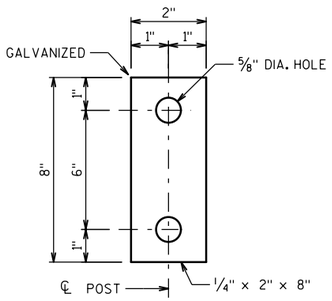
SECTION THRU FENCE ON SLOPED FACE PARAPET 'B'

FOR NON-SIDEWALK APPLICATIONS

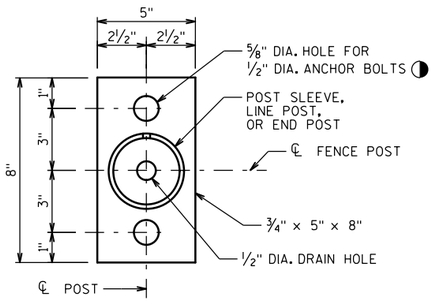


SECTION A-A

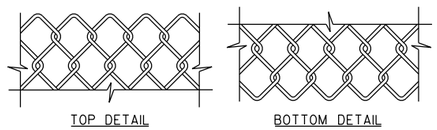
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



ANCHOR PLATE



BASE PLATE



FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-234

DRAWN BY KTM | PLANS CK'D. EAJ

CHAIN LINK FENCE DETAILS

SHEET 8 OF 8

8

8

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STATE PROJECT NUMBER
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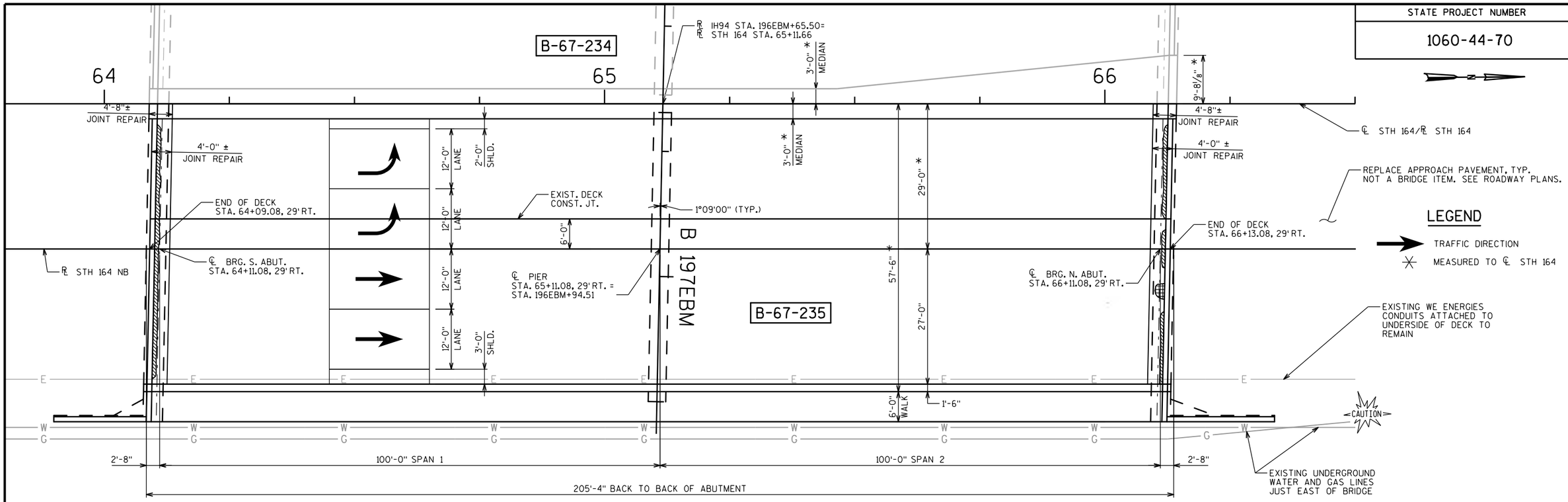
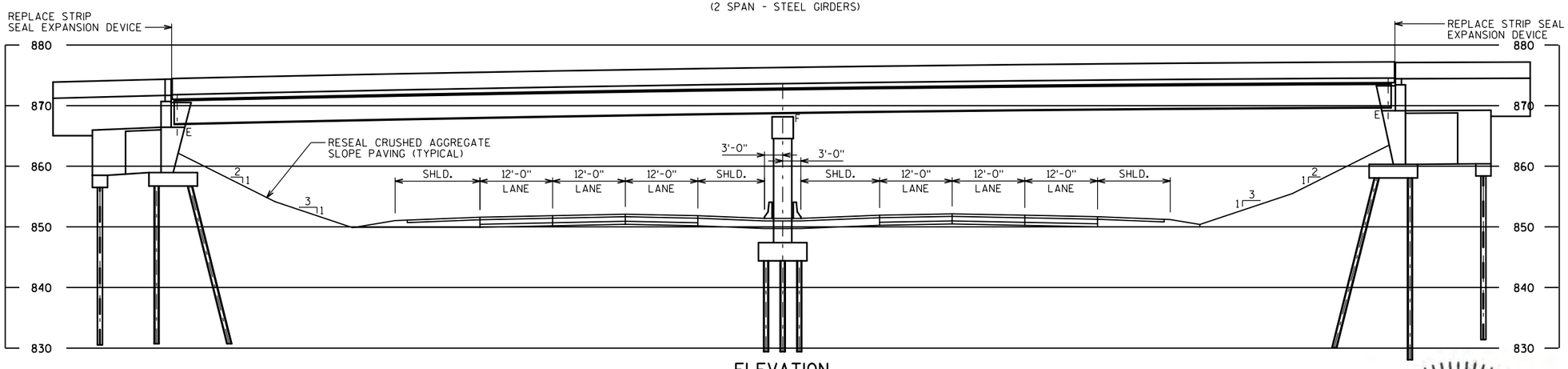


PLAN

(2 SPAN - STEEL GIRDERS)



ELEVATION

(LOOKING WEST)

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. TYPICAL SECTION, GENERAL NOTES AND QUANTITIES
3. EXPANSION JOINT
4. EXPANSION JOINT REINFORCEMENT
5. EXPANSION JOINT DETAILS
6. BILL OF BARS AND PARAPET REINFORCEMENT
7. CHAIN LINK FENCE DETAILS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER (608) 266-8489
CONSULTANT:
HEATHER ANDERS (414) 359-2300

TRAFFIC DATA

STH 164 NB & SB

A.D.T. = 23,400 (2012)
R.D.S. = 50 M.P.H.

IH 94 EB & WB

A.D.T. = 126,500 (2026)
R.D.S. = 70 M.P.H.

DESIGN DATA

LIVE LOAD

DESIGN LOADING: HS20
INVENTORY RATING: HS25
OPERATING RATING: HS42
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

ULTIMATE STRESSES FOR MATERIALS

CONCRETE MASONRY:
SUPERSTRUCTURE ..... f'c = 4,000 psi
ALL OTHER ..... f'c = 3,500 psi
BAR STEEL REINFORCEMENT ..... fy = 60,000 psi

DECK INSPECTION RESULTS

(INFRARED INSPECTION DATE: 6/9/14)
FOR INFORMATION ONLY

FIELD OBSERVATIONS SUMMARY		S.N. B-67-235	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	10762	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	67	0.6
SPALL	ft^2	0	0
DEBOND	ft^2	N/A	N/A
ASPHALT PATCH	ft^2	5	<0.1
CONCRETE PATCH	ft^2	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

WISCONSIN ELIZABETH A. JELINEK E-40123 MILWAUKEE WI 6-18-15 PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

HNTB
11414 W. PARK PLACE
MILWAUKEE, WI 53224
(414) 359-2300

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher NK 06/18/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-67-235

STH 164 (CTH J/PEWAUKEE RD.) NB OVER IH 94

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
WAUKESHA	PEWAUKEE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	EAJ	DESIGN CK'D.	ENS	DRAWN BY	KTM/EAJ	PLANS CK'D.	HDA/KTM

GENERAL PLAN AND ELEVATION

SHEET 1 OF 7

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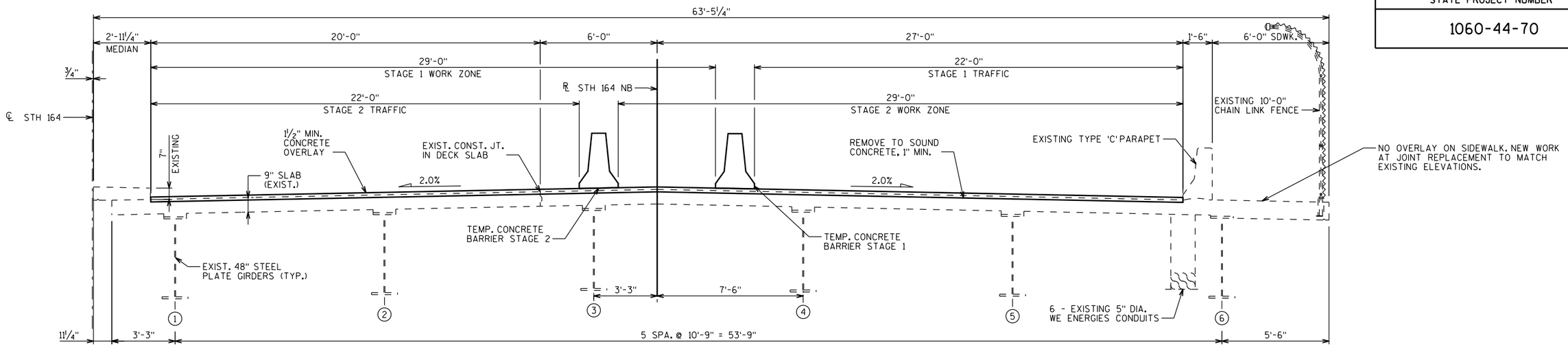

TYPICAL SECTION

(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET.

LOCATIONS OF THE FOLLOWING BID ITEMS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER:
- PREPARATION DECKS
- CONCRETE SURFACE REPAIR

QUANTITIES SHOWN FOR THE ABOVE BID ITEMS ARE APPROXIMATE.

UNDER THE BID ITEM "MASONRY ANCHORS TYPE L NO. 5 BARS", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATIONS FOR BAR STEEL REINFORCEMENT.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE, SHALL BE PAID FOR IN THE LUMP SUM PRICE BID AS "EXPANSION DEVICE B-67-235".

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE FOLLOWING COMPLETED SURFACES:
- TOP OF DECK SLAB/OVERLAY, INCLUDING SIDEWALK PORTION AT JOINT REPAIR
- ALL FACES OF REPLACEMENT PARAPET
- TOP AND TOE OF REPLACEMENT MEDIAN

PROTECTIVE SURFACE TREATMENT PAID FOR UNDER "PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE FOLLOWING SURFACES:
- ALL FACES OF EXISTING PARAPET
- TOP OF DECK SLAB, EXISTING SIDEWALK PORTION
- TOP AND TOE OF EXISTING MEDIAN

INSTALL AT PAVING NOTCH A NEW ½" PREFORMED JOINT FILLER WHICH SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS". HOT POURED JOINT SEALANT AT FILLER INCIDENTAL TO "CONCRETE MASONRY OVERLAY DECKS".

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" JOINT FILLER WITH HOT POURED JOINT SEALANT (½" DEEP AND HOLD ¼" BELOW SURFACE OF CONCRETE).

ANY EXCAVATION REQUIRED TO COMPLETE THE PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

CLEAN AND PAINT ALL EXPOSED STEEL SUPERSTRUCTURE SURFACES UNDERNEATH THE BRIDGE. THE SURFACES INCLUDE GIRDERS, DIAPHRAGMS, CONNECTIONS, ETC.

EXISTING STEEL SUPERSTRUCTURE SHALL BE PAINTED LIGHT GRAY, FEDERAL COLOR NUMBER 26293.

NEW CONCRETE AT JOINT REPAIR IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

NEW CONCRETE TO REPLACE THE SECTIONS OF PARAPET AND MEDIAN IS PAID FOR UNDER BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

GENERAL NOTES CONTINUED

BEVEL EDGES OF EXPOSED CONCRETE TO MATCH EXISTING BEVELS UNLESS NOTED OTHERWISE.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

A MINIMUM OF 1-INCH CONCRETE SHALL BE REMOVED FROM THE BRIDGE DECK BETWEEN THE TOE OF THE MEDIAN AND THE TOE OF THE TYPE 'C' PARAPET UNDER THE BID ITEM "CLEANING DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED UPON A MINIMUM OVERLAY THICKNESS OF 1½" PLACE ABOVE THE DECK SURFACE AFTER THE "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½" CONTACT THE STRUCTURES DESIGN SECTION.

REMOVE ALL VEGETATION FROM EXISTING CRUSHED AGGREGATE SLOPE PAVING PRIOR TO RESEALING THE SLOPE PAVING. REMOVAL OF ALL VEGETATION WITHIN STRUCTURE LIMITS IS INCLUDED IN THE BID ITEM "VEGETATION REMOVAL B-67-235".

ALL CRUSHED AGGREGATE SLOPE PAVING ASSOCIATED WITH THIS STRUCTURE TO BE RESEALED. THIS INCLUDES ALL CRUSHED AGGREGATE LOCATED DIRECTLY BENEATH SPANS 1 AND 2 AND THE CRUSHED AGGREGATE EXTENDING EAST OF THE EAST STRUCTURE EDGE.

REMOVAL OF THE PARAPET AND MEDIAN AT JOINTS IS INCLUDED IN BID ITEM "JOINT REPAIR".

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
203.0225.S.0004	DEBRIS CONTAINMENT B-67-235	LS	1
502.3100.0005	EXPANSION DEVICE B-67-235	LS	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,217
502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	343
502.5005	MASONRY ANCHORS TYPE L NO. 5 BARS	EACH	132
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	4,010
505.0906	BAR COUPLERS NO. 6	EACH	10
509.0301	PREPARATION DECKS TYPE 1	SY	3
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0500	CLEANING DECKS	SY	1,154
509.1000	JOINT REPAIR	SY	57
509.1500	CONCRETE SURFACE REPAIR	SF	35
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	86
517.1800.S.0004	STRUCTURE REPAINTING RECYCLED ABRASIVE B-67-235	LS	1
517.4500.S.0004	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-67-235	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	477
SPV.0105.4011	VEGETATION REMOVAL B-67-235	LS	1
SPV.0105.4021	FENCE REMOVAL AND REPLACEMENT B-67-235	LS	1
SPV.0180.4000	CLEAN ABUTMENT SEATS	SY	31
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	1/2"

ALL ITEMS ARE CATEGORY 2130

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-235

DRAWN BY KTM | PLANS CK'D. HDA

TYPICAL SECTION, GENERAL NOTES AND QUANTITIES

SHEET 2 OF 7

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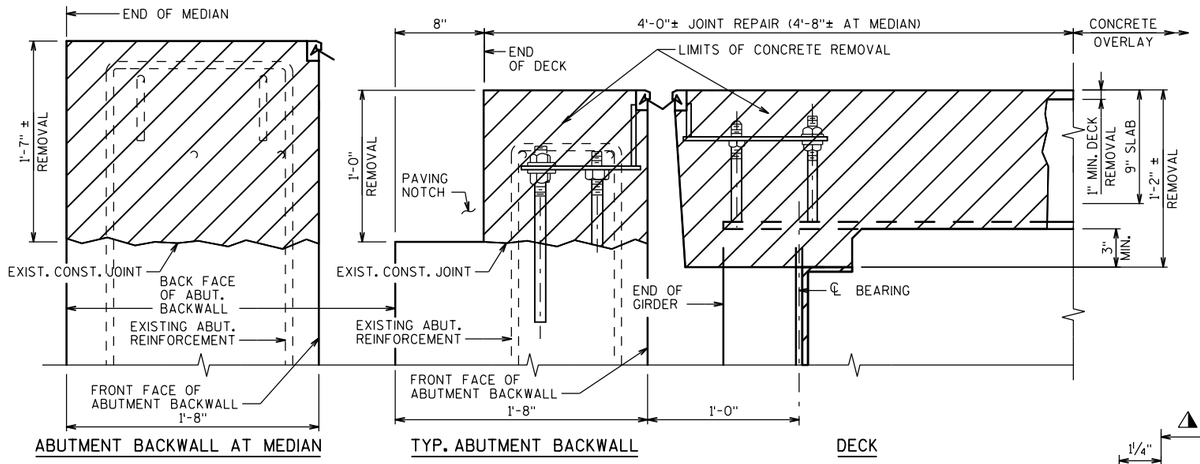
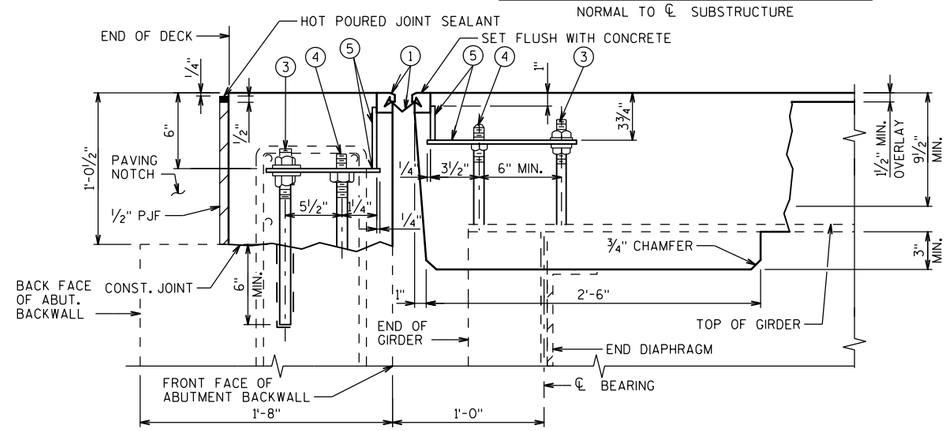


EXISTING SECTION AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE



PROPOSED SECTION AT ABUTMENTS (EXPANSION DEVICE COMPONENTS)

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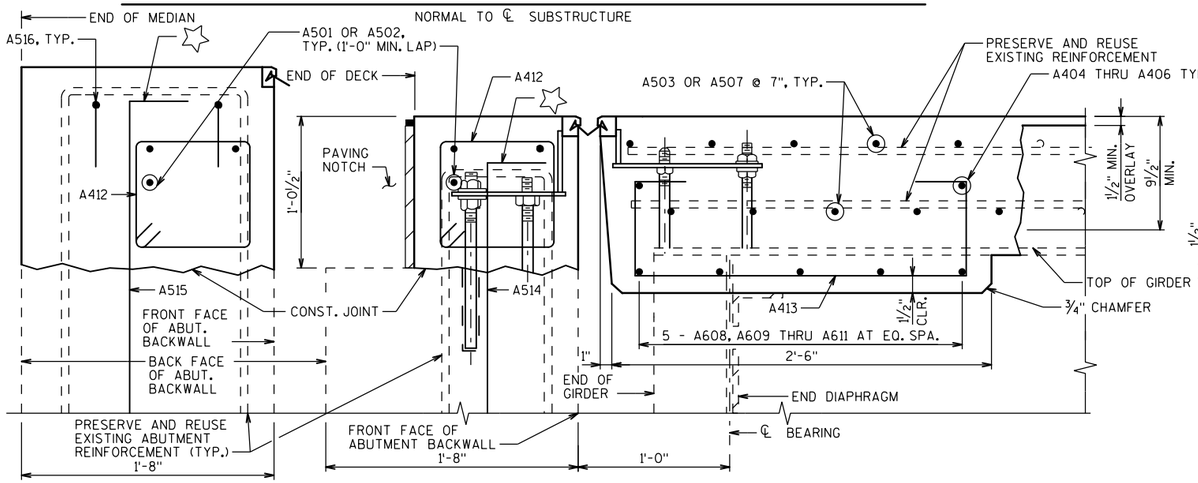
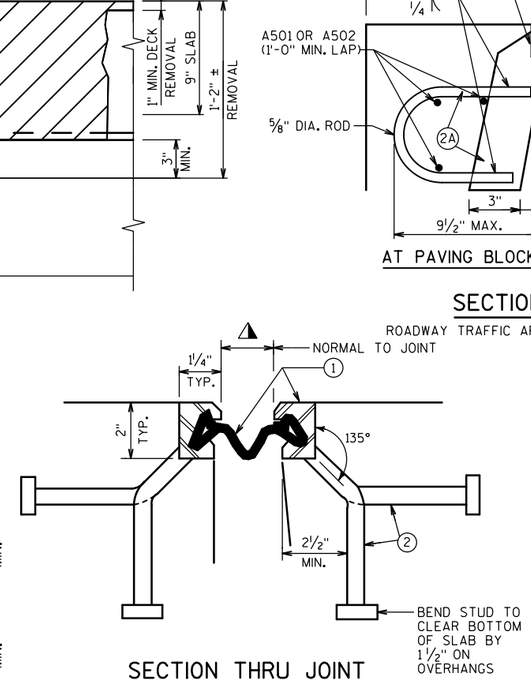


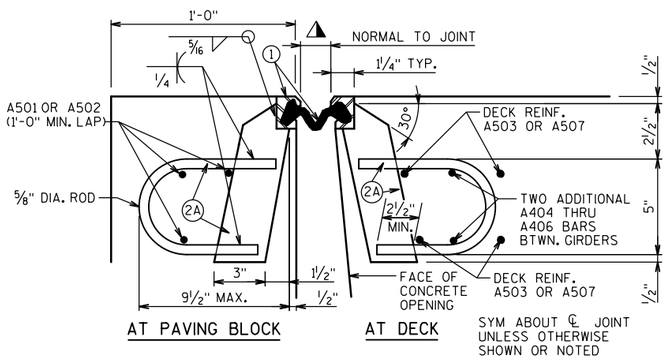
PROPOSED SECTION AT ABUTMENTS (REINFORCEMENT DETAILS)

NORMAL TO ℄ SUBSTRUCTURE



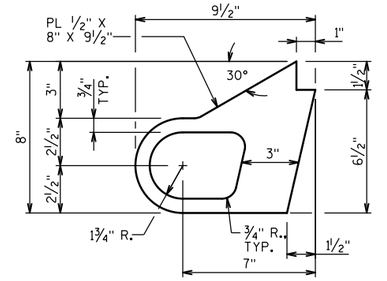
SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS

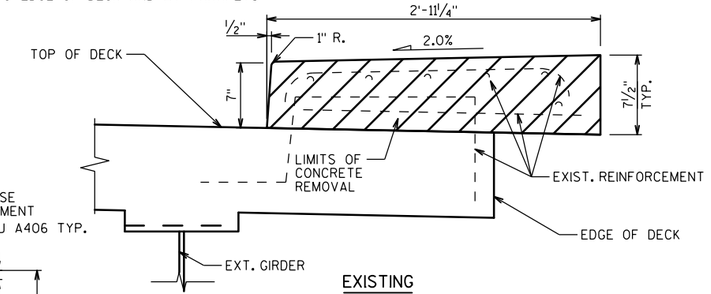


SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS



ALTERNATE STRIP SEAL ANCHOR



EXISTING AND PROPOSED BRIDGE MEDIAN

NORMAL TO EDGE OF DECK

EXPANSION JOINT NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWISTAND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-67-235".

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) & STEEL EXTRUSIONS.

(2) STUDS ⅝" DIA. x 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

(3) ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. FOR STEEL GIRDERS WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

(5) FABRICATE SUPPORT FROM 3" x ½" BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.

(6) GALVANIZED PLATE ⅜" x 10½" x 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.

(7) ¾" DIA. x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTISEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) ¾" DIA. x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) ¾" DIA. x 2 ¼" GALVANIZED THREADED COUPLING.

(10) GALVANIZED COVER PLATE ⅜" x 2'-0" WIDE x LIMITS SHOWN. BEND DOWN FACE OF MEDIAN WITH HOLES FOR NO. 7.

(11) 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

▲ SET JOINT OPENING AT 1¾".

☆ MASONRY ANCHORS, TYPE L NO. 5 BARS. EMBED A MINIMUM OF 1'-6" INTO CONCRETE SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL. SUPPLEMENT WITH THE BARS INDICATED BY ☆.

STATE PROJECT NUMBER

1060-44-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-235

DRAWN BY EAJ | PLANS CK'D. KTM

EXPANSION JOINT

SHEET 3 OF 7

705

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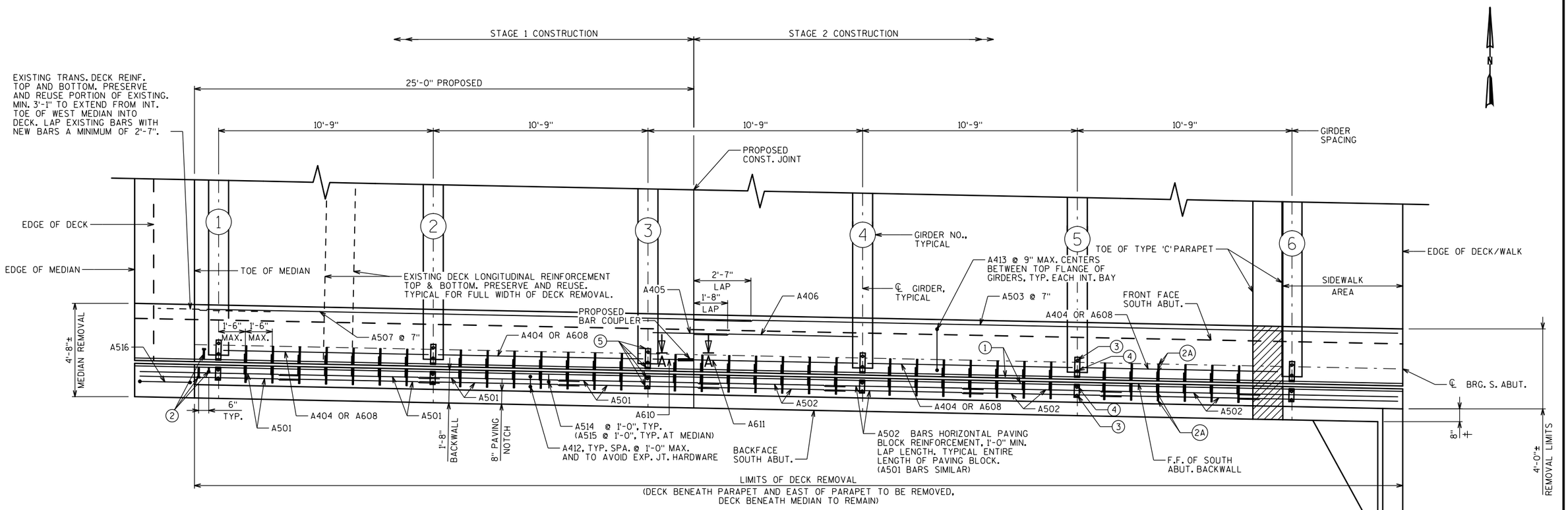
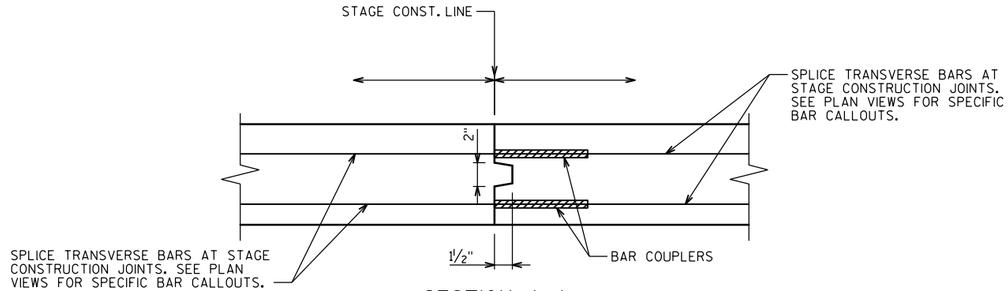


PLAN B-67-235 SOUTH ABUTMENT EXPANSION JOINT REPLACEMENT (NORTH ABUTMENT SIMILAR)

(SEE "BILL OF BARS AND PARAPET REINFORCEMENT" SHEET FOR BILL OF BARS)

‡ ADDITIONAL PARAPET REMOVAL BOTH ABUTMENTS. REMOVE AND REPLACE ENTIRE SECTION OVER ABUTMENT BACKWALL



SECTION A-A

NOTES

BID ITEM "JOINT REPAIR" SHALL BE MEASURED PER LIMITS OF DECK REMOVAL SHOWN ON THIS SHEET AND INCLUDES THE PARAPET REMOVAL AS SHOWN BY HATCHED SECTION ON THIS SHEET.

SEE "EXPANSION JOINT", "EXPANSION JOINT DETAILS", AND "CHAIN LINK FENCE DETAILS" SHEETS FOR ADDITIONAL INFORMATION.

MEDIAN REINFORCEMENT NOT INCLUDED. REFER TO "EXPANSION JOINT" SHEET" FOR MEDIAN REINFORCEMENT.

PARAPET REINFORCEMENT NOT SHOWN ON THIS SHEET. REFER TO "BILL OF BARS AND PARAPET REINFORCEMENT" SHEET FOR PARAPET REINFORCEMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-235

DRAWN BY	EAJ	PLANS CK'D.	KTM

EXPANSION JOINT REINFORCEMENT

SHEET 4 OF 7

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STATE PROJECT NUMBER

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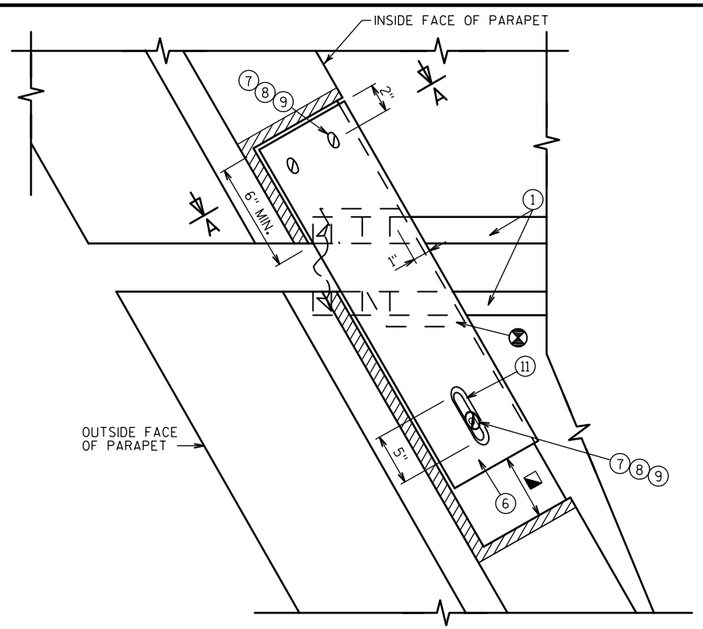
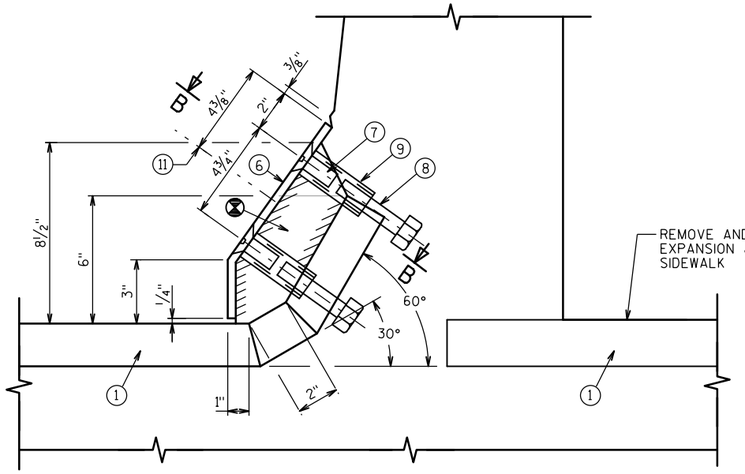
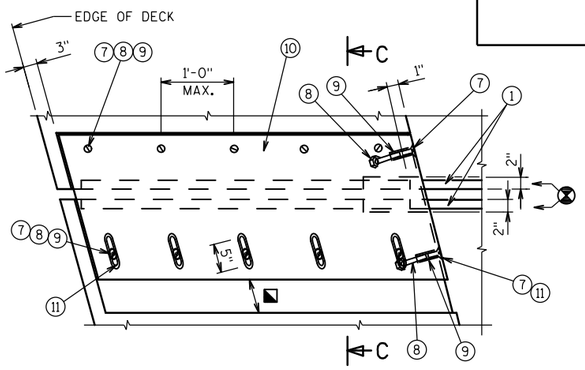


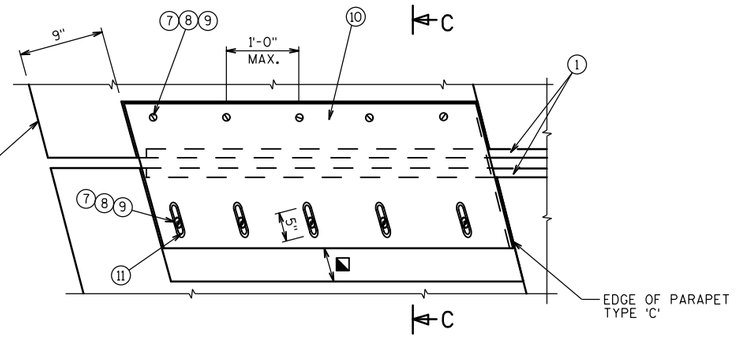
PLAN AT SLOPED FACE PARAPET



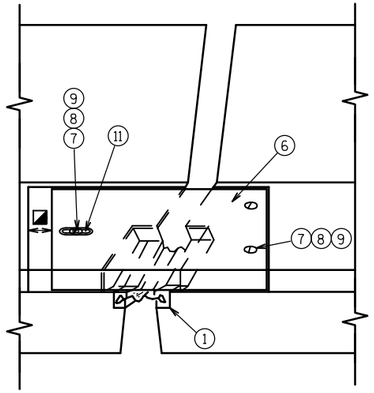
SECTION A-A



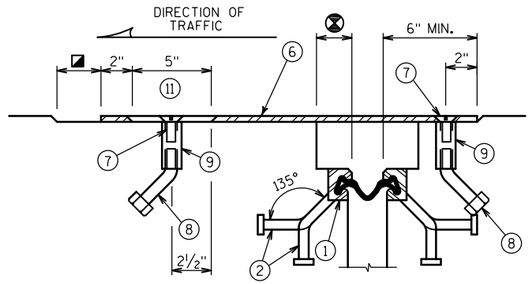
PLAN AT MEDIAN



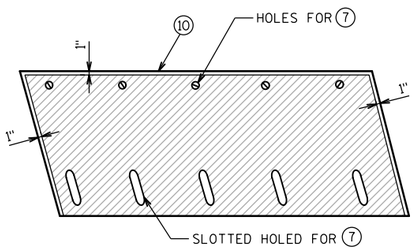
PLAN AT SIDEWALK



VIEW OF SLOPED FACE PARAPET PLATES FROM ROADWAY

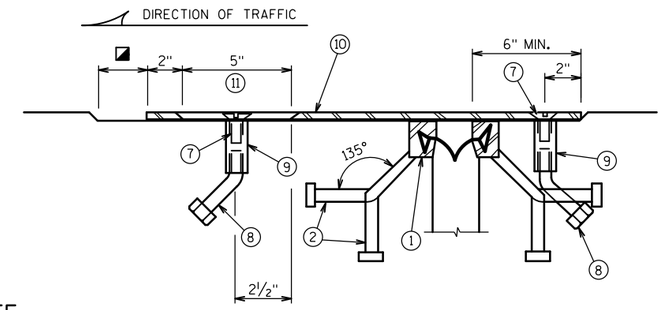


SECTION B-B

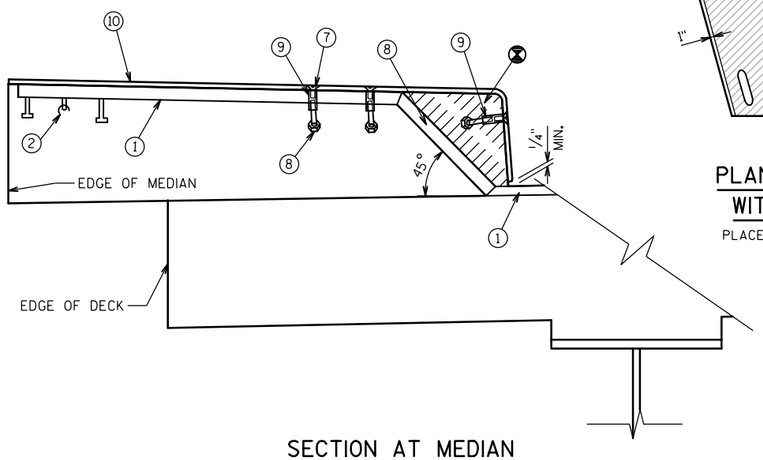


PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE

PLACE SLIP-RESISTANT SURFACE ON TOP OF WALKING SURFACE IN SHADED AREA ONLY



SECTION C-C



SECTION AT MEDIAN

NOTE

SEE "EXPANSION JOINT" AND "EXPANSION JOINT REINFORCEMENT" SHEETS FOR ADDITIONAL INFORMATION.

LEGEND

- ⊗ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING
- ◪ JOINT OPENING DIM. ALONG SKEW PLUS ½"
- ☆ MASONRY ANCHORS, TYPE L NO. 5

APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES		
PRODUCT	MANUFACTURER	CONTACT AT
SLIPNOT GRADE 2, STEEL	W.S. MOLNAR COMPANY	1-800-SLIPNOT
ALGRIP, STEEL	ROSS TECHNOLOGY CORP.	1-800-345-8170

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-235

DRAWN BY EAJ | PLANS CK'D. KTM

EXPANSION JOINT DETAILS

SHEET 5 OF 7

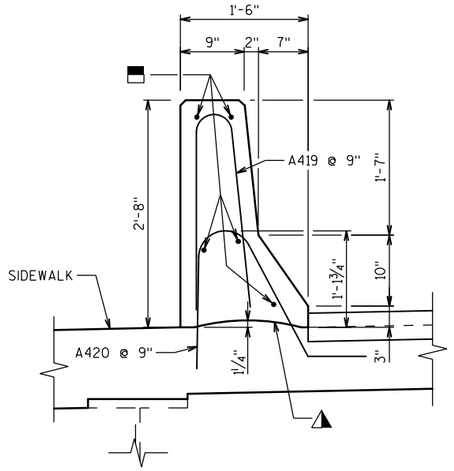
707

8

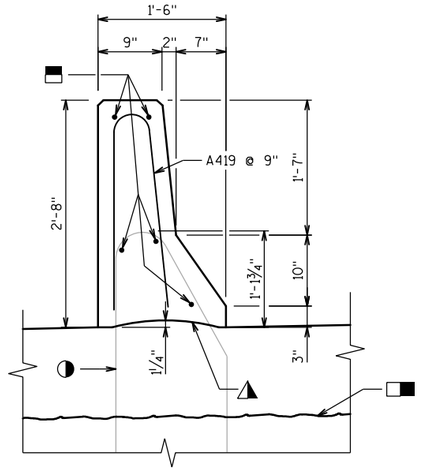
8

FILE NAME : \\milw00\ingrproj\59899\b1\B-67-235\cds\080105_expjt.dgn PLOT DATE : 4/25/2015 7:27:40 AM PLOT BY : ejelinek PLOT NAME : $FILE$ PLOT SCALE : 0.333333:1

STATE PROJECT NUMBER
1060-44-70



SECTION THRU
PARAPET ON BRIDGE
AT JOINT REPAIR ☆ ✳

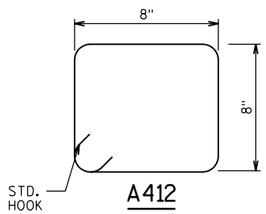


SECTION THRU
PARAPET ON BACKWALL
AT JOINT REPAIR ☆

B-67-235 BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
A501	X	24	8'-0"			PAVING BLOCK - HORIZONTAL STAGE 1
A502	X	30	7'-11"			PAVING BLOCK - HORIZONTAL STAGE 2
A503	X	20	35'-3"			DECK - TRANSVERSE - STAGE 2
A404	X	32	10'-3"			DECK - HORIZ. BETWEEN GIRDERS STAGES 1 & 2
A405	X	8	3'-10"			DECK - HORIZ. BETWEEN GIRDERS STAGE 1
A406	X	8	8'-2"			DECK - HORIZ. BETWEEN GIRDERS STAGE 2
A507	X	20	27'-4"			DECK - TRANSVERSE - STAGE 1
A608	X	40	10'-3"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGES 1 & 2
A409	X	2	4'-0"	X		WALK AT RAIL POSTS
A610	X	10	2'-0"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 1
A611	X	10	8'-2"			DIAPHRAGM - HORIZ. BETWEEN GIRDERS STAGE 2
A412	X	130	3'-2"	X		PAVING BLOCK - STIRRUP
A413	X	140	4'-0"	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A514	X	122	3'-0"	X		PAVING BLOCK - ANCHOR
A515	X	8	3'-7"	X		PAVING BLOCK - ANCHOR
A516	X	4	5'-3"	X		STIRRUPS IN ABUTMENT AT MEDIAN
A417	X	6	2'-6"			MEDIAN TRANSVERSE BARS
A518	X	8	2'-9"	X		MEDIAN STIRRUP
A419	X	16	4'-7"	X		PARAPET - VERTICAL
A420	X	10	4'-3"	X		PARAPET - VERTICAL

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.



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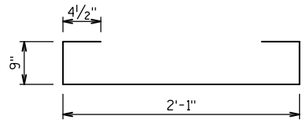

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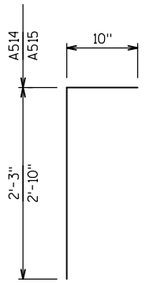
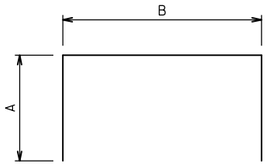
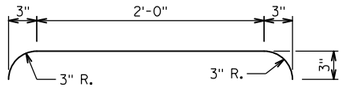


A514, A515



A409, A516

BAR MARK	A	B
A409	1'-9"	8"
A516	1'-5"	2'-8"



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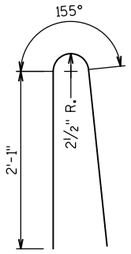

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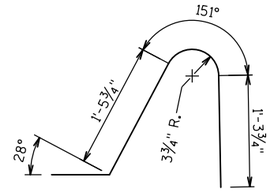


A420

LEGEND

- ◭ EXISTING CONST. JOINT (NEW CONSTRUCTION JOINT SAME LOCATION. STRIKE OFF AND LEAVE ROUGH.)
- ◨ CONST. JOINT LIMIT OF CONCRETE REMOVAL.
- ◓ PRESERVE AND REUSE EXISTING LONGITUDINAL REINFORCEMENT.
- ◑ PRESERVE AND REUSE EXISTING VERTICAL REINFORCEMENT EMBEDDED IN ABUTMENT BACKWALL.
- ☆ FENCE SYSTEM NOT SHOWN IN THIS SECTION. SEE "CHAIN LINK FENCE DETAILS" SHEET FOR FENCE DETAILS.
- ✳ MATCH TOP ELEVATION OF REPLACEMENT PARAPET TO TOP ELEVATION OF EXISTING PARAPET.
- ‡ MASONRY ANCHORS, TYPE L NO. 5

NOTE

SEE EXPANSION JOINT SHEETS FOR ADDITIONAL INFORMATION.

◨ PLACE ONE A409 BAR AT EACH POST IN DECK IN JOINT REPAIR AREAS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-235

DRAWN BY KTM | PLANS CK'D. EAJ

BILL OF BARS AND PARAPET REINFORCEMENT

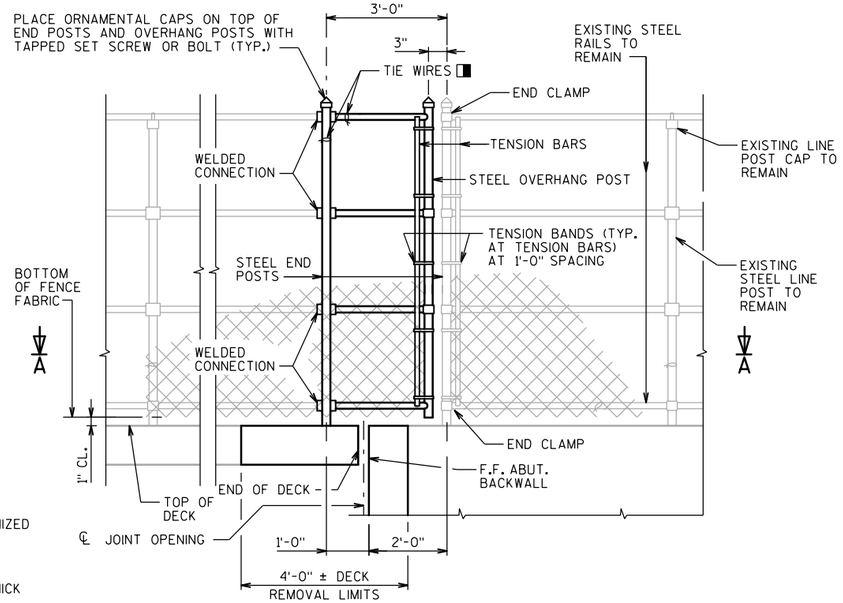
SHEET 6 OF 7

708

8

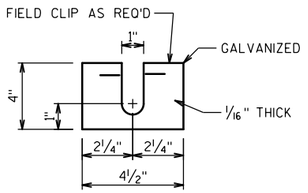
FILE NAME : \\milw00\ingrproj\59899\b1\B-67-235\cds\080106_expjt.dgn PLOT DATE : 4/25/2015 7:27:42 AM PLOT BY : ejelinek PLOT NAME : $FILE$ PLOT SCALE : 0.333333:1

STATE PROJECT NUMBER
1060-44-70



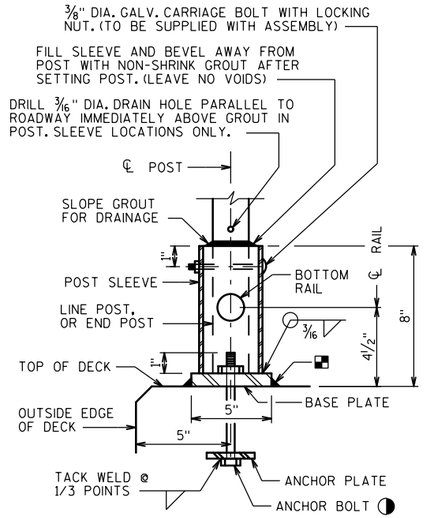
FENCE PART ELEVATION

VIEWING FABRIC SIDE



POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

GENERAL NOTES

EXISTING HORIZONTAL RAILS AND FENCE FABRIC TO BE REUSED AND ATTACHED TO NEW END POST. IF EXISTING FENCE COMPONENTS TO REMAIN ARE DAMAGED DURING CONSTRUCTION, THEY SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST.

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL EXCEPT THE FENCE FABRIC WHICH MAY BE ALUMINUM-COATED STEEL OR GALVANIZED STEEL.

FABRIC SHALL CONFORM TO ASTM A491 OR A392, CLASS 2. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626.

PLACE ALL NUTS ON OUTSIDE OF FENCE.

THE BID ITEM SHALL BE "FENCE REMOVAL AND REPLACEMENT B-67-235", LS.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE ℄ OF THE POST.

▪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

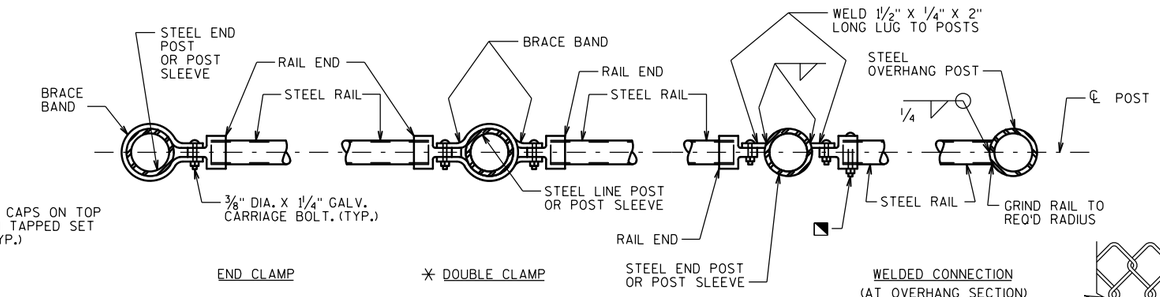
◑ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S", ½" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ☆

☆ MASONRY ANCHOR TYPE S ½-INCH. EMBED 6" IN CONCRETE (EPOXY ANCHORED) MIN. PULLOUT OF 10 KIPS). ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◥ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

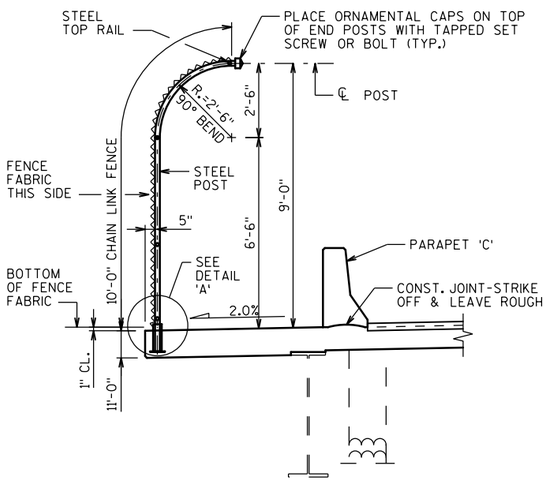
SEE EXPANSION JOINT SHEETS FOR ADDITIONAL INFORMATION.



END CLAMP ✳ DOUBLE CLAMP WELDED CONNECTION (AT OVERHANG SECTION)

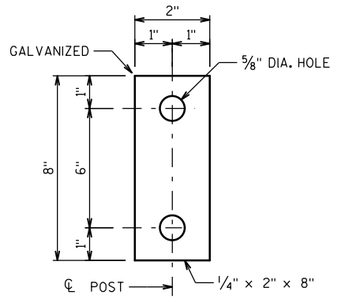
SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

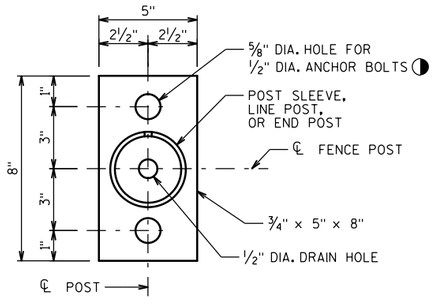


SECTION THRU FENCE

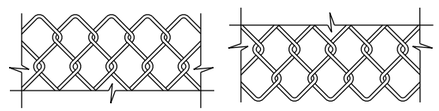
LOOKING NORTH



ANCHOR PLATE



BASE PLATE



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-235

DRAWN BY KTM | PLANS CK'D. EAJ

CHAIN LINK FENCE DETAILS

SHEET 7 OF 7

2

N

CUSHING PARK RD

PROPOSED HIGH-TENSION CABLE BARRIER

948WB 950WB 952WB IH 94 WB 954WB 956WB 958WB 960WB

348EB 350EB 352EB 354EB 356EB 358EB 360EB 362

BORING NO. 9

IH 94 EB

BORING NO. 8

N

CTH C

PROPOSED HIGH-TENSION CABLE BARRIER

PROPOSED HIGH-TENSION CABLE BARRIER

1050WB 1052WB 1054WB 1056WB 1058WB IH 94 WB 1060WB 1062WB 1064W

450EB 452EB 454EB 456EB 458EB 460EB 462EB 464EB

IH 94 EB

BORING NO. 2

BORING NO. 3

STH 83

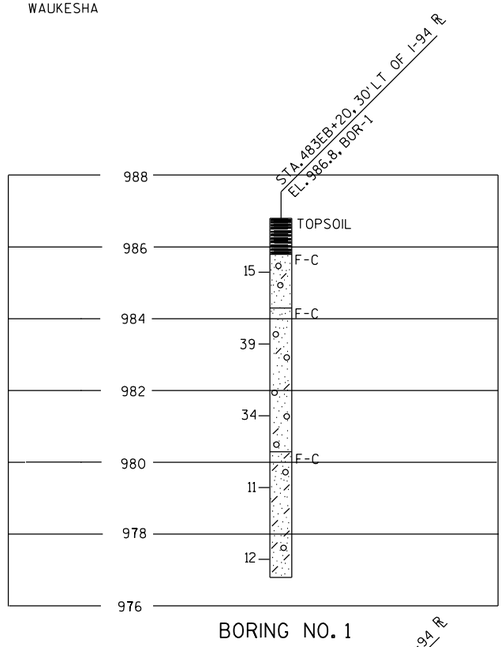
ONLY BORINGS IN PROPOSED HIGH-TENSION CABLE GUARD LOCATIONS SHOWN.

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	SUBSURFACE EXPLORATION	SHEET 710	E

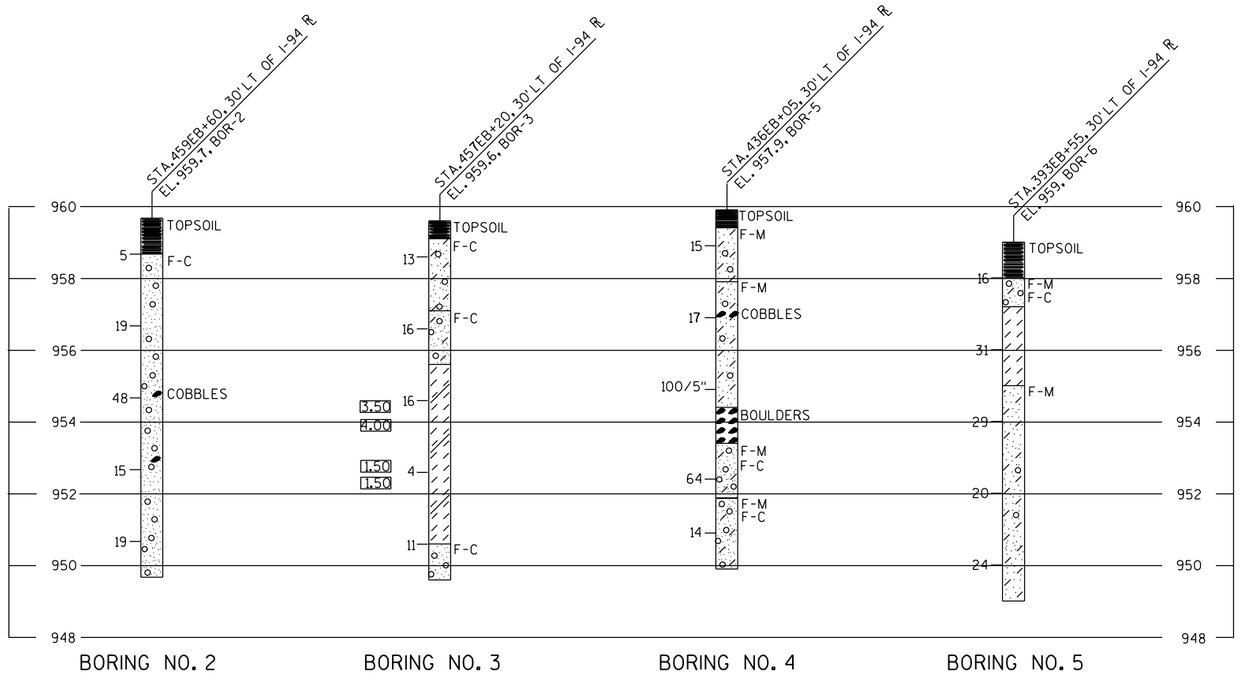
FILE NAME : \\milw00\ingrproj\59899\t1\cds\080201_se.dgn PLOT DATE : 7/15/2015 4:09:50 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

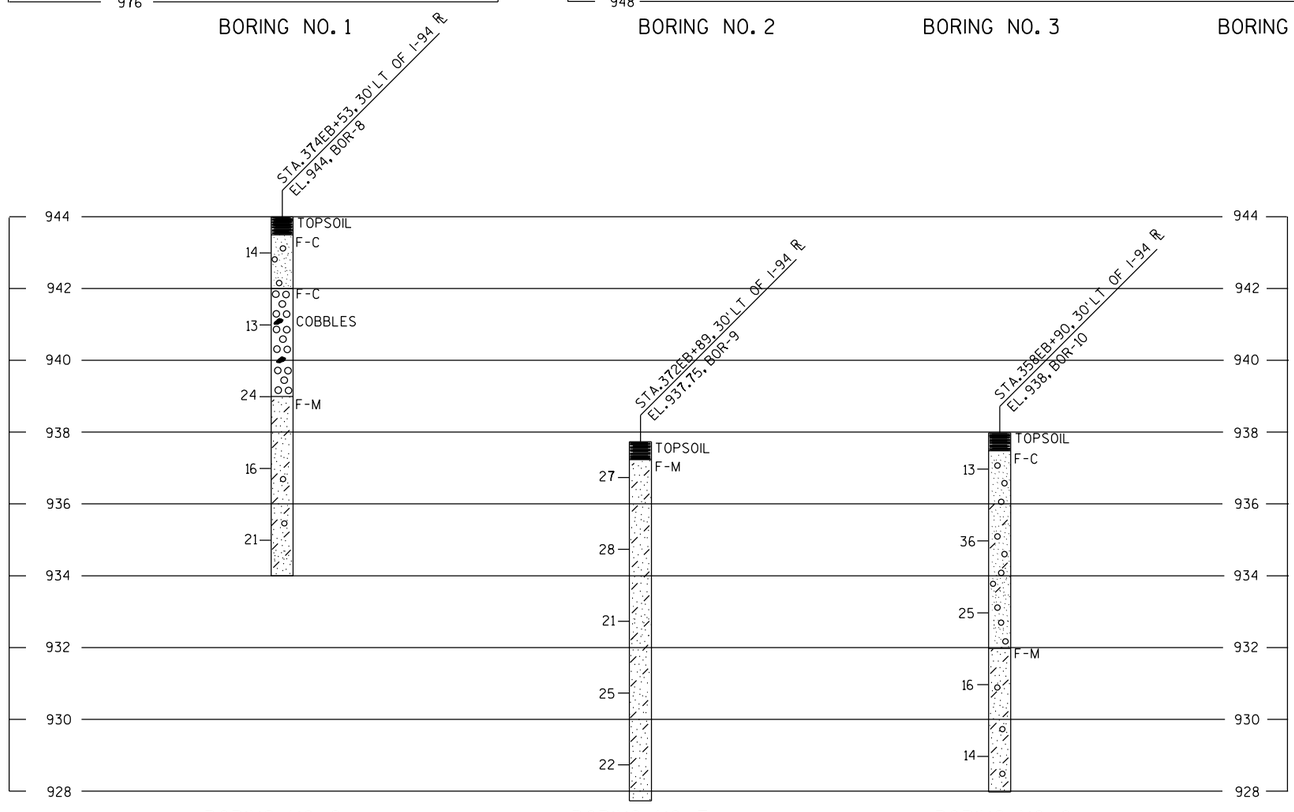
194 CABLE GUARD
WAUKESHA



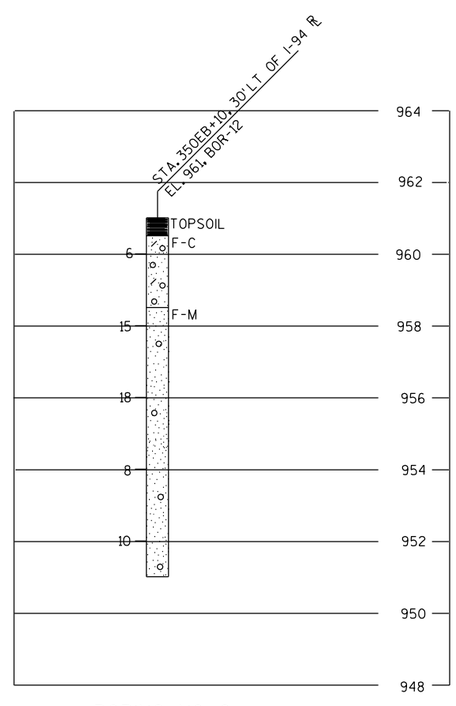
BORING NO. 1



BORING NO. 2 BORING NO. 3 BORING NO. 4 BORING NO. 5



BORING NO. 6 BORING NO. 7 BORING NO. 8



BORING NO. 9

STATE PROJECT NUMBER

1060-44-70

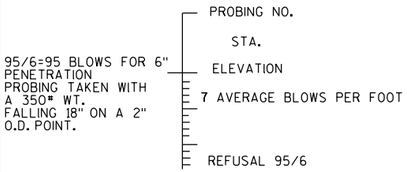
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

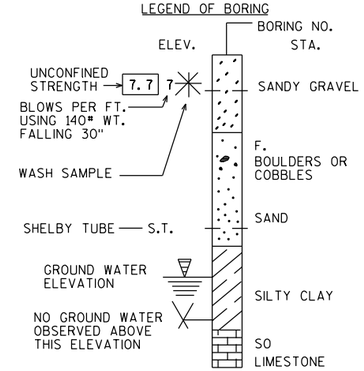
MATERIAL SYMBOLS

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 CABLE GUARD

DRAWN BY L H | PLANS CK'D.

SUBSURFACE EXPLORATION

SHEET 3

8

8

PROJECT NO: 1060-44-70 | HWY: IH 94 | COUNTY: WAUKESHA | SUBSURFACE EXPLORATION | SHEET 711 | E

914WB+32 - 917WB+63			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
914WB+32	91432		6.7	0.0	0.0	0.0	0	0	0.0	0	0.0
914WB+50	91450	18	8.2	0.0	0.0	5.0	0	0	5.0	0	5.0
915WB+00	91500	50	8.0	0.0	0.0	15.0	0	0	20.0	0	20.0
915WB+50	91550	50	7.5	0.0	0.0	14.4	0	0	34.4	0	34.4
916WB+00	91600	50	8.8	0.0	0.0	15.1	0	0	49.5	0	49.5
916WB+50	91650	50	7.0	0.0	0.0	14.7	0	0	64.2	0	64.2
917WB+00	91700	50	8.4	0.0	0.0	14.3	0	0	78.5	0	78.5
917WB+50	91750	50	6.9	0.0	0.0	14.2	0	0	92.7	0	92.7
917WB+63	91763	13	8.1	0.0	0.0	3.6	0	0	96.3	0	96.3
					Column Totals	96.3	0.0	0.0			

929WB+92 - 963WB+25			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	Mass Ordinate
						Note 1	Note 2	Note 3	1.00 Note 1	1.25	Note 8
929WB+92	92992		32.7	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0
930WB+00	93000	8	31.3	0.0	0.0	9.4	0.0	0.0	9.4	0.0	9.4
930WB+50	93050	50	16.6	0.0	7.1	44.3	0.0	6.6	53.7	8.2	45.5
931WB+00	93100	50	12.0	0.0	11.7	26.5	0.0	17.4	80.2	29.9	50.3
931WB+50	93150	50	10.2	0.0	10.8	20.6	0.0	20.8	100.8	55.9	44.9
932WB+00	93200	50	14.4	0.0	7.1	22.8	0.0	16.6	123.5	76.6	46.9
932WB+50	93250	50	22.9	0.0	0.4	34.5	0.0	7.0	158.0	85.3	72.7
933WB+00	93300	50	23.6	0.0	0.1	43.0	0.0	0.5	201.0	85.9	115.1
933WB+50	93350	50	22.2	0.0	0.1	42.5	0.0	0.2	243.5	86.1	157.4
934WB+00	93400	50	14.9	0.0	6.0	34.4	0.0	5.7	277.9	93.2	184.7
934WB+50	93450	50	23.2	0.0	0.0	35.3	0.0	5.6	313.2	100.2	213.0
935WB+00	93500	50	22.6	0.0	0.2	42.5	0.0	0.2	355.7	100.4	255.2
935WB+50	93550	50	26.2	0.0	0.0	45.2	0.0	0.2	400.9	100.6	300.3
936WB+00	93600	50	30.4	0.0	0.0	52.4	0.0	0.0	453.3	100.6	352.7
936WB+50	93650	50	32.8	0.0	0.0	58.5	0.0	0.0	511.8	100.6	411.2
937WB+00	93700	50	28.8	0.0	0.0	57.0	0.0	0.0	568.9	100.6	468.2
937WB+50	93750	50	29.5	0.0	0.0	53.9	0.0	0.0	622.8	100.6	522.1
938WB+00	93800	50	30.3	0.0	0.0	55.3	0.0	0.0	678.1	100.6	577.5
938WB+50	93850	50	25.8	0.0	0.0	51.9	0.0	0.0	730.0	100.6	629.3
939WB+00	93900	50	20.5	0.0	0.5	42.8	0.0	0.4	772.8	101.2	671.6
939WB+50	93950	50	20.8	0.0	0.2	38.2	0.0	0.6	811.0	101.9	709.1
940WB+00	94000	50	20.5	0.0	0.4	38.3	0.0	0.5	849.3	102.6	746.7
940WB+50	94050	50	21.4	0.0	0.2	38.9	0.0	0.5	888.2	103.2	784.9
941WB+00	94100	50	27.3	0.0	0.0	45.1	0.0	0.2	933.2	103.5	829.7
941WB+50	94150	50	31.4	0.0	0.0	54.3	0.0	0.0	987.5	103.5	884.0
942WB+00	94200	50	25.9	0.0	0.1	53.1	0.0	0.1	1040.6	103.6	937.0
942WB+50	94250	50	20.9	0.0	0.7	43.3	0.0	0.8	1084.0	104.6	979.4
943WB+00	94300	50	13.8	0.0	3.2	32.1	0.0	3.6	1116.0	109.1	1006.9
943WB+50	94350	50	11.1	0.0	6.7	23.1	0.0	9.2	1139.1	120.6	1018.5
944WB+00	94400	50	10.8	0.0	10.4	20.3	0.0	15.9	1159.4	140.4	1018.9
944WB+50	94450	50	9.2	0.0	17.0	18.5	0.0	25.4	1177.8	172.2	1005.6
945WB+00	94500	50	12.1	0.0	9.2	19.7	0.0	24.3	1197.5	202.6	994.9
945WB+50	94550	50	9.1	0.0	25.5	19.6	0.0	32.1	1217.1	242.8	974.3
946WB+00	94600	50	9.4	0.0	18.4	17.1	0.0	40.6	1234.2	293.6	940.6
946WB+50	94650	50	10.1	0.0	14.9	18.0	0.0	30.8	1252.2	332.1	920.1
947WB+00	94700	50	11.1	0.0	12.6	19.7	0.0	25.5	1271.9	363.9	907.9
947WB+50	94750	50	12.6	0.0	10.0	22.0	0.0	20.9	1293.9	390.1	903.8
948WB+00	94800	50	18.7	0.0	2.3	29.0	0.0	11.4	1322.8	404.3	918.5
948WB+50	94850	50	9.8	0.0	0.0	26.4	0.0	2.2	1349.2	407.0	942.2
948WB+59	94859	9	5.8	0.0	0.3	2.7	0.0	0.1	1351.9	407.1	944.8

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929WB+92 - 963WB+25			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
AHEAD											
949WB+68	94968		40.0	0.0	2.5	0.0	0.0	0.0	1351.9	407.1	944.8
950WB+00	95000	32	41.1	0.0	0.0	47.4	0.0	1.4	1399.3	408.9	990.4
950WB+50	95050	50	44.5	0.0	0.0	79.2	0.0	0.0	1478.5	408.9	1069.6
951WB+00	95100	50	44.1	0.0	0.0	82.0	0.0	0.0	1560.5	408.9	1151.6
951WB+50	95150	50	42.3	0.0	0.0	80.0	0.0	0.0	1640.4	408.9	1231.6
952WB+00	95200	50	41.3	0.0	0.0	77.3	0.0	0.0	1717.8	408.9	1308.9
952WB+50	95250	50	40.3	0.0	0.0	75.5	0.0	0.0	1793.3	408.9	1384.4
953WB+00	95300	50	41.3	0.0	0.0	75.5	0.0	0.0	1868.8	408.9	1460.0
953WB+50	95350	50	41.5	0.0	0.0	76.6	0.0	0.0	1945.5	408.9	1536.6
954WB+00	95400	50	40.1	0.0	0.0	75.6	0.0	0.0	2021.1	408.9	1612.2
954WB+50	95450	50	36.4	0.0	0.0	70.8	0.0	0.0	2091.9	408.9	1683.1
955WB+00	95500	50	35.1	0.0	0.0	66.2	0.0	0.0	2158.1	408.9	1749.2
955WB+50	95550	50	36.6	0.0	0.0	66.4	0.0	0.0	2224.5	408.9	1815.6
956WB+00	95600	50	38.0	0.0	0.0	69.1	0.0	0.0	2293.6	408.9	1884.7
956WB+50	95650	50	21.9	0.0	0.0	55.5	0.0	0.0	2349.1	408.9	1940.3
957WB+00	95700	50	21.8	0.0	0.0	40.5	0.0	0.0	2389.6	408.9	1980.7
957WB+50	95750	50	20.0	0.0	0.0	38.6	0.0	0.0	2428.2	408.9	2019.4
958WB+00	95800	50	19.4	0.0	0.0	36.4	0.0	0.0	2464.6	408.9	2055.8
958WB+50	95850	50	18.1	0.0	0.0	34.7	0.0	0.0	2499.4	408.9	2090.5
959WB+00	95900	50	17.9	0.0	0.0	33.4	0.0	0.0	2532.8	408.9	2123.9
959WB+50	95950	50	15.0	0.0	0.0	30.5	0.0	0.0	2563.3	408.9	2154.4
960WB+00	96000	50	14.2	0.0	0.0	27.1	0.0	0.0	2590.4	408.9	2181.5
960WB+50	96050	50	12.9	0.0	0.0	25.1	0.0	0.0	2615.5	408.9	2206.7
961WB+00	96100	50	12.0	0.0	0.0	23.0	0.0	0.0	2638.5	408.9	2229.7
961WB+50	96150	50	10.6	0.0	0.0	20.9	0.0	0.0	2659.4	408.9	2250.6
962WB+00	96200	50	9.1	0.0	0.0	18.2	0.0	0.0	2677.6	408.9	2268.8
962WB+50	96250	50	9.2	0.0	0.0	17.0	0.0	0.0	2694.6	408.9	2285.8
963WB+00	96300	50	9.5	0.0	0.0	17.3	0.0	0.0	2711.9	408.9	2303.1
963WB+25	96325	25	9.5	0.0	0.0	8.8	0.0	0.0	2720.7	408.9	2311.9
					Column Totals	2720.7	0.0	327.1			

1048WB+75 - 1068WB+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
1048WB+75	104875		5.5	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0
1049WB+00	104900	25	5.4	0.0	0.0	5.0	0.0	0.0	5.0	0	5.0
1049WB+50	104950	50	5.9	0.0	0.0	10.4	0.0	0.0	15.4	0	15.4
1050WB+00	105000	50	8.8	0.0	0.0	13.6	0.0	0.0	29.0	0	29.0
1050WB+50	105050	50	12.0	0.0	0.0	19.3	0.0	0.0	48.3	0	48.3
1051WB+00	105100	50	14.6	0.0	0.0	24.6	0.0	0.0	72.9	0	72.9
1051WB+50	105150	50	16.4	0.0	0.0	28.7	0.0	0.0	101.6	0	101.6
1052WB+00	105200	50	18.7	0.0	0.0	32.5	0.0	0.0	134.2	0	134.2
1052WB+50	105250	50	20.0	0.0	0.0	35.9	0.0	0.0	170.1	0	170.1
1053WB+00	105300	50	24.8	0.0	0.0	41.5	0.0	0.0	211.6	0	211.6
1053WB+50	105350	50	32.9	0.0	0.0	53.5	0.0	0.0	265.0	0	265.0
1054WB+00	105400	50	46.5	0.0	0.0	73.5	0.0	0.0	338.5	0	338.5
1054WB+50	105450	50	48.6	0.0	0.0	88.0	0.0	0.0	426.6	0	426.6
1055WB+00	105500	50	49.4	0.0	0.0	90.7	0.0	0.0	517.3	0	517.3
1055WB+50	105550	50	47.0	0.0	0.0	89.2	0.0	0.0	606.5	0	606.5
1056WB+00	105600	50	51.1	0.0	0.0	90.8	0.0	0.0	697.2	0	697.2
1056WB+50	105650	50	56.2	0.0	0.0	99.3	0.0	0.0	796.5	0	796.5
1057WB+00	105700	50	58.5	0.0	0.0	106.1	0.0	0.0	902.6	0	902.6
1057WB+09	105709	9	40.7	0.0	0.0	15.9	0.0	0.0	918.5	0	918.5
BACK											
AHEAD											
1059WB+30	105930		53.2	0.0	0.0	0.0	0.0	0.0	918.5	0	918.5
1059WB+50	105950	20	53.7	0.0	0.0	38.9	0.0	0.0	957.5	0	957.5
1060WB+00	106000	50	48.4	0.0	0.0	94.5	0.0	0.0	1052.0	0	1052.0
1060WB+50	106050	50	47.6	0.0	0.0	88.9	0.0	0.0	1140.9	0	1140.9
1061WB+00	106100	50	48.7	0.0	0.0	89.2	0.0	0.0	1230.0	0	1230.0
1061WB+50	106150	50	48.4	0.0	0.0	89.9	0.0	0.0	1319.9	0	1319.9
1062WB+00	106200	50	47.7	0.0	0.0	89.0	0.0	0.0	1408.9	0	1408.9
1062WB+50	106250	50	49.6	0.0	0.0	90.1	0.0	0.0	1499.0	0	1499.0
1063WB+00	106300	50	47.5	0.0	0.0	89.9	0.0	0.0	1588.9	0	1588.9
1063WB+50	106350	50	40.2	0.0	0.0	81.2	0.0	0.0	1670.1	0	1670.1
1064WB+00	106400	50	33.8	0.0	0.0	68.5	0.0	0.0	1738.6	0	1738.6
1064WB+50	106450	50	34.5	0.0	0.0	63.2	0.0	0.0	1801.8	0	1801.8
1065WB+00	106500	50	32.0	0.0	0.0	61.6	0.0	0.0	1863.4	0	1863.4
1065WB+50	106550	50	30.4	0.0	0.0	57.8	0.0	0.0	1921.2	0	1921.2
1066WB+00	106600	50	28.3	0.0	0.0	54.4	0.0	0.0	1975.6	0	1975.6
1066WB+50	106650	50	25.2	0.0	0.0	49.5	0.0	0.0	2025.1	0	2025.1
1067WB+00	106700	50	5.5	0.0	0.0	28.4	0.0	0.0	2053.5	0	2053.5
1067WB+50	106750	50	5.2	0.0	0.0	9.9	0.0	0.0	2063.4	0	2063.4
1068WB+00	106800	50	5.2	0.0	0.0	9.6	0.0	0.0	2073.0	0	2073.0
					Column Totals	2073.0	0.0	0.0			

1114WB+00 - 1131WB+75			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
1114WB+00	111400		5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1114WB+50	111450	50	5.5	0.0	0.0	10.2	0.0	0.0	10.2	0.0	10.2
1115WB+00	111500	50	8.8	0.0	0.0	13.2	0.0	0.0	23.4	0.0	23.4
1115WB+50	111550	50	11.9	0.0	0.0	19.1	0.0	0.0	42.6	0.0	42.6
1116WB+00	111600	50	14.4	0.0	0.0	24.3	0.0	0.0	66.9	0.0	66.9
1116WB+50	111650	50	16.5	0.0	0.0	28.5	0.0	0.0	95.5	0.0	95.5
1117WB+00	111700	50	18.4	0.0	0.0	32.3	0.0	0.0	127.7	0.0	127.7
1117WB+50	111750	50	18.3	0.0	0.0	34.0	0.0	0.0	161.7	0.0	161.7
1118WB+00	111800	50	16.7	0.0	0.0	32.4	0.0	0.0	194.1	0.0	194.1
1118WB+50	111850	50	16.2	0.0	0.0	30.4	0.0	0.0	224.5	0.0	224.5
1119WB+00	111900	50	23.6	0.0	1.2	36.8	0.0	1.1	261.3	1.2	260.2
1119WB+50	111950	50	14.5	0.0	1.2	35.2	0.0	2.2	296.5	3.3	293.2
1120WB+00	112000	50	16.7	0.0	0.3	28.8	0.0	1.4	325.3	4.7	320.6
1120WB+50	112050	50	16.4	0.0	0.6	30.6	0.0	0.8	355.9	5.5	350.4
1121WB+00	112100	50	19.4	0.0	0.0	33.2	0.0	0.5	389.1	6.1	383.0
1121WB+50	112150	50	21.3	0.0	0.0	37.7	0.0	0.0	426.8	6.1	420.7
1122WB+00	112200	50	31.0	0.0	0.0	48.4	0.0	0.0	475.1	6.1	469.1
1122WB+50	112250	50	13.6	0.0	0.0	41.3	0.0	0.0	516.5	6.1	510.4
BACK											
AHEAD											
1123WB+62	112362		43.7	0.0	0.0	0.0	0.0	0.0	516.5	6.1	510.4
1124WB+00	112400	38	43.8	0.0	0.0	61.7	0.0	0.0	578.1	6.1	572.0
1124WB+50	112450	50	43.9	0.0	0.0	81.2	0.0	0.0	659.3	6.1	653.3
1125WB+00	112500	50	46.2	0.0	0.0	83.4	0.0	0.0	742.8	6.1	736.7
1125WB+50	112550	50	47.4	0.0	0.0	86.7	0.0	0.0	829.5	6.1	823.4
1126WB+00	112600	50	47.6	0.0	0.0	88.0	0.0	0.0	917.5	6.1	911.4
1126WB+50	112650	50	48.8	0.0	0.0	89.3	0.0	0.0	1006.7	6.1	1000.7
1127WB+00	112700	50	50.6	0.0	0.0	92.0	0.0	0.0	1098.8	6.1	1092.7
1127WB+50	112750	50	41.0	0.0	0.0	84.8	0.0	0.0	1183.6	6.1	1177.5
1128WB+00	112800	50	36.8	0.0	0.0	72.1	0.0	0.0	1255.6	6.1	1249.6
1128WB+50	112850	50	37.1	0.0	0.0	68.4	0.0	0.0	1324.1	6.1	1318.0
1129WB+00	112900	50	17.1	0.0	0.0	50.2	0.0	0.0	1374.2	6.1	1368.2
1129WB+50	112950	50	14.8	0.0	0.0	29.6	0.0	0.0	1403.8	6.1	1397.7
1130WB+00	113000	50	12.0	0.0	0.0	24.8	0.0	0.0	1428.6	6.1	1422.5
1130WB+50	113050	50	8.5	0.0	0.0	19.0	0.0	0.0	1447.6	6.1	1441.5
1131WB+00	113100	50	6.2	0.0	0.0	13.6	0.0	0.0	1461.2	6.1	1455.2
1131WB+50	113150	50	6.8	0.0	0.0	12.1	0.0	0.0	1473.3	6.1	1467.2
1131WB+75	113175	25	6.2	0.0	0.0	6.1	0.0	0.0	1479.3	6.1	1473.3
					Column Totals	1479.3	0.0	6.1			

273EB+57 - 294EB+75			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
273EB+57	27357		5.9	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
274EB+00	27400	43	5.7	0.0	0	9.2	0.0	0.0	9.2	0.0	9.2
274EB+50	27450	50	6.4	0.0	0	11.2	0.0	0.0	20.4	0.0	20.4
275EB+00	27500	50	8.7	0.0	0	13.9	0.0	0.0	34.3	0.0	34.3
275EB+50	27550	50	10.7	0.0	0	17.9	0.0	0.0	52.2	0.0	52.2
276EB+00	27600	50	12.3	0.0	0	21.3	0.0	0.0	73.5	0.0	73.5
276EB+50	27650	50	13.6	0.0	0	24.0	0.0	0.0	97.5	0.0	97.5
277EB+00	27700	50	15.0	0.0	0	26.5	0.0	0.0	124.0	0.0	124.0
277EB+50	27750	50	16.4	0.0	0	29.1	0.0	0.0	153.1	0.0	153.1
278EB+00	27800	50	16.9	0.0	0	30.9	0.0	0.0	184.0	0.0	184.0
278EB+50	27850	50	17.2	0.0	0	31.6	0.0	0.0	215.6	0.0	215.6
279EB+00	27900	50	18.1	0.0	0	32.7	0.0	0.0	248.3	0.0	248.3
279EB+50	27950	50	19.1	0.0	0	34.4	0.0	0.0	282.7	0.0	282.7
280EB+00	28000	50	20.0	0.0	0	36.1	0.0	0.0	318.8	0.0	318.8
280EB+50	28050	50	19.7	0.0	0	36.7	0.0	0.0	355.5	0.0	355.5
281EB+00	28100	50	20.4	0.0	0	37.1	0.0	0.0	392.7	0.0	392.7
281EB+50	28150	50	21.5	0.0	0	38.8	0.0	0.0	431.4	0.0	431.4
282EB+00	28200	50	24.4	0.0	0	42.5	0.0	0.0	473.9	0.0	473.9
282EB+50	28250	50	22.6	0.0	0	43.5	0.0	0.0	517.5	0.0	517.5
283EB+00	28300	50	22.9	0.0	0	42.0	0.0	0.0	559.5	0.0	559.5
283EB+50	28350	50	27.4	0.0	0	46.5	0.0	0.0	606.0	0.0	606.0
284EB+00	28400	50	32.4	0.0	0	55.4	0.0	0.0	661.4	0.0	661.4
284EB+50	28450	50	31.3	0.0	0	59.1	0.0	0.0	720.4	0.0	720.4
285EB+00	28500	50	30.3	0.0	0	57.1	0.0	0.0	777.5	0.0	777.5
285EB+50	28550	50	31.2	0.0	0	57.0	0.0	0.0	834.5	0.0	834.5
286EB+00	28600	50	31.6	0.0	0	58.1	0.0	0.0	892.6	0.0	892.6
286EB+50	28650	50	35.5	0.0	0	62.1	0.0	0.0	954.7	0.0	954.7
287EB+00	28700	50	40.1	0.0	0	70.0	0.0	0.0	1024.8	0.0	1024.8
287EB+50	28750	50	40.5	0.0	0	74.6	0.0	0.0	1099.4	0.0	1099.4
288EB+00	28800	50	42.1	0.0	0	76.4	0.0	0.0	1175.8	0.0	1175.8
288EB+50	28850	50	46.7	0.0	0	82.2	0.0	0.0	1258.0	0.0	1258.0
289EB+00	28900	50	45.0	0.0	0	84.9	0.0	0.0	1342.9	0.0	1342.9
289EB+50	28950	50	46.8	0.0	0	84.9	0.0	0.0	1427.8	0.0	1427.8
290EB+00	29000	50	50.9	0.0	0	90.4	0.0	0.0	1518.3	0.0	1518.3
290EB+50	29050	50	47.7	0.0	0	91.3	0.0	0.0	1609.6	0.0	1609.6
291EB+00	29100	50	44.5	0.0	0	85.4	0.0	0.0	1694.9	0.0	1694.9
291EB+50	29150	50	40.5	0.0	0	78.7	0.0	0.0	1773.6	0.0	1773.6
292EB+00	29200	50	34.1	0.0	0	69.1	0.0	0.0	1842.7	0.0	1842.7
292EB+50	29250	50	34.7	0.0	0	63.7	0.0	0.0	1906.3	0.0	1906.3
293EB+00	29300	50	31.3	0.0	0	61.1	0.0	0.0	1967.4	0.0	1967.4
293EB+50	29350	50	34.1	0.0	0	60.5	0.0	0.0	2028.0	0.0	2028.0
294EB+00	29400	50	28.6	0.0	0	58.1	0.0	0.0	2086.0	0.0	2086.0
294EB+50	29450	50	33.3	0.0	0	57.3	0.0	0.0	2143.3	0.0	2143.3
294EB+75	29475	25	6.3	0.0	0.05	18.4	0.0	0.0	2161.7	0.0	2161.7
					Column Totals	2161.7	0.0	0.0			

307EB+70 - 317EB+73			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
307EB+70	30770		2.1	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0
308EB+00	30800	30.0	23.2	0.0	0.7	14.0	0.0	2.3	14.0	2.9	11.7
308EB+50	30850	50.0	22.7	0.0	0.0	42.5	0.0	0.7	56.5	0.8	53.5
309EB+00	30900	50.0	24.5	0.0	0.0	43.7	0.0	0.0	100.2	0.0	97.2
309EB+50	30950	50.0	23.6	0.0	0.0	44.5	0.0	0.0	144.7	0.0	141.7
310EB+00	31000	50.0	20.9	0.0	0.1	41.1	0.0	0.1	185.9	0.1	182.8
310EB+50	31050	50.0	20.8	0.0	0.1	38.6	0.0	0.2	224.4	0.2	221.2
311EB+00	31100	50.0	17.7	0.0	2.0	35.7	0.0	1.9	260.1	2.4	254.9
311EB+50	31150	50.0	12.0	0.0	2.7	27.5	0.0	4.3	287.6	5.4	278.1
312EB+00	31200	50.0	9.4	0.0	3.5	19.8	0.0	5.7	307.4	7.1	292.2
312EB+50	31250	50.0	7.6	0.0	4.6	15.7	0.0	7.5	323.1	9.3	300.5
313EB+00	31300	50.0	7.5	0.0	2.4	14.0	0.0	6.5	337.1	8.1	308.0
313EB+50	31350	50.0	8.4	0.0	0.4	14.7	0.0	2.6	351.9	3.3	320.1
314EB+00	31400	50.0	8.6	0.0	0.0	15.7	0.0	0.3	367.6	0.4	335.5
314EB+50	31450	50.0	5.2	0.0	2.2	12.7	0.0	2.0	380.3	2.6	346.1
315EB+00	31500	50.0	5.9	0.0	0.9	10.2	0.0	2.9	390.5	3.6	353.5
315EB+50	31550	50.0	7.3	0.0	0.3	12.2	0.0	1.1	402.7	1.4	364.6
316EB+00	31600	50.0	8.1	0.0	0.1	14.3	0.0	0.3	416.9	0.4	378.5
316EB+50	31650	50.0	8.5	0.0	0.0	15.4	0.0	0.1	432.3	0.1	393.8
317EB+00	31700	50.0	9.2	0.0	0.0	16.3	0.0	0.0	448.6	0.0	410.1
317EB+50	31750	50.0	8.9	0.0	0.0	16.8	0.0	0.0	465.4	0.0	426.8
317EB+73	31773	22.8	0.0	0.0	0.0	3.8	0.0	0.0	469.1	0.0	430.6
				Column Totals		469.1	0.0	38.5			

330EB+44 - 363EB+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
330EB+44	33044		5.72	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
330EB+50	33050	6	6.38	0.0	0	1.3	0.0	0.0	1.3	0.0	1.3
331EB+00	33100	50	10.34	0.0	0	15.5	0.0	0.0	16.8	0.0	16.8
331EB+50	33150	50	15.06	0.0	0	23.5	0.0	0.0	40.3	0.0	40.3
332EB+00	33200	50	18.49	0.0	0	31.1	0.0	0.0	71.4	0.0	71.4
332EB+50	33250	50	20.56	0.0	0	36.2	0.0	0.0	107.5	0.0	107.5
333EB+00	33300	50	22.16	0.0	0.04	39.6	0.0	0.0	147.1	0.0	147.1
333EB+50	33350	50	21.87	0.0	1.39	40.8	0.0	1.3	187.9	1.7	186.5
334EB+00	33400	50	18.18	0.0	0	37.1	0.0	1.3	225.0	1.6	222.3
334EB+50	33450	50	13.16	0.0	5.61	29.0	0.0	5.2	254.0	6.5	246.1
335EB+00	33500	50	12.92	0.0	3.75	24.1	0.0	8.7	278.1	10.8	261.6
335EB+50	33550	50	15.01	0.0	1.49	25.9	0.0	4.9	304.0	6.1	282.6
336EB+00	33600	50	16.28	0.0	0.48	29.0	0.0	1.8	333.0	2.3	309.8
336EB+50	33650	50	16.52	0.0	0.36	30.4	0.0	0.8	363.3	1.0	339.4
337EB+00	33700	50	16.63	0.0	0.63	30.7	0.0	0.9	394.0	1.1	369.1
337EB+50	33750	50	17.43	0.0	0.69	31.5	0.0	1.2	425.6	1.5	399.5
338EB+00	33800	50	17.28	0.0	0.68	32.1	0.0	1.3	457.7	1.6	430.3
338EB+50	33850	50	15.97	0.0	1.3	30.8	0.0	1.8	488.5	2.3	459.3
339EB+00	33900	50	16.8	0.0	0.89	30.3	0.0	2.0	518.8	2.5	487.6
339EB+50	33950	50	17.47	0.0	0.55	31.7	0.0	1.3	550.6	1.7	518.0
340EB+00	34000	50	17.37	0.0	0.59	32.3	0.0	1.1	582.8	1.3	549.2
340EB+50	34050	50	17.36	0.0	0.38	32.2	0.0	0.9	615.0	1.1	580.5
341EB+00	34100	50	23.71	0.0	0.05	38.0	0.0	0.4	653.0	0.5	618.1
341EB+50	34150	50	25	0.0	0	45.1	0.0	0.0	698.1	0.1	663.1
342EB+00	34200	50	25.02	0.0	0	46.3	0.0	0.0	744.4	0.0	709.5
342EB+50	34250	50	24.38	0.0	0	45.7	0.0	0.0	790.2	0.0	755.2
343EB+00	34300	50	23.29	0.0	0	44.1	0.0	0.0	834.3	0.0	799.3
343EB+50	34350	50	23.31	0.0	0.01	43.1	0.0	0.0	877.4	0.0	842.5
344EB+00	34400	50	24.12	0.0	0	43.9	0.0	0.0	921.4	0.0	886.4
344EB+50	34450	50	33.42	0.0	0	53.3	0.0	0.0	974.6	0.0	939.7
345EB+00	34500	50	42.51	0.0	0	70.3	0.0	0.0	1044.9	0.0	1010.0
345EB+50	34550	50	43.66	0.0	0	79.8	0.0	0.0	1124.7	0.0	1089.7
346EB+00	34600	50	42.7	0.0	0	80.0	0.0	0.0	1204.7	0.0	1169.7
346EB+50	34650	50	43.57	0.0	0	79.9	0.0	0.0	1284.6	0.0	1249.6
347EB+00	34700	50	41.78	0.0	0	79.0	0.0	0.0	1363.6	0.0	1328.6
347EB+50	34750	50	42.57	0.0	0	78.1	0.0	0.0	1441.7	0.0	1406.7
348EB+00	34800	50	41.45	0.0	0	77.8	0.0	0.0	1519.5	0.0	1484.5
348EB+50	34850	50	38.76	0.0	0	74.3	0.0	0.0	1593.8	0.0	1558.8
348EB+82	34882	32	35.64	0.0	0.03	44.1	0.0	0.0	1637.9	0.0	1602.9

