MAD FEBRUARY 2016

PROJECT ID: 1003-10-83
WITH: 1005-10-73, 1005-10-82

COUNTY: ROCK

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
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 = 176

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1003-10-83	————	——

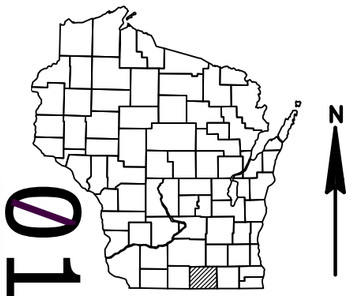
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ILLINOIS STATE LINE - MADISON

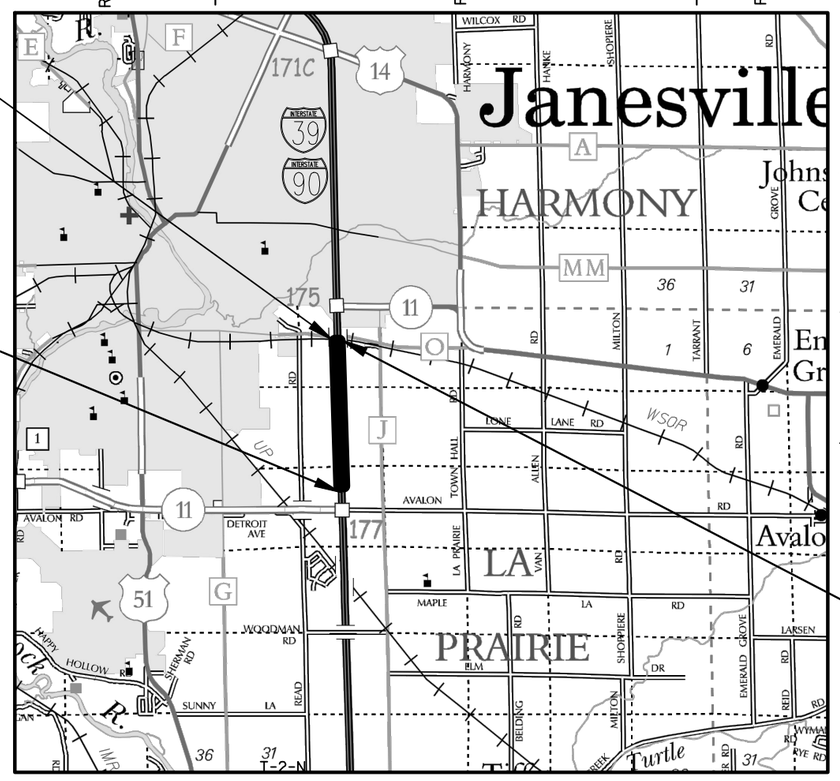
STH 11 TO CTH O
TEMP WIDENING SOUTHBOUND LANES
IH 39
ROCK COUNTY

STATE PROJECT NUMBER
1003-10-83



N

EXCEPTION TO NET ℄ LENGTH
STA. 735+25.82'TWSB' – STA.738+00.00'TWSB'
B-53-229



LAYOUT
SCALE 0 1.0 MI.

BEGIN PROJECT
STA. 646+24.38'TWSB'
Y= 253,848.72
X= 503,983.87

END PROJECT
STA 738+00.00'TWSB'

TOTAL NET LENGTH OF CENTERLINE = 1.686 MI

DESIGN DESIGNATION

A.A.D.T.	2018	=	62,100
A.A.D.T.	2021	=	66,500
D.H.V.	2021	=	6,916
D.D.		=	58/42
T.		=	37.8%
DESIGN SPEED		=	70 MPH
ESALS		=	9,525,400

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

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

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 2007 (NAVD 88).

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	COMBS & ASSOCIATES
Designer	STRAND ASSOCIATES, INC.
Project Manager	STEVE MARSHALL, P.E.
Regional Examiner	JIM BUSCHKOPF, P.E.
Regional Supervisor	KIMBERLY SCHAUDER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7-27-2015 (Signature)

E

2

GENERAL NOTES

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

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

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

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

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

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

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

REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT, SAWCUT WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

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

BEARINGS ON THIS PLAN ARE SHOWN TO THE NEAREST SECOND.

CURVE DATA BASED ON ARC DEFINITION.

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

ADJUST TRAFFIC CONTROL DEVICE LOCATIONS TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 112 LB/SY/IN OF DEPTH.

ASPHALTIC MATERIAL (PG GRADE) WAS MEASURED AT 5.5% OF THE HMA PAVEMENT (TYPE) TONNAGE.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEM TO BE REMOVED/MOVED OR UNLESS THE ENGINEER APPROVES THEM TO BE REMOVED/MOVED.

6.5-INCH HMA

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

2-INCH HMA

TYPE	THICKNESS	LAYERS	MAX. NO. SIZE GRADATION	ASPHALTIC MATERIAL
E-10	2"	SINGLE LAYER	12.5 MM	PG58-28

3-INCH ASPHALTIC SURFACE

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

ABBREVIATIONS

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

UTILITIES

UTILITY OR MUNICIPALITY	ADDRESS	CONTACT	UTILITY TYPE
ALLIANT ENERGY	SUITE 1000 4902 N BILTMORE LANE MADISON, WI 53718 PH: (608) 458-4871 EMAIL: JASONHOGAN@ALLIANTENERGY.COM	JASON HOGAN	ELECTRIC - DISTRIBUTION
ALLIANT ENERGY	SUITE 1000 4902 N BILTMORE LANE MADISON, WI 53718 PH: (608) 458-4871 EMAIL: JASONHOGAN@ALLIANTENERGY.COM	JASON HOGAN	GAS/PETROLEUM
WINDSTREAM KDL	13935 BISHOPS DR BROOKFIELD, WI 53005 PH: (262) 792-7938 EMAIL: JAMES.KOSTUCH@WINDSTREAM.COM	JIM KOSTUCH	COMMUNICATION LINES
AT&T WISCONSIN	316 W. WASHINGTON AVE. MADISON, WI 53704 PH: (608) 252-2385 EMAIL: CA2624@ATT.COM	CAROL ANASON	COMMUNICATION LINES
WISCONSIN INDEPENDENT NETWORK (WIN)	W207 S 8222 HILLENDALE DR. MUSKEGO, WI 53150 PH: (715) 832-6041 EMAIL: JBIRKENHEIER@WINS.NET	JIM BIRKENHEIER	COMMUNICATION LINES
WISDOT STOC	433 W ST. PAUL AVENUE, SUITE 300 MILWAUKEE, WI 53203-3007 PH: (414) 227-2151 EMAIL: KURT.WILM@DOT.WI.GOV	KURT WILM	ITS

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

WISDOT-DESIGN PROJECT MANAGER

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

WISDOT-CONSTRUCTION PROJECT MANAGER

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

DESIGN CONTACT

KEN SWANSON, P.E.
STRAND ASSOCIATES, INC.
910 W. WINGRA DRIVE
MADISON, WI 53715
PH: (608) 251-4843
KEN.SWANSON@STRAND.COM

DNR LIAISON

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

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL
PERMANENT SIGNING
PAVEMENT MARKING
CONSTRUCTION STAGING TYPICALS
CONSTRUCTION STAGING DETAILS
CONSTRUCTION STAGING SHEETS
ALIGNMENT DATA
BENCH MARK/CONTROL POINT DATA

RAILROAD CONTACT

RODGER SCHAALMA
WISCONSIN & SOUTHERN RAILROAD CO. (WSOR)
1890 EAST JOHNSON STREET
MADISON, WI 53704
PH: (608) 620-2044
RSCHAALMA@WATCOCOMPANIES.COM

2

N

READ RD.

STH 11/E

TOWN OF LA PRAIRIE

BEGIN PROJECT 1003-10-83
STA. 646+24.38'TWSB'

END PROJECT 1003-10-83
BEGIN PROJECT 1005-10-73
STA. 738+00.00'TWSB'

EXCEPTION TO NET ℄ LENGTH
STA. 735+25.82'TWSB' - STA. 738+00.00'TWSB'
B-53-229

B-53-229

620'TWSB' 630'TWSB' 640'TWSB' 650'TWSB' 660'TWSB' 670'TWSB' 680'TWSB' 690'TWSB' 700'TWSB' 710'TWSB' 720'TWSB' 730'TWSB' 740'TWSB' 750'TWSB' 760'TWSB' 770'

IH 39

B-53-230

E. RACINE ST.

AVALON RD.

TOWN OF LA PRAIRIE

WISCONSIN & SOUTHERN RAILROAD

CTH O

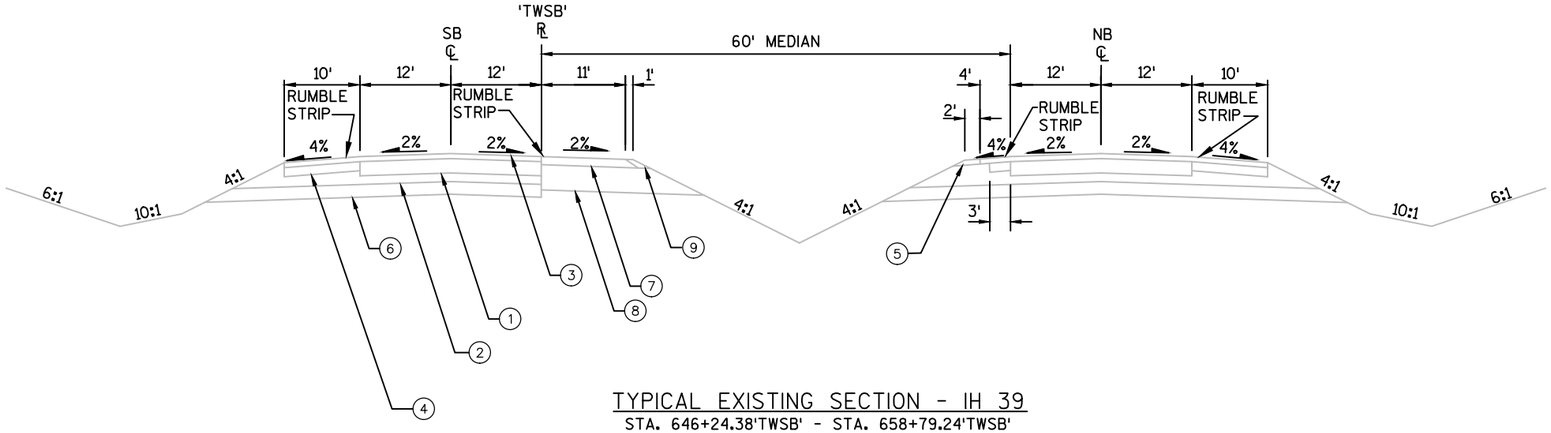
STH 11/E. RACINE ST.

CTH J

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: PROJECT OVERVIEW	SHEET 3	E

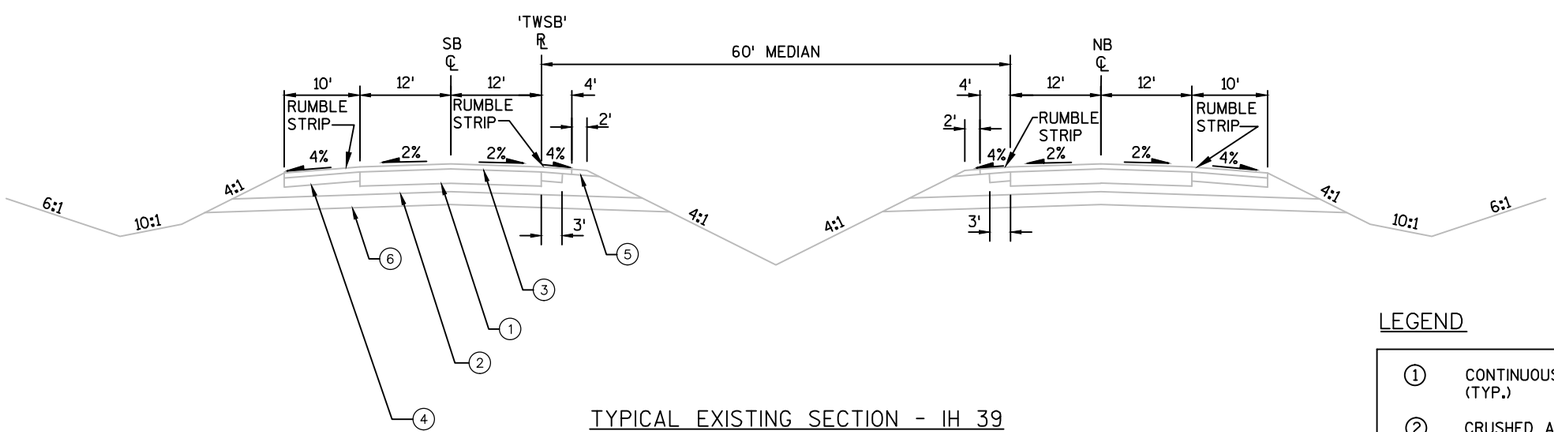
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LAYOUT NAME - 020201_PO

PLOT DATE : 10/21/2015 8:26 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********



TYPICAL EXISTING SECTION - IH 39

STA. 646+24.38'TWSB' - STA. 658+79.24'TWSB'



TYPICAL EXISTING SECTION - IH 39

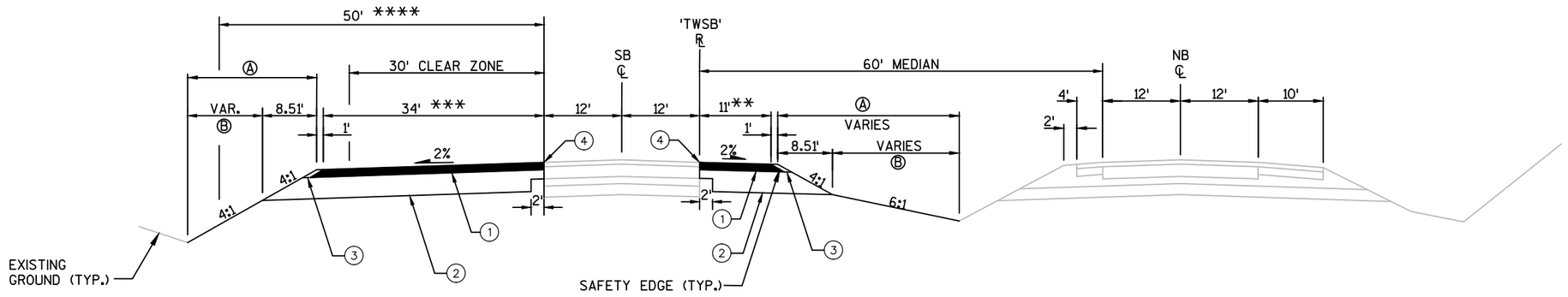
*STA. 658+79.24'TWSB' - STA. 735+25.82'TWSB'

*NOTE: STRUCTURE B-53-229 IS LOCATED FROM STA. 735+25.82'TWSB' - STA. 738+00.00'TWSB'
STRUCTURE B-53-230 IS LOCATED FROM STA. 735+21.48'TWSB' - STA. 737+96.28'TWSB'

LEGEND

①	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 10-INCH (TYP.)
②	CRUSHED AGGREGATE BASE COURSE, 6-INCH (TYP.)
③	ASPHALTIC PAVEMENT 3.5-INCH (TYP.)
④	NON-REINFORECED CONCRETE SHOULDER 6-INCH (TYP.)
⑤	CRUSHED AGGREGATE BASE COURSE (SHOULDER) (TYP.)
⑥	GRANULAR SUB-BASE, 9-INCH (TYP.)
⑦	HMA PAVEMENT TYPE E-30, 6.5-INCH
⑧	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
⑨	BASE AGGREGATE DENSE 3/4-INCH (SHOULDER) (TYP.)

2



TYPICAL FINISHED SECTION

STA. 646+24.38'TWSB' LT - STA. 733+31.95'TWSB' LT (SB OUTSIDE SHOULDER)*
STA. 658+79.24'TWSB' RT - STA. 728+92.05'TWSB' RT (SB MEDIAN SHOULDER)*

* STRUCTURE B-53-229 IS LOCATED FROM STA. 735+25.82'TWSB' - STA. 738+00.00'TWSB'
STRUCTURE B-53-230 IS LOCATED FROM STA. 735+21.48'TWSB' - STA. 737+96.28'TWSB'

** VARIES STA. 728+66.03'TWSB' RT - STA. 734+44.92'TWSB' RT FROM 11' - 30.93'
STA. 734+44.92'TWSB' RT - STA. 735+13.29'TWSB' RT - 30.93'
VARIES STA. 735+13.29'TWSB' RT - STA. 735+24.06'TWSB' RT FROM 27.77'-27.64'

*** VARIES STA. 726+81.21'TWSB' LT - STA. 735+28.11'TWSB' LT FROM 34' - 11.7'

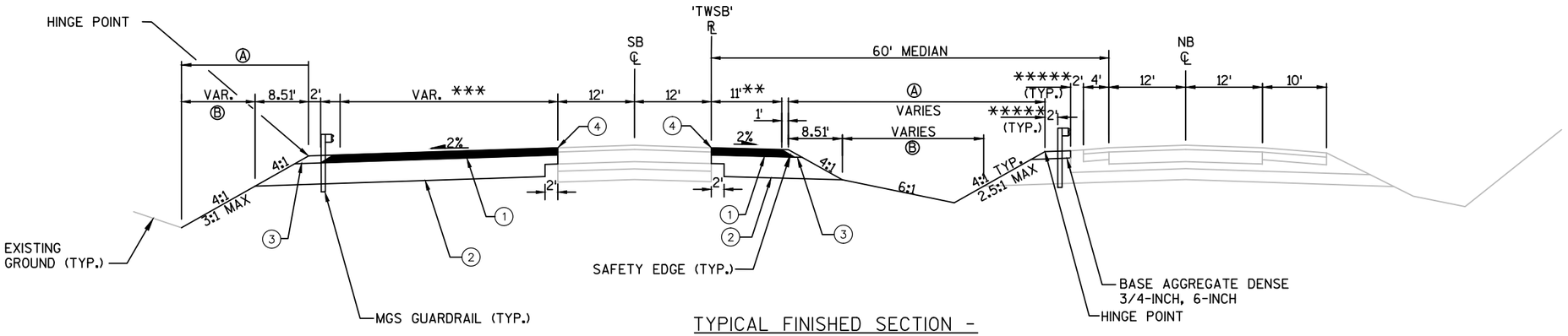
**** CLEAR ZONE IS 30'. THIS WIDTH WILL PROVIDE A 20' CONSTRUCTION CLEAR ZONE FOR THE TRAFFIC CONTROL CONFIGURATION DURING THE NORTHBOUND MAINLINE RECONSTRUCTION.

***** GUARDRAIL VARIES FROM STA. 732+07.63'TWSB' RT - STA. 735+08.99'TWSB' RT (NB MEDIAN SHOULDER). SEE PLAN SHEETS FOR ADDITIONAL INFORMATION.
USE MGS 3K, HALF POST SPA., STA. 732+45.00'TWSB' - STA. 734+69.50'TWSB'

LEGEND

①	HMA PAVEMENT TYPE E-30, 6.5-INCH
②	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
③	BASE AGGREGATE DENSE 3/4-INCH, 6.5-INCH (SHOULDER) (TYP.)
④	SAWING CONCRETE
Ⓐ	SEEDING TEMPORARY, SEEDING MIXTURE NO. 30 AND FERTILIZER TYPE A
Ⓑ	SALVAGED TOPSOIL AND EMAT CLASS I, TYPE A

NOTE: EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS EARTHWORK DATA TABLES.



TYPICAL FINISHED SECTION - GUARDRAIL LOCATIONS

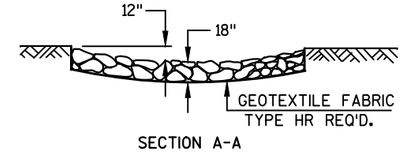
STA. 728+92.05'TWSB' RT - STA. 735+09.00'TWSB' RT (NB MEDIAN SHOULDER)
STA. 733+31.95'TWSB' LT - STA. 735+19.80'TWSB' LT (SB OUTSIDE SHOULDER)

2

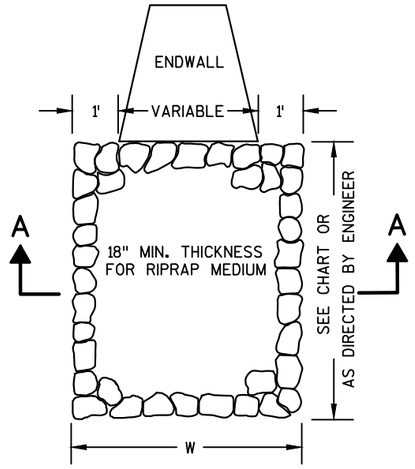
RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 48.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 14.7 ACRES

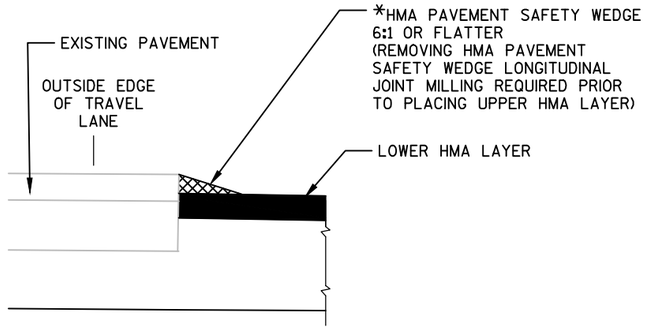


SECTION A-A



STATION	L
650+63'TWSB'	5.5'
659+64'TWSB'	7.8'
670+62'TWSB'	5.3'
682+62'TWSB'	6.5'
701+65'TWSB'	4.7'
709+64'TWSB'	12.0'
717+64'TWSB'	10.0'
725+64'TWSB'	10.0'

RIPRAP MEDIUM TREATMENT AT CULVERTS

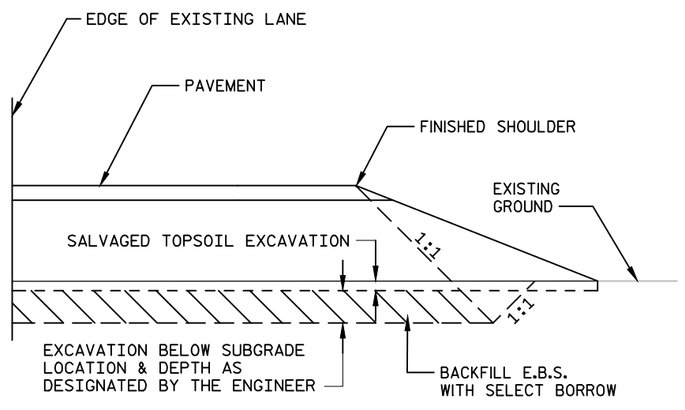


HMA PAVEMENT SAFETY WEDGE TO BE PLACED WHEN UNABLE TO PAVE BOTH THE LOWER AND UPPER LAYERS OF HMA PAVEMENT IN ONE NIGHT.

STAGE 2 WIDENING AREA SHOWN, STAGE 3 WIDENING AREA IS A MIRRORED IMAGE.

*PAID FOR AS ASPHALTIC SURFACE TEMPORARY

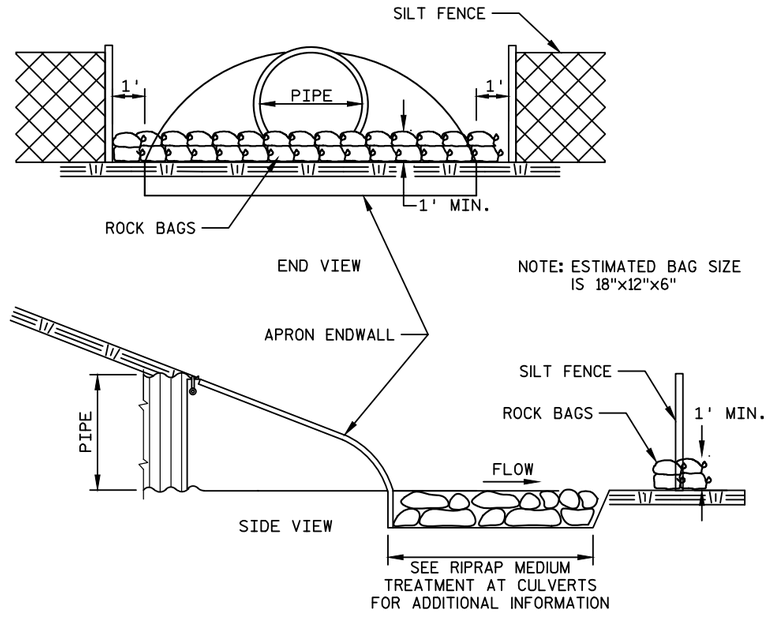
PAVEMENT WEDGE



DETAIL FOR EXCAVATION BELOW SUBGRADE (E.B.S.)

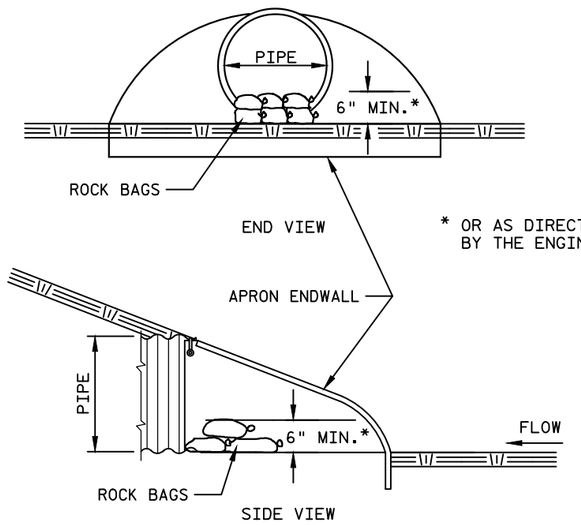
THIS DETAIL TO BE USED FOR REMOVAL OF UNSUITABLE MATERIAL.

EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.

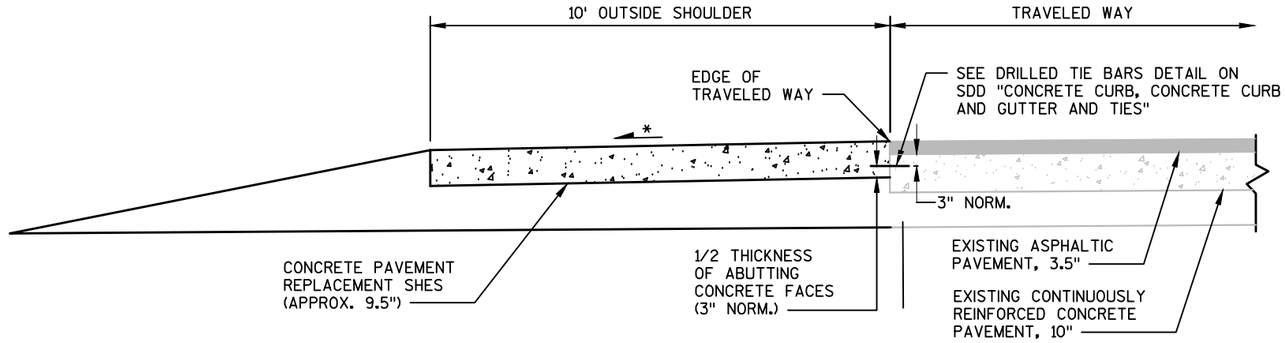


ROCK BAGS FOR CULVERT OUTFALL

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
18"	2
24"	3
30"	5
48"	10
54"	10
60"	13
72"	16



CULVERT PIPE CHECKS



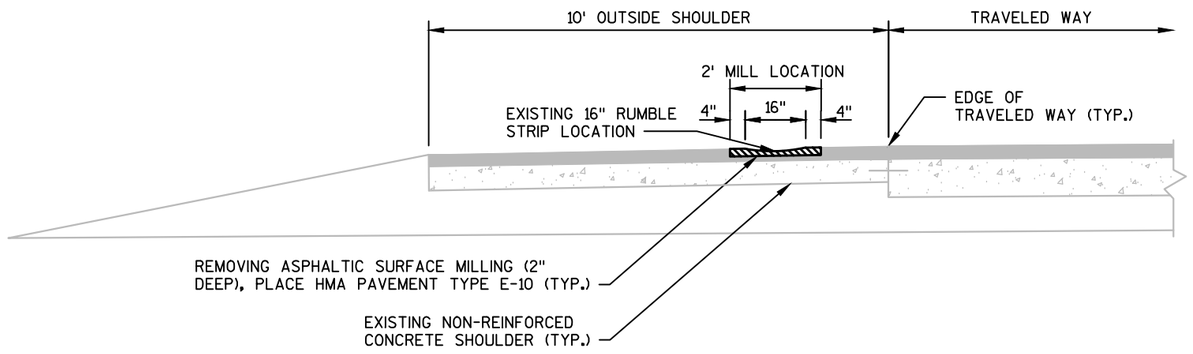
* MATCH SLOPE OF ADJACENT SHOULDER

NOTE:
1.) SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT" FOR ADDITIONAL INFORMATION.

2.) DO NOT PLACE DOWEL BARS AT CONTRACTION JOINTS OR DRILL DOWEL BARS INTO EXISTING CONCRETE PAVEMENT. MAXIMUM CONTRACTION JOINT SPACING IS 15'.

CONCRETE PAVEMENT REPLACEMENT SHES

STAGE 1: STA. 695+83'TWSB' - STA. 696+13'TWSB'
STA. 697+68'TWSB' - STA. 698+13'TWSB'
STA. 699+68'TWSB' - STA. 699+98'TWSB'
STA. 701+82'TWSB' - STA. 702+60'TWSB'
OR LOCATIONS AS DIRECTED BY ENGINEER



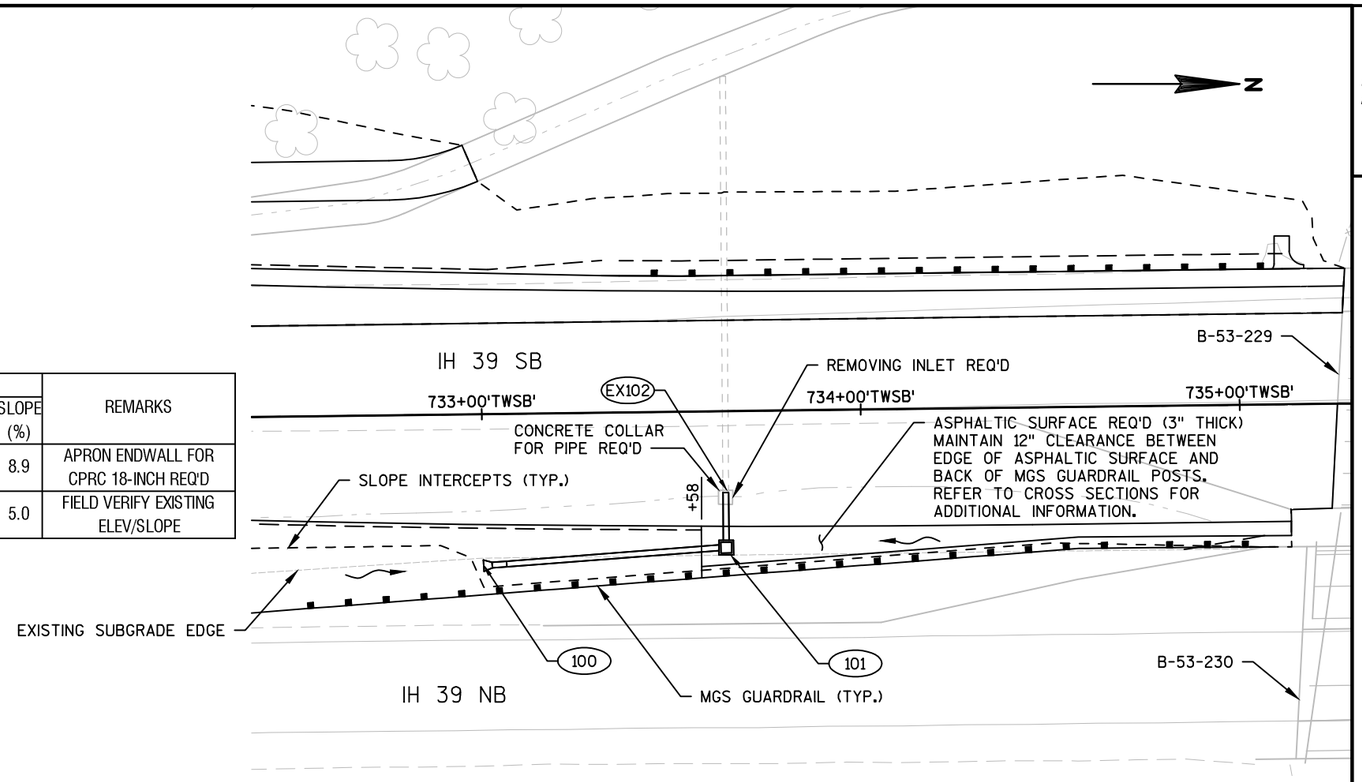
REMOVING ASPHALTIC SURFACE MILLING - 2' WIDTH

STAGE 1: STA. 678+70'TWSB' LT - STA. 735+28'TWSB' LT

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\021001_CD.DWG
LAYOUT NAME - 021001_CD - 021002_CD
PLOT DATE : 10/21/2015 2:12 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

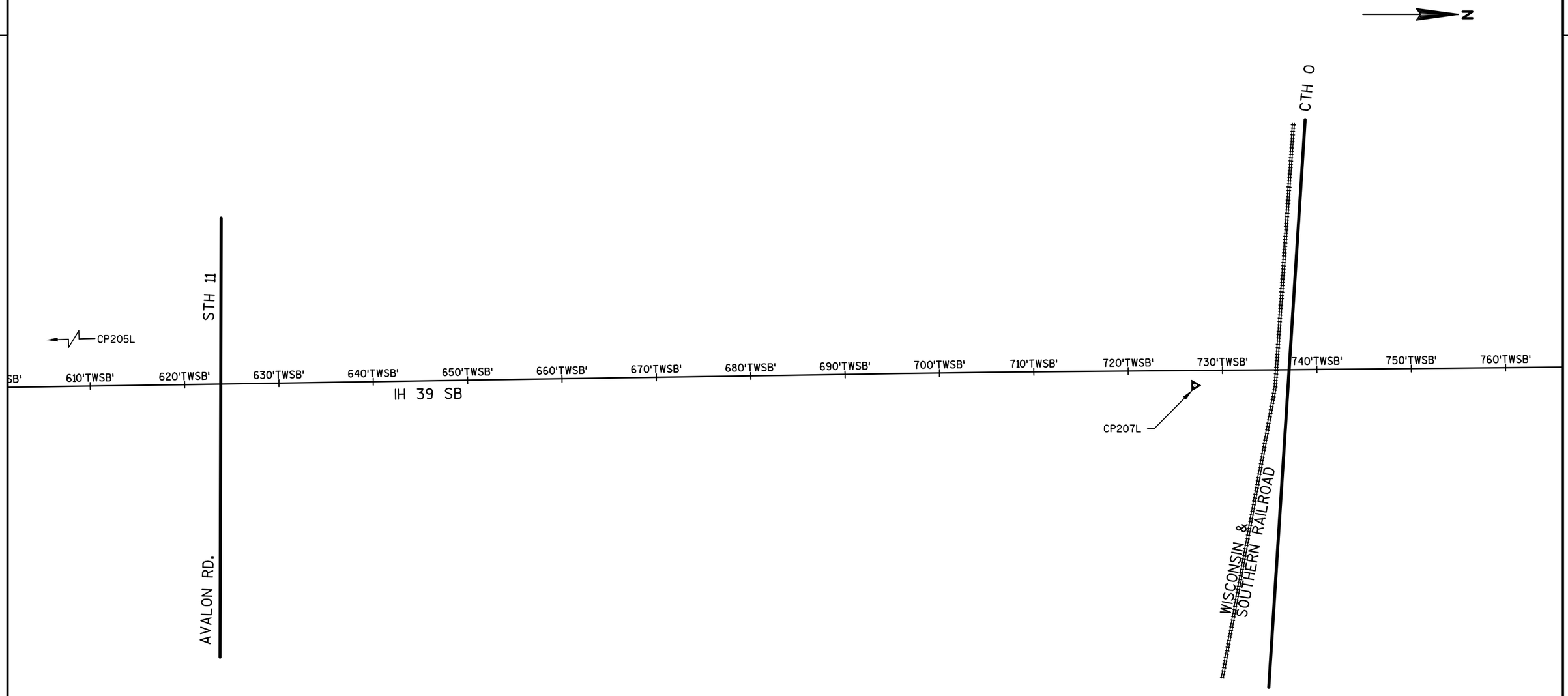
STRUCTURE DATA TABLE

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
100	733+00'TWSB'	40' RT	58	101	---	---	---	---	---	18	842.80	837.00	58	8.9	APRON ENDWALL FOR CPRC 18-INCH REQ'D
101	733+65'TWSB'	36' RT	16	EX 102	MED. 1 GRATE	MS	843.50	843.50	6.5	18	837.00	836.20	16	5.0	FIELD VERIFY EXISTING ELEV/SLOPE



CULVERT PIPE EXTENSION AT STATION 733+65'TWSB'

2

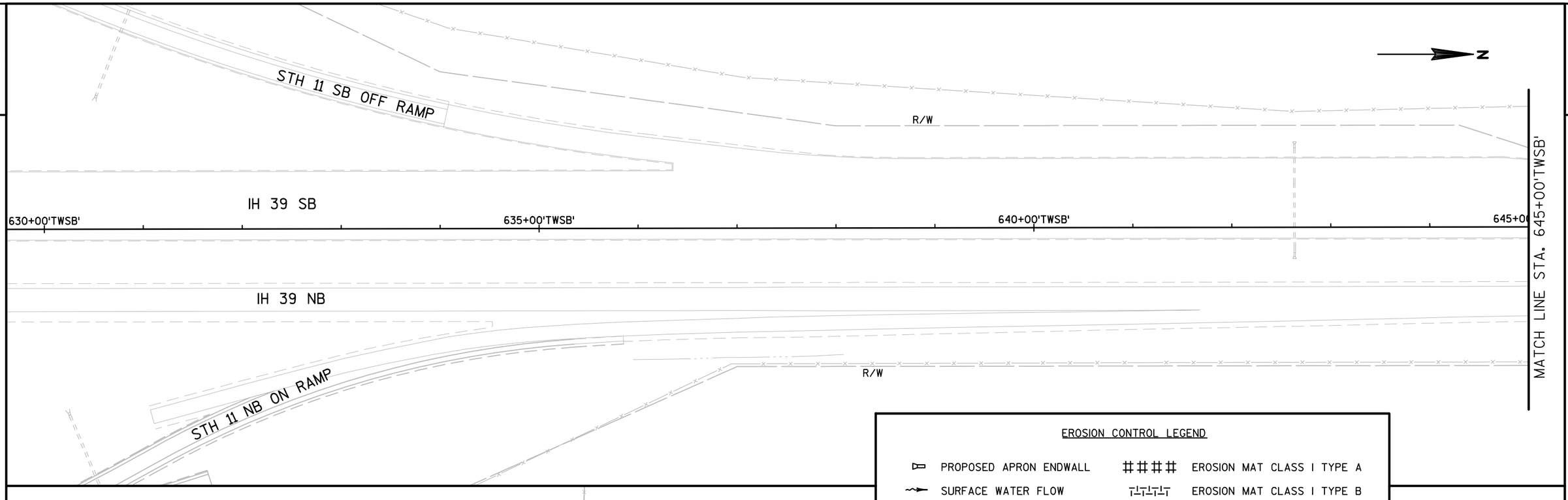


▲ CONTROL POINT DATA TABLE

POINT NAME	DESCRIPTION	X	Y
CP205L	3/4" X 30" CAPPED REBAR	504,061.36	247,468.99
CP207L	3/4" X 30" CAPPED REBAR	504,009.02	261,929.92

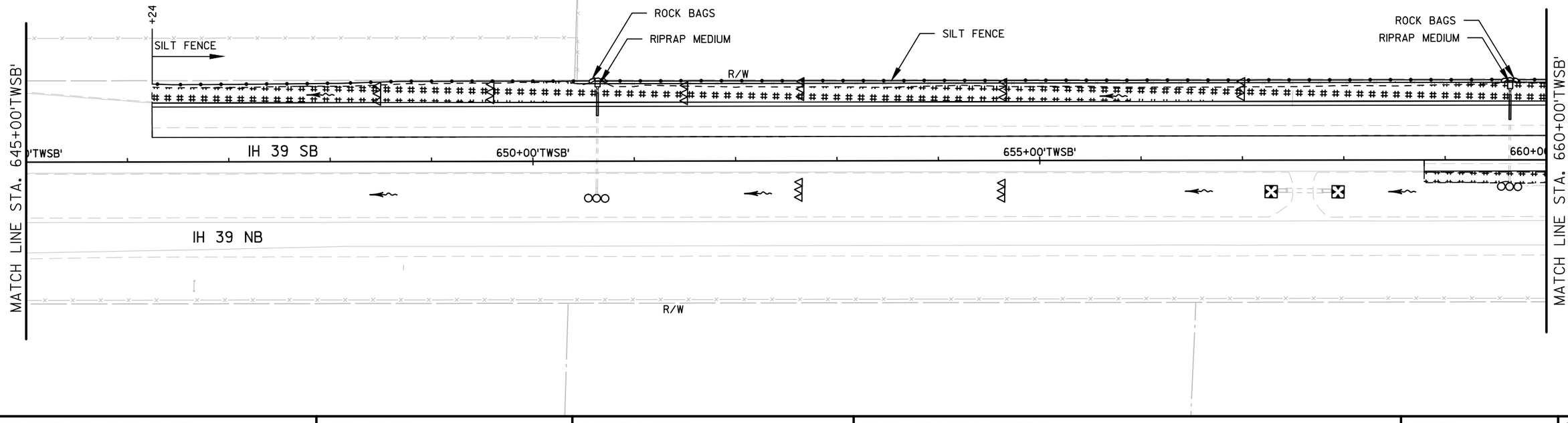
NOTE:
FOR INFORMATION ONLY, OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

2



EROSION CONTROL LEGEND

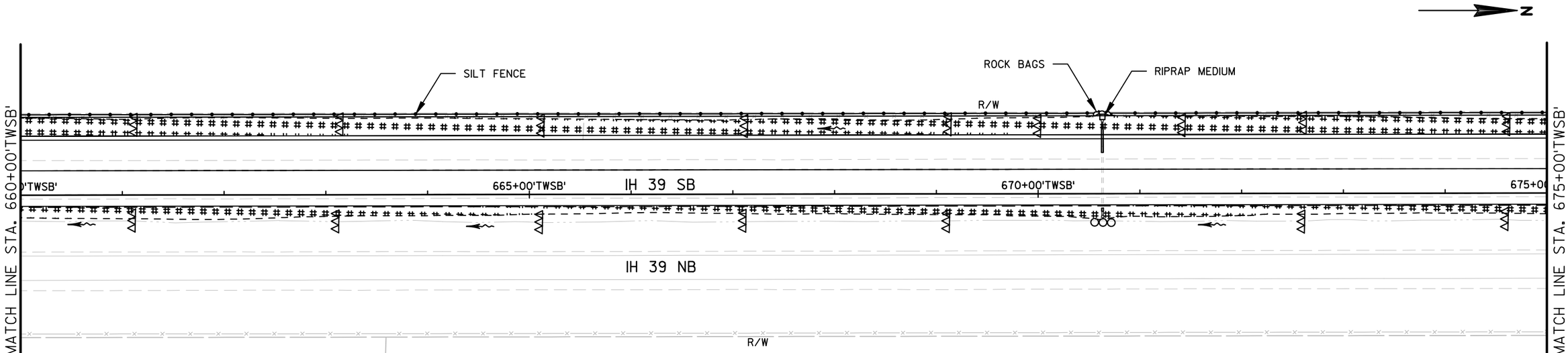
PROPOSED APRON ENDWALL		EROSION MAT CLASS I TYPE A	
SURFACE WATER FLOW		EROSION MAT CLASS I TYPE B	
TEMPORARY DITCH CHECKS		SLOPE INTERCEPT	
CULVERT PIPE CHECKS		INLET PROTECTION, TYPE A	



2

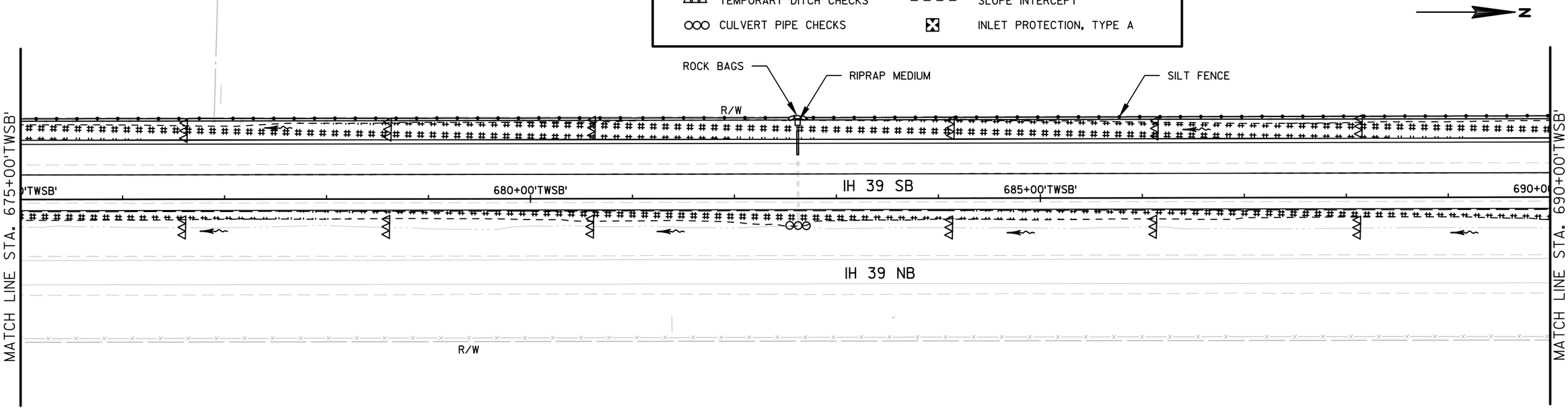
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL	SHEET 10	E

2

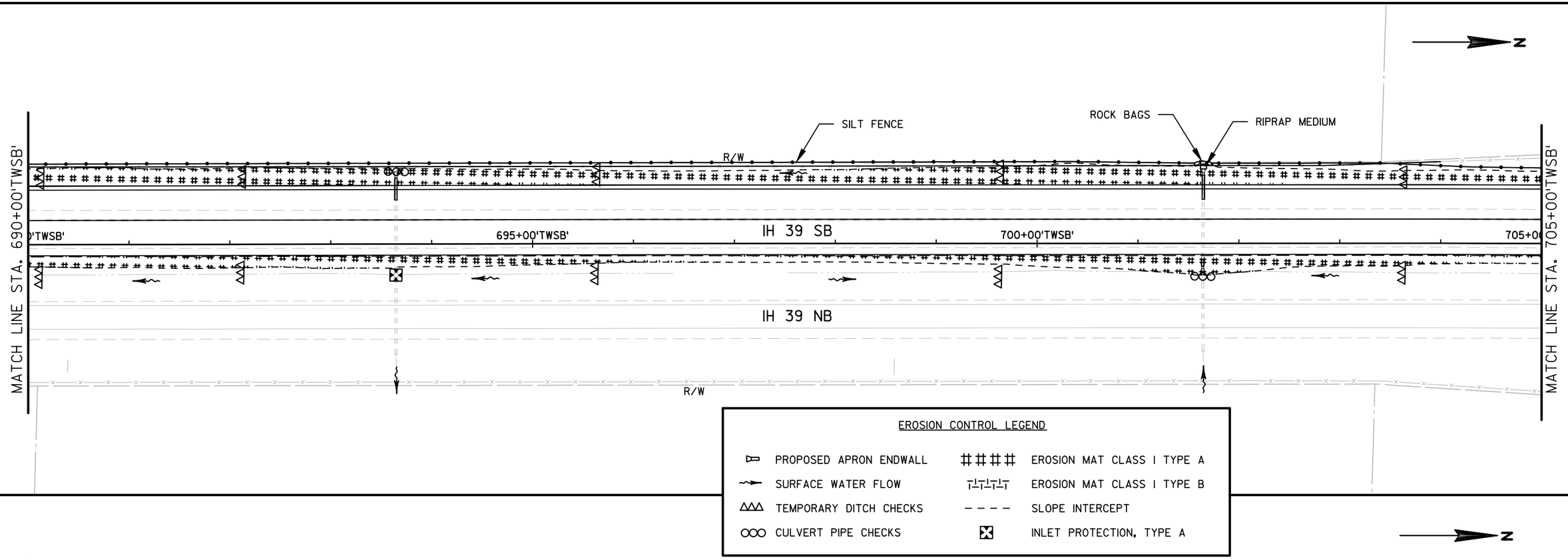


EROSION CONTROL LEGEND

PROPOSED APRON ENDWALL		EROSION MAT CLASS I TYPE A	
SURFACE WATER FLOW		EROSION MAT CLASS I TYPE B	
TEMPORARY DITCH CHECKS		SLOPE INTERCEPT	
CULVERT PIPE CHECKS		INLET PROTECTION, TYPE A	

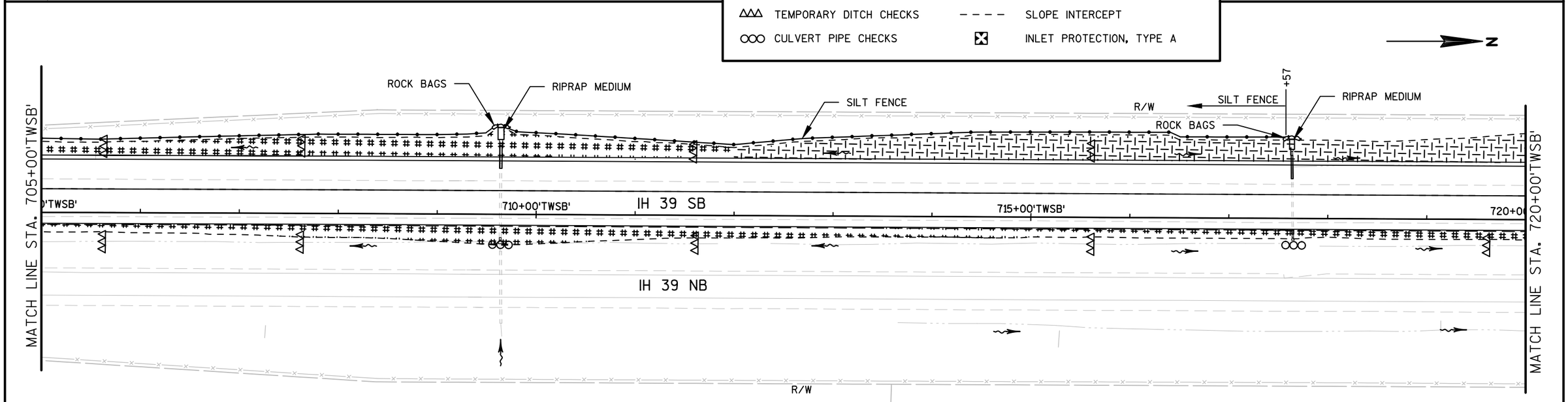


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL	SHEET 11	E



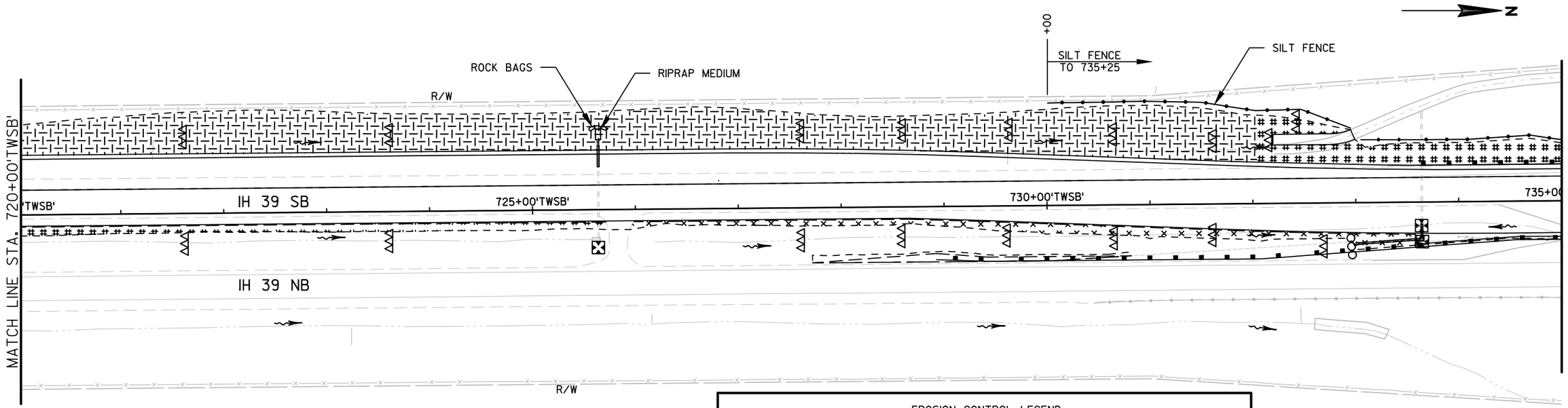
EROSION CONTROL LEGEND

PROPOSED APRON ENDWALL		####	EROSION MAT CLASS I TYPE A
SURFACE WATER FLOW		⊓⊓⊓⊓	EROSION MAT CLASS I TYPE B
TEMPORARY DITCH CHECKS		- - - -	SLOPE INTERCEPT
CULVERT PIPE CHECKS		⊠	INLET PROTECTION, TYPE A



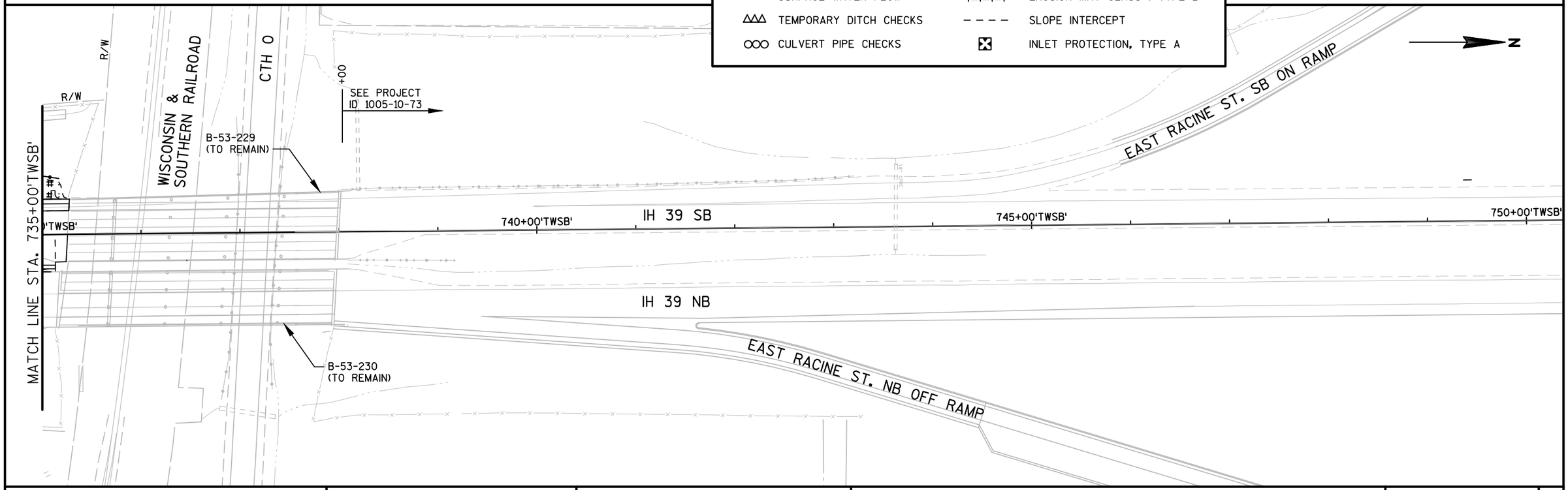
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL	SHEET 12	E

2



EROSION CONTROL LEGEND

	PROPOSED APRON ENDWALL	####	EROSION MAT CLASS I TYPE A
~→	SURFACE WATER FLOW		EROSION MAT CLASS I TYPE B
△△△	TEMPORARY DITCH CHECKS	– – – –	SLOPE INTERCEPT
○○○	CULVERT PIPE CHECKS	⊠	INLET PROTECTION, TYPE A



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: EROSION CONTROL	SHEET 13	E

2

2

N

STH 11 SB OFF RAMP

R/W

IH 39 SB

30+00'TWSB'

635+00'TWSB'

640+00'TWSB'

645+00

MATCH LINE STA. 645+00'TWSB'

IH 39 NB

STH 11 NB ON RAMP

R/W

LEGEND

(X-X) SIGN NUMBER

EXISTING/PROPOSED POST(S)

EXISTING/PROPOSED STEEL SUPPORT(S) STRUCTURAL STEEL

EXISTING/PROPOSED SIGN

* COORDINATE MOVING THIS BLUE SPECIFIC SERVICE SIGN IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

N

SIS (GAS)

MOVED BY OTHERS*

2-1

EMERGENCY STOPPING ONLY

MOVE SIGN

MATCH LINE STA. 645+00'TWSB'

R/W

'TWSB'

650+00'TWSB'

IH 39 SB

655+00'TWSB'

660+0

MATCH LINE STA. 660+00'TWSB'

IH 39 NB

R/W

WEST 39 90 MILE 177.4

TO REMAIN

EAST 39 90 MILE 177.4

TO REMAIN

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES

TO REMAIN

NOTE: EXISTING IH 39 NB SIGNING LOCATED ADJACENT TO THE OUTSIDE SHOULDER NOT SHOWN UNLESS OTHERWISE NOTED.

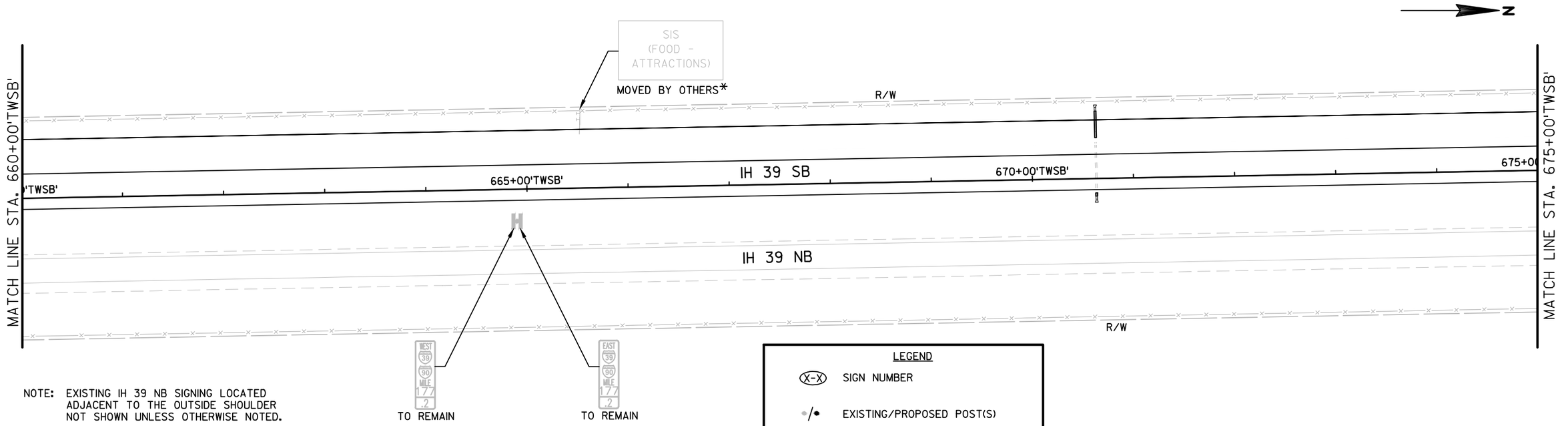
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 14	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\023200_PS.DWG
LAYOUT NAME - 023201_PS

PLOT DATE : 7/29/2015 9:28 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********

2

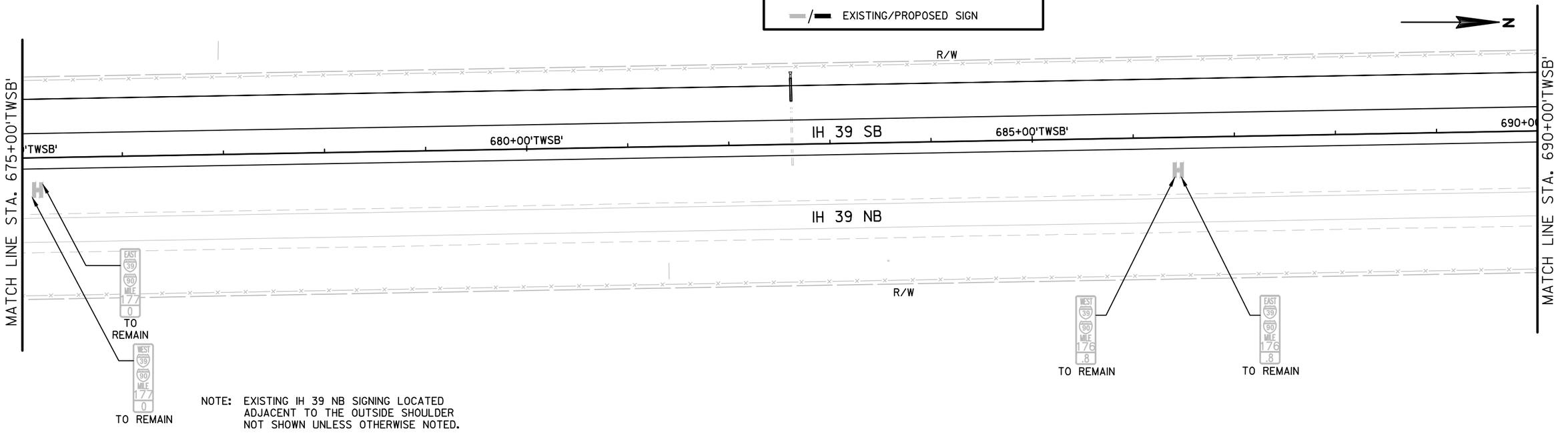
* COORDINATE MOVING THIS BLUE SPECIFIC SERVICE SIGN IN ACCORDANCE WITH THE SPECIAL PROVISIONS.



NOTE: EXISTING IH 39 NB SIGNING LOCATED ADJACENT TO THE OUTSIDE SHOULDER NOT SHOWN UNLESS OTHERWISE NOTED.

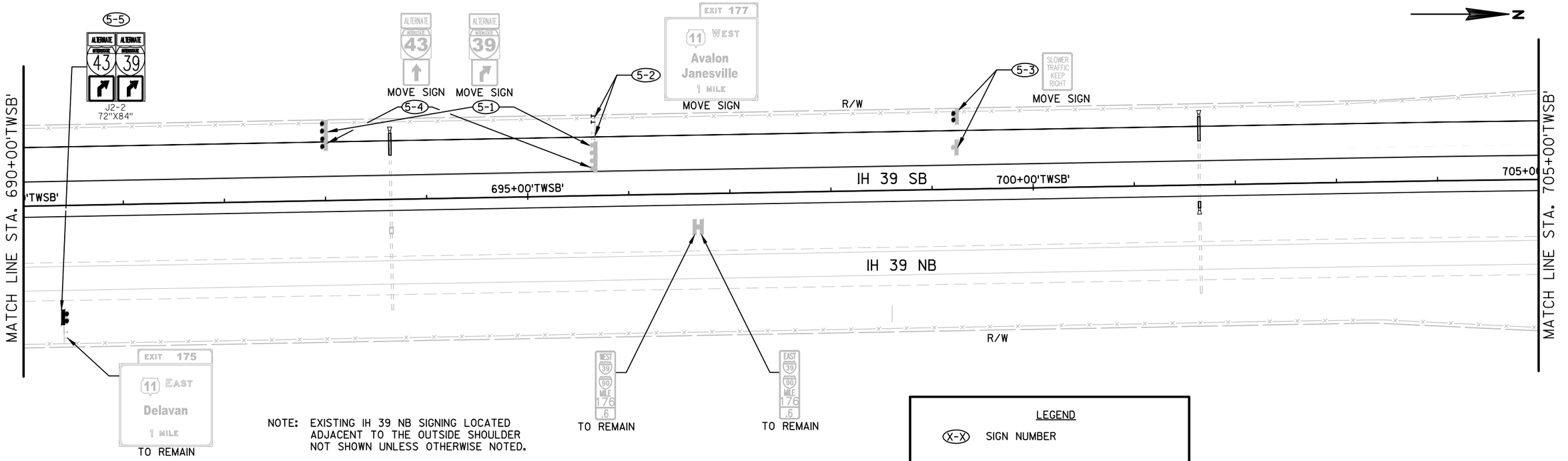
LEGEND

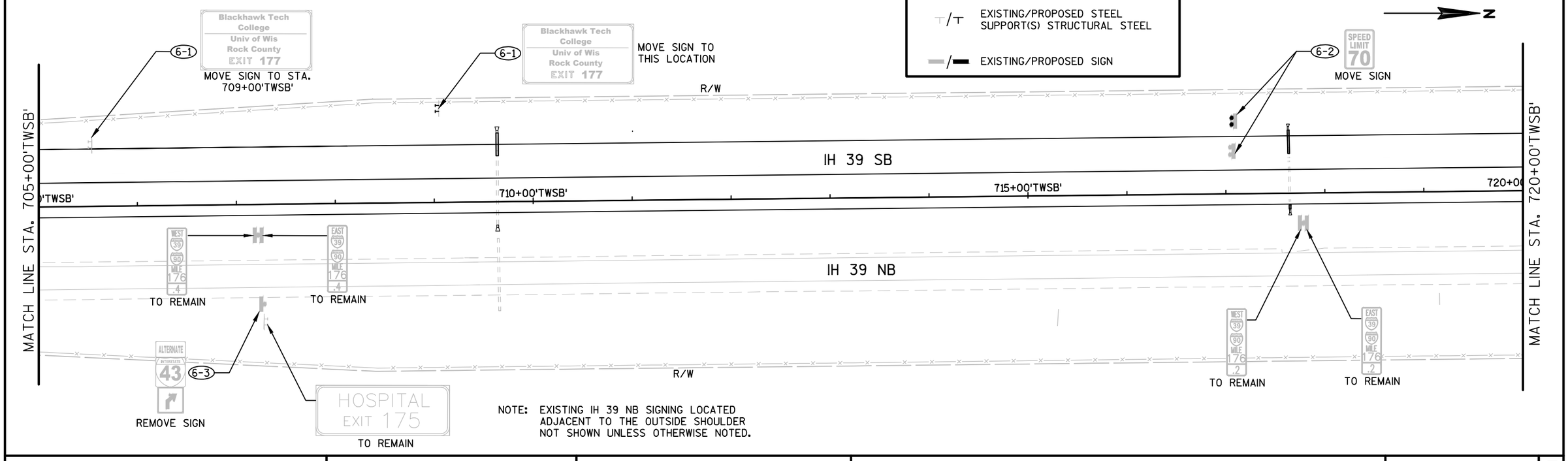
- (X-X) SIGN NUMBER
- EXISTING/PROPOSED POST(S)
- EXISTING/PROPOSED STEEL SUPPORT(S) STRUCTURAL STEEL
- EXISTING/PROPOSED SIGN



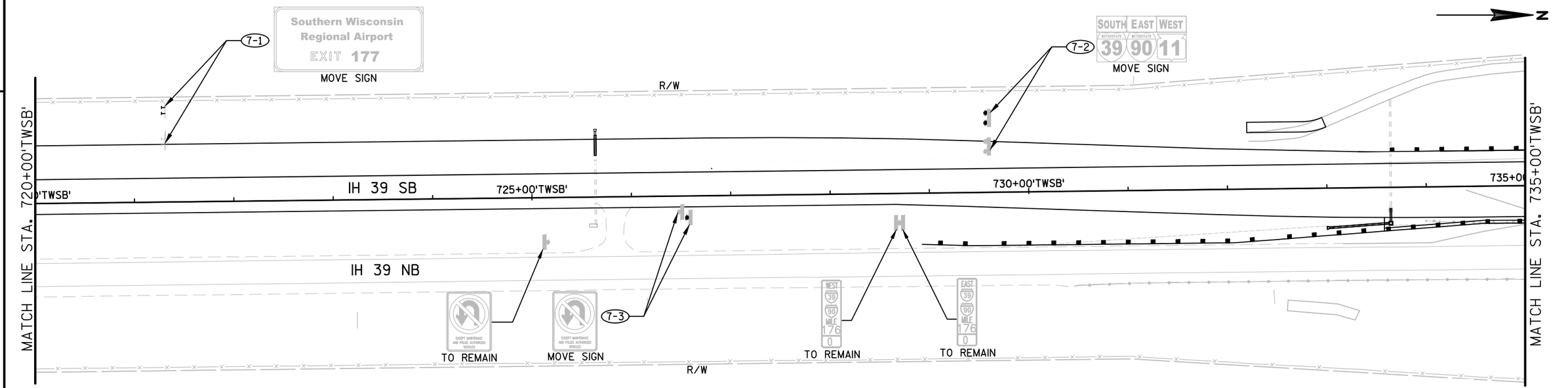
NOTE: EXISTING IH 39 NB SIGNING LOCATED ADJACENT TO THE OUTSIDE SHOULDER NOT SHOWN UNLESS OTHERWISE NOTED.

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 15 E

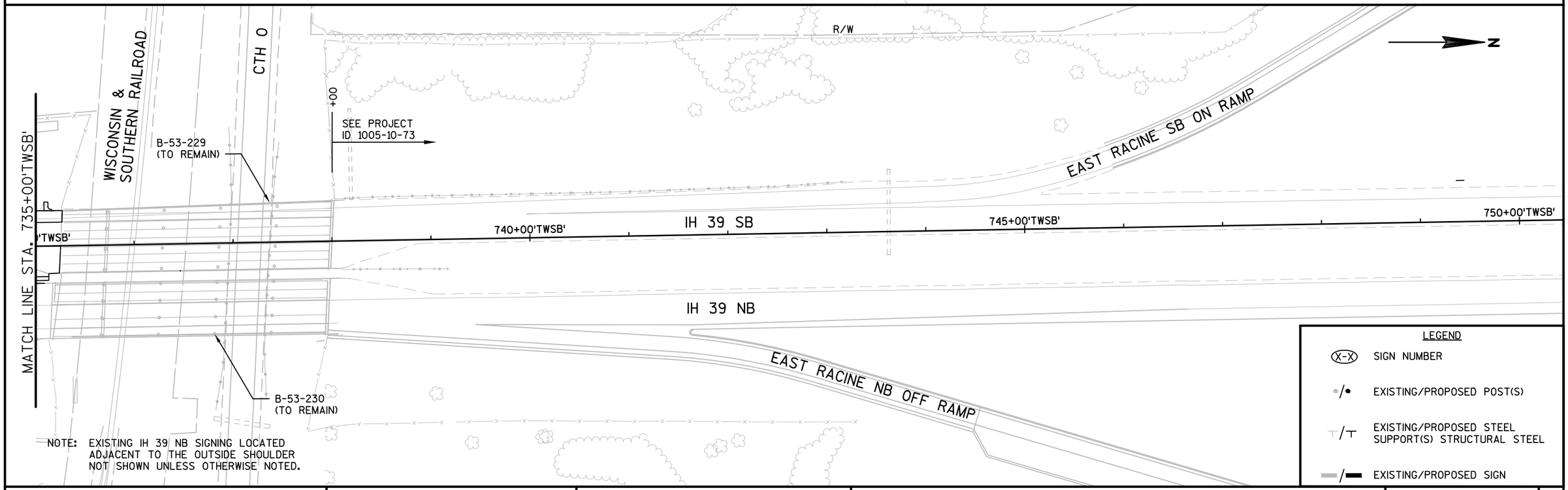




PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 16 E



NOTE: EXISTING IH 39 NB SIGNING LOCATED ADJACENT TO THE OUTSIDE SHOULDER NOT SHOWN UNLESS OTHERWISE NOTED.



NOTE: EXISTING IH 39 NB SIGNING LOCATED ADJACENT TO THE OUTSIDE SHOULDER NOT SHOWN UNLESS OTHERWISE NOTED.

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: PERMANENT SIGNING	SHEET 17	E

2

STH 11 SB OFF RAMP

IH 39 SB

630+00'TWSB' 635+00'TWSB' 640+00'TWSB' 645+00

+94'TWSB'

MATCH LINE STA. 645+00'TWSB'

IH 39 NB

STH 11 NB ON RAMP

N

LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE) (EDGE LINE)

② PAVEMENT MARKING EPOXY 4-INCH (YELLOW) (EDGE LINE)

③ PAVEMENT MARKING EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP) (LANE LINE)

N

MATCH LINE STA. 645+00'TWSB'

IH 39 SB

650+00'TWSB' 655+00'TWSB' 660+00'TWSB'

IH 39 NB

✳ CONTINUE IH 39 SB PAVEMENT MARKINGS BETWEEN STA. 660+00'TWSB' AND STA. 720+00'TWSB'.

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\024500_PM.DWG
LAYOUT NAME - 024501_PM
PLOT DATE : 7/28/2015 10:50 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

N

IH 39 SB

720+00'TWSB'

725+00'TWSB'

730+00'TWSB'

735+00

+45'TWSB'
BEGIN TAPER

MATCH LINE STA. 735+00'TWSB'

IH 39 NB

③

①

②

✳CONTINUE IH 39 SB PAVEMENT MARKINGS BETWEEN STA. 660+00'TWSB' AND STA. 720+00'TWSB'.

LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE) (EDGE LINE)

② PAVEMENT MARKING EPOXY 4-INCH (YELLOW) (EDGE LINE)

③ PAVEMENT MARKING EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP) (LANE LINE)

N

EAST RACINE ST. SB ON RAMP

WISCONSIN & SOUTHERN RAILROAD

CTH O

+00

SEE PROJECT ID 1005-10-73

B-53-229
(TO REMAIN)

MATCH LINE STA. 735+00'TWSB'

0'TWSB'

740+00'TWSB'

IH 39 SB

745+00'TWSB'

750+00'TWS

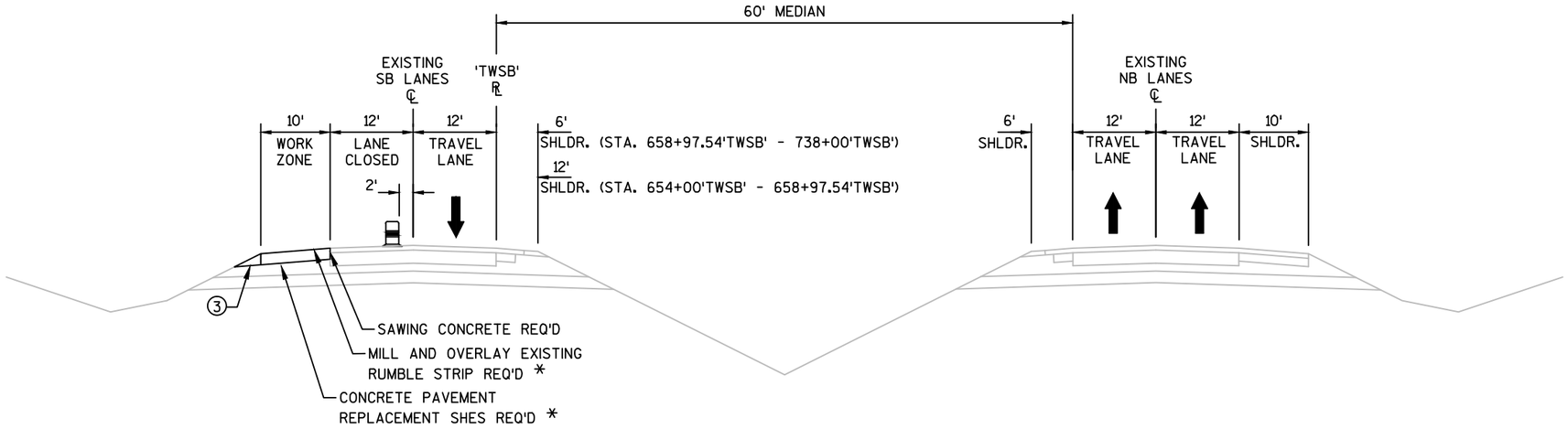
② ③ ①

IH 39 NB

EAST RACINE ST. NB OFF RAMP

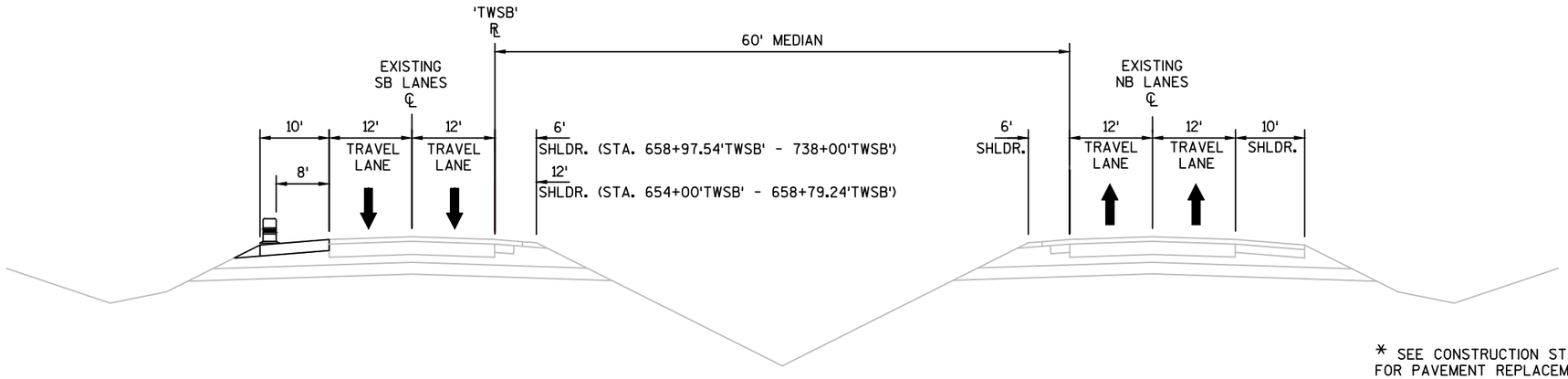
B-53-230
(TO REMAIN)

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: PAVEMENT MARKING	SHEET 19	E



TYPICAL SECTION - STAGE 1 (NIGHT CONSTRUCTION)

STA. 678+70.00'TWSB' LT - STA. 738+00.00'TWSB' LT**



TYPICAL SECTION - STAGE 1 (DAYTIME HOURS)

STA. 678+70.00'TWSB' LT - STA. 738+00.00'TWSB' LT**

**NOTE: STRUCTURE B-53-229 IS LOCATED FROM STA. 735+25.82'TWSB' - STA. 738+00.00'TWSB'

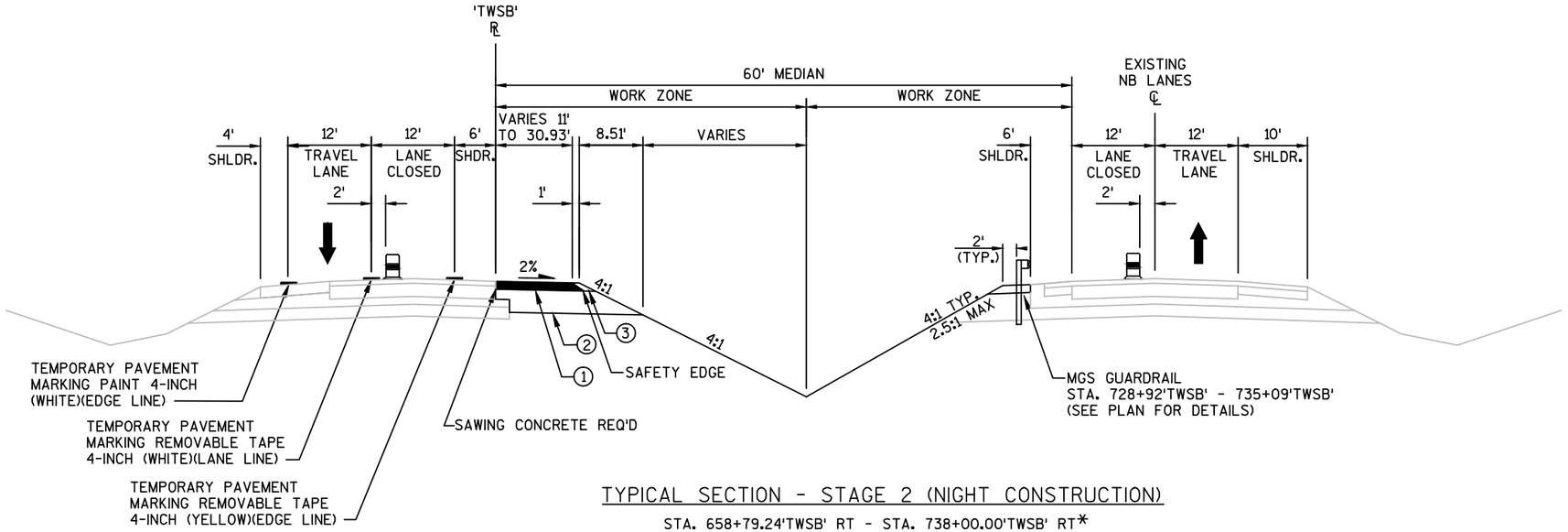
* SEE CONSTRUCTION STAGING DETAILS (STAGE 1), FOR PAVEMENT REPLACEMENT LOCATIONS.

LEGEND

①	HMA PAVEMENT TYPE E-30, 6.5-INCH
②	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
③	BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS)
	TRAFFIC CONTROL DRUMS

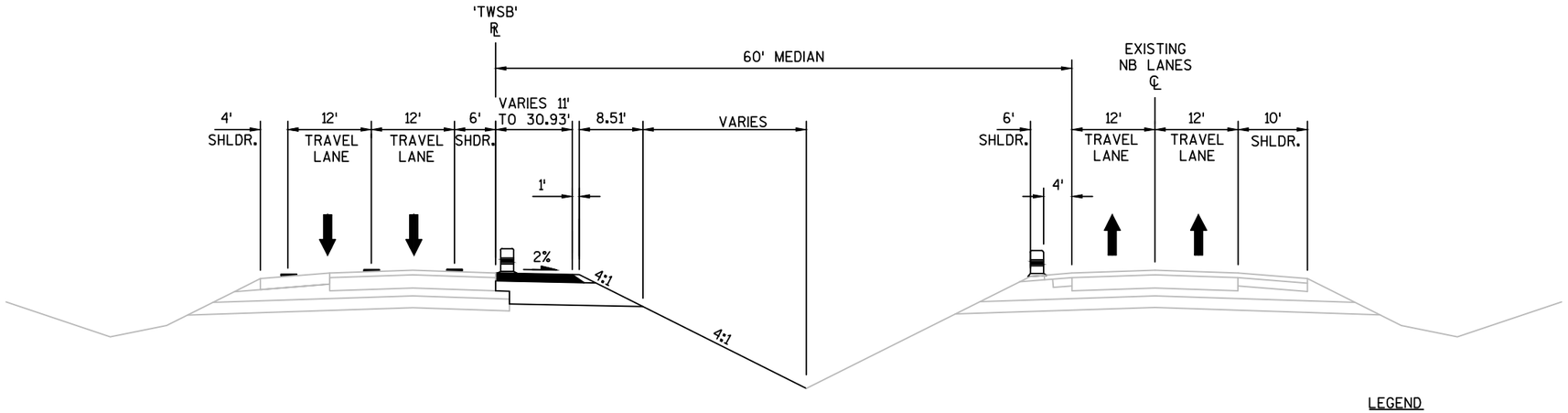
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING TYPICALS - STAGE 1	SHEET 20	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\025001_TS.DWG
LAYOUT NAME - 025001_TS
PLOT DATE : 10/21/2015 11:44 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



TYPICAL SECTION - STAGE 2 (NIGHT CONSTRUCTION)

STA. 658+79.24'TWSB' RT - STA. 738+00.00'TWSB' RT*



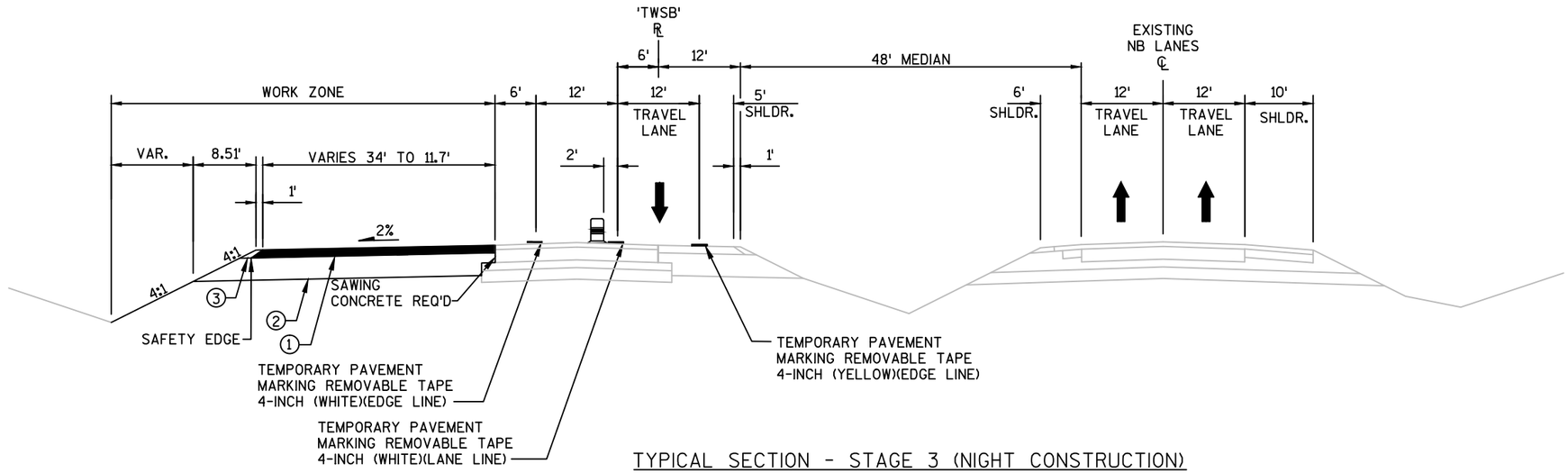
TYPICAL SECTION - STAGE 2 (DAYTIME HOURS)

STA. 658+79.24'TWSB' RT - STA. 738+00.00'TWSB' RT*

*NOTE: STRUCTURE B-53-229 IS LOCATED FROM STA. 735+25.82'TWSB' - STA. 738+00.00'TWSB'
STRUCTURE B-53-230 IS LOCATED FROM STA. 735+21.48'TWSB' - STA. 737+96.28'TWSB'

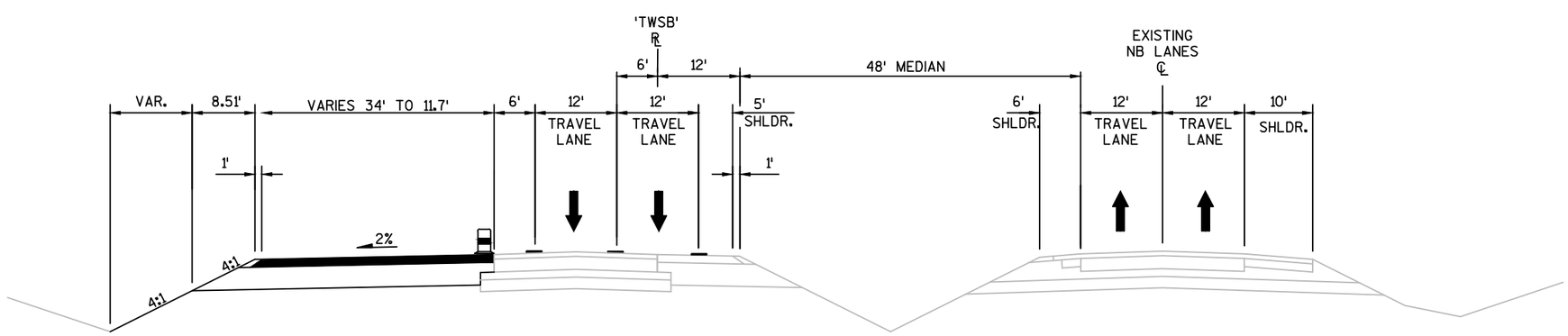
LEGEND

①	HMA PAVEMENT TYPE E-30, 6.5-INCH
②	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
③	BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS) (TYP.)
	TRAFFIC CONTROL DRUMS



TYPICAL SECTION - STAGE 3 (NIGHT CONSTRUCTION)

STA. 646+24.38'TWSB' LT - STA. 738+00.00'TWSB'LT *



TYPICAL SECTION - STAGE 3 (DAYTIME HOURS)

STA. 646+24.38'TWSB' LT - STA. 738+00.00'TWSB' LT*

*NOTE: STRUCTURE B-53-229 IS LOCATED FROM STA. 735+25.82'TWSB' - STA. 738+00.00'TWSB'

LEGEND

①	HMA PAVEMENT TYPE E-30, 6.5-INCH
②	BASE AGGREGATE DENSE 1 1/4-INCH, 17-INCH
③	BASE AGGREGATE DENSE 3/4-INCH (SHOULDERS) (TYP.)
	TRAFFIC CONTROL DRUMS

2

LEGEND

- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

TRAFFIC CONTROL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

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

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

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

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

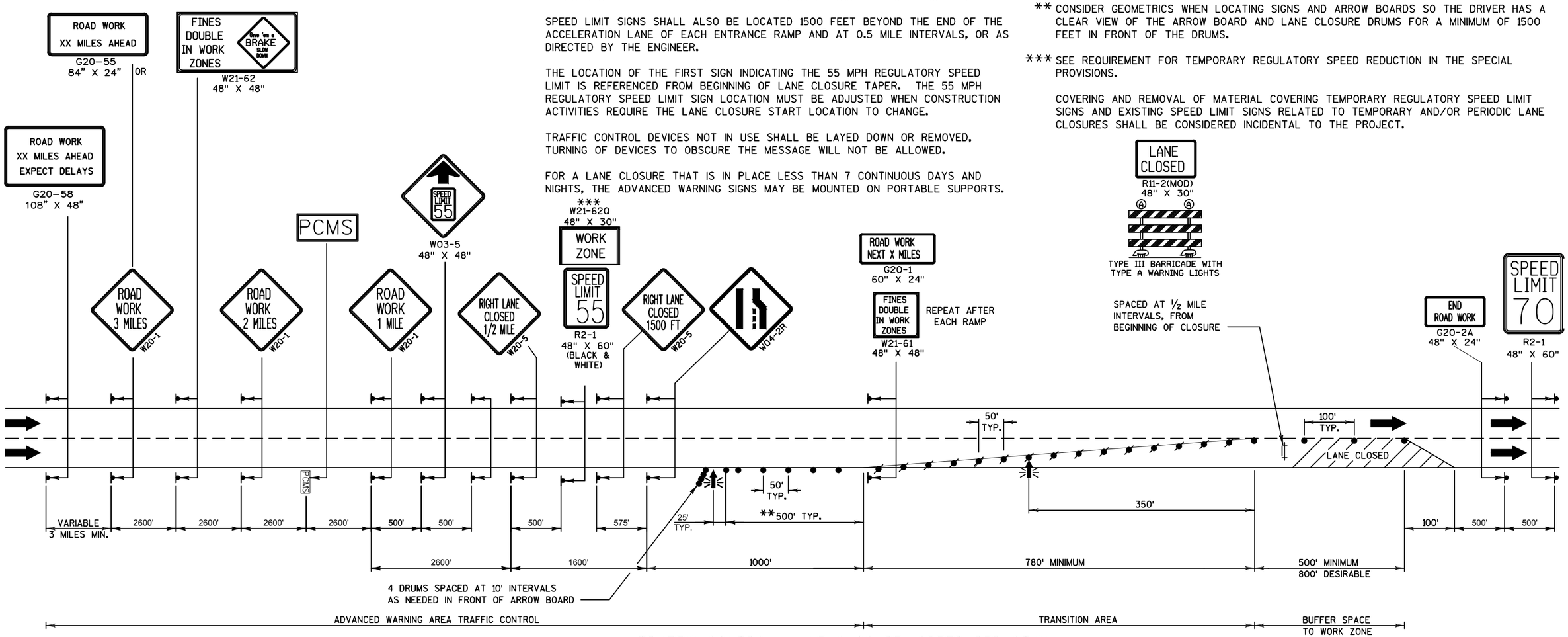
IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY ½ MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ½ THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

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

*** SEE REQUIREMENT FOR TEMPORARY REGULATORY SPEED REDUCTION IN THE SPECIAL PROVISIONS.

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



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

IH 39

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING DETAILS	SHEET 23	E

2

STAGE 1

MAINTENANCE OF TRAFFIC:
- IH 39 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHT TIME SINGLE LANE CLOSURES IN THE IH 39 SB DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS

CONSTRUCTION TO BE COMPLETED:
- SPOT REPAIRS OF EXISTING 6" NON-REINFORCED CONCRETE ON IH 39 SB OUTSIDE SHOULDER.
- MILL AND OVERLAY EXISTING RUMBLE STRIPS ON SB OUTSIDE SHOULDER FROM 678+70.00'TWSB' TO 735+28.13'TWSB'.

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.

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. TRAFFIC CONTROL SIGNS MOUNTED ON PORTABLE SUPPORTS MUST BE MOUNTED AT A MINIMUM HEIGHT OF 5 FEET FROM THE TOP OF PAVEMENT TO THE BOTTOM OF THE SIGN.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: THE CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND THE CONTRACT SPECIAL PROVISIONS.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

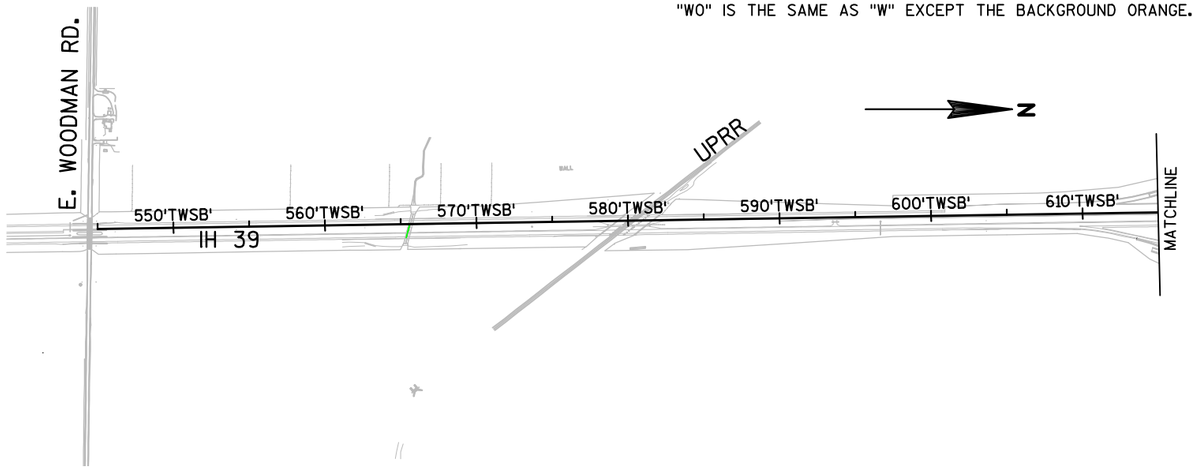
MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT BE STORED WITHIN THE MEDIAN OR CLEAR ZONE OF IH 39.

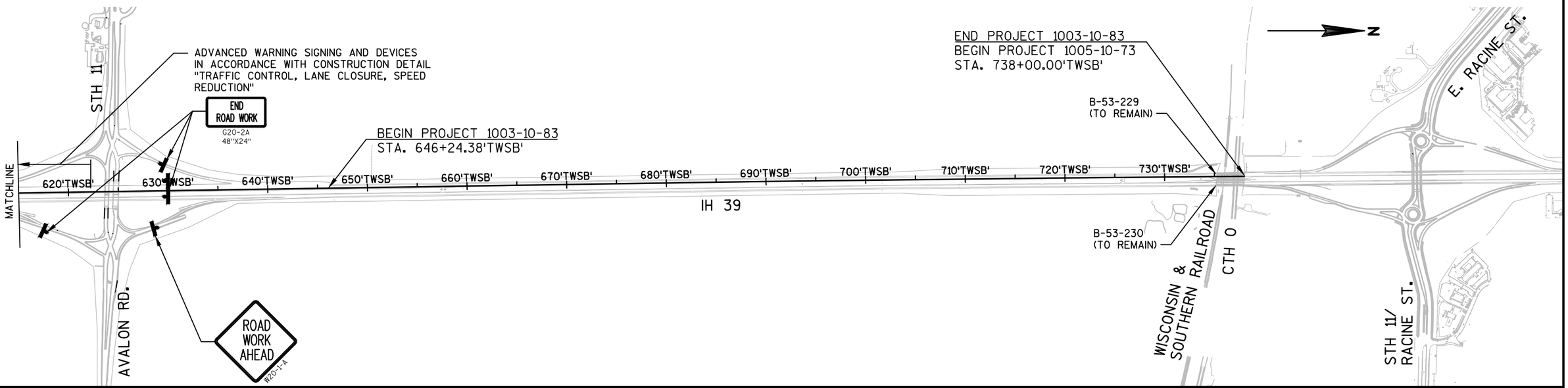
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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



LEGEND

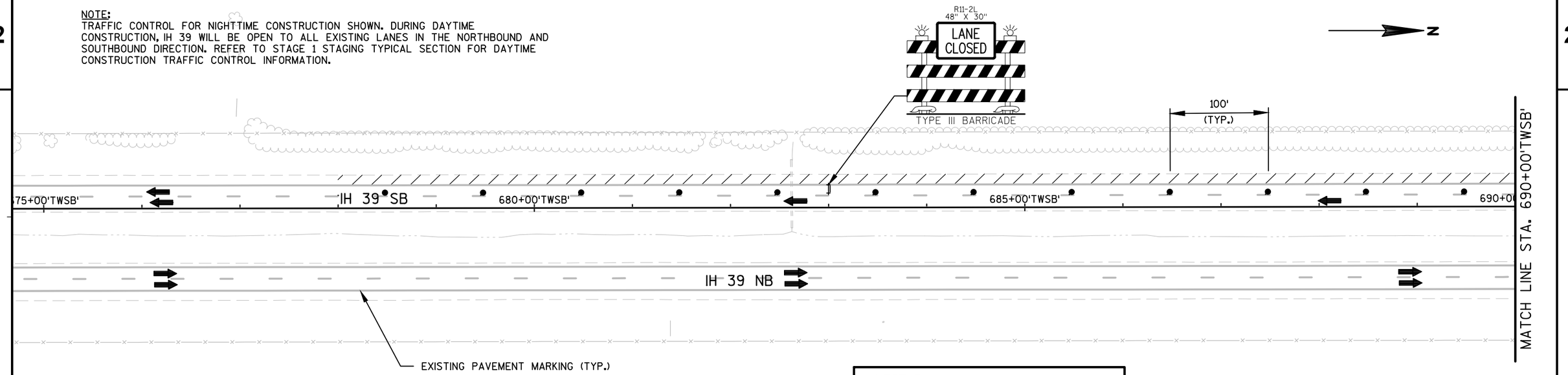
POST WITH SIGN ATTACHED



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 1 (OVERVIEW)	SHEET 24	E

2

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL ARROW BOARDS
- TYPE III BARRICADE W/SIGN

2

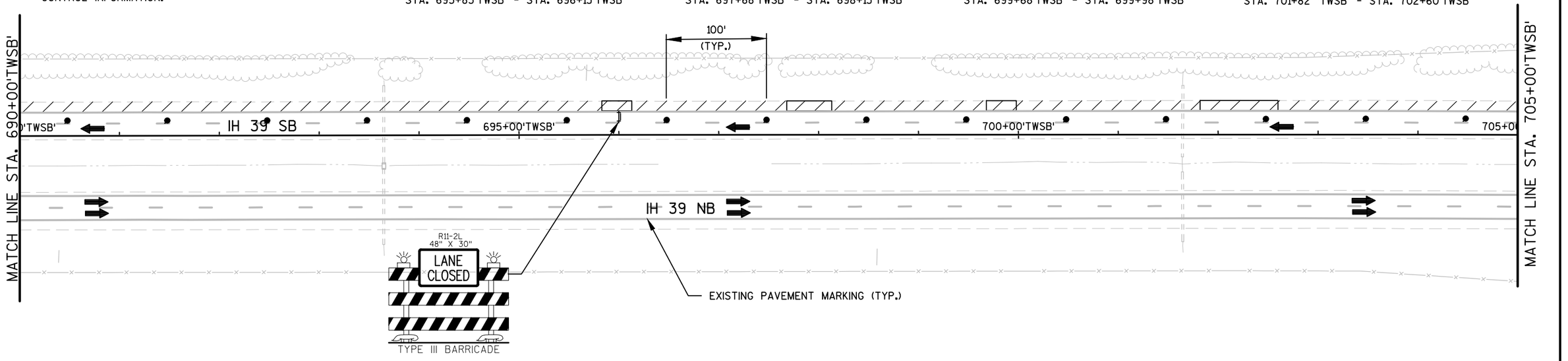
NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

CONCRETE PAVEMENT REPLACEMENT SHES REQ'D STA. 695+83'TWSB' - STA. 696+13'TWSB'

CONCRETE PAVEMENT REPLACEMENT SHES REQ'D STA. 697+68'TWSB' - STA. 698+13'TWSB'

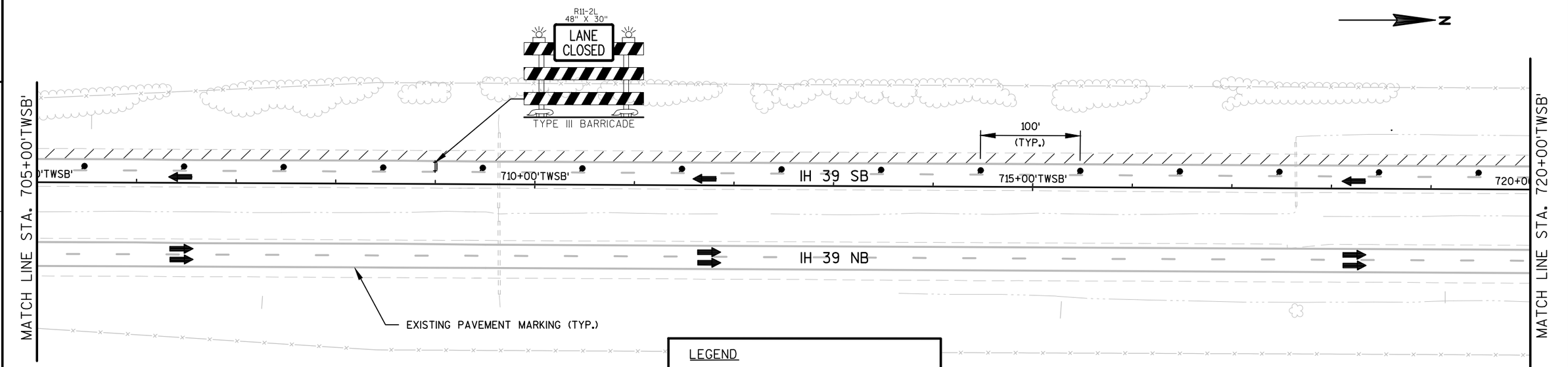
CONCRETE PAVEMENT REPLACEMENT SHES REQ'D STA. 699+68'TWSB' - STA. 699+98'TWSB'

CONCRETE PAVEMENT REPLACEMENT SHES REQ'D STA. 701+82 'TWSB' - STA. 702+60'TWSB'



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 1	SHEET 25	E

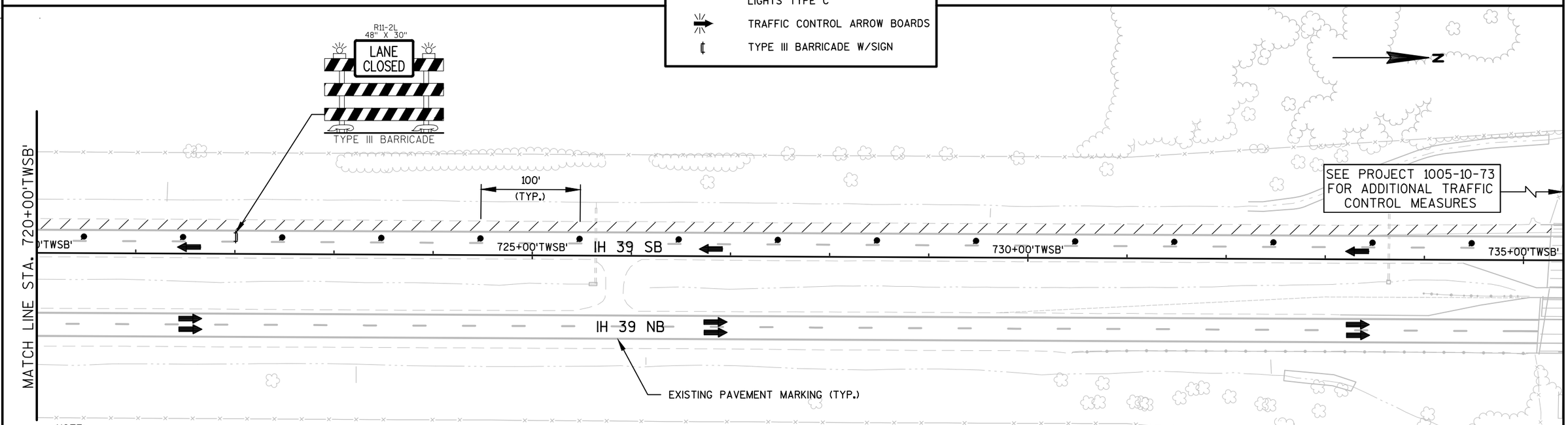
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\026002_S1.DWG
LAYOUT NAME - 026002_S1 - 026002_S1
PLOT DATE : 10/21/2015 2:29 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44



NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL ARROW BOARDS
- TYPE III BARRICADE W/SIGN



NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 1 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 1	SHEET 26	E

2

STAGE 2
MAINTENANCE OF TRAFFIC:

- SB TRAFFIC LANES TO SHIFT AND USE OUTSIDE SHOULDER REPAIRED IN STAGE 1.
- IH 39 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHT TIME SINGLE LANE CLOSURES IN THE IH 39 SB AND IH 39 NB DIRECTIONS AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS

CONSTRUCTION TO BE COMPLETED:

- REMOVE EXISTING INSIDE SHOULDER
- CONSTRUCT TEMPORARY WIDENING IN THE MEDIAN OF IH 39 SB FROM STA. 658+79.24'TWSB' TO STA. 735+25.82'TWSB'

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.

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. TRAFFIC CONTROL SIGNS MOUNTED ON PORTABLE SUPPORTS MUST BE MOUNTED AT A MINIMUM HEIGHT OF 5 FEET FROM THE TOP OF THE PAVEMENT TO THE BOTTOM OF THE SIGN.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO THE CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND THE CONTRACT SPECIAL PROVISIONS.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

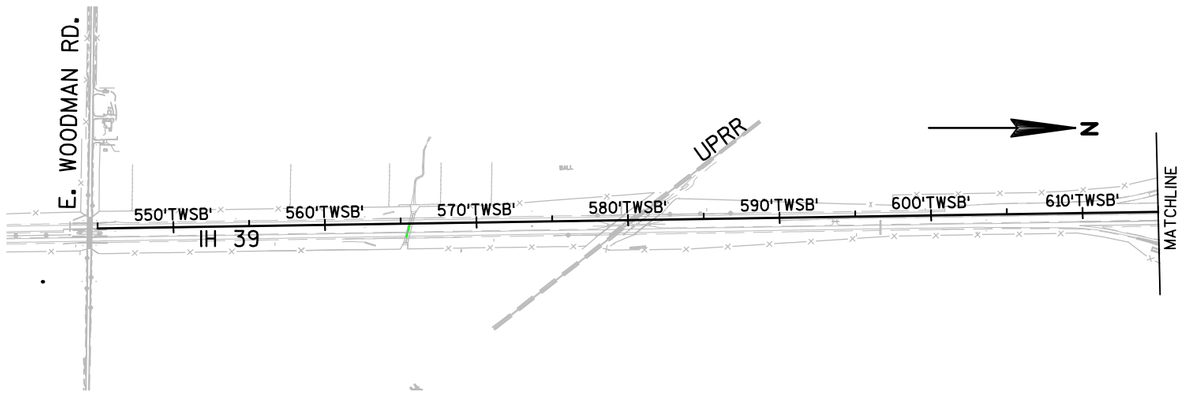
MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO SIGN PLANS FOR EXISTING ROUTE GUIDANCE.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT BE STORED WITHIN MEDIAN OR CLEAR ZONE OF IH 39.

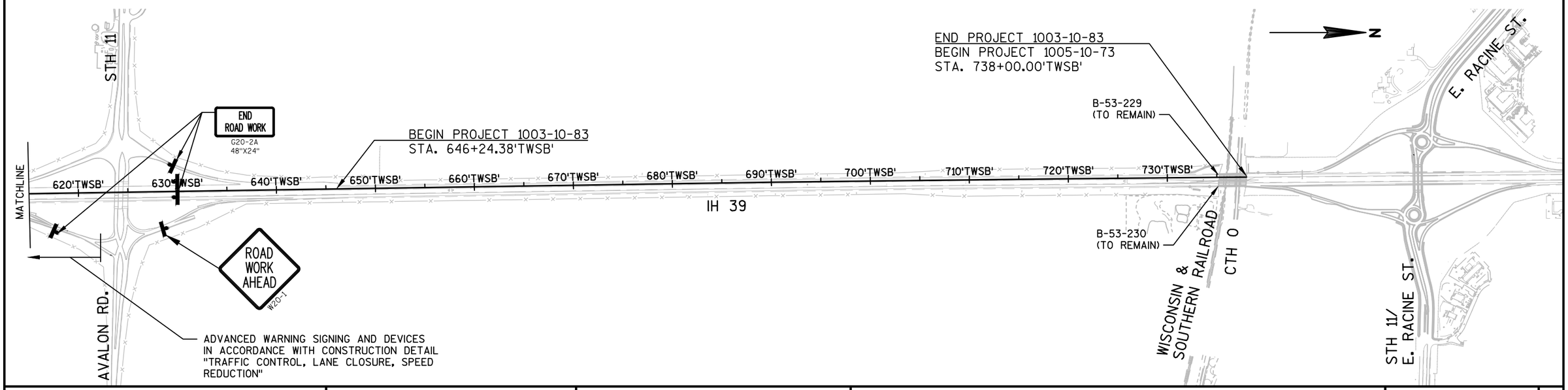
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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



LEGEND

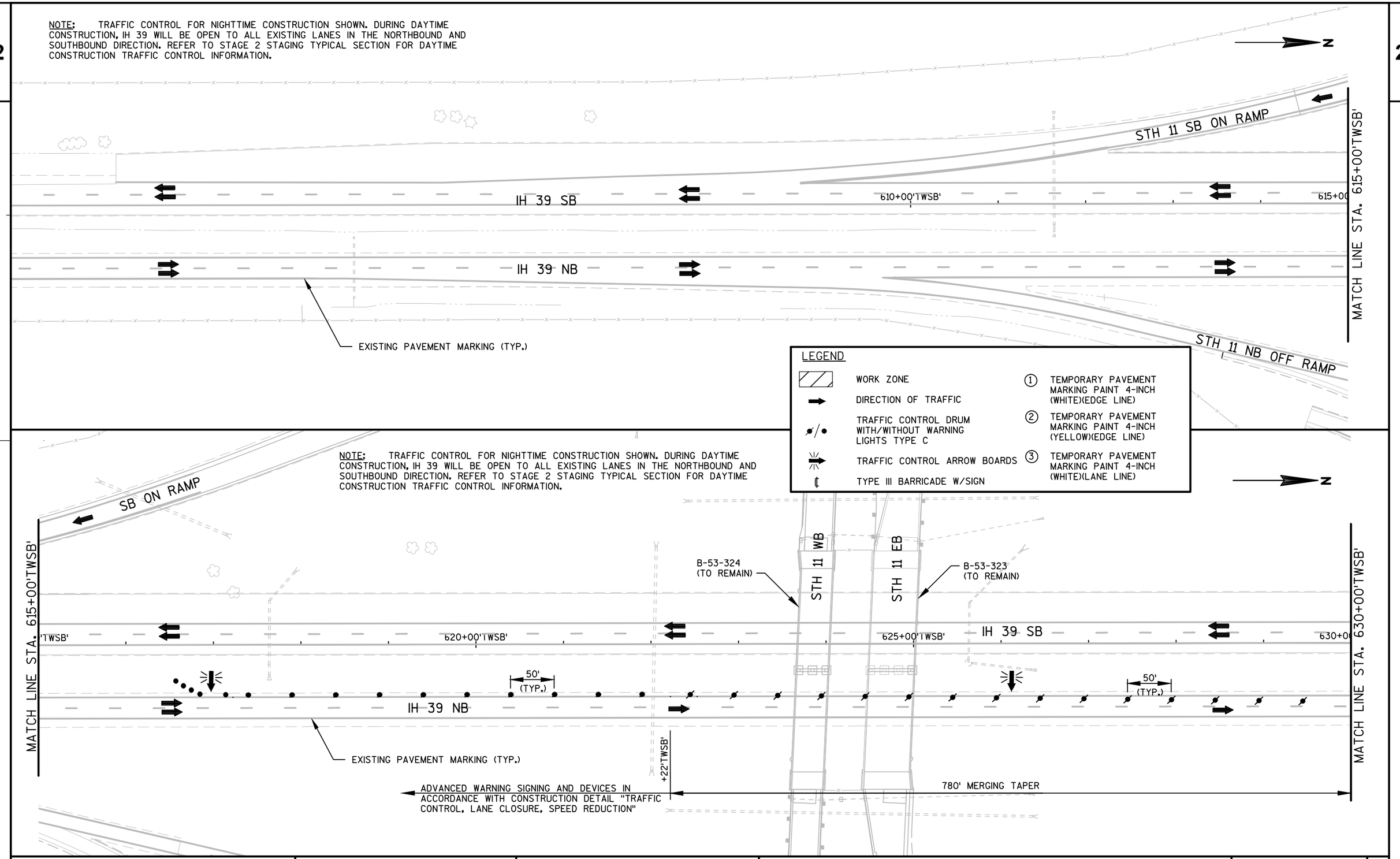
POST WITH SIGN ATTACHED



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 2 (OVERVIEW)	SHEET 27	E

2

NOTE: TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 2 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.



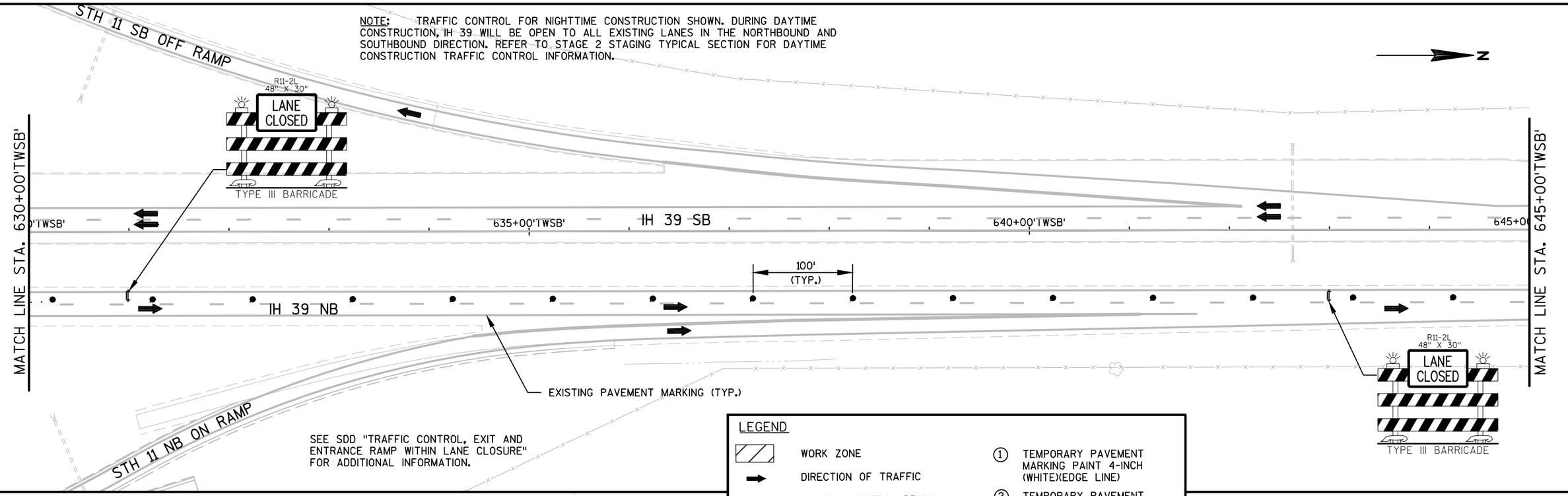
NOTE: TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 2 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 2	SHEET 28	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\026102_S2.DWG
LAYOUT NAME - 026102_S2
PLOT DATE : 10/21/2015 12:50 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

2

NOTE: TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 2 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

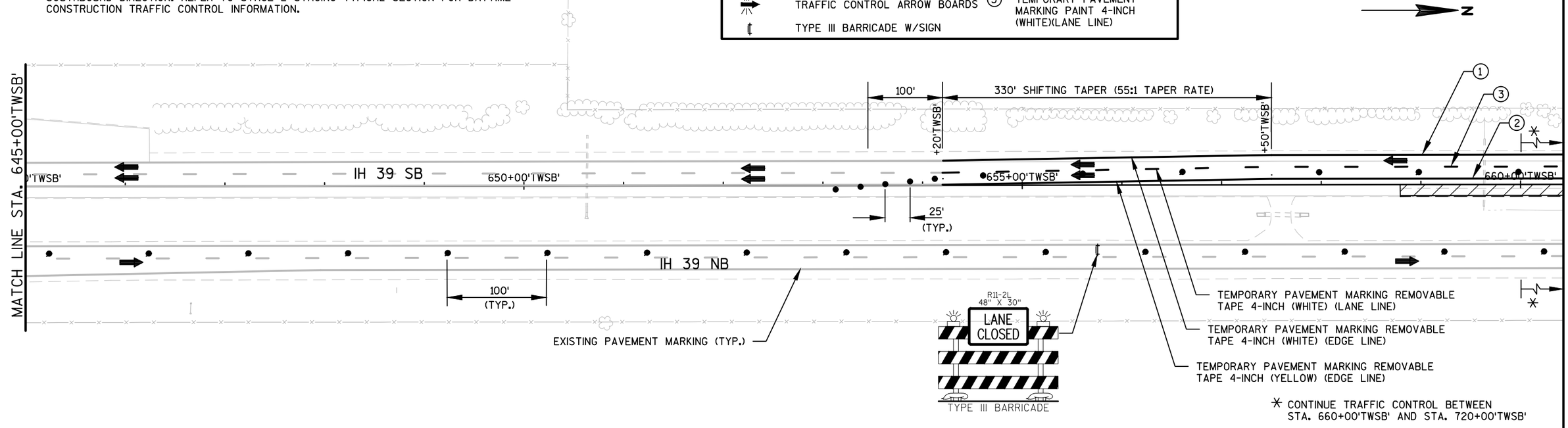


SEE SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL INFORMATION.

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL ARROW BOARDS
- TYPE III BARRICADE W/SIGN
- ① TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)(EDGE LINE)
- ② TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)(EDGE LINE)
- ③ TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)(LANE LINE)

NOTE: TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 2 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.



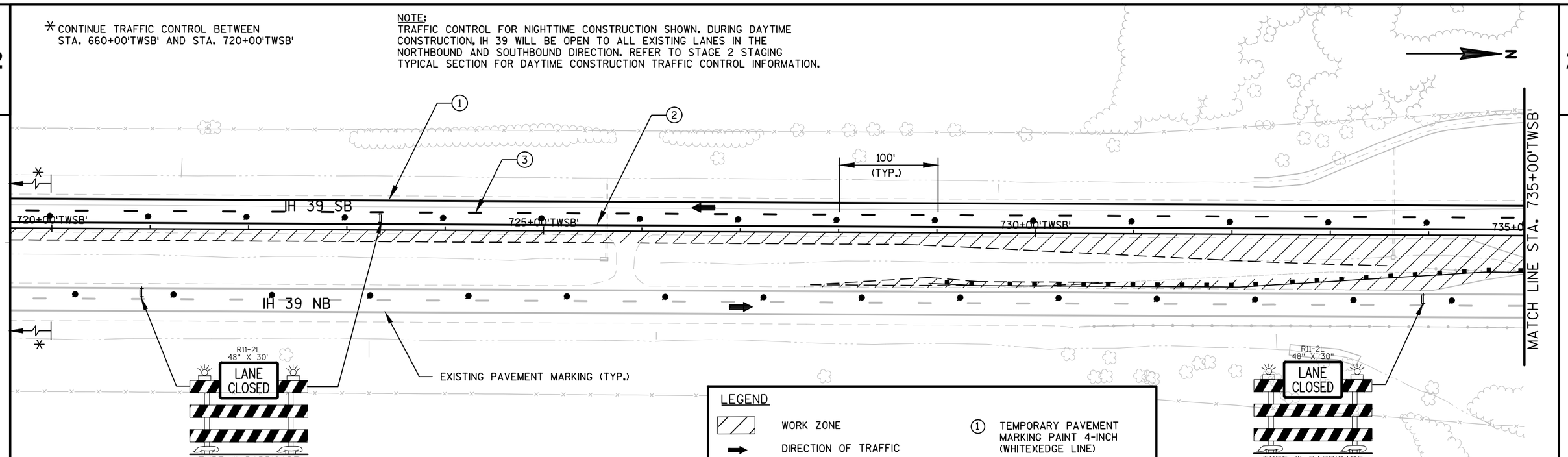
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 2	SHEET 29	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\026102_S2.DWG
LAYOUT NAME - 026103_S2
PLOT DATE : 10/21/2015 2:37 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

2

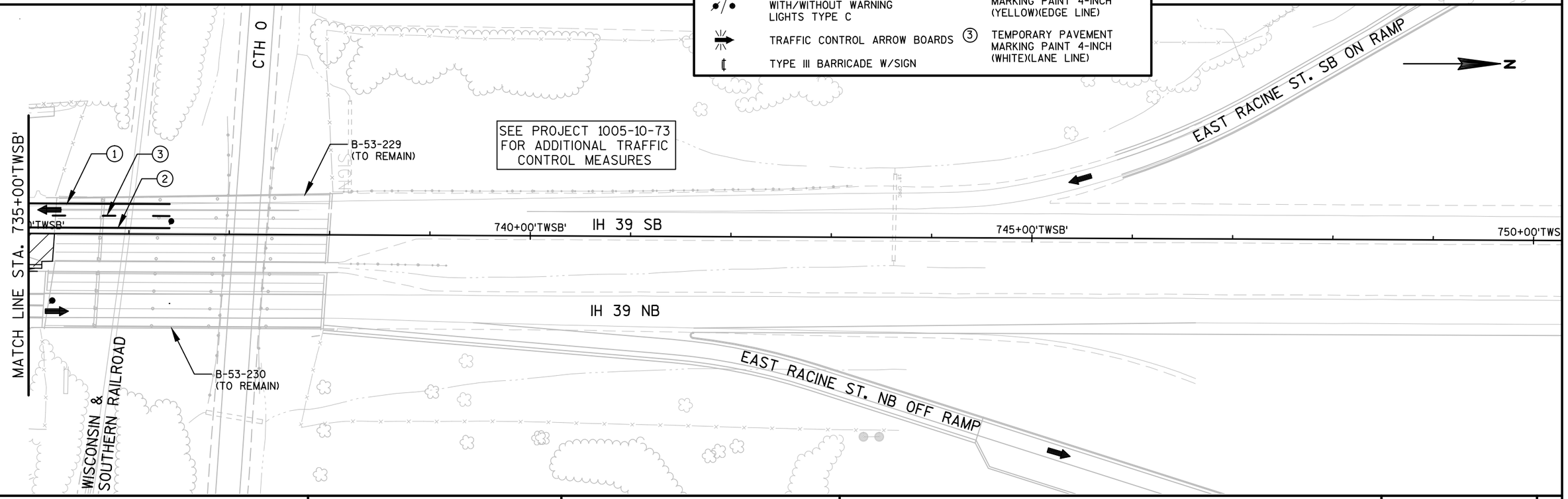
✳ CONTINUE TRAFFIC CONTROL BETWEEN STA. 660+00'TWSB' AND STA. 720+00'TWSB'

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 2 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL ARROW BOARDS
- TYPE III BARRICADE W/SIGN
- ① TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)(EDGE LINE)
- ② TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)(EDGE LINE)
- ③ TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)(LANE LINE)



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 2	SHEET 30	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\026102_S2.DWG
LAYOUT NAME - 026104_S2
PLOT DATE : 10/21/2015 2:40 PM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

2

STAGE 3
MAINTENANCE OF TRAFFIC:
- SOUTHBOUND TRAFFIC TO SHIFT AND USE TEMPORARY WIDENING COMPLETED IN THE MEDIAN DURING STAGE 2.
- IH 39 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHT TIME SINGLE LANE CLOSURES IN THE SOUTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:
- REMOVE EXISTING OUTSIDE SHOULDER.
- CONSTRUCT TEMPORARY WIDENING OF OUTSIDE IH 39 SB LANES FROM STA. 646+24.38'TWSB' TO STA 735+28.13'TWSB'.

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.

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. TRAFFIC CONTROL SIGNS MOUNTED ON PORTABLE SUPPORTS MUST BE MOUNTED AT A MINIMUM HEIGHT OF 5 FEET FROM THE TOP OF THE PAVEMENT TO THE BOTTOM OF THE SIGN.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO THE CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND THE CONTRACT SPECIAL PROVISIONS.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

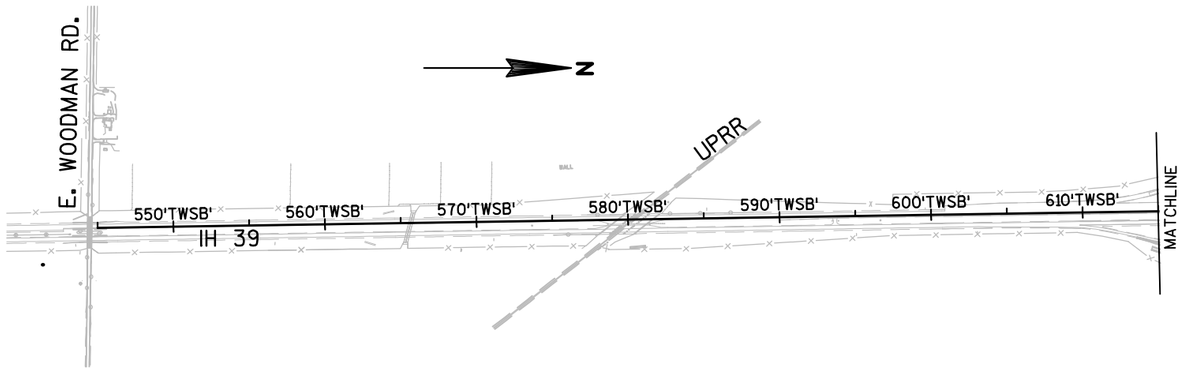
MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO SIGN PLANS FOR EXISTING ROUTE GUIDANCE.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT BE STORED WITHIN MEDIAN OR CLEAR ZONE OF IH 39.

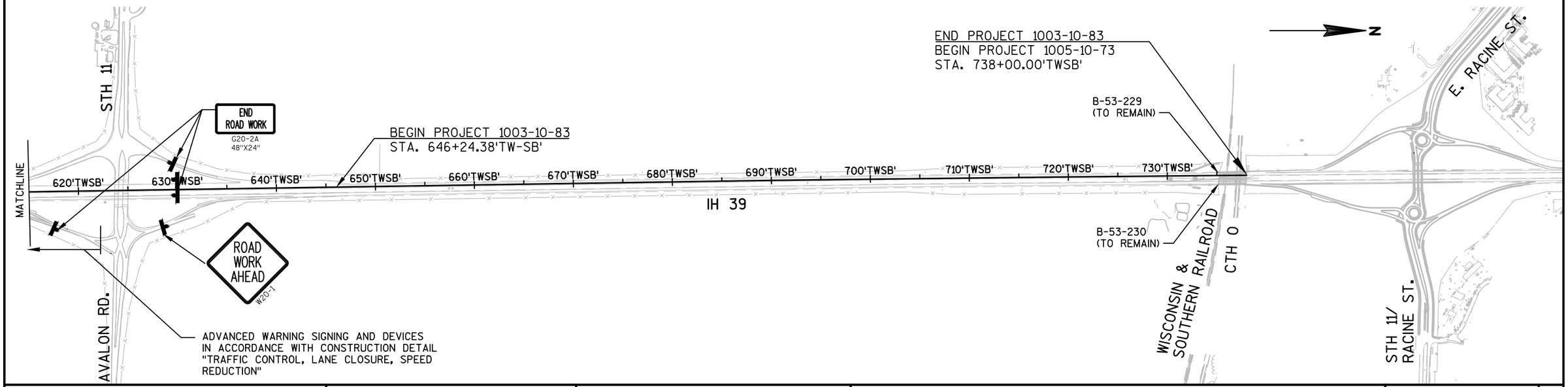
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

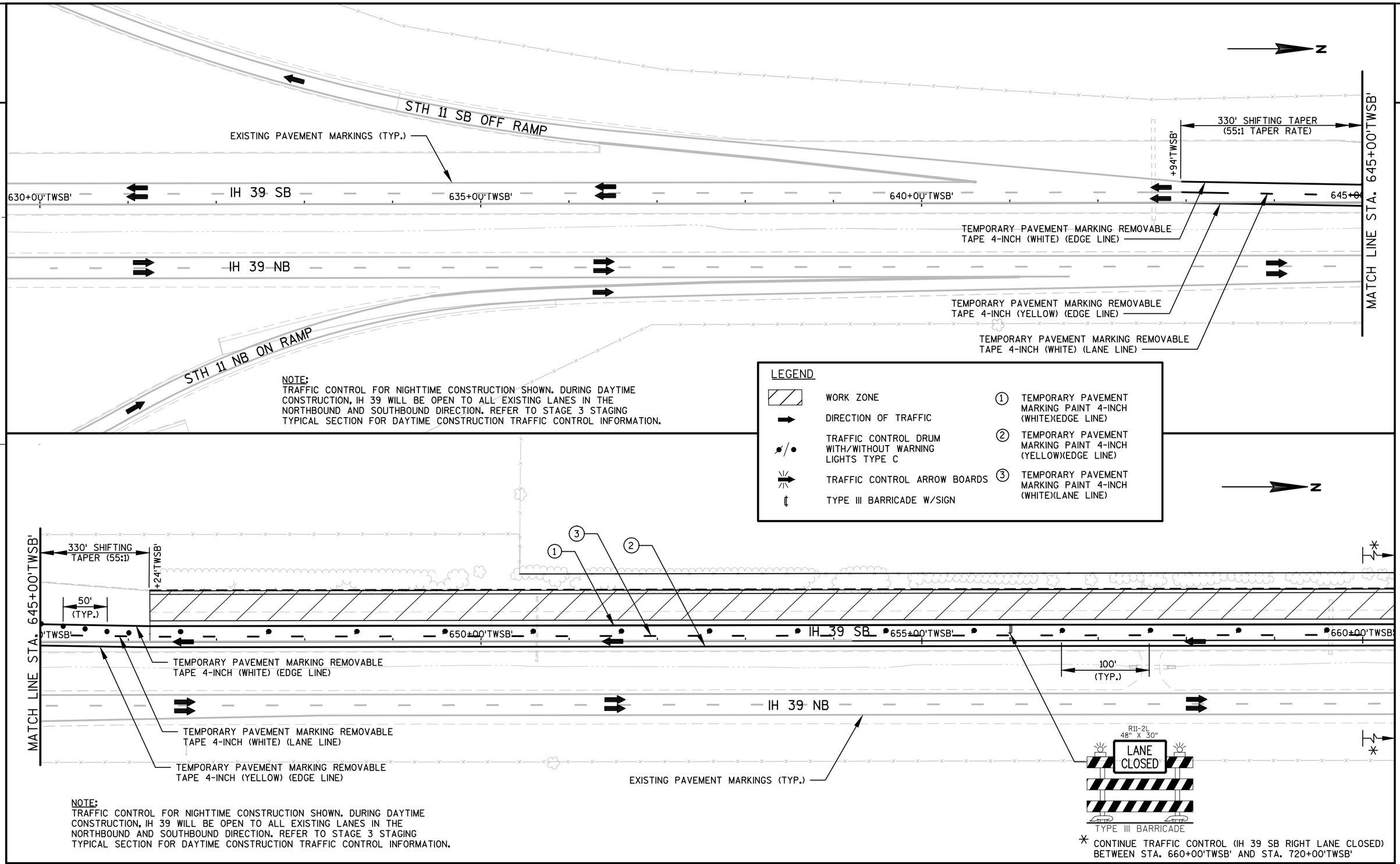


LEGEND

POST WITH SIGN ATTACHED



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 3 (OVERVIEW)	SHEET 31	E



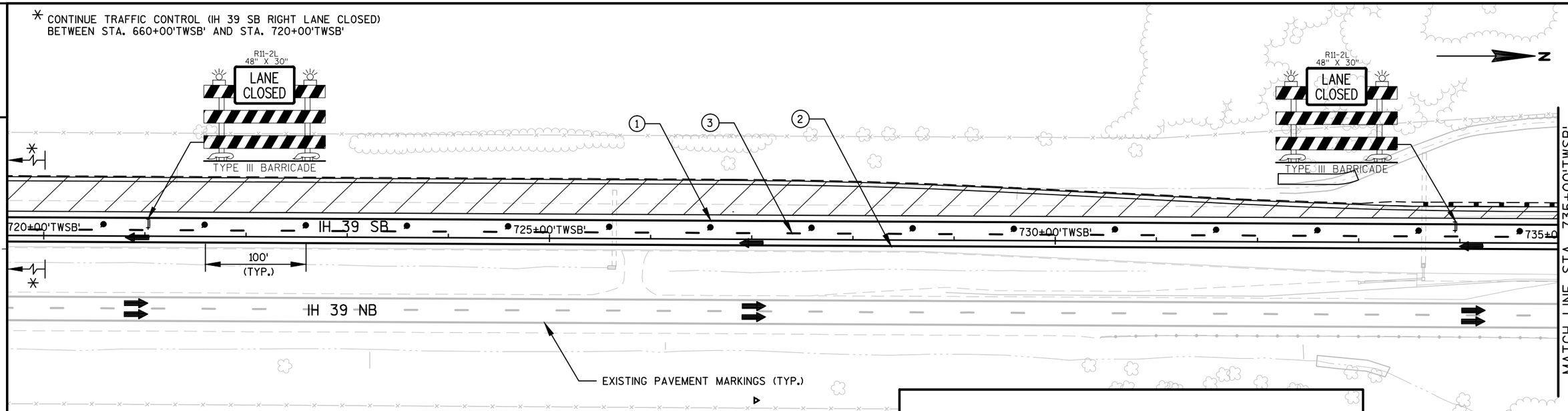
NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 3	SHEET 32	E

2

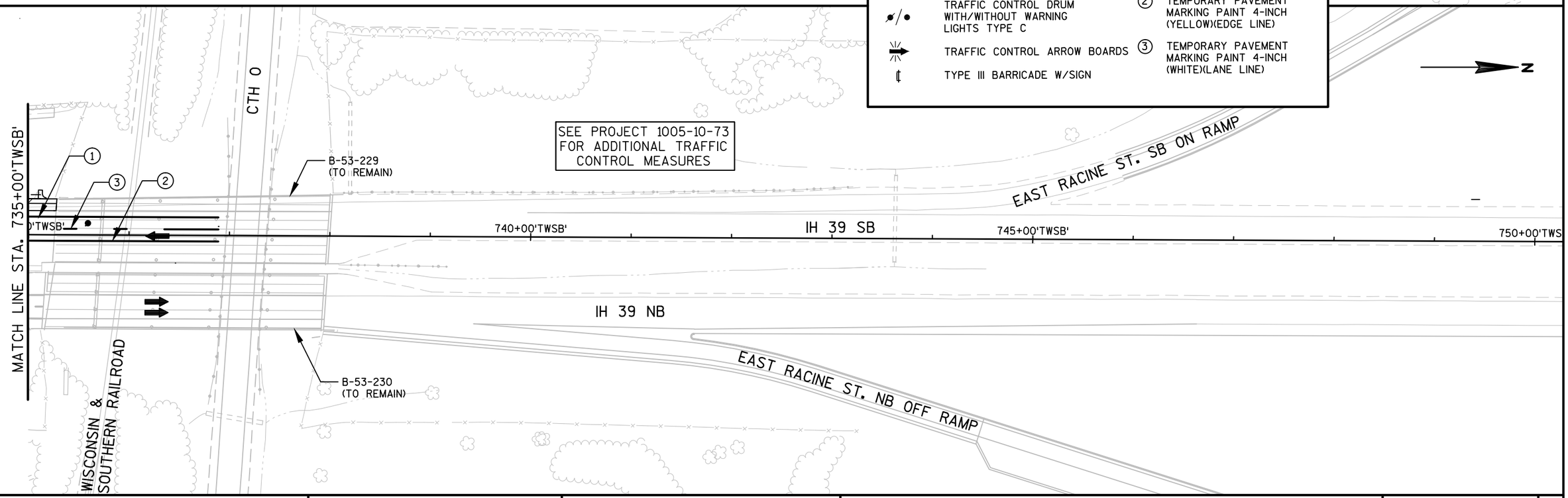
* CONTINUE TRAFFIC CONTROL (IH 39 SB RIGHT LANE CLOSED) BETWEEN STA. 660+00'TWSB' AND STA. 720+00'TWSB'



NOTE:
TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHOWN. DURING DAYTIME CONSTRUCTION, IH 39 WILL BE OPEN TO ALL EXISTING LANES IN THE NORTHBOUND AND SOUTHBOUND DIRECTION. REFER TO STAGE 3 STAGING TYPICAL SECTION FOR DAYTIME CONSTRUCTION TRAFFIC CONTROL INFORMATION.

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL ARROW BOARDS
- TYPE III BARRICADE W/SIGN
- (1) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)(EDGE LINE)
- (2) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)(EDGE LINE)
- (3) TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)(LANE LINE)

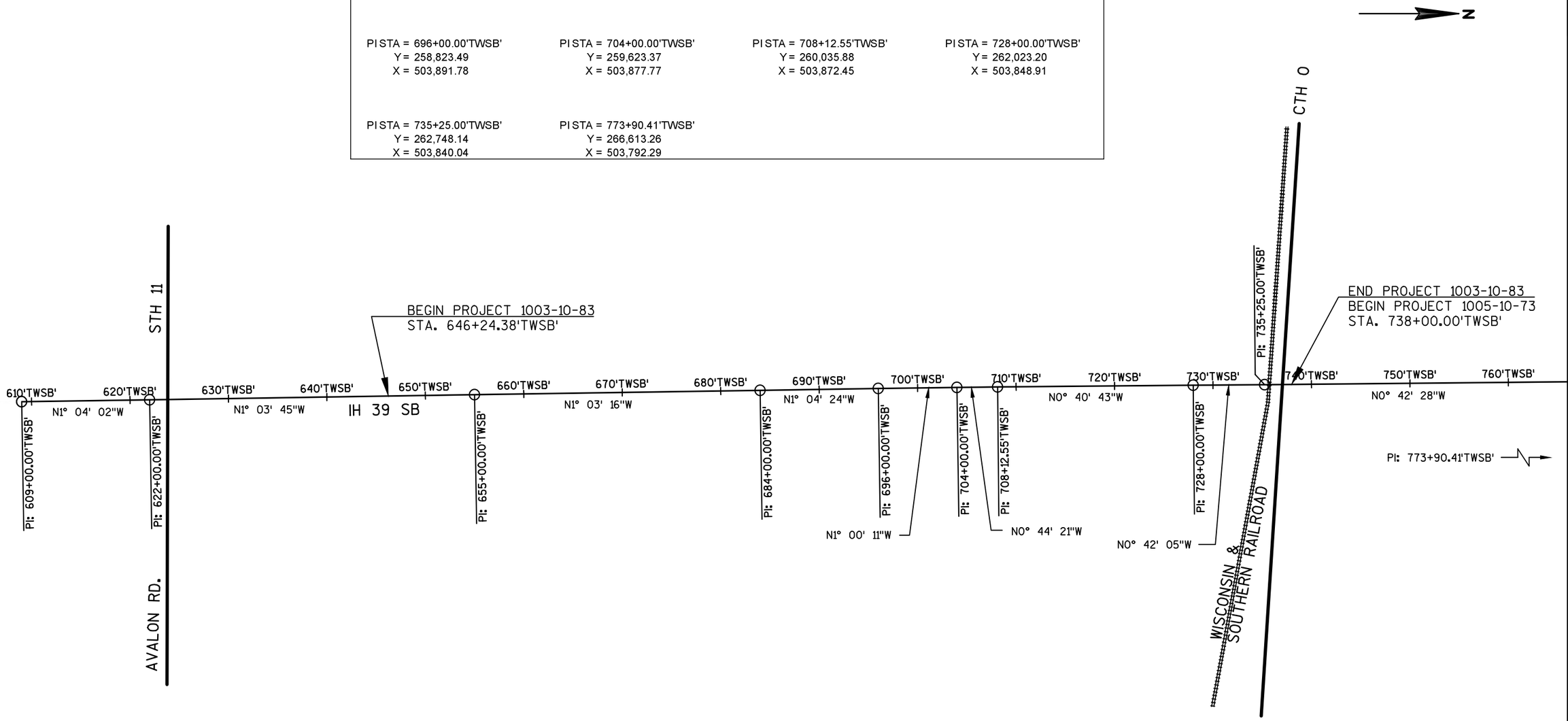


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: CONSTRUCTION STAGING - STAGE 3	SHEET 33	E

2

'TWSB' ALIGNMENT DATA

PI STA = 609+00.00'TWSB' Y = 250,124.99 X = 504,053.03	PI STA = 622+00.00'TWSB' Y = 251,424.76 X = 504,028.82	PI STA = 655+00.00'TWSB' Y = 254,724.19 X = 503,967.63	PI STA = 684+00.00'TWSB' Y = 257,623.70 X = 503,914.26
PI STA = 696+00.00'TWSB' Y = 258,823.49 X = 503,891.78	PI STA = 704+00.00'TWSB' Y = 259,623.37 X = 503,877.77	PI STA = 708+12.55'TWSB' Y = 260,035.88 X = 503,872.45	PI STA = 728+00.00'TWSB' Y = 262,023.20 X = 503,848.91
PI STA = 735+25.00'TWSB' Y = 262,748.14 X = 503,840.04	PI STA = 773+90.41'TWSB' Y = 266,613.26 X = 503,792.29		



NOTE: THIS ALIGNMENT IS ALONG THE INSIDE EDGE OF EXISTING SOUTHBOUND IH 39 MAINLINE PCC PAVEMENT (EDGE OF TRAVEL LANE)

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: ALIGNMENT DATA	SHEET 34	E

DATE 24NOV15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1003-10-83 QUANTITY
0010	201.0105	Clearing	STA	83.000	83.000
0020	201.0205	Grubbing	STA	83.000	83.000
0030	203.0100	Removing Small Pipe Culverts	EACH	10.000	10.000
0130	204.0100	Removing Pavement	SY	12,250.000	12,250.000
0150	204.0120	Removing Asphaltic Surface Milling	SY	1,250.000	1,250.000
0180	204.0165	Removing Guardrail	LF	110.000	110.000
0190	204.0170	Removing Fence	LF	5,356.000	5,356.000
0200	204.0180	Removing Delineators and Markers	EACH	38.000	38.000
0220	204.0220	Removing Inlets	EACH	1.000	1.000
0300	204.9180.S	Removing (item description) 001. Concrete Flume	SY	90.000	90.000
0310	205.0100	Excavation Common	CY	27,548.000	27,548.000
0340	208.1100	Select Borrow	CY	10,129.000	10,129.000
0370	213.0100	Finishing Roadway (project) 001. 1003-10-83	EACH	1.000	1.000
0400	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,705.000	1,705.000
0410	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	55,600.000	55,600.000
0450	416.0610	Drilled Tie Bars	EACH	102.000	102.000
0490	416.1725	Concrete Pavement Replacement SHES	SY	258.000	258.000
0500	455.0105	Asphaltic Material PG58-28	TON	545.000	545.000
0510	455.0120	Asphaltic Material PG64-28	TON	341.000	341.000
0520	455.0605	Tack Coat	GAL	3,095.000	3,095.000
0540	460.1130	HMA Pavement Type E-30	TON	15,855.000	15,855.000
0550	460.2000	Incentive Density HMA Pavement	DOL	10,280.000	10,280.000
0560	465.0105	Asphaltic Surface	TON	30.000	30.000
0570	465.0125	Asphaltic Surface Temporary	TON	160.000	160.000
0580	465.0315	Asphaltic Flumes	SY	5.000	5.000
0720	520.8000	Concrete Collars for Pipe	EACH	14.000	14.000
0810	522.0318	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	209.000	209.000
0820	522.0324	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	68.000	68.000
0840	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	9.000	9.000
0850	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	5.000	5.000
0970	606.0200	Riprap Medium	CY	18.000	18.000
1110	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
1170	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
1260	614.2300	MGS Guardrail 3	LF	480.000	480.000
1270	614.2330	MGS Guardrail 3 K	LF	225.000	225.000
1280	614.2500	MGS Thrie Beam Transition	LF	49.000	49.000
1290	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
1300	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000
1310	616.0100	Fence Woven Wire (height) 001. 4-Foot **P**	LF	5,356.000	5,356.000
1320	618.0100	Maintenance And Repair of Haul Roads (project) 001. 1003-10-83	EACH	1.000	1.000
1350	619.1000	Mobilization	EACH	0.150	0.150
1370	624.0100	Water	MGAL	571.000	571.000
1380	625.0500	Salvaged Topsoil **P**	SY	12,250.000	12,250.000
1390	627.0200	Mulching	SY	5,000.000	5,000.000
1400	628.1504	Silt Fence	LF	7,650.000	7,650.000
1410	628.1520	Silt Fence Maintenance	LF	15,300.000	15,300.000
1420	628.1905	Mobilizations Erosion Control	EACH	7.000	7.000

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DATE 24NOV15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1003-10-83 QUANTITY
1430	628.1910	Mobilizations Emergency Erosion Control	EACH	7.000	7.000
1440	628.2002	Erosion Mat Class I Type A	SY	14,775.000	14,775.000
1450	628.2004	Erosion Mat Class I Type B	SY	10,645.000	10,645.000
1460	628.6510	Soil Stabilizer Type B	ACRE	4.000	4.000
1470	628.7005	Inlet Protection Type A	EACH	9.000	9.000
1500	628.7504	Temporary Ditch Checks	LF	1,350.000	1,350.000
1510	628.7555	Culvert Pipe Checks	EACH	27.000	27.000
1520	628.7560	Tracking Pads	EACH	2.000	2.000
1530	628.7570	Rock Bags	EACH	24.000	24.000
1540	629.0205	Fertilizer Type A	CWT	21.000	21.000
1560	630.0130	Seeding Mixture No. 30	LB	660.000	660.000
1570	630.0200	Seeding Temporary	LB	855.000	855.000
1590	633.0100	Delineator Posts Steel	EACH	22.000	22.000
1600	633.0500	Delineator Reflectors	EACH	22.000	22.000
1610	633.5200	Markers Culvert End	EACH	17.000	17.000
1640	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
1650	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	5.000	5.000
1660	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	9.000	9.000
1700	635.0200	Sign Supports Structural Steel HS	LB	2,869.000	2,869.000
1710	636.0100	Sign Supports Concrete Masonry **P**	CY	4.800	4.800
1720	636.0500	Sign Supports Steel Reinforcement	LB	294.000	294.000
1730	637.2210	Signs Type II Reflective H	SF	42.000	42.000
1760	638.2101	Moving Signs Type I	EACH	3.000	3.000
1770	638.2102	Moving Signs Type II	EACH	7.000	7.000
1790	638.2602	Removing Signs Type II	EACH	1.000	1.000
1800	638.3000	Removing Small Sign Supports	EACH	12.000	12.000
1810	638.3100	Removing Structural Steel Sign Supports	EACH	6.000	6.000
1830	642.5201	Field Office Type C	EACH	0.150	0.150
1840	643.0200	Traffic Control Surveillance and Maintenance (project) 001. 1003-10-83	DAY	194.000	194.000
1870	643.0300	Traffic Control Drums	DAY	13,796.000	13,796.000
1880	643.0420	Traffic Control Barricades Type III	DAY	743.000	743.000
1900	643.0705	Traffic Control Warning Lights Type A	DAY	1,498.000	1,498.000
1910	643.0715	Traffic Control Warning Lights Type C	DAY	570.000	570.000
1920	643.0800	Traffic Control Arrow Boards	DAY	133.000	133.000
1930	643.0900	Traffic Control Signs	DAY	2,447.000	2,447.000
1960	643.1050	Traffic Control Signs PCMS	DAY	175.000	175.000
1970	643.1055.S	Truck or Trailer Mounted Attenuator	DAY	20.000	20.000
2010	645.0120	Geotextile Fabric Type HR	SY	71.000	71.000
2020	646.0106	Pavement Marking Epoxy 4-Inch	LF	21,320.000	21,320.000
2040	646.0600	Removing Pavement Markings	LF	21,092.000	21,092.000
2110	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	1,318.000	1,318.000
2120	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	38,680.000	38,680.000
2570	690.0250	Sawing Concrete	LF	16,883.000	16,883.000
2600	SPV.0035	Special 001. Roadway Embankment	CY	10,948.000	10,948.000
2990	SPV.0090	Special 001. Removing HMA Pavement Safety Wedge Longitudinal Joint Milling	LF	2,300.000	2,300.000
3100	SPV.0105	Special 001. Survey Project 1003-10-83	LS	1.000	1.000

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CLEARING AND GRUBBING

CATEGORY	STAGE	STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
1000	3	646+00'TWSB' - 719+00'TWSB'	LT	74	74
		723+00'TWSB' - 731+00'TWSB'	LT	9	9
			TOTALS	83	83

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	COMMENTS
1000	650+63'TWSB'	LT	1	ONLY REMOVE THE APRON ENDWALL
	659+64'TWSB'	LT	1	ONLY REMOVE THE APRON ENDWALL
	682+62'TWSB'	LT	1	ONLY REMOVE THE APRON ENDWALL
	701+65'TWSB'	LT	1	ONLY REMOVE THE APRON ENDWALL
	701+65'TWSB'	RT	1	ONLY REMOVE THE APRON ENDWALL
	709+64'TWSB'	LT	1	ONLY REMOVE THE APRON ENDWALL
	709+64'TWSB'	RT	1	ONLY REMOVE THE APRON ENDWALL
	717+64'TWSB'	LT	1	ONLY REMOVE THE APRON ENDWALL
	717+64'TWSB'	RT	1	ONLY REMOVE THE APRON ENDWALL
	725+64'TWSB'	LT	1	ONLY REMOVE THE APRON ENDWALL
		TOTAL	10	

REMOVING PAVEMENT

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0100 SY
1000				
	2	658+79'TWSB' - 735+28'TWSB'	RT	2,550
	3	646+24'TWSB' - 735+28'TWSB'	LT	9,700
			TOTAL	12,250

MILLING SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0090.001 REMOVING HMA PAVEMENT SAFETY WEDGE LONGITUDINAL JOINT MILLING LF
1000	1	678+70'TWSB' - 735+28'TWSB'	LT	1,250	---
	2	658+79'TWSB' - 735+28'TWSB'	RT	---	1,050
	3	646+24'TWSB' - 735+28'TWSB'	LT	---	1,250
			TOTAL	1,250	2,300

REMOVING GUARDRAIL

CATEGORY	STATION	-	STATION	LOCATION	204.0165 LF
1000	733+98'TWSB'	-	735+06'TWSB'	RT	110

REMOVING FENCE

CATEGORY	STATION	-	STATION	LOCATION	204.0170 LF
1000	650+44'TWSB'	-	704+00'TWSB'	LT	5,356

REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION	LOCATION	204.0180 EACH	COMMENTS
1000	650+63'TWSB'	LT\RT	2	MARKERS CULVERT END
	659+64'TWSB'	LT\RT	2	MARKERS CULVERT END
	670+62'TWSB'	LT\RT	2	MARKERS CULVERT END
	682+63'TWSB'	LT\RT	2	MARKERS CULVERT END
	693+65'TWSB'	LT	1	MARKERS CULVERT END
	701+65'TWSB'	LT\RT	2	MARKERS CULVERT END
	709+64'TWSB'	LT\RT	2	MARKERS CULVERT END
	717+64'TWSB'	LT\RT	2	MARKERS CULVERT END
	725+64'TWSB'	LT	1	MARKERS CULVERT END
	646+24'TWSB' - 735+28'TWSB'	LT	22	DELINEATORS
		TOTAL	38	

REMOVING INLETS

CATEGORY	STAGE	STATION	OFFSET	204.0220 EACH
1000	2	733+65'TWSB'	20' RT	1

REMOVING CONCRETE FLUME

CATEGORY	STAGE	STATION - STATION	LOCATION	204.9180.S SY
1000	1	732+22'TWSB' - 732+99'TWSB'	LT	90

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.001 EACH
1000	1003-10-83	1

EARTHWORK SUMMARY

							205.0100			SPV.0035.001	208.1100		*624.0100
					(3)	SALVAGED/	(4)	(1)		(5)	(6)	(7)	
				(2)	EBS	UNUSABLE PAVEMENT	AVAILABLE	EXCAVATION	FILL	ROADWAY	SELECT	MASS ORDINATE	WATER
				CUT	EXCAVATION	MATERIAL	MATERIAL	COMMON		EMBANKMENT	BORROW	+/-	
											FACTOR 1.30		
CATEGORY	DIVISION	STATION - STATION	LOCATION	CY	CY	CY	CY	CY	CY	CY	CY		MGAL
1000	1	658+79'TWSB' - 735+13'TWSB'	RT	6,033	2,979	425	5,608	9,012	340	340	3,873	8,672	18
		646+24'TWSB' - 735+13'TWSB'	LT	13,724	4,812	1,615	12,109	18,536	10,608	10,608	6,256	7,928	37
		TOTALS						27,548		10,948	10,129		55

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

1) EXCAVATION COMMON = CUT + EBS EXCAVATION.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW. ALL EBS MATERIAL IS ASSUMED TO BE WASTED OFFSITE.
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
5) ROADWAY EMBANKMENT = FILL.
6) SELECT BORROW IS USED FOR BACKFILL OF EBS. SELECT BORROW = EBS EXCAVATION X 1.3.
7) THE MASS ORDINATE IS CALCULATED BY DIVISION. A POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION AND A NEGATIVE NUMBER INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
MASS ORDINATE = AVAILABLE MATERIAL - FILL. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONL AS COMMON EXCAVATION AND ROADWAY EMBANKMENT

BASE AGGREGATE SUMMARY

				305.0110 BASE AGGREGATE DENSE 3/4-INCH	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	*624.0100 WATER	
CATEGORY	STAGE	STATION - STATION	LOCATION	TON	TON	MGAL	REMARKS
1000	2	658+79'TWSB' - 735+28'TWSB'	RT	700	14,900	149.0	
		727+56'TWSB' - 730+81'TWSB'	RT	140	---	---	NB I-39 SHOULDER GRAVEL
		730+81'TWSB' - 735+06'TWSB'	RT	65	---	---	NB I-39 SHOULDER GRAVEL
			SUBTOTALS (STAGE 2)	905	14,900	149.0	
	3	646+24'TWSB' - 735+28'TWSB'	LT	800	36,700	367.0	
			SUBTOTALS (STAGE 3)	800	36,700	367.0	
			UNDISTRIBUTED	---	4,000	---	
			TOTALS	1,705	55,600	516.0	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

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CONCRETE PAVEMENT REPLACEMENT SHES SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY	*690.0250 SAWING CONCRETE LF
1000	1	695+83'TWSB' - 696+13'TWSB'	LT	13	33	50
		697+68'TWSB' - 698+13'TWSB'	LT	21	50	65
		699+68'TWSB' - 699+98'TWSB'	LT	13	33	50
		701+82'TWSB' - 702+60'TWSB'	LT	37	87	98
		UNDISTRIBUTED	---	18	55	70
			TOTALS	102	258	333

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ASPHALTIC ITEMS

CATEGORY	STAGE	STATION - STATION	LOCATION	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.1130 HMA PAVEMENT TYPE E-30 TON
1000	1	678+70'TWSB' - 735+28'TWSB'	LT	---	11	105	195
	2	658+79'TWSB' - 735+28'TWSB'	RT	145	80	720	3,760
	3	646+24'TWSB' - 735+28'TWSB'	LT	400	250	2,270	11,900
		TOTALS		545	341	3,095	15,855

ASPHALTIC SURFACE SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	465.0105 ASPHALTIC SURFACE TONS	465.0125 ASPHALTIC SURFACE TEMPORARY TONS
1000	2	658+79'TWSB' - 735+28'TWSB'	RT	---	75
	2	733+58'TWSB' - 735+13'TWSB'	RT	15	---
	3	646+24'TWSB' - 735+28'TWSB'	LT	---	85
	3	732+20'TWSB' - 732+99'TWSB'	LT	15	---
			TOTALS	30	160

ASPHALTIC FLUMES SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
1000	3	735+08'TWSB' - 735+18'TWSB'	LT	5

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CULVERT PIPE REINFORCED CONCRETE ITEMS

CATEGORY	STATION	OFFSET	FROM STRUCTURE	TO STRUCTURE	522.0318 CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	522.0324 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	633.5200 MARKERS CULVERT END EACH
1000	650+63'TWSB'	68.9' LT	---	---	22	---	1	---	1
	659+64'TWSB'	16.2' RT	---	---	---	---	---	---	1
	659+64'TWSB'	64.2' LT	---	---	22	---	1	---	1
	670+62'TWSB'	66.9' LT	---	---	24	---	1	---	1
	670+62'TWSB'	17.2' RT	---	---	2	---	1	---	1
	682+62'TWSB'	65.7' LT	---	---	22	---	1	---	1
	682+62'TWSB'	17.4' RT	---	---	---	---	---	---	1
	693+65'TWSB'	65.4' LT	---	---	---	20	---	1	1
	701+65'TWSB'	67.7' LT	---	---	---	21	---	1	1
	701+65'TWSB'	22.6' RT	---	---	---	3	---	1	1
	709+64'TWSB'	69.6' LT	---	---	---	21	---	1	1
	709+64'TWSB'	23.5' RT	---	---	---	3	---	1	1
	717+64'TWSB'	64.0' LT	---	---	21	---	1	---	1
	717+64'TWSB'	15.8' RT	---	---	3	---	1	---	1
	725+64'TWSB'	62.2' LT	---	---	19	---	1	---	1
	---	---	100	101	58	---	1	---	1
	---	---	101	EX102	16	---	---	---	1
				TOTALS	209	68	9	5	17

*OFFSETS ARE GIVEN TO THE END OF PIPE

CONCRETE COLLARS FOR PIPE

CATEGORY	STATION	LOCATION	520.8000 EACH
1000	650+63'TWSB'	LT	1
	659+64'TWSB'	LT	1
	670+62'TWSB'	LT	1
	670+62'TWSB'	RT	1
	682+62'TWSB'	LT	1
	693+65'TWSB'	LT	1
	701+65'TWSB'	LT	1
	701+65'TWSB'	RT	1
	709+64'TWSB'	LT	1
	709+64'TWSB'	RT	1
	717+64'TWSB'	LT	1
	717+64'TWSB'	RT	1
	725+64'TWSB'	LT	1
	733+65'TWSB'	RT	1
		TOTAL	14

RIPRAP SUMMARY

CATEGORY	STAGE	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
1000	3	650+63'TWSB'	LT	2	7
		659+64'TWSB'	LT	2	9
		670+62'TWSB'	LT	1	6
		682+62'TWSB'	LT	2	7
		701+65'TWSB'	LT	1	6
		709+64'TWSB'	LT	4	14
		717+64'TWSB'	LT	3	11
		725+64'TWSB'	LT	3	11
			TOTALS	18	71

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INLETS SUMMARY

CATEGORY	STRUCTURE NO.	STATION	OFFSET	611.0642 INLET COVERS TYPE MS EACH	611.3901 INLETS MEDIAN 1 GRATE EACH
1000	101	733+65'TWSB'	36' RT	1	1

FINISHING ITEMS

CATEGORY	STAGE	STATION	-	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0205 MULCHING SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0205 FERTILIZER TYPE A CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB
1000	2	658+79'TWSB'	-	735+28'TWSB'	RT	1,250	---	---	5	215	145
	3	646+24'TWSB'	-	735+28'TWSB'	LT	11,000	---	---	13	355	530
				UNDISTRIBUTED		---	5,000	4	3	90	180
				TOTALS		12,250	5,000	4	21	660	855

GUARDRAIL SUMMARY

CATEGORY	STATION - STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
1000	728+92'TWSB' - 735+09'TWSB'	RT	300	225	40	1	---
	733+32'TWSB' - 735+20'TWSB'	LT	180	---	9	---	1
		TOTALS	480	225	49	1	1

SILT FENCE

CATEGORY	STAGE	STATION	-	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
1000	3	646+24'TWSB'	-	717+57'TWSB'	LT	7,135	14,270
		730+00'TWSB'	-	735+30'TWSB'	LT	515	1,030
				TOTALS		7,650	15,300

FENCE WOVEN WIRE (4-FOOT)

CATEGORY	STATION	-	STATION	LOCATION	616.0100 LF
1000	650+44'TWSB'	-	704+00'TWSB'	LT	5,356

MOBILIZATION EROSION CONTROL

CATEGORY	STAGE	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1000	1	1	1
	2	3	3
	3	3	3
	TOTALS	7	7

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100.001 EACH
1000	1003-10-83	1

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
1000	1003-10-83	0.15

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EROSION MAT SUMMARY

CATEGORY	STAGE	STATION	-	STATION	LOCATION	628.2002 CLASS I TYPE A SY	628.2004 CLASS I TYPE B SY
1000	2	658+79'TWSB'	-	733+58'TWSB'	RT	1,250	---
	3	646+24'TWSB'	-	713+00'TWSB'	LT	11,360	---
	3	713+00'TWSB'	-	732+00'TWSB'	LT	---	9,675
	3	732+00'TWSB'	-	735+19'TWSB'	LT	820	---
				UNDISTRIBUTED		1,345	970
				TOTALS		14,775	10,645

CULVERT PIPE CHECKS

CATEGORY	STAGE	STATION	LOCATION	628.7555 EACH
1000	2	650+63'TWSB'	RT	2
		659+64'TWSB'	RT	2
		670+62'TWSB'	RT	2
		682+62'TWSB'	RT	2
		693+65'TWSB'	LT	3
		701+65'TWSB'	RT	3
		709+64'TWSB'	RT	3
		717+64'TWSB'	RT	2
		733+06'TWSB'	RT	2
		UNDISTRIBUTED		6
			TOTAL	27

INLET PROTECTION

CATEGORY	STAGE	STATION	LOCATION	628.7005 TYPE A EACH
1000	2	657+40'TWSB'	RT	1
		657+85'TWSB'	RT	1
		693+65'TWSB'	RT	1
		725+64'TWSB'	RT	1
		733+65'TWSB'	RT	2
		UNDISTRIBUTED		3
			TOTAL	9

TRACKING PADS SUMMARY

CATEGORY	STAGE	628.7560 TRACKING PADS EACH
1000	2	1
	3	1
	TOTAL	2

TEMPORARY DITCH CHECKS

CATEGORY	STAGE	STATION - STATION	LOCATION	628.7504 LF
1000	2	652+00'TWSB' - 732+00'TWSB'	RT	495
	3	711+50'TWSB' - 732+00'TWSB'	LT	585
		UNDISTRIBUTED		270
		TOTAL		1,350

ROCK BAGS

CATEGORY	STATION	LOCATION	628.7570 EACH	REMARKS
1000	646+24'TWSB' - 738+00'TWSB'	RT/LT	19	CULVERT OUTFALLS
	UNDISTRIBUTED		5	
		TOTAL	24	

3

DELINEATOR SUMMARY

CATEGORY	STATION - STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
1000	646+24'TWSB' - 735+28'TWSB'	LT	22	22

PERMANENT SIGNING POSTS WOOD SUMMARY

CATEGORY	SIGN NO.	APPROX. STATION	LOCATION	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH
1000	2-1	658+30'TWSB'	LT	1	---	---
	5-1	695+67'TWSB'	LT	---	---	2
	5-3	699+20'TWSB'	LT	---	2	---
	5-4	695+67'TWSB'	LT	---	---	2
	5-5	690+40'TWSB'	RT	---	---	2
	6-2	717+10'TWSB'	LT	---	2	---
	6-3	690+40'TWSB'	RT	---	---	2
	7-2	729+60'TWSB'	LT	---	1	1
	7-3	726+60'TWSB'	MEDIAN	1	---	---
			TOTALS	2	5	9

MOVING SIGNS TYPE I SUMMARY

CATEGORY	SIGN	STATION	LOCATION	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	638.2101 MOVING SIGNS TYPE 1 EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH
1000	5-2	695+67'TWSB'	LT	1,028	1.6	98	1	2
	6-1	709+00'TWSB'	LT	1,043	1.6	98	1	2
	7-1	721+20'TWSB'	LT	798	1.6	98	1	2
			TOTALS	2,869	4.8	294	3	6

SIGNS TYPE II REFLECTIVE H SUMMARY

CATEGORY	SIGN	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	637.2210 SF
1000	5-5	690+40 'TWSB'	RT	J2-1	ALTERNATE IH 39/43 ROUTE TURN ASSEMBLY	42.0

MOVING SIGNS TYPE II

CATEGORY	STAGE	SIGN NO.	STATION	LOCATION	638.2102 EACH
1000	3	2-1	658+30'TWSB'	LT	1
		5-1	693+00'TWSB'	LT	1
		5-3	699+20'TWSB'	LT	1
		5-4	693+00'TWSB'	LT	1
		6-2	717+10'TWSB'	LT	1
		7-2	729+60'TWSB'	LT	1
		7-3	726+60'TWSB'	RT	1
				TOTAL	7

REMOVING SIGNS TYPE II

CATEGORY	STAGE	SIGN NO.	STATION	LOCATION	638.2602 EACH
1000	3	6-3	690+40'TWSB'	RT	1

REMOVING SMALL SIGN SUPPORTS

CATEGORY	STAGE	SIGN NO.	STATION	LOCATION	638.3000 EACH
1000	3	2-1	658+30'TWSB'	LT	1
		5-1	693+00'TWSB'	LT	2
		5-3	699+20'TWSB'	LT	1
		5-4	693+00'TWSB'	LT	2
		6-2	717+10'TWSB'	LT	2
		6-3	690+40'TWSB'	RT	1
		7-2	729+60'TWSB'	LT	2
		7-3	726+60'TWSB'	RT	1
				TOTAL	12

3

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
1000	1003-10-83	0.15

TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE

CATEGORY	PROJECT	643.0200.001 DAYS
1000	1003-10-83	194

TRUCK OR TRAILER-MOUNTED ATTENUATOR

CATEGORY	PROJECT	643.1055.S DAY
1000	103-10-83	20

3

TRAFFIC CONTROL ITEMS

			643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS	
CATEGORY	STAGE	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS
1000	STAGE 1	6	132	792	5	30	12	72	0	0	0	0	30	180	3	18
	ADVANCE WARNING	10	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	SUBTOTALS (STAGE 1)			792		30		72		0		0		180		28
	STAGE 2	19	326	6,194	17	323	34	646	30	570	7	133	53	1,007	3	57
	SUBTOTALS (STAGE 2)			6,194		323		646		570		133		1,007		57
	STAGE 3	30	227	6,810	13	390	26	780	0	0	0	0	42	1,260	3	90
	SUBTOTALS (STAGE 3)			6,810		390		780		0		0		1,260		90
	TOTALS			13,796		743		1,498		570		133		2,447		175

REMOVING PAVEMENT MARKINGS

CATEGORY	STAGE	STATION	646.0600 LF
1000	2	654+20'TWSB' - 736+40'TWSB'	10,283
	3	642+39'TWSB' - 736+90'TWSB'	10,809
		TOTAL	21,092

PAVEMENT MARKING SUMMARY

					646.0106 PAVEMENT MARKING EPOXY 4-INCH		
					(WHITE)	(WHITE SKIP) (12.5' SEG. 37.5' GAP)	(YELLOW)
CATEGORY	STATION	- STATION	LOCATION		LF	LF	LF
1000	641+00'TWSB'	- 738+00'TWSB'	LT/RT		9,426	2,388	9,506
			TOTAL			21,320	

TEMPORARY PAVEMENT MARKING SUMMARY

				649.0402 PAINT 4-INCH			649.0400 REMOVABLE TAPE 4-INCH		
				(WHITE)	(YELLOW)	(WHITE SKIP) (12.5' SEG., 37.5' GAP)	(WHITE)	(YELLOW)	(WHITE SKIP) (12.5' SEG., 37.5' GAP)
CATEGORY	STAGE	LOCATION	STATION - STATION	LF	LF	LF	LF	LF	LF
1000	2	LT/RT	654+20'TWSB' - 736+40'TWSB'	7,890	7,890	1,975	330	330	75
	3	LT/RT	642+94'TWSB' - 736+88'TWSB'	9,300	9,300	2,325	260	260	63
			SUBTOTALS	17,190	17,190	4,300	590	590	138
			TOTALS		38,680			1,318	

SAWING CONCRETE

CATEGORY	STAGE	STATION - STATION	LOCATION	*690.0250 LF
1000	2	658+79'TWSB' - 735+28'TWSB'	RT	7,650
	3	646+24'TWSB' - 735+28'TWSB'	LT	8,900
		TOTAL		16,550

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

SURVEY PROJECT 1003-10-83

CATEGORY	PROJECT	SPV.0105.001 LS
1000	1003-10-83	1

DEBRA COOKE-
DAVID JOHNSON

STH 11 SB OFF RAMP

R/W

IH 39 SB

630+00'TWSB' 635+00'TWSB' 640+00'TWSB' 645+00

MATCH LINE STA. 645+00'TWSB'

IH 39 NB

R/W

STH 11 NB ON RAMP

GREEN VALLEY
FARMS INC.

5

5

LEGEND

HMA PAVMENT

STA. 650+63'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 22' X 18-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 18-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

STA. 659+64'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 22' X 18-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 18-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

DEBRA COOKE-
DAVID JOHNSON

ATKINSON FARMS INC.

BEGIN PROJECT 1003-10-83
STA. 646+24.38'TWSB'

P.L.

WISDOT STOC

STA. 650+44'TWSB' - STA. 704+00'TWSB'
REMOVING FENCE REQ'D
FENCE WOVEN WIRE (4-FOOT) REQ'D

SLOPE INTERCEPTS (TYP.)

R/W

34'

MATCH LINE STA. 645+00'TWSB'

'TWSB' IH 39 SB 650+00'TWSB' 655+00'TWSB' 660+00

11'

+79.24

MATCH LINE STA. 660+00'TWSB'

IH 39 NB

R/W

GREEN VALLEY
FARMS INC.

P.L.

JEFFREY AND TAMIE WALLER

P.L.

BRIAN S. LUX

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: IH 39	SHEET 46	E

STA. 670+62'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 24' X 18-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 18-INCH REQ'D

N

ATKINSON FARMS INC.

SLOPE INTERCEPTS (TYP.)

STA. 650+44'TWSB' - STA. 704+00'TWSB'
REMOVING FENCE REQ'D
FENCE WOVEN WIRE (4-FOOT) REQ'D

R/W

MATCH LINE STA. 660+00'TWSB'

34'

0'TWSB'

665+00'TWSB'

IH 39 SB

670+00'TWSB'

675+0

11'

IH 39 NB

MATCH LINE STA. 675+00'TWSB'

R/W

BRIAN S. LUX

P.L.

FUNK'S FAIRVEIW ACRES INC.

STA. 670+62'TWSB' RT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 2' X 18-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 18-INCH REQ'D

5

5

LEGEND

HMA PAVMENT

STA. 682+62'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 22' X 18-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 18-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

ARNDT FARMS INC.

N

ATKINSON FARMS INC.

P.L.

SLOPE INTERCEPTS (TYP.)

STA. 650+44'TWSB' - STA. 704+00'TWSB'
REMOVING FENCE REQ'D
FENCE WOVEN WIRE (4-FOOT) REQ'D

R/W

MATCH LINE STA. 675+00'TWSB'

34'

0'TWSB'

680+00'TWSB'

IH 39 SB

685+00'TWSB'

690+0

11'

IH 39 NB

MATCH LINE STA. 690+00'TWSB'

R/W

FUNK'S FAIRVIEW ACRES IN.

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: IH 39	SHEET 47	E

STA. 693+65'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 20' X 24-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 24-INCH REQ'D

ARNDT FARMS INC.

STA. 701+65'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 21' X 24-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 24-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

N

H&H PROP. OF
ROCK CO. LLC

SLOPE INTERCEPTS (TYP.)

STA. 650+44'TWSB' - STA. 704+00'TWSB'
REMOVING FENCE REQ'D
FENCE WOVEN WIRE (4-FOOT) REQ'D

P.L.

RW

MATCH LINE STA. 690+00'TWSB'

34'

11'

0'TWSB'

695+00'TWSB'

IH 39 SB

700+00'TWSB'

705+0

MATCH LINE STA. 705+00'TWSB'

IH 39 NB

RW

P.L.

STA. 701+65'TWSB' RT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 3' X 24-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 24-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

P.L.

MS PROPERTIES
OF ROCK CO.

5

5

LEGEND

HMA PAVMENT

FUNK'S FAIRVIEW
ACRES INC.

STA. 709+64'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 21' X 24-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 24-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

H&H PROP. OF
ROCK CO. LLC

N

STA. 717+64'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 21' X 18-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 18-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

SLOPE INTERCEPTS (TYP.)

R/W

MATCH LINE STA. 705+00'TWSB'

34'

11'

0'TWSB'

710+00'TWSB'

IH 39 SB

715+00'TWSB'

720+0

MATCH LINE STA. 720+00'TWSB'

IH 39 NB

R/W

MS PROPERTIES
OF ROCK CO.

STA. 709+64'TWSB' RT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 3' X 24-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 24-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

P.L.

MS PROPERTIES
OF ROCK CO.

STA. 717+64'TWSB' RT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 3' X 18-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 18-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	PLAN: IH 39	SHEET 48	E

H&H PROP. OF
ROCK CO. LLC

STA. 725+64'TWSB' LT
1 - CONCRETE COLLARS FOR PIPE REQ'D
1 - 19' X 18-INCH CPRC CLASS IV REQ'D
1 - AEWCPRC 18-INCH REQ'D
1 - REMOVING SMALL PIPE CULVERTS REQ'D

NOTE: ALL POINTS TO EDGE OF PAVEMENT
UNLESS OTHERWISE NOTED

MGS GUARDRAIL TERMINAL TYPE 2 (END POST, STA. 733+36.7'TWSB')
MGS GUARDRAIL 3 STA. 733+32.0'TWSB' - STA. 735+11.7'TWSB'
MGS GUARDRAIL THRIE BEAM TRANSITION STA. 735+11.7'TWSB' - STA. 735+19.8'TWSB'

STA. 732+20'TWSB' LT - STA. 732+90'TWSB' LT
ASPHALTIC SURFACE REQ'D TO RE-ESTABLISH FLUME
(10' WIDE, 3" THICK).

STA. 732+22'TWSB' LT - STA. 732+99'TWSB' LT
REMOVING CONCRETE FLUME REQ'D.

SLOPE INTERCEPTS (TYP.)

R/W

MATCH LINE STA. 720+00'TWSB'

34'

11'

725+00'TWSB'

IH 39 SB

730+00'TWSB'

735+0

MATCH LINE STA. 735+00'TWSB'

R=5765.0'

R=5761.0'

R=5696.0'

+07.63
53.7'

+57.09
37.4'

IH 39 NB

REFER TO CONSTRUCTION DETAILS
FOR ADDITIONAL INFORMATION

REMOVING
GUARDRAIL REQ'D

R/W

MS PROPERTIES
OF ROCK CO.

✳ ASPHALTIC SURFACE REQ'D. REFER TO CROSS SECTIONS AND CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION

MGS GUARDRAIL TERMINAL EAT REQ'D (POST *1 728+92.0 'TWSB', 51.53' RT)
MGS GUARDRAIL 3 STA. 729+45.0'TWSB' - STA. 732+45.0'TWSB'
MGS GUARDRAIL 3K STA. 732+45.0'TWSB' - STA. 734+69.5'TWSB'
MGS GUARDRAIL THRIE BEAM TRANSITION STA. 734+69.5'TWSB' - STA. 735+09.0'TWSB'

LEGEND

HMA PAVMENT

R/W

WISCONSIN & SOUTHERN RAILROAD

R/W

CTH O

AT&T

WISCONSIN INDEPENDENT NETWORK (WIN)

WINDSTREAM KDL

B-53-229
(TO REMAIN)

ASPHALTIC
FLUMES REQ'D

11.7'

END PROJECT 1003-10-83
BEGIN PROJECT 1005-10-73
STA. 738+00.00'TWSB'

MATCH LINE STA. 735+00'TWSB'

740+00'TWSB'

IH 39 SB

745+00'TWSB'

750+00'TWSB'

27.64'

CAUTION

EXCEPTION TO NET ℄ LENGTH
STA. 735+25.82'TWSB' - STA. 738+00.00'TWSB'
B-53-229

AT&T

B-53-230
(TO REMAIN)

ALLIANT ENERGY

ALLIANT ENERGY

IH 39 NB

EAST RACINE ST. NB OFF RAMP

EAST RACINE ST. SB ON RAMP

✳ ASPHALTIC SURFACE REQ'D. REFER TO CROSS SECTIONS AND CONSTRUCTION DETAIL FOR ADDITIONAL INFORMATION

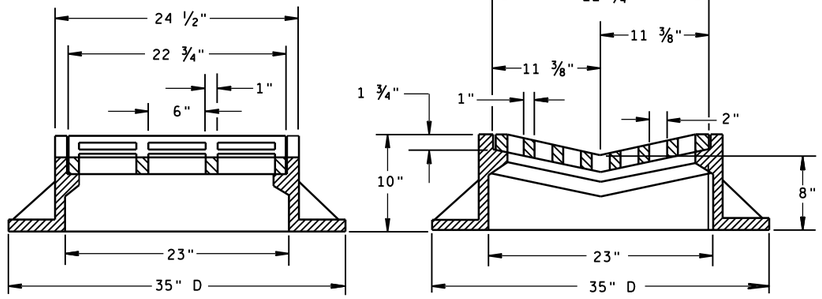
POINT NO.	'TWSB'		Y	X
	STATION	OFFSET		
1	726+81.21	58.00' LT	261,903.73	503,792.32
2	726+81.21	5,703.00' RT	261,971.96	509,552.92
3	729+41.02	52.08' LT	262,163.57	503,795.11
4	731+85.03	40.97' LT	262,407.69	503,803.23
5	733+31.95	36.18' LT	262,554.66	503,806.22
6	733+53.15	35.80' LT	262,575.86	503,806.34
7	728+66.03	11.00' RT	262089.36	503,859.13
8	726+81.21	5,703.00' RT	261,971.96	509,552.92
9	729+38.02	13.85' RT	262,161.37	503,861.07
10	731+82.03	24.96' RT	262,405.50	503,869.19
11	734+44.29	5,734.07' LT	262,597.24	498,107.38
12	734+44.92	30.93' RT	262,668.45	503,871.94

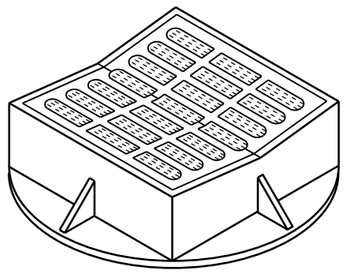
PROJECT NO: 1003-10-83 | HWY: IH 39 | COUNTY: ROCK | PLAN: IH 39 | SHEET 49 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\SHEETSPLAN\050200_PN.DWG
LAYOUT NAME - 050204_PN
PLOT DATE : 11/19/2015 10:46 AM PLOT BY : GRIMME, SARA PLOT NAME : PLOT SCALE : **********

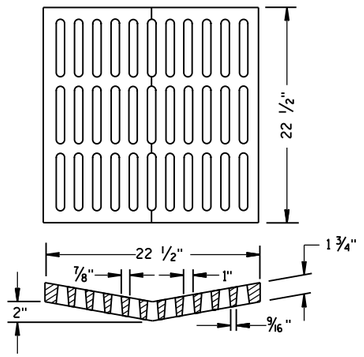
Standard Detail Drawing List

08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C09-12A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-12B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-12C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
14B29-01	SAFETY EDGE
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-02	FLEXIBLE DELINEATOR POST
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH



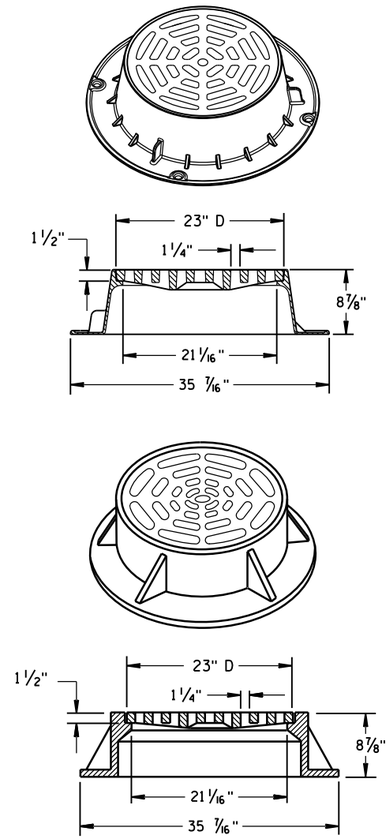


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

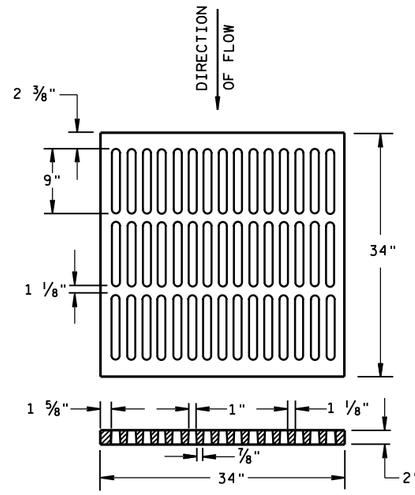
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

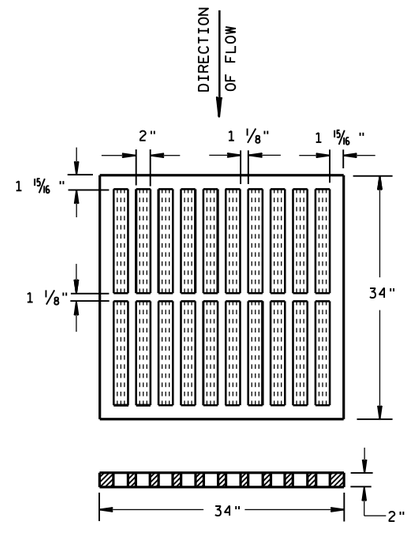
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



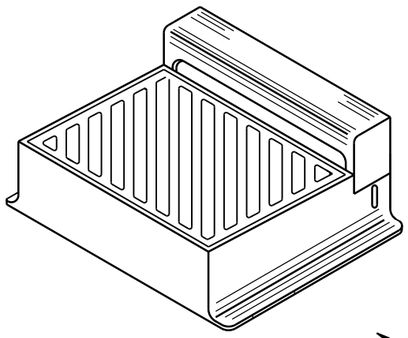
ALTERNATIVE TYPE "MS"

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



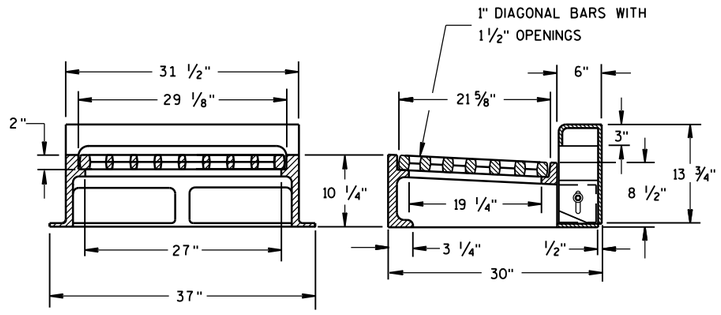
TYPE "MS"

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



DIRECTION OF FLOW

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

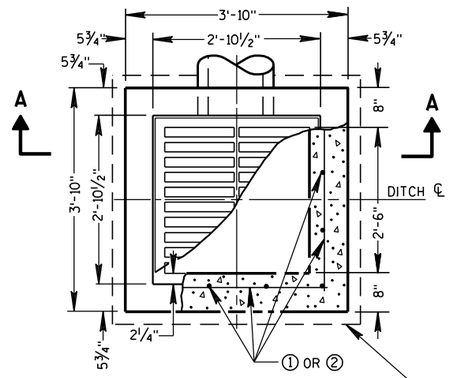
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

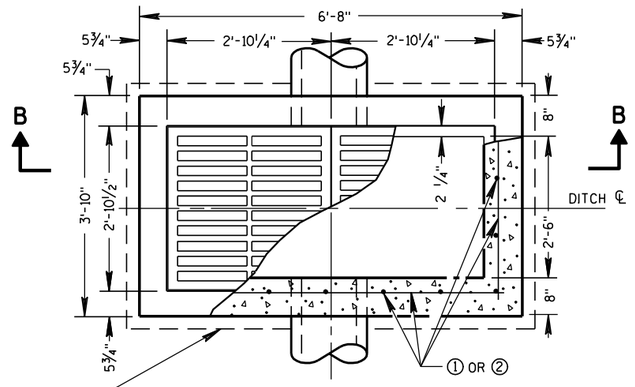
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

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

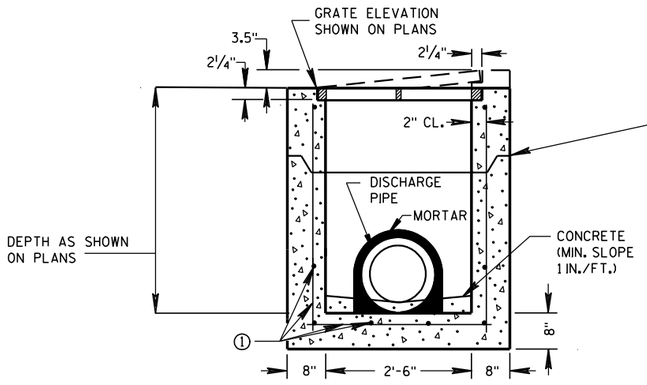


PLAN VIEW

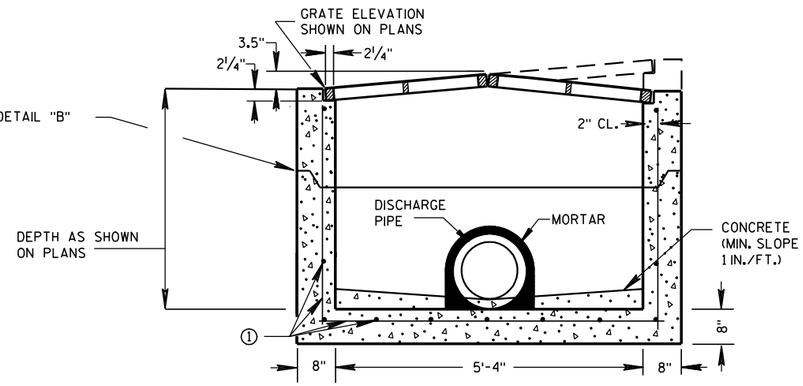


PLAN VIEW

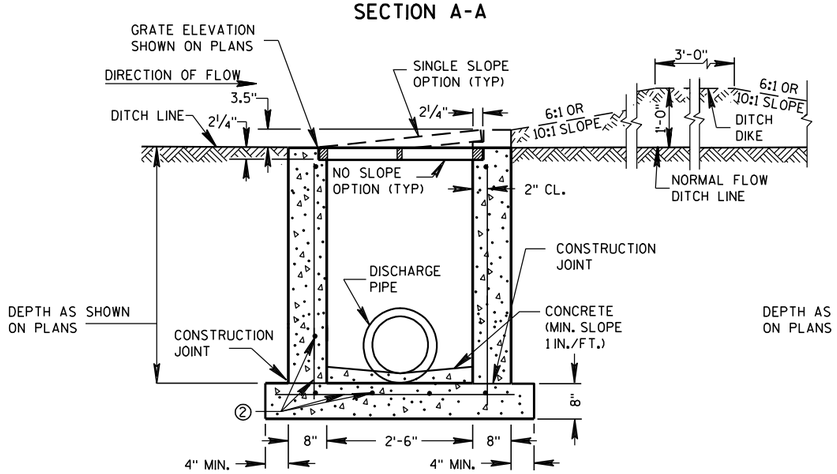
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



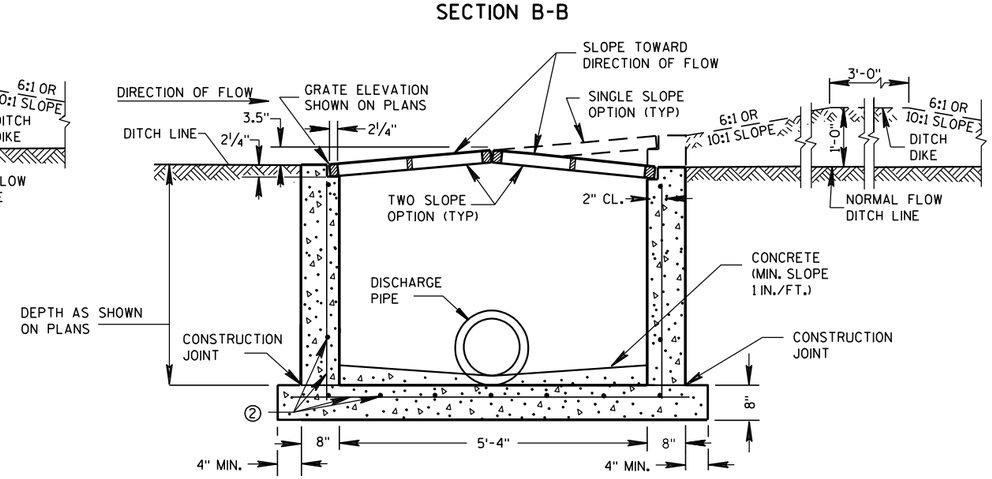
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

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

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

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

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

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

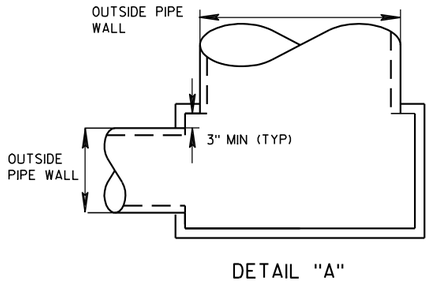
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

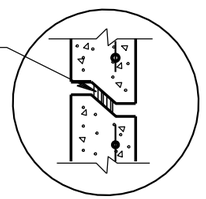
PIPE MATRIX

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



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

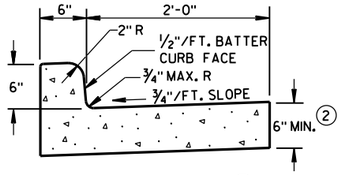
6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

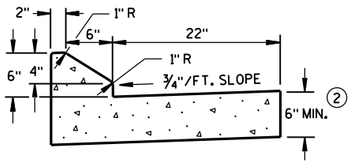
FHWA

S.D.D. 8 C 8-1

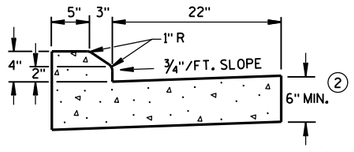
S.D.D. 8 C 8-1



TYPES A & D ①

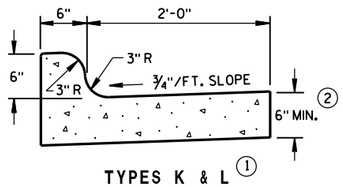


6" SLOPED CURB TYPES G & J ①

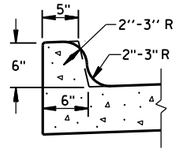


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

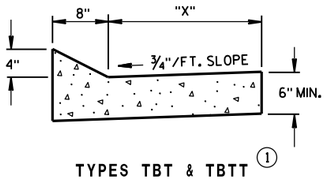


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

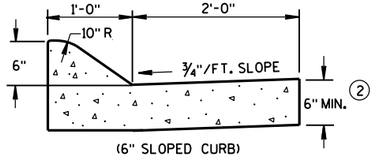
CONCRETE CURB & GUTTER 30"



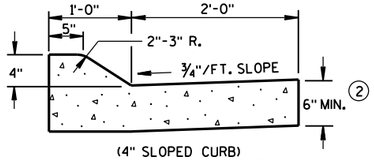
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

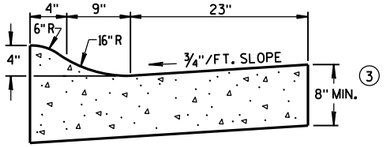


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

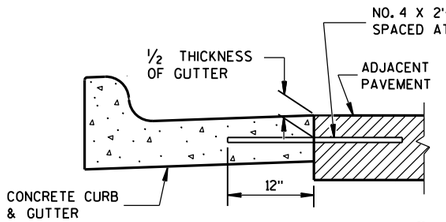
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

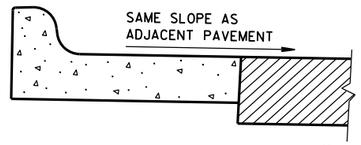
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

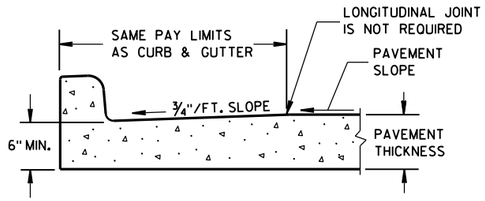
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



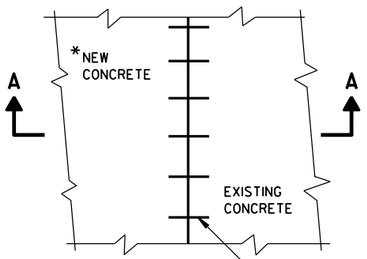
TYPICAL TIE BAR LOCATION ①



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

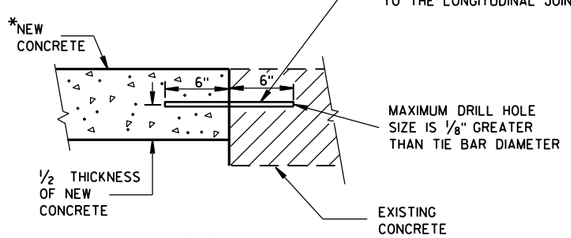


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



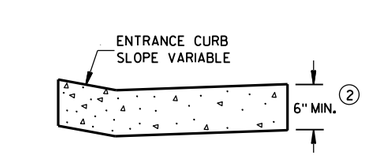
PLAN VIEW

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

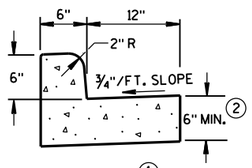


SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

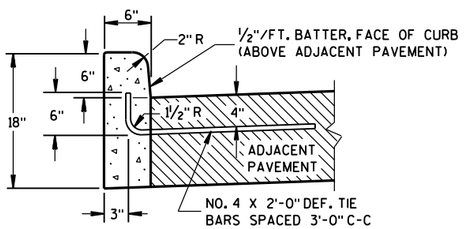


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

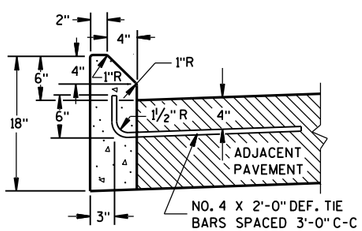


① TYPES A & D

CONCRETE CURB & GUTTER 18"

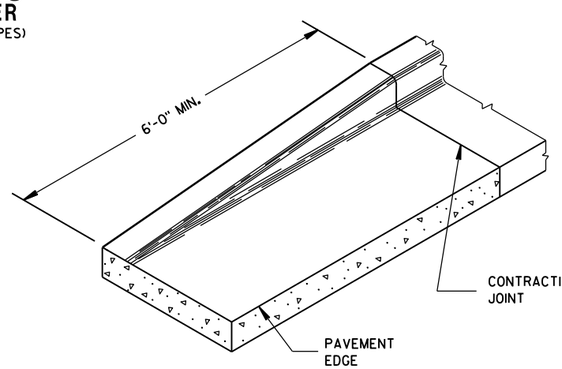


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

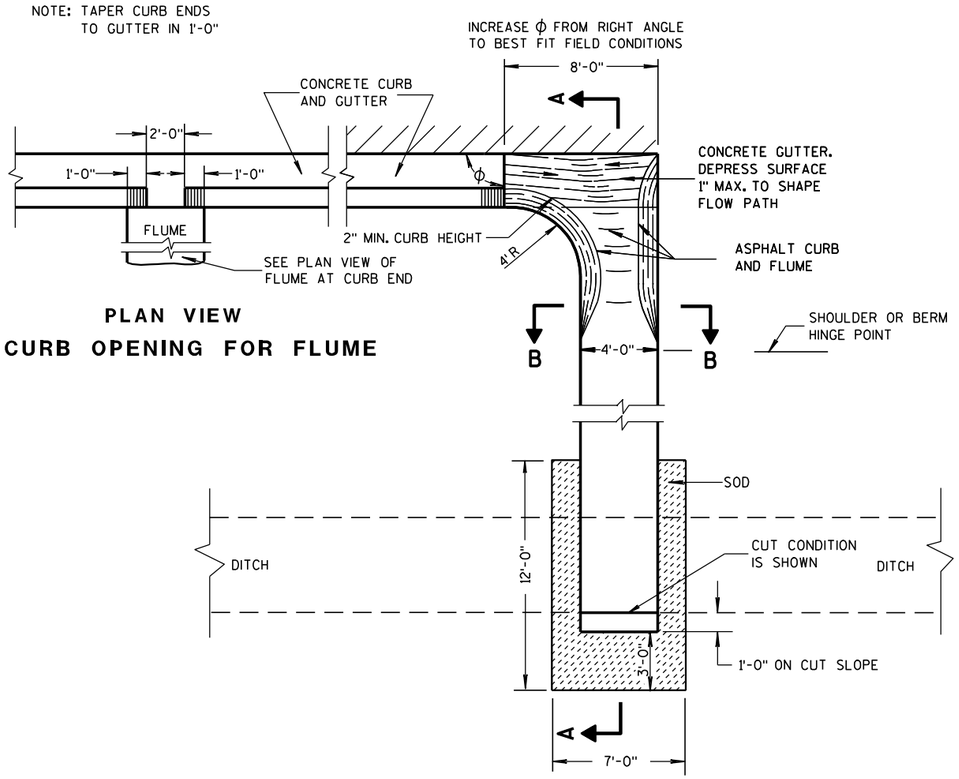
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

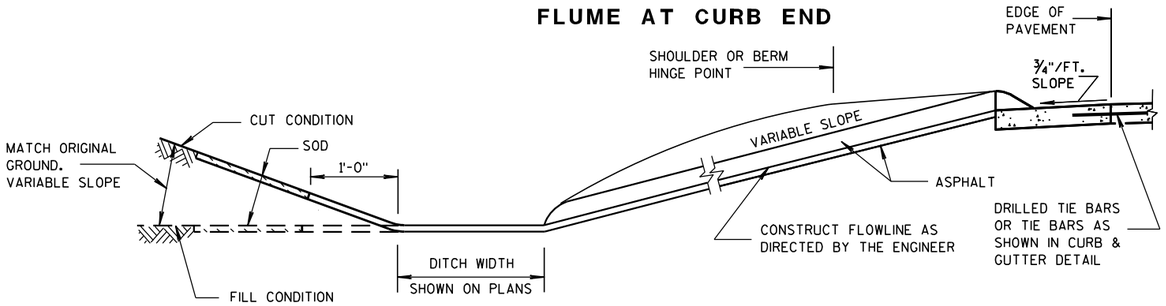
S.D.D. 8 D 1-18

ASPHALTIC FLUME

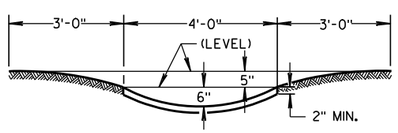


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

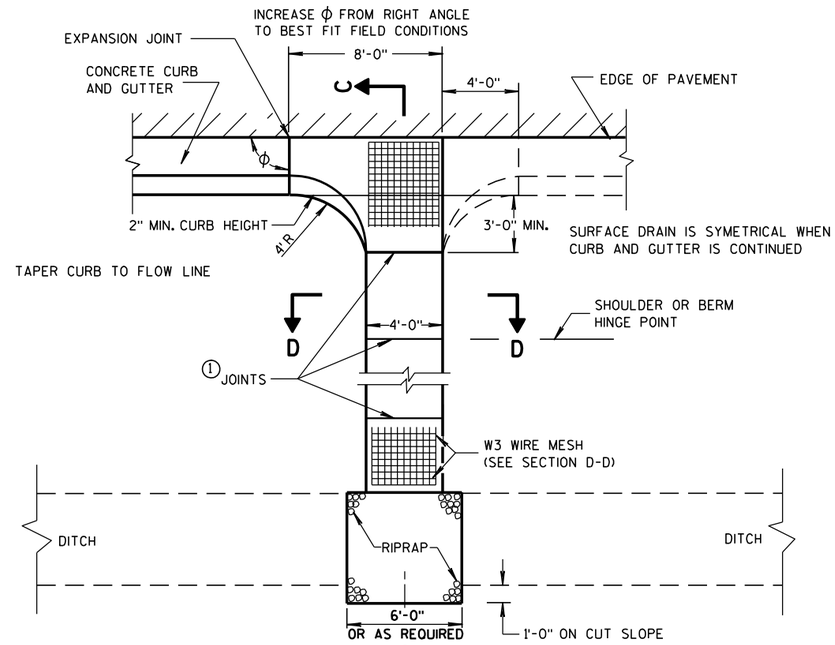
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

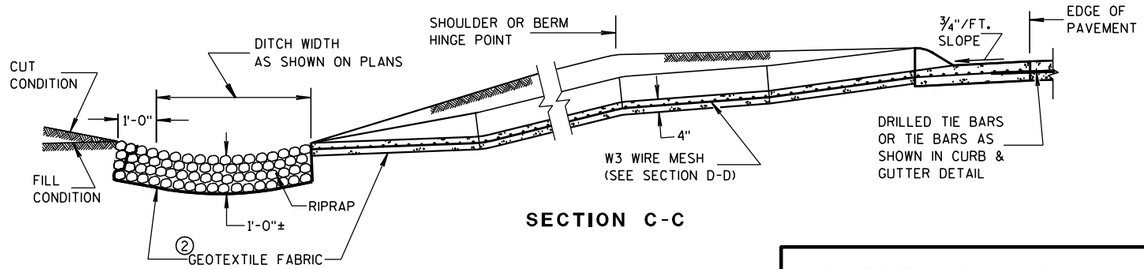
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

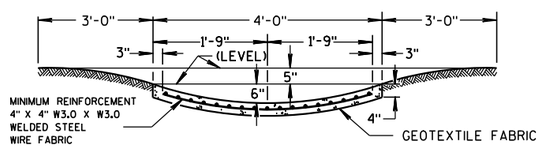
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

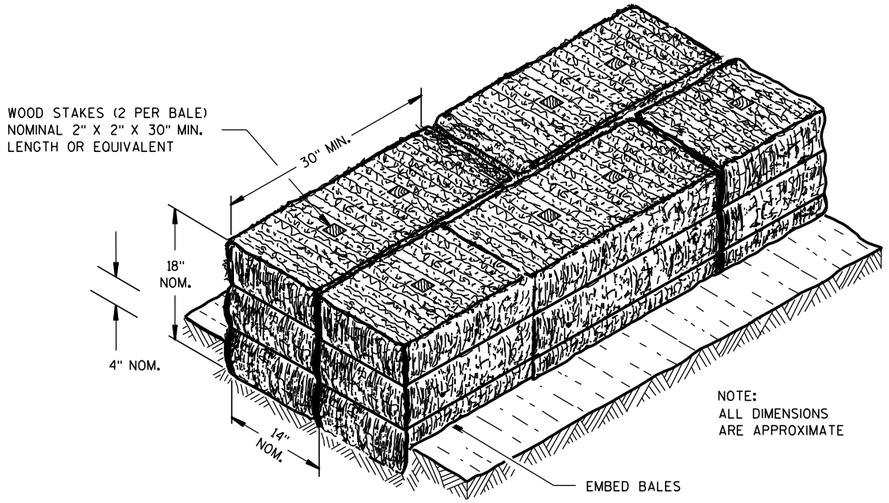
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
54
MENT
FHWA

6

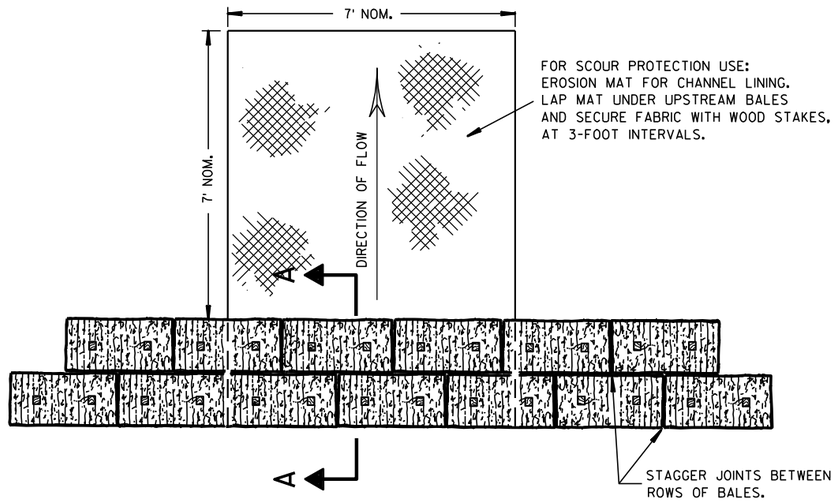
S.D.D. 8 D 4-5

6

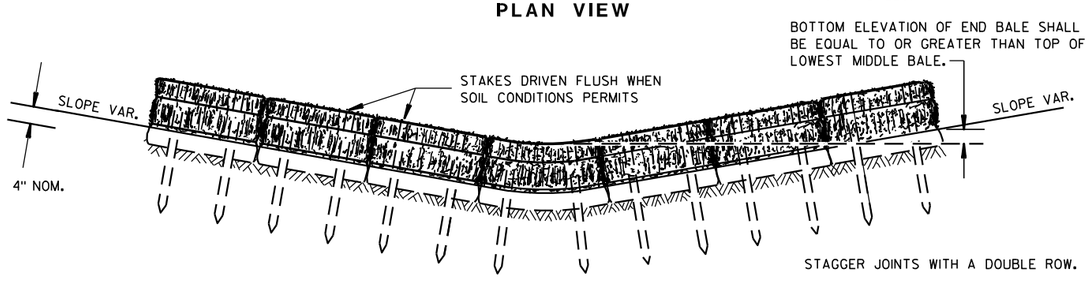
S.D.D. 8 D 4-5



SECTION A-A



PLAN VIEW



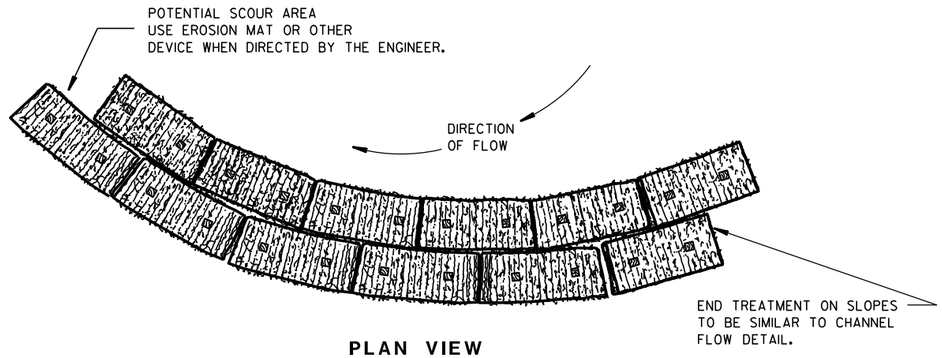
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

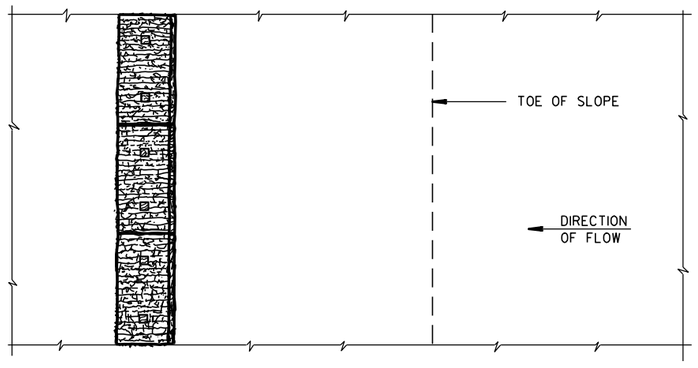
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

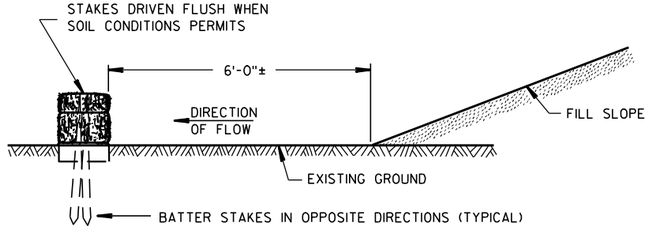


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

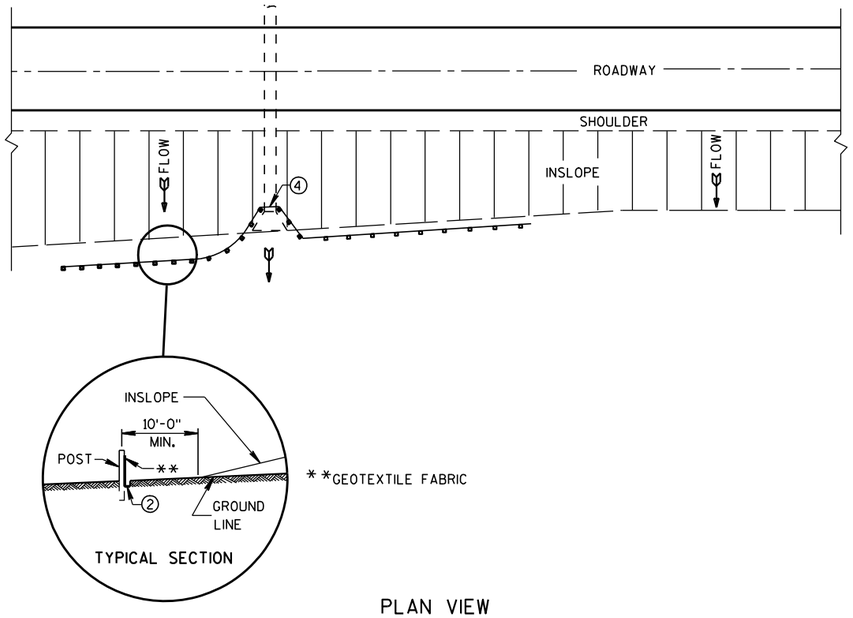
FHWA

6

S.D.D. 8 E 8-3

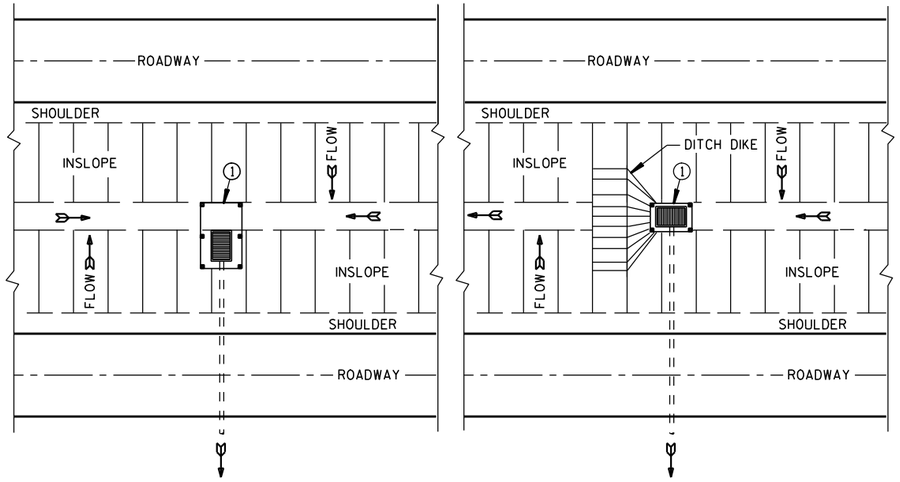
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

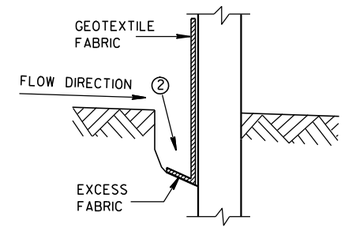
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

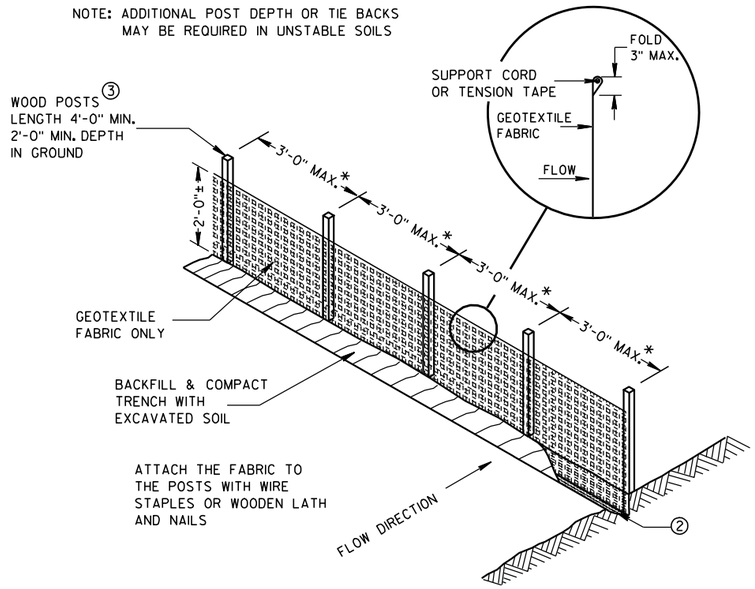
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

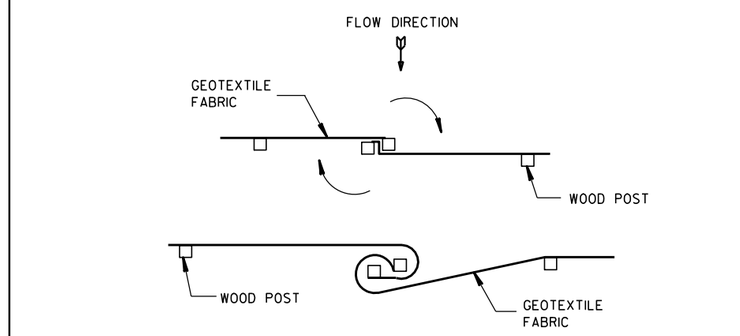
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



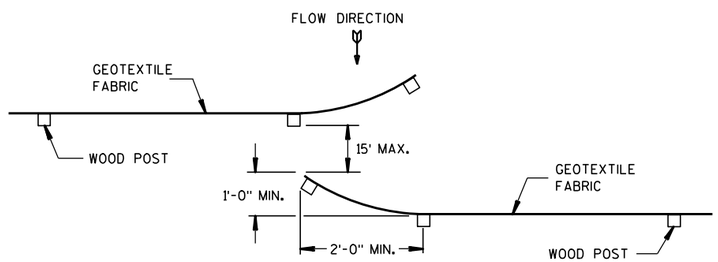
TRENCH DETAIL



SILT FENCE

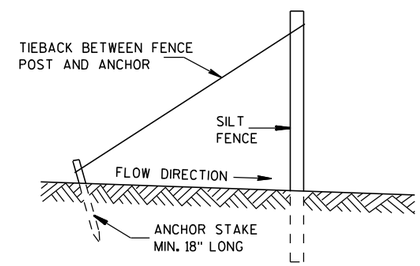


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

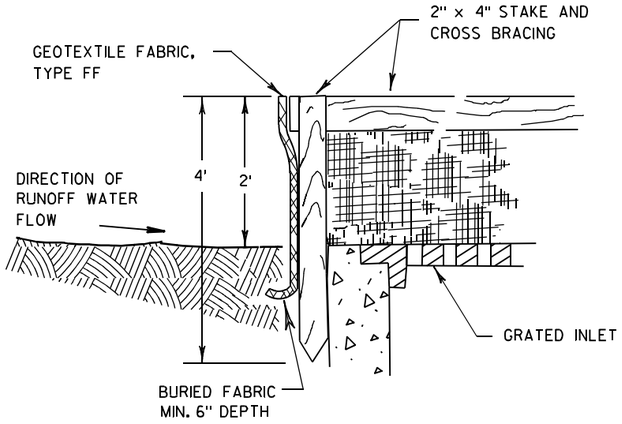
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

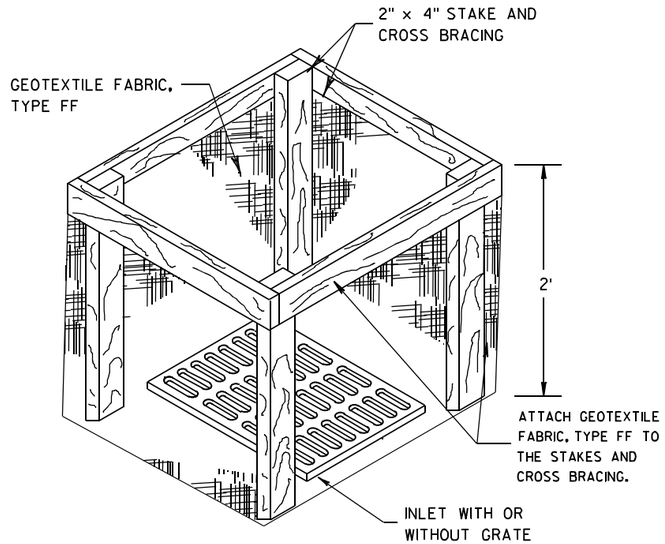
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S.D.D. 8 E 9-6

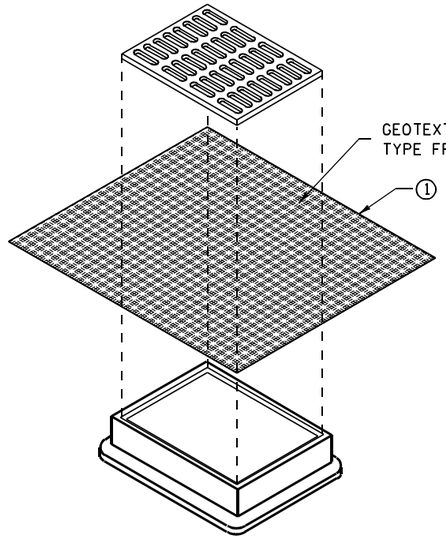
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S.D.D. 8 E 9-6



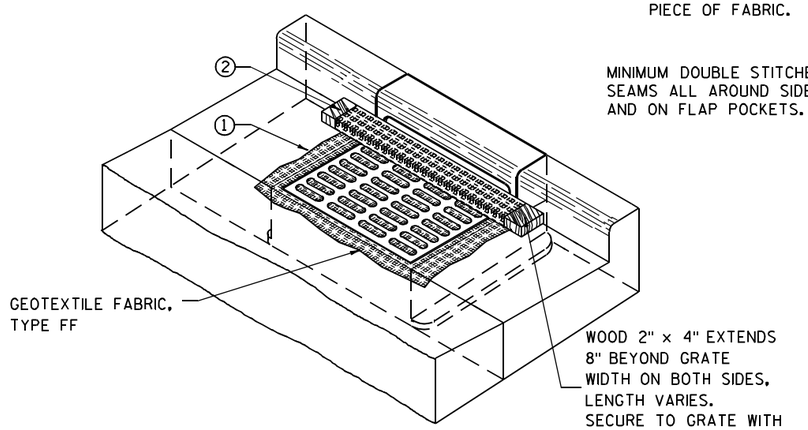


INLET PROTECTION, TYPE A

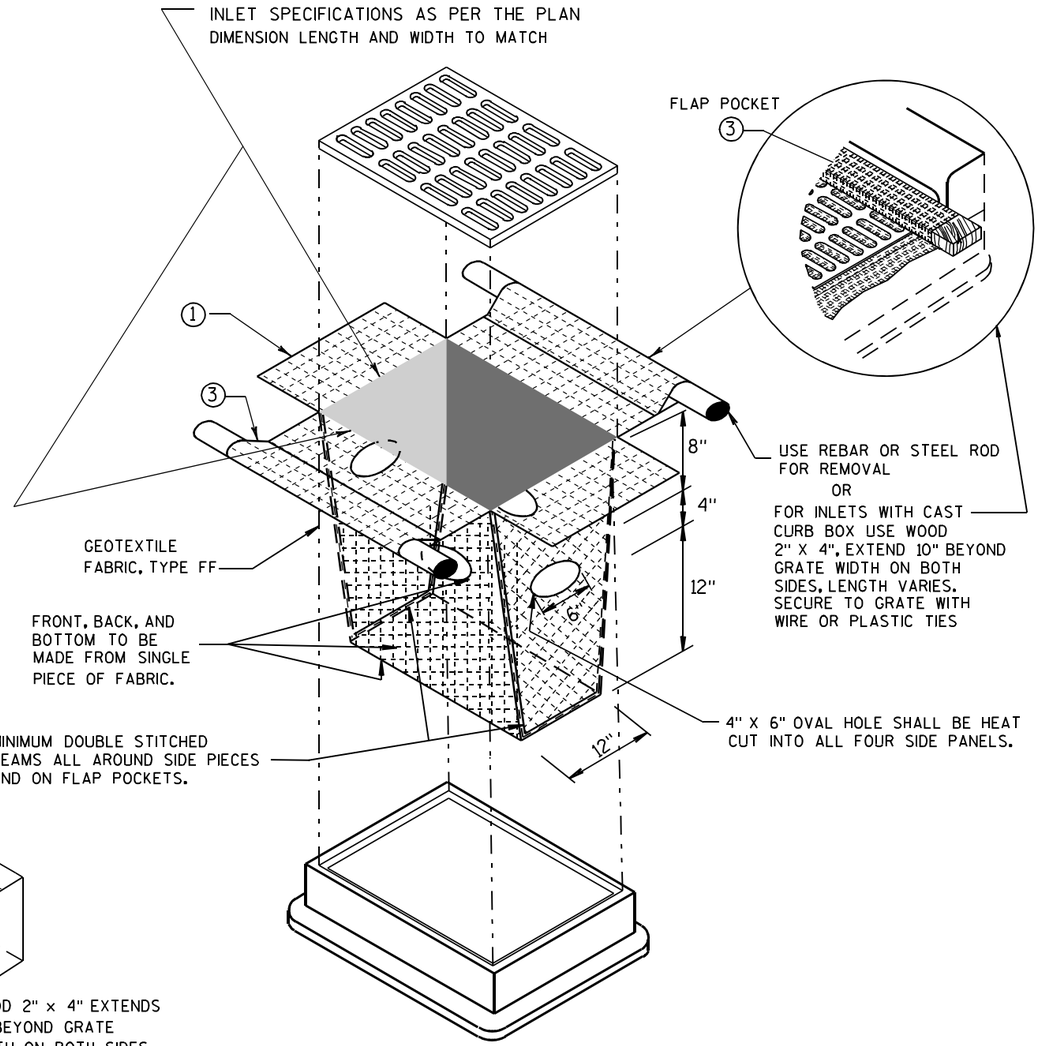


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

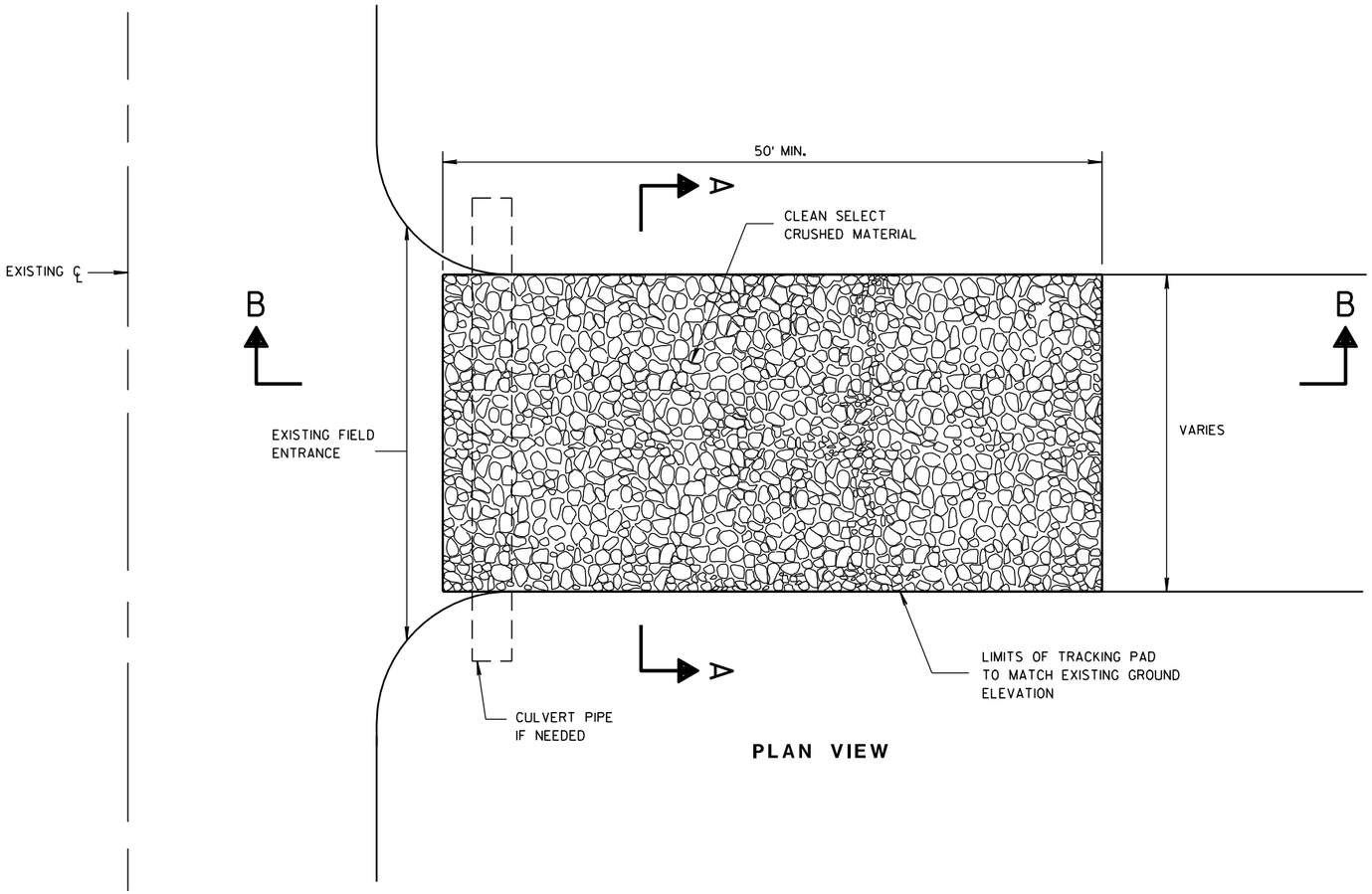
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

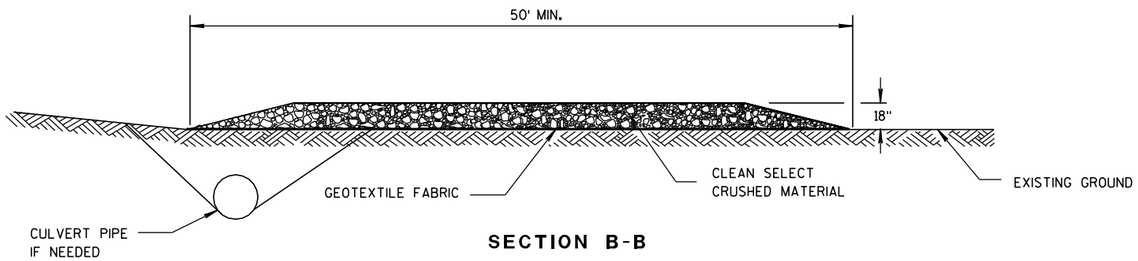
SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

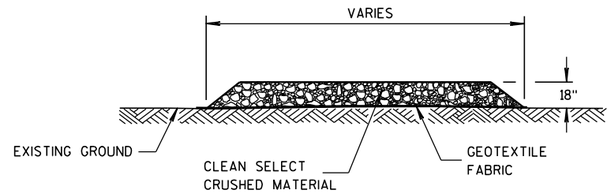
THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



PLAN VIEW



SECTION B-B



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER	ENT

FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

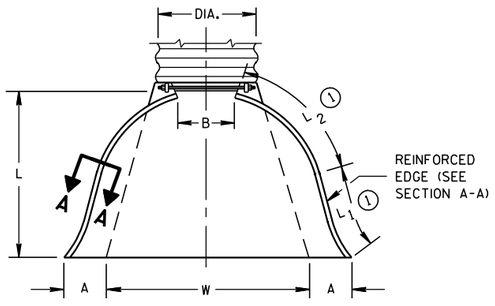
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

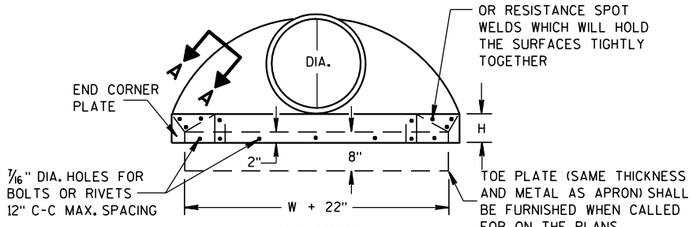
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

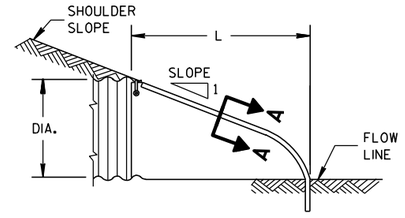
*MINIMUM
**MAXIMUM



PLAN VIEW

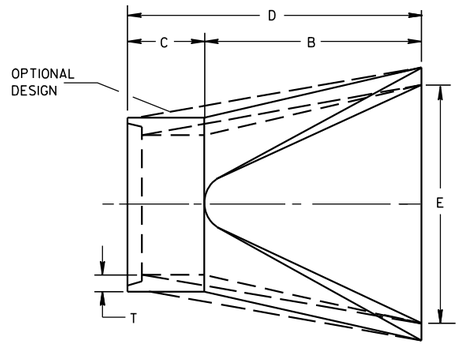


END VIEW

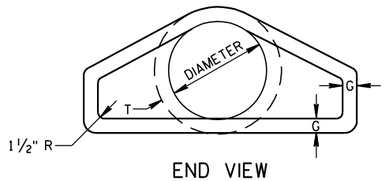


SIDE ELEVATION

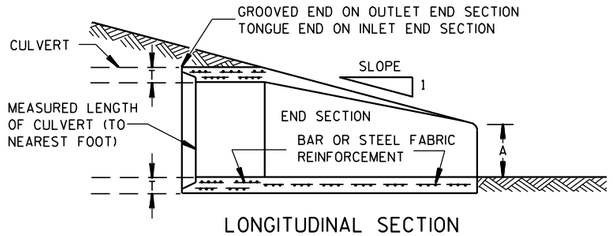
METAL ENDWALLS



PLAN

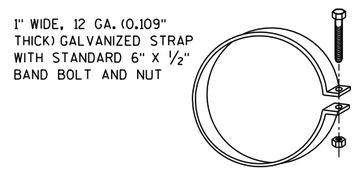


END VIEW



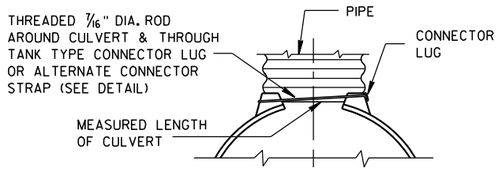
LONGITUDINAL SECTION

CONCRETE ENDWALLS

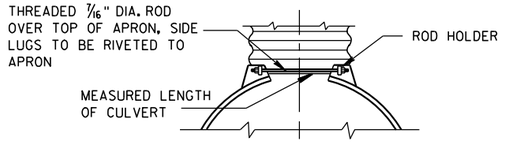


ALTERNATE FOR TYPE 1 CONNECTION

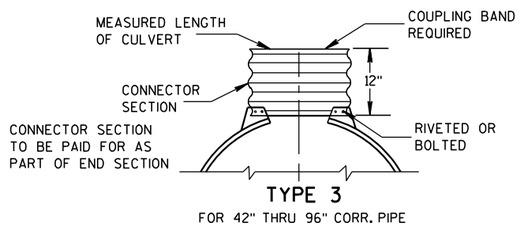
END SECTION CONNECTOR STRAP



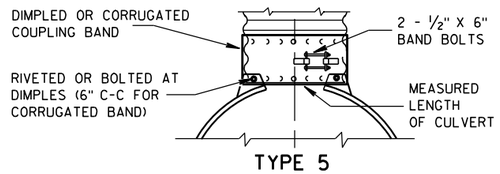
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

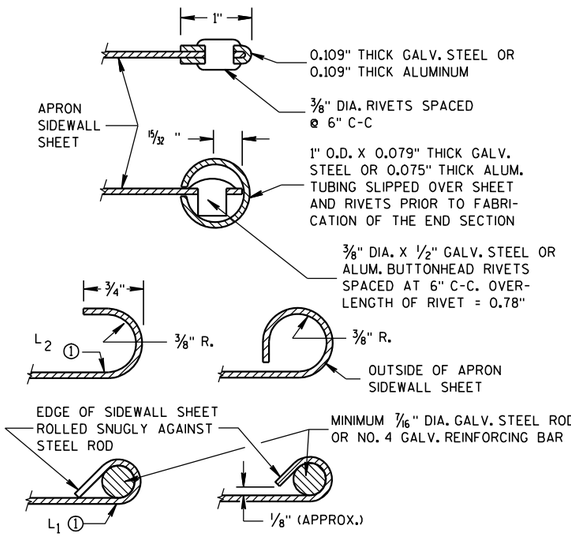
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

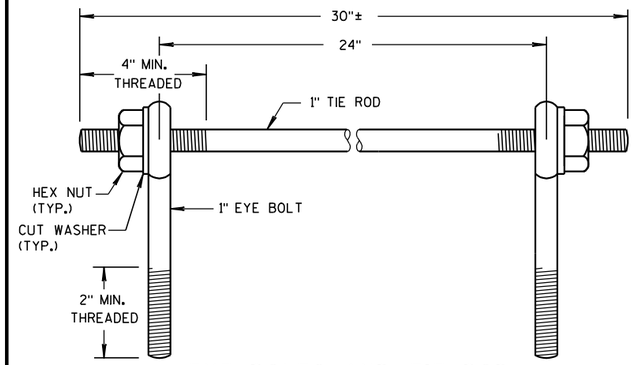
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

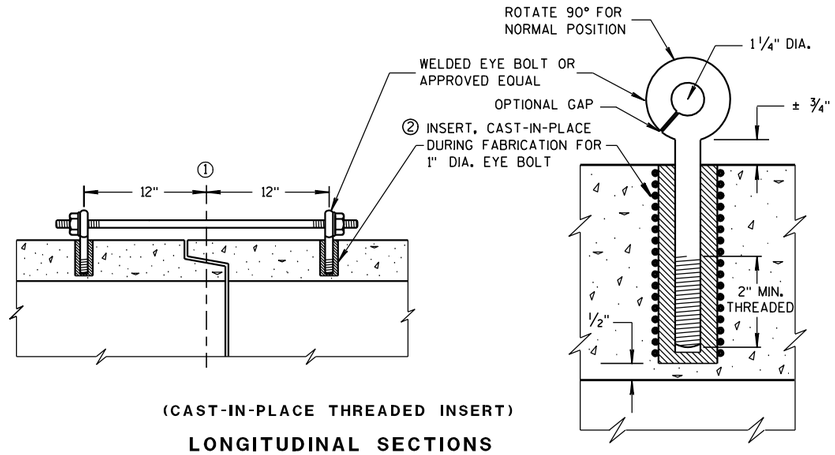
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

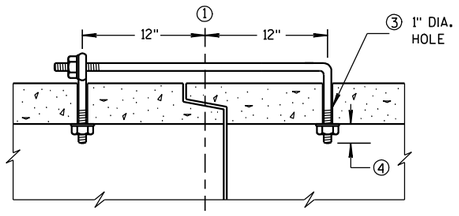
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

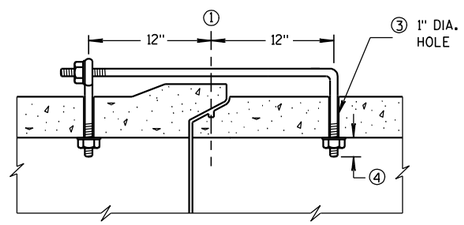
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

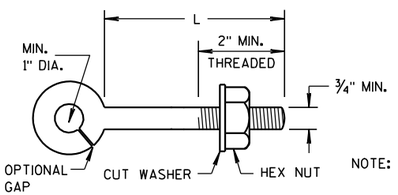


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

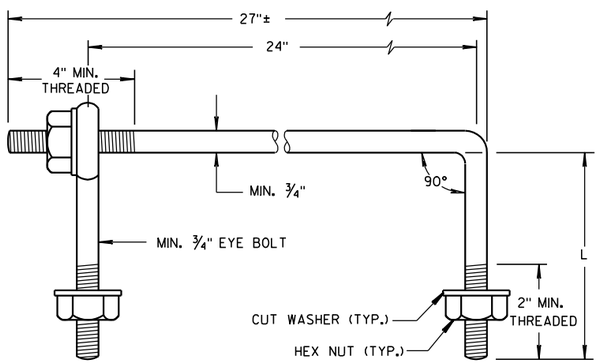
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

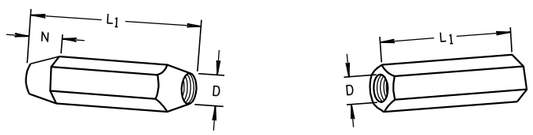
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

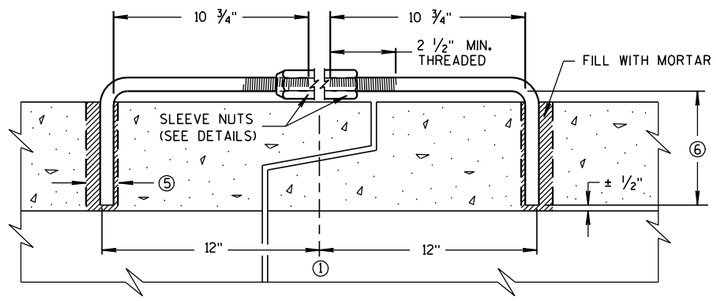
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

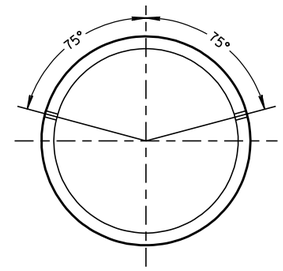
SLEEVE NUTS



LONGITUDINAL SECTION

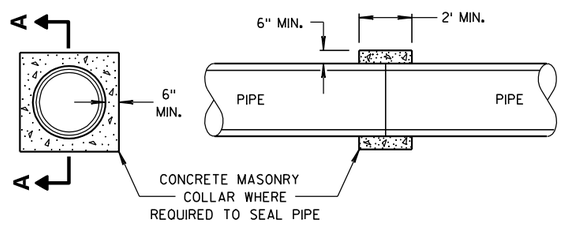
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
60
FHWA

6

S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

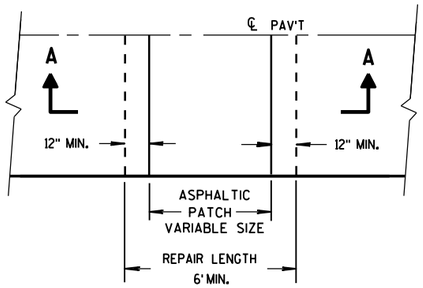
GENERAL NOTES

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

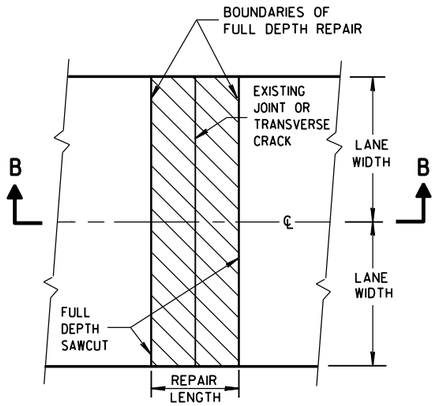
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

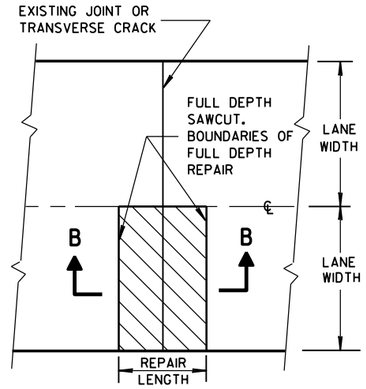
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

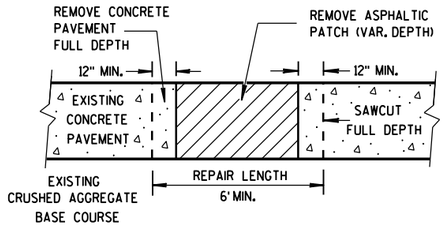


PLAN VIEW
(DOUBLE LANE REPAIR)



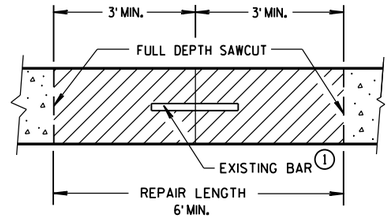
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

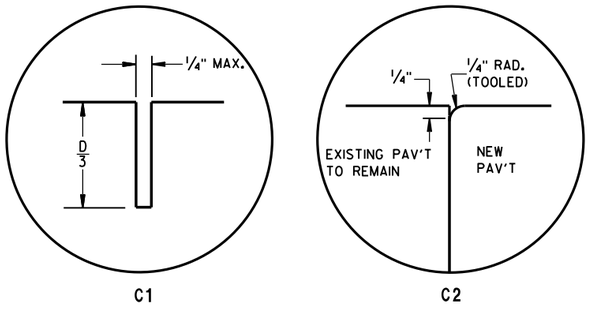
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 9-12a



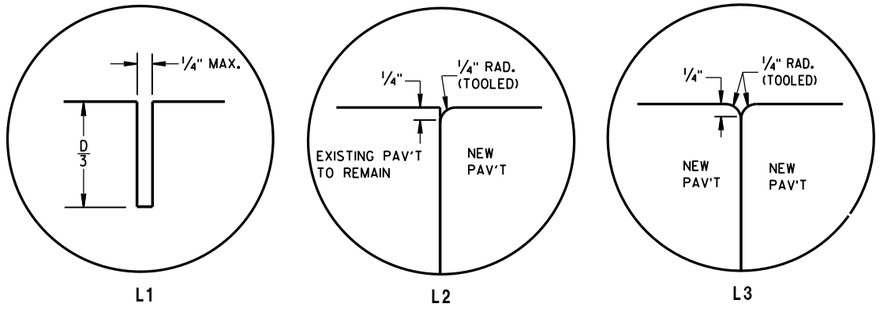
TRANSVERSE JOINTS

TIE BAR TABLE

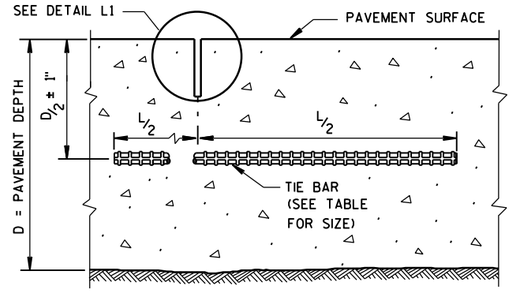
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

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

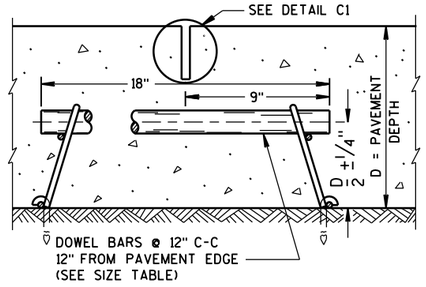
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

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

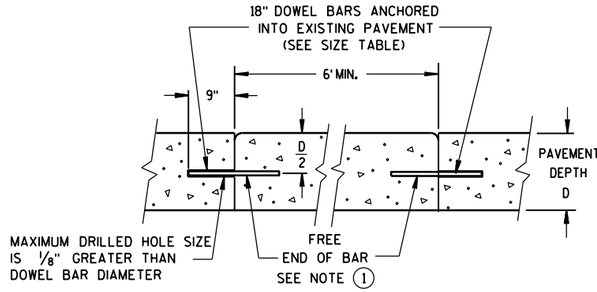
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

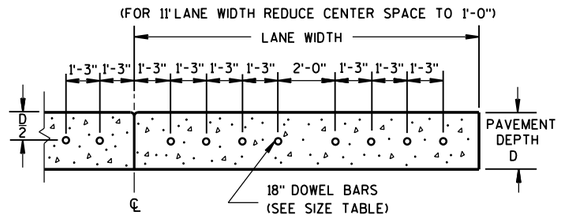


SECTION F-F

CONTRACTION JOINT



SECTION D-D

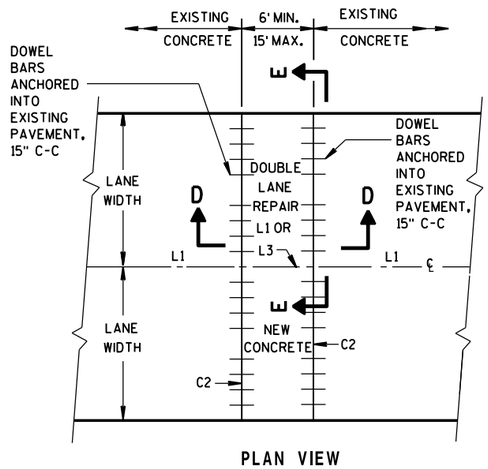


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

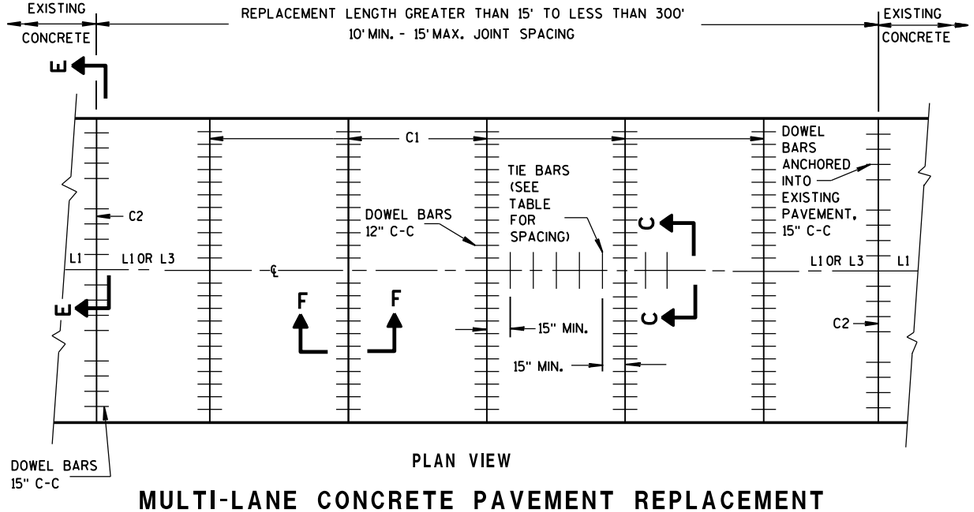
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 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'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

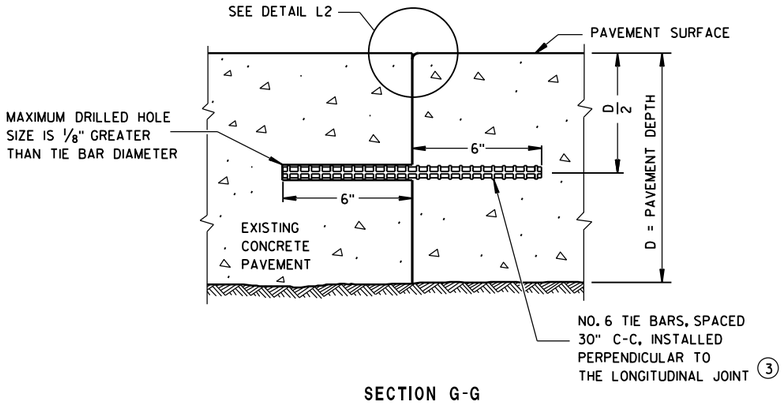
MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 9-12b



SECTION G-G

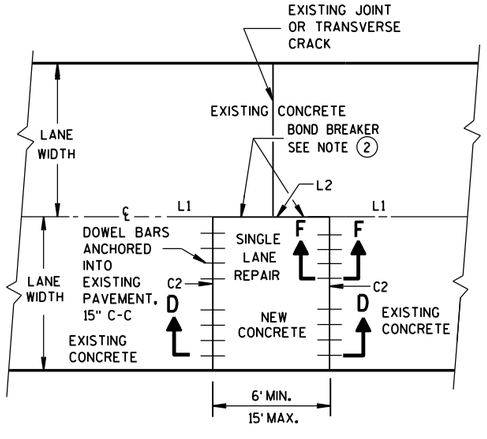
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

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

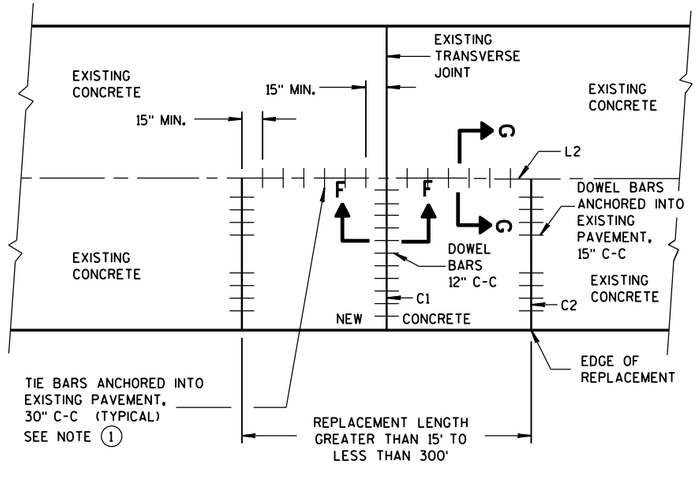
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

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



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

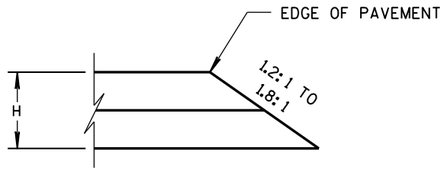
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

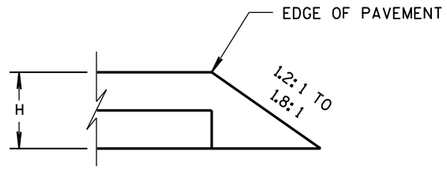
6

S.D.D. 13 C 9-12c



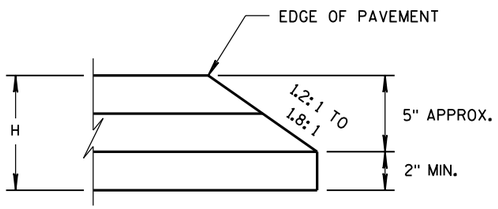
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



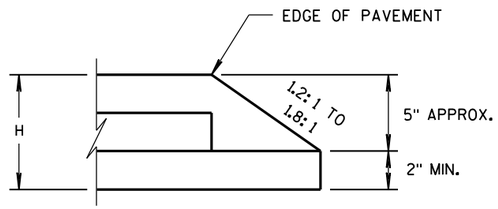
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

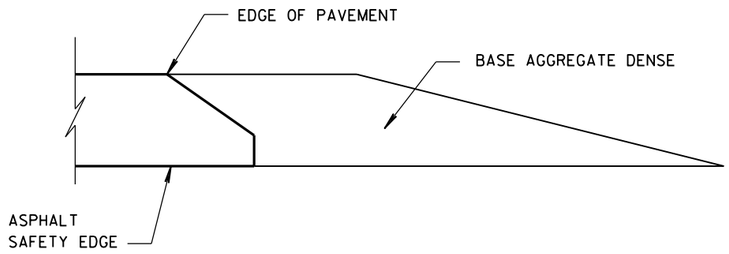
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES

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

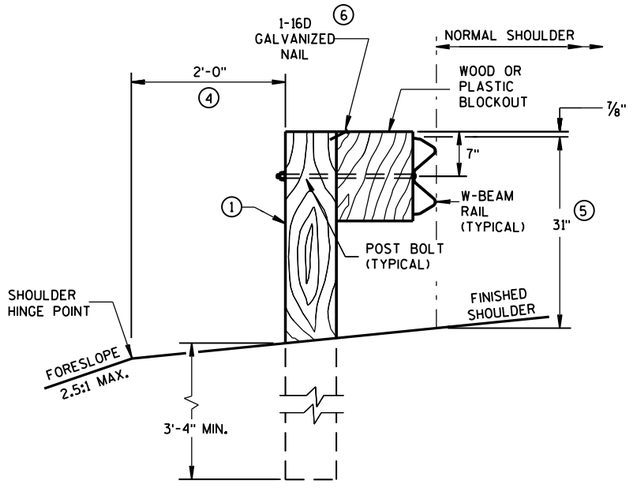
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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

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

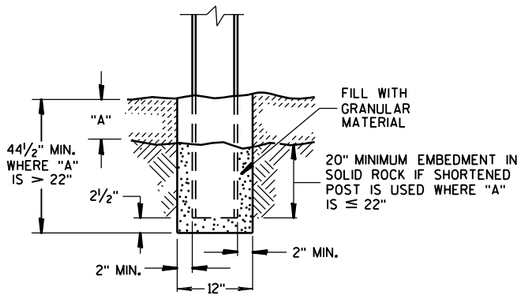
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



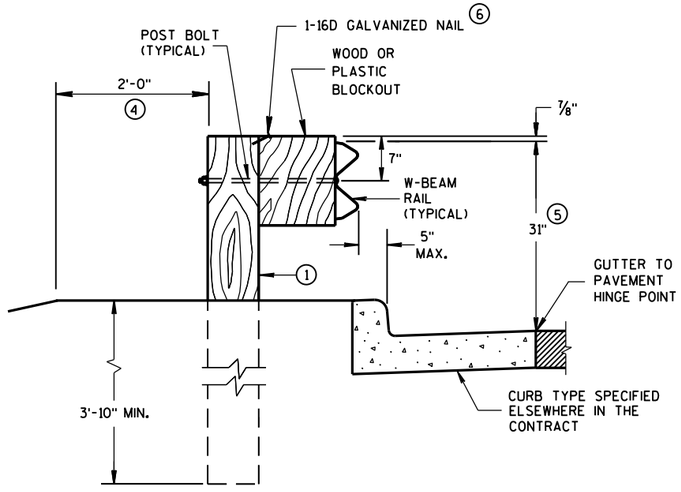
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



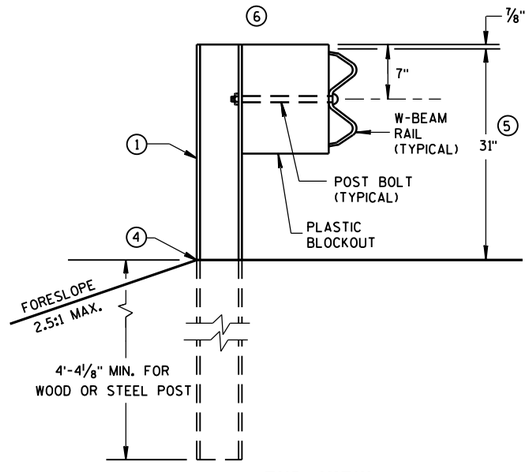
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



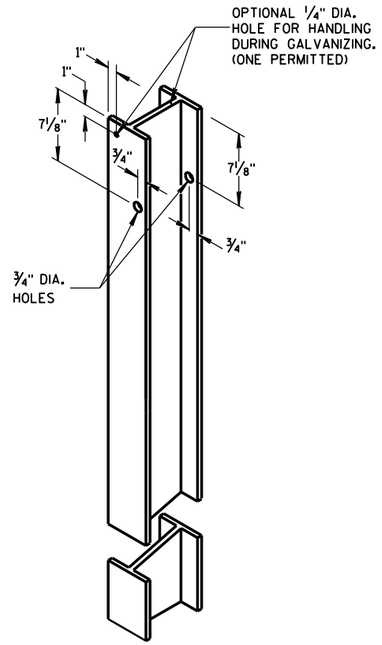
END VIEW

LOCATED ALONG A CURBED ROADWAY

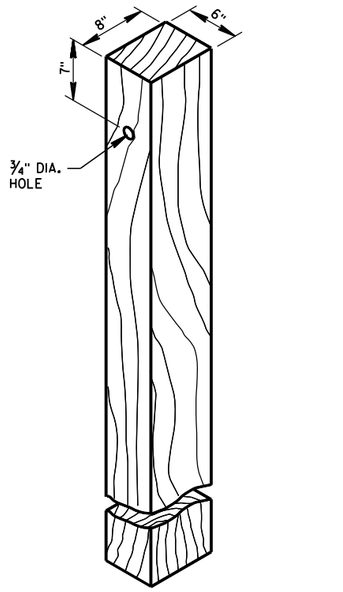


END VIEW

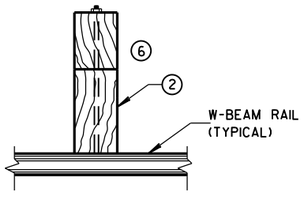
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



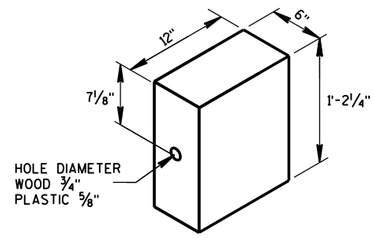
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



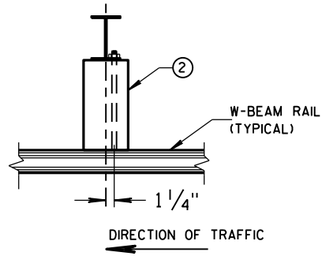
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

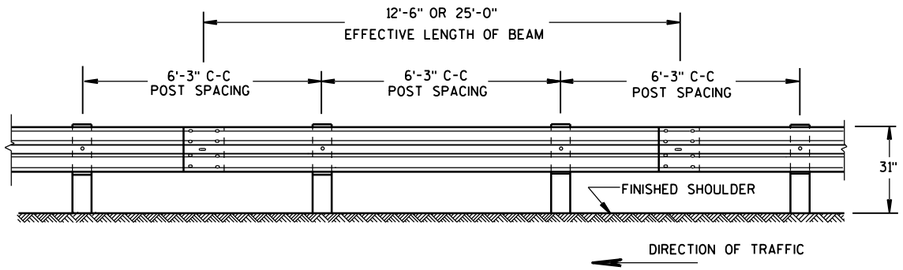


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

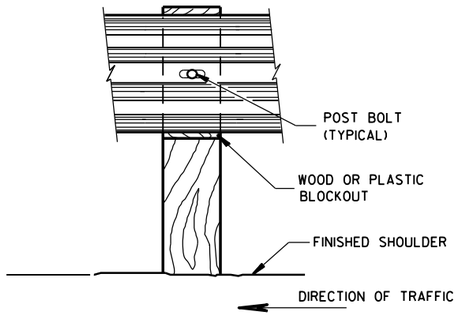
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 42-3a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

GENERAL NOTES

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

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

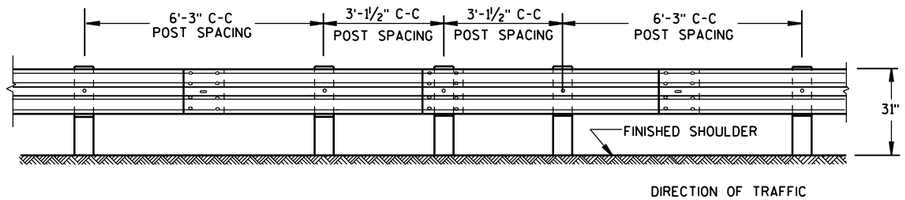
(9) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

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

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

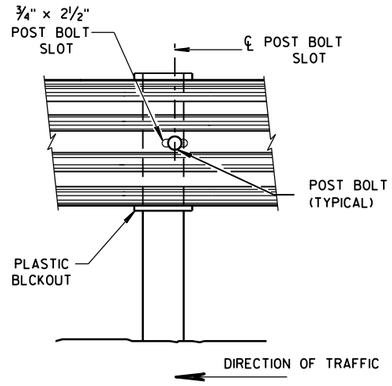
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

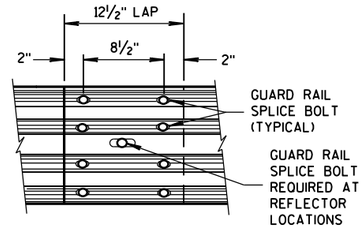


FRONT VIEW

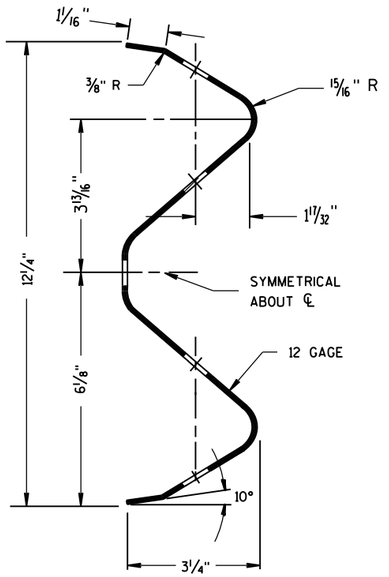
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



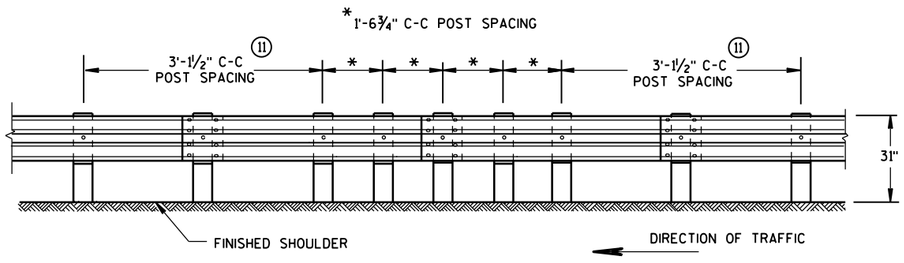
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

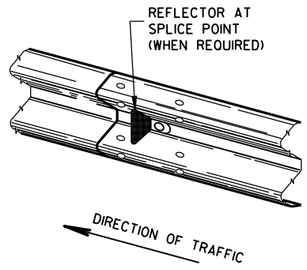


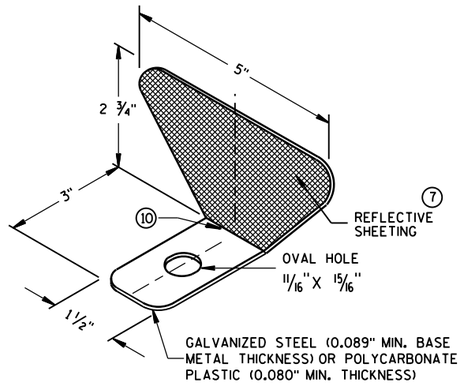
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





REFLECTOR SPACING (8)

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

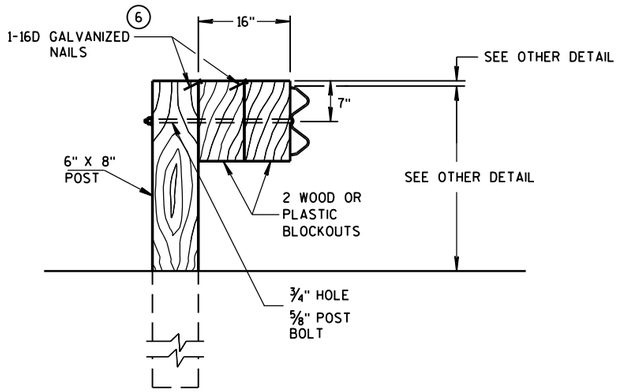
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

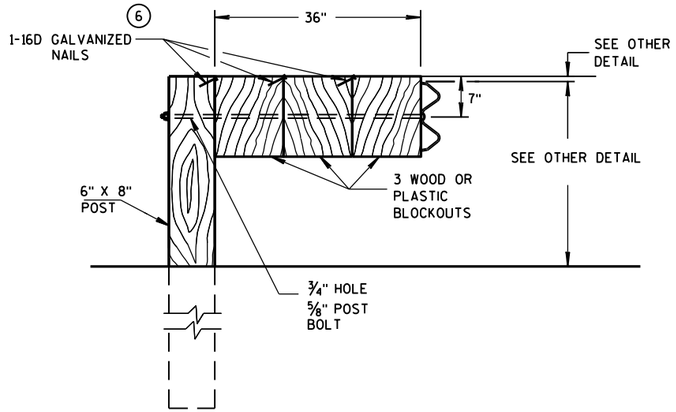
6

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.

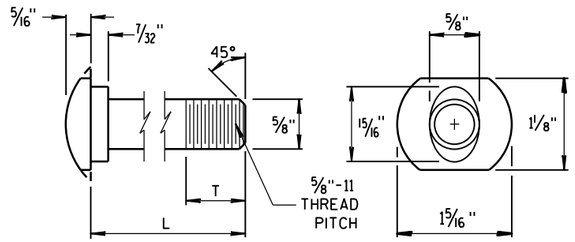


DETAIL FOR 36" BLOCKOUT DEPTH

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.

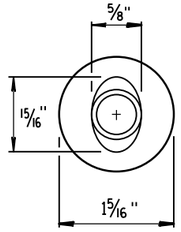
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

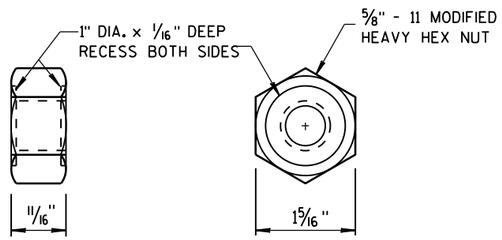


POST BOLT TABLE

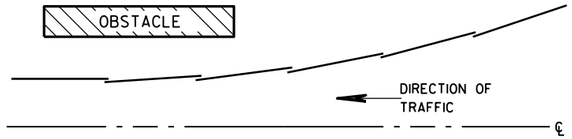
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

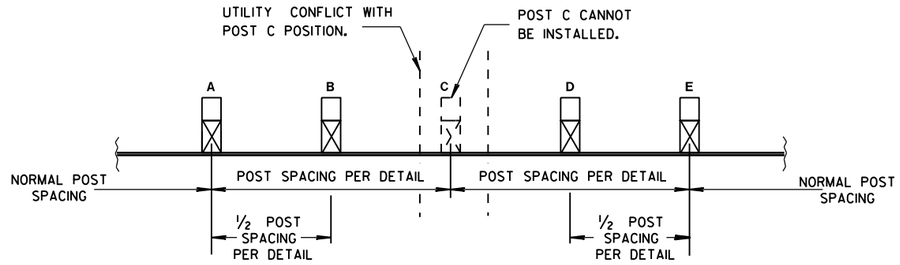


POST BOLT AND RECESS NUT

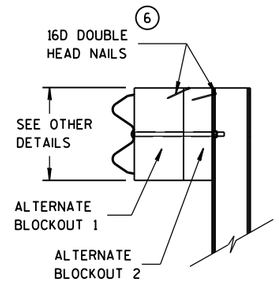


PLAN VIEW

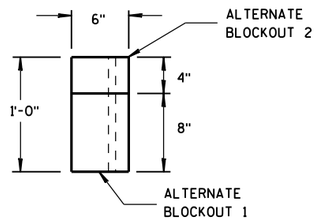
BEAM LAPPING DETAIL



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
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

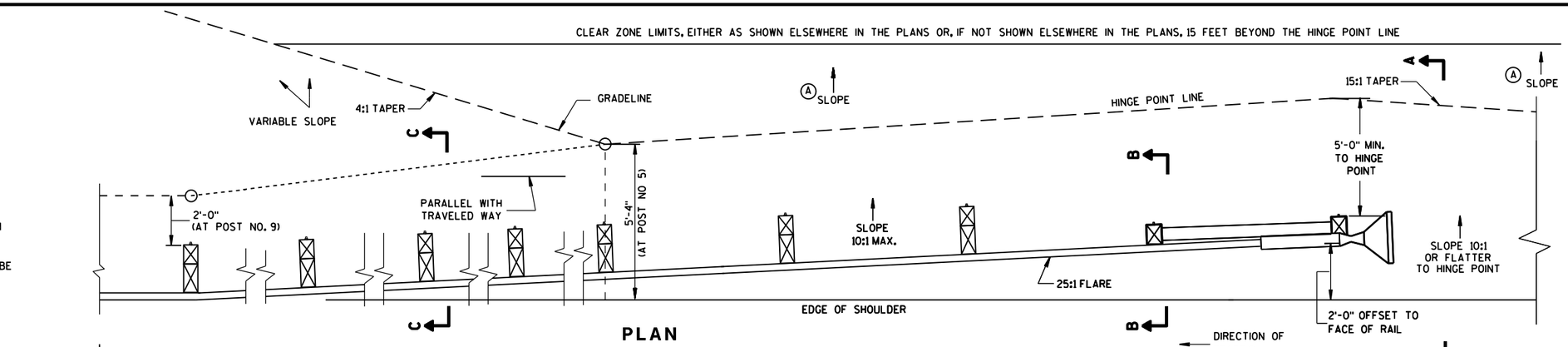
SEE SDD 14B42 FOR MORE INFORMATION.

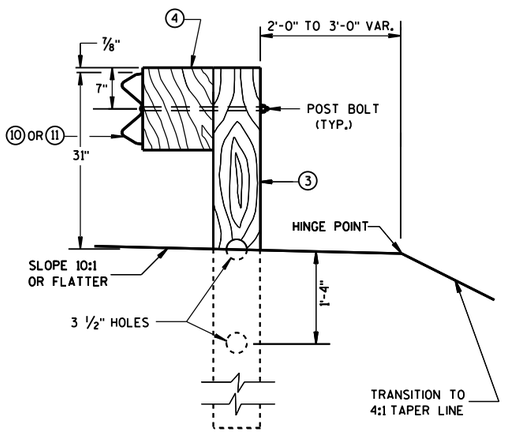
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

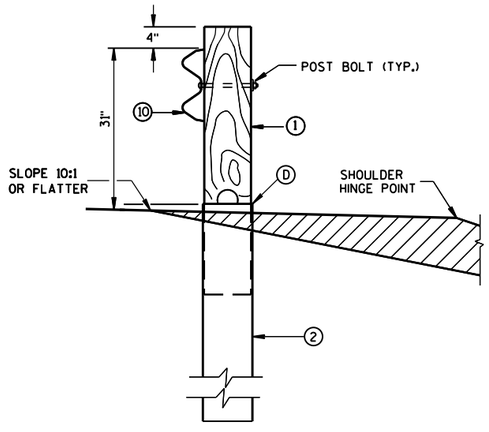
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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

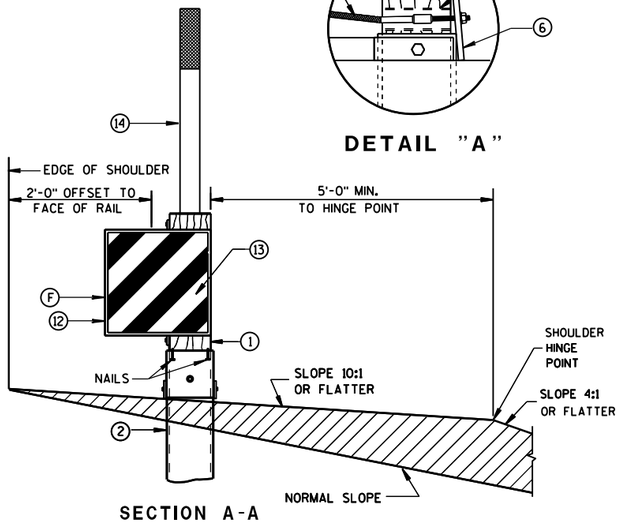




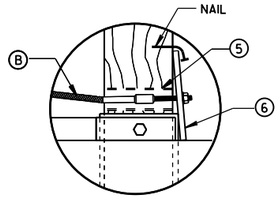
SECTION C-C
TYPICAL AT POST NOS. 3-9



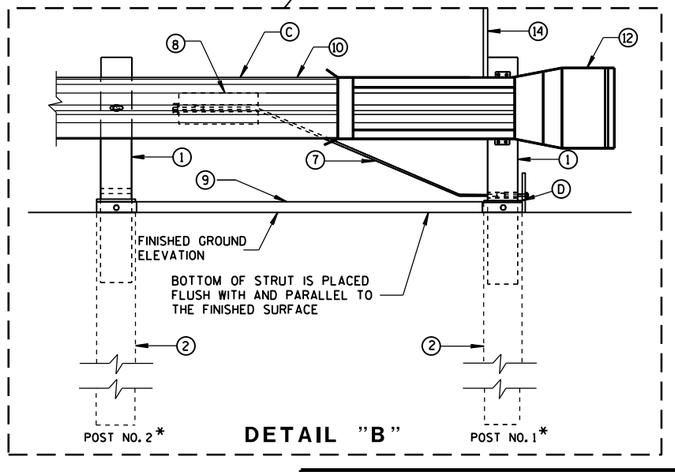
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



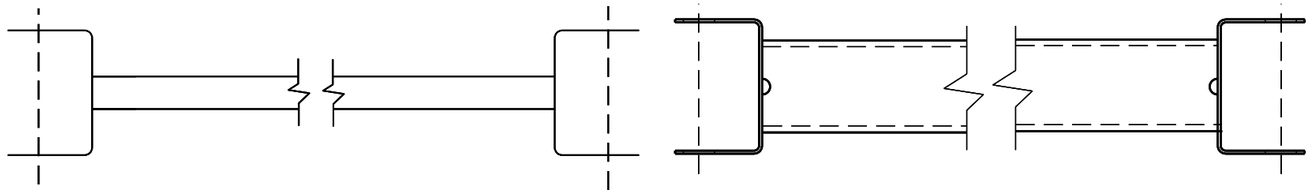
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 68

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

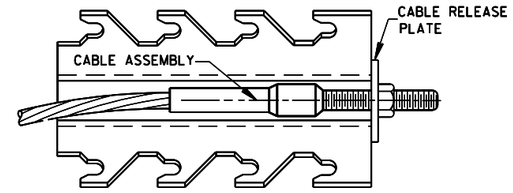
S.D.D. 14 B 44-2a



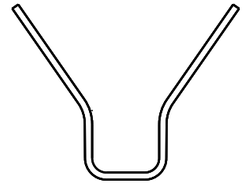
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

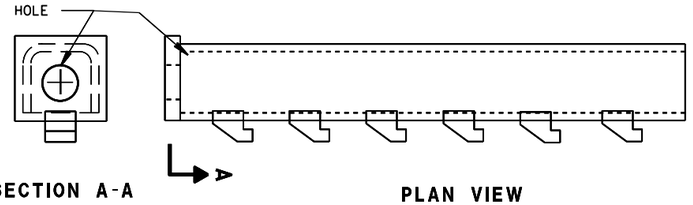
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



FRONT VIEW



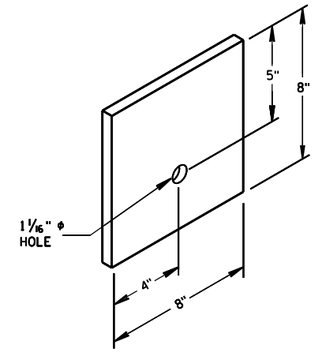
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)

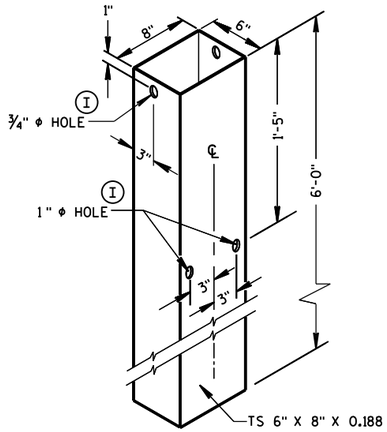


BEARING PLATE (6)

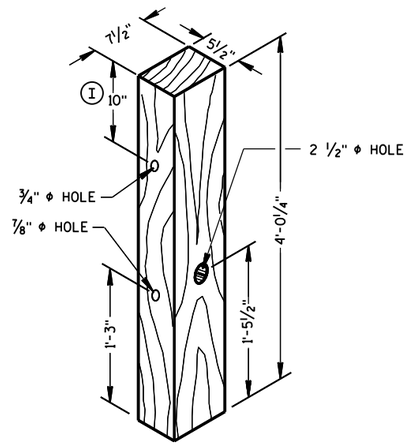
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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

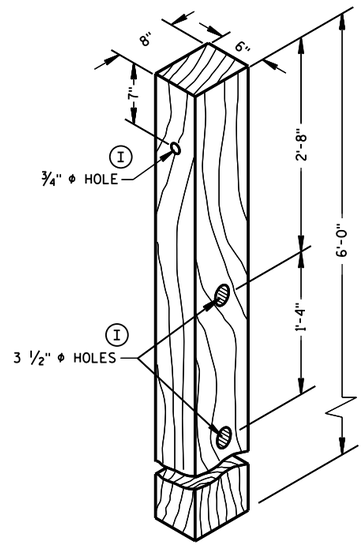


FOUNDATION TUBE (2)



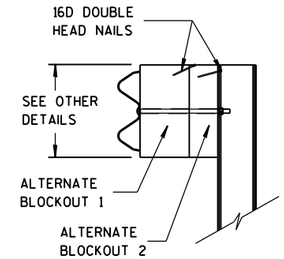
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

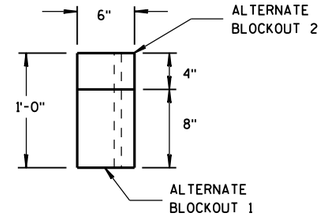


POSTS NUMBER 3-9

WOOD CRT POST (3)

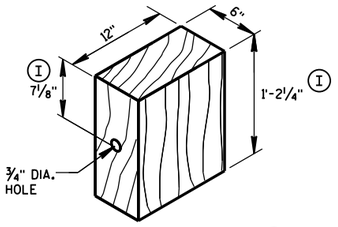


SIDE VIEW



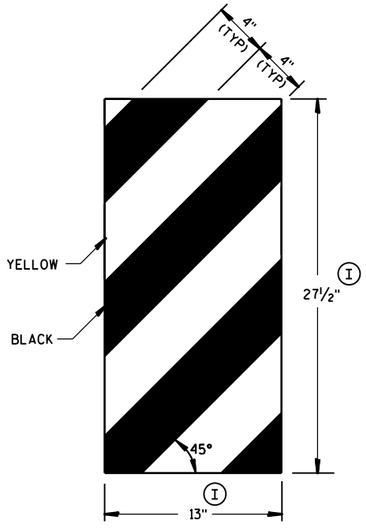
TOP VIEW

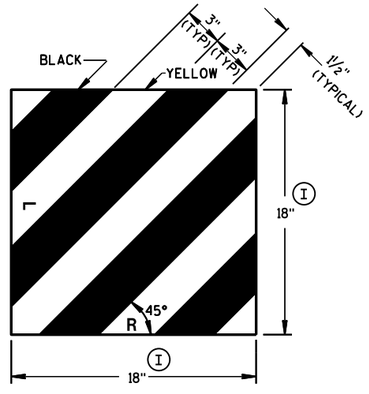
ALTERNATE WOOD BLOCKOUT DETAIL



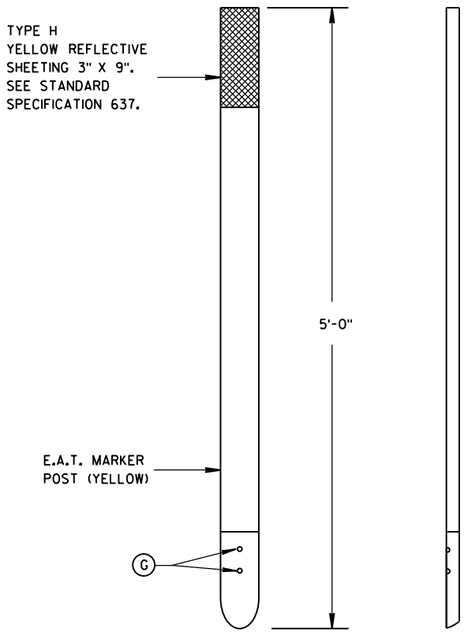
WOOD BLOCKOUT (4)

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





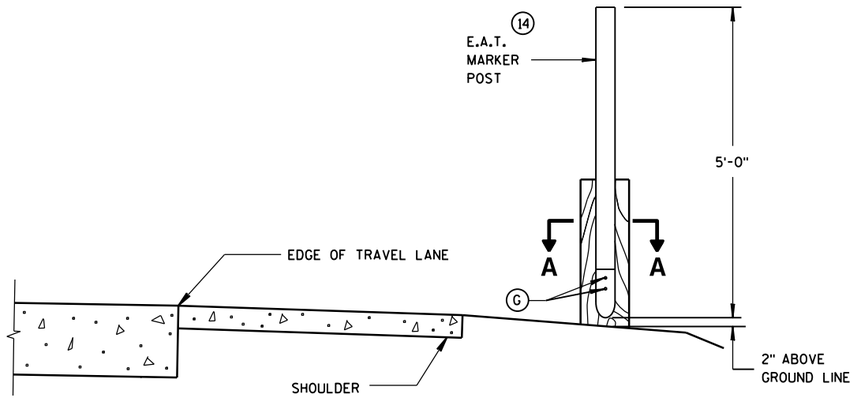
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

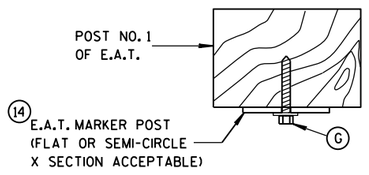
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

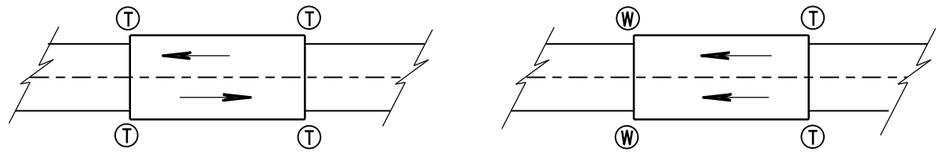
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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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

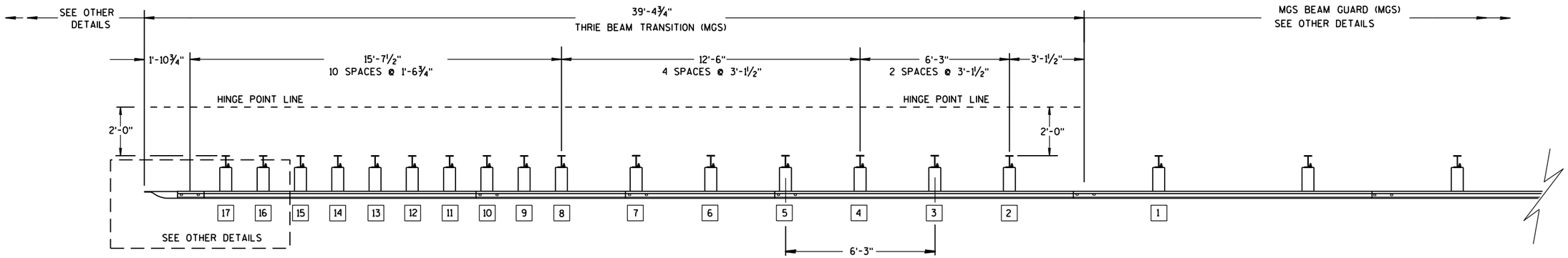
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

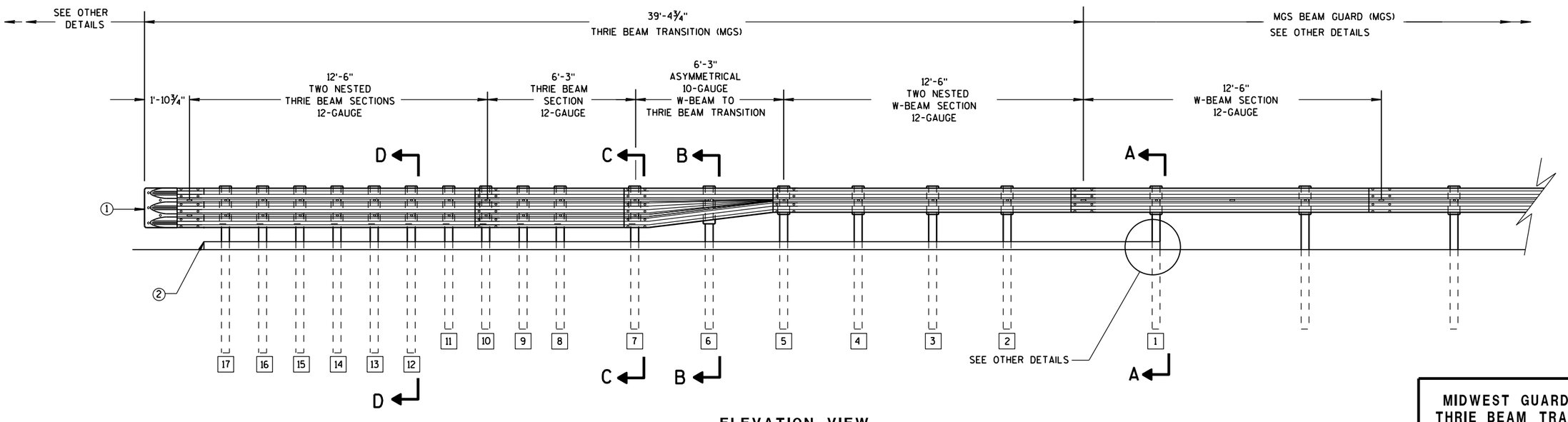
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 45-4a

6

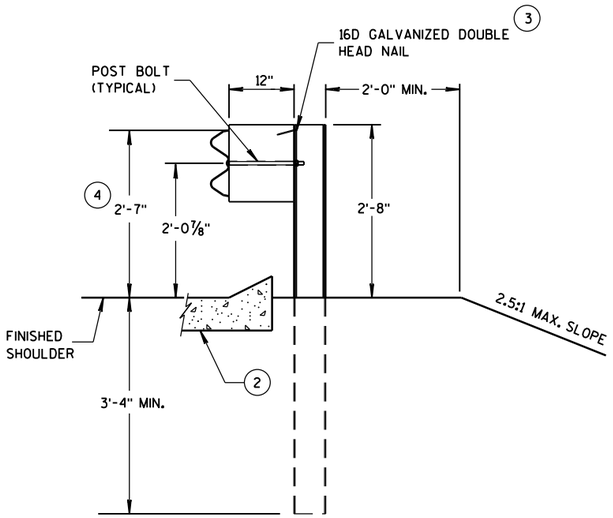
S.D.D. 14 B 45-4a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

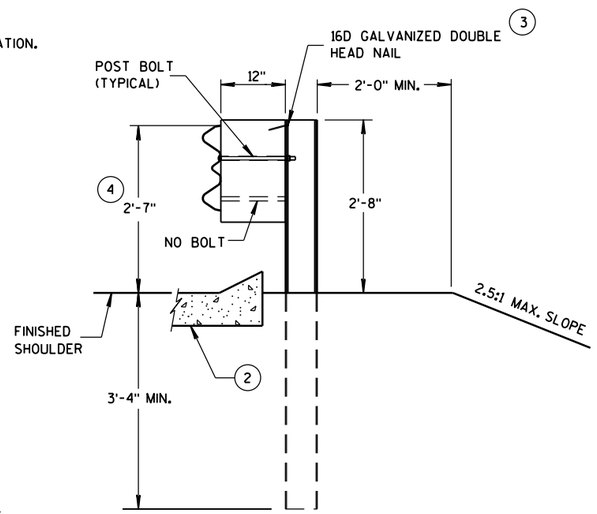
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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



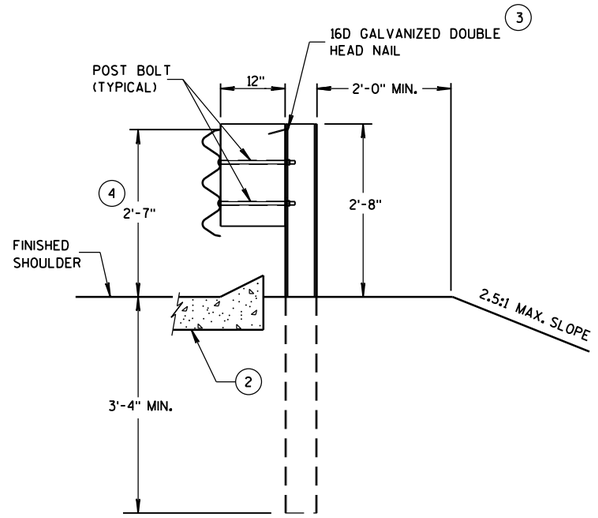
SECTION A-A

POSTS 1-5



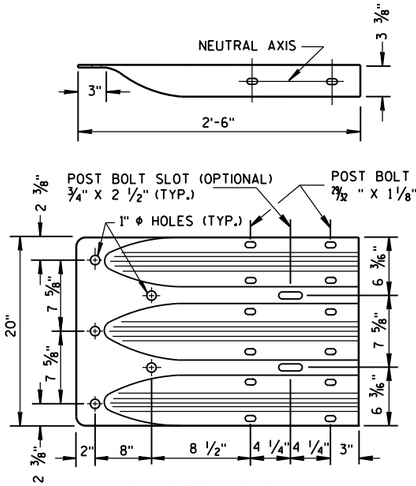
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

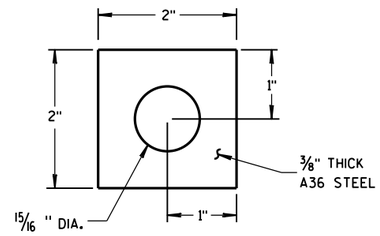
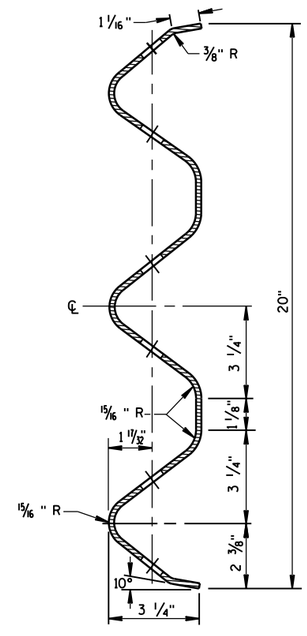
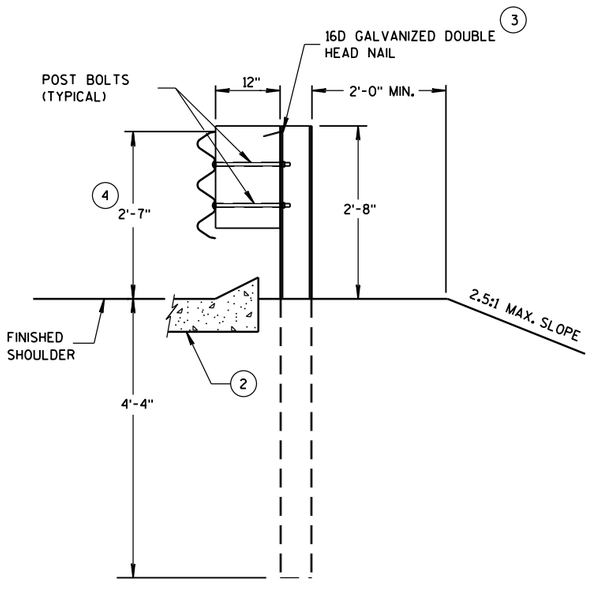


PLATE WASHER DETAIL

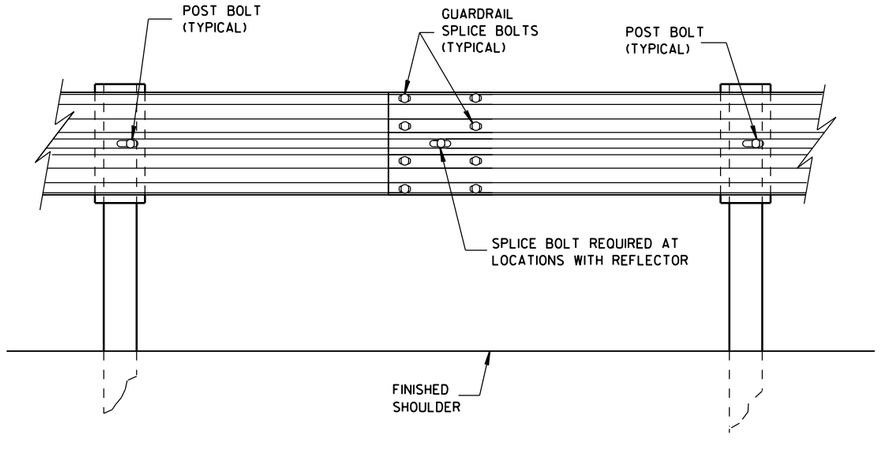


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



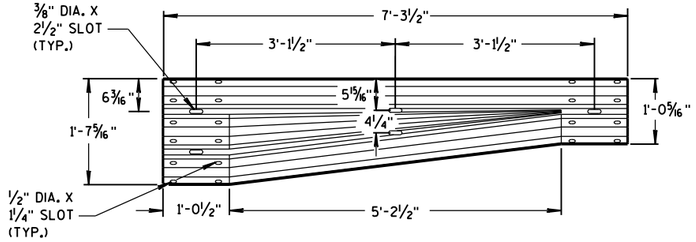
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

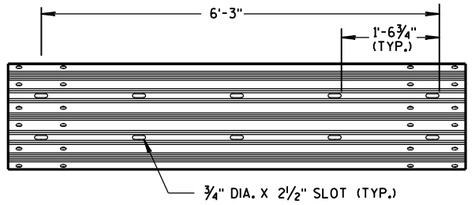
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

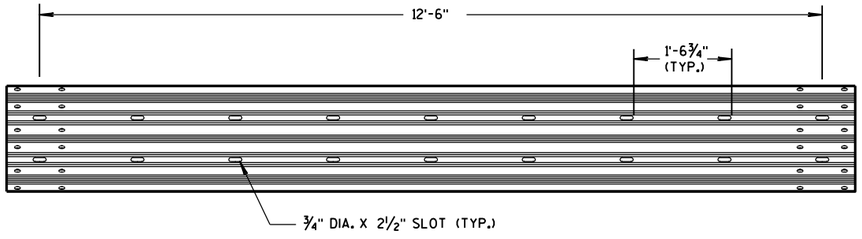
S.D.D. 14 B 45-4b



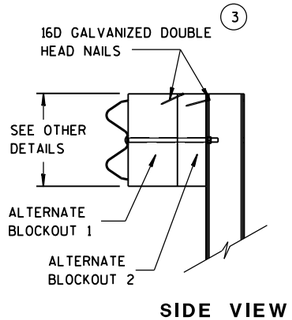
W-BEAM TO THRIE BEAM TRANSITION SECTION



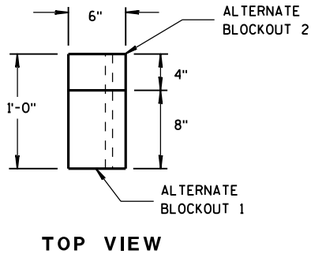
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

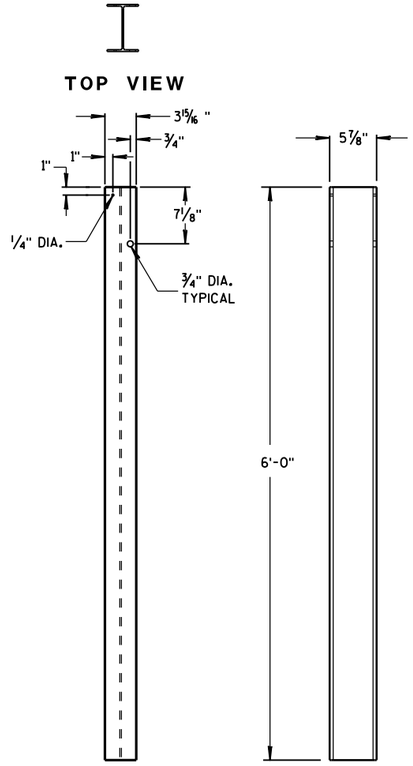


SIDE VIEW

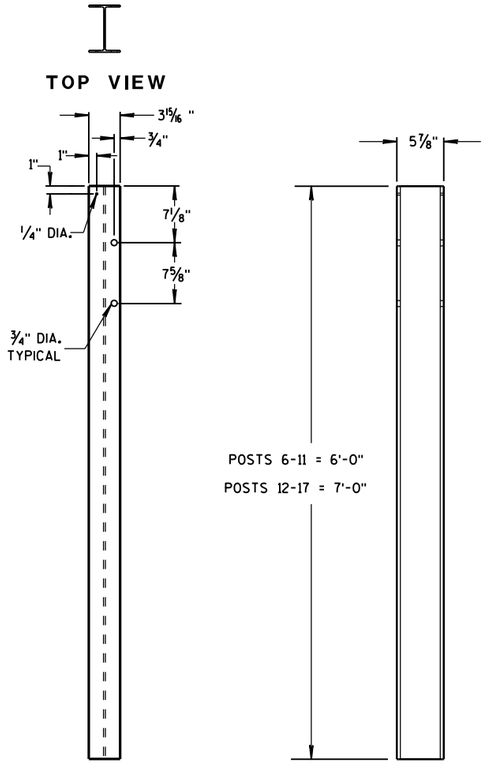


TOP VIEW

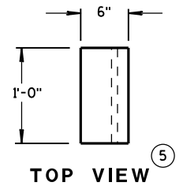
ALTERNATE WOOD BLOCKOUT DETAIL



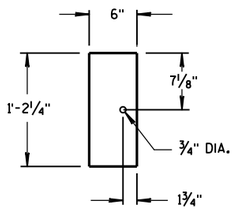
STEEL POSTS 1-5



STEEL POSTS 6-17

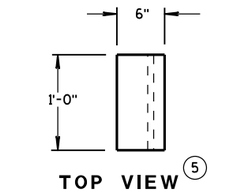


TOP VIEW

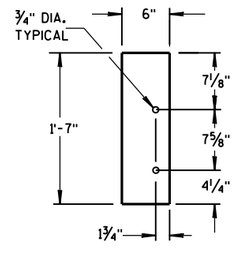


FRONT VIEW

BLOCKOUT POSTS 1-5



TOP VIEW



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS 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.

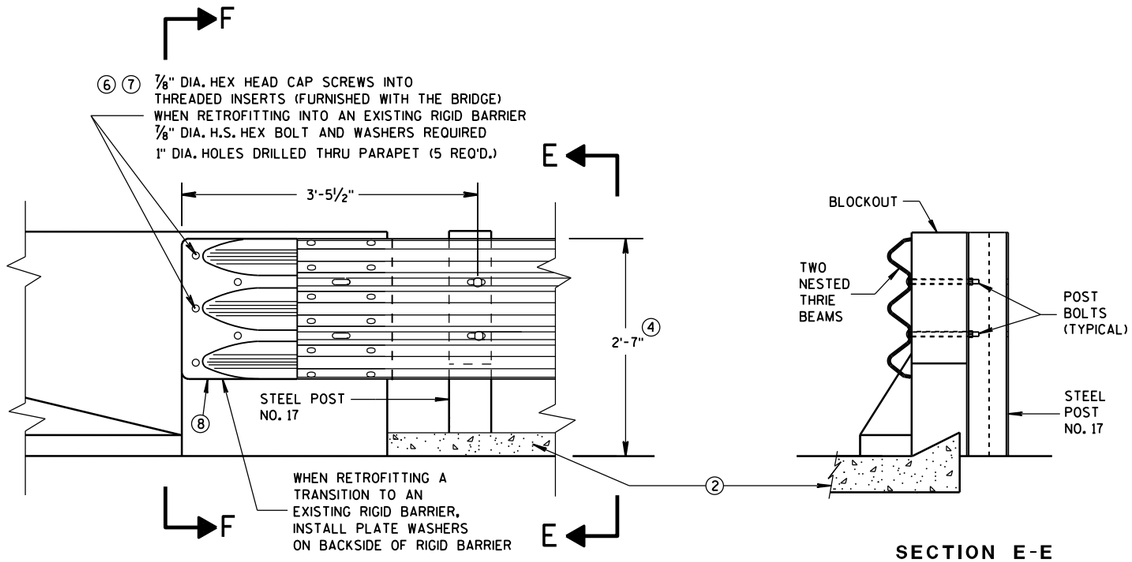
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-4c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

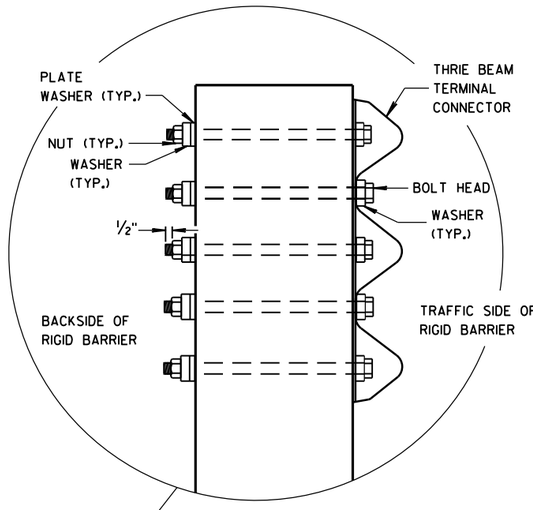
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

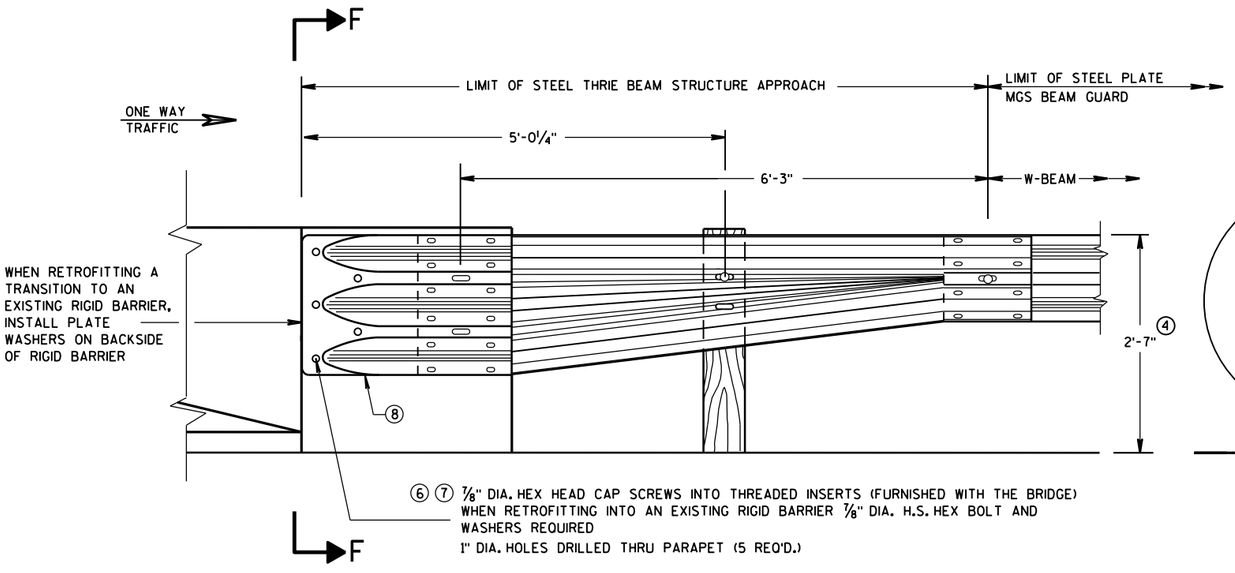
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

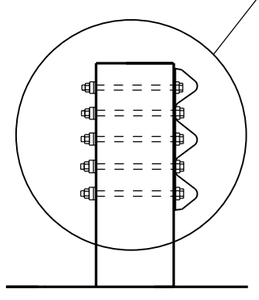
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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.

⑧ 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".