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330EB+44 - 363EB+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
AHEAD											
349EB+93	34993		36.49	0.0	0.45	0.0	0.0	0.0	1637.9	0.0	1602.9
350EB+00	35000	7	36.75	0.0	0.03	10.0	0.0	0.1	1647.8	0.1	1612.8
350EB+50	35050	50	41.69	0.0	0	72.6	0.0	0.0	1720.5	0.0	1685.4
351EB+00	35100	50	40.33	0.0	0	75.9	0.0	0.0	1796.4	0.0	1761.3
351EB+50	35150	50	39.49	0.0	0	73.9	0.0	0.0	1870.3	0.0	1835.2
352EB+00	35200	50	36.82	0.0	0	70.7	0.0	0.0	1941.0	0.0	1905.9
352EB+50	35250	50	34.49	0.0	0	66.0	0.0	0.0	2007.0	0.0	1971.9
353EB+00	35300	50	31.04	0.0	0	60.7	0.0	0.0	2067.7	0.0	2032.6
353EB+50	35350	50	29.95	0.0	0	56.5	0.0	0.0	2124.1	0.0	2089.0
354EB+00	35400	50	22.29	0.0	2.03	48.4	0.0	1.9	2172.5	2.3	2135.5
354EB+50	35450	50	13.88	0.0	3.85	33.5	0.0	5.4	2206.0	6.8	2163.6
355EB+00	35500	50	15.29	0.0	3.36	27.0	0.0	6.7	2233.0	8.3	2183.9
355EB+50	35550	50	15.98	0.0	2.82	29.0	0.0	5.7	2262.0	7.2	2207.1
356EB+00	35600	50	16.58	0.0	1.69	30.1	0.0	4.2	2292.1	5.2	2233.1
356EB+50	35650	50	14.59	0.0	1.72	28.9	0.0	3.2	2321.0	3.9	2258.8
357EB+00	35700	50	11.95	0.0	1.67	24.6	0.0	3.1	2345.5	3.9	2280.3
357EB+50	35750	50	13.74	0.0	0.42	23.8	0.0	1.9	2369.3	2.4	2302.1
358EB+00	35800	50	12.41	0.0	0.97	24.2	0.0	1.3	2393.5	1.6	2325.0
358EB+50	35850	50	12.69	0.0	0.03	23.2	0.0	0.9	2416.8	1.2	2347.4
359EB+00	35900	50	10.56	0.0	0	21.5	0.0	0.0	2438.3	0.0	2368.9
359EB+50	35950	50	8.13	0.0	0	17.3	0.0	0.0	2455.6	0.0	2386.2
360EB+00	36000	50	7.8	0.0	0	14.8	0.0	0.0	2470.4	0.0	2400.9
360EB+50	36050	50	6.18	0.0	0	12.9	0.0	0.0	2483.3	0.0	2413.9
361EB+00	36100	50	5.69	0.0	0	11.0	0.0	0.0	2494.3	0.0	2424.8
361EB+50	36150	50	6.05	0.0	0	10.9	0.0	0.0	2505.2	0.0	2435.7
362EB+00	36200	50	6.28	0.0	0	11.4	0.0	0.0	2516.6	0.0	2447.1
362EB+50	36250	50	0.81	0.0	0.34	6.6	0.0	0.3	2523.2	0.4	2453.4
363EB+00	36300	50	0.8	0.0	0.38	1.5	0.0	0.7	2524.6	0.8	2454.2
					Column Totals	2524.6	0.0	70.4			

444EB+25 - 470EB+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
444EB+25	44425		6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
444EB+50	44450	25	6.3	0.0	0.0	5.8	0.0	0.0	5.8	0.0	5.8
445EB+00	44500	50	6.3	0.0	0.0	11.6	0.0	0.0	17.4	0.0	17.4
445EB+50	44550	50	6.6	0.0	0.0	12.0	0.0	0.0	29.4	0.0	29.4
446EB+00	44600	50	6.3	0.0	0.0	12.0	0.0	0.0	41.4	0.0	41.4
446EB+50	44650	50	6.2	0.0	0.0	11.5	0.0	0.0	52.9	0.0	52.9
447EB+00	44700	50	6.3	0.0	0.0	11.5	0.0	0.0	64.4	0.0	64.4
447EB+50	44750	50	15.9	0.0	0.7	20.5	0.0	0.6	85.0	0.8	84.3
448EB+00	44800	50	15.3	0.0	0.9	28.9	0.0	1.4	113.9	1.8	111.8
448EB+50	44850	50	12.7	0.0	3.0	25.9	0.0	3.6	139.7	4.5	134.1
449EB+00	44900	50	14.5	0.0	5.5	25.1	0.0	7.8	164.9	9.8	151.4
449EB+50	44950	50	14.4	0.0	8.9	26.7	0.0	13.3	191.6	16.6	164.8
450EB+00	45000	50	14.2	0.0	11.3	26.4	0.0	18.7	218.0	23.4	172.5
450EB+50	45050	50	14.2	0.0	12.1	26.3	0.0	21.6	244.2	27.1	177.2
451EB+00	45100	50	14.0	0.0	15.8	26.1	0.0	25.9	270.4	32.3	177.4
451EB+50	45150	50	13.9	0.0	18.0	25.8	0.0	31.3	296.2	39.2	171.9
452EB+00	45200	50	14.1	0.0	17.1	25.9	0.0	32.5	322.1	40.7	165.3
452EB+50	45250	50	17.6	0.0	7.5	29.4	0.0	22.8	351.5	28.5	171.9
453EB+00	45300	50	23.7	0.0	3.6	38.2	0.0	10.3	389.7	12.8	199.8
453EB+50	45350	50	40.3	0.0	0.8	59.2	0.0	4.0	448.9	5.1	255.0
454EB+00	45400	50	42.7	0.0	0.1	76.9	0.0	0.8	525.8	1.0	331.1
454EB+50	45450	50	43.6	0.0	0.0	79.9	0.0	0.1	605.7	0.1	410.9
455EB+00	45500	50	43.5	0.0	0.0	80.7	0.0	0.0	686.4	0.0	491.6
455EB+50	45550	50	40.0	0.0	0.0	77.3	0.0	0.0	763.8	0.0	568.9
456EB+00	45600	50	40.7	0.0	0.0	74.7	0.0	0.0	838.4	0.0	643.6
456EB+50	45650	50	37.5	0.0	0.0	72.4	0.0	0.0	910.8	0.0	716.0
457EB+00	45700	50	39.0	0.0	0.0	70.8	0.0	0.0	981.7	0.0	786.9
457EB+24	45724	24	36.8	0.0	0.0	34.1	0.0	0.0	1015.8	0.0	821.0

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444EB+25 - 470EB+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
AHEAD											
459EB+46	45946		40.8	0.0	0.0	0.0	0.0	0.0	1015.8	0.0	821.0
459EB+50	45950	4	36.8	0.0	0.8	5.6	0.0	0.1	1021.4	0.1	826.6
460EB+00	46000	50	35.6	0.0	0.6	67.1	0.0	1.3	1088.5	1.6	892.4
460EB+50	46050	50	32.7	0.0	0.4	63.2	0.0	0.9	1151.8	1.2	954.7
461EB+00	46100	50	29.0	0.0	1.1	57.0	0.0	1.4	1208.8	1.8	1010.3
461EB+50	46150	50	30.5	0.0	1.6	55.1	0.0	2.5	1263.9	3.1	1062.9
462EB+00	46200	50	31.6	0.0	2.2	57.5	0.0	3.5	1321.3	4.4	1116.8
462EB+50	46250	50	33.3	0.0	3.3	60.1	0.0	5.1	1381.4	6.4	1171.8
463EB+00	46300	50	27.6	0.0	3.8	56.4	0.0	6.6	1437.8	8.3	1221.6
463EB+50	46350	50	22.5	0.0	4.6	46.4	0.0	7.8	1484.3	9.8	1260.2
464EB+00	46400	50	16.7	0.0	6.5	36.3	0.0	10.2	1520.6	12.8	1286.3
464EB+50	46450	50	15.1	0.0	8.1	29.4	0.0	13.4	1550.0	16.8	1302.3
465EB+00	46500	50	14.1	0.0	12.1	27.0	0.0	18.7	1576.9	23.3	1310.6
465EB+50	46550	50	15.4	0.0	6.2	27.3	0.0	16.9	1604.2	21.1	1320.9
466EB+00	46600	50	16.2	0.0	2.1	29.3	0.0	7.6	1633.5	9.5	1342.6
466EB+50	46650	50	15.6	0.0	0.5	29.5	0.0	2.4	1663.0	3.0	1369.6
467EB+00	46700	50	17.4	0.0	0.0	30.5	0.0	0.5	1693.5	0.6	1399.7
467EB+50	46750	50	16.8	0.0	0.0	31.6	0.0	0.0	1725.2	0.0	1431.3
468EB+00	46800	50	14.9	0.0	0.0	29.3	0.0	0.0	1754.5	0.0	1460.6
468EB+50	46850	50	12.5	0.0	0.0	25.3	0.0	0.0	1779.8	0.0	1485.9
469EB+00	46900	50	9.9	0.0	0.0	20.7	0.0	0.0	1800.5	0.0	1506.6
469EB+50	46950	50	7.6	0.0	0.0	16.2	0.0	0.0	1816.7	0.0	1522.8
470EB+00	47000	50	6.1	0.0	0.0	12.7	0.0	0.0	1829.4	0.0	1535.5
				Column Totals		1829.4	0.0	293.8			

507EB+50 - 532EB+14			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
507EB+50	50750		10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
508EB+00	50800	50	9.9	0.0	0.0	18.5	0.0	0.0	18.5	0.0	18.5
508EB+50	50850	50	9.9	0.0	0.0	18.3	0.0	0.0	36.8	0.0	36.8
509EB+00	50900	50	5.9	0.0	0.0	14.6	0.0	0.0	51.4	0.0	51.4
509EB+50	50950	50	15.5	0.0	0.0	19.8	0.0	0.0	71.2	0.0	71.2
510EB+00	51000	50	5.9	0.0	0.0	19.8	0.0	0.0	90.9	0.0	90.9
510EB+50	51050	50	7.2	0.0	0.0	12.1	0.0	0.0	103.0	0.0	103.0
511EB+00	51100	50	22.4	0.0	0.0	27.4	0.0	0.0	130.4	0.0	130.4
511EB+50	51150	50	17.0	0.0	0.0	36.5	0.0	0.0	166.9	0.0	166.9
512EB+00	51200	50	13.3	0.0	0.0	28.1	0.0	0.0	195.0	0.0	195.0
512EB+50	51250	50	15.7	0.0	0.0	26.8	0.0	0.0	221.8	0.0	221.8
513EB+00	51300	50	17.3	0.0	0.0	30.5	0.0	0.0	252.3	0.0	252.3
513EB+50	51350	50	15.4	0.0	0.1	30.2	0.0	0.1	282.5	0.1	282.5
514EB+00	51400	50	27.9	0.0	14.6	40.0	0.0	13.6	322.6	17.0	308.9
514EB+50	51450	50	13.9	0.0	1.7	38.7	0.0	15.1	361.3	18.8	332.6
515EB+00	51500	50	21.2	0.0	0.9	32.5	0.0	2.4	393.8	3.0	362.7
515EB+50	51550	50	32.6	0.0	0.2	49.8	0.0	1.1	443.6	1.3	411.4
516EB+00	51600	50	32.8	0.0	0.2	60.6	0.0	0.4	504.2	0.5	471.6
516EB+50	51650	50	28.9	0.0	0.4	57.1	0.0	0.6	561.3	0.7	528.1
517EB+00	51700	50	39.8	0.0	0.5	63.6	0.0	0.8	624.9	0.9	591.0
517EB+50	51750	50	22.6	0.0	1.1	57.8	0.0	1.4	682.6	1.8	647.3
518EB+00	51800	50	22.7	0.0	0.2	41.9	0.0	1.2	724.5	1.5	688.0
518EB+50	51850	50	26.6	0.0	0.0	45.6	0.0	0.2	770.1	0.3	733.4
519EB+00	51900	50	82.3	0.0	0.0	100.9	0.0	0.0	871.0	0.0	834.3
519EB+50	51950	50	46.1	0.0	0.0	118.9	0.0	0.0	989.8	0.0	953.1
520EB+00	52000	50	40.9	0.0	0.0	80.5	0.0	0.0	1070.4	0.0	1033.7
520EB+50	52050	50	38.9	0.0	0.1	73.9	0.0	0.0	1144.3	0.1	1107.5
521EB+00	52100	50	41.9	0.0	0.1	74.9	0.0	0.2	1219.2	0.2	1182.2
521EB+50	52150	50	39.8	0.0	0.0	75.7	0.0	0.1	1294.8	0.2	1257.8
522EB+00	52200	50	35.7	0.0	0.2	69.9	0.0	0.2	1364.7	0.3	1327.4
522EB+50	52250	50	39.0	0.0	4.1	69.2	0.0	4.0	1433.9	5.0	1392.6
522EB+76	52276	26	65.5	0.0	0.0	50.2	0.0	2.0	1484.1	2.5	1440.8

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507EB+50 - 532EB+14			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
AHEAD											
523EB+87	52387		1.33	0.0	0.07	0.0	0.0	0.0	1484.1	2.5	1440.8
524EB+00	52400	13	25.59	0.0	0	6.5	0.0	0.0	1490.6	0.0	1447.3
524EB+50	52450	50	15.6	0.0	1.74	38.1	0.0	1.6	1528.7	2.0	1483.8
525EB+00	52500	50	14.04	0.0	1.58	27.4	0.0	3.1	1556.1	3.8	1508.2
525EB+50	52550	50	13.71	0.0	0.8	25.7	0.0	2.2	1581.8	2.8	1531.6
526EB+00	52600	50	13.58	0.0	0.54	25.3	0.0	1.2	1607.1	1.6	1555.7
526EB+50	52650	50	12.55	0.0	0.96	24.2	0.0	1.4	1631.3	1.7	1578.5
527EB+00	52700	50	14.07	0.0	1.53	24.6	0.0	2.3	1655.9	2.9	1600.8
527EB+50	52750	50	14.05	0.0	2.05	26.0	0.0	3.3	1682.0	4.1	1623.5
528EB+00	52800	50	16.54	0.0	1.42	28.3	0.0	3.2	1710.3	4.0	1648.7
528EB+50	52850	50	15.66	0.0	1.03	29.8	0.0	2.3	1740.1	2.8	1676.2
529EB+00	52900	50	15.34	0.0	0.09	28.7	0.0	1.0	1768.8	1.3	1703.9
529EB+50	52950	50	12.44	0.0	0.75	25.7	0.0	0.8	1794.5	1.0	1728.8
530EB+00	53000	50	15.06	0.0	0	25.5	0.0	0.7	1820.0	0.9	1753.6
530EB+50	53050	50	12.46	0.0	0	25.5	0.0	0.0	1845.5	0.0	1779.1
531EB+00	53100	50	9.24	0.0	0	20.1	0.0	0.0	1865.6	0.0	1799.2
531EB+50	53150	50	5.91	0.0	0	14.0	0.0	0.0	1879.6	0.0	1813.2
532EB+00	53200	50	5.89	0.0	0	10.9	0.0	0.0	1890.5	0.0	1824.1
532EB+14	53214	14	5.84	0.0	0	3.1	0.0	0.0	1893.6	0.0	1827.2
				Column Totals		1893.6	0.0	66.4			

273EB+57 - 294EB+75			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill	Mass Ordinate
						Note 1	Note 2	Note 3	1.00 Note 1	1.25	Note 8
273EB+57	27357		6.1	0.0	5.94	0.0	0.0	0.0	0.0	0.0	0.0
274EB+00	27400	43	5.76	0.0	5.67	9.4	0.0	9.2	9.4	11.5	0.2
274EB+50	27450	50	6.54	0.0	6.39	11.4	0.0	11.2	20.8	14.0	0.4
275EB+00	27500	50	9.16	0.0	8.66	14.5	0.0	13.9	35.4	17.4	1.0
275EB+50	27550	50	11.64	0.0	10.69	19.3	0.0	17.9	54.6	22.4	2.4
276EB+00	27600	50	13.66	0.0	12.3	23.4	0.0	21.3	78.0	26.6	4.5
276EB+50	27650	50	15.48	0.0	13.6	27.0	0.0	24.0	105.0	30.0	7.5
277EB+00	27700	50	17.16	0.0	15.02	30.2	0.0	26.5	135.3	33.1	11.2
277EB+50	27750	50	19.21	0.0	16.42	33.7	0.0	29.1	168.9	36.4	15.8
278EB+00	27800	50	21.23	0.0	16.96	37.4	0.0	30.9	206.4	38.6	22.3
278EB+50	27850	50	22.99	0.0	17.25	40.9	0.0	31.7	247.3	39.6	31.6
279EB+00	27900	50	24.37	0.0	18.09	43.9	0.0	32.7	291.2	40.9	42.7
279EB+50	27950	50	25.45	0.0	19.06	46.1	0.0	34.4	337.3	43.0	54.5
280EB+00	28000	50	26.52	0.0	19.96	48.1	0.0	36.1	385.4	45.2	66.4
280EB+50	28050	50	27.95	0.0	19.72	50.4	0.0	36.7	435.9	45.9	80.1
281EB+00	28100	50	28.89	0.0	20.43	52.6	0.0	37.2	488.5	46.5	95.6
281EB+50	28150	50	29.25	0.0	21.48	53.8	0.0	38.8	542.3	48.5	110.6
282EB+00	28200	50	30.63	0.0	24.46	55.4	0.0	42.5	597.8	53.2	123.5
282EB+50	28250	50	31.17	0.0	22.57	57.2	0.0	43.5	655.0	54.4	137.2
283EB+00	28300	50	31.28	0.0	22.86	57.8	0.0	42.1	712.8	52.6	153.0
283EB+50	28350	50	31.29	0.0	27.37	57.9	0.0	46.5	770.7	58.1	164.4
284EB+00	28400	50	31.28	0.0	32.45	57.9	0.0	55.4	828.7	69.2	166.9
284EB+50	28450	50	31.29	0.0	31.37	57.9	0.0	59.1	886.6	73.9	165.8
285EB+00	28500	50	31.28	0.0	30.35	57.9	0.0	57.1	944.5	71.4	166.6
285EB+50	28550	50	31.29	0.0	31.2	57.9	0.0	57.0	1002.5	71.2	167.5
286EB+00	28600	50	31.28	0.0	31.57	57.9	0.0	58.1	1060.4	72.7	167.3
286EB+50	28650	50	31.28	0.0	35.55	57.9	0.0	62.1	1118.3	77.7	163.1
287EB+00	28700	50	31.29	0.0	40.13	57.9	0.0	70.1	1176.3	87.6	151.0
287EB+50	28750	50	31.29	0.0	40.5	57.9	0.0	74.7	1234.2	93.3	134.3
288EB+00	28800	50	31.28	0.0	42.08	57.9	0.0	76.5	1292.2	95.6	115.7
288EB+50	28850	50	31.28	0.0	46.71	57.9	0.0	82.2	1350.1	102.8	91.4
289EB+00	28900	50	31.29	0.0	44.98	57.9	0.0	84.9	1408.0	106.1	64.5
289EB+50	28950	50	31.29	0.0	46.79	57.9	0.0	85.0	1466.0	106.2	37.4
290EB+00	29000	50	31.28	0.0	50.92	57.9	0.0	90.5	1523.9	113.1	4.9
290EB+50	29050	50	31.29	0.0	47.75	57.9	0.0	91.4	1581.8	114.2	-28.5
291EB+00	29100	50	31.28	0.0	44.47	57.9	0.0	85.4	1639.8	106.7	-56.0
291EB+50	29150	50	31.28	0.0	40.5	57.9	0.0	78.7	1697.7	98.3	-76.7
292EB+00	29200	50	31.28	0.0	34.08	57.9	0.0	69.1	1755.6	86.3	-87.8
292EB+50	29250	50	31.28	0.0	34.72	57.9	0.0	63.7	1813.5	79.6	-93.6
293EB+00	29300	50	31.28	0.0	31.27	57.9	0.0	61.1	1871.5	76.4	-96.8
293EB+50	29350	50	31.29	0.0	34.14	57.9	0.0	60.6	1929.4	75.7	-99.4
294EB+00	29400	50	31.23	0.0	28.6	57.9	0.0	58.1	1987.3	72.6	-99.6
294EB+50	29450	50	31.18	0.0	33.32	57.8	0.0	57.3	2045.1	71.7	-99.2
294EB+75	29475	25	7.46	0.0	4.46	17.9	0.0	17.5	2063.0	21.9	-98.8
					Column Totals	2063.0	0.0	2161.8			

307EB+70 - 317EB+65			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
307EB+70	30770		8.6	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0
308EB+00	30800	30.0	31.2	0.0	21.3	22.1	0.0	13.4	22.1	16.8	8.7
308EB+50	30850	50.0	31.1	0.0	21.8	57.7	0.0	39.8	79.8	49.8	26.6
309EB+00	30900	50.0	30.9	0.0	23.1	57.4	0.0	41.6	137.2	51.9	42.4
309EB+50	30950	50.0	31.4	0.0	20.3	57.7	0.0	40.2	194.9	50.2	59.9
310EB+00	31000	50.0	31.5	0.0	18.1	58.2	0.0	35.5	253.1	44.4	82.6
310EB+50	31050	50.0	31.5	0.0	17.7	58.3	0.0	33.1	311.4	41.4	107.8
311EB+00	31100	50.0	30.4	0.0	12.1	57.3	0.0	27.6	368.7	34.5	137.6
311EB+50	31150	50.0	27.1	0.0	10.0	53.2	0.0	20.5	421.9	25.6	170.3
312EB+00	31200	50.0	23.7	0.0	10.8	47.0	0.0	19.3	468.9	24.1	198.0
312EB+50	31250	50.0	20.4	0.0	11.2	40.8	0.0	20.4	509.7	25.5	218.4
313EB+00	31300	50.0	17.0	0.0	10.9	34.6	0.0	20.5	544.4	25.6	232.6
313EB+50	31350	50.0	13.7	0.0	10.2	28.4	0.0	19.5	572.8	24.4	241.5
314EB+00	31400	50.0	9.6	0.0	6.3	21.5	0.0	15.2	594.3	19.0	247.8
314EB+50	31450	50.0	20.8	0.0	19.3	28.1	0.0	23.6	622.5	29.6	252.2
315EB+00	31500	50.0	21.0	0.0	18.3	38.7	0.0	34.8	661.1	43.5	256.1
315EB+50	31550	50.0	20.9	0.0	17.3	38.8	0.0	33.0	699.9	41.3	261.9
316EB+00	31600	50.0	21.4	0.0	16.3	39.1	0.0	31.2	739.0	39.0	269.8
316EB+50	31650	50.0	22.1	0.0	16.0	40.2	0.0	30.0	779.2	37.5	280.0
317EB+00	31700	50.0	21.7	0.0	16.6	40.5	0.0	30.2	819.7	37.8	290.3
317EB+50	31750	50.0	21.7	0.0	14.8	40.2	0.0	29.1	859.9	36.4	301.4
317EB+65	31765	15.0	20.3	0.0	13.6	11.7	0.0	7.9	871.5	9.9	305.2
					Column Totals	871.5	0.0	566.3			

329EB+93 - 364EB+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
329EB+93	32993		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
330EB+00	33000	7	20.7	0.0	0.0	2.5	0.0	0.0	2.5	0.0	2.5
330EB+50	33050	50	51.6	0.0	17.9	67.0	0.0	16.6	69.5	20.7	52.9
331EB+00	33100	50	42.6	0.0	24.1	87.3	0.0	38.9	156.8	69.4	101.2
331EB+50	33150	50	41.2	0.0	23.5	77.6	0.0	44.1	234.4	124.5	134.7
332EB+00	33200	50	41.5	0.0	24.3	76.6	0.0	44.2	310.9	179.8	167.1
332EB+50	33250	50	41.8	0.0	14.8	77.1	0.0	36.2	388.0	225.0	208.0
333EB+00	33300	50	36.9	0.0	20.9	72.8	0.0	33.1	460.8	266.3	247.7
333EB+50	33350	50	39.1	0.0	23.5	70.3	0.0	41.1	531.1	317.7	277.0
334EB+00	33400	50	39.4	0.0	43.1	72.6	0.0	61.6	603.7	394.7	287.9
334EB+50	33450	50	41.8	0.0	31.1	75.2	0.0	68.7	678.9	480.6	294.4
335EB+00	33500	50	41.5	0.0	27.2	77.1	0.0	54.0	756.0	548.0	317.6
335EB+50	33550	50	39.1	0.0	24.6	74.7	0.0	48.0	830.7	608.0	344.3
336EB+00	33600	50	39.2	0.0	17.4	72.5	0.0	38.9	903.2	656.7	377.9
336EB+50	33650	50	41.6	0.0	15.2	74.8	0.0	30.2	978.0	694.4	422.5
337EB+00	33700	50	39.4	0.0	16.6	75.0	0.0	29.5	1053.0	731.2	468.1
337EB+50	33750	50	41.8	0.0	20.7	75.2	0.0	34.6	1128.2	774.4	508.7
338EB+00	33800	50	42.2	0.0	17.0	77.8	0.0	34.9	1206.1	818.0	551.6
338EB+50	33850	50	40.0	0.0	20.3	76.1	0.0	34.6	1282.1	861.3	593.1
339EB+00	33900	50	42.3	0.0	21.4	76.2	0.0	38.7	1358.3	909.6	630.7
339EB+50	33950	50	40.0	0.0	21.7	76.2	0.0	39.9	1434.6	959.5	667.0
340EB+00	34000	50	40.0	0.0	21.7	74.0	0.0	40.2	1508.6	1009.7	700.8
340EB+50	34050	50	40.0	0.0	20.1	74.0	0.0	38.7	1582.6	1058.1	736.1
341EB+00	34100	50	38.2	0.0	16.8	72.3	0.0	34.2	1655.0	1100.9	774.3
341EB+50	34150	50	36.6	0.0	17.7	69.2	0.0	31.9	1724.2	1140.7	811.6
342EB+00	34200	50	35.1	0.0	11.5	66.4	0.0	27.0	1790.6	1174.5	850.9
342EB+50	34250	50	33.4	0.0	17.3	63.4	0.0	26.6	1854.0	1207.8	887.7
343EB+00	34300	50	31.9	0.0	30.3	60.4	0.0	44.0	1914.4	1262.9	904.1
343EB+50	34350	50	29.8	0.0	40.4	57.1	0.0	65.5	1971.5	1344.7	895.8
344EB+00	34400	50	27.9	0.0	45.5	53.5	0.0	79.5	2025.0	1444.1	869.7
344EB+50	34450	50	13.8	0.0	40.5	38.6	0.0	79.5	2063.6	1543.5	828.8
345EB+00	34500	50	25.7	0.0	38.6	36.5	0.0	73.2	2100.2	1635.0	792.1
345EB+50	34550	50	27.8	0.0	39.3	49.5	0.0	72.1	2149.6	1725.2	769.5
346EB+00	34600	50	24.9	0.0	42.4	48.7	0.0	75.6	2198.4	1819.8	742.6
346EB+50	34650	50	25.3	0.0	40.6	46.4	0.0	76.8	2244.8	1915.8	712.1
347EB+00	34700	50	16.0	0.0	33.3	38.2	0.0	68.4	2283.0	2001.3	682.0
347EB+50	34750	50	25.1	0.0	33.0	38.1	0.0	61.4	2321.1	2078.1	658.6
348EB+00	34800	50	24.6	0.0	22.3	46.0	0.0	51.3	2367.1	2142.2	653.3
348EB+50	34850	50	25.8	0.0	16.5	46.7	0.0	35.9	2413.8	2187.2	664.1
348EB+90	34890	40	0.0	0.0	0.0	18.9	0.0	12.0	2432.8	2202.2	671.0

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329EB+93 - 364EB+00			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
AHEAD											
350EB+00	35000		19.8	0.0	2.1	0.0	0.0	0.0	2413.8	2202.2	671.0
350EB+50	35050	50	42.9	0.0	3.7	58.1	0.0	5.4	2471.9	2209.0	723.6
351EB+00	35100	50	26.8	0.0	5.2	64.5	0.0	8.3	2536.4	2219.4	779.8
351EB+50	35150	50	29.7	0.0	5.5	52.3	0.0	10.0	2588.7	2231.9	822.1
352EB+00	35200	50	31.7	0.0	4.7	56.8	0.0	9.5	2645.5	2243.7	869.5
352EB+50	35250	50	32.6	0.0	2.8	59.5	0.0	7.0	2705.0	2252.4	922.0
353EB+00	35300	50	38.6	0.0	1.2	65.9	0.0	3.7	2770.9	2257.1	984.2
353EB+50	35350	50	39.5	0.0	1.4	72.3	0.0	2.4	2843.2	2260.1	1054.1
354EB+00	35400	50	60.3	0.0	24.7	92.3	0.0	24.1	2935.5	2290.2	1122.3
354EB+50	35450	50	62.3	0.0	26.2	113.5	0.0	47.1	3049.0	2349.1	1188.6
355EB+00	35500	50	62.7	0.0	18.6	115.8	0.0	41.5	3164.8	2401.0	1262.9
355EB+50	35550	50	62.7	0.0	19.1	116.2	0.0	34.8	3281.0	2444.5	1344.3
356EB+00	35600	50	70.3	0.0	40.4	123.2	0.0	55.1	3404.2	2513.4	1412.3
356EB+50	35650	50	67.2	0.0	36.9	127.3	0.0	71.6	3531.5	2603.0	1468.0
357EB+00	35700	50	62.6	0.0	47.0	120.2	0.0	77.7	3651.7	2700.1	1510.5
357EB+50	35750	50	58.1	0.0	46.2	111.7	0.0	86.3	3763.4	2807.9	1536.0
358EB+00	35800	50	53.1	0.0	44.7	102.9	0.0	84.2	3866.3	2913.2	1554.7
358EB+50	35850	50	49.2	0.0	43.3	94.7	0.0	81.5	3961.1	3015.1	1567.9
359EB+00	35900	50	39.1	0.0	37.8	81.8	0.0	75.1	4042.9	3109.0	1574.6
359EB+50	35950	50	35.2	0.0	36.2	68.8	0.0	68.5	4111.6	3194.7	1574.8
360EB+00	36000	50	45.8	0.0	43.1	74.9	0.0	73.5	4186.6	3286.5	1576.3
360EB+50	36050	50	31.8	0.0	30.0	71.8	0.0	67.7	4258.4	3371.1	1580.4
361EB+00	36100	50	30.2	0.0	28.4	57.3	0.0	54.1	4315.7	3438.7	1583.7
361EB+50	36150	50	28.5	0.0	27.5	54.3	0.0	51.8	4370.0	3503.4	1586.2
362EB+00	36200	50	26.4	0.0	25.6	50.8	0.0	49.2	4420.8	3564.9	1587.8
362EB+50	36250	50	25.4	0.0	24.8	47.9	0.0	46.6	4468.7	3623.2	1589.1
363EB+00	36300	50	25.8	0.0	24.9	47.4	0.0	46.0	4516.1	3680.6	1590.5
363EB+50	36350	50	15.7	0.0	15.3	38.5	0.0	37.2	4554.5	3727.1	1591.8
364EB+00	36400	50	0.0	0.0	0.0	14.6	0.0	14.1	4569.1	3744.8	1592.2
					Column Totals	4573.4	0.0	2981.7			

449EB+00 - 466EB+70			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
449EB+00	44900		19.2	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0
449EB+50	44950	50	18.7	0.0	18.4	35.1	0.0	32.5	35.1	40.6	2.6
450EB+00	45000	50	21.0	0.0	19.8	36.7	0.0	35.4	71.7	84.8	3.9
450EB+50	45050	50	23.4	0.0	20.8	41.1	0.0	37.6	112.8	131.9	7.3
451EB+00	45100	50	26.9	0.0	23.1	46.6	0.0	40.6	159.4	182.6	13.3
451EB+50	45150	50	29.6	0.0	24.6	52.3	0.0	44.1	211.7	237.8	21.4
452EB+00	45200	50	31.4	0.0	24.8	56.4	0.0	45.8	268.1	295.0	32.1
452EB+50	45250	50	34.8	0.0	24.8	61.3	0.0	45.9	329.4	352.4	47.5
453EB+00	45300	50	36.3	0.0	26.0	65.9	0.0	47.1	395.3	411.3	66.3
453EB+50	45350	50	38.0	0.0	29.1	68.8	0.0	51.0	464.1	475.0	84.0
454EB+00	45400	50	30.1	0.0	20.0	63.0	0.0	45.4	527.1	531.9	101.6
454EB+50	45450	50	31.6	0.0	12.9	57.1	0.0	30.5	584.2	569.9	128.3
455EB+00	45500	50	28.3	0.0	10.2	55.4	0.0	21.4	639.6	596.7	162.3
455EB+50	45550	50	25.8	0.0	6.5	50.0	0.0	15.5	689.6	616.0	196.8
456EB+00	45600	50	22.1	0.0	6.0	44.3	0.0	11.5	734.0	630.5	229.6
456EB+50	45650	50	19.3	0.0	6.9	38.3	0.0	12.0	772.2	645.4	255.9
457EB+00	45700	50	14.7	0.0	6.6	31.4	0.0	12.5	803.7	661.0	274.9
BACK											
AHEAD											
459EB+47	45947		15.8	0.0	8.2	0.0	0.0	0.0	803.7	661.0	274.9
459EB+50	45950	3	16.2	0.0	2.6	1.6	0.0	0.6	805.3	661.7	275.9
460EB+00	46000	50	18.8	0.0	0.8	32.4	0.0	3.1	837.7	665.6	305.2
460EB+50	46050	50	22.3	0.0	0.5	38.1	0.0	1.2	875.7	667.0	342.1
461EB+00	46100	50	28.7	0.0	6.3	47.2	0.0	6.3	922.9	674.9	383.0
461EB+50	46150	50	28.7	0.0	0.2	53.1	0.0	6.0	976.1	682.4	430.1
462EB+00	46200	50	29.7	0.0	0.5	54.1	0.0	0.6	1030.2	683.2	483.6
462EB+50	46250	50	32.5	0.0	0.0	57.6	0.0	0.4	1087.8	683.7	540.8
463EB+00	46300	50	47.0	0.0	27.1	73.6	0.0	25.1	1161.3	715.1	589.3
463EB+50	46350	50	45.8	0.0	22.3	85.9	0.0	45.7	1247.3	772.2	629.5
464EB+00	46400	50	47.0	0.0	16.7	86.0	0.0	36.2	1333.2	817.4	679.3
464EB+50	46450	50	48.1	0.0	16.0	88.0	0.0	30.3	1421.3	855.3	737.1
465EB+00	46500	50	46.2	0.0	14.9	87.3	0.0	28.5	1508.6	891.0	795.9
465EB+50	46550	50	43.2	0.0	15.5	82.8	0.0	28.2	1591.4	926.2	850.5
466EB+00	46600	50	39.4	0.0	17.2	76.5	0.0	30.3	1667.9	964.0	896.7
466EB+50	46650	50	35.8	0.0	21.7	69.6	0.0	35.9	1737.5	1008.9	930.4
466EB+70	46670	20	34.0	0.0	22.5	26.3	0.0	16.7	1763.9	1029.8	940.0
					Column Totals	1763.9	0.0	823.8			

507EB+50 - 532EB+14			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
507EB+50	50750		9.8	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0
508EB+00	50800	50	9.8	0.0	9.0	18.1	0.0	16.7	18.1	20.9	1.4
508EB+50	50850	50	9.8	0.0	9.0	18.1	0.0	16.7	36.2	41.8	2.7
509EB+00	50900	50	5.9	0.0	5.8	14.5	0.0	13.7	50.7	58.9	3.6
509EB+50	50950	50	5.7	0.0	5.6	10.7	0.0	10.5	61.4	72.1	3.8
510EB+00	51000	50	6.1	0.0	5.8	10.9	0.0	10.6	72.3	85.3	4.0
510EB+50	51050	50	7.5	0.0	7.1	12.6	0.0	12.0	84.9	100.4	4.6
511EB+00	51100	50	9.6	0.0	9.0	15.9	0.0	14.9	100.8	119.0	5.6
511EB+50	51150	50	12.1	0.0	11.0	20.1	0.0	18.5	120.9	142.2	7.2
512EB+00	51200	50	14.9	0.0	13.1	25.0	0.0	22.3	145.9	170.1	9.9
512EB+50	51250	50	19.5	0.0	15.9	31.9	0.0	26.9	177.8	203.7	14.9
513EB+00	51300	50	23.5	0.0	16.9	39.8	0.0	30.4	217.6	241.6	24.3
513EB+50	51350	50	27.1	0.0	15.5	46.8	0.0	30.0	264.4	279.1	41.1
514EB+00	51400	50	29.1	0.0	11.8	52.0	0.0	25.3	316.4	310.8	67.8
514EB+50	51450	50	38.0	0.0	19.4	62.1	0.0	28.9	378.5	346.9	101.0
515EB+00	51500	50	42.3	0.0	24.1	74.4	0.0	40.3	452.9	397.2	135.1
515EB+50	51550	50	41.5	0.0	16.2	77.6	0.0	37.3	530.5	443.8	175.5
516EB+00	51600	50	43.1	0.0	21.1	78.3	0.0	34.6	608.9	487.0	219.2
516EB+50	51650	50	44.7	0.0	21.0	81.3	0.0	39.0	690.1	535.8	261.5
517EB+00	51700	50	45.3	0.0	20.4	83.3	0.0	38.4	773.4	583.8	306.4
517EB+50	51750	50	45.7	0.0	18.9	84.2	0.0	36.4	857.6	629.3	354.1
518EB+00	51800	50	45.3	0.0	15.6	84.2	0.0	31.9	941.8	669.3	406.4
518EB+50	51850	50	43.6	0.0	14.0	82.3	0.0	27.4	1024.1	703.5	461.3
519EB+00	51900	50	45.6	0.0	19.8	82.6	0.0	31.3	1106.7	742.6	512.6
519EB+50	51950	50	43.1	0.0	13.5	82.1	0.0	30.8	1188.8	781.1	563.9
520EB+00	52000	50	41.8	0.0	16.3	78.6	0.0	27.6	1267.4	815.6	614.9
520EB+50	52050	50	41.5	0.0	16.4	77.2	0.0	30.3	1344.5	853.4	661.8
521EB+00	52100	50	41.3	0.0	17.1	76.7	0.0	31.1	1421.3	892.2	707.5
521EB+50	52150	50	39.0	0.0	16.9	74.3	0.0	31.5	1495.6	931.6	750.3
522EB+00	52200	50	40.6	0.0	22.9	73.6	0.0	36.8	1569.3	977.5	787.2
522EB+50	52250	50	31.1	0.0	22.2	66.4	0.0	41.7	1635.6	1029.7	811.9
522EB+76	52276	26	18.0	0.0	13.4	23.6	0.0	17.1	1659.2	1051.1	818.3

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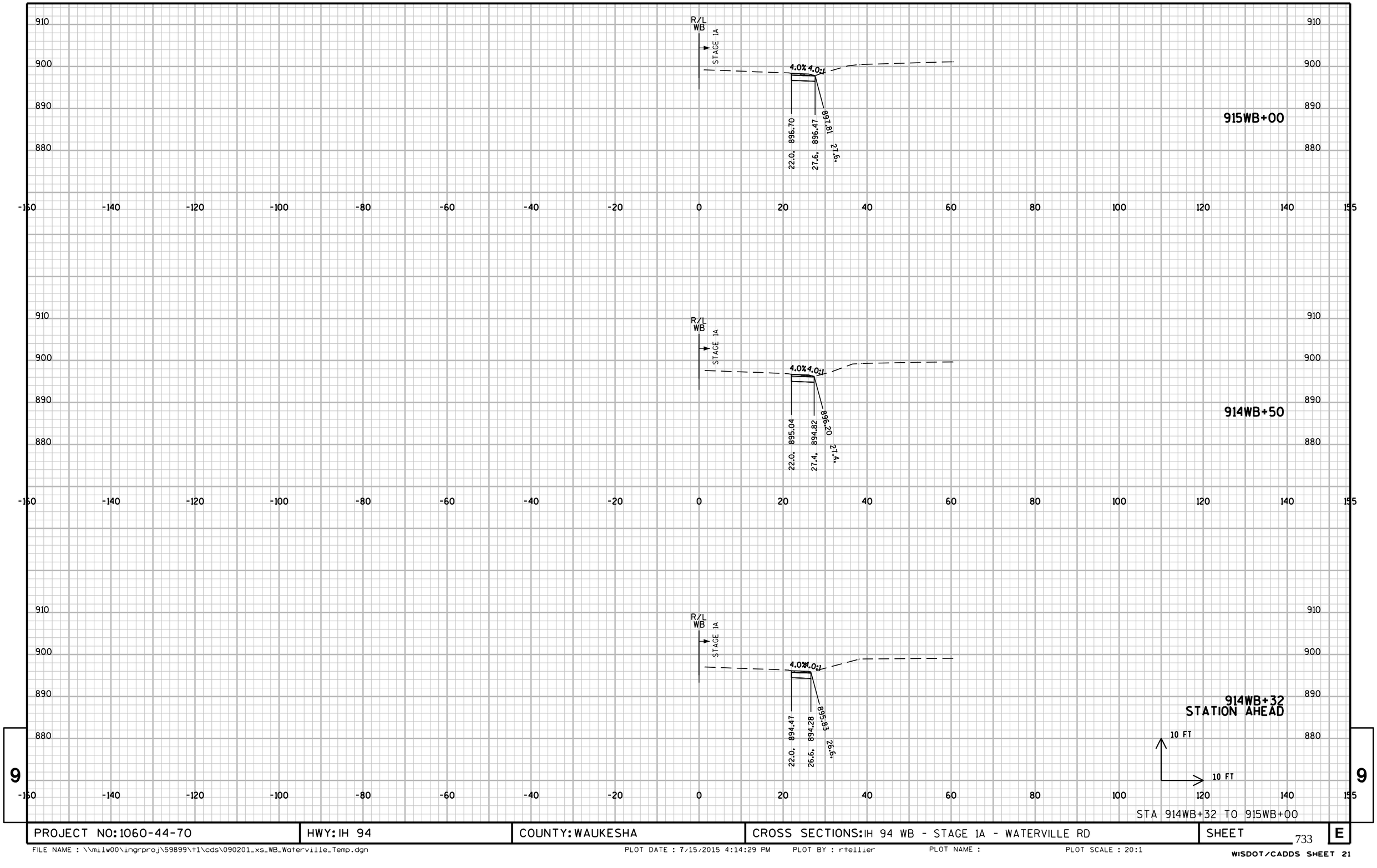
507EB+50 - 532EB+14			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
AHEAD											
523EB+87	52387		7.26	0.0	7.09	0.0	0.0	0.0	1659.2	1051.1	818.3
524EB+00	52400	13	37.3	0.0	30.08	10.7	0.0	8.9	1669.9	1062.3	820.1
524EB+50	52450	50	40.41	0.0	23.18	72.0	0.0	49.3	1741.9	1123.9	842.7
525EB+00	52500	50	39.86	0.0	21.17	74.3	0.0	41.1	1816.2	1175.3	876.0
525EB+50	52550	50	40.46	0.0	18.86	74.4	0.0	37.1	1890.6	1221.6	913.3
526EB+00	52600	50	40.32	0.0	17.94	74.8	0.0	34.1	1965.4	1264.2	954.0
526EB+50	52650	50	40.64	0.0	21.21	75.0	0.0	36.3	2040.3	1309.5	992.7
527EB+00	52700	50	40.87	0.0	19.05	75.5	0.0	37.3	2115.8	1356.1	1030.9
527EB+50	52750	50	41.49	0.0	22.9	76.3	0.0	38.8	2192.1	1404.6	1068.4
528EB+00	52800	50	43.4	0.0	45.57	78.6	0.0	63.4	2270.7	1483.9	1083.6
528EB+50	52850	50	44.97	0.0	20.83	81.8	0.0	61.5	2352.5	1560.7	1103.9
529EB+00	52900	50	44.62	0.0	32.57	83.0	0.0	49.4	2435.4	1622.5	1137.4
529EB+50	52950	50	39.56	0.0	31.59	77.9	0.0	59.4	2513.4	1696.8	1155.9
530EB+00	53000	50	33.08	0.0	29.18	67.3	0.0	56.3	2580.7	1767.1	1166.9
530EB+50	53050	50	24.85	0.0	23.29	53.6	0.0	48.6	2634.3	1827.9	1172.0
531EB+00	53100	50	17.82	0.0	17.05	39.5	0.0	37.4	2673.8	1874.6	1174.2
531EB+50	53150	50	13.11	0.0	12.81	28.6	0.0	27.6	2702.4	1909.1	1175.1
532EB+00	53200	50	12.55	0.0	12.33	23.8	0.0	23.3	2726.2	1938.2	1175.6
532EB+14	53214	14	5.97	0.0	5.87	4.9	0.0	4.8	2731.1	1944.2	1175.7
					Column Totals	2731.1	0.0	1555.4			

B 242EBM+50 - B 246EBM+50			AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
STATION	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
B 242EBM+50	24250		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B 243EBM+00	24300	50	3.8	0.0	0.0	3.5	0.0	0.0	3.5	0.0	3.5
B 243EBM+50	24350	50	0.8	0.0	1.1	4.3	0.0	1.0	7.8	1.3	6.7
B 244EBM+00	24400	50	4.2	0.0	0.0	4.7	0.0	1.0	12.4	2.6	10.4
B 244EBM+50	24450	50	1.8	0.0	0.0	5.6	0.0	0.0	18.0	2.6	15.9
B 245EBM+00	24500	50	2.1	0.0	0.0	3.6	0.0	0.0	21.6	2.6	19.5
B 245EBM+50	24550	50	1.1	0.0	0.0	2.9	0.0	0.0	24.5	2.6	22.4
B 246EBM+00	24600	50	1.0	0.0	0.0	1.9	0.0	0.0	26.4	2.7	24.3
B 246EBM+50	24650	50	0.0	0.0	0.0	0.9	0.0	0.0	27.3	2.7	25.2
		Column Totals				27.3	0.0	2.1			



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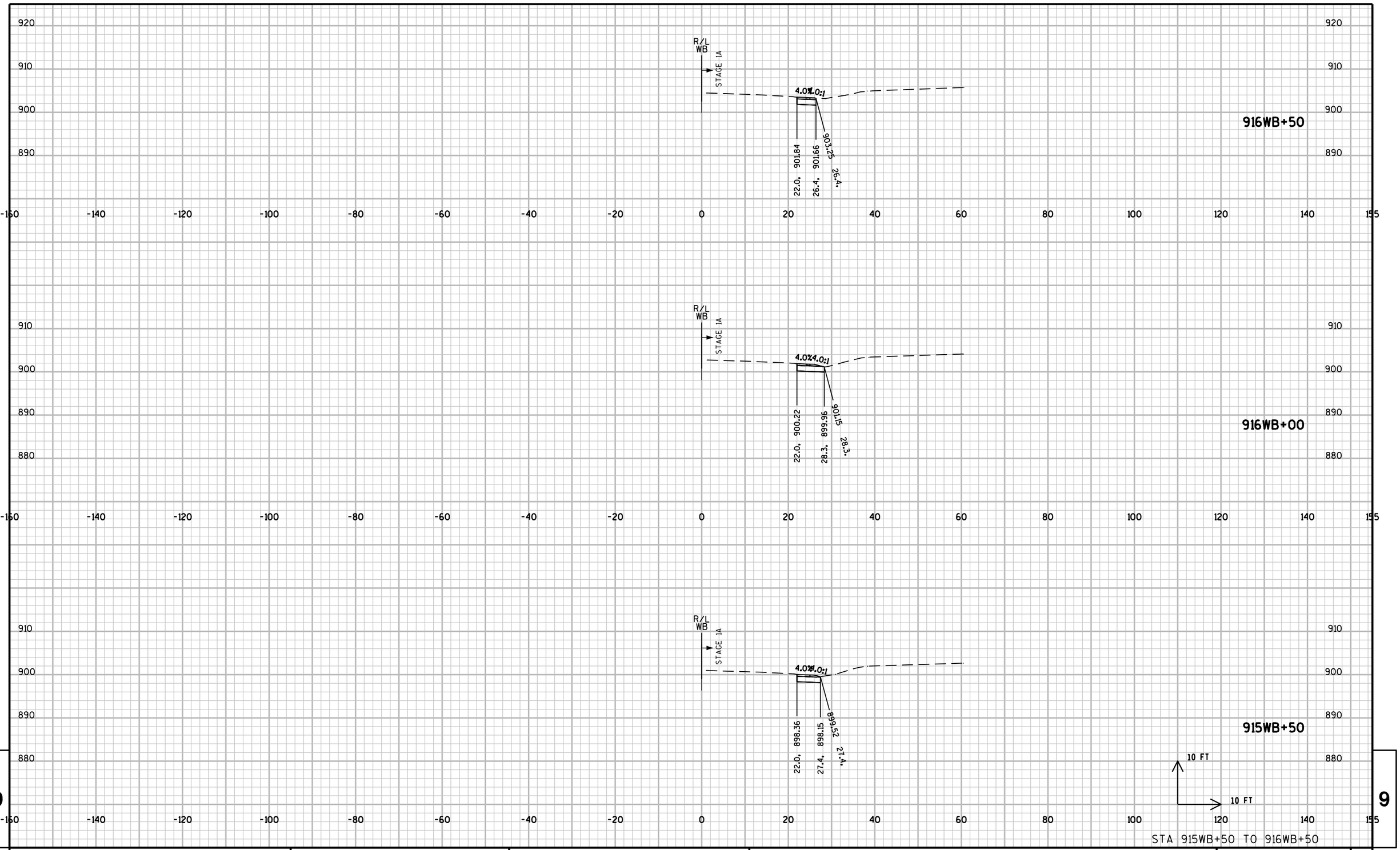
STA 914WB+32 TO 915WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - WATERVILLE RD	SHEET 733	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090201_xs_WB_Waterville_Temp.dgn PLOT DATE : 7/15/2015 4:14:29 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 915WB+50 TO 916WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - WATERVILLE RD	SHEET 734	E

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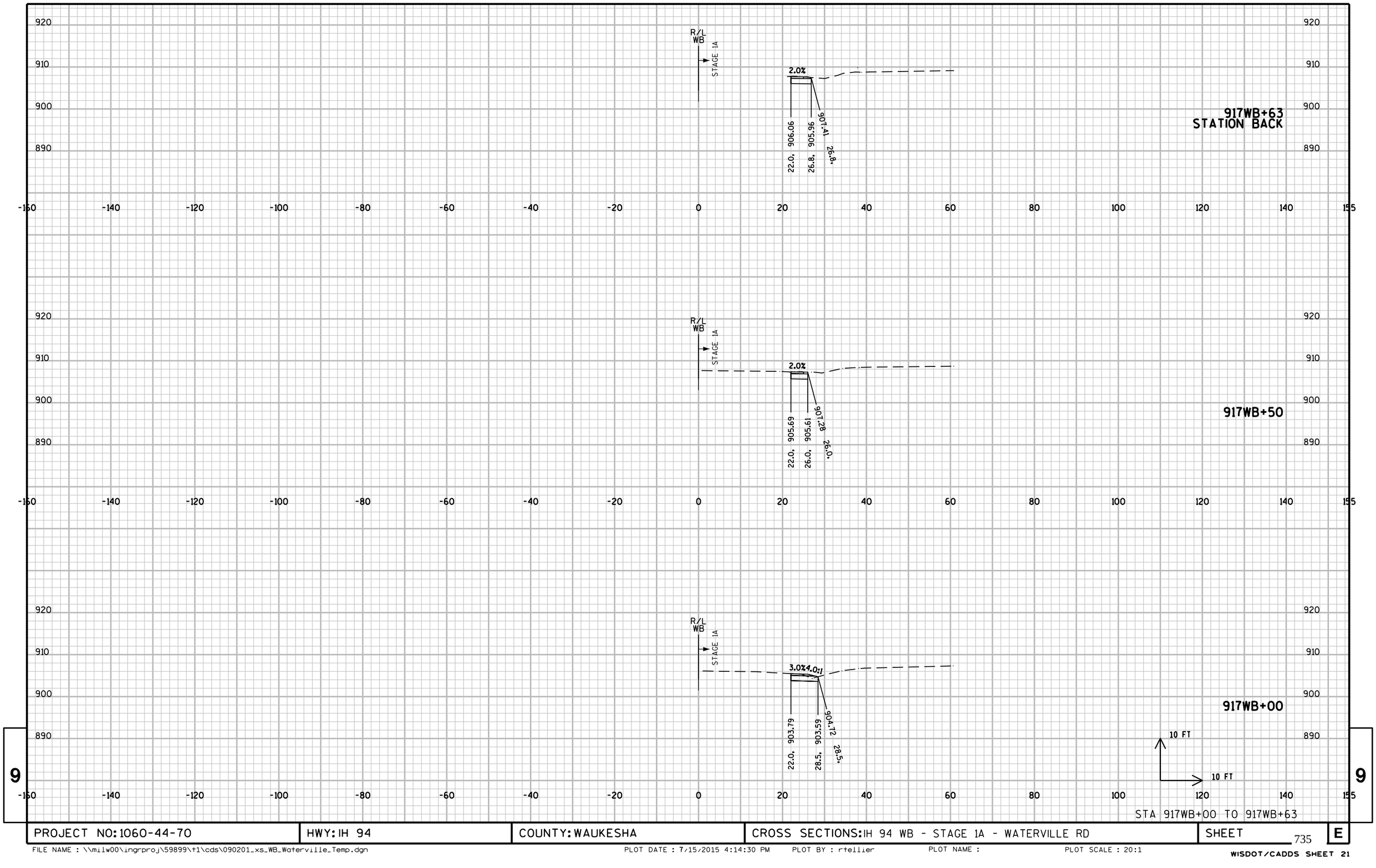
WISDOT/CADDS SHEET 21



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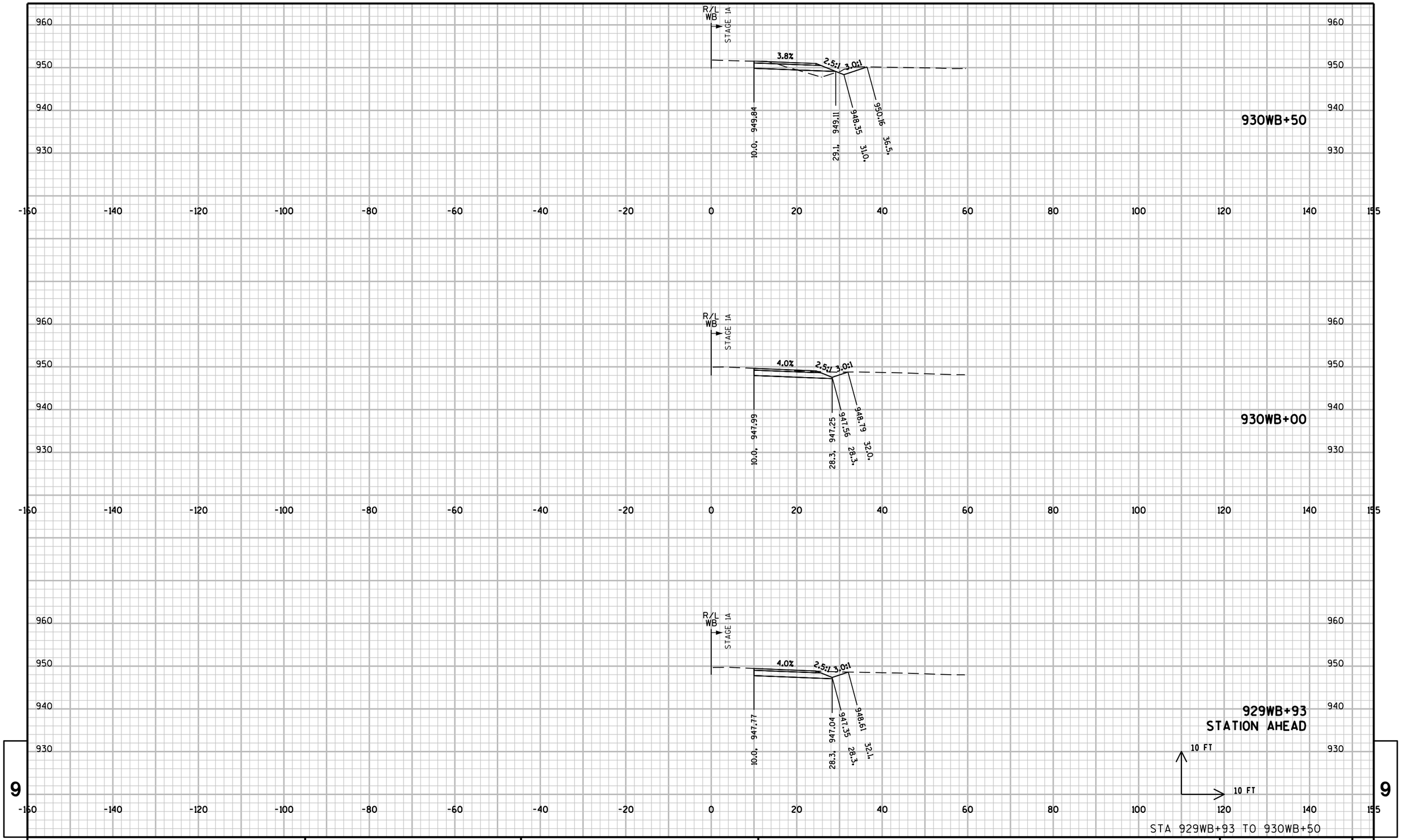
STA 917WB+00 TO 917WB+63

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - WATERVILLE RD	SHEET 735	E



STA 929WB+93 TO 930WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET	E

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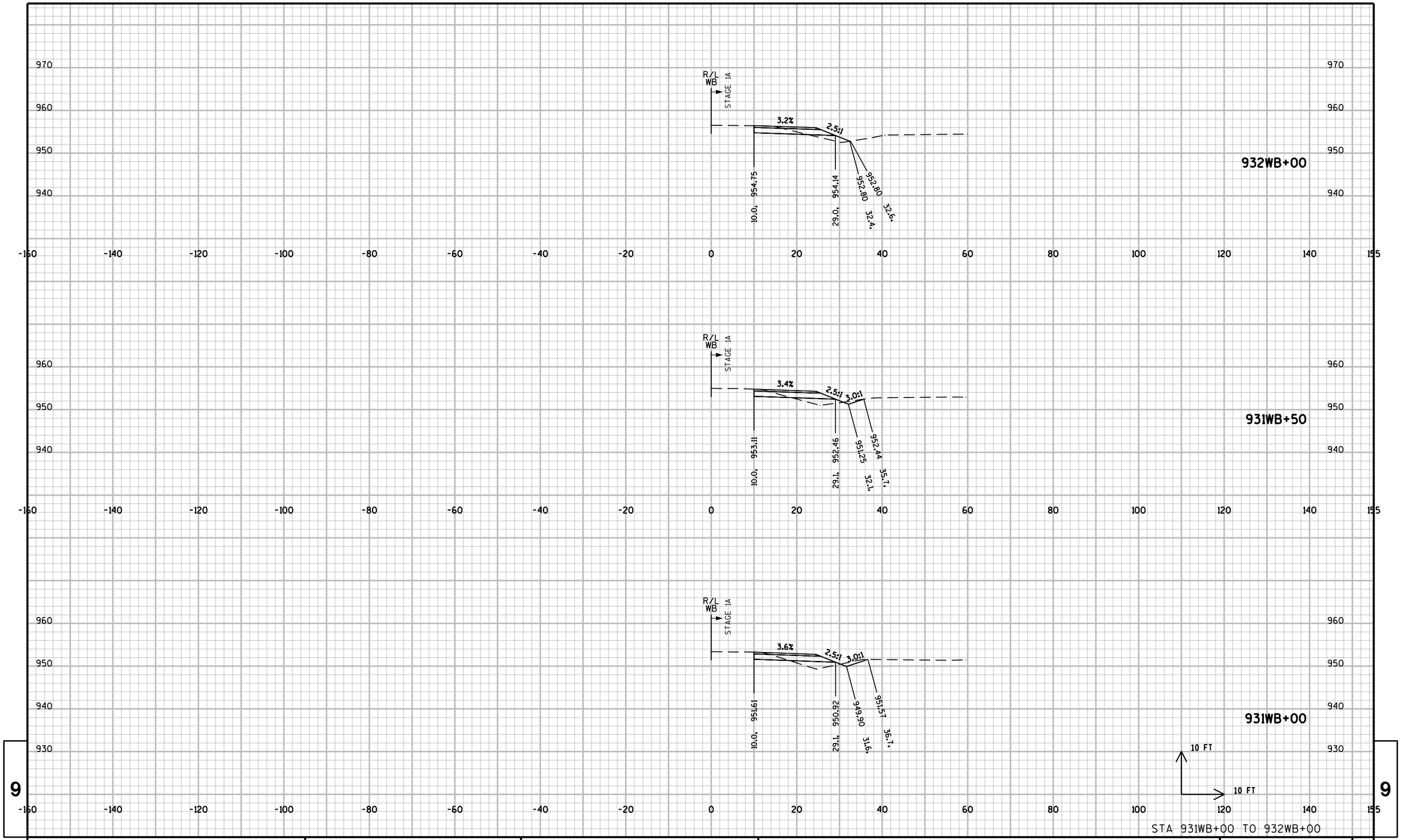
WISDOT/CADDS SHEET 21



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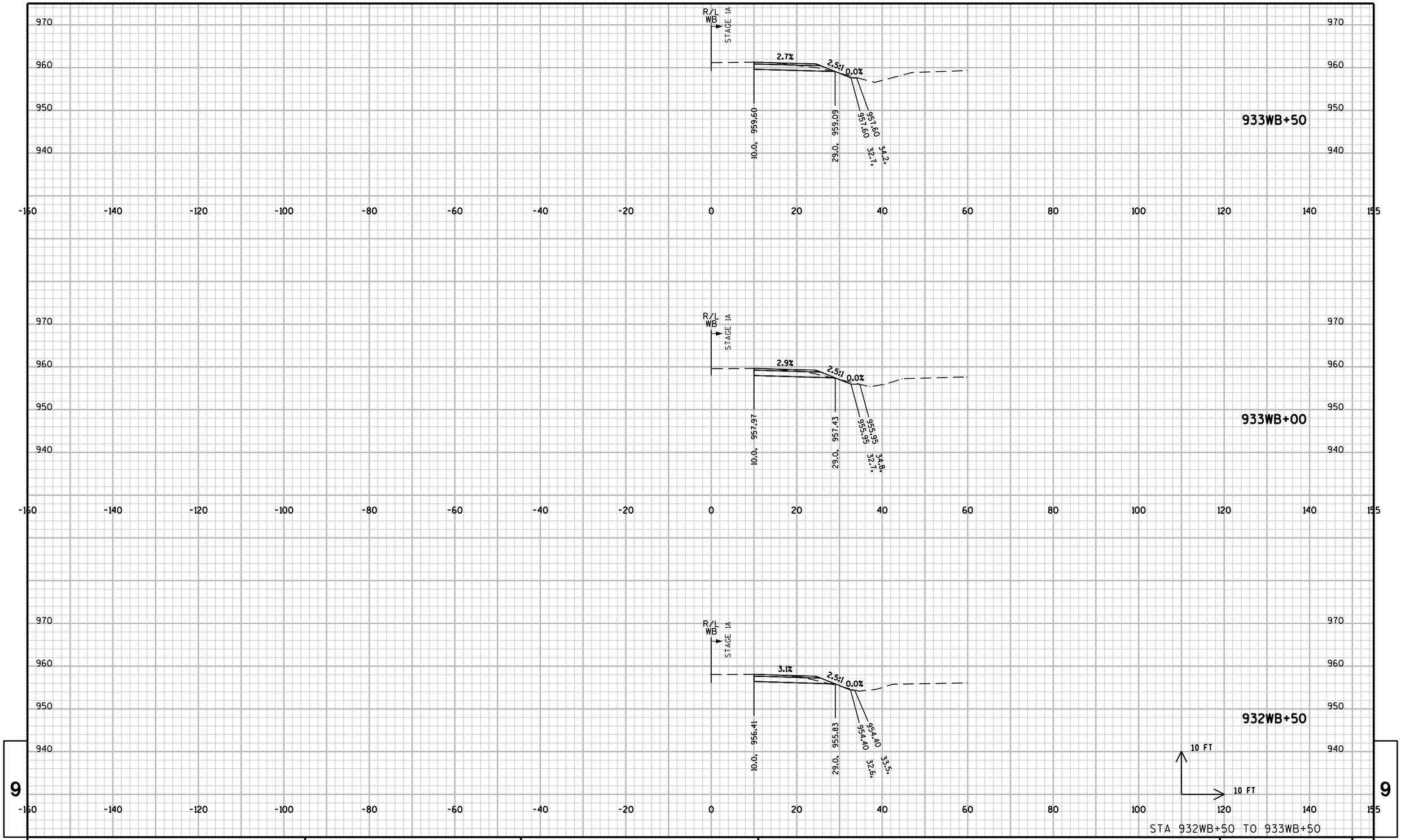
STA 931WB+00 TO 932WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 737	E



STA 932WB+50 TO 933WB+50

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 738	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090202_xs_WB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:14:35 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

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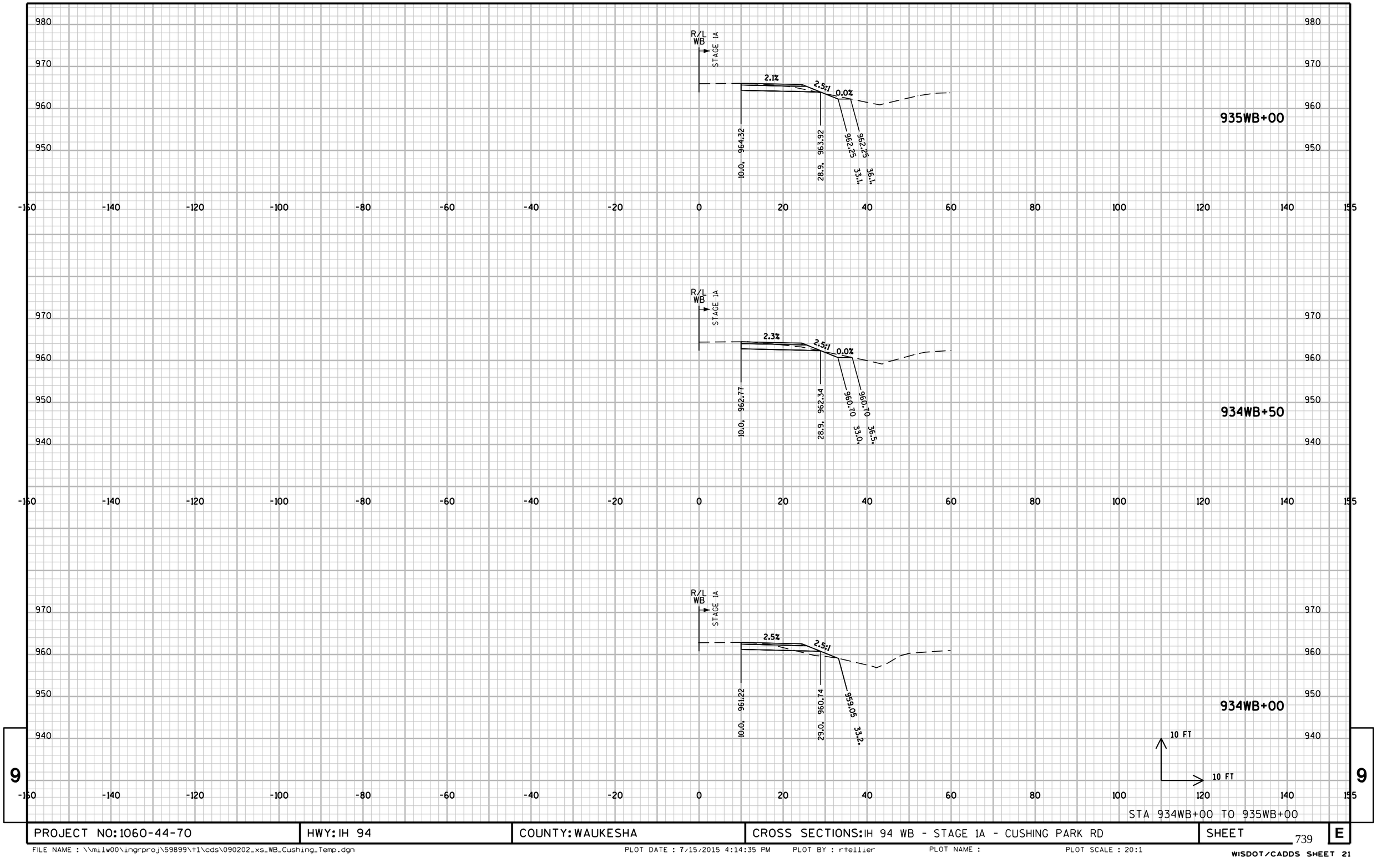

STA 934WB+00 TO 935WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET	E

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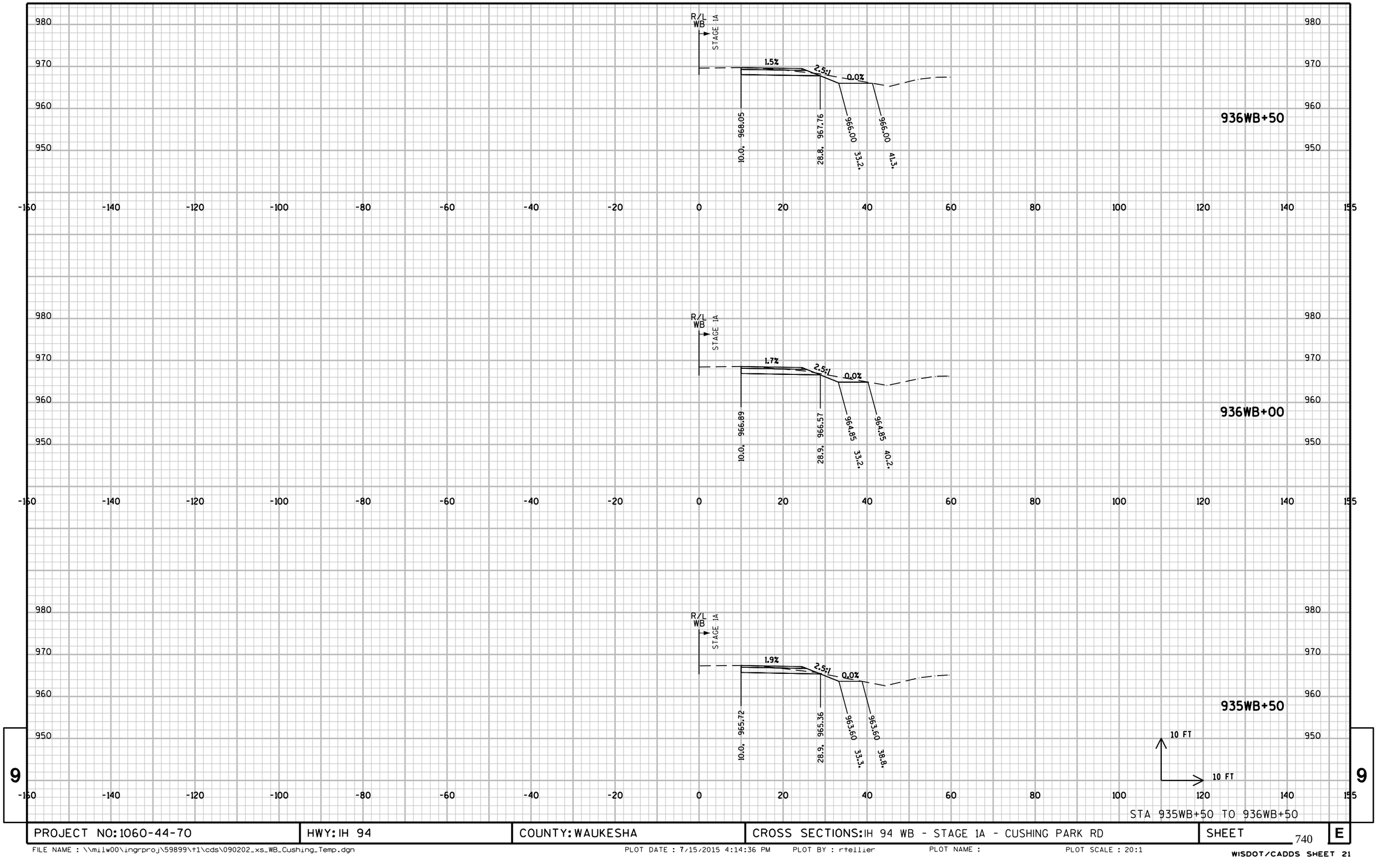
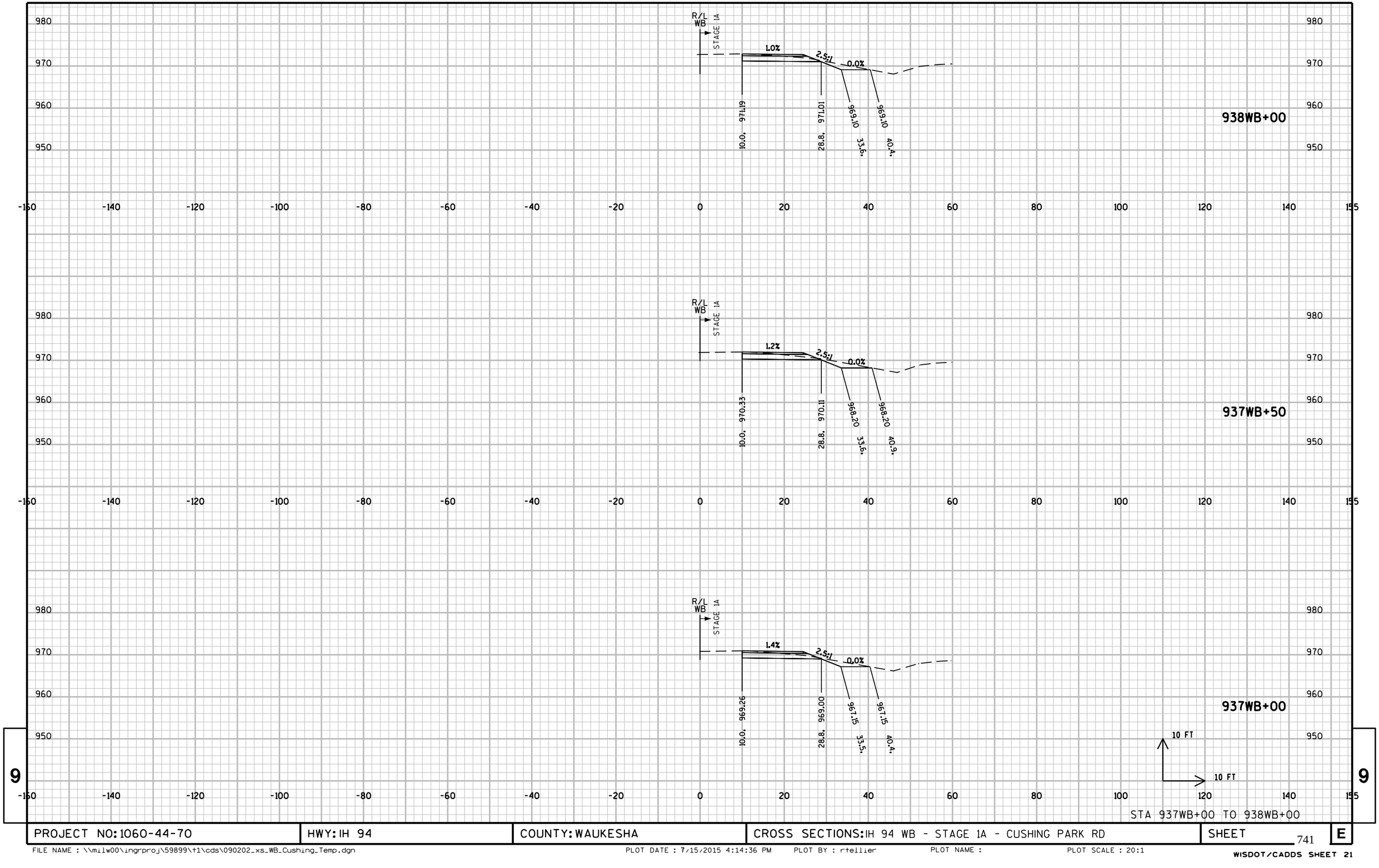
WISDOT/CADDS SHEET 21



STA 935WB+50 TO 936WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 740	E



STA 937WB+00 TO 938WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 741	E

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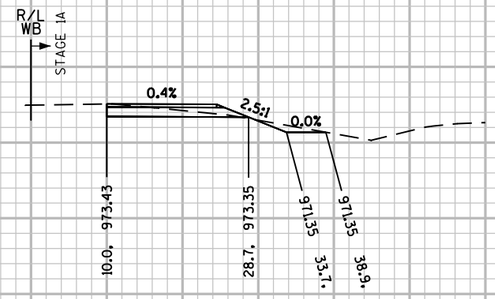
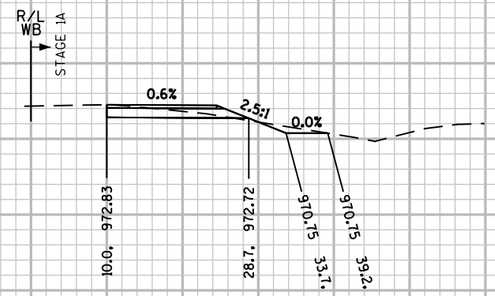
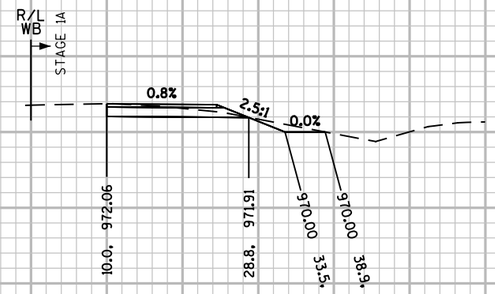
WISDOT/CADDS SHEET 21



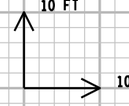
939WB+50



939WB+00

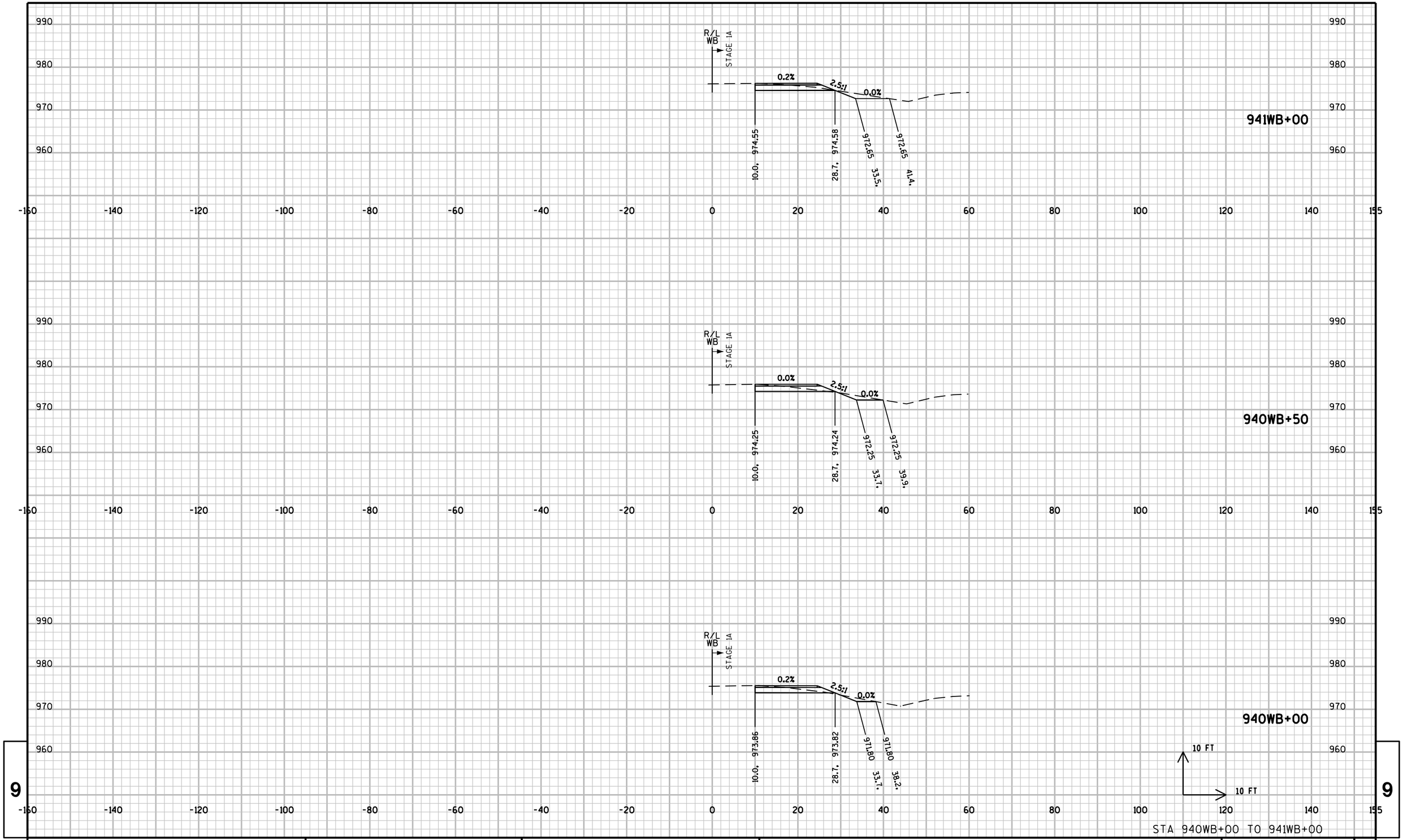


938WB+50



STA 938WB+50 TO 939WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 742	E



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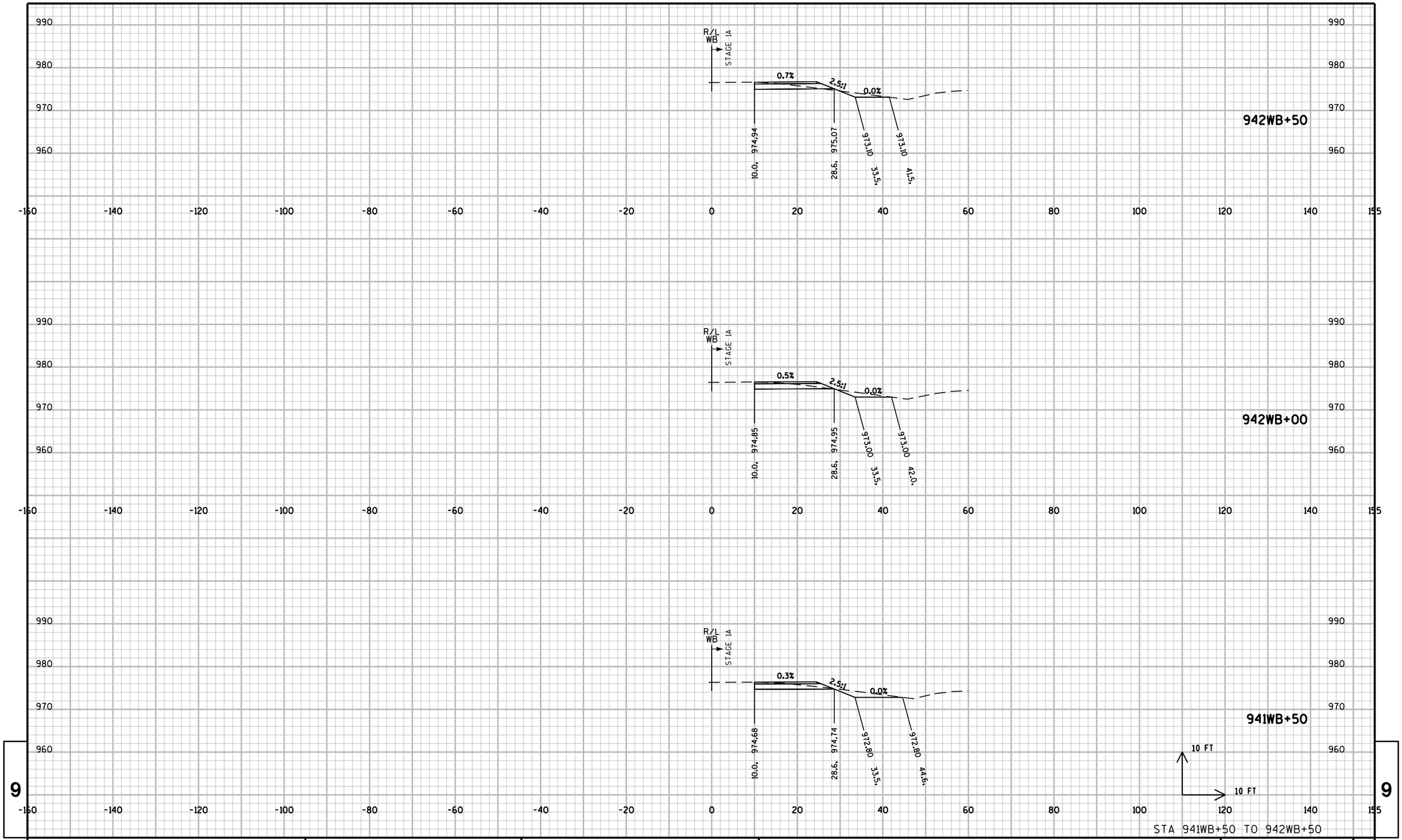
STA 940WB+00 TO 941WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090202_xs_WB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:14:37 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 941WB+50 TO 942WB+50

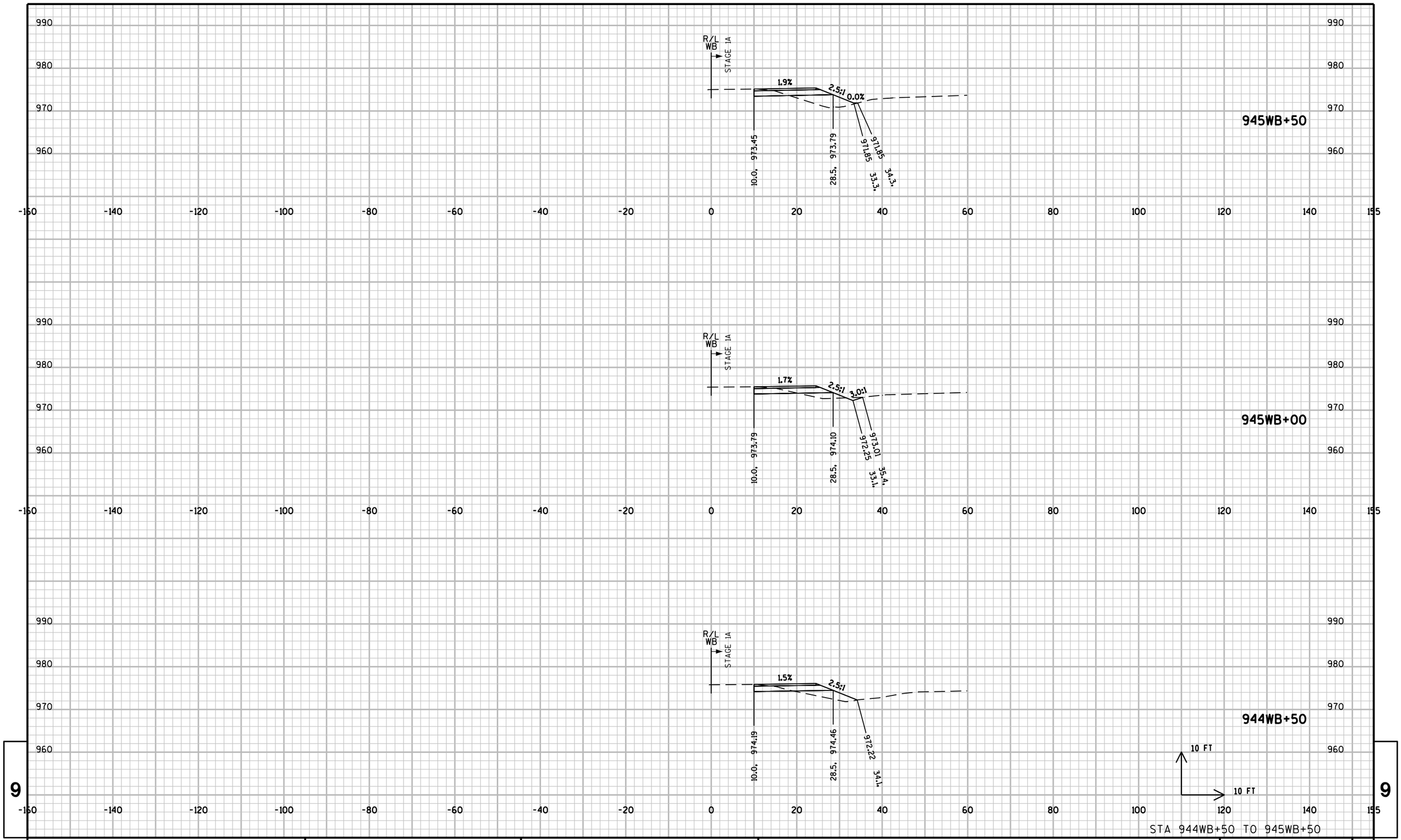
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 744	E

STA 943WB+00 TO 944WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 745	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090202_xs_WB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:14:38 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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STA 944WB+50 TO 945WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 746	E

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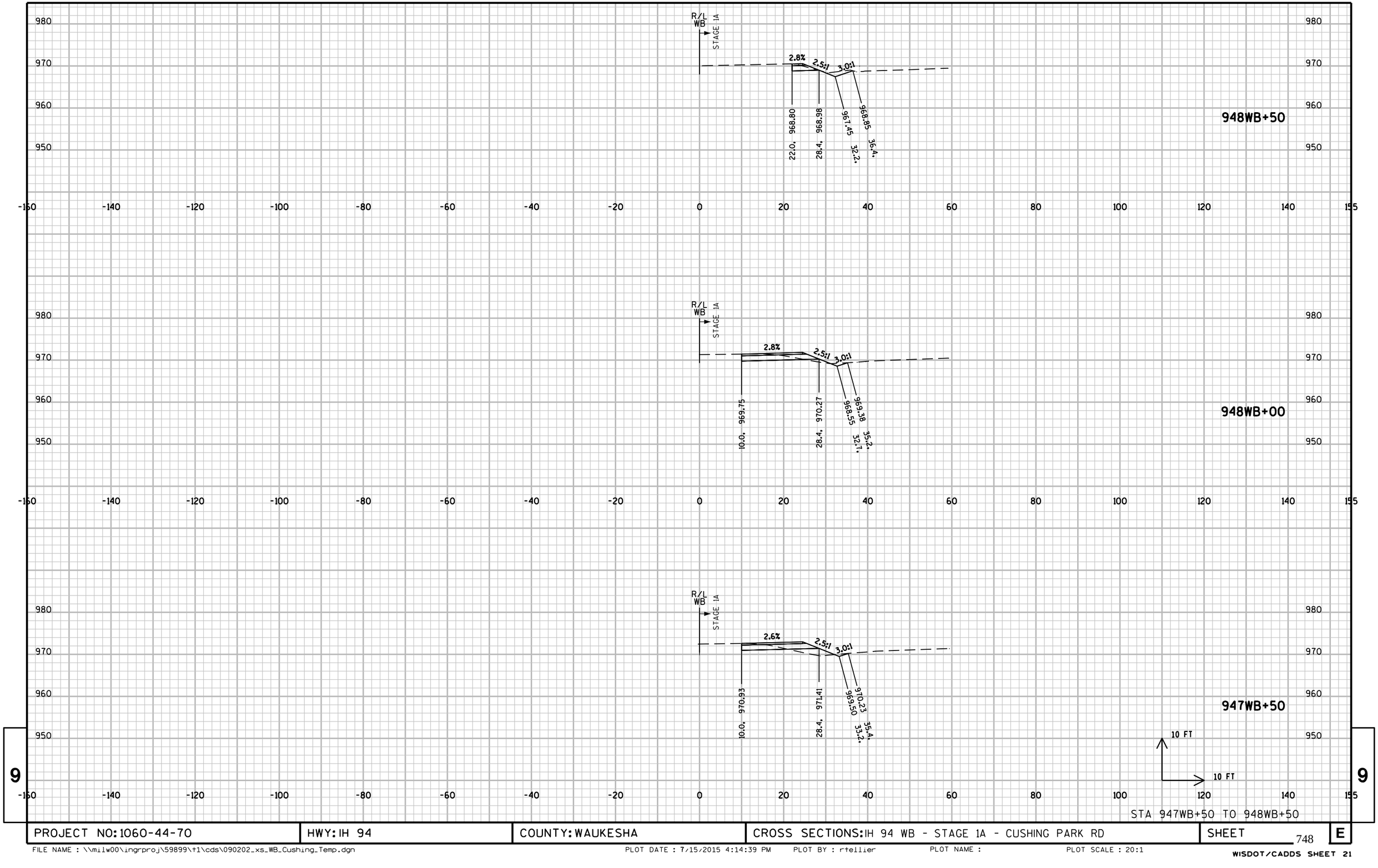
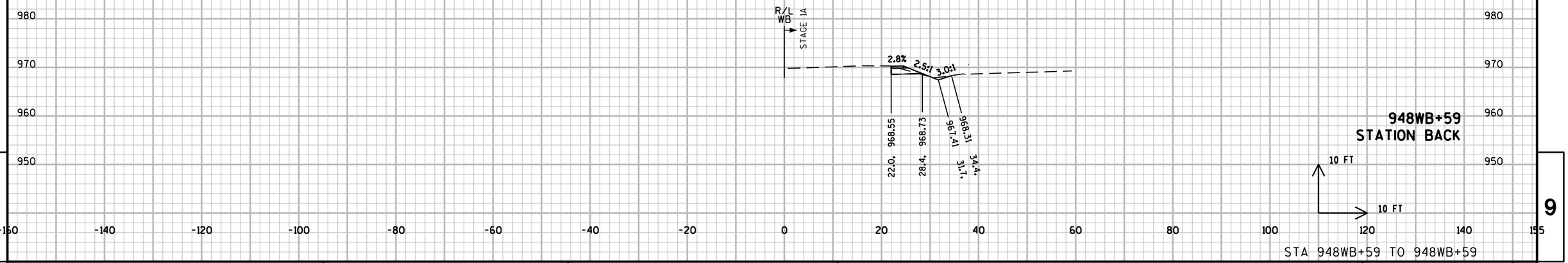
STA 946WB+00 TO 947WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 747	E



STA 947WB+50 TO 948WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 748	E



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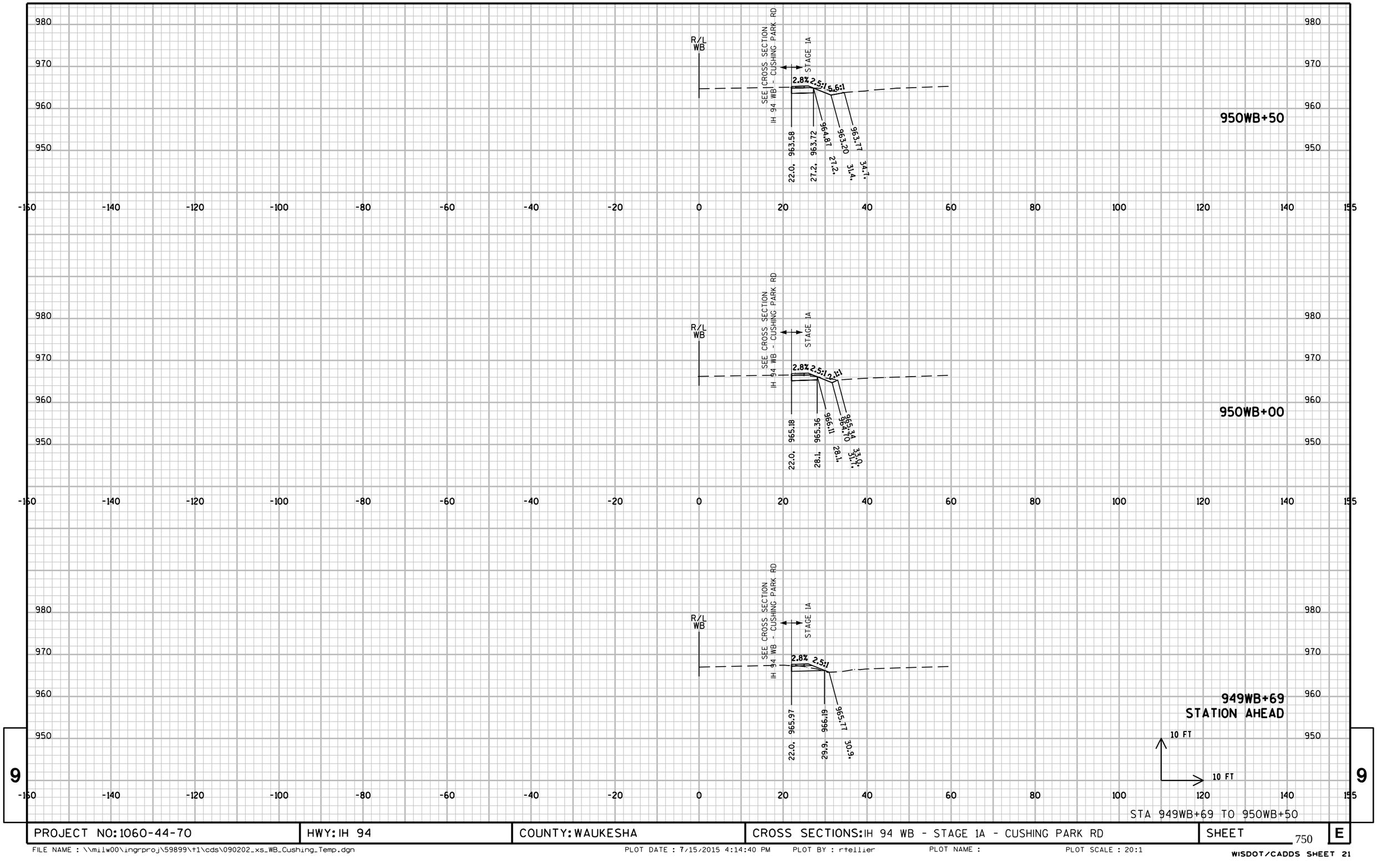
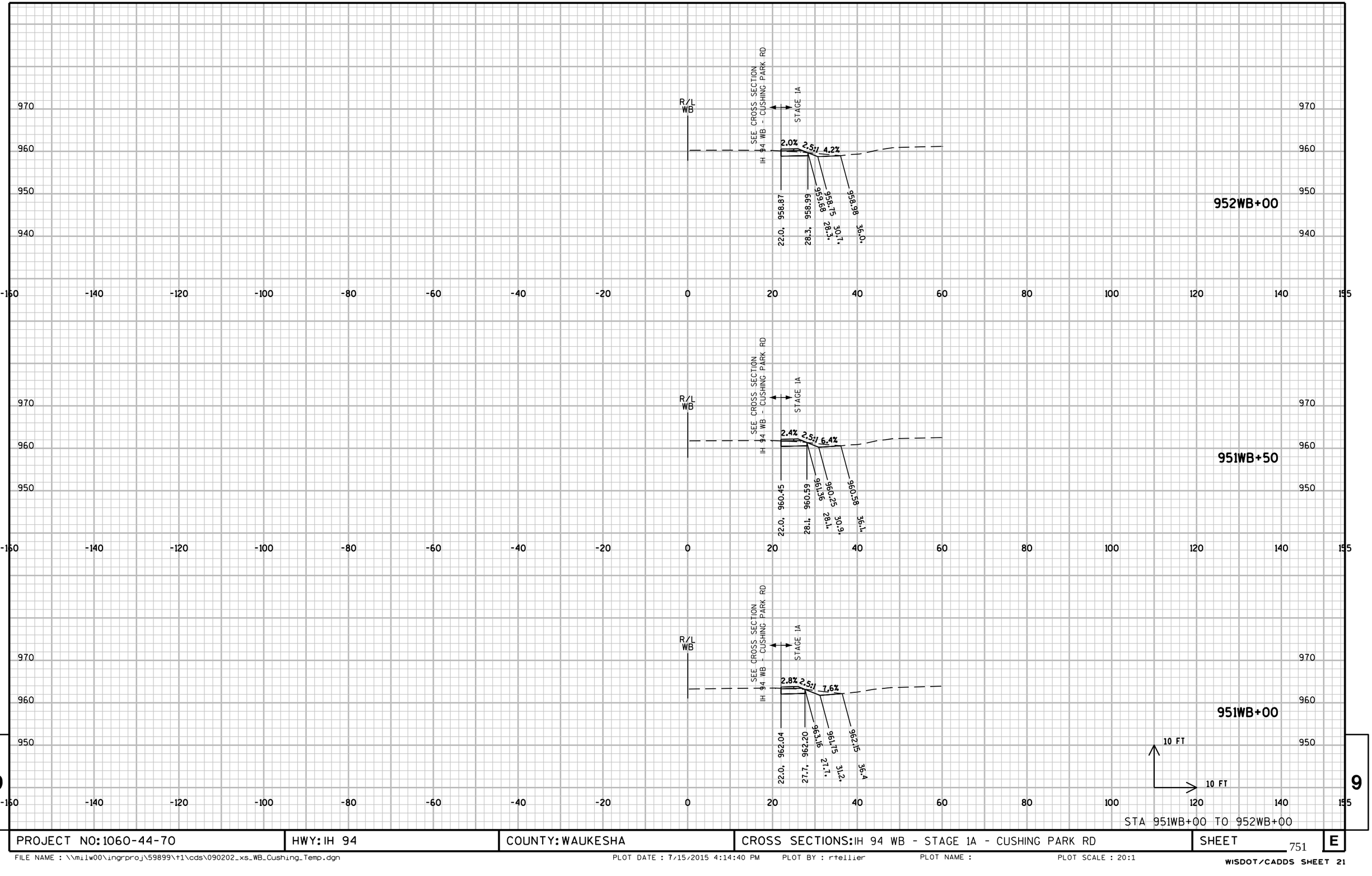
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 749	E



STA 949WB+69 TO 950WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 750	E



STA 951WB+00 TO 952WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 751	E

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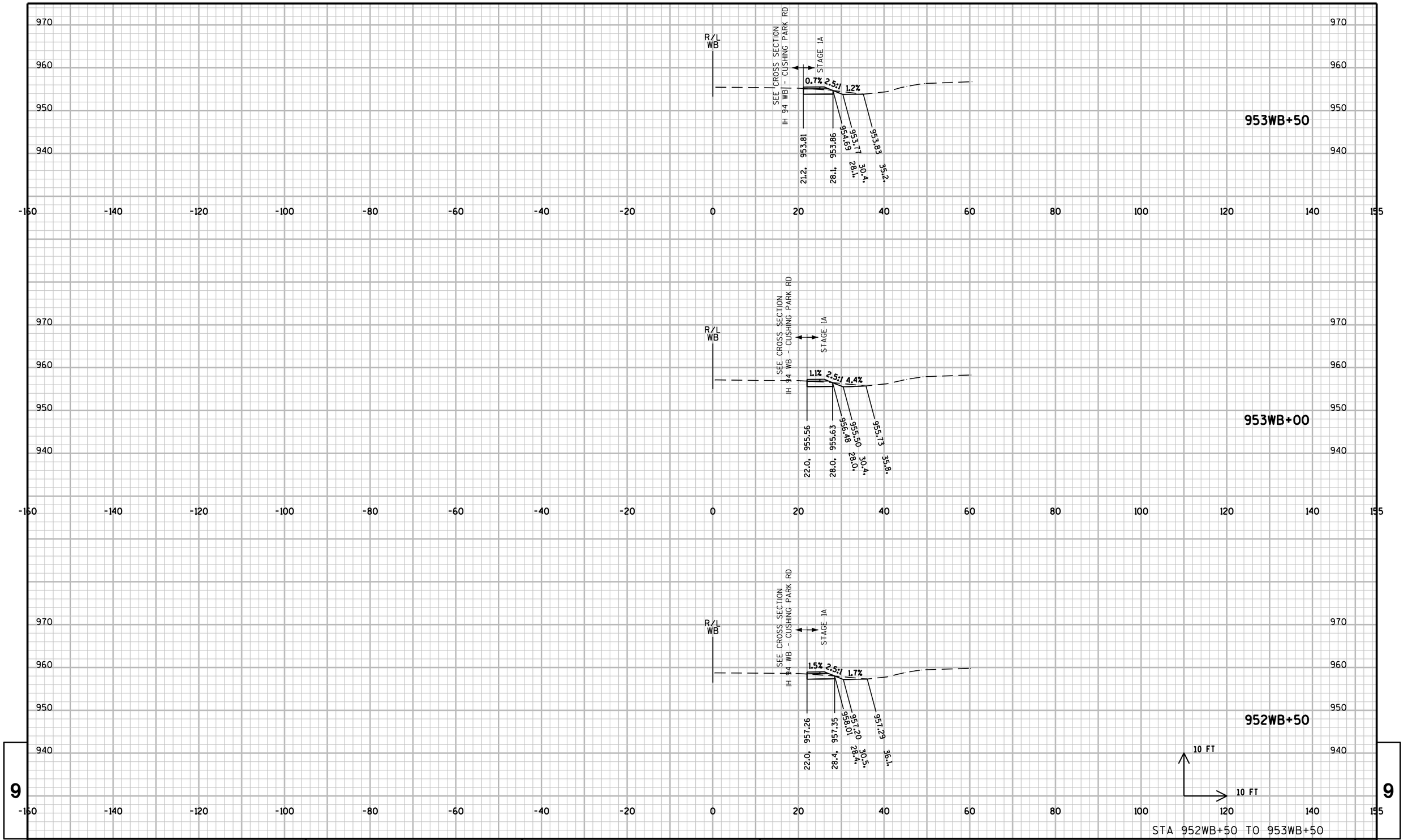
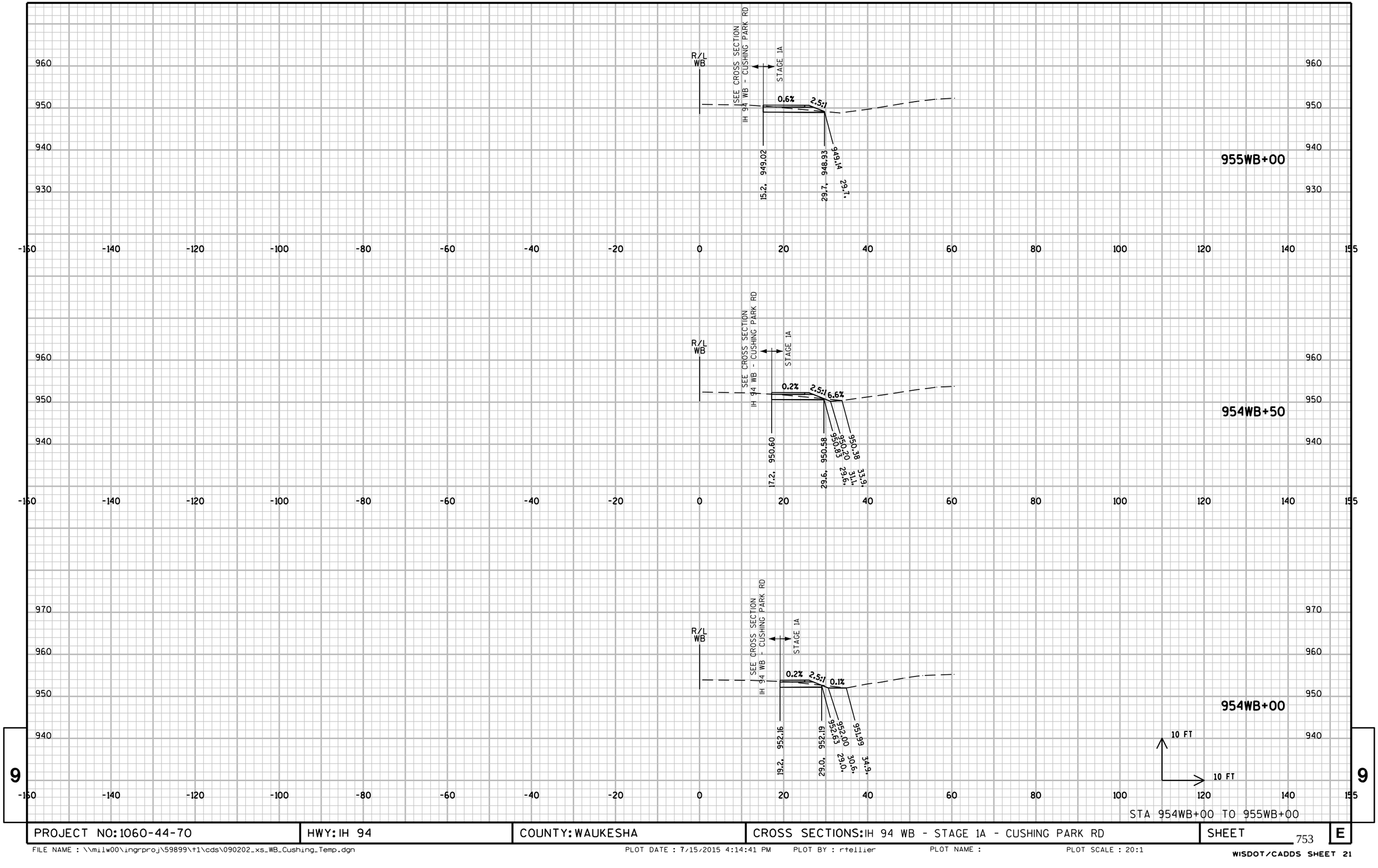


STA 952WB+50 TO 953WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 752	E



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 753 E

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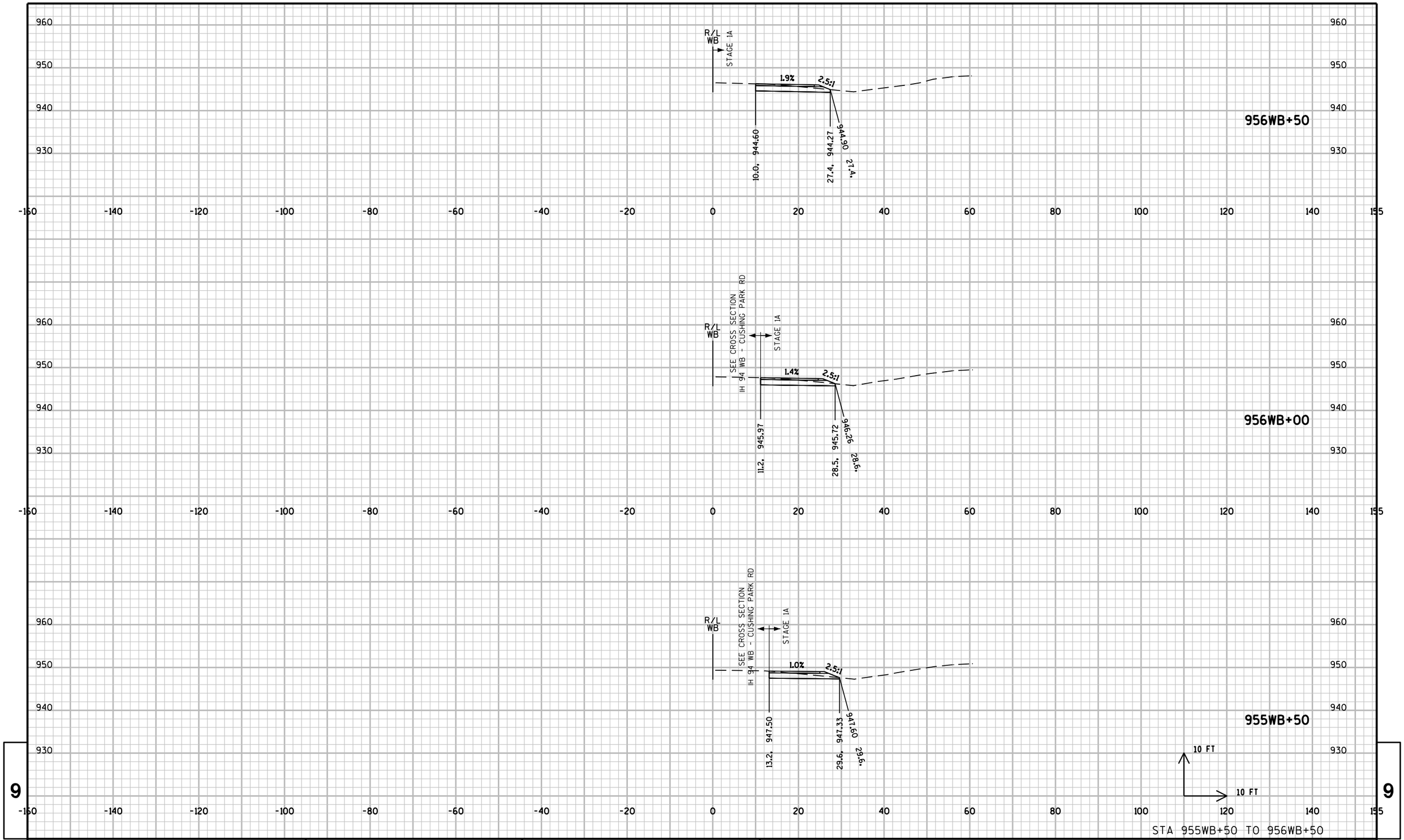
WISDOT/CADDS SHEET 21



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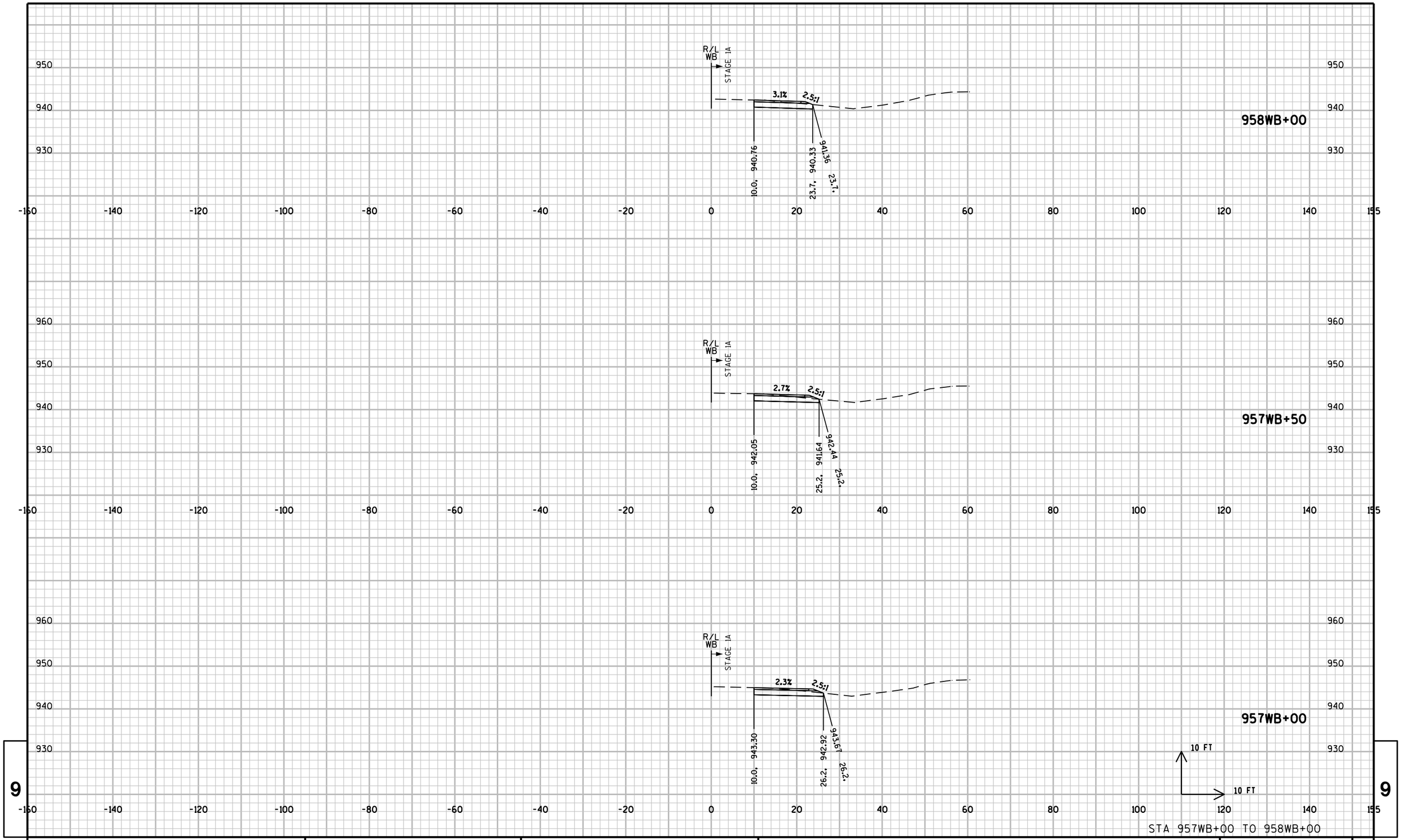
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 754	E



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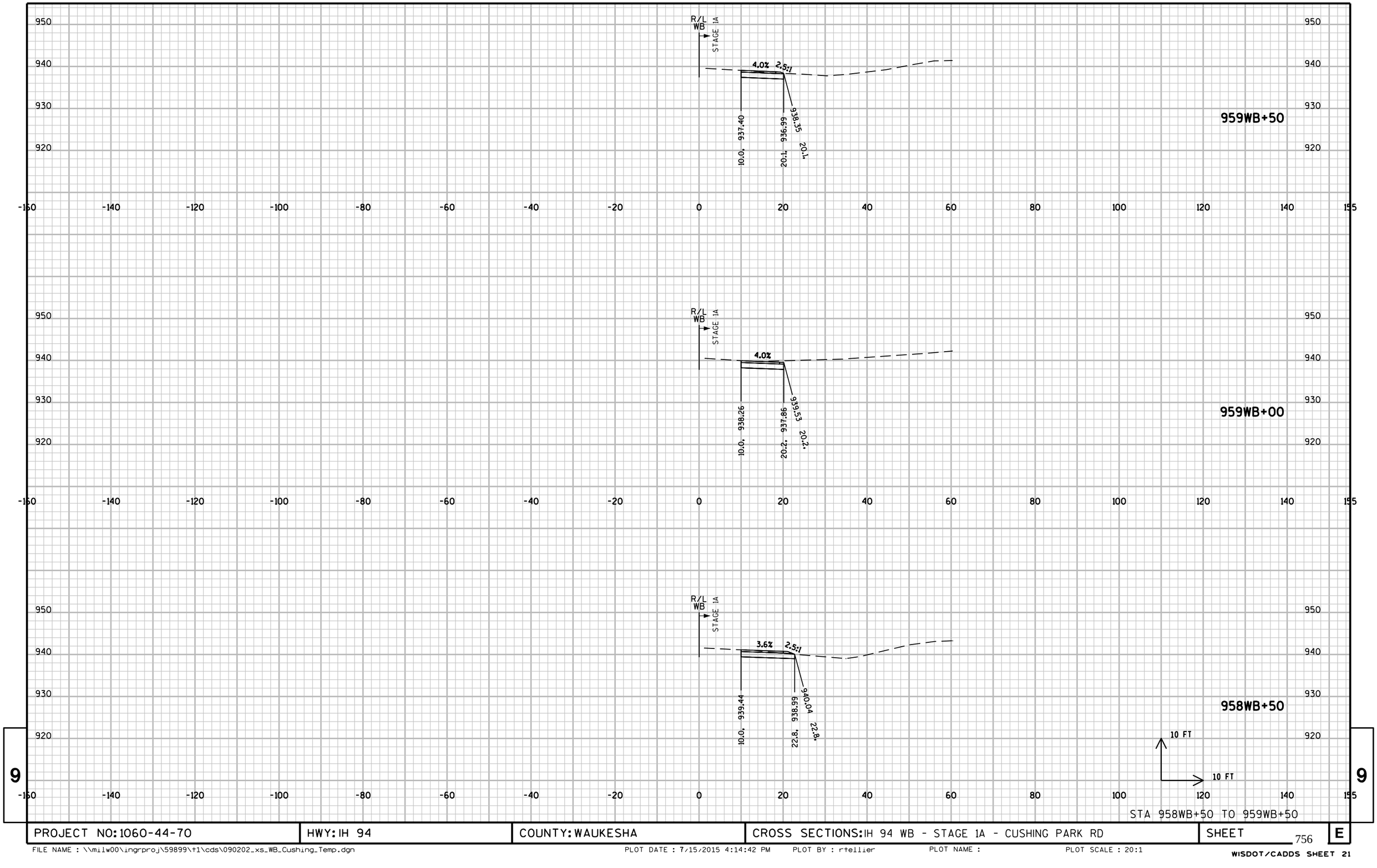
STA 957WB+00 TO 958WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090202_xs_WB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:14:42 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

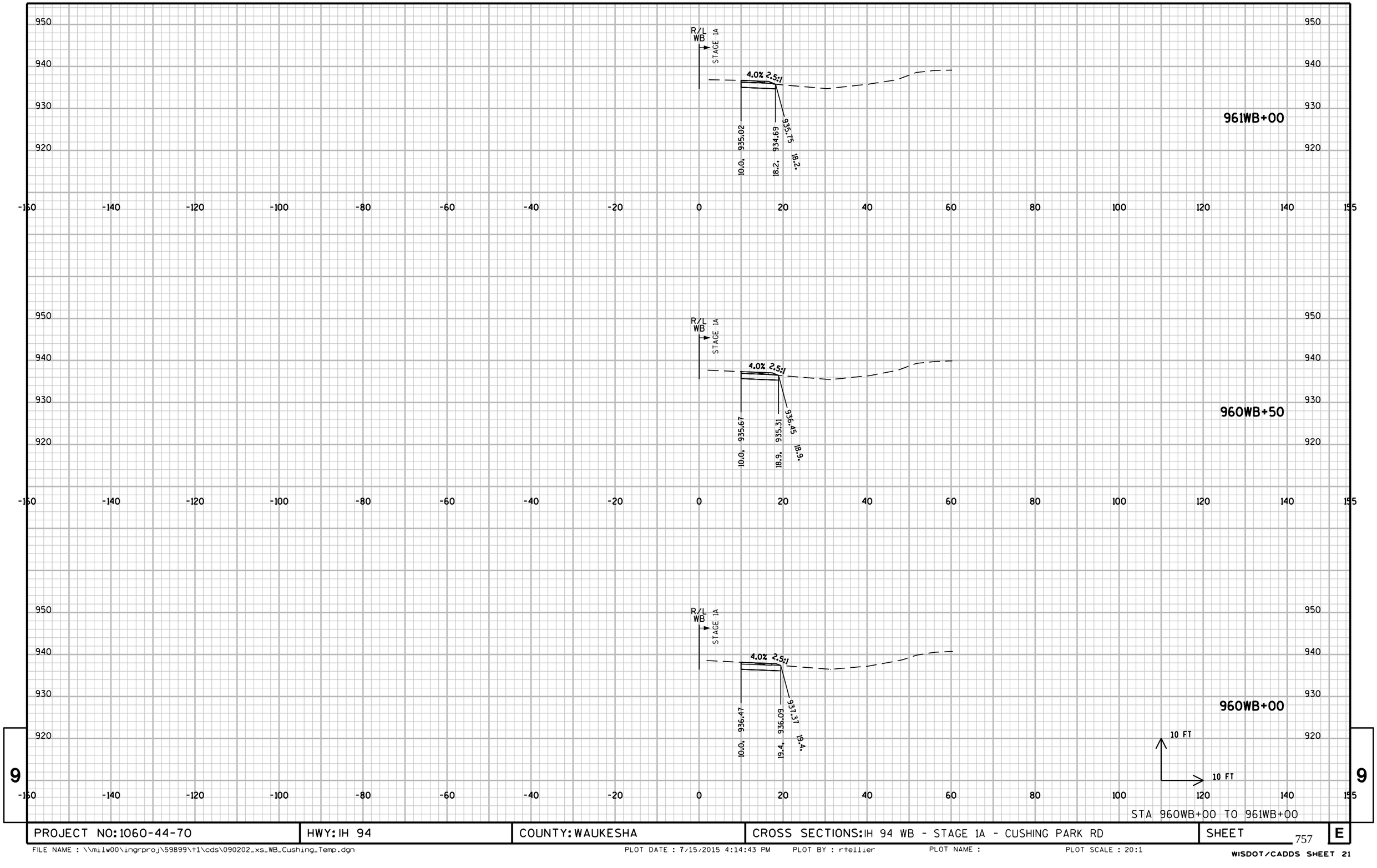


STA 958WB+50 TO 959WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 756	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090202_xs_WB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:14:42 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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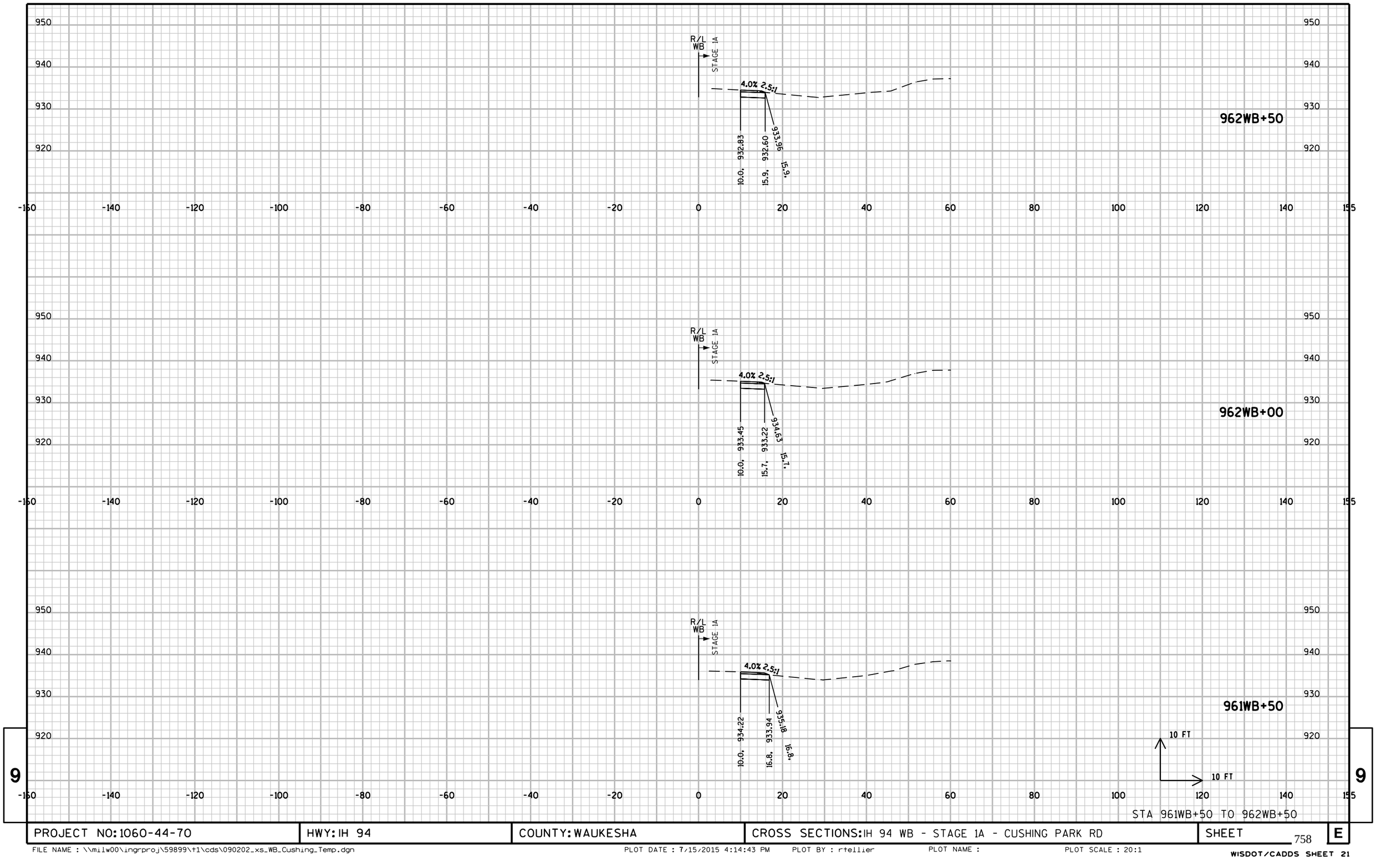
9

STA 960WB+00 TO 961WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 757	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090202_xs_WB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:14:43 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1
WISDOT/CADDS SHEET 21



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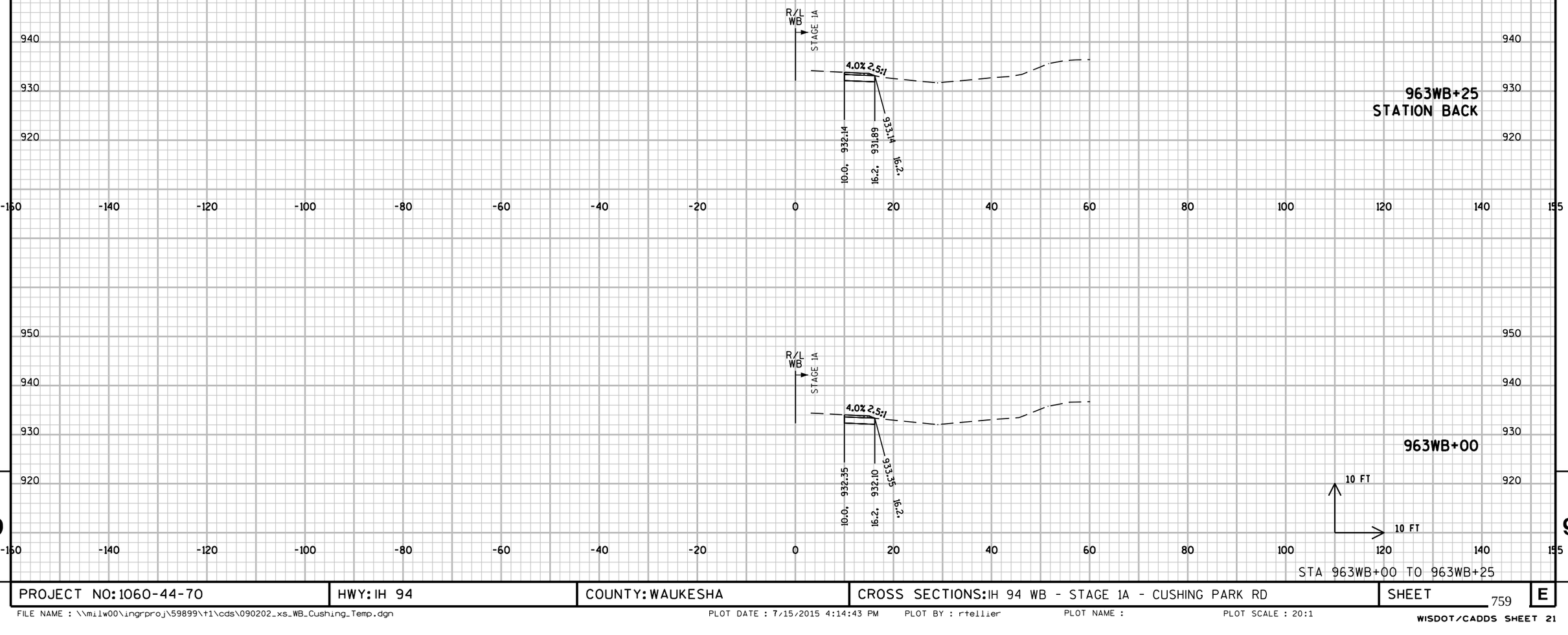
9

STA 961WB+50 TO 962WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 758	E



STA 963WB+00 TO 963WB+25

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - CUSHING PARK RD	SHEET 759	E

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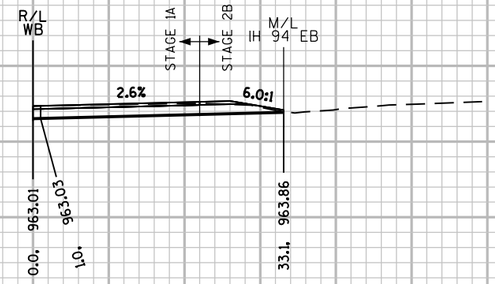
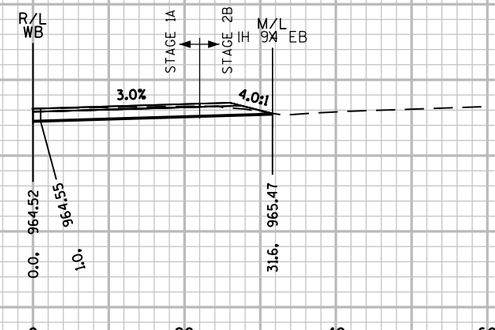
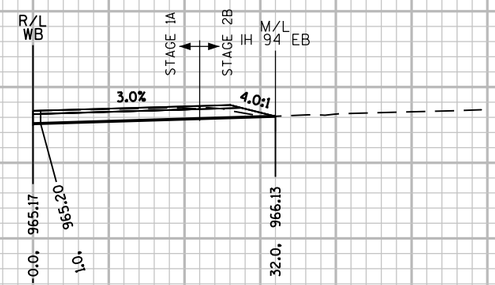
WISDOT/CADDS SHEET 21



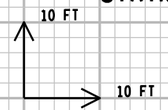
950WB+50



950WB+00



949WB+75
STATION AHEAD

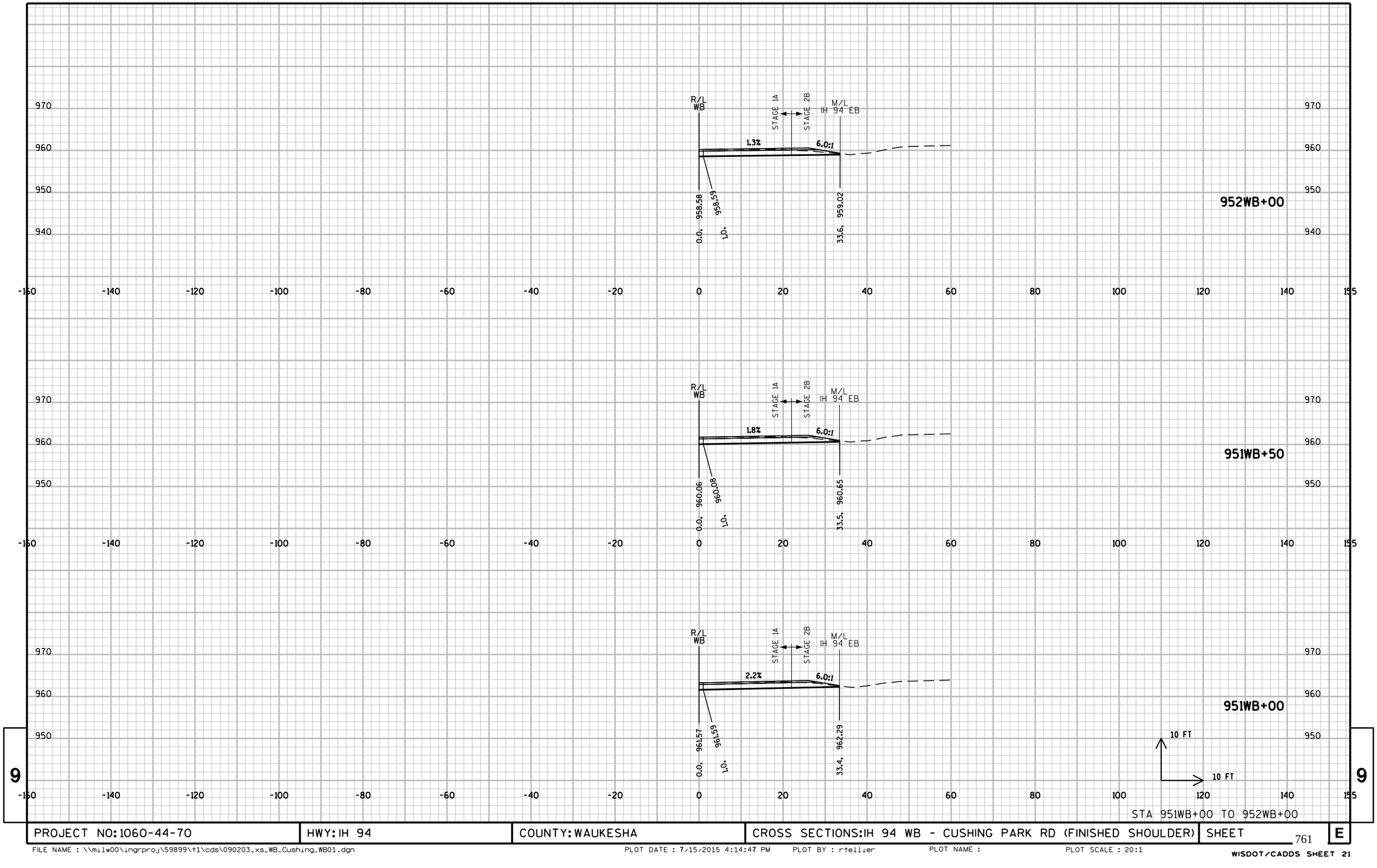


STA 949WB+75 TO 950WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 760	E

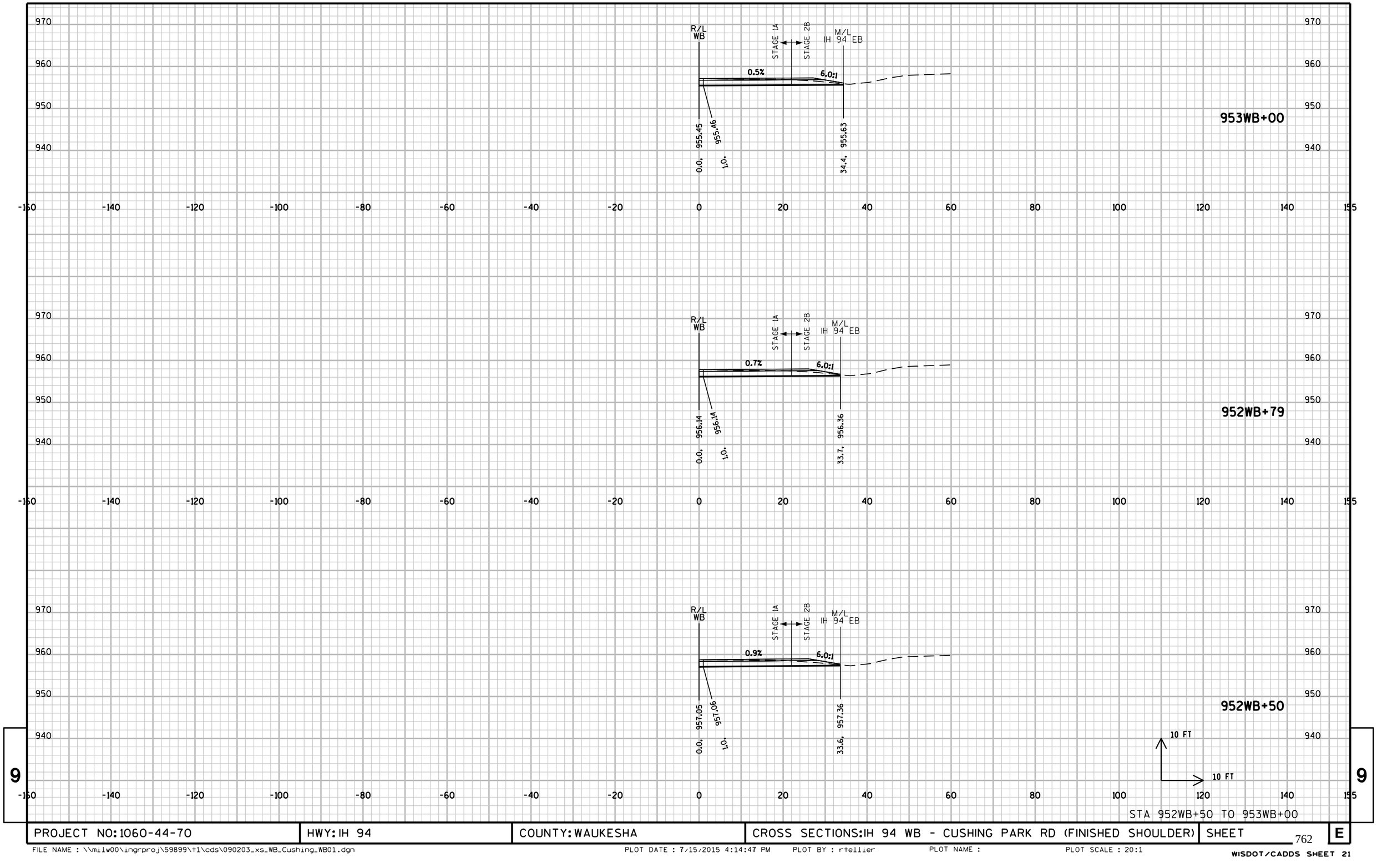
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090203_xs_WB_Cushing_WB01.dgn PLOT DATE : 7/15/2015 4:14:46 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 951WB+00 TO 952WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 761	E

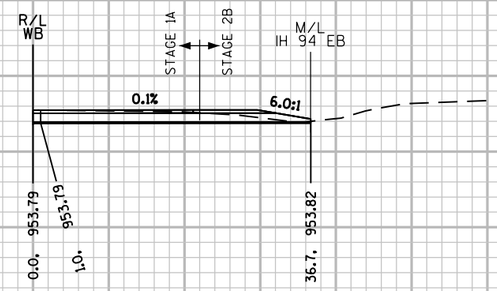


STA 952WB+50 TO 953WB+00

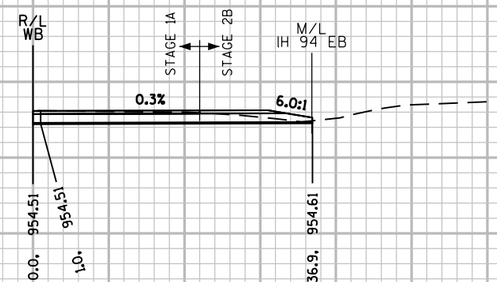
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 762	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090203_xs_WB_Cushing_WB01.dgn PLOT DATE : 7/15/2015 4:14:47 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

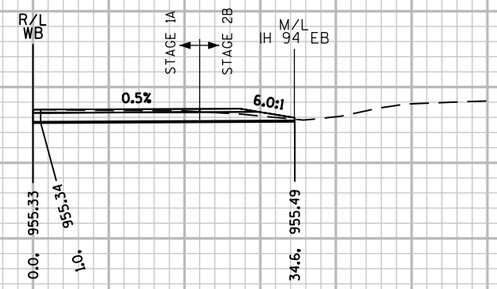
WISDOT/CADDS SHEET 21



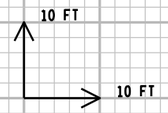
953WB+50



953WB+29

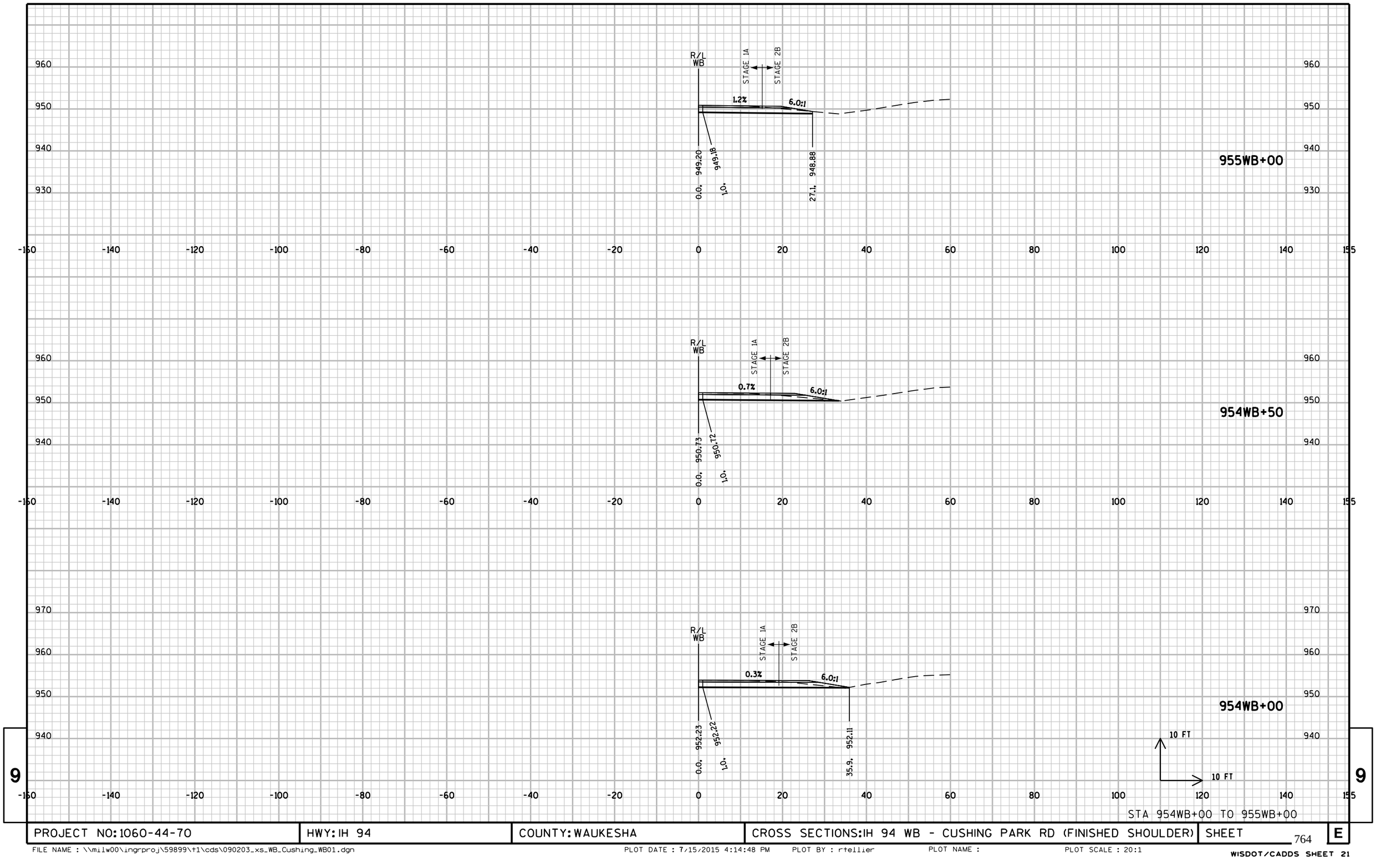


953WB+04



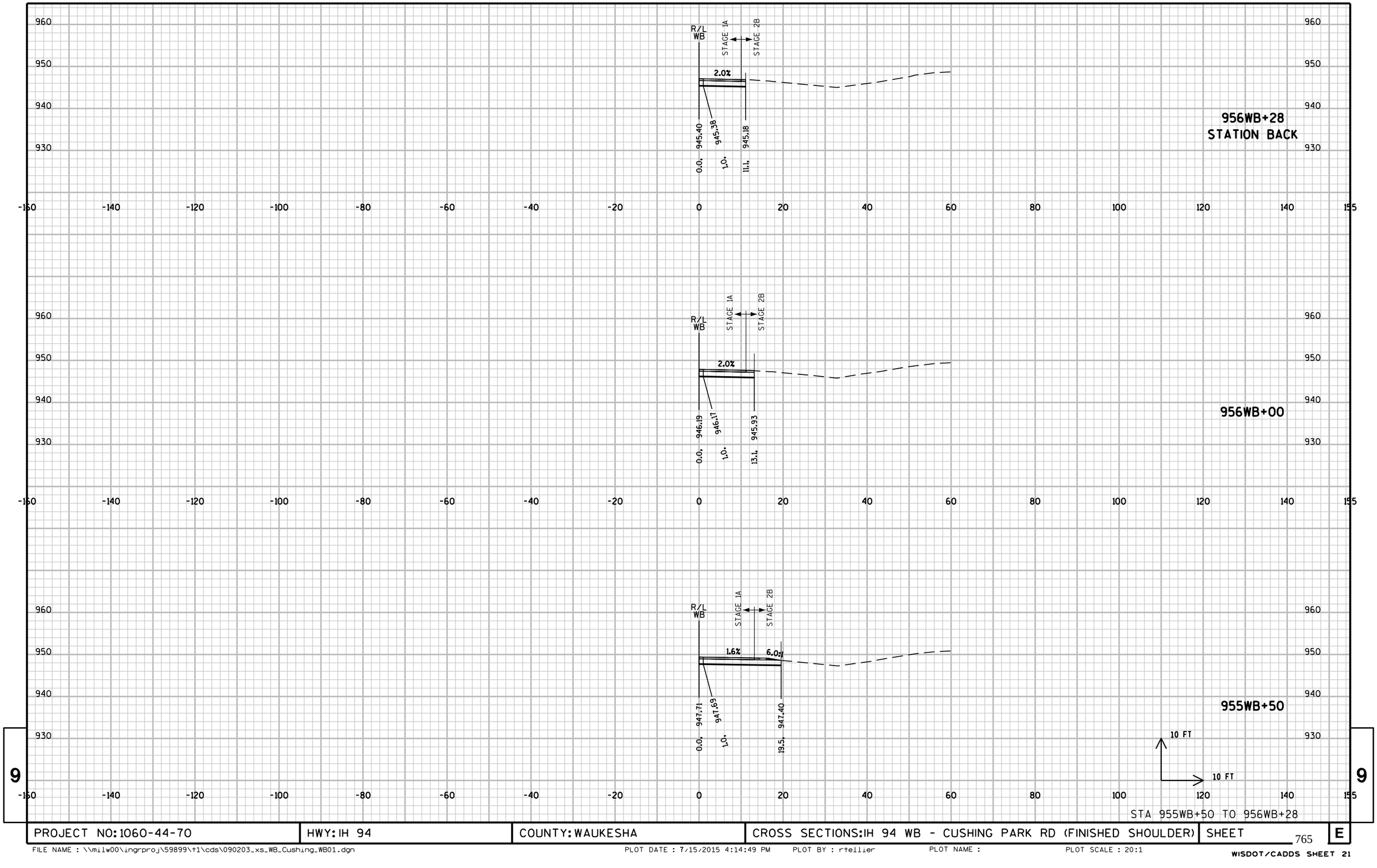
STA 953WB+04 TO 953WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 763	E



STA 954WB+00 TO 955WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 764	E



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STA 955WB+50 TO 956WB+28

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 765	E

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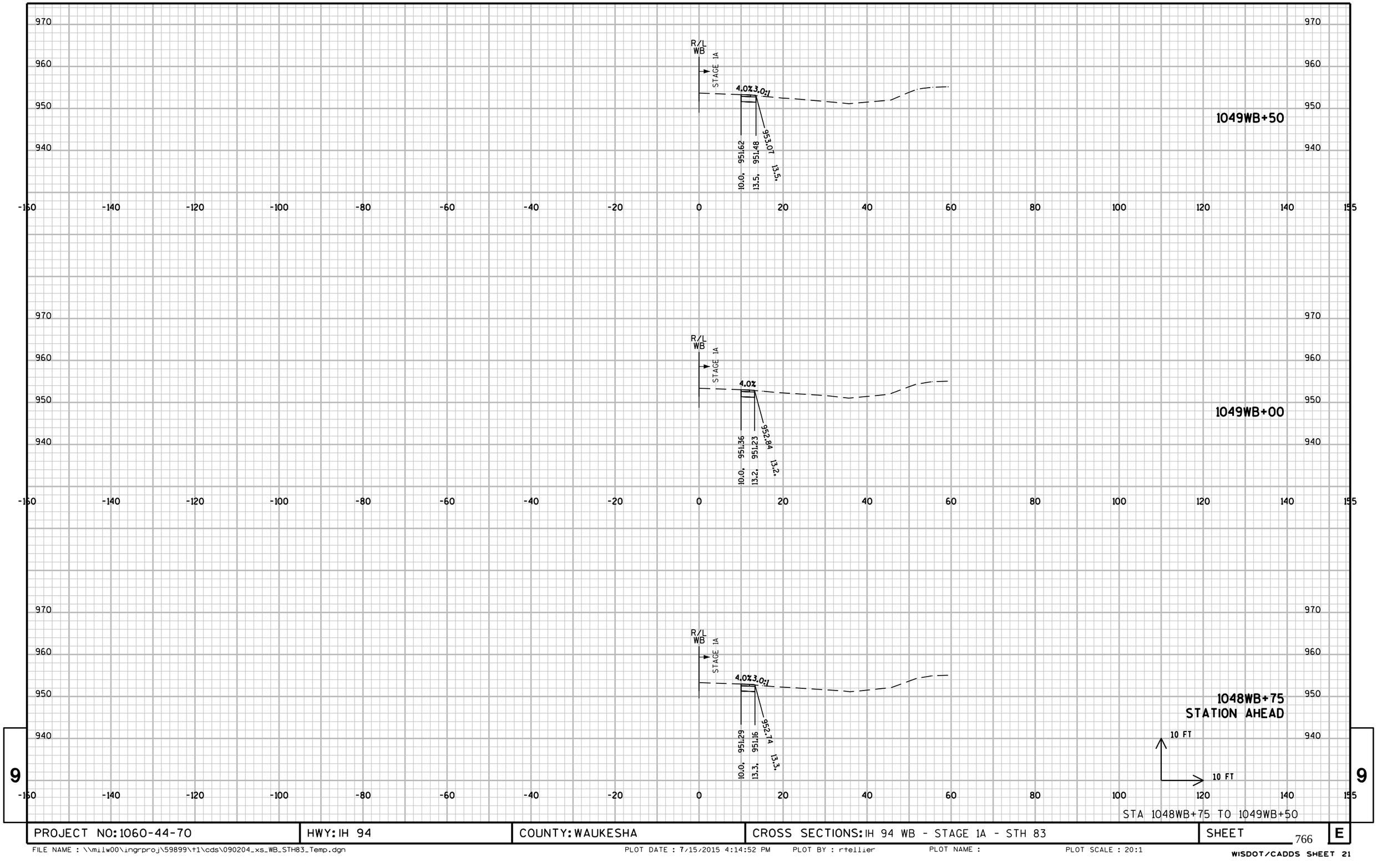
WISDOT/CADDS SHEET 21



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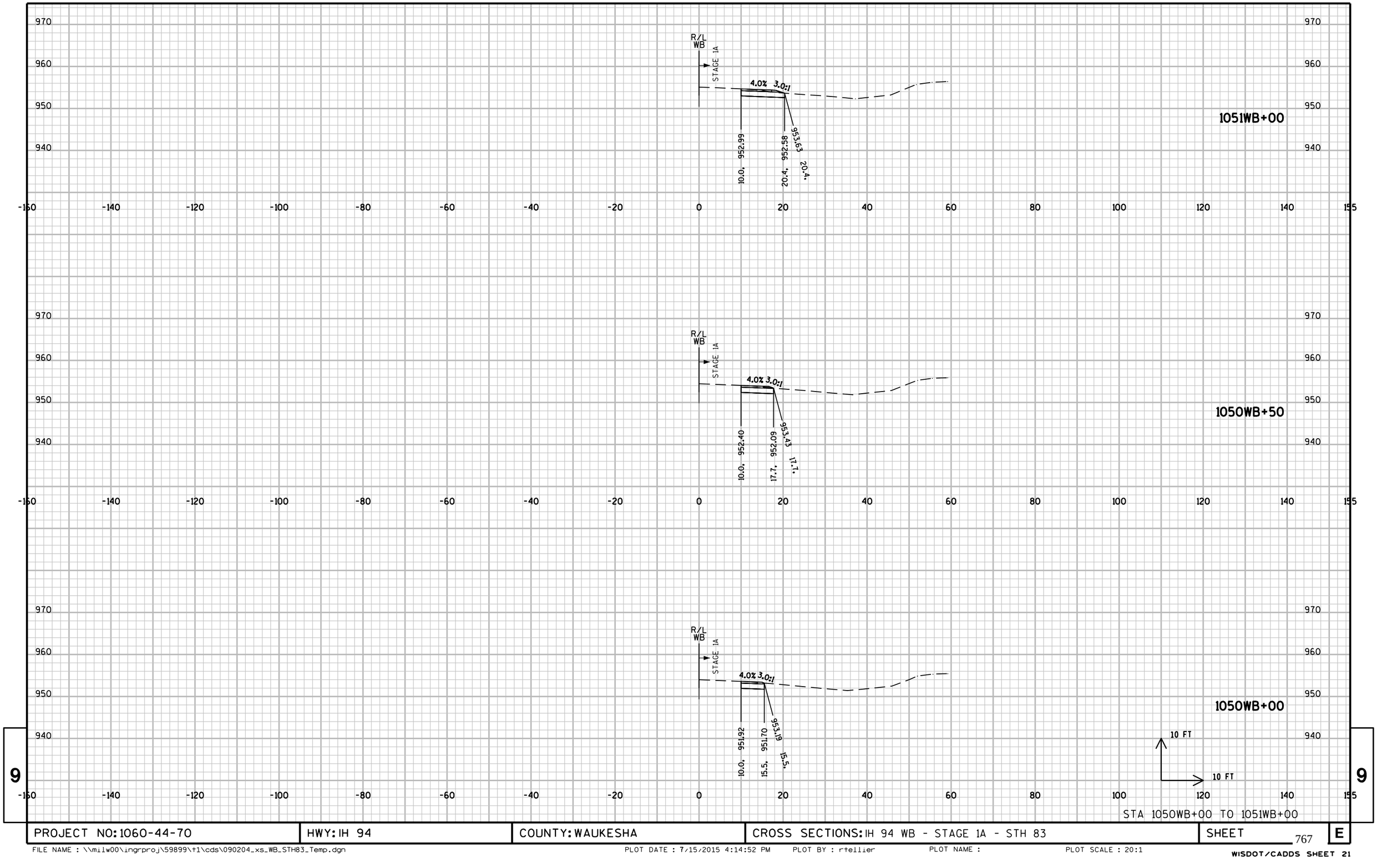
STA 1048WB+75 TO 1049WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090204_xs_WB_STH83_Temp.dgn PLOT DATE : 7/15/2015 4:14:52 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 1050WB+00 TO 1051WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 767	E

STA 1051WB+50 TO 1052WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 768	E

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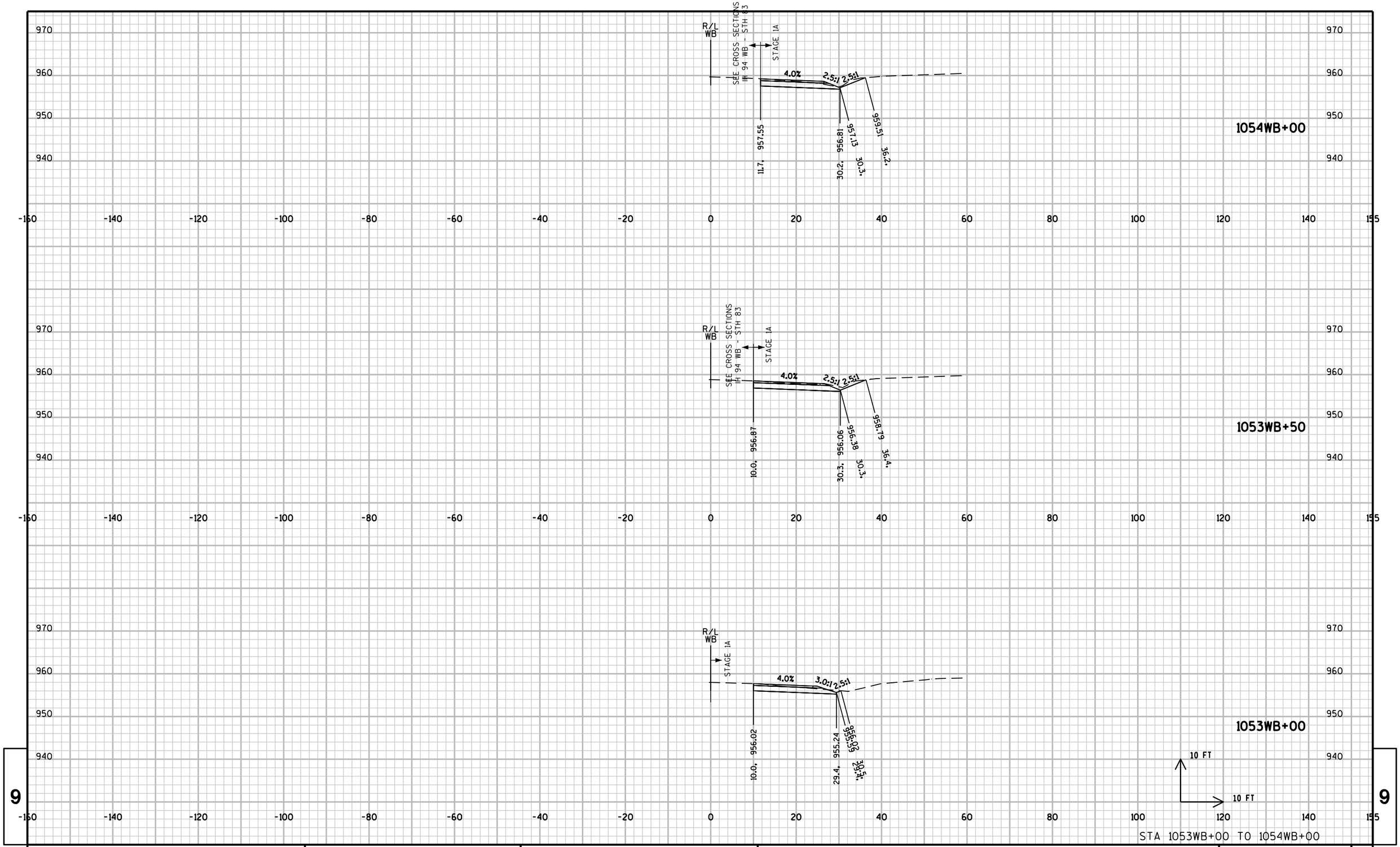
WISDOT/CADDS SHEET 21



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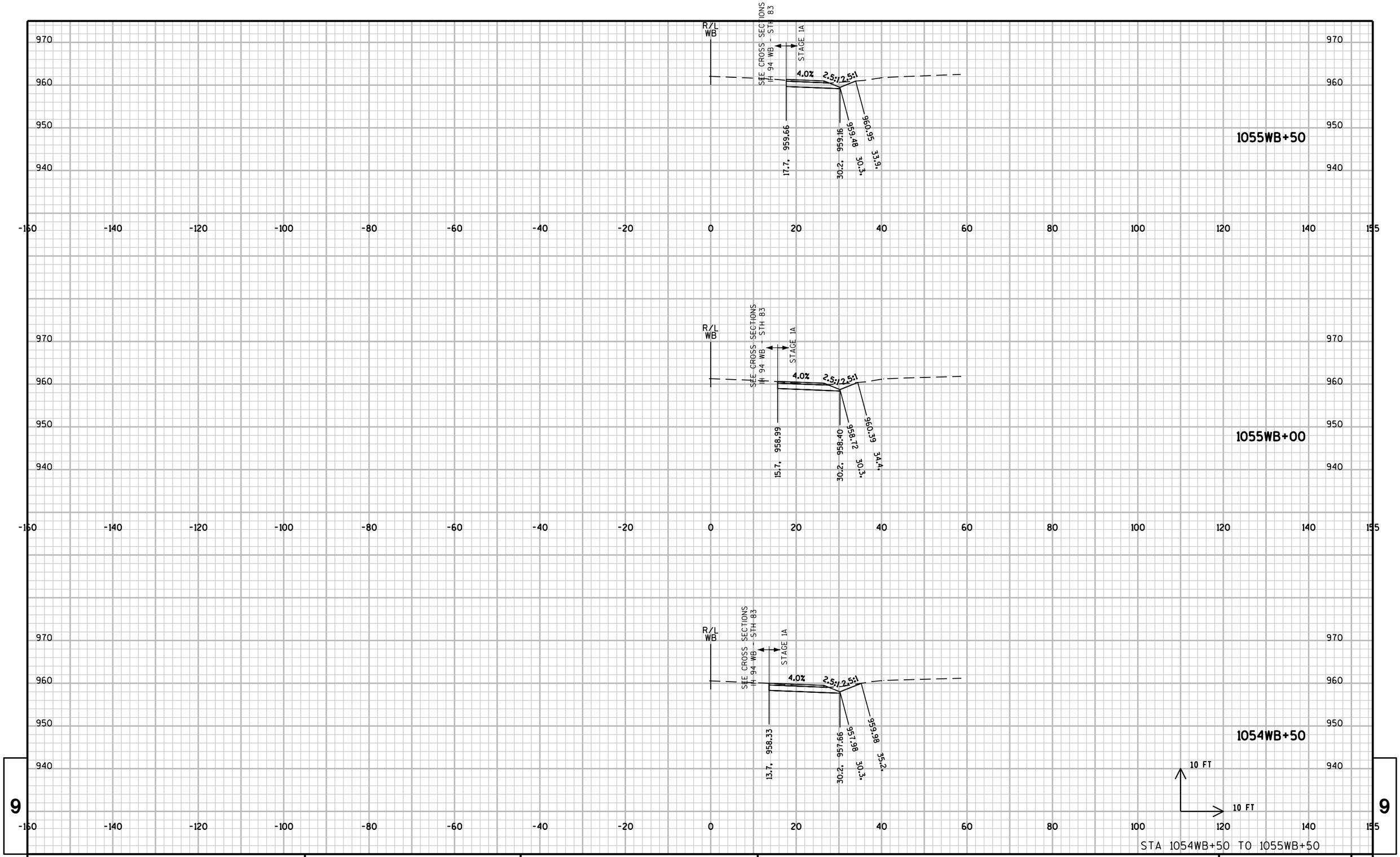
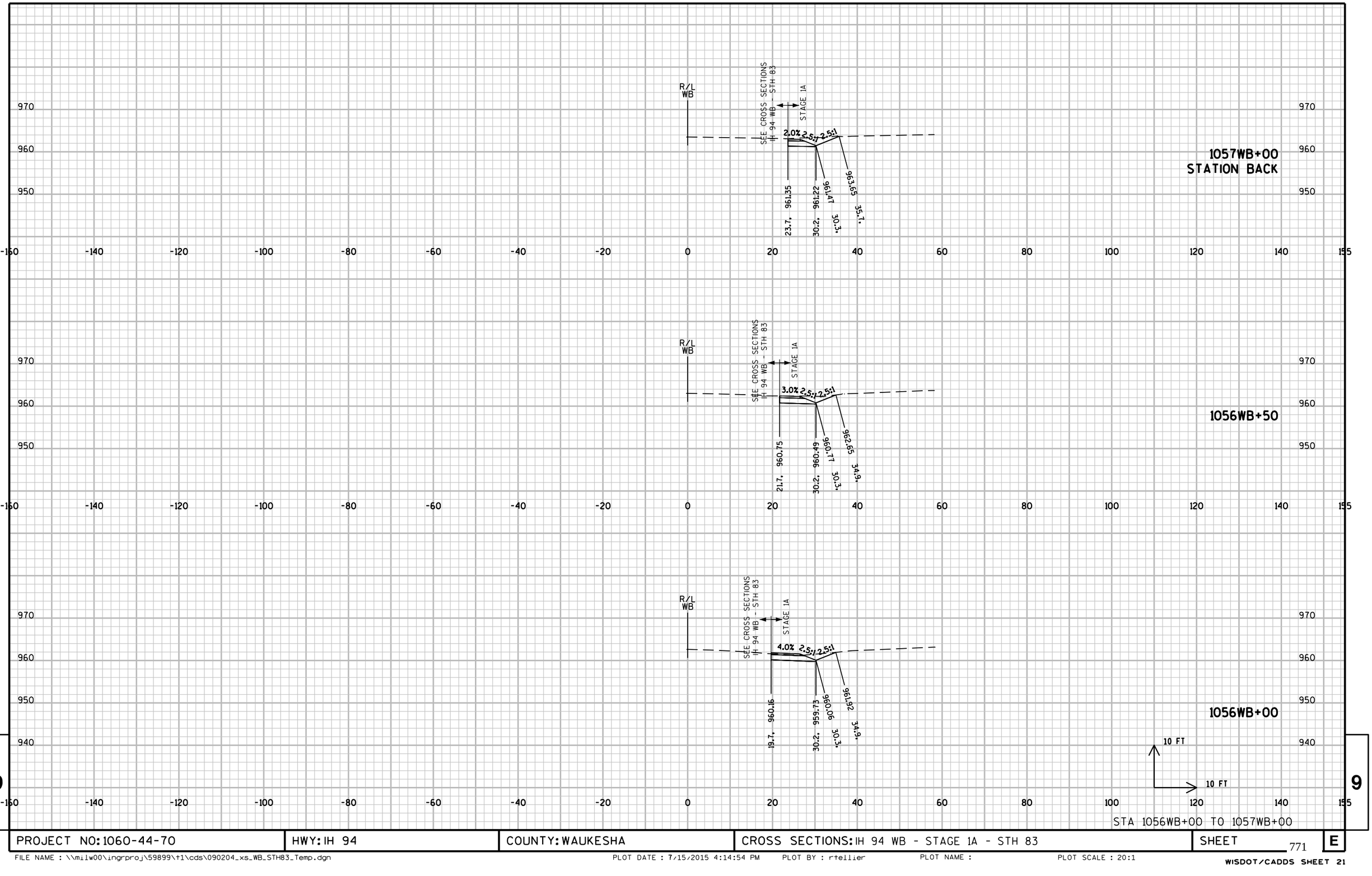
STA 1053WB+00 TO 1054WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 769	E



STA 1054WB+50 TO 1055WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 770	E

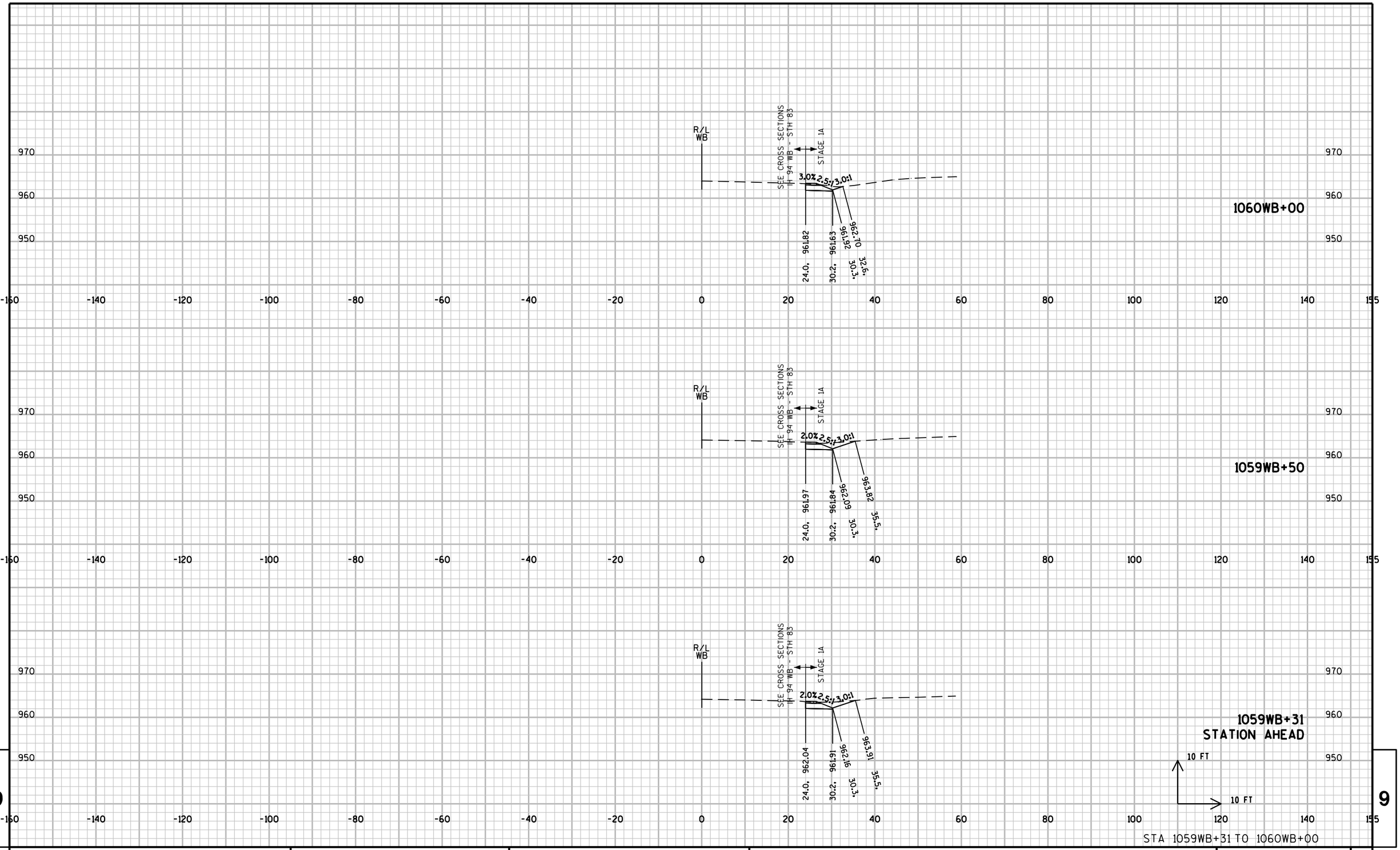


STA 1056WB+00 TO 1057WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 771	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090204_xs_WB_STH83_Temp.dgn PLOT DATE : 7/15/2015 4:14:54 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 772	E

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WISDOT/CADDS SHEET 21

9

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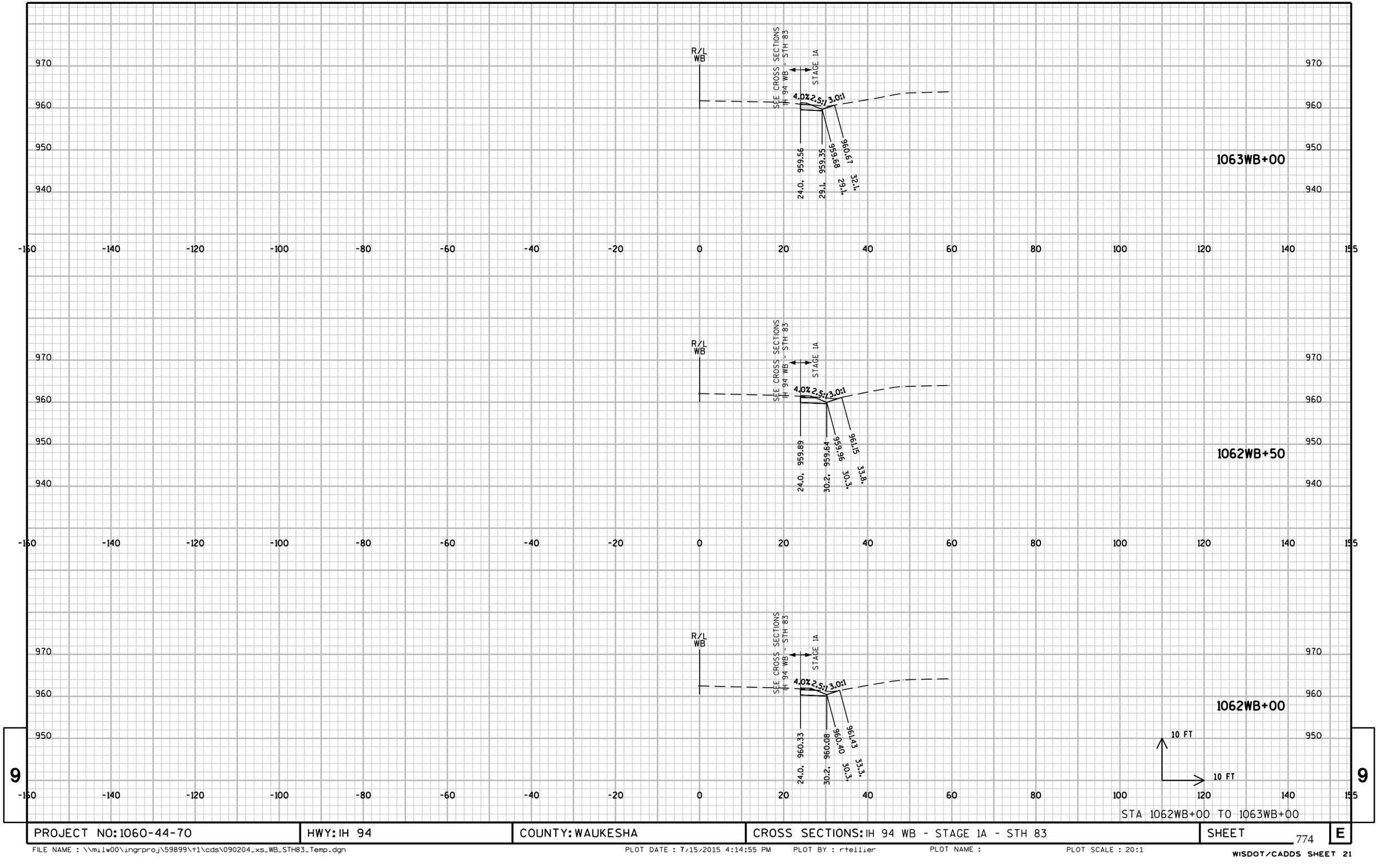
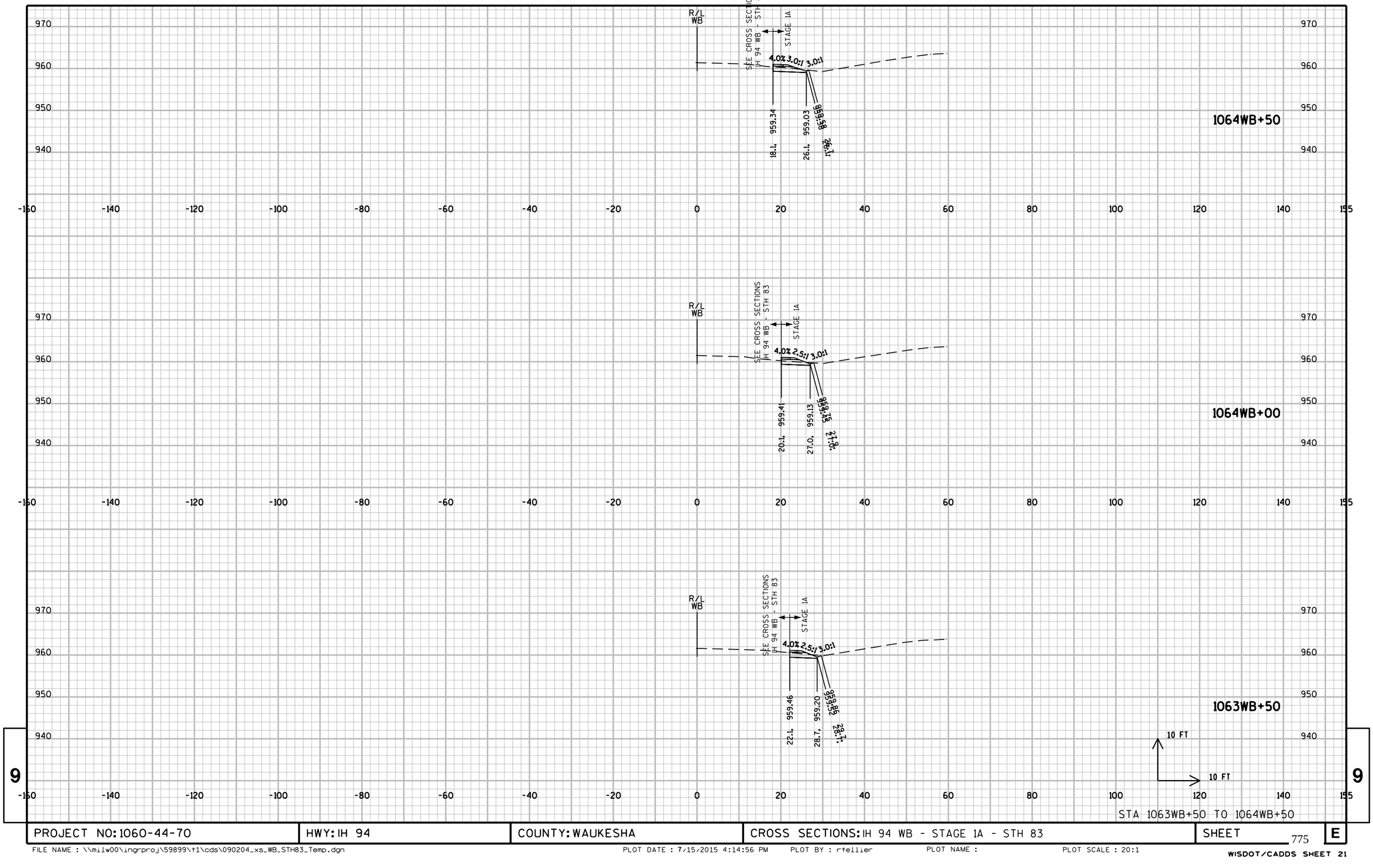
STA 1060WB+50 TO 1061WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 773	E