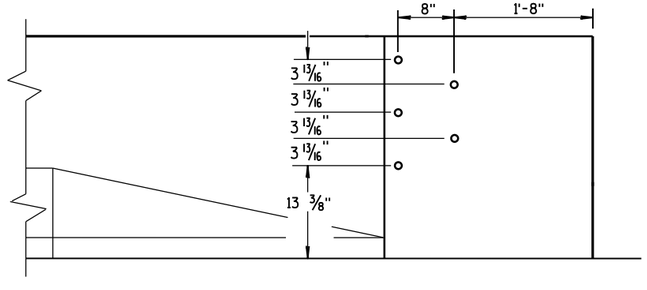




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

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
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

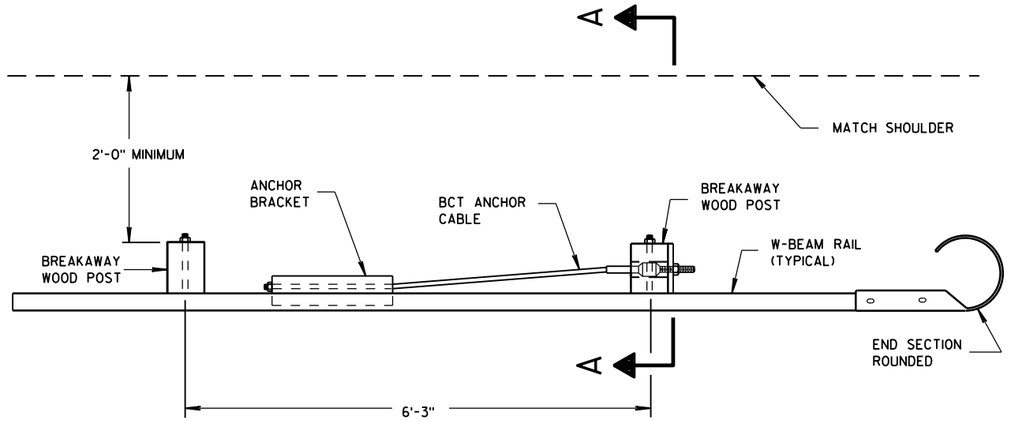
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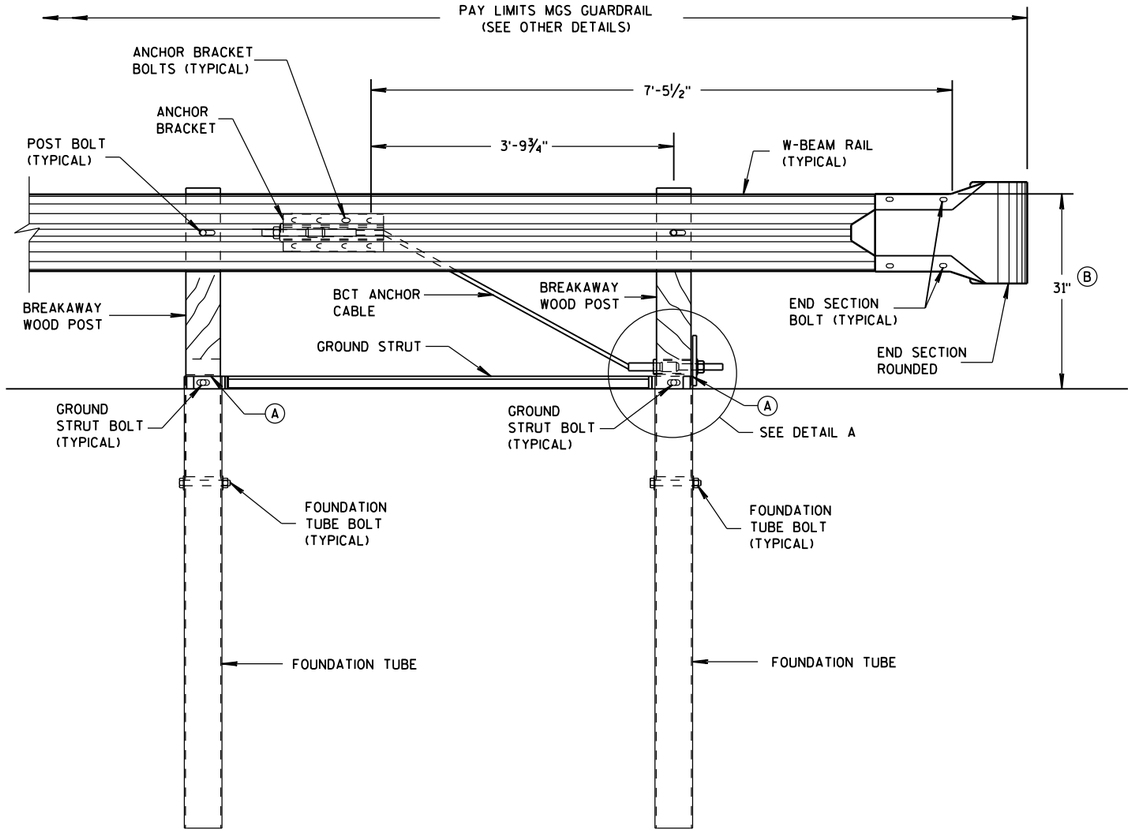
S.D.D. 14 B 45-4d

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S.D.D. 14 B 45-4d

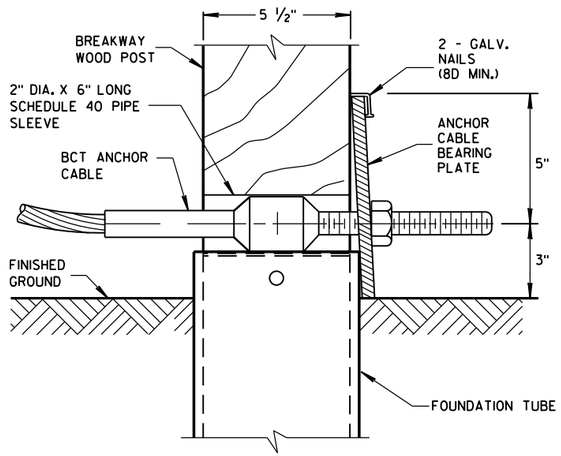


PLAN VIEW



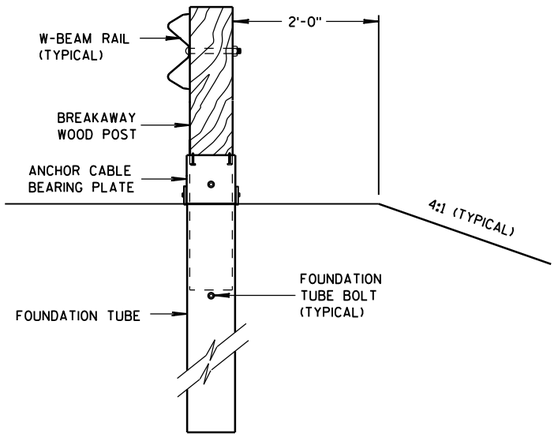
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

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

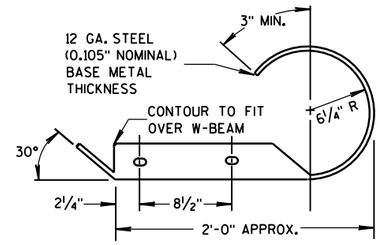
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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

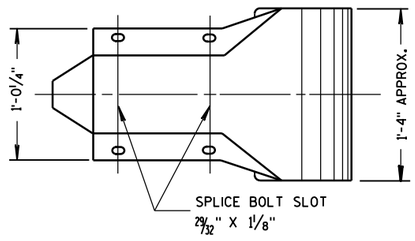
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

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

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



PLAN VIEW



FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

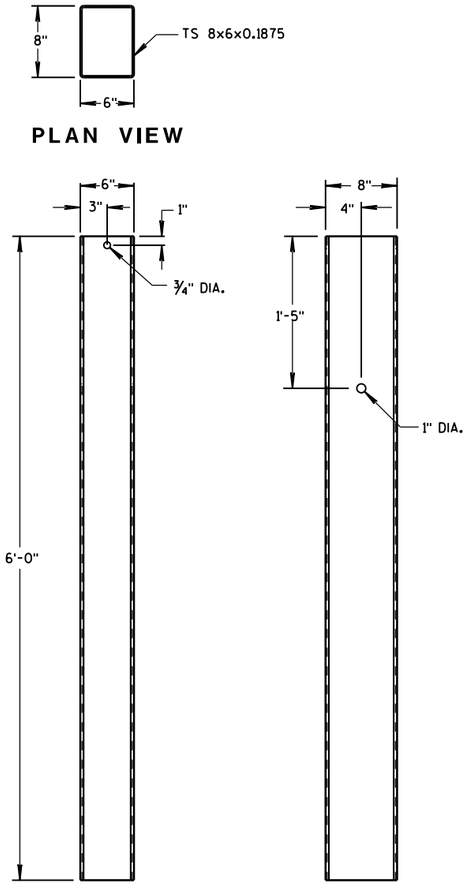
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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

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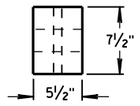
S.D.D. 14 B 47-2a



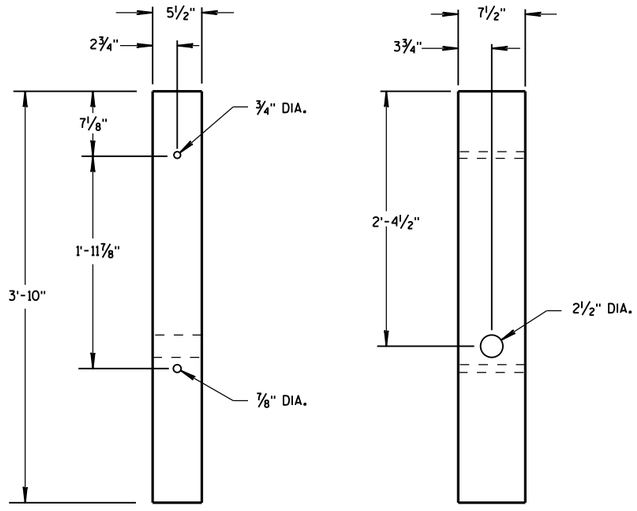
PLAN VIEW

FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW



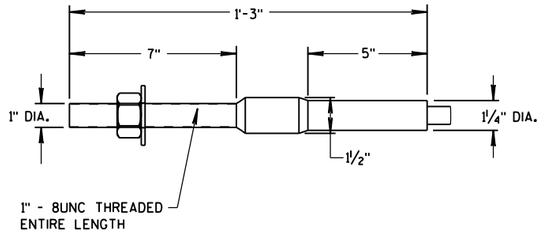
FRONT VIEW SIDE VIEW

BREAKAWAY WOOD POST

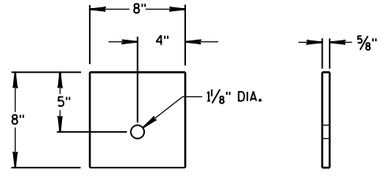
GENERAL NOTES

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

BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

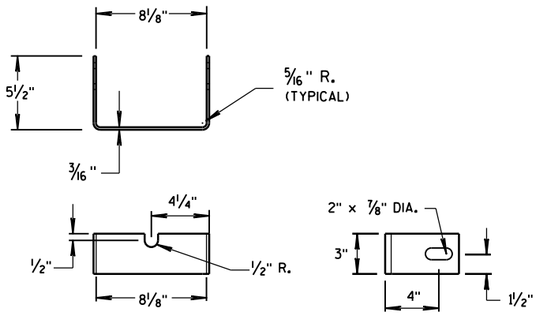
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

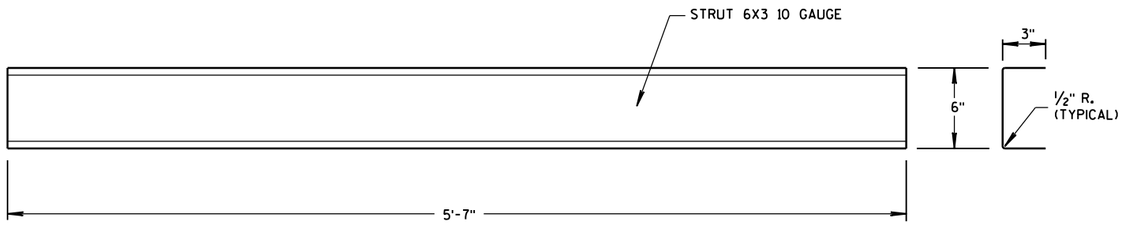
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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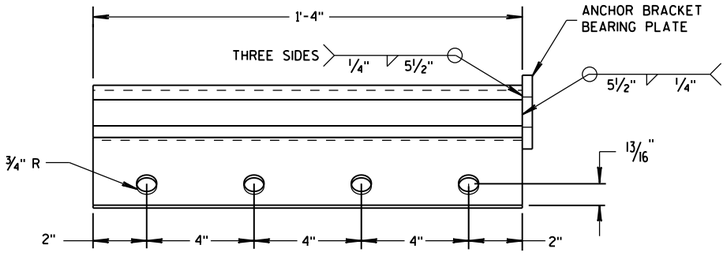
S.D.D. 14 B 47-2b

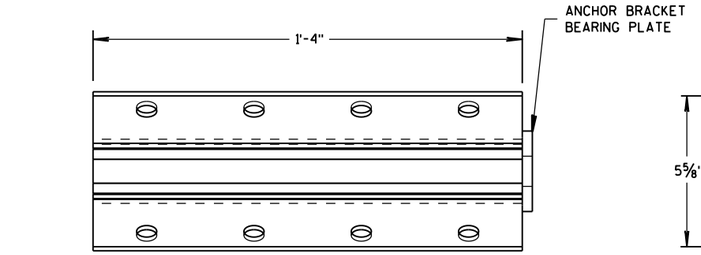


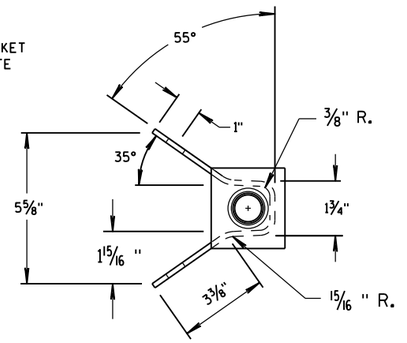
YOKE DETAIL



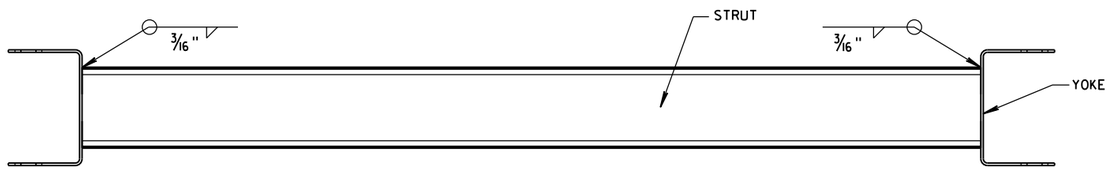
STRUT DETAIL



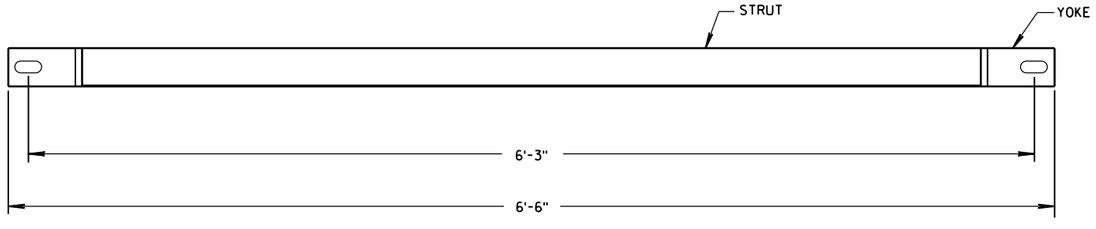




ANCHOR BRACKET

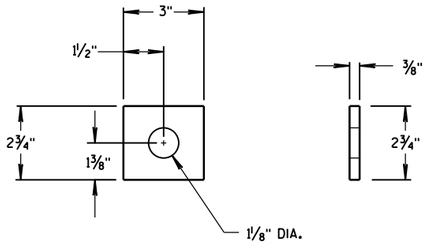


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

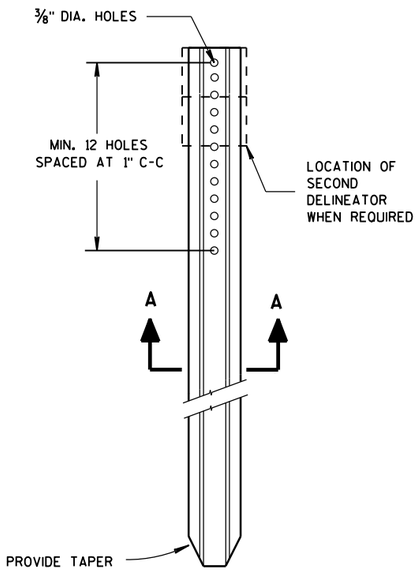
MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

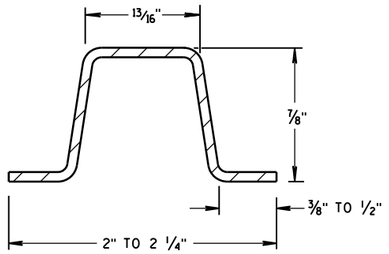
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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

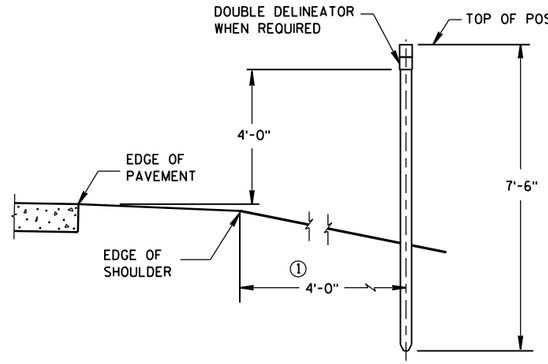


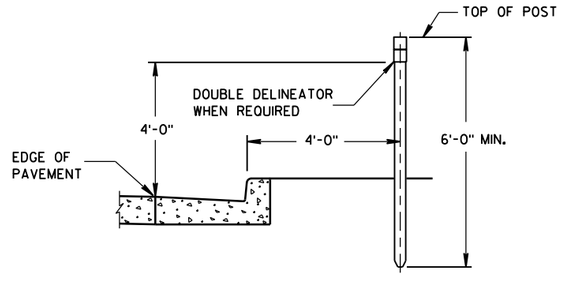
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



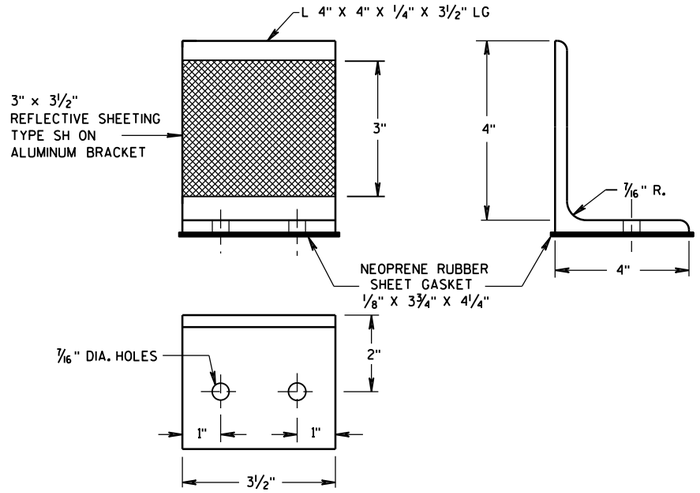


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

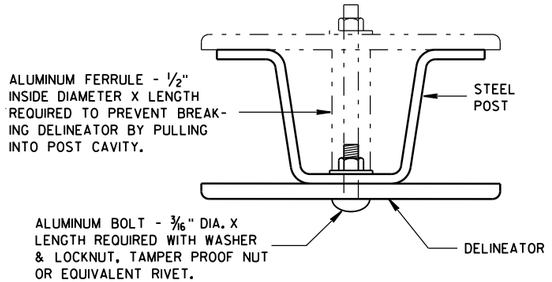
GENERAL NOTES

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

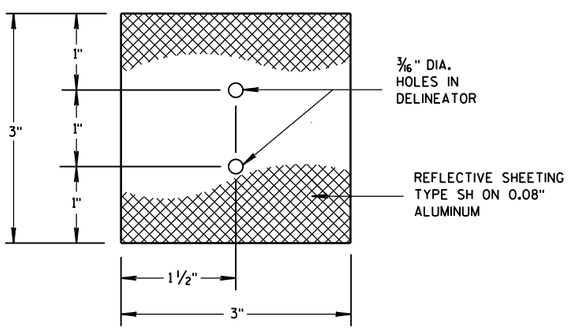
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



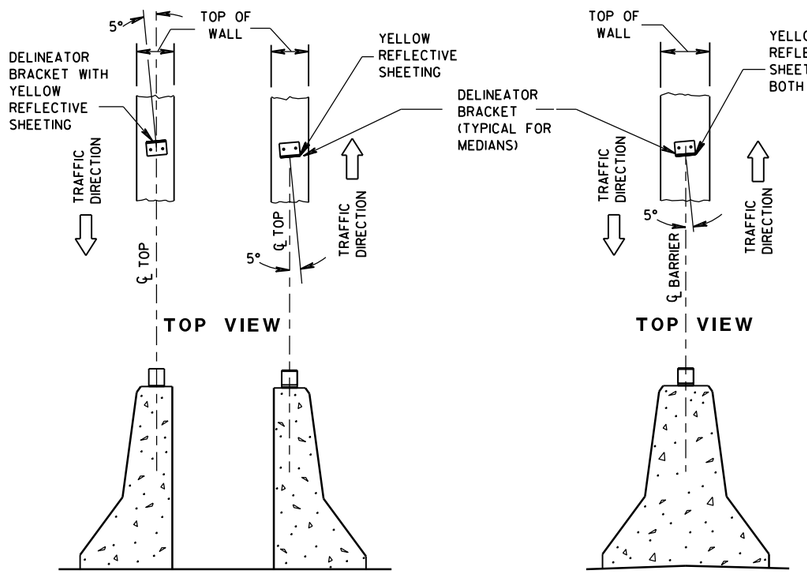
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR

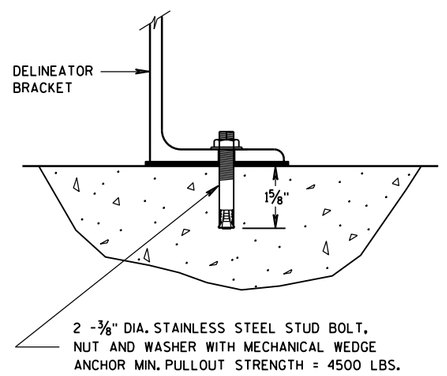


3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN | MEDIAN BARRIER | BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

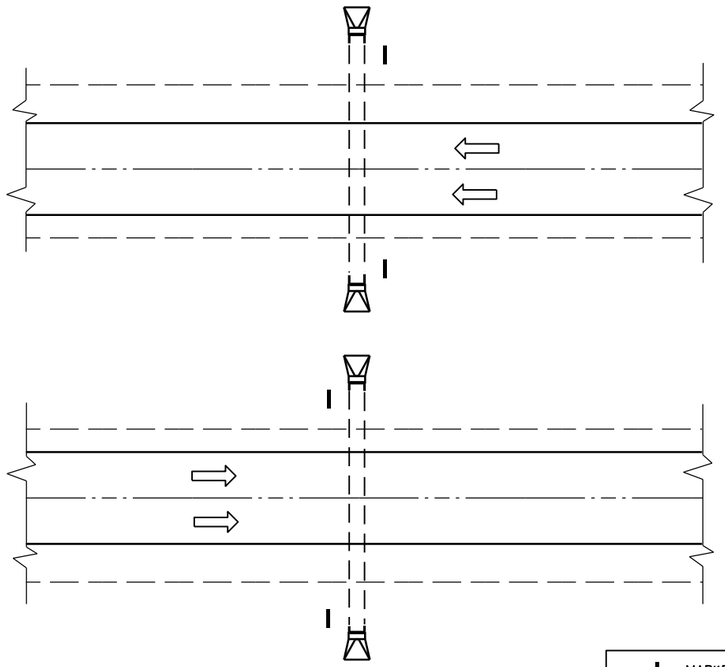
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S.D.D. 15 A 2-8

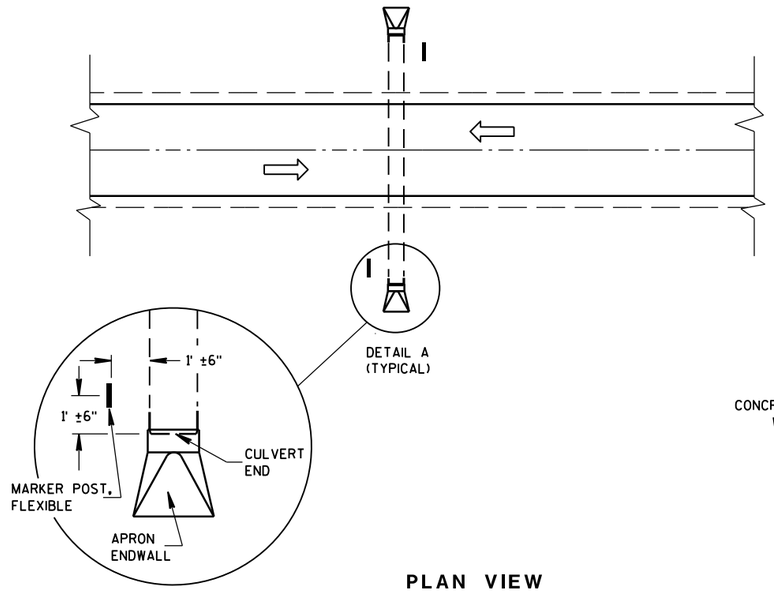
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S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

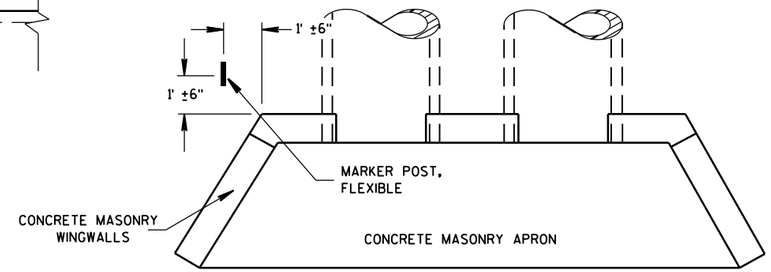
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

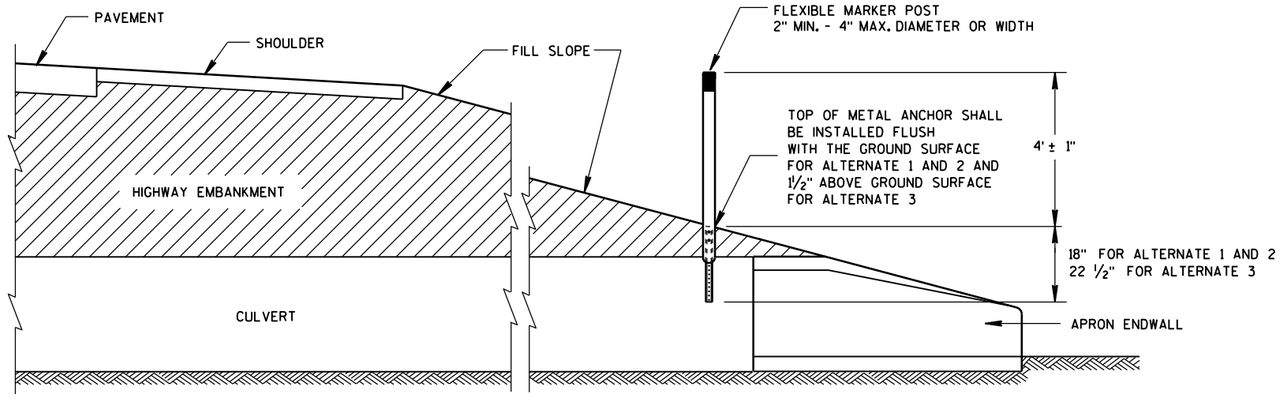
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

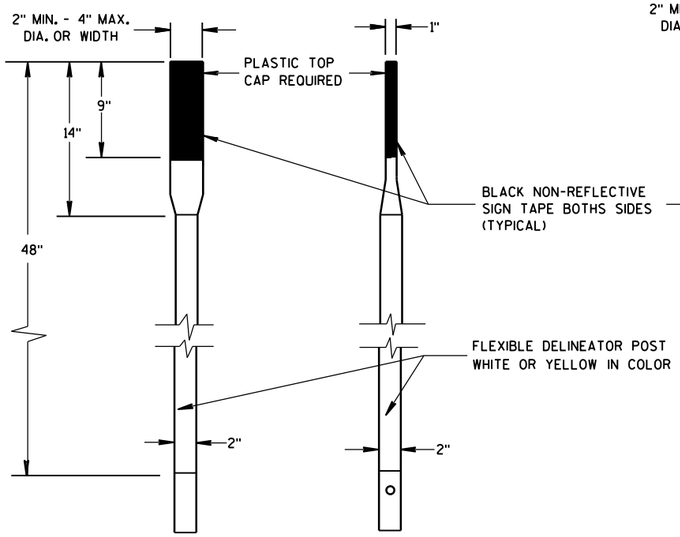
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

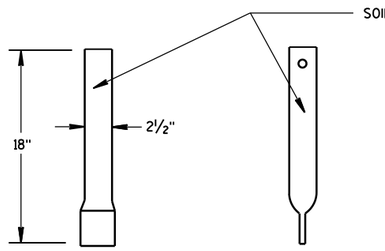
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S.D.D. 15 A 3-2a

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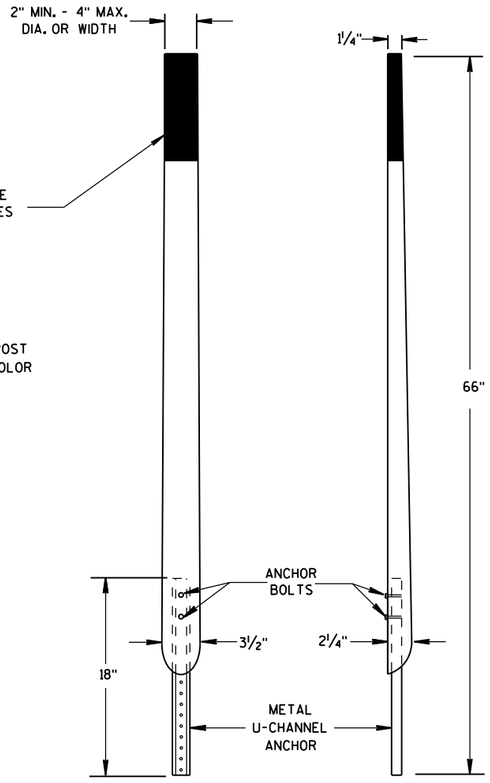
S.D.D. 15 A 3-2a





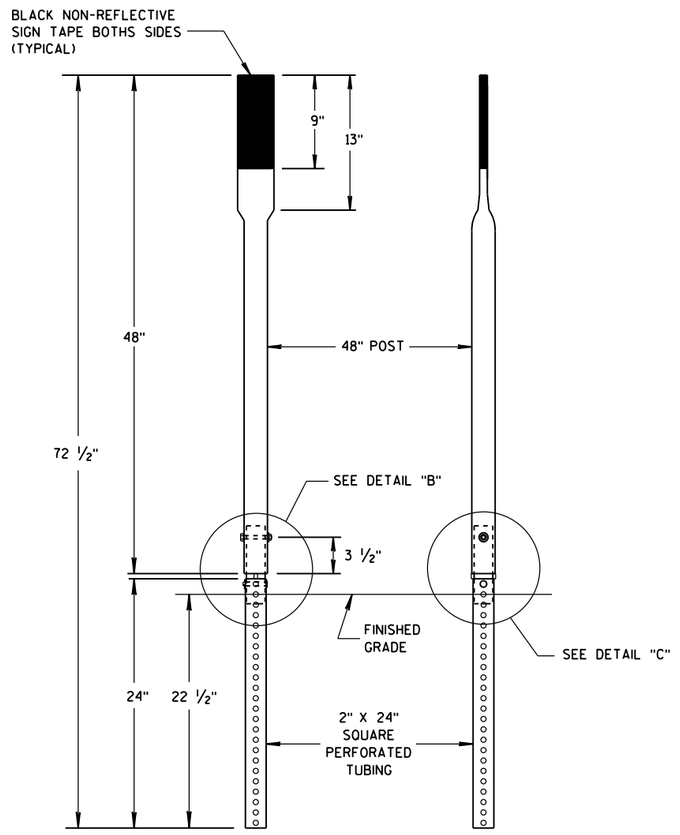
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

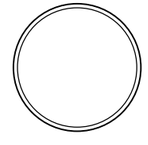
ALTERNATE 2



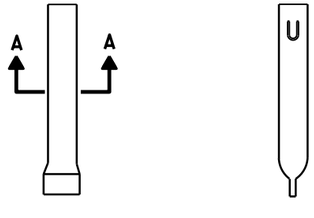
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

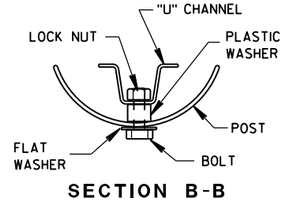


SECTION A-A

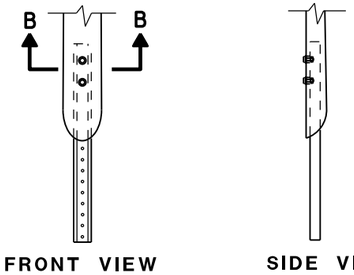


FRONT VIEW SIDE VIEW

ALTERNATE 1

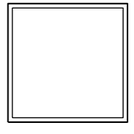


SECTION B-B

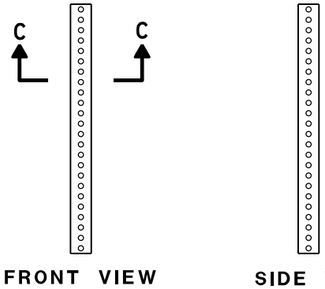


FRONT VIEW SIDE VIEW

ALTERNATE 2



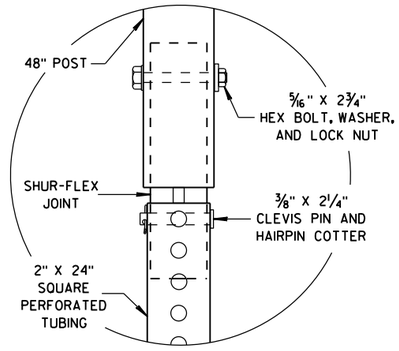
SECTION C-C



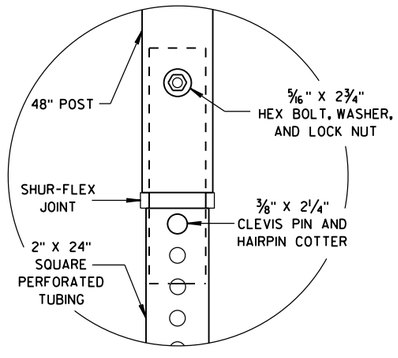
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

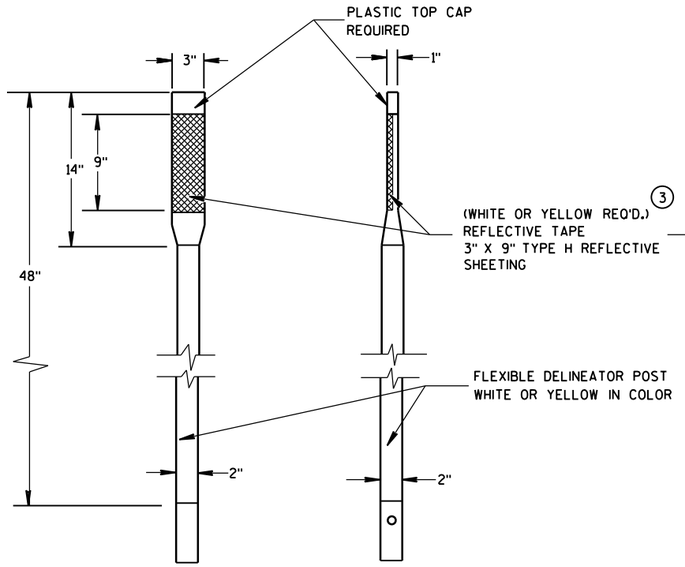
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

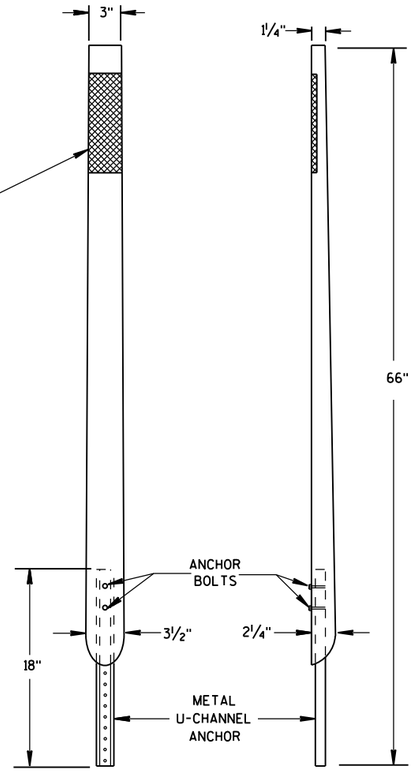
S.D.D. 15 A 3-2b

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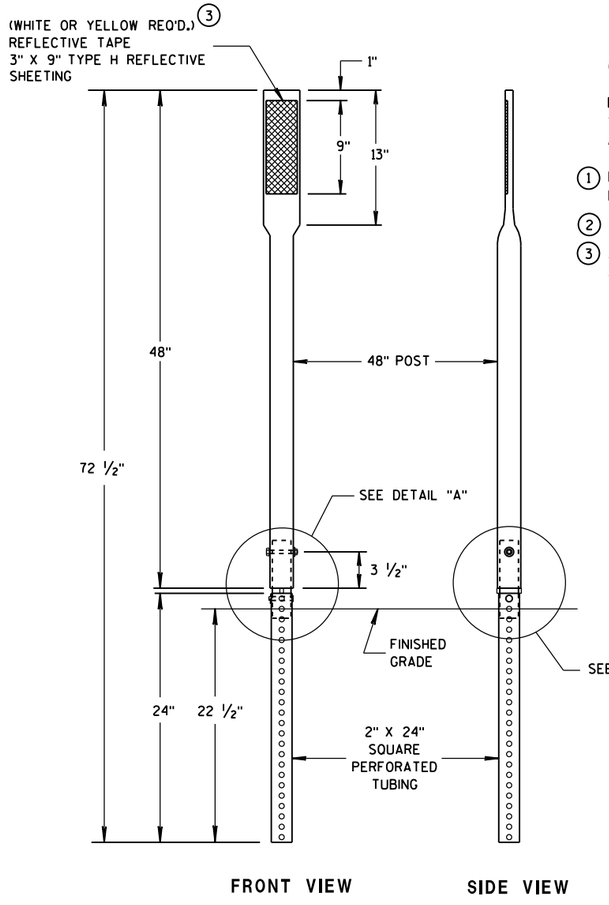
S.D.D. 15 A 3-2b



ALTERNATE 1



ALTERNATE 2



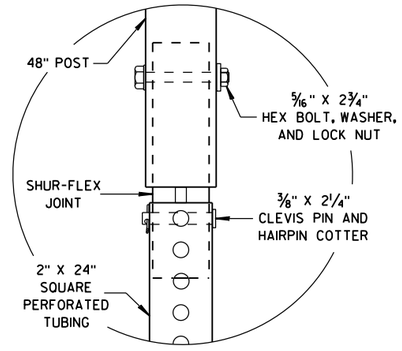
ALTERNATE 3

FLEXIBLE DELINEATOR POSTS

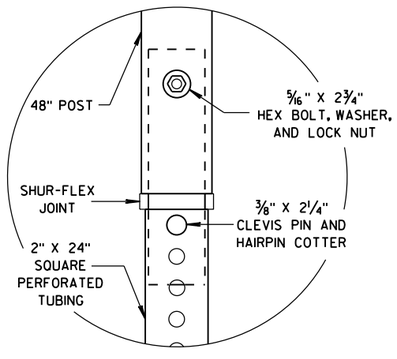
GENERAL NOTES

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

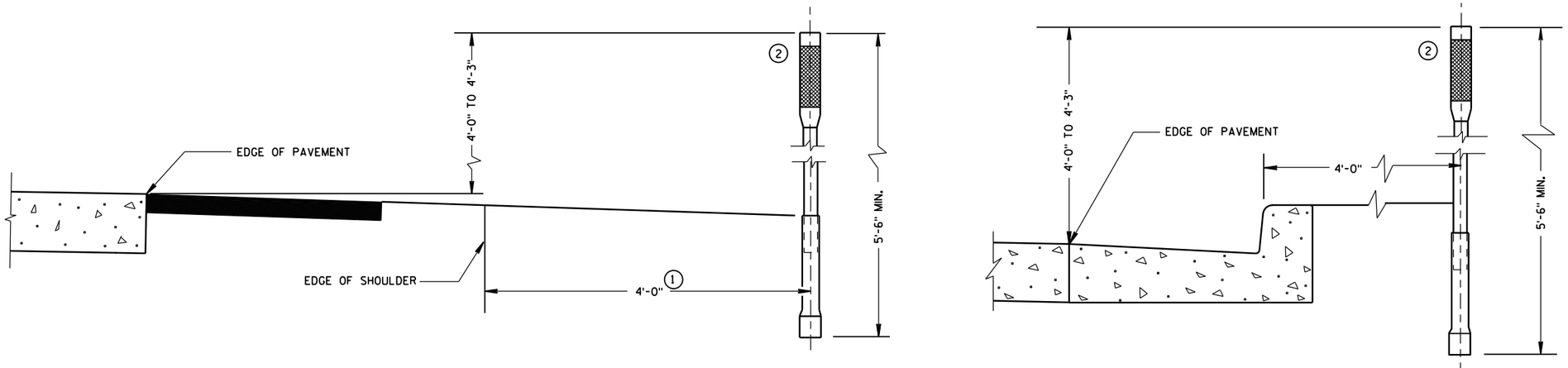
1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. EITHER ALTERNATE NO. 1, NO. 2 OR NO. 3 MAY BE FURNISHED.
3. AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.



DETAIL A



DETAIL B



TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-26-2012 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

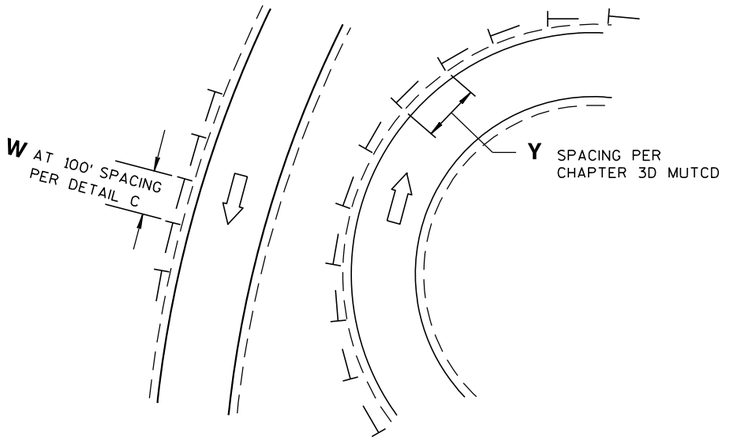
S.D.D. 15 A 4-2

6

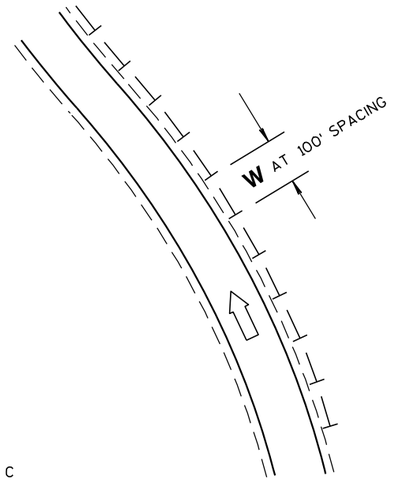
S.D.D. 15 A 4-2

GENERAL NOTES

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



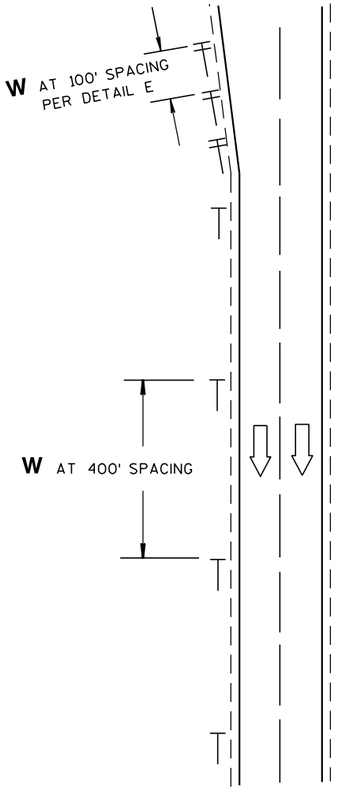
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



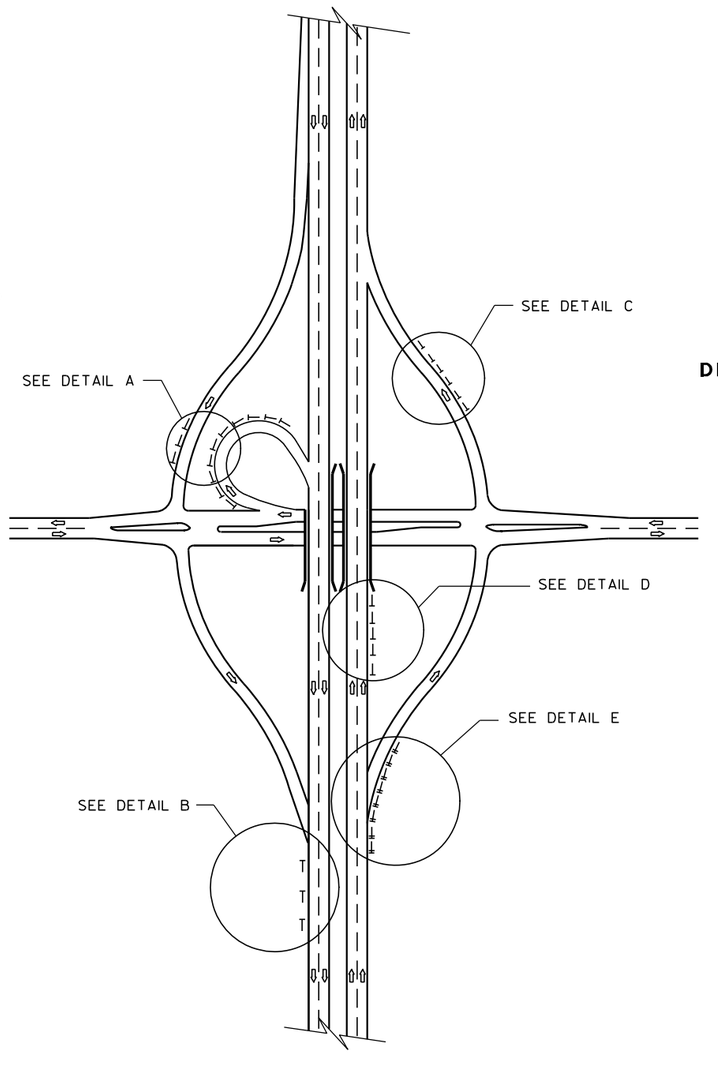
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

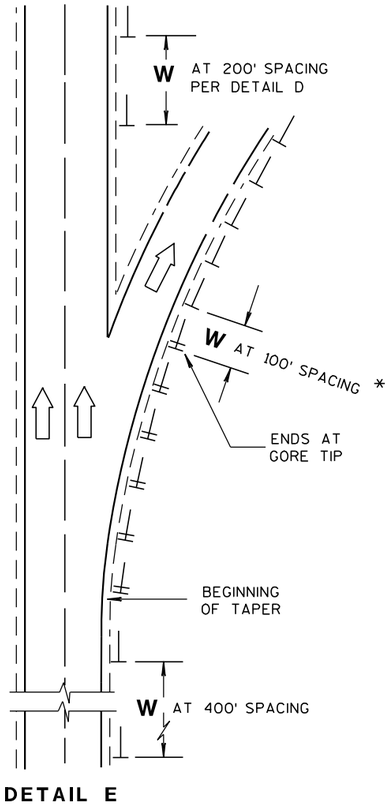
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



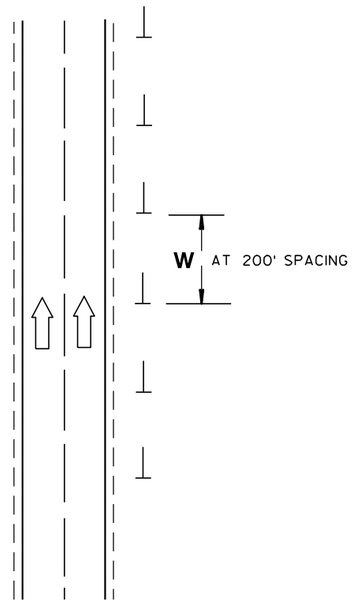
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



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



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

6

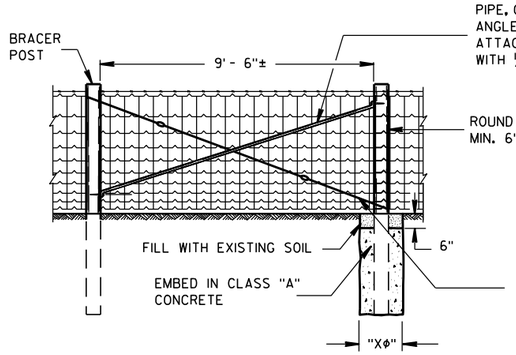
S.D.D. 15 A 6-2

6

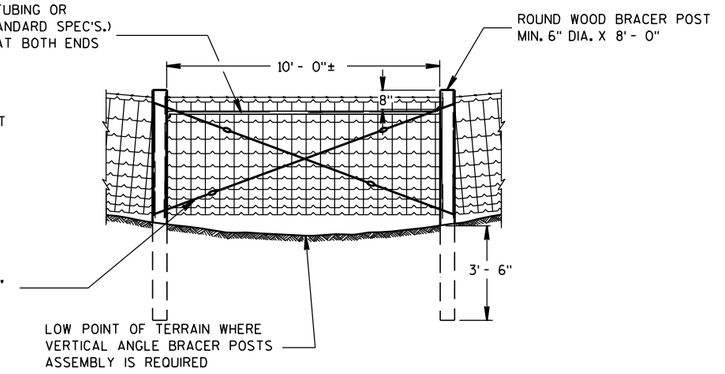
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

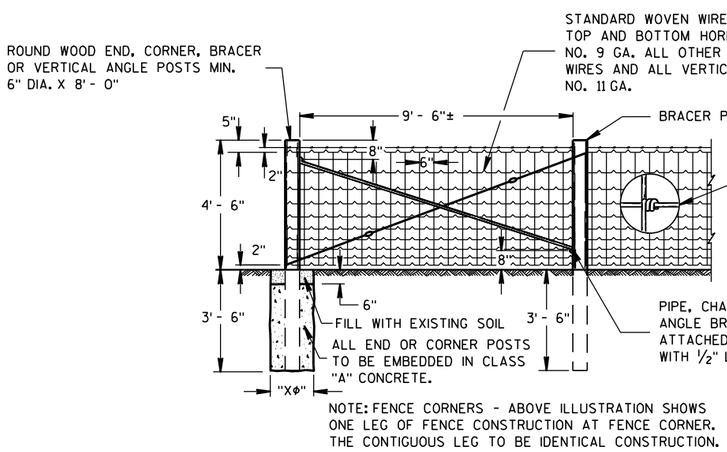
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

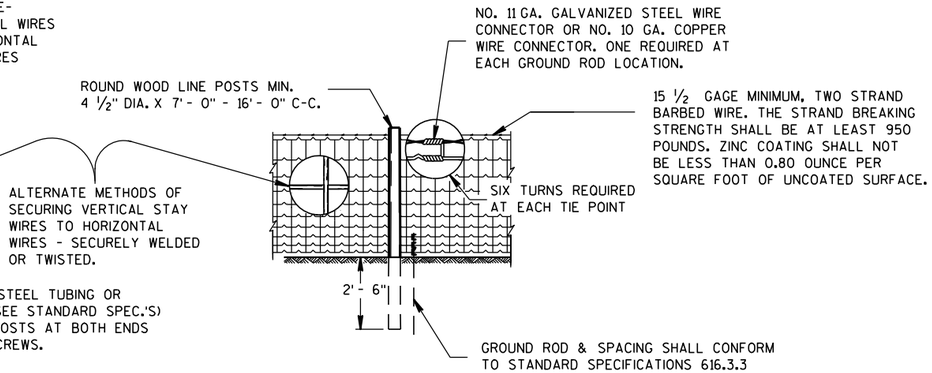
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



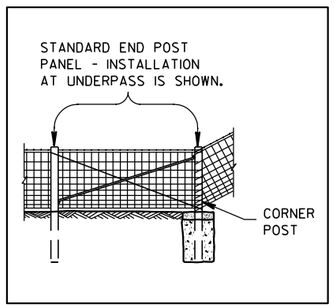
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

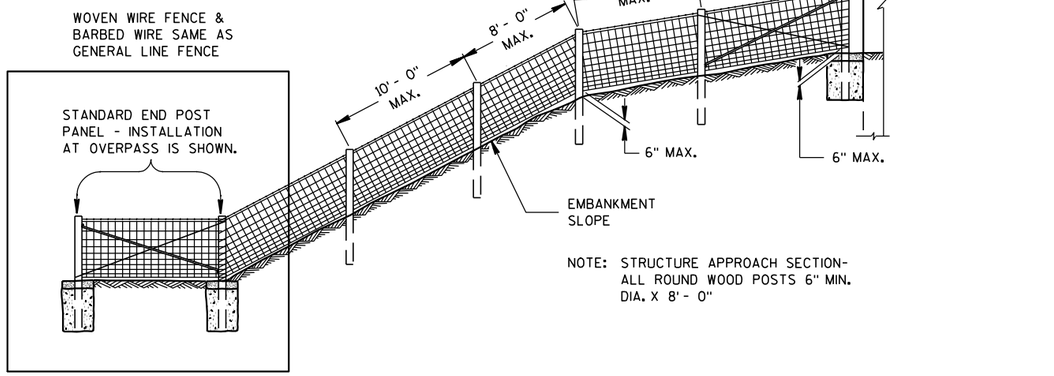


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

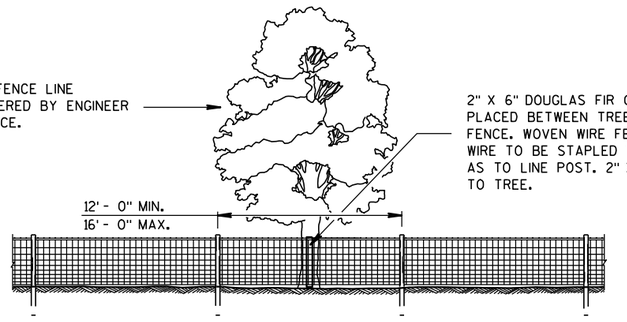
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

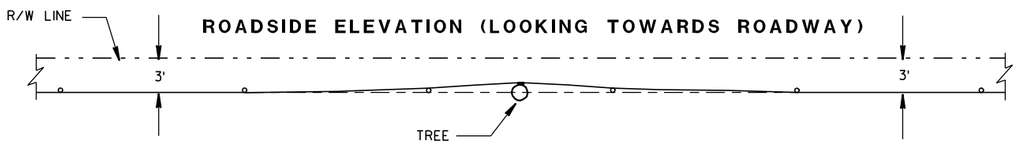
S.D.D. 15 B 1-8a

NOTE: TREE IN NORMAL FENCE LINE SPECIFICALLY ORDERED BY ENGINEER TO REMAIN IN PLACE.

2" X 6" DOUGLAS FIR OR SO. YELLOW PINE PLACED BETWEEN TREE AND WOVEN WIRE FENCE. WOVEN WIRE FENCE AND BARBED WIRE TO BE STAPLED TO 2" X 6" LIKE AS TO LINE POST. 2" X 6" NOT FASTENED TO TREE.

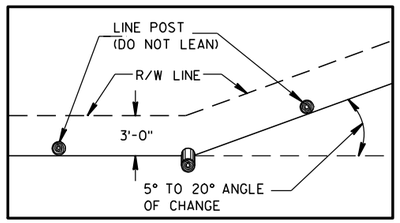


ROADSIDE ELEVATION (LOOKING TOWARDS ROADWAY)

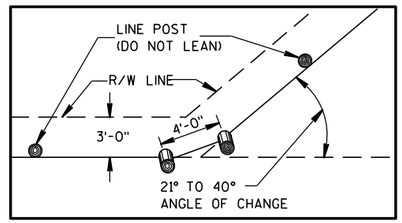


PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



PLAN VIEW
SINGLE POST CORNER

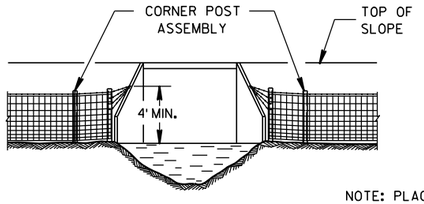


PLAN VIEW
DOUBLE POST CORNER

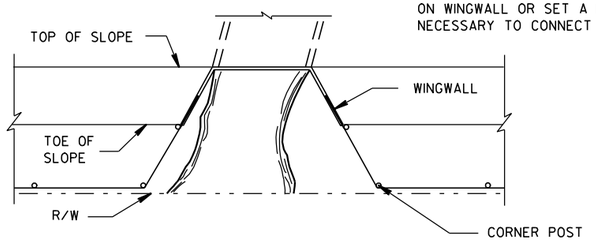
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

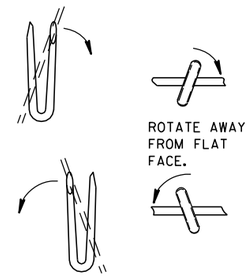
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



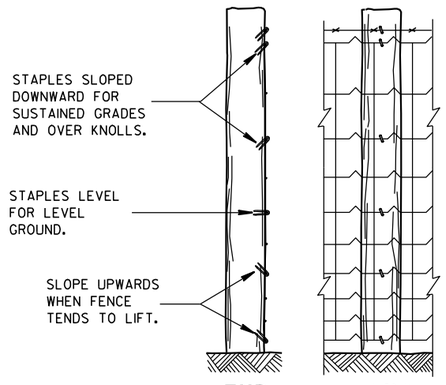
FENCE INSTALLATION TO WINGWALLS



LINE POST

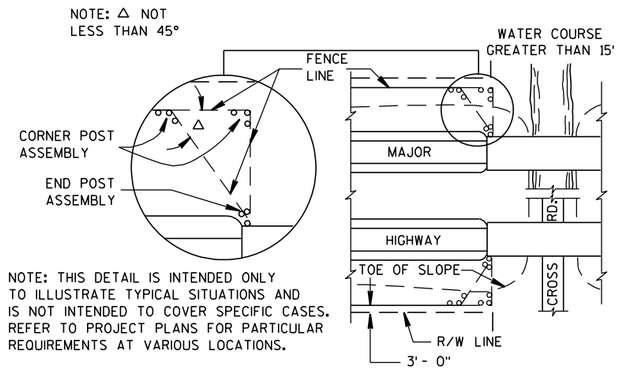
FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.

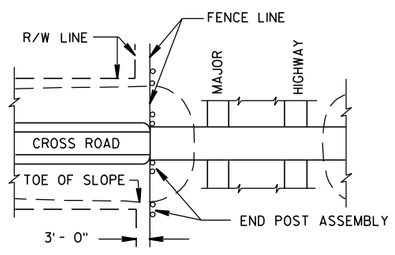


END ELEVATION — FARM SIDE ELEVATION

FENCE MOUNTING DETAIL



PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

FENCE LOCATION AT STRUCTURES

FENCE WOVEN WIRE

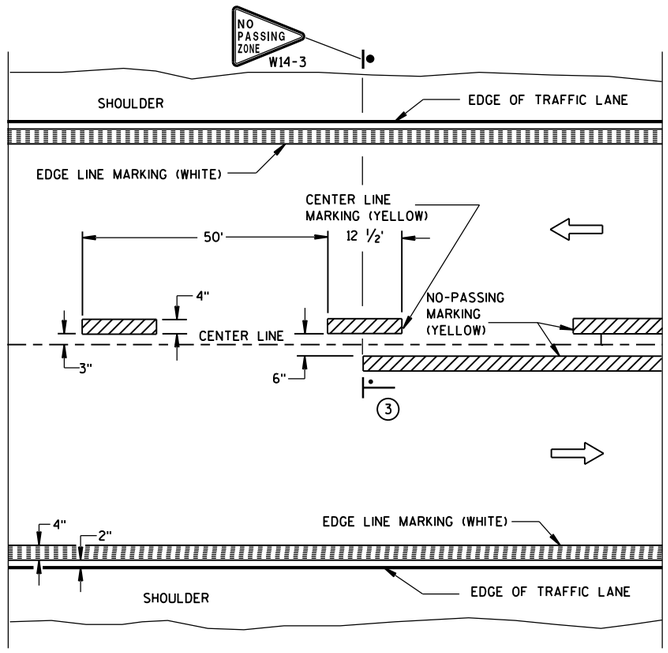
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

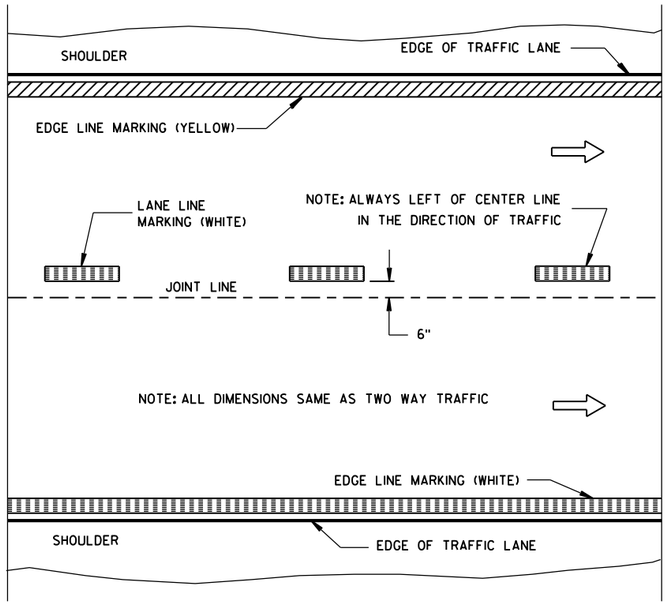
Standard Detail Drawing List

08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C09-12A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-12B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-12C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
14B29-01	SAFETY EDGE
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-02	FLEXIBLE DELINEATOR POST
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

6

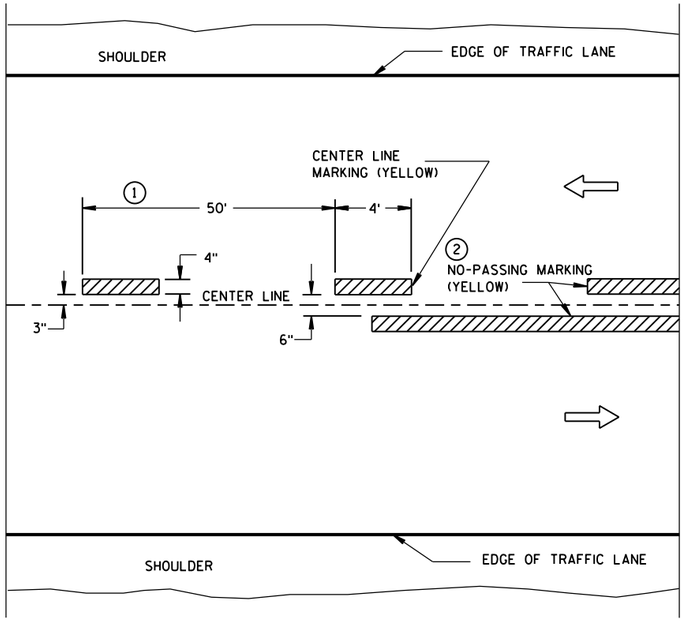


TWO WAY TRAFFIC

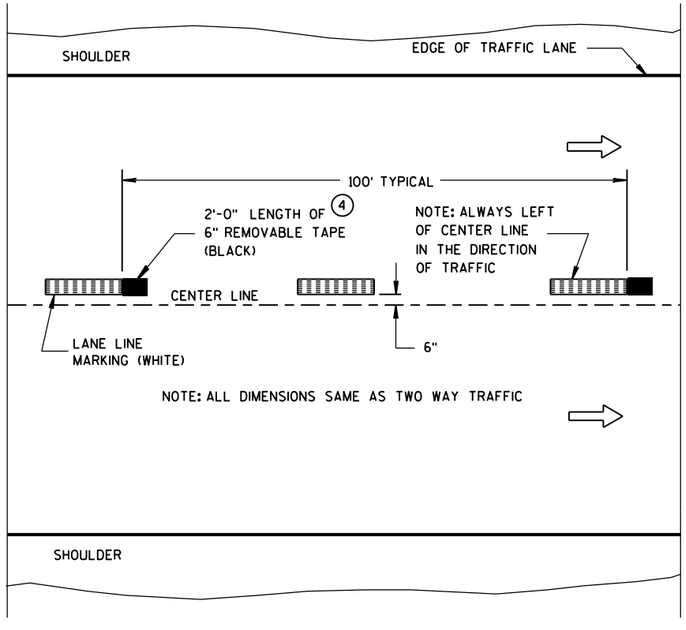


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

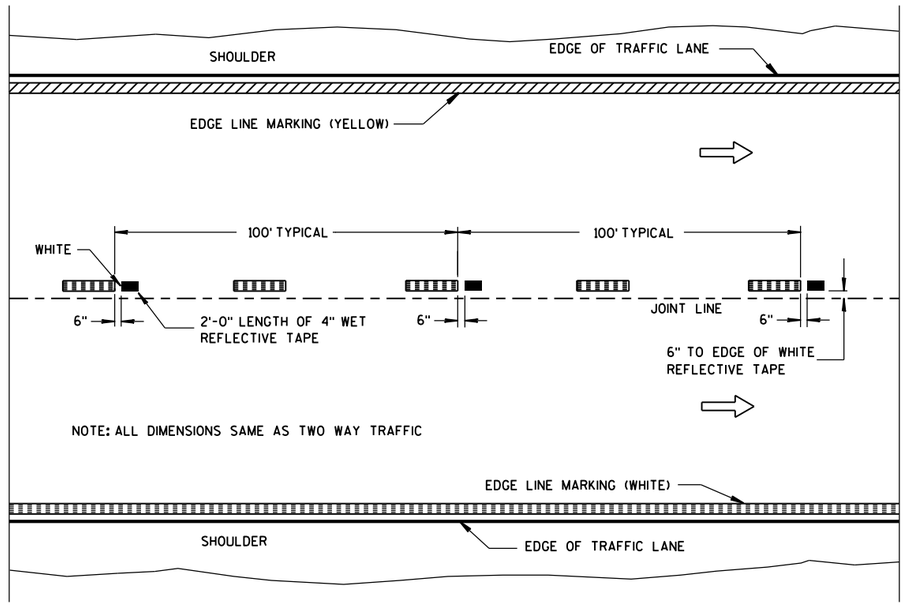
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

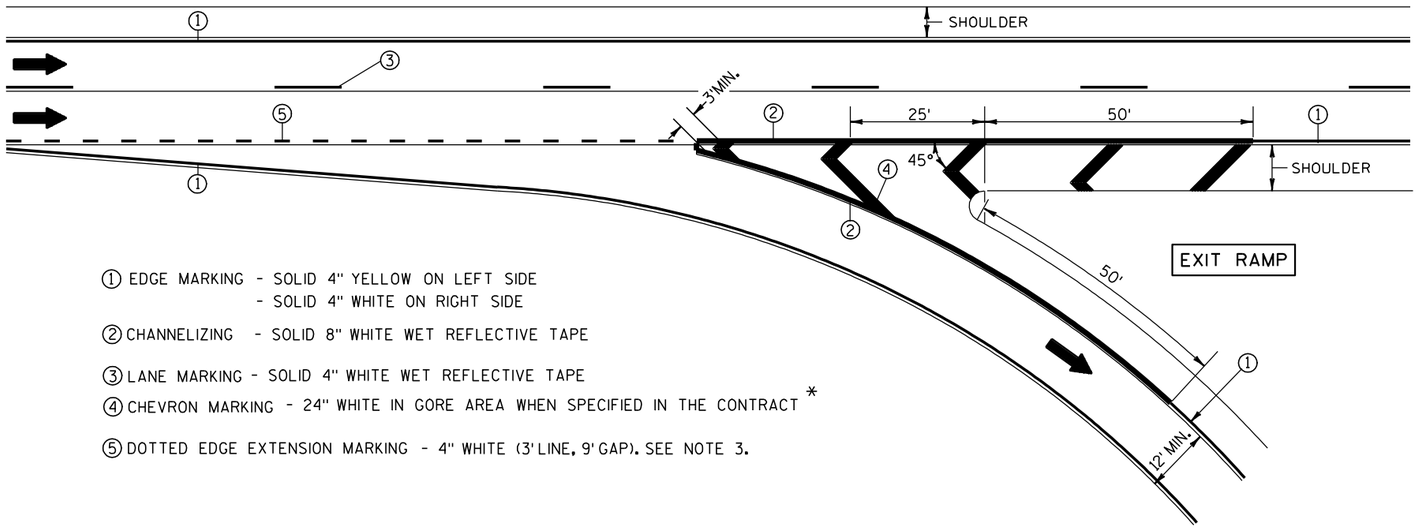
PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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



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

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

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

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

NOTES:

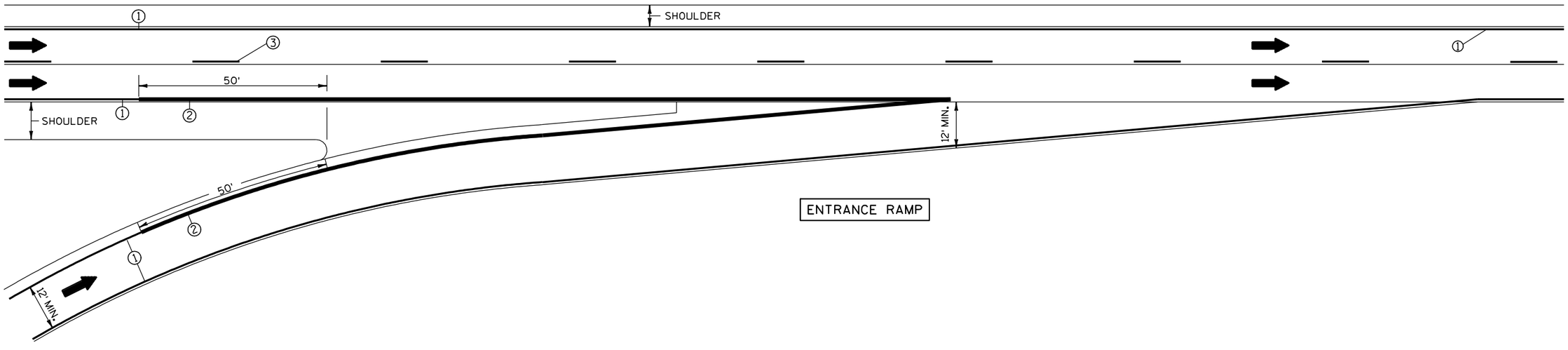
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

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

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

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



6

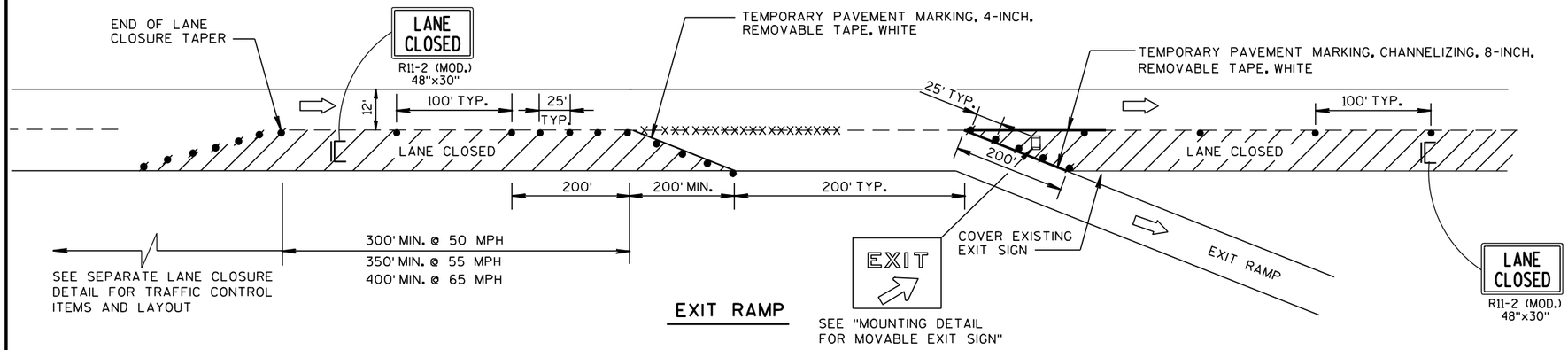
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S.D.D. 15 C 31-1a

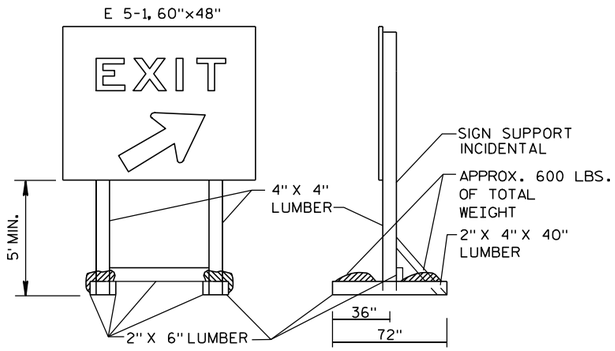
S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

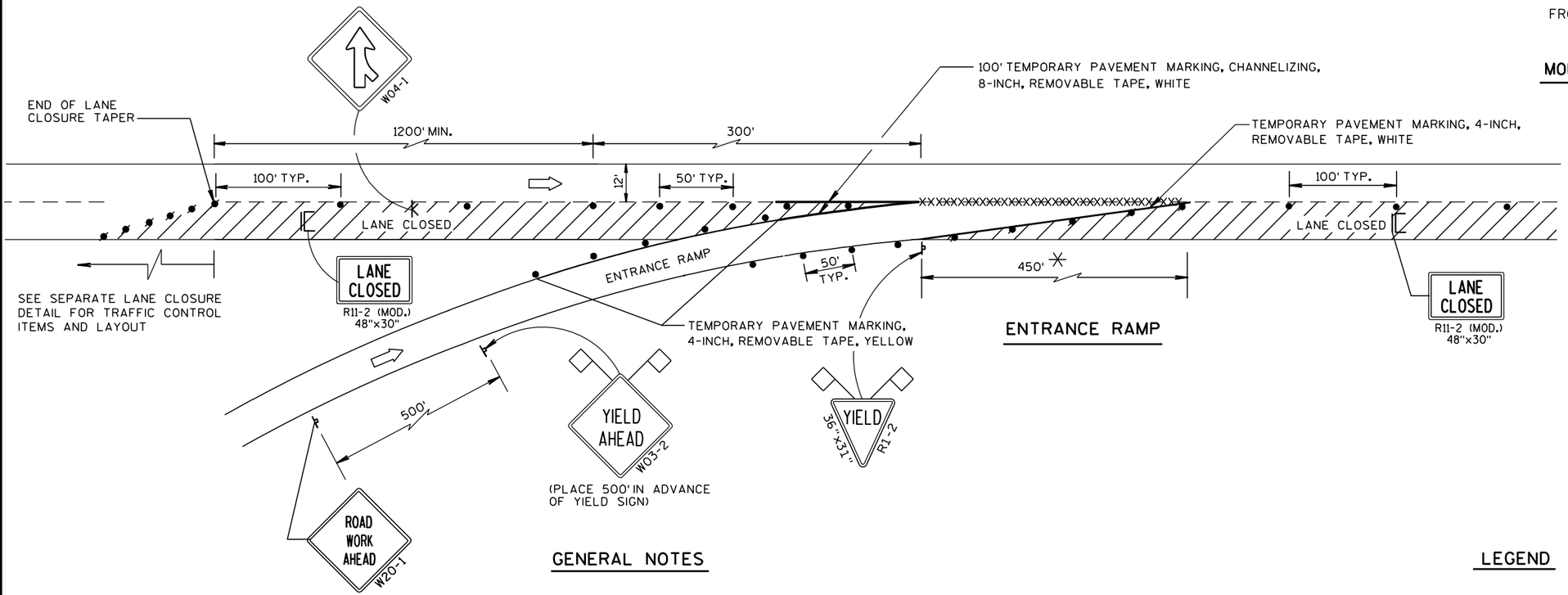


EXIT RAMP



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

S.D.D. 15 D 15-1

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

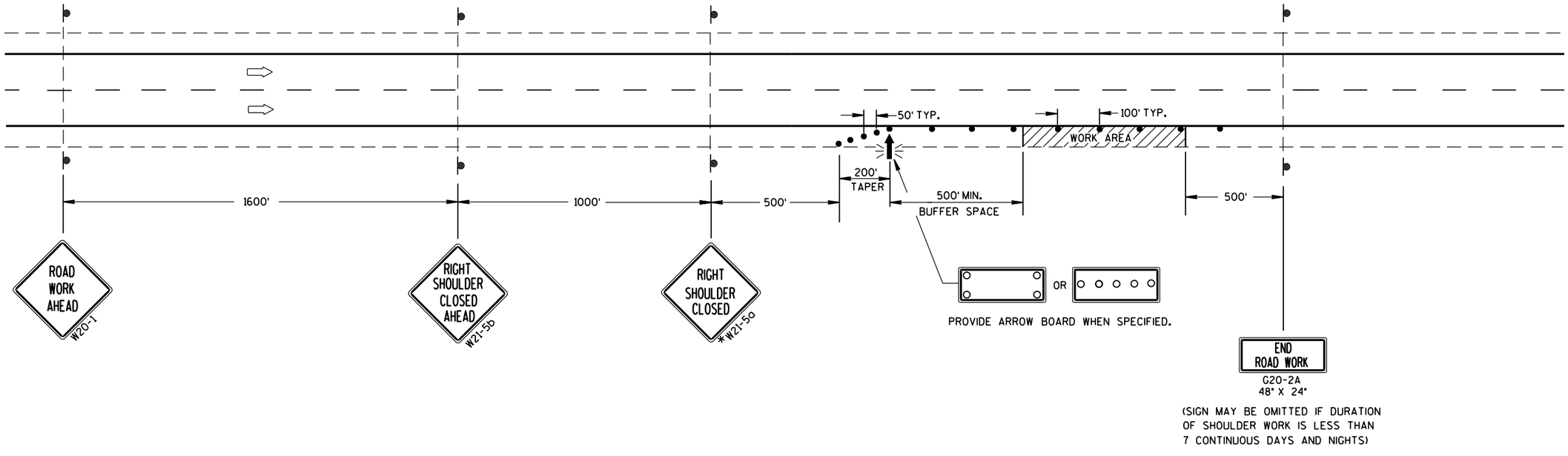
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

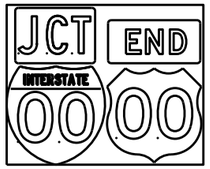
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S.D.D. 15 D 27-2

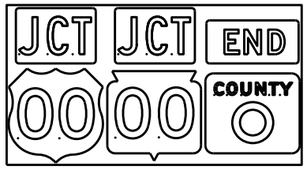
TYPICAL ASSEMBLIES



J1-1



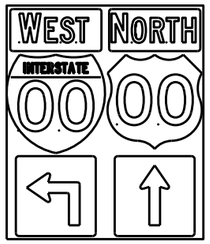
J1-2



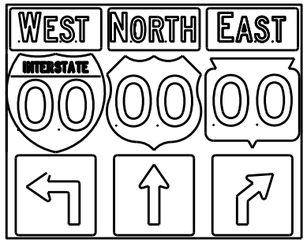
J1-3



J2-1



J2-2

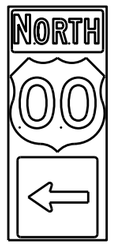


J2-3

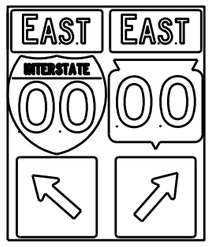


JV

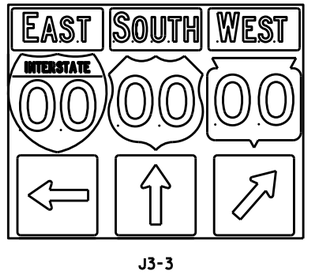
(Typical Vertical J-Assembly
See Note 10 and 11)



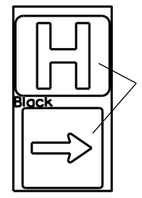
J3-1



J3-2



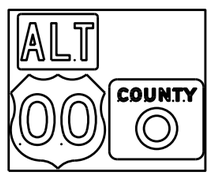
J3-3



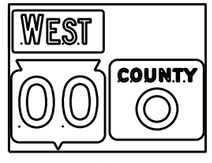
JH-1



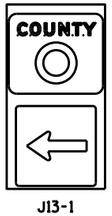
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

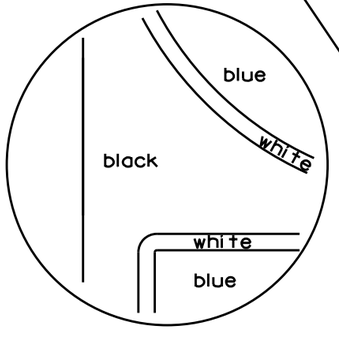


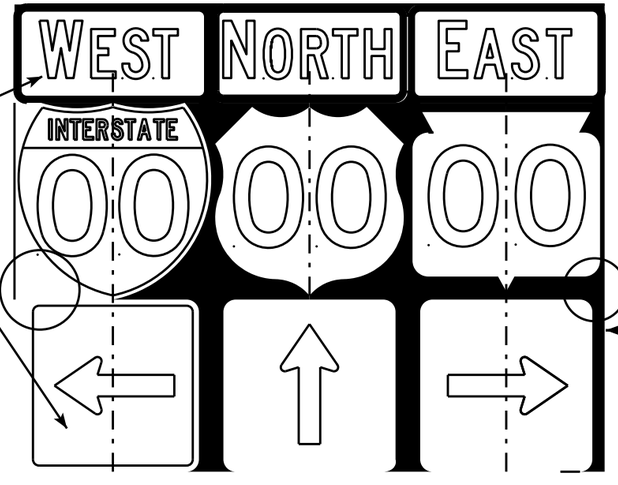
J23-1

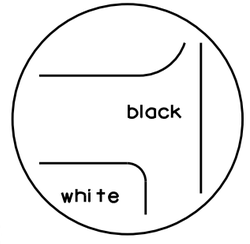


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

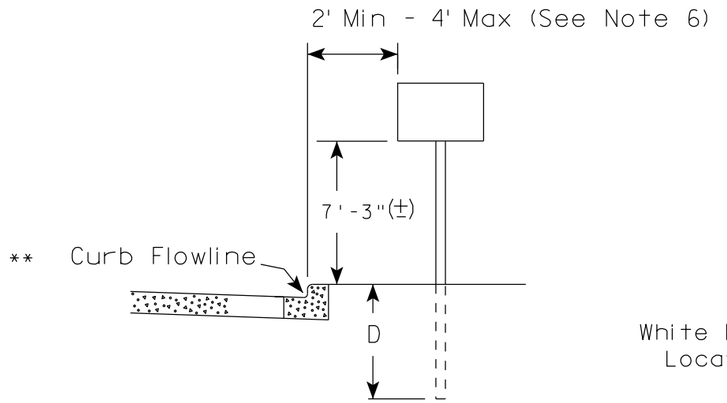
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

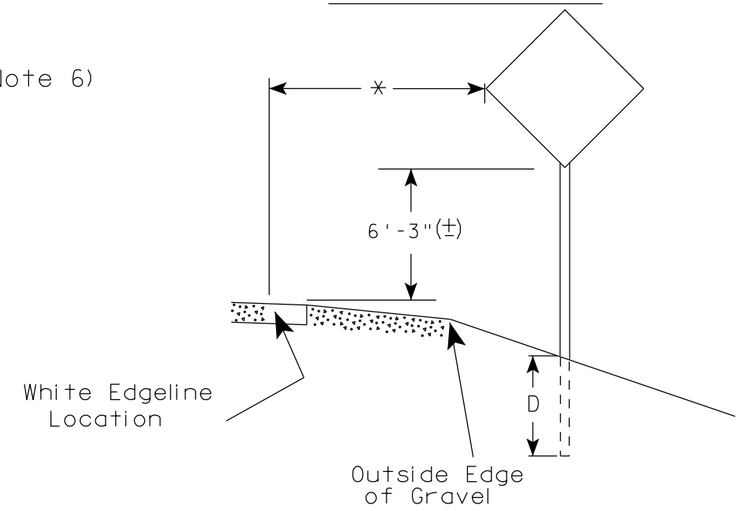
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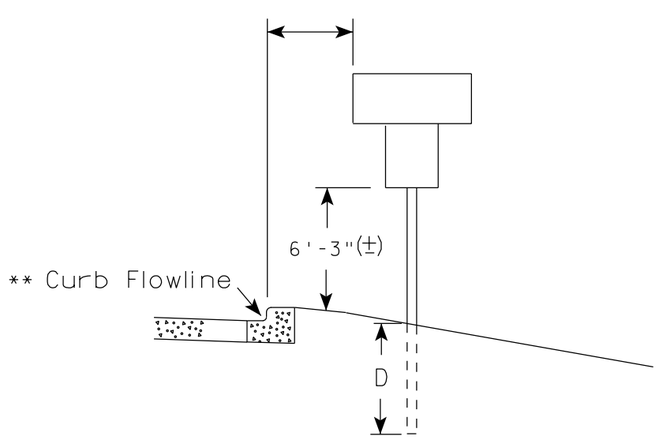
WISDOT/CADDS SHEET 42

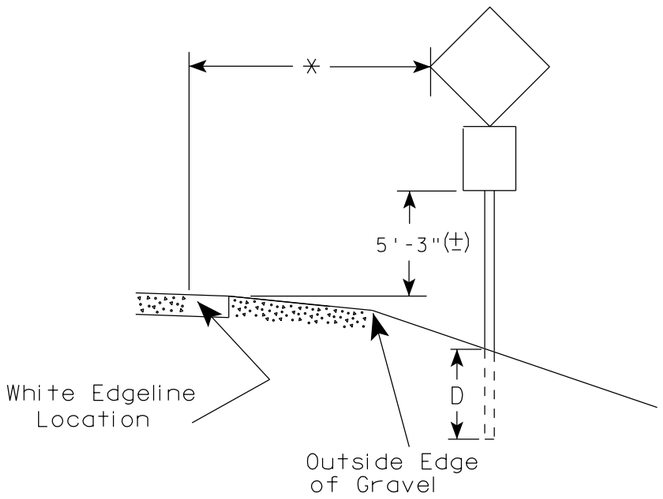
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 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

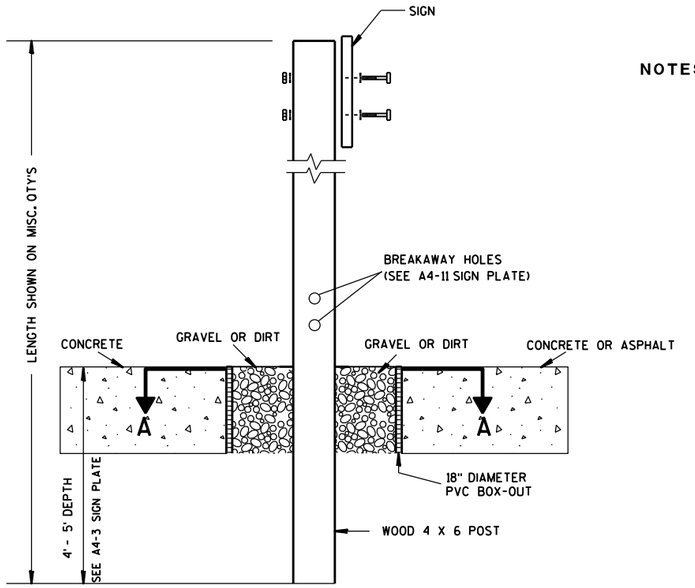
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

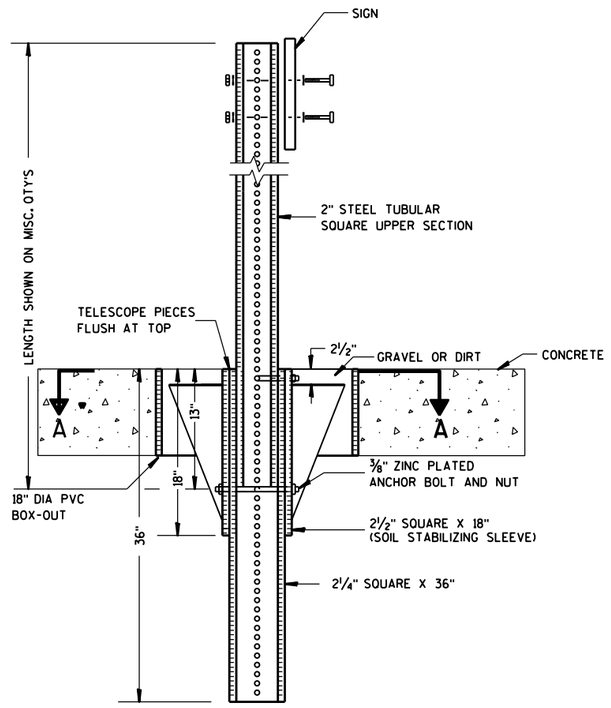
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ELEVATION VIEW

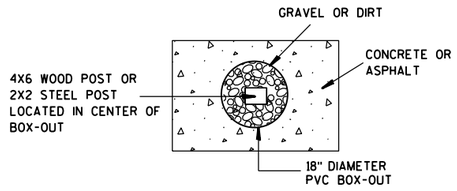
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

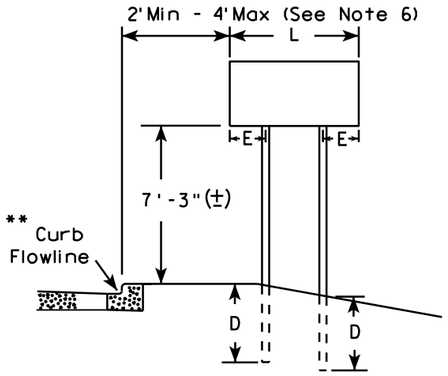
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

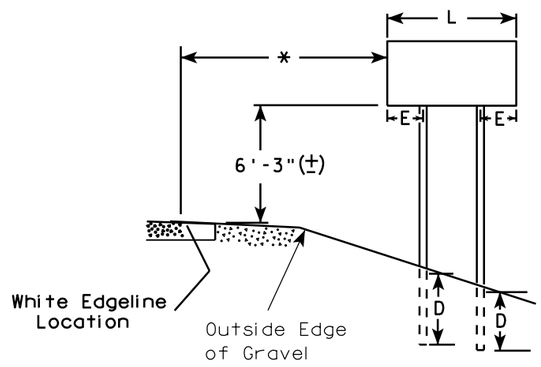
DATE 1/27/14 PLATE NO. A4-3B.1

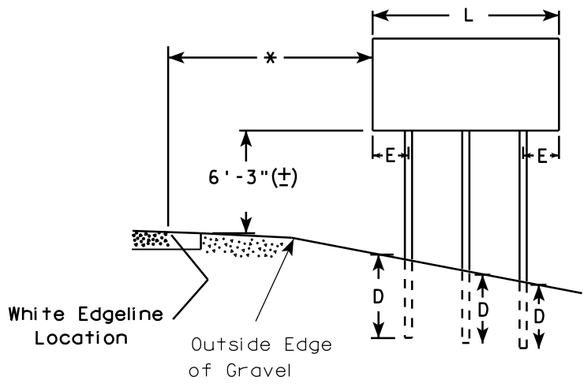
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

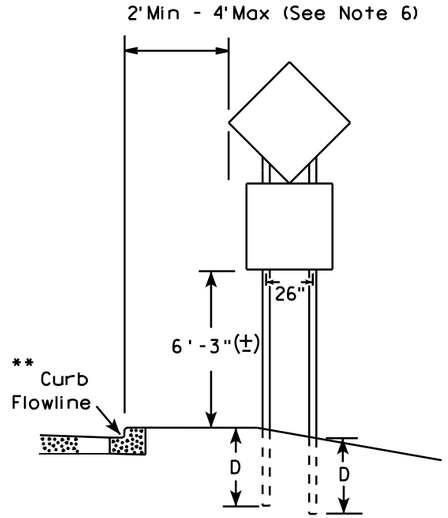
URBAN AREA



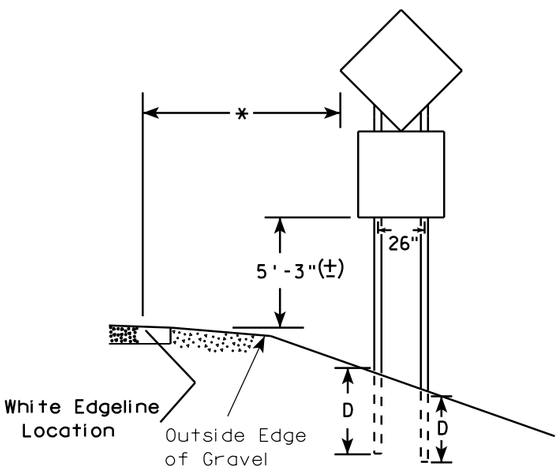
RURAL AREA (See Note 3)







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 and 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

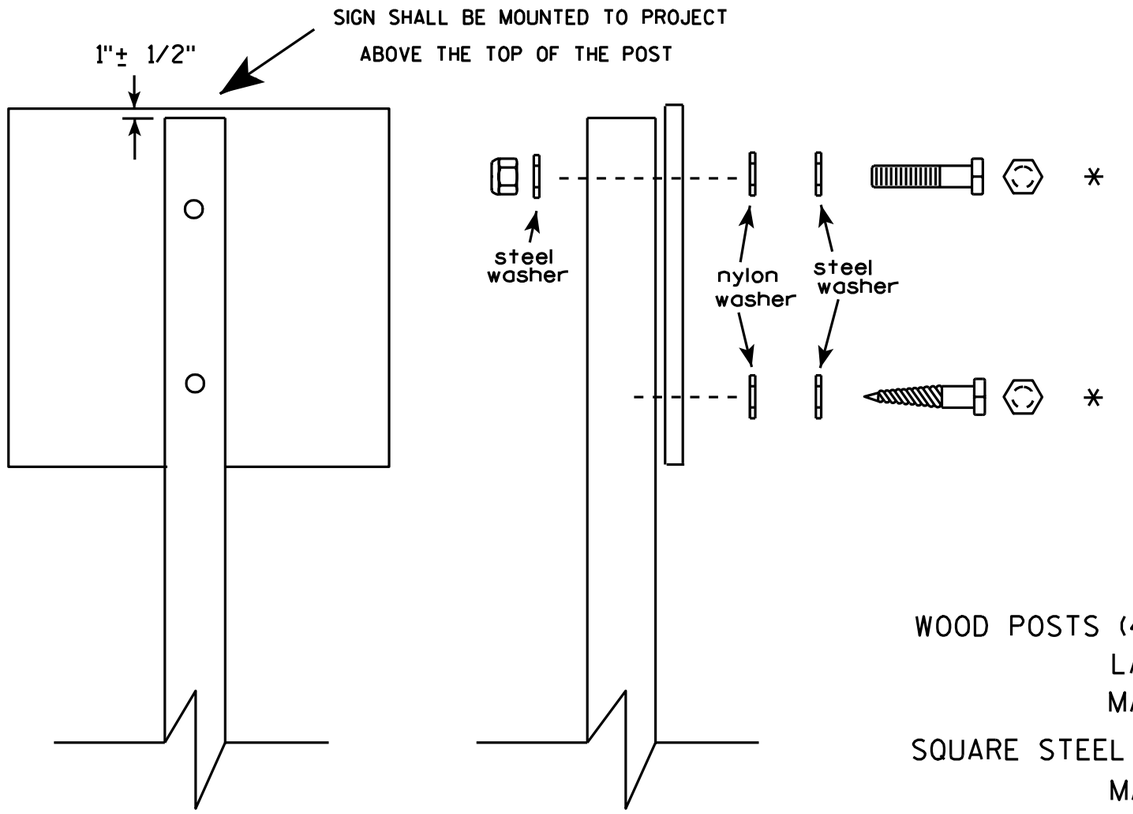
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14
93

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42



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

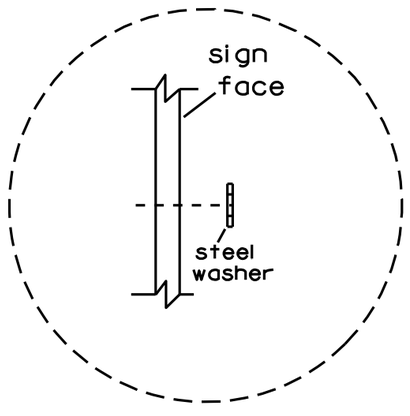
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

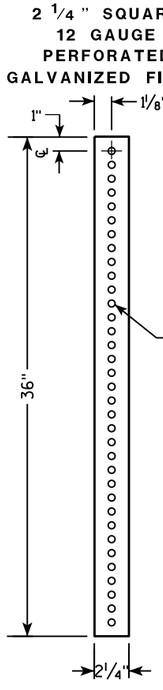
7

PROJECT NO:

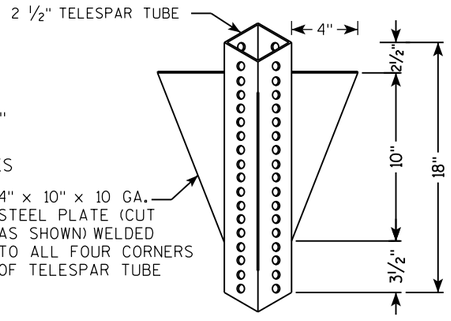
SHEET NO: 94 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

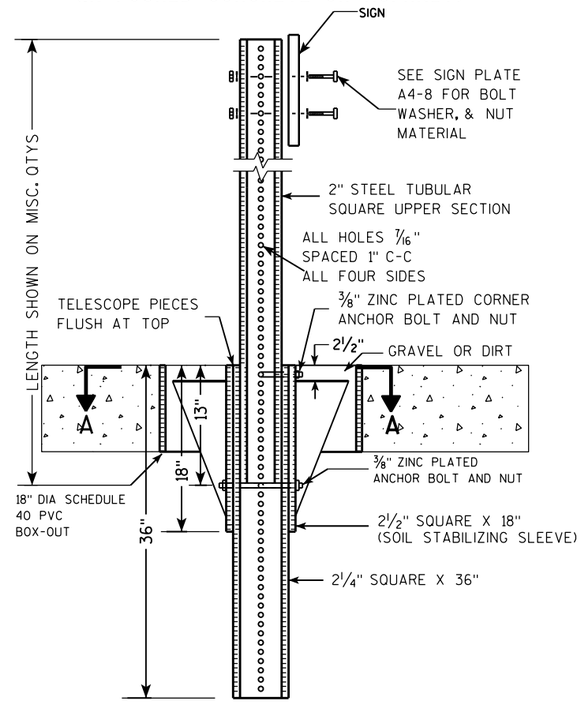
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



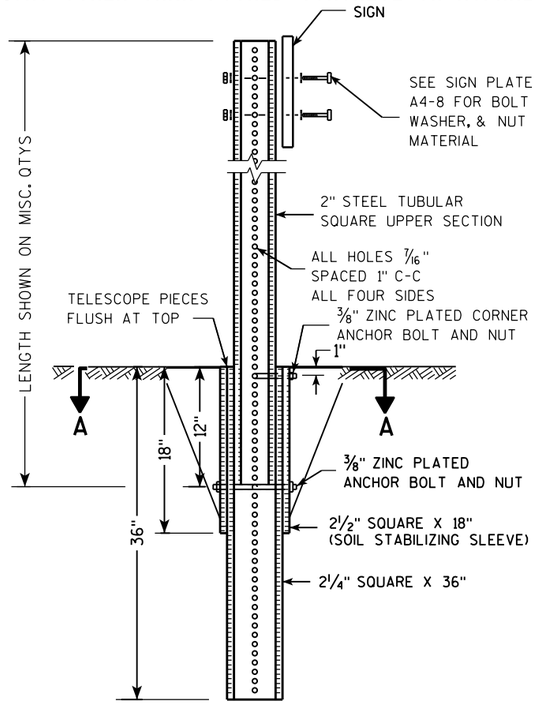
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

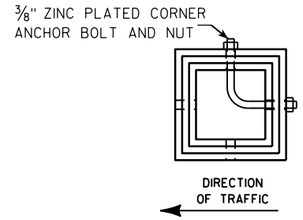


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

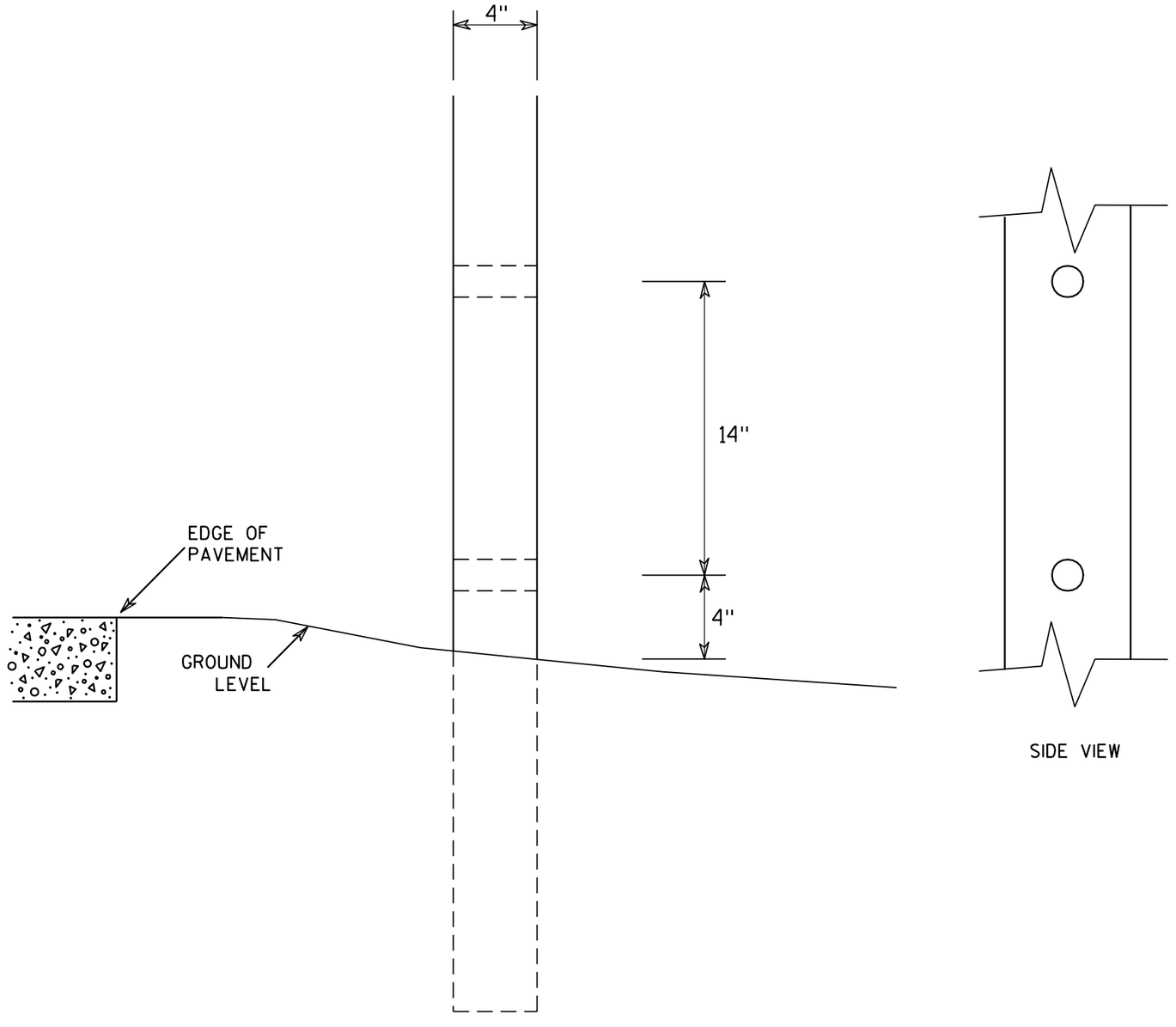
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 95 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



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.

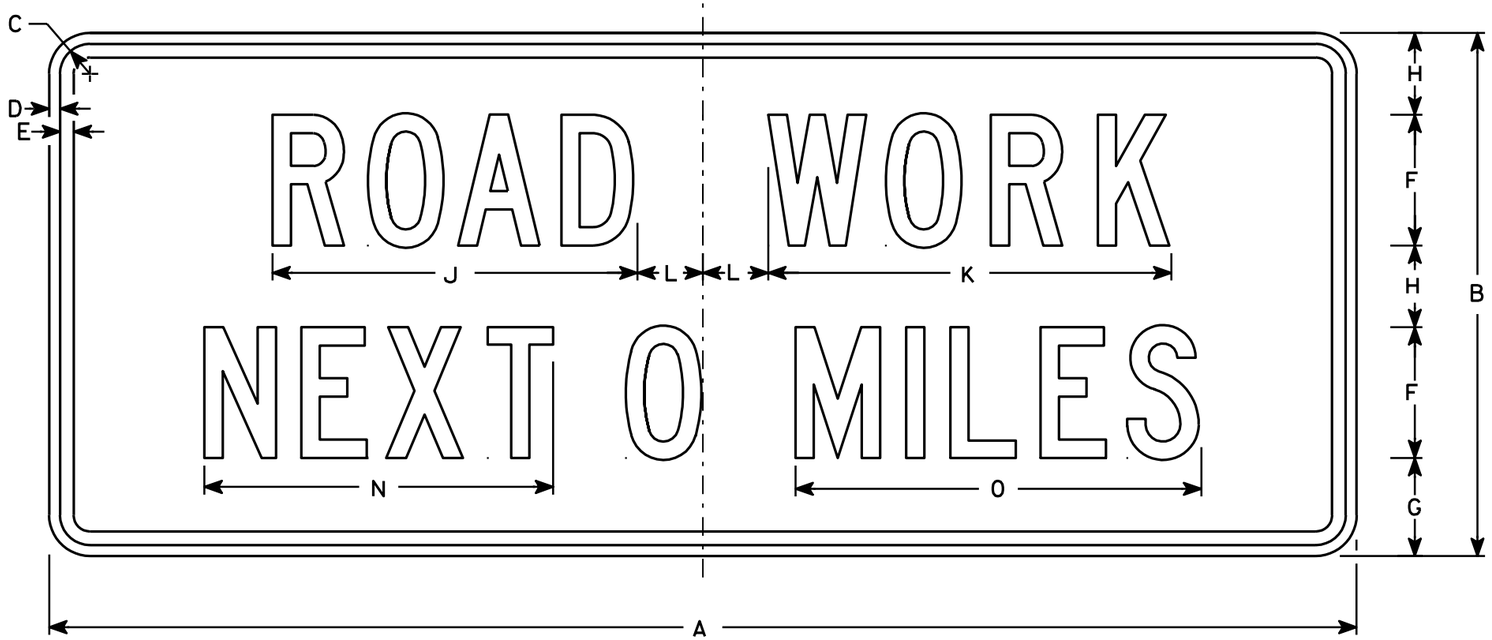
4 X 6 WOOD POST MODIFICATIONS

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: 96	E



G20-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 600 mm
3	
4	1500 mm X 600 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
3																												
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
5																												

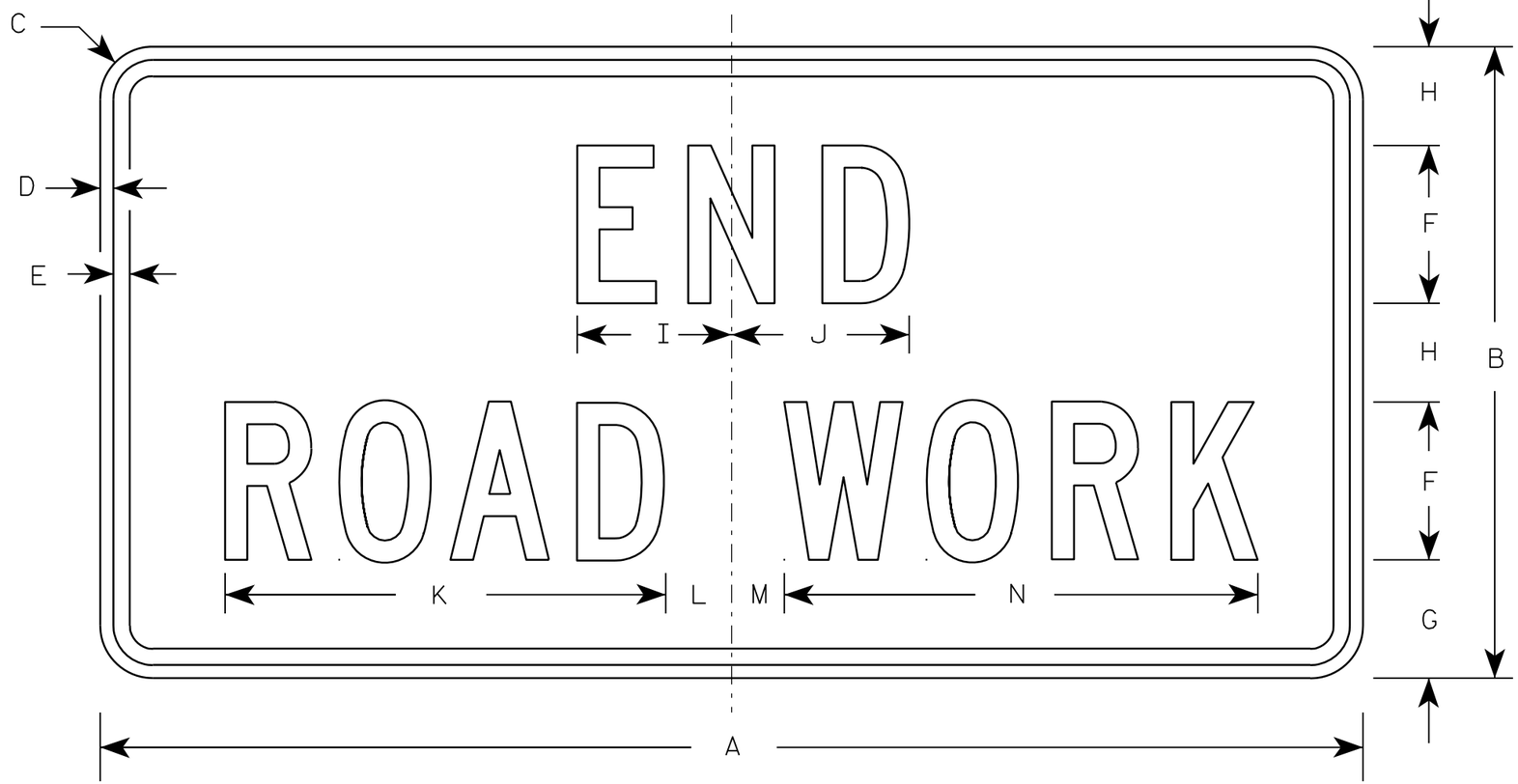
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spray for State Traffic Engineer

DATE 4/8/97 PLATE NO. G20-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 97	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

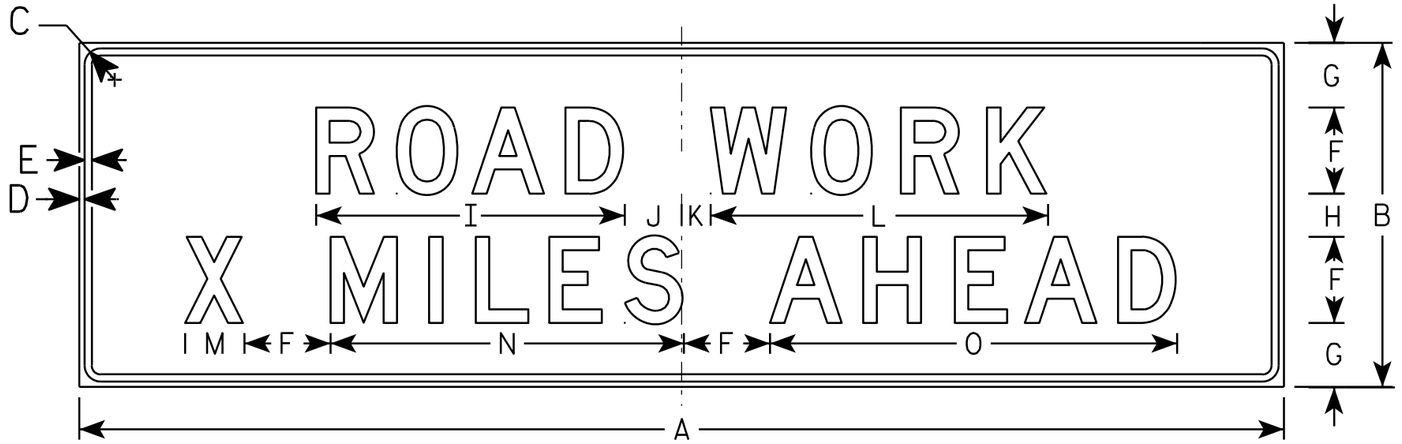
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 98	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-55

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	2550 mm X 900 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	84	24	1 1/8	3/8	1/2	6	4 1/2	3	21 1/2	4	2	23 1/2	4 1/8	24 5/8	28 3/8												25.5	2.30
5																												

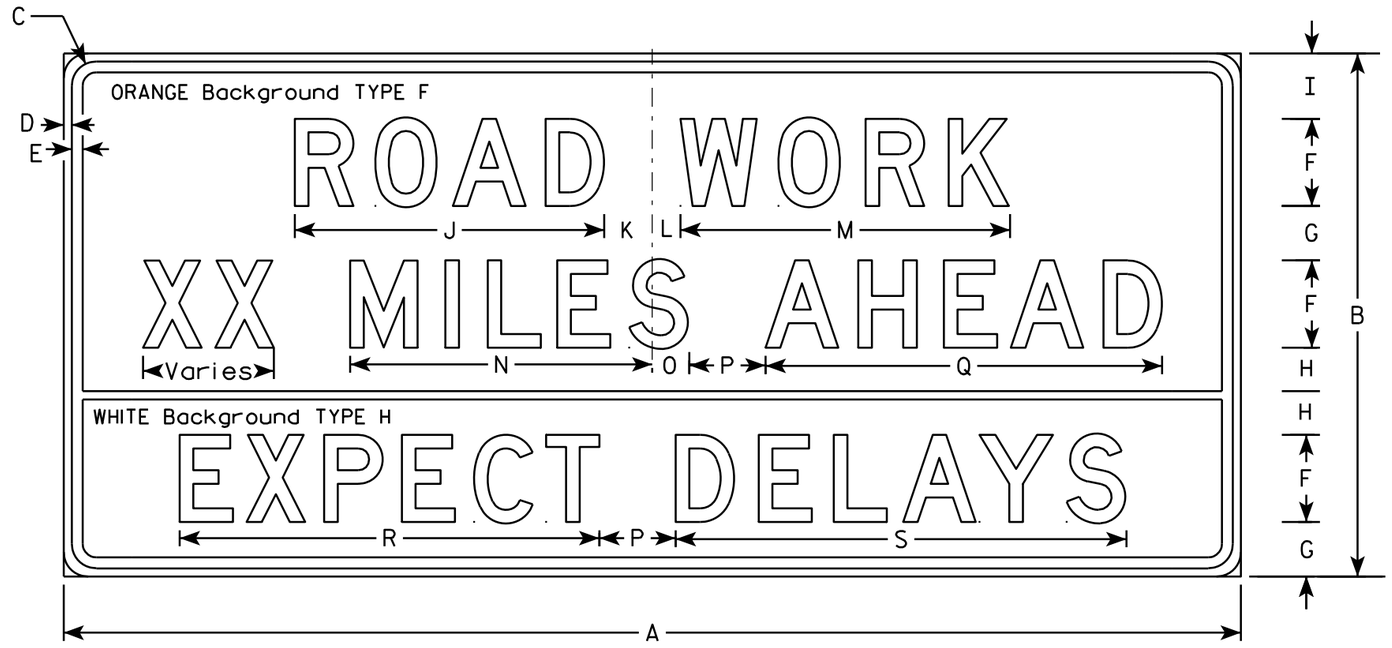
STANDARD SIGN
G20-55

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-55.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 99	E



G20-58

NOTES

1. Sign is Type II - Type F & Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS NOTED
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	2700 mm X 1200 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	108	48	2 1/4	3/4	1	8	5	4	6	28 3/8	4 1/2	2 1/2	30 1/4	27 3/4	3 3/8	7	36 3/8	38 1/2	41 3/8								36.0	3.24
5																												

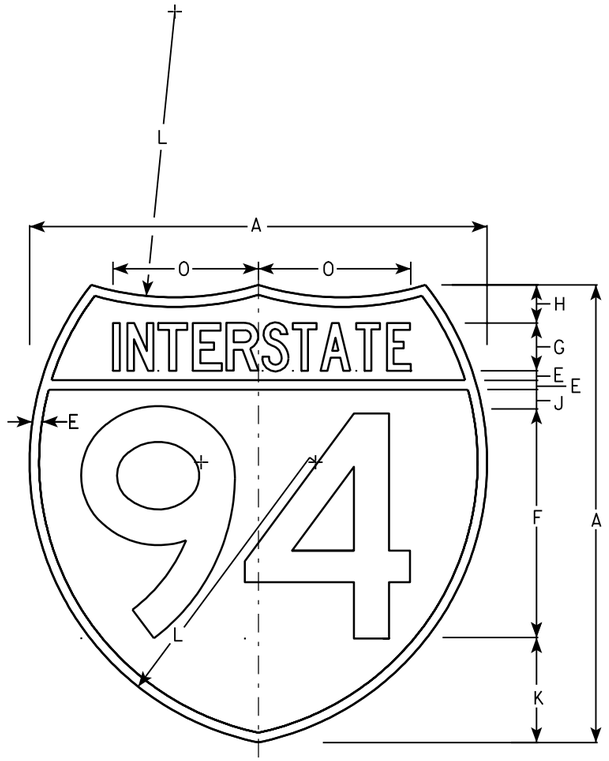
STANDARD SIGN
G20-58

WISCONSIN DEPT OF TRANSPORTATION

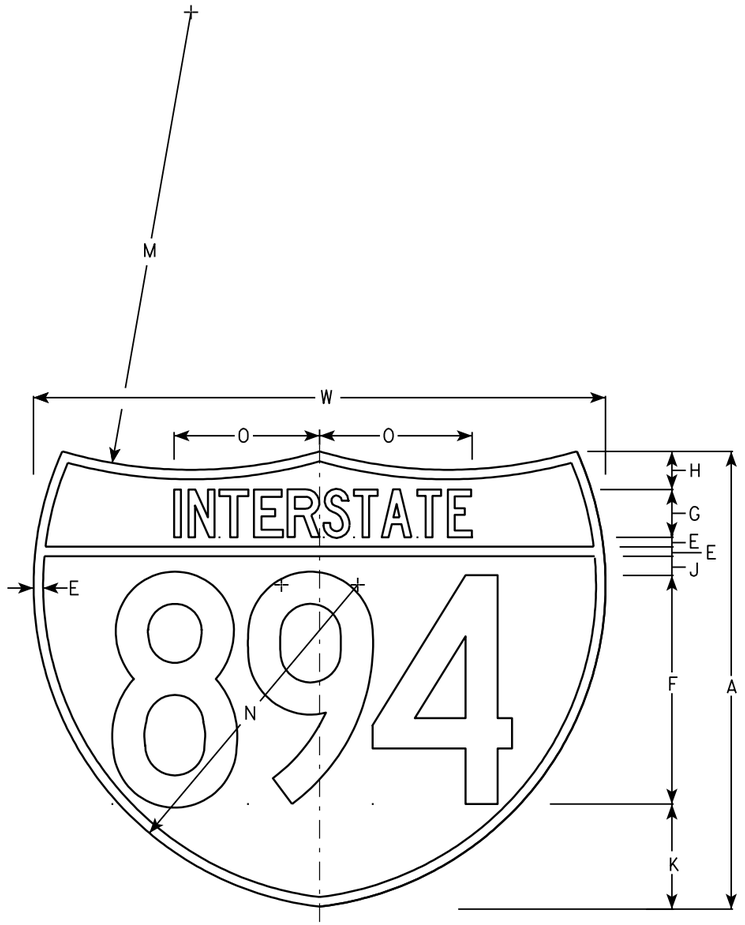
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/13/2009 PLATE NO. G20-58.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 100 | E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

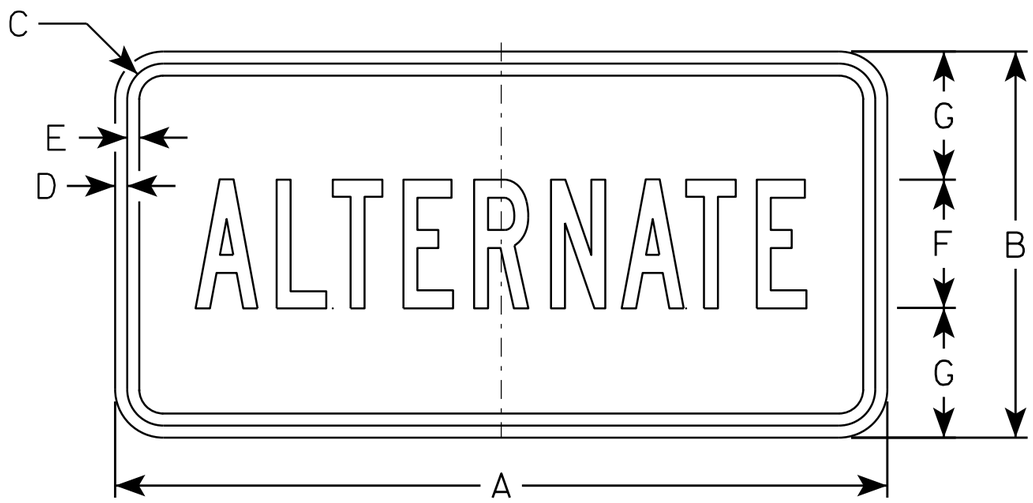
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

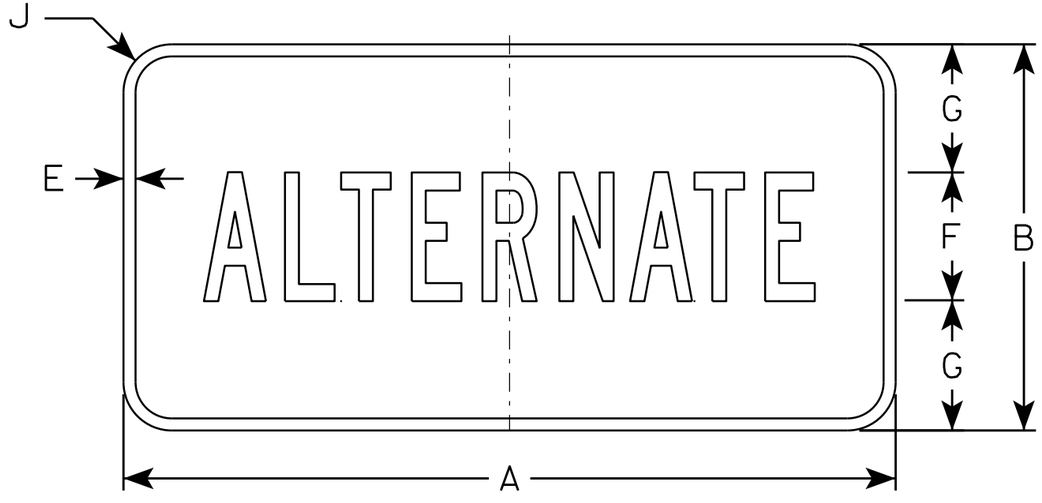
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 101	E



M4-1
M04-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   M04-1 Background - Orange - Type F
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

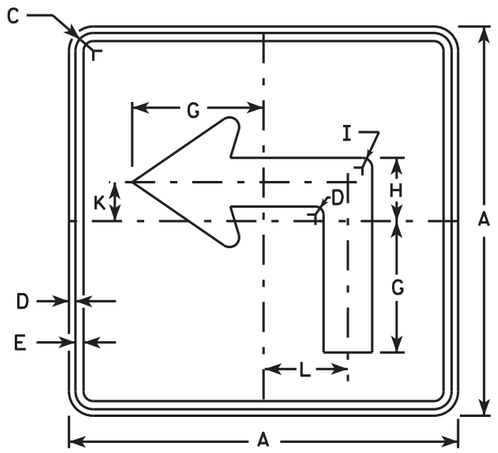
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

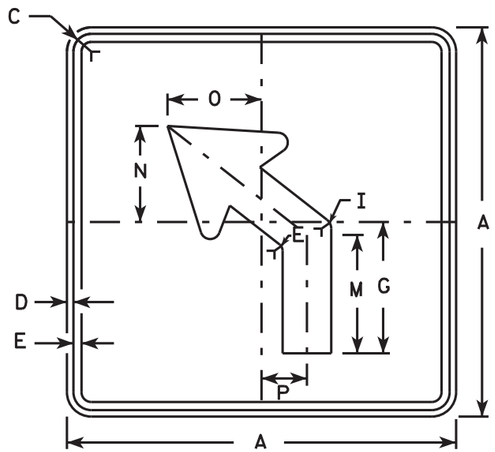
DATE 6/30/14 PLATE 14-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

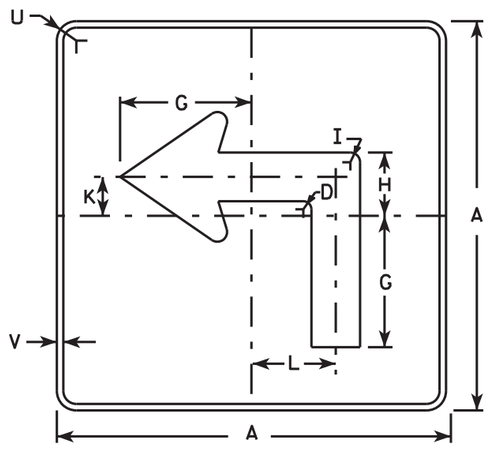
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000
WISDOT/CADDS SHEET 42



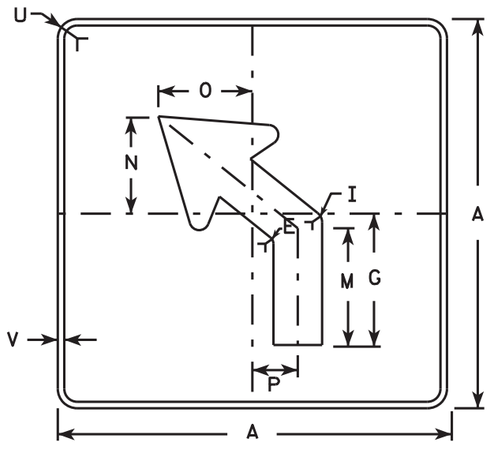
M5-1L
MM5-1L
MO5-1L
MP5-1L



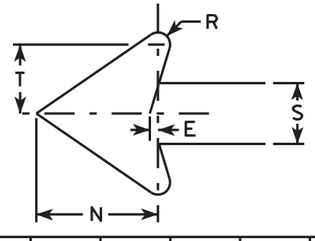
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4.
   M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

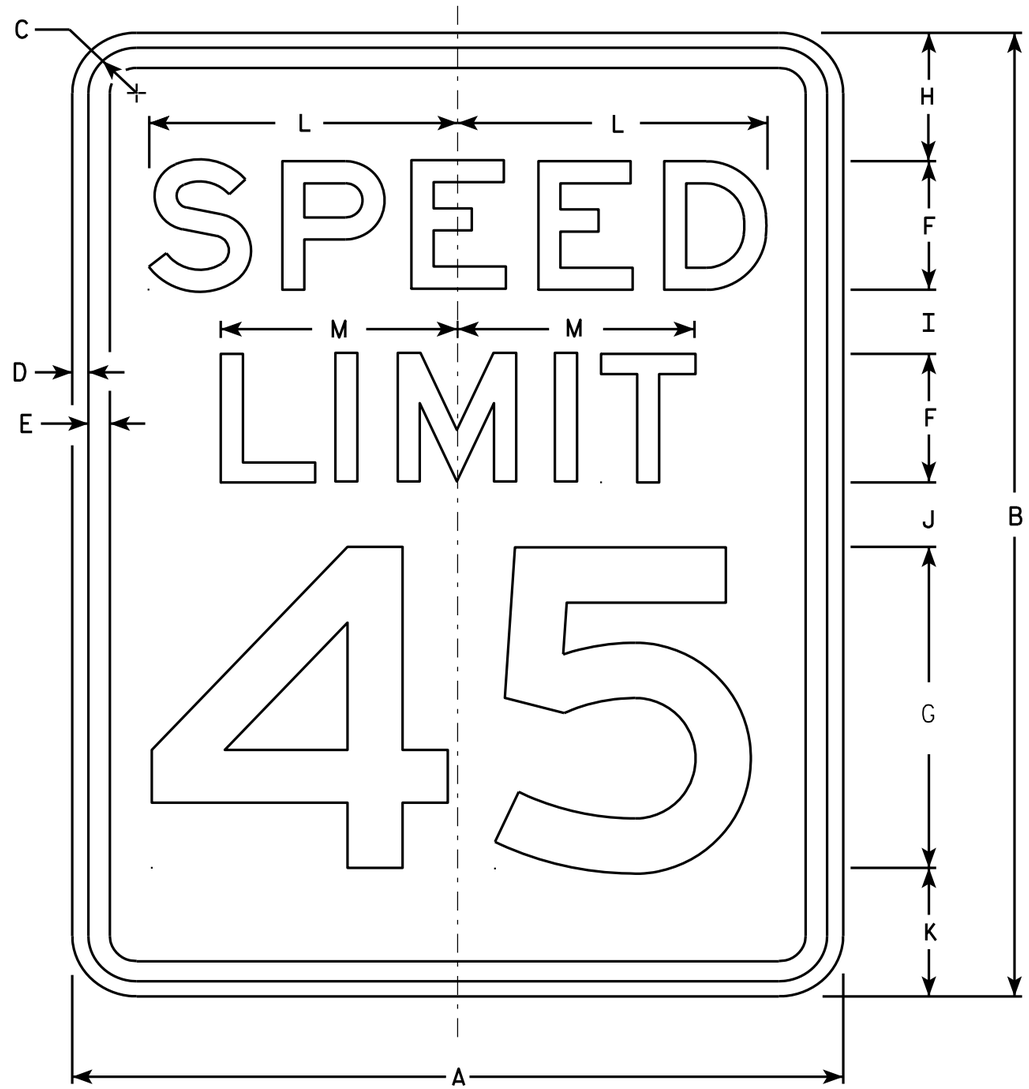
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

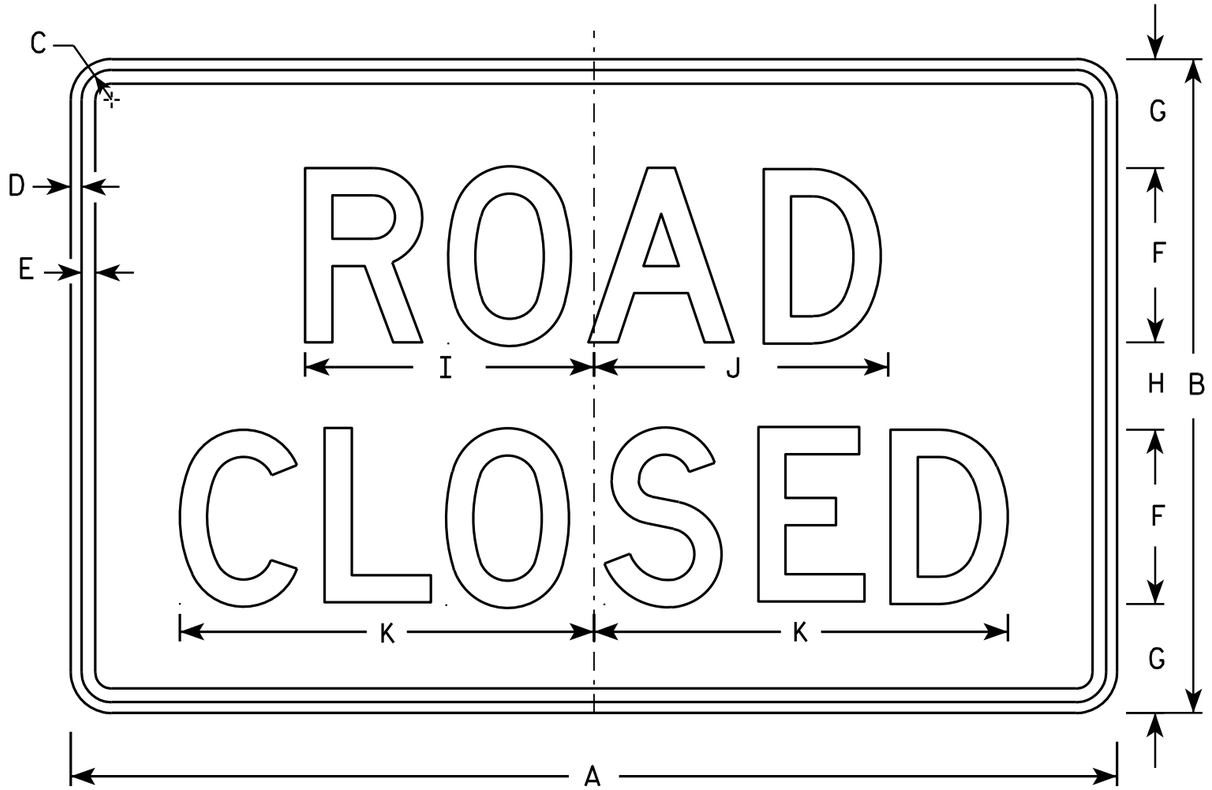
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 104 | E

7

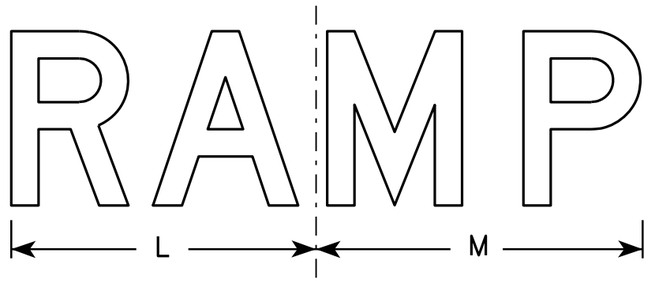
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



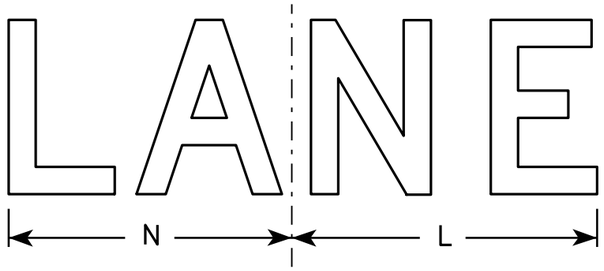
R11-2

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

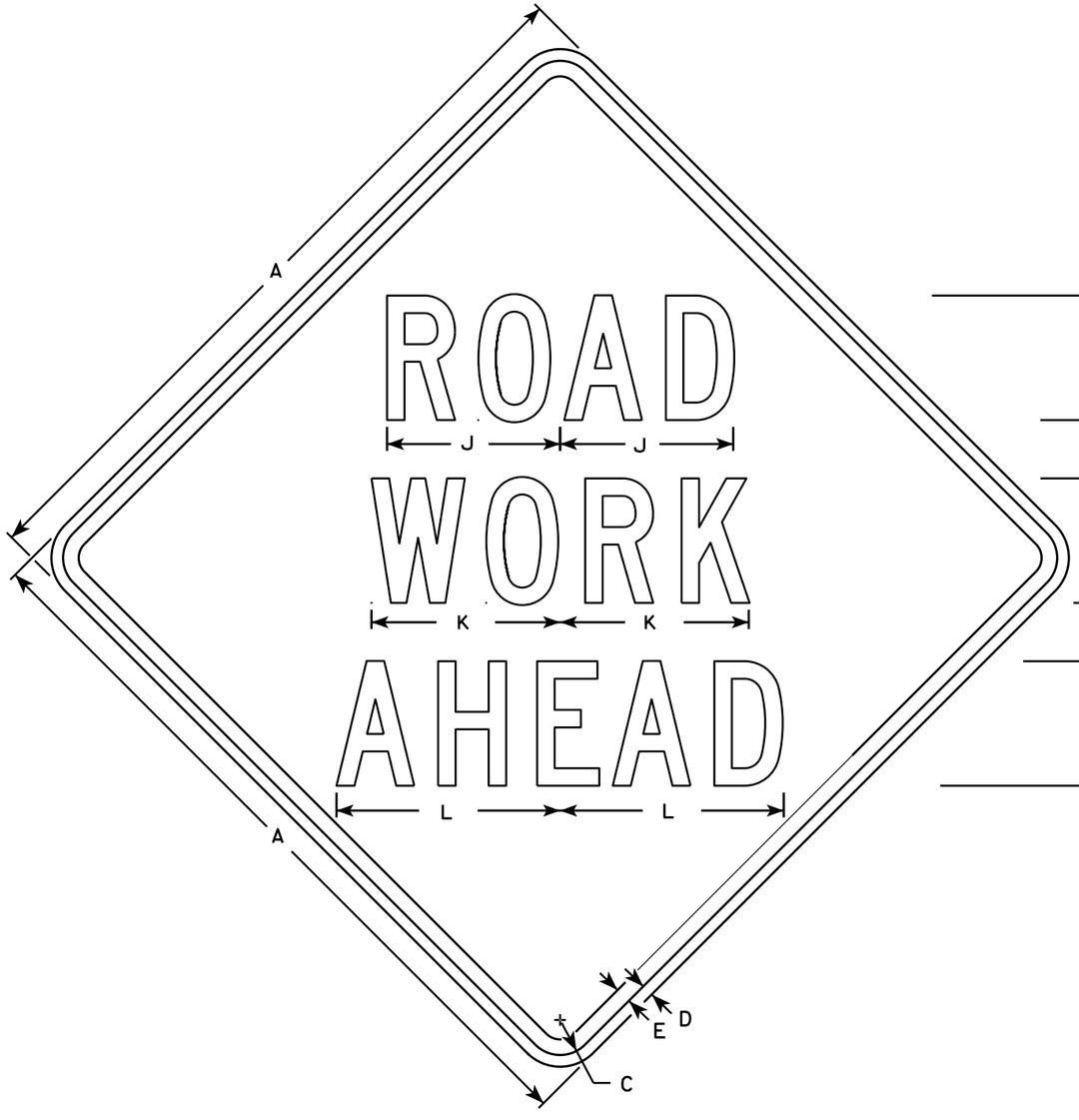
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

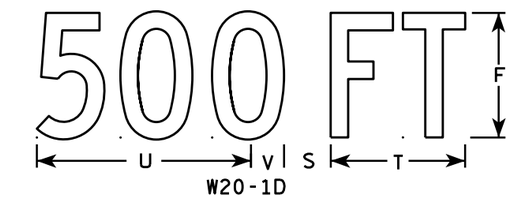
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

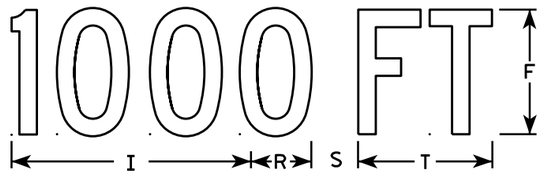
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 105 | E



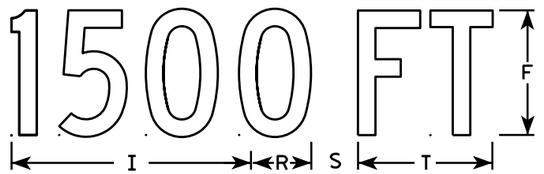
W20-1A



W20-1D



W20-1C



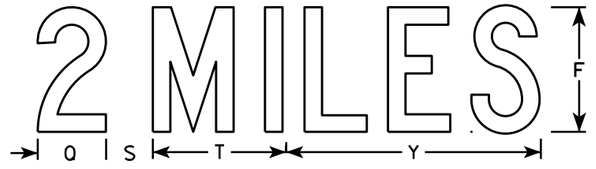
W20-1B



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

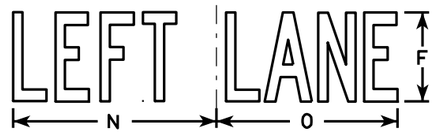
7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W201.dgn PLOT DATE : 27-MAY-2015 15:58 PLOT BY : mscsja

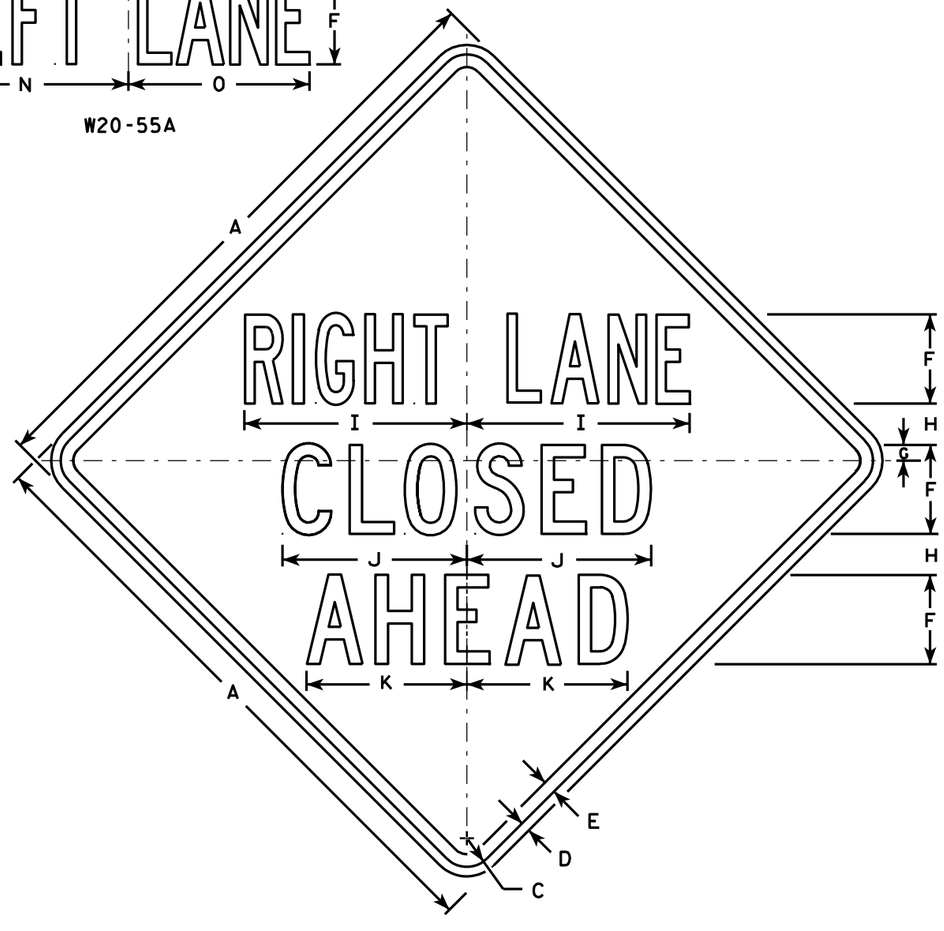
WISDOT/CADDS SHEET 42



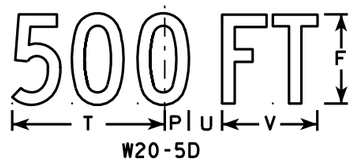
W20-56A



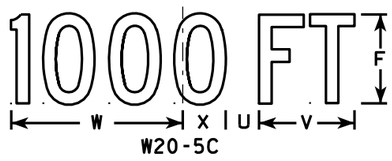
W20-55A



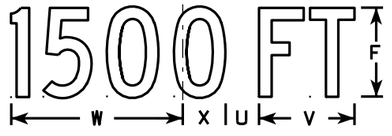
W20-5A



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

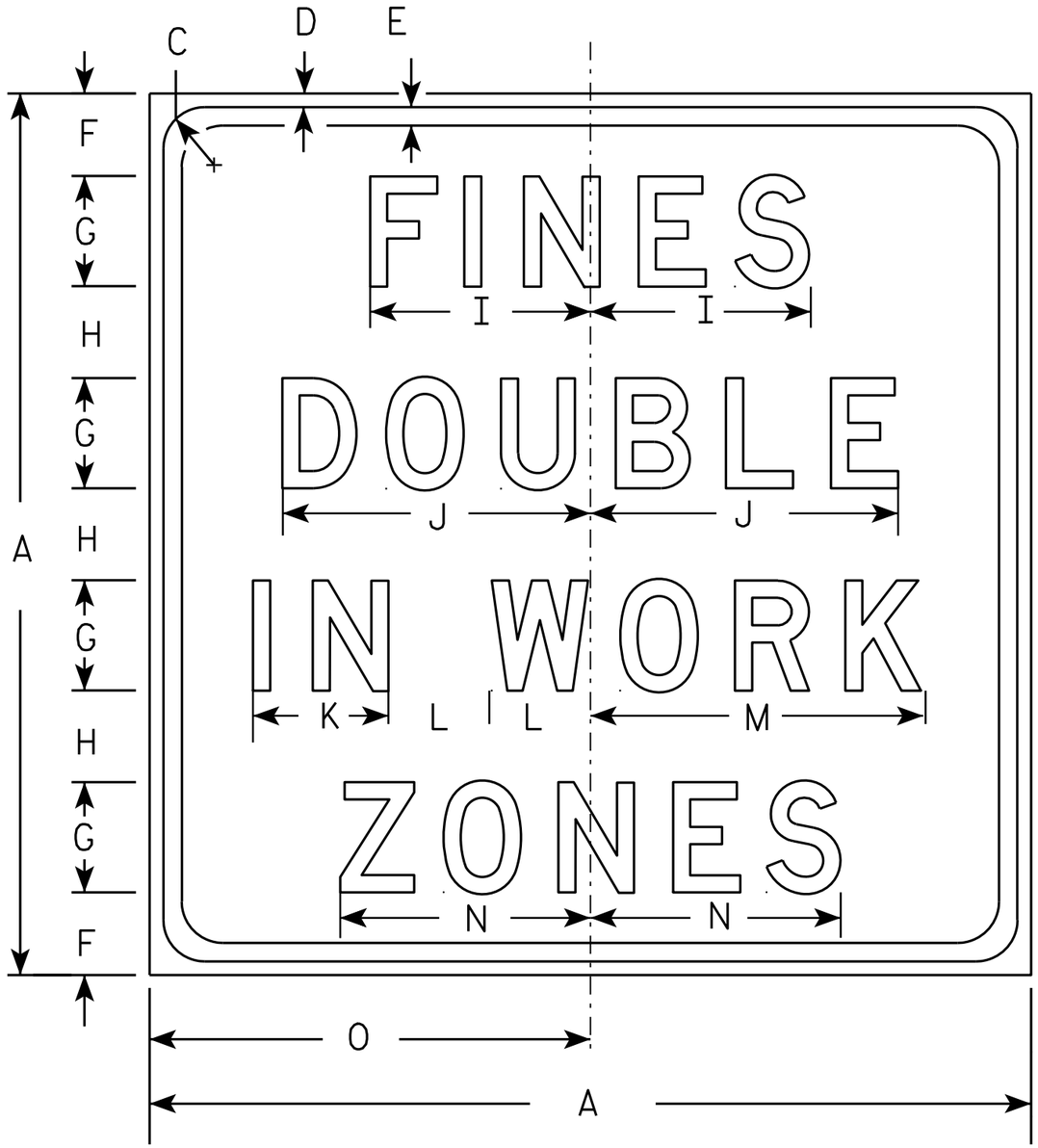
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 107 | 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



W21-61

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	24		1 1/8	3/8	1/2	2 1/4	3	2 1/2	6	8 3/8	3 3/4	2 3/4	9 1/8	6 7/8	12												4.0
2S	36		1 5/8	5/8	3/4	3 3/8	4 1/2	3 3/4	9	12 5/8	5 1/2	4 1/8	13 3/4	10 1/4	18												9.0
2M	36		1 5/8	5/8	3/4	3 3/8	4 1/2	3 3/4	9	12 5/8	5 1/2	4 1/8	13 3/4	10 1/4	18												9.0
3	48		2 1/4	3/4	1	4 1/2	6	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24												16.0
4																											
5																											

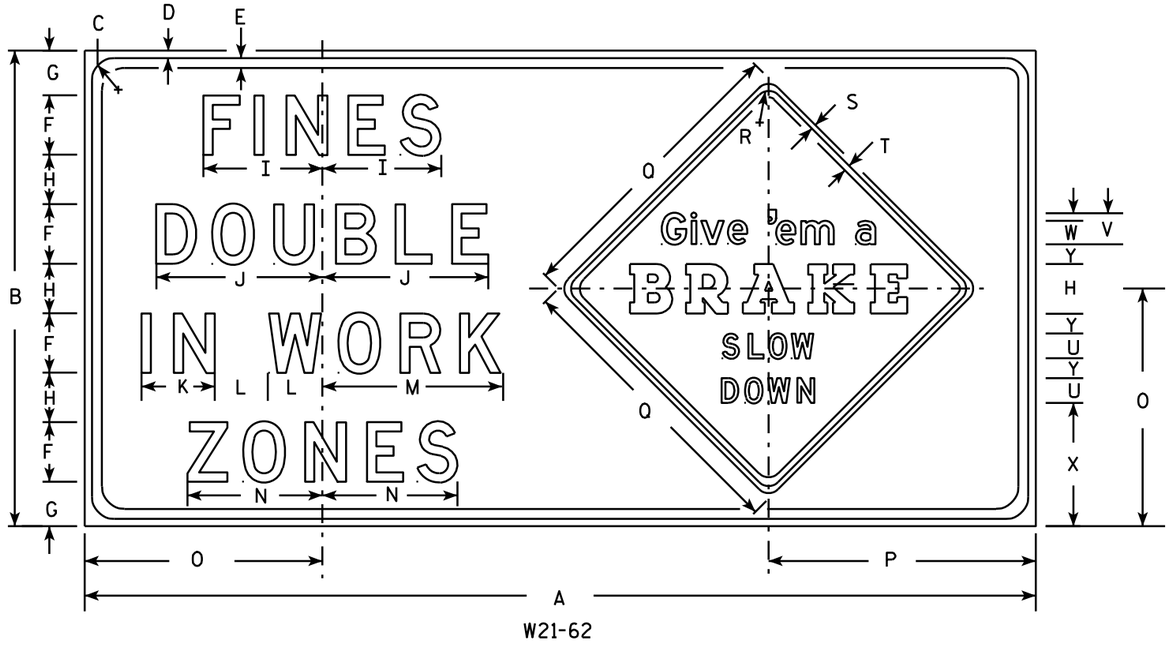
STANDARD SIGN
W21-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-61.4

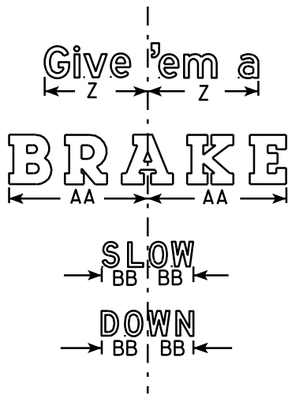
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 108 | E

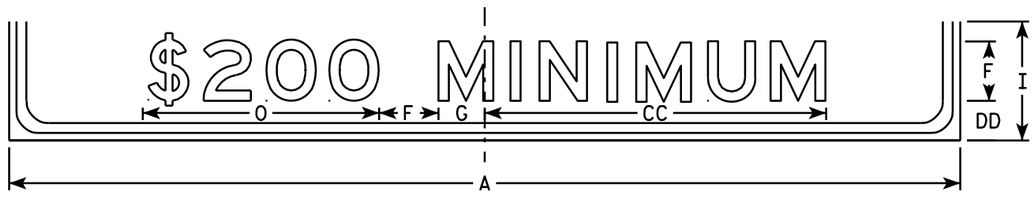


W21-62

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

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																															

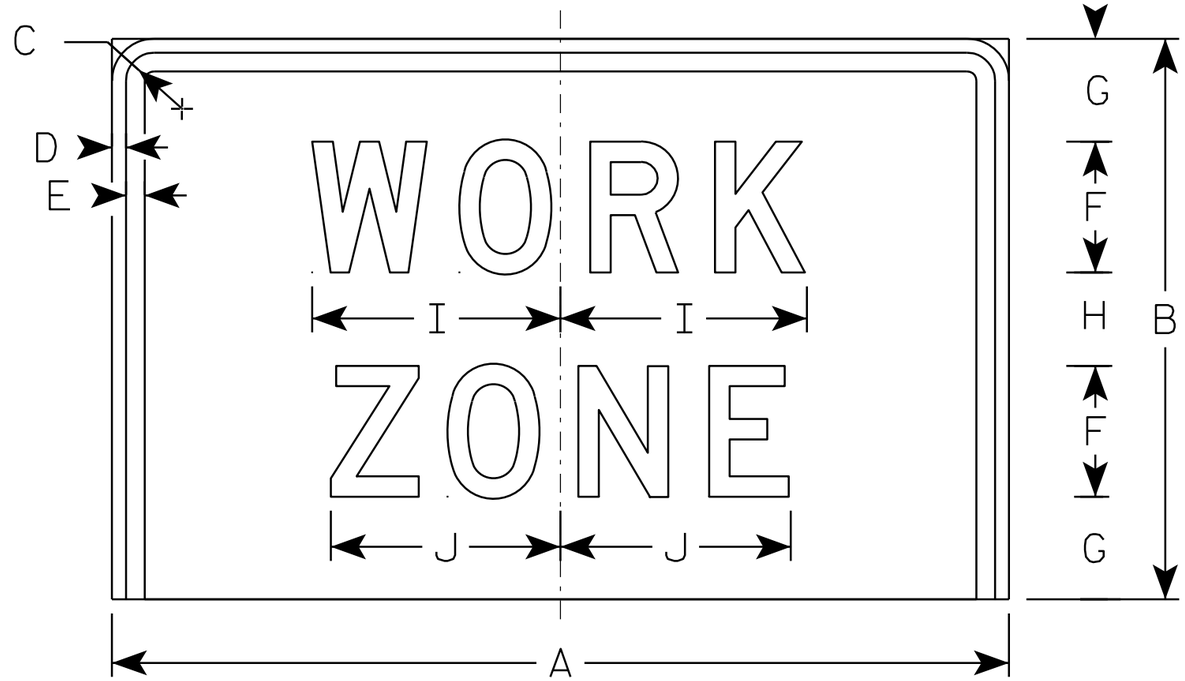
STANDARD SIGN
W21-62

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: 109	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																											

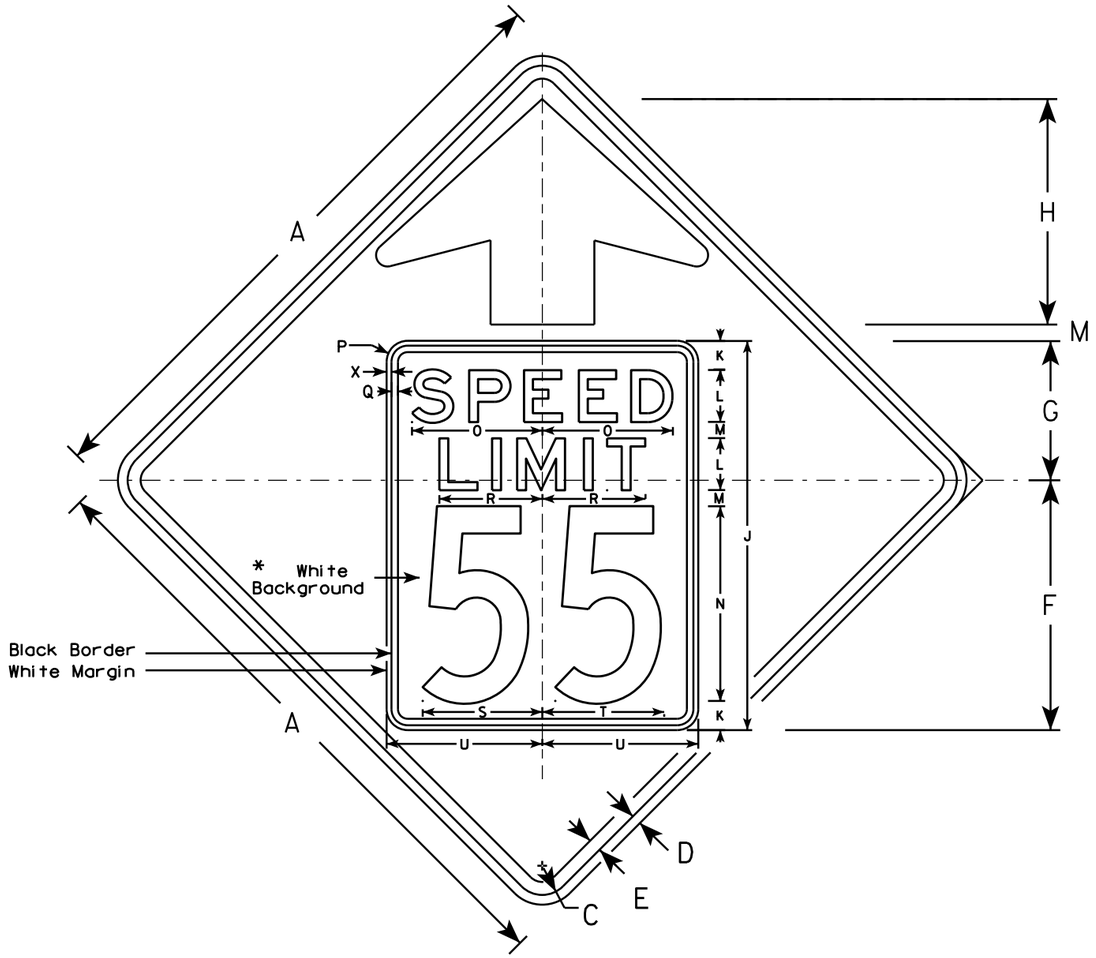
STANDARD SIGN
W21-620

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: 110	E

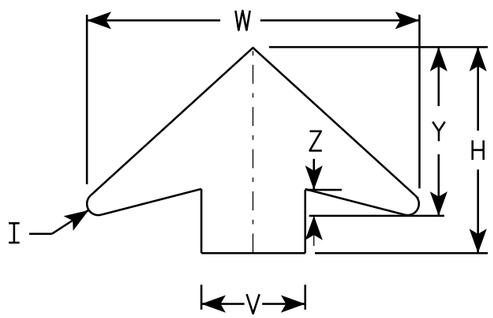


W03-5

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

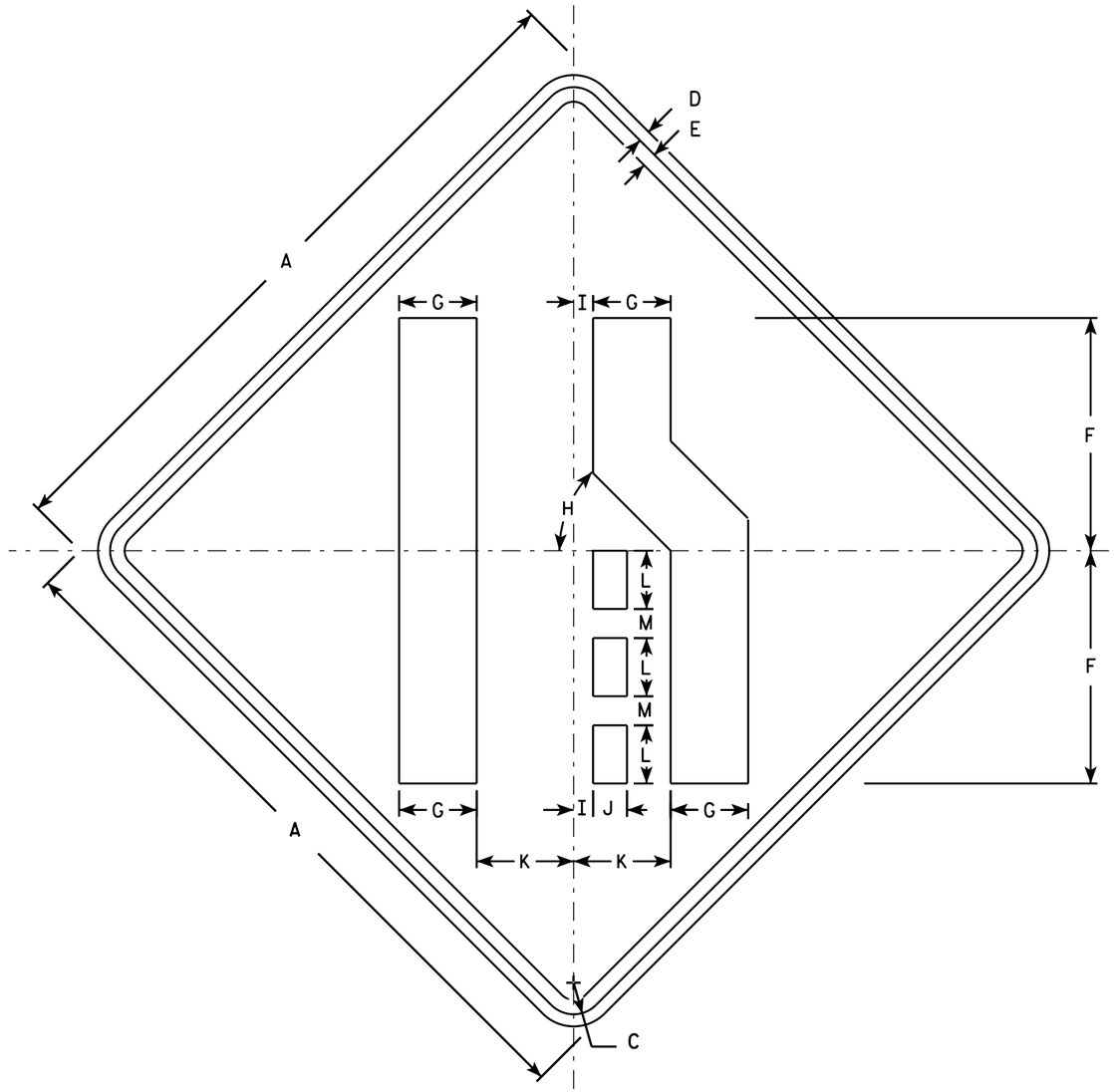
DATE 11/20/13 PLATE W03-5.1

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



W04-2R

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 112 W04-2.1

PROJECT NO: | SHEET NO: E

TWSB STAGE 2		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
658+79		21.3	1.8	7.0			
659+00	21	21.3	1.8	7.0	16	1	5
659+64	64	24.2	0.1	10.9	54	2	21
660+00	36	18.7	1.8	6.5	29	1	12
661+00	100	18.0	1.7	7.5	68	6	26
662+00	100	14.9	3.3	7.7	61	9	28
663+00	100	18.0	0.3	5.9	61	7	25
664+00	100	16.6	0.3	11.5	64	1	32
665+00	100	21.0	0.0	11.4	70	1	42
666+00	100	23.7	0.0	10.6	83	0	41
667+00	100	21.9	0.0	12.5	84	0	43
668+00	100	21.1	0.0	11.2	80	0	44
669+00	100	21.2	0.0	9.6	78	0	39
670+00	100	18.8	1.4	5.4	74	3	28
670+62	62	18.5	2.5	9.0	43	5	17
671+00	38	19.0	0.4	9.4	26	2	13
672+00	100	18.5	0.8	10.7	69	2	37
673+00	100	20.8	0.0	11.4	73	1	41
674+00	100	20.9	0.0	10.0	77	0	40
675+00	100	19.6	0.0	10.8	75	0	38
676+00	100	18.4	0.0	11.2	70	0	41
677+00	100	20.4	0.0	10.0	72	0	39
678+00	100	20.6	0.0	13.0	76	0	43
679+00	100	21.5	0.0	16.1	78	0	54
680+00	100	20.0	0.0	10.1	77	0	48
681+00	100	18.7	0.3	15.6	72	1	47
682+00	100	19.3	1.8	10.1	70	4	47
682+62	62	19.3	0.5	13.7	45	3	27
683+00	38	18.6	1.0	14.5	26	1	20
684+00	100	21.3	0.0	11.1	74	2	47
685+00	100	20.6	0.2	8.4	78	0	36
686+00	100	20.2	0.0	13.9	76	0	41
687+00	100	21.5	0.0	14.2	77	0	52
688+00	100	22.4	0.0	16.2	81	0	56
689+00	100	23.0	0.0	10.9	84	0	50
690+00	100	19.4	0.6	11.7	79	1	42
691+00	100	18.8	1.1	13.0	71	3	46
692+00	100	18.6	1.2	11.9	69	4	46
693+00	100	18.5	2.6	11.9	69	7	44
693+65	65	19.0	1.4	13.0	45	5	30
694+00	35	18.6	1.2	14.3	25	2	18
695+00	100	21.1	0.1	14.5	74	2	53
696+00	100	23.6	0.0	13.4	83	0	52
697+00	100	24.0	0.0	13.7	88	0	50
698+00	100	23.8	0.0	14.1	89	0	51
699+00	100	19.3	0.0	13.3	80	0	51
700+00	100	16.8	1.8	13.9	67	3	50
701+00	100	16.8	5.5	12.9	62	14	50
701+65	65	17.0	4.9	8.8	40	12	26
702+00	35	16.9	10.4	11.1	22	10	13
703+00	100	17.5	1.5	14.3	64	22	47
704+00	100	19.2	0.0	13.1	68	3	51
705+00	100	20.8	0.0	13.8	74	0	50
706+00	100	20.3	0.0	13.2	76	0	50
707+00	100	18.1	0.6	13.3	71	1	49
708+00	100	18.8	2.5	11.3	68	6	46
709+00	100	18.4	7.2	8.3	69	18	36
709+64	64	18.4	3.8	7.0	43	13	18
710+00	36	19.3	9.1	7.0	25	9	9
711+00	100	18.6	3.6	8.5	70	24	29
712+00	100	18.3	1.5	8.8	68	9	32
713+00	100	18.6	0.2	12.9	68	3	40
714+00	100	19.8	0.0	11.5	71	0	45
715+00	100	21.1	0.0	14.5	76	0	48
716+00	100	18.8	0.0	5.7	74	0	37

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

TWSB STAGE 2		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
717+00	100	18.1	0.1	8.0	68	0	25
717+64	64	17.2	2.9	6.3	42	4	17
718+00	36	20.8	0.0	9.8	25	2	11
719+00	100	18.8	0.0	4.3	73	0	26
720+00	100	18.4	0.1	2.9	69	0	13
721+00	100	22.6	0.0	2.4	76	0	10
722+00	100	24.0	0.0	3.6	86	0	11
723+00	100	23.3	0.0	2.2	88	0	11
724+00	100	24.0	0.0	0.8	88	0	6
725+00	100	24.4	0.0	0.3	90	0	2
725+64	64	24.2	0.0	0.5	58	0	1
725+83	18	20.6	0.0	1.3	15	0	1
726+00	17	23.6	0.0	1.1	14	0	1
727+00	100	25.4	0.0	1.2	91	0	4
728+00	100	26.0	0.0	1.3	95	0	5
729+00	100	28.5	0.0	2.4	101	0	7
730+00	100	30.8	0.8	2.3	110	1	9
731+00	100	25.0	7.3	17.2	103	15	36
732+00	100	27.0	7.0	27.3	96	26	82
733+00	100	35.6	5.7	26.8	116	24	100
733+65	65	31.4	16.5	16.3	80	27	52
734+00	35	35.5	2.2	25.4	44	12	27
735+00	100	65.4	0.0	20.0	187	4	84
735+13	13	57.9	7.1	20.0	29	2	9
				TOTALS	6,033	340	2,979

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

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TWSB STAGE 3		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
646+24		32.4	34.2	15.7			
647+00	76	31.0	32.0	18.2	89	93	48
648+00	100	29.3	44.0	7.2	112	141	47
649+00	100	27.0	65.6	2.0	104	203	17
650+00	100	25.7	83.2	1.4	98	276	6
650+63	63	25.3	56.1	1.5	60	163	3
651+00	37	24.8	52.2	2.1	34	74	2
652+00	100	26.9	34.6	16.2	96	161	34
653+00	100	28.8	31.1	19.1	103	122	65
654+00	100	27.8	33.7	17.4	105	120	68
655+00	100	25.2	36.3	15.5	98	130	61
656+00	100	28.7	28.0	22.0	100	119	69
657+00	100	28.5	27.8	21.7	106	103	81
658+00	100	25.8	37.8	13.7	101	121	65
659+00	100	27.4	41.0	10.6	99	146	45
659+64	64	27.7	41.3	6.9	65	97	21
660+00	36	28.0	44.4	7.3	37	58	10
661+00	100	28.2	40.8	10.7	104	158	33
662+00	100	32.2	46.7	5.7	112	162	30
663+00	100	28.8	43.7	6.5	113	167	23
664+00	100	25.1	46.3	5.6	100	167	22
665+00	100	29.0	35.6	15.3	100	152	39
666+00	100	28.5	34.8	16.4	106	130	59
667+00	100	29.5	32.2	18.7	107	124	65
668+00	100	27.5	34.7	16.4	106	124	65
669+00	100	28.8	29.9	20.4	104	120	68
670+00	100	27.3	37.0	14.3	104	124	64
670+62	62	27.0	50.2	1.1	63	101	18
671+00	38	26.3	47.7	4.9	37	68	4
672+00	100	26.0	47.5	5.1	97	176	19
673+00	100	26.2	43.1	9.5	97	168	27
674+00	100	27.8	36.6	15.1	100	148	46
675+00	100	27.4	29.7	21.1	102	123	67
676+00	100	26.4	28.7	22.2	100	108	80
677+00	100	27.9	25.7	23.3	101	101	84
678+00	100	29.0	32.9	18.1	105	109	77
679+00	100	27.1	39.9	9.5	104	135	51
680+00	100	28.9	45.9	5.0	104	159	27
681+00	100	29.1	55.0	3.1	107	187	15
682+00	100	27.0	59.4	1.8	104	212	9
682+62	62	27.6	50.4	2.2	63	127	5
683+00	38	27.4	53.5	2.3	38	73	3
684+00	100	27.9	53.5	2.0	102	198	8
685+00	100	28.0	48.6	3.9	104	189	11
686+00	100	31.0	33.6	14.4	109	152	34
687+00	100	31.5	29.0	17.2	116	116	59
688+00	100	31.6	29.0	21.4	117	107	71
689+00	100	29.7	36.0	15.4	114	120	68
690+00	100	29.0	41.0	9.9	109	143	47
691+00	100	30.4	36.6	14.9	110	144	46
692+00	100	30.3	36.3	14.8	112	135	55
693+00	100	29.6	41.0	9.5	111	143	45
693+65	65	30.6	46.5	3.9	72	105	16
694+00	35	30.2	42.2	8.3	40	58	8
695+00	100	27.7	34.5	16.3	107	142	46
696+00	100	29.4	26.1	23.4	106	112	74
697+00	100	31.7	18.2	30.2	113	82	99
698+00	100	30.3	20.0	29.0	115	71	110
699+00	100	31.1	29.7	17.6	114	92	86
700+00	100	31.4	44.4	7.7	116	137	47
701+00	100	31.6	56.7	3.0	117	187	20
701+65	65	32.7	56.9	3.1	77	136	7
702+00	35	30.9	42.2	5.8	42	65	6
703+00	100	29.1	32.5	16.9	111	138	42
704+00	100	29.4	22.4	26.3	108	102	80

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

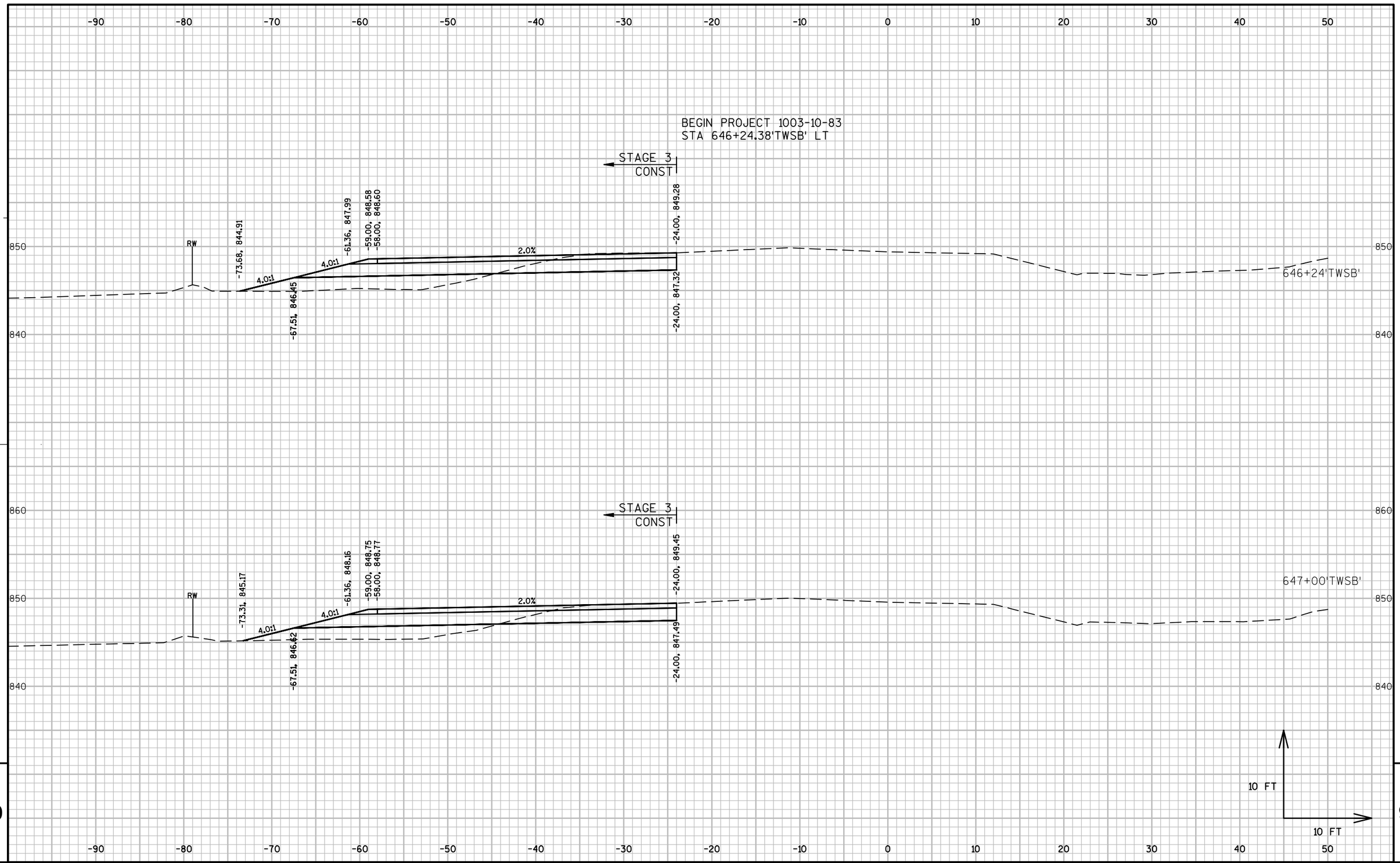
TWSB STAGE 3		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)		
STATION	DISTANCE	CUT	FILL	EBS	CUT (1)	FILL (2)	EBS
705+00	100	29.9	16.9	31.2	110	73	107
706+00	100	29.3	25.7	23.1	110	79	101
707+00	100	28.8	35.9	12.8	108	114	66
708+00	100	26.5	49.1	5.9	102	157	35
709+00	100	28.1	51.9	5.8	101	187	22
709+64	64	29.9	75.2	3.6	69	150	11
710+00	36	29.0	65.8	3.3	39	94	5
711+00	100	30.2	30.4	16.2	110	178	36
712+00	100	34.2	7.0	35.0	119	69	95
713+00	100	29.1	4.7	38.7	117	22	137
714+00	100	28.9	6.6	38.0	107	21	142
715+00	100	28.3	8.5	34.0	106	28	133
716+00	100	25.8	19.1	26.3	100	51	112
717+00	100	26.0	26.3	19.6	96	84	85
717+64	64	28.8	24.3	17.5	65	60	44
718+00	36	37.1	19.6	23.1	44	29	27
719+00	100	45.7	12.6	23.9	153	60	87
720+00	100	78.2	12.4	20.8	229	46	83
721+00	100	122.8	5.4	18.1	372	33	72
722+00	100	148.3	12.9	24.8	502	34	80
723+00	100	132.7	16.4	19.4	520	54	82
724+00	100	101.1	14.8	17.4	433	58	68
725+00	100	111.1	10.9	18.8	393	48	67
725+64	64	127.0	16.0	19.2	284	32	45
725+83	18	128.2	12.3	19.7	87	10	13
726+00	17	129.7	12.2	19.8	82	8	13
727+00	100	136.8	13.3	19.3	494	47	72
728+00	100	90.8	18.5	19.0	421	59	71
729+00	100	97.0	21.1	15.8	348	73	65
730+00	100	129.3	14.1	13.8	419	65	55
731+00	100	142.0	14.1	5.3	502	52	35
732+00	100	76.4	11.6	2.4	404	48	14
733+00	100	31.0	5.4	0.0	199	31	5
733+65	65	31.8	8.3	0.0	75	16	0
734+00	35	31.3	2.4	0.0	41	7	0
735+00	100	33.7	0.9	0.0	120	6	0
735+13	13	33.7	2.7	0.0	16	1	0
				TOTALS	13,724	10,608	4,812

NOTES:
(1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
(2) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL

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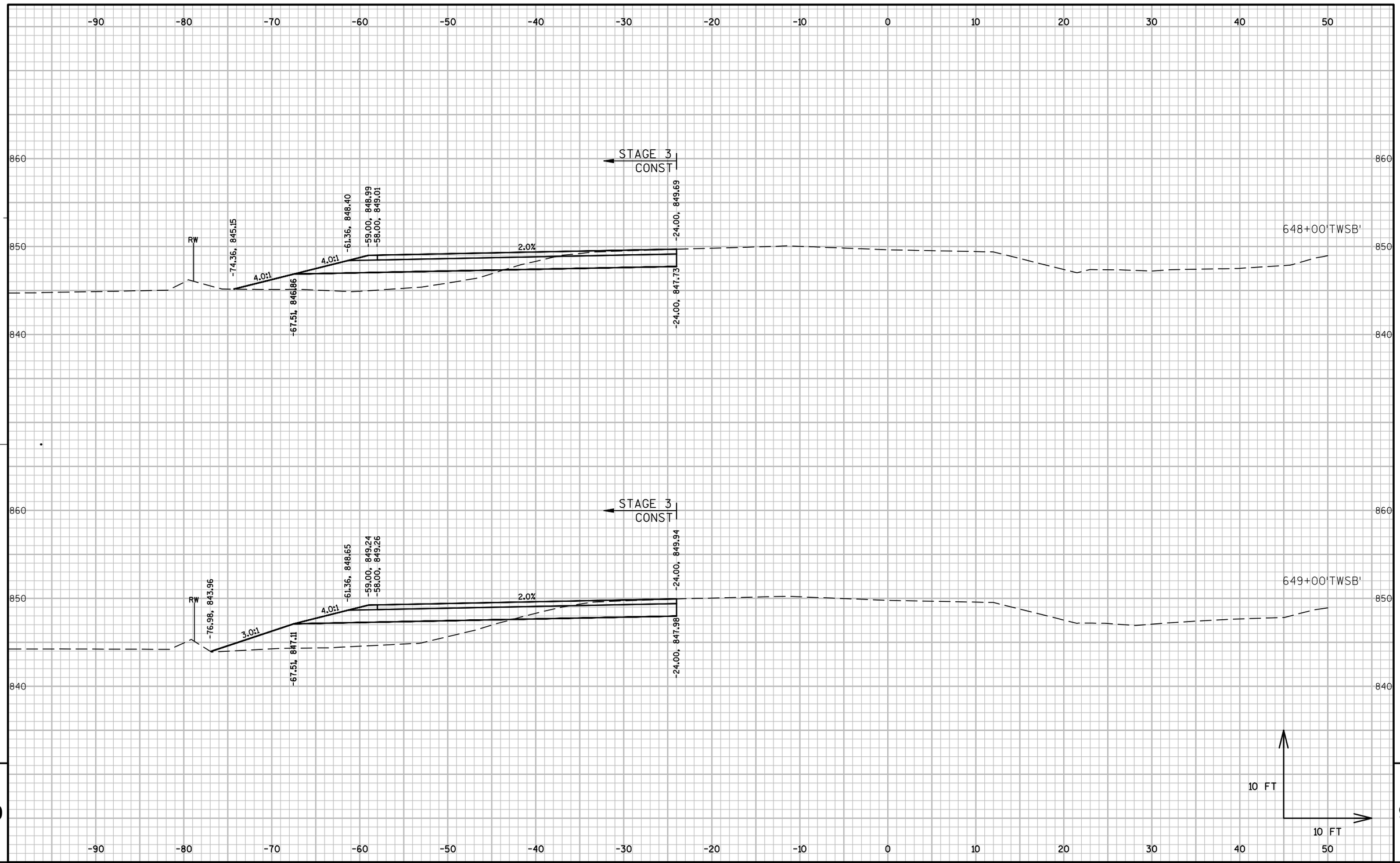
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	EARTHWORK - STAGE 3	SHEET 114	E



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(1)

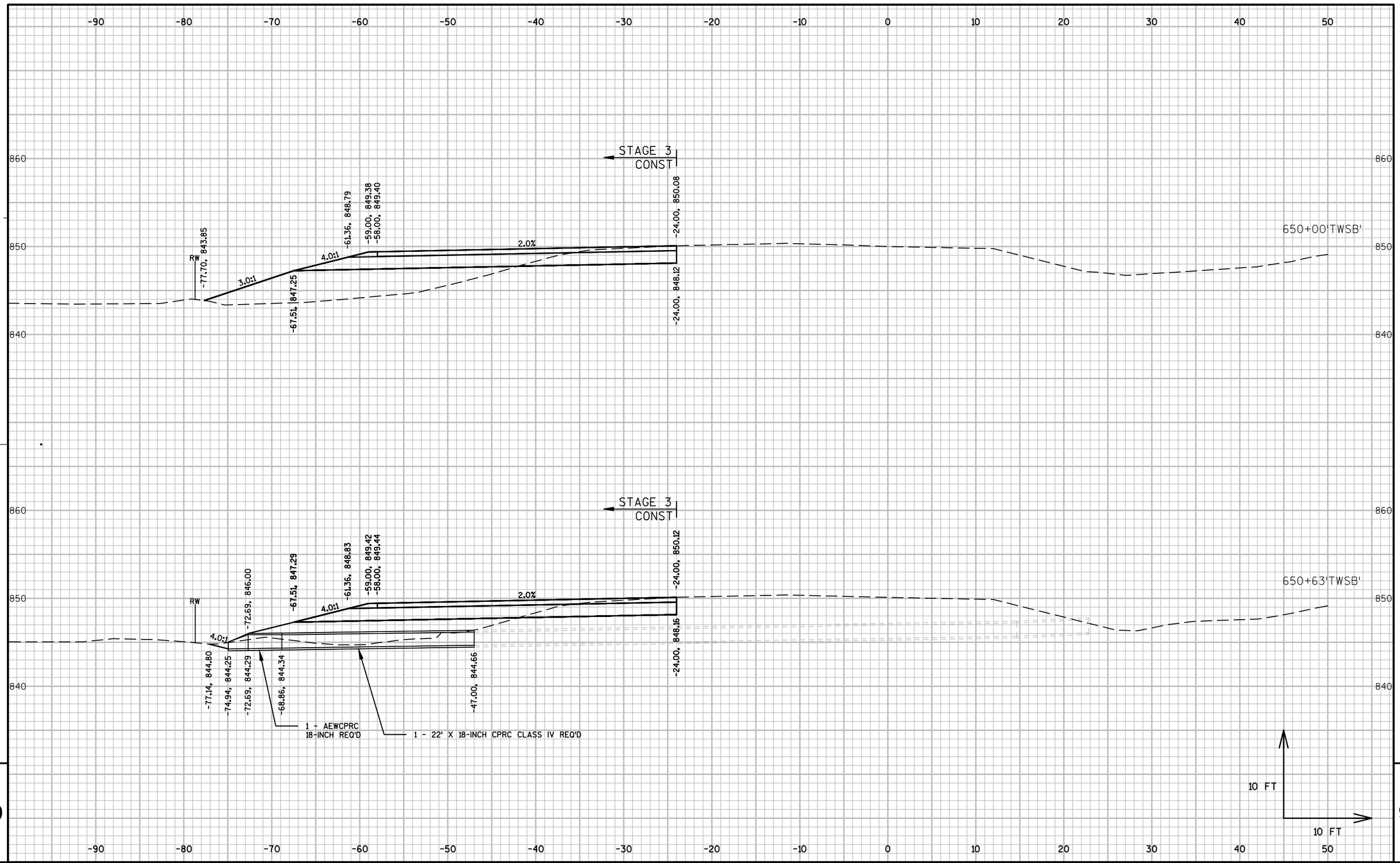
PLOT DATE : 7/28/2015 11:43 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(2)

PLOT DATE : 7/28/2015 11:44 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

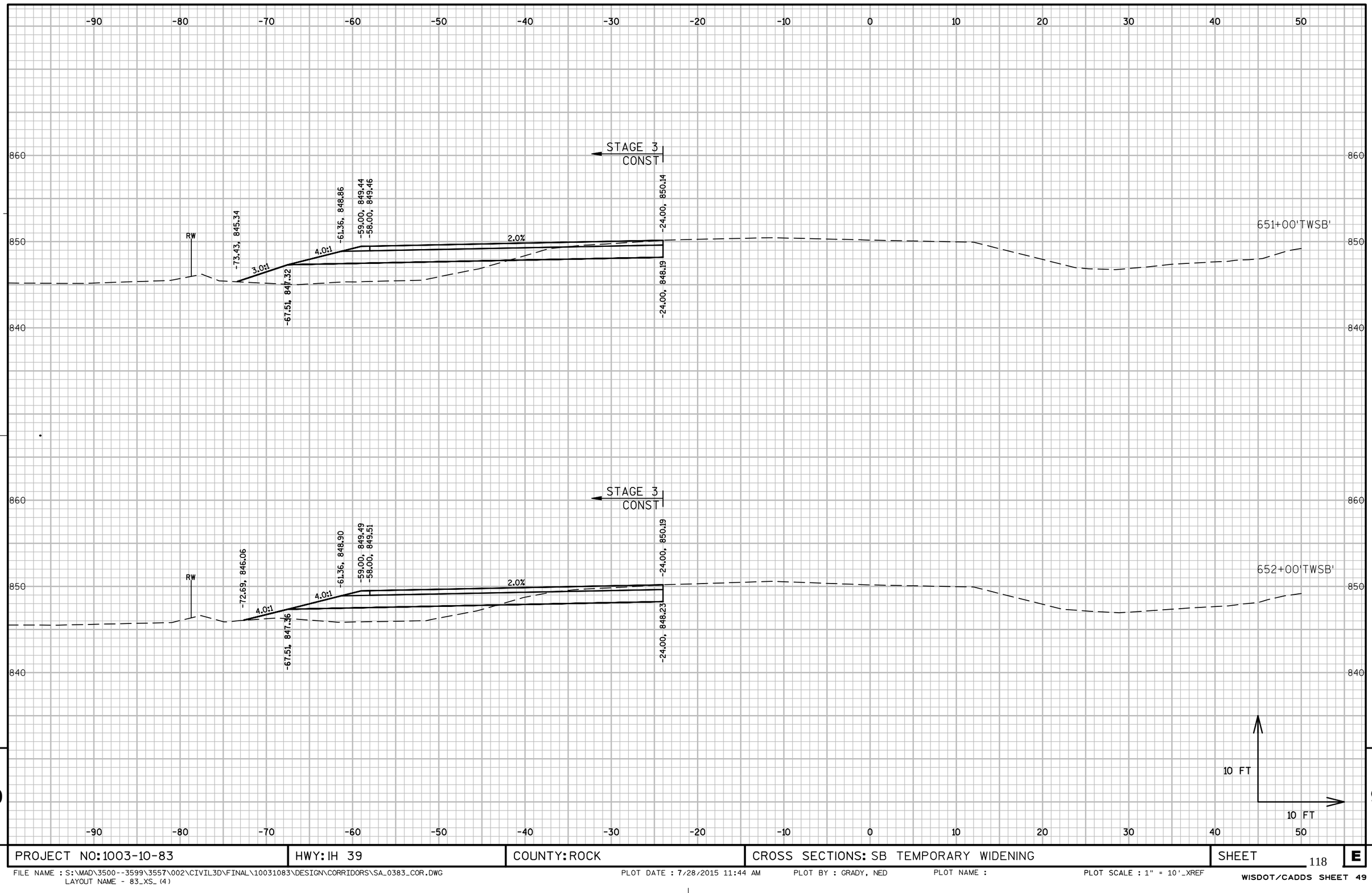


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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

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LAYOUT NAME - 83_XS_(3)

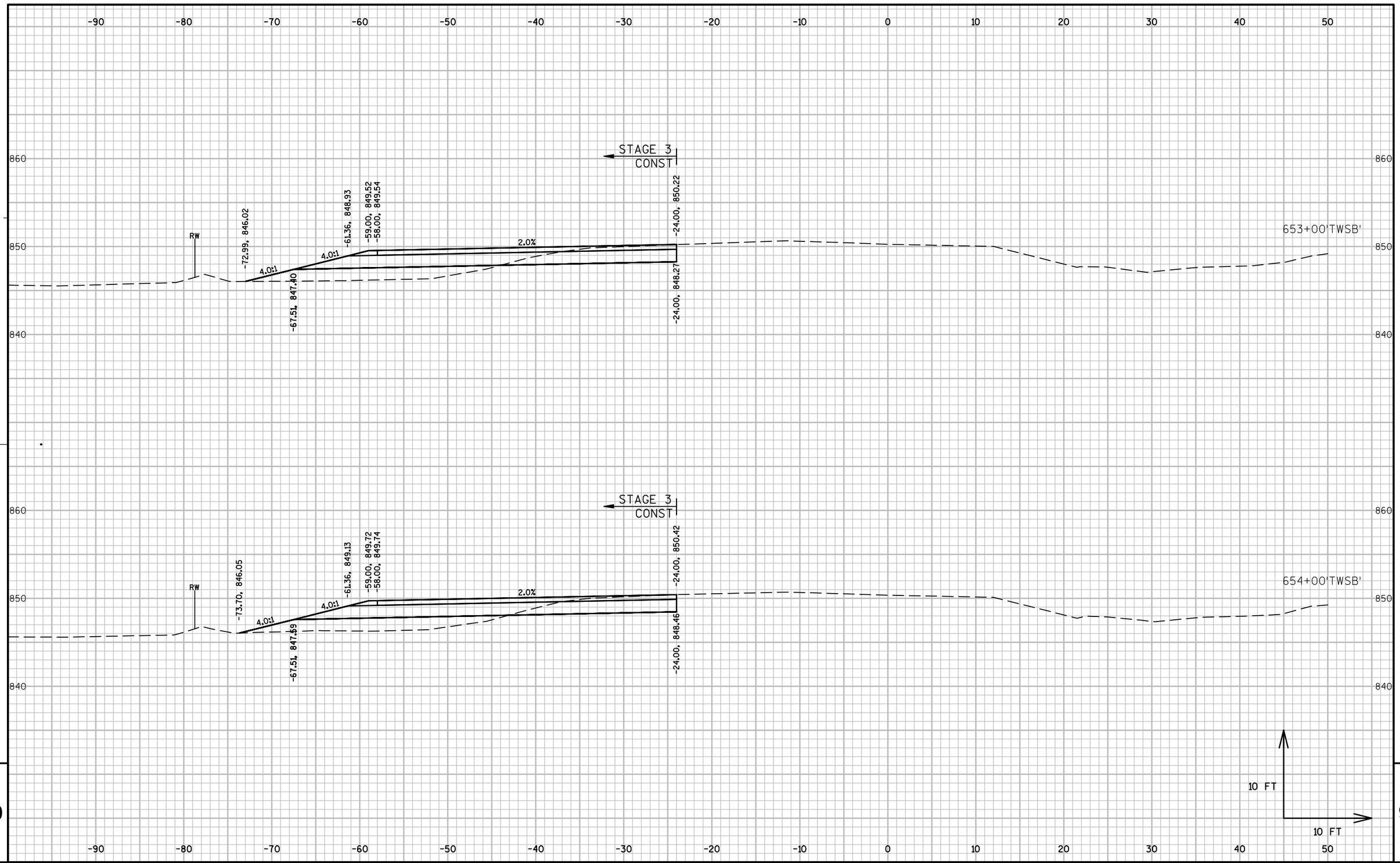
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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(4)

PLOT DATE : 7/28/2015 11:44 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

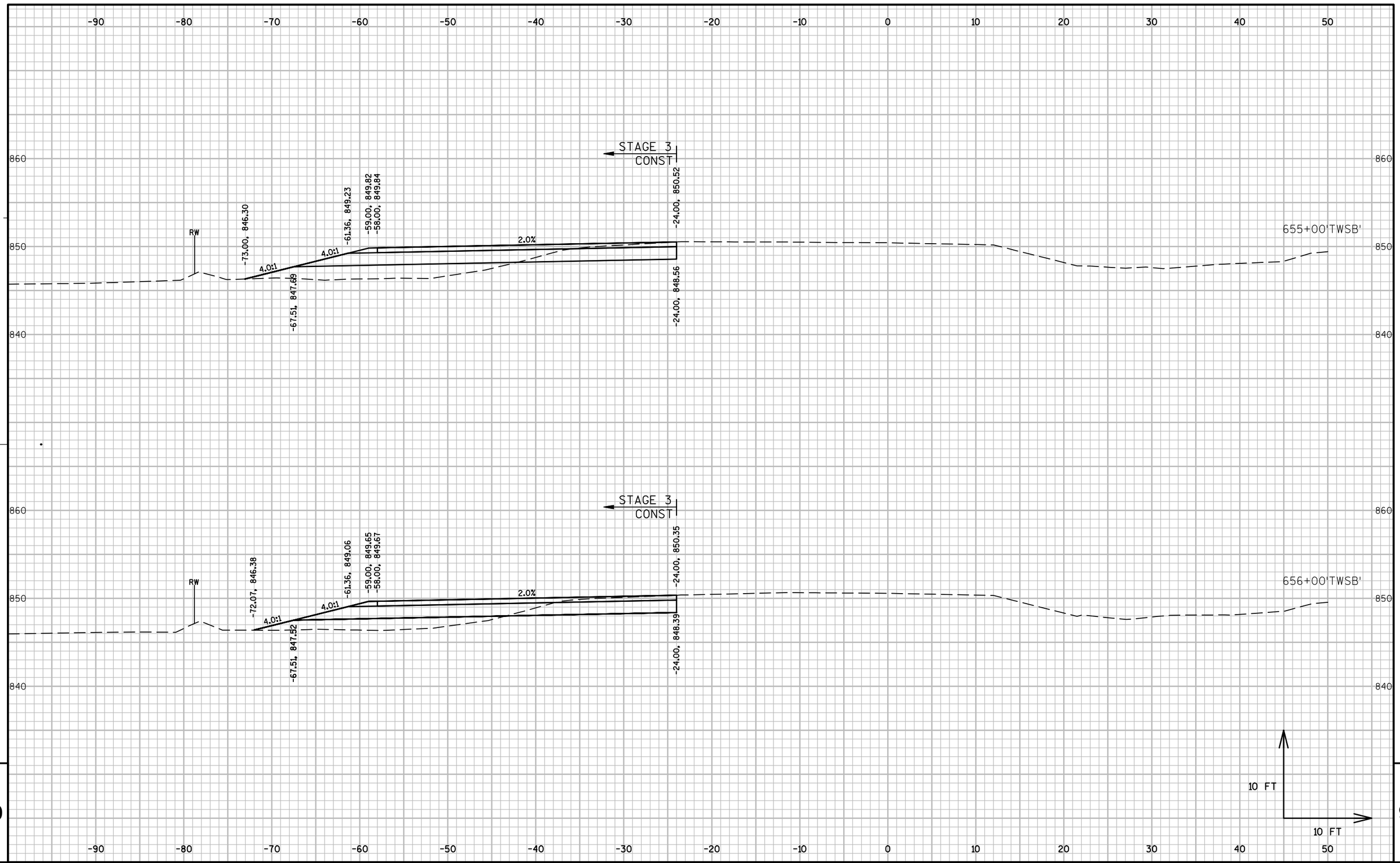


9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(5)

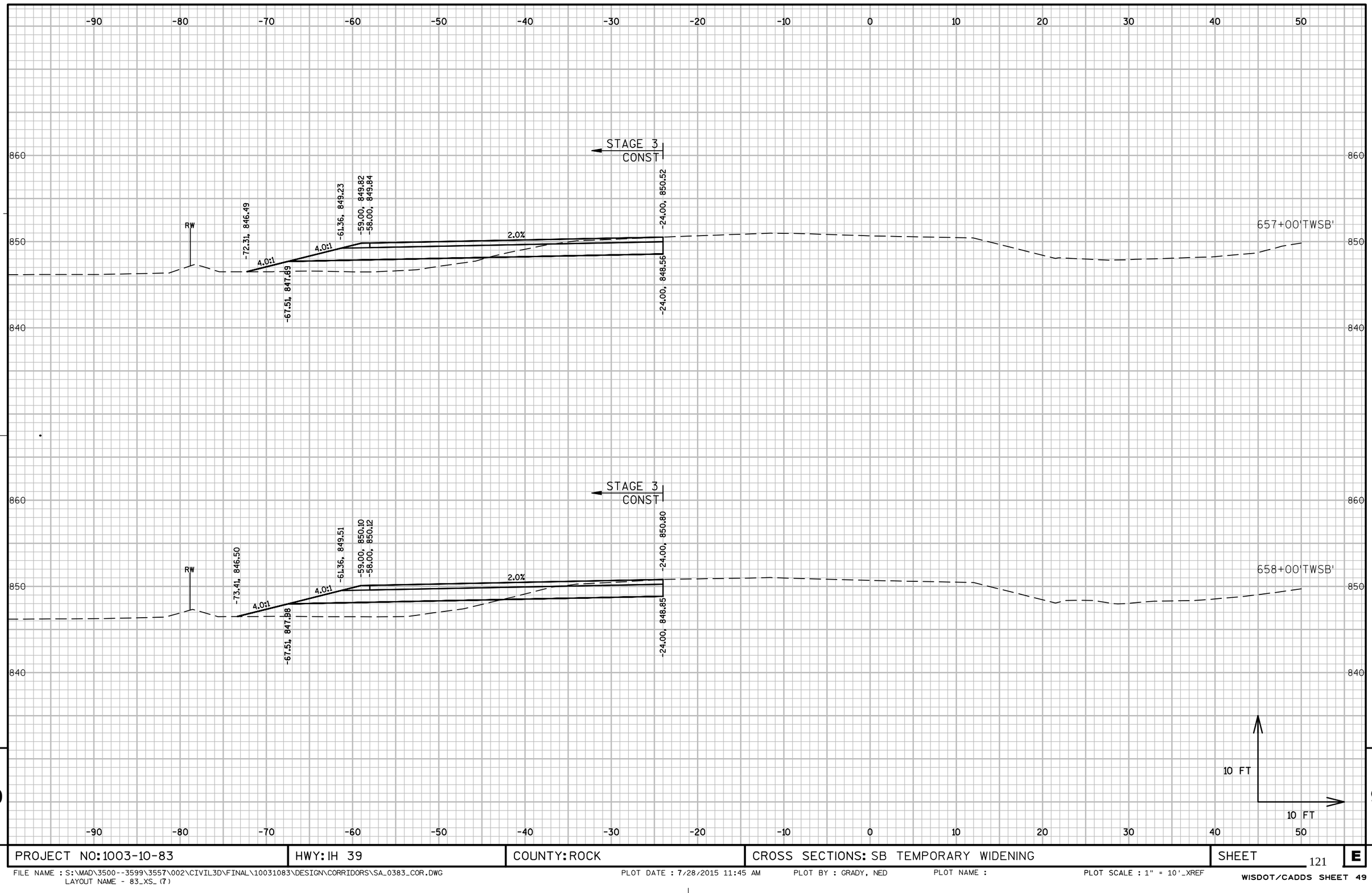
PLOT DATE : 7/28/2015 11:45 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 120	E

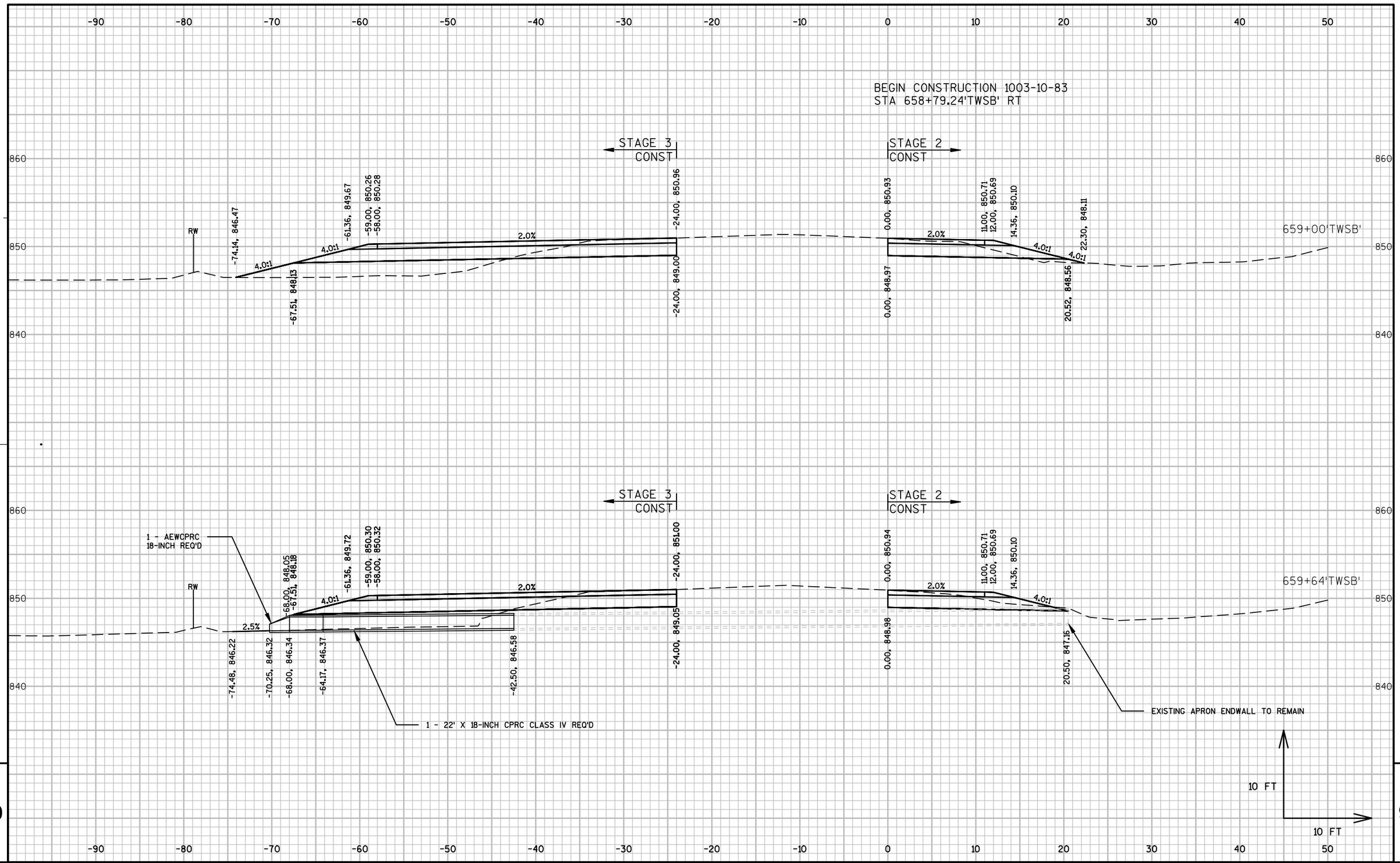
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(6)

PLOT DATE : 7/28/2015 11:45 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

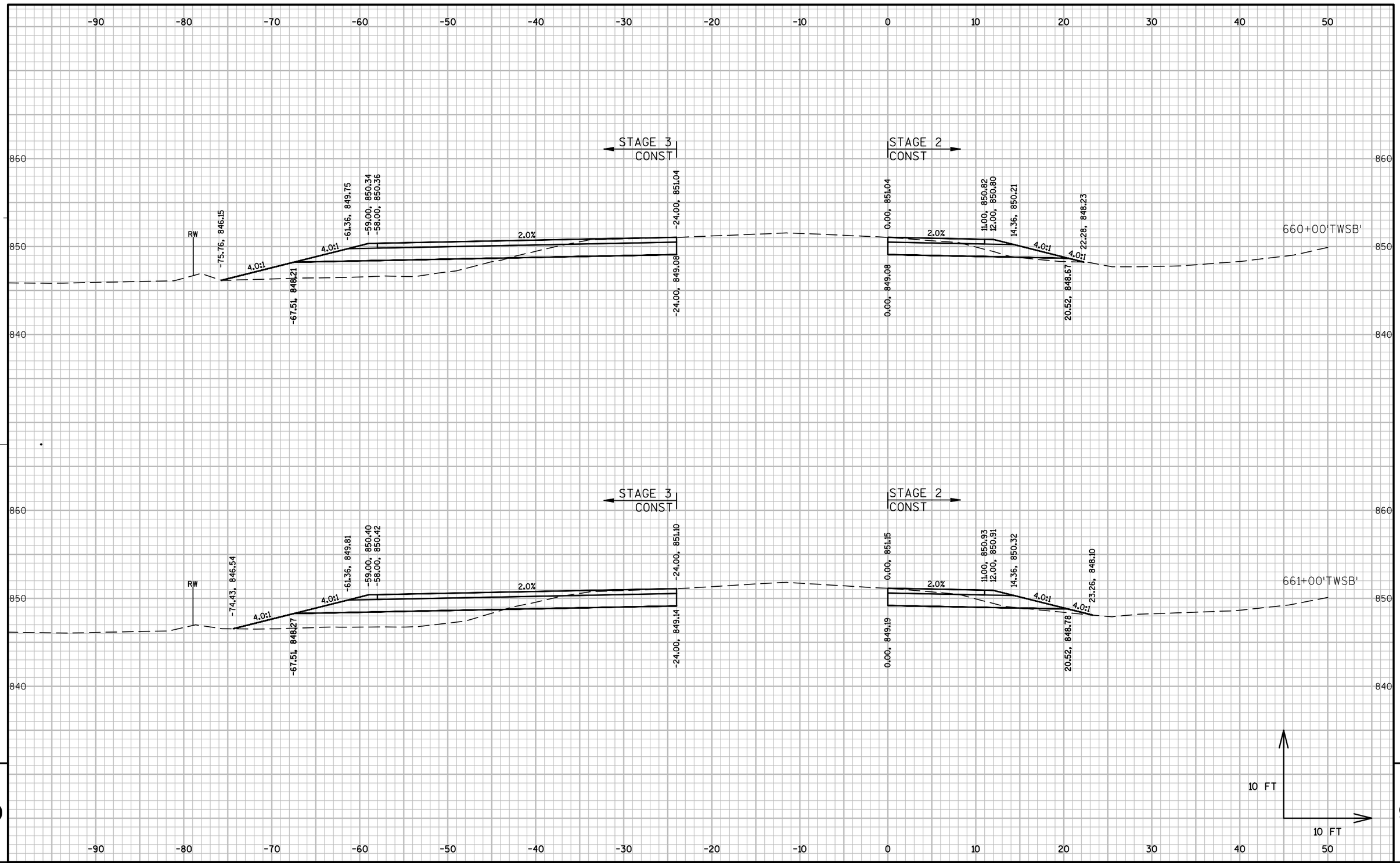


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(7)
PLOT DATE : 7/28/2015 11:45 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 122 E

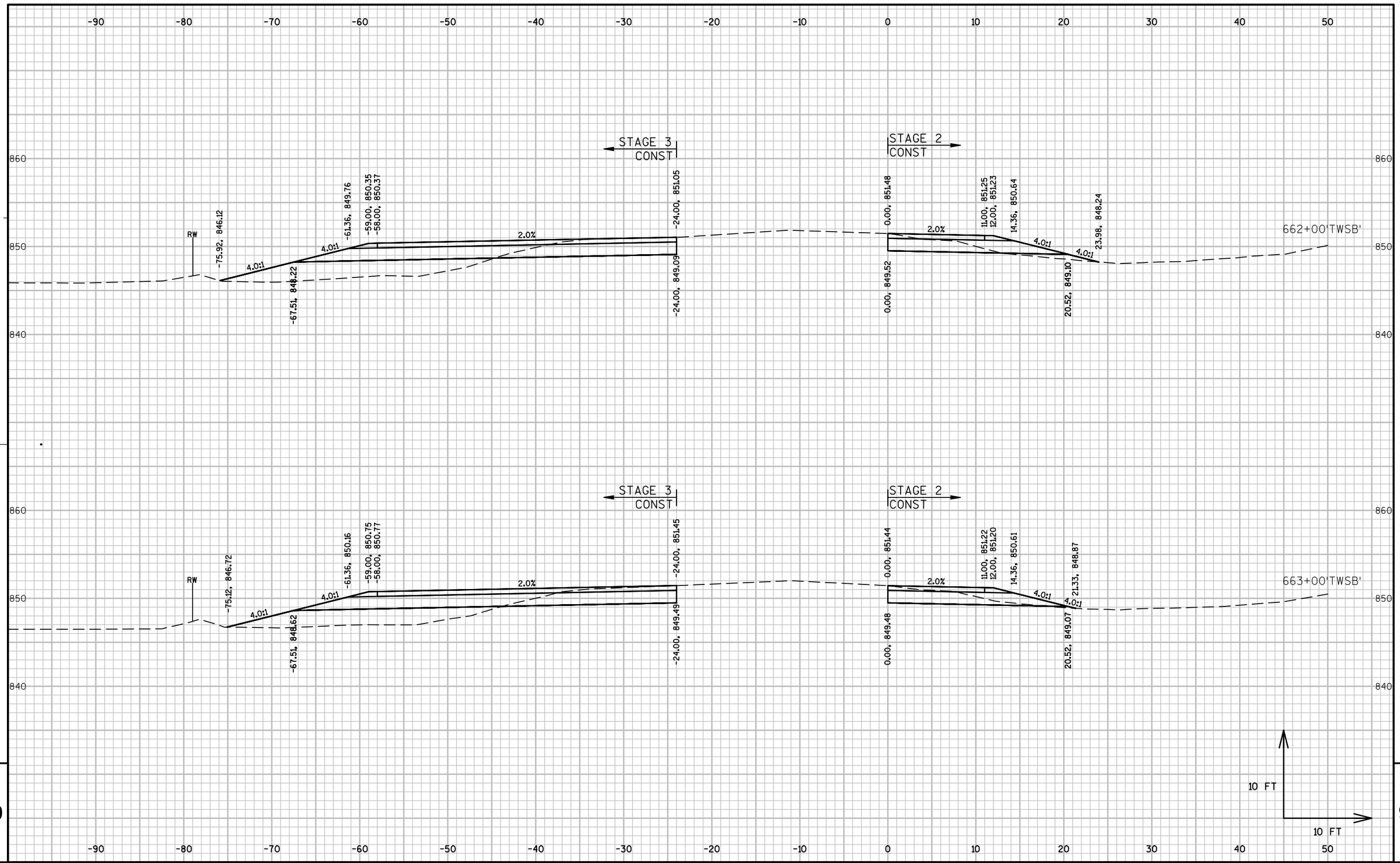


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 123	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(9)

PLOT DATE : 7/28/2015 11:46 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

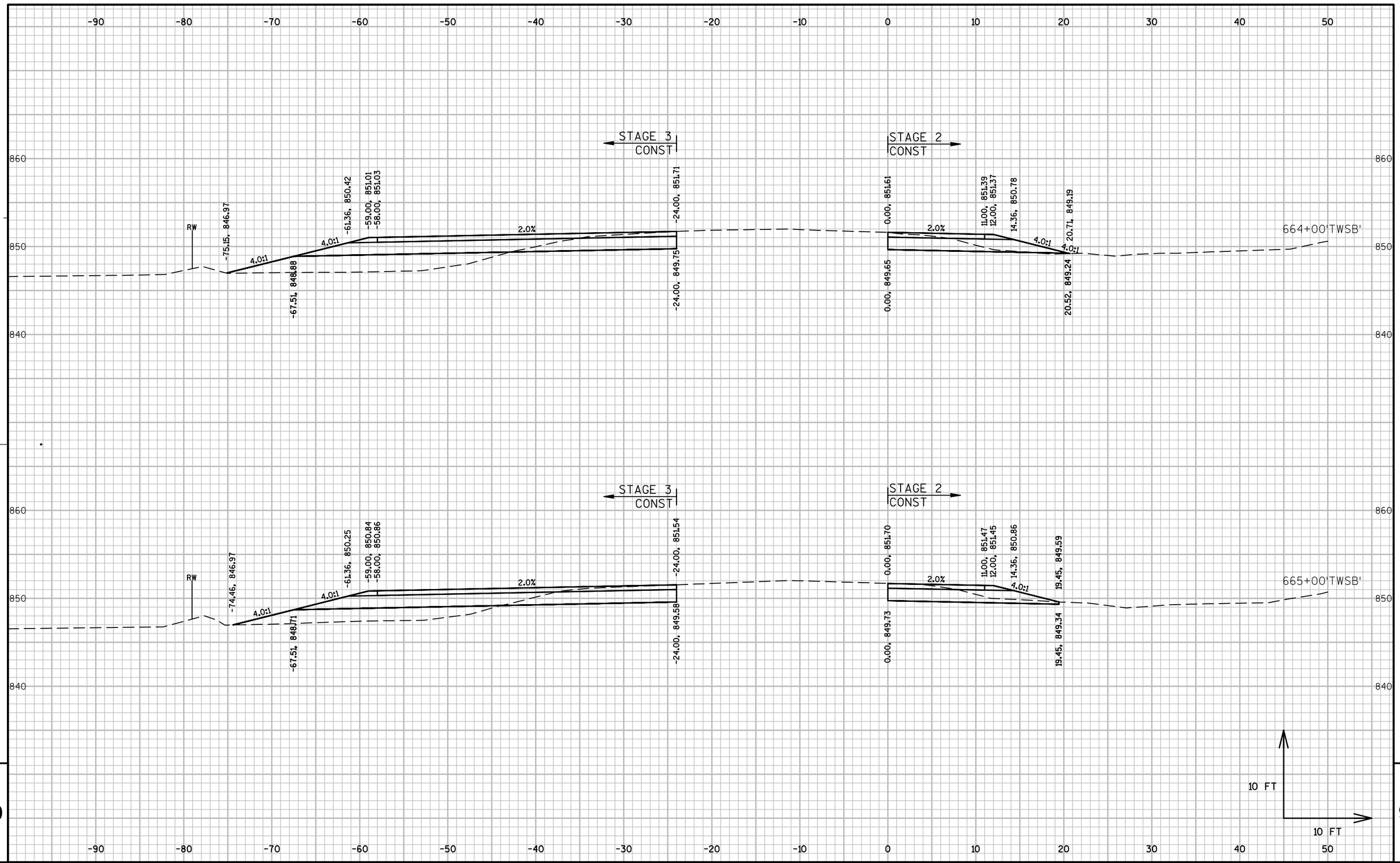
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(10)

PLOT DATE : 7/28/2015 11:46 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



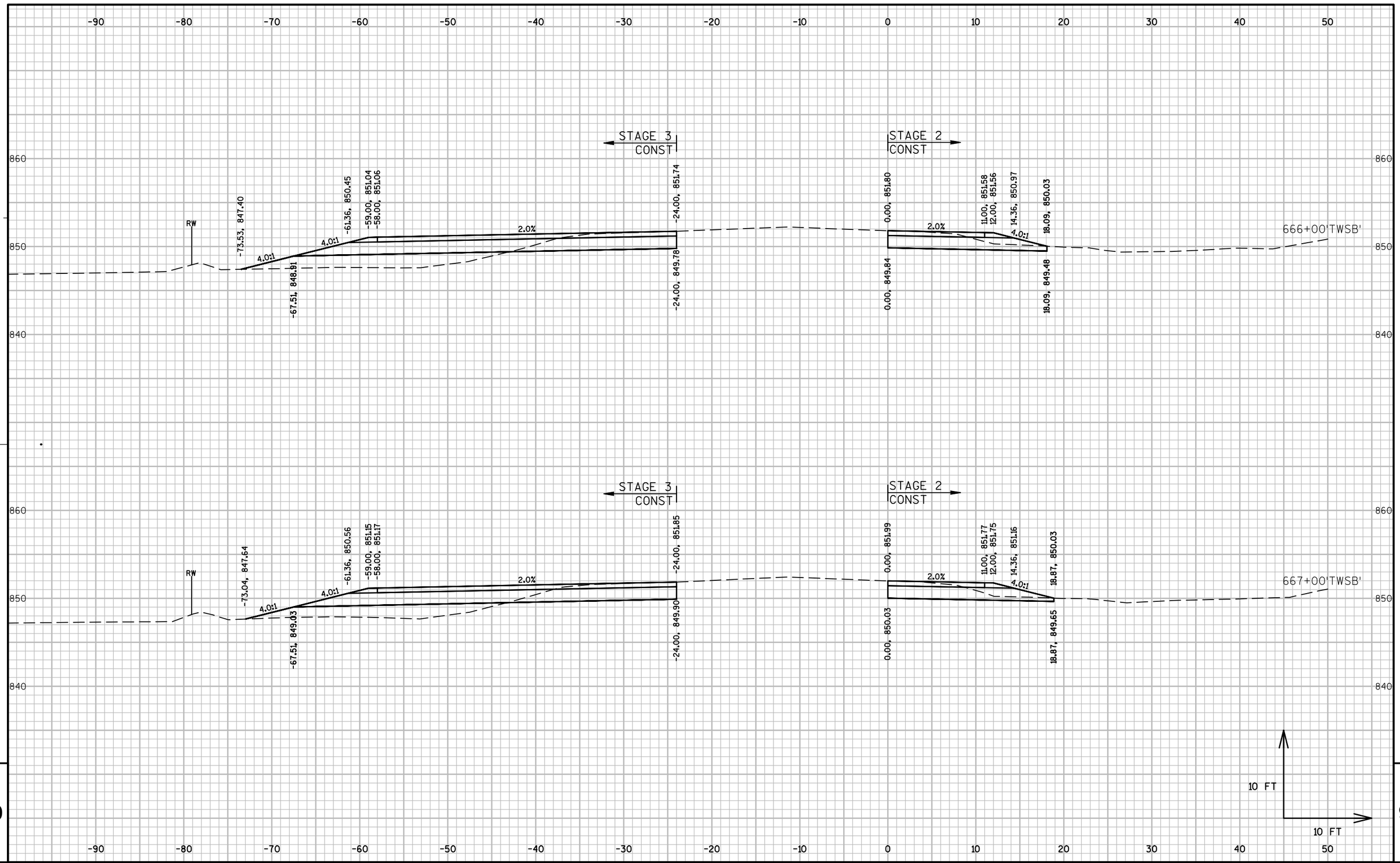
9 9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 125	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(11)

PLOT DATE : 7/28/2015 11:47 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

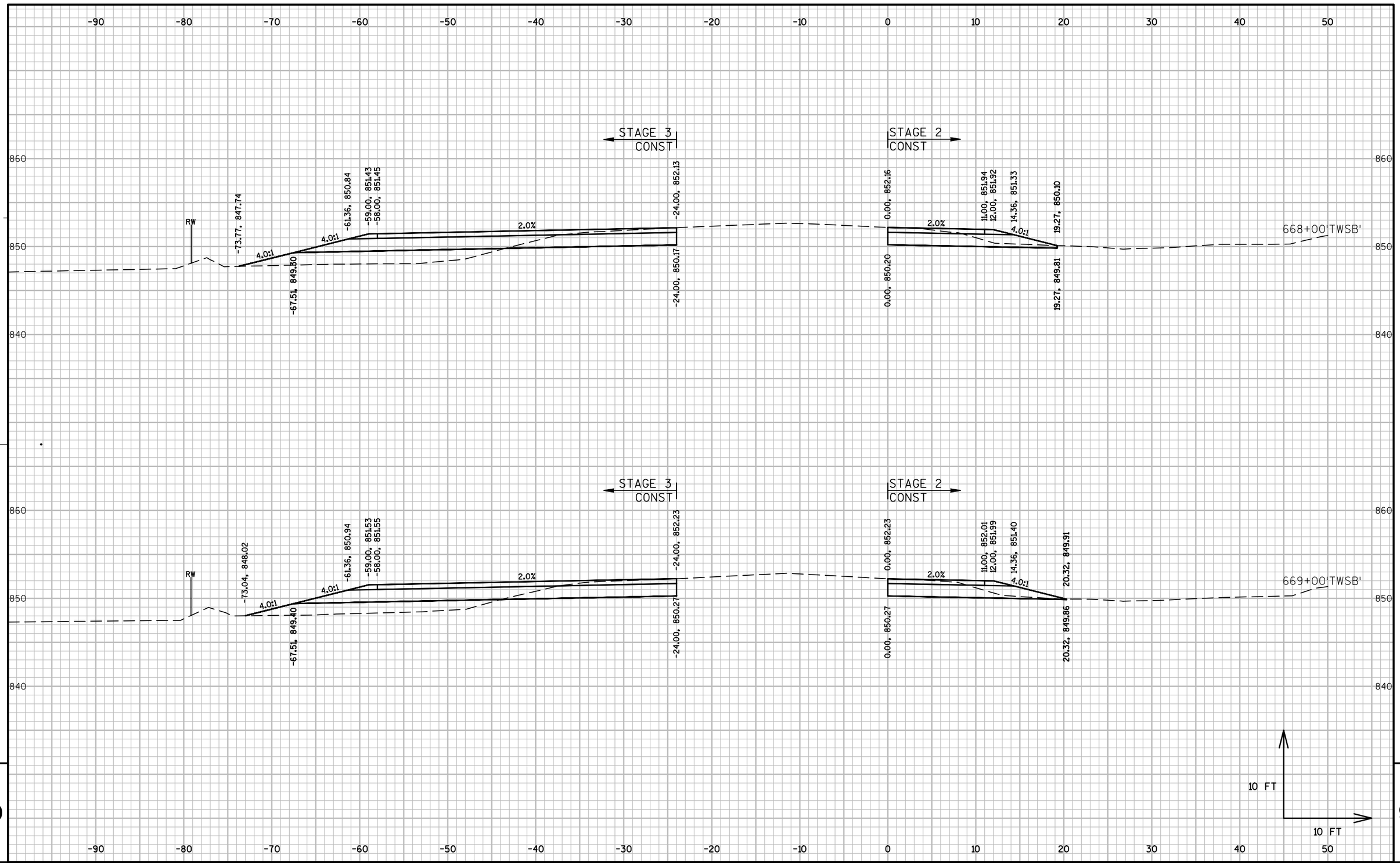


9 9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(12)

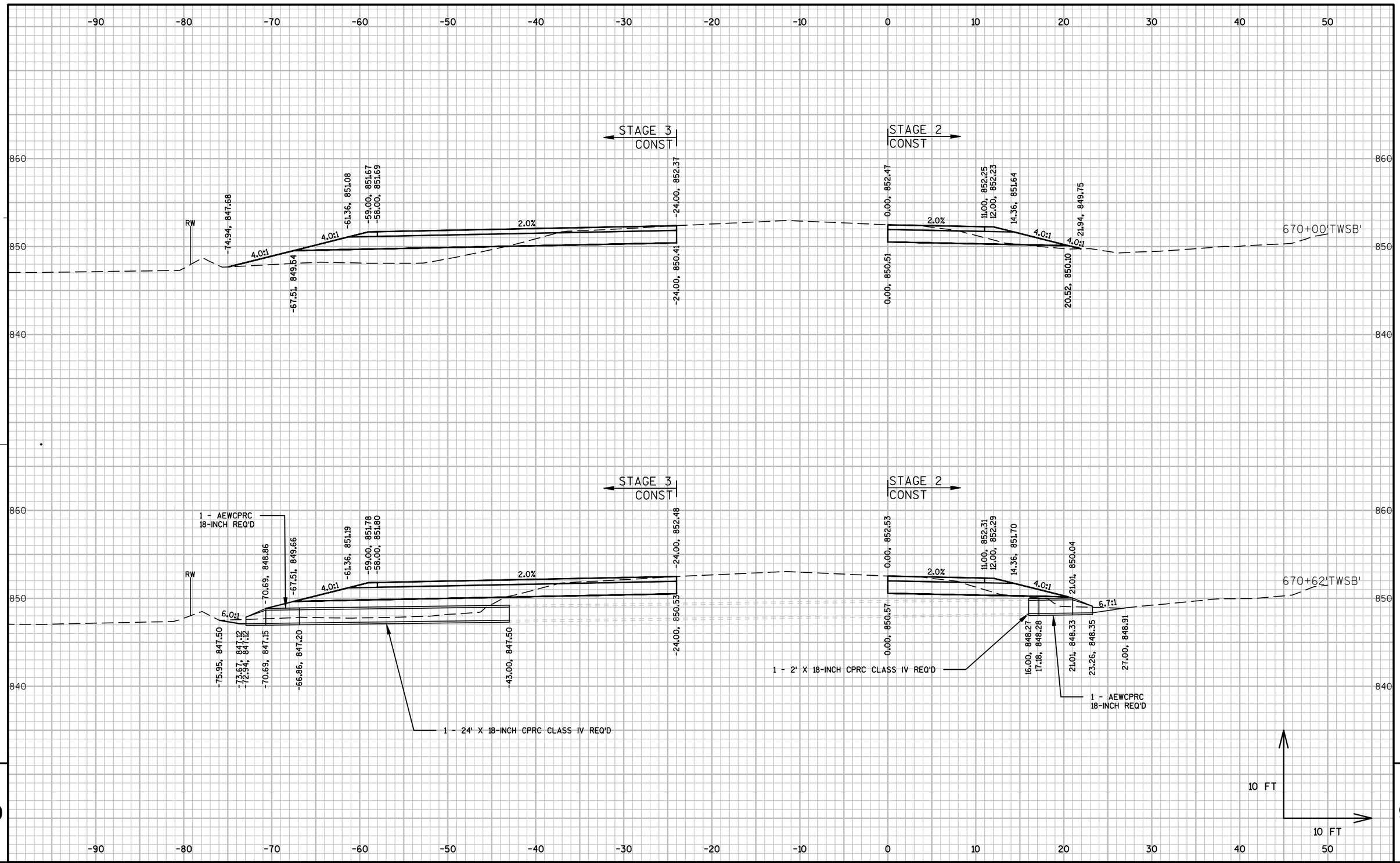
PLOT DATE : 7/28/2015 11:47 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

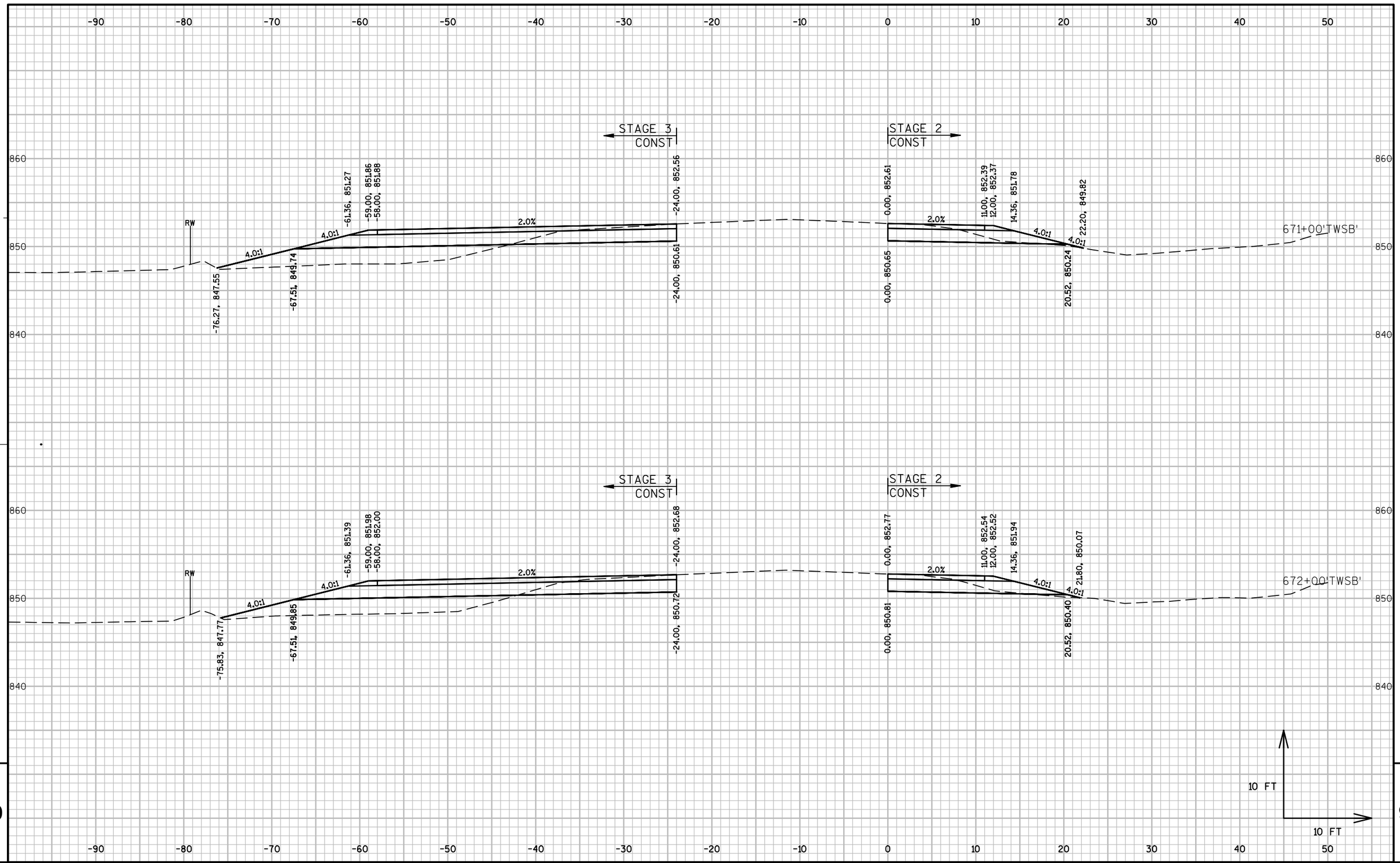
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(13)

PLOT DATE : 7/28/2015 11:47 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 128 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(14)
PLOT DATE : 7/28/2015 11:48 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

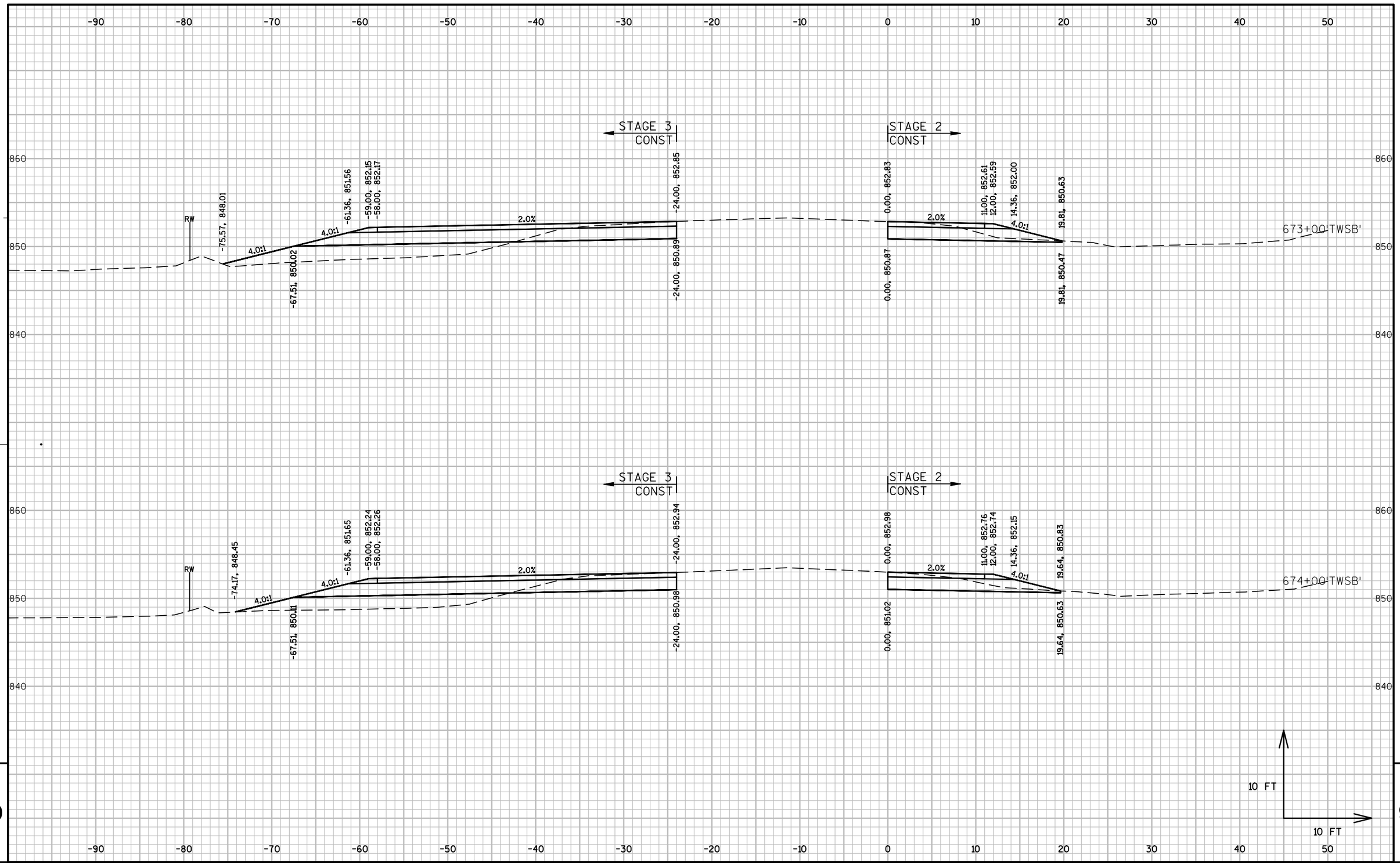


9 9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 129	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(15)

PLOT DATE : 7/28/2015 11:48 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

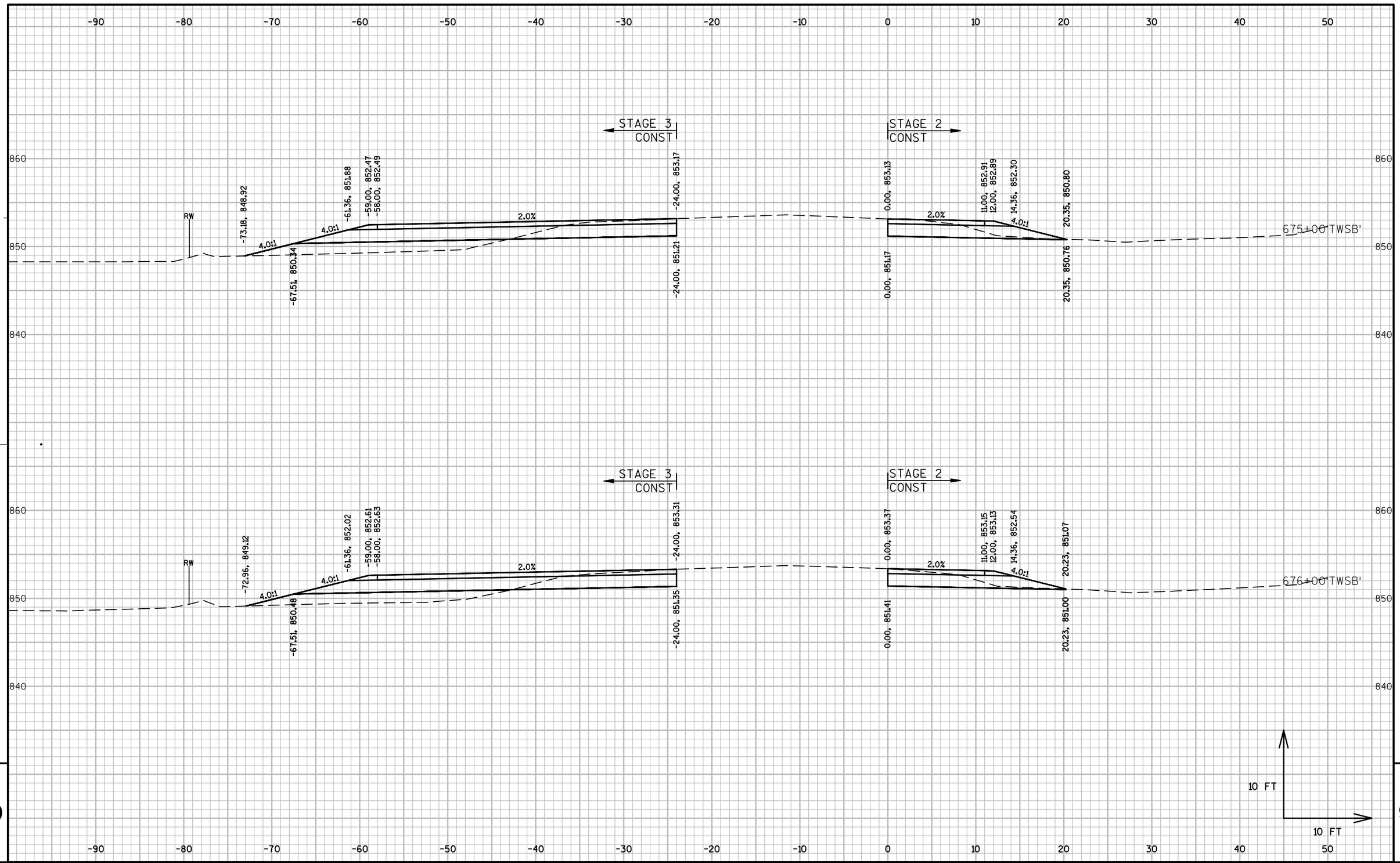


9 9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 130	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(16)

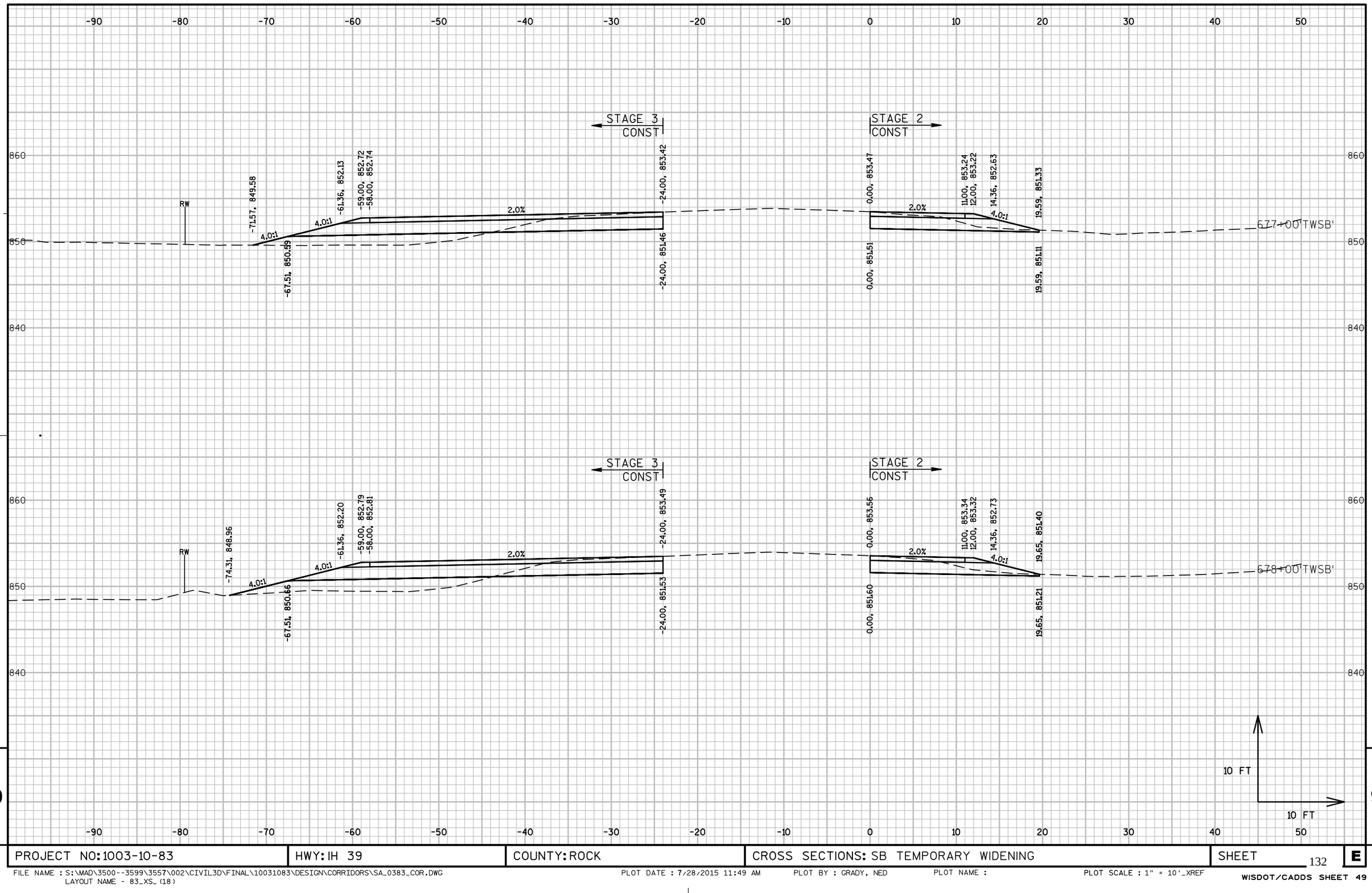
PLOT DATE : 7/28/2015 11:48 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(17)

PLOT DATE : 7/28/2015 11:49 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

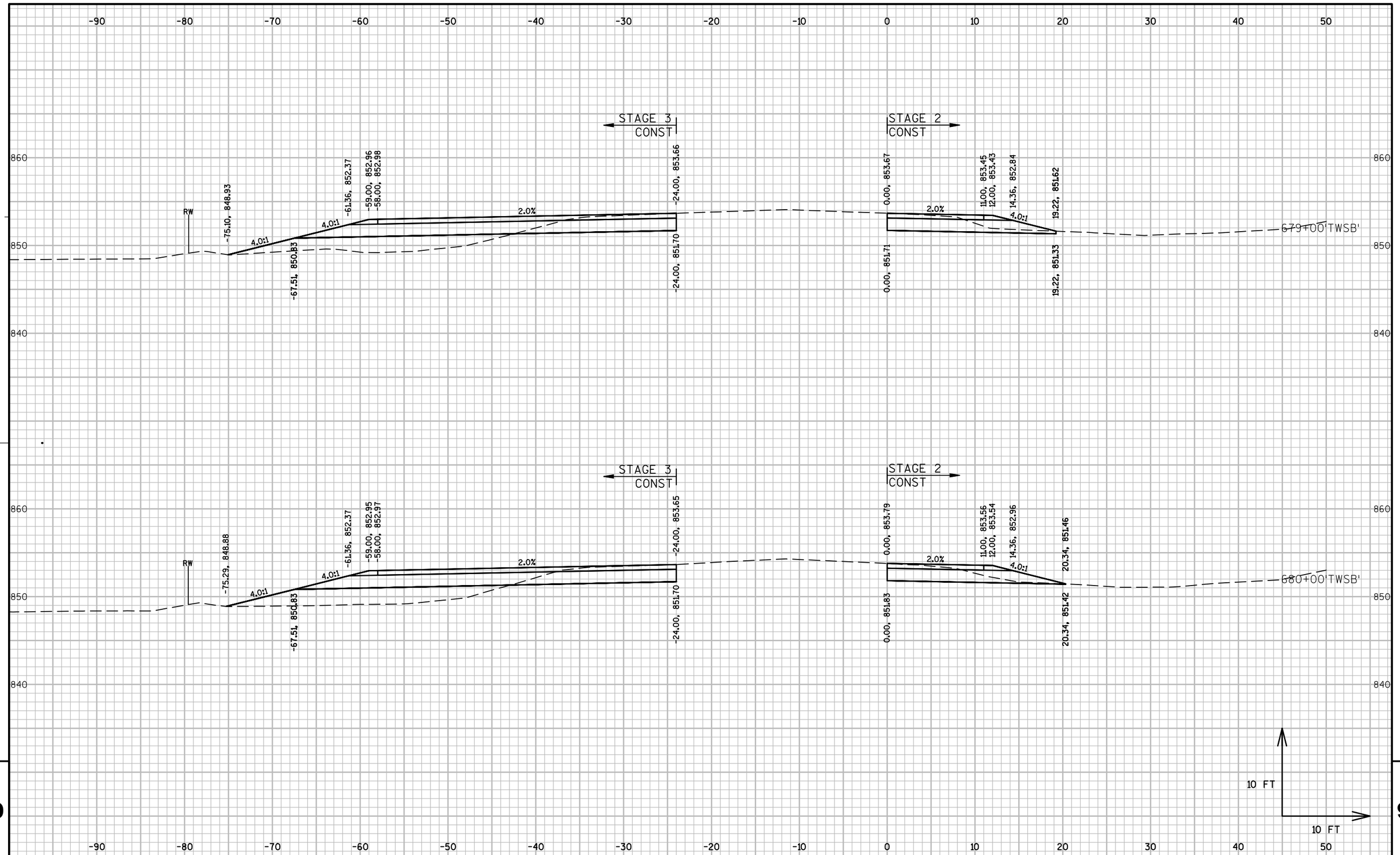


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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

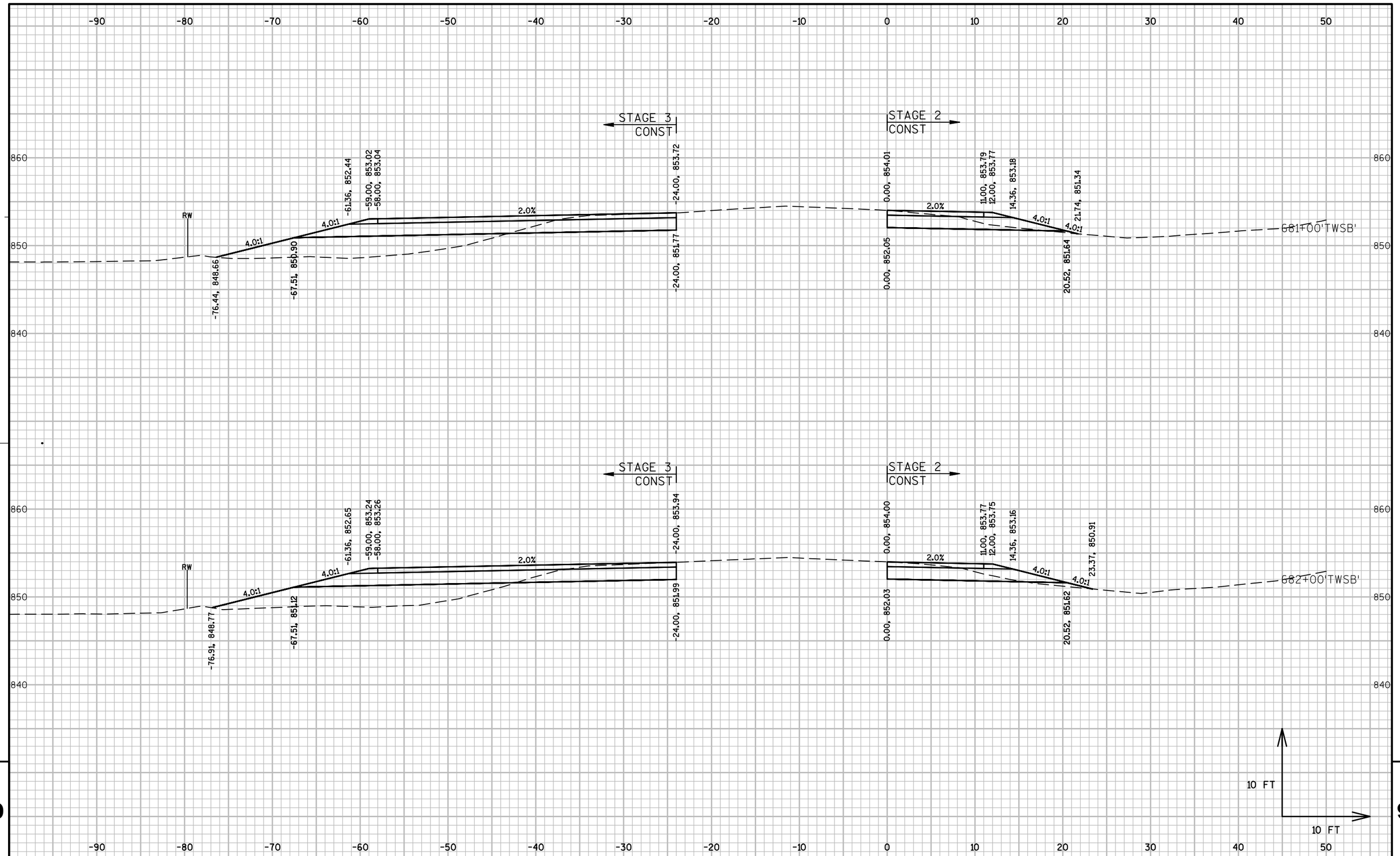
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(18)

PLOT DATE : 7/28/2015 11:49 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 133	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(19)
PLOT DATE : 7/28/2015 11:49 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



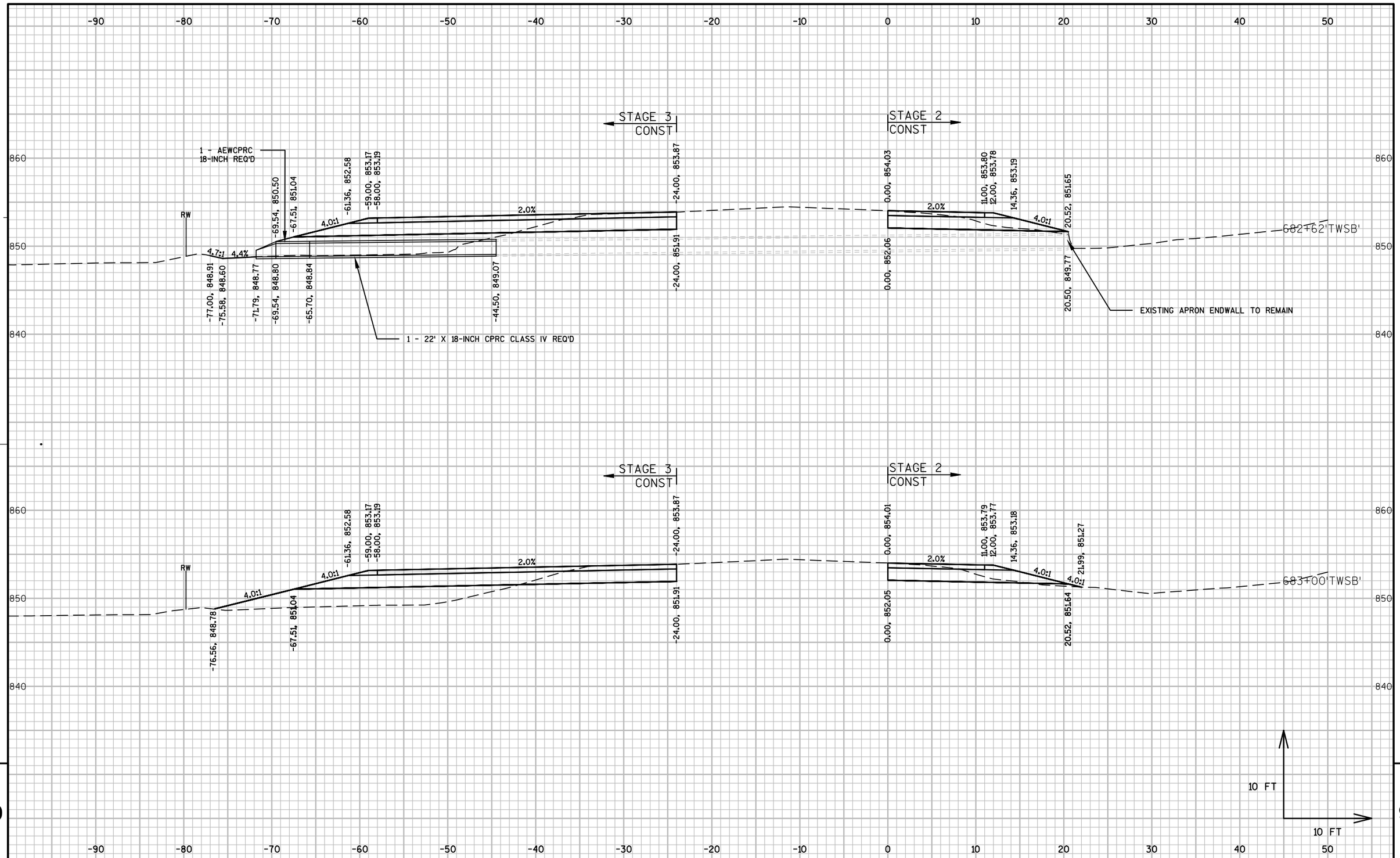
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9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 134	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(20)

PLOT DATE : 7/28/2015 11:50 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



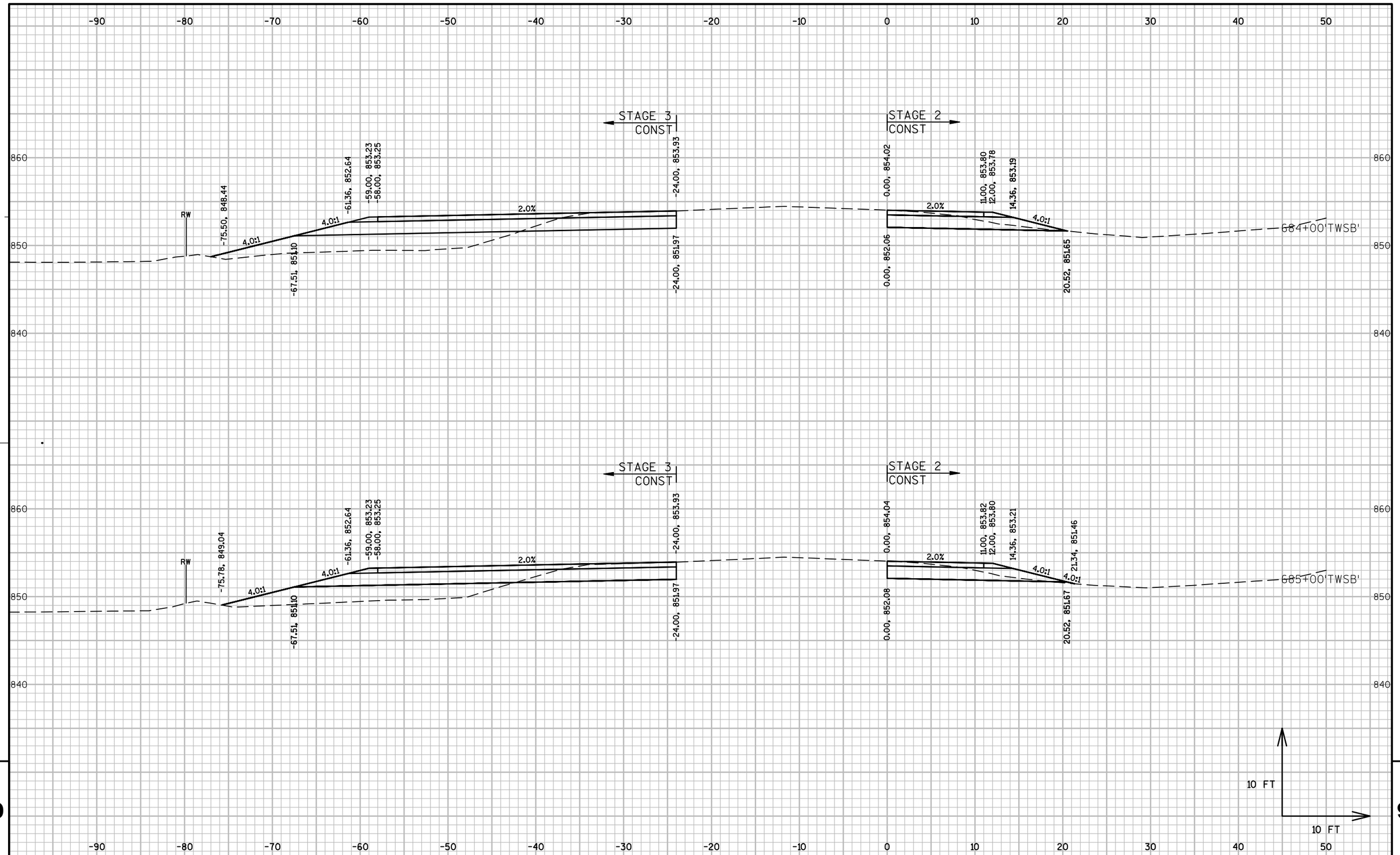
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9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 135	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(21)

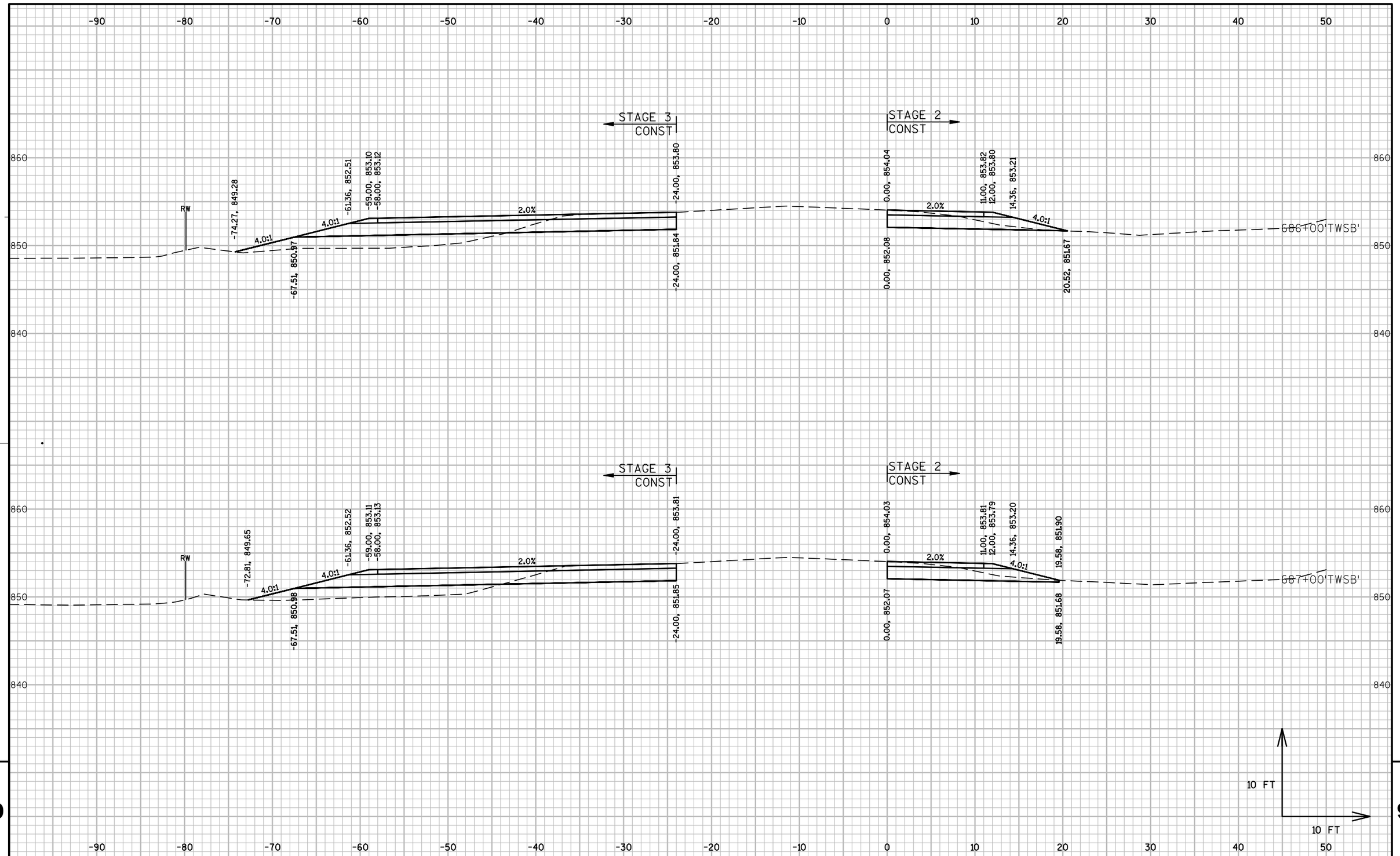
PLOT DATE : 7/28/2015 11:50 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 136 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(22)

PLOT DATE : 7/28/2015 11:50 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



9

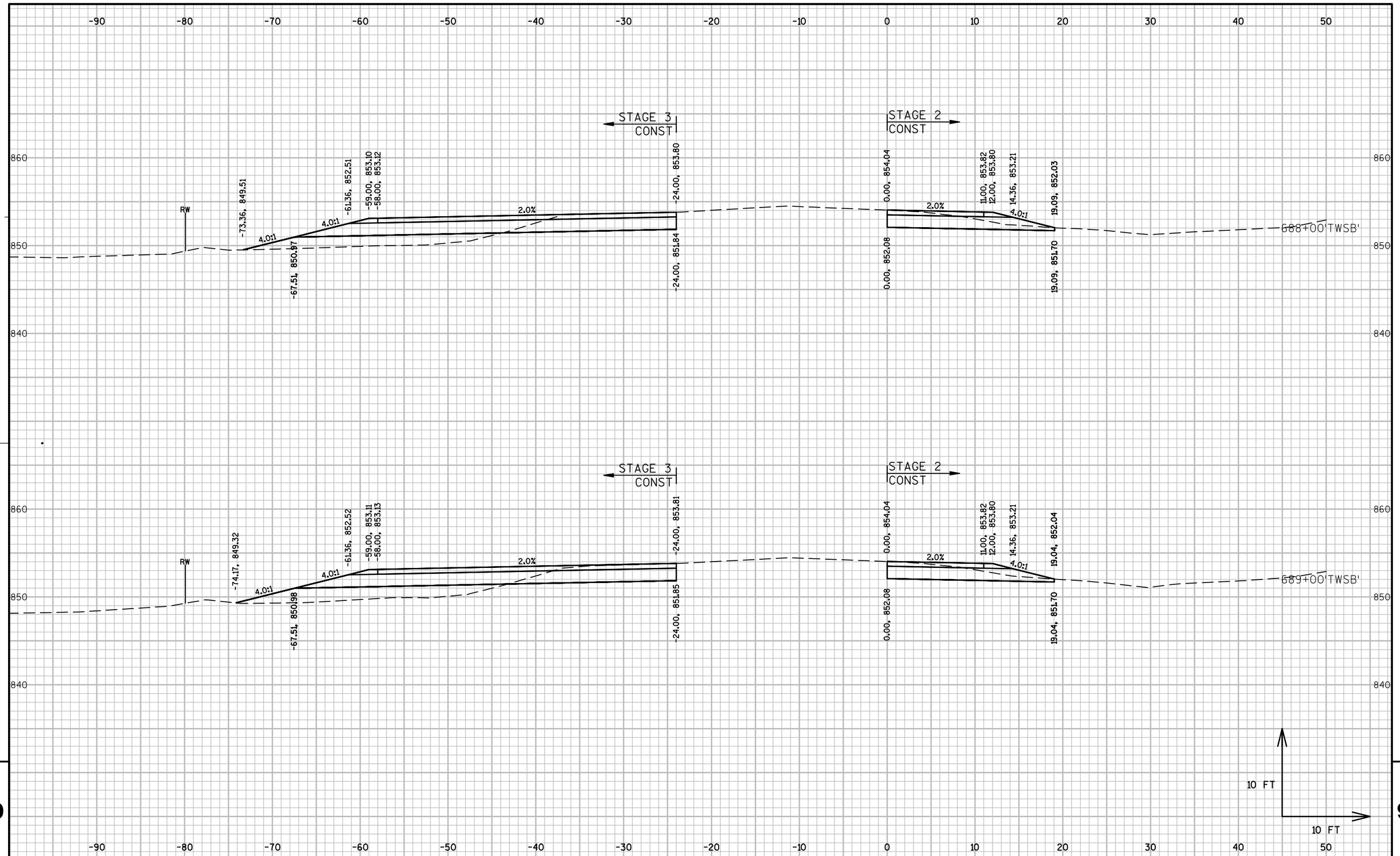
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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 137	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(23)

PLOT DATE : 7/28/2015 11:51 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

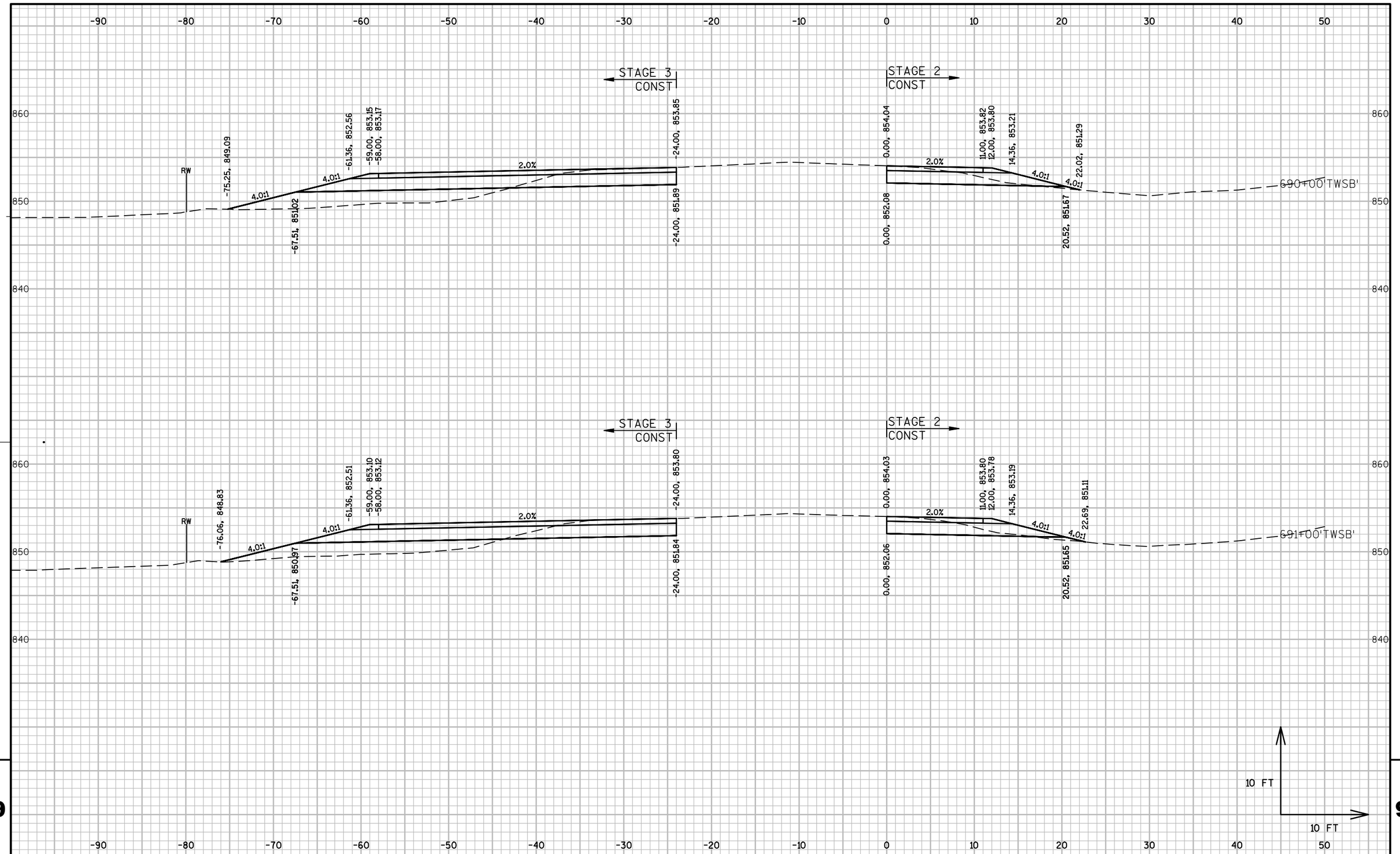


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 138	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(24)

PLOT DATE : 7/28/2015 11:51 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

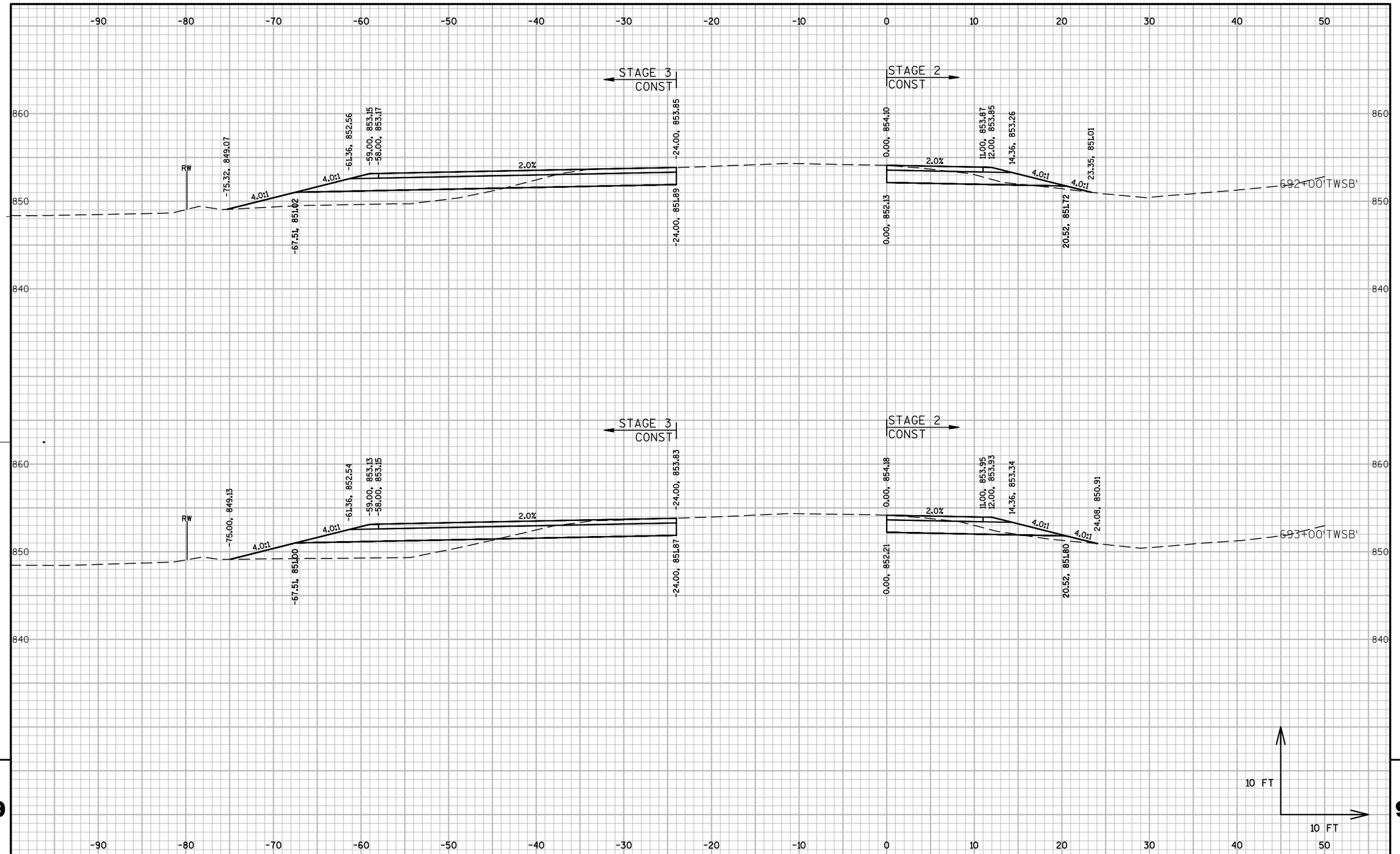
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 139	E

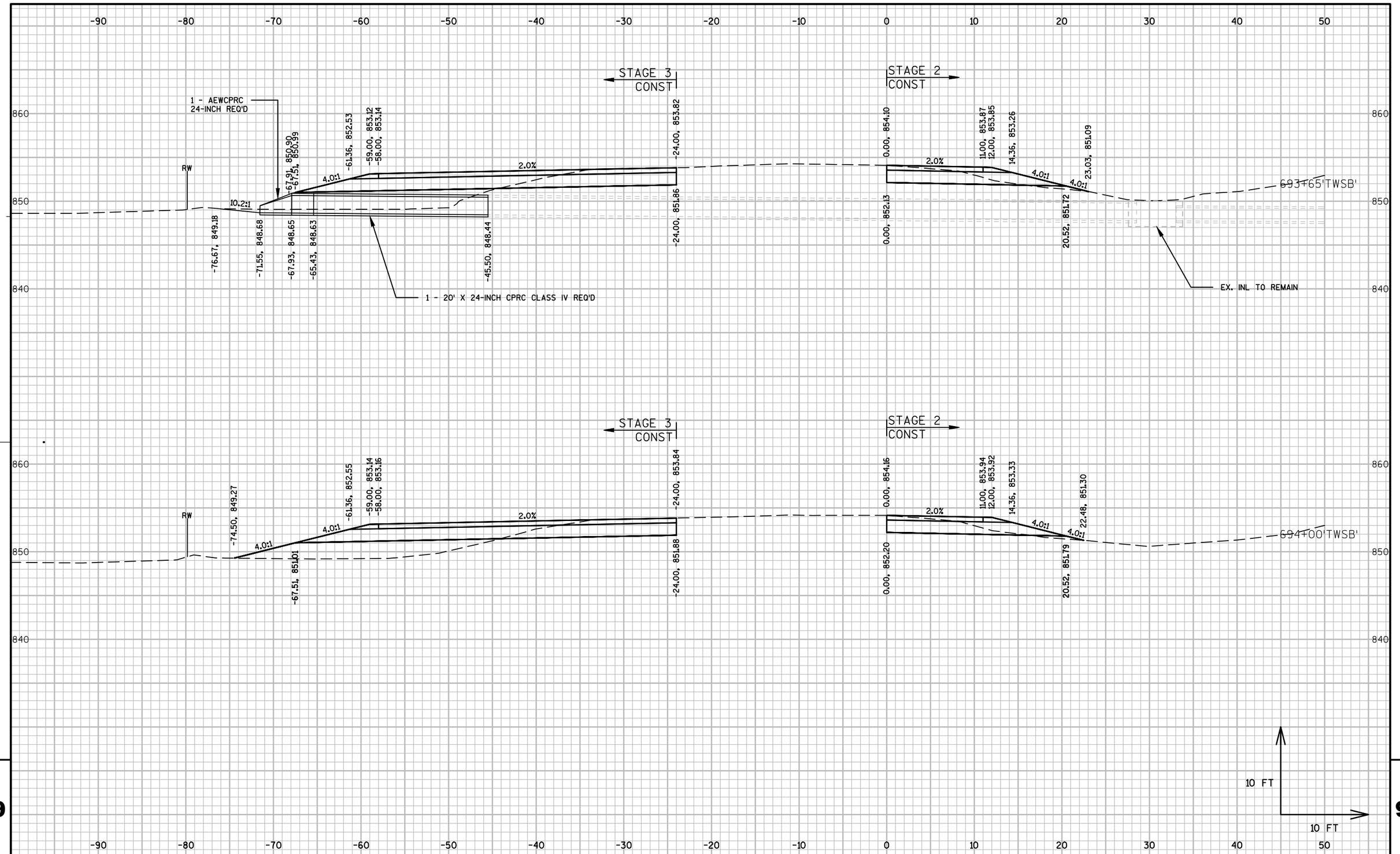
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(25)

PLOT DATE : 7/28/2015 11:51 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 140	E

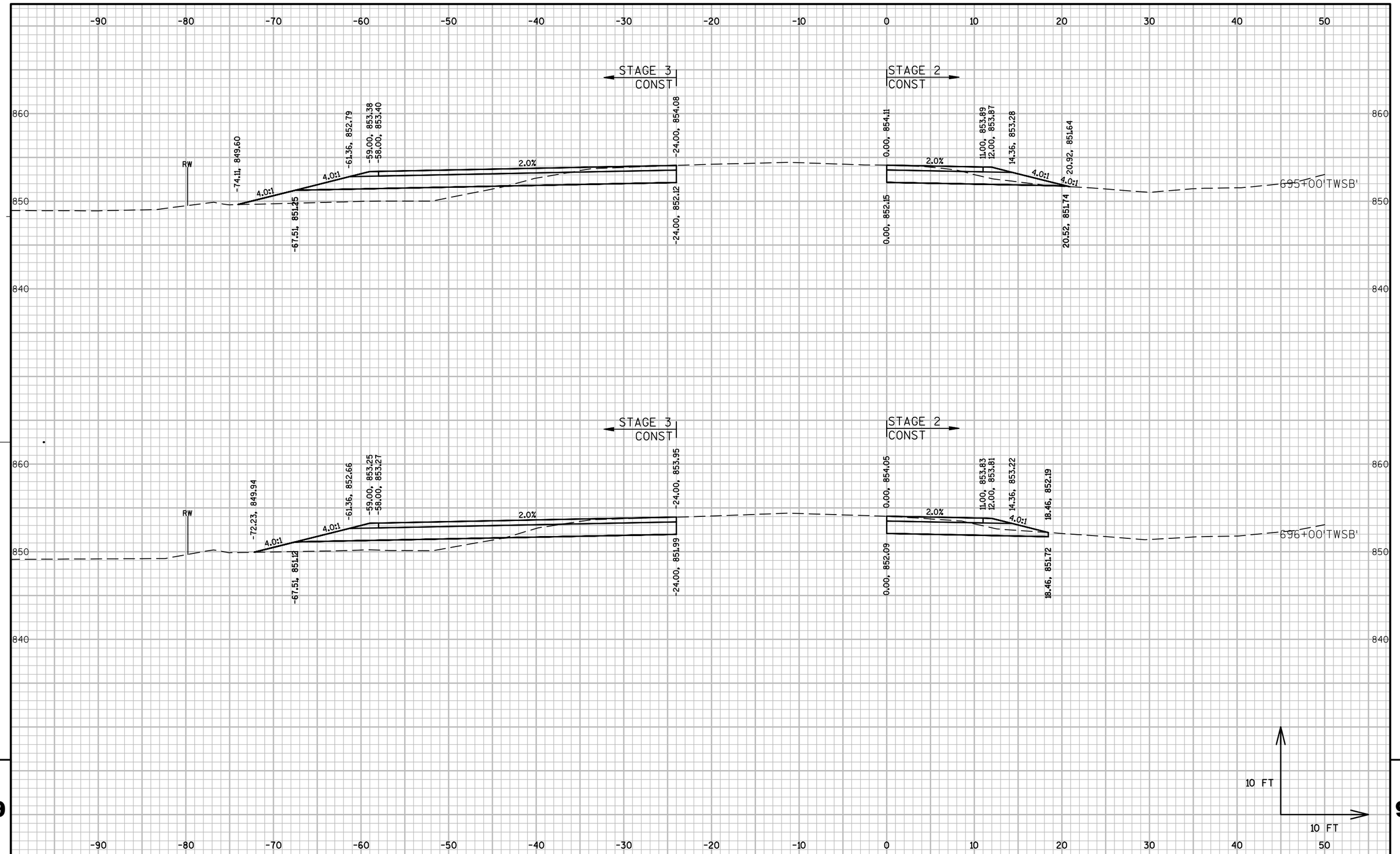
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(26)
PLOT DATE : 7/28/2015 11:52 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 141	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(27)

PLOT DATE : 7/28/2015 11:52 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



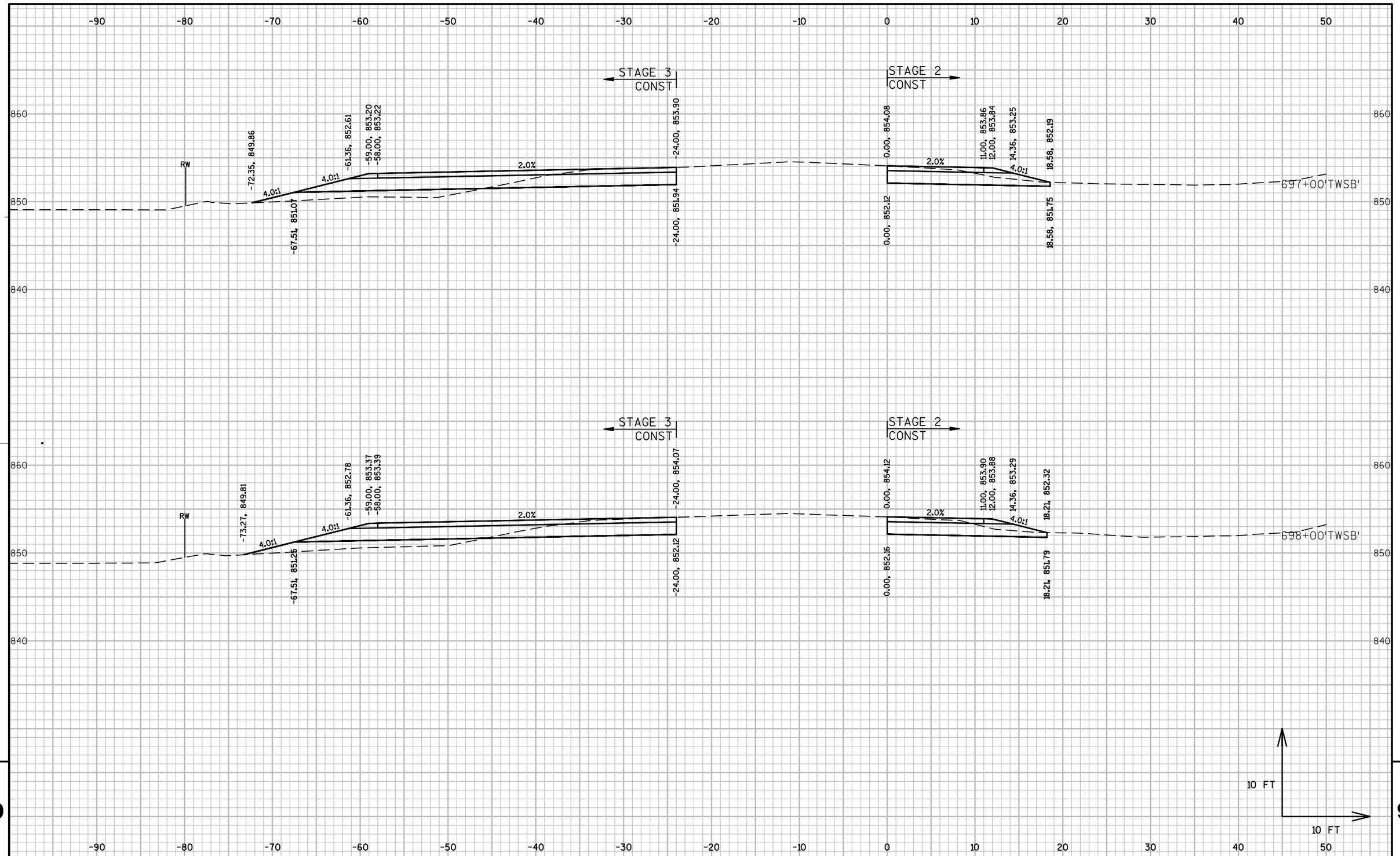
9

9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 142	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(28)

PLOT DATE : 7/28/2015 11:52 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



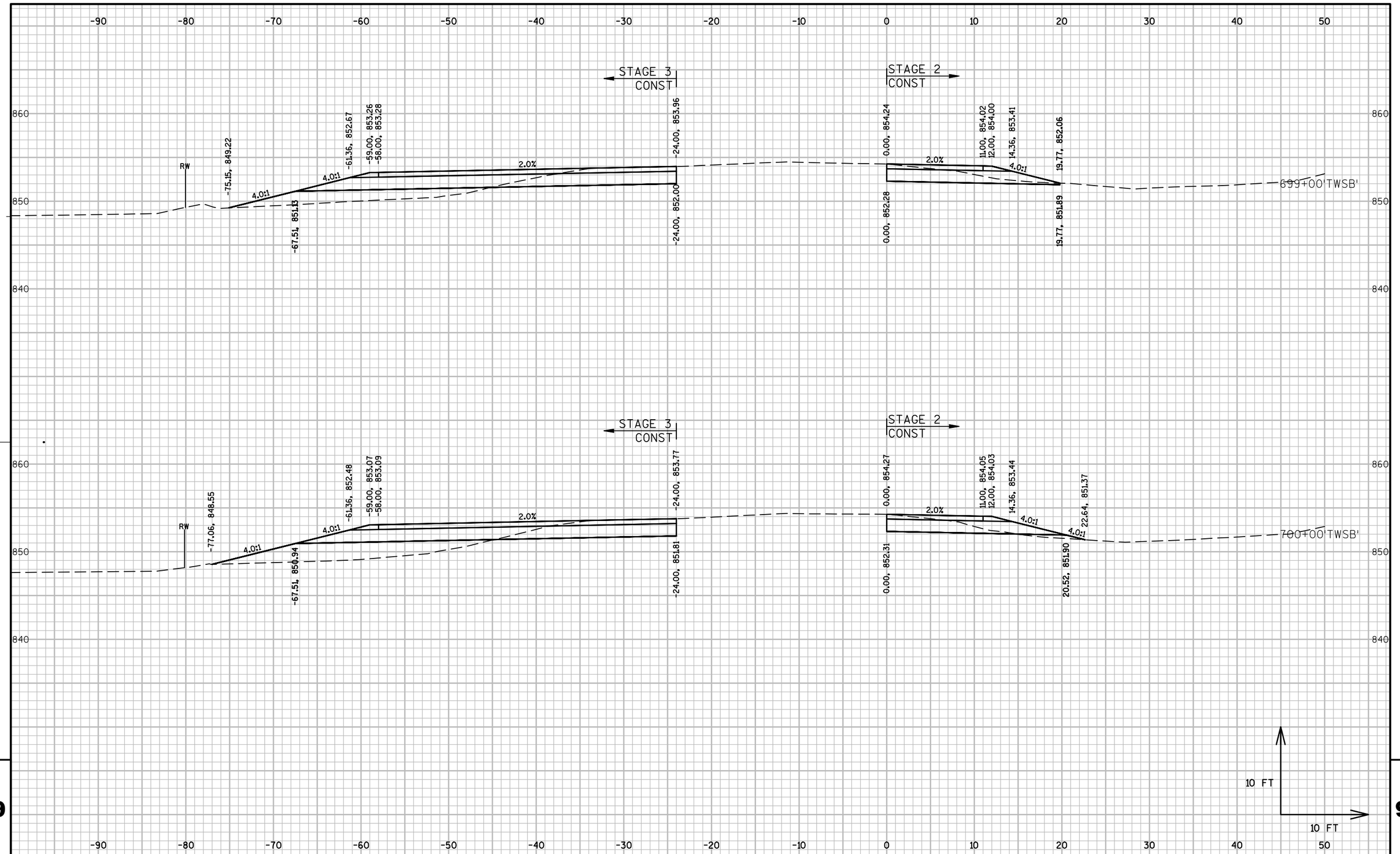
9

9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 143	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(29)

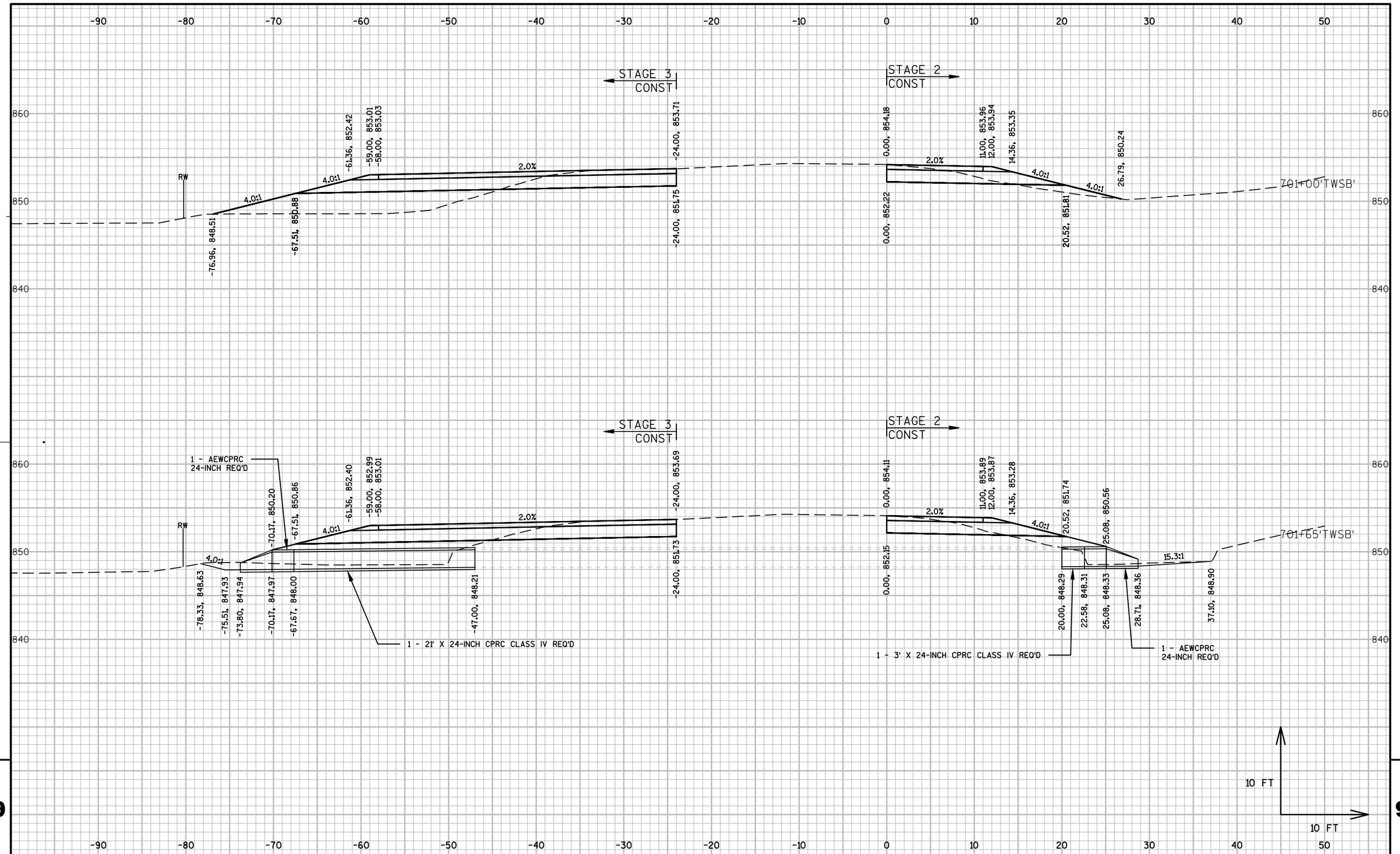
PLOT DATE : 7/28/2015 11:53 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 144	E

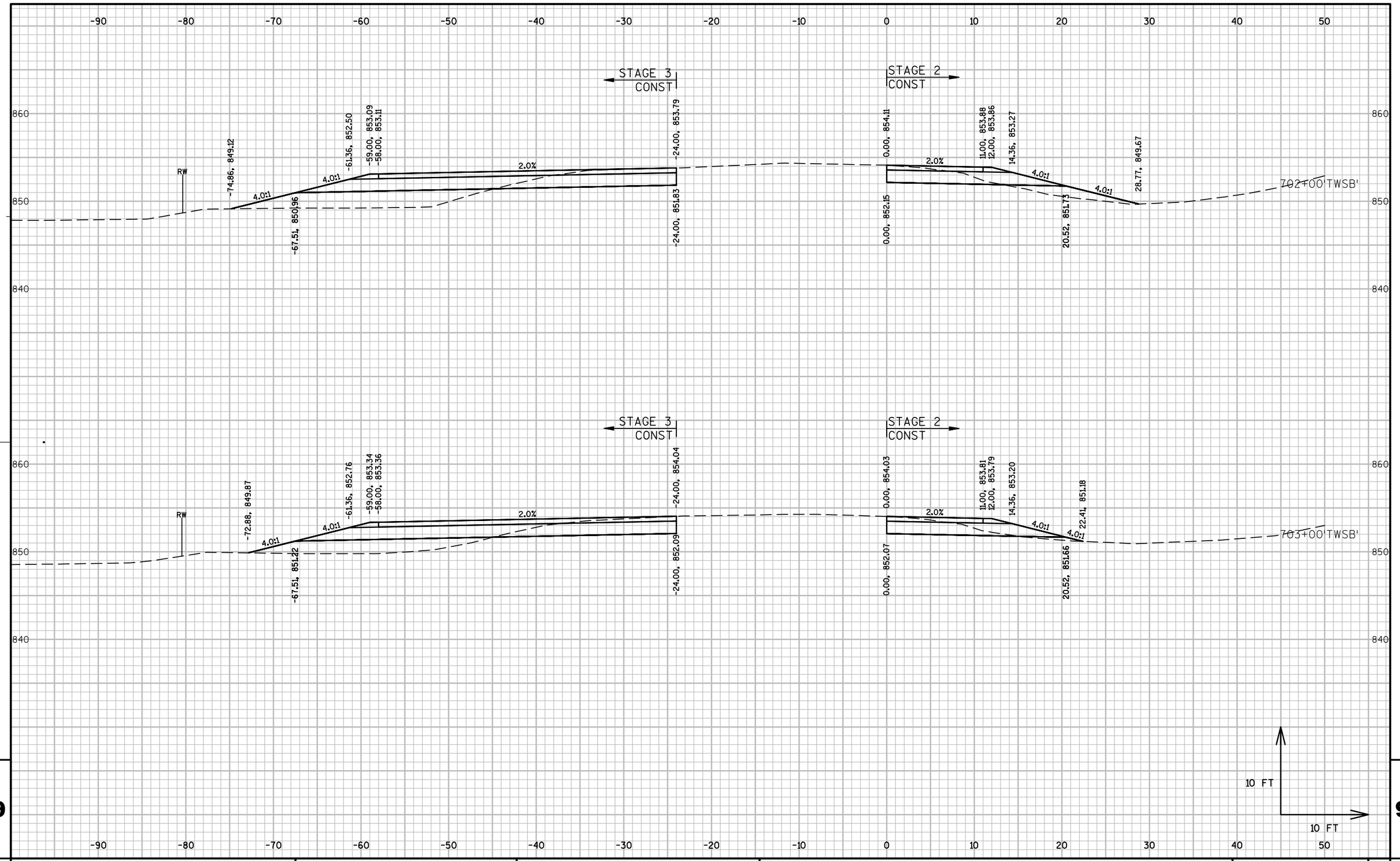
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(30)

PLOT DATE : 7/28/2015 11:53 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 145	E

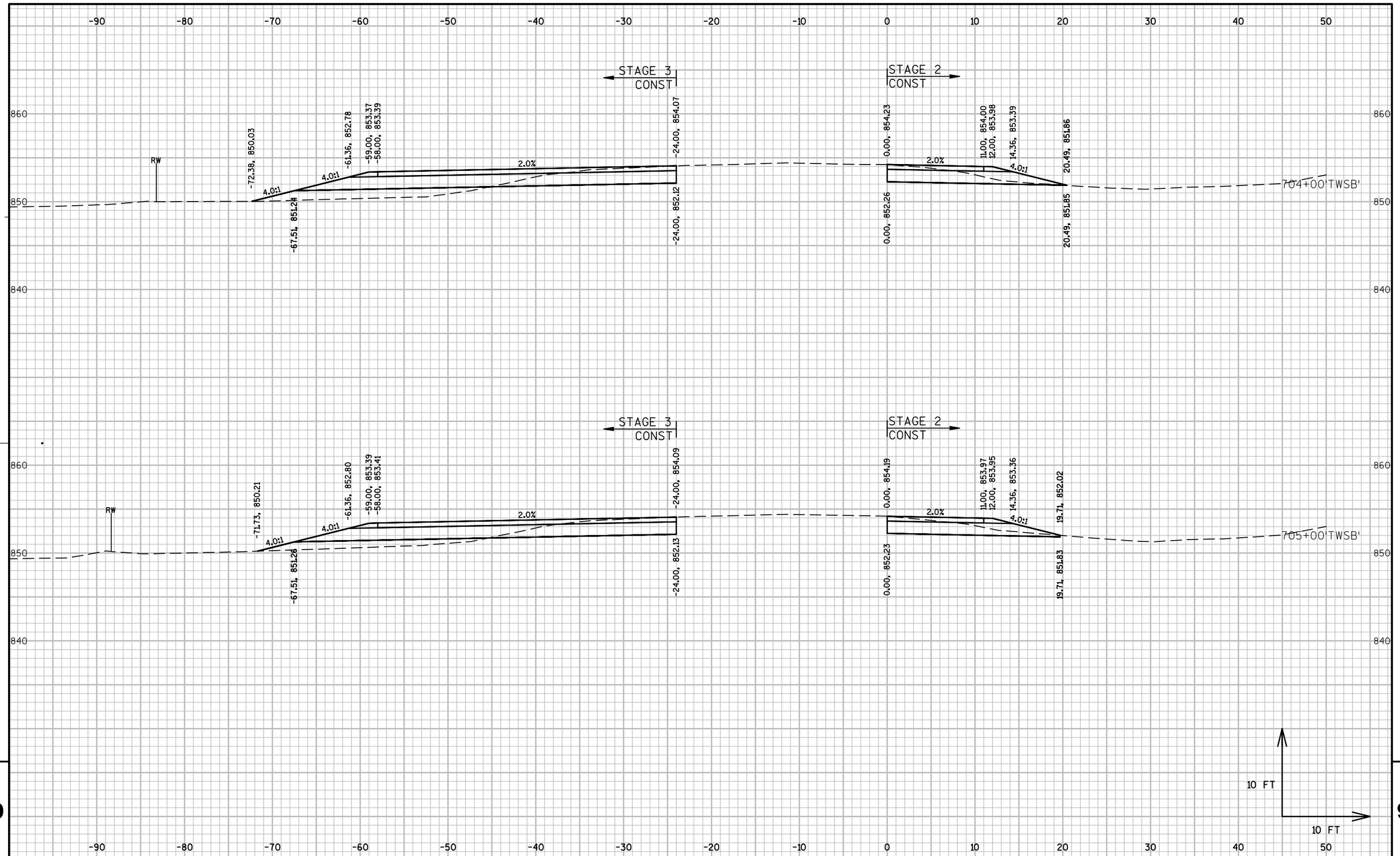
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(31)
PLOT DATE : 7/28/2015 11:53 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 146	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(32)

PLOT DATE : 7/28/2015 11:54 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



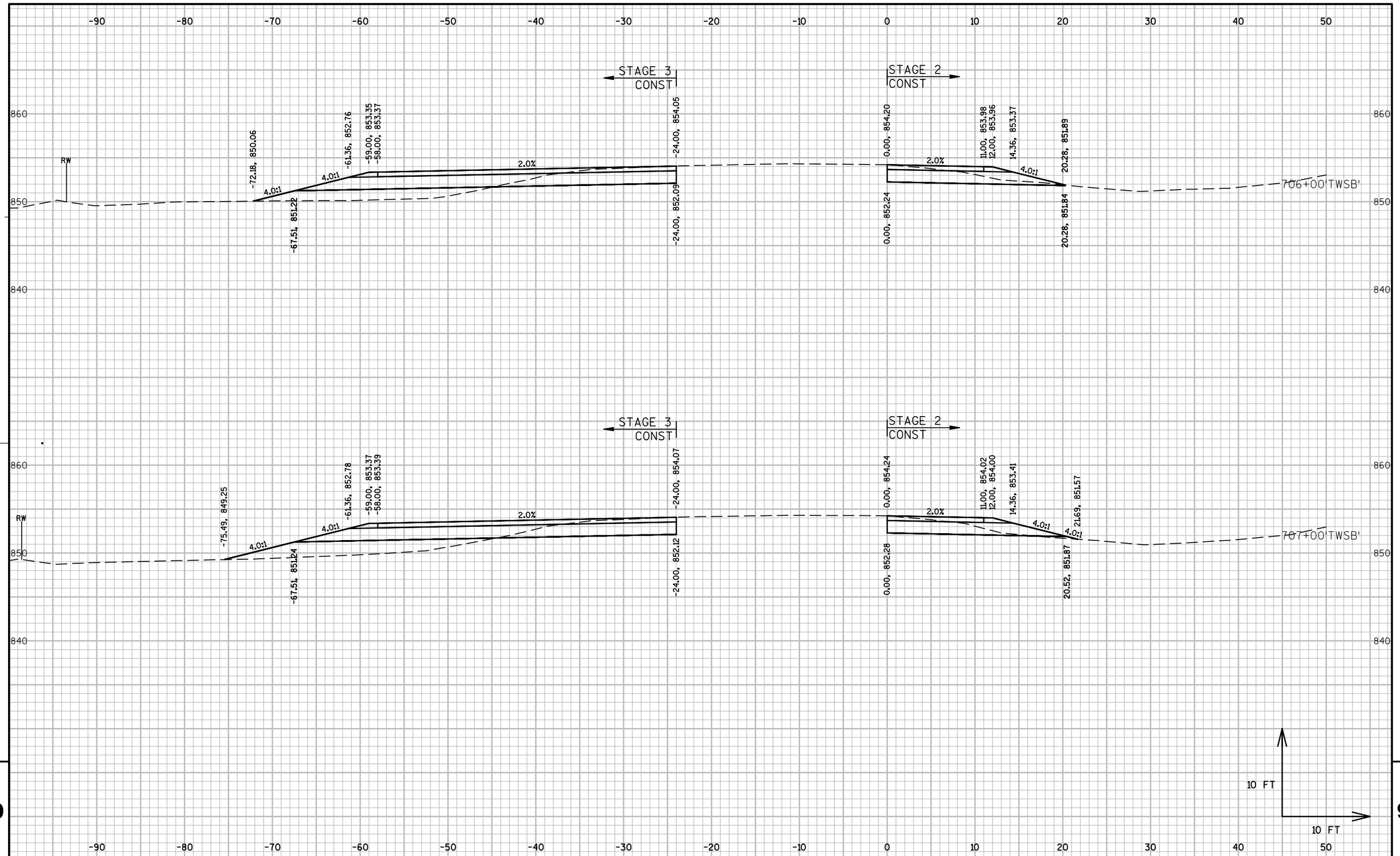
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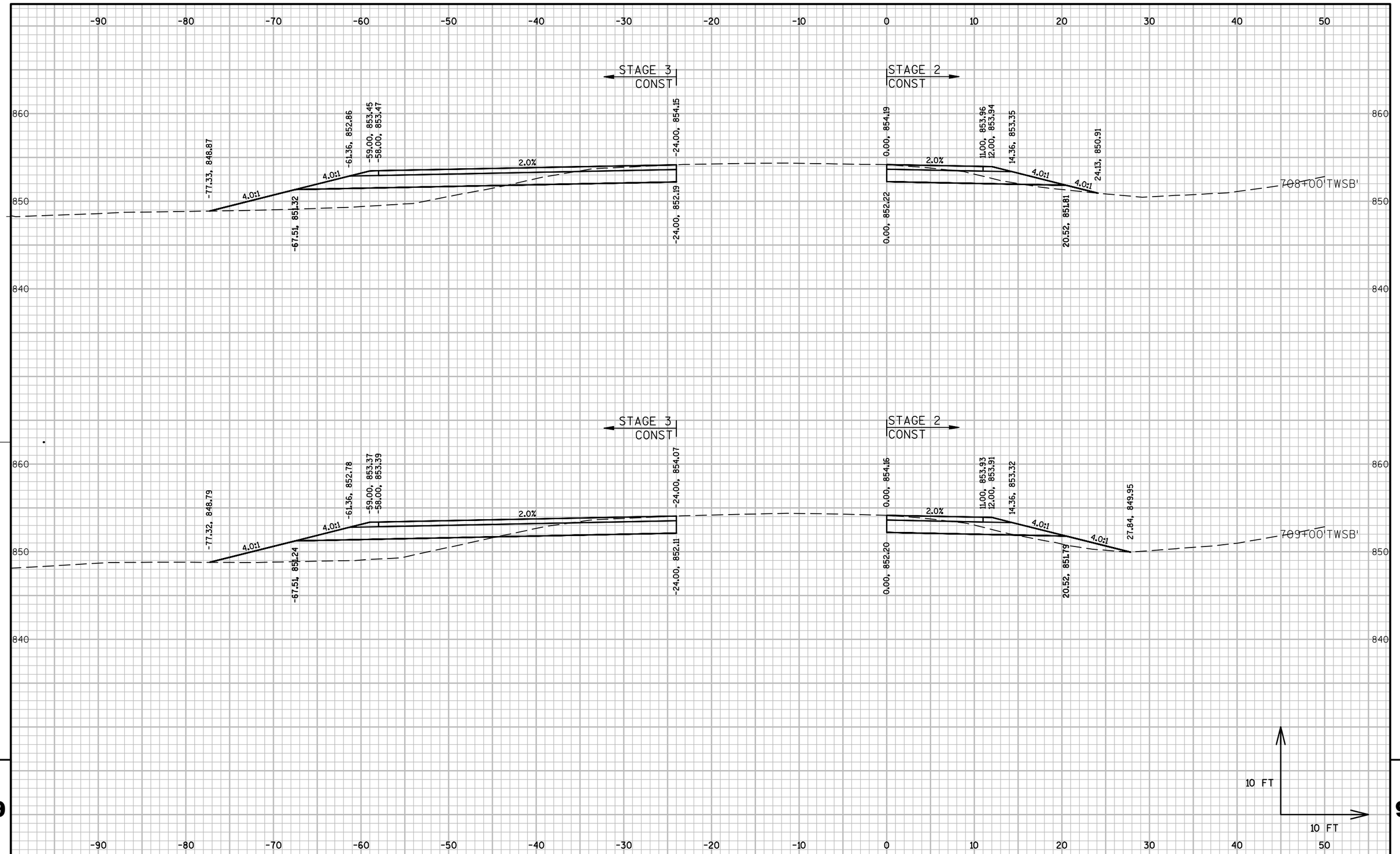
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 147	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(33)

PLOT DATE : 7/28/2015 11:54 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 148	E



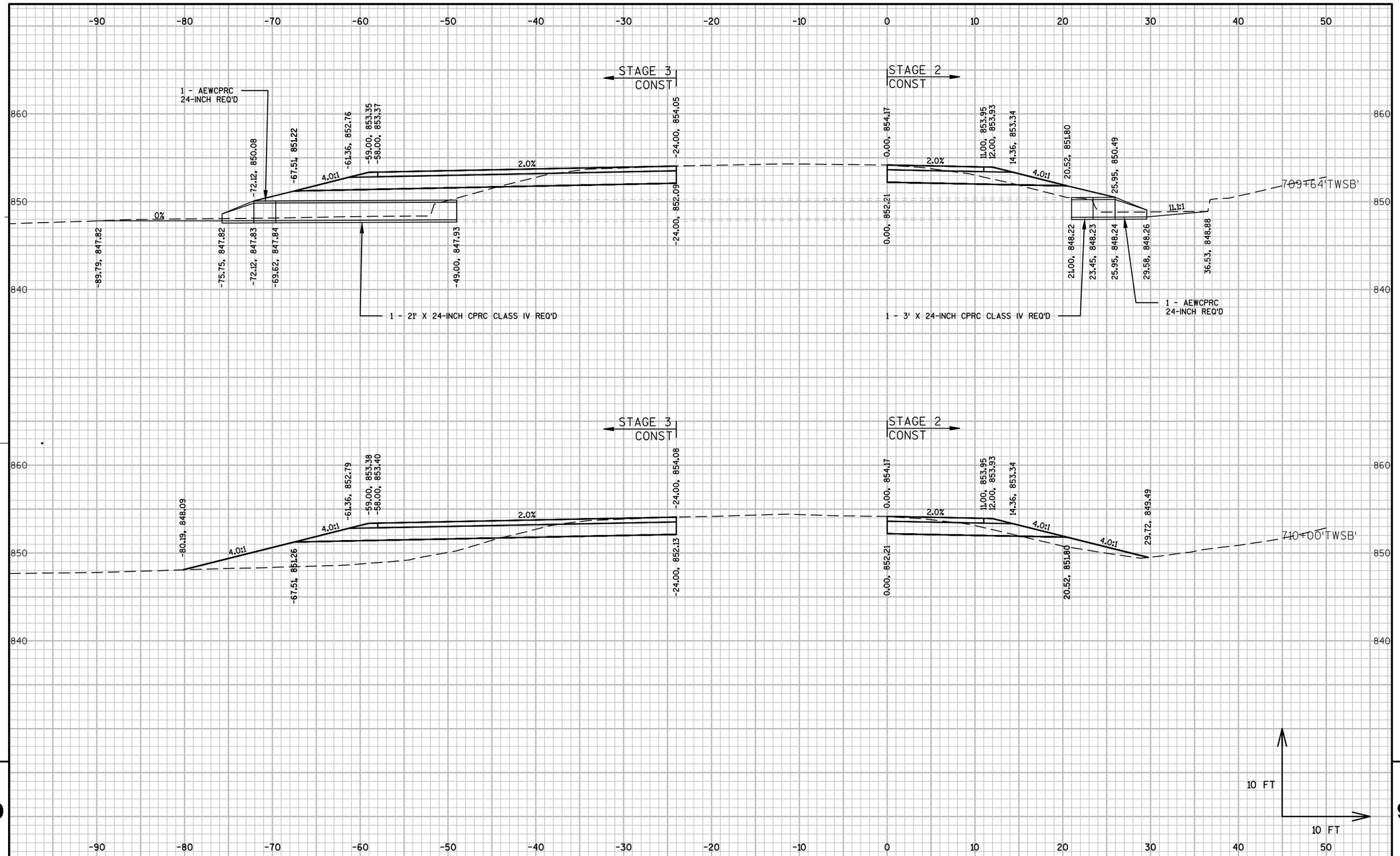
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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 149	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(35)

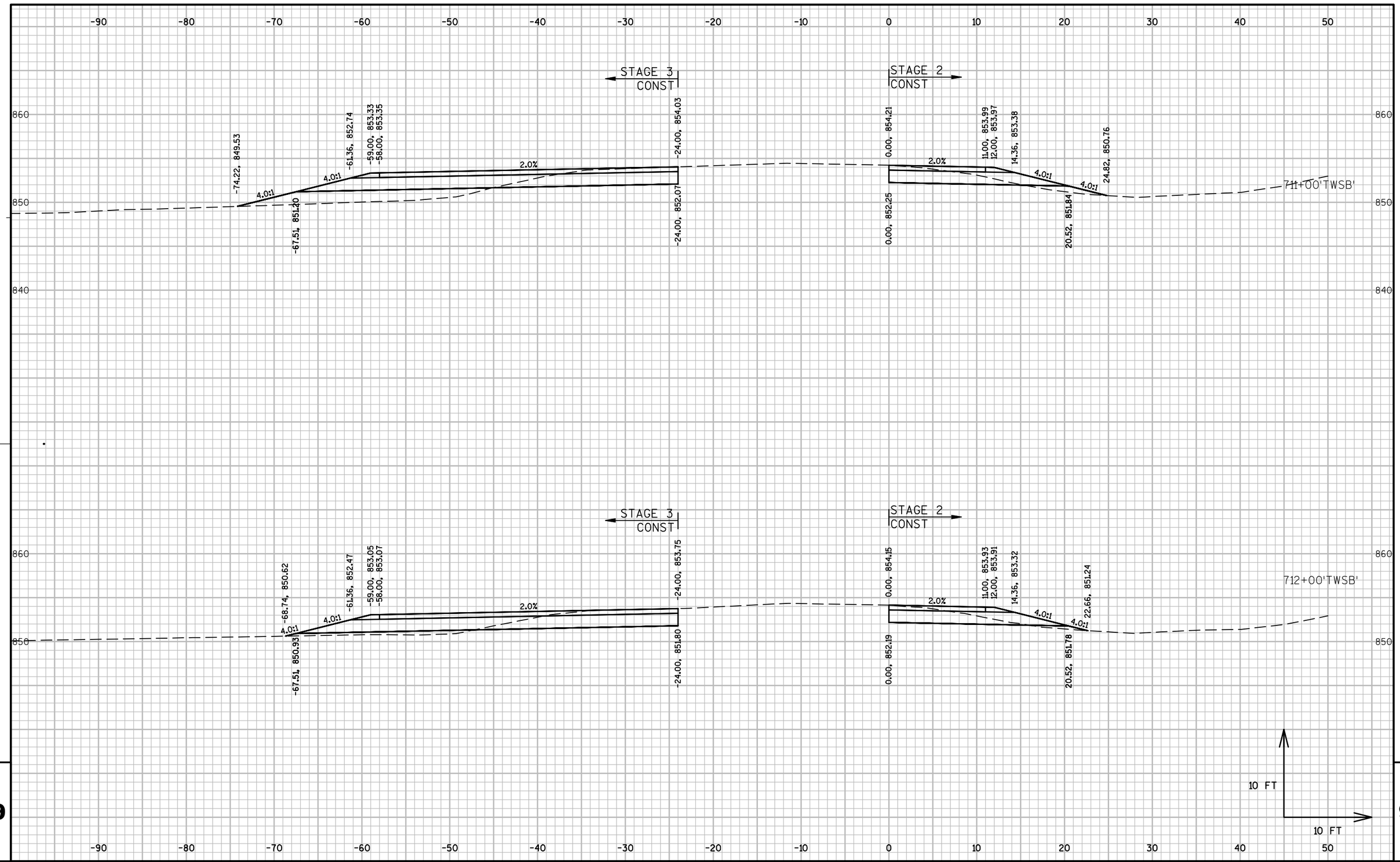
PLOT DATE : 7/28/2015 11:55 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 150	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(36)

PLOT DATE : 7/28/2015 11:55 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

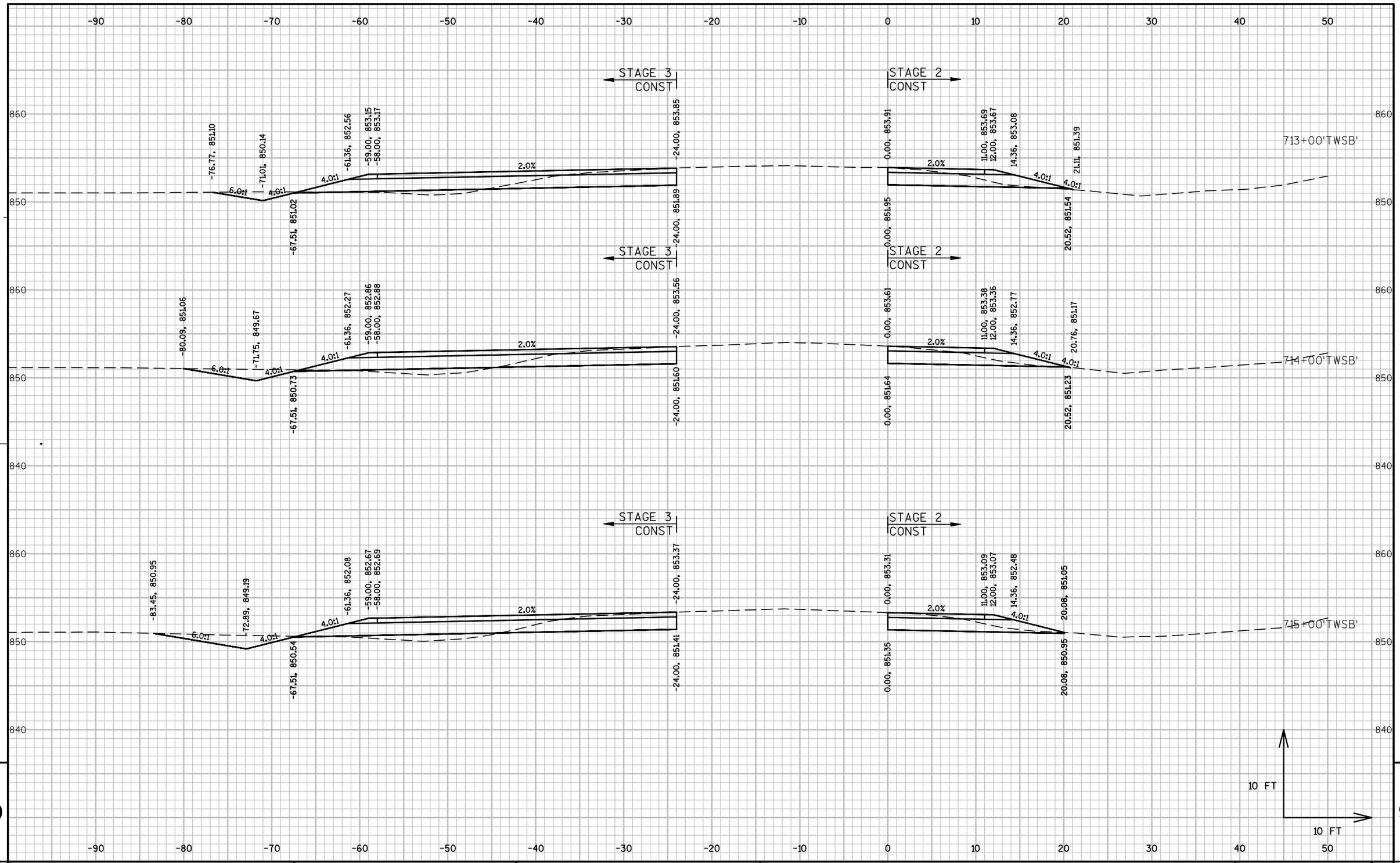


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 151	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(37)

PLOT DATE : 7/28/2015 11:55 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

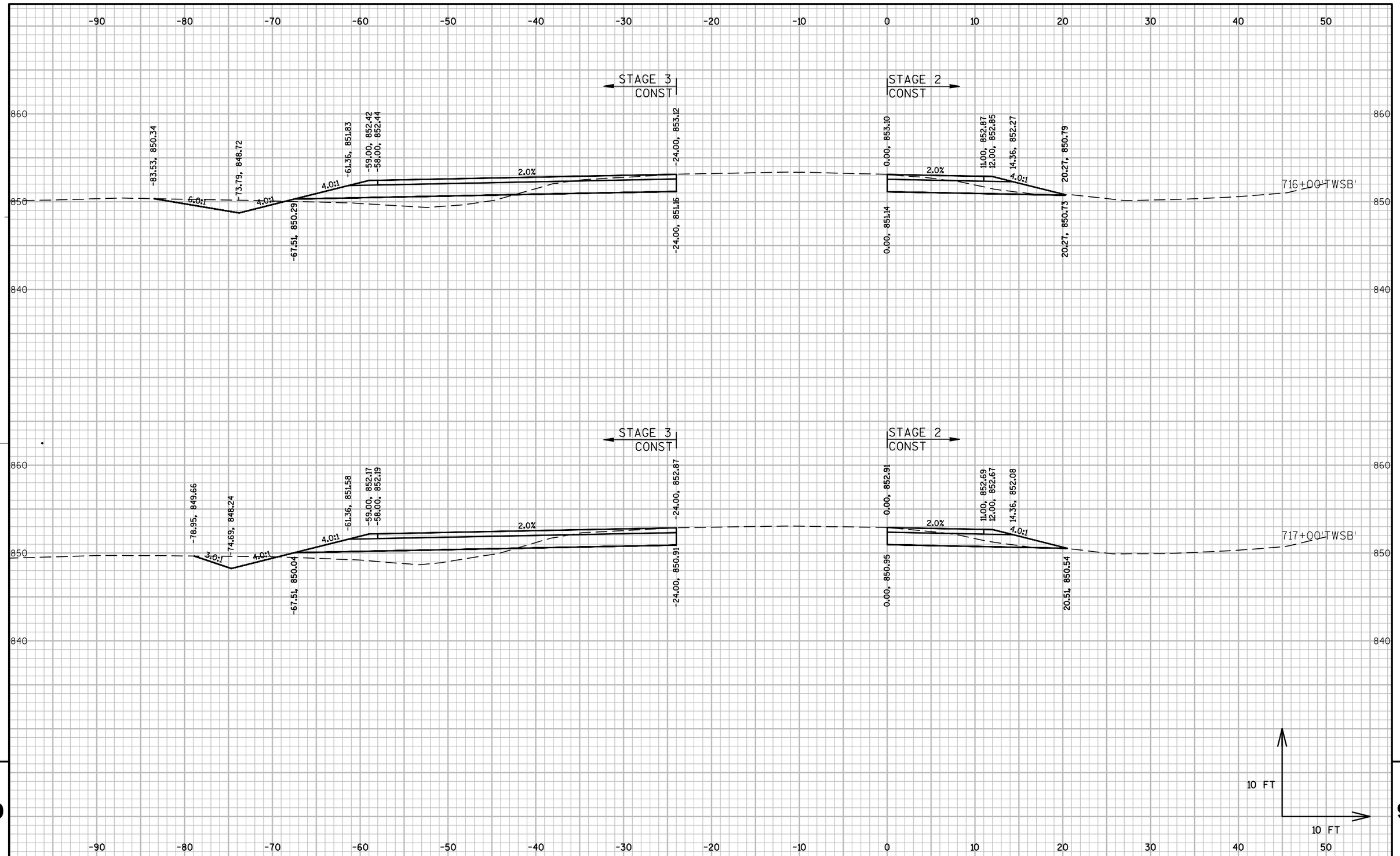
WISDOT/CADDS SHEET 49



9

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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 152	E