STA 1062WB+00 TO 1063WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 774	E



STA 1063WB+50 TO 1064WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 775	E

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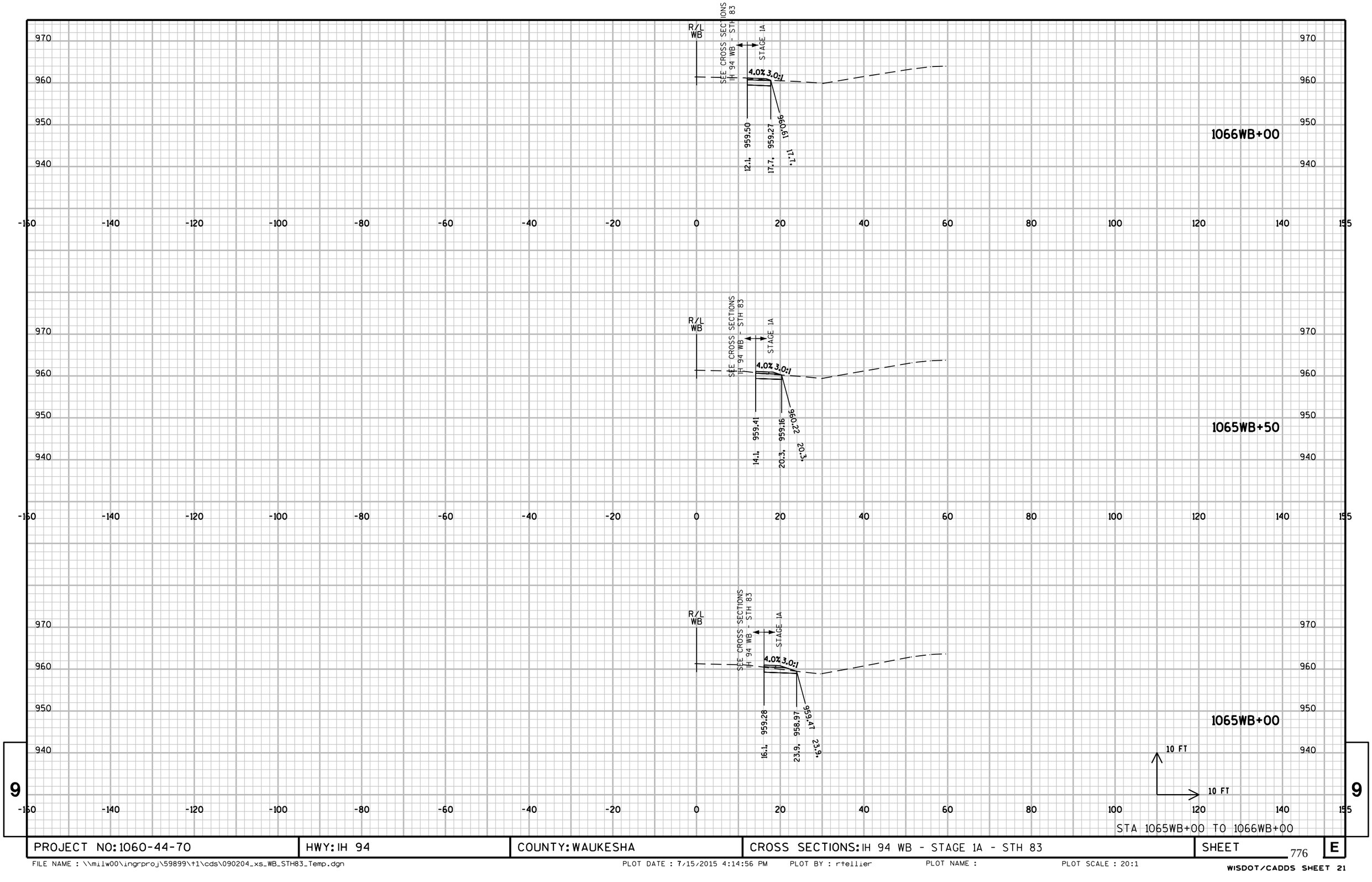
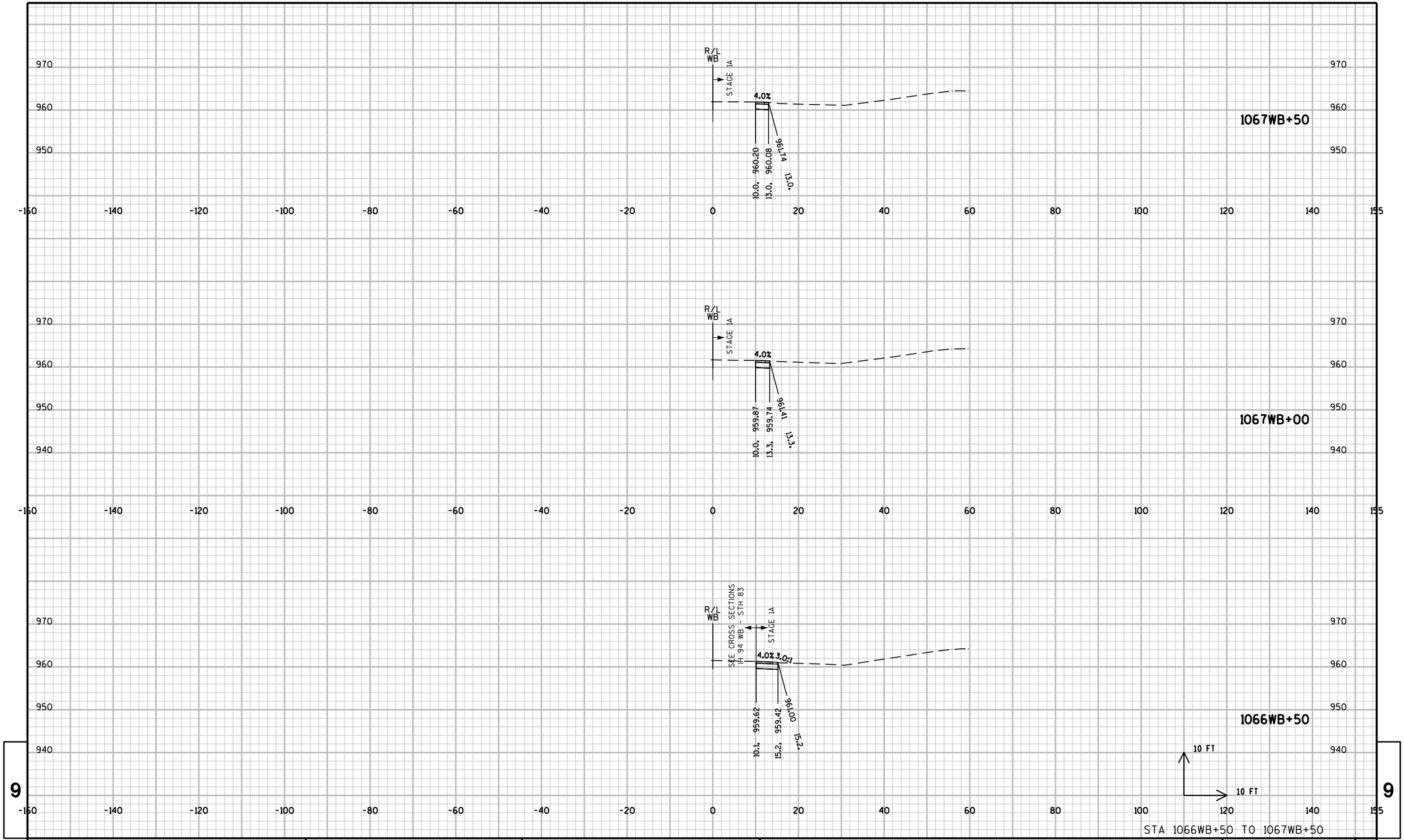
WISDOT/CADDS SHEET 21



STA 1065WB+00 TO 1066WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 776	E



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STA 1066WB+50 TO 1067WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 777	E

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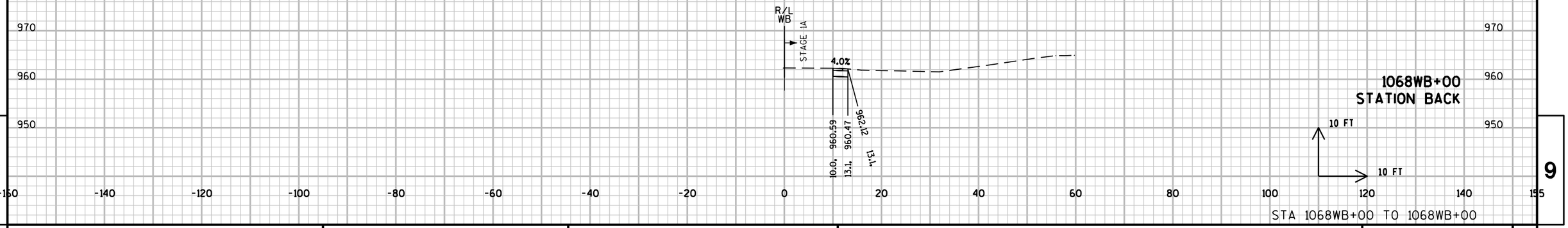
WISDOT/CADDS SHEET 21



STA 1068WB+00 TO 1068WB+00

9

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - STH 83	SHEET 778	E

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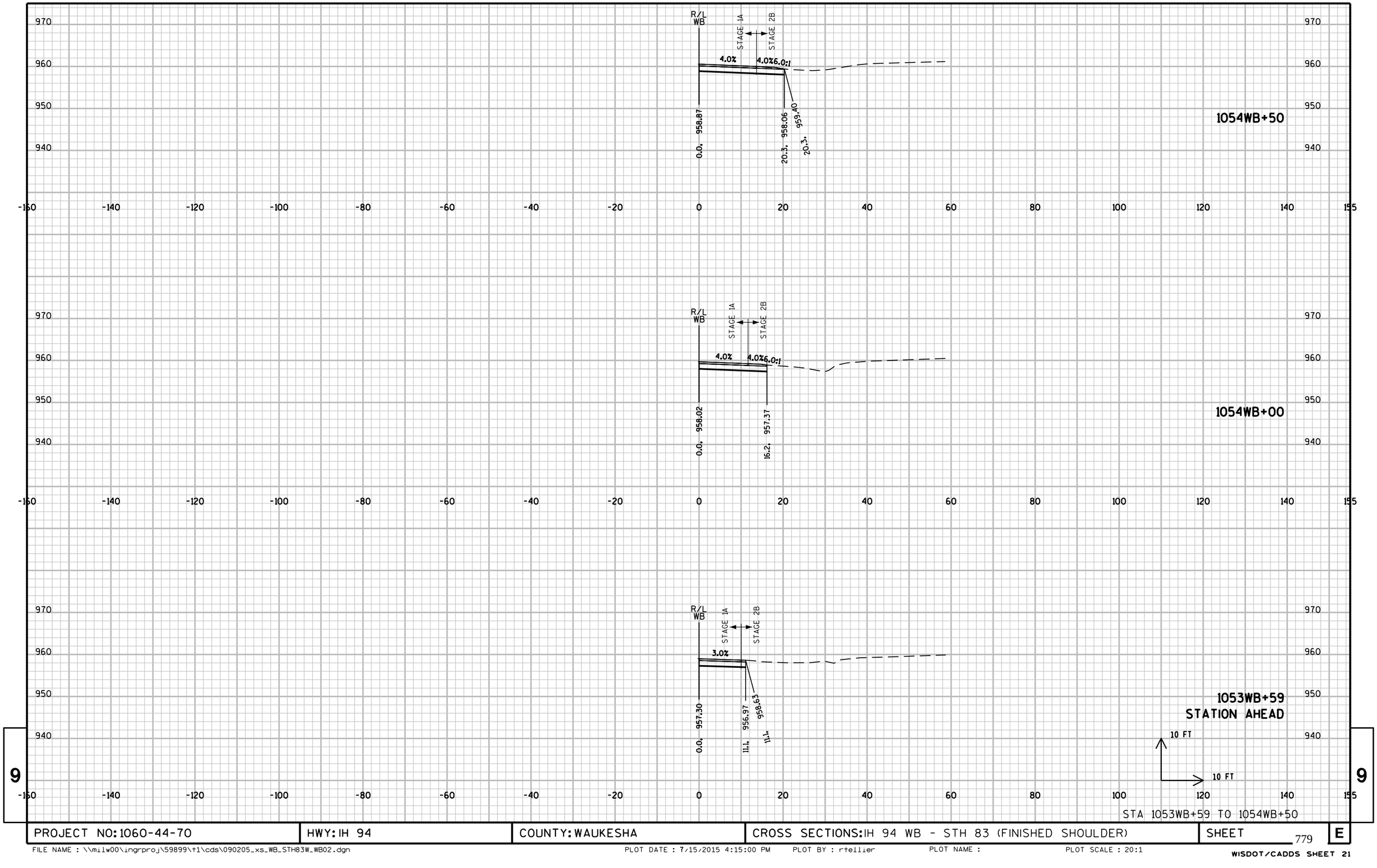
WISDOT/CADDS SHEET 21

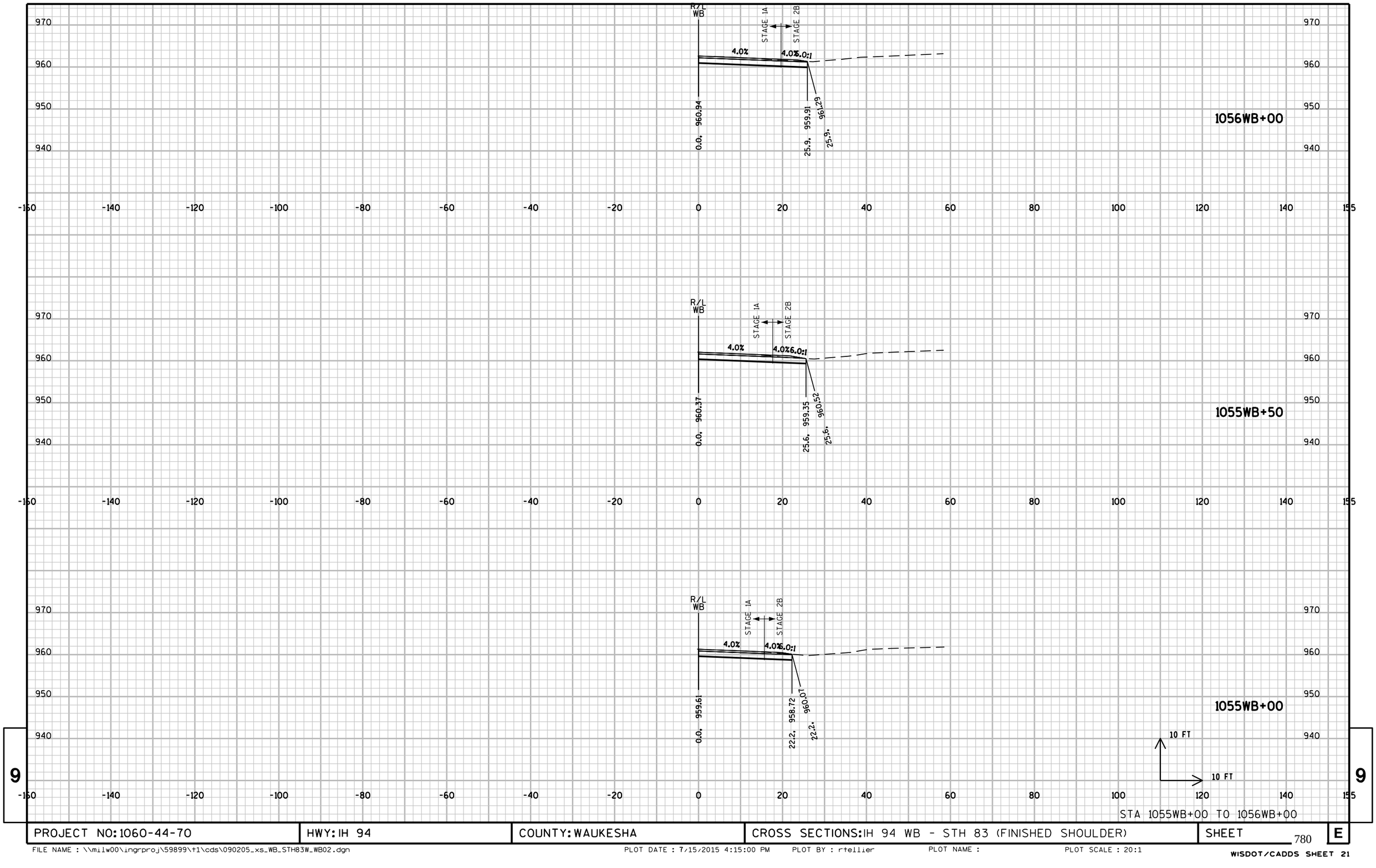


STA 1053WB+59 TO 1054WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 779	E

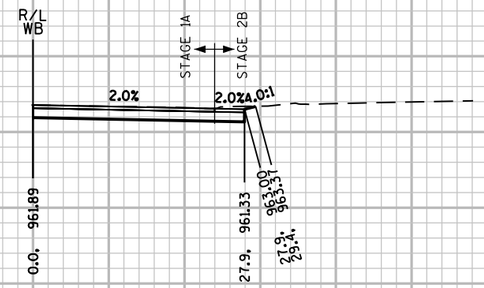
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090205_xs_WB_STH83W_WB02.dgn PLOT DATE : 7/15/2015 4:15:00 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

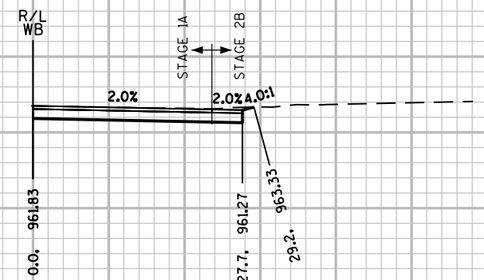


STA 1055WB+00 TO 1056WB+00

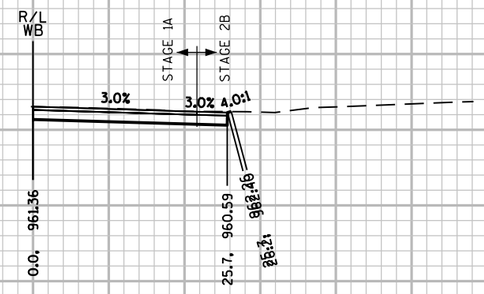
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 780	E



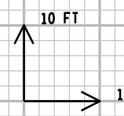
1057WB+08
STATION BACK



1057WB+00



1056WB+50



STA 1056WB+50 TO 1057WB+08

9

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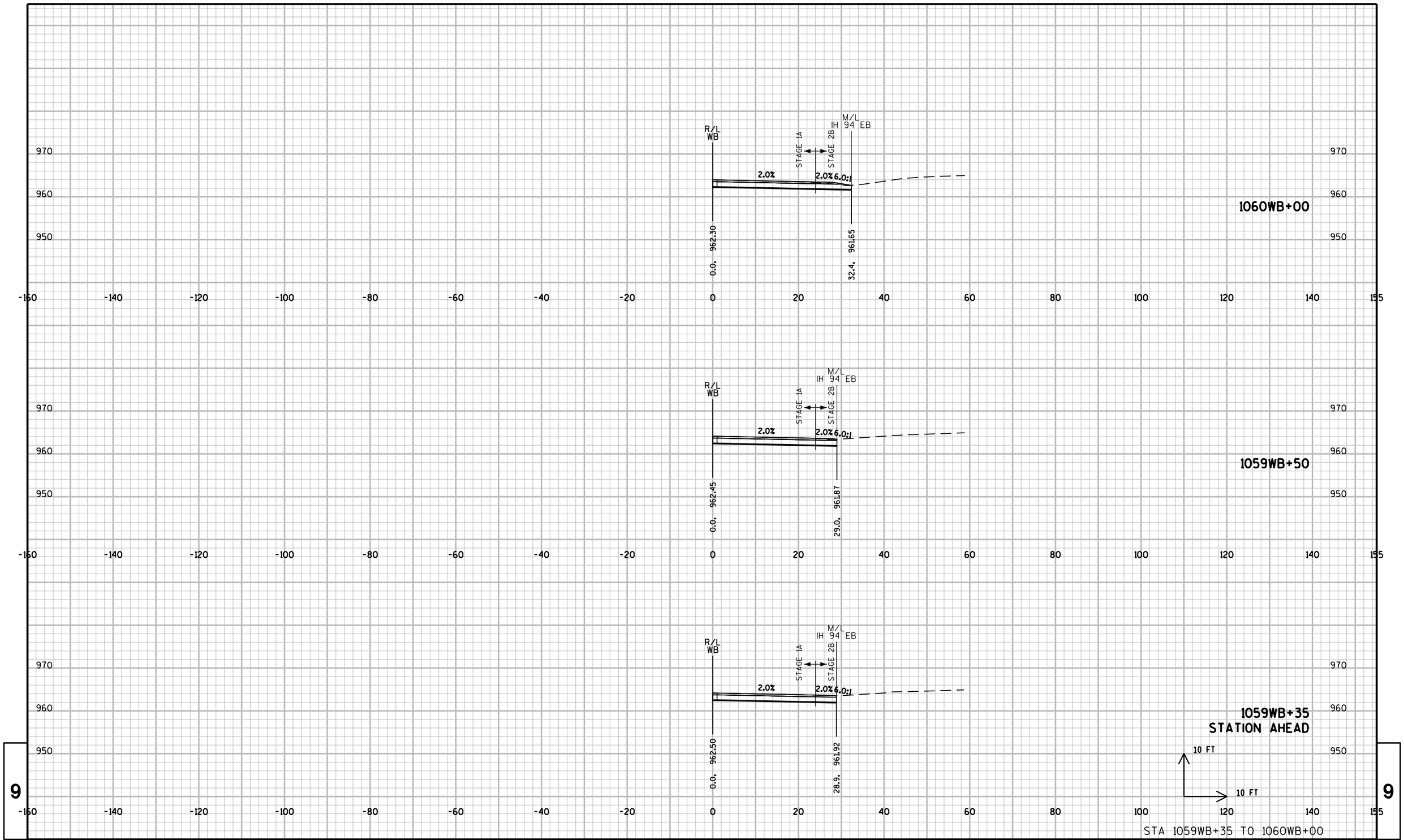
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 781	E



STA 1059WB+35 TO 1060WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 782	E

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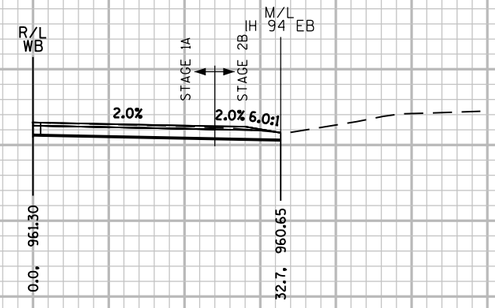
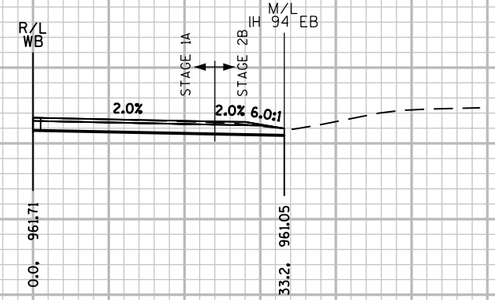
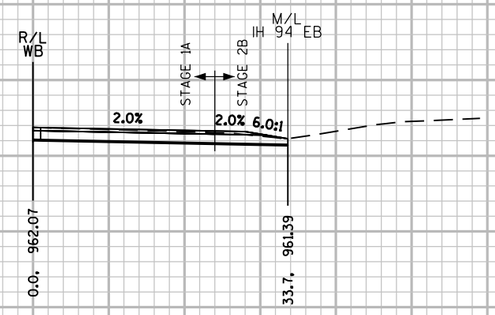
WISDOT/CADDS SHEET 21



1061WB+50



1061WB+00



1060WB+50

10 FT
10 FT

STA 1060WB+50 TO 1061WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET	E

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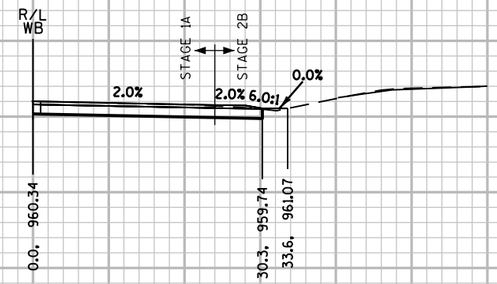
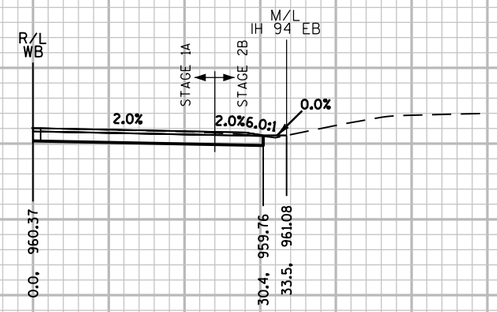
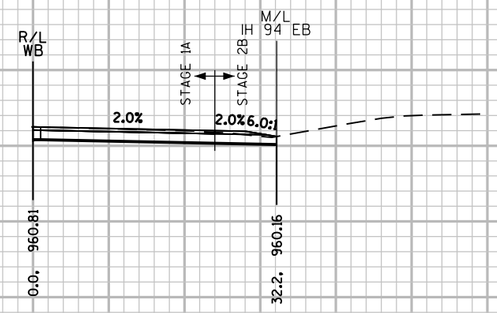
WISDOT/CADDS SHEET 21



1062WB+54



1062WB+50



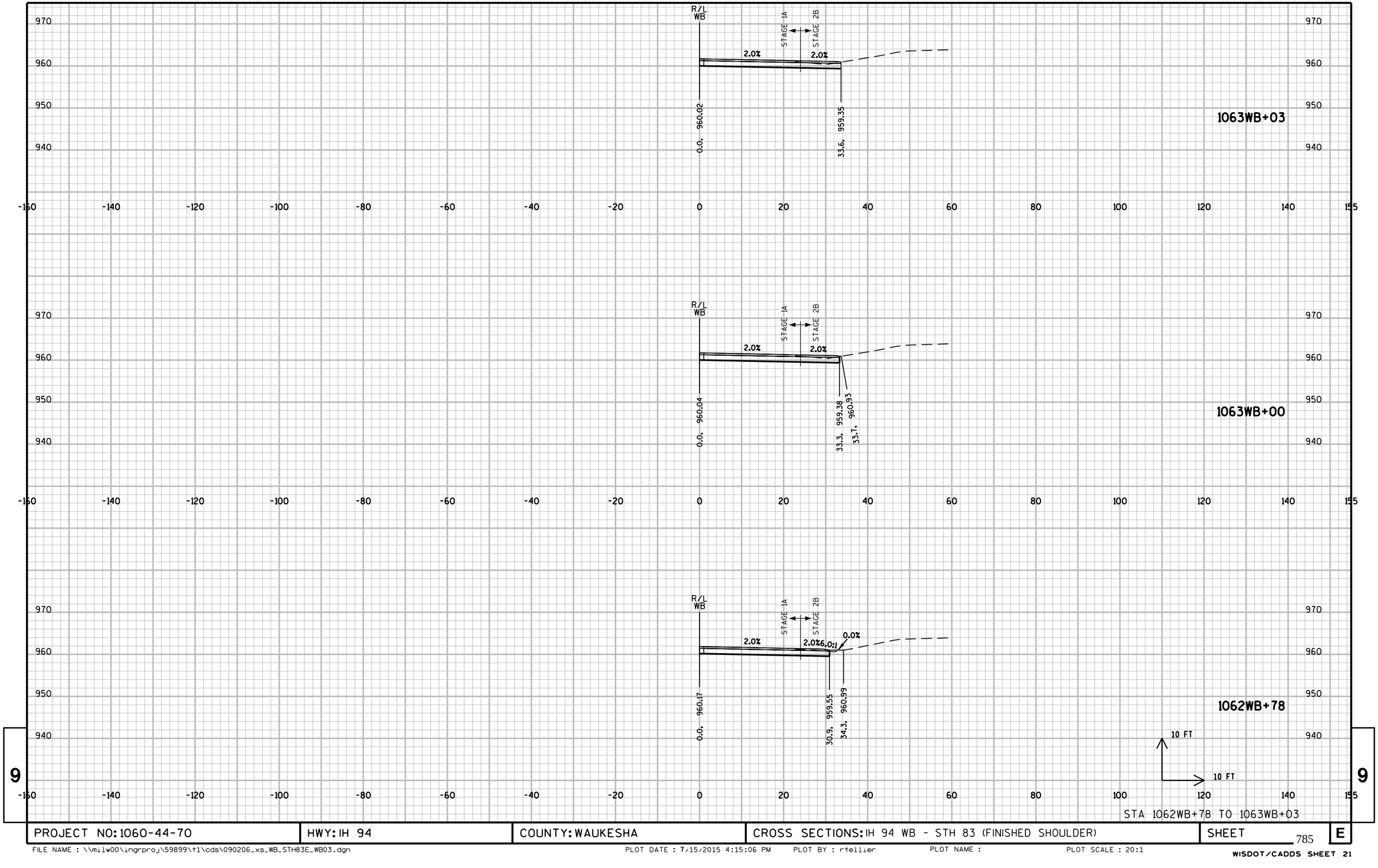
1062WB+00

10 FT

10 FT

STA 1062WB+00 TO 1062WB+54

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 784	E



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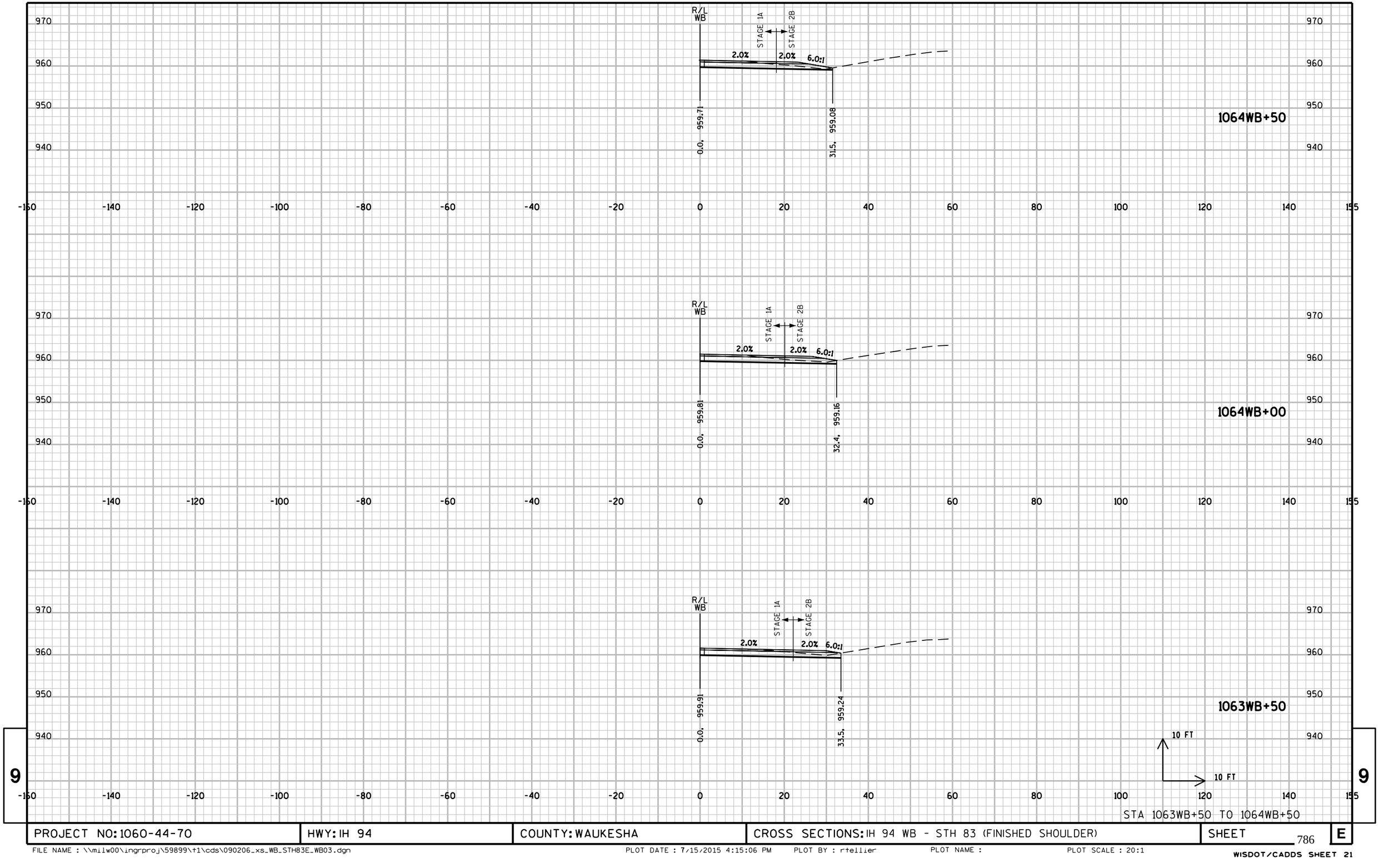
STA 1062WB+78 TO 1063WB+03

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 785	E



STA 1063WB+50 TO 1064WB+50

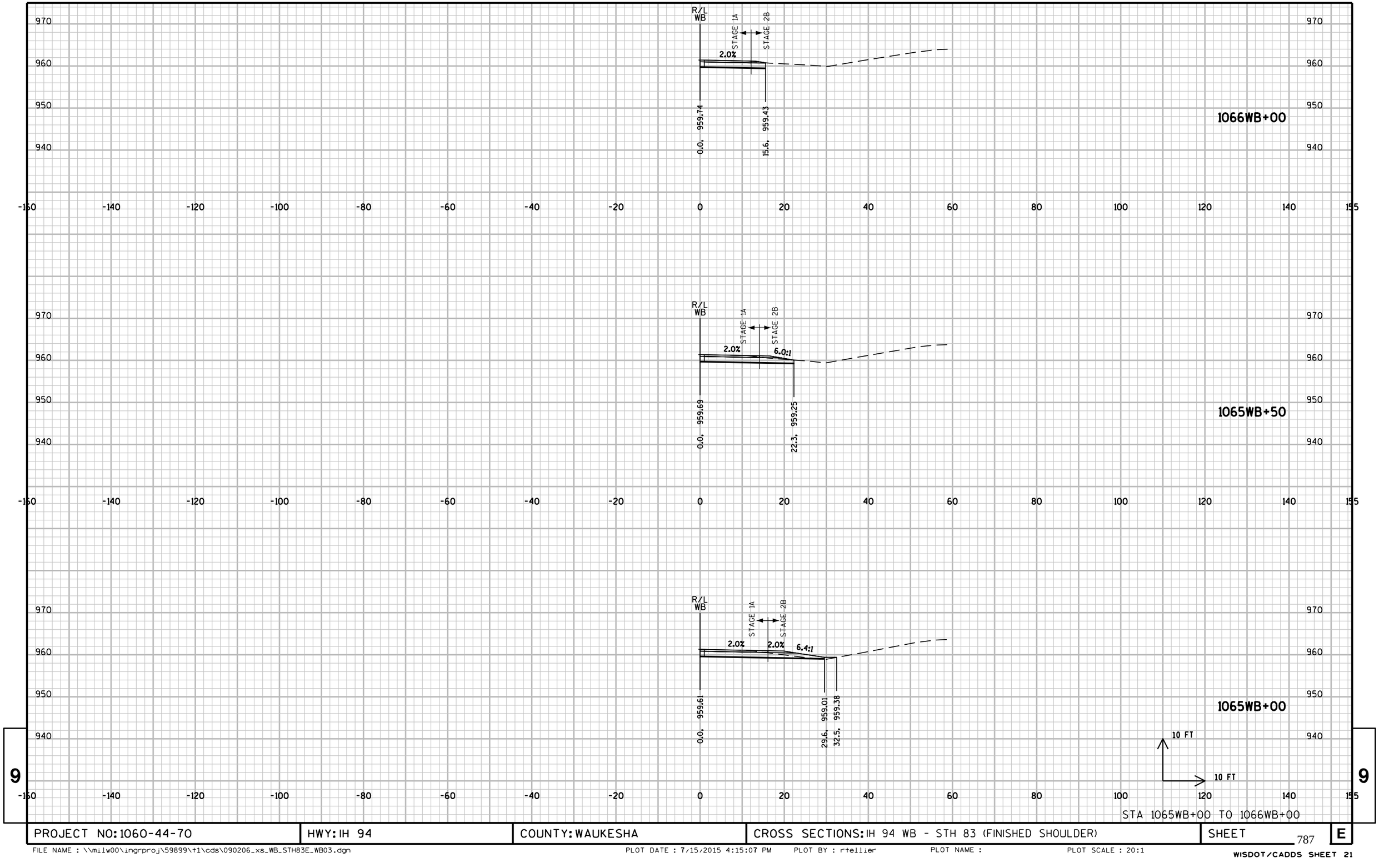
9

9

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 786	E

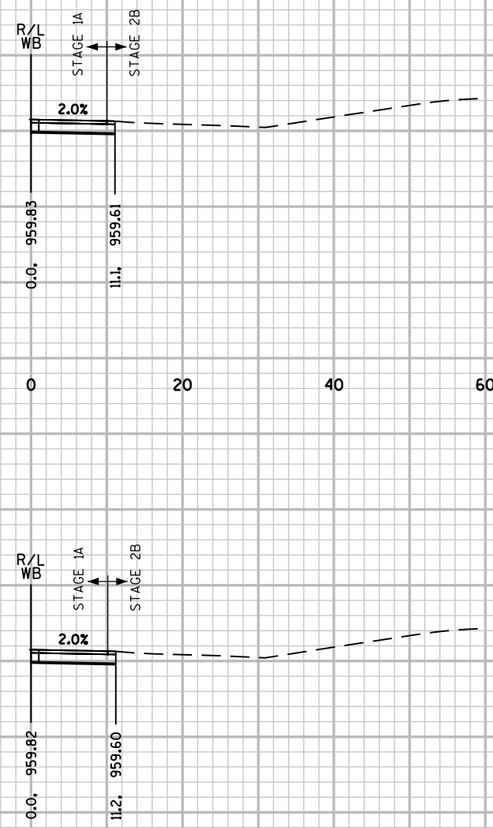
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090206_xs_WB_STH83E_WB03.dgn PLOT DATE : 7/15/2015 4:15:06 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 1065WB+00 TO 1066WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 787	E



1066WB+53
STATION BACK

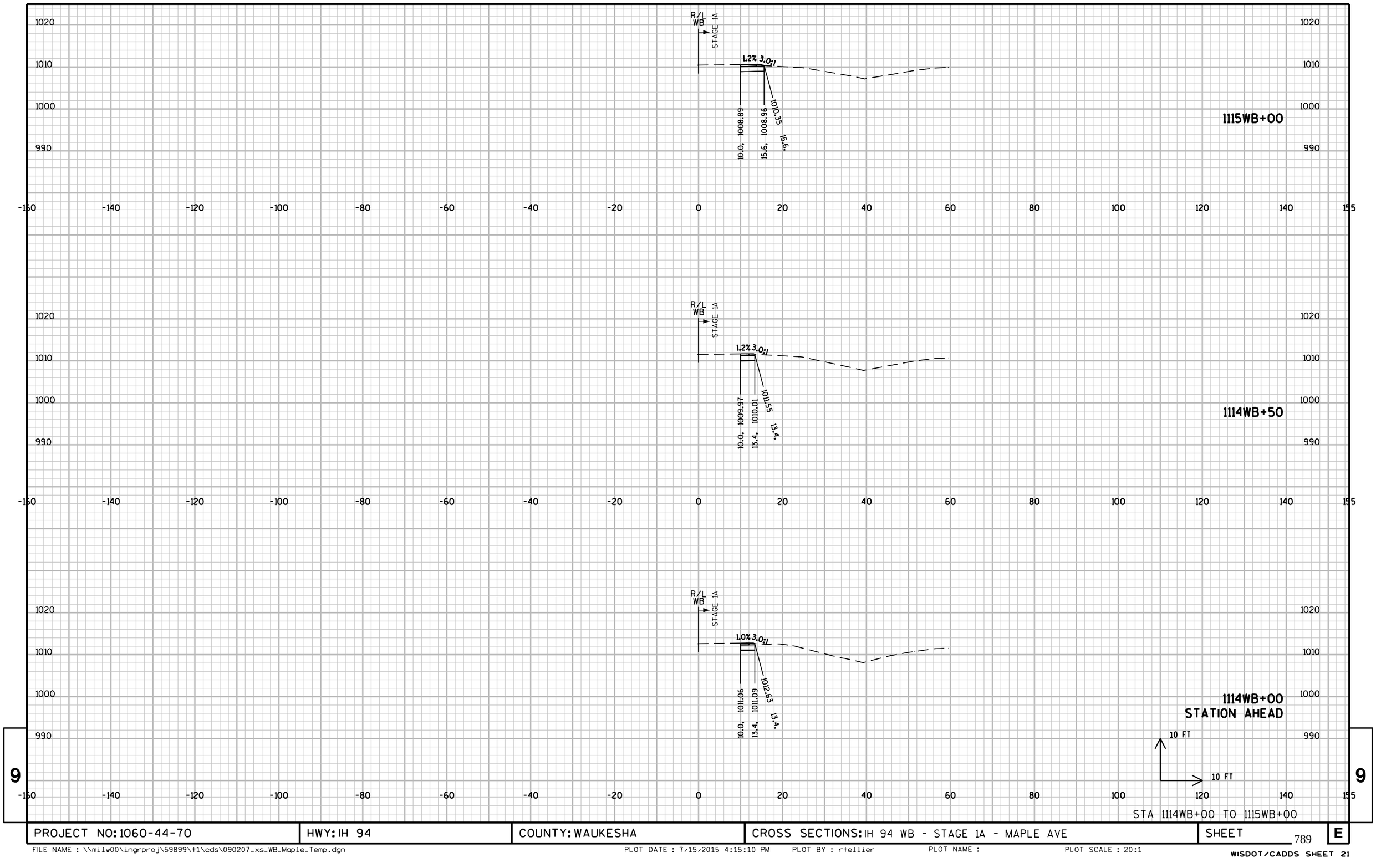
1066WB+50

10 FT
10 FT

STA 1066WB+50 TO 1066WB+53

9

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STH 83 (FINISHED SHOULDER)	SHEET 788	E

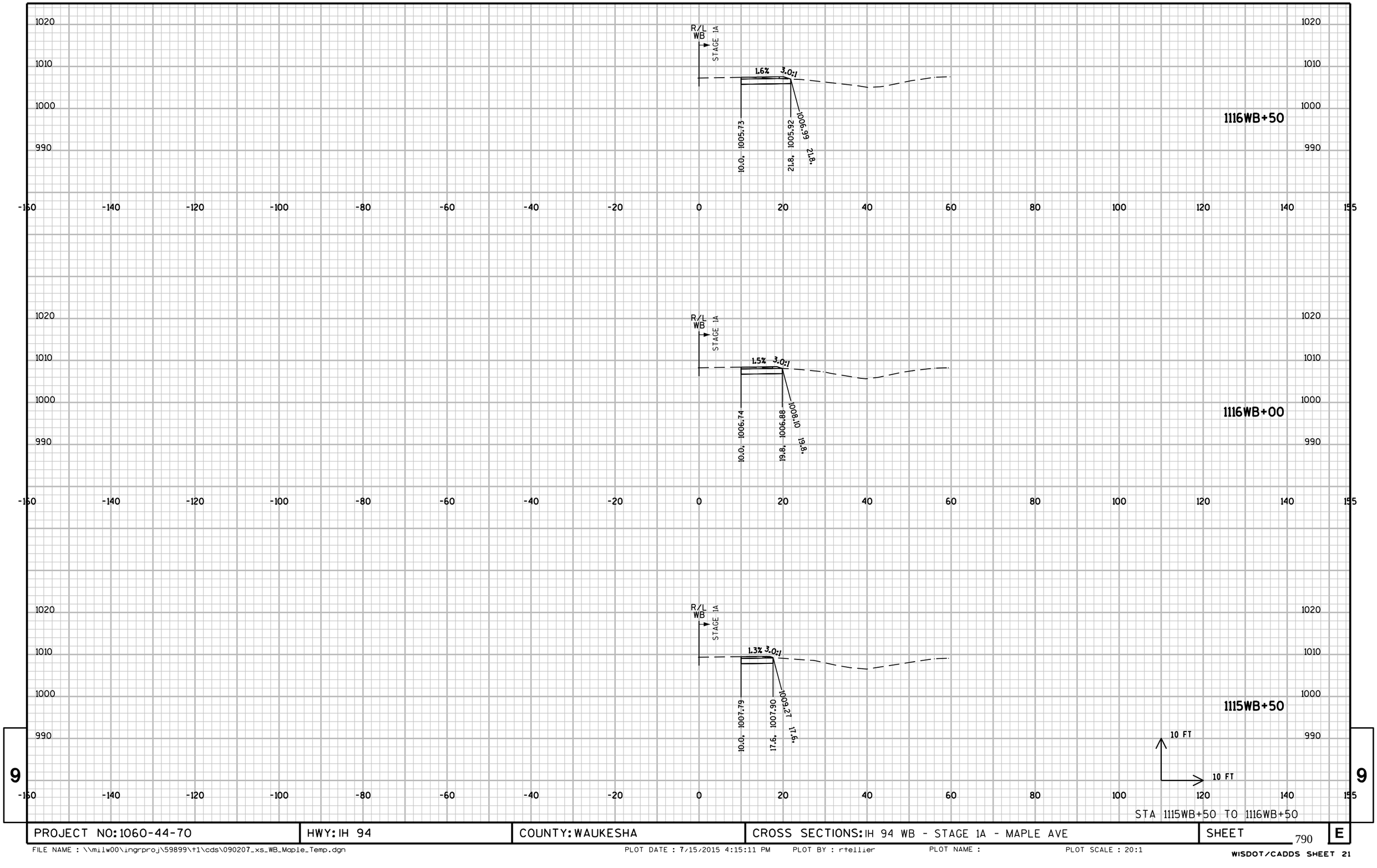


STA 1114WB+00 TO 1115WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 789	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090207_xs_WB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:15:10 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

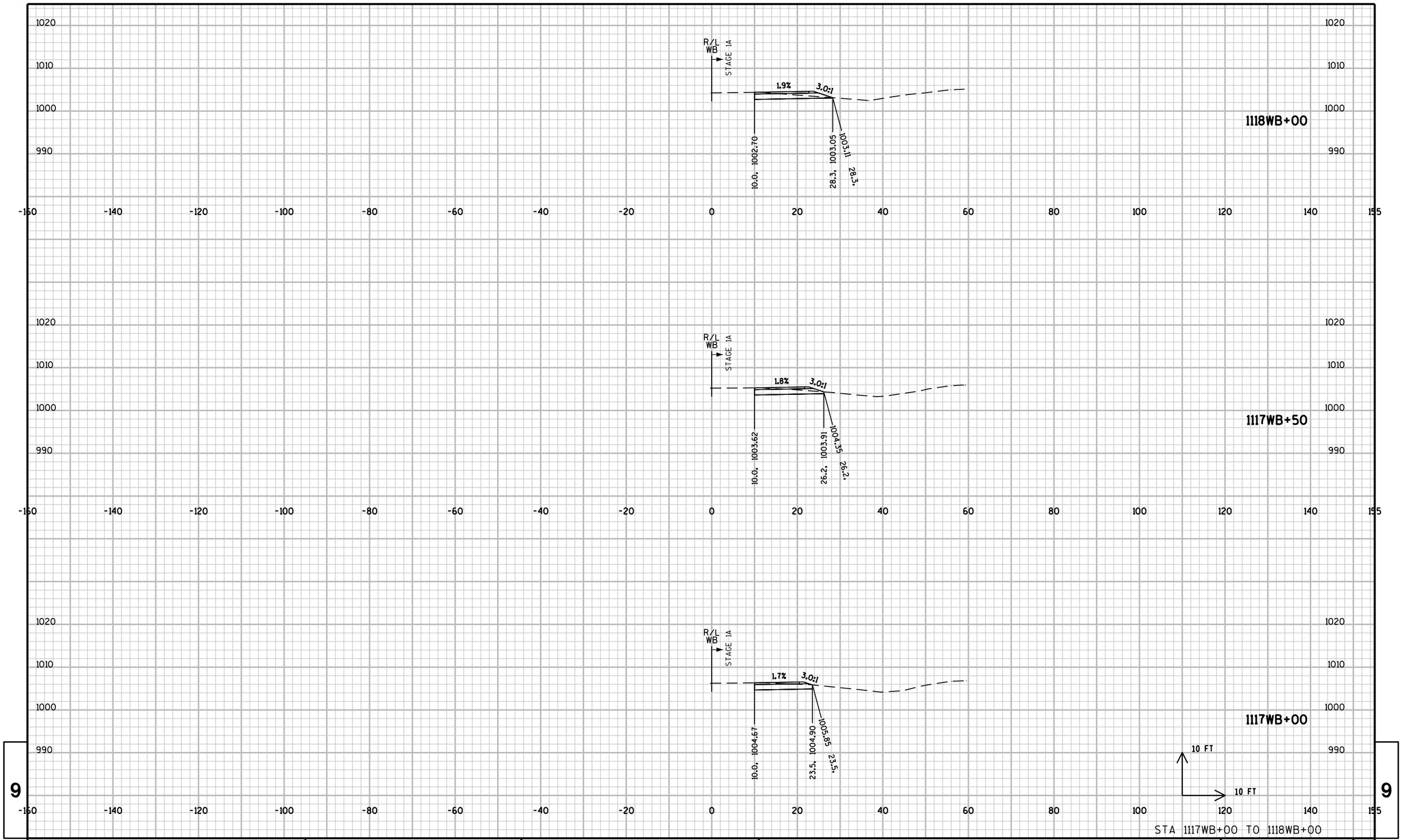


STA 1115WB+50 TO 1116WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 790	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090207_xs_WB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:15:11 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 1117WB+00 TO 1118WB+00

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 791	E

STA 1118WB+50 TO 1119WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 792	E

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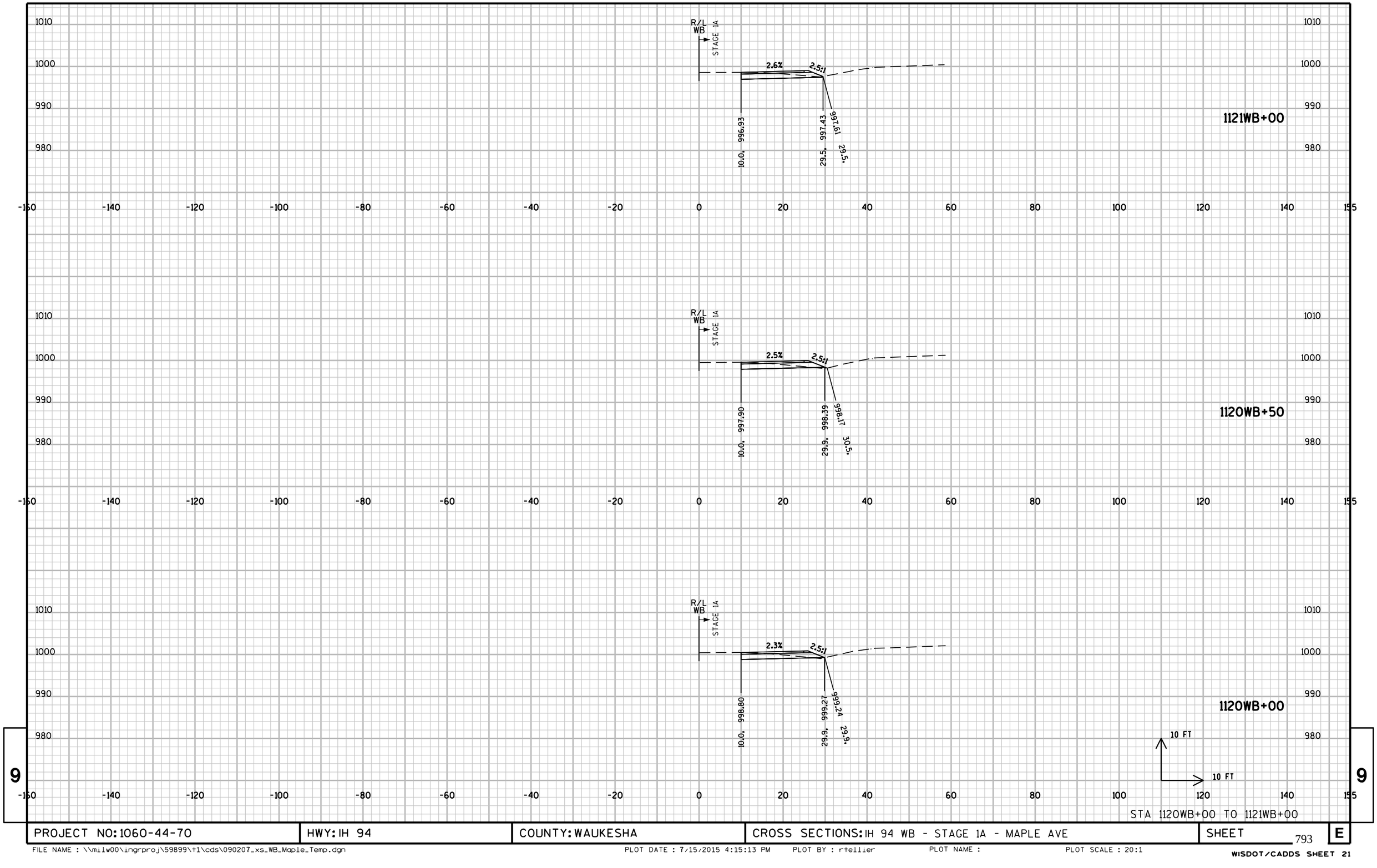
WISDOT/CADDS SHEET 21



STA 1120WB+00 TO 1121WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 793	E

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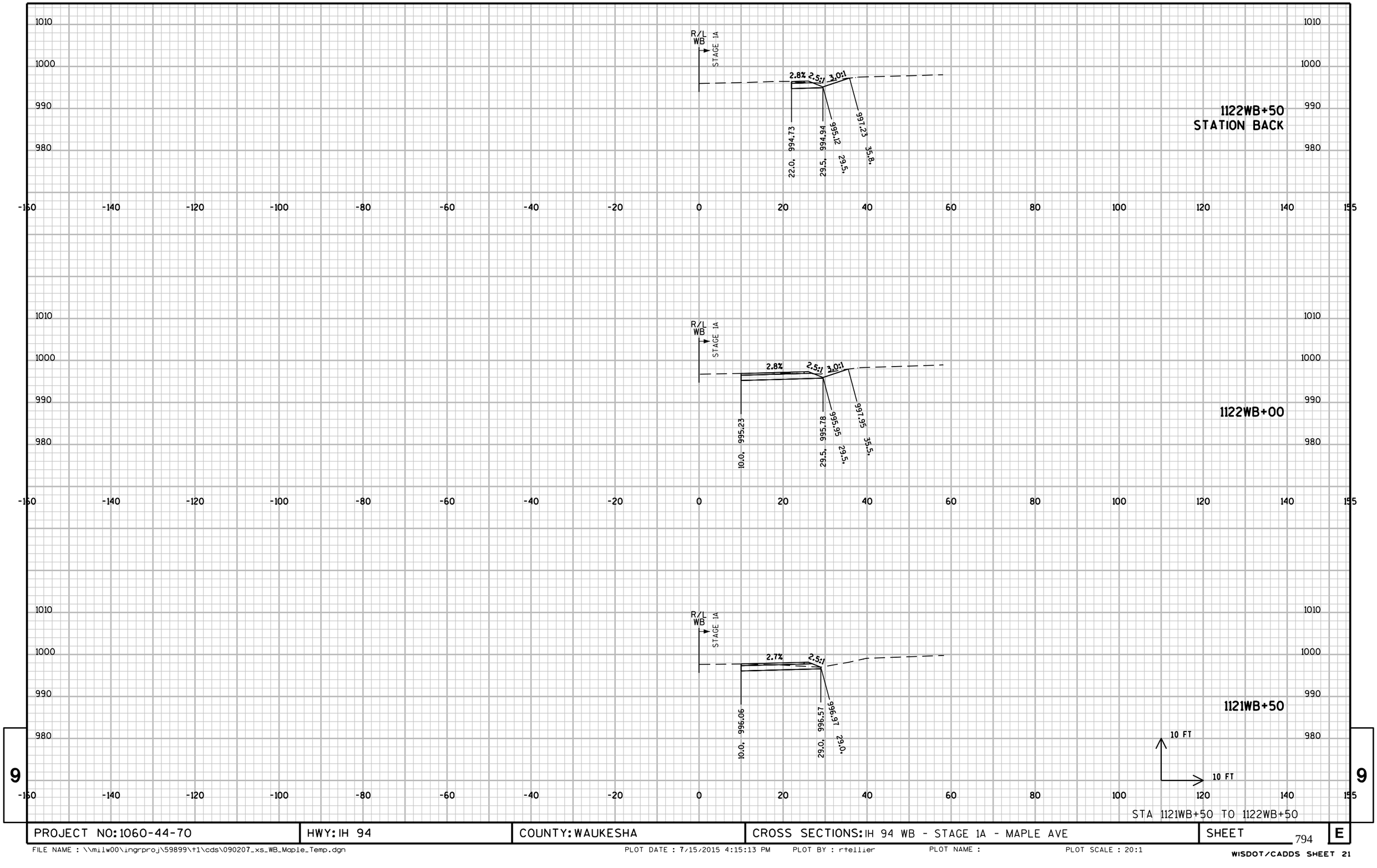

STA 1121WB+50 TO 1122WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 794	E

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 795	E

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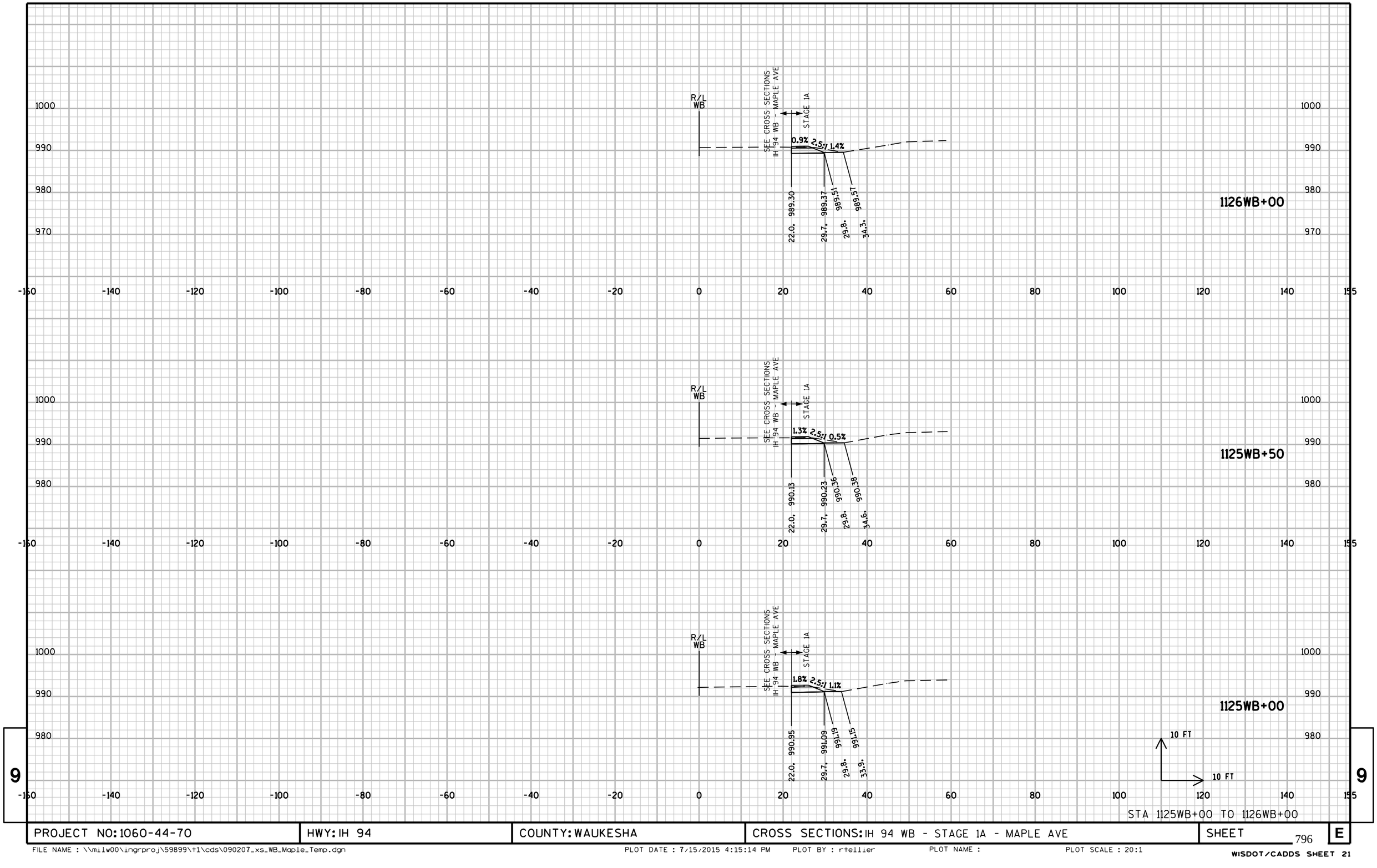

STA 1125WB+00 TO 1126WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090207_xs_WB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:15:14 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1
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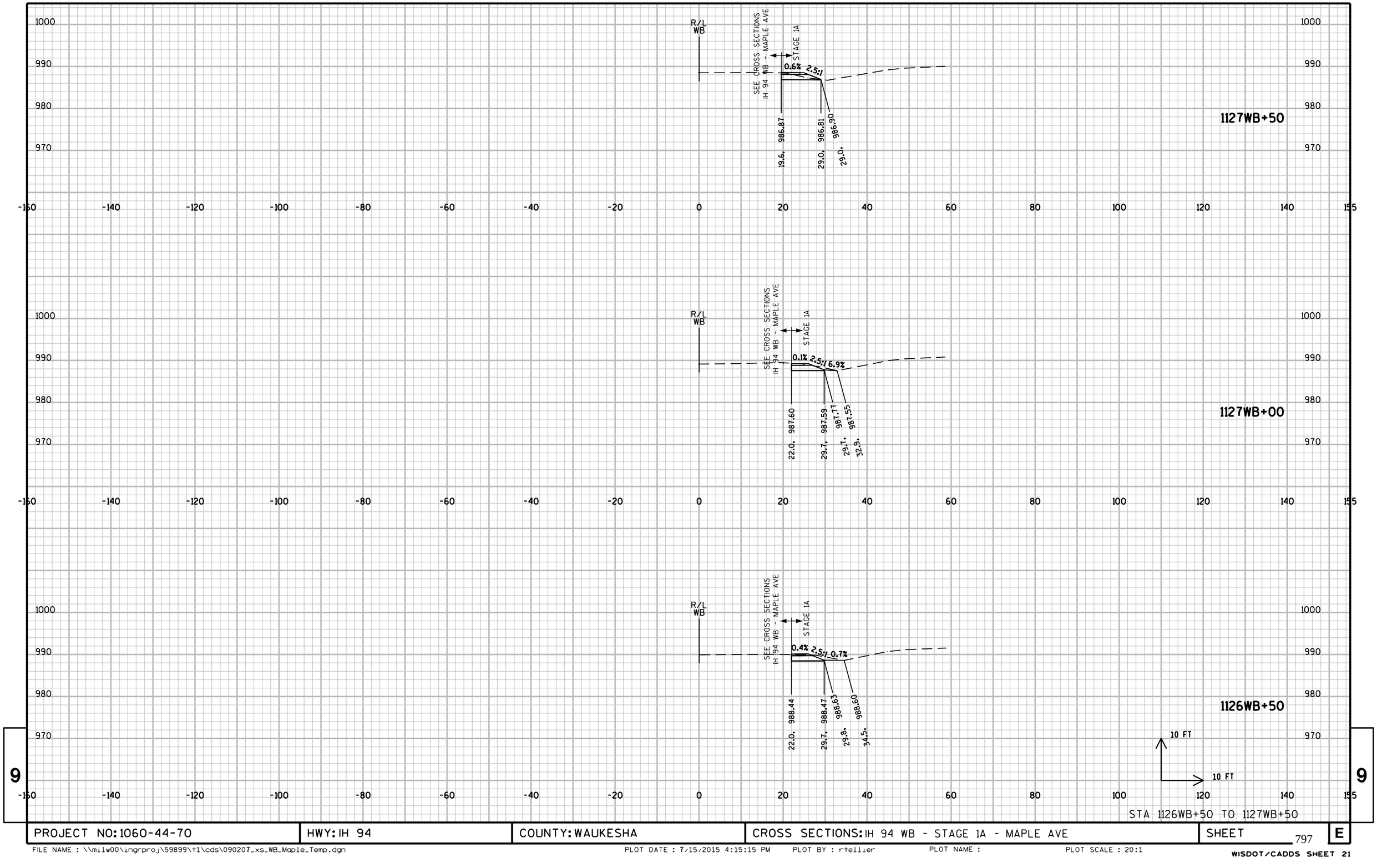

STA 1126WB+50 TO 1127WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 797	E

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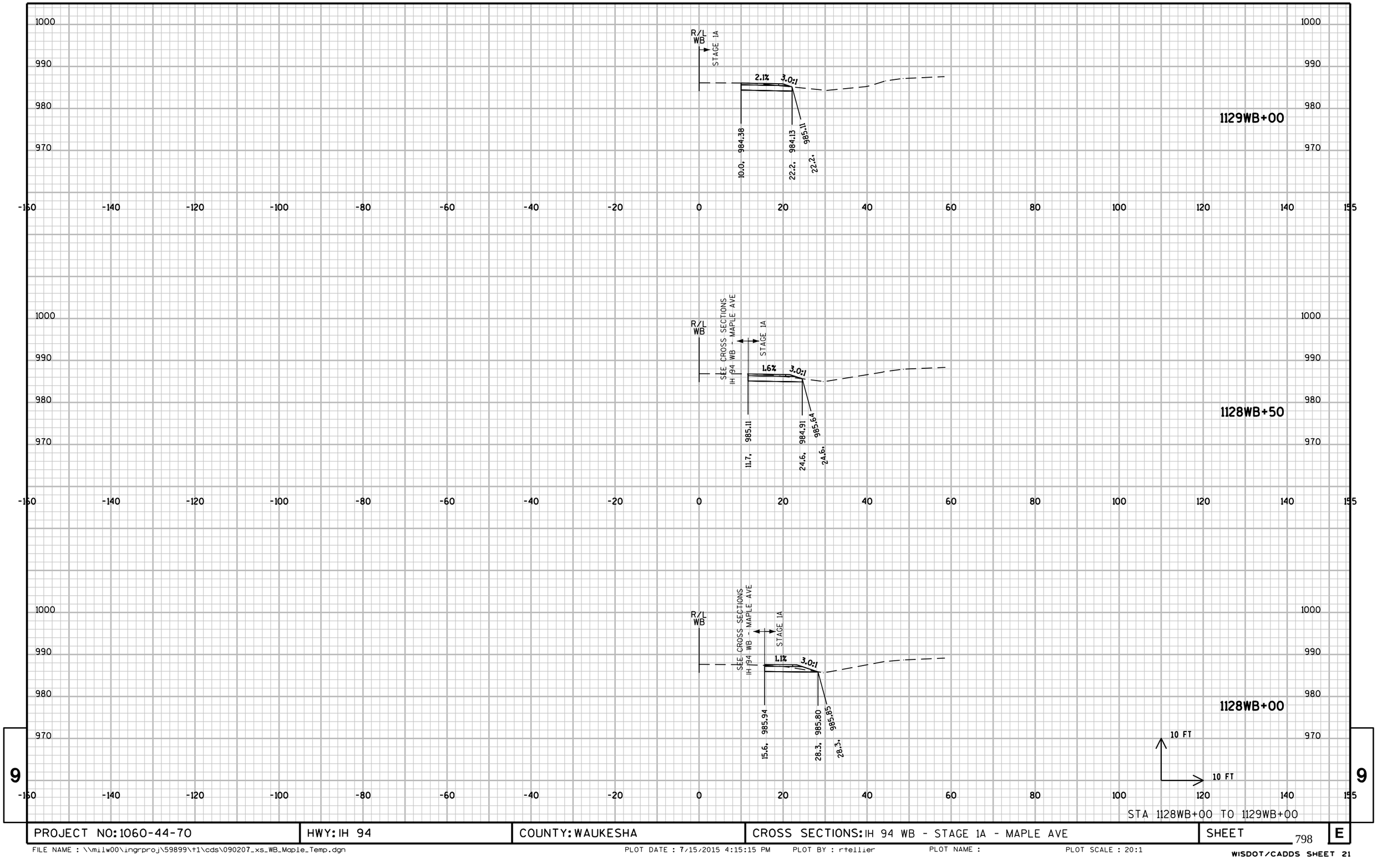
WISDOT/CADDS SHEET 21



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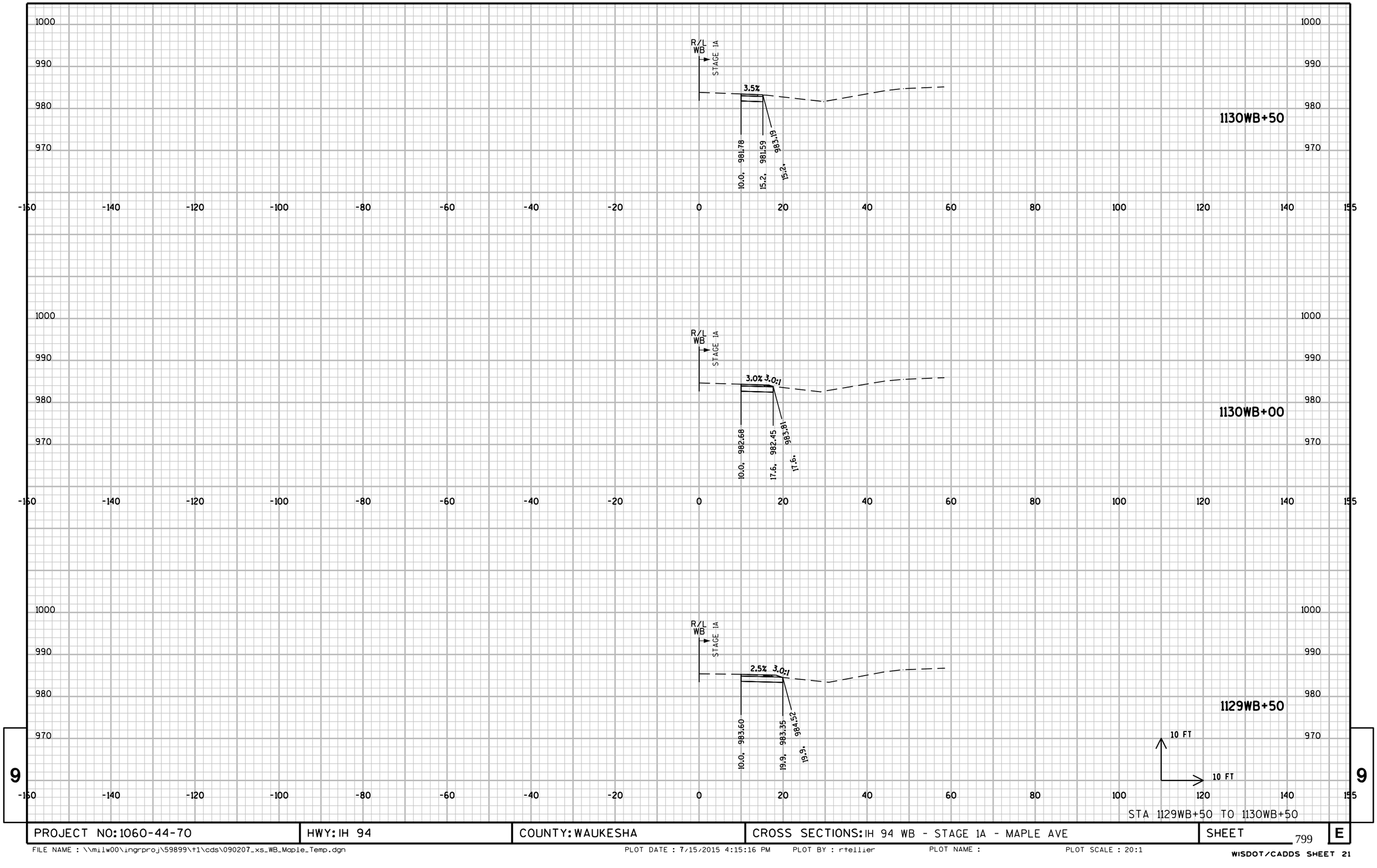
STA 1128WB+00 TO 1129WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 798	E



STA 1129WB+50 TO 1130WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 799	E

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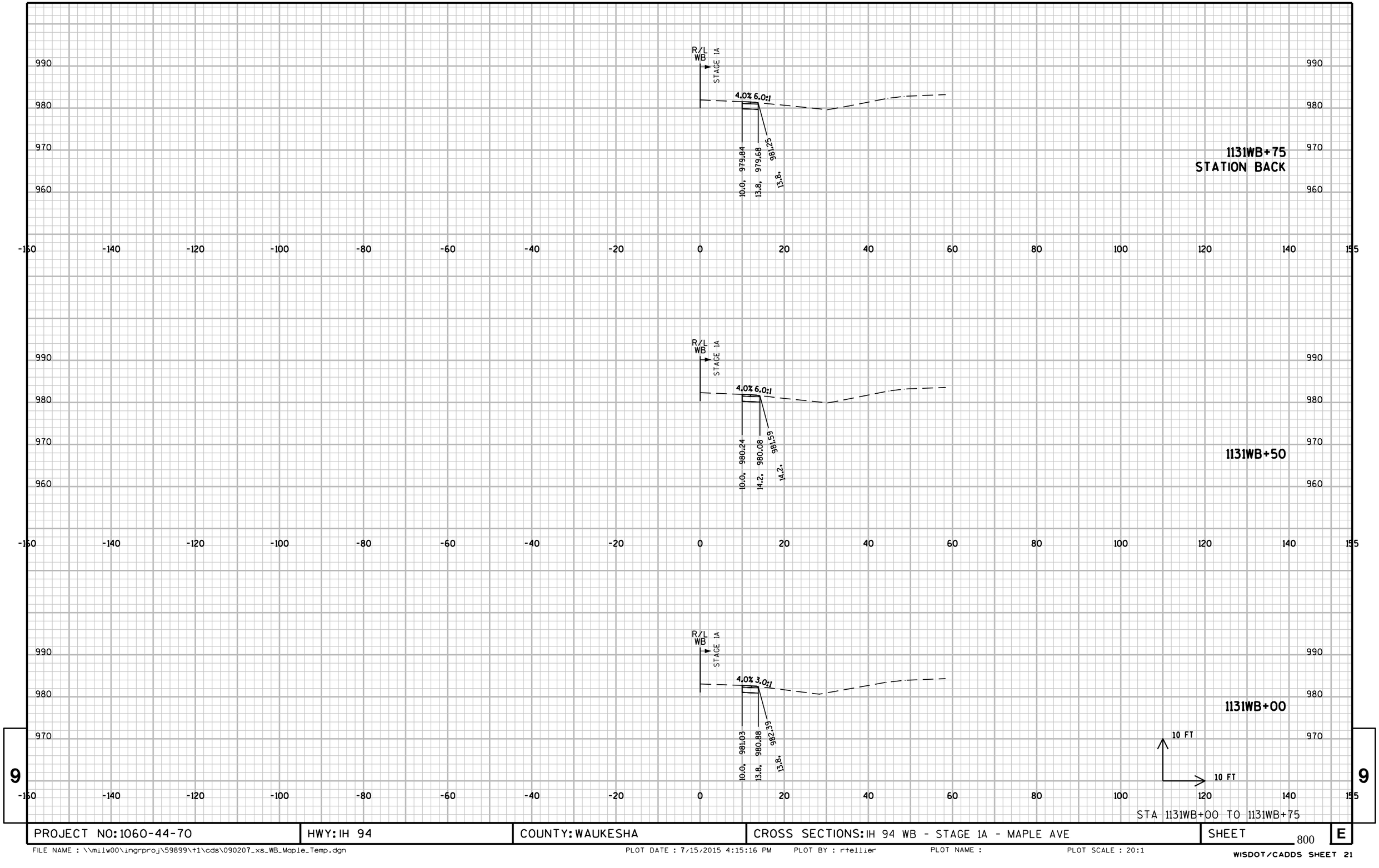

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STA 1131WB+00 TO 1131WB+75

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - STAGE 1A - MAPLE AVE	SHEET 800	E

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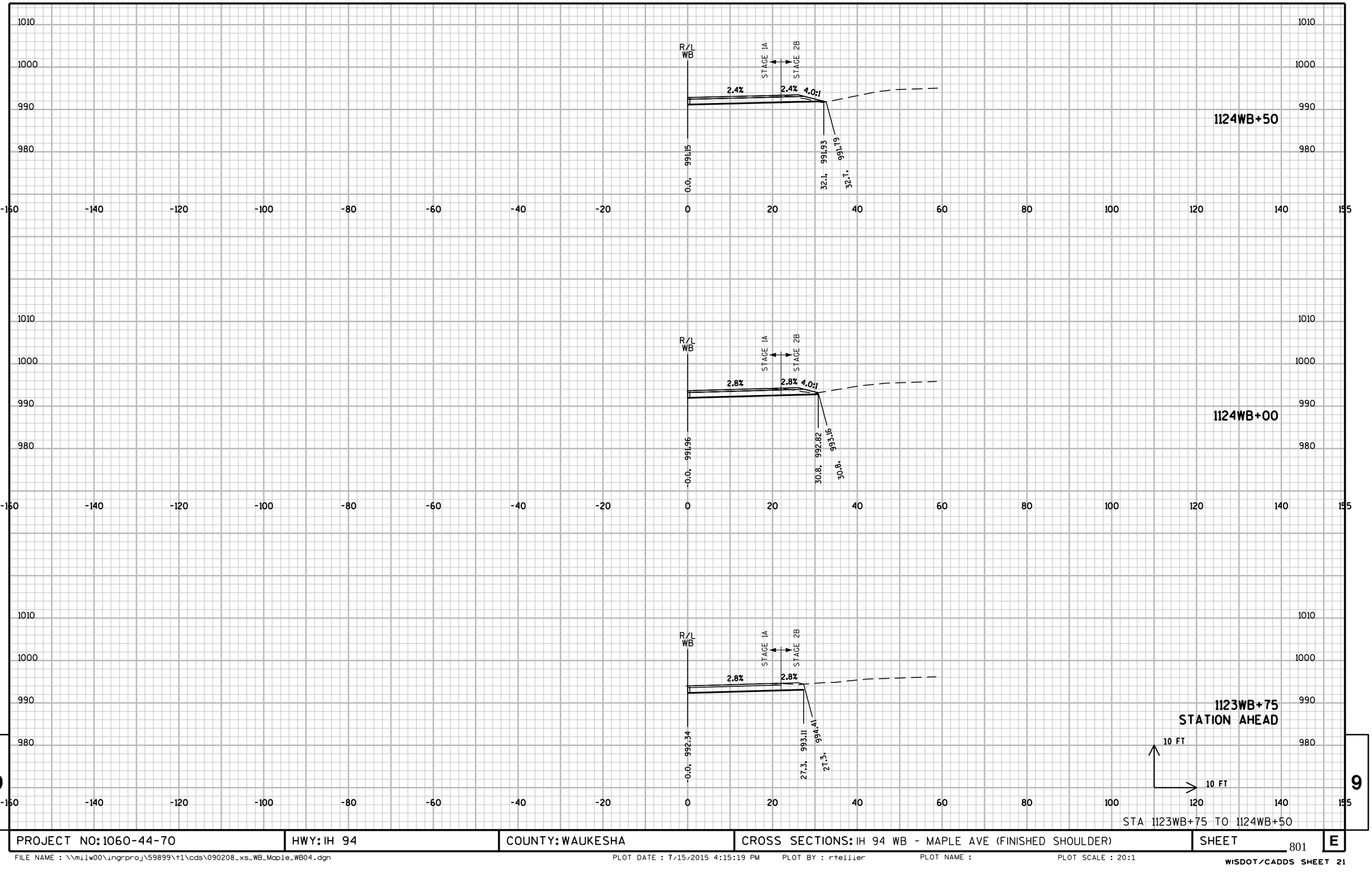
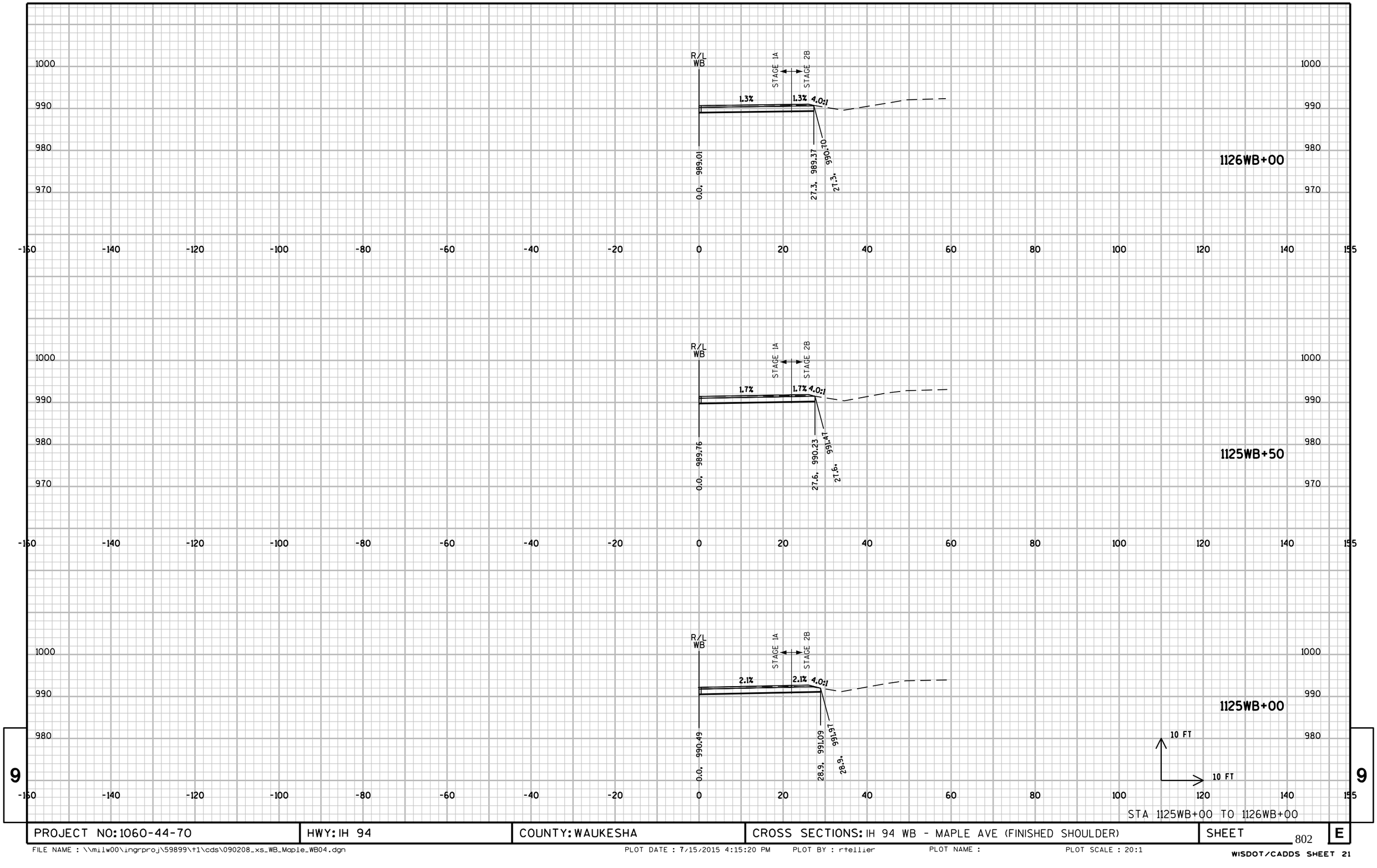


STA 1123WB+75 TO 1124WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - MAPLE AVE (FINISHED SHOULDER)	SHEET 801	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090208_xs_WB_Maple_WB04.dgn PLOT DATE : 7/15/2015 4:15:19 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