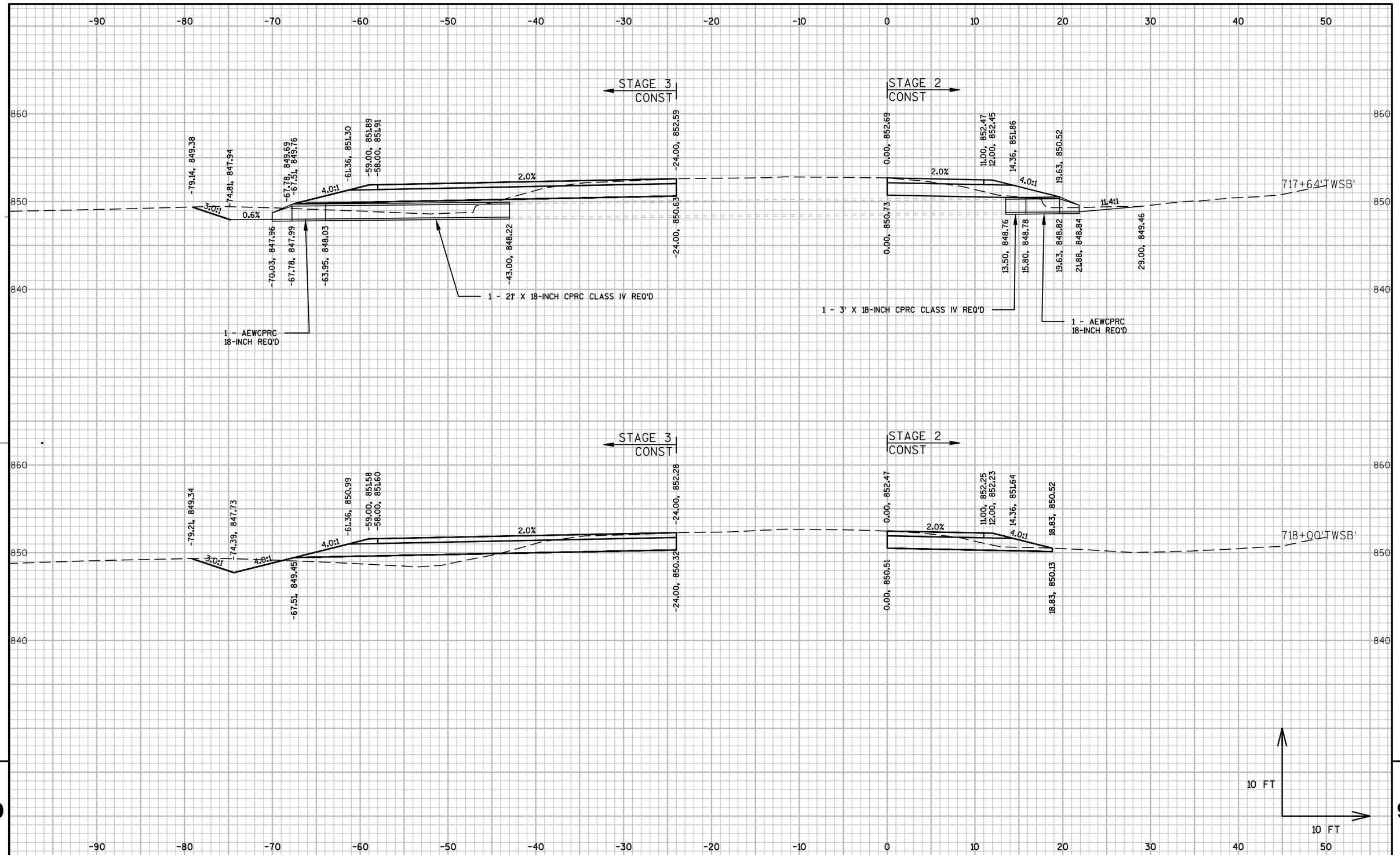


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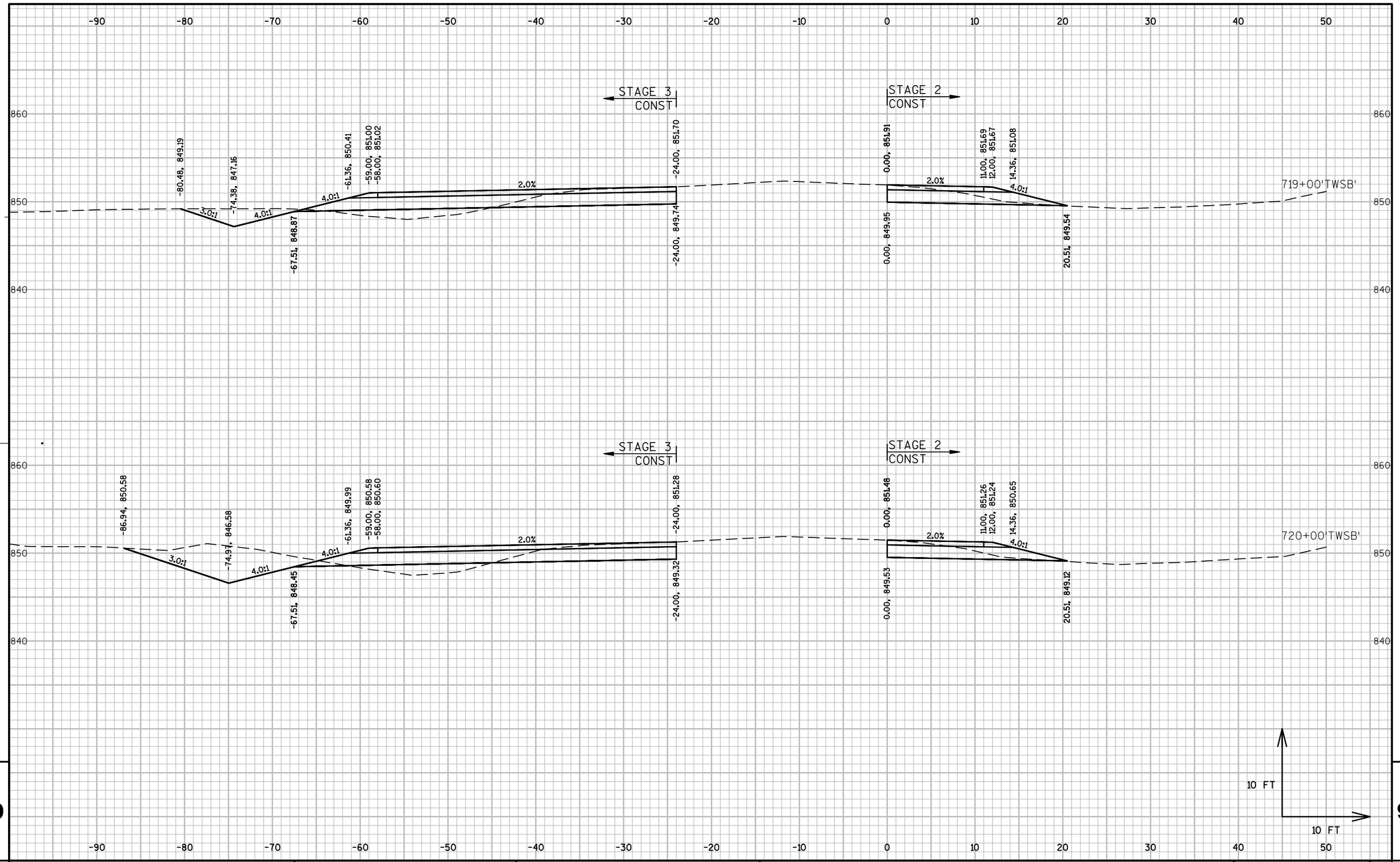
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 153	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(39)
PLOT DATE : 7/28/2015 11:56 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



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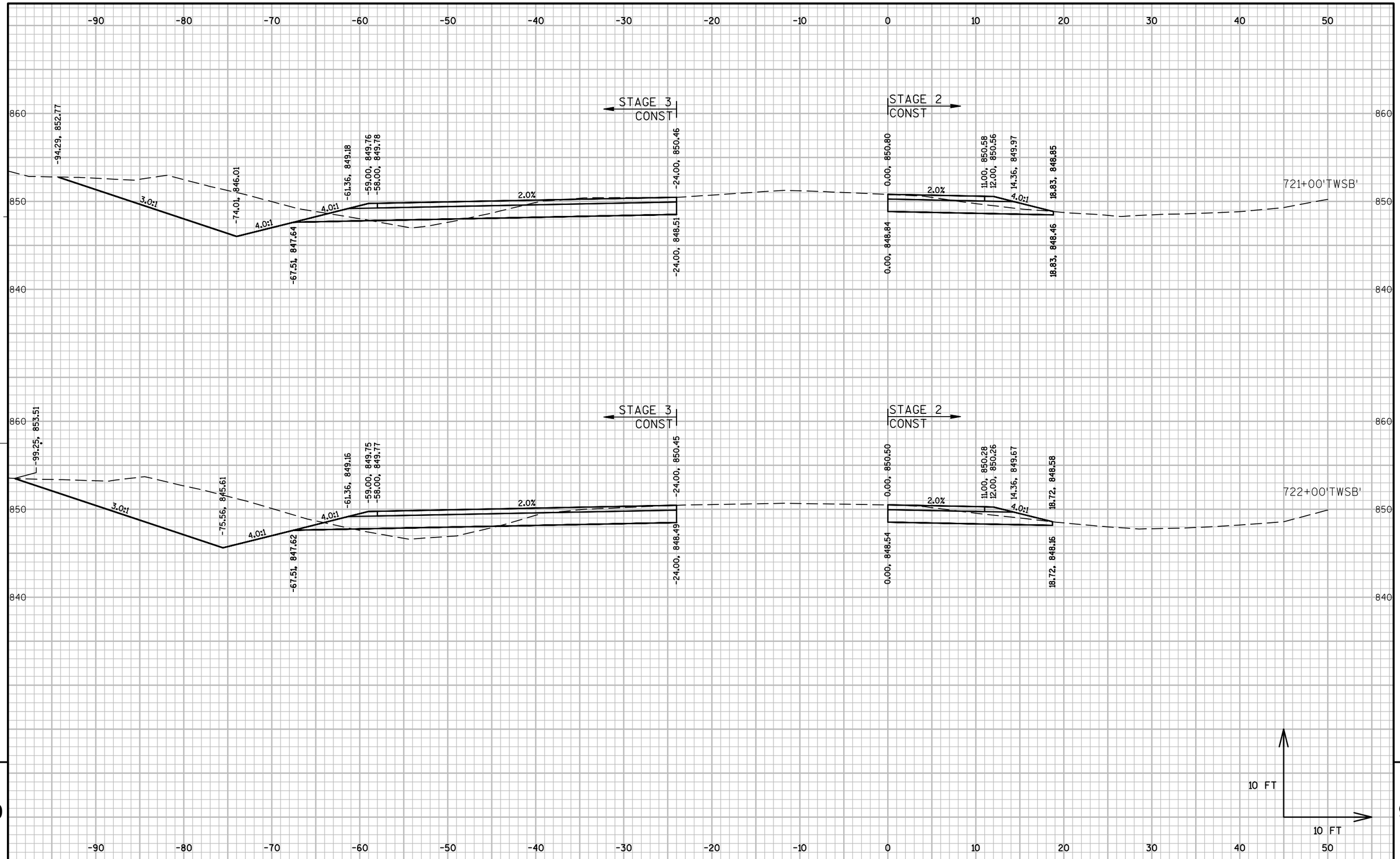
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 154	E



9

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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 155	E



9

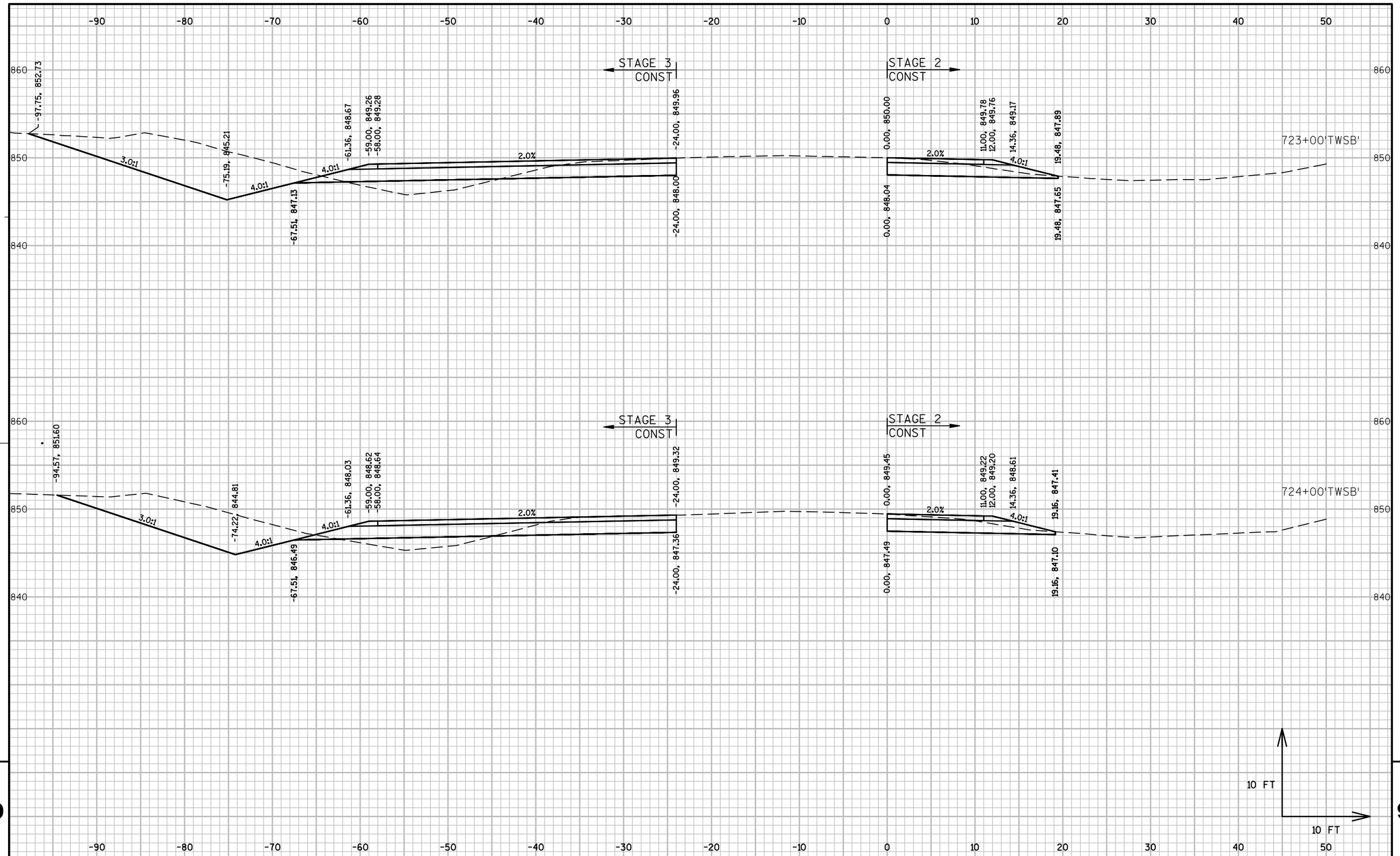
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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 156	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(42)

PLOT DATE : 7/28/2015 11:57 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

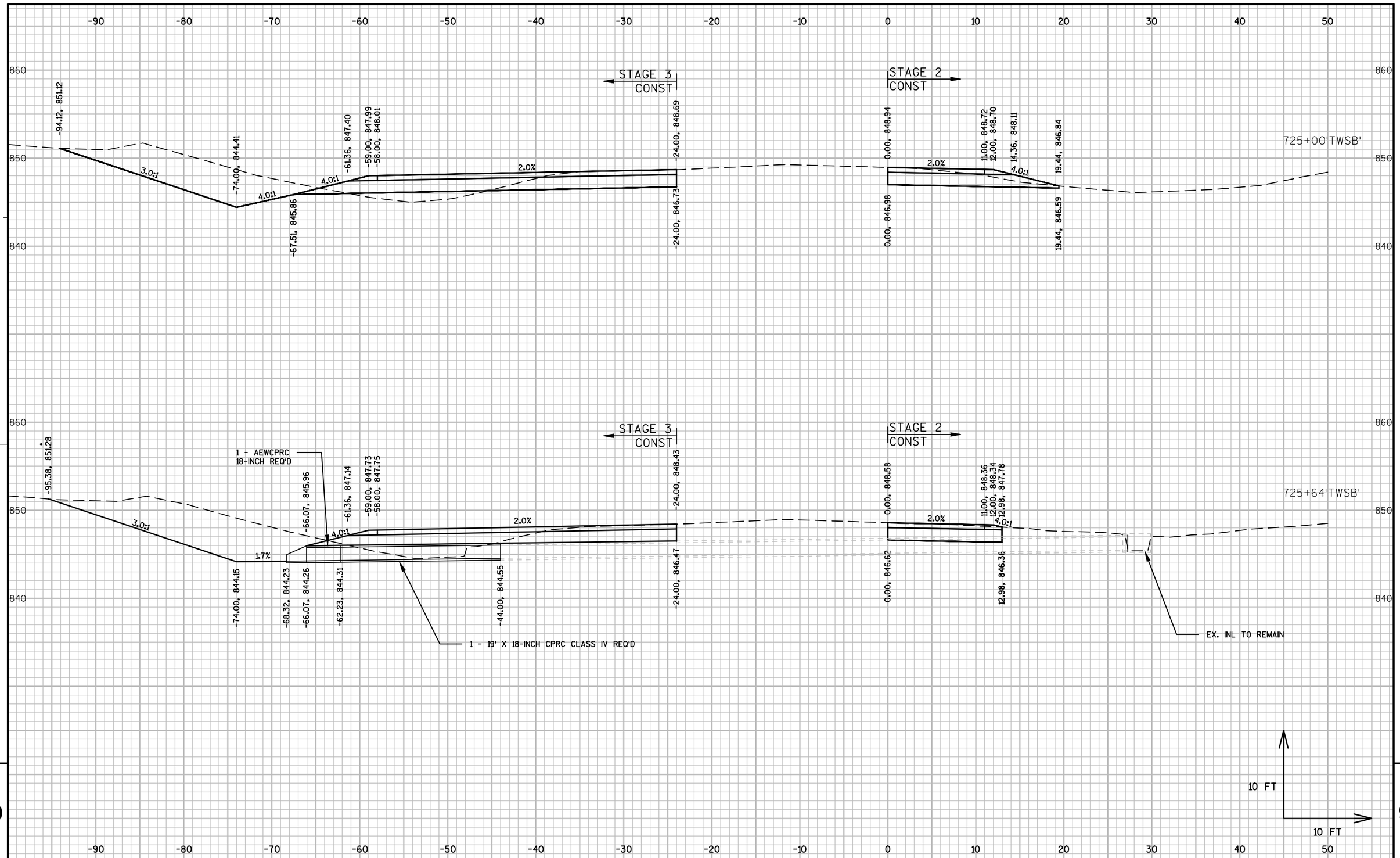


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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 157	E

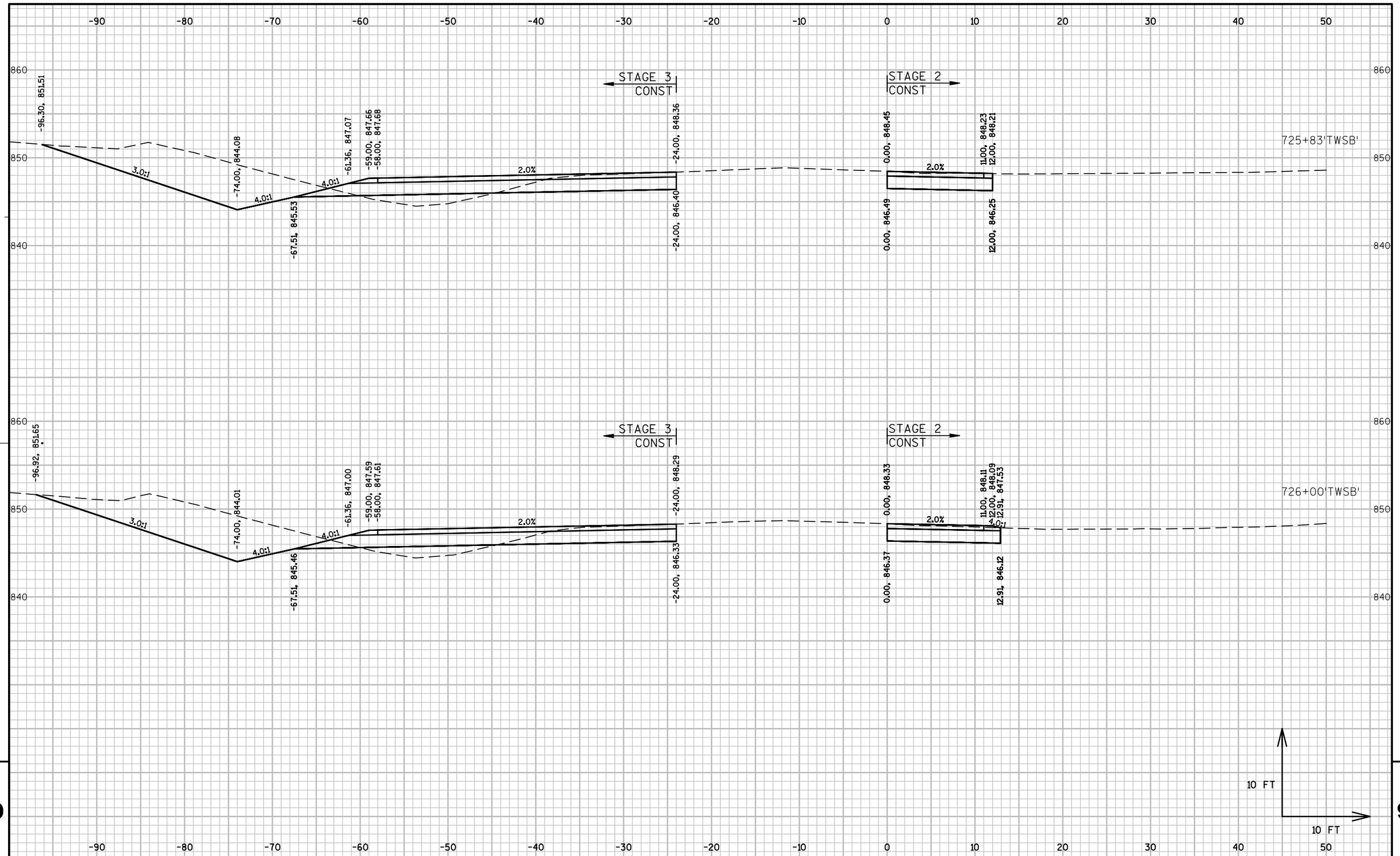
FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(43)
PLOT DATE : 7/28/2015 11:57 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 158 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(44)

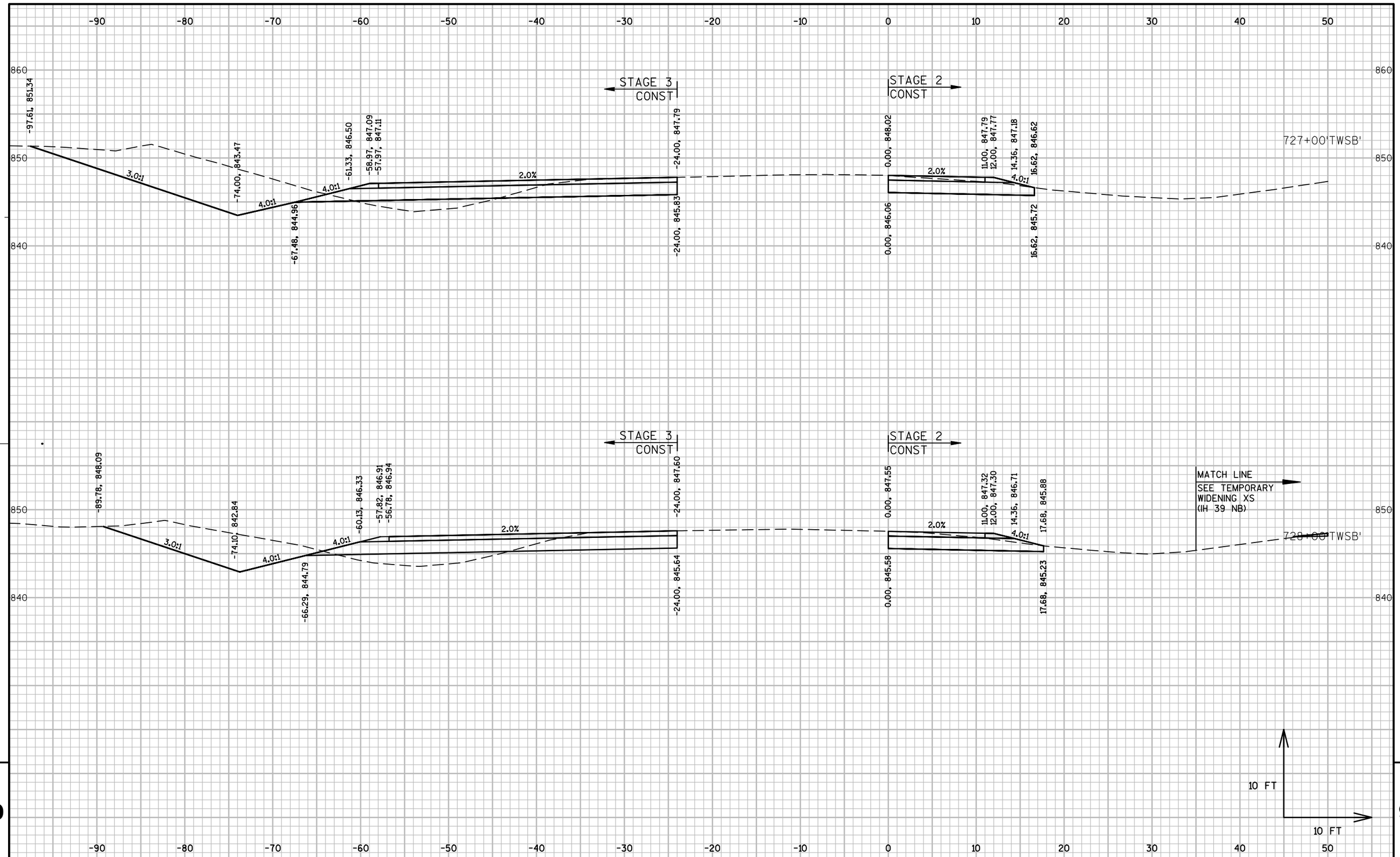
PLOT DATE : 7/28/2015 11:58 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 159	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(45)

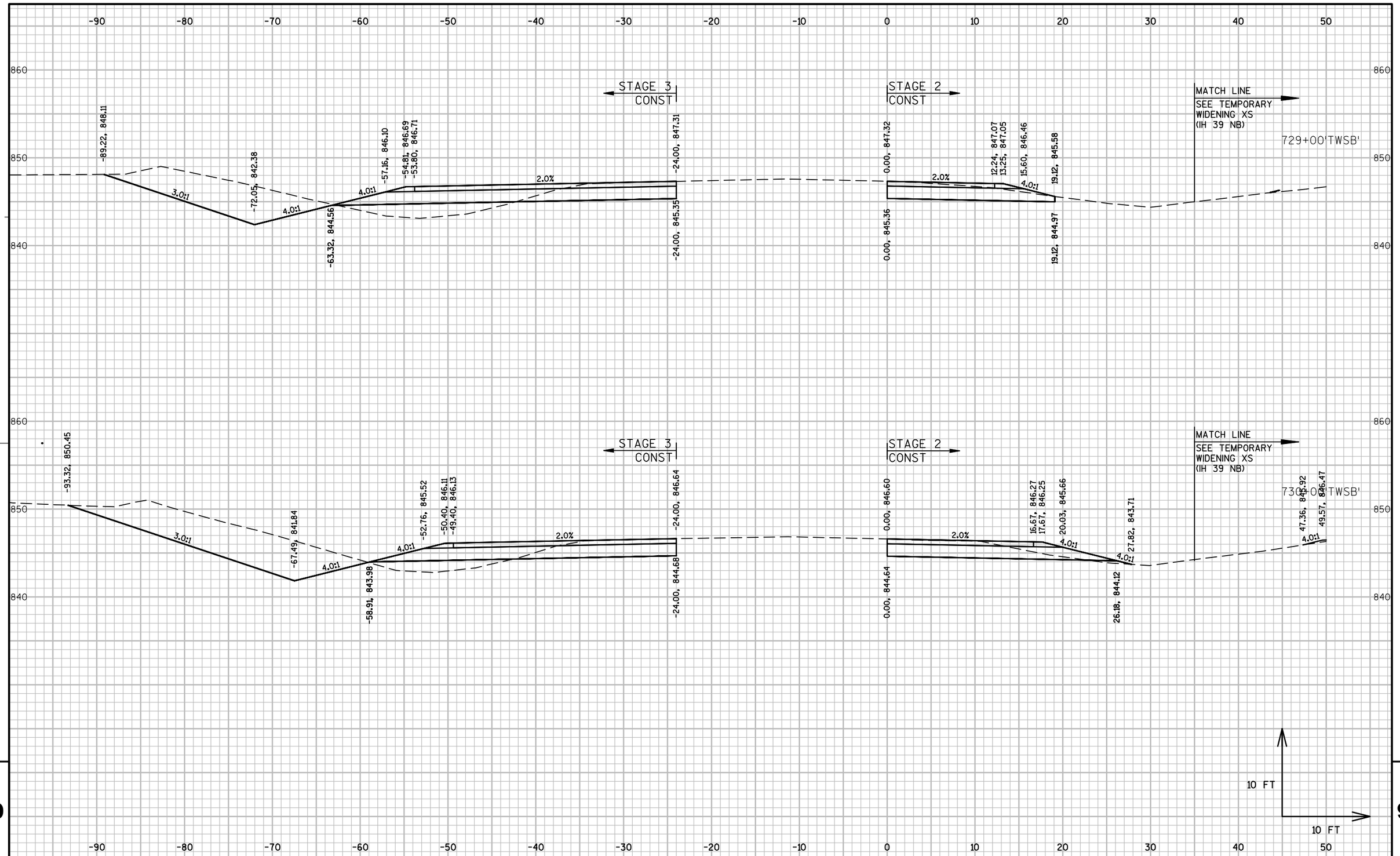
PLOT DATE : 7/28/2015 11:58 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 160	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(46)

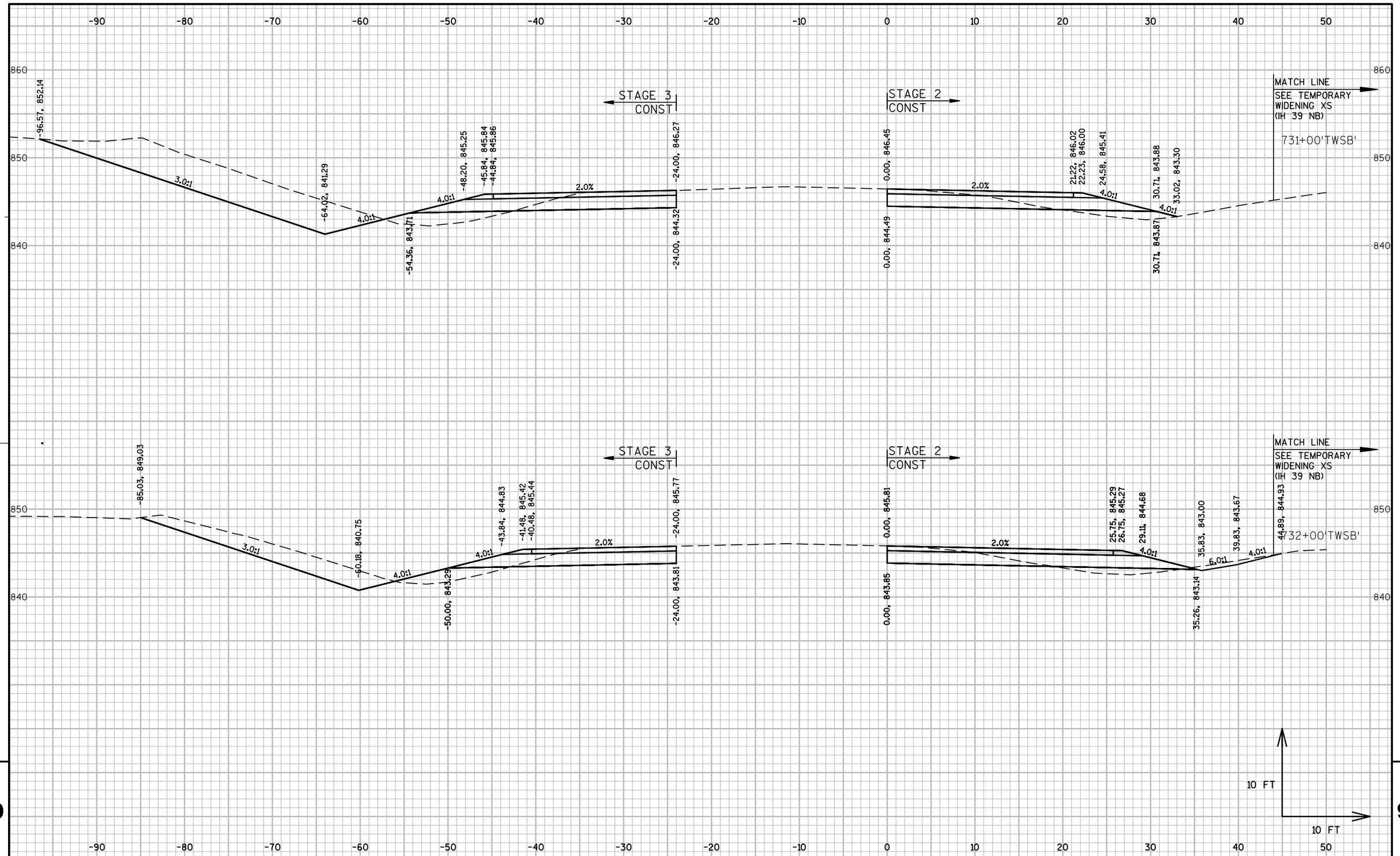
PLOT DATE : 7/28/2015 11:58 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 161 E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(47)

PLOT DATE : 7/28/2015 11:59 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF



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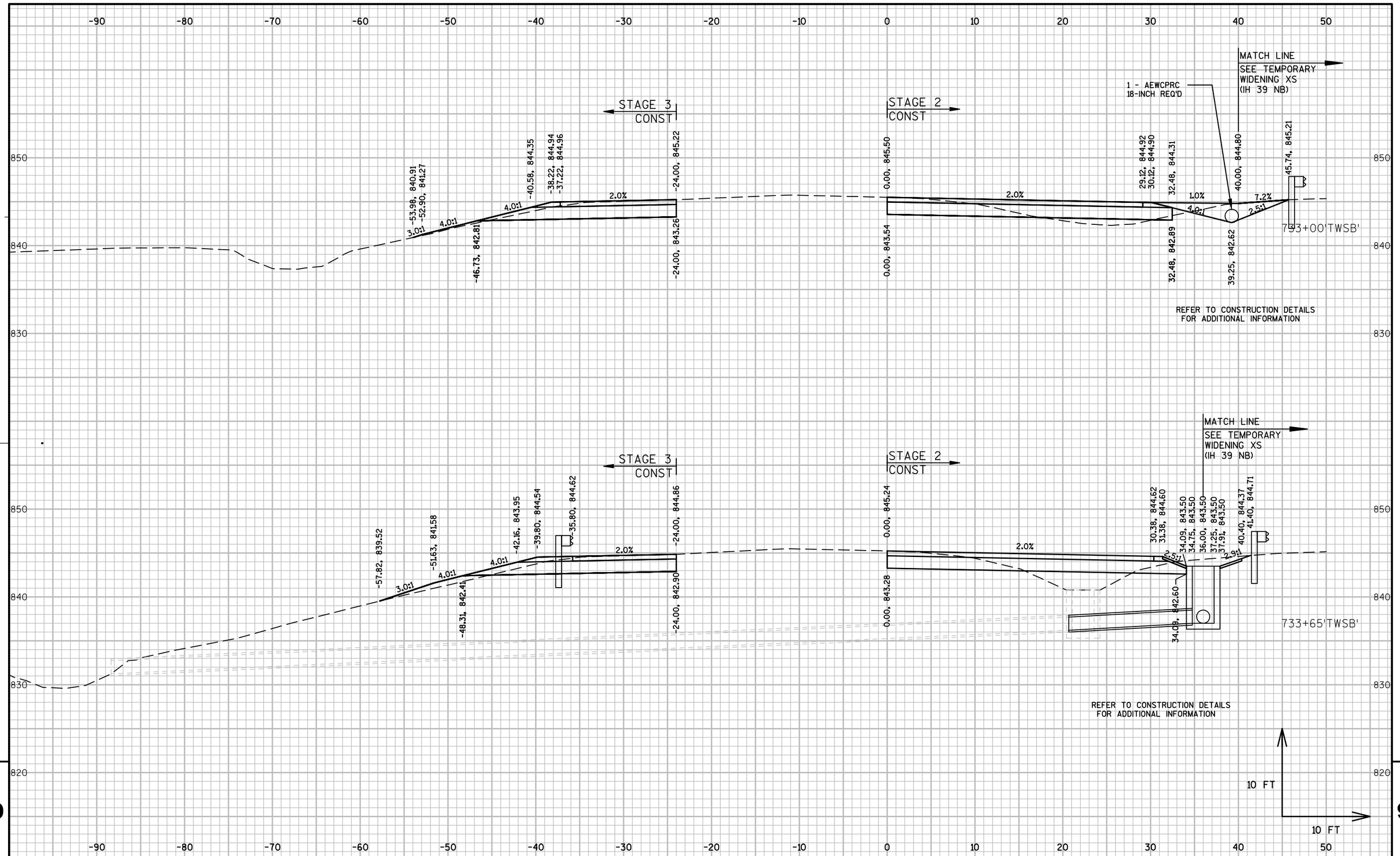
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PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 162	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(48)

PLOT DATE : 7/28/2015 11:59 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

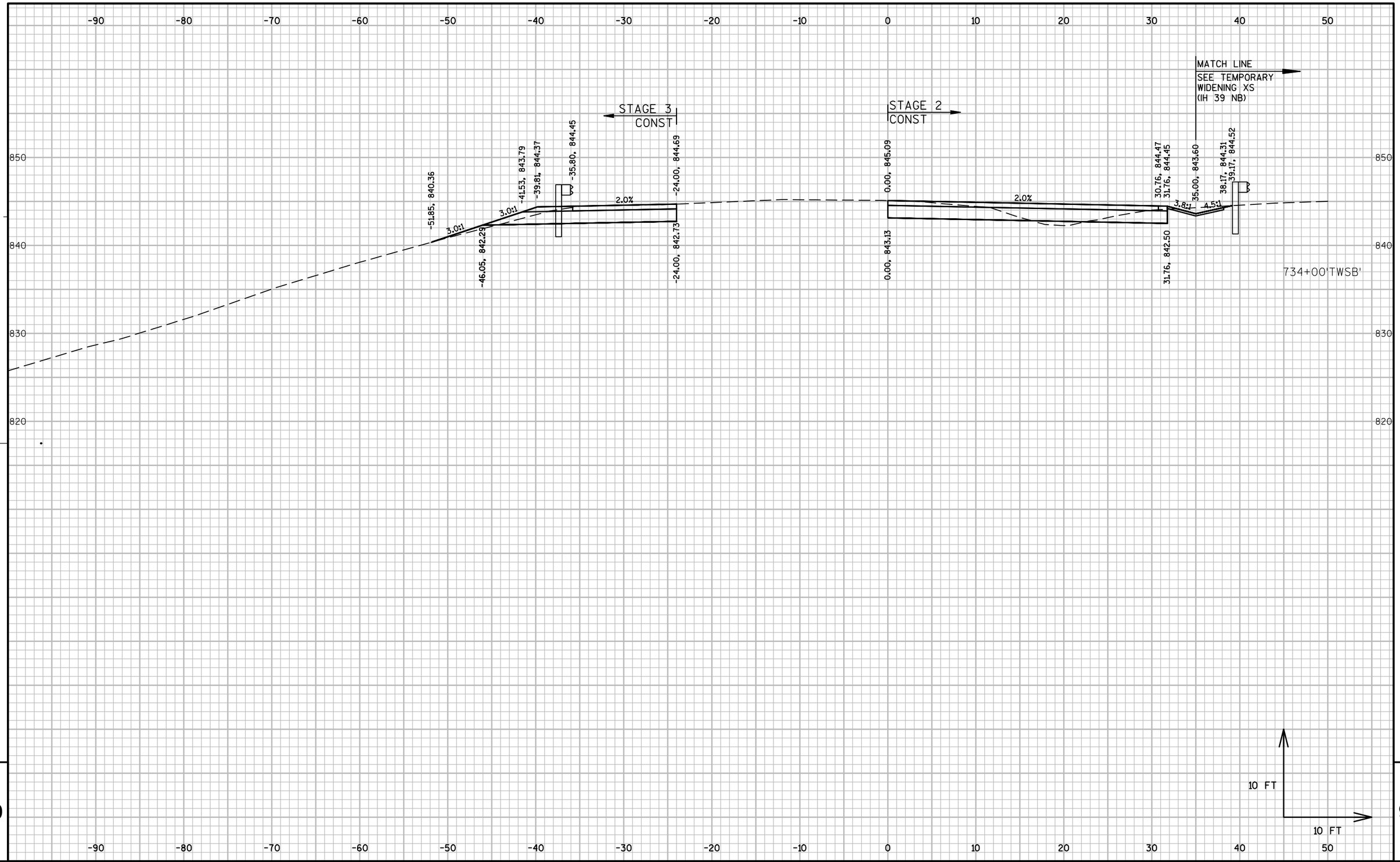


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 163	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(49)

PLOT DATE : 7/28/2015 11:59 AM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

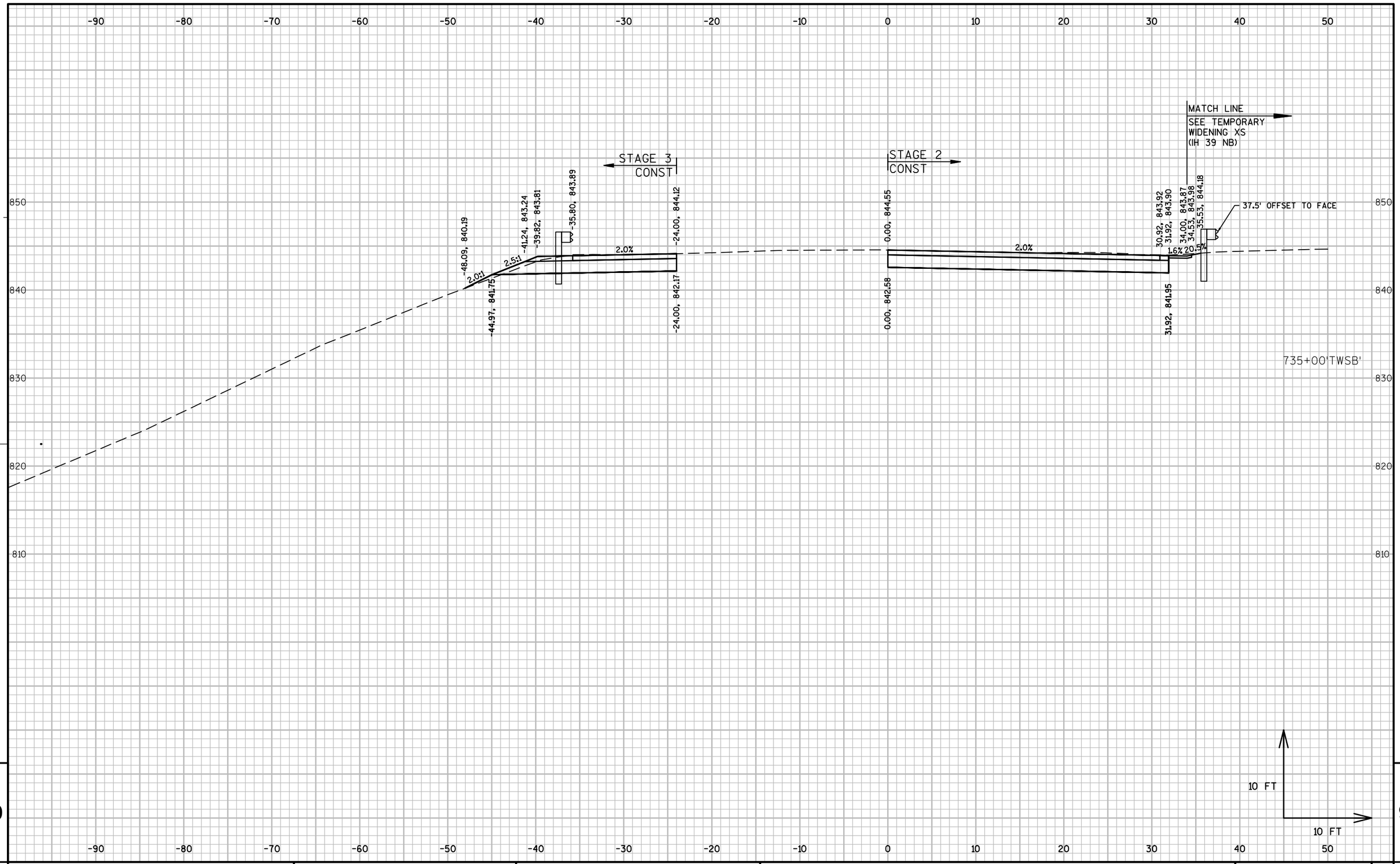
WISDOT/CADDS SHEET 49



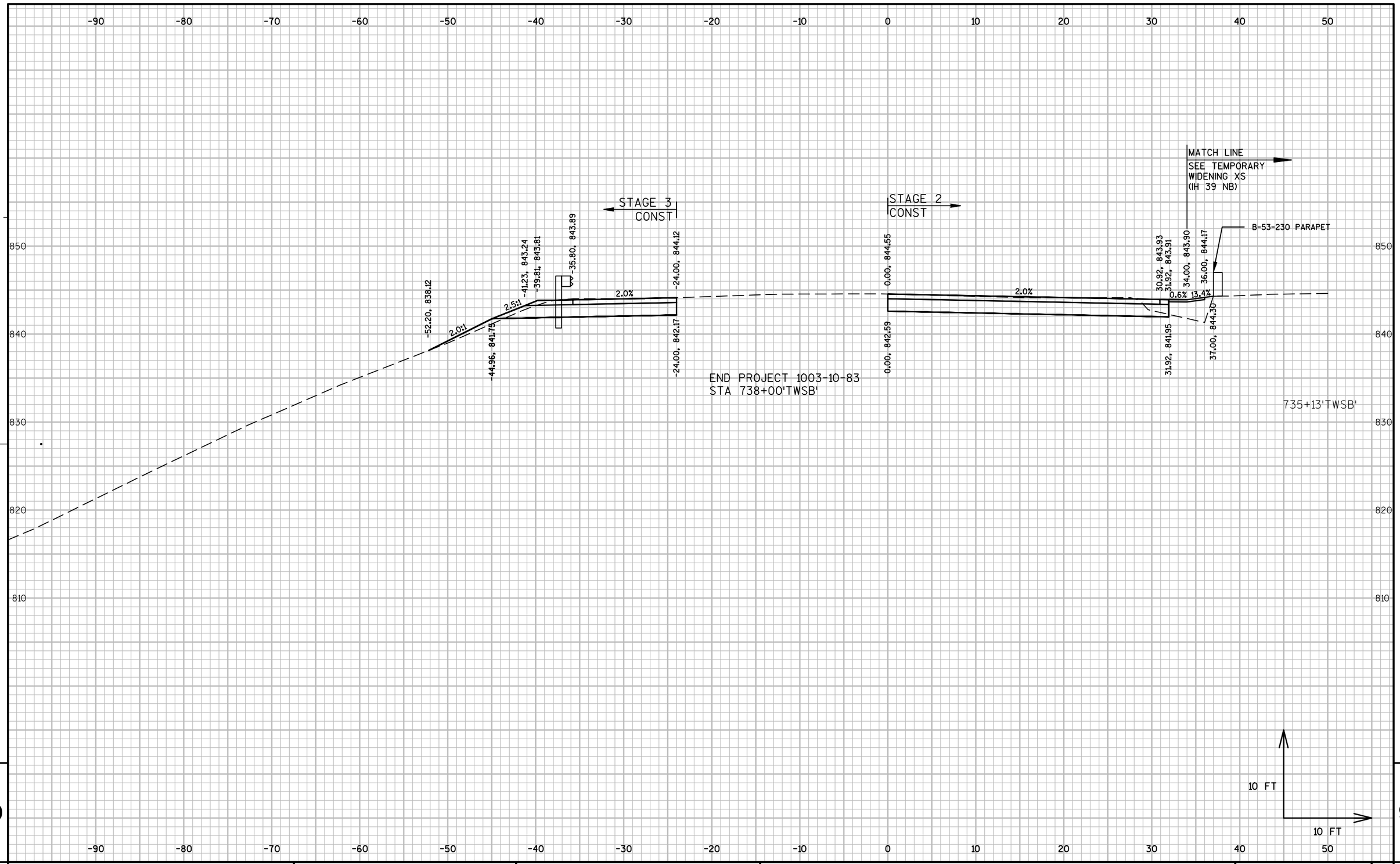
PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 164	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(50)

PLOT DATE : 7/28/2015 12:00 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

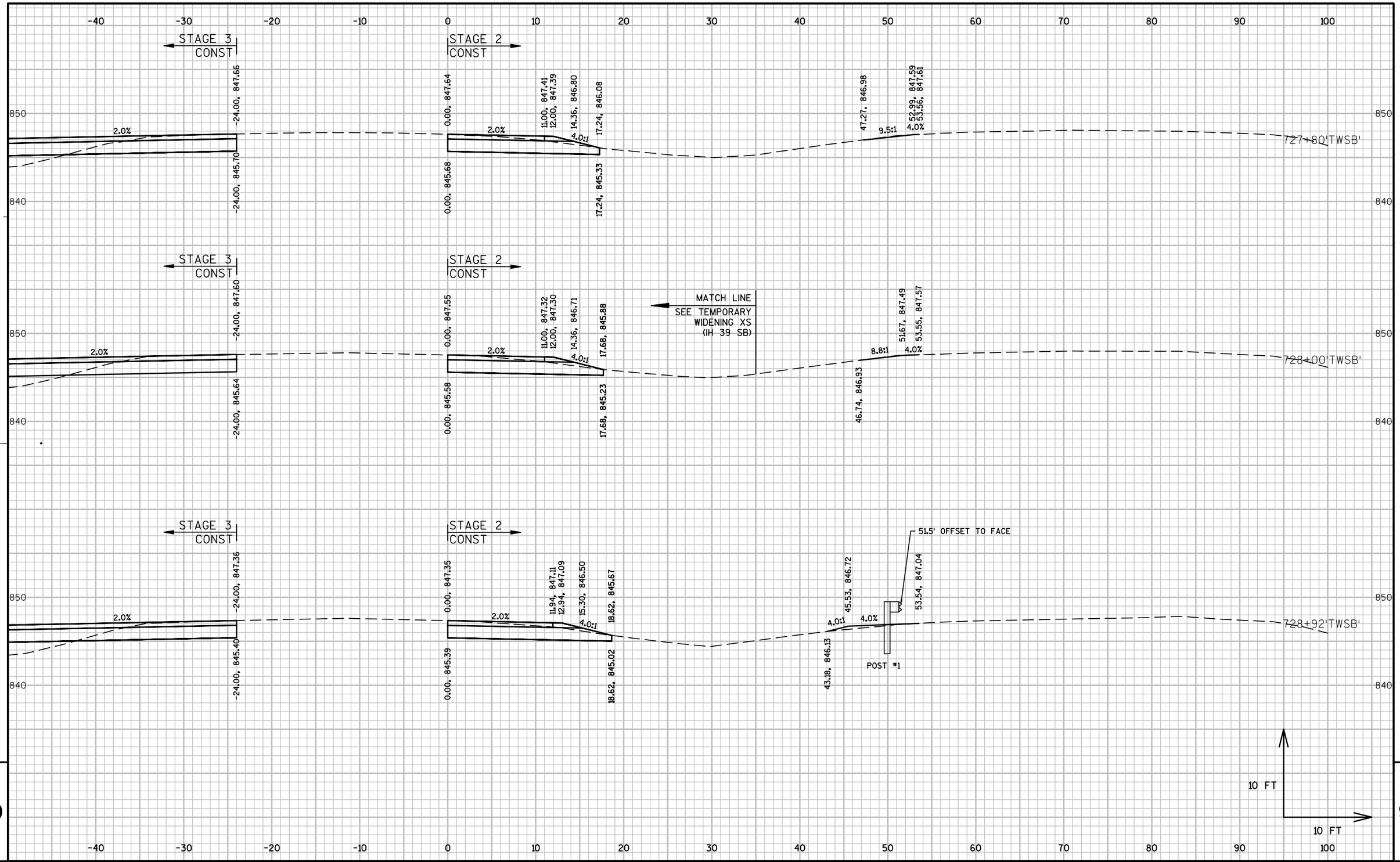


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET 165	E



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: SB TEMPORARY WIDENING	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_XS_(52)
PLOT DATE : 7/28/2015 12:00 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

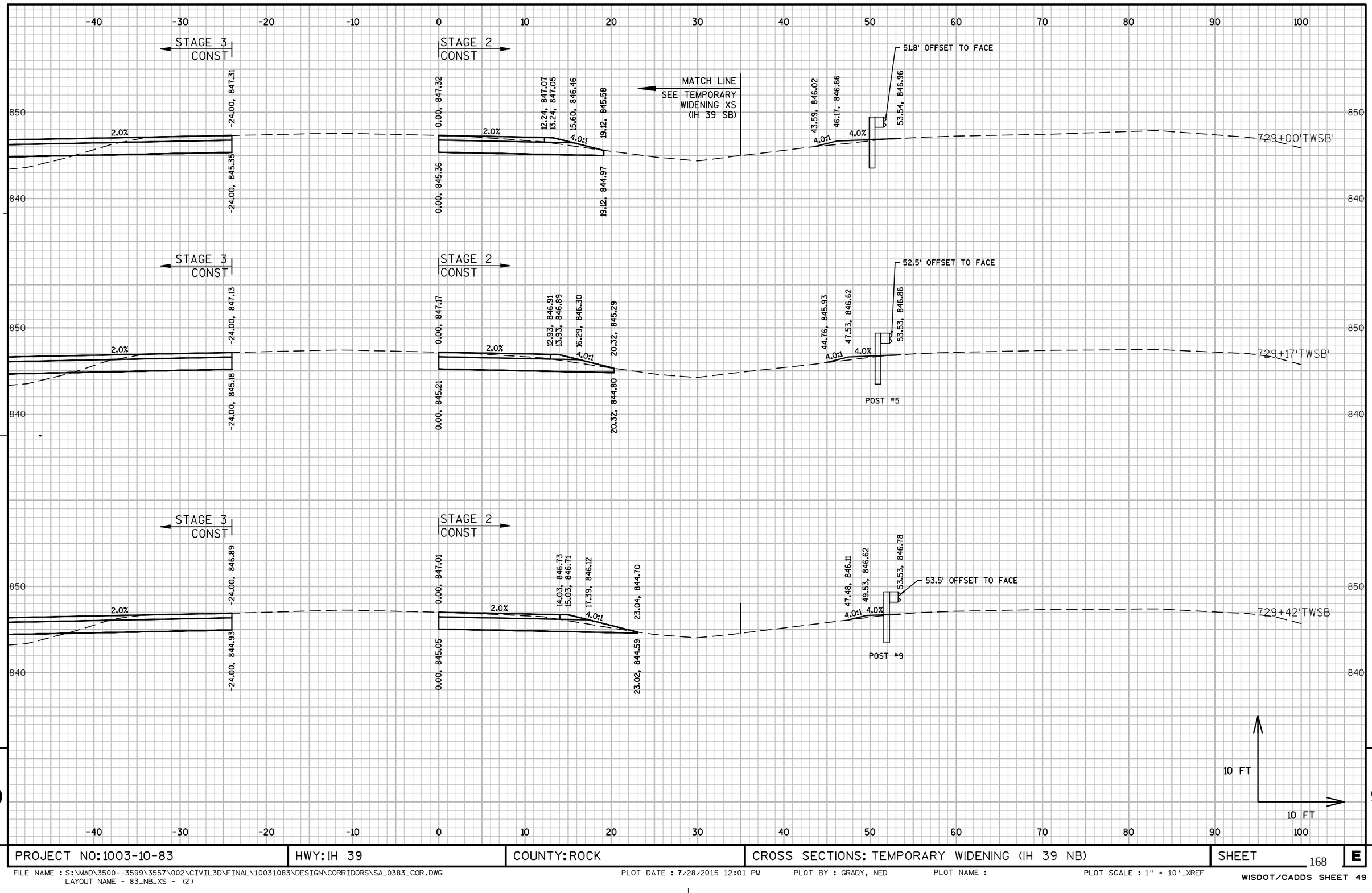


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING (IH 39 NB)	SHEET 167	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_NB_XS - (1)

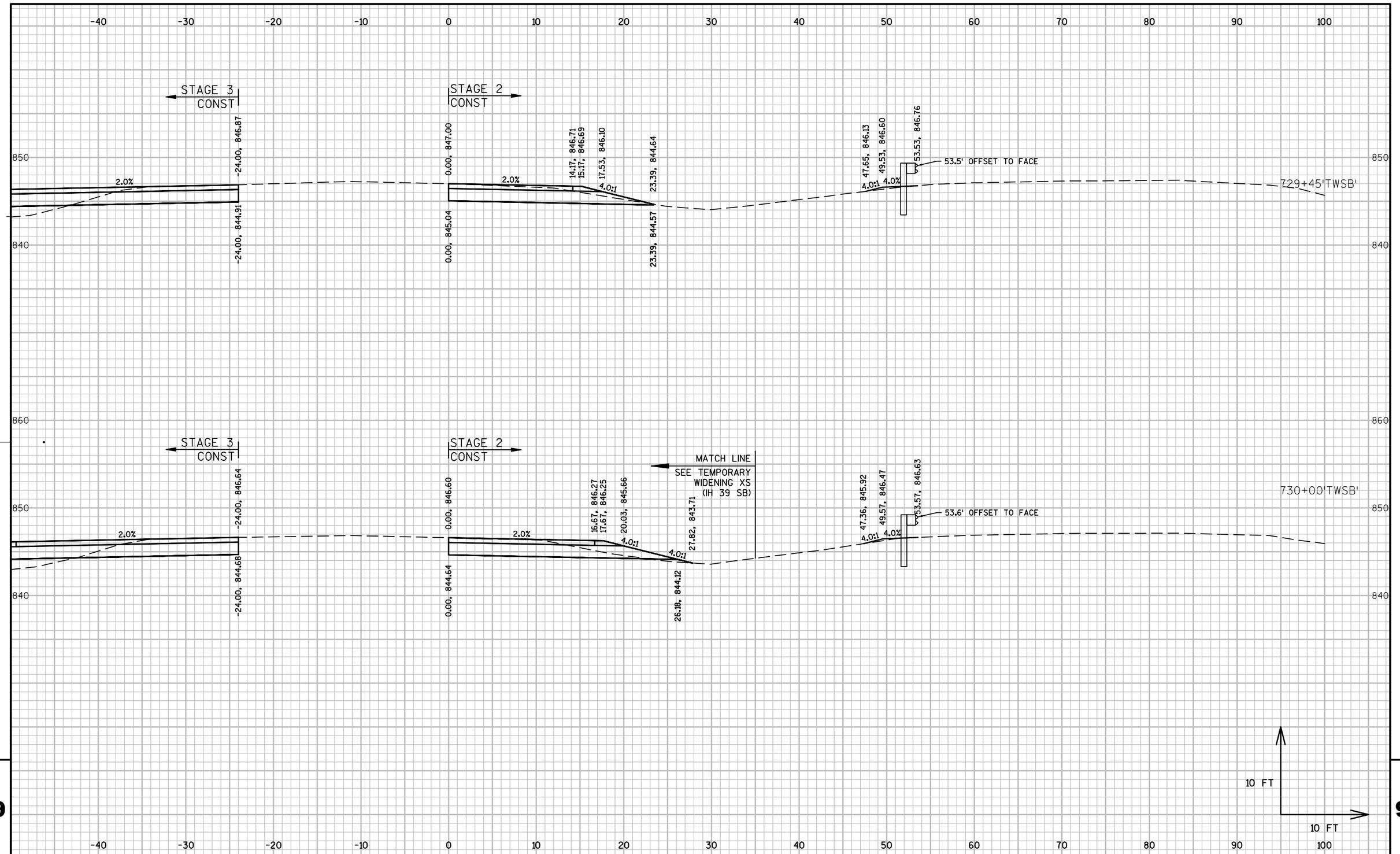
PLOT DATE : 7/28/2015 12:01 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING (IH 39 NB)	SHEET	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_NB_XS - (2)
PLOT DATE : 7/28/2015 12:01 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

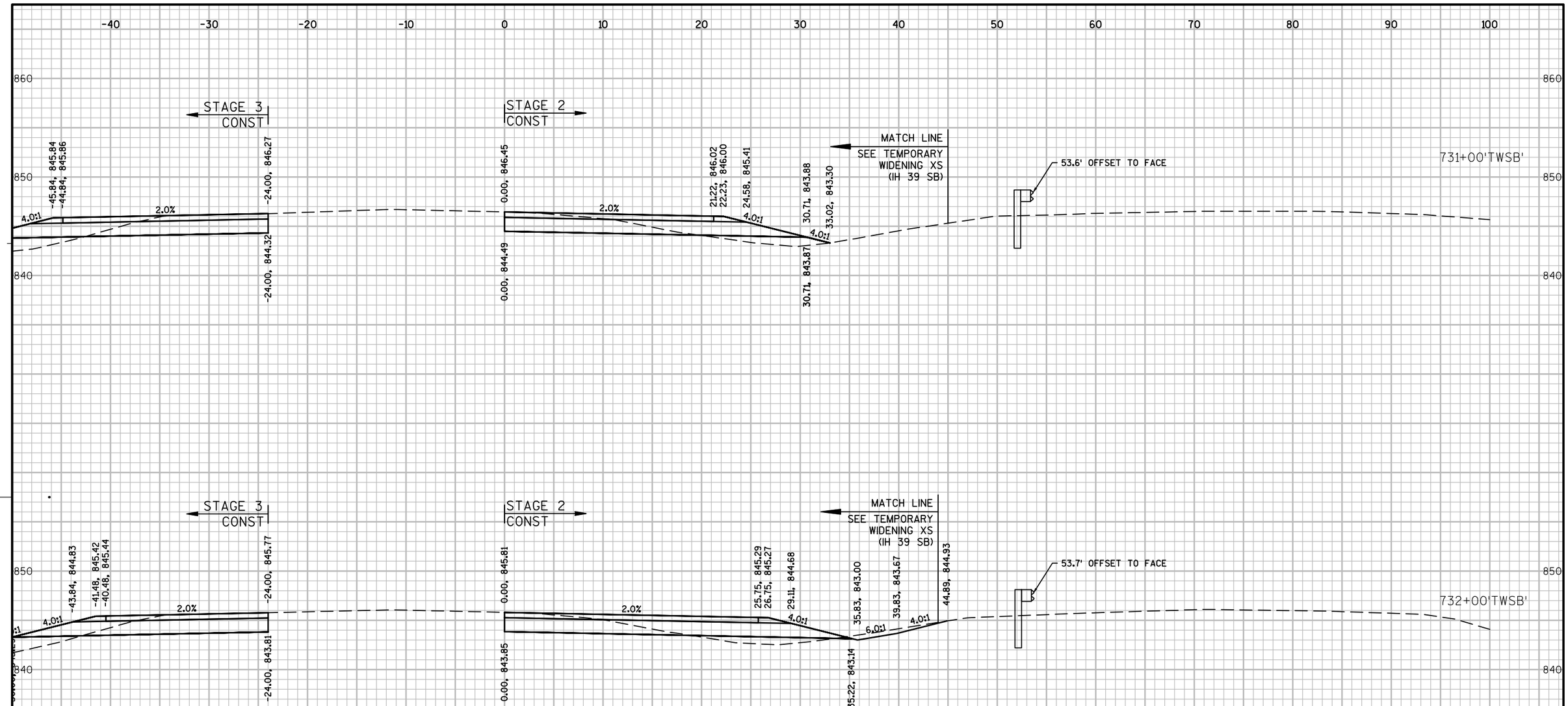


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING (IH 39 NB)	SHEET 169	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_NB_XS - (3)

PLOT DATE : 7/28/2015 12:01 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

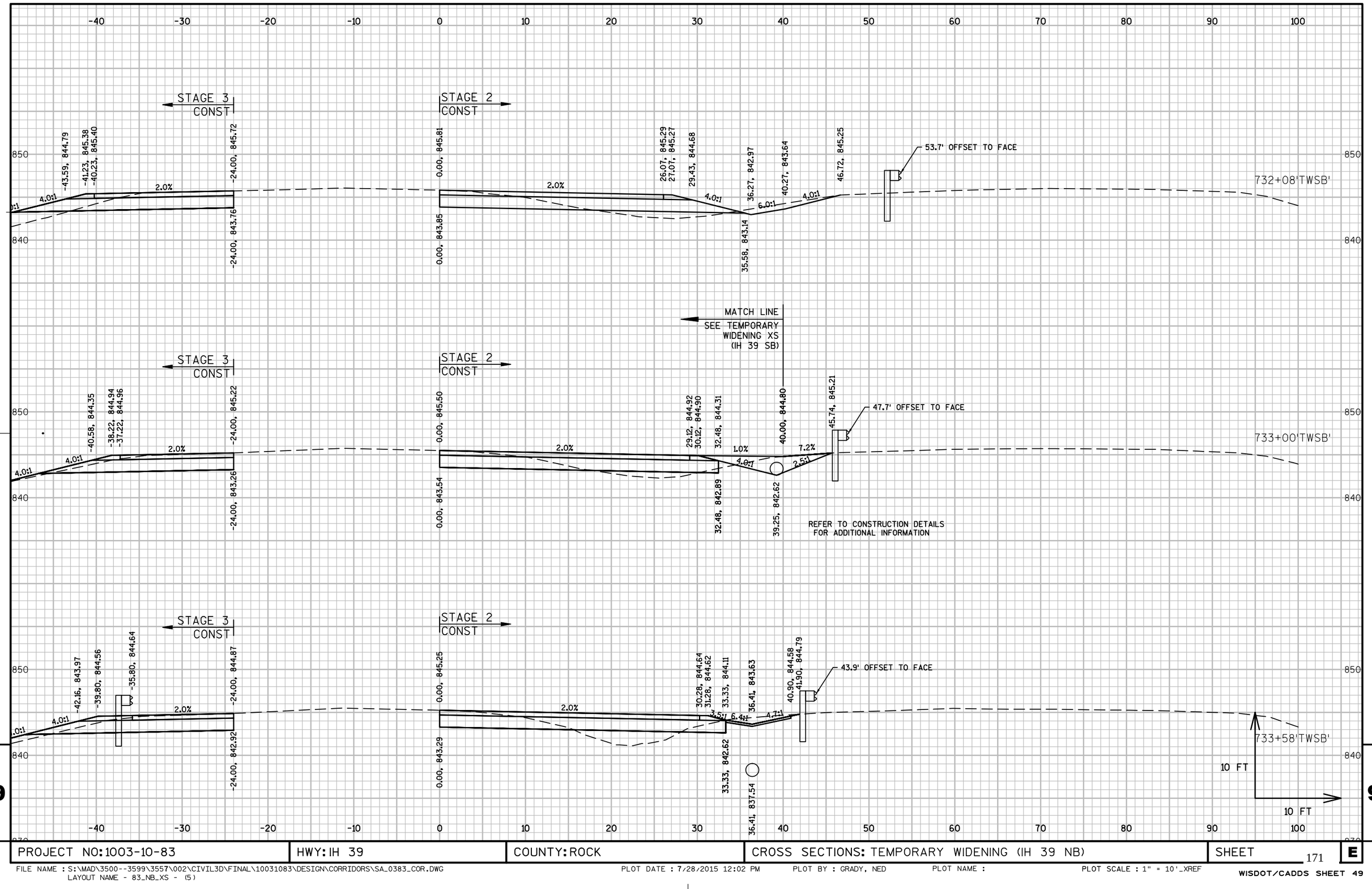
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING (IH 39 NB)	SHEET 170	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_NB_XS - (4)

PLOT DATE : 7/28/2015 12:02 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

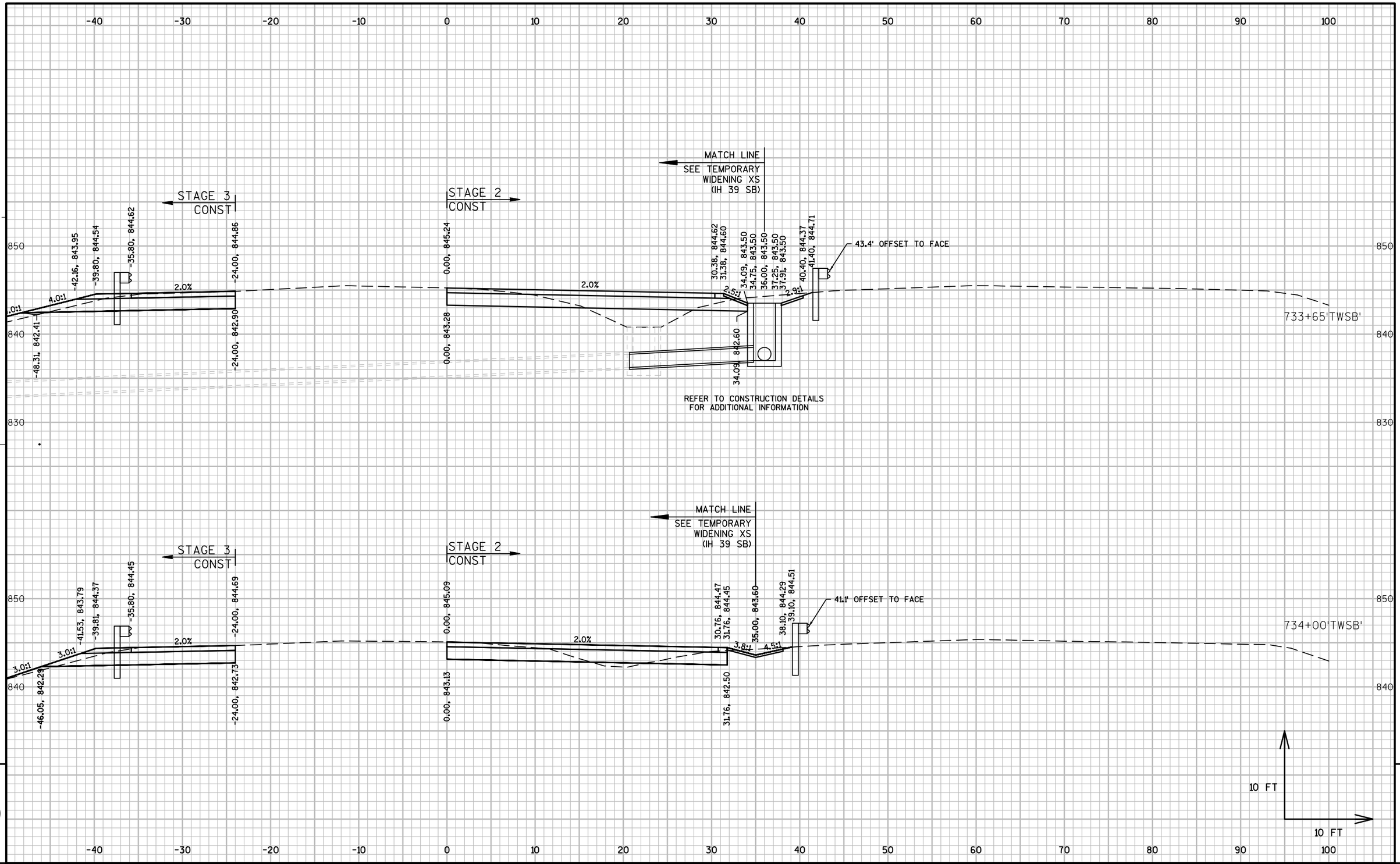


PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING (IH 39 NB)	SHEET 171	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_NB_XS - (5)

PLOT DATE : 7/28/2015 12:02 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

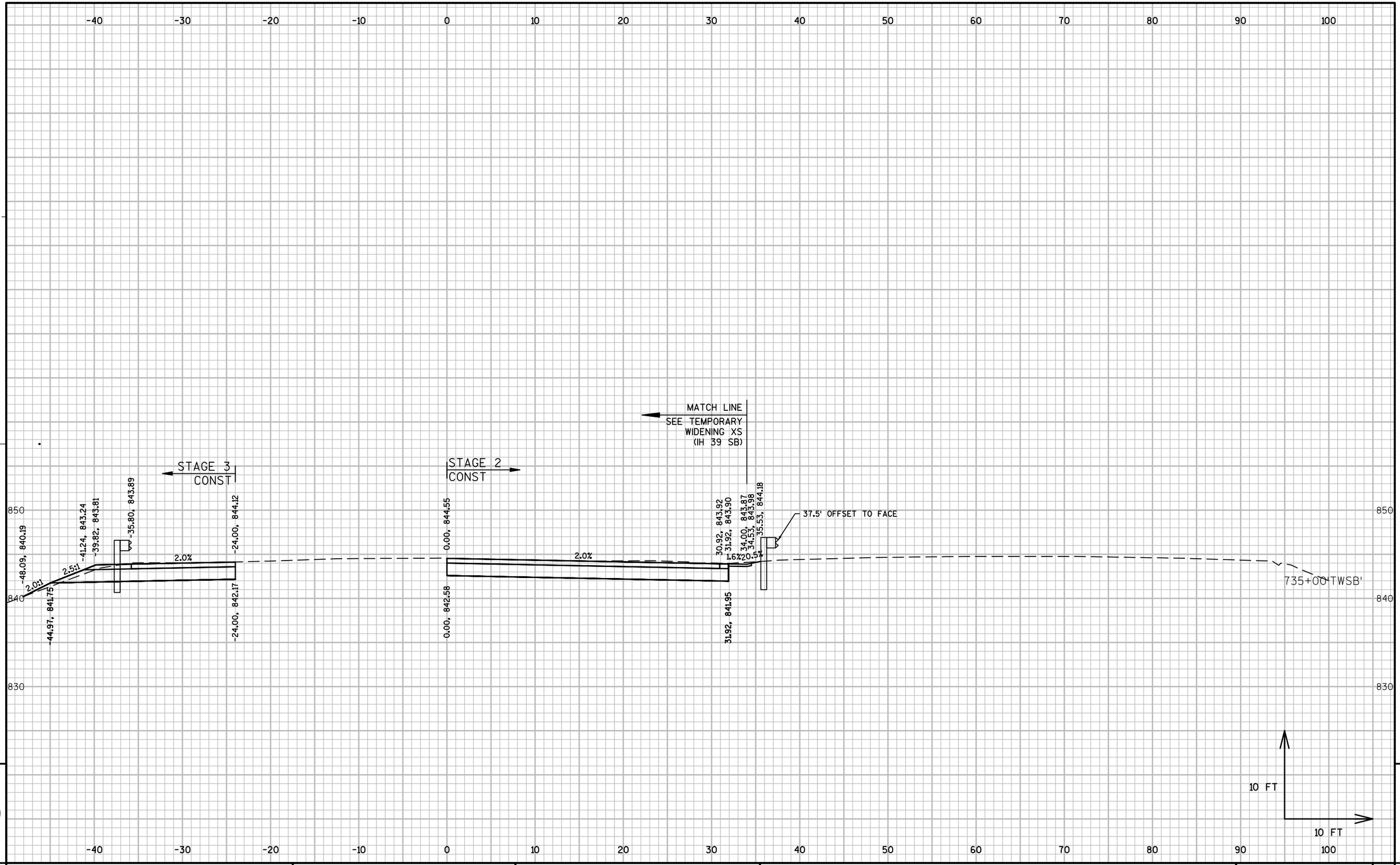
WISDOT/CADDS SHEET 49



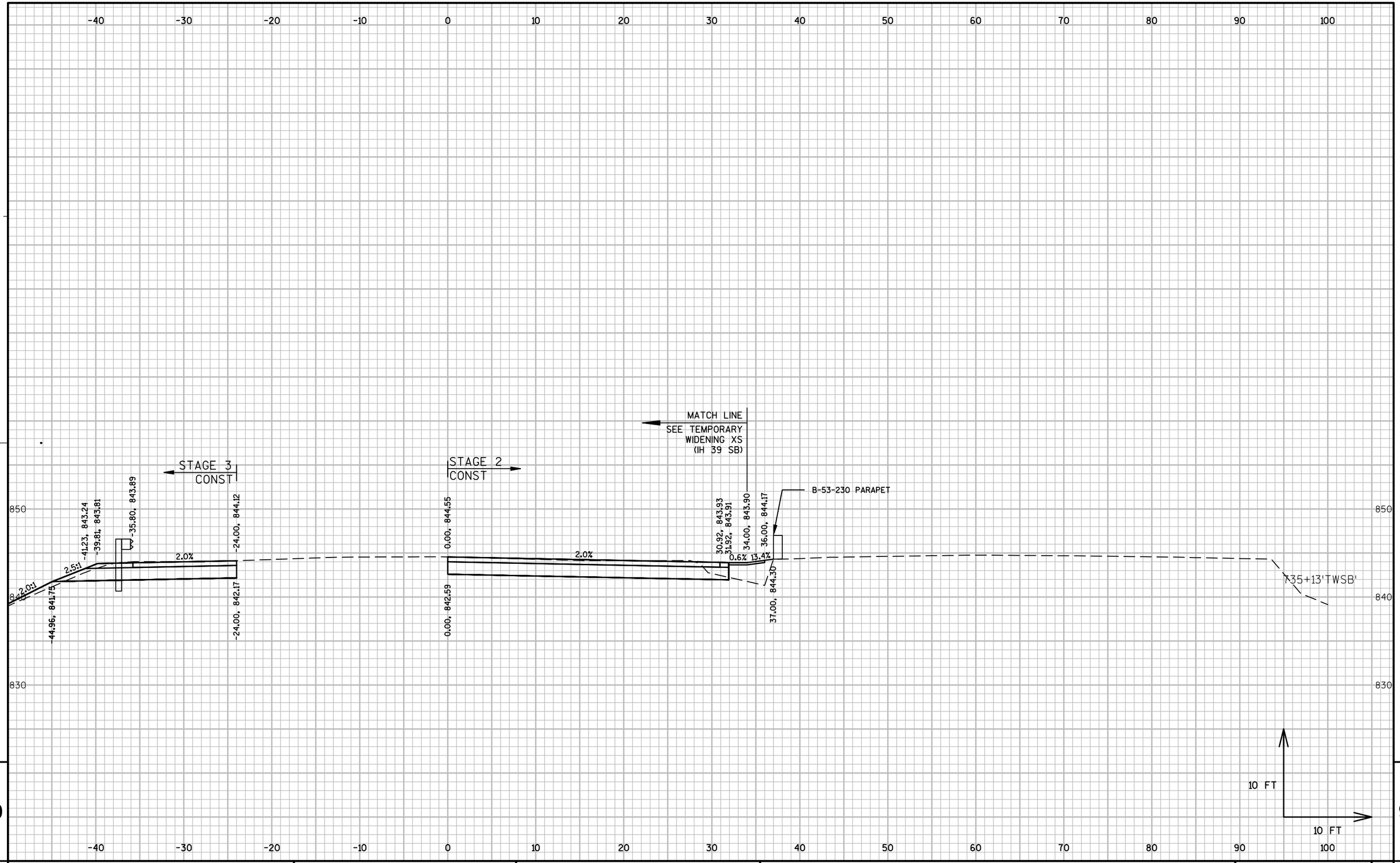
9 9

PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING (IH 39 NB)	SHEET 172	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_NB_XS - (6)
PLOT DATE : 7/28/2015 12:02 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING (IH 39 NB)	SHEET 173	E



PROJECT NO: 1003-10-83	HWY: IH 39	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING (IH 39 NB)	SHEET 174	E

FILE NAME : S:\MAD\3500--3599\3557\002\CIVIL3D\FINAL\10031083\DESIGN\CORRIDORS\SA_0383_COR.DWG
LAYOUT NAME - 83_NB_XS - (8)

PLOT DATE : 7/28/2015 12:03 PM PLOT BY : GRADY, NED PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD FEBRUARY 2016

PROJECT ID: 1005-10-73, -82
WITH: 1003-10-83

COUNTY: ROCK

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
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 = 890



101

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ILLINOIS STATE LINE - MADISON

CTH O TO KENNEDY ROAD
IH 39
ROCK COUNTY

STATE PROJECT NUMBER
1005-10-73

CTH O TO KENNEDY ROAD
IH 39
ROCK COUNTY

STATE PROJECT NUMBER
1005-10-82

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1005-10-73	———	—
1005-10-82	———	—

SANITARY SEWER & WATER MAIN
Batterman

WISCONSIN
TODD W. NEEDHAM
E-38332
JANESVILLE
WI
PROFESSIONAL ENGINEER

July 8, 2015 (Date) — (Signature)

ACCEPTED FOR CITY OF JANESVILLE
7/10/2015 DATE — Mike Payne (CITY ENGINEER)

ORIGINAL PLANS PREPARED BY
KL Engineering
[A] Better Experience

WISCONSIN
BRAD R. HALVENSLEBEN
34638-006
BELLEVILLE, WI
PROFESSIONAL ENGINEER

JULY 8, 2015 (Date) — (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

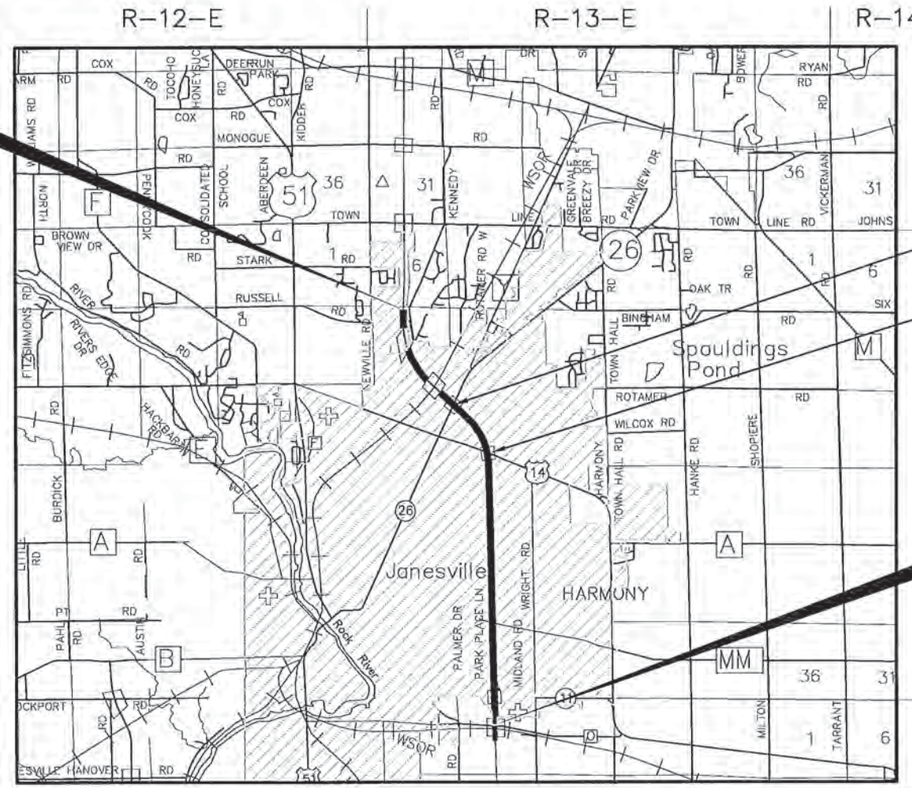
PREPARED BY

Surveyor	KL ENGINEERING, INC.
Designer	KL ENGINEERING, INC.
Project Manager	DEREK POTTER
Regional Examiner	JIM BUSCHKOPF
Regional Supervisor	WAYNE CHASE
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 7/8/15 — Wayne Chase (Signature)

E

END PROJECT 1005-10-73
STA. 1036+71.76 'TWSB'



DESIGN DESIGNATION

A.A.D.T. (2016)	=	59,000
A.A.D.T. (2018)	=	61,800
D.H.V. (2018)	=	6,430
D.D.	=	58/42
T.	=	37.8%
DESIGN SPEED	=	70 MPH
ESALS	=	5,964,830

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SAWCUT (XXXX)
- 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 os 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.

1005-10-73 TOTAL NET LENGTH OF CENTERLINE = 5.658 MI.
1005-10-82 TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Rock County, NAD 1983(2007)
Vertical Datum based on USGS (NAVD 88(2007))

ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BLDG.	BUILDING
CTR	CENTER
C/L	CENTERLINE
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CSW	CONCRETE SIDEWALK
CMCP	CORRUGATED METAL CULVERT PIPE
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPT	CONSTRUCTION PERMIT
EAT	ENERGY ABSORBING TERMINAL
EB	EASTBOUND
ELEC	ELECTRIC
IE	INVERT ELEVATION
EX. OR EXIST	EXISTING
FO	FIBER OPTIC
F.E.	FIELD ENTRANCE
GAS	GAS
HMA	HOT MIX ASPHALT
HSE.	HOUSE
LHF	LEFT HAND FORWARD
MH	MANHOLE
MAX.	MAXIMUM
MIN.	MINIMUM
NOR.	NORMAL
NTS	NOT TO SCALE
PLE	PERMANENT LIMITED EASEMENT
P.E.	PRIVATE ENTRANCE
P.L.	PROPERTY LINE
PRW	PROPOSED RIGHT-OF-WAY
RAD OR R	RADIUS
R/L	REFERENCE LINE
REQ'D.	REQUIRED
RHF	RIGHT HAND FORWARD
RW	RIGHT-OF-WAY LINE
SAN	SANITARY SEWER
SHLD	SHOULDER
SW	SIDEWALK
SF	SQUARE FEET
SY	SQUARE YARD
S.D.D.	STANDARD DETAIL DRAWING
STA	STATION
SS	STORM SEWER
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
WAT	WATER
WB	WESTBOUND

UTILITY CONTACTS

ELECTRIC

JASON HOGAN
ALLIANT ENERGY - ELECTRICITY
DBA: WISCONSIN POWER & LIGHT CO.
4902 N BILTMORE LANE #1000
MADISON, WI 53718
(608) 458-4871
jasonhogan@alliantenergy.com

GAS

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jasonhogan@alliantenergy.com

ELECTRIC

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(920) 338-6582
molsen@atcllc.com

GAS

LATROY BRUMFIELD
WE ENERGIES - GAS/PETROLEUM
333 W EVERETT STREET, A299
MILWAUKEE, WI 53203
(414) 221-5617
(414) 975-9053 (mobile)
latroy.brumfield@we-energies.com

WISDOT STOC

KURT WILM
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433 W ST. PAUL AVENUE
SUITE 300
MILWAUKEE, WI 53203-3007
(414) 227-2151
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SEWER

DENNIS RYAN
CITY OF JANESVILLE
18 N JACKSON STREET
PO BOX 5005
JANESVILLE, WI 53547-5005
(608) 755-3171
ryand@ci.janesville.wi.us

COMMUNICATIONS

BRANDON STORM
CHARTER COMMUNICATIONS
2701 DANIELS ST
MADISON, WI 53718
(608) 274-3822 x6642
(608) 444-9493 (mobile)
brandon.storm@charter.com

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lynnm@rock.coop

RAILROAD

BEN MEIGHAN
WISCONSIN AND SOUTHERN RAILROAD COMPANY
1890 EAST JOHNSON STREET
MADISON, WI 53704
(608) 243-9129, EXT. 201
bmeighan@wsorrailroad.com

SIGNALS & STREET LIGHTS

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COMMUNICATIONS

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(920) 475-2799 (mobile)
ca2624@att.com

WATER

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GAS

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ANR PIPELINE COMPANY - GAS/PETROLEUM
W3925 PIPELINE LANE
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lawrence_huber@transcanada.com

ROCK COUNTY HIGHWAY

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coopman@co.rock.wi.us

CONSTRUCTION CONTACT

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CITY OF JANESVILLE

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DNR LIAISON

LAURA BUB
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DNR SOUTH CENTRAL REGION HEADQUARTERS
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ORDER OF DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
EROSION CONTROL PLANS
STORM SEWER PLAN
PERMANENT SIGNING
PAVEMENT MARKING PLANS
TRAFFIC SIGNAL CONSTRUCTION DETAILS
TRAFFIC SIGNAL PLANS
ITS DETAILS
TRAFFIC CONTROL AND CONSTRUCTION STAGING PLAN
DETOUR PLANS
ALIGNMENT DIAGRAM
BENCHMARKS, CONTROL POINT AND BORING LOCATIONS

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

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GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN IN THE PLAN, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. CONTACT DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO START OF WORK.

UTILITY REFERENCE LINES ON THE CROSS SECTIONS ARE FOR APPROXIMATE HORIZONTAL REFERENCE ONLY.

REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

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

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

ALL CURB AND GUTTER GRADES SHALL BE VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE CURB AND GUTTER.

PIPE ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE PIPE.

STATIONING AND OFFSETS TO APRON ENDWALLS FOR STORM SEWER AND CULVERT PIPES ARE SHOWN TO THE END OF THE PIPE (BEGINNING OF THE APRON ENDWALL).

LOCATIONS OF INLETS AND MANHOLES AS SHOWN ON THE STORM SEWER SHEETS ARE BY STATION AND OFFSET TO THE CENTER OF THE STRUCTURE (SEE DETAIL).

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

THE CONTRACTOR'S HMA PAVING OPERATION SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

ALL GRADES PROVIDED ALONG RADII ARE ALONG EDGE OF PAVEMENT.

EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADII POINTS IN THE CURB AND GUTTER OR AT LOCATIONS SHOWN ON THE PLAN.

MEETING EXISTING PAVEMENT WITH NEW PAVEMENT SHALL BE PERFORMED WITH A BUTT JOINT. ALL BUTT JOINTS ARE TO BE SAW CUT.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LBS/SY/IN

HMA PAVEMENT, WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSES AS FOLLOWS:

TOTAL DEPTH	LAYERS	TYPE	NOMINAL MAX SIZE GRADATION	PERFORMANCE GRADE	ADDITIONAL DETAILS
6 1/2-INCH	2 1/2" UPPER 4" LOWER	E-30 E-30	12.5 mm 19.0 mm	PG64-28 PG58-28	--
5 1/4-INCH	2" UPPER 3 1/4" LOWER	E-10 E-10	12.5 mm 19.0 mm	PG64-28 PG58-28	--
4 1/4-INCH	2" UPPER 2 1/4" LOWER	E-10 E-10	12.5 mm 19.0 mm	PG64-28 PG58-28	--
3 1/2-INCH	1 3/4" UPPER 1 3/4" LOWER	E-30 E-30	12.5 mm 12.5 mm	PG64-28 PG58-28	STAGE 3 - RAMP GORE LOCATIONS
3 1/2-INCH	1 LAYER	E-10	12.5 mm	PG58-28	STAGE 1 - NB SHOULDER PAVING LOCATIONS
2 -INCH	1 LAYER	E-10	12.5 mm	PG58-28	STAGE 1 - RUMBLE STRIP LOCATIONS
3 1/2-INCH	1 3/4" UPPER 1 3/4" LOWER	E-10 E-10	12.5 mm 12.5 mm	PG58-28 PG58-28	STAGE 1 - SB SHOULDER REPAIR LOCATIONS
2 -INCH	1 LAYER	E-30	12.5 mm	PG64-28	HMA OVERLAY OF APPROACH SLAB

2

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END PROJECT 1003-10-83
BEGIN PROJECT 1005-10-73
STA. 738+00.00 'TWSB'

END PROJECT I.D. 1005-10-73
STA. 1036+71.76 'TWSB'

N

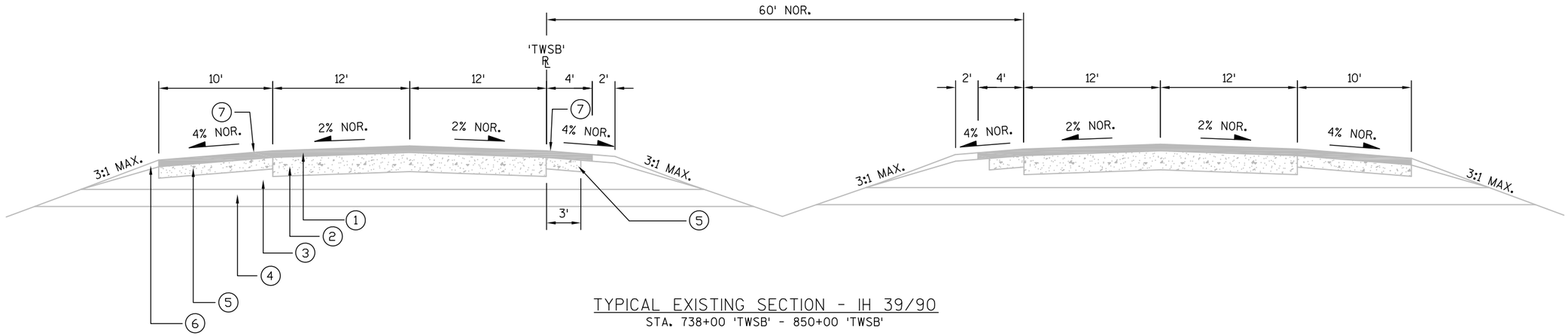
CITY OF JANESVILLE

E. RACINE ST.
PALMER DR.
SPRING BROOK
RUGER AVE.
MILWAUKEE ST.
MT. ZION AVE.
KENNEDY RD.
STH 26/MILTON AVE.
WSOR RR
DEERFIELD DR.
USH 14/HUMES RD.
CTH O
WSOR RR
STH 11/RACINE ST.
IH 39/90

B-53-63
B-53-61
B-53-29
B-53-214
B-53-59
B-53-85 (WIDEN EXISTING BRIDGE)
B-53-81
CROSSOVER 'COK'
B-53-83
B-53-82
B-53-84
B-53-65 (WIDEN EXISTING BRIDGE)
B-53-86
B-53-62
B-53-30
B-53-215
B-53-60
B-53-329
B-53-64
CROSSOVER 'COP'
RAMP 'HBT' CROSSOVER
RAMP 'HAT' CROSSOVER
RAMP 'CBTT' CROSSOVER
B-53-66
CITY OF JANESVILLE LIMITS

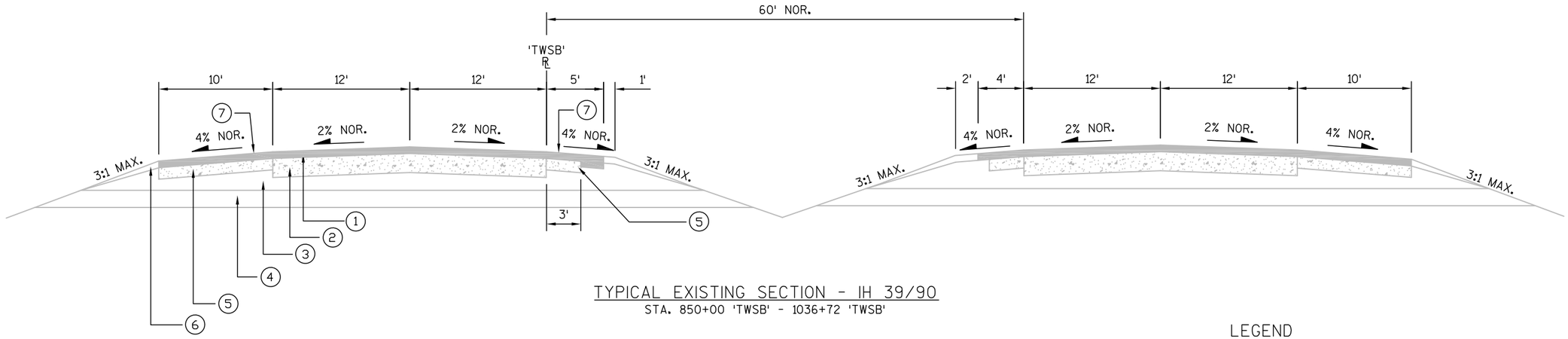
721'TWSB' 740'TWSB' 760'TWSB' 780'TWSB' 800'TWSB' 820'TWSB' 840'TWSB' 860'TWSB' 880'TWSB' 900'TWSB' 920'TWSB' 940'TWSB' 960'TWSB' 980'TWSB' 1000'TWSB' 1020'TWSB' 1040

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: PROJECT OVERVIEW	SHEET 4	E



TYPICAL EXISTING SECTION - IH 39/90

STA. 738+00 'TWSB' - 850+00 'TWSB'

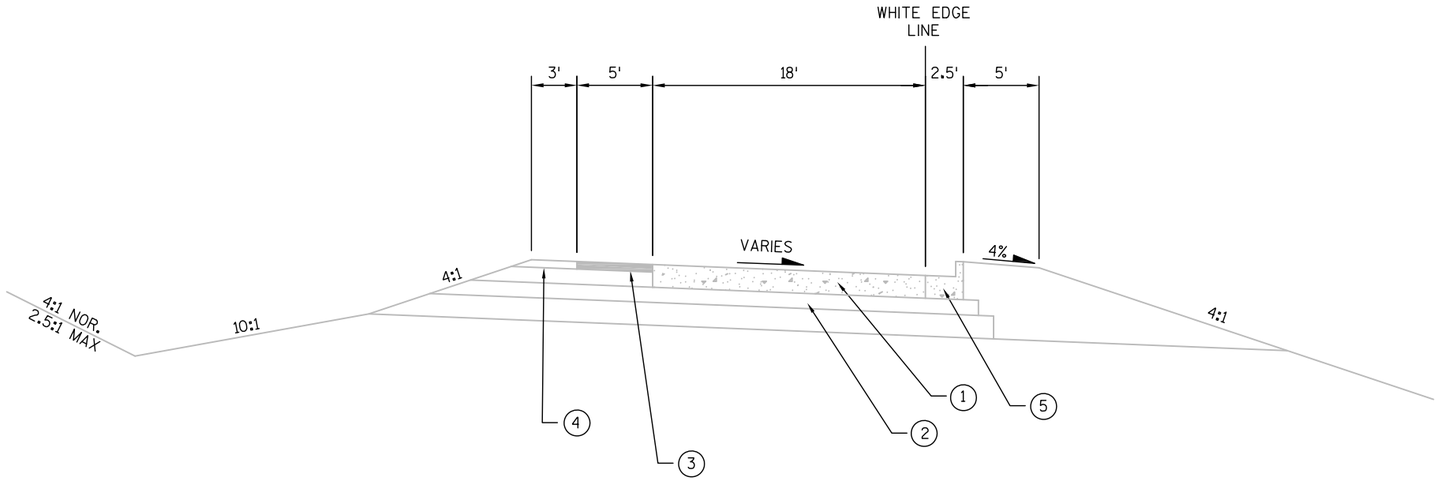


TYPICAL EXISTING SECTION - IH 39/90

STA. 850+00 'TWSB' - 1036+72 'TWSB'

LEGEND

1	3 1/2" ASPHALTIC PAVEMENT
2	10" CONTINUOUS REINFORCED CONCRETE PAVEMENT
3	9" CRUSHED AGGREGATE BASE COURSE
4	9" GRANULAR SUBBASE COURSE
5	6" NON-REINFORCED CONCRETE
6	CRUSHED AGGREGATE BASE COURSE (SHOULDERS)
7	RUMBLE STRIPS

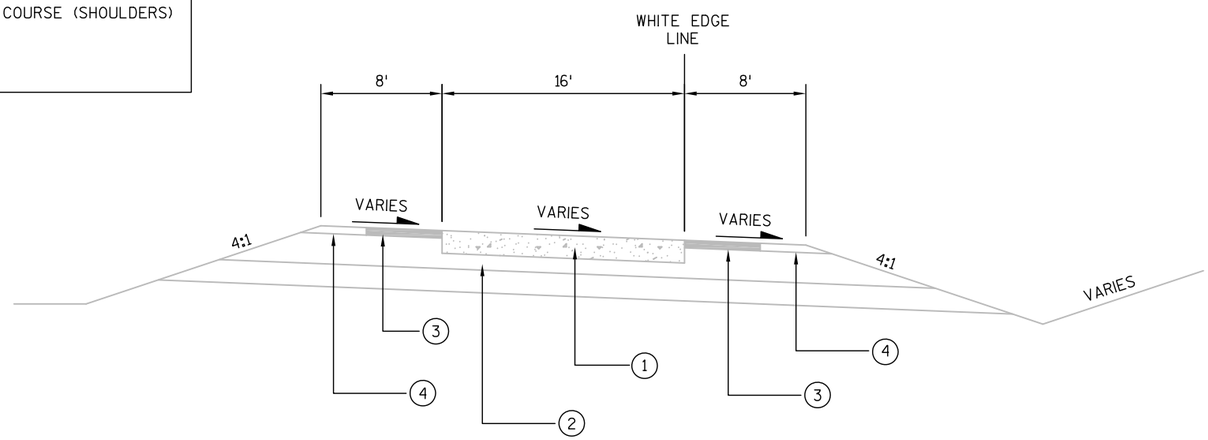


TYPICAL EXISTING SECTION - NB STH 26 TO NB IH 39/90

NB & SB ON-RAMPS (STH 26 INTERCHANGE)

LEGEND

1	9" CONCRETE PAVEMENT
2	6" CRUSHED AGGREGATE BASE COURSE
3	3" ASPHALTIC PAVEMENT
4	3 1/2" CRUSHED AGGREGATE BASE COURSE (SHOULDERS)
5	30" CONCRETE CURB AND GUTTER



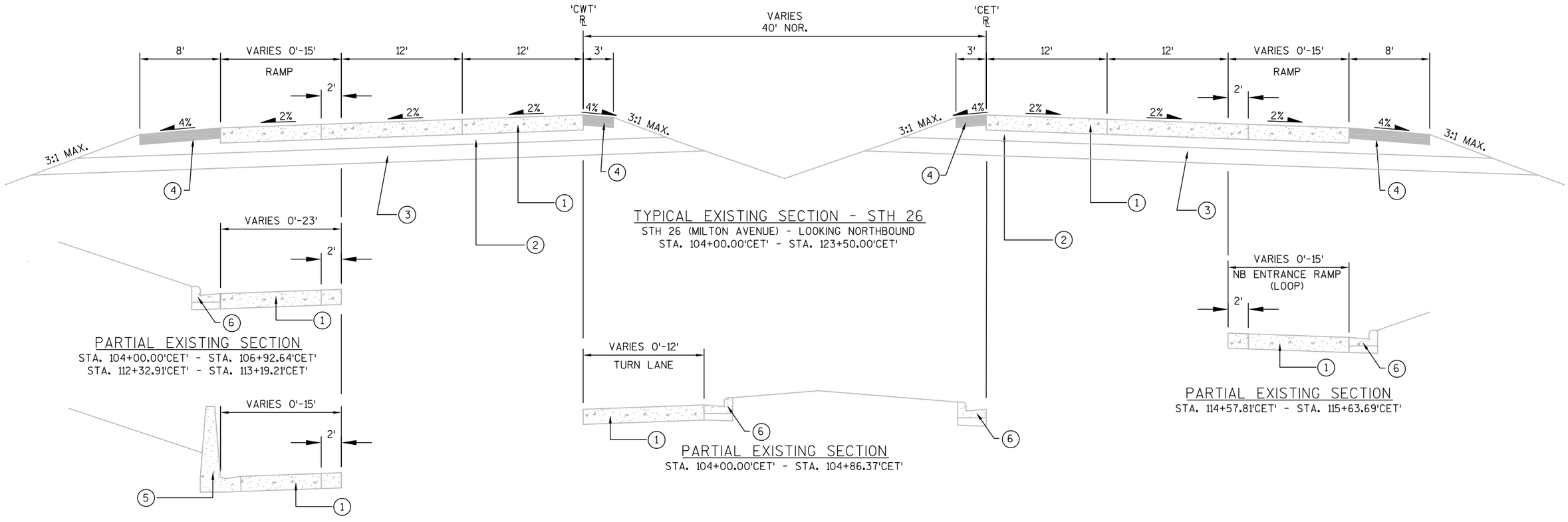
TYPICAL EXISTING SECTION

NB & SB OFF-RAMPS (STH 26 INTERCHANGE)
SB STH 26 TO NB IH 39/90 ON-RAMP
NB STH 26 TO SB IH 39/90 ON-RAMP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - STH 26 RAMPS	SHEET 6 - E

LEGEND

(1)	9" REINFORCED CONCRETE PAVEMENT (TYP.)
(2)	6" CRUSHED STONE BASE COURSE (TYP.)
(3)	9" GRANULAR SUB-BASE (TYP.)
(4)	ASPHALTIC PAVEMENT SHOULDER
(5)	CONCRETE BARRIER
(6)	CONCRETE CURB AND GUTTER



TYPICAL EXISTING SECTION - STH 26

STH 26 (MILTON AVENUE) - LOOKING NORTHBOUND

STA. 104+00.00'CET' - STA. 123+50.00'CET'

PARTIAL EXISTING SECTION

STA. 104+00.00'CET' - STA. 106+92.64'CET'

STA. 112+32.91'CET' - STA. 113+19.21'CET'

PARTIAL EXISTING SECTION

STA. 113+19.21'CET' - STA. 115+23.45'CET'

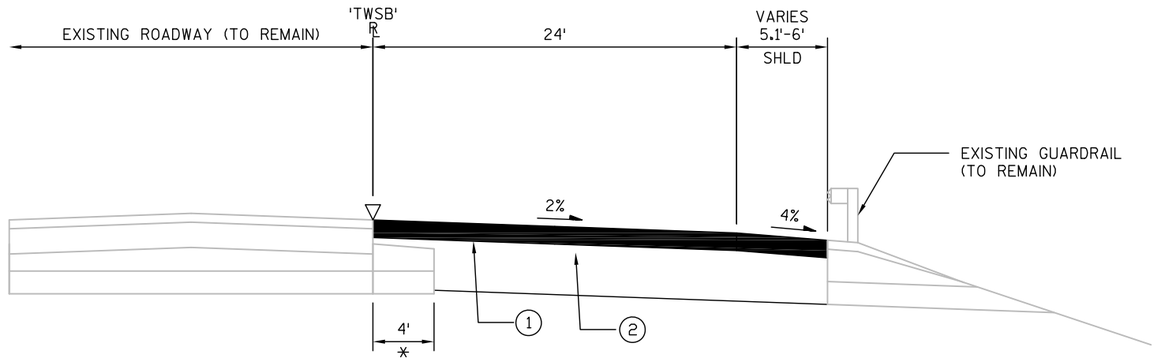
PARTIAL EXISTING SECTION

STA. 104+00.00'CET' - STA. 104+86.37'CET'

PARTIAL EXISTING SECTION

STA. 114+57.81'CET' - STA. 115+63.69'CET'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - STH 26	SHEET 7 - E



TYPICAL FINISHED SECTION - IH 39/90

STA. 738+00 'TWSB' - 739+17 'TWSB'

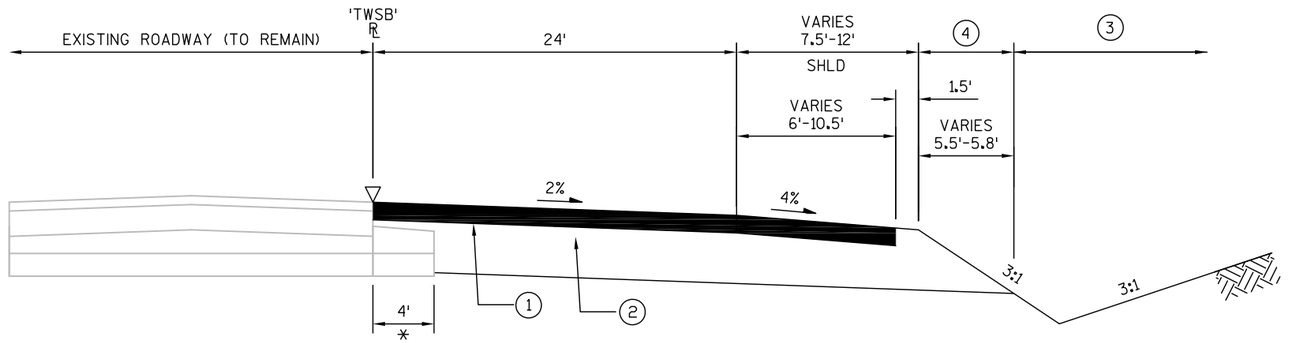
LEGEND

(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(4)	SEED, TEMPORARY SEED, AND FERTILIZER

▽ SAWING CONCRETE

* EXISTING BASE COURSE AND SUBBASE TO REMAIN IN LOCATIONS WHERE PAVED SHOULDER TO BE REMOVED.

EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.



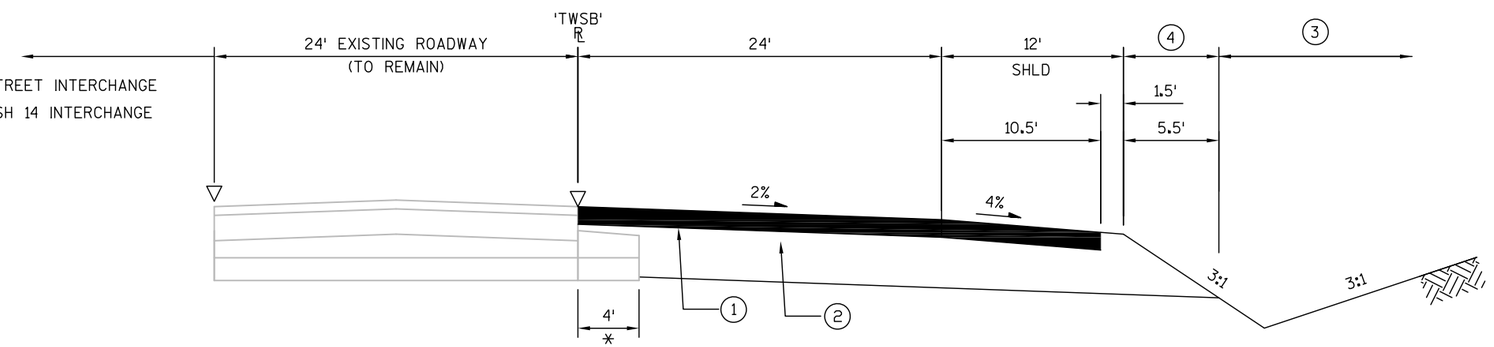
TYPICAL FINISHED SECTION - IH 39/90

STA. 739+17 'TWSB' - 742+27 'TWSB'

STA. 910+93'TWSB' - 912+80'TWSB'

SEE RAMP GORE DETAILS - STH 11 / E. RACINE STREET INTERCHANGE

SEE RAMP GORE DETAILS - USH 14 INTERCHANGE

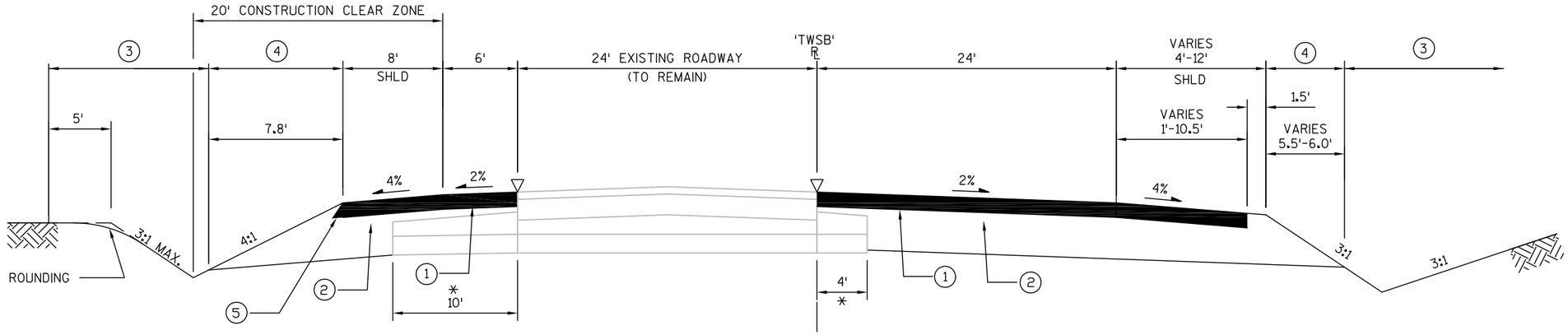


TYPICAL FINISHED SECTION - IH 39/90

STA. 742+27'TWSB' - 745+21'TWSB'

STA. 768+35'TWSB' - 769+30'TWSB'

STA. 912+80'TWSB' - 914+70'TWSB'



TYPICAL FINISHED SECTION - IH 39/90

STA. 745+21'TWSB' - 768+35'TWSB'

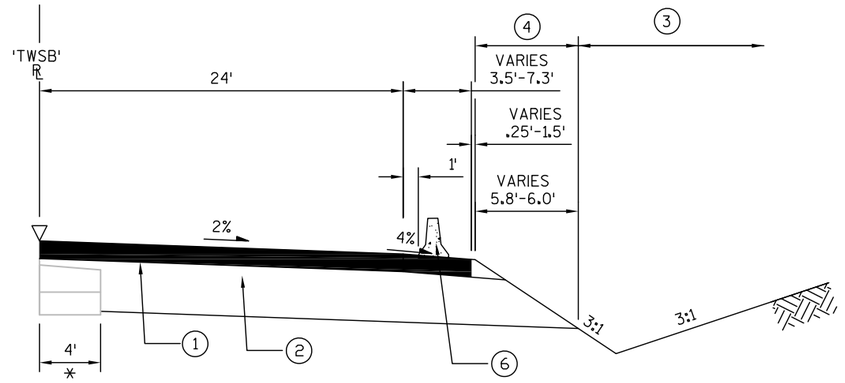
LEGEND

(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(4)	SEED, TEMPORARY SEED, AND FERTILIZER
(5)	SAFETY EDGE (TYP.)
(6)	CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

* EXISTING BASE COURSE AND SUBBASE TO REMAIN IN LOCATIONS WHERE PAVED SHOULDER TO BE REMOVED.

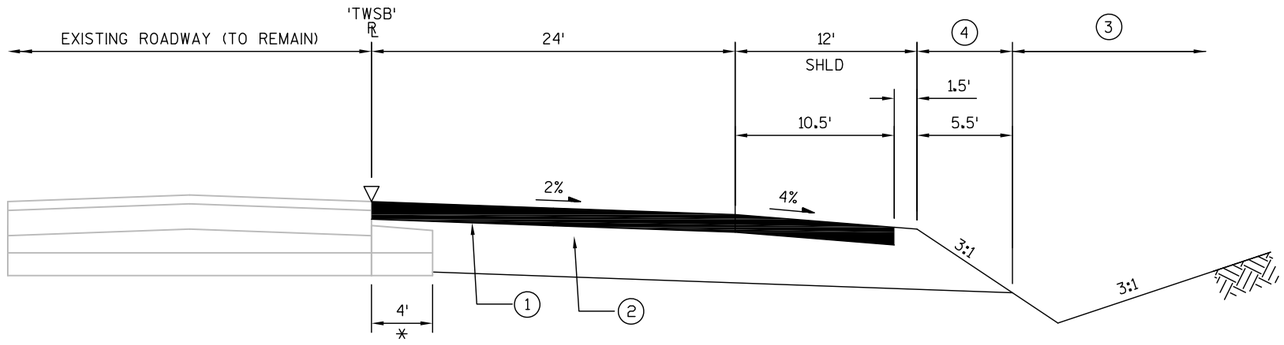
▽ SAWING CONCRETE

EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

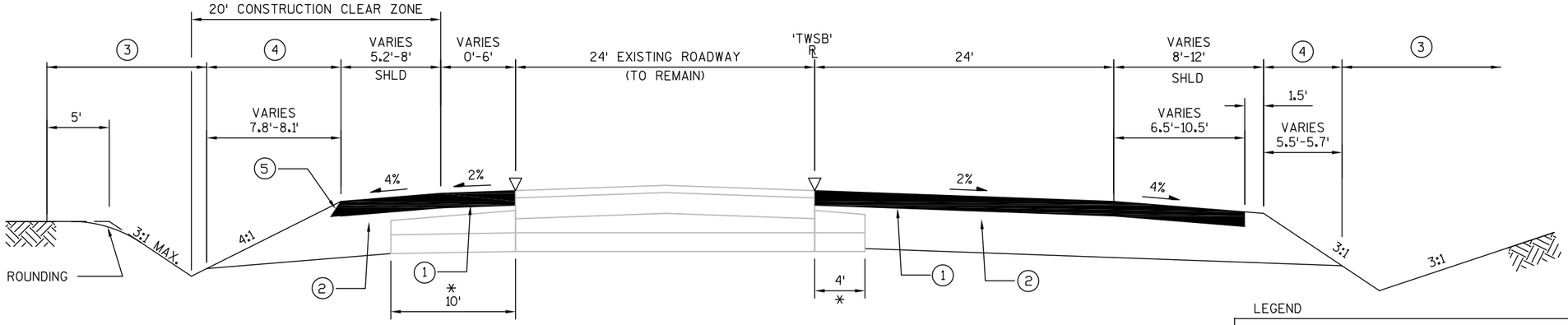
STA. 753+83'TWSB' - 756+77'TWSB'



TYPICAL FINISHED SECTION - IH 39/90

STA. 769+30'TWSB' - 771+64'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - SOUTHBOUND IH 39/90	SHEET 9 E



TYPICAL FINISHED SECTION - IH 39/90
STA. 771+64'TWSB' - 779+08'TWSB'

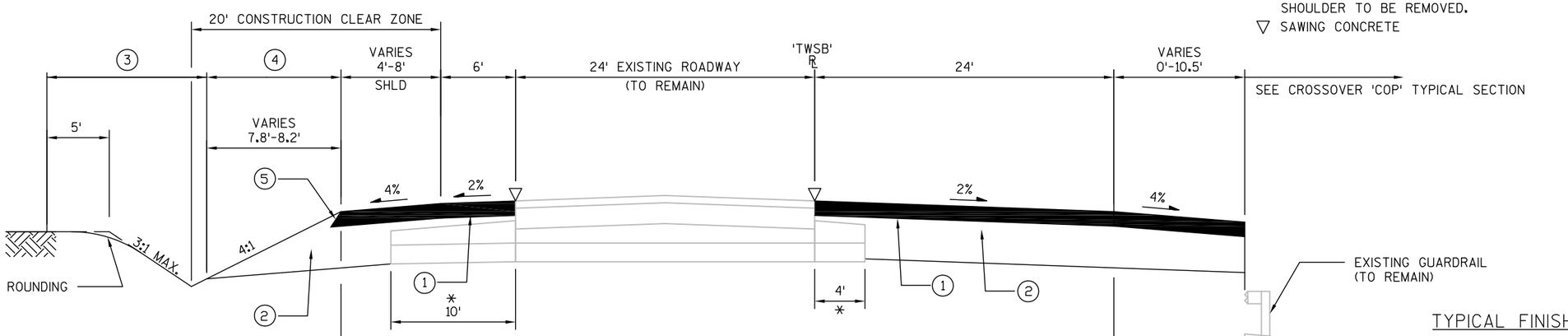
LEGEND

(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(4)	SEED, TEMPORARY SEED, AND FERTILIZER
(5)	SAFETY EDGE (TYP.)

* EXISTING BASE COURSE AND SUBBASE TO REMAIN IN LOCATIONS WHERE PAVED SHOULDER TO BE REMOVED.

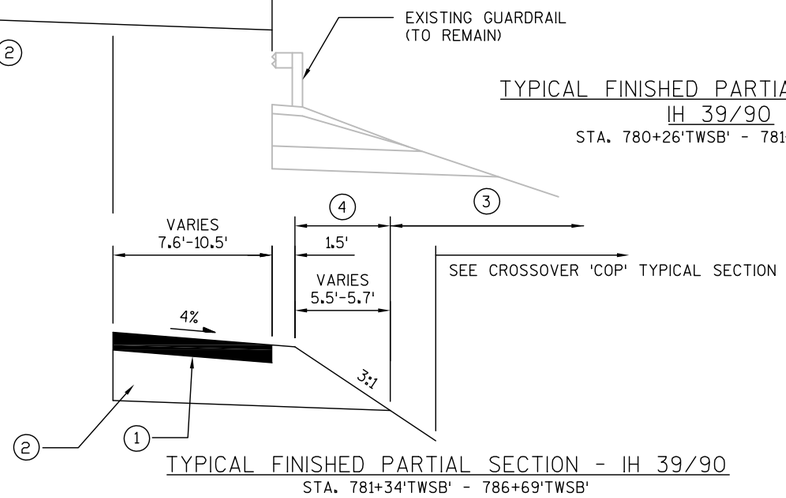
▽ SAWING CONCRETE

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TYPICAL FINISHED SECTION - IH 39/90
STA. 780+26'TWSB' - 799+05'TWSB'

TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA. 780+26'TWSB' - 783+14'TWSB'



TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA. 781+34'TWSB' - 786+69'TWSB'

TYPICAL FINISHED PARTIAL SECTION - IH 39/90
STA. 780+26'TWSB' - 781+34'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - SOUTHBOUND IH 39/90	SHEET 10 E

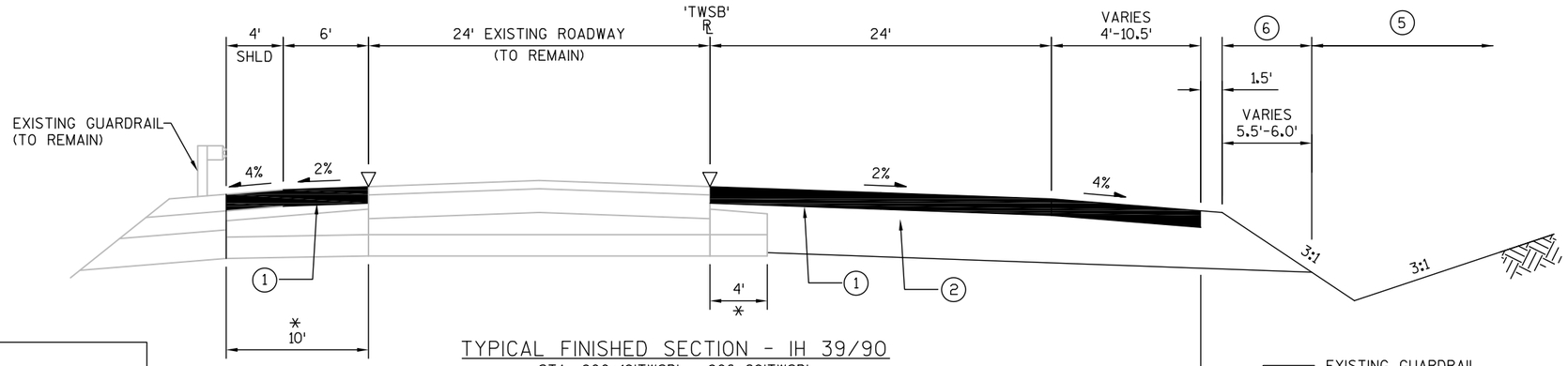
LEGEND

(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	BASE AGGREGATE DENSE 3/4"
(4)	MGS GUARDRAIL 3
(5)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(6)	SEED, TEMPORARY SEED, AND FERTILIZER
(7)	SAFETY EDGE (TYP.)

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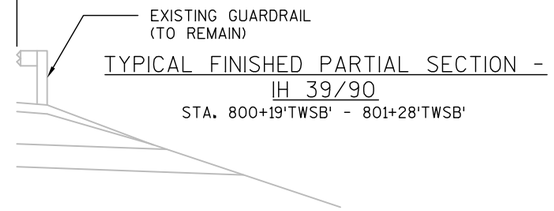
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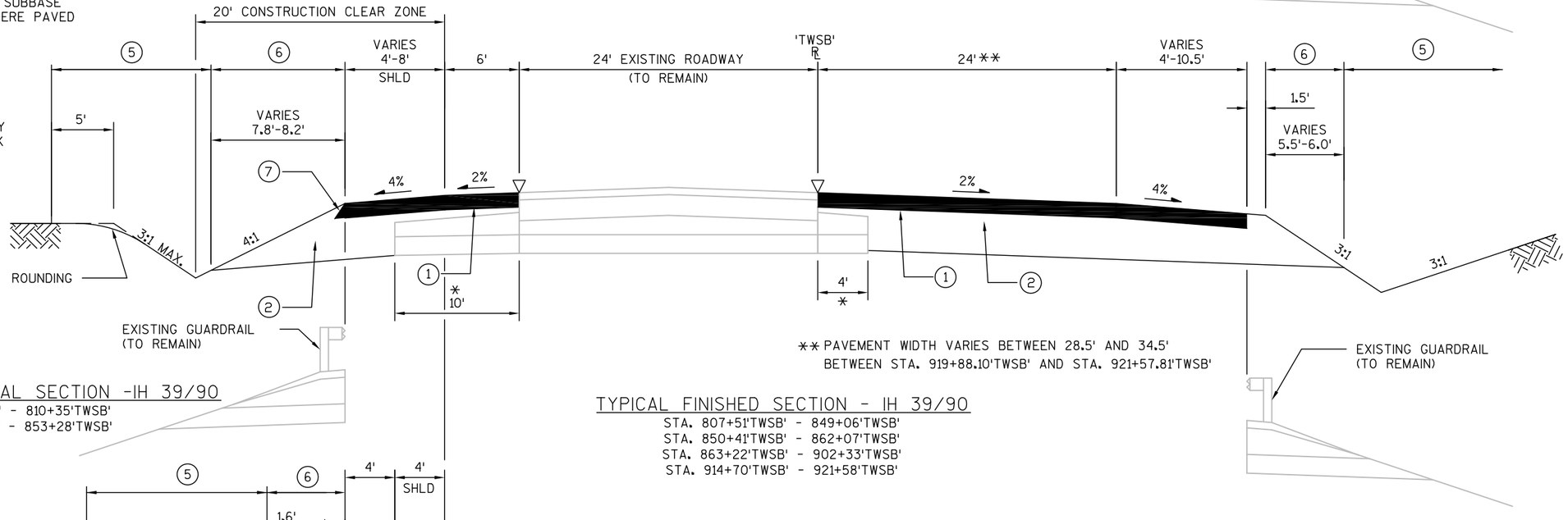
TYPICAL FINISHED SECTION - IH 39/90

STA. 800+19'TWSB' - 806+29'TWSB'



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

STA. 800+19'TWSB' - 801+28'TWSB'



** PAVEMENT WIDTH VARIES BETWEEN 28.5' AND 34.5' BETWEEN STA. 919+88.10'TWSB' AND STA. 921+57.81'TWSB'

TYPICAL FINISHED PARTIAL SECTION -IH 39/90

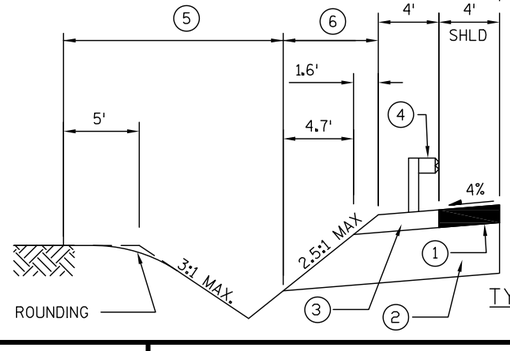
STA. 807+51'TWSB' - 810+35'TWSB'
STA. 850+41'TWSB' - 853+28'TWSB'

TYPICAL FINISHED SECTION - IH 39/90

STA. 807+51'TWSB' - 849+06'TWSB'
STA. 850+41'TWSB' - 862+07'TWSB'
STA. 863+22'TWSB' - 902+33'TWSB'
STA. 914+70'TWSB' - 921+58'TWSB'

TYPICAL FINISHED PARTIAL SECTION -IH 39/90

STA. 807+51'TWSB' - 808+46'TWSB'
STA. 850+53'TWSB' - 851+61'TWSB'
STA. 863+20 - 864+29'TWSB'



TYPICAL FINISHED PARTIAL SECTION -IH 39/90

STA. 863+24'TWSB' - 871+99'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - SOUTHBOUND IH 39/90	SHEET 11 - E

LEGEND

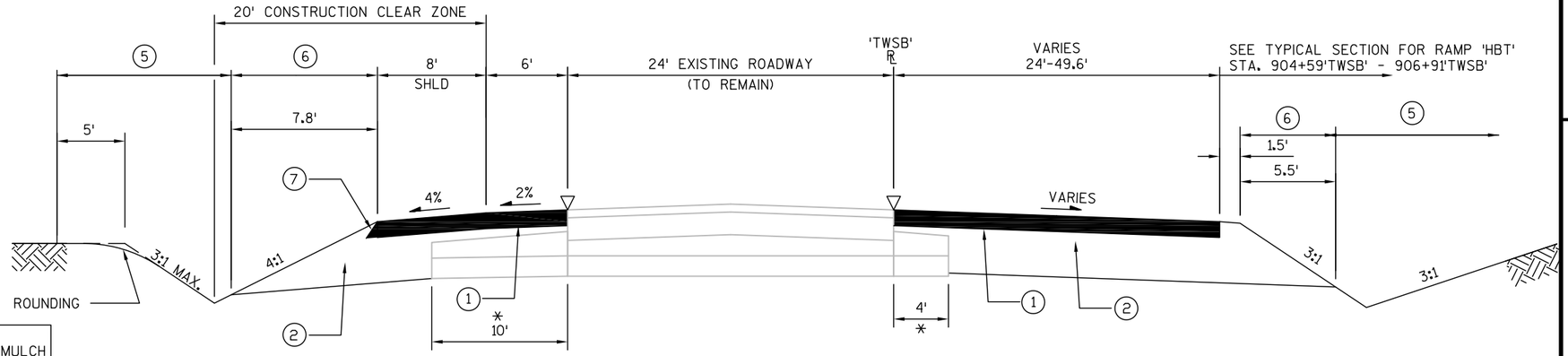
(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	BASE AGGREGATE DENSE 3/4"
(4)	MGS GUARDRAIL 3
(5)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(6)	SEED, TEMPORARY SEED, AND FERTILIZER
(7)	SAFETY EDGE (TYP.)

* EXISTING BASE COURSE AND SUBBASE TO REMAIN IN LOCATIONS WHERE PAVED SHOULDER TO BE REMOVED.

** WHERE EXISTING ROADWAY IS IN SUPERELEVATION SEE CROSS SECTIONS FOR SUBGRADE SHOULDER POINT.

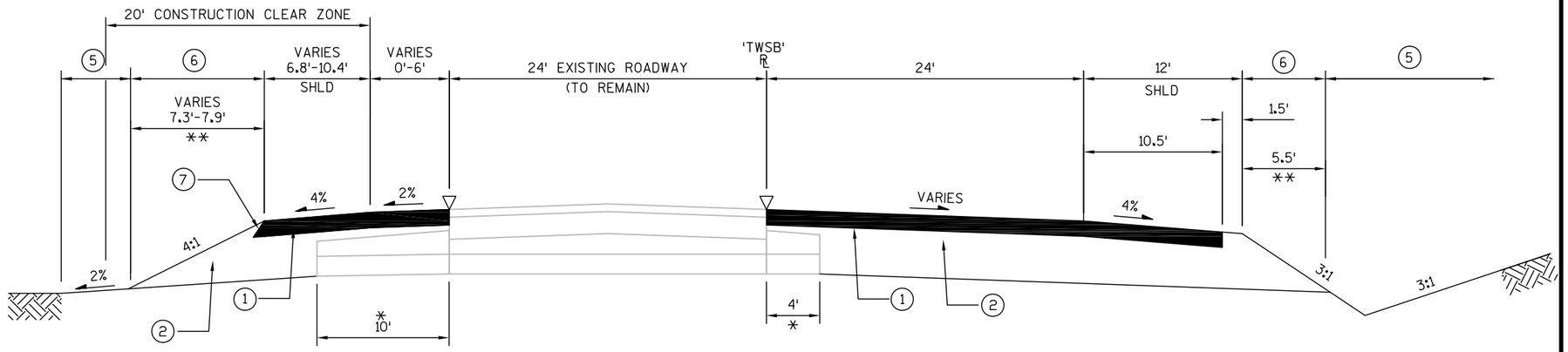
▽ SAWING CONCRETE

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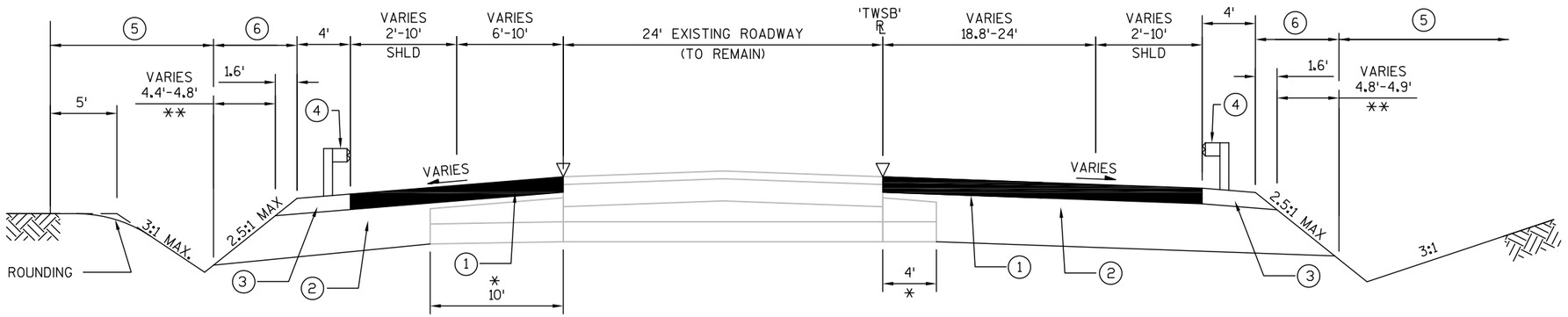
TYPICAL FINISHED SECTION - IH 39/90

STA. 902+33'TWSB' - 906+91'TWSB'



TYPICAL FINISHED SECTION - IH 39/90

STA. 906+91'TWSB' - 910+93'TWSB'

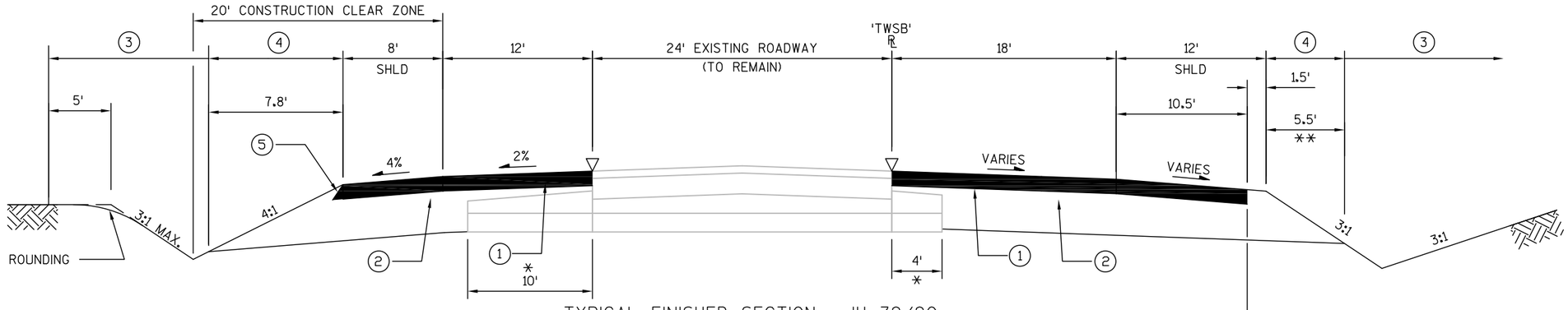


TYPICAL FINISHED SECTION - IH 39/90

STA. 924+50'TWSB' - 928+13'TWSB', RT.

STA. 924+87'TWSB' - 927+43'TWSB', LT.

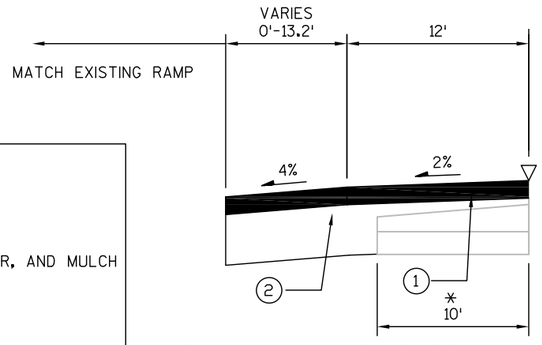
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - SOUTHBOUND IH 39/90	SHEET 12 - E



TYPICAL FINISHED SECTION - IH 39/90

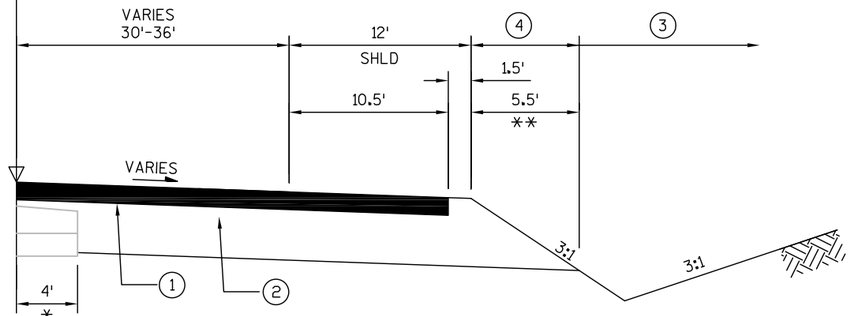
STA. 928+13'TWSB' - 936+16'TWSB', RT.
STA. 927+43'TWSB' - 934+22'TWSB', LT
STA. 954+51'TWSB' - 962+35'TWSB', RT.
STA. 954+96'TWSB' - 962+32'TWSB', LT.

STA. 936+16'TWSB' - 939+00'TWSB', RT.
SEE TYPICAL SECTION FOR RAMP 'HAT'



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

STA. 934+22'TWSB' - 935+89'TWSB', LT.



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

STA. 939+00'TWSB' - 952+46'TWSB'

LEGEND

(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(4)	SEED, TEMPORARY SEED, AND FERTILIZER
(5)	SAFETY EDGE (TYP.)

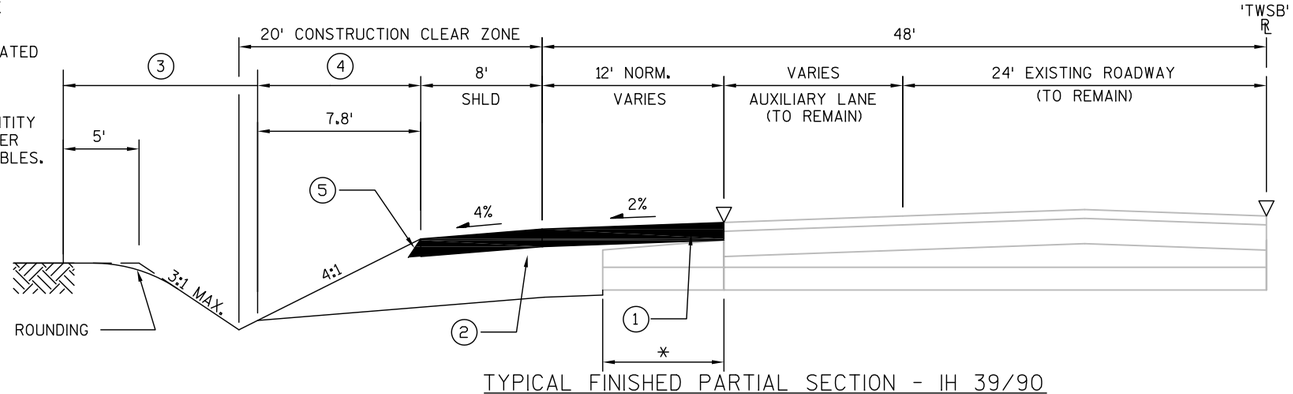
* EXISTING BASE COURSE AND SUBBASE TO REMAIN IN LOCATIONS WHERE PAVED SHOULDER TO BE REMOVED.

** WHERE EXISTING ROADWAY IS IN SUPERELEVATION SEE CROSS SECTIONS FOR SUBGRADE SHOULDER POINT.

▽ SAWING CONCRETE

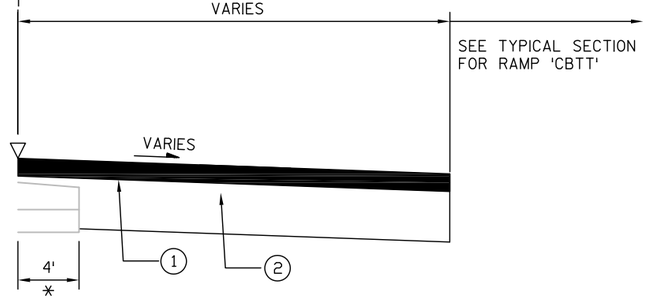
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STA. 951+48'TWSB' - 954+97'TWSB'
SEE RAMP GORE DETAILS - STH 26 INTERCHANGE



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

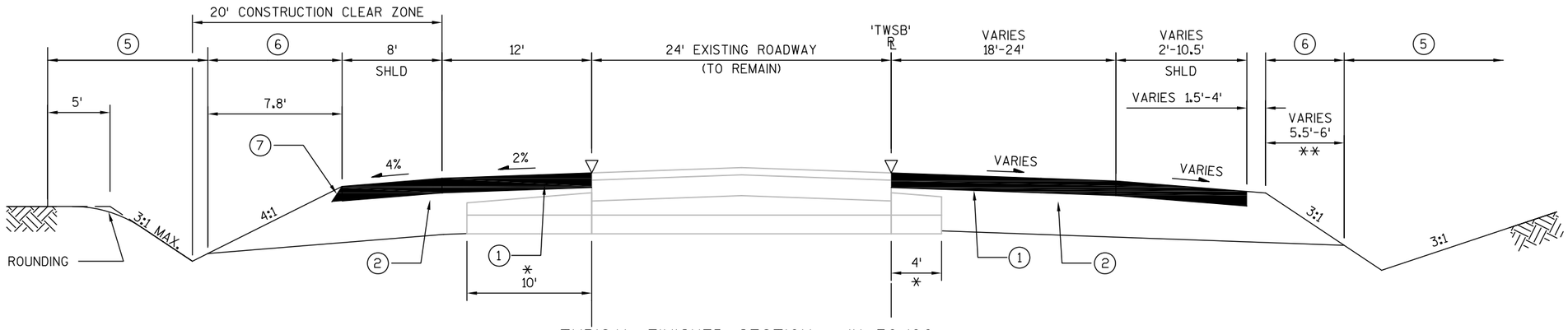
STA. 935+89'TWSB' - 951+47'TWSB'



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

STA. 934+22'TWSB' - 935+89'TWSB', LT.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - SOUTHBOUND IH 39/90	SHEET 13 - E



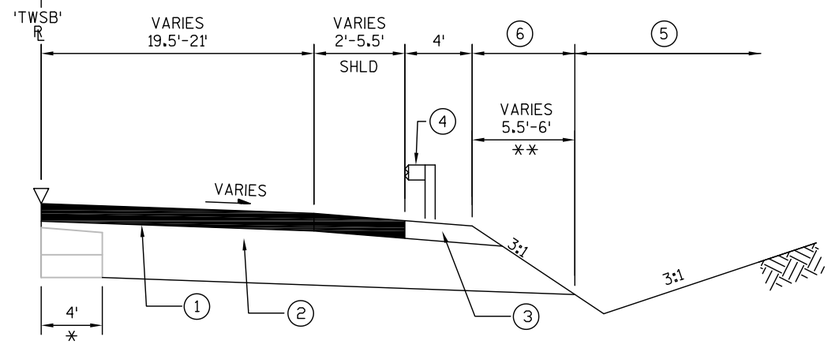
TYPICAL FINISHED SECTION - IH 39/90

STA. 964+77'TWSB' - 981+54'TWSB'

STA. 964+76.59'TWSB' - STA. 965+15.96'TWSB'
MATCH EXISTING ROADWAY
(TO REMAIN)

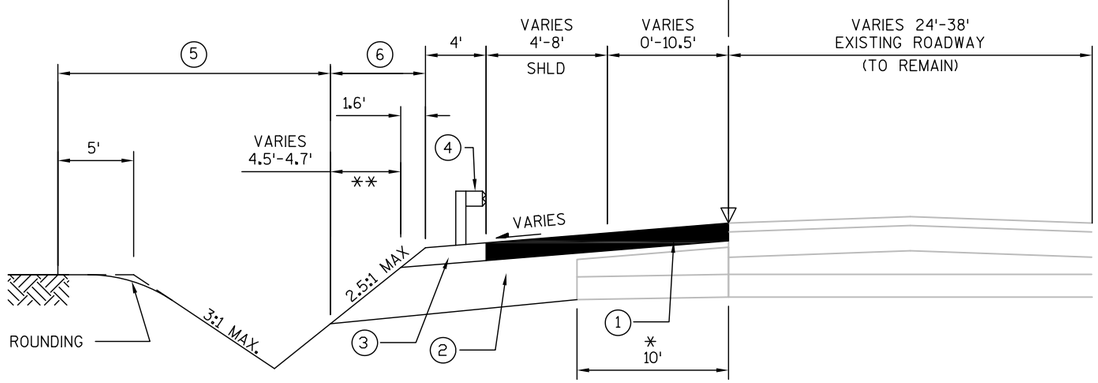
STA. 965+15.96'TWSB' - STA. 966+64.67
SEE RAMP GORE DETAILS - STH 26 INTERCHANGE

STA. 973+16.90'TWSB' - STA. 974+54.00
SEE RAMP GORE DETAILS - STH 26 INTERCHANGE



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

STA. 964+77'TWSB' - 965+96'TWSB, RT.



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

STA. 975+00'TWSB' - 981+54'TWSB', LT.

LEGEND

1	6 1/2" HMA PAVEMENT, TYPE E-30
2	BASE AGGREGATE DENSE 1 1/4", 17-INCH
3	BASE AGGREGATE DENSE 3/4"
4	MGS GUARDRAIL 3
5	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
6	SEED, TEMPORARY SEED, AND FERTILIZER
7	SAFETY EDGE (TYP.)

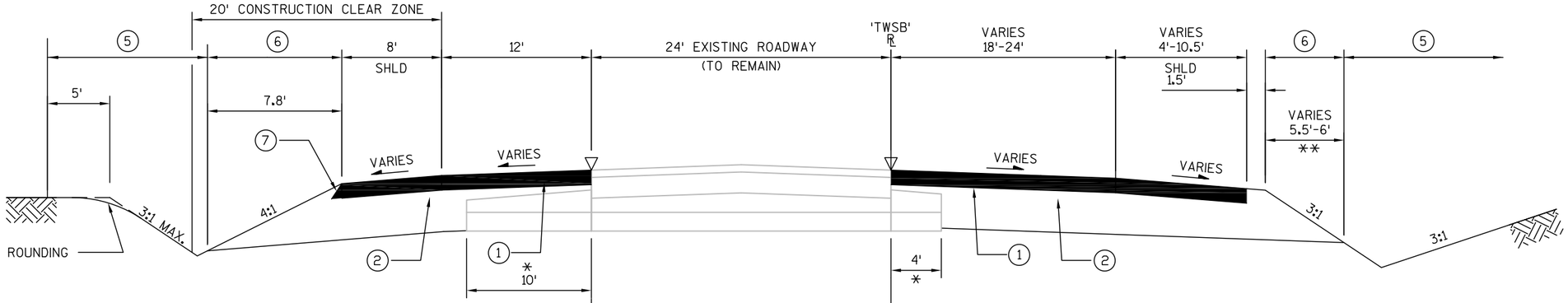
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** WHERE EXISTING ROADWAY IS IN SUPERELEVATION SEE CROSS SECTIONS FOR SUBGRADE SHOULDER POINT.

▽ SAWING CONCRETE

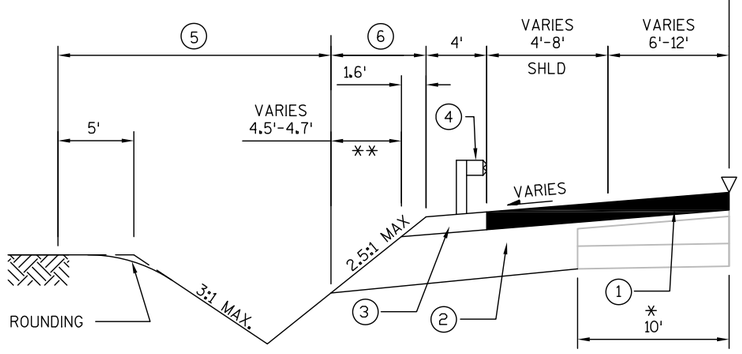
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - SOUTHBOUND IH 39/90	SHEET 14 - E



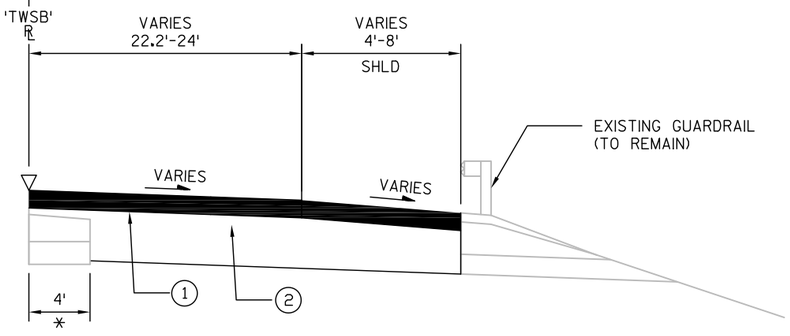
TYPICAL FINISHED SECTION - IH 39/90

STA. 982+85'TWSB' - 1004+80'TWSB'



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

STA. 982+85'TWSB' - 996+60'TWSB', LT.



TYPICAL FINISHED SECTION - IH 39/90

STA. 982+97'TWSB' - 984+07'TWSB', RT.

LEGEND

(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	BASE AGGREGATE DENSE 3/4"
(4)	MGS GUARDRAIL 3
(5)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(6)	SEED, TEMPORARY SEED, AND FERTILIZER
(7)	SAFETY EDGE (TYP.)

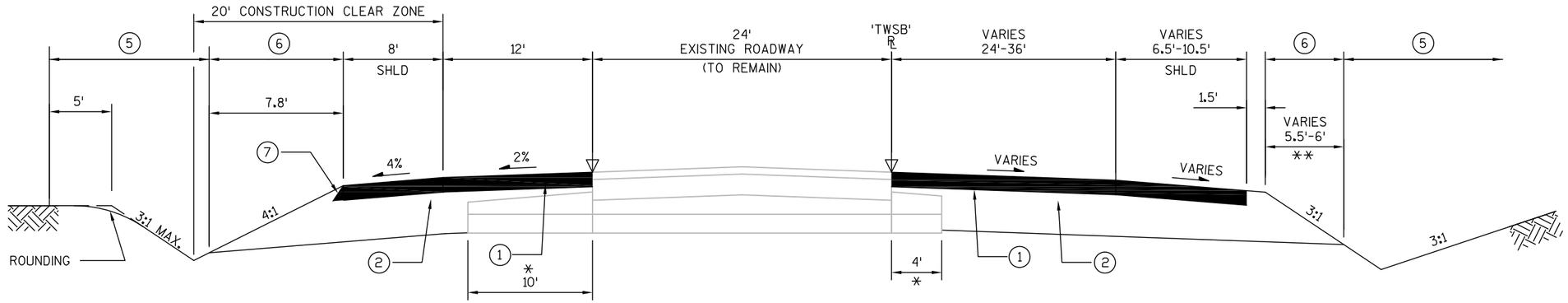
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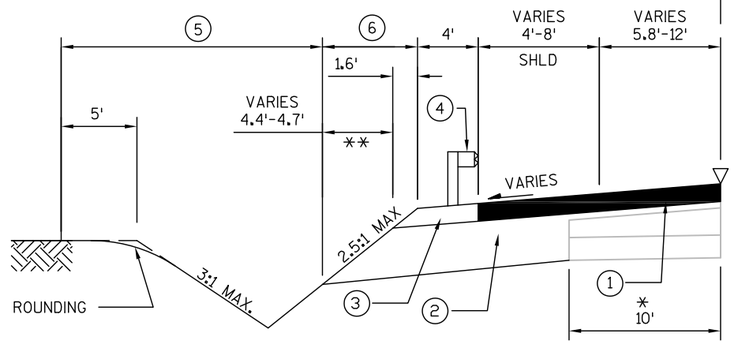
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - SOUTHBOUND IH 39/90	SHEET 15 E



TYPICAL FINISHED SECTION - IH 39/90

STA. 1004+80'TWSB' - 1014+06'TWSB'



TYPICAL FINISHED SECTION - IH 39/90

STA. 1009+05'SB' - 1013+60'TWSB'

LEGEND

(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	BASE AGGREGATE DENSE 3/4"
(4)	MGS GUARDRAIL 3
(5)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(6)	SEED, TEMPORARY SEED, AND FERTILIZER
(7)	SAFETY EDGE (TYP.)

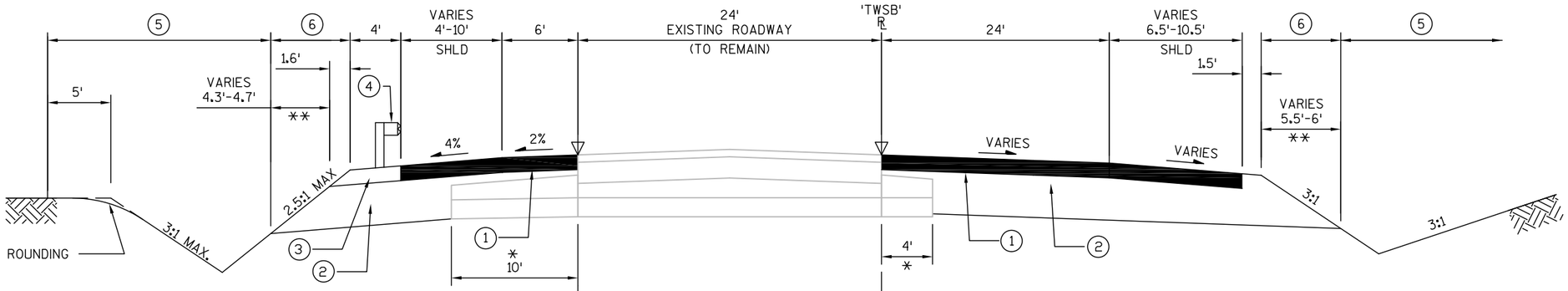
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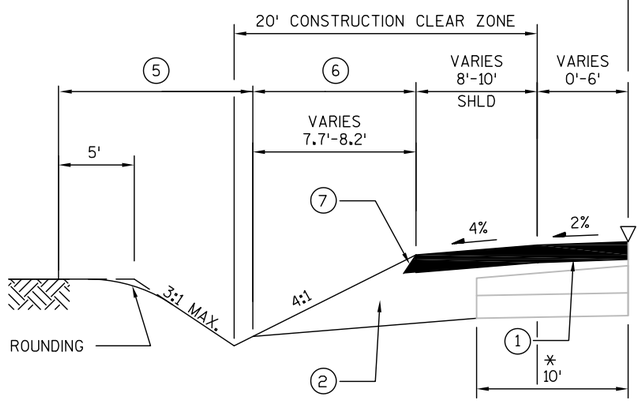
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - SOUTHBOUND IH 39/90	SHEET 16 - E



TYPICAL FINISHED SECTION - IH 39/90

STA. 1016+79'TWSB' - 1036+71.76'TWSB'

SEE CROSSOVER 'COK' TYPICAL SECTION



TYPICAL FINISHED PARTIAL SECTION - IH 39/90

STA. 1022+79'TWSB' - 1036+71.76'TWSB', LT.

LEGEND

(1)	6 1/2" HMA PAVEMENT, TYPE E-30
(2)	BASE AGGREGATE DENSE 1 1/4", 17-INCH
(3)	BASE AGGREGATE DENSE 3/4"
(4)	MGS GUARDRAIL 3
(5)	SALVAGED TOPSOIL, SEED, TEMPORARY SEED, FERTILIZER, AND MULCH
(6)	SEED, TEMPORARY SEED, AND FERTILIZER
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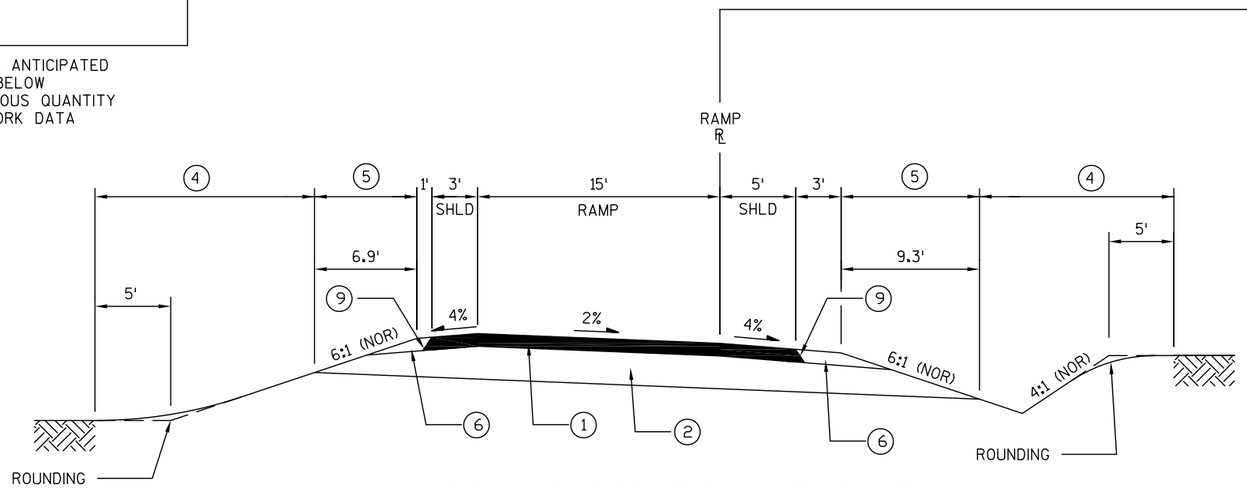
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LEGEND

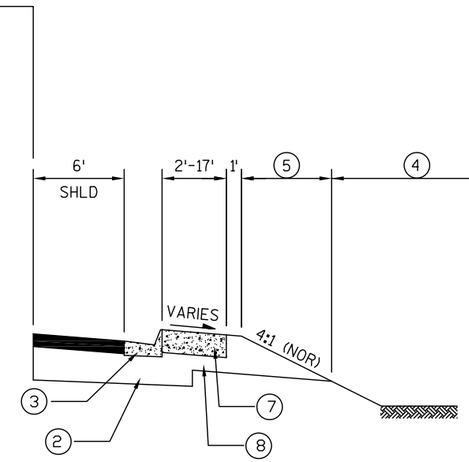
(1)	5 1/4" HMA PAVEMENT, TYPE E-10
(2)	BASE AGGREGATE DENSE 1 1/4", 13-INCH
(3)	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
(4)	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
(5)	TEMPORARY SEED, SEED, AND FERTILIZER
(6)	BASE AGGREGATE DENSE 3/4", 5 1/4-INCH
(7)	CONCRETE PAVEMENT 9-INCH
(8)	BASE AGGREGATE DENSE 1 1/4", 6-INCH
(9)	SAFETY EDGE (TYP.)

EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.



TYPICAL FINISHED SECTION - RAMP CAT

STA 964+74.12'CAT' - STA. 970+23.85'CAT'



FINISHED PARTIAL SECTION

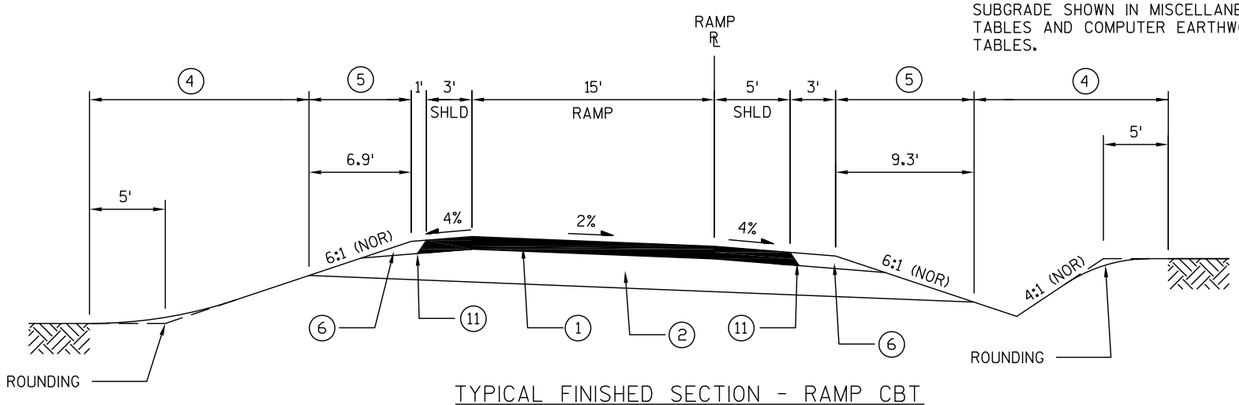
STA 964+74.12'CAT' - STA. 966+52.91'CAT'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - RAMP CAT	SHEET 18 - E

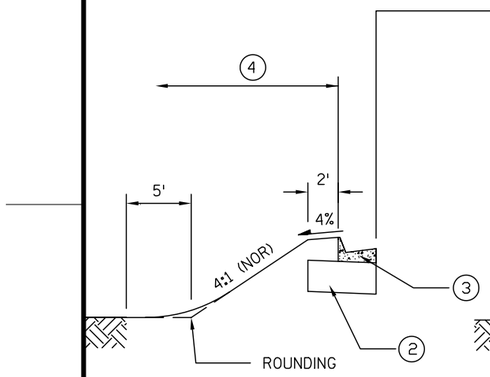
EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.

LEGEND

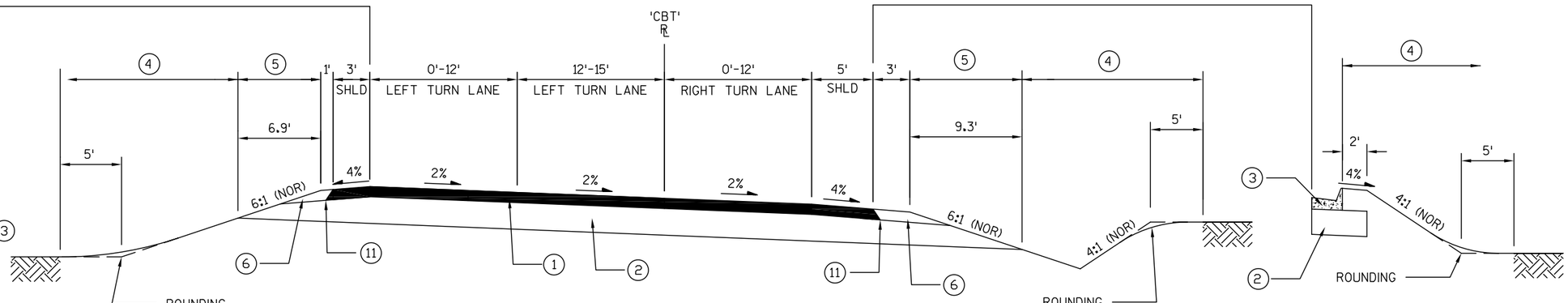
(1)	5 1/4" HMA PAVEMENT, TYPE E-10
(2)	BASE AGGREGATE DENSE 1 1/4", 13-INCH
(3)	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
(4)	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
(5)	TEMPORARY SEED, SEED, AND FERTILIZER
(6)	BASE AGGREGATE DENSE 3/4", 5 1/4-INCH
(7)	CONCRETE PAVEMENT 9-INCH
(8)	BASE AGGREGATE DENSE 1 1/4", 6-INCH
(9)	CONCRETE SIDEWALK 5-INCH
(10)	BASE AGGREGATE DENSE 1 1/4", 4-INCH
(11)	SAFETY EDGE (TYP.)



TYPICAL FINISHED SECTION - RAMP CBT
STA 952+70.05'CBT' - STA. 960+48.53'CBT'

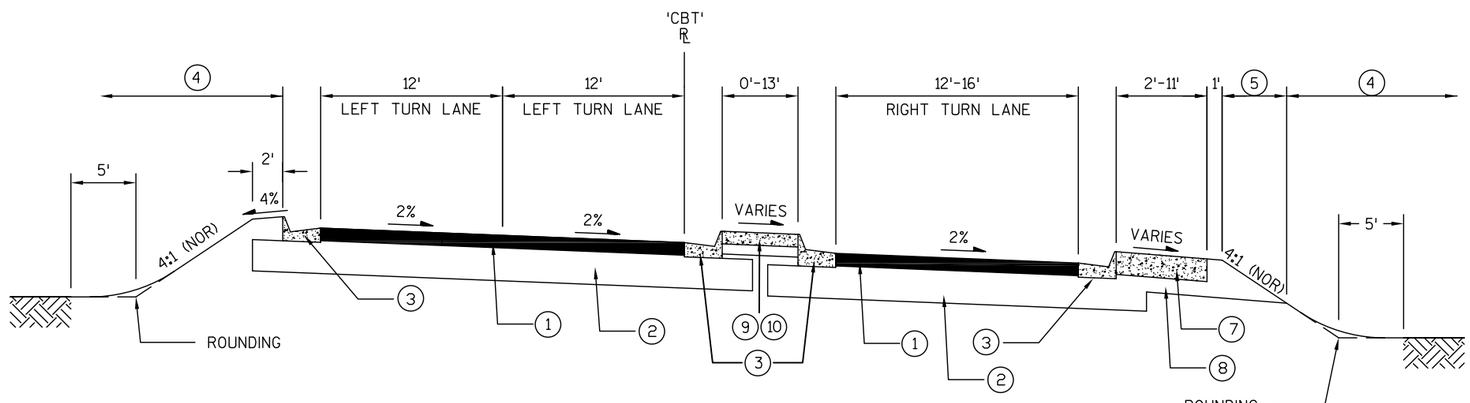


FINISHED PARTIAL SECTION
STA. 962+56.82'CBT' - STA. 964+37.63'CBT'



TYPICAL FINISHED SECTION - RAMP CBT
STA. 960+48.53'CBT' - STA. 964+37.63'CBT'

FINISHED PARTIAL SECTION
STA. 964+08.18'CBT' - STA. 964+37.63'CBT'



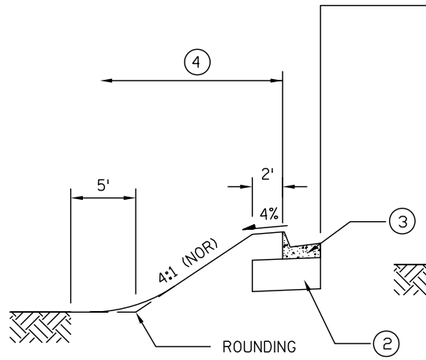
TYPICAL FINISHED SECTION - RAMP CBT
STA. 964+37.63'CBT' - STA. 965+02.79'CBT'

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY:ROCK	PLAN: TYPICAL SECTIONS - RAMP CBT	SHEET 19 - E

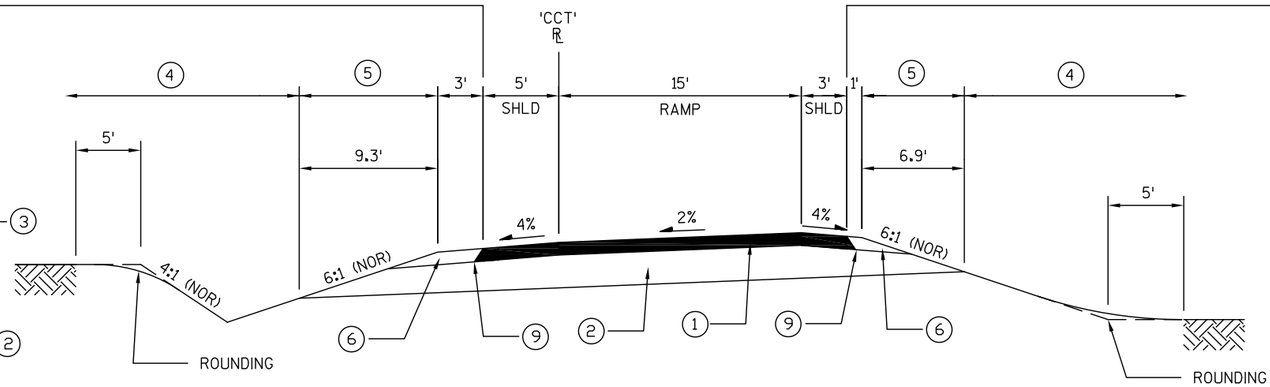
EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.

LEGEND

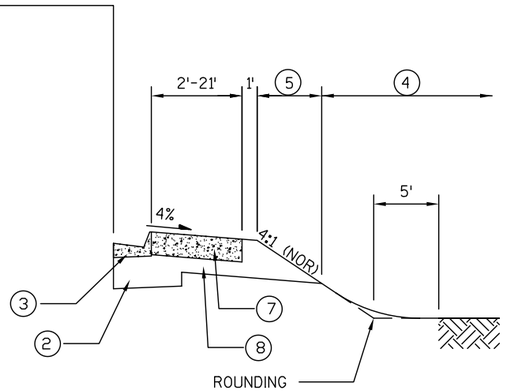
(1)	5 1/4" HMA PAVEMENT, TYPE E-10
(2)	BASE AGGREGATE DENSE 1 1/4", 13-INCH
(3)	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
(4)	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
(5)	TEMPORARY SEED, SEED, AND FERTILIZER
(6)	BASE AGGREGATE DENSE 3/4", 5 1/4-INCH
(7)	CONCRETE PAVEMENT 9-INCH
(8)	BASE AGGREGATE DENSE 1 1/4", 6-INCH
(9)	SAFETY EDGE (TYP.)



FINISHED PARTIAL SECTION
STA. 961+89.08'CCT' - STA. 962+56.06'CCT'



TYPICAL FINISHED SECTION - RAMP CCT
STA. 958+62.70'CCT' - STA. 962+56.06'CCT'



FINISHED PARTIAL SECTION
STA. 960+92.03'CCT' - STA. 962+56.06'CCT'

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	PLAN: TYPICAL SECTIONS - RAMP CCT	SHEET 20 - E

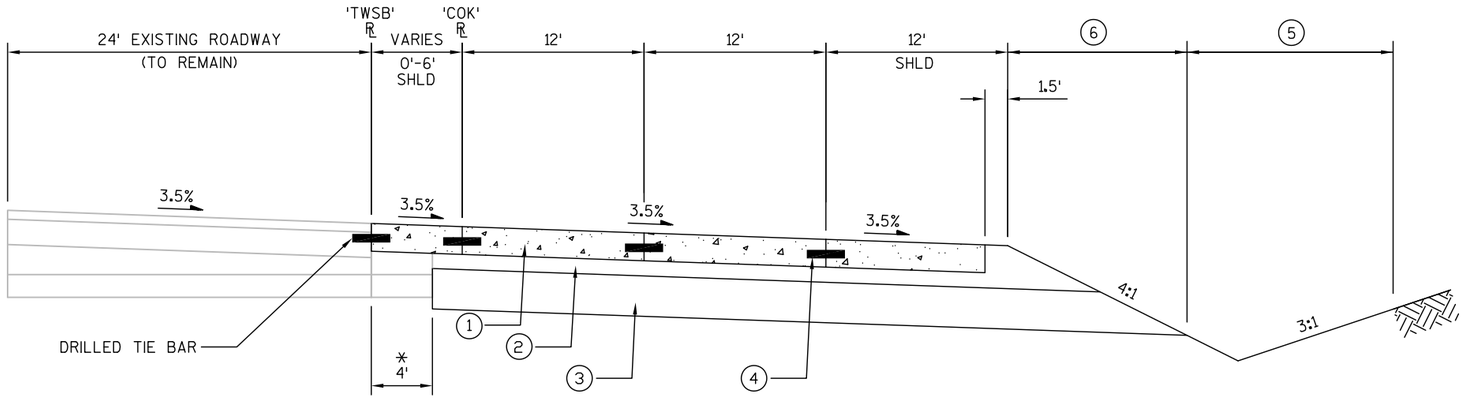
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\020301_TS.DWG PLOT DATE : 11/20/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

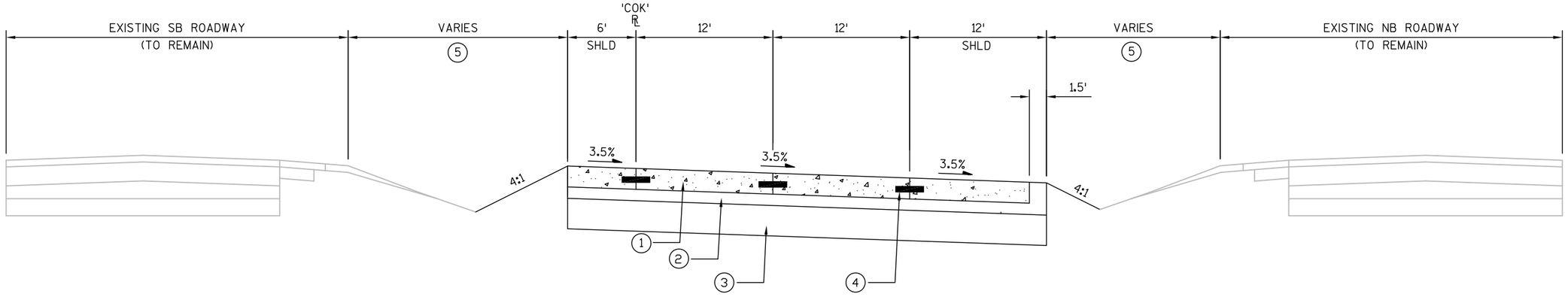
(1)	CONCRETE PAVEMENT 9-INCH (DOWELED & TINED)
(2)	BASE AGGREGATE DENSE 1 1/4", 6-INCH
(3)	SELECT CRUSHED MATERIAL, 16-INCH
(4)	TIE BAR (TYP.)
(5)	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
(6)	TEMPORARY, SEED, AND FERTILIZER

* EXISTING BASE COURSE AND SUBBASE TO REMAIN IN LOCATIONS WHERE PAVED SHOULDER TO BE REMOVED.

EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.

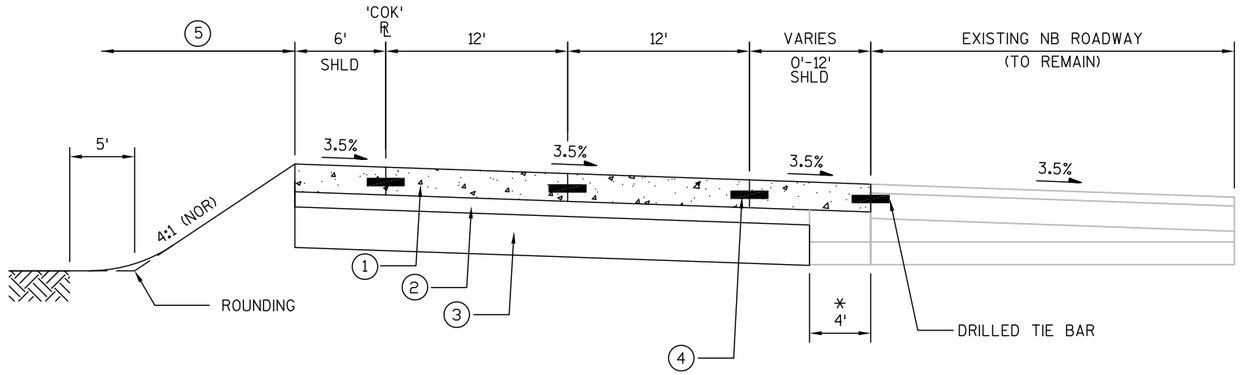


TYPICAL FINISHED SECTION - CROSSOVER
STA. 2+50 'COK' - 6+60 'COK'



TYPICAL FINISHED SECTION - CROSSOVER
STA. 6+60 'COK' - 11+57 'COK'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - CROSSOVER 'COK'	SHEET 21 - E



TYPICAL FINISHED SECTION - CROSSOVER

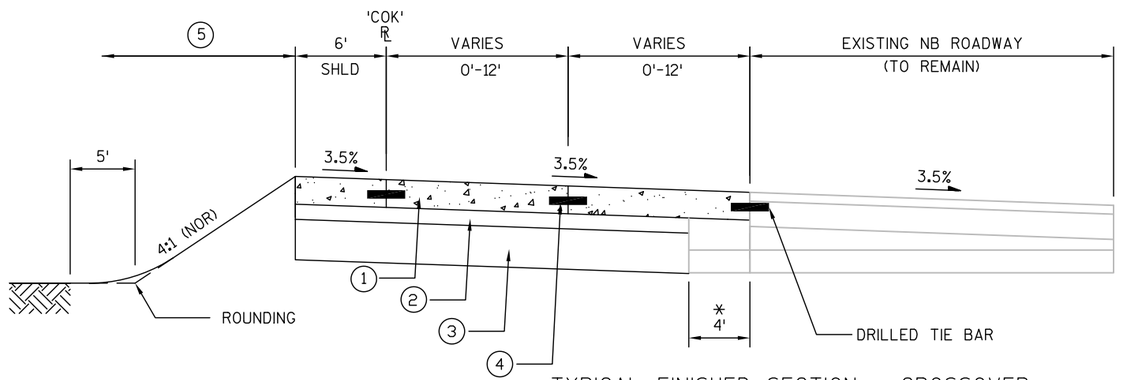
STA. 11+57 'COK' - 12+67 'COK'

LEGEND

(1)	CONCRETE PAVEMENT 9-INCH (DOWELED & TINED)
(2)	BASE AGGREGATE DENSE 1 1/4", 6-INCH
(3)	SELECT CRUSHED MATERIAL, 16-INCH
(4)	TIE BAR (TYP.)
(5)	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERILIZER AND MULCH

* EXISTING BASE COURSE AND SUBBASE TO REMAIN IN LOCATIONS WHERE PAVED SHOULDER TO BE REMOVED.

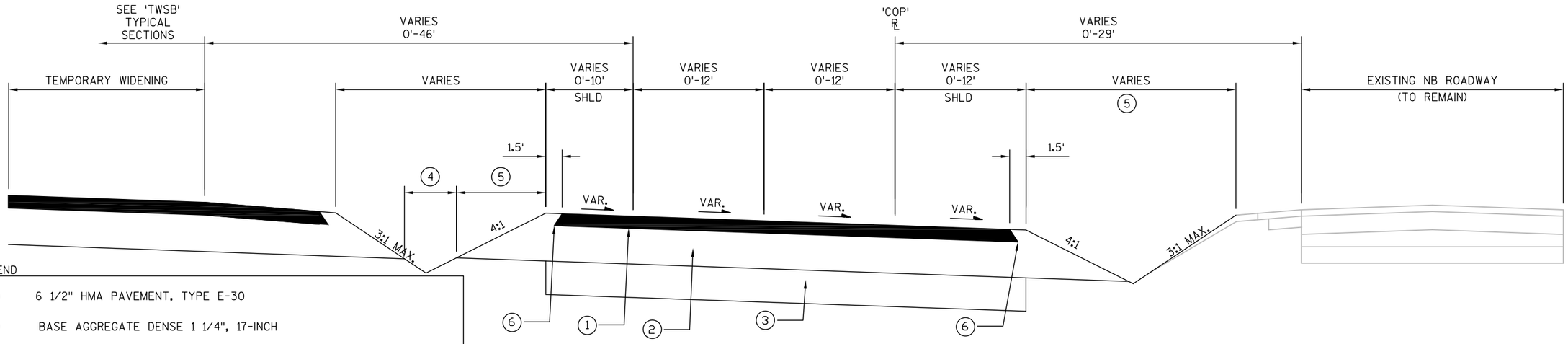
EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.



TYPICAL FINISHED SECTION - CROSSOVER

STA. 12+67 'COK' - 17+97 'COK'

2



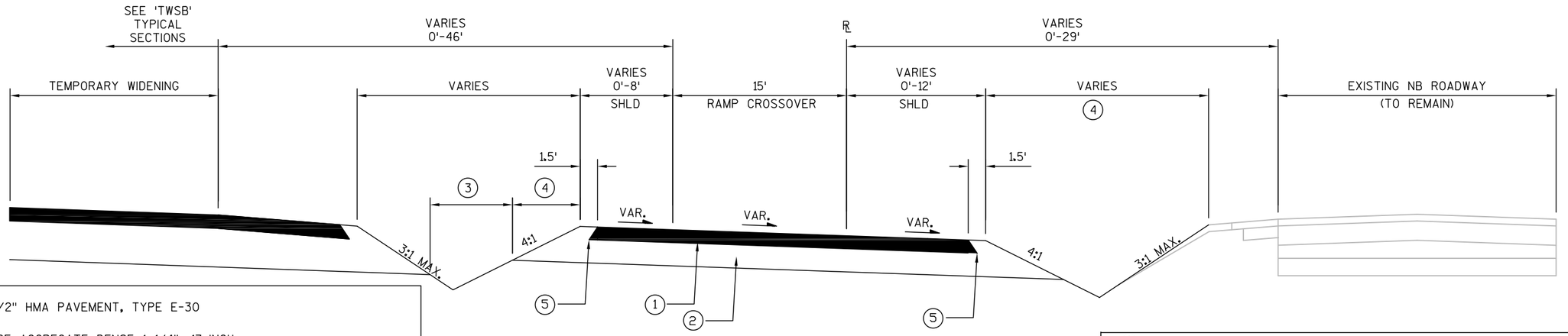
LEGEND

1	6 1/2" HMA PAVEMENT, TYPE E-30
2	BASE AGGREGATE DENSE 1 1/4", 17-INCH
3	SELECT CRUSHED MATERIAL, 16-INCH
4	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
5	TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
6	SAFETY EDGE (TYP.)

TYPICAL FINISHED SECTION - CROSSOVER 'COP'

STA. 781+49 'COP' - 797+84 'COP'

EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.



1	6 1/2" HMA PAVEMENT, TYPE E-30
2	BASE AGGREGATE DENSE 1 1/4", 17-INCH
3	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
4	TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
5	SAFETY EDGE (TYP.)

TYPICAL FINISHED SECTION - RAMP CROSSOVERS

STA. 952+46 'CBTT' - 957+97 'CBTT'
STA. 933+85 'HAT' - 939+00 'HAT'
STA. 904+59 'HBT' - 909+22 'HBT'

EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.

1	4 1/4" HMA PAVEMENT, TYPE E-10
2	BASE AGGREGATE DENSE 1 1/4", 11-INCH
3	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
4	TEMPORARY SEED, SEED, FERTILIZER, AND MULCH
5	SAFETY EDGE (TYP.)

TYPICAL FINISHED SECTION - RAMP CROSSOVERS

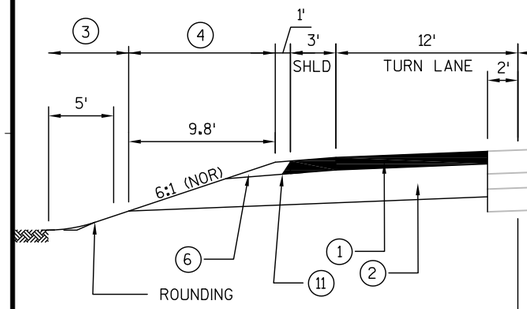
STA. 910+69 'HBT' - 913+30 'HBT'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - CROSSOVER 'COP' & RAMP CROSSOVERS	SHEET 23 - E

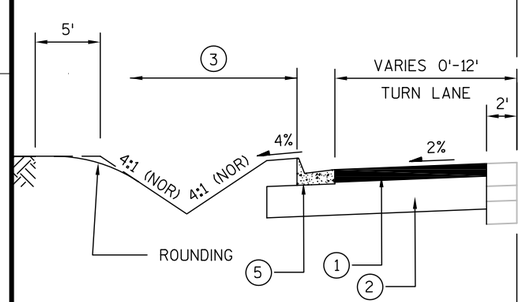
LEGEND

(1)	HMA PAVEMENT TYPE E-10, 5 1/4-INCH DEPTH	(3)	SALVAGED TOPSOIL, TEMPORARY SEED, SEED, FERTILIZER, AND MULCH	(7)	CONCRETE SIDEWALK 5-INCH	(10)	BASE AGGREGATE DENSE 1 1/4", 4-INCH
(2)	BASE AGGREGATE DENSE 1 1/4", 13-INCH	(4)	TEMPORARY SEED, SEED, AND FERTILIZER	(8)	CONCRETE PAVEMENT 9-INCH	(11)	SAFETY EDGE (TYP.)
(5)	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A OR D (SEE PLANS FOR LOCATIONS)	(6)	BASE AGGREGATE DENSE 3/4"	(9)	BASE AGGREGATE DENSE 1 1/4", 6-INCH		

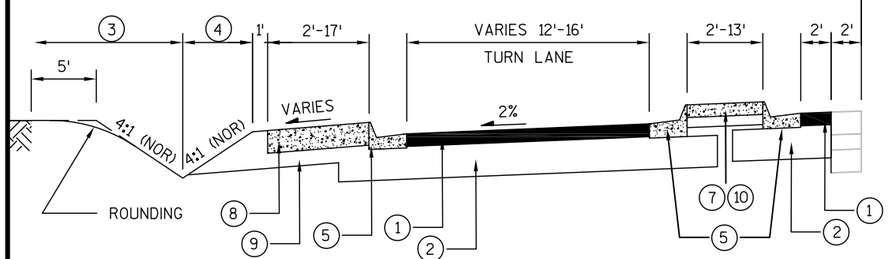
EXCAVATION BELOW SUBGRADE IS ANTICIPATED ON THIS PROJECT. EXCAVATION BELOW SUBGRADE SHOWN IN MISCELLANEOUS QUANTITY TABLES AND COMPUTER EARTHWORK DATA TABLES.



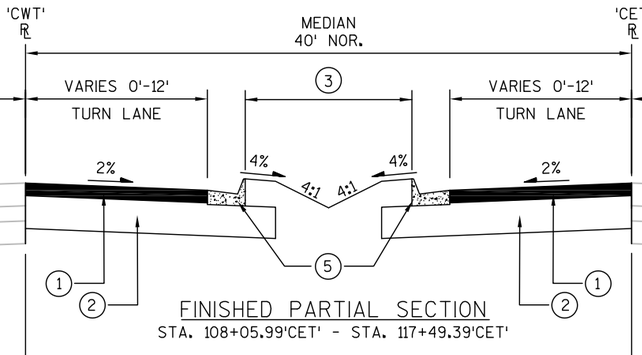
FINISHED PARTIAL SECTION
STA. 118+52.52'CWT' - STA. 121+76.37'CWT'



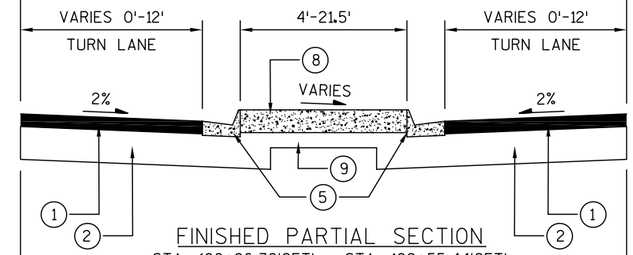
FINISHED PARTIAL SECTION
STA. 116+23.18'CWT' - STA. 117+27.93'CWT'
STA. 117+92.69'CWT' - STA. 118+52.52'CWT'
* STA. 107+03.86'CET' - 107+64.02'CET' *MIRROR



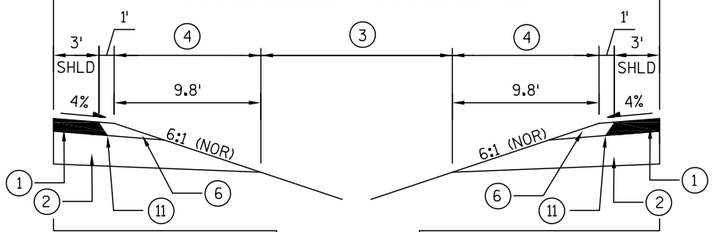
FINISHED PARTIAL SECTION
STA. 117+27.93'CWT' - STA. 117+92.69'CWT'



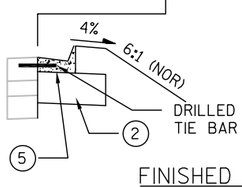
FINISHED PARTIAL SECTION
STA. 108+05.99'CET' - STA. 117+49.39'CET'



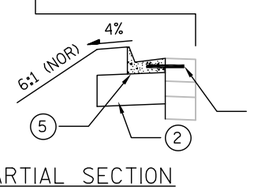
FINISHED PARTIAL SECTION
STA. 108+86.38'CET' - STA. 109+55.44'CET'



FINISHED PARTIAL SECTION
STA. 118+96.64'CWT' - STA. 119+57.81'CWT'

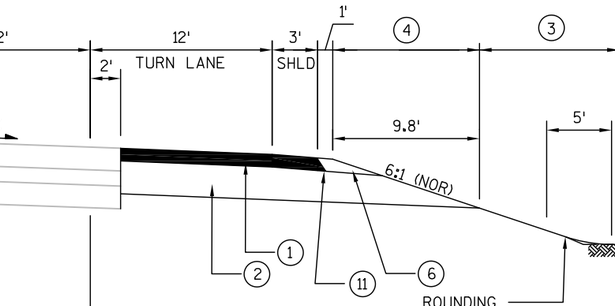


FINISHED PARTIAL SECTION
STA. 119+39.44'CET' - STA. 119+68.21'CET'

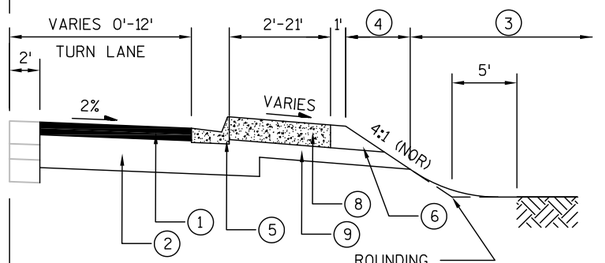


FINISHED PARTIAL SECTION
STA. 108+07.07'CWT' - 108+30.07'CWT'
STA. 115+51.68'CWT' - 115+82.99'CWT'
STA. 117+27.48'CWT' - 117+50.48'CWT'
STA. 108+05.99'CET' - 108+28.99'CET'
STA. 109+55.47'CET' - 111+33.55'CET'
STA. 117+26.39'CET' - 117+49.39'CET'

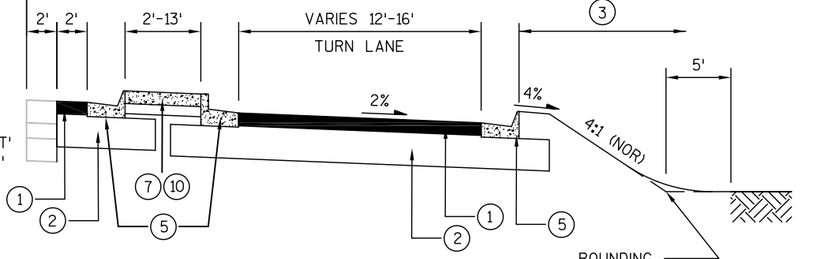
TYPICAL FINISHED SECTION - STH 26
STH 26 (MILTON AVENUE) - LOOKING NORTHBOUND
STA. 105+45.68'CET' - STA. 119+68.21'CET'
STA. 108+07.07'CWT' - STA. 121+76.37'CWT'



FINISHED PARTIAL SECTION
STA. 105+45.68'CET' - STA. 107+03.86'CET'
STA. 118+05.78'CET' - STA. 119+00.16'CET'



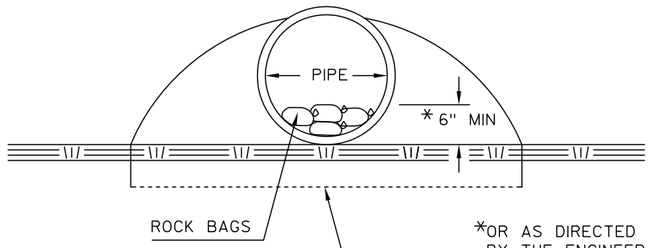
FINISHED PARTIAL SECTION
STA. 107+03.86'CET' - STA. 107+64.02'CET'
STA. 108+24.54'CET' - STA. 109+70.96'CET'
STA. 116+76.32'CET' - STA. 118+05.78'CET'



FINISHED PARTIAL SECTION
STA. 107+64.02'CET' - STA. 108+24.54'CET'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TYPICAL SECTIONS - STH 26	SHEET 24 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\020301_TS.DWG PLOT DATE : 11/20/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:10 FT



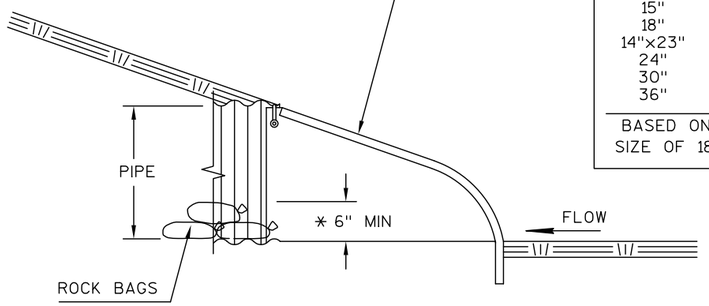
*OR AS DIRECTED BY THE ENGINEER

END VIEW

APPROXIMATE NUMBER OF ROCK BAGS REQUIRED BY PIPE SIZE

PIPE SIZE (IN)	ROCK BAGS (EACH)
15"	1
18"	1
14"x23"	2
24"	2
30"	2
36"	3

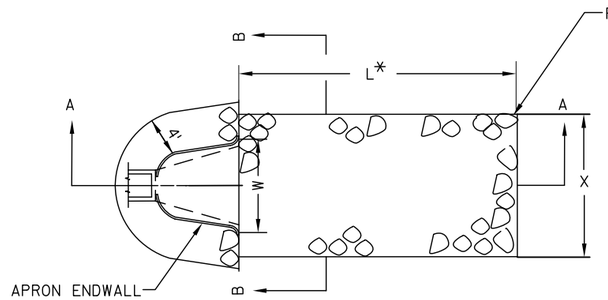
BASED ON A BAG SIZE OF 18"x12"x6"



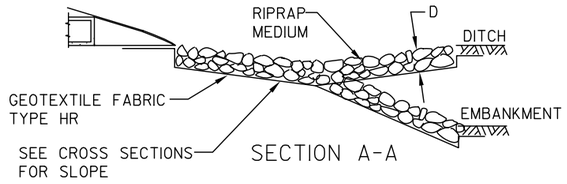
SIDE VIEW

CULVERT PIPE CHECKS

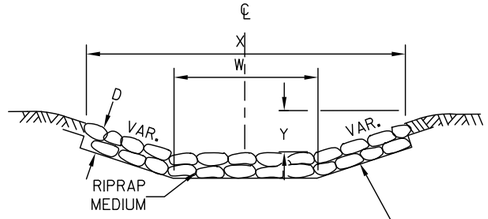
SEE EROSION CONTROL PLAN FOR LOCATIONS.



PLAN VIEW



SECTION A-A



SECTION B-B

* L = 3 x W (NOR.) OR 10' MIN. OR AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

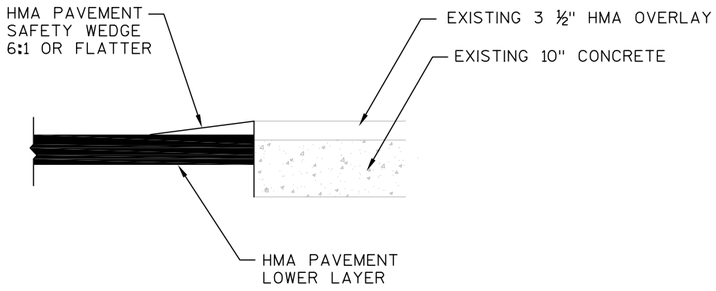
D = 18" FOR RIPRAP MEDIUM

X = W+2' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

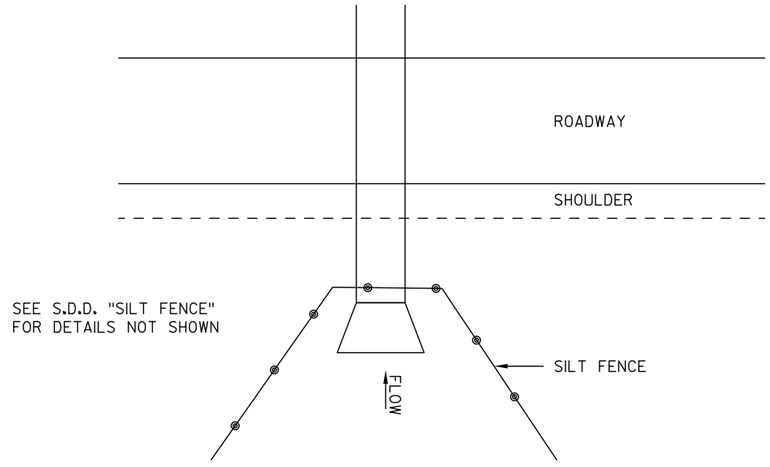
RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS.



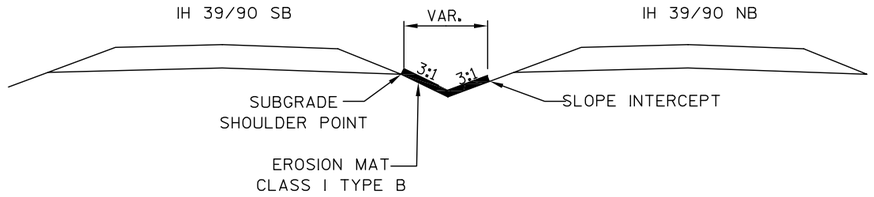
HMA PAVEMENT SAFETY WEDGE

NOTE:
HMA PAVEMENT SAFETY WEDGE TO BE PLACED WHEN UNABLE TO PAVE BOTH THE LOWER AND UPPER LAYERS OF HMA PAVEMENT IN ONE NIGHT.



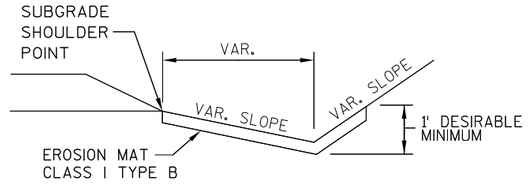
TYPICAL SILT FENCE DETAIL AT PIPE INLET

SEE EROSION CONTROL PLAN FOR LOCATIONS.



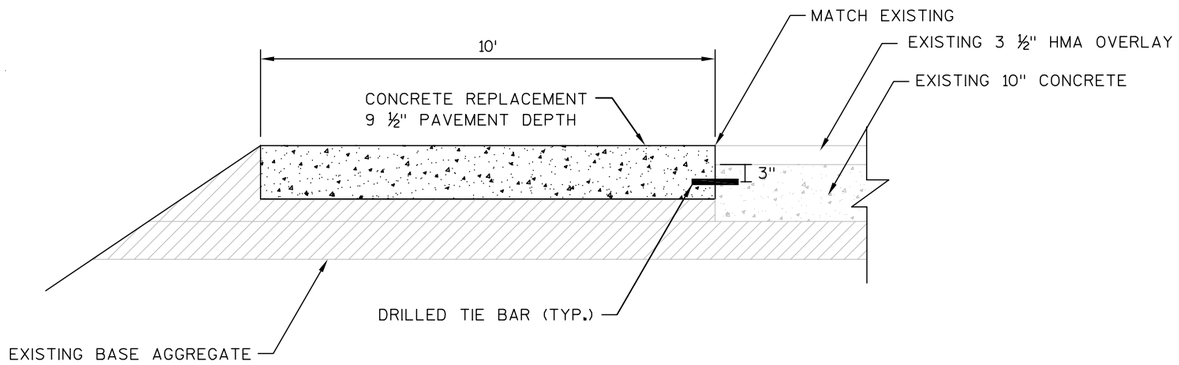
EROSION MAT DETAIL FOR MEDIAN

SEE EROSION CONTROL PLAN FOR LOCATIONS.



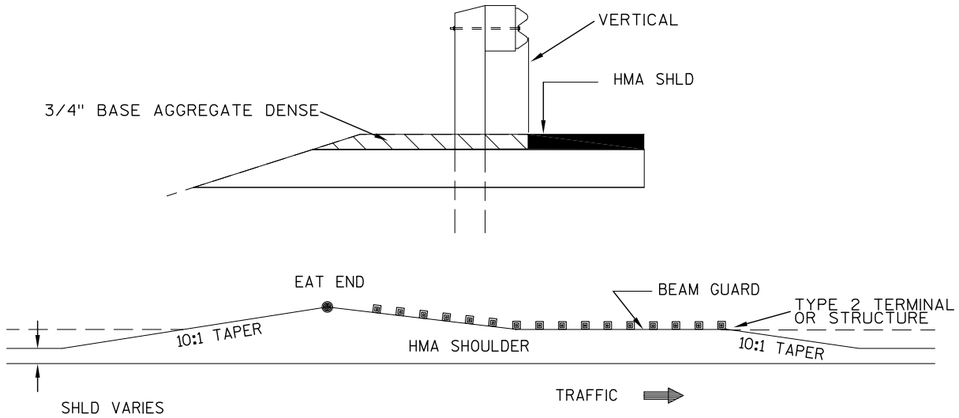
EROSION MAT DETAIL FOR DITCHES

SEE EROSION CONTROL PLAN FOR LOCATIONS.



OUTSIDE SHOULDER CONCRETE REPAIR AND REPLACEMENT

NOTE:
1) SEE SDD "CONCRETE PAVEMENT REPAIR AND REPLACEMENT" FOR DETAILS NOT SHOWN.
2) DO NOT PLACE DOWEL BARS AT CONTRACTION JOINTS OR DRILL DOWEL BARS INTO EXISTING CONCRETE PAVEMENT. MAXIMUM CONTRACTION JOINT SPACING IS 15'.
3) PLACE DRILLED TIE BARS IN THE CENTER OF THE EXISTING 10" CONCRETE PAVEMENT.
4) SEE PLANS FOR LOCATIONS.



NOTE: DETAIL IS SHOWN FOR INSIDE SHOULDER. MIRROR DETAIL FOR OUTSIDE SHOULDER.

DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

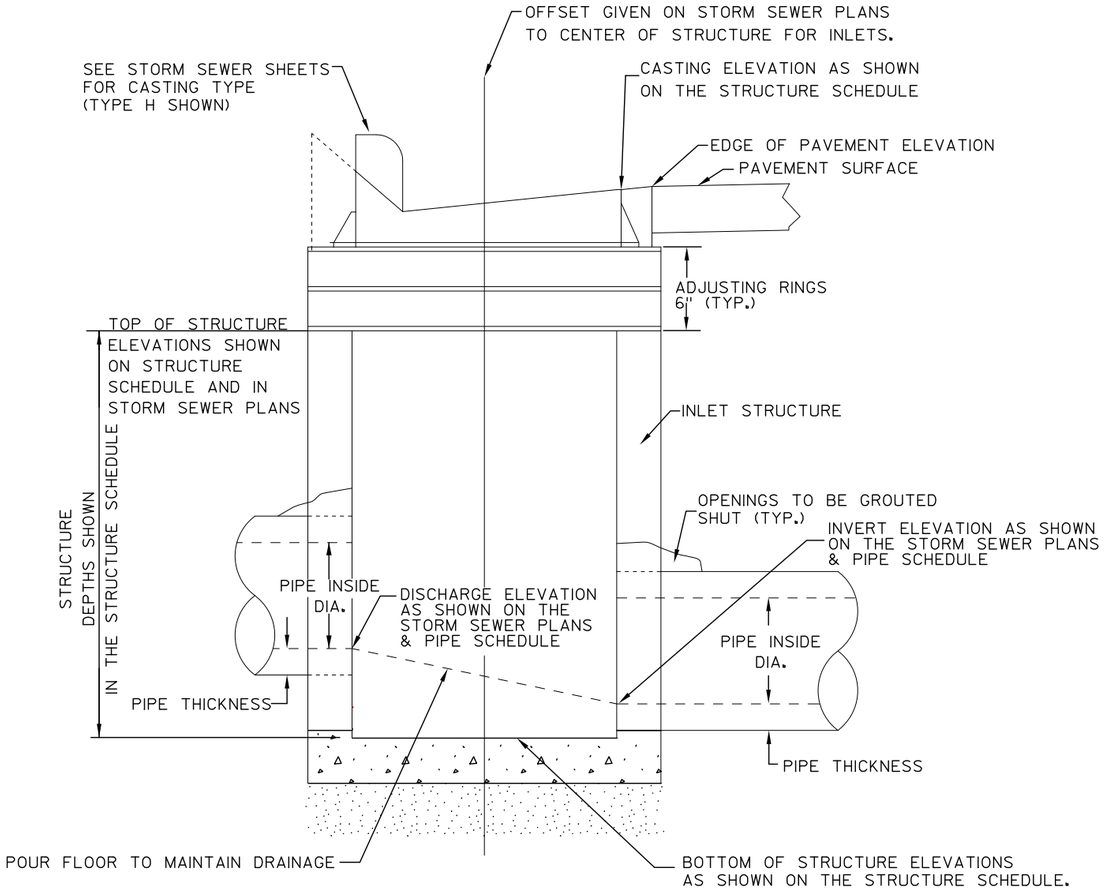
SEE S.D.D. "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL",
"MIDWEST GUARDRAIL SYSTEM (MGS) ENERGY ABSORBING TERMINAL",
"MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION",
"MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL"
FOR DETAILS NOT SHOWN.

2

GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND INLET
(INCIDENTAL TO CONSTRUCTION OF INLET)

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR INLETS 3-FT & 4-FT DIAMETER INLETS 2x2-FT, 2x2.5-FT & 2.5x3-FT

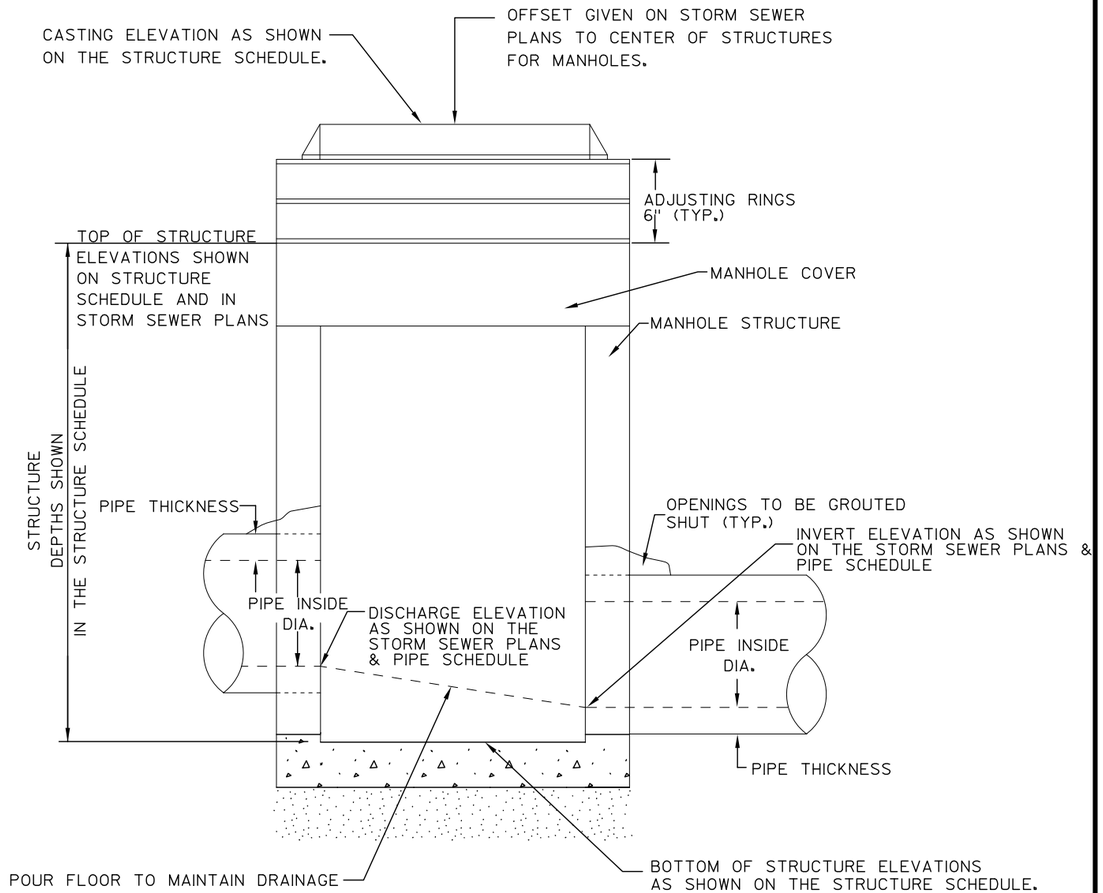


DETAIL OF INLET W/CASTING

GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND MANHOLE
(INCIDENTAL TO CONSTRUCTION OF MANHOLE)

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS, AND S.D.D. FOR MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, & 8-FT DIAMETER.

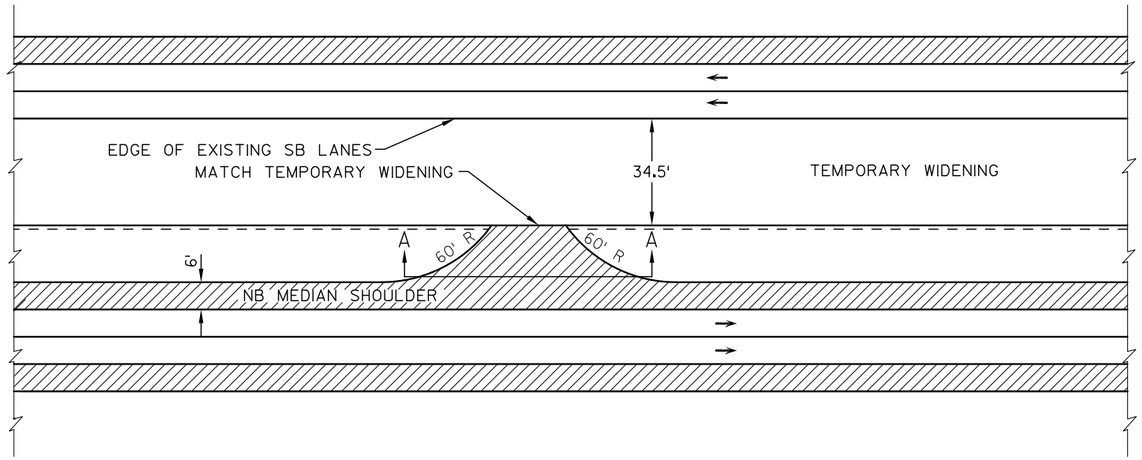


DETAIL OF MANHOLE W/CASTING

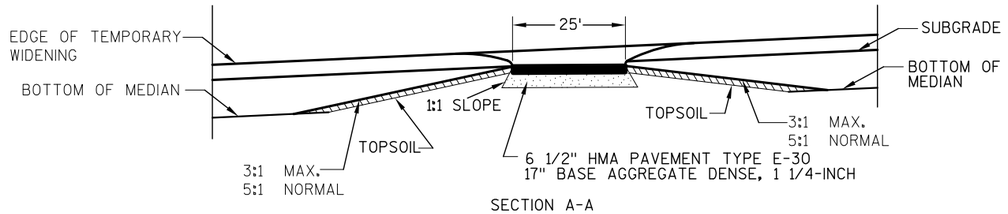
2

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY:ROCK	CONSTRUCTION DETAILS	SHEET 27 - E

2

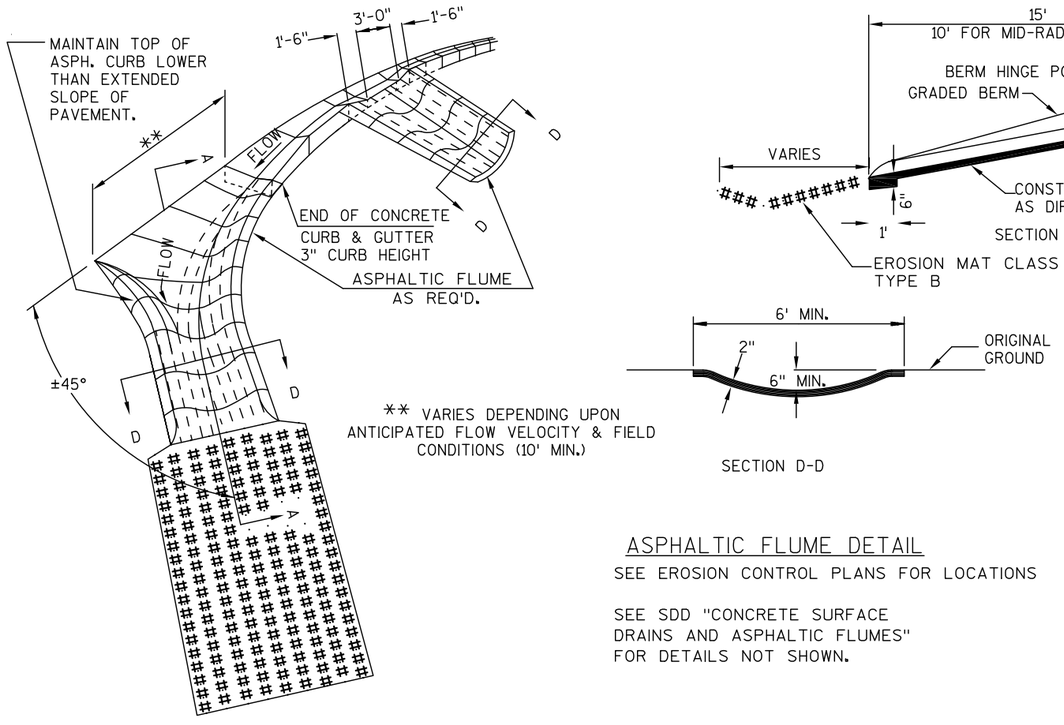


PLAN VIEW



SECTION A-A

MAINTENANCE CROSSOVER DETAIL



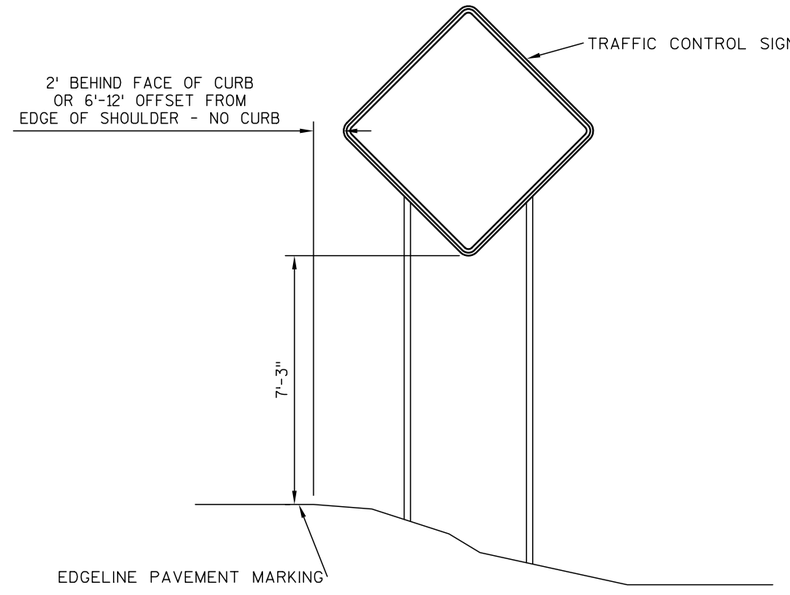
** VARIES DEPENDING UPON ANTICIPATED FLOW VELOCITY & FIELD CONDITIONS (10' MIN.)

SECTION D-D

ASPHALTIC FLUME DETAIL

SEE EROSION CONTROL PLANS FOR LOCATIONS

SEE SDD "CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES" FOR DETAILS NOT SHOWN.

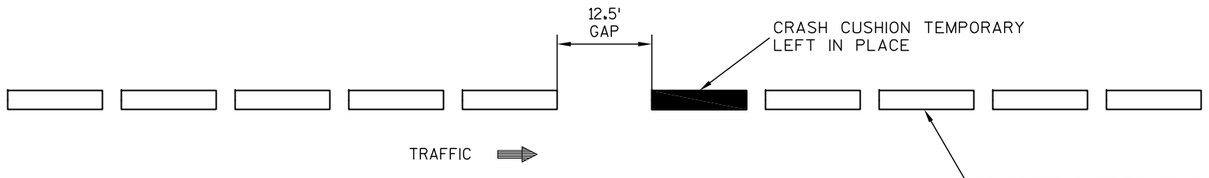


TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL

MOUNTING ON FIXED SUPPORT

LONG TERM
7 DAYS OR MORE

2

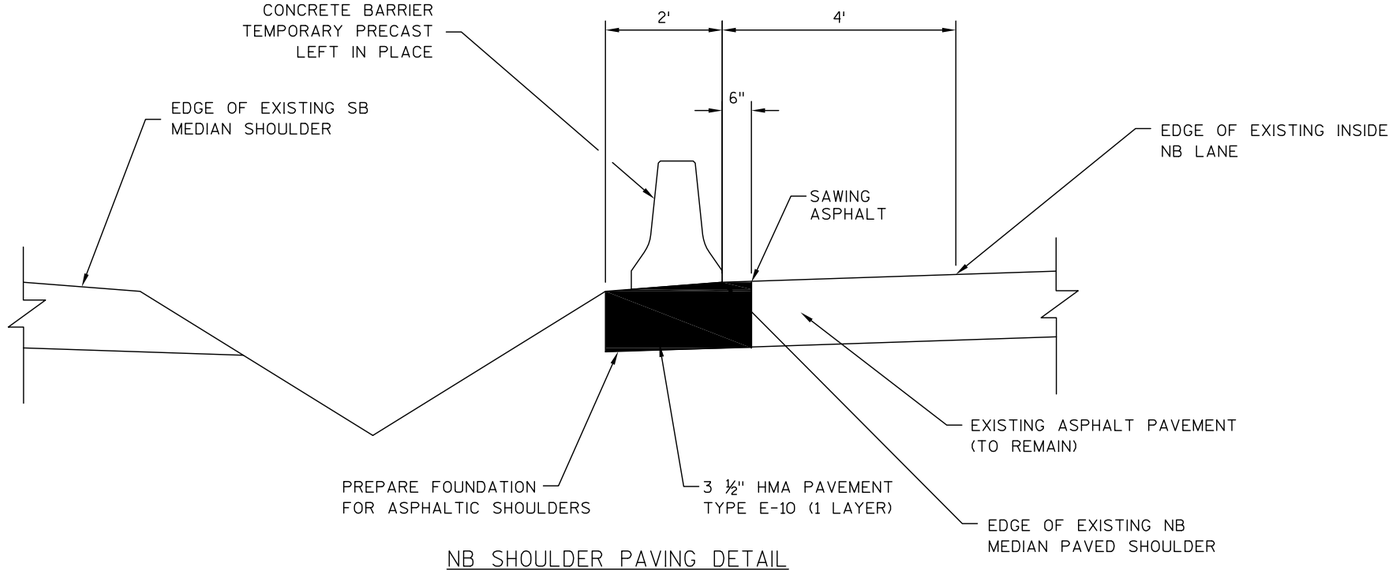


NOTE: GAP TO BE PLACED IN CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE AT IH 39/90 SAG CURVE LOW POINTS, OTHER LOCATIONS SHOWN ON PLANS, AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

CONCRETE BARRIER DRAINAGE GAP

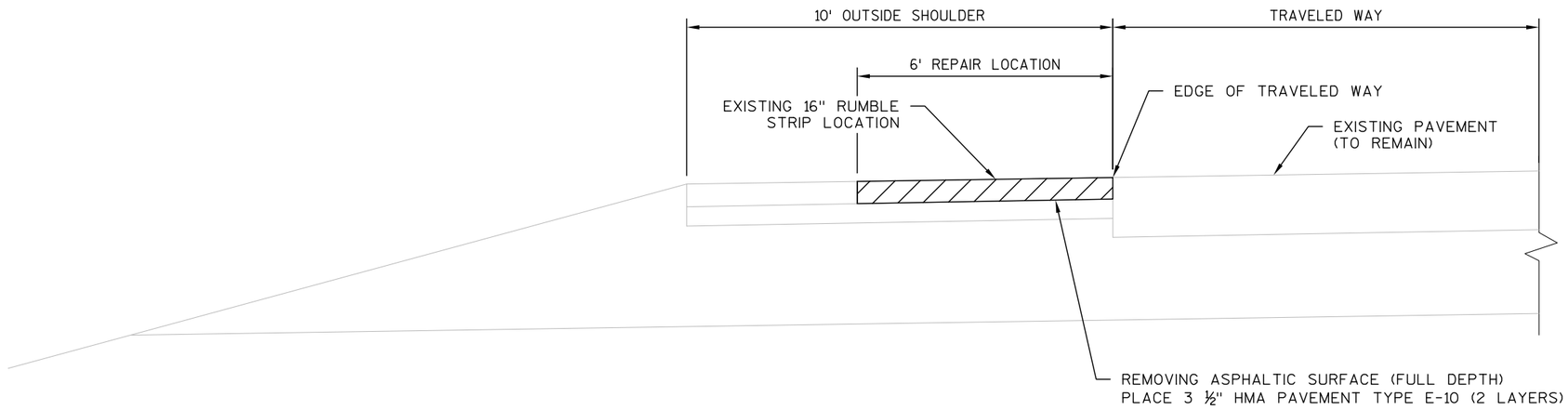
STA. 742+50 'TWSB'
STA. 796+50 'TWSB'
STA. 860+00 'TWSB'
STA. 865+00 'TWSB'
STA. 939+75 'TWSB'
STA. 1002+50 'TWSB'
STA. 1033+00 'TWSB'

SEE S.D.D. "CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"" AND "CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS" FOR DETAILS NOT SHOWN.



NB SHOULDER PAVING DETAIL

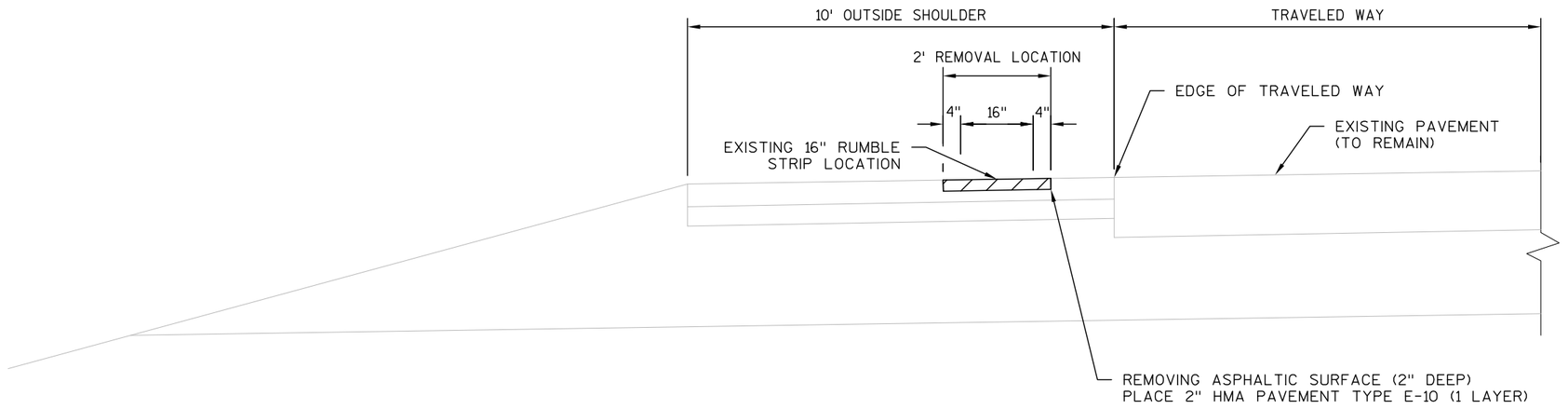
STA. 738+00 'TWSB' - 1043+00 'TWSB'



SECTION VIEW

ASPHALTIC SURFACE REPAIR - 6' WIDTH

STA. 795+45'TWSB' - 796+37'TWSB'
STA. 797+90'TWSB' - 798+70'TWSB'
STA. 800+50'TWSB' - 801+10'TWSB'
STA. 848+31'TWSB' - 848+71'TWSB'



SECTION VIEW

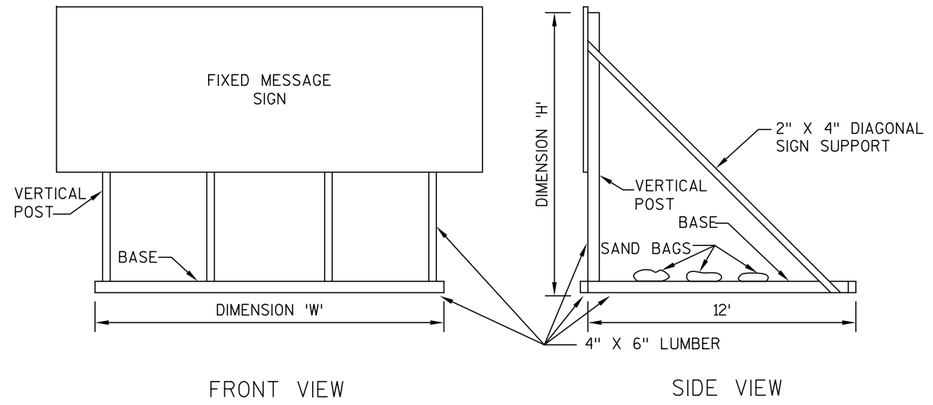
REMOVING RUMBLE STRIPS - 2' WIDTH

STA. 738+00'TWSB' - 1036+71'TWSB'*

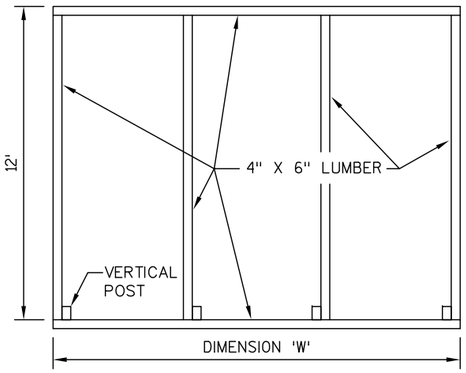
*EXCLUDE BRIDGES, CONCRETE REPAIR/REPLACMENT LOCATIONS, & ASPHALTIC SURFACE REPAIR - 6' WIDTH LOCATIONS

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

TOTAL PROJECT AREA = 261.7 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 64.5 ACRES



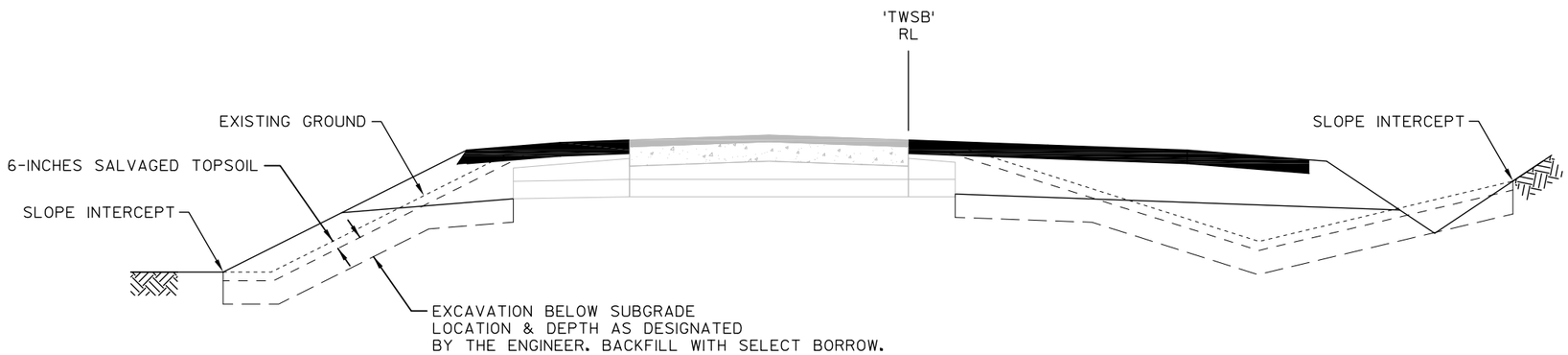
FRONT VIEW SIDE VIEW



BASE PLAN VIEW

ANTICIPATED DIMENSIONS & POSTS REQUIRED
(FOR INFORMATION ONLY, CONTRACTOR IS TO VERIFY)

SIGN NO.	W (FT)	H (FT)	# VERTICAL POSTS
3F-01	11.5	6.5	3
3F-02	8.5	6	3
12F-05	10.5	7.5	3
13F-06	7.5	6.5	2
14F-02	7	4.5	2
15F-01	7	6	2
16F-11	7	6	2
16F-16	7	4.5	2
18F-04	9	9.5	3
20F-02	9	8.5	3



DETAIL FOR EXCAVATION BELOW SUBGRADE

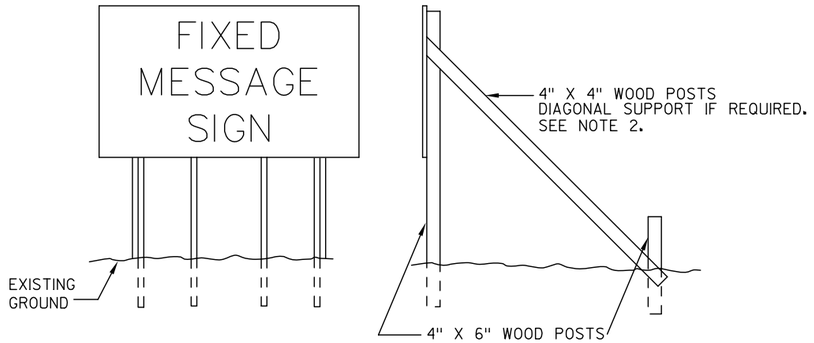
EXCAVATION BELOW SUBGRADE SHOWN IN
MISCELLANEOUS QUANTITY TABLES
AND COMPUTER EARTHWORK DATA TABLES

NOTES

1. SEE TRAFFIC CONTROL SHEETS FOR SIGN LOCATIONS.
2. TWO DIAGONAL SUPPORTS SHALL BE INCLUDED AND AFFIXED TO THE OUTSIDE SUPPORTS.
3. DIAGONAL SUPPORTS, VERTICAL POSTS AND BASE LUMBER ARE ALL INCLUDED IN THE "FIXED MESSAGE SIGN PORTABLE SUPPORT" ITEM.
4. PROVIDE AN ADEQUATE NUMBER OF SAND BAGS TO HOLD THE SIGN IN PLACE. SAND BAGS ARE INCLUDED IN THE "FIXED MESSAGE SIGN PORTABLE SUPPORT" ITEM.
5. SEE "TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS" SIGN PLATE FOR ADDITIONAL REQUIREMENTS.
6. H INCLUDES HEIGHT OF SECOND SIGN IF NEEDED DURING A LATER STAGE.
7. SIGN TO BE SHIELDED BEHIND CONCRETE BARRIER OR PLACED OUTSIDE THE CLEAR ZONE.
8. INSTALL SIGNS IN A FLAT LOCATION SO THAT SIGN IS LEVEL.

FIXED MESSAGE SIGN PORTABLE SUPPORT

2



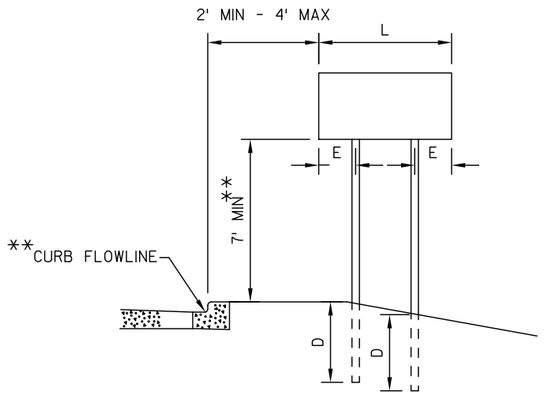
FRONT VIEW SIDE VIEW

NOTES

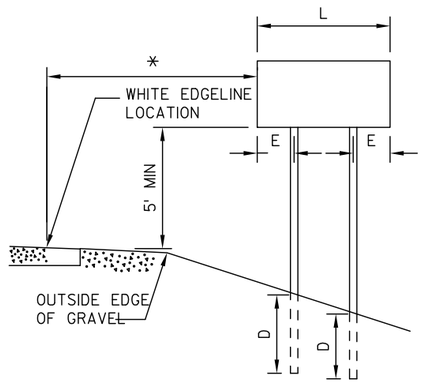
1. SEE TRAFFIC CONTROL SHEETS FOR SIGN LOCATIONS.
2. TWO DIAGONAL SUPPORTS TO BE INCLUDED FOR EACH SIGN OVER 12' LONG AND HIGHER THAN 8'. DIAGONAL SUPPORTS TO BE AFFIXED TO THE OUTSIDE SUPPORTS AND TO BE INCIDENTAL TO THE "TRAFFIC CONTROL FIXED MESSAGE SIGN" ITEM. IF DIAGONAL SUPPORTS ARE USED, SIGN TO BE SHIELDED BEHIND CONCRETE BARRIER OR PLACED OUTSIDE THE CLEAR ZONE.
3. SEE TABLES BELOW FOR REQUIRED NUMBER OF POSTS.

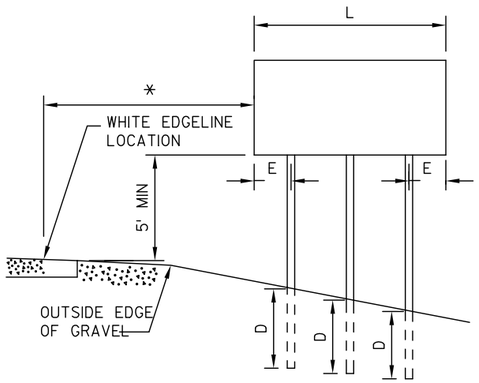
* 6' FROM EDGE OF A PAVED SHOULDER OR 12' FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) OR 2' FROM OUTSIDE EDGE OF GRAVEL, WHICHEVER IS GREATER UNLESS DIRECTED BY PROJECT ENGINEER. SEE NOTE 2 FOR OFFSET REQUIREMENTS WHERE DIAGONAL SUPPORTS ARE USED.

** THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5' MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.



URBAN AREA





RURAL AREA

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
GREATER THAN 48" LESS THAN 60"	12"
60" TO 120"	L/5

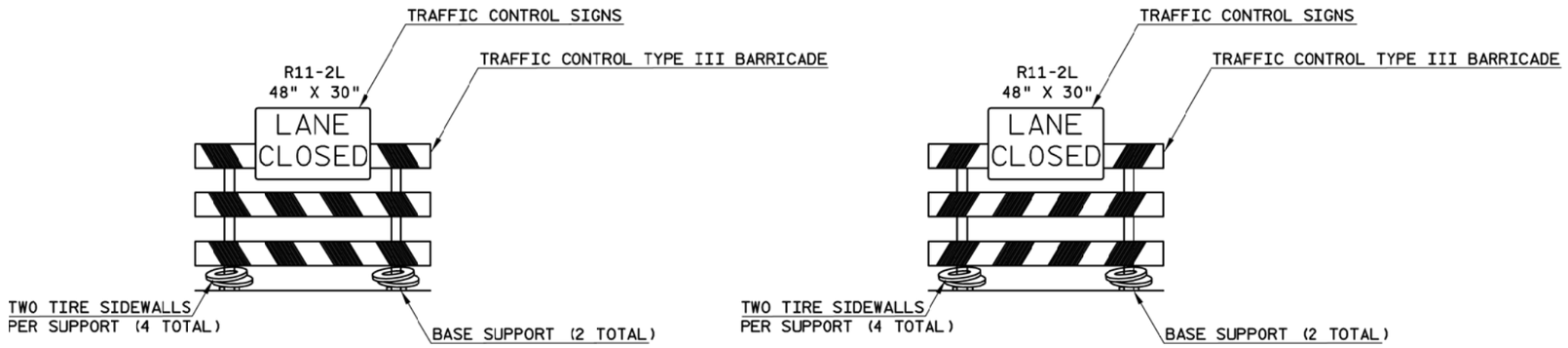
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
GREATER THAN 120" LESS THAN 168"	12"

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'

POST MOUNTING DETAIL FOR TRAFFIC CONTROL FIXED MESSAGE SIGNS



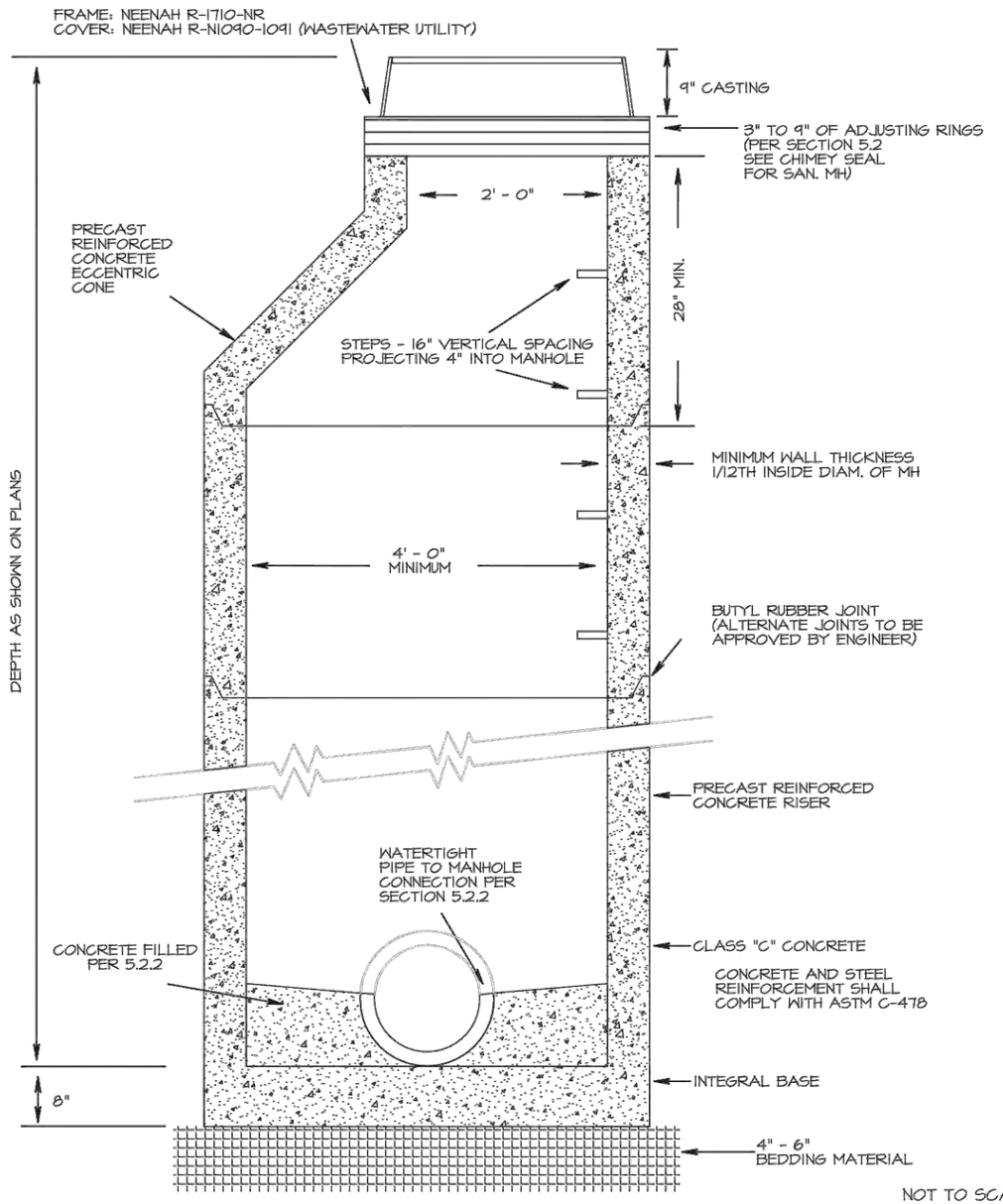
TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN, PERMANENT

ALL THE FOLLOWING ITEMS PAID FOR AS SPV.0060.202 TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN, PERMANENT

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

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

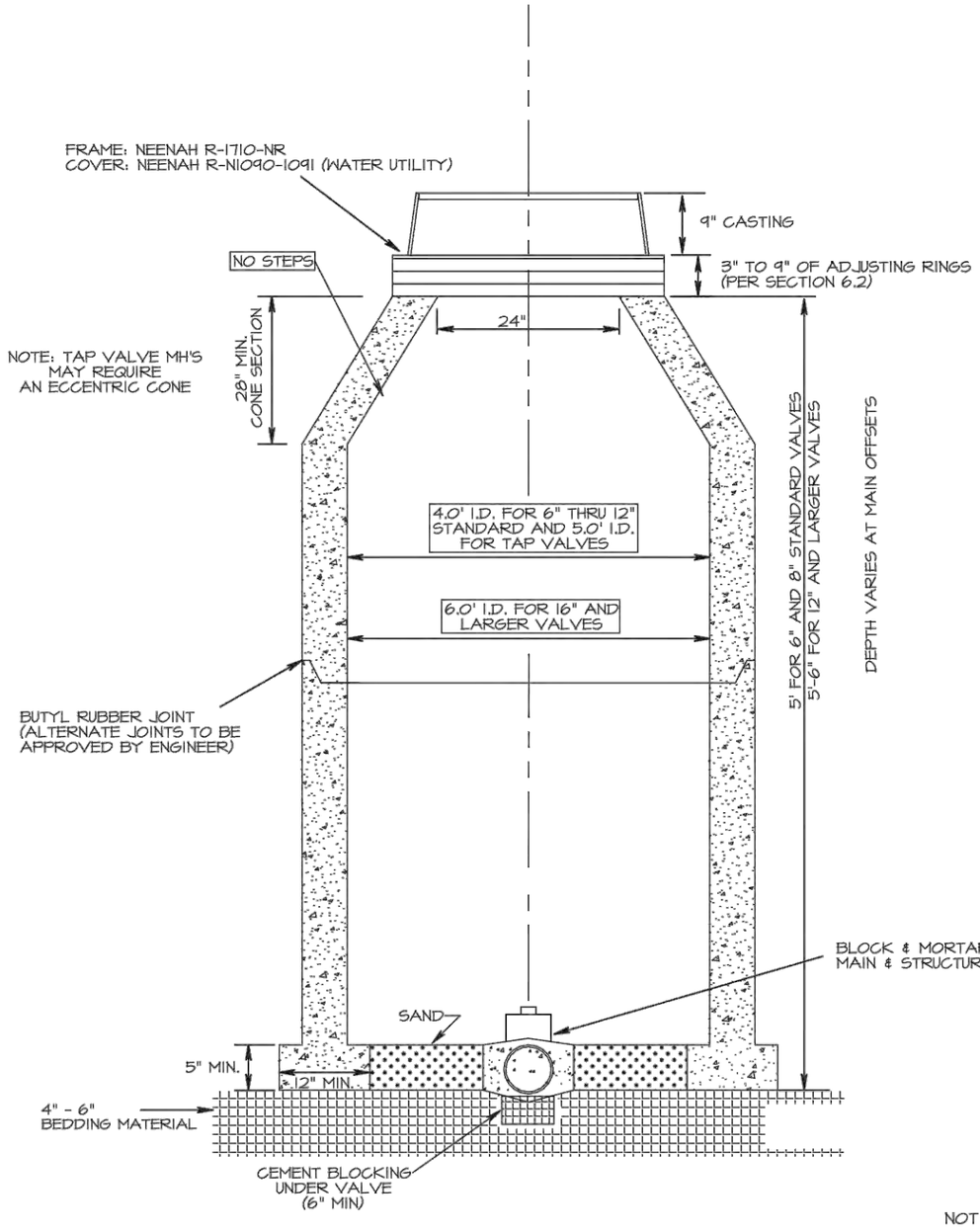
NOTE: PROVIDE HALF OF THE BARRICADES WITH THE RAIL STRIPES AND SIGNS SET UP FOR BARRICADES PLACED ON THE RIGHT SIDE OF THE ROADWAY.



CITY OF JANESVILLE
ENGINEERING DEPT.
JANUARY - 2013
LAST REVISION: 1/13

SANITARY MANHOLE

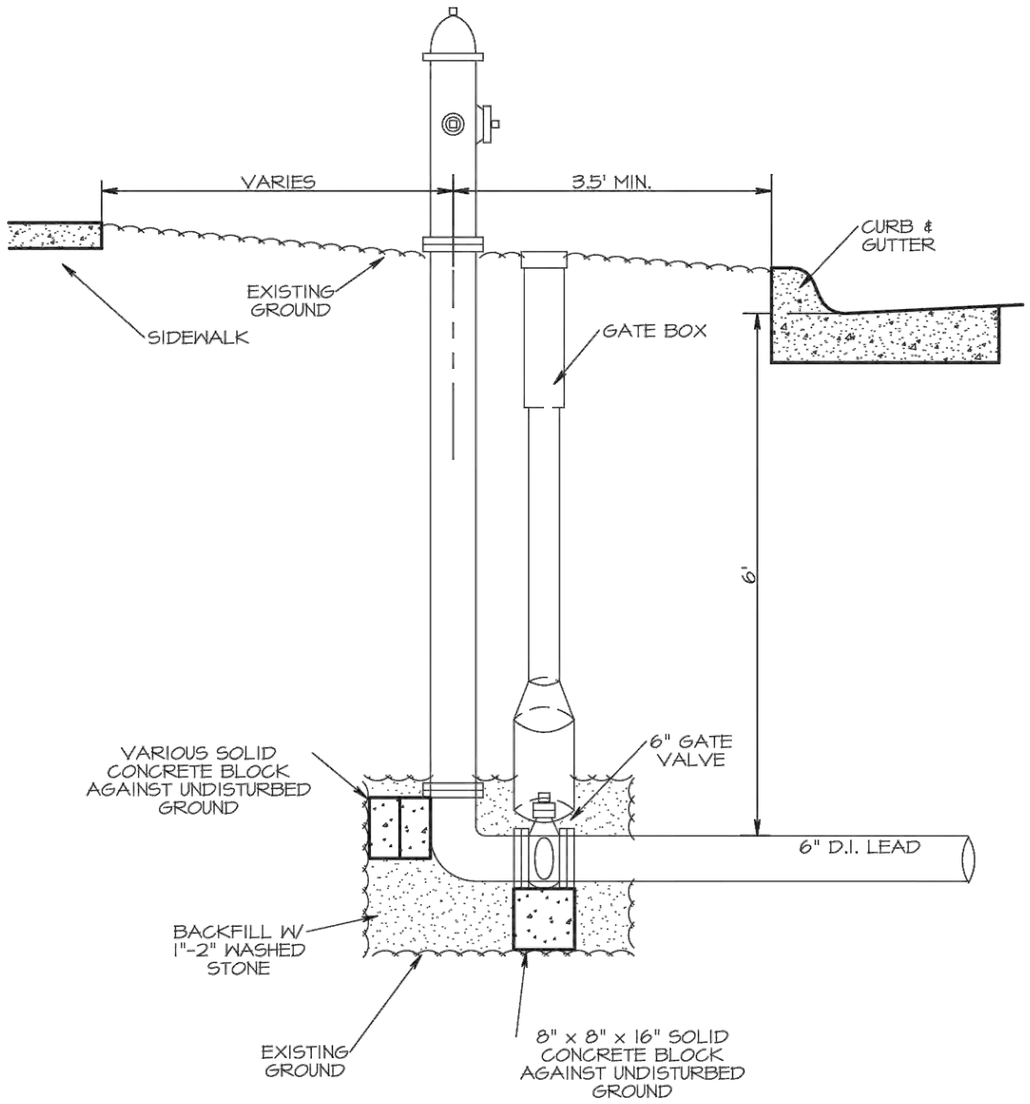
DETAIL # 4



CITY OF JANESVILLE
ENGINEERING DEPT.
JANUARY - 2013
LAST REVISION: 12/14

WATER VALVE VAULT

DETAIL # 8

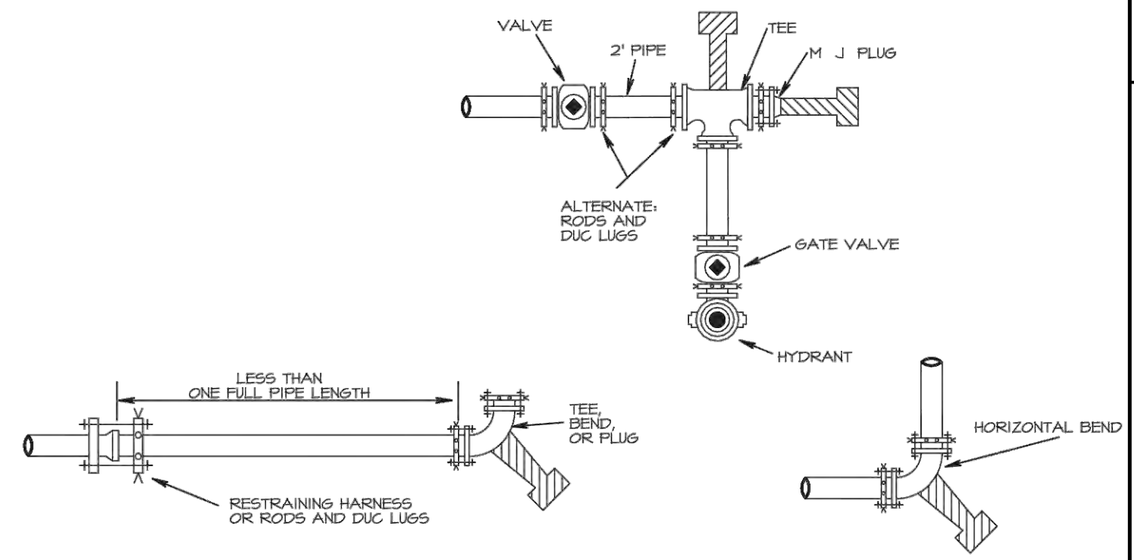


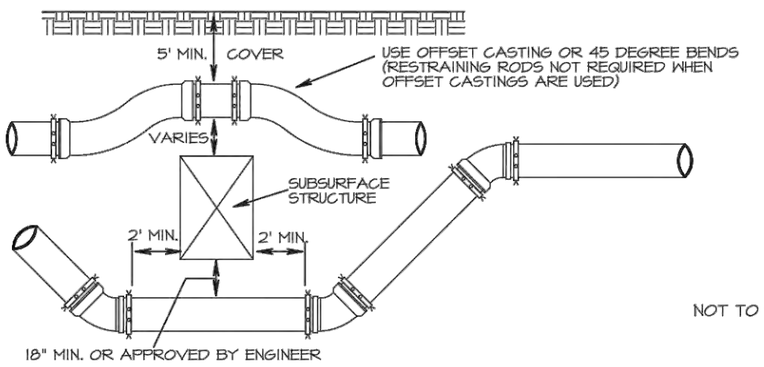
NOT TO SCALE

CITY OF JANESVILLE
ENGINEERING DEPT.
JANUARY - 2013
LAST REVISION: 12/14

HYDRANT

DETAIL # 9





NOT TO SCALE

NOTE: SEE FILE NO. 44 - 47A OF STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN FOR BLOCKING DETAILS

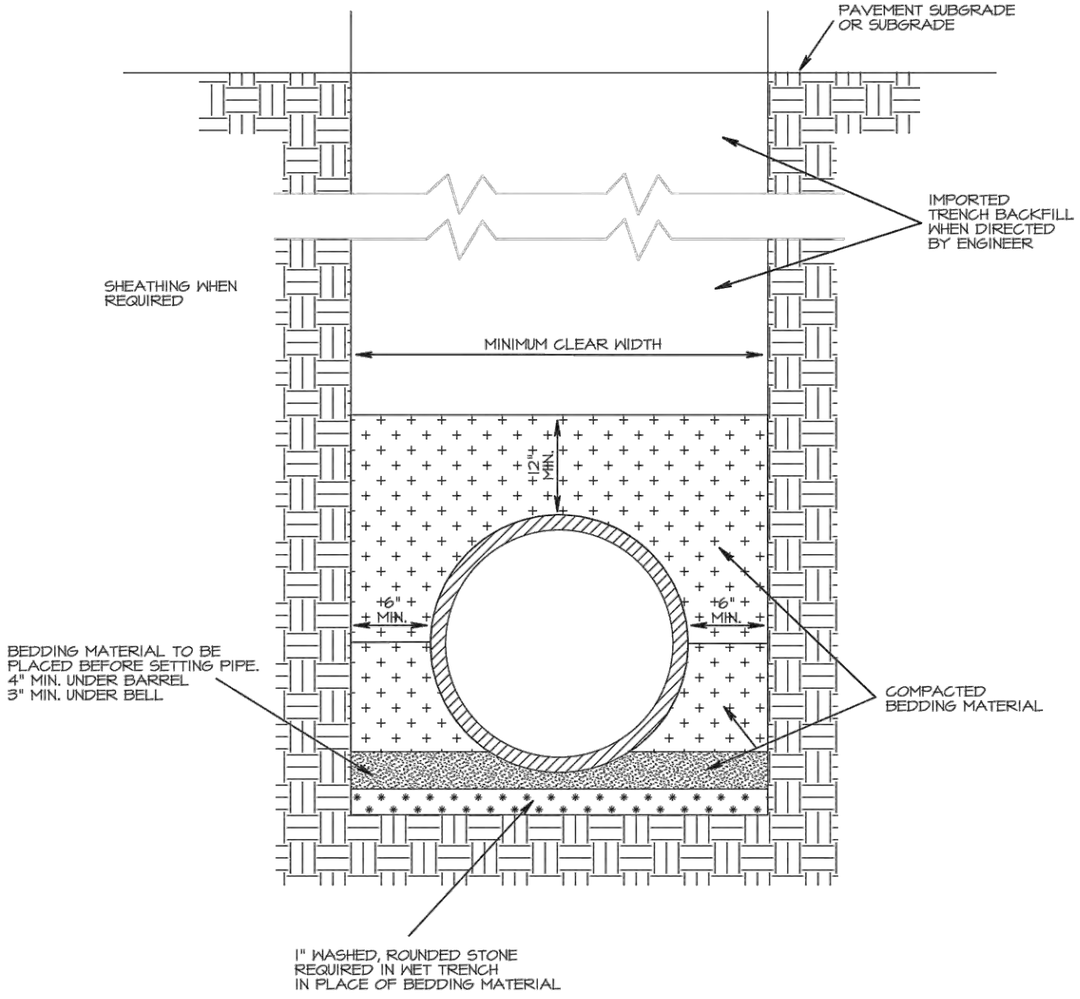
LEGEND



CITY OF JANESVILLE
ENGINEERING DEPT.
JANUARY - 2013
LAST REVISION: 1/13

PIPE RESTRAINTS

DETAIL # 11

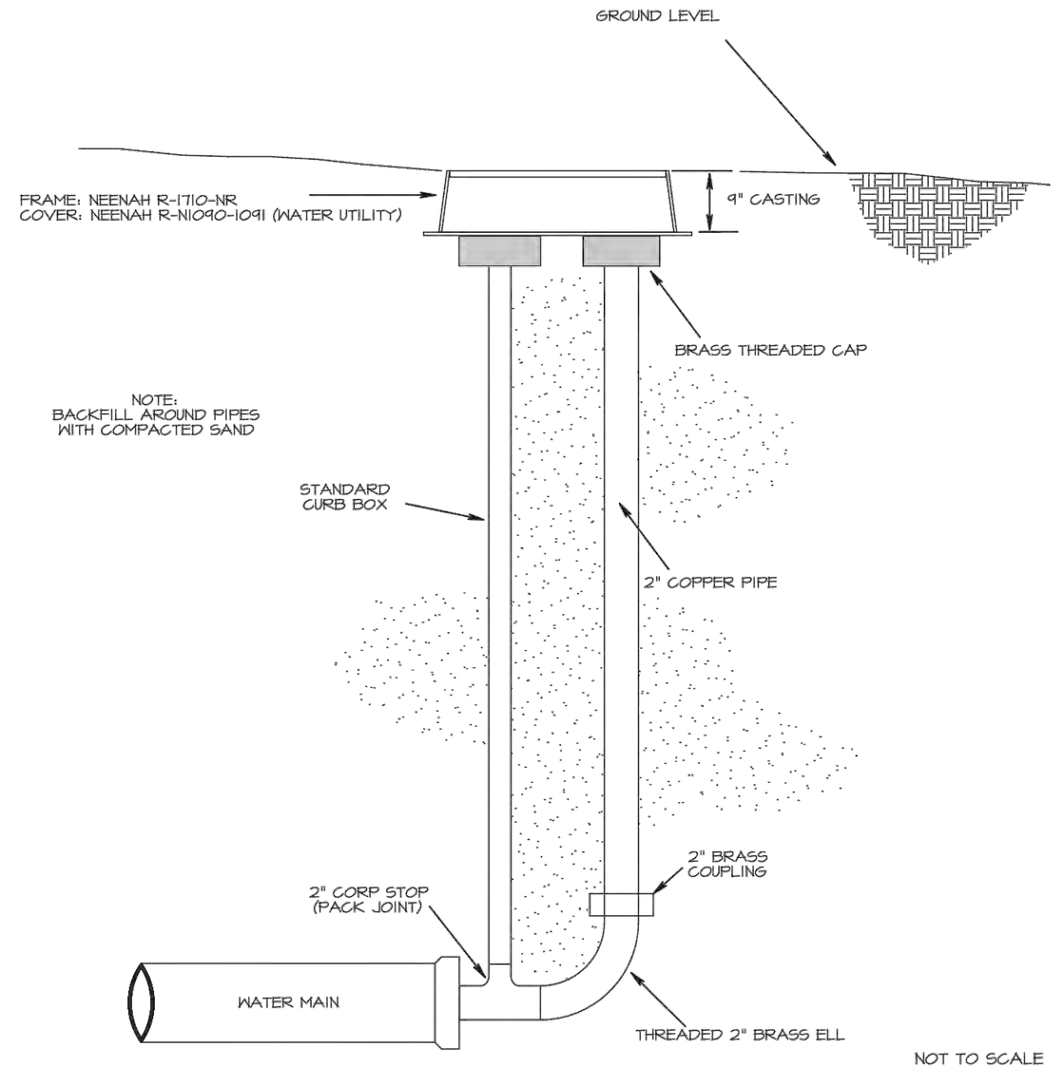


NOT TO SCALE

CITY OF JANESVILLE
ENGINEERING DEPT.
JANUARY - 2013
LAST REVISION: 1/13

TRENCH BACKFILL

DETAIL # 14



NOT TO SCALE

CITY OF JANESVILLE
ENGINEERING DEPT.
JANUARY - 2013
LAST REVISION: 1/13

WATERMAIN BLOW-OFF CONNECTION

DETAIL # 10

2

EXISTING C.P.A.S.
WITH HMA OVERLAY

USH 14 EB

USH 14 WB

N

EXISTING C.P.A.S.
WITH HMA OVERLAY

EXISTING HMA
PAVEMENT (TO REMAIN)

IH 39/90 SB

EXISTING HMA
PAVEMENT (TO REMAIN)

921'TWSB'

922'TWSB'

923'TWSB'

924'TWSB'

925'TWSB'

926'TWSB'

HMA PAVEMENT

+67.3

C.P.A.S.

STRUCTURE B-53-65

C.P.A.S.

+65.6

HMA PAVEMENT

2'

P.C.S.

2'

P.C.S.

IH 39/90 NB

EXISTING C.P.A.S.
WITH HMA OVERLAY

EXISTING C.P.A.S.
WITH HMA OVERLAY

N

EXISTING HMA
PAVEMENT (TO REMAIN)

IH 39/90 SB

961'TWSB'

962'TWSB'

963'TWSB'

964'TWSB'

965'TWSB'

966'TWSB'

HMA PAVEMENT

+30.5

C.P.A.S.

STRUCTURE B-53-85

C.P.A.S.

+76.4

HMA PAVEMENT

P.C.S.

2'

2'

P.C.S.

STH 26 NB

STH 26 SB

IH 39/90 NB

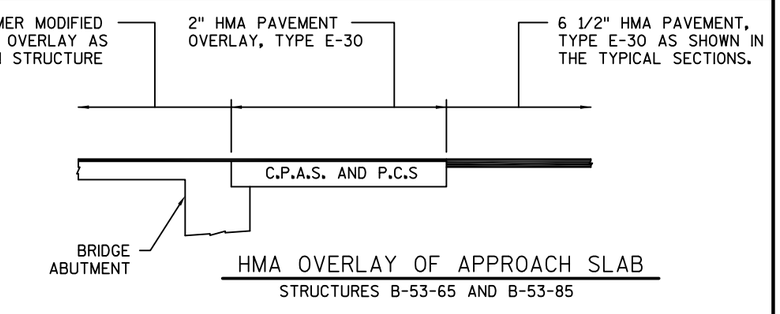
LEGEND

P.C.S. DENOTES PAVED CONCRETE SHOULDER
PAID FOR AS "CONCRETE PAVEMENT, 9-INCH"

C.P.A.S. DENOTES CONCRETE PAVEMENT APPROACH SLAB

NOTES:
DO NOT TIE EXISTING AND PROPOSED CONCRETE PAVEMENT APPROACH SLABS

FOR DETAILS NOT SHOWN, SEE S.D.D. "CONCRETE PAVEMENT APPROACH SLAB".



HMA OVERLAY OF APPROACH SLAB
STRUCTURES B-53-65 AND B-53-85

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	APPROACH SLAB DETAILS	SHEET 37	E

2

2

IH 39/90 SB

IH 39/90 NB

N

REMOVING ASPHALTIC SURFACE (PROJ. 1005-10-82)

USH 14 WB

248'HWA'

250'HWA'

252'HWA'

248'HEA'

250'HEA'

252'HEA'

USH 14 EB

REMOVAL LEGEND

REMOVING PAVEMENT (PROJ. 1005-10-82)

REMOVING ASPHALTIC SURFACE (PROJ. 1005-10-82)

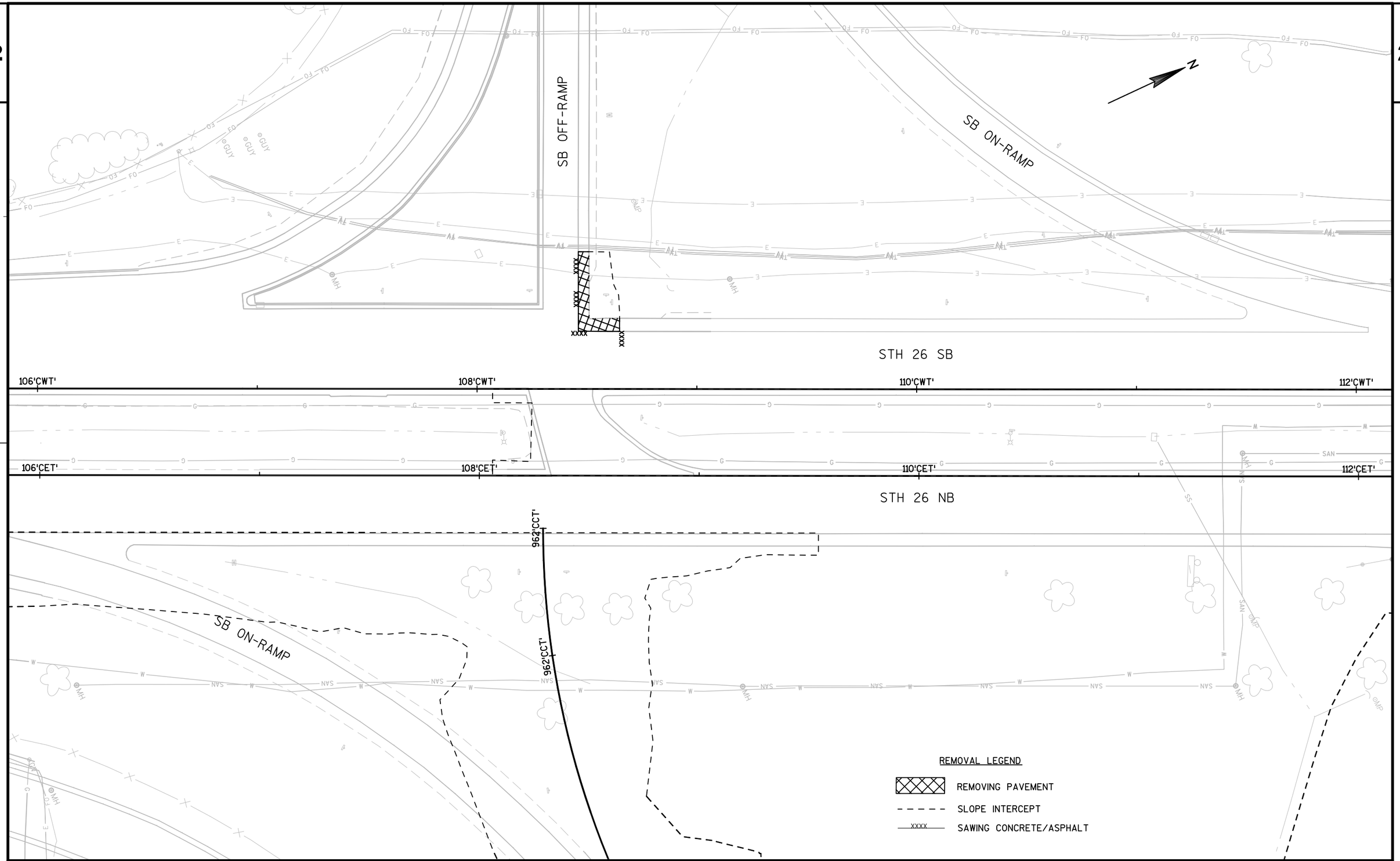
ABANDON WATER MAIN IN PLACE (PROJ. 1005-10-82)

SAWING CONCRETE/ASPHALT (PROJ. 1005-10-82)

PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: USH 14 - STAGE 1	SHEET E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 7/13/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____

WISDOT/CADDS SHEET 44



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1A	SHEET 39 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

I 39/90 SB

I 39/90 NB

964'TWSB'

962'TWSB'

966'CAT'

964'OAT'

STH 26 SB

STH 26 NB

WT'

114'CWT'

116'CWT'

118'CWT'

ET'

114'CET'

116'CET'

118'CET'

966'OCT'

964'OCT'

SAN

XXXX

REMOVAL LEGEND

REMOVING PAVEMENT
(PROJ. 1005-10-82)

REMOVING ASPHALTIC SURFACE
(PROJ. 1005-10-82)

REMOVE SANITARY SEWER STRUCTURE
(PROJ. 1005-10-82)

ABANDON SANITARY SEWER IN PLACE
(PROJ. 1005-10-82)

SAWING CONCRETE/ASPHALT
(PROJ. 1005-10-82)

PROJECT NO:1005-10-82	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1A	SHEET 40 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1.DWG PLOT DATE : 7/13/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

2

EXISTING SB OFF-RAMP

EXISTING SB ON-RAMP

STH 26 SB

106'CWT' 108'CWT' 110'CWT' 112'C

106'CET' 108'CET' 110'CET' 112'C

MATCH LINE STA. 112+00'CET'

STH 26 NB

962'CCT'

EXISTING SB ON-RAMP

REMOVAL LEGEND

- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- CLEARING AND GRUBBING
- TEMPORARY PAVEMENT
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1B	SHEET 41	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1B-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- CLEARING AND GRUBBING
- REMOVING GUARDRAIL
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

N

IH 39/90 SB

IH 39/90 NB

964'TWSB'

966'CAT'

MATCH LINE STA. 112+00'CET'

MATCH LINE STA. 118+00'CET'

STH 26 SB

STH 26 NB

964'CAT'

114'CWT'

116'CWT'

114'CET'

116'CET'

966'CBT'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1B	SHEET 42	E

2

2

EXISTING NB ON-RAMP

STH 26 SB

MATCH LINE STA. 118+00'CET'

WT'

120'CWT'

122'CWT'

124'CWT'

CET'

120'CET'

122'CET'

124'CET'

STH 26 NB

EXISTING NB OFF-RAMP

REMOVAL LEGEND

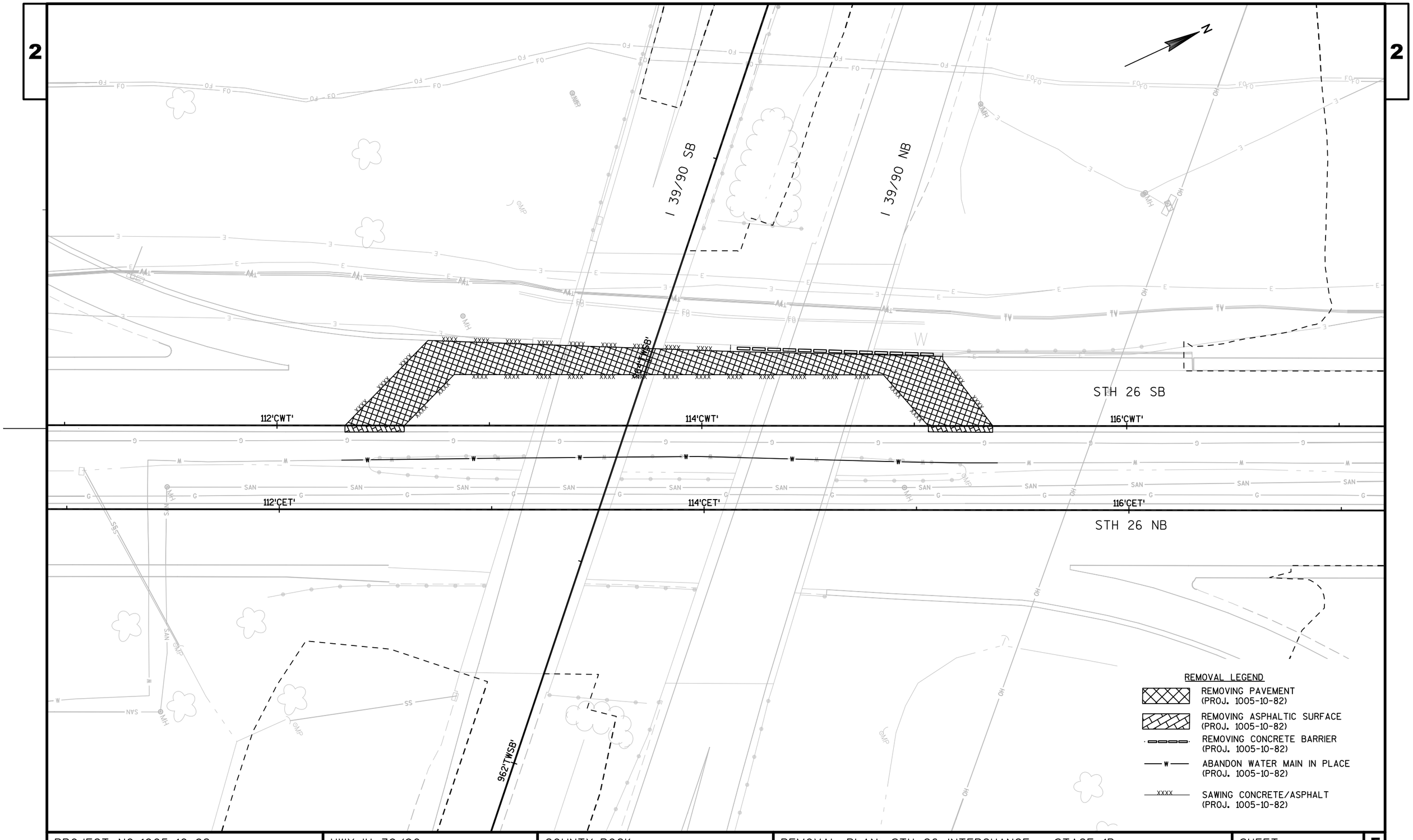
REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1B	SHEET 43	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1B-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1B	SHEET 44 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTH0-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1B-NEW.DWG PLOT DATE : 7/23/2015 PLOT BY : KL ENGINEERING PLOT NAME : ----------

2

SB OFF-RAMP

SB ON-RAMP

N

STH 26 SB

106'CWT'

108'CWT'

110'CWT'

106'CET'

108'CET'

110'CET'

STH 26 NB

962'CCT'

962'CCT'

MATCH LINE STA. 961+50'CCT'

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING ASPHALTIC SURFACE
- SLOPE INTERCEPT
- xxxx SAWING CONCRETE/ASPHALT

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1C	SHEET 45	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1C-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA. 961+50'CCT'

N

RYAN RD

SB ON-RAMP

958'CCT'

IH 39/90 SB

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1C	SHEET 46 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1C-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE STA. 966+50'CAT'

966'CAT'

NB ON-RAMP

964'CAT'

STH 26 SB

116'CWT'

118'CWT'

120'CWT'

122'CW

116'CET'

118'CET'

120'CET'

122'C

STH 26 NB

EXISTING NB ON-RAMP

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1C	SHEET 47 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1C-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

N

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

IH 39/90 NB

968'CAT'

NB ON-RAMP

MATCH LINE STA. 966+50'CAT'

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1C	SHEET 48	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1C-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE

SLOPE INTERCEPT

SAWING CONCRETE/ASPHALT

962'TWSB

960'TWSB'

958'TWSB'

IH 39/90 SB

IH 39/90 NB

N

MATCH LINE 'A'

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1D	SHEET 49 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1D-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 'A'

957'CBTT'

960+00'CBT'

OFF-RAMP 'CBT'

MATCH LINE STA. 963+00'CBT'

N

2

REMOVAL LEGEND

- CLEARING AND GRUBBING
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- SLOPE INTERCEPT
- SAWING CONCRETE/ASPHALT
- REMOVING INLETS
- REMOVING STORM SEWER

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1D	SHEET 50	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1D-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING INLETS
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

REMOVING CONCRETE FLUME

REMOVE INLET CASTING ONLY
COVER PLATES PERMANENT REQ'D

MATCH LINE STA. 963+00'CBT'

OFF-RAMP 'CBT'

965'CBT'

116'CET'

STH 26 NB

STH 26 SB

ON-RAMP 'CAT'

966'CAT'

964'DAT'

118'CWT'

118'CET'

120'CWT'

120'CE

N

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1D	SHEET 51	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1D-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 'B'

N

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE SIDEWALK
- REMOVING INLETS
- REMOVING STORM SEWER
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

EXISTING SB OFF-RAMP

STH 26 SB

110'CWT'

110'CWT'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1D	SHEET 52	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1D-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALTIC SURFACE

REMOVING INLETS

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

EXISTING SB OFF-RAMP

IH 39/90 SB

IH 39/90 NB

BSM 1.896

BSM 1.996

REMOVE INLET CASTING ONLY
COVER PLATES PERMANENT REQ'D

MATCH LINE 'B'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1D	SHEET 53	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1D-NEW.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

SB ON-RAMP

IH 39/90 SB

IH 39/90 NB

952'CBTT'

954'CC.T'

954'TWSB'

954'CBTT'

955+00'CBTT'

956'TWSB'

956'CBTT'

957'CBTT'

MATCH LINE STA. 958+00'CBTT'

N

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1E	SHEET 54 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1E.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE STA. 958+00'CBT'

960+00'CBT'

OFF-RAMP 'CBT'

MATCH LINE STA. 963+00'CBT'

N

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT
- REMOVING INLETS
- REMOVING STORM SEWER

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1E	SHEET 55	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1E.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

REMOVAL LEGEND

- REMOVING ASPHALT PAVEMENT (QUANTITIES SUMMARIZED IN EARTHWORK TABLE)
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING INLETS
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

MATCH LINE STA. 963+00 'CBT'

OFF-RAMP 'CBT'

STH 26 NB

STH 26 SB

118'CWT'

118'CET'

120'CWT'

120'CET'

N

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: STH 26 INTERCHANGE - STAGE 1E	SHEET 56	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE1E.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

END PROJECT 1003-10-83
BEGIN PROJECT 1005-10-73
STA. 738+00 'TWSB'
MATCH EXISTING

N

SIGN

SB ON RAMP

IH 39/90 SB

738'TWSB' 740'TWSB' 742'TWSB' 744'

MATCH LINE 744+00 'TWSB'

REMOVE ENDWALL
PAID FOR AS "REMOVING SMALL PIPE CULVERTS"

IH 39/90 NB

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING INLETS
- REMOVING STORM SEWER
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

2

SB ON RAMP

N

SIGN

MATCH LINE 744+00 'TWSB'

IH 39/90 SB

TWSB' 746'TWSB' 748'TWSB' 750'

MATCH LINE 750+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 57	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

N

SIGN

SIGN

STH 11/
E. RACINE STREET

MATCH LINE 750+00 'TWSB'

'WSB'

752'TWSB'

754'TWSB'

756'

MATCH LINE 756+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING GUARDRAIL

REMOVING SMALL PIPE CULVERTS

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

N

SIGN

MATCH LINE 756+00 'TWSB'

'WSB'

758'TWSB'

760'TWSB'

762'

MATCH LINE 762+00 'TWSB'

IH 39/90 SB

REMOVE 3'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 58	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

N

SB OFF-RAMP

SIGN

MATCH LINE 762+00 'TWSB'

IH 39/90 SB

'TWSB' XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX 764'TWSB' XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX 766'TWSB' XXXX XXXX XXXX XXXX XXXX B-53-0029 XXXX XXXX XXXX 768'

MATCH LINE 768+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')
- REMOVING GUARDRAIL
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

N

SB OFF-RAMP

REMOVE SIGN BRIDGE
(PAID FOR AS 'REMOVING OLD STRUCTURE')

MATCH LINE 768+00 'TWSB'

IH 39/90 SB

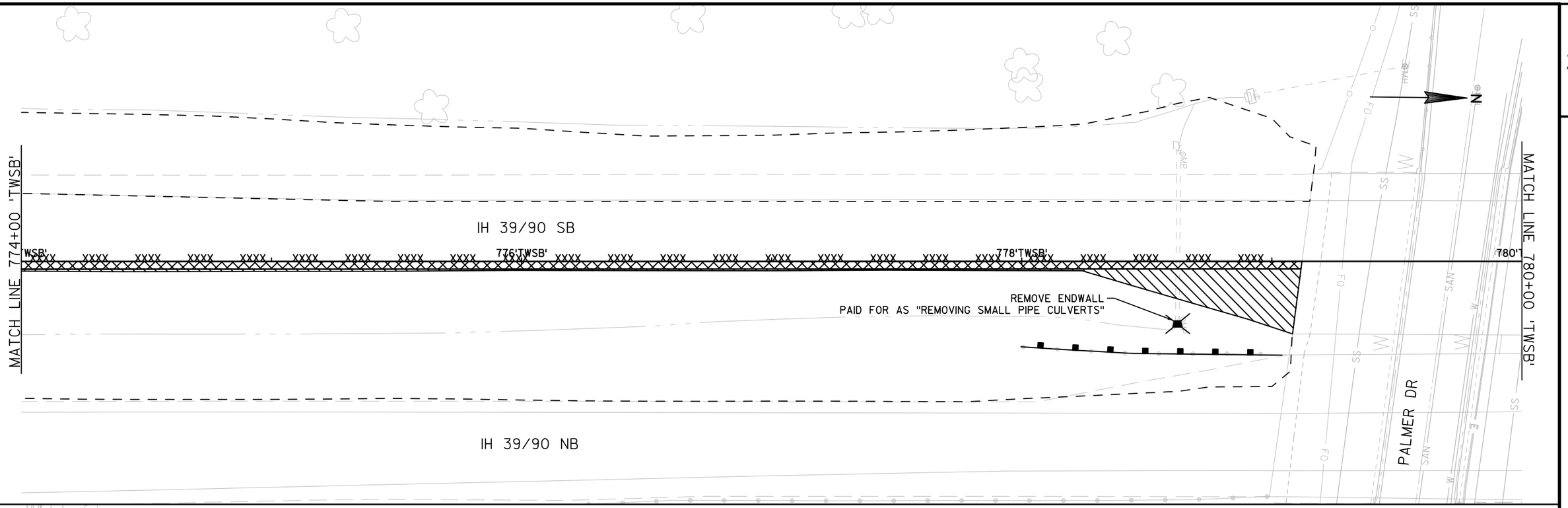
'TWSB' XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX 770'TWSB' XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX 772'TWSB' XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX 774'

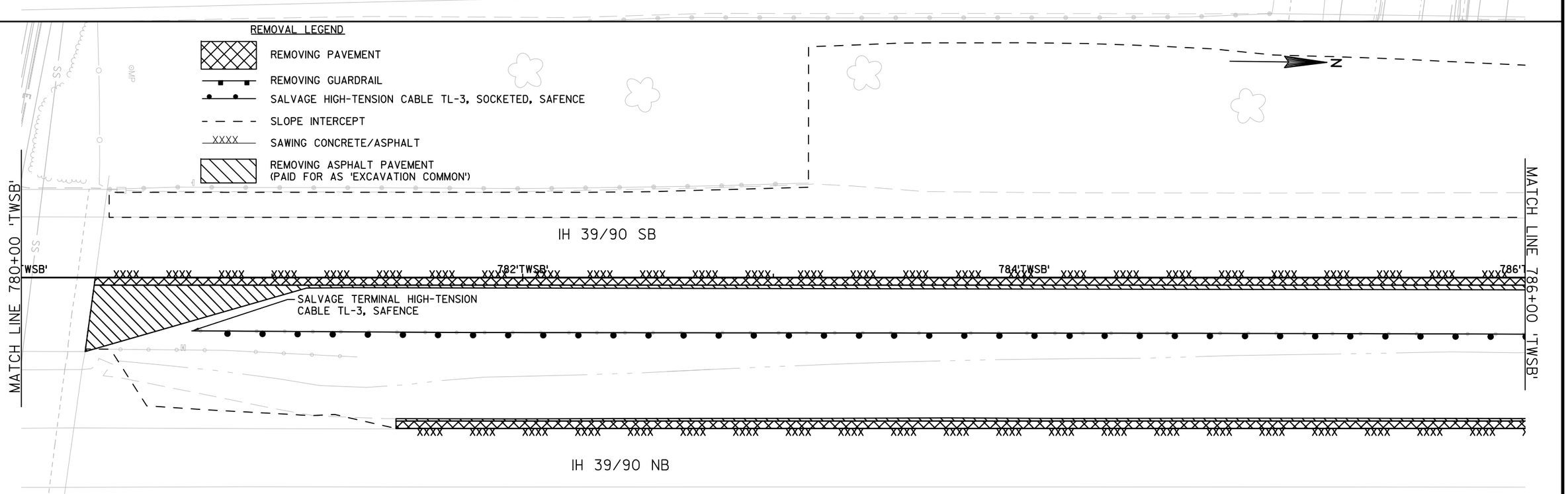
MATCH LINE 774+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 59	E

2

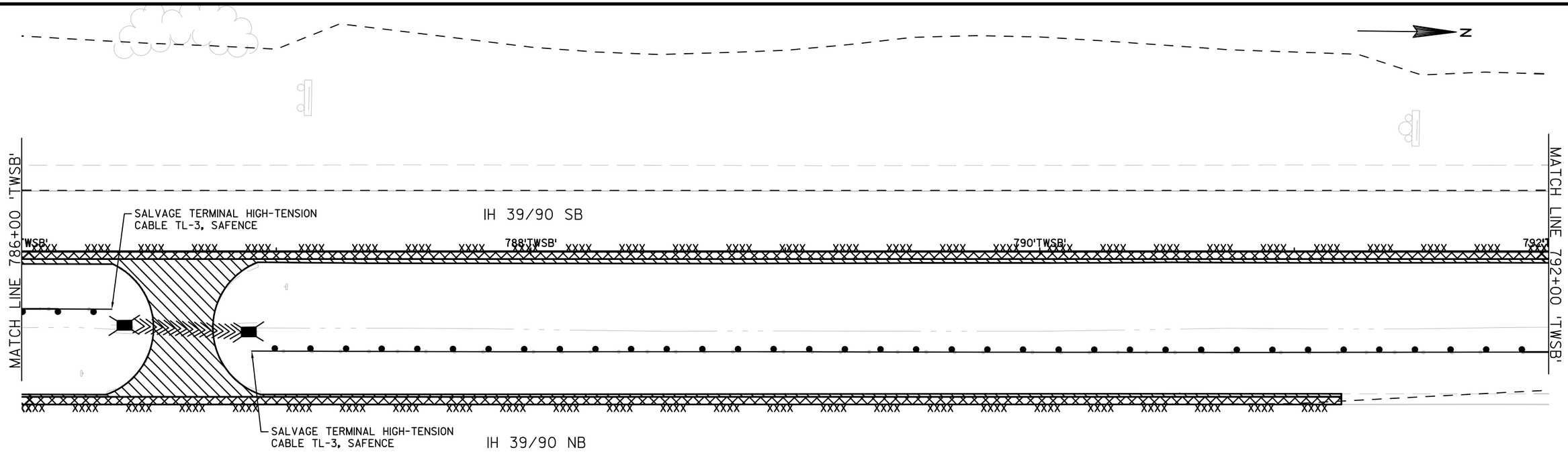


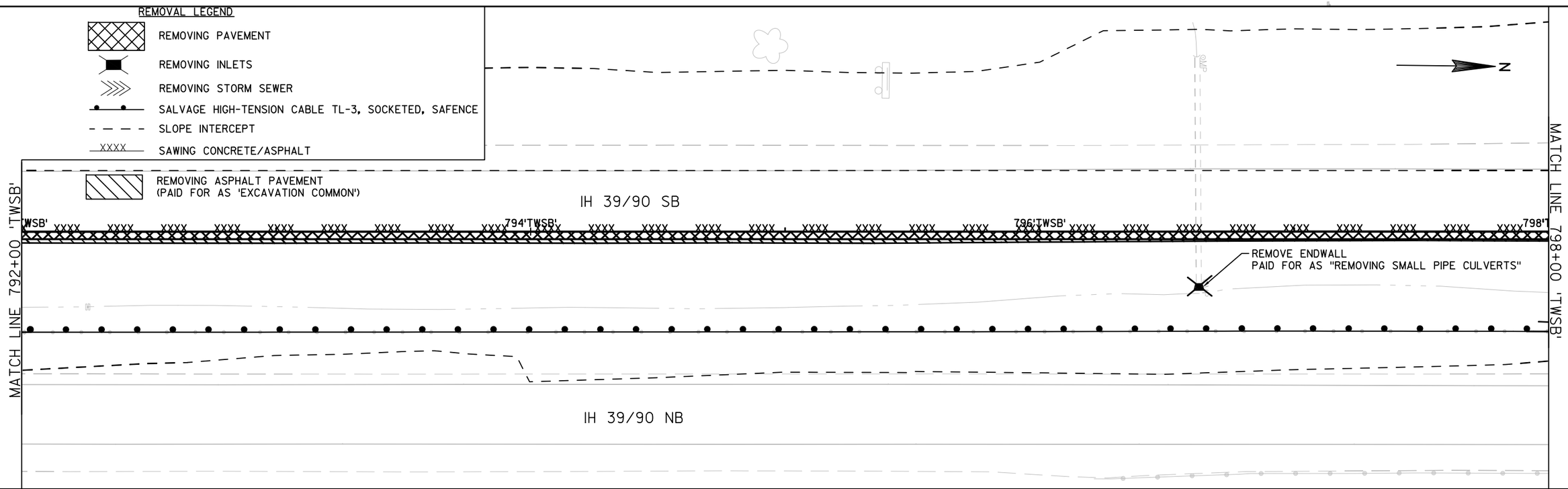


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 60	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 61	E

2

SPRING BROOK

N

MATCH LINE 798+00 'TWSB'

'TWSB'

800'TWSB'

IH 39/90 SB

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE

802'TWSB'

804'TWSB'

MATCH LINE 804+00 'TWSB'

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE

IH 39/90 NB

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE

REMOVAL LEGEND

- REMOVING PAVEMENT
- SALVAGE HIGH-TENSION CABLE TL-3, SOCKETED, SAFENCE
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')

N

RUGER AVE

RIPRAP

MATCH LINE 804+00 'TWSB'

IH 39/90 SB

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE

'TWSB'

806'TWSB'

808'TWSB'

810'T

MATCH LINE 810+00 'TWSB'

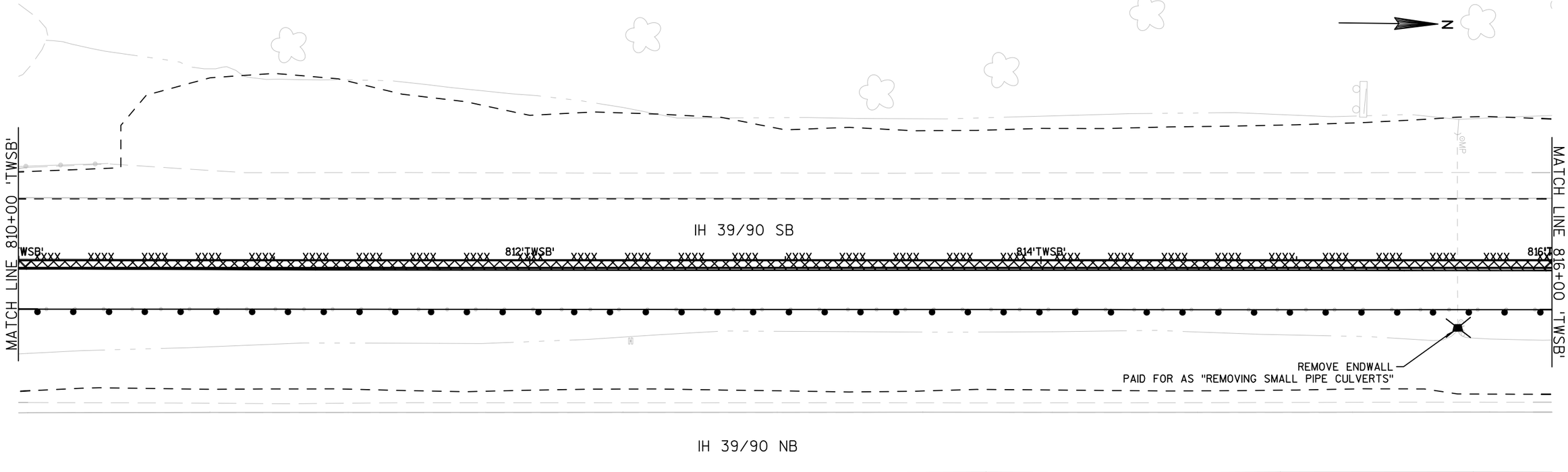
SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE

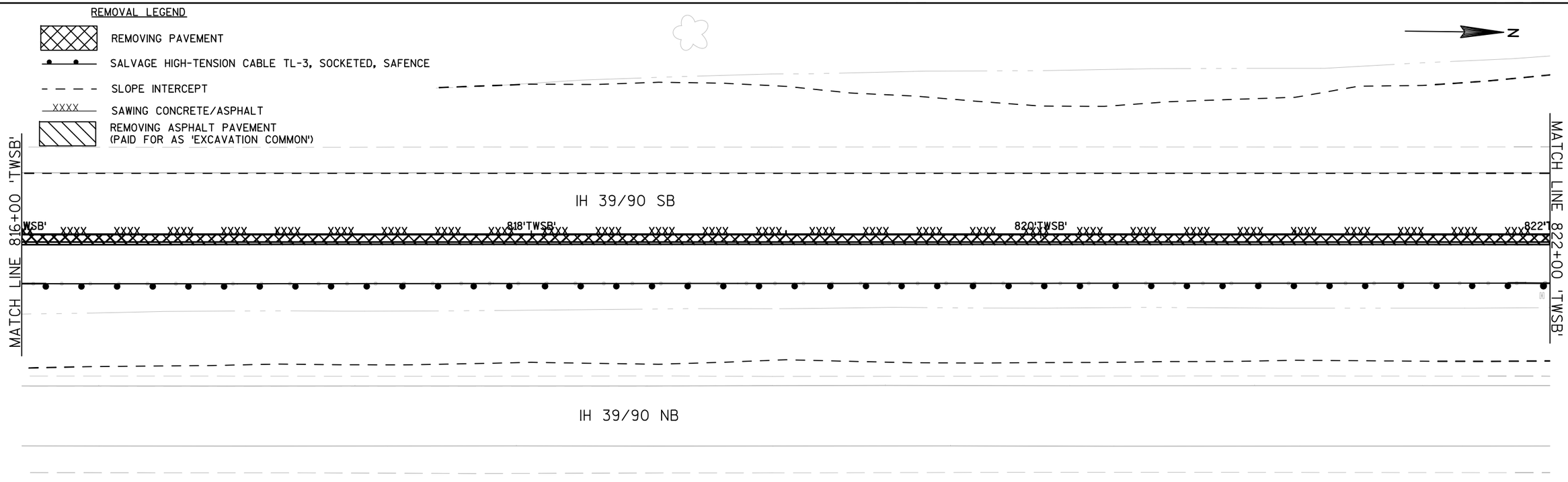
IH 39/90 NB

REMOVE ENDWALL PAID FOR AS "REMOVING SMALL PIPE CULVERTS"

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE

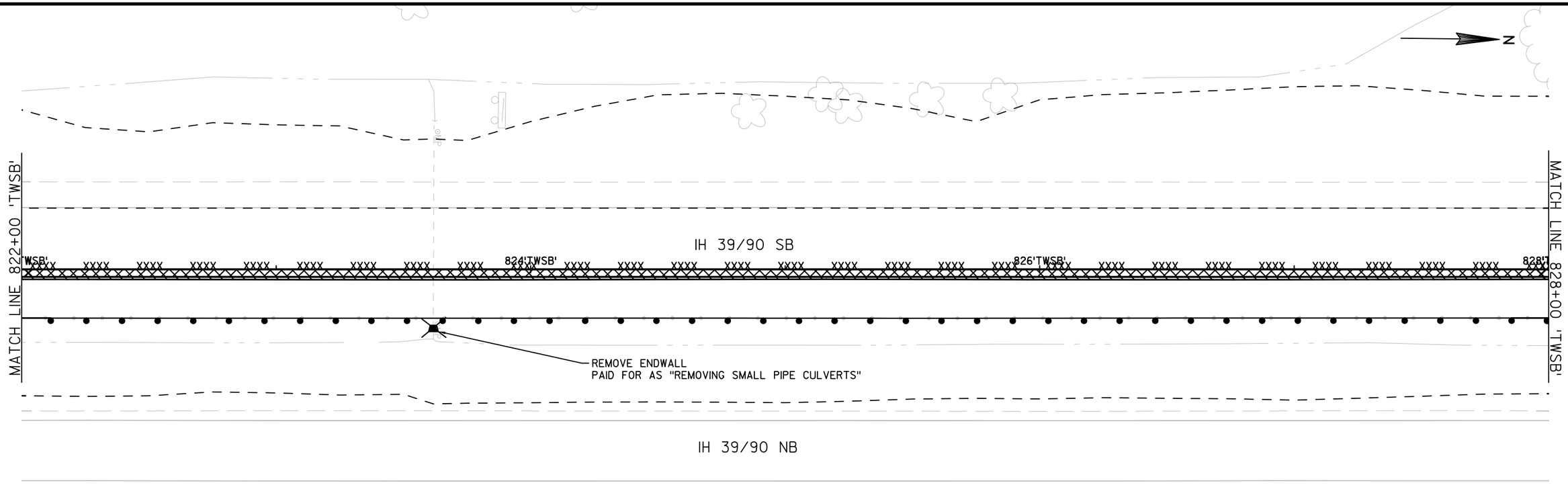
PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 62	E

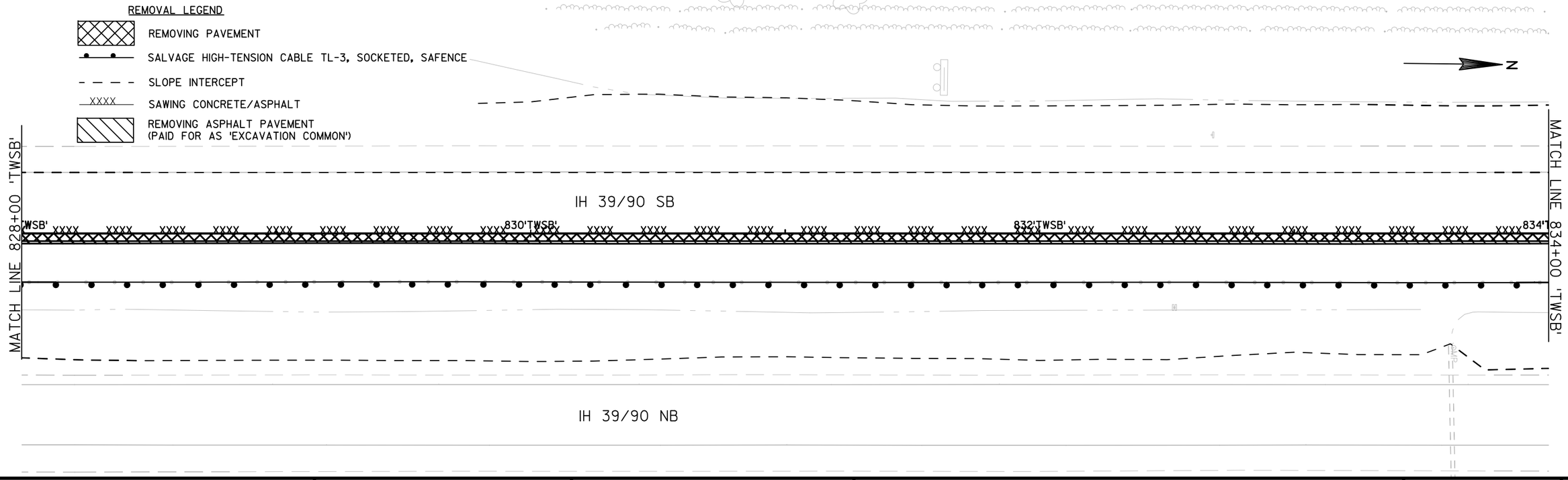




PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 63	E

2

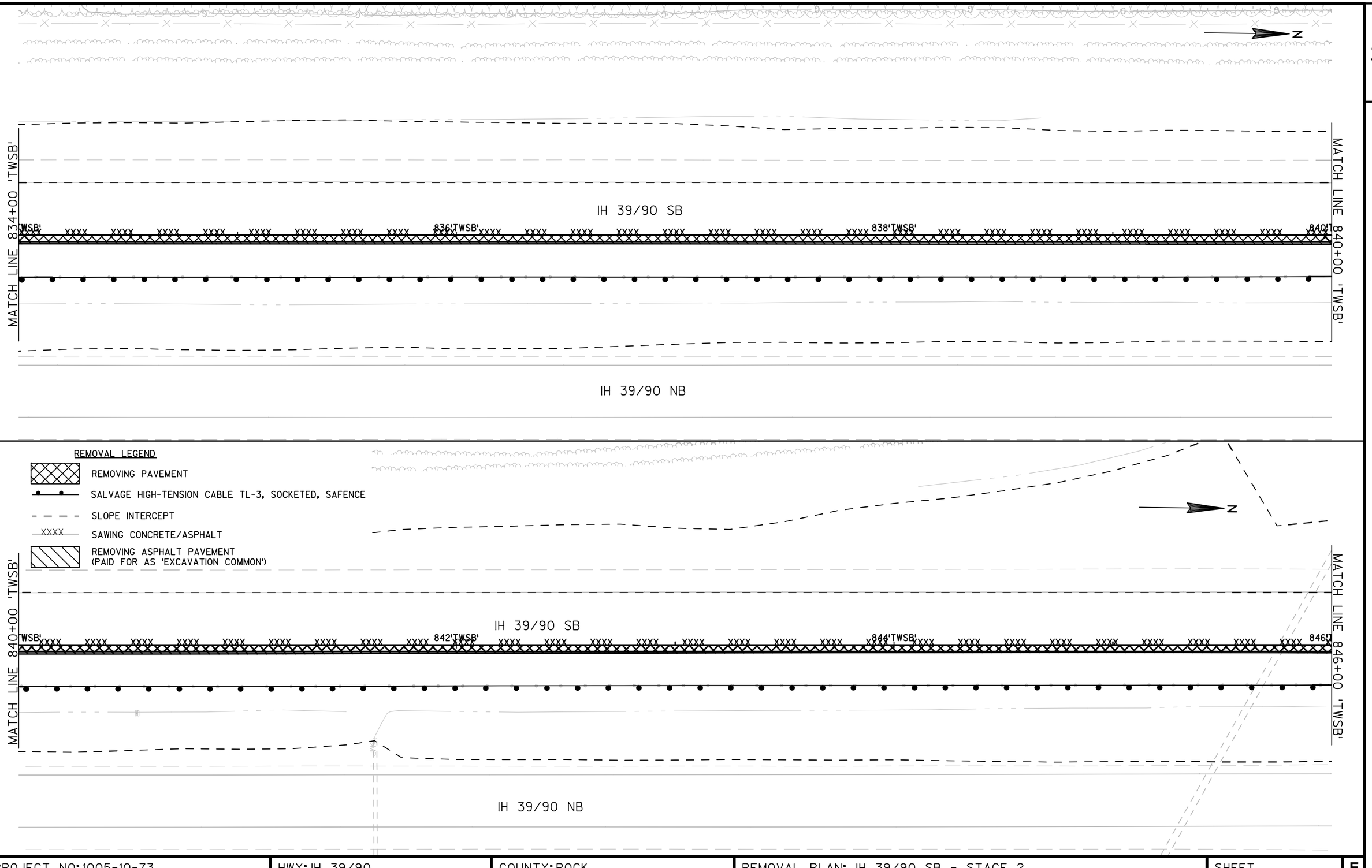




PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 64	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2



2

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 65	E

2

2

N

MILWAUKEE ST

MATCH LINE 846+00 'TWSB'

MATCH LINE 852+00 'TWSB'

IH 39/90 SB

848'TWSB'

850'TWSB'

SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')

SALVAGE HIGH-TENSION CABLE TL-3, SOCKETED, SAFENCE

REMOVING CABLE GUARD

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

MATCH LINE 852+00 'TWSB'

MATCH LINE 858+00 'TWSB'

IH 39/90 SB

854'TWSB'

856'TWSB'

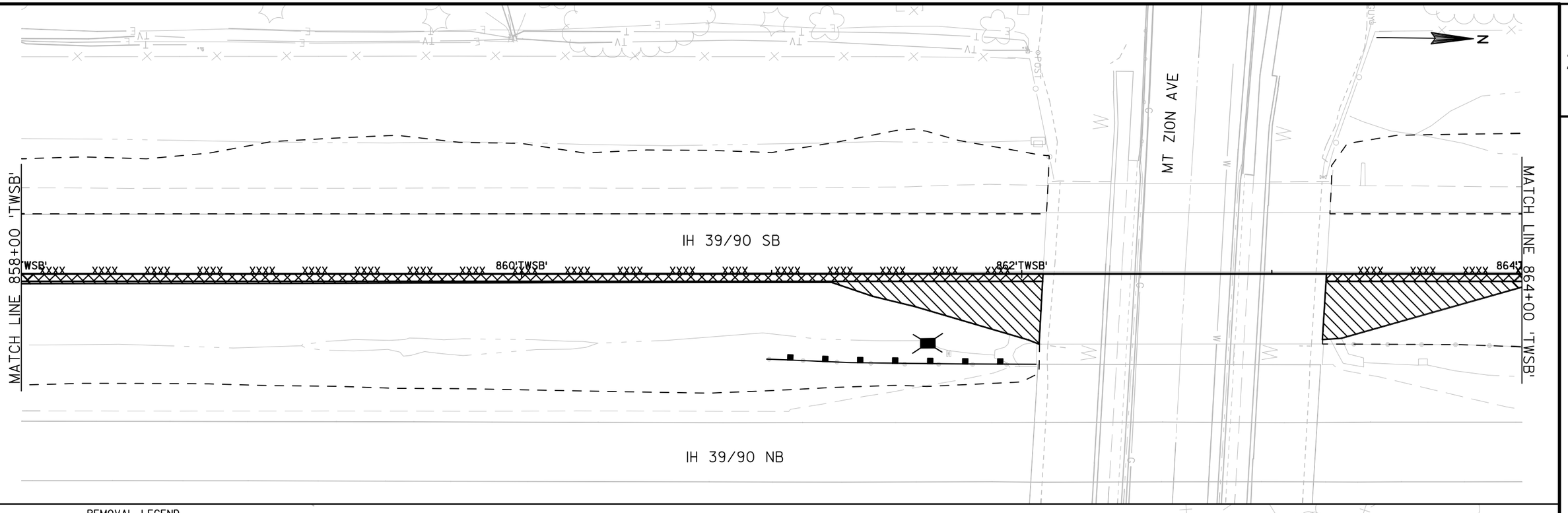
IH 39/90 NB

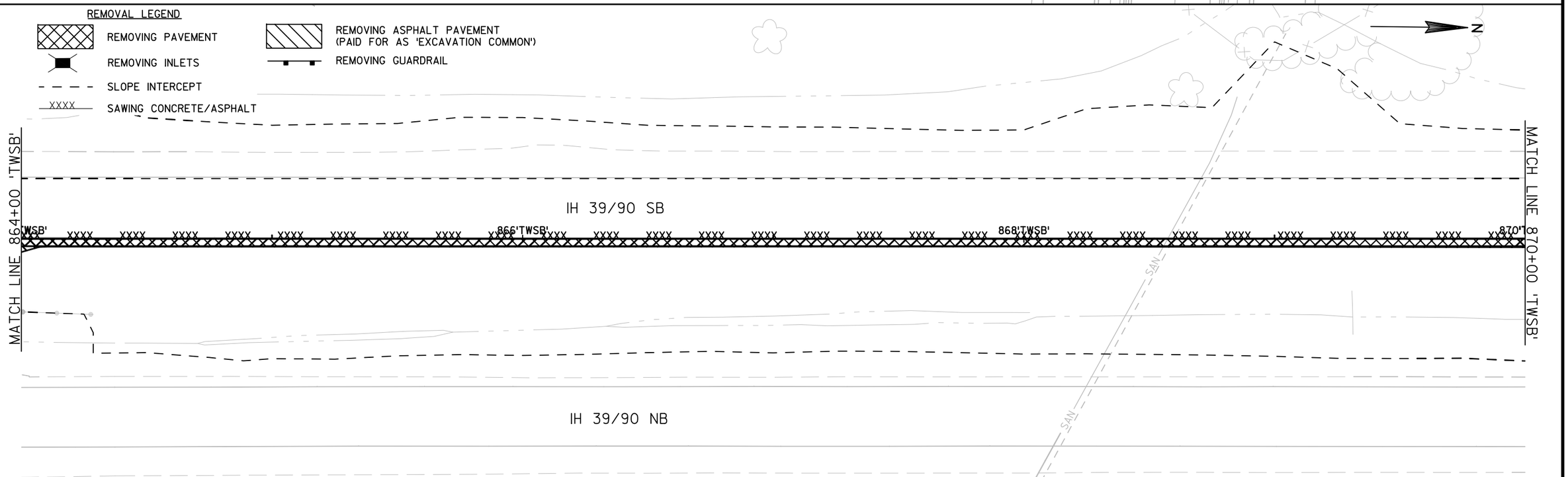
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 67	E

2

2

N

MATCH LINE 870+00 'TWSB'

IH 39/90 SB

'WSB'

872'TWSB'

874'TWSB'

876'T

MATCH LINE 876+00 'TWSB'

REMOVE 8' OF EXISTING CULVERT
(PAID FOR AS 'REMOVING SMALL PIPE CULVERTS')

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

REMOVING SMALL PIPE CULVERTS

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

MATCH LINE 876+00 'TWSB'

MH

DWY

IH 39/90 SB

'WSB'

878'TWSB'

880'TWSB'

882'

MATCH LINE 882+00 'TWSB'

REMOVE 8' OF EXISTING CULVERT
(PAID FOR AS 'REMOVING SMALL PIPE CULVERTS')

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 68	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 882+00 'TWSB'

MATCH LINE 888+00 'TWSB'

IH 39/90 SB

'WSB'

884'TWSB'

886'TWSB'

888'T

IH 39/90 NB

N

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING SMALL PIPE CULVERTS

REMOVING INLETS

REMOVING STORM SEWER

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

N

MATCH LINE 888+00 'TWSB'

MATCH LINE 894+00 'TWSB'

IH 39/90 SB

'WSB'

890'TWSB'

892'TWSB'

894'T

REMOVE ENDWALL
PAID FOR AS "REMOVING SMALL PIPE CULVERTS"

REMOVE 6' OF EXISTING CULVERT
(PAID FOR AS 'REMOVING SMALL PIPE CULVERTS')

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 69	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 894+00 'TWSB'

IH 39/90 SB

'TWSB'

896'TWSB'

898'TWSB'

900'

MATCH LINE 900+00 'TWSB'

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING GUARDRAIL

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

IH 39/90 NB

N

SIGN

MATCH LINE 900+00 'TWSB'

IH 39/90 SB

'TWSB'

902'TWSB'

904'TWSB'

906'

MATCH LINE 906+00 'TWSB'

REMOVE ENDWALL
PAID FOR AS "REMOVING SMALL PIPE CULVERTS"

902'HBT'

904'HBT'

906'

XXXX

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 70	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 906+00 'TWSB'

MATCH LINE 912+00 'TWSB'

IH 39/90 SB

'TWSB'

908'TWSB'

910'TWSB'

912'T

'HBT'

908'HBT'

IH 39/90 NB

REMOVE SIGN BRIDGE
(PAID FOR AS 'REMOVING OLD STRUCTURE')

910'HBT'

912'HB

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- REMOVING INLETS
- REMOVING STORM SEWER
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')

N

MATCH LINE 912+00 'TWSB'

MATCH LINE 918+00 'TWSB'

IH 39/90 SB

WSB'

914'TWSB'

916'TWSB'

918'T

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 71	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- REMOVING INLETS
- REMOVING STORM SEWER
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')

REPLACING GUARDRAIL POSTS AND BLOCKS
REPLACING GUARDRAIL RAIL AND HARDWARE

N

USH 14 EB

USH 14 WB

MATCH LINE 918+00 'TWSB'

MATCH LINE 924+00 'TWSB'

IH 39/90 SB

920'TWSB'

922'TWSB'

924'TWSB'

250'HEA'

250'HWA'

IH 39/90 NB

USH 14 WB

MATCH LINE 924+00 'TWSB'

MATCH LINE 930+00 'TWSB'

IH 39/90 SB

926'TWSB'

928'TWSB'

930'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 72 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 930+00 'TWSB'

WSB'

IH 39/90 SB

932'TWSB'

934'TWSB'

936'

MATCH LINE 936+00 'TWSB'

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

REMOVING SMALL PIPE CULVERTS

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

IH 39/90 NB

MATCH LINE 936+00 'TWSB'

WSB'

938'TWSB'

940'TWSB'

942'

MATCH LINE 942+00 'TWSB'

IH 39/90 SB

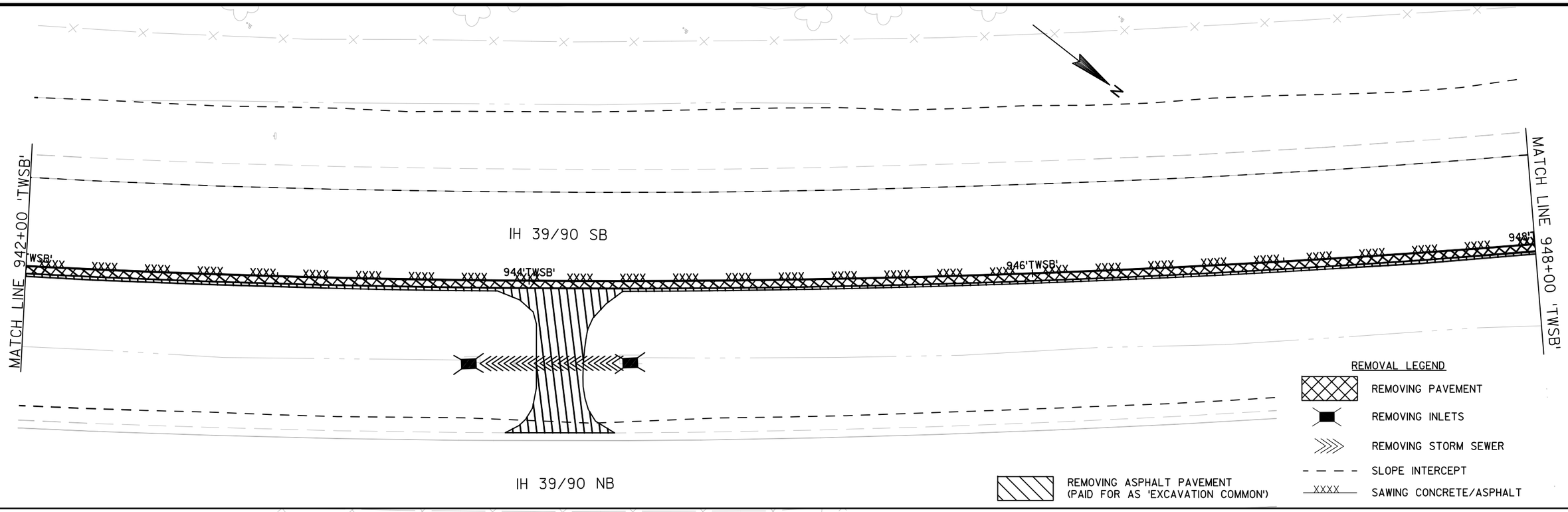
REMOVE 12' OF EXISTING CULVERT PIPE
(PAID FOR AS 'REMOVING SMALL PIPE CULVERTS')

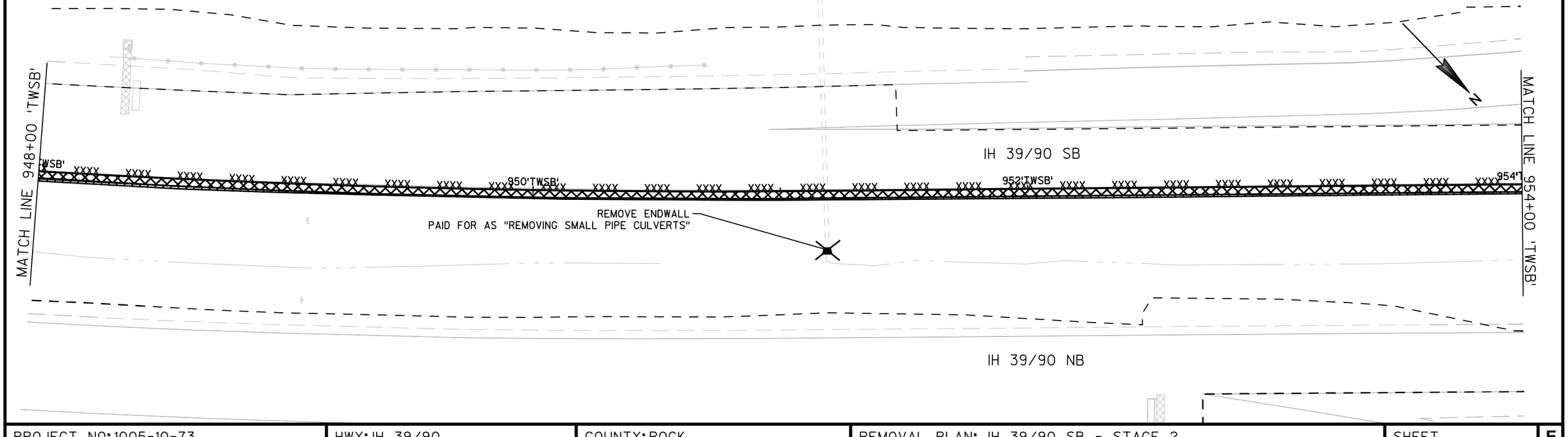
IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 73	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2





PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 74	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 954+00 'TWSB'

IH 39/90 SB

'WSB'

956'TWSB'

958'TWSB'

960'T

MATCH LINE 960+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

- CLEARING AND GRUBBING
- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- REMOVING CONCRETE BARRIER
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')

REPLACING GUARDRAIL POSTS AND BLOCKS
REPLACING GUARDRAIL RAIL AND HARDWARE

STH 26 NB

STH 26 SB

MATCH LINE 960+00 'TWSB'

IH 39/90 SB

'WSB'

962'TWSB'

964'TWSB'

966'T

SAWING CONCRETE BARRIER INCIDENTAL TO REMOVING CONCRETE BARRIER

114'CWT'

114'CET'

MATCH LINE 966+00 'TWSB'

IH 39/90 NB

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 75	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING GUARDRAIL

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

SIGN

MATCH LINE 966+00 'TWSB'

MATCH LINE 972+00 'TWSB'

IH 39/90 SB

968'TWSB'

970'TWSB'

IH 39/90 NB

SIGN

REMOVE SIGN BRIDGE
(PAID FOR AS 'REMOVING OLD STRUCTURE')

MATCH LINE 972+00 'TWSB'

MATCH LINE 978+00 'TWSB'

IH 39/90 SB

974'TWSB'

976'TWSB'

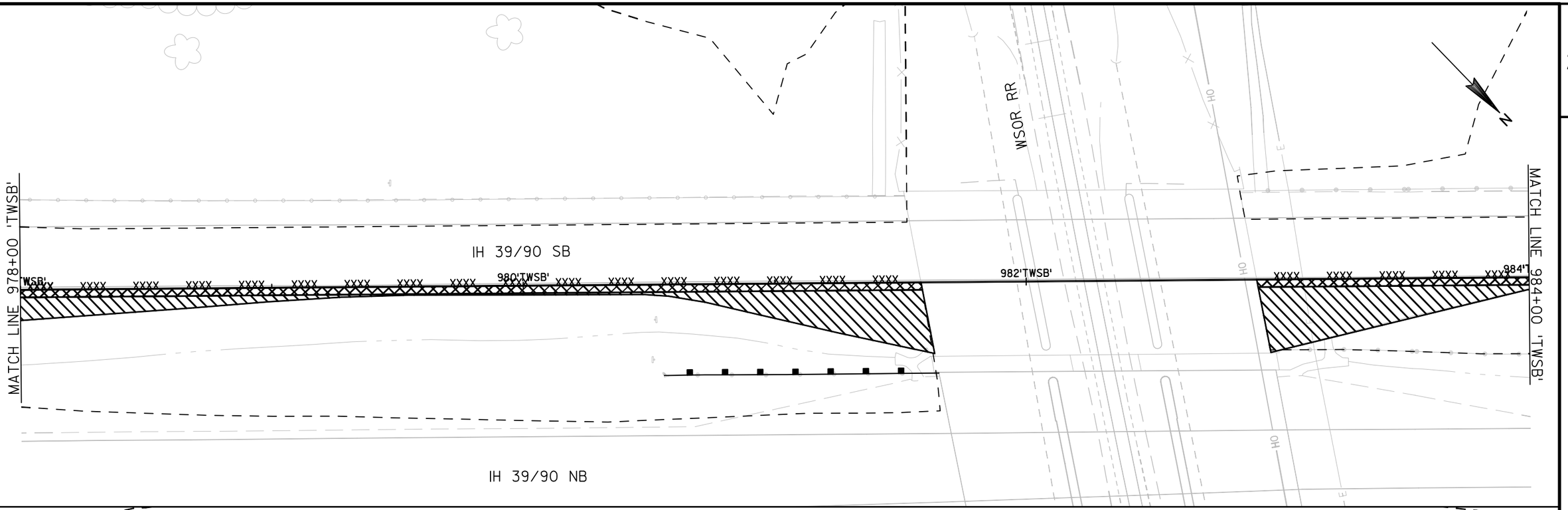
IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 76	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

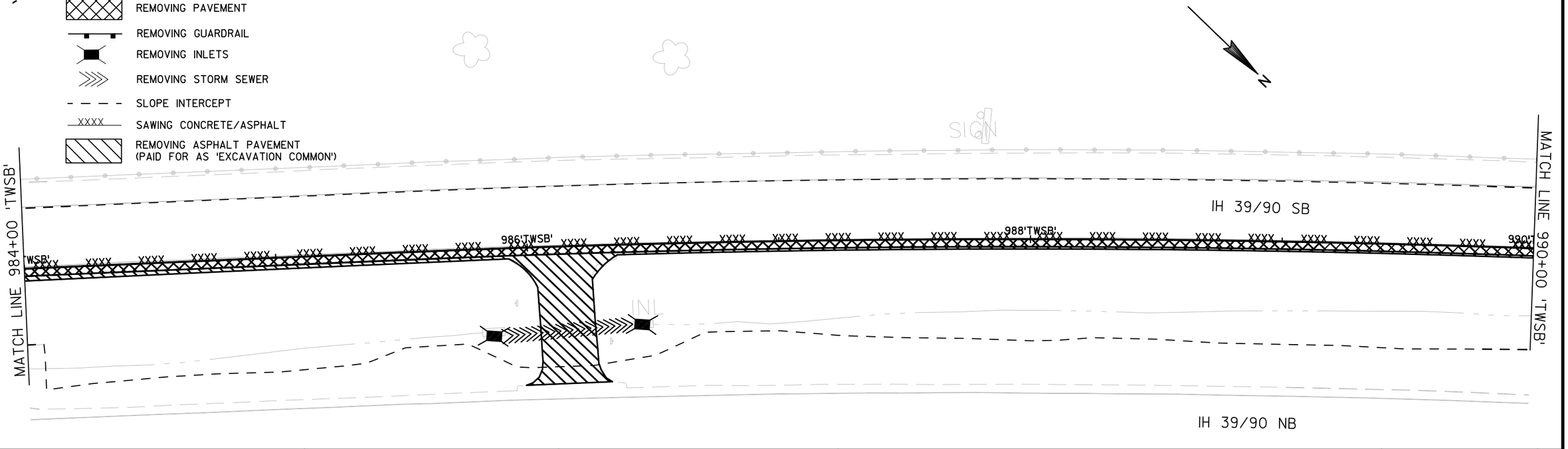
WISDOT/CADDS SHEET 44

2



REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- REMOVING INLETS
- REMOVING STORM SEWER
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')



PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 77	E

2

2

MATCH LINE 990+00 'TWSB'

'WSB'

992'TWSB'

994'TWSB'

996'

MATCH LINE 996+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

MATCH LINE 996+00 'TWSB'

'WSB'

998'TWSB'

1000'TWSB'

1002'

MATCH LINE 1002+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 78	E

2

2

SIGN

N

IH 39/90 SB

MATCH LINE 1002+00 'TWSB'

'TWSB'

1004'TWSB'

1006'TWSB'

1008'

MATCH LINE 1008+00 'TWSB'

REMOVE 14' OF EXISTING CULVERT PIPE
(PAID FOR AS 'REMOVING SMALL PIPE CULVERTS')

IH 39/90 NB

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- REMOVING SMALL PIPE CULVERTS
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')

SIGN

N

IH 39/90 SB

MATCH LINE 1008+00 'TWSB'

'TWSB'

1010'TWSB'

1012'TWSB'

1014'

MATCH LINE 1014+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 79	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 7/23/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT
- REMOVING ASPHALT PAVEMENT (PAID FOR AS 'EXCAVATION COMMON')

KENNEDY RD

MATCH LINE 1014+00 'TWSB'

'TWSB'

1016'TWSB'

1018'TWSB'

1020'

MATCH LINE 1020+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

MATCH LINE 1020+00 'TWSB'

'TWSB'

-0'COK'

1022'TWSB'

2'COK'

1024'TWSB'

4'COK'

1026

MATCH LINE 1026+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 80	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

MATCH LINE 1026+00 'TWSB'

MATCH LINE 1032+00 'TWSB'

IH 39/90 SB

1028'TWSB'

1030'TWSB'

1032'

8'COK'

10'COK'

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING INLETS

REMOVING STORM SEWER

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

IH 39/90 NB

N

MATCH LINE 1032+00 'TWSB'

MATCH LINE 1038+00 'TWSB'

IH 39/90 SB

1034'TWSB'

1036'TWSB'

1038'

12'COK'

14'COK'

16'COK'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 81 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

N

IH 39/90 SB

MATCH LINE 1038+00 'TWSB'

TWSB'

1040'TWSB'

1042'TWSB'

1

IH 39/90 NB

19'COK'

20'COK'

22'COK'

22'COK'

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

REMOVING ASPHALT PAVEMENT
(PAID FOR AS 'EXCAVATION COMMON')

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 2	SHEET 82	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE2.DWG PLOT DATE : 6/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

SIGN

INL

SB ON RAMP

IH 39/90 SB

738'TWSB'

740'TWSB'

742'TWSB'

744'

MATCH LINE 744+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

SB ON RAMP

REMOVE ENDWALL
PAID FOR AS "REMOVING SMALL PIPE CULVERTS"

SIGN

MATCH LINE 744+00 'TWSB'

IH 39/90 SB

744'TWSB'

746'TWSB'

748'TWSB'

750'

MATCH LINE 750+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 83	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

N

SIGN

SIGN

STH 11/
RACINE STREET

MATCH LINE 750+00 'TWSB'

IH 39/90 SB

'TWSB'

752'TWSB'

754'TWSB'

756'T

MATCH LINE 756+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

SIGN

MATCH LINE 756+00 'TWSB'

IH 39/90 SB

'TWSB'

758'TWSB'

760'TWSB'

762'T

MATCH LINE 762+00 'TWSB'

IH 39/90 NB

2

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 84	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

SB OFF-RAMP

SIGN

MATCH LINE 762+00 'TWSB'

IH 39/90 SB

'TWSB'

764'TWSB'

766'TWSB'

B-53-0029

768'T

MATCH LINE 768+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE

REMOVING PAVEMENT

REMOVING GUARDRAIL

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

SB OFF-RAMP

N

MATCH LINE 768+00 'TWSB'

IH 39/90 SB

'WSB'

770'TWSB'

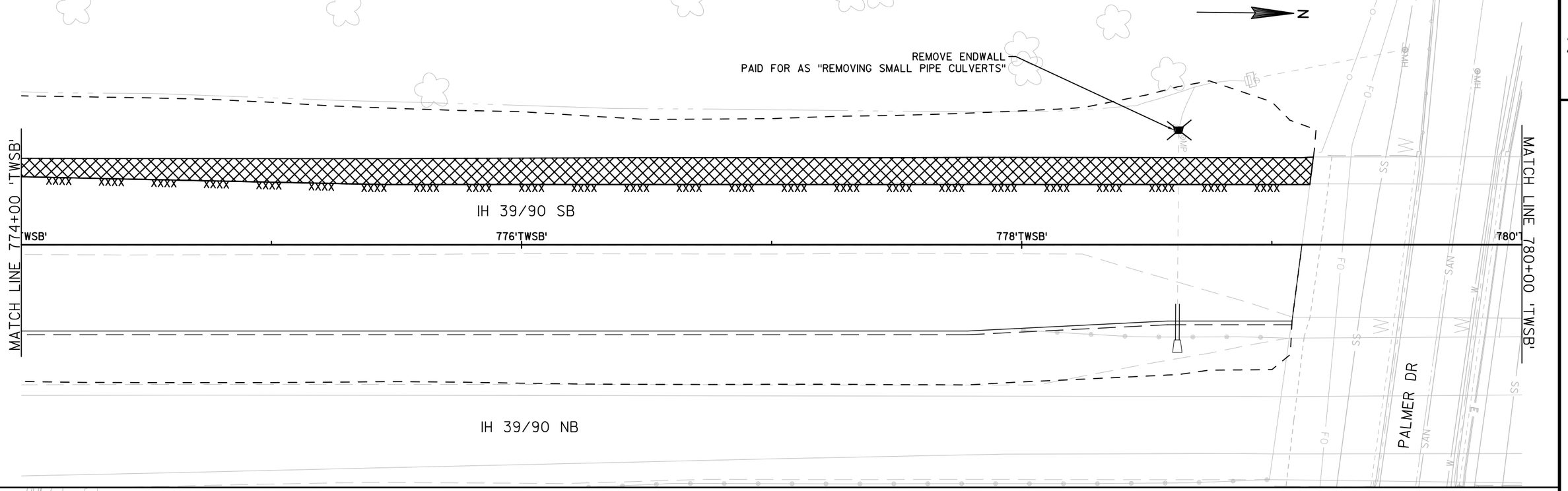
772'TWSB'

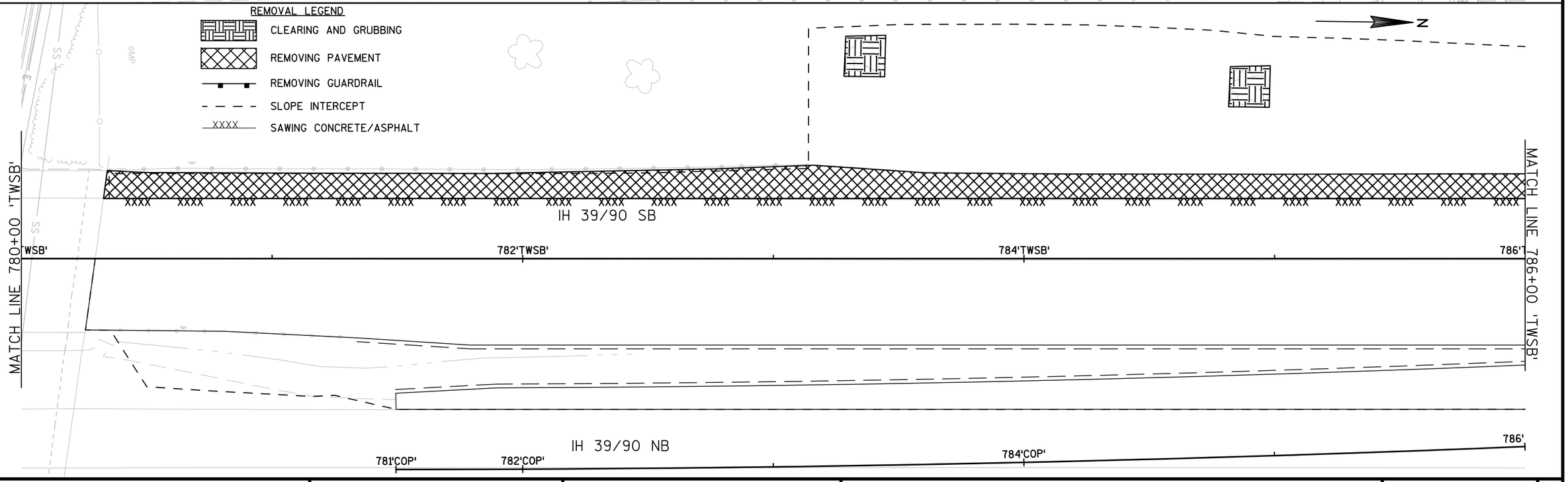
774'T

MATCH LINE 774+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 85	E

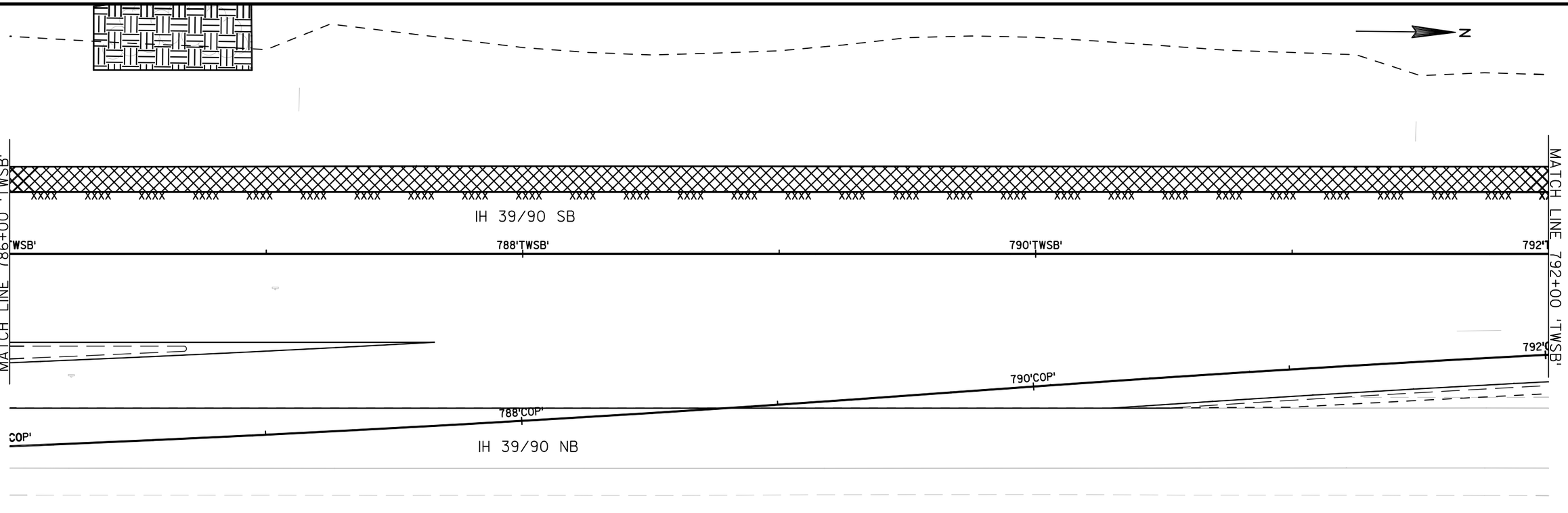




PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 86	E

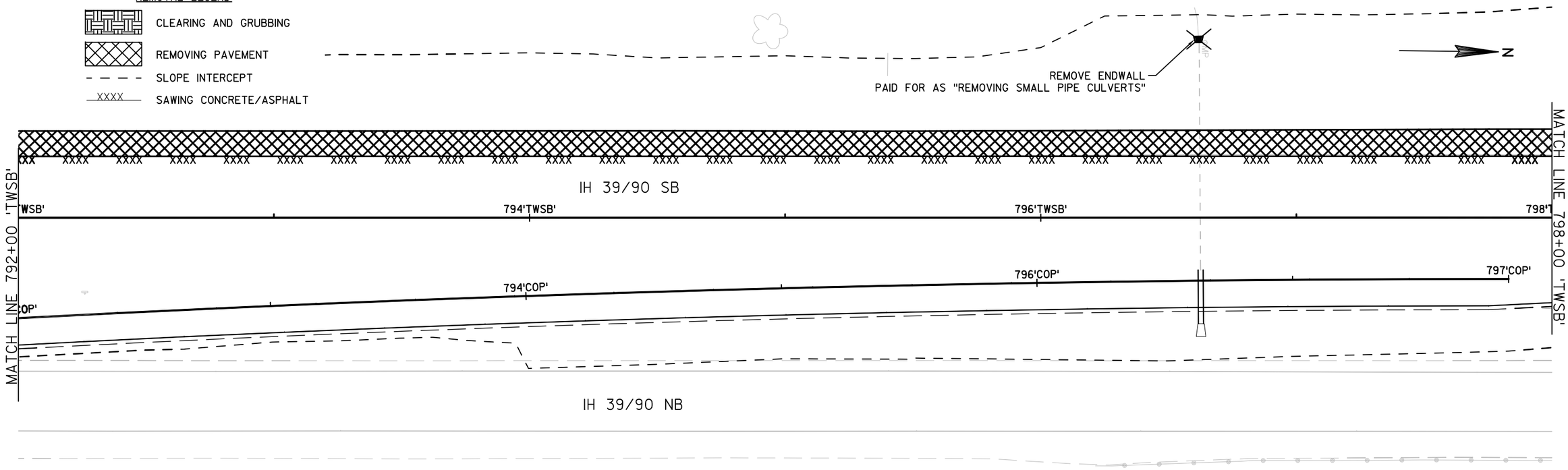
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2



REMOVAL LEGEND

- CLEARING AND GRUBBING
- REMOVING PAVEMENT
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 87	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTH0-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

SPRING BROOK

N

MATCH LINE 798+00 'TWSB'

'WSB'

800'TWSB'

802'TWSB'

804'T

MATCH LINE 804+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

RUGER AVE

RIPRAP

MATCH LINE 804+00 'TWSB'

'WSB'

806'TWSB'

808'TWSB'

810'T

MATCH LINE 810+00 'TWSB'

IH 39/90 SB

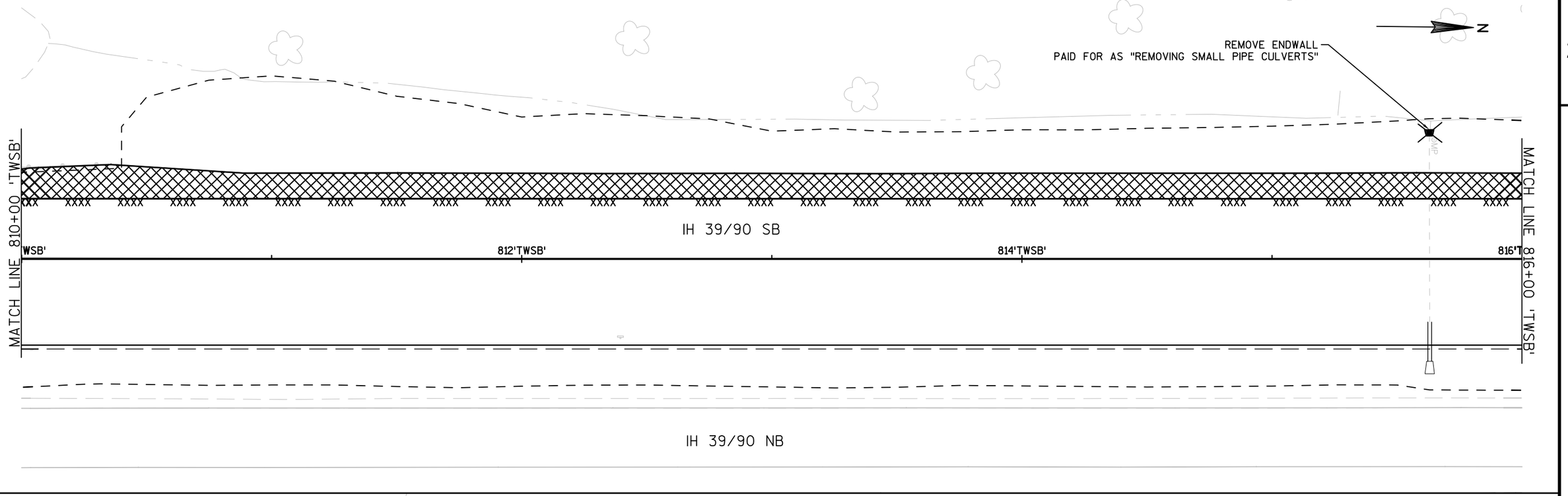
IH 39/90 NB

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 88	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

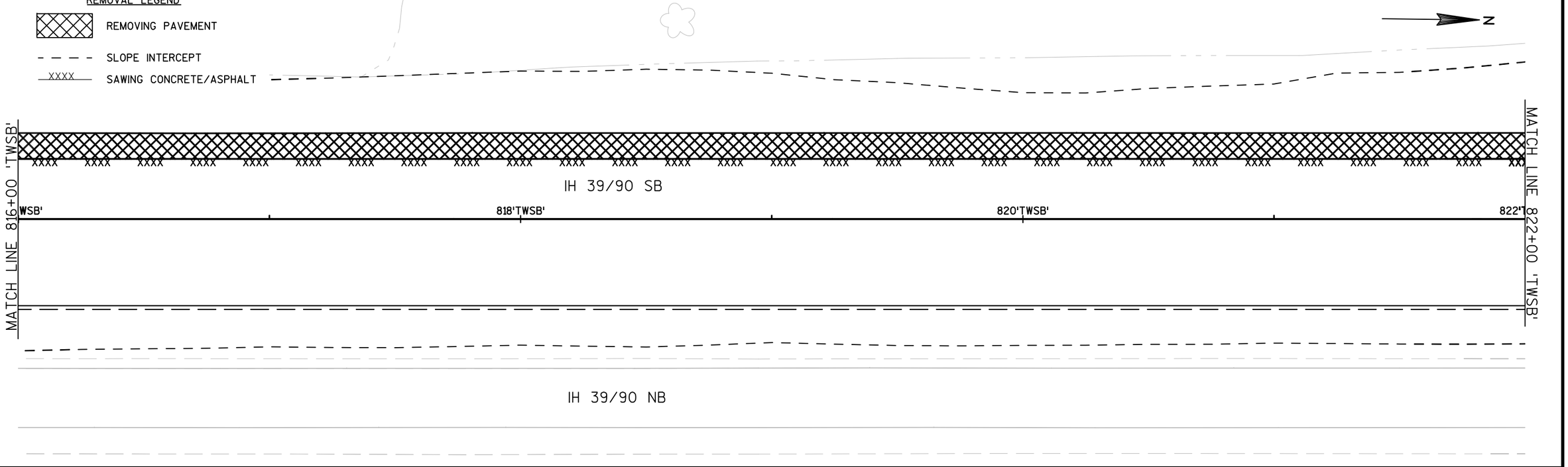


REMOVAL LEGEND

REMOVING PAVEMENT

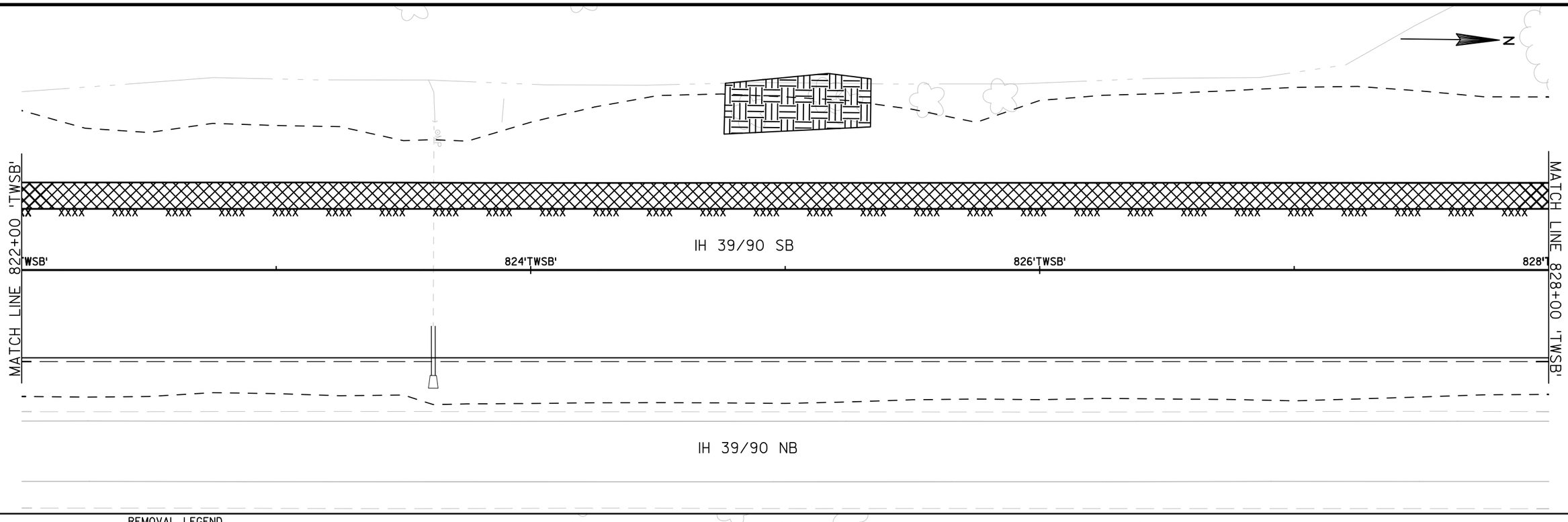
SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 89	E

2



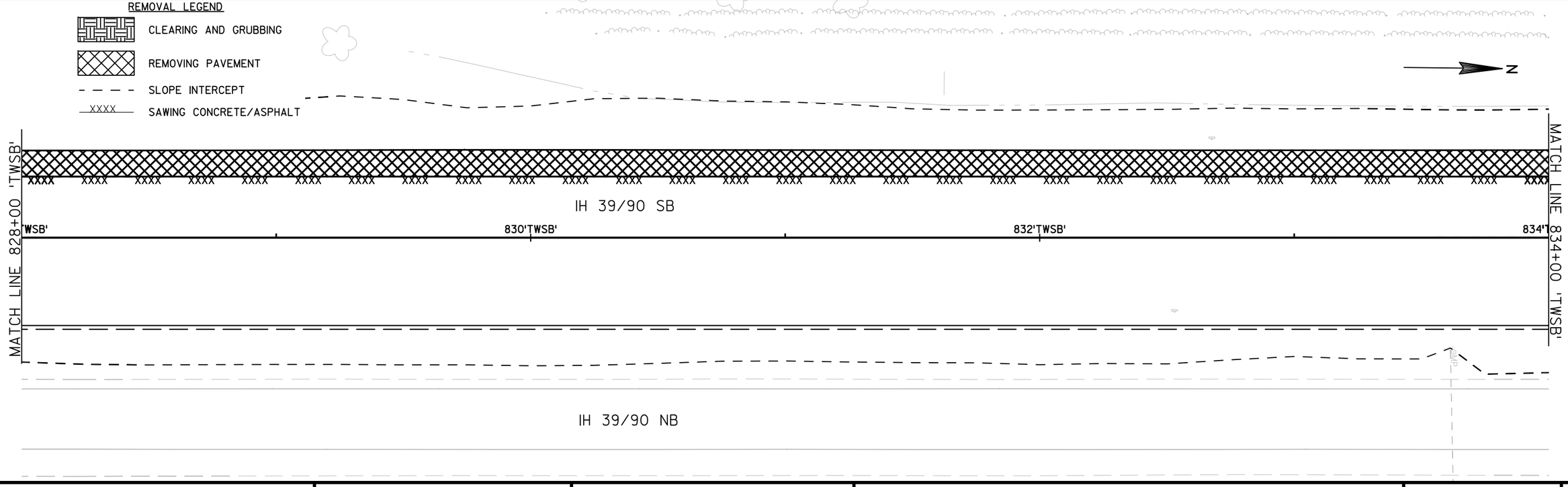
REMOVAL LEGEND

CLEARING AND GRUBBING

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 90	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 834+00 'TWSB'

MATCH LINE 840+00 'TWSB'

'WSB' 836'TWSB' 838'TWSB' 840'T

IH 39/90 SB

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

MATCH LINE 840+00 'TWSB'

MATCH LINE 846+00 'TWSB'

'WSB' 842'TWSB' 844'TWSB' 846'T

IH 39/90 SB

IH 39/90 NB

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 91	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

MILWAUKEE ST

N

IH 39/90 SB

MATCH LINE 846+00 'TWSB'

'WSB' 848'TWSB' 850'TWSB' 852'T

MATCH LINE 852+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

IH 39/90 SB

MATCH LINE 852+00 'TWSB'

'WSB' 854'TWSB' 856'TWSB' 858'T

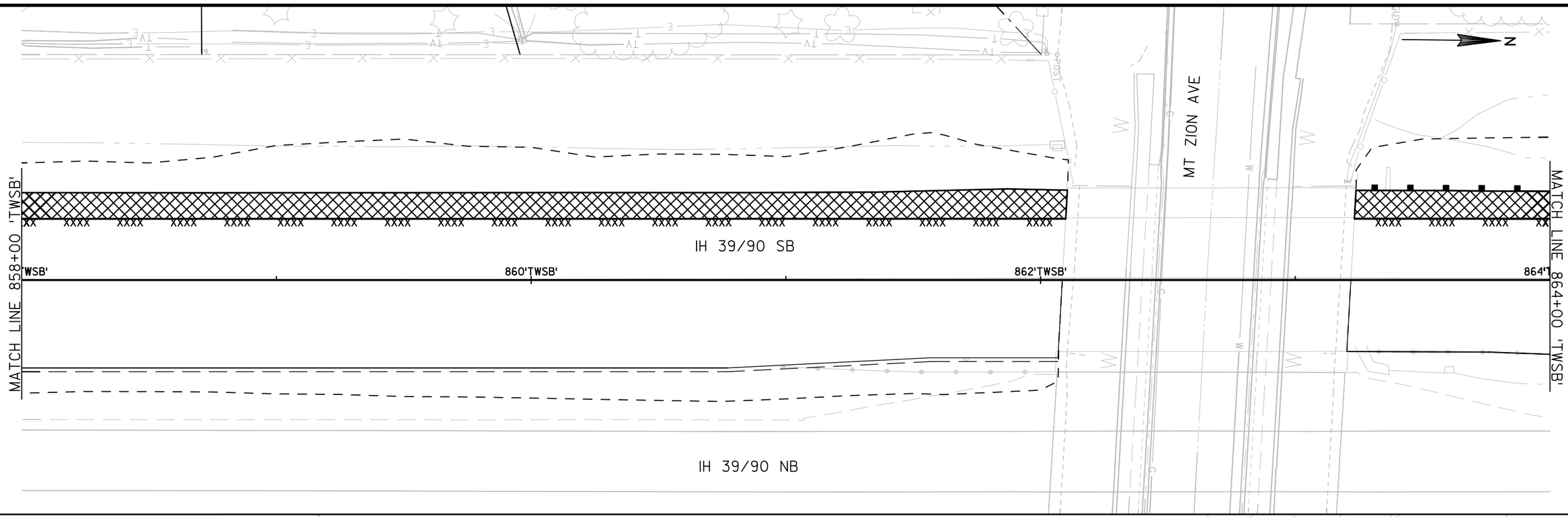
MATCH LINE 858+00 'TWSB'

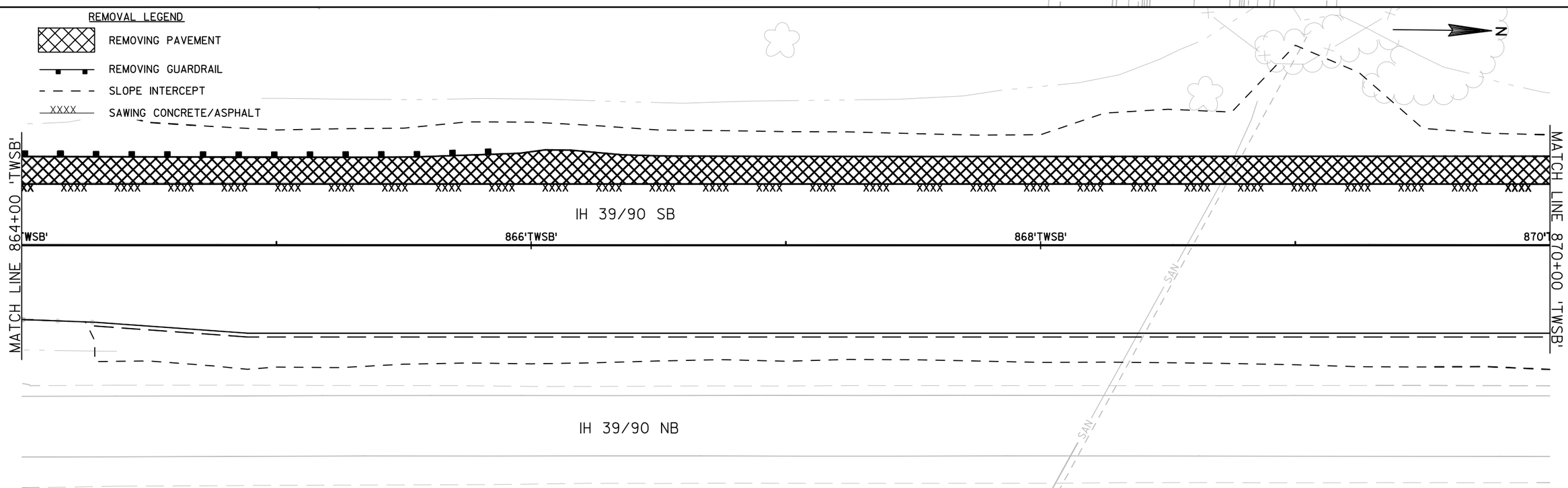
IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2





PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 93	E

2

2

N

MATCH LINE 870+00 'TWSB'

MATCH LINE 876+00 'TWSB'

IH 39/90 SB

872'TWSB'

874'TWSB'

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

MATCH LINE 876+00 'TWSB'

MATCH LINE 882+00 'TWSB'

IH 39/90 SB

878'TWSB'

880'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 94	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

MATCH LINE 882+00 'TWSB'

'WSB'

884'TWSB'

886'TWSB'

888'T

MATCH LINE 888+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

REMOVE ENDWALL
PAID FOR AS "REMOVING SMALL PIPE CULVERTS"

N

MATCH LINE 888+00 'TWSB'

'WSB'

890'TWSB'

892'TWSB'

894'T

MATCH LINE 894+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 95	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE 894+00 'TWSB'

MATCH LINE 900+00 'TWSB'

IH 39/90 SB

894'TWSB' 896'TWSB' 898'TWSB' 900'TWSB'

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

REMOVE ENDWALL
PAID FOR AS "REMOVING SMALL PIPE CULVERTS"

N

SIGN

MATCH LINE 900+00 'TWSB'

MATCH LINE 906+00 'TWSB'

IH 39/90 SB

900'TWSB' 902'TWSB' 904'TWSB' 906'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 96	E

2

2

N

MATCH LINE 906+00 'TWSB'

'WSB'

908'TWSB'

910'TWSB'

912'T

MATCH LINE 912+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

MATCH LINE 912+00 'TWSB'

WSB'

914'TWSB'

916'TWSB'

918'T

MATCH LINE 918+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 97	E

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING GUARDRAIL

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

N

USH 14 EB

USH 14 WB

MATCH LINE 918+00 'TWSB'

MATCH LINE 924+00 'TWSB'

MATCH LINE 924+00 'TWSB'

MATCH LINE 930+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

IH 39/90 SB

IH 39/90 NB

920'TWSB'

922'TWSB'

924'

926'TWSB'

928'TWSB'

930'

SIGN

SIGN

2

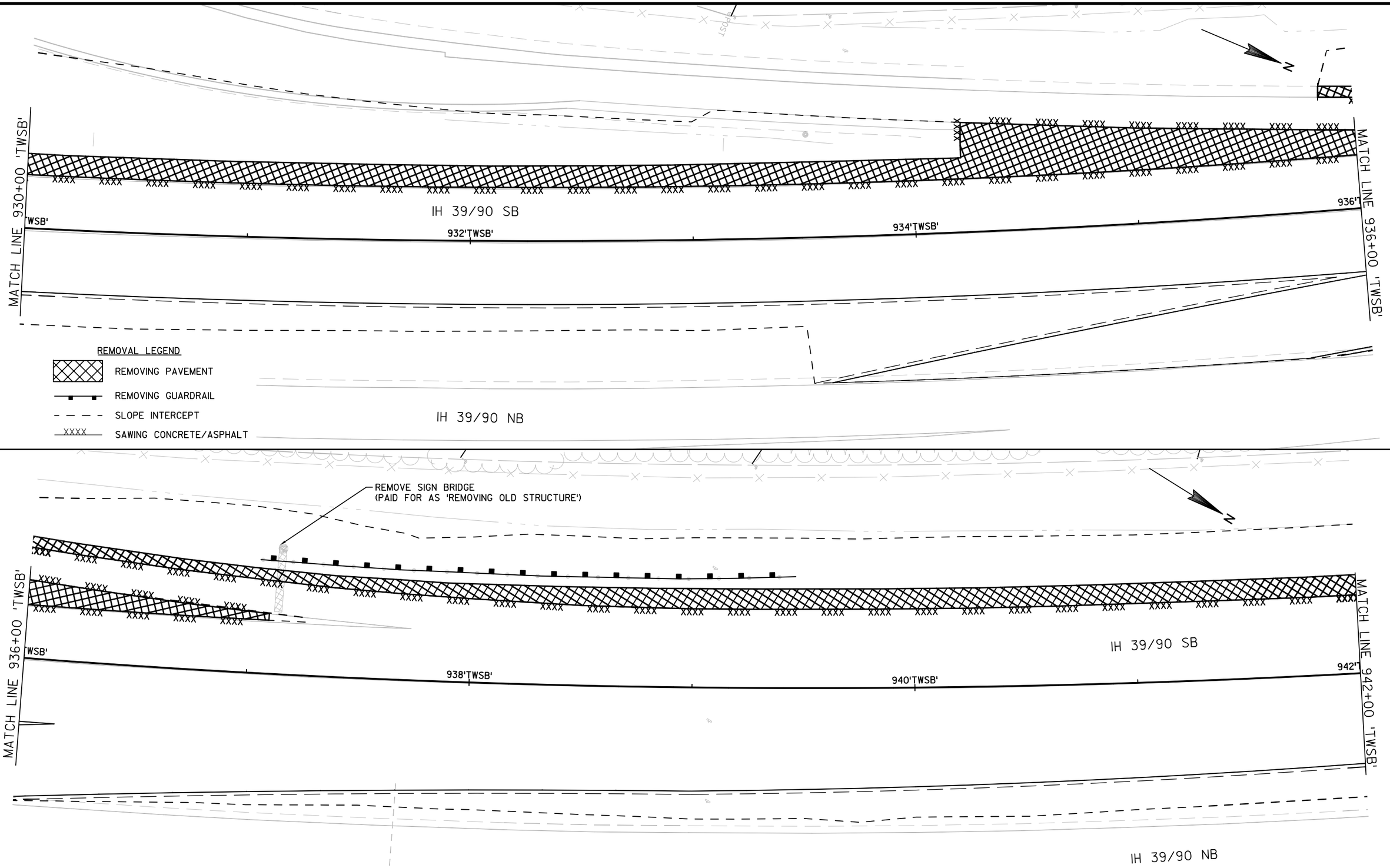
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 98	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 99	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 942+00 'TWSB'

IH 39/90 SB

944'TWSB'

946'TWSB'

948'T

MATCH LINE 948+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

MATCH LINE 948+00 'TWSB'

IH 39/90 SB

950'TWSB'

952'TWSB'

954'T

MATCH LINE 954+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 100	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

REMOVE ENDWALL
PAID FOR AS "REMOVING SMALL PIPE CULVERTS"

MATCH LINE 954+00 'TWSB'

MATCH LINE 960+00 'TWSB'

IH 39/90 SB

'WSB'

956'TWSB'

958'TWSB'

960'

IH 39/90 NB

REMOVAL LEGEND

CLEARING AND GRUBBING

REMOVING ASPHALTIC SURFACE

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

STH 26 NB

STH 26 SB

MATCH LINE 960+00 'TWSB'

MATCH LINE 966+00 'TWSB'

IH 39/90 SB

'WSB'

962'TWSB'

964'TWSB'

966'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 101 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

2

REMOVAL LEGEND

REMOVING ASPHALTIC SURFACE

REMOVING PAVEMENT

REMOVING GUARDRAIL

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

SIGN

MATCH LINE 966+00 'TWSB'

IH 39/90 SB

'WSB' 968'TWSB' 970'TWSB' 972'

MATCH LINE 972+00 'TWSB'

IH 39/90 NB

SIGN

MATCH LINE 972+00 'TWSB'

IH 39/90 SB

'WSB' 974'TWSB' 976'TWSB' 978'

MATCH LINE 978+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 102	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

WSOR

MATCH LINE 978+00 'TWSB'

IH 39/90 SB

'WSB'

980'TWSB'

982'TWSB'

984'

MATCH LINE 984+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

CLEARING AND GRUBBING

REMOVING PAVEMENT

REMOVING GUARDRAIL

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

SIGN

MATCH LINE 984+00 'TWSB'

IH 39/90 SB

'WSB'

986'TWSB'

988'TWSB'

990'

MATCH LINE 990+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 103	E

2

2

MATCH LINE 990+00 'TWSB'

'WSB'

992'TWSB'

994'TWSB'

996'

MATCH LINE 996+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

REMOVAL LEGEND

- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

MATCH LINE 996+00 'TWSB'

'WSB'

998'TWSB'

1000'TWSB'

1002'

MATCH LINE 1002+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 104	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

2

SIGN

N

IH 39/90 SB

MATCH LINE 1002+00 'TWSB'

1004'TWSB'

1006'TWSB'

TWSB'

1008'

MATCH LINE 1008+00 'TWSB'

IH 39/90 NB

REMOVAL LEGEND

REMOVING PAVEMENT

REMOVING GUARDRAIL

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

SIGN

N

IH 39/90 SB

MATCH LINE 1008+00 'TWSB'

1010'TWSB'

1012'TWSB'

TWSB'

1014'

MATCH LINE 1014+00 'TWSB'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 105	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

REMOVAL LEGEND

- CLEARING AND GRUBBING
- REMOVING PAVEMENT
- REMOVING GUARDRAIL
- SLOPE INTERCEPT
- XXXX SAWING CONCRETE/ASPHALT

KENNEDY RD

MATCH LINE 1014+00 'TWSB'

1016'TWSB'

1018'TWSB'

1020'

MATCH LINE 1020+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

MATCH LINE 1020+00 'TWSB'

1022'TWSB'

1024'TWSB'

1026

MATCH LINE 1026+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 106	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021004_RM_STAGE3.DWG PLOT DATE : 7/10/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 1026+00 'TWSB'

'TWSB'

IH 39/90 SB

1028'TWSB'

1030'TWSB'

1032'

MATCH LINE 1032+00 'TWSB'

REMOVAL LEGEND

REMOVING PAVEMENT

SLOPE INTERCEPT

XXXX SAWING CONCRETE/ASPHALT

IH 39/90 NB

MATCH LINE 1032+00 'TWSB'

'TWSB'

IH 39/90 SB

1034'TWSB'

1036'TWSB'

1038'

IH 39/90 NB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	REMOVAL PLAN: IH 39/90 SB - STAGE 3	SHEET 107	E

2

REMOVING ASPHALTIC SURFACE (3 1/2" DEEP - SEE REMOVAL PLANS)
3 1/2" HMA PAVEMENT, TYPE E-30

CONCRETE PAVEMENT REPLACEMENT SHES &
3 1/2" HMA PAVEMENT, TYPE E-30

N

SB ON RAMP

'TWSB' +90.9
58.9' LT

'TWSB' +21.7
38.0' LT

'TWSB' +21.7
34.0' LT

'TWSB' +21.7
24.0' LT

'TWSB' +26.9
26.0' LT

'TWSB' +26.9
24.0' LT

A

A

IH 39/90 SB

741+00'TWSB' 742+00'TWSB' 743+00'TWSB' 744+00'TWSB' 745+00'TWSB' 746+00'TWSB'

VARIES
20'-40'

VARIES
2'-18'*

3 1/2" HMA PAVEMENT,
TYPE E-30

DRILLED TIE BARS (TYP.)

EXISTING
3 1/2" HMA PAVEMENT
(TO REMAIN)

EXISTING
CONCRETE PAVEMENT
(TO REMAIN)

EXISTING BASE AGGREGATE
(TO REMAIN)

CONCRETE PAVEMENT
REPLACEMENT SHES

EXISTING
CONCRETE PAVEMENT
(TO REMAIN)

SECTION A-A & SECTION B-B

* 15' MAX. JOINT SPACING

SB OFF RAMP

'TWSB' +35.7
41.7' LT

'TWSB' +34.7
38.0' LT

'TWSB' +34.7
34.0' LT

'TWSB' +34.7
24.0' LT

'TWSB' +29.7
26.0' LT

'TWSB' +29.7
24.0' LT

B

B

N

SIGN

IH 39/90 SB

766+00'TWSB' 767+00'TWSB' 768+00'TWSB' 769+00'TWSB' 770+00'TWSB' 771+00'TWSB' 772+00'TW

REMOVING ASPHALTIC SURFACE (3 1/2" DEEP - SEE REMOVAL PLANS)
3 1/2" HMA PAVEMENT, TYPE E-30

CONCRETE PAVEMENT REPLACEMENT SHES &
3 1/2" HMA PAVEMENT, TYPE E-30

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: RAMP GORE DETAILS - STH 11/RACINE ST INTERCHANGE	SHEET 108	E

REMOVING ASPHALTIC SURFACE (3 1/2" DEEP - SEE REMOVAL PLANS)
3 1/2" HMA PAVEMENT, TYPE E-30

CONCRETE PAVEMENT REPLACEMENT SHES &
3 1/2" HMA PAVEMENT, TYPE E-30

N

'TWSB' +68.3
44.2' LT

'TWSB' +80.5
26.0' LT

SB ON RAMP

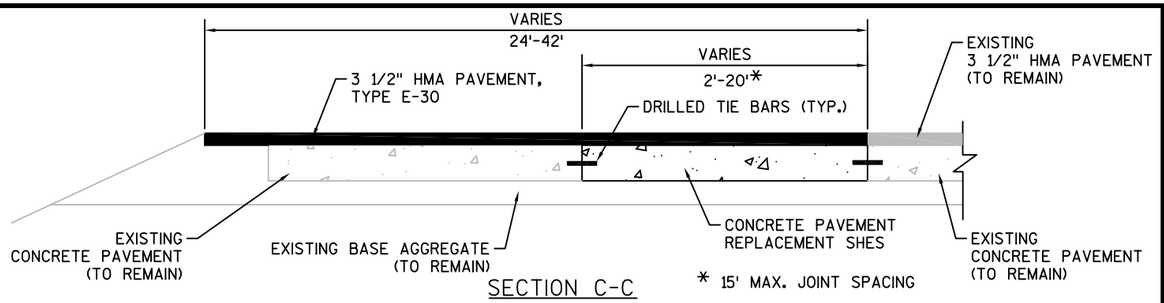
C

'TWSB' +80.5
24.0' LT

'TWSB' +69.6
38.0' LT

IH 39/90 SB

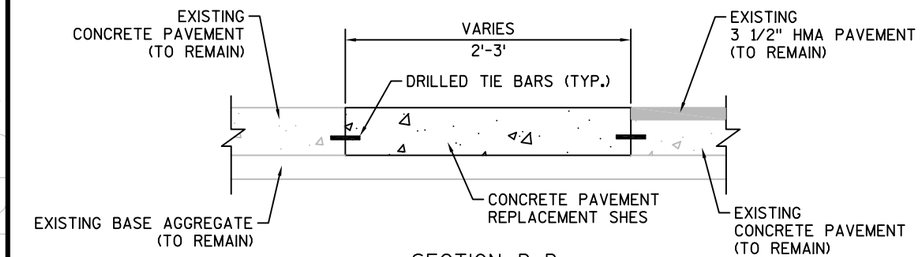
'TWSB' 910+00'TWSB' 911+00'TWSB' 912+00'TWSB' 913+00'TWSB' 914+00'TWSB' 915+00'TWSB'



SECTION C-C

* 15' MAX. JOINT SPACING

IH 39/90 NB



SECTION D-D

CONCRETE PAVEMENT REPLACEMENT SHES

SIGN

SB OFF RAMP

'TWSB' +08.9
27.0' LT

D

'TWSB' +25.3
26.0' LT

'TWSB' +25.3
24.0' LT

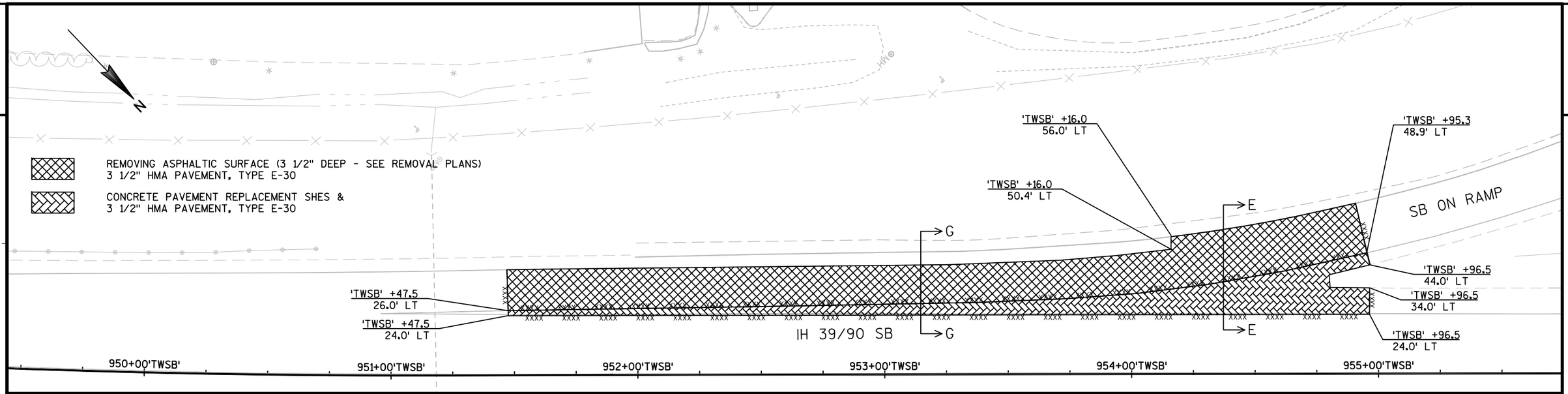
'TWSB' +08.9
24.0' LT

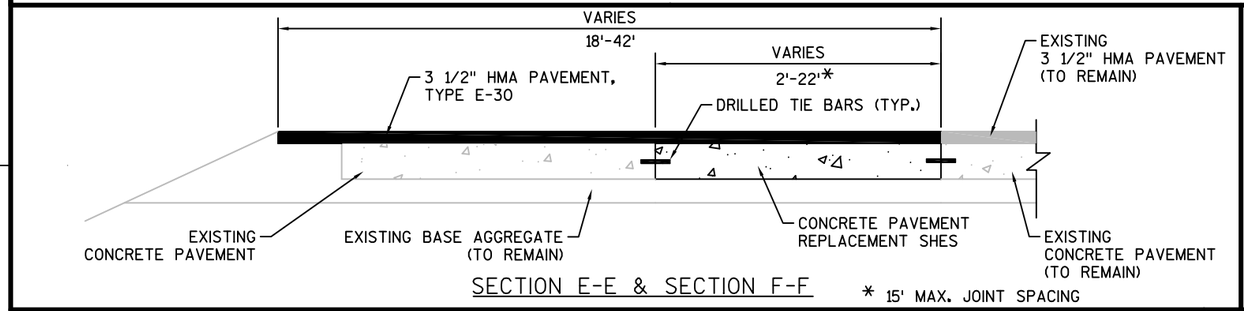
D

IH 39/90 SB

933+00'TWSB' 934+00'TWSB' 935+00'TWSB' 936+00'TWSB' 937+00'TWSB' 938+00'TWSB'

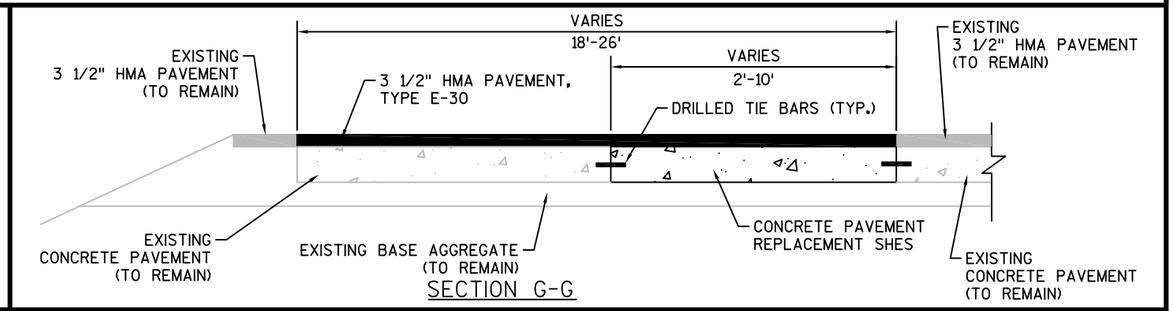
PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: RAMP GORE DETAILS - USH 14 INTERCHANGE	SHEET 109	E



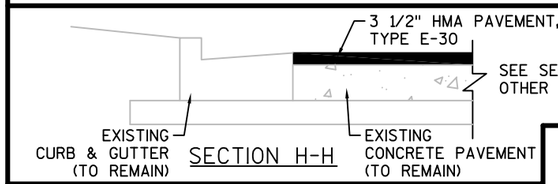


SECTION E-E & SECTION F-F

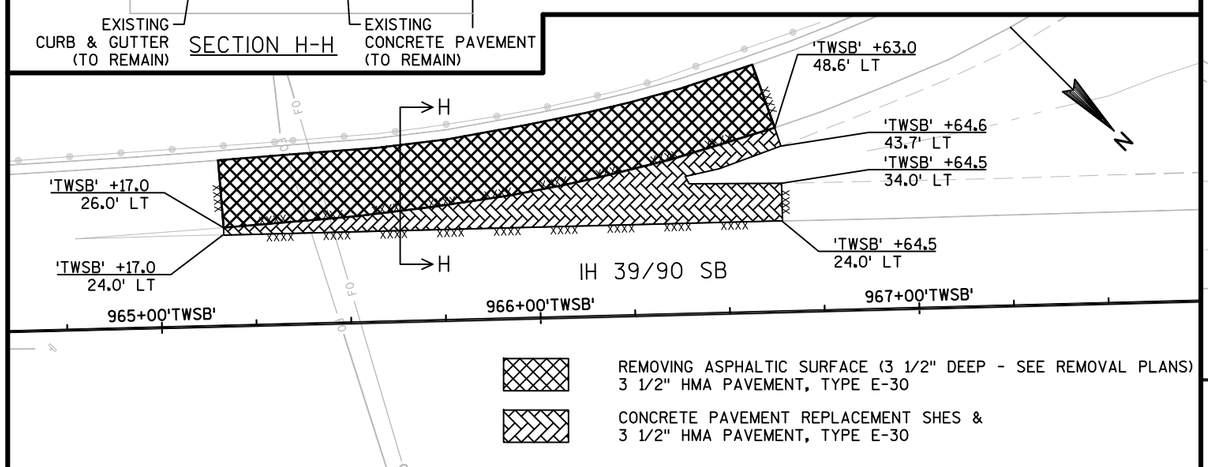
* 15' MAX. JOINT SPACING

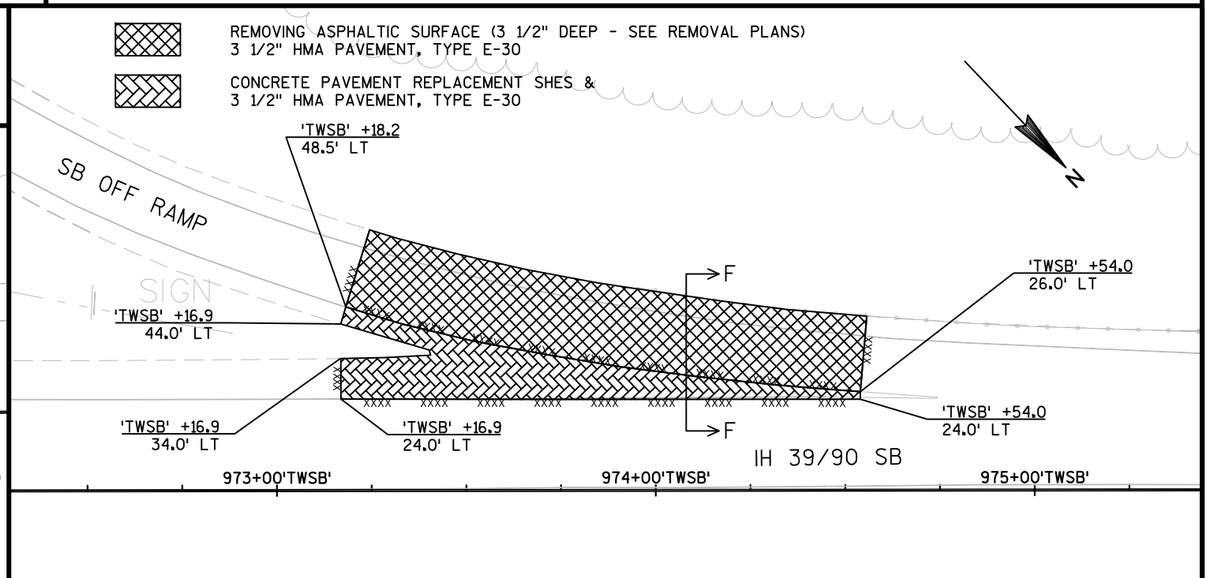


SECTION G-G



SECTION H-H





PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: RAMP GORE DETAILS - STH 26 INTERCHANGE	SHEET 110	E

2

954+00'CCT'

BEGIN CONSTRUCTION
STA. 952+45.95 'CBTT'
MATCH PROPOSED
TEMPORARY WIDENING
'TWSB'

IH 39/90 SB

IH 39/90 NB

RAMP 'CBTT'

RAMP 'CBT'

952+45'CBTT' 903.40 903.32 3.6%
953+00'CBTT' 904.40 2.0%
954+00'CBTT' 905.26 4.0%
955+00'CBTT' 907.23 2.0%
956+00'CBTT' 908.16 2.0%
957+00'CBTT' 909.19 6.0%
957+96'CBTT' 908.45 5.3%
958+00'CBT' 908.54 2.0%

903.11 903.19 AG02 904.19 905.05 1.5' 10.5' 906.11 906.11 PI1-4 PI1-5 906.11 PI1-6 906.64 906.93 906.80 1.5' 15' AP14 6.5' AG02 907.90 PI1-8 PI1-9 PI1-10

PI1-14 905.60 905.56 PI1-15 2.0%

PI1-1 4.2% 12' 953+00'CBT' 904.05 903.69 4.8% 904.93 904.66 5' 954+00'CBT' 905.82 905.55 5.4% 3' 906.52 906.22 6.0% PI1-7 908.11 6.0% 955+00'CBT' 907.21 906.91 908.98 6.0% 15' 909.58 908.08 907.78 6.0% 956+00'CBT' 908.68 908.38 AP13 6.0% 909.58 908.95 908.65 AG01 6.0% 957+00'CBT' 908.90 908.60 909.19 PI1-2 PI1-3

AP13 909.44 AP13 3.8% 15' 910.58 910.35 910.87 910.48 1.5' 6.5' 909.85 910.09 910.48 PI1-11 PI1-12 909.81 AG01 909.61 909.35 909.38 PI1-13 5.3% 908.59 908.55 908.28 908.45 908.54 3' 1' 15' 2.0% 5' 3' 907.98 907.78

BEGIN CONSTRUCTION
STA. 952+70.05 'CBT'
MATCH EXISTING

MATCH LINE
STA 958+50 'CBT'
(SHEET 2 OF 17)

N

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT
OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

LEGEND

xxxx	SAWCUT
AP13	HMA PAVEMENT TYPE E-10, 5.25-INCH
AP14	HMA PAVEMENT TYPE E-30, 6.5-INCH
AG01	BASE AGGREGATE DENSE 3/4-INCH
AG02	BASE AGGREGATE DENSE 1 1/4-INCH
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION

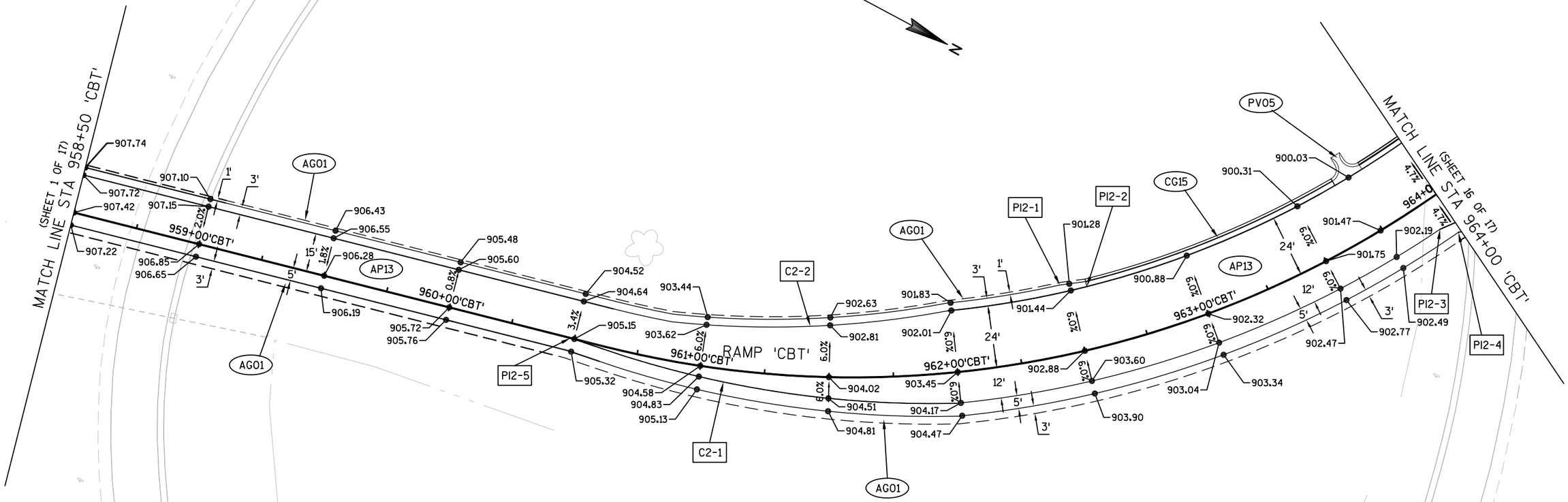
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: STH 26 NB OFF-RAMP 'CBT' & 'CBTT' 1 OF 17	SHEET 111 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021202_PD_CBT.DWG PLOT DATE : 7/2/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

LEGEND

- xxxx — SAWCUT
- (AP13) HMA PAVEMENT TYPE E-10, 5.25-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (PV05) ASPHALTIC FLUME
- (CG15) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- [PIX-X] SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- [CX-X] SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: STH 26 NB OFF-RAMP 'CBT' 2 OF 17	SHEET 112	E

LEGEND

xxxx SAWCUT	(CP12) CONCRETE PAVEMENT 9-INCH
(AP13) HMA PAVEMENT TYPE E-10, 5.25-INCH	[PIX-X] SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
(AG01) BASE AGGREGATE DENSE 3/4-INCH	[CX-X] SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION
(CG15) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

N

RYAN ROAD

956+00'CCT'

957+00'CCT'

958+00'CCT'

RAMP 'CCT'

IH 39/90 SB

IH 39/90 NB

END CONSTRUCTION
STA. 958+62.70 'CCT'
MATCH EXISTING

905.72

906.77

907.10

PI3-1

905.40

904.82

905.07

905.80

905.97

PI3-2

4.9%

PI3-4

903.76

903.96

904.36

904.44

2.6%

3'

5'

3'

1'

15'

902.39

902.59

902.58

902.57

0.1%

AG01

AP13

901.06

900.76

900.68

2.0%

AG01

900.86

C3-1

899.58

899.76

899.78

899.46

899.00

2.0%

PI3-3

C3-2

CG15

CP12

C3-3

959+00'CCT'

960+00'CCT'

961+00'CCT'

MATCH LINE STA 961+50 'CCT'
(SHEET 14 OF 17)

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: STH 26 SB ON-RAMP 'CCT' 3 OF 17	SHEET 113	E

2

2

LEGEND

xxxx SAWCUT	(CP12) CONCRETE PAVEMENT 9-INCH
(AP13) HMA PAVEMENT TYPE E-10, 5.25-INCH	[PIX-X] SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
(AG01) BASE AGGREGATE DENSE 3/4-INCH	[CX-X] SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION
(CG15) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA 966+00 'CAT'
(SHEET 16 OF 17)

PI4-1 902.95 903.07 902.77 903.59 903.47 903.29 903.17 902.65 PI4-2 PI4-3 PI4-4 PI4-8 PI4-9 CG15 AG01 CP12

967+00'CAT' 904.89 905.01 904.71 904.51 AP13 AG01

968+00'CAT' 906.81 906.93 906.63 906.43 908.99 909.11 908.81 908.61 AG01

969+00'CAT' 911.07 911.19 910.89 910.69 913.05 913.17 912.87 912.67

RAMP 'CAT'

970+00'CAT' 914.95 915.07 914.77 914.57 PI4-7 916.79 916.97 916.67 916.47 PI4-5 918.23 918.08 917.57 917.37 PI4-6

971+00'CAT'

972+00'CAT'

END CONSTRUCTION
STA. 970+23.85 'CAT'
MATCH EXISTING

N

SIGN

SIGN

W

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: STH 26 NB ON-RAMP 'CAT' 4 OF 17	SHEET 114 E

2

N

IH 39/90 SB

AG02

PI5-2

PI5-1

832.33
831.14
829.98
828.96
827.84
826.67
825.84
824.95
823.98
822.91
821.54
830.32
829.30
828.18
827.01
826.18
825.30
824.32
823.25
822.05

1.5'
8.5'
24'
2.0%
3.0%

781+49'COP'
782+00'COP'
783+00'COP'
784+00'COP'
785+00'COP'
786+00'COP'
787+0

IH 39/90 NB

AP14

CROSSOVER 'COP'

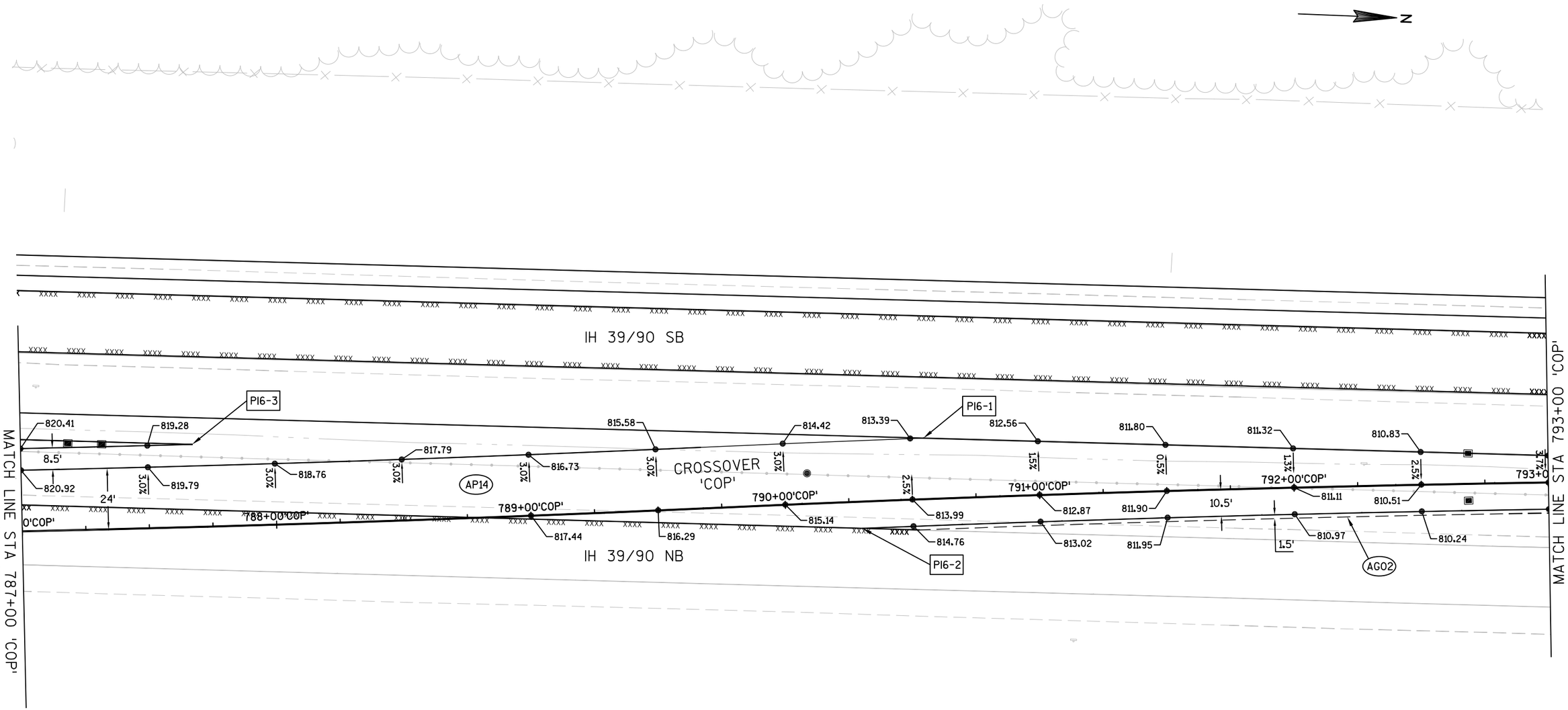
MATCH LINE STA 787+00 'COP'
(SHEET 6 OF 17)

BEGIN CONSTRUCTION
STA. 781+49.45 'COP'
MATCH EXISTING

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT
OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

LEGEND

xxxx	SAWCUT		
(AP14)	HMA PAVEMENT TYPE E-30, 6.5-INCH	[PIX-X]	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
(AG02)	BASE AGGREGATE DENSE 1 1/4-INCH	[CX-X]	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION



NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

LEGEND

xxxx	SAWCUT		
(AP14)	HMA PAVEMENT TYPE E-30, 6.5-INCH	[PIX-X]	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
(AG02)	BASE AGGREGATE DENSE 1 1/4-INCH	[CX-X]	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: PALMER DRIVE CROSSOVER 'COP' 6 OF 17	SHEET 116	E

2

2

N

IH 39/90 SB

MATCH LINE STA 793+00 'COP'
(SHEET 6 OF 17)

810.48 — 810.18 — 4.0%

0'COP' — AP14 — CROSSOVER 'COP'

794+00'COP' — 795+00'COP' — 796+00'COP' — 797+00'COP' — 797+85'COP'

810.09	809.84	809.55	10.5'	809.27	809.16	808.91	809.05	808.85	809.10	808.94	809.16	809.02	809.20	809.09	809.52	809.42	809.74	809.66
809.70	809.42	809.18	1.5'															

AG02

PI7-1

IH 39/90 NB

END CONSTRUCTION
STA. 797+84.50 'COP'
MATCH PROPOSED
TEMPORARY WIDENING
STA. 797+83.03 'TWSB'

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT
OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

LEGEND

xxxx	SAWCUT		
AP14	HMA PAVEMENT TYPE E-30, 6.5-INCH	PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
AG02	BASE AGGREGATE DENSE 1 1/4-INCH	CX-X	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: PALMER DRIVE CROSSOVER 'COP' 7 OF 17	SHEET 117	E

LEGEND

- xxxx — SAWCUT
- (AP14) — HMA PAVEMENT TYPE E-30, 6.5-INCH
- (AG02) — BASE AGGREGATE DENSE 1 1/4-INCH
- [PIX-X] — SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
- [CX-X] — SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

N

BEGIN CONSTRUCTION
STA. 904+58.80 'HBT'
MATCH PROPOSED
TEMPORARY WIDENING
STA. 904+59.29 'TWSB'

SIGN

IH 39/90 SB

RAMP 'HBT'

902+34'HBT' 903+00'HBT' 904+00'HBT' 905+00'HBT' 906+00'HBT' 907+00'HBT'

PI8-1 PI8-2 PI8-3 PI8-4

AG02 AP14

882.81 882.51 882.09 882.95 882.65 882.02 883.03 883.01 882.63 883.36 882.87 882.42 882.70 882.25 883.20 882.65 882.20 883.07 882.54 882.00

10.5' 1.5' 15' 6.5' 1.5'

2.0% 2.5% 3.0% 3.0% 3.0% 2.5% 2.0%

IH 39/90 NB

MATCH LINE STA 908+00 'HBT'
(SHEET 9 OF 17)

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: USH 14 TEMPORARY NB OFF-RAMP 'HBT' 8 OF 17	SHEET 118	E

2

N

IH 39/90 SB

IH 39/90 NB

SIGN

MATCH LINE STA 908+00 'HBT'
(SHEET 8 OF 17)

AG02
1.5'
882.97
882.83
883.13
882.58 6.5'
882.77
15.0'
PI9-1
0'HBT'
909+00'HBT'
910+00'HBT'
AP14

PI9-2
PI9-3
PI9-4
885.47
885.12
884.93
884.83
884.19
AP15
5.5%
RAMP 'HBT'
911+00'HBT'
912+00'HBT'
6.5'
884.88
885.14
885.18
15.0'
PI9-5
PI9-6
913+00'HBT'
913+31'HBT'

END CONSTRUCTION
STA. 913+30.50 'HBT'
MATCH EXISTING

LEGEND

xxxx	SAWCUT
AP14	HMA PAVEMENT TYPE E-30, 6.5-INCH
AP15	HMA PAVEMENT TYPE E-10, 4.25-INCH
AG02	BASE AGGREGATE DENSE 1 1/4-INCH
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: USH 14 TEMPORARY NB OFF-RAMP 'HBT' 9 OF 17	SHEET 119	E

2

2

SIGN

SIGN

SIGN

GPOST

N

SB OFF-RAMP
TO USH 14

IH 39/90 SB

AG02

PI10-3

1.5'

893.72

893.80

893.21

6.5'

892.76

893.23

893.45

893.31

893.51

893.61

893.86

894.40

PI10-6

894.02

893.44

892.99

893.12

893.58

893.61

893.80

894.02

894.50

PI10-5

PI10-1

3.5%

3.5%

AP14

0.7%

15'

2.0%

RAMP 'HAT'

893.44

2.0%

2.0%

0.2%

1.7%

3.5%

3.5%

934+00'HAT'

935+00'HAT'

936+00'HAT'

893.15

10.5'

893.14

937+00'HAT'

893.28

893.59

938+00'HAT'

894.05

894.54

939+00'HAT'

894.91

895.03

895.40

894.94

892.93

1.5'

893.07

893.57

894.22

PI10-2

IH 39/90 NB

AG02

PI10-4

BEGIN CONSTRUCTION
STA. 933+47.20 'HAT'
MATCH EXISTING

END CONSTRUCTION
STA. 938+99.58 'HAT'
MATCH PROPOSED WIDENING
STA 938+99.58 'TWSB'

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT
OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

LEGEND

xxxx	SAWCUT
AP14	HMA PAVEMENT TYPE E-30, 6.5-INCH
AG02	BASE AGGREGATE DENSE 1 1/4-INCH
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: USH 14 TEMPORARY NB ON-RAMP 'HAT' 10 OF 17	SHEET 120	E

2

BEGIN CONSTRUCTION
STA. 2+50.36 'COK'
MATCH PROPOSED
TEMPORARY WIDENING
STA. 1023+00.00 'TWSB'

IH 39/90 SB

0+00'COK' 1+00'COK' 2+00'COK' 3+00'COK' 4+00'COK' 5+00'COK' 6+00

907.07 906.64 906.22 905.80 905.43
906.64 906.22 905.80 905.38 905.01
905.81 905.40 905.38 904.96 904.60
905.40 904.98 904.56 904.19
904.99 904.57 904.15 903.79
904.60 904.18 903.76 903.39
904.21 903.79 903.37 903.01
903.84 903.42 903.00 902.63
903.46 903.04 902.62 902.25
903.09 902.67 902.25 901.88
902.72 902.30 901.88 901.51
902.37 901.95 901.53 901.16
902.05 901.63 901.21 900.85

3.5%

CROSSOVER 'COK'

CP04

AG02

12.0' 12.0' 10.5' 1.5'

MATCH LINE STA 6+00 'COK'
(SHEET 12 OF 17)

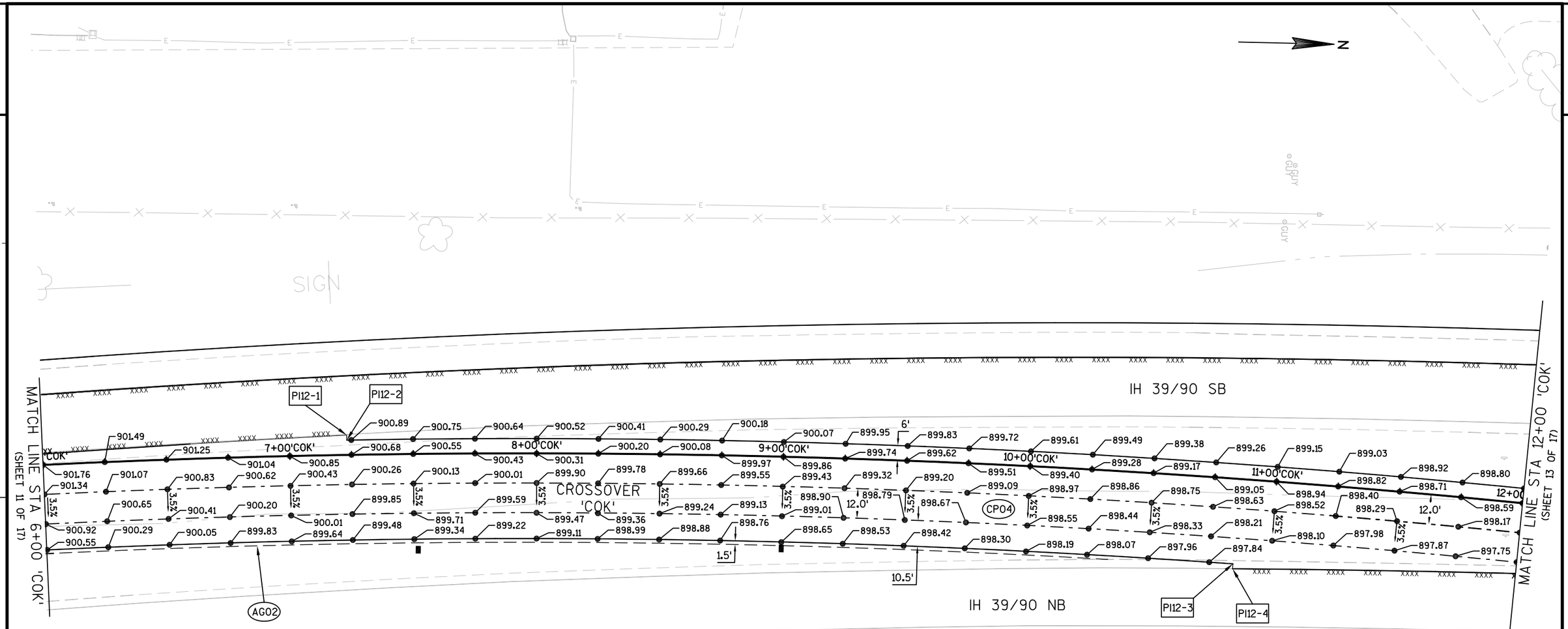
IH 39/90 NB

LEGEND

xxxx	SAWCUT
AG02	BASE AGGREGATE DENSE 1 1/4-INCH
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

2



LEGEND

xxxx	SAWCUT
AG02	BASE AGGREGATE DENSE 1 1/4-INCH
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

2

2

N

SIGN

IH 39/90 SB

MATCH LINE STA 12+00 'COK'
(SHEET 12 OF 17)

CROSSOVER 'COK'

CP04

898.69 898.51 898.59 898.45 898.41 898.40 898.24 898.41 898.45 898.50 898.57 898.63 898.70 898.76 898.83 898.89 898.95 899.03 899.14 899.25 899.36 899.49 899.66 899.83 900.02 900.20

'COK' 898.38 898.30 13+00'COK' 6' 898.19 898.20 14+00'COK' 898.36 898.42 15+00'COK' 16+00'COK' 17+00'COK' 18+00'COK'

898.48 897.96 897.88 898.20 897.77 897.78 897.82 898.24 898.29 897.94 898.49 898.55 898.62 898.68 898.75 898.83 898.93 899.06 899.21 899.38 899.57

898.06 897.54 897.82 897.78 897.87

897.64 897.46

3.5%

IH 39/90 NB

END CONSTRUCTION
STA. 17+96.69 'COK'
MATCH EXISTING

LEGEND

xxxx	SAWCUT
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: KENNEDY ROAD CROSSOVER 'COK' 13 OF 17	SHEET 123	E

2

LEGEND

xxxx SAWCUT	CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
AP13 HMA PAVEMENT TYPE E-10, 5.25-INCH	CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
AG01 BASE AGGREGATE DENSE 3/4-INCH	CM05 CONCRETE SIDEWALK 5-INCH
PV05 ASPHALTIC FLUME	PIX-X SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CG01 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	CX-X SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION
CG15 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	
CP12 CONCRETE PAVEMENT 9-INCH	

STH 26 SB

BEGIN CONSTRUCTION
STA. 108+07.07 'CWT'
MATCH EXISTING

105+00'CWT' 106+00'CWT' 107+00'CWT' 108+00'CWT' 109+00'CWT' 110+00'CWT'

105+00'CET' 106+00'CET' 107+00'CET' 108+00'CET' 109+00'CET' 110+00'CET'

MATCH LINE STA 110+50 'CET'
(SHEET 15 OF 17)

BEGIN CONSTRUCTION
STA. 105+45.68 'CET'
MATCH EXISTING

STH 26 NB

RYAN ROAD

MATCH LINE STA 961+50 'CCT'
(SHEET 3 OF 17)

RAMP 'CCT'

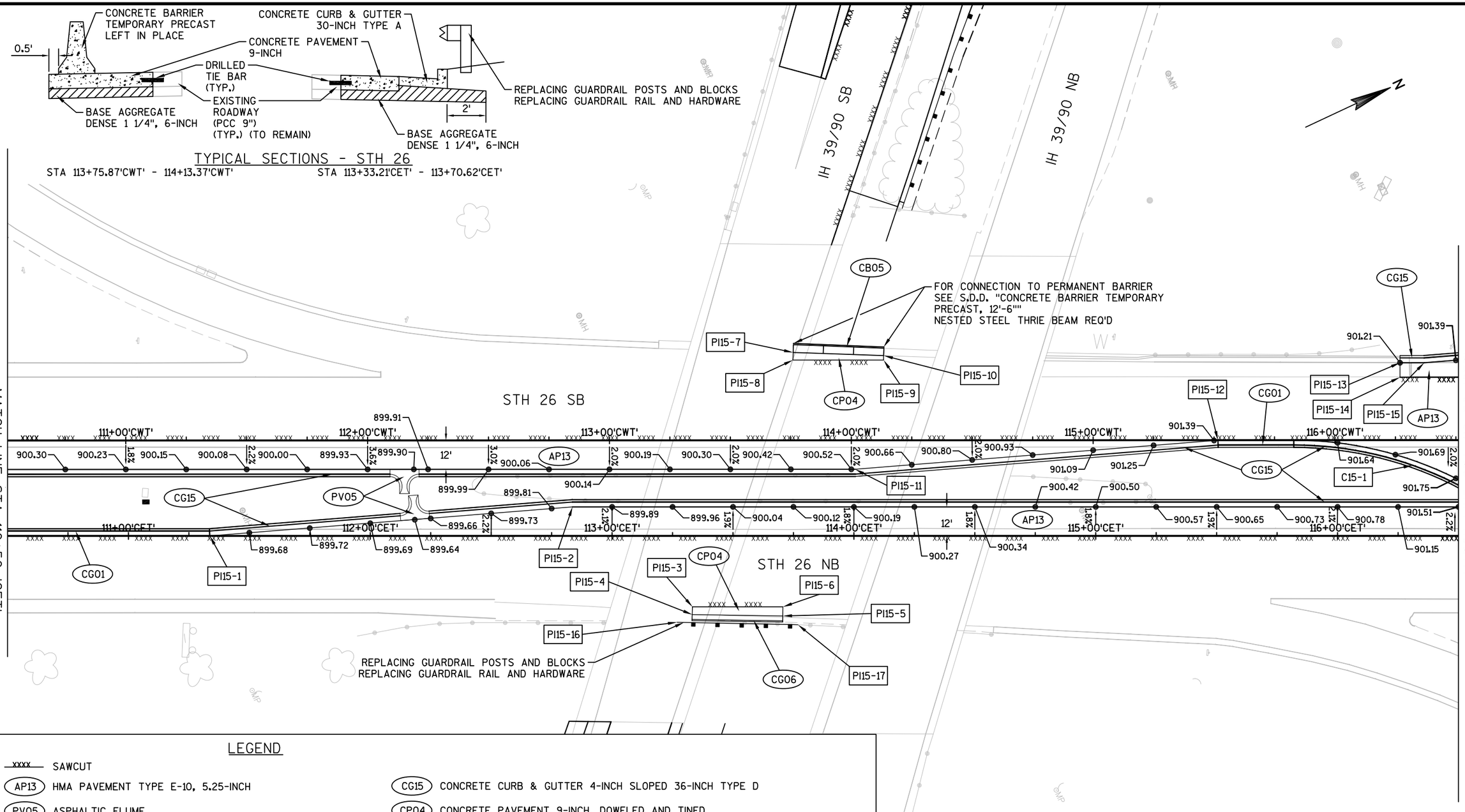
NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY:ROCK	PLAN DETAILS: STH 26	14 OF 17	SHEET	124	E

TYPICAL SECTIONS - STH 26

STA 113+75.87'CWT' - 114+13.37'CWT'

STA 113+33.21'CET' - 113+70.62'CET'



LEGEND

xxxx SAWCUT	
(AP13) HMA PAVEMENT TYPE E-10, 5.25-INCH	(CG15) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
(PV05) ASPHALTIC FLUME	(CP04) CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
(CB05) CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE & LEFT IN PLACE ANCHORING	[PIX-X] SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
(CG01) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	[CX-X] SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION
(CG06) CONCRETE CURB & GUTTER 30-INCH TYPE A	

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

2

2

LEGEND

xxxx	SAWCUT
AP13	HMA PAVEMENT TYPE E-10, 5.25-INCH
AGO1	BASE AGGREGATE DENSE 3/4-INCH
PVO5	ASPHALTIC FLUME
CGO1	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
CG15	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CP12	CONCRETE PAVEMENT 9-INCH
CM01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CM02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CM05	CONCRETE SIDEWALK 5-INCH
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION
CX-X	SEE TABLES AT END OF PLAN DETAILS SECTION FOR CURVE POINT INFORMATION

(SHEET 4 OF 17)
MATCH LINE STA 966+00 'CAT'

RAMP 'CAT'

END CONSTRUCTION
STA. 121+76.37 'CWT'
MATCH EXISTING

STH 26 SB

MATCH LINE STA 116+50 'CET'
(SHEET 15 OF 17)

END CONSTRUCTION
STA. 119+68.21 'CET'
MATCH EXISTING

STH 26 NB

RAMP 'CBT'

MATCH LINE STA 964+00 'CBT'
(SHEET 2 OF 17)

SIGN

DEERFIELD DR

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: STH 26 16 OF 17	SHEET 126 E

2

2

IH 39/90 SB

IH 39/90 NB

N

CG06

REPLACING GUARDRAIL POSTS AND BLOCKS
REPLACING GUARDRAIL RAIL AND HARDWARE

PI17-9

PI17-10

PI17-1

PI17-4

PI17-2

PI17-3

CP04

USH 14 WB

247+00'HWA' 248+00'HWA' 249+00'HWA' 250+00'HWA' 251+00'HWA' 252+00'HWA' 253

PI17-11

PI17-12

PI17-13

PI17-14

247+00'HEA' 248+00'HEA' 249+00'HEA' 250+00'HEA' 251+00'HEA' 252+00'HEA'

REPLACING GUARDRAIL POSTS AND BLOCKS
REPLACING GUARDRAIL RAIL AND HARDWARE

CP04

PI17-7

PI17-6

PI17-8

PI17-5

PI17-15

PI17-16

CG06

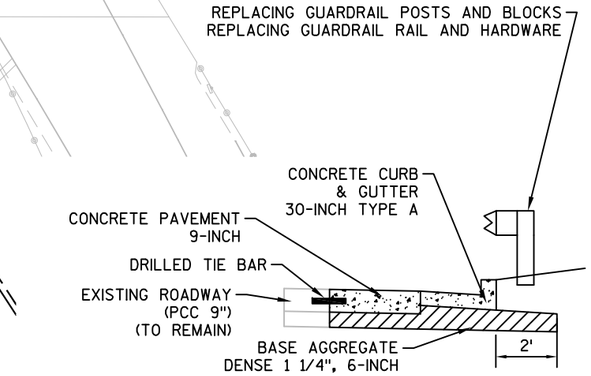
USH 14 EB

REPLACING GUARDRAIL POSTS AND BLOCKS
REPLACING GUARDRAIL RAIL AND HARDWARE

NOTES:
MATCH EXISTING ELEVATIONS AT ALL SAW CUT LOCATIONS.
VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
ALL STATIONS/OFFSETS ARE DIMENSIONED TO EDGE OF PAVEMENT
OR FLANGE OF CURB & GUTTER UNLESS OTHERWISE NOTED.

LEGEND

xxxx	SAWCUT
CG06	CONCRETE CURB & GUTTER 30-INCH TYPE A
CP04	CONCRETE PAVEMENT 9-INCH, DOWELED AND TINED
PIX-X	SEE TABLES AT END OF PLAN DETAIL SECTION FOR POINT INFORMATION



*MIRROR SECTION
FOR 'HWA'

TYPICAL SECTION - USH 14
STA 250+06.17'HEA' - 250+45.13'HEA'
*STA 249+21.27'HWA' - 249+60.26'HWA'

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	PLAN DETAILS: USH 14 17 OF 17	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\021210_PD_HEA.DWG PLOT DATE : 7/2/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

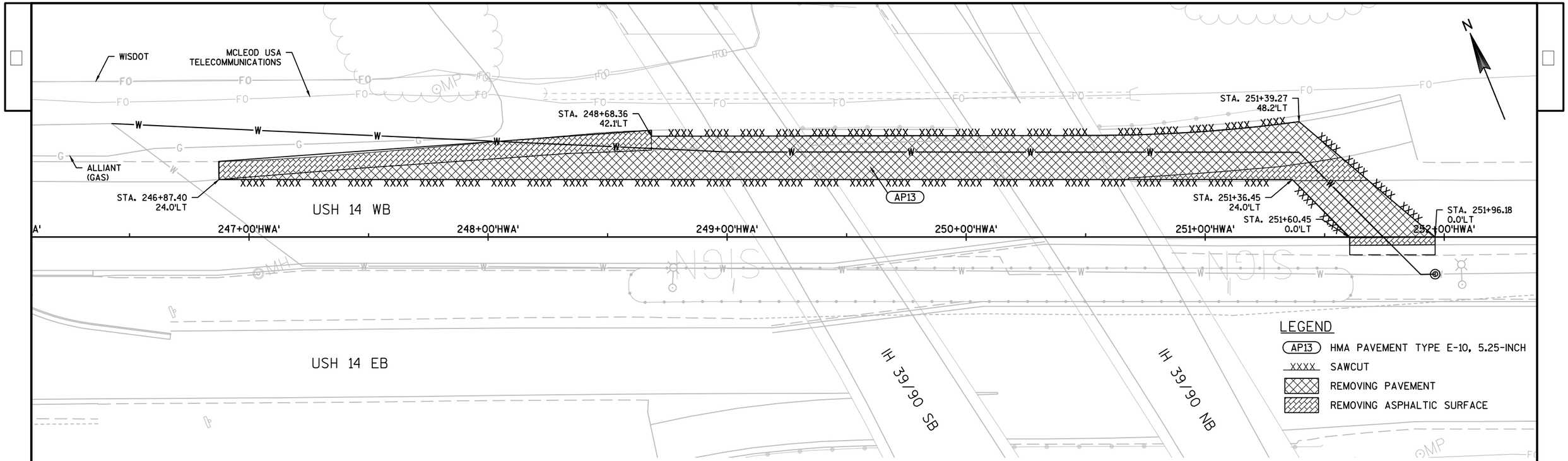
PLAN DETAILS - SHEET 1 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI1-1	952+70.05	CBT	12.0' LT	MATCH EXISTING PAVT
PI1-2	952+70.05	CBT	10.0' RT	MATCH EXISTING PAVT
PI1-3	953+62.98	CBT	5.0' RT	DEFLECTION
PI1-4	954+30.41	CBTT	10.5' RT	MATCH EXISTING PAVT
PI1-5	954+47.55	CBTT	21.5' LT	DEFLECTION
PI1-6	954+46.55	CBTT	25.8' LT	DEFLECTION
PI1-7	954+66.97	CBT	15.0' LT	MATCH EXISTING PAVT
PI1-8	955+40.31	CBTT	21.5' LT	MATCH EXISTING PAVT
PI1-9	955+39.19	CBT	26.3' LT	MATCH EXISTING PAVT
PI1-10	955+91.63	CBT	39.9' LT	MATCH EXISTING PAVT
PI1-11	956+14.77	CBT	15.0' LT	DEFLECTION
PI1-12	957+14.94	CBT	24.8' LT	DEFLECTION
PI1-13	957+77.68	CBT	18.0' LT	DEFLECTION
PI1-14	953+37.17	CBTT	17.0' LT	DEFLECTION
PI1-15	953+37.38	CBTT	15.0' LT	DEFLECTION
PLAN DETAILS - SHEET 2 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI2-1	962+46.09	CBT	27.0' LT	DEFLECTION
PI2-2	962+56.82	CBT	24.0' LT	BEGIN C&G
PI2-3	963+93.61	CBT	12.0' RT	DEFLECTION
PI2-4	963+98.60	CBT	17.0' RT	DEFLECTION
PI2-5	960+48.53	CBT	0.0' RT	DEFLECTION
C2-1 (PC)	960+61.78	CBT	1.1' RT	-
C2-1 (CC)	964+31.24	CBT	368.6' LT	395' RADIUS EOL
C2-1 (PT)	961+98.53	CBT	12.0' RT	-
C2-2 (PC)	960+86.03	CBT	15.0' LT	-
C2-2 (CC)	960+32.40	CBT	383.0' LT	371' RADIUS EOL
C2-2 (PT)	961+98.53	CBT	24.0' LT	-
PLAN DETAILS - SHEET 3 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI3-1	958+62.70	CCT	16.0' RT	MATCH EXISTING PAVT
PI3-2	958+79.05	CCT	15.0' RT	DEFLECTION
PI3-3	960+92.03	CCT	15.0' RT	BEGIN C&G
PI3-4	959+11.82	CCT	18.0' RT	DEFLECTION
C3-1 (PC)	960+92.03	CCT	0.0' RT	-
C3-1 (CC)	112+12.46	CET	24.2' LT	407' RADIUS EOL
C3-1 (PT)	961+89.08	CCT	12.0' LT	-
C3-2 (PC)	961+25.35	CCT	20.0' RT	-
C3-2 (CC)	960+83.71	CCT	206.9' RT	189' RADIUS EOP
C3-2 (PT)	962+39.41	CCT	46.7' RT	-
C3-3 (PC)	960+92.03	CCT	20.0' RT	-
C3-3 (CC)	960+75.33	CCT	395.0' RT	375' RADIUS EOP
C3-3 (PT)	961+25.35	CCT	20.0' RT	-
PLAN DETAILS - SHEET 4 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI4-1	966+02.72	CAT	6.0' RT	DEFLECTION
PI4-2	966+52.91	CAT	0.0' RT	DEFLECTION
PI4-3	966+52.91	CAT	6.0' RT	END C&G
PI4-4	966+62.92	CAT	5.0' RT	DEFLECTION
PI4-5	970+07.18	CAT	15.0' LT	DEFLECTION
PI4-6	970+23.85	CAT	16.0' LT	MATCH EXISTING PAVT
PI4-7	969+75.41	CAT	18.0' LT	DEFLECTION
PI4-8	966+10.75	CAT	11.0' RT	DEFLECTION
PI4-9	966+10.75	CAT	9.0' RT	MATCH BACK OF C&G
PLAN DETAILS - SHEET 5 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI5-1	781+49.45	COP	30.4' LT	MATCH EXISTING PAVT
PI5-2	781+89.49	COP	32.5' LT	DEFLECTION
PLAN DETAILS - SHEET 6 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI6-1	790+55.23	COP	24.0' LT	DEFLECTION
PI6-2	790+29.87	COP	10.5' RT	MATCH EXISTING PAVT
PI6-3	787+67.67	COP	32.5' LT	DEFLECTION
PLAN DETAILS - SHEET 7 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI7-1	797+76.70	COP	10.5' RT	DEFLECTION

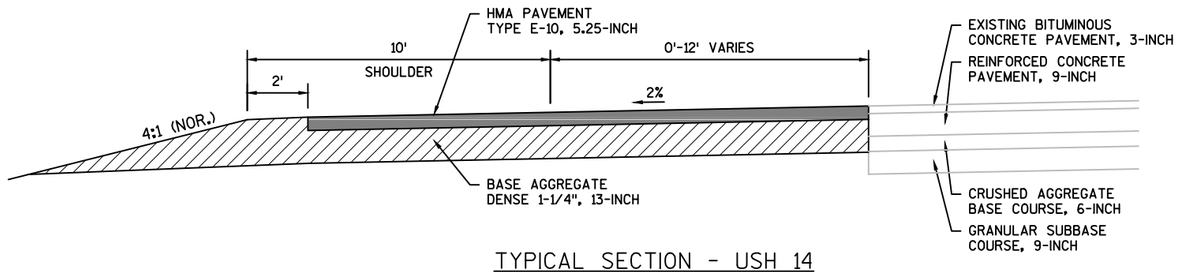
PLAN DETAILS - SHEET 8 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI8-1	902+34.06	HBT	10.5' RT	DEFLECTION
PI8-2	906+14.42	HBT	10.5' RT	MATCH EXISTING PAVT
PI8-3	906+90.10	HBT	21.5' LT	DEFLECTION
PI8-4	904+58.79	HBT	15.0' LT	DEFLECTION
PLAN DETAILS - SHEET 9 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI9-1	909+21.75	HBT	21.5' LT	MATCH EXISTING PAVT
PI9-2	910+69.88	HBT	9.0' LT	MATCH EXISTING PAVT
PI9-3	910+69.88	HBT	4.8' RT	MATCH EXISTING PAVT
PI9-4	911+46.39	HBT	21.5' LT	MATCH EXISTING PAVT
PI9-5	913+06.71	HBT	21.5' LT	MATCH EXISTING PAVT
PI9-6	913+30.50	HBT	18.9' LT	MATCH EXISTING PAVT
PLAN DETAILS - SHEET 10 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
P10-1	933+55.12	HAT	21.0' LT	DEFLECTION
P10-2	935+67.79	HAT	10.5' RT	DEFLECTION
PI10-3	936+14.78	HAT	21.5' LT	DEFLECTION
PI10-4	938+99.58	HAT	10.5' RT	DEFLECTION
PI10-5	938+99.58	HAT	15.0' LT	DEFLECTION
PI10-6	938+99.58	HAT	18.0' LT	DEFLECTION
PLAN DETAILS - SHEET 12 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI12-1	7+23.18	COK	8.0' LT	MATCH EXISTING PAVT
PI12-2	7+23.18	COK	6.0' LT	DEFLECTION
PI12-3	10+84.70	COK	34.5' RT	DEFLECTION
PI12-4	10+84.70	COK	36.5' RT	MATCH EXISTING PAVT
PLAN DETAILS - SHEET 14 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI14-1	105+45.68	CET	39.2' RT	MATCH EXISTING PAVT
PI14-2	105+82.08	CET	36.0' RT	DEFLECTION
PI14-3	106+16.50	CET	39.0' RT	DEFLECTION
PI14-4	106+93.86	CET	39.0' RT	DEFLECTION
PI14-5	107+04.20	CET	36.0' RT	DEFLECTION
PI14-6	107+12.86	CET	38.0' RT	DEFLECTION
PI14-7	108+21.49	CET	105.7' RT	DEFLECTION
PI14-8	108+05.99	CET	0.0' RT	BEGIN C&G
PI14-9	108+07.07	CWT	0.0' RT	BEGIN C&G
PI14-10	108+46.08	CWT	26.3' LT	MATCH EXISTING PAVT
PI14-11	108+45.98	CWT	62.4' LT	MATCH EXISTING PAVT
PI14-12	108+50.84	CWT	62.5' LT	MATCH EXISTING PAVT
PI14-13	105+45.68	CET	26.0' RT	MATCH EXISTING PAVT
PI14-14	105+45.68	CET	45.3' RT	MATCH EXISTING PAVT
PI14-15	108+64.81	CWT	32.2' LT	MATCH EXISTING PAVT
PI14-16	108+64.80	CWT	26.2' LT	MATCH EXISTING PAVT
PI14-17	109+55.55	CWT	15.0' RT	END OSOW PAVT
PI14-18	109+54.47	CET	3.1' LT	END OSOW PAVT
PI14-19	109+29.64	CET	29.0' RT	DEFLECTION
PI14-20	109+54.30	CET	26.0' RT	MATCH EXISTING PAVT
PI14-21	107+03.86	CET	38.0' RT	BEGIN C&G
PI14-22	109+54.30	CET	29.0' RT	MATCH EXISTING PAVT
PI14-23	108+77.10	CET	40.3' RT	DEFLECTION
PI14-24	108+76.87	CET	38.3' RT	MATCH BACK OF C&G
C14-1 (PC)	107+67.01	CET	28.0' RT	-
C14-1 (CC)	107+67.01	CET	31.0' RT	3' RADIUS EOP
C14-1 (PT)	107+66.33	CET	33.9' RT	-
C14-2 (PC)	108+19.88	CET	28.0' RT	-
C14-2 (CC)	108+19.88	CET	31.0' RT	3' RADIUS EOP
C14-2 (PT)	108+22.85	CET	30.6' RT	-
C14-3 (PC)	108+20.89	CET	46.5' RT	-
C14-3 (CC)	108+21.56	CET	43.6' RT	3' RADIUS EOP
C14-3 (PT)	108+24.54	CET	43.2' RT	-
C14-4 (PC)	107+85.24	CET	54.7' RT	-
C14-4 (CC)	107+74.00	CET	103.4' RT	50' RADIUS EOP
C14-4 (PT)	108+23.23	CET	94.7' RT	-
C14-5 (PC)	108+80.84	CET	22.3' LT	-
C14-5 (CC)	109+00.52	CET	12.6' RT	40' RADIUS EOP
C14-5 (PT)	109+00.51	CET	27.4' LT	-

C14-6 (PC)	108+85.60	CET	14.8' LT	-
C14-6 (CC)	109+50.46	CET	150.0' LT	150' RADIUS EOP
C14-6 (PT)	109+50.46	CET	0.0' RT	-
C14-7 (PC)	108+46.10	CET	63.6' RT	-
C14-7 (CC)	108+70.96	CET	61.0' RT	25' RADIUS EOP
C14-7 (PT)	108+70.96	CET	36.0' RT	-
C14-8 (PC)	108+25.99	CET	0.0' RT	-
C14-8 (CC)	108+25.99	CET	3.0' LT	3' RADIUS EOP
C14-8 (PT)	108+28.99	CET	3.0' LT	-
C14-9 (PC)	108+27.07	CWT	0.0' RT	-
C14-9 (CC)	108+27.07	CWT	3.0' RT	3' RADIUS EOP
C14-9 (PT)	108+30.07	CWT	3.0' RT	-
C14-10 (PC)	108+81.02	CET	16.9' LT	-
C14-10 (CC)	108+82.32	CET	19.7' LT	3' RADIUS EOP
C14-10 (PT)	108+80.84	CET	22.3' LT	-
C14-11 (PC)	108+50.94	CWT	45.1' LT	-
C14-11 (CC)	109+68.92	CWT	108.7' LT	134' RADIUS EOP
C14-11 (PT)	108+58.90	CWT	32.2' LT	-
PLAN DETAILS - SHEET 15 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI15-1	111+33.61	CET	0.0' RT	DEFLECTION
PI15-2	112+83.61	CET	12.0' LT	DEFLECTION
PI15-3	113+33.21	CET	29.3' RT	MATCH EXISTING PAVT
PI15-4	113+33.13	CET	32.5' RT	MATCH EXISTING C&G
PI15-5	113+70.58	CET	33.1' RT	MATCH EXISTING C&G
PI15-6	113+70.62	CET	29.3' RT	MATCH EXISTING PAVT
PI15-7	113+75.97	CWT	36.3' LT	MATCH EXISTING BARRIER
PI15-8	113+75.87	CWT	33.2' LT	MATCH EXISTING PAVT
PI15-9	114+13.37	CWT	33.1' LT	MATCH EXISTING PAVT
PI15-10	114+13.37	CWT	35.0' LT	MATCH EXISTING BARRIER
PI15-11	114+01.60	CWT	12.0' RT	DEFLECTION
PI15-12	115+51.60	CWT	0.0' RT	DEFLECTION
PI15-13	116+26.91	CWT	32.0' LT	MATCH EXISTING C&G
PI15-14	116+26.91	CWT	26.0' LT	MATCH EXISTING PAVT
PI15-15	116+36.91	CWT	32.0' LT	DEFLECTION
PI15-16	113+26.87	CET	35.7' RT	MATCH EXISTING BEAM GUARD
PI15-17	113+76.87	CET	36.7' RT	MATCH EXISTING BEAM GUARD
C15-1 (PC)	115+82.99	CWT	0.0' RT	-
C15-1 (CC)	115+82.99	CWT	150.0' RT	150' RADIUS EOP
C15-1 (PT)	116+61.26	CWT	22.0' RT	-
PLAN DETAILS - SHEET 16 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI16-1	116+76.32	CET	26.0' RT	MATCH EXISTING PAVT
PI16-2	116+66.32	CET	31.6' RT	SAWCUT
PI16-3	116+76.33	CET	29.0' RT	BEGIN C&G
PI16-4	117+47.26	CET	120.9' RT	BEGIN C&G
PI16-5	117+44.27	CET	107.7' RT	DEFLECTION
PI16-6	117+49.39	CET	0.0' RT	END C&G
PI16-7	117+50.48	CWT	0.0' RT	END C&G
PI16-8	118+52.52	CWT	36.0' LT	DEFLECTION
PI16-9	118+78.42	CET	31.6' RT	END C&G
PI16-10	119+00.16	CET	26.0' RT	MATCH EXISTING PAVT
PI16-11	118+97.09	CWT	0.0' RT	MATCH EXISTING PAVT
PI16-12	119+39.44	CET	0.0' RT	MATCH EXISTING PAVT
PI16-13	119+57.80	CWT	0.0' RT	MATCH EXISTING PAVT
PI16-14	119+68.21	CET	0.0' RT	MATCH EXISTING PAVT
PI16-15	121+23.59	CWT	39.0' LT	DEFLECTION
PI16-16	121+52.55	CWT	36.0' LT	DEFLECTION
PI16-17	121+76.37	CWT	38.1' LT	MATCH EXISTING PAVT
PI16-18	119+00.16	CET	31.6' RT	MATCH EXISTING PAVT
PI16-19	118+05.54	CET	37.4' RT	END C&G
PI16-20	121+76.37	CWT	26.0' LT	MATCH EXISTING PAVT
PI16-21	121+76.37	CWT	43.7' LT	MATCH EXISTING PAVT
PI16-22	118+06.14	CET	42.3' RT	DEFLECTION
PI16-23	118+05.90	CET	40.3' RT	MATCH BACK OF C&G
PI16-24	117+90.42	CWT	55.5' LT	DEFLECTION
PI16-25	117+89.97	CWT	53.5' LT	MATCH BACK OF C&G

C16-1 (PC)	116+60.18	CET	17.6' LT	-
C16-1 (CC)	116+58.61	CET	15.0' LT	3' RADIUS EOP
C16-1 (PT)	116+58.61	CET	12.0' LT	-
C16-2 (PC)	116+82.32	CET	26.0' RT	-
C16-2 (CC)	116+82.32	CET	46.0' RT	20' RADIUS EOP
C16-2 (PT)	117+02.32	CET	46.0' RT	-
C16-3 (PC)	117+29.05	CET	27.7' RT	-
C16-3 (CC)	117+29.33	CET	30.7' RT	3' RADIUS EOP
C16-3 (PT)	117+26.33	CET	30.7' RT	-
C16-4 (PC)	117+42.62	CET	26.4' RT	-
C16-4 (CC)	117+42.91	CET	29.4' RT	3' RADIUS EOP
C16-4 (PT)	117+45.83	CET	30.1' RT	-
C16-5 (PC)	117+26.29	CET	88.2' RT	-
C16-5 (CC)	117+29.29	CET	88.2' RT	3' RADIUS FOC
C16-5 (PT)	117+32.21	CET	88.9' RT	-
C16-6 (PC)	117+56.98	CET	78.5' RT	-
C16-6 (CC)	119+09.11	CET	223.2' RT	210' RADIUS EOP
C16-6 (PT)	118+01.52	CET	42.9' RT	-
C16-7 (PC)	117+51.36	CET	77.1' RT	-
C16-7 (CC)	118+00.07	CET	88.4' RT	50' RADIUS EOP
C16-7 (PT)	117+94.12	CET	38.7' RT	-
C16-8 (PC)	117+26.39	CET	3.0' LT	-
C16-8 (CC)	117+29.39	CET	3.0' LT	3' RADIUS EOP
C16-8 (PT)	117+29.39	CET	0.0' RT	-
C16-9 (PC)	117+27.48	CWT	3.0' RT	-
C16-9 (CC)	117+30.48	CWT	3.0' RT	3' RADIUS EOP
C16-9 (PT)	117+30.48	CWT	0.0' RT	-
C16-10 (PC)	117+29.25	CWT	30.7' LT	-
C16-10 (CC)	117+32.23	CWT	31.0' LT	3' RADIUS EOP
C16-10 (PT)	117+32.23	CWT	28.0' LT	-
C16-11 (PC)	117+27.93	CWT	44.3' LT	-
C16-11 (CC)	117+30.92	CWT	44.6' LT	3' RADIUS EOP
C16-11 (PT)	117+31.59	CWT	47.5' LT	-
C16-12 (PC)	117+89.71	CWT	28.0' LT	-
C16-12 (CC)	117+89.71	CWT	31.0' LT	3' RADIUS EOP
C16-12 (PT)	117+90.39	CWT	33.9' LT	-
C16-13 (PC)	116+87.47	CWT	36.0' LT	-
C16-13 (CC)	116+87.54	CWT	61.0' LT	25' RADIUS FOC
C16-13 (PT)	117+12.54	CWT	61.0' LT	-
C16-14 (PC)	117+39.49	CWT	149.9' LT	-
C16-14 (CC)	119+25.06	CWT	185.7' LT	189' RADIUS EOP
C16-14 (PT)	117+87.44	CWT	56.2' LT	-
C16-15 (PC)	117+40.37	CWT	96.1' LT	-
C16-15 (CC)	117+90.05	CWT	101.7' LT	50' RADIUS FOC
C16-15 (PT)	117+78.80	CWT	53.0' LT	-
PLAN DETAILS - SHEET 17 OF 17				
POINT	STATION	ALI	OFFSET (FT)	COMMENT
PI17-1	249+21.29	HWA	42.1' LT	MATCH EXISTING C&G
PI17-2	249+21.27	HWA	39.4' LT	MATCH EXISTING PAVT
PI17-3	249+60.26	HWA	39.8' LT	MATCH EXISTING PAVT
PI17-4	249+60.27	HWA	42.4' LT	MATCH EXISTING C&G
PI17-5	250+06.20	HEA	44.4' RT	MATCH EXISTING C&G
PI17-6	250+06.17	HEA	40.4' RT	MATCH EXISTING PAVT
PI17-7	250+45.13	HEA	40.1' RT	MATCH EXISTING PAVT
PI17-8	250+45.14	HEA	44.1' RT	MATCH EXISTING C&G
PI17-9	249+15.71	HWA	45.2' LT	MATCH EXISTING BEAM GUARD
PI17-10	249+65.70	HWA	45.9' LT	MATCH EXISTING BEAM GUARD
PI17-11	249+62.79	HWA	13.0' RT	MATCH EXISTING BEAM GUARD
PI17-12	250+12.79	HWA	13.0' RT	MATCH EXISTING BEAM GUARD
PI17-13	249+53.56	HEA	13.0' LT	MATCH EXISTING BEAM GUARD
PI17-14	250+03.56	HEA	13.0' LT	MATCH EXISTING BEAM GUARD
PI17-15	250+00.69	HEA	47.9' RT	MATCH EXISTING BEAM GUARD
PI17-16	250+50.69	HEA	47.5' RT	MATCH EXISTING BEAM GUARD

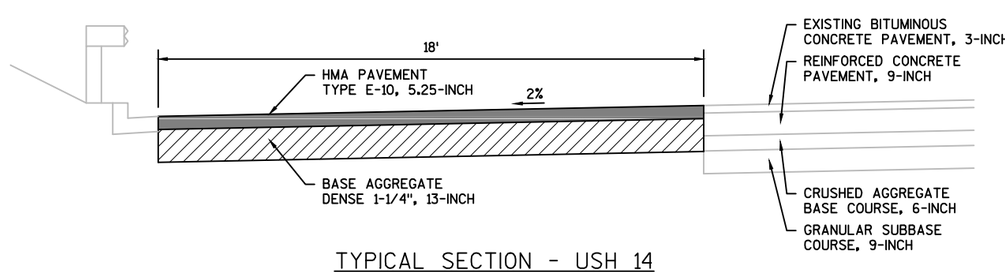
2





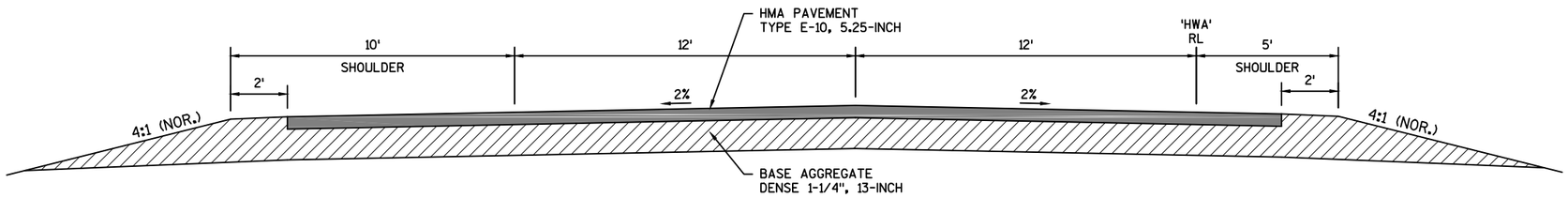
TYPICAL SECTION - USH 14

STA. 246+87'HWA' TO 249+68'HWA'



TYPICAL SECTION - USH 14

STA. 248+68'HWA' TO 251+36'HWA'



TYPICAL SECTION - USH 14

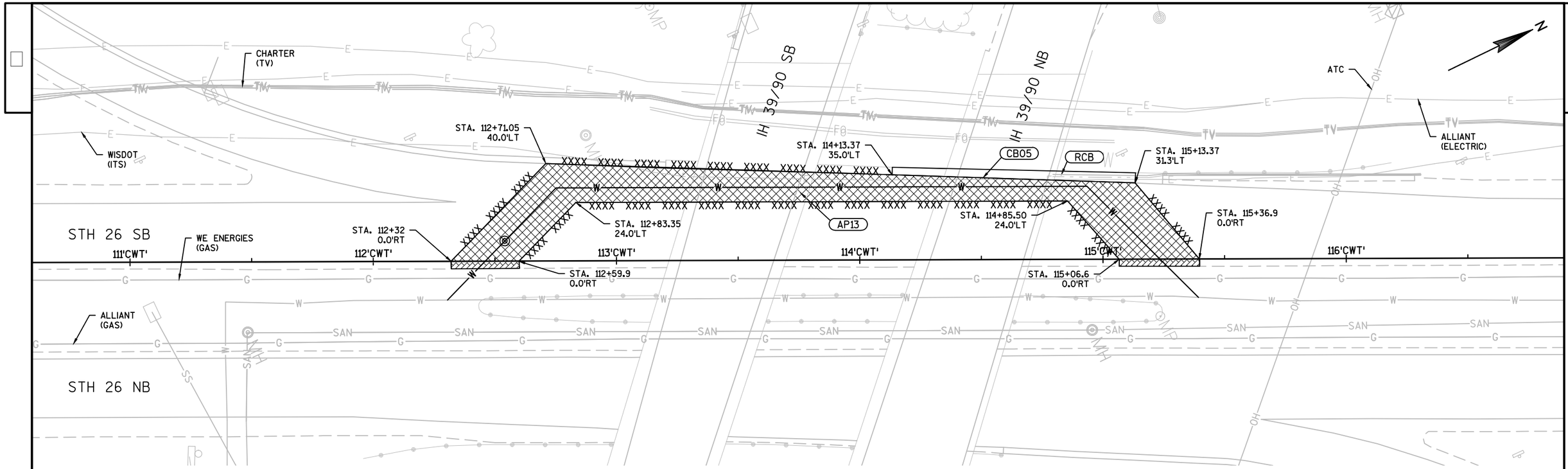
STA. 251+36'HWA' TO 251+97'HWA'
(ROADWAY PATCH)

NOTE:

1. MATCH EXISTING ELEVATIONS AT ALL SAWCUT LOCATIONS. VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.

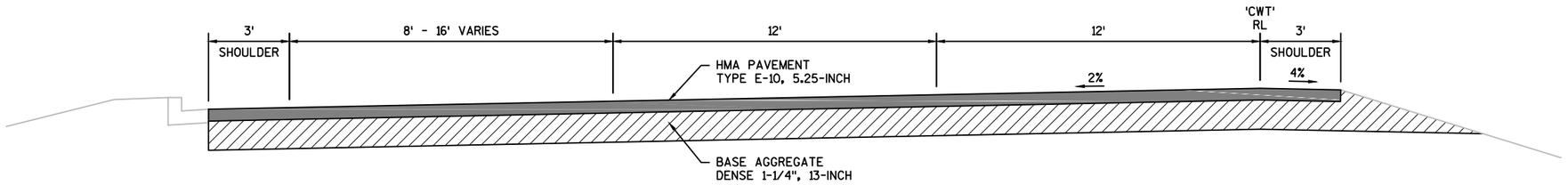
PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: USH 14	SHEET 129	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_021201_PD_USH 14.DWG
LAYOUT NAME - ****
PLOT DATE : 7/22/2015 8:14 AM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1 IN:40 FT



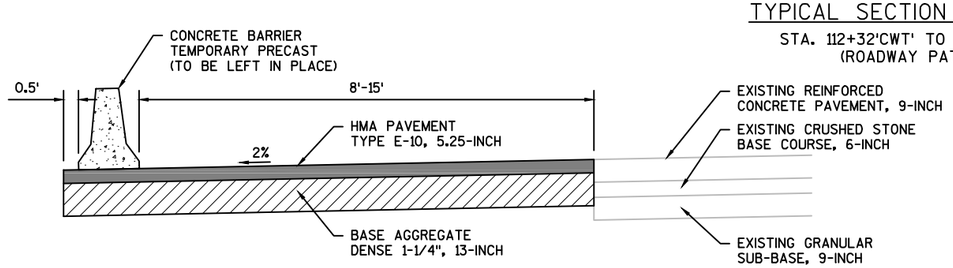
LEGEND

- (AP13) HMA PAVEMENT TYPE E-10, 5.25-INCH
- (CB05) CONCRETE BARRIER TEMPORARY PRECAST
- (RCB) REMOVING CONCRETE BARRIER
- XXXX SAWCUT
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE



TYPICAL SECTION - STH 26

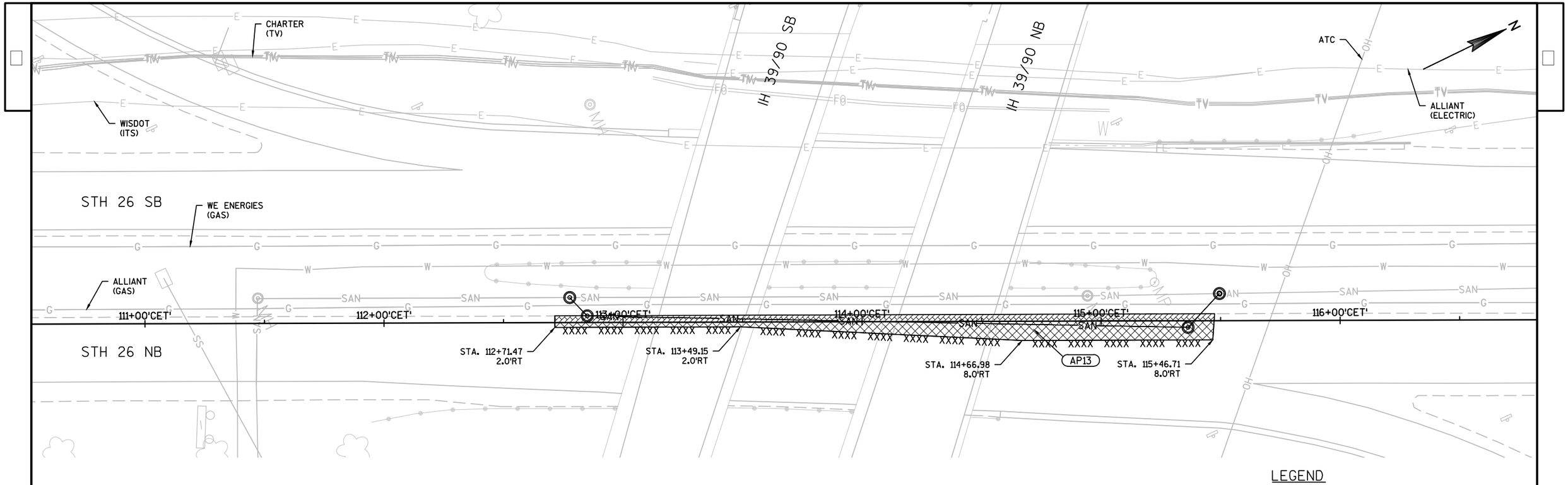
STA. 112+32'CWT' TO 115+37'CWT'
(ROADWAY PATCH)

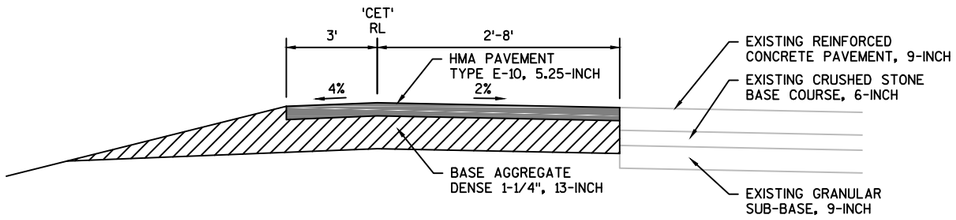


TYPICAL SECTION - STH 26

STA. 114+13'CWT' TO 115+13'CWT'

PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: STH 26 WATERMAIN	SHEET 130	E





TYPICAL SECTION - STH 26

STA. 112+71'CET' TO 115+47'CET'

LEGEND

- (AP13) HMA PAVEMENT TYPE E-10, 5.25-INCH
- XXXX SAWCUT
- REMOVING PAVEMENT
- REMOVING ASPHALTIC SURFACE

PROJECT NO:1005-10-82	HWY: IH 39/90	COUNTY: ROCK	PLAN DETAILS: STH 26 SANITARY	SHEET 131	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_021201_PD_STH 26 SANITARY.DWG PLOT DATE : 7/17/2015 1:23 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1:40_XREF
LAYOUT NAME - ****

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

EROSION MAT CLASS I
TYPE B FOR DITCHES

R/W

EROSION MAT CLASS I
TYPE B FOR DITCHES

RIP RAP MEDIUM
TREATMENT AT ENDWALLS (TYP.)

SLOPE INTERCEPTS (TYP.)

SIGN

738'TWSB' 740'TWSB' 742'TWSB' 744'TWSB' 746'TWSB' IH 39/90 SB 748'TWSB' 750'TWSB' 752'TWSB'

MATCH LINE STA. 753+00'TWSB'

Ⓑ

ⒶⒷ

IH 39/90 NB

SIGN

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

CULVERT PIPE CHECK (TYP.)

TEMPORARY DITCH CHECK (TYP.)

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

R/W

2

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 132	E

2

N

R/W

SLOPE INTERCEPTS (TYP.)

CULVERT PIPE CHECK (TYP.)

SIGN

STH 11/ E. RACINE ST

754'TWSB'

756'TWSB'

758'TWSB'

760'TWSB'

762'TWSB'

764'TWSB'

766'TWSB'

768'T

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 753+00'TWSB'

MATCH LINE STA. 768+00'TWSB'

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

TEMPORARY DITCH CHECK (TYP.)

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

R/W

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\022001_EC.DWG PLOT DATE : 7/9/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

RIP RAP MEDIUM
TREATMENT AT ENDWALLS (TYP.)

EROSION MAT CLASS I
TYPE B FOR DITCHES

R/W

SLOPE INTERCEPTS (TYP.)

MATCH LINE STA. 768+00'TWSB'

'WSB' 770'TWSB' 772'TWSB' 774'TWSB' IH 39/90 SB 776'TWSB' 778'TWSB' 780'TWSB' 782'TWSB'

IH 39/90 NB

781'COP' 782'COP'

MATCH LINE STA. 783+00'TWSB'

TEMPORARY DITCH CHECK (TYP.)

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

R/W

SIGN

CULVERT PIPE CHECK (TYP.)

PALMER DR

R/W

INL

W A/C

SIGN

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 134	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\022001_EC.DWG PLOT DATE : 7/9/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

SLOPE INTERCEPTS (TYP.)

RIP RAP MEDIUM
TREATMENT AT ENDWALLS

EROSION MAT CLASS I
TYPE B FOR SLOPES

SILT FENCE (TYP.)

R/W

MATCH LINE STA. 783+00'TWSB'

784'TWSB' 786'TWSB' 788'TWSB' 790'TWSB' 792'TWSB' 794'TWSB' 796'TWSB' 798'T

IH 39/90 SB

784'COP' 786'COP' 788'COP' 790'COP' 792'COP' 794'COP' 796'COP' 797'COP

IH 39/90 NB

MATCH LINE STA. 798+00'TWSB'

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

CULVERT PIPE CHECK (TYP.)

R/W

POOL

A/C

INL

MH

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	EROSION CONTROL PLANS	SHEET 135	E

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

SILT FENCE (TYP.)

SPRING BROOK

BIKE PATH

R/W

POOL

MH

SAN

W

MATCH LINE STA. 798+00'TWSB'

798'TWSB'

800'TWSB'

IH 39/90 SB

802'TWSB'

804'TWSB'

806'TWSB'

808'TWSB'

810'TWSB'

812'TWSB'

IH 39/90 NB

MATCH LINE STA. 813+00'TWSB'

SLOPE INTERCEPTS (TYP.)

TEMPORARY DITCH CHECK (TYP.)

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

CULVERT PIPE CHECK (TYP.)

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

SIGN

BIKE PATH

RUGER AVE

A/C

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	EROSION CONTROL PLANS	SHEET 136	E

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

MATCH LINE STA. 813+00'TWSB'

MATCH LINE STA. 828+00'TWSB'

R/W

RIP RAP MEDIUM
TREATMENT AT ENDWALLS (TYP.)

SLOPE INTERCEPTS (TYP.)

SILT FENCE (TYP.)

814'TWSB' 816'TWSB' 818'TWSB' 820'TWSB' 822'TWSB' 824'TWSB' 826'TWSB' 828'

IH 39/90 SB

IH 39/90 NB

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

TEMPORARY DITCH CHECK (TYP.)

CULVERT PIPE CHECK (TYP.)

R/W

W A/C INL MH

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	EROSION CONTROL PLANS	SHEET 137	E

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

ATHLETIC FIELD

ATHLETIC FIELD

INL

INL

INL

INL

SILT FENCE (TYP.)

SLOPE INTERCEPTS (TYP.)

R/W

MATCH LINE STA. 828+00'TWSB'

'WSB'

830'TWSB'

832'TWSB'

834'TWSB'

836'TWSB'

IH 39/90 SB

838'TWSB'

840'TWSB'

842'TWSB'

CULVERT PIPE CHECK (TYP.)

IH 39/90 NB

ⒶⒷ

MATCH LINE STA. 843+00'TWSB'

TEMPORARY DITCH CHECK (TYP.)

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

R/W

A/C

POOL

POOL

W

MH

MH

MH

MH

MH

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 138	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\022001_EC.DWG PLOT DATE : 7/9/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

CULVERT PIPE CHECK (TYP.)

EROSION MAT CLASS I
TYPE B FOR SLOPES

SLOPE INTERCEPTS (TYP.)

R/W

MATCH LINE STA. 843+00'TWSB'

844'TWSB' 846'TWSB' 848'TWSB' 850'TWSB' 852'TWSB' 854'TWSB' 856'TWSB' 858'T

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 858+00'TWSB'

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

TEMPORARY DITCH CHECK (TYP.)

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

MILWAUKEE ST

POOL

A/C

MH INL W

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 139	E

2

N

MATCH LINE STA. 858+00'TWSB'

MATCH LINE STA. 873+00'TWSB'

MT ZION AVE

TEMPORARY DITCH CHECK (TYP.)

RIP RAP MEDIUM
TREATMENT AT ENDWALLS (TYP.)

CULVERT PIPE CHECK (TYP.)

EROSION MAT CLASS I TYPE B
FOR SLOPES

SILT FENCE (TYP.)

R/W

'WSB' 860'TWSB' 862'TWSB' 864'TWSB' 866'TWSB' 868'TWSB' 870'TWSB' 872'TWSB'

IH 39/90 SB

IH 39/90 NB

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

POOL

A/C

MH

SAN

MP

W

LEGEND

######	EROSION MAT CLASS I, TYPE B
—•—•—	SILT FENCE
▫▫▫▫▫	RIP RAP MEDIUM
- - -	SLOPE INTERCEPT
⊠	INLET PROTECTION TYPE ⒶⒷⒸ
△△△	TEMPORARY DITCH CHECKS
○○○	CULVERT PIPE CHECKS
~→	SURFACE WATER FLOW

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 140	E

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

MATCH LINE STA. 873+00'TWSB'

MATCH LINE STA. 888+00'TWSB'

CULVERT PIPE CHECK (TYP.)

SLOPE INTERCEPTS (TYP.)

874'TWSB' 876'TWSB' 878'TWSB' 880'TWSB' 882'TWSB' 884'TWSB' 886'TWSB' 888'

IH 39/90 SB

IH 39/90 NB

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

R/W

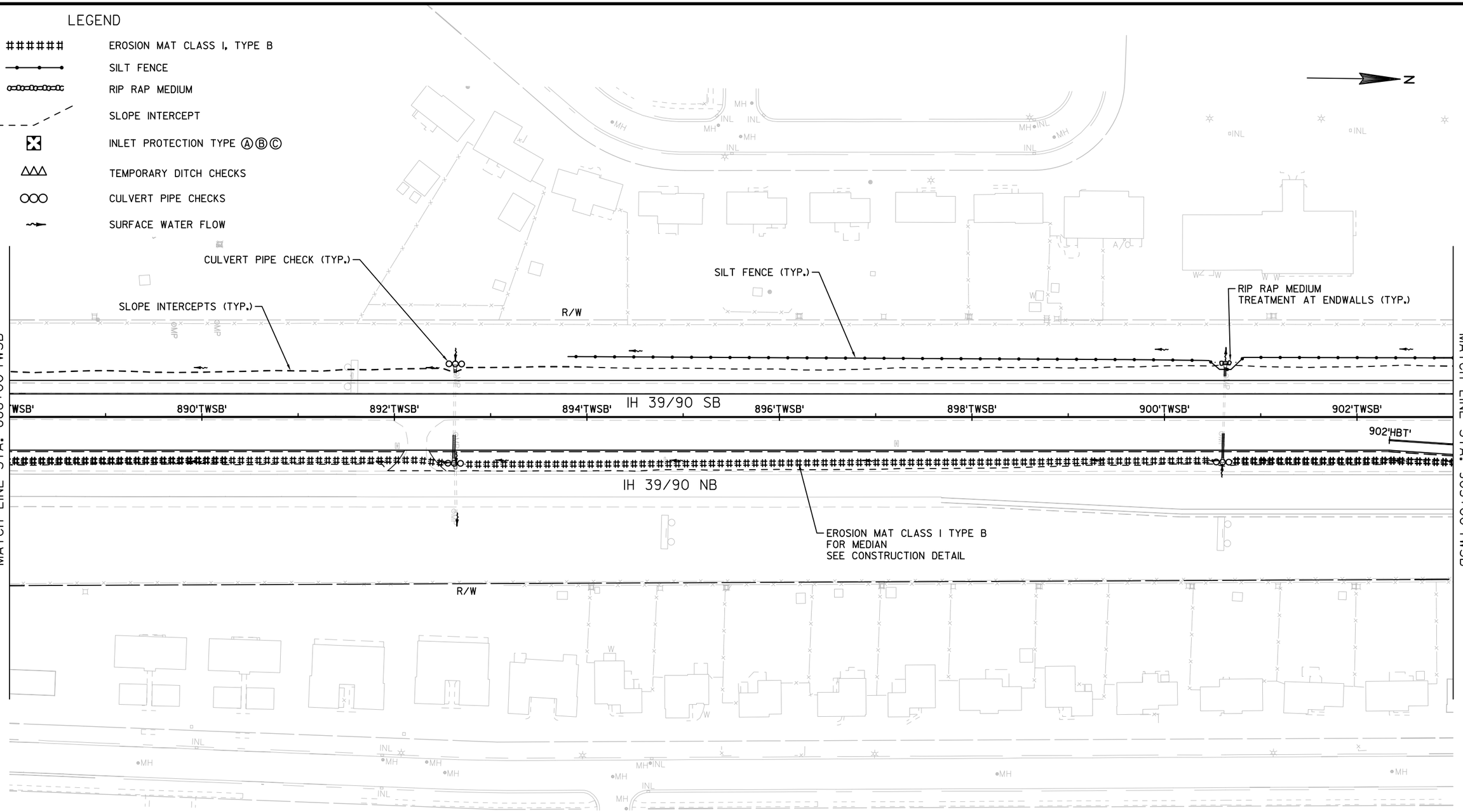
POOL ANT. SIGN A/C MH INL W SMD

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 141	E

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW



2

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 142	E

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

SILT FENCE (TYP.)

R/W

SLOPE INTERCEPTS (TYP.)

CULVERT PIPE CHECK (TYP.)

TEMPORARY DITCH CHECK (TYP.)

MATCH LINE STA. 903+00'TWSB'

MATCH LINE STA. 918+00'TWSB'

IH 39/90 SB

904'TWSB' 906'TWSB' 908'TWSB' 910'TWSB' 912'TWSB' 914'TWSB' 916'TWSB' 918'T

904'HBT' 906'HBT' 908'HBT' 910'HBT' 912'HBT' 913'HBT'

IH 39/90 NB

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

R/W

SIGN

INL

MH

GMP

VLV

W

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 143	E

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

SILT FENCE (TYP.)

TEMPORARY DITCH CHECK (TYP.)

SLOPE INTERCEPTS (TYP.)

MATCH LINE STA. 918+00'TWSB'

WSB'

920'TWSB'

922'TWSB'

924'TWSB'

926'TWSB'

928'TWSB'

930'TWSB'

932'TWSB'

MATCH LINE STA. 933+00'TWSB'

USH 14 EB

USH 14 WB

IH 39/90 SB

IH 39/90 NB

RIP RAP MEDIUM
TREATMENT AT ENDWALLS (TYP.)

CULVERT PIPE CHECK (TYP.)

EROSION MAT CLASS I
TYPE B FOR SLOPES

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

931'HAT'

932'HAT'

R/W

N

2

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	EROSION CONTROL PLANS	SHEET 144 E

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE STA. 933+00'TWSB'

MATCH LINE STA. 947+00'TWSB'

CULVERT PIPE CHECK (TYP.)

SLOPE INTERCEPTS (TYP.)

SILT FENCE (TYP.)

R/W

934'TWSB' 936'TWSB' 938'TWSB' 940'TWSB' 942'TWSB' 944'TWSB' 946'TWSB'

IH 39/90 SB

2'HAT' 934'HAT' 936'HAT' 938'HAT' 939'HAT'

ⒶⒷ

IH 39/90 NB

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

TEMPORARY DITCH CHECK (TYP.)

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 145 E

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

EROSION MAT CLASS I TYPE B FOR DITCHES

TEMPORARY DITCH CHECK (TYP.)

SLOPE INTERCEPTS (TYP.)

EROSION MAT CLASS I TYPE B FOR SLOPES

SILT FENCE (TYP.)

MATCH LINE STA. 947+00'TWSB'

MATCH LINE STA. 962+00'TWSB'

IH 39/90 SB

IH 39/90 NB

R/W

948'CCT' 950'CCT' 952'CCT' 954'CCT' 956'CCT' 958'CCT' 960'CCT' 962'CCT'

948'TWSB' 950'TWSB' 952'TWSB' 954'TWSB' 956'TWSB' 958'TWSB' 960'TWSB' 962'T

952'CBTT' 954'CBTT'

950+86'CBT' 955+00'CBT' 956'CBTT' 957'CBTT' 960+00'CBT'

EROSION MAT CLASS I TYPE B FOR MEDIAN SEE CONSTRUCTION DETAIL

RIP RAP MEDIUM TREATMENT AT ENDWALL (TYP.)

EROSION MAT CLASS I TYPE B FOR DITCHES

CULVERT PIPE CHECK (TYP.)

EROSION MAT CLASS I TYPE B FOR MEDIAN SEE CONSTRUCTION DETAIL

EROSION MAT CLASS I TYPE B FOR DITCHES

EROSION MAT CLASS I TYPE B FOR DITCHES

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\022001_EC.DWG PLOT DATE : 7/9/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

CULVERT PIPE CHECK (TYP.)

EROSION MAT CLASS I TYPE B FOR SLOPES

SILT FENCE (TYP.)

SLOPE INTERCEPTS (TYP.)

EROSION MAT CLASS I TYPE B FOR SLOPES

MATCH LINE STA. 962+00'TWSB'

MATCH LINE STA. 977+00'TWSB'

IH 39/90 SB

IH 39/90 NB

964'TWSB' 966'TWSB' 968'TWSB' 970'TWSB' 972'TWSB' 974'TWSB' 976'TWSB'

974'CAT' 976'CAT' 972'CAT' 970'CAT' 968'CAT' 966'CAT' 964'CAT'

EROSION MAT CLASS I TYPE B FOR MEDIAN SEE CONSTRUCTION DETAIL

TEMPORARY DITCH CHECK (TYP.)

RIP RAP MEDIUM TREATMENT AT ENDWALL (TYP.)

EROSION MAT CLASS I TYPE B FOR DITCHES (TYP.)

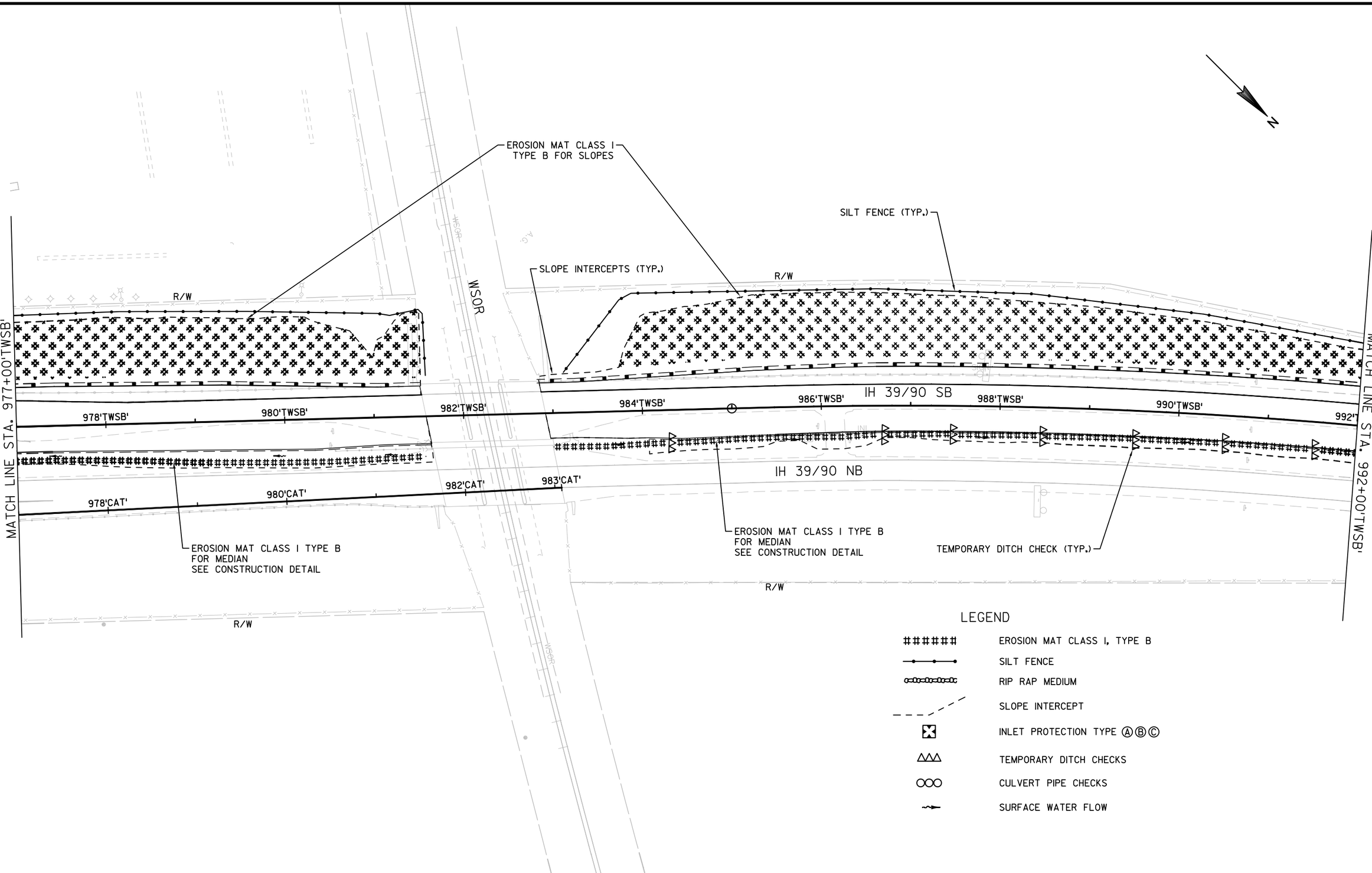
STH 26 NB

STH 26 SB

R/W

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 147	E

2



LEGEND

######	EROSION MAT CLASS I, TYPE B
—•—•—	SILT FENCE
	RIP RAP MEDIUM
- - - -	SLOPE INTERCEPT
	INLET PROTECTION TYPE ⒶⒷⒸ
△△△	TEMPORARY DITCH CHECKS
○○○	CULVERT PIPE CHECKS
~→	SURFACE WATER FLOW

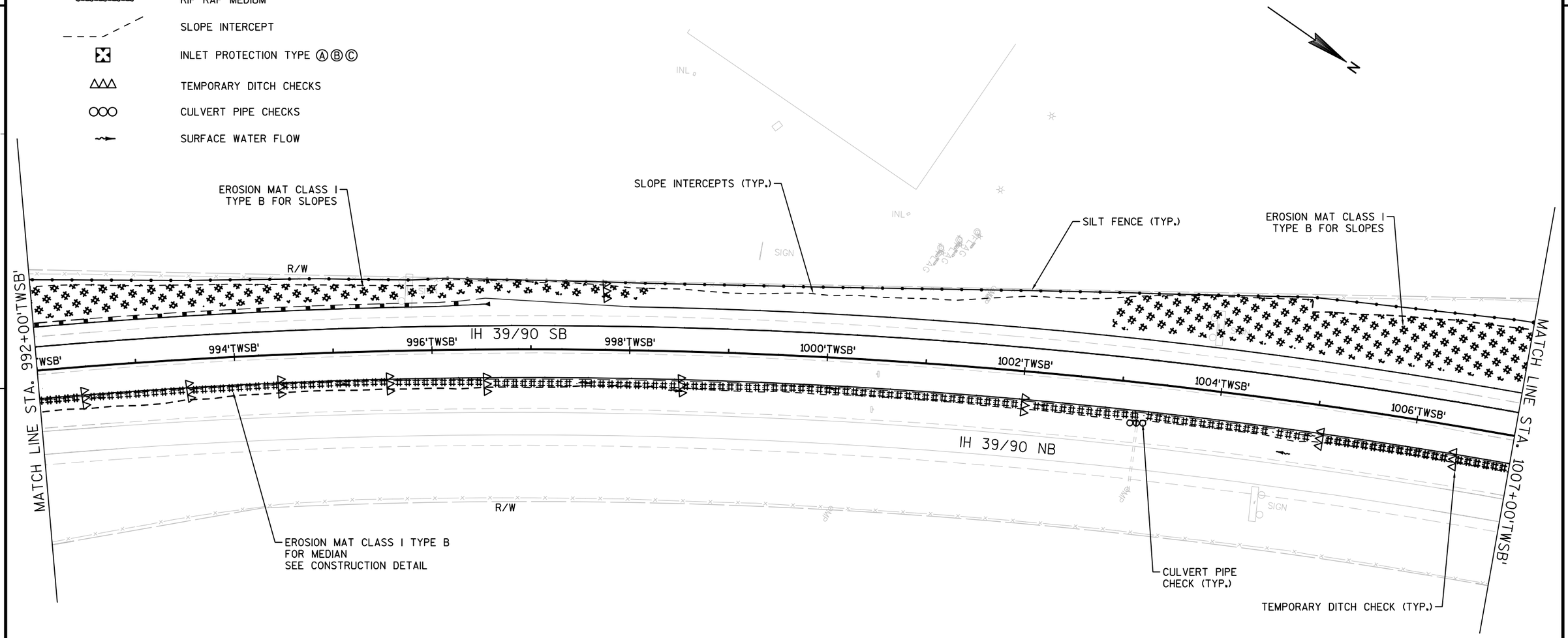
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 148	E

2

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS	SHEET 149	E

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

KENNEDY RD

N

SILT FENCE (TYP.)

EROSION MAT CLASS I TYPE B FOR SLOPES

R/W

MATCH LINE STA. 1007+00'TWSB'

1008'TWSB' 1010'TWSB' 1012'TWSB' 1014'TWSB' 1016'TWSB' 1018'TWSB' 1020'TWSB' -0'COK' 1022'

IH 39/90 SB

IH 39/90 NB

TEMPORARY DITCH CHECK (TYP.)

EROSION MAT CLASS I TYPE B FOR MEDIAN SEE CONSTRUCTION DETAIL

SLOPE INTERCEPTS (TYP.)

EROSION MAT CLASS I TYPE B FOR SLOPES

R/W

MATCH LINE STA. 1022+00'TWSB'

EROSION MAT CLASS I TYPE B FOR MEDIAN SEE CONSTRUCTION DETAIL

SIGN

R/W

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	EROSION CONTROL PLANS	SHEET 150 E

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

EROSION MAT CLASS I
TYPE B FOR SLOPES

SLOPE INTERCEPTS (TYP.)

TEMPORARY DITCH CHECK (TYP.)

EROSION MAT CLASS I
TYPE B FOR DITCHES

CULVERT PIPE
CHECK (TYP.)

R/W

MATCH LINE STA. 1022+00'TWSB'

1024'TWSB' 4'COK'

1026'TWSB' 6'COK'

1028'TWSB' 8'COK'

1030'TWSB' 10'COK'

1032'TWSB' 12'COK'

1034'TWSB' 14'COK'

1036'TWSB' 16'COK'

IH 39/90 SB

IH 39/90 NB

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

KENNEDY RD

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	EROSION CONTROL PLANS	SHEET 151	E

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

N

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

SLOPE INTERCEPTS (TYP.)

EROSION MAT CLASS I
TYPE B FOR FLUMES (TYP.)

EROSION MAT CLASS I
TYPE B FOR DITCHES

CULVERT PIPE
CHECK (TYP.)

RIP RAP MEDIUM TREATMENT
AT ENDWALL (TYP.)

SILT FENCE (TYP.)

EROSION MAT
CLASS I TYPE B
FOR SLOPES

EROSION MAT CLASS I TYPE B
FOR MEDIAN
SEE CONSTRUCTION DETAIL

TEMPORARY
DITCH CHECK (TYP.)

EROSION MAT CLASS I
TYPE B FOR DITCHES

STH 26 SB

STH 26 NB

IH 39/90 SB

IH 39/90 NB

R/W

MATCH LINE STA. 116+00'CET'

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	EROSION CONTROL PLANS - STH 26	SHEET 152 E

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE ⒶⒷⒸ
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

EROSION MAT CLASS I TYPE B FOR DITCHES (TYP.)

TEMPORARY DITCH CHECK (TYP.)

RIP RAP MEDIUM TREATMENT AT ENDWALL (TYP.)

ON RAMP 'CAT'

968'CAT'

966'CAT'

964'CAT'

CULVERT PIPE CHECK (TYP.)

SLOPE INTERCEPTS (TYP.)

R/W

MATCH LINE STA. 116+00'CET'

116+00'CWT'

118'CWT'

120'CWT'

122'CWT'

124'CWT'

126'CWT'

128'CWT'

128'CWT'

STH 26 SB

118'CET'

120'CET'

122'CET'

124'CET'

126'CET'

128'CET'

128'CET'

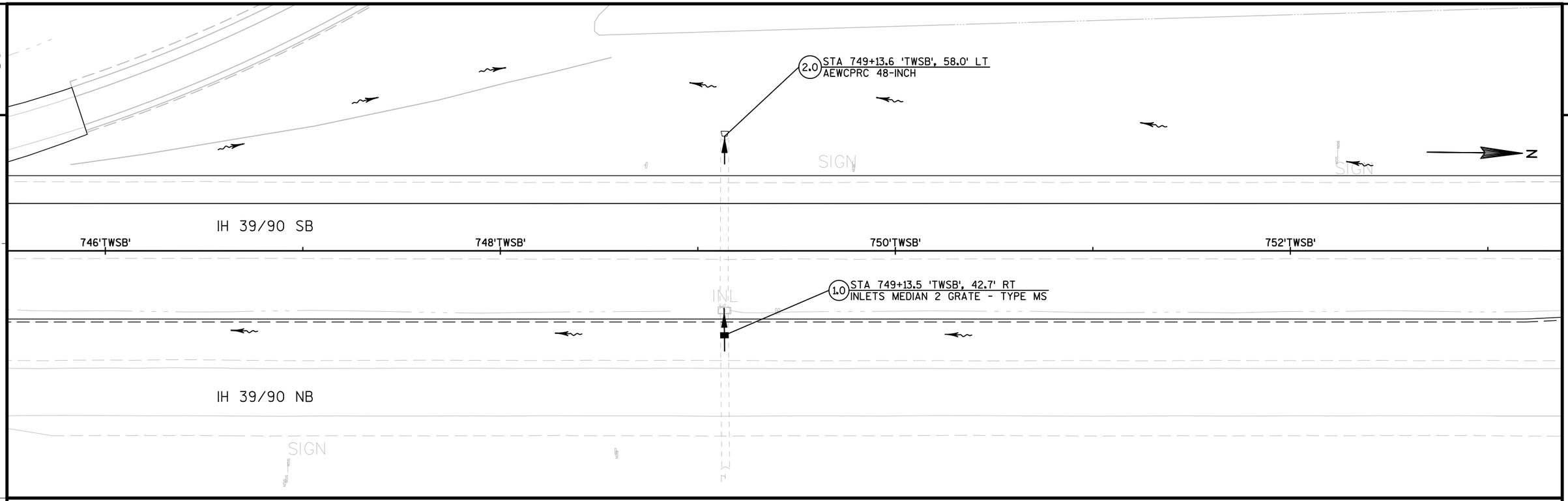
STH 26 NB

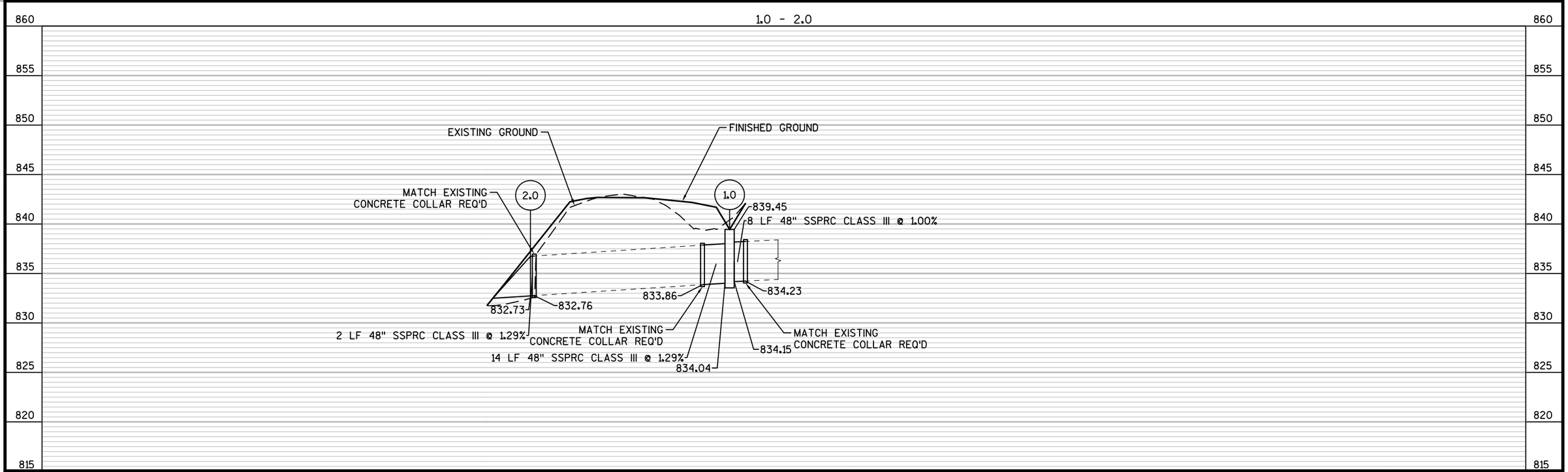
EROSION MAT CLASS I TYPE B FOR FLUMES (TYP.)

OFF RAMP 'CBT'

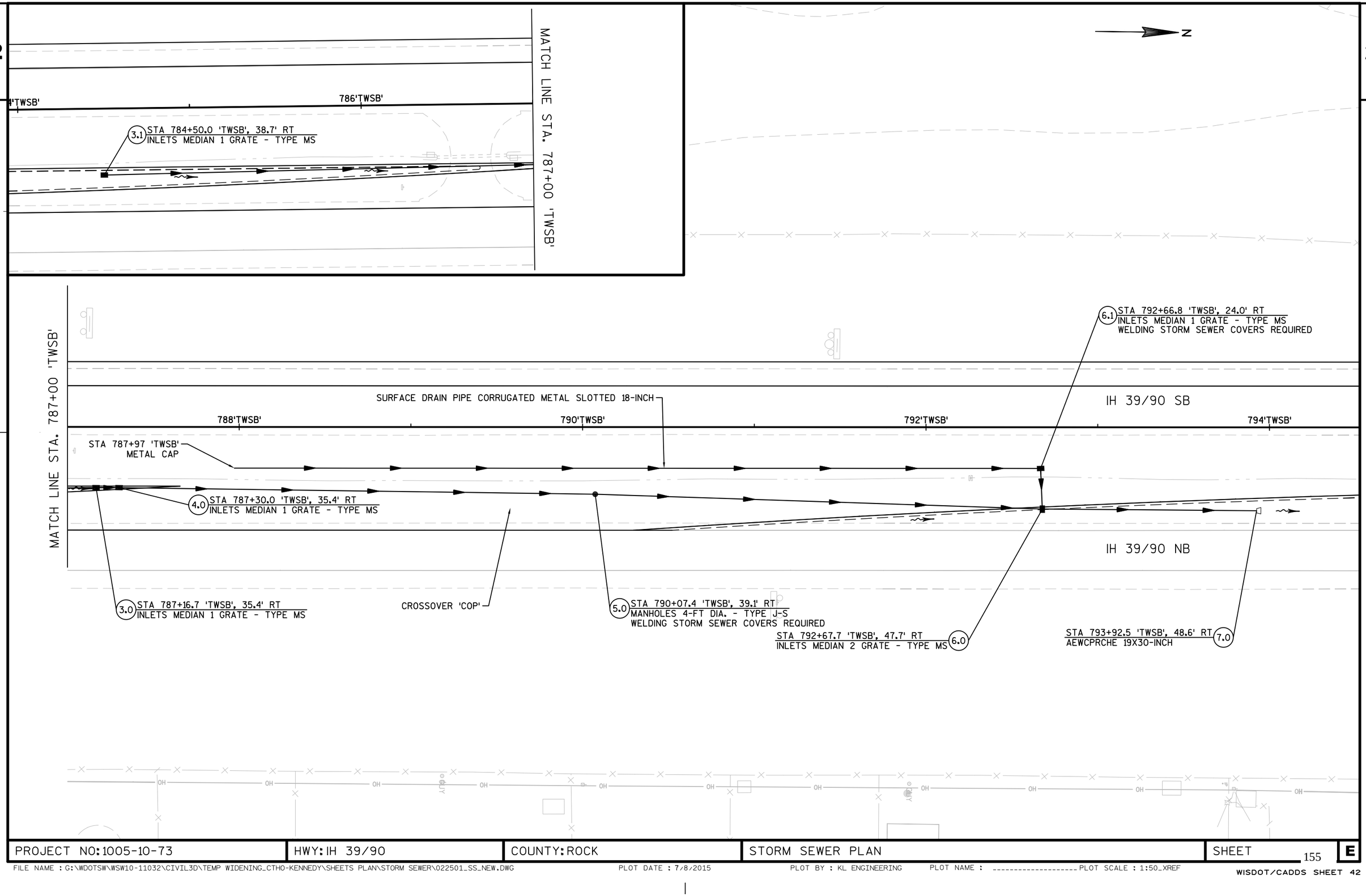
MATCH LINE STA. 962+00'CBT'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	EROSION CONTROL PLANS - STH 26	SHEET 153 E

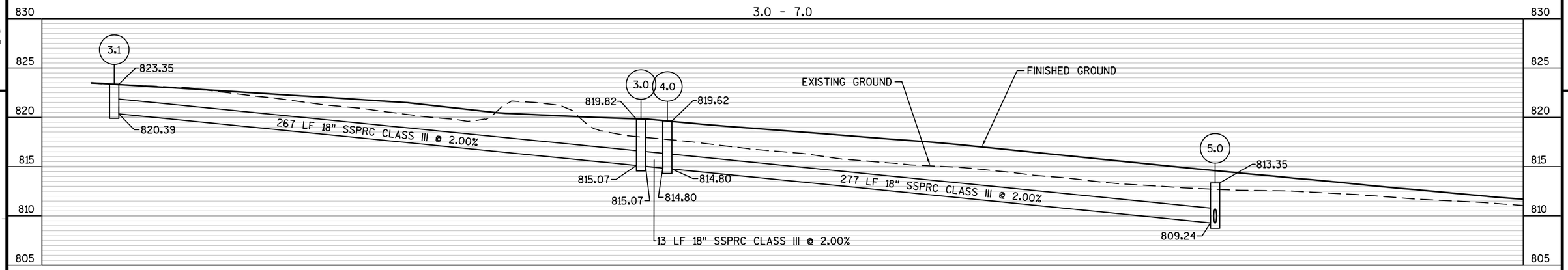


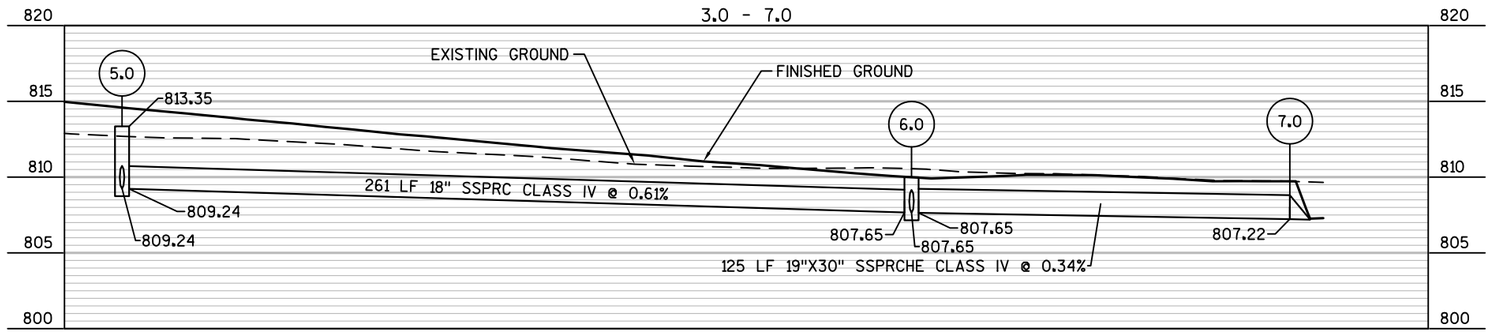


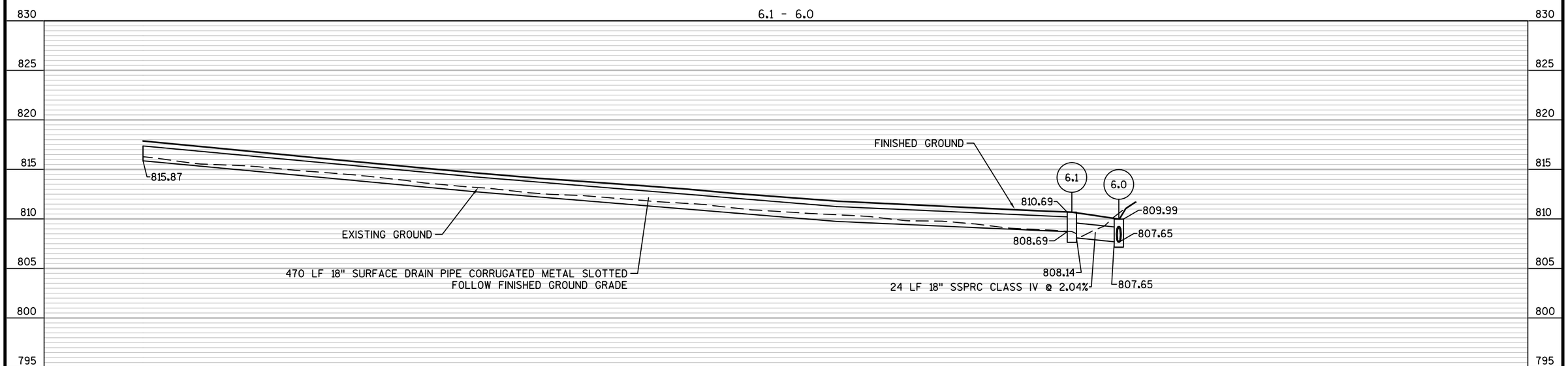
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 154 E



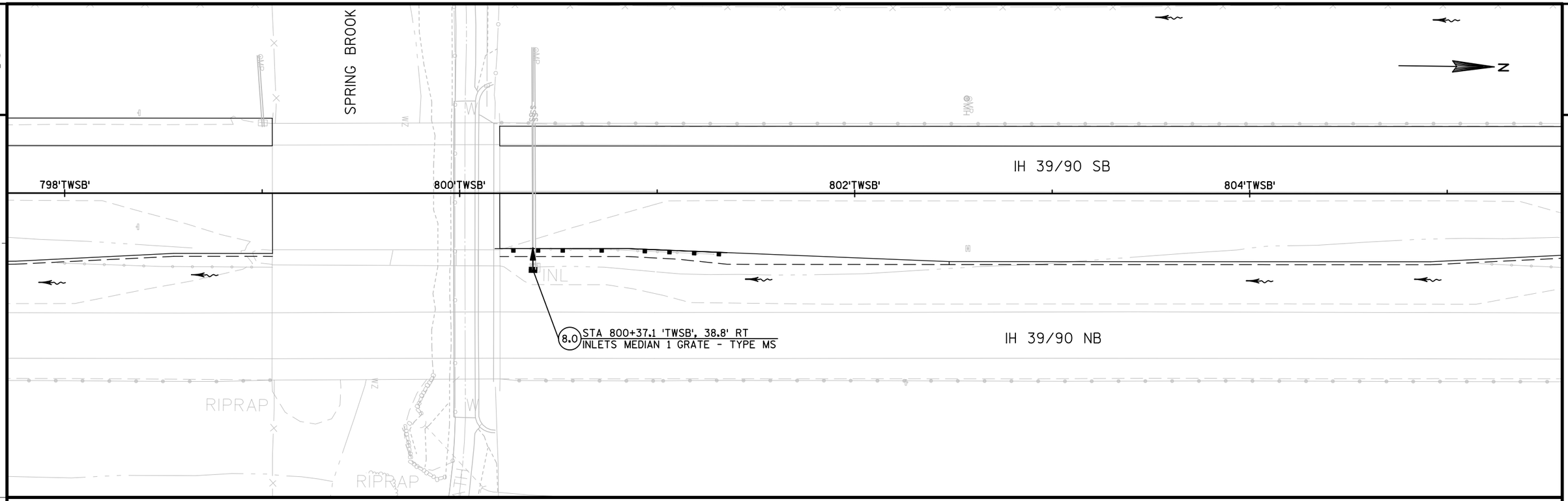
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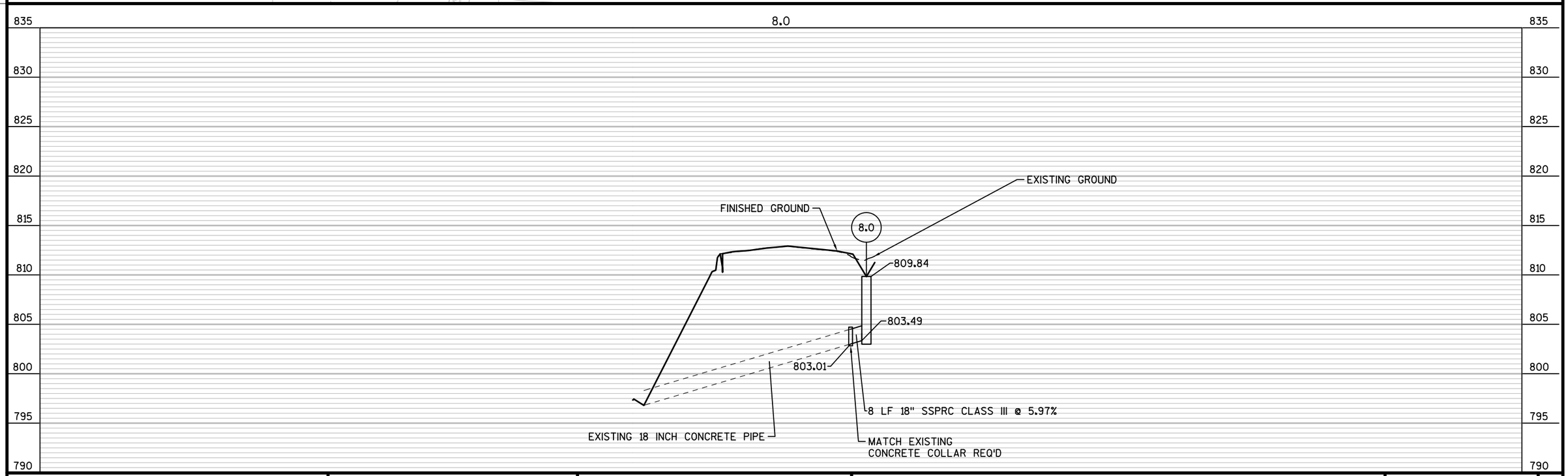




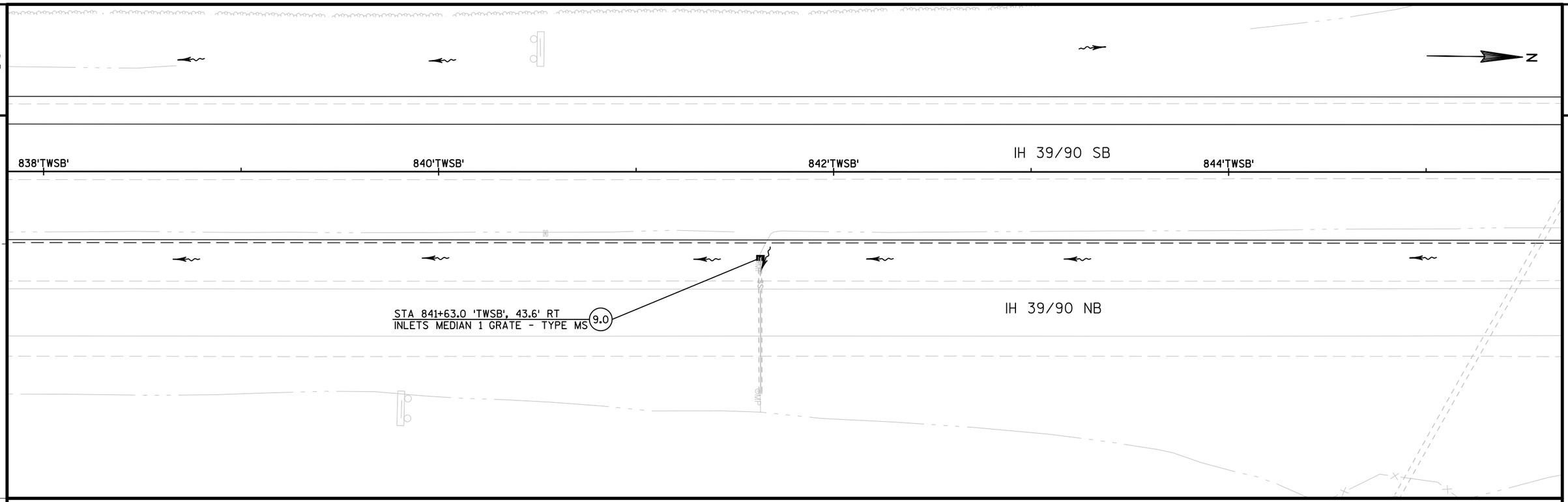


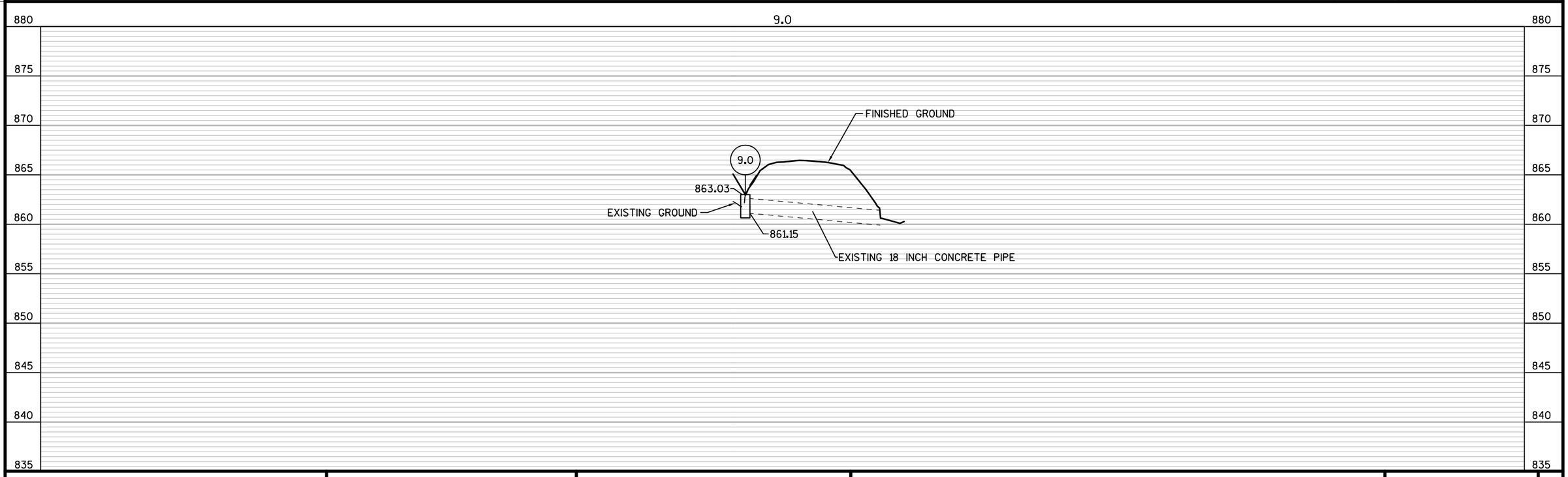
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 156	E





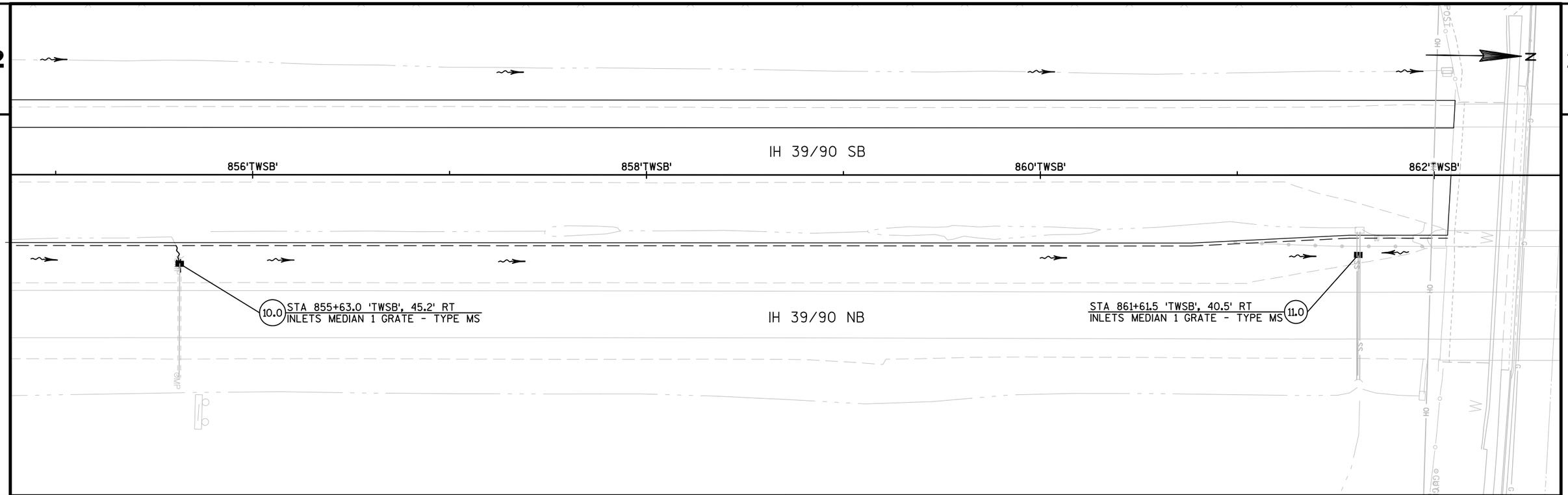
PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 157 E

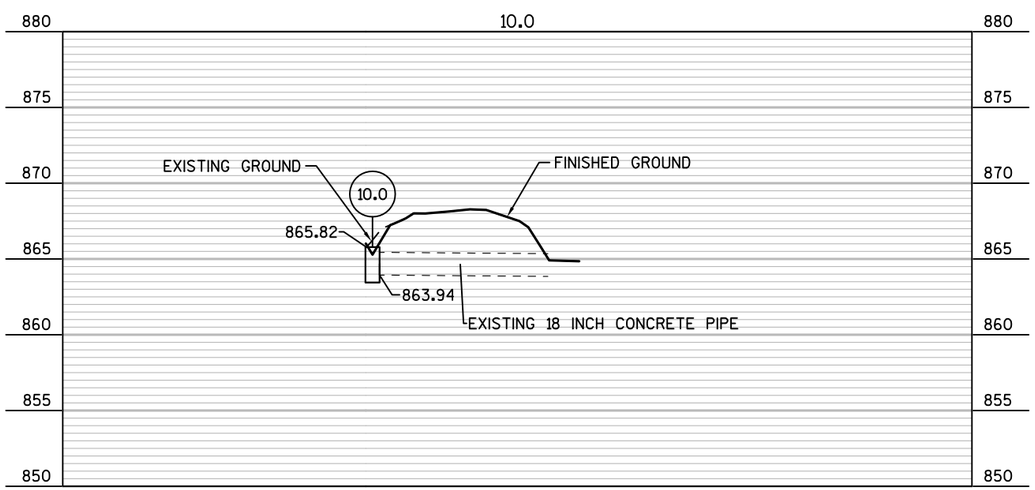


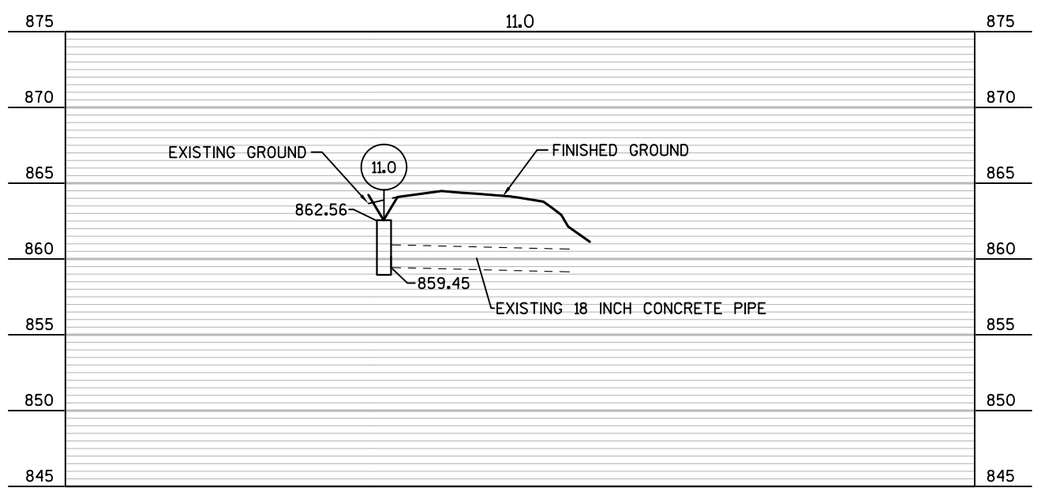


PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	STORM SEWER PLAN	SHEET E

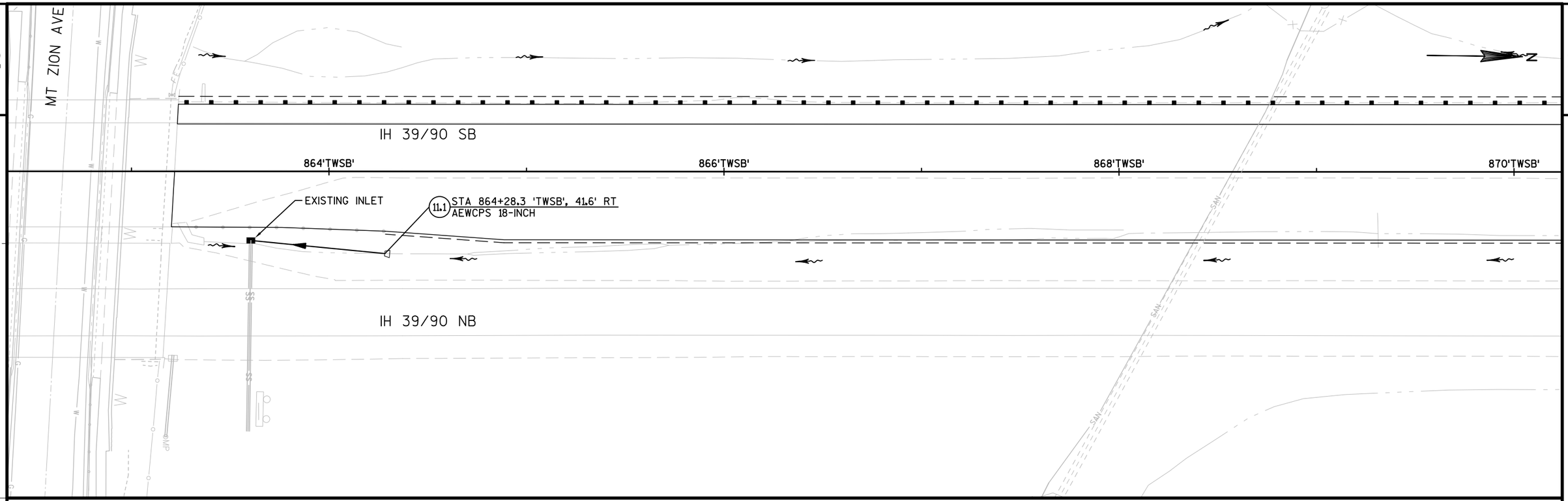
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\STORM SEWER\022501_SS_NEW.DWG PLOT DATE : 7/22/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:50 FT



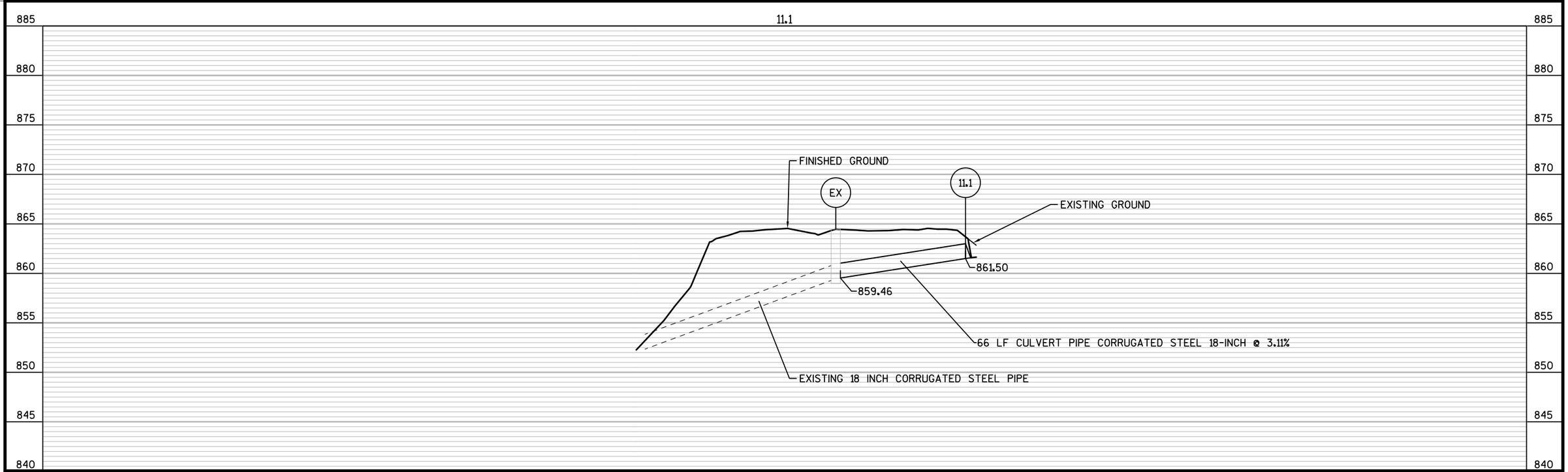




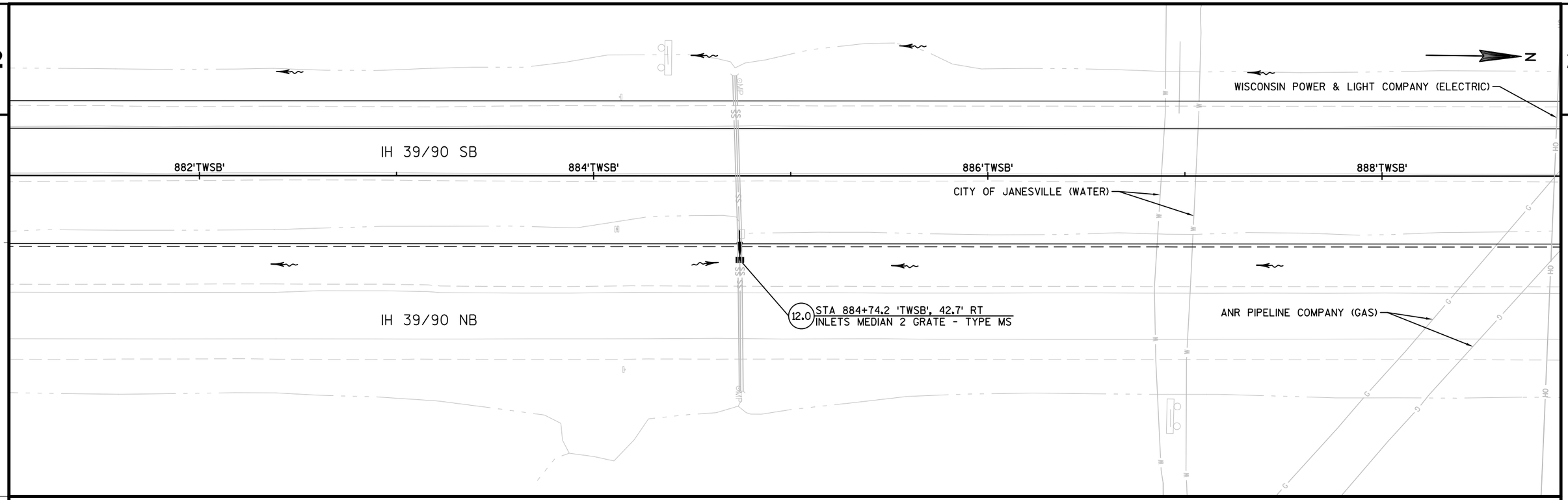
PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	STORM SEWER PLAN	SHEET 159	E

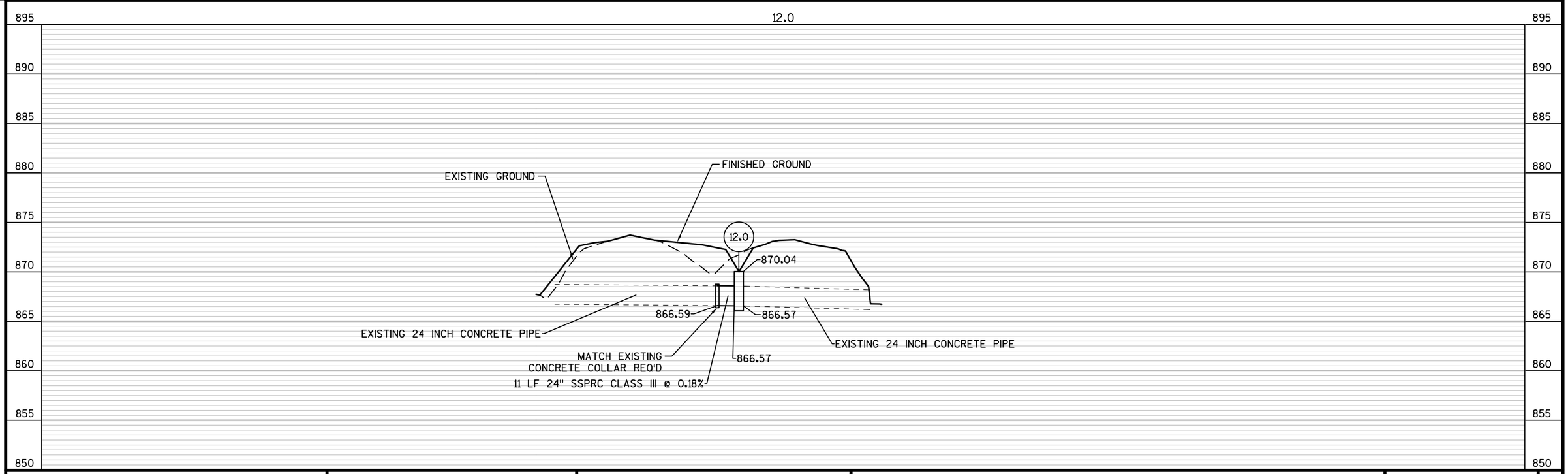


2



PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	STORM SEWER PLAN	SHEET 160 E





PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	STORM SEWER PLAN	SHEET 161 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\STORM SEWER\022501_SS_NEW.DWG PLOT DATE : 7/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:50_XREF
WISDOT/CADDS SHEET 42

2

2

N

SIGN

IH 39/90 SB

906'TWSB'

908'TWSB'

910'TWSB'

912'T

MATCH LINE STA. 912+00 'TWSB'

SS

IH 39/90 NB

STA 906+56.5 'TWSB', 58.3' RT
INLETS 2x2.5-FT - TYPE BW
WELDING STORM SEWER COVERS REQUIRED
13.0

STA 907+23.7 'TWSB', 58.3' RT
INLETS 2x2.5-FT - TYPE BW
WELDING STORM SEWER COVERS REQUIRED
13.1

13.2 STA 908+71.9 'TWSB', 58.4' RT
INLETS 2x2.5-FT - TYPE BW
WELDING STORM SEWER COVERS REQUIRED

15.0 STA 909+62.0 'TWSB', 48.2' RT
MANHOLES 6-FT DIAMETER - TYPE C

N

MATCH LINE STA. 912+00 'TWSB'

WSB'

914'TWSB'

916'TWSB'

918'TWSB'

IH 39/90 SB

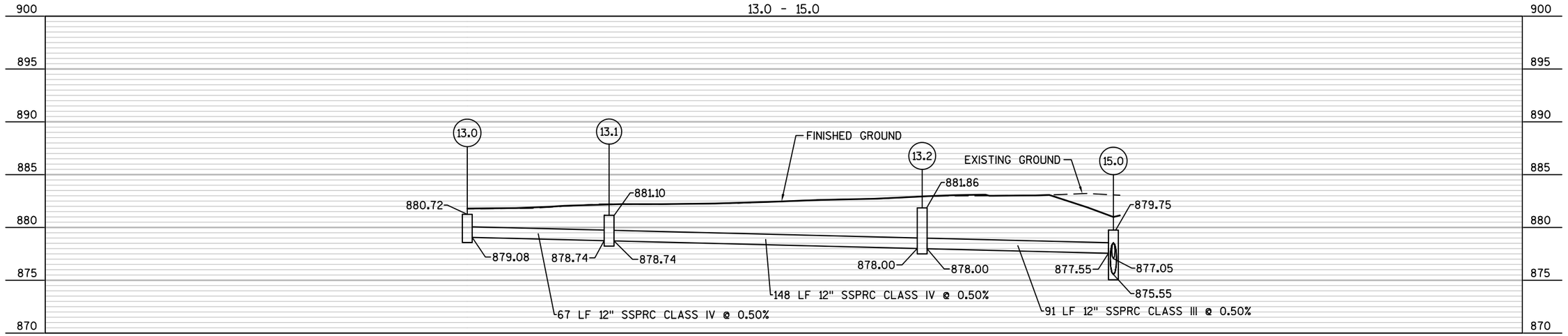
IH 39/90 NB

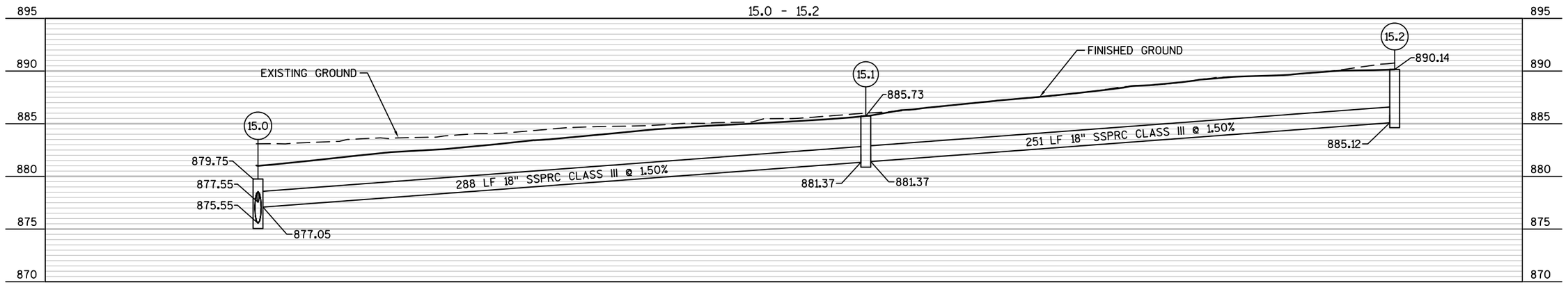
15.1 STA 912+50.0 'TWSB', 43.3' RT
INLETS MEDIAN 1 GRATE- TYPE MS

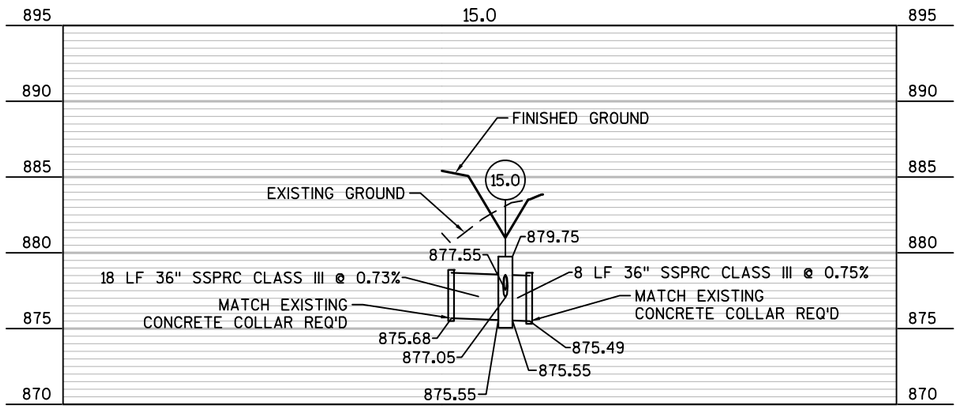
15.2 STA 915+00.0 'TWSB', 47.5' RT
INLETS MEDIAN 1 GRATE - TYPE MS

SIGN

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY:ROCK	STORM SEWER PLAN	SHEET 162	E







PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 163	E

2

926'TWSB'

928'TWSB'

930'TWSB'

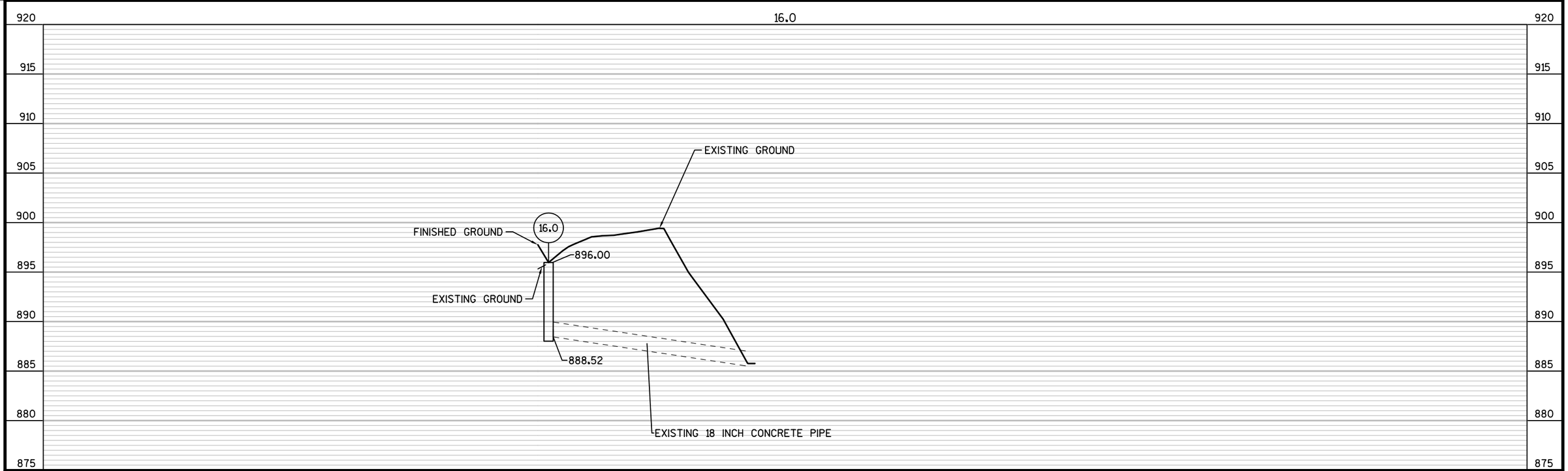
932'TWSB'

IH 39/90 SB

IH 39/90 NB

STA 929+61.1 'TWSB', 44.0' RT
INLETS MEDIAN 1 GRATE - TYPE MS (16.0)

WISDOT (ITS)



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 164 E

2

2

TWSB'

936'TWSB'

938'TWSB'

940'TWSB'

IH 39/90 SB

MATCH LINE STA. 941+50 'TWSB'

17.0 STA 934+93.3 'TWSB', 42.3' RT
AEWCPRC 18-INCH

20.1 STA 939+80.9 'TWSB', 58.2' RT
INLETS MEDIAN 1 GRATE - TYPE MS

19.0 STA 935+41.0 'TWSB', 62.3' RT
INLETS 4-FT DIA. - TYPE BW
WELDING STORM SEWER COVERS REQUIRED

IH 39/90 NB

20.0 STA 937+68.5 'TWSB', 57.9' RT
INLETS MEDIAN 1 GRATE - TYPE MS

18.0 STA 935+27.8 'TWSB', 62.9' RT
INLETS 4-FT DIA. - TYPE BW
WELDING STORM SEWER COVERS REQUIRED

MATCH LINE STA. 941+50 'TWSB'

942'TWSB'

944'TWSB'

946'TWSB'

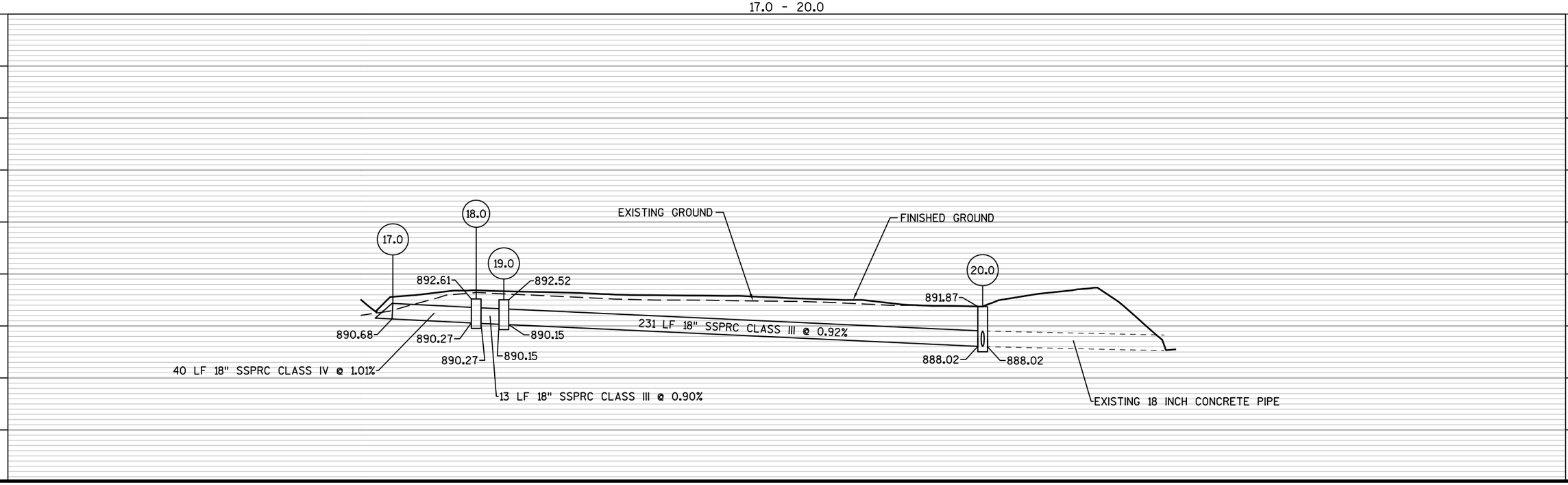
948'TWSB'

20.2 STA 942+00.0 'TWSB', 56.3' RT
INLETS MEDIAN 1 GRATE - TYPE MS

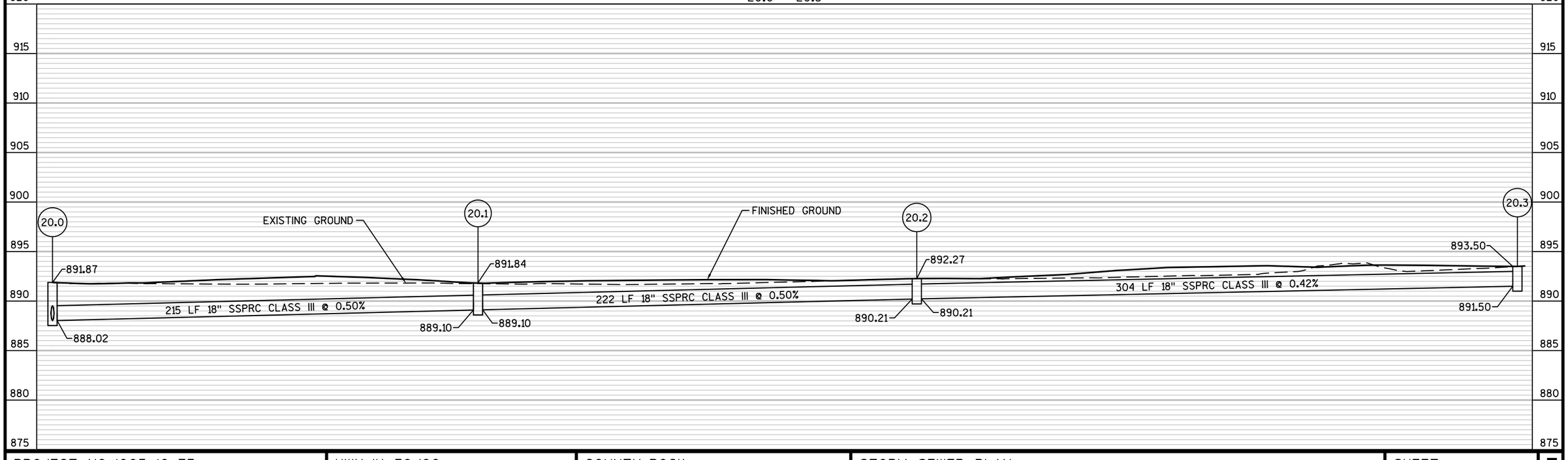
20.3 STA 945+00.0 'TWSB', 54.4' RT
INLETS MEDIAN 1 GRATE - TYPE MS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 165	E

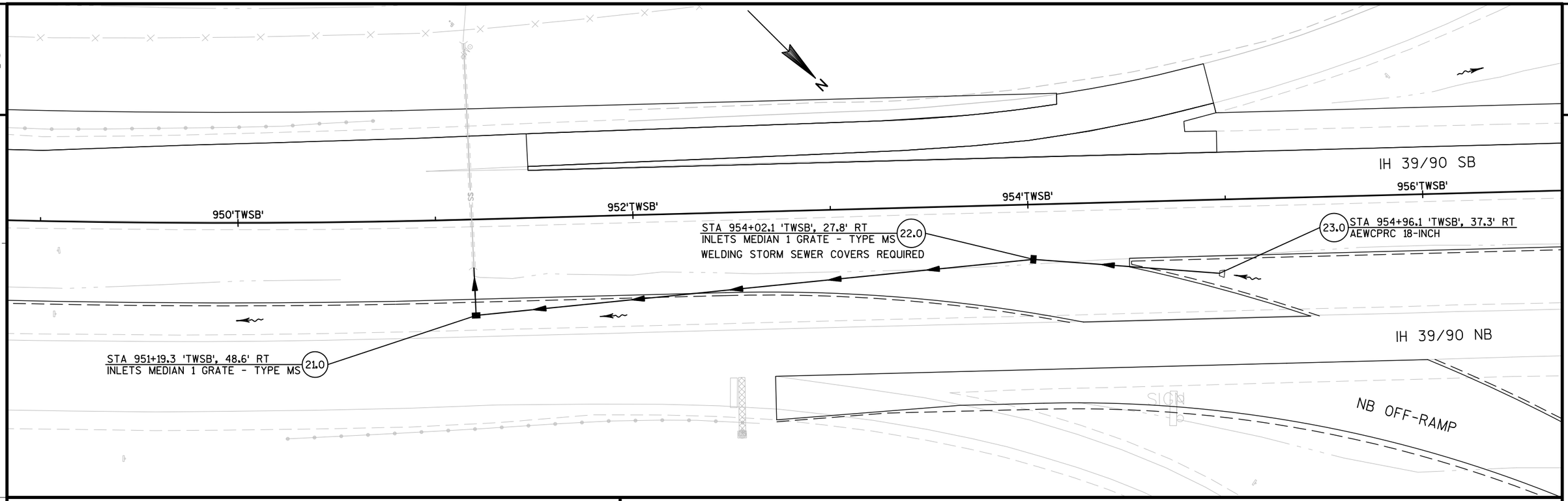
17.0 - 20.0

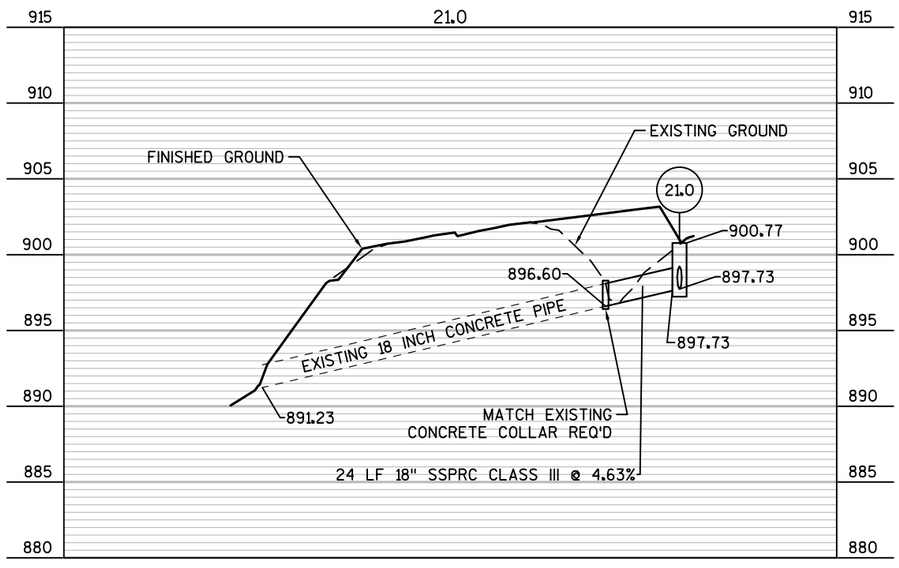


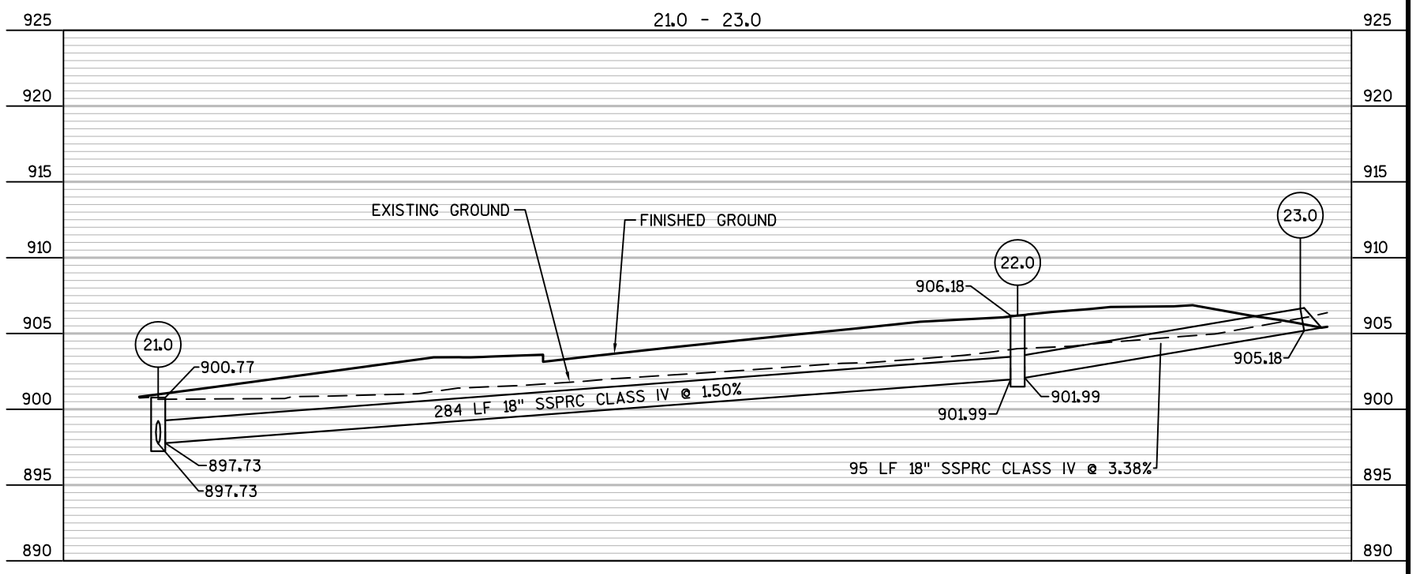
20.0 - 20.3



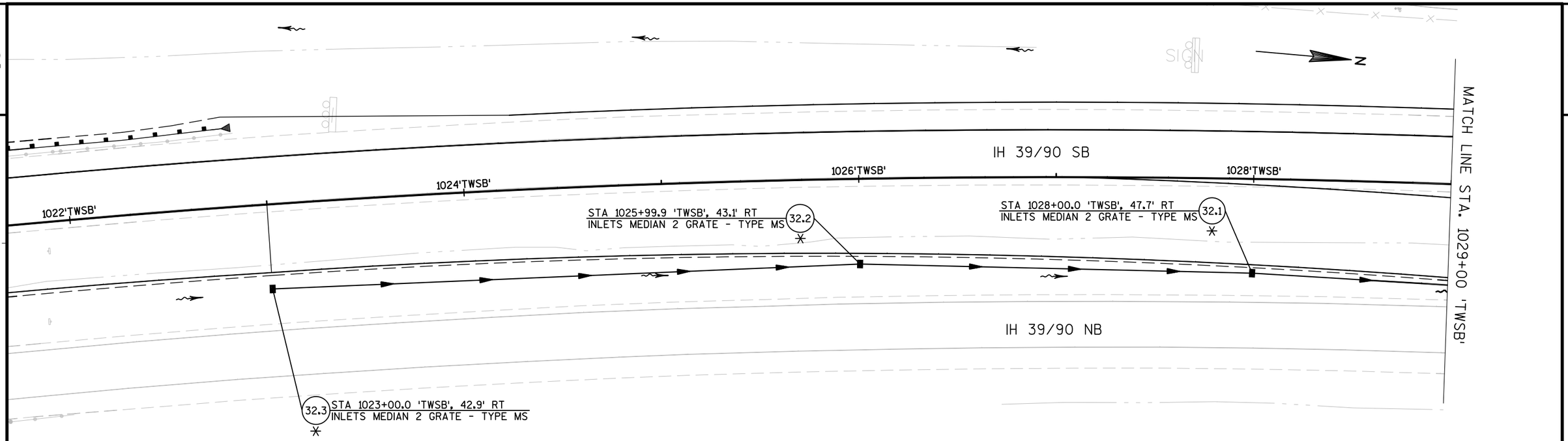
PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY:ROCK	STORM SEWER PLAN	SHEET 166	E



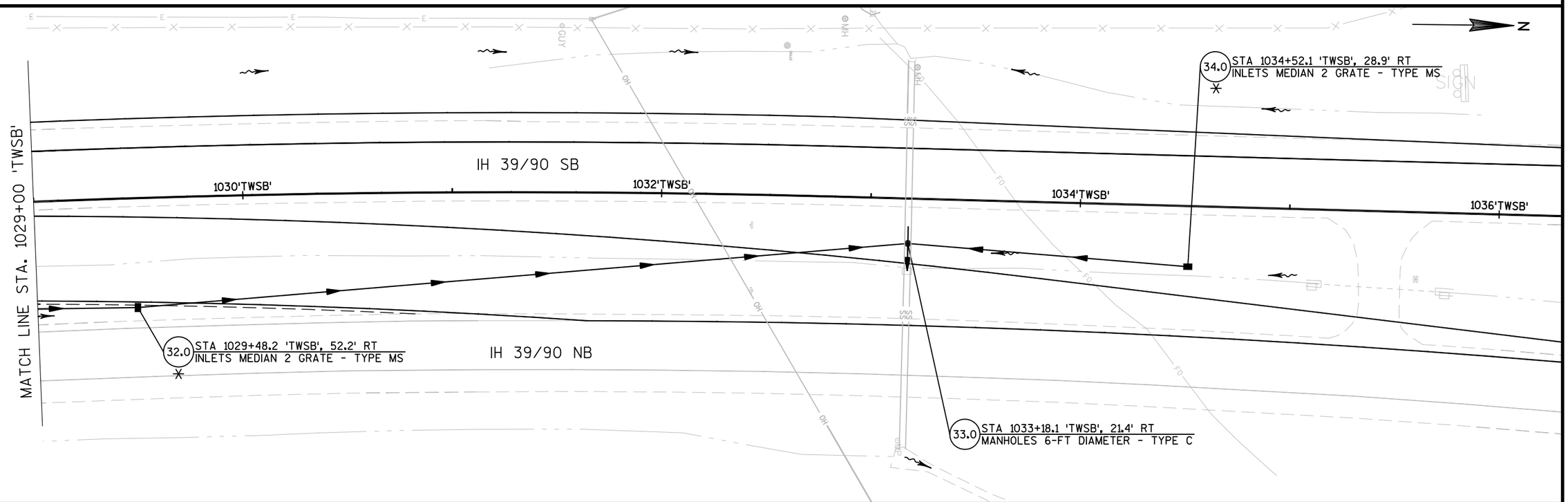




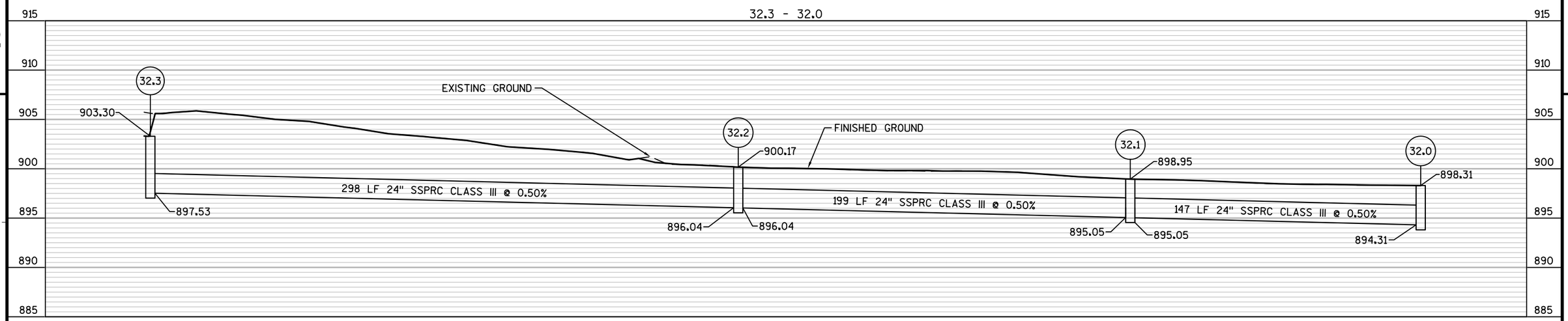
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 167 E

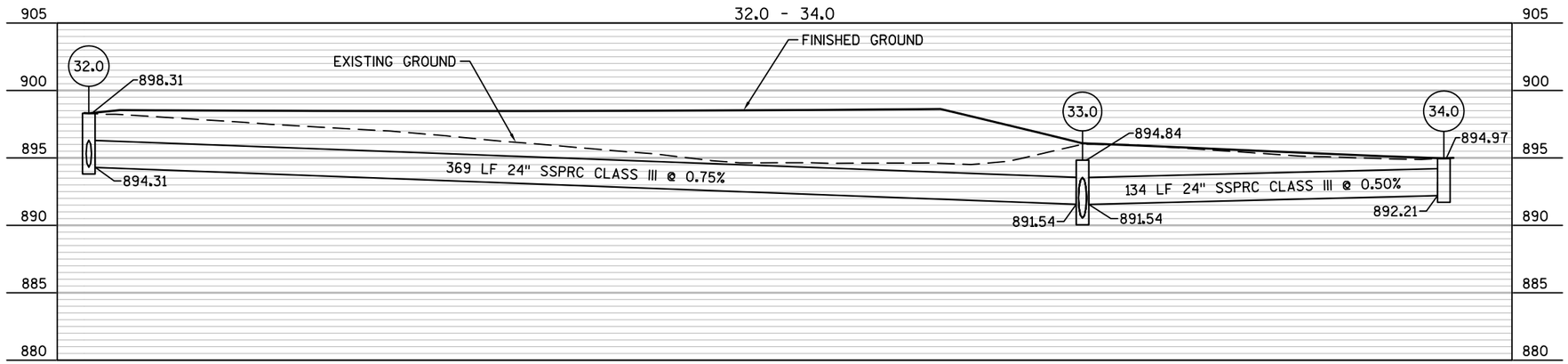


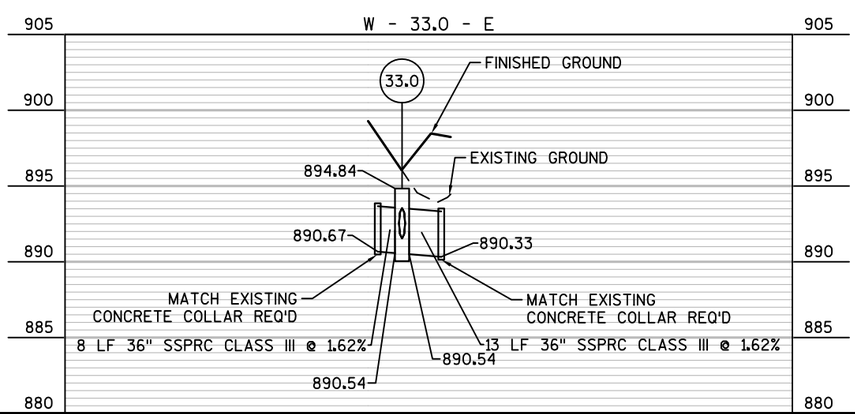
*NOTE: INLETS ROTATED 90° FROM NORMAL AS SHOWN IN S.D.D.
"INLETS MEDIAN 1 & 2 GRATE" TO FIT PIPES IN SIDE OF INLET.



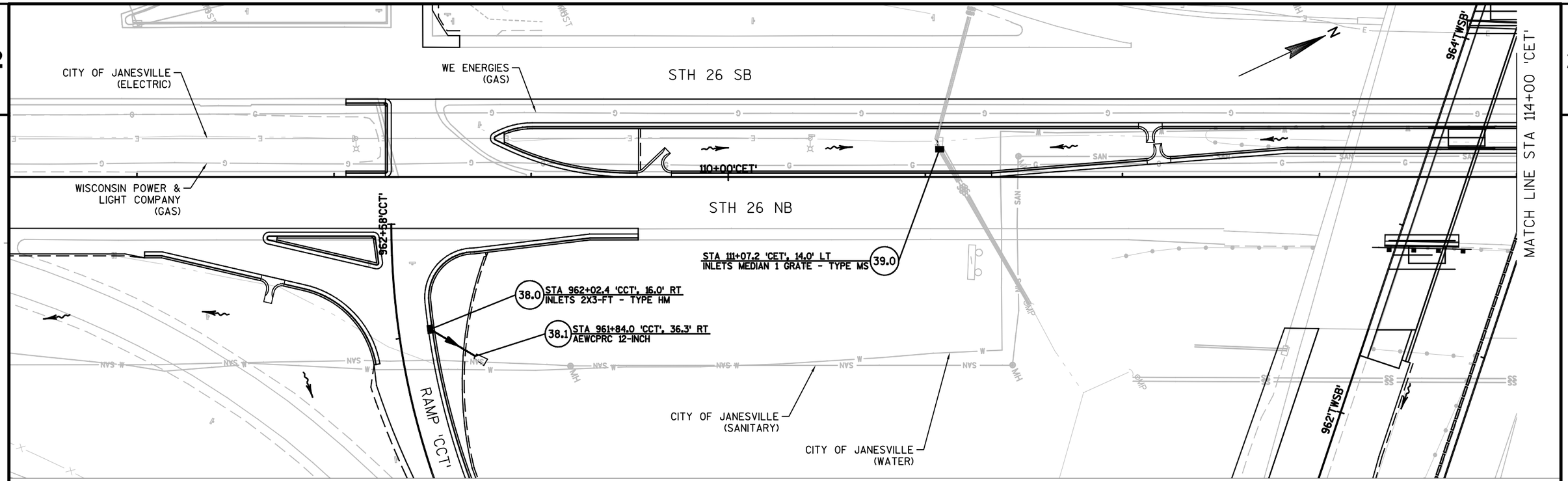
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 168	E

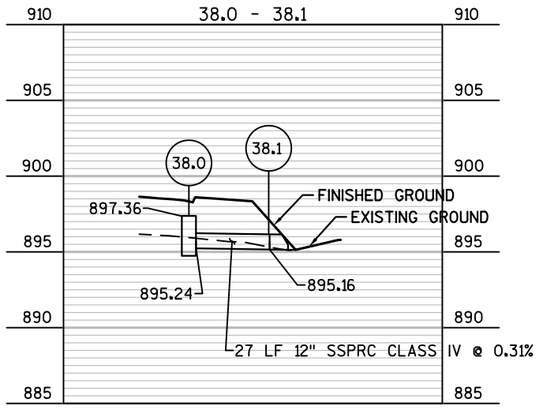


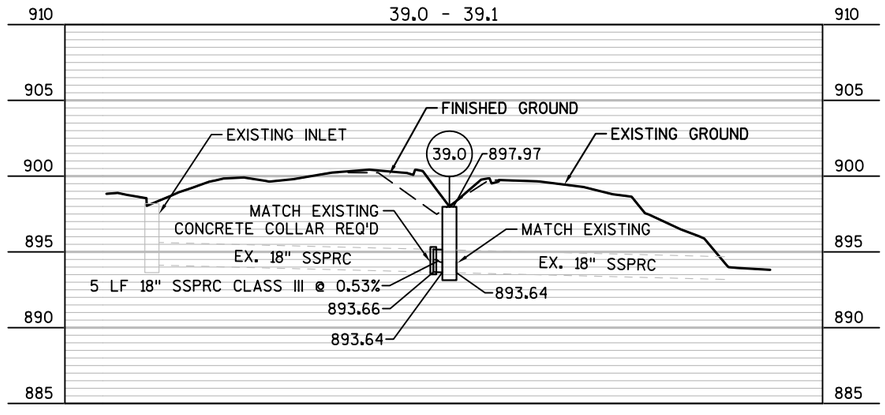




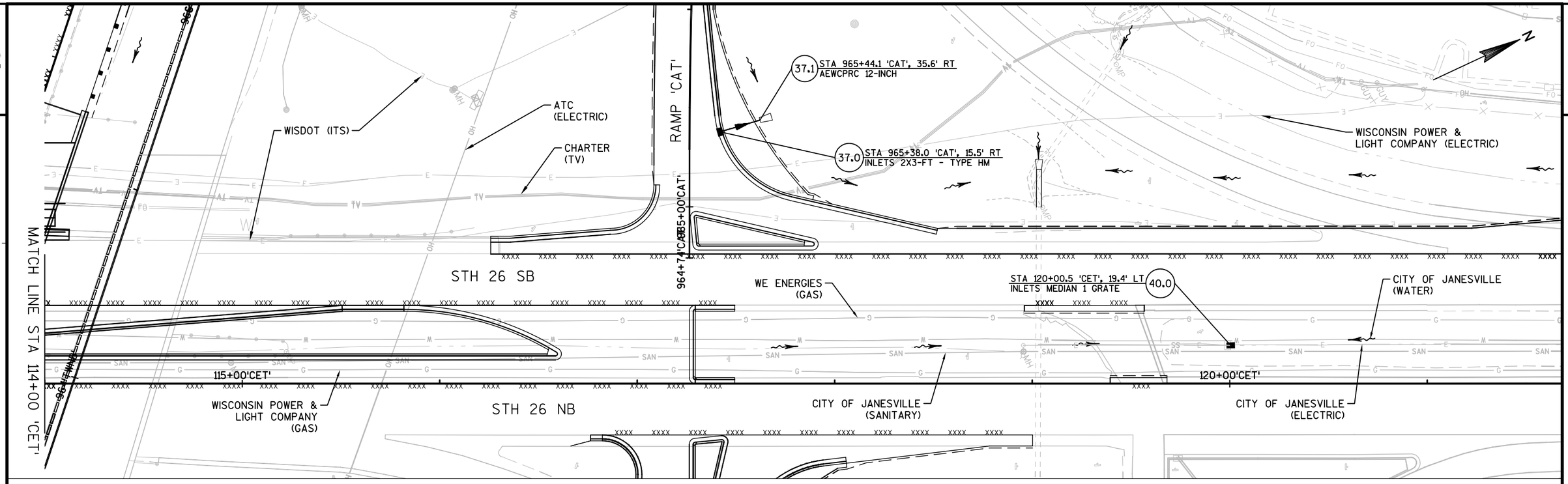
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN	SHEET 169	E

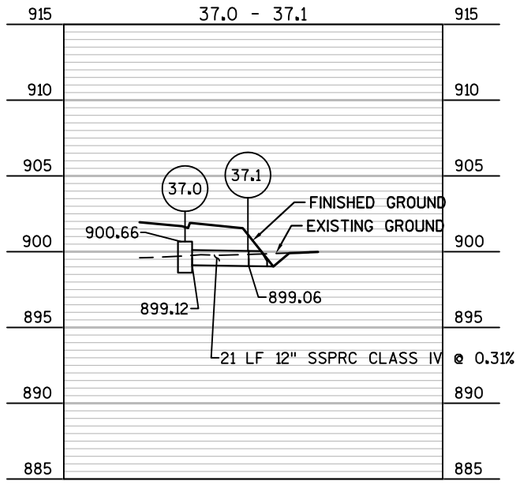


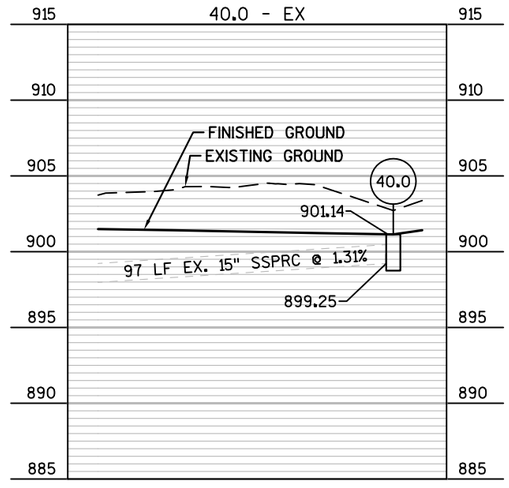




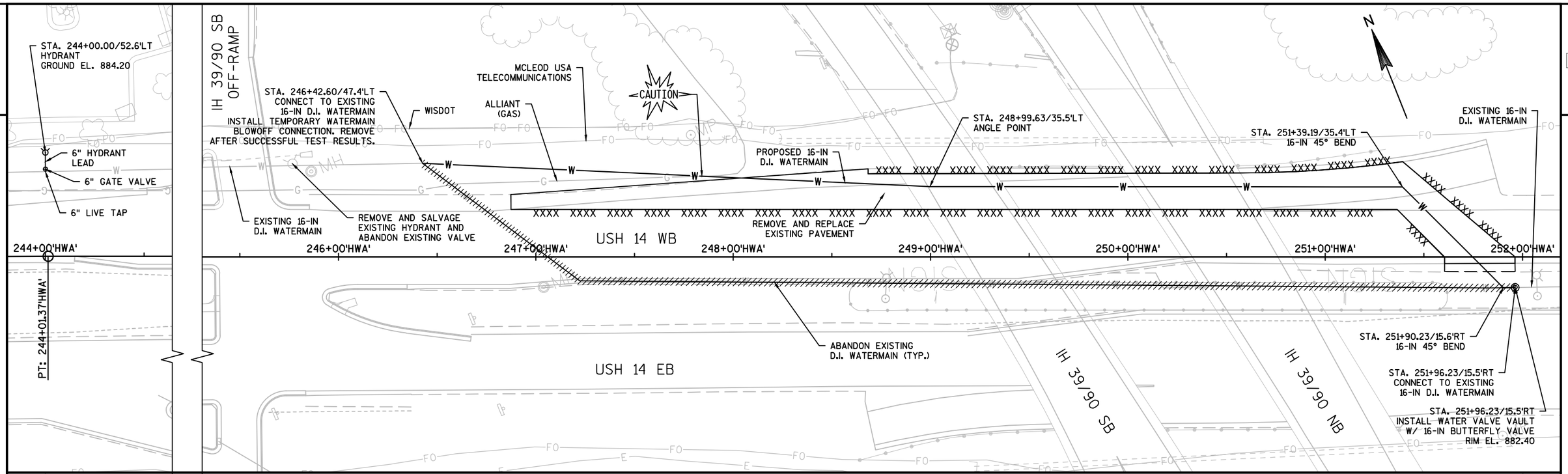
PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	STORM SEWER PLAN - STH 26	SHEET 170	E





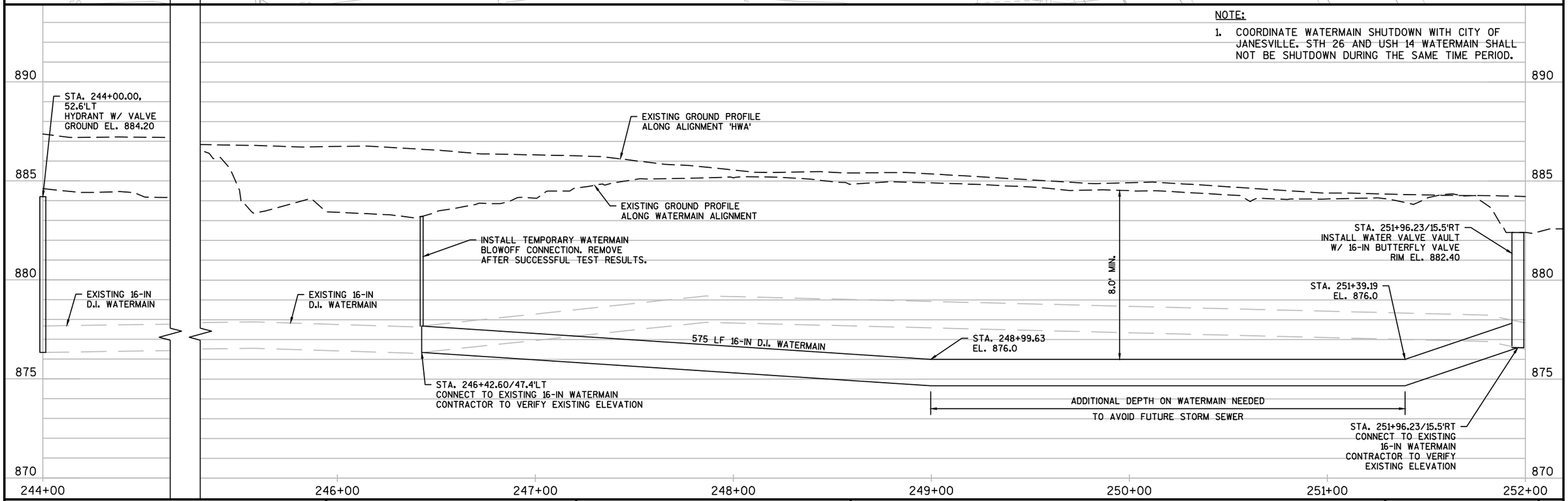


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	STORM SEWER PLAN - STH 26	SHEET 171	E

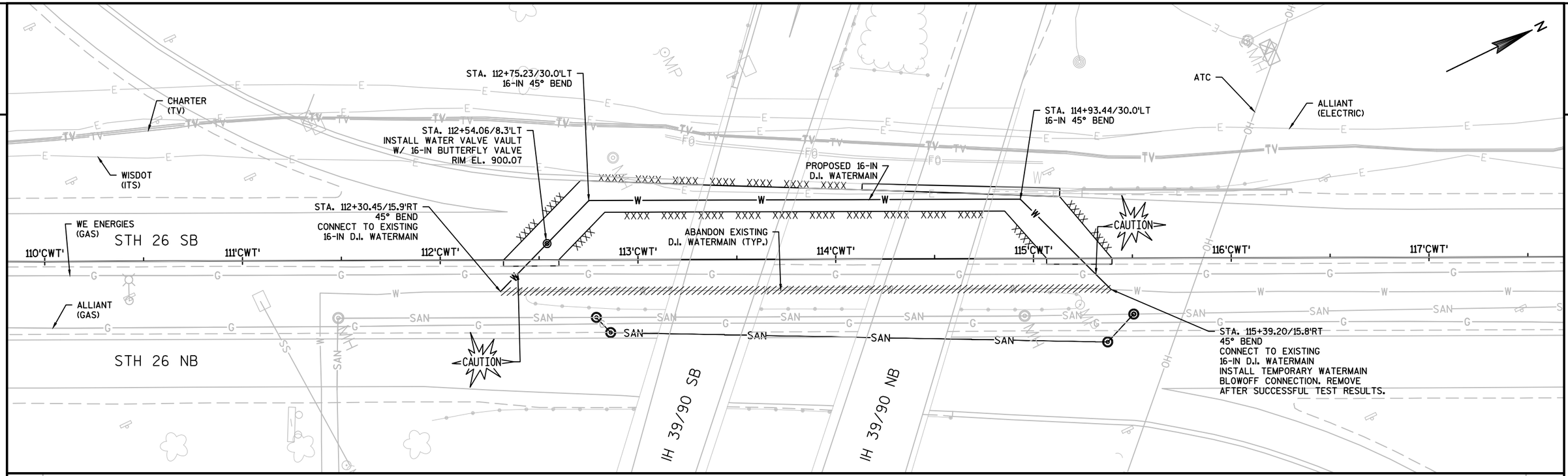


NOTE:

1. COORDINATE WATERMAIN SHUTDOWN WITH CITY OF JANESVILLE. STH 26 AND USH 14 WATERMAIN SHALL NOT BE SHUTDOWN DURING THE SAME TIME PERIOD.

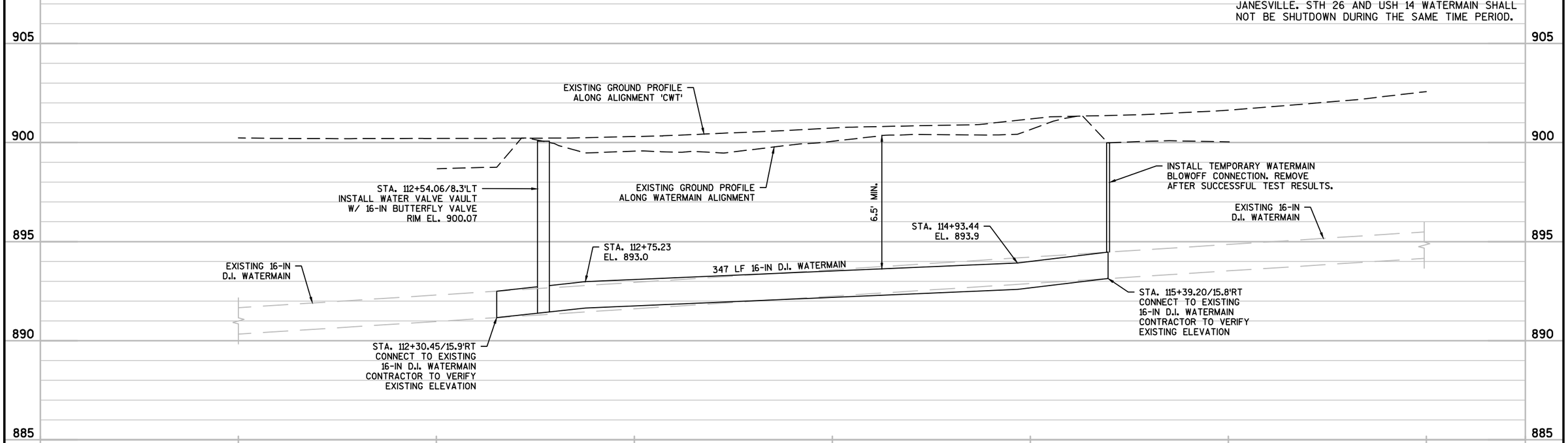


PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	UTILITY PLAN - USH 14 WATERMAIN	SHEET 172	E

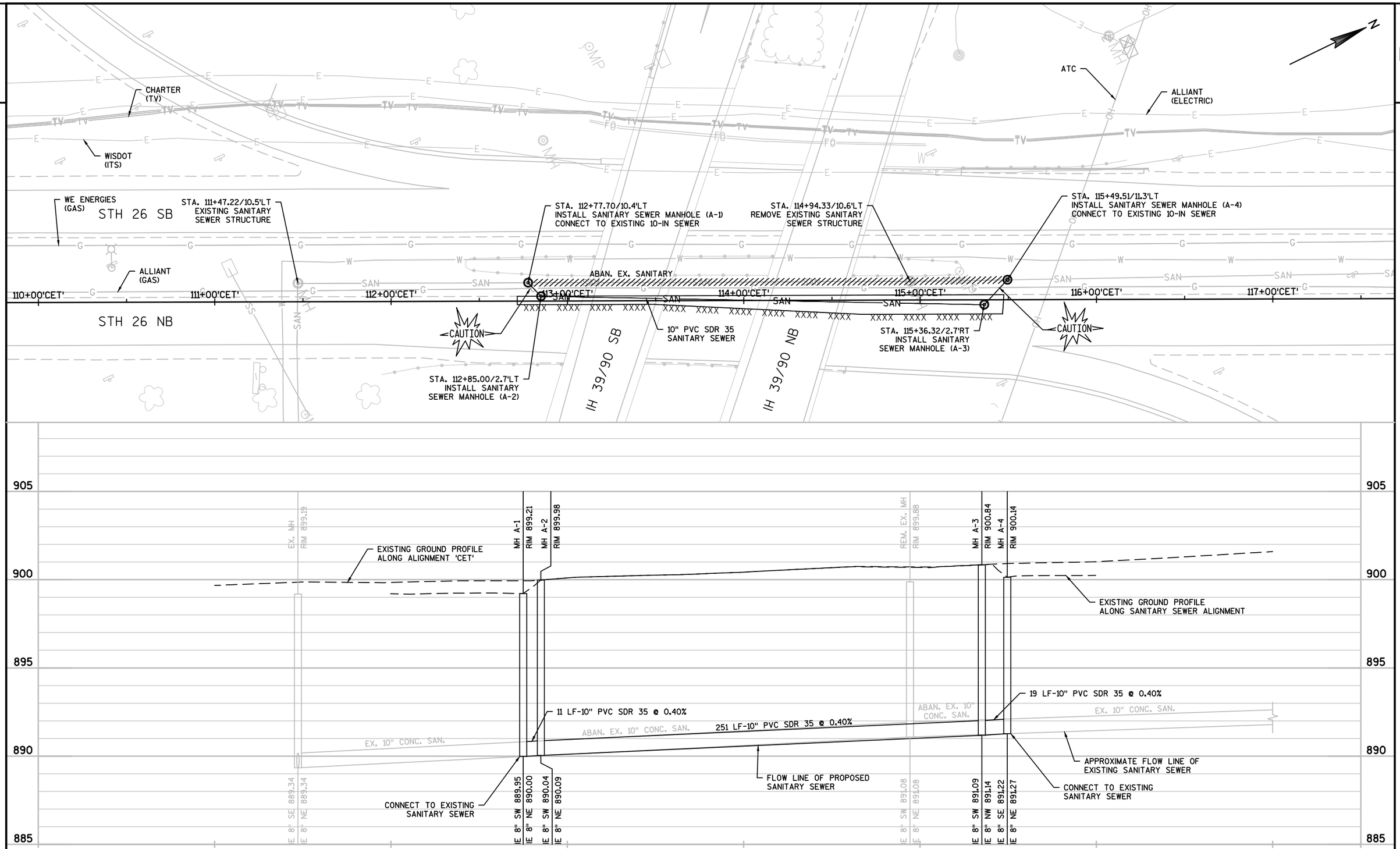


NOTE:

1. COORDINATE WATERMAIN SHUTDOWN WITH CITY OF JANESVILLE. STH 26 AND USH 14 WATERMAIN SHALL NOT BE SHUTDOWN DURING THE SAME TIME PERIOD.



PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	UTILITY PLAN - STH 26 WATERMAIN	SHEET 173 E



PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	UTILITY PLAN - STH 26 SANITARY	SHEET 174	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_050103_PP_STH 26 SANITARY.DWG
LAYOUT NAME - ****
PLOT DATE : 7/22/2015 3:23 PM
PLOT BY : LUCAS CHASE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

N

BEGIN PROJECT 1005-10-73
STA. 738+00 'TWSB'

Cty Hwy O
ESTR

STH 11 E SB IH 39/90 ON RAMP

EAST 39 90 MILE 175 .8
1M-04

1M-07

EAST 39 90 MILE 175 .6
1M-08

IH 39/90 SB

738'TWSB' 740'TWSB' 742'TWSB' 744'TWSB' 746'TWSB' 748'TWSB' 750'TWSB' 752'TWSB'

MATCH LINE STA. 753+00'TWSB'

IH 39/90 NB

1M-03
WEST 39 90 MILE 175 .8

1-05 ALTERNATE 39 J3-1 24"X57"
1-06 ALTERNATE 43 J3-1 24"X57"
*MOUNT ON EXISITING SIGN SUPPORTS.

1M-09
WEST 39 90 MILE 175 .6

STH 11 E NB IH 39/90 OFF RAMP

EXIT 175
11 EAST
Delavan
E Racine St
ESTR

EXIT
175
ESTR

1-01 ALTERNATE 39 J3-1 36"X84"
1-02 ALTERNATE 43 J3-1 36"X84"

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 175	E

2

N

*MOUNT ON EXISTING SIGN RIGHT SUPPORT

ALTERNATE INTERSTATE 39 J3-1 24"X57"

2-04

STH 11 E SB IH 39/90 OFF RAMP

EAST 39 90 MILE 175 .4

2M-02

EXIT 175

2M-03

SIGN

MATCH LINE STA. 753+00'TWSB'

754'TWSB' 756'TWSB' 758'TWSB' 760'TWSB' 762'TWSB' 764'TWSB' 766'TWSB' 768'

IH 39/90 SB

IH 39/90 NB

STH 11

2M-01

WEST 39 90 MILE 175 .4

STH 11 E NB IH 39/90 ON RAMP

MATCH LINE STA. 768+00'TWSB'

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XF-XX) FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 176	E

2

N

EXIT 175
11 EAST
E Racine St

EXIT 175
11 EAST
Delavan
E Racine St

11 WEST
Orfordville
AHEAD

ALTERNATE INTERSTATE 39
J3-1
36"X84"

WEST 39 90 MILE 175 .2

EAST 39 90 MILE 175 .0

EXIT 40 M.P.H.

MILE 175

NORTH WEST 39 90

3F-01 3F-02 3M-03 3M-04 3M-05 3M-07 3M-08 3R-01 3R-02 3R-06 3-09

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 768+00'TWSB'

MATCH LINE STA. 783+00'TWSB'

770'TWSB' 772'TWSB' 774'TWSB' 776'TWSB' 778'TWSB' 780'TWSB' 782'TWSB'

781'COP' 782'COP'

PALMER DRIVE

ESTR

SIGN

W.A./C

INL

MH

MP

W

LEGEND

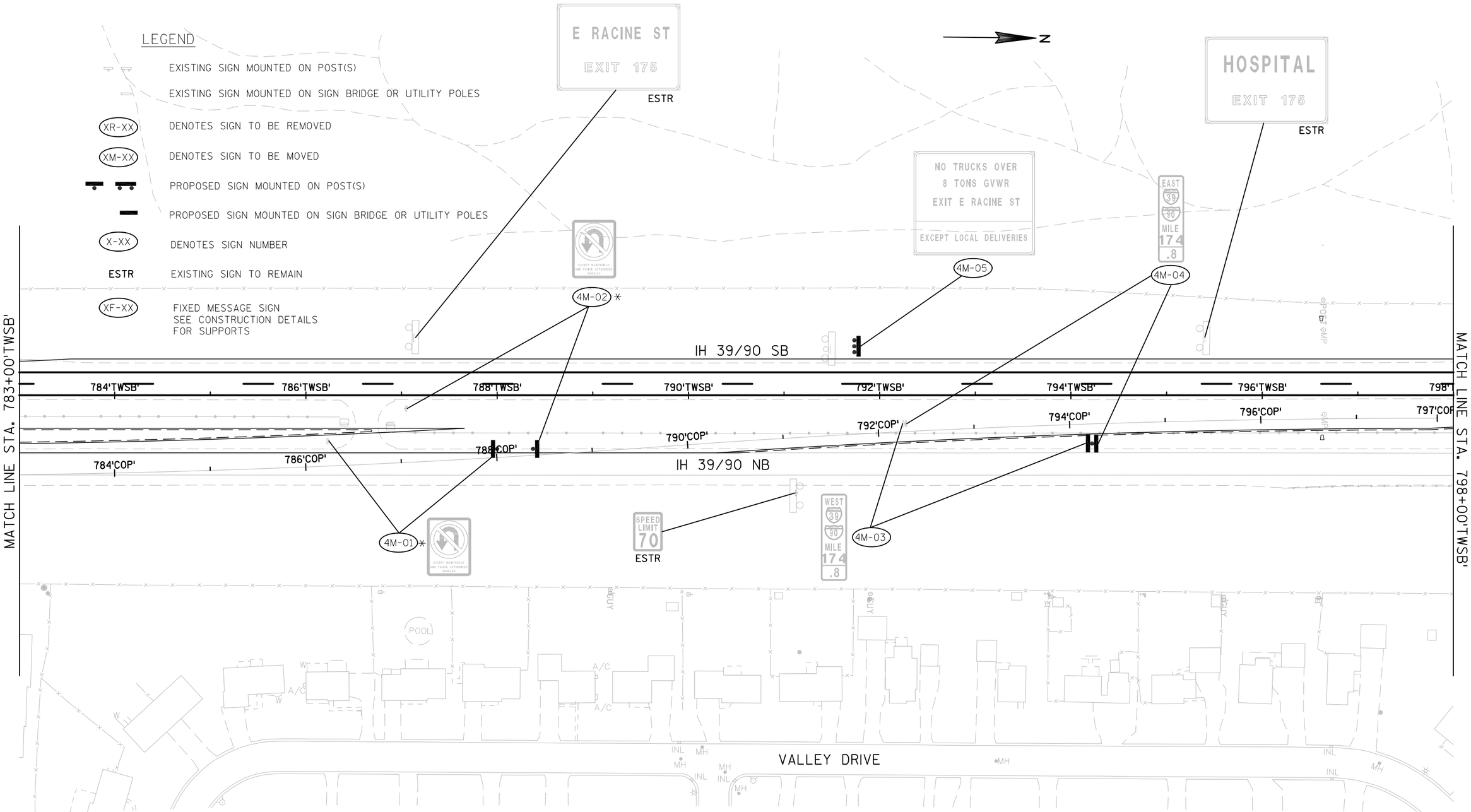
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XF-XX) FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 177 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\023201_PS.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XF-XX) FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS



* 4M-01 AND 4M-02 TO BE MOUNTED ON CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE. SEE "SIGN MOUNTING ON BARRIER WALL" FOR DETAILS. EACH SIGN TO BE PLACED ON ONE STEEL POST. COST OF MOUNTING SIGN TO BARRIER INCIDENTAL TO BID ITEM "POSTS TUBULAR STEEL 2X2-INCH X 8-FT".

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 178	E

2

N

SIOUX COURT

BIKE PATH

16'-3"

5M-01

5M-02

EAST 39 90 MILE 174 .6

5M-04

POOL

RUGER AVE.

Janesville Area
Vistor Info
Closed until May

ESTR

EAST 39 90 MILE 174 .4

5M-05

RIPRAP

IH 39/90 SB

798'TWSB'

800'TWSB'

802'TWSB'

804'TWSB'

806'TWSB'

808'TWSB'

810'TWSB'

812'TWSB'

MATCH LINE STA. 798+00'TWSB'

IH 39/90 NB

EMERGENCY STOPPING ONLY

ESTR

5M-03

WEST 39 90 MILE 174 .6

Hwy MM

ESTR

5M-06

WEST 39 90 MILE 174 .4

MATCH LINE STA. 813+00'TWSB'

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XF-XX) FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 179	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\023201_PS.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

N

GAS EXIT 175
BP
GAS EXIT 175
BP
DIESEL
ESTR

FOOD - EXIT
175 DQ
175 Denny's Subway HFFRRRGGH
ESTR

WEST 39 90 MILE 174 .2

6M-01

6M-02

EAST 39 90 MILE 174 .2

ESTR
WEST 14 SOUTH 26
CLEARANCE
14'-3" MAX

MATCH LINE STA. 813+00'TWSB'

MATCH LINE STA. 828+00'TWSB'

IH 39/90 SB

814'TWSB' 816'TWSB' 818'TWSB' 820'TWSB' 822'TWSB' 824'TWSB' 826'TWSB' 828'

IH 39/90 NB

STAFFORD ROAD

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	PERMANENT SIGNING	SHEET 180	E

2

N

EXIT 175
11 EAST
Delavan
1 MILE
ESTR

ALTERNATE
39
J3-1
36"X84"

7-06

EAST 39 90
MILE 174 .0

7M-02

7R-03

MILE 174

LODGING
EXIT 175 LANNON STONE MOTEL
EXIT 175 BAYMONT INN & SUITES
ATTRACTION - EXIT 175
ROTARY BOTANICAL GARDENS
JANESVILLE PERFORMING ARTS CENTER
JANESVILLE ARTS
ESTR

ATHLETIC FIELD

ATHLETIC FIELD

EAST 39 90
MILE 173 .8

7M-05

MATCH LINE STA. 828+00'TWSB'

IH 39/90 SB

828'TWSB' 830'TWSB' 832'TWSB' 834'TWSB' 836'TWSB' 838'TWSB' 840'TWSB' 842'TWSB'

IH 39/90 NB

MATCH LINE STA. 843+00'TWSB'

WEST 39 90
MILE 174 .0

7M-01

MILE 174
ESTR

FOOD - EXIT
175 Wendy's
175 Hometown
Subway
Fuddruckers
IHOP
Starbucks
ESTR

7M-04

WEST 39 90
MILE 173 .8

POOL

POOL

STAFFORD ROAD

SOMERSET DRIVE

MH

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XF-XX) FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 181 E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

N

MATCH LINE STA. 843+00'TWSB'

MATCH LINE STA. 858+00'TWSB'

ONTARIO DRIVE

IH 39/90 SB

844'TWSB' 846'TWSB' 848'TWSB' 850'TWSB' 852'TWSB' 854'TWSB' 856'TWSB' 858'TWSB'

IH 39/90 NB

E. MILWAUKEE STREET

WEST 39 90 MILE 173 .6

BUMP

8M-01 8R-03 8R-04 8R-05 8R-06

8M-02

EAST 39 90 MILE 173 .6

EMERGENCY MEDICAL CARE EXIT 171 B

ESTR

SOMERSET DRIVE

SOMERSET DRIVE

ESTR

GAS - EXIT 171 C
TA MOBIL

LODGING - EXIT 171 C
HOLIDAY INN MICROTEL

CAMPING

POOL

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 182 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\023201_PS.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

2

N

ONTARIO DRIVE

MT ZION AVE

MATCH LINE STA. 858+00'TWSB'

MATCH LINE STA. 873+00'TWSB'

IH 39/90 SB

IH 39/90 NB

WSB' 860'TWSB' 862'TWSB' 864'TWSB' 866'TWSB' 868'TWSB' 870'TWSB' 872'TWSB'

9M-01

9M-02

EAST 39 90 MILE 173 .4

WEST 39 90 MILE 173 .4

POOL

FOOD - EXIT 171B

McDonald's	Hardee's
Taco Bell	Olive Garden
Fazoli's	Red Robin

ESTR

EXITS 171 B-A

14 26

Janesville

Milton

1 MILE

ESTR

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
XR-XX	DENOTES SIGN TO BE REMOVED
XM-XX	DENOTES SIGN TO BE MOVED
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
X-XX	DENOTES SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
XF-XX	FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 183	E

2

N

ONTARIO DRIVE

EAST 39 90 MILE 173 .2

10M-01

EMERGENCY STOPPING ONLY

10M-03

POOL

MILE 173

10R-04

Beloit 17
Rockford 40
Chicago 109

ESTR

IH 39/90 SB

874'TWSB' 876'TWSB' 878'TWSB' 880'TWSB' 882'TWSB' 884'TWSB' 886'TWSB' 888'T

MATCH LINE STA. 873+00'TWSB'

MATCH LINE STA. 888+00'TWSB'

IH 39/90 NB

10M-02

WEST 39 90 MILE 173 .2

10M-05

WEST 39 90 MILE 173 .0

10M-06

EAST 39 90 MILE 173 .0

GREEN VALLEY DRIVE

MILE 173

ESTR

ESTR

WEST 14 SOUTH 26
CLEARANCE
14'-3" MAX

LODGING - EXIT 171A
Super 8 Motel 6
Econo Lodge Hampton Inn
Ramada

ESTR

FOOD - EXIT 171A
Arby's Perkin's
Burger King Pizza Hut
KFC Cracker Barrel

ESTR

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
XR-XX	DENOTES SIGN TO BE REMOVED
XM-XX	DENOTES SIGN TO BE MOVED
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
X-XX	DENOTES SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
XF-XX	FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

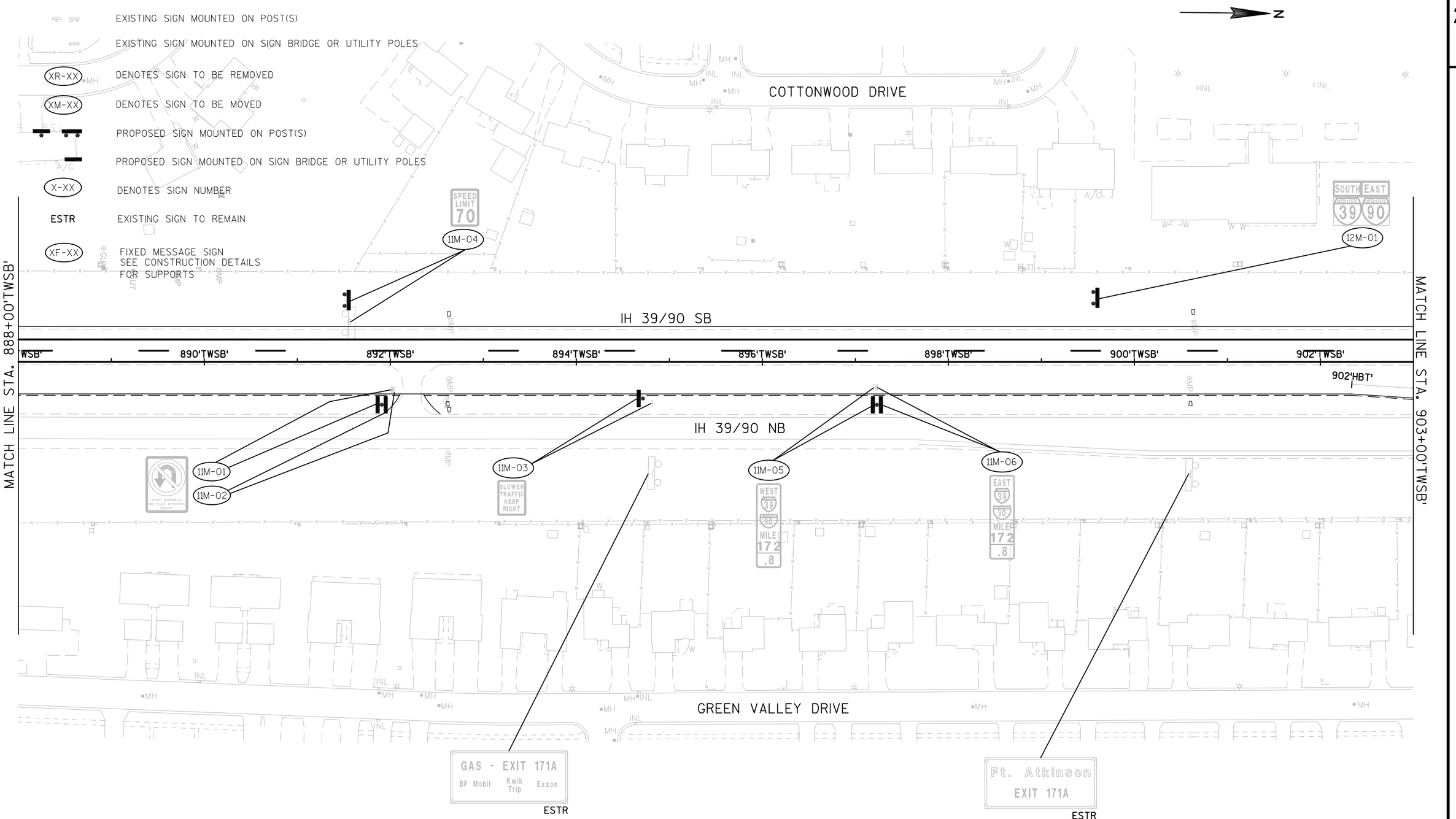
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 184 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\023201_PS.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

LEGEND

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- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
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- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 185	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

MOVE TO STA. 899+50'TWSB'

MATCH LINE STA. 903+00'TWSB'

MATCH LINE STA. 918+00'TWSB'

CARROUSEL LANE

IH 39/90 SB

IH 39/90 NB

USH 14 IH 39/90 SB ON RAMP

USH 14 IH 39/90 NB OFF RAMP

GREEN VALLEY DRIVE

904'TWSB' 906'TWSB' 908'TWSB' 910'TWSB' 912'TWSB' 914'TWSB' 916'TWSB' 918'TWSB'

904'HBT' 906'HBT' 908'HBT' 910'HBT' 912'HBT' 913'HBT'

12M-01 12M-02 12M-03 12M-06

12R-04 12R-05

12F-05

12-07 12-08 12-09 12-10

12-08 MOUNT SIGN ON EXISTING SIGN RIGHT SUPPORT

ESTR

J3-1 36"X84"

J3-1 24"X57"

J2-1 24"X57"

EXIT 25 M.P.H. ESTR

EXIT 171A 26 NORTH Milton 2/3 MILE

EXIT 171B 14 26 SOUTH Janesville

EXIT 171B SOUTH 14 26 Janesville

EXIT 171 B

WEST EAST 14 14

SOUTH 26

ONLY ONLY ONLY ONLY

EAST 39 90 MILE 172 .6

WEST 39 90 MILE 172 .6

ALTERNATE 39

SOUTH EAST 39 90

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 186 E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

N

SB IH 39/90 ON RAMP

SB IH 39/90 OFF RAMP

USH 14 EB

USH 14 WB

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 918+00'TWSB'

MATCH LINE STA. 933+00'TWSB'

920'TWSB' 922'TWSB' 924'TWSB' 926'TWSB' 928'TWSB' 930'TWSB' 932'TWSB'

931'HAT' 932'HAT'

NB IH 39/90 ON RAMP 'HAT'

NB IH 39/90 OFF RAMP

EAST 14 CLEARANCE 14'-3" MAX

ESTR EAST WEST 14 14

13R-06

13M-01 EAST 39 90 MILE 172 .4

13M-02 WEST 39 90 MILE 172 .4

13M-04 EAST 39 90 MILE 172 .2

13M-05 WEST 39 90 MILE 172 .2

SOUTH 26 J3-1 24"X57"

13-07

WEST 14

EAST 14

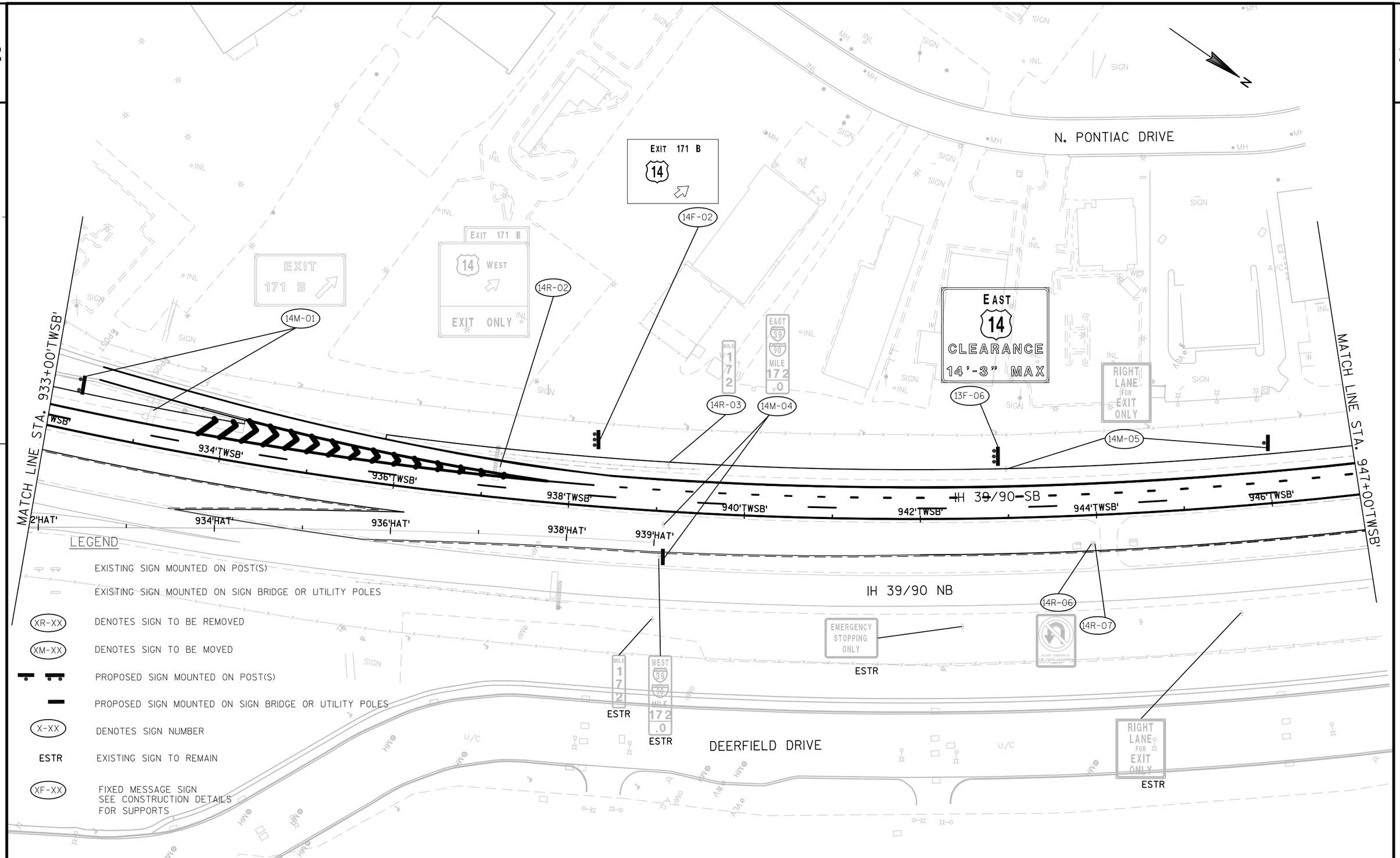
INTERSTATE 90 WEST Madison

EXIT 171 A 26 NORTH Milton 1/2 MILE

ESTR

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 187 E

2



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 188 E

2

EXIT 171 B
14
1/4 MILE

EXIT 171 B
14 WEST
1/4 MILE
EXIT ONLY

SEE OTHER SHEETS FOR SIGNS ON STH 26 AND RAMPS

RYAN ROAD

MATCH LINE STA. 947+00'TWSB'

MATCH LINE STA. 962+00'TWSB'

STH SB IH 39/90 ON RAMP 'CCT'

IH 39/90 SB

IH 39/90 NB

STH 26 NB IH 39/90 OFF RAMP 'CBT'

NB IH 39/90 OFF RAMP

DEERFIELD DRIVE

15F-01
15R-01
15M-02
15M-03
15R-04
15M-05
15M-06
15R-07
15R-08
15R-09
15-10
15M-26
15R-11
15R-12
15R-13
15R-14
15R-15
15R-16
15R-17
15R-18
15R-19
15R-20
15R-21
15R-22
15R-23
15R-24
15R-25
15R-27

948'CCT' 950'CCT' 952'CCT' 954'CCT' 956'CCT' 958'CCT'

948'TWSB' 950'TWSB' 952'TWSB' 954'TWSB' 956'TWSB' 958'TWSB' 960'TWSB' 962'

952'CBTT' 954'CBTT'

950+86'CBT' 955+00'CBT' 956'CBTT' 957'CBTT' 960+00'CBT'

ESTR

EAST 39 90 MILE 171 .6

WEST 39 90 MILE 171 .6

EAST 39 90 MILE 171 .8

WEST 39 90 MILE 171 .8

EXIT 171 A

EXIT 25 M.P.H.

SIGN 26 Milton EXIT ONLY

Janesville
Milton
Fort Atkinson

WEST SOUTH NORTH
14 26 26
J2-3
72"X57"

SOUTH NORTH
26 26

WRONG WAY

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 189 E

SEE OTHER SHEETS FOR SIGNS
ON STH 26 AND RAMPS

TRAFFIC CONTROL BARRICADES
PERMANENT TYPE III
(INSTALL IN STAGE 1D)

STH 26 SB

STH 26 NB

STH 26 SB IH 39/90 OFF RAMP

IH 39/90 SB

IH 39/90 NB

STH 26 NB IH 39/90 ON RAMP 'CAT'

MATCH LINE STA. 962+00'TWSB'

MATCH LINE STA. 977+00'TWSB'

16R-02
16R-03
16R-04
16R-05
16R-06
16R-07
16R-08
16R-10
16R-11
16R-12
16R-16
16M-01
16M-09
16M-15
16-13
16-14

ESTR

W3-3
36"X36"

J2-1
24"X57"

EXIT 171 A

EXITS 171 B-C

1/3 MILE

CANOPY

FILLER CAPS

964'TWSB'
966'TWSB'
968'TWSB'
970'TWSB'
972'TWSB'
974'TWSB'
976'TWSB'

964'CAT'
966'CAT'
968'CAT'
970'CAT'
972'CAT'
974'CAT'
976'CAT'

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
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- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 190 E

2

REMOVE BY OTHERS

GAS-EXIT 171 C
TA Mobil

LODGING-EXIT 171 C
Holiday Inn Microtel

DIESEL-CAMPING

EXIT 171 A
26

EXIT 171 B
14
3/4 MILE

16F-16

16F-11

17M-01

17M-02

17M-03

17R-04

17R-05

17R-06

17M-07

EXIT 25 M.P.H.

EAST 39 90 MILE 171 .2

EAST 39 90 MILE 171 .0

WEST 39 90 MILE 171 .2

NORTH WEST 39 90 ESTR

WEST 39 90 MILE 171 .0 ESTR

MILE 171 ESTR

MATCH LINE STA. 977+00'TWSB'

MATCH LINE STA. 992+00'TWSB'

978'TWSB' 980'TWSB' 982'TWSB' 984'TWSB' 986'TWSB' IH 39/90 SB 988'TWSB' 990'TWSB' 992'

978'CAT' 980'CAT' 982'CAT' 983'CAT' IH 39/90 NB

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
XR-XX	DENOTES SIGN TO BE REMOVED
XM-XX	DENOTES SIGN TO BE MOVED
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
X-XX	DENOTES SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
XF-XX	FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 191	E

2

N

REMOVE BY OTHERS

FOOD-EXIT 171 C
Wendy's Starbuck's
Hometown Buffet Subway
IHOP Fuddrucker's

EXIT 171 A
WEST
14 26
Janesville
Milton
NEXT RIGHT

18F-04

EXITS 171 A-B
14 26
Janesville
Milton
NEXT RIGHT

18R-04

EAST 39 90 MILE 170 .8

18M-02

SIGN

IH 39/90 SB

994'TWSB'

996'TWSB'

998'TWSB'

1000'TWSB'

1002'TWSB'

1004'TWSB'

1006'TWSB'

MATCH LINE STA. 992+00'TWSB'

MATCH LINE STA. 1007+00'TWSB'

IH 39/90 NB

WEST 39 90 MILE 170 .8

18M-01

SPEED LIMIT 70

ESTR

LEGEND

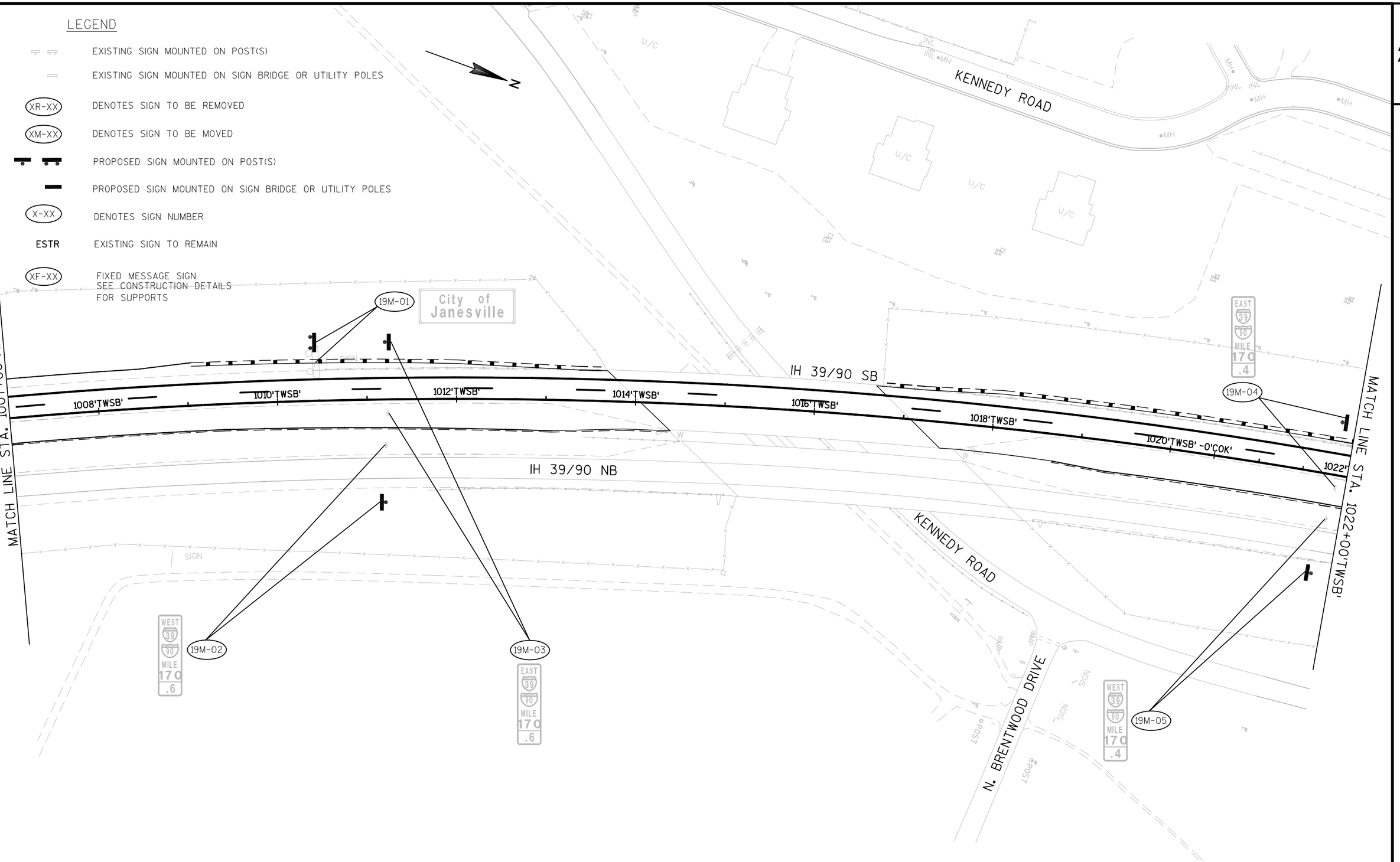
	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
XR-XX	DENOTES SIGN TO BE REMOVED
XM-XX	DENOTES SIGN TO BE MOVED
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
X-XX	DENOTES SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
XF-XX	FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	PERMANENT SIGNING	SHEET 192	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XF-XX) FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 193	E

2

N

EXITS 171 A-B
14 26
Janesville
Milton
1 MILE

20F-02

EXITS 171 A-B
14 26
Janesville
Milton
1 MILE

20R-02

FOOD-EXIT 171 B
Fazoli's | Red Robin
Taco Bell | Olive Garden
Milio's | McDonald's

ESTR

N. OLD KENNEDY ROAD

HOOVERLOOK DRIVE

EAST 14 CLEARANCE 14'-3" MAX

U/C

U/C

20M-01

20M-04

EAST 39 90 MILE 170 .2

IH 39/90 SB

1022+00'TWSB'

1024'TWSB' 4'COK'

1026'TWSB' 6'COK'

1028'TWSB' 8'COK'

1030'TWSB' 10'COK'

1032'TWSB' 12'COK'

1034'TWSB' 14'COK'

1036'TWSB' 16'COK'

1037+00'TWSB'

MATCH LINE STA. 1022+00

MATCH LINE STA. 1037+00

IH 39/90 NB

20M-03

20M-5

ESTR

WEST 39 90 MILE 170 .2

KENNEDY ROAD

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
XR-XX	DENOTES SIGN TO BE REMOVED
XM-XX	DENOTES SIGN TO BE MOVED
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
X-XX	DENOTES SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
XF-XX	FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 194 E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

N

ESTR

ESTR
EAST 39 90 MILE 170 .0

ESTR
GAS-EXIT 171 A
BP Kwik Trip Exxon

ESTR
WEST 39 90 MILE 170 .0

MATCH LINE STA. 1037+00'TWSB'

1038'TWSB' 1040'TWSB' 1042'TWSB' 1044'TWSB' 1046'TWSB' 1048'TWSB' 1050'TWSB' 1052'TWSB'

IH 39/90 SB

18'COK' 20'COK' 22'COK'

IH 39/90 NB

KENNEDY ROAD

SIGN

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 195	E

2

SB DEERFIELD DRIVE

NB DEERFIELD DRIVE

Deerfield Dr
M1-94H
102"X18"
26-01

14 Humes Rd
M1-94S
102"X18"
26-02

WB USH 14

'HWA' 261+00'HWA' 262+00'HWA' 263+00'HWA' 264+00'HWA' 265+00'HWA' 266+00'HWA'

)+00'HEA' 261+00'HEA' 262+00'HEA' 263+00'HEA' 264+00'HEA' 265+00'HEA' 266+00'HEA'

EB USH 14

14 Humes Rd
M1-94S
102"X18"
26-03

Deerfield Dr
M1-94H
102"X18"
26-04

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 196	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- XR-XX — DENOTES SIGN TO BE REMOVED
- XM-XX — DENOTES SIGN TO BE MOVED
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- X-XX — DENOTES SIGN NUMBER
- ESTR — EXISTING SIGN TO REMAIN
- XF-XX — FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS

STH 26 SB

STH 26 NB

STH 26 SB IH 39/90 OFF RAMP

STH 26 SB IH 39/90 ON RAMP

IH 39/90 NB

IH 39/90 SB

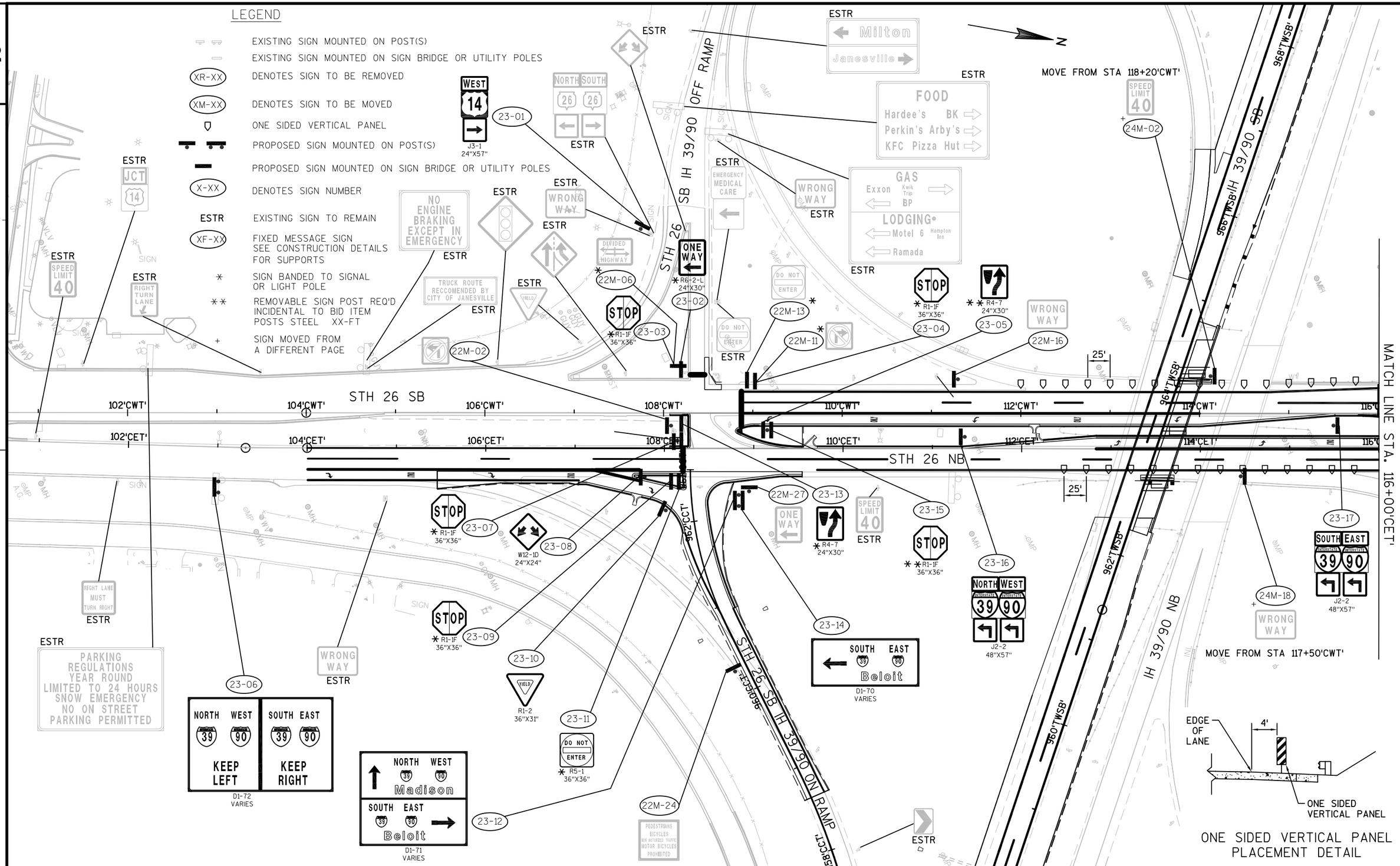
MATCH LINE STA. 116+00'CET'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 197 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\023201_PS.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

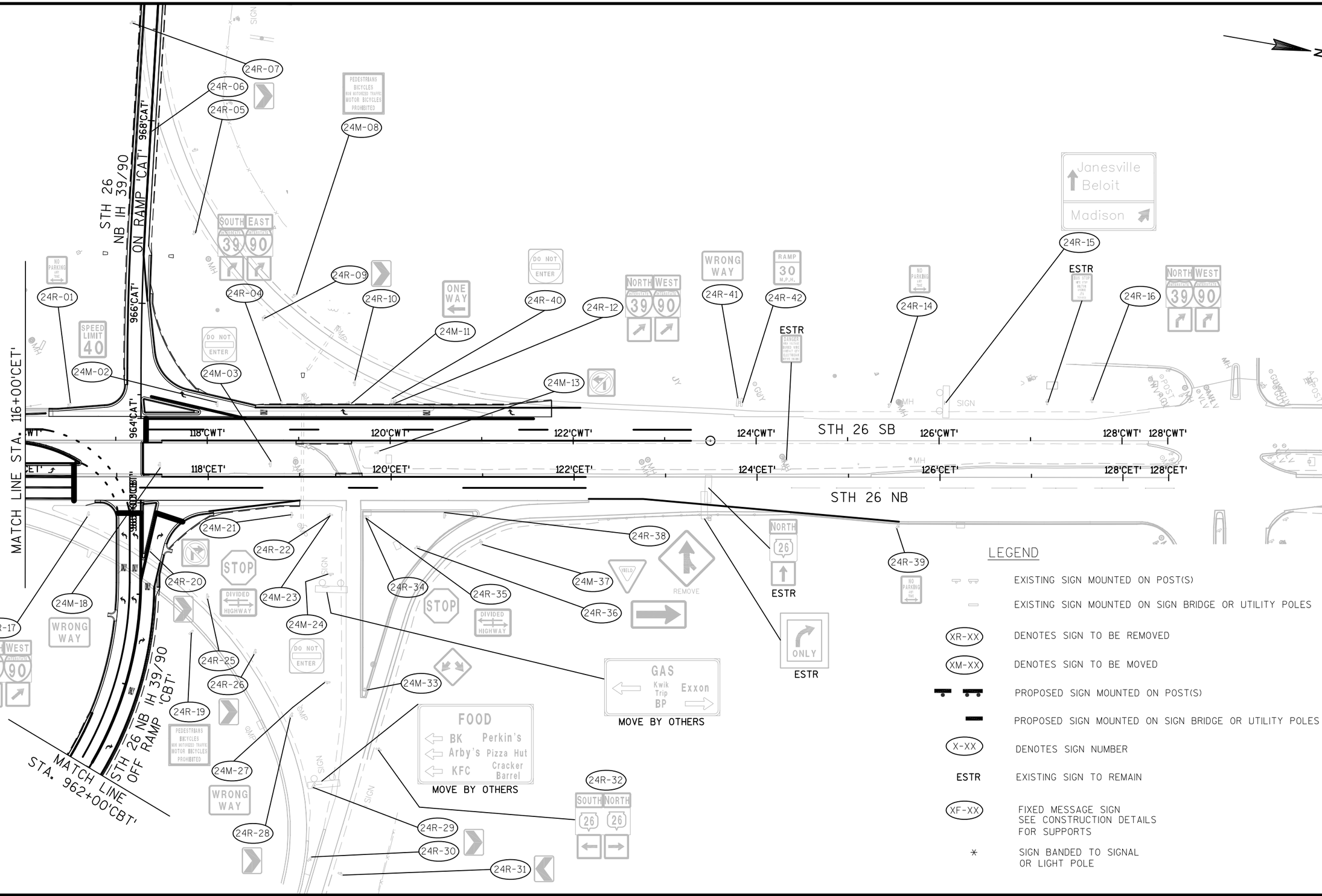
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (XR-XX) DENOTES SIGN TO BE REMOVED
- (XM-XX) DENOTES SIGN TO BE MOVED
- ONE SIDED VERTICAL PANEL
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
- (X-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XF-XX) FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS
- * SIGN BANDED TO SIGNAL OR LIGHT POLE
- ** REMOVABLE SIGN POST REQ'D INCIDENTAL TO BID ITEM POSTS STEEL XX-FT
- + SIGN MOVED FROM A DIFFERENT PAGE



ONE SIDED VERTICAL PANEL PLACEMENT DETAIL

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 198 E



LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
XR-XX	DENOTES SIGN TO BE REMOVED
XM-XX	DENOTES SIGN TO BE MOVED
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
X-XX	DENOTES SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
XF-XX	FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS
*	SIGN BANDED TO SIGNAL OR LIGHT POLE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 199 E

2

NORTH WEST 39 90 Madison
D1-70 VARIES
25-04

SOUTH EAST 39 90 Beloit
NORTH WEST 39 90 Madison
D1-71 VARIES

24M-08
25-05
25-06
STOP ** R1-1F 36"X36"

STOP * R1-1F 36"X36"
25-01
ONE WAY
24M-11
25-02
R4-7 24"X30"
25-03

** 24M-37
24M-03 *
DO NOT ENTER
WRONG WAY R5-1A 36"X24"
25-09
** W12-1D
25-07
STOP * R1-1F 36"X36"
25-08
24M-13 *

ON RAMP 'CAT'
968'CAT'
966'CAT'
964'CAT'

SOUTH EAST 39 90 KEEP LEFT
NORTH WEST 39 90 KEEP RIGHT
D1-72 VARIES
25-10

ESTR

SIGN
MH
GUY
POST
MH
CONCRETE
POST

118'CWT' 120'CWT' 122'CWT' 124'CWT' STH 26 SB 126'CWT' 128'CWT' 128'CWT'
118'CET' 120'CET' 122'CET' 124'CET' 126'CET' 128'CET' 128'CET'
STH 26 NB

MATCH LINE STA. 116+00'CET'

24M-21 *
25-11
STOP * R1-1F 36"X36"
25-12
ONE WAY R6-2-L 24"X30"
25-13
STOP R1-1F 36"X36"
25-14
25-15
DO NOT ENTER R5-1 30"X30"
25-16
WEST SOUTH 14 26 J3-2 48"X57"

24M-33
25-17
WRONG WAY R5-1A 36"X24"
25-18
NORTH 26 J3-1 24"X57"

OFF RAMP 'CBT'
MATCH LINE STA. 962+00'CBT'

24M-24 **
25-19
DO NOT ENTER
YIELD R1-2 48"X42"
24M-23 *
DIVIDED HIGHWAY
24M-27 *
WRONG WAY

NORTH 26 ESTR

ESTR
ONLY ESTR

LODGING
Super 8 EconoLodge
Ramada Hampton Inn
MOVE BY OTHERS

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
XR-XX	DENOTES SIGN TO BE REMOVED
XM-XX	DENOTES SIGN TO BE MOVED
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGN BRIDGE OR UTILITY POLES
X-XX	DENOTES SIGN NUMBER
ESTR	EXISTING SIGN TO REMAIN
XF-XX	FIXED MESSAGE SIGN SEE CONSTRUCTION DETAILS FOR SUPPORTS
*	SIGN BANDED TO SIGNAL OR LIGHT POLE
**	REMOVABLE SIGN POST REQ'D INCIDENTAL TO BID ITEM POSTS STEEL X XX-FT
+	SIGN MOVED TO/FROM A DIFFERENT PAGE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PERMANENT SIGNING	SHEET 200	E

2

N

STH 11 EAST SB IH 39/90 ON RAMP

TWSB 739+97
24.0' LT

TWSB 745+69
56.9' LT

15'

MATCH EXISTING
TWSB 745+89
63.8' LT

IH 39/90 SB

738'TWSB' 740'TWSB' 742'TWSB' 744'TWSB' 12' 12' 746'TWSB' 748'TWSB' 750'TWSB' 12' 12' 752'TWSB'

MATCH LINE STA. 753+00'TWSB'

TWSB 745+72
24.0' LT

IH 39/90 NB

BEGIN PROJECT 1005-10-73
STA. 738+00 'TWSB'

STH 11 EAST NB IH 39/90 OFF RAMP

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

⊢ SINGLE DELINEATOR

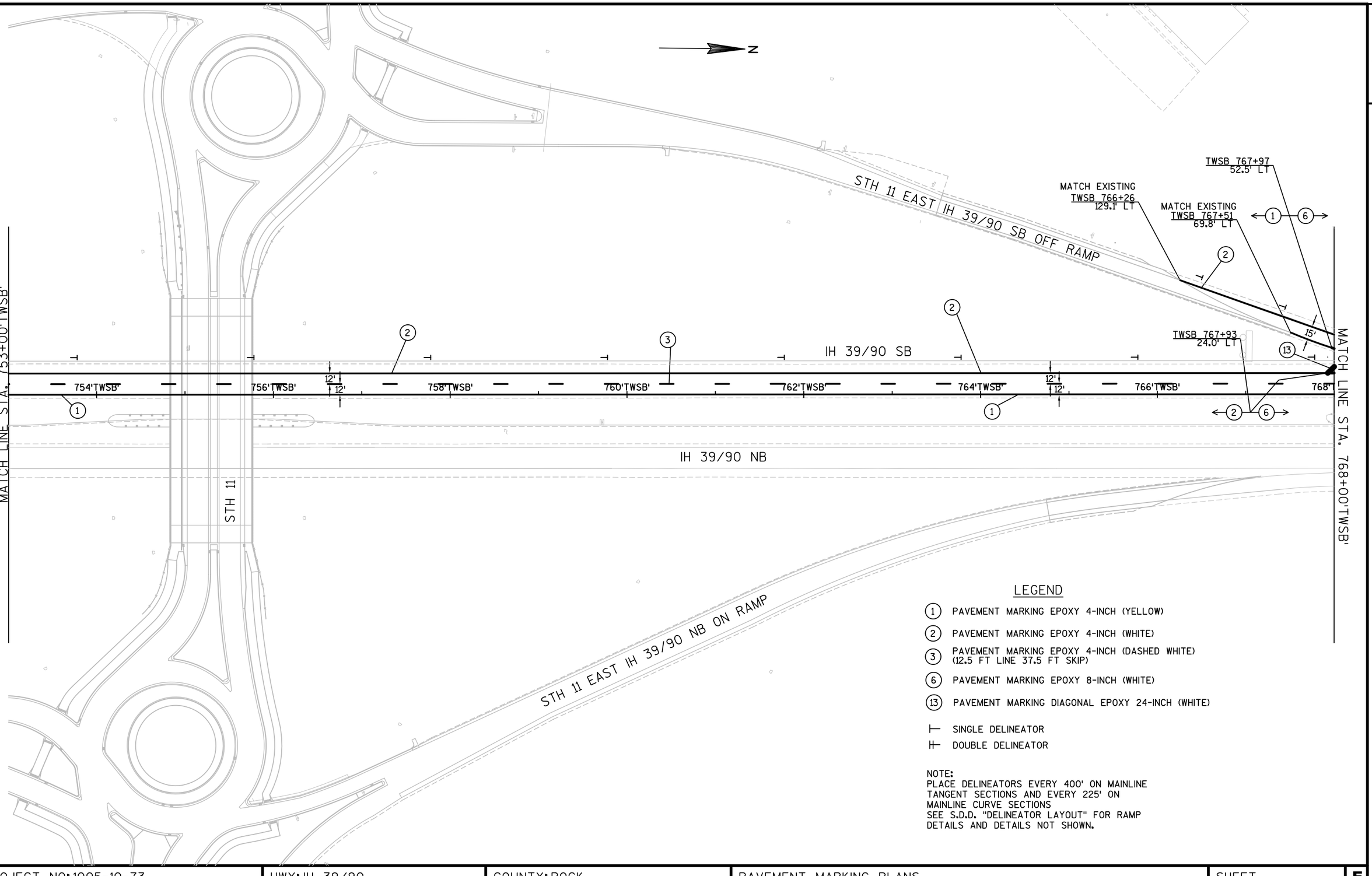
⊢⊢ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 201	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\024501_PM.DWG PLOT DATE : 7/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

2



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
13. PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

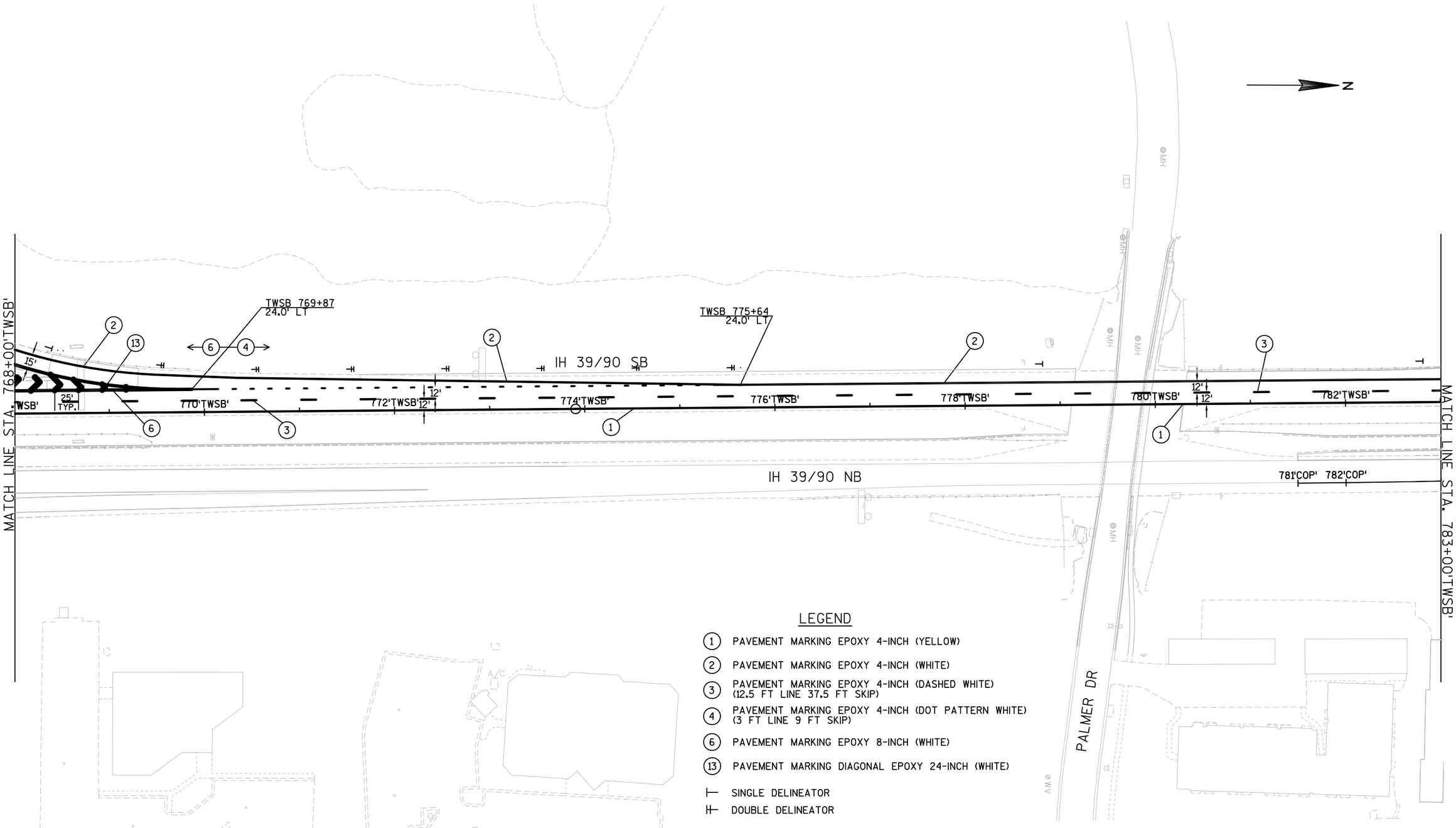
⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 202	E

2



LEGEND

(1)	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
(2)	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
(3)	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
(4)	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
(6)	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
(13)	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)
⊢	SINGLE DELINEATOR
⊩	DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

2

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

N

MATCH LINE STA. 783+00'TWSB'

IH 39/90 SB

784'TWSB' 786'TWSB' 788'TWSB' 790'TWSB' 792'TWSB' 794'TWSB' 796'TWSB' 798'

12' 12' 12' 12'

784'COP' 786'COP' 788'COP' 790'COP' 792'COP' 794'COP' 796'COP' 797'COP

IH 39/90 NB

MATCH LINE STA. 798+00'TWSB'

POST

POOL

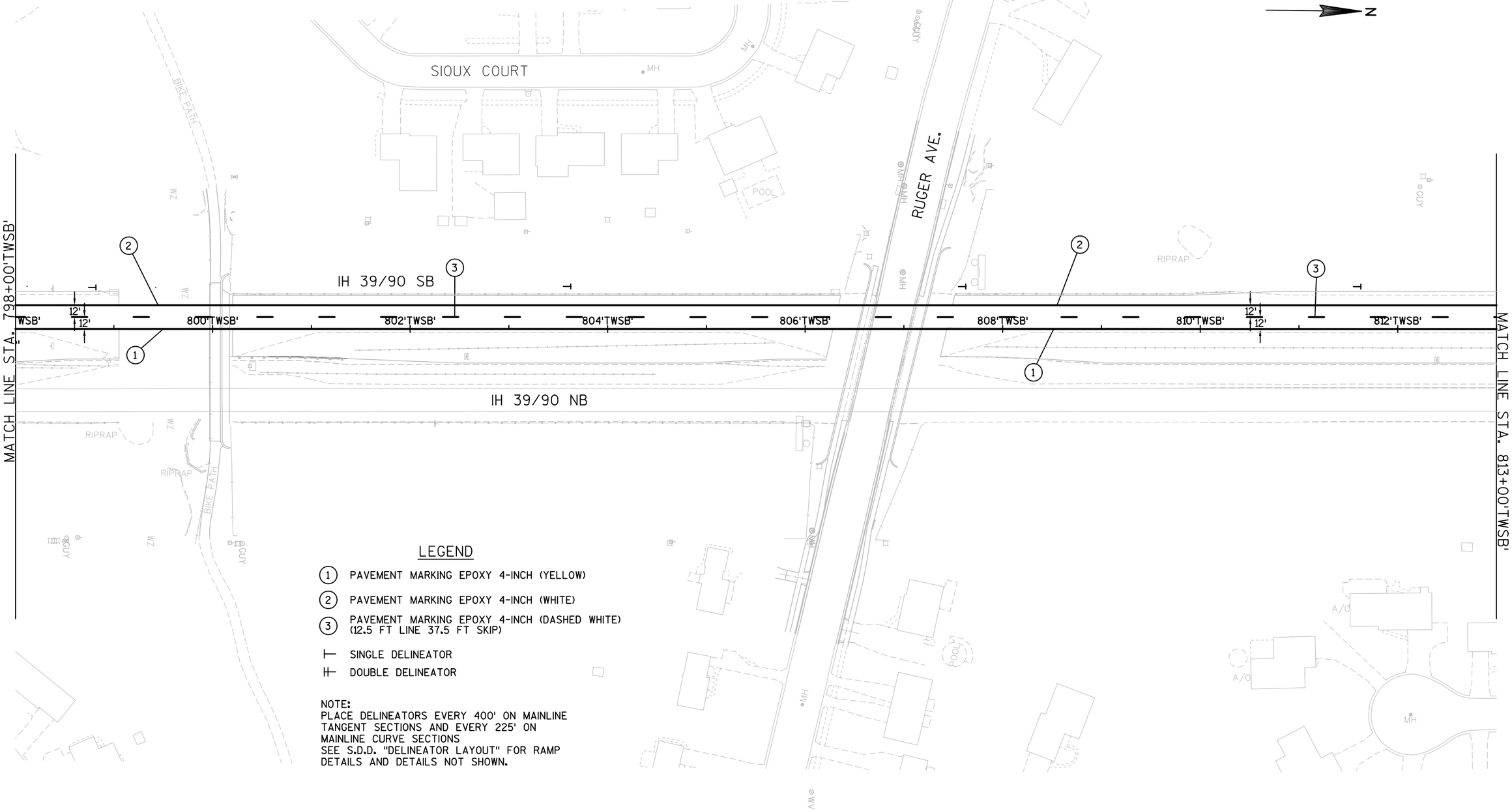
A/C A/C A/C

MH MH MH MH MH

VALLEY DRIVE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 204	E

2



LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 205	E

2

LEGEND

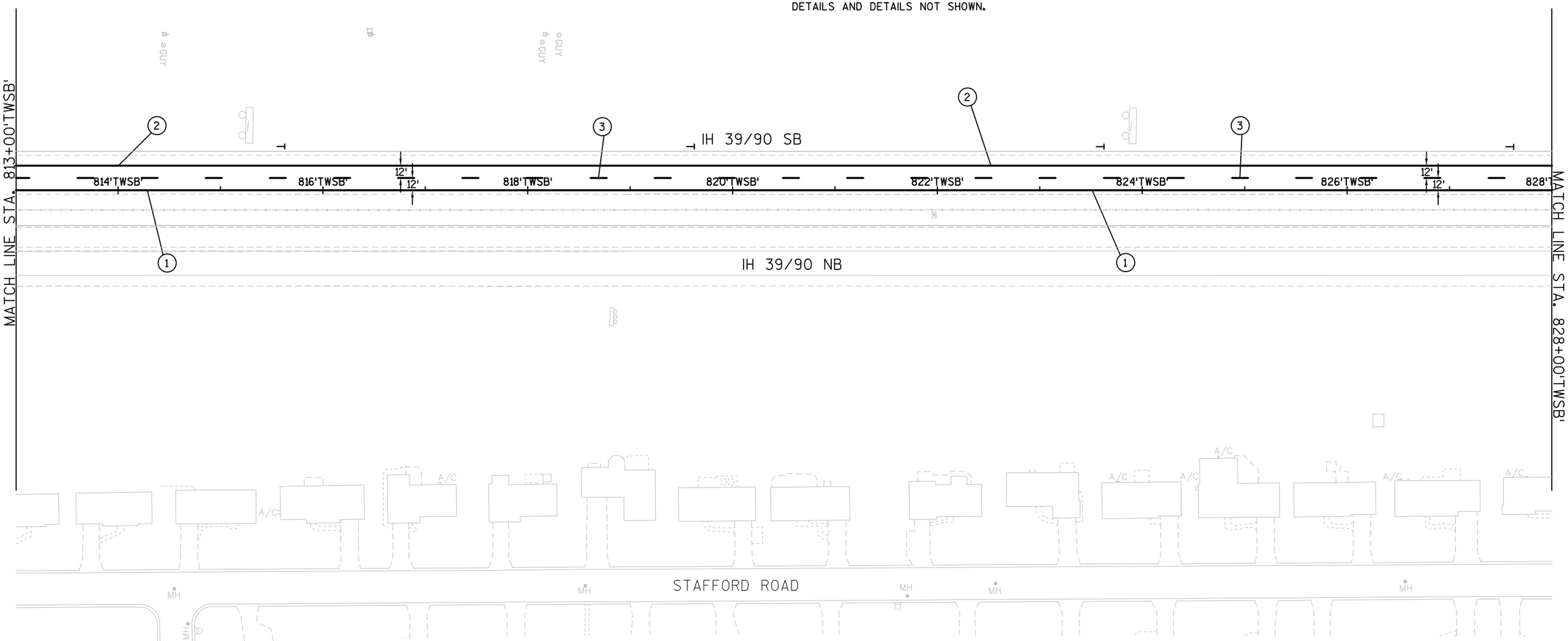
1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

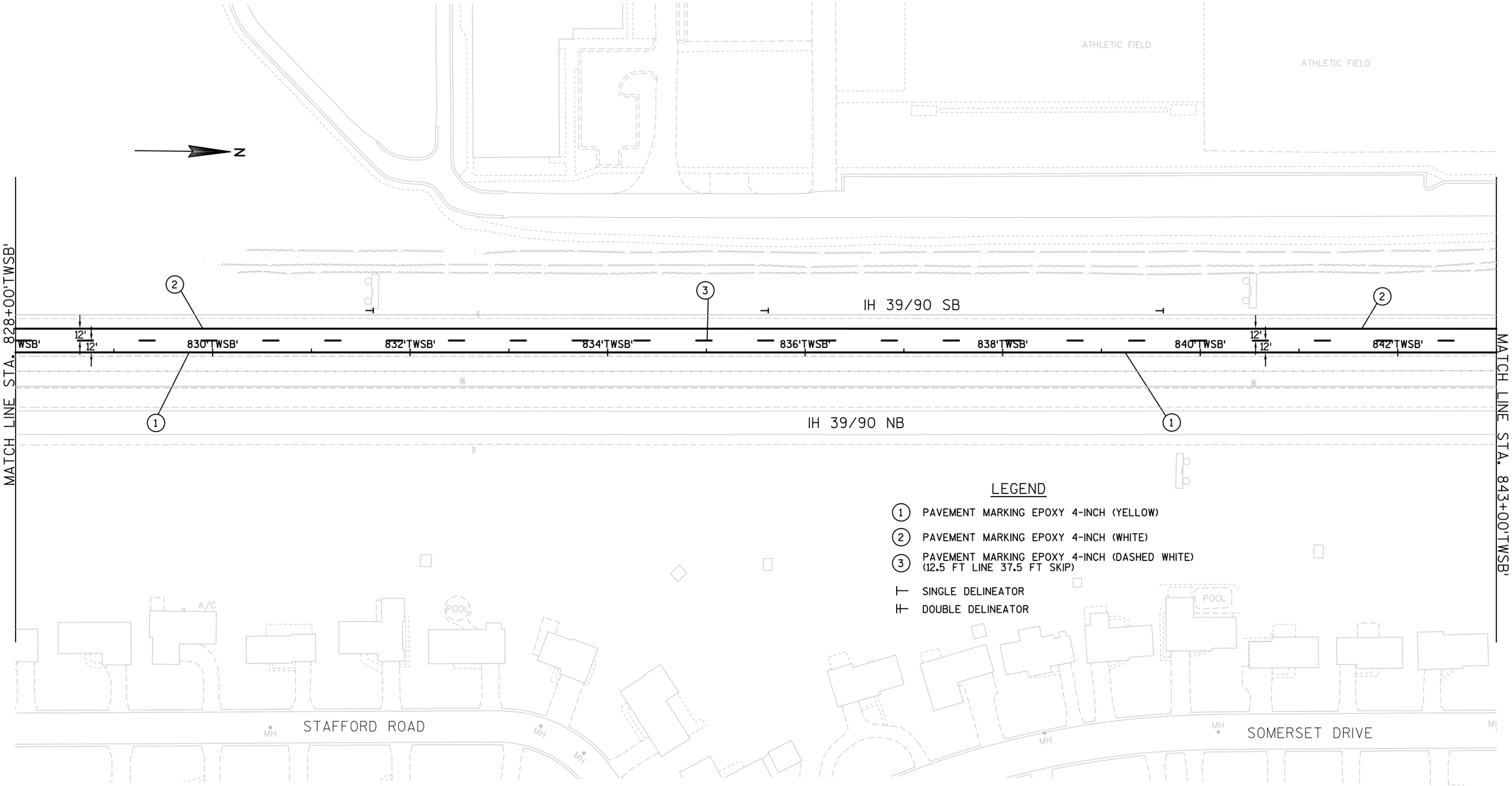
N

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 206	E

2



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

2

2

N

ONTARIO DRIVE

MH

POOL

A/C

GUY

MATCH LINE STA. 843+00'TWSB'

844'TWSB' 846'TWSB' 848'TWSB' 850'TWSB' 852'TWSB' 854'TWSB' 856'TWSB' 858'

12' 12'

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 858+00'TWSB'

E. MILWAUKEE STREET

SOMERSET DRIVE

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

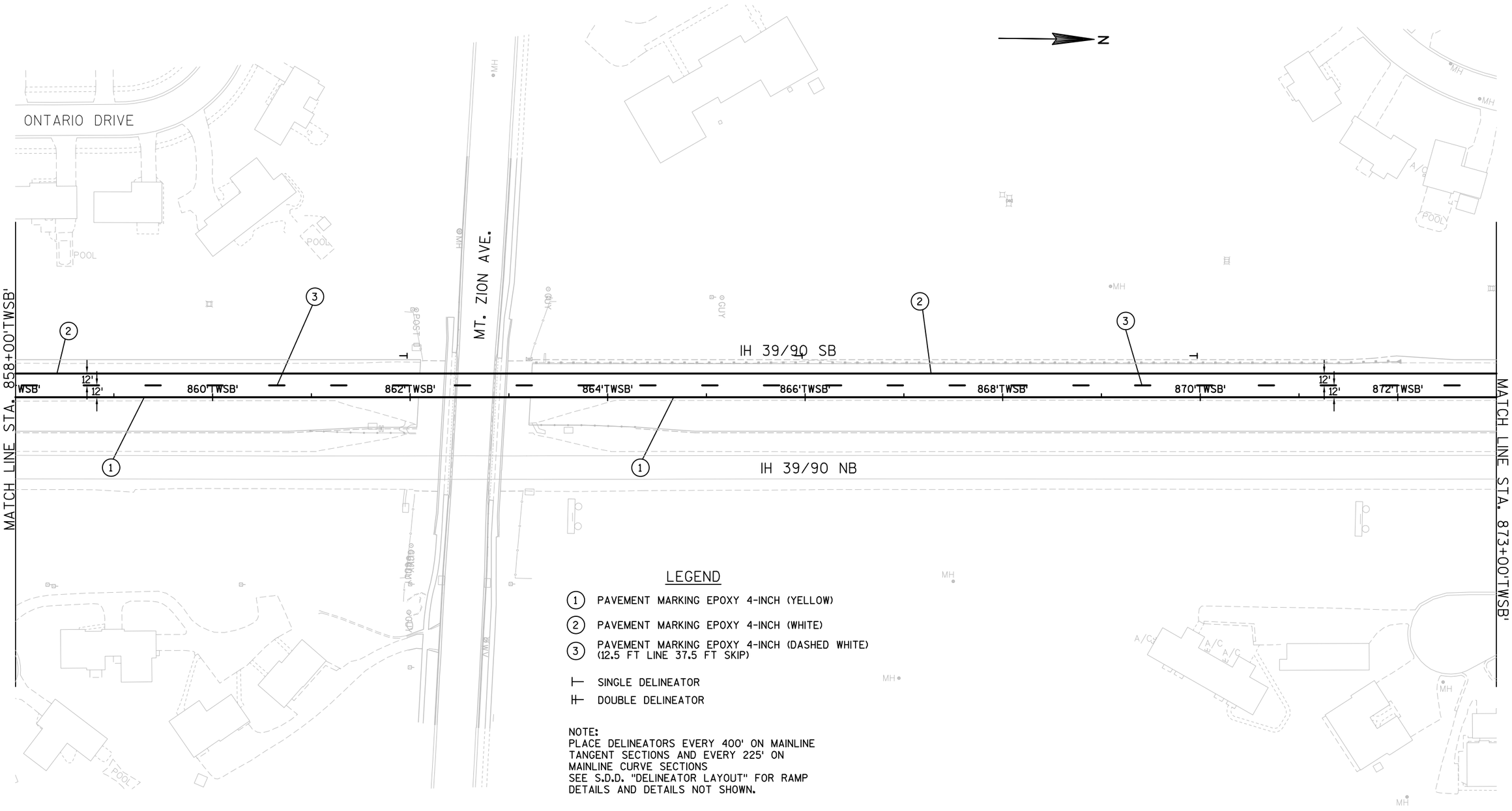
⊢ SINGLE DELINEATOR

⊢⊢ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 208	E

2



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

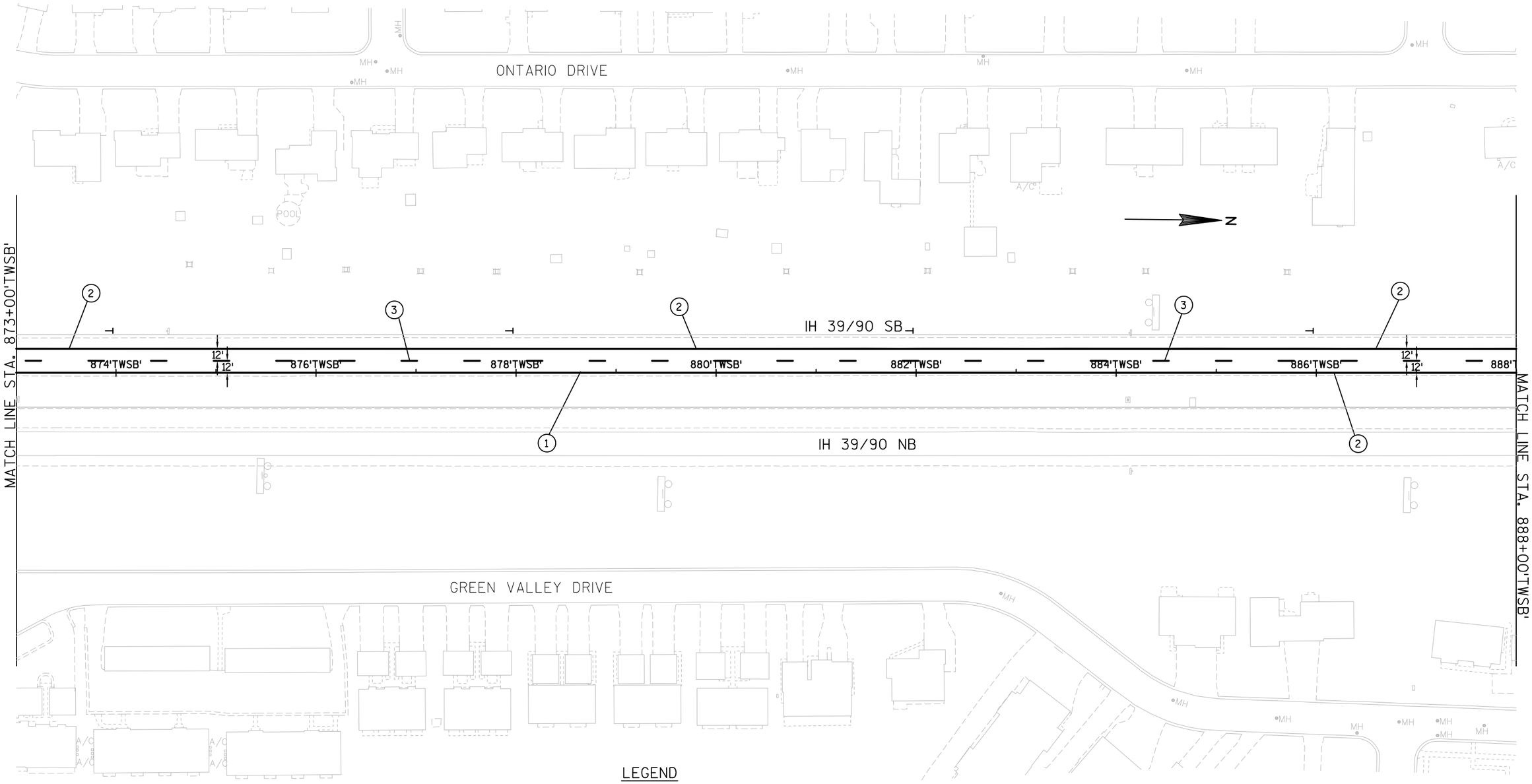
⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 209	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\024501_PM.DWG PLOT DATE : 7/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

2



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

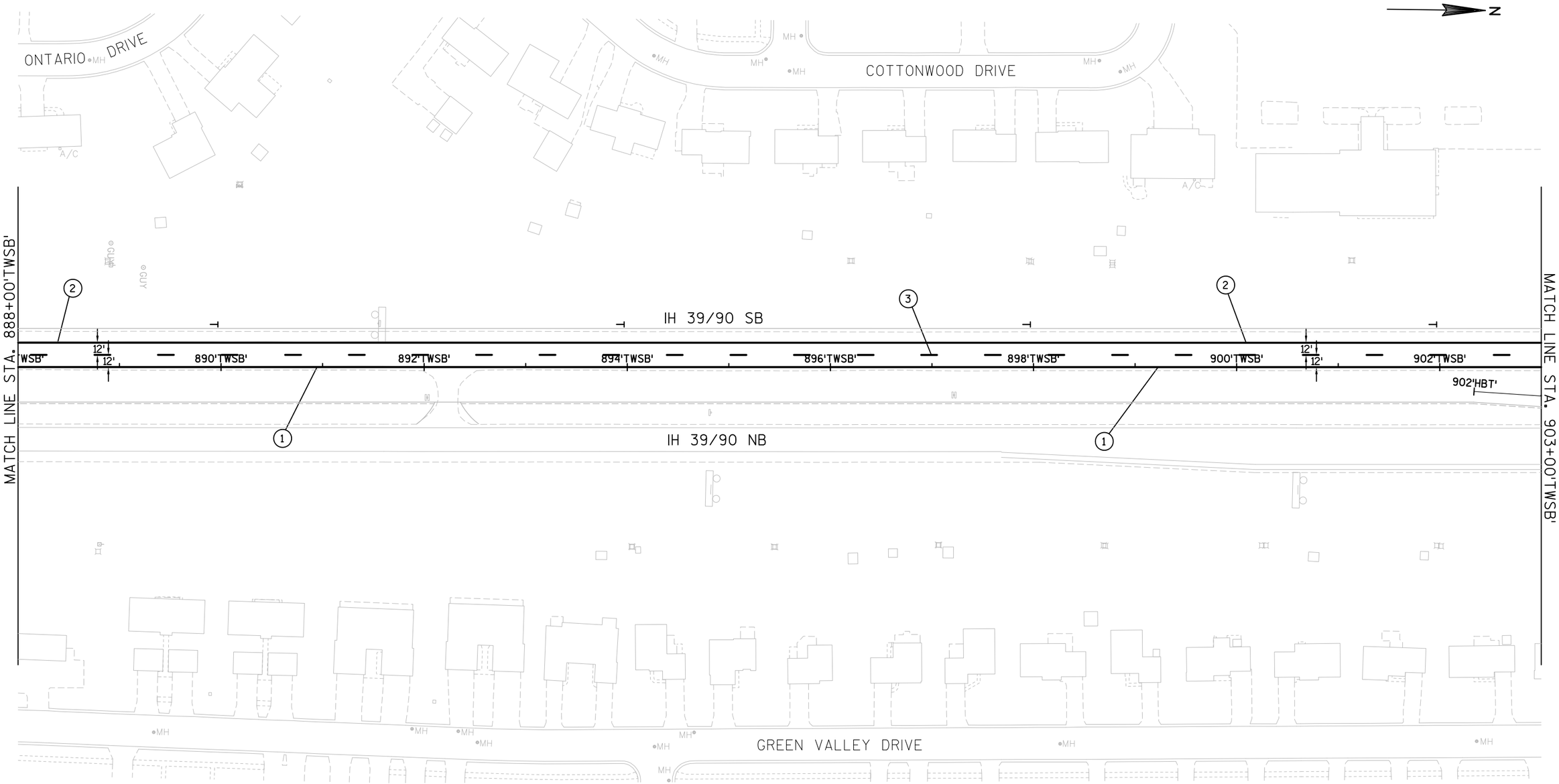
⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 210	E

2



LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊢⊢ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 211	E

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

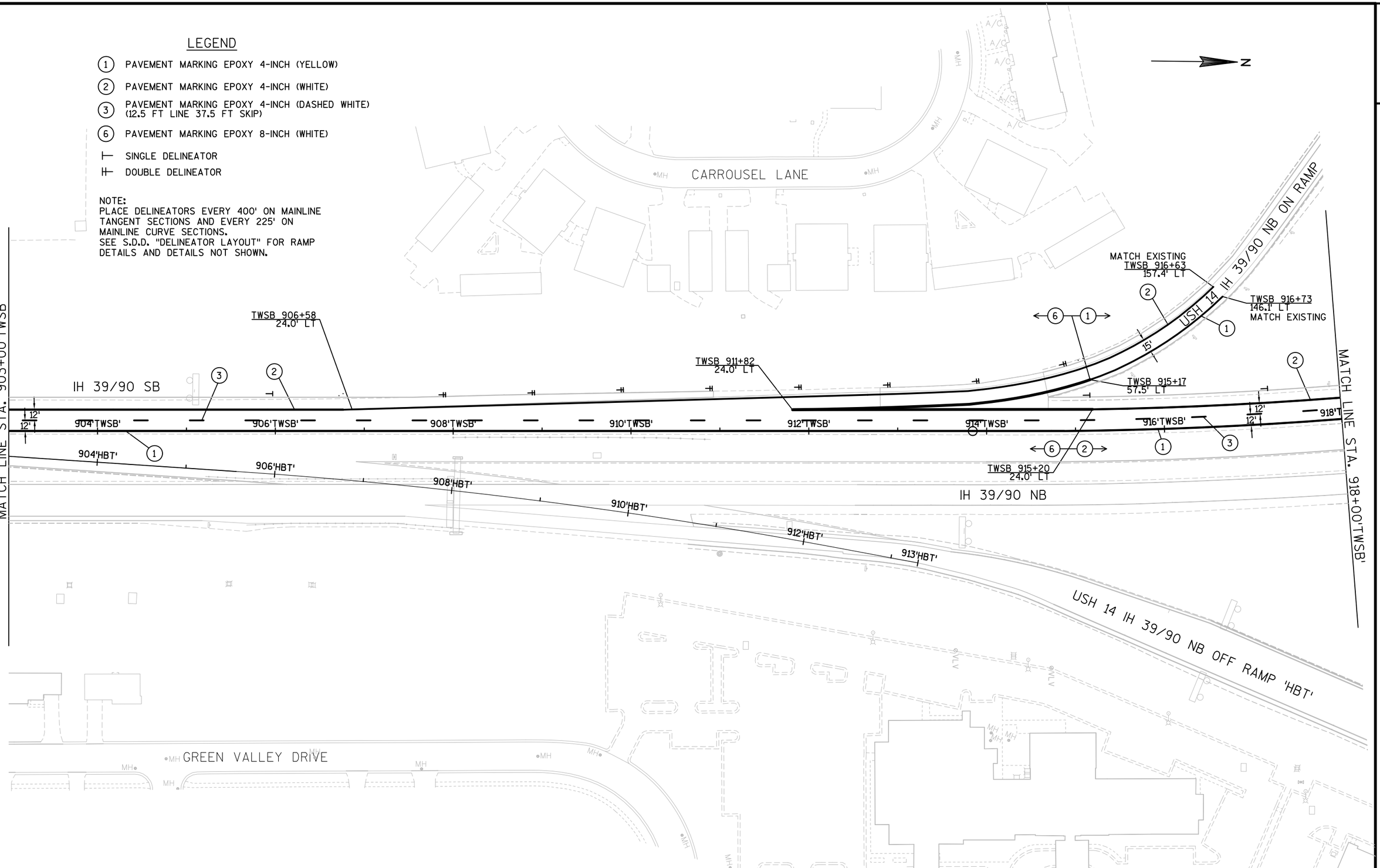
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS.
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 212 E

2

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

N

USH 14 IH 39/90 SB ON RAMP

USH 14 IH 39/90 SB OFF RAMP

USH 14 (HUMES ROAD)

MATCH EXISTING
TWSB 932+50
77.6' LT

MATCH EXISTING
TWSB 932+49
62.6' LT

MATCH LINE STA. 918+00'TWSB'

MATCH LINE STA. 933+00'TWSB'

WSB'

12'

12'

920'TWSB'

922'TWSB'

924'TWSB'

926'TWSB'

928'TWSB'

930'TWSB'

932'TWSB'

IH 39/90 SB

IH 39/90 NB

931'HAT'

932'HAT'

USH 14 IH 39/90 NB ON RAMP 'HAT'

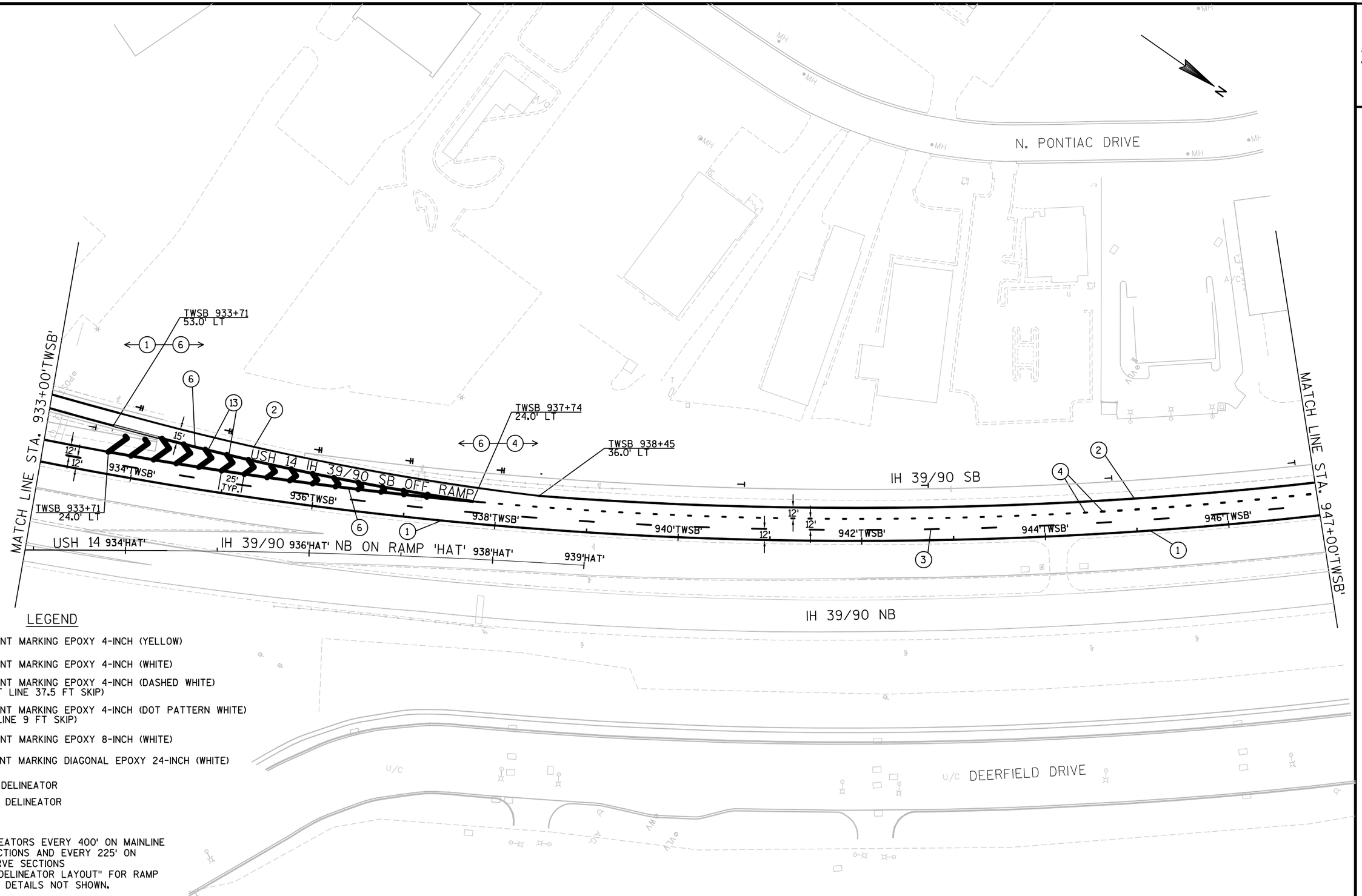
USH 14 IH 39/90 NB OFF RAMP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 213	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\024501_PM.DWG PLOT DATE : 7/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2



LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(13) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

⊢ SINGLE DELINEATOR

⊢⊢ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 214	E

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

⊢ SINGLE DELINEATOR

⊢⊢ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

N

RYAN ROAD

MATCH LINE STA. 947+00'TWSB'

MATCH LINE STA. 962+00'TWSB'

USH 14 IH 39/90 SB ON RAMP 'CCT'

IH 39/90 SB

USH 14 IH 39/90 NB

IH 39/90 NB

DEERFIELD DRIVE

948'CCT'
950'CCT'
952'CCT'
954'CCT'
956'CCT'
958'CCT'
960'CCT'
962'CCT'

948'TWSB'
950'TWSB'
952'TWSB'
954'TWSB'
956'TWSB'
958'TWSB'
960'TWSB'
962'

952'CBTT'
954'CBTT'
950+86'CBT'
955+00'CBT'
956'CBTT' OFF RAMP
957'CBTT'
960+00'CBT'

TWSB 949+04
36.0' LT

TWSB 950+79
24.0' LT

MATCH EXISTING
TWSB 955+23
72.0' LT

TWSB 955+27
58.0' LT
MATCH EXISTING

TWSB 955+58
24.0' LT

MATCH EXISTING
CCT 958+63
16.0' RT

MATCH EXISTING
CCT 959+00
0.0' LT

CCT 960+12
15.0' RT
MATCH EXISTING

CCT 961+89
12.0' LT
MATCH EXISTING

SEE OTHER SHEETS
FOR PAVEMENT
MARKING ON STH 26

12'
15'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 215	E

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(13) PAVEMENT MARKING DIAGONAL EPOXY 24-INCH (WHITE)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

SB OFF RAMP

STH 26 SB

STH 26 NB

IH 39/90 SB

IH 39/90 NB

STH 26 IH 39/90 NB OFF RAMP 'CBT'

STH 26 966'CAT' IH 39/90 NB ON RAMP 'CAT'

STH 26 IH 39/90 SB OFF RAMP

MATCH LINE STA. 962+00'TWSB'

MATCH LINE STA. 977+00'TWSB'

MATCH EXISTING TWSB 971+99 123.3' LT

MATCH EXISTING TWSB 971+95 107.9' LT

TWSB 972+93 58' LT

TWSB 974+74 24.0' LT

TWSB 972+90 24.0' LT

MATCH EXISTING CAT 970+24 16.0' LT

MATCH EXISTING CAT 970+24 0.0' LT

SEE OTHER SHEETS FOR PAVEMENT MARKING ON STH 26

CANOPY

FILLER CAPS

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 216	E

2

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

N

MATCH LINE STA. 977+00'TWSB'

TWSB 978+11
24.0' LT

IH 39/90 SB

978'TWSB' 980'TWSB' 982'TWSB' 984'TWSB' 986'TWSB' 988'TWSB' 990'TWSB' 992'

12' 12'

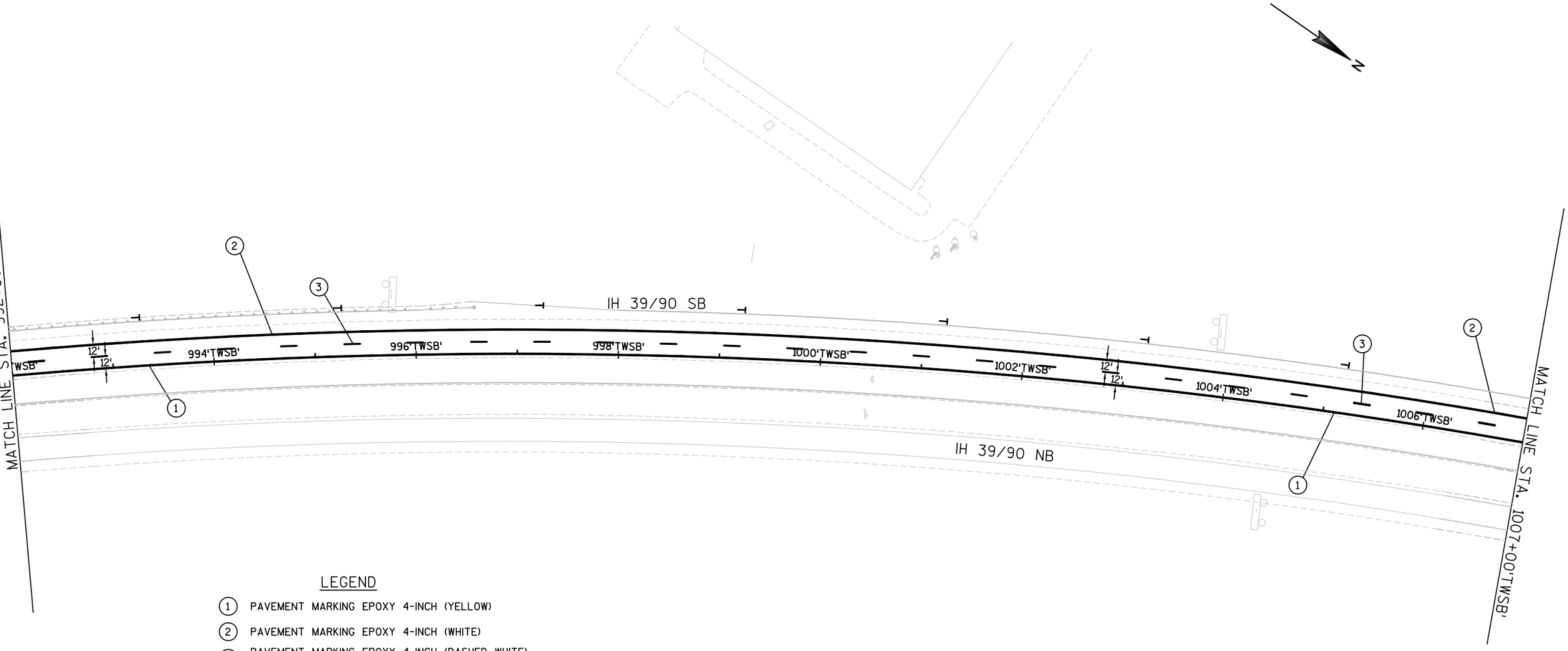
IH 39/90 NB

978'CAT' 980'CAT' 982'CAT' 983'CAT'

MATCH LINE STA. 992+00'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 217	E

2



LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

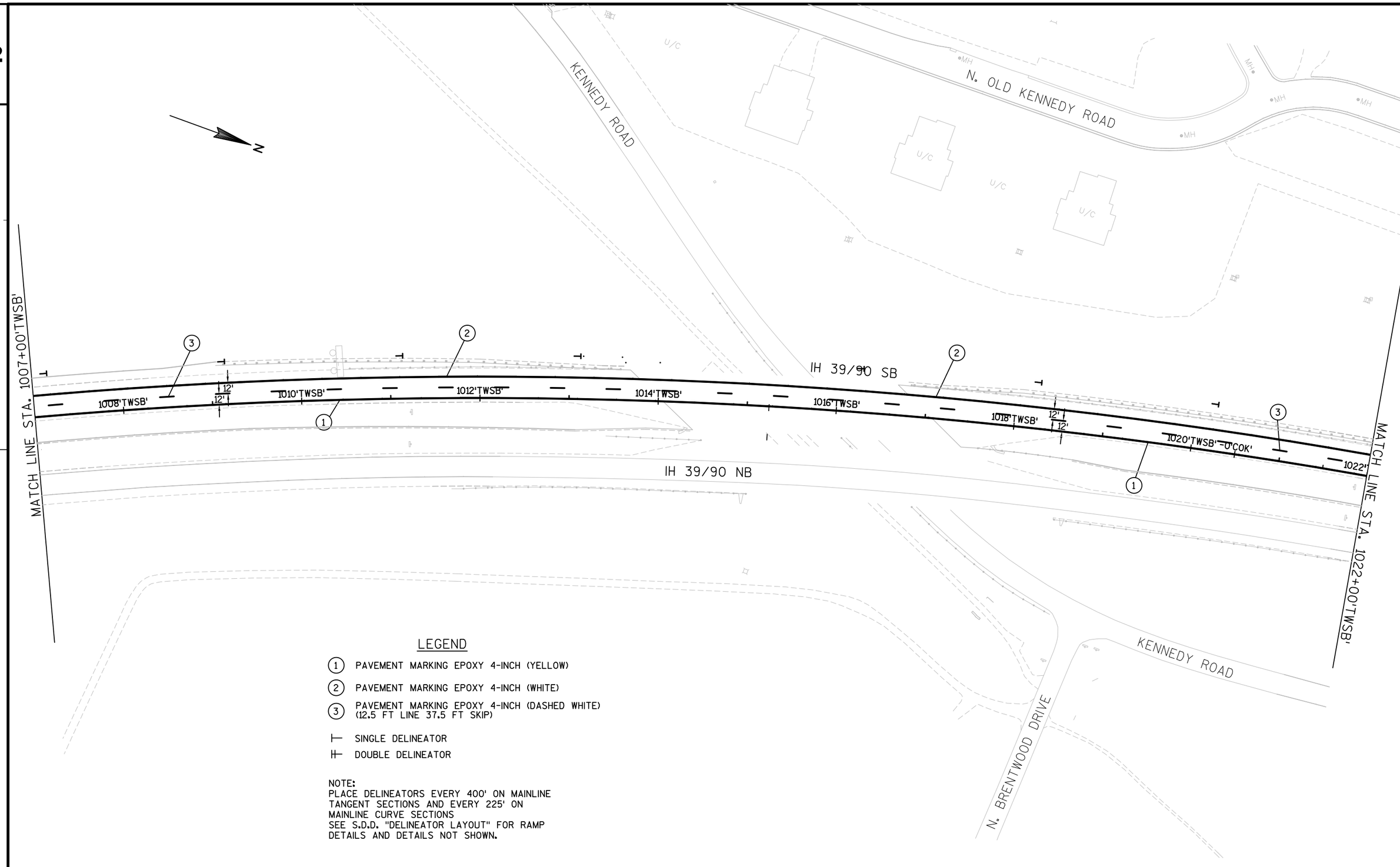
⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 218	E

2



LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 219	E

2

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

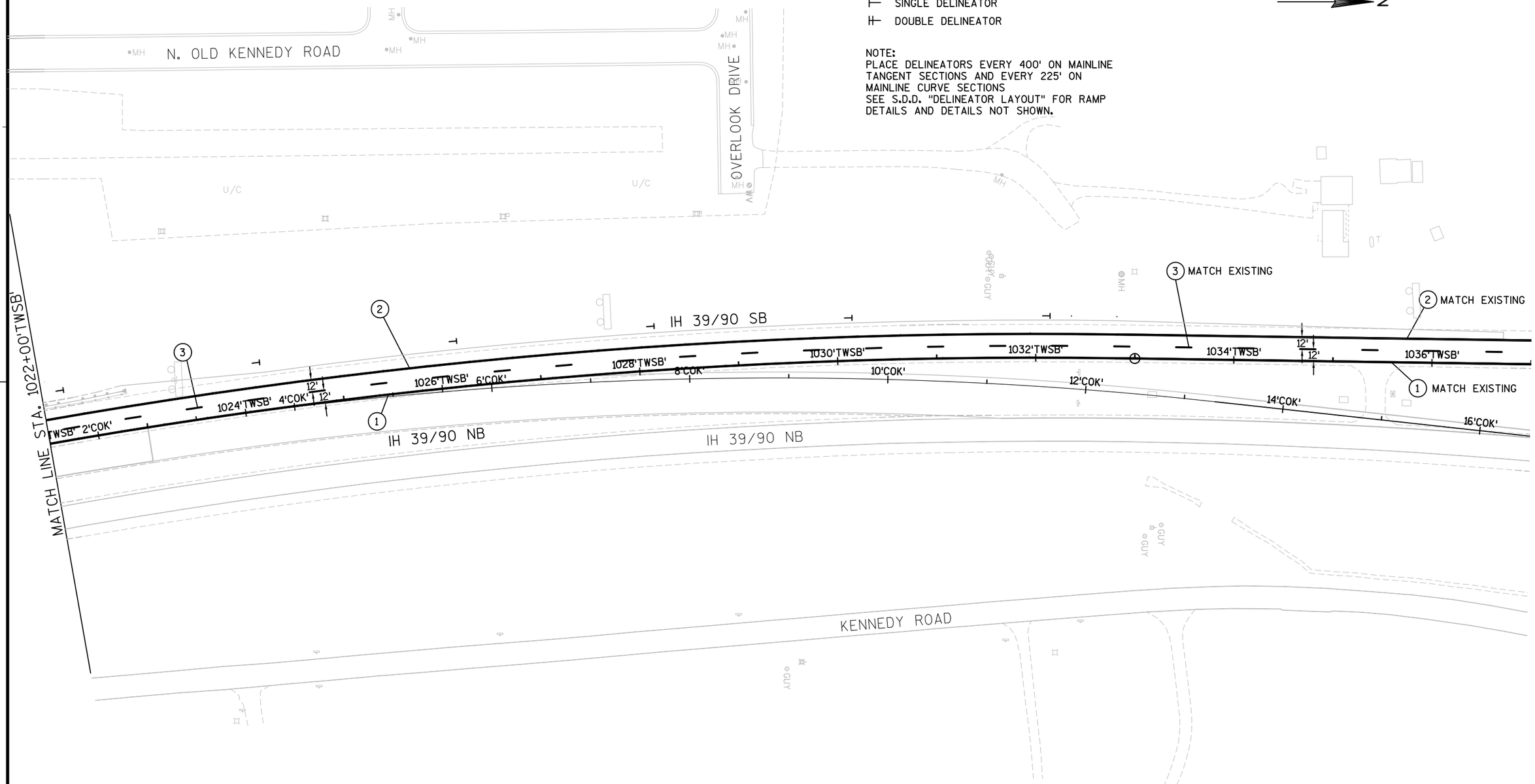
(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

N

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 220	E

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2
20. PAVEMENT MARKING CURB EPOXY (YELLOW)
21. PAVEMENT MARKING ISLAND NOSE EPOXY

⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

N

SB OFF RAMP

CET 104+00
0.0' LT
MATCH EXISTING

CET 104+00
12.0' RT
MATCH EXISTING

MATCH EXISTING
CET 104+00
24.0' RT

MATCH EXISTING
CET 104+00
36.0' RT

102'CWT' 104'CWT' 106'CWT' 108'CWT' 110'CWT' 112'CWT' 114'CWT' 116'CWT'

102'CET' 104'CET' 106'CET' 108'CET' 110'CET' 112'CET' 114'CET' 116'CET'

CET 107+19
24.0' RT

STH 26 SB

STH 26 NB

CET 112+83
0.0' RT

CWT 114+00
0.0' LT

CET 114+76
63.4' LT

MATCH LINE STA. 116+00'CET'

962'CCT'

962'TWSB'

965'TWSB'

968'TWSB'

IH 39/90 SB

IH 39/90 NB

960'TWSB'

RYAN ROAD

SB ON RAMP 'CCT'

960'CCT'

958'CCT'

MATCH EXISTING
CCT 958+63
16.0' RT

CCT 959+00
0.0' LT
MATCH EXISTING

960+00'CBT'

SEE OTHER SHEETS
FOR PAVEMENT MARKING
ON IH 39/90

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 221	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN DETAILS\024501_PM.DWG PLOT DATE : 7/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

2

2

N

ON RAMP 'CAT'

968'CAT'

966'CAT'

964'CAT'

15'

FULTON STREET

FRONTAGE ROAD

KETTERING ST.