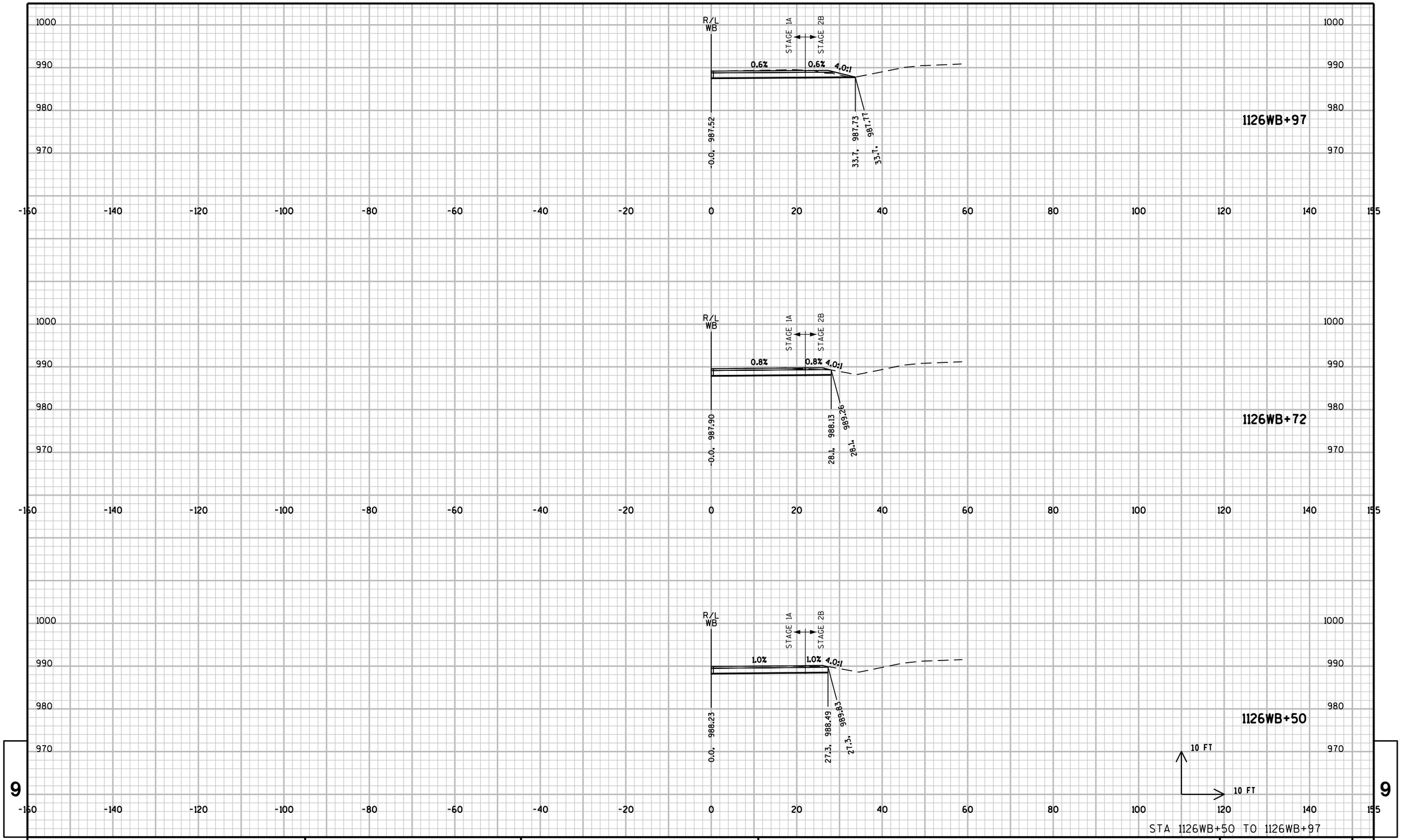


STA 1125WB+00 TO 1126WB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - MAPLE AVE (FINISHED SHOULDER)	SHEET 802	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090208_xs_WB_Maple_WB04.dgn PLOT DATE : 7/15/2015 4:15:20 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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STA 1126WB+50 TO 1126WB+97

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - MAPLE AVE (FINISHED SHOULDER)	SHEET 803	E

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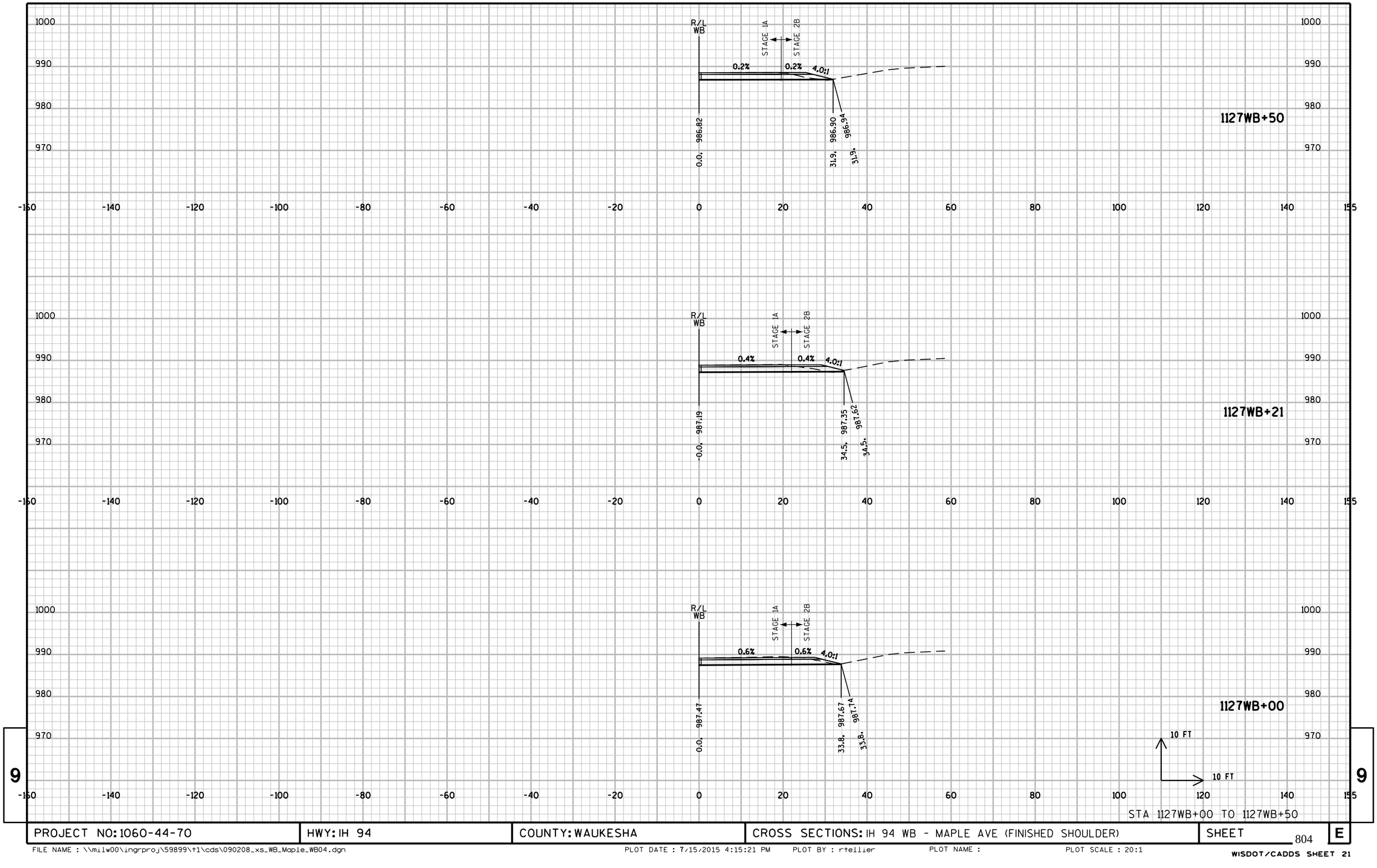
WISDOT/CADDS SHEET 21



STA 1127WB+00 TO 1127WB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - MAPLE AVE (FINISHED SHOULDER)	SHEET 804	E

STA 1128WB+00 TO 1128WB+71

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - MAPLE AVE (FINISHED SHOULDER)	SHEET 805	E

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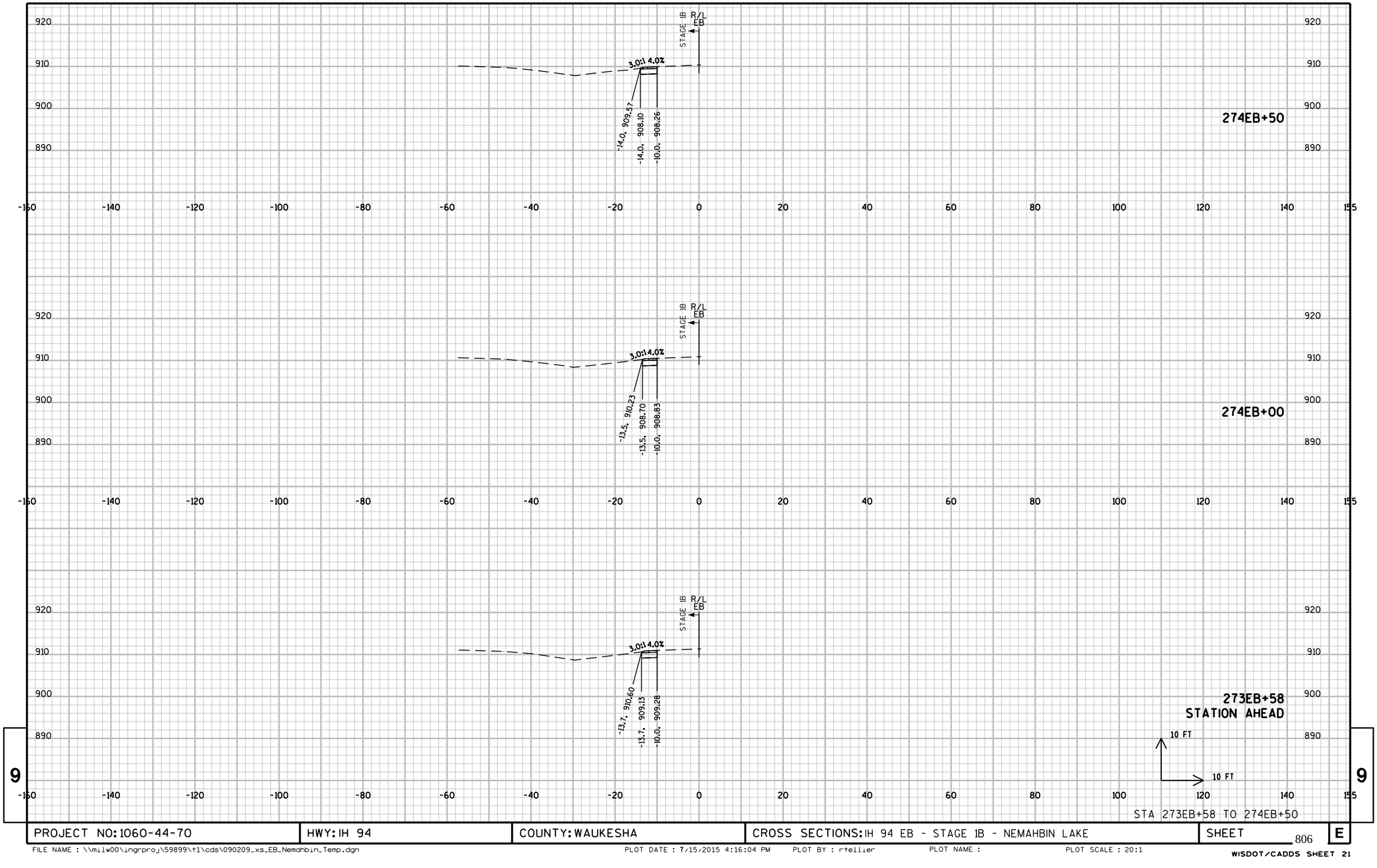

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STA 273EB+58 TO 274EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 806	E

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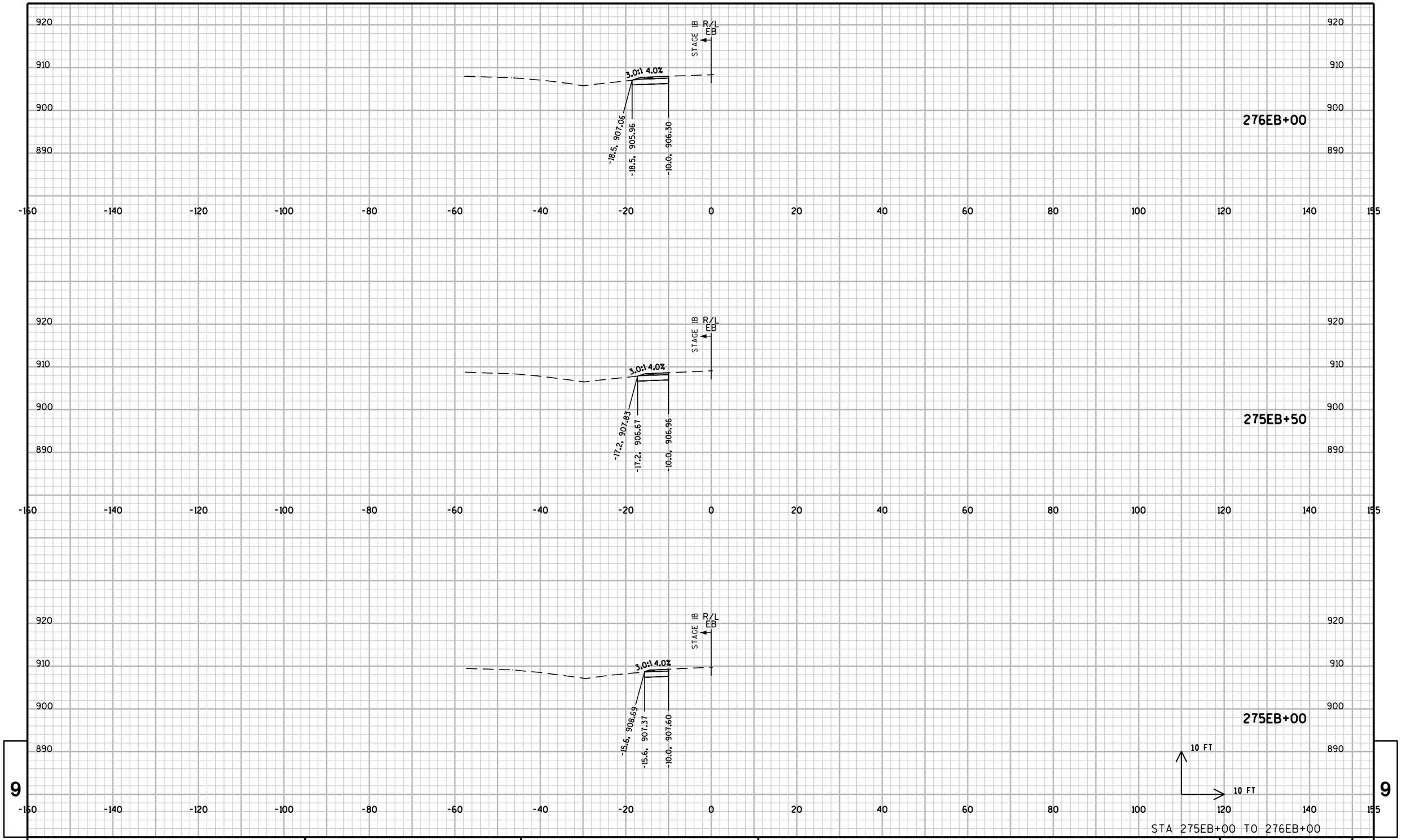
WISDOT/CADDS SHEET 21

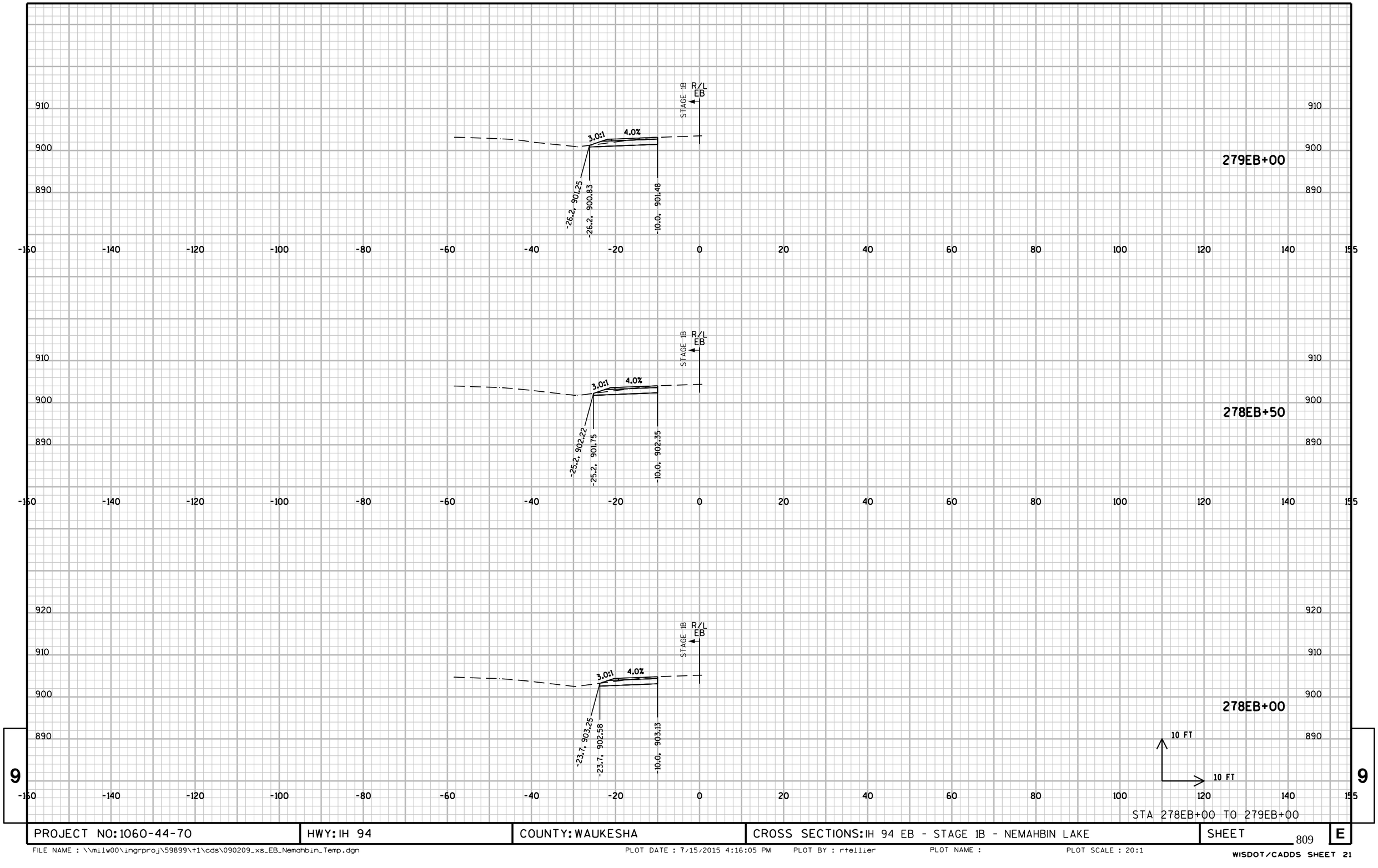


STA 275EB+00 TO 276EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 807	E

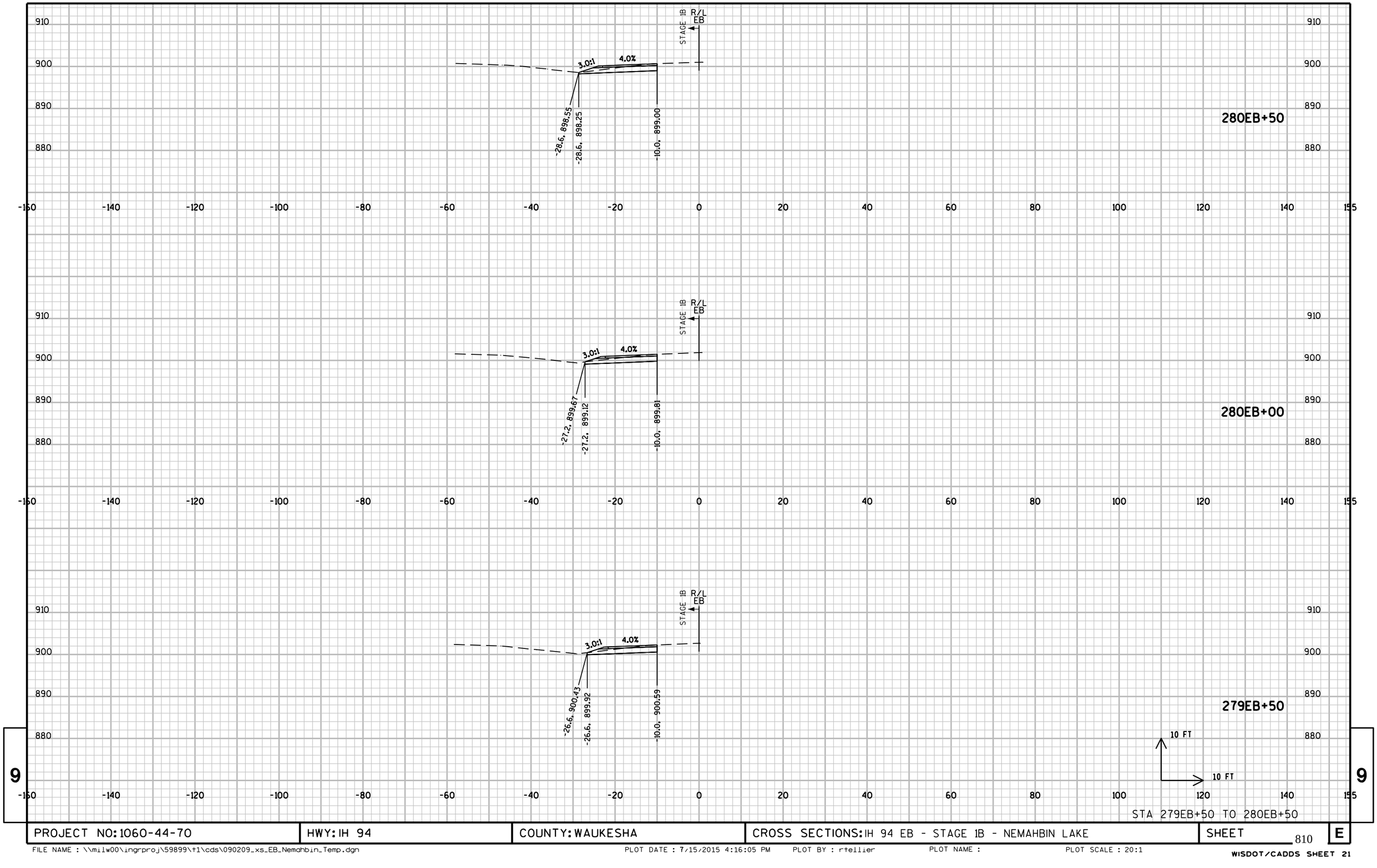
STA 276EB+50 TO 277EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 808	E



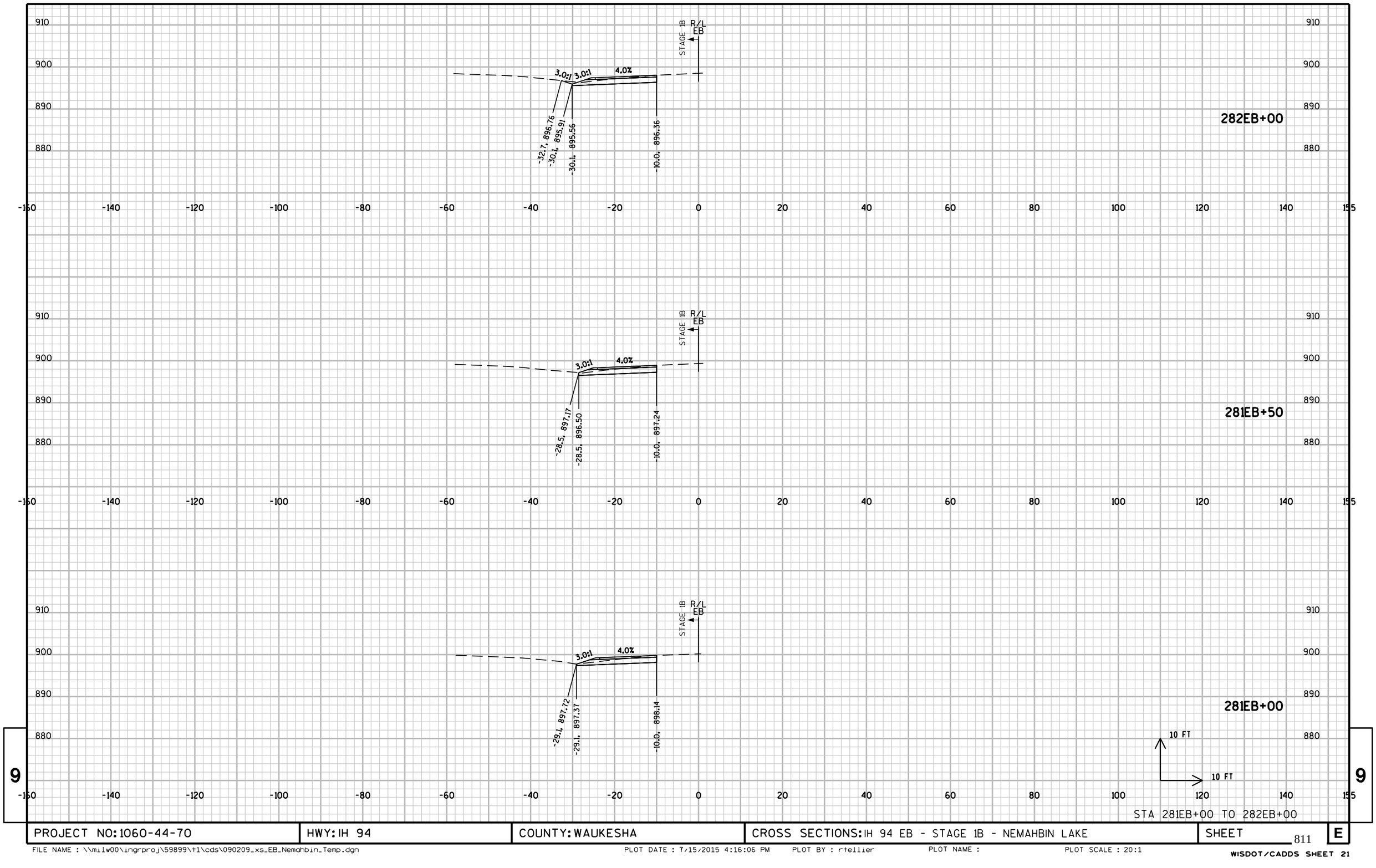
STA 278EB+00 TO 279EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 809	E



STA 279EB+50 TO 280EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 810	E



STA 281EB+00 TO 282EB+00

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 811	E

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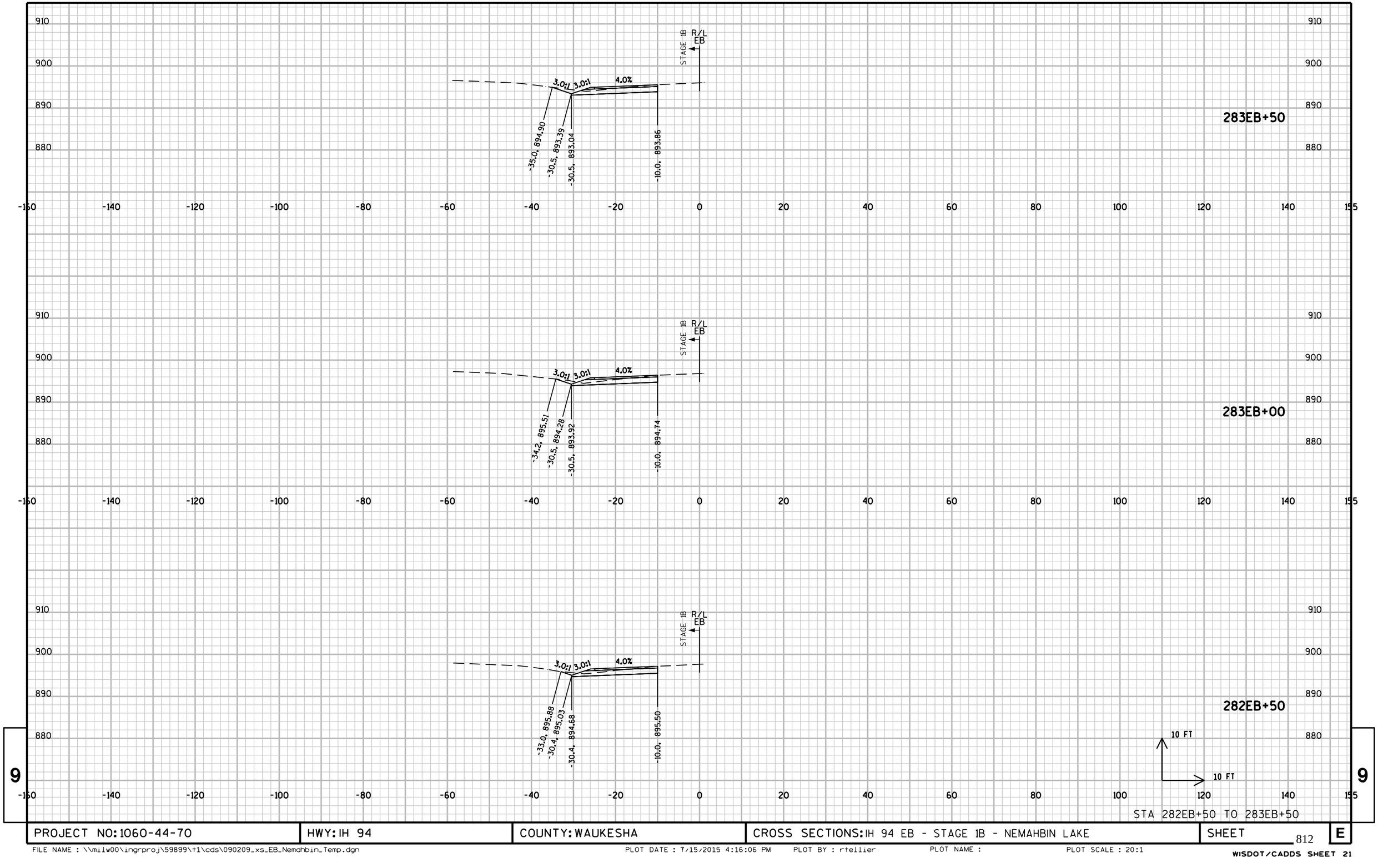
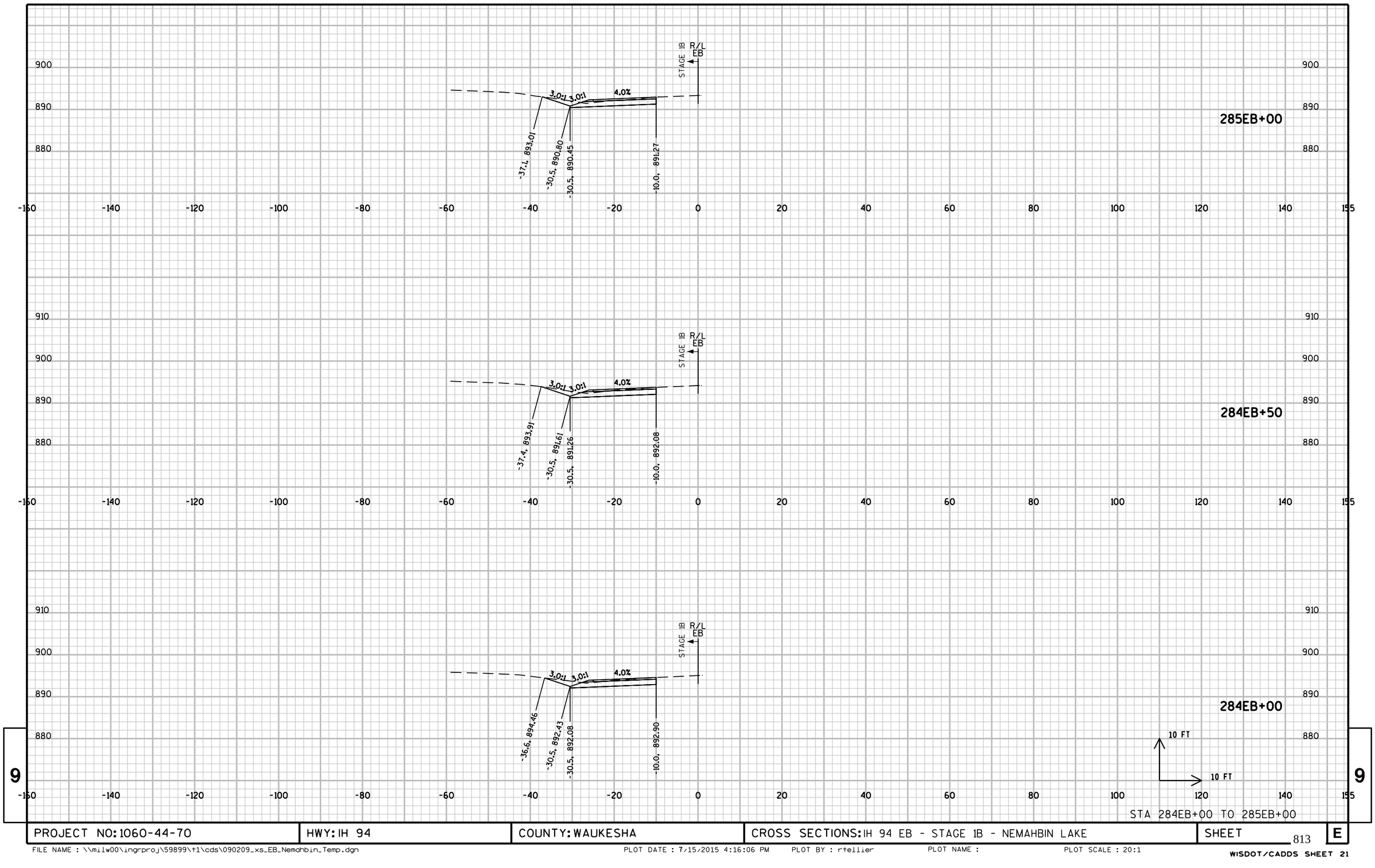


STA 282EB+50 TO 283EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 812	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090209_xs_EB_Nemahbin_Temp.dgn PLOT DATE : 7/15/2015 4:16:06 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 284EB+00 TO 285EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 813	E

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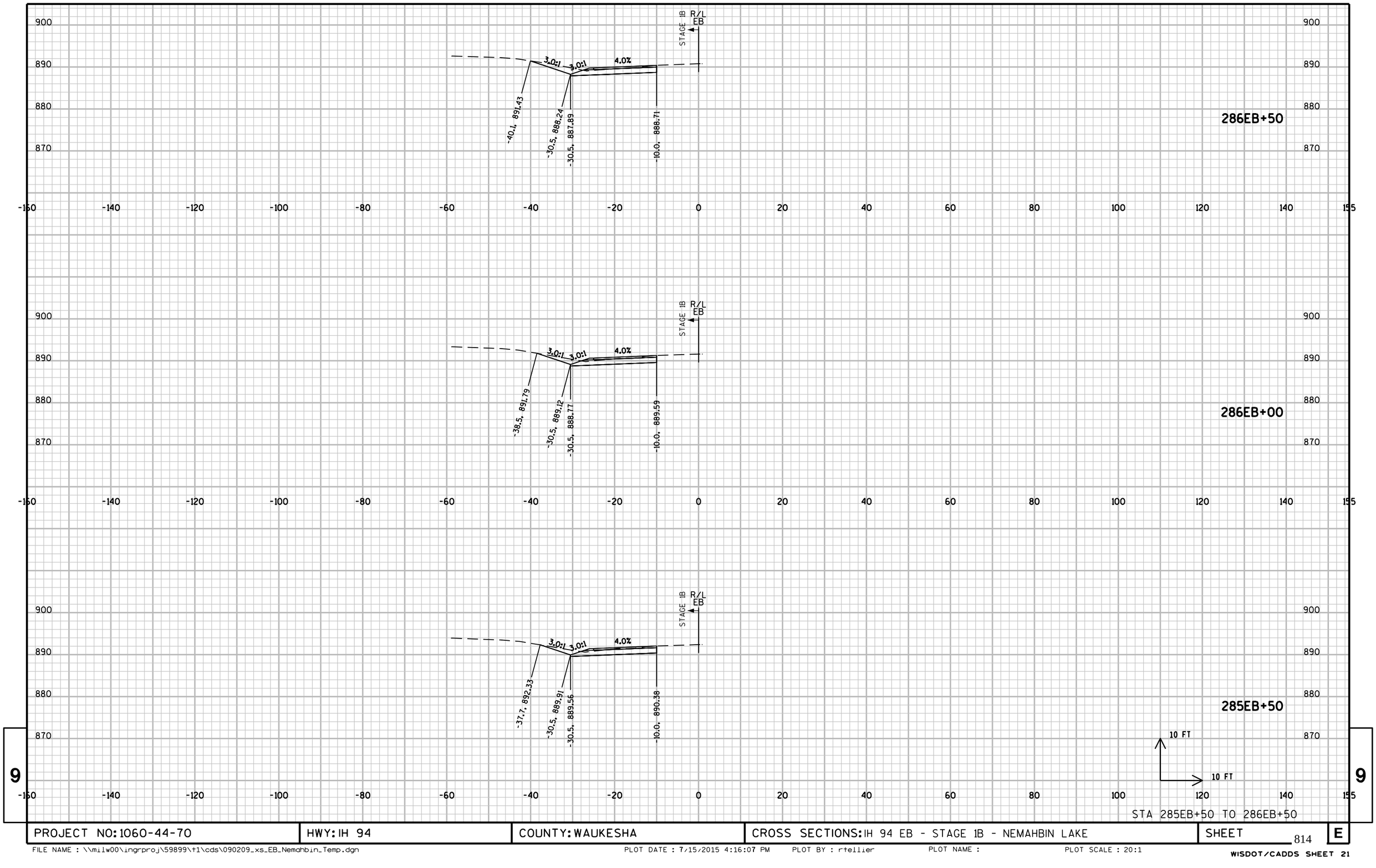
WISDOT/CADDS SHEET 21



STA 285EB+50 TO 286EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 814	E

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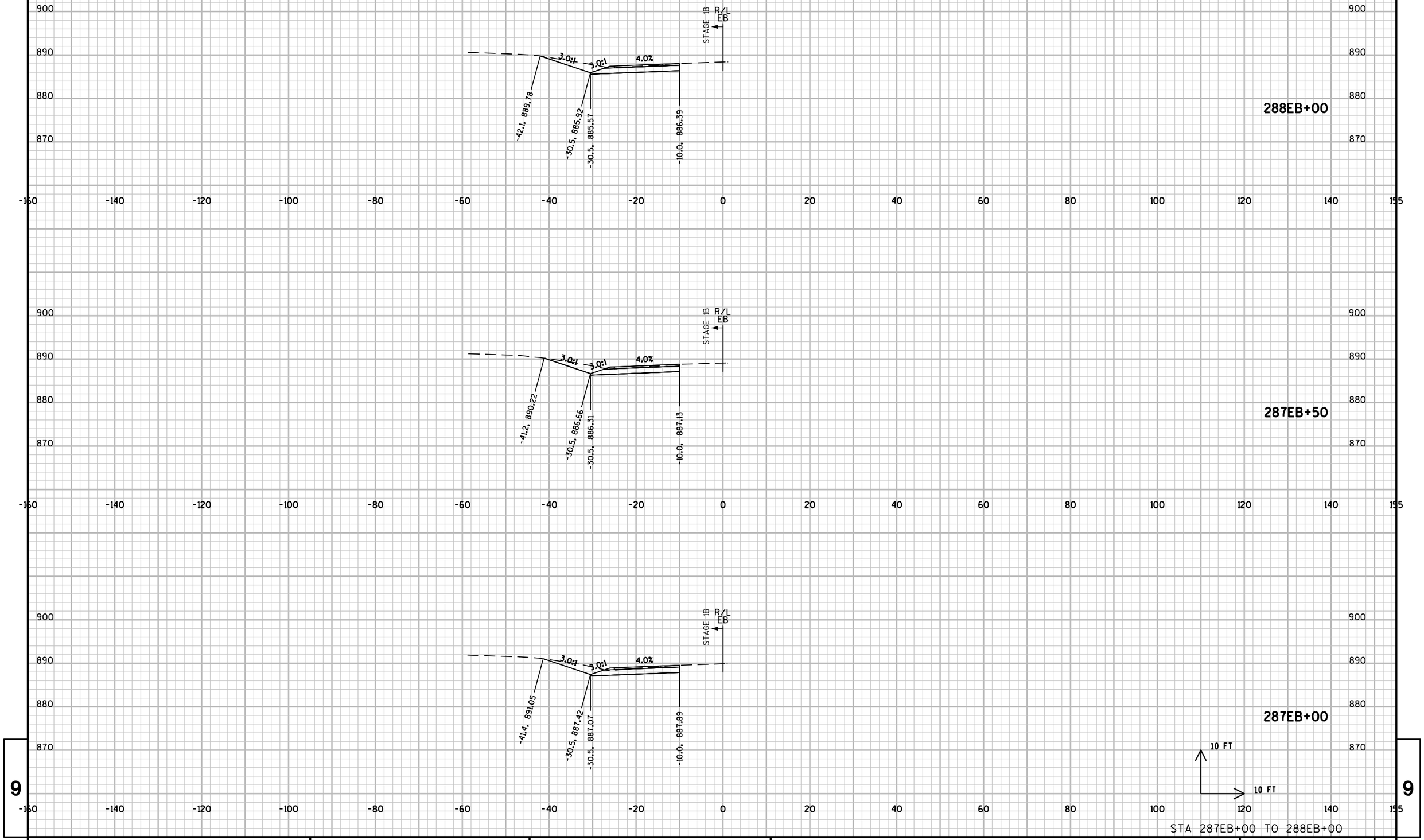
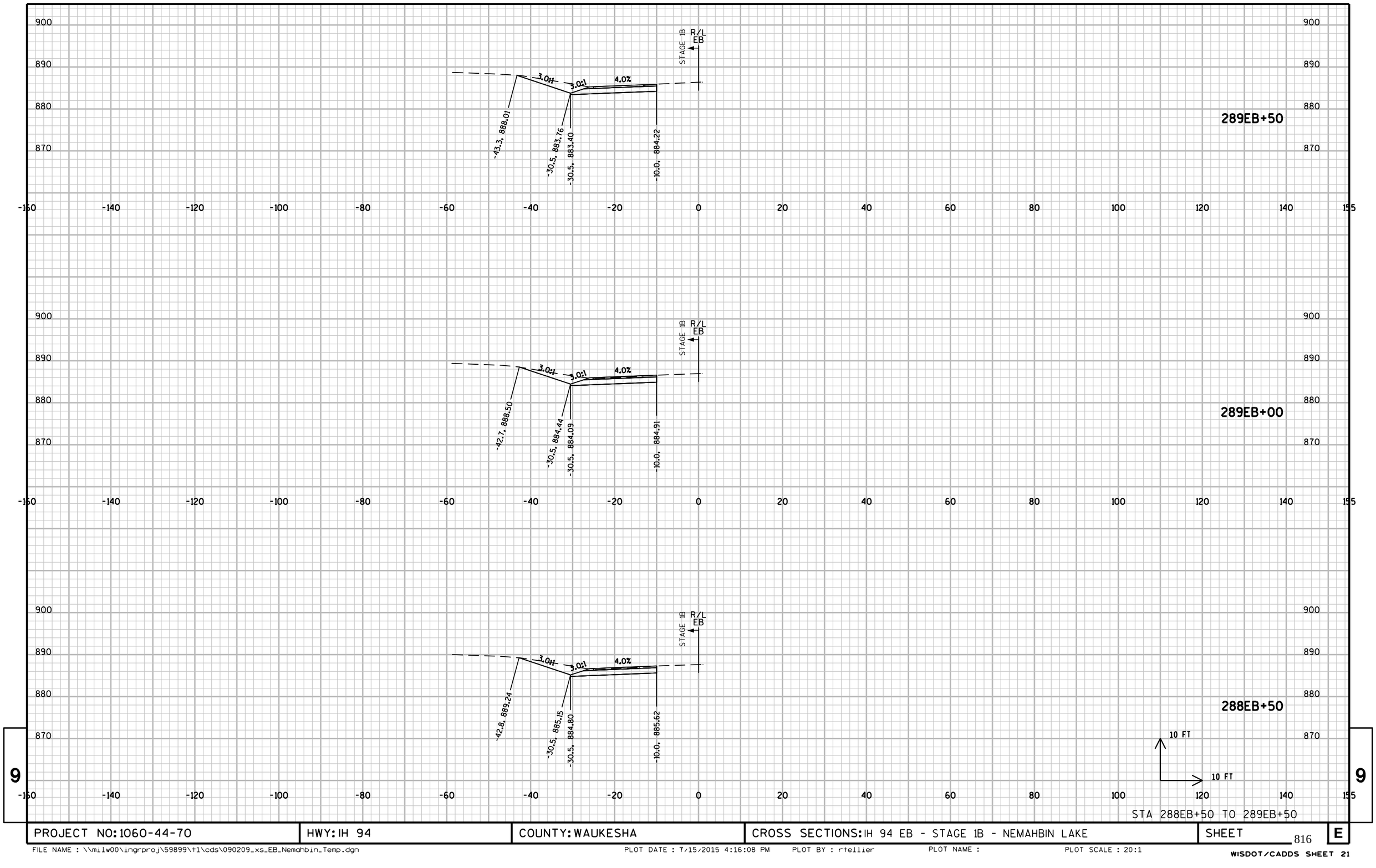
WISDOT/CADDS SHEET 21



STA 287EB+00 TO 288EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 815	E



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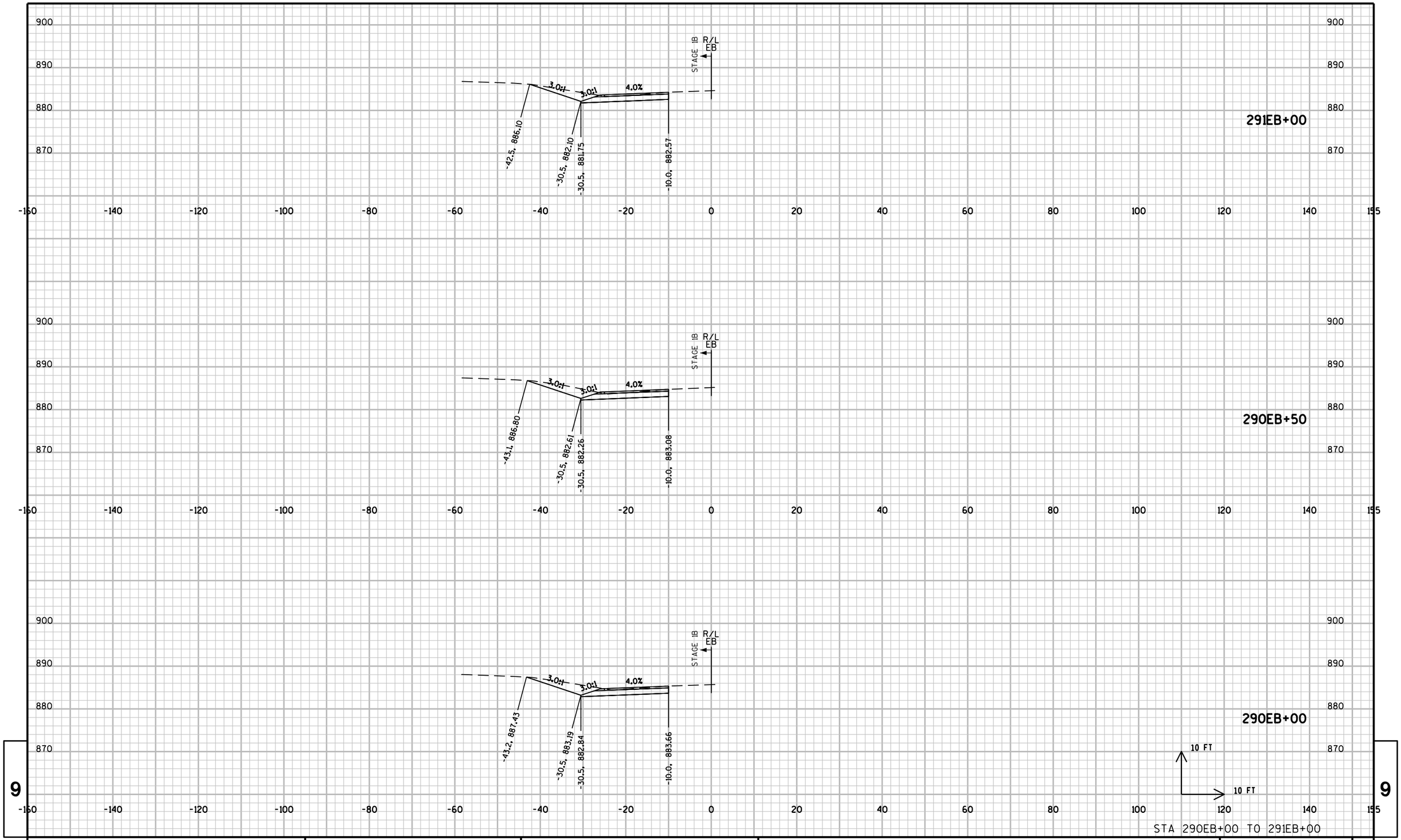
STA 288EB+50 TO 289EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 816	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090209_xs_EB_Nemahbin_Temp.dgn PLOT DATE : 7/15/2015 4:16:08 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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STA 290EB+00 TO 291EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 817	E

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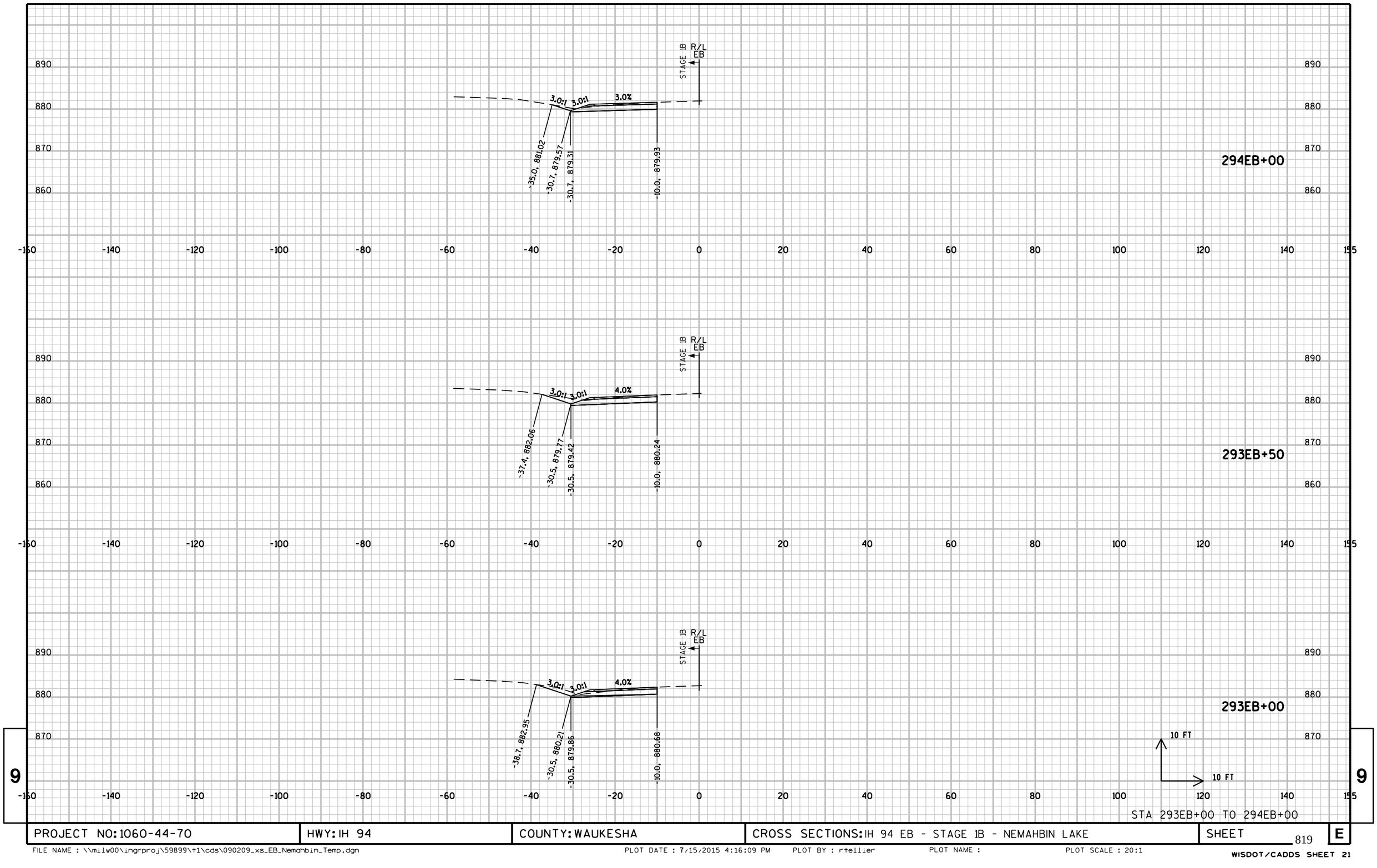
WISDOT/CADDS SHEET 21

STA 291EB+50 TO 292EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 818	E

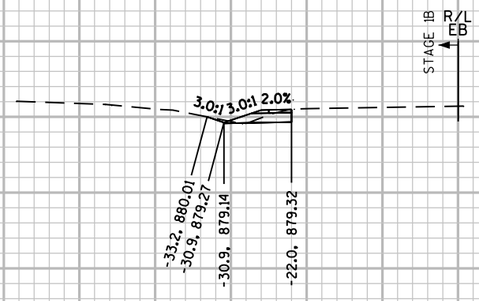
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090209_xs_EB_Nemahbin_Temp.dgn PLOT DATE : 7/15/2015 4:16:08 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

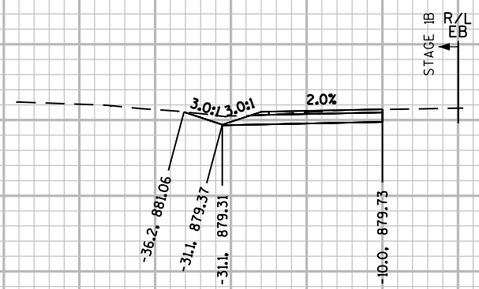


STA 293EB+00 TO 294EB+00

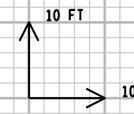
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 819	E



294EB+75
STATION BACK



294EB+50



STA 294EB+50 TO 294EB+75

890 880 870 860

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

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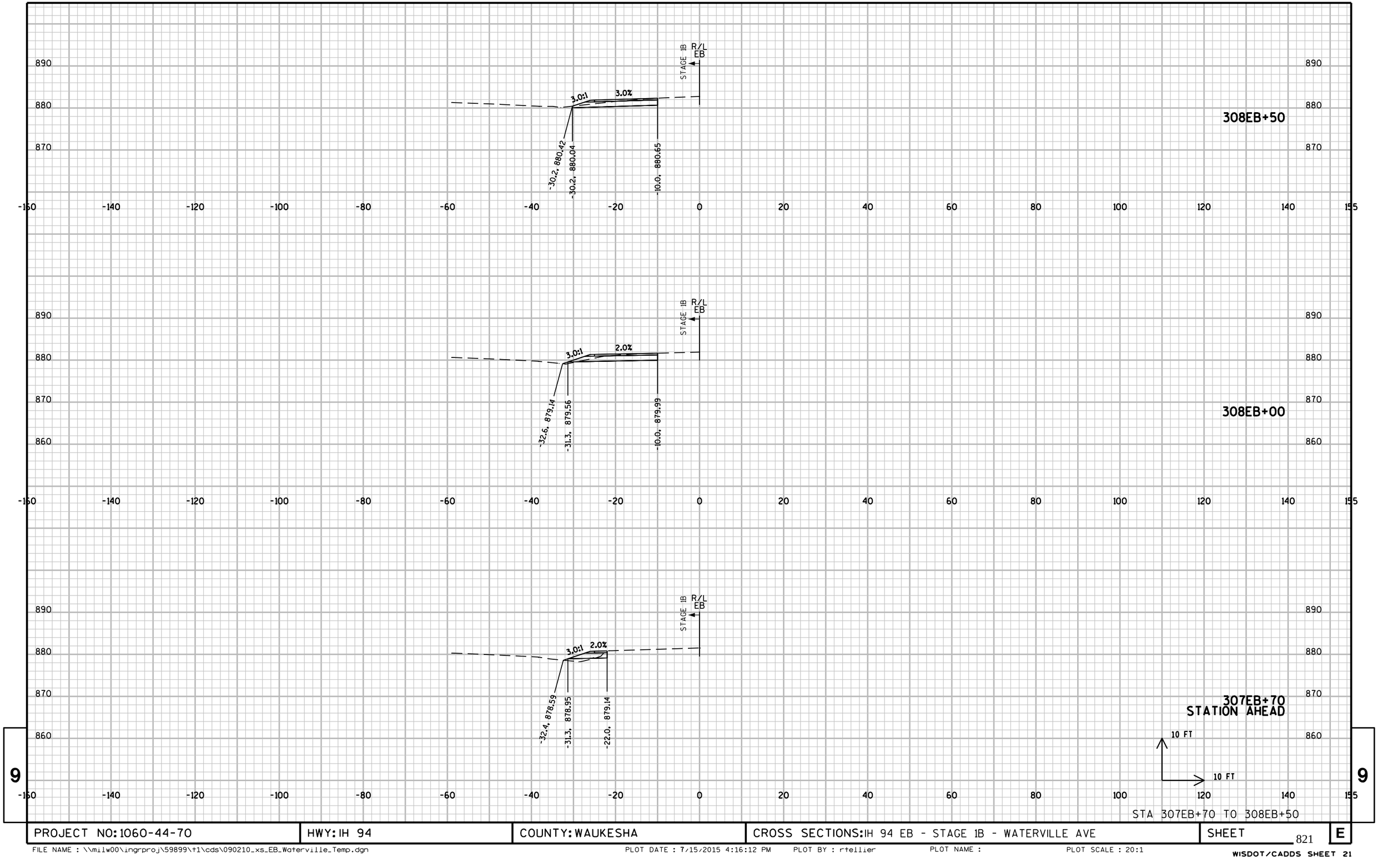
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - NEMAHBIN LAKE	SHEET 820	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090209_xs_EB_Nemahbin_Temp.dgn PLOT DATE : 7/15/2015 4:16:09 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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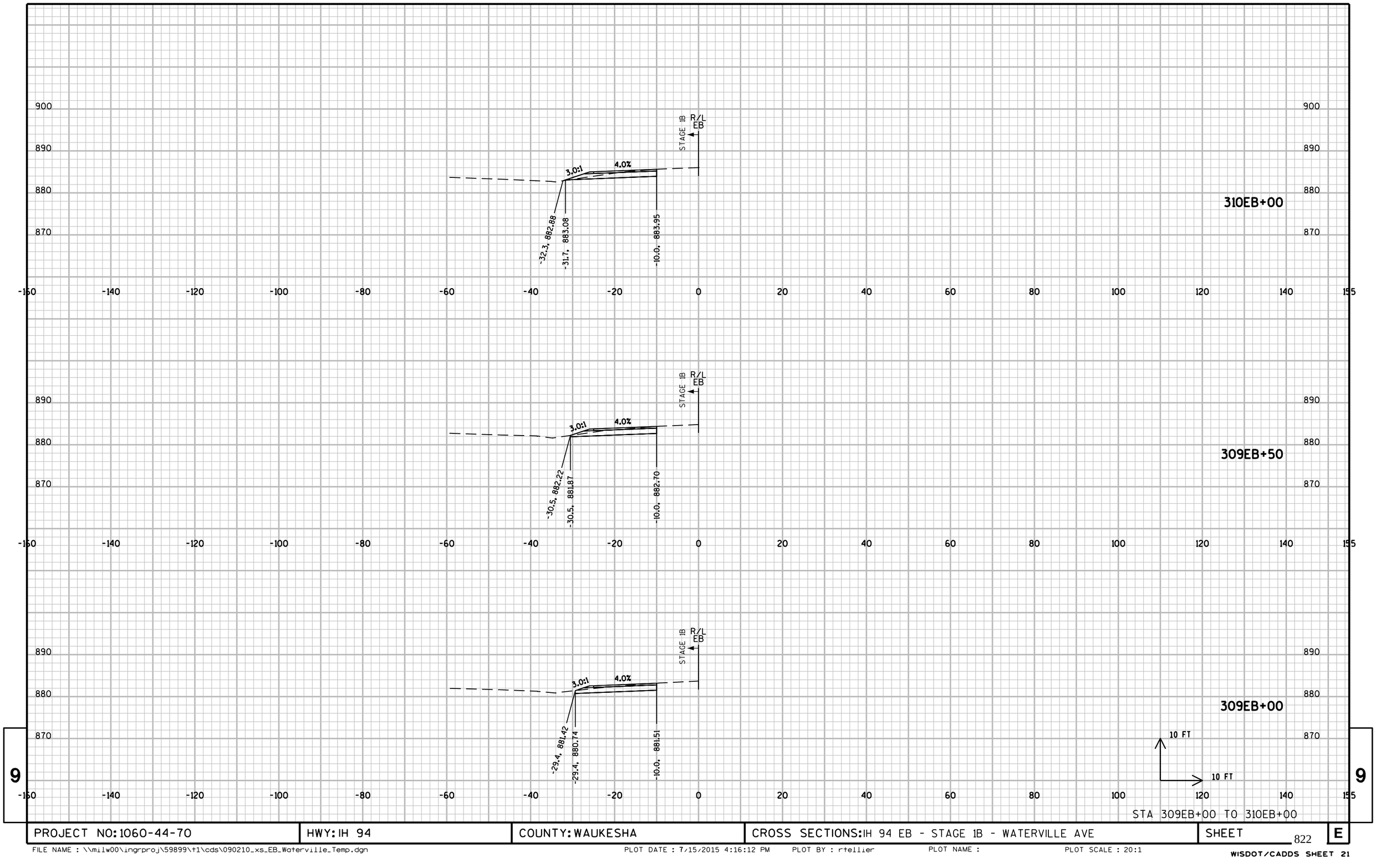
STA 307EB+70 TO 308EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - WATERVILLE AVE	SHEET 821	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090210_xs_EB_Waterville_Temp.dgn PLOT DATE : 7/15/2015 4:16:12 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

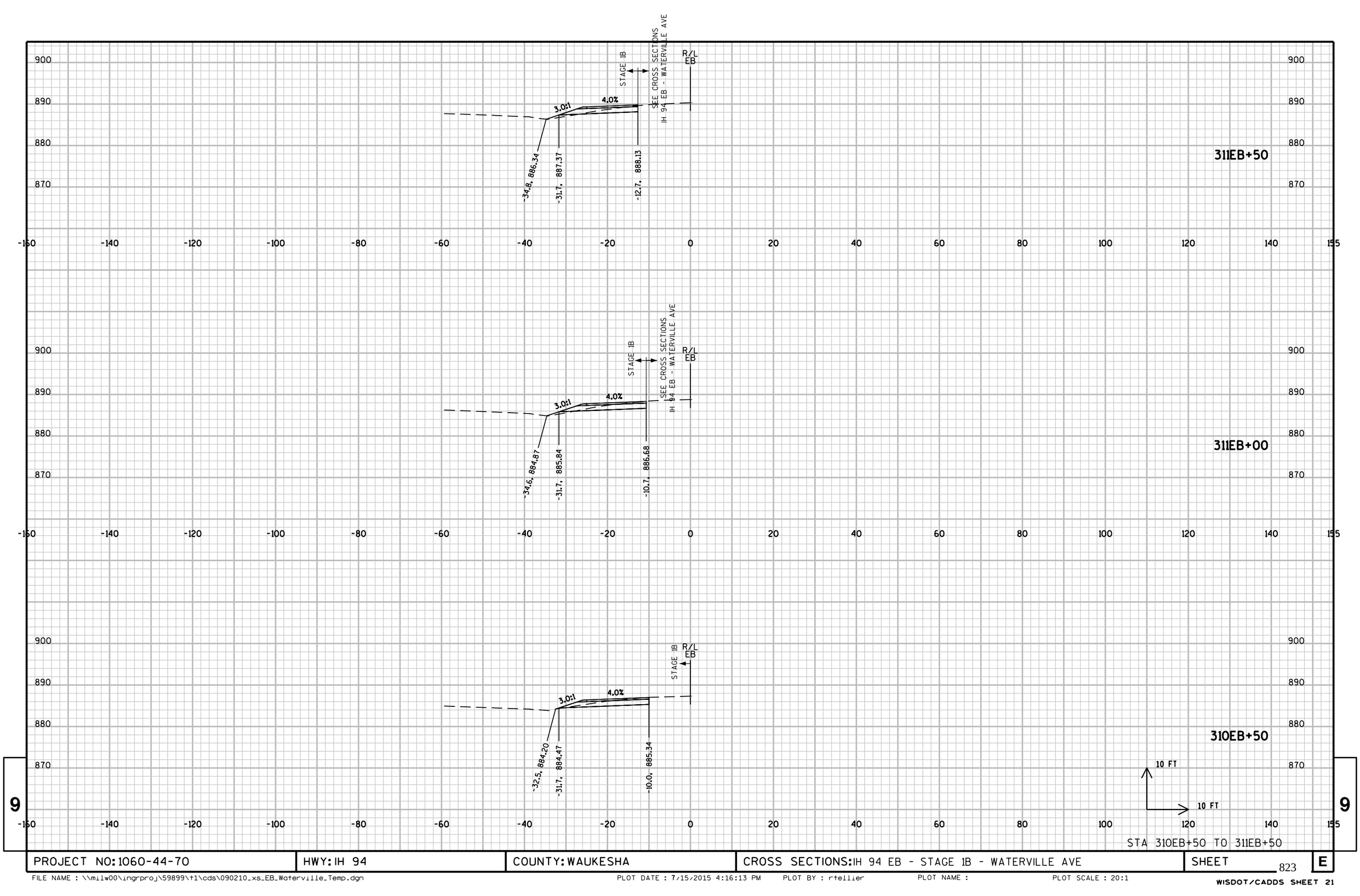


STA 309EB+00 TO 310EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - WATERVILLE AVE	SHEET 822	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090210_xs_EB_Waterville_Temp.dgn PLOT DATE : 7/15/2015 4:16:12 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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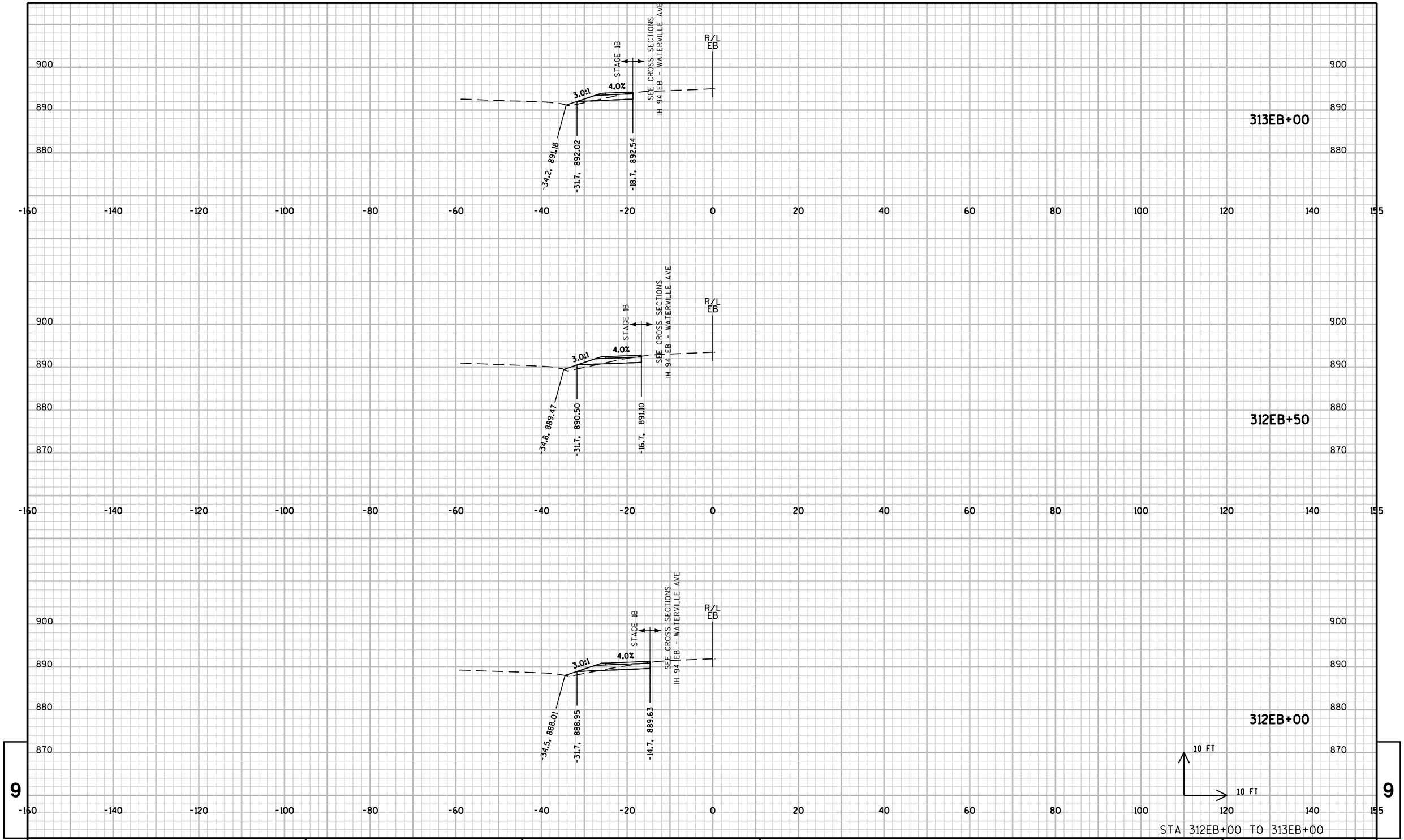
STA 310EB+50 TO 311EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - WATERVILLE AVE	SHEET 823	E

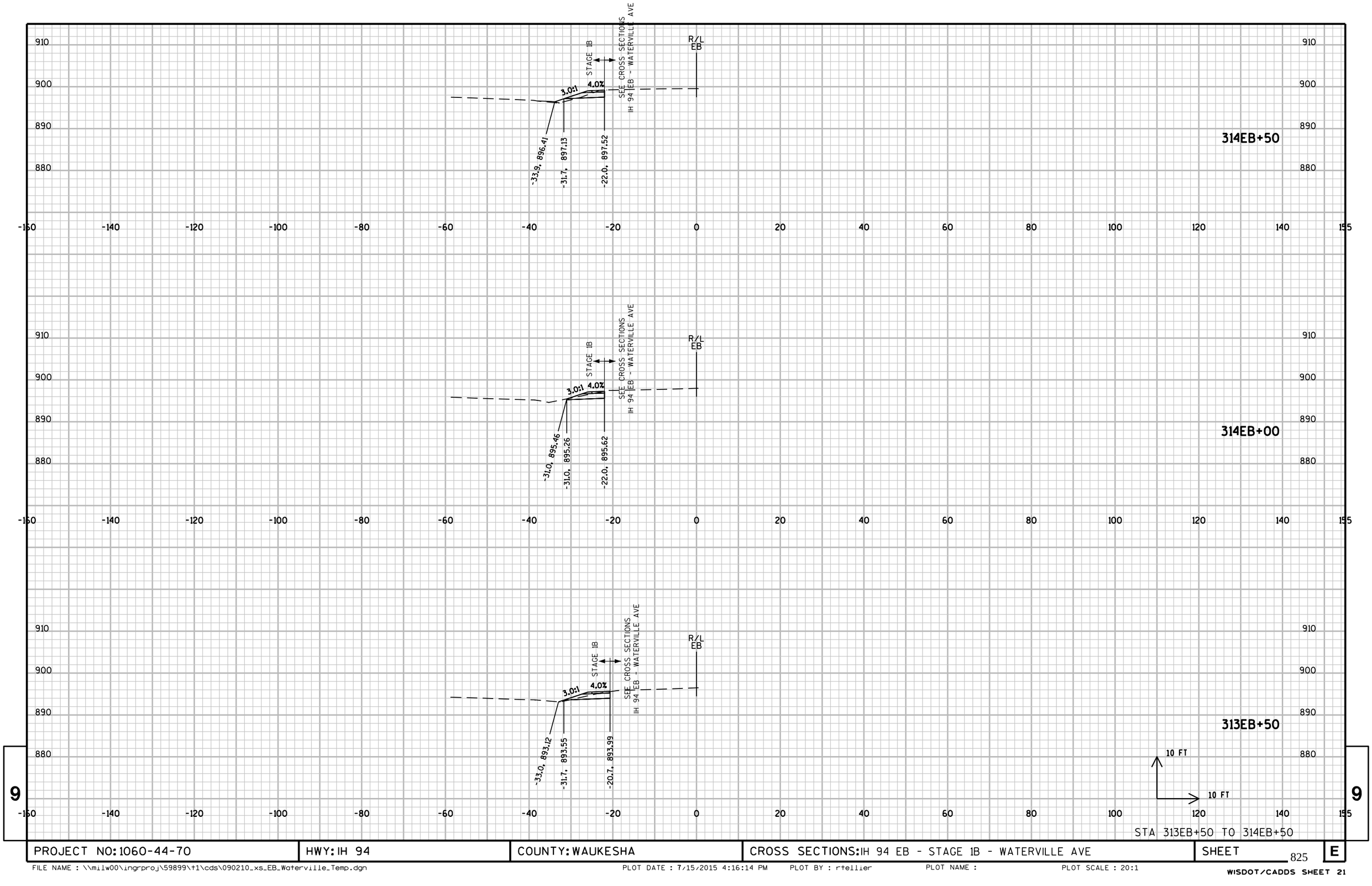
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090210_xs_EB_Waterville_Temp.dgn PLOT DATE : 7/15/2015 4:16:13 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



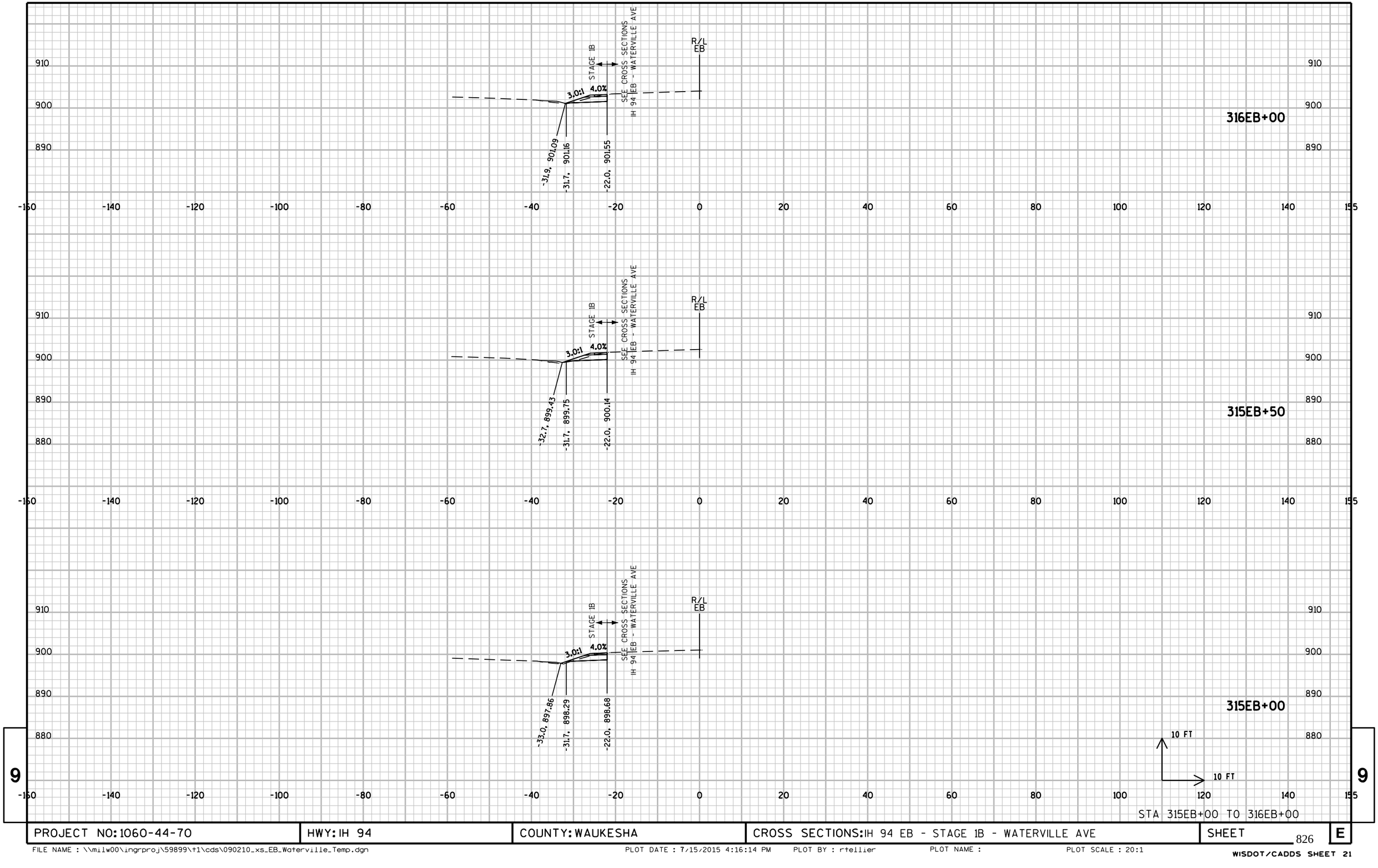
STA 312EB+00 TO 313EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - WATERVILLE AVE	SHEET 824	E



STA 313EB+50 TO 314EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - WATERVILLE AVE	SHEET 825	E



STA 315EB+00 TO 316EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - WATERVILLE AVE	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090210_xs_EB_Waterville_Temp.dgn
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WISDOT/CADDS SHEET 21

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - WATERVILLE AVE	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090210_xs_EB_Waterville_Temp.dgn
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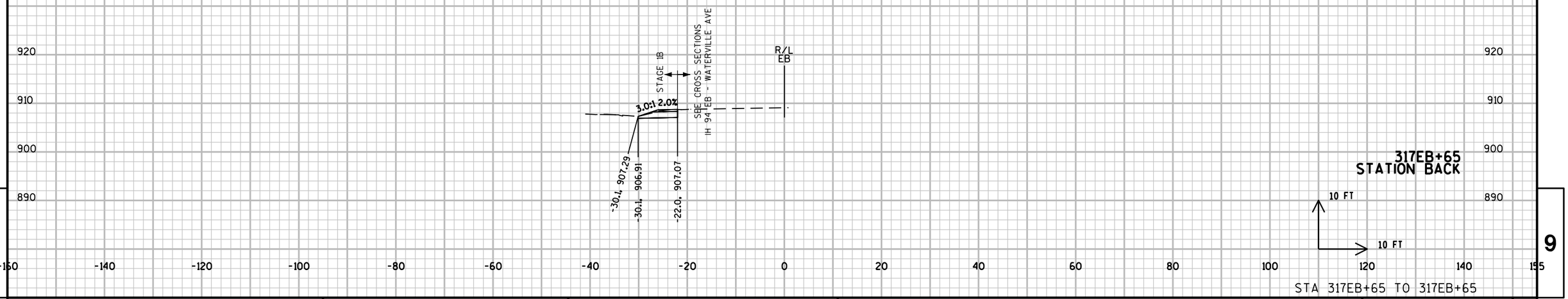
WISDOT/CADDS SHEET 21



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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - WATERVILLE AVE	SHEET 828	E

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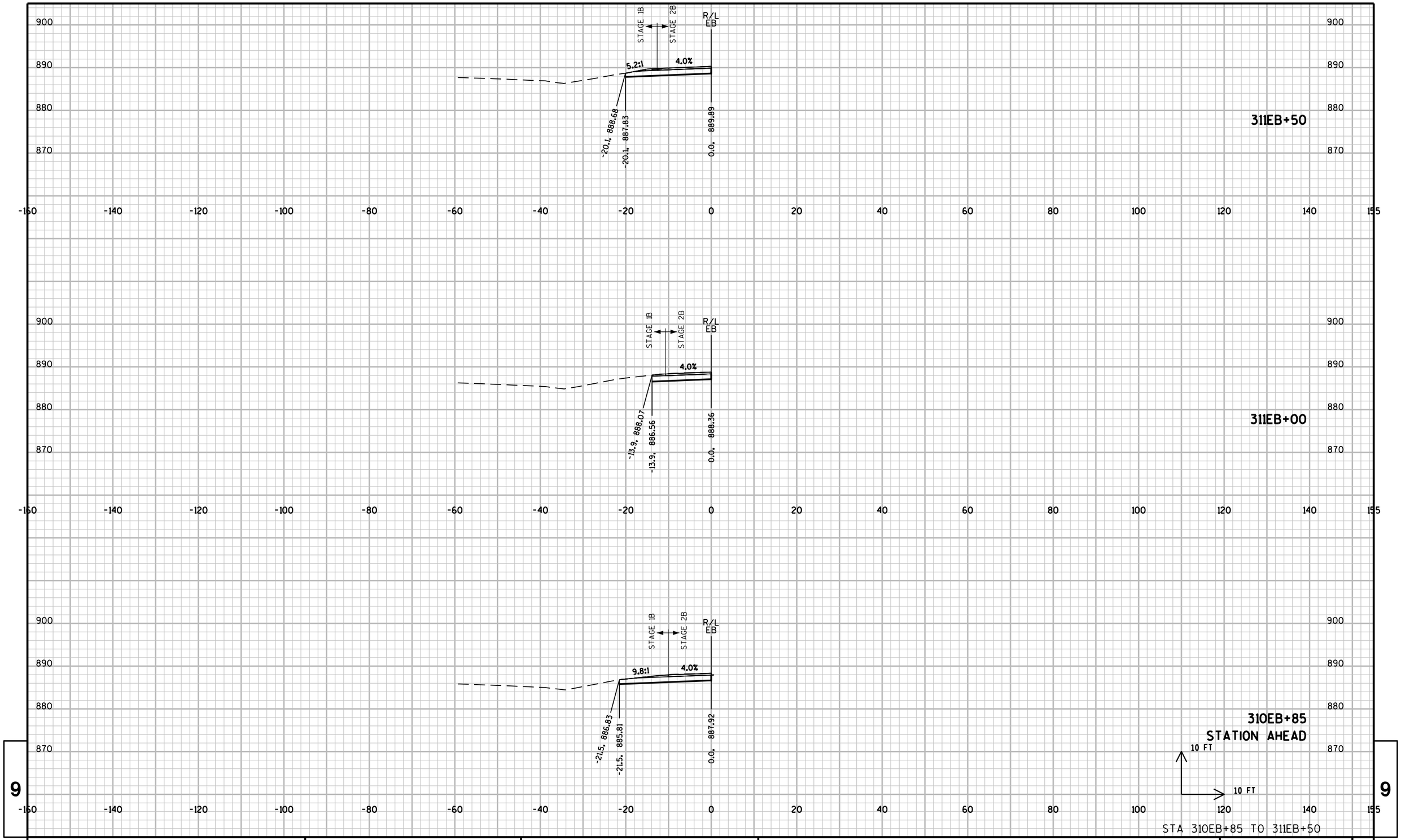
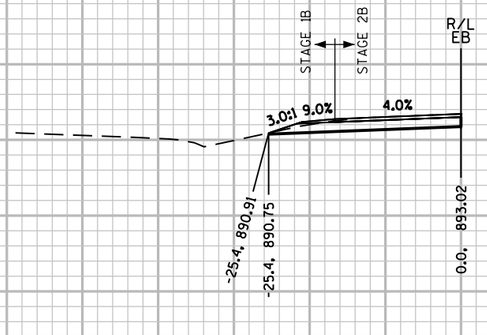
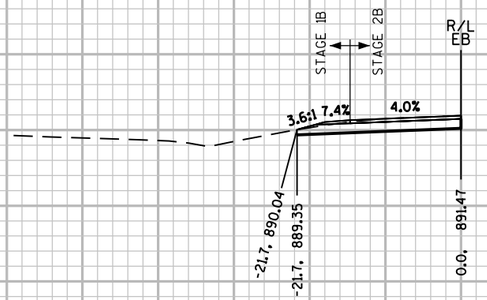
WISDOT/CADDS SHEET 21



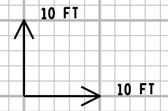
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - WATERVILLE RD (FINISHED SHOULDER)	SHEET 829	E



312EB+50

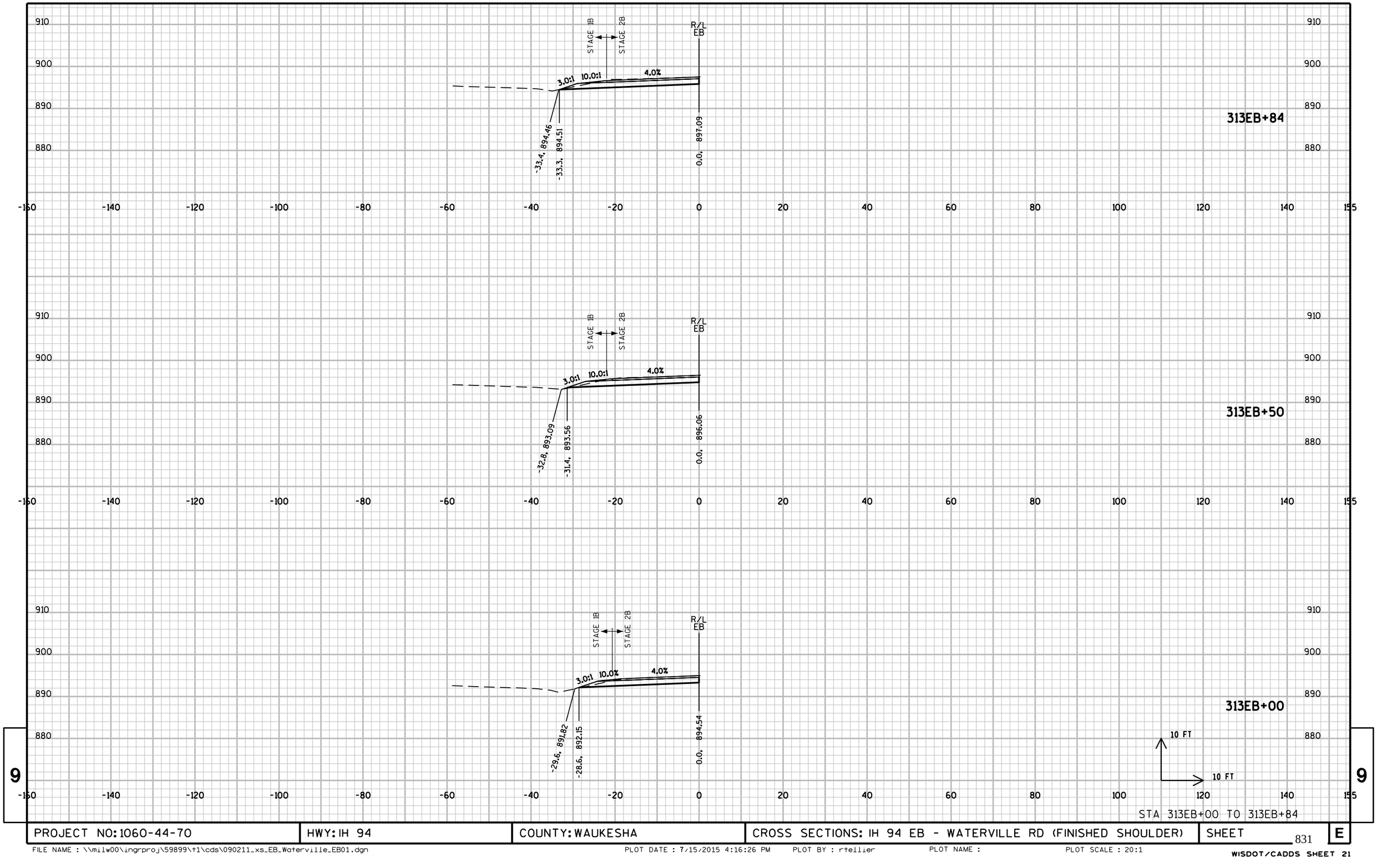


312EB+00



STA 312EB+00 TO 312EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - WATERVILLE RD (FINISHED SHOULDER)	SHEET 830	E

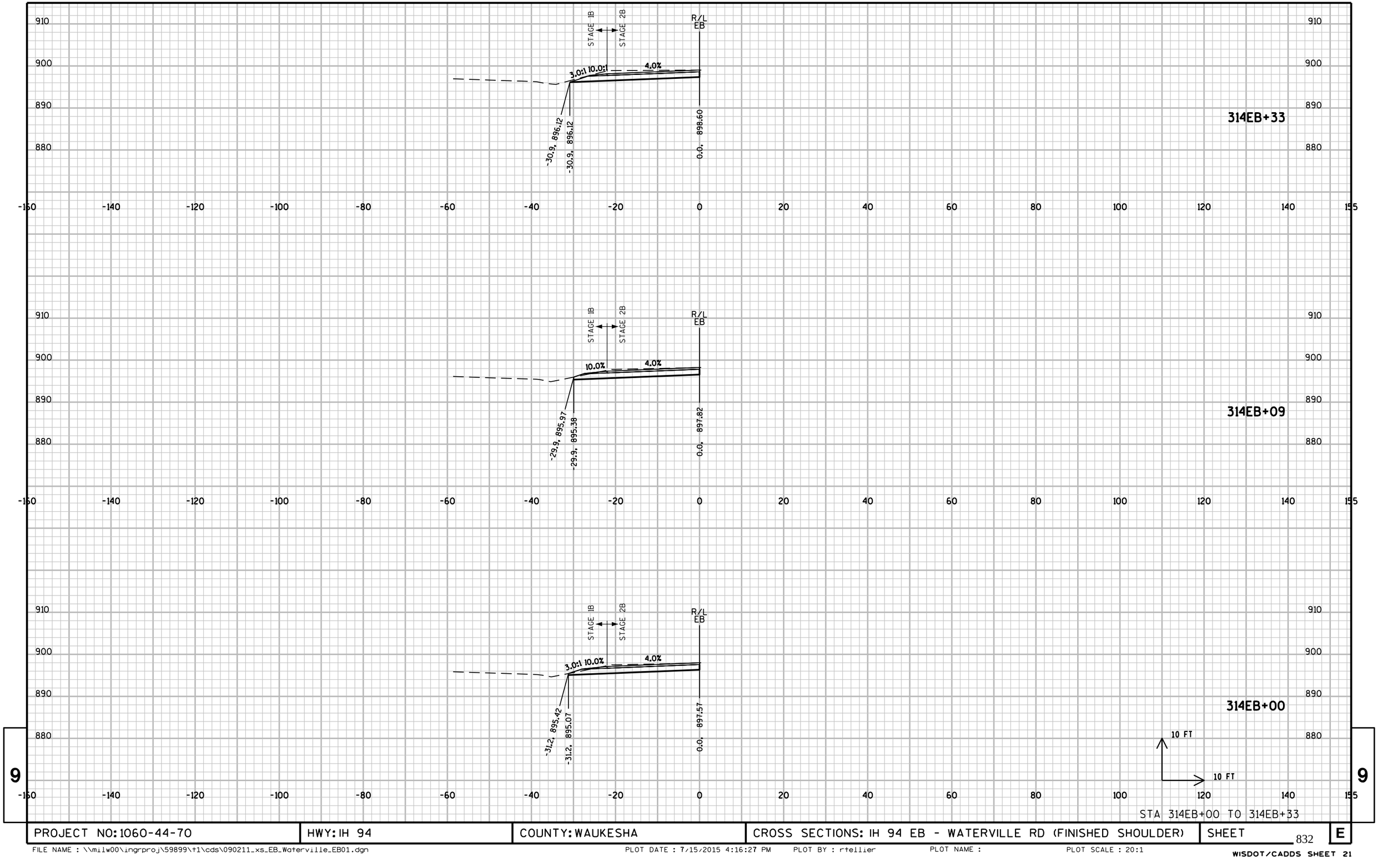


STA 313EB+00 TO 313EB+84

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - WATERVILLE RD (FINISHED SHOULDER)	SHEET 831	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090211_xs_EB_Waterville_EB01.dgn PLOT DATE : 7/15/2015 4:16:26 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