FILLER CAPS

CANOPY

MH

HW

GUY

MH CV

MH WV

CUL/GUY

116+00'CET'

MATCH LINE STA. 116+00'CET'

CET 116+22
69.0' LT

CWT 118+41
24.0' LT

MATCH EXISTING
CWT 122+08
36.0' LT

MATCH EXISTING
CWT 123+29
0.0' LT
12.0' LT

118'CWT'

120'CWT'

122'CWT'

124'CWT'

126'CWT'

128'CWT' 128'CWT'

STH 26 SB

CWT 121+57
24.0' LT

118'CET'

120'CET'

122'CET'

124'CET'

126'CET'

128'CET' 128'CET'

MATCH EXISTING
CET 122+13
0.0' RT
12.0' RT

STH 26 NB

CET 125+55
48.5' RT
MATCH EXISTING

CET 122+75
24.0' RT

CET 122+16
24.0' RT

CBT 964+14
0.0' RT

EAST FRONTAGE ROAD

OFF RAMP 'CBT'

MATCH LINE STA. 962+00'CBT'

12'

15'

LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3. PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING STOPLINE EPOXY 18-INCH (WHITE)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2
20. PAVEMENT MARKING CURB EPOXY (YELLOW)
21. PAVEMENT MARKING ISLAND NOSE EPOXY
44. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN YELLOW) (2 FT LINE 6 FT SKIP)
45. PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (2 FT LINE 6 FT SKIP)

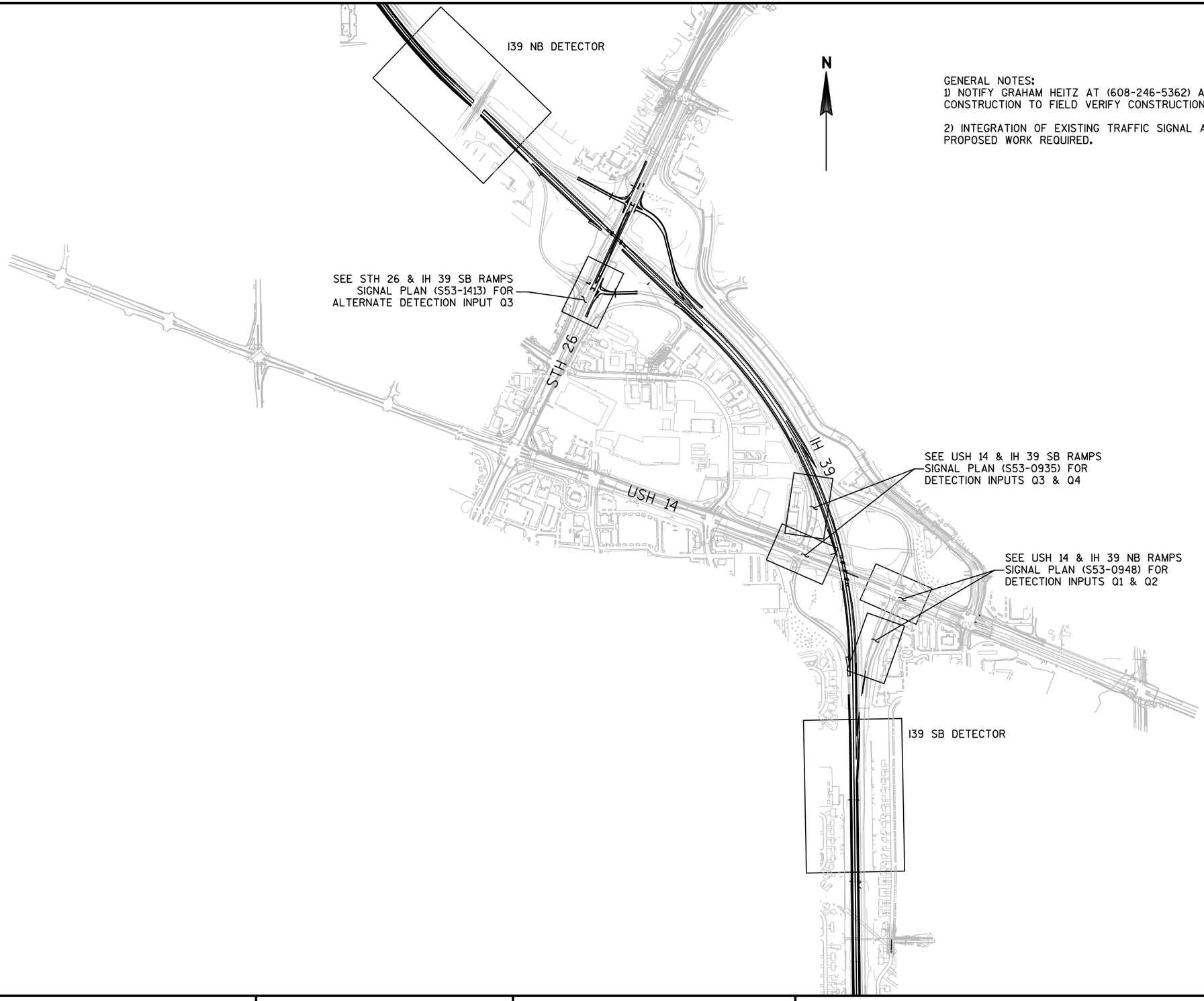
⊢ SINGLE DELINEATOR

⊩ DOUBLE DELINEATOR

NOTE:
PLACE DELINEATORS EVERY 400' ON MAINLINE TANGENT SECTIONS AND EVERY 225' ON MAINLINE CURVE SECTIONS
SEE S.D.D. "DELINEATOR LAYOUT" FOR RAMP DETAILS AND DETAILS NOT SHOWN.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PAVEMENT MARKING PLANS	SHEET 222	E

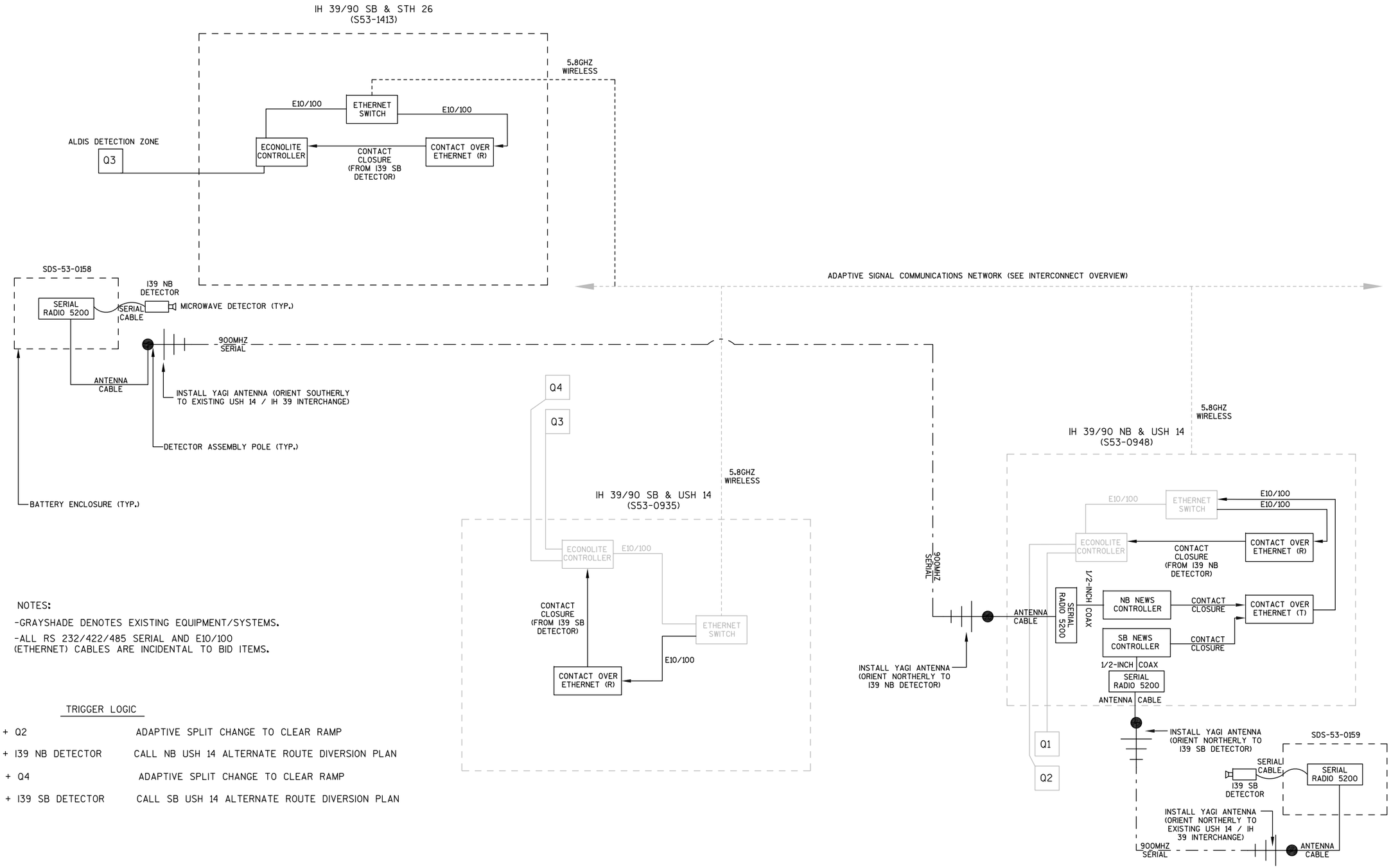
2



GENERAL NOTES:
1) NOTIFY GRAHAM HEITZ AT (608-246-5362) A MINIMUM OF 5 DAYS PRIOR TO ANY CONSTRUCTION TO FIELD VERIFY CONSTRUCTION STAKING ELECTRICAL LOCATIONS.

2) INTEGRATION OF EXISTING TRAFFIC SIGNAL AND INTERCONNECT SYSTEMS WITH PROPOSED WORK REQUIRED.

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DIVERSION TRIGGER SYSTEM SHEET LOCATIONS	SHEET E



NOTES:

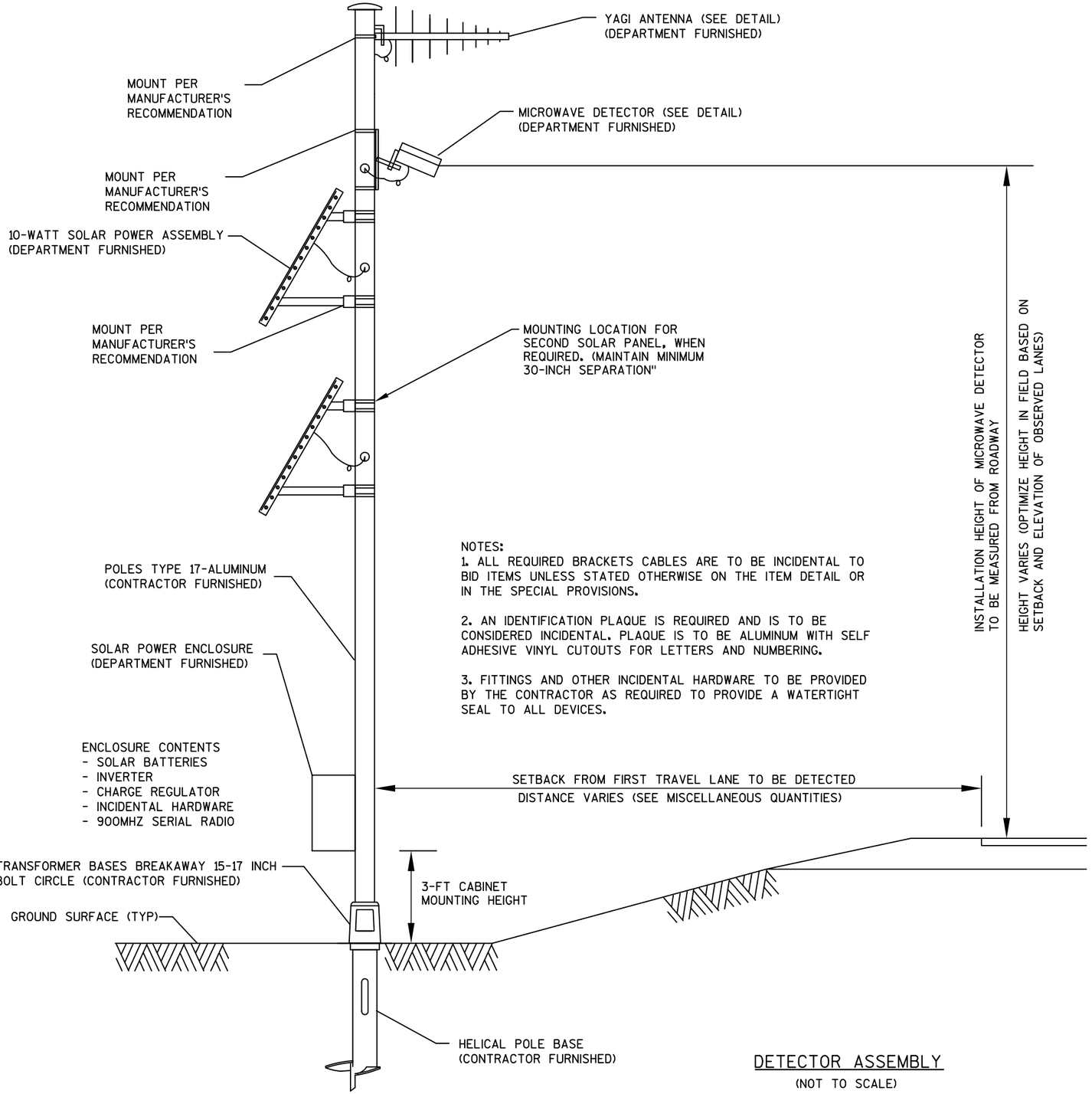
-GRAYSHADE DENOTES EXISTING EQUIPMENT/SYSTEMS.

-ALL RS 232/422/485 SERIAL AND E10/100 (ETHERNET) CABLES ARE INCIDENTAL TO BID ITEMS.

TRIGGER LOGIC

Q1	+ Q2	ADAPTIVE SPLIT CHANGE TO CLEAR RAMP
Q1	+ I39 NB DETECTOR	CALL NB USH 14 ALTERNATE ROUTE DIVERSION PLAN
Q3	+ Q4	ADAPTIVE SPLIT CHANGE TO CLEAR RAMP
Q3	+ I39 SB DETECTOR	CALL SB USH 14 ALTERNATE ROUTE DIVERSION PLAN

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	DIVERSION TRIGGER SYSTEM DETAILS	SHEET 224	E



NOTES:

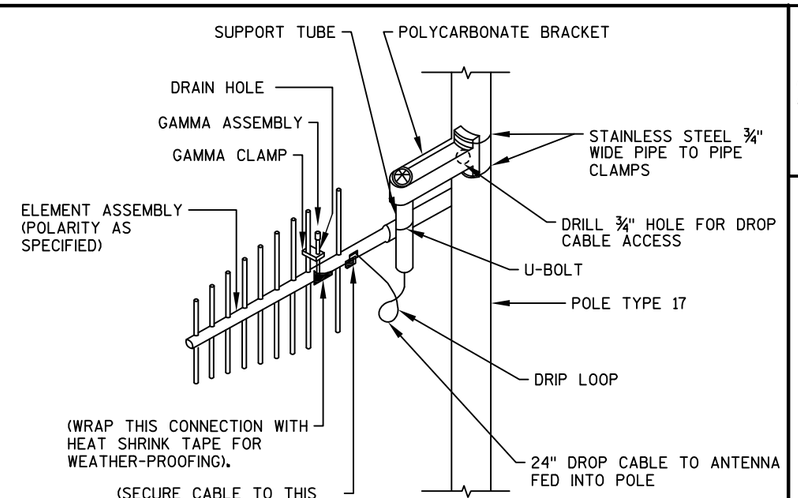
1. ALL REQUIRED BRACKETS CABLES ARE TO BE INCIDENTAL TO BID ITEMS UNLESS STATED OTHERWISE ON THE ITEM DETAIL OR IN THE SPECIAL PROVISIONS.

2. AN IDENTIFICATION PLAQUE IS REQUIRED AND IS TO BE CONSIDERED INCIDENTAL. PLAQUE IS TO BE ALUMINUM WITH SELF ADHESIVE VINYL CUTOUTS FOR LETTERS AND NUMBERING.

3. FITTINGS AND OTHER INCIDENTAL HARDWARE TO BE PROVIDED BY THE CONTRACTOR AS REQUIRED TO PROVIDE A WATERTIGHT SEAL TO ALL DEVICES.

DETECTOR ASSEMBLY

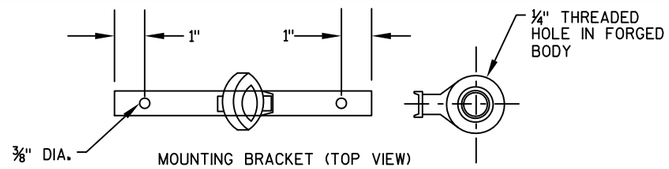
(NOT TO SCALE)



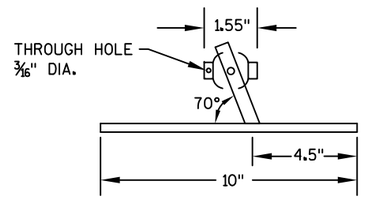
INSTALL YAGI ANTENNA

(NOT TO SCALE)

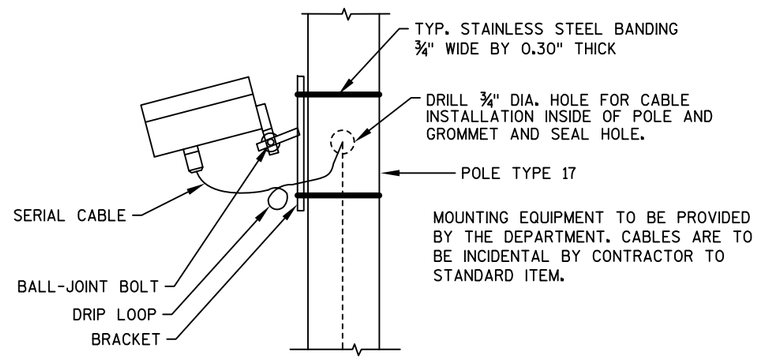
MOUNTING EQUIPMENT AND CABLES ARE TO BE INCIDENTAL BY CONTRACTOR TO INSTALL STATE FURNISHED YAGI ANTENNA BID ITEM.



MOUNTING BRACKET (TOP VIEW)



MOUNTING BRACKET (SIDE VIEW)



TYPICAL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY INSTALLATION DETAIL

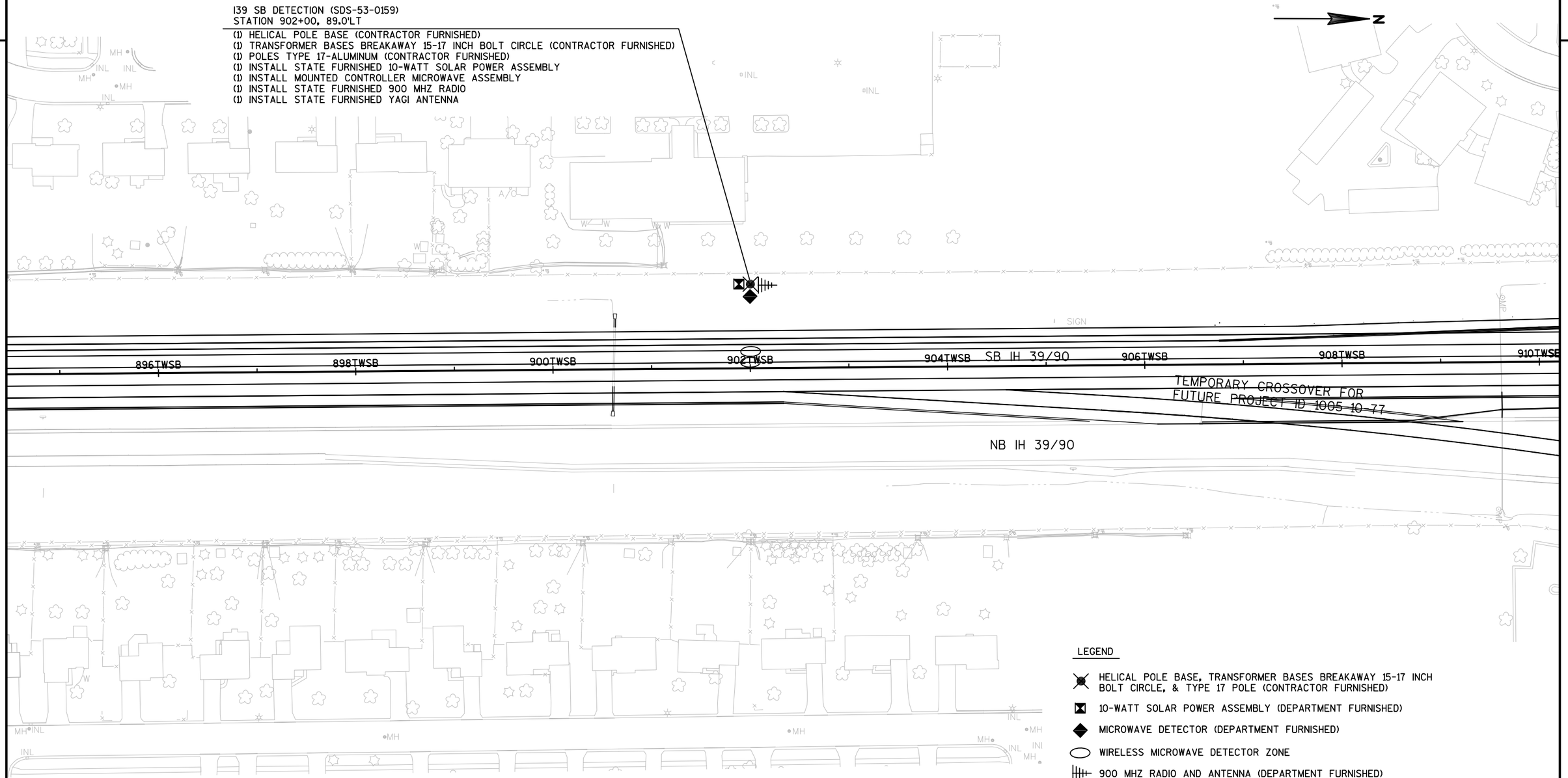
(NOT TO SCALE)

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETECTOR ASSEMBLY DETAIL	SHEET	E

2

I39 SB DETECTION (SDS-53-0159)
STATION 902+00, 89.0'LT

(1) HELICAL POLE BASE (CONTRACTOR FURNISHED)
(1) TRANSFORMER BASES BREAKAWAY 15-17 INCH BOLT CIRCLE (CONTRACTOR FURNISHED)
(1) POLES TYPE 17-ALUMINUM (CONTRACTOR FURNISHED)
(1) INSTALL STATE FURNISHED 10-WATT SOLAR POWER ASSEMBLY
(1) INSTALL MOUNTED CONTROLLER MICROWAVE ASSEMBLY
(1) INSTALL STATE FURNISHED 900 MHZ RADIO
(1) INSTALL STATE FURNISHED YAGI ANTENNA



LEGEND

- HELICAL POLE BASE, TRANSFORMER BASES BREAKAWAY 15-17 INCH BOLT CIRCLE, & TYPE 17 POLE (CONTRACTOR FURNISHED)
- 10-WATT SOLAR POWER ASSEMBLY (DEPARTMENT FURNISHED)
- MICROWAVE DETECTOR (DEPARTMENT FURNISHED)
- WIRELESS MICROWAVE DETECTOR ZONE
- 900 MHZ RADIO AND ANTENNA (DEPARTMENT FURNISHED)

NOTES:
1) WIRELESS ANTENNA ON IH 39 SB DETECTOR IS TO BE POINTED NORTH TO LP3 AT THE USH 14 & IH 39 NB RAMP INTERSECTION.

2) ADJUST ANTENNA LOCATION AT USH 14 & IH 39 NB INTERSECTION TO YIELD OPTIMAL COMMUNICATION, AS REQUIRED.

3) FIELD VERIFY LOCATION WITH ENGINEER PRIOR TO INSTALLATION.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DIVERSION TRIGGER SYSTEM PLANS- I39 SB DETECTOR	SHEET	E

2

I39 NB DETECTOR (SDS-53-0158)
STATION 987+00, 65.0' LT
(1) HELICAL POLE BASE (CONTRACTOR FURNISHED)
(1) TRANSFORMER BASES BREAKAWAY 15-17 INCH BOLT CIRCLE (CONTRACTOR FURNISHED)
(1) POLES TYPE 17-ALUMINUM (CONTRACTOR FURNISHED)
(1) INSTALL STATE FURNISHED 10-WATT SOLAR POWER ASSEMBLY
(1) INSTALL MOUNTED CONTROLLER MICROWAVE ASSEMBLY
(1) INSTALL STATE FURNISHED 900 MHZ RADIO
(1) INSTALL STATE FURNISHED YAGI ANTENNA

980TWSB
982TWSB
984TWSB
986TWSB
988TWSB
990TWSB
992TWSB
994TWSB
SB IH 39/90
NB IH 39/90
WSOR

LEGEND

- HELICAL POLE BASE, TRANSFORMER BASES BREAKAWAY 15-17 INCH BOLT CIRCLE, & TYPE 17 POLE (CONTRACTOR FURNISHED)
- 10-WATT SOLAR POWER ASSEMBLY (DEPARTMENT FURNISHED)
- MICROWAVE DETECTOR (DEPARTMENT FURNISHED)
- WIRELESS MICROWAVE DETECTOR ZONE
- 900 MHZ RADIO AND ANTENNA (DEPARTMENT FURNISHED)

NOTES:
1) WIRELESS ANTENNA ON I39 NB DETECTOR IS TO BE POINTED SOUTH TO USH 14 & IH 39 NB RAMP INTERSECTION.

2) ADJUST ANTENNA LOCATION AT USH 14 & IH 39 NB INTERSECTION TO YIELD OPTIMAL COMMUNICATIONS, AS REQUIRED.

3) FIELD VERIFY LOCATION WITH ENGINEER PRIOR TO INSTALLATION.

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DIVERSION TRIGGER SYSTEM PLANS - I39 NB DETECTOR	SHEET	E

2

GENERAL NOTES

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

CONDUIT HEIGHT ABOVE THE TOP OF THE 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.

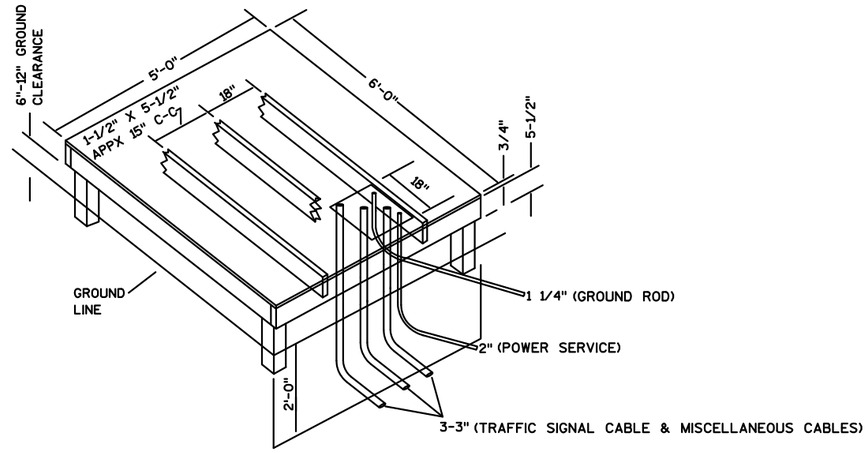
TEMPORARY CABINET BASE TOP SURFACE SHALL BE LEVEL.

SURFACE SHALL BE CONSTRUCTED WITH 3/4" PLYWOOD, WOOD POSTS SHALL BE AT LEAST 3-1/2" X 3-1/2", WOOD STRINGERS SHALL BE 1-1/2" X 5-1/2".

ALL WOOD SHALL BE GREEN-TREATED.

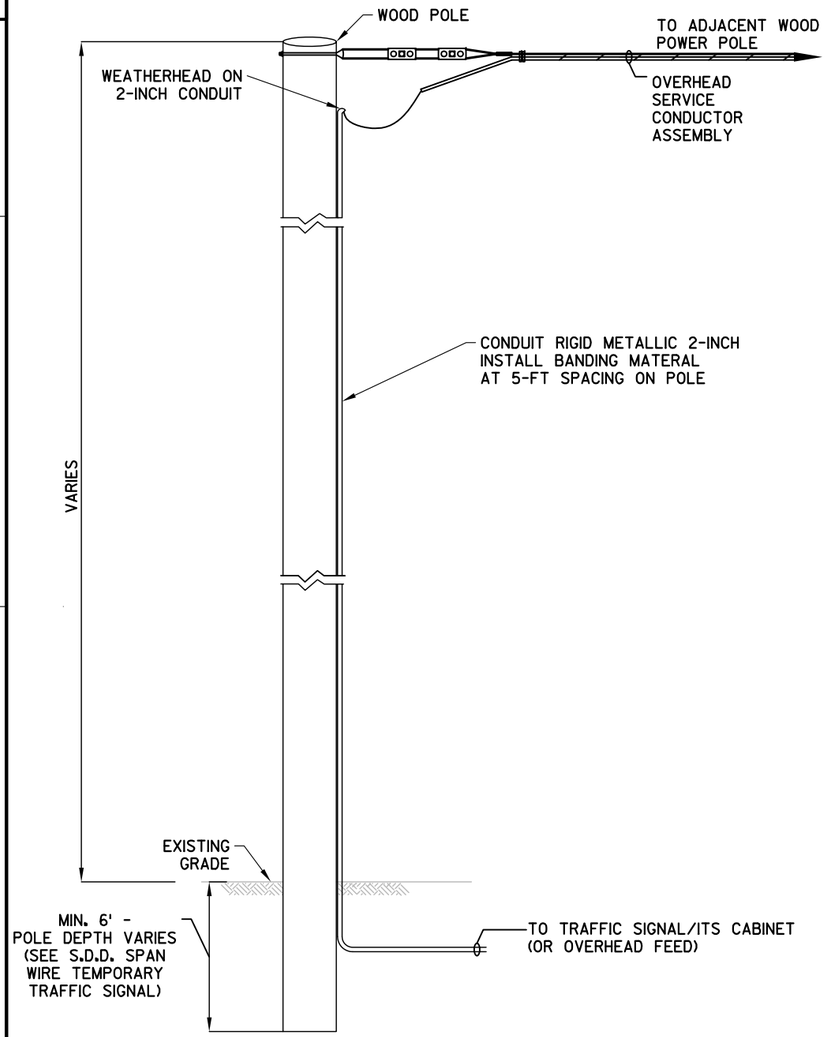
POSITION CONDUIT OPENING IN TEMPORARY SIGNAL CABINET BASE TO ALIGN WITH CONDUIT OPENING IN THE TRAFFIC SIGNAL CABINET.

INCIDENTAL TO SPV.0105.456/457 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LEAVE IN PLACE (LOCATION).

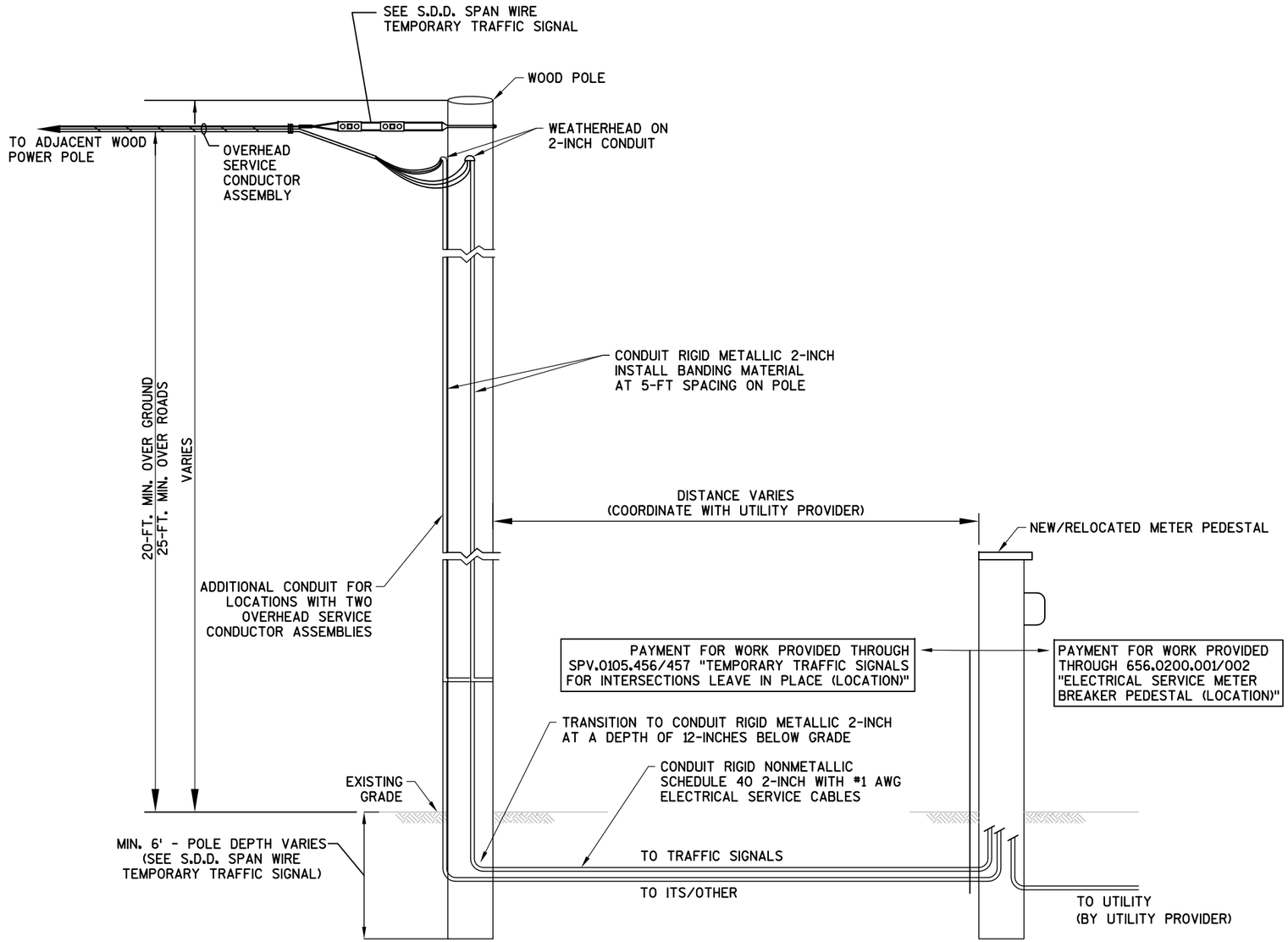


TEMPORARY SIGNAL CABINET BASE

NOT TO SCALE



OVERHEAD SERVICE ASSEMBLY TO TRAFFIC SIGNAL/ITS CABINET



TEMPORARY SERVICE METER PEDESTAL TO OVERHEAD SERVICE ASSEMBLY

GENERAL NOTES:
MOUNT EQUIPMENT UTILIZING BANDING MATERIAL OR METHOD APPROVED BY THE ENGINEER.

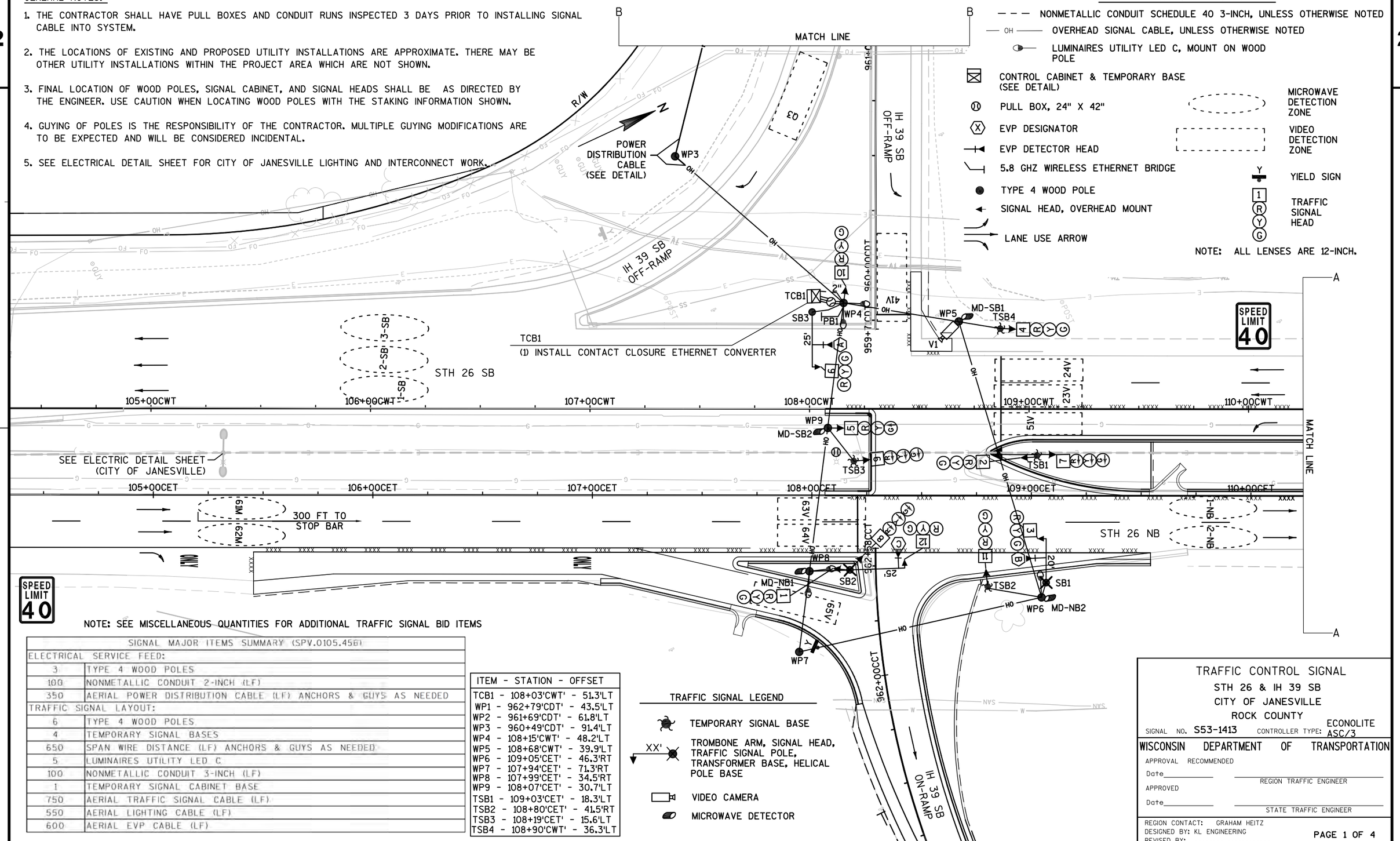
GENERAL NOTES:

1. THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO INSTALLING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. FINAL LOCATION OF WOOD POLES, SIGNAL CABINET, AND SIGNAL HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN.
4. GUYING OF POLES IS THE RESPONSIBILITY OF THE CONTRACTOR. MULTIPLE GUYING MODIFICATIONS ARE TO BE EXPECTED AND WILL BE CONSIDERED INCIDENTAL.
5. SEE ELECTRICAL DETAIL SHEET FOR CITY OF JANESVILLE LIGHTING AND INTERCONNECT WORK.

TRAFFIC SIGNAL LEGEND

- NONMETALLIC CONDUIT SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- OVERHEAD SIGNAL CABLE, UNLESS OTHERWISE NOTED
- LUMINAIRES UTILITY LED C, MOUNT ON WOOD POLE
- CONTROL CABINET & TEMPORARY BASE (SEE DETAIL)
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- 5.8 GHZ WIRELESS ETHERNET BRIDGE
- TYPE 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- LANE USE ARROW
- MICROWAVE DETECTION ZONE
- VIDEO DETECTION ZONE
- YIELD SIGN
- TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.



NOTE: SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL TRAFFIC SIGNAL BID ITEMS

SIGNAL MAJOR ITEMS SUMMARY (SPV.0105.456)	
ELECTRICAL SERVICE FEED:	
3	TYPE 4 WOOD POLES
100	NONMETALLIC CONDUIT 2-INCH (LF)
350	AERIAL POWER DISTRIBUTION CABLE (LF) ANCHORS & GUYS AS NEEDED
TRAFFIC SIGNAL LAYOUT:	
6	TYPE 4 WOOD POLES
4	TEMPORARY SIGNAL BASES
650	SPAN WIRE DISTANCE (LF) ANCHORS & GUYS AS NEEDED
5	LUMINAIRES UTILITY LED C
100	NONMETALLIC CONDUIT 3-INCH (LF)
1	TEMPORARY SIGNAL CABINET BASE
750	AERIAL TRAFFIC SIGNAL CABLE (LF)
550	AERIAL LIGHTING CABLE (LF)
600	AERIAL EVP CABLE (LF)

ITEM - STATION - OFFSET
TCB1 - 108+03'CWT' - 51.3'LT
WP1 - 962+79'CDT' - 43.5'LT
WP2 - 961+69'CDT' - 61.8'LT
WP3 - 960+49'CDT' - 91.4'LT
WP4 - 108+15'CWT' - 48.2'LT
WP5 - 108+68'CWT' - 39.9'LT
WP6 - 109+05'CET' - 46.3'RT
WP7 - 107+94'CET' - 71.3'RT
WP8 - 107+99'CET' - 34.5'RT
WP9 - 108+07'CET' - 30.7'LT
TSB1 - 109+03'CET' - 18.3'LT
TSB2 - 108+80'CET' - 41.5'RT
TSB3 - 108+19'CET' - 15.6'LT
TSB4 - 108+90'CWT' - 36.3'LT

TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL BASE
- XX' — TROMBONE ARM, SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, HELICAL POLE BASE
- VIDEO CAMERA
- MICROWAVE DETECTOR

TRAFFIC CONTROL SIGNAL
STH 26 & IH 39 SB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1413 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

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

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 4

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 230	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\SIGNALS\024101_ST.DWG PLOT DATE : 10/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40 FT_XREF

WISDOT/CADDS SHEET 42

2

2

TRAFFIC SIGNAL LEGEND

- - - - - NONMETALLIC CONDUIT SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED

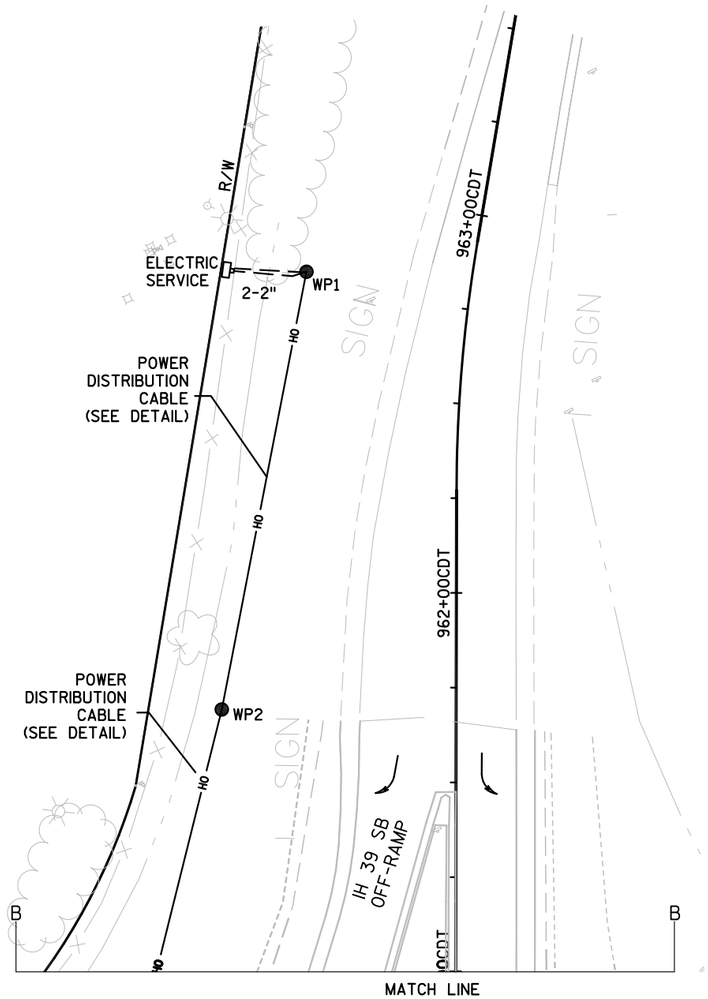
—— OH —— OVERHEAD SIGNAL CABLE, UNLESS OTHERWISE NOTED

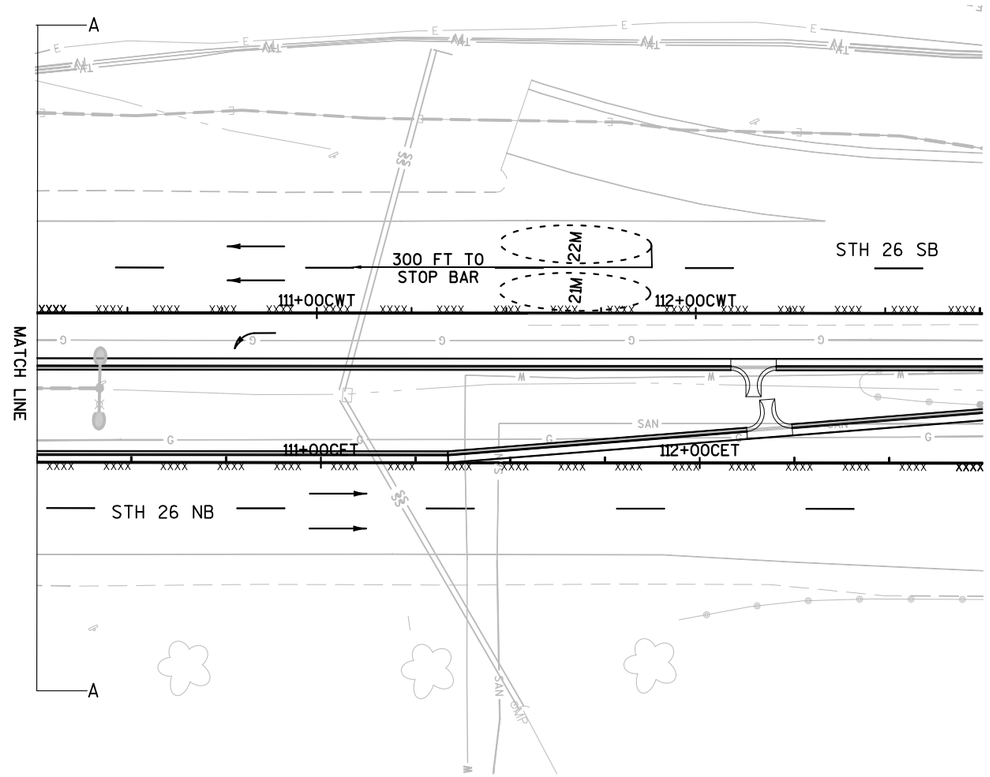
● TYPE 4 WOOD POLE

⊠ PULL BOX, 24" X 42"

MICROWAVE DETECTION ZONE

LANE USE ARROW





TRAFFIC CONTROL SIGNAL
STH 26 & IH 39 SB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1413 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 2 OF 4

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 231	E

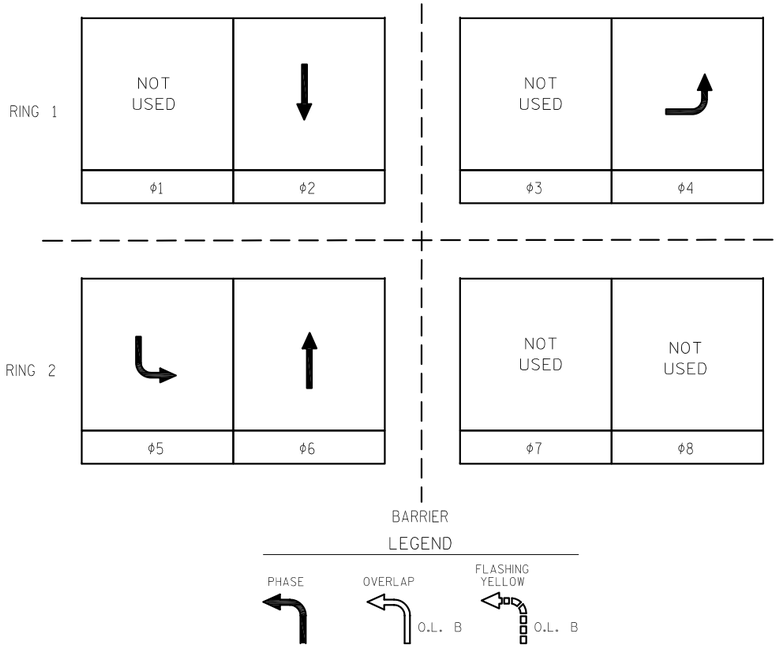
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\SIGNALS\024101_ST.DWG PLOT DATE : 10/26/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40 FT_XREF

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
ϕ1		
ϕ2	4-6	R
ϕ3		
ϕ4	10-12	R
ϕ5	7-9	R
ϕ6	1-3	R
ϕ7		
ϕ8		
ϕ2 PED		
ϕ4 PED		
ϕ6 PED		
ϕ8 PED		

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

N



LEGEND

CONTROLLER LOGIC

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

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

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

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

PREEMPTION ASSIGNMENTS				
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED	PREEMPTED APPROACH
1	RESERVED			
2	RESERVED			
3	EVP	A	2 & 5	SB
4	EVP	B	6	NB
5	EVP	C	4	EB
6	NOT USED			
7	NOT USED			
8	NOT USED			
9	NOT USED			
10	NOT USED			

NOTES:

1. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C, CONTROLLER SHALL RETURN TO PHASE 4.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL OTHER APPROACHES SHALL HAVE FLASHING INDICATIONS.

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

SYSTEM INFORMATION	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

DETECTOR LOGIC

	MD-NB1		MD-NB2		MD-SB1		MD-SB2	
DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	61M		1-NB		21M		1-SB	3-SB
PHASE CALLED	6				2			
PHASE EXTENDED	6				2			
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION			SYS				SYS	SYS

	19	17	23	21	27	25	31	29

VIDEO DETECTION ZONES

35	33	39	37	43	
23V	41V	51V	63V	65V	DETECTOR #(S)
2	4	5	6		PHASE CALLED
2	4	5	6		PHASE EXTENDED
					DISCONNECT TIME
					CALLING DELAY
					EXTENSION STRETCH
				COUNT	LOOP FUNCTION

DIVERSION TRIGGER SYSTEM NOTE:

CABINET ALSO HOUSES ONE CONTACT CLOSURE AS A COMPONENT OF THE DIVERSION TRIGGER SYSTEM.

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	62M		2-NB		22M		2-SB	
PHASE CALLED	6				2			
PHASE EXTENDED	6				2			
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION			SYS				SYS	

	20	18	24	22	28	26	32	30

36	34	40	38	44	
24V			64V	03	DETECTOR #(S)
2			6		PHASE CALLED
2			6		PHASE EXTENDED
					DISCONNECT PHASE
					CALLING DELAY
					EXTENSION STRETCH
				03	LOOP FUNCTION

SYS = SYSTEM

03 = DIVERSION TRIGGER SYSTEM INPUT

TRAFFIC CONTROL SIGNAL

STH 26 & IH 39 SB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1413

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:_____

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	SEQUENCE OF OPERATIONS	SHEET 232	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTH0-KENNEDY\SHEETS PLAN\SIGNALS\024001_SEQ.DWG PLOT DATE : 10/27/2015 11:57 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

2

STH 26 & IH 39/90 SB TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO WP4	12/C	10	EB	R	R
				Y	O
				G	G
CABINET TO SB3	12/C	6	SB	R	R
				Y	O
				G	G
CABINET TO TSB4	12/C	4	SB	R	R
				Y	O
				G	G
CABINET TO TSB1	12/C	2	NB	R	R
				Y	O
				G	G
		7	SB LT	R ←	R/BLK
				Y ←	O/BLK
				G ←	G/BLK
CABINET TO SB1	12/C	3	NB	R	R
				Y	O
				G	G
CABINET TO TSB2	12/C	11	EB	R	R
				Y	O
				G	G
CABINET TO WP9	12/C	5	SB	R	R
				Y	O
				↑ G	G
CABINET TO TSB3	12/C	9	SB LT	R ←	R/BLK
				Y ←	O/BLK
				G ←	G/BLK
CABINET TO SB2	12/C	1	NB	R	R
				Y	O
				G	G
		12	EB	R	BLK/WHT
				Y	WHT/BLK
				G	BLU/BLK
		8	SB LT	R ←	R/BLK
				Y ←	O/BLK
				G ←	G/BLK

STH 26 & IH 39/90 SB LIGHTING CABLING CHART 12-2 AWG GROUNDED		
BEGIN	END	PROPOSED ROUTING
TCB1	WP4	PB1
WP4	WP8	WP9
TCB1	WP6	PB1→WP4→WP5

STH 26 & IH 39/90 SB RAMPS STATE FURNISHED 5.8GHz ETHERNET BRIDGE CATEGORY 6 COMMUNICATIONS CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	WP4	TCB1	PB1

STH 26 & IH 39/90 SB RAMPS MICROWAVE DETECTORS CAT-5E CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
MD-NB1	WP8	TCB1	WP9→WP4→PB1
MD-NB2	WP6	TCB1	WP5→WP4→PB1
MD-SB1	WP5	TCB1	WP4→PB1
MD-SB2	WP9	TCB1	WP4→PB1

STH 26 & IH 39/90 SB RAMPS EMERGENCY VEHICLE PREEMPTION CABLE, CONFIRMATION LIGHT 14-2 AWG CABLE		
BEGIN	END	PROPOSED ROUTING
TCB1	SB3	PB1→WP4
TCB1	SB1	PB1→WP4→WP5→WP6
TCB1	SB2	PB1→WP4→WP9→WP8

TRAFFIC CONTROL SIGNALS
STH 26 & IH 39/90 SB

CITY OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-1413

REGION CONTACT: GRAHAM HEITZ — PAGE 4 OF 4

ITEM - STATION - OFFSET
TCB1 - 118+30'CWT' - 50.8'LT
WP1 - 966+84'CAT' - 144.8'RT
WP2 - 965+97'CAT' - 125.1'LT
WP3 - 965+11'CAT' - 103.0'RT
WP4 - 965+19'CAT' - 58.8'RT
WP5 - 117+39'CWT' - 34.1'LT
WP6 - 117+36'CWT' - 21.5'RT
WP7 - 117+33'CET' - 37.3'RT
WP8 - 117+70'CET' - 76.4'RT
WP9 - 116+52'CET' - 36.2'RT
WP10 - 116+49'CWT' - 21.6'RT
WP11 - 116+44'CWT' - 43.7'LT
TSB1 - 117+41'CWT' - 32.8'RT
TSB2 - 116+92'CWT' - 45.0'LT

SIGNAL MAJOR ITEMS SUMMARY (SPV.0105.457)	
ELECTRICAL SERVICE FEED:	
2	TYPE 4 WOOD POLES
100	NONMETALLIC CONDUIT 2-INCH (LF)
275	AERIAL POWER DISTRIBUTION CABLE (LF) ANCHORS & GUYS AS NEEDED
TRAFFIC SIGNAL LAYOUT:	
9	TYPE 4 WOOD POLES
2	TEMPORARY SIGNAL BASES
650	SPAN WIRE DISTANCE (LF) ANCHORS & GUYS AS NEEDED
6	LUMINAIRES UTILITY LED C
100	NONMETALLIC CONDUIT 3-INCH (LF)
1	TEMPORARY SIGNAL CABINET BASE
920	AERIAL TRAFFIC SIGNAL CABLE (LF)
650	AERIAL LIGHTING CABLE (LF)
740	AERIAL EVP CABLE (LF)

NOTE: SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL TRAFFIC SIGNAL BID ITEMS

GENERAL NOTES:

1. THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO INSTALLING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. FINAL LOCATION OF WOOD POLES, SIGNAL CABINET, AND SIGNAL HEADS SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN.
4. GUYING OF POLES IS THE RESPONSIBILITY OF THE CONTRACTOR. MULTIPLE GUYING MODIFICATIONS ARE TO BE EXPECTED AND WILL BE CONSIDERED INCIDENTAL.
5. SEE ELECTRICAL DETAIL SHEET FOR CITY OF JANESVILLE LIGHTING AND INTERCONNECT WORK.
6. PHASE 8 NOT TO BE ACTIVATED UNTIL IH 39 NB OFF-RAMP CONSTRUCTION IS COMPLETE.

TRAFFIC SIGNAL LEGEND

- NONMETALLIC CONDUIT SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- 5.8 GHZ WIRELESS ETHERNET BRIDGE
- OH — OVERHEAD SIGNAL CABLE, UNLESS OTHERWISE NOTED
- LUMINAIRES UTILITY LED C, MOUNT ON WOOD POLE
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD, OVERHEAD MOUNT
- TYPE 4 WOOD POLE
- TEMPORARY SIGNAL BASE
- TRAFFIC SIGNAL HEAD
- NOTE: ALL LENSES ARE 12-INCH.
- CONTROL CABINET & TEMPORARY BASE (SEE DETAIL)
- PULL BOX, 24" X 42"
- VIDEO CAMERA
- MICROWAVE DETECTOR
- MICROWAVE DETECTION ZONE
- VIDEO DETECTION ZONE
- XX' TROMBONE ARM, SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, HELICAL POLE BASE

TRAFFIC CONTROL SIGNAL
STH 26 & IH 39 NB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1412 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date_____ REGION TRAFFIC ENGINEER
APPROVED
Date_____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: ----------

PAGE 1 OF 4

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 234 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\SIGNALS\024101_ST.DWG PLOT DATE : 10/12/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40 FT_XREF

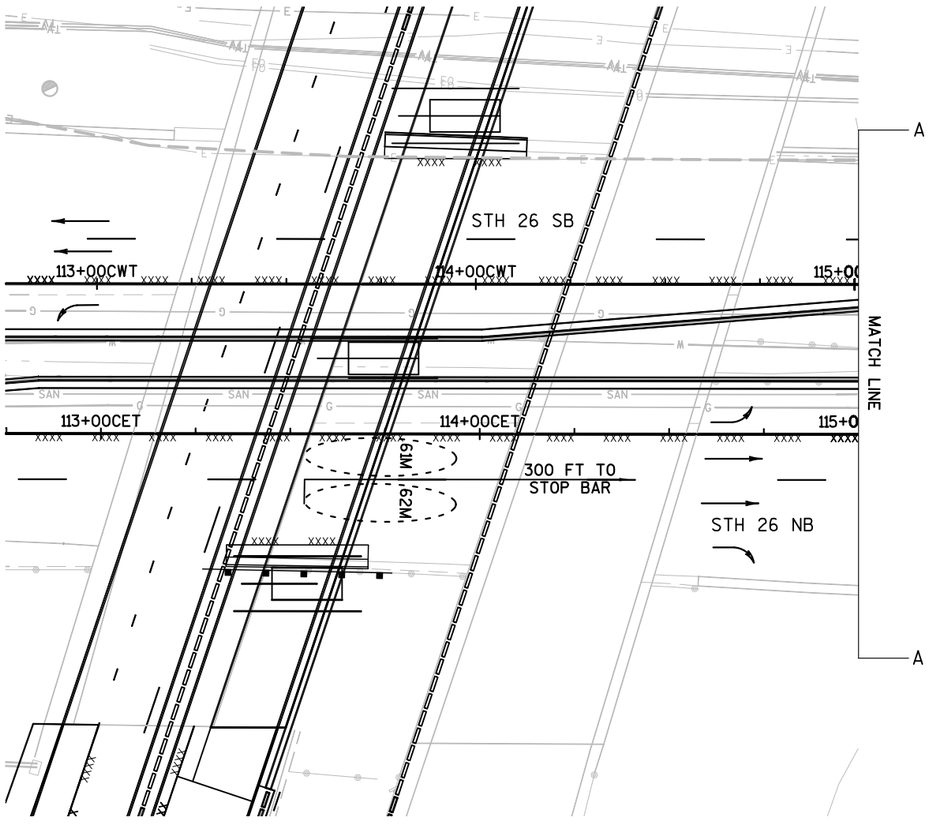
WISDOT/CADDS SHEET 42

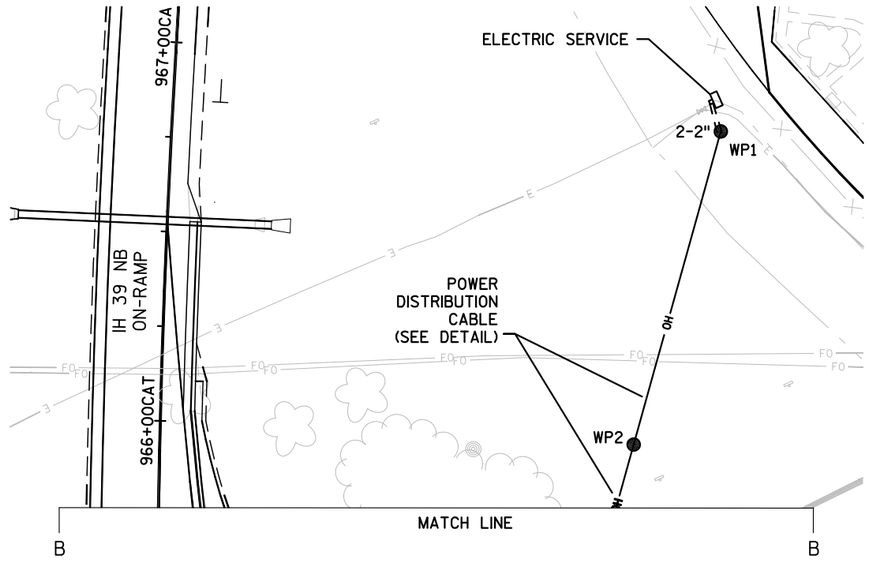
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TRAFFIC SIGNAL LEGEND

- NONMETALLIC CONDUIT SCHEDULE 40 3-INCH, UNLESS OTHERWISE NOTED
- OH — OVERHEAD SIGNAL CABLE, UNLESS OTHERWISE NOTED
- TYPE 4 WOOD POLE
- LANE USE ARROW
- MICROWAVE DETECTION ZONE

N





TRAFFIC CONTROL SIGNAL
STH 26 & IH 39 NB
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. S53-1412 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date_____ _____ REGION TRAFFIC ENGINEER

APPROVED
Date_____ _____ STATE TRAFFIC ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: _____

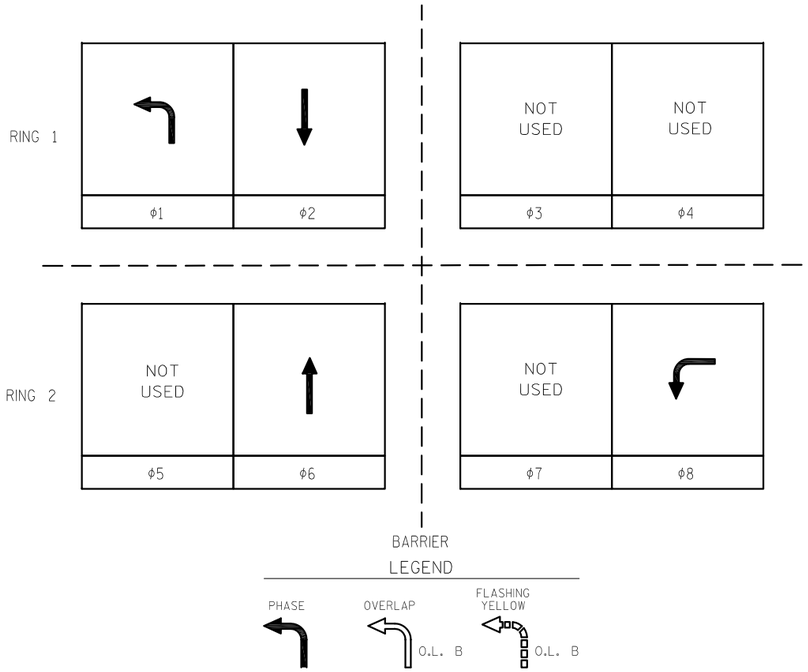
PAGE 2 OF 4

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 235 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\SIGNALS\024101_ST.DWG PLOT DATE : 10/12/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : *********

	HEAD NUMBERS	FLASH
φ1	4-6	R
φ2	7-9	R
φ3		
φ4		
φ5		
φ6	1-3	R
φ7	10-12	R
φ8		
φ2 PED		
φ4 PED		
φ6 PED		
φ8 PED		

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



CONTROLLER LOGIC

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

PREEMPTION ASSIGNMENTS				
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED	PREEMPTED APPROACH
1	RESERVED			
2	RESERVED			
3	EVP	A	2	SB
4	EVP	B	6+1	NB
5	NOT USED			
6	EVP	D	8	WB
7	NOT USED			
8	NOT USED			
9	NOT USED			
10	NOT USED			

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

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

NOTES:

1. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE D, CONTROLLER SHALL RETURN TO PHASE 8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL OTHER APPROACHES SHALL HAVE FLASHING INDICATIONS.

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

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

SYSTEM INFORMATION	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

DETECTOR LOGIC

	MD-NB1		MD-NB2		MD-SB1		MD-SB2	
DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	61M		1-NB		21M		1-SB	
PHASE CALLED	6				2			
PHASE EXTENDED	6				2			
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION			SYS				SYS	

19	17	23	21	27	25	31	29	

VIDEO DETECTION ZONES

35	33	39	37	43	41	DETECTOR INPUT
11V	23V	25V	63V	81V	83V	DETECTOR #(S)
1	2		6	8		PHASE CALLED
1	2		6	8		PHASE EXTENDED
						DISCONNECT TIME
						CALLING DELAY
						EXTENSION STRETCH
		COUNT			SYS	LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	62M		2-NB		22M		2-SB	
PHASE CALLED	6				2			
PHASE EXTENDED	6				2			
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION			SYS				SYS	

20	18	24	22	28	26	32	30	

36	34	40	38	44	42	DETECTOR INPUT
	24V		64V	82V		DETECTOR #(S)
	2		6	8		PHASE CALLED
	2		6	8		PHASE EXTENDED
						DISCONNECT PHASE
						CALLING DELAY
						EXTENSION STRETCH
						LOOP FUNCTION

TRAFFIC CONTROL SIGNAL
STH 26 & IH 39 NB
CITY OF JANESVILLE ROCK COUNTY
SIGNAL NO. S53-1412

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY:_____ PAGE 3 OF 4

PROJECT NO:1005-10-73 | HWY: IH 39/90 | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 236 E

STH 26 & IH 39/90 NB
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO WP5	12/C	7	SB	R	R
				Y	O
				G	G
		5	NB LT	←R	R/BLK
				←Y	O/BLK
				←G	G/BLK
CABINET TO SB1	12/C	12	WB	R	R
				Y	O
				G	G
CABINET TO WP6	12/C	6	NB LT	←R	R/BLK
				←Y	O/BLK
				←G	G/BLK
CABINET TO TSB1	12/C	2	NB	R	R
				Y	O
				↑G	G
CABINET TO WP7	12/C	10	WB	R	R
				Y	O
				G	G
CABINET TO SB2	12/C	3	NB	R	R
				Y	O
				G	G
CABINET TO WP9	12/C	1	NB	R	R
				Y	O
				G	G
CABINET TO WP10	12/C	8	SB	R	R
				Y	O
				G	G
		4	NB LT	←R	R/BLK
				←Y	O/BLK
				←G	G/BLK
CABINET TO SB3	12/C	9	SB	R	R
				Y	O
				G	G
CABINET TO TSB2	12/C	11	WB	R	R
				Y	O
				G	G

STH 26 & IH 39/90 NB
LIGHTING CABLING CHART
12-2 AWG GROUNDED

BEGIN	END	PROPOSED ROUTING
TCB1	WP5	PB1→WP3→WP4
WP5	WP11	--
TCB1	WP7	PB1→WP3→WP4→WP5→WP6

STH 26 & IH 39/90 NB RAMPS
STATE FURNISHED 5.8GHz ETHERNET BRIDGE
CATEGORY 6 COMMUNICATIONS CABLE ROUTING

DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	TCB1	WP3	PB1

STH 26 & IH 39/90 NB RAMPS
MICROWAVE DETECTORS
CAT-5E CABLE ROUTING

DEVICE	BEGIN	END	PROPOSED ROUTING
MD-NB1	WP9	TCB1	WP10→WP11→WP5→WP4→WP3→PB1
MD-NB2	SB2	TCB1	WP7→WP6→WP5→WP4→WP3→PB1
MD-SB1	WP5	TCB1	WP4→WP3→PB1
MD-SB2	WP11	TCB1	WP5→WP4→WP3→PB1

STH 26 & IH 39/90 NB RAMPS
VIDEO CAMERA DETECTORS
CAT-5E CABLE ROUTING

DEVICE	BEGIN	END	PROPOSED ROUTING
V1	WP7	TCB1	WP6→WP5→WP4→WP3→PB1

STH 26 & IH 39/90 NB RAMPS
EMERGENCY VEHICLE PREEMPTION CABLE,
CONFIRMATION LIGHT 14-2 AWG CABLE

BEGIN	END	PROPOSED ROUTING
TCB1	SB3	PB1→WP3→WP4→WP5→WP11
TCB1	SB2	PB1→WP3→WP4→WP5→WP6→WP7
TCB1	SB1	PB1→WP3→WP4

2

TRAFFIC CONTROL SIGNALS
STH 26 & IH 39/90 NB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-1412

REGION CONTACT: GRAHAM HEITZ PAGE 4 OF 4

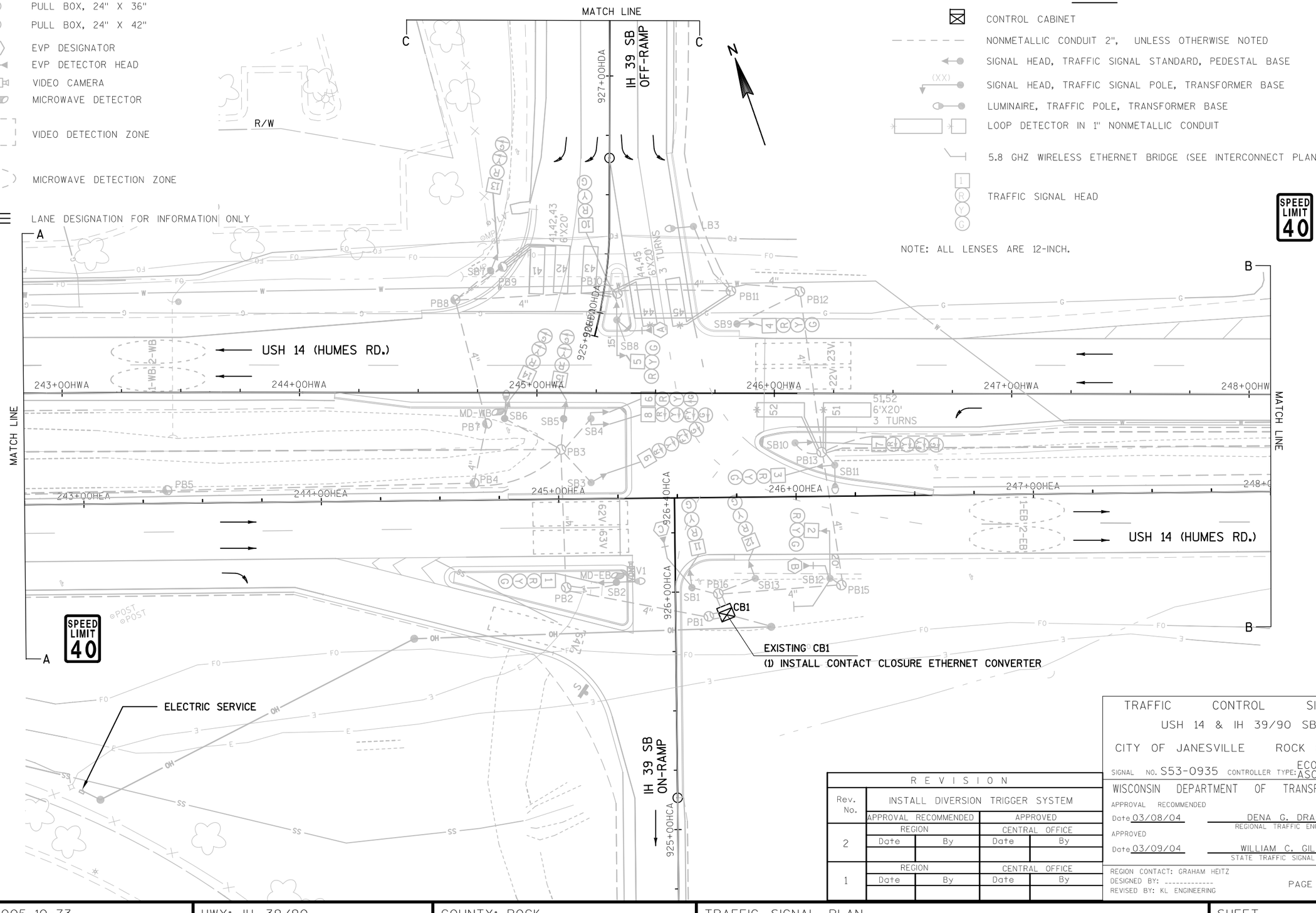
LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- VIDEO CAMERA
- MICROWAVE DETECTOR
- VIDEO DETECTION ZONE
- MICROWAVE DETECTION ZONE
- LANE DESIGNATION FOR INFORMATION ONLY

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- 5.8 GHZ WIRELESS ETHERNET BRIDGE (SEE INTERCONNECT PLAN)
- TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.



REVISION				
Rev. No.	INSTALL DIVERSION TRIGGER SYSTEM			
	APPROVAL RECOMMENDED		APPROVED	
2	REGION		CENTRAL OFFICE	
	Date	By	Date	By
1	REGION		CENTRAL OFFICE	
	Date	By	Date	By

TRAFFIC CONTROL SIGNALS

USH 14 & IH 39/90 SB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0935 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

Date 03/08/04 DENA G. DRAMM, REGIONAL TRAFFIC ENGINEER

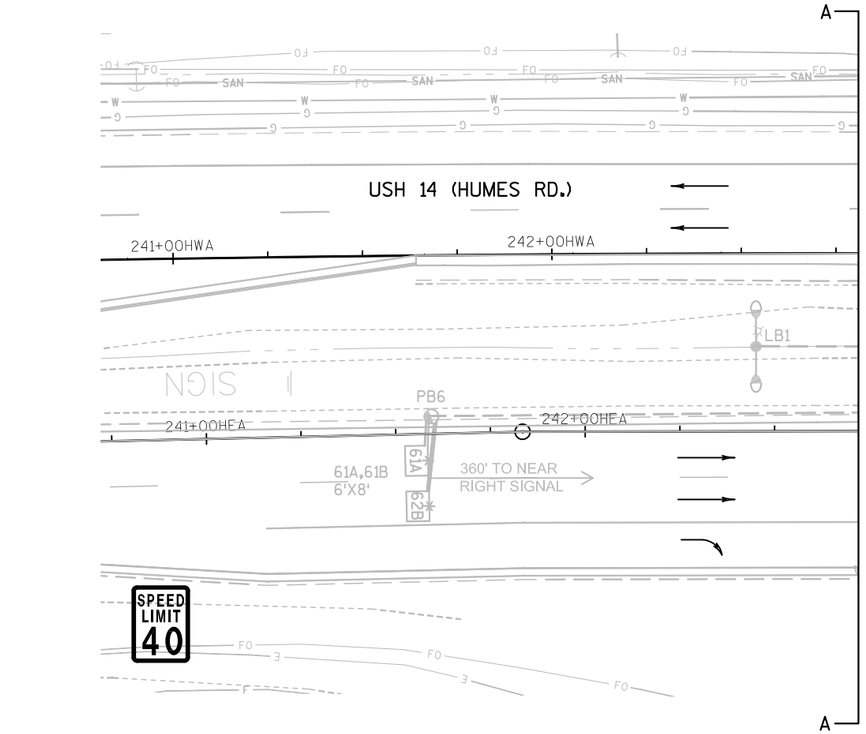
APPROVED

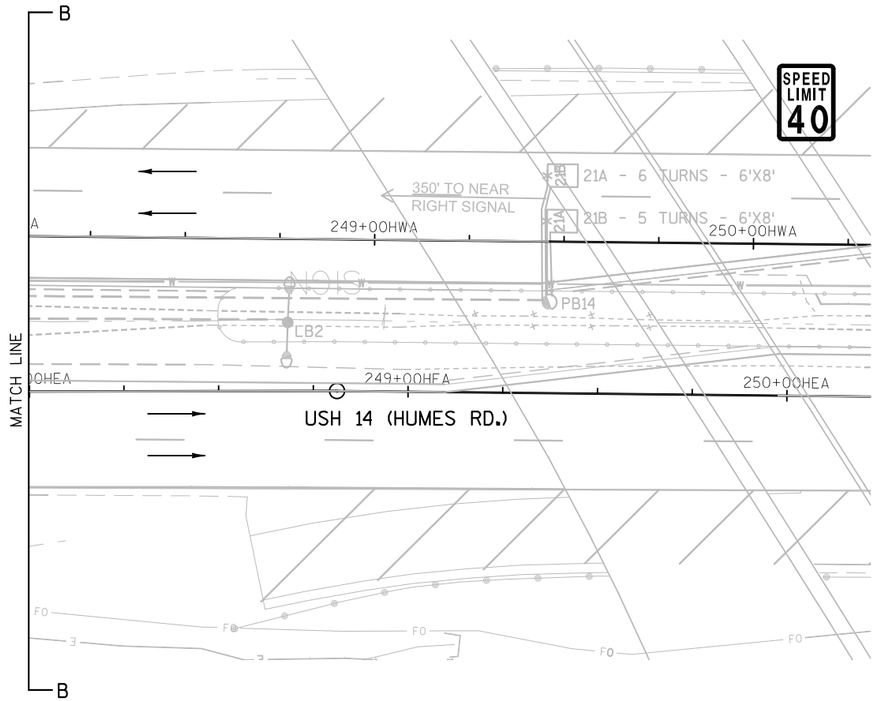
Date 03/09/04 WILLIAM C. GILDING, STATE TRAFFIC SIGNAL ENGINEER

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: ----------
REVISED BY: KL ENGINEERING

PAGE 1 OF 5

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 238 E





LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LANE DESIGNATION FOR INFORMATION ONLY

NOTE: NO PROPOSED WORK ON SHEET.

TRAFFIC CONTROL SIGNALS

USH 14 & IH 39/90 SB

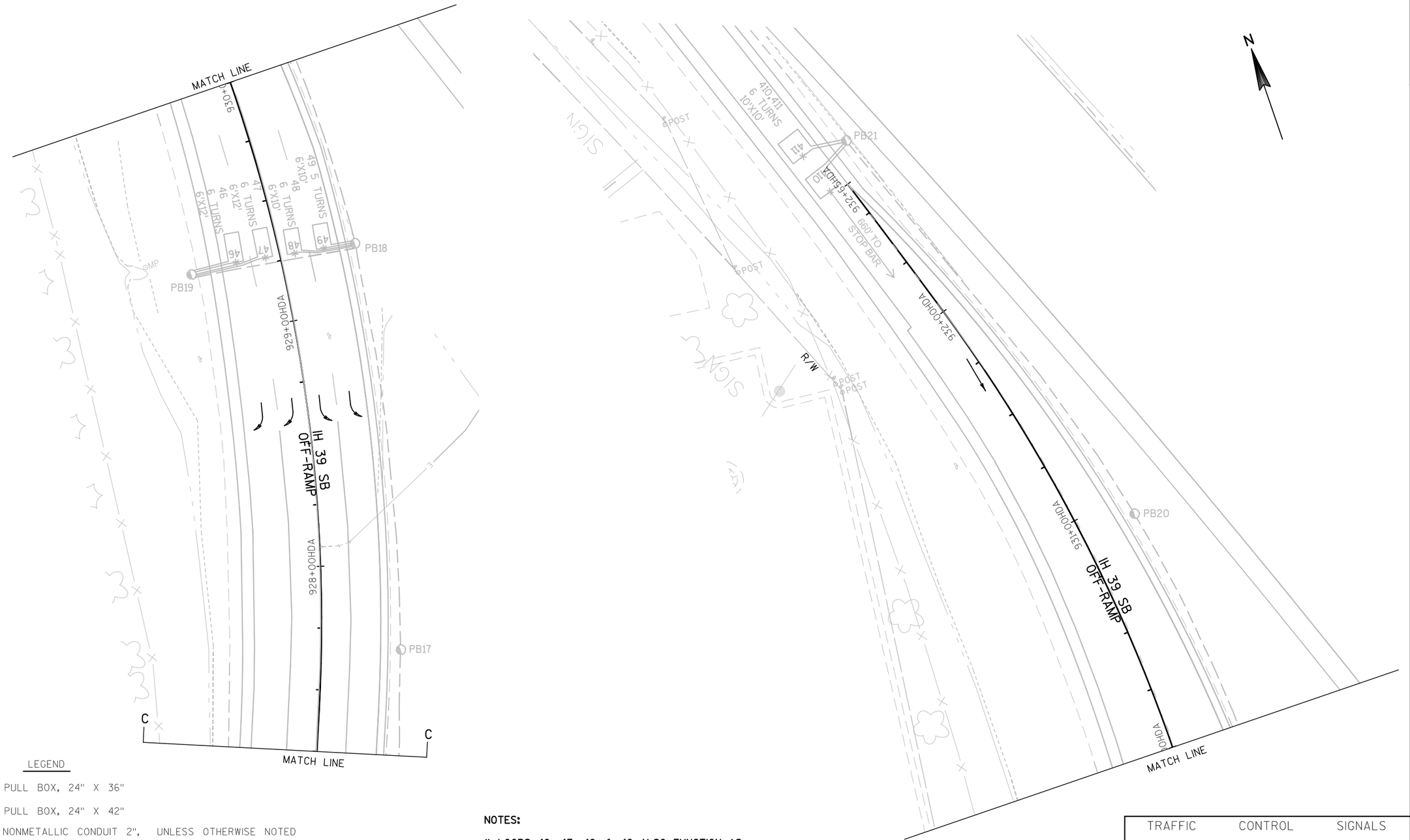
CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0935 CONTROLLER TYPE: ECONOLITE ASC/3

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: ----------
REVISED BY: KL ENGINEERING

PAGE 2 OF 5

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 239	E



LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LANE DESIGNATION FOR INFO ONLY

NOTES:

1) LOOPS 46, 47, 48, & 49 ALSO FUNCTION AS DIVERSION TRIGGER SYSTEM INPUT Q3.
2) LOOPS 410 & 411 ALSO FUNCTION AS DIVERSION TRIGGER SYSTEM INPUT Q4.
3) NO PROPOSED WORK ON SHEET.

TRAFFIC CONTROL SIGNALS

USH 14 & IH 39/90 SB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0935 CONTROLLER TYPE: ECONOLITE ASC/3

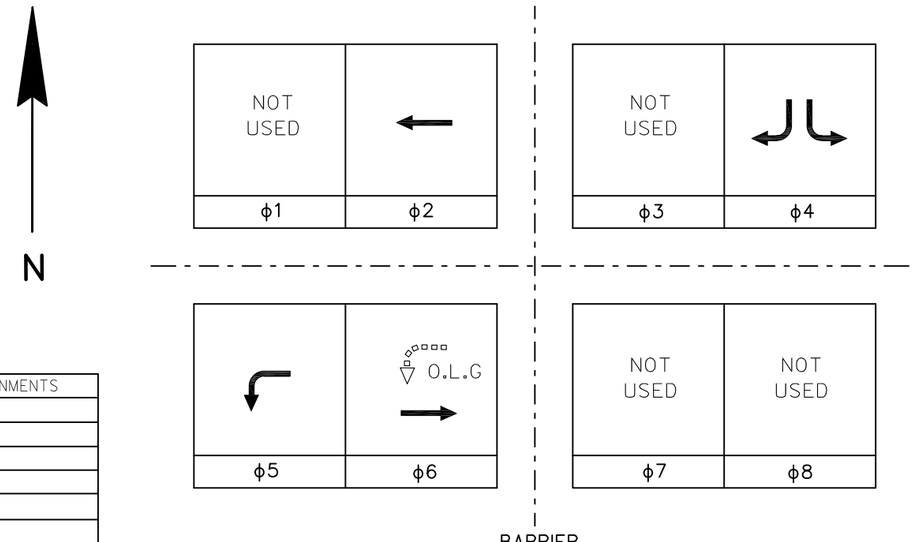
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: KL ENGINEERING

PAGE 3 OF 5

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 240	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4-6	R
Ø3		
Ø4	10-15	R
Ø5	7-9	
Ø6	1-3	R
Ø7		
Ø8		
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L. ASSIGNMENTS			
OLA			
OLB			
OLC			
OLD			
OLE			
OLF			
OLG	7-9	R	5 + 6
OLH			



LEGEND



DIVERSION TRIGGER SYSTEM NOTE:
CABINET ALSO HOUSES ONE CONTACT CLOSURE AS A COMPONENT OF THE DIVERSION TRIGGER SYSTEM.

CONTROLLER LOGIC

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

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

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

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

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED	PREEMPTED APPROACH
1	RESERVED			
2	RESERVED			
3	EVP	A	2+6	EB
4	EVP	B	2+5	WB
5	EVP	C	4	SB
6	NOT USED			
7	NOT USED			
8	NOT USED			
9	NOT USED			
10	NOT USED			

DETECTOR LOGIC

VIDEO DETECTION ZONES

DETECTOR INPUT	3	1	7	5	11	9	15	13	MD-EB 19	MD-EB 17	MD-WB 23	MD-WB 21	27	25	31	29	35	33	39	DETECTOR INPUT
DETECTOR #(S)	21A	41	42	43	44	45	51	61A	1-EB	2-EB	1-WB	2-WB					22V	62V	64V	DETECTOR #(S)
PHASE CALLED	2	4	4	4	4	4	5	6									2	6		PHASE CALLED
PHASE EXTENDED	2	4	4	4	4	4	5	6									2	6		PHASE EXTENDED
DISCONNECT TIME																				DISCONNECT TIME
CALLING DELAY		15	15	10																CALLING DELAY
EXTENSION STRETCH																				EXTENSION STRETCH
LOOP FUNCTION	SYS							SYS	SYS	SYS	SYS	SYS							COUNT	LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	36	34	40	DETECTOR INPUT
DETECTOR #(S)	21B	46	47	48	49	410/411	52	61B									23V	63V		DETECTOR #(S)
PHASE CALLED	2						5	6									2	6		PHASE CALLED
PHASE EXTENDED	2	4	4	4	4	4	5	6									2	6		PHASE EXTENDED
DISCONNECT TIME																				DISCONNECT TIME
CALLING DELAY																				CALLING DELAY
EXTENSION STRETCH																				EXTENSION STRETCH
LOOP FUNCTION	SYS	Q3	Q3	Q3	Q3	Q4		SYS												LOOP FUNCTION

SYS = SYSTEM
Q3/Q4 = DIVERSION TRIGGER SYSTEM INPUTS

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE C, CONTROLLER SHALL RETURN TO PHASE 4.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL OTHER APPROACHES SHALL HAVE FLASHING INDICATIONS.

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

TRAFFIC CONTROL SIGNAL

USH 14 & IH 39/90 SB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0935

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: KL ENGINEERING

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\SIGNALS\024001_SEQ_USH 14.DWG PLOT DATE : 10/27/2015 12:26 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

IH 39 SB RAMPS & USH 14 NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-1	5/C	11	SB RT	R	R
				Y	O
				G	G
CABINET TO SB-2	5/C	1	EB	R	R
				Y	O
				G	G
CABINET TO SB-3	7/C	9	EB LT	R	R
				Y	O
				FY	BLK
				G	G
CABINET TO SB-4	9/C	6	WB	R	R
				Y	O
				G	G
		8	EB LT	R	R/BLK
				Y	O/BLK
				FY	WHT/BLK
				G	G/BLK
CABINET TO SB-5	5/C	15	SB LT	R	R
				Y	O
				G	G
CABINET TO SB-6	5/C	14	SB LT	R	R
				Y	O
				G	G
CABINET TO SB-7	5/C	13	SB LT	R	R
				Y	O
				G	G
CABINET TO SB-8	9/C	5	EB	R	R
				Y	O
				G	G
		10	SB RT	R	R/BLK
				Y	O/BLK
				G	G/BLK
CABINET TO SB-9	5/C	4	WB	R	R
				Y	O
				G	G
CABINET TO SB-10	7/C	7	WB LT	R	R
				Y	O
				FY	BLK
				G	G
CABINET TO SB-11	5/C	3	EB	R	R
				Y	O
				G	G
CABINET TO SB-12	5/C	2	EB	R	R
				Y	O
				G	G
CABINET TO SB-13	5/C	12	SB RT	R	R
				Y	O
				G	G

IH 39 SB RAMPS & USH 14 LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO SB2	EB RT TURN ISLAND
	SB2 TO SB6	WEST MEDIAN
	SB6 TO LB1	WEST MEDIAN
	CABINET TO SB11	EAST MEDIAN
	SB11 TO LB3	NE QUADRANT
	LB3 TO LB2	EAST MEDIAN

USH 14 & IH 39 SB RAMPS STATE FURNISHED 5.8GHz ETHERNET BRIDGE CATEGORY 6 COMMUNICATIONS CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB12	CB1	PB15→PB16

USH 14 & IH 39 SB RAMPS MICROWAVE DETECTORS CAT-5E CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
MD-WB	SB6	CB1	PB3→PB2→PB1
MD-EB	SB2	CB1	PB2→PB1

USH 14 & IH 39 SB RAMPS VIDEO CAMERA DETECTORS CAT-5E CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
V1	SB2	CB1	PB2→PB1

IH 39 SB RAMPS & USH 14 EMERGENCY VEHICLE PREEMPT CABLE, CONFIRMATION LIGHT 14-2 AWG CABLE	
FROM	TO
CABINET	SB1 ("C")
CABINET	SB8 ("A")
CABINET	SB12 ("B")

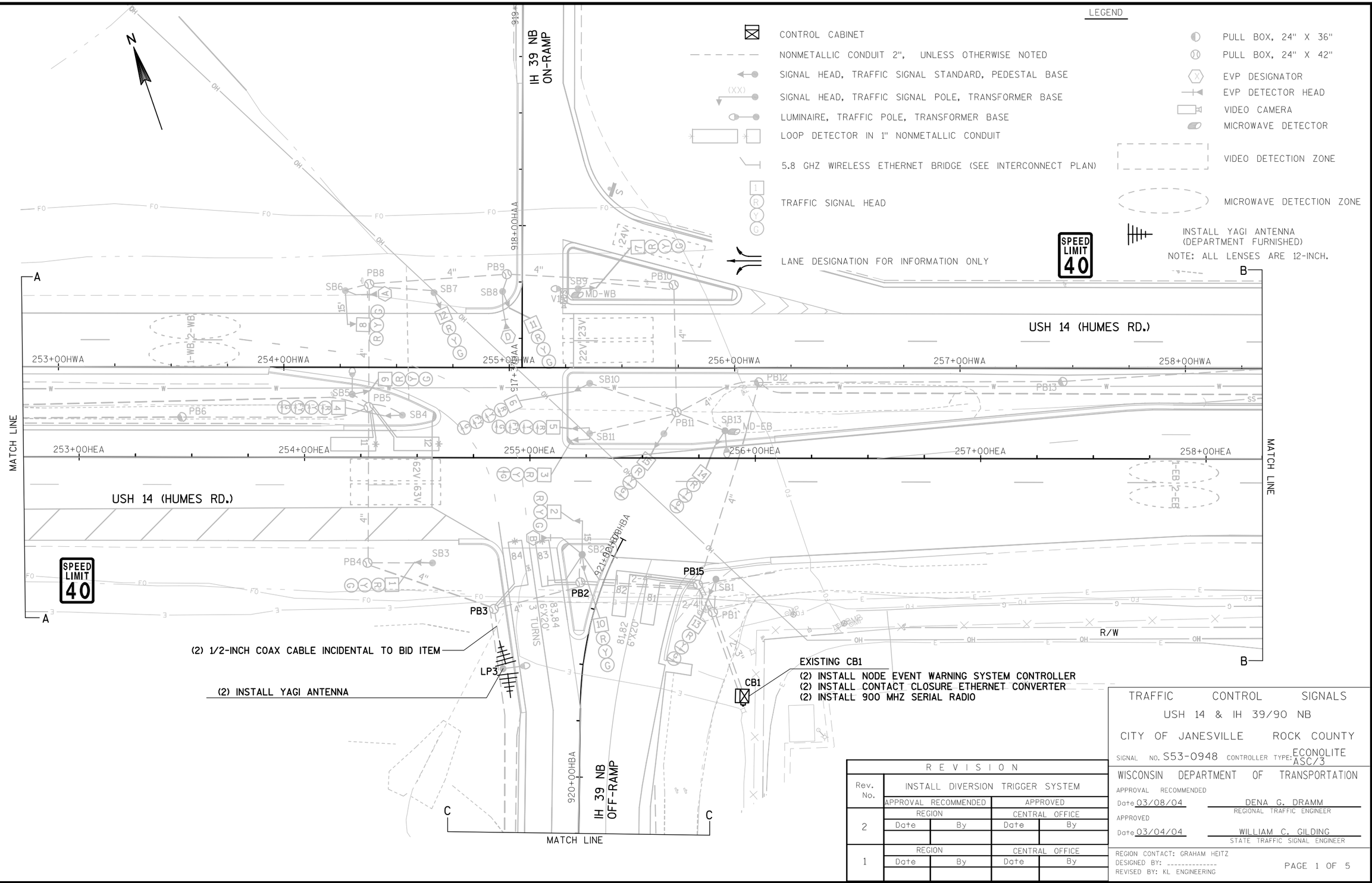
NO PROPOSED WORK ON SHEET

TRAFFIC CONTROL SIGNALS
USH 14 & IH 39/90 SB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0935

REGION CONTACT: GRAHAM HEITZ PAGE 5 OF 5



REVISION				
Rev. No.	INSTALL DIVERSION TRIGGER SYSTEM			
	APPROVAL RECOMMENDED		APPROVED	
2	REGION		CENTRAL OFFICE	
	Date	By	Date	By
1	REGION		CENTRAL OFFICE	
	Date	By	Date	By

TRAFFIC CONTROL SIGNALS

USH 14 & IH 39/90 NB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0948 CONTROLLER TYPE: ECONOLITE ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

Date 03/08/04 DENA C. DRAMM, REGIONAL TRAFFIC ENGINEER

APPROVED

Date 03/04/04 WILLIAM C. GILDING, STATE TRAFFIC SIGNAL ENGINEER

REGION CONTACT: GRAHAM HEITZ

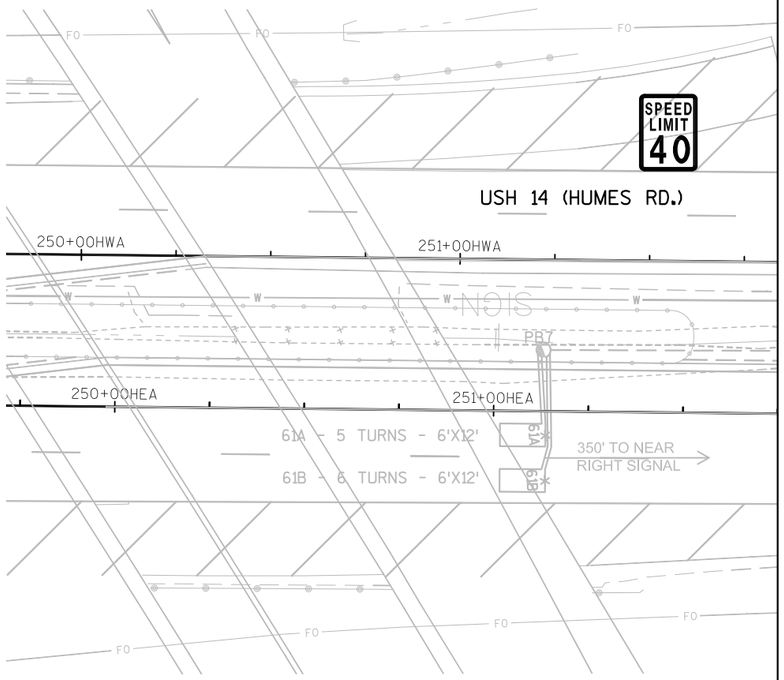
DESIGNED BY: ----------

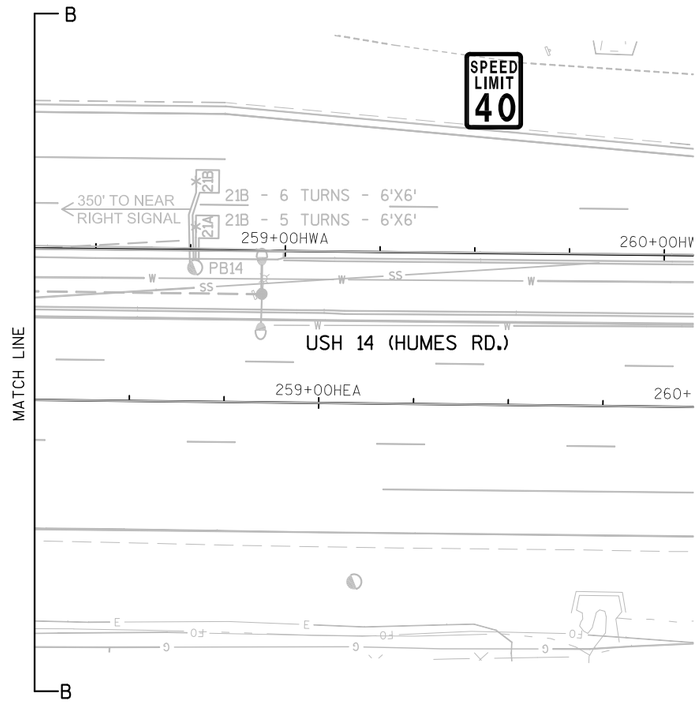
REVISED BY: KL ENGINEERING

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 243 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\SIGNALS\024001_USH14_SP.DWG PLOT DATE : 10/29/2015 3:05 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42





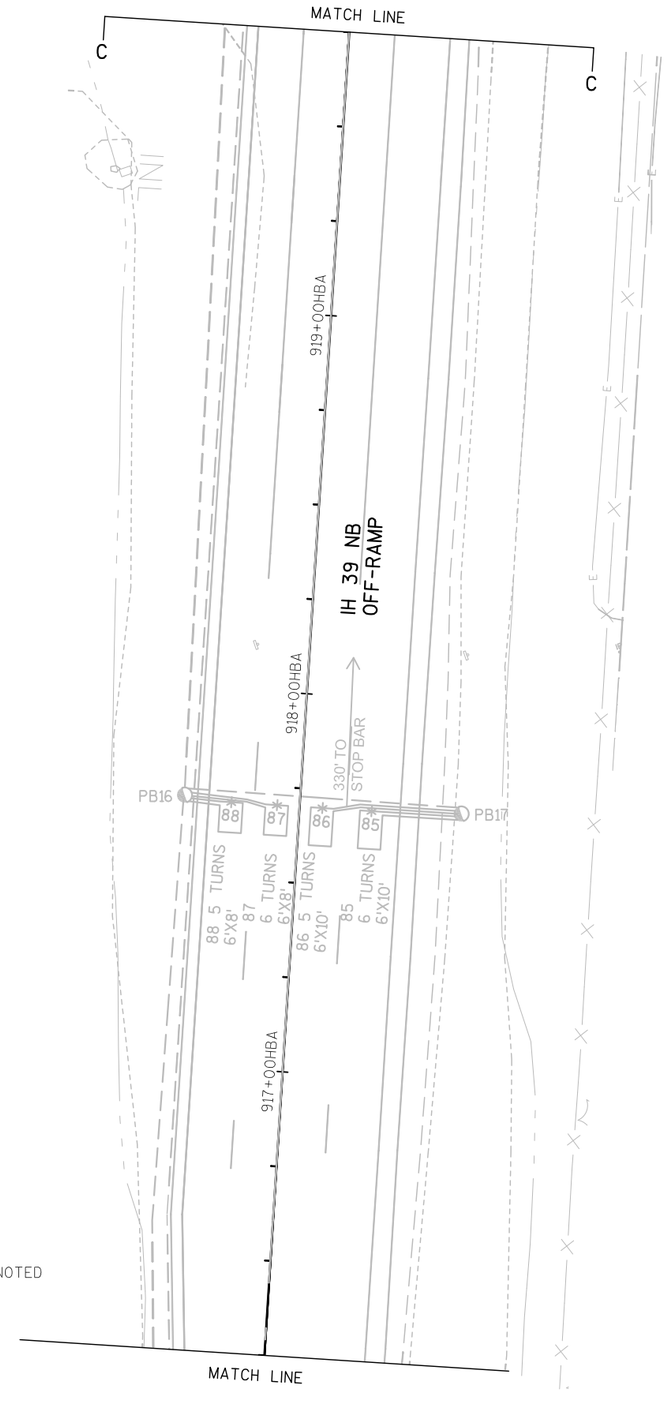
NOTE: NO PROPOSED WORK ON SHEET.

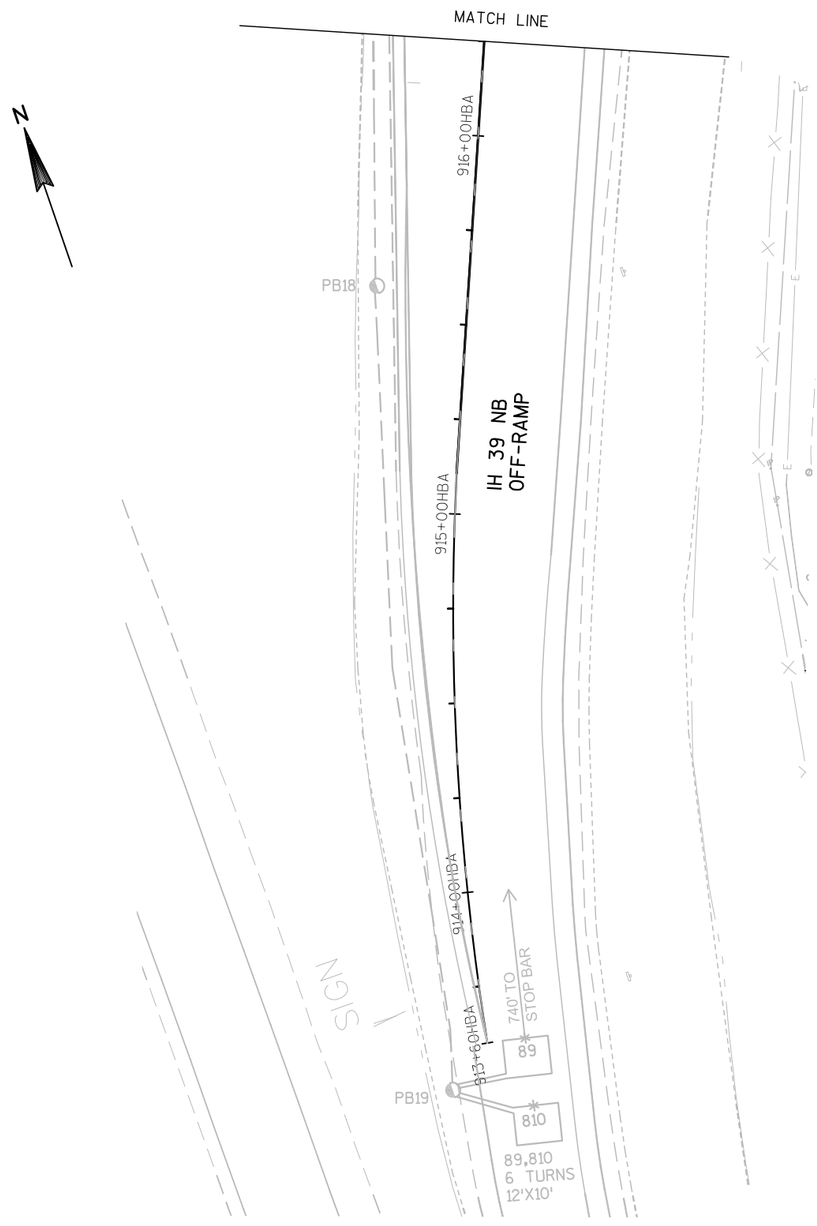
LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LANE DESIGNATION FOR INFORMATION ONLY

TRAFFIC CONTROL SIGNALS
USH 14 & IH 39/90 NB
CITY OF JANESVILLE ROCK COUNTY
SIGNAL NO. S53-0948 CONTROLLER TYPE: ECONOLITE ASC/3
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: ----------
REVISED BY: KL ENGINEERING
PAGE 2 OF 5

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 244	E





LEGEND

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LANE DESIGNATION FOR INFO ONLY

NOTES:

1) LOOPS 85, 86, 87, & 89 ALSO FUNCTION AS DIVERSION TRIGGER SYSTEM INPUT Q1.

2) LOOPS 89 & 810 ALSO FUNCTION AS DIVERSION TRIGGER SYSTEM INPUT Q2.

3) NO PROPOSED WORK ON SHEET.

TRAFFIC CONTROL SIGNALS

USH 14 & IH 39/90 NB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0948 CONTROLLER TYPE: ECONOLITE ASC/3

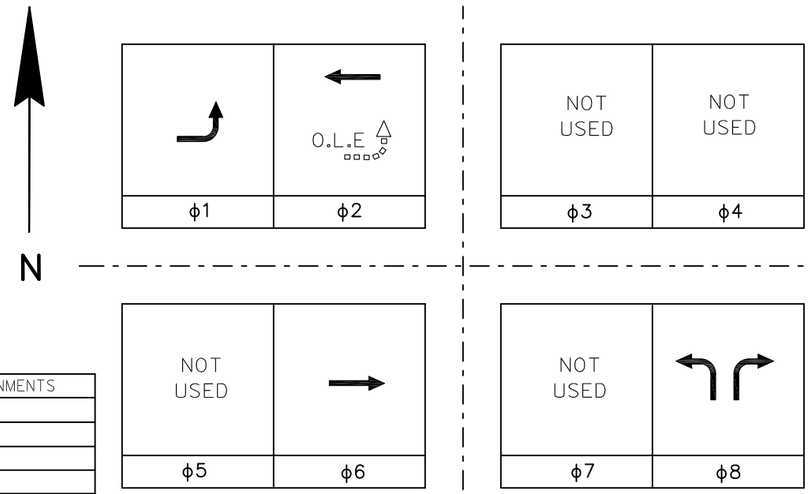
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: KL ENGINEERING

PAGE 3 OF 5

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 245	E

	HEAD NUMBERS	FLASH
Ø1	4-6	
Ø2	7-9	R
Ø3		
Ø4		
Ø5		
Ø6	1-3	R
Ø7		
Ø8	10-15	R
Ø2 PED		
Ø4 PED		
Ø6 PED		
Ø8 PED		

O.L. ASSIGNMENTS			
OLA			
OLB			
OLC			
OLD			
OLE	4-6	R	2 + 1
OLF			
OLG			
OLH			



DIVERSION TRIGGER SYSTEM NOTE:
CABINET ALSO HOUSES TWO CONTACT CLOSURES, TWO "NEWS" CONTROLLER, AND TWO SERIAL RADIOS AS COMPONENTS OF THE DIVERSION TRIGGER SYSTEM.

LEGEND



CONTROLLER LOGIC

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

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

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

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

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	SS-53-01

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED	PREEMPTED APPROACH
1	RESERVED			
2	RESERVED			
3	EVP	A	1+6	EB
4	EVP	B	2+6	WB
5	NOT USED			
6	EVP	D	8	NB
7	NOT USED			
8	NOT USED			
9	NOT USED			
10	NOT USED			

DETECTOR LOGIC

									MD-EB		MD-WB							
DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	35	33	39	DETECTOR INPUT
DETECTOR #(S)	11	21A	61A	81	82	83	84	85	1-EB	2-EB	1-WB	2-WB					22V	24V	62V	DETECTOR #(S)
PHASE CALLED	1	2	6	8	8	8	8										2		6	PHASE CALLED
PHASE EXTENDED	1	2	6	8	8	8	8	8									2		6	PHASE EXTENDED
DISCONNECT TIME																				DISCONNECT TIME
CALLING DELAY				15	10															CALLING DELAY
EXTENSION STRETCH																				EXTENSION STRETCH
LOOP FUNCTION		SYS	SYS					Q1	SYS	SYS	SYS	SYS						COUNT		LOOP FUNCTION

VIDEO DETECTION ZONES

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	36	34	40	DETECTOR INPUT
DETECTOR #(S)	12	21B	61B	86	87	88	89	810									23V		63V	DETECTOR #(S)
PHASE CALLED	1	2	6														2		6	PHASE CALLED
PHASE EXTENDED	1	2	6	8	8	8	8	8									2		6	PHASE EXTENDED
DISCONNECT TIME																				DISCONNECT TIME
CALLING DELAY																				CALLING DELAY
EXTENSION STRETCH																				EXTENSION STRETCH
LOOP FUNCTION		SYS	SYS	Q1	Q1	Q1	Q2	Q2												LOOP FUNCTION

SYS = SYSTEM
Q1/Q2 = DIVERSION TRIGGER SYSTEM INPUTS

NOTES:

1. EACH PREEMPTION SEQUENCE SHALL TERMINATE WITH AN ALL-RED INTERVAL. AFTER PREEMPTION SEQUENCE A OR B, CONTROLLER SHALL RETURN TO PHASES 2+6. AFTER PREEMPTION SEQUENCE D, CONTROLLER SHALL RETURN TO PHASE 8.
2. EVP CONFIRMATION LIGHT OPERATION SHALL CONFORM TO THE CITY OF JANESVILLE MODE OF OPERATION. THE ACTIVATED APPROACH SHALL HAVE A STEADY INDICATION. ALL OTHER APPROACHES SHALL HAVE FLASHING INDICATIONS.

TRAFFIC CONTROL SIGNAL

USH 14 & IH 39/90 NB

CITY OF JANESVILLE ROCK COUNTY

SIGNAL NO. S53-0948

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING
REVISED BY: KL ENGINEERING

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\SIGNALS\024001_SEQ_USH 14.DWG PLOT DATE : 10/29/2015 3:07 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********* WISDOT/CADDS SHEET 42

IH 39 NB RAMPS & USH 14 NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB-1	5/C	13	NB RT	R	R
				Y	O
				G	G
CABINET TO SB-2	9/C	2	EB	R	R
				Y	O
				G	G
		10	SB LT	R	R/BLK
				Y	O/BLK
				G	G/BLK
CABINET TO SB-3	5/C	1	EB	R	R
				Y	O
				G	G
CABINET TO SB-4	7/C	4	EB LT	R	R
				Y	O
				FY	BLK
				G	G
CABINET TO SB-5	5/C	9	WB	R	R
				Y	O
				G	G
CABINET TO SB-6	5/C	8	WB	R	R
				Y	O
				G	G
CABINET TO SB-7	5/C	12	NB LT	R	R
				Y	O
				G	G
CABINET TO SB-8	5/C	11	NB LT	R	R
				Y	O
				G	G
CABINET TO SB-9	5/C	7	WB	R	R
				Y	O
				G	G
CABINET TO SB-10	7/C	6	EB LT	R	R
				Y	O
				FY	BLK
				G	G
CABINET TO SB-11	9/C	3	EB	R	R
				Y	O
				G	G
		5	EB LT	R	R/BLK
				Y	O/BLK
				FY	WHT/BLK
				G	G/BLK
CABINET TO SB-12	5/C	15	NB RT	R	R
				Y	O
				G	G
CABINET TO SB-13	5/C	14	NB RT	R	R
				Y	O
				G	G

IH 39 NB RAMPS & USH 14 LIGHTING CABLING CHART TYPE UF 12-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	CABINET TO LB3	SW QUADRANT
	LB3 TO SB5	WEST MEDIAN
	SB5 TO LB1	WEST MEDIAN
	CABINET TO SB13	WB RT TURN ISLAND
	SB13 TO SB9	EAST MEDIAN
	SB9 TO LB2	EAST MEDIAN

USH 14 & IH 39 NB RAMPS STATE FURNISHED 5.8GHz ETHERNET BRIDGE CATEGORY 6 COMMUNICATIONS CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
5.8 GHz WIRELESS	SB2	CB1	PB2→PB15→PB1

USH 14 & IH 39 NB RAMPS MICROWAVE DETECTORS CAT-5E CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
MD-WB	SB9	CB1	PB10→PB11→PB12→PB15→PB1
MD-EB	SB13	CB1	PB10→PB11→PB12→PB15→PB1

USH 14 & IH 39 NB RAMPS VIDEO CAMERA DETECTORS CAT-5E CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
V1	SB9	CB1	PB10→PB11→PB12→PB15→PB1

IH 39 NB RAMPS & USH 14 EMERGENCY VEHICLE PREEMPT CABLE, CONFIRMATION LIGHT 14-2 AWG CABLE	
FROM	TO
CABINET	SB2 ("B")
CABINET	SB6 ("A")
CABINET	SB8 ("D")

USH 14 & IH 39 NB RAMPS YAGI ANTENNAS 1/2-INCH COAX CABLE			
DEVICE	BEGIN	END	PROPOSED ROUTING
NORTH FACING	LP3	CB1	PB3→PB2→PB15→PB1
SOUTH FACING	LP3	CB1	PB3→PB2→PB15→PB1

TRAFFIC CONTROL SIGNALS
USH 14 & IH 39/90 NB

CITY OF JANESVILLE — ROCK COUNTY

SIGNAL NO. S53-0948

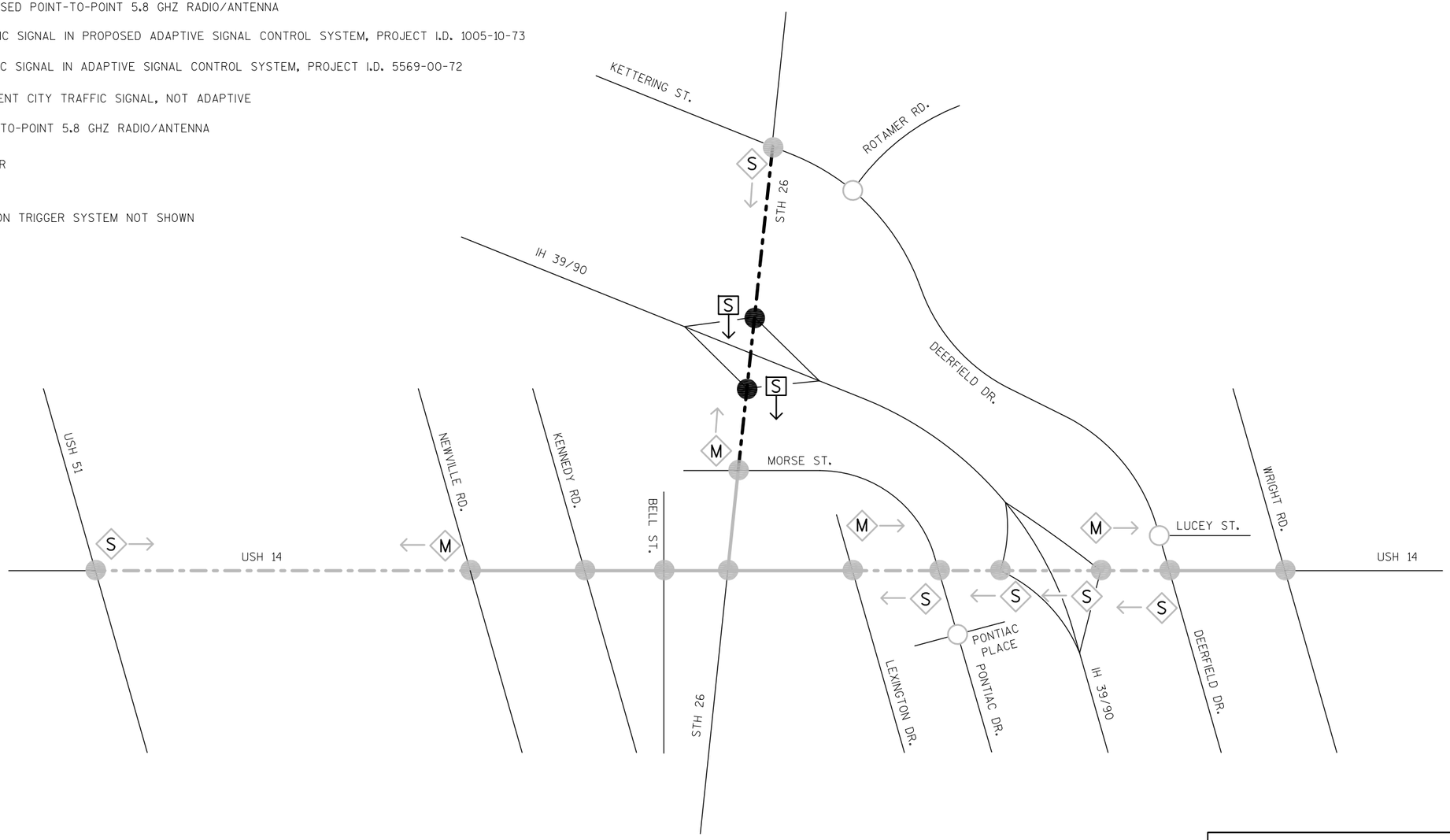
REGION CONTACT: GRAHAM HEITZ — PAGE 5 OF 5

LEGEND

- CONDUIT/FIBER, PROJECT ID. 5569-00-72
- RADIO COMMUNICATION, PROJECT ID. 5569-00-72
- RADIO COMMUNICATION, PROJECT ID. 1005-10-73
- PROPOSED POINT-TO-POINT 5.8 GHZ RADIO/ANTENNA
- TRAFFIC SIGNAL IN PROPOSED ADAPTIVE SIGNAL CONTROL SYSTEM, PROJECT I.D. 1005-10-73
- TRAFFIC SIGNAL IN ADAPTIVE SIGNAL CONTROL SYSTEM, PROJECT I.D. 5569-00-72
- ADJACENT CITY TRAFFIC SIGNAL, NOT ADAPTIVE
- POINT-TO-POINT 5.8 GHZ RADIO/ANTENNA
- M MASTER
- S SLAVE

NOTE: DIVERSION TRIGGER SYSTEM NOT SHOWN

N



TRAFFIC SIGNAL INTERCONNECT
STH 26
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. SS-53-01

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

SHEET 1 OF 1

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	INTERCONNECT OVERVIEW SHEET	SHEET 248	E

2

2

CITY OF JANESVILLE TRAFFIC SIGNAL INTERCONNECT

1. REMOVE EXISTING PULLBOXES IN CONFLICT WITH PROPOSED DESIGN, AND ABANDON EXISTING SIGNAL INTERCONNECT CONDUIT AND REMOVE WIRING. SEE MISCELLANEOUS QUANTITIES.

END OF CITY OF JANESVILLE LIGHTING (SYSTEM 1 ON SHEET). STREET LIGHT TO REMAIN IN OPERATION.

CITY OF JANESVILLE LIGHTING

1. REMOVE SL2 AND SALVAGE THE TRANSFORMER BASE, POLE, LUMINAIRES AND ARMS. SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES.
2. INSTALL LPB1 TO INTERCEPT EXISTING LIGHTING CONDUIT ENTERING SL2. REMOVE EXISTING LIGHTING CONDUCTORS AND REPLACE WITH NEW MATCHING CONDUCTORS IN LPB1. PULL NEW CONDUCTORS FROM SL1 TO LPB1 TO SL3. SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES.

END OF CITY OF JANESVILLE LIGHTING (SYSTEM 2 ON SHEET). STREET LIGHT TO REMAIN IN OPERATION.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ELECTRICAL DETAIL (CITY OF JANESVILLE UTILITIES)	SHEET 249 E

ITS GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

ITS LEGEND

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

ITS STANDARD ABBREVIATIONS

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

ITS CONTACTS

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

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

SRF CONSULTING GROUP
INTELLIGENT TRANSPORTATION SYSTEMS
MR. JACOB FOLKERINGA
763-452-4730
MR. NICK GRAGE
763-452-4834
1 CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MN 55447

ORIGINAL PLANS PREPARED BY

SRF Consulting Group, Inc. — Engineers Planners Designers

ITS SHEETS 1–10

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

7/10/2015 (Date)

(Signature)

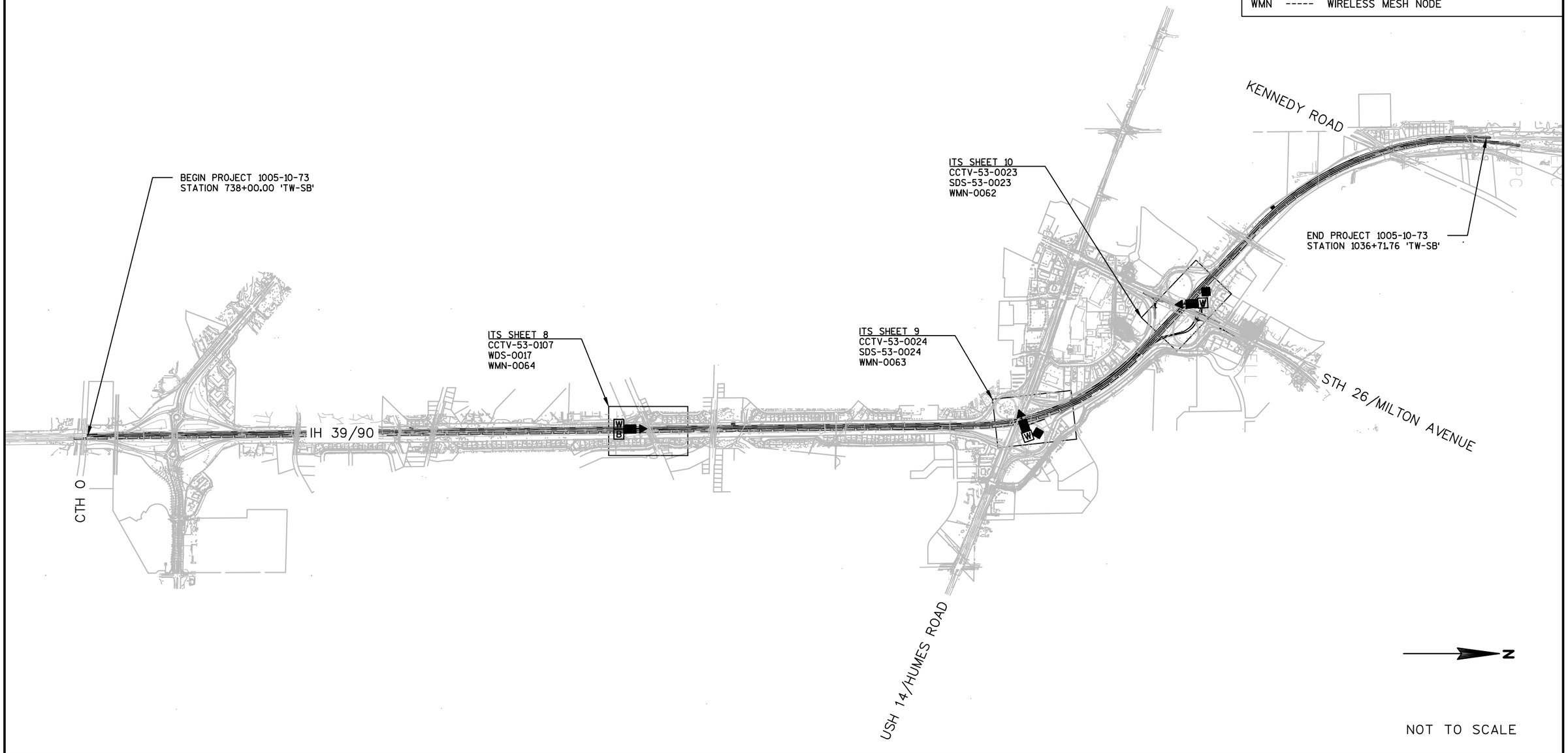
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ITS GENERAL NOTES	SHEET 250	E

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
MICROWAVE DETECTOR	
BLUETOOTH SENSOR	B
WIRELESS MESH NODE	W

ITS STANDARD ABBREVIATIONS

CCTV ----- CLOSED CIRCUIT TELEVISION
SDS ----- SYSTEM DETECTOR STATION
WDS ----- WIRELESS DETECTION SENSOR
WMN ----- WIRELESS MESH NODE

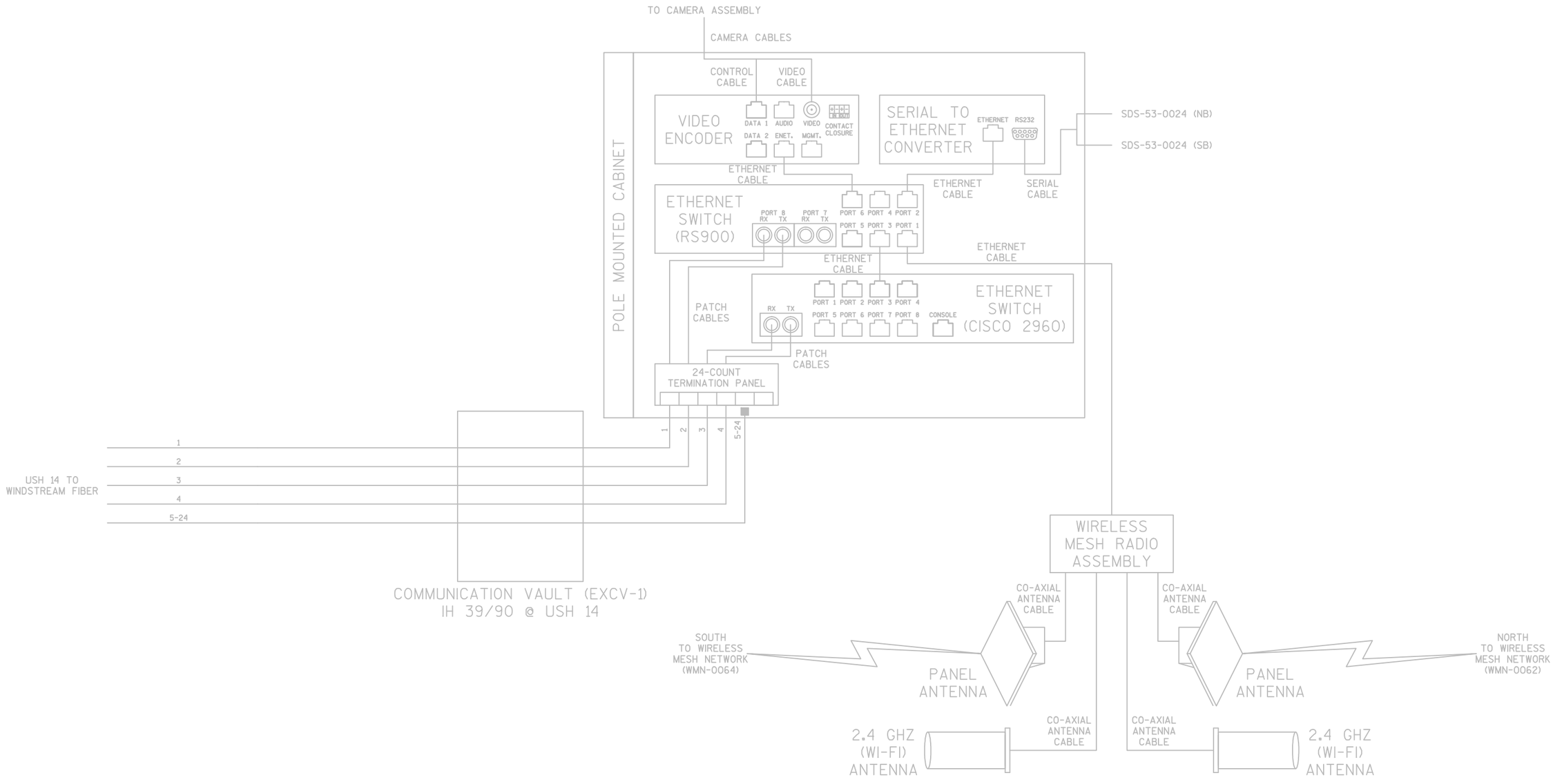


NOT TO SCALE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ITS PROJECT OVERVIEW	SHEET	E

FILE NAME : H:\PROJMDSN\8134\CAD_BIM\PLAN\1005-10-73_CTH O TO KENNEDY RD_TP\SR_ITS PLANS_1005-10-73.DWG PLOT DATE : 7/10/2015 4:30 PM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 0.000508

NOT TO SCALE



FIBER OPTIC SPLICE ×
UNSPLICED/UNTERMINATED ■

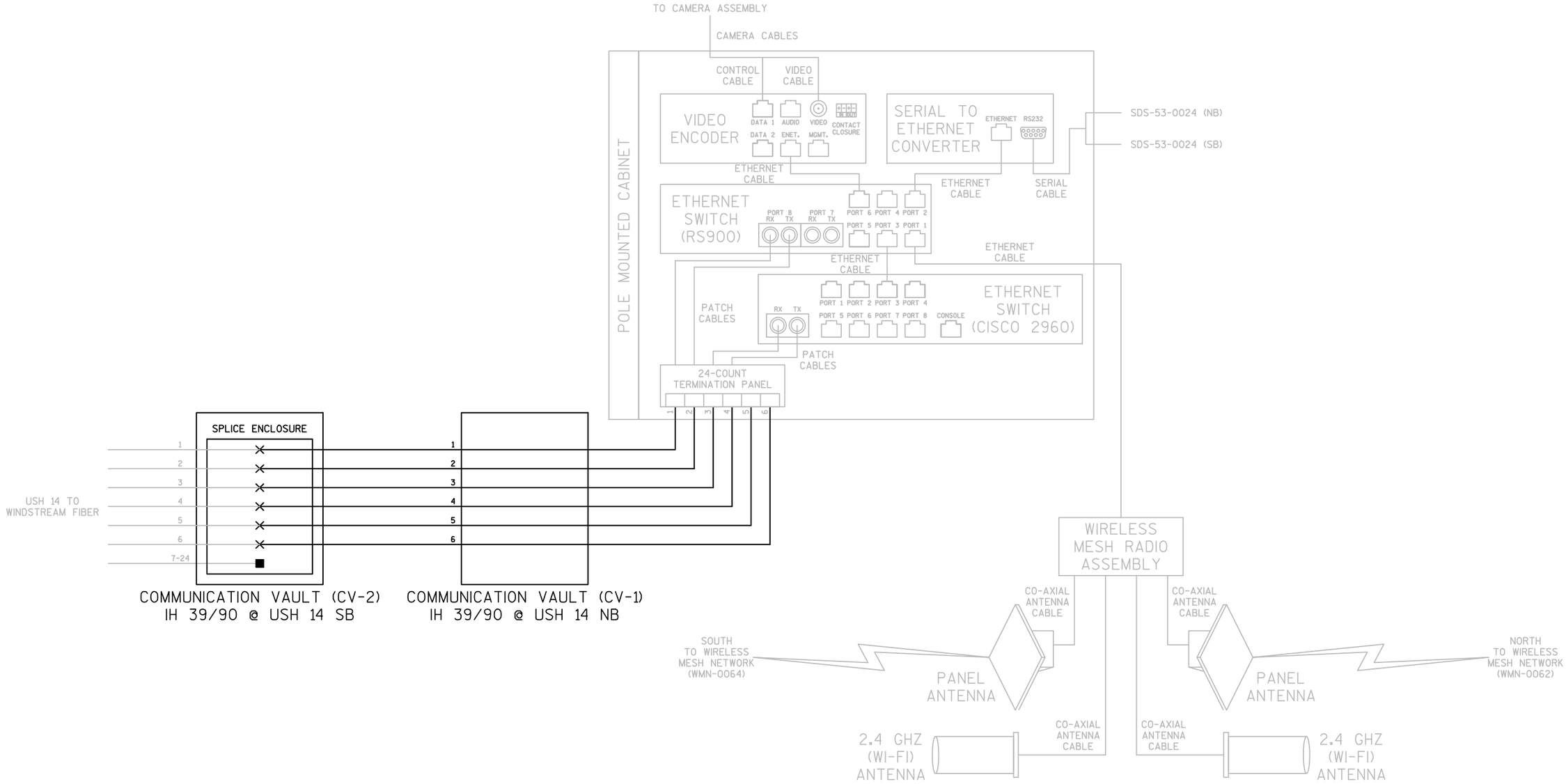
CCTV-53-0024 & SDS-53-0024 - IH 39/90 @ USH 14 (924+70 'TW')

NOTES

ALL CABLES INCIDENTAL TO DEVICE INSTALLATION.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ITS COMMUNICATION SCHEMATICS - EXISTING	SHEET 252	E

NOT TO SCALE



FIBER OPTIC SPLICE ×
UNSPLICED/UNTERMINATED ■

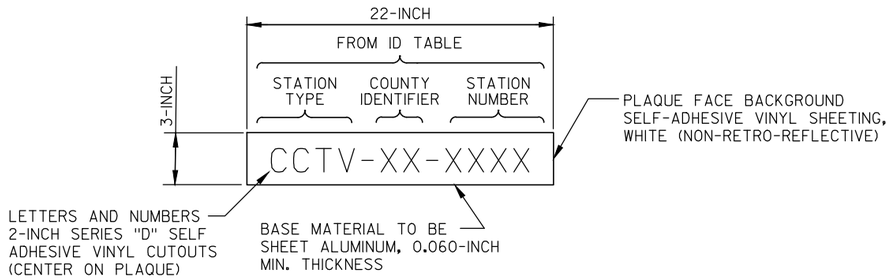
CCTV-53-0024 & SDS-53-0024 - IH 39/90 @ USH 14 (924+85)

NOTES

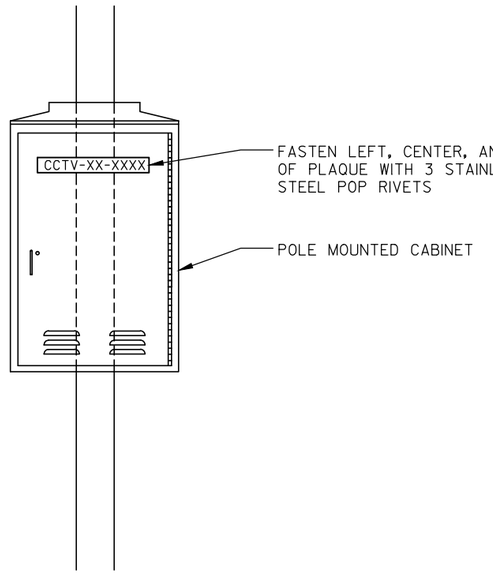
ALL CABLES INCIDENTAL TO DEVICE INSTALLATION.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ITS COMMUNICATION SCHEMATICS - PROPOSED	SHEET 253	E

NOT TO SCALE



CONTROL CABINET IDENTIFICATION PLAQUE



PLAQUES SEQUENCE IDENTIFICATION

PLAQUES SEQUENCE IDENTIFICATION TABLE		
SITE LOCATION	ID PLAQUE	NO. OF PLAQUES
IH 39/90 @ USH 14 INTERCHANGE	CCTV-53-0024	1
	SDS-53-0024	1

STATION TYPE LEGEND

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

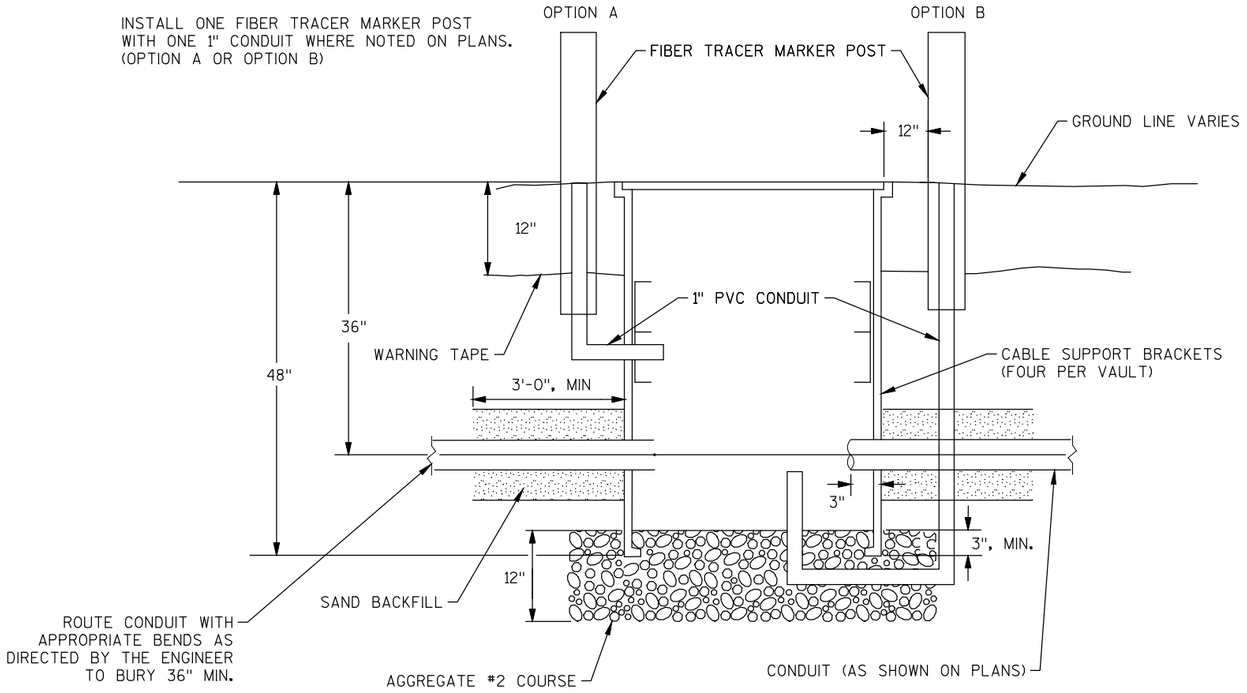
NOTES

TWO PLAQUES PER DEVICE REQUIRED ON CONTROL CABINET.

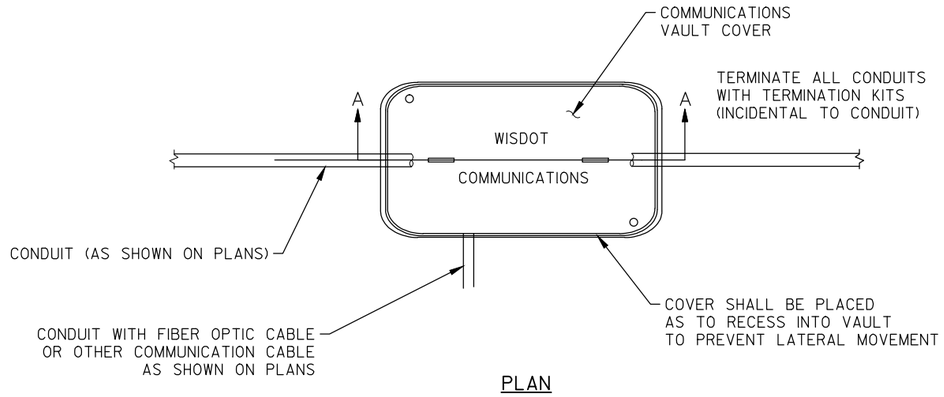
FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.

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

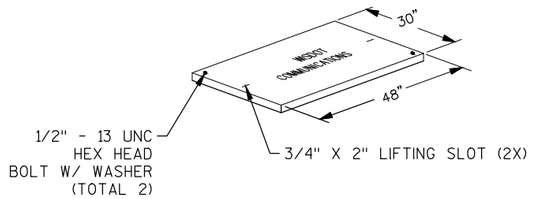
NOT TO SCALE

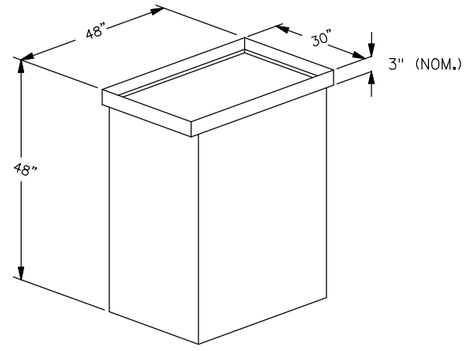


SECTION A-A



PLAN





ISOMETRIC

NOTES

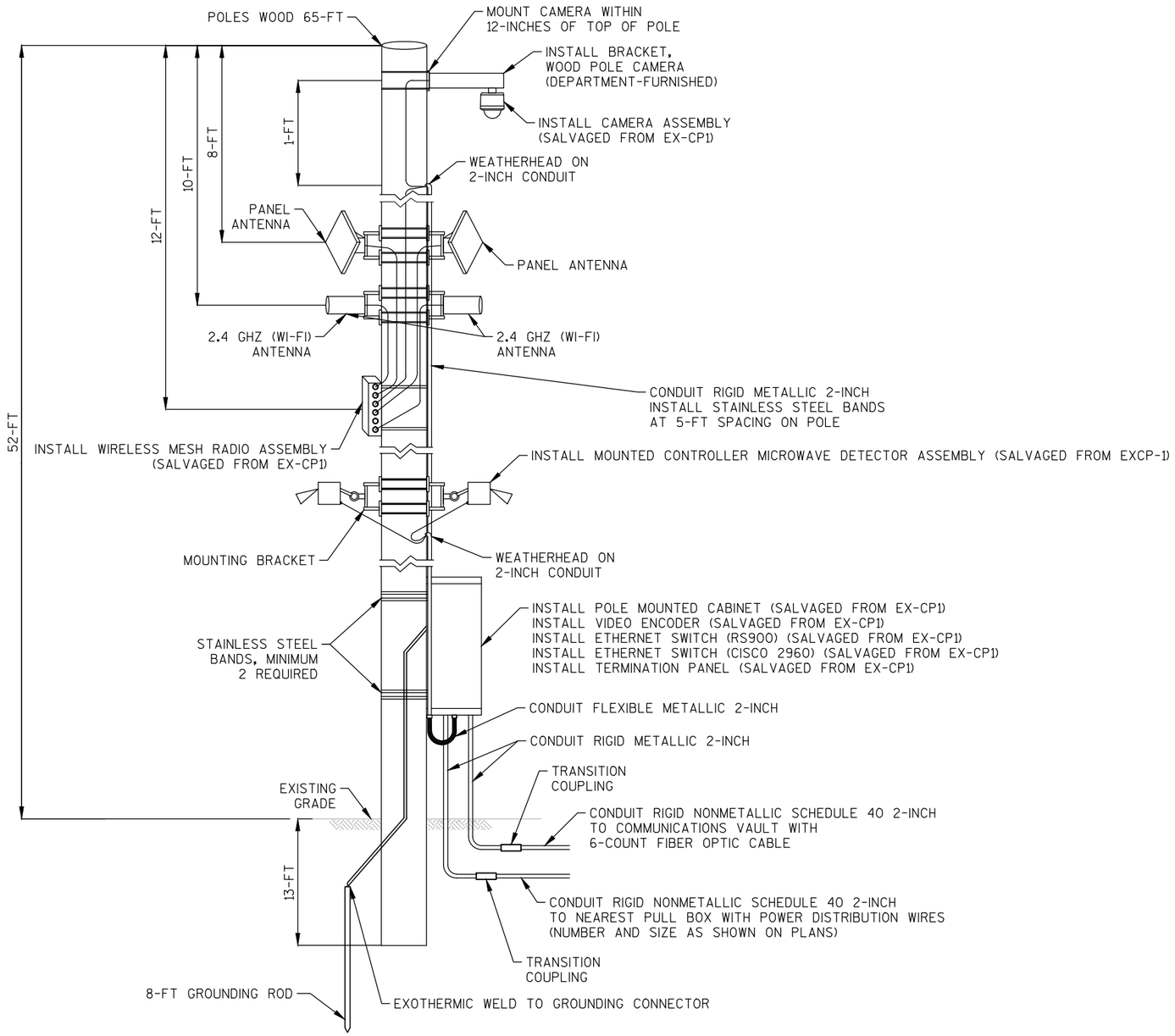
BOX SHALL HAVE AN OPEN BASE.

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

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

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

NOT TO SCALE



CAMERA & POLE MOUNTED CABINET MOUNTING

CCTV-53-0024 & SDS-53-0024 - IH 39/90 @ USH 14 INTERCHANGE (924+85)

NOTES

SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

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

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

ORIENT ANTENNAS TO OPTIMIZE SIGNAL STRENGTH.

CONDUIT FLEXIBLE METALLIC SHALL BE LIQUID TIGHT.

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
POLE	
PULL BOX	
ITS CONDUIT	
METER BREAKER PEDESTAL	
BREAKER DISCONNECT BOX	
BLUETOOTH SENSOR	B
WIRELESS MESH NODE	W
WOODEN POWER POLE	

ITS STANDARD ABBREVIATIONS

CCTV ----- CLOSED CIRCUIT TELEVISION
WDS ----- WIRELESS DETECTION SENSOR
WMN ----- WIRELESS MESH NODE

EXISTING R/W

EXISTING CCTV-53-0107, WDS-0017 & WMN-0064 (1005-10-70)

SLOPE INTERCEPT

845'TW'

850'TW'

855'TW'

IH 39/90 SB

IH 39/90 NB

845

850

855

EXISTING CONDUIT (1005-10-70)
(TYPICALLY BURIED 36 INCHES BELOW EXISTING GRADE)

MILWAUKEE STREET

POOL

N

0 50 100
scale in feet

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ITS PLANS	SHEET 257	E

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
POLE MOUNTED CABINET	
POLE	
PULL BOX 24X36	
PULL BOX 24X42	
COMMUNICATION VAULT	V
MICROWAVE DETECTOR	
ITS CONDUIT	
METER BREAKER PEDESTAL	
WIRELESS MESH NODE	W
TRANSFORMER	
DETECTION ZONE	
QUANTITY POINT	

ITS STANDARD ABBREVIATIONS

CB	-----	CONTROLLER CABINET
CCTV	-----	CLOSED CIRCUIT TELEVISION
CP	-----	CAMERA POLE
CV	-----	COMMUNICATIONS VAULT
DP	-----	DETECTOR POLE
EX	-----	EXISTING
MB	-----	METER BREAKER
PB	-----	PULL BOX
QP	-----	QUANTITY POINT
SDS	-----	SYSTEM DETECTOR STATION
WMN	-----	WIRELESS MESH NODE

USH 14/HUMES ROAD NB

USH 14/HUMES ROAD NB

EXISTING CONDUIT
EXISTING FIBER OPTIC CABLE OUTDOOR PLANT 24-CT

REMOVING PULL BOXES

EXPB-1

EXISTING CCTV-53-0024, SDS-53-0024 & WMN-0063
SALVAGE ITS EQUIPMENT
REMOVING 50-FOOT CAMERA POLE
REMOVING CONCRETE BASES

REMOVE POLES TYPE 5
REMOVING CONCRETE BASES

REMOVE CABLE
ABANDON CONDUIT

REMOVE CABLE
(PULL CABLE BACK TO EXPB-4)
ABANDON CONDUIT

EXDP-1

EXPB-2

FIBER OPTIC SPLICE ENCLOSURE
6-FIBER OPTIC SPLICE
FIBER TRACER MARKER POST

CV-2

REMOVE CABLE
(PULL CABLE BACK TO CV-2)
ABANDON CONDUIT

REMOVE CABLE
ABANDON CONDUIT

REMOVING PULL BOXES

EXPB-3

930

925'TW'

EXCP-1

IH 39/90 SB

920'TW'

EXCV-1

REMOVE CABLE
ABANDON CONDUIT

REMOVE CABLE
(PULL CABLE BACK TO EXPB-4)
ABANDON CONDUIT

REMOVE POLES TYPE 5
REMOVING CONCRETE BASES

925

EXDP-2

EXPB-4

REMOVE COMMUNICATION VAULT

920

CONDUIT SPECIAL 2-INCH
INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

IH 39/90 NB

QP-1

CV-1

PB-1

CP-1

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
REINSTALL CABLE
(CABLE PULLED BACK FROM EXCP-1 TO EXPB-4)

CONDUIT SPECIAL 2-INCH
REINSTALL CABLE
(CABLE PULLED BACK FROM EXCP-1 TO EXPB-4)

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
REINSTALL CABLE
(CABLE PULLED BACK FROM EXCP-1 TO EXPB-4)

EXISTING CONDUIT AND POWER DISTRIBUTION WIRES

EXISTING ELECTRICAL SERVICE METER BREAKER PEDESTAL

EXISTING TRANSFORMER

EXISTING ITS FIELD CABINET

CCTV-53-0024, SDS-53-0024 & WMN-0063
POLES WOOD 65-FT
INSTALL CAMERA ASSEMBLY (SALVAGED FROM EXCP-1)
INSTALL WIRELESS MESH NODE (SALVAGED FROM EXCP-1)
2-INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (SALVAGED FROM EXCP-1)
INSTALL POLE MOUNTED CABINET (SALVAGED FROM EXCP-1)
INSTALL VIDEO ENCODER (SALVAGED FROM EXCP-1)
2-INSTALL ETHERNET SWITCH (RS900 AND CISCO 2960) (SALVAGED FROM EXCP-1)
INSTALL TERMINATION PANEL (SALVAGED FROM EXCP-1)
2-PLAQUES SEQUENCE IDENTIFICATION
6-FIBER OPTIC TERMINATION

REINSTALL AND MAKE OPERATIONAL THE ITS EQUIPMENT WITHIN FIVE DAYS OF SALVAGING.

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

N

0 50 100
scale in feet

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ITS PLANS	SHEET	E

FILE NAME : H:\PROJMDSN\8134\CAD_BIM\PLAN\1005-10-73_CTH O TO KENNEDY RD_TP\SR_ITS PLANS_1005-10-73.DWG PLOT DATE : 7/10/2015 4:31 PM PLOT BY : NICK GRAGE PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 42

ITS LEGEND

DESCRIPTION	SYMBOL
CCTV CAMERA	
BASE MOUNTED CABINET	
POLE	
PULL BOX 24X42	
MICROWAVE DETECTOR	
ITS CONDUIT	
METER BREAKER PEDESTAL	
WIRELESS MESH NODE	W

ITS STANDARD ABBREVIATIONS

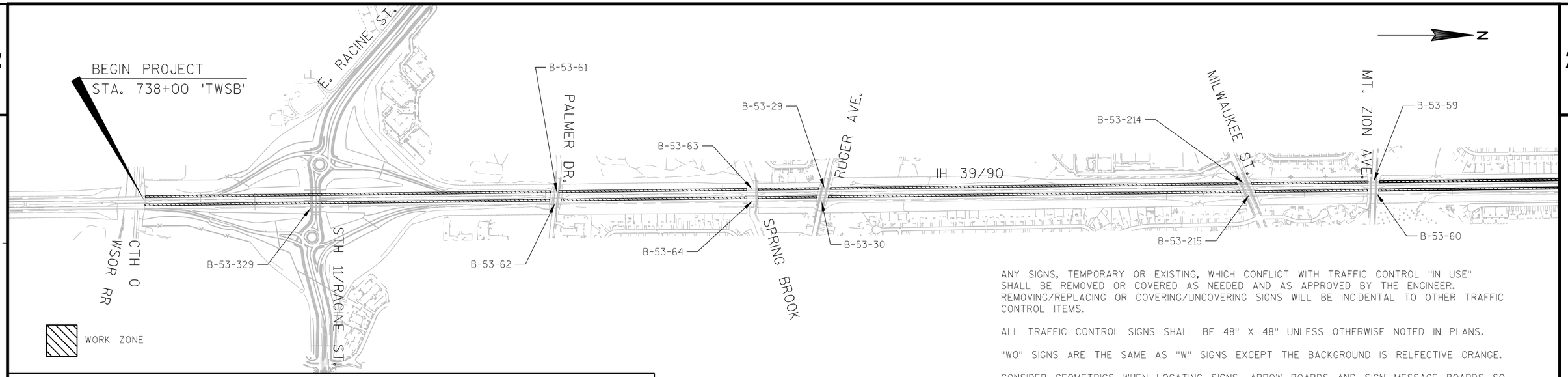
CCTV ----- CLOSED CIRCUIT TELEVISION
SDS ----- SYSTEM DETECTOR STATION
WMN ----- WIRELESS MESH NODE

REMOVING PULL BOXES
EXPB-5
IH 39/90 SB
IH 39/90 NB
960
965
970
REMOVE CABLE
ABANDON CONDUIT
EXPB-6
EXISTING CCTV-53-0023 & WMN-0062
EXISTING SDS-53-0023
EXISTING CONDUIT AND POWER DISTRIBUTION WIRES
(TYPICALLY BURIED 36 INCHES BELOW EXISTING GRADE)
EXISTING ITS FIELD CABINET
STH 26/MILTON AVENUE NB
STH 26/MILTON AVENUE SB
ELECTRICAL SERVICE METER BREAKER PEDESTAL
(SHARED SERVICE WITH WISDOT TRAFFIC SIGNAL)
(SEE TRAFFIC SIGNAL DRAWINGS)
EXISTING CONDUIT AND POWER DISTRIBUTION WIRES
(TYPICALLY BURIED 36 INCHES BELOW EXISTING GRADE)

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

0 50 100
scale in feet

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ITS PLANS	SHEET 259	E



STAGE 1

MAINTENANCE OF TRAFFIC:

- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME OUTSIDE LANE CLOSURES IN THE SOUTHBOUND DIRECTION AND INSIDE LANE CLOSURES IN THE NORTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

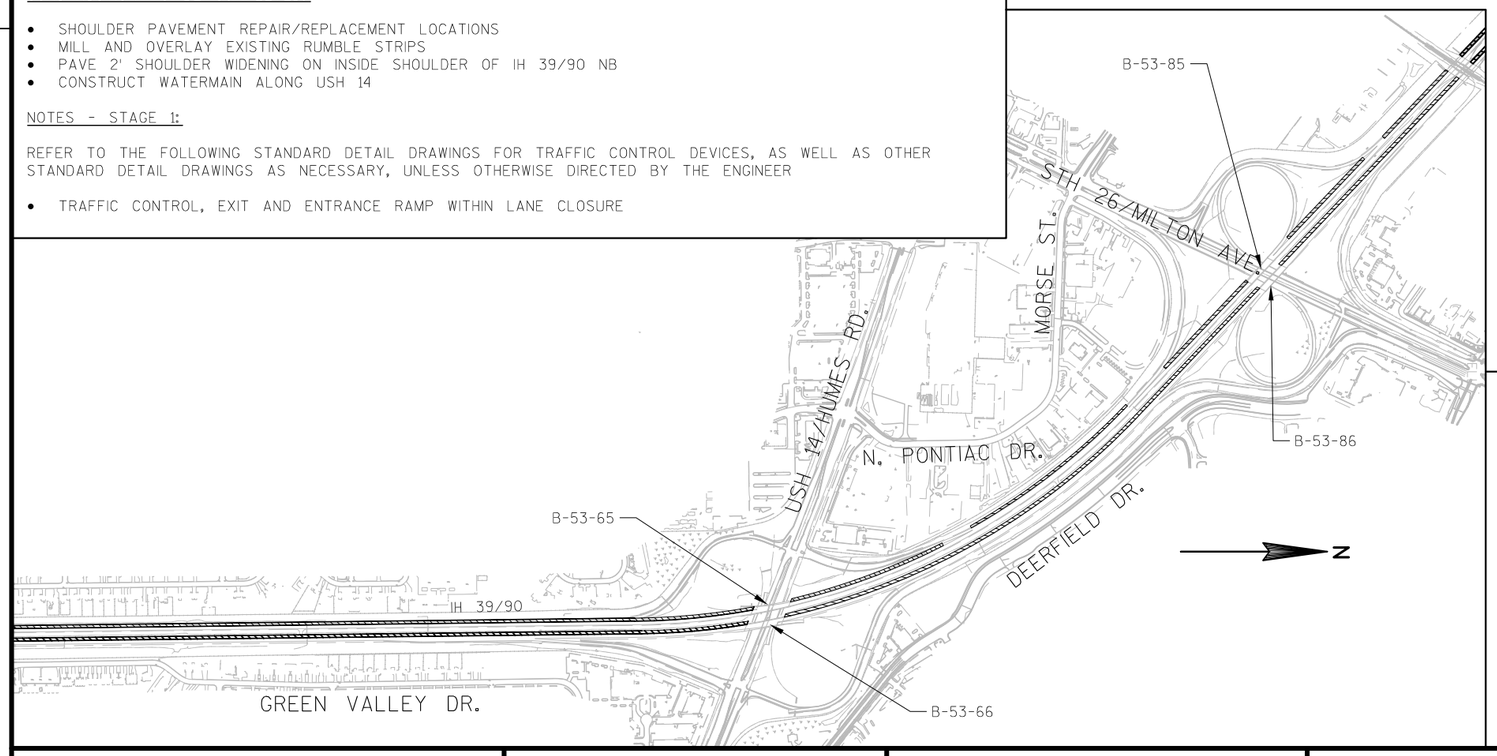
CONSTRUCTION TO BE COMPLETED:

- SHOULDER PAVEMENT REPAIR/REPLACEMENT LOCATIONS
- MILL AND OVERLAY EXISTING RUMBLE STRIPS
- PAVE 2' SHOULDER WIDENING ON INSIDE SHOULDER OF IH 39/90 NB
- CONSTRUCT WATERMAIN ALONG USH 14

NOTES - STAGE 1:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE



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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

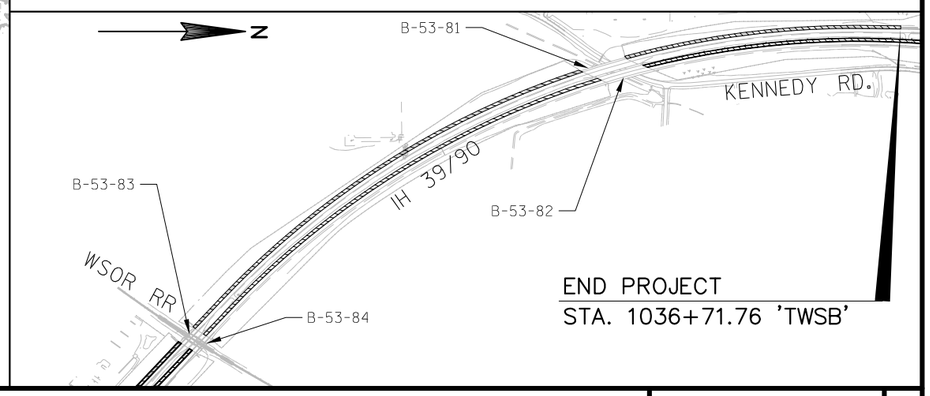
THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1 OVERVIEW	SHEET 260 E

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"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 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.

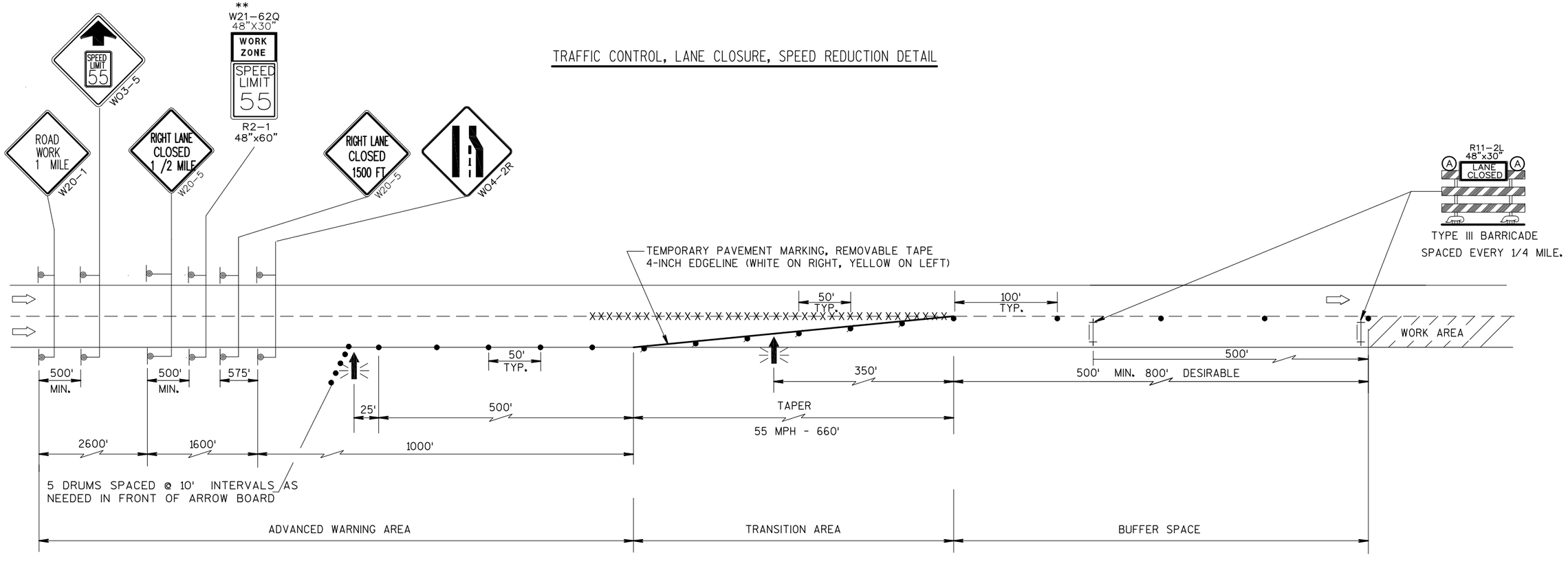
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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.

** 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 70 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.

TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL



2

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL DETAIL: TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION	SHEET 261 - E

2

PCMS

PCMS

WO1-6
48"_X_24"

TYPE III BARRICADE

FOR CONSTRUCTION TRAFFIC EXITING LIVE TRAFFIC LANES

100'

END OF
WORK ZONE

500'

750'

TRUCKS
ENTERING
FROM
RIGHT
W08-6
(MOD)

FOR CONSTRUCTION TRAFFIC RE-ENTERING LIVE TRAFFIC LANES

NOTE:
SPACING AND LOCATIONS OF DEVICES IN THE FIELD
SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER

SEE OTHER TRAFFIC CONTROL DETAILS AND STANDARD
DETAIL DRAWINGS FOR LANE CLOSURE DETAILS

PORTABLE MESSAGE SIGN MESSAGES SHOULD READ:

FRAME 1	FRAME 2
TRUCKS EXITING RIGHT	TRAFFIC STAY LEFT

LEGEND

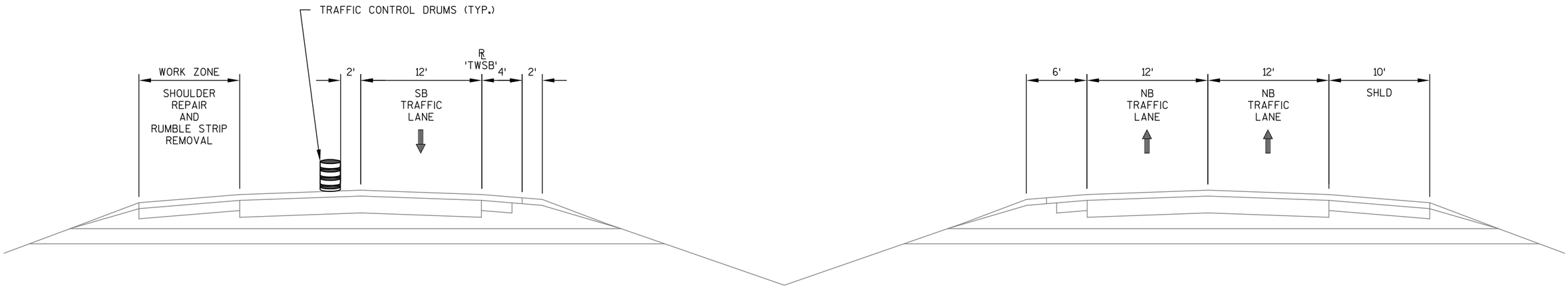
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL SIGN
- IH 39 TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK ZONE
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD

TRAFFIC CONTROL DETAIL FOR CONSTRUCTION ACCESS AT LANE CLOSURES

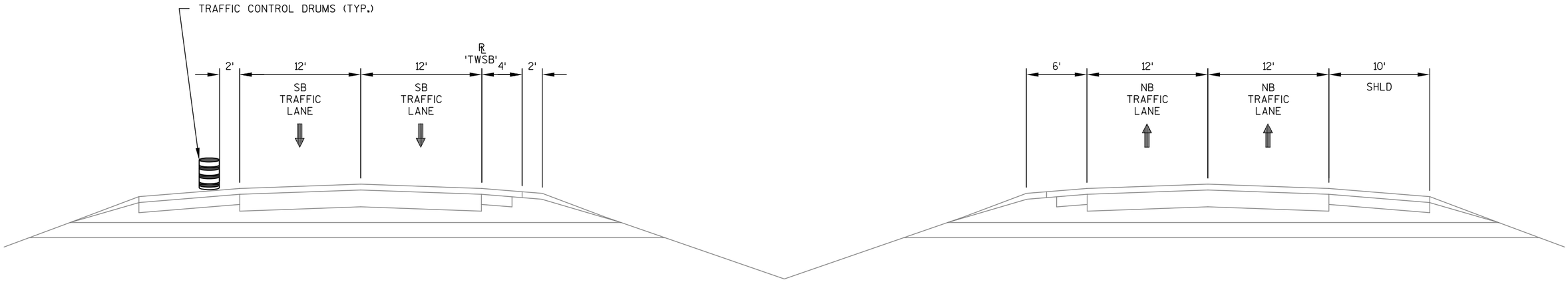
NIGHT USE ONLY

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL DETAIL: CONSTRUCTION ACCESS	SHEET 262	E

2

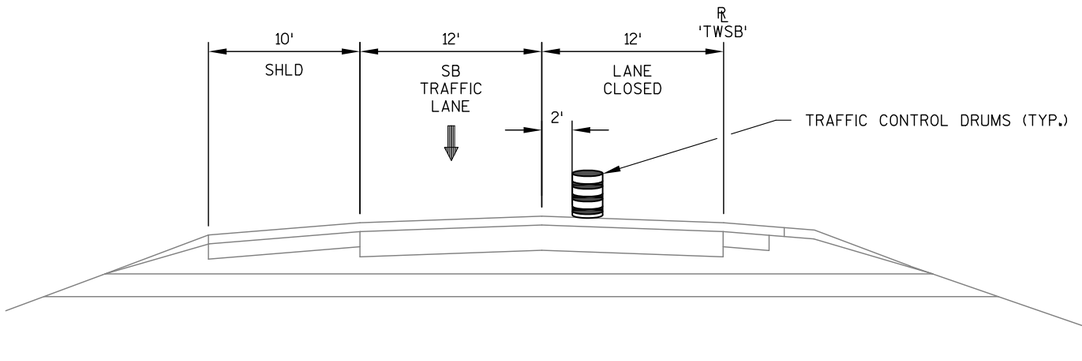


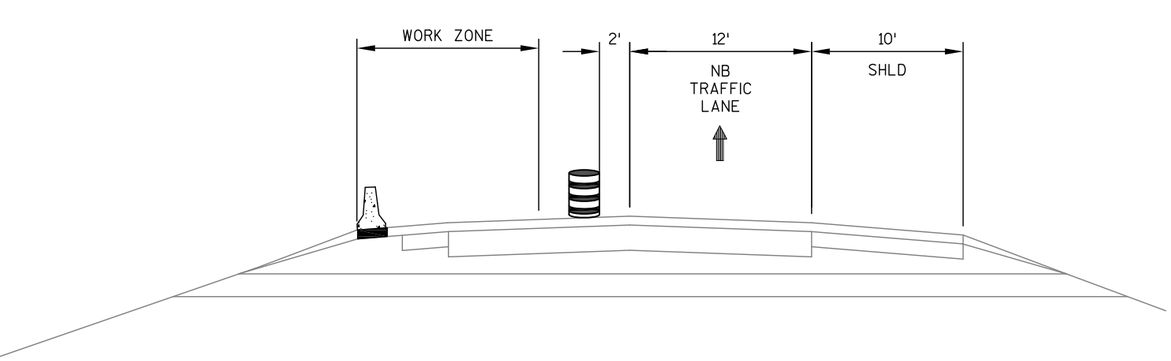
IH 39/90 SB WIDENING - STAGE 1
NIGHTTIME HOURS
738+00 'TWSB' - 1036+71 'TWSB'



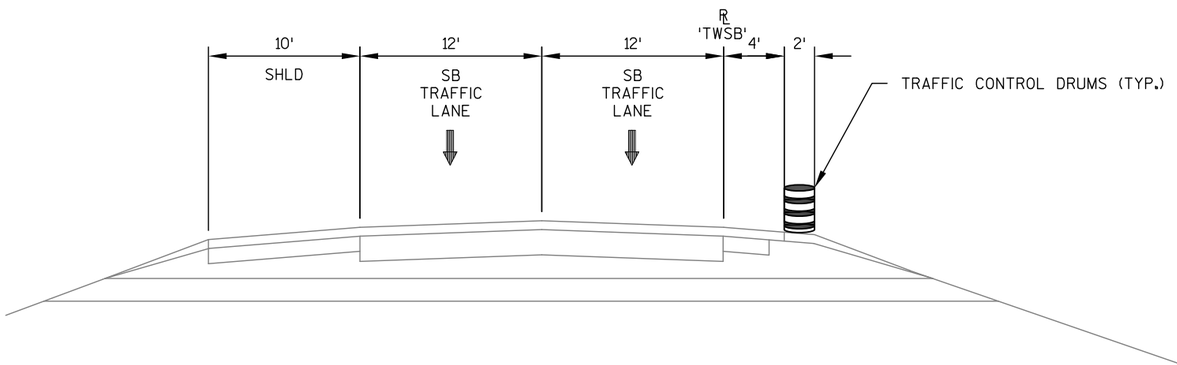
IH 39/90 SB WIDENING - STAGE 1
DAYTIME HOURS
738+00 'TWSB' - 1036+71 'TWSB'

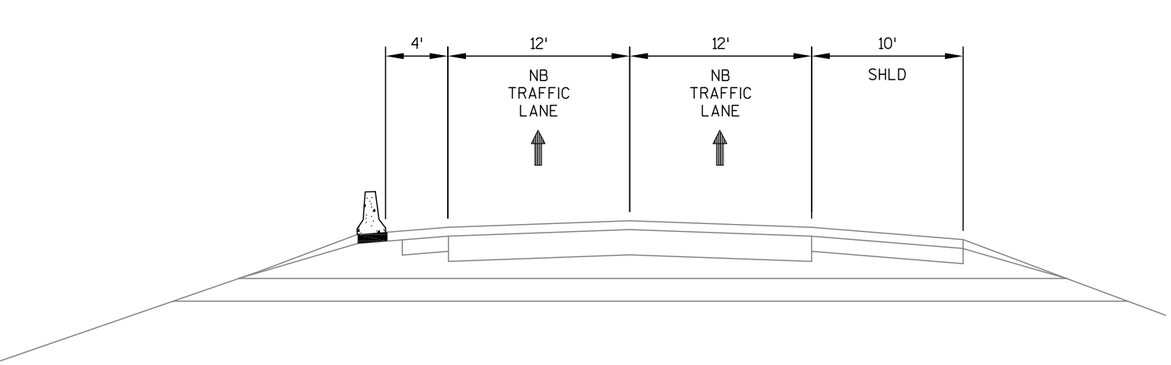
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1 TYPICAL SECTIONS	SHEET 263 E





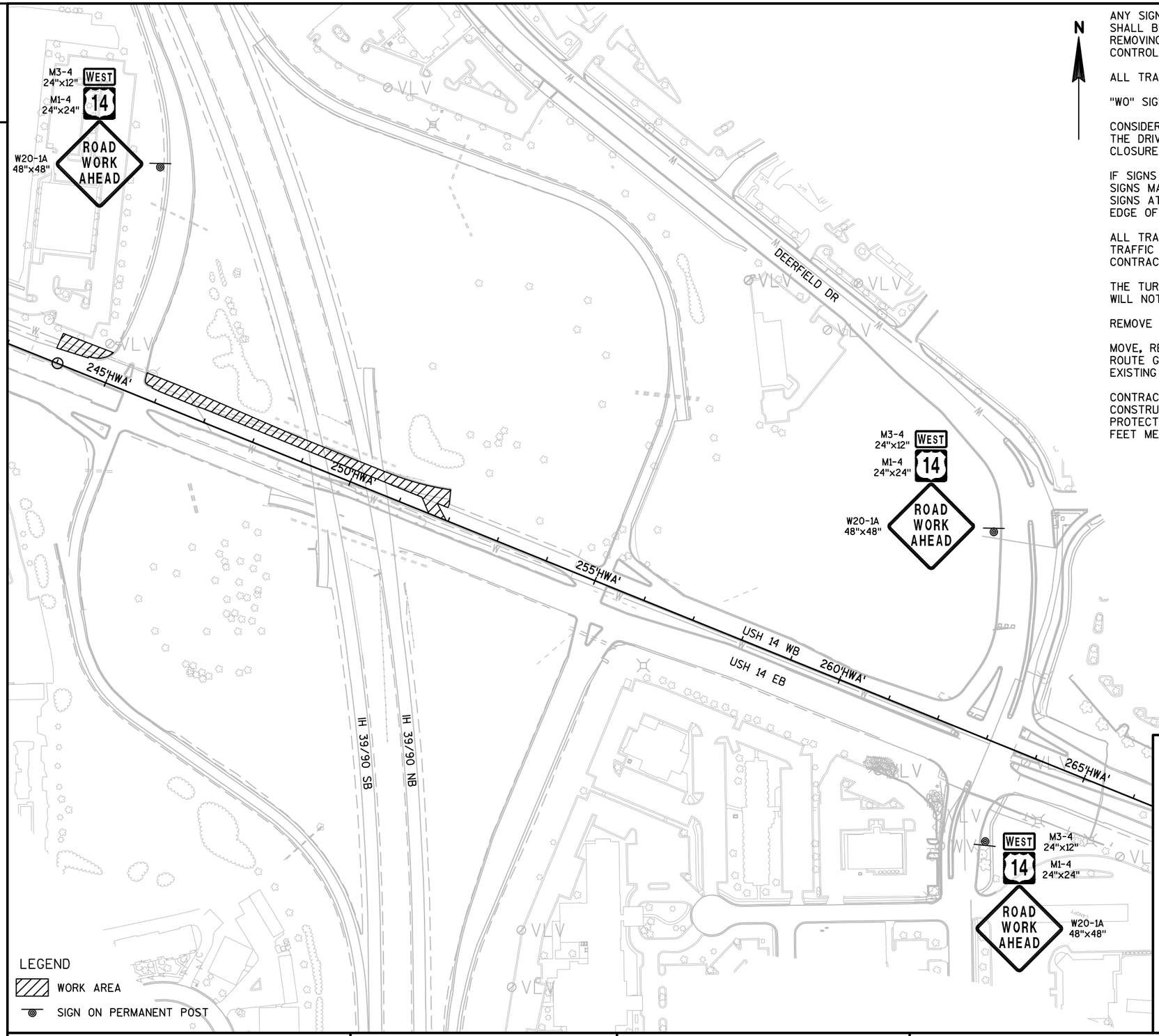
IH 39/90 NB SHOULDER PAVING AND BARRIER PLACEMENT - STAGE 1
NIGHTTIME HOURS
738+00 'TWSB' - 1036+71 'TWSB'





IH 39/90 NB SHOULDER PAVING AND BARRIER PLACEMENT - STAGE 1
DAYTIME HOURS
738+00 'TWSB' - 1036+71 'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1 TYPICAL SECTIONS	SHEET 264 E



N

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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

STAGE 1 - USH 14

MAINTENANCE OF TRAFFIC:

- USH 14 WB WILL MAINTAIN TWO LANES OF TRAFFIC AT ALL TIMES EXCEPT FOR A FULL CLOSURE OF WB LANES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS

CONSTRUCTION TO BE COMPLETED:

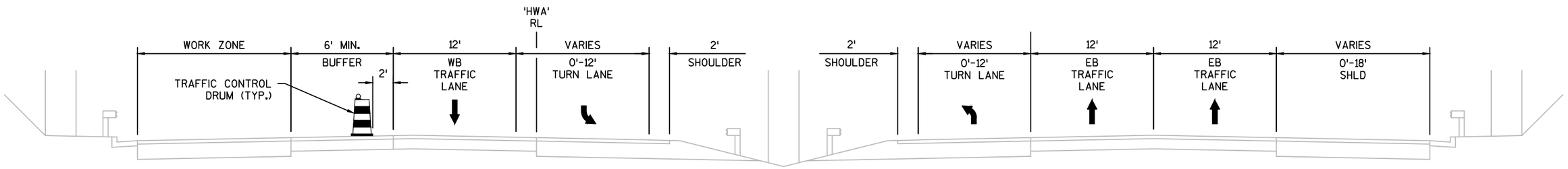
- CONSTRUCT WATERMAIN
- INCIDENTAL ROADWAY REPAIRS DUE TO WATERMAIN CONSTRUCTION ACTIVITIES
- CONSTRUCTION AND SHUTDOWN OF USH 14 AND STH 26 WATERMAIN SHALL NOT OCCUR DURING THE SAME TIME PERIOD.

NOTES - STAGE 1:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1 OVERVIEW - USH 14 WATERMAIN	SHEET 265	E

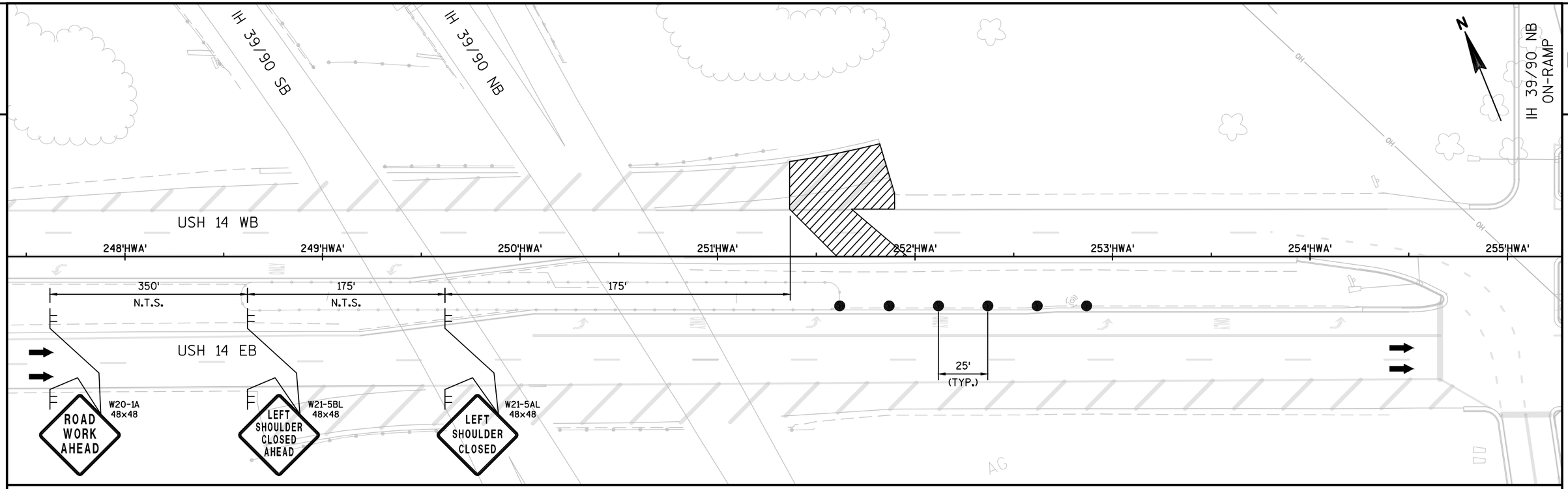


USH 14 - STAGE 1

OFF-PEAK HOURS
OUTSIDE LANE CLOSURE

PROJECT NO:1005-10-82	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 1 TYPICAL SECTIONS USH 14 WATERMAIN	SHEET 266	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_025001_TC_TYP-HWY14.DWG
LAYOUT NAME - ****
PLOT DATE : 7/17/2015 1:52 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



LEGEND

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

NOTES - STAGE 1 (FULL CLOSURE):

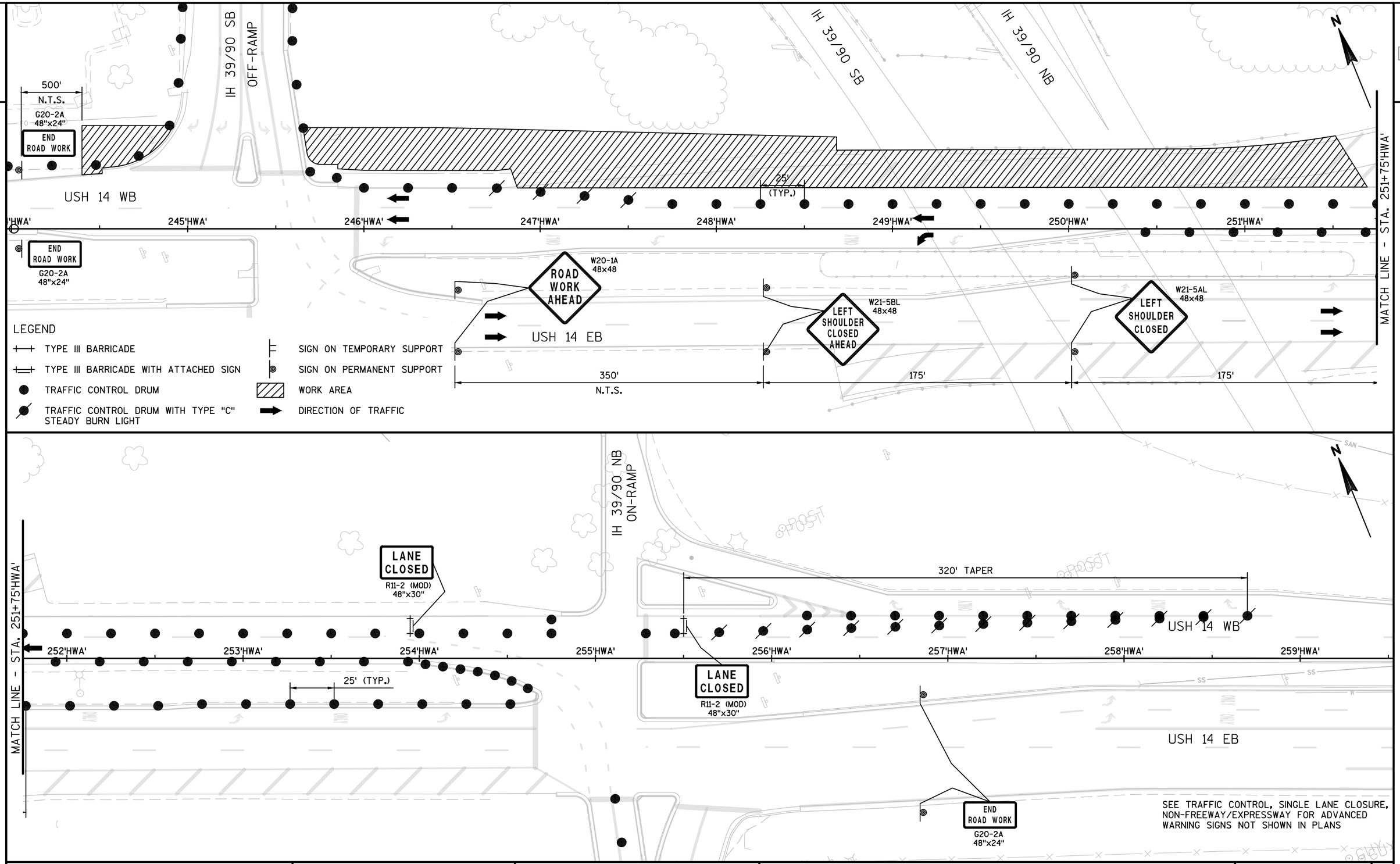
SEE STAGE 2 - USH 14 WB DETOUR PLANS FOR ADDITIONAL INFORMATION
- USH 14 WB CLOSED AT IH 39/90 TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- BARRICADES AND SIGNS FOR MAINLINE CLOSURES

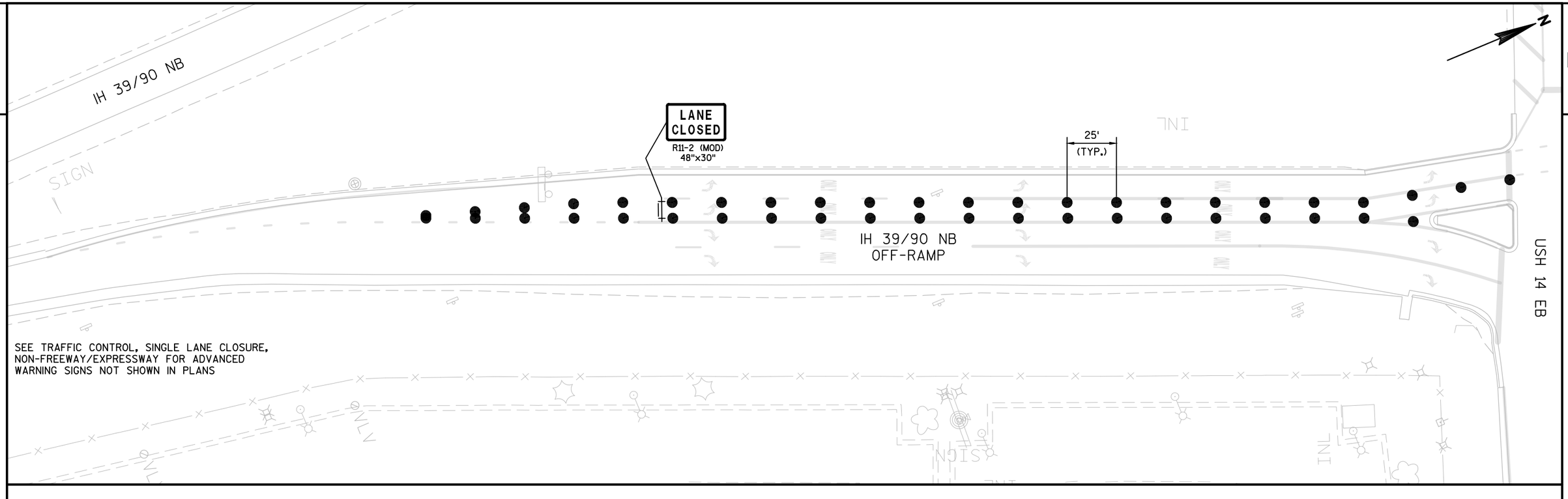
PROJECT NO:1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1 - USH 14 WATERMAIN (FULL CLOSURE)	SHEET 267	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_025001_TC-HWY14.DWG
LAYOUT NAME - ****
PLOT DATE : 7/17/2015 2:00 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1 - USH 14 WATERMAIN (OFF PEAK HOURS)	SHEET 268	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_025001_TC-HWY14.DWG
LAYOUT NAME - ****
PLOT DATE : 7/17/2015 1:58 PM
PLOT BY : RYAN RUDZINSKI
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



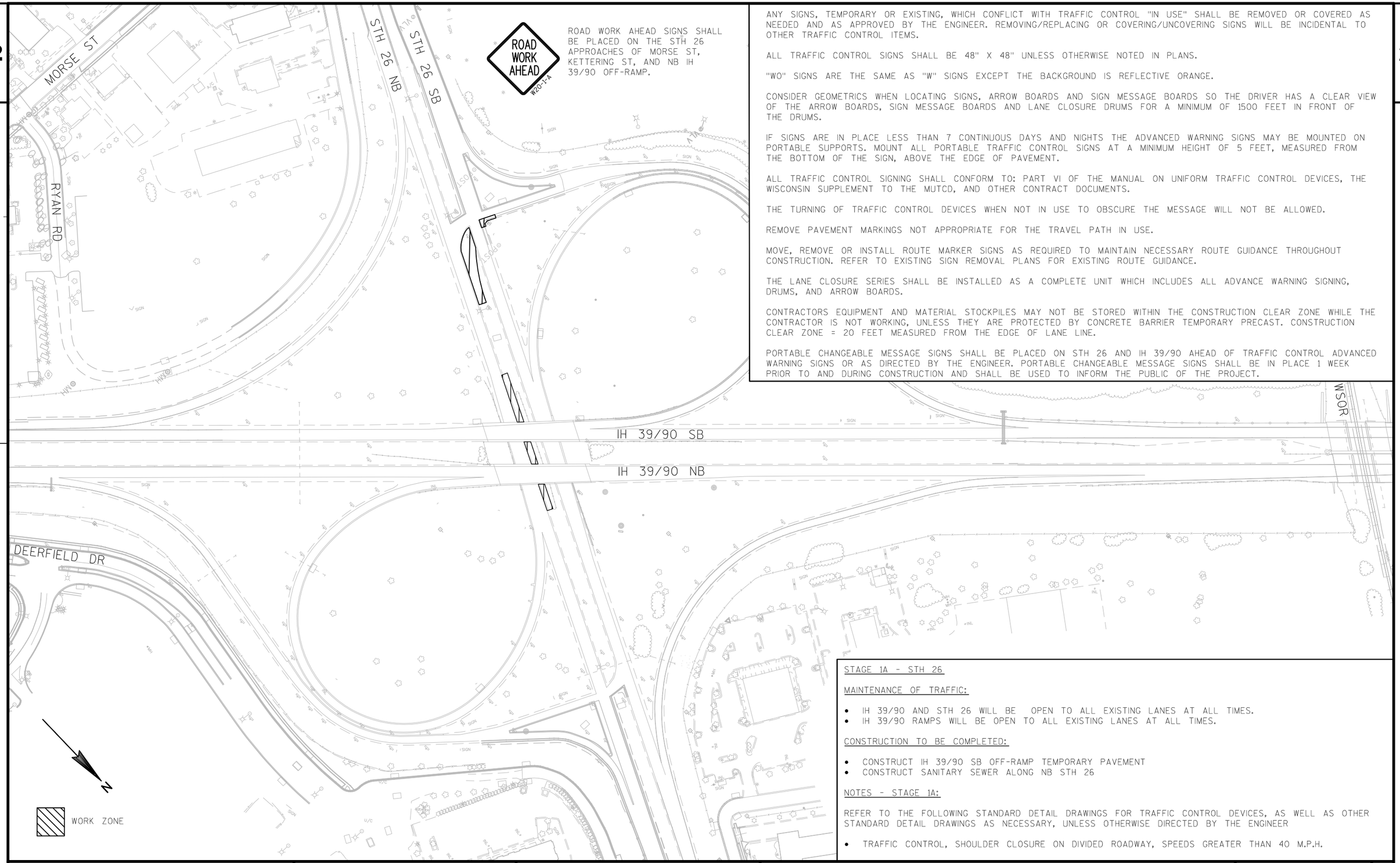
SEE TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS NOT SHOWN IN PLANS

LEGEND

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

PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1 - USH 14 WATERMAIN (OFF PEAK HOURS)	SHEET 269	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_025001_TC-HWY14.DWG
LAYOUT NAME - ****
PLOT DATE : 7/17/2015 2:08 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1 IN: 50 FT
WISDOT/CADDS SHEET 42



ROAD WORK AHEAD SIGNS SHALL BE PLACED ON THE STH 26 APPROACHES OF MORSE ST, KETTERING ST, AND NB IH 39/90 OFF-RAMP.

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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON STH 26 AND IH 39/90 AHEAD OF TRAFFIC CONTROL ADVANCED WARNING SIGNS OR AS DIRECTED BY THE ENGINEER. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE 1 WEEK PRIOR TO AND DURING CONSTRUCTION AND SHALL BE USED TO INFORM THE PUBLIC OF THE PROJECT.

STAGE 1A - STH 26

MAINTENANCE OF TRAFFIC:

- IH 39/90 AND STH 26 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES.
- IH 39/90 RAMPS WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES.

CONSTRUCTION TO BE COMPLETED:

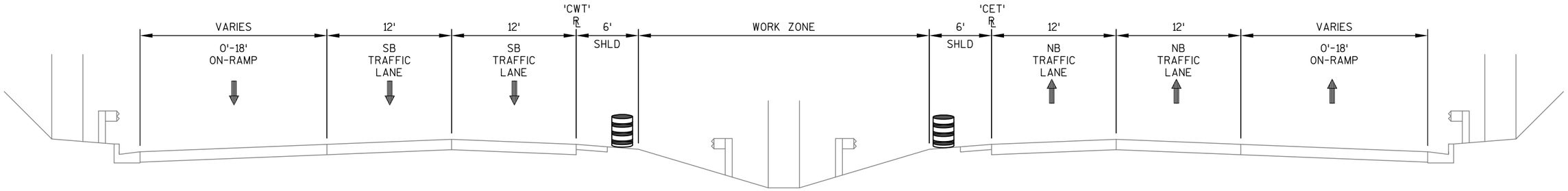
- CONSTRUCT IH 39/90 SB OFF-RAMP TEMPORARY PAVEMENT
- CONSTRUCT SANITARY SEWER ALONG NB STH 26

NOTES - STAGE 1A:

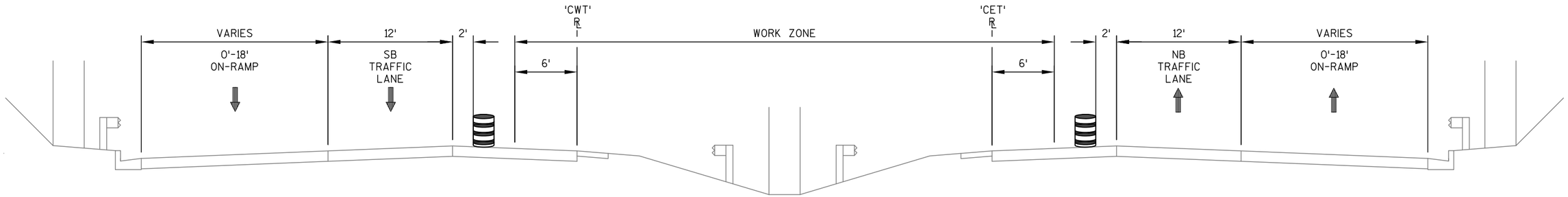
REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

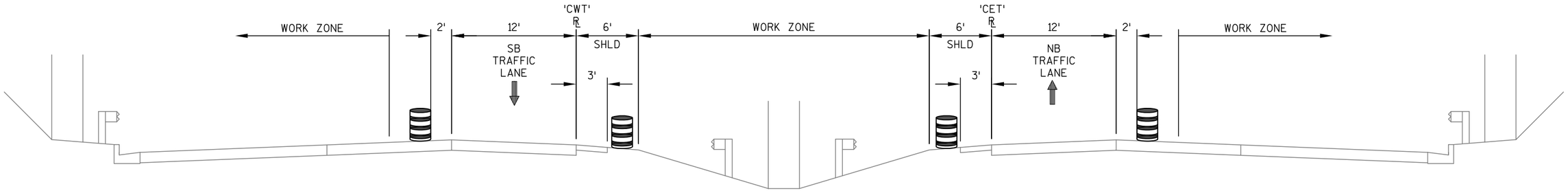
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A OVERVIEW STH 26	SHEET 270	E



STH 26 - STAGES 1A-1E
PEAK HOURS

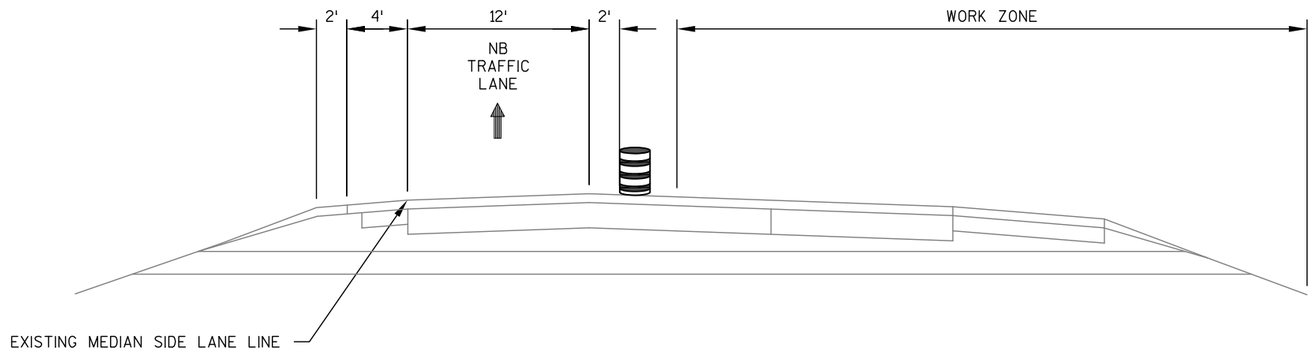


STH 26 - STAGES 1B, 1C, 1E
OFF-PEAK HOURS
INSIDE LANE CLOSURE

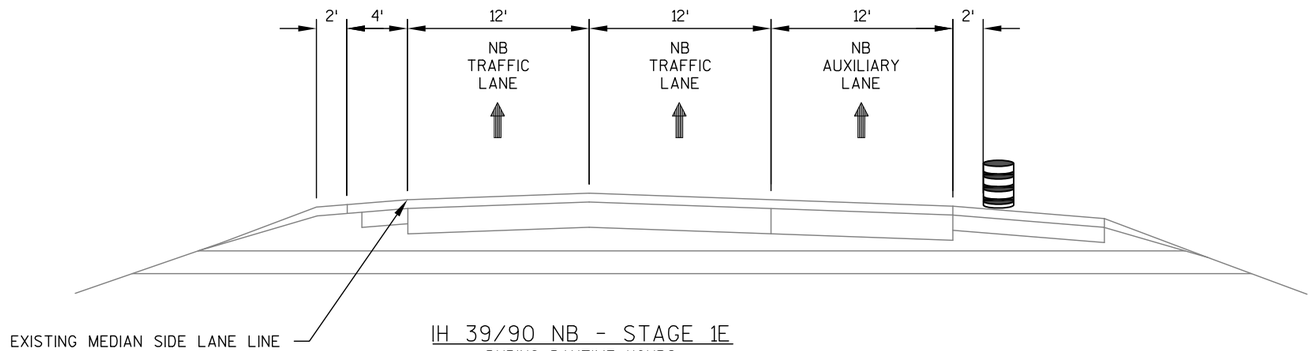


STH 26 - STAGES 1B-1E
OFF-PEAK HOURS
OUTSIDE LANE CLOSURE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A-1E TYPICAL SECTIONS STH 26	SHEET 271	E



IH 39/90 NB - STAGE 1E
NIGHT CONSTRUCTION
930+00 'TWNB' - 970+00 'TWNB'



IH 39/90 NB - STAGE 1E
DURING DAYTIME HOURS
930+00 'TWNB' - 970+00 'TWNB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A-1E TYPICAL SECTIONS STH 26	SHEET 272	E

2

N

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

MORSE ST

STH 26 SB

STH 26 NB

RYAN ROAD

RAMP CDT

RAMP CCE

IH 39/90 SB

IH 39/90 NB

959+00'CDT'

965+00'TWNB'

960+00'TWNB'

100+00'CWT'

105+00'CWT'

110+00'CWT'

115+00'CWT'

100+00'CET'

105+00'CET'

110+00'CE

115+00'CET'

50' (TYP.)

15' (TYP.)

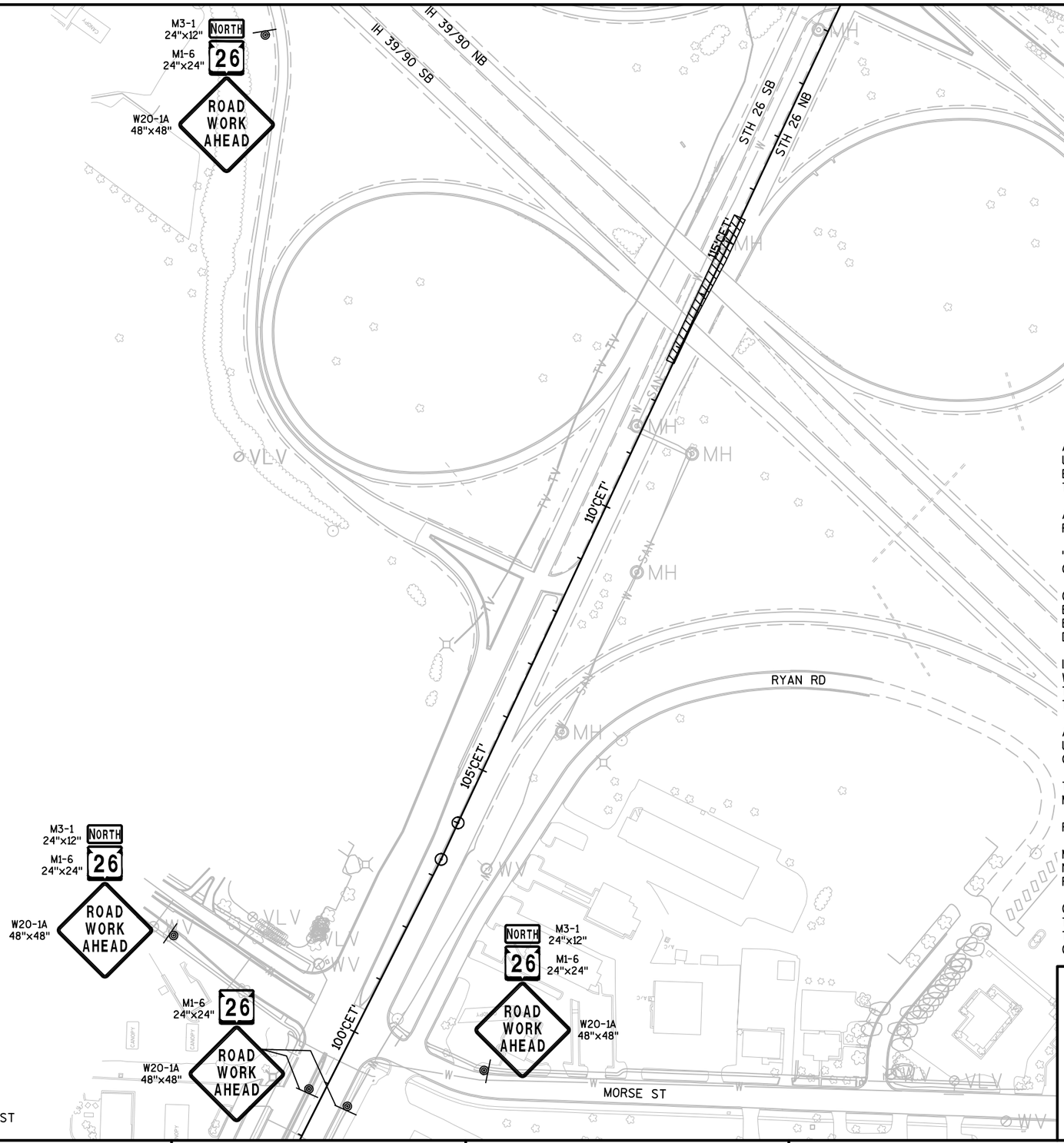
DO NOT ENTER
R5-1
36"X36"

CANOPY

FILLING STA

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL - STH 26 INTERCHANGE STAGE 1A	SHEET 273	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025107_TC - STH 26 1A.DWG
LAYOUT NAME - 0501010
PLOT DATE : 6/15/2015 12:11 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42



N

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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

LEGEND

WORK AREA

SIGN ON PERMANENT POST

STAGE 1A - STH 26

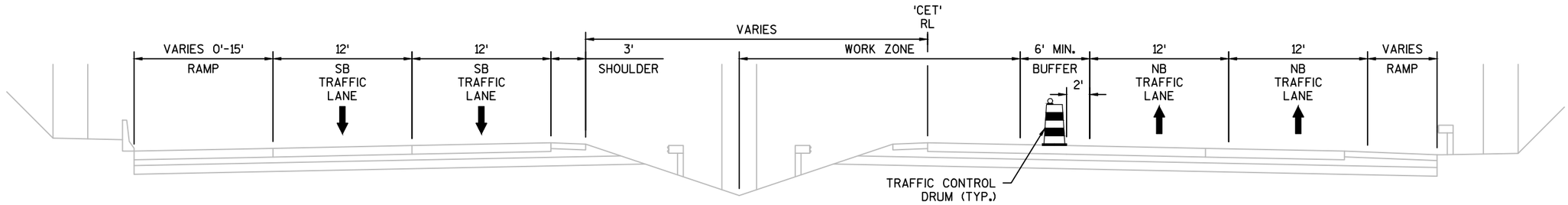
MAINTENANCE OF TRAFFIC:

STH 26 NB WILL MAINTAIN TWO LANES OF TRAFFIC AT ALL TIMES

CONSTRUCTION TO BE COMPLETED:

- CONSTRUCT SANITARY SEWER
- INCIDENTAL ROADWAY REPAIRS DUE TO SANITARY SEWER CONSTRUCTION ACTIVITIES

PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A OVERVIEW - STH 26 SANITARY	SHEET 274	E

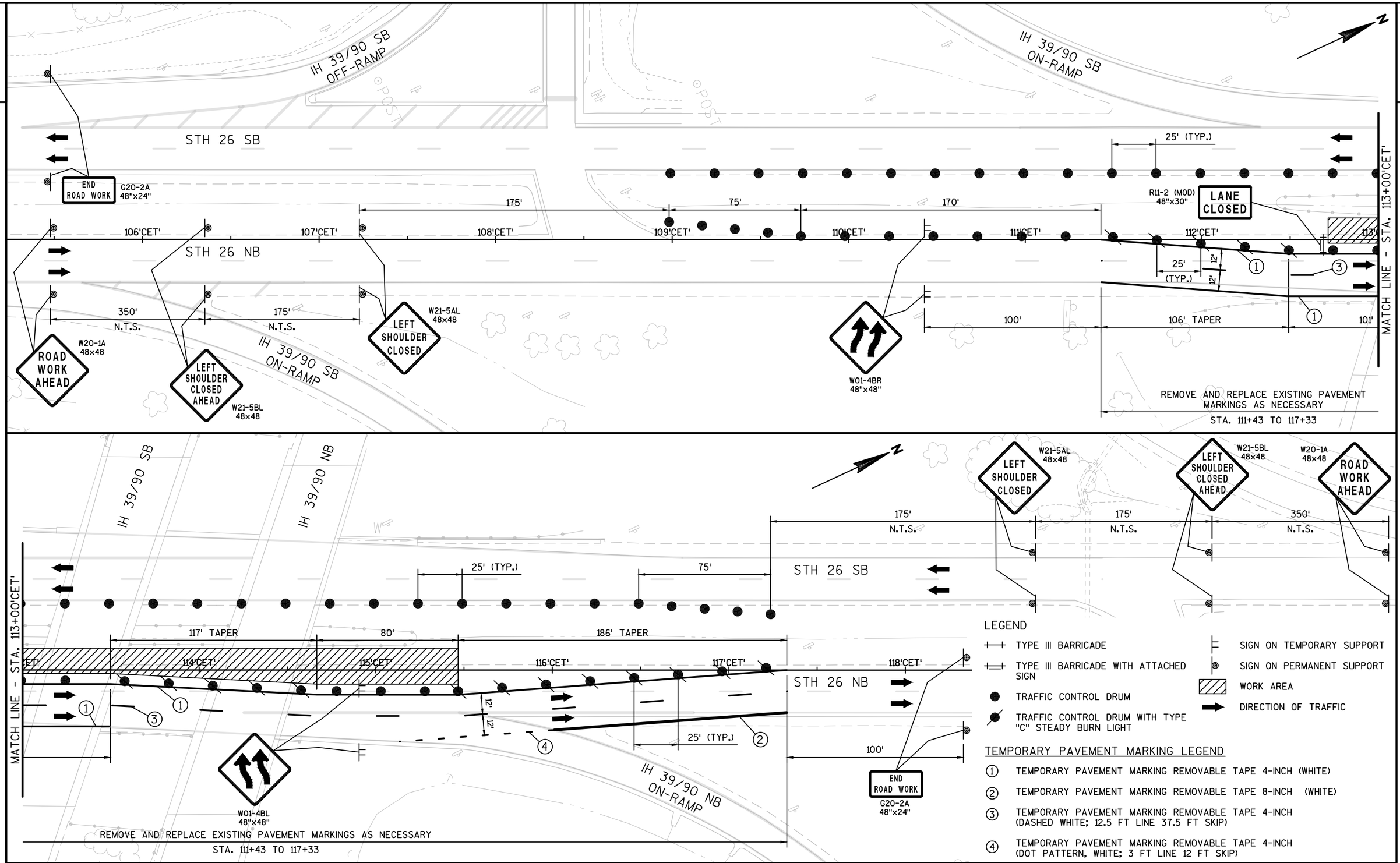


STH 26 - STAGE 1A

PROJECT NO:1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A TYPICAL SECTIONS STH 26 SANITARY	SHEET 275	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_025001_TC_TYP-HWY26 STAGE 1A.DWG PLOT DATE : 7/17/2015 2:13 PM PLOT BY : RYAN RUDZINSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - ****

WISDOT/CADDS SHEET 42



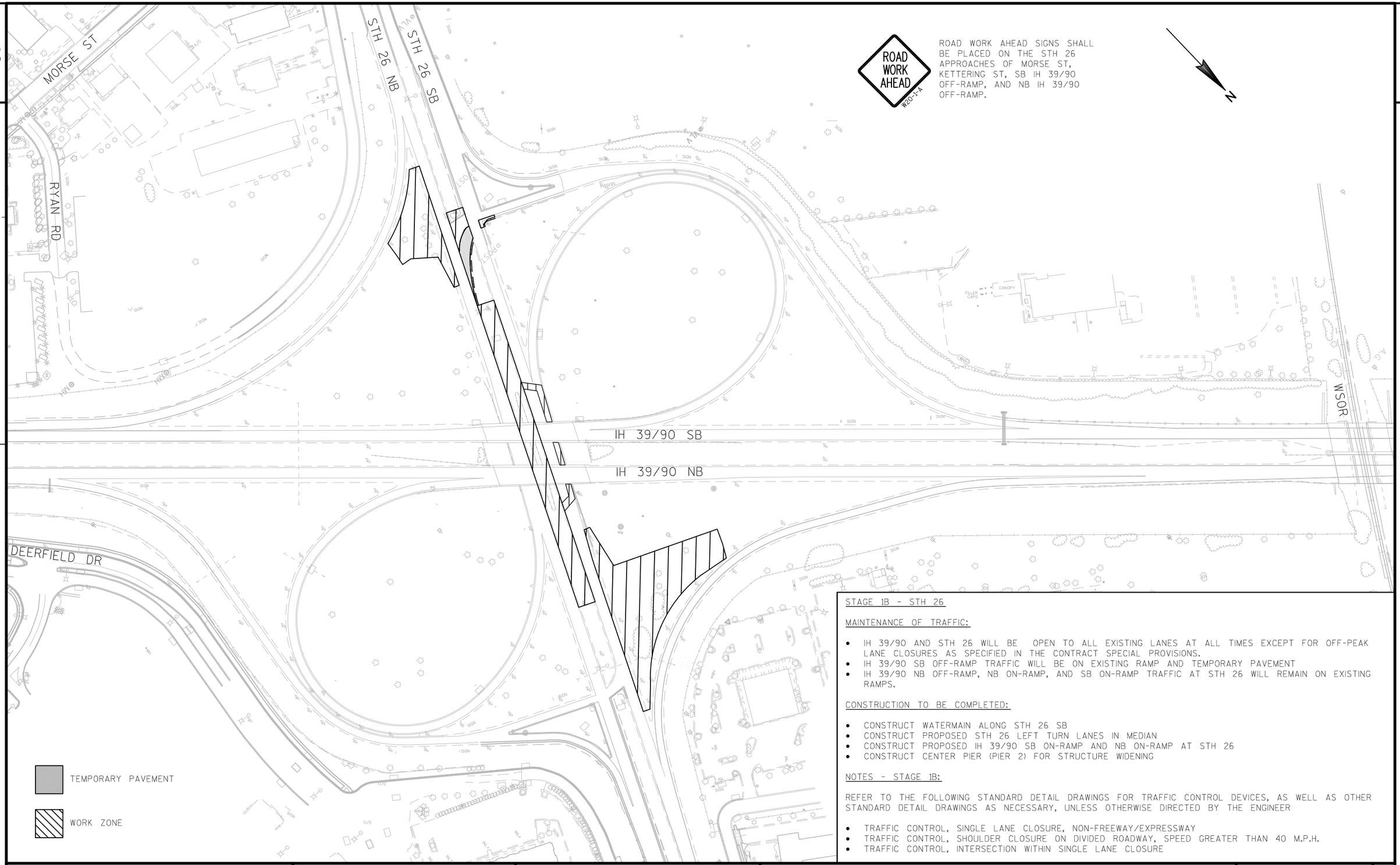
LEGEND

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

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
3. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE; 12.5 FT LINE 37.5 FT SKIP)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOT PATTERN, WHITE; 3 FT LINE 12 FT SKIP)

PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1A - STH 26 SANITARY	SHEET 276	E



STAGE 1B - STH 26

MAINTENANCE OF TRAFFIC:

- IH 39/90 AND STH 26 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR OFF-PEAK LANE CLOSURES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.
- IH 39/90 SB OFF-RAMP TRAFFIC WILL BE ON EXISTING RAMP AND TEMPORARY PAVEMENT
- IH 39/90 NB OFF-RAMP, NB ON-RAMP, AND SB ON-RAMP TRAFFIC AT STH 26 WILL REMAIN ON EXISTING RAMPS.

CONSTRUCTION TO BE COMPLETED:

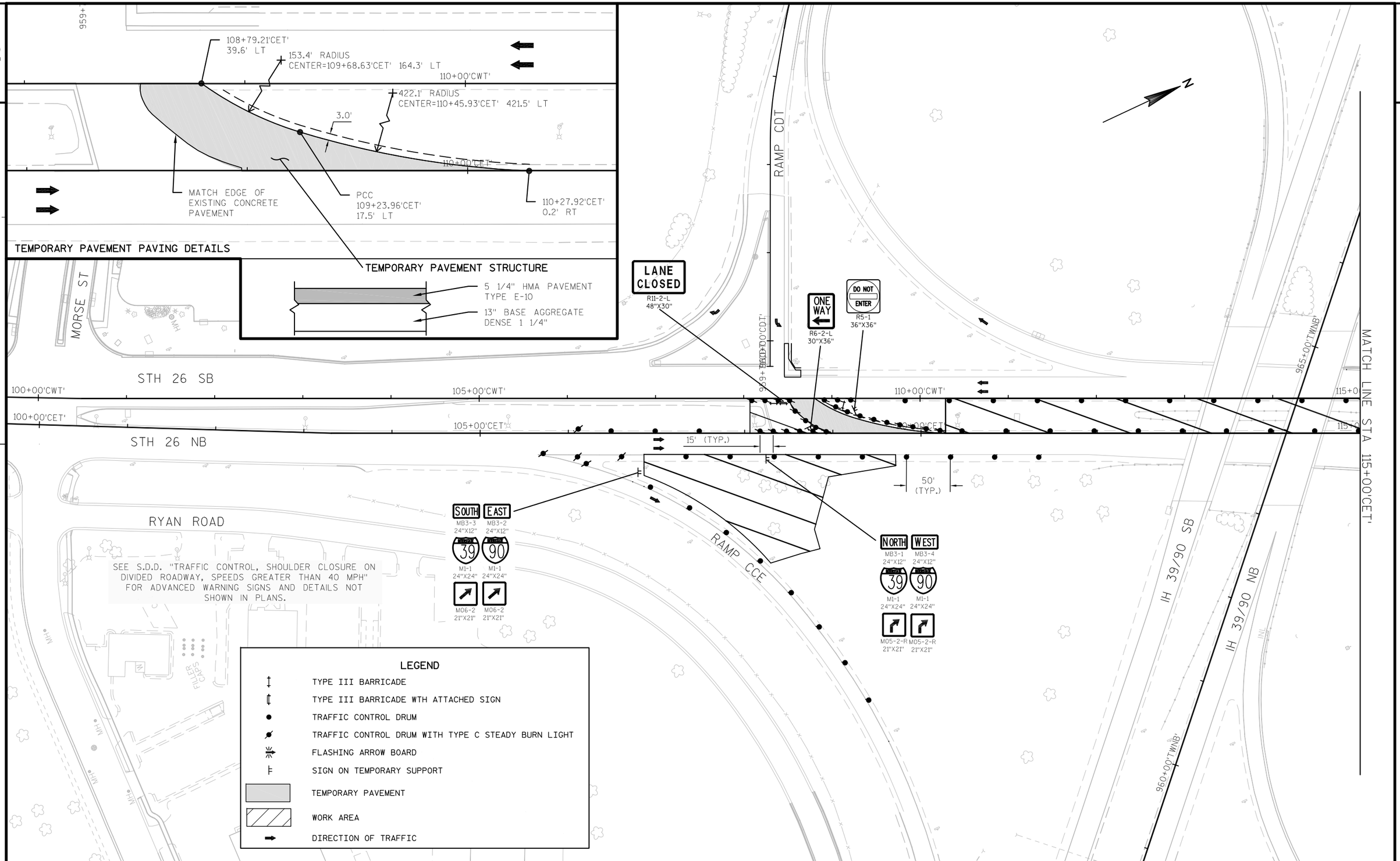
- CONSTRUCT WATERMAIN ALONG STH 26 SB
- CONSTRUCT PROPOSED STH 26 LEFT TURN LANES IN MEDIAN
- CONSTRUCT PROPOSED IH 39/90 SB ON-RAMP AND NB ON-RAMP AT STH 26
- CONSTRUCT CENTER PIER (PIER 2) FOR STRUCTURE WIDENING

NOTES - STAGE 1B:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEED GREATER THAN 40 M.P.H.
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B OVERVIEW STH 26	SHEET 277	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B STH 26 (PEAK HOURS)	SHEET 278 E

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

SOUTH MB3-3 24"X12"
EAST MB3-2 24"X12"
39 M1-1 24"X24"
90 M1-1 24"X24"
M05-2-R 21"X21"
M05-2-R 21"X21"

NORTH MB3-1 24"X12"
WEST MB3-4 24"X12"
39 M1-1 24"X24"
90 M1-1 24"X24"
M06-2 21"X21"
M06-2 21"X21"

ONE WAY R6-2-L 30"X36"

NO PARKING R7-1-D 24"X30"

RAMP CAE

FRONTAGE RD

STH 26 SB

STH 26 NB

E FRONTAGE RD

KETTERING ST

RAMP CBE

MATCH LINE STA 115+00'CET'

115+00'CWT'
120+00'CWT'
125+00'CWT'
128+50'CWT'
120+00'CET'
125+00'CET'
128+50'CET'

50' (TYP.)
15' (TYP.)

SPEED LIMIT 40 R2-1 30"X36"

WRONG WAY R5-1A 42"X30"

FILLER CAPS
CANOPY
MH
INL
SS
W

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B STH 26 (PEAK HOURS)	SHEET 279	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025108_TC - STH 26 1B.DWG
LAYOUT NAME - 0501011
PLOT DATE : 7/24/2015 1:05 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ==========

2

2

N

MORSE ST

MH

RAMP CDT

LANE CLOSED
R11-2-L
48"X30"

ONE WAY
R6-2-L
30"X36"

DO NOT ENTER
R5-1
36"X36"

LANE CLOSED
R11-2-L
48"X30"

50'
(TYP.)

12'

STH 26 SB

STH 26 NB

100+00'CWT'

105+00'CWT'

110+00'CWT'

100+00'CET'

105+00'CET'

110+00'CET'

103+16.0'CET'
0.0'

106+36.0'CET'
12.0' RT

15' (TYP.)

965+00'TWNB'

960+00'TWNB'

MATCH LINE STA 115+00'CET'

RYAN ROAD

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-RFEEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

SOUTH
MB3-3
24"X12"

EAST
MB3-2
24"X12"

39
M1-1
24"X24"

90
M1-1
24"X24"

M06-2
21"X21"

M06-2
21"X21"

NORTH
MB3-1
24"X12"

WEST
MB3-4
24"X12"

39
M1-1
24"X24"

90
M1-1
24"X24"

M05-2-R
21"X21"

M05-2-R
21"X21"

LANE CLOSED
R11-2-L
48"X30"

RAMP CCE

IH 39/90 SB

IH 39/90 NB

IN

FLEET FARM

MH

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL - STH 26 STAGE 1B (OFF-PEAK, INSIDE LANE)	SHEET 280	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025109_TC - STH 26 1B NIGHT.DWG
LAYOUT NAME - 0501010
PLOT DATE : 7/24/2015 1:10 PM
PLOT BY : KL ENGINEERING
PLOT NAME : ----------
PLOT SCALE : **********
WISDOT/CADDS SHEET 42

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-RFEEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

SOUTH MB3-3 24"X12"
EAST MB3-2 24"X12"
39 M1-1 24"X24"
90 M1-1 24"X24"
M05-2-R 21"X21"
M05-2-R 21"X21"

NORTH MB3-1 24"X12"
WEST MB3-4 24"X12"
39 M1-1 24"X24"
90 M1-1 24"X24"
M06-2 21"X21"
M06-2 21"X21"

ONE WAY R6-2-L 24"X30"

NO PARKING R7-1-D 24"X30"

FRONTAGE RD

MATCH LINE STA 115+00'CET'

115+00'CWT'
120+00'CWT'
120+00'CET'
120+03.2'CWT' 12.0' LT
123+23.2'CWT' 0.0'
125+00'CWT'
125+00'CET'
128+50'CWT'
128+50'CET'

STH 26 SB
STH 26 NB

12'
12'
50' (TYP.)
15' (TYP.)

SPEED LIMIT 40 R2-1 24"X30"

WRONG WAY R5-1A 42"X30"

LANE CLOSED R11-2-L 48"X30"

LANE CLOSED R11-2-L 48"X30"

E FRONTAGE RD

RAMP CBE

KETTERING ST

FILLER CAPS
CANOPY
MH
SS
INL
W

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL - STH 26 STAGE 1B (OFF-PEAK, INSIDE LANE)	SHEET 281	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025109_TC - STH 26 1B NIGHT.DWG PLOT DATE : 7/24/2015 1:11 PM PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********
LAYOUT NAME - 0501011
WISDOT/CADDS SHEET 42

2

N

MORSE ST

STH 26 SB

STH 26 NB

RYAN ROAD

RAMP CDT

RAMP CCE

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA 115+00'CET'

SOUTH MB3-3 24"X12"

EAST MB3-2 24"X12"

39 M1-1 24"X24"

90 M1-1 24"X24"

M06-2 21"X21"

M06-2 21"X21"

LANE CLOSED R11-2-L 48"X30"

ONE WAY R6-2-L 30"X36"

DO NOT ENTER R5-1 36"X36"

NORTH MB3-1 24"X12"

WEST MB3-4 24"X12"

39 M1-1 24"X24"

90 M1-1 24"X24"

M05-2-R 21"X21"

M05-2-R 21"X21"

100+00'CWT'

105+00'CWT'

110+00'CWT'

100+00'CET'

105+00'CET'

110+00'CET'

12'

12'

101+96.3'CET' 24.0' RT

105+15.7'CET' 12.0' RT

259+00'CDT'

965+00'TWNB'

960+00'TWNB'

15' (TYP.)

50' (TYP.)

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL - STH 26 STAGE 1B (OFF-PEAK, OUTSIDE LANE)	SHEET 282	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025110_TC - STH 26 1B NIGHT (2).DWG PLOT DATE : 7/24/2015 1:16 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42
LAYOUT NAME - 0501010

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

SOUTH MB3-3 24"X12"
EAST MB3-2 24"X12"
39 M1-1 24"X24"
90 M1-1 24"X24"
M05-2-R 21"X21"
M05-2-R 21"X21"

NORTH MB3-1 24"X12"
WEST MB3-4 24"X12"
39 M1-1 24"X24"
90 M1-1 24"X24"
M06-2 21"X21"
M06-2 21"X21"

ONE WAY
R6-2-L 30"X36"

NO PARKING
R7-1-D 24"X30"

BEGIN RIGHT TURN LANE
R3-20-R 24"X36"

RAMP CAE

FRONTAGE RD

STH 26 SB

STH 26 NB

E FRONTAGE RD

RAMP CBE

KETTERING ST

MATCH LINE STA 115+00'CET'

120+00'CWT'
120+00'CET'
122+45.8'CWT'
12.0' LT
123+67.0'CWT'
12.0' LT
124+17.0'CWT'
12.0' LT
125+00'CWT'
125+00'CET'
127+37.0'CWT'
24.0' LT
128+50'CWT'
128+50'CET'

12'
10' (TYP.)
15' (TYP.)
50' (TYP.)

SPEED LIMIT 40
R2-1 30"X36"

WRONG WAY
R5-1A 42"X30"

LANE CLOSED
R11-2-L 48"X30"

CANOPY
FILLER CAPS
MH
INL
SS
W

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL - STH 26 STAGE 1B (OFF-PEAK, OUTSIDE LANE)	SHEET 283	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025110_TC - STH 26 1B NIGHT (2).DWG PLOT DATE : 7/24/2015 1:17 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** LAYOUT NAME - 0501011

WISDOT/CADDS SHEET 42

STAGE 1B - STH 26

MAINTENANCE OF TRAFFIC:

- STH 26 SB WILL MAINTAIN TWO LANES OF TRAFFIC AT ALL TIMES EXCEPT FOR A FULL CLOSURE OF SB LANES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS
- STH 26 SB TRAFFIC DESTINED FOR IH 39/90 SB ARE DETOURED TO USH 14 EB TO IH 39/90 SB ON-RAMP

CONSTRUCTION TO BE COMPLETED:

- CONSTRUCT WATERMAIN
- INCIDENTAL ROADWAY REPAIRS DUE TO WATERMAIN CONSTRUCTION ACTIVITIES
- CONSTRUCTION AND SHUTDOWN OF USH 14 AND STH 26 WATERMAIN SHALL NOT OCCUR DURING THE SAME TIME PERIOD.

NOTES - STAGE 1B:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- BARRICADES AND SIGNS FOR MAINLINE CLOSURES

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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

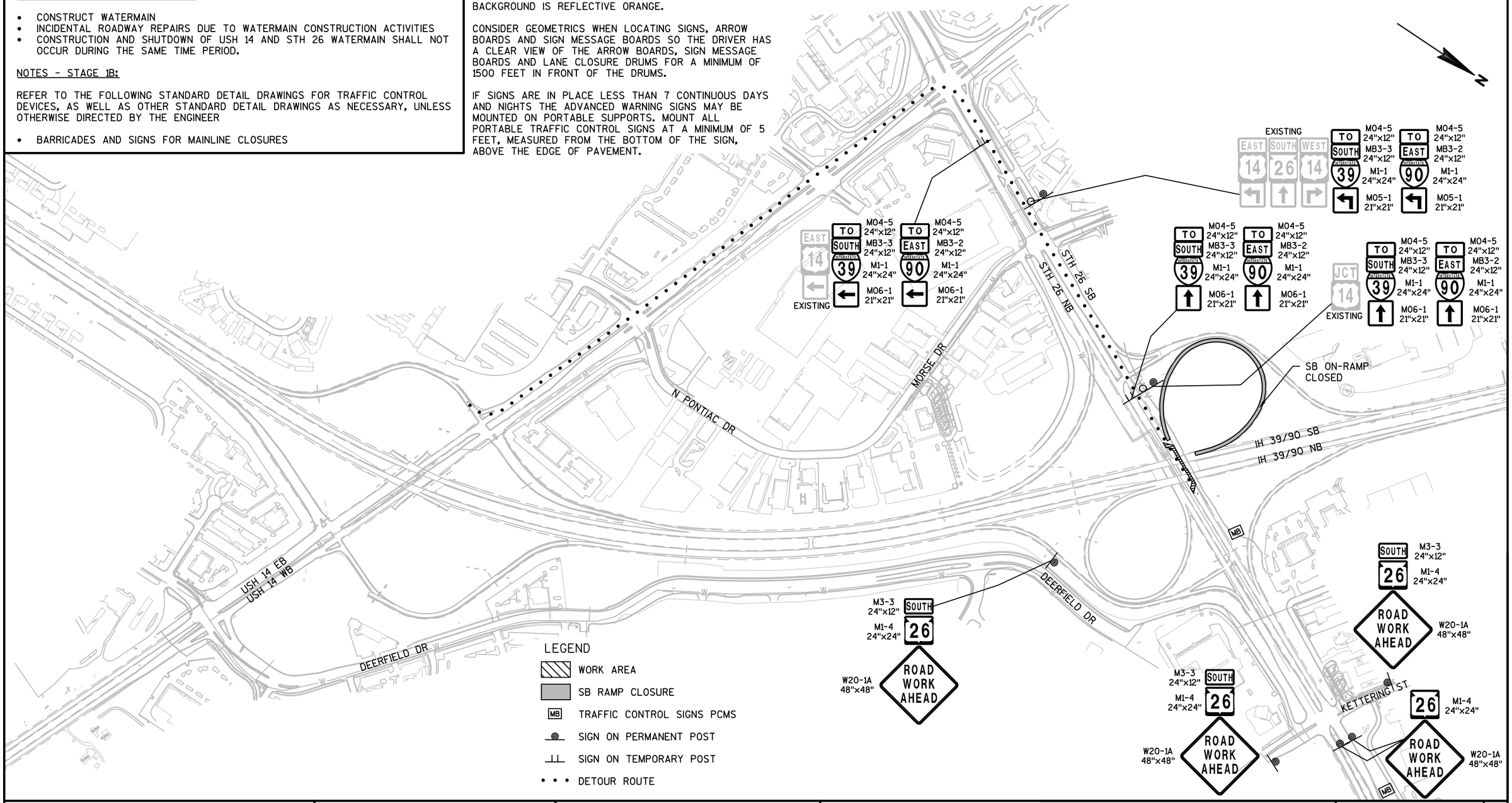
ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

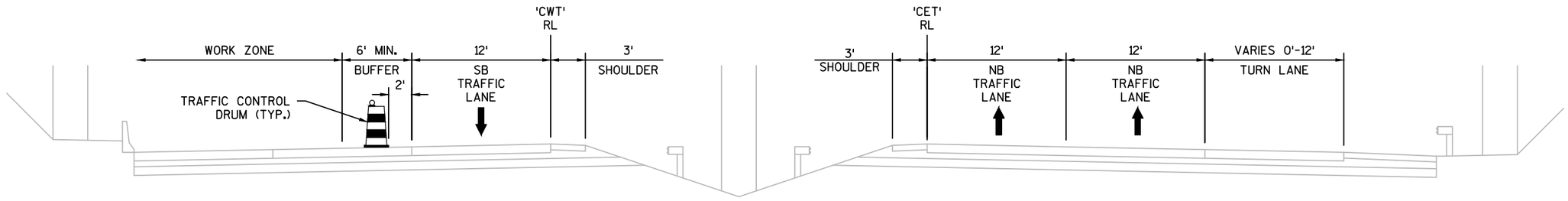
REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.



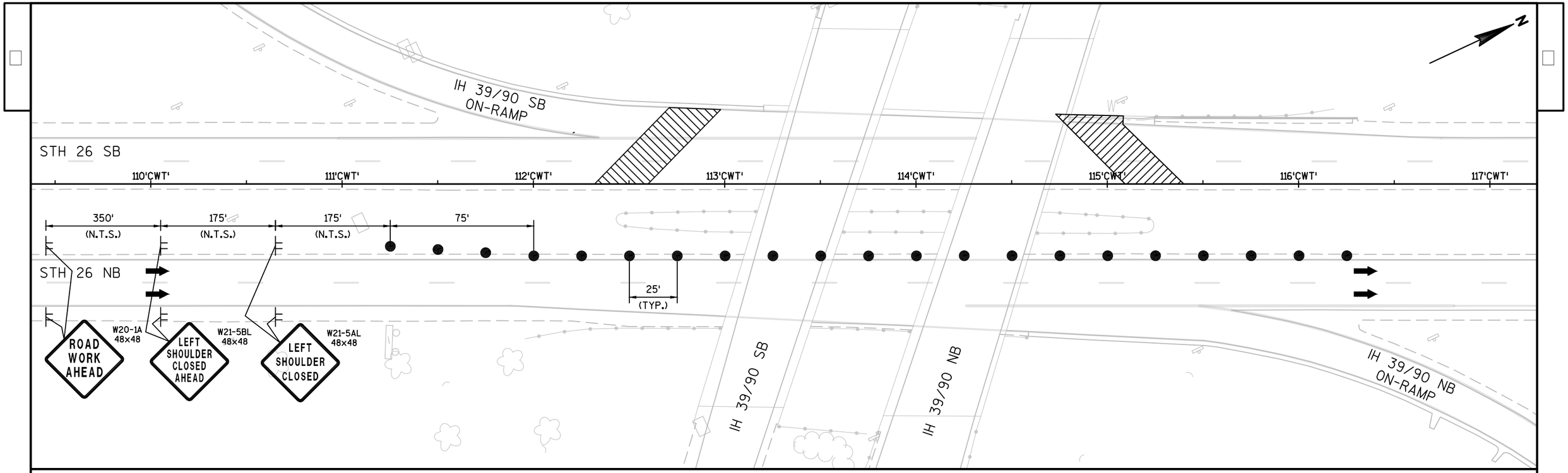
PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B OVERVIEW - STH 26 WATERMAIN	SHEET 284	E



STH 26 - STAGE 1B
OFF-PEAK HOURS
OUTSIDE LANE CLOSURE

PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B TYPICAL SECTIONS STH 26 WATERMAIN	SHEET 285	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_025001_TC_TYP-HWY26 STAGE 1B.DWG PLOT DATE : 7/22/2015 9:20 AM PLOT BY : LUCAS CHASE PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - ****
WISDOT/CADDS SHEET 42



LEGEND

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

NOTES - STAGE 1B (FULL CLOSURE):

SEE STAGE 2 - STH 26 SB DETOUR PLANS FOR ADDITIONAL INFORMATION
- STH 26 SB CLOSED AT IH 39/90 TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- BARRICADES AND SIGNS FOR MAINLINE CLOSURES

PROJECT NO:1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B - STH 26 WATERMAIN (FULL CLOSURE)	SHEET 286	E

FILE NAME : J:\32101-32199\32135 JANESVILLE WATER & SEWER (ID 1005-10-82)\DESIGN\SHEETSPLAN\BA_025001_TC-HWY26 STAGE 1B.DWG
LAYOUT NAME - ****
PLOT DATE : 7/22/2015 9:48 AM
PLOT BY : LUCAS CHASE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

500'
N.T.S.

100'

COVER SIGN

IH 39/90 SB ON-RAMP

25' (TYP.)

COVER SIGN

LANE CLOSED
R11-2 (MOD)
48"x30"

STH 26 SB

CWT' 109'CWT' 110'CWT' 111'CWT' 112'CWT' 113'CWT' 114'CWT' 115'CWT'

MATCH LINE - STA. 115+75'CWT'

END ROAD WORK
G20-2A
48"x24"

STH 26 NB

IH 39/90 SB

IH 39/90 NB

N

170'

320' TAPER

LANE CLOSED
R11-2 (MOD)
48"x30"

COVER SIGN

W01-6
48"x24"

STH 26 SB

NO PARKING ANY TIME
R7-1D
18"x24"

SPEED LIMIT 40
R2-1
24"x30"

ONE WAY
R6-2L
24"x30"

STH 26 NB

MATCH LINE - STA. 115+75'CWT'

M04-5 24"x12"
MB3-3 24"x12"
M1-1 24"x24"
M06-1 21"x21"

TO SOUTH
TO EAST
39
90

M04-5 24"x12"
MB3-2 24"x12"
M1-1 24"x24"
M06-1 21"x21"

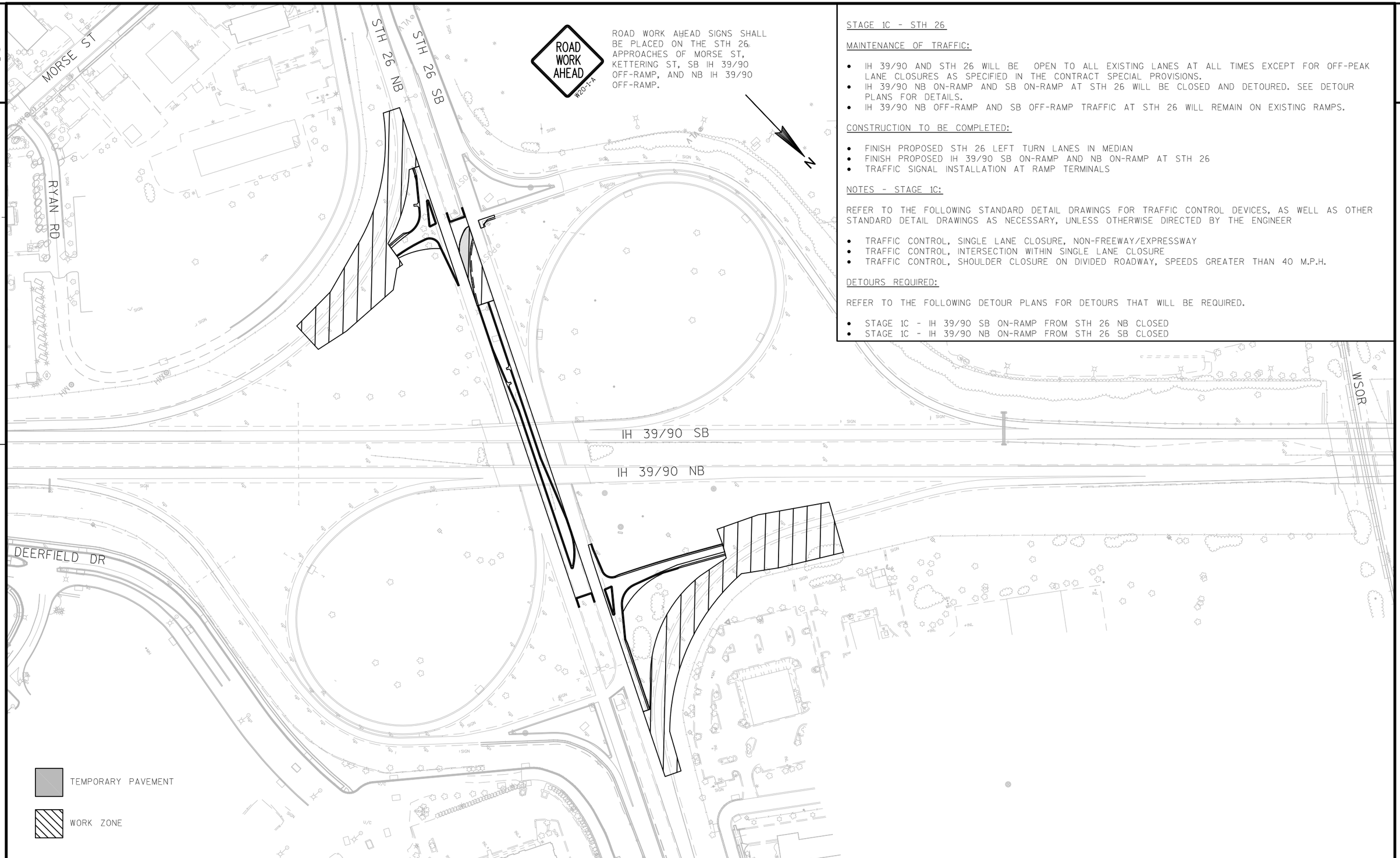
IH 39/90 NB ON-RAMP

SEE TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR ADVANCED WARNING SIGNS NOT SHOWN IN PLANS

LEGEND

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

PROJECT NO: 1005-10-82	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1B - STH 26 WATERMAIN (OFF PEAK HOURS)	SHEET 287	E



STAGE 1C - STH 26

MAINTENANCE OF TRAFFIC:

- IH 39/90 AND STH 26 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR OFF-PEAK LANE CLOSURES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.
- IH 39/90 NB ON-RAMP AND SB ON-RAMP AT STH 26 WILL BE CLOSED AND DETOURED. SEE DETOUR PLANS FOR DETAILS.
- IH 39/90 NB OFF-RAMP AND SB OFF-RAMP TRAFFIC AT STH 26 WILL REMAIN ON EXISTING RAMPS.

CONSTRUCTION TO BE COMPLETED:

- FINISH PROPOSED STH 26 LEFT TURN LANES IN MEDIAN
- FINISH PROPOSED IH 39/90 SB ON-RAMP AND NB ON-RAMP AT STH 26
- TRAFFIC SIGNAL INSTALLATION AT RAMP TERMINALS

NOTES - STAGE 1C:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

DETOURS REQUIRED:

REFER TO THE FOLLOWING DETOUR PLANS FOR DETOURS THAT WILL BE REQUIRED.

- STAGE 1C - IH 39/90 SB ON-RAMP FROM STH 26 NB CLOSED
- STAGE 1C - IH 39/90 NB ON-RAMP FROM STH 26 SB CLOSED

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C OVERVIEW STH 26	SHEET 288	E

2

N

MORSE ST

MH

STH 26 SB

STH 26 NB

RAMP CDT

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

LANE CLOSED
R11-2-L
48"X30"

RAMP CLOSED
R11-2-R
48"X30"

ROAD CLOSED
R11-2
48"X30"

DO NOT ENTER
R5-1
36"X36"

LANE CLOSED
R11-2-L
48"X30"

959+00'CDT'

965+00'TWNB'

MATCH LINE STA 115+00'CET'

100+00'CWT'

105+00'CWT'

110+00'CWT'

115+00

100+00'CET'

103+75.7'CET'
24.0' RT

105+00'CET'

110+00'CET

15'
(TYP.)

100+56.4'CET'
36.0' RT

25'
(TYP.)

25'
(TYP.)

RYAN ROAD

RAMP CCT

960+00'CCT'

960+00'TWNB'

IH 39/90 SB

IH 39/90 NB

RIGHT LANE MUST TURN RIGHT
R3-7-R
30"X30"

PLACE SIGN ALONG STH 26 NB AT STA 97+40 'CET'

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

ONE WAY
R6-2-L
30"X36"

NORTH
MB3-1
24"X12"

WEST
MB3-4
24"X12"

39
M1-1
24"X24"

90
M1-1
24"X24"

M05-2-R
21"X21"

M05-2-R
21"X21"

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C STH 26 (PEAK HOURS)	SHEET 289 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025111_TC - STH 26 1C.DWG
LAYOUT NAME - 0501010
PLOT DATE : 7/24/2015 1:22 PM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

N

SOUTH
MB3-3
24"X12"

EAST
MB3-2
24"X12"

I-39
M1-1
24"X24"

US-90
M1-1
24"X24"

M05-2-R
21"X21"

M05-2-R
21"X21"

ROAD CLOSED
R11-2
48"X30"

NO PARKING AT ANY TIME
R7-1-D
24"X30"

ONE WAY
R6-2-L
30"X36"

RAMP CLOSED
R11-2-R
48"X30"

SEE S.D.D. "SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

RAMP CAT

FRONTAGE RD

FILLER CAPS

CANOPY

MH

INL

SS

W

25' (TYP.)

25' (TYP.)

MATCH LINE STA 115+00'CET'

964+62.00'CAT'

120+00'CWT'

125+00'CWT'

STH 26 SB

128+50'CWT'

120+00'CET'

50' (TYP.)

125+00'CET'

128+50'CET'

STH 26 NB

LANE CLOSED
R11-2-L
48"X30"

WRONG WAY
R5-1A
42"X30"

SPEED LIMIT 40
R2-1
30"X36"

15' (TYP.)

E FRONTAGE RD

KETTERING ST

RAMP CBE

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C STH 26 (PEAK HOURS)	SHEET 290	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025111_TC - STH 26 1C.DWG
LAYOUT NAME - 0501011
PLOT DATE : 7/24/2015 1:22 PM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

USH 14 EB

USH 14 WB

STH 26 SB

STH 26 NB

91+50'CWT'

91+50'CET'

95+00'CWT'

95+00'CET'

97+47.3'CET'
24.0' RT

24'

10" (TYP.)

25'
(TYP.)

93+27.3'CET'
36.0' RT

LANE CLOSED
R11-2-L
48"X30"

96+47.3'CET'
24.0' RT

50'
(TYP.)

97+97.3'CET'
36.0' RT

BEGIN RIGHT TURN LANE
R3-20-R
24"X36"

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

MATCH LINE STA 100+00'CET'

MORSE ST

CANOPY

FILLER CAPS

STATUE

INL

MH

W

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C STH 26 (OFF-PEAK, INSIDE LANE)	SHEET 291	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025112_TC - STH 26 1C NIGHT.DWG
LAYOUT NAME - 050109
PLOT DATE : 6/15/2015 5:00 PM
PLOT BY : KL ENGINEERING
PLOT NAME : ----------
PLOT SCALE : **********
WISDOT/CADDS SHEET 42

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

LANE CLOSED R11-2-L 48"X30"

RAMP CLOSED R11-2-R 48"X30"

LANE CLOSED R11-2-L 48"X30"

ROAD CLOSED R11-2 48"X30"

LANE CLOSED R11-2-L 48"X30"

DO NOT ENTER R5-1 36"X36"

ONE WAY R6-2-L 30"X36"

NORTH MB3-1 24"X12"

WEST MB3-4 24"X12"

STH 39 M1-1 24"X24"

STH 90 M1-1 24"X24"

M05-2-R 21"X21"

M05-2-R 21"X21"

MORSE ST

RAMP CDT

RAMP CCT

STH 26 SB

STH 26 NB

RYAN ROAD

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA 100+00'CET'

MATCH LINE STA 115+00'CET'

100+00'CWT'

105+00'CWT'

110+00'CWT'

111+99.0'CWT'
12.0' LT

105+00'CET'

110+00'CET'

103+42.8'CET'
0.0'

106+62.8'CET'
12.0' RT

959+00'CDT'

965+00'TWNB'

960+00'LWNB'

24'

12'

50' (TYP.)

15' (TYP.)

25' (TYP.)

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C STH 26 (OFF-PEAK, INSIDE LANE)	SHEET 292	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025112_TC - STH 26 1C NIGHT.DWG
LAYOUT NAME - 0501010
PLOT DATE : 7/24/2015 1:28 PM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

N

SOUTH
MB3-3
24"X12"

EAST
MB3-2
24"X12"

39
M1-1
24"X24"

90
M1-1
24"X24"

M05-2-R
21"X21"

M05-2-R
21"X21"

ROAD CLOSED
R11-2
48"X30"

NO PARKING ANY TIME
R7-1-D
24"X30"

ONE WAY
R6-2-L
30"X36"

RAMP CLOSED
R11-2-R
48"X30"

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITH SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

FRONTAGE RD

RAMP CAT

MATCH LINE STA 115+00'CET'

115+19.0'CWT'
0.0'

264+84.0'CAT'

'CWT'

'CE'

120+00'CWT'

120+00'CET'

25'
(TYP.)

124+72'CWT'
24.0'

125+00'CWT'

25'
(TYP.)

126+72'CWT'
32.0'

125+00'CET'

128+50'CWT'

128+50'CET'

STH 26 SB

STH 26 NB

50'
(TYP.)

LANE CLOSED
R11-2-L
48"X30"

WRONG WAY
R5-1A
42"X30"

SPEED LIMIT 40
R2-1
30"X36"

E FRONTAGE RD

RAMP CBE

KETTERING ST

CANOPY

FILLER CAPS

MH

SS

W

INL

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C STH 26 (OFF-PEAK, INSIDE LANE)	SHEET 293	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025112_TC - STH 26 1C NIGHT.DWG PLOT DATE : 7/24/2015 1:28 PM PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********
LAYOUT NAME - 0501011

2

2

USH 14 EB

USH 14 WB

STH 26 SB

STH 26 NB

91+50'CWT'

91+50'CET'

95+00'CWT'

95+00'CET'

97+47.3'CET'
24.0' RT

10' (TYP.)

25'
(TYP.)

93+27.3'CET'
36.0' RT

24'

96+47.3'CET'
24.0' RT

50'
(TYP.)

97+97.3'CET'
36.0' RT

LANE CLOSED
R11-2-L
48"X30"

BEGIN RIGHT TURN LANE
R3-20-R
24"X36"

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

MATCH LINE STA 100+00'CET'

MORSE ST

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C STH 26 (OFF-PEAK, OUTSIDE LANE)	SHEET 294	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025113_TC - STH 26 1C NIGHT (2).DWG PLOT DATE : 6/15/2015 5:11 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
LAYOUT NAME - 050109

WISDOT/CADDS SHEET 42

2

N

MORSE ST

RAMP CDT

LANE CLOSED
R11-2-L
48"X30"

RAMP CLOSED
R11-2-R
48"X30"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2-L
48"X30"

DO NOT ENTER
R5-1
36"X36"

MATCH LINE STA 100+00'CET'

STH 26 SB

STH 26 NB

105+00'CWT'

105+00'CET'

110+00'CWT'

110+00'CET'

115+00'CWT'

115+00'CET'

959+00'CDT'

965+00'TWNB'

MATCH LINE STA 115+00'CET'

100+55.7'CET'
24.0' RT

10'
(TYP.)

50'
(TYP.)

12'

103+75.7'CET'
12.0' RT

15'
(TYP.)

50'
(TYP.)

RYAN ROAD

RAMP CDT

NORTH
MB3-1
24"X12"

WEST
MB3-4
24"X12"

M1-1
24"X24"

M1-1
24"X24"

M05-2-R
21"X21"

M05-2-R
21"X21"

IH 39/90 SB

IH 39/90 NB

960+00'CDT'

960+00'TWNB'

ONE WAY
R6-2-L
30"X36"

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C STH 26 (OFF-PEAK, OUTSIDE LANE)	SHEET 295	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025113_TC - STH 26 1C NIGHT (2).DWG PLOT DATE : 7/24/2015 1:39 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ========== LAYOUT NAME - 0501010

WISDOT/CADDS SHEET 42

2

N

SOUTH
MB3-3
24"X12"

EAST
MB3-2
24"X12"

INTERSTATE 39
MI-1
24"X24"

INTERSTATE 90
MI-1
24"X24"

MO5-2-R
21"X21"

MO5-2-R
21"X21"

ROAD CLOSED
R11-2
48"X30"

NO PARKING
R7-1-D
24"X30"

RAMP CAT

964+64.4'CAT'

ONE WAY
R6-2-L
30"X36"

RAMP CLOSED
R11-2-R
48"X30"

LANE CLOSED
R11-2-L
48"X30"

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

FRONTAGE RD

123+46.4'CWT'
12.0' LT

126+66.4'CWT'
24.0' LT

50'
(TYP.)

10'
(TYP.)

12'

MATCH LINE STA 115+00'CET'

'CWT'

120+00'CWT'

125+00'CWT'

STH 26 SB

128+50'CWT'

'CET'

120+00'CET'

125+00'CET'

128+50'CET'

STH 26 NB

15'
(TYP.)

LANE CLOSED
R11-2-L
48"X30"

WRONG WAY
R5-1A
42"X30"

SPEED LIMIT
40
R2-1
30"X36"

E FRONTAGE RD

KETTERING ST

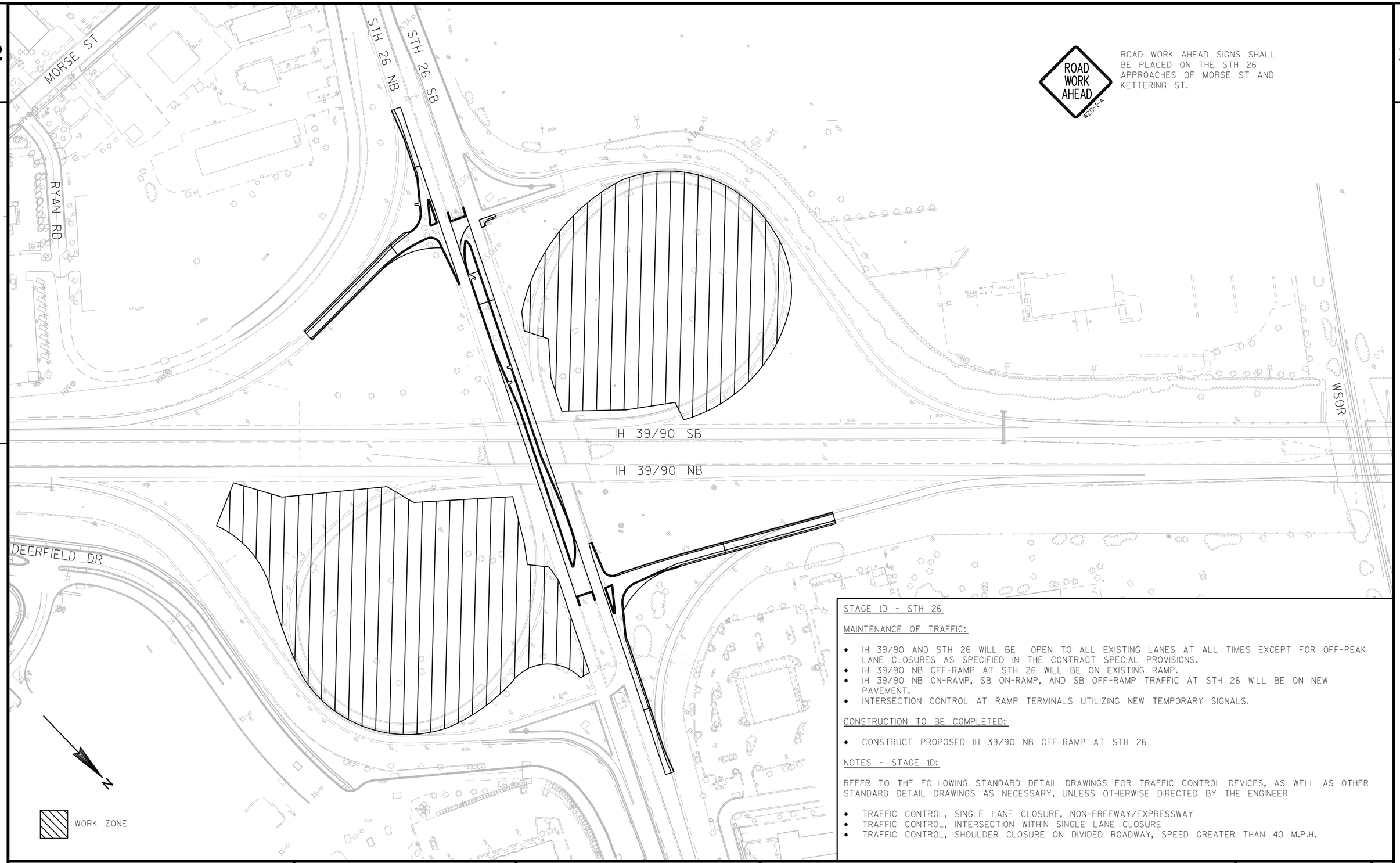
RAMP CBE

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1C STH 26 (OFF-PEAK, OUTSIDE LANE)	SHEET 296	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025113_TC - STH 26 1C NIGHT (2).DWG PLOT DATE : 7/24/2015 1:39 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
LAYOUT NAME - 0501011



ROAD WORK AHEAD SIGNS SHALL BE PLACED ON THE STH 26 APPROACHES OF MORSE ST AND KETTERING ST.

STAGE 1D - STH 26

MAINTENANCE OF TRAFFIC:

- IH 39/90 AND STH 26 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR OFF-PEAK LANE CLOSURES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.
- IH 39/90 NB OFF-RAMP AT STH 26 WILL BE ON EXISTING RAMP.
- IH 39/90 NB ON-RAMP, SB ON-RAMP, AND SB OFF-RAMP TRAFFIC AT STH 26 WILL BE ON NEW PAVEMENT.
- INTERSECTION CONTROL AT RAMP TERMINALS UTILIZING NEW TEMPORARY SIGNALS.

CONSTRUCTION TO BE COMPLETED:

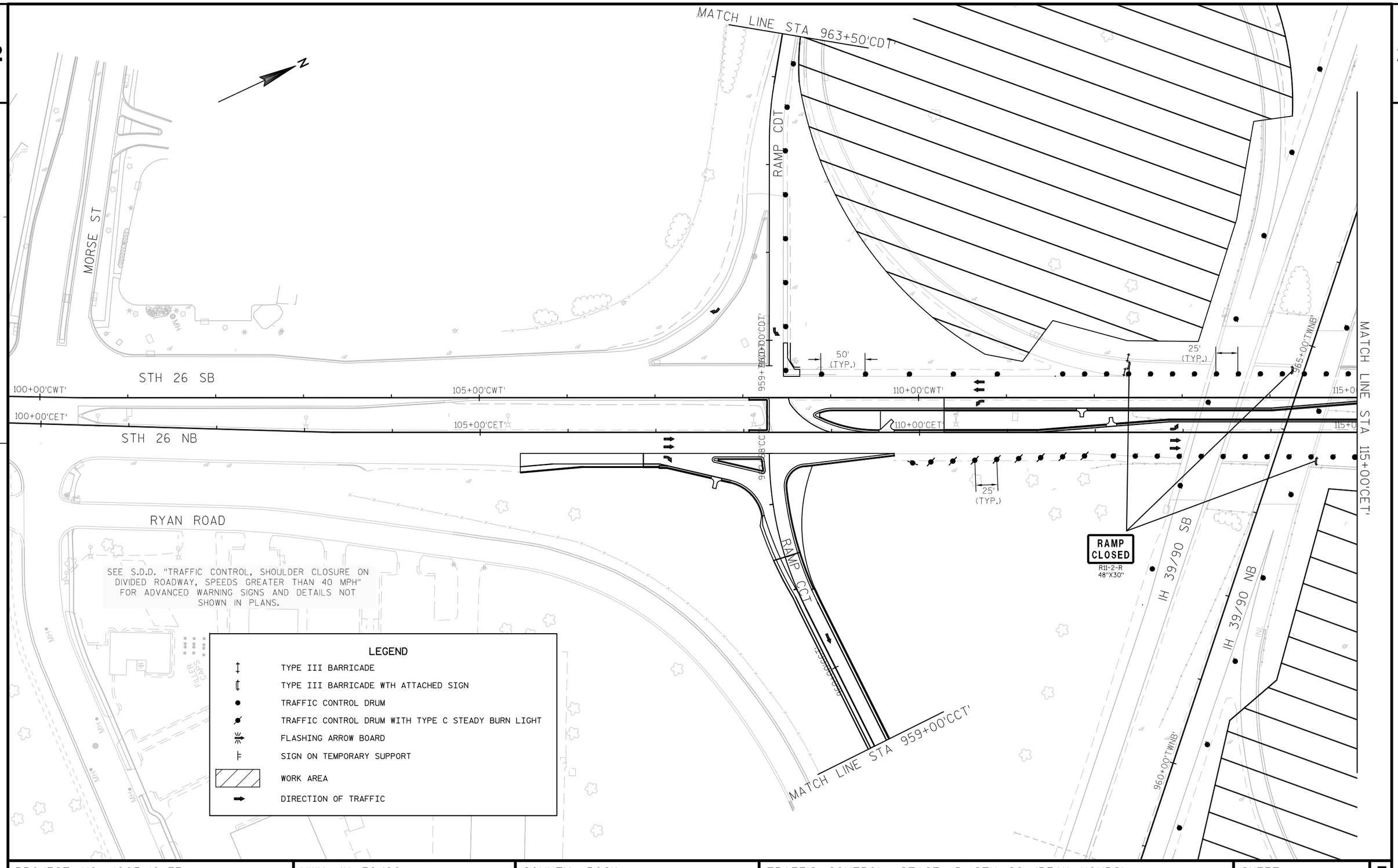
- CONSTRUCT PROPOSED IH 39/90 NB OFF-RAMP AT STH 26

NOTES - STAGE 1D:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEED GREATER THAN 40 M.P.H.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D OVERVIEW STH 26	SHEET 297	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (PEAK HOURS)	SHEET 298	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025114_TC - STH 26 1D.DWG
LAYOUT NAME - 0501010
PLOT DATE : 6/16/2015 8:49 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

N

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

RAMP, CAT

964+75.00'CAT'

25' (TYP.)

50' (TYP.)

115+00'CET'

120+00'CWT'

125+00'CWT'

128+50'CWT'

120+00'CET'

125+00'CET'

128+50'CET'

STH 26 SB

STH 26 NB

FRONTAGE RD

E FRONTAGE RD

KETTERING ST

MATCH LINE STA

R3-1
36"X36"

RAMP CLOSED
R11-2-R
48"X30"

RAMP CBE

MATCH LINE B

FILLER CAPS

CANOPY

MH

INL

W

SS

HW

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (PEAK HOURS)	SHEET 299	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025114_TC - STH 26 1D.DWG
LAYOUT NAME - 0501011
PLOT DATE : 6/16/2015 8:49 AM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

LEGEND

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

RYAN RD

N

MATCH LINE STA 956+00'TWNB'

955+00'CCT'

RAMP CCT

948+82'CCT'

950+00'CCT'

IH 39/90 SB

955+00'TWNB'

945+00'TWNB'

950+00'TWNB'

IH 39/90 NB

50' (TYP.)

RAMP CBE

MATCH LINE A

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

U/C DEERFIELD DR

N

MATCH LINE A

50' (TYP.)

RAMP CBE

MATCH LINE B

DEERFIELD DR

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (PEAK HOURS)	SHEET 300	E

2

N

MATCH LINE STA 959+00'CCT'

RAMP CCT

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

110+00'CET'

110+00'CWT'

STH 26 NB

STH 26 SB

LEGEND

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

MATCH LINE STA 956+00'TWNB'

IH 39/90 SB

960+00'TWNB'

965+00'TWNB'

970+00'TWNB'

IH 39/90 NB

50' (TYP.)

100' (TYP.)

115+00'CET'

115+00'CWT'

RAMP CAT

954+85.54 00'CAT'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (PEAK HOURS)	SHEET 301 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025114_TC - STH 26 1D.DWG
LAYOUT NAME - 0501015
PLOT DATE : 6/16/2015 8:50 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE STA 969+00'CDT'

970+00'CDT'

RAMP CDT

50' (TYP.)

100' (TYP.)

975+00'CDT'

978+25'CDT'

IH 39/90 SB

50' (TYP.)

MATCH LINE STA 970+00'TWNB'

975+00'TWNB'

980+00'TWNB'

985

IH 39/90 NB

975+00'CAT'

980+00'CAT'

983+08'CAT'

RAMP CAT

970+00'CAT'

FILLER CAPS

CANOPY

W

W

INL

MH

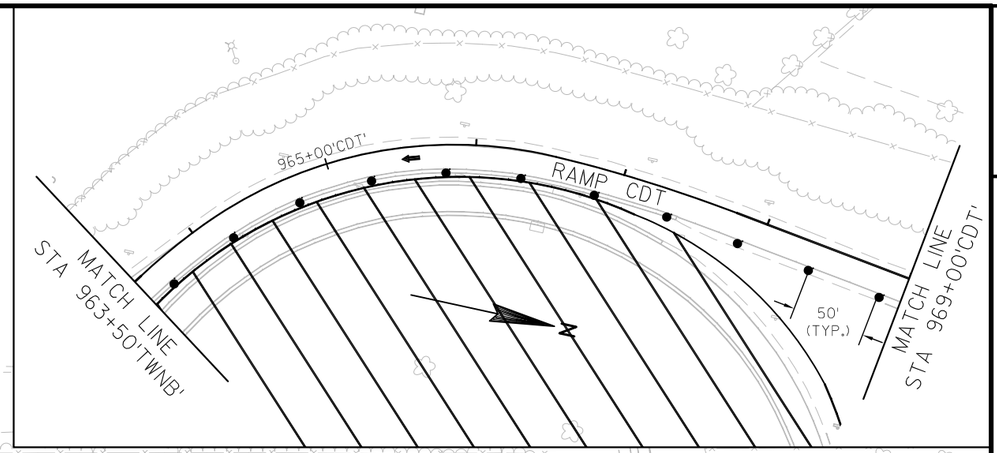
MH

INL

INL

WSOR

WSOR



SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

LEGEND

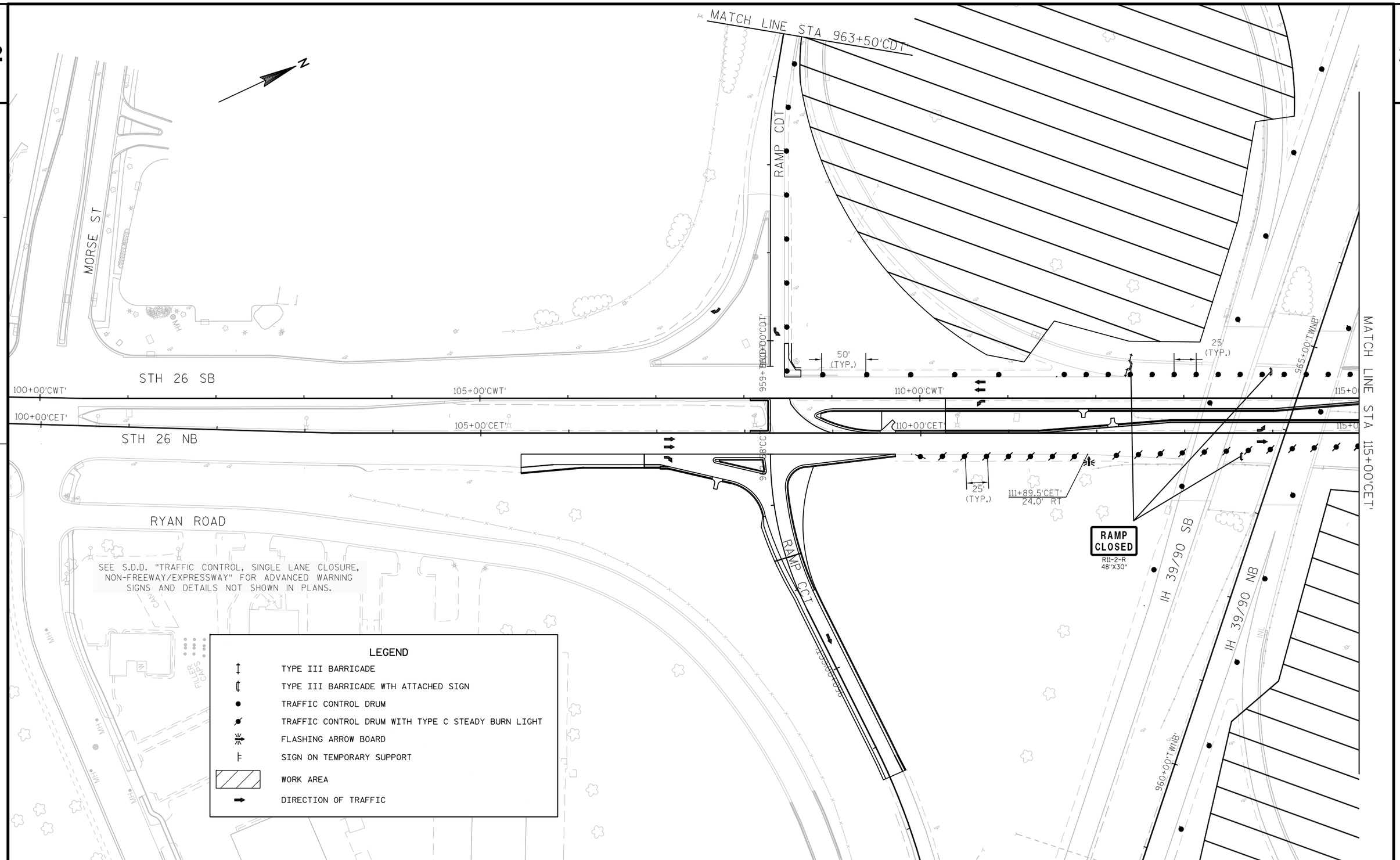
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

N

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (PEAK HOURS)	SHEET 302	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025114_TC - STH 26 1D.DWG
LAYOUT NAME - 0501016

PLOT DATE : 6/16/2015 8:50 AM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (OFF-PEAK HOURS)	SHEET 303	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025115_TC - STH 26 1D NIGHT.DWG
LAYOUT NAME - 0501010
PLOT DATE : 6/16/2015 9:09 AM
PLOT BY : KL ENGINEERING
PLOT NAME : _____ PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

N

RAMP CAT

964+74.5'CAT'

LANE CLOSED
R11-2-L
48"X30"

25'
(TYP.)

115+00'CET'

MATCH LINE

115+09.5'CET'
12.0' RT

12'

50'
(TYP.)

120+00'CWT'

125+00'CWT'

STH 26 SB

128+50'CWT'

120+00'CET'

125+00'CET'

128+50'CET'

STH 26 NB

FRONTAGE RD

E FRONTAGE RD

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

FILLER CAPS

CANOPY

KETTERING ST

R3-1
36"X36"

50'
(TYP.)

RAMP CLOSED
R11-2-R
48"X30"

RAMP CBE

MATCH LINE B

INL

SS

MH

W

CA

HW

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (OFF-PEAK HOURS)	SHEET 304	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025115_TC - STH 26 1D NIGHT.DWG
LAYOUT NAME - 0501011
PLOT DATE : 6/16/2015 9:09 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ----------
PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

LEGEND

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

RYAN RD

N

INL

W

WL

MH

HW

948+82'CCT'

950+00'CCT'

955+00'CCT'

RAMP CCT

MATCH LINE STA 956+00'TWNB'

IH 39/90 SB

945+00'TWNB'

950+00'TWNB'

955+00'TWNB'

IH 39/90 NB

50'
(TYP.)

RAMP CBE

MATCH LINE A

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

U/C

DEERFIELD DR

N

MATCH LINE A

50'
(TYP.)

RAMP CBE

MATCH LINE B

DEERFIELD DR

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (OFF-PEAK HOURS)	SHEET 305	E

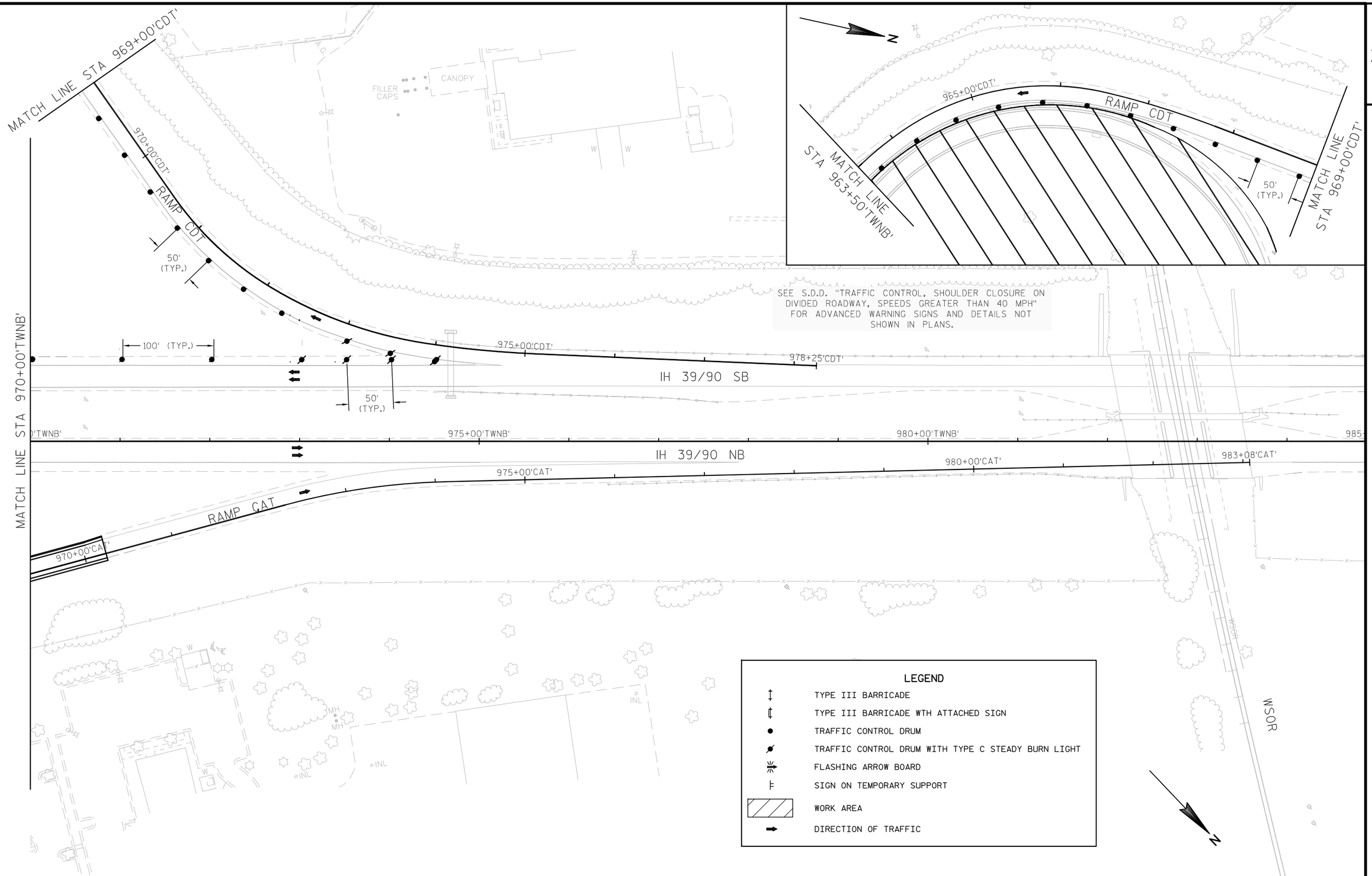
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025115_TC - STH 26 1D NIGHT.DWG
LAYOUT NAME - 0501014
PLOT DATE : 6/16/2015 9:10 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (OFF-PEAK HOURS)	SHEET 306 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025115_TC - STH 26 1D NIGHT.DWG
LAYOUT NAME - 0501015
PLOT DATE : 6/16/2015 9:10 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

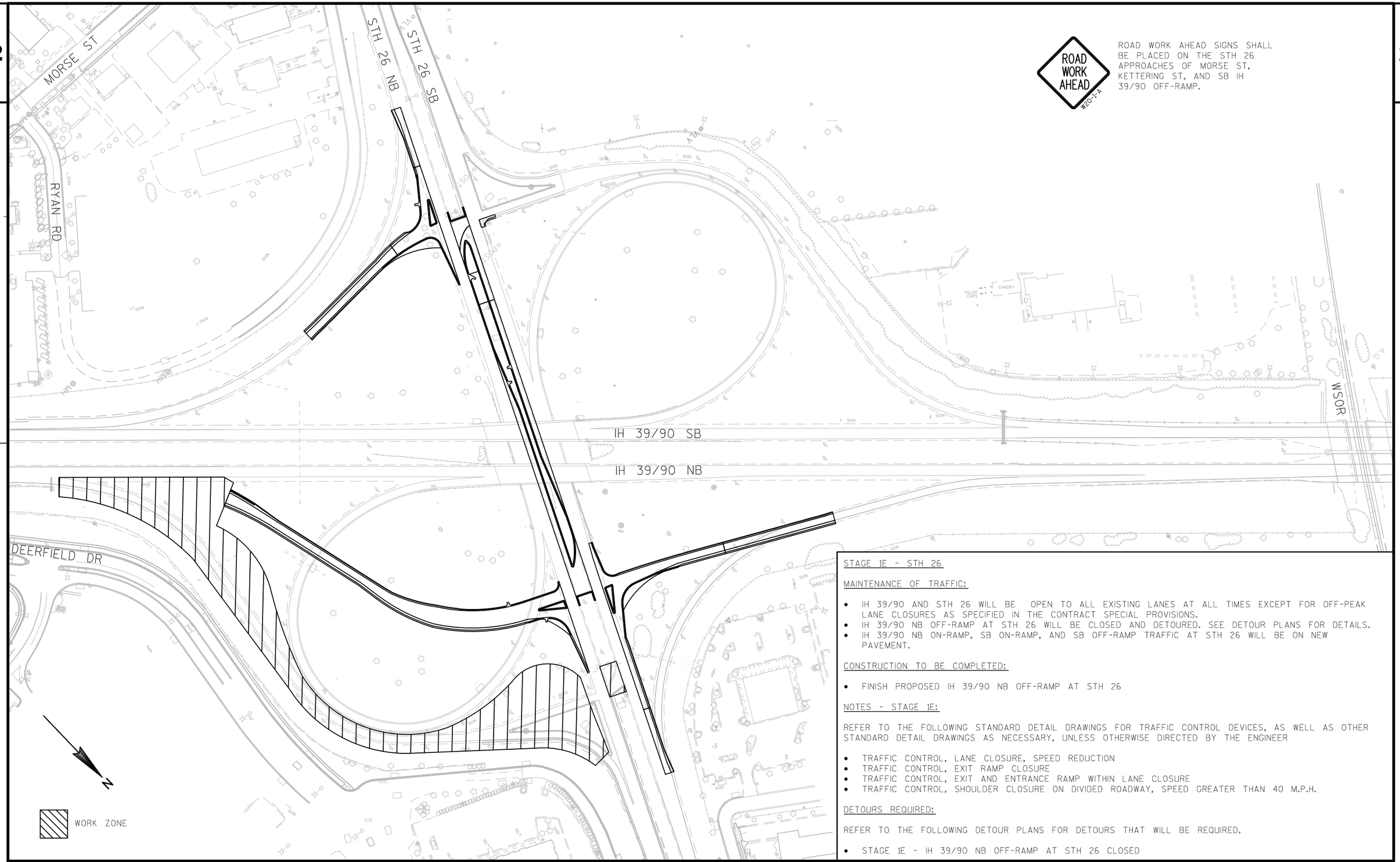
2



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1D STH 26 (OFF-PEAK HOURS)	SHEET 307	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025115_TC - STH 26 1D NIGHT.DWG
LAYOUT NAME - 0501016
PLOT DATE : 6/16/2015 9:10 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



ROAD WORK AHEAD SIGNS SHALL BE PLACED ON THE STH 26 APPROACHES OF MORSE ST, KETTERING ST, AND SB IH 39/90 OFF-RAMP.

STAGE 1E - STH 26

MAINTENANCE OF TRAFFIC:

- IH 39/90 AND STH 26 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR OFF-PEAK LANE CLOSURES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.
- IH 39/90 NB OFF-RAMP AT STH 26 WILL BE CLOSED AND DETOURED. SEE DETOUR PLANS FOR DETAILS.
- IH 39/90 NB ON-RAMP, SB ON-RAMP, AND SB OFF-RAMP TRAFFIC AT STH 26 WILL BE ON NEW PAVEMENT.

CONSTRUCTION TO BE COMPLETED:

- FINISH PROPOSED IH 39/90 NB OFF-RAMP AT STH 26

NOTES - STAGE 1E:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
- TRAFFIC CONTROL, EXIT RAMP CLOSURE
- TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEED GREATER THAN 40 M.P.H.

DETOURS REQUIRED:

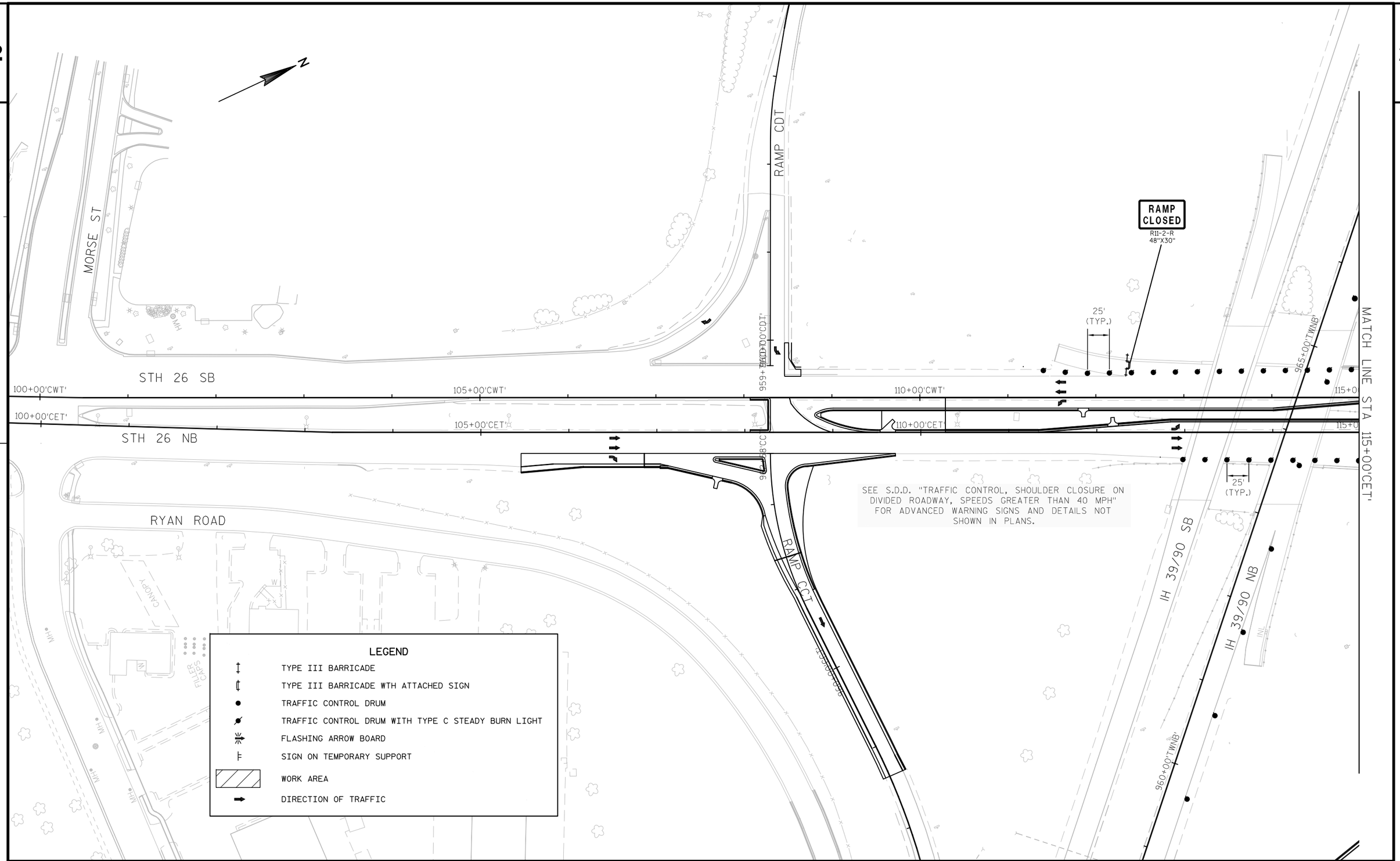
REFER TO THE FOLLOWING DETOUR PLANS FOR DETOURS THAT WILL BE REQUIRED.

- STAGE 1E - IH 39/90 NB OFF-RAMP AT STH 26 CLOSED

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E OVERVIEW STH 26	SHEET 308	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025105Z_TC - STH 26 OVERVIEW.DWG PLOT DATE : 6/17/2015 3:19 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (PEAK HOURS)	SHEET 309 E

2

2

N

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

FRONTAGE RD

RAMP CAT

964+75.00'CAT'

MATCH LINE STA 115+00'CET'

'CWT'

120+00'CWT'

125+00'CWT'

STH 26 SB

128+50'CWT'

'CET'

120+00'CET'

125+00'CET'

128+50'CET'

STH 26 NB

25'
(TYP.)

50'
(TYP.)

25'
(TYP.)

RAMP CLOSED
R11-2-R
48"X30"

ROAD CLOSED
R11-2
48"X30"

RAMP CBT

RAMP CBE

DEERFIELD DR

KETTERING ST

MATCH LINE B

360+00'CBT'

FILLER CAPS

CANOPY

MH

SS

INL

W

HW

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (PEAK HOURS)	SHEET 310	E

2

2

LEGEND

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

N

INL

W

MH

IH 39/90 SB

930+00'TWNB'

935+00'TWNB'

940+00'TWNB'

942+00'TWNB'

MATCH LINE STA 942+00'TWNB'

IH 39/90 NB

RAMP HAE

941+60.9'TWNB'
36.0' RT

10' (TYP.)

50'
(TYP.)

W04-1R
48"X48"

SEE "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

U/C

DEERFIELD DR

HW

W04-2R

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (PEAK HOURS)	SHEET 311 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTH0-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025116_TC - STH 26 1E.DWG
LAYOUT NAME - 0501013
PLOT DATE : 6/22/2015 9:14 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ----------
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

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

RYAN RD

N

MATCH LINE STA 942+00'TWNB'

IH 39/90 SB

948+82'CCT'

950+00'CCT'

955+00'CCT'

RAMP CCT

MATCH LINE STA 956+00'TWNB'

945+00'TWNB'

948+20.9'TWNB'
24.0' RT

IH 39/90 NB

950+00'TWNB'

24'

950+86'CBT'

955+00'TWNB'

955+00'CBT'

RAMP CBE

MATCH LINE A

50'
(TYP.)

25'
(TYP.)

RAMP
CLOSED
R11-2-R
48"X30"

U/C

DEERFIELD DR

LANE
CLOSED
R11-2-L
48"X30"

SEE S.D.D. "TRAFFIC CONTROL, EXIT RAMP CLOSURE" AND "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

MATCH LINE A

RAMP CBE

MATCH LINE B

DEERFIELD DR

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (PEAK HOURS)	SHEET 312	E

2

2

N

LEGEND

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

MATCH LINE STA 956+00'TWNB'

IH 39/90 SB

IH 39/90 NB

960+00'TWNB'

965+00'TWNB'

970+00'TWNB'

25' (TYP.)

100' (TYP.)

RAMP CCT

950+00'CET'

110+00'CET'

110+00'CWT'

STH 26 NB

STH 26 SB

115+00'CET'

115+00'CWT'

970+00'CAT'

RAMP CAT

954+00'CAT'

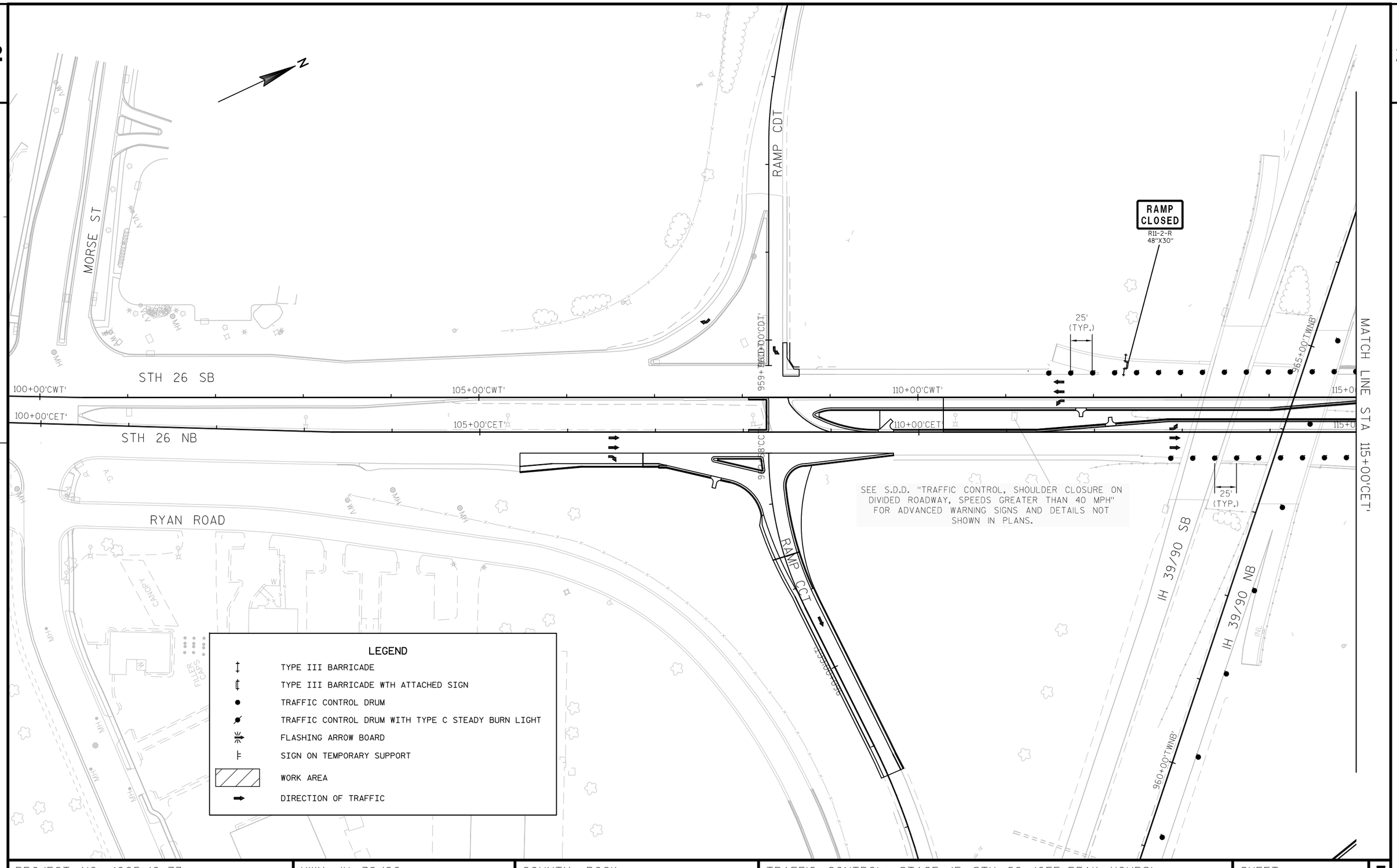
RAMP CBT

960+00'CBT'

RAMP CLOSED
R11-2-R
48"X30"

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (PEAK HOURS)	SHEET 313	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025116_TC - STH 26 1E.DWG
LAYOUT NAME - 0501015
PLOT DATE : 6/22/2015 9:15 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (OFF-PEAK HOURS)	SHEET 314 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025117_TC - STH 26 1E NIGHT.DWG
LAYOUT NAME - 0501010
PLOT DATE : 6/22/2015 10:11 AM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

N

SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

FRONTAGE RD

RAMP CAT

964+75.00'CAT'

MATCH LINE STA 115+00'CET'

'CWT'

120+00'CWT'

125+00'CWT'

STH 26 SB

128+50'CWT'

'CET'

120+00'CET'

125+00'CET'

128+50'CET'

STH 26 NB

25'
(TYP.)

50'
(TYP.)

RAMP CLOSED
R11-2-R
48"X30"

ROAD CLOSED
R11-2
48"X30"

RAMP CBT

RAMP CBE

DEERFIELD DR

KETTERING ST

MATCH LINE B

360+00'CBT'

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (OFF-PEAK HOURS)	SHEET 315	E

2

2

N

USH 14 EB

USH 14 WB

IH 39/90 SB

IH 39/90 NB

LANE CLOSED
R11-2-L
48"X30"

MATCH LINE STA 928+00'TWNB'

915+00'TWNB'

920+00'TWNB'

925+00'TWNB'

926+27.8'TWNB'
12.0' RT

919+67.8'TWNB'
24.0' RT

12'

100' (TYP.)