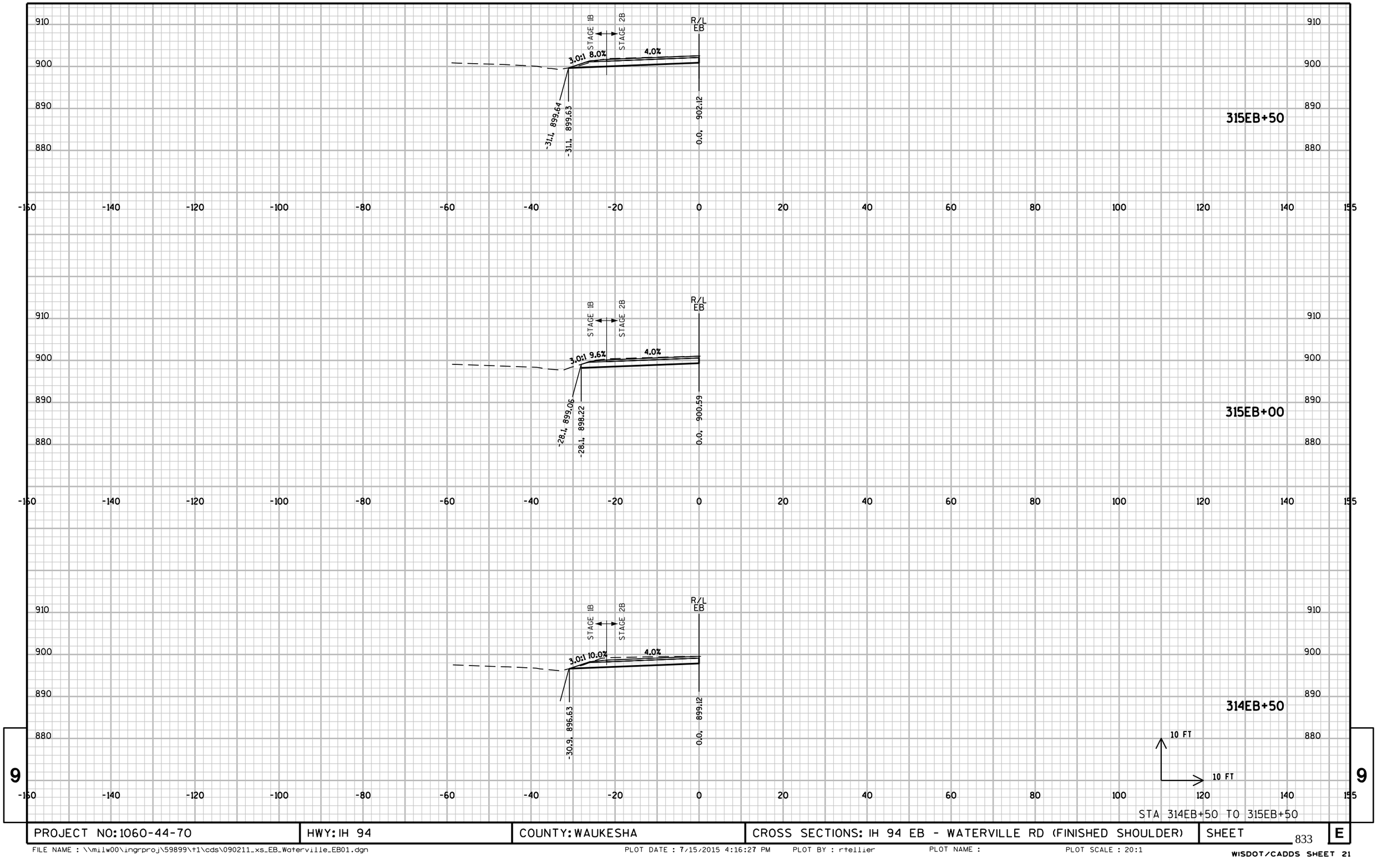


STA 314EB+00 TO 314EB+33

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - WATERVILLE RD (FINISHED SHOULDER)	SHEET 832	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090211_xs_EB_Waterville_EB01.dgn PLOT DATE : 7/15/2015 4:16:27 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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STA 314EB+50 TO 315EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - WATERVILLE RD (FINISHED SHOULDER)	SHEET 833	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090211_xs_EB_Waterville_EB01.dgn
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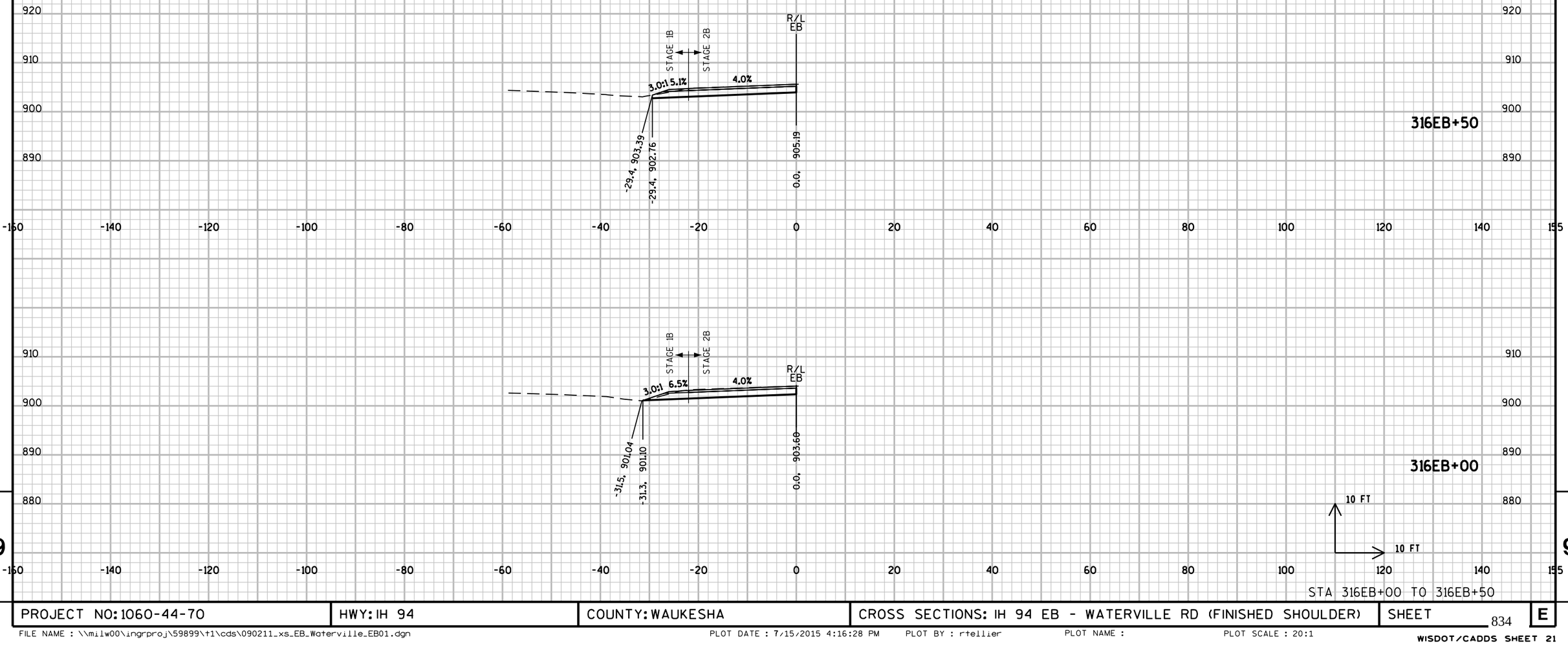
WISDOT/CADDS SHEET 21



STA 316EB+00 TO 316EB+50

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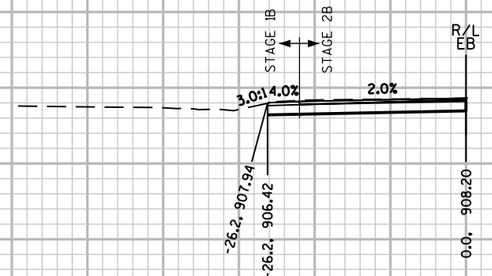
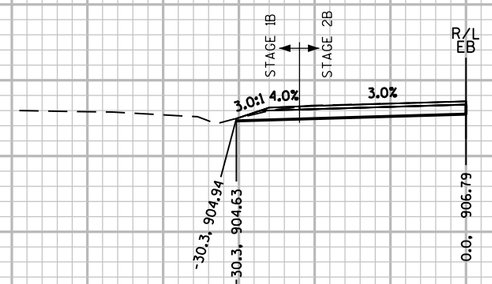
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - WATERVILLE RD (FINISHED SHOULDER)	SHEET 834	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090211_xs_EB_Waterville_EB01.dgn PLOT DATE : 7/15/2015 4:16:28 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

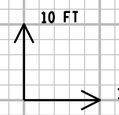
WISDOT/CADDS SHEET 21



317EB+50



317EB+00

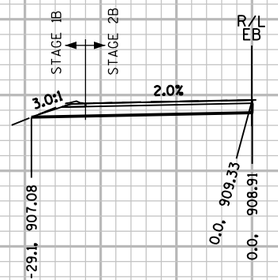


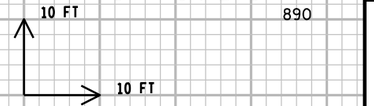
STA 317EB+00 TO 317EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - WATERVILLE RD (FINISHED SHOULDER)	SHEET 835	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090211_xs_EB_Waterville_EB01.dgn PLOT DATE : 7/15/2015 4:16:28 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21





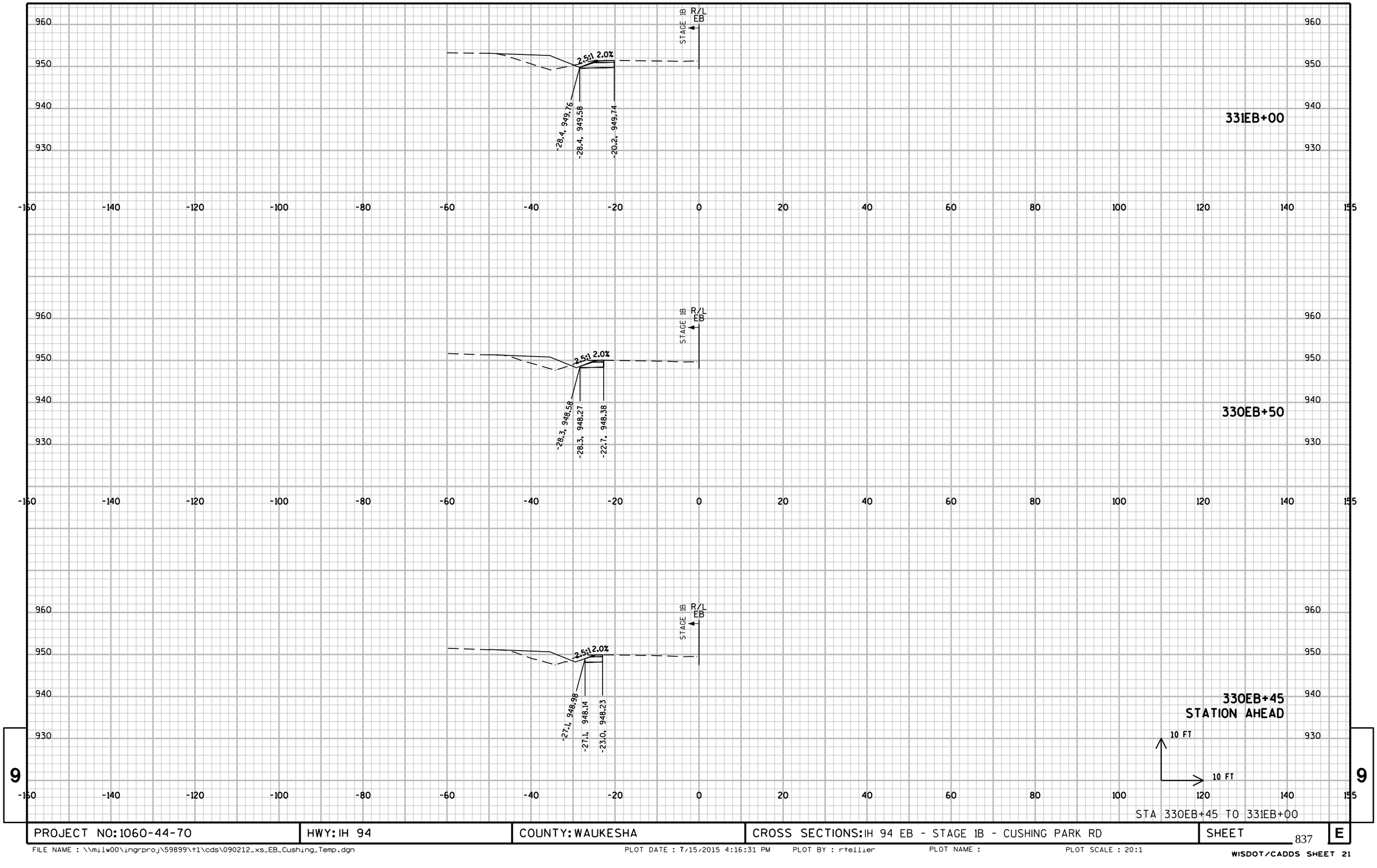
920 910 900 890

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

STA 317EB+73 TO 317EB+73

9 9

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - WATERVILLE RD (FINISHED SHOULDER)	SHEET 836	E



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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 837	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:31 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

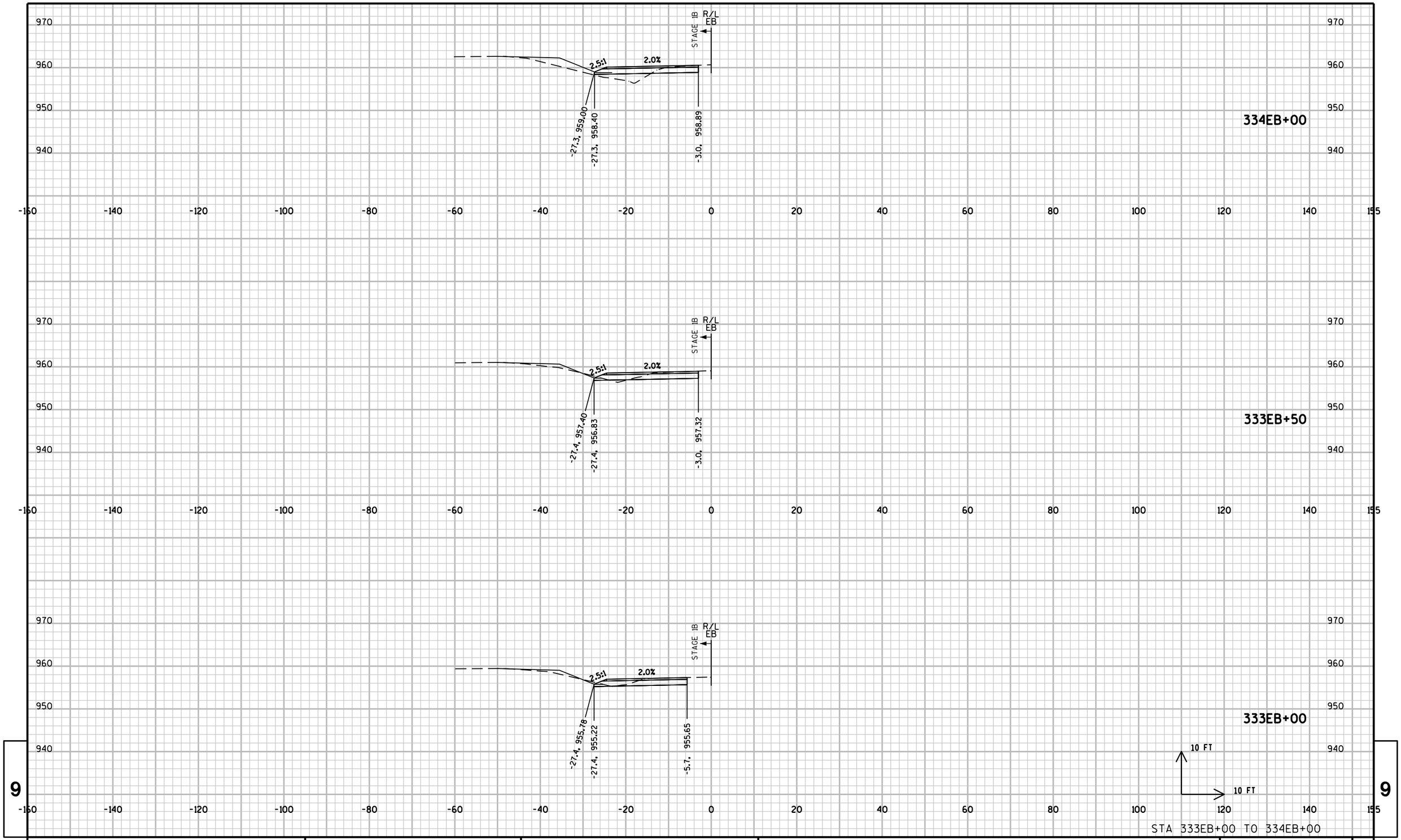
WISDOT/CADDS SHEET 21

STA 331EB+50 TO 332EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 838	E

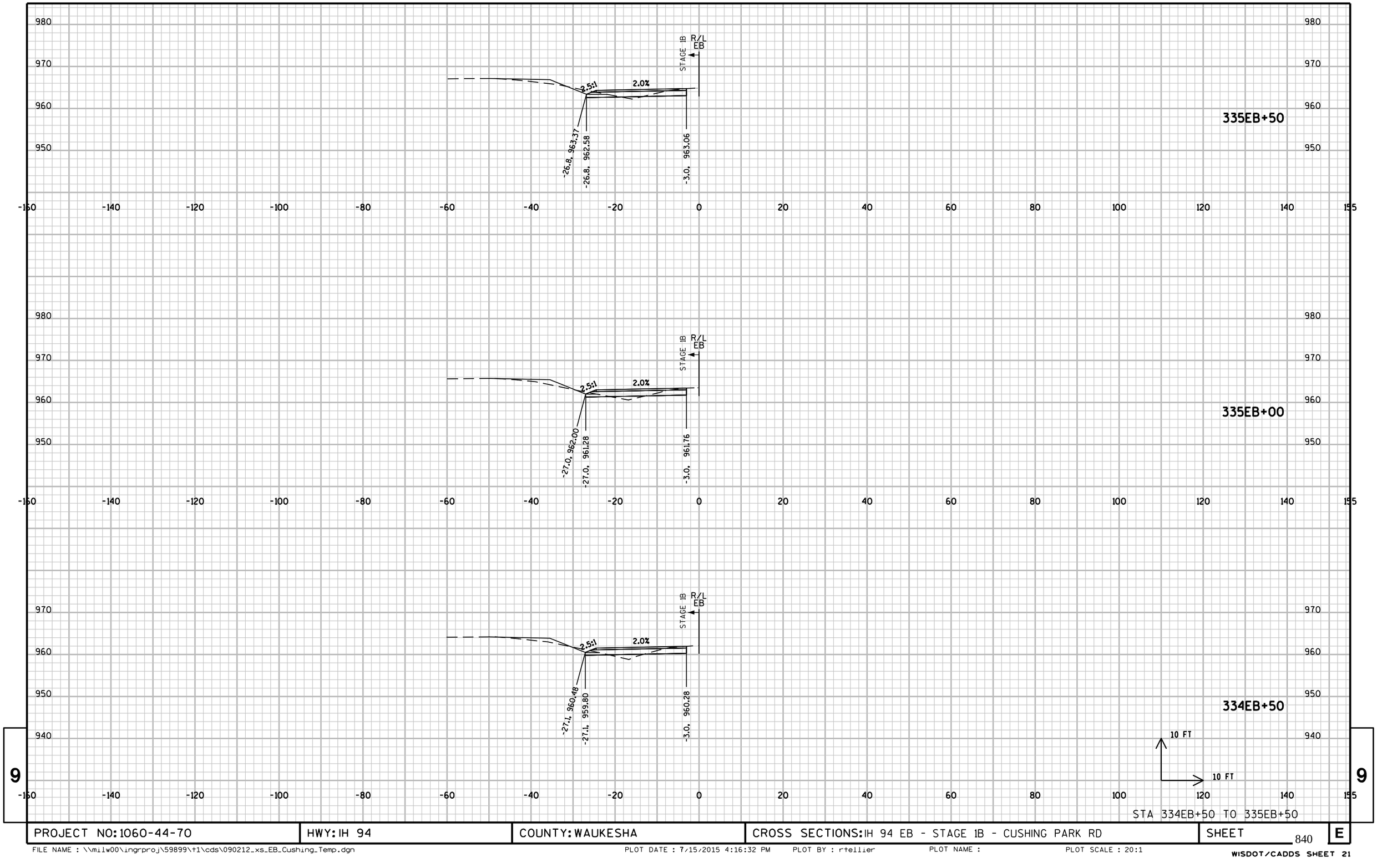
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:32 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 333EB+00 TO 334EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 839	E

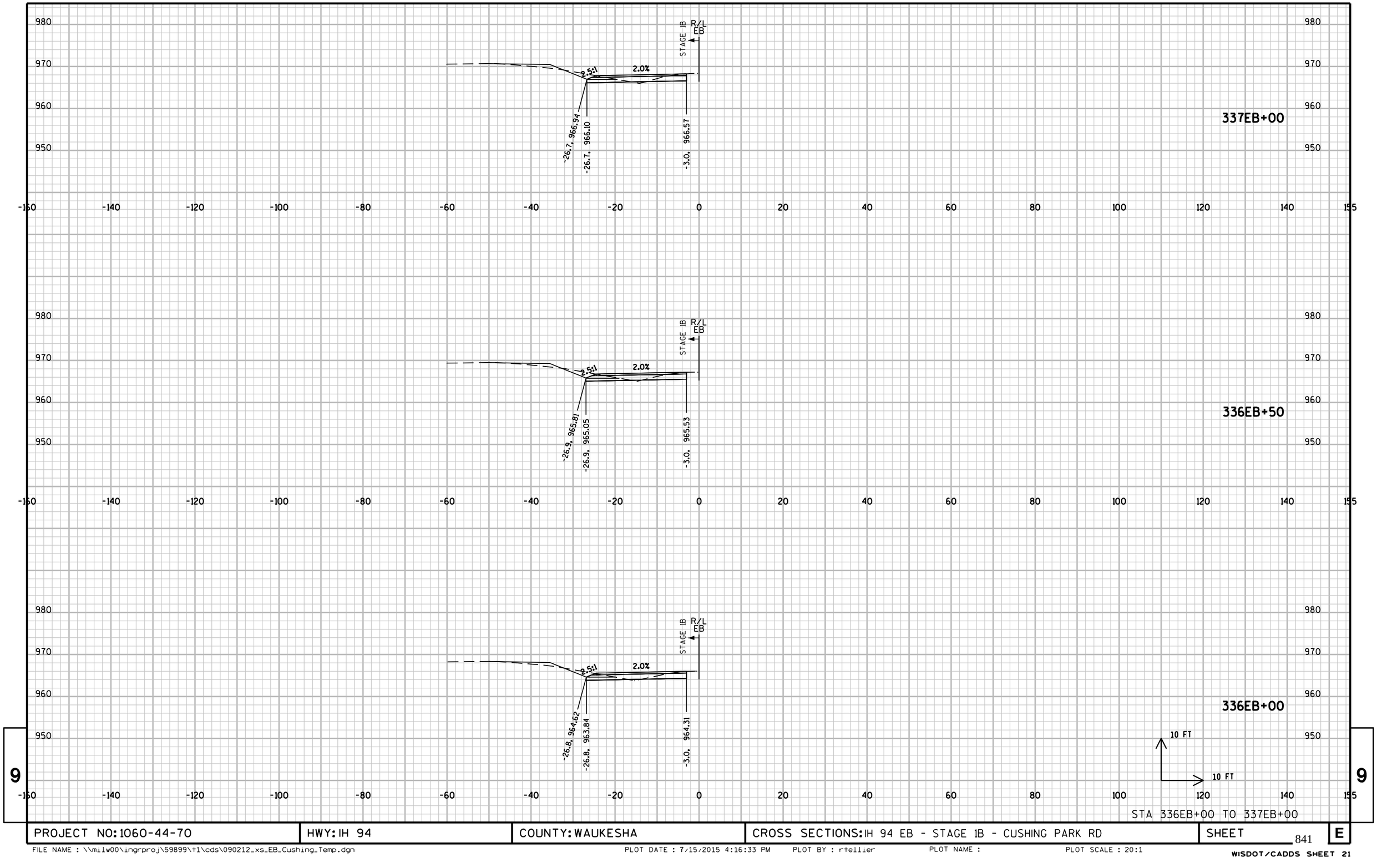


STA 334EB+50 TO 335EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 840	E

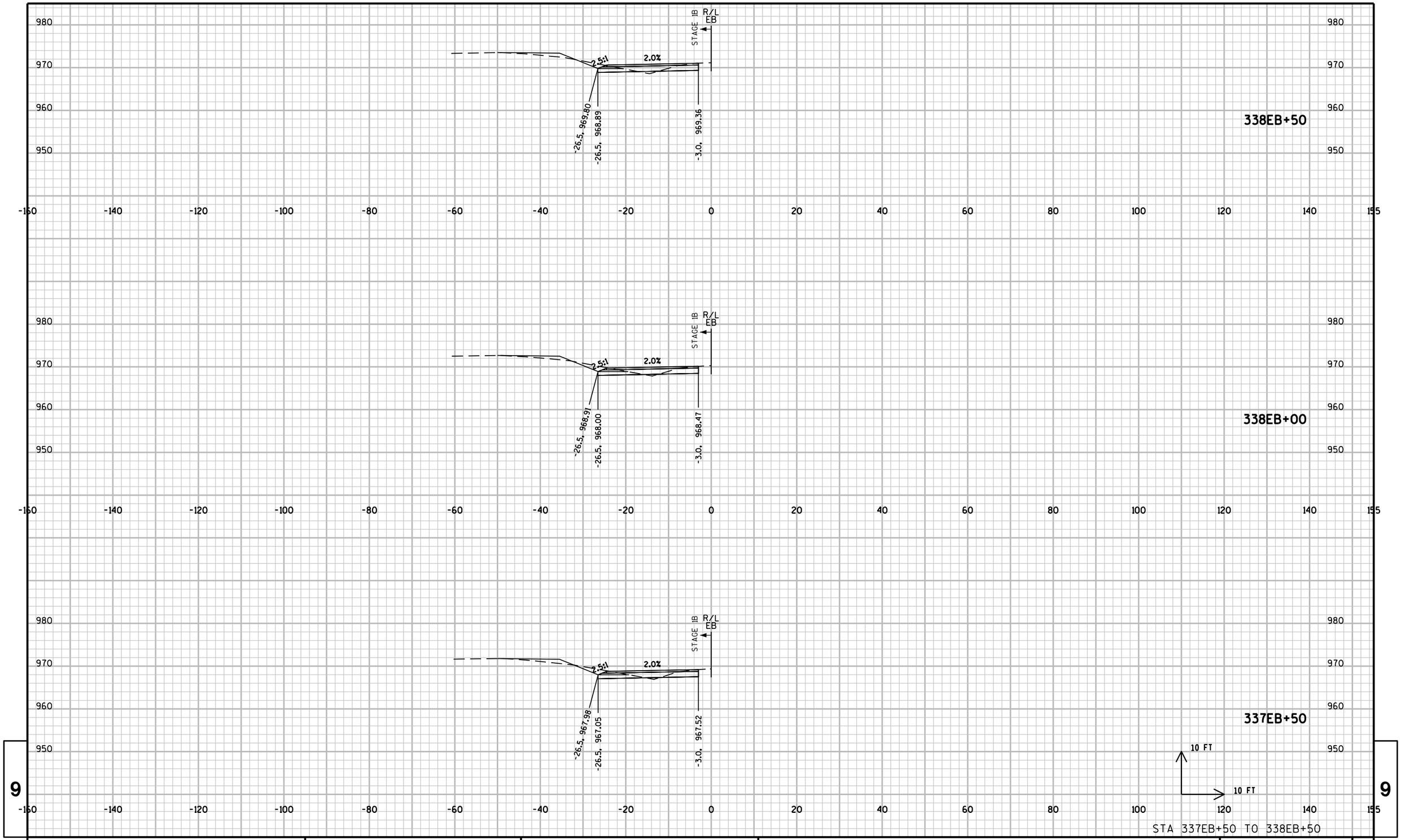
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:32 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 336EB+00 TO 337EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 841	E



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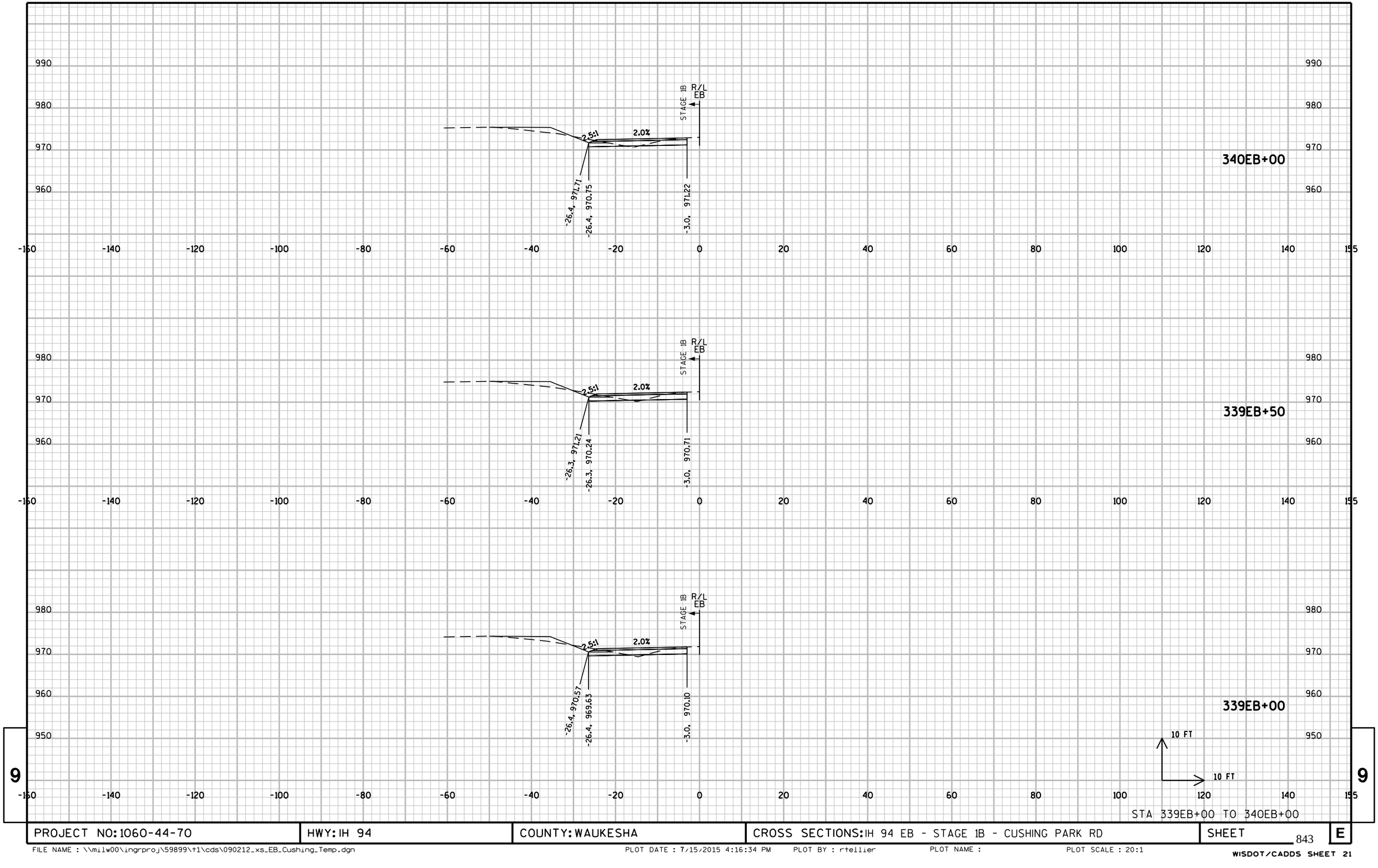
STA 337EB+50 TO 338EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 842	E

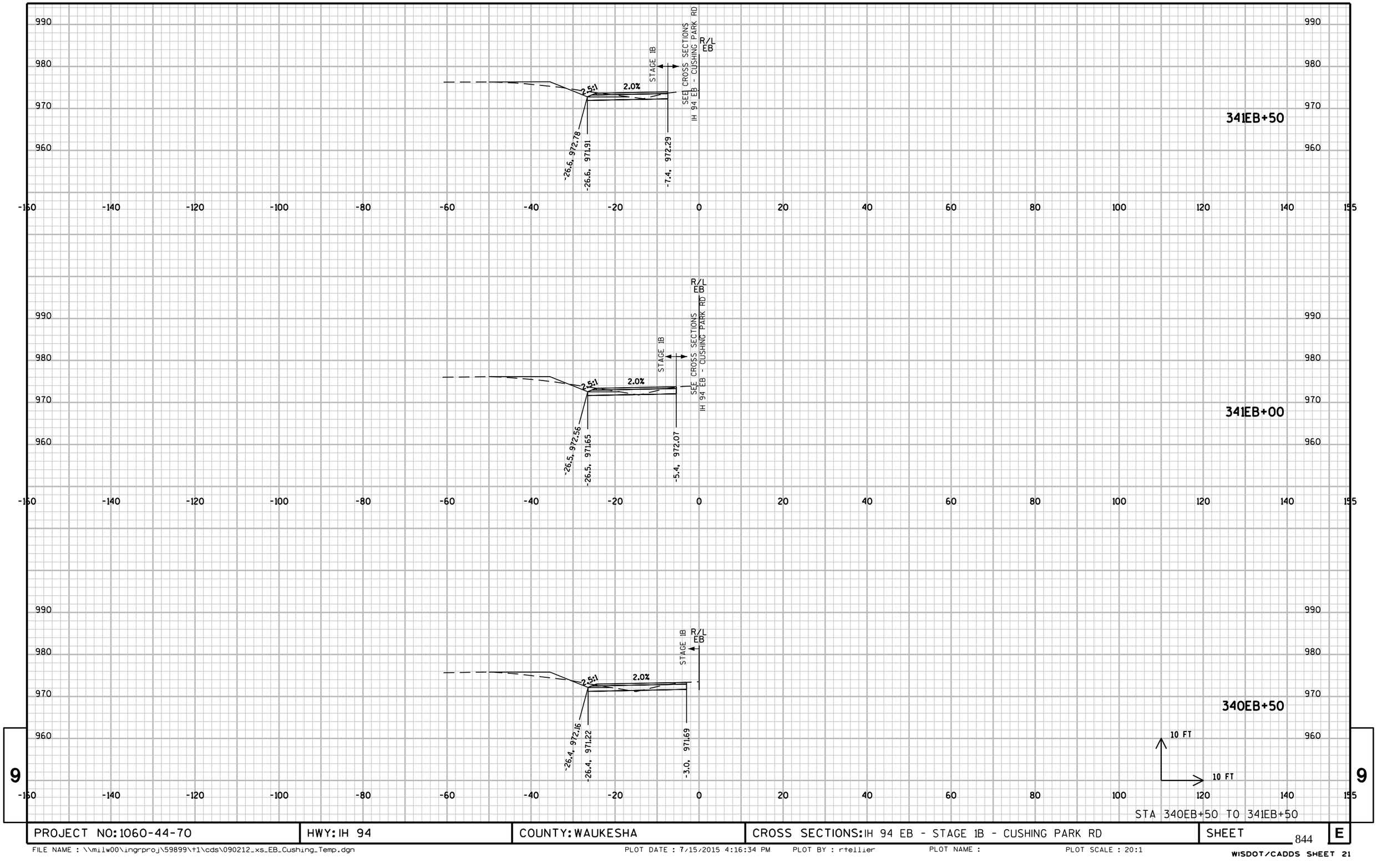


STA 339EB+00 TO 340EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 843	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:34 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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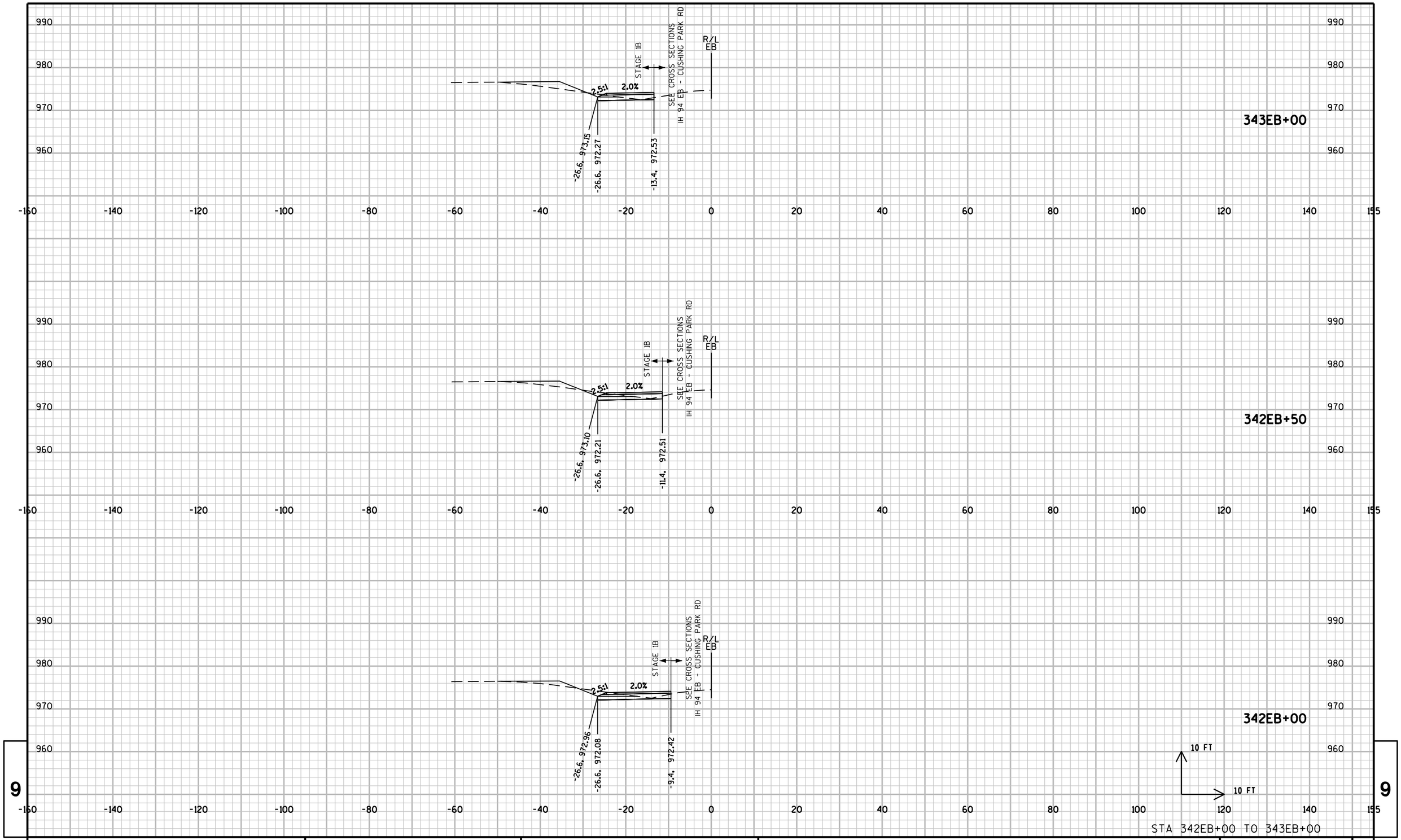
STA 340EB+50 TO 341EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 844	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:34 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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STA 342EB+00 TO 343EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 845	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:34 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

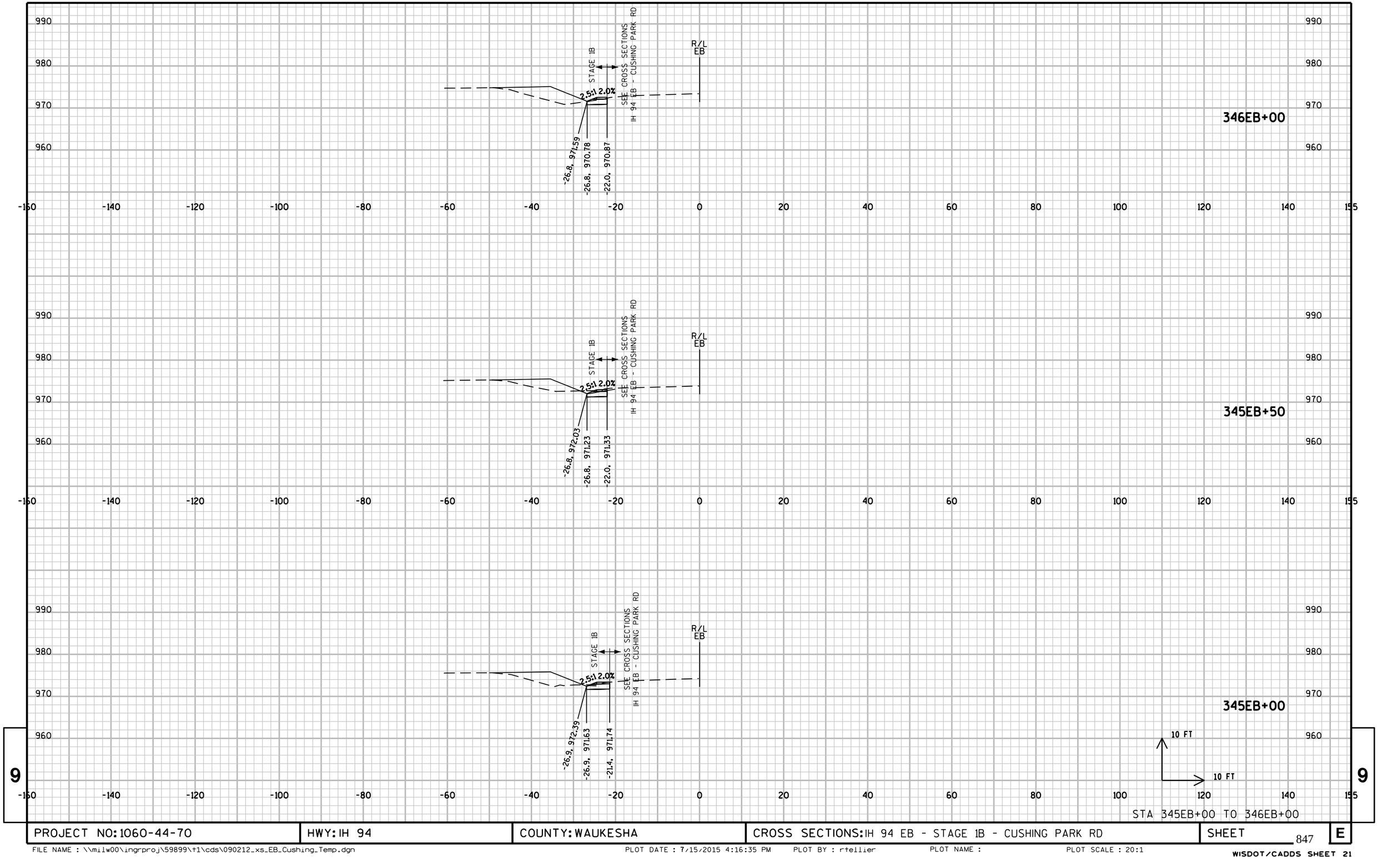
WISDOT/CADDS SHEET 21

STA 343EB+50 TO 344EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 846	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:35 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

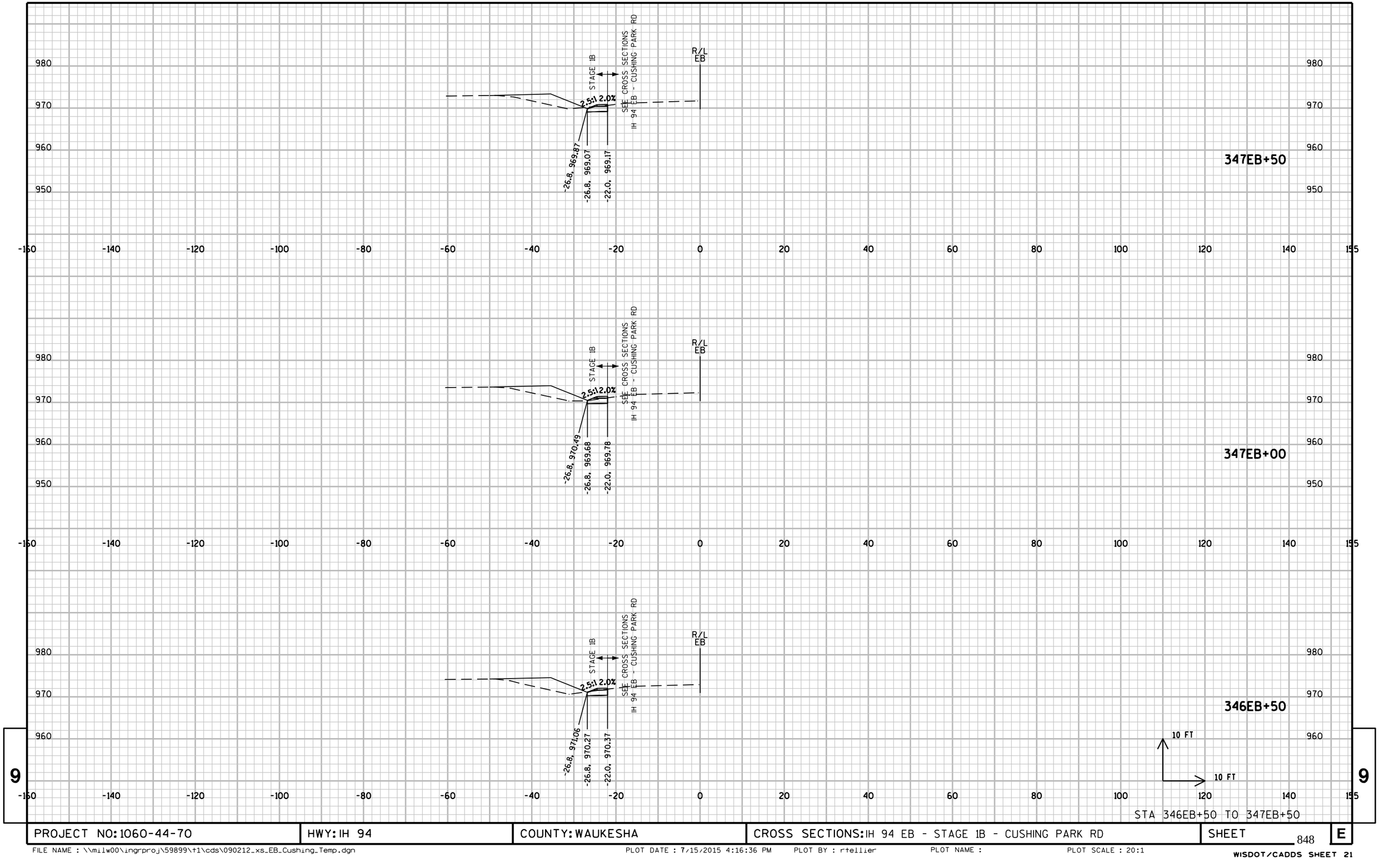


STA 345EB+00 TO 346EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 847	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:35 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

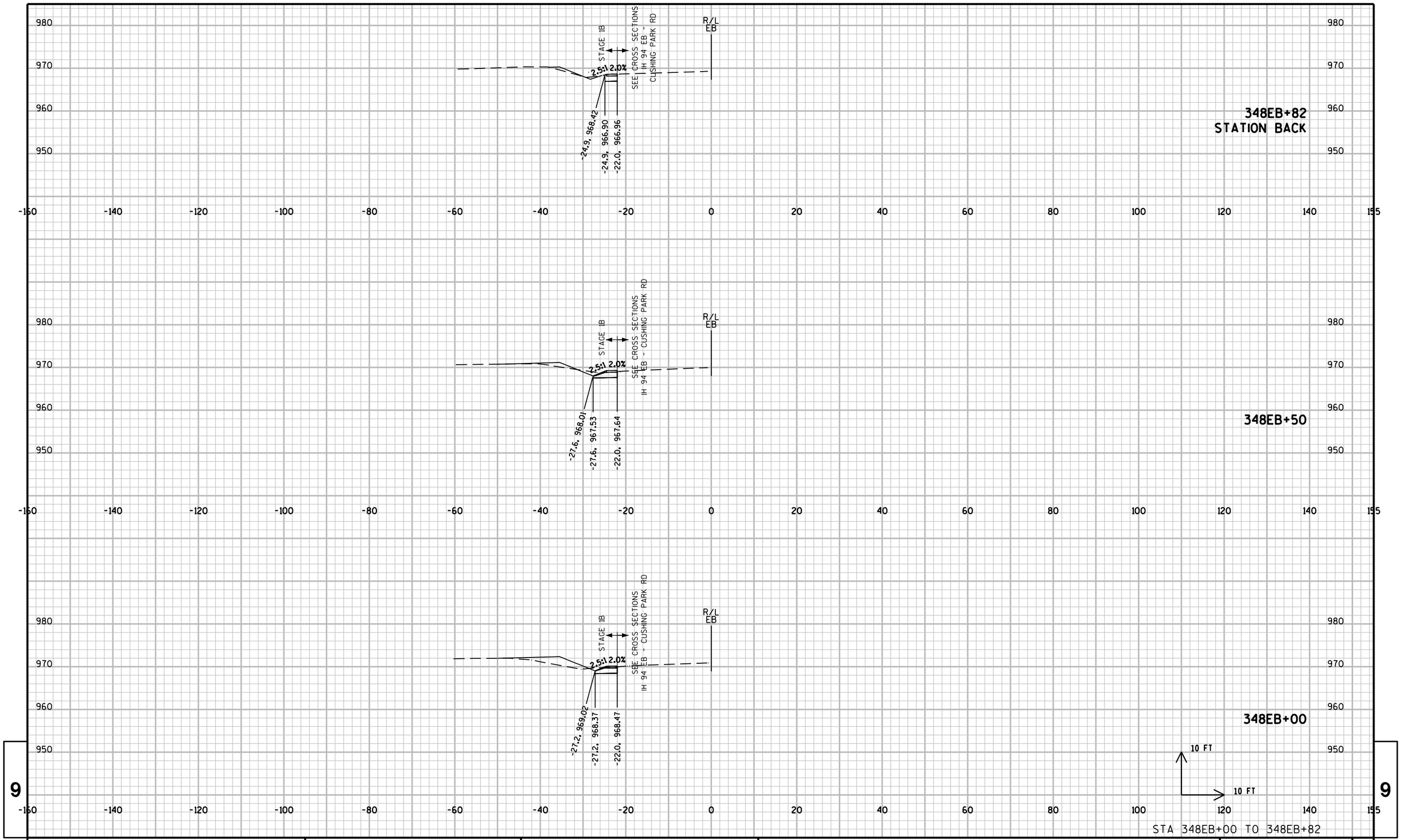


STA 346EB+50 TO 347EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 848	E

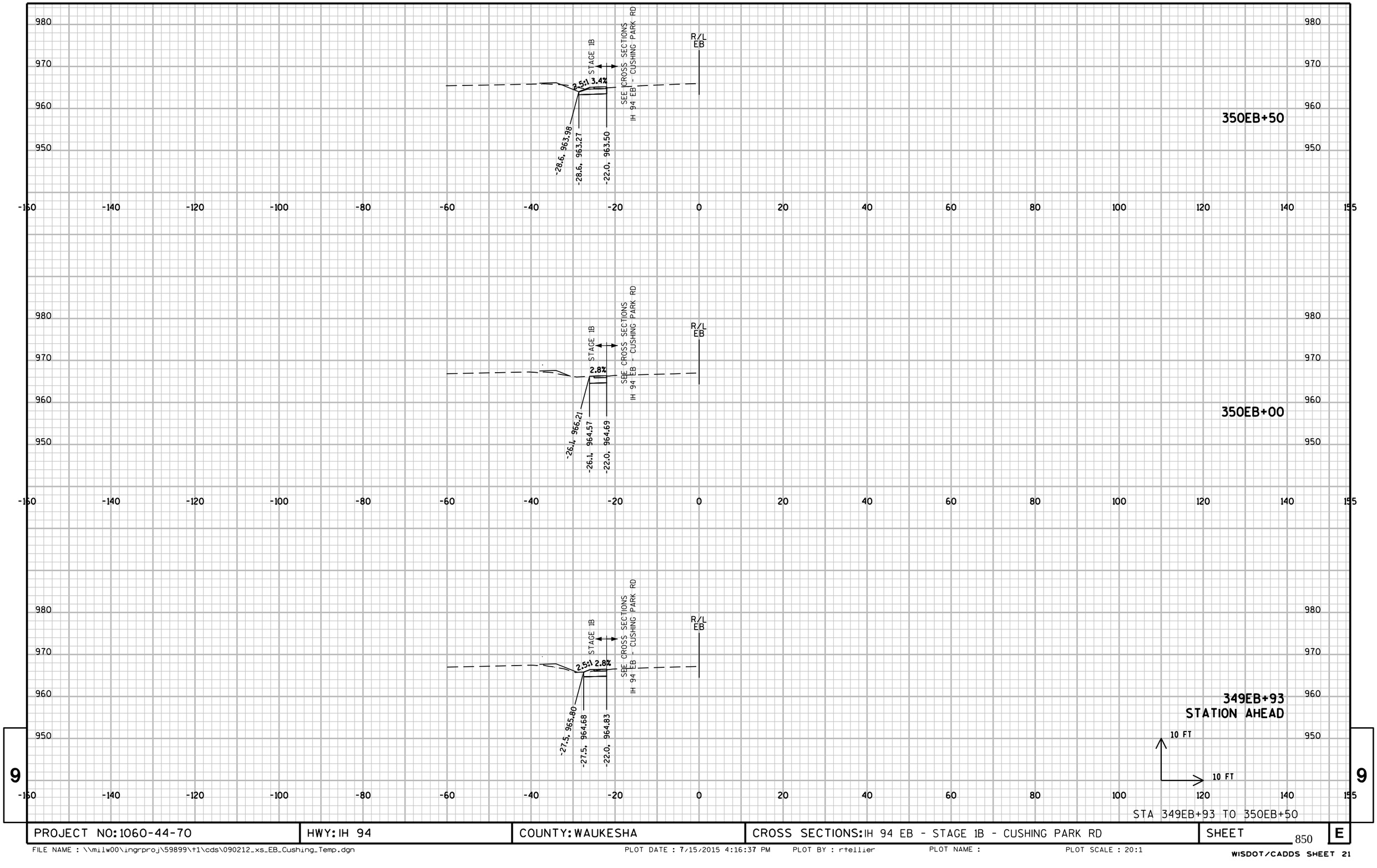
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:36 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 348EB+00 TO 348EB+82

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 849	E

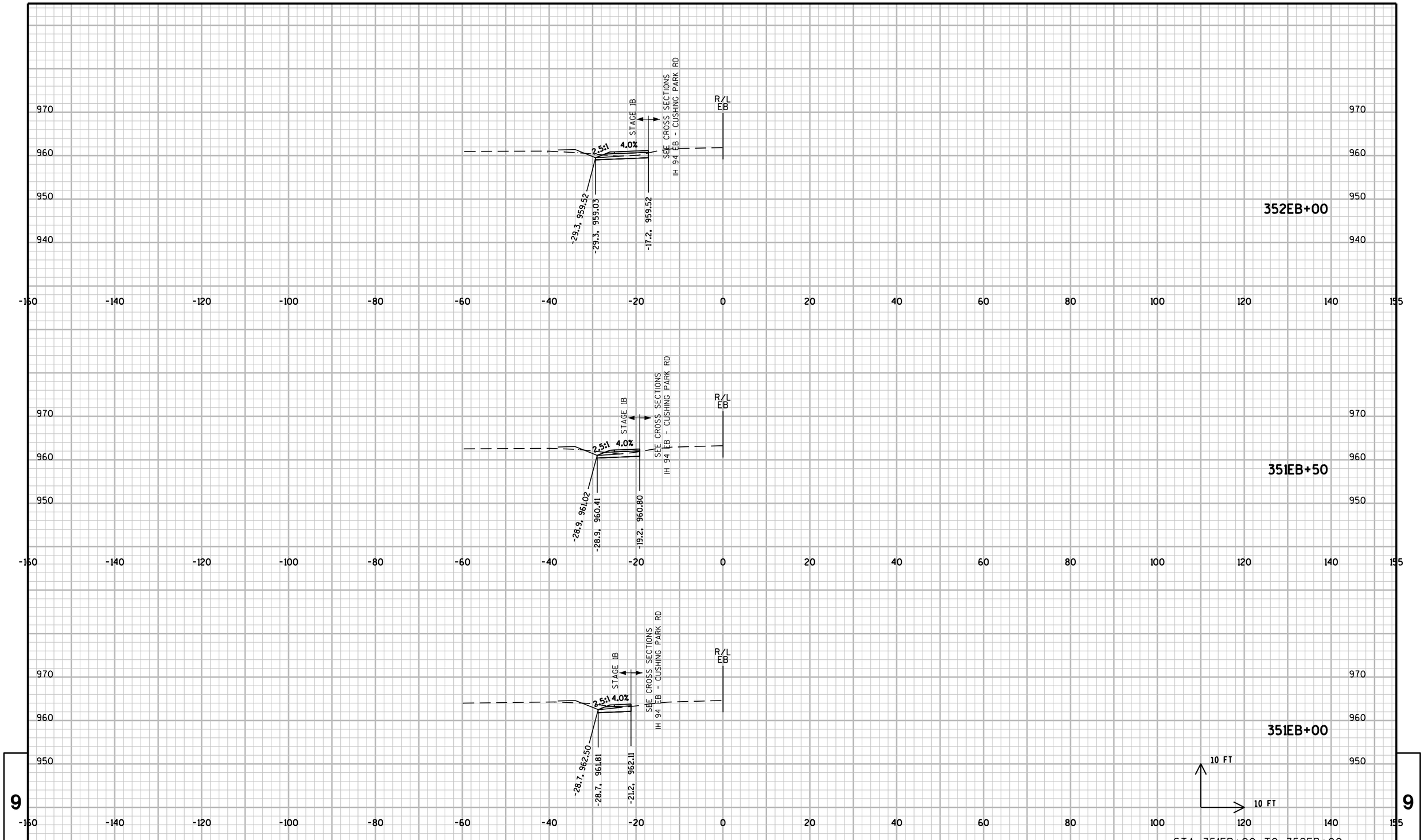


STA 349EB+93 TO 350EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 850	E

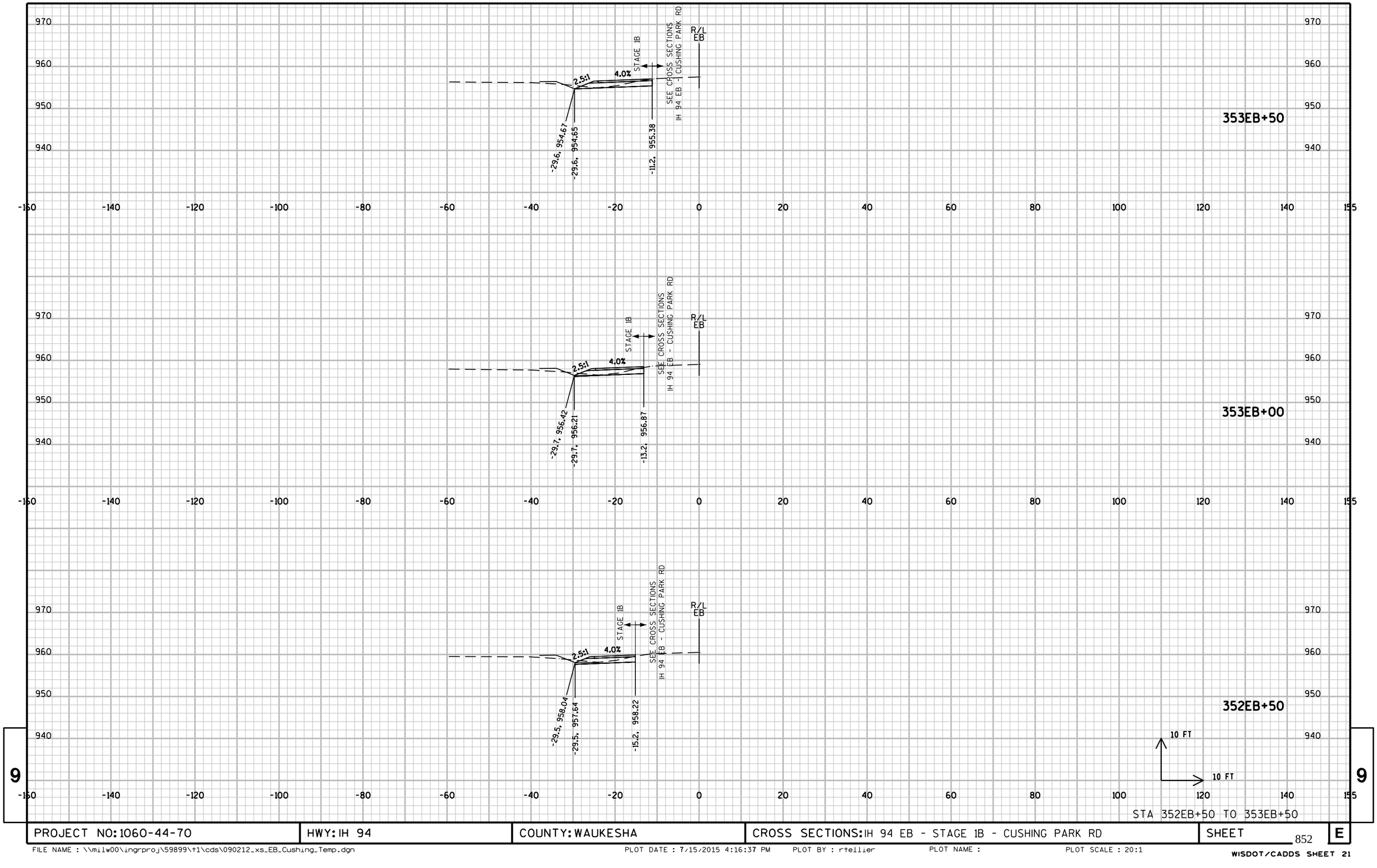
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:37 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 351EB+00 TO 352EB+00

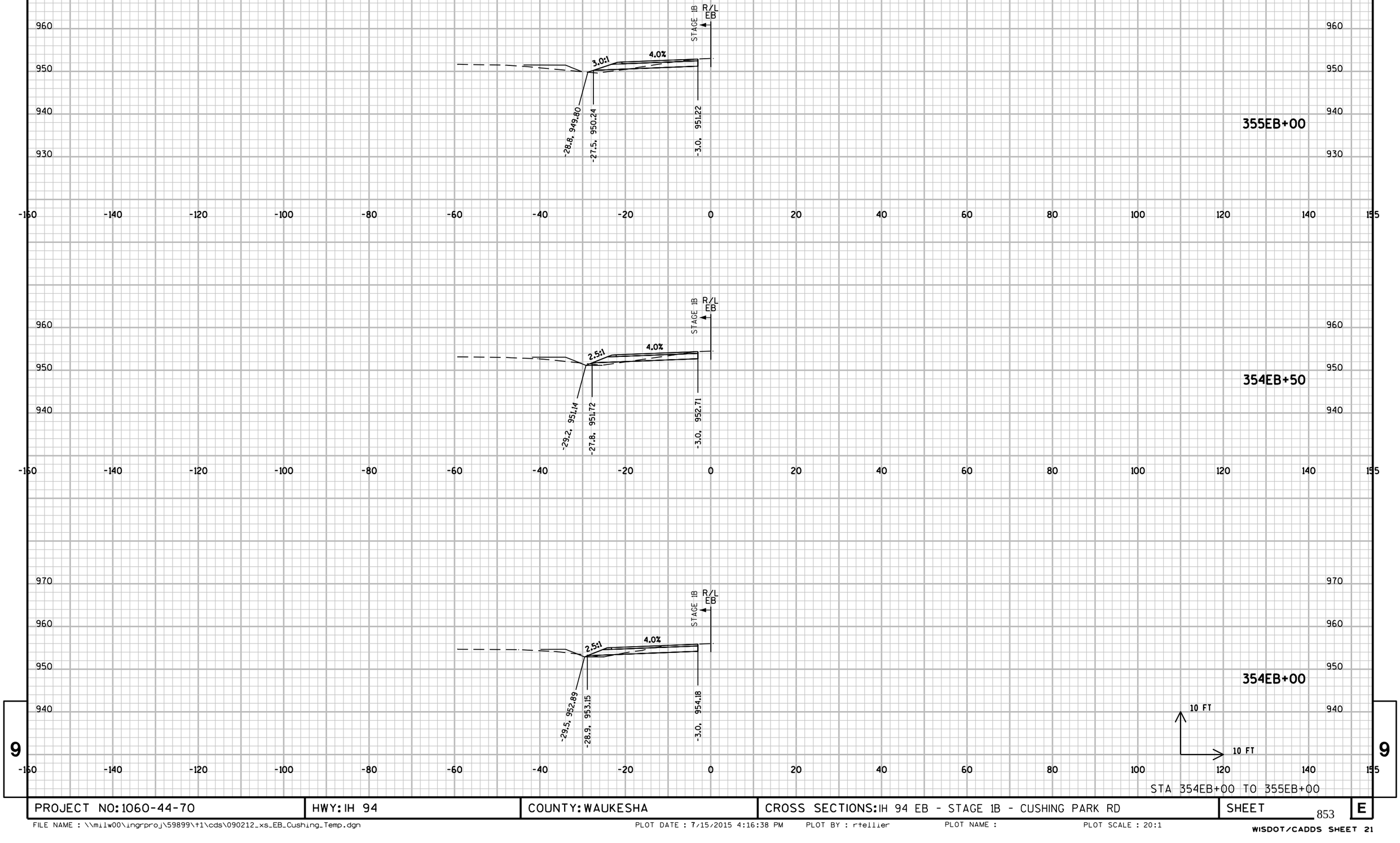
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 851	E



STA 352EB+50 TO 353EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 852	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn
PLOT DATE : 7/15/2015 4:16:37 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1
WISDOT/CADDS SHEET 21



STA 354EB+00 TO 355EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 853	E

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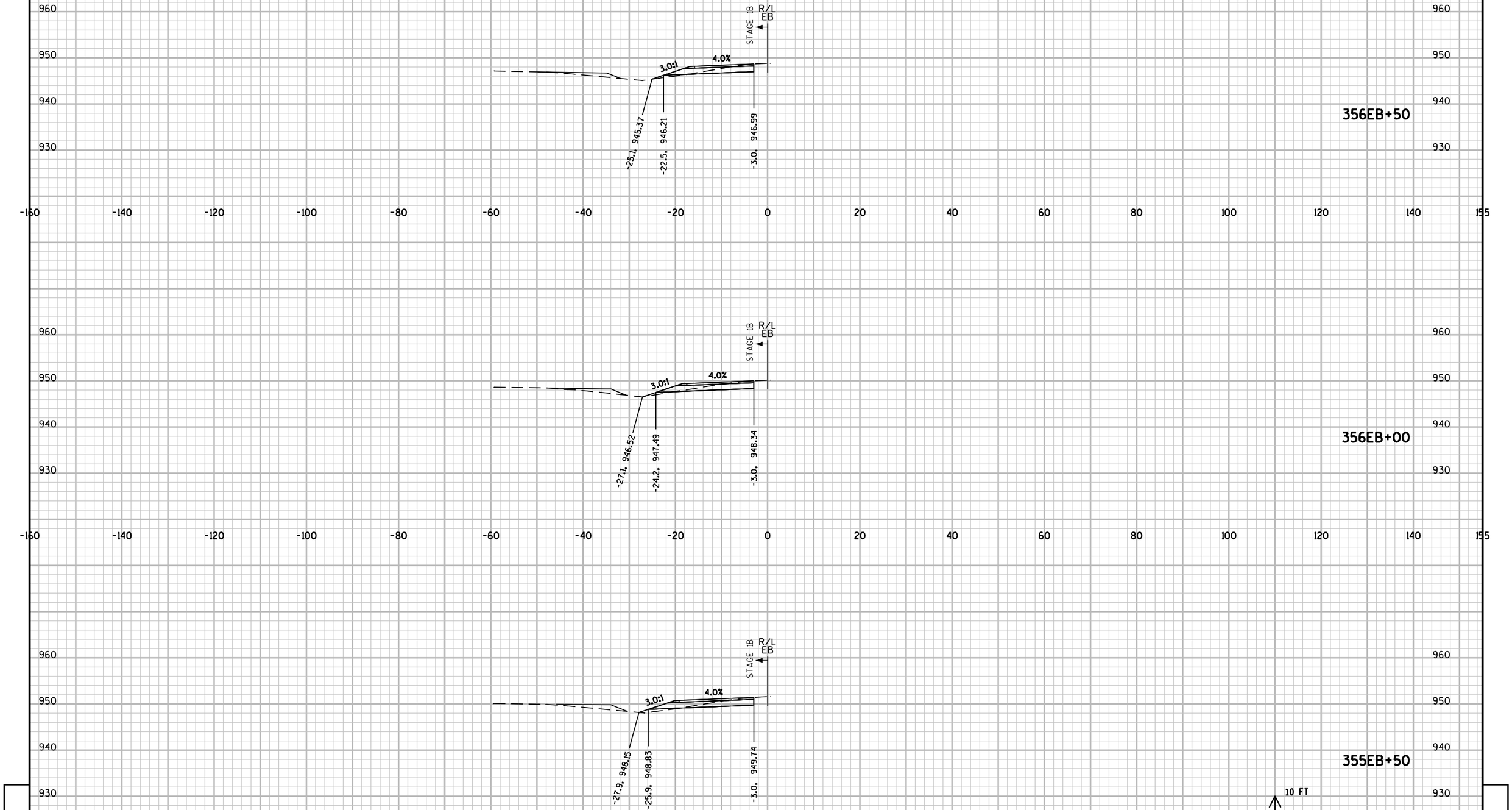
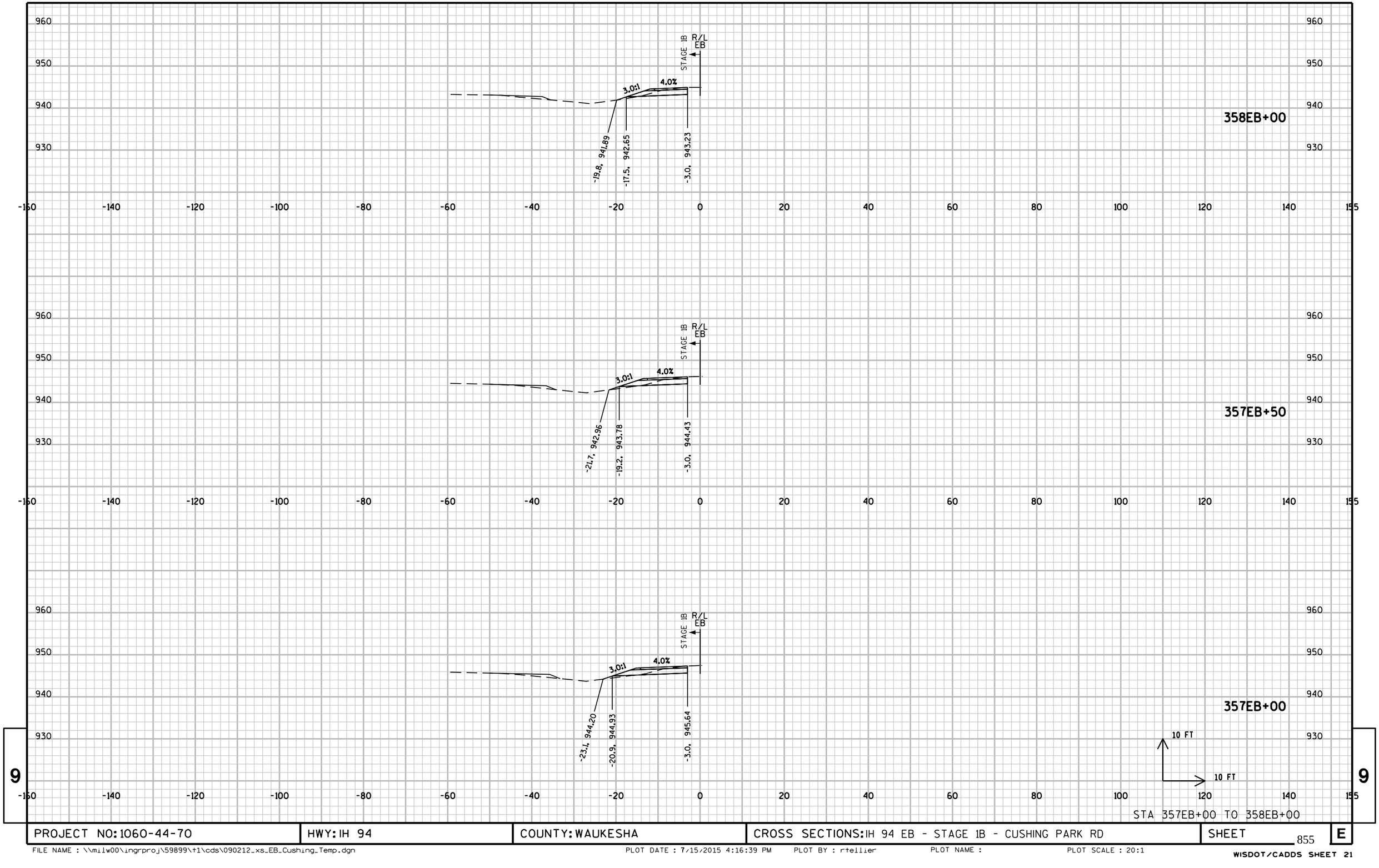
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn
PLOT DATE : 7/15/2015 4:16:38 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1
WISDOT/CADDS SHEET 21



STA 355EB+50 TO 356EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 854	E

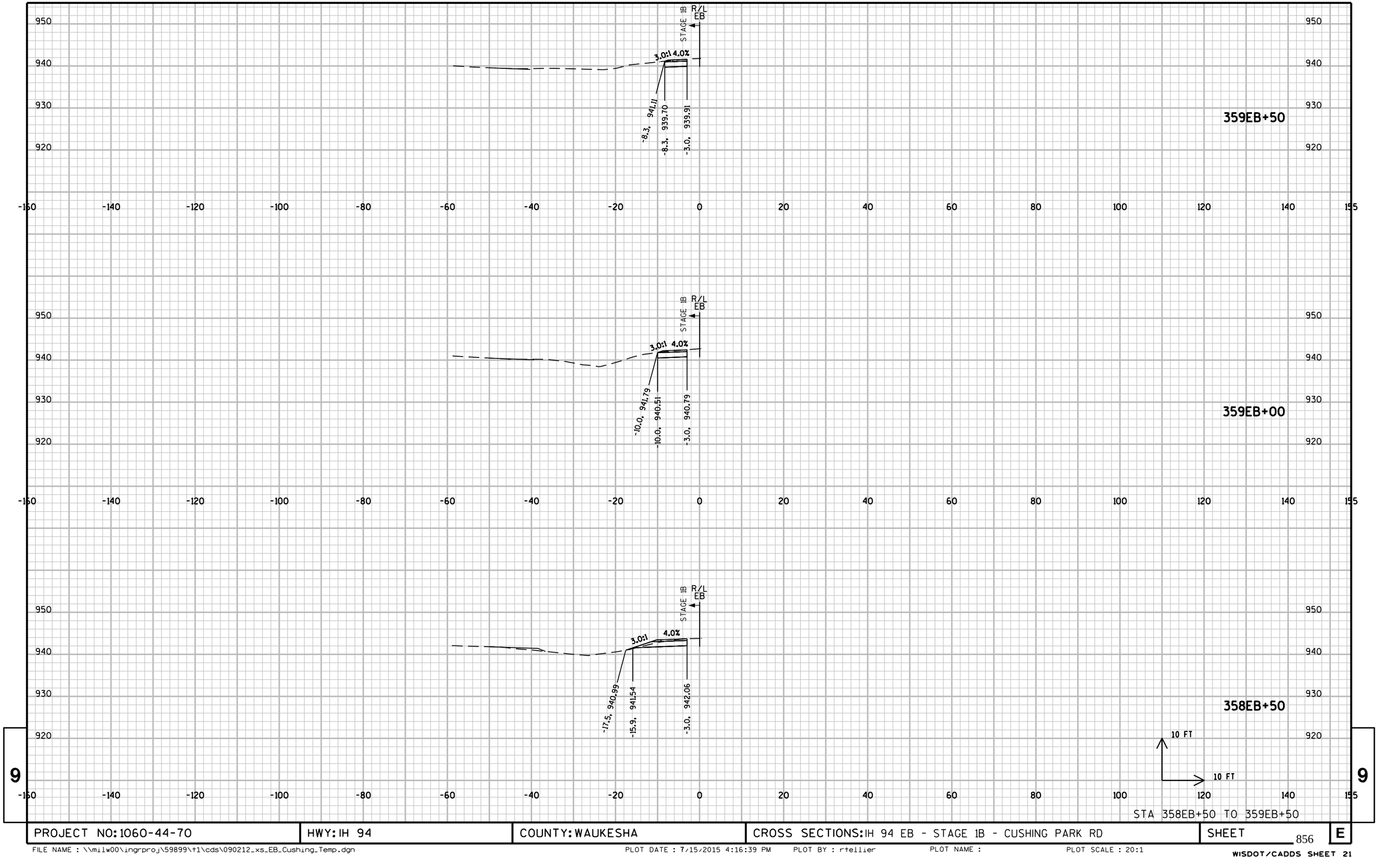


STA 357EB+00 TO 358EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 855	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090212_xs_EB_Cushing_Temp.dgn PLOT DATE : 7/15/2015 4:16:39 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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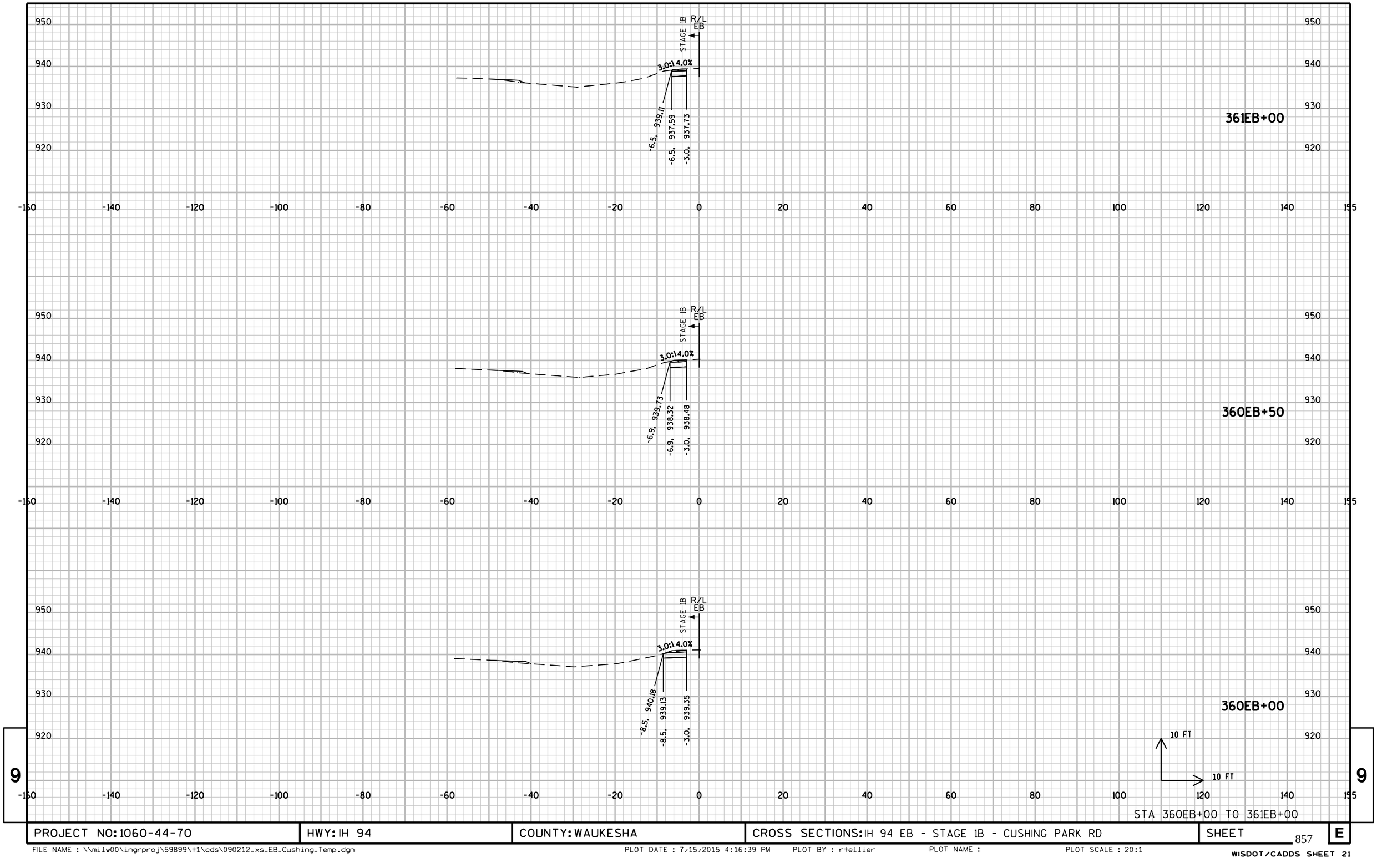
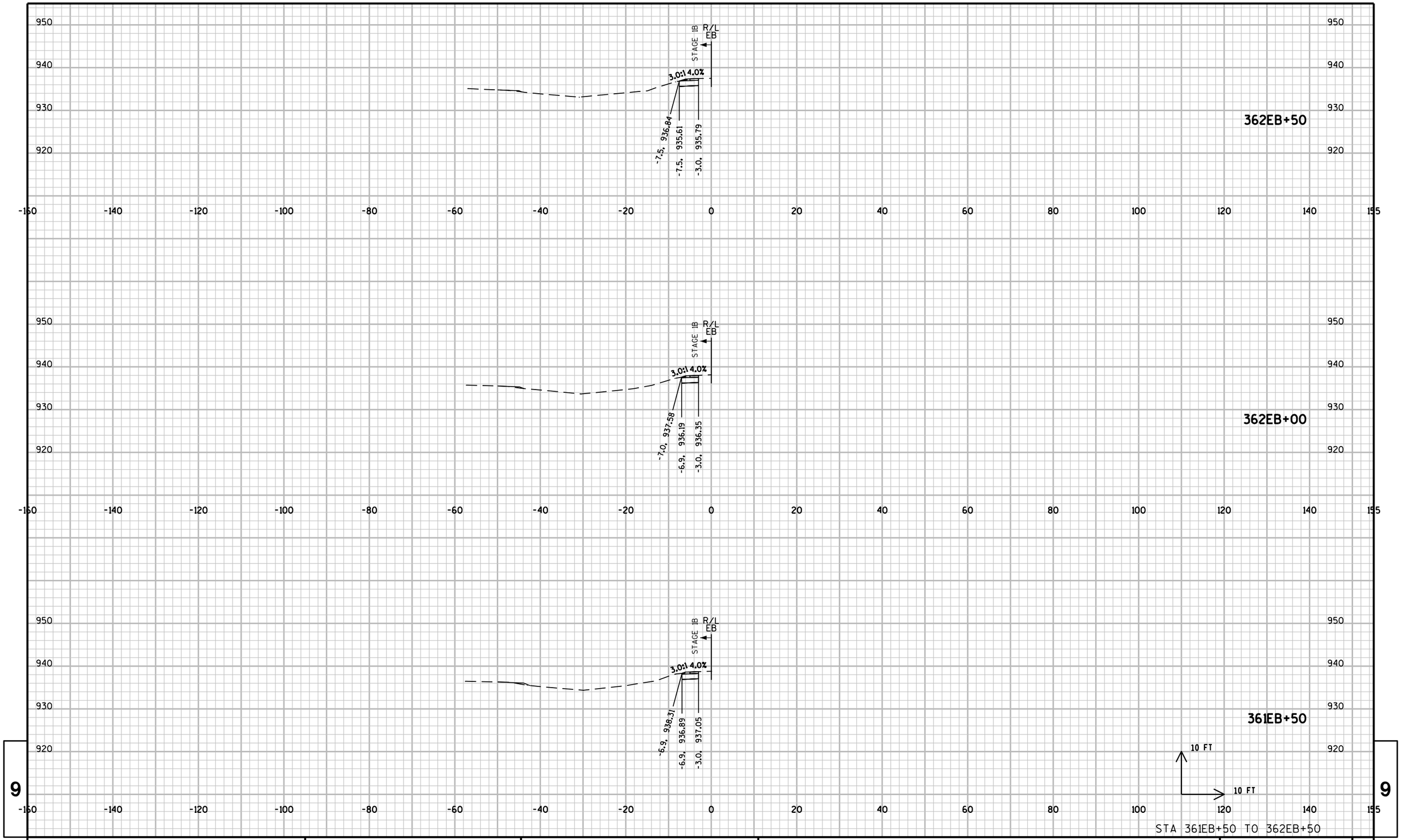
STA 358EB+50 TO 359EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 856	E



STA 360EB+00 TO 361EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 857	E



STA 361EB+50 TO 362EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 858	E

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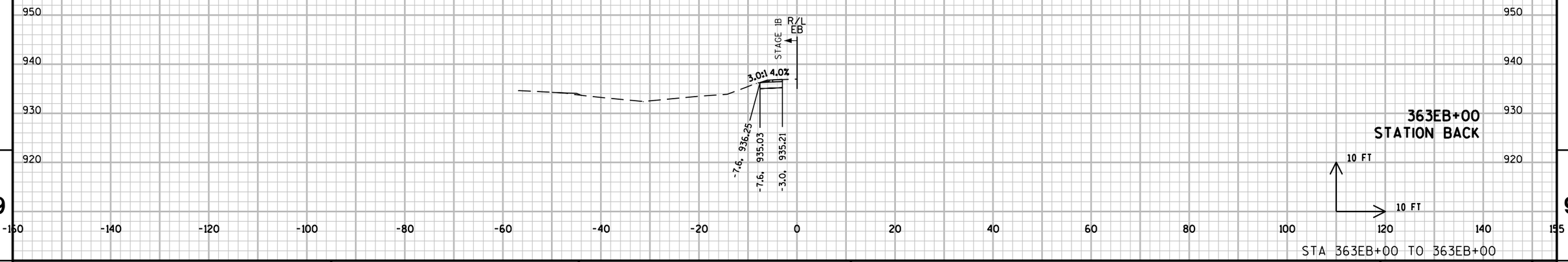
WISDOT/CADDS SHEET 21



STA 363EB+00 TO 363EB+00

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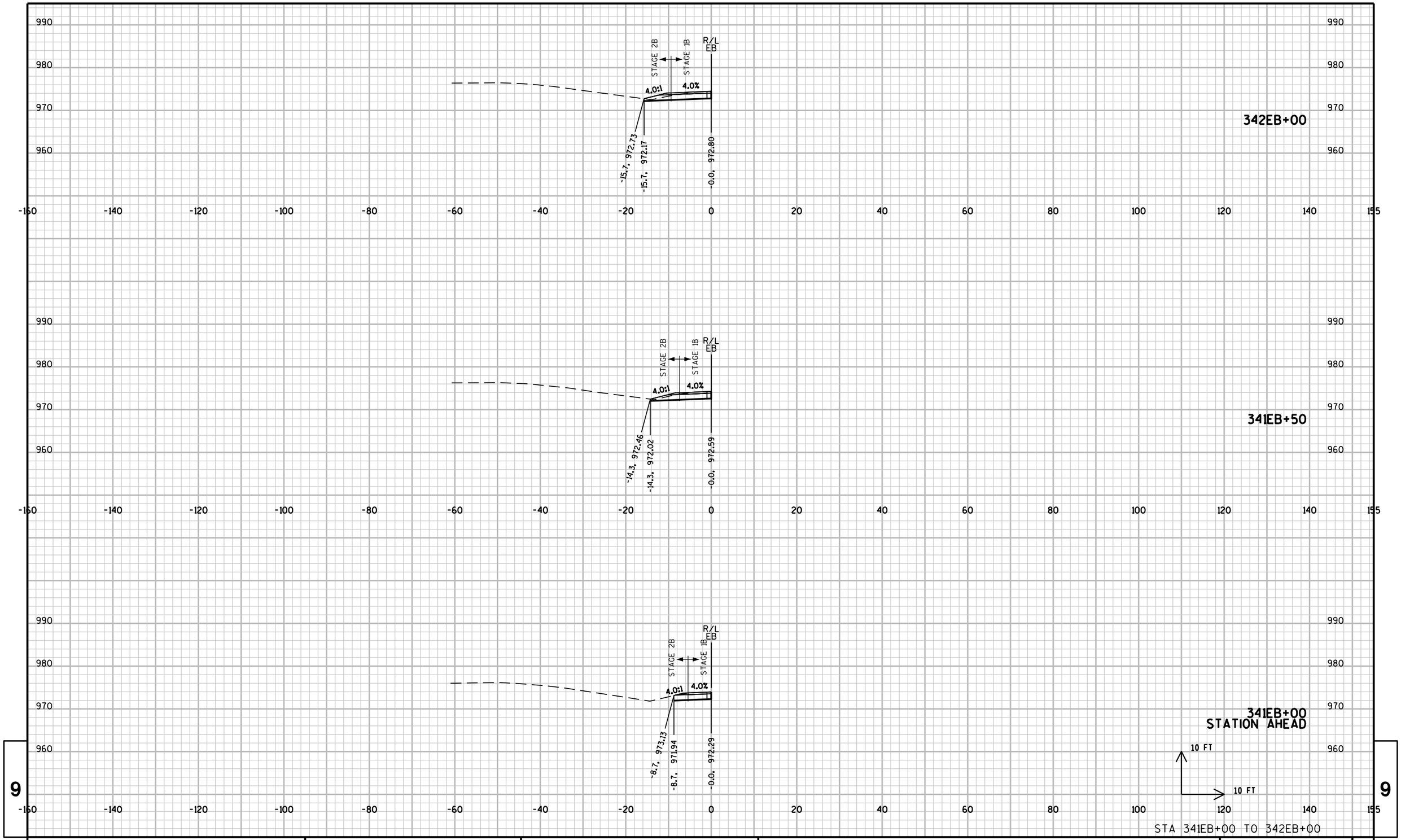
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - CUSHING PARK RD	SHEET 859	E



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STA 341EB+00 TO 342EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 860	E

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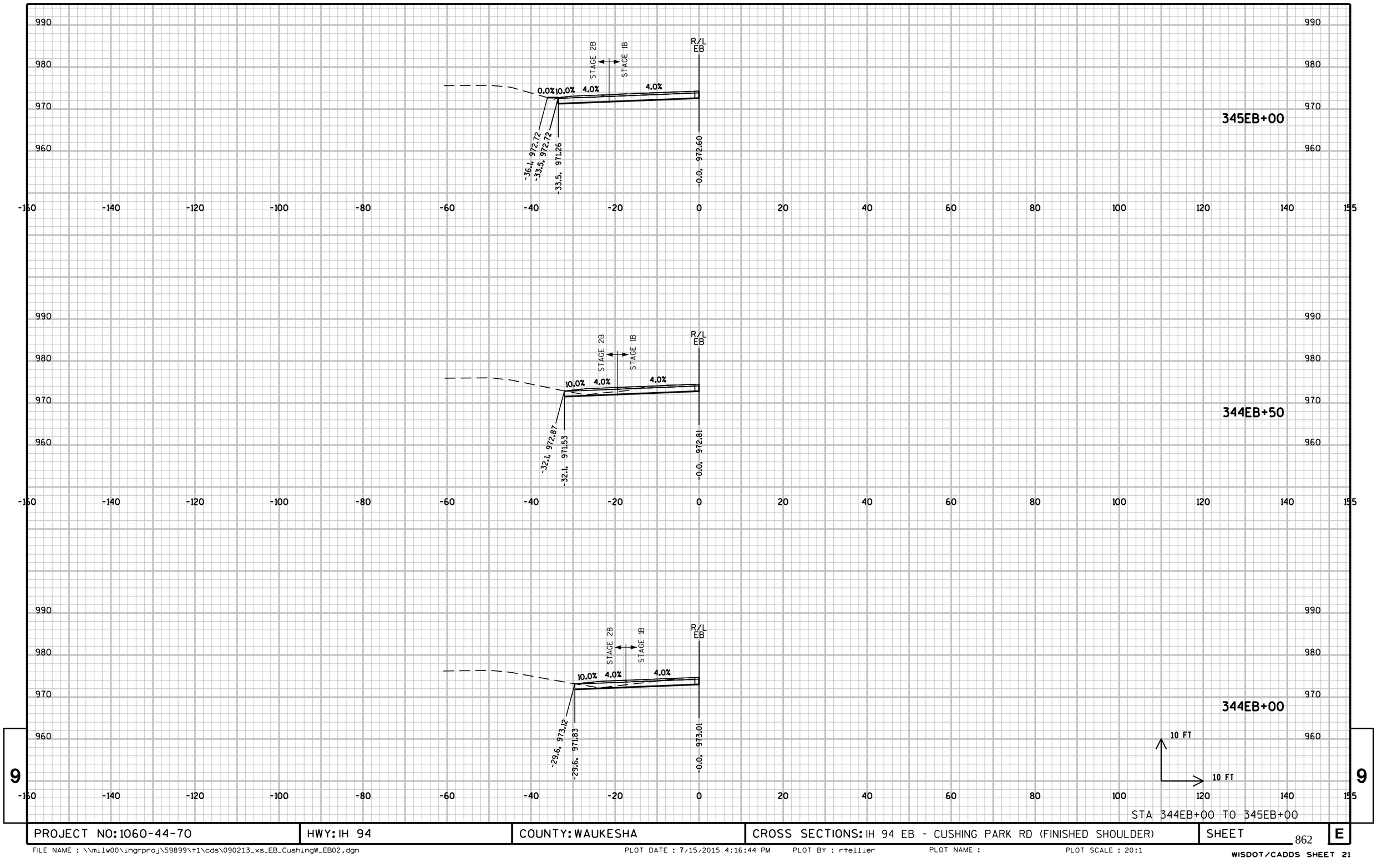
STA 342EB+50 TO 343EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 861	E



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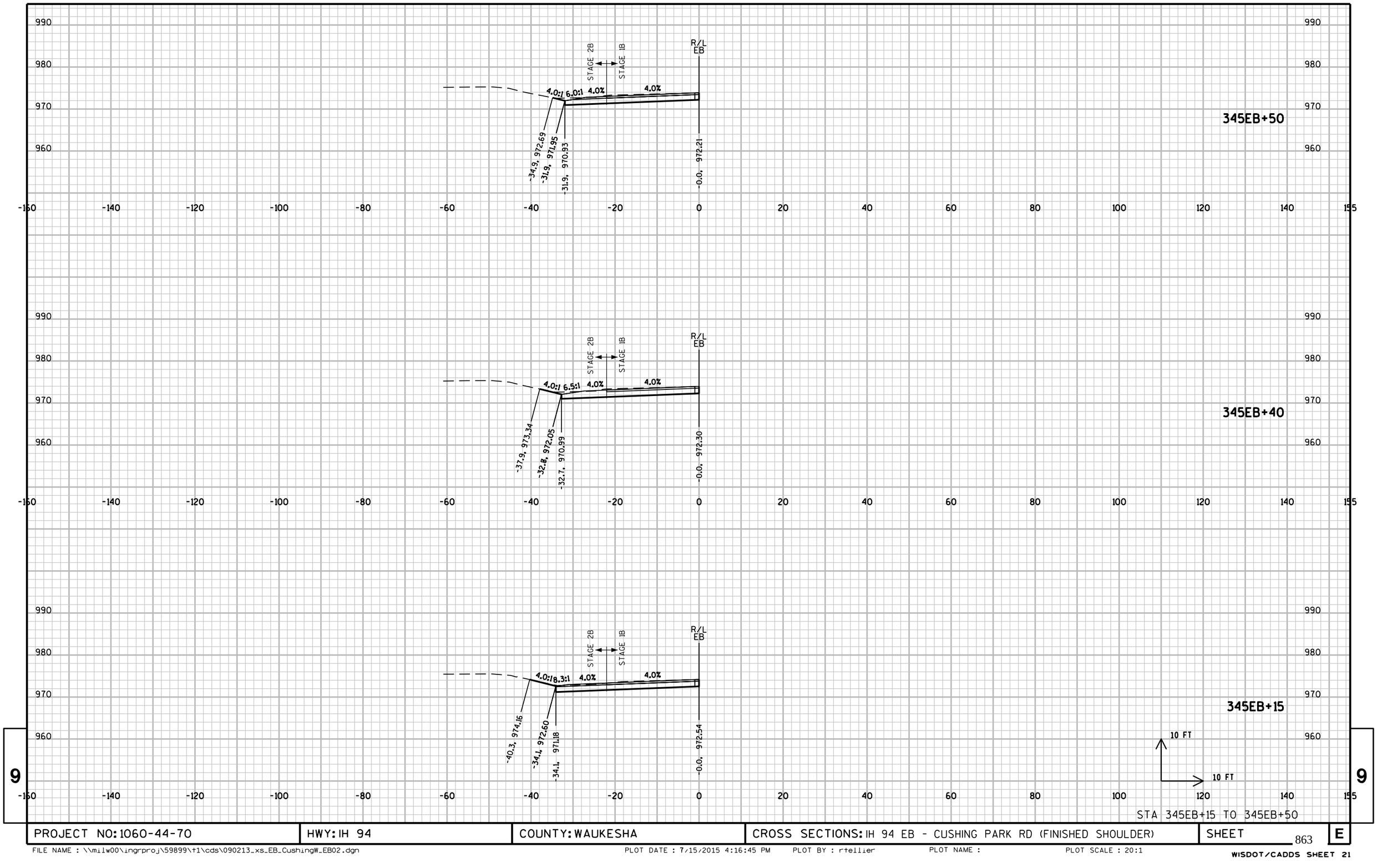
STA 344EB+00 TO 345EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 862	E

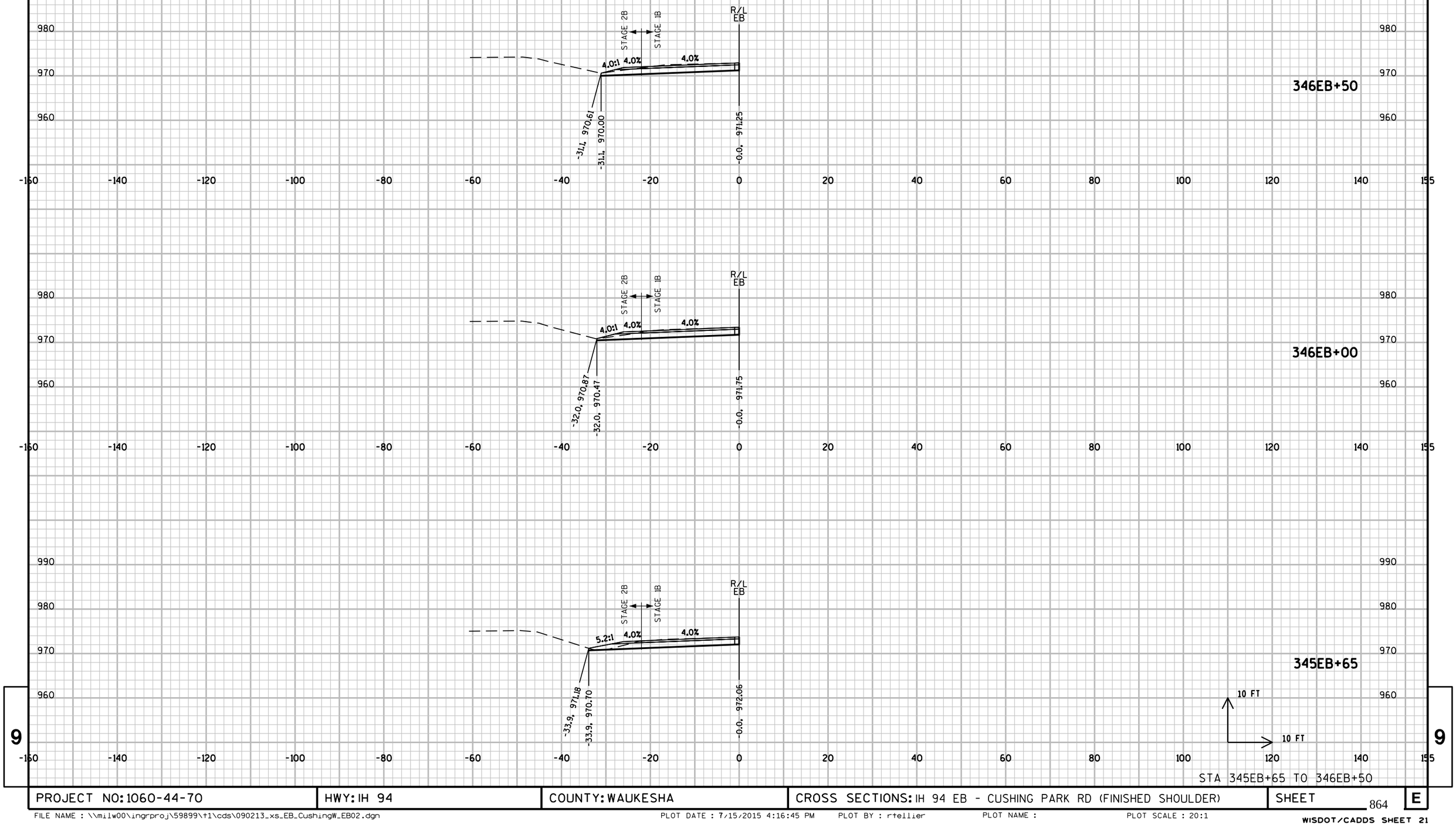


STA 345EB+15 TO 345EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 863	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090213_xs_EB_CushingW_EB02.dgn PLOT DATE : 7/15/2015 4:16:45 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

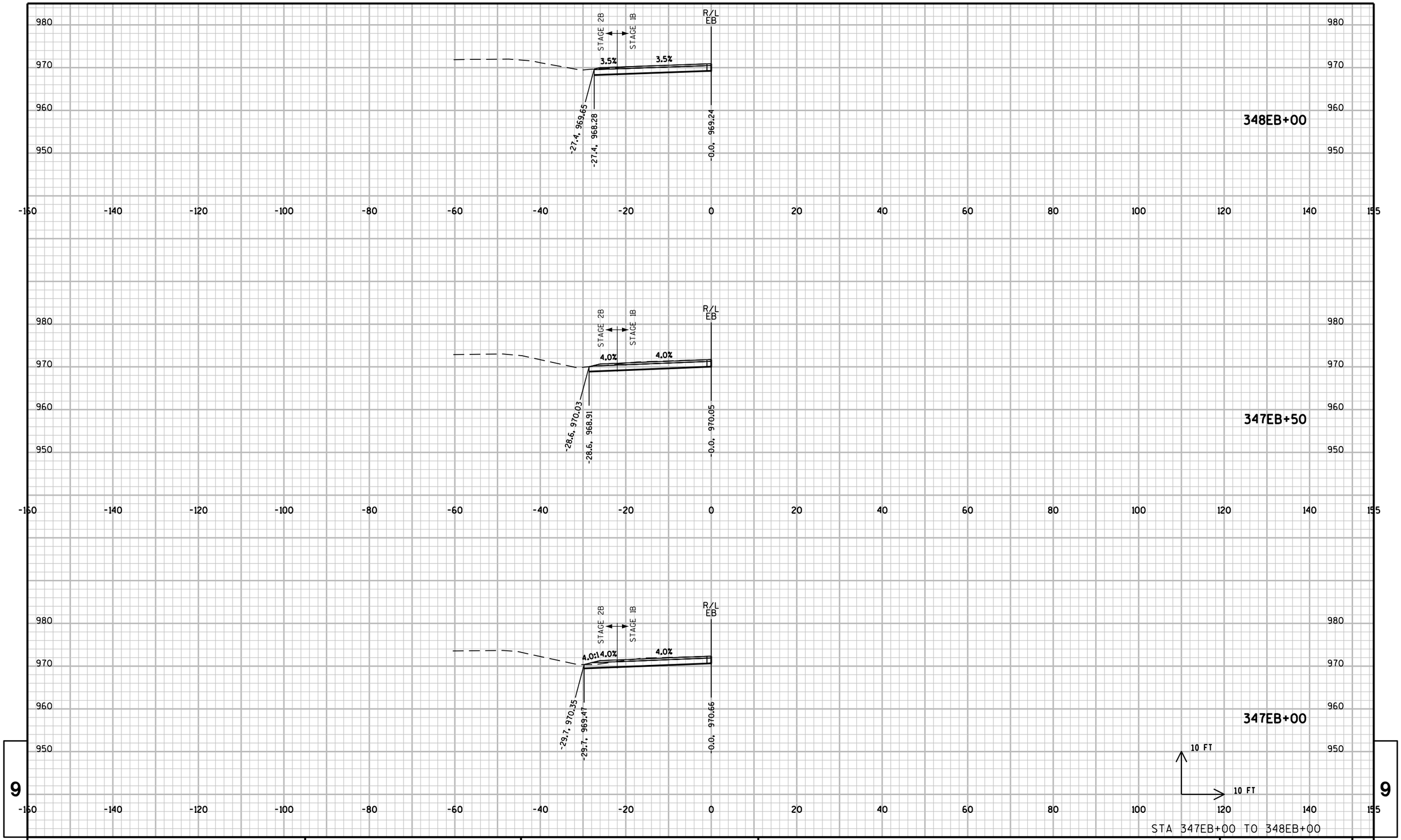


STA 345EB+65 TO 346EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 864	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090213_xs_EB_CushingW_EB02.dgn PLOT DATE : 7/15/2015 4:16:45 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

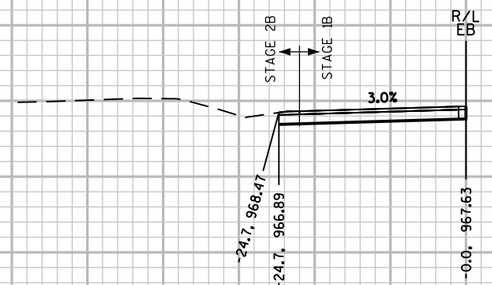


STA 347EB+00 TO 348EB+00

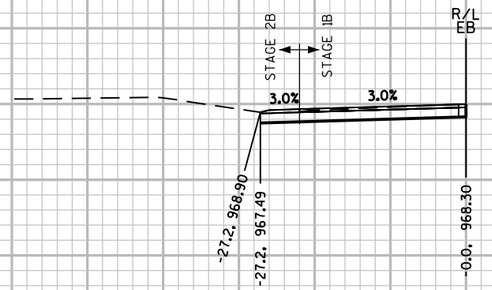
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 865	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090213_xs_EB_CushingW_EB02.dgn PLOT DATE : 7/15/2015 4:16:45 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

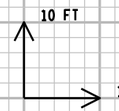
WISDOT/CADDS SHEET 21



348EB+81
STATION BACK

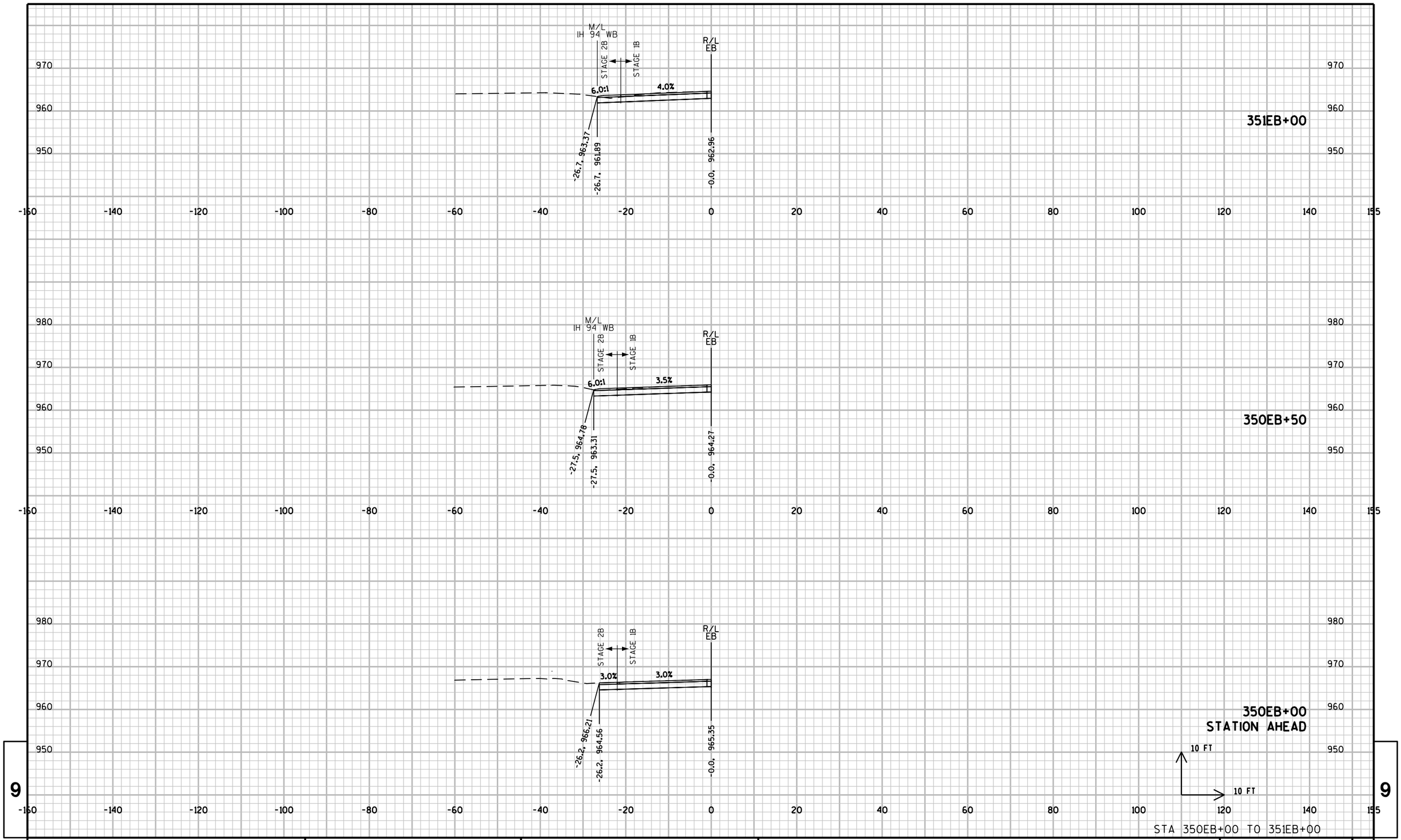


348EB+50



STA 348EB+50 TO 348EB+81

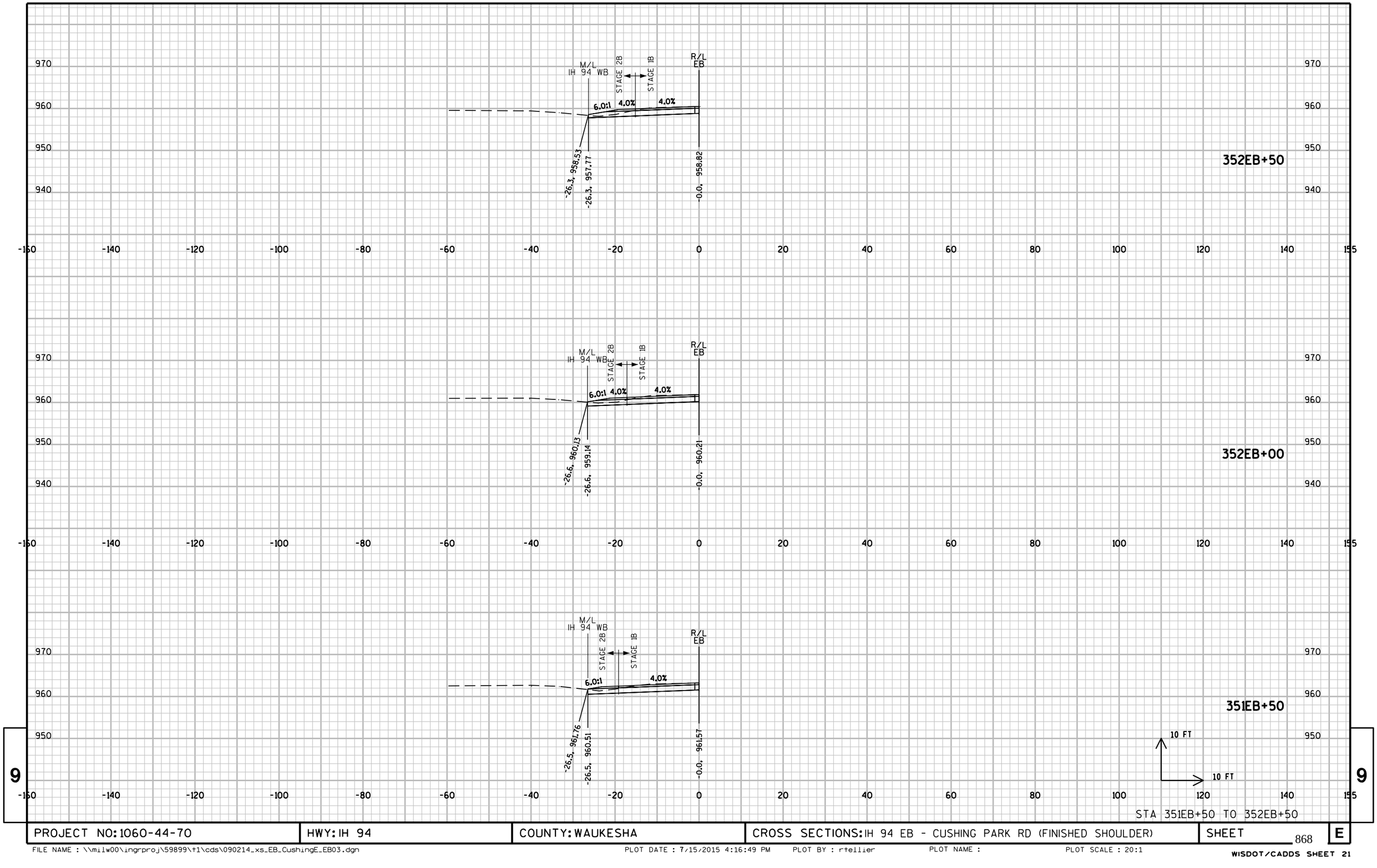
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 866	E



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 867	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090214_xs_EB_CushingE_EB03.dgn PLOT DATE : 7/15/2015 4:16:49 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

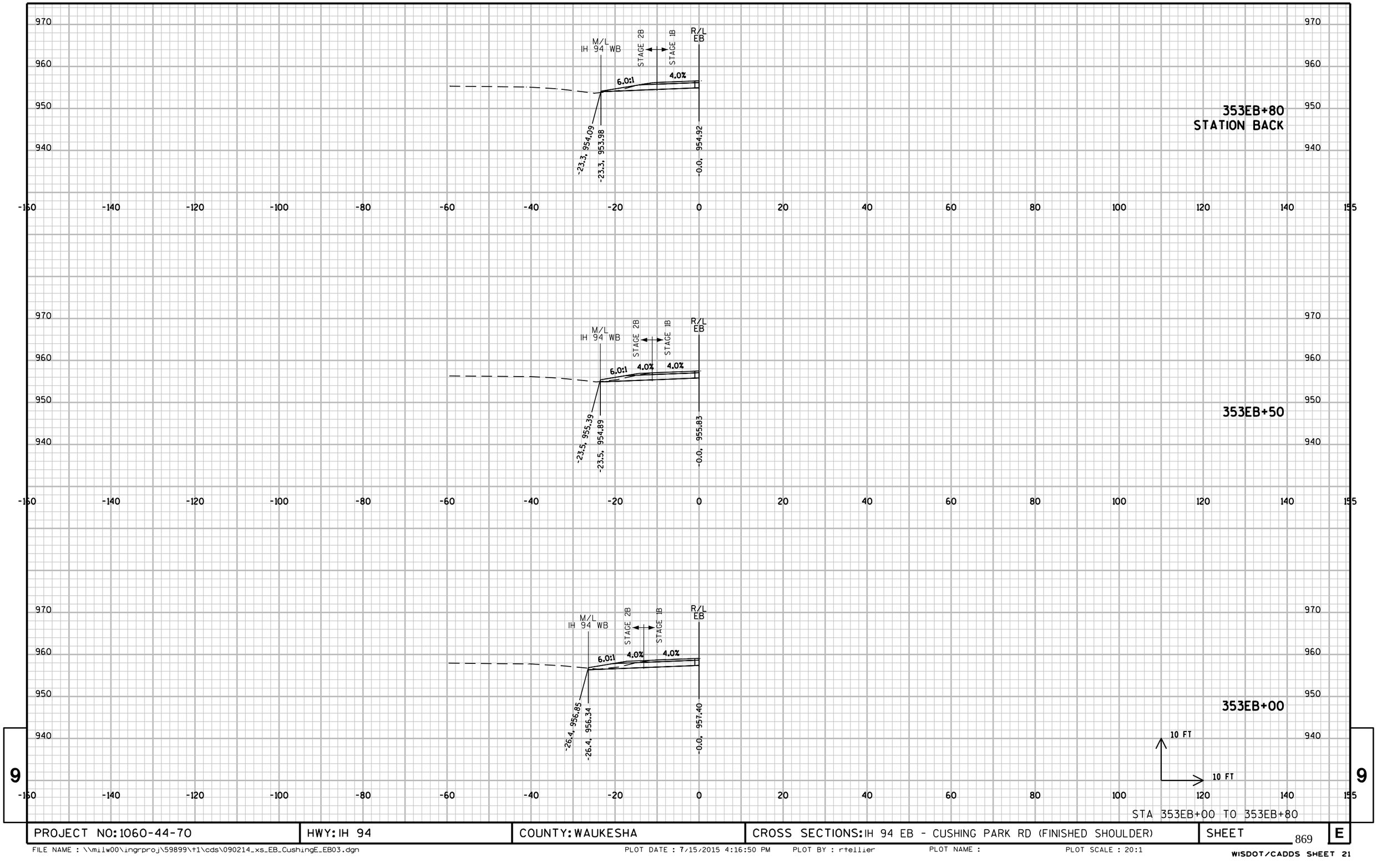


STA 351EB+50 TO 352EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 868	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090214_xs_EB_CushingE_EB03.dgn PLOT DATE : 7/15/2015 4:16:49 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

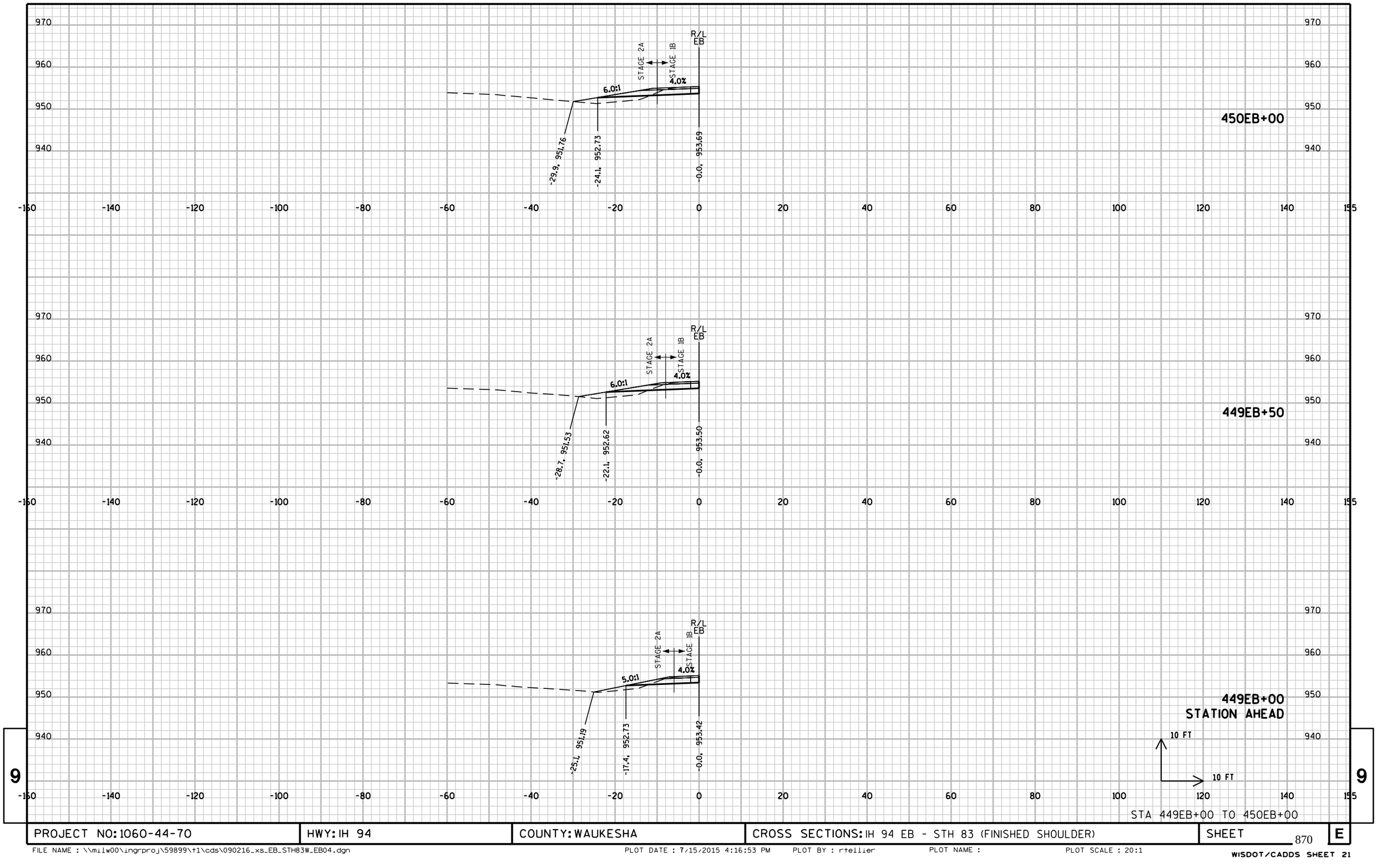


STA 353EB+00 TO 353EB+80

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - CUSHING PARK RD (FINISHED SHOULDER)	SHEET 869	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090214_xs_EB_CushingE_EB03.dgn PLOT DATE : 7/15/2015 4:16:50 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

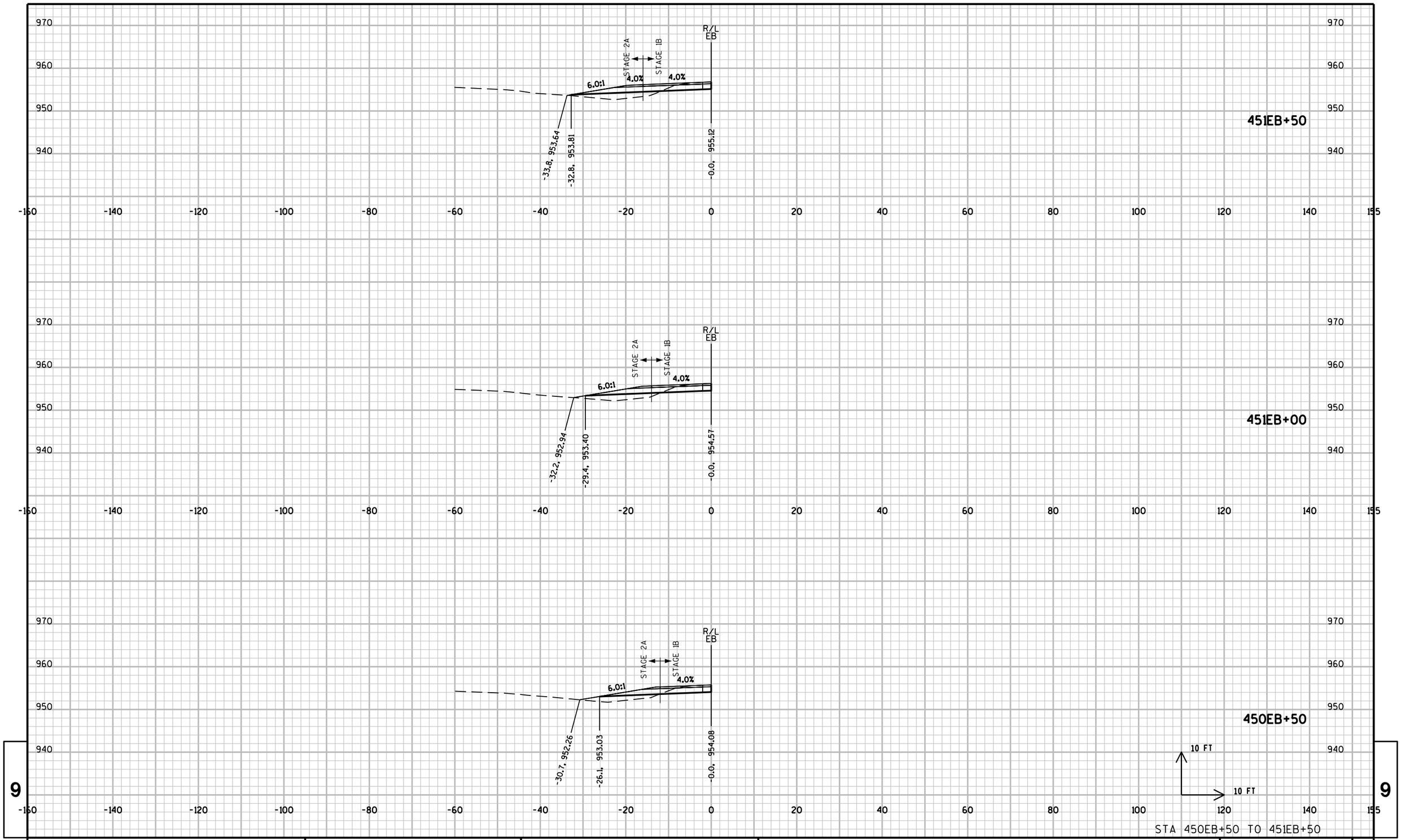


STA 449EB+00 TO 450EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 870	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090216_xs_EB_STH83W_EB04.dgn PLOT DATE : 7/15/2015 4:16:53 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

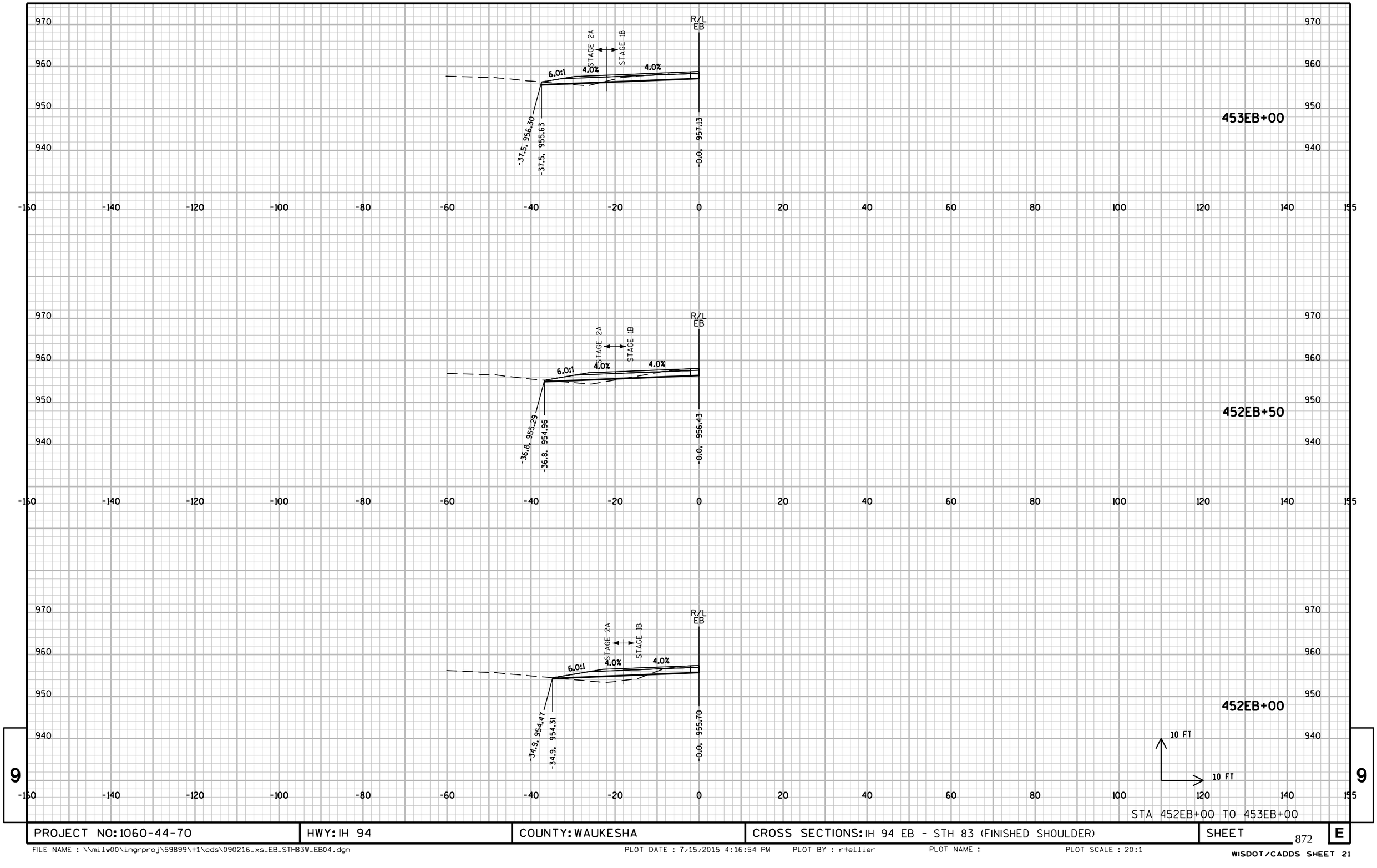


STA 450EB+50 TO 451EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 871	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090216_xs_EB_STH83W_EB04.dgn PLOT DATE : 7/15/2015 4:16:54 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

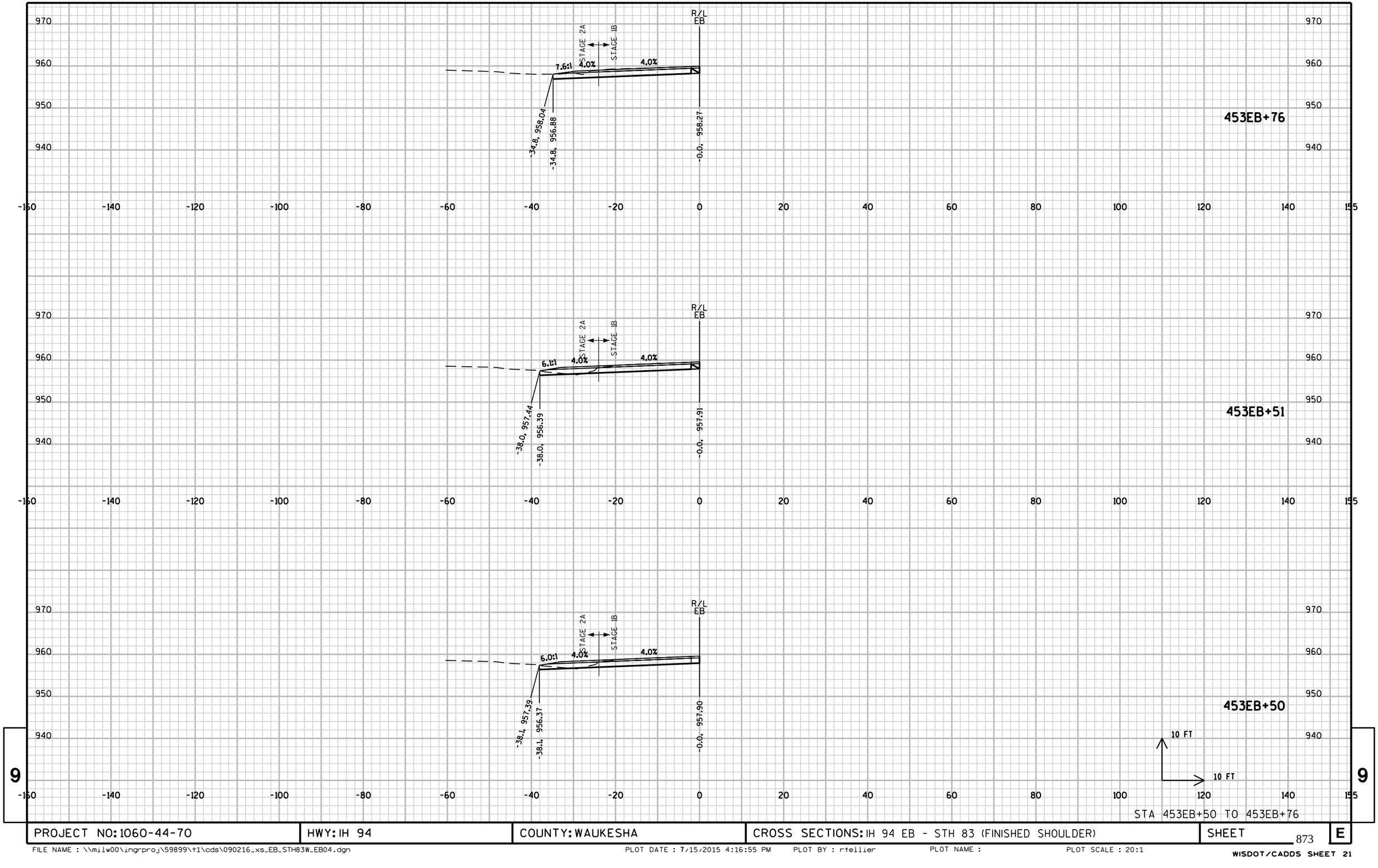


STA 452EB+00 TO 453EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 872	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090216_xs_EB_STH83W_EB04.dgn PLOT DATE : 7/15/2015 4:16:54 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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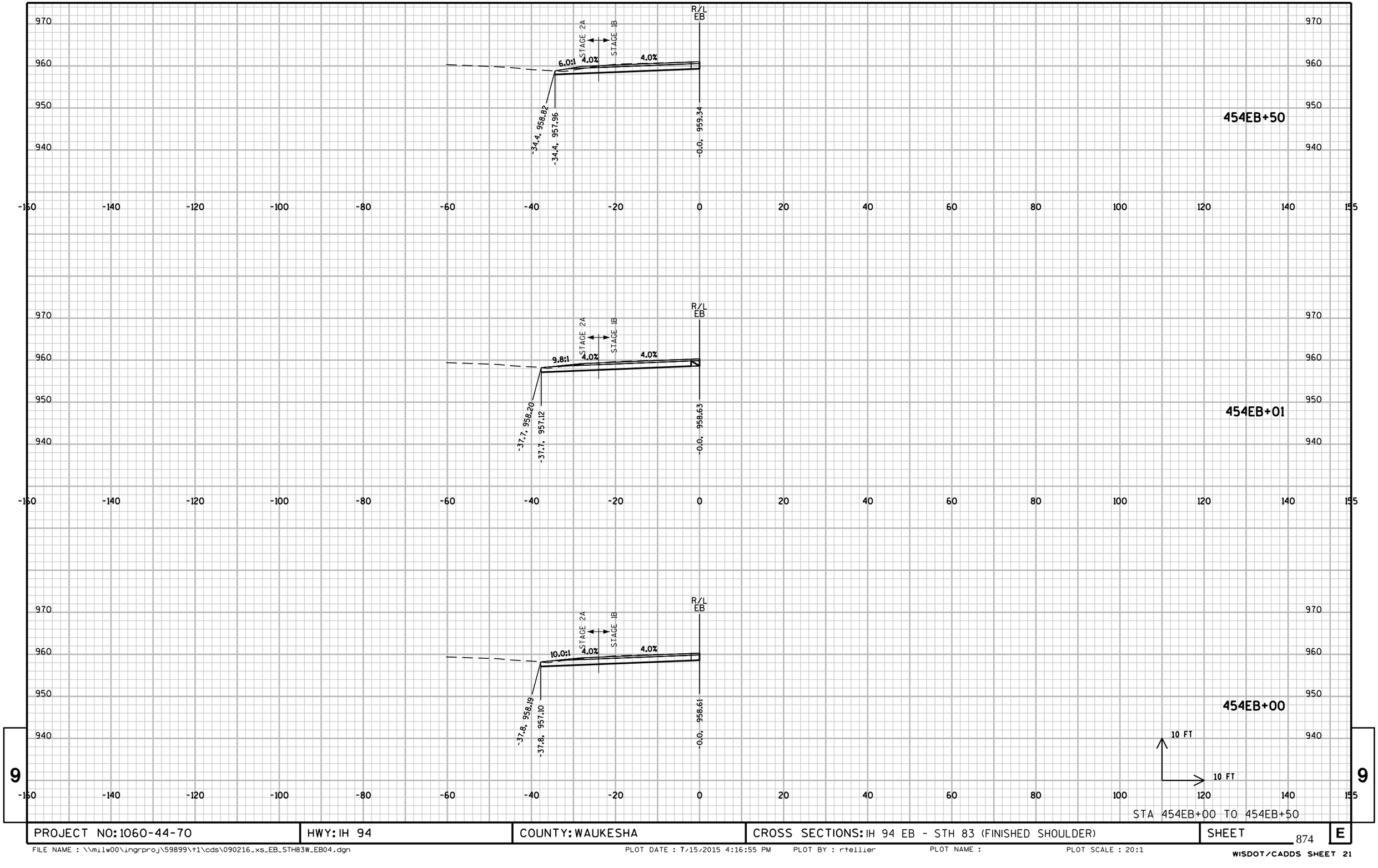
STA 453EB+50 TO 453EB+76

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 873	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090216_xs_EB_STH83W_EB04.dgn PLOT DATE : 7/15/2015 4:16:55 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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STA 454EB+00 TO 454EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 874	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090216_xs_EB_STH83W_EB04.dgn
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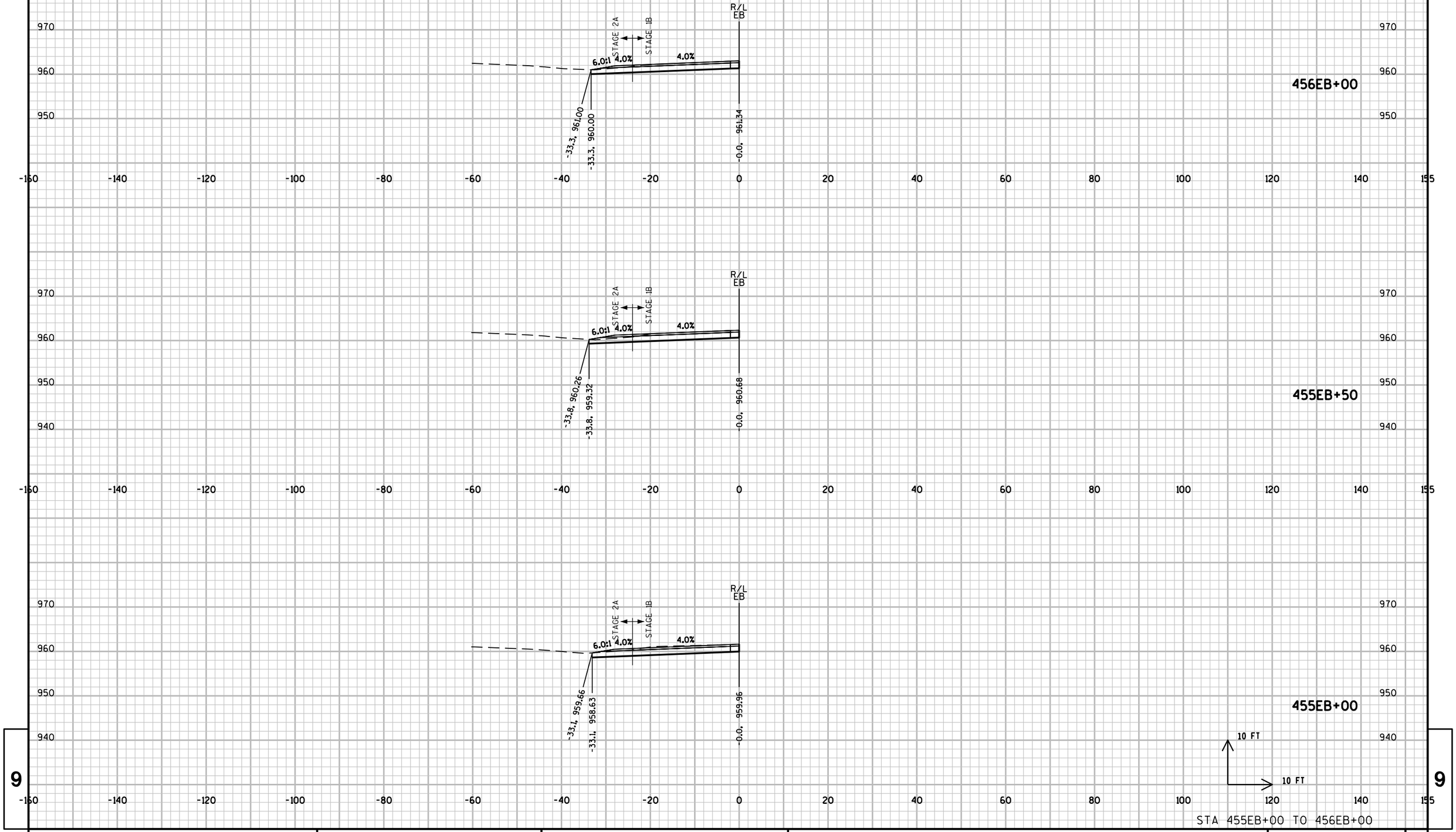
WISDOT/CADDS SHEET 21



STA 455EB+00 TO 456EB+00

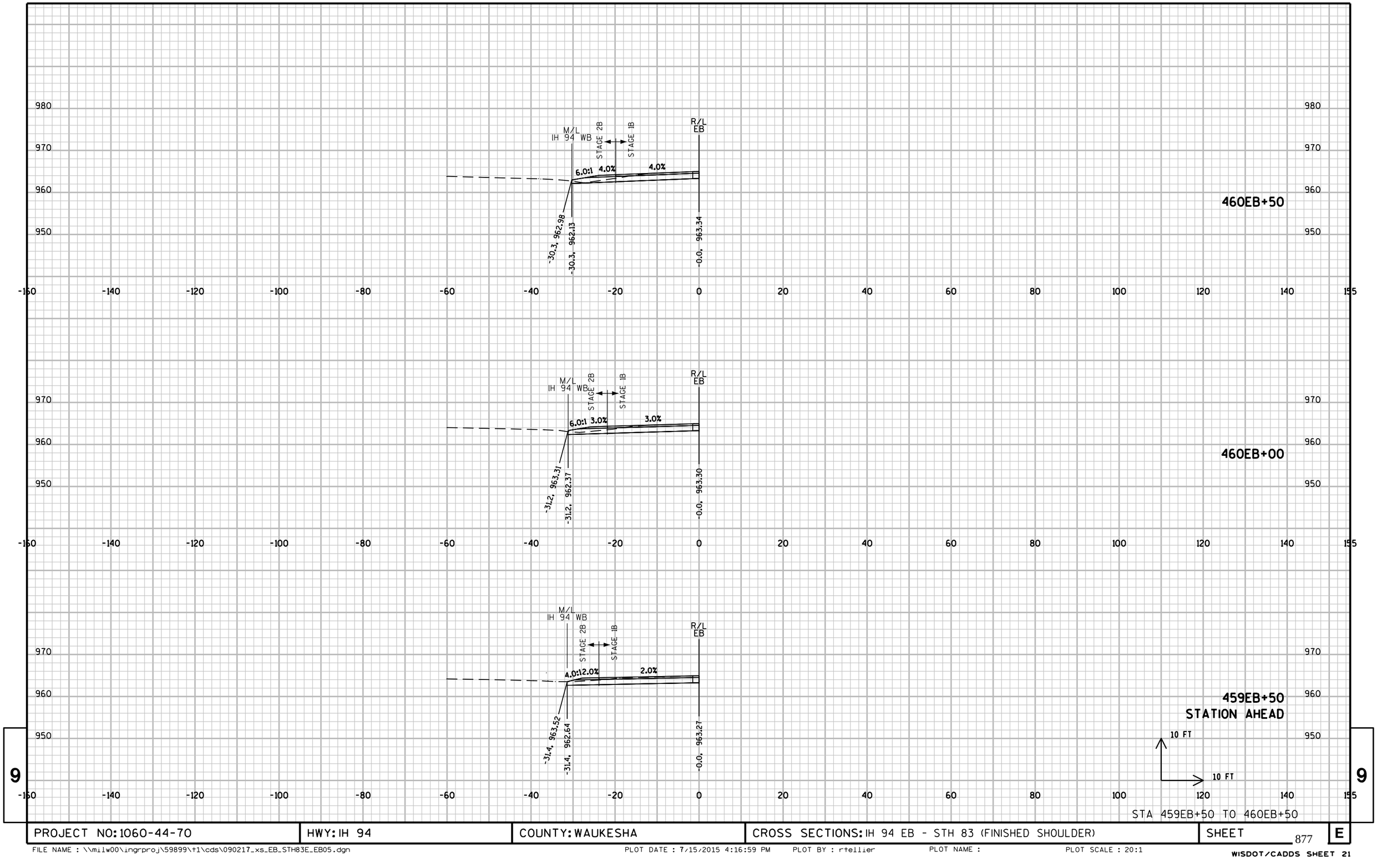
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 875	E

STA 456EB+50 TO 457EB+24

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 876	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090216_xs_EB_STH83W_EB04.dgn PLOT DATE : 7/15/2015 4:16:56 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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STA 459EB+50 TO 460EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 877	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090217_xs_EB_STH83E_EB05.dgn
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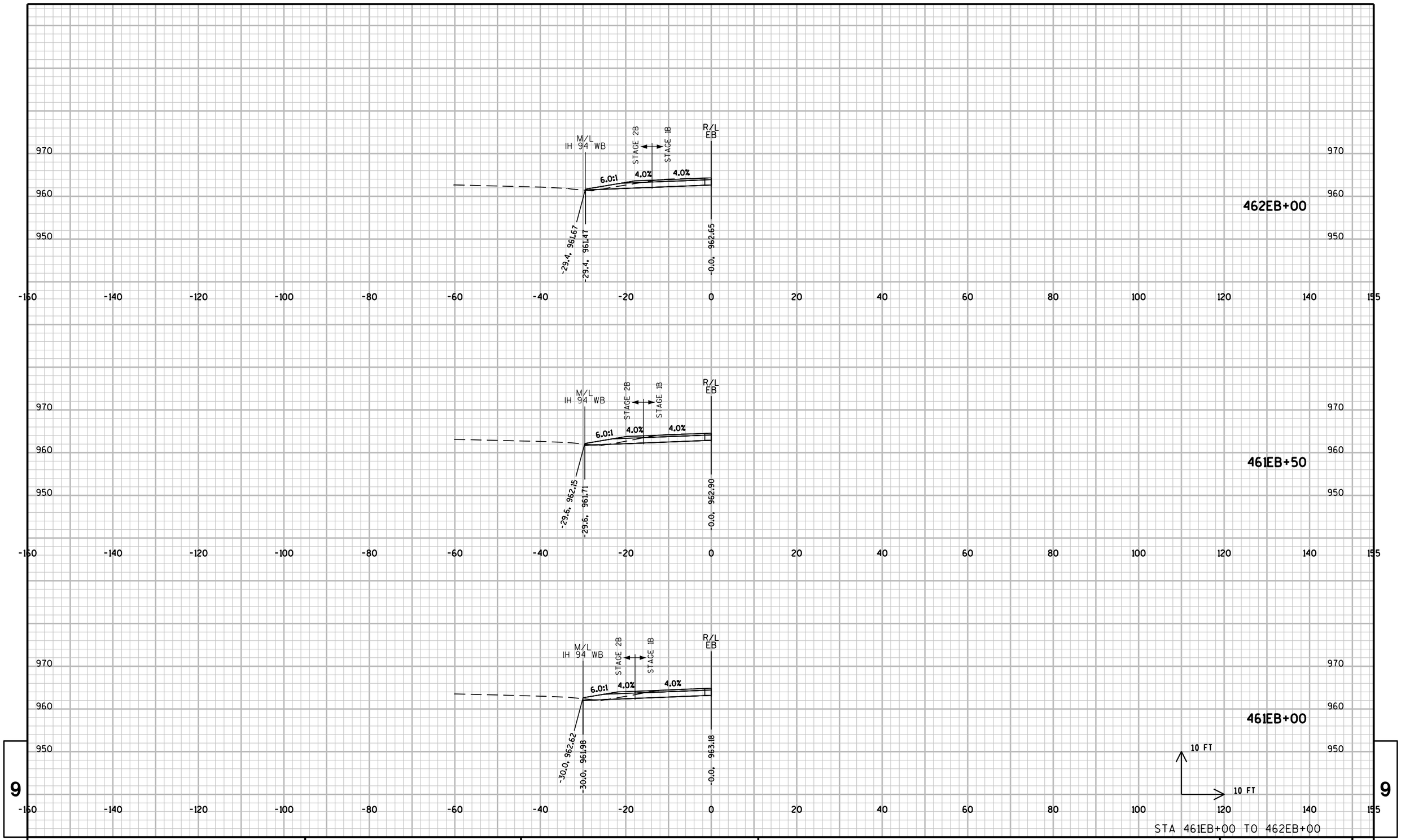
WISDOT/CADDS SHEET 21



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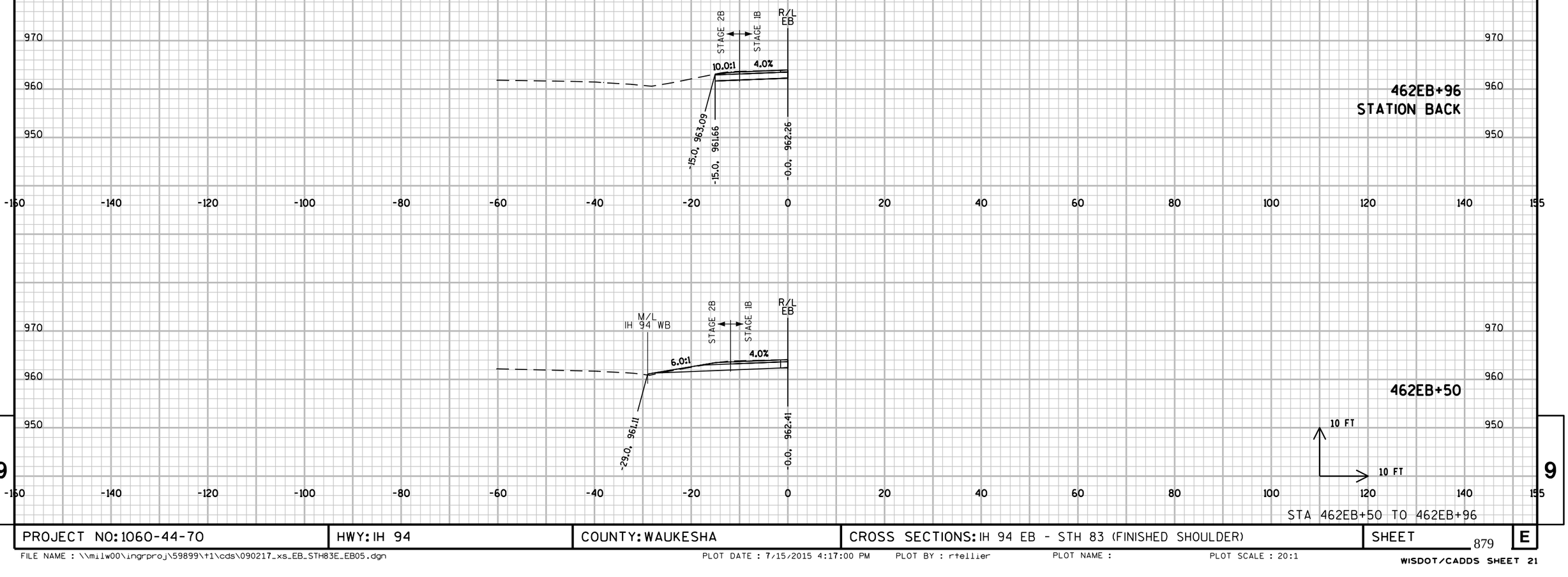
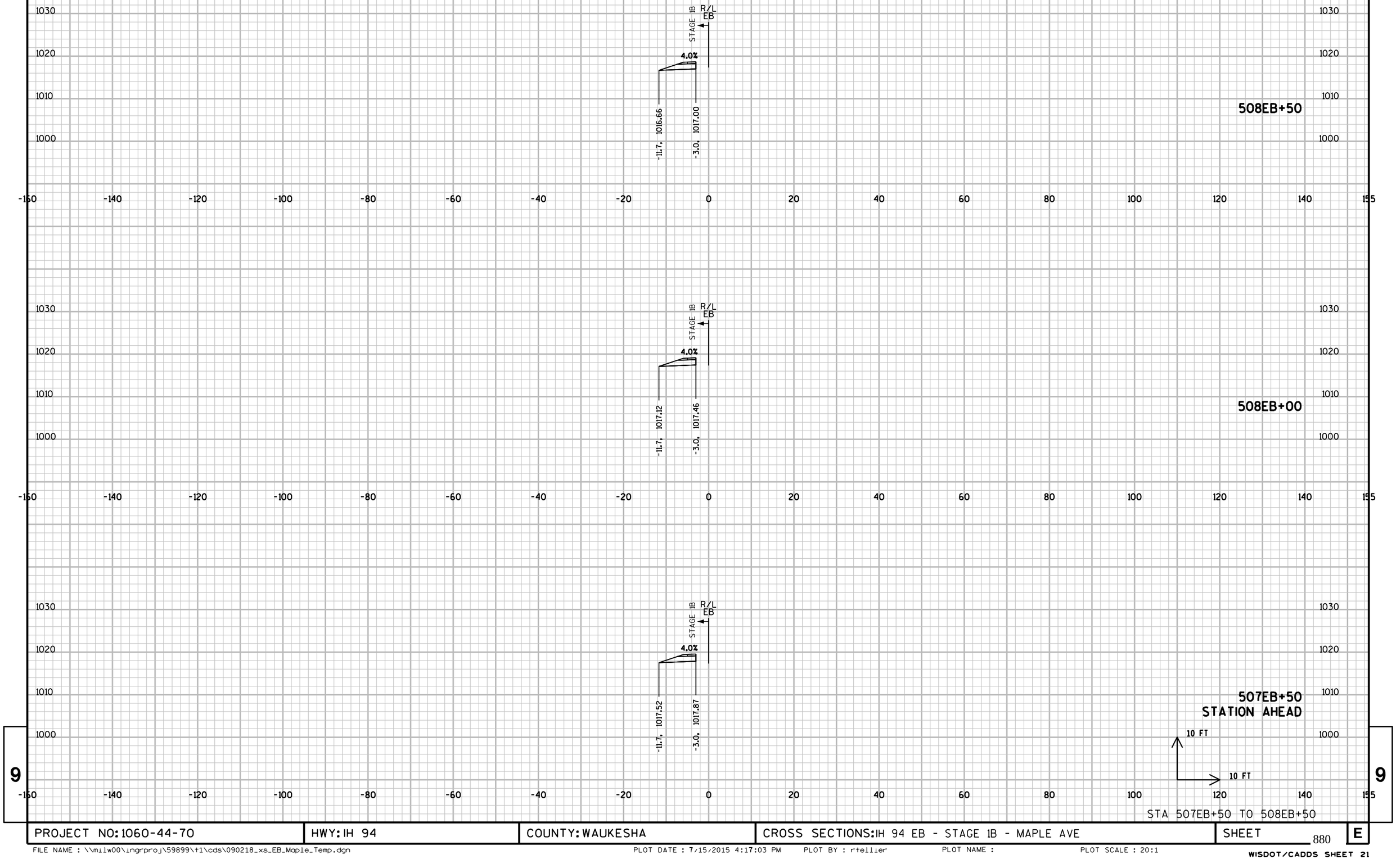
STA 461EB+00 TO 462EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 878	E



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STH 83 (FINISHED SHOULDER)	SHEET 879	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090217_xs_EB_STH83E_EB05.dgn
PLOT DATE : 7/15/2015 4:17:00 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1
WISDOT/CADDS SHEET 21



STA 507EB+50 TO 508EB+50

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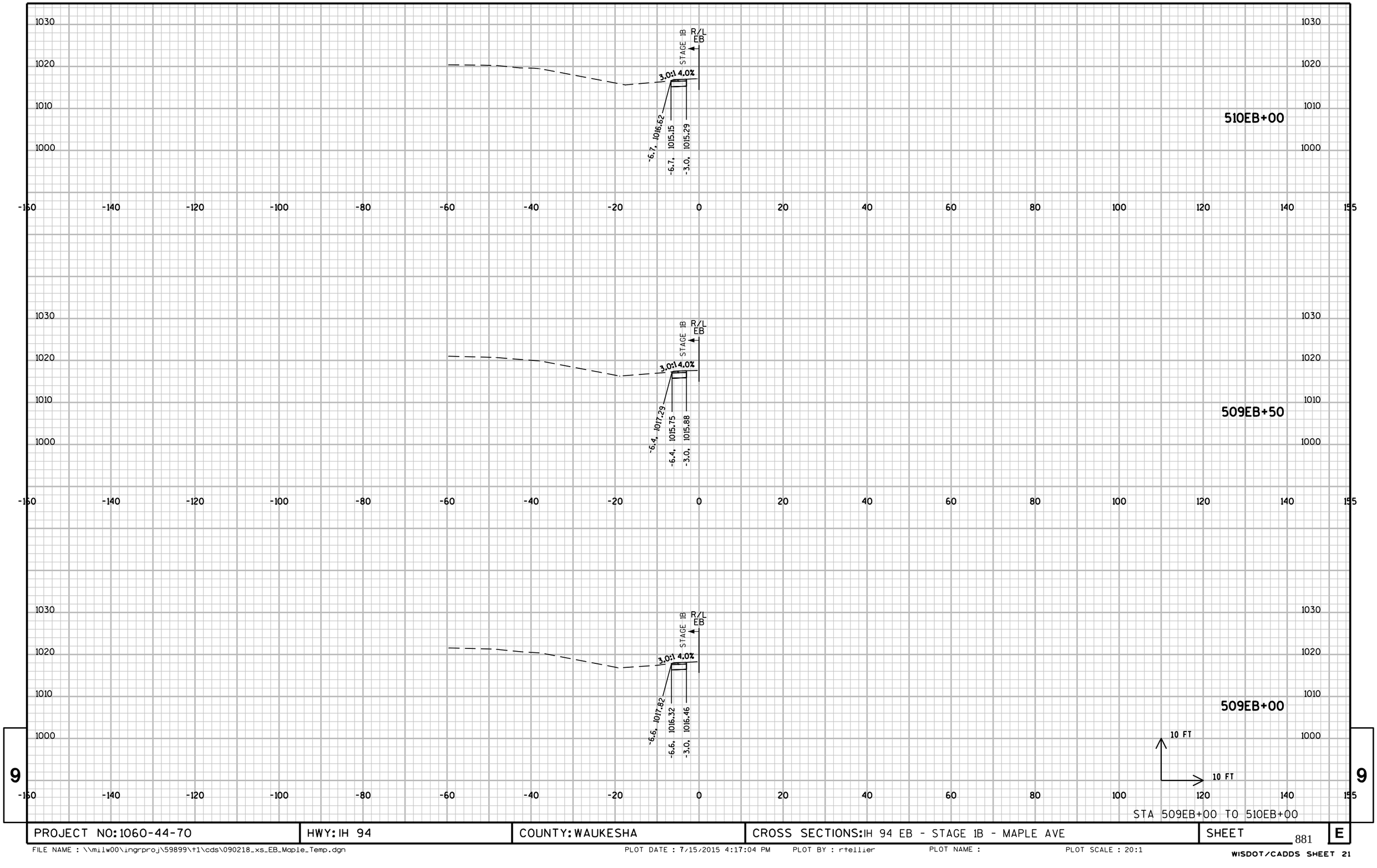
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 880	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090218_xs_EB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:17:03 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 509EB+00 TO 510EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 881	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090218_xs_EB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:17:04 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

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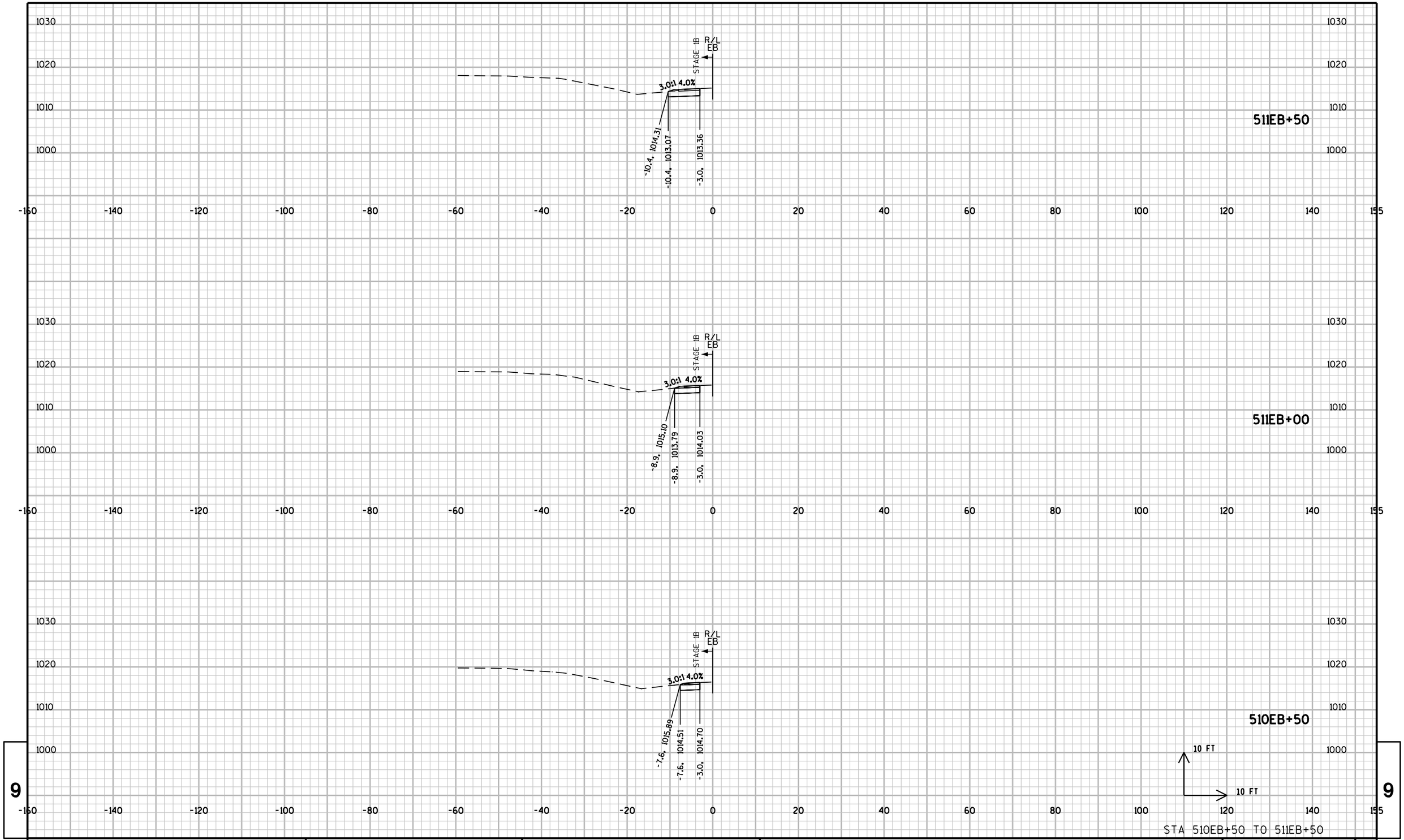
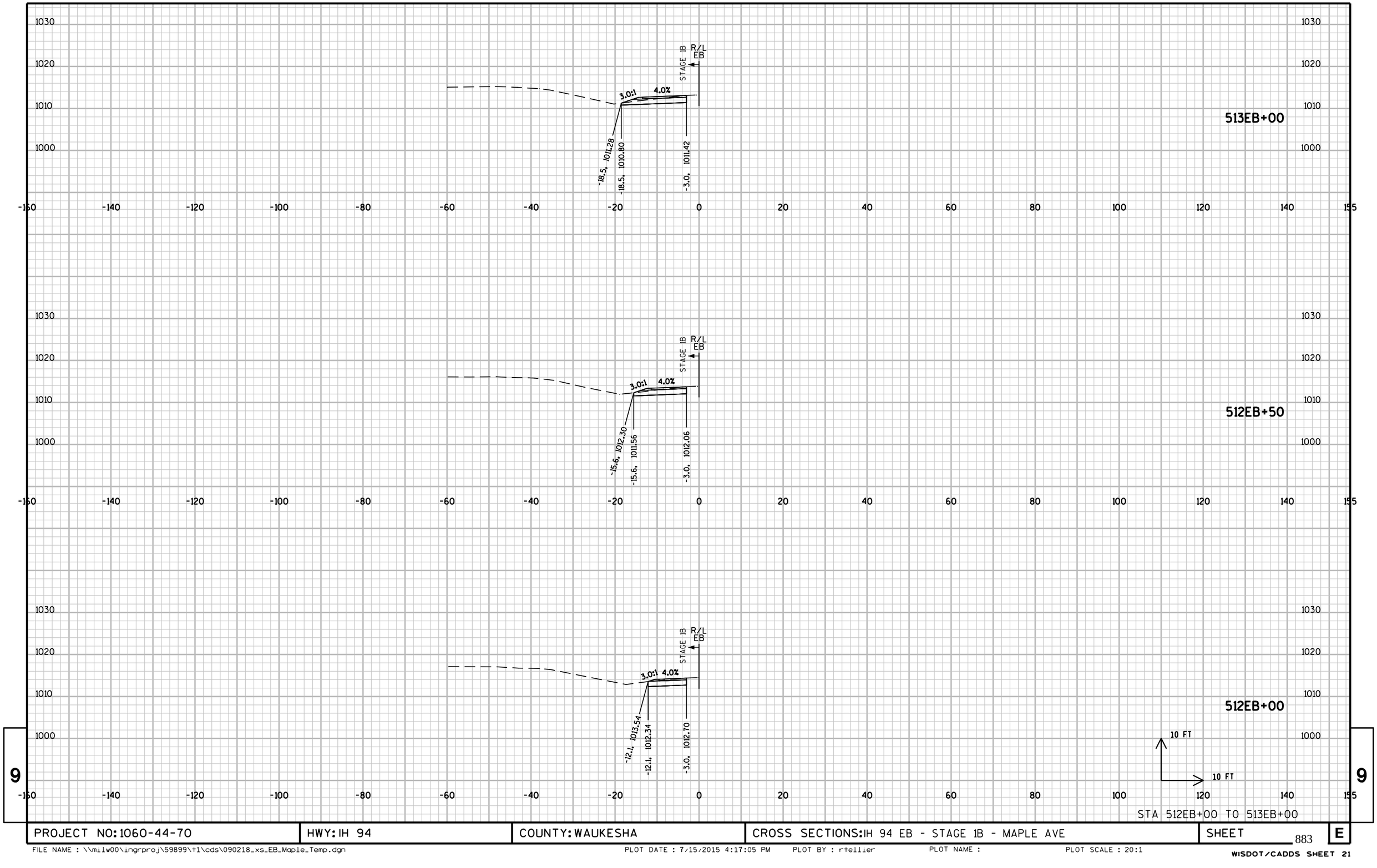


PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 882	E



STA 512EB+00 TO 513EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET	E

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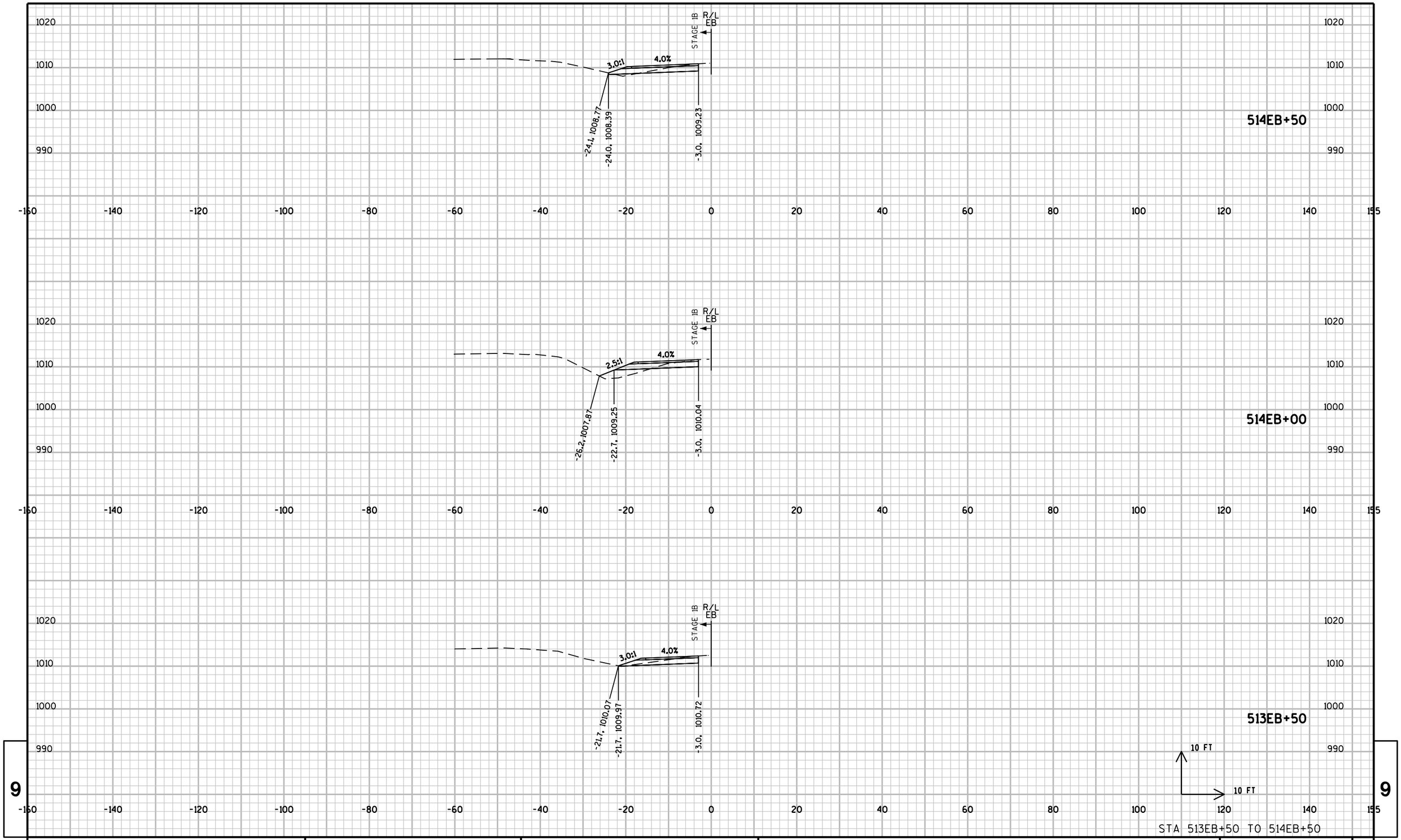
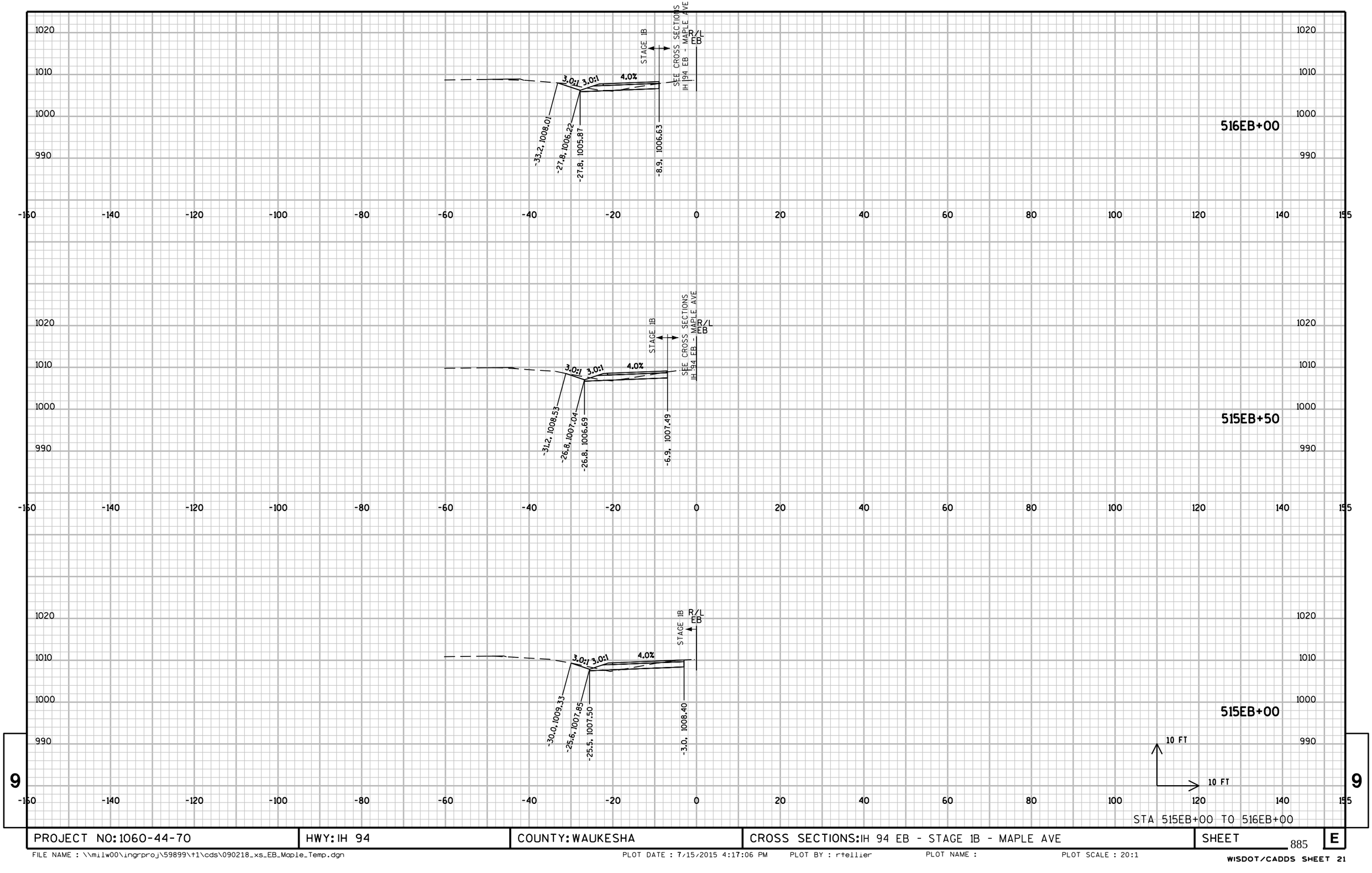
WISDOT/CADDS SHEET 21