10' (TYP.)

50'
(TYP.)

SEE "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

A.G.

MH

A/C

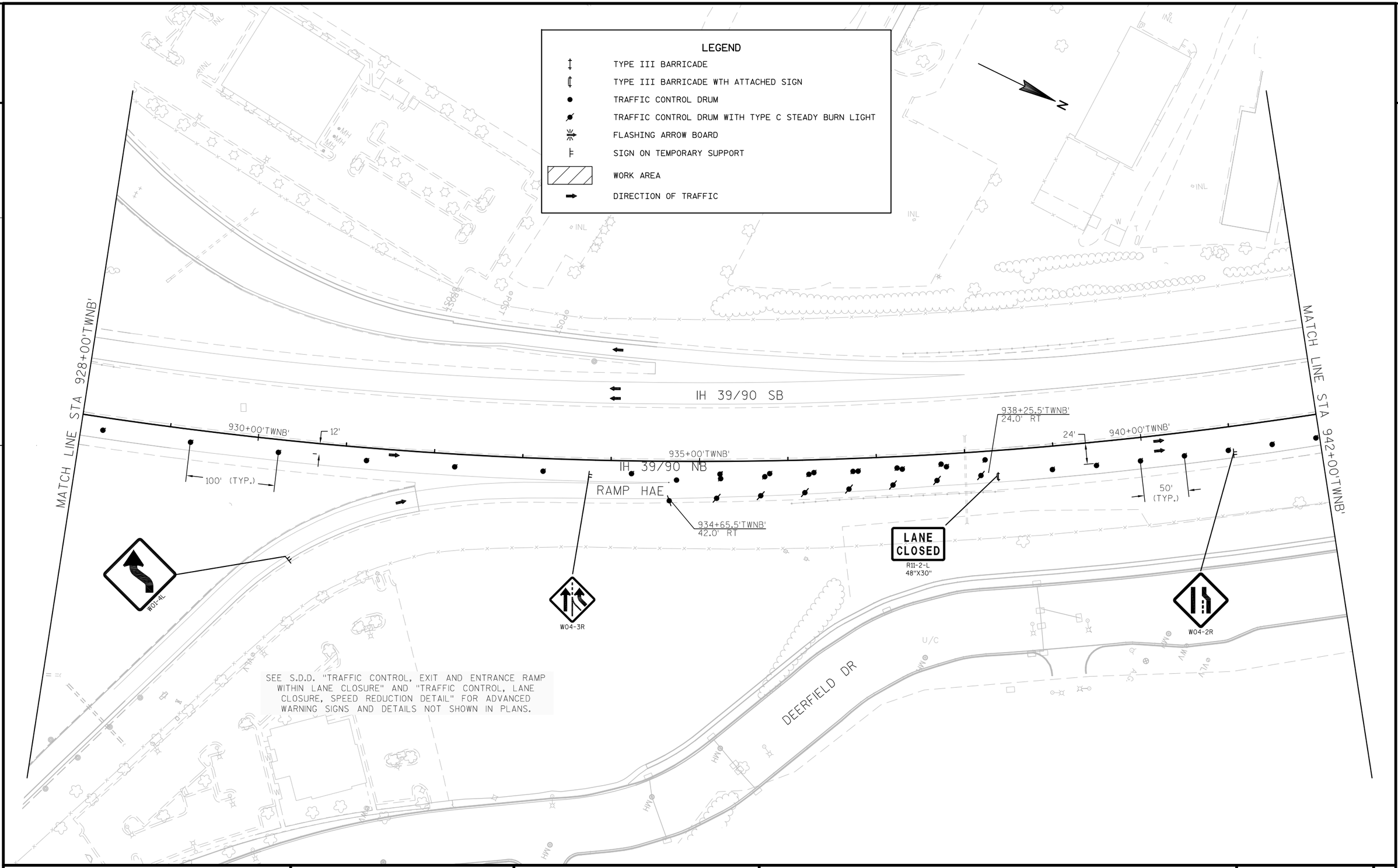
LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (OFF-PEAK HOURS)	SHEET 316	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025117_TC - STH 26 1E NIGHT.DWG
LAYOUT NAME - 0501012
PLOT DATE : 6/22/2015 10:12 AM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (OFF-PEAK HOURS)	SHEET 317	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025117_TC - STH 26 1E NIGHT.DWG
LAYOUT NAME - 0501013
PLOT DATE : 6/22/2015 10:13 AM
PLOT BY : KL ENGINEERING
PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

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

SEE S.D.D. "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" AND "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

RYAN RD

N

IH 39/90 SB

IH 39/90 NB

RAMP CCT

955+00'CCT'

948+82'CCT'

950+00'CCT'

MATCH LINE STA 942+00'TWNB'

MATCH LINE STA 956+00'TWNB'

24'

945+00'TWNB'

950+00'TWNB' 12'

955+00'TWNB'

955+00'CBT'

950+86'CBT'

943+72.1'TWNB'
24.0' RT

50'
(TYP.)

948+20.8'TWNB'
12.0' RT

RAMP CBE

MATCH LINE A

LANE CLOSED
R11-2-L
48"X30"

RAMP CLOSED
R11-2-R
48"X30"

U/C

DEERFIELD DR

N

MATCH LINE A

RAMP CBE

MATCH LINE B

DEERFIELD DR

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (OFF-PEAK HOURS)	SHEET 318	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025117_TC - STH 26 1E NIGHT.DWG PLOT DATE : 6/22/2015 10:13 AM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
LAYOUT NAME - 0501014

2

2

LEGEND

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

N

MATCH LINE STA 956+00'TWNB'

RAMP CCT

950+00'CCT'

110+00'CET'

110+00'CWT'

STH 26 NB

STH 26 SB

970+00'C

IH 39/90 SB

12'

960+00'TWNB'

965+00'TWNB'

970+00'TWNB'

IH 39/90 NB

INL

100' (TYP.)

115+00'CET'

115+00'CWT'

SEE "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION DETAIL" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

970+00'CAT'

RAMP CAT

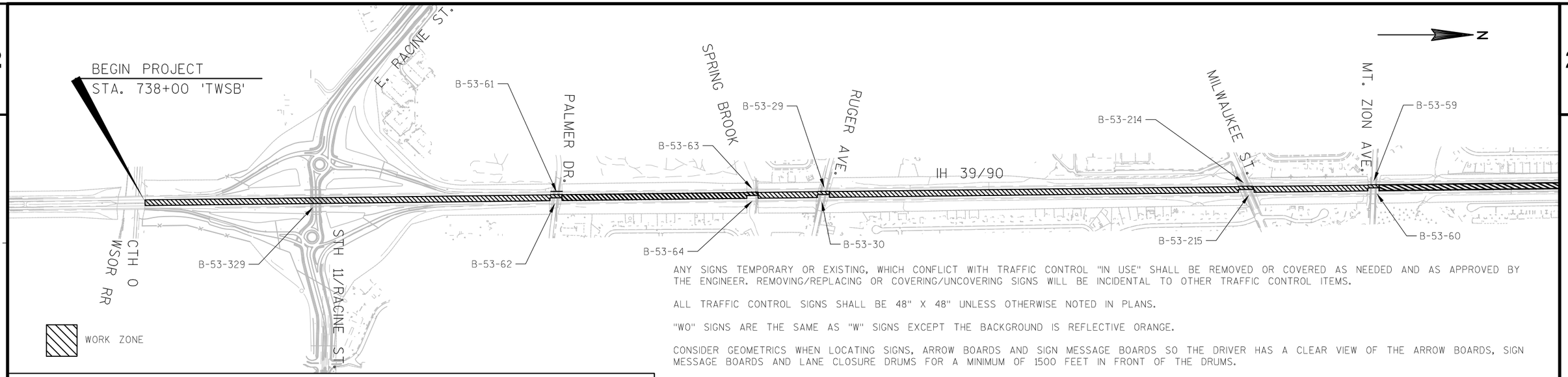
RAMP CLOSED
R11-2-R
48"X30"

960+00'CBT'

954+00'CAT'

RAMP CBT

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 1E STH 26 (OFF-PEAK HOURS)	SHEET 319	E



STAGE 2

MAINTENANCE OF TRAFFIC:

- SOUTHBOUND TRAFFIC LANES TO SHIFT AND USE SOUTHBOUND OUTSIDE SHOULDER REPAIRED IN STAGE 1.
- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME INSIDE LANE CLOSURES IN THE NORTHBOUND AND SOUTHBOUND DIRECTIONS AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

- REMOVE EXISTING SOUTHBOUND INSIDE SHOULDER
- CONSTRUCT TEMPORARY WIDENING IN THE MEDIAN OF IH 39/90 SB FROM CTH 'O' TO KENNEDY RD
- CONSTRUCT BRIDGE WIDENING/EXISTING ABUTMENT REPAIR OF B-53-65 AND B-53-85

NOTES - STAGE 2:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, INTERSECTION WITHIN SIGNLE LANE CLOSURE
- TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H.

DETOURS REQUIRED:

REFER TO THE FOLLOWING DETOUR PLANS FOR DETOURS THAT WILL BE REQUIRED.

- STAGE 2 - USH 14 WB CLOSED AT IH 39/90
- STAGE 2 - USH 14 EB CLOSED AT IH 39/90
- STAGE 2 - STH 26 NB CLOSED AT IH 39/90
- STAGE 2 - STH 26 SB CLOSED AT IH 39/90

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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

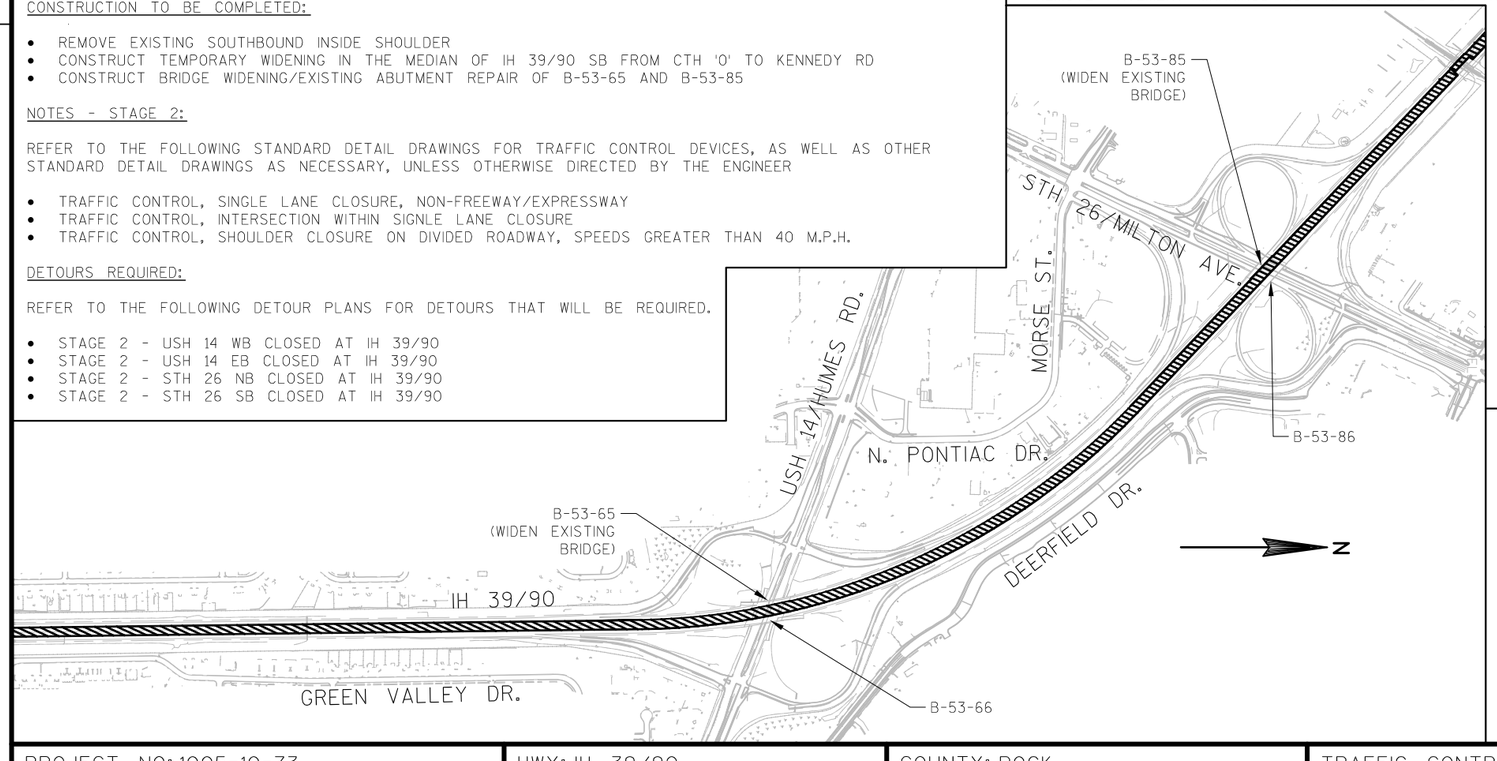
MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

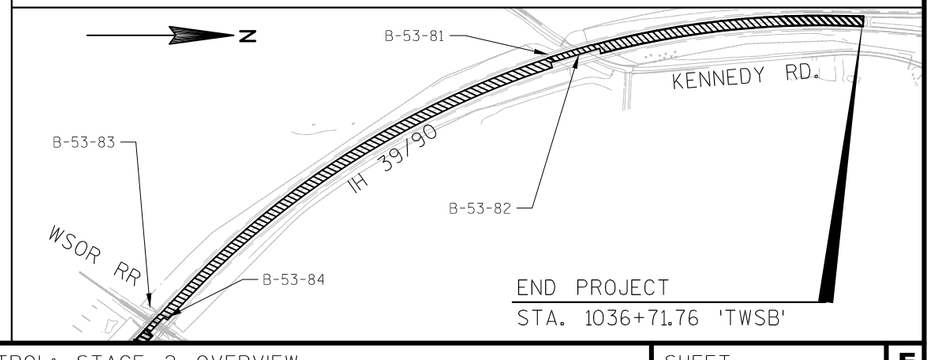
THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SAFETY EDGE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING

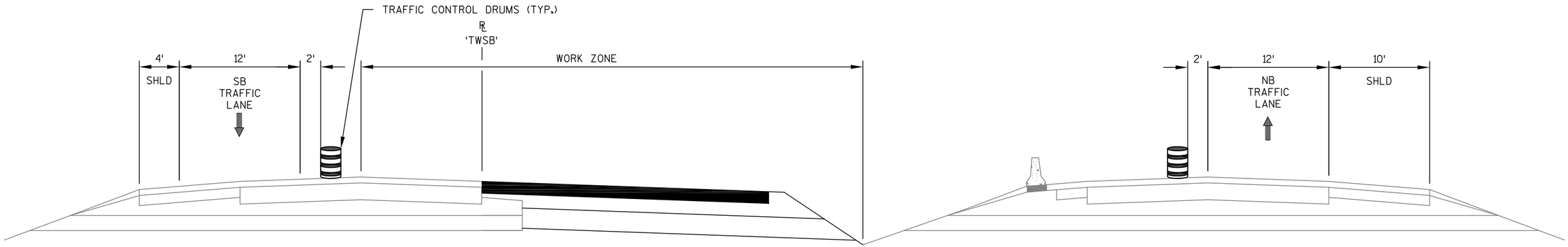
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER. ANCHORAGE IS NOT REQUIRED FOR THE ABUTMENT REPAIRS OF B-53-65 AND B-53-85





PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 OVERVIEW	SHEET 320 - E

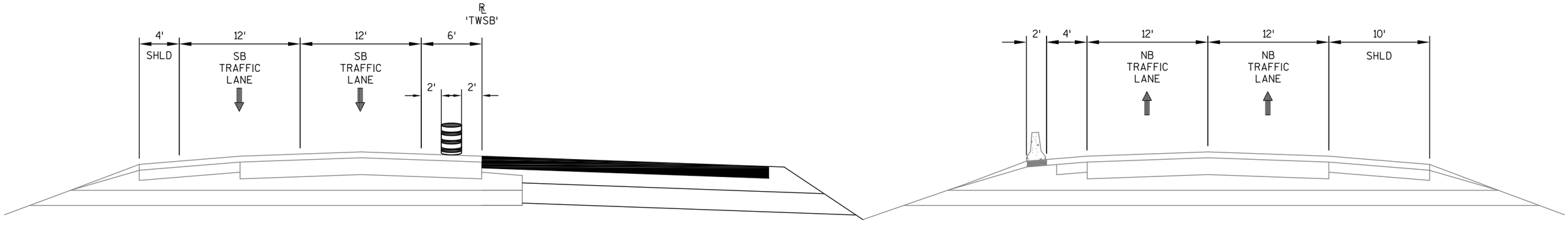
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025002_TC - OVERVIEW.DWG PLOT DATE : 6/17/2015 3:34 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42



IH 39/90 SB WIDENING - STAGE 2

NIGHTTIME HOURS

738+00 'TWSB' - 1036+71 'TWSB'

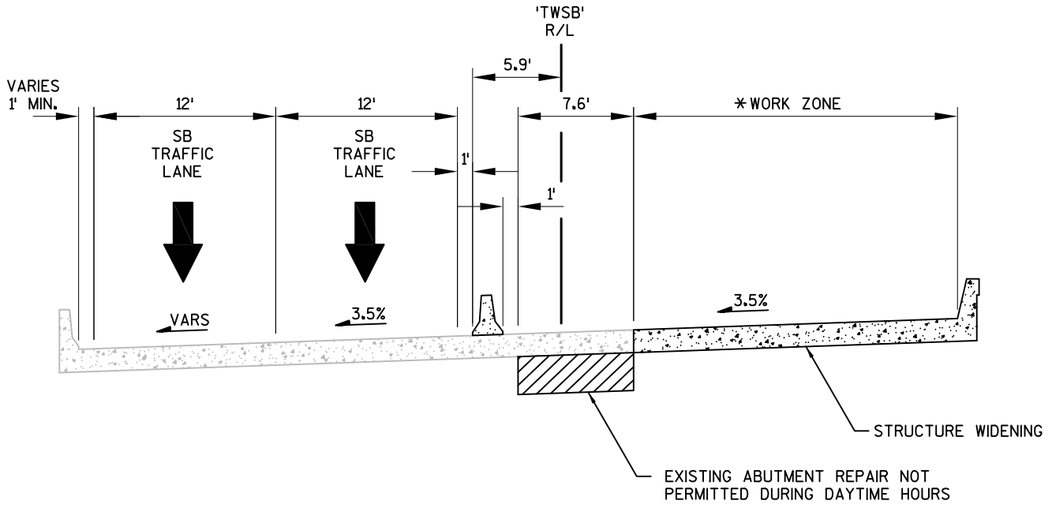


IH 39/90 SB WIDENING - STAGE 2

DAYTIME HOURS

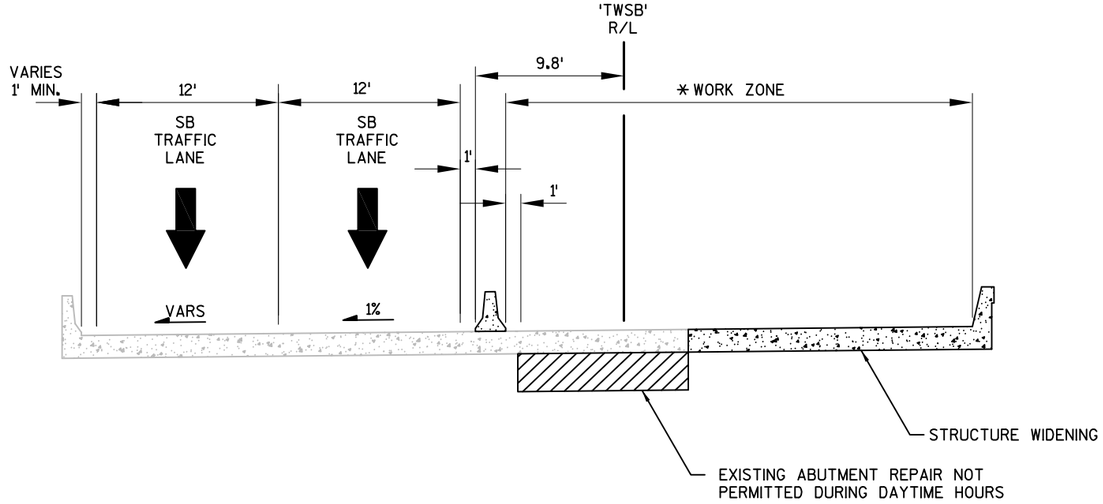
738+00 'TWSB' - 1036+71 'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 TYPICAL SECTIONS	SHEET 321 - E



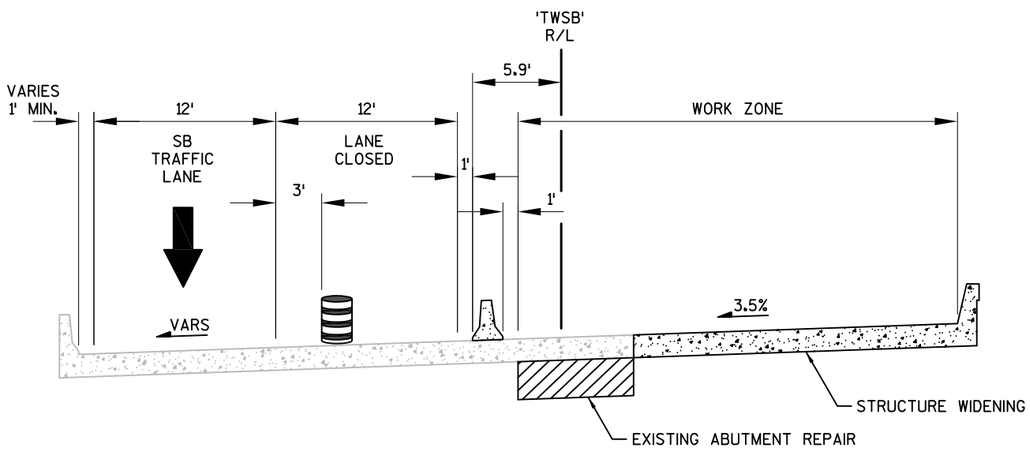
IH 39/90 SB WIDENING - STAGE 2

DAYTIME HOURS
STRUCTURE B-53-65
*DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED



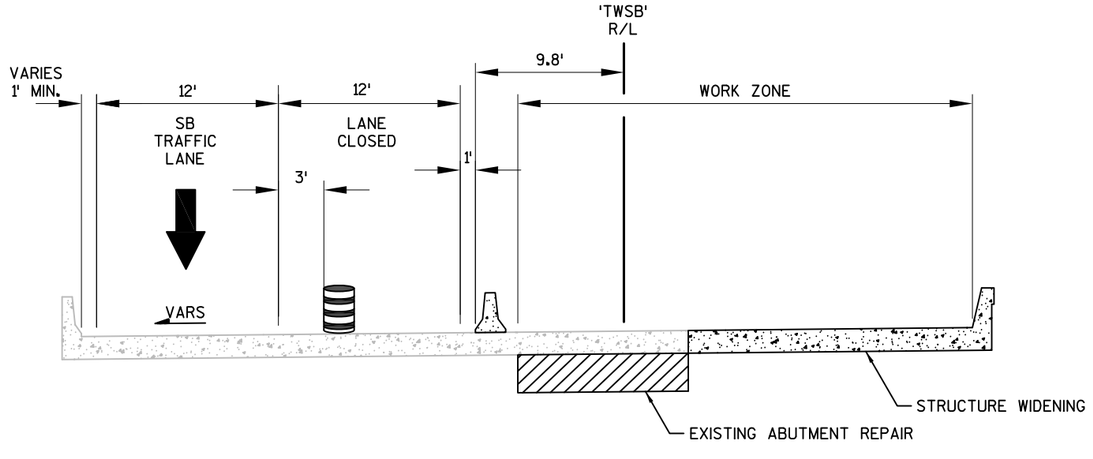
IH 39/90 SB WIDENING - STAGE 2

DAYTIME HOURS
STRUCTURE B-53-85
*DELIVERIES TO THE WORK ZONE FROM IH 39/90 NOT PERMITTED



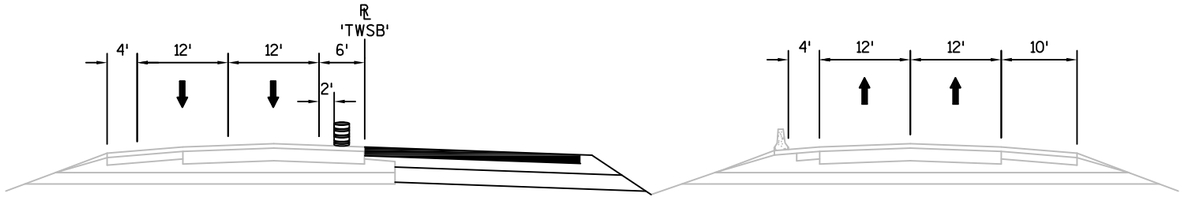
IH 39/90 SB WIDENING - STAGE 2

NIGHTTIME HOURS
STRUCTURE B-53-65



IH 39/90 SB WIDENING - STAGE 2

NIGHTTIME HOURS
STRUCTURE B-53-85



TRAFFIC CONTROL NOTES

NO WORK TO BE DONE DURING DAYTIME HOURS

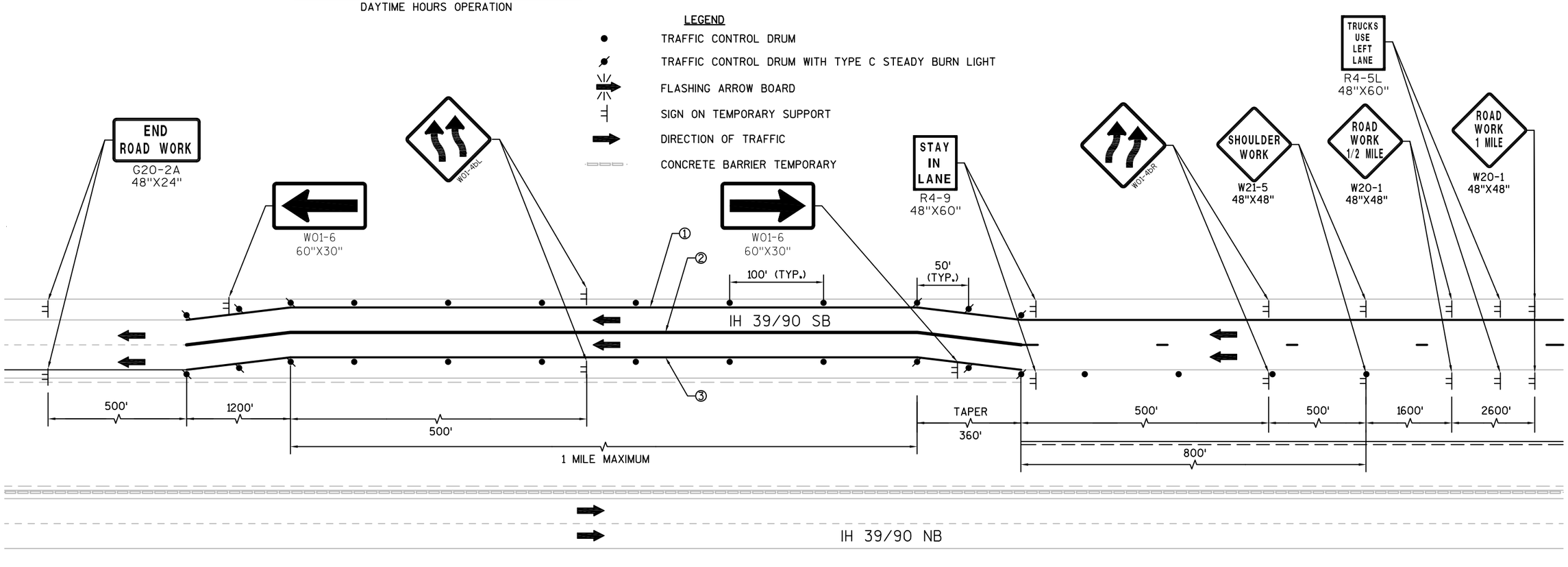
SEE "TRAFFIC CONTROL: STAGE 2 OVERVIEW 2" AND "TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)" FOR ADDITIONAL NOTES.

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
③ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

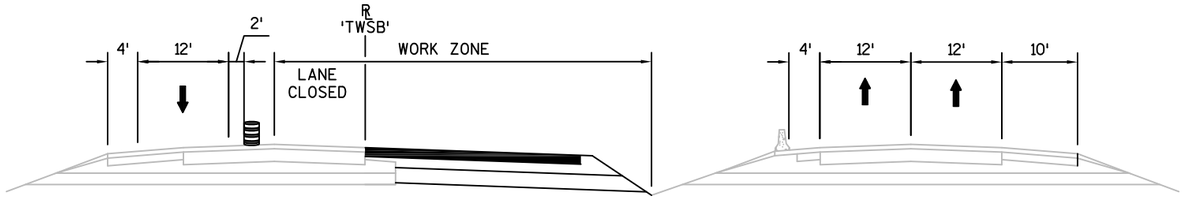
TRAFFIC CONTROL TYPICAL SECTION

DAYTIME HOURS OPERATION



FREEWAY TRAFFIC SHIFT FOR MEDIAN WORK

DAYTIME HOURS OPERATION
738+00 'TWSB' - 922+00 'TWSB'
964+00 'TWSB' - 1036+71 'TWSB'



TRAFFIC CONTROL NOTES

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

FOR NIGHTTIME HOURS OPERATION ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYP C (STEADY BURN).

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

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

ALL SHORT TERM LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROWBOARDS AND DEVICES SHALL BE REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

THE WORK ZONE AND BUFFER SPACE WILL BE A MAXIMUM OF 1 MILE IN LENGTH.

THE CLOSED TRAFFIC LANE MAY BE USED FOR ACCESS TO AND FROM THE WORK ZONE BUT MAY NOT BE USED FOR WORK VEHICLE STORAGE.

SEE "TRAFFIC CONTROL: STAGE 2 OVERVIEW" FOR ADDITIONAL NOTES.

TRAFFIC CONTROL TYPICAL SECTION

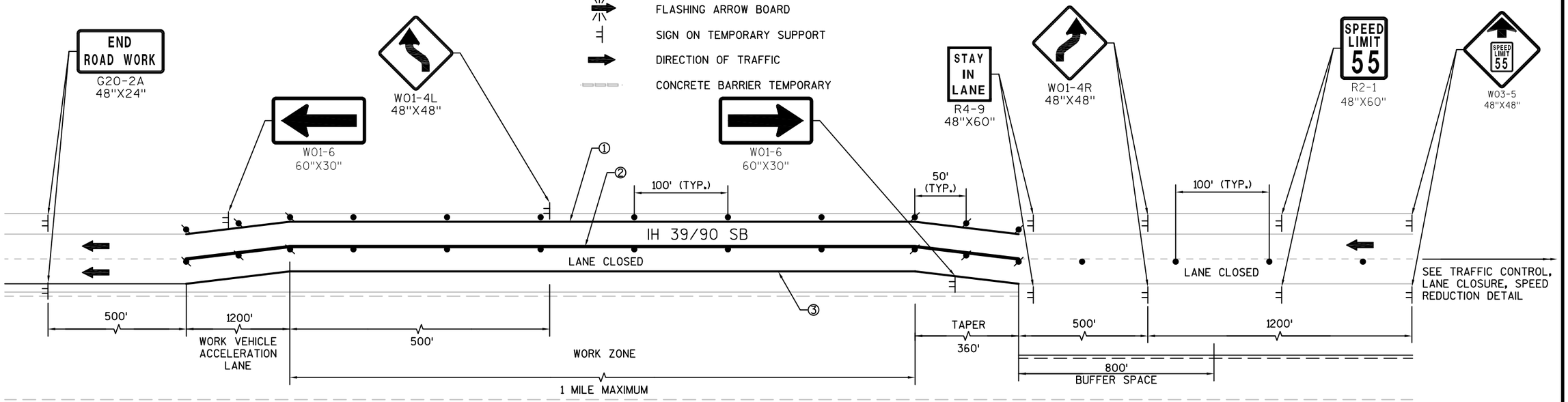
NIGHTTIME HOURS OPERATION

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONCRETE BARRIER TEMPORARY

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
③ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW



FREEWAY LANE CLOSURE FOR MEDIAN WORK

NIGHTTIME HOURS OPERATION
738+00 'TWSB' - 922+00 'TWSB'
964+00 'TWSB' - 1036+71 'TWSB'

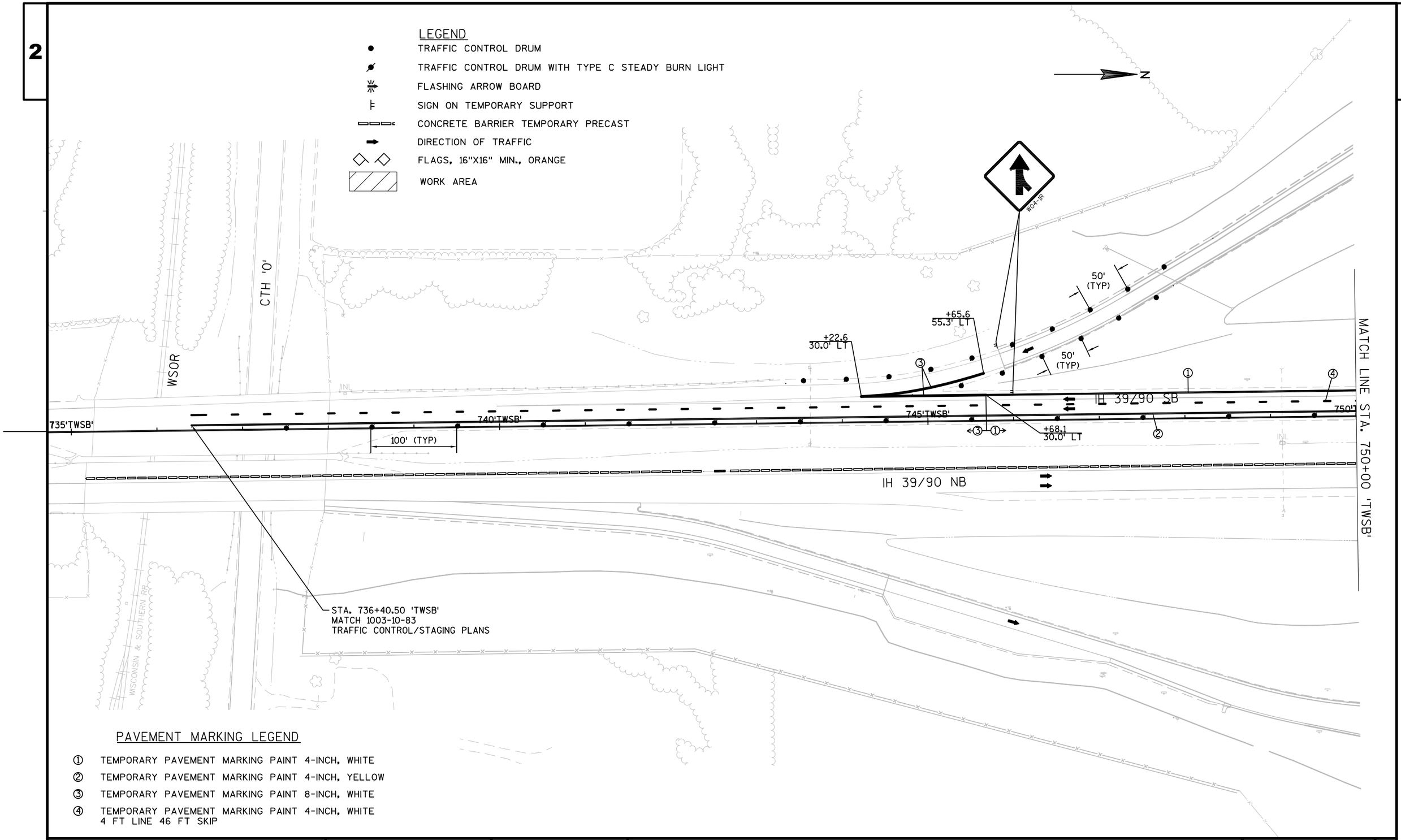
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)	SHEET 324 E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

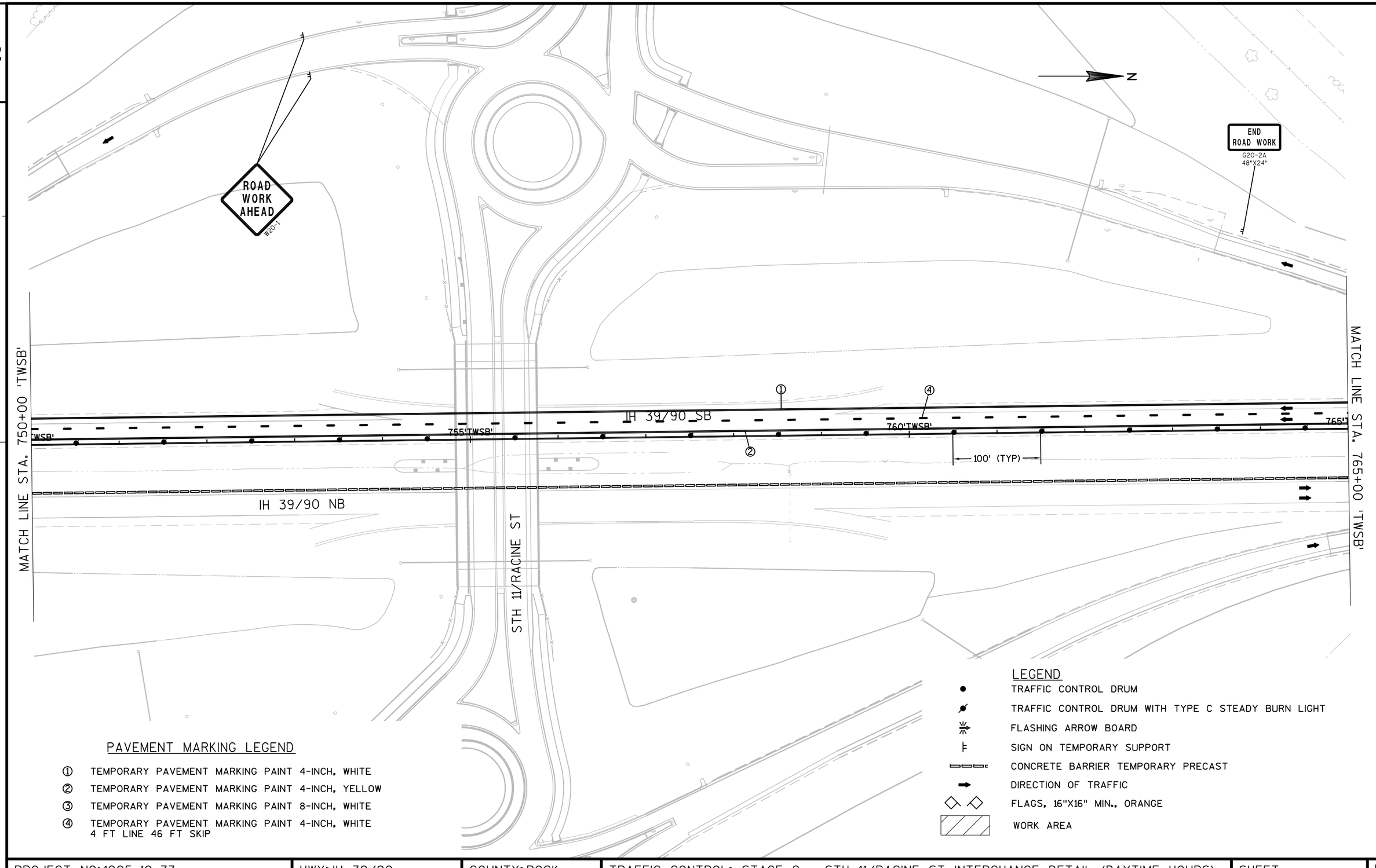
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 - STH 11/RACINE ST INTERCHANGE DETAIL (DAYTIME HOURS)	SHEET 325 E

2



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 - STH 11/RACINE ST INTERCHANGE DETAIL (DAYTIME HOURS)	SHEET 326	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

SEE "FREEWAY TRAFFIC SHIFT FOR MEDIAN WORK" FOR SIGNS AND DETAILS NOT SHOWN.

N

EXIT 175
11 EAST
E Racine St

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "POSTS WOOD 4X6-INCH X __-FT" (SEE MISCELLANEOUS QUANTITIES FOR POST LENGTHS). SIGN ALSO SHOWN IN PERMANENT SIGNING PLANS.

MATCH LINE STA. 765+00 'TWSB'

25' (TYP)
+95.8 53.7' LT
+92.5 30.0' LT
+94.5 30.0' LT
+73.0 30.0' LT
770'TWSB'
775'TWSB'
780'TWSB'
100' (TYP)
IH 39/90 SB
IH 39/90 NB
PALMER DR

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

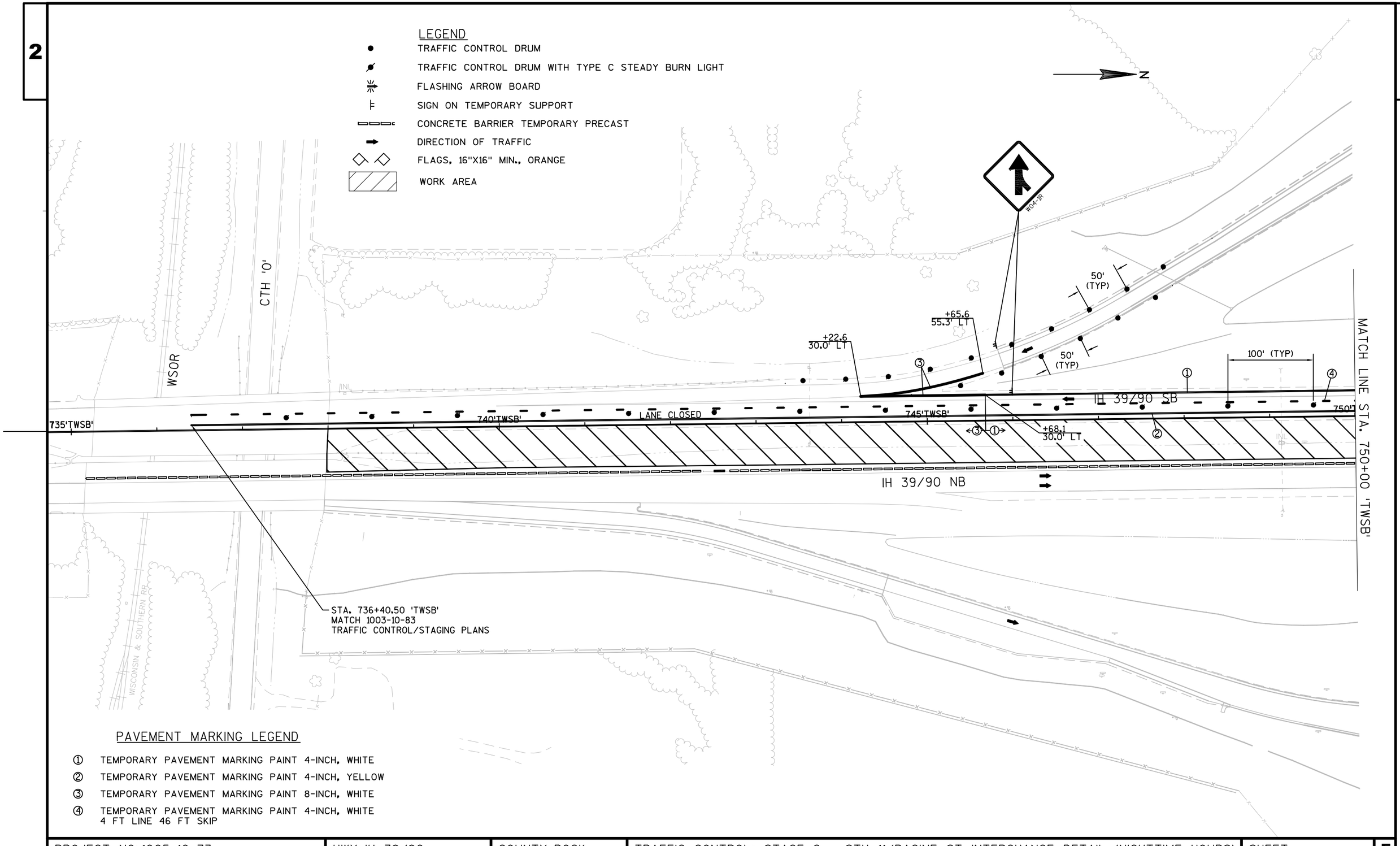
PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2 - STH 11/RACINE ST INTERCHANGE DETAIL (DAYTIME HOURS)	SHEET 327	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

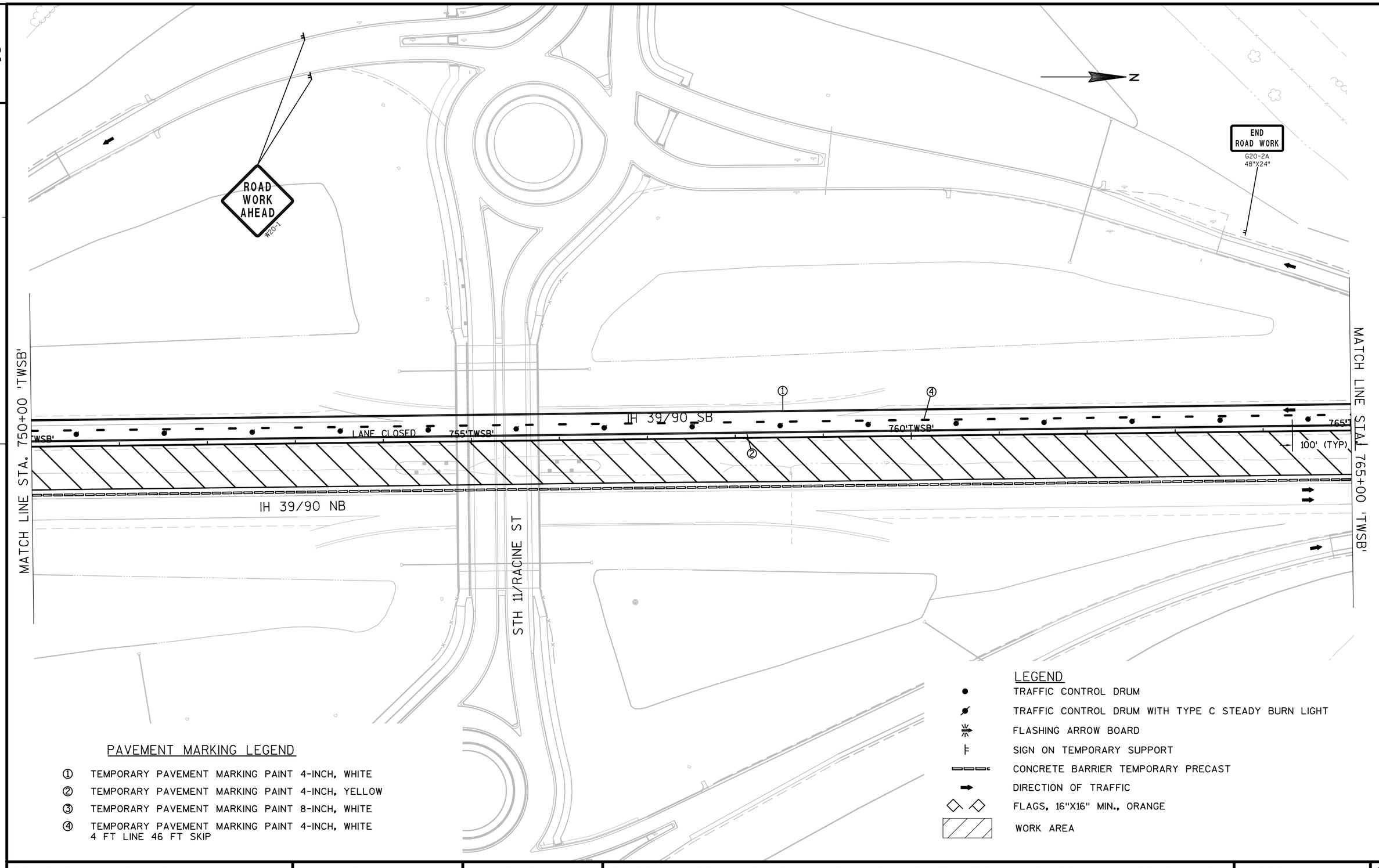
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 - STH 11/RACINE ST INTERCHANGE DETAIL (NIGHTTIME HOURS)	SHEET 328	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025101_TC_STAGE2_DETAIL_RACINE_ST-NIGHTTIME.DWG PLOTTING DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2



2

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 - STH 11/RACINE ST INTERCHANGE DETAIL (NIGHTTIME HOURS)	SHEET 329	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025101_TC_STAGE2_DETAIL_RACINE_ST-NIGHTTIME.DWG 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

SEE "FREEWAY LANE CLOSURE FOR MEDIAN WORK" FOR SIGNS AND DETAILS NOT SHOWN.

N

EXIT 175
11 EAST
E Racine St

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "POSTS WOOD 4X6-INCH X __-FT" (SEE MISCELLANEOUS QUANTITIES FOR POST LENGTHS). SIGN ALSO SHOWN IN PERMANENT SIGNING PLANS.

MATCH LINE STA. 765+00 'TWSB'

25' (TYP)

+95.8 53.7' LT

+92.5 30.0' LT

+94.5 30.0' LT

100' (TYP)

+73.0 30.0' LT

IH 39/90 SB

LANE CLOSED

770'TWSB'

775'TWSB'

780'TWSB'

IH 39/90 NB

PALMER DR

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 - STH 11/RACINE ST INTERCHANGE DETAIL (NIGHTTIME HOURS)	SHEET 330	E

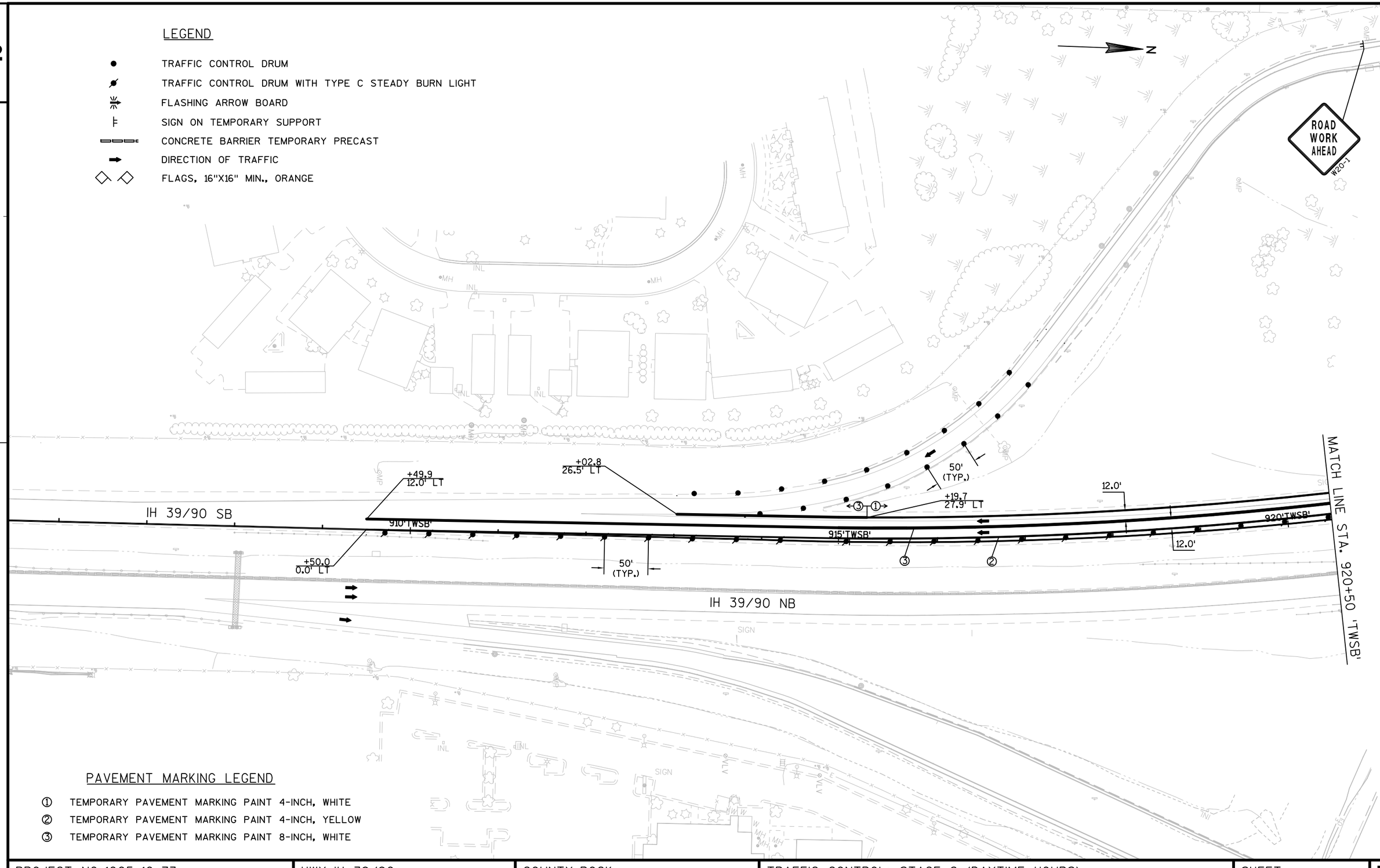
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025101_TC_STAGE2_DETAIL_RACINE_ST-NIGHTTIME.DWG PLOTTED ON: 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (DAYTIME HOURS)	SHEET 331	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

MATCH LINE STA. 920+50 'TWSB'

W01-4DL

+50.0
30.9' LT

+50.0
18.9' LT

+50.0
6.9' LT
BEGIN CONCRETE BARRIER
TEMPORARY PRECAST

USH 14 EB

USH 14 WB

IH 39/90 SB

IH 39/90 NB

925'TWSB'

930'TWSB'

935'TWSB'

+75.0
30.9' LT

+75.0
18.9' LT

+75.0
6.9' LT

+75.0
4.9' LT
END CONCRETE BARRIER
TEMPORARY PRECAST

CRASH CUSHIONS
TEMPORARY REQ'D

12.0'

+75.0
18.0' LT

12.0'

50'
(TYP.)

+75.0
30.0' LT

+75.0
6.0' LT

STAY
IN
LANE
R4-9
48" X 60"

+73.9
30.0' LT

25'
(TYP.)

100'
(TYP)

W1-4B

MATCH LINE STA. 935+50 'TWSB'

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

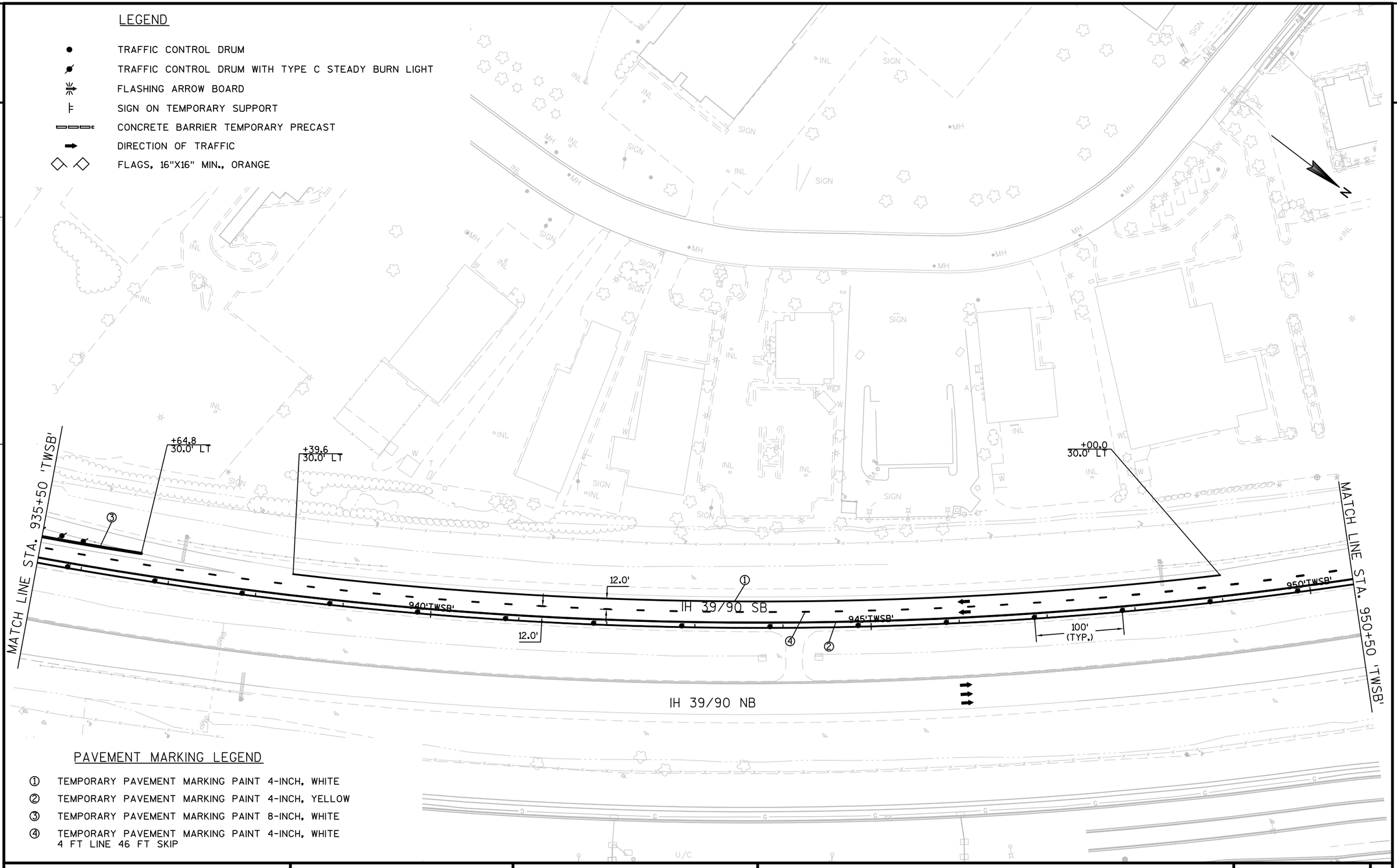
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (DAYTIME HOURS)	SHEET 332 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

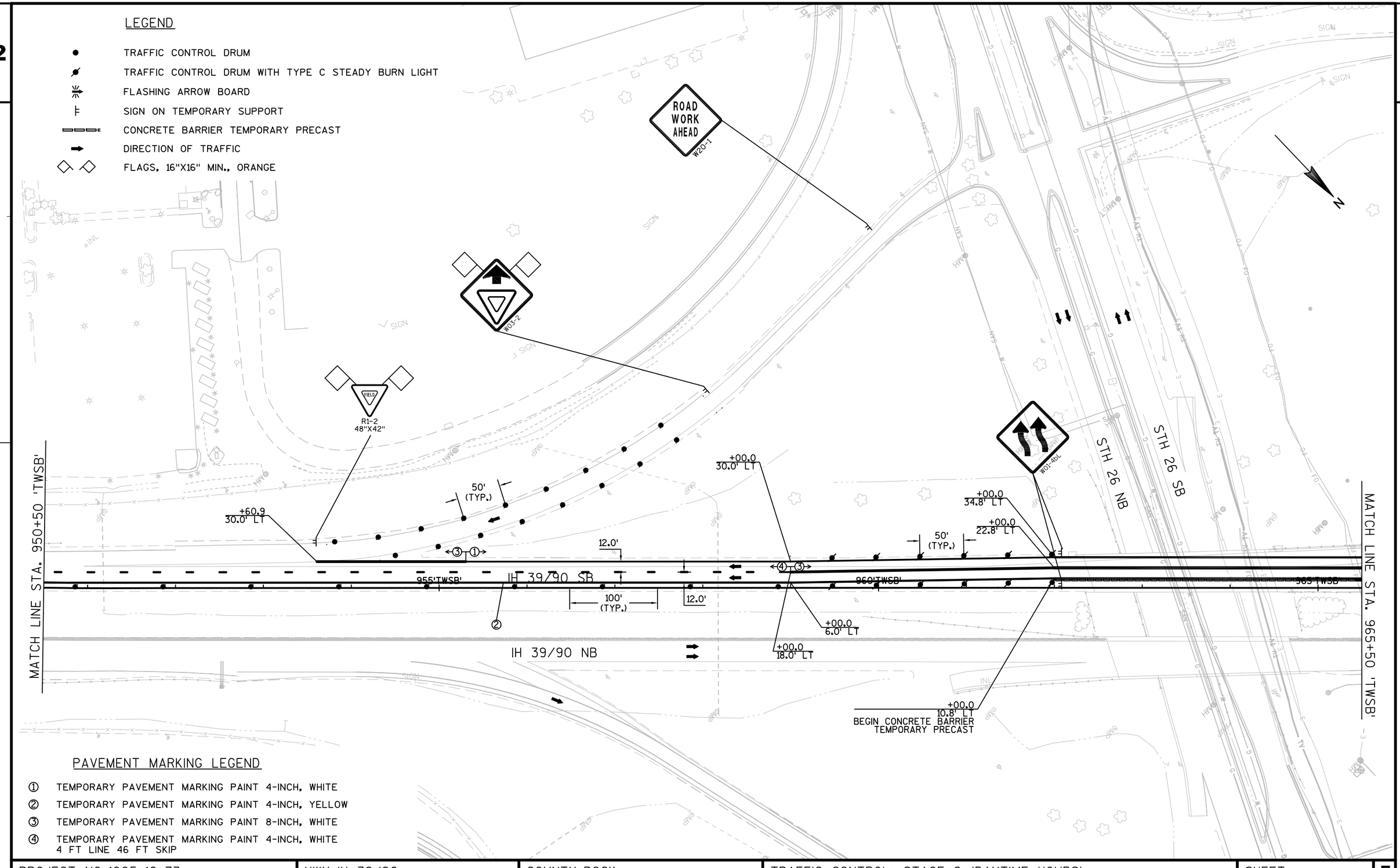
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (DAYTIME HOURS)	SHEET 333 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (DAYTIME HOURS)	SHEET 334	E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "FIXED MESSAGE SIGN PORTABLE SUPPORT".
SIGN ALSO SHOWN IN PERMANENT SIGNING.
SEE CONSTRUCTION DETAILS FOR SIZE & SUPPORT.

EXIT 171 A
26

STAY IN LANE
R4-9
48" X 60"

CANOPY
FILLER CAPS

MATCH LINE STA. 965+50 'TWSB'

+50.0 34.8' LT
+50.0 22.8' LT
+50.0 10.8' LT
50' (TYP.)
+90.9 29.1' LT
25' (TYP.)
+46.4 26.6' LT
+00.0 12.0' LT
12.0'
970'TWSB'
975'TWSB'
IH 39/90 SB
980'TWSB'
+50.0 8.8' LT
END CONCRETE BARRIER TEMPORARY PRECAST
50' (TYP.)
12.0'
+00.0 0.0' LT
100' (TYP.)
CRASH CUSHIONS TEMPORARY REQ'D
IH 39/90 NB

MATCH LINE STA. 980+50 'TWSB'

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (DAYTIME HOURS)	SHEET 335	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "FIXED MESSAGE SIGN PORTABLE SUPPORT".
SIGN ALSO SHOWN IN PERMANENT SIGNING.
SEE CONSTRUCTION DETAILS FOR SIZE & SUPPORT.

EXIT 171 B
14
3/4 MILE

SPEED LIMIT 55
R2-1
48"X60"

SPEED LIMIT 55
W03-5

ROAD WORK 1 MILE
W20-1

TRUCKS USE LEFT LANE
R4-5L
48" X 60"

W01-4DR

WSOR

MATCH LINE STA. 980+50 'TWSB'

SIGN

IH 39/90 SB

IH 39/90 NB

985'TWSB'

990'TWSB'

995'TWSB'

50' (TYP.)

50' (TYP.)

INL

2100'

500'

500'

4675'

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 2 (DAYTIME HOURS)	SHEET 336 E

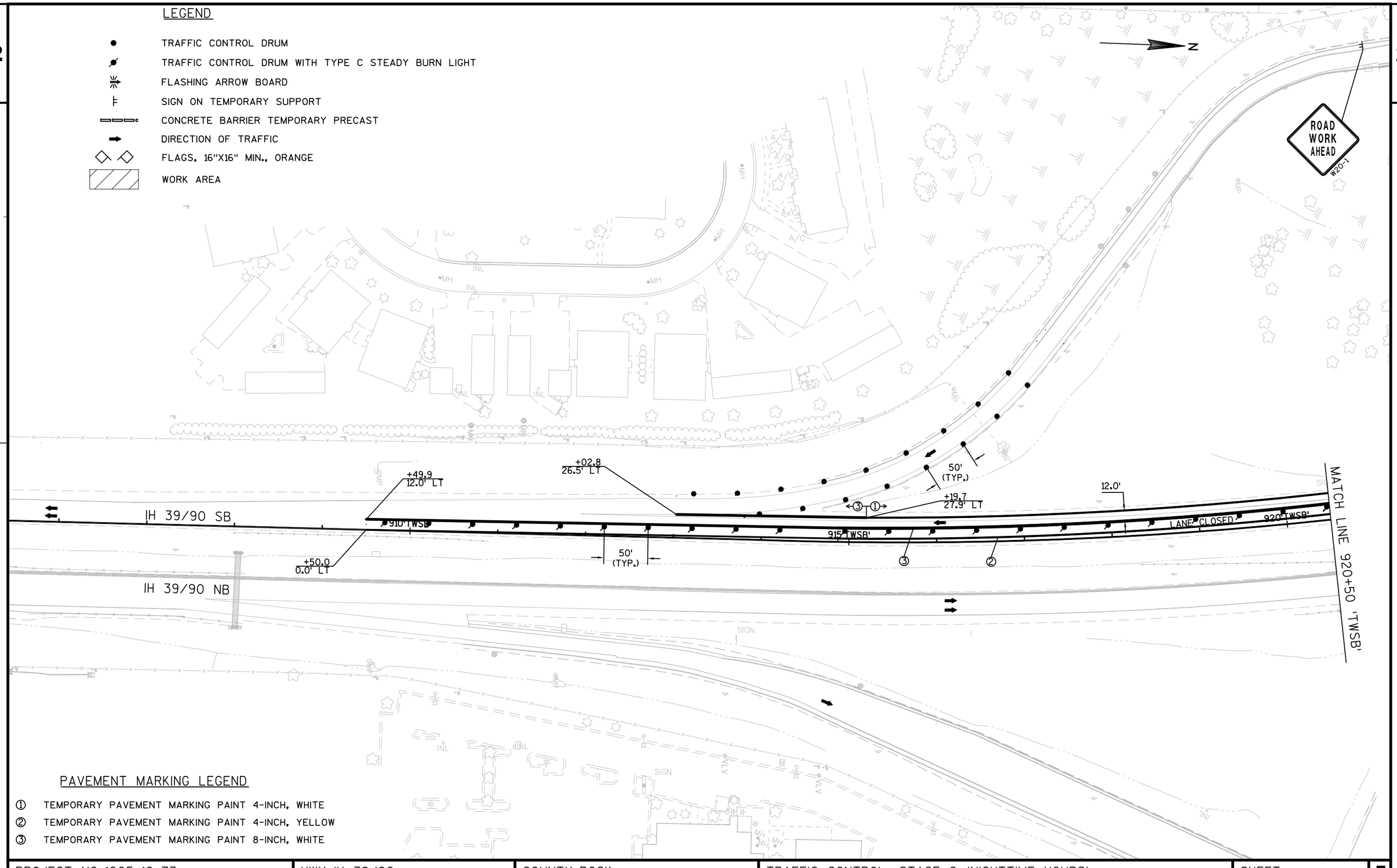
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025103_TC_STAGE2_DETAIL_14-26_DAYTIME.DWG DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)	SHEET 337 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025103_TC_STAGE2_DETAIL_14-26_NIGHTTIME.DWG PLOT DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

N

MATCH LINE 920+50 'TWSB'

W101-4L

+50.0
30.9' LT

+50.0
18.9' LT

+50.0
6.9' LT
BEGIN CONCRETE BARRIER
TEMPORARY PRECAST

925'TWSB'

USH 14 EB

USH 14 WB

IH 39/90 SB
LANE CLOSED

IH 39/90 NB

930'TWSB'

+75.0
30.9' LT

+75.0
18.9' LT

+75.0
6.9' LT

③

②

CRASH CUSHIONS
TEMPORARY REQ'D

+75.0
4.9' LT
END CONCRETE BARRIER
TEMPORARY PRECAST

12.0'

50'
(TYP.)

STAY
IN
LANE
R4-9
48" X 60"

+73.9
30.0' LT

+75.0
30.0' LT

+75.0
18.0' LT

+75.0
6.0' LT

①

④

25'
(TYP.)

100'
(TYP.)

935'TWSB'

MATCH LINE 935+50 'TWSB'

W101-4R

SIGN

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

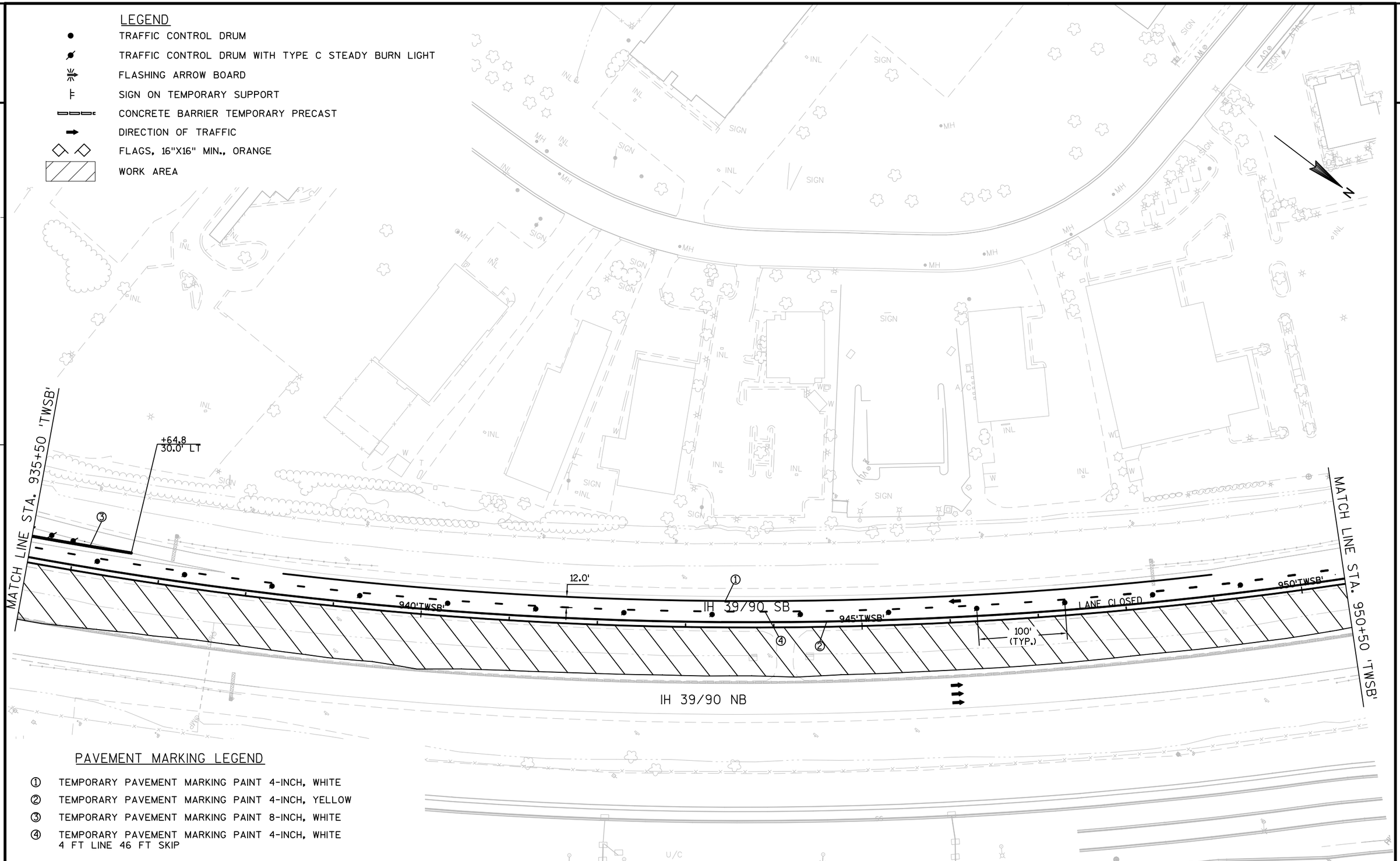
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)	SHEET 338	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)	SHEET 339	E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

ROAD WORK AHEAD W20-1

W03-2

R1-2 48"X42"

W01-4L

STH 26 NB

STH 26 SB

MATCH LINE 950+50 'TWSB'

MATCH LINE 965+50 'TWSB'

IH 39/90 SB

IH 39/90 NB

LANE CLOSED

50' (TYP.)

100' (TYP.)

12.0'

65.6
30.0' LT

+00.0
30.0' LT

+00.0
34.8' LT

+00.0
22.8' LT

+00.0
6.0' LT

+00.0
18.0' LT

+00.0
10.8' LT
BEGIN CONCRETE BARRIER
TEMPORARY PRECAST

955'TWSB'

960'TWSB'

965'TWSB'

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)	SHEET 340 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025103_TC_STAGE2_DETAIL_14-26_NIGHTTIME.DWG PLOT DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

N

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "FIXED MESSAGE SIGN PORTABLE SUPPORT".
SIGN ALSO SHOWN IN PERMANENT SIGNING.
SEE CONSTRUCTION DETAILS FOR SIZE & SUPPORT.

EXIT 171 A
26

FILLER CAPS
CANOPY

MATCH LINE 965+50 'TWSB'

+50.0
34.8' LT
+50.0
22.8' LT
+50.0
10.8' LT
50'
(TYP.)
+90.9
29.1' LT
12.0'
25'
(TYP.)
+46.4
26.6' LT
+00.0
12.0' LT
STAY IN LANE
R4-9
48" X 60"
970'TWSB'
975'TWSB'
LANE CLOSED
IH 39/90 SB
980'TWSB'
100'
(TYP.)
+50.0
8.8' LT
END CONCRETE BARRIER
TEMPORARY PRECAST
+00.0
0.0' LT
CRASH CUSHIONS TEMPORARY REQ'D
IH 39/90 NB

MATCH LINE 980+50 'TWSB'

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

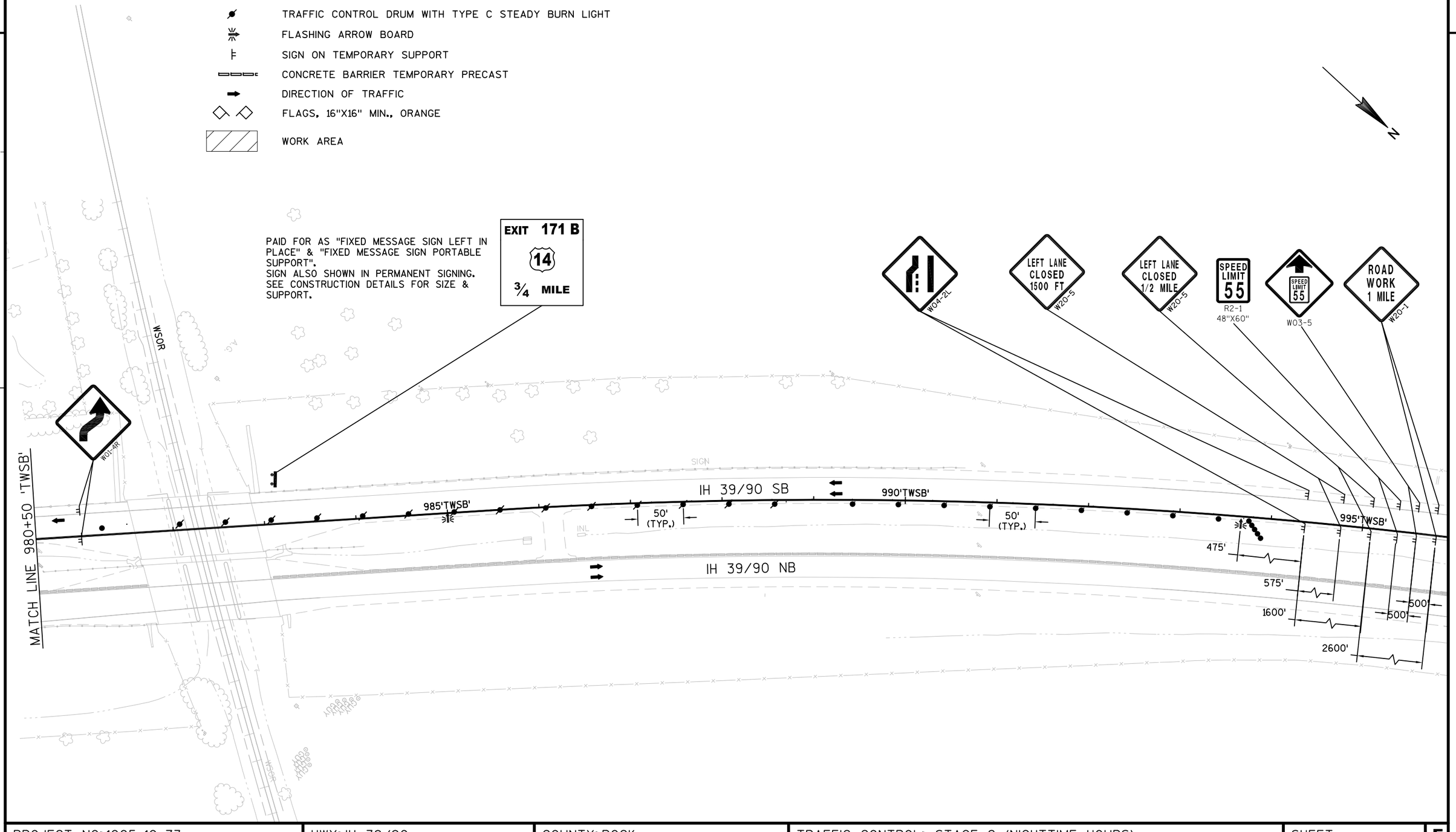
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)	SHEET 341 E

2

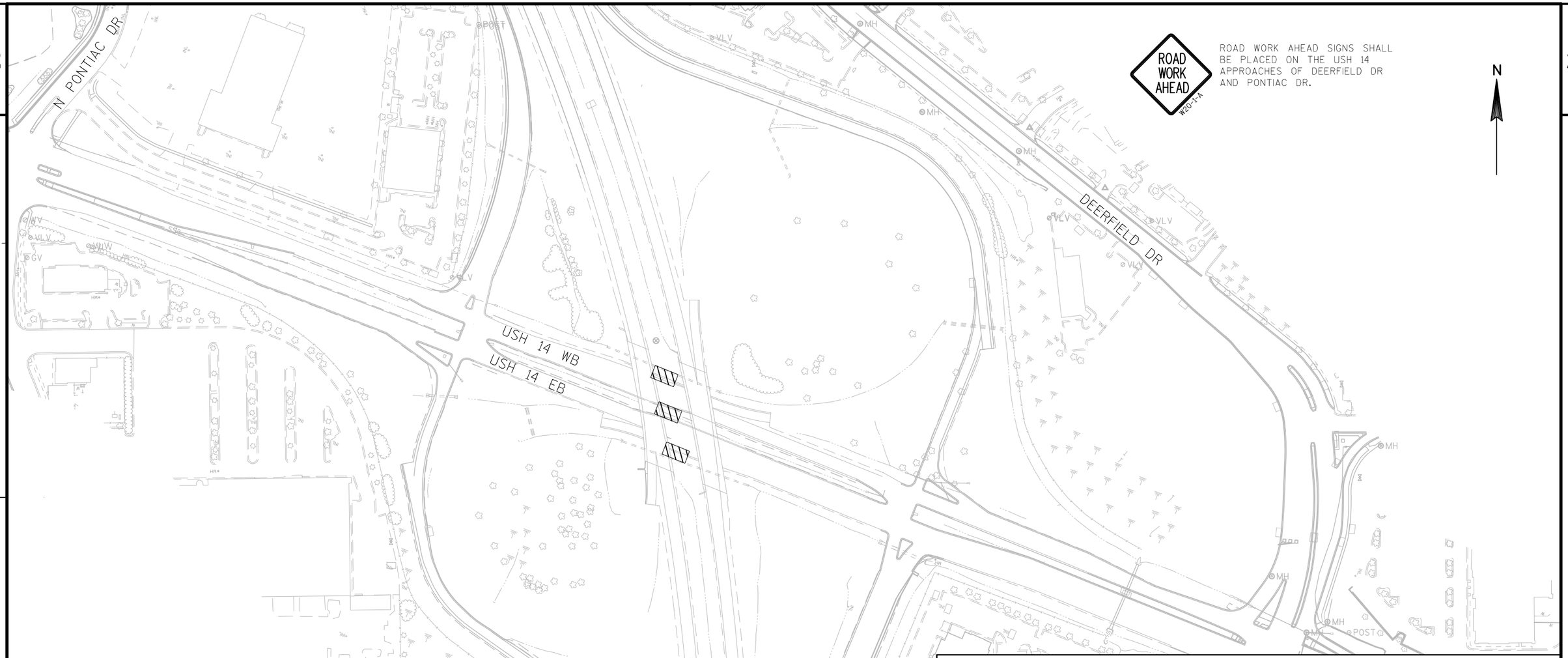
LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "FIXED MESSAGE SIGN PORTABLE SUPPORT".
SIGN ALSO SHOWN IN PERMANENT SIGNING.
SEE CONSTRUCTION DETAILS FOR SIZE & SUPPORT.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 (NIGHTTIME HOURS)	SHEET 342 E



WORK ZONE

STAGE 2 - USH 14

MAINTENANCE OF TRAFFIC:

- IH 39/90 AND USH 14 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR OFF-PEAK LANE CLOSURES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

- CONSTRUCT BRIDGE FOOTINGS AND PIERS
- INCIDENTAL ROADWAY REPAIRS DUE TO BRIDGE CONSTRUCTION ACTIVITIES

NOTES - STAGE 2:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

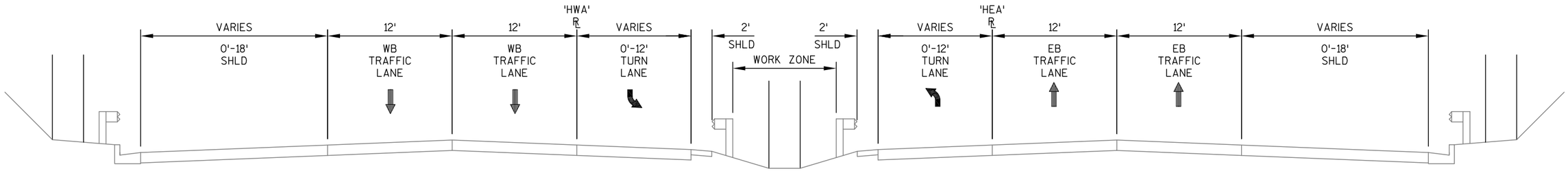
- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

DETOURS REQUIRED:

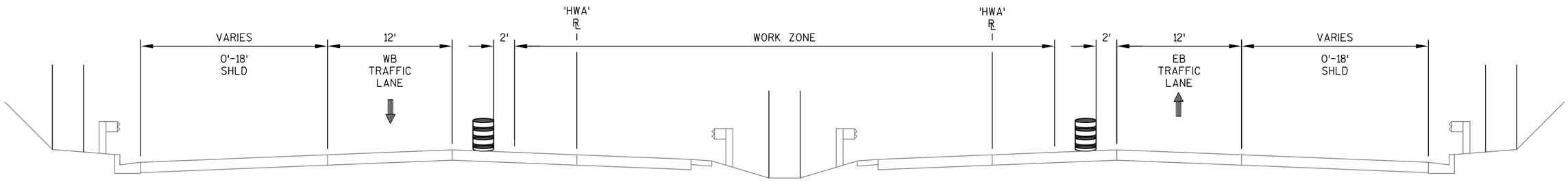
REFER TO THE FOLLOWING DETOUR PLANS FOR DETOURS THAT WILL BE REQUIRED.

- STAGE 2 - USH 14 WB CLOSED AT IH 39/90
- STAGE 2 - USH 14 EB CLOSED AT IH 39/90

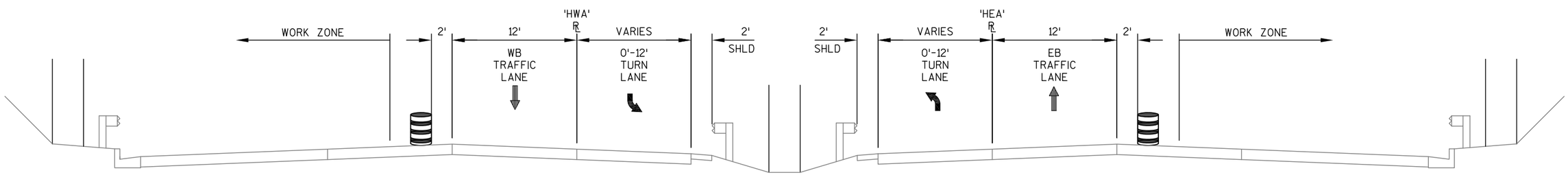
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 OVERVIEW USH 14	SHEET 343	E



USH 14 - STAGE 2
PEAK HOURS



USH 14 - STAGE 2
OFF-PEAK HOURS
INSIDE LANE CLOSURE



USH 14 - STAGE 2
OFF-PEAK HOURS
OUTSIDE LANE CLOSURE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 TYPICAL SECTIONS USH 14	SHEET 344 E

2

LEGEND

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

N

END ROAD WORK
G20-2A
48"X24"

USH 14 WB

238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HWA 243+00HWA 244+00HWA

MATCH LINE STA. 244+00HWA

238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00HEA 243+00HEA

25' (TYP.)

USH 14 EB

ROAD WORK AHEAD
W20-1-A

PLACE SIGNS AT
USH 14 & N LEXINGTON DR INTERSECTION
IN MEDIAN AND OUTSIDE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (PEAK HOURS)	SHEET 345	E

2

LEGEND

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

IH 39/90 SB OFF-RAMP

IH 39/90 NB

IH 39/90 SB

IH 39/90 SB ON-RAMP

USH 14 WB

USH 14 EB

25' (TYP.)

MATCH LINE STA. 244+00'HWA'

MATCH LINE STA. 250+00'HWA'

244+00HEA 245+00HEA 246+00HEA 247+00HEA 248+00HEA 249+00HEA

245+00HWA 246+00HWA 247+00HWA 248+00HWA 249+00HWA

MH VLT MP

N

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (PEAK HOURS)	SHEET 346 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025120_TC_USH14_STG2 - PEAK.DWG PLOT DATE : 6/22/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

LEGEND

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

N

IH 39/90 NB ON-RAMP

MATCH LINE STA. 250+00'HWA'

25' (TYP.)

USH 14 WB

250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HWA | 255+00HWA | 256+00HWA

250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+00HEA | 255+00HEA

25' (TYP.)

USH 14 EB

MATCH LINE STA. 256+00'HWA'

IH 39/90 SB

IH 39/90 NB

25' (TYP.)

IH 39/90 NB OFF-RAMP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (PEAK HOURS)	SHEET 347	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025120_TC_USH14_STG2 - PEAK.DWG PLOT DATE : 6/22/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

ROAD WORK AHEAD
W20-1-A

PLACE SIGNS AT
STA. 276+50'HWA'
IN MEDIAN AND OUTSIDE

N

MATCH LINE STA. 256+00'HWA'

25' (TYP.)

USH 14 WB

256+00HWA 257+00HWA 258+00HWA 259+00HWA 260+00HWA 261+00HWA 262+00HWA

25' (TYP.)

256+00HEA 257+00HEA 258+00HEA 259+00HEA 260+00HEA 261+00HEA 262+00H

USH 14 EB

END
ROAD WORK
G20-2A
48"X24"

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (PEAK HOURS)	SHEET 348 E

2

2

LEGEND

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

N

END
ROAD WORK
G20-2A
48"X24"

USH 14 WB

238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HWA 243+00HWA 244+

238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00HEA 243+00HEA

HEA 241+80
2.0' LT

25'
(TYP.)

MATCH LINE STA. 244+00HWA

USH 14 EB

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 349	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025118_TC_USH14_STG2 - INSIDE - NIGHTTIME.DWG PLOTTED : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

MATCH LINE 'A'

LEGEND

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

IH 39/90 SB OFF-RAMP

25' (TYP.)

IH 39/90 NB

IH 39/90 SB

N

MH

VLT

MP

HWA 247+12
12.0' RT

HWA 249+12
12.0' LT

25' (TYP.)

USH 14 WB

245+00HWA | 246+00HWA | 247+00HWA | 248+00HWA | 249+00HWA | 250+00HWA

MATCH LINE STA. 244+00'HWA'

MATCH LINE STA. 250+00'HWA'

12' 12' 12'

LANE CLOSED
R11-2-L
48"X30"

10' (TYP.)

244+00HEA | 245+00HEA | 246+00HEA | 247+00HEA | 248+00HEA | 249+00HEA

HEA 245+00
12.0' RT

12'

USH 14 EB

25' (TYP.)

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 SB ON-RAMP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 350	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025118_TC_USH14_STG2 - INSIDE - NIGHT.DWG PLOT DATE : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

LEGEND

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

N

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 NB ON-RAMP

MATCH LINE STA. 250+00'HWA'

25' (TYP.)

USH 14 WB

12'

HEA 255+50
12.0' LT

MATCH LINE STA. 256+00'HWA'

250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HWA | 255+00HWA | 256+00

10' (TYP.)

HEA 252+50
12.0' LT

250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+00HEA | 255+00HEA

25' (TYP.)

USH 14 EB

LANE CLOSED
R11-2-L
48"X30"

HEA 250+50
12.0' RT

IH 39/90 SB

IH 39/90 NB

25' (TYP.)

IH 39/90 NB OFF-RAMP

MATCH LINE 'B'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 351	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025118_TC_USH14_STG2 - INSIDE - NIGHT.DWG PLOT DATE : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

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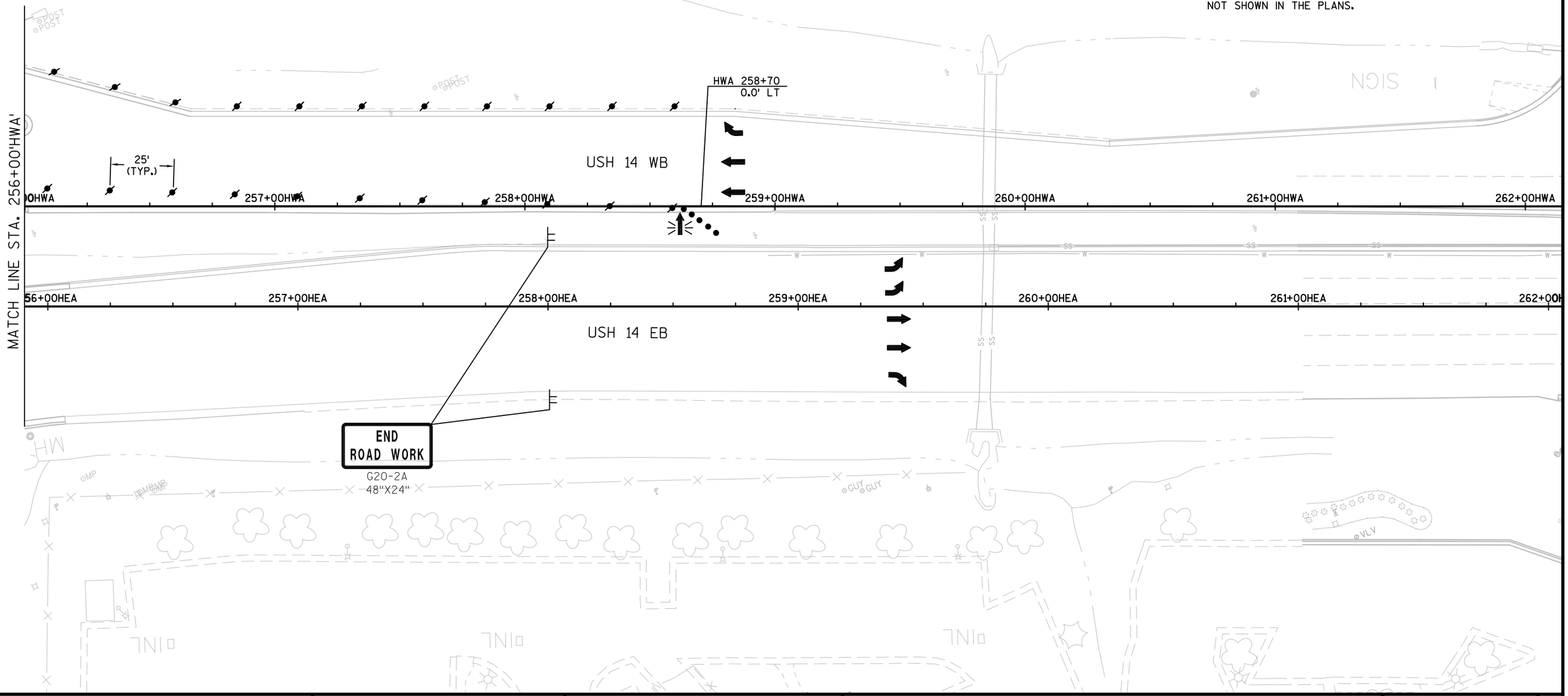
2

LEGEND

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

N

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 352	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025118_TC_USH14_STG2 - INSIDE - NIGHT.DWG PLOT DATE : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

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

MATCH LINE 'A'

IH 39/90 SB OFF-RAMP

12'
12'
12'

LANE CLOSED
R11-2-L
48"X30"

25' (TYP.)

15'

SEE SDD TRAFFIC CONTROL LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

IH 39/90 SB

IH 39/90 NB

N

2

SEE SDD TRAFFIC CONTROL LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2-L
48"X30"

N

IH 39/90 SB OFF-RAMP

12'
12'
12'

MATCH LINE 'B'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, INSIDE LANE)	SHEET 353	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025118_TC_USH14_STG2 - INSIDE - NIGHTTIME.DWG PLOT DATE : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

END ROAD WORK
G20-2A
48"X24"

USH 14 WB

238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HWA 243+00HWA 244+00HWA

238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00HEA 243+00HEA

MATCH LINE STA. 244+00HWA

USH 14 EB

25' (TYP.)
25' (TYP.)

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

HEA 241+80
24.0' RT

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 354	E

2

MATCH LINE 'A'

LEGEND

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

IH 39/90 SB OFF-RAMP

25' (TYP.)

12'

IH 39/90 NB

IH 39/90 SB

N

HEA 247+75
24.0' LT

HEA 248+75
12.0' LT

25' (TYP.)

USH 14 WB

MATCH LINE STA. 244+00'HWA'

0HWA 245+00HWA 246+00HWA 247+00HWA 248+00HWA 249+00HWA 250+0

LANE CLOSED
R11-2-L
48"X30"

4+00HEA 245+00HEA 246+00HEA 247+00HEA 248+00HEA 249+00HEA

USH 14 EB

25' (TYP.)

25' (TYP.)

HEA 245+00
12.0' RT

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 SB ON-RAMP

MATCH LINE STA. 250+00'HWA'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 355	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025119_TC_USH14_STG2 - OUTSIDE - NIGHTIME.DWG PLOTTED : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

2

2

LEGEND

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

N

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 NB ON-RAMP

HWA 255+50
12.0' LT

25'
(TYP.)

USH 14 WB

12'

MATCH LINE STA. 250+00'HWA'

250+00HWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HWA | 255+00HWA | 256+00

MATCH LINE STA. 256+00'HWA'

SIGN

250+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+00HEA | 255+00HEA

HEA 251+00
12.0' RT

25'
(TYP.)

USH 14 EB

HEA 252+00
24.0' RT

LANE CLOSED
R11-2-L
48"X30"

12'

25'
(TYP.)

IH 39/90 SB

IH 39/90 NB

IH 39/90 NB OFF-RAMP

MATCH LINE 'B'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 356	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025119_TC_USH14_STG2 - OUTSIDE - NIGHTIME.DWG PLOTTED : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

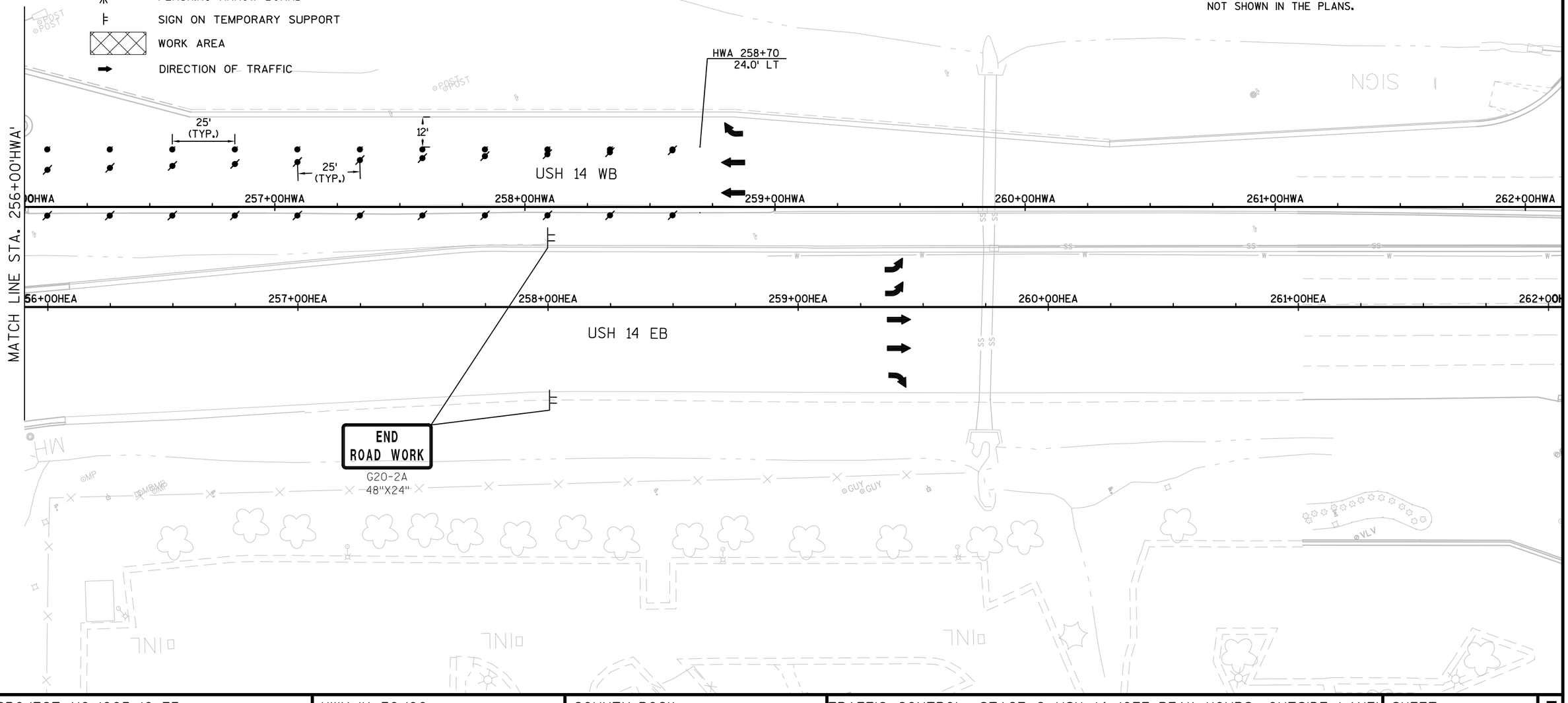
WISDOT/CADDS SHEET 42

2

LEGEND

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

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 357	E

2

LEGEND

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

N

15'

MATCH LINE 'A'

IH 39/90 SB OFF-RAMP

12'
12'
12'

25'
(TYP.)

SEE SDD TRAFFIC CONTROL LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

IH 39/90 SB

IH 39/90 NB

LANE CLOSED
R11-2-L
48"X30"

2

SEE SDD TRAFFIC CONTROL LANE CLOSURE, NON-FREEWAY/EXPRESSWAY FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

LANE CLOSED
R11-2-L
48"X30"

N

IH 39/90 SB OFF-RAMP

12'
12'
12'

MATCH LINE 'B'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 (OFF-PEAK HOURS, OUTSIDE LANE)	SHEET 358	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025119_TC_USH14_STG2 - OUTSIDE - NIGHTIME.DWG PLOTTED : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

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

*NOTE: SEE DETOUR PLANS FOR ADDITIONAL SIGNING

BEGIN DRUMS AT THE END OF THE SINGLE LANE PORTION OF THE RAMP

LANE CLOSED
R11-2-L
48"X30"

25' (TYP)

IH 39/90 NB

IH 39/90 SB

IH 39/90 SB OFF-RAMP

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY AND TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

N PONTIAC DR

LANE CLOSED
R11-2-L
48"X30"

W01-6
48"X24"

LANE CLOSED
R11-2-L
48"X30"

USH 14 WB

USH 14 EB

235+00HWA

235+00HEA

240+00HWA

240+00HEA

245+00HWA

245+00HEA

236+50'HEA'
0.0' RT.

239+70'HEA'
12.0' RT.

241+30'HEA'
12.0' RT.

242+90'HEA'
24.0' RT.

25' (TYP)

25' (TYP)

W01-4R

IH 39/90 SB ON-RAMP

ROAD CLOSED
R11-2
48"X30"

N

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 EB CLOSED AT IH 39/90	SHEET 359	E

2

2

LEGEND

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

*NOTE: SEE DETOUR PLANS FOR ADDITIONAL SIGNING

N

IH 39/90 NB ON-RAMP

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2-L
48"X30"

10:1 TAPER

25' (TYP)

DEERFIELD DR

USH 14 WB

USH 14 EB

255+00HWA

255+00HEA

257+20'HWA'
12.0' LT.

258+80'HWA'
12.0' LT.

260+00HWA

260+00HEA

262+00'HWA'
0.0' LT.

265+00HWA

265+00HEA

W01-6
48"X24"

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

IH 39/90 NB OFF-RAMP

IH 39/90 SB

IH 39/90 NB

MATCH LINE 'A'

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY AND TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE FOR PLACEMENT OF TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS AND DETAILS NOT SHOWN IN THE PLANS.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 WB CLOSED AT IH 39/90	SHEET 360	E

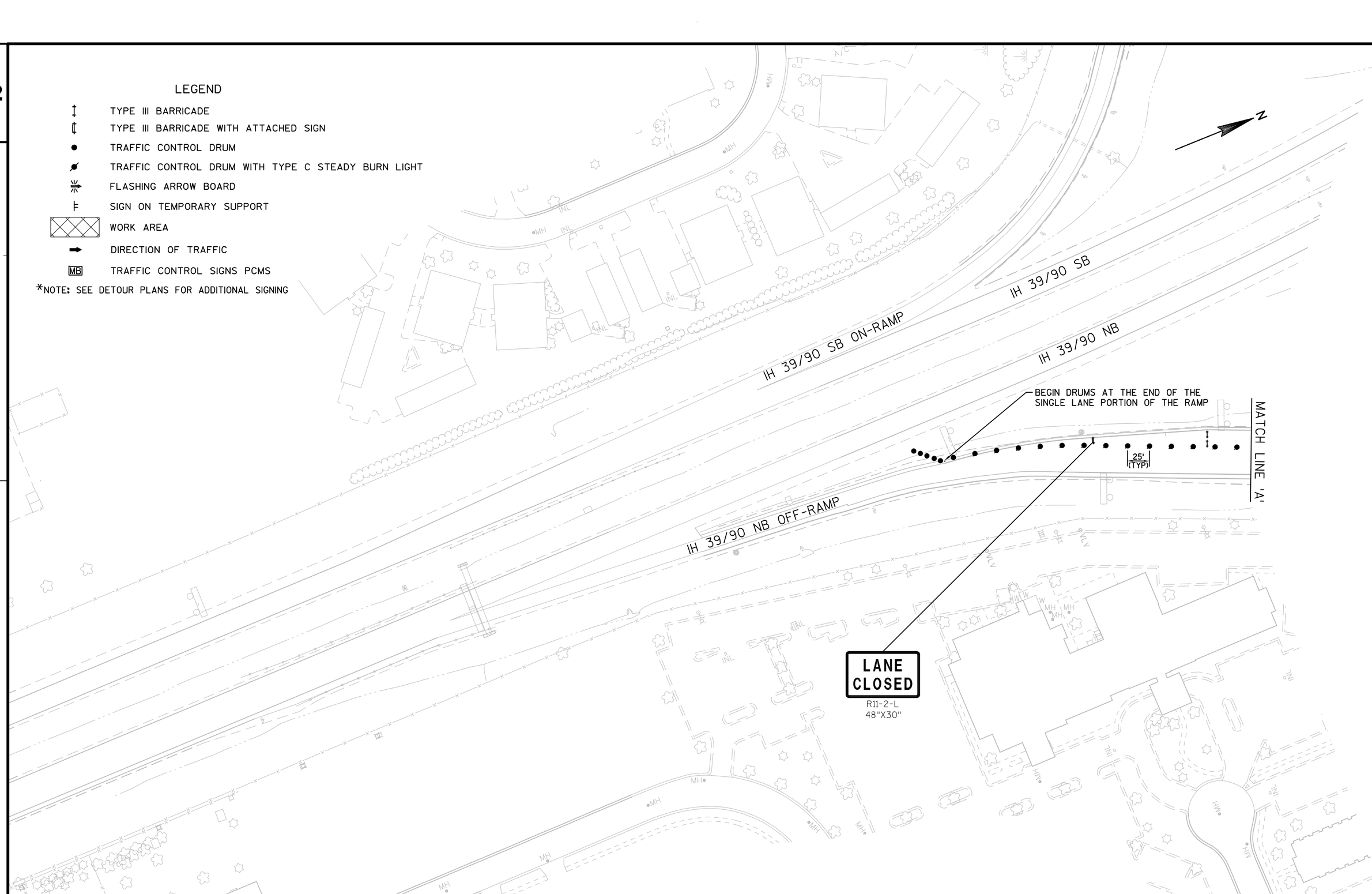
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025123_TC_USH14_CLOSED.DWG PLOT DATE : 6/24/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

2

LEGEND

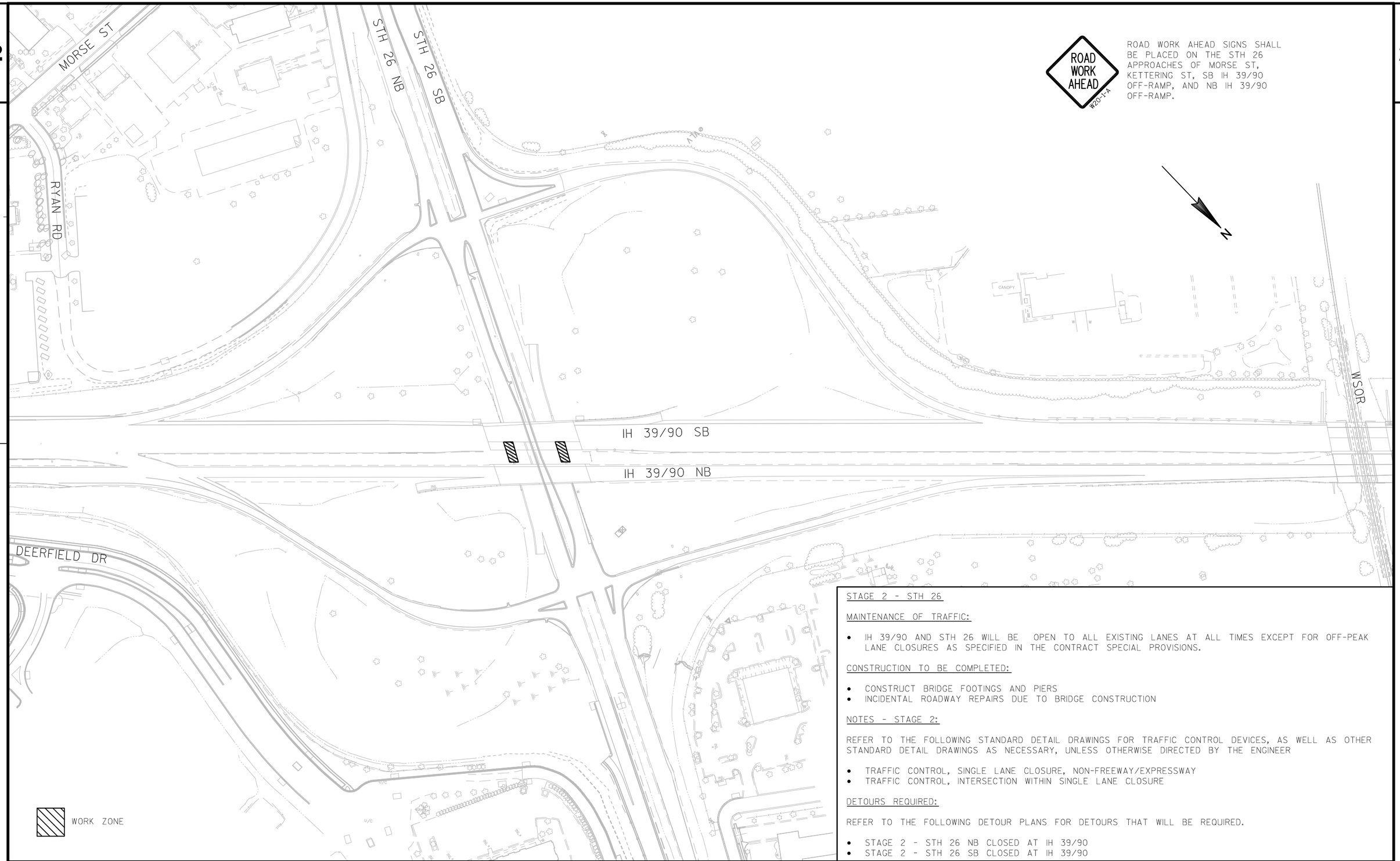
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- MB TRAFFIC CONTROL SIGNS PCMS

*NOTE: SEE DETOUR PLANS FOR ADDITIONAL SIGNING



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 USH 14 WB CLOSED AT IH 39/90	SHEET 361	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025123_TC_USH14_CLOSED.DWG PLOT DATE : 6/24/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF



ROAD WORK AHEAD SIGNS SHALL BE PLACED ON THE STH 26 APPROACHES OF MORSE ST, KETTERING ST, SB IH 39/90 OFF-RAMP, AND NB IH 39/90 OFF-RAMP.

STAGE 2 - STH 26

MAINTENANCE OF TRAFFIC:

- IH 39/90 AND STH 26 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR OFF-PEAK LANE CLOSURES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

- CONSTRUCT BRIDGE FOOTINGS AND PIERS
- INCIDENTAL ROADWAY REPAIRS DUE TO BRIDGE CONSTRUCTION

NOTES - STAGE 2:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
- TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

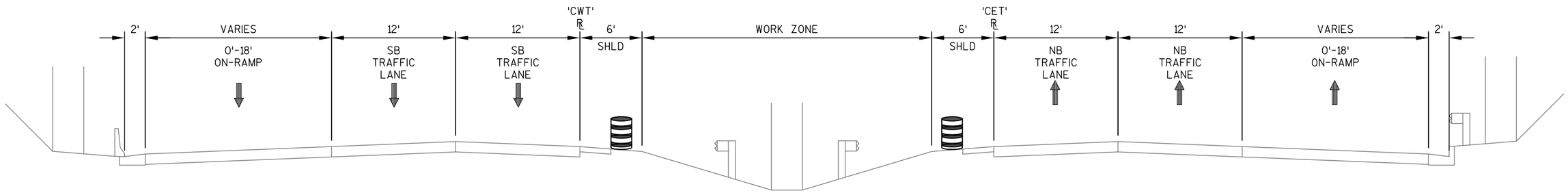
DETOURS REQUIRED:

REFER TO THE FOLLOWING DETOUR PLANS FOR DETOURS THAT WILL BE REQUIRED.

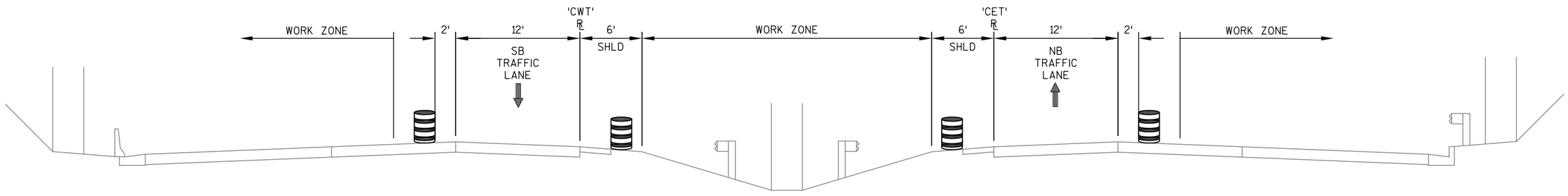
- STAGE 2 - STH 26 NB CLOSED AT IH 39/90
- STAGE 2 - STH 26 SB CLOSED AT IH 39/90

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 OVERVIEW STH 26	SHEET 362 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025105ZZ_TC - STH 26 OVERVIEW STAGE 2.DWG PLOT DATE : 6/17/2015 3:56 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42



STH 26 - STAGE 2
PEAK HOURS



STH 26 - STAGE 2
OFF-PEAK HOURS
OUTSIDE LANE CLOSURE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 TYPICAL SECTIONS STH 26	SHEET 363	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025002_TC_TS_09302014.DWG PLOT DATE : 6/17/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

MORSE ST

RAMP CDT

STH 26 SB

STH 26 NB

RYAN ROAD

RAMP CCT

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA 115+00'CET'

100+00'CWT' 105+00'CWT' 110+00'CWT' 115+0

100+00'CET' 105+00'CET' 110+00'CET' 115+0

25' (TYP.)

965+00'TWNB'

960+00'TWNB'

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 (PEAK HOURS)	SHEET 364	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025117B_TC - STH 26 2.DWG
LAYOUT NAME - 0501010

PLOT DATE : 6/17/2015 4:29 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

RAMP CAT

FRONTAGE RD

25' (TYP.)

25' (TYP.)

MATCH LINE STA 115+00'CET'

'CWT'

120+00'CWT'

125+00'CWT'

128+50'CWT'

'CET'

120+00'CET'

125+00'CET'

128+50'CET'

STH 26 SB

STH 26 NB

DEERFIELD DR

KETTERING ST

25' (TYP.)

RAMP CBT

INL

W

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 (PEAK HOURS)	SHEET 365 E

2

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

MORSE ST

RAMP CDT

STH 26 SB

STH 26 NB

RYAN ROAD

RAMP CCT

IH 39/90 SB

IH 39/90 NB

100+00'CWT'

105+00'CWT'

110+00'CWT'

100+00'CET'

105+00'CET'

110+00'CET'

108+00.0'CET'
12.0' RT

104+80.0'CET'
24.0' RT

25'
(TYP.)

12'

965+00'TWNB'

960+00'TWNB'

MATCH LINE STA 115+00'CET'

LANE CLOSED
R11-2-L
48"X30"

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 (OFF-PEAK HOURS)	SHEET 366	E

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

RAMP CAT

FRONTAGE RD

LANE CLOSED
R11-2-L
48"X30"

117+40.0'CWT'
12.0' LT

120+60.0'CWT'
24.0' LT

25' (TYP.)

25' (TYP.)

12'

MATCH LINE STA 115+00'CET'

'CWT'

120+00'CWT'

125+00'CWT'

128+50'CWT'

STH 26 SB

'CET'

120+00'CET'

125+00'CET'

128+50'CET'

STH 26 NB

12'

25' (TYP.)

RAMP CBT

E FRONTAGE RD

KETTERING ST

INL

W

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 (OFF-PEAK HOURS)	SHEET 367 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025117A_TC - STH 26 2 NIGHT.DWG
LAYOUT NAME - 0501011

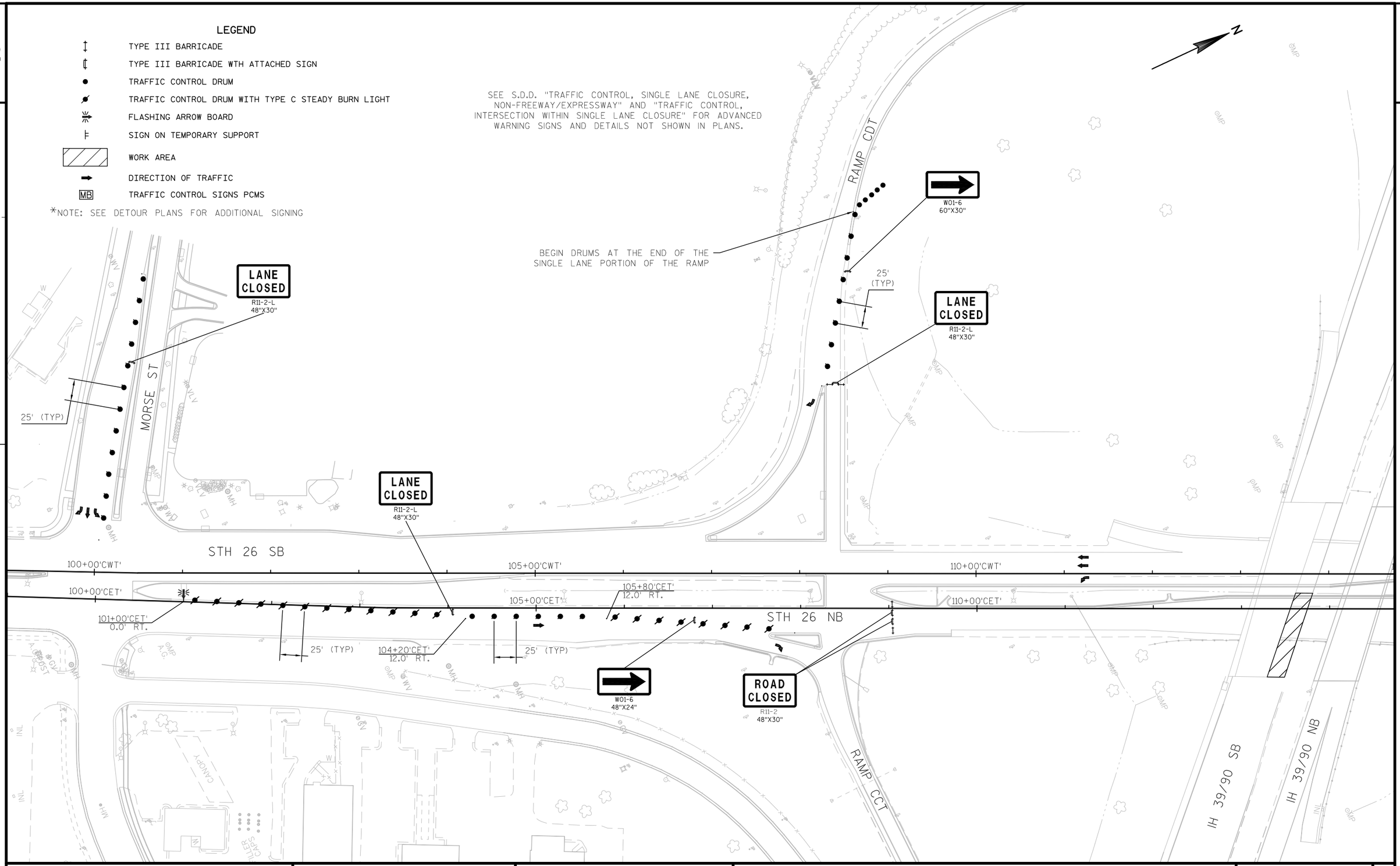
PLOT DATE : 6/17/2015 4:34 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42

LEGEND

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

*NOTE: SEE DETOUR PLANS FOR ADDITIONAL SIGNING

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 NB CLOSED AT IH 39/90	SHEET 368	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025124_TC-STH26_CLOSED.DWG
LAYOUT NAME - 0501010
PLOT DATE : 6/24/2015 2:23 PM
PLOT BY : KL ENGINEERING
PLOT NAME : _____ PLOT SCALE : **********
WISDOT/CADDS SHEET 42

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

IH 39/90 SB

IH 39/90 NB

RAMP CAT

ROAD CLOSED
R11-2
48"X30"

W01-6
48"X24"

LANE CLOSED
R11-2-L
48"X30"

115+00'CWT'
115+00'CET'
120+00'CWT'
120+00'CET'
120+80'CWT'
24.0' LT.
122+40'CWT'
12.0' LT.
124+00'CWT'
12.0' LT.
125+00'CWT'
125+00'CET'
127+20'CWT'
0.0' LT.

STH 26 SB

STH 26 NB

RAMP CBT

LANE CLOSED
R11-2-L
48"X30"

25'
(TYP)

W01-6
60"X30"

BEGIN DRUMS AT THE END OF THE SINGLE LANE PORTION OF THE RAMP

FILLER CAPS

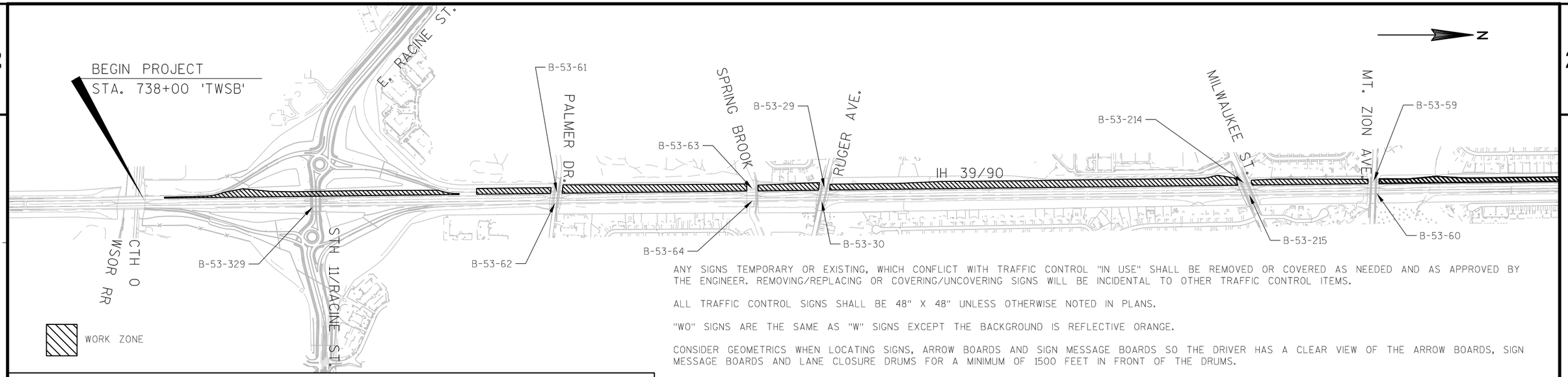
CANOPY

LEGEND

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

*NOTE: SEE DETOUR PLANS FOR ADDITIONAL SIGNING

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 2 STH 26 SB CLOSED AT IH 39/90	SHEET 369	E



STAGE 3

MAINTENANCE OF TRAFFIC:

- SOUTHBOUND TRAFFIC TO SHIFT AND USE TEMPORARY WIDENING COMPLETED IN THE MEDIAN DURING STAGE 2.
- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME SINGLE LANE CLOSURES IN THE SOUTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

CONSTRUCTION TO BE COMPLETED:

- REMOVE EXISTING SOUTHBOUND OUTSIDE SHOULDER
- CONSTRUCT WIDENING OF OUTSIDE IH 39/90 SB LANES FROM CTH 'O' TO KENNEDY RD

NOTES - STAGE 3:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

DETOURS REQUIRED:

REFER TO THE FOLLOWING DETOUR PLANS FOR DETOURS THAT WILL BE REQUIRED.

- STAGE 3 - IH 39/90 SB OFF-RAMP AT STH 26 CLOSED
- STAGE 3 - IH 39/90 SB ON-RAMP AT STH 26 CLOSED
- STAGE 3 - IH 39/90 SB OFF-RAMP AT USH 14 CLOSED
- STAGE 3 - IH 39/90 SB ON-RAMP AT USH 14 CLOSED

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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

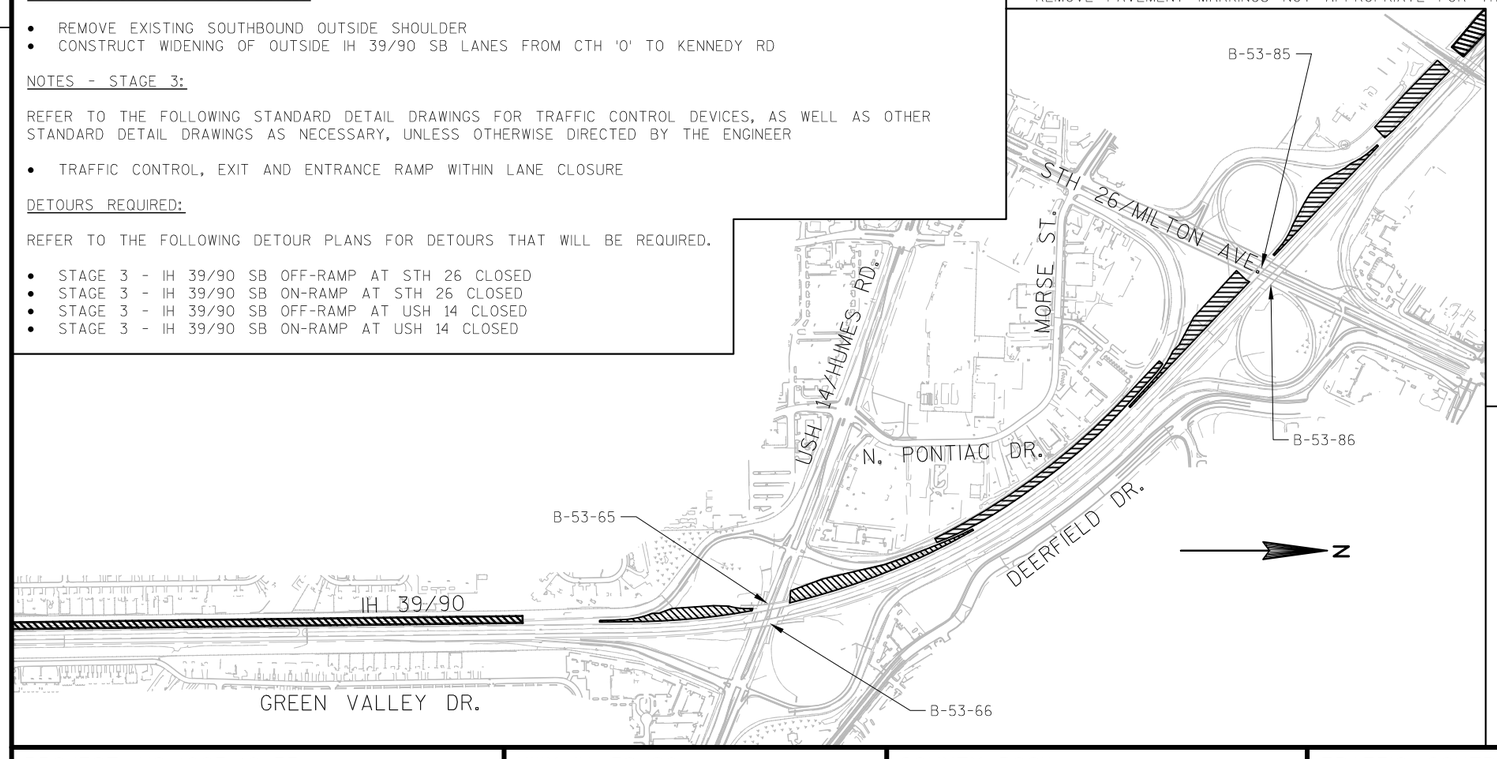
MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

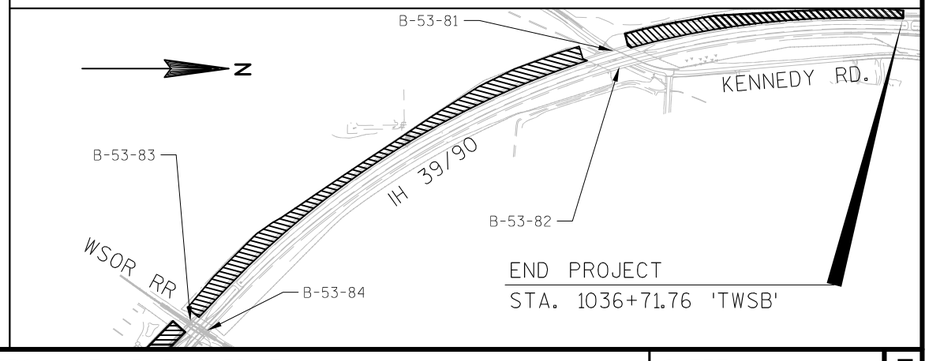
THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

AT THE END OF EACH NIGHTTIME WORKING OPERATION A 6:1 OR FLATTER SAFETY EDGE BEHIND THE TRAFFIC CONTROL DRUMS SHALL BE PROVIDED AT THE EXISTING EDGE OF PAVEMENT AFTER EXCAVATION AND PRIOR TO PAVING

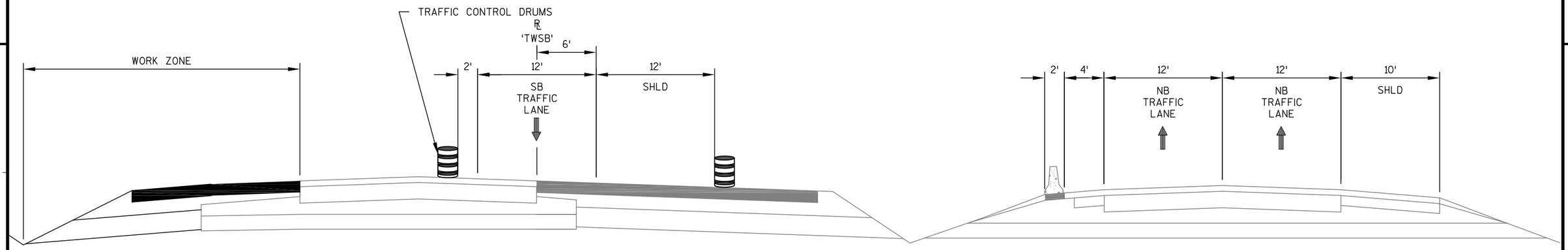
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER. ANCHORAGE IS NOT REQUIRED FOR THE ABUTMENT REPAIRS OF B-53-65 AND B-53-85



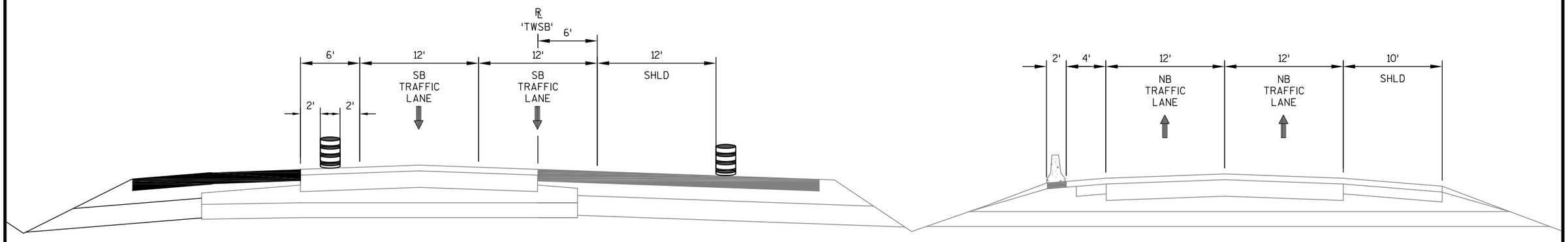


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 OVERVIEW	SHEET 370	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025001_TC - OVERVIEW.DWG PLOT DATE : 6/17/2015 1:11 PM PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

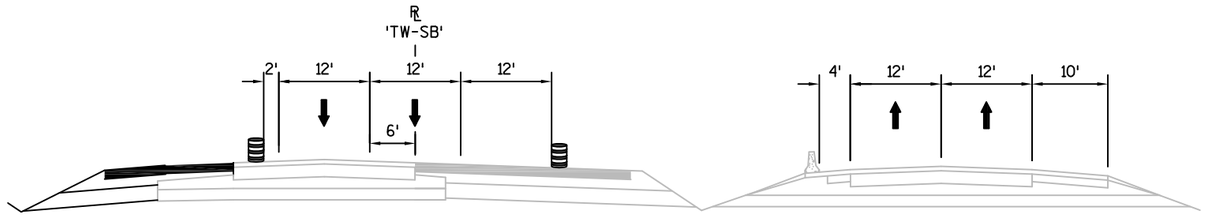


IH 39/90 SB WIDENING - STAGE 3
NIGHTTIME HOURS
738+00 'TWSB' - 1036+71 'TWSB'



IH 39/90 SB WIDENING - STAGE 3
DAYTIME HOURS
738+00 'TWSB' - 1036+71 'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 TYPICAL SECTIONS	SHEET 371 - E



TRAFFIC CONTROL TYPICAL SECTION

DAYTIME HOURS OPERATION

TRAFFIC CONTROL NOTES

NO WORK TO BE DONE DURING DAYTIME HOURS

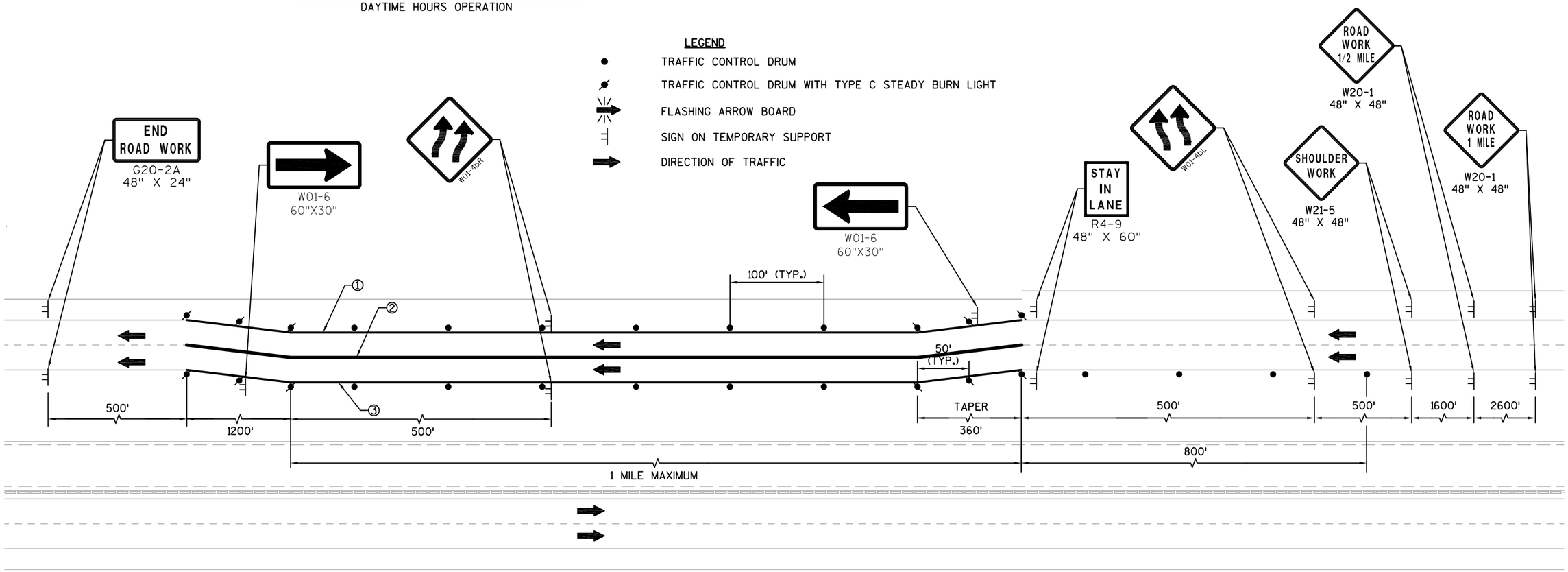
SEE "TRAFFIC CONTROL: STAGE 3 OVERVIEW" AND "TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS" FOR ADDITIONAL NOTES.

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
③ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

LEGEND

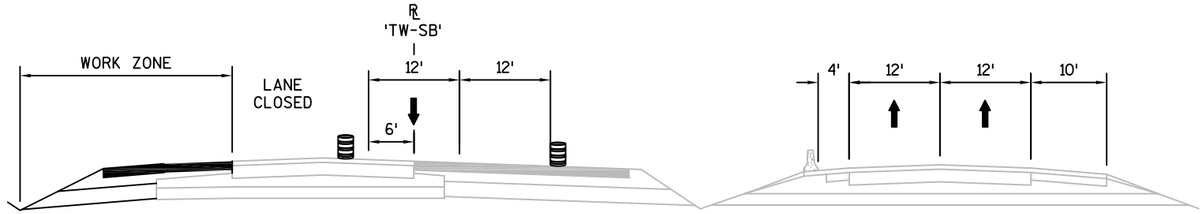
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC



FREEWAY TRAFFIC SHIFT FOR OUTSIDE SHOULDER WORK

DAYTIME HOURS OPERATION
738+00 'TWSB' - 922+00 'TWSB'
964+00 'TWSB' - 1036+71 'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 372 E



TRAFFIC CONTROL NOTES

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

FOR NIGHTTIME HOURS OPERATION ALL DRUMS IN TAPERS SHALL HAVE A WARNING LIGHT, TYP C (STEADY BURN).

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

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

ALL SHORT TERM LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROWBOARDS AND DEVICES SHALL BE REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

THE WORK ZONE AND BUFFER SPACE WILL BE A MAXIMUM OF 1 MILE IN LENGTH.

THE CLOSED TRAFFIC LANE MAY BE USED FOR ACCESS TO AND FROM THE WORK ZONE BUT MAY NOT BE USED FOR WORK VEHICLE STORAGE.

SEE "TRAFFIC CONTROL: STAGE 3 OVERVIEW" FOR ADDITIONAL NOTES.

TRAFFIC CONTROL TYPICAL SECTION

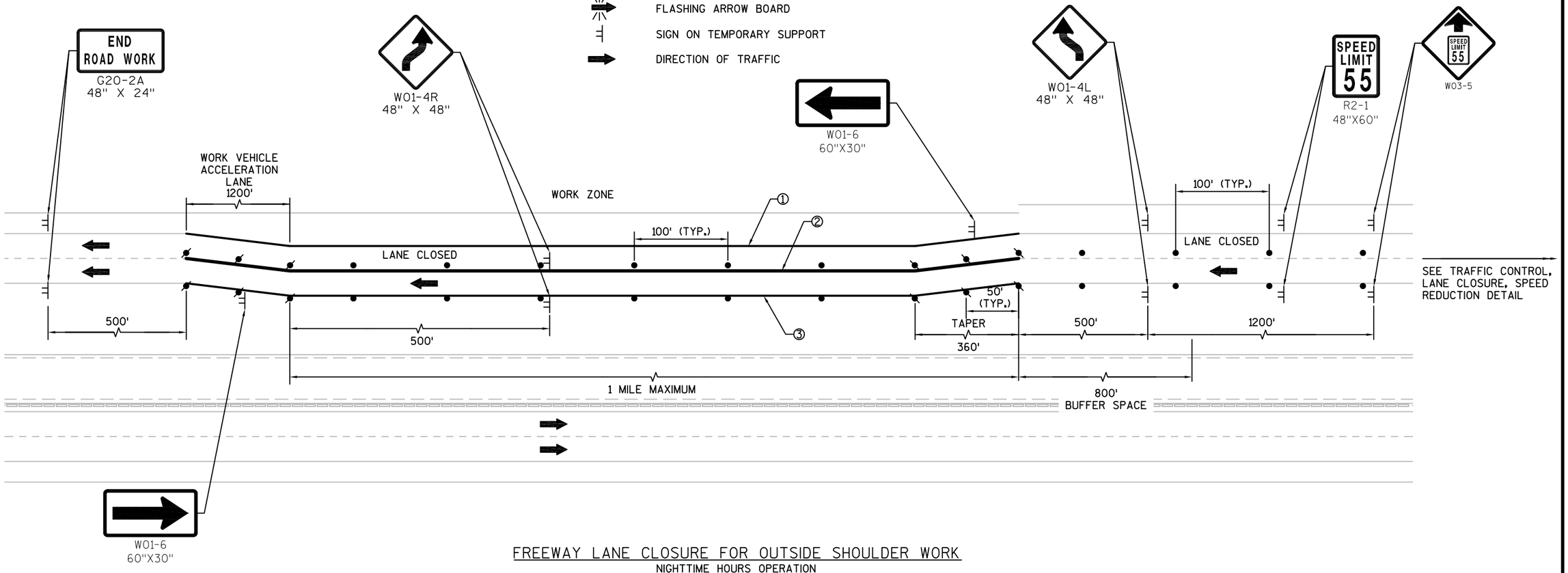
NIGHTTIME HOURS OPERATION

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
③ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW



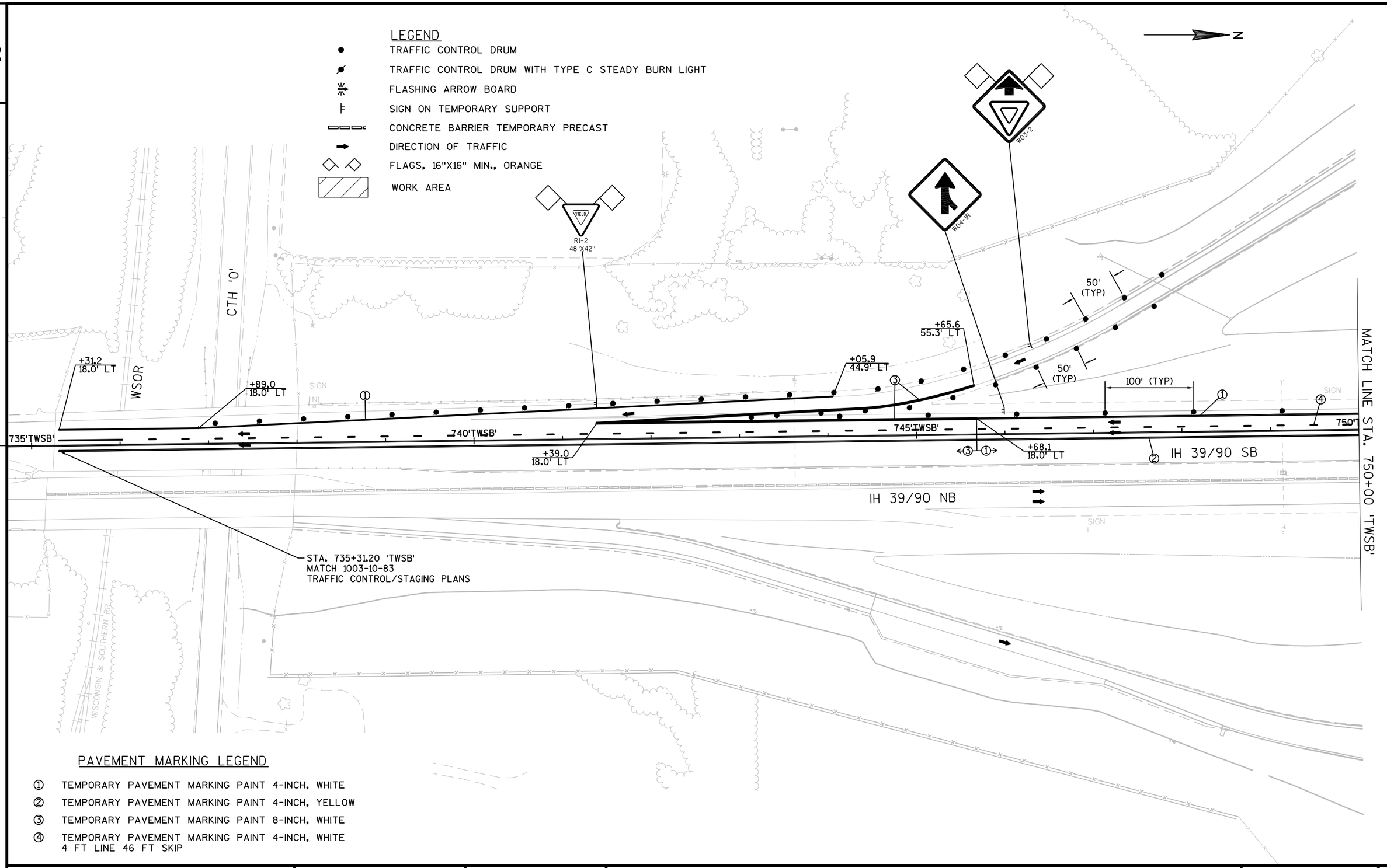
FREEWAY LANE CLOSURE FOR OUTSIDE SHOULDER WORK

NIGHTTIME HOURS OPERATION
738+00 'TWSB' - 922+00 'TWSB'
964+00 'TWSB' - 1036+71 'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 373 - E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

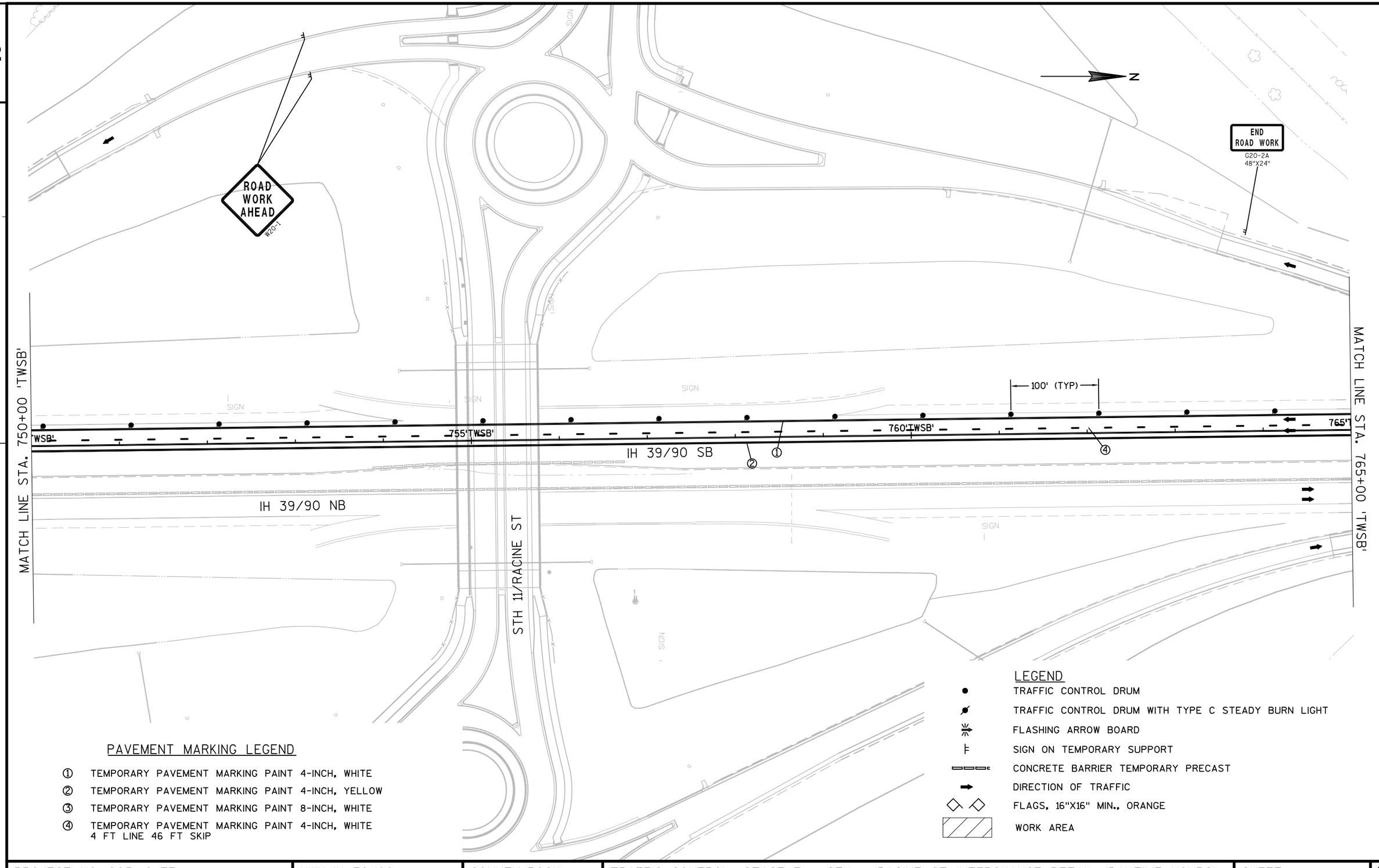
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 3 - STH 11/RACINE ST INTERCHANGE DETAIL (DAYTIME HOURS)	SHEET 374	E

2



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 - STH 11/RACINE ST INTERCHANGE DETAIL (DAYTIME HOURS)	SHEET 375	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025102_TC_STAGE3_DETAIL_RACINE_ST-DAYTIME.DWG PLOT DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

SEE "FREEWAY TRAFFIC SHIFT FOR OUTSIDE SHOULDER WORK" FOR SIGNS AND DETAILS NOT SHOWN.

N

EXIT 175
11 EAST
E Racine St

PLACED IN STAGE 2

EXIT
E5-1
72"X60"

MATCH LINE STA. 765+00 'TWSB'

+95.8
53.7' LT

25'
(TYP)

+11.9
36.3' LT

+50.0
18.0' LT

25'
(TYP)

100' (TYP)

+95.8
18.0' LT

100' (TYP)

770'TWSB'

775'TWSB'

780'TWSB'

+54.5
18.0' LT

IH 39/90 SB

IH 39/90 NB

SIGN

PALMER DR

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 3 - STH 11/RACINE ST INTERCHANGE DETAIL (DAYTIME HOURS)	SHEET 376	E

SEE S.D.D. "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR SIGNS AND DETAILS NOT SHOWN.

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

N

W03-2

W04-1R

R1-2
48"X42"

+31.2
18.0' LT

+31.2
8.0' LT
END TRAFIC CONTROL DRUM
ON-RAMP TAPER

+89.0
18.0' LT

+39.0
18.0' LT

+05.9
44.9' LT

+65.6
55.3' LT

+68.1
18.0' LT

50' (TYP)

50' (TYP)

100' (TYP)

735'TWSB'

740'TWSB'

745'TWSB'

750'

LANE CLOSED

IH 39/90 SB

IH 39/90 NB

MATCH LINE STA. 750+00 'TWSB'

CTH 'O'

WSOR

SIGN

WISCONSIN & SOUTHERN RR

STA. 735+31.20 'TWSB'
MATCH 1003-10-83
TRAFFIC CONTROL/STAGING PLANS

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

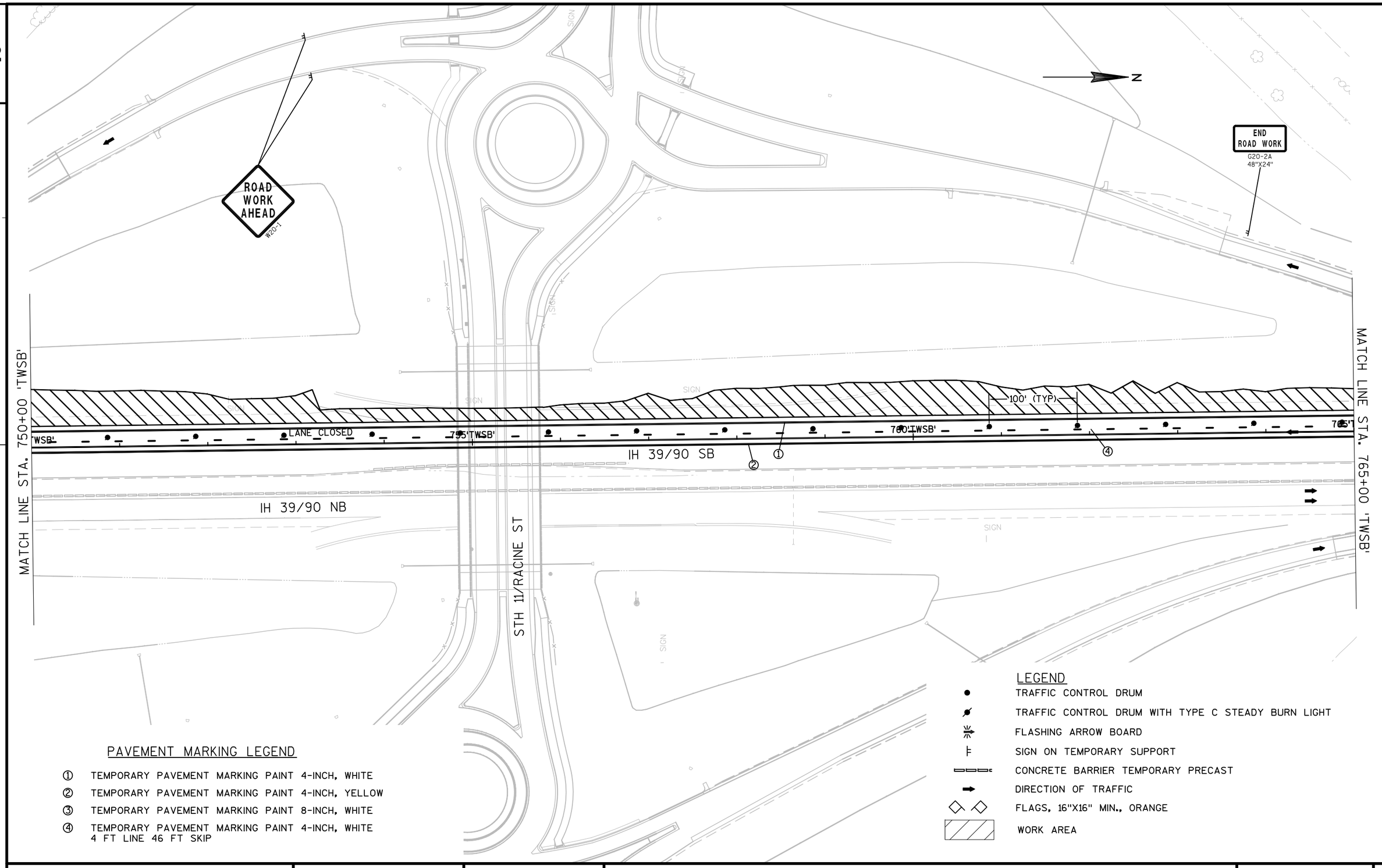
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 3 - STH 11/RACINE ST INTERCHANGE DETAIL (NIGHTTIME HOURS)	SHEET 377	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025102_TC_STAGE3_DETAIL_RACINE_ST-NIGHTTIME.DWG PLOTTING DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 - STH 11/RACINE ST INTERCHANGE DETAIL (NIGHTTIME HOURS)	SHEET 378	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

SEE "FREEWAY LANE CLOSURE FOR OUTSIDE SHOULDER WORK" AND S.D.D. "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE" FOR SIGNS AND DETAILS NOT SHOWN.

N

EXIT 175
11 EAST
E Racine St

PLACED IN STAGE 2

EXIT
E5-1
72"X60"

MATCH LINE STA. 765+00 'TWSB'

+95.8
53.7' LT
25'
(TYP)
+11.9
36.3' LT
+95.8
18.0' LT
100' (TYP)
+50.0
18.0' LT
25'
(TYP)
LANE CLOSED
780'TWSB'
775'TWSB'
770'TWSB'
WSB'
+54.5
18.0' LT
IH 39/90 SB
IH 39/90 NB
SIGN
PALMER DR
HWY
W
INL
W A/C

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 - STH 11/RACINE ST INTERCHANGE DETAIL (NIGHTTIME HOURS)	SHEET 379	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025102_TC_STAGE3_DETAIL_RACINE_ST-NIGHTTIME.DWG PLOTTING DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

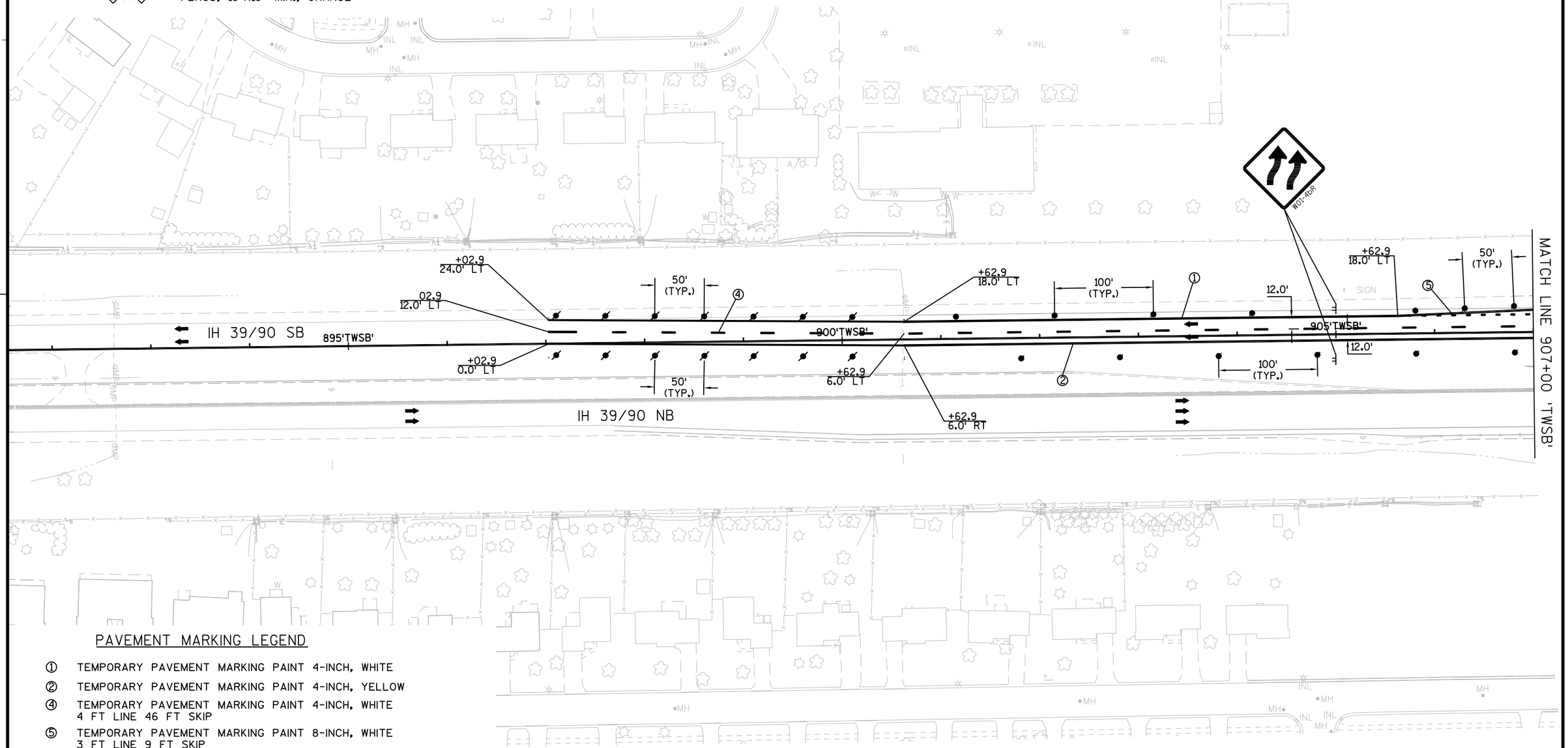
WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

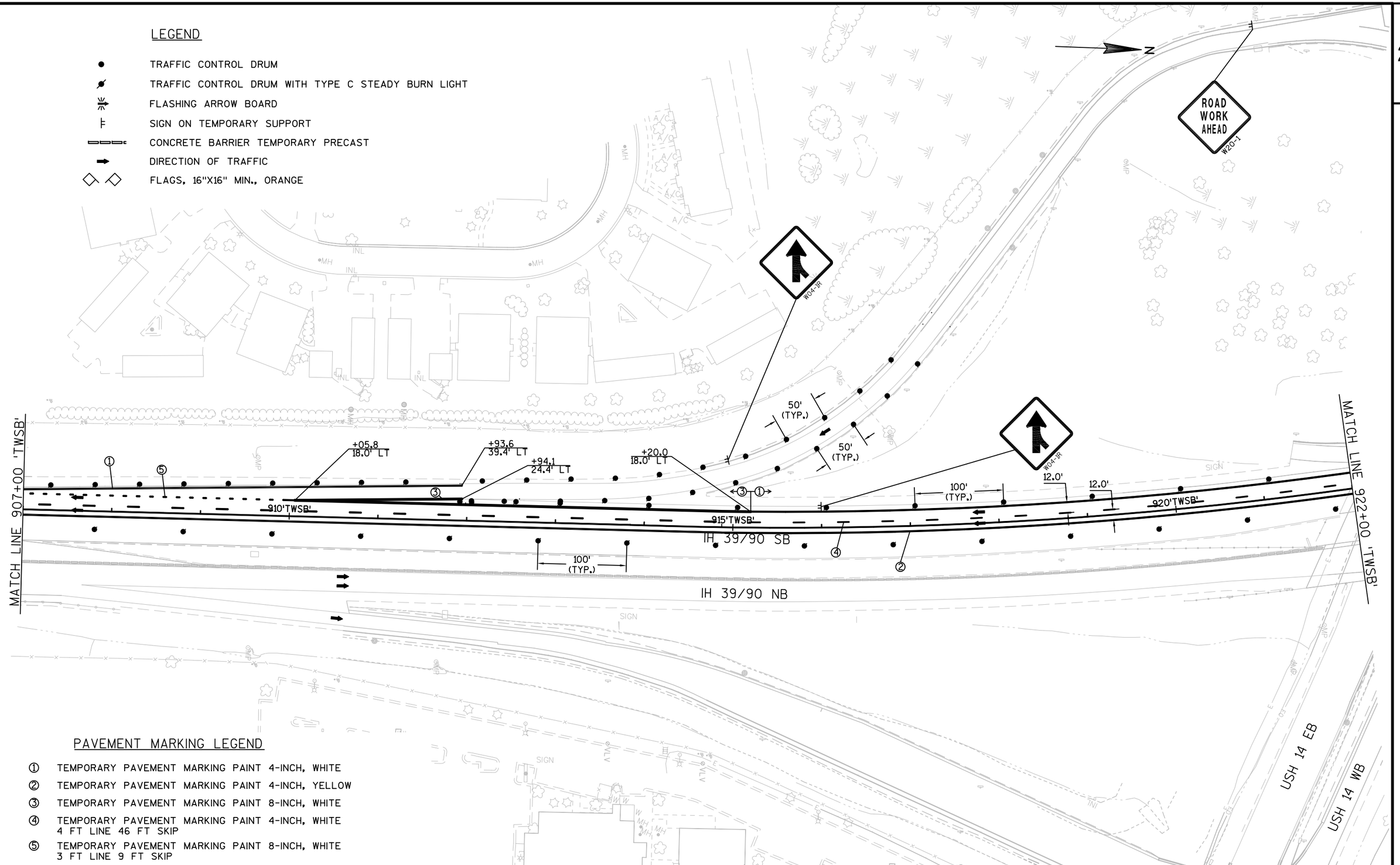
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 380	E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

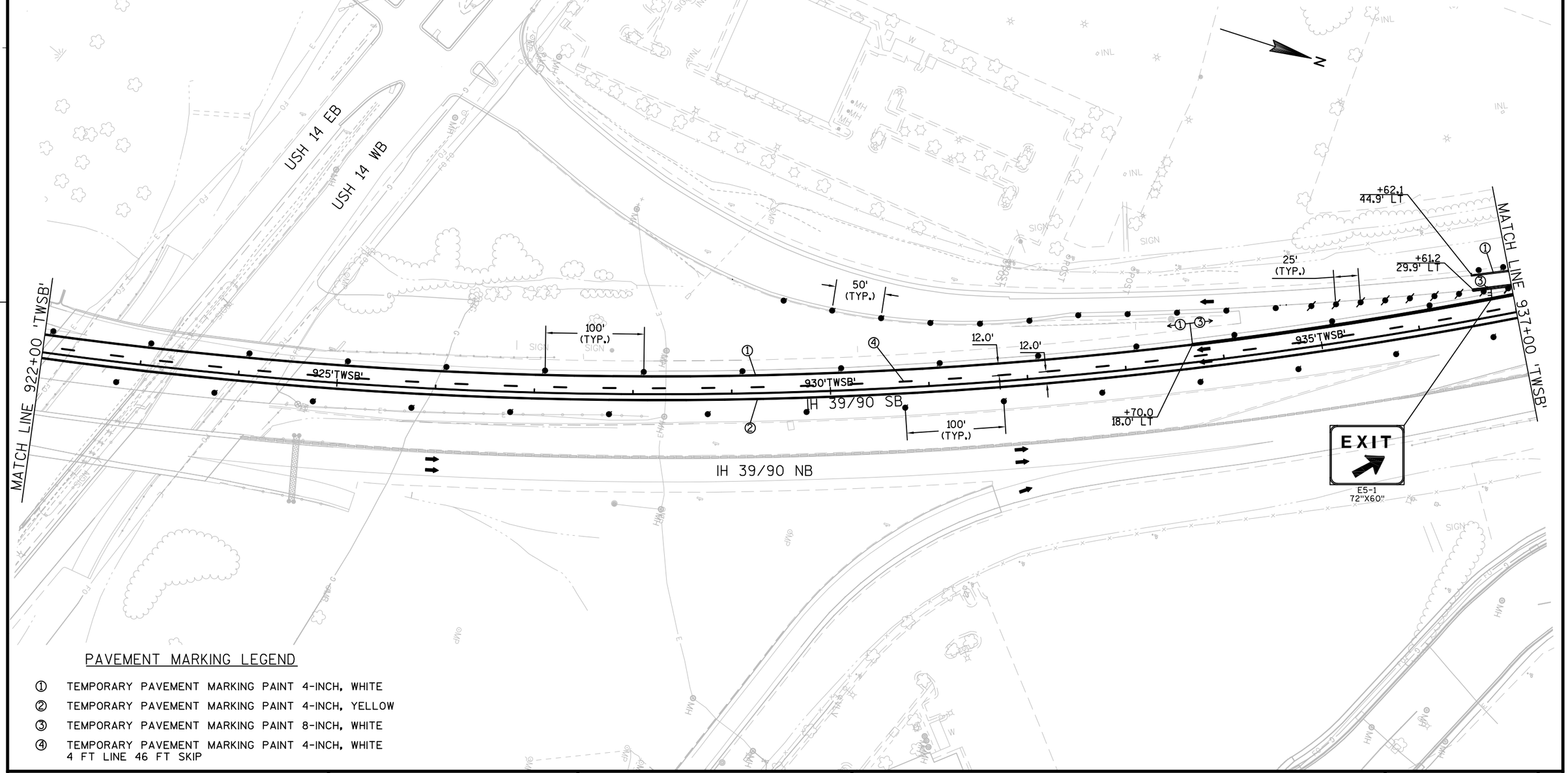
⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 381	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 382 E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "FIXED MESSAGE SIGN PORTABLE SUPPORT".
SIGN ALSO SHOWN IN PERMANENT SIGNING.
SEE CONSTRUCTION DETAILS FOR SIZE & SUPPORT.

EXIT 171 B
14

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "FIXED MESSAGE SIGN PORTABLE SUPPORT".
SIGN ALSO SHOWN IN PERMANENT SIGNING.
SEE CONSTRUCTION DETAILS FOR SIZE & SUPPORT.

EXIT 171 B
14
¼ MILE

RIGHT LANE MUST EXIT
R3-33-R
78"X36"

MATCH LINE 937+00 'TWSB'

MATCH LINE 952+00 'TWSB'

+16.7 18.0' LT
+48.3 30.0' LT
+66.7 18.0' LT
25' (TYP.)
12.0'
940'TWSB'
945'TWSB'
950'TWSB'
100' (TYP.)
+84.6 30.0' LT
+28.1 18.0' LT
+93.4 43.1' LT
50' (TYP.)
+93.7 28.1' LT
+78.1 18.0' LT

IH 39/90 SB

IH 39/90 NB

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP
⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 383 E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

ROAD WORK AHEAD
W20-1

W04-3R

50' (TYP.)

50' (TYP.)

100' (TYP.)

100' (TYP.)

12.0'

12.0'

+30.0
18.0' LT

955'TWSB'

960'TWSB'

965'TWSB'

IH 39/90 SB

IH 39/90 NB

STH 26 NB

STH 26 SB

MATCH LINE 952+00 'TWSB'

MATCH LINE 967+00 'TWSB'

N

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 384	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

PAID FOR AS "MOVING SIGNS TYPE II" & "POSTS WOOD 4X6-INCH X __-FT" (SEE MISCELLANEOUS QUANTITIES FOR POST LENTHS). SIGN ALSO SHOWN IN PERMANENT SIGNING.

EXIT 171 A
26

FILLER CAPS
CANOPY
SIGN
W
W

MATCH LINE 967+00 'TWSB'

12.0'
100' (TYP.)
970'TWSB'
TWSB+90.00
18.0' LT
25' (TYP.)
TWSB+19.36
26.1' LT
975'TWSB'
TWSB+11.13
18.0' LT
100' (TYP.)
TWSB+39.11
27.6' LT
980'TWSB'
TWSB+67.14
18.0' LT
12.0'
25' (TYP.)
12.0'
12.0'

IH 39/90 SB
IH 39/90 NB

MATCH LINE 982+00 'TWSB'

EXIT
E5-1
72"X60"

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 385	E

2

2

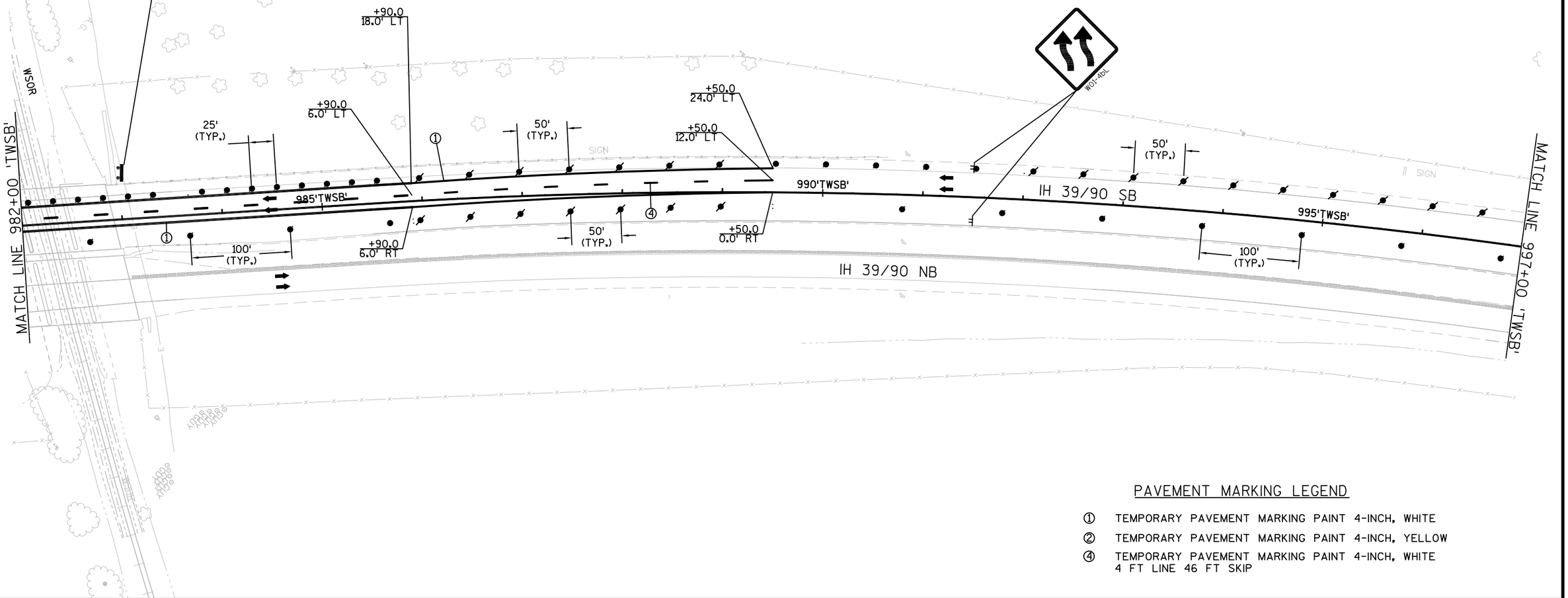
LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

EXIT 171 B
14
3/4 MILE

PAID FOR AS "MOVING SIGNS TYPE II" & "POSTS WOOD 4X6-INCH X __-FT" (SEE MISCELLANEOUS QUANTITIES FOR POST LENTHS). SIGN ALSO SHOWN IN PERMANENT SIGNING.



PAVEMENT MARKING LEGEND

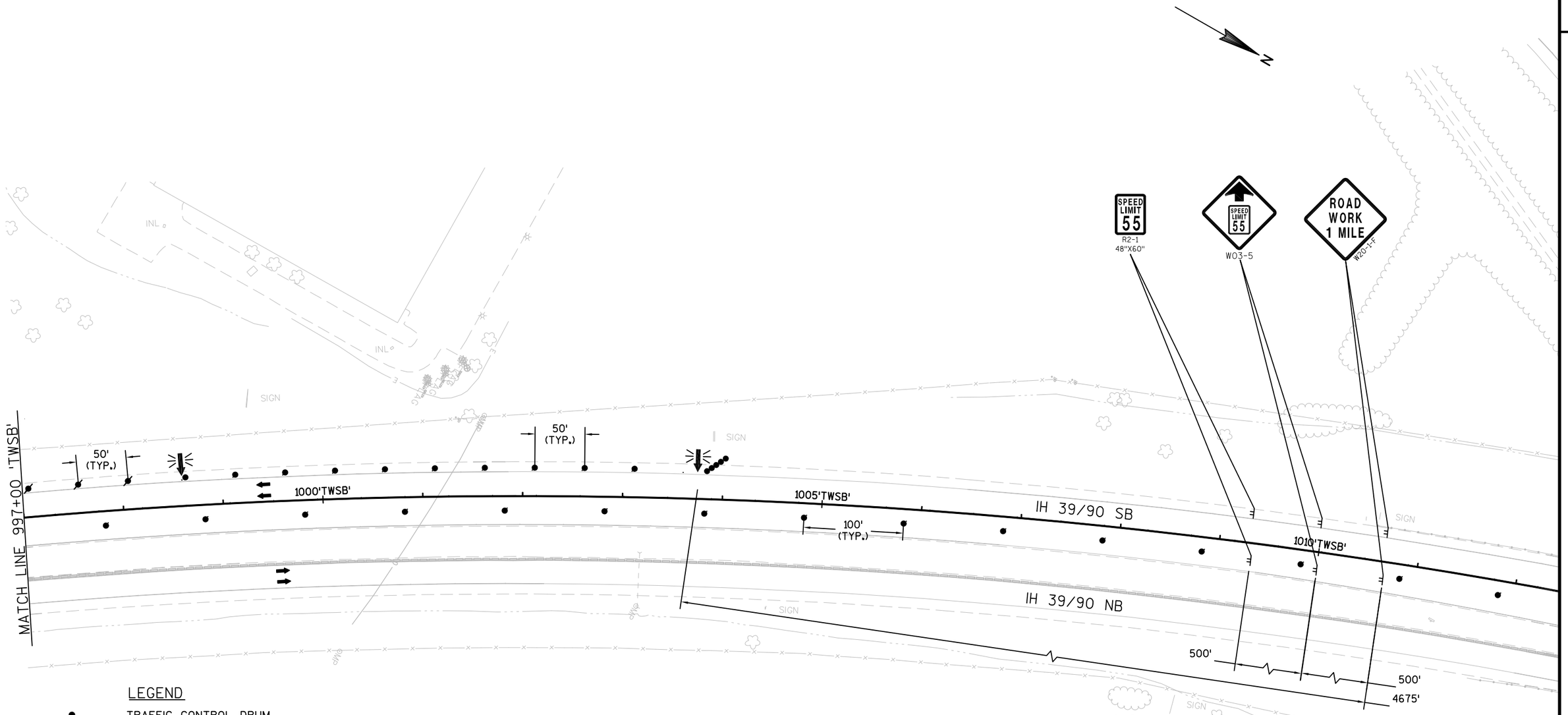
① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 386	E

2



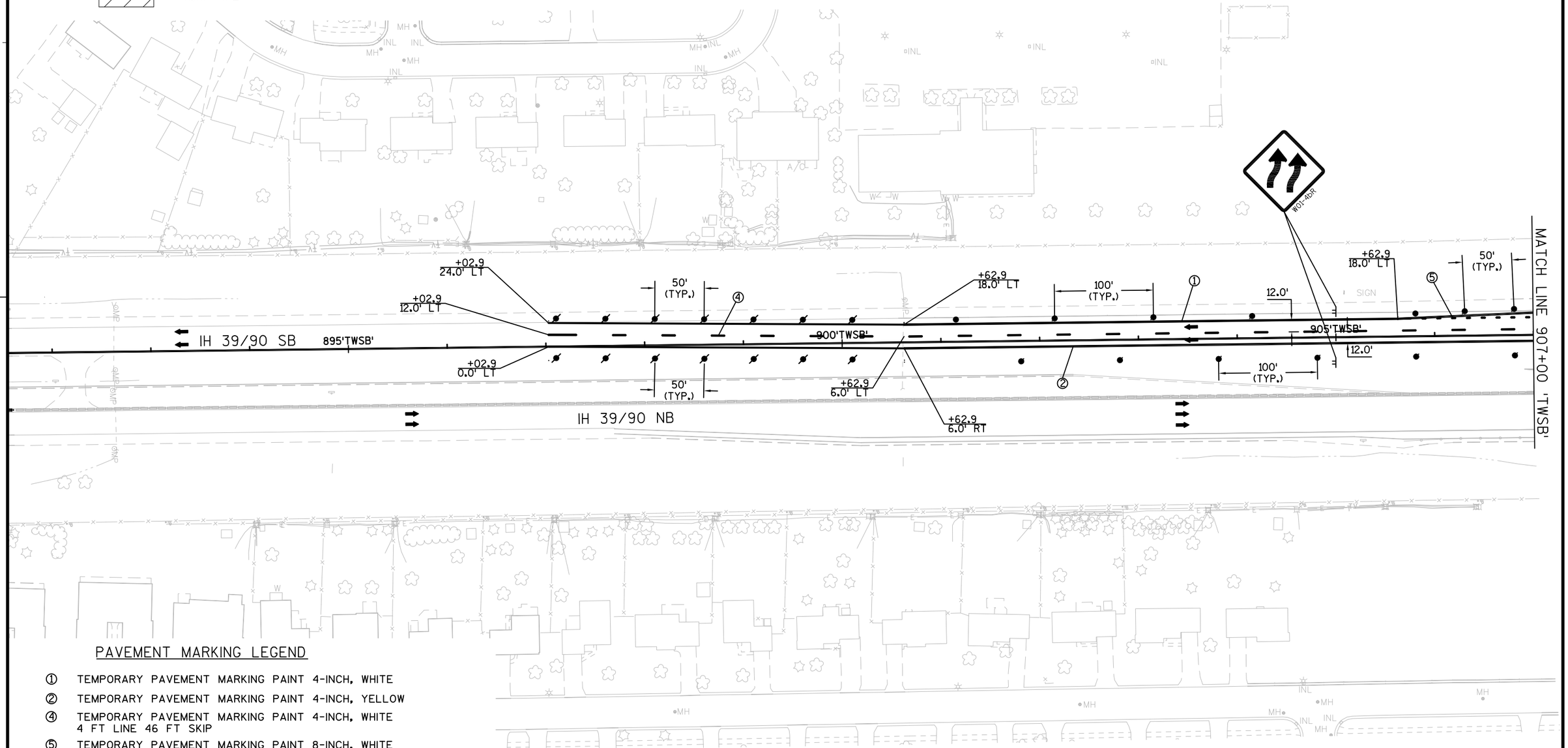
LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (DAYTIME HOURS)	SHEET 387	E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

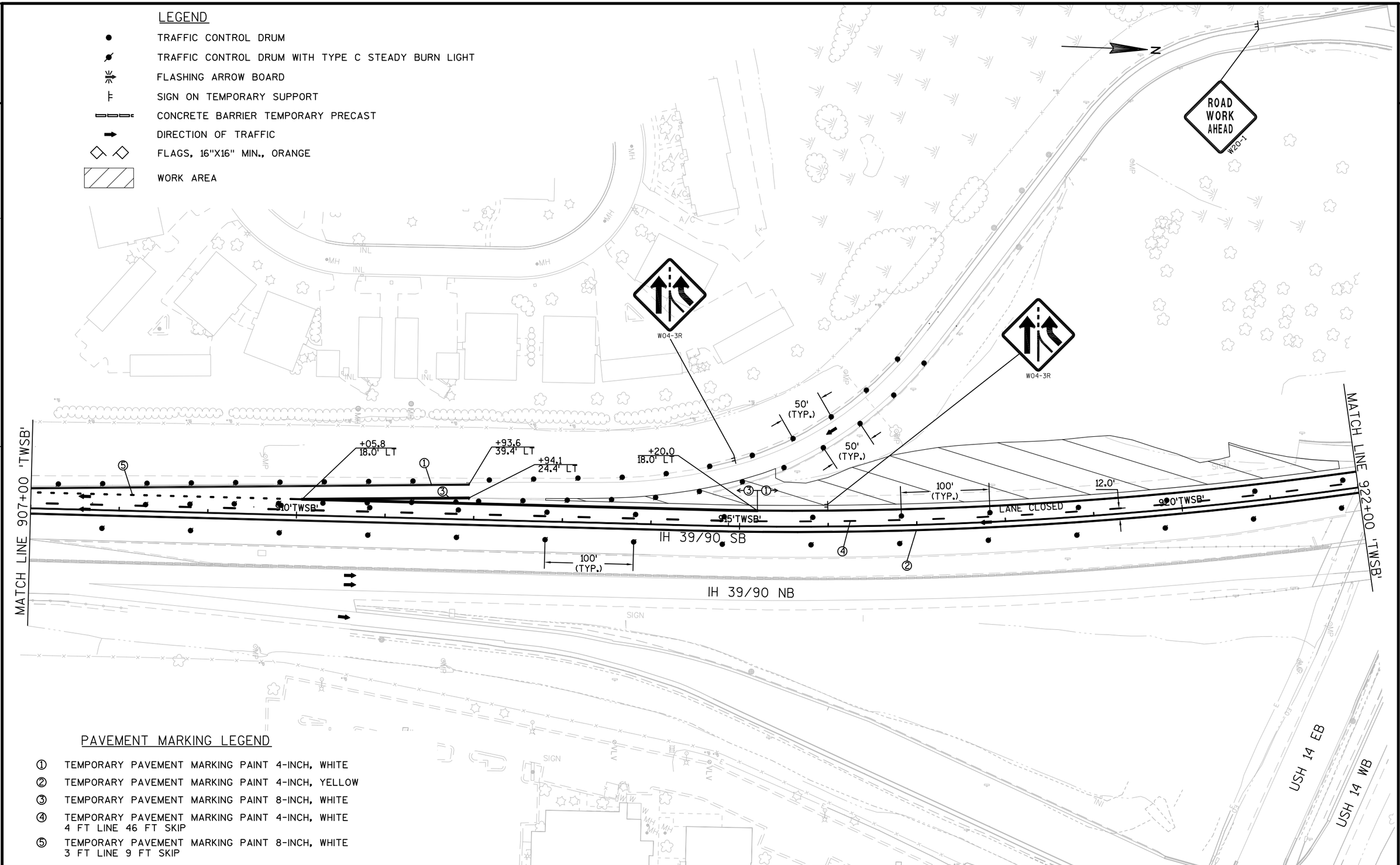
PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 388	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

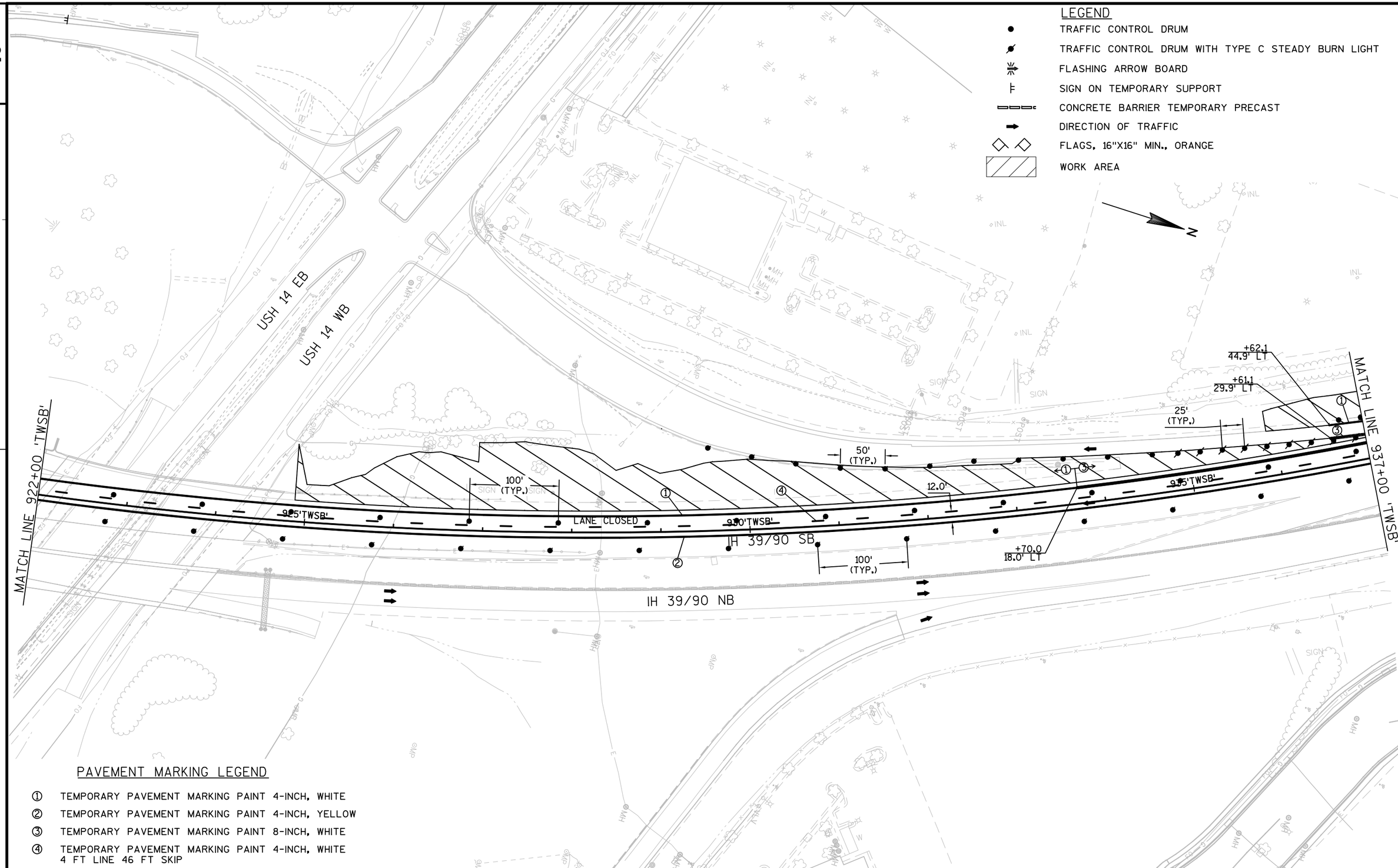
⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 389 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 390	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "FIXED MESSAGE SIGN PORTABLE SUPPORT".
SIGN ALSO SHOWN IN PERMANENT SIGNING.
SEE CONSTRUCTION DETAILS FOR SIZE & SUPPORT.

EXIT 171 B
14

PAID FOR AS "FIXED MESSAGE SIGN LEFT IN PLACE" & "FIXED MESSAGE SIGN PORTABLE SUPPORT".
SIGN ALSO SHOWN IN PERMANENT SIGNING.
SEE CONSTRUCTION DETAILS FOR SIZE & SUPPORT.

EXIT 171 B
14
¼ MILE

RIGHT LANE MUST EXIT
R3-33-R
78"X36"

EXIT
E5-1
72"X60"

MATCH LINE 937+00 'TWSB'

MATCH LINE 952+00 'TWSB'

+16.7 18.0' LT
+48.3 30.0' LT
+66.7 18.0' LT
+84.6 30.0' LT
+28.1 18.0' LT
+78.1 18.0' LT
+93.4 43.1' LT
+93.7 28.1' LT

25' (TYP.)
50' (TYP.)
100' (TYP.)
12.0'

940'TWSB'
945'TWSB'
950'TWSB'

LANE CLOSED
LANE CLOSED

IH 39/90 SB
IH 39/90 NB

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP
⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 391 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025104_TC_STAGE3_DETAIL_14-26_NIGHTTIME.DWG PLOT DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

ROAD WORK AHEAD
W20-1

W04-3R

50' (TYP.)

50' (TYP.)

+30.0
18.0' LT

100' (TYP.)

100' (TYP.)

12.0'

955'TWSB'

LANE CLOSED

960'TWSB'

965'TWSB'

IH 39/90 SB

IH 39/90 NB

STH 26 NB

STH 26 SB

MATCH LINE 952+00 'TWSB'

MATCH LINE 967+00 'TWSB'

N

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 392 E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

N

PAID FOR AS "MOVING SIGNS TYPE II" & "POSTS WOOD 4X6-INCH X __-FT" (SEE MISCELLANEOUS QUANTITIES FOR POST LENTHS). SIGN ALSO SHOWN IN PERMANENT SIGNING.

EXIT 171 A
26

EXIT
E5-1
72"X60"

FILLER CAPS
CANOPY

MATCH LINE 967+00 'TWSB'

MATCH LINE 982+00 'TWSB'

970'TWSB'
LANE CLOSED
975'TWSB'
980'TWSB'

IH 39/90 SB
IH 39/90 NB

100' (TYP.)
25' (TYP.)
12.0'
+90.0 18.0' LT
+19.4 26.1' LT
+11.1 18.0' LT
+39.1 27.6' LT
+67.1 18.0' LT

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

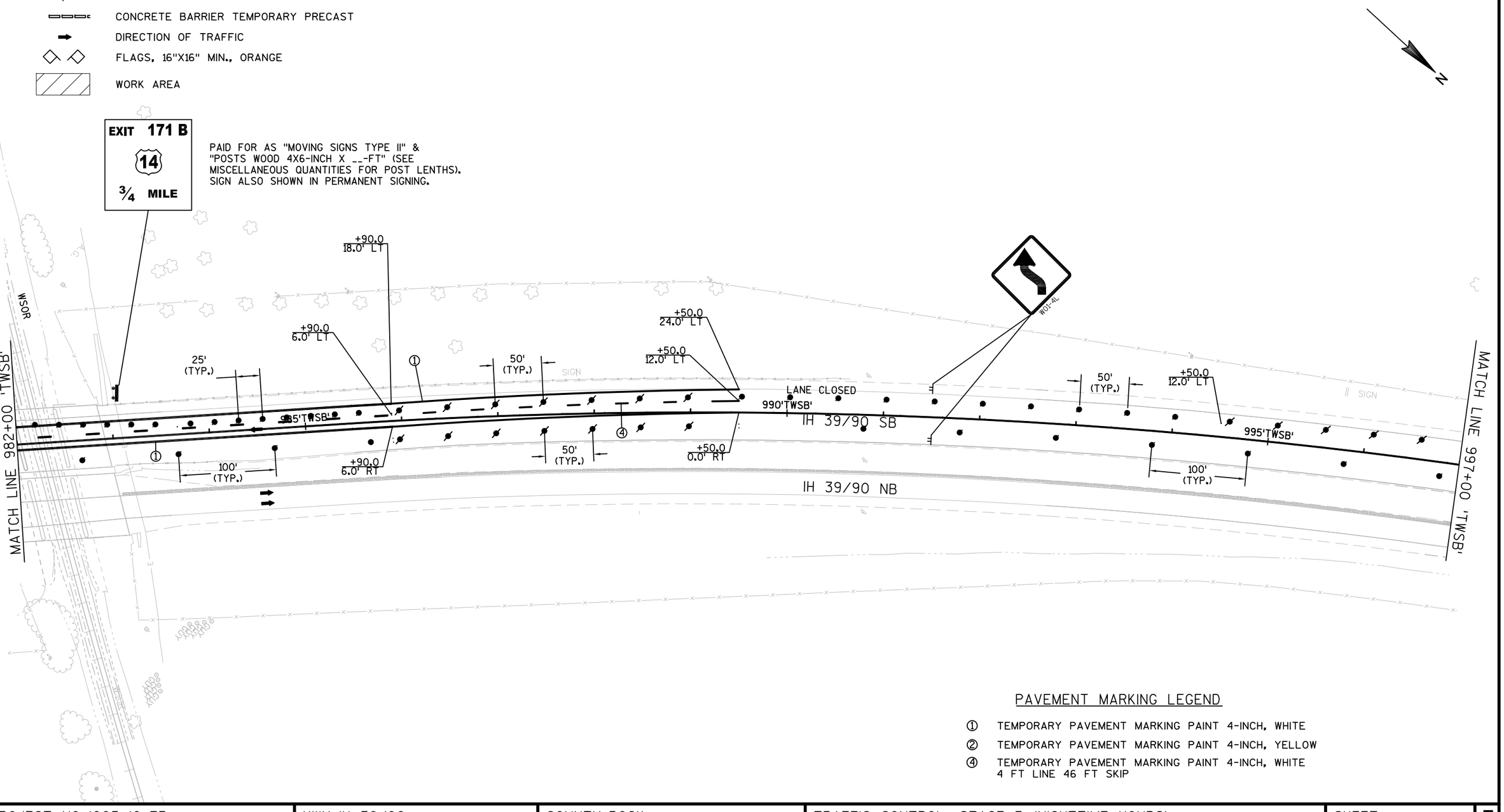
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 393	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 394	E

2

2

N

INL

INL

SIGN

SIGN

SIGN

SIGN

MATCH LINE 997+00 'TWSB'

50' (TYP.)

+10.0
26.0' LT

50' (TYP.)

1000'TWSB'

1005'TWSB'

100' (TYP.)

1010'TWSB'

IH 39/90 SB

IH 39/90 NB

W04-2R

RIGHT LANE CLOSED 1500 FT
W20-5-B

RIGHT LANE CLOSED 1/2 MILE
W20-5-G

SPEED LIMIT 55
R2-1
48"X60"

SPEED LIMIT 55
W03-5

ROAD WORK 1 MILE
W20-1-F

575'
1600'

500'

500'
2600'

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 (NIGHTTIME HOURS)	SHEET 395	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025104_TC_STAGE3_DETAIL_14-26_NIGHTTIME.DWG PLOT DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

USH 14 WB

238+00HWA 239+00HWA 240+00HWA 241+00HWA 242+00HWA 243+00HWA 244+00HWA

MATCH LINE STA. 244+00HWA

238+00HEA 239+00HEA 240+00HEA 241+00HEA 242+00HEA 243+00HEA

USH 14 EB

25' (TYP.)

RAMP CLOSED

R11-2-R
48"X30"

ROAD WORK AHEAD

W20-1-A

STA. 229+50'HEA'
PLACE IN MEDIAN AND ON OUTSIDE OF USH 14 EB

RAMP CLOSED AHEAD

W20-3 (MOD.)

STA. 234+50'HEA'
PLACE IN MEDIAN AND ON OUTSIDE OF USH 14 EB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 USH 14 (IH 39/90 SB ON-RAMP CLOSED)	SHEET 396 E

LEGEND

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

IH 39/90 SB OFF-RAMP

IH 39/90 NB

IH 39/90 SB

USH 14 WB

USH 14 EB

IH 39/90 SB ON-RAMP

MATCH LINE STA. 244+00'HWA'

MATCH LINE STA. 250+00'HWA'

245+00HWA 246+00HWA 247+00HWA 248+00HWA 249+00HWA

244+00HEA 245+00HEA 246+00HEA 247+00HEA 248+00HEA 249+00HEA

25' (TYP.)

RAMP CLOSED
R11-2-R
48"X30"

RAMP CLOSED
R11-2-R
48"X30"

RAMP CLOSED
R11-2-R
48"X30"

R3-2
36"X36"

R3-1
36"X36"

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 USH 14 (IH 39/90 SB ON-RAMP CLOSED)	SHEET 397	E

2

2

LEGEND

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

RAMP CLOSED AHEAD
W20-3 (MOD.)

IH 39/90 NB ON-RAMP

USH 14 WB

MATCH LINE STA. 250+00'HWA'

0OHWA | 251+00HWA | 252+00HWA | 253+00HWA | 254+00HWA | 255+00HWA | 256+00HWA

SIGN

50+00HEA | 251+00HEA | 252+00HEA | 253+00HEA | 254+00HEA | 255+00HEA | 256+00H

USH 14 EB

IH 39/90 SB

IH 39/90 NB

IH 39/90 NB OFF-RAMP

ROAD WORK AHEAD
W20-1-A

STA. 260+00'HWA'
PLACE IN MEDIAN AND ON
OUTSIDE OF USH 14 WB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 USH 14 (IH 39/90 SB ON-RAMP CLOSED)	SHEET 398	E

SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADVANCED WARNING SIGNS AND DETAILS NOT SHOWN IN PLANS.

N

RAMP CLOSED AHEAD
W20-3 (MOD.)
STA. 120+00'CWT'
PLACE IN MEDIAN AND ON OUTSIDE OF STH 26 SB

ROAD WORK AHEAD
W20-1-A
STA. 125+00'CWT'
PLACE IN MEDIAN AND ON OUTSIDE OF STH 26 SB

MORSE ST

W04-2R

R3-1
36"X36"

R3-2
36"X36"

RAMP CDT

959+80.0'CDT'

RAMP CLOSED
R11-2-R
48"X30"

STH 26 SB

105+00'CWT'
105+00'CET'
110+00'CWT'
110+00'CET'
115+00'CWT'
115+00'CET'
25' (TYP.)

STH 26 NB

25' (TYP.)
104+00.0'CET'
36.0' RT
107+20.0'CET'
24.0' RT

968+18'CCT'

RAMP CLOSED
R11-2-R
48"X30"

RAMP CLOSED
R11-2-R
48"X30"

RYAN ROAD

960+00'CCT'

RAMP CCT

IH 39/90 SB

IH 39/90 NB

LEGEND

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

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 3 STH 26 (IH 39/90 SB ON-RAMP CLOSED)	SHEET 399	E

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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

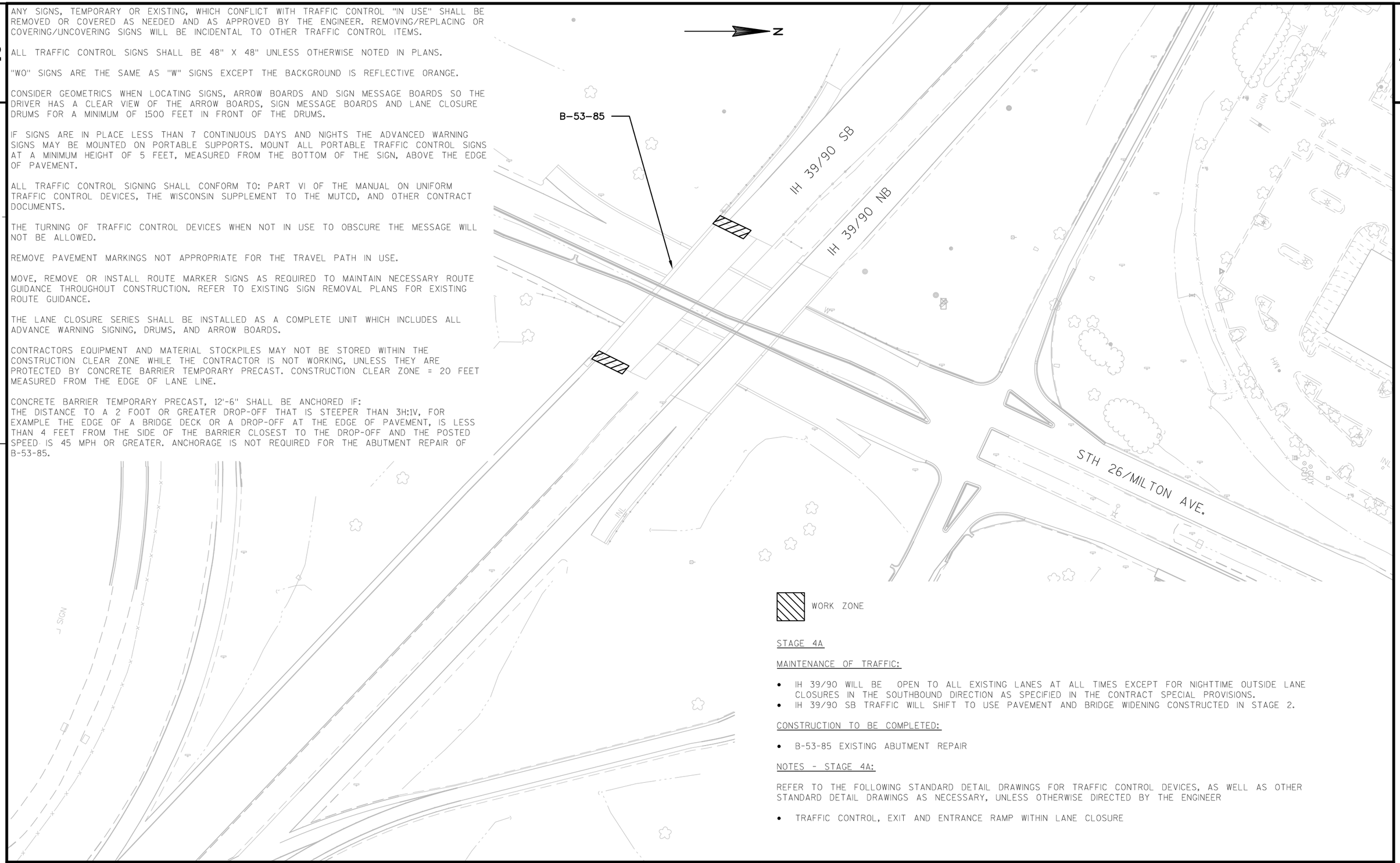
REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER. ANCHORAGE IS NOT REQUIRED FOR THE ABUTMENT REPAIR OF B-53-85.



WORK ZONE

STAGE 4A

MAINTENANCE OF TRAFFIC:

- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME OUTSIDE LANE CLOSURES IN THE SOUTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.
- IH 39/90 SB TRAFFIC WILL SHIFT TO USE PAVEMENT AND BRIDGE WIDENING CONSTRUCTED IN STAGE 2.

CONSTRUCTION TO BE COMPLETED:

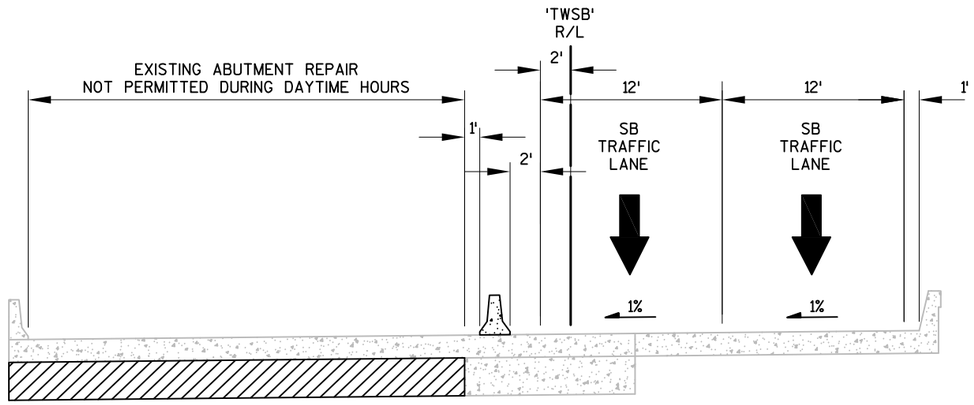
- B-53-85 EXISTING ABUTMENT REPAIR

NOTES - STAGE 4A:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

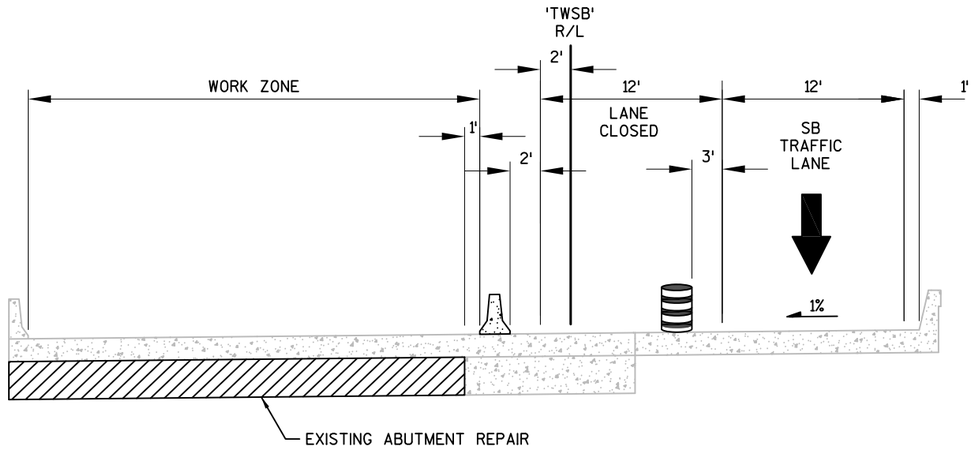
- TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4A OVERVIEW	SHEET 400	E



ABUTMENT REPAIR TYPICAL SECTION - STAGE 4A

DAYTIME HOURS
STRUCTURE B-53-85



ABUTMENT REHAB TYPICAL SECTION - STAGE 4A

NIGHTTIME HOURS
STRUCTURE B-53-85

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

940'TWSB'

945'TWSB'

IH 39/90 SB

IH 39/90 NB

950'TWSB'

MATCH LINE 952+00 'TWSB'

+16.8
39.0' LT

+16.8
24.0' LT

+16.8
12.0' LT

+16.8
0.0' LT

15.0'

12.0'

12.0'

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 4A (DAYTIME HOURS)	SHEET 402	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

ROAD WORK AHEAD W20-1

W04-3R

W01-4bR

+21.6 105.4' LT

+27.5 91.6' LT

+02.2 2.0' LT BEGIN CONCRETE BARRIER TEMPORARY PRECAST

50' (TYP.)

+30.5 44.7' LT

+30.7 29.7' LT

+30.0 18.0' LT

+08.5 13.0' LT

+02.2 10.0' RT

100' (TYP.)

955'TWSB'

960'TWSB'

965'TWSB'

IH 39/90 SB

IH 39/90 NB

11,100' RADIUS

11,124' RADIUS

+07.9 27.0' RT

+07.9 1.0' LT

+07.4 11.0' RT PRC

+02.2 22.0' RT

+27.1 27.0' RT

+02.1 24.0' RT

+52.1 24.0' RT

STH 26 NB

STH 26 SB

MATCH LINE 952+00 'TWSB'

MATCH LINE 967+00 'TWSB'

N

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4A (DAYTIME HOURS)	SHEET 403 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

MATCH LINE 967+00 'TWSB'

MATCH LINE 982+00 'TWSB'

CRASH CUSHIONS TEMPORARY REQ'D

+50.0
5.0' LT
END CONCRETE BARRIER TEMPORARY PRECAST

12.0'

100' (TYP.)

12.0'

970'TWSB'

+22.8
10.0' RT

+22.8
2.0' LT

+60.5
69.7' LT

+66.2
83.6' LT

25' (TYP.)

+72.6
38.2' LT

EXIT

E5-1
72"X60"

+71.9
23.2' LT

+21.4
2.4' LT

975'TWSB'

+15.8
12.5' LT

+46.1
17.4' LT

+65.9
18.0' LT

980'TWSB'

IH 39/90 SB

IH 39/90 NB

50' (TYP.)

11,124' RADIUS

11,100' RADIUS

+22.8
22.0' RT

+44.8
14.0' RT
PRC

+15.8
27.0' RT

+65.9
6.0' LT

+65.9
6.0' RT

CRASH CUSHIONS TEMPORARY REQ'D

FILLER CAPS

CANOPY

SIGN

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4A (DAYTIME HOURS)	SHEET 404	E

2

LEGEND

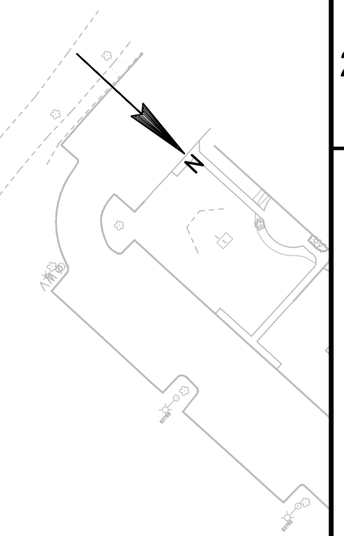
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

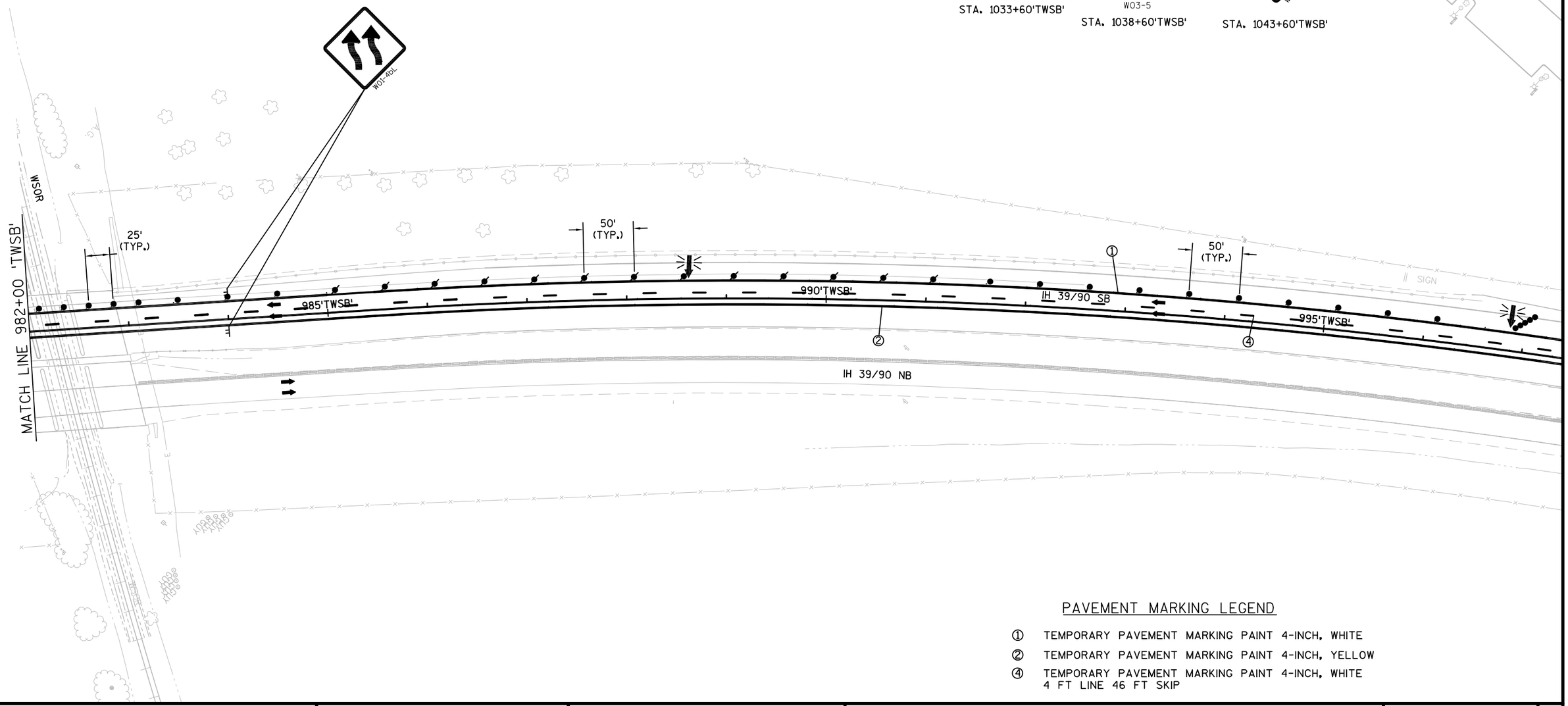
PLACE SIGNS IN MEDIAN AND OUTSIDE AT THE GIVEN STATION

SPEED LIMIT 55
R2-1
48"X60"
STA. 1033+60'TWSB'

SPEED LIMIT 55
W03-5
STA. 1038+60'TWSB'

ROAD WORK 1 MILE
W20-1-F
STA. 1043+60'TWSB'





PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

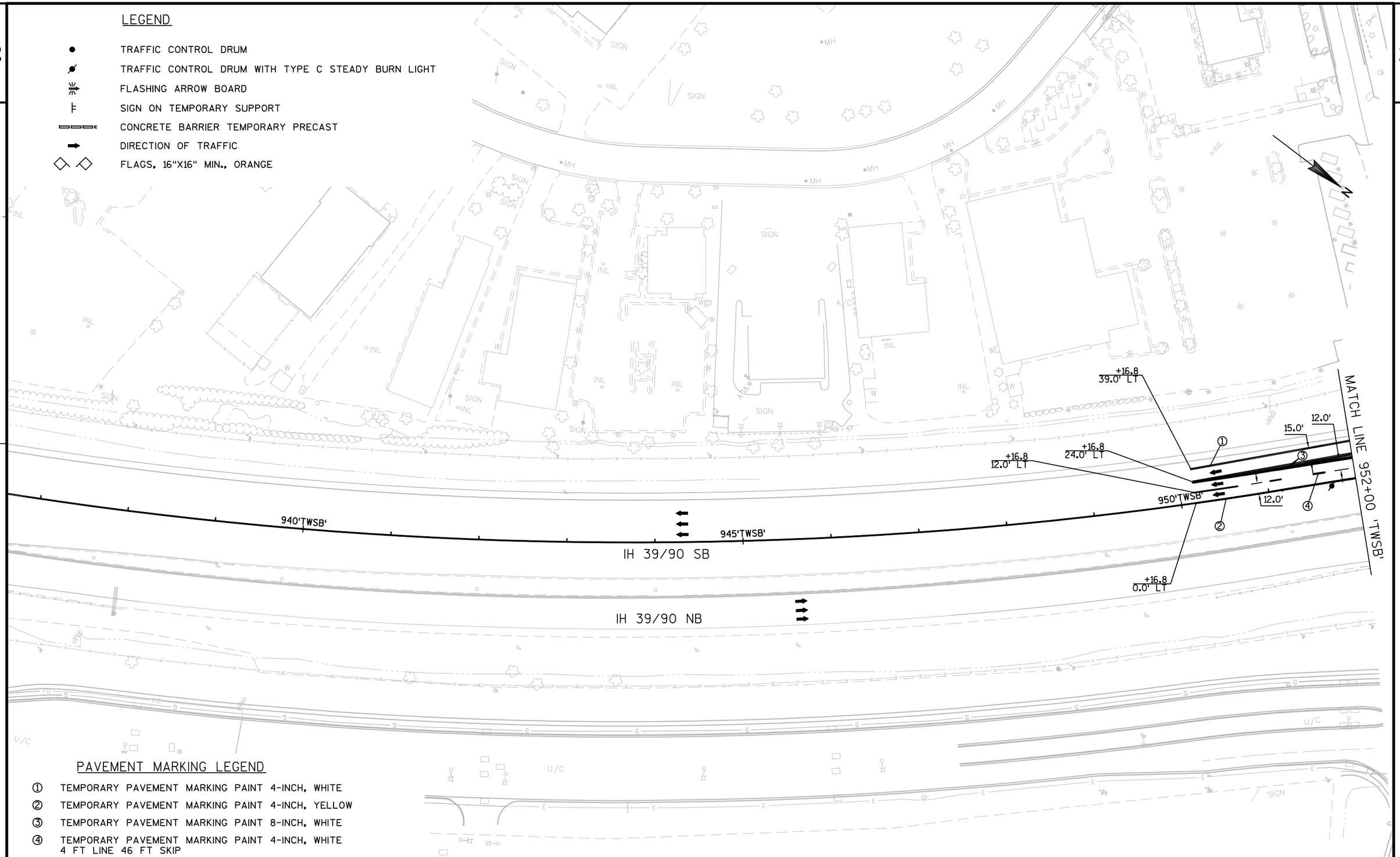
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4A (DAYTIME HOURS)	SHEET 405 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025105_TC_STAGE4A_DETAIL_26_DAYTIME.DWG PLOT DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4A (NIGHTTIME HOURS)	SHEET 406 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025105_TC_STAGE4A_DETAIL_26_NIGHTTIME.DWG PLOT DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

ROAD WORK AHEAD W20-1

W04-3R

W01-4bR

MATCH LINE 952+00 'TWSB'

MATCH LINE 967+00 'TWSB'

IH 39/90 SB

IH 39/90 NB

STH 26 NB

STH 26 SB

955'TWSB'

960'TWSB'

965'TWSB'

LANE CLOSED

11,100' RADIUS

11,124' RADIUS

50' (TYP.)

100' (TYP.)

+30.7 29.7' LT

+30.5 44.7' LT

+21.6 105.4' LT

+27.5 91.6' LT

+30.0 18.0' LT

+08.5 13.0' LT

+07.9 1.0' LT

+07.9 27.0' RT

+07.4 11.0' RT PRC

+02.2 2.0' LT BEGIN CONCRETE BARRIER TEMPORARY PRECAST

+02.2 10.0' RT

+02.2 22.0' RT

+27.1 27.0' RT

+02.1 24.0' RT

+52.1 24.0' RT

N

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4A (NIGHTTIME HOURS)	SHEET 407	E

2

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

N

CANOPY

FILLER CAPS

EXIT

E5-1
72"X60"

+72.6
38.2' LT

+66.2
83.6' LT

+60.5
69.7' LT

+71.9
23.2' LT

+15.8
12.5' LT

+46.1
17.4' LT

+65.9
18.0' LT

CRASH CUSHIONS TEMPORARY REQ'D

MATCH LINE 967+00 'TWSB'

+50.0
5.0' LT
END CONCRETE BARRIER
TEMPORARY PRECAST

25'
(TYP.)

+22.8
2.0' LT

+22.8
10.0' RT

+21.4
2.4' LT

12.0'

100'
(TYP.)

970'TWSB'

975'TWSB'

980'TWSB'

12.0'

50'
(TYP.)

11,124' RADIUS

11,100' RADIUS

IH 39/90 SB

IH 39/90 NB

+22.8
22.0' RT

+44.8
14.0' RT
PRC

+15.8
27.0' RT

+65.9
6.0' LT

+65.9
6.0' RT

CRASH CUSHIONS TEMPORARY REQ'D

MATCH LINE 982+00 'TWSB'

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4A (NIGHTTIME HOURS)	SHEET 408	E

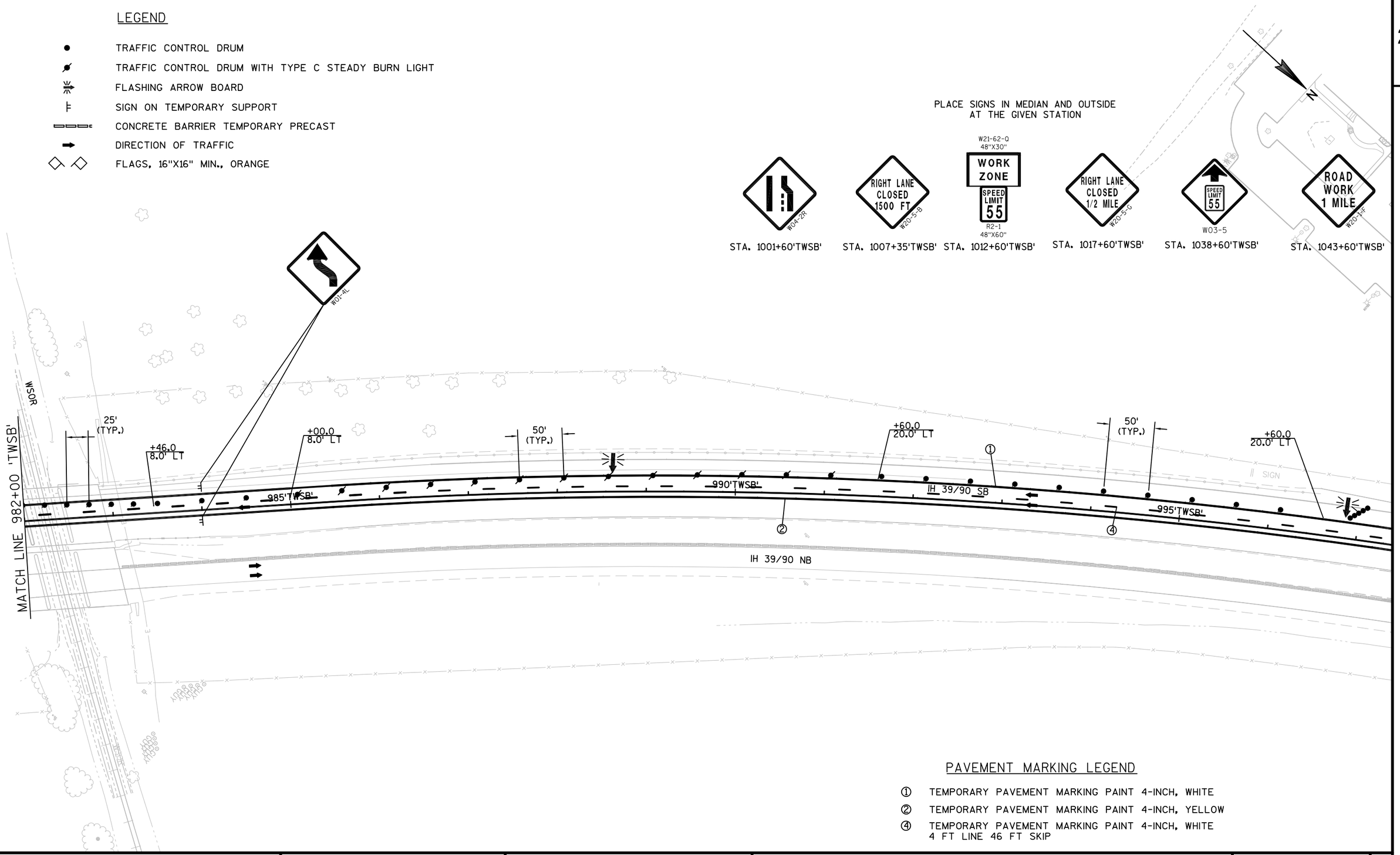
2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE

PLACE SIGNS IN MEDIAN AND OUTSIDE AT THE GIVEN STATION

STA. 1001+60'TWSB' STA. 1007+35'TWSB' STA. 1012+60'TWSB' STA. 1017+60'TWSB' STA. 1038+60'TWSB' STA. 1043+60'TWSB'



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4A (NIGHTTIME HOURS)	SHEET 409 E

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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN PLANS.

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

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

IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SING, ABOVE THE EDGE OF PAVEMENT.

ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, AND OTHER CONTRACT DOCUMENTS.

THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

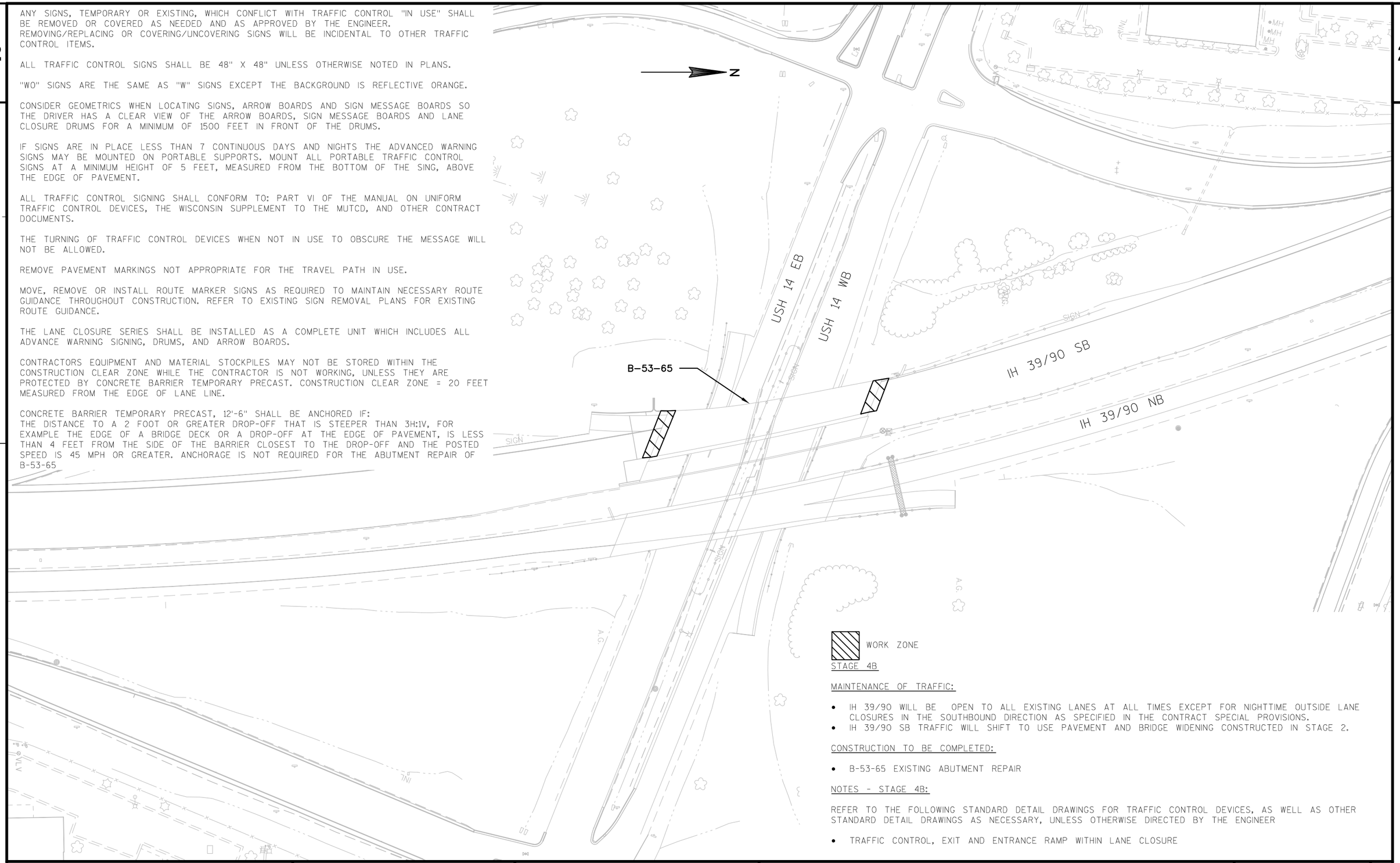
REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION. REFER TO EXISTING SIGN REMOVAL PLANS FOR EXISTING ROUTE GUIDANCE.

THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCE WARNING SIGNING, DRUMS, AND ARROW BOARDS.

CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROP-OFF THAT IS STEEPER THAN 3H:1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROP-OFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROP-OFF AND THE POSTED SPEED IS 45 MPH OR GREATER. ANCHORAGE IS NOT REQUIRED FOR THE ABUTMENT REPAIR OF B-53-65



WORK ZONE

STAGE 4B

MAINTENANCE OF TRAFFIC:

- IH 39/90 WILL BE OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR NIGHTTIME OUTSIDE LANE CLOSURES IN THE SOUTHBOUND DIRECTION AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.
- IH 39/90 SB TRAFFIC WILL SHIFT TO USE PAVEMENT AND BRIDGE WIDENING CONSTRUCTED IN STAGE 2.

CONSTRUCTION TO BE COMPLETED:

- B-53-65 EXISTING ABUTMENT REPAIR

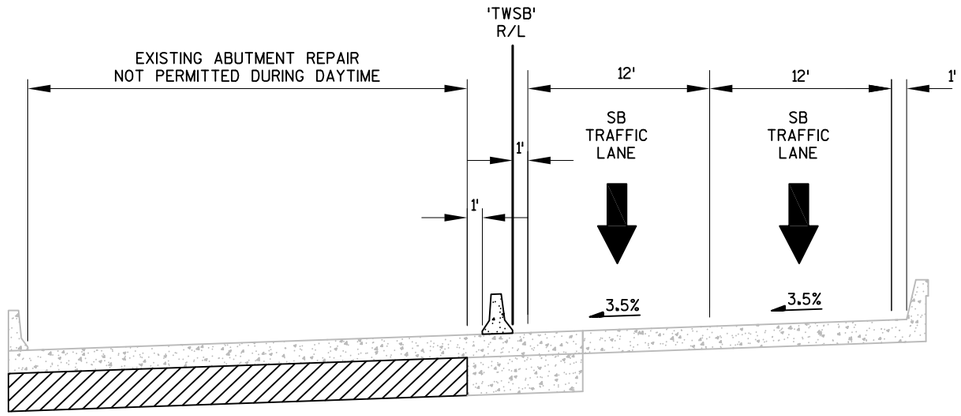
NOTES - STAGE 4B:

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER

- TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

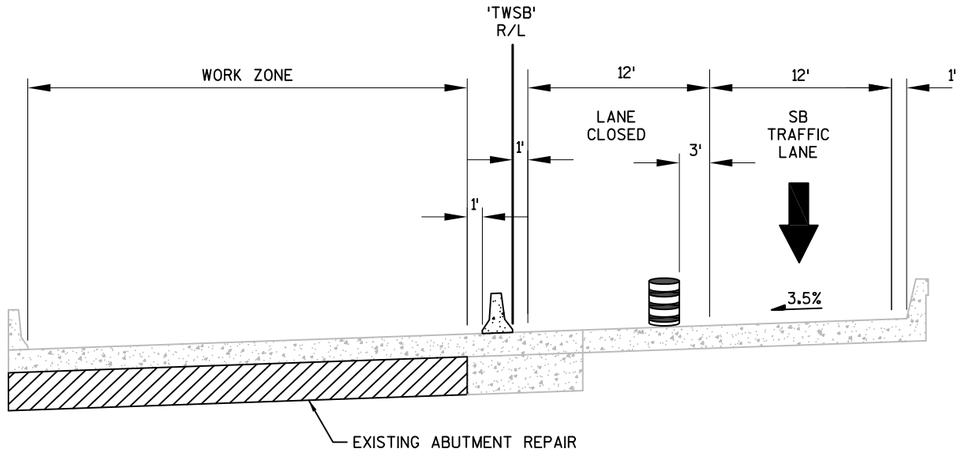
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B OVERVIEW	SHEET 410	E

2



ABUTMENT REPAIR TYPICAL SECTION - STAGE 4B

DAYTIME HOURS
STRUCTURE B-53-65



ABUTMENT REPAIR TYPICAL SECTION - STAGE 4B

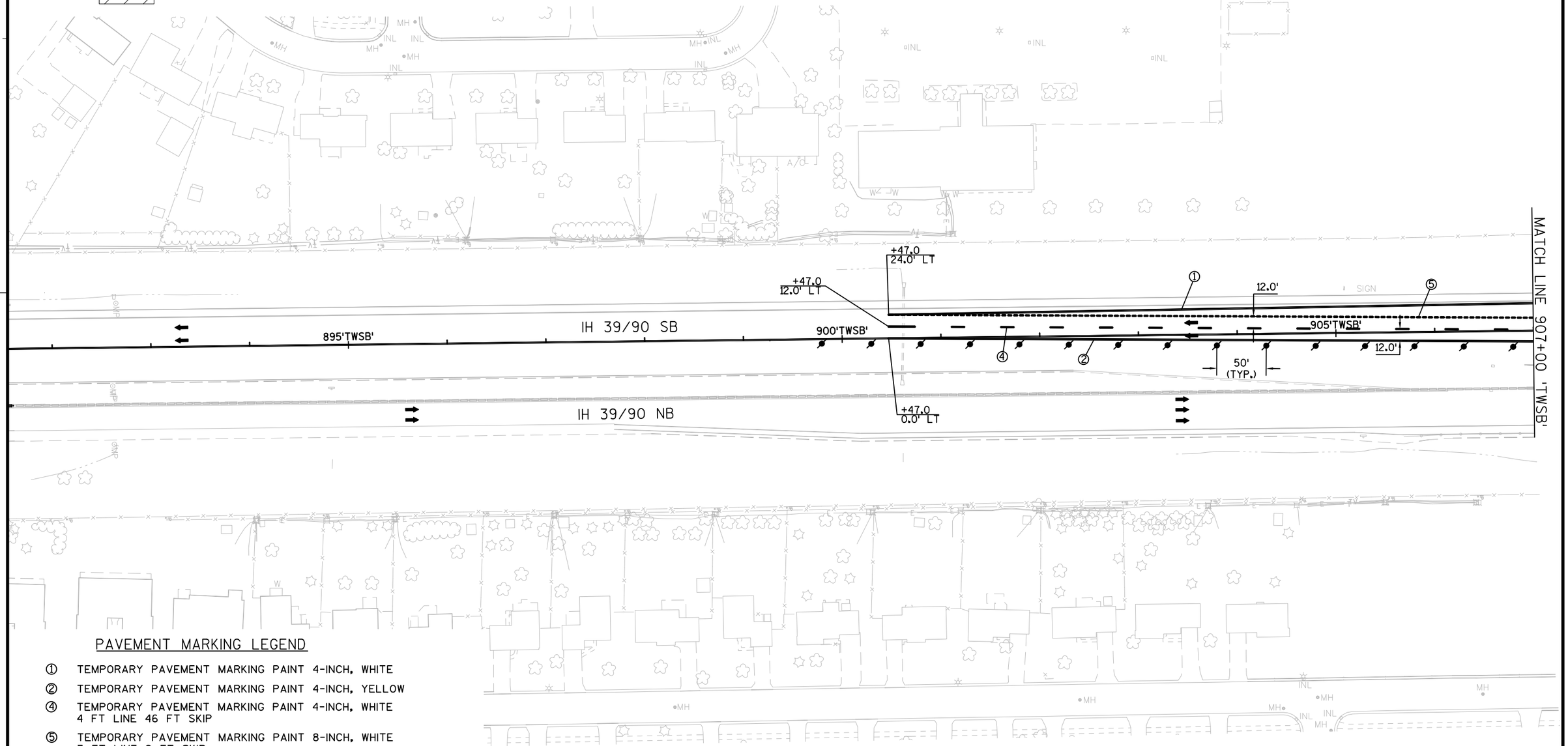
NIGHTTIME HOURS
STRUCTURE B-53-65

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

N



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

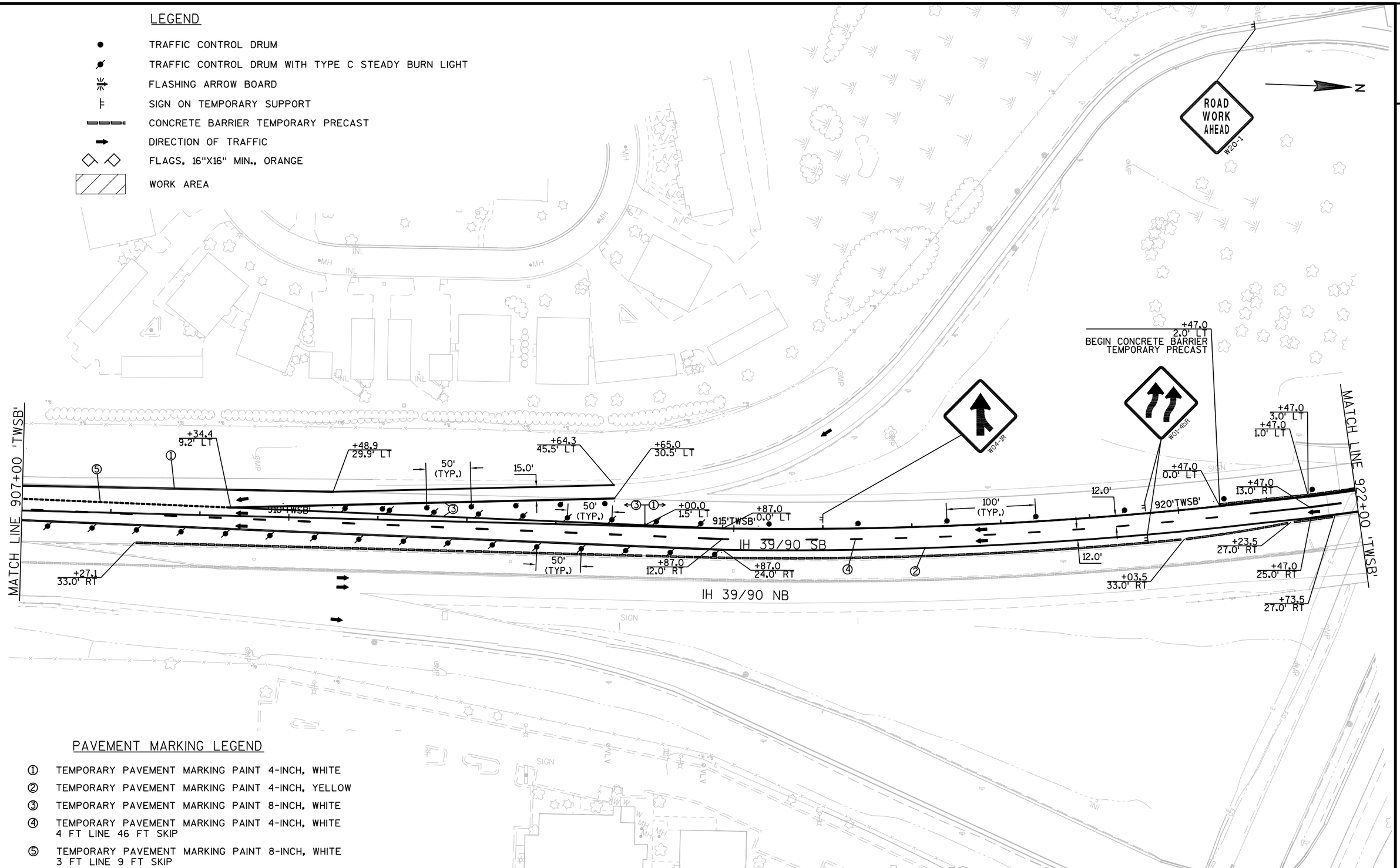
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B (DAYTIME HOURS)	SHEET 412 E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

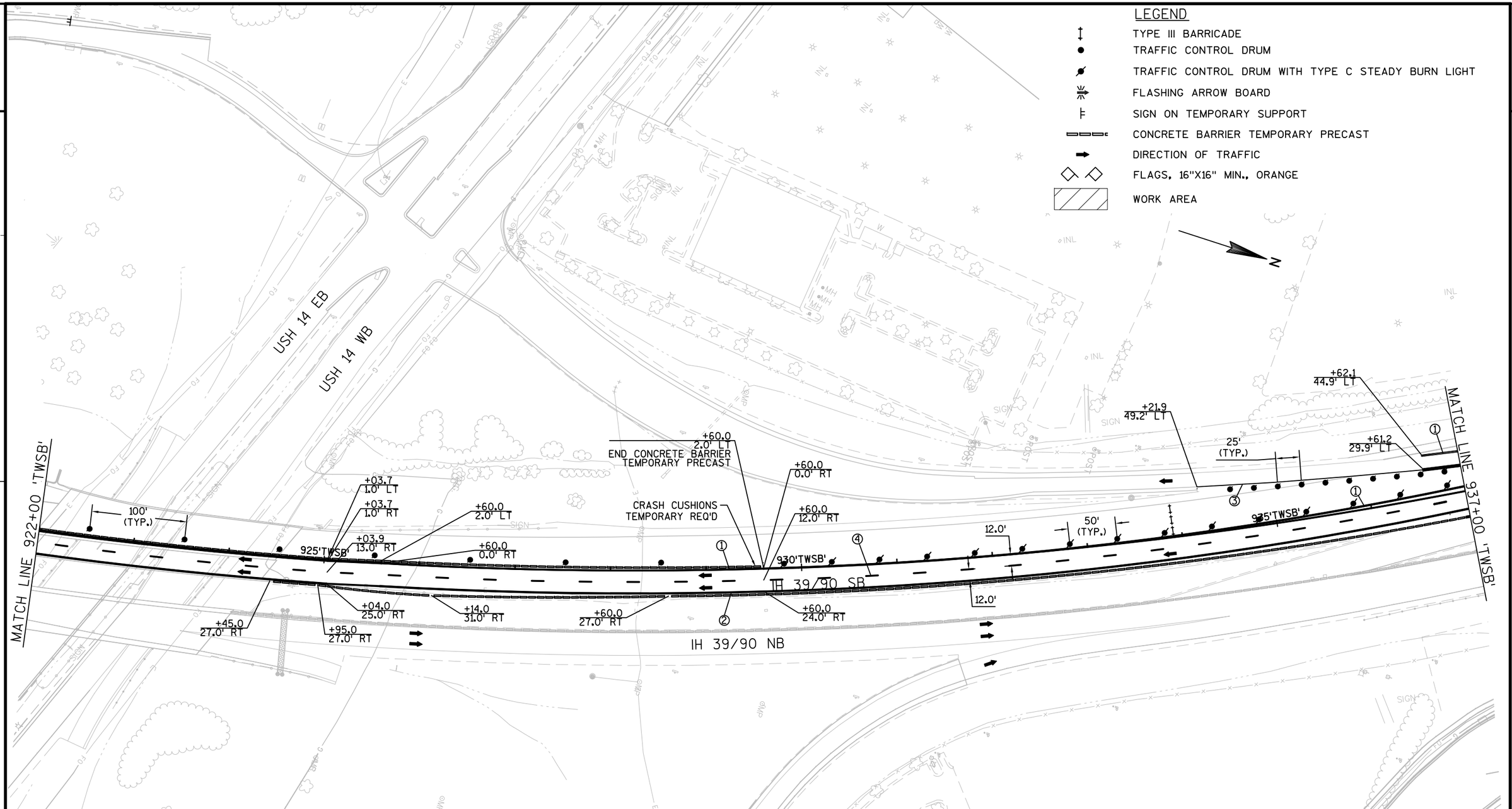
⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 4B (DAYTIME HOURS)	SHEET 413 E

2

LEGEND

- TYPE III BARRICADE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

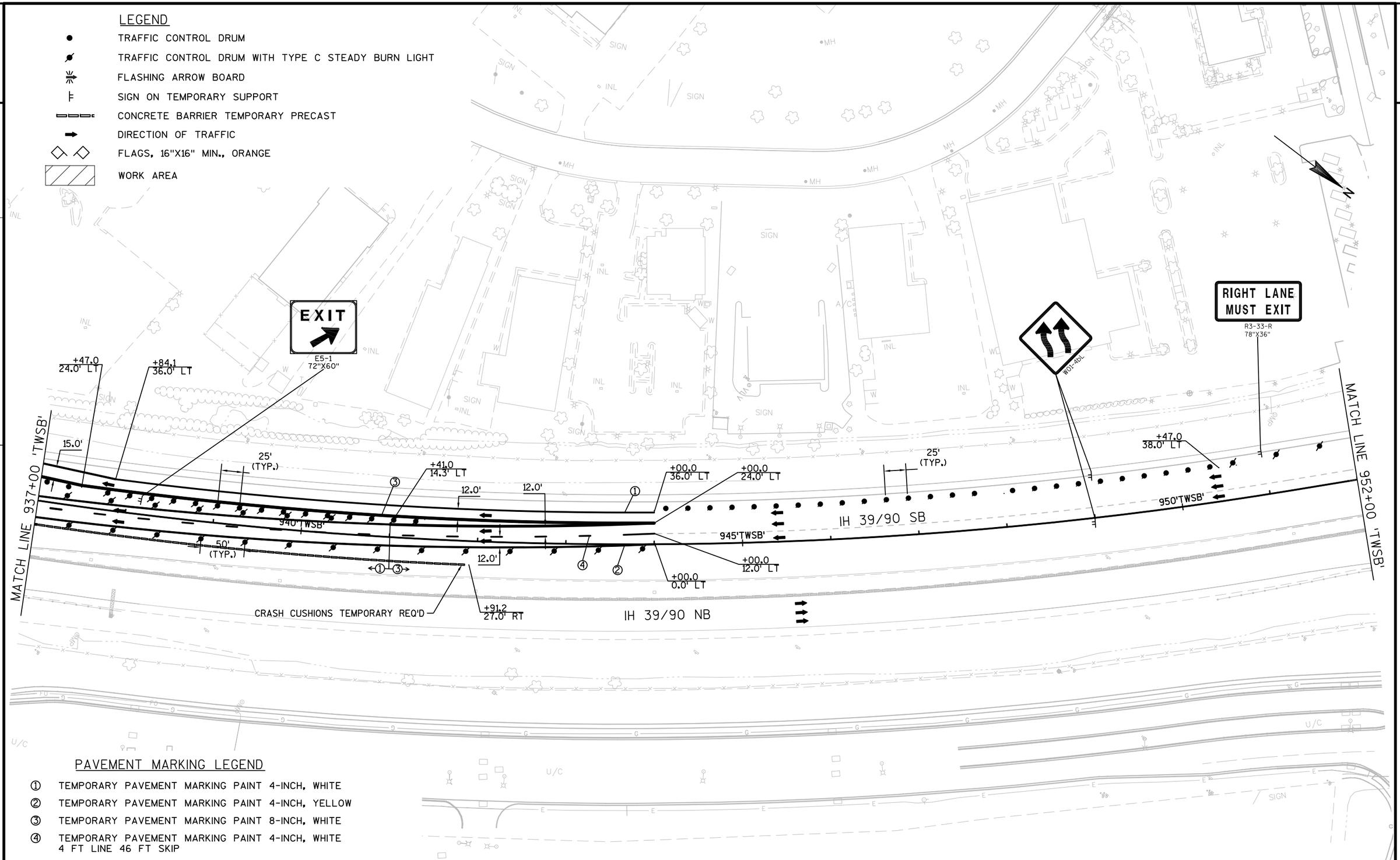
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B (DAYTIME HOURS)	SHEET 414 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 4B (DAYTIME HOURS)	SHEET 415 E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

ROAD WORK AHEAD
W20-1

W04-3R

50' (TYP.)

100' (TYP.)

50' (TYP.)

+40.0
26.0' LT

955'TWSB'

960'TWSB'

965'TWSB'

MATCH LINE 952+00 'TWSB'

MATCH LINE 967+00 'TWSB'

STH 26 NB

STH 26 SB

IH 39/90 SB

IH 39/90 NB

N

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B (DAYTIME HOURS)	SHEET 416 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PLACE SIGNS IN MEDIAN AND OUTSIDE
AT THE GIVEN STATION

SPEED LIMIT 55
R2-1
48"X60"
STA. 1009+00'TWSB'

SPEED LIMIT 55
W03-5
STA. 1014+00'TWSB'

ROAD WORK 1 MILE
W20-1-F
STA. 1019+00'TWSB'

N

FILLER CAPS
CANOPY
W
W
SIGN
W
SIGN
MH
MH
INL

MATCH LINE 967+00 'TWSB'

+00.0
26.0' LT
50'
(TYP.)

970'TWSB'
975'TWSB'
980'TWSB'

IH 39/90 SB

IH 39/90 NB

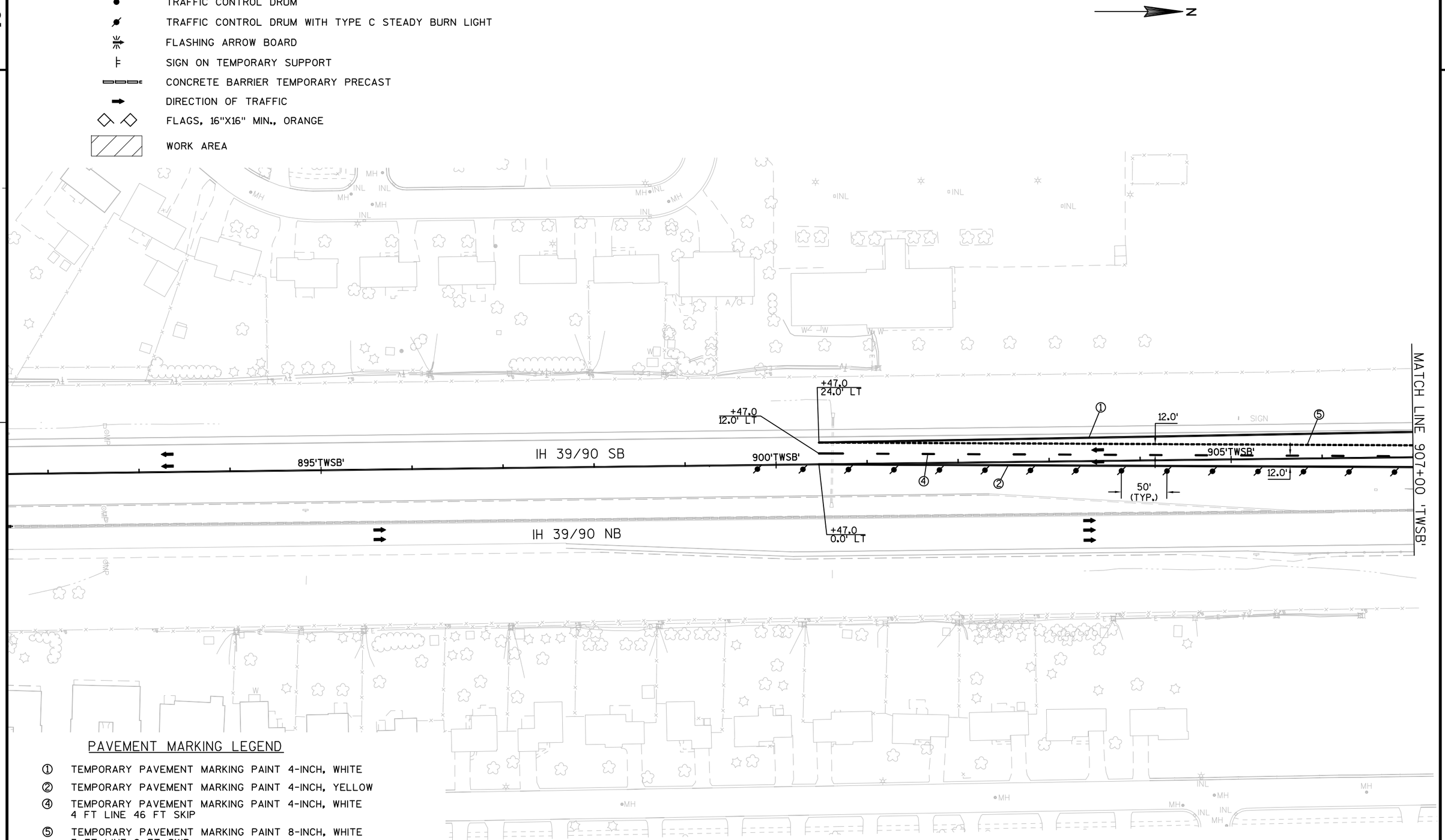
2

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B (DAYTIME HOURS)	SHEET 417 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

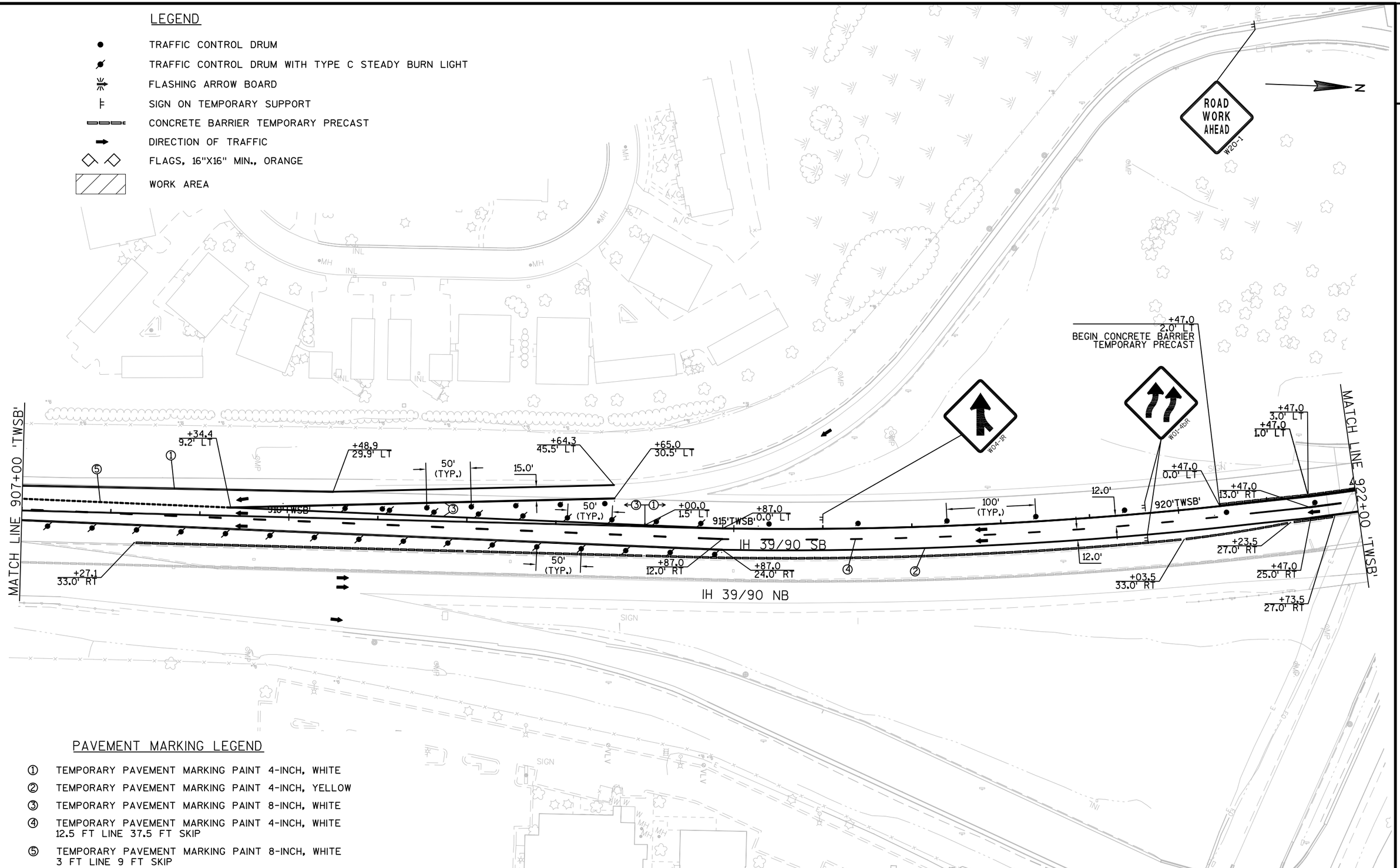
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B (NIGHTTIME HOURS)	SHEET 418 E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
12.5 FT LINE 37.5 FT SKIP

⑤ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE
3 FT LINE 9 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 4B (NIGHTTIME HOURS)	SHEET 419	E

2

LEGEND

- TYPE III BARRICADE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

N

USH 14 EB

USH 14 WB

MATCH LINE 922+00 'TWSB'

MATCH LINE 937+00 'TWSB'

LANE CLOSED

100' (TYP.)

925'TWSB'

930'TWSB'

935'TWSB'

IH 39/90 SB

IH 39/90 NB

+03.7 1.0' LT

+03.7 1.0' RT

+03.9 13.0' RT

+60.0 2.0' LT

+60.0 0.0' RT

+60.0 2.0' LT END CONCRETE BARRIER TEMPORARY PRECAST

CRASH CUSHIONS TEMPORARY REQ'D

+60.0 0.0' RT

+60.0 12.0' RT

+04.0 25.0' RT

+14.0 31.0' RT

+60.0 27.0' RT

+60.0 24.0' RT

+45.0 27.0' RT

+95.0 27.0' RT

12.0'

12.0'

50' (TYP.)

25' (TYP.)

+21.9 49.2' LT

+62.1 44.9' LT

+61.2 29.9' LT

PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

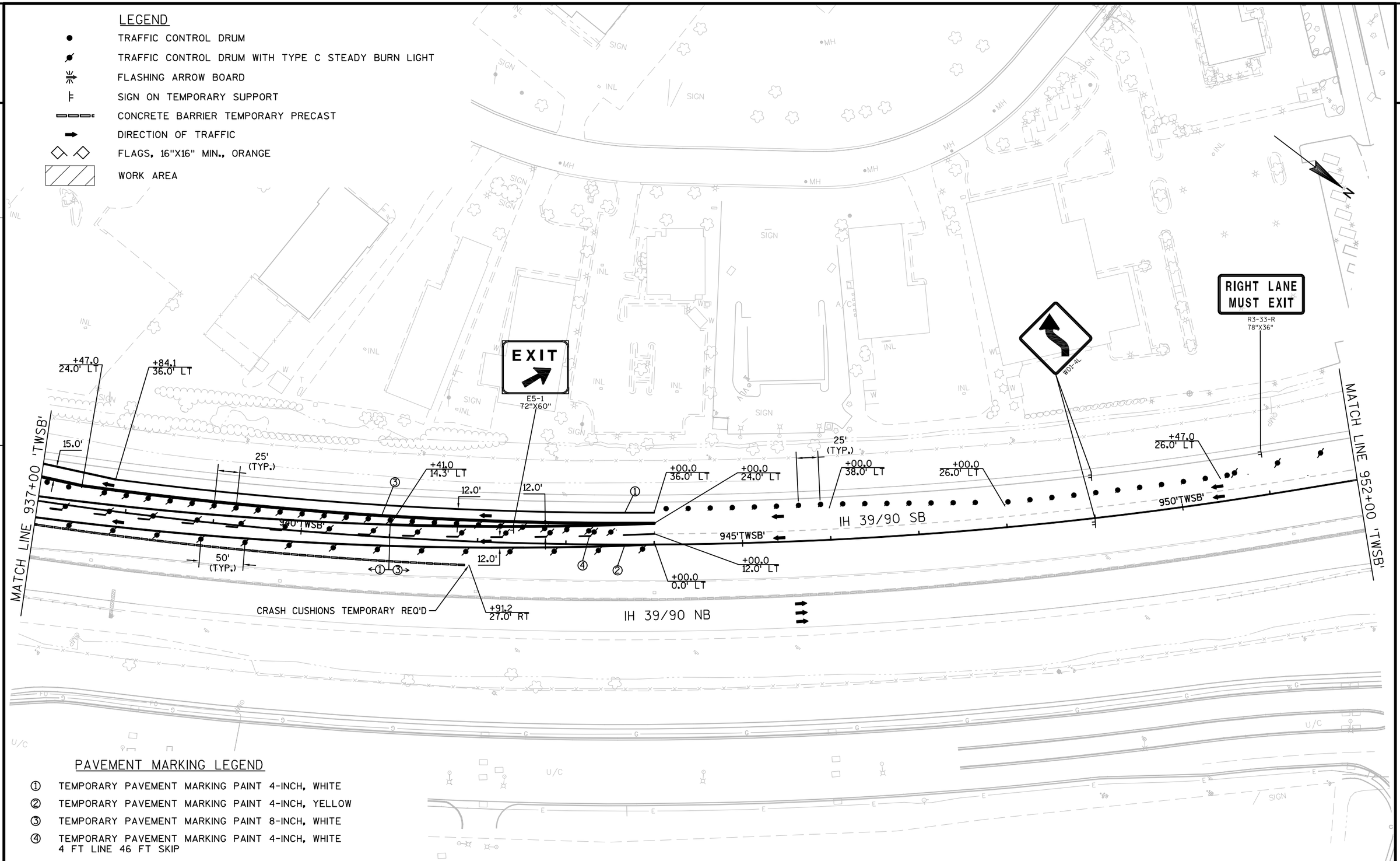
④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	TRAFFIC CONTROL: STAGE 4B (NIGHTTIME HOURS)	SHEET 420 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA



PAVEMENT MARKING LEGEND

① TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

② TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW

③ TEMPORARY PAVEMENT MARKING PAINT 8-INCH, WHITE

④ TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE
4 FT LINE 46 FT SKIP

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B (NIGHTTIME HOURS)	SHEET 421	E

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

ROAD WORK AHEAD W20-1

W04-3R

MATCH LINE 952+00 'TWSB'

MATCH LINE 967+00 'TWSB'

50' (TYP.)

+00.0 14.0' LT

955'TWSB'

LANE CLOSED

960'TWSB'

+40.0 14.0' LT

100' (TYP.)

50' (TYP.)

50' (TYP.)

IH 39/90 SB

IH 39/90 NB

STH 26 NB

STH 26 SB

965'TWSB'

+00.0 26.0' LT

N

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B (NIGHTTIME HOURS)	SHEET 422	E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- FLAGS, 16"X16" MIN., ORANGE
- WORK AREA

PLACE SIGNS IN MEDIAN AND OUTSIDE AT THE GIVEN STATION



STA. 982+75'TWSB'



STA. 988+00'TWSB'



STA. 993+00'TWSB'



STA. 1014+00'TWSB'



STA. 1019+00'TWSB'

N

2

MATCH LINE 967+00 'TWSB'

+00.0
26.0' LT

50'
(TYP.)

970'TWSB'

+00.0
26.0' LT

SIGN

+40.0
14.0' LT

975'TWSB'

W04-2R

980'TWSB'

IH 39/90 SB

IH 39/90 NB

CANOPY

FILLER CAPS

W

SIGN

MH

INL

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	TRAFFIC CONTROL: STAGE 4B (NIGHTTIME HOURS)	SHEET 423	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\025105_TC_STAGE4B_DETAIL_14_NIGHTTIME.DWG PLOT DATE : 10/6/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- RAMP CLOSURE
- DETOUR ROUTE
- MB TRAFFIC CONTROL SIGNS PCMS

PLACE PCMS SIGN NORTH OF THE INTERSECTION OF STH 26 AND HOLIDAY DRIVE

PLACE PCMS IN GRASS MEDIAN

0.5 MILE

400' - 500'

0.4 MILE

400'

ON-RAMP CLOSED

STH 26 SB
STH 26 NB

IH 39/90 SB
IH 39/90 NB

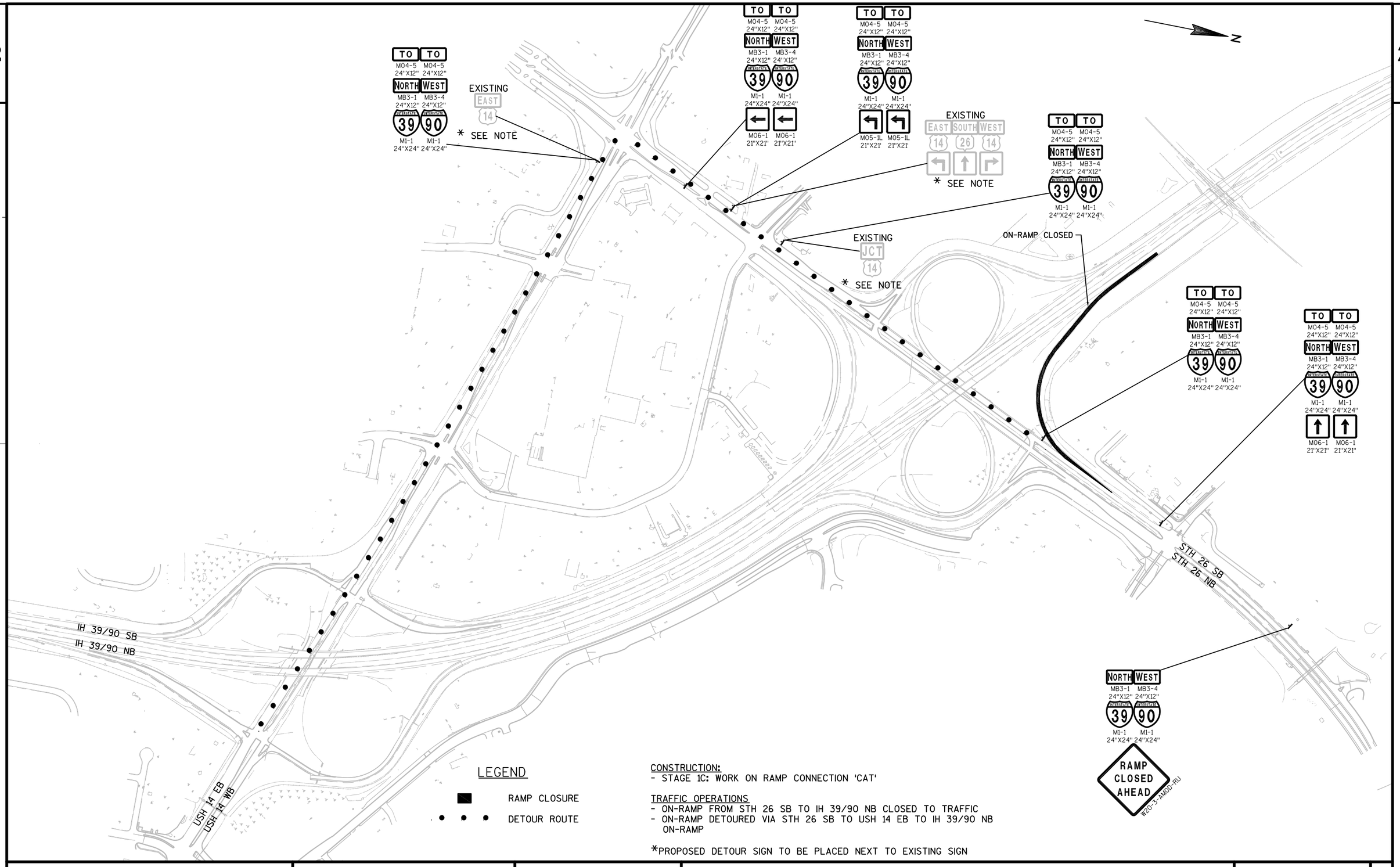
USH 14 EB
USH 14 WB

N

CONSTRUCTION:
- STAGE 1C: WORK ON RAMP CONNECTION 'CCT'

TRAFFIC OPERATIONS
- ON-RAMP FROM STH 26 NB TO IH 39/90 SB CLOSED TO TRAFFIC
- ON-RAMP DETOURED TO USH 14 EB TO IH 39/90 SB ON-RAMP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	DETOUR PLAN: STAGE 1C - IH 39/90 SB ON-RAMP FROM STH 26 NB CLOSED	SHEET 424	E



CONSTRUCTION:
- STAGE 1C: WORK ON RAMP CONNECTION 'CAT'

TRAFFIC OPERATIONS
- ON-RAMP FROM STH 26 SB TO IH 39/90 NB CLOSED TO TRAFFIC
- ON-RAMP DETOURED VIA STH 26 SB TO USH 14 EB TO IH 39/90 NB ON-RAMP

*PROPOSED DETOUR SIGN TO BE PLACED NEXT TO EXISTING SIGN

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY:ROCK	DETOUR PLAN: STAGE 1C - IH 39/90 NB ON-RAMP FROM STH 26 SB CLOSED	SHEET 425 E

2

2

LEGEND

CLOSURE

DETOUR ROUTE

MB TRAFFIC CONTROL SIGNS PCMS

N

STH 26 SB
STH 26 NB

OFF-RAMP TO
STH 26 SB CLOSED

MB

IH 39/90 SB
IH 39/90 NB

MB

MB

MB

DEERFIELD DR

KETTERING ST

COVER

SOUTH NORTH 26

COVER

Janesville
Milton
Fort Atkinson

COVER

SOUTH NORTH 26

LODGING

Ramada Hampton Inn

COVER BY OTHERS

FOOD

Cracker Barrel

COVER BY OTHERS

PLACE PCMS 1500' SOUTH OF EXIT TO USH 14 ON RIGHT SIDE OF IH 39/90 NB

PLACE PCMS 0.75 MILES SOUTH OF EXIT TO USH 14 ON RIGHT SIDE OF IH 39/90 NB

USH 14 EB
USH 14 WB

CONSTRUCTION:
- STAGE 1D: IH 39/90 NB OFF-RAMP TO STH 26

TRAFFIC OPERATIONS
- OFF-RAMP FROM IH 39/90 NB TO STH 26 SB CLOSED TO TRAFFIC
- STH 26 SB DETOURED VIA IH 39/90 NB TO USH 14 WB TO STH 26

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	DETOUR PLAN: STAGE 1D - IH 39/90 NB OFF-RAMP TO STH 26 SB CLOSED	SHEET 426	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\027017_DT_STAGE1D.DWG PLOT DATE : 10/7/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 500'_XREF

WISDOT/CADDS SHEET 42

LEGEND

- RAMP CLOSURE
- DETOUR ROUTE
- MB TRAFFIC CONTROL SIGNS PCMS

TO M04-5 24"X12" / NORTH M3-1 24"X12" / 26 MI-6 24"X24" / M06-1 21"X21"

EXISTING WEST 14 * SEE NOTE

END DETOUR M4-8A 24"X18"

EXISTING WEST ALTERNATE 14 NORTH 90 26 SECOND RIGHT

TO M04-5 36"X18" / NORTH M3-1 36"X18" / 26 MI-6 36"X36" / M05-2R 30"X30"

TO M04-5 36"X18" / NORTH M3-1 36"X18" / 26 MI-6 36"X36" / M06-2 30"X30"

PLACE ONE ASSEMBLY AT RAMP TAPER AND ONE IN RAMP GORE NEXT TO "EXIT 171 B" SIGN

EXISTING WEST 14 EAST 14 * SEE NOTE

TO M04-5 24"X12" / NORTH M3-1 24"X12" / 26 MI-6 24"X24"

N

STH 26 SB
STH 26 NB
MB
OFF-RAMP CLOSED

MOUNT ZION AVE
IH 39/90 SB
IH 39/90 NB
MB
MILWAUKEE ST

EXIT 171 A / 26 Milton / COVER ARROW / COVER SIGN WITH / CLOSED / G20-60 108"X24"

EXIT 171 A / 26 Milton 1/3 MILE / COVER SIGN WITH / CLOSED / G20-60 108"X24"

EXIT 171 A / 26 NORTH Milton 1/3 MILE / COVER SIGN WITH / CLOSED / G20-60 108"X24"

EXITS 171 B / COVER "-A" / 14 26 Janesville Milton 1 MILE / * SEE NOTE

NORTH M3-1 24"X12" / 26 MI-6 24"X24" / RAMP CLOSED AHEAD W20-3MOD.T

Ft Atkinson EXIT 171A / CLOSED / G20-61 120"X30"

EXIT 171A / 26 NORTH Milton 1/3 MILE / COVER SIGN WITH / CLOSED / G20-60 108"X24"

EXIT 171B / 14 26 SOUTH Janesville

TO M04-5 24"X12" / NORTH M3-1 24"X12" / 26 MI-6 24"X24" / M05-1L 21"X21"

USH 14 EB
USH 14 WB
MB

90 WEST Madison

TO M04-5 24"X12" / NORTH M3-1 24"X12" / 26 MI-6 24"X24" / M06-1 21"X21"

CONSTRUCTION:
-STAGE 1E: WORK ON RAMP 'CBT' AND 'CBTT'

TRAFFIC OPERATIONS
- OFF-RAMP FROM IH 39/90 NB TO STH 26 CLOSED TO TRAFFIC
- OFF-RAMP DETOURED VIA IH 39/90 NB OFF-RAMP TO USH 14 WB TO STH 26

* PROPOSED DETOUR SIGN TO BE PLACED NEXT TO EXISTING SIGN

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN: STAGE 1E - IH 39/90 NB OFF-RAMP AT STH 26 CLOSED	SHEET 427	E

2

2

LEGEND

- CLOSURE
- DETOUR ROUTE - USH 14
- DETOUR ROUTE - IH 39/90 SB
- MB TRAFFIC CONTROL SIGNS PCMS

N

USH 14 WB CLOSED AT IH 39/90 FOR GIRDER PLACEMENT, PARAPET REMOVAL, AND WATERMAIN CROSSING

IH 39/90 SB
IH 39/90 NB
1500'
0.75 MILE

USH 14 EB
USH 14 WB

STH 26 SB
STH 26 NB

DEERFIELD DR

0.4 MILE
1 MILE

CONSTRUCTION:
- STAGE 1: WATERMAIN CROSSING
- STAGE 2: GIRDER PLACEMENT AND PARAPET REMOVAL FOR B-53-0065 WIDENING

TRAFFIC OPERATIONS
- USH 14 WB CLOSED AT IH 39/90
- USH 14 WB DETOURED VIA IH 39/90 NB TO STH 26 SB TO USH 14
- USH 14 WB TO IH 39/90 SB ON RAMP DETOURED VIA IH 39/90 NB TO STH 26 SB TO IH 39/90 SB ON RAMP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN: STAGE 2 - USH 14 WB CLOSED AT IH 39/90	SHEET 428	E

2

PLACE PCMS SIGN NORTH OF THE INTERSECTION OF STH 26 AND HOLIDAY DRIVE (APPROX. 0.5 MILE SOUTH OF STH 26 & USH 14 INTERSECTION)

400' - 500'

PLACE PCMS 400' WEST OF STH 26 & USH 14 INTERSECTION ON RIGHT SIDE OF USH 14 EB

PLACE PCMS 0.4 MILE WEST OF STH 26 & USH 14 INTERSECTION IN GRASS MEDIAN OF USH 14

PLACE PCMS 1 MILE WEST OF STH 26 & USH 14 INTERSECTION ON RIGHT SIDE OF USH 14 EB

PLACE PCMS 1800' NORTH OF EXIT TO STH 26 ON RIGHT SIDE OF IH 39/90 SB

PLACE PCMS 1.1 MILES NORTH OF EXIT TO STH 26 ON RIGHT SIDE OF IH 39/90 SB

2

LEGEND

- CLOSURE
- DETOUR ROUTE - USH 14 EB
- MB TRAFFIC CONTROL SIGNS PCMS

USH 14 EB CLOSED AT IH 39/90 FOR GIRDER PLACEMENT AND PARAPET REMOVAL

USH 14 EB
USH 14 WB

IH 39/90 SB
IH 39/90 NB

DEERFIELD DR

KETTERING ST

STH 26 SB
STH 26 NB

N

CONSTRUCTION:
- STAGE 2: GIRDER PLACEMENT AND PARAPET REMOVAL FOR B-53-0065 WIDENING

TRAFFIC OPERATIONS
- USH 14 EB CLOSED AT IH 39/90
- USH 14 EB DETOURED VIA STH 26 NB TO KETTERING ST/DEERFIELD DR TO USH 14

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN: STAGE 2 - USH 14 EB CLOSED AT IH 39/90	SHEET 429	E

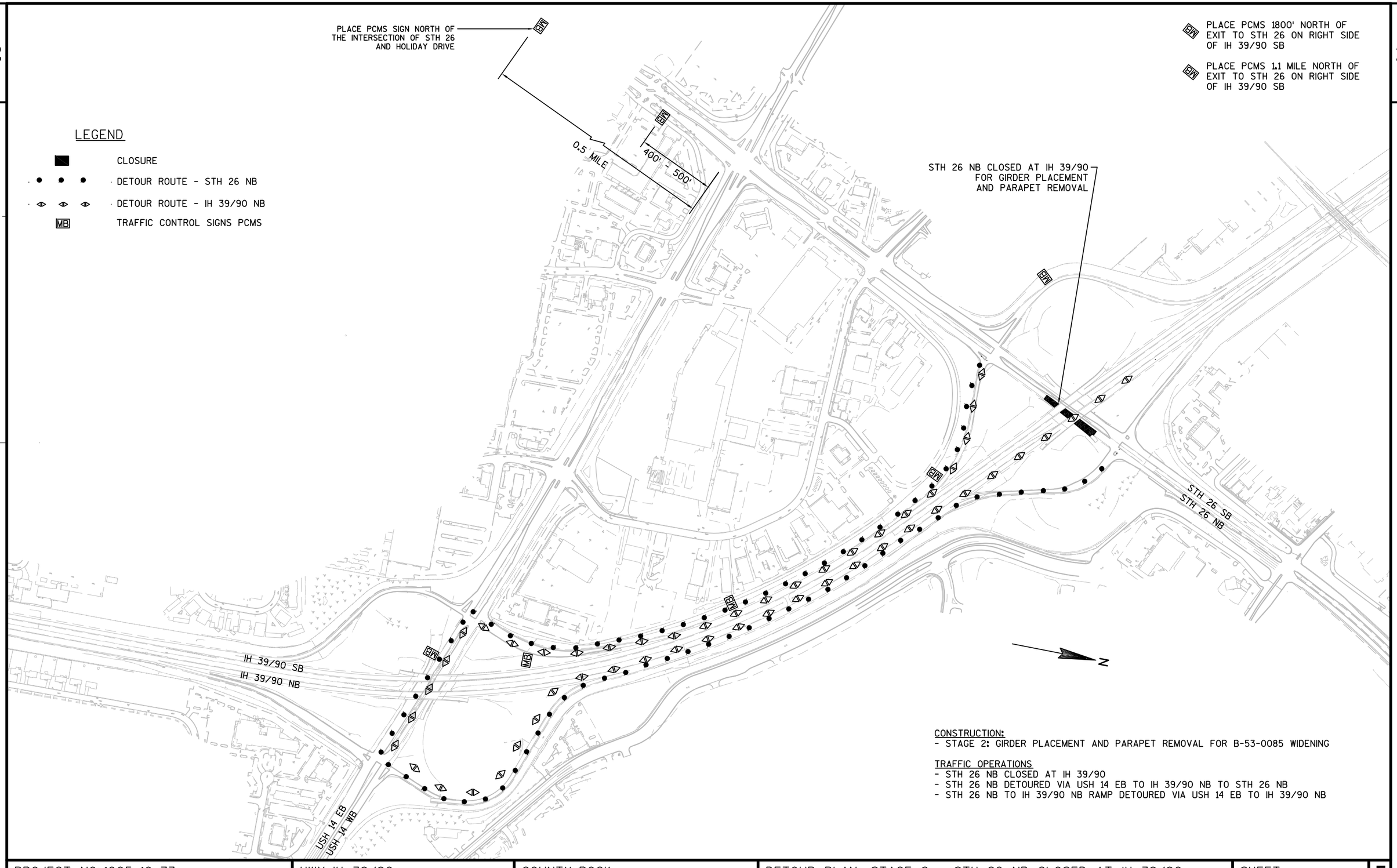
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\TRAFFIC CONTROL\027010_DT_NEW.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 500'_XREF

WISDOT/CADDS SHEET 42

2

LEGEND

- CLOSURE
- DETOUR ROUTE - STH 26 NB
- DETOUR ROUTE - IH 39/90 NB
- MB TRAFFIC CONTROL SIGNS PCMS



CONSTRUCTION:
- STAGE 2: GIRDER PLACEMENT AND PARAPET REMOVAL FOR B-53-0085 WIDENING

TRAFFIC OPERATIONS
- STH 26 NB CLOSED AT IH 39/90
- STH 26 NB DETOURED VIA USH 14 EB TO IH 39/90 NB TO STH 26 NB
- STH 26 NB TO IH 39/90 NB RAMP DETOURED VIA USH 14 EB TO IH 39/90 NB

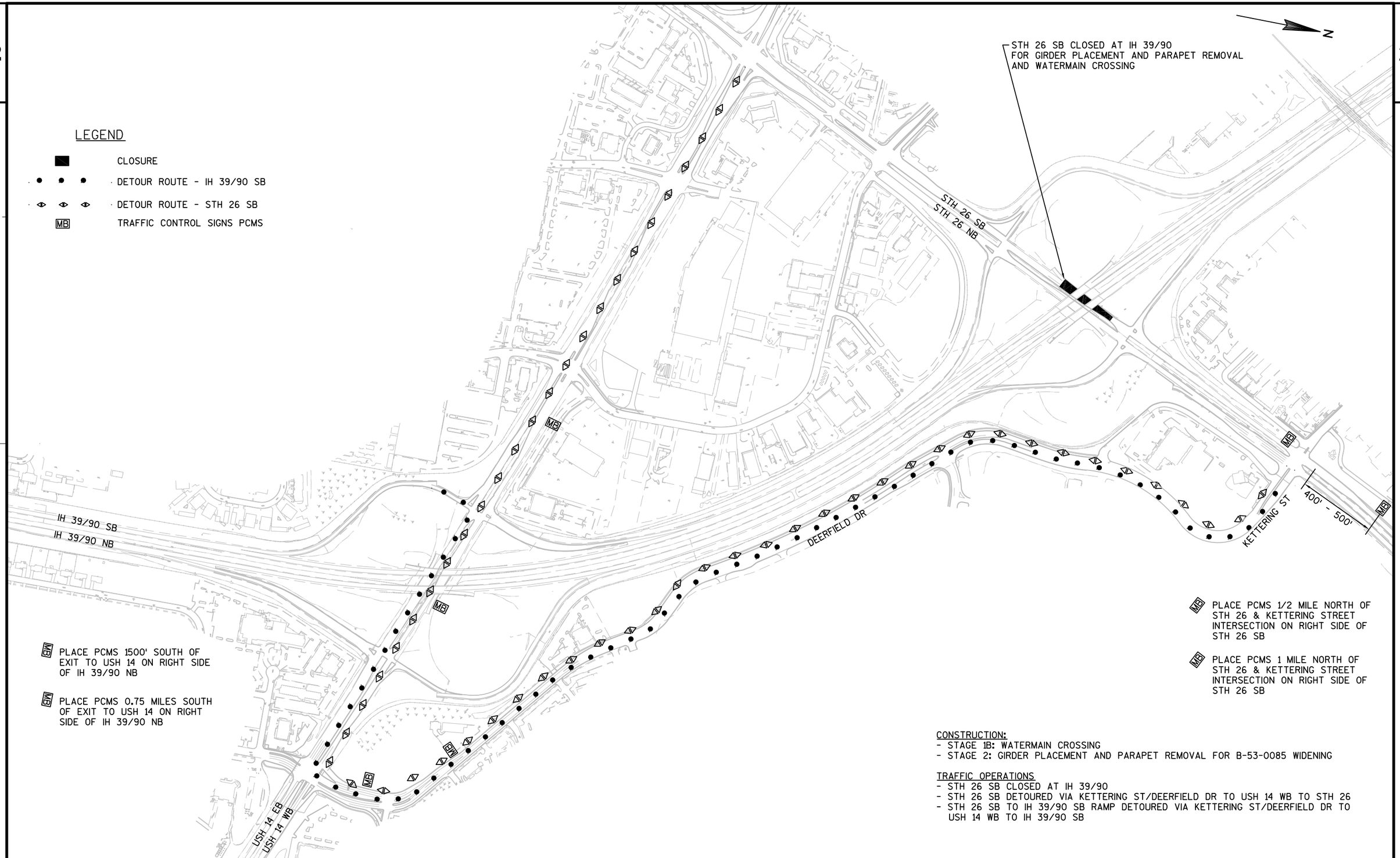
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN: STAGE 2 - STH 26 NB CLOSED AT IH 39/90	SHEET 430 E

2

2

LEGEND

- CLOSURE
- DETOUR ROUTE - IH 39/90 SB
- DETOUR ROUTE - STH 26 SB
- MB TRAFFIC CONTROL SIGNS PCMS



MB PLACE PCMS 1500' SOUTH OF EXIT TO USH 14 ON RIGHT SIDE OF IH 39/90 NB

MB PLACE PCMS 0.75 MILES SOUTH OF EXIT TO USH 14 ON RIGHT SIDE OF IH 39/90 NB

MB PLACE PCMS 1/2 MILE NORTH OF STH 26 & KETTERING STREET INTERSECTION ON RIGHT SIDE OF STH 26 SB

MB PLACE PCMS 1 MILE NORTH OF STH 26 & KETTERING STREET INTERSECTION ON RIGHT SIDE OF STH 26 SB

CONSTRUCTION:
- STAGE 1B: WATERMAIN CROSSING
- STAGE 2: GIRDER PLACEMENT AND PARAPET REMOVAL FOR B-53-0085 WIDENING

TRAFFIC OPERATIONS
- STH 26 SB CLOSED AT IH 39/90
- STH 26 SB DETOURED VIA KETTERING ST/DEERFIELD DR TO USH 14 WB TO STH 26
- STH 26 SB TO IH 39/90 SB RAMP DETOURED VIA KETTERING ST/DEERFIELD DR TO USH 14 WB TO IH 39/90 SB

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	DETOUR PLAN: STAGE 2 - STH 26 SB CLOSED AT IH 39/90	SHEET 431	E

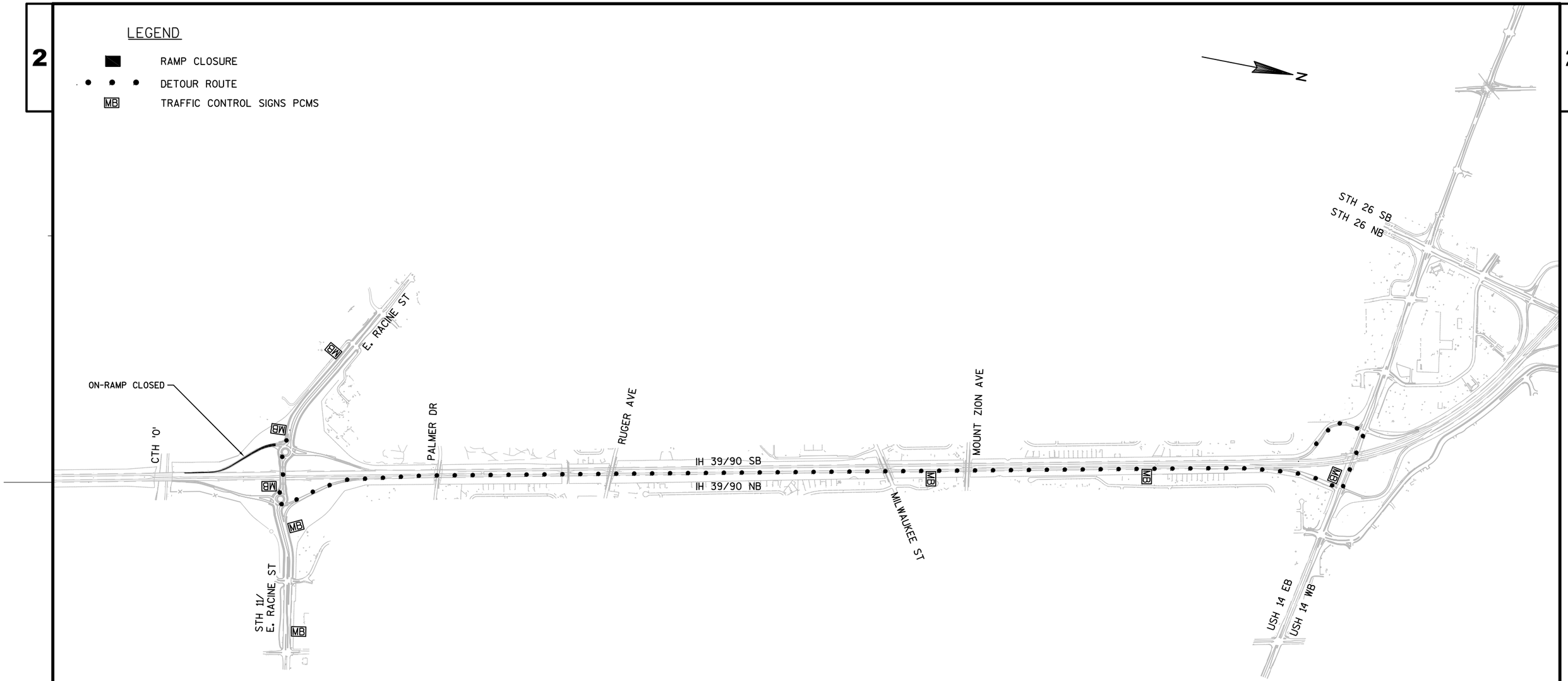
2

LEGEND

RAMP CLOSURE

DETOUR ROUTE

MB TRAFFIC CONTROL SIGNS PCMS



CONSTRUCTION:
-STAGE 3: WORK IN STH 11/E. RACINE ST TO IH 39/90 SB ON-RAMP GORE AREA

TRAFFIC OPERATIONS
- ON-RAMP TO IH 39/90 SB FROM STH 11/E. RACINE ST CLOSED TO TRAFFIC
- ON-RAMP DETOURED VIA IH 39/90 NB ON-RAMP TO USH 14 OFF-RAMP TO USH 14 WB TO IH 39/90 SB ON-RAMP

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN: STAGE 3 - IH 39/90 SB ON-RAMP AT STH 11/E. RACINE ST CLOSED	SHEET 432	E

2

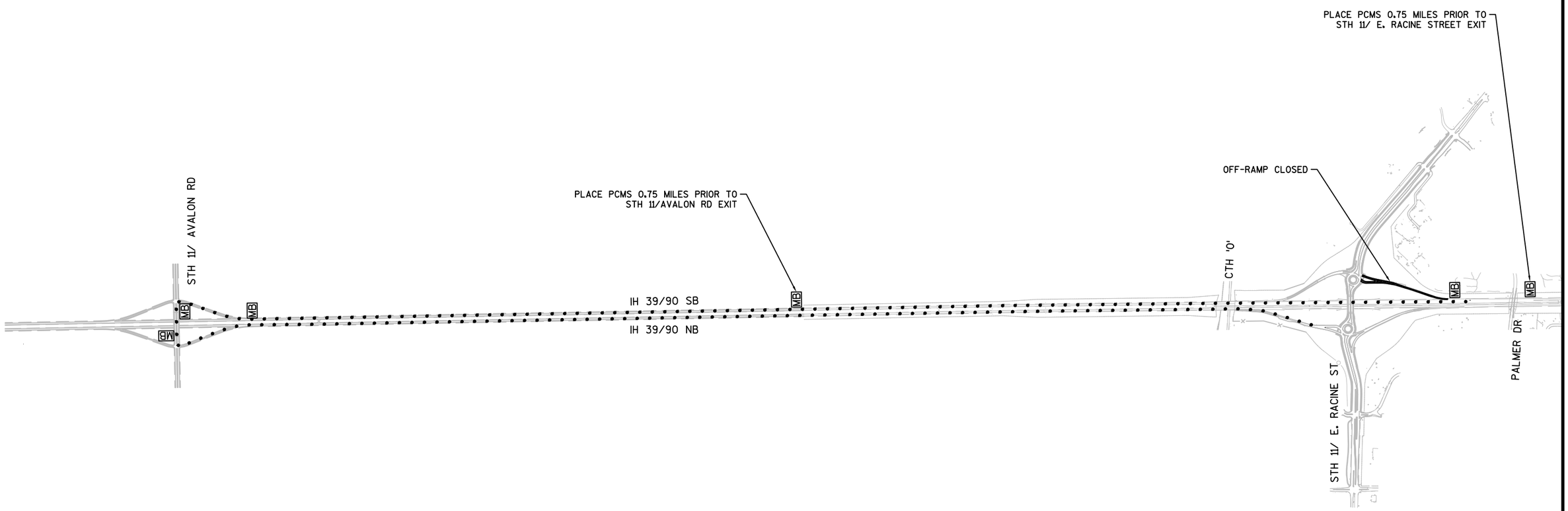
LEGEND

RAMP CLOSURE

DETOUR ROUTE

MB TRAFFIC CONTROL SIGNS PCMS

N



CONSTRUCTION:
-STAGE 3: WORK IN IH 39/90 SB TO STH 11/E. RACINE ST OFF-RAMP GORE AREA

TRAFFIC OPERATIONS
- OFF-RAMP FROM IH 39/90 SB TO STH 11/E. RACINE ST CLOSED TO TRAFFIC
- OFF-RAMP DETOURED VIA IH 39/90 SB TO STH 11/AVALON RD OFF-RAMP TO EB AVALON RD TO IH 39/90 NB ON-RAMP TO STH 11/E. RACINE ST OFF-RAMP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	DETOUR PLAN: STAGE 3 - IH 39/90 SB OFF-RAMP AT STH 11/E. RACINE ST CLOSED	SHEET 433	E

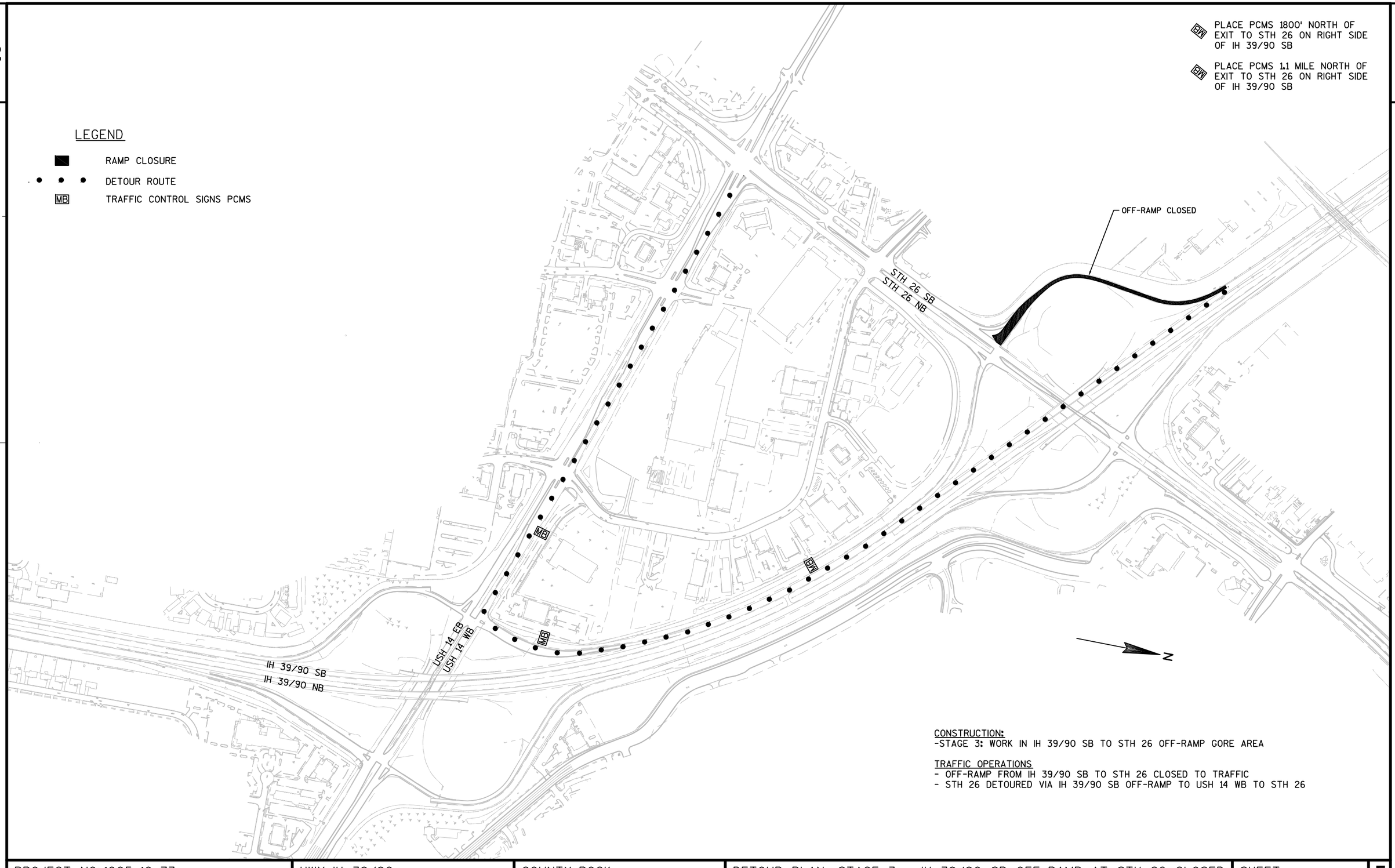
2

LEGEND

RAMP CLOSURE

DETOUR ROUTE

MB TRAFFIC CONTROL SIGNS PCMS



CONSTRUCTION:
-STAGE 3: WORK IN IH 39/90 SB TO STH 26 OFF-RAMP GORE AREA

TRAFFIC OPERATIONS
- OFF-RAMP FROM IH 39/90 SB TO STH 26 CLOSED TO TRAFFIC
- STH 26 DETOURED VIA IH 39/90 SB OFF-RAMP TO USH 14 WB TO STH 26

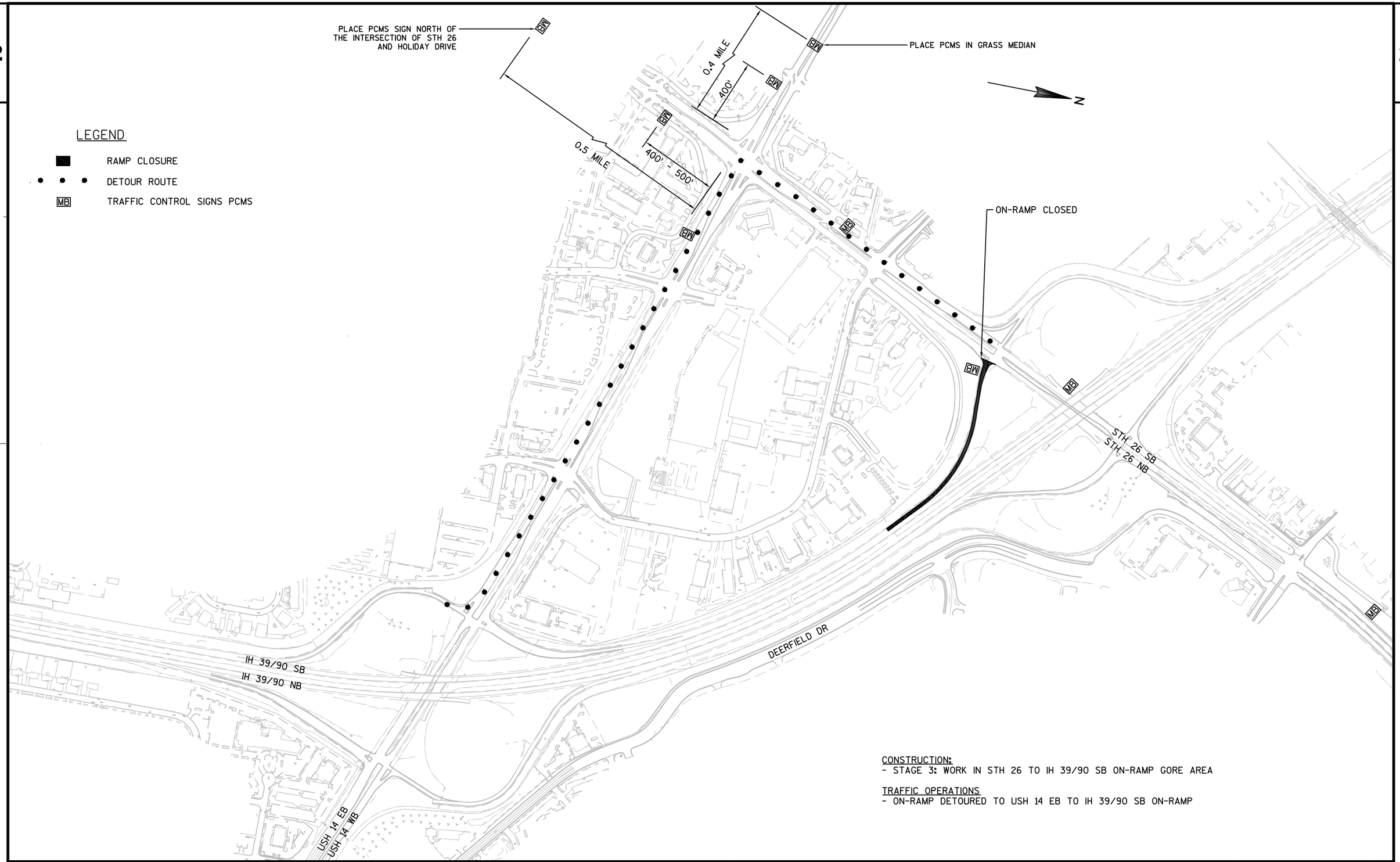
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN: STAGE 3 - IH 39/90 SB OFF-RAMP AT STH 26 CLOSED	SHEET 434	E

2

2

LEGEND

- RAMP CLOSURE
- DETOUR ROUTE
- MB TRAFFIC CONTROL SIGNS PCMS



CONSTRUCTION:
- STAGE 3: WORK IN STH 26 TO IH 39/90 SB ON-RAMP GORE AREA

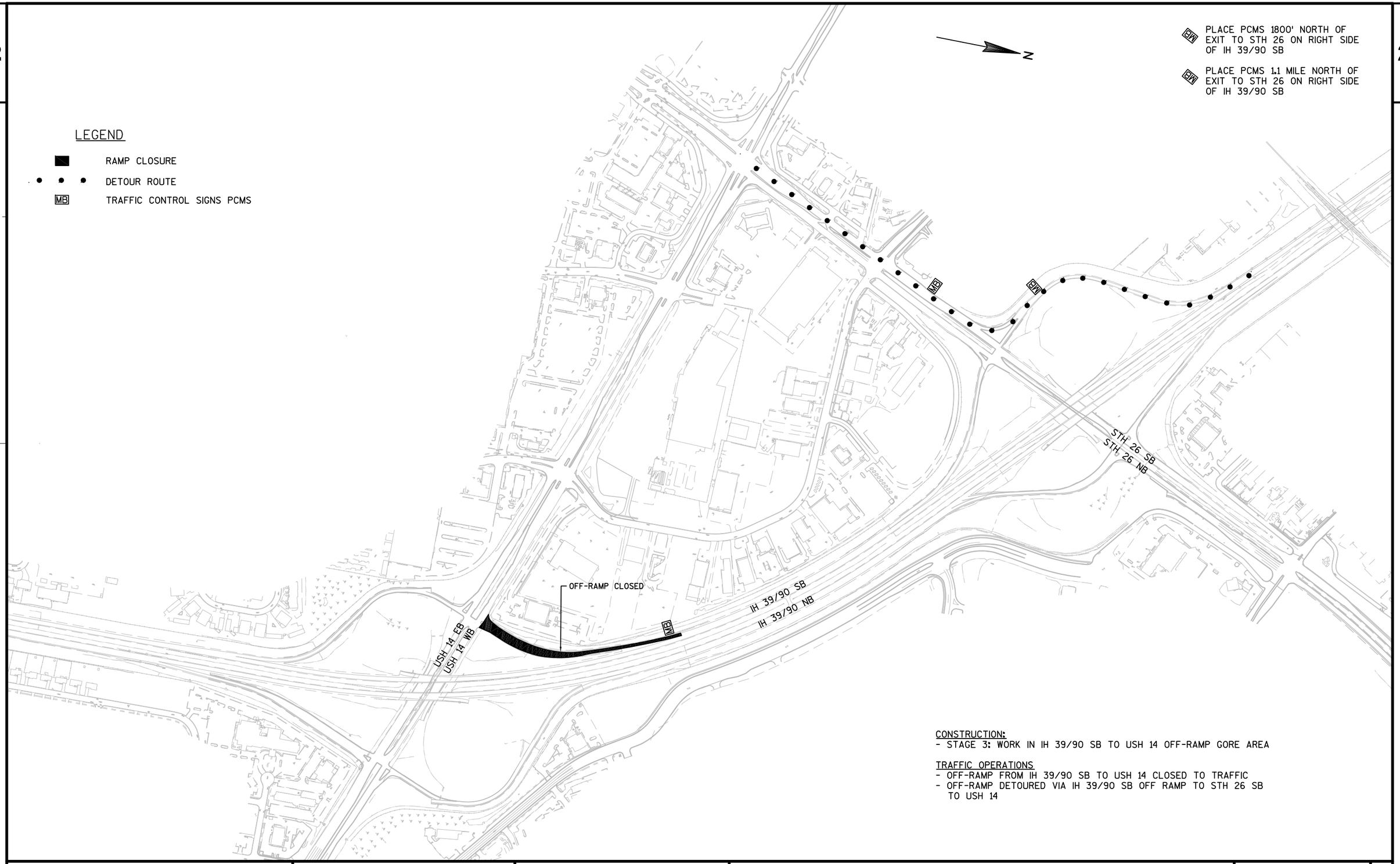
TRAFFIC OPERATIONS
- ON-RAMP DETOURED TO USH 14 EB TO IH 39/90 SB ON-RAMP

PROJECT NO:1005-10-73	HWY:IH 39/90	COUNTY:ROCK	DETOUR PLAN: STAGE 3 - IH 39/90 SB ON-RAMP AT STH 26 CLOSED	SHEET 435	E

2

LEGEND

- RAMP CLOSURE
- DETOUR ROUTE
- MB TRAFFIC CONTROL SIGNS PCMS



CONSTRUCTION:
- STAGE 3: WORK IN IH 39/90 SB TO USH 14 OFF-RAMP GORE AREA

TRAFFIC OPERATIONS
- OFF-RAMP FROM IH 39/90 SB TO USH 14 CLOSED TO TRAFFIC
- OFF-RAMP DETOURED VIA IH 39/90 SB OFF RAMP TO STH 26 SB TO USH 14

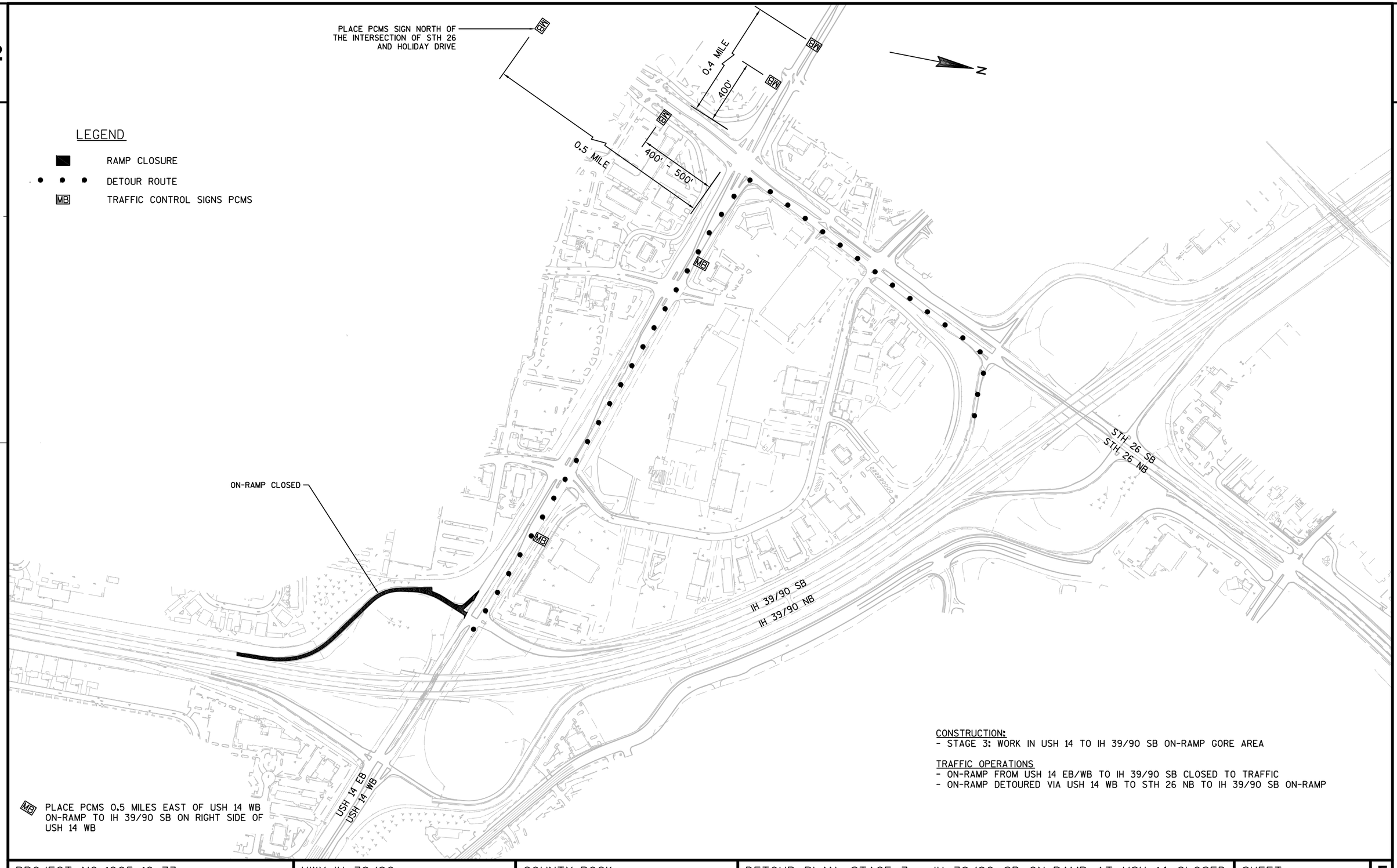
2

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN: STAGE 3 - IH 39/90 SB OFF-RAMP AT USH 14 CLOSED	SHEET 436	E

2

LEGEND

- RAMP CLOSURE
- DETOUR ROUTE
- MB TRAFFIC CONTROL SIGNS PCMS



MB PLACE PCMS 0.5 MILES EAST OF USH 14 WB ON-RAMP TO IH 39/90 SB ON RIGHT SIDE OF USH 14 WB

CONSTRUCTION:
- STAGE 3: WORK IN USH 14 TO IH 39/90 SB ON-RAMP GORE AREA

TRAFFIC OPERATIONS
- ON-RAMP FROM USH 14 EB/WB TO IH 39/90 SB CLOSED TO TRAFFIC
- ON-RAMP DETOURED VIA USH 14 WB TO STH 26 NB TO IH 39/90 SB ON-RAMP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	DETOUR PLAN: STAGE 3 - IH 39/90 SB ON-RAMP AT USH 14 CLOSED	SHEET 437	E

2

2

N

BP: 721+37.59'TWSB'

725'TWSB'

730'TWSB'

735'TWSB'

740'TWSB'

745'TWSB'

N0° 42' 28"W
5252.81'

750'T

MATCH LINE STA. 750+00'TWSB'

IH 39/90 SB

T 2 N
R 13 E
5

'TWSB' R/L
STA 721+37.59
X: 503857.17
Y: 261360.84

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 438	E

2

N

MATCH LINE STA. 750+00'TWSB'

'TWSB'

755'TWSB'

760'TWSB'

N0° 42' 28"W
5252.81'

765'TWSB'

770'TWSB'

PI: 773+90.40'TWSB'

775'TWSB'

N0° 41' 03"W
13993.95'

780'TWSB'

MATCH LINE STA. 780+00'TWSB'

IH 39/90 SB

T2E R13E S5 S32

'TWSB' R/L
STA 773+90.40
X: 503792.29
Y: 266613.26

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 439	E

2

2

N

MATCH LINE STA. 780+00'TWSB'

MATCH LINE STA. 810+00'TWSB'

'WSB' 785'TWSB' 790'TWSB' 795'TWSB' 800'TWSB' 805'TWSB' 810'T

BP: 781+49.45'COP'

PRC: 789+67.73'COP'

EP: 797+84.50'COP'

785'COP'

790'COP'

795'COP'

N0° 41' 03"W
13993.95'

IH 39/90 SB

CROSSOVER 'COP'

T 31 N R 13 E 32

T 30 N R 13 E 29

'COP' R/L
STA 781+49.45
X: 503867.36
Y: 267373.25

'COP' R/L
PI STA = 785+58.77
Y = 267782.54
X = 503862.46
DELTA = 4°12'53"
D = 0°30'54"
T = 409.32
L = 818.28
R = 11124.00
PC STA = 781+49.45
PT STA = 789+67.73

'COP' R/L
STA 789+67.73
X: 503827.49
Y: 268190.37

'COP' R/L
PI STA = 793+76.30
Y = 268597.45
X = 503792.59
DELTA = 4°12'58"
D = 0°30'58"
T = 408.57
L = 816.78
R = 11100.00
PC STA = 789+67.73
PT STA = 797+84.50

'COP' R/L
STA 797+84.50
X: 503787.71
Y: 269005.99

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 440	E

2

N

MATCH LINE STA. 810+00'TWSB'

WSB' 815'TWSB' 820'TWSB' 825'TWSB' N0° 41' 03"W 830'TWSB' 835'TWSB' 840'T

13993.95'

IH 39/90 SB

MATCH LINE STA. 840+00'TWSB'

T 3 N
R 13 E
29

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 441	E

2

N

MATCH LINE STA. 840+00'TWSB'

'WSB' 845'TWSB' 850'TWSB' 855'TWSB' N0° 41' 03"W 860'TWSB' 865'TWSB' 870'T

13993.95'

IH 39/90 SB

MATCH LINE STA. 870+00'TWSB'

T. 3 N.
R. 10 E.
SEC. 29

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 442	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\ALIGNMENT DIAGRAM\027201_AD.DWG PLOT DATE : 7/9/2015 1:50 PM PLOT BY : JOSH MERCIER PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

MATCH LINE STA. 870+00'TWSB'

'TWSB' 875'TWSB' 880'TWSB' N0° 41' 03"W 885'TWSB' 890'TWSB' 895'TWSB' 900'

13993.95'

IH 39/90 SB

MATCH LINE STA. 900+00'TWSB'

NOT MONUMENTED

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 443	E

SEE "ALIGNMENT DIAGRAM - IH 39/90 NB 'TWNB'"
FOR 'TWNB' ALIGNMENT INFORMATION

'HEA' R/L
STA 241+83.47
X: 502799.75
Y: 281804.40

'HWA' R/L
STA 244+01.37
X: 503011.39
Y: 281771.34

'HEA' R/L
STA 248+81.25
X: 503449.89
Y: 281550.99

'TWSB' R/L
STA 913+84.35
X: 503625.17
Y: 280606.21

'TWSB' R/L
STA 914+25.00
X: 503624.85
Y: 280646.85

MATCH LINE STA. 900+00'TWSB'

'WSB'

BP: 902+33.79'HBT'

905'TWSB'

PC: 905+56.56'HBT'

N3° 07' 47"E 905'HBT'
322.77'

N0° 41' 03"W
13993.95'

910'TWSB'

RAMP 'HBT'

910'HBT'

PT: 912+31.35'HBT'

EP: 913+30.73'HBT'

PI: 913+84.35'TWSB'

PC: 914+25.00'TWSB'

915'TWSB'

N00° 26' 54"W
40.65'

920'TWSB'

IH 39/90 SB

N09° 54' 46"E
99.37'

T 37 N
R 13 E
SEC 20

USH 14 EB

USH 14 WB

697.79'
S68° 42' 19"E

245'HEA'

245'HWA'

PI: 241+83.47'HEA'

PI: 244+01.37'HWA'

240'HEA'

240'HWA'

930'TWSB'

PI: 248+81.25'HEA'

925'TWSB'

250'HEA'

250'HWA'

3724.11'
S67° 59' 42"E

3251.94'
S67° 59' 42"E

255'HEA'

255'HWA'

MATCH LINE STA. 930+00'TWSB'

MATCH LINE STA. 259+00'HEA'

'HBT' R/L
STA 902+33.79
X: 503662.91
Y: 279456.02

'HBT' R/L
STA 905+56.56
X: 503680.53
Y: 279778.31

'HBT' R/L
STA 912+31.35
X: 503757.13
Y: 280448.34

'HBT' R/L
STA 913+30.73
X: 503774.23
Y: 280546.23

'HBT' R/L
PI STA = 908+94.35
Y = 280115.59
X = 503698.98
DELTA = 6°46'59"
D = 1°00'19"
T = 337.79
L = 674.79
R = 5700.00
PC STA = 905+56.56
PT STA = 912+31.35

'TWSB' R/L
PI STA = 933+82.15
Y = 282603.94
X = 503609.54
DELTA = 46°11'10"
D = 1°14'54"
T = 1957.14
L = 3700.00
R = 4590.00
PC STA = 914+25.00
PT STA = 951+25.00

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 444	E

SEE "ALIGNMENT DIAGRAM - IH 39/90 NB 'TWNB'"
FOR 'TWNB' ALIGNMENT INFORMATION

'TWSB' R/L
STA 951+25.00
X: 502186.73
Y: 283947.82

'TWSB' R/L
STA 951+89.61
X: 502139.75
Y: 283992.18

'CCT' R/L
STA 948+82.35
X: 502320.33
Y: 283764.87

'CCT' R/L
STA 953+06.46
X: 502010.08
Y: 284054.02

'CCT' R/L
STA 959+00.00
X: 501468.88
Y: 284259.14

'CCT' R/L
STA 960+75.33
X: 501293.60
Y: 284254.64

'TWSB' R/L
PI STA = 933+82.15
Y = 282603.94
X = 503609.54
DELTA = 46°11'10"
D = 1°14'54"
T = 1957.14
L = 3700.00
R = 4590.00
PC STA = 914+25.00
PT STA = 951+25.00

'CCT' R/L
PI STA = 956+19.07
Y = 284267.16
X = 501781.39
DELTA = 44°27'15"
D = 7°29'23"
T = 312.61
L = 593.54
R = 765.00
PC STA = 953+06.46
PT STA = 959+00.00

'HAT' R/L
STA 931+38.87
X: 503407.66
Y: 282383.78

'HAT' R/L
STA 934+45.35
X: 503233.43
Y: 282635.92

'HAT' R/L
PI STA = 936+72.53
Y = 282822.81
X = 503104.29
DELTA = 3°18'25"
D = 0°43'41"
T = 227.18
L = 454.23
R = 7870.00
PC STA = 934+45.35
PT STA = 938+99.58

'HAT' R/L
STA 938+99.58
X: 502986.14
Y: 283016.85

'CBT' R/L
STA 950+85.58
X: 502280.79
Y: 283989.70

'CBT' R/L
STA 954+05.47
X: 502049.03
Y: 284210.21

'CBT' R/L
STA 957+79.38
X: 501863.48
Y: 284529.08

'CBTT' R/L
STA 952+45.95
X: 502119.52
Y: 284052.72

'CBTT' R/L
STA 957+95.58
X: 501863.48
Y: 284529.08

'CBTT' R/L
STA 957+28.83
X: 501879.59
Y: 284464.30

'CBT' R/L
PI STA = 955+97.59
Y = 284342.64
X = 501909.85
DELTA = 32°27'35"
D = 8°40'52"
T = 192.12
L = 373.91
R = 660.00
PC STA = 954+05.47
PT STA = 957+79.38

'CBTT' R/L
PI STA = 954+94.10
Y = 284223.49
X = 501939.48
DELTA = 32°32'57"
D = 6°44'26"
T = 248.15
L = 482.88
R = 850.00
PC STA = 952+45.95
PT STA = 957+28.83

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 445	E

2

MATCH LINE STA. 105+00'CFT'

'CDT' R/L
STA 959+70.98
X: 501025.87
Y: 284333.75

'CDT' R/L
PI STA = 962+60.13
Y = 284456.44
X = 500764.04
DELTA = 9°27'08"
D = 14°19'26"
T = 33.07
L = 65.99
R = 400.00
PC STA = 962+27.06
PT STA = 962+93.05

'CDT' R/L
STA 966+53.48
X: 500549.88
Y: 284761.60

'CDT' R/L
PI STA = 965+39.46
Y = 284631.51
X = 500546.87
DELTA = 49°04'53"
D = 20°06'14"
T = 130.13
L = 244.14
R = 285.00
PC STA = 964+09.34
PT STA = 966+53.48

'CDT' R/L
PI STA = 967+16.02
Y = 284824.12
X = 500551.33
DELTA = 7°10'02"
D = 5°44'16"
T = 62.54
L = 124.91
R = 998.57
PC STA = 966+53.48
PT STA = 967+78.39

'CDT' R/L
PI STA = 971+31.10
Y = 285234.82
X = 500612.64
DELTA = 23°55'20"
D = 16°03'20"
T = 75.60
L = 149.00
R = 356.86
PC STA = 970+55.50
PT STA = 972+04.49

'CDT' R/L
PI STA = 972+98.12
Y = 285397.94
X = 500567.62
DELTA = 22°30'57"
D = 12°10'52"
T = 93.63
L = 184.85
R = 470.37
PC STA = 972+04.49
PT STA = 973+89.34

'CDT' R/L
STA 967+78.39
X: 500560.56
Y: 284885.98

'CDT' R/L
PI STA = 963+82.56
Y = 284525.97
X = 500663.09
DELTA = 7°41'03"
D = 14°19'26"
T = 26.86
L = 53.65
R = 400.00
PC STA = 963+55.69
PT STA = 964+09.34

'CDT' R/L
STA 972+04.49
X: 500592.53
Y: 285307.69

'CDT' R/L
STA 975+11.48
X: 500429.94
Y: 285563.91

'CDT' R/L
STA 978+24.91
X: 500211.94
Y: 285789.11

'CDT' R/L
STA 973+89.34
X: 500510.04
Y: 285471.78

'CDT' R/L
STA 970+55.50
X: 500601.48
Y: 285160.04

'CDT' R/L
STA 962+27.06
X: 500793.99
Y: 284442.41

'CDT' R/L
STA 962+93.05
X: 500736.81
Y: 284475.20

'CDT' R/L
STA 963+55.69
X: 500685.22
Y: 284510.73

'CDT' R/L
STA 964+09.34
X: 500643.21
Y: 284544.03

'CCT' R/L
STA 962+58.06
X: 501116.31
Y: 284291.63

'CCT' R/L
PI STA = 961+68.36
Y = 284252.26
X = 501200.60
DELTA = 26°30'19"
D = 14°30'19"
T = 93.03
L = 182.73
R = 395.00
PC STA = 960+75.33
PT STA = 962+58.06

'CDT' R/L
PI STA = 974+50.47
Y = 285519.99
X = 500472.45
DELTA = 6°07'18"
D = 5°00'43"
T = 61.13
L = 122.14
R = 1143.18
PC STA = 973+89.34
PT STA = 975+11.48

'TWSB' R/L
STA 961+35.91
X: 501453.17
Y: 284643.40

'CAT' R/L
STA 983+07.60
X: 499936.00
Y: 286199.49

'TWSB' R/L
STA 985+00.00
X: 499738.96
Y: 286271.40

'TWSB' R/L
STA 985+47.56
X: 499704.48
Y: 286304.15

'TWSB' R/L
PI STA = 1010+59.65
Y = 288034.08
X = 497882.95
DELTA = 47°18'40"
D = 0°59'57"
T = 2512.10
L = 4735.42
R = 5734.79
PC STA = 985+47.56
PT STA = 1032+82.98

'CAT' R/L
STA 965+29.20
X: 501367.17
Y: 285165.03

'CAT' R/L
PI STA = 966+13.24
Y = 285200.69
X = 501291.07
DELTA = 3°15'49"
D = 1°56'32"
T = 84.04
L = 168.03
R = 2950.00
PC STA = 965+29.20
PT STA = 966+97.24

'CAT' R/L
STA 964+74.12
X: 501417.04
Y: 285141.66

'CAT' R/L
STA 966+97.24
X: 501217.12
Y: 285240.62

'CAT' R/L
STA 972+30.50
X: 500747.90
Y: 285494.01

'CAT' R/L
STA 974+10.69
X: 500601.11
Y: 285597.77

'CAT' R/L
PI STA = 973+21.03
Y = 285537.03
X = 500668.24
DELTA = 13°45'57"
D = 7°38'22"
T = 90.53
L = 180.20
R = 750.00
PC STA = 972+30.50
PT STA = 974+10.69

'CBT' R/L
STA 960+61.78
X: 501795.33
Y: 284803.14

'CBT' R/L
STA 964+12.89
X: 501579.61
Y: 285065.49

'CBT' R/L
PI STA = 962+49.89
Y = 284985.68
X = 501749.94
DELTA = 50°55'43"
D = 14°30'19"
T = 188.10
L = 351.10
R = 395.00
PC STA = 960+61.78
PT STA = 964+12.89

'CBT' R/L
STA 965+02.79
X: 501498.19
Y: 285103.64

RAMP 'CCT'

RAMP 'CDT'

RAMP 'CBT'

RAMP 'CAT'

STH 26 NB

STH 26 SB

IH 39/90 SB

MATCH LINE STA. 960+00'TWSB'

MATCH LINE STA. 990+00'TWSB'

MATCH LINE STA. 123+00'CET'

N

SEE "ALIGNMENT DIAGRAM - IH 39/90 NB 'TWNB'"
FOR 'TWNB' ALIGNMENT INFORMATION

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 446 E

2

2

T3N R13E T8

'TWSB' R/L
PI STA = 1010+59.65
Y = 288034.08
X = 497882.95
DELTA = 47°18'40"
D = 0°59'57"
T = 2512.10
L = 4735.42
R = 5734.79
PC STA = 985+47.56
PT STA = 1032+82.98

990+00'TWSB'

995'TWSB'

1000'TWSB'

1005'TWSB'

1010'TWSB'

1015'TWSB'

1020'

IH 39/90 SB

RAMP 'CATT'

MATCH LINE STA. 990+00'TWSB'

MATCH LINE STA. 1020+00'TWSB'

N

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 447	E

2

N

2

'TWSB' R/L
PI STA = 1010+59.65
Y = 288034.08
X = 497882.95
DELTA = 47°18'40"
D = 0°59'57"
T = 2512.10
L = 4735.42
R = 5734.79
PC STA = 985+47.56
PT STA = 1032+82.98

'TWSB' R/L
STA 1032+82.98
X: 497919.49
Y: 290545.91

'TWSB' R/L
STA 1033+00.00
X: 497919.74
Y: 290562.93

'TWSB' R/L
STA 1050+00.00
X: 497944.45
Y: 292262.75

'TWSB' R/L
STA 1050+04.78
X: 497944.52
Y: 292267.54

'COK' R/L
STA 0+00.00
X: 498033.79
Y: 289320.27

'COK' R/L
STA 2+49.59
X: 497989.41
Y: 289565.86

'COK' R/L
PI STA = 1+24.82
Y = 289442.58
X = 498008.93
DELTA = 2°29'37"
D = 0°59'57"
T = 124.82
L = 249.59
R = 5734.99
PC STA = -0+00.00
PT STA = 2+49.59

'COK' R/L
PI STA = 7+93.57
Y = 290103.15
X = 497904.36
DELTA = 15°13'32"
D = 1°24'28"
T = 543.98
L = 1081.55
R = 4070.01
PC STA = 2+49.59
PT STA = 13+31.14

'COK' R/L
STA 13+31.14
X: 497963.40
Y: 290643.92

'COK' R/L
STA 22+11.01
X: 498058.90
Y: 291518.59

MATCH LINE STA. 1020+00'TWSB'

BP: -0+00.00'COK'

PCC: 2+49.59'COK'

1025'TWSB'

1030'TWSB'

10'COK'

PT: 1032+82.98'TWSB'

N00° 50' 01"E
17.03'

PI: 1033+00.00'TWSB'

1035'TWSB'

1040'TWSB'

N0° 49' 58"E
1704.78'

1045'TWSB'

1050'TWSB'

PI: 1050+04.78'TWSB'

IH 39/90 SB

CROSSOVER 'COK'

15'COK'

N6° 13' 51"E
879.87'

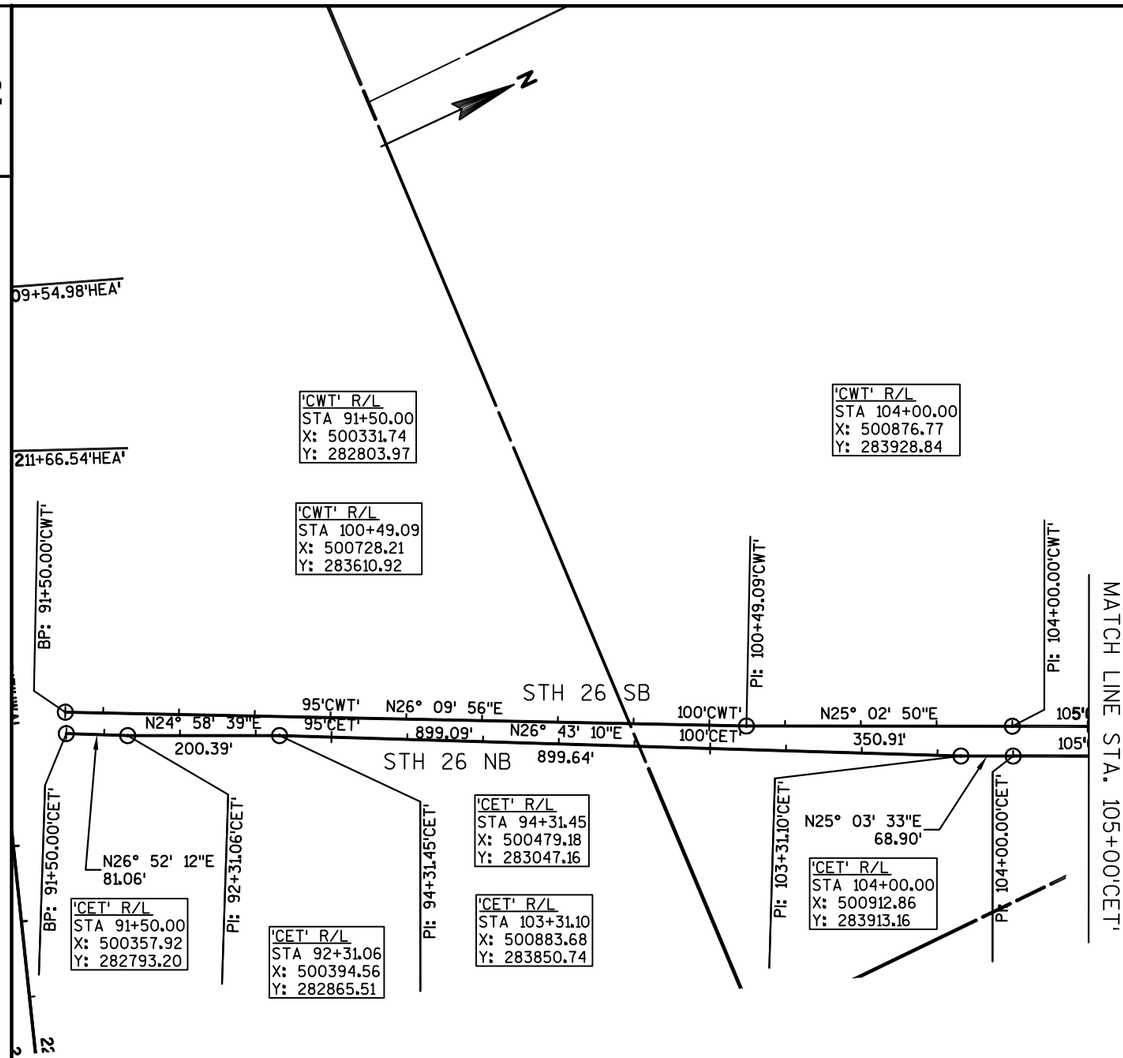
20'COK'

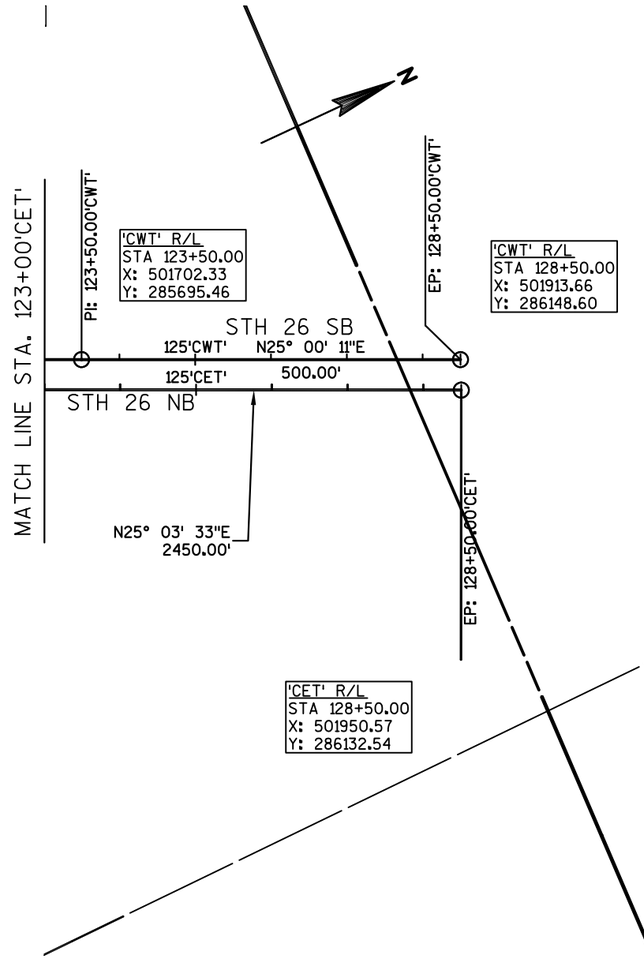
PT: 13+31.14'COK'

EP: 22+11.01'COK'

T 13 N
R 13 E
SEC 16

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90	SHEET 448	E





PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - STH 26	SHEET 449	E

2

N

MATCH LINE STA. 900+00'TWSB'

260'HWA' | S67° 59' 42"E | 265'HWA' | 270'HWA' | 275'HWA' | 280'HWA'

260'HEA' | 3724.11' | 265'HEA' | S67° 59' 42"E | 3251.94' | 270'HEA' | 275'HEA' | 280'HEA' | 285'HEA'

USH 14 WB

USH 14 EB

'HWA' R/L
STA 281+25.47
X: 506464.20
Y: 280375.97

'HEA' R/L
STA 281+33.19
X: 506464.93
Y: 280332.53

EP: 281+25.47'HWA'

PI: 281+33.19'HEA'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - USH 14	SHEET 450	E

2

2

N

900'TWNB'

905'TWNB'

N0° 41' 08"W
19334.66'

910'TWNB'

915'TWNB'

PC: 914+72.25'TWNB'

920'TWNB'

925'TWNB'

930'

MATCH LINE STA. 930+00'TWNB'

IH 39/90 NB

T 17 N
R 13 E
SEC 20

BEGIN ALIGNMENT
'TWNB' R/L
STA 721+37.59
X: 503915.30
Y: 261361.54

'TWNB' R/L
STA 914+72.25
X: 503683.94
Y: 280694.82

'TWNB' R/L
PI STA = 934+08.68
Y = 282631.11
X = 503660.76
DELTA = 45°48'13"
D = 1°15'00"
T = 1936.43
L = 3664.37
R = 4583.75
PC STA = 914+72.25
PT STA = 951+36.62

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90 NB 'TWNB'	SHEET 451	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\ALIGNMENT DIAGRAM\027201_AD_73TWNB.DWG PLOT DATE : 7/23/2015 1:46 PM PLOT BY : JOSH MERCIER PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

MATCH LINE STA. 930+00'TWNB'

935'TWNB'

940'TWNB'

945'TWNB'

950'TWNB'

955'TWNB'

960'TWNB'

MATCH LINE STA. 960+00'TWNB'

PT: 951+36.62'TWNB'

N46° 29' 22"W
3435.35'

IH 39/90 NB

'TWNB' R/L
PI STA = 934+08.68
Y = 282631.11
X = 503660.76
DELTA = 45°48'13"
D = 1°15'00"
T = 1936.43
L = 3664.37
R = 4583.75
PC STA = 914+72.25
PT STA = 951+36.62

'TWNB' R/L
STA 951+36.62
X: 502256.38
Y: 283964.32

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90 NB 'TWNB'	SHEET 452	E

2

N

MATCH LINE STA. 960+00'TWNB'

'TWNB' 965'TWNB' 970'TWNB' N46° 29' 22"W 975'TWNB' 980'TWNB' 985'TWNB' 990'

3435.35'

PC: 985+71.97'TWNB'

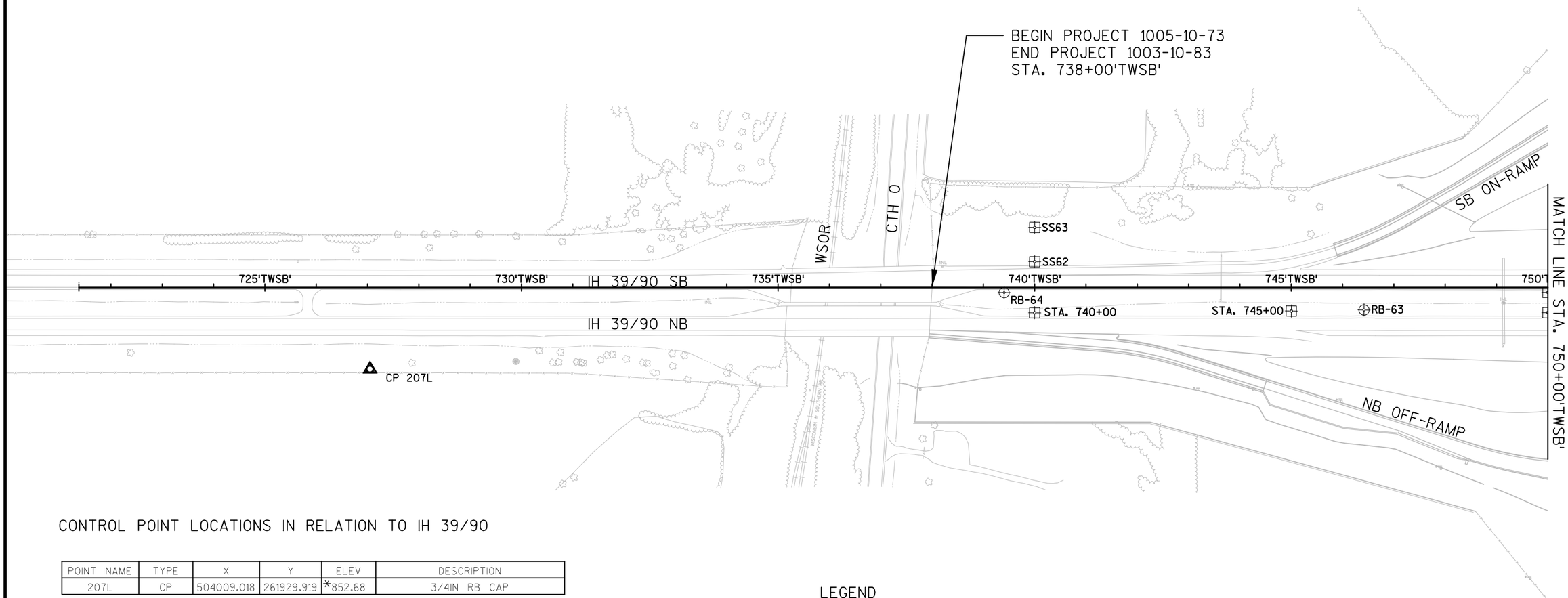
IH 39/90 NB

'TWNB' R/L
STA 985+71.97
X: 499764.91
Y: 286329.52

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	ALIGNMENT DIAGRAM - IH 39/90 NB 'TWNB'	SHEET 453	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\ALIGNMENT DIAGRAM\027201_AD_73TWNB.DWG PLOT DATE : 7/23/2015 1:46 PM PLOT BY : JOSH MERCIER PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
207L	CP	504009.018	261929.919	*852.68	3/4IN RB CAP

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

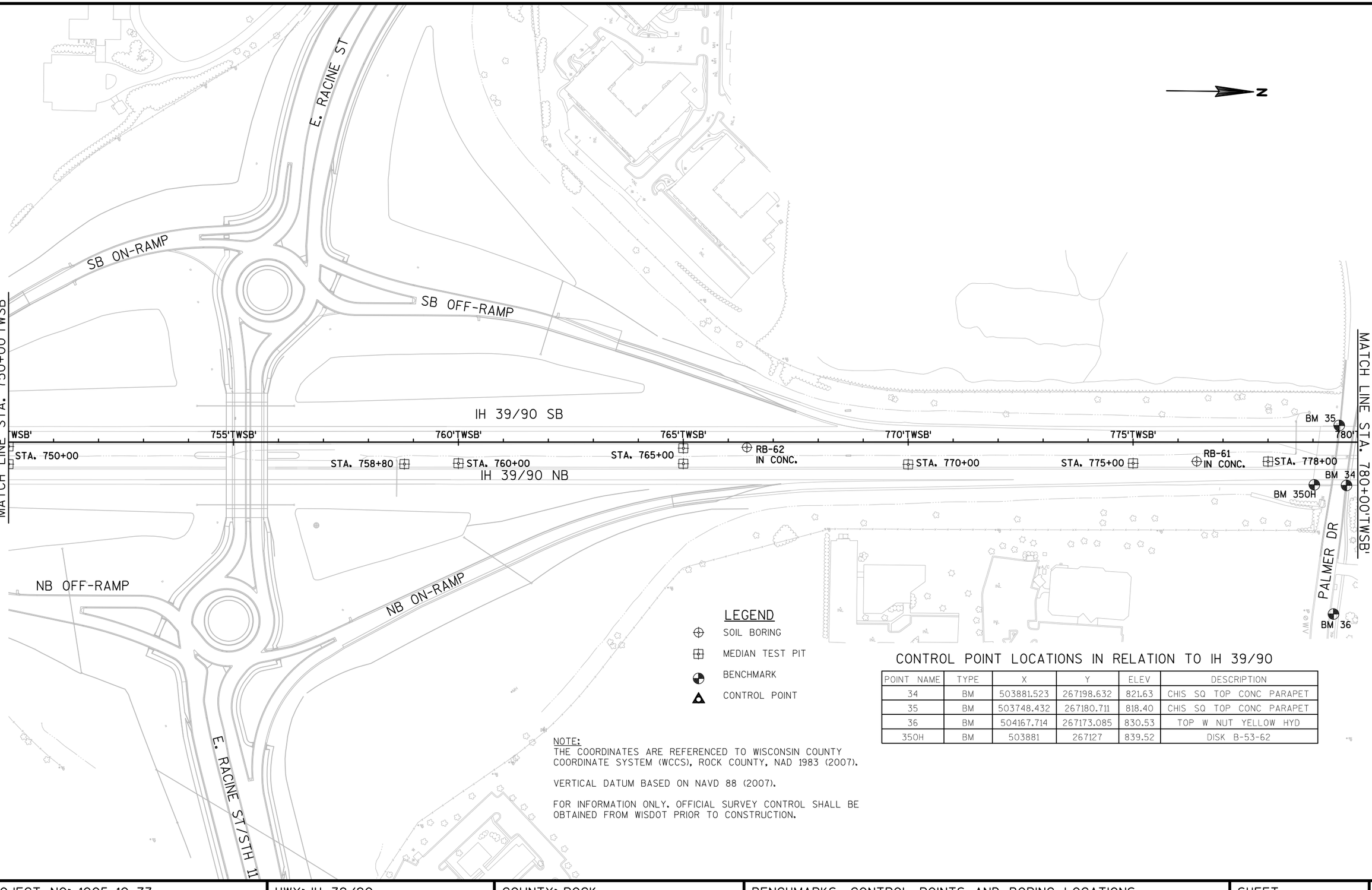
FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

*GPS OBSERVED ELEVATION

LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

2



LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
34	BM	503881.523	267198.632	821.63	CHIS SQ TOP CONC PARAPET
35	BM	503748.432	267180.711	818.40	CHIS SQ TOP CONC PARAPET
36	BM	504167.714	267173.085	830.53	TOP W NUT YELLOW HYD
350H	BM	503881	267127	839.52	DISK B-53-62

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 455	E

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
37	BM	503794.950	269231.575	802.57	CHIS SQ TOP CONC RWAL
38	BM	503725.121	269242.230	811.58	WI HWY CO DISK TOP NW WINGWALL
39	BM	503845.228	269909.668	804.54	CHIS SQ TOP CONC PARAPET
40	BM	503343.315	269971.782	805.28	RR SPIKE PPOL #3-13-32.1 40/45
351H	BM	503857	269132	813.45	DISK B-53-64
352H	BM	503849	269833	822.49	DISK B-53-30

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

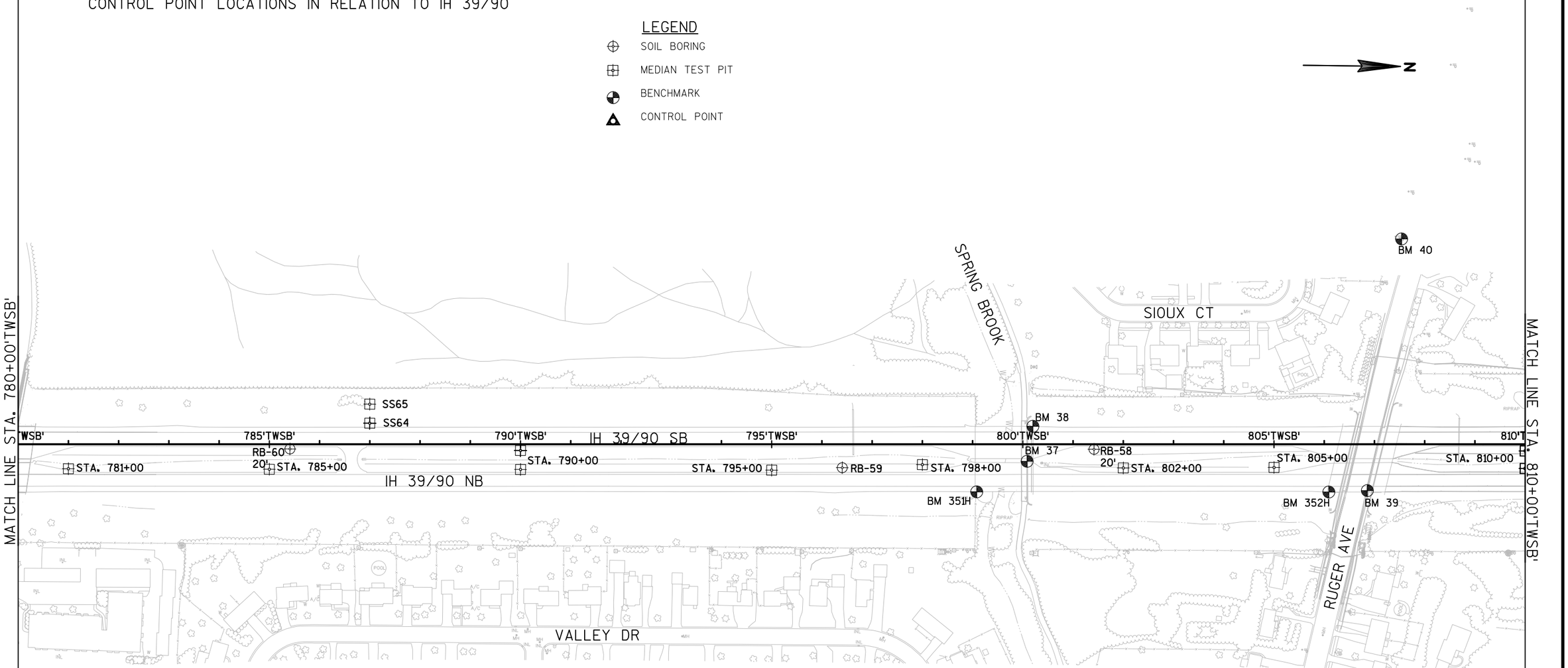
VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

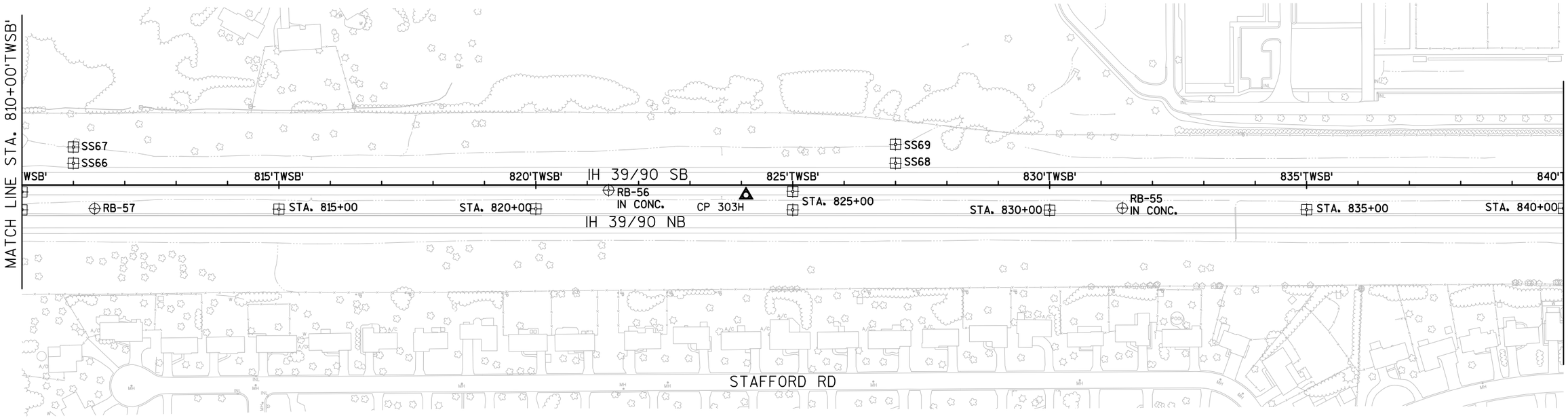
LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 456	E

2



LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
303H	CP	503751.948	271631.761	840.66	303H DOT CAPPED RB

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 457	E

CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

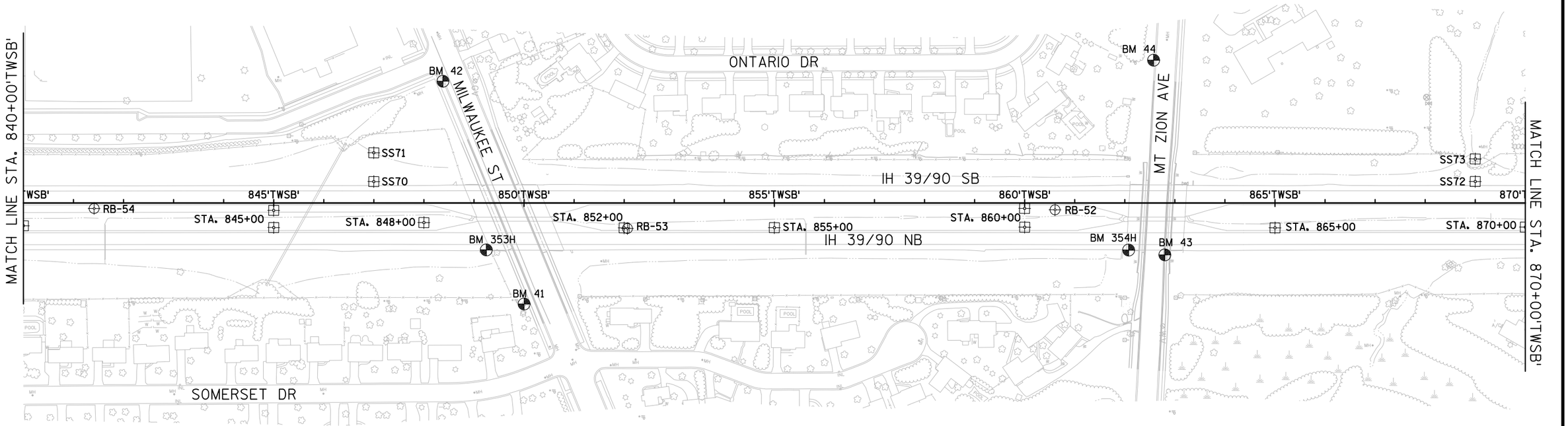
VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
41	BM	503903.157	274224.801	855.93	RR SPIKE PPOL #3-13-29.2 0/27
42	BM	503459.992	274057.380	857.00	CHIS X TOC
43	BM	503789.708	275503.515	849.12	CHIS SQ TOP CONC PARAPET
44	BM	503400.988	275476.403	856.42	RR SPIKE IN LPM
353H	BM	503796	274148	875.57	DISK B-53-215
354H	BM	503781	275431	866.10	DISK B-53-60

LEGEND
- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

N



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 458	E

2

LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

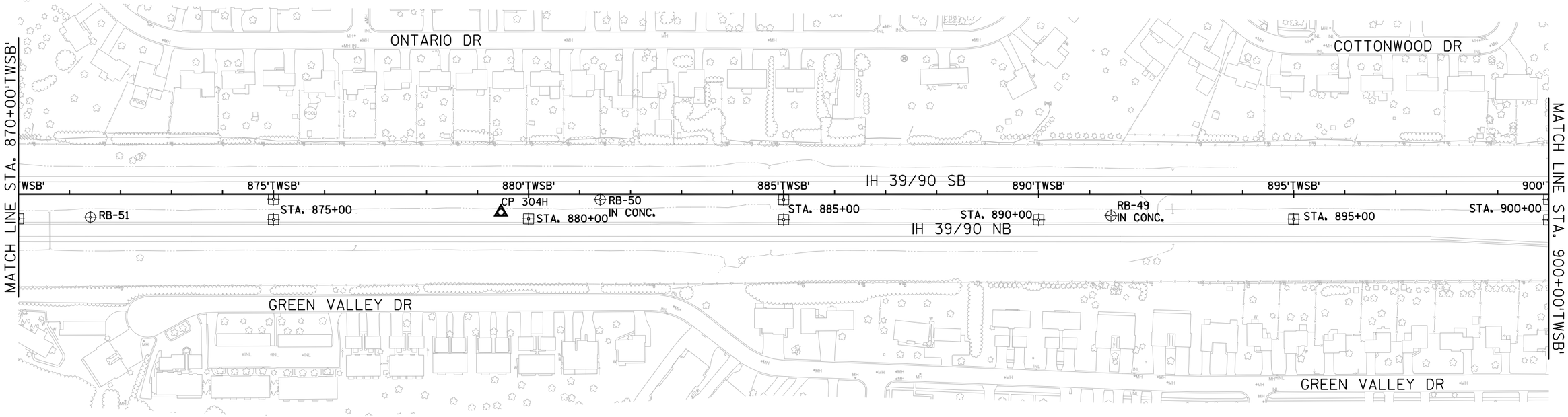
POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
304H	CP	503701.497	277168.188	867.65	DOT CAPPED RB

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

N



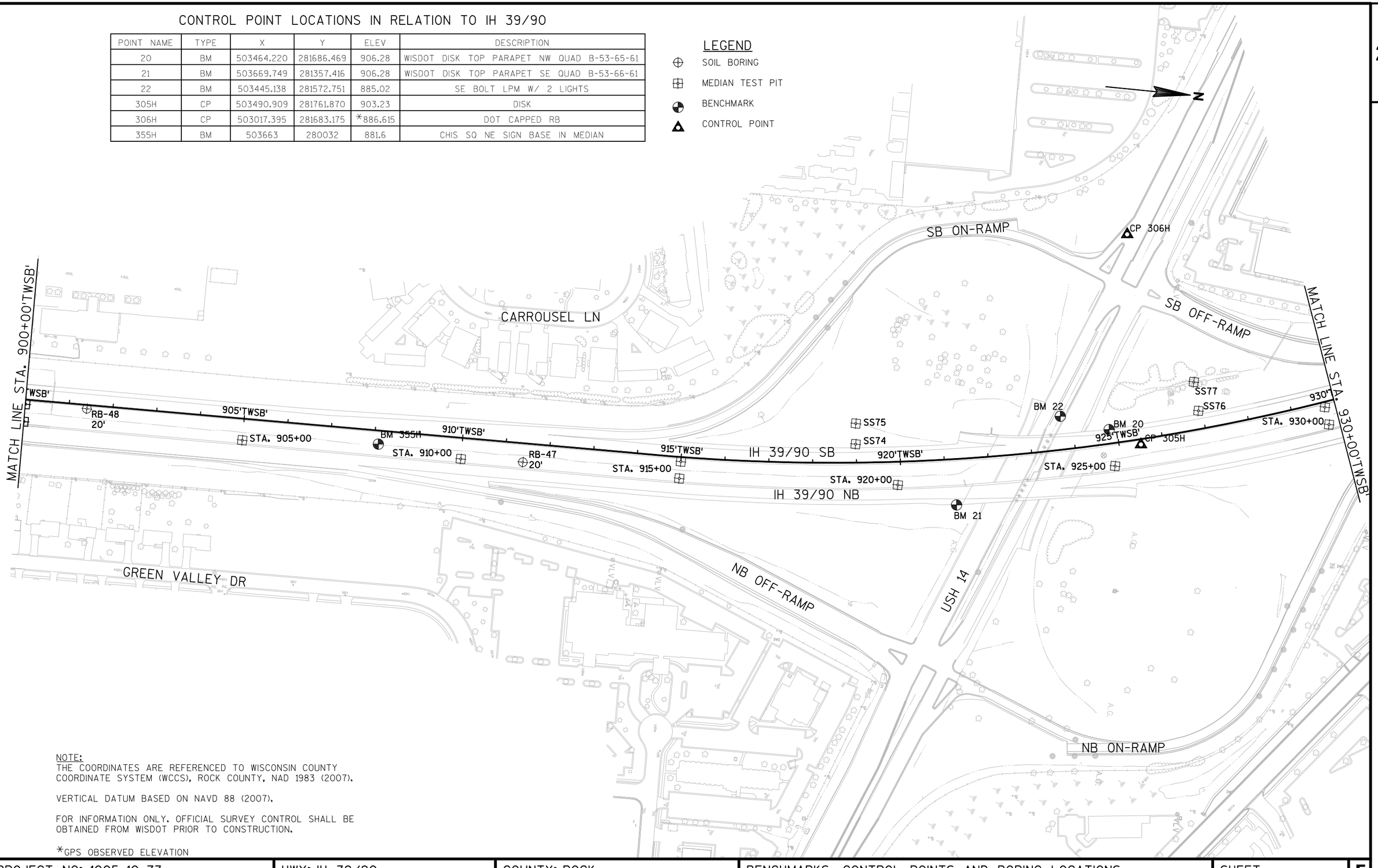
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 459	E

CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
20	BM	503464.220	281686.469	906.28	WISDOT DISK TOP PARAPET NW QUAD B-53-65-61
21	BM	503669.749	281357.416	906.28	WISDOT DISK TOP PARAPET SE QUAD B-53-66-61
22	BM	503445.138	281572.751	885.02	SE BOLT LPM W/ 2 LIGHTS
305H	CP	503490.909	281761.870	903.23	DISK
306H	CP	503017.395	281683.175	*886.615	DOT CAPPED RB
355H	BM	503663	280032	881.6	CHIS SQ NE SIGN BASE IN MEDIAN

LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT



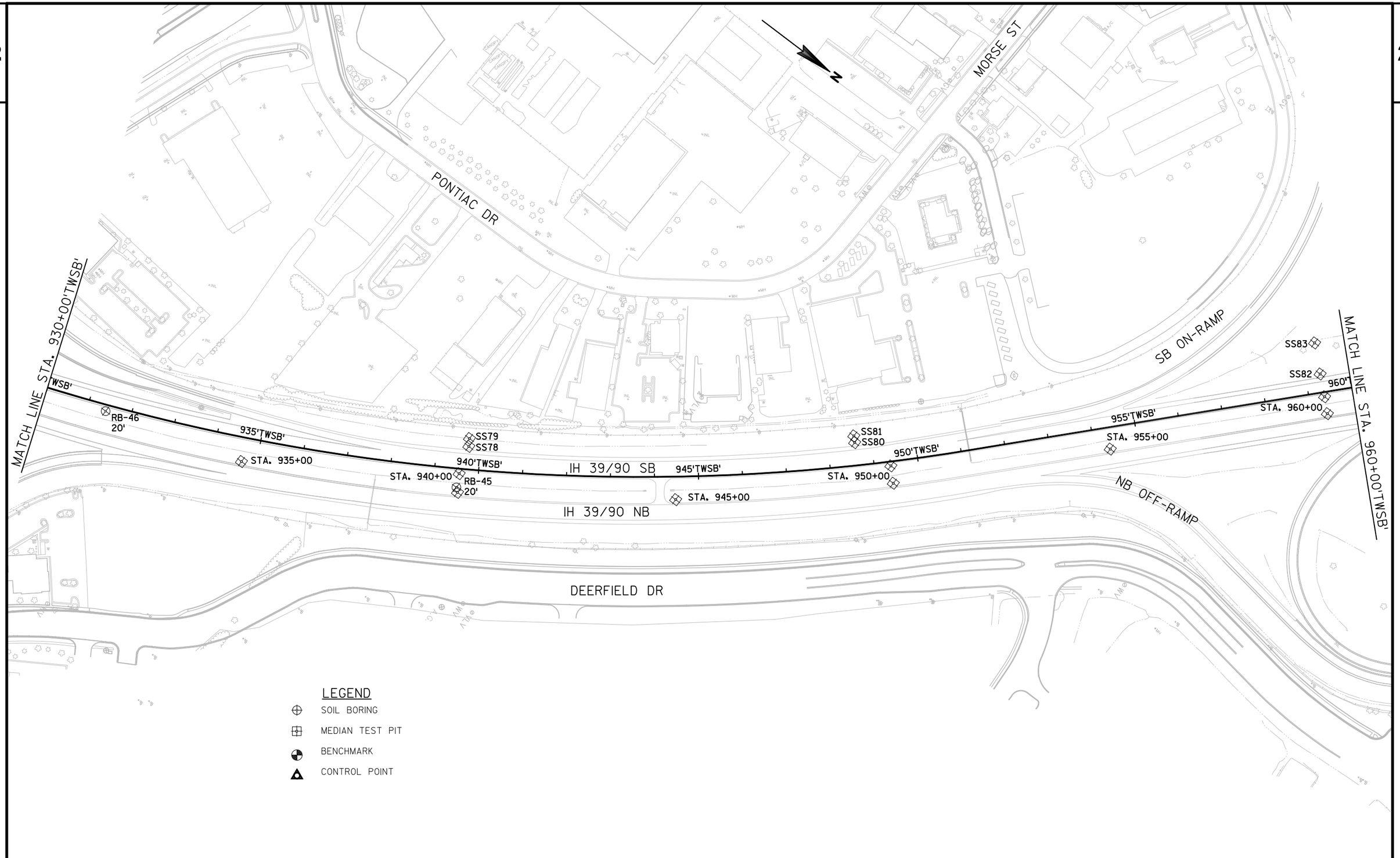
NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

*GPS OBSERVED ELEVATION

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 460	E



LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	BENCHMARKS, CONTROL POINTS AND BORING LOCATIONS	SHEET 461 E

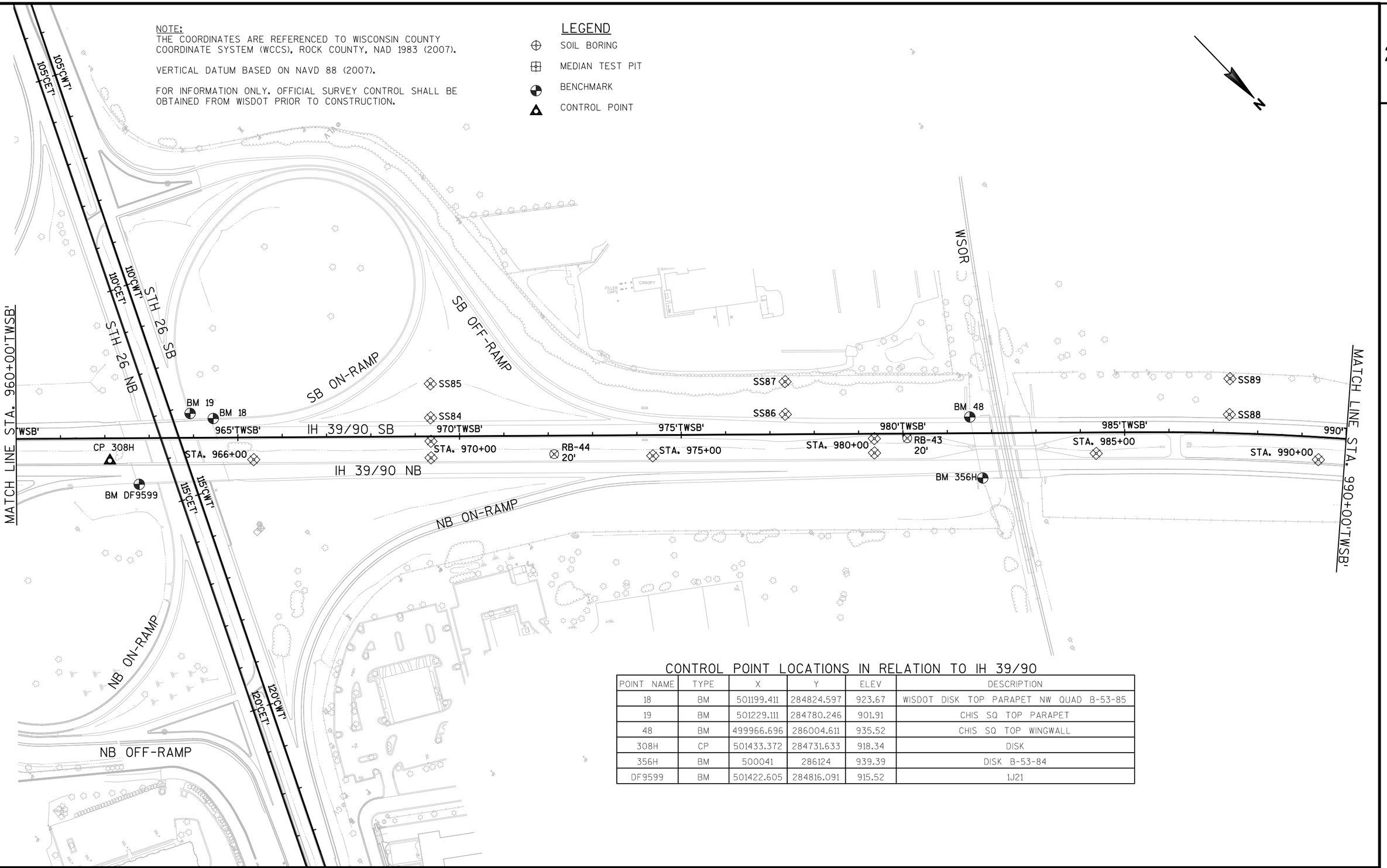
NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

LEGEND

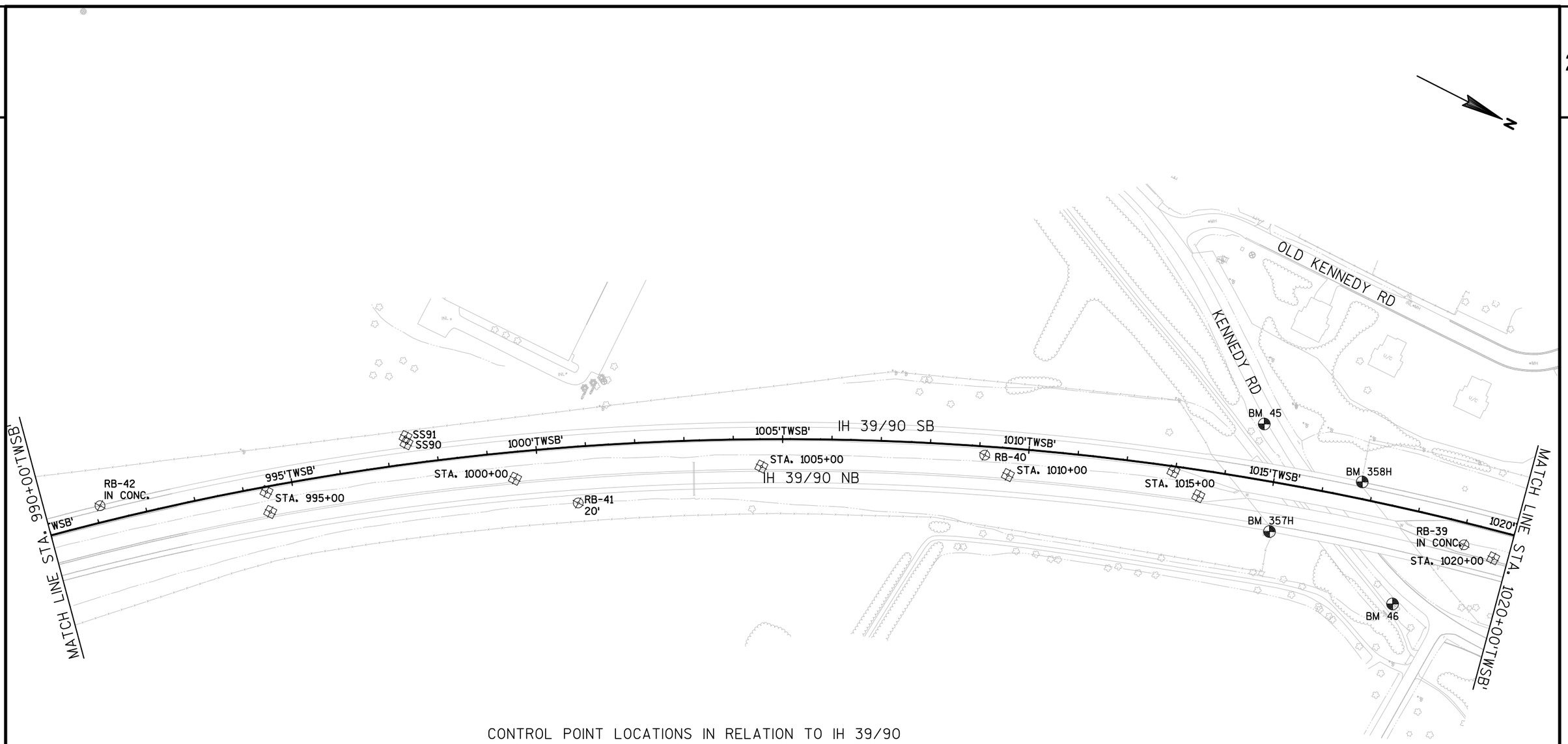
- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
18	BM	501199.411	284824.597	923.67	WISDOT DISK TOP PARAPET NW QUAD B-53-85
19	BM	501229.111	284780.246	901.91	CHIS SQ TOP PARAPET
48	BM	499966.696	286004.611	935.52	CHIS SQ TOP WINGWALL
308H	CP	501433.372	284731.633	918.34	DISK
356H	BM	500041	286124	939.39	DISK B-53-84
DF9599	BM	501422.605	284816.091	915.52	1J21

2



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
45	BM	498072.368	288717.671	893.15	6IN NAIL GR WOOD POST
46	BM	498279.605	289114.892	888.59	METAL KNOB TOP SW COR CONC EWALL
357H	BM	498262	288826	919.93	DISK B-53-82
358H	BM	498087	288948	921.59	DISK B-53-81

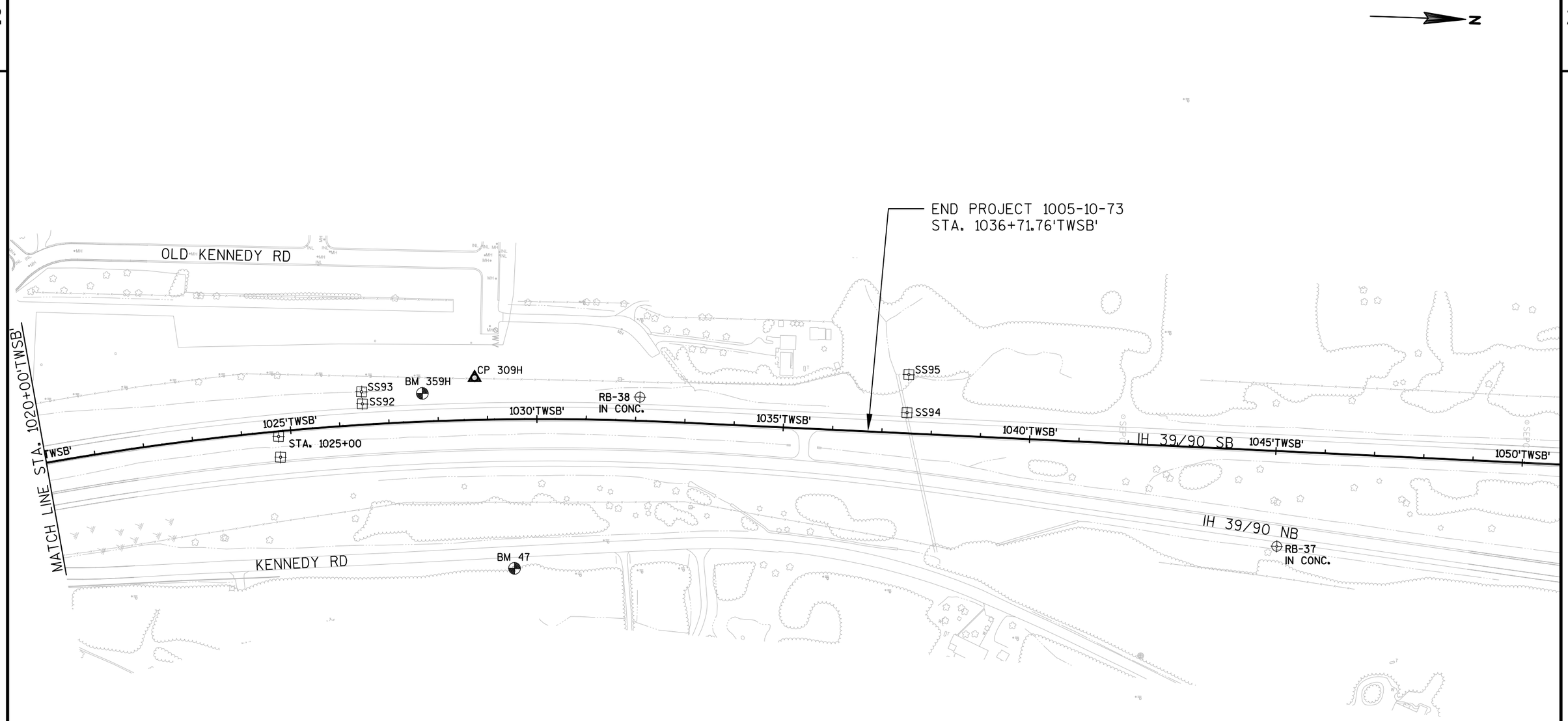
LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.



CONTROL POINT LOCATIONS IN RELATION TO IH 39/90

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
47	BM	498226.331	290227.647	865.40	RR SPIKE PPOL #3E748A
309H	CP	497842.677	290133.764	*898.18	309H DOT CAPPED RB
359H	BM	497878	290029	897.58	359H CUT X NE SIGN BOLT SB I39 EXIT SIGN BASE FOR EXIT HWY 14/26

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

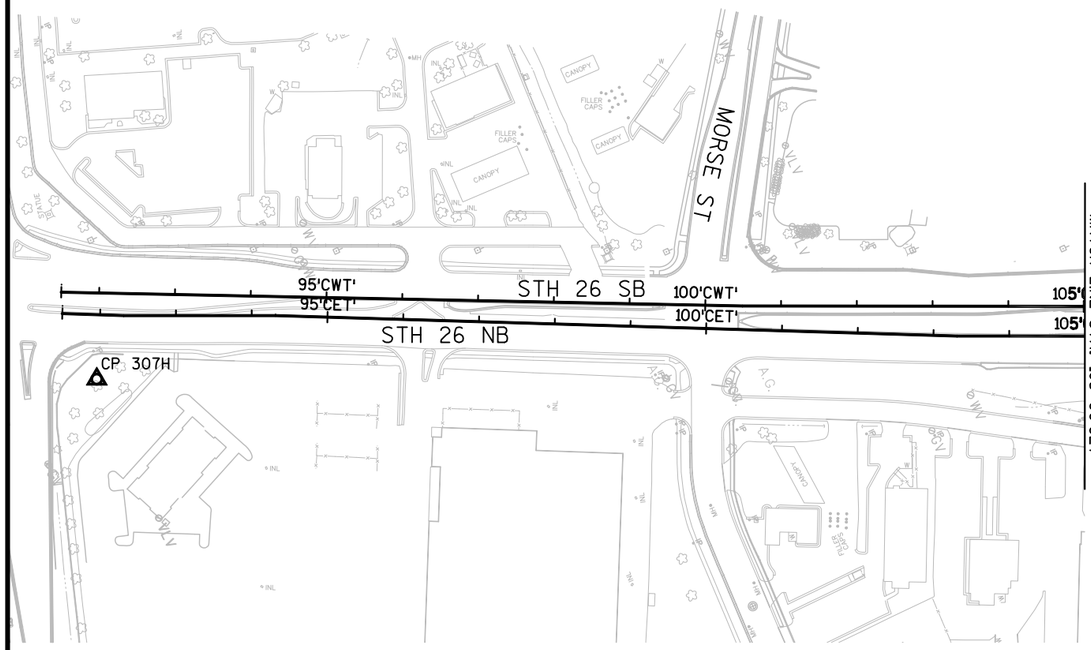
VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

*GPS OBSERVED ELEVATION

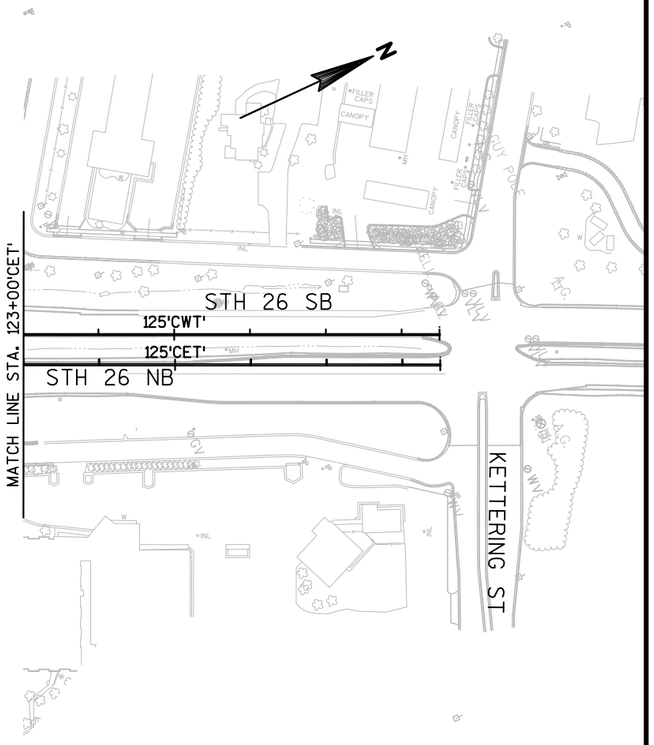
LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT



LEGEND

- SOIL BORING
- MEDIAN TEST PIT
- BENCHMARK
- CONTROL POINT



CONTROL POINT LOCATIONS IN RELATION TO STH 26

POINT NAME	TYPE	X	Y	ELEV	DESCRIPTION
307H	CP	500455.360	282797.700	*894.52	DOT CAPPED RB

NOTE:
THE COORDINATES ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 1983 (2007).

VERTICAL DATUM BASED ON NAVD 88 (2007).

FOR INFORMATION ONLY. OFFICIAL SURVEY CONTROL SHALL BE OBTAINED FROM WISDOT PRIOR TO CONSTRUCTION.

*GPS OBSERVED ELEVATION

DATE 24NOV15 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	1005-10-73 QUANTITY	1005-10-82 QUANTITY
0010	201.0105	Clearing	STA	15.000	15.000	
0020	201.0205	Grubbing	STA	15.000	15.000	
0030	203.0100	Removing Small Pipe Culverts	EACH	25.000	25.000	
0040	203.0200	Removing Old Structure (station) 001. 768+67 'TWSB' IH 39/90 SB	LS	1.000	1.000	
0050	203.0200	Removing Old Structure (station) 002. 908+05 'TWSB' IH 39/90 NB	LS	1.000	1.000	
0060	203.0200	Removing Old Structure (station) 003. 974+18 'TWSB' IH 39/90 SB	LS	1.000	1.000	
0070	203.0200	Removing Old Structure (station) 004. 937+14 'TWSB' IH 39/90 SB	LS	1.000	1.000	
0080	203.0200	Removing Old Structure (station) 005. 948+33 'TWSB' IH 39/90 SB	LS	1.000	1.000	
0090	203.0200	Removing Old Structure (station) 006. 923+24.13 'TWSB'	LS	1.000	1.000	
0100	203.0200	Removing Old Structure (station) 007. 963+49.32 'TWSB'	LS	1.000	1.000	
0110	203.0225.S	Debris Containment (structure) 001. B-53-65	LS	1.000	1.000	
0120	203.0225.S	Debris Containment (structure) 002. B-53-85	LS	1.000	1.000	
0130	204.0100	Removing Pavement	SY	56,925.000	55,500.000	1,425.000
0140	204.0110	Removing Asphaltic Surface	SY	14,110.000	13,800.000	310.000
0160	204.0155	Removing Concrete Sidewalk	SY	350.000	350.000	
0170	204.0157	Removing Concrete Barrier	LF	150.000	50.000	100.000
0180	204.0165	Removing Guardrail	LF	8,410.000	8,410.000	
0200	204.0180	Removing Delineators and Markers	EACH	180.000	180.000	
0210	204.0195	Removing Concrete Bases	EACH	4.000	4.000	
0220	204.0220	Removing Inlets	EACH	23.000	23.000	
0230	204.0245	Removing Storm Sewer (size) 001. 12-Inch	LF	35.000	35.000	
0240	204.0245	Removing Storm Sewer (size) 002. 15-Inch	LF	50.000	50.000	
0250	204.0245	Removing Storm Sewer (size) 003. 18-Inch	LF	208.000	208.000	
0260	204.0245	Removing Storm Sewer (size) 004. 24-Inch	LF	15.000	15.000	
0270	204.0245	Removing Storm Sewer (size) 005. 30-Inch	LF	102.000	102.000	
0280	204.0245	Removing Storm Sewer (size) 006. 36-Inch	LF	45.000	45.000	
0290	204.0245	Removing Storm Sewer (size) 007. 48-Inch	LF	15.000	15.000	
0300	204.9180.S	Removing (item description) 001. Concrete Flume	SY	11.000	11.000	
0310	205.0100	Excavation Common	CY	108,489.000	108,489.000	
0320	206.1000	Excavation for Structures Bridges (structure) 001. B-53-65	LS	1.000	1.000	
0330	206.1000	Excavation for Structures Bridges (structure) 002. B-53-85	LS	1.000	1.000	
0340	208.1100	Select Borrow	CY	67,878.000	67,878.000	
0350	210.0100	Backfill Structure **P**	CY	417.000	417.000	
0360	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	285.000	285.000	
0380	213.0100	Finishing Roadway (project) 002. 1005-10-73	EACH	1.000	1.000	
0390	213.0100	Finishing Roadway (project) 003. 1005-10-82	EACH	1.000		1.000
0400	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,870.000	1,870.000	
0410	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	175,290.000	173,790.000	1,500.000
0420	312.0110	Select Crushed Material	TON	7,400.000	7,400.000	
0430	415.0090	Concrete Pavement 9-Inch **P**	SY	5,880.000	5,880.000	
0440	415.0410	Concrete Pavement Approach Slab	SY	210.000	210.000	

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DATE 24NOV15 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	1005-10-73 QUANTITY	1005-10-82 QUANTITY
0450	416.0610	Drilled Tie Bars	EACH	1,580.000	1,580.000	
0460	416.0620	Drilled Dowel Bars	EACH	90.000	90.000	
0470	416.1010	Concrete Surface Drains	CY	10.000	10.000	
0480	416.1715	Concrete Pavement Repair SHES	SY	280.000	280.000	
0490	416.1725	Concrete Pavement Replacement SHES	SY	2,730.000	2,730.000	
0500	455.0105	Asphaltic Material PG58-28	TON	2,230.000	2,210.000	20.000
0510	455.0120	Asphaltic Material PG64-28	TON	1,305.000	1,290.000	15.000
0520	455.0605	Tack Coat	GAL	12,760.000	12,660.000	100.000
0530	460.1110	HMA Pavement Type E-10	TON	6,190.000	5,660.000	530.000
0540	460.1130	HMA Pavement Type E-30	TON	57,800.000	57,800.000	
0550	460.2000	Incentive Density HMA Pavement	DOL	40,880.000	40,880.000	
0570	465.0125	Asphaltic Surface Temporary	TON	85.000	85.000	
0580	465.0315	Asphaltic Flumes	SY	60.000	60.000	
0590	502.0100	Concrete Masonry Bridges **P**	CY	874.000	874.000	
0600	502.2000	Compression Joint Sealer Preformed Elastomeric (width) 001. 2-Inch	LF	56.000	56.000	
0610	503.0137	Prestressed Girder Type I 36W-Inch **P**	LF	1,383.000	1,383.000	
0620	505.0400	Bar Steel Reinforcement HS Structures **P**	LB	23,310.000	23,310.000	
0630	505.0600	Bar Steel Reinforcement HS Coated Structures **P**	LB	146,000.000	146,000.000	
0640	506.2605	Bearing Pads Elastomeric Non-Laminated **P**	EACH	36.000	36.000	
0650	506.2610	Bearing Pads Elastomeric Laminated **P**	EACH	12.000	12.000	
0660	506.4000	Steel Diaphragms (structure) 001. B-53-65 **P**	EACH	12.000	12.000	
0670	506.4000	Steel Diaphragms (structure) 002. B-53-85 **P**	EACH	8.000	8.000	
0680	509.3500.S	HMA Overlay Polymer-Modified	TON	141.000	141.000	
0690	511.1200	Temporary Shoring (structure) 001. B-53-65	SF	2,575.000	2,575.000	
0700	511.1200	Temporary Shoring (structure) 002. B-53-85	SF	2,632.000	2,632.000	
0710	516.0500	Rubberized Membrane Waterproofing **P**	SY	34.000	34.000	
0720	520.8000	Concrete Collars for Pipe	EACH	26.000	26.000	
0730	520.8700	Cleaning Culvert Pipes	EACH	35.000	35.000	
0740	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	84.000	84.000	
0750	521.0130	Culvert Pipe Corrugated Steel 30-Inch	LF	25.000	25.000	
0760	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	3.000	3.000	
0770	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	2.000	2.000	
0780	521.2005.S	Surface Drain Pipe Corrugated Metal Slotted (inch) 001. 18-Inch	LF	470.000	470.000	
0790	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	62.000	62.000	
0800	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	136.000	136.000	
0830	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	2.000	2.000	
0840	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	12.000	12.000	
0850	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	9.000	9.000	
0860	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	1.000	1.000	

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DATE 24NOV15 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	1005-10-73 QUANTITY	1005-10-82 QUANTITY
0870	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	1.000	1.000	
0880	550.0010	Pre-Boring Unconsolidated Materials	LF	228.000	228.000	
0890	550.2128	Piling CIP Concrete 12 3/4 X 0.50-Inch	LF	865.000	865.000	
0900	601.0409	Concrete Curb & Gutter 30-Inch Type A **P**	LF	120.000	120.000	
0910	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A **P**	LF	295.000	295.000	
0920	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D **P**	LF	3,100.000	3,100.000	
0930	602.0410	Concrete Sidewalk 5-Inch **P**	SF	1,160.000	1,160.000	
0940	603.8000	Concrete Barrier Temporary Precast Delivered	LF	41,200.000	41,100.000	100.000
0950	603.8125	Concrete Barrier Temporary Precast Installed	LF	41,200.000	41,100.000	100.000
0960	604.0500	Slope Paving Crushed Aggregate **P**	SY	462.000	462.000	
0970	606.0200	Riprap Medium	CY	90.000	90.000	
0980	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	91.000	91.000	
0990	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	5.000	5.000	
1000	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	2,118.000	2,118.000	
1010	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	1,158.000	1,158.000	
1020	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	47.000	47.000	
1030	608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF	24.000	24.000	
1040	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	264.000	264.000	
1050	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	704.000	704.000	
1060	610.0419	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	125.000	125.000	
1070	611.0535	Manhole Covers Type J-Special	EACH	1.000	1.000	
1080	611.0610	Inlet Covers Type BW	EACH	5.000	5.000	
1090	611.0612	Inlet Covers Type C	EACH	2.000	2.000	
1100	611.0627	Inlet Covers Type HM	EACH	2.000	2.000	
1110	611.0642	Inlet Covers Type MS	EACH	35.000	35.000	
1120	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000	
1130	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000	
1140	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000	
1150	611.3225	Inlets 2x2.5-FT	EACH	3.000	3.000	
1160	611.3230	Inlets 2x3-FT	EACH	2.000	2.000	
1170	611.3901	Inlets Median 1 Grate	EACH	19.000	19.000	
1180	611.3902	Inlets Median 2 Grate	EACH	8.000	8.000	
1190	611.8115	Adjusting Inlet Covers	EACH	7.000	7.000	
1200	612.0406	Pipe Underdrain Wrapped 6-Inch **P**	LF	223.000	223.000	
1210	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000	
1220	614.0230	Steel Thrie Beam	LF	350.000	250.000	100.000
1230	614.0905	Crash Cushions Temporary	EACH	10.000	10.000	
1240	614.0950	Replacing Guardrail Posts and Blocks	EACH	90.000	90.000	
1250	614.0951	Replacing Guardrail Rail and Hardware	LF	265.000	265.000	

DATE 24NOV15 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	1005-10-73 QUANTITY	1005-10-82 QUANTITY
1260	614.2300	MGS Guardrail 3	LF	4,500.000	4,500.000	
1280	614.2500	MGS Thrie Beam Transition	LF	283.800	283.800	
1290	614.2610	MGS Guardrail Terminal EAT	EACH	7.000	7.000	
1300	614.2620	MGS Guardrail Terminal Type 2	EACH	2.000	2.000	
1330	618.0100	Maintenance And Repair of Haul Roads (project) 002. 1005-10-73	EACH	1.000	1.000	
1340	618.0100	Maintenance And Repair of Haul Roads (project) 003. 1005-10-82	EACH	1.000		1.000
1350	619.1000	Mobilization	EACH	0.850	0.830	0.020
1360	620.0300	Concrete Median Sloped Nose **P**	SF	85.000	85.000	
1370	624.0100	Water	MGAL	6,060.000	6,060.000	
1380	625.0500	Salvaged Topsoil **P**	SY	92,500.000	91,600.000	900.000
1390	627.0200	Mulching	SY	84,250.000	83,800.000	450.000
1400	628.1504	Silt Fence	LF	13,725.000	13,525.000	200.000
1410	628.1520	Silt Fence Maintenance	LF	6,825.000	6,725.000	100.000
1420	628.1905	Mobilizations Erosion Control	EACH	16.000	15.000	1.000
1430	628.1910	Mobilizations Emergency Erosion Control	EACH	9.000	8.000	1.000
1450	628.2004	Erosion Mat Class I Type B	SY	81,175.000	80,725.000	450.000
1460	628.6510	Soil Stabilizer Type B	ACRE	20.000	20.000	
1470	628.7005	Inlet Protection Type A	EACH	45.000	45.000	
1480	628.7010	Inlet Protection Type B	EACH	60.000	60.000	
1490	628.7015	Inlet Protection Type C	EACH	5.000	5.000	
1500	628.7504	Temporary Ditch Checks	LF	1,360.000	1,360.000	
1510	628.7555	Culvert Pipe Checks	EACH	79.000	75.000	4.000
1520	628.7560	Tracking Pads	EACH	15.000	15.000	
1540	629.0205	Fertilizer Type A	CWT	126.000	125.000	1.000
1550	630.0120	Seeding Mixture No. 20	LB	1,850.000	1,850.000	
1560	630.0130	Seeding Mixture No. 30	LB	1,650.000	1,620.000	30.000
1570	630.0200	Seeding Temporary	LB	4,310.000	4,260.000	50.000
1580	630.0300	Seeding Borrow Pit	LB	400.000	400.000	
1590	633.0100	Delineator Posts Steel	EACH	155.000	155.000	
1600	633.0500	Delineator Reflectors	EACH	185.000	185.000	
1610	633.5200	Markers Culvert End	EACH	30.000	30.000	
1620	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000	
1630	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	5.000	5.000	
1640	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	21.000	21.000	
1650	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	21.000	21.000	
1660	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	28.000	28.000	
1670	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	3.000	3.000	
1680	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	3.000	3.000	
1690	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000	
1730	637.2210	Signs Type II Reflective H	SF	552.380	552.380	
1740	637.2215	Signs Type II Reflective H Folding	SF	217.600	217.600	
1750	637.2230	Signs Type II Reflective F	SF	17.000	17.000	
1770	638.2102	Moving Signs Type II	EACH	115.000	115.000	
1780	638.2601	Removing Signs Type I	EACH	15.000	15.000	
1790	638.2602	Removing Signs Type II	EACH	105.000	105.000	
1800	638.3000	Removing Small Sign Supports	EACH	110.000	110.000	
1810	638.3100	Removing Structural Steel Sign Supports	EACH	5.000	5.000	
1820	638.4000	Moving Small Sign Supports	EACH	80.000	80.000	
1830	642.5201	Field Office Type C	EACH	0.850	0.830	0.020
1850	643.0200	Traffic Control Surveillance and Maintenance (project) 002. 1005-10-73	DAY	194.000	194.000	

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DATE 24NOV15 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	1005-10-73 QUANTITY	1005-10-82 QUANTITY
1860	643.0200	Traffic Control Surveillance and Maintenance (project) 003. 1005-10-82	DAY	30.000		30.000
1870	643.0300	Traffic Control Drums	DAY	102,600.000	100,000.000	2,600.000
1880	643.0420	Traffic Control Barricades Type III	DAY	4,100.000	4,000.000	100.000
1890	643.0453	Traffic Control Barricades Permanent Type III	EACH	4.000	4.000	
1900	643.0705	Traffic Control Warning Lights Type A	DAY	7,575.000	7,400.000	175.000
1910	643.0715	Traffic Control Warning Lights Type C	DAY	28,720.000	28,200.000	520.000
1920	643.0800	Traffic Control Arrow Boards	DAY	753.000	750.000	3.000
1930	643.0900	Traffic Control Signs	DAY	18,735.000	17,700.000	1,035.000
1940	643.0910	Traffic Control Covering Signs Type I	EACH	5.000	5.000	
1950	643.0920	Traffic Control Covering Signs Type II	EACH	250.000	200.000	50.000
1960	643.1050	Traffic Control Signs PCMS	DAY	2,675.000	2,575.000	100.000
1970	643.1055.S	Truck or Trailer Mounted Attenuator	DAY	70.000	70.000	
1980	643.2000	Traffic Control Detour (project) 001. 1005-10-82	EACH	1.000		1.000
1990	643.2000	Traffic Control Detour (project) 002. 1005-10-73	EACH	1.000	1.000	
2000	643.3000	Traffic Control Detour Signs	DAY	1,500.000	1,000.000	500.000
2010	645.0120	Geotextile Fabric Type HR	SY	170.000	170.000	
2020	646.0106	Pavement Marking Epoxy 4-Inch	LF	79,070.000	78,370.000	700.000
2030	646.0126	Pavement Marking Epoxy 8-Inch	LF	6,514.000	6,514.000	
2040	646.0600	Removing Pavement Markings	LF	415,350.000	413,350.000	2,000.000
2050	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	19.000	19.000	
2060	647.0356	Pavement Marking Words Epoxy	EACH	12.000	12.000	
2070	647.0456	Pavement Marking Curb Epoxy	LF	285.000	285.000	
2080	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	190.000	190.000	
2090	647.0606	Pavement Marking Island Nose Epoxy	EACH	4.000	4.000	
2100	647.0746	Pavement Marking Diagonal Epoxy 24-Inch	LF	1,050.000	550.000	500.000
2110	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	1,800.000		1,800.000
2120	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	252,700.000	251,000.000	1,700.000
2130	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	200.000		200.000
2140	649.0802	Temporary Pavement Marking Paint 8-Inch	LF	75,700.000	75,000.000	700.000
2150	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch **P**	LF	280.000	280.000	
2160	652.0605	Conduit Special 2-Inch **P**	LF	335.000	335.000	
2170	653.0140	Pull Boxes Steel 24x42-Inch	EACH	4.000	4.000	
2180	653.0905	Removing Pull Boxes	EACH	10.000	10.000	
2190	656.0200	Electrical Service Meter Breaker Pedestal (location) 001. STH 26 And IH 39 SB Ramps	LS	1.000	1.000	
2200	656.0200	Electrical Service Meter Breaker Pedestal (location) 002. STH 26 And IH 39 NB Ramps	LS	1.000	1.000	
2210	657.0210	Transformer Bases Breakaway 15-17 Inch Bolt Circle	EACH	2.000	2.000	
2220	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	6.000	6.000	
2230	657.0305	Poles Type 2	EACH	6.000	6.000	
2240	657.0337	Poles Type 17-Aluminum	EACH	2.000	2.000	
2250	657.0585	Trombone Arms 15-FT	EACH	2.000	2.000	
2260	657.0590	Trombone Arms 20-FT	EACH	1.000	1.000	
2270	657.0595	Trombone Arms 25-FT	EACH	3.000	3.000	

DATE 24NOV15 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	1005-10-73 QUANTITY	1005-10-82 QUANTITY
2280	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	18.000	18.000	
2290	658.0155	Traffic Signal Face 3-12 Inch Horizontal	EACH	6.000	6.000	
2300	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	24.000	24.000	
2310	658.0600	Led Modules 12-Inch Red Ball	EACH	18.000	18.000	
2320	658.0605	Led Modules 12-Inch Yellow Ball	EACH	18.000	18.000	
2330	658.0610	Led Modules 12-Inch Green Ball	EACH	16.000	16.000	
2340	658.0615	Led Modules 12-Inch Red Arrow	EACH	6.000	6.000	
2350	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	6.000	6.000	
2360	658.0625	Led Modules 12-Inch Green Arrow	EACH	8.000	8.000	
2370	658.5069	Signal Mounting Hardware (location) 450. STH 26 And IH 39 SB Ramps	LS	1.000	1.000	
2380	658.5069	Signal Mounting Hardware (location) 451. STH 26 And IH 39 NB Ramps	LS	1.000	1.000	
2390	659.0802	Plaques Sequence Identification	EACH	2.000	2.000	
2400	670.0100	Field System Integrator	LS	1.000	1.000	
2410	670.0200	ITS Documentation	LS	1.000	1.000	
2420	673.0105	Communication Vault Type 1	EACH	2.000	2.000	
2430	673.0225.S	Install Pole Mounted Cabinet	EACH	1.000	1.000	
2440	674.0300	Remove Cable	LF	1,100.000	1,100.000	
2450	674.0400	Reinstall Cable	LF	370.000	370.000	
2460	675.0300	Install Mounted Controller Microwave Detector Assembly	EACH	4.000	4.000	
2470	675.0400.S	Install Ethernet Switch	EACH	2.000	2.000	
2480	677.0200	Install Camera Assembly	EACH	1.000	1.000	
2490	677.0300.S	Install Video Encoder	EACH	1.000	1.000	
2500	677.9051.S	Removing 50-FT Camera Pole	EACH	1.000	1.000	
2510	678.0006	Install Fiber Optic Cable Outdoor Plant 6-CT	LF	445.000	445.000	
2520	678.0200	Fiber Optic Splice Enclosure	EACH	1.000	1.000	
2530	678.0300	Fiber Optic Splice	EACH	6.000	6.000	
2540	678.0400	Fiber Optic Termination	EACH	6.000	6.000	
2550	678.0500	Communication System Testing	LS	1.000	1.000	
2560	690.0150	Sawing Asphalt	LF	350.000	300.000	50.000
2570	690.0250	Sawing Concrete	LF	70,400.000	68,700.000	1,700.000
2580	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000	
2590	715.0502	Incentive Strength Concrete Structures	DOL	5,244.000	5,244.000	
2600	SPV.0035	Special 001. Roadway Embankment	CY	71,045.000	71,045.000	
2610	SPV.0060	Special 001. Baseline CPM Progress Schedule	EACH	1.000	1.000	
2620	SPV.0060	Special 002. CPM Progress Schedule Updates And Accepted Revisions	EACH	9.000	9.000	
2630	SPV.0060	Special 003. Salvage Terminal High-Tension Cable TL-3, Safence	EACH	12.000	12.000	
2640	SPV.0060	Special 004. Cover Plates Permanent	EACH	2.000	2.000	
2650	SPV.0060	Special 100. Welding Storm Sewer Covers	EACH	8.000	8.000	
2660	SPV.0060	Special 200. Crash Cushions Temporary Left In Place	EACH	15.000	15.000	
2670	SPV.0060	Special 201. Fixed Message Sign Portable Support	EACH	8.000	8.000	
2680	SPV.0060	Special 202. Traffic Control Barricades Type III With Sign Permanent	EACH	24.000	24.000	
2690	SPV.0060	Special 203.One Sided Vertical Panels	EACH	30.000	30.000	
2700	SPV.0060	Special 204.One Sided Vertical Panels Replacements	EACH	15.000	15.000	
2710	SPV.0060	Special 350. Remove Street Light	EACH	1.000	1.000	

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1005-10-73 QUANTITY	1005-10-82 QUANTITY
2720	SPV.0060	Special 401. Fiber Tracer Marker Post	EACH	1.000	1.000	
2730	SPV.0060	Special 402. Poles Wood 65-Ft	EACH	1.000	1.000	
2740	SPV.0060	Special 403. Install Wireless Mesh Radio Assembly	EACH	1.000	1.000	
2750	SPV.0060	Special 404. Install Termination Panel	EACH	1.000	1.000	
2760	SPV.0060	Special 405. Remove Communication Vault	EACH	1.000	1.000	
2770	SPV.0060	Special 406. Remove Poles Type 5	EACH	2.000	2.000	
2780	SPV.0060	Special 450. Furnish And Install Helical Pole Base	EACH	8.000	8.000	
2790	SPV.0060	Special 451. Install 5.8GHz Ethernet Bridge	EACH	2.000	2.000	
2800	SPV.0060	Special 452. Remove And Abandon Existing Electrical Service	EACH	1.000	1.000	
2810	SPV.0060	Special 453. Contact Closure Ethernet Converter	EACH	4.000	4.000	
2820	SPV.0060	Special 454. Node Event Warning System Controller	EACH	2.000	2.000	
2830	SPV.0060	Special 455. Install State Furnished 900 MHZ Radio	EACH	4.000	4.000	
2840	SPV.0060	Special 456. Install State Furnished Yagi Antenna	EACH	4.000	4.000	
2850	SPV.0060	Special 457. Install State Furnished 10-Watt Solar Power Assembly	EACH	2.000	2.000	
2860	SPV.0060	Special 650. 16-Inch Butterfly Valve	EACH	2.000		2.000
2870	SPV.0060	Special 651. 6-Inch Tapping Valve & Box	EACH	1.000		1.000
2880	SPV.0060	Special 652. 6-Ft Diameter Water Valve Vault	EACH	2.000		2.000
2890	SPV.0060	Special 653. Water Valve Vault Casting	EACH	2.000		2.000
2900	SPV.0060	Special 654. Hydrant	EACH	1.000		1.000
2910	SPV.0060	Special 655. Remove & Salvage Hydrant	EACH	1.000		1.000
2920	SPV.0060	Special 656. Temporary Water Main Blowoff	EACH	2.000		2.000
2930	SPV.0060	Special 657. Water Main Cut-In Connection	EACH	4.000		4.000
2940	SPV.0060	Special 658. 4-Foot Diameter Sanitary Manhole	EACH	4.000		4.000
2950	SPV.0060	Special 659. Sanitary Manhole Casting	EACH	4.000		4.000
2960	SPV.0060	Special 660. Connect To Existing Sanitary Sewer	EACH	2.000		2.000
2970	SPV.0060	Special 661. Remove Sanitary Sewer Structure	EACH	1.000		1.000
2980	SPV.0060	Special 662. Utility Line Opening	EACH	8.000		8.000
2990	SPV.0090	Special 001. Removing HMA Pavement Safety Wedge Longitudinal Joint Milling	LF	58,100.000	58,100.000	
3000	SPV.0090	Special 002. Salvage High-Tension Cable TL-3, Socketed, Safence	LF	6,980.000	6,980.000	
3010	SPV.0090	Special 200. Concrete Barrier Temporary Precast Left In Place Anchoring	LF	1,200.000	1,100.000	100.000
3020	SPV.0090	Special 201. Concrete Barrier Temporary Precast Anchoring	LF	200.000	200.000	
3030	SPV.0090	Special 202. Concrete Barrier Temporary Precast Left In Place	LF	32,200.000	32,100.000	100.000
3040	SPV.0090	Special 350. Furnish And Install Equivalent Lighting Conductors	LF	1,650.000	1,650.000	
3050	SPV.0090	Special 450. Install CAT-5E Cable	LF	2,450.000	2,450.000	
3060	SPV.0090	Special 650. 16-Inch Ductile Iron Water Main	LF	922.000		922.000

DATE 24NOV15 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	1005-10-73 QUANTITY	1005-10-82 QUANTITY
3070	SPV.0090	Special 651. 6-Inch Ductile Iron Water Main	LF	10.000		10.000
3080	SPV.0090	Special 652. 10-Inch PVC Sanitary Sewer Pipe	LF	281.000		281.000
3090	SPV.0090	Special 653. Televise Sanitary Sewer	LF	562.000		562.000
3110	SPV.0105	Special 002. Survey Project 1005-10-73	LS	1.000	1.000	
3120	SPV.0105	Special 003. Survey Project 1005-10-82	LS	1.000		1.000
3130	SPV.0105	Special 004. Concrete Pavement Joint Layout	LS	1.000	1.000	
3140	SPV.0105	Special 401. Salvage ITS Equipment	LS	1.000	1.000	
3150	SPV.0105	Special 450. Trans And Inst St Furn Adpt Traffic Sig Cameras (STH 26 And IH 39 SB Ramps)	LS	1.000	1.000	
3160	SPV.0105	Special 451. Trans And Inst St Furn Adpt Traffic Sig Cameras (STH 26 And IH 39 NB Ramps)	LS	1.000	1.000	
3170	SPV.0105	Special 452. Install St Furn Microwave Vehicle Detection (STH 26 And IH 39 SB Ramps)	LS	1.000	1.000	
3180	SPV.0105	Special 453. Install St Furn Microwave Vehicle Detection (STH 26 And IH 39 NB Ramps)	LS	1.000	1.000	
3190	SPV.0105	Special 454. Inst St Furn Emer Vehicle Preempt Equipment (STH 26 And IH 39 SB Ramps)	LS	1.000	1.000	
3200	SPV.0105	Special 455. Inst St Furn Emer Vehicle Preempt Equipment (STH 26 And IH 39 NB Ramps)	LS	1.000	1.000	
3210	SPV.0105	Special 456. Temp Traf Sig For Inter Leave In Place (STH 26 And IH 39 SB Ramps)	LS	1.000	1.000	
3220	SPV.0105	Special 457. Temp Traf Sig For Inter Leave In Place (STH 26 And IH 39 NB Ramps)	LS	1.000	1.000	
3230	SPV.0105	Special 458. Traffic Signal And Diversion Trigger System Integrator	LS	1.000	1.000	
3240	SPV.0105	Special 650. Abandon Water Main In Place	LS	1.000		1.000
3250	SPV.0105	Special 651. Abandon Sanitary Sewer In Place	LS	1.000		1.000
3260	SPV.0165	Special 250. Fixed Message Signs Left In Place	SF	545.750	545.750	

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CLEARING AND GRUBBING

	STATION - STATION	ALIGNMENT	LOCATION	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
1005-10-73					
CATEGORY 1000					
IH 39/90					
STAGE 2	962+00 - 962+50	TWSB	IH 39/90 MEDIAN	0.5	0.5
	964+50 - 965+50	TWSB	IH 39/90 MEDIAN	1	1
STAGE 3	783+00 - 783+50	TWSB	IH 39/90 SB, LT	0.5	0.5
	784+75 - 785+25	TWSB	IH 39/90 SB, LT	0.5	0.5
	786+00 - 787+00	TWSB	IH 39/90 SB, LT	1	1
	824+75 - 825+75	TWSB	IH 39/90 SB, LT	1	1
	959+00 - 962+00	TWSB	IH 39/90 SB, LT	3	3
	985+75 - 986+75	TWSB	IH 39/90 SB, LT	1	1
	1018+50 - 1019+00	TWSB	IH 39/90 SB, LT	0.5	0.5
IH 39/90 SUBTOTAL				9	9
STH 26 INTERCHANGE					
STAGE 1B	107+75 - 109+25	CET	STH 26 NB, RT	1.5	1.5
	966+00 - 967+00	CAT	ON-RAMP CAT	1	1
STAGE 1D	960+50 - 961+00	CBT	OFF-RAMP CBT, LT	0.5	0.5
STH 26 INTERCHANGE SUBTOTAL				3	3
	UNDISTRIBUTED			3	3
	PROJECT TOTAL			**15**	**15**

REMOVING CONCRETE BARRIER

	STATION - STATION	ALI	LOCATION	204.0157 (LF)
1005-10-73				
CATEGORY 1000				
STH 26 INTERCHANGE				
STAGE 2	113+75 - 114+13	CWT	STH 26 SB	38
	UNDISTRIBUTED			12
	1005-10-73 TOTAL			50
1005-10-82				
CATEGORY 1700				
STH 26				
STAGE 1B - STH 26 WATERMAIN	114+13 - 115+13	CWT	RT & LT	100
	1005-10-82 TOTAL			100
	PROJECT TOTAL			**150**

REMOVING OLD STRUCTURE

	STATION	LOCATION	203.0200 REMOVING OLD STRUCTURE ITEM NO.	LS	COMMENTS	CATEGORY
1005-10-73						
IH 39/90						
STAGE 2	768+67 'TWSB'	IH 39/90 SB	.001	1	REMOVE FULL SPAN SIGN BRIDGE S-53-0025	6000
	908+05 'TWSB'	IH 39/90 NB	.002	1	REMOVE FULL SPAN SIGN BRIDGE S-53-0017	6010
	974+18 'TWSB'	IH 39/90 SB	.003	1	REMOVE FULL SPAN SIGN BRIDGE S-53-0003	6020
STAGE 3	937+14 'TWSB'	IH 39/90 SB	.004	1	REMOVE CANTILEVER SIGN BRIDGE S-53-0019	6030
	948+33 'TWSB'	IH 39/90 SB	.005	1	REMOVE CANTILEVER SIGN BRIDGE S-53-0018	6040
PROJECT TOTAL				**5**		

REMOVING CONCRETE SIDEWALK

	STATION - STATION	ALI	LOCATION	204.0155 (SY)
1005-10-73				
CATEGORY 1000				
STH 26 INTERCHANGE				
STAGE 1D	960+50 - 962+15	CBT	EXISTING LOOP RAMP	157
	963+90 - 966+60	CDT	EXISTING LOOP RAMP	155
	UNDISTRIBUTED			38
	PROJECT TOTAL			**350**

REMOVING INLETS

	STATION	LOCATION	OFFSET	204.0220 REMOVING INLETS (EACH)	NOTES
1005-10-73					
CATEGORY 1000					
IH 39/90					
STAGE 2	749+13 'TWSB'	IH 39/90 MEDIAN	30' RT	1	
	786+40 'TWSB'	IH 39/90 MEDIAN	29' RT	1	
	786+89 'TWSB'	IH 39/90 MEDIAN	32' RT	1	
	800+38 'TWSB'	IH 39/90 MEDIAN	38' RT	1	
	861+62 'TWSB'	IH 39/90 MEDIAN	28' RT	1	
	884+75 'TWSB'	IH 39/90 MEDIAN	30' RT	1	
	909+62 'TWSB'	IH 39/90 MEDIAN	29' RT	1	
	929+60 'TWSB'	IH 39/90 MEDIAN	33' RT	1	
	943+76 'TWSB'	IH 39/90 MEDIAN	33' RT	1	
	944+40 'TWSB'	IH 39/90 MEDIAN	33' RT	1	
	985+86 'TWSB'	IH 39/90 MEDIAN	35' RT	1	
	986+45 'TWSB'	IH 39/90 MEDIAN	32' RT	1	
	1033+18 'TWSB'	IH 39/90 MEDIAN	35' RT	1	
IH 39/90 SUBTOTAL				13	
STH 26 INTERCHANGE					
STAGE 1B	111+06 'CET'	STH 26 MEDIAN	18' LT	1	
STAGE 1D	958+96 'CBT'	EXISTING LOOP RAMP	30' RT	1	
	960+71 'CBT'	EXISTING LOOP RAMP	250' RT	1	
	963+01 'CBT'	EXISTING LOOP RAMP	156' RT	1	REMOVE CASTING ONLY
	960+02 'CDT'	EXISTING LOOP RAMP	307' RT	1	
	960+04 'CDT'	EXISTING LOOP RAMP	300' RT	1	
	963+09 'CDT'	EXISTING LOOP RAMP	55' RT	1	
	966+52 'CDT'	EXISTING LOOP RAMP	45' RT	1	
STAGE 1E	120+01 'CET'	STH 26 MEDIAN	19' LT	1	
STAGE 2	969+04 'CDT'	EXISTING LOOP RAMP	185' RT	1	REMOVE CASTING ONLY
STH 26 INTERCHANGE SUBTOTAL				10	
	PROJECT TOTAL			**23**	

REMOVING SMALL PIPE CULVERTS

	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS (EACH)	*204.0180 REMOVING DELINEATORS AND MARKERS (EACH)	REMARKS
1005-10-73					
CATEGORY 1000					
IH 39/90					
STAGE 2	743+63 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPRC, REMOVE ENDWALL ONLY
	758+63 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPRC, REMOVE ENDWALL AND APPROX. 3' OF PIPE
	778+62 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPRC, REMOVE ENDWALL ONLY
	796+62 'TWSB'	IH 39/90 MEDIAN	1	1	24" CPRC, REMOVE ENDWALL ONLY
	808+67 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPRC, REMOVE ENDWALL ONLY
	815+63 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPRC, REMOVE ENDWALL ONLY
	823+62 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPCS, REMOVE ENDWALL ONLY
	870+62 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPRC, REMOVE ENDWALL AND APPROX. 8' OF PIPE
	876+62 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPCS, REMOVE ENDWALL AND APPROX. 8' OF PIPE
	892+62 'TWSB'	IH 39/90 MEDIAN	1	1	24" CPRC, REMOVE ENDWALL ONLY
	892+62 'TWSB'	IH 39/90 MEDIAN	1	1	24" CPRC, REMOVE ENDWALL AND APPROX. 6' OF PIPE
	900+62 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPRC, REMOVE ENDWALL ONLY
	937+69 'TWSB'	IH 39/90 MEDIAN	1	1	24" CPRC, REMOVE ENDWALL AND APPROX. 12' OF PIPE
	951+19 'TWSB'	IH 39/90 MEDIAN	1	1	18" CPRC, REMOVE ENDWALL ONLY
	1003+19 'TWSB'	IH 39/90 MEDIAN	1	1	24" CPRC, REMOVE ENDWALL AND APPROX. 14' OR PIPE
STAGE 3	749+13 'TWSB'	IH 39/90 SB, LT	1	1	48" CPRC, REMOVE ENDWALL ONLY
	778+62 'TWSB'	IH 39/90 SB, LT	1	1	18" CPRC, REMOVE ENDWALL ONLY
	796+62 'TWSB'	IH 39/90 SB, LT	1	1	24" CPRC, REMOVE ENDWALL ONLY
	815+63 'TWSB'	IH 39/90 SB, LT	1	1	18" CPRC, REMOVE ENDWALL ONLY
	892+62 'TWSB'	IH 39/90 SB, LT	1	1	24" CPRC, REMOVE ENDWALL ONLY
	900+62 'TWSB'	IH 39/90 SB, LT	1	1	18" CPRC, REMOVE ENDWALL ONLY
	958+17 'TWSB'	IH 39/90 SB, LT	1	1	30" CPCS, REMOVE ENDWALL ONLY
		UNDISTRIBUTED	3	3	
	PROJECT TOTAL		**25**	**25**	

*ADDITIONAL QUANTITY FOUND IN TABLE "REMOVING DELINEATORS AND MARKERS"

REMOVING PAVEMENT

		STATION - STATION	ALIGNMENT	LOCATION	204.0100 REMOVING PAVEMENT (SY)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	SPV.0090.001 REMOVING HMA PAVEMENT SAFETY WEDGE LONGITUDINAL JOINT MILLING (LF)
1005-10-73							
CATEGORY 1000							
IH 39/90							
	STAGE 1	738+00 - 779+15	TWSB	LT	--	905	--
		780+29 - 799+05	TWSB	LT	--	491	--
		800+20 - 806+34	TWSB	LT	--	159	--
		807+43 - 848+94	TWSB	LT	--	913	--
		850+31 - 862+07	TWSB	LT	--	127	--
		863+24 - 921+82	TWSB	LT	--	1,218	--
		924+87 - 962+44	TWSB	LT	--	797	--
		964+53 - 981+58	TWSB	LT	--	363	--
		983+00 - 1014+05	TWSB	LT	--	680	--
		1016+79 - 1036+71	TWSB	LT	--	431	--
	STAGE 2	738+00 - 779+15	TWSB	RT	1,413	--	4115
		780+29 - 799+05	TWSB	RT	948	--	1876
		800+20 - 806+34	TWSB	RT	203	--	614
		807+43 - 848+94	TWSB	RT	1,384	--	4151
		850+31 - 862+07	TWSB	RT	389	--	1176
		863+24 - 921+82	TWSB	RT	2,069	--	5858
		924+87 - 962+44	TWSB	RT	1,372	--	3757
		964+53 - 981+58	TWSB	RT	568	--	1705
		983+00 - 1014+05	TWSB	RT	1,225	--	3105
		1016+79 - 1036+71	TWSB	RT	626	--	621
	STAGE 3	738+00 - 779+15	TWSB	LT	2792	1119	4115
		780+29 - 799+05	TWSB	LT	2121	--	1876
		800+20 - 806+34	TWSB	LT	706	--	614
		807+43 - 848+94	TWSB	LT	4797	--	4151
		850+31 - 862+07	TWSB	LT	1,452	--	1176
		863+24 - 921+82	TWSB	LT	6654	472	5858
		924+87 - 962+44	TWSB	LT	3850	659	3757
		964+53 - 981+58	TWSB	LT	1390	597	1705
		983+00 - 1014+05	TWSB	LT	3650	--	3105
		1016+79 - 1036+71	TWSB	LT	2,235	--	1992
IH 39/90 SUBTOTAL					39,845	8,932	55,327
USH 14							
	STAGE 2	250+00 - 250+50	HEA	RT	32	--	--
		249+20 - 249+70	HWA	LT	22	--	--
USH 14 SUBTOTAL					54	0	0
STH 26 INTERCHANGE							
	STAGE 1A	108+46 - 108+65	CWT	STH 26, LT	29	--	--
	STAGE 1B	108+25 - 109+25	CET	STH 26, MEDIAN	175	--	--
	STAGE 1C	958+62 - 962+58	CCT	EXISTING SB ON-RAMP	1,055	687	--
		964+74 - 970+25	CAT	EXISTING NB ON-RAMP	1,385	908	--
	STAGE 1D	958+50 - 965+02	CBT	EXISTING LOOP RAMP	3,160	722	--
		959+70 - 969+50	CDT	EXISTING LOOP RAMP	3,187	535	--
	STAGE 1E	119+00 - 119+70	CET	STH 26, MEDIAN	138	--	--
		952+70 - 965+02	CBT	EXISTING NB OFF-RAMP	3,741	1,317	--
	STAGE 2	113+30 - 113+70	CET	STH 26, RT	25	--	--
			CWT	STH 26, LT	11		
STH 26 INTERCHANGE SUBTOTAL					12,906	4,169	0
			UNDISTRIBUTED		2,695	699	2773
		1005-10-73 TOTAL			55,500	13,800	58,100
1005-10-82							
CATEGORY 1700							
USH 14							
	STAGE 1 - USH 14 WATERMAIN	246+87 - 251+96	HWA	USH 14, LT	790	200	-
USH 14 SUBTOTAL					790	200	0
STH 26							
	STAGE 1A - STH 26 SANITARY	112+71 - 115+47	CET	STH 26, LT & RT	150	90	-
	STAGE 1B - STH 26 WATERMAIN	112+32 - 115+37	CWT	STH 26, LT & RT	485	20	-
STH 26 SUBTOTAL					635	110	0
		1005-10-82 TOTAL			1,425	310	0
		PROJECT TOTAL			**56,925**	**14,110**	**58,100**

SALVAGING CABLE GUARD

	STATION	-	STATION	ALI	LOCATION	SPV.0060.003 SALVAGE TERMINAL HIGH-TENSION CABLE TL-3, SAFENCE (EACH)	SPV.0090.002 SALVAGE HIGH-TENSION CABLE TL-3, SOCKETED, SAFENCE (LF)
1005-10-73							
CATEGORY 1000							
IH 39/90							
STAGE 2	780+68	-	786+35	TWSB	IH 39/90 MEDIAN	2	570
	786+90	-	798+64	TWSB	IH 39/90 MEDIAN	2	1,175
	800+48	-	805+69	TWSB	IH 39/90 MEDIAN	4	825
	807+81	-	848+53	TWSB	IH 39/90 MEDIAN	2	4,075
	UNDISTRIBUTED					2	335
	PROJECT TOTAL					**12**	**6,980**

REMOVING GUARDRAIL

		STATION	-	STATION	ALIGNMENT	LOCATION	204.0165 (LF)
1005-10-73							
CATEGORY 1000							
IH 39/90							
	STAGE 2	754+13	-	756+46	TWSB	IH 39/90 MEDIAN	480
		767+90	-	769+45	TWSB	IH 39/90 MEDIAN	320
		778+80	-	779+07	TWSB	IH 39/90 MEDIAN	105
		797+95	-	799+05	TWSB	IH 39/90 MEDIAN	110
		800+20	-	801+30	TWSB	IH 39/90 MEDIAN	110
		805+10	-	806+20	TWSB	IH 39/90 MEDIAN	110
		847+75	-	849+00	TWSB	IH 39/90 MEDIAN	135
		816+00	-	862+05	TWSB	IH 39/90 MEDIAN	110
		905+20	-	908+15	TWSB	IH 39/90 NB	540
		908+15	-	910+90	TWSB	IH 39/90 MEDIAN	290
		918+25	-	922+00	TWSB	IH 39/90 MEDIAN	380
		924+50	-	928+20	TWSB	IH 39/90 MEDIAN	410
		959+75	-	962+50	TWSB	IH 39/90 MEDIAN	320
		964+50	-	968+25	TWSB	IH 39/90 MEDIAN	400
		974+00	-	977+25	TWSB	IH 39/90 MEDIAN	320
		980+50	-	981+65	TWSB	IH 39/90 MEDIAN	110
		1013+40	-	1014+50	TWSB	IH 39/90 MEDIAN	110
	STAGE 3	786+25	-	769+90	TWSB	IH 39/90 SB, LT	155
		863+20	-	866+00	TWSB	IH 39/90 SB, LT	270
		924+50	-	927+25	TWSB	IH 39/90 SB, LT	230
		937+00	-	939+50	TWSB	IH 39/90 SB, LT	240
		948+25	-	950+75	TWSB	IH 39/90 SB, LT	245
		975+00	-	981+50	TWSB	IH 39/90 SB, LT	630
		982+85	-	990+75	TWSB	IH 39/90 SB, LT	785
		1010+50	-	1013+75	TWSB	IH 39/90 SB, LT	315
		1016+75	-	1022+85	TWSB	IH 39/90 SB, LT	610
IH 39/90 SUBTOTAL							7,840
STH 26 INTERCHANGE							
	STAGE 1B	112+40	-	115+25	CET	STH 26 MEDIAN	570
STH 26 INTERCHANGE SUBTOTAL							570
		PROJECT TOTAL					**8,410**

REMOVING CONCRETE FLUME

		STATION	ALIGNMENT	LOCATION	204.9180.S.001 (SY)
1005-10-73					
CATEGORY 1000					
STH 26 INTERCHANGE					
	STAGE 1D	964+29	CBT	22' LT	5
		964+47	CBT	56' LT	6
		PROJECT TOTAL			**11**

REMOVING DELINEATORS AND MARKERS

		STATION - STATION	ALIGNMENT	LOCATION	*204.0180 (EACH)
1005-10-73					
CATEGORY 1000					
IH 39/90					
	STAGE 3	738+00 - 779+15	TWSB	LT	8
		780+29 - 799+05	TWSB	LT	3
		800+20 - 806+34	TWSB	LT	0
		807+43 - 848+94	TWSB	LT	8
		850+31 - 862+07	TWSB	LT	2
		863+24 - 921+82	TWSB	LT	23
		924+87 - 962+44	TWSB	LT	10
		964+53 - 981+58	TWSB	LT	13
		983+00 - 1014+05	TWSB	LT	2
		1016+79 - 1036+71	TWSB	LT	4
IH 39/90 SUBTOTAL					73
STH 26 INTERCHANGE					
	STAGE 1C	958+62 - 962+58	CCT	EXISTING SB ON-RAMP	10
		964+74 - 970+25	CAT	EXISTING NB ON-RAMP	5
	STAGE 1D	958+50 - 965+02	CBT	EXISTING LOOP RAMP	25
		959+70 - 969+50	CDT	EXISTING LOOP RAMP	16
	STAGE 1E	952+00 - 965+02	CBT	EXISTING NB OFF-RAMP	20
STH 26 INTERCHANGE SUBTOTAL					76
		UNDISTRIBUTED			6
		PROJECT TOTAL			**155**

*ADDITIONAL QUANTITY FOUND IN TABLE "REMOVING SMALL PIPE CULVERTS"

3

REMOVING STORM SEWER

	STATION	LOCATION	OFFSET	204.0245.001 12-INCH (LF)	204.0245.002 15-INCH (LF)	204.0245.003 18-INCH (LF)	204.0245.004 24-INCH (LF)	204.0245.005 30-INCH (LF)	204.0245.006 36-INCH (LF)	204.0245.007 48-INCH (LF)
1005-10-73										
CATEGORY 1000										
IH 39/90										
STAGE 2	749+13 'TWSB'	IH 39/90 MEDIAN	30' RT	--	--	--	--	--	--	15
	786+70 'TWSB'	IH 39/90 MEDIAN	30' RT	--	--	50	--	--	--	--
	800+38 'TWSB'	IH 39/90 MEDIAN	34' RT			8				
	884+75 'TWSB'	IH 39/90 MEDIAN	30' RT	--	--	--	15	--	--	--
	909+62 'TWSB'	IH 39/90 MEDIAN	30' RT	--	--	--	--	--	21	--
	929+60 'TWSB'	IH 39/90 MEDIAN	34' RT	--	--	15	--	--	--	--
	944+20 'TWSB'	IH 39/90 MEDIAN	34' RT	--	--	65	--	--	--	--
	986+15 'TWSB'	IH 39/90 MEDIAN	34' RT	--	--	60	--	--	--	--
	1033+18 'TWSB'	IH 39/90 MEDIAN	34' RT	--	--	--	--	--	24	--
IH 39/90 SUBTOTAL				0	0	198	15	0	45	15
STH 26 INTERCHANGE										
STAGE 1B	111+06 'CET'	STH 26 MEDIAN	18' LT	--	--	10	--	--	--	--
STAGE 1D	958+95 'CBT'	EXISTING LOOP RAMP	30' RT	--	--	--	--	102	--	--
	960+71 'CBT'	EXISTING LOOP RAMP	250' RT	35	--	--	--	--	--	--
	963+09 'CDT'	EXISTING LOOP RAMP	55' RT	--	20	--	--	--	--	--
	966+52 'CDT'	EXISTING LOOP RAMP	45' RT	--	30	--	--	--	--	--
STH 26 INTERCHANGE SUBTOTAL				35	50	10	0	102	0	0
		PROJECT TOTAL		**35**	**50**	**208**	**15**	**102**	**45**	**15**

EXCAVATION SUMMARY

1005-10-73 Category		From/To Station	Location	Cut (2)	205.0100 Excavation Common (1) (CY) EBS Excavation (3)	Salvaged/ Unusable Pavement Material	Available Material (4)	Unexpanded Fill	SPV.0035.001 Roadway Embankment (CY) (5)	208.1100 Select Borrow (CY) (6)	Mass Ordinate +/- (7)	Comment:
1000	DIV. 1	955+50 - 957+96	(DIV 1-5) STH 26 TEMPORARY NB OFF RAMP 'CBTT' - STAGE 1 CONSTRUCTION	12	346	0	12	2,718	2,718	450	-2,706	
		952+70 - 965+03	(DIV 1-8) STH 26 NB OFF RAMP 'CBT' - STAGE 1 CONSTRUCTION	5,315	2,708	27	5,288	10,782	10,782	3,520	-5,494	
		958+63 - 962+11	(DIV 1-9) STH 26 SB ON RAMP 'CCT' - STAGE 1 CONSTRUCTION	1,997	272	28	1,969	178	178	353	1,791	Excess Available Material used within Division 1
		105+46 - 119+68	(DIV 1-10) STH 26 NB TEMPORARY WIDENING 'CET' - STAGE 1 CONSTRUCTION	1,105	365	78	1,027	177	177	475	850	Excess Available Material used within Division 1
		108+07 - 121+76	(DIV 1-11) STH 26 SB TEMPORARY WIDENING 'CWT' - STAGE 1 CONSTRUCTION	1,235	731	71	1,164	448	448	951	716	Excess Available Material used within Division 1
		964+74 - 970+24	(DIV 1-12) STH 26 NB ON RAMP 'CAT' - STAGE 1 CONSTRUCTION	1,117	1,208	26	1,091	1,952	1,952	1,571	-861	
	DIV. 2	738+00 - 1022+99	(DIV 2-1) SB IH 39/90 TEMPORARY WIDENING 'TWSB' - STAGE 2 CONSTRUCTION	31,799	20,184	289	31,509	14,267	14,267	26,239	17,242	Excess Available Material used within Division 2
		781+49 - 797+84	(DIV 2-2) PALMER DRIVE CROSSOVER 'COP' - STAGE 2 CONSTRUCTION	2,442	143	18	2,424	167	167	186	2,258	Excess Available Material used within Division 2
		904+59 - 909+05	(DIV 2-3) USH 14 TEMPORARY NB OFF RAMP 'HBT' - STAGE 2 CONSTRUCTION	112	111	4	108	234	234	144	-126	
		933+66 - 939+00	(DIV 2-4) USH 14 TEMPORARY NB ON RAMP 'HAT' - STAGE 2 CONSTRUCTION	165	820	3	162	941	941	1,066	-779	
		952+46 - 955+44	(DIV 2-5) STH 26 TEMPORARY NB OFF RAMP 'CBTT' - STAGE 2 CONSTRUCTION	133	148	3	131	30	30	193	100	Excess Available Material used within Division 2
		2+50 - 17+97	(DIV 2-6) KENNEDY CROSSOVER 'COK' - STAGE 2 CONSTRUCTION	1,715	228	17	1,698	505	505	296	1,193	Excess Available Material used within Division 2
	DIV. 3	742+27 - 1036+71	(DIV 3-1) SB IH 39/90 TEMPORARY WIDENING 'TWSB' - STAGE 3 CONSTRUCTION	9,130	24,949	0	9,130	38,647	38,647	32,434	-29,517	
			CATEGORY 1000 SUBTOTAL	56,276	52,213	564	55,712	71,045	71,045	67,878	-15,333	
			SUBTOTALS	56,276	52,213	564	55,712	71,045	71,045	67,878	-15,333	
			TOTALS		**108,489**				**71,045**	**67,878**		

Note 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
Note 2) Salvaged/Unusable Pavement Material is included in Cut.
Note 3) EBS Excavation to be backfilled with Select Borrow (Item number 208.1100). All EBS material is to be wasted offsite.
Note 4) Available Material = Cut - Salvaged/Unusable Pavement Material
Note 5) Roadway Embankment = Unexpanded Fill
Note 6) Used to backfill EBS. (Fill Factor used = 1.3)
Note 7) 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. Mass Ordinate = Available Material - Unexpanded Fill. The Mass Ordinate is for information purposes only as Common Excavation and Roadway Embankment are not balanced and does not guarantee the quality of Common Excavation, and if it can be reused onsite.

BASE AGGREGATE

		STATION - STATION	ALI	O/S	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)
1005-10-73							
CATEGORY 1000							
IH 39/90							
	STAGE 2	738+00 - 779+15	TWSB	RT	-	15,239	-
		780+29 - 799+05	TWSB	RT	-	6,420	-
		800+20 - 806+34	TWSB	RT	-	2,146	-
		807+43 - 848+94	TWSB	RT	-	15,674	-
		850+31 - 862+07	TWSB	RT	-	4,247	-
		863+24 - 921+82	TWSB	RT	-	21,967	-
		924+87 - 962+44	TWSB	RT	81	14,119	-
		964+53 - 981+58	TWSB	RT	39	5,454	-
		983+00 - 1014+05	TWSB	RT	-	10,174	-
		1016+79 - 1036+71	TWSB	RT	-	2,039	-
	STAGE 3	738+00 - 779+15	TWSB	LT	-	8,669	-
		780+29 - 799+05	TWSB	LT	-	1,952	-
		800+20 - 806+34	TWSB	LT	-	151	-
		807+43 - 848+94	TWSB	LT	-	4,625	-
		850+31 - 862+07	TWSB	LT	-	1,113	-
		863+24 - 921+82	TWSB	LT	206	6,310	-
		924+87 - 962+44	TWSB	LT	70	6,023	-
		964+53 - 981+58	TWSB	LT	144	2,164	-
		983+00 - 1014+05	TWSB	LT	391	5,655	-
		1016+79 - 1036+71	TWSB	LT	142	2,378	-
IH 39/90 SUBTOTAL					1,073	136,519	0
PALMER DRIVE CROSSOVER							
	STAGE 2	781+49 - 797+85	COP	-	-	3,748	2,404
PALMER DRIVE CROSSOVER SUBTOTAL					0	3,748	2,404
KENNEDY ROAD CROSSOVER							
	STAGE 2	2+50 - 17+97	COK	-	-	2,407	4,256
KENNEDY ROAD CROSSOVER SUBTOTAL					0	2,407	4,256
USH 14 EB							
	STAGE 2	250+06 - 250+45	HEA	RT	-	9	-
USH 14 EB SUBTOTAL					0	9	0
USH 14 WB							
	STAGE 2	249+21 - 249+60	HWA	LT	-	7	-
USH 14 WB SUBTOTAL					0	7	0
STH 26 NB							
	STAGE 1B	108+06 - 117+49	CET	LT	-	704	-
	STAGE 1C	105+46 - 106+86	CET	RT	13	239	-
		108+81 - 110+28	CET	LT	-	29	-
	STAGE 1E	119+40 - 119+68	CET	LT	3	19	-
	STAGE 2	113+33 - 113+71	CET	RT	-	8	-
STH 26 NB SUBTOTAL					16	999	0

BASE AGGREGATE (CONT'D)

		STATION - STATION	ALI	O/S	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)
1005-10-73							
CATEGORY 1000							
STH 26 SB							
	STAGE 1A	108+46 - 108+65	CWT	LT	3	44	-
	STAGE 1B	108+29 - 109+00	CWT	RT	-	145	-
		110+28 - 117+31	CWT	RT	-	966	-
		118+53 - 120+22	CWT	LT	16	267	-
	STAGE 1C	108+51 - 110+28	CWT	RT	3	330	-
		120+22 - 121+77	CWT	LT	14	255	-
	STAGE 1E	118+97 - 119+58	CWT	RT	6	41	-
	STAGE 2	113+76 - 114+13	CWT	LT	-	11	-
STH 26 SB SUBTOTAL					42	2,059	0
RAMP CAT							
	STAGE 1B	964+74 - 967+60	CAT	-	38	1,231	-
	STAGE 1C	967+60 - 970+24	CAT	-	65	739	-
RAMP CAT SUBTOTAL					103	1,970	0
RAMP CBT							
	STAGE 1D	956+55 - 965+03	CBT	-	321	3,349	-
	STAGE 1E	952+70 - 956+55	CBT	-	53	1,134	-
RAMP CBT SUBTOTAL					374	4,483	0
RAMP CCT							
	STAGE 1B	961+38 - 962+58	CCT	-	31	807	-
	STAGE 1C	958+63 - 961+38	CCT	-	60	779	-
RAMP CCT SUBTOTAL					91	1,586	0
RAMP CBTT							
	STAGE 2	952+46 - 957+97	CBTT	-	-	711	-
RAMP CBTT SUBTOTAL					0	711	0
RAMP HAT							
	STAGE 2	933+85 - 939+00	HAT	-	-	1,514	-
RAMP HAT SUBTOTAL					0	1,514	0
RAMP HBT							
	STAGE 2	904+59 - 913+31	HBT	-	-	1,600	-
RAMP HBT SUBTOTAL					0	1,600	0
				UNDISTRIBUTED	171	15,888	740
				1005-10-73 TOTAL	1,870	173,500	7,400
1005-10-82							
CATEGORY 1700							
USH 14							
STAGE 1 - USH 14 WATERMAIN		246+87 - 251+96	HWA	-	-	830	-
USH 14 SUBTOTAL					0	830	0
STH 26							
STAGE 1A - STH 26 SANITARY		112+71 - 115+47	CET	-	-	225	-
STAGE 1B - STH 26 WATERMAIN		112+32 - 115+37	CWT	-	-	385	-
STH 26 SUBTOTAL					0	610	0
				UNDISTRIBUTED	0	60	0
				1005-10-82 TOTAL	0	1,500	0
				PROJECT TOTAL	**1,870**	**175,000**	**7,400**

*ADDITIONAL QUANTITY FOUND IN "TEMPORARY PAVEMENT" TABLE

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

		STA	STA	ALI	O/S	211.0400 (STA)
1005-10-73						
CATEGORY 1000						
IH 39/90						
	STAGE 1	738+00	779+15	TWSB	RT	41
		780+29	799+05	TWSB	RT	19
		800+20	806+34	TWSB	RT	6
		807+43	848+94	TWSB	RT	42
		850+31	862+07	TWSB	RT	12
		863+24	921+82	TWSB	RT	59
		924+87	962+44	TWSB	RT	38
		964+53	981+58	TWSB	RT	17
		983+00	1014+05	TWSB	RT	31
		1016+79	1036+71	TWSB	RT	20
IH 39/90 SUBTOTAL						285
				PROJECT TOTAL		**285**

TEMPORARY PAVEMENT

LOCATION		STATION - STATION	ALI	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)
1005-10-73					
CATEGORY 1000					
STH 26 NB					
	STAGE 1A	108+54 - 109+94	CET	279	78
		UNDISTRIBUTED		11	7
STH 26 NB SUBTOTAL				290	85
		PROJECT TOTAL		**290**	**85**

*ADDITIONAL QUANTITY FOUND IN "BASE AGGREGATE" TABLE

CONCRETE SURFACE DRAINS

		STATION	ALI	O/S	416.1010 (CY)
1005-10-73					
CATEGORY 1000					
IH 39/90					
	STAGE 3	863+41	TWSB	LT	3
	STAGE 3	925+04	TWSB	LT	3
		UNDISTRIBUTED			4
		PROJECT TOTAL			**10**

ASPHALTIC FLUMES

		STATION	ALI	O/S	465.0315 (SY)
1005-10-73					
CATEGORY 1000					
STH 26 NB					
	STAGE 1B	112+19	CET	LT	8
	STAGE 1C	109+62	CET	LT	15
STH 26 NB SUBTOTAL					23
STH 26 SB					
	STAGE 1B	112+15	CWT	RT	8
STH 26 SB SUBTOTAL					8
RAMP CBT					
	STAGE 1D	963+74	CBT	LT	8
		964+49	CBT	RT	8
RAMP CBT SUBTOTAL					16
RAMP CCT					
	STAGE 1B	962+32	CCT	LT	9
RAMP CCT SUBTOTAL					9
		UNDISTRIBUTED			4
		PROJECT TOTAL			**60**

CONCRETE PAVEMENT ITEMS

		STA	STA	ALI	O/S	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0410 CONCRETE PAVEMENT APPROACH SLAB (SY)	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)	416.1715 CONCRETE PAVEMENT REPAIR SHES (SY)	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY)
1005-10-73											
CATEGORY 1000											
IH 39/90											
	STAGE 1	765+66	765+82	TWSB	LT	-	-	5	-	-	18
		777+96	778+17	TWSB	LT	-	-	7	-	-	26
		778+76	778+82	TWSB	LT	-	-	-	-	7	-
		780+39	780+45	TWSB	LT	-	-	-	-	7	-
		782+88	782+94	TWSB	LT	-	-	-	-	8	-
		801+10	801+16	TWSB	LT	-	-	-	-	6	-
		803+82	803+88	TWSB	LT	-	-	-	-	7	-
		804+77	804+83	TWSB	LT	-	-	-	-	7	-
		809+48	809+54	TWSB	LT	-	-	-	-	7	-
		811+03	811+34	TWSB	LT	-	-	10	-	-	36
		813+45	813+51	TWNB	LT	-	-	-	-	7	-
		815+59	815+65	TWSB	LT	-	-	-	-	7	-
		825+83	825+89	TWSB	LT	-	-	-	-	7	-
		847+00	847+30	TWSB	LT	-	-	10	-	-	36
		847+63	847+92	TWSB	LT	-	-	9	-	-	35
		848+26	848+32	TWSB	LT	-	-	-	-	6	-
		850+53	851+33	TWSB	LT	-	-	26	-	-	111
		853+06	854+36	TWSB	LT	-	-	43	-	-	151
		855+11	855+72	TWSB	LT	-	-	20	-	-	72
		856+03	858+02	TWSB	LT	-	-	66	-	-	230
		858+78	859+24	TWSB	LT	-	-	15	-	-	52
		861+00	861+83	TWSB	LT	-	-	27	-	-	107
		861+94	862+00	TWSB	LT	-	-	-	-	6	-
		863+33	863+39	TWSB	LT	-	-	-	-	6	-
		866+88	867+35	TWSB	LT	-	-	15	-	-	56
		873+78	873+96	TWSB	LT	-	-	6	-	-	22
		874+27	874+56	TWSB	LT	-	-	9	-	-	35
		877+64	877+94	TWSB	LT	-	-	10	-	-	37
		878+18	878+24	TWSB	LT	-	-	-	-	7	-
		880+66	880+72	TWSB	LT	-	-	-	-	8	-
		881+74	881+80	TWSB	LT	-	-	-	-	6	-
		881+89	881+95	TWSB	LT	-	-	-	-	6	-
		882+05	882+11	TWSB	LT	-	-	-	-	7	-
		882+30	883+25	TWSB	LT	-	-	31	-	-	116
		884+30	884+80	TWSB	LT	-	-	16	-	-	64
		889+03	889+43	TWSB	LT	-	-	13	-	-	50
		889+86	890+26	TWSB	LT	-	-	10	-	-	37
		927+62	927+89	TWSB	LT	-	-	9	-	-	29
		928+24	928+54	TWSB	LT	-	-	10	-	-	32
		929+57	929+77	TWSB	LT	-	-	6	-	-	21
		930+27	930+69	TWSB	LT	-	-	14	-	-	44
		955+38	955+48	TWSB	LT	-	-	-	-	12	-
		961+82	961+88	TWSB	LT	-	-	-	-	6	-
		961+95	962+01	TWSB	LT	-	-	-	-	5	-
		968+57	968+75	TWSB	LT	-	-	6	-	-	20
		969+71	970+11	TWSB	LT	-	-	13	-	-	44
		979+67	979+73	TWSB	LT	-	-	-	-	7	-
		981+17	981+23	TWSB	LT	-	-	-	-	7	-
		982+99	983+05	TWSB	LT	-	-	-	-	7	-
		983+10	983+16	TWSB	LT	-	-	-	-	7	-
		999+37	999+57	TWSB	LT	-	-	6	-	-	23
		1001+28	1001+43	TWSB	LT	-	-	5	-	-	17
		1017+29	1017+35	TWSB	LT	-	-	-	-	7	-
		1032+40	1032+86	TWSB	LT	-	-	15	-	-	50
	STAGE 2	921+57	921+98	TWSB	RT	5	60	-	-	-	-
		924+37	924+66	TWSB	RT	3	54	-	-	-	-
		962+30	962+51	TWSB	RT	4	40	-	-	-	-
		964+54	964+76	TWSB	RT	4	43	-	-	-	-
	STAGE 3	742+27	745+21	TWSB	LT	-	-	196	-	-	201
		768+35	769+29	TWSB	LT	-	-	63	-	-	90
		912+80	914+69	TWSB	LT	-	-	126	-	-	160
		937+09	937+25	TWSB	LT	-	-	10	-	-	5
		951+48	954+96	TWSB	LT	-	-	233	-	-	274
		965+17	966+64	TWSB	LT	-	-	99	-	-	151
		973+17	974+54	TWSB	LT	-	-	91	-	-	149
IH 39/90 SUBTOTAL						16	196	1,250	0	180	2,601

CONCRETE PAVEMENT ITEMS (CONT'D)

	STA	STA	ALI	O/S	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0410 CONCRETE PAVEMENT APPROACH SLAB (SY)	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)	416.1715 CONCRETE PAVEMENT REPAIR SHES (SY)	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY)
KENNEDY ROAD CROSSOVER										
STAGE 2	11+17	17+97	COK	RT	5,096	-	226	-	-	-
KENNEDY ROAD CROSSOVER SUBTOTAL					5,096	0	226	0	0	0
USH 14 EB										
STAGE 2	250+45	250+60	HEA	RT	17	-	-	-	-	-
USH 14 EB SUBTOTAL					17	0	0	0	0	0
USH 14 WB										
STAGE 2	249+21	249+60	HWA	LT	12	-	-	-	-	-
USH 14 WB SUBTOTAL					12	0	0	0	0	0
STH 26 NB										
STAGE 2	113+33	113+71	CET	RT	15	-	-	-	-	-
STH 26 NB SUBTOTAL					15	0	0	0	0	0
STH 26 SB										
STAGE 1C	108+85	109+54	CWT	RT	127	-	-	-	-	-
STAGE 2	113+76	114+13	CWT	LT	23	-	-	-	-	-
STH 26 SB SUBTOTAL					150	0	0	0	0	0
RAMP CAT										
STAGE 1B	965+04	966+11	CAT	RT	125	-	-	-	-	-
RAMP CAT SUBTOTAL					125	0	0	0	0	0
RAMP CBT										
STAGE 1D	964+50	964+89	CBT	RT	51	-	-	-	-	-
RAMP CBT SUBTOTAL					51	0	0	0	0	0
RAMP CCT										
STAGE 1B	960+92	962+40	CCT	RT	147	-	-	-	-	-
RAMP CCT SUBTOTAL					147	0	0	0	0	0
		UNDISTRIBUTED			280	14	104	90	100	129
		PROJECT TOTAL			**5,880**	**210**	**1,580**	**90**	**280**	**2,730**

CONCRETE SIDWALK 5-INCH

	STATION	ALI	O/S	LOCATION	602.0410 (SF)
1005-10-73					
CATEGORY 1000					
RAMP CAT					
STAGE 1B	964+87	CAT	RT	ISLAND	388
RAMP CAT SUBTOTAL					388
RAMP CBT					
STAGE 1D	964+81	CBT	RT	ISLAND	388
RAMP CBT SUBTOTAL					388
RAMP CCT					
STAGE 1B	962+46	CCT	LT	ISLAND	331
RAMP CCT SUBTOTAL					331
				UNDISTRIBUTED	53
				PROJECT TOTAL	**1,160**

CONCRETE MEDIAN SLOPED NOSE

	STATION	ALI	O/S	LOCATION	620.0300 (SF)
1005-10-73					
CATEGORY 1000					
STH 26 NB					
STAGE 1B	117+29	CET	LT	MEDIAN	2
STH 26 NB SUBTOTAL					2
STH 26 SB					
STAGE 1B	108+27	CWT	RT	MEDIAN	2
	116+58	CWT	RT	MEDIAN	15
STAGE 1C	108+85	CWT	RT	MEDIAN	19
STH 26 SB SUBTOTAL					36
RAMP CAT					
STAGE 1B	964+81	CAT	RT	ISLAND	2
	964+82	CAT	RT	ISLAND	12
RAMP CAT SUBTOTAL					14
RAMP CBT					
STAGE 1D	964+42	CBT	RT	ISLAND	12
	964+98	CBT	RT	ISLAND	2
RAMP CBT SUBTOTAL					14
RAMP CCT					
STAGE 1B	962+51	CCT	LT	ISLAND	2
	962+52	CCT	LT	ISLAND	12
RAMP CCT SUBTOTAL					14
				UNDISTRIBUTED	5
				PROJECT TOTAL	**85**

HMA PAVEMENT ITEMS

LOCATION		STATION - STATION	ALI	455.0105 ASPHALTIC MATERIAL PG58-28 (TON)	455.0120 ASPHALTIC MATERIAL PG64-28 (TON)	455.0605 TACK COAT (GAL)	460.1110 HMA PAVEMENT TYPE E-10 (TON)	460.1130 HMA PAVEMENT TYPE E-30 (TON)
1005-10-73								
CATEGORY 1000								
IH 39/90								
	STAGE 1	738+00 - 779+15	TWSB	18	-	63	325	-
		780+29 - 799+05	TWSB	9	-	42	167	-
		800+20 - 806+34	TWSB	3	-	14	54	-
		807+43 - 848+94	TWSB	18	-	66	331	-
		850+31 - 862+07	TWSB	4	-	9	78	-
		863+24 - 921+82	TWSB	25	-	85	456	-
		924+87 - 962+44	TWSB	16	-	56	296	-
		964+53 - 981+58	TWSB	7	-	25	134	-
		983+00 - 1014+05	TWSB	14	-	48	246	-
		1016+79 - 1036+71	TWSB	9	-	30	155	-
	STAGE 2	738+00 - 779+15	TWSB	192	119	1078	-	5,650
		780+29 - 799+05	TWSB	88	55	496	-	2,602
		800+20 - 806+34	TWSB	27	17	154	-	806
		807+43 - 848+94	TWSB	198	122	1108	-	5,808
		850+31 - 862+07	TWSB	54	33	302	-	1,582
		863+24 - 921+82	TWSB	278	172	1560	-	8,177
		924+87 - 962+44	TWSB	173	107	972	-	5,094
		964+53 - 981+58	TWSB	68	42	378	-	1,987
		983+00 - 1014+05	TWSB	126	78	707	-	3,713
		1016+79 - 1036+71	TWSB	26	16	143	-	752
	STAGE 3	738+00 - 779+15	TWSB	66	43	519	-	1,990
		780+29 - 799+05	TWSB	36	21	195	-	1,037
		800+20 - 806+34	TWSB	9	5	48	-	255
		807+43 - 848+94	TWSB	80	49	441	-	2,341
		850+31 - 862+07	TWSB	22	13	120	-	635
		863+24 - 921+82	TWSB	105	64	643	-	3,075
		924+87 - 962+44	TWSB	99	63	654	-	2,947
		964+53 - 981+58	TWSB	36	24	297	-	1,088
		983+00 - 1014+05	TWSB	82	50	454	-	2,396
		1016+79 - 1036+71	TWSB	36	23	207	-	1,099
		UNDISTRIBUTED		-	-	-	-	-
IH 39/90 SUBTOTAL				1,925	1,114	10,916	2,241	53,033
PALMER DRIVE CROSSOVER								
	STAGE 2	781+49 - 797+85	COP	30	19	170	-	886
PALMER DRIVE CROSSOVER SUBTOTAL				30	19	170	0	886
STH 26 NB								
	STAGE 1B	111+34 - 116+59	CET	6	4	42	176	-
	STAGE 1C	105+45 - 106+85	CET	2	2	16	67	-
	STAGE 1E	119+40 - 119+68	CET	1	1	1	3	-
STH 26 NB SUBTOTAL				9	7	59	246	0

ADJUSTING INLETS

	STATION	LOCATION	611.8115 ADJUSTING INLET COVERS EACH
1005-10-73			
CATEGORY 1000			
IH 39/90			
STAGE 3	780+40 'TWSB'	35' LT	1
	799+00 'TWSB'	36' LT	1
	806+30 'TWSB'	35' LT	1
	850+47 'TWSB'	34' LT	1
	962+21 'TWSB'	36' LT	1
	UNDISTRIBUTED		2
	PROJECT TOTAL		**7**

COVER PLATES PERMANENT

	STATION	O/S	LOCATION	SPV.0060.004 EACH
1005-10-73				
CATEGORY 1000				
STH 26 INTERCHANGE				
STAGE 1D	963+01'CBT'	RT	EXISTING LOOP RAMP	1
	969+04'CDT'	RT	EXISTING LOOP RAMP	1
	PROJECT TOTAL			**2**

WATER

	USE	624.0100 (MGAL)
1005-10-73		
CATEGORY 1000		
STAGE 1	BASE COMPACTION	220
	DUST CONTROL	220
STAGE 2	BASE COMPACTION	2,070
	DUST CONTROL	2,070
STAGE 3	BASE COMPACTION	740
	DUST CONTROL	740
	PROJECT TOTAL	**6,060**

HMA PAVEMENT ITEMS (CONT'D)

LOCATION		STATION - STATION	ALI	455.0105 ASPHALTIC MATERIAL PG58-28 (TON)	455.0120 ASPHALTIC MATERIAL PG64-28 (TON)	455.0605 TACK COAT (GAL)	460.1110 HMA PAVEMENT TYPE E-10 (TON)	460.1130 HMA PAVEMENT TYPE E-30 (TON)
1005-10-73								
CATEGORY 1000								
STH 26 SB								
	STAGE 1A	108+46 - 108+65	CWT	1	1	3	10	-
	STAGE 1B	108+29 - 109+00	CWT	2	1	12	50	-
		110+28 - 117+31	CWT	10	6	67	280	-
		118+53 - 120+22	CWT	3	2	17	71	-
	STAGE 1C	108+51 - 110+28	CWT	3	2	21	88	-
		120+22 - 121+77	CWT	3	2	17	70	-
	STAGE 1E	118+97 - 119+58	CWT	1	1	2	6	-
STH 26 SB SUBTOTAL				23	15	139	575	0
RAMP CAT								
	STAGE 1B	964+74 - 967+60	CAT	12	7	80	337	-
	STAGE 1C	967+60 - 970+24	CAT	7	4	47	198	-
RAMP CAT SUBTOTAL				19	11	127	535	0
RAMP CBT								
	STAGE 1D	956+55 - 965+03	CBT	32	20	227	951	-
	STAGE 1E	952+70 - 956+55	CBT	11	7	79	330	-
RAMP CBT SUBTOTAL				43	27	306	1281	0
RAMP CCT								
	STAGE 1B	961+38 - 962+58	CCT	7	4	51	212	-
	STAGE 1C	958+63 - 961+38	CCT	7	4	50	209	-
RAMP CCT SUBTOTAL				14	8	101	421	0
RAMP CBTT								
	STAGE 2	952+46 - 957+97	CBTT	8	5	42	-	220
RAMP CBTT SUBTOTAL				8	5	42	0	220
RAMP HAT								
	STAGE 2	933+85 - 939+00	HAT	16	10	91	-	471
RAMP HAT SUBTOTAL				16	10	91	0	471
RAMP HBT								
	STAGE 2	904+59 - 909+22	HBT	14	9	77	-	402
		910+70 - 913+31	HBT	3	2	25	86	-
RAMP HBT SUBTOTAL				17	11	102	86	402
		UNDISTRIBUTED		106	63	606	275	2,788
		1005-10-73 TOTAL		2,210	1,290	12,660	5,660	57,800
1005-10-82								
CATEGORY 1700								
USH 14								
	STAGE 1 - USH 14 WATERMAIN	246+87 - 251+96	HWA	10	6	49	290	-
USH 14 SUBTOTAL				10	6	49	290	0
STH 26								
	STAGE 1A - STH 26 SANITARY	112+71 - 115+47	CET	2	2	12	71	-
	STAGE 1B - STH 26 WATERMAIN	112+32 - 115+37	CWT	5	3	27	157	-
STH 26 SUBTOTAL				7	5	39	228	0
		UNDISTRIBUTED		3	4	12	12	0
		1005-10-82 TOTAL		20	15	100	530	0
		PROJECT TOTAL		**2,230**	**1,305**	**12,760**	**6,190**	**57,800**

CULVERT PIPE

	ALI	STA	O/S	STA	O/S	INLET ELEV	OUTLET ELEV	SLOPE %	PIPE THICKNESS STEEL (IN)	520.8000** CONCRETE COLLARS FOR PIPE (EACH)	521.0118** CULVERT PIPE CORRUGATED STEEL 18-INCH (LF)	521.0130 CULVERT PIPE CORRUGATED STEEL 30-INCH (LF)	521.1018* APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (EACH)	521.1030 APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH (EACH)	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH (LF)	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	522.1018* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH (EACH)	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (EACH)	633.5200* MARKERS CULVERT END (EACH)
1005-10-73																			
CATEGORY 1000																			
IH 39/90																			
STAGE 2	TWSB	743+62.6	36.2' RT	743+62.6	23.4' RT	837.57	837.30	2.08	-	1	-	-	-	-	13	-	1	-	1
	TWSB	758+63.5	54.1' RT	-	-	841.23	-	-	-	-	-	-	-	-	-	-	1	-	1
	TWSB	778+62.2	31.0' RT	778+62.2	23.8' RT	833.64	833.55	1.13	-	1	-	-	-	-	8	-	1	-	1
	TWSB	796+62.7	36.6' RT	796+62.6	20.5' RT	805.86	804.81	6.56	-	1	-	-	-	-	-	16	-	1	1
	TWSB	808+67.8	34.2' RT	808+67.8	32.2' RT	819.75	819.69	3.00	-	1	-	-	-	-	2	-	1	-	1
	TWSB	815+63.1	35.6' RT	815+63.1	25.2' RT	828.66	828.34	3.20	-	1	-	-	-	-	10	-	1	-	1
	TWSB	823+61.7	40.0' RT	823+61.7	22.1' RT	838.88	838.17	3.97	0.064	1	18	-	1	-	-	-	-	-	1
	TWSB	870+61.6	51.4' RT	-	-	861.92	-	-	-	-	-	-	-	-	-	-	1	-	1
	TWSB	876+61.8	51.5' RT	-	-	865.20	-	-	-	-	-	-	1	-	-	-	-	-	1
	TWSB	892+62.1	19.1' RT	892+62.1	38.3' RT	872.69	872.60	0.47	-	1	-	-	-	-	-	19	-	1	1
	TWSB	892+63.5	54.2' RT	-	-	872.59	-	-	-	-	-	-	-	-	-	-	-	1	1
	TWSB	900+61.2	36.7' RT	900+61.2	17.4' RT	877.29	877.19	0.53	-	1	-	-	-	-	19	-	1	-	1
STAGE 3	TWSB	778+62.8	50.4' LT	778+62.8	44.4' LT	831.32	831.13	3.17	-	1	-	-	-	-	6	-	1	-	1
	TWSB	796+62.9	68.3' LT	796+62.8	74.2' LT	797.83	797.63	3.33	-	1	-	-	-	-	-	6	-	1	1
	TWSB	815+63.1	49.1' LT	815+63.1	51.6' LT	826.12	826.05	2.33	-	1	-	-	-	-	3	-	1	-	1
	TWSB	892+62.1	42.5' LT	-	-	872.97	-	-	-	-	-	-	-	-	-	-	-	1	1
	TWSB	900+61.2	42.7' LT	900+61.2	43.9' LT	876.99	876.98	1.00	-	1	-	-	-	-	1	-	1	-	1
	TWSB	958+17.1	85.7' LT	958+17.1	104.5' LT	892.18	892.02	0.84	0.079	1	-	19	-	1	-	-	-	-	1
IH 39/90 SUBTOTAL										13	18	19	2	1	62	41	10	5	18
STH 26 WB																			
STAGE 1C	CWT	119+04.5	55.3' LT	119+04.4	49.7' LT	898.47	898.45	0.33	0.079	1	-	6	-	1	-	-	-	-	1
STH 26 WB SUBTOTAL										1	0	6	0	1	0	0	0	0	1
RAMP CAT																			
STAGE 1C	CAT	966+52.9	27.6' LT	966+52.9	15.2' RT	899.63	899.44	0.44	-	-	-	-	-	-	-	43	-	2	2
RAMP CAT SUBTOTAL										0	0	0	0	0	0	43	0	2	2
RAMP CCT																			
STAGE 1C	CCT	960+75.0	19.6' LT	960+75.0	32.3' RT	895.66	895.27	0.75	-	-	-	-	-	-	-	52	-	2	2
RAMP CCT SUBTOTAL										0	0	0	0	0	0	52	0	2	2
PROJECT TOTAL										**14**	**18**	**25**	**2**	**2**	**62**	**136**	**10**	**9**	**23**

* ADDITIONAL QUANTITY FOUND IN "STORM SEWER STRUCTURE SCHEDULE - ENDWALLS" TABLE
** ADDITIONAL QUANTITY FOUND IN "STORM SEWER PIPE SCHEDULE" TABLE

CLEANING CULVERT PIPES

	STA	ALI	520.8700 (EACH)
1005-10-73			
CATEGORY 1000			
IH 39/90			
	743+63	TWSB	1
	758+64	TWSB	1
	778+62	TWSB	1
	796+62	TWSB	1
	800+37	TWSB	1
	808+67	TWSB	1
	815+63	TWSB	1
	823+62	TWSB	1
	833+62	TWSB	1
	841+62	TWSB	1
	855+62	TWSB	1
	861+62	TWSB	1
	863+60	TWSB	1
	870+62	TWSB	1
	876+62	TWSB	1
	884+75	TWSB	2
	892+62	TWSB	2
	900+62	TWSB	1
	909+60	TWSB	2
	929+62	TWSB	1
	937+68	TWSB	1
	951+18	TWSB	1
	958+17	TWSB	1
	1003+18	TWSB	1
	1033+18	TWSB	2
	1033+45	TWSB	1
IH 39/90 SUBTOTAL			30
UNDISTRIBUTED			5
PROJECT TOTAL			**35**

CONCRETE BARRIER ITEMS

	STATION - STATION	ALI	LOCATION	603.8000 DELIVERED (LF)	603.8125 INSTALLED (LF)	SPV.0090.200 CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE ANCHORING (LF)	SPV.0090.201 ANCHORING (LF)	SPV.0090.202 LEFT IN PLACE (LF)	SPV.0060.200 CRASH CUSHIONS TEMPORARY LEFT IN PLACE (EACH)	614.0230 STEEL THRIE BEAM (LF)	614.0905 CRASH CUSHIONS TEMPORARY (EACH)
1005-10-73											
CATEGORY 1000											
IH 39/90											
STAGE 1	738+00 - 1038+46	TWSB	INSIDE NB SHOULDER	30230	30230	700	-	30230	10	50	-
STAGE 2	753+82 - 756+77	TWSB	SB SHOULDER, RT	295	295	295	-	295	1	-	-
	921+50 - 929+75	TWSB	B-53-65 STAGING, LT	825	825	-	-	-	-	-	1
	962+00 - 969+50	TWSB	B-53-85 STAGING, LT	750	750	-	-	-	-	-	1
STAGE 4A	961+00 - 969+50	TWSB	B-53-85 STAGING, LT	850	850	-	-	-	-	-	1
	955+00 - 962+52	TWSB	B-53-85 STAGING, RT	745	745	-	50	-	-	25	-
	965+87 - 979+15	TWSB	B-53-85 STAGING, RT	1330	1330	-	-	-	-	-	1
STAGE 4B	908+27 - 921+73	TWSB	B-53-65 STAGING, RT	1350	1350	-	50	-	-	25	-
	924+45 - 941+90	TWSB	B-53-65 STAGING, RT	1760	1760	-	-	-	-	-	1
	920+47 - 929+60	TWSB	B-53-65 STAGING, LT	915	915	-	-	-	-	-	1
IH 39/90 SUBTOTAL				39050	39050	995	100	30525	11	100	6
STH 26 SB											
STAGE 2	113+76 - 114+13	CWT	LT	37.5	37.5	37.5	-	37.5	-	100	-
STH 26 SB SUBTOTAL				37.5	37.5	37.5	0	37.5	0	100	0
			UNDISTRIBUTED	2012	2012	67	100	1537	4	50	4
			1005-10-73 TOTAL	41,100	41,100	1,100	200	32,100	15	250	10
1005-10-82											
CATEGORY 1700											
STH 26											
STAGE 1B	114+13 - 115+13	CWT	LT	100	100	100	-	100	-	100	-
			1005-10-82 TOTAL	100	100	100	0	100	0	100	0
			PROJECT TOTAL	**41,200**	**41,200**	**1,200**	**200**	**32,200**	**15**	**350**	**10**

BEAM GUARD

	STATION - STATION	ALI	O/S	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS (EACH)	614.0951 REPLACING GUARDRAIL RAIL AND HARDWARE (LF)	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)
1005-10-73									
CATEGORY 1000									
IH 39/90									
STAGE 2	800+17 - 801+35	TWSB	RT	-	-	50.0	39.4	1	-
	924+48 - 928+13	TWSB	RT	-	-	275.0	39.4	1	-
	964+77 - 965+92	TWSB	RT	-	-	25.0	39.4	1	-
STAGE 3	863+24 - 871+99	TWSB	LT	-	-	787.5	39.4	1	-
	924+87 - 927+44	TWSB	LT	-	-	162.5	39.4	1	-
	973+93 - 981+34	TWSB	LT	-	-	737.5	-	-	1
	982+83 - 996+54	TWSB	LT	-	-	1,287.5	39.4	1	-
	1009+02 - 1013+60	TWSB	LT	-	-	450.0	8.0	-	1
	1016+79 - 1022+79	TWSB	LT	-	-	512.5	39.4	1	-
IH 39/90 SUBTOTAL				0	0	4,287.5	283.8	7	2
USH 14 EB									
STAGE 2	249+65 - 250+04	HEA	LT	17	50	-	-	-	-
	250+01 - 250+51	HEA	RT	17	50	-	-	-	-
USH 14 EB SUBTOTAL				34	100	0	0	0	0
USH 14 WB									
STAGE 2	249+16 - 249+66	HWA	LT	17	50	-	-	-	-
	249+63 - 250+13	HWA	RT	17	50	-	-	-	-
USH 14 WB SUBTOTAL				34	100	0	0	0	0
STH 26 NB									
STAGE 2	113+27 - 113+77	CET	RT	17	50	-	-	-	-
STH 26 NB SUBTOTAL				17	50	0	0	0	0
			UNDISTRIBUTED	5	15	212.5	0	0	0
			PROJECT TOTAL	**90**	**265**	**4,500.0**	**283.8**	**7**	**2**

CONCRETE CURB AND GUTTER

	STATION - STATION	ALI	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A (LF)	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A (LF)	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D (LF)
1005-10-73						
CATEGORY 1000						
USH 14 EB						
STAGE 2	250+06 - 250+45	HEA	RT	39	-	-
USH 14 EB SUBTOTAL				39	0	0
USH 14 WB						
STAGE 2	249+21 - 249+60	HWA	RT	39	-	-
USH 14 WB SUBTOTAL				39	0	0
STH 26 NB						
STAGE 1B	108+06 - 108+26	CET	MEDIAN	-	20	-
	110+28 - 116+60	CET	MEDIAN	-	106	528
	117+29 - 117+49	CET	MEDIAN	-	20	-
STAGE 1C	108+81 - 110+28	CET	MEDIAN	-	57	92
STAGE 2	113+33 - 113+71	CET	RT	38	-	-
STH 26 NB SUBTOTAL				38	203	620
STH 26 SB						
STAGE 1B	108+07 - 108+28	CWT	MEDIAN	-	20	37
	110+29 - 116+60	CWT	MEDIAN	-	31	600
	117+29 - 117+50	CWT	MEDIAN	-	20	37
STAGE 1C	108+82 - 110+29	CWT	MEDIAN	-	-	149
STH 26 SB SUBTOTAL				0	71	823
RAMP CAT						
STAGE 1B	964+80 - 964+96	CAT	ISLAND	-	-	138
	964+84 - 965+11	CAT	LT	-	-	101
	964+88 - 966+53	CAT	RT	-	-	241
RAMP CAT SUBTOTAL				0	0	480
RAMP CBT						
STAGE 1D	962+57 - 965+01	CBT	LT	-	6	244
	964+08 - 964+90	CBT	RT	-	-	116
	964+40 - 965+00	CBT	ISLAND	-	-	138
RAMP CBT SUBTOTAL				0	6	498
RAMP CCT						
STAGE 1B	960+92 - 962+49	CCT	RT	-	-	242
	961+89 - 962+46	CCT	LT	-	-	139
	962+38 - 962+52	CCT	ISLAND	-	-	128
RAMP CCT SUBTOTAL				0	0	509
			UNDISTRIBUTED	4	15	170
			PROJECT TOTAL	**120**	**295**	**3,100**

STORM SEWER PIPE SCHEDULE

	FROM STRUCT.	TO STRUCT.	INLET ELEV	OUTLET ELEV	SLOPE %	520.8000* CONCRETE COLLARS FOR PIPE (EACH)	521.0118* CULVERT PIPE CORRUGATED STEEL 18-INCH (LF)	521.2005.S.001 SURFACE DRAIN PIPE CORRUGATED METAL SLOTTED 18-INCH (LF)	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH (LF)	608.0315 15-INCH (LF)	608.0318 18-INCH (LF)	608.0324 24-INCH (LF)	608.0336 36-INCH (LF)	608.0348 48-INCH (LF)	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH (LF)	608.0418 18-INCH (LF)	610.0419 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19x30-INCH (LF)
1005-10-73																	
CATEGORY 1000																	
IH 39/90																	
STAGE 2	EX	1.0	834.23	834.15	1.00	1	-	-	-	-	-	-	-	8	-	-	-
	1.0	EX	834.04	833.86	1.29	1	-	-	-	-	-	-	-	14	-	-	-
	3.0	4.0	815.07	814.80	2.00	-	-	-	-	-	13	-	-	-	-	-	-
	3.1	3.0	820.39	815.07	2.00	-	-	-	-	-	267	-	-	-	-	-	-
	4.0	5.0	814.80	809.24	2.00	-	-	-	-	-	277	-	-	-	-	-	-
	5.0	6.0	809.24	807.65	0.61	-	-	-	-	-	-	-	-	-	-	261	-
	6.0	7.0	807.65	807.22	0.34	-	-	-	-	-	-	-	-	-	-	-	125
	787+97'TWSB'	6.1	815.87	808.69	-	-	-	470	-	-	-	-	-	-	-	-	-
	6.1	6.0	808.14	807.65	2.04	-	-	-	-	-	-	-	-	-	-	24	-
	8.0	EX	803.49	803.01	5.97	1	-	-	-	-	8	-	-	-	-	-	-
	11.1	EX	861.50	859.46	3.11	-	66	-	-	-	-	-	-	-	-	-	-
	EX	12.0	866.59	866.57	0.18	1	-	-	-	-	-	11	-	-	-	-	-
	13.0	13.1	879.08	878.74	0.50	-	-	-	-	-	-	-	-	-	67	-	-
	13.1	13.2	878.74	878.00	0.50	-	-	-	-	-	-	-	-	-	148	-	-
	13.2	15.0	878.00	877.55	0.50	-	-	-	91	-	-	-	-	-	-	-	-
	EX	15.0	875.68	875.55	0.73	1	-	-	-	-	-	-	18	-	-	-	-
	15.0	EX	875.55	875.49	0.75	1	-	-	-	-	-	-	8	-	-	-	-
	15.2	15.1	885.12	881.37	1.50	-	-	-	-	-	251	-	-	-	-	-	-
	15.1	15.0	881.37	877.05	1.50	-	-	-	-	-	288	-	-	-	-	-	-
	17.0	18.0	890.68	890.27	1.01	-	-	-	-	-	-	-	-	-	-	40	-
	18.0	19.0	890.27	890.15	0.90	-	-	-	-	-	13	-	-	-	-	-	-
	19.0	20.0	890.15	888.02	0.92	-	-	-	-	-	231	-	-	-	-	-	-
	20.1	20.0	889.10	888.02	0.50	-	-	-	-	-	215	-	-	-	-	-	-
	20.2	20.1	890.21	889.10	0.50	-	-	-	-	-	222	-	-	-	-	-	-
	20.3	20.2	891.50	890.21	0.42	-	-	-	-	-	304	-	-	-	-	-	-
	21.0	EX	897.73	896.60	4.63	1	-	-	-	-	24	-	-	-	-	-	-
	23.0	22.0	905.18	901.99	3.38	-	-	-	-	-	-	-	-	-	-	95	-
	22.0	21.0	901.99	897.73	1.50	-	-	-	-	-	-	-	-	-	-	284	-
	32.0	33.0	894.31	891.54	0.75	-	-	-	-	-	-	369	-	-	-	-	-
	32.1	32.0	895.05	894.31	0.50	-	-	-	-	-	-	147	-	-	-	-	-
	32.2	32.1	896.04	895.05	0.50	-	-	-	-	-	-	199	-	-	-	-	-
	32.3	32.2	897.53	896.04	0.50	-	-	-	-	-	-	298	-	-	-	-	-
	34.0	33.0	892.21	891.54	0.50	-	-	-	-	-	-	134	-	-	-	-	-
	EX	33.0	890.67	890.54	1.62	1	-	-	-	-	-	-	8	-	-	-	-
	33.0	EX	890.54	890.33	1.62	1	-	-	-	-	-	-	13	-	-	-	-
STAGE 3	EX	2.0	832.76	832.73	1.29	1	-	-	-	-	-	-	-	2	-	-	-
IH 39/90 SUBTOTAL						10	66	470	91	0	2,113	1,158	47	24	215	704	125
STH 26 NB																	
STAGE 1B	EX	39.0	893.66	893.64	0.53	1	-	-	-	-	5	-	-	-	-	-	-
STAGE 1E	40.0	EX	899.25	-	-	1	-	-	-	5	-	-	-	-	-	-	-
STH 26 NB SUBTOTAL						2	0	0	0	5	5	0	0	0	0	0	0
RAMP CAT																	
STAGE 1B	37.0	37.1	899.12	899.06	0.30	-	-	-	-	-	-	-	-	-	21	-	-
RAMP CAT SUBTOTAL						0	0	0	0	0	0	0	0	0	21	0	0
RAMP CCT																	
STAGE 1B	38.0	38.1	895.24	895.16	0.30	-	-	-	-	-	-	-	-	-	28	-	-
RAMP CCT SUBTOTAL						0	0	0	0	0	0	0	0	0	28	0	0
					PROJECT TOTAL	**12**	**66**	**470**	**91**	**5**	**2,118**	**1,158**	**47**	**24**	**264**	**704**	**125**

* ADDITIONAL QUANTITY FOUND IN "CULVERT PIPE" TABLE

MEDIAN INLETS

	STRUCT. NO.	STA	ALI	O/S	GRATE ELEV	DEPTH (FT)	611.3901 INLETS MEDIAN 1 GRATE (EACH)	611.3902 INLETS MEDIAN 2 GRATE (EACH)	611.0642 INLET COVERS TYPE MS (EACH)	*SPV.0060.100 WELDING STORM SEWER COVERS (EACH)
1005-10-73										
CATEGORY 1000										
IH 39/90										
STAGE 2	1.0	749+13.5	TWSB	42.7' RT	839.45	5.83	-	1	2	-
	3.0	787+16.7	TWSB	35.4' RT	819.82	4.96	1	-	1	-
	3.1	784+50.0	TWSB	38.7' RT	823.35	3.17	1	-	1	-
	4.0	787+30.0	TWSB	35.4' RT	819.62	5.03	1	-	1	-
	6.0	792+67.7	TWSB	47.7' RT	809.99	2.61	-	1	2	-
	6.1	792+66.8	TWSB	24.0' RT	810.69	2.76	1	-	1	1
	8.0	800+37.1	TWSB	38.8' RT	809.84	6.56	1	-	1	-
	9.0	841+63.0	TWSB	43.6' RT	863.03	2.09	1	-	1	-
	10.0	855+63.0	TWSB	45.2' RT	865.82	2.09	1	-	1	-
	11.0	861+61.5	TWSB	40.5' RT	862.56	3.32	1	-	1	-
	12.0	884+74.2	TWSB	42.7' RT	870.04	3.72	-	1	2	-
	15.1	912+50.0	TWSB	43.3' RT	885.73	4.57	1	-	1	-
	15.2	915+00.0	TWSB	47.5' RT	890.14	5.23	1	-	1	-
	16.0	929+61.1	TWSB	44.0' RT	896.00	7.69	1	-	1	-
	20.0	937+68.5	TWSB	57.9' RT	891.87	4.06	1	-	1	-
	20.1	939+80.9	TWSB	58.2' RT	891.84	2.95	1	-	1	-
	20.2	942+00.0	TWSB	56.3' RT	892.27	2.27	1	-	1	-
	20.3	945+00.0	TWSB	54.4' RT	893.50	2.21	1	-	1	-
	21.0	951+19.3	TWSB	48.6' RT	900.77	3.25	1	-	1	-
	22.0	954+02.1	TWSB	27.8' RT	906.18	4.40	1	-	1	1
	32.0	1029+48.2	TWSB	52.2' RT	898.31	4.25	-	1	2	-
	32.1	1028+00.0	TWSB	47.7' RT	898.95	4.15	-	1	2	-
	32.2	1025+99.9	TWSB	43.1' RT	900.17	4.38	-	1	2	-
	32.3	1023+00.0	TWSB	42.9' RT	903.30	6.02	-	1	2	-
	34.0	1034+52.1	TWSB	28.9' RT	894.97	3.01	-	1	2	-
IH 39/90 SUBTOTAL							17	8	33	2
STH 26 NB										
STAGE 1B	39.0	111+07.2	CET	14.0' LT	897.97	4.54	1	-	1	-
STAGE 1E	40.0	120+00.5	CET	19.4' LT	901.14	2.08	1	-	1	-
STH 26 NB SUBTOTAL							2	0	2	0
				PROJECT TOTAL			**19**	**8**	**35**	**2**

*ADDITIONAL QUANTITY FOUND IN TABLE "STORM SEWER STRUCTURE SCHEDULE - INLETS & MANHOLES"

STORM SEWER STRUCTURE SCHEDULE - INLETS & MANHOLES

	STRUCT. NO.	STA	ALI	O/S	TOP STRUCT. ELEV	CASTING ELEV	BOTTOM STRUCT. ELEV	DEPTH (FT)	ADJUST. RING HEIGHT (INCHES)	611.3004 INLETS 4-FT DIA. (EACH)	611.3225 INLETS 2X2.5-FT (EACH)	611.3230 INLETS 2X3-FT (EACH)	611.2004 MANHOLES 4-FT DIA. (EACH)	611.2006 MANHOLES 6-FT DIA. (EACH)	611.0535 INLET AND MANHOLE COVERS TYPE J-S (EACH)	611.0610 INLET AND MANHOLE COVERS TYPE BW (EACH)	611.0612 INLET AND MANHOLE COVERS TYPE C (EACH)	611.0627 INLET AND MANHOLE COVERS TYPE HM (EACH)	*SPV.0060.100 WELDING STORM SEWER COVERS (EACH)
1005-10-73																			
CATEGORY 1000																			
IH 39/90																			
STAGE 2	5.0	790+07.4	TWSB	39.1' RT	813.35	814.59	809.03	4.32	6	-	-	-	1	-	1	-	-	-	1
	13.0	906+56.5	TWSB	58.3' RT	880.72	881.80	878.91	1.81	3	-	1	-	-	-	-	1	-	-	1
	13.1	907+23.7	TWSB	58.3' RT	881.10	882.18	878.57	2.53	3	-	1	-	-	-	-	1	-	-	1
	13.2	908+71.9	TWSB	58.4' RT	881.86	882.94	877.83	4.03	3	-	1	-	-	-	-	1	-	-	1
	15.0	909+62.0	TWSB	48.2' RT	879.75	881.00	875.22	4.53	6	-	-	-	-	1	-	-	1	-	-
	18.0	935+27.8	TWSB	62.9' RT	892.61	893.44	890.06	2.55	0	1	-	-	-	-	-	1	-	-	1
	19.0	935+41.0	TWSB	62.3' RT	892.52	893.35	889.94	2.58	0	1	-	-	-	-	-	1	-	-	1
	33.0	1033+18.1	TWSB	21.4' RT	894.84	896.09	890.21	4.63	6	-	-	-	-	1	-	-	1	-	-
IH 39/90 SUBTOTAL										2	3	0	1	2	1	5	2	0	6
RAMP CAT																			
STAGE 1B	37.0	965+38.0	CAT	15.5' RT	900.66	901.66	898.95	1.71	6	-	-	1	-	-	-	-	-	1	-
RAMP CAT SUBTOTAL										0	0	1	0	0	0	0	0	1	0
RAMP CCT																			
STAGE 1B	38.0	962+02.4	CCT	16.0' RT	897.36	898.36	895.07	2.29	6	-	-	1	-	-	-	-	-	1	-
RAMP CCT SUBTOTAL										0	0	1	0	0	0	0	0	1	0
PROJECT TOTAL										**2**	**3**	**2**	**1**	**2**	**1**	**5**	**2**	**2**	**6**

*ADDITIONAL QUANTITY FOUND IN TABLE "MEDIAN INLETS"

STORM SEWER STRUCTURE SCHEDULE - ENDWALLS

	STRUCT. NO.	STA	ALI	O/S	521.1018* APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (EACH)	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH (EACH)	522.1018* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH (EACH)	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH (EACH)	523.0519 HORIZONTAL ELLIPTICAL 19x30-INCH (EACH)	633.5200* MARKERS CULVERT END (EACH)
1005-10-73										
CATEGORY 1000										
IH 39/90										
STAGE 2	7.0	793+92.5	TWSB	48.6' RT	-	-	-	-	1	1
	11.1	864+28.3	TWSB	41.6' RT	1	-	-	-	-	1
	17.0	934+93.3	TWSB	42.3' RT	-	-	1	-	-	1
	23.0	954+96.1	TWSB	37.3' RT	-	-	1	-	-	1
STAGE 3	2.0	749+13.6	TWSB	58.0' LT	-	-	-	1	-	1
IH 39/90 SUBTOTAL					1	0	2	1	1	5
RAMP CAT										
STAGE 1B	37.1	965+44.1	CAT	35.6' RT	-	1	-	-	-	1
RAMP CAT SUBTOTAL					0	1	0	0	0	1
RAMP CCT										
STAGE 1B	38.1	961+84.0	CCT	36.3' RT	-	1	-	-	-	1
RAMP CCT SUBTOTAL					0	1	0	0	0	1
PROJECT TOTAL					**1**	**2**	**2**	**1**	**1**	**7**

* ADDITIONAL QUANTITY FOUND IN "CULVERT PIPE" TABLE

INLET PROTECTION

	STRUCT. NO.	STATION	ALI	OFFSET	628.7005 INLET PROTECTION TYPE A (EACH)	628.7010 INLET PROTECTION TYPE B (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)
1005-10-73							
CATEGORY 1000							
IH 39/90							
STAGE 2	EX	749+13	TWSB	30' RT	-	1	-
	1.0	749+13	TWSB	43' RT	1	1	-
	3.1	784+50	TWSB	39' RT	1	1	-
	3.0	787+17	TWSB	35' RT	1	1	-
	4.0	787+30	TWSB	35' RT	1	1	-
	5.0	790+07	TWSB	39' RT	1	-	-
	6.1	792+67	TWSB	24' RT	1	1	-
	6.0	792+68	TWSB	43' RT	1	1	-
	8.0	800+37	TWSB	39' RT	1	1	-
	9.0	841+63	TWSB	44' RT	1	1	-
	10.0	855+63	TWSB	45' RT	1	1	-
	11.0	861+61	TWSB	42' RT	1	1	-
	EX	863+63	TWSB	35' RT	-	1	-
	EX	884+74	TWSB	30' RT	-	1	-
	12.0	884+74	TWSB	43' RT	1	1	-
	13.0	906+57	TWSB	60' RT	1	1	-
	13.1	907+24	TWSB	60' RT	1	1	-
	13.2	908+72	TWSB	60' RT	1	1	-
	15.0	909+62	TWSB	48' RT	1	1	-
	EX	909+62	TWSB	30' RT	-	1	-
	15.1	912+50	TWSB	43' RT	1	1	-
	15.2	915+00	TWSB	48' RT	1	1	-
	EX	929+61	TWSB	34' RT	-	1	-
	16.0	929+61	TWSB	44' RT	1	1	-
	18.0	935+28	TWSB	63' RT	1	1	-
	19.0	935+41	TWSB	62' RT	1	1	-
	20.0	937+69	TWSB	58' RT	1	1	-
	20.1	939+81	TWSB	58' RT	1	1	-
	20.2	942+00	TWSB	56' RT	1	1	-
	20.3	945+00	TWSB	54' RT	1	1	-
	21.0	951+19	TWSB	49' RT	1	1	-
	22.0	954+02	TWSB	28' RT	1	1	-
	32.3	1023+00	TWSB	43' RT	1	1	-
	32.2	1026+00	TWSB	43' RT	1	1	-
	32.1	1028+00	TWSB	47' RT	1	1	-
	32.0	1029+48	TWSB	52' RT	1	1	-
	EX	1033+18	TWSB	35' RT	-	1	-
	33.0	1033+18	TWSB	21' RT	1	1	-
	34.0	1034+52	TWSB	29' RT	1	1	-
STAGE 3	EX	778+92	TWSB	66' LT	-	1	-
	EX	799+00	TWSB	36' LT	-	1	-
	EX	806+30	TWSB	36' LT	-	1	-
	EX	850+47	TWSB	36' LT	-	1	-
	EX	862+07	TWSB	52' LT	-	1	-
	EX	962+21	TWSB	36' LT	-	1	-
IH 39/90 SUBTOTAL					33	44	0
STH 26 INTERCHANGE							
STAGE 1	37.0	965+38	CAT	35' RT	1	-	1
	EX	960+39	CBT	270' LT	-	-	1
	38.0	962+05	CCT	16' RT	1	-	1
	39.0	111+07	CET	14' LT	-	1	-
	EX	119+80	CET	30' RT	-	-	1
	EX	120+01	CET	19' LT	-	1	-
	EX	120+05	CET	56' RT	-	1	-
	40.0	120+01	CET	19' LT	-	1	-
STH 26 INTERCHANGE SUBTOTAL					2	4	4
UNDISTRIBUTED					10	12	1
PROJECT TOTAL					**45**	**60**	**5**

EROSION CONTROL ITEMS

	STATION - STATION	ALIGNMENT	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	*628.2004 EROSION MAT CLASS I TYPE B (SY)	628.6510 SOIL STABILIZER TYPE B (ACRE)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7560 TRACKING PADS (EACH)
1005-10-73								
CATEGORY 1000								
IH 39/90								
STAGE 2	738+00 - 779+15	TWSB	-	-	4,230	-	80	-
	780+29 - 799+05	TWSB	-	-	596	-	-	-
	800+20 - 806+34	TWSB	-	-	493	-	20	-
	807+43 - 848+94	TWSB	-	-	3,894	-	200	-
	850+31 - 862+07	TWSB	-	-	421	-	30	-
	863+24 - 921+82	TWSB	-	-	4,744	-	80	-
	924+87 - 962+44	TWSB	-	-	2,428	-	100	-
	964+53 - 981+58	TWSB	-	-	1,138	-	40	-
	983+00 - 1014+05	TWSB	-	-	3,194	-	200	-
	1016+79 - 1036+71	TWSB	-	-	1,014	-	40	-
STAGE 3	738+00 - 779+15	TWSB	-	-	307	-	20	-
	780+29 - 799+05	TWSB	1,670	835	2,460	-	0	-
	800+20 - 806+34	TWSB	-	-	-	-	0	-
	807+43 - 848+94	TWSB	205	103	1,076	-	130	-
	850+31 - 862+07	TWSB	-	-	-	-	10	-
	863+24 - 921+82	TWSB	1,610	805	251	-	30	-
	924+87 - 962+44	TWSB	1,645	823	4,743	-	20	-
	964+53 - 981+58	TWSB	855	390	6,511	-	20	-
	983+00 - 1014+05	TWSB	3,240	1,620	13,415	-	10	-
	1016+79 - 1036+71	TWSB	-	-	3,414	-	40	-
	BORROW PIT		2,000	1,000	10,000	-	-	-
IH 39/90 SUBTOTAL			11,225	5,575	64,329	0	1,070	0
STH 26 INTERCHANGE								
STAGE 1	964+74 - 970+74	CAT	-	-	271	-	20	1
	952+70 - 965+02	CBT	-	-	709	-	-	1
	958+63 - 962+58	CCT	-	-	196	-	-	1
	105+45 - 122+00	CET	-	-	739	-	-	-
	117+ 00 - 122+00	CWT	-	-	267	-	-	-
			0	0	2,182	0	20	3
	UNDISTRIBUTED		2,300	1,150	14,139	20	270	12
	1005-10-73 TOTAL		13,525	6,725	80,650	20	1,360	15
1005-10-82								
CATEGORY 1700								
USH 14								
STAGE 1	USH 14 WATERMAIN		200	100	450	-	-	-
	1005-10-82 TOTAL		200	100	450	0	0	0
	PROJECT TOTAL		**13,725**	**6,825**	**81,100**	**20**	**1,360**	**15**

*ADDITIONAL QUANTITY IN "EROSION CONTROL AT PIPE ENDWALLS AND FLUMES" TABLE
NOTE: BORROW PIT QUANTITIES ARE ESTIMATED AND ARE NOT BASED ON A PRE-DETERMINED SITE.

DELINEATOR ITEMS

	STATION - STATION	ALI	O/S	633.0100 DELINEATOR POSTS STEEL (EACH)	633.0500 DELINEATOR REFLECTORS (EACH)
1005-10-73					
CATEGORY 1000					
IH 39/90					
STAGE 3	738+00 - 779+15	TWSB	LT	23	30
	780+29 - 799+05	TWSB	LT	5	5
	800+20 - 806+34	TWSB	LT	1	1
	807+43 - 848+94	TWSB	LT	11	11
	850+31 - 862+07	TWSB	LT	3	3
	863+24 - 921+82	TWSB	LT	23	31
	924+87 - 962+44	TWSB	LT	19	24
	964+53 - 981+58	TWSB	LT	11	14
	983+00 - 1014+05	TWSB	LT	15	15
	1016+79 - 1036+71	TWSB	LT	9	9
IH 39/90 SUBTOTAL				120	143
RAMP CAT					
STAGE 1	964+74 - 970+24	CAT	RT	5	5
RAMP CAT SUBTOTAL				5	5
RAMP CBT					
STAGE 1	952+70 - 965+03	CBT	RT	10	10
RAMP CBT SUBTOTAL				10	10
RAMP CCT					
STAGE 1	950+00 - 962+58	CCT	LT	10	15
RAMP CCT SUBTOTAL				10	15
	UNDISTRIBUTED			10	12
	PROJECT TOTAL			**155**	**185**

MOBILIZATIONS EROSION CONTROL

	628.1905 (EACH)	628.1910 EMERGENCY (EACH)
1005-10-73		
CATEGORY 1000		
STAGE 1	4	2
STAGE 2	4	2
STAGE 3	4	2
UNDISTRIBUTED	3	2
1005-10-73 TOTAL	15	8
1005-10-82		
CATEGORY 1700	1	1
1005-10-82 TOTAL	1	1
PROJECT TOTAL	**16**	**9**

EROSION CONTROL AT PIPE ENDWALLS AND FLUMES

	STATION	ALI	LOCATION	606.0200 RIPRAP MEDIUM (CY)	*628.2004 EROSION MAT CLASS I TYPE B (SY)	628.7555 CULVERT PIPE CHECKS (EACH)	645.0120 GEOTEXTILE FABRIC TYPE HR (SY)
1005-10-73							
CATEGORY 1000							
IH 39/90							
STAGE 2	743+63	TWSB	RT	-	-	1	-
	758+63	TWSB	RT	-	-	1	-
	778+62	TWSB	RT	-	-	1	-
	793+93	TWSB	RT	3	-	-	5
	796+63	TWSB	RT	-	-	2	-
	808+67	TWSB	RT	-	-	1	-
	815+63	TWSB	RT	-	-	1	-
	823+62	TWSB	RT	-	-	1	-
	833+62	TWSB	RT	-	-	1	-
	864+31	TWSB	RT	-	-	1	-
	870+61	TWSB	RT	-	-	1	-
	876+62	TWSB	RT	-	-	1	-
	892+63	TWSB	RT	-	-	2	-
	900+61	TWSB	RT	-	-	1	-
	943+93	TWSB	RT	-	-	1	-
	955+00	TWSB	RT	-	-	1	-
	1003+18	TWSB	RT	-	-	2	-
STAGE 3	749+13	TWSB	LT	17	-	-	35
	778+63	TWSB	LT	3	-	-	5
	796+62	TWSB	LT	6	-	-	12
	815+63	TWSB	LT	4	-	-	8
	846+45	TWSB	LT	-	-	3	-
	863+41	TWSB	LT	4	-	-	8
	869+05	TWSB	LT	-	-	5	-
	884+71	TWSB	LT	-	-	2	-
	892+63	TWSB	LT	-	-	2	-
	900+63	TWSB	LT	3	-	-	5
	909+59	TWSB	LT	-	-	3	-
	916+83	TWSB	LT	-	-	2	-
	925+04	TWSB	LT	4	-	-	8
	928+53	TWSB	LT	-	-	2	-
	957+88	TWSB	LT	-	-	2	-
	958+17	TWSB	LT	11	-	-	21
	961+84	TWSB	LT	4	-	-	8
	969+36	TWSB	LT	-	-	3	-
	1033+17	TWSB	LT	-	-	3	-
IH 39/90 SUBTOTAL				59	0	46	115
STH 26 INTERCHANGE							
STAGE 1	965+44	CAT	RT	2	-	-	3
	966+53	CAT	RT	4	-	-	8
	966+53	CAT	LT	-	-	2	-
	957+34	CBT	RT	-	-	2	-
	957+99	CBT	LT	-	-	2	-
	963+75	CBT	LT	-	10	-	-
	964+48	CBT	RT	-	10	-	-
	960+75	CCT	LT	-	-	2	-
	960+75	CCT	RT	4	-	-	8
	962+33	CCT	LT	-	10	-	-
	109+65	CET	LT	-	10	-	-
	111+84	CET	LT	-	10	-	-
	112+18	CET	LT	-	10	-	-
	119+05	CWT	LT	-	-	2	-
STH 26 INTERCHANGE SUBTOTAL				10	60	10	19
	UNDISTRIBUTED			21	15	19	36
	1005-10-73 TOTAL			90	75	75	170
1005-10-82							
CATEGORY 1700							
USH 14							
STAGE 1	USH 14 WATERMAIN			-	-	4	-
	1005-10-82 TOTAL			0	0	4	0
	PROJECT TOTAL			**90**	**75**	**79**	**170**

*ADDITIONAL QUANTITY IN "EROSION CONTROL ITEMS" TABLE

PERMANENT SIGNING TYPE II

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN	SIGN SIZE H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0165.250 FIXED MESSAGE SIGN LEFT IN PLACE SF	SPV.0060.201 FIXED MESSAGE SIGN PORTABLE SUPPORT EACH	634.0614 POSTS WOOD 4X6-INCH 14 FT EACH	634.0616 16 FT EACH	634.0618 18 FT EACH	634.0620 20 FT EACH	634.0622 22 FT EACH	634.0808 POSTS TUBULAR STEEL 2X2-INCH 8 FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH 11 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1005-10-73																			
CATEGORY 1000																			
1-01	J3-1		36	84	--	21.00	--	--	--	--	--	--	--	2	--	--	--	--	DIRECTIONAL ASSEMBLY
1-02	J3-1		36	84	--	21.00	--	--	--	--	--	--	--	2	--	--	--	--	DIRECTIONAL ASSEMBLY
1-05	J3-1		24	57	--	9.50	--	--	--	--	--	--	--	--	--	--	--	EXISTING EXIT SIGN	DIRECTIONAL ASSEMBLY
1-06	J3-1		24	57	--	9.50	--	--	--	--	--	--	--	--	--	--	--	EXISTING EXIT SIGN	DIRECTIONAL ASSEMBLY
2-04	J3-1		24	57	--	9.50	--	--	--	--	--	--	--	--	--	--	--	EXISTING EXIT SIGN	DIRECTIONAL ASSEMBLY
3F-01	CUSTOM		138	78	--	--	--	66.50	1	--	--	--	--	3	--	--	--	--	EXIT 175 STH 11 EAST E RACINE ST
3F-02	CUSTOM		102	72	--	--	--	51.00	--	--	--	--	3	--	--	--	--	--	STH 11 WEST ORFORDVILLE AHEAD
3-09	J3-1		36	84	--	21.00	--	--	--	--	--	--	--	2	--	--	--	--	DIRECTIONAL ASSEMBLY
7-06	J3-1		36	84	--	21.00	--	--	--	--	--	--	--	2	--	--	--	--	DIRECTIONAL ASSEMBLY
4M-01	R3-4B		36	48	--	--	--	--	--	--	--	--	--	--	1	--	--	MOUNTED ON BARRIER	NO U TURN SIGN COMBINED W/MAINT&POLICE
4M-02	R3-4B		36	48	--	--	--	--	--	--	--	--	--	--	1	--	--	MOUNTED ON BARRIER	NO U TURN SIGN COMBINED W/MAINT&POLICE
12F-05	CUSTOM		126	90	--	--	--	73.50	--	--	--	--	--	4	--	--	--	--	EXIT 171 B USH 14 STH 26 SOUTH JANESVILLE
12-07	J3-1		36	84	--	21.00	--	--	--	--	--	--	--	2	--	--	--	--	DIRECTIONAL ASSEMBLY
12-08	J3-1		24	57	--	9.50	--	--	--	--	--	--	--	--	--	--	--	EXISTING EXIT SIGN	DIRECTIONAL ASSEMBLY
12-09	J2-1		24	57	9.50	--	--	--	--	--	--	1	--	--	--	--	--	--	ROUTE TURN ASSEMBLY
12-10	J2-1		24	57	9.50	--	--	--	--	--	--	1	--	--	--	--	--	--	ROUTE TURN ASSEMBLY
13-07	J3-1		24	57	9.50	--	--	--	--	--	--	1	--	--	--	--	--	--	DIRECTIONAL ASSEMBLY
13F-06	CUSTOM		90	78	--	--	--	48.75	1	--	--	--	--	3	--	--	--	--	EAST USH 14 CLEARANCE 14'-3" MAX
14F-02	CUSTOM		84	54	--	--	--	31.50	1	--	--	--	3	--	--	--	--	--	EXIT 171 B USH 14 WEST
15F-01	CUSTOM		84	72	--	--	--	42.00	1	--	--	--	3	--	--	--	--	--	EXIT 171 B USH 14 WEST 1/4 MILE
15M-05	W4-3R		36	36	--	--	--	--	--	--	--	2	--	--	--	--	--	--	MERGE-ADDED LANE FROM RIGHT
15-10	J2-3		72	57	28.50	--	--	--	--	--	--	--	2	--	--	--	--	--	ROUTE TURN ASSEMBLY
16F-11	CUSTOM		84	72	--	--	--	42.00	1	--	--	--	3	--	--	--	--	--	EXIT 171 B USH 14 3/4 MILE
16-13	W3-3		36	36	--	--	9.00	--	--	--	--	2	--	--	--	--	--	--	SIGNAL AHEAD
16-14	J2-1		24	57	9.50	--	--	--	--	--	--	1	--	--	--	--	--	--	ROUTE TURN ASSEMBLY
16F-16	CUSTOM		84	54	--	--	--	31.50	1	--	--	--	3	--	--	--	--	--	EXIT 171 A STH 26 ARROW
17M-01	W13-2		48	60	--	--	--	--	--	--	--	--	2	--	--	--	--	--	EXIT SPEED [__] MPH
18F-04	CUSTOM		108	114	--	--	--	82.50	1	--	--	--	--	3	--	--	--	--	EXITS 171 A-B WEST USH 14 STH 26 NEXT RIGHT
20F-02	CUSTOM		108	102	--	--	--	76.50	1	--	--	--	--	3	--	--	--	--	EXITS 171 A-B USH 14 STH 26 JANESVILLE MILTON 1 MILE
20M-05	R3-4B		36	48	--	--	--	--	--	--	--	1	--	--	--	--	--	--	NO U TURN SIGN COMBINED W/MAINT&POLICE
23-01	J3-1		24	57	9.50	--	--	--	--	--	--	1	--	--	--	--	--	--	DIRECTIONAL ASSEMBLY
23-02	R6-2L		24	30	5.00	--	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	ONE WAY LEFT ARROW
23-03	R1-1F		36	36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	22M-06/SIGNAL	STOP SIGN (FOLDING)
23-04	R1-1F		36	36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	STOP SIGN (FOLDING)
23-05	R4-7		24	30	5.00	--	--	--	--	--	--	--	--	--	--	1	--	23-15/REMOVEABLE	KEEP RIGHT
23-06	D1-72		120	66	55.00	--	--	--	--	--	--	2	--	--	--	--	--	--	ENHANCED GUIDE SIGN
23-07	R1-1F		36	36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	STOP SIGN (FOLDING)
23-08	W12-1D		24	24	--	--	4.00	--	--	1	--	--	--	--	--	--	--	--	DOUBLE DOWN ARROW
23-09	R1-1F		36	36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	STOP SIGN (FOLDING)
23-10	R1-2		36	31	3.88	--	--	--	--	--	1	--	--	--	--	--	--	--	YIELD
23-11	R5-1		36	36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	DO NOT ENTER
23-12	D1-71		78	96	52.00	--	--	--	--	--	--	--	2	--	--	--	--	23-14	ENHANCED GUIDE SIGN
23-13	R4-7		24	30	5.00	--	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	KEEP RIGHT
23-14	D1-70		78	48	26.00	--	--	--	--	--	--	--	--	--	--	--	--	23-12	ENHANCED GUIDE SIGN
23-15	R1-1F		36	36	--	7.46	--	--	--	--	--	2	--	--	--	--	--	23-05	STOP SIGN (FOLDING)
23-16	J2-2		48	57	19.00	--	--	--	--	--	--	1	--	--	--	--	--	--	ROUTE TURN ASSEMBLY
23-17	J2-2		48	57	19.00	--	--	--	--	--	--	1	--	--	--	--	--	--	ROUTE TURN ASSEMBLY
25-01	R1-1F		36	36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	STOP SIGN (FOLDING)
25-02	R4-7		24	30	5.00	--	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	KEEP RIGHT
25-03	R4-7		24	30	5.00	--	--	--	--	--	1	--	--	--	--	--	--	--	KEEP RIGHT
25-04	D1-70		84	48	28.00	--	--	--	--	--	--	--	--	--	--	--	--	25-05	ENHANCED GUIDE SIGN
25-05	D1-71		84	96	56.00	--	--	--	--	--	--	--	--	2	--	--	--	25-04	ENHANCED GUIDE SIGN
25-06	R1-1F		36	36	--	7.46	--	--	--	--	--	--	--	--	--	1	--	REMOVEABLE	STOP SIGN (FOLDING)
25-07	W12-1D		24	24	--	--	4.00	--	--	--	--	--	--	--	1	--	--	REMOVEABLE	DOUBLE DOWN ARROW
24M-37	R1-2		36	31	--	--	--	--	--	--	--	--	--	--	--	1	--	REMOVEABLE	YIELD
25-08	R1-1F		36	36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	STOP SIGN (FOLDING)
25-09	R5-1A		36	24	6.00	--	--	--	--	--	1	--	--	--	--	--	--	--	WRONG WAY
25-10	D1-72		120	66	55.00	--	--	--	--	--	--	2	--	--	--	--	--	--	ENHANCED GUIDE SIGN
25-11	R1-1F		36	36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	STOP SIGN (FOLDING)
25-12	R6-2L		24	30	5.00	--	--	--	--	--	1	--	--	--	--	--	--	--	ONE WAY LEFT ARROW
25-13	R1-1F		36	36	--	7.46	--	--	--	--	--	1	--	--	--	--	--	--	STOP SIGN (FOLDING)
25-14	R5-1		36	36	9.00	--	--	--	--	--	1	--	--	--	--	--	--	--	DO NOT ENTER
25-15	R5-1		36	36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	SIGNAL	DO NOT ENTER
25-16	J3-2		48	57	19.00	--	--	--	--	--	--	1	--	--	--	--	--	25-17	DIRECTIONAL ASSEMBLY
25-17	R5-1A		36	24	6.00	--	--	--	--	--	--	--	--	--	--	--	--	25-16	WRONG WAY
25-18	J3-1		24	57	9.50	--	--	--	--	--	--	1	--	--	--	--	--	24M-27	DIRECTIONAL ASSEMBLY
25-19	R1-2		48	42	14.00	--	--	--	--	--	--	--	--	--	--	--	1	REMOVEABLE	YIELD
26-01	M1-94H		102	18	12.75	--	--	--	--	--	--	--	--	--	--	--	--	MONOTUBE ARM	DEERFIELD DR STREET SIGN
26-02	M1-94S		102	18	12.75	--	--	--	--	--	--	--	--	--	--	--	--	MONOTUBE ARM	14/HUMES RD STREET SIGN
26-03	M1-94S		102	18	12.75	--	--	--	--	--	--	--	--	--	--	--	--	MONOTUBE ARM	14/HUMES RD STREET SIGN
26-04	M1-94H		102	18	12.75	--	--	--	--	--	--	--	--	--	--	--	--	MONOTUBE ARM	DEERFIELD DR STREET SIGN
PROJECT TOTAL					**552.38**	**217.60**	**17.00**	**545.75**	**8.00**	**1.00**	**5.00**	**21.00**	**21.00**	**28.00**	**3.00**	**3.00**	**1.00**		

LANDSCAPING ITEMS

	STATION - STATION	ALI	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0205 FERTILIZER TYPE A (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0300 SEEDING BORROW PIT (LB)
1005-10-73										
CATEGORY 1000										
IH 39/90										
STAGE 2	738+00 - 779+15	TWSB	RT	4,669	-	4.8	-	127	190	-
	780+29 - 799+05	TWSB	RT	634	-	1.4	-	35	52	-
	800+20 - 806+34	TWSB	RT	534	-	0.6	-	15	22	-
	807+43 - 848+94	TWSB	RT	4,141	-	4.3	-	119	179	-
	850+31 - 862+07	TWSB	RT	521	-	0.9	-	21	31	-
	863+24 - 921+82	TWSB	RT	4,999	-	5.5	-	153	228	-
	924+87 - 962+44	TWSB	RT	2,829	-	3.7	-	93	139	-
	964+53 - 981+58	TWSB	RT	1,296	-	1.6	-	43	63	-
	983+00 - 1014+05	TWSB	RT	1,321	-	2.3	-	60	90	-
	1016+79 - 1036+71	TWSB	RT	1,017	-	1.7	-	40	59	-
STAGE 3	738+00 - 779+15	TWSB	LT	3,250	3,250	3.8	42	70	146	-
	780+29 - 799+05	TWSB	LT	5,568	3,318	4.5	116	48	187	-
	807+43 - 848+94	TWSB	LT	5,117	4,042	5.5	65	109	228	-
	850+31 - 862+07	TWSB	LT	543	543	0.9	3	22	36	-
	863+24 - 921+82	TWSB	LT	3,786	3,536	5.6	36	126	226	-
	924+87 - 962+44	TWSB	LT	6,125	1,471	6.0	117	86	246	-
	964+53 - 981+58	TWSB	LT	6,915	406	5.3	155	40	214	-
	983+00 - 1014+05	TWSB	LT	14,592	1,178	10.5	308	92	445	-
	1016+79 - 1036+71	TWSB	LT	5,847	2,587	4.8	114	57	199	-
	BORROW PIT			-	27,800	17.5	-	-	-	375
IH 39/90 SUBTOTAL				73,704	48,131	91.2	956	1,356	2,980	375
STH 26 NB										
STAGE 1C	105+45 - 106+85	CET	RT	138	14	0.3	2	4	8	-
STAGE 1E	119+40 - 119+68	CET	LT	-	-	0.3	-	6	9	-
STH 26 NB SUBTOTAL				138	14	0.6	2	10	17	0
STH 26 SB										
STAGE 1A	108+46 - 108+65	CWT	LT	-	-	0.1	-	1	1	-
STAGE 1B	108+07 - 117+51	CWT	RT	1,146	942	0.9	-	22	32	-
	118+53 - 120+22	CWT	LT	343	198	0.5	7	5	15	-
STAGE 1C	108+51 - 110+28	CWT	RT	164	116	0.2	-	3	4	-
	120+22 - 121+77	CWT	LT	199	157	0.4	3	5	10	-
STAGE 1D	959+70 - 969+50	CDT	EXISTING LOOP RAMP	-	6,697	4.3	181	-	181	-
STAGE 1E	118+97 - 119+58	CWT	RT	513	212	0.7	-	16	24	-
STH 26 SB SUBTOTAL				2,365	8,322	7.1	191	52	267	0
RAMP CAT										
STAGE 1B	964+74 - 967+65	CAT	RAMP	1,122	879	1.3	15	17	42	-
STAGE 1C	964+74 - 970+24	CAT	EXISTING NB ON-RAMP	-	1,748	1.2	47	-	47	-
	967+65 - 970+24	CAT	RAMP	1,605	1,501	1.6	32	15	55	-
RAMP CAT SUBTOTAL				2,727	4,128	4.1	94	32	144	0
RAMP CBT										
STAGE 1D	956+55 - 965+03	CBT	RAMP	5,700	5,239	4.8	117	50	192	-
	958+50 - 965+02	CBT	EXISTING LOOP RAMP	-	5,129	3.3	138	-	138	-
STAGE 1E	952+70 - 965+05	CBT	EXISTING NB OFF-RAMP	-	7,224	4.6	195	-	195	-
	952+70 - 956+55	CBT	RAMP	759	543	1.1	14	13	32	-
RAMP CBT SUBTOTAL				6,459	18,135	13.8	464	63	557	0
RAMP CCT										
STAGE 1B	961+38 - 962+58	CCT	RAMP	598	432	0.7	6	9	19	-
STAGE 1C	958+62 - 962+58	CCT	EXISTING SB ON-RAMP	-	859	0.6	23	-	23	-
	958+63 - 961+38	CCT	RAMP	1,188	1,094	1.4	21	15	45	-
RAMP CCT SUBTOTAL				1,786	2,385	2.7	50	24	87	0
RAMP HBT										
STAGE 2	910+70 - 913+07	HBT	RAMP CROSSOVER	-	-	0.1	-	2	3	-
RAMP HBT SUBTOTAL				0	0	0.1	0	2	3	0
	UNDISTRIBUTED			4,421	2,685	5.4	93	81	205	25
	1005-10-73 TOTAL			91,600	83,800	125.0	1,850	1,620	4,260	400
1005-10-82										
CATEGORY 1700										
USH 14										
STAGE 1			USH 14 WATERMAIN	900	450	1.0	-	30	50	-
	1005-10-82 TOTAL			900	450	1.0	0	30	50	0
	PROJECT TOTAL			**92,500**	**84,250**	**126**	**1,850**	**1,650**	**4,310**	**400**

NOTE: BORROW PIT QUANTITIES ARE ESTIMATED AND ARE NOT BASED ON A PRE-DETERMINED SITE

REMOVING & MOVING SIGNS

SIGN #	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1005-10-73									
CATEGORY 1000									
1M-03	D10-5A	--	--	--	--	1	1	1M-04	ENHANCED REFERENCE MARKER
1M-04	D10-5A	--	--	--	--	1	--	1M-03	ENHANCED REFERENCE MARKER
1M-07	W4-1R	--	--	--	--	1	1	--	MERGING TRAFFIC FROM RIGHT
1M-08	D10-5A	--	--	--	--	1	1	1M-09	ENHANCED REFERENCE MARKER
1M-09	D10-5A	--	--	--	--	1	--	1M-08	ENHANCED REFERENCE MARKER
2M-01	D10-5A	--	--	--	--	1	1	2M-02	ENHANCED REFERENCE MARKER
2M-02	D10-5A	--	--	--	--	1	--	2M-01	ENHANCED REFERENCE MARKER
2M-03	E5-1A	--	--	--	--	1	2	--	EXIT NUMBER (ARROW) 1-4 DIGITS
3F-01	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
3F-02	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
3R-01	CUSTOM	1	--	--	--	--	--	--	EXIT 175 STH 11 EAST E. RACINE ST
3R-02	CUSTOM	1	--	--	--	--	--	--	EXIT STH 11 WEST ORFORDVILLE AHEAD
3M-03	D10-5A	--	--	--	--	1	1	3M-03	ENHANCED REFERENCE MARKER
3M-04	D10-5A	--	--	--	--	1	--	3M-04	ENHANCED REFERENCE MARKER
3M-05	W13-2	--	--	--	--	1	2	--	EXIT SPEED 40 MPH
3R-06	D10-3	--	1	1	--	-	-	--	MILEPOST MARKER (3 DIGITS)
3M-07	D10-5A	--	--	--	--	1	1	3M-08	ENHANCED REFERENCE MARKER
3M-08	D10-5A	--	--	--	--	1	--	3M-07	ENHANCED REFERENCE MARKER
4M-01	R3-4B	--	--	1	--	1	--	--	NO U TURN SIGN COMBINED W/MAINT&POLICE
4M-02	R3-4B	--	--	1	--	1	--	--	NO U TURN SIGN COMBINED W/MAINT&POLICE
4M-03	D10-5A	--	--	--	--	1	1	4M-04	ENHANCED REFERENCE MARKER
4M-04	D10-5A	--	--	--	--	1	--	4M-03	ENHANCED REFERENCE MARKER
4M-05	CUSTOM	--	--	--	--	1	3	--	NO TRUCKS OVER 8 TONS GVWR EXIT E RACI
5M-01	W12-2	--	--	--	--	1	1	--	LOW CLEARANCE SYMBOL
5M-02	W12-2	--	--	--	--	1	1	--	LOW CLEARANCE SYMBOL
5M-03	D10-5A	--	--	--	--	1	1	5M-04	ENHANCED REFERENCE MARKER
5M-04	D10-5A	--	--	--	--	1	--	5M-03	ENHANCED REFERENCE MARKER
5M-05	D10-5A	--	--	--	--	1	1	5M-06	ENHANCED REFERENCE MARKER
5M-06	D10-5A	--	--	--	--	1	--	5M-05	ENHANCED REFERENCE MARKER
6M-01	D10-5A	--	--	--	--	1	1	6M-02	ENHANCED REFERENCE MARKER
6M-02	D10-5A	--	--	--	--	1	--	6M-01	ENHANCED REFERENCE MARKER
7M-01	D10-5A	--	--	--	--	1	1	7M-02	ENHANCED REFERENCE MARKER
7M-02	D10-5A	--	--	--	--	1	--	7M-01	ENHANCED REFERENCE MARKER
7R-03	D10-3	--	1	1	--	--	--	--	MILEPOST MARKER (3 DIGITS)
7M-04	D10-5A	--	--	--	--	1	1	7M-05	ENHANCED REFERENCE MARKER
7M-05	D10-5A	--	--	--	--	1	--	7M-04	ENHANCED REFERENCE MARKER
8M-01	D10-5A	--	--	--	--	1	1	8M-02	ENHANCED REFERENCE MARKER
8M-02	D10-5A	--	--	--	--	1	--	8M-01	ENHANCED REFERENCE MARKER
8R-03	WO8-1	--	1	1	--	--	--	--	BUMP
8R-04	WO8-1	--	1	1	--	--	--	--	BUMP
8R-05	S16-7L	--	1	--	--	--	--	8R-03	ARROW LEFT
8R-06	S16-7L	--	1	--	--	--	--	8R-04	ARROW LEFT
9M-01	D10-5A	--	--	--	--	1	1	9M-02	ENHANCED REFERENCE MARKER
9M-02	D10-5A	--	--	--	--	1	--	9M-01	ENHANCED REFERENCE MARKER
10M-01	D10-5A	--	--	--	--	1	1	10M-02	ENHANCED REFERENCE MARKER
10M-02	D10-5A	--	--	--	--	1	--	10M-01	ENHANCED REFERENCE MARKER
10M-03	R8-7	--	--	--	--	1	1	--	EMERGENCY STOPPING ONLY
10R-04	D10-3	--	1	1	--	--	--	--	MILEPOST MARKER (3 DIGITS)
10M-05	D10-5A	--	--	--	--	1	1	10M-06	ENHANCED REFERENCE MARKER
10M-06	D10-5A	--	--	--	--	1	--	10M-05	ENHANCED REFERENCE MARKER
11M-01	R3-4B	--	--	--	--	1	1	11M-02	NO U TURN SIGN COMBINED W/MAINT&POLICE
11M-02	R3-4B	--	--	--	--	1	--	11M-01	NO U TURN SIGN COMBINED W/MAINT&POLICE
11M-03	R4-3	--	--	--	--	1	1	--	SLOWER TRAFFIC KEEP RIGHT
11M-04	R2-1	--	--	--	--	1	1	--	SPEED LIMIT 70 MPH
11M-05	D10-5A	--	--	--	--	1	1	11M-06	ENHANCED REFERENCE MARKER
11M-06	D10-5A	--	--	--	--	1	--	11M-05	ENHANCED REFERENCE MARKER
12M-01	J4-2	--	--	--	--	1	2	--	REASSURANCE ASSEMBLY
12M-02	D10-5A	--	--	--	--	1	1	12M-03	ENHANCED REFERENCE MARKER
12M-03	D10-5A	--	--	--	--	1	--	12M-02	ENHANCED REFERENCE MARKER
12F-05	CUSTOM	--	--	--	--	1	--		FIXED MESSAGE SIGN LEFT IN PLACE
12R-04	CUSTOM	1	--	--	--	--	--	--	EXIT 171A STH 26 NORTH MILTON 2/3 MILE
12R-05	CUSTOM	1	--	--	--	--	--	--	EXIT 171B USH 14 & STH 26 SOUTH JANESVILL
12M-06	W4-1R	--	--	--	--	1	1	--	MERGING TRAFFIC FROM RIGHT
13M-01	D10-5A	--	--	--	--	1	1	13M-02	ENHANCED REFERENCE MARKER
13M-02	D10-5A	--	--	--	--	1	--	13M-01	ENHANCED REFERENCE MARKER
13M-04	D10-5A	--	--	--	--	1	1	13M-05	ENHANCED REFERENCE MARKER
13M-05	D10-5A	--	--	--	--	1	--	13M-04	ENHANCED REFERENCE MARKER
13F-06	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
13R-06	CUSTOM	--	1	3	--	--	--	--	EAST USH 14 CLEARANCE 14'-3" MAX
14M-01	E5-1B	--	--	--	--	1	2	--	EXIT NUMBER (ARROW) 1-4 DIGITS
SUBTOTALS		**4**	**8**	**10**	**0**	**58**	**38**		

REMOVING & MOVING SIGNS (CONT'D FROM PREVIOUS PAGE)

SIGN #	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1005-10-73									
CATEGORY 1000									
SUBTOTAL FROM PREV.		4	8	10		58	38		
14F-02	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
14R-02	CUSTOM	1	--	--	--	--	--	--	EXIT 171B USH 14 WEST EXIT ONLY
14R-03	D10-3	--	1	1	--	--	--	--	MILEPOST MARKER (3 DIGITS)
14M-04	D10-5A	--	--	1	--	1	--	ESTR	ENHANCED REFERENCE MARKER
14M-05	R3-33R	--	--	--	--	1	1	--	RIGHT LANE MUST EXIT
14R-06	R3-4B	--	1	1	--	--	--	14R-07	NO U TURN SIGN COMBINED W/MAINT&POLICE
14R-07	R3-4B	--	1	--	--	--	--	14R-06	NO U TURN SIGN COMBINED W/MAINT&POLICE
15F-01	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
15R-01	CUSTOM	1	--	--	--	--	--	--	EXIT 171 B USH 14 WEST 1/4 MILE EXIT ONLY
15M-02	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
15M-03	E5-1B	--	--	--	--	1	2	--	EXIT NUMBER (ARROW) 1-4 DIGITS
15R-04	W4-1R	--	1	1	--	--	--	--	MERGING TRAFFIC FROM RIGHT
15M-05	W4-3R	--	--	--	--	1	1	--	MERGE-ADDED LANE FROM RIGHT
15M-06	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
15R-07	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-08	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-09	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-11	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-12	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-13	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-14	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-15	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-16	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-17	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-18	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-19	W1-6	--	1	1	--	--	--	--	NIGHT ARROW (SINGLE)
15R-20	W3-1	--	1	1	--	--	--	--	STOP AHEAD
15R-21	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-22	J3-2	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
15R-23	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-24	W1-8	--	1	1	--	--	--	--	CHEVRON
15R-25	W1-8	--	1	1	--	--	--	--	CHEVRON
15M-26	D1-3	--	--	--	--	1	2	--	THREE DESTINATION (ARROWS)
15R-27	R5-1A	--	1	--	--	--	--	15M-26	WRONG WAY
16M-01	W5-52R	--	--	--	--	1	1	--	CLEARANCE STRIPER DOWN LEFT
16R-02	W1-8	--	1	1	--	--	--	--	CHEVRON
16R-03	W1-8	--	1	1	--	--	--	--	CHEVRON
16R-04	W1-8	--	1	1	--	--	--	--	CHEVRON
16R-05	W1-8	--	1	1	--	--	--	--	CHEVRON
16R-06	W1-8	--	1	1	--	--	--	--	CHEVRON
16R-07	W1-8	--	1	1	--	--	--	--	CHEVRON
16R-08	W1-8	--	1	1	--	--	--	--	CHEVRON
16M-09	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
16R-10	W4-1R	--	1	2	--	--	--	--	MERGING TRAFFIC FROM RIGHT
16F-11	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
16R-11	CUSTOM	1	--	--	--	--	--	--	EXITS 171 B-C USH 14 1/3 MILE AND ARROW
16R-12	W3-1	--	1	1	--	--	--	--	STOP AHEAD
16M-15	E5-1B	--	--	--	--	1	2	--	EXIT NUMBER (ARROW) 1-4 DIGITS
16F-16	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
16R-16	CUSTOM	1	--	--	--	--	--	--	EXIT 171 A STH 26 ARROW
17M-01	W13-2	--	--	--	--	1	1	--	EXIT SPEED 25 MPH
17M-02	D10-5A	--	--	--	--	1	1	17M-03	ENHANCED REFERENCE MARKER
17M-03	D10-5A	--	--	1	--	1	--	17M-02	ENHANCED REFERENCE MARKER
17R-04	R3-4B	--	1	1	--	--	--	--	NO U TURN SIGN COMBINED W/MAINT&POLICE
17R-05	R3-4B	--	1	1	--	--	--	--	NO U TURN SIGN COMBINED W/MAINT&POLICE
17R-06	D10-3	--	1	1	--	--	--	--	MILEPOST MARKER (3 DIGITS)
17M-07	D10-5A	--	--	1	--	1	--	--	ENHANCED REFERENCE MARKER
18M-01	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
18M-02	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
18F-04	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
18R-04	CUSTOM	1	--	--	2	--	--	--	EXITS 171 A-B WEST USH 14 STH 26 NEXT RIGI
19M-01	CUSTOM	--	--	--	--	1	2	--	CITY OF JANESVILLE
19M-02	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
19M-03	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
19M-04	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
19M-05	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
20M-01	CUSTOM	--	--	--	--	1	3	--	EAST USH 14 CLEARANCE 14'-3" MAX
20F-02	CUSTOM	--	--	--	--	1	--	--	FIXED MESSAGE SIGN LEFT IN PLACE
20R-02	CUSTOM	1	--	--	2	--	--	--	EXITS 171 A-B USH 14 STH 26 1 MILE
20M-03	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
SUBTOTALS		**10**	**43**	**47**	**4**	**87**	**64**		

REMOVING & MOVING SIGNS (CONT'D)

SIGN #	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1005-10-73									
CATEGORY 1000									
SUBTOTAL FROM PREV.		10	43	47	4	87	64		
20M-04	D10-5A	--	--	--	--	1	1	--	ENHANCED REFERENCE MARKER
20M-05	R3-4B	--	--	--	--	1	--	ESTR	NO U TURN SIGN COMBINED W/MAINT&POLICE
22R-01	J2-2	--	1	1	--	--	--	--	ROUTE TURN ASSEMBLY
22M-02	R3-2	--	--	--	--	1	1	--	NO LEFT TURN SYMBOL
22R-03	R1-1	--	1	1	--	--	--	22M-06	STOP SIGN
22R-04	R1-1	--	1	1	--	--	--	22R-05	STOP SIGN
22R-05	R6-3	--	1	--	--	--	--	22R-04	DIVIDED HIGHWAY SIGN CROSSROAD
22M-06	R6-3	--	--	--	--	1	--	22R-03	DIVIDED HIGHWAY SIGN CROSSROAD
22R-07	W1-8	--	1	1	--	--	--	--	CHEVRON
22R-08	W1-8	--	1	1	--	--	--	--	CHEVRON
22R-09	W1-8	--	1	1	--	--	--	--	CHEVRON
22R-10	W1-8	--	1	1	--	--	--	--	CHEVRON
22M-11	R3-1	--	--	1	--	1	--	--	NO RIGHT TURN SYMBOL
22R-12	W1-8	--	1	1	--	--	--	--	CHEVRON
22M-13	R5-1	--	--	1	--	1	--	--	DO NOT ENTER
22R-14	R5-57	--	1	1	--	--	--	--	PEDESTRIANS, ETC., PROHIBITED
22R-15	W1-8	--	1	1	--	--	--	--	CHEVRON
22M-16	R5-1A	--	--	--	--	1	1	--	WRONG WAY
22R-17	J3-2	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
22R-18	W13-3	--	1	1	--	--	--	--	RAMP SPEED [__] MPH
22R-19	D1-1	--	1	1	--	--	--	--	ONE DESTINATION (ARROW)
22R-20	D1-3	--	1	2	--	--	--	--	THREE DESTINATION (ARROWS)
22R-21	W13-3	--	1	--	--	--	--	ESTR	RAMP SPEED [__] MPH
22R-22	J3-2	--	1	1	--	--	--	22R-23	DIRECTIONAL ASSEMBLY
22R-23	R5-1A	--	1	--	--	--	--	22R-22	WRONG WAY
22M-24	R5-57	--	--	--	--	1	1	--	PEDESTRIANS, ETC., PROHIBITED
22R-25	W1-8	--	1	1	--	--	--	--	CHEVRON
22R-26	J2-3	--	1	1	--	--	--	--	ROUTE TURN ASSEMBLY
22M-27	R6-2L	--	--	--	--	1	1	--	ONE WAY LEFT ARROW
22R-28	D1-2	--	1	2	--	--	--	--	TWO DESTINATION (ARROWS)
22R-29	W1-8	--	1	1	--	--	--	--	CHEVRON
22R-30	W1-8	--	1	1	--	--	--	--	CHEVRON
22R-31	W1-8	--	1	1	--	--	--	--	CHEVRON
22R-32	W13-3	--	1	1	--	--	--	--	RAMP SPEED [__] MPH
24R-01	R7-1D	--	1	1	--	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
24M-02	R2-1	--	--	--	--	1	1	--	SPEED LIMIT [__] MPH
24M-03	R5-1	--	--	1	--	1	--	--	DO NOT ENTER
24R-04	J2-2	--	1	1	--	--	--	--	ROUTE TURN ASSEMBLY
24R-05	W1-8	--	1	1	--	--	--	--	CHEVRON
24R-06	W1-8	--	1	1	--	--	--	--	CHEVRON
24R-07	W1-8	--	1	1	--	--	--	--	CHEVRON
24M-08	R5-57	--	--	--	--	1	1	--	PEDESTRIANS, ETC., PROHIBITED
24R-09	W1-8	--	1	1	--	--	--	--	CHEVRON
24R-10	W1-8	--	1	1	--	--	--	--	CHEVRON
24M-11	R6-2L	--	--	--	--	1	1	--	ONE WAY LEFT ARROW
24R-12	J3-2	--	1	1	--	--	--	24R-12A	DIRECTIONAL ASSEMBLY
24M-13	R3-2	--	--	1	--	1	--	--	NO LEFT TURN SYMBOL
24R-14	R7-1D	--	1	1	--	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
24R-15	D1-3	--	1	2	--	--	--	--	THREE DESTINATION (ARROWS)
24R-16	J2-2	--	1	1	--	--	--	--	ROUTE TURN ASSEMBLY
24R-17	J3-2	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
24M-18	R5-1A	--	--	--	--	1	1	--	WRONG WAY
24R-19	R5-57	--	1	1	--	--	--	--	PEDESTRIANS, ETC., PROHIBITED
24R-20	W1-8	--	1	1	--	--	--	--	CHEVRON
24M-21	R3-1	--	--	1	--	1	--	--	NO RIGHT TURN SYMBOL
24R-22	R1-1	--	1	1	--	--	--	24M-23	STOP SIGN
24M-23	R6-3	--	--	--	--	1	--	24M-22	DIVIDED HIGHWAY SIGN CROSSROAD
24M-24	R5-1	--	--	--	--	1	1	--	DO NOT ENTER
24R-25	W1-8	--	1	1	--	--	--	--	CHEVRON
24R-26	W1-8	--	1	1	--	--	--	--	CHEVRON
24M-27	R5-1A	--	--	1	--	1	--	--	WRONG WAY
24R-28	W1-8	--	1	1	--	--	--	--	CHEVRON
24R-29	W1-8	--	1	1	--	--	--	--	CHEVRON
24R-30	W1-8	--	1	1	--	--	--	--	CHEVRON
24R-31	W1-8	--	1	1	--	--	--	--	CHEVRON
24R-32	J3-2	--	1	1	--	--	--	--	DIRECTIONAL ASSEMBLY
24M-33	W12-1D	--	--	--	--	1	1	--	DOUBLE DOWN ARROW
24R-34	R1-1	--	1	1	--	--	--	24R-35	STOP SIGN
24R-35	R6-3	--	1	--	--	--	--	24R-34	DIVIDED HIGHWAY SIGN CROSSROAD
SUBTOTALS		**10**	**92**	**101**	**4**	**107**	**75**		

3

REMOVING & MOVING SIGNS (CONT'D FROM PREVIOUS PAGE)

SIGN #	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
1005-10-73									
CATEGORY 1000									
SUBTOTAL FROM PREV.		10	92	101	4	107	75		
24R-36	W1-6	--	1	1	--	--	--	--	NIGHT ARROW (SINGLE)
24M-37	R1-2	--	1	--	--	1	--	--	YIELD
24R-38	W4-1	--	1	1	--	--	--	--	MERGING TRAFFIC SYMBOL (RIGHT)
24R-39	R7-1D	--	1	1	--	--	--	--	NO PARKING ANY TIME (DOUBLE ARROW)
24R-40	R5-1	--	1	--	--	--	--	24R-12	DO NOT ENTER
24R-41	R5-1A	--	1	1	--	--	--	24R-42	WRONG WAY
24R-42	W13-3	--	1	--	--	--	--	24R-41	RAMP SPEED [__] MPH
UNDISTRIBUTED		5	6	5	1	7	5		
PROJECT TOTALS		**15**	**105**	**110**	**5**	**115**	**80**		

PAVEMENT MARKING

STA	STA	ALI	646.0106 EPOXY 4-INCH (WHITE) (LF)	646.0106 EPOXY 4-INCH (YELLOW) (LF)	646.0126 EPOXY 8-INCH (WHITE) (LF)	647.0166 ARROWS EPOXY TYPE 2 (EA)	647.0356 WORDS EPOXY (EA)	647.0456 CURB EPOXY (LF)	647.0566 STOP LINE EPOXY 18-INCH (LF)	647.0606 ISLAND NOSE EPOXY (EA)	647.0746 DIAGONAL EPOXY 24-INCH (LF)
1005-10-73											
CATEGORY 1000											
IH 39/90											
738+00	783+00	TWSB	5,180	4,572	1,433	-	-	-	-	-	93
783+00	813+00	TWSB	3,750	3,000	-	-	-	-	-	-	-
813+00	858+00	TWSB	5,625	4,500	-	-	-	-	-	-	-
858+00	903+00	TWSB	5,625	4,500	-	-	-	-	-	-	-
903+00	933+00	TWSB	3,947	3,228	676	-	-	-	-	-	-
933+00	962+00	TWSB	3,913	2,970	1,730	-	-	-	-	-	293
962+00	992+00	TWSB	3,943	3,111	370	-	-	-	-	-	129
992+00	1037+00	TWSB	5,625	4,500	-	-	-	-	-	-	-
IH 39/90 SUBTOTAL			37,608	30,381	4,209	0	0	0	0	0	515
STH 26 INTERCHANGE											
964+00	983+00	CAT	422	514	-	-	-	-	-	-	-
948+00	962+00	CCT	375	191	-	-	-	-	-	-	-
100+00	128+00	CET	3,584	1,539	2,195	19	12	268	177	4	-
STH 26 INTERCHANGE SUBTOTAL			4,381	2,244	2,195	19	12	268	177	4	0
UNDISTRIBUTED			2,111	1,645	110	0	0	17	13	0	35
1005-10-73 TOTAL			44,100	34,270	6,514	19	12	285	190	4	550
			78,370								
1005-10-82											
CATEGORY 1700											
USH 14											
USH 14 WATERMAIN			544	36	-	-	-	-	-	-	405
USH 14 SUBTOTAL			544	36	0	0	0	0	0	0	405
UNDISTRIBUTED			56	64	-	-	-	-	-	-	95
1005-10-82 TOTAL			600	100	0	0	0	0	0	0	500
			700								
PROJECT TOTAL			**44,700**	**34,370**	**6,514**	**19**	**12**	**285**	**190**	**4**	**1,050**
			79,070								

TRAFFIC CONTROL DEVICES

	# OF DAYS	643.0300 DRUMS (DAYS)	643.0420 BARRICADES TYPE III (DAYS)	643.0705 WARNING LIGHTS TYPE A (DAYS)	643.0715 WARNING LIGHTS TYPE C (DAYS)	643.0800 ARROW BOARDS (DAYS)	643.0900 SIGNS (DAYS)	643.0910 COVERING SIGNS TYPE I (EA)	643.0920 COVERING SIGNS TYPE II (EA)	643.1050 SIGNS PCMS (DAYS)	643.1055.S TRUCK OR TRAILER MOUNTED ATTENUATOR (DAYS)	643.3000 DETOUR SIGNS (DAY)
1005-10-73												
CATEGORY 1000												
IH 39/90 WIDENING												
STAGE 1	19	16,815	1,159	2,318	2,470	76	2,337	-	-	266	-	-
STAGE 2	63	27,216	693	1,260	10,521	252	5,796	-	-	756	-	-
STAGE 3	49	36,015	637	1,127	8,183	196	4,116	-	-	588	-	-
STAGE 4A	13	2,080	78	143	1,066	26	351	-	-	130	-	-
STAGE 4B	10	2,370	90	160	1,280	20	370	-	-	100	-	-
IH 39/90 WIDENING SUBTOTAL		84,496	2,657	5,008	23,520	570	12,970	0	0	1,840	0	0
USH 14 INTERCHANGE												
STAGE 2	4	1,040	24	44	200	8	160	-	-	16	-	-
STAGE 2 - USH 14 EB CLOSED	2	154	24	42	48	2	32	-	-	-	-	-
STAGE 2 - USH 14 WB CLOSED	2	186	28	50	50	4	42	-	-	-	-	-
STAGE 3 - IH 39/90 SB ON-RAMP CLOSED	2	102	18	32	-	-	30	-	-	-	-	-
USH 14 INTERCHANGE SUBTOTAL		1,482	94	168	298	14	264	0	0	16	0	0
STH 26 INTERCHANGE												
STAGE 1A	9	297	-	-	117	-	270	-	-	36	-	-
STAGE 1B	13	1,950	130	234	845	26	910	-	-	52	-	-
STAGE 1C	7	1,183	259	455	357	21	427	-	-	28	-	-
STAGE 1D	19	3,002	266	475	1,083	19	893	-	-	76	-	-
STAGE 1E	12	2,040	312	552	408	48	792	-	-	48	-	-
STAGE 2	4	476	24	44	96	-	168	-	-	16	-	-
STAGE 2 - STH 26 NB CLOSED	2	102	20	36	40	2	32	-	-	-	-	-
STAGE 2 - STH 26 SB CLOSED	2	116	18	32	36	2	32	-	-	-	-	-
STAGE 3 - IH 39/90 SB ON-RAMP CLOSED	2	106	16	28	24	2	44	-	-	-	-	-
STH 26 INTERCHANGE SUBTOTAL		9,272	1,045	1,856	3,006	120	3,568	0	0	256	0	0
DETOURS												
STH 26 SB ON RAMP - STAGE 1C	7	-	-	-	-	-	-	-	10	35	-	-
STH 26 NB ON RAMP - STAGE 1C	7	-	-	-	-	-	-	-	10	7	-	329
STH 26 SB OFF RAMP - STAGE 1D	19	-	-	-	-	-	-	-	10	114	-	-
STH 26 NB OFF RAMP - STAGE 1E	12	-	-	-	-	-	-	2	10	24	-	564
USH 14 WB - STAGE 2	2	-	-	-	-	-	-	-	10	18	-	-
USH 14 EB - STAGE 2	2	-	-	-	-	-	-	-	10	24	-	-
STH 26 NB - STAGE 2	2	-	-	-	-	-	-	-	10	18	-	-
STH 26 SB - STAGE 2	2	-	-	-	-	-	-	-	10	20	-	-
STH 11/E. RACINE ST OFF RAMP - STAGE 3	2	-	-	-	-	-	-	-	10	12	-	-
STH 11/E. RACINE ST ON RAMP - STAGE 3	2	-	-	-	-	-	-	-	10	16	-	-
STH 26 SB OFF RAMP - STAGE 3	2	-	-	-	-	-	-	-	10	10	-	-
STH 26 SB ON RAMP - STAGE 3	2	-	-	-	-	-	-	-	10	18	-	-
USH 14 SB OFF RAMP - STAGE 3	2	-	-	-	-	-	-	-	10	10	-	-
USH 14 SB ON RAMP - STAGE 3	2	-	-	-	-	-	-	-	10	14	-	-
DETOURS SUBTOTAL		0	0	0	0	0	0	2	140	340	0	893
UNDISTRIBUTED		4,750	204	368	1,376	46	898	3	60	123	70	107
1005-10-73 TOTAL		100,000	4,000	7,400	28,200	750	17,700	5	200	2,575	70	1,000
1005-10-82												
CATEGORY 1700												
USH 14												
STAGE 1 - USH 14 WATERMAIN	8	1,360	30	50	150	-	300	-	-	-	-	-
STAGE 1 - USH 14 WATERMAIN (FULL CLOSURE)	1	103	14	25	25	2	28	-	-	29	-	-
USH 14 SUBTOTAL		1,463	44	75	175	2	328	0	0	29	0	0
STH 26												
STAGE 1A - STH 26 SANITARY	8	620	10	20	110	-	280	-	-	-	-	-
STAGE 1B - STH 26 WATERMAIN	8	360	30	50	180	-	350	-	13	23	-	400
STAGE 1B - STH 26 WATERMAIN (FULL CLOSURE)	1	78	9	16	18	1	23	-	-	16	-	-
STH 26 SUBTOTAL		1,058	49	86	308	1	653	0	13	39	0	400
DETOURS												
STAGE 1 - USH 14 WB	1	-	-	-	-	-	-	-	10	9	-	-
STAGE 1B - STH 26 SB	1	-	-	-	-		-	-	10	10	-	-
DETOURS SUBTOTAL		0	0	0	0	0	0	0	20	19	0	0
UNDISTRIBUTED		79	7	14	37	-	54	-	17	13	-	100
1005-10-82 TOTAL		2,600	100	175	520	3	1,035	0	50	100	0	500
PROJECT TOTAL		**102,600**	**4,100**	**7,575**	**28,720**	**753**	**18,735**	**5**	**250**	**2,675**	**70**	**1,500**

SAWING ASPHALT

	STA	ALI	O/S	690.0150 LF
1005-10-73				
CATEGORY 1000				
IH 39/90				
STAGE 3	742+27	TWSB	LT	20
	745+91	TWSB	LT	25
	768+36	TWSB	LT	21
	768+30	TWSB	LT	20
	912+81	TWSB	LT	23
	914+70	TWSB	LT	25
	951+48	TWSB	LT	16
	954+95	TWSB	LT	20
	965+17	TWSB	LT	16
	966+63	TWSB	LT	18
	973+18	TWSB	LT	21
	974+54	TWSB	LT	20
IH 39/90 SUBTOTAL				245
			UNDISTRIBUTED	55
			1005-10-73 TOTAL	300
1005-10-82				
CATEGORY 1700				
USH 14				
STAGE 1	246+87 - 251+96 'HWA'			20
USH 14 SUBTOTAL				20
STH 26				
STAGE 1A	112+71 - 115+47 'CET'			6
STAGE 1B	112+32 - 115+37 'CWT'			12
STH 26 SUBTOTAL				18
			UNDISTRIBUTED	12
			1005-10-82 TOTAL	50
			PROJECT TOTAL	**350**

SAWING CONCRETE

	STA	STA	ALI	O/S	690.0250 (LF)
1005-10-73					
CATEGORY 1000					
IH 39/90					
STAGE 1	765+66	765+82	TWSB	LT	37
	777+96	778+17	TWSB	LT	43
	778+77	778+81	TWSB	LT	24
	780+41	780+44	TWSB	LT	25
	782+90	782+93	TWSB	LT	28
	801+10	801+12	TWSB	LT	23
	803+83	803+87	TWSB	LT	24
	804+79	804+82	TWSB	LT	24
	809+59	809+52	TWSB	LT	24
	811+03	811+34	TWSB	LT	52
	813+47	813+50	TWSB	LT	23
	815+60	815+63	TWSB	LT	24
	825+85	825+88	TWSB	LT	24
	847+00	847+30	TWSB	LT	52
	847+63	847+92	TWSB	LT	51
	848+28	848+32	TWSB	LT	26
	850+53	851+33	TWSB	LT	105
	853+06	854+36	TWSB	LT	151
	855+11	855+72	TWSB	LT	82
	856+03	858+02	TWSB	LT	220
	858+78	859+24	TWSB	LT	66
	861+00	861+83	TWSB	LT	106
	861+96	861+99	TWSB	LT	26
	863+35	863+37	TWSB	LT	26
	866+88	867+35	TWSB	LT	69
	873+78	873+96	TWSB	LT	40
	874+27	874+56	TWSB	LT	51
	877+64	877+94	TWSB	LT	52
	878+20	878+23	TWSB	LT	25
	880+68	880+71	TWSB	LT	26
	881+76	881+79	TWSB	LT	25
	881+91	881+94	TWSB	LT	25
	882+06	882+09	TWSB	LT	25
	882+30	883+25	TWSB	LT	118
	884+30	884+80	TWSB	LT	73
	889+03	889+43	TWSB	LT	63
	889+86	890+26	TWSB	LT	52
	927+62	927+89	TWSB	LT	46
	928+24	928+54	TWSB	LT	49
	929+57	929+77	TWSB	LT	39
	930+27	930+69	TWSB	LT	61
	955+38	955+48	TWSB	LT	31
	961+84	961+87	TWSB	LT	22
	961+96	961+99	TWSB	LT	17
	968+57	968+75	TWSB	LT	38
	969+71	970+11	TWSB	LT	60
	979+69	979+72	TWSB	LT	24
	981+19	981+22	TWSB	LT	24
	983+01	983+04	TWSB	LT	24
	983+11	983+14	TWSB	LT	24
	999+37	999+57	TWSB	LT	41
	1001+28	1001+43	TWSB	LT	36
	1017+31	1017+34	TWSB	LT	23
	1032+40	1032+86	TWSB	LT	66
STAGE 2	738+00	779+15	TWSB	RT	4,112
	780+29	799+05	TWSB	RT	1,876
	781+50	790+52	TWSB	RT	903
	800+20	806+34	TWSB	RT	608
	807+43	848+94	TWSB	RT	4,151
	850+31	862+07	TWSB	RT	1,167
	863+24	921+82	TWSB	RT	5,876
	906+12	909+22	TWSB	RT	309
	924+87	962+44	TWSB	RT	3,792
	933+61	935+73	TWSB	RT	215
	954+27	955+42	TWSB	RT	115
	964+53	981+58	TWSB	RT	1,705
	983+00	1014+05	TWSB	RT	3,114
	996+69	1000+27	TWSB	RT	354
	1016+79	1027+10	TWSB	RT	1,002
	1031+65	1038+46	TWSB	RT	680
SUBTOTAL					32,534

SAWING CONCRETE (CONT'D)

	STA	STA	ALI	O/S	690.0250 (LF)
1005-10-73					
CATEGORY 1000					
IH 39/90					
CONT'D FROM PREVIOUS					32,534
STAGE 3	742+27	754+04	TWSB	LT	1,490
	759+31	769+29	TWSB	LT	1,112
	771+63	779+15	TWSB	LT	751
	780+29	799+05	TWSB	LT	1,872
	800+20	806+34	TWSB	LT	613
	807+43	848+94	TWSB	LT	4,135
	850+31	862+07	TWSB	LT	1,179
	863+24	910+92	TWSB	LT	4,770
	912+80	922+13	TWSB	LT	1,139
	924+69	937+26	TWSB	LT	1,266
	935+90	954+14	TWSB	LT	1,815
	951+48	962+37	TWSB	LT	1,457
	965+17	974+53	TWSB	LT	1,259
	974+98	981+54	TWSB	LT	654
	983+00	1014+05	TWSB	LT	3,103
	1016+79	1036+71	TWSB	LT	2,000
IH 39/90 SUBTOTAL					61,149
USH 14 EB					
STAGE 2	250+06	250+45	HEA	RT	54
USH 14 EB SUBTOTAL					54
USH 14 WB					
STAGE 2	249+21	249+60	HWA	LT	50
USH 14 WB SUBTOTAL					50
STH 26 NB					
STAGE 1A	108+99	110+28	CET	LT	129
STAGE 1B	106+85	109+71	CET	RT	266
	108+06	108+99	CET	LT	93
	110+28	117+49	CET	LT	722
STAGE 1C	105+46	106+85	CET	RT	140
	105+46	-	CET	RT	19
STAGE 1D	116+66	119+00	CET	RT	237
STAGE 1E	119+40	119+68	CET	LT	29
STAGE 2	113+33	113+70	CET	RT	50
STH 26 NB SUBTOTAL					1,685
STH 26 SB					
STAGE 1A	108+46	108+65	CWT	LT	66
	108+52	110+29	CWT	RT	177
STAGE 1B	108+07	108+52	CWT	RT	45
	110+29	117+50	CWT	RT	722
	116+23	120+21	CWT	LT	399
STAGE 1C	120+21	121+76	CWT	LT	155
	121+76	-	CWT	LT	18
STAGE 1E	118+97	119+58	CWT	RT	61
STAGE 2	113+76	114+13	CWT	LT	49
STH 26 SB SUBTOTAL					1,692
RAMP CAT					
STAGE 1C	970+24	-	CAT	-	26
RAMP CAT SUBTOTAL					26
RAMP CBT					
STAGE 1E	952+70	955+92	CBT	LT	330
	952+70	-	CBT	-	22
RAMP CBT SUBTOTAL					352
RAMP CCT					
STAGE 1C	958+62	-	CCT	-	26
RAMP CCT SUBTOTAL					26
RAMP HBT					
STAGE 2	910+70	913+30	HBT	-	357
RAMP HBT SUBTOTAL					357
				UNDISTRIBUTED	3,309
				1005-10-73 TOTAL	68,700

SAWING CONCRETE (CONT'D)

	STA	STA	ALI	O/S	690.0250 (LF)
1005-10-82					
CATEGORY 1700					
USH 14					
STAGE 1 - USH 14 WATERMAIN	246+87	251+96	HWA	-	830
USH 14 SUBTOTAL					830
STH 26					
STAGE 1A - STH 26 SANITARY	112+71	115+47	CET	-	285
STAGE 1B - STH 26 WATERMAIN	112+32	115+37	CWT	-	530
					815
			UNDISTRIBUTED		55
			1005-10-82 TOTAL		1,700
			PROJECT TOTAL		**70,400**

SEMI-PERMANENT TRAFFIC CONTROL

LOCATION	643.0453 TRAFFIC CONTROL BARRICADES TYPE III PERMANENT EACH	SPV.0060.202 TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN PERMANENT EACH	SPV.0060.203 ONE SIDED VERTICAL PANELS EACH	SPV.0060.204 ONE SIDED VERTICAL PANEL REPLACEMENTS EACH
1005-10-73				
CATEGORY 1000				
IH 39/90	--	24	--	--
STH 26	4	--	30	15
PROJECT TOTAL	**4**	**24**	**30**	**15**

TEMPORARY PAVEMENT MARKING ITEMS

STAGE	LOCATION	646.0600 REMOVING PAVEMENT MARKINGS (LF)	649.0400 REMOVABLE TAPE 4-INCH WHITE (LF)	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH YELLOW (LF)	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH WHITE (LF)	649.0801 REMOVABLE TAPE 8-INCH WHITE (LF)	649.0802 TEMPORARY PAVEMENT MARKING PAINT 8-INCH WHITE (LF)
1005-10-73							
CATEGORY 1000							
STAGE 1	STH 26	10,550	-	-	-	-	-
STAGE 2	IH 39/90	166,675	-	64,640	65,560	-	34,270
STAGE 3	IH 39/90	169,025	-	44,175	44,415	-	32,600
STAGE 4A	IH 39/90	24,660	-	5,225	5,775	-	2,000
STAGE 4B	IH 39/90	22,740	-	3,970	5,170	-	1,935
	UNDISTRIBUTED	19,700	-	5,990	6,080	-	4,195
				124,000	127,000		
	1005-10-73 TOTAL	413,350	0	251,000		0	75,000
1005-10-82							
CATEGORY 1700							
STAGE 1	USH 14	91	320	-	-	-	-
STAGE 1A	STH 26	1,451	972	600	600	132	300
STAGE 1B	STH 26	91	320	440	60	-	360
	UNDISTRIBUTED	367	188	-	-	68	40
				1,040	660		
	1005-10-82 TOTAL	2,000	1,800	1,700		200	700
	PROJECT TOTAL	**415,350**	**1,800**	**252,700**		**200**	**75,700**

3

TRAFFIC SIGNAL BASE, POLE, AND ARMS

PULL BOX NUMBER	STATION	OFFSET	L/R	657.0210 TRANSFORMERS BASE BREAKWAY 15-17 INCH BOLT CIRCLE (EACH)	657.0255 TRANSFORMERS BASE BREAKWAY 11 1/2 INCH BOLT CIRCLE (EACH)	657.0305 POLES TYPE 2 (EACH)	657.0337 POLES TYPE 17 ALUMINUM (EACH)	657.0585 TROMBONE ARMS 15-FT (EACH)	657.0590 TROMBONE ARMS 20-FT (EACH)	657.0595 TROMBONE ARMS 25-FT (EACH)	SPV.0060.450 FURNISH AND INSTALL HELICAL POLE BASE (EACH)
CATEGORY 1000											
STH 26 & IH 39 SB RAMPS											
SB1	109+07'CET'	39.6'	RT	--	1	1	--	--	1	--	1
SB2	108+17'CET'	33.9'	RT	--	1	1	--	--	--	1	1
SB3	108+01'CWT'	44.1'	LT	--	1	1	--	--	--	1	1
STH 26 & IH 39 NB RAMPS											
SB1	117+34'CWT'	40.9'	LT	--	1	1	--	1	--	--	1
SB2	117+39'CET'	32.7'	RT	--	1	1	--	1	--	--	1
SB3	116+48'CWT'	40.8'	LT	--	1	1	--	--	--	1	1
DIVERSION TRIGGER SYSTEM											
I39 SB DETECTION	902+00'TWSB'	89.0'	LT	1	--	--	1	--	--	--	1
I39 NB DETECTION	987+00'TWSB'	65.0'	LT	1	--	--	1	--	--	--	1
			SUBTOTAL	2	6	6	2	2	1	3	8
			PROJECT TOTAL	**2**	**6**	**6**	**2**	**2**	**1**	**3**	**8**

TRAFFIC SIGNAL & LIGHTING PULL BOXES

PULL BOX NUMBER	STATION	OFFSET	L/R	* 653.0140 PULL BOXES STEEL 24X42-INCH (EACH)	** 653.0905 REMOVING PULL BOXES (EACH)
CATEGORY 1000					
STH 26 & IH 39 SB RAMPS					
PB1	108+9'CWT'	48.7'	LT	1	--
LPB1	108+10'CET'	20'	LT	1	--
STH 26 & IH 39 NB RAMPS					
PB1	118+25'CWT'	56.7'	LT	1	--
UNDISTRIBUTED FOR EXISTING SIGNAL INTERCONNECT				--	6
			SUBTOTAL	3	6
			PROJECT TOTAL	**3**	**6**

* ADDITIONAL QUANTITY FOUND IN TABLE "ITS PULL BOX & COMMUNICATION VAULT ITEMS"
** ADDITIONAL QUANTITY FOUND IN TABLE "MISCELLANEOUS ITS"

TRAFFIC SIGNAL HEADS

LOCATION / POLE NUMBER	HEAD NO..	658.0110 TRAFFIC SIGNAL FACE 3-12 VERTICAL (EACH)	658.0155 TRAFFIC SIGNAL FACE 3-12 HORIZONTAL (EACH)	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH (EACH)	658.0600 LED MODULES 12-INCH RED BALL (EACH)	658.0605 LED MODULES 12-INCH YELLOW BALL (EACH)	658.0610 LED MODULES 12-INCH GREEN BALL (EACH)	658.0615 LED MODULES 12-INCH RED ARROW (EACH)	658.0620 LED MODULES 12-INCH YELLOW ARROW (EACH)	658.0625 LED MODULES 12-INCH GREEN ARROW (EACH)
CATEGORY 1000										
STH 26 & IH 39 SB RAMPS										
WP4	10	1	--	1	1	1	1	--	--	--
WP6	4	1	--	1	1	1	1	--	--	--
WP10	5	1	--	1	1	1	--	--	--	1
SB1	3	--	1	1	1	1	1	--	--	--
SB2	1	1	--	1	1	1	1	--	--	--
	8	1	--	1	--	--	--	1	1	1
	12	--	1	1	1	1	1	--	--	--
SB3	6	--	1	1	1	1	1	--	--	--
TSB1	2	1	--	1	1	1	1	--	--	--
	7	1	--	1	--	--	--	1	1	1
TSB2	11	1	--	1	1	1	1	--	--	--
TSB3	9	1	--	1	--	--	--	1	1	1
STH 26 & IH 39 NB RAMPS										
WP5	5	1	--	1	--	--	--	1	1	1
	7	1	--	1	1	1	1	--	--	--
WP6	6	1	--	1	--	--	--	1	1	1
WP7	10	1	--	1	1	1	1	--	--	--
WP9	1	1	--	1	1	1	1	--	--	--
WP10	4	1	--	1	--	--	--	1	1	1
	8	1	--	1	1	1	1	--	--	--
SB1	12	--	1	1	1	1	1	--	--	--
SB2	3	--	1	1	1	1	1	--	--	--
SB3	9	--	1	1	1	1	1	--	--	--
TSB1	2	1	--	1	1	1	--	--	--	1
TSB2	11	1	--	1	1	1	1	--	--	--
	SUBTOTAL	18	6	24	18	18	16	6	6	8
	PROJECT TOTAL	**18**	**6**	**24**	**18**	**18**	**16**	**6**	**6**	**8**

TEMPORARY TRAFFIC SIGNALS

INTERSECTION	SPV.0105.456 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LEAVE IN PLACE (LOCATION) (LS)	SPV.0105.457 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LEAVE IN PLACE (LOCATION) (LS)
CATEGORY 1000		
STH 26 AND IH 39 SB RAMPS	1	--
STH 26 AND IH 39 NB RAMPS	--	1
PROJECT TOTAL	**1**	**1**

TRAFFIC SIGNAL ELECTRICAL SERVICE & MOUNTING HARDWARE

LOCATION	656.0200.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) (LS)	656.0200.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) (LS)	658.5069.450 SIGNAL MOUNTING HARDWARE (LOCATION) (LS)	658.5069.451 SIGNAL MOUNTING HARDWARE (LOCATION) (LS)	SPV.0060.452 REMOVE AND ABANDON EXISTING ELECTRICAL SERVICE (EACH)
CATEGORY 1000					
STH 26 AND IH 39 SB RAMPS	1	--	1	--	--
STH 26 AND IH 39 NB RAMPS	--	1	--	1	1
PROJECT TOTAL	1	1	1	1	1

INSTALL STATE FURNISHED EMERGENCY VEHICLE PREEMPTION EQUIPMENT

INTERSECTION	SPV.0105.454 (LOCATION) (LS)	SPV.0105.455 (LOCATION) (LS)
CATEGORY 1000		
STH 26 AND IH 39/90 SB RAMPS	1	--
STH 26 AND IH 39/90 NB RAMPS	--	1
PROJECT TOTAL	**1**	**1**

ADAPTIVE SIGNAL CONTROL ITEMS

LOCATION	SPV.0105.450 TRANSPORTING AND INSTALLING STATE FURNISHED ADAPTIVE TRAFFIC SIGNAL CAMERAS (LOCATION) (LS)	SPV.0105.451 TRANSPORTING AND INSTALLING STATE FURNISHED ADAPTIVE TRAFFIC SIGNAL CAMERAS (LOCATION) (LS)	* SPV.0090.450 INSTALL CAT-5E CABLE (LF)
CATEGORY 1000			
STH 26 AND IH 39 SB RAMPS	1	--	150
STH 26 AND IH 39 NB RAMPS	--	1	300
SUBTOTAL	1	1	450
PROJECT TOTAL	1	1	450

* ADDITIONAL QUANTITY FOUND IN TABLE "MICROWAVE VEHICLE DETECTION ITEMS"

CITY OF JANESVILLE LIGHTING

LOCATION	STATION	OFFSET	LT/RT	204.0195 REMOVING CONCRETE BASES (EACH)	SPV.0060.350 REMOVE STREET LIGHT (EACH)	SPV.0090.350 FURNISH & INSTALL EQUIVALENT LIGHTING CONDUCTORS (LF)
CATEGORY 1000						
STH 26 & IH 39 SB RAMPS						
SL1	108+10'CET'	20'	LT	1	1	1650
	SUBTOTAL			1	1	1650
	PROJECT TOTAL			**1**	**1**	**1,650**

MICROWAVE VEHICLE DETECTION ITEMS- TRAFFIC SIGNALS

LOCATION	SPV.0105.452 INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION (LS)	SPV.0105.453 INSTALL STATE FURNISHED MICROWAVE VEHICLE DETECTION (LS)	* SPV.0090.450 INSTALL CAT-5E CABLE (LF)	** CONTRACTOR PROVIDED ETHERNET REPEATER (EACH)
CATEGORY 1000				
STH 26 AND IH 39 SB RAMPS	1	--	800	--
STH 26 AND IH 39 NB RAMPS	--	1	1200	1
SUBTOTAL	1	1	2000	1
PROJECT TOTAL	1	1	2000	1

* ADDITIONAL QUANTITY FOUND IN TABLE "ADAPTIVE SIGNAL CONTROL ITEMS"
** NON-BID ITEM

INTEGRATOR

LOCATION / BASE NUMBER	SPV.0105.458 TRAFFIC SIGNAL& DIVERSION TRIGGER SYSTEMS INTEGRATOR (LS)
CATEGORY 1000	
PROJECT 1005-10-73	1
PROJECT TOTAL	**1**

DIVERSION TRIGGER SYSTEM ITEMS

LOCATION	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (EACH)	SPV.0060.453 CONTACT CLOSURE ETHERNET CONVERTER (EACH)	SPV.0060.454 NODE EVENT WARNING SYSTEM CONTROLLER (EACH)	SPV.0060.455 INSTALL STATE FURNISHED 900 MHZ RADIO (EACH)	SPV.0060.456 INSTALL STATE FURNISHED YAGI ANTENNA (EACH)	SPV.0060.457 INSTALL STATE FURNISHED 10-WATT SOLAR POWER ASSEMBLY (EACH)
CATEGORY 1000						
I39 SB DETECTOR	1	--	--	1	1	1
I39 NB DETECTOR	1	--	--	1	1	1
CB1 (S53-1413)	--	1	--	--	--	--
CB1 (S53-0935)	--	1	--	--	--	--
CB1 (S53-0948)	--	2	2	2	--	--
LP3 (USH14/IH 39/90 NB)	--	--	--	--	2	--
SUBTOTAL	2	4	2	4	4	2
PROJECT TOTAL	2	4	2	4	4	2

INTERCONNECT SYSTEM COMMUNICATION

LOCATION	SPV.0060.451 INSTALL 5.8GHz ETHERNET BRIDGE (EACH)
CATEGORY 1000	
STH 26 & IH 39 SB RAMPS	1
STH 26 & IH 39 NB RAMPS	1
SUBTOTAL	2
PROJECT TOTAL	**2**

SANITARY PIPE SUMMARY

	FROM STRUCTURE NO.		TO STRUCTURE NO.	INLET ELEV.	OUTLET ELEV.	SLOPE %	SPV.0090.652 10-INCH PVC SANITARY SEWER PIPE LF	SPV.0090.653 TELEVISE SANITARY SEWER LF
CATEGORY 1700								
STAGE 1A - STH 26 SANITARY	A-1	-	A-2	890.00	890.04	0.40%	11	22
	A-2	-	A-3	890.09	891.09	0.40%	251	502
	A-3	-	A-4	891.14	891.22	0.40%	19	38
TOTAL CATEGORY 1700							281	562

SANITARY SEWER STRUCTURE SUMMARY

	STRUCT. NO.	STATION	OFFSET	RIM ELEV	MANHOLES SPV.0060.658 4-FOOT DIAMETER SANITARY MANHOLE EACH	MANHOLES SPV.0060.659 SANITARY MANHOLE CASTING EACH	SPV.0060.660 CONNECT TO EXISTING SANITARY SEWER EACH
CATEGORY 1700							
STAGE 1A - STH 26 SANITARY	A-1	112+78'CET'	10.4'LT	899.21	**1**	1	**1**
	A-2	112+85'CET'	2.7'LT	899.98	**1**	1	-
	A-3	115+36'CET'	2.7'RT	900.84	**1**	1	-
	A-4	115+50'CET'	11.3'LT	900.14	**1**	1	**1**
TOTAL CATEGORY 1700					4	4	2

WATER PIPE SUMMARY

STATION	LOCATION	SPV.0090.650 16-INCH DUCTILE IRON WATER MAIN LF	SPV.0090.651 6-INCH DUCTILE IRON WATER MAIN LF
CATEGORY 1700			
STAGE 1 - USH 14 WATERMAIN	LT & RT	575	10
STAGE 1B - STH 26 WATERMAIN	LT & RT	347	-
TOTAL CATEGORY 1700		922	10

WATER STRUCTURE SUMMARY

	STATION	OFFSET	RIM ELEV	SPV.0060.650 16-INCH BUTTERFLY VALVE EACH	SPV.0060.651 6-INCH TAPPING VALVE & BOX EACH	SPV.0060.652 6-FOOT DIAMETER WATER VALVE VAULT EACH	SPV.0060.653 WATER VALVE VAULT CASTING EACH	SPV.0060.654 HYDRANT EACH	SPV.0060.656 TEMPORARY WATER MAIN BLOWOFF EACH	SPV.0060.657 WATER MAIN CUT-IN CONNECTION EACH
CATEGORY 1700										
STAGE 1 - USH 14 WATERMAIN										
	244+00'HWA'	52.6'LT		-	1	-	-	1	-	-
	246+43'HWA'	47.4'LT		-	-	-	-	-	1	1
	251+96'HWA'	15.5'RT	882.40	1	-	1	1	-	-	1
SUBTOTAL STAGE 1				1	1	1	1	1	1	2
STAGE 1B - STH 26 WATERMAIN										
	112+30'CWT'	15.9'RT		-	-	-	-	-	-	1
	112+54'CWT'	8.3'LT	900.07	1	-	1	1	-	-	-
	115+39'CWT'	15.8'RT		-	-	-	-	-	1	1
SUBTOTAL STAGE 1B				1	-	1	1	-	1	2
TOTAL CATEGORY 1700				2	1	2	2	1	2	4

REMOVAL WATER PIPE SUMMARY

STATION	OFFSET	SPV.0060.655 REMOVE & SALVAGE HYDRANT EACH
CATEGORY 1700		
STAGE 1 - USH 14 WATERMAIN		
245+77'HWA'	47.1'LT	1
TOTAL CATEGORY 1700		1

STATION	SPV.0105.650 ABANDON WATER MAIN IN PLACE LS
CATEGORY 1700	
STAGE 1 - USH 14 WATERMAIN	
246+29-251+96'HWA'	1
STAGE 1B - STH 26 WATERMAIN	
112+30-115+39'CWT'	
TOTAL CATEGORY 1700	1

REMOVAL SANITARY SEWER SUMMARY

STATION	OFFSET	SPV.0060.661 REMOVE SANITARY SEWER STRUCTURE EACH
CATEGORY 1700		
STAGE 1A - STH 26 SANITARY	114+94'CET'	10.6'LT	1
TOTAL CATEGORY 1700		1

STATION	SPV.0105.651 ABANDON SANITARY SEWER IN PLACE LS
CATEGORY 1700	
STAGE 1A - STH 26 SANITARY	112+78-115+50'CET'	1
TOTAL CATEGORY 1700	1

UTILITY OPENING SUMMARY

	SPV.0060.662 UTILITY LINE OPENING EACH
CATEGORY 1700	
STAGE 1 - USH 14 WATERMAIN	2
STAGE 1A - STH 26 SANITARY	2
STAGE 1B - STH 26 WATERMAIN	2
UNDISTRIBUTED	2
TOTAL CATEGORY 1700	8

ITS PULL BOX & COMMUNICATION VAULT ITEMS

EQUIPMENT CODE	STATION	OFFSET	653.0140 PULL BOXES STEEL 24x42-INCH EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	678.0200 FIBER OPTIC SPLICE ENCLOSURE EACH	678.0300 FIBER OPTIC SPLICE EACH	SPV.0060.401 FIBER TRACER MARKER POST EACH
CATEGORY 1200							
CV-1	924+55	RT	---	1	---	---	---
CV-2	924+80 'TW'	LT	---	1	1	6	1
PB-1	925+05	RT	1	---	---	---	---
TOTALS			1	2	1	6	1

ITS CONDUIT ITEMS

FROM	TO	LINEAR DISTANCE LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF
CATEGORY 1200				
CV-2	CV-1	205	---	205
CV-1	CP-1	40	40	---
CP-1	PB-1	20	20	---
PB-1	QP-1	130	---	130
QP-1	EXPB-4	220	220	---
TOTALS			280	335

ITS CABLE ITEMS

FROM	TO	LINEAR DISTANCE LF	CABLE SLACK FIBER OPTIC CABLE OUTDOOR PLANT LF	674.0400 REINSTALL CABLE LF	678.0006 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF
CATEGORY 1200					
CV-2	CV-1	205	100	---	305
CV-1	CP-1	40	100	---	140
CP-1	PB-1	20	---	20	---
PB-1	QP-1	130	---	130	---
QP-1	EXPB-4	220	---	220	---
TOTALS				370	445

ITS MICROWAVE RADAR ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	659.0802* PLAQUES SEQUENCE IDENTIFICATION EACH	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EACH
CATEGORY 1200					
SDS-53-0024	CP-1	924+85	RT	1	2
TOTALS				1	2

* ADDITIONAL QUANTITY OF SAME ITEM SHOWN ELSEWHERE

ITS DEVICES & COMMUNICATION ITEMS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	659.0802* PLAQUES SEQUENCE IDENTIFICATION EACH	670.0100 FIELD SYSTEM INTEGRATOR LS	670.0200 ITS DOCUMENTATION LS	673.0225.S INSTALL POLE MOUNTED CABINET EACH	675.0400.S INSTALL ETHERNET SWITCH EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	677.0300.S INSTALL VIDEO ENCODER EACH	678.0400 FIBER OPTIC TERMINATION EACH	678.0500 COMMUNICATION SYSTEM TESTING LS	SPV.0060.402 POLES WOOD 65-FT EACH	SPV.0060.403 INSTALL WIRELESS MESH RADIO ASSEMBLY EACH	SPV.0060.404 INSTALL TERMINATION PANEL EACH
CATEGORY 1200															
CCTV-53-0024	CP-1	924+85	RT	1	---	---	1	2	1	1	6	---	1	1	1
UNDISTRIBUTED	---	---	---	---	1	1	---	---	---	---	---	1	---	---	---
TOTALS				1	1	1	1	2	1	1	6	1	1	1	1

* ADDITIONAL QUANTITY OF SAME ITEM SHOWN ELSEWHERE

MISCELLANEOUS ITS

ITEM ID	EQUIPMENT CODE	STATION	OFFSET	204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH	677.9051.S REMOVE 50-FOOT CAMERA POLE EACH	SPV.0060.405 REMOVE COMMUNICATION VAULT EACH	SPV.0060.406 REMOVE POLES TYPE 5 EACH	SPV.0105.401 SALVAGE ITS EQUIPMENT LS
CATEGORY 1200									
EXISTING CCTV-53-0024	EXCP-1	924+70 'TW'	RT	1	---	1	---	---	1
---	EXCV-1	924+50 'TW'	RT	---	---	---	1	---	---
---	EXDP-1	927+85 'TW'	LT	1	---	---	---	1	---
---	EXDP-2	928+05	RT	1	---	---	---	1	---
---	EXPB-1	928+00 'TW'	LT	---	1	---	---	---	---
---	EXPB-2	928+40 'TW'	LT	---	1	---	---	---	---
---	EXPB-3	928+40 'TW'	RT	---	1	---	---	---	---
---	EXPB-5	965+10 'TW'	LT	---	1	---	---	---	---
TOTALS				3	4	1	1	2	1

MISCELLANEOUS ITS - LINEAR FEET ITEMS

FROM	TO	LINEAR DISTANCE LF	674.0300 REMOVE CABLE LF
CATEGORY 1200			
EXPB-1	EXPB-2	145	145
EXDP-1	EXPB-2	55	55
EXPB-2	EXPB-3	70	70
EXCP-1	EXPB-3	375	375
EXPB-3	EXPB-4	95	95
EXCP-1	EXCV-1	50	50
EXCV-1	CV-2	115	115
EXPB-5	EXPB-6	195	195
TOTALS			1100

WISCONSIN POWER & LIGHT COMPANY (GAS)

CAUTION

WSOR RR

CTH O

2800 EAST DELAVAN DR LLC

RYAN SHOELACE LLC

R/W

STA. 738+00'TWSB' - STA. 743+21'TWSB', LT.
EXISTING BEAM GUARD TO REMAIN

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

SEE RAMP GORE DETAILS

STH 11/RACINE ST SB ON-RAMP

14.0'

MATCH LINE 749+00 'TWSB'

STA. 735+16'TWSB', 54' RT.
1-CRASH CUSHIONS TEMPORARY LEFT IN PLACE

734'TWSB' 736'TWSB' 738'TWSB' 740'TWSB' IH 39/90 SB 742'TWSB' 744'TWSB' 746'TWSB' 748'TWSB'

'TWSB' +85.3
34.5' RT.

1.5'

END OF EXISTING BEAM GUARD

IH 39/90 NB

END PROJECT 1003-10-83
BEGIN PROJECT 1005-10-73
STA. 738+00'TWSB'
Y = 263023.13
X = 503836.64

SLOPE INTERCEPTS (TYP.)

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

STA. 743+63'TWSB', RT.
1-18" CPRC EXTENSION REQUIRED
1-APRON ENDWALL REQUIRED
CLEANING CULVERT PIPES REQUIRED

SEE CONCRETE BARRIER DRAINAGE GAP DETAIL

AT&T (FIBER OPTIC)

STA. 738+00'TWSB' - STA. 739+17'TWSB', RT.
EXISTING BEAM GUARD TO REMAIN

ATC

CAUTION

INTERSTATE SECURE

STH 11/RACINE ST NB OFF-RAMP

N

STH 11/RACINE ST SB OFF-RAMP

SLOPE INTERCEPTS (TYP.)

14.0'

MATCH LINE 749+00 'TWSB'

EXISTING STRUCTURE B-53-329 TO REMAIN

750'TWSB' 752'TWSB' 754'TWSB' 756'TWSB' 758'TWSB' 760'TWSB' IH 39/90 SB 762'TWSB' 764'TWSB'

'TWSB' +19.2
34.5' RT.

1.5'

'TWSB' +59.2
27.5' RT.

'TWSB' +00.0
27.5' RT.

1.5'

'TWSB' +40.0
34.5' RT.

IH 39/90 NB

MATCH LINE 764+00 'TWSB'

STH 11 (RACINE STREET)

STA. 756+77'TWSB', 26' RT.
1-CRASH CUSHIONS TEMPORARY LEFT IN PLACE

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

WISDOT (ELECTRIC)

STA. 753+83'TWSB' - STA. 756+77'TWSB', RT.
CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE
LEFT IN PLACE ANCHORING REQ'D

STA. 758+64'TWSB', RT.
1-APRON ENDWALL REQUIRED
CLEANING CULVERT PIPES REQUIRED

STH 11/RACINE ST NB ON-RAMP

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 496 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN AND PROFILE\050101_PP_TW-SB.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

PARK PLACE APPARTMENTS LLC

P.L.

R/W

CITY OF JANESVILLE

N

STH 11/RACINE ST SB OFF-RAMP

SLOPE INTERCEPTS (TYP.)

SEE RAMP GORE DETAILS

'TWSB' +64.0 32.8' LT.

'TWSB' +64.0 38.0' LT.

14.0'

MATCH LINE 764+00 'TWSB'

'WSB' 766'TWSB' 768'TWSB' 770'TWSB' IH 39/90 SB 772'TWSB' 774'TWSB' 776'TWSB' 778'TWSB'

MATCH LINE 776+00 'TWSB'

'TWSB' +78.3 34.5' RT.

1.5'

'TWSB' +58.3 30.5' RT.

IH 39/90 NB

STH 11/RACINE ST NB ON-RAMP

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

STA. 778+62'TWSB', RT., LT.
2-18" CPRC EXTENSION REQUIRED
2-APRON ENDWALLS REQUIRED
CLEANING CULVERT PIPES REQUIRED

5

5

R/W

NORMAN WEITZEL

P.L.

MIDLAND COURT INVESTMENTS LLC

P.L.

N&M OF JANESVILLE LLC

P.L.

NORMAN WEITZEL

LEGEND

SHES CONCRETE PAVEMENT REPLACEMENT

SHES CONCRETE PAVEMENT REPAIR

STA. 780+34'TWSB' - STA. 783+14'TWSB' LT
EXISTING BEAM GUARD TO REMAIN

CITY OF JANESVILLE

N

PALMER DR

AT&T (FIBER OPTIC)

CITY OF JANESVILLE (SANITARY)

CITY OF JANESVILLE (WATER)

R/W

'TWSB' +14.2 36.0' LT.

R/W

ADJUSTING INLET COVERS

SLOPE INTERCEPTS (TYP.)

10.0'

'TWSB' +42.0 34.0' LT.

'TWSB' +54.2 38.0' LT.

14.0'

MATCH LINE 779+00 'TWSB'

780'TWSB' 782'TWSB' 784'TWSB' IH 39/90 SB 786'TWSB' 788'TWSB' 790'TWSB' 792'TWSB' 794'T

MATCH LINE 794+00 'TWSB'

'TWSB' +79.0 34.5' RT.

1.5'

'TWSB' +65.6 34.5' RT.

794'

792'COP'

790'COP'

788'COP'

781'COP' 782'COP' 784'COP' CROSSOVER 'COP' 786'COP'

IH 39/90 NB

END OF EXISTING BEAM GUARD

25' GAP IN BARRIER FOR MAINTENANCE CROSSOVER
CRASH CUSHION TEMPORARY LEFT IN PLACE REQUIRED

SEE "PLAN AND PROFILE: PALMER DRIVE CROSSOVER 'COP'" FOR ADDITIONAL INFORMATION

EXISTING STRUCTURE B-53-0061 TO REMAIN

STA. 780+26'TWSB' - STA. 781+34'TWSB' RT
EXISTING BEAM GUARD TO REMAIN

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

R/W

PALMER HOUSE APARTMENTS

STEPHEN OVERTURF P.L. JON ROSENBERG P.L. RICHARD TERWILLIGER P.L. KENNETH GARVES P.L. ANTHONY CORDERO P.L. 210 VALLEY DRIVE LLC P.L. COURTNEY LIVING TRUST P.L. LEE SANDERLIN P.L. CRAIG LEWIS P.L. DENNIS BAILEY P.L. RONALD MARTIN P.L.

R/W

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 497 E

LEGEND

- SHES CONCRETE PAVEMENT REPLACEMENT
- SHES CONCRETE PAVEMENT REPAIR
- REMOVING ASPHALTIC SURFACE & 3 1/2" HMA PAVEMENT, TYPE E-10

MATCH LINE 794+00 'TWSB'

SLOPE INTERCEPTS (TYP.)

EXISTING STRUCTURE B-53-0063 TO REMAIN

ADJUSTING INLET COVERS

SPRING BROOK

IH 39/90 SB

796'TWSB' 798'TWSB' 800'TWSB' 802'TWSB' 804'TWSB' 806'TWSB'

796'COP' 797'COP'

'TWSB' +55.2 30.5' RT.

'TWSB' +75.2 34.5' RT.

'TWSB' +47.8 34.5' RT.

'TWSB' +91.6 34.5' RT.

'TWSB' +71.6 30.5' RT.

14.0' 10.0' 1.5'

IH 39/90 NB

SEE "PLAN AND PROFILE: PALMER DRIVE CROSSOVER 'COP'" FOR ADDITIONAL INFORMATION

SEE CONCRETE BARRIER DRAINAGE GAP DETAIL

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

STA. 800+17'TWSB' - STA. 801+35'TWSB', RT.
MGS GUARDRAIL 3, MGS GUARDRAIL THRIE BEAM TRANSITION & MGS GUARDRAIL TERMINAL EAT REQUIRED. SEE CROSS SECTIONS FOR POST LOCATIONS AND APPROACH TAPER LOCATION.

STA. 796+62'TWSB' RT.,LT.
2-24" CPRC EXTENSION REQUIRED
2-APRON ENDWALLS REQUIRED
CLEANING CULVERT PIPES REQUIRED

STA. 800+20'TWSB' - STA. 806+36'TWSB', LT.
EXISTING BEAM GUARD TO REMAIN

STA. 807+37'TWSB' - STA. 808+46'TWSB', RT.
EXISTING BEAM GUARD TO REMAIN

STA. 800+37'TWSB'
CLEANING CULVERT PIPES REQUIRED

STA. 808+67'TWSB' RT.
1-18" CPRC EXTENSION REQUIRED
1-APRON ENDWALL REQUIRED
CLEANING CULVERT PIPES REQUIRED

END OF EXISTING BEAM GUARD

MATCH LINE 809+00 'TWSB'

CITY OF JANESVILLE

GREGG HEGLE

RICK TIMBLIN

MARK KELLEHER

LARRY OCHOWSKI

ROBERT HICKEY

ANTHONY BAUER

POOL

RUGER AVE

AT&T (TELEPHONE)

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

CHARTER (TV)

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

CITY OF JANESVILLE (WATER)

CITY OF JANESVILLE (SANITARY)

R/W

RIPRAP

BIKE PATH

GERALD THIELE

SARNOW REVOCABLE TRUST

BRETT MISHLEAU

JEFFERY SLOWEY

ROBERT NORDENSTEN

CITY OF JANESVILLE

LUCAS FLYNN

RUGER CROSSING AFH LLC

DUANE ERSCHEN

DAVID WHITTLINGER

AT&T (TELEPHONE)

ROBERT WRIGHT JR

MICHAEL GONDREAU

LARRY SHERE

PAUL ANTONELLI

SCHOOL DISTRICT JANESVILLE

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

STA. 807+51'TWSB' - STA. 810+35'TWSB', LT.
EXISTING BEAM GUARD TO REMAIN

MATCH LINE 809+00 'TWSB'

'TWSB' +85.8 34.0' LT.

'TWSB' +75.8 38.0' LT.

'TWSB' +35.8 36.0' LT.

'TWSB' +05.8 34.5' RT.

10.0' 14.0' 1.5'

810'TWSB' 812'TWSB' 814'TWSB' 816'TWSB' 818'TWSB' 820'TWSB' 822'TWSB' 824'

IH 39/90 SB

IH 39/90 NB

SLOPE INTERCEPTS (TYP.)

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

MATCH LINE 824+00 'TWSB'

STA. 815+63'TWSB' RT.,LT.
2-18" CPRC EXTENSION REQUIRED
2-APRON ENDWALLS REQUIRED
CLEANING CULVERT PIPES REQUIRED

STA. 823+62'TWSB' RT.
1-18" CPCS EXTENSION REQUIRED
1-APRON ENDWALLS REQUIRED
CLEANING CULVERT PIPES REQUIRED

DUANE ERSCHEN

RICHARD ENNIS

PATRICK PORTER

RHONDA BACHMAN

RYAN CHASE

TERRI HEDGECOCK

FELDA REVOCABLE TRUST

RODNEY SPRAGUE

KENNETH STEADMAN

FRED SAVOIE

VICTORIA BOYD

RANDAL MARKO

CUTLIP FAMILY TRUST

PETER SMITH

RYAN HAHN

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 498 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN AND PROFILE\050101_PP_TW-SB.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

SCHOOL DISTRICT JANESVILLE

SCHOOL DISTRICT JANESVILLE

SCHOOL DISTRICT JANESVILLE

P.L.

R/W

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

P.L.

R/W

N

MATCH LINE 824+00 'TWSB'

SLOPE INTERCEPTS (TYP.)

14.0'

WSB' 826'TWSB' 828'TWSB' IH 39/90 SB 830'TWSB' 832'TWSB' 834'TWSB' 836'TWSB' 838'TWSB'

34.5' 1.5'

IH 39/90 NB

MATCH LINE 839+00 'TWSB'

LEGEND

SHES CONCRETE PAVEMENT REPLACEMENT

SHES CONCRETE PAVEMENT REPAIR

REMOVING ASPHALTIC SURFACE & 3 1/2" HMA PAVEMENT, TYPE E-10

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

STA. 833+62'TWSB'
CLEANING CULVERT PIPES REQUIRED

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

R/W

P.L. DALE BARKER P.L. MICHAEL KUTZ P.L. RANDY BAKER P.L. KYLE TYRER P.L. BRIAN HESS P.L. JOHN JENKS P.L. SHARON HEISE P.L. STEPHEN MCNALLY P.L. CARLA FISHER P.L. ZACHERY RADLOFF P.L. VERONICA THOMPSON LYNN KING P.L. BARTON CHRISTIANSON P.L. NANCY BUCHANAN P.L.

5

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SCHOOL DISTRICT JANESVILLE

DANIELS INVESTMENTS LLC

P.L.

R/W

WISCONSIN POWER & LIGHT COMPANY (GAS)

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

R/W

CHARTER (TV)

E. MILWAUKEE ST

R/W

STA. 850+27'TWSB' - STA. 853+28'TWSB', LT.
EXISTING BEAM GUARD TO REMAIN

GRAF REVOCABLE TRUST

EDWARD MCNAMER

N

DALE SCHWANKE

PATRICIA BOBZIEN

P.L.

P.L.

P.L.

END OF EXISTING BEAM GUARD

'TWSB' +67.9
38.0' LT.

ADJUSTING INLET COVERS

R/W

'TWSB' +27.9
36.0' LT.

10.0'

'TWSB' +54.1
34.0' LT.

MATCH LINE 839+00 'TWSB'

SLOPE INTERCEPTS (TYP.)

14.0'

EXISTING STRUCTURE B-53-0214 TO REMAIN

840'TWSB' 842'TWSB' 844'TWSB' IH 39/90 SB 846'TWSB' 848'TWSB' 850'TWSB' 852'TWSB' 854'T

'TWSB' +75.6
34.5' RT.

'TWSB' +36.2
34.5' RT.

1.5'

1.5'

IH 39/90 NB

'TWSB' +55.6
30.5' RT.

MATCH LINE 854+00 'TWSB'

END OF EXISTING BEAM GUARD

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

STA. 850+53'TWSB' - STA. 851+61'TWSB', RT.
EXISTING BEAM GUARD TO REMAIN

CITY OF JANESVILLE (WATER)

CAUTION

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

STA. 841+62'TWSB'
CLEANING CULVERT PIPES REQUIRED

WISCONSIN POWER & LIGHT COMPANY (GAS)

AT&T (TELEPHONE)

R/W

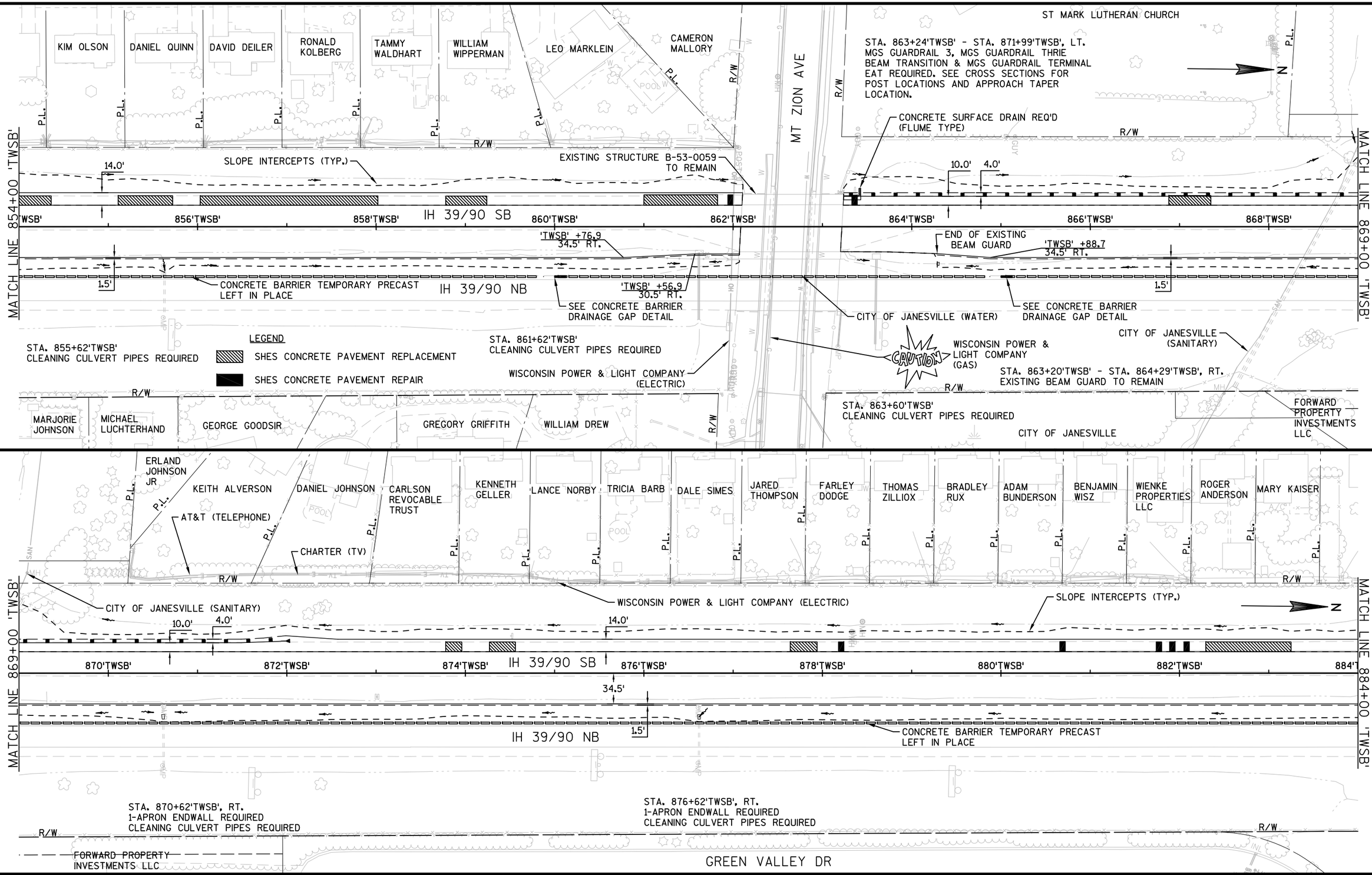
R/W

R/W

DENNIS KERNS P.L. SCOTT SEINKE P.L. STEVEN DAVIS P.L. CHRISTOPHER JANKE P.L. MIRANDA COLEMAN P.L. TRACEY ATKINSON P.L. JOHN KRUTILLA P.L. GAULDIN REVOCABLE LIVING TRUST P.L. SHANE KUNKEL P.L. DOUGLAS SCHADE P.L. THOMAS THOMPSON P.L. DAN LAWSON P.L. FRANK LATTER

DEAN ALLEN P.L. MARJORIE JOHNSON

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 499 E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 500	E

RANDALL CONNELL
BARRY BICKLE
JOANN SPEAR
JONES REVOCABLE TRUST
ELIJAH MILLARD
BRYAN AIDE
THOMAS WEST
SCOTT RICHMOND
MARIE JOYCE
PATRICK JERGENSMEIER
PATRICIA MICHAELS
JAMES ENNOCENTI
MARLIS GOESSLING
CHRISTOPHER ALDRICH

N

MATCH LINE 884+00 'TWSB'

MATCH LINE 899+00 'TWSB'

AT&T (TELEPHONE)

CHARTER (TV)

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

SLOPE INTERCEPTS (TYP.)

14.0'

34.5'

1.5'

886'TWSB' 888'TWSB' 890'TWSB' 892'TWSB' 894'TWSB' 896'TWSB' 898'TWSB'

IH 39/90 SB

IH 39/90 NB

CITY OF JANESVILLE (WATER)

STA. 884+75'TWSB'
2-CLEANING CULVERT PIPES REQUIRED

ANR PIPELINE COMPANY (GAS)

STA. 892+62'TWSB' LT.,RT.
2-24" CPRC EXTENSION REQUIRED
3-APRON ENDWALLS REQUIRED
2-CLEANING CULVERT PIPES REQUIRED

MAINTENANCE CROSSOVER REQUIRED (SEE CONSTRUCTION DETAIL)
25' GAP IN BARRIER FOR MAINTENANCE CROSSOVER
CRASH CUSHION TEMPORARY LEFT IN PLACE REQUIRED

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

KURT MARLING
JERRY KRAUS
CHRISTOPHER SMART
M&I REGIONAL PROPERTIES LLC
JDC APARTMENTS LLC
DAN BERTELSON
GREEN VALLEY CONDO III
CLAUDETTE DYSON
DORIS COPLIEN
WILLIAM OLIVER
MIKE YUAN
LEEDER REVOCABLE TRUST
MELISSA EDWARDS
GAYLORD DOWNING
CORY DEWITT

5

5

BEVERLY BRAKFIELD
FAITH COMMUNITY CHURCH
JEAN TULLIS

LEGEND
SHES CONCRETE PAVEMENT REPLACEMENT

GKC RENTALS LLC
GKC RENTALS LLC
GKC RENTALS LLC
DAVID MCGRATH
AMROCK APARTMENTS

MATCH LINE 914+00 'TWSB'

'TWSB' +54.3
38.0' LT.

STA. 909+60'TWSB'
2-CLEANING CULVERT PIPES REQUIRED

'TWSB' +92.7
44.8' LT.

'TWSB' +92.7
38.0' LT.

900'TWSB' 902'TWSB' 904'TWSB' 906'TWSB' 908'TWSB' 910'TWSB' 912'TWSB' 914'TWSB'

'TWSB' +33.5
34.5' RT.

'TWSB' +90.9
34.5' RT.

902'HBT' 904'HBT' 906'HBT' 908'HBT' 910'HBT' 912'HBT' 913'HBT'

RAMP 'HBT'

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

STA. 900+62'TWSB' LT.,RT.
2-18" CPRC EXTENSION REQUIRED
2-APRON ENDWALLS REQUIRED
CLEANING CULVERT PIPES REQUIRED

CHARTER (TV)
AT&T (TELEPHONE)
WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

SEE "PLAN AND PROFILE:
USH 14 TEMPORARY NB OFF RAMP"
FOR ADDITIONAL INFORMATION

CORY DEWITT
FLOYD GILLENBERG
ROBERT RAHE
STEPHANIE ERICKSON
ROYCE HATLEVIG
ALLEN ROTH
CHARLES MURPHY
JAMES CAMPBELL
JAMES CAMPBELL
JAMES CAMPBELL
JANESVILLE HOSPITALITY, LLC

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 501	E

AMROCK APARTMENTS

AMROCK APARTMENTS

STA. 924+87'TWSB' - STA. 927+44'TWSB', LT. MGS GUARDRAIL 3, MGS GUARDRAIL THRIE BEAM TRANSITION & MGS GUARDRAIL TERMINAL EAT REQUIRED. SEE CROSS SECTIONS FOR POST LOCATIONS AND APPROACH TAPER LOCATION.

AT&T (FIBER OPTIC)

WISDOT (ITS)

N

CONCRETE SURFACE DRAIN REQ'D (FLUME TYPE)

WISDOT (ITS)

'TWSB' +29.6
32.4' LT.

MATCH LINE 914+00 'TWSB'

SEE RAMP GORE DETAILS

SLOPE INTERCEPTS (TYP.)

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

USH 14 EB

USH 14 WB

MATCH LINE 929+00 'TWSB'

20.0'

'TWSB' +32.9
38.0' LT.

'TWSB' +80.6
41.0' LT.

4.0'

14.0'

WSB'

916'TWSB'

918'TWSB'

IH 39/90 SB

920'TWSB'

922'TWSB'

B-53-0065

924'TWSB'

926'TWSB'

928'TWSB'

'TWSB' +90.5
26.0' RT.

'TWSB' +08.0
28.5' RT.

1.5'

'TWSB' +88.0
34.5' RT.

IH 39/90 NB

WISDOT (ITS)

'TWSB' +39.6
29.6' RT.

WISDOT (ITS)

'TWSB' +63.8
27.6' RT.

'TWSB' +13.5
28.8' RT.

'TWSB' +60.3
28.5' RT.

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

WIDEN EXISTING BRIDGE SEE B-53-0065 PLANS

WINDSTREAM TELECOMMUNICATIONS (FIBER OPTIC)

CITY OF JANESVILLE (WATER)

STA. 924+48'TWSB' - STA. 928+14'TWSB', RT. MGS GUARDRAIL 3, MGS GUARDRAIL THRIE BEAM TRANSITION & MGS GUARDRAIL TERMINAL EAT REQUIRED. SEE CROSS SECTIONS FOR POST LOCATIONS AND APPROACH TAPER LOCATION.

CAUTION

WISCONSIN POWER & LIGHT COMPANY (GAS)

LEGEND

SHES CONCRETE PAVEMENT REPLACEMENT

5

5

DARDEN RESTAURANTS

GORDIE BOUCHER

HATTON FAMILY LLC

VAN GALDER REVOCABLE TRUST

BFOX DEVELOPMENTS LLC

ENTOURAGE PROPERTIES, LLC

HP HOLDINGS LLC

BACKYARD PROPERTIES OF ROCK COUNTY, LLC

R/W

P.L.

N

'TWSB' +90.0
56.0' LT.

MATCH LINE 929+00 'TWSB'

MATCH LINE 944+00 'TWSB'

20.0'

'TWSB' +23.2
44.0' LT.

'TWSB' +90.0
50.6' LT.

SEE RAMP GORE DETAILS

930'TWSB'

932'TWSB'

934'TWSB'

936'TWSB'

938'TWSB'

940'TWSB'

942'TWSB'

944'

IH 39/90 SB

'TWSB' +99.6
40.5' RT.

'TWSB' +15.7
28.5' RT.

'TWSB' +25.3
24.0' LT.

938'HAT'

939'HAT'

'TWSB' +99.6
46.5' RT.

1.5'

RAMP 'HAT'

936'HAT'

934'HAT'

SLOPE INTERCEPTS (TYP.)

931'HAT'

932'HAT'

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

IH 39/90 NB

SEE CONCRETE BARRIER DRAINAGE GAP DETAIL

SEE "PLAN AND PROFILE: USH 14 TEMPORARY NB ON-RAMP 'HAT'" FOR ADDITIONAL INFORMATION

STA. 929+62'TWSB' CLEANING CULVERT PIPES REQUIRED

R/W

HO

OH

JANESVILLE VENTURES LLC

CAMPBELL LTD PARTNERSHIP

MERCY HEALTH SYSTEM CORP

STA. 937+68'TWSB' CLEANING CULVERT PIPES REQUIRED

ATC (ELECTRIC)

DEERFIELD DR

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 502	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN AND PROFILE\050101_PP_TW-SB.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 44

JANESVILLE PONTIAC PROPERTY GROUP, LLC

CUSA INVESTMENTS LLC

HARMS HOLDINGS LLC

STA. 951+18'TWSB'
CLEANING CULVERT PIPES REQUIRED

STA. 958+17'TWSB' LT
1-30" CPCS EXTENSION REQUIRED
1-APRON ENDWALL REQUIRED
CLEANING CULVERT PIPES REQUIRED

CITY OF JANESVILLE
(STORM SEWER)

SLOPE INTERCEPTS (TYP.)

SEE RAMP GORE DETAILS

'TWSB' +16.0
56.0' LT.

'TWSB' +78.4
56.0' LT.

'TWSB' +16.0
50.8' LT.

'TWSB' +47.6
24.0' LT.

'TWSB' +46.0
40.5' RT.

'TWSB' +50.7
28.5' RT.

MATCH LINE 944+00 'TWSB'

MATCH LINE 959+00 'TWSB'

946'TWSB' 948'TWSB' 950'TWSB' 952'TWSB' 954'TWSB' 956'TWSB' 958'TWSB'

IH 39/90 SB

IH 39/90 NB

952'CBTT' 954'CBTT' 956'CBTT' 957'CBTT'

950'CBT' 952'CBT' 954'CBT' 956'CBT'

20.0'

1.5'

R/W

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

SEE "PLAN AND PROFILE:
STH 26 TEMPORARY NB OFF-RAMP 'CBTT'"
FOR ADDITIONAL INFORMATION

SEE "PLAN AND PROFILE:
STH 26 NB OFF-RAMP 'CBT'"
FOR ADDITIONAL INFORMATION

ATC (ELECTRIC)

DEERFIELD DR

5

5

CITY OF JANESVILLE (WATER)

CITY OF JANESVILLE (SANITARY)

ADJUSTING INLET COVERS

WE ENERGIES (GAS)

CITY OF JANESVILLE
(INTERCONNECT)

AT&T (FIBER OPTIC)

WISCONSIN POWER &
LIGHT COMPANY
(ELECTRIC)

END OF EXISTING
BEAM GUARD

LEGEND

SHES CONCRETE PAVEMENT REPLACEMENT

SHES CONCRETE PAVEMENT REPAIR

STA. 964+49'TWSB' - STA. 966+76'TWSB', LT.
EXISTING BEAM GUARD TO REMAIN.

SLOPE INTERCEPTS (TYP.)

SEE RAMP
GORE DETAILS

'TWSB' +93.9
53.8' LT.

CAUTION

B-53-0085

960'TWSB' 962'TWSB' 964'TWSB' 966'TWSB' 968'TWSB' 970'TWSB' 972'TWSB' 974'

'TWSB' +25.0
28.5' RT.

'TWSB' +85.0
25.5' RT.

'TWSB' +81.1
28.5' RT.

WIDEN EXISTING BRIDGE
SEE B-53-0085 PLANS

CHARTER (TV)

CHARTER
(FIBER OPTIC)

WISCONSIN POWER & LIGHT
COMPANY (GAS)

STH 26 NB

STH 26 SB

STA. 964+77'TWSB' - STA. 965+94'TWSB', RT.
MGS GUARDRAIL 3, MGS GUARDRAIL THRIE BEAM
TRANSITION & MGS GUARDRAIL TERMINAL EAT
REQUIRED. SEE CROSS SECTIONS FOR POST
LOCATIONS AND APPROACH TAPER LOCATION.

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

RAMP 'CAT'

968'CAT' 970'CAT' 972'CAT' 974'

SEE "PLAN AND PROFILE:
STH 26 NB ON-RAMP 'CAT'"
FOR ADDITIONAL INFORMATION

ATC (ELECTRIC)

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 503 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN AND PROFILE\050101_PP_TW-SB.DWG PLOT DATE : 10/8/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

TRANSPORT CORP OF AMERICA INC

STA. 973+93'TWSB' - STA. 981+34'TWSB', LT.
MGS GUARDRAIL 3 & MGS GUARDRAIL TERMINAL
TYPE 2 REQUIRED

P.I.

SLOPE INTERCEPTS (TYP.)

R/W

MATCH EXISTING THRIE BEAM TRANSITON AT "'W' TO THRIE BEAM TRANSITION SECTION" AS SHOWN IN S.D.D. "STEEL THRIE BEAM STRUCTURE APPROACH"

TNOMA SWADA

WSOR

WILLIAM YOSS

CITY OF JANESVILLE

ATC (ELECTRIC)

R/W

'TWSB' +80.8
44.0' LT.

'TWSB' +43.3
44.0' LT.

4.0'

'TWSB' +30.8
40.8' LT.

'TWSB' +05.6
34.0' LT.

'TWSB' +25.3
41.8' LT.

'TWSB' +61.9
44.0' LT.

'TWSB' +25.5
34.0' LT.

4.0'

4.0'

20.0'

MATCH LINE 974+00 'TWSB'

'TWSB' +54.0
24.0' LT.

'TWSB' +39.7
28.5' RT.

'TWSB' +33.8
34.0' LT.

'TWSB' +45.0
32.0' RT.

'TWSB' +33.3
33.5' RT.

'TWSB' +13.3
30.5' RT.

'TWSB' +60.0
28.5' RT.

976'TWSB' 978'TWSB' 980'TWSB' 982'TWSB' 984'TWSB' 986'TWSB' 988'TWSB'

IH 39/90 SB

IH 39/90 NB

1.5'

MATCH LINE 989+00 'TWSB'

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

EXISTING STRUCTURE B-53-0083 TO REMAIN

976'CAT' 978'CAT' 980'CAT' 982'CAT' 983'CAT'

END OF EXISTING BEAM GUARD

WISCONSIN POWER & LIGHT COMPANY (ELECTRIC)

STA. 983+00'TWSB' - STA. 984+07'TWSB', RT.
EXISTING BEAM GUARD TO REMAIN

LEGEND

SHES CONCRETE PAVEMENT REPLACEMENT

SHES CONCRETE PAVEMENT REPAIR

ATC (ELECTRIC)

R/W

OH

FULTON BUILDING LLC

FULTON BUILDING LLC

HENDRICKS COMMERCIAL PROPERTIES LLC

MS PROPERTIES OF ROCK CO.

5

5

CITY OF JANESVILLE

STA. 982+85'TWSB' - STA. 996+54'TWSB', LT.
MGS GUARDRAIL 3, MGS GUARDRAIL THRIE BEAM
TRANSITION & MGS GUARDRAIL TERMINAL EAT
REQUIRED. SEE CROSS SECTIONS FOR POST
LOCATIONS AND APPROACH TAPER LOCATION.

P.I.

NORTHWOODS HOLDINGS LLC

STA. 1003+18'TWSB'
CLEANING CULVERT PIPES REQUIRED

CITY OF JANESVILLE

SLOPE INTERCEPTS (TYP.)

R/W

20.0'

4.0'

20.0'

MATCH LINE 989+00 'TWSB'

MATCH LINE 1004+00 'TWSB'

990'TWSB' 992'TWSB' 994'TWSB' 996'TWSB' 998'TWSB' 1000'TWSB' 1002'TWSB' 1004'

IH 39/90 SB

28.5'

1.5'

IH 39/90 NB

CONCRETE BARRIER TEMPORARY PRECAST LEFT IN PLACE

SEE CONCRETE BARRIER DRAINAGE GAP DETAIL

CAUTION

ANR PIPELINE COMPANY (GAS)

MS PROPERTIES OF ROCK CO.

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 504	E

CITY OF JANESVILLE

BURTON FAMILY INVESTMENTS LLC

STA. 1009+05'TWSB' - STA. 1013+60'TWSB', LT.
MGS GUARDRAIL 3, MGS GUARDRAIL THRIE BEAM TRANSITION & MGS TYPE 2 TERMINAL REQUIRED.

SLOPE INTERCEPTS (TYP.)

KENNEDY RD

DONALD HANSEN
CONWAY NORBERT GULLICKSON SEBLOM

ALLEN DWYER OWNER'S ASSOCIATION

GREGORY BLACK

CAROLY HASKINS
HEATHER AXELSER

P.L.

R/W

N

MATCH LINE 1004+00 'TWSB'

MATCH LINE 1019+00 'TWSB'

'TWSB' +05.5
48.0' LT.

'TWSB' +45.9
44.0' LT.

'TWSB' +05.5
44.0' LT.
4.0'

'TWSB' +00.0
39.7' LT.

'TWSB' +20.9
34.0' LT.

'TWSB' +07.7
38.0' LT.

20.0'

1004'TWSB'
1006'TWSB'
1008'TWSB'
1010'TWSB'
IH 39/90 SB
1012'TWSB'
'TWSB' +36.7
34.0' LT.
1014'TWSB'
1016'TWSB'
1018'TWSB'

'TWSB' +87.1
30.5' RT.

28.5'

1.5'

'TWSB' +39.7
28.5' RT.

IH 39/90 NB

'TWSB' +80.3
28.5' RT.

'TWSB' +07.1
34.5' RT.

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

EXISTING STRUCTURE B-53-0081
TO REMAIN

END OF EXISTING BEAM GUARD

AT&T (FIBER OPTIC)

CHARTER (TV)

5

5

LEGEND

SHES CONCRETE PAVEMENT REPLACEMENT

SHES CONCRETE PAVEMENT REPAIR

MS PROPERTIES OF ROCK CO.

STA. 1017+61'TWSB' - STA. 1018+70'TWSB', RT.
EXISTING BEAM GUARD TO REMAIN

RILEY SCHLOEMER II

HAMPTON REVOCABLE LIVING TRUST

PATRICK MEYER
DONALD MONAHAN

DONALD BEUTIN

LARRY LATHROP

RONALD MCGINNITY

JOYCE RUTHE

LUKE FRAME

CHURCHILL LIFE ESTATE

JOHN SCHOOF

AMANDA HOLCOMB

DAVID ROSINSKI

DENNIS REACHARD

STEPHEN CAPELLE

PREFERRED HOMES INC

PREFERRED HOMES INC

WIRKA

N

P.L.

R/W

SLOPE INTERCEPTS (TYP.)

'TWSB' +81.3
38.0' LT.

AT&T (FIBER OPTIC)

MATCH LINE 1019+00 'TWSB'

MATCH LINE 1034+00 'TWSB'

14.0'
4.0'
14.0'

1020'TWSB' -0'COK'
1022'TWSB' 2'COK'
1024'TWSB' 4'COK'
1026'TWSB' 6'COK'
IH 39/90 SB
1028'TWSB' 8'COK'
1030'TWSB' 10'COK'
1032'TWSB' 12'COK'
1034'

CROSSOVER 'COK'

ASPH. CONC.

'TWSB' +00.0
34.5' RT.

'TWSB' +30.0
34.5' RT.

1.5'

IH 39/90 NB

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

DELINEATED WETLAND (TYP.)

SEE "PLAN AND PROFILE: CROSSOVER 'COK'"
FOR ADDITIONAL INFORMATION

ROCK COUNTY ENERGY COOPERATIVE (ELECTRIC)

SEE CONCRETE BARRIER DRAINAGE GAP DETAIL

STA. 1016+78'TWSB' - STA. 1022+80'TWSB', LT.
MGS GUARDRAIL 3, MGS GUARDRAIL THRIE BEAM TRANSITION &
MGS GUARDRAIL TERMINAL EAT REQUIRED. SEE CROSS SECTIONS
FOR POST LOCATIONS AND APPROACH TAPER LOCATION.

STA. 1033+18'TWSB'
2-CLEANING CULVERT PIPES REQUIRED

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 505 E

ROCK COUNTY
ENERGY
COOPERATIVE
(ELECTRIC)

PREFERRED HOMES INC

P.L.

STA. 1033+45'TWSB'
CLEANING CULVERT PIPES REQUIRED

WIRKA

R/W

R/W

R/W

'TWSB' +71.8
32.0' LT.

SLOPE INTERCEPTS (TYP.)

N

5

5

1034+00 'TWSB'

1036'TWSB'

1038'TWSB'

IH 39/90 SB

1040'TWSB'

1042'TWSB'

1044'TWSB'

1046'TWSB'

1048'TWSB'

MATCH LINE 1034+00 'TWSB'

14'COK'

16'COK'

18'COK'

20'COK'

22'COK'

CONCRETE BARRIER TEMPORARY PRECAST
LEFT IN PLACE

STA. 1042+58'TWSB', 121' RT.

IH 39/90 NB

END PROJECT ID 1005-10-73
STA. 1036+71.76 'TWSB'
MATCH EXISTING

R/W

R/W

R/W

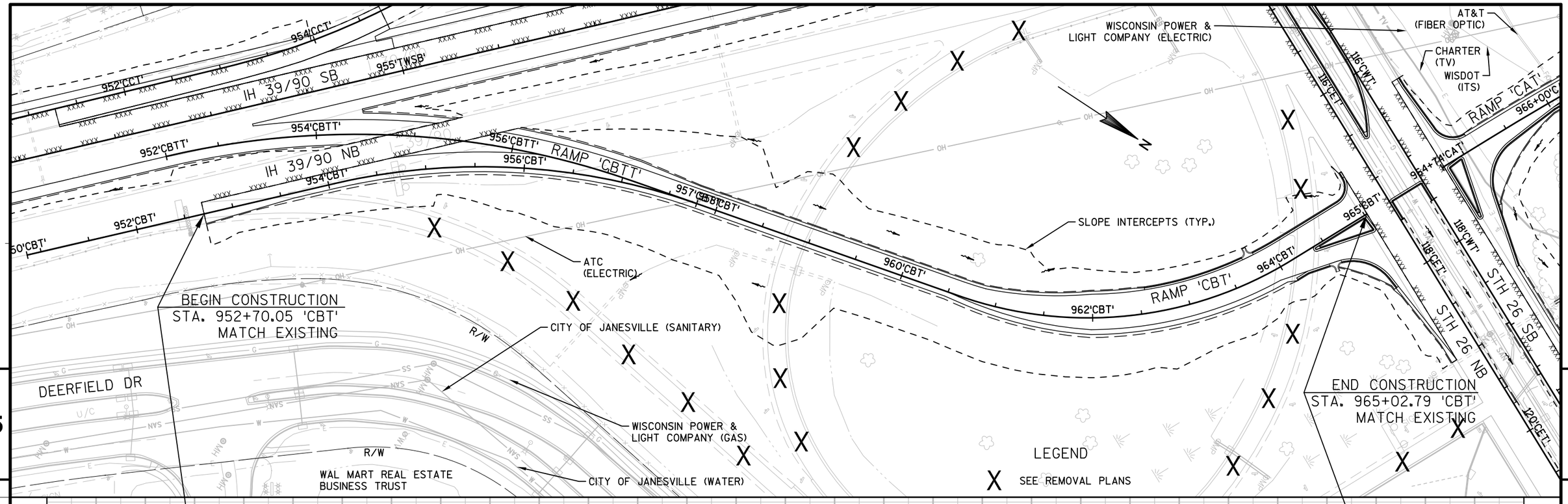
MARLING

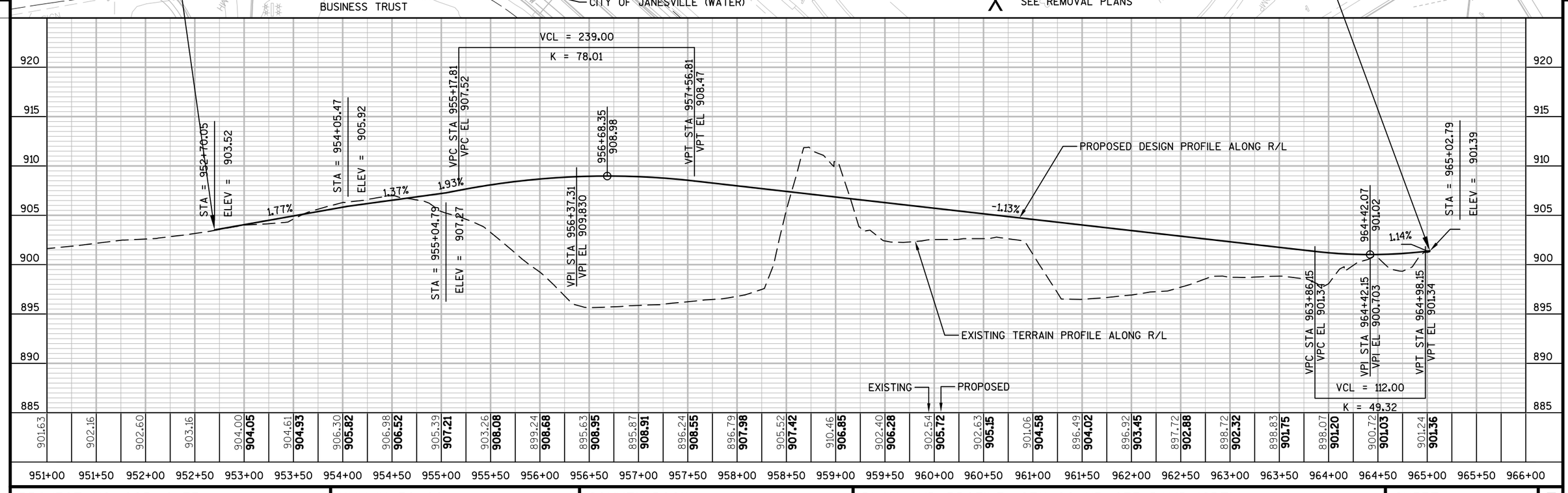
AT&T (FIBER OPTIC)

SEE "PLAN AND PROFILE: CROSSOVER 'COK'"
FOR ADDITIONAL INFORMATION

MAINTENANCE CROSSOVER TO REMAIN
25' GAP IN BARRIER FOR MAINTENANCE CROSSOVER
CRASH CUSHION TEMPORARY LEFT IN PLACE REQUIRED

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN: TEMPORARY WIDENING - SB	SHEET 506	E





PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: STH 26 NB OFF-RAMP 'CBT'	SHEET 507 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN AND PROFILE\050105_PP_CBT.DWG PLOT DATE : 7/9/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

HARMS HOLDINGS LLC

P.L.

R/W

RAMP 'CAT'

IH 39/90 SB

IH 39/90 NB

955'TWSB'

950'TWSB'

954'CBTT'

952'CBTT'

950'CBT'

952'CBT'

954'CBT'

956'CBTT'

RAMP 'CBTT'

956'CBT'

957'CBT'

960'CBT'

962'CBT'

RAMP 'CBT'

STA. 957+95.98 'CBTT' =
STA. 957+79.38 'CBT'

SLOPE INTERCEPTS (TYP.)

ATC (ELECTRIC)

R/W
CITY OF JANESVILLE (SANITARY)

WISCONSIN POWER & LIGHT COMPANY (GAS)

DEERFIELD DR

LEGEND

X SEE REMOVAL PLANS

5

5

BEGIN CONSTRUCTION
STA. 952+45.95 'CBTT'
MATCH PROPOSED
TEMPORARY WIDENING
'TWSB'

PROPOSED DESIGN PROFILE ALONG R/L

EXISTING TERRAIN PROFILE ALONG R/L

MATCH EXISTING ROADWAY

EXISTING

PROPOSED

STA = 952+45.95
ELEV = 903.32

2.01%

STA = 953+00.00
ELEV = 904.40

1.71%

STA = 954+00.00
ELEV = 906.11

2.23%

STA = 954+73.24
ELEV = 907.75

STA = 955+49.89
ELEV = 909.33

0.95%

VCL = 66.00
K = 61.01

VPC STA 955+59.32
VPC EL 909.42

VPI STA 955+92.32
VPI EL 909.74

VPC STA 956+17.56
VPC EL 909.70

0.13%

VPT STA 956+25.32
VPT EL 909.69

VPC STA 956+29.87
VPC EL 909.69

VCL = 108.00
K = 95.80

VPI STA 956+83.87
VPI EL 909.62

-1.25%

VPT STA 957+37.87
VPT EL 908.94

STA = 957+95.58
ELEV = 908.22

END CONSTRUCTION
STA. 957+95.58 'CBTT'
MATCH PROPOSED
RAMP 'CBT'

| | | |

PARKWAY WIS HOLDINGS LLC

LEGEND

X SEE REMOVAL PLANS

BLM LAND LLC

N

RYAN ROAD

R/W

R/W

954'CCT'

956'CCT'

955'TWSB'

954'CBT'

958'CCT'

960'CCT'

RAMP 'CCT'

962'CCT'

964'CCT'

SLOPE INTERCEPTS (TYP.)

STH 26 NB

STH 26 SB

106'CWT

106'CET

108'CWT

108'CET

WISDOT (ITS)

AT&T
(FIBER OPTIC)

P.L.

R/W

CHARTER
(TV)

IH 39/90 SB

IH 39/90 NB

956'CBT'RAMP 'CBT'

STA 960+75.00 'CCT'
1 24" CPRC CLASS III REQ'D
2 APRON ENDWALLS REQ'D

CITY OF JANESVILLE
(SANITARY & WATER)

5

5

BEGIN CONSTRUCTION
STA. 958+62.70 'CCT'
MATCH EXISTING

STA = 958+62.70
ELEV = 905.72
VPC STA 958+71.10
VPC EL 905.59

VCL = 135.00
K = 94.75

-4.64%

VPT STA 960+06.10
VPT EL 902.41

STA. 960+75.00'CCT'
1-24" CPRC REQ'D

PROPOSED DESIGN
PROFILE ALONG R/L

END CONSTRUCTION
STA. 962+56.06 'CCT'
MATCH EXISTING

962+02.50
898.69

STA = 962+56.06
ELEV = 898.98

1.08%

-3.07%

VPI STA 959+38.60
VPI EL 904.48

EXISTING TERRAIN PROFILE ALONG R/L

VPC STA 960+52.27
VPC EL 900.99

895.52

VPI STA 961+53.80
VPI EL 897.88

VPT STA 962+55.33
VPT EL 898.98

VCL = 203.06
K = 49.00

EXISTING — PROPOSED

915 910 905 900 895 890 885 880

904.25	904.94	905.46	905.71	906.25	906.58	907.00	907.16	907.06	907.06	906.64	905.93	905.09	**905.07**	904.26	**903.96**	903.55	**902.59**	903.09	**901.06**	902.80	**899.76**	899.33	**898.97**	895.65	**898.69**	898.74	**898.92**

953+00 953+50 954+00 954+50 955+00 955+50 956+00 956+50 957+00 957+50 958+00 958+50 959+00 959+50 960+00 960+50 961+00 961+50 962+00 962+50 963+00 963+50 964+00 964+50 965+00 965+50 966+00 966+50 967+00 967+50 968+00

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY:ROCK	PLAN AND PROFILE: STH 26 SB ON-RAMP 'CCT'	SHEET 509	E

LEGEND

X SEE REMOVAL PLANS

STH 26 NB

STH 26 SB

AT&T (FIBER OPTIC)

WISDOT (ITS)

STA 966+52.91 'CAT'
1 24" CPRC CLASS III REQ'D
2 APRON ENDWALLS REQ'D

ATC (ELECTRIC)

SLOPE INTERCEPTS (TYP.)

970'TWSB'

IH 39/90 SB

IH 39/90 NB

975'TW

962'CBT'

RAMP 'CBT'

964'CBT'

965'CBT'

964'CAT'

966'CAT'

968'CAT'

970'CAT'

972'CAT'

974'CAT'

RAMP 'CAT'

R/W

STA 119+04.51 'CWT'
1 30" CPCS EXTENSION REQ'D
1 APRON ENDWALL REQ'D

P.L.

CHARTER (TV)

CRACKER BARREL #143

END CONSTRUCTION
STA. 970+23.85 'CAT'
MATCH EXISTING

GRAND VALLEY HOSPITALITY LLC

BEGIN CONSTRUCTION
STA. 964+76.12 'CAT'
MATCH EXISTING

VCL = 265.19
K = 49.00

VCL = 135.00
K = 238.13

STA = 964+76.12
ELEV = 902.23

VPC STA 964+84.61
VPC EL 902.23

965+36.00
901.96

VPI STA 966+17.20
VPI EL 900.84

VPT STA 967+49.80
VPT EL 906.63

VPC STA 967+77.56
VPC EL 907.84

VPI STA 968+45.06
VPI EL 910.78

VPT STA 969+12.56
VPT EL 913.35

STA = 970+23.85
ELEV = 917.57

4.05%

4.36%

3.80%

PROPOSED DESIGN PROFILE ALONG R/L

EXISTING TERRAIN PROFILE ALONG R/L

STA. 966+52.91'CAT'
1-24" CPRC REQ'D

899.51

EXISTING — PROPOSED

| | | |

IH 39/90 SB

N

785'TWSB'

SLOPE INTERCEPTS (TYP.)

1.5'

32.5'

PALMER DRIVE CROSSOVER

IH 39/90 NB

MATCH LINE STA. 787+00 'COP'

781+49'COP' 782+00'COP' 783+00'COP' 784+00'COP' 785+00'COP' 786+00'COP' 787+0

BEGIN CONSTRUCTION
STA. 781+49.45 'COP'
MATCH EXISTING

EXISTING TERRAIN PROFILE ALONG R/L

EXISTING

NOTES
-VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

781+00	781+25	781+50	781+75	782+00	782+25	782+50	782+75	783+00	783+25	783+50	783+75	784+00	784+25	784+50	784+75	785+00	785+25	785+50	785+75	786+00	786+25	786+50	786+75	787+00
		832.29	831.79	831.25	830.71	830.18	829.65	829.14	828.64	828.15	827.65	827.16	826.73	826.31	825.90	825.50	825.03	824.47	823.92	823.41	823.02	822.58	822.09	821.53

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: PALMER DRIVE CROSSOVER 'COP'	SHEET 511	E

MATCH LINE STA. 787+00 'COP'

MATCH LINE STA. 793+00 'COP'

790'TWSB'

IH 39/90 SB

N

32.5'

PALMER DRIVE CROSSOVER

0'COP'

788+00'COP'

789+00'COP'

790+00'COP'

791+00'COP'

10.5'

792+00'COP'

793+0

1.5'

IH 39/90 NB

SLOPE INTERCEPTS (TYP.)

BEGIN PROPOSED
DESIGN PROFILE
STA. 788+80.30 'COP'

STA = 788+80.30

ELEV = 817.90

PROPOSED DESIGN PROFILE ALONG R/L

-2.30%

VCL = 252.00

K = 136.43

VPC STA 790+75.83

VPC EL 813.40

VPI STA 792+01.83

VPI EL 810.50

EXISTING TERRAIN PROFILE ALONG R/L

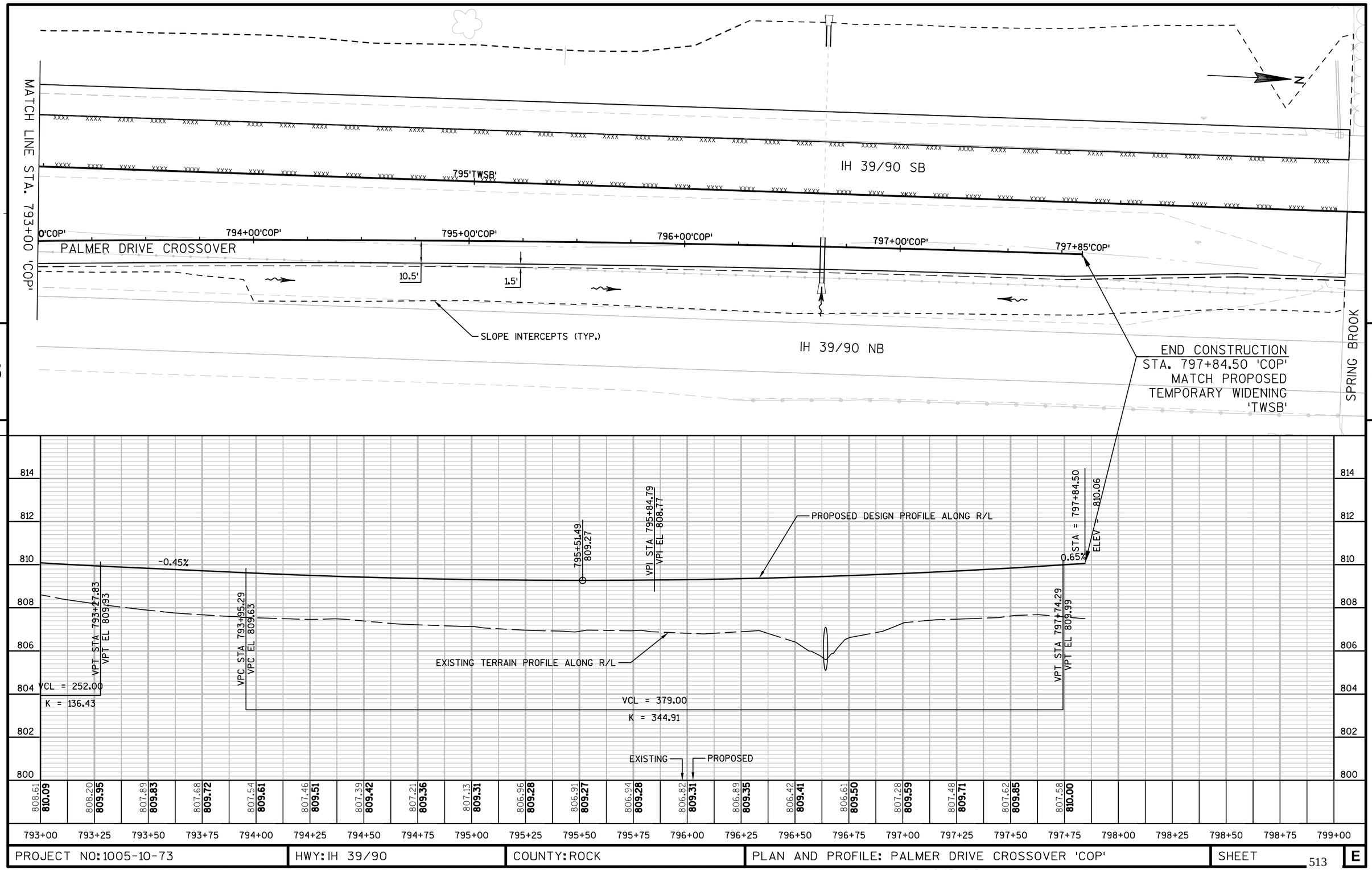
EXISTING

PROPOSED

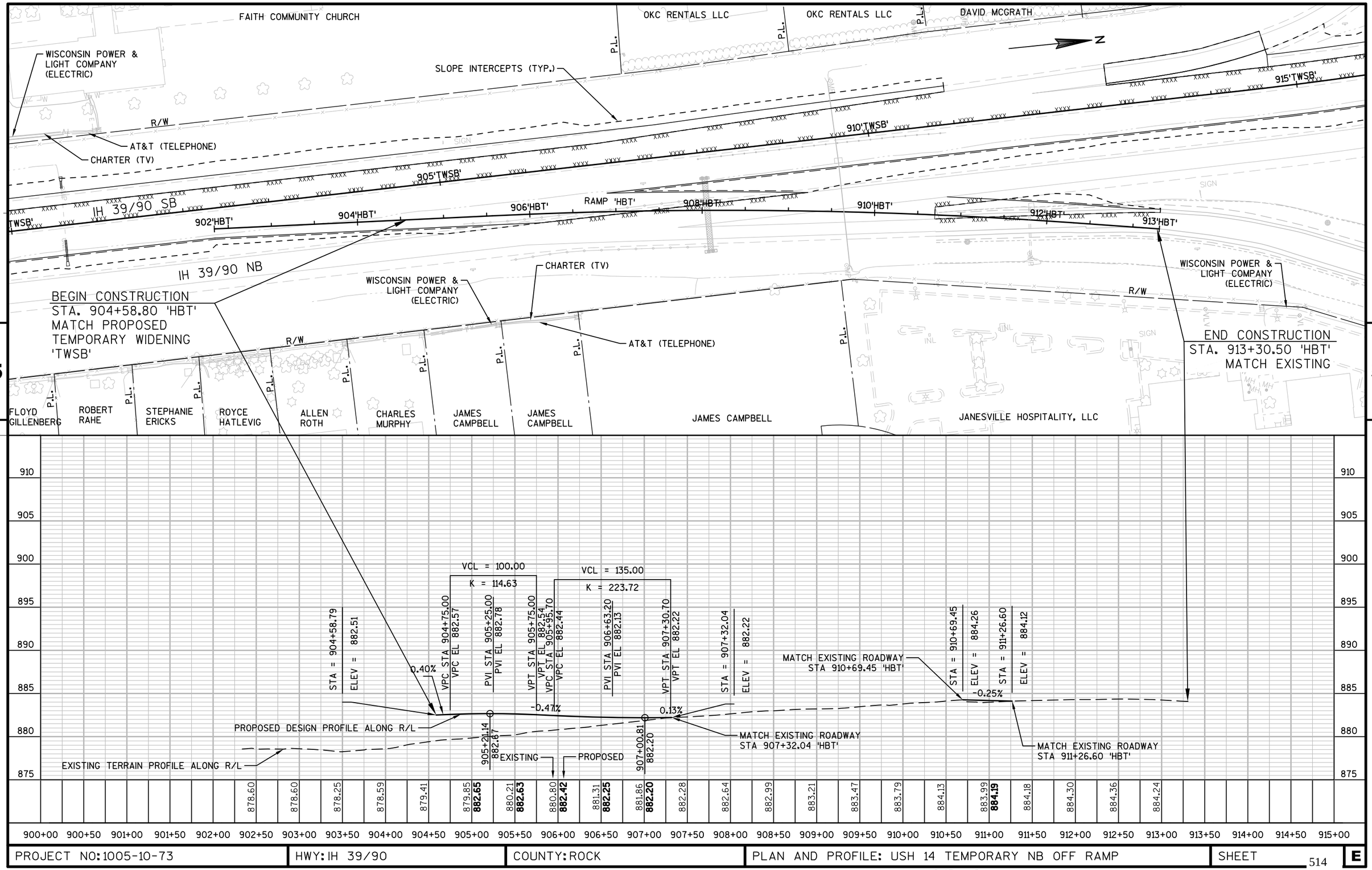
NOTES
-VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK

	787+00	787+25	787+50	787+75	788+00	788+25	788+50	788+75	789+00	789+25	789+50	789+75	790+00	790+25	790+50	790+75	791+00	791+25	791+50	791+75	792+00	792+25	792+50	792+75	793+00
EXISTING	821.53	820.98	820.42	820.01	819.54	819.04	818.49	818.01	817.41	816.76	816.08	815.38	814.76	814.12	813.54	812.89	812.26	811.65	811.05	810.41	809.97	809.58	809.07	808.90	808.61
PROPOSED									**817.45**	**816.87**	**816.30**	**815.72**	**815.15**	**814.57**	**814.00**	**813.42**	**812.87**	**812.36**	**811.90**	**811.48**	**811.11**	**810.79**	**810.51**	**810.27**	**810.09**

PROJECT NO:1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: PALMER DRIVE CROSSOVER 'COP'	SHEET 512 E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: PALMER DRIVE CROSSOVER 'COP'	SHEET 513	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: USH 14 TEMPORARY NB OFF RAMP	SHEET 514 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\PLAN AND PROFILE\050110_PP_HBT.DWG PLOT DATE : 7/9/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

DARDEN RESTAURANTS
F&F TIRE
VAN GALDER REVOCABLE TRUST
VAN GALDER REVOCABLE TRUST
BFOX DEVELOPMENTS LLC
RICHTER REVOCABLE LIVING TRUST
HP HOLDINGS LLC
P.L.
R/W
IH 39/90 SB
IH 39/90 NB
930'TWSB'
935'TWSB'
940'TWSB'
SLOPE INTERCEPTS (TYP.)
931'HAT'
932'HAT'
RAMP 'HAT'
934'HAT'
936'HAT'
938'HAT'
939'HAT'
WISDOT (ITS)
END CONSTRUCTION
STA. 938+99.58 'HAT'
MATCH PROPOSED
TEMPORARY WIDENING
'TWSB'
BEGIN CONSTRUCTION
STA. 933+85.39 'HAT'
MATCH EXISTING
JANESVILLE VENTURES LLC
CAMPBELL LTD PARTNERSHIP
MERCY HEALTH SYSTEM CORP
WINDSTREAM (FIBER OPTIC)
ATC (ELECTRIC)
CITY OF JANESVILLE (SANITARY & WATER)
WISCONSIN POWER & LIGHT COMPANY (GAS)
DEERFIELD DR
N
5

910
905
900
895
890
885
880
875

STA = 934+85.34
ELEV = 893.637
-0.90%
-0.05%
936+35.77
893.14
STA = 938+99.58
ELEV = 895.029
0.98%
PROPOSED DESIGN PROFILE ALONG R/L
EXISTING TERRAIN PROFILE ALONG R/L
MATCH EXISTING ROADWAY
STA 934+85.34 'HAT'
VPC STA 934+85.62
VPC EL 893.64
VPI STA 935+35.62
VPI EL 893.185
VPT STA 935+85.62
VPT EL 893.16
VPC STA 936+28.42
VPC EL 893.14
VPI STA 937+03.42
VPI EL 893.100
VPT STA 937+78.42
VPT EL 893.84
VCL = 100.00
K = 117.73
VCL = 150.00
K = 145.04
EXISTING
PROPOSED

| | | |

IH 39/90 SB

IH 39/90 NB

N

MATCH LINE 5+75 'COK'

-0+00'COK' 1+00'COK' 2+00'COK' 3+00'COK' 4+00'COK' 5+00'COK'

CONC. ASPH.