STA 513EB+50 TO 514EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 884	E



STA 515EB+00 TO 516EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 885	E

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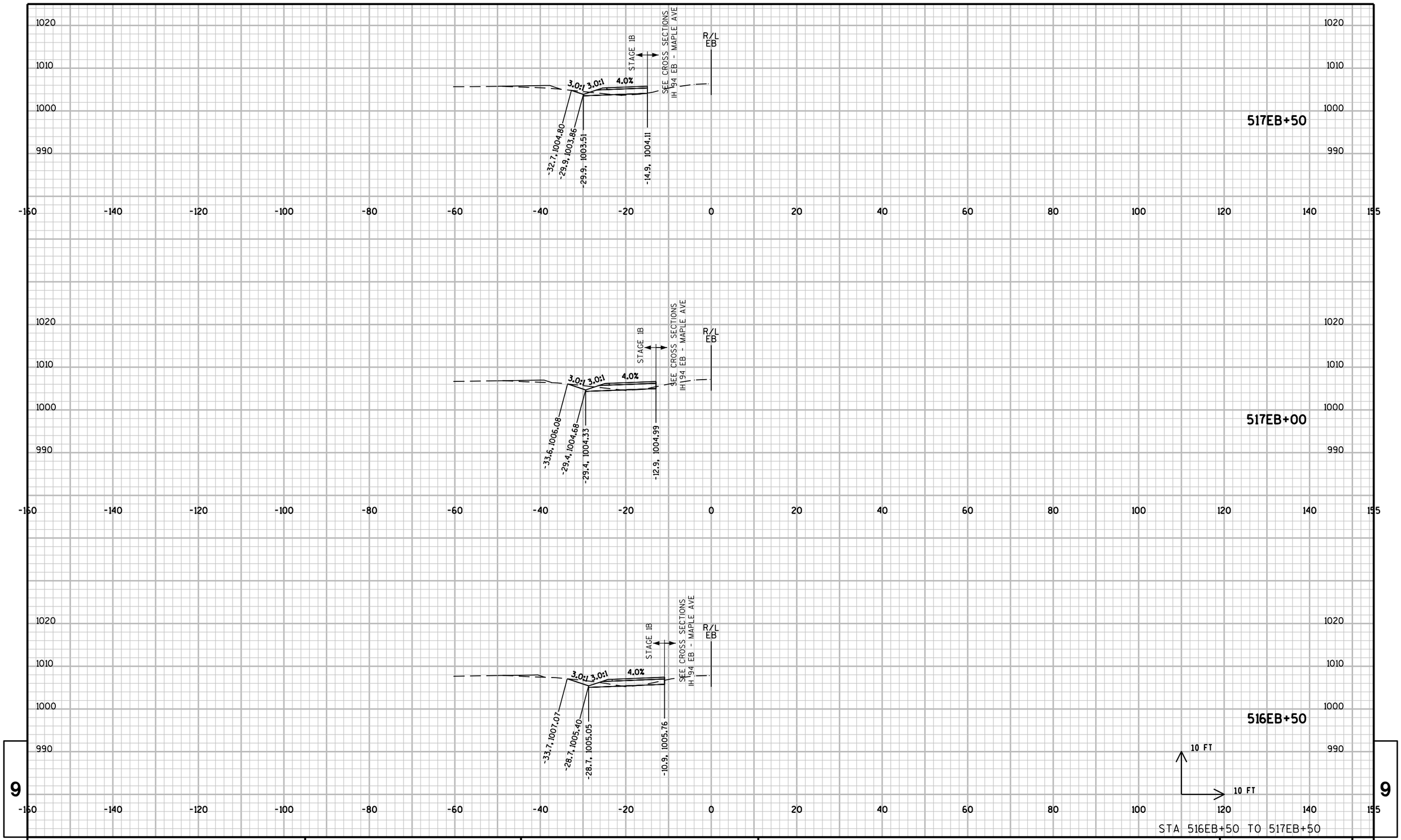
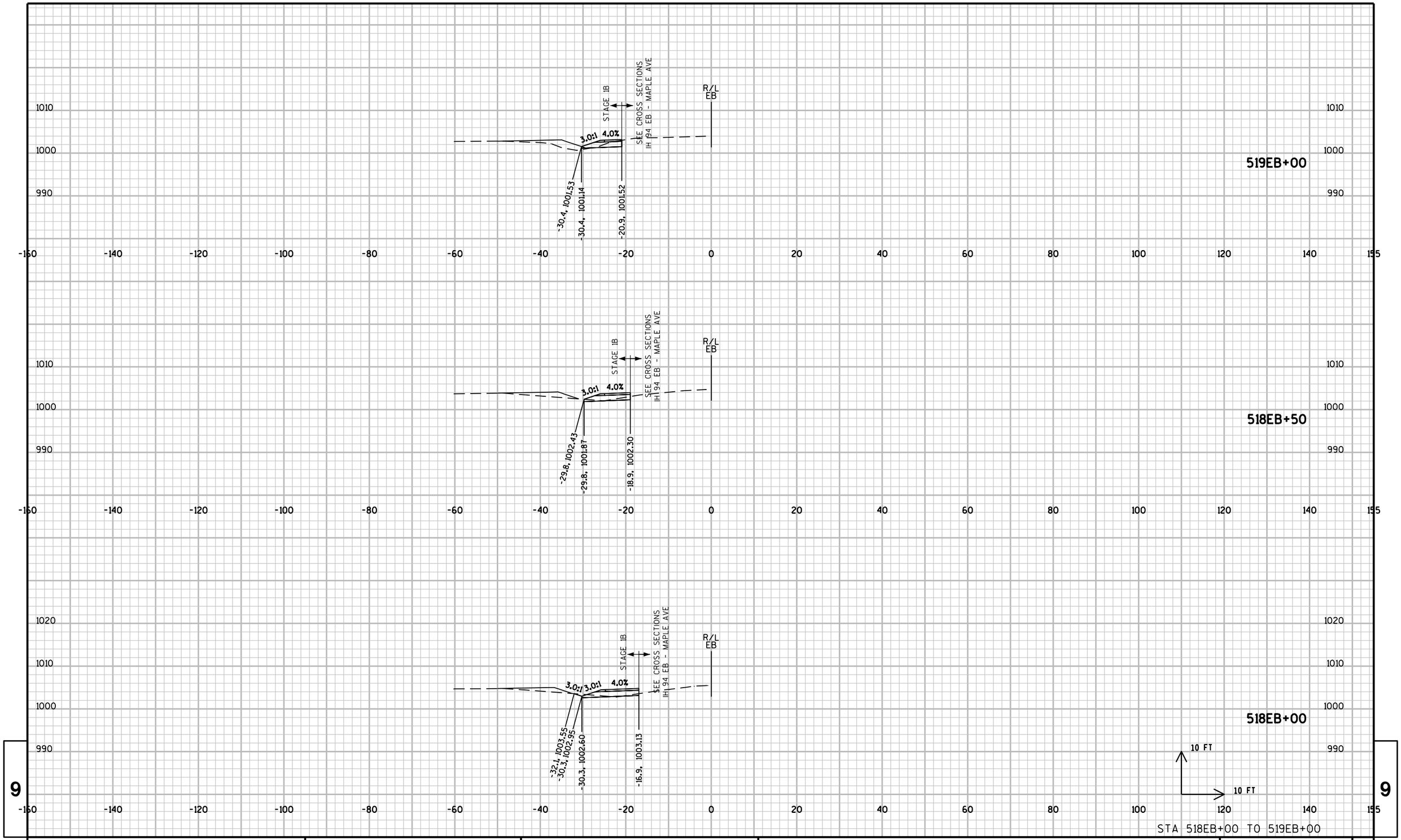
WISDOT/CADDS SHEET 21



STA 516EB+50 TO 517EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 886	E



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STA 518EB+00 TO 519EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 887	E

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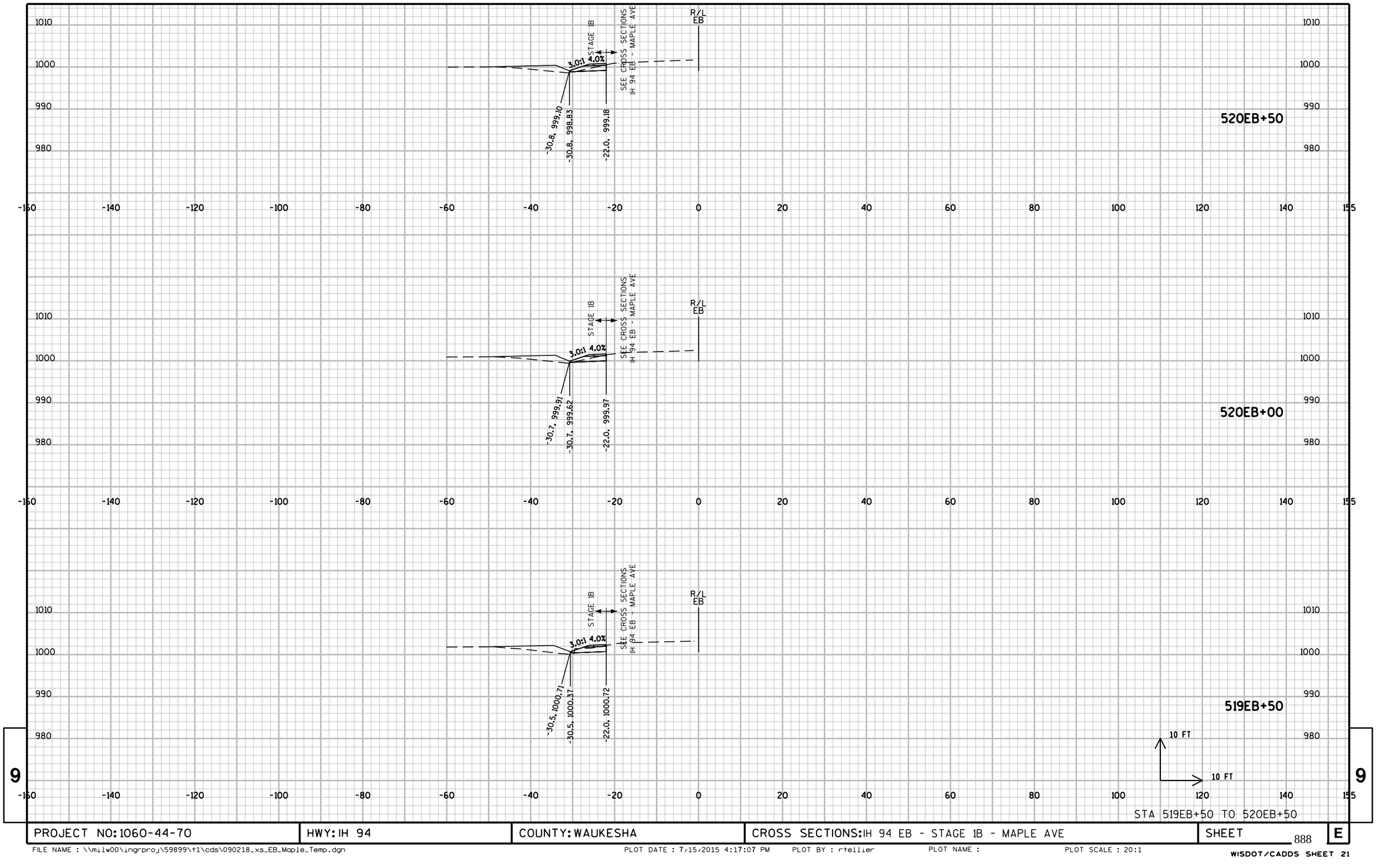

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 888	E

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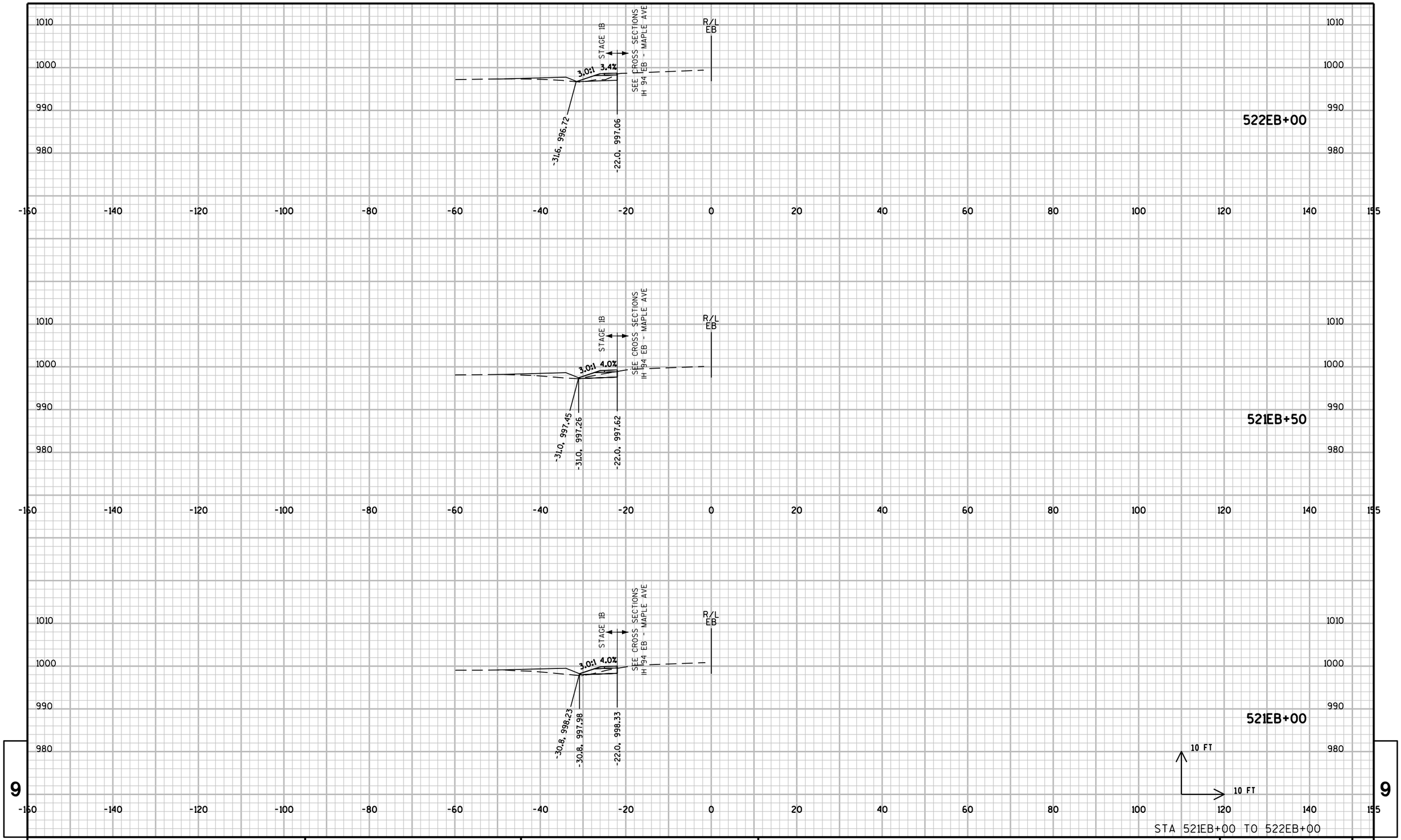
WISDOT/CADDS SHEET 21



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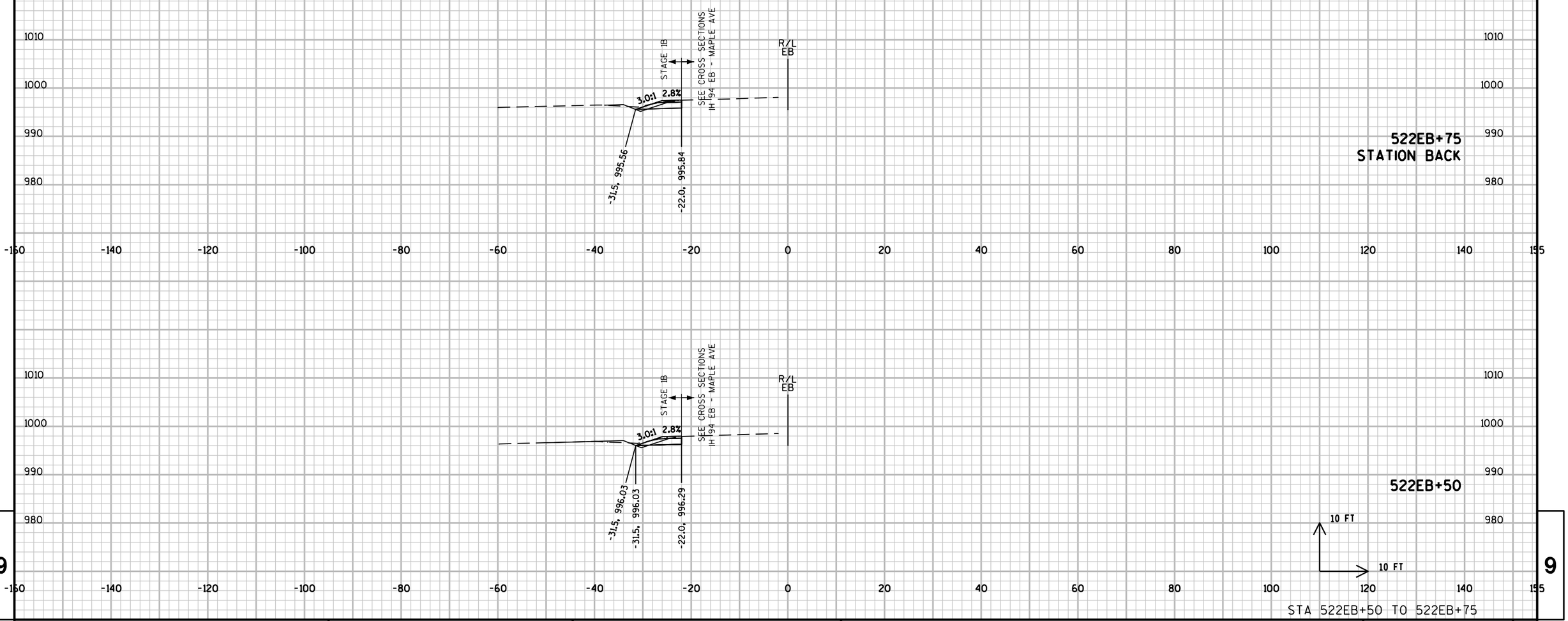
STA 521EB+00 TO 522EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 889	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090218_xs_EB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:17:08 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



STA 522EB+50 TO 522EB+75

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 890	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090218_xs_EB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:17:08 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

STA 523EB+87 TO 524EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 891	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090218_xs_EB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:17:09 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

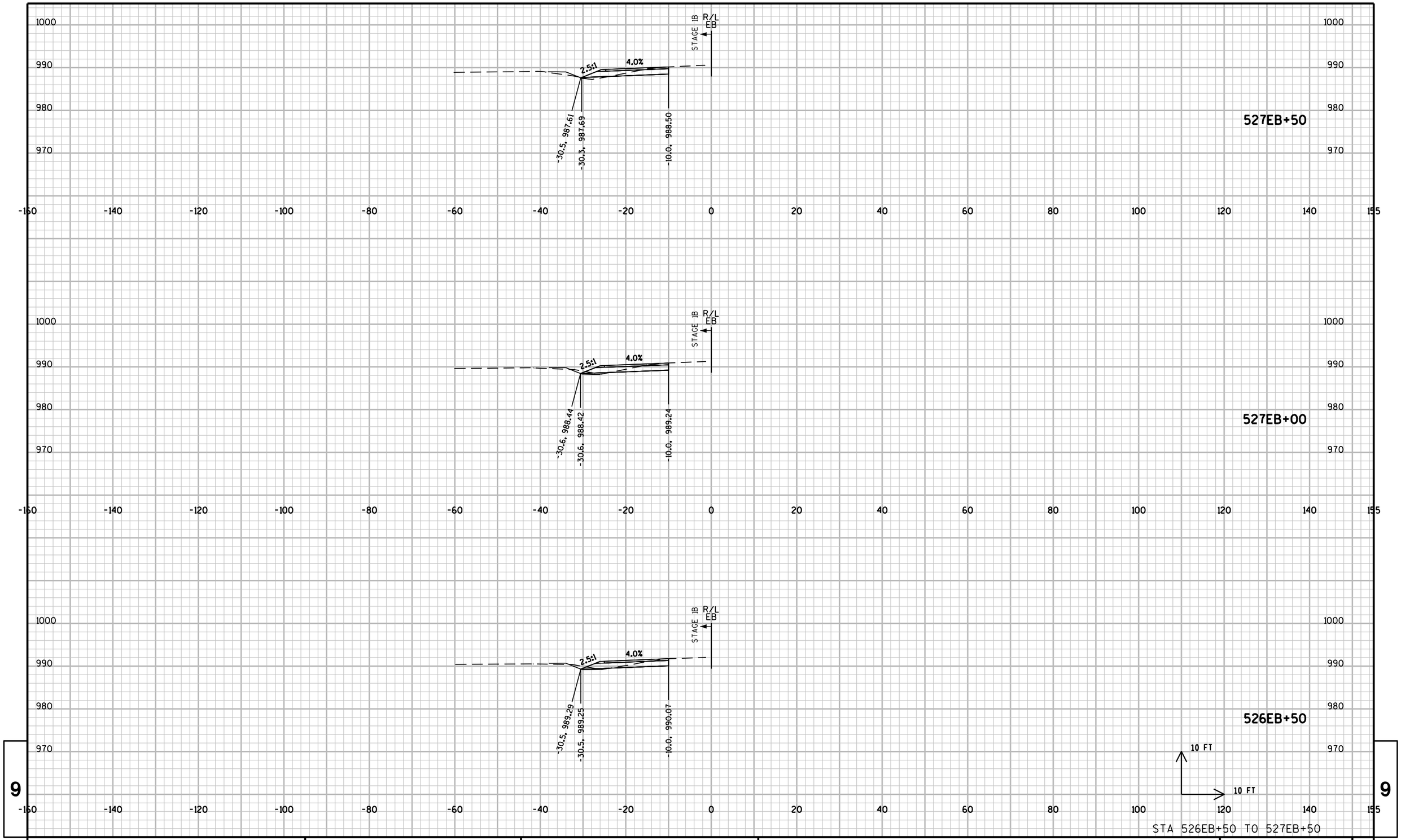
WISDOT/CADDS SHEET 21

STA 525EB+00 TO 526EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 892	E

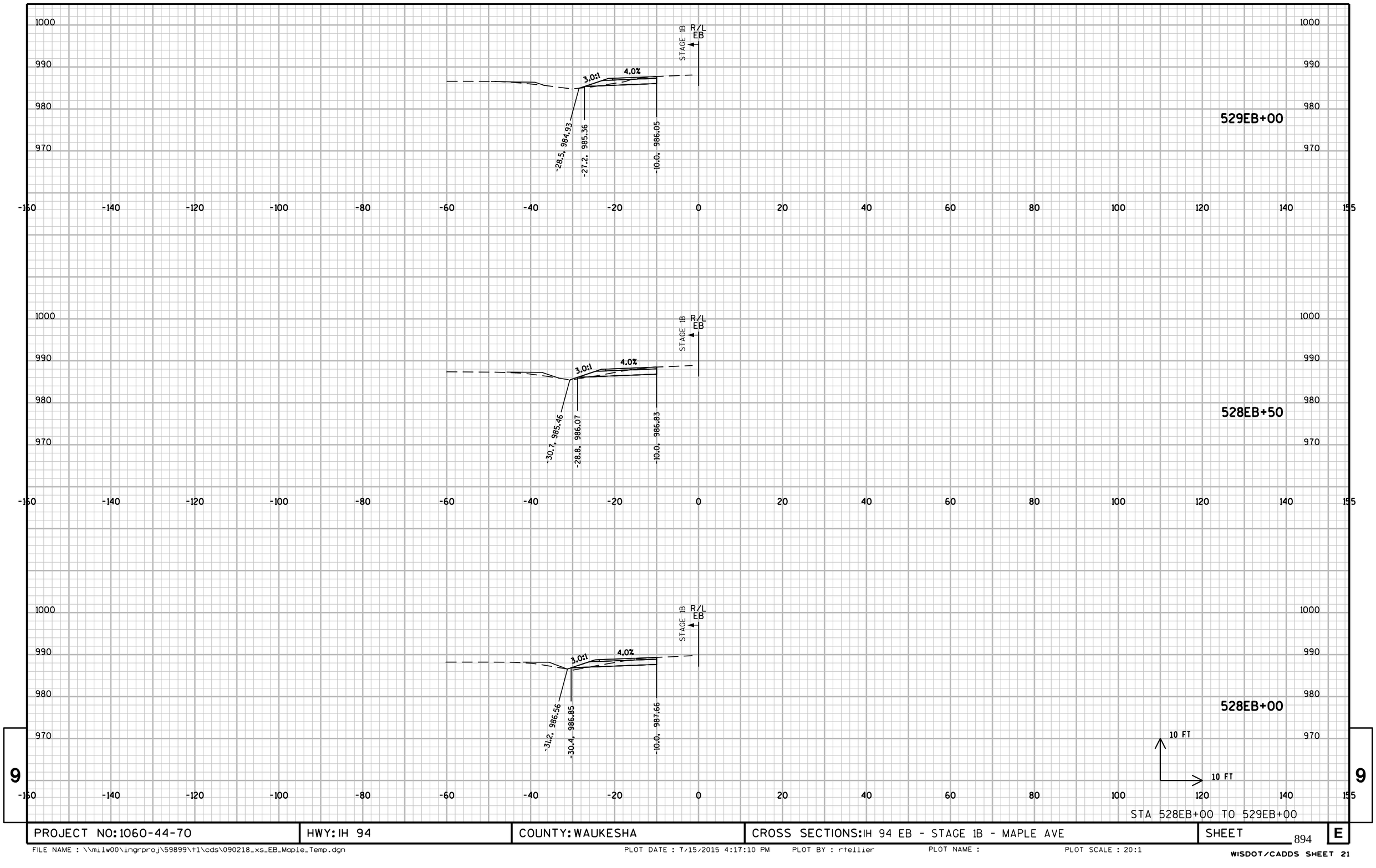
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090218_xs_EB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:17:09 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



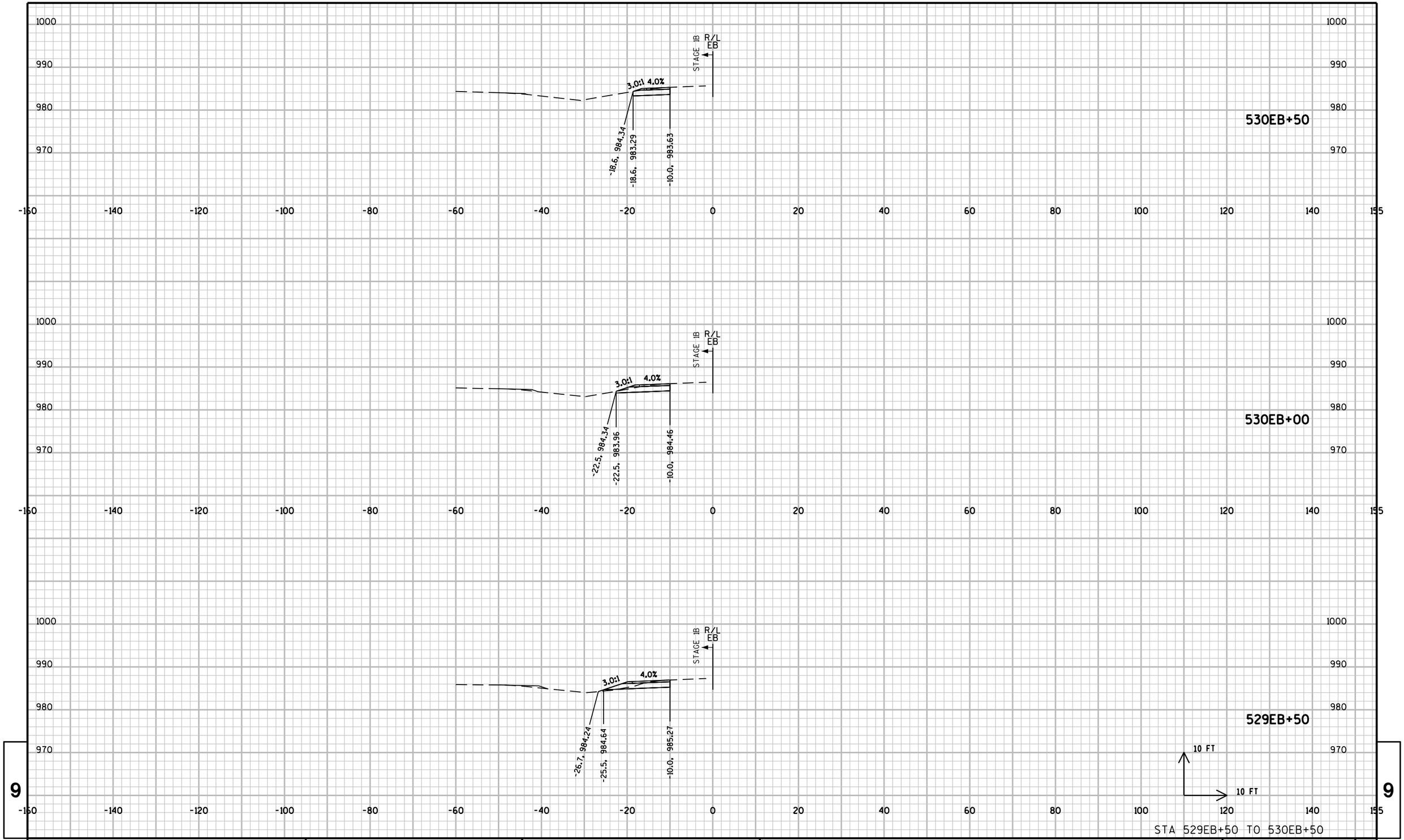
STA 526EB+50 TO 527EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 893	E



STA 528EB+00 TO 529EB+00

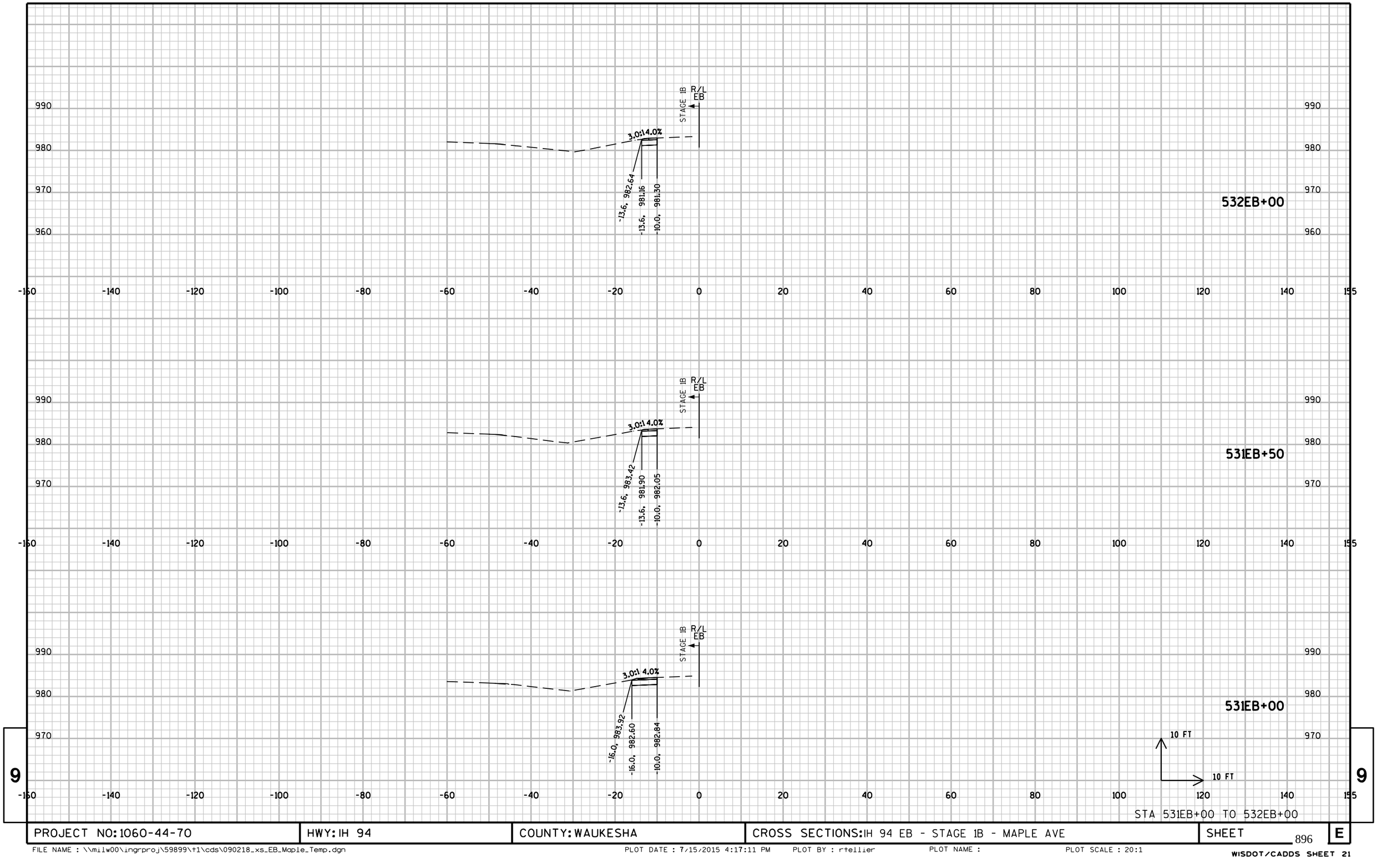
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 894	E



PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 895	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090218_xs_EB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:17:11 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

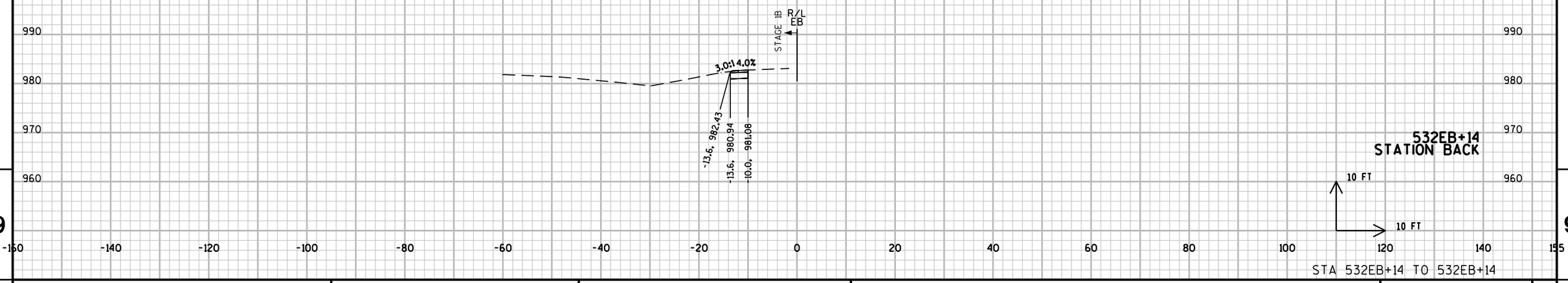


STA 531EB+00 TO 532EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 896	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090218_xs_EB_Maple_Temp.dgn PLOT DATE : 7/15/2015 4:17:11 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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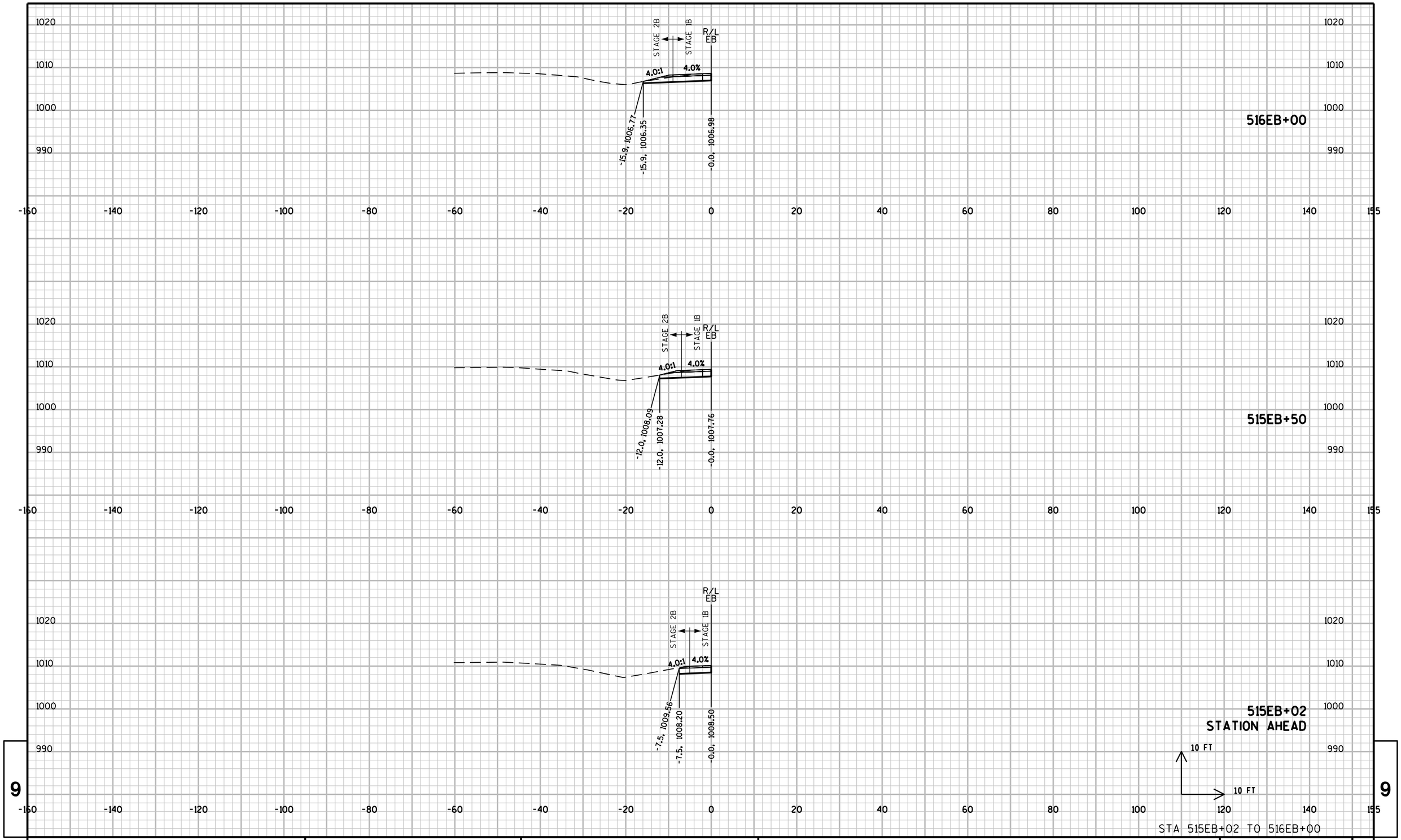
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - STAGE 1B - MAPLE AVE	SHEET 897	E



STA 515EB+02 TO 516EB+00

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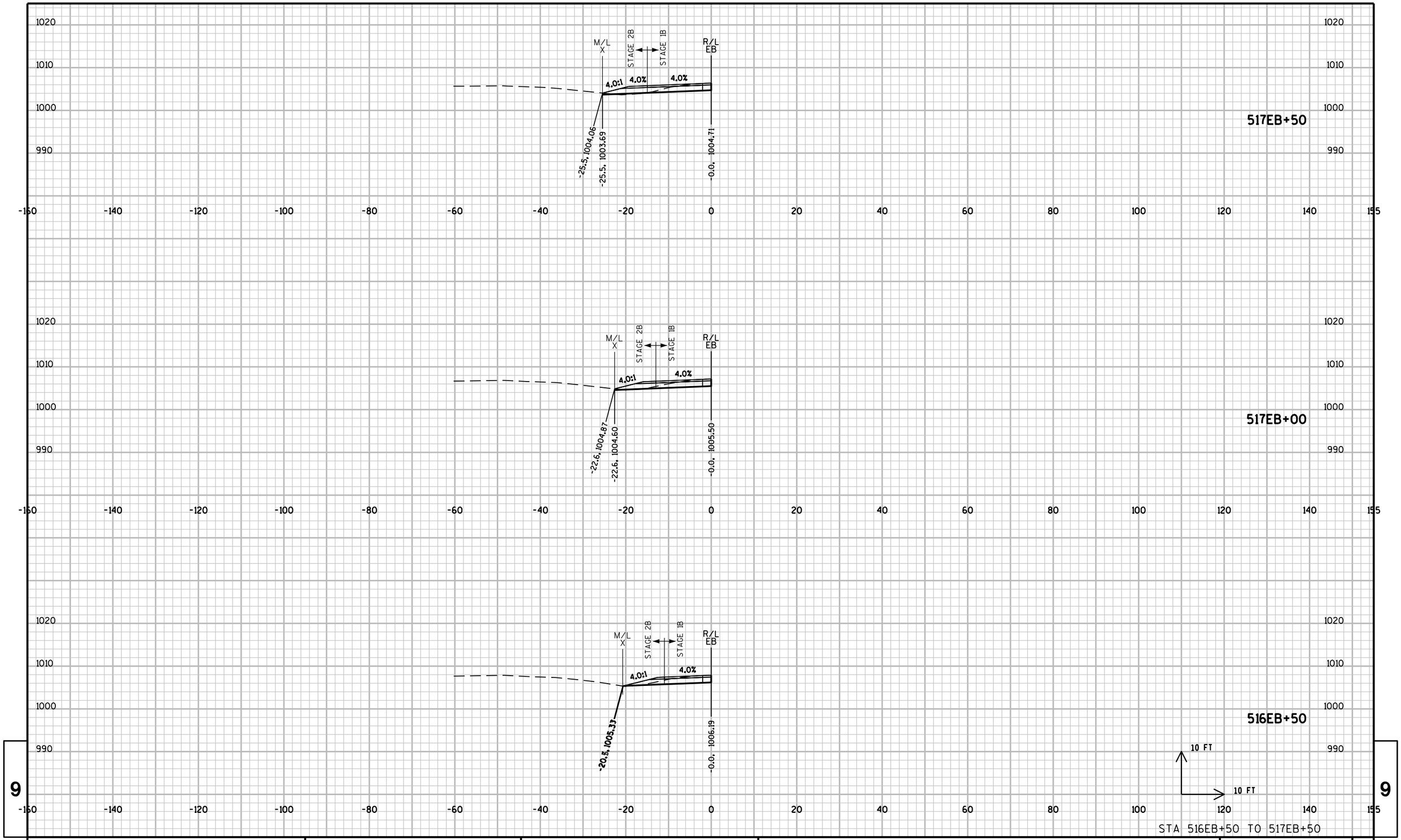
PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - MAPLE AVE (FINISHED SHOULDER)	SHEET 898	E

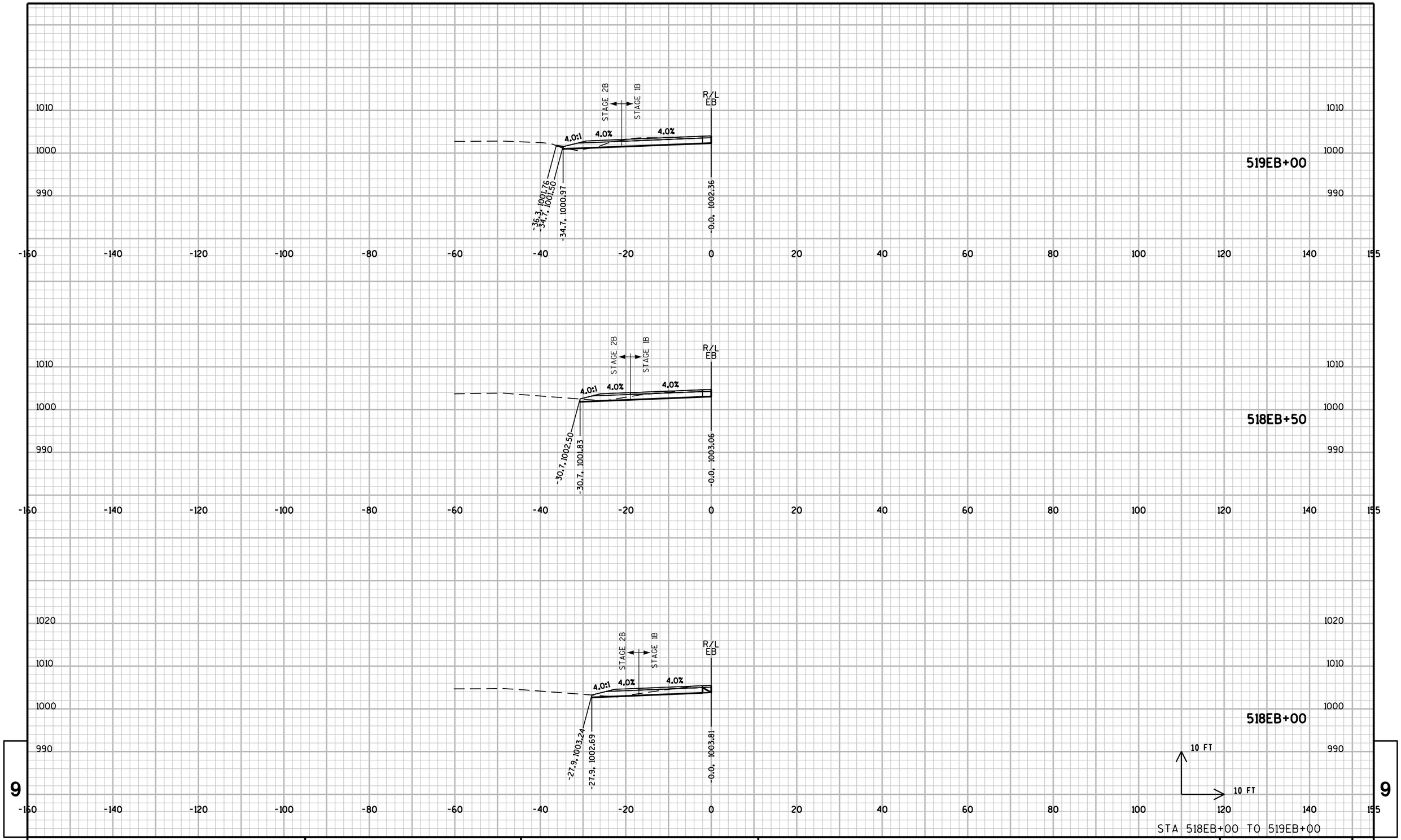
FILE NAME : \\milw00\ingrproj\59899\t1\cds\090219_xs_EB_Maple_EB06.dgn PLOT DATE : 7/15/2015 4:17:15 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



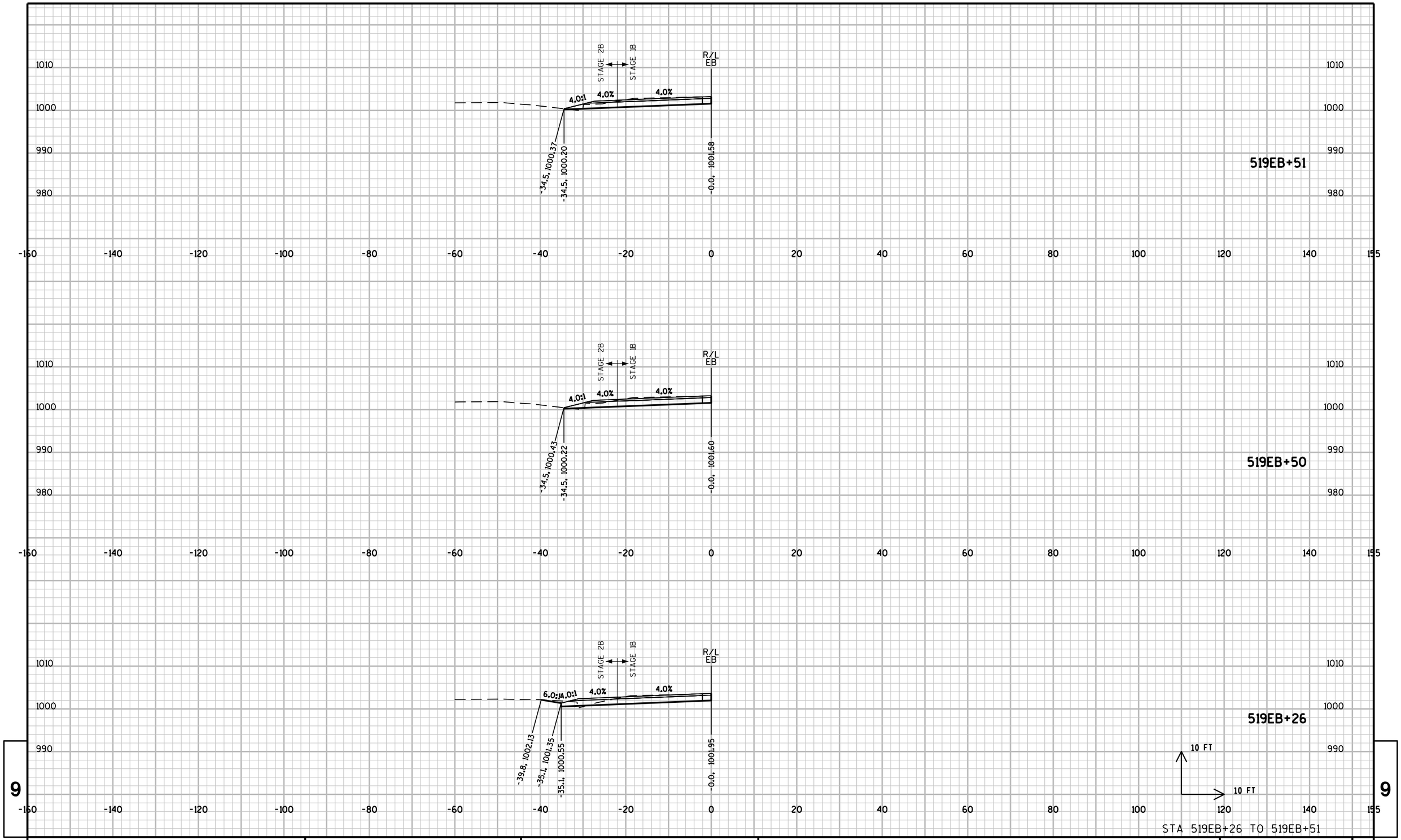
STA 516EB+50 TO 517EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - MAPLE AVE (FINISHED SHOULDER)	SHEET 899	E



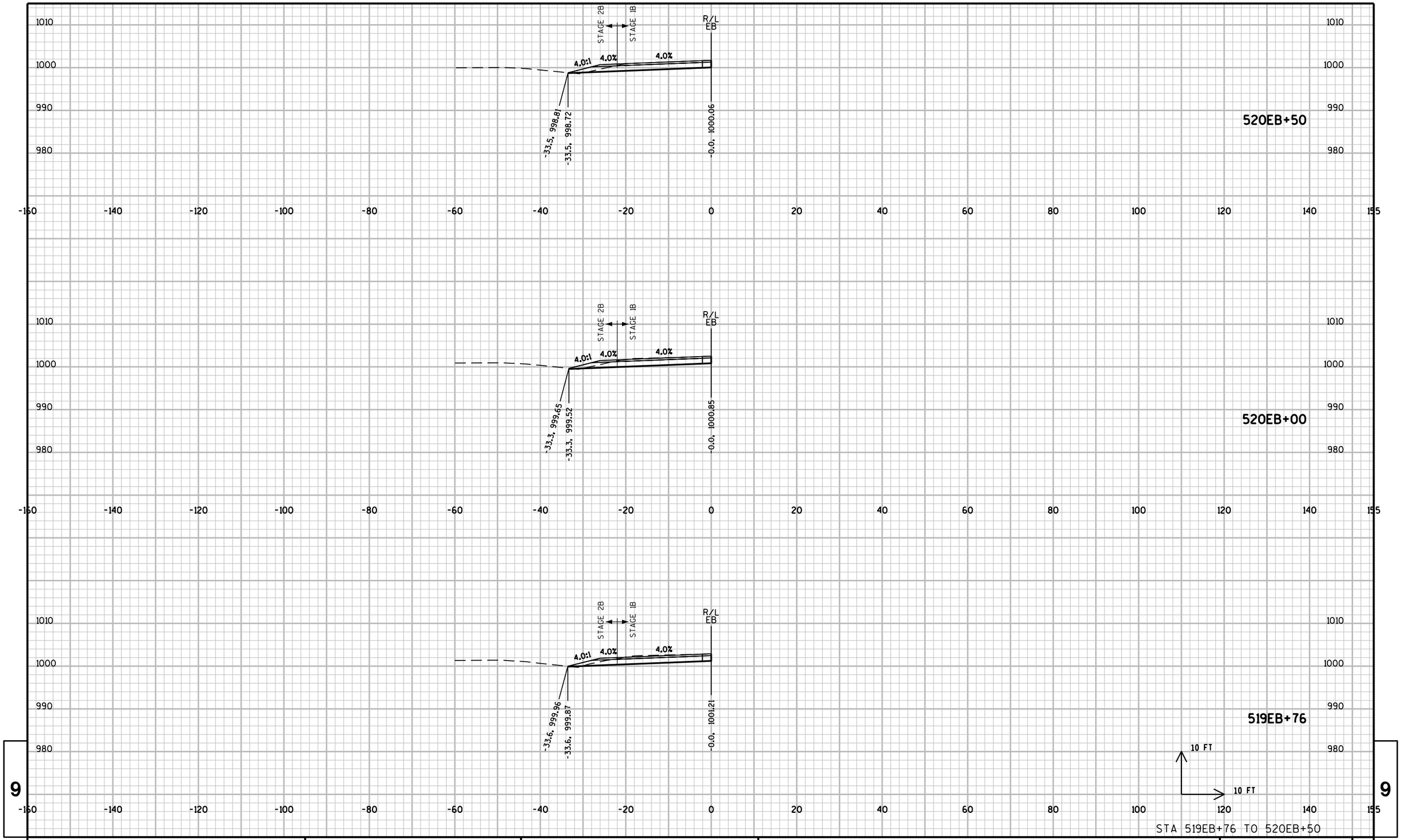
STA 518EB+00 TO 519EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - MAPLE AVE (FINISHED SHOULDER)	SHEET 900	E



STA 519EB+26 TO 519EB+51

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - MAPLE AVE (FINISHED SHOULDER)	SHEET 901	E



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STA 519EB+76 TO 520EB+50

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - MAPLE AVE (FINISHED SHOULDER)	SHEET 902	E

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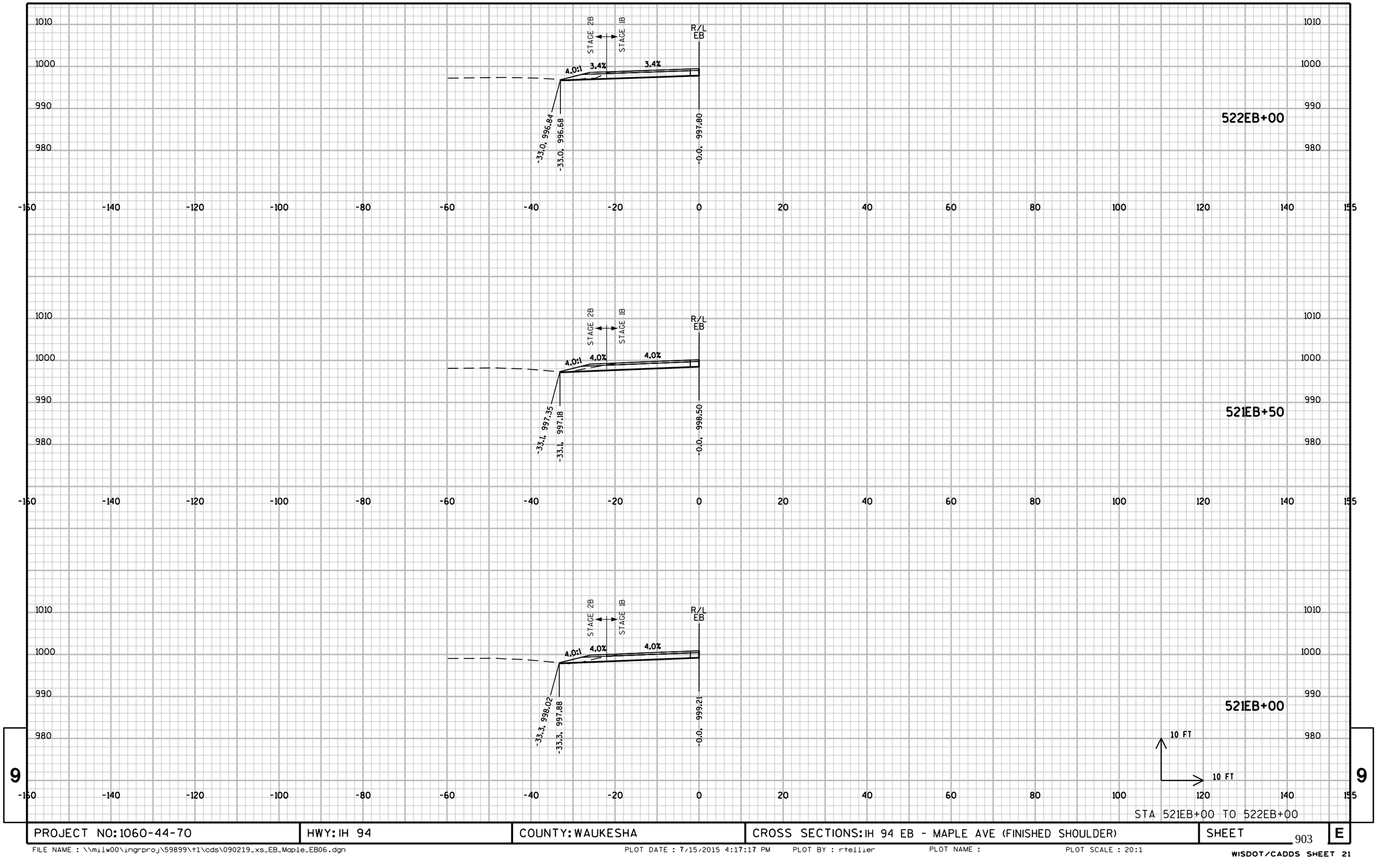
WISDOT/CADDS SHEET 21



STA 521EB+00 TO 522EB+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - MAPLE AVE (FINISHED SHOULDER)	SHEET 903	E

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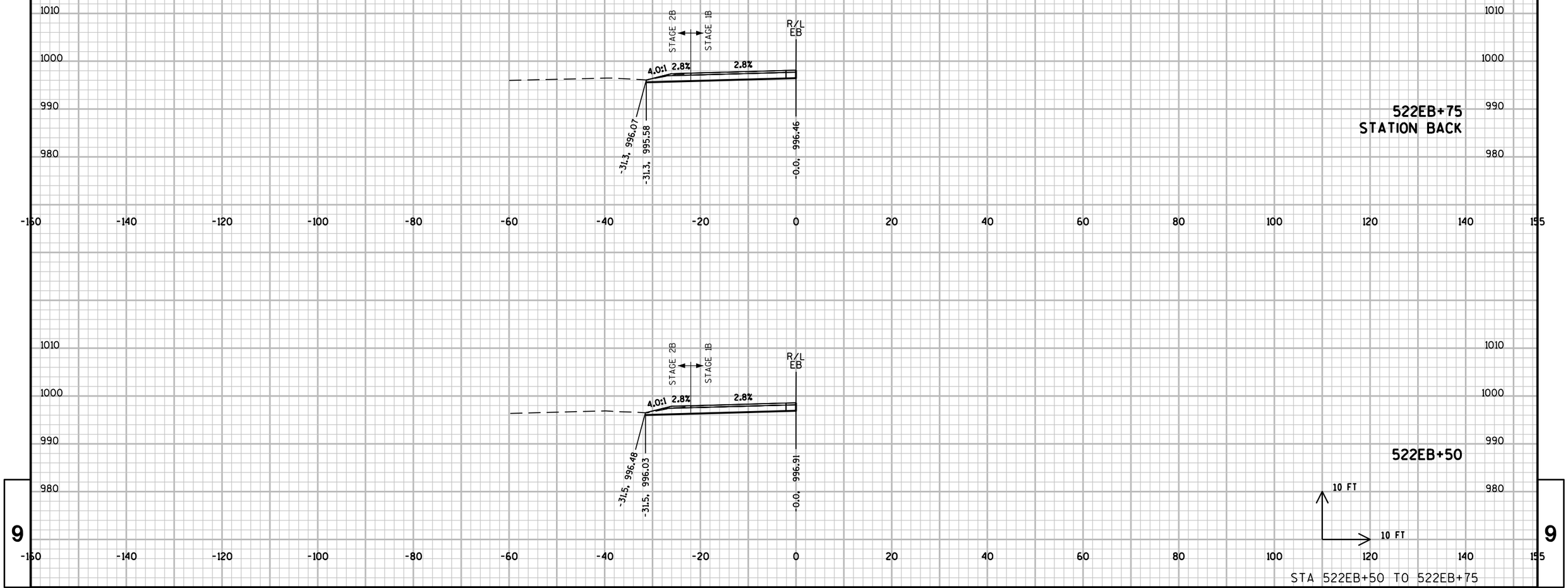
WISDOT/CADDS SHEET 21



STA 522EB+50 TO 522EB+75

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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 EB - MAPLE AVE (FINISHED SHOULDER)	SHEET 904	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090219_xs_EB_Maple_EB06.dgn PLOT DATE : 7/15/2015 4:17:18 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

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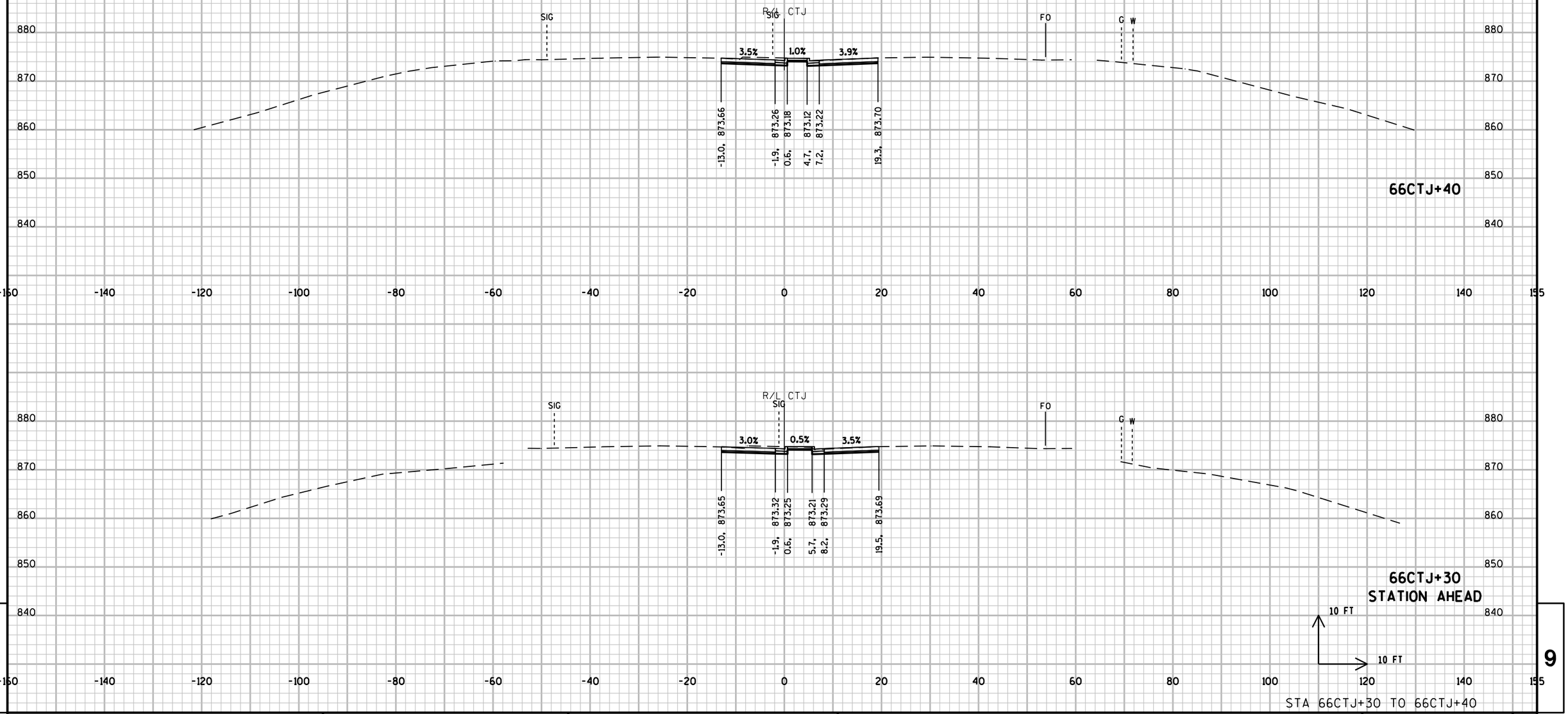

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 164 / CTH J	SHEET 905	E

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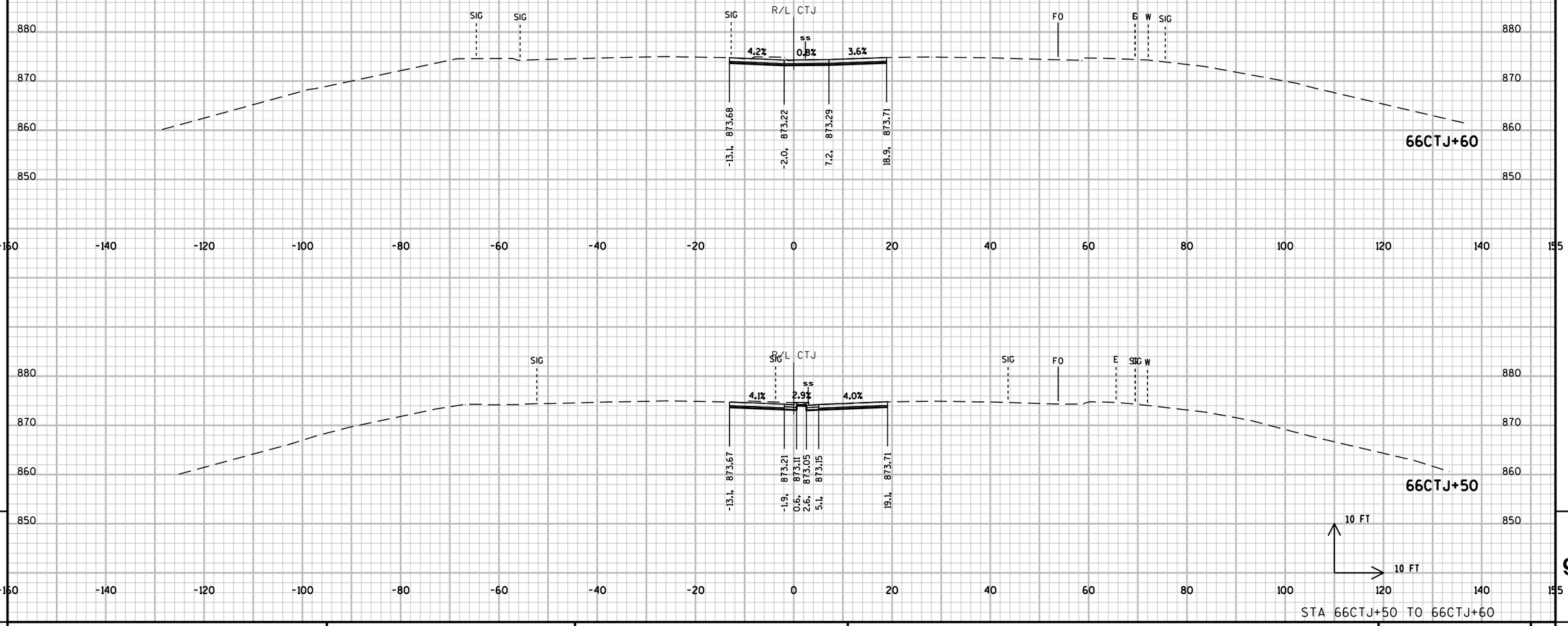
WISDOT/CADDS SHEET 21



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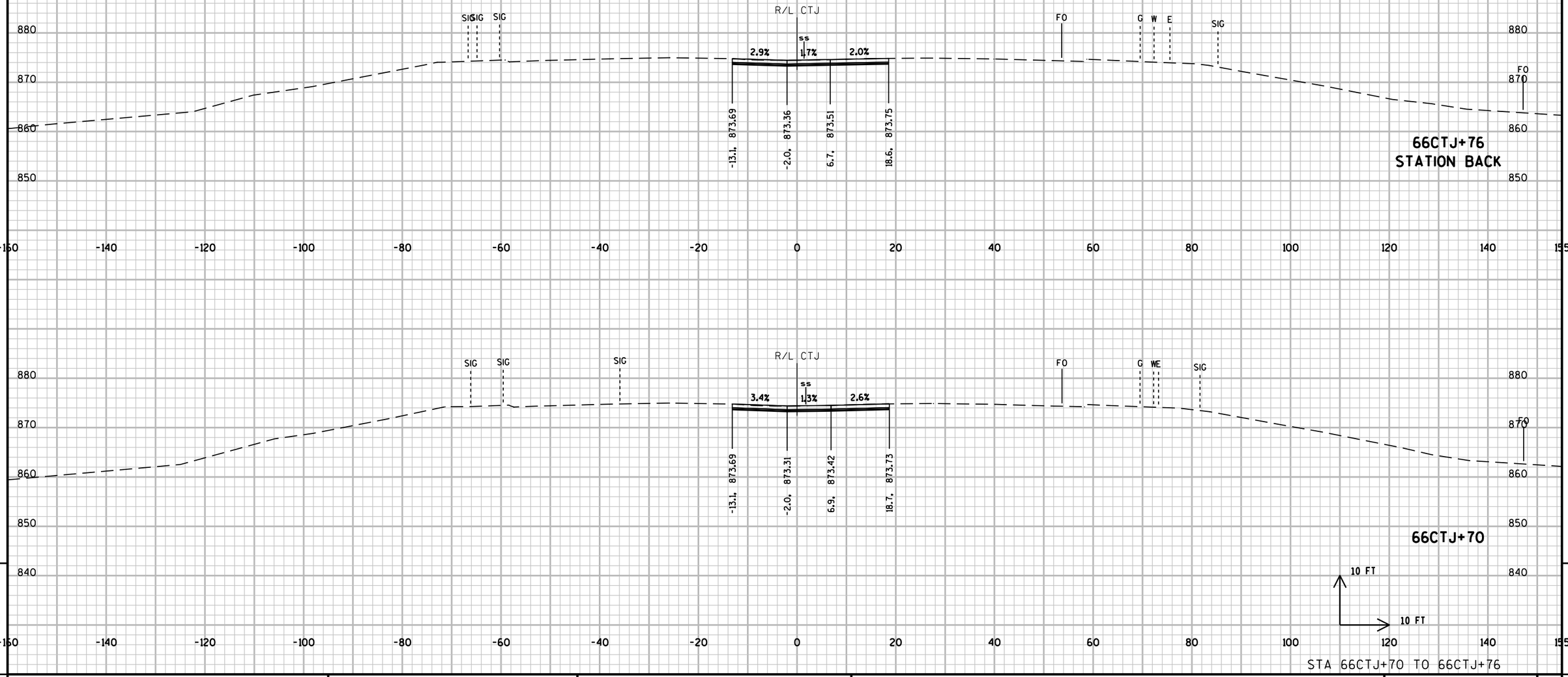
STA 66CTJ+50 TO 66CTJ+60

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 164 / CTH J	SHEET 906	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090220_xs_CTHJ_Median.dgn PLOT DATE : 7/15/2015 4:17:54 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: STH 164 / CTH J	SHEET 907	E

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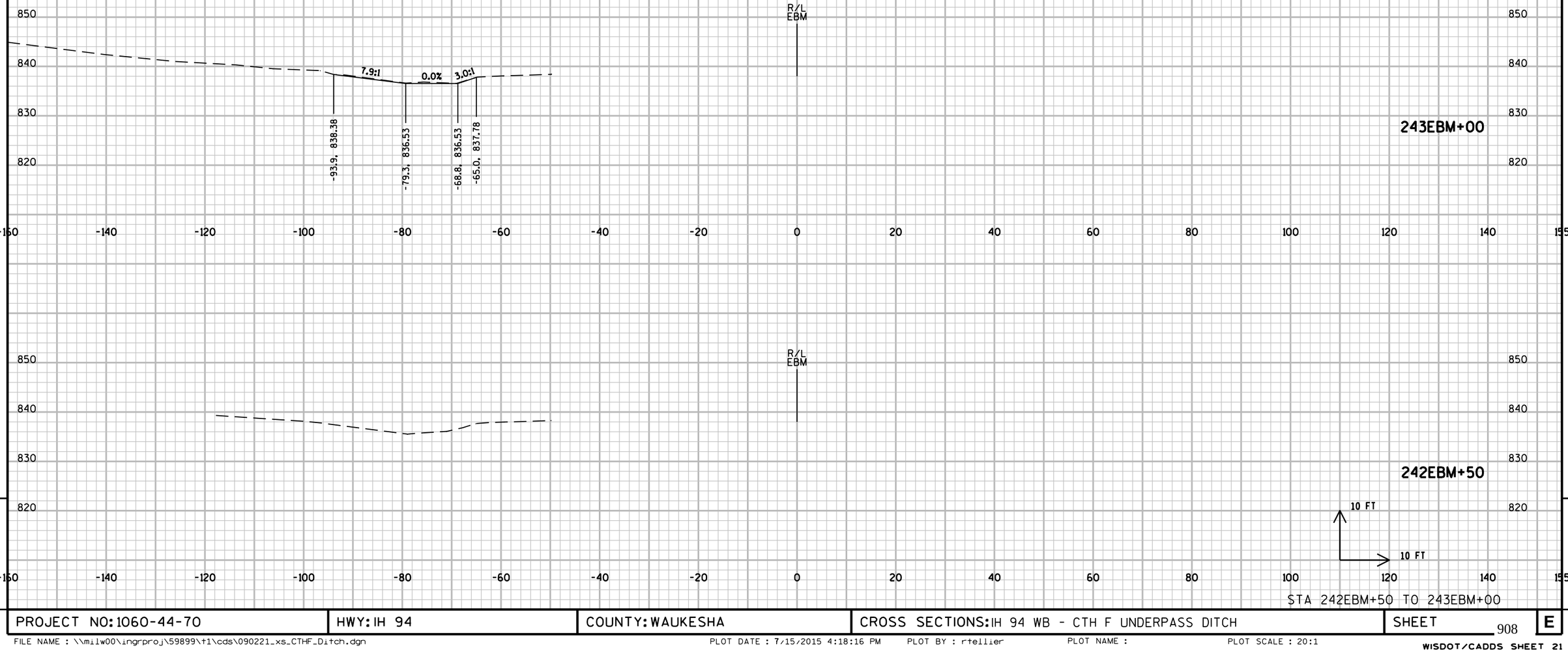
WISDOT/CADDS SHEET 21

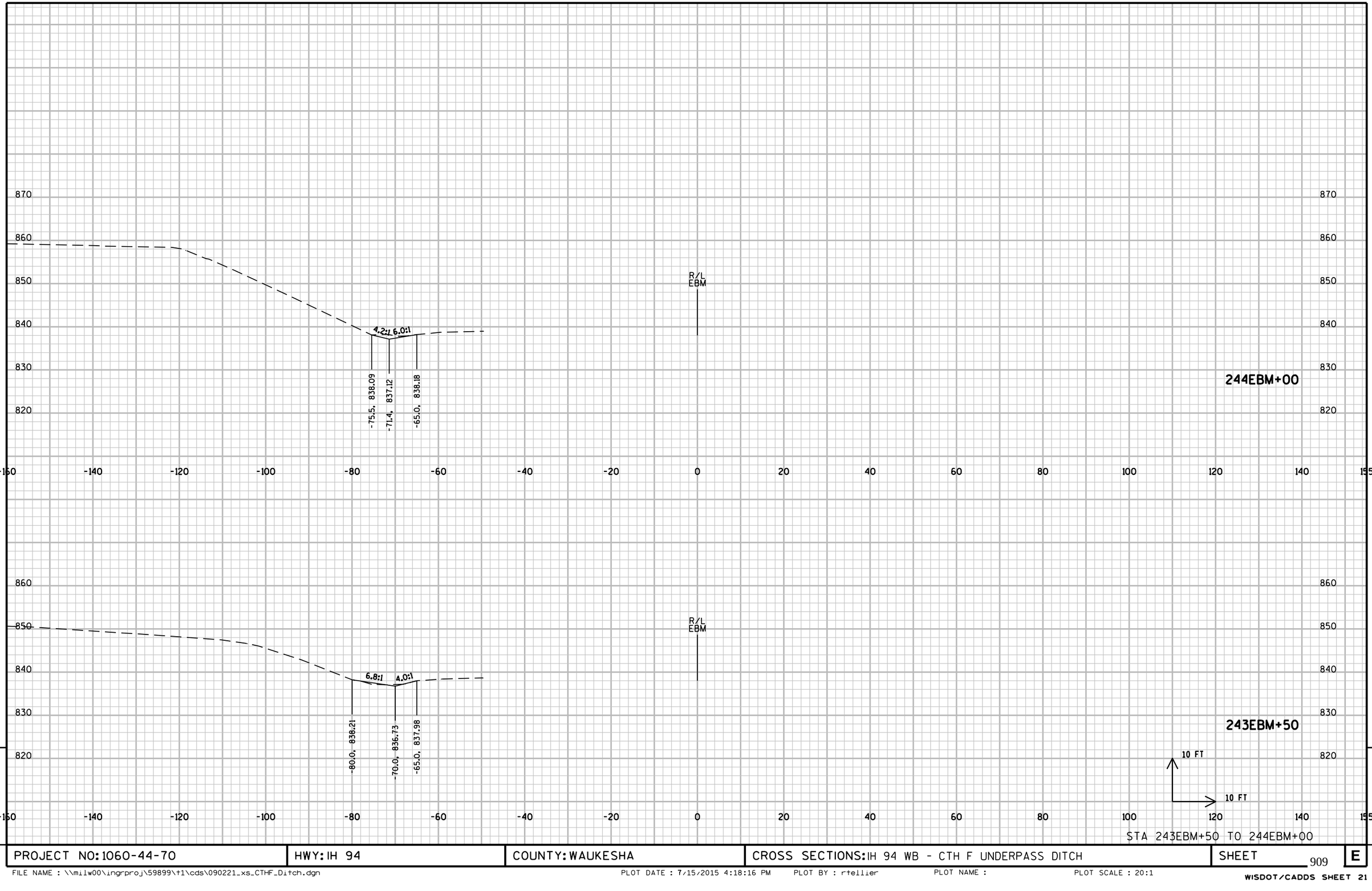


STA 242EBM+50 TO 243EBM+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CTH F UNDERPASS DITCH	SHEET 908	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090221_xs_CTHF_Ditch.dgn PLOT DATE : 7/15/2015 4:18:16 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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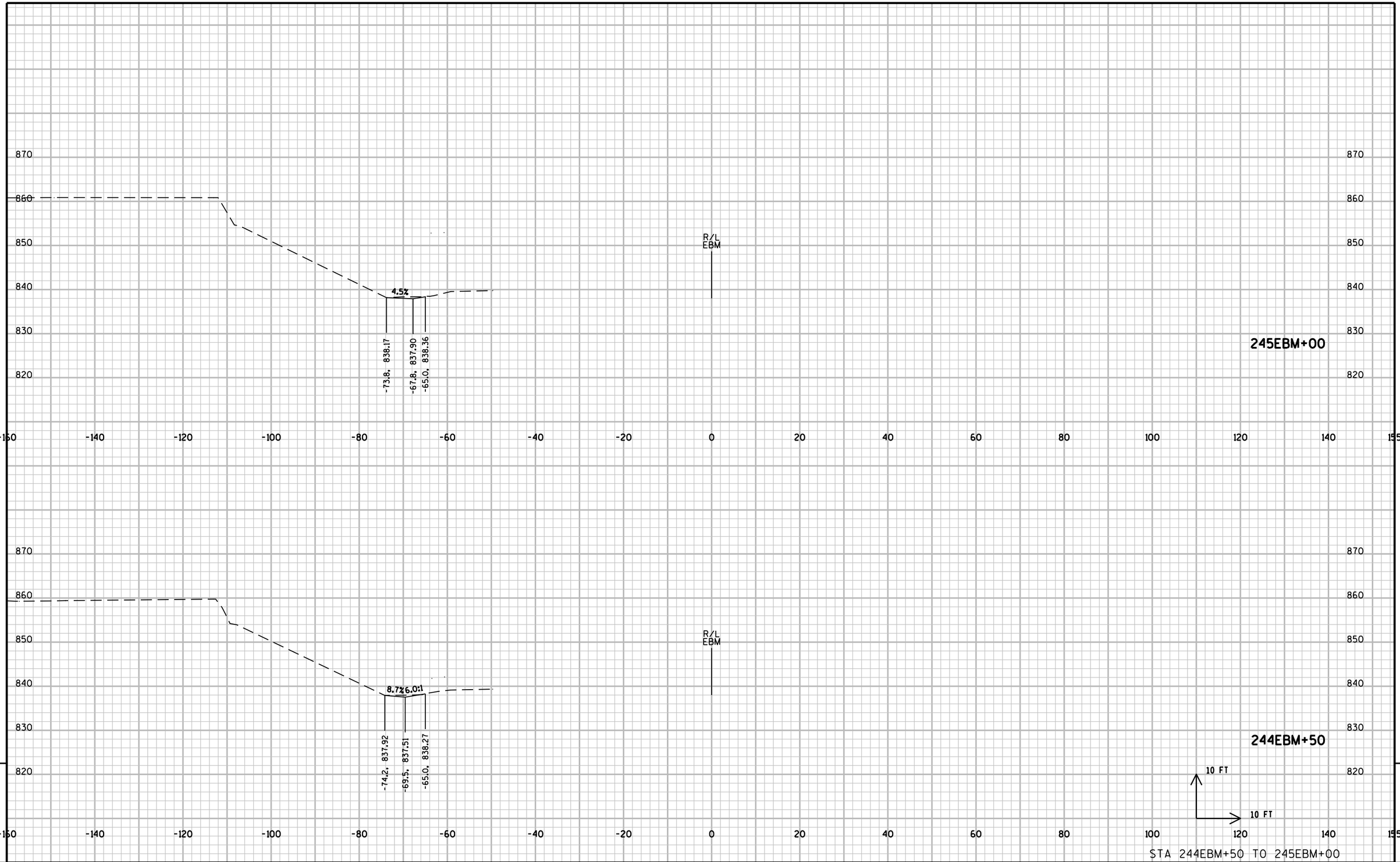
STA 243EBM+50 TO 244EBM+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CTH F UNDERPASS DITCH	SHEET 909	E

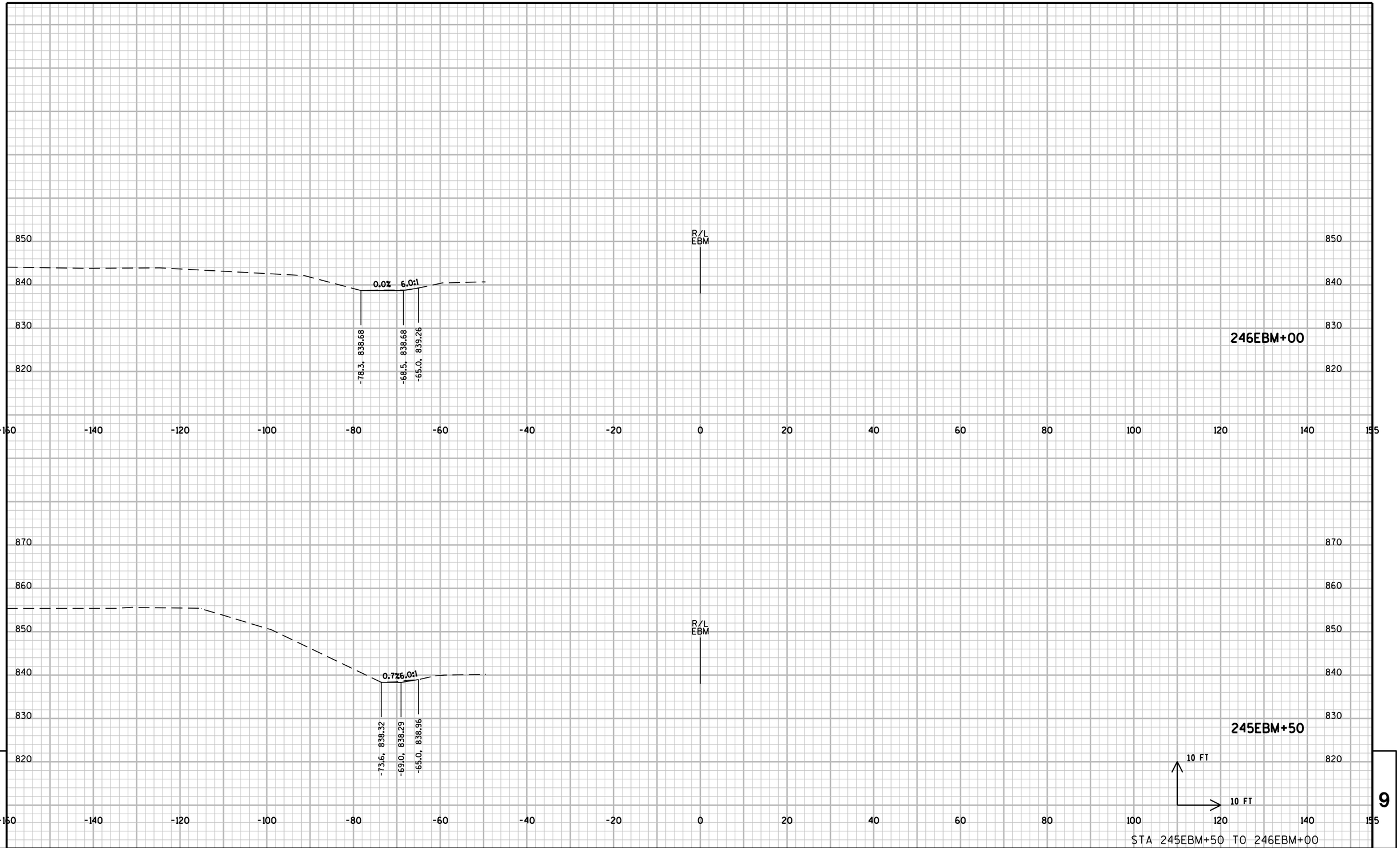


STA 244EBM+50 TO 245EBM+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CTH F UNDERPASS DITCH	SHEET 910	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090221_xs_CTHF_Ditch.dgn PLOT DATE : 7/15/2015 4:18:17 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



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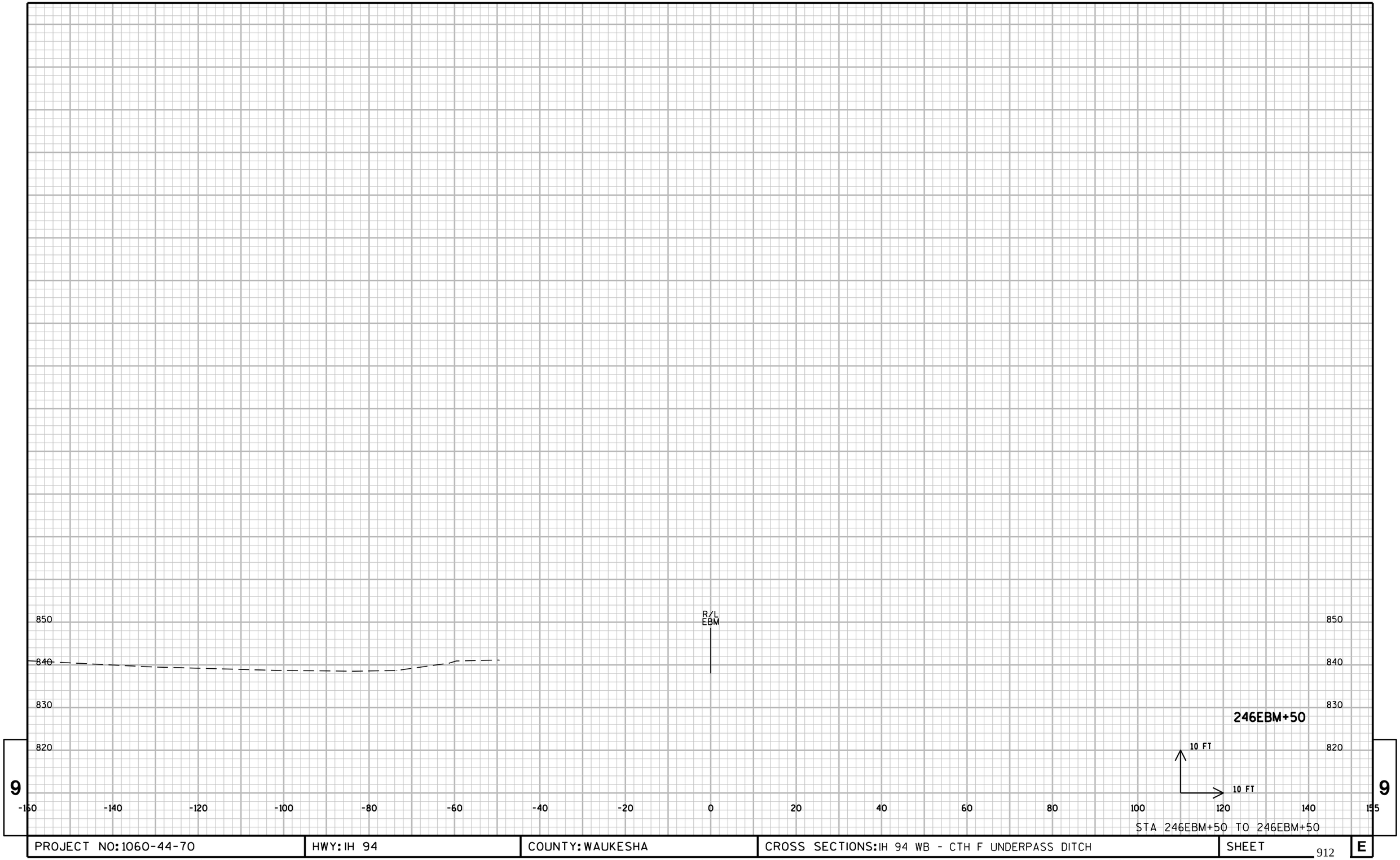
STA 245EBM+50 TO 246EBM+00

PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CTH F UNDERPASS DITCH	SHEET 911	E



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PROJECT NO: 1060-44-70	HWY: IH 94	COUNTY: WAUKESHA	CROSS SECTIONS: IH 94 WB - CTH F UNDERPASS DITCH	SHEET	E

FILE NAME : \\milw00\ingrproj\59899\t1\cds\090221_xs_CTHF_Ditch.dgn PLOT DATE : 7/15/2015 4:18:18 PM PLOT BY : rtellier PLOT NAME : PLOT SCALE : 20:1
WISDOT/CADDS SHEET 21

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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