34.5'

1.5'

SLOPE INTERCEPTS (TYP.)

BEGIN CONSTRUCTION
STA. 2+50.00'COK'
MATCH PROPOSED
TEMPORARY WIDENING
'TWSB'

5

5

914 912 910 908 906 904 902 900

STA = 2+50.00
ELEV = 907.07

VPC STA 2+70.30
VPC EL 906.72

-1.71%

VCL = 180.00
K = 854.31

PVI STA 3+60.30
PVI EL 905.18

VPT STA 4+50.30
VPT EL 903.83

-1.50%

VCL = 250.00
K = 240.58

VPC STA 5+09.36
VPC EL 902.95

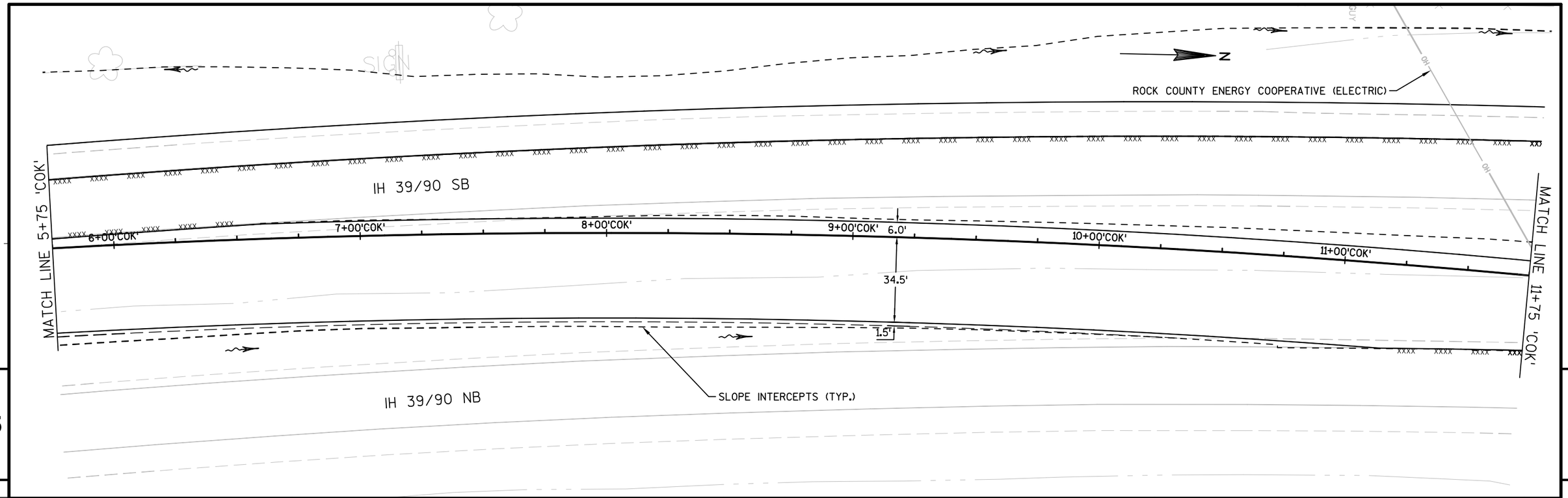
EXISTING TERRAIN PROFILE ALONG R/L

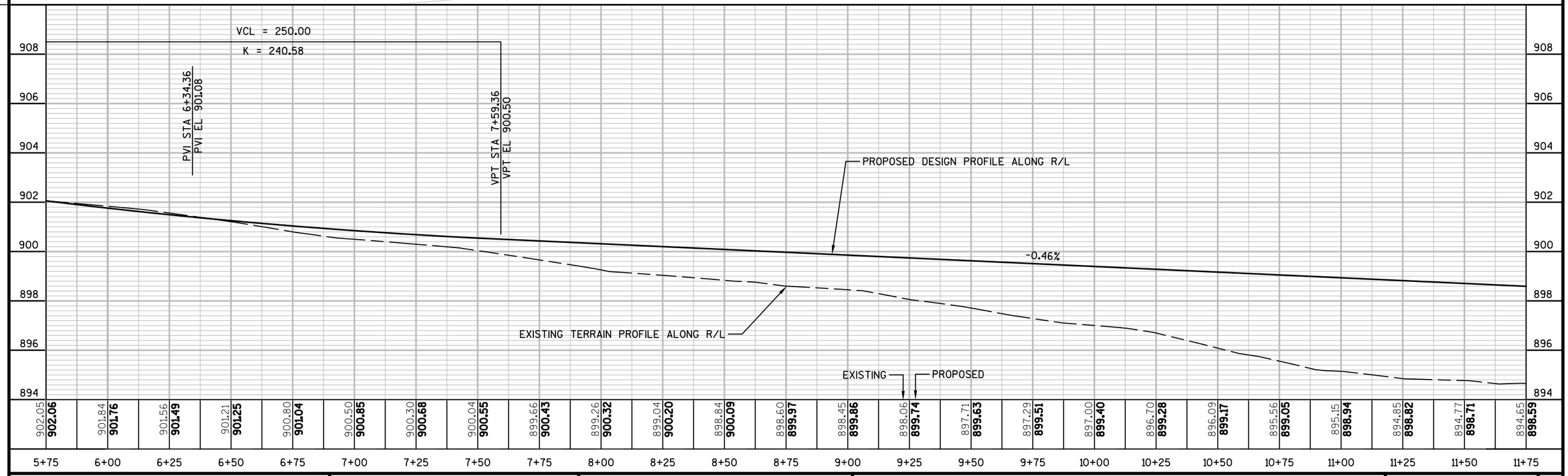
PROPOSED DESIGN PROFILE ALONG R/L

EXISTING — PROPOSED

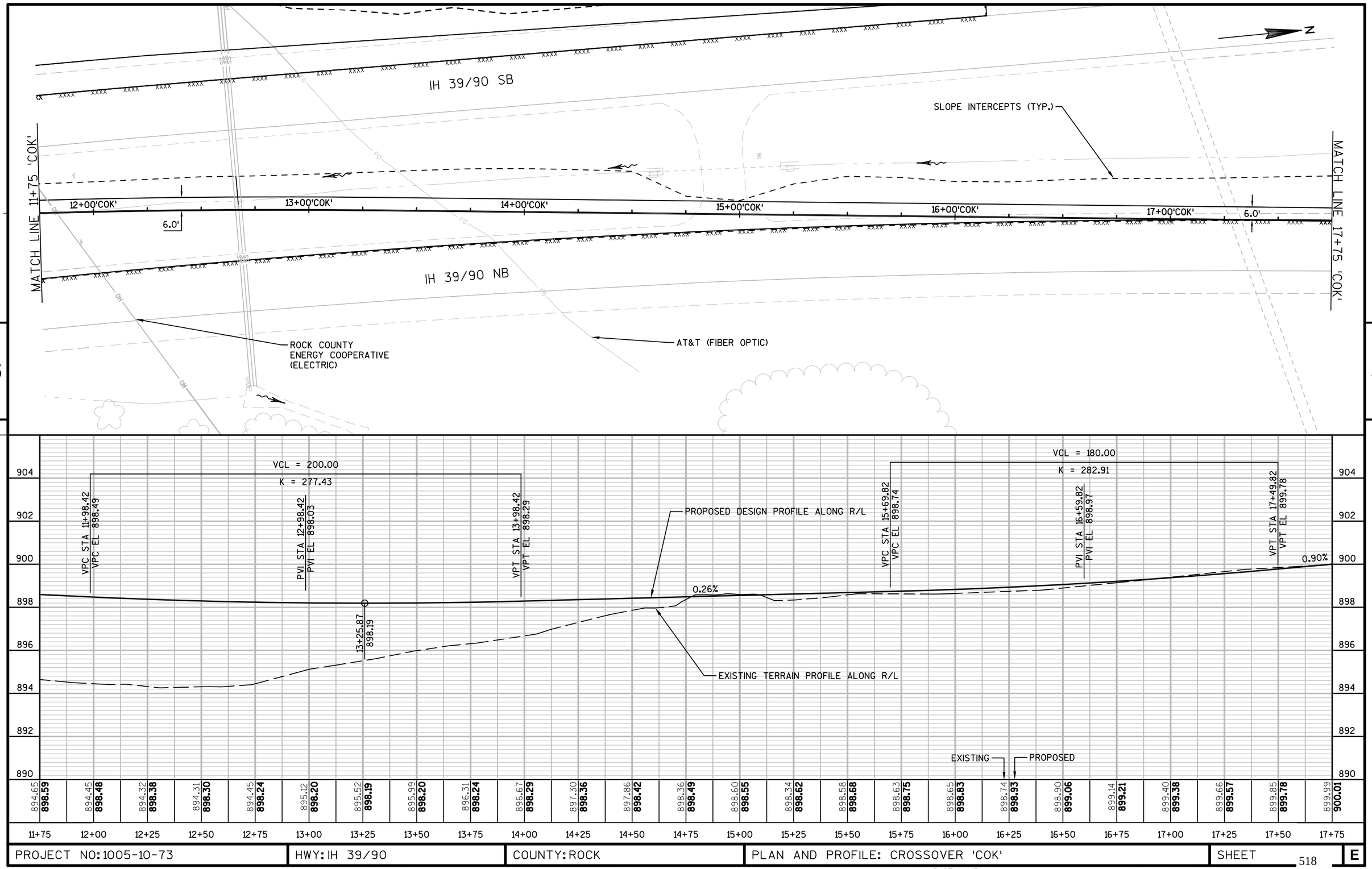
-0+25	0+00	0+25	0+50	0+75	1+00	1+25	1+50	1+75	2+00	2+25	2+50	2+75	3+00	3+25	3+50	3+75	4+00	4+25	4+50	4+75	5+00	5+25	5+50	5+75
	912.91	912.43	911.90	911.25	910.62	910.02	909.45	908.94	908.36	907.62	907.07 **907.07**	906.77 **906.64**	906.30 **906.22**	905.66 **905.80**	905.26 **905.40**	904.94 **905.00**	904.51 **904.60**	904.06 **904.22**	903.80 **903.84**	903.53 **903.46**	903.23 **903.09**	902.87 **902.72**	902.34 **902.38**	902.05 **902.06**

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'COK'	SHEET 516 E

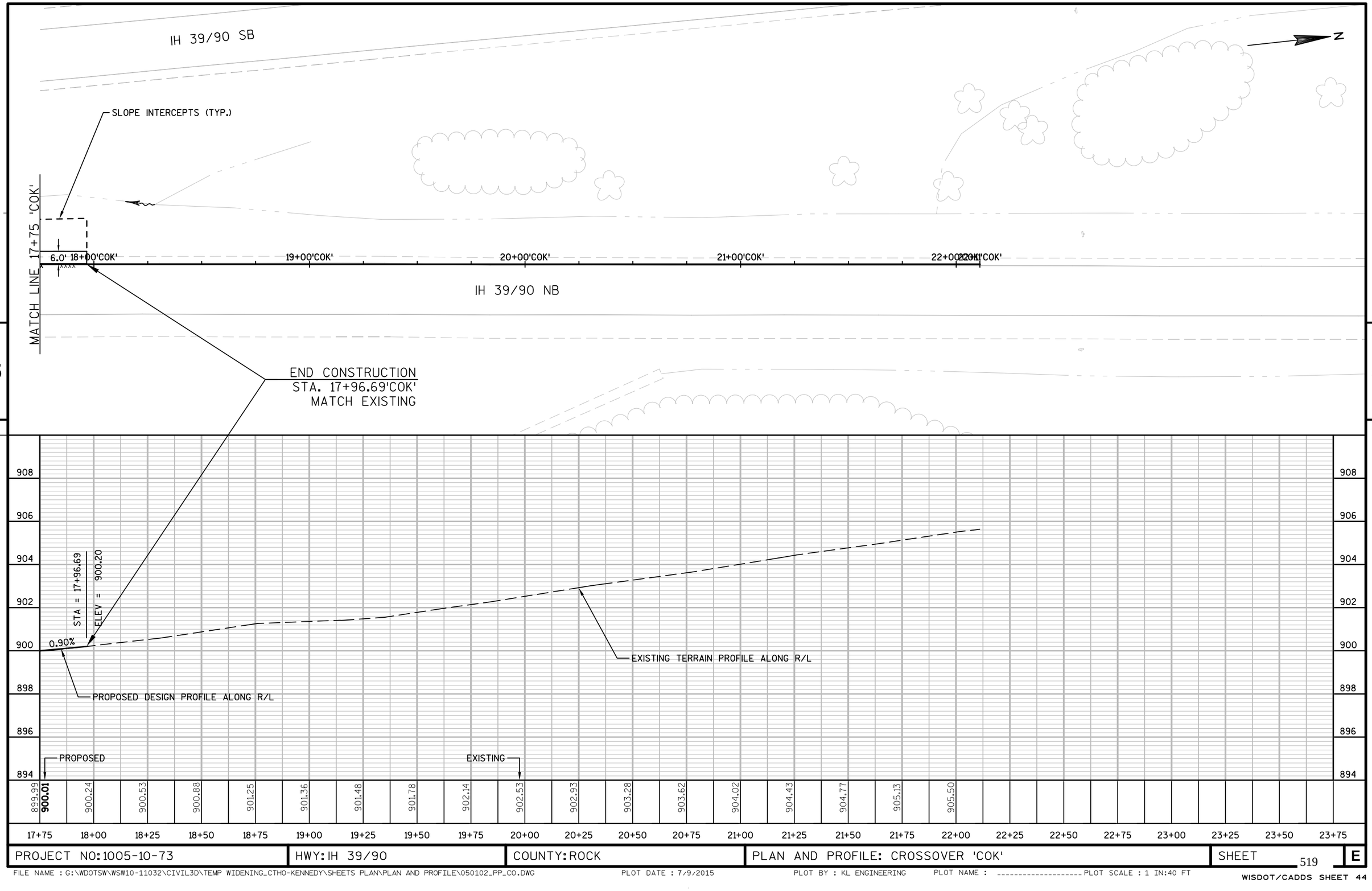




PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'COK'	SHEET 517 E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'COK'	SHEET 518 E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'COK'	SHEET 519	E

Standard Detail Drawing List

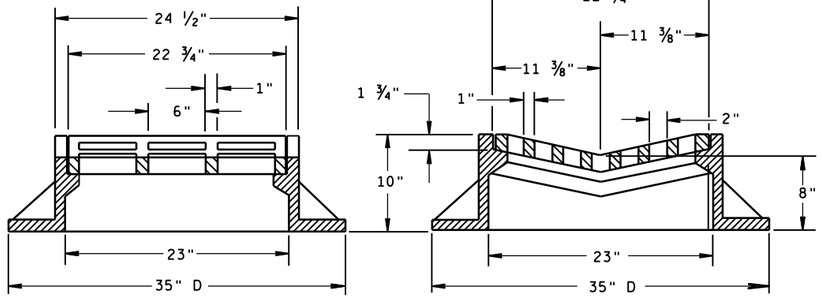
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D13-01	SLOTTED CORRUGATED METAL PIPE SURFACE DRAINS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	CONDUIT
09B04-11	PULL BOX
09C03-04	TRANSFORMER/PEDESTAL BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-14A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-12A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-12B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-12C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C18-03A	CONCRETE PAVEMENT JOINTING
13C18-03B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-03C	CONCRETE PAVEMENT JOINT TIES
13C18-03D	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"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B29-01	SAFETY EDGE
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

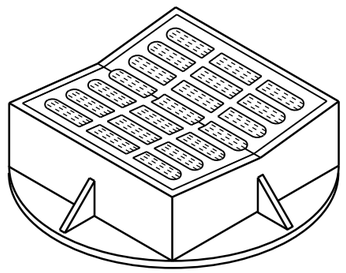
6

Standard Detail Drawing List

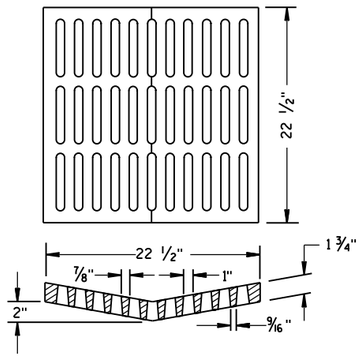
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A06-02	DELINEATOR LAYOUT
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D04-01	TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-02	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

6



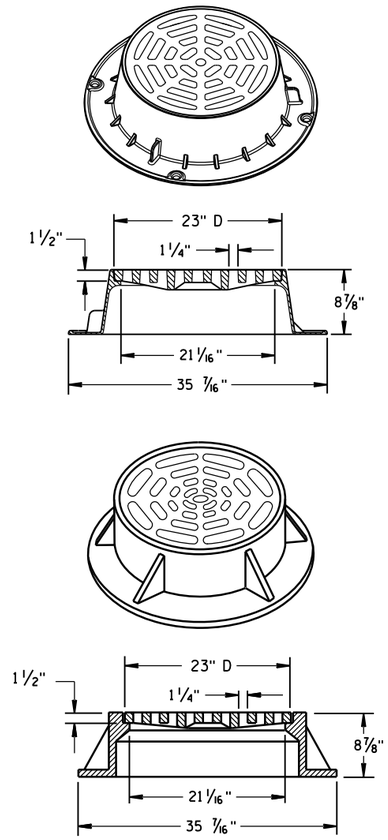


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

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



TYPE "C"

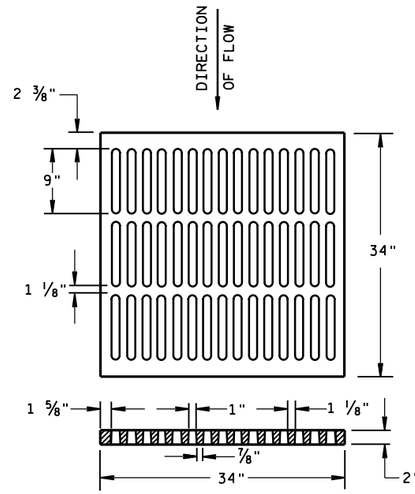
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

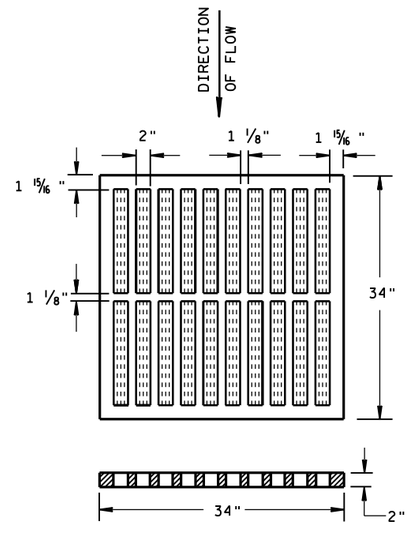
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



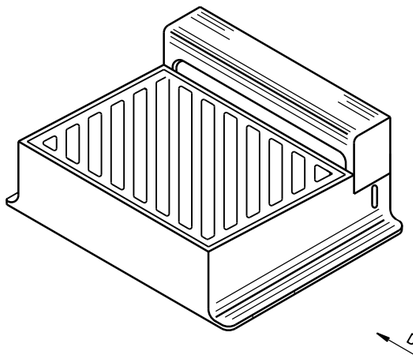
ALTERNATIVE TYPE "MS"

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



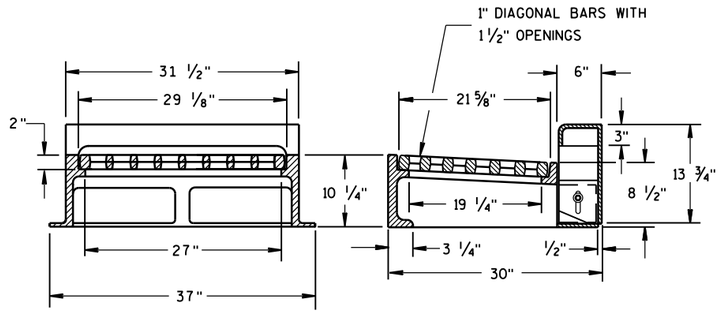
TYPE "MS"

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



DIRECTION OF FLOW

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

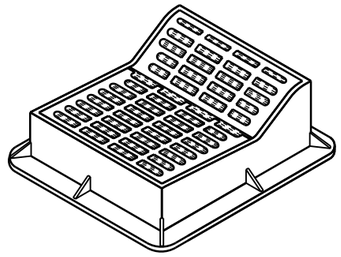
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

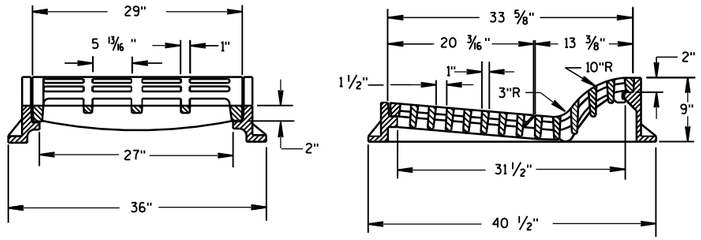
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

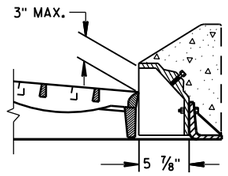
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

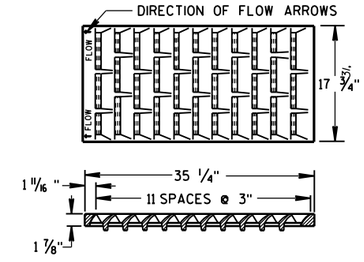
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

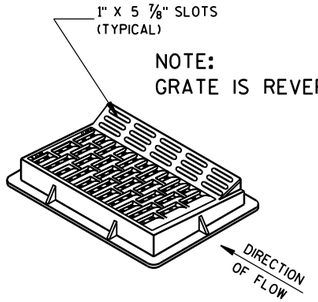
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

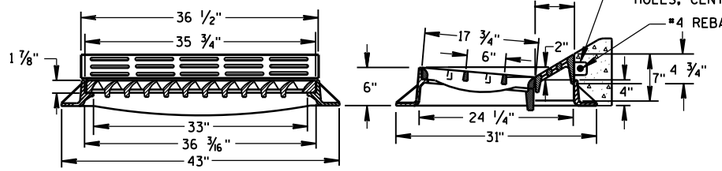
GENERAL NOTES

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

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



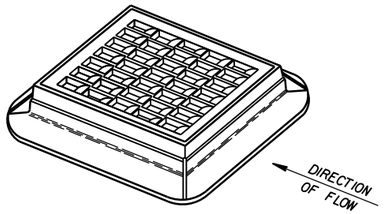


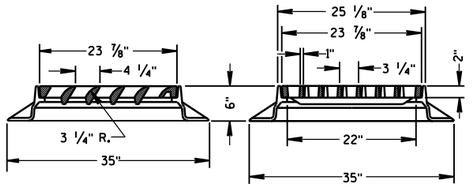


TYPE "HM"

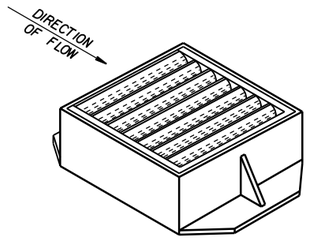
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

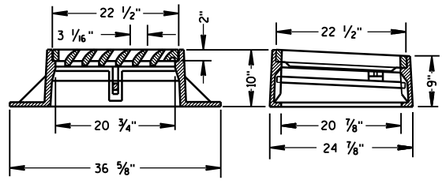
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



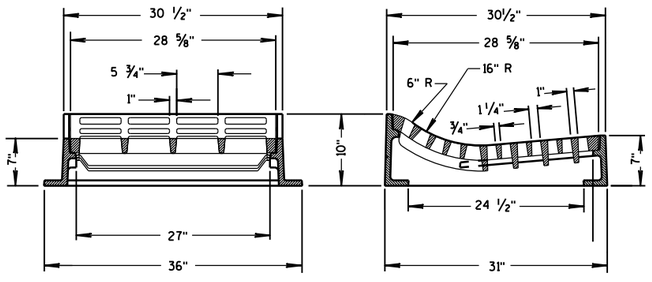


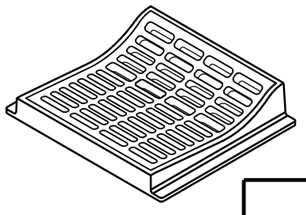
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

523

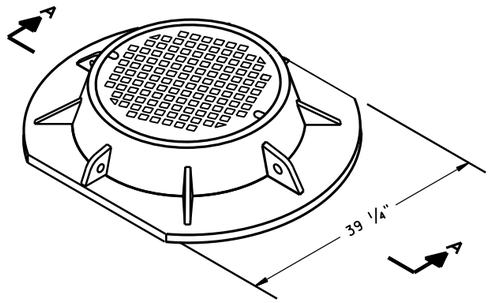
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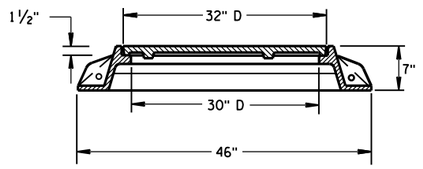
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S.D.D. 8 A 5-19c

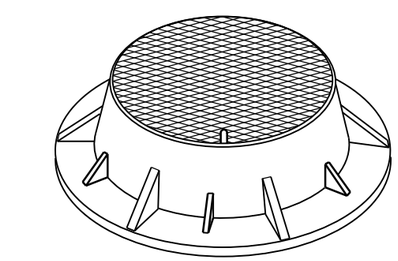
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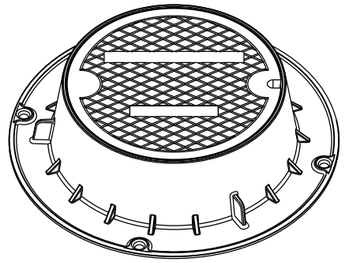
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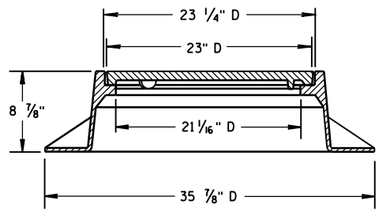


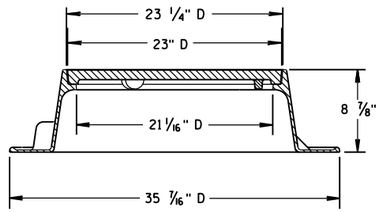


SECTION A-A
TYPE "K"









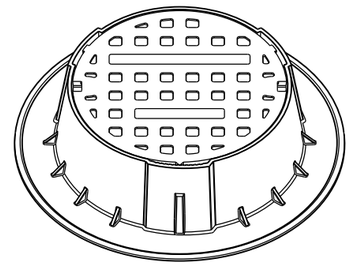
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

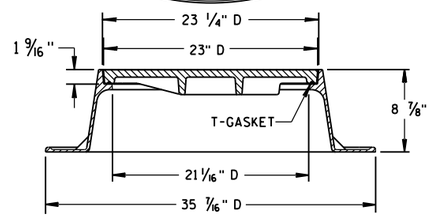
GENERAL NOTES

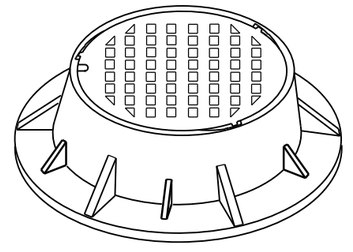
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

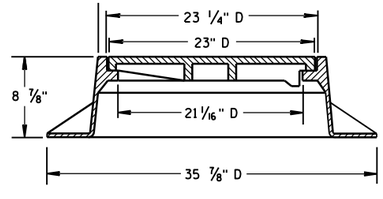
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

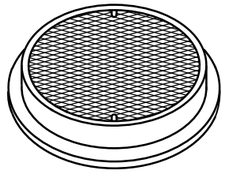


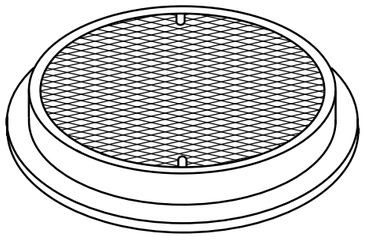


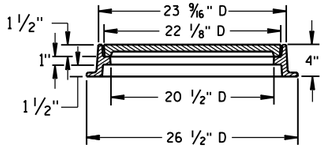




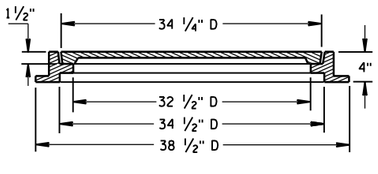
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



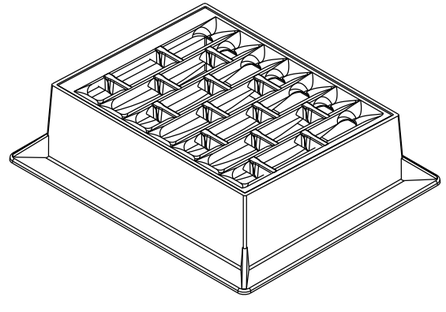


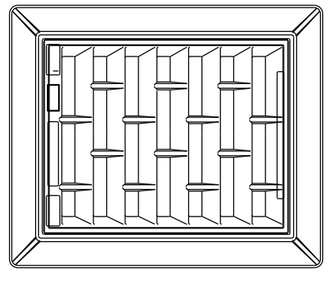


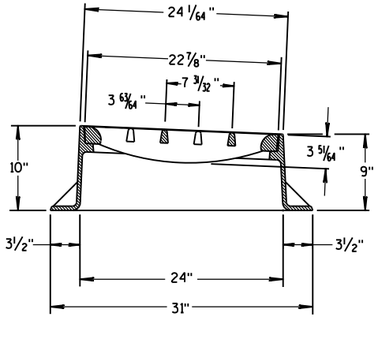
TYPE "L"

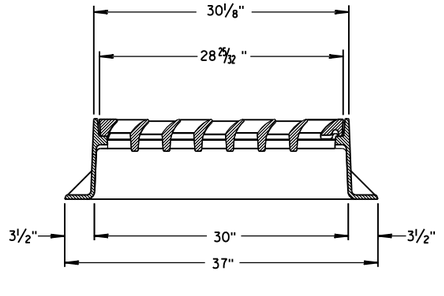


TYPE "M"









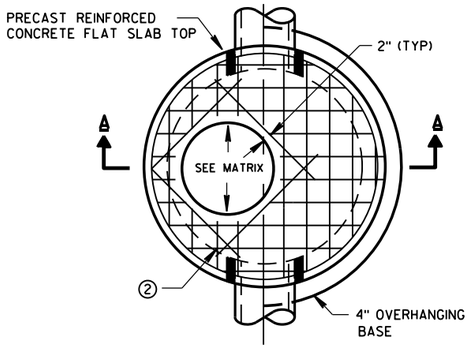
INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

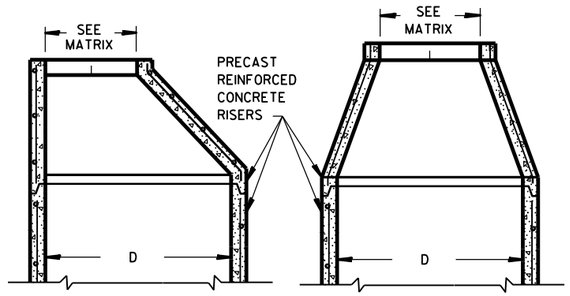
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 A 5-19d

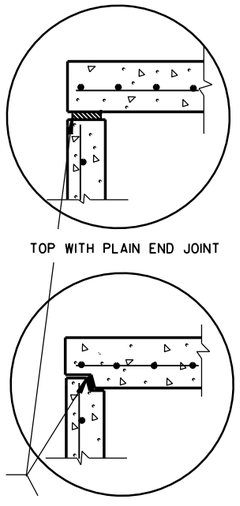


PLAN VIEW CIRCULAR OPENING



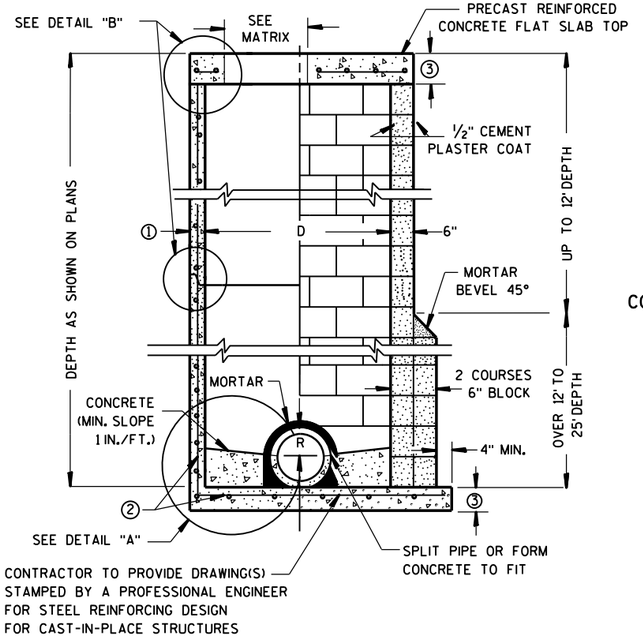
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



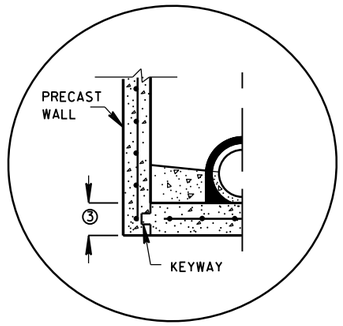
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

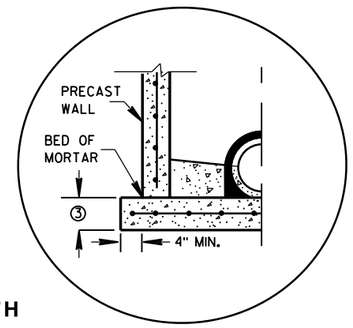


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

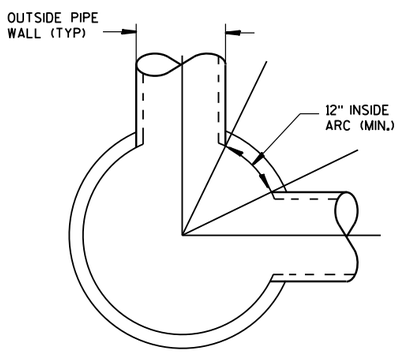


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

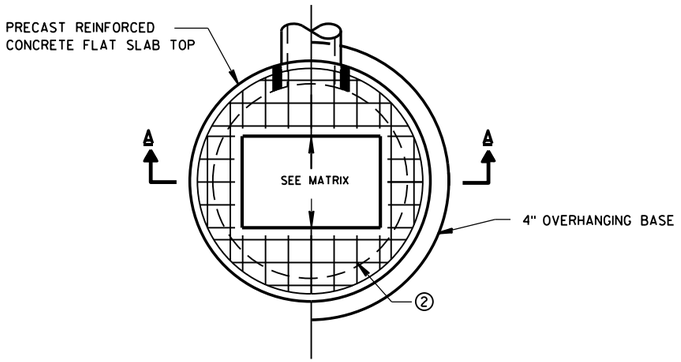
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

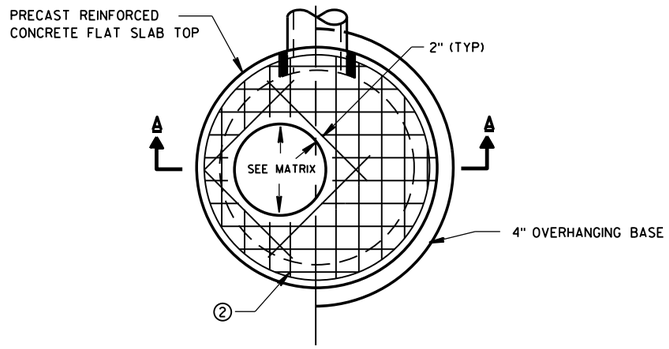
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

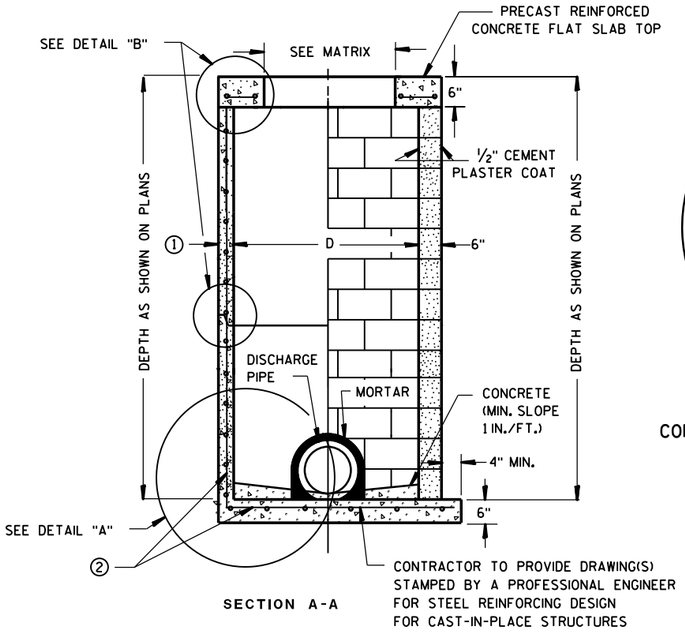
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S.D.D. 8 B 9-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

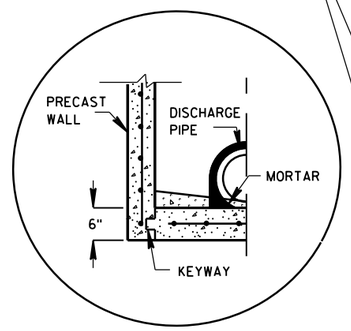


SECTION A-A

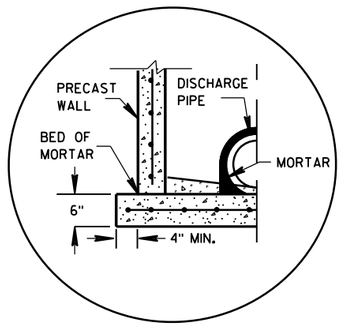
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

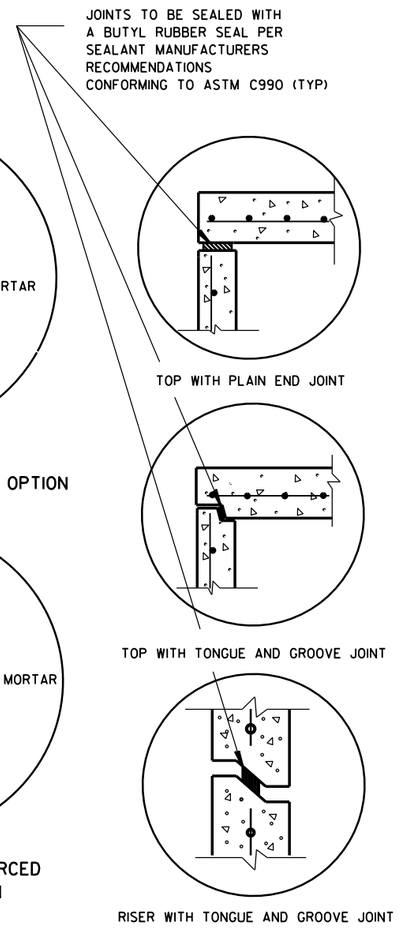


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

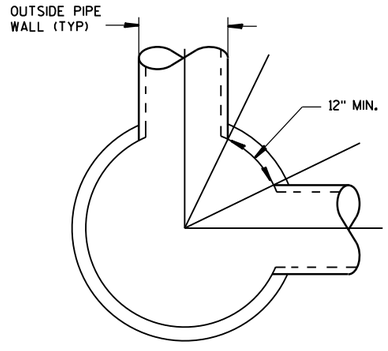
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

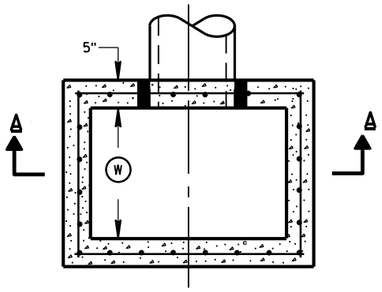
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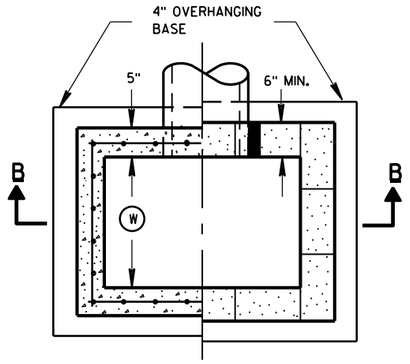
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S.D.D. 8 C 6-1

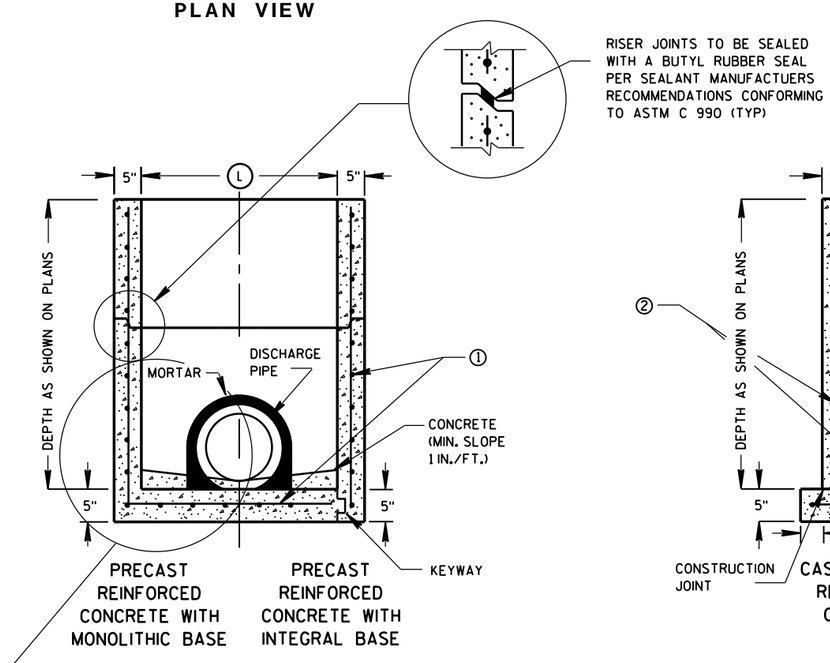
INLETS 3-FT AND 4-FT DIAMETER



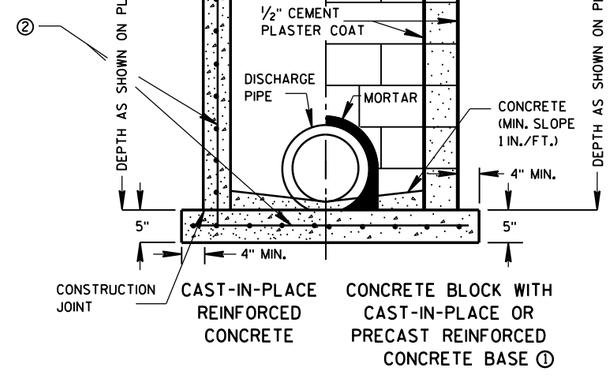
PLAN VIEW



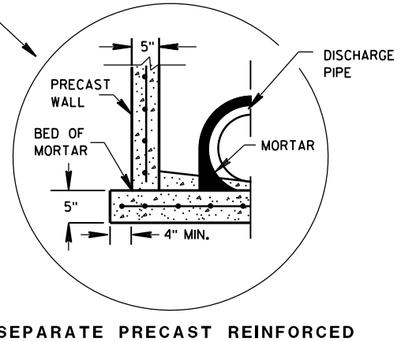
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

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

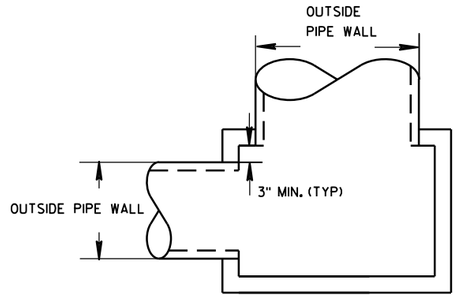
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



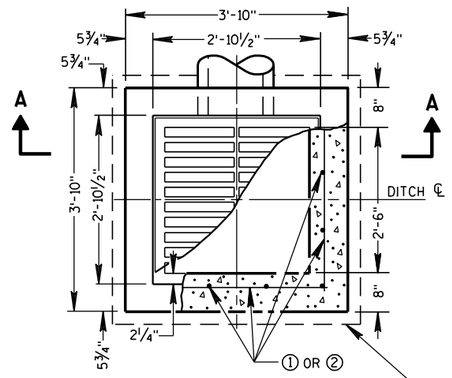
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

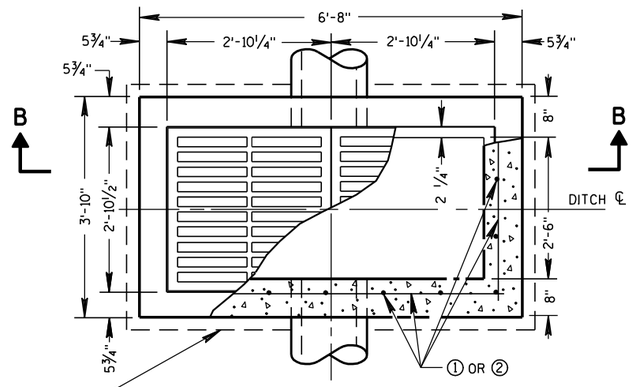
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 C 7-1

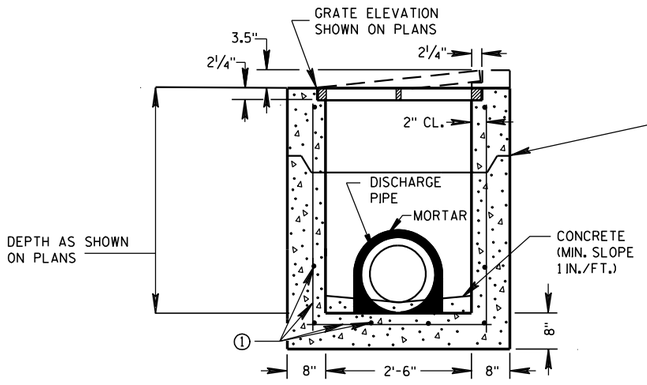


PLAN VIEW

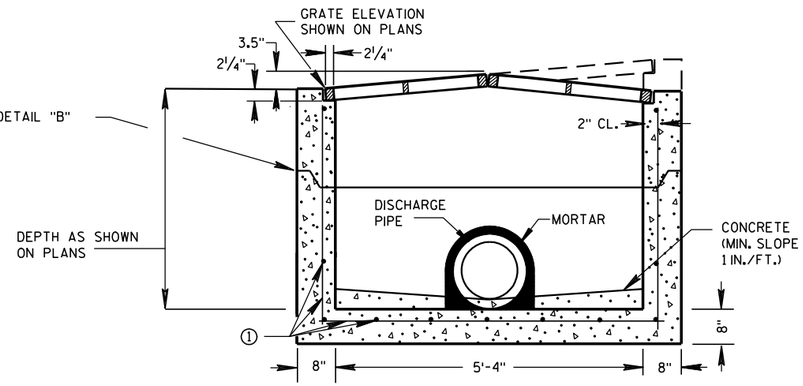


PLAN VIEW

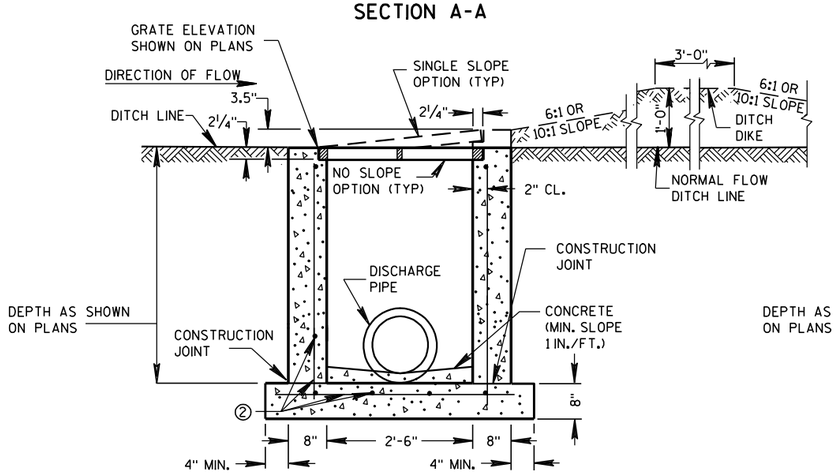
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



PRECAST REINFORCED CONCRETE SECTION A-A

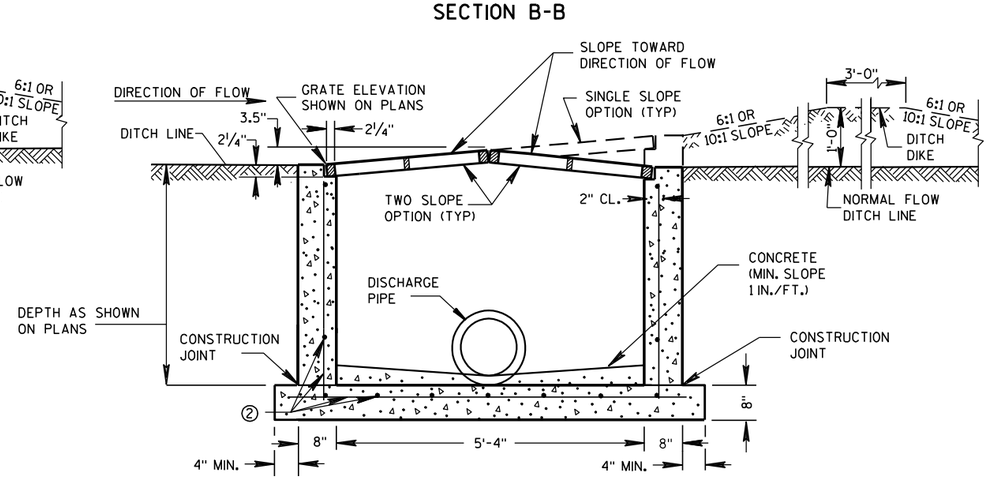


PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A

INLETS MEDIAN 1 GRATE



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

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

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

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

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

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

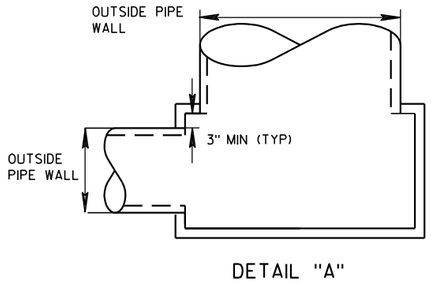
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

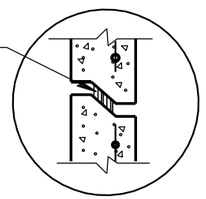
PIPE MATRIX

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



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

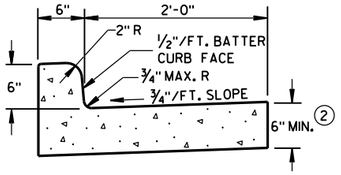
FHWA

6

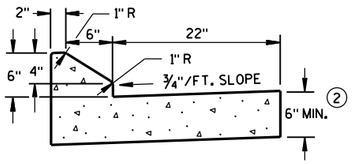
S.D.D. 8 C 8-1

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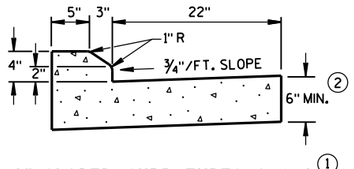
S.D.D. 8 C 8-1



TYPES A & D ①

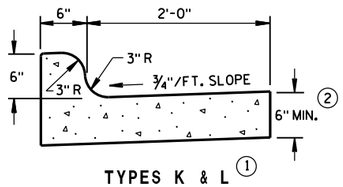


6" SLOPED CURB TYPES G & J ①

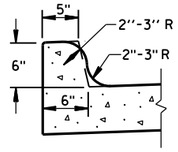


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

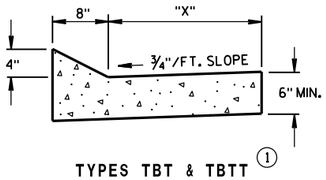


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

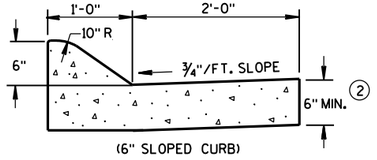
CONCRETE CURB & GUTTER 30"



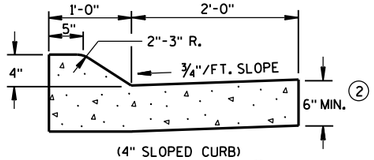
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

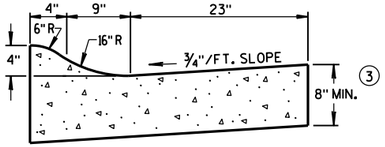


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

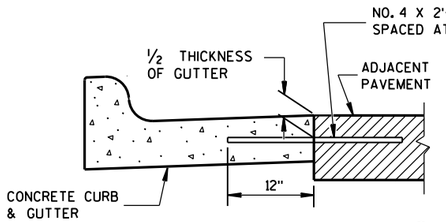
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

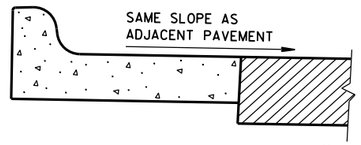
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

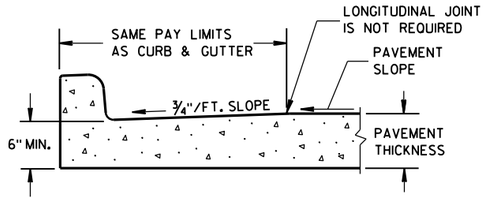
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



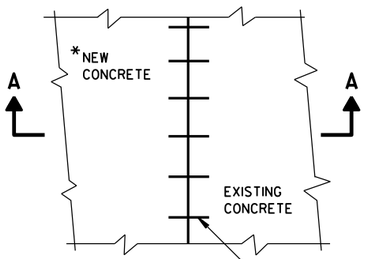
TYPICAL TIE BAR LOCATION ①



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

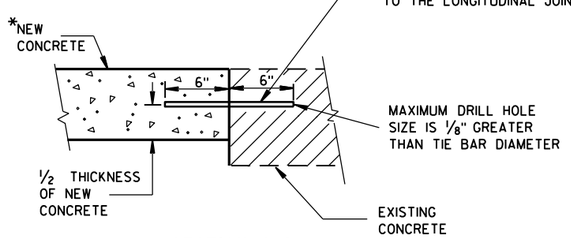


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



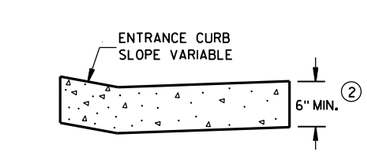
PLAN VIEW

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

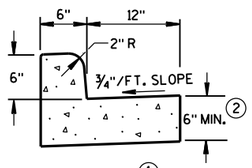


SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

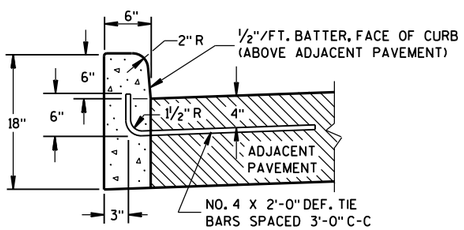


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

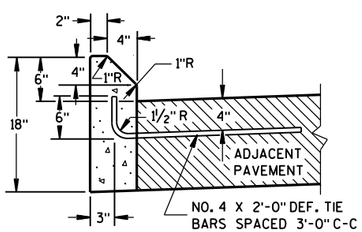


① TYPES A & D

CONCRETE CURB & GUTTER 18"

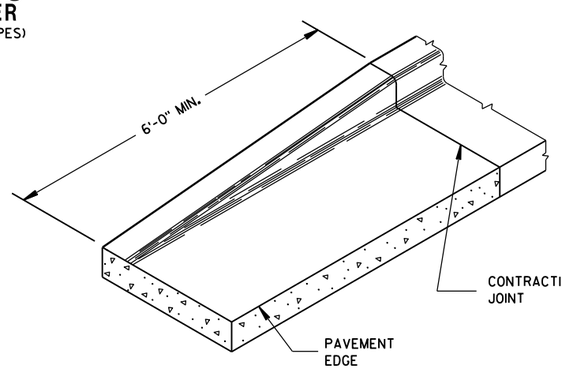


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

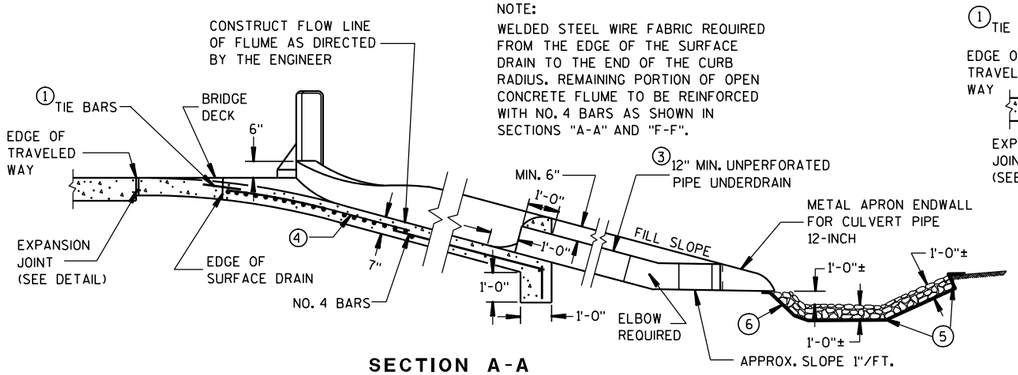
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

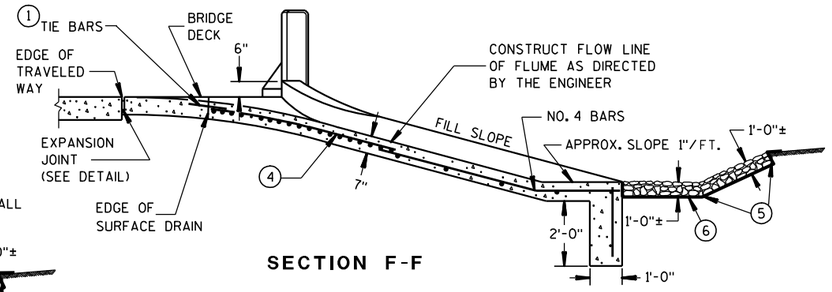
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 D 1-18



SECTION A-A



SECTION F-F

GENERAL NOTES

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

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

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

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

(3) PIPE UNDERDRAIN MAY BE ANY OF THE MATERIALS LISTED IN SECTION 612.2 OF THE STANDARD SPECIFICATIONS EXCEPT DRAIN TILE.

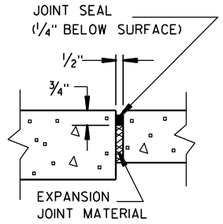
(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

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

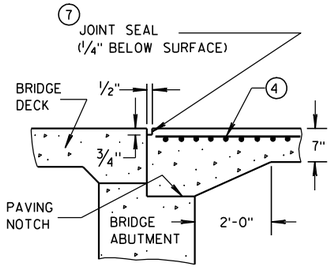
(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

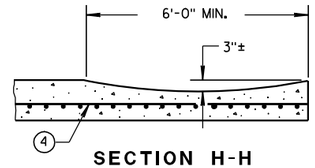
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



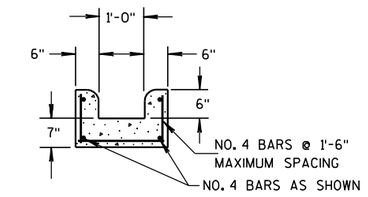
EXPANSION JOINT DETAIL



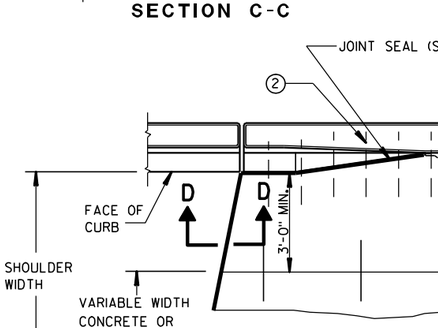
SECTION D-D



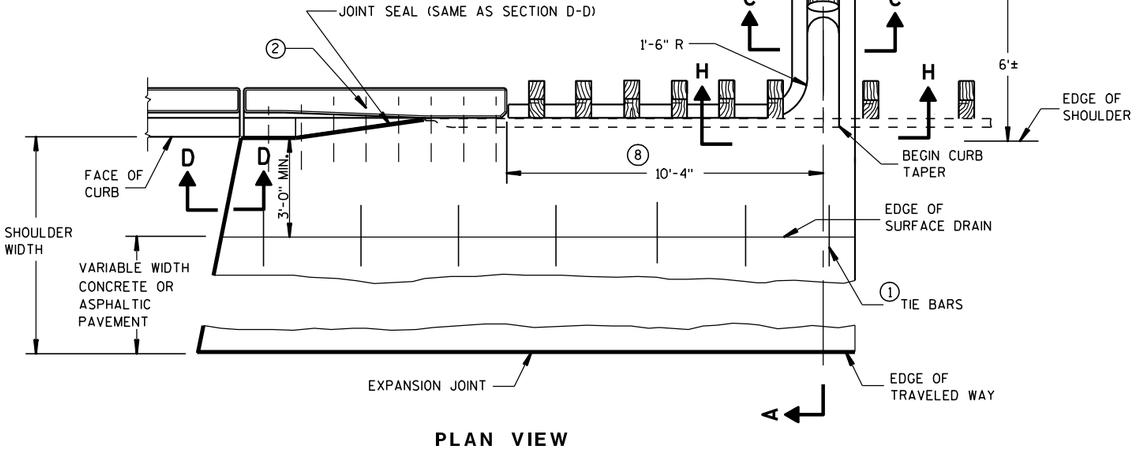
SECTION H-H



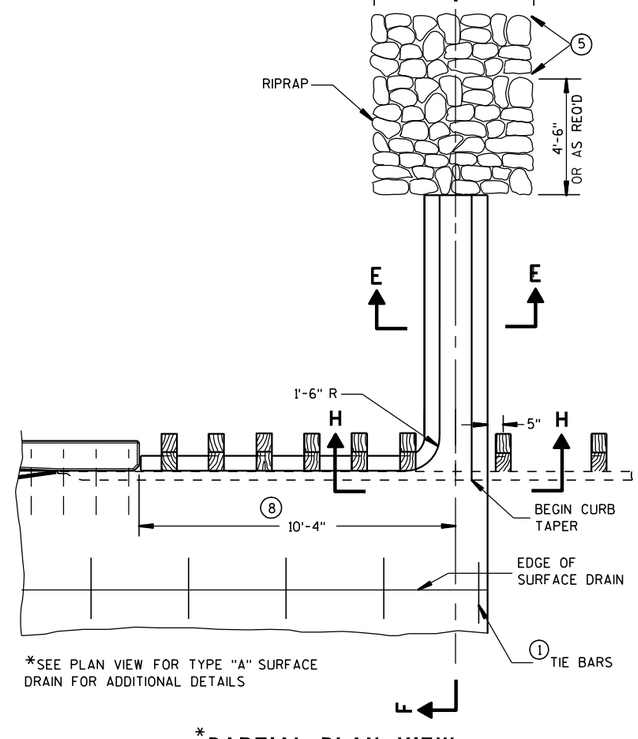
SECTION E-E



SECTION C-C

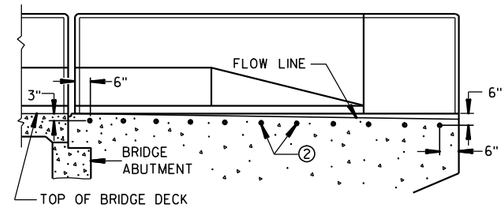


PLAN VIEW
SURFACE DRAIN WITH PIPE
TYPE "A"



*SEE PLAN VIEW FOR TYPE "A" SURFACE DRAIN FOR ADDITIONAL DETAILS

*PARTIAL PLAN VIEW
SURFACE DRAIN WITHOUT PIPE
TYPE "B"



LOCATION OF
TIE BARS IN WINGWALL

CONCRETE SURFACE DRAINS
FLUME TYPE
AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER 530
FHWA

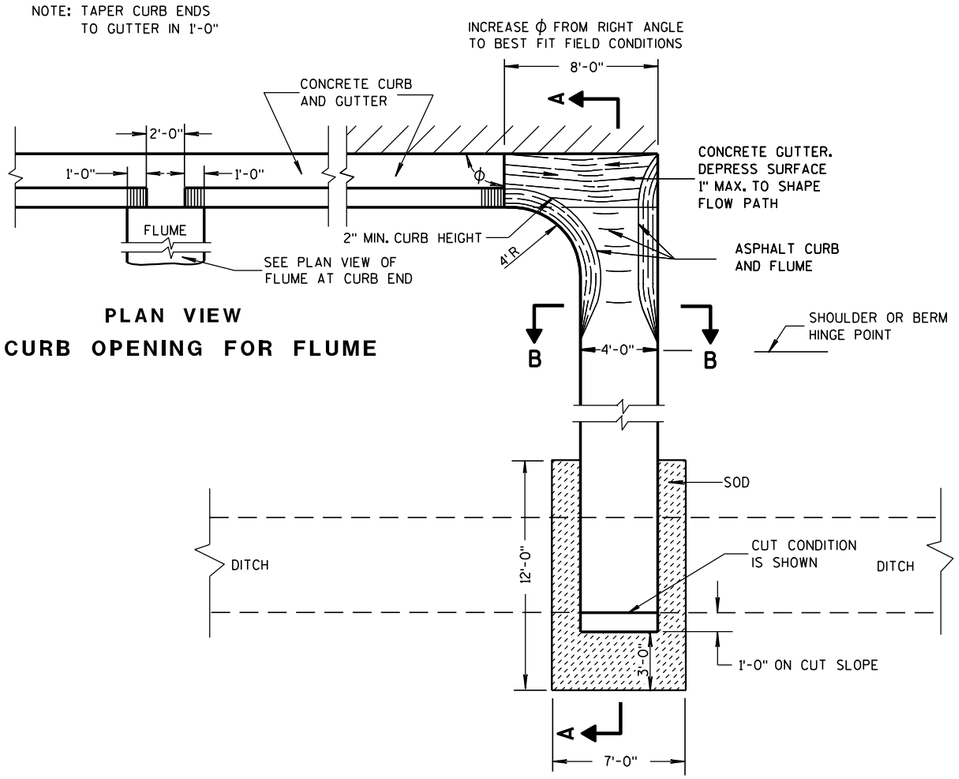
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S.D.D. 8 D 2-6

6

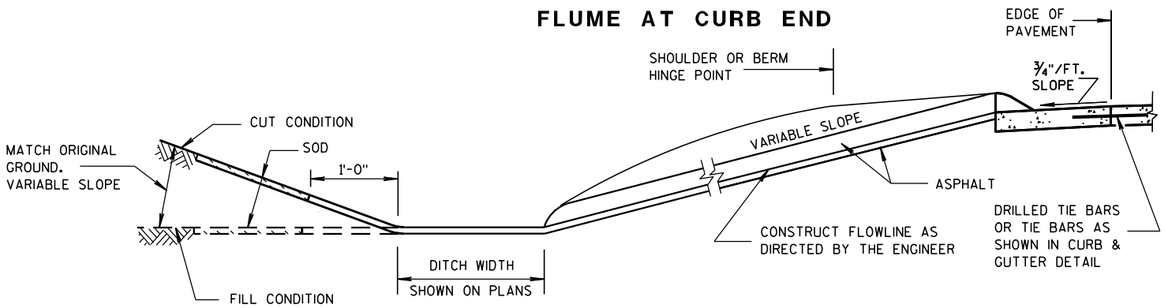
S.D.D. 8 D 2-6

ASPHALTIC FLUME

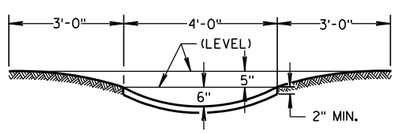


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

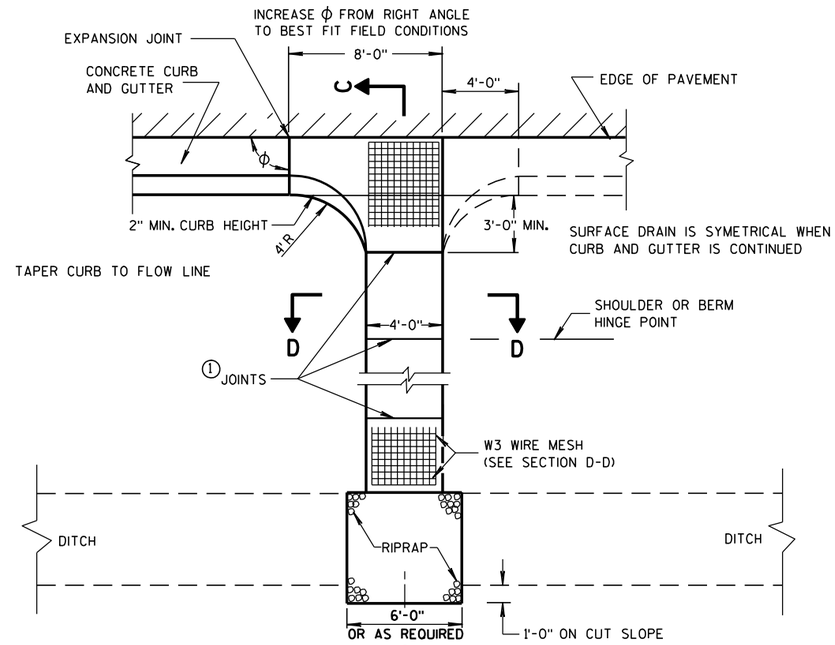
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

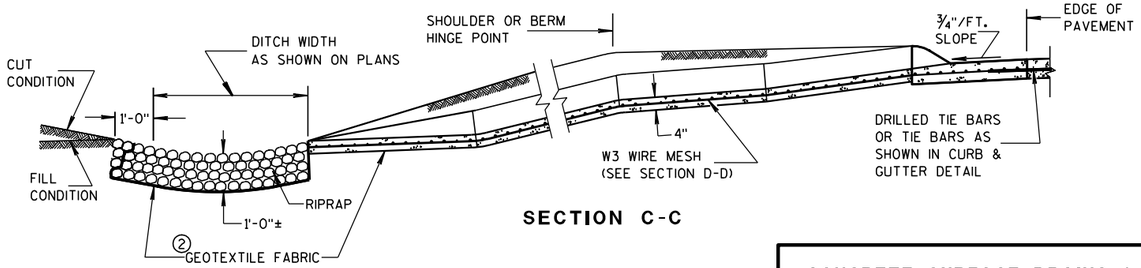
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

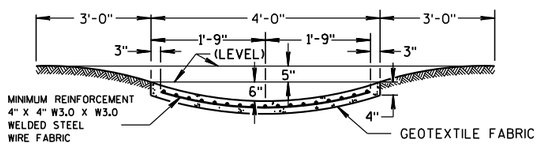
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

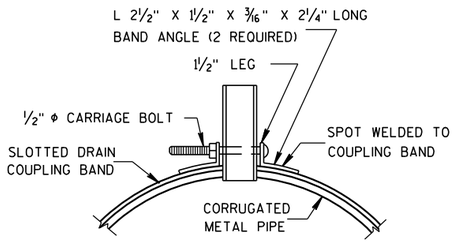
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
531
MENT
FHWA

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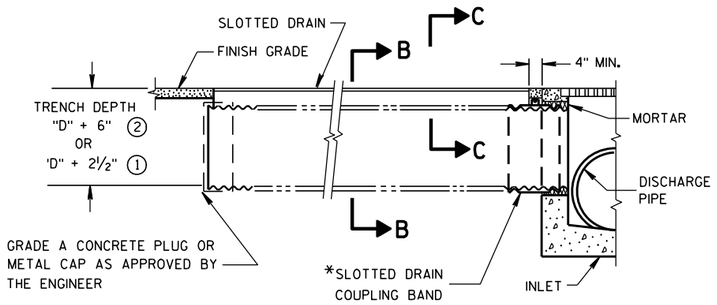
S.D.D. 8 D 4-5

6

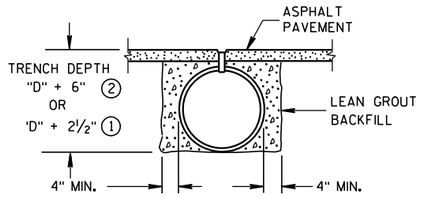
S.D.D. 8 D 4-5



SECTION A-A



SLOTTED DRAIN INSTALLATION TYPE "A"



SECTION B-B

GENERAL NOTES

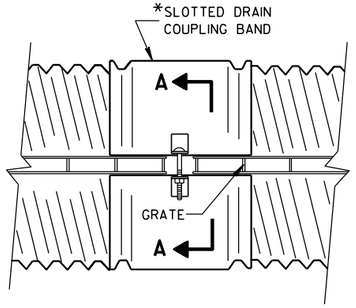
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

BACKFILL MATERIAL

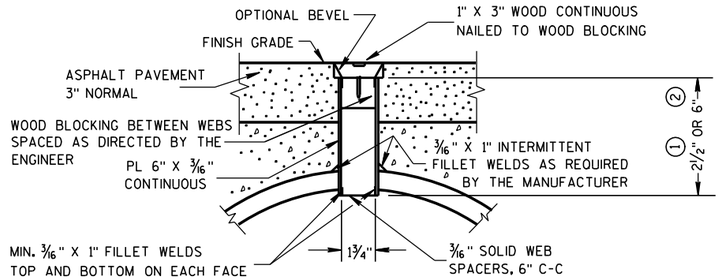
THE LEAN GROUT BACKFILL MATERIAL SHALL BE A FINE AGGREGATE, IN ACCORDANCE WITH SUBSECTION 501.3.6.3.6 OF THE STANDARD SPECIFICATIONS, MIXED WITH 150 POUNDS OF CEMENT AND APPROXIMATELY 30 GALLONS OF WATER FOR EACH 3000 POUNDS OF FINE AGGREGATE.

THE PIPE FOR THE SLOTTED DRAIN SHALL MEET AASHTO DESIGNATION M-36, AND THE GRATE ASSEMBLIES SHALL BE MADE FROM STRUCTURAL STEEL SUITABLY WELDED TO FORM THE OPEN SLOT AND HOT-DIP GALVANIZED TO MEET THE PROVISIONS OF AASHTO DESIGNATION M-111.

NORMAL PIPE SIZES ARE 12-INCH THROUGH 24-INCH DIAMETER IN 0.064 INCH THICKNESS, AND 30-INCH DIAMETER PIPE IN 0.079 INCH THICKNESS.

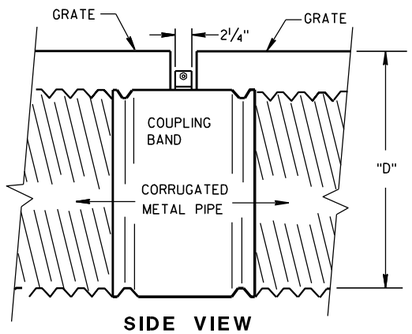


PLAN VIEW



SECTION C-C

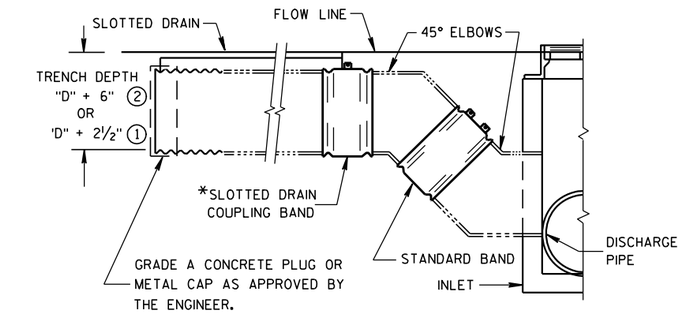
GRATE SLOT DETAIL



SIDE VIEW

*TYPICAL COUPLING BAND FOR SLOTTED DRAIN

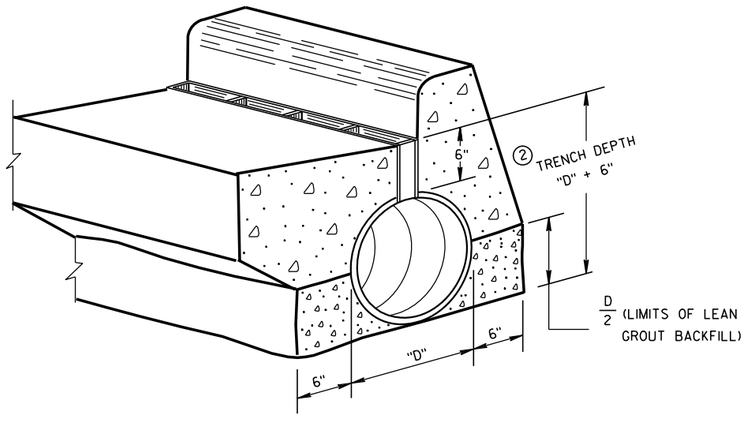
(ALTERNATES PERMITTED AS APPROVED BY THE ENGINEER)



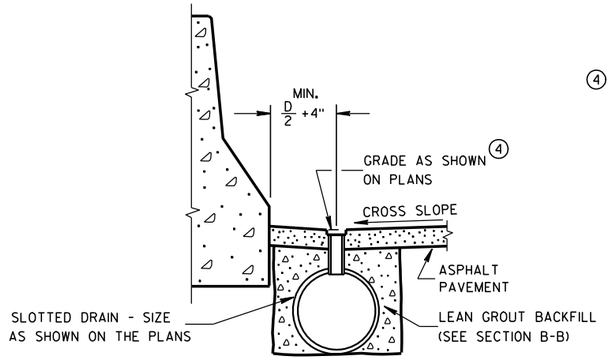
SLOTTED DRAIN INSTALLATION TYPE "B"

NOTE:

TO PREVENT "FLOATING" OF THE SLOTTED DRAIN DURING BACKFILL OPERATIONS PROVIDE ADEQUATE WEDGES, OR POUR THE LEAN GROUT ON TOP OF THE PLUGGED SLOT ALLOWING IT TO SLOUGH TO THE SIDES OF THE PIPE. THIS WILL PROVIDE ENOUGH WEIGHT ON TOP TO KEEP THE PIPE FROM FLOATING.



SLOTTED DRAIN INSTALLATION IN FLOW LINE OF CURB & GUTTER TYPE "C"



SLOTTED DRAIN INSTALLATION AT MEDIAN BARRIER TYPE "D"

① 2½" NORMAL GRATE DEPTH.

② 6" SPECIAL GRATE DEPTH, WHEN SPECIFIED ON THE PLANS.

③ FOR SCREEDING DIRECTLY OVER THE SLOTTED DRAIN WITH ASPHALT PAVER. FOR CONCRETE SURFACE USE 3" WIDE TAPE OVER THE SLOT TO KEEP MATERIAL OUT OF THE PIPE.

④ WHEN THE SURFACE IS CONCRETE PAVEMENT THE GRADE AS SHOWN ON THE PLANS WILL BE FLUSH WITH THE TOP OF THE SLOTTED DRAIN.

SLOTTED CORRUGATED METAL PIPE SURFACE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/30/79 DATE

/S/ D. L. Strand
CHIEF ROADWAY DEVELOPMENT ENGINEER

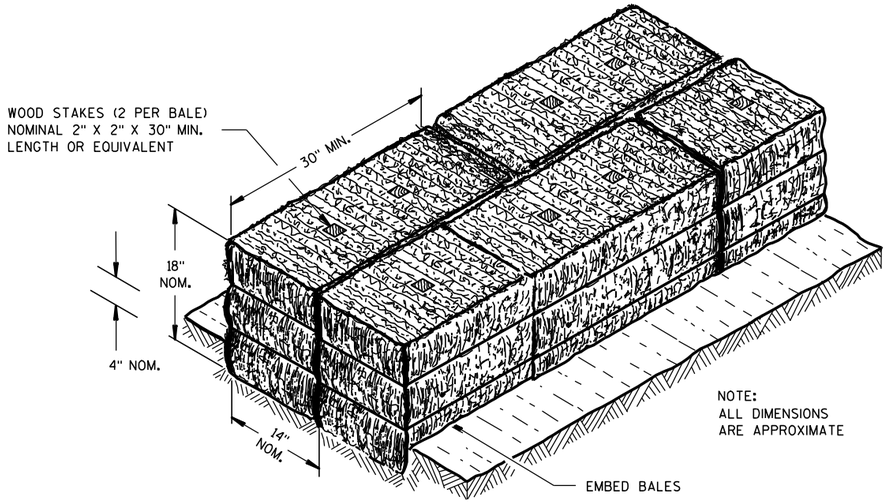
FHWA

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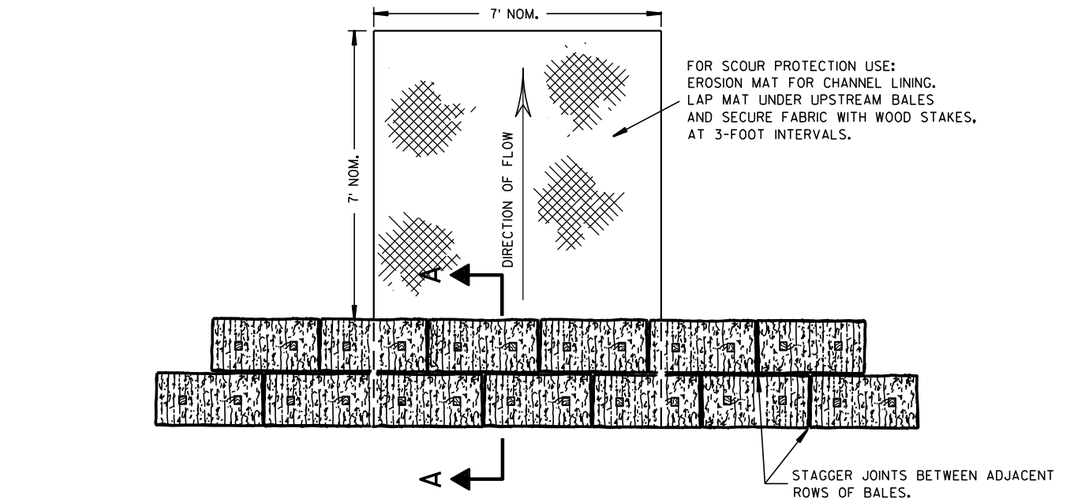
S.D.D. 8 D 13-1

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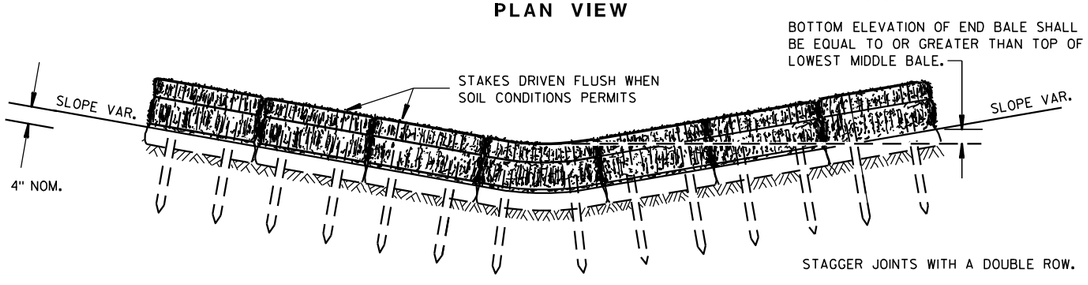
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SECTION A-A



PLAN VIEW



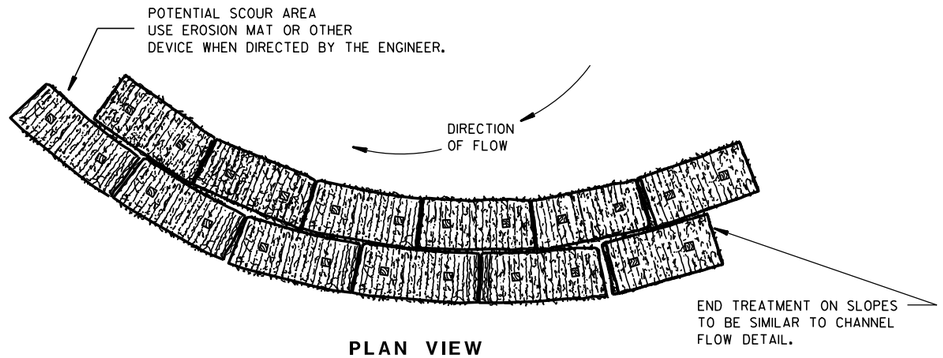
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

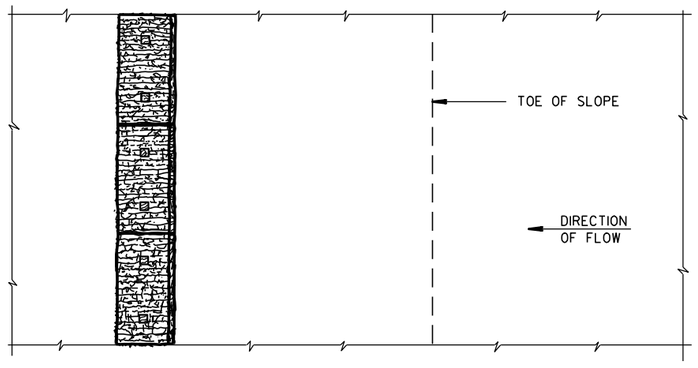
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

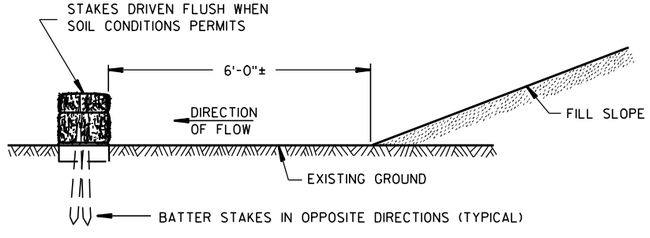


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

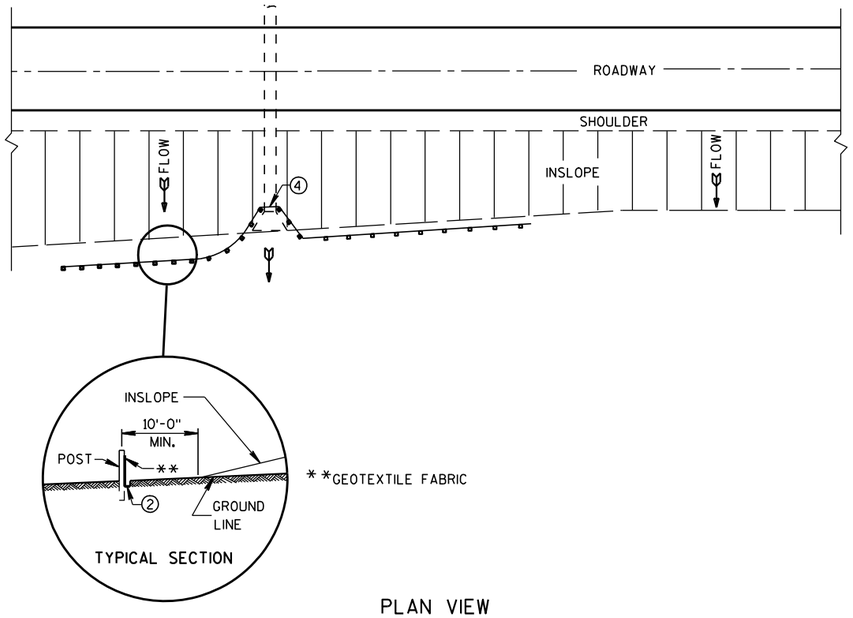
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S.D.D. 8 E 8-3

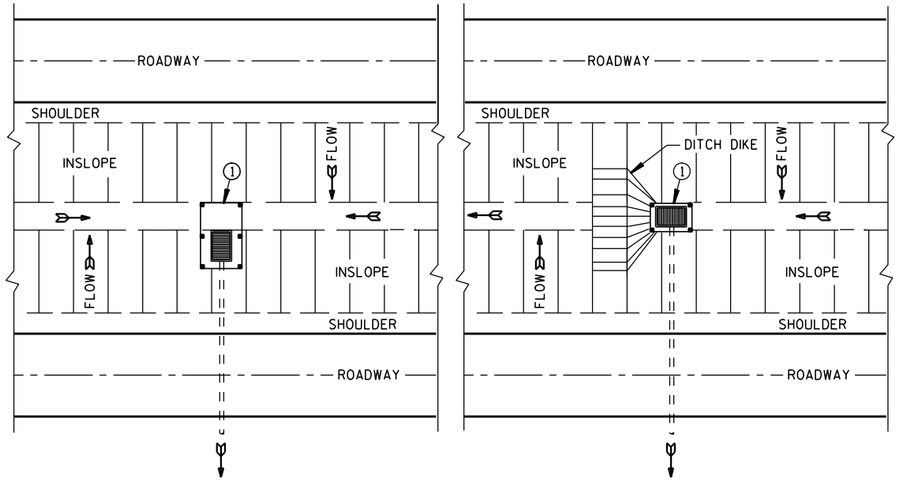
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



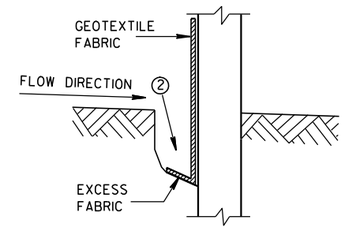
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

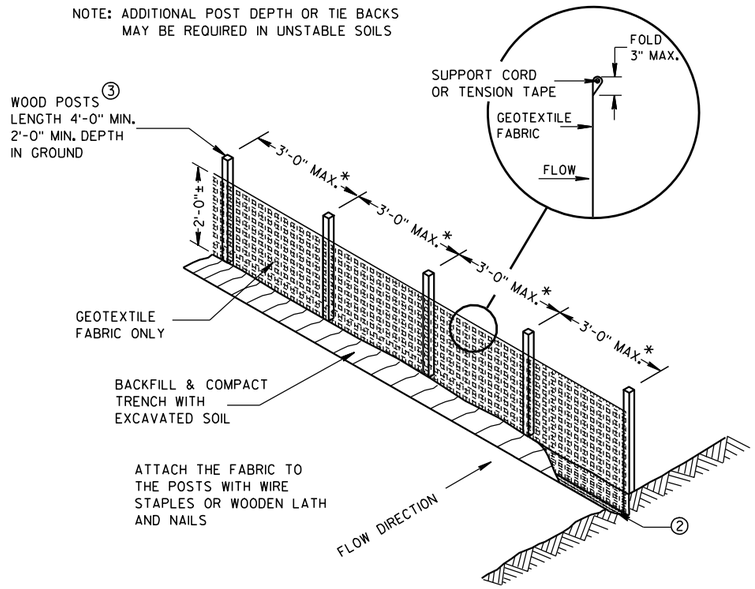
GENERAL NOTES

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

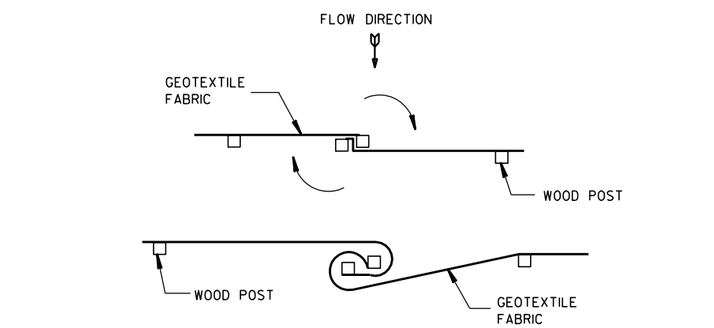
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



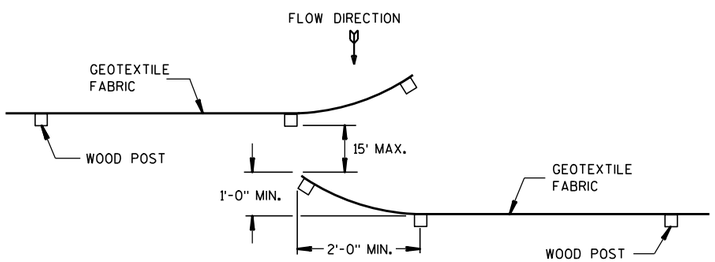
TRENCH DETAIL



SILT FENCE

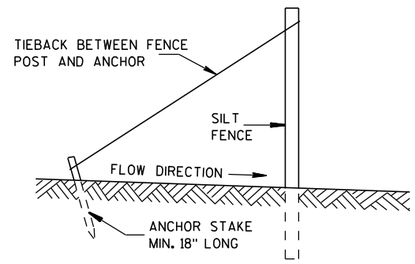


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

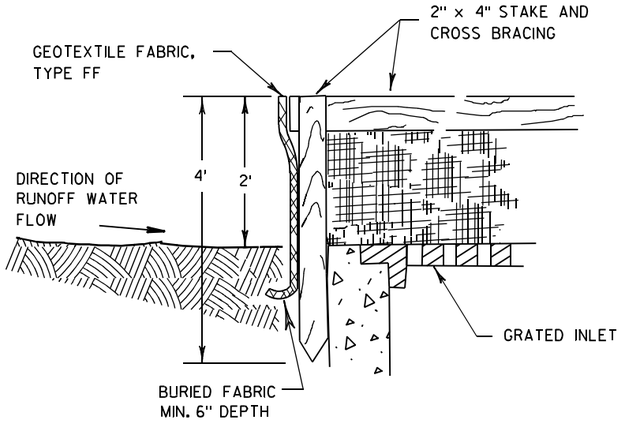
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

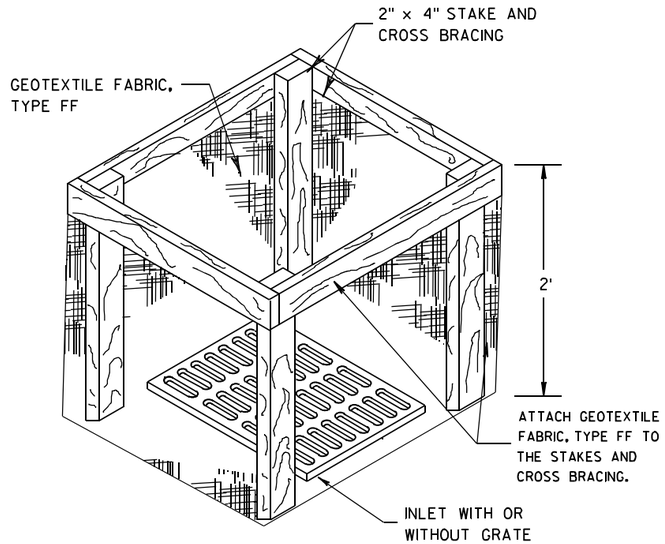
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S.D.D. 8 E 9-6

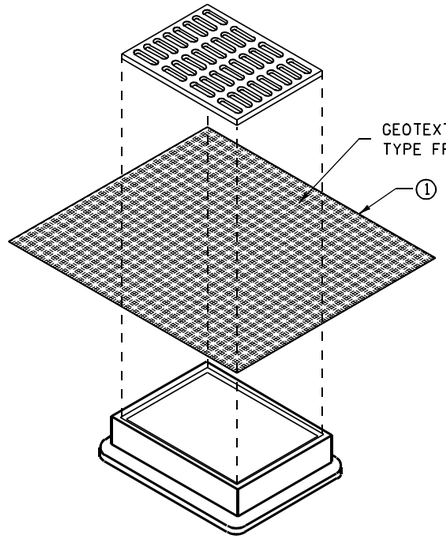
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S.D.D. 8 E 9-6



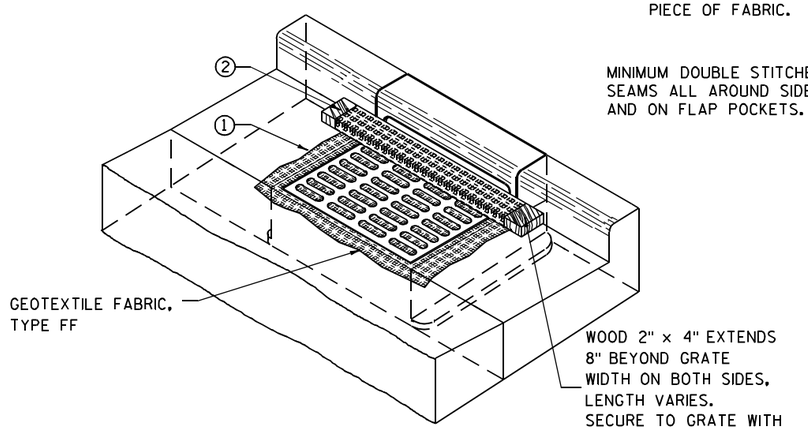


INLET PROTECTION, TYPE A

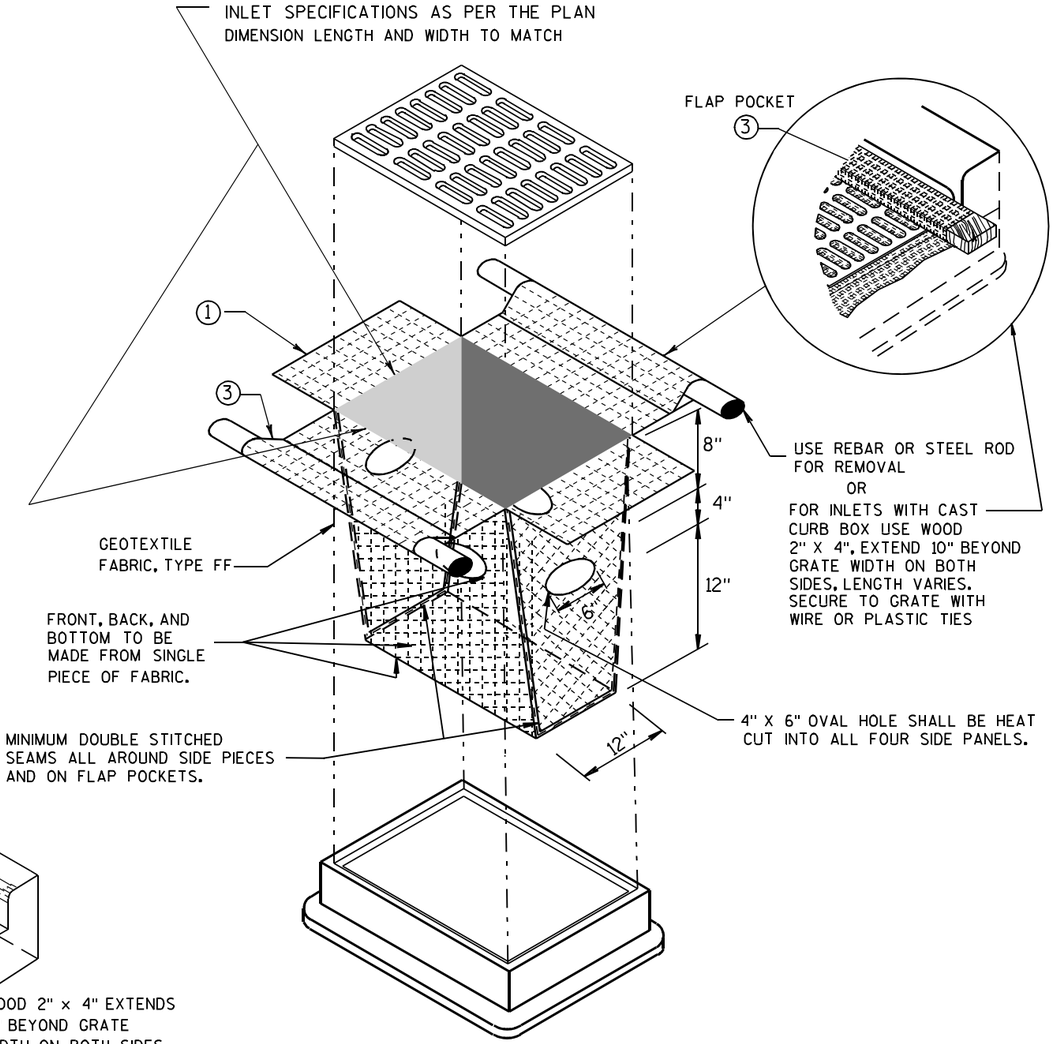


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

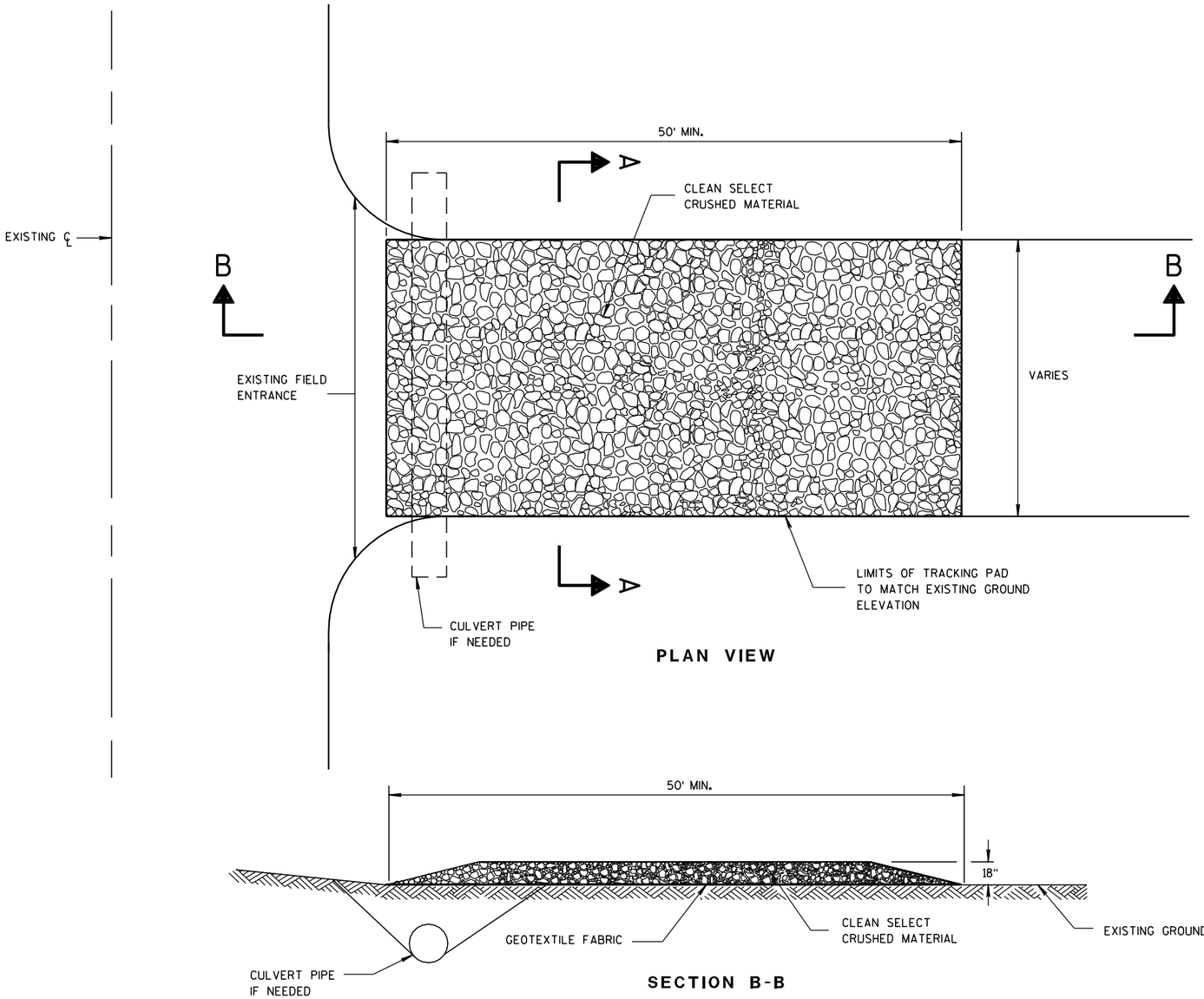
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

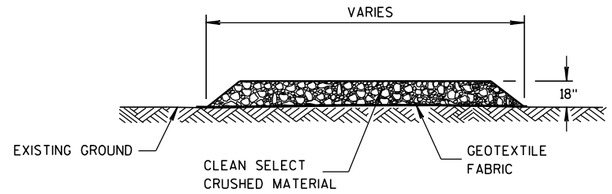
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER	ENT

FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

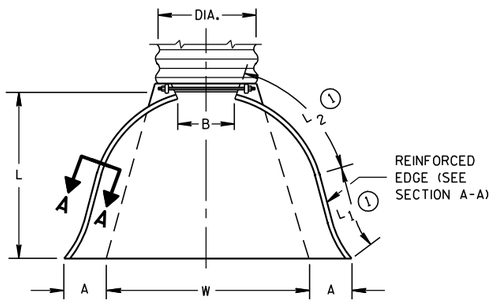
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

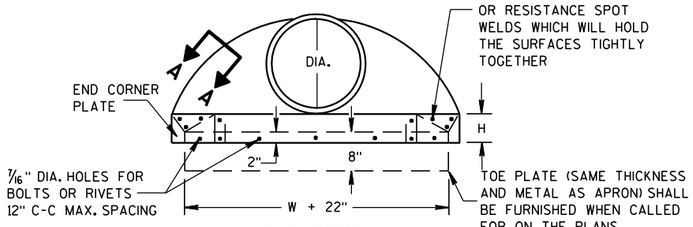
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

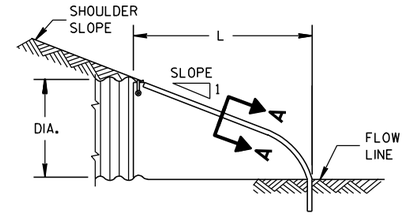
* MINIMUM
** MAXIMUM



PLAN VIEW

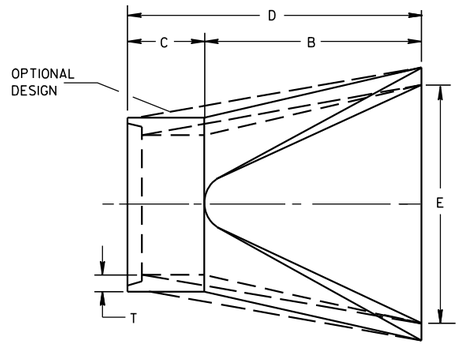


END VIEW

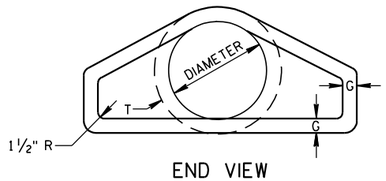


SIDE ELEVATION

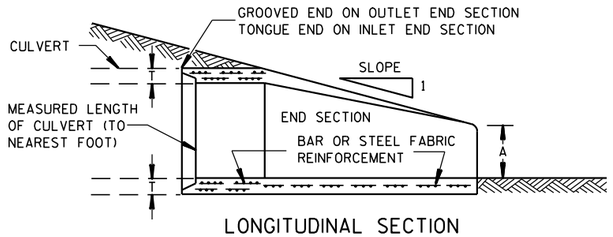
METAL ENDWALLS



PLAN

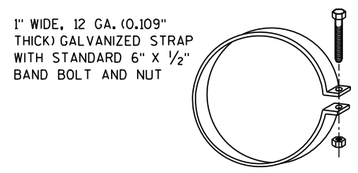


END VIEW



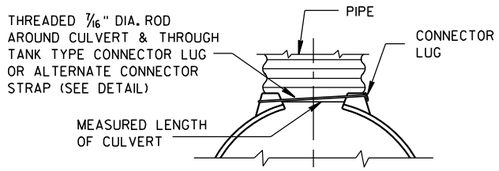
LONGITUDINAL SECTION

CONCRETE ENDWALLS

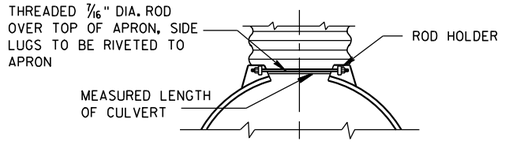


ALTERNATE FOR TYPE 1 CONNECTION

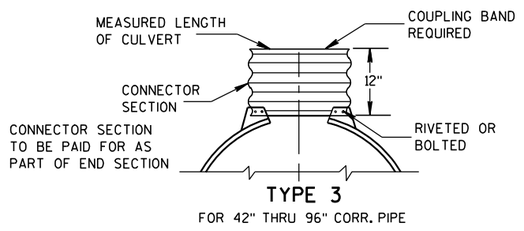
END SECTION CONNECTOR STRAP



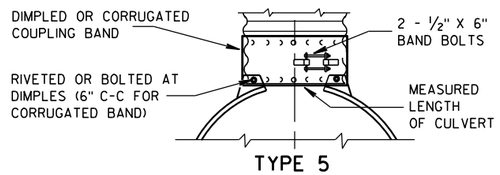
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

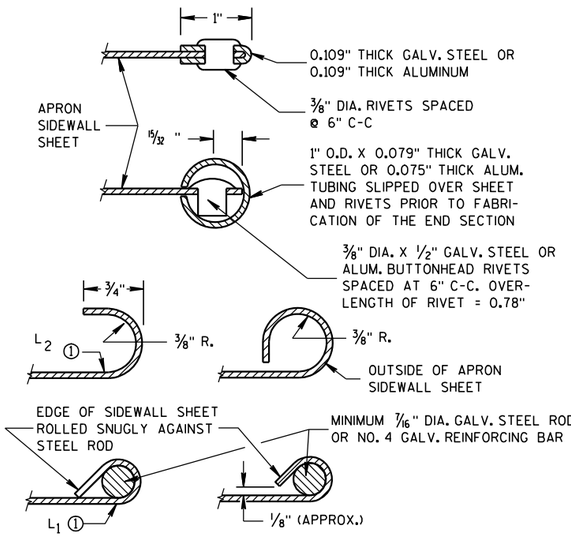
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

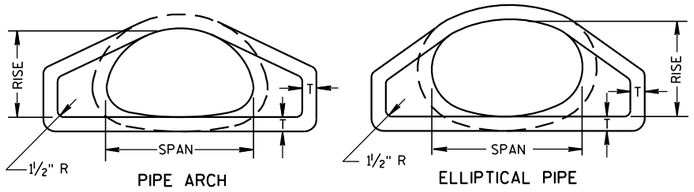
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

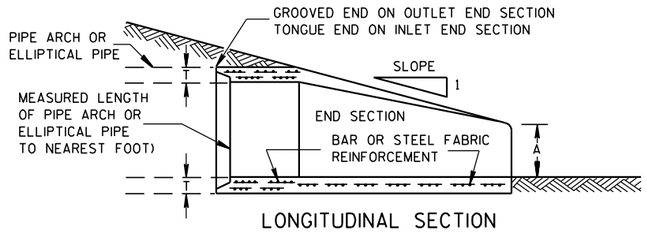
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

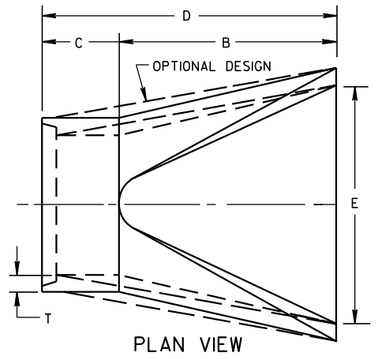
6
S.D.D. 8 F 1-11



END VIEW

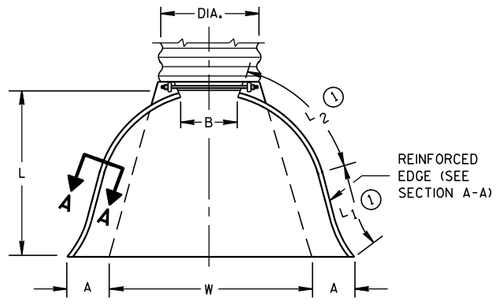


LONGITUDINAL SECTION

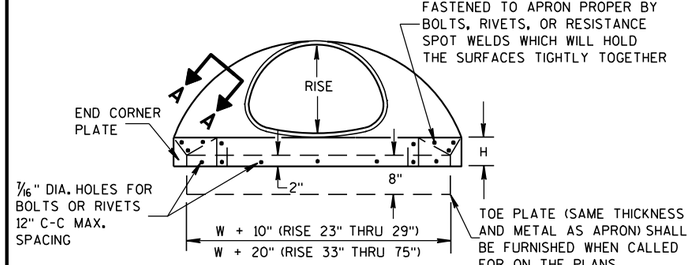


PLAN VIEW

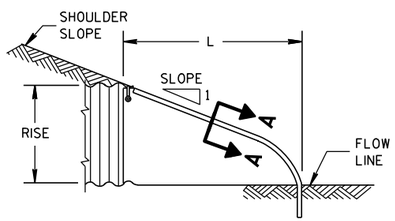
CONCRETE ENDWALLS



PLAN VIEW

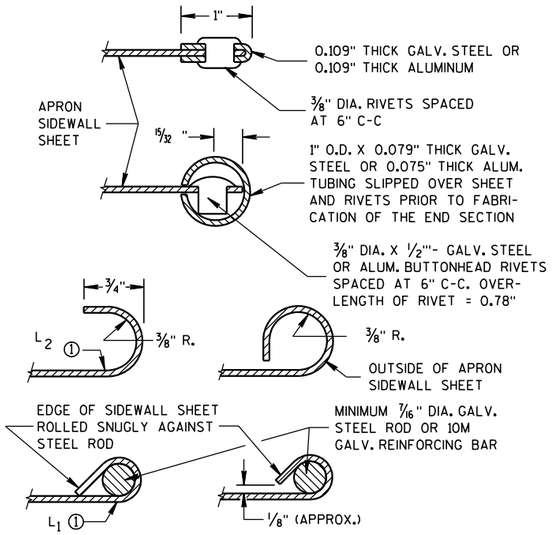


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

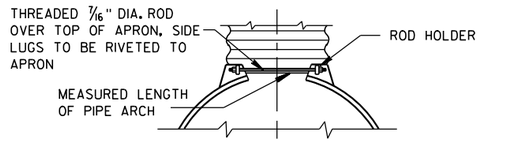
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

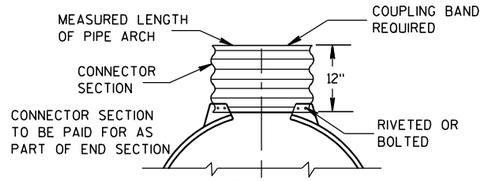
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



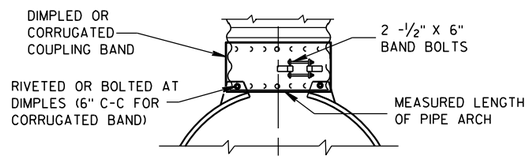
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

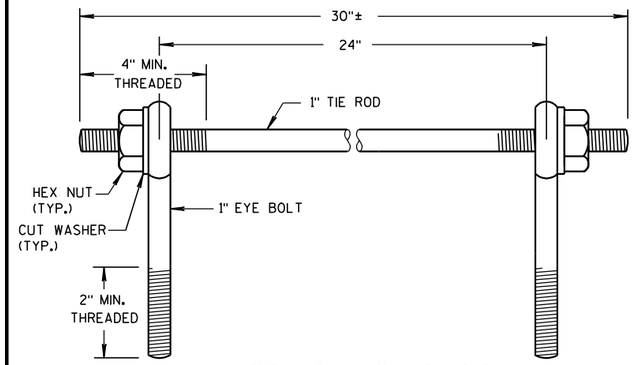
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

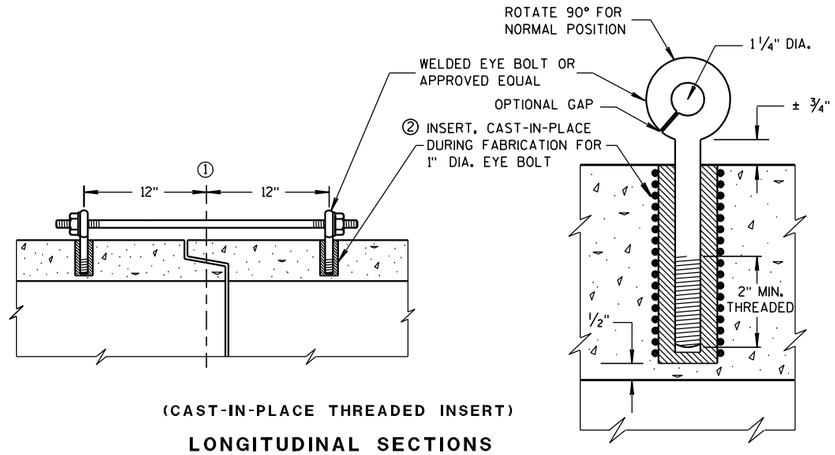
FHWA

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

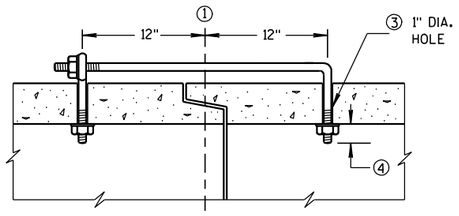
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

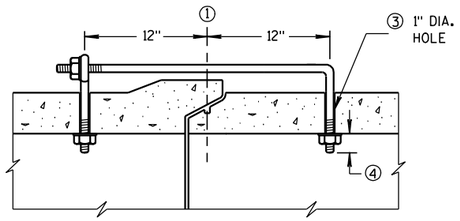
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

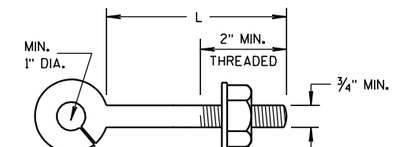


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

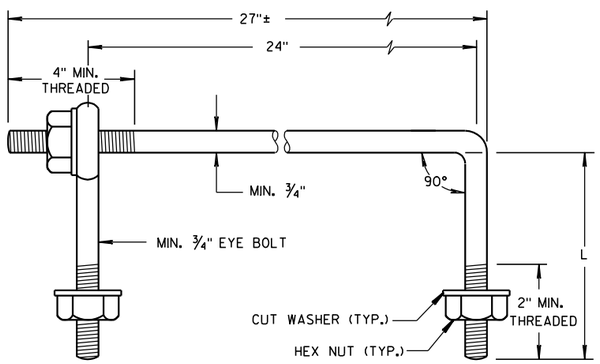
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

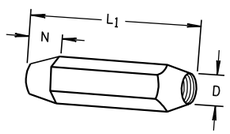
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

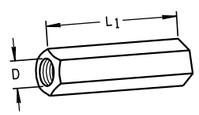
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



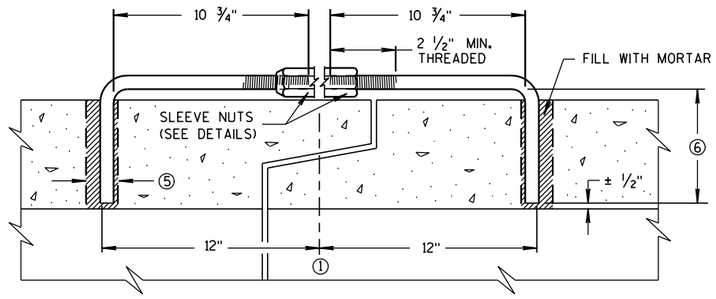
TAPERED



PLAIN

RIGHT AND LEFT THREADS

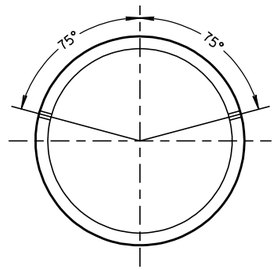
SLEEVE NUTS



LONGITUDINAL SECTION

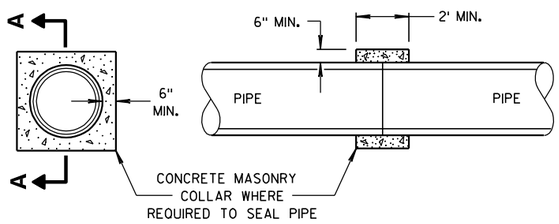
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

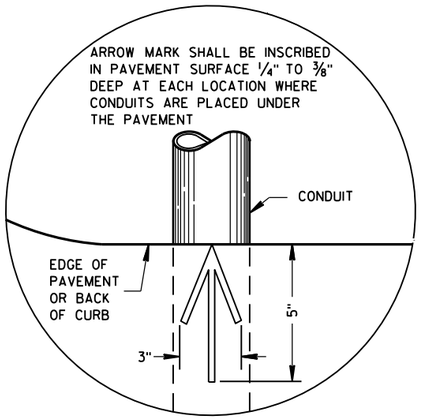
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
539
FHWA

6

S.D.D. 8 F 4-7

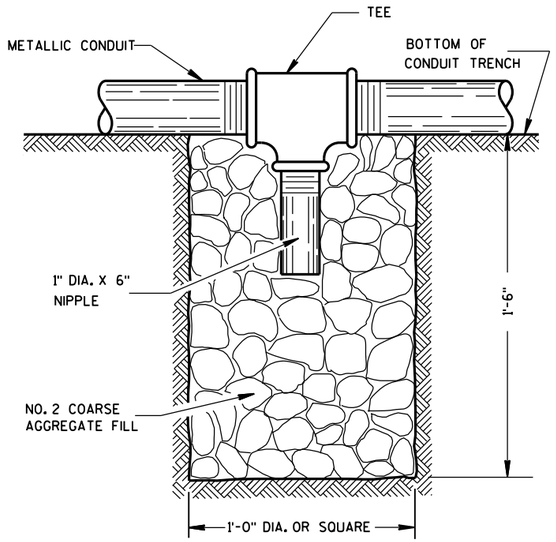
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S.D.D. 8 F 4-7



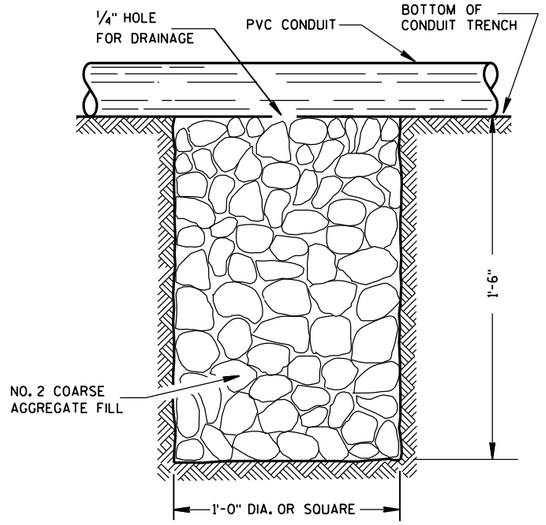
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

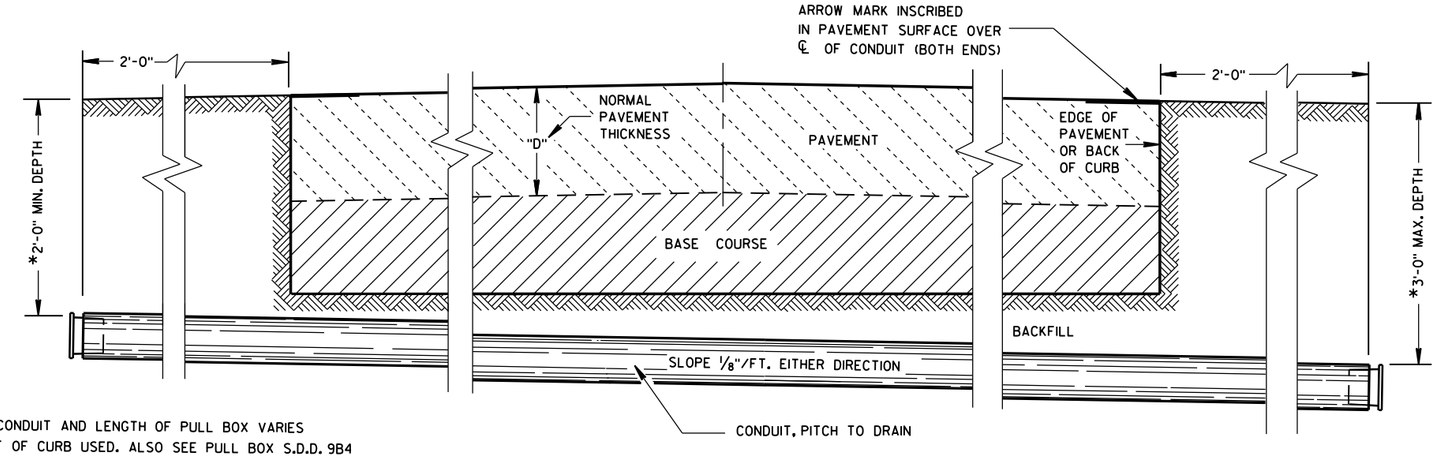
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER 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
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 2-9

6

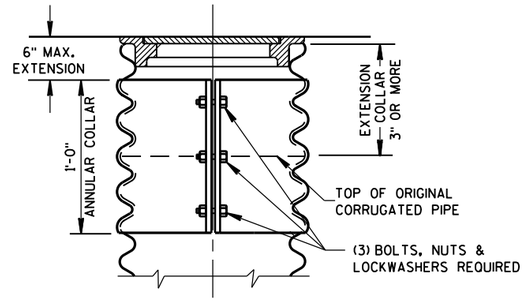
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

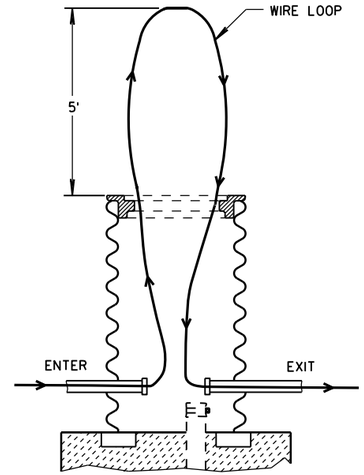
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

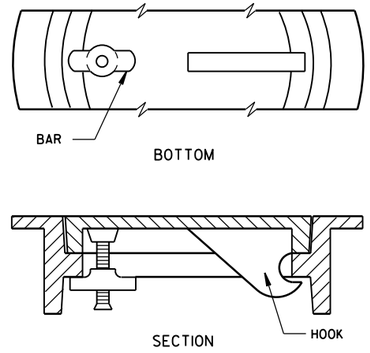
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

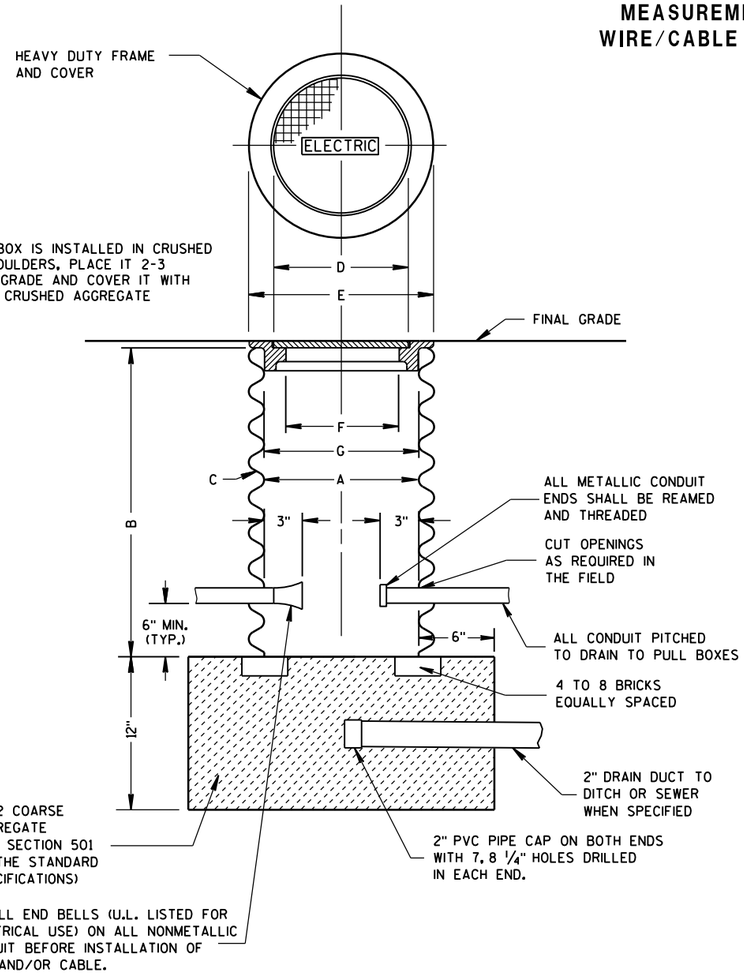


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



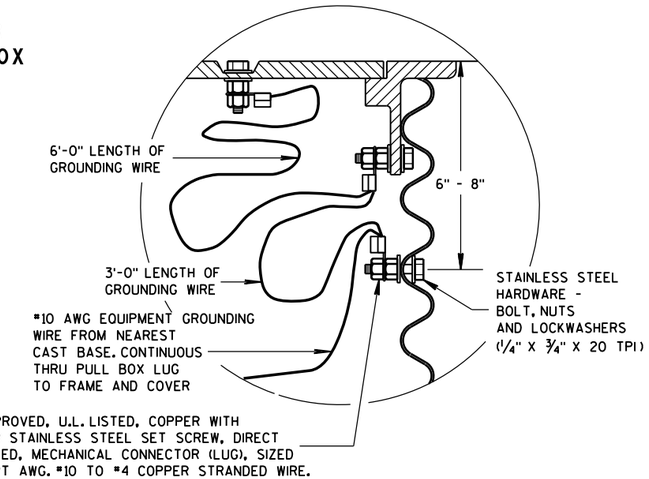
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

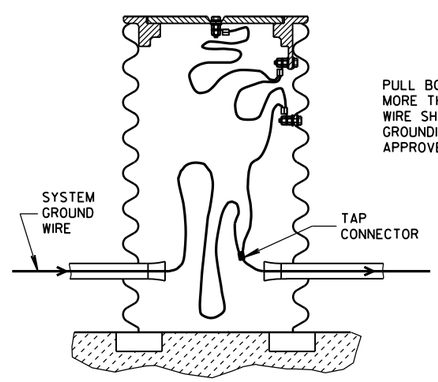


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 4-11

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.

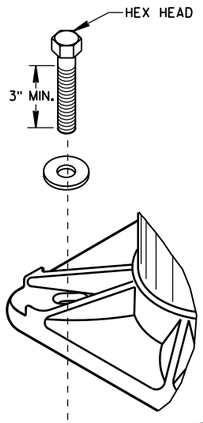
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

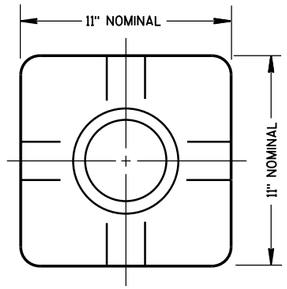
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

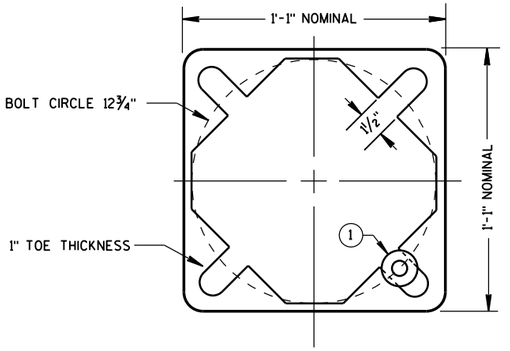
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

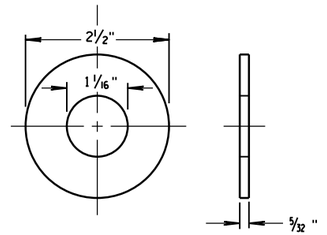




TOP VIEW
(PEDESTAL BASE)

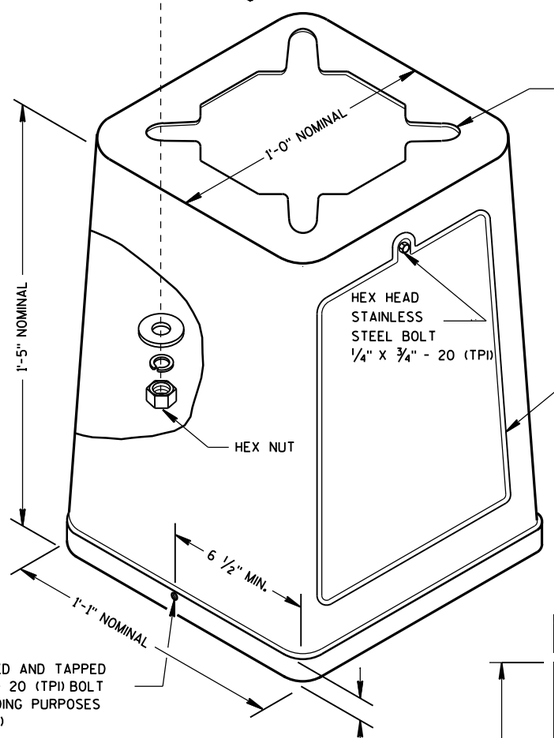


BOTTOM VIEW
(PEDESTAL BASE)

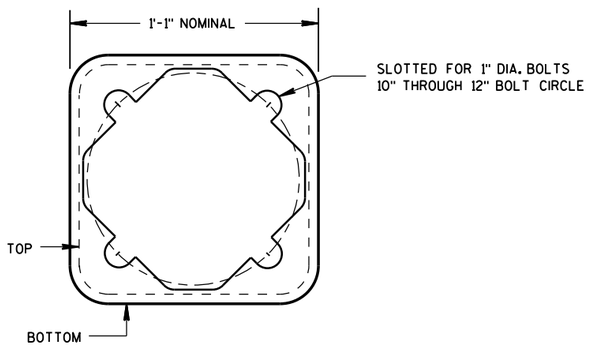


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

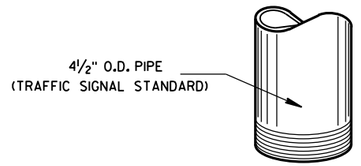
PEDESTAL BASE WASHER (1)

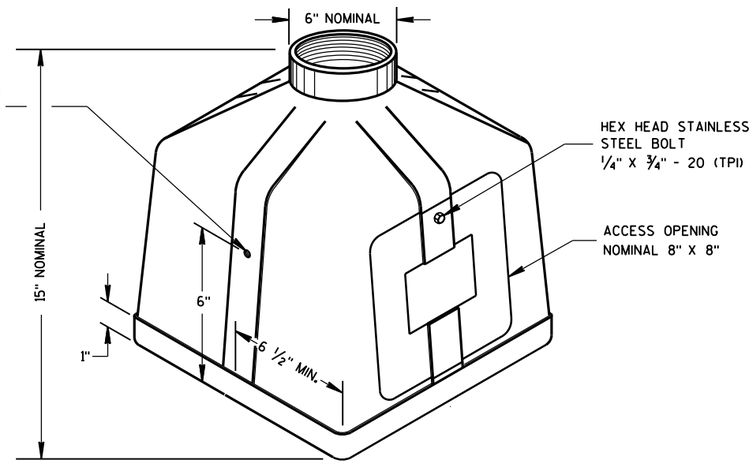


ISOMETRIC VIEW

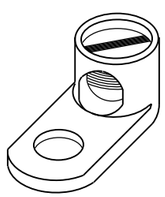


BOTTOM VIEW
(TRANSFORMER BASE)



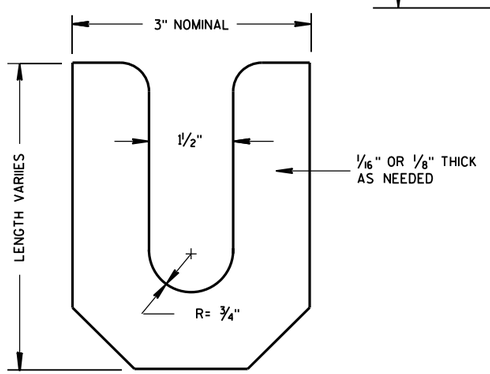


ISOMETRIC VIEW
PEDESTAL BASE



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



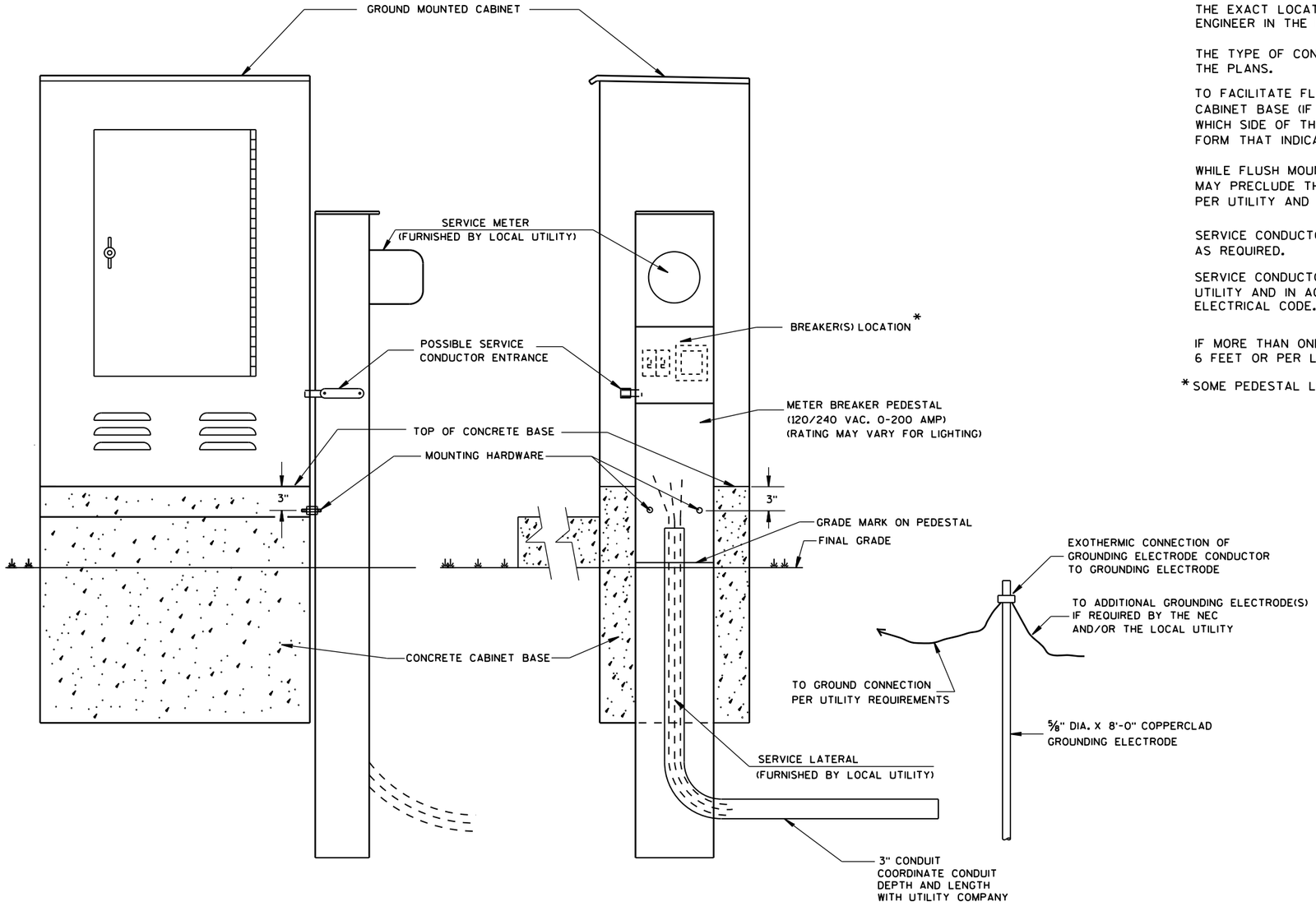
LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

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

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

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

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

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

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

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

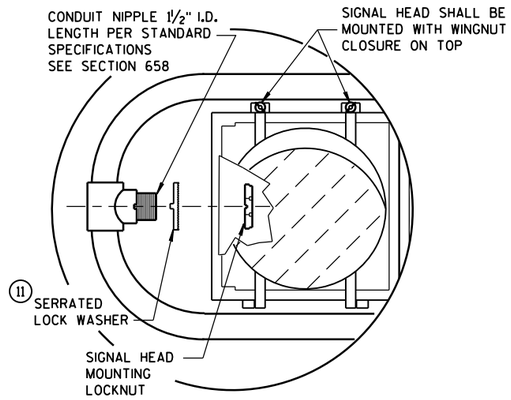
*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

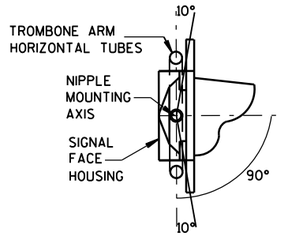
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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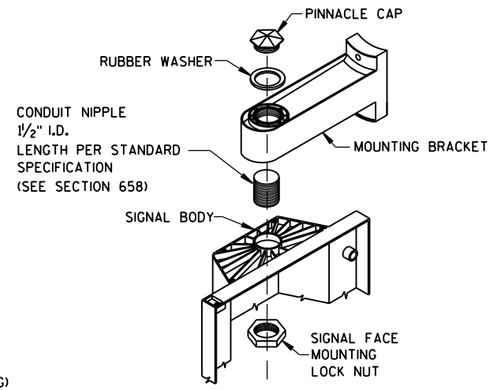
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG - 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

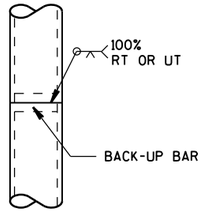
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

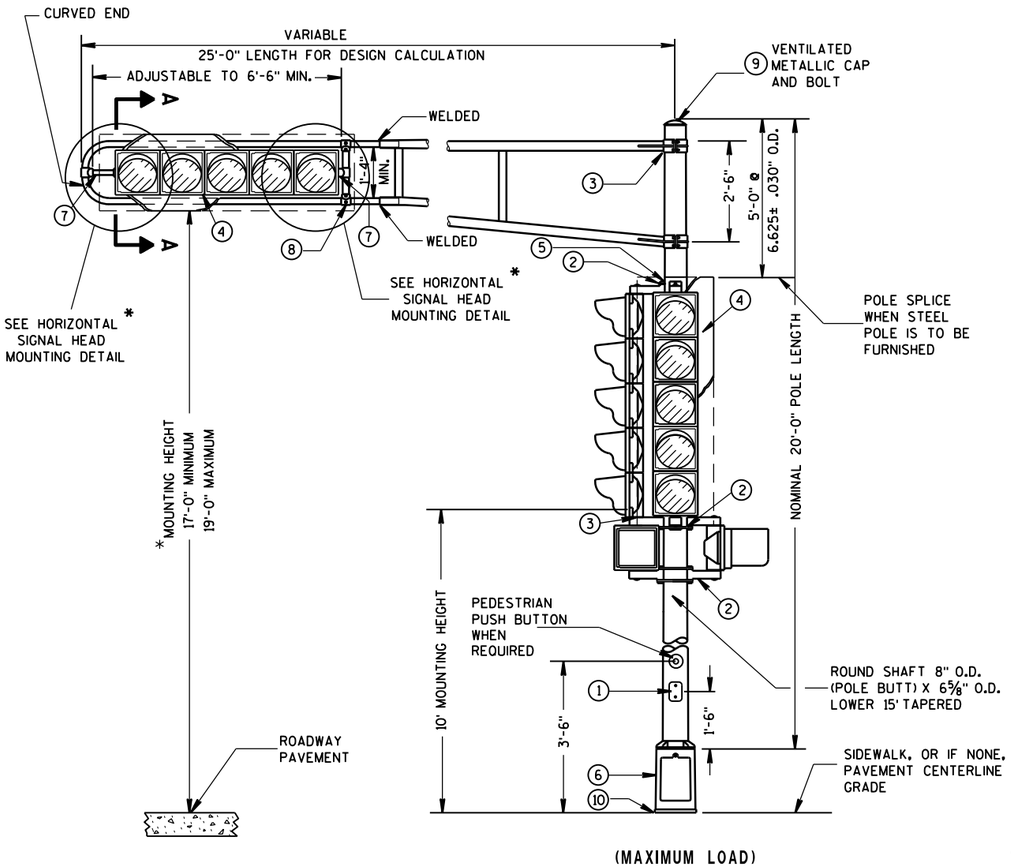
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

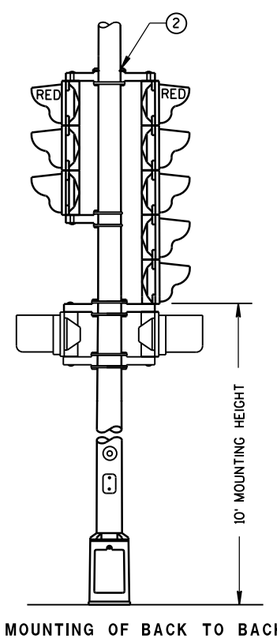
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



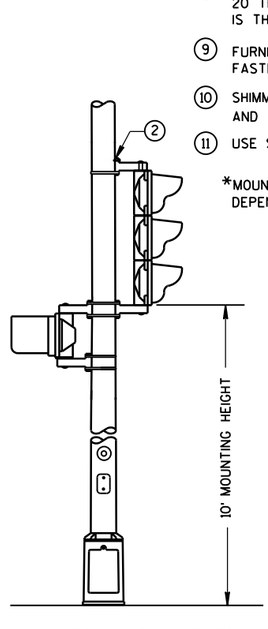
POLE SPLICE DETAIL



(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

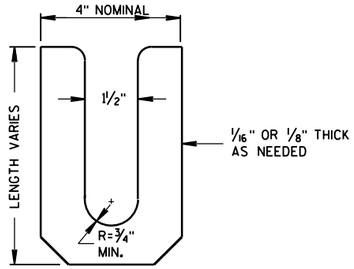
TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

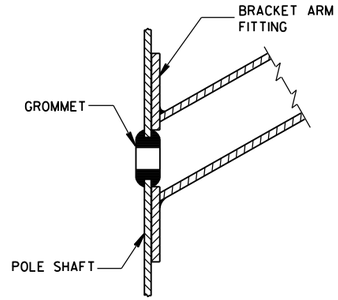
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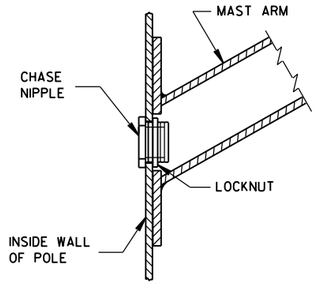


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

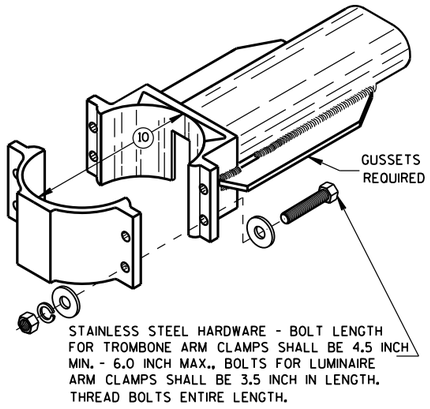
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

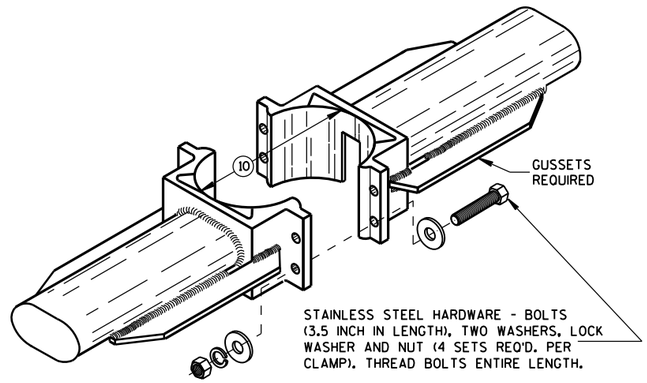
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

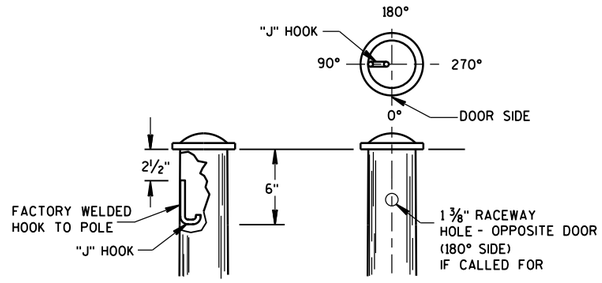
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



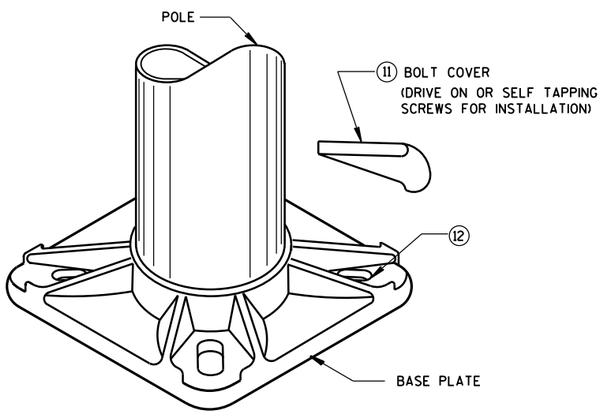
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



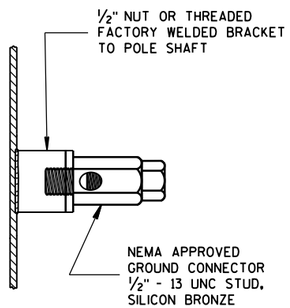
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

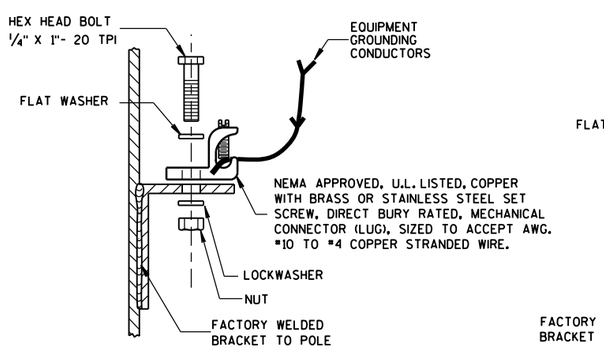


TYPICAL "J" HOOK LOCATION



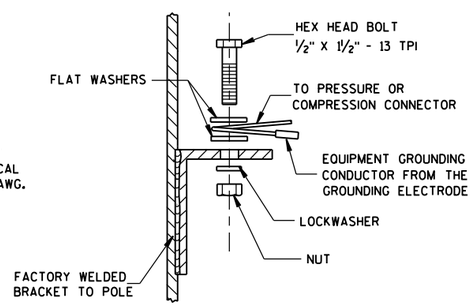
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

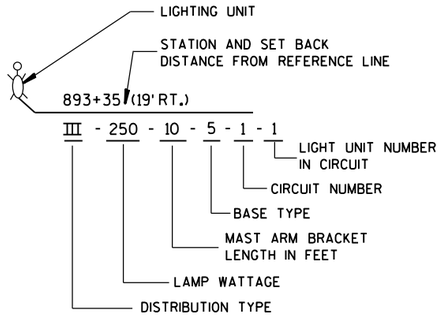


HARDWARE DETAILS FOR POLE MOUNTINGS

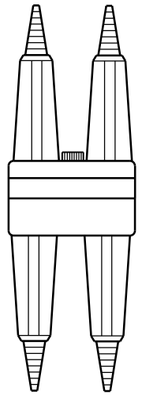
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 545
FHWA

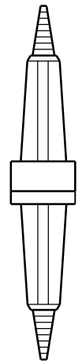
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S.D.D. 9 E 1-14g



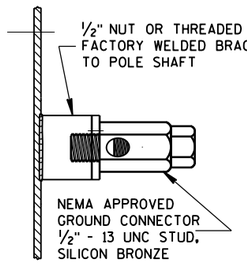
LIGHTING UNIT CODE
(TYPICAL)

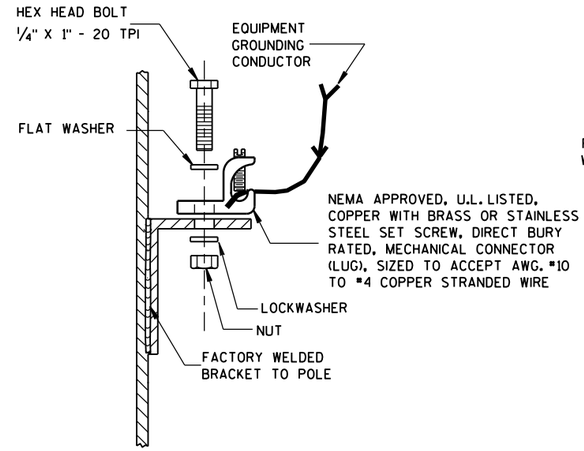


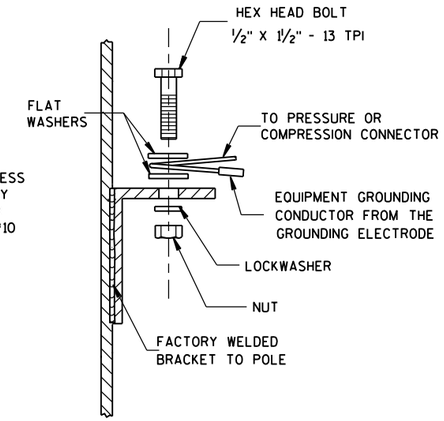
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



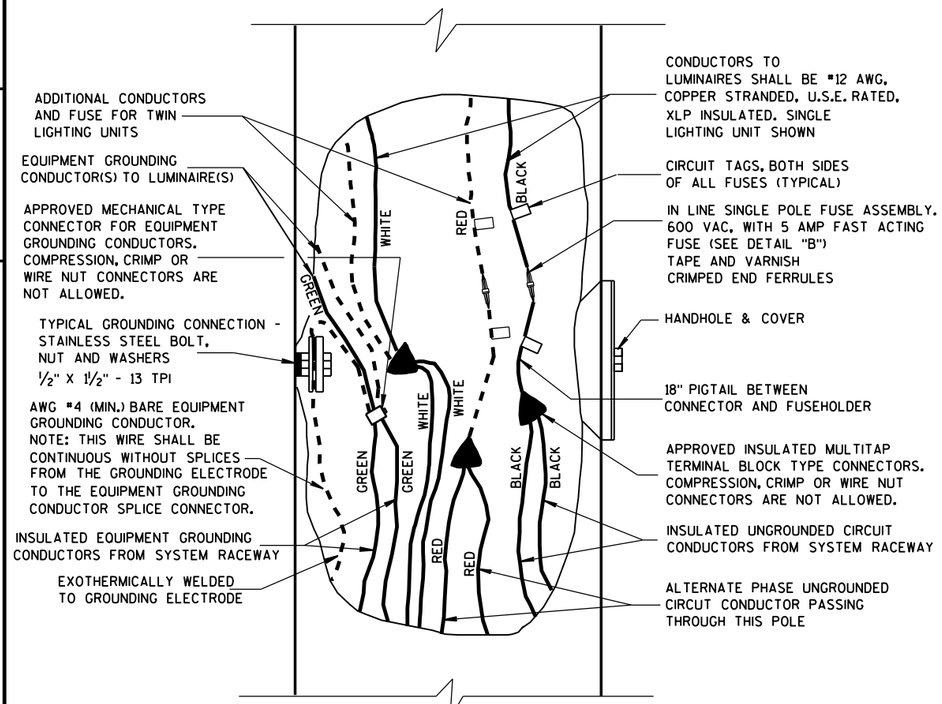
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



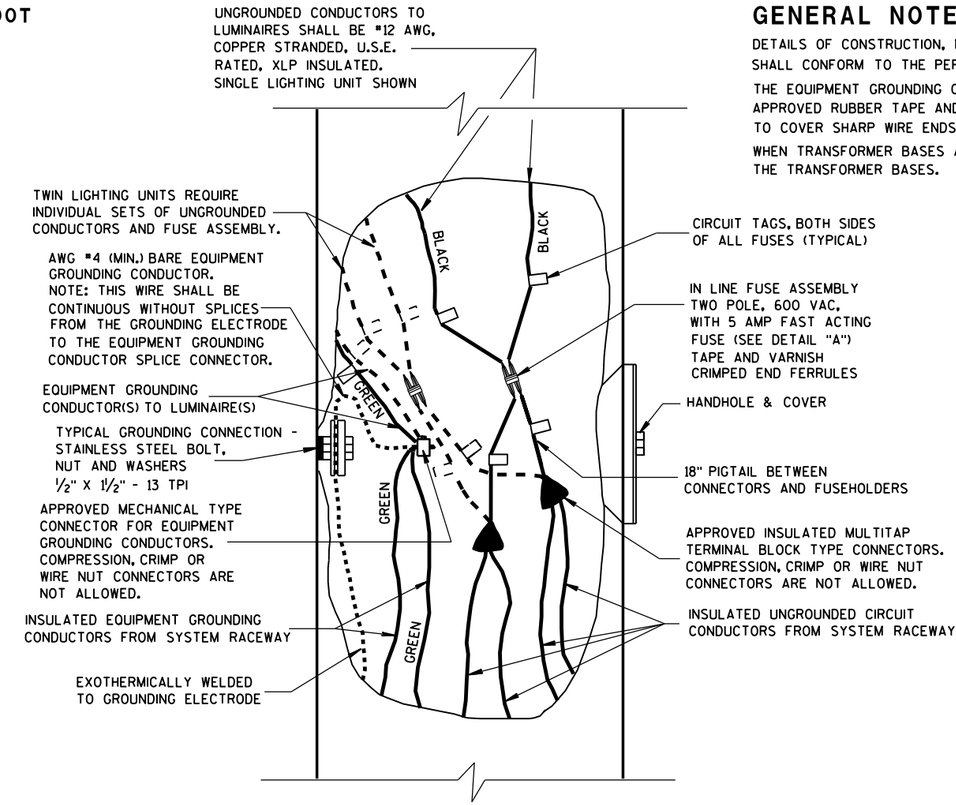




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 E 3-5

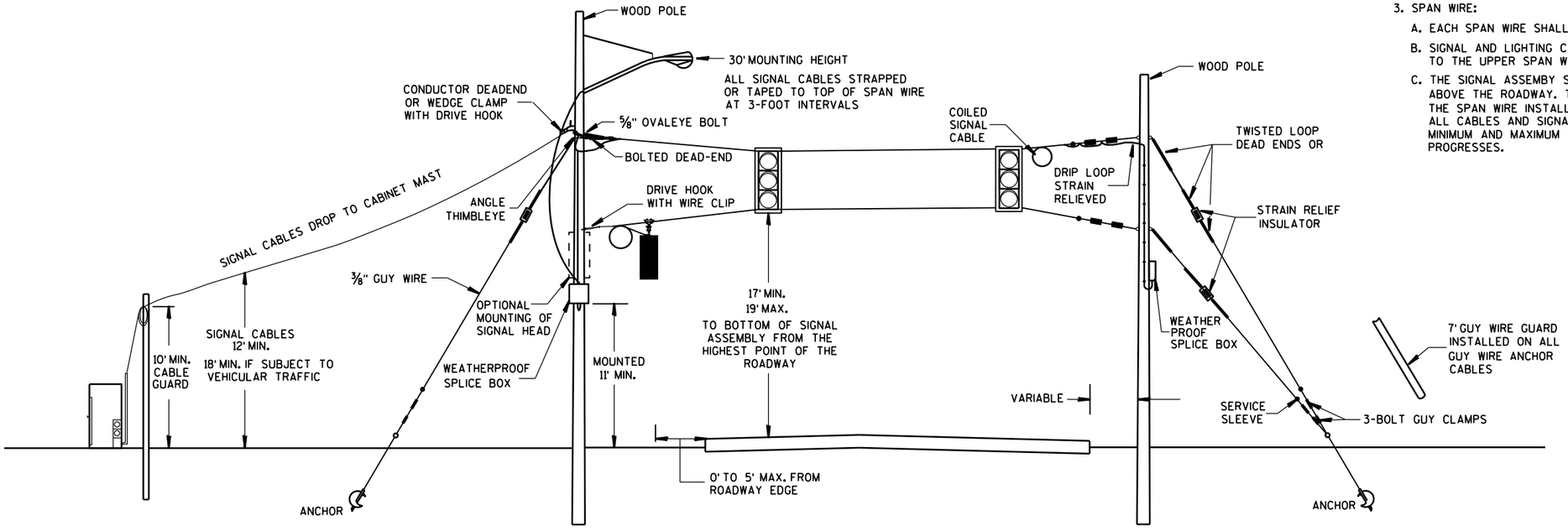
GENERAL NOTES

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.



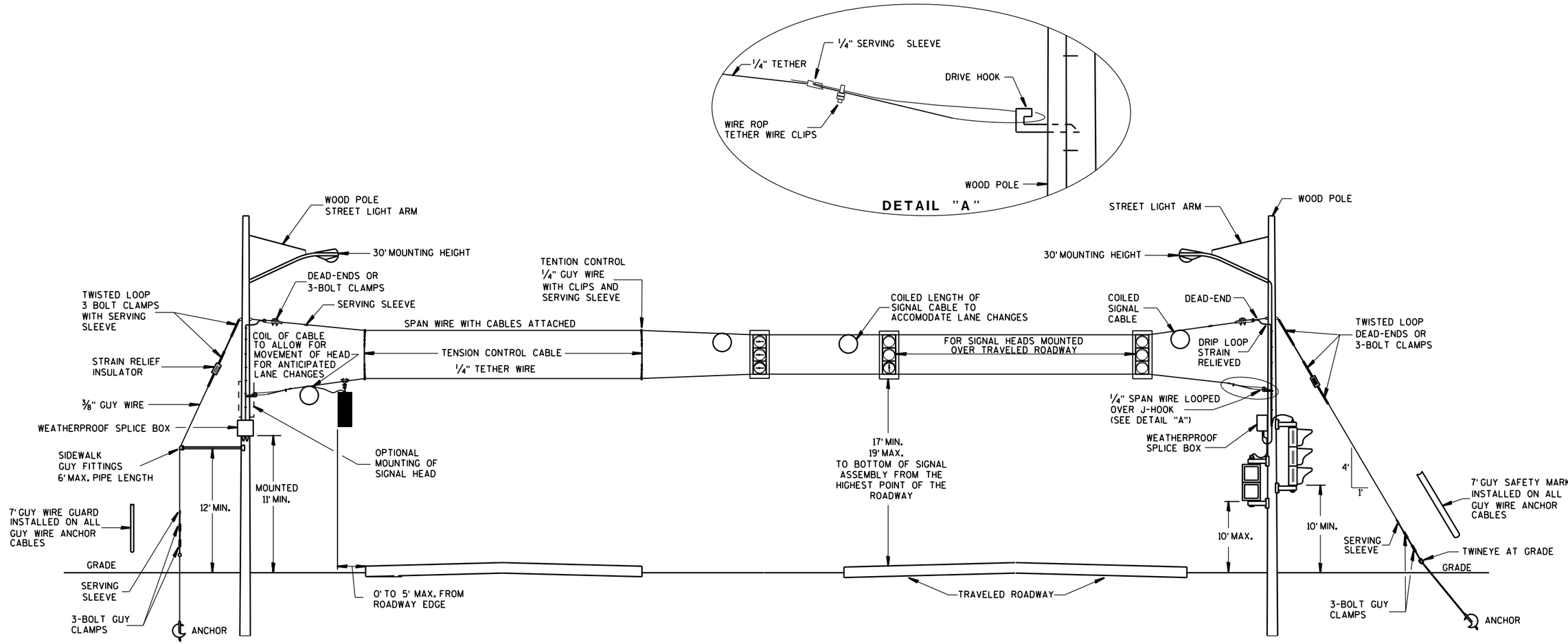
SPAN WIRE
TEMPORARY SIGNALS

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
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 547
FHWA



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.
   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

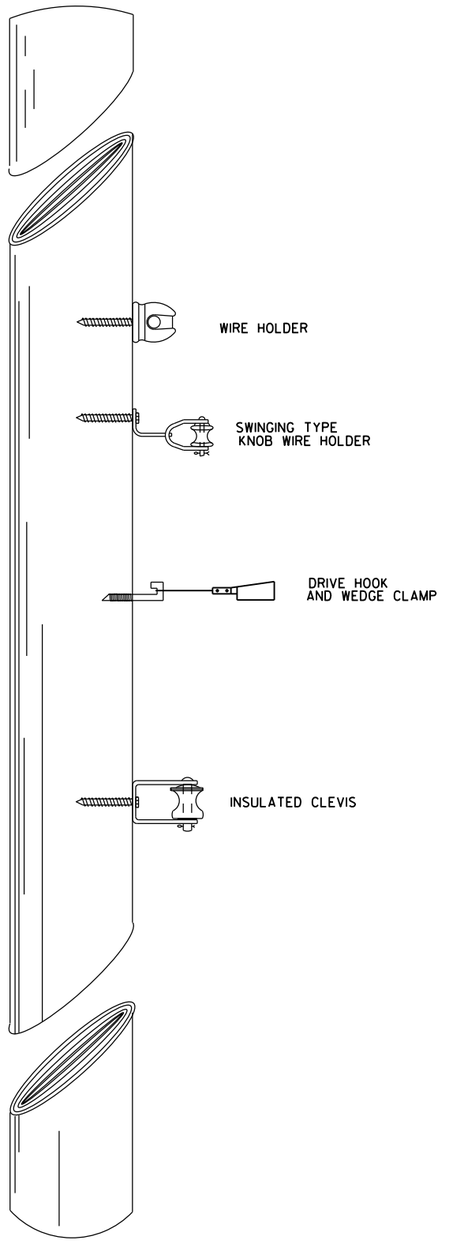
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

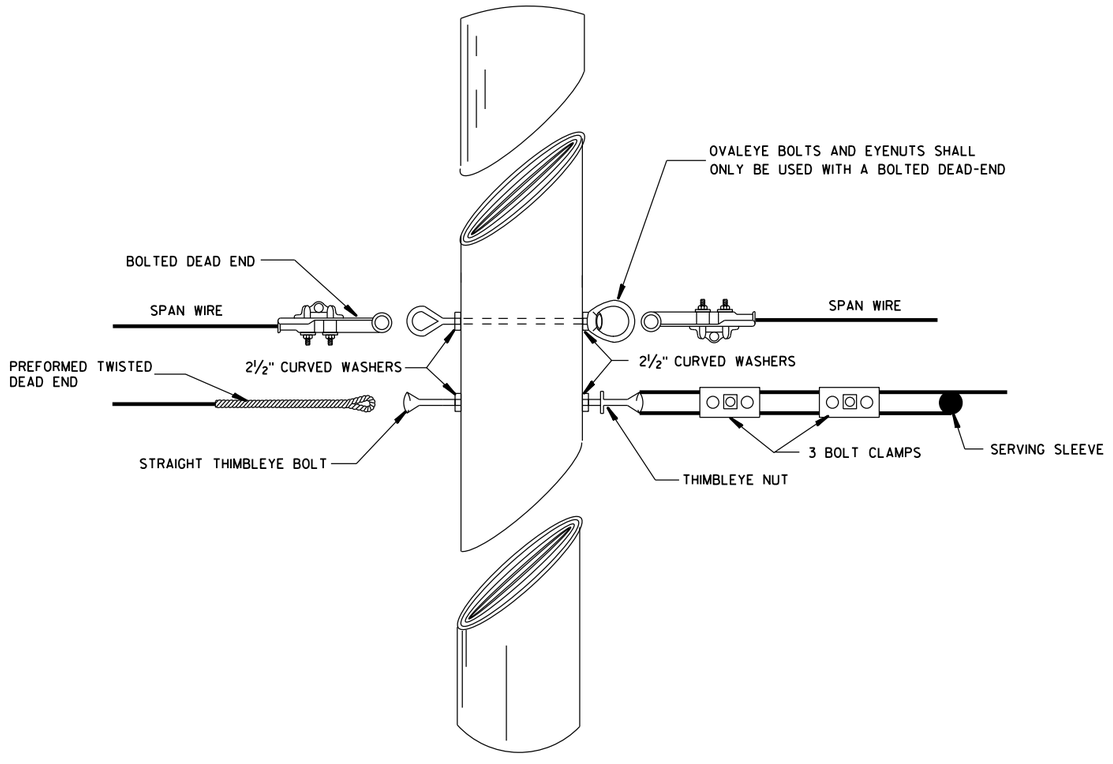
548

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S.D.D. 9 G 1-4b



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

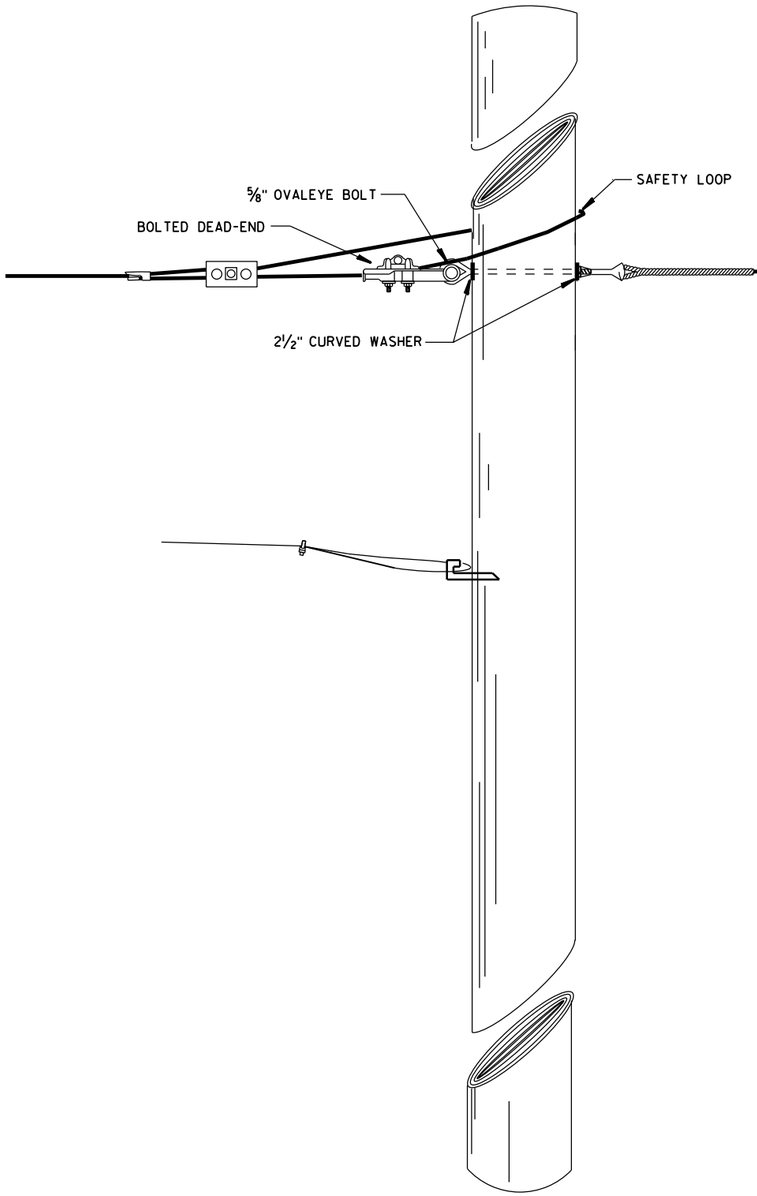
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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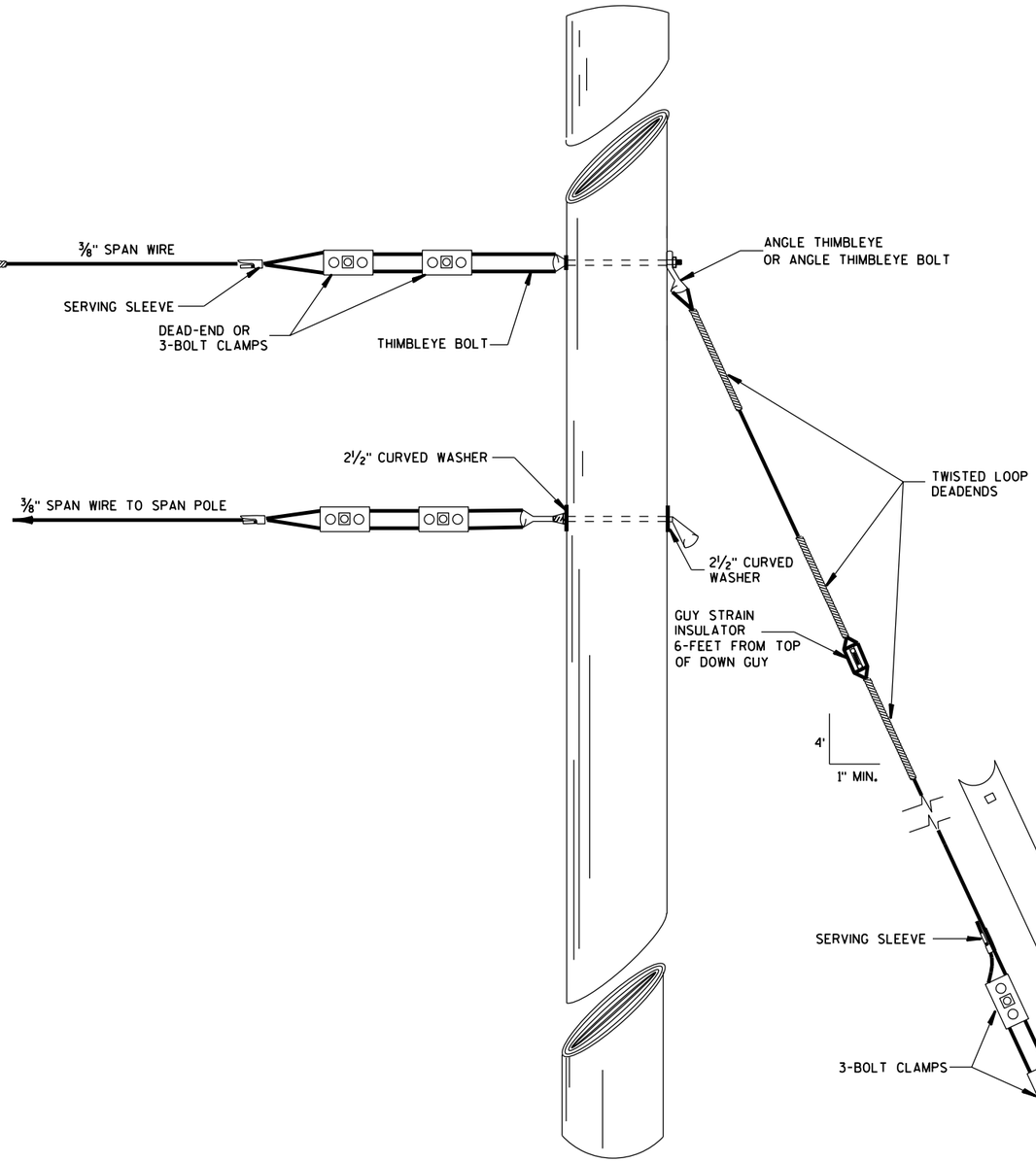
S.D.D. 9 G 1-4d

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

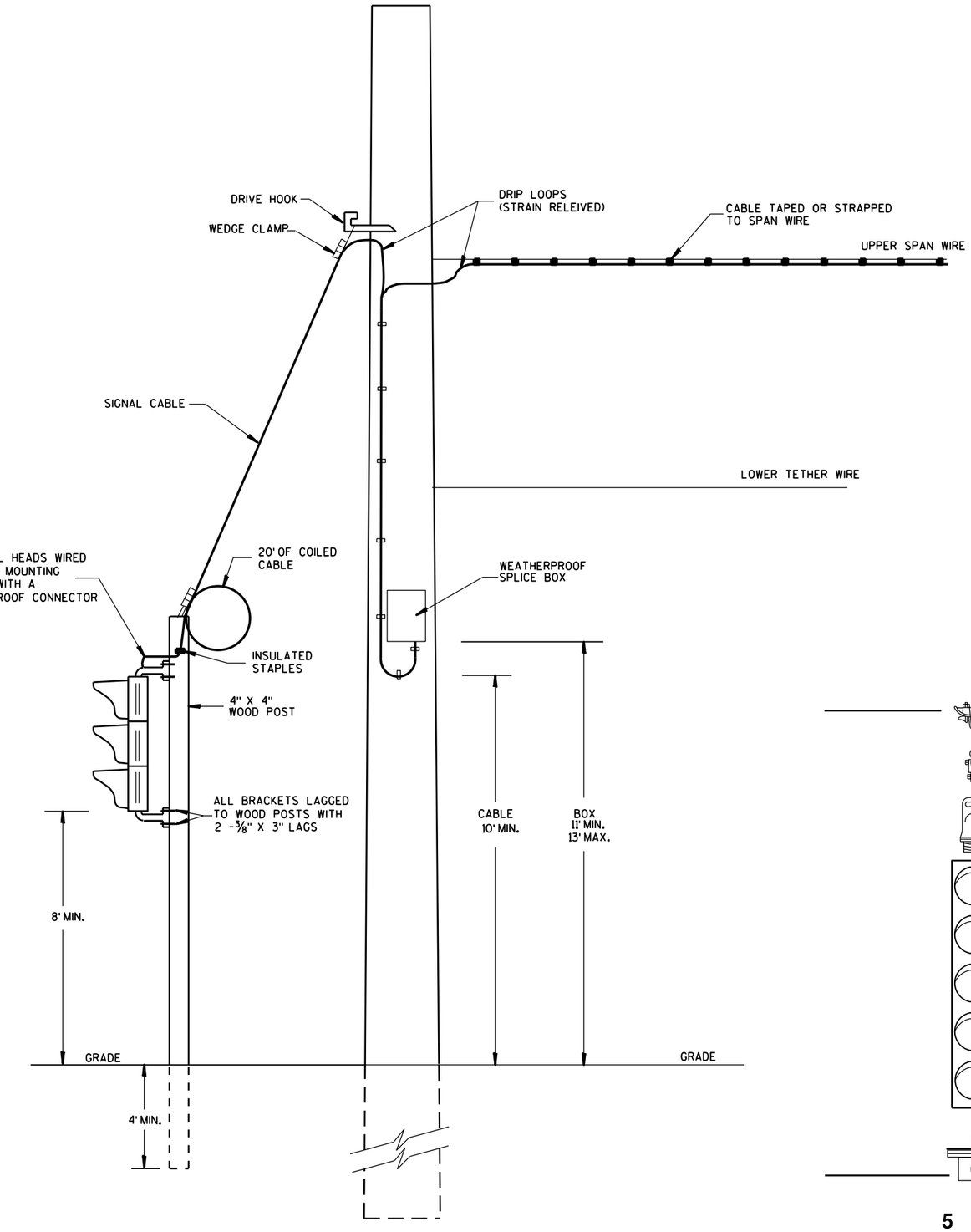
APPROVED
June. 2015
DATE
/S/ Ahmet Demirbilek
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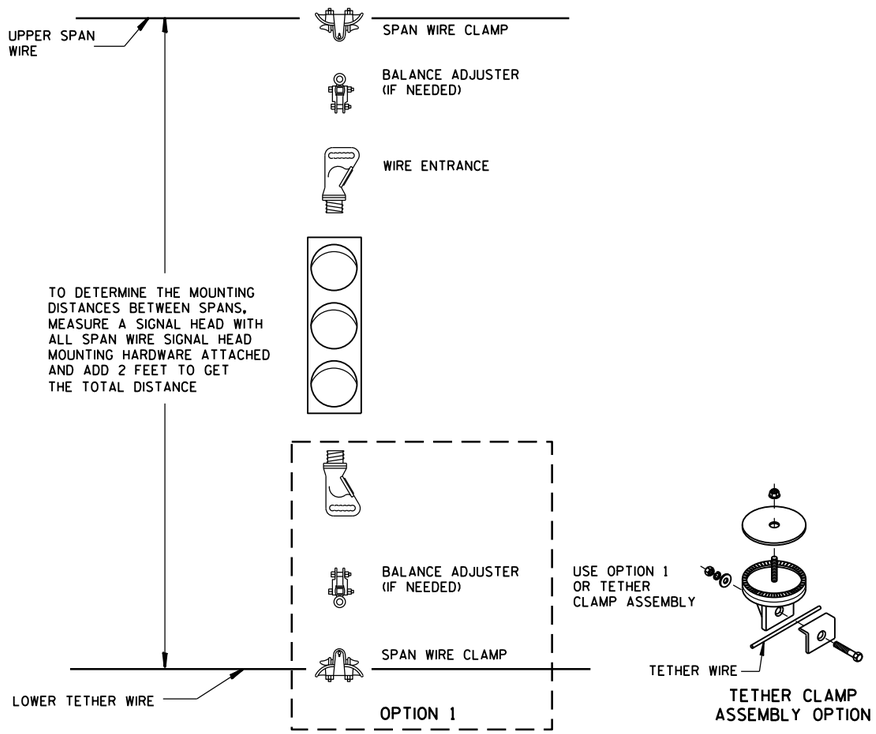
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S.D.D. 9 G 1-4e

S.D.D. 9 G 1-4e

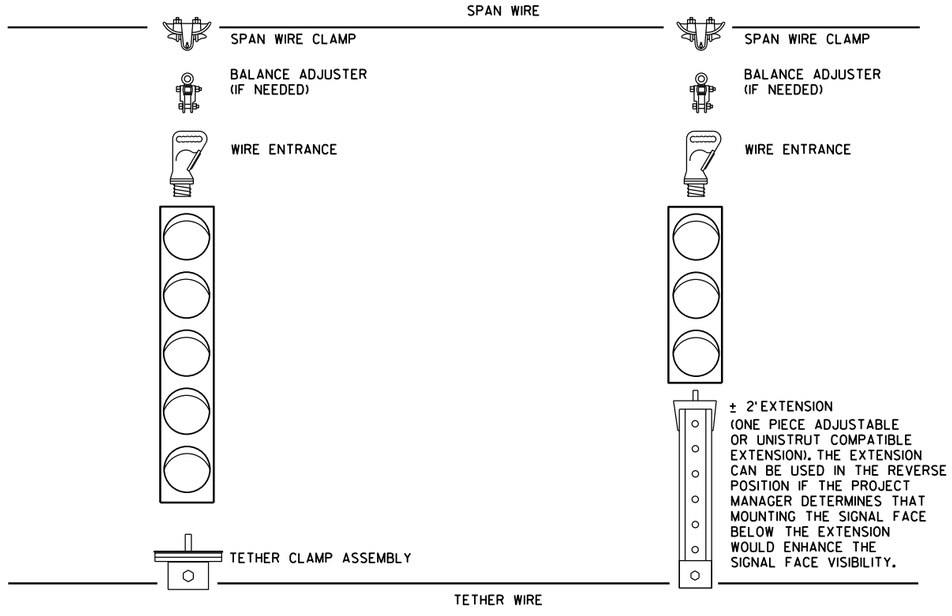


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

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

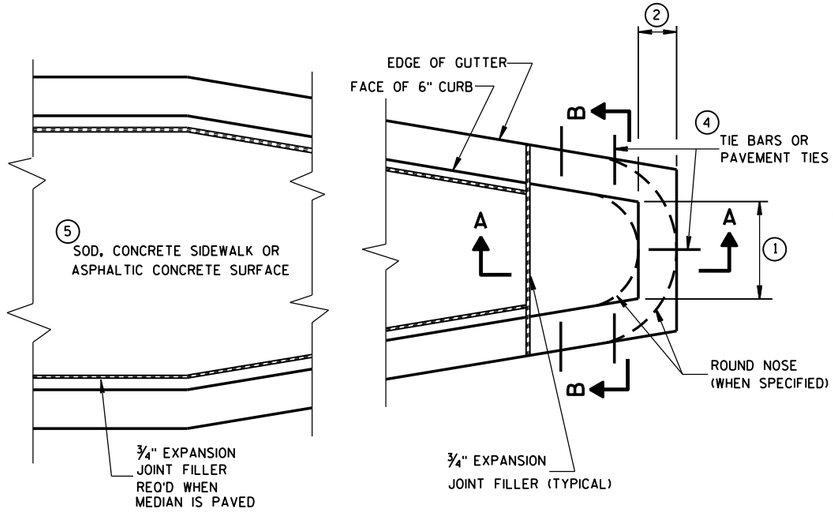
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June. 2015
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 551
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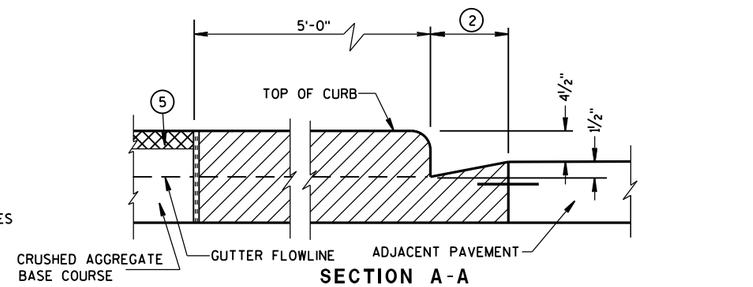
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S.D.D. 9 G 1-4f

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S.D.D. 9 G 1-4f





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.

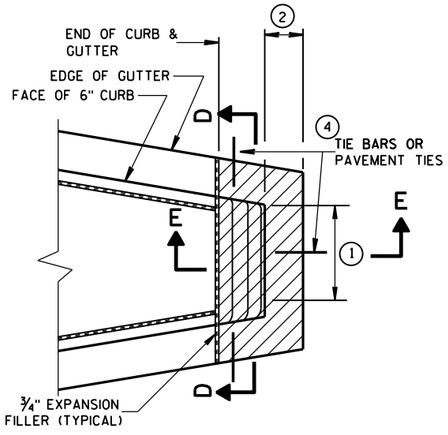
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

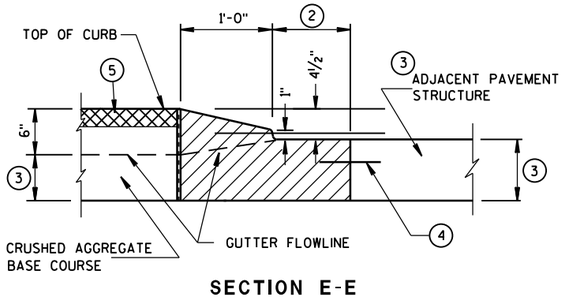
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

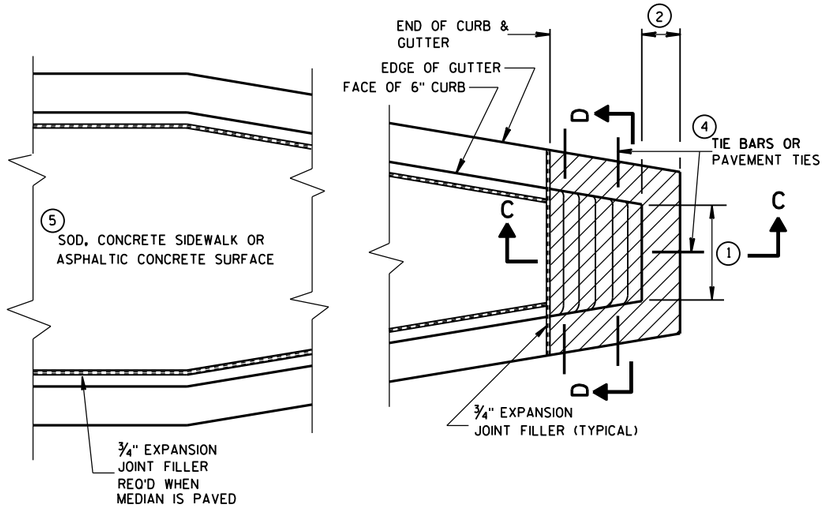
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

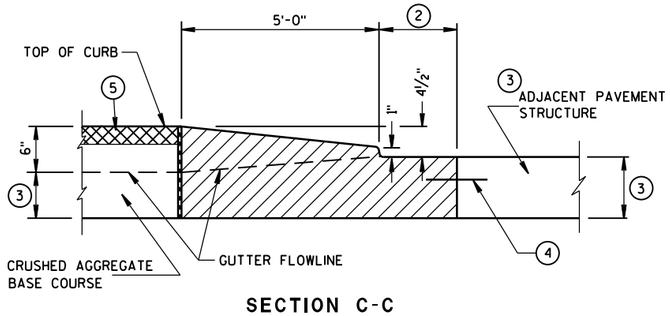




SECTION E-E

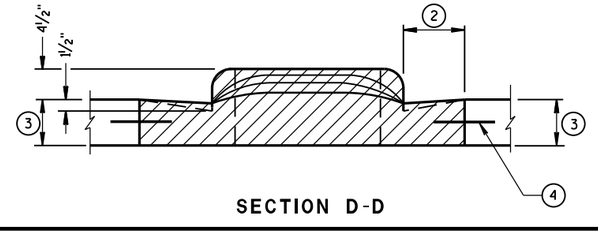
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS DEVELOPMENT ENGINEER

552

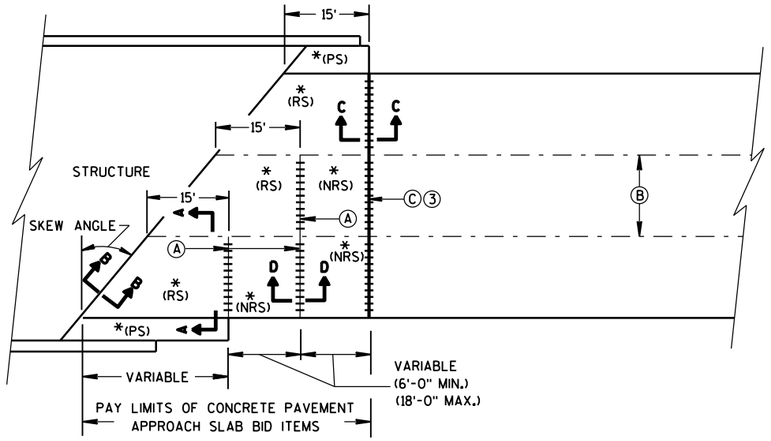
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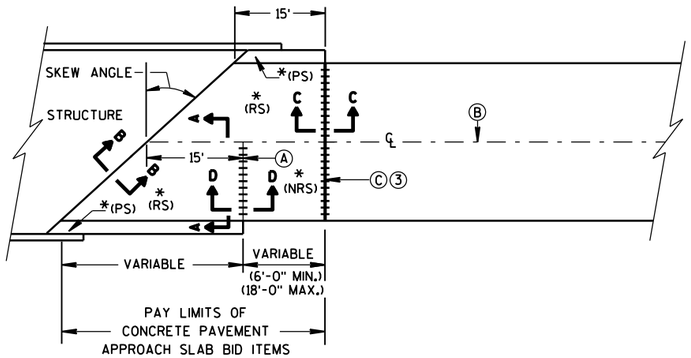
S.D.D. 11 B 2-2

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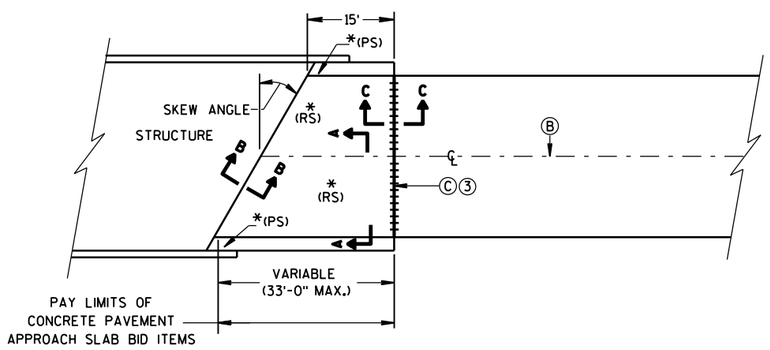
S.D.D. 11 B 2-2



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



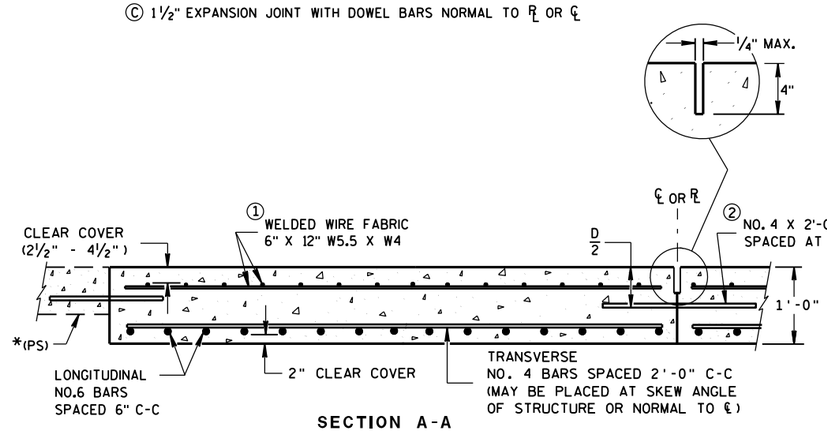
SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

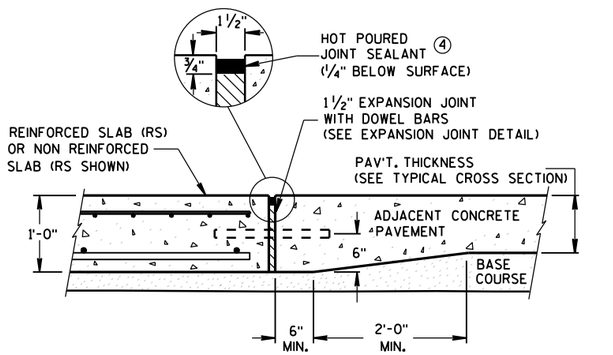
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

***STANDARD DOWEL BAR DIAMETER
(SEE SDD 13C11, & SDD 13C13)

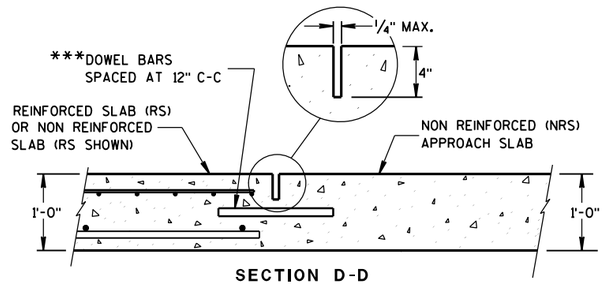
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



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.

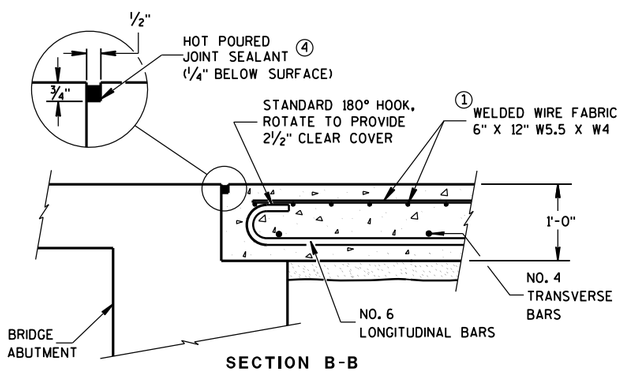
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

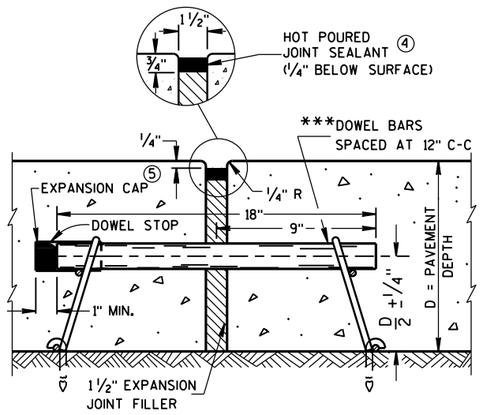
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

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



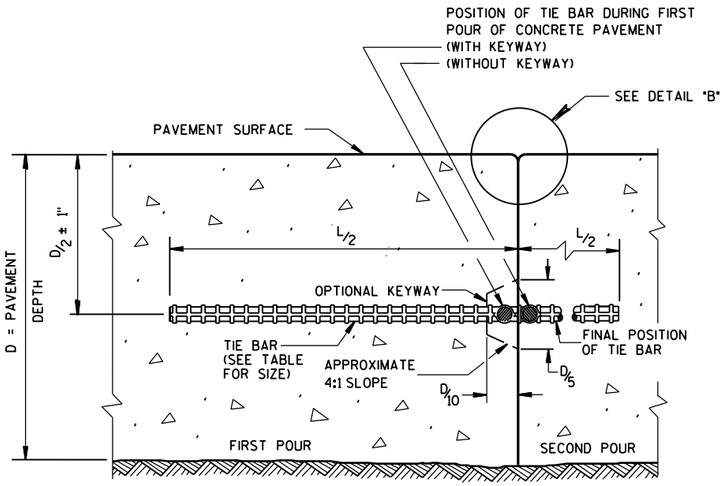
EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

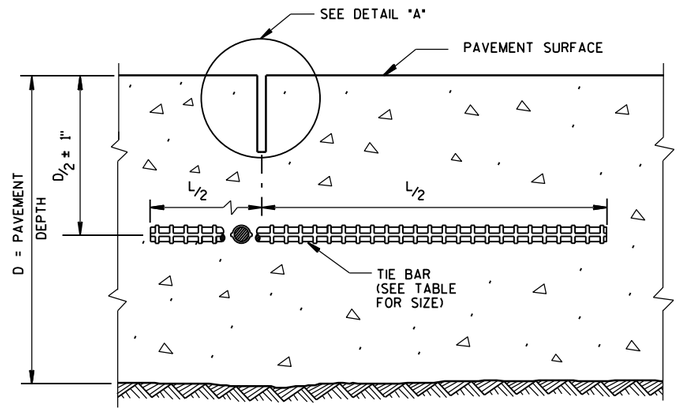
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

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S.D.D. 13 B 2-8a



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.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

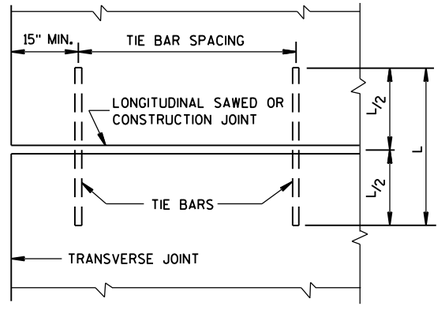
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPER

FHWA

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S.D.D. 13 C 1-18

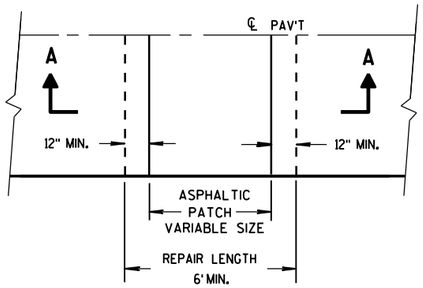
GENERAL NOTES

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

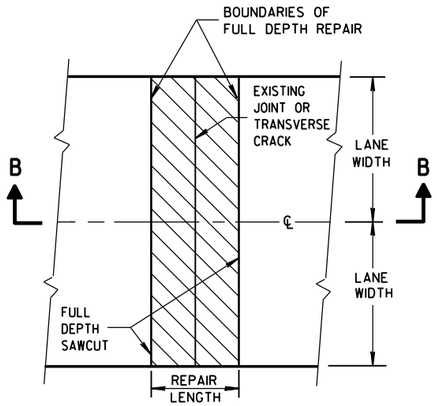
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

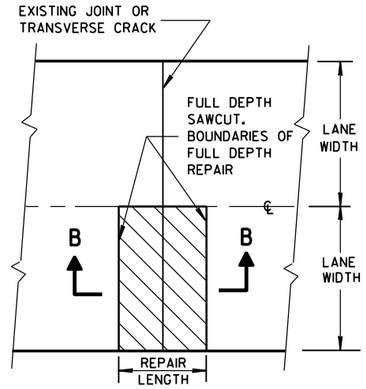
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

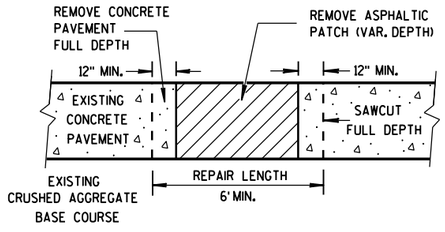


PLAN VIEW
(DOUBLE LANE REPAIR)



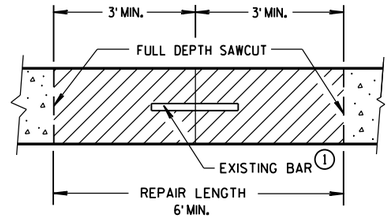
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL

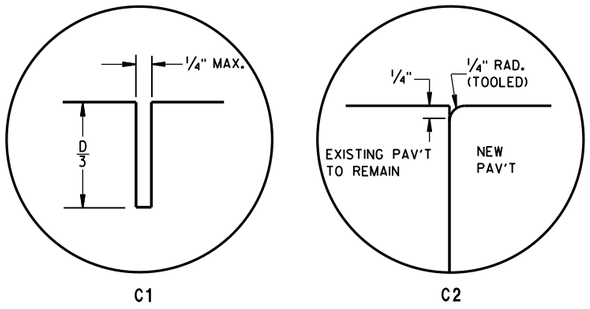


SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 555



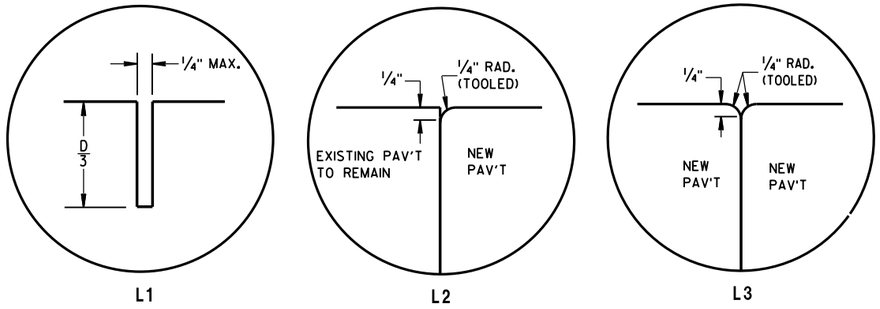
TRANSVERSE JOINTS

TIE BAR TABLE

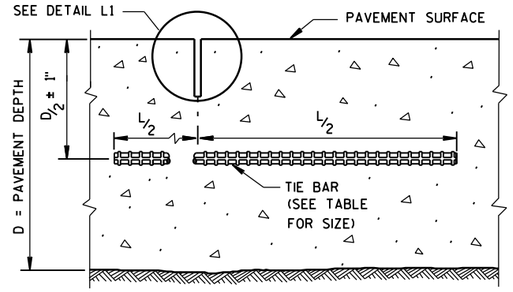
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

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

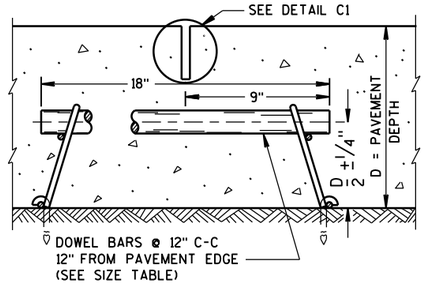
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

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

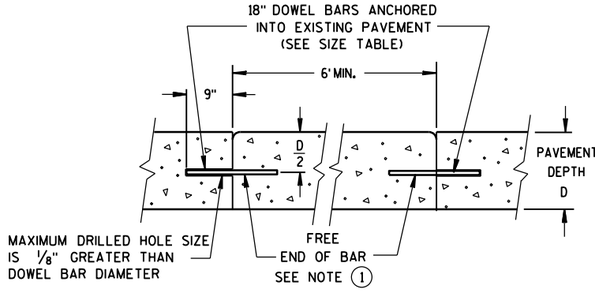
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

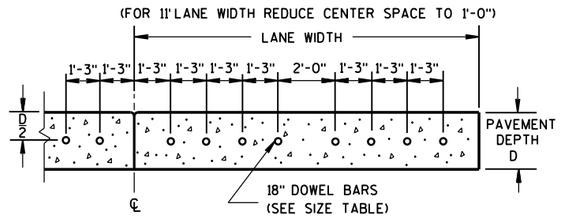


SECTION F-F

CONTRACTION JOINT



SECTION D-D

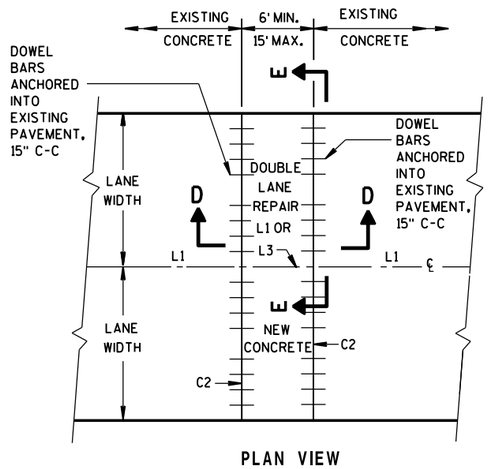


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

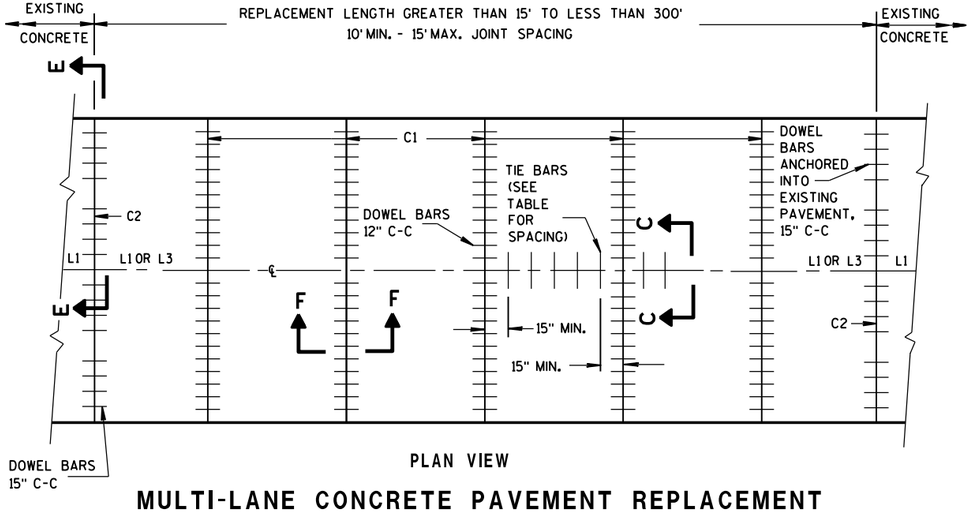
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 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'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

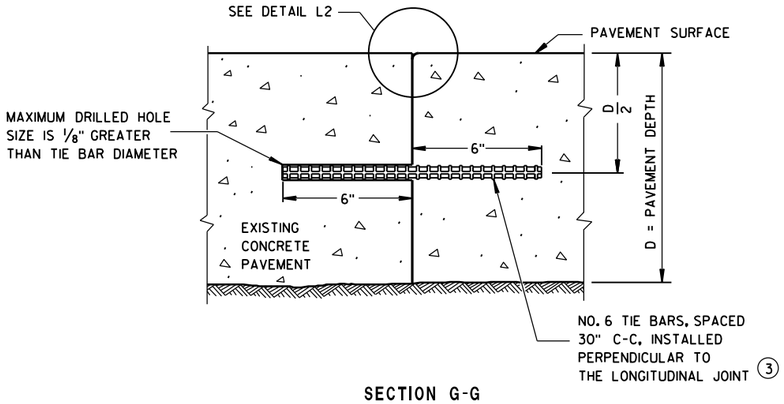
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 556

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S.D.D. 13 C 9-12b

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S.D.D. 13 C 9-12b



SECTION G-G

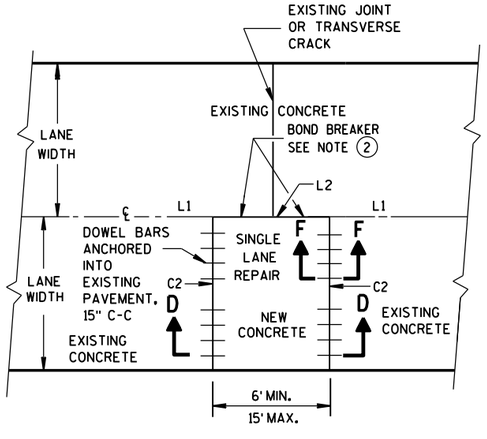
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

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

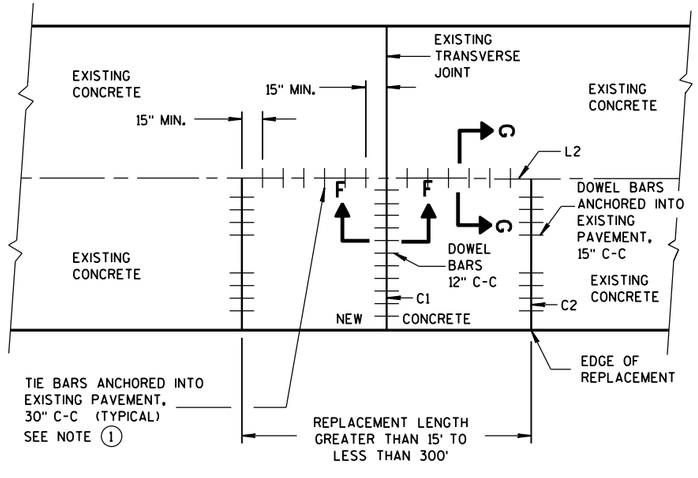
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

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



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

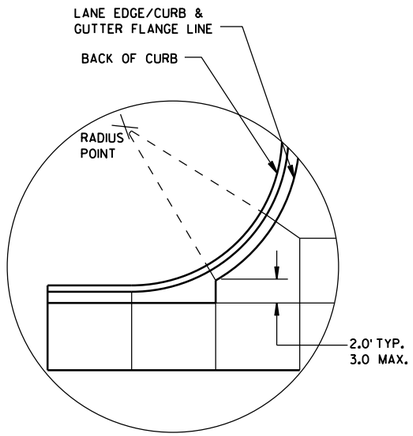
557

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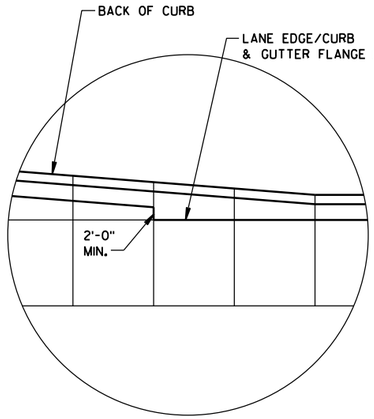
S.D.D. 13 C 9-12c

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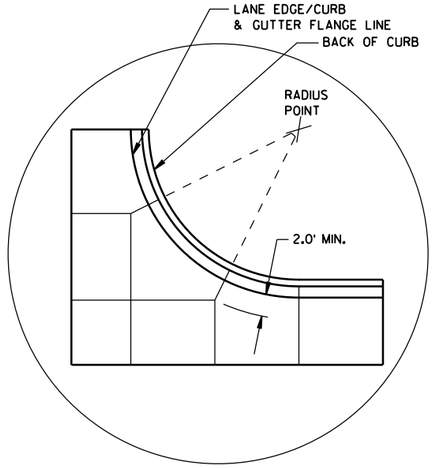
S.D.D. 13 C 9-12c



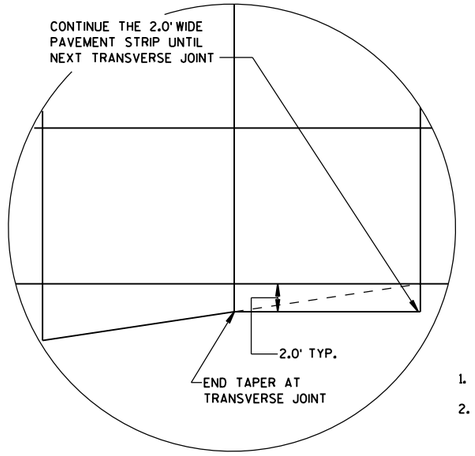
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

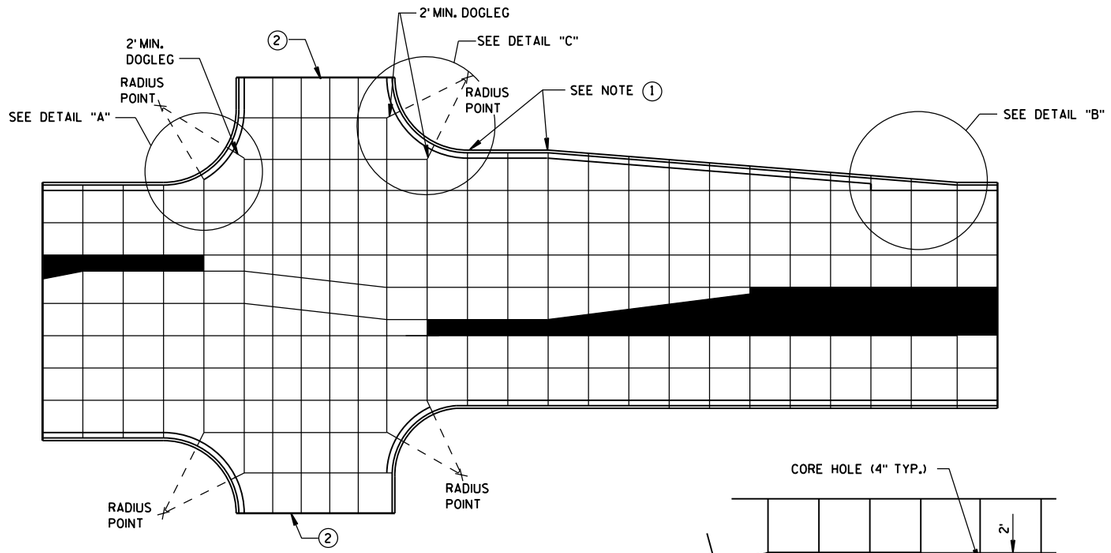
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

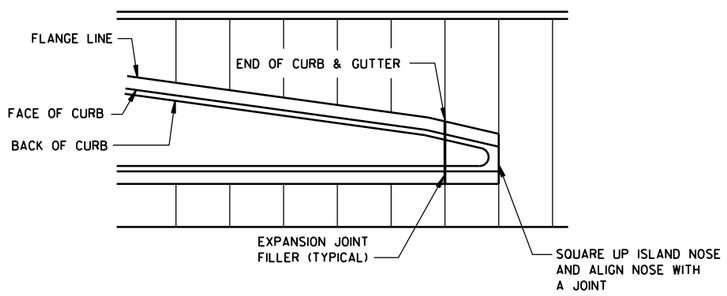
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



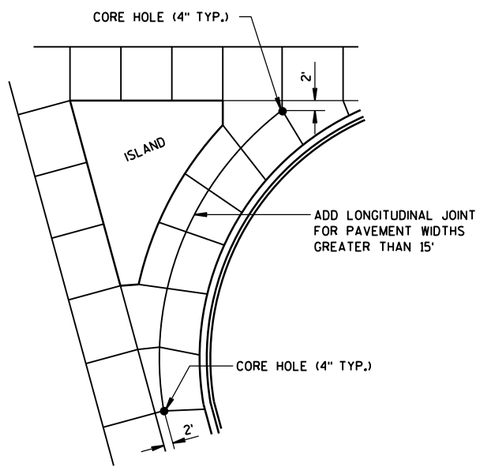
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

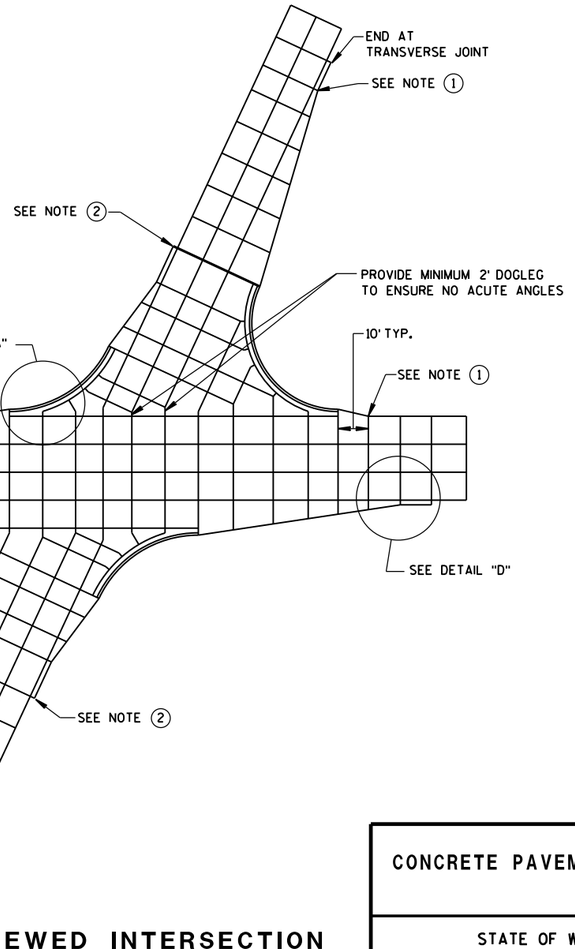
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 558

6

S.D.D. 13 C 18-3a

6

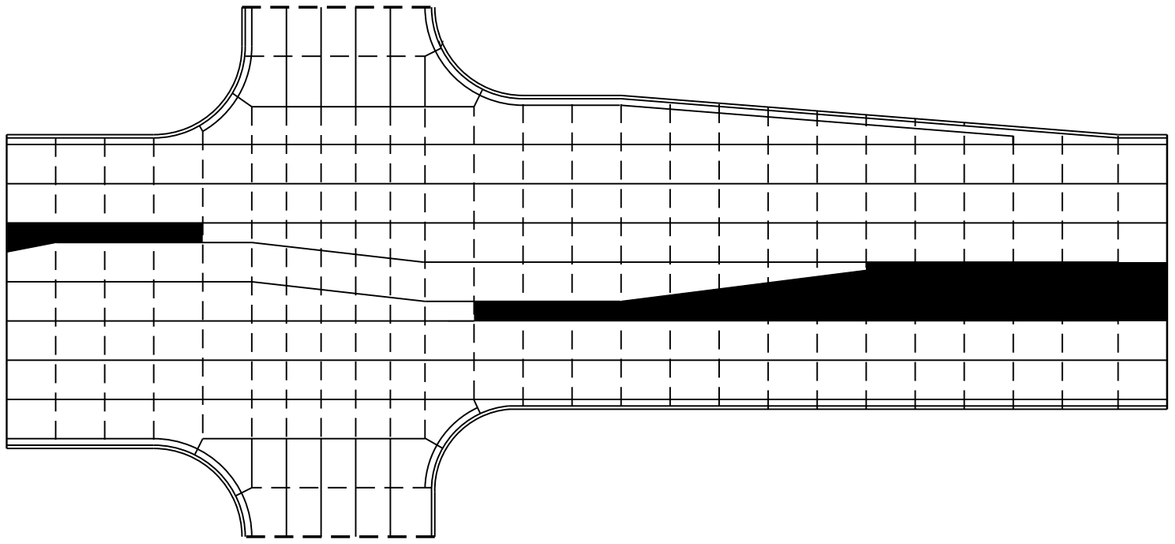
S.D.D. 13 C 18-3a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

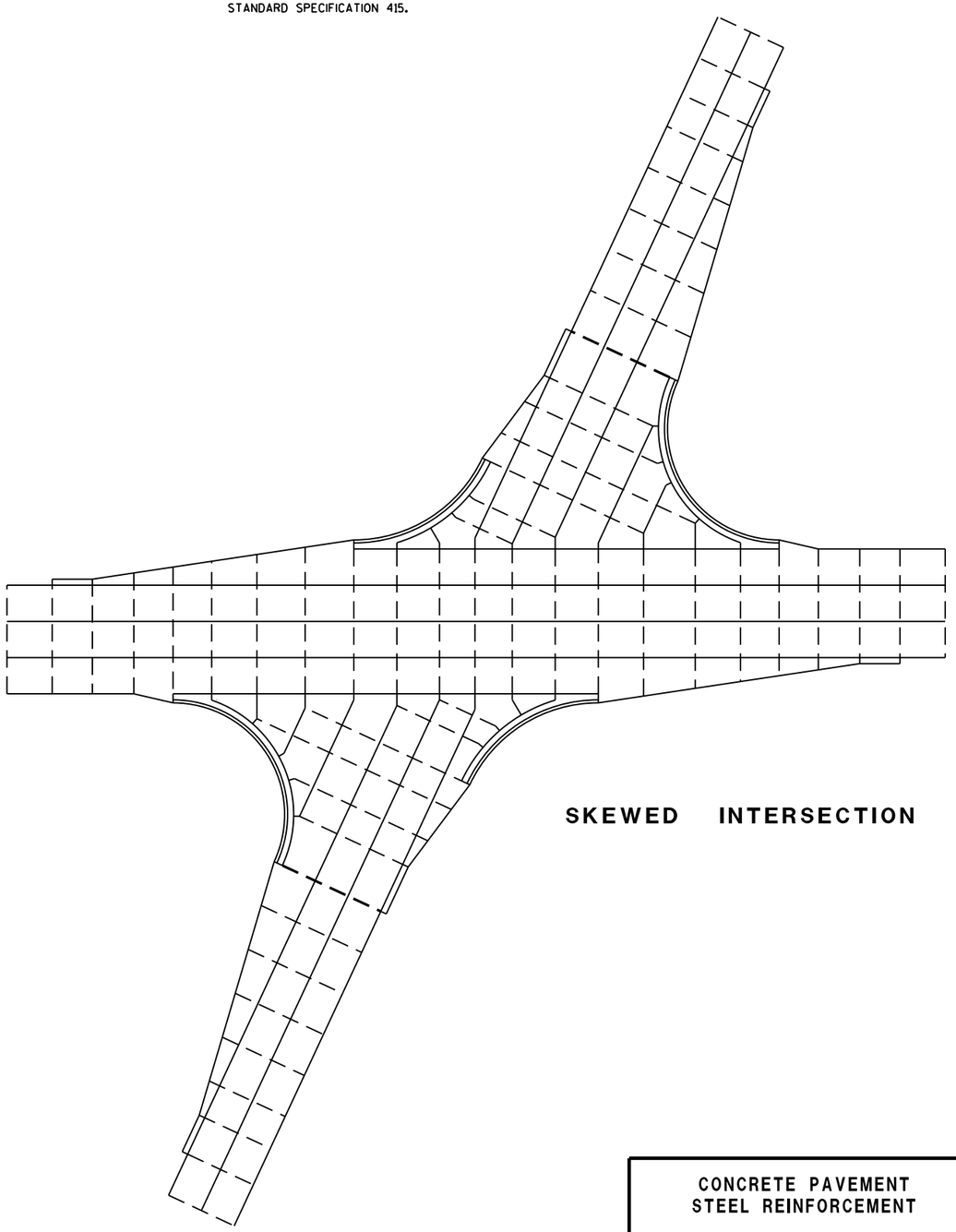
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

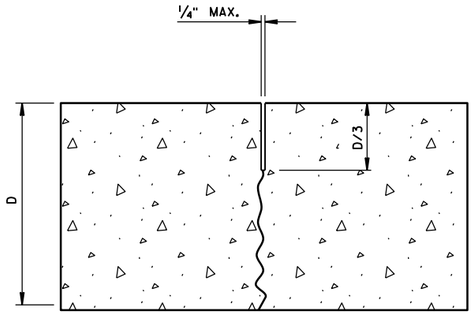
STATE OF WISCONSIN
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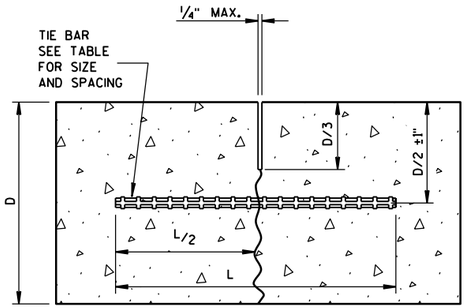
S.D.D. 13 C 18-3b

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S.D.D. 13 C 18-3b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

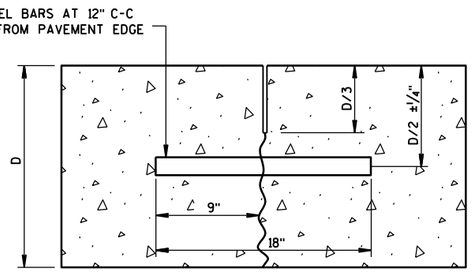
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

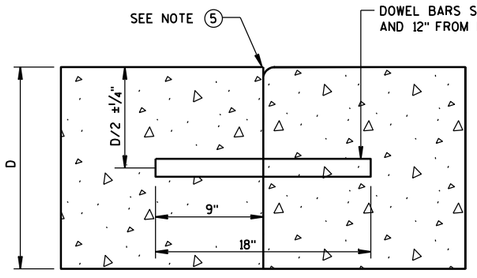
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF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



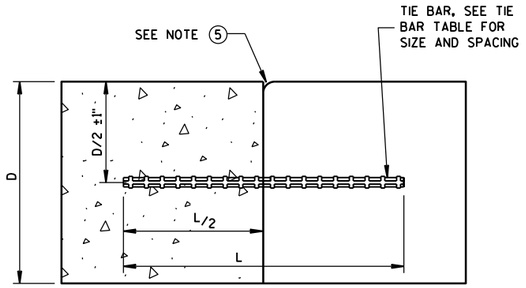
DOWELED-TRANSVERSE

CONTRACTION JOINTS

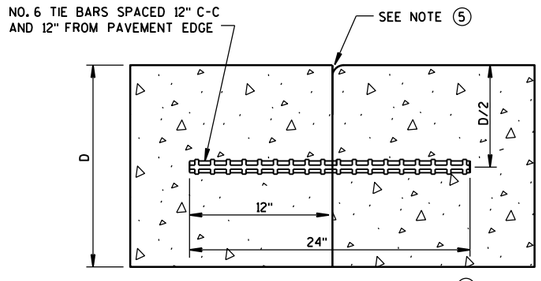
SEE NOTE (2)



DOWELED TRANSVERSE (3)

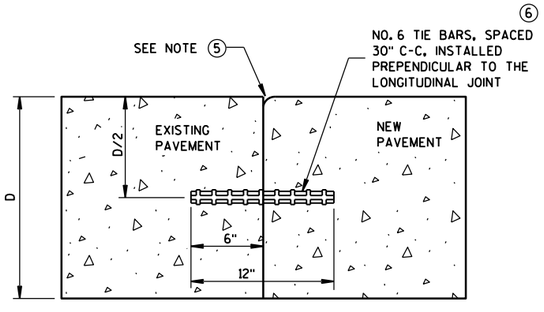


TIED LONGITUDINAL



TIED TRANSVERSE (3)

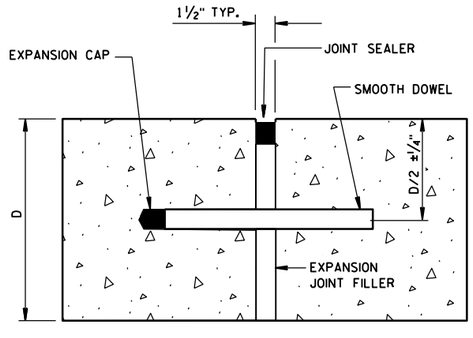
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

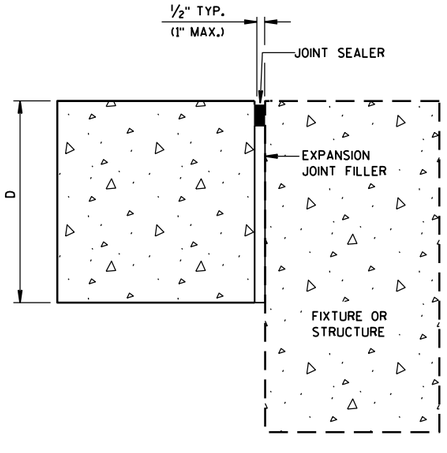
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

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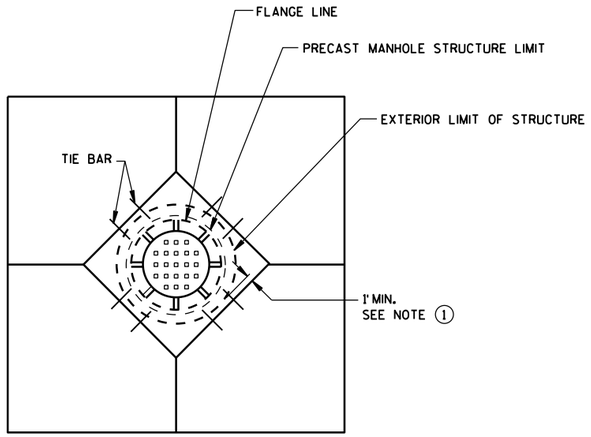
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S.D.D. 13 C 18-3c

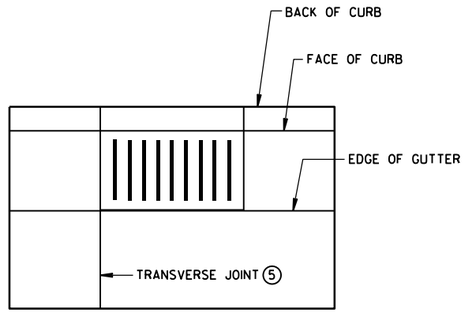
S.D.D. 13 C 18-3c

CONCRETE PAVEMENT
JOINT TYPES

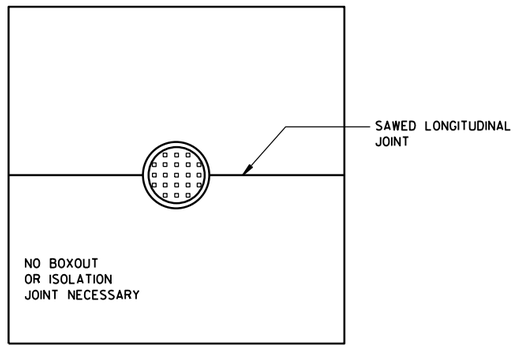
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



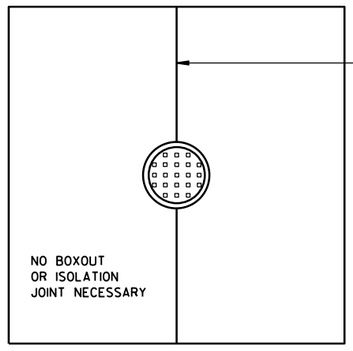
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



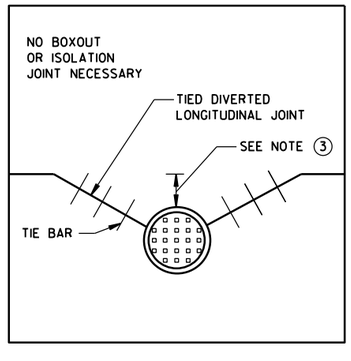
INLET WITH TRANSVERSE JOINT



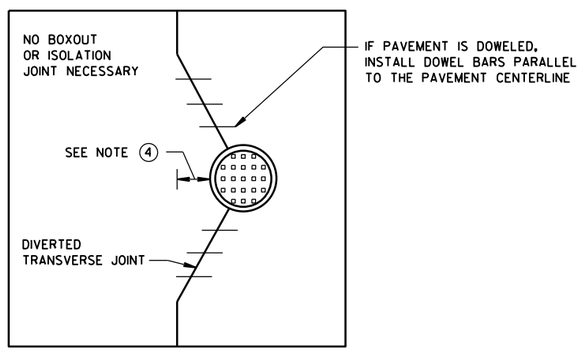
MANHOLE WITH LONGITUDINAL JOINT



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.

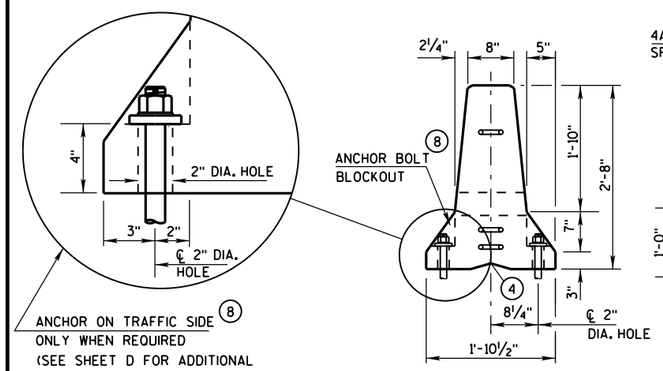
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

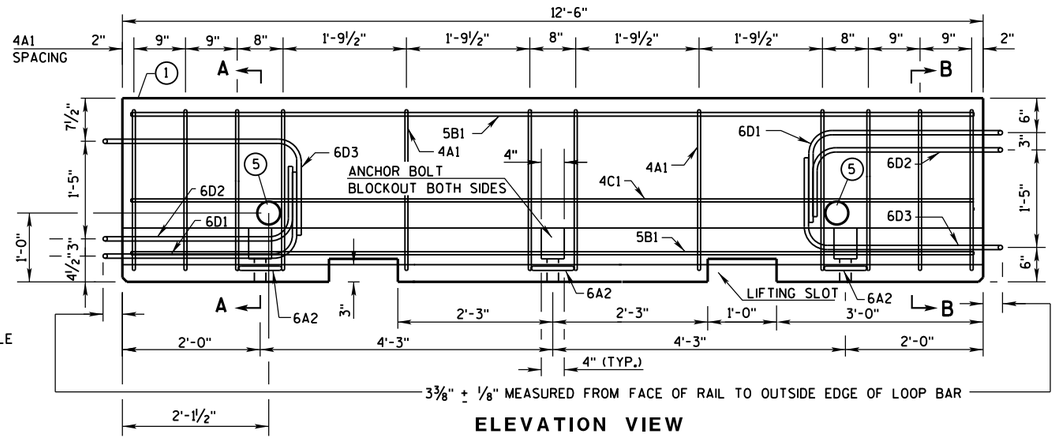
APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

6

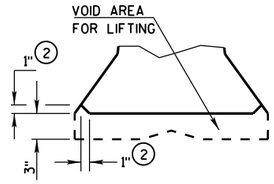
S.D.D. 13 C 18-3d



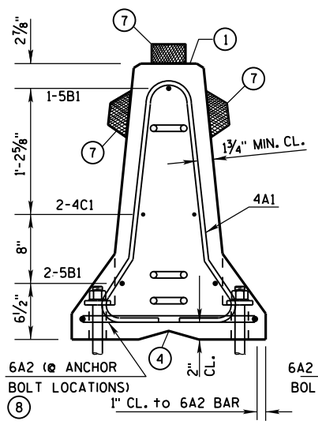
END VIEW



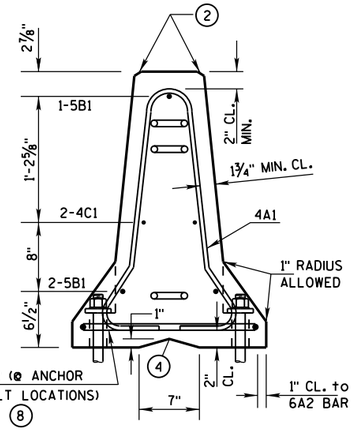
ELEVATION VIEW



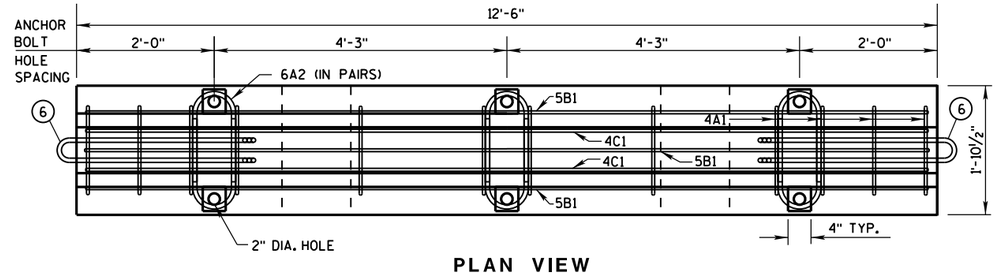
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

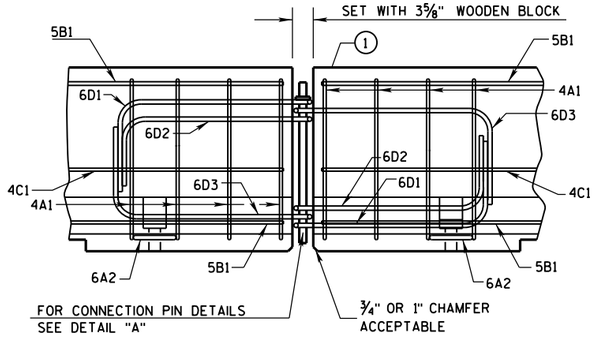


SECTION B-B
(STIRRUP PLACEMENT)

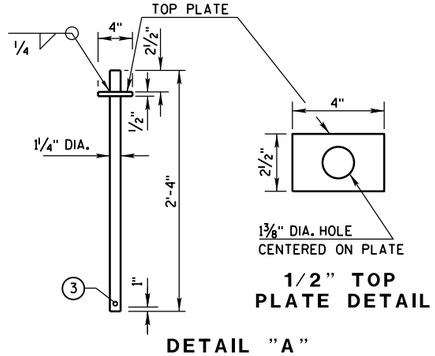


PLAN VIEW

DETAILS OF BARRIER SECTION

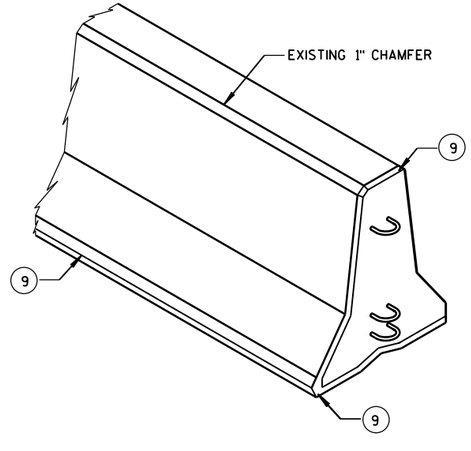


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

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



GENERAL NOTES

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

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

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

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

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

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

INSTALL MECHANICAL OR 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.

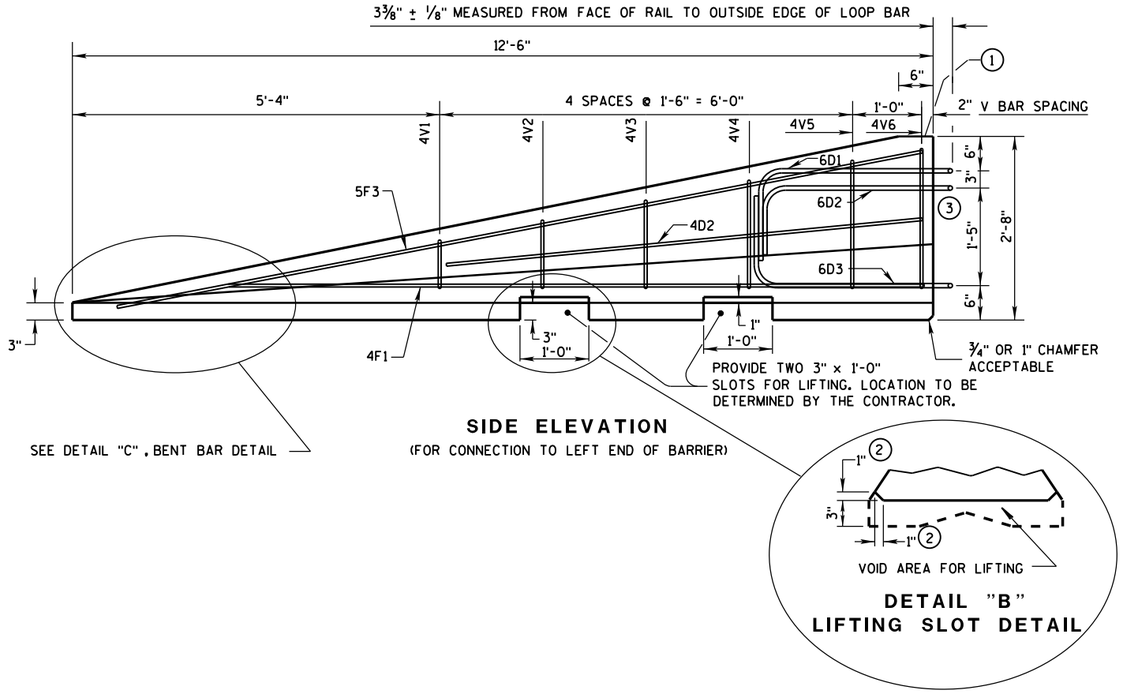
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED 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.

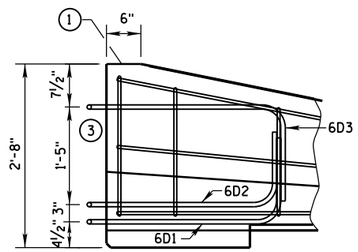
(8) SEE SHEET D FOR ANCHORING CRITERIA.

(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

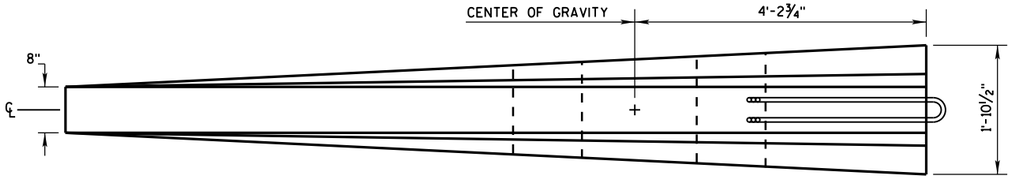
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 562

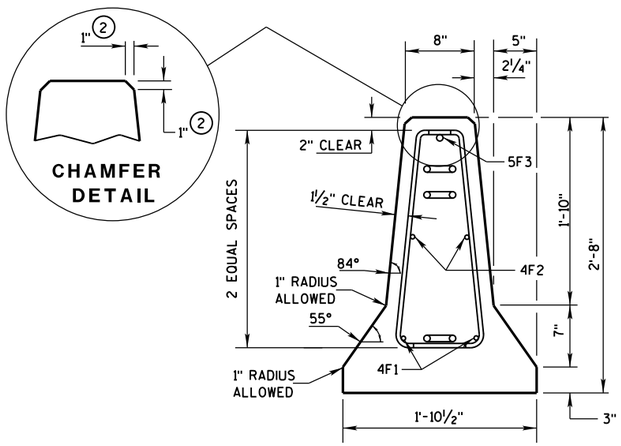


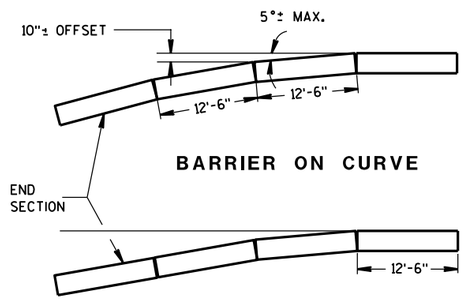


GENERAL NOTES

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







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

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

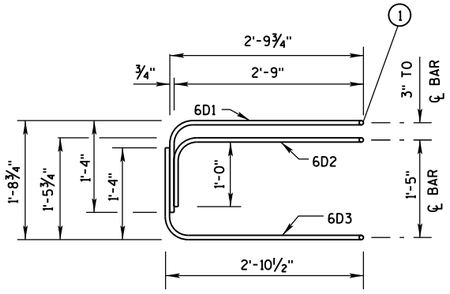
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S.D.D. 14 B 7-14b

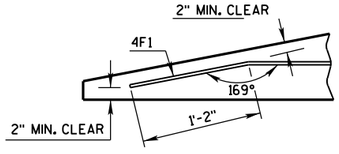
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

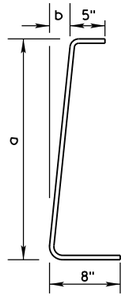
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



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

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

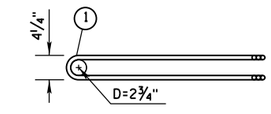
GENERAL NOTES

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

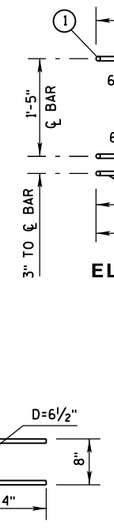
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

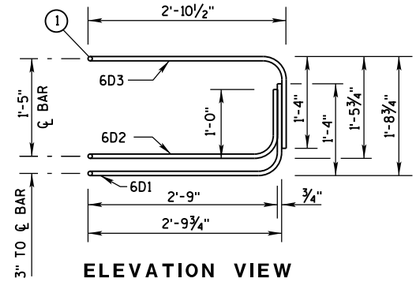
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



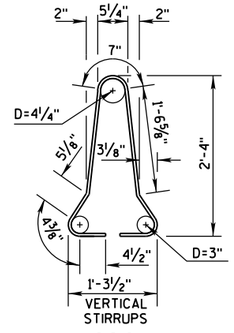
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



ELEVATION VIEW



4A1

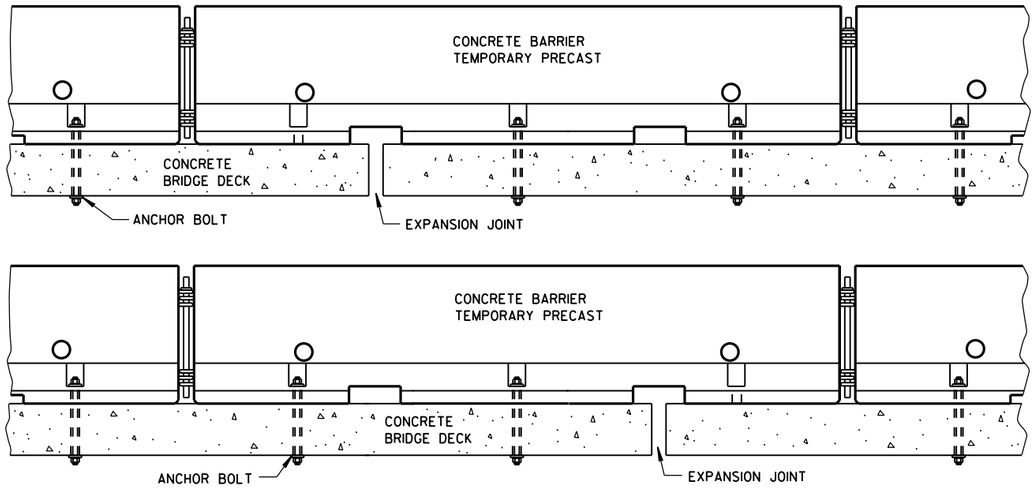
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

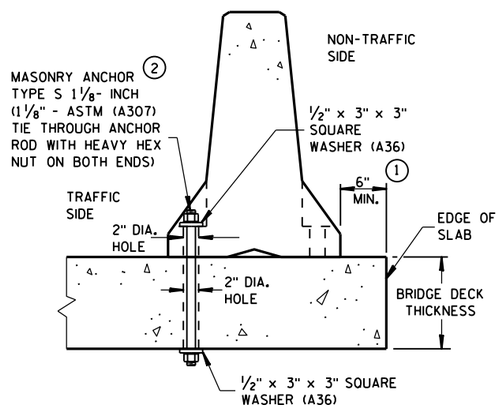
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S.D.D. 14 B 7-14c



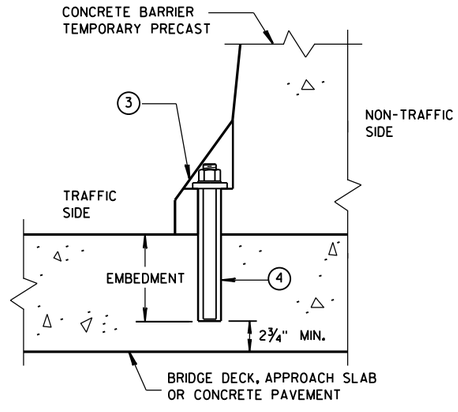
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

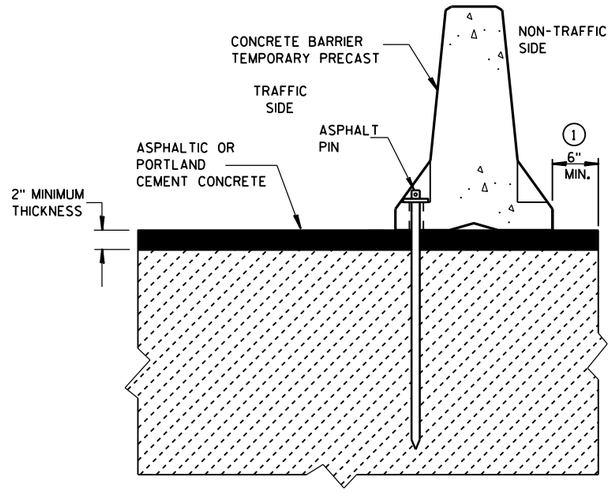
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

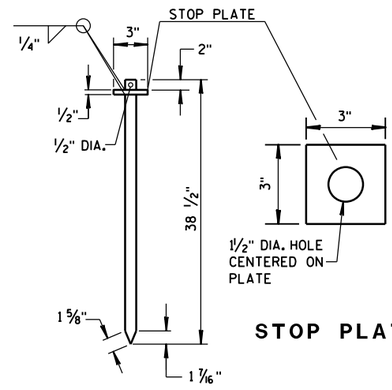
WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY 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.



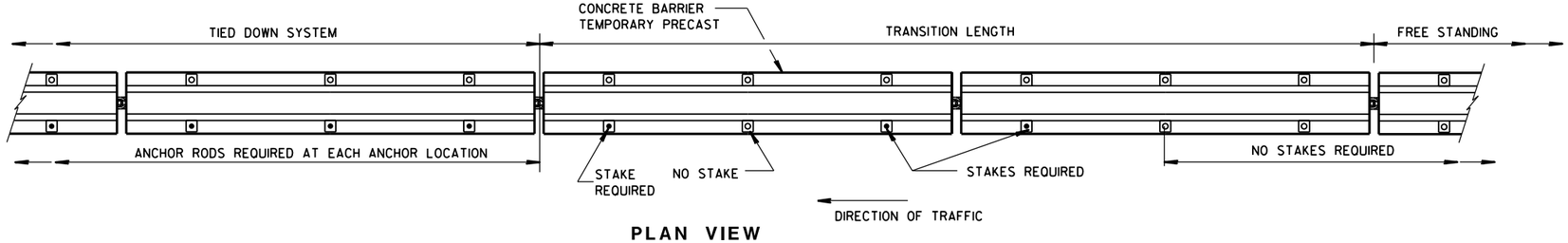


STOP PLATE

ASPHALT PIN
(ASTM A36 STEEL)

STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



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"

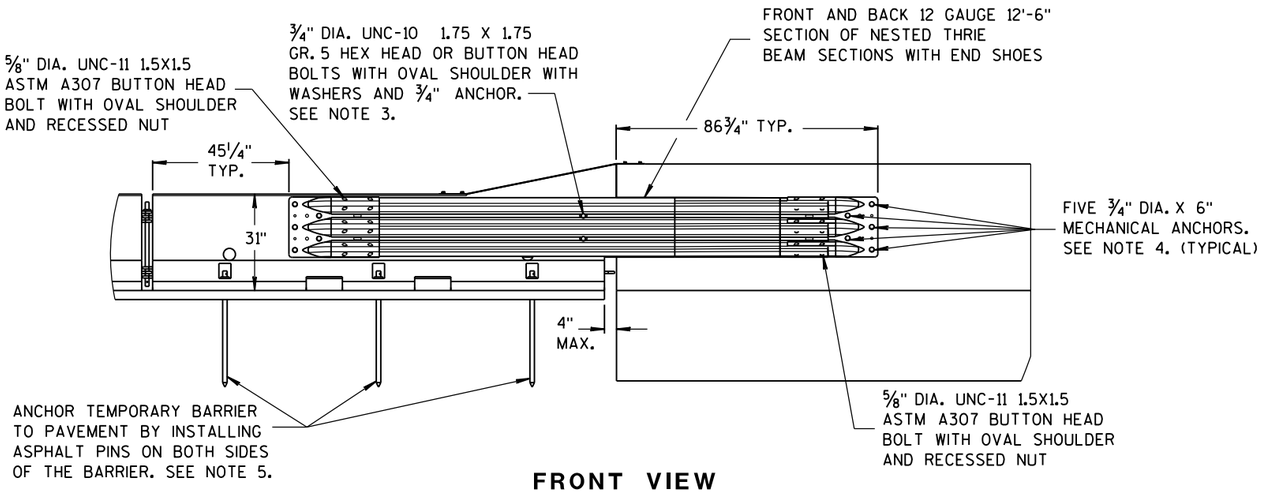
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 565

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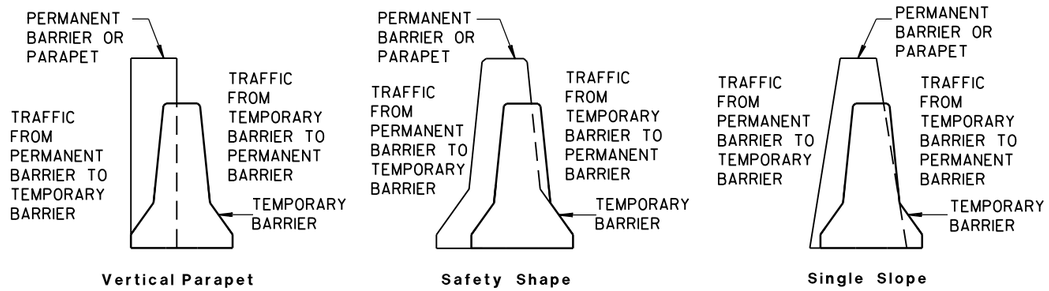
S.D.D. 14 B 7-14d

6

S.D.D. 14 B 7-14d



FRONT VIEW



TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

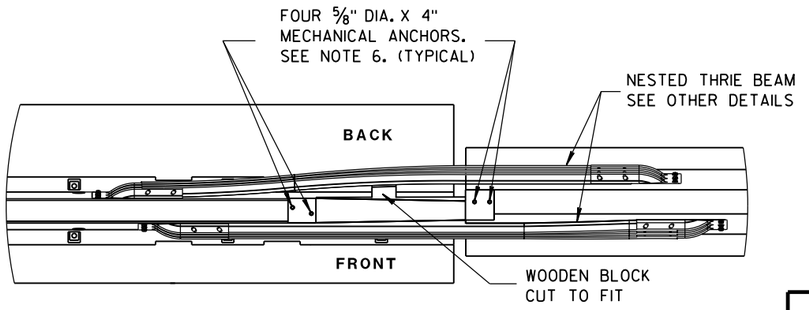
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15¼" 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



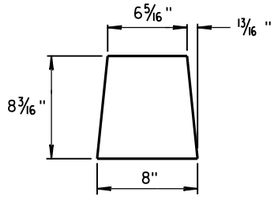
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

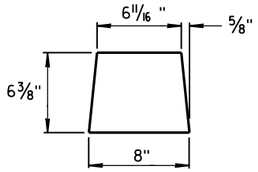
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

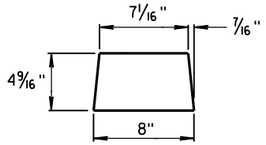
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S.D.D. 14 B 7-14e



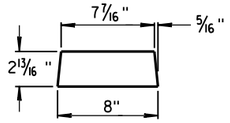
GUSSET 1



GUSSET 2

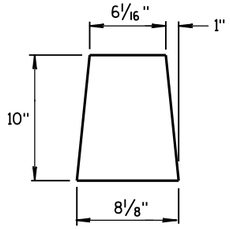


GUSSET 3

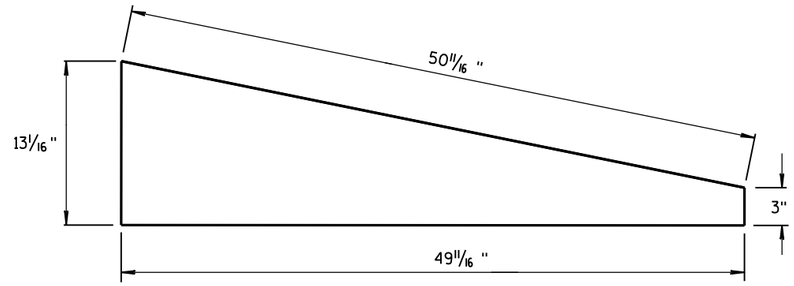


GUSSET 4

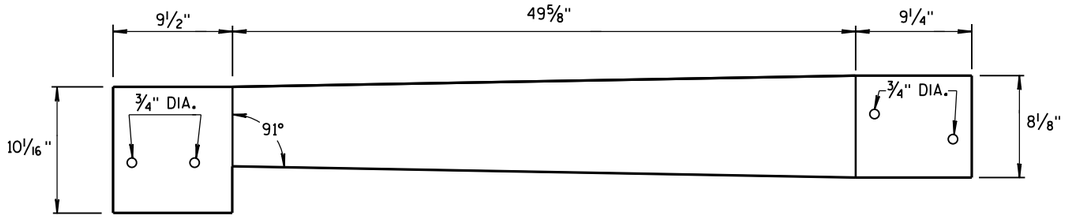
GUSSETS

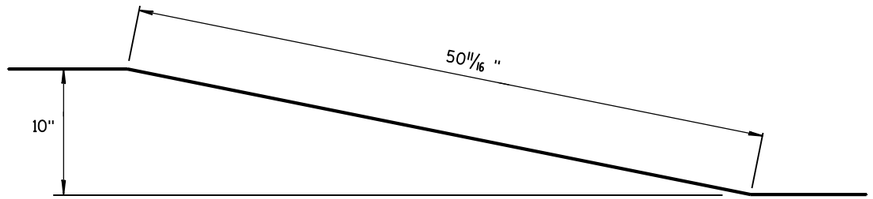


END PLATE



SIDE PLATE

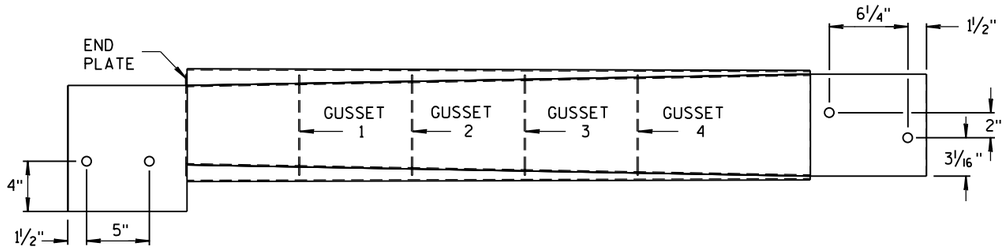


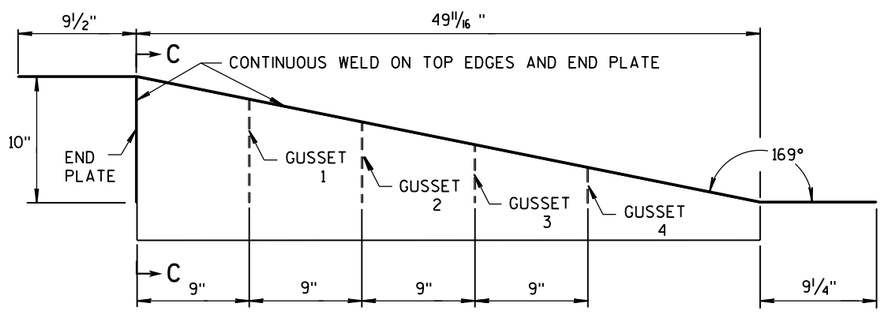


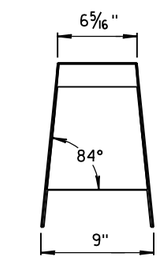
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

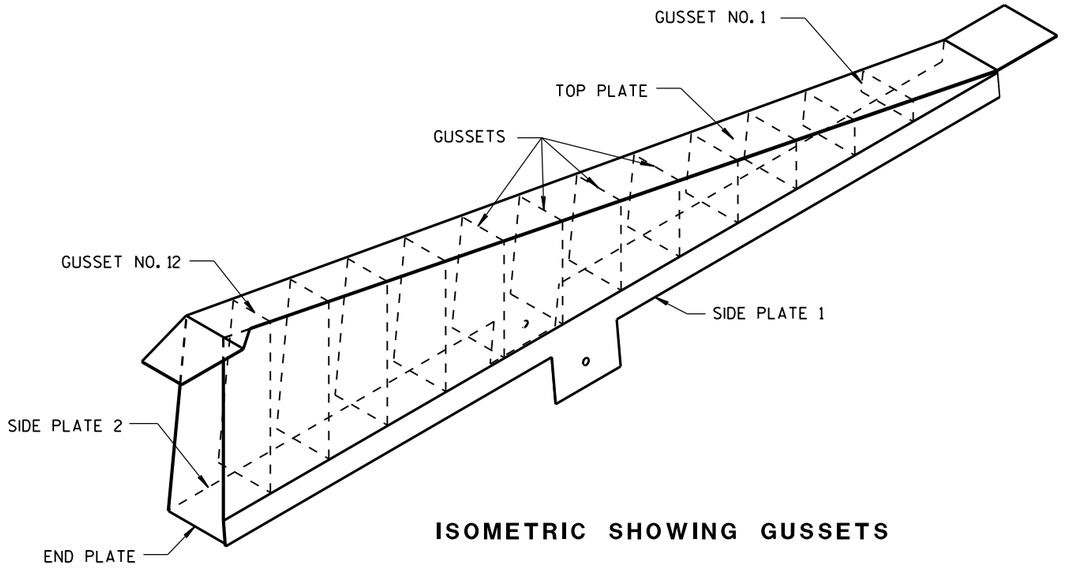
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

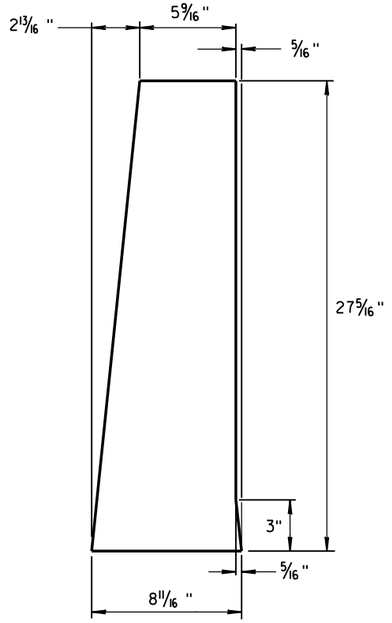
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-14f

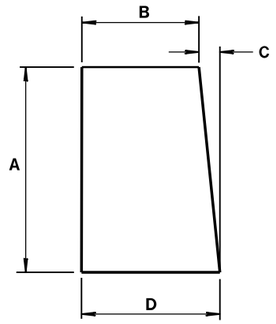


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



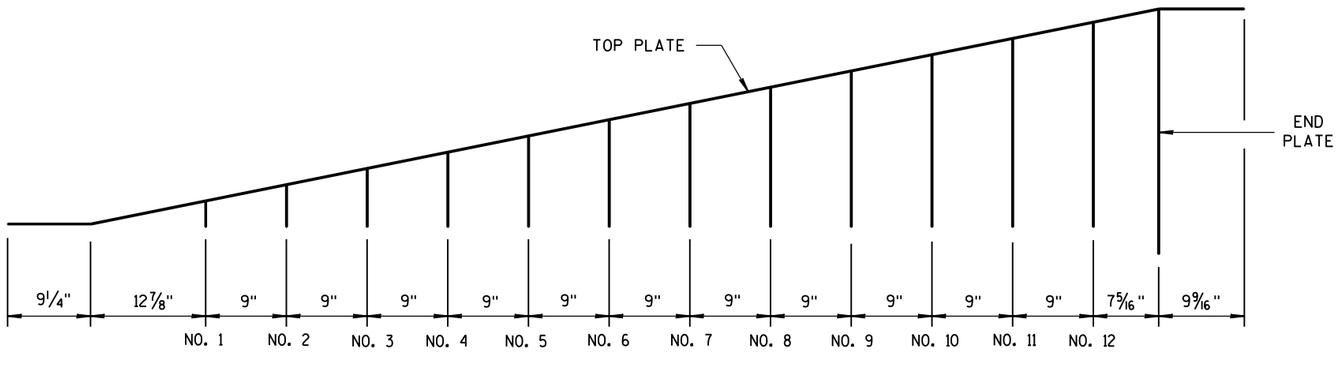
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

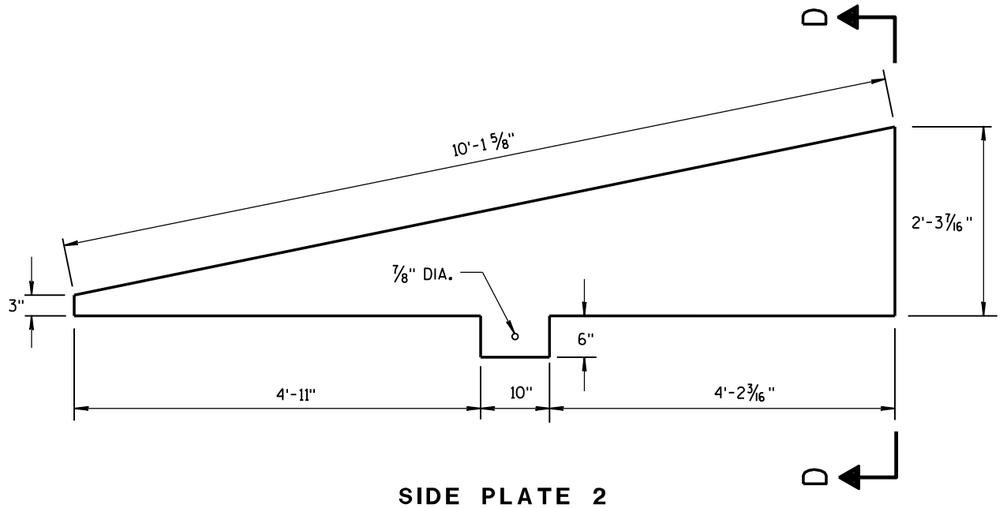
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 568

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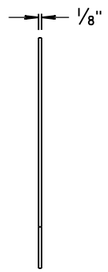
S.D.D. 14 B 7-14g

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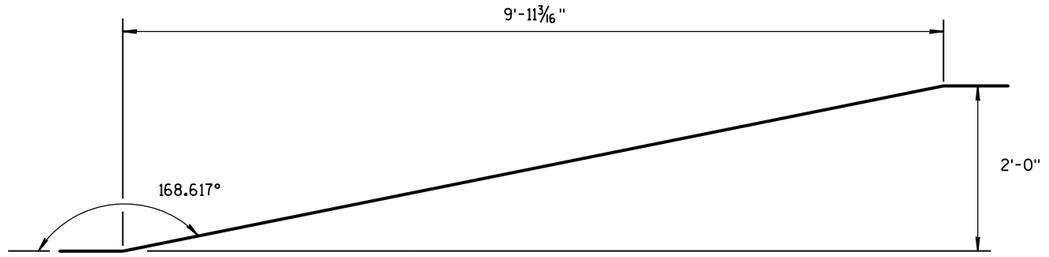
S.D.D. 14 B 7-14g



SIDE PLATE 2

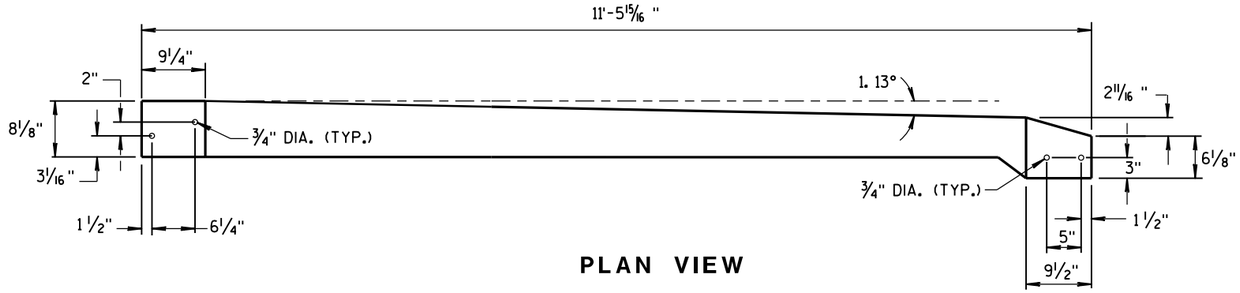


END VIEW



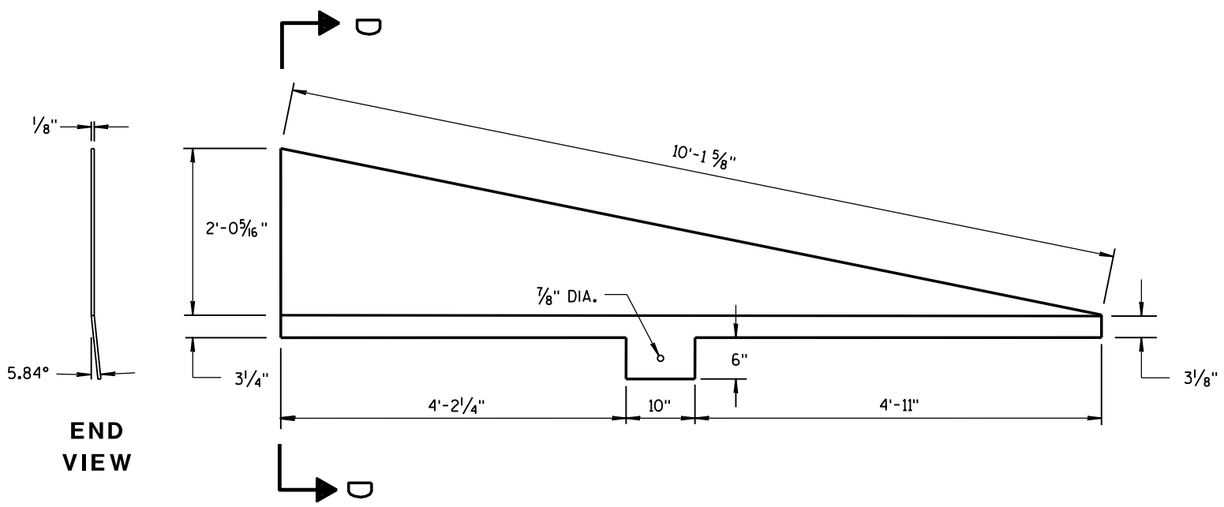
SIDE VIEW

TOP PLATE



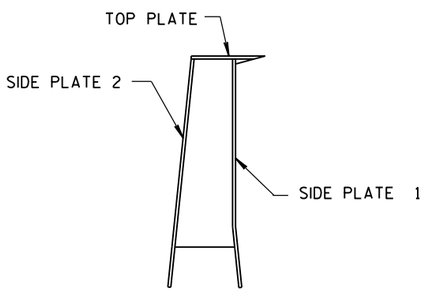
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

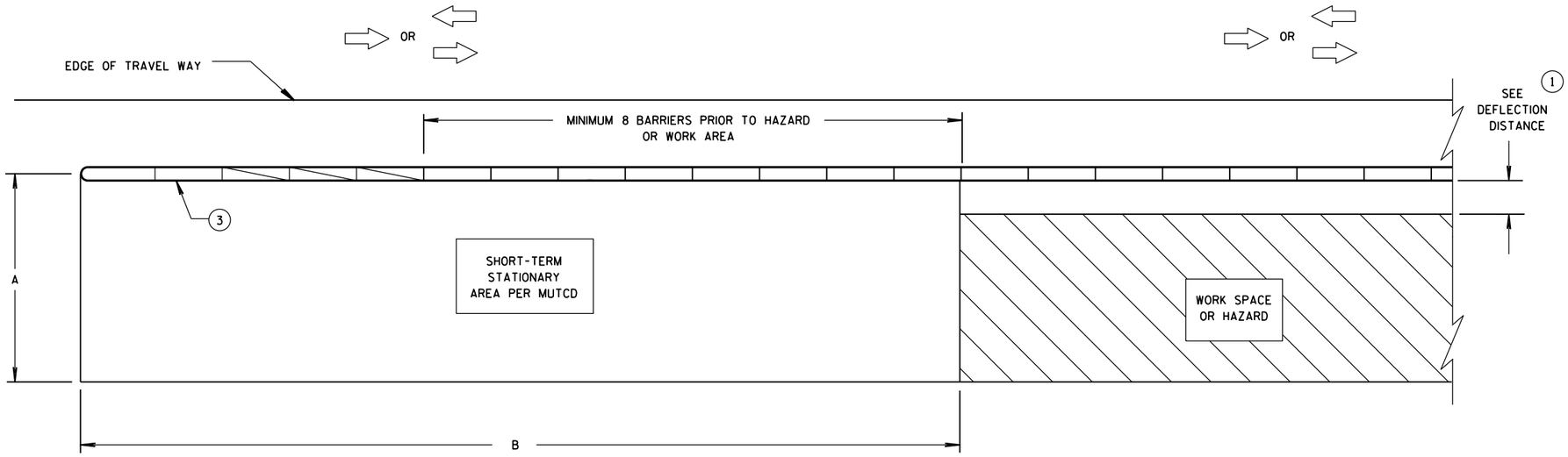
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 7-14h

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S.D.D. 14 B 7-14h



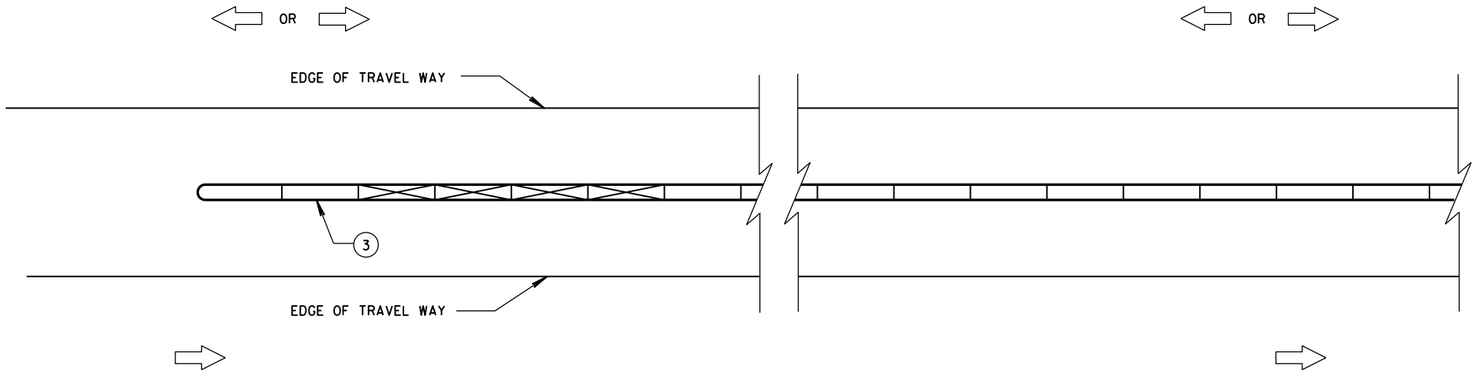
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

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.

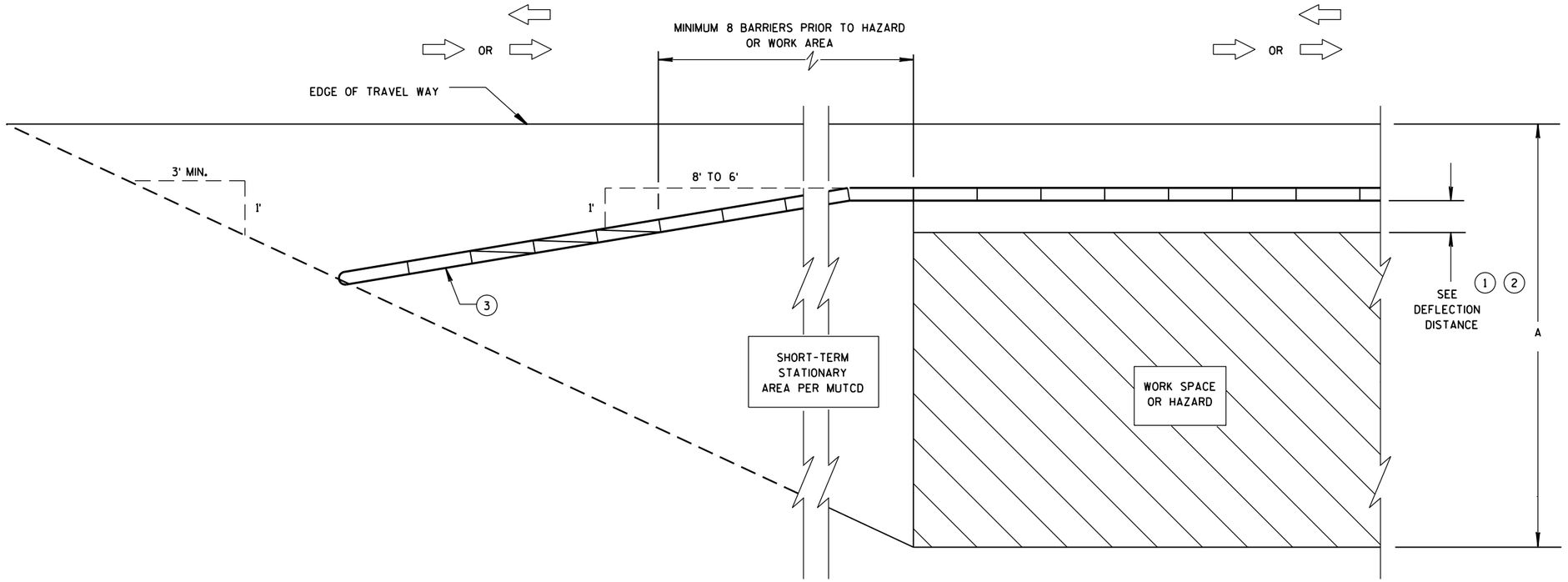
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

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

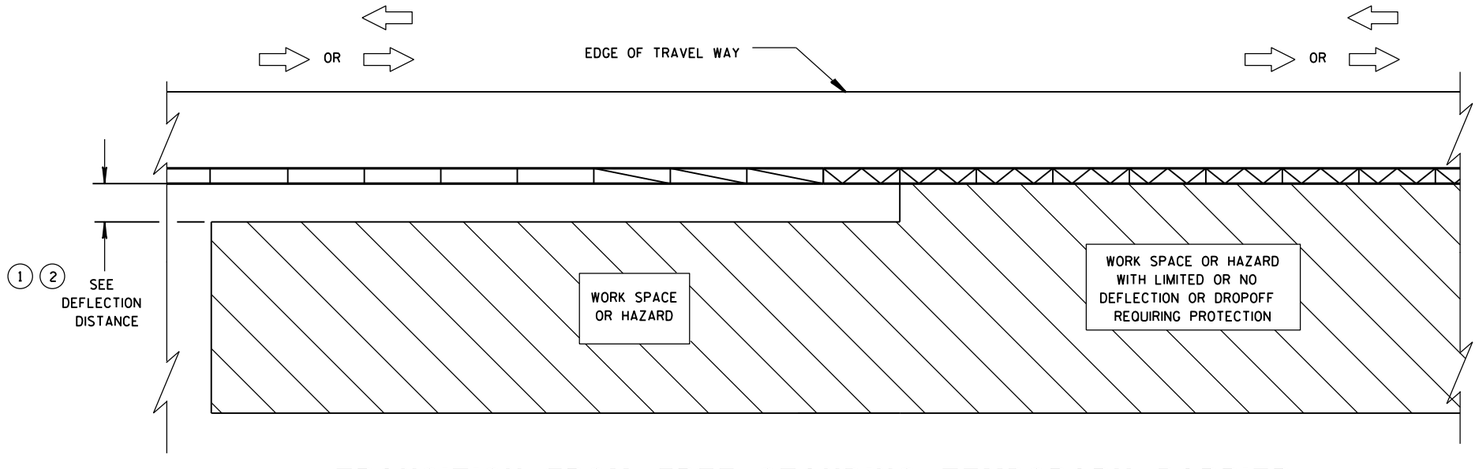
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2a



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

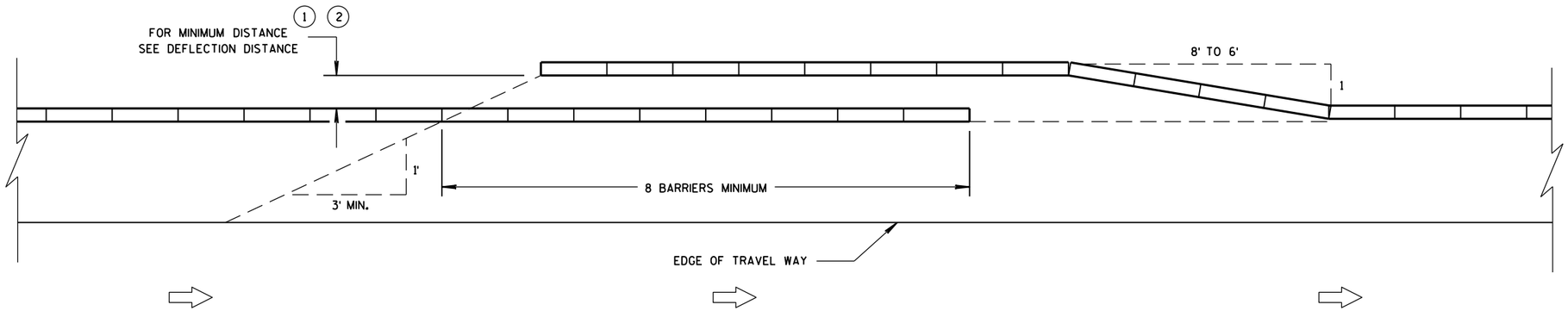
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

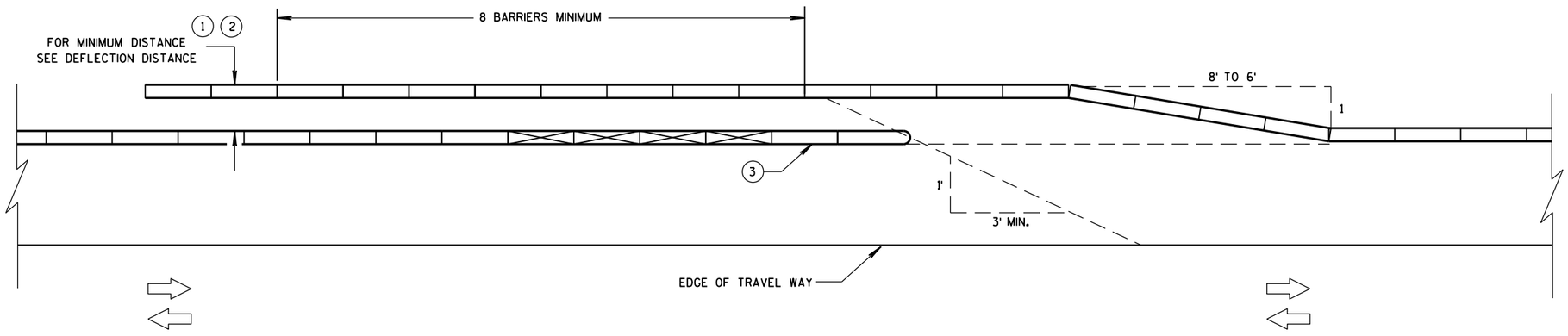
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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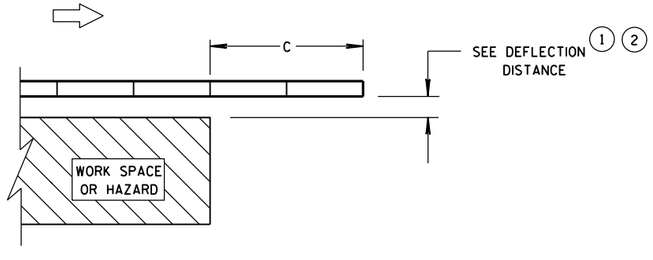
S.D.D. 14 B 8-2b



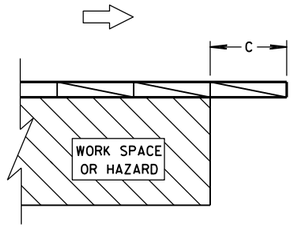
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

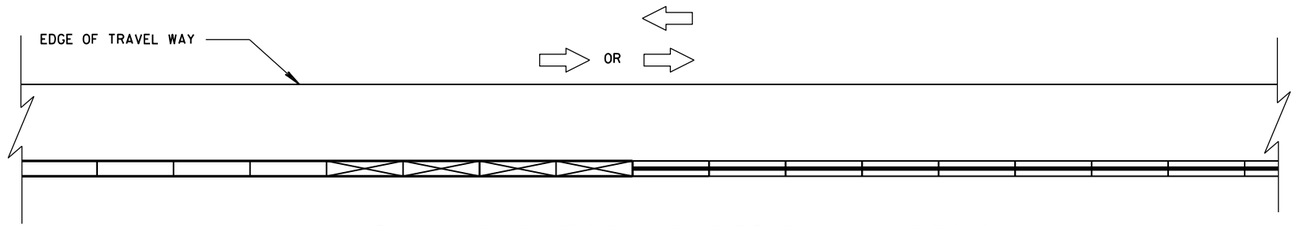
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

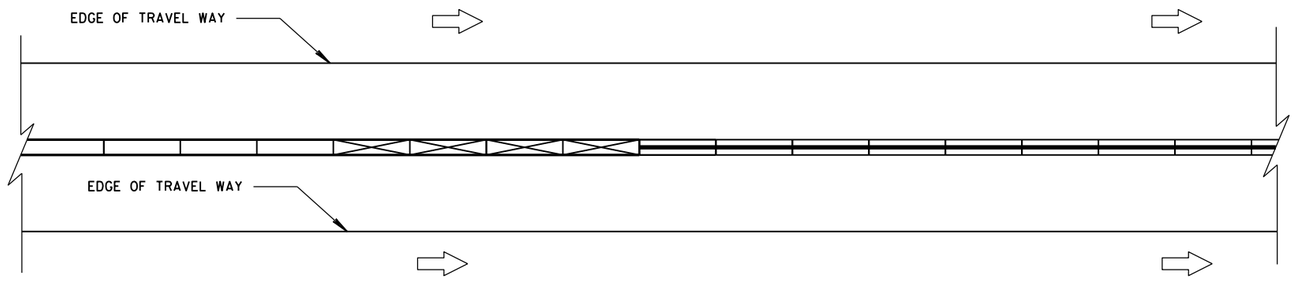
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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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

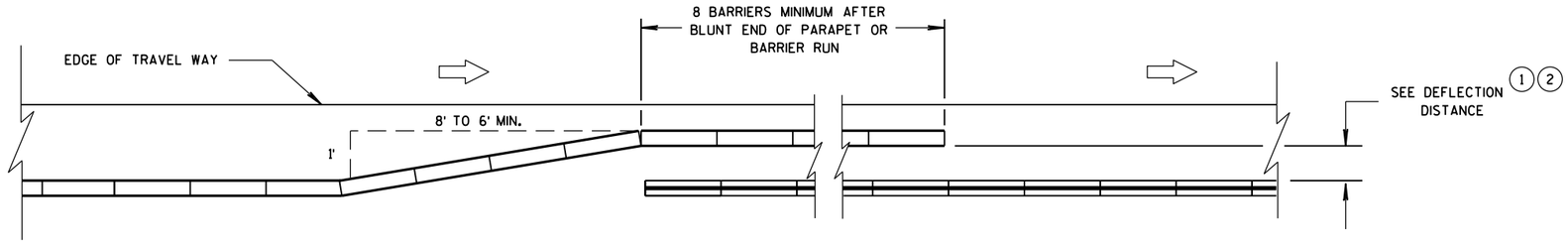
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

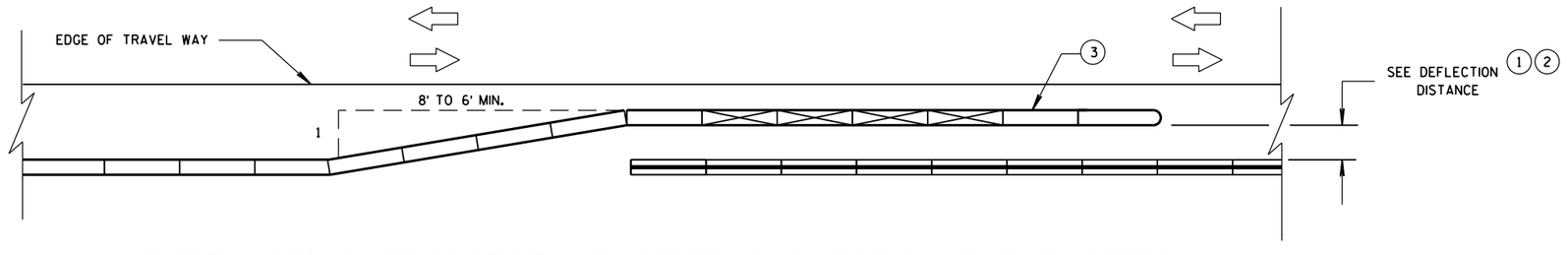
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

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 TRANSPOI

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S.D.D. 14 B 8-2d

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

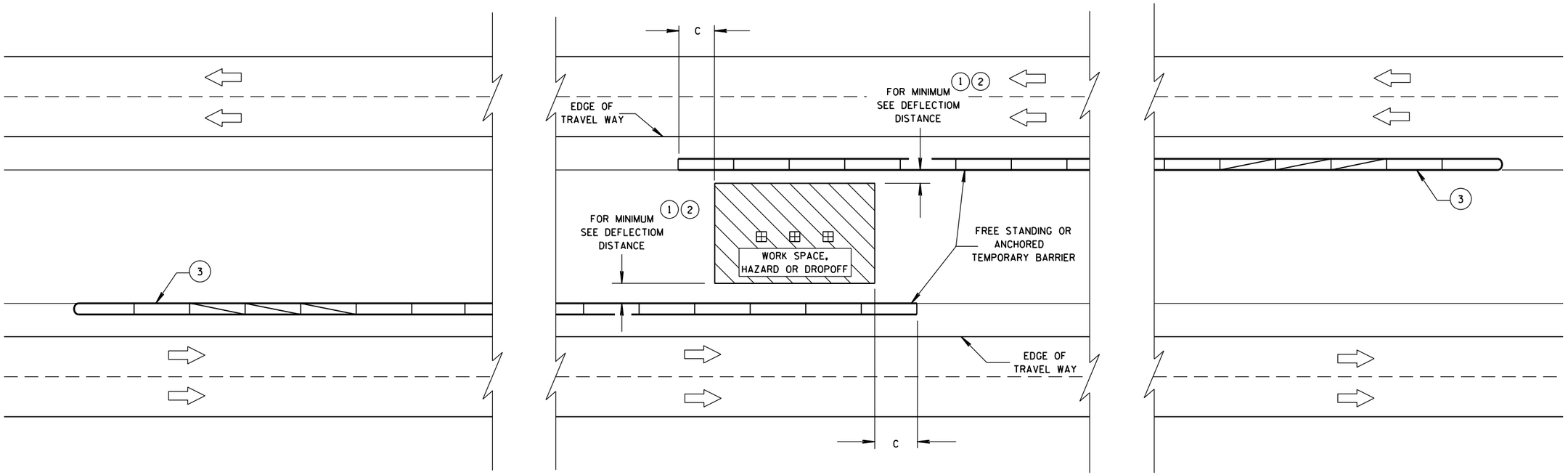
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

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

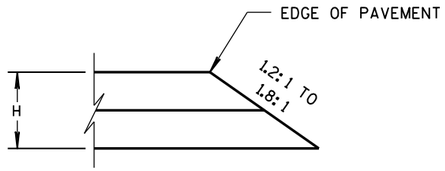
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
574
FHWA

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S.D.D. 14 B 8-2e

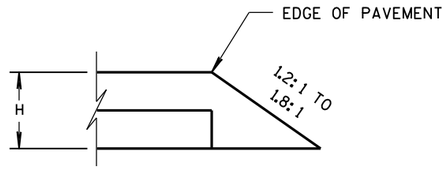
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S.D.D. 14 B 8-2e



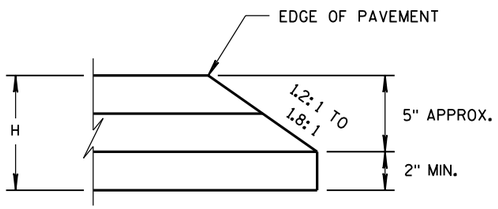
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



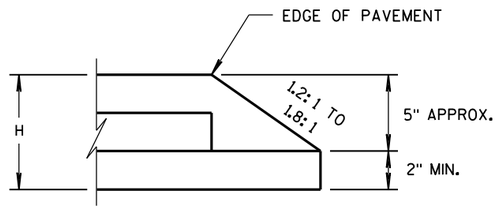
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

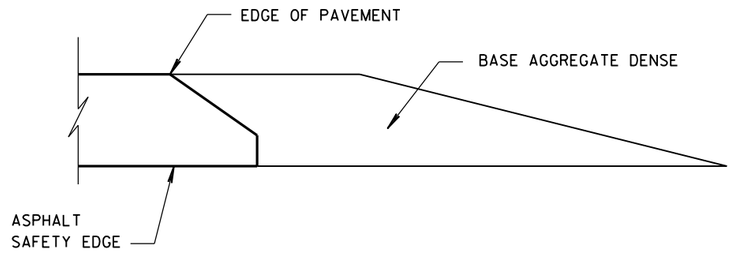
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES

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

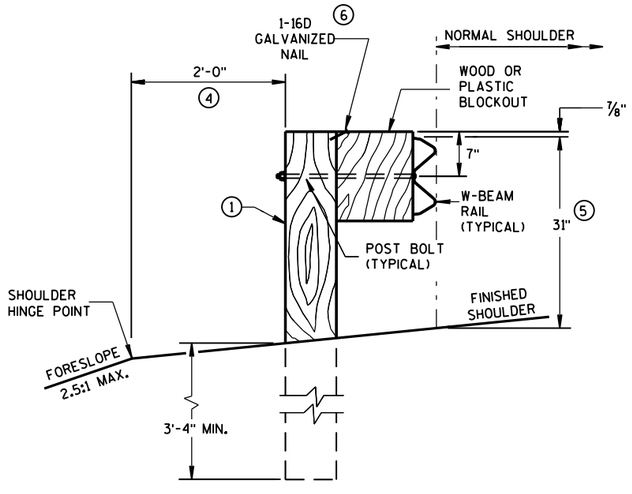
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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

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

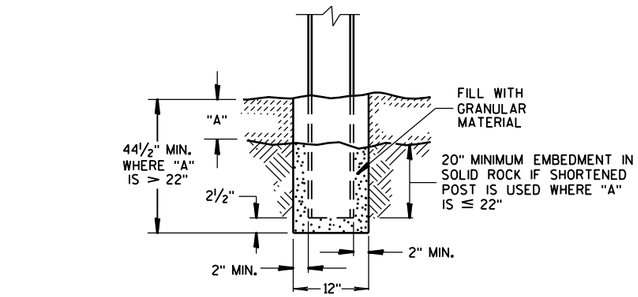
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



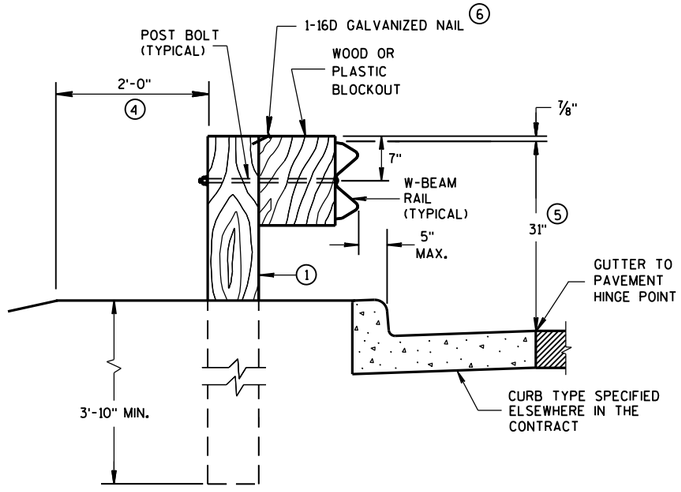
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



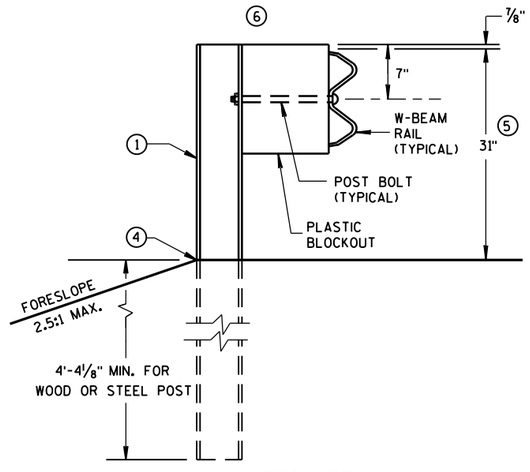
END VIEW

SETTING STEEL OR WOOD POST IN ROCK 3



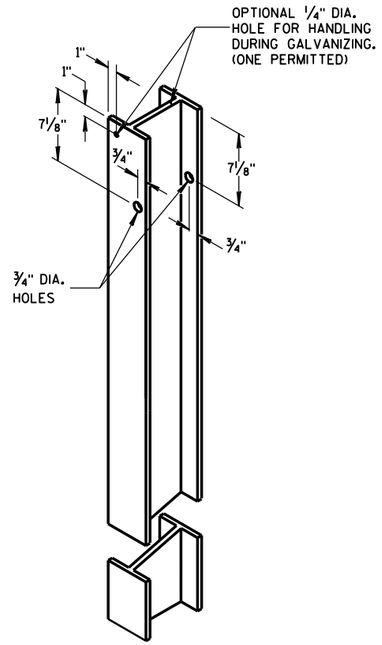
END VIEW

LOCATED ALONG A CURBED ROADWAY

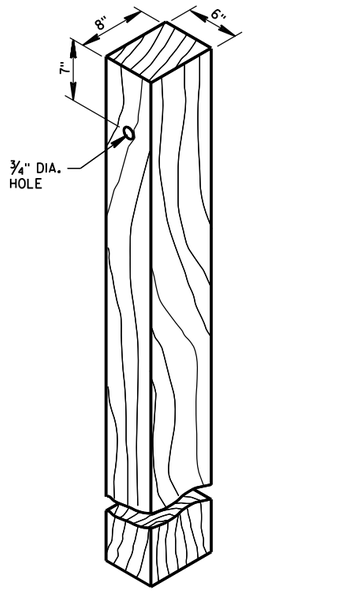


END VIEW

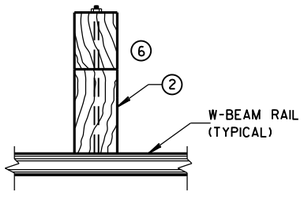
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



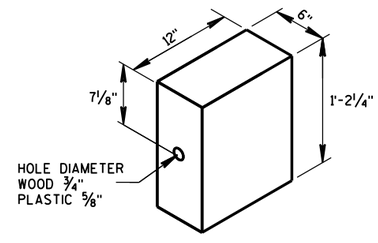
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) 1



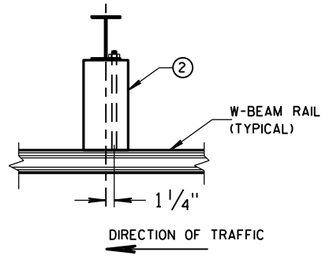
WOOD POST
(6" X 8") NOMINAL 1



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT 2

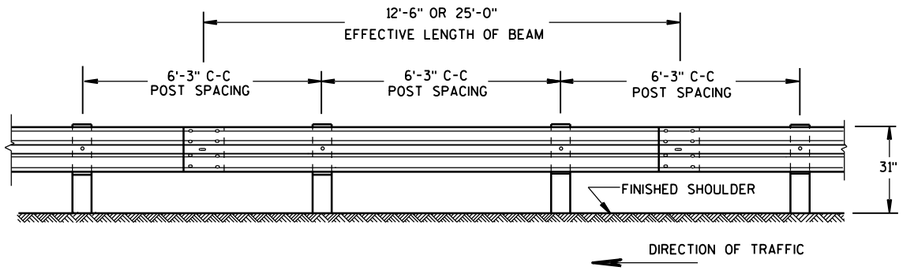


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

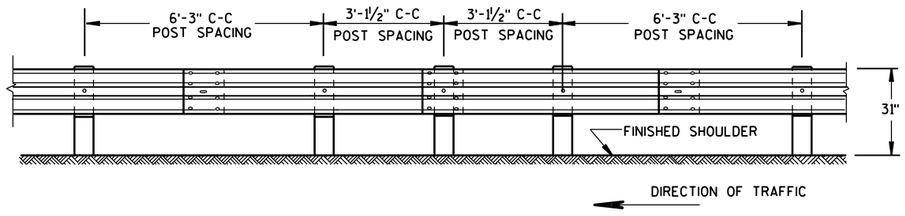
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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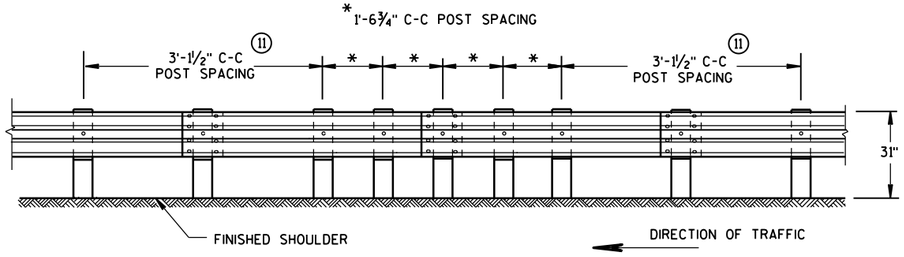
FRONT VIEW

POST SPACING STANDARD INSTALLATION



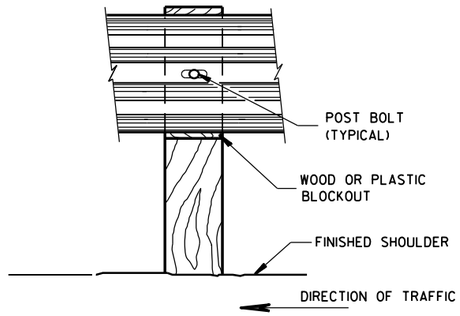
FRONT VIEW

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

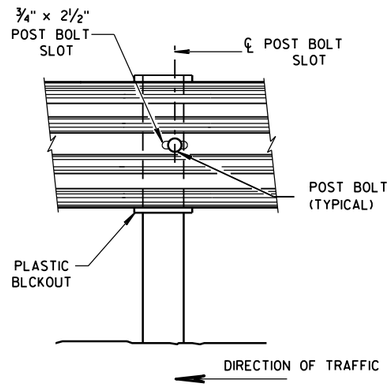


FRONT VIEW

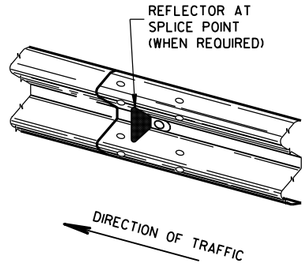
QUARTER POST SPACING (QS)

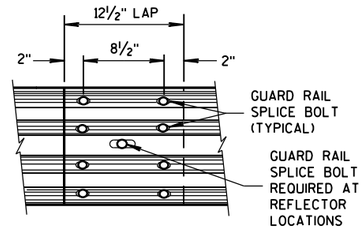


FRONT VIEW AT WOOD POST



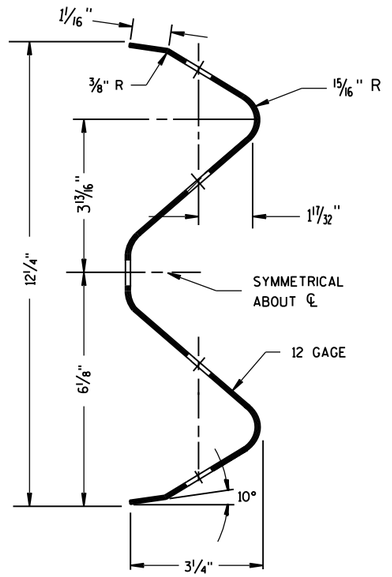
FRONT VIEW AT STEEL POST



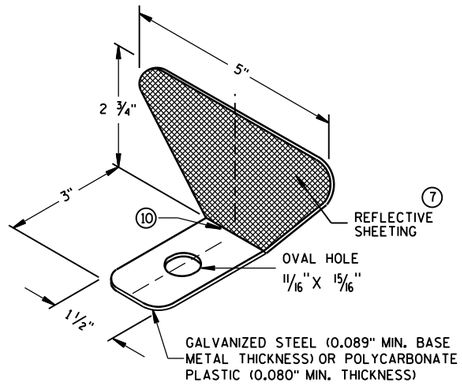


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

GENERAL NOTES

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

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

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

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

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

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

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

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

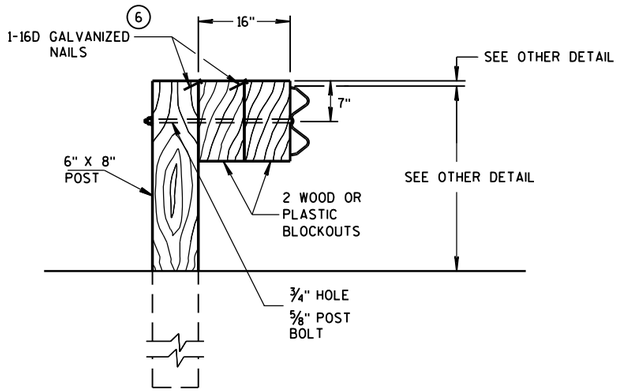
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 577

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S.D.D. 14 B 42-3b

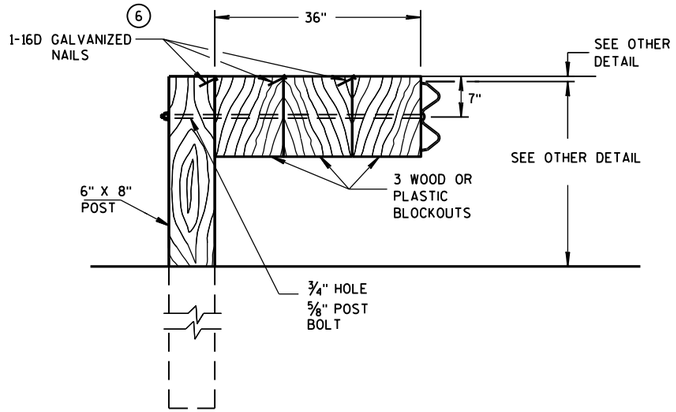
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S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

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

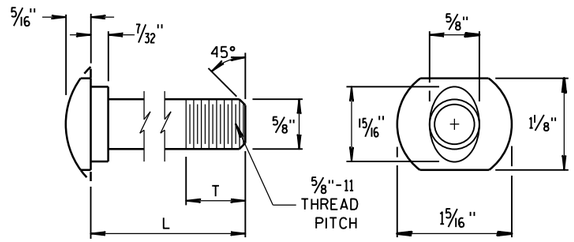


DETAIL FOR 36" BLOCKOUT DEPTH

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

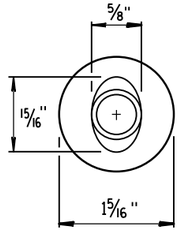
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

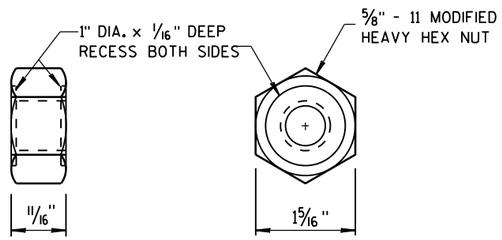


POST BOLT TABLE

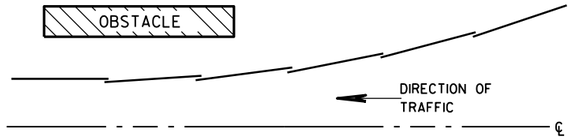
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

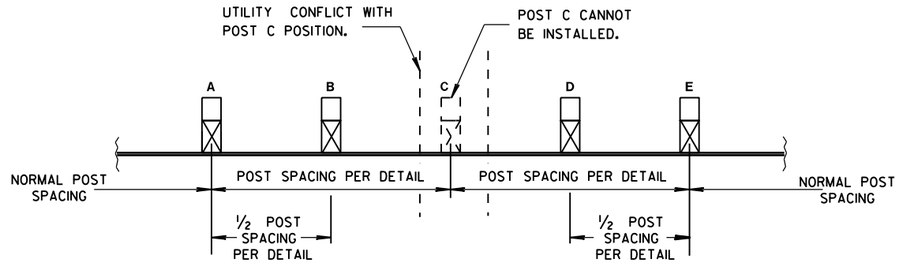


POST BOLT AND RECESS NUT

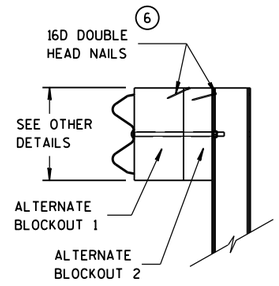


PLAN VIEW

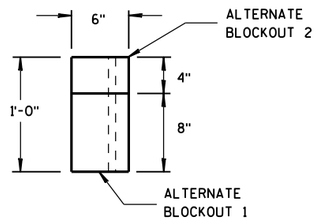
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

578

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.

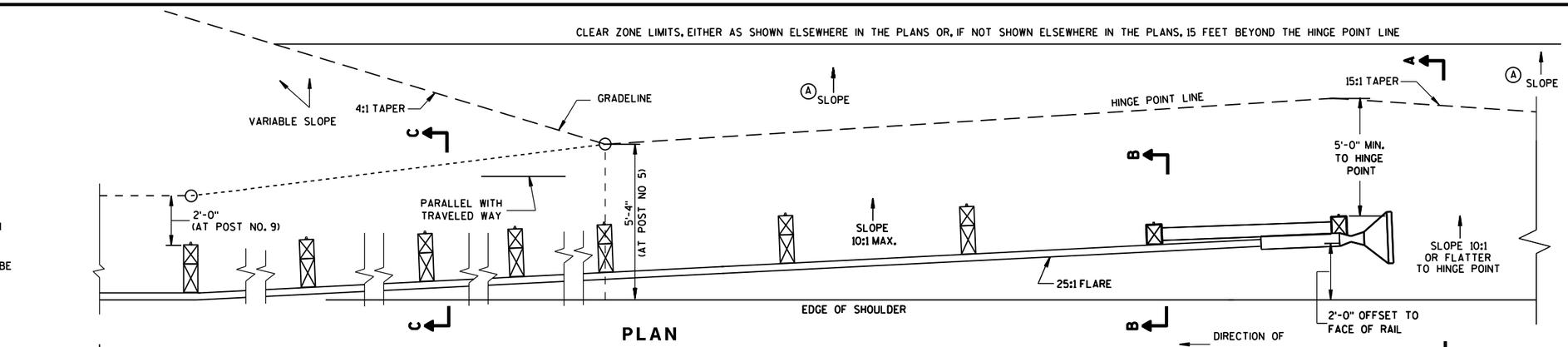
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

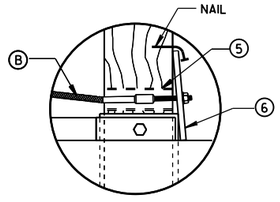
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

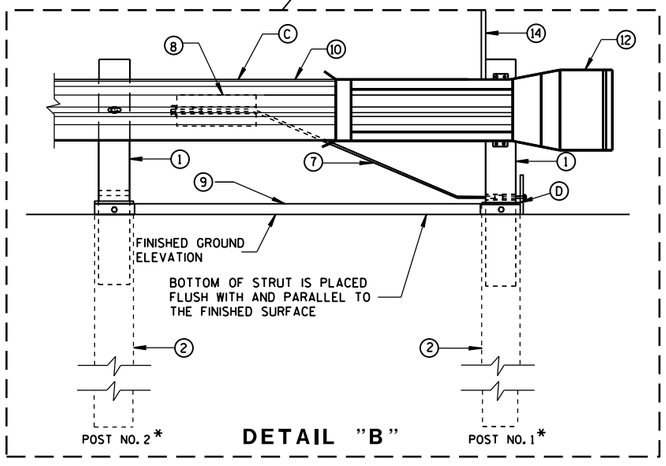
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

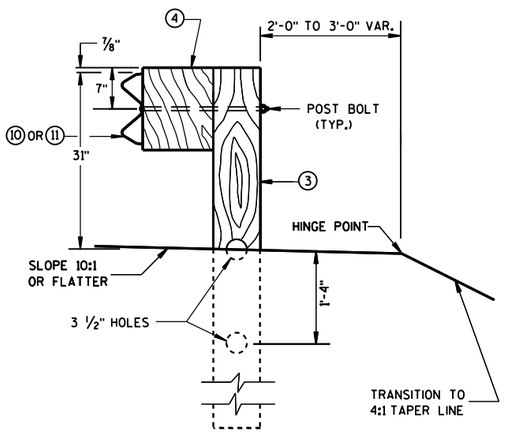
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.



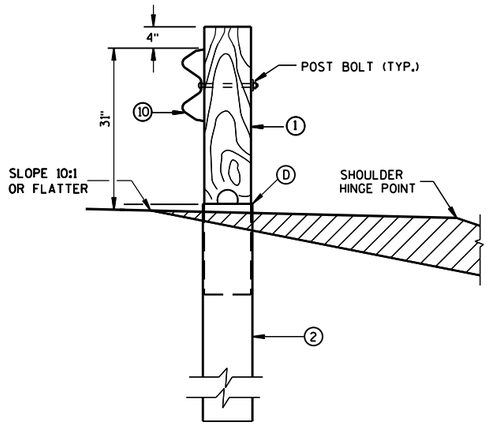
ELEVATION



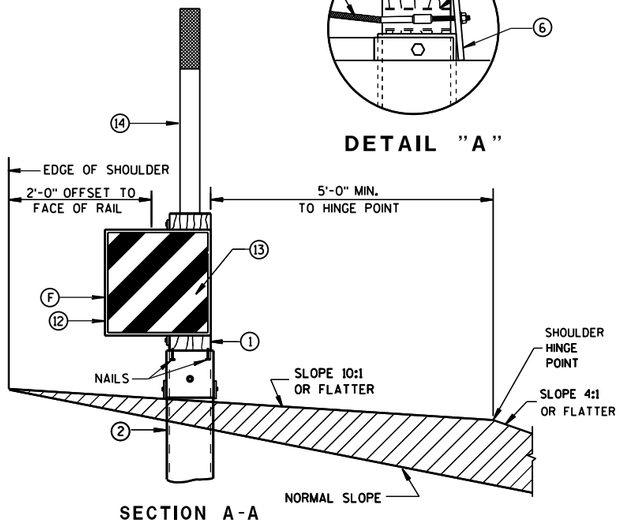




SECTION C-C
TYPICAL AT POST NOS. 3-9



SECTION B-B
TYPICAL AT POST NO. 2*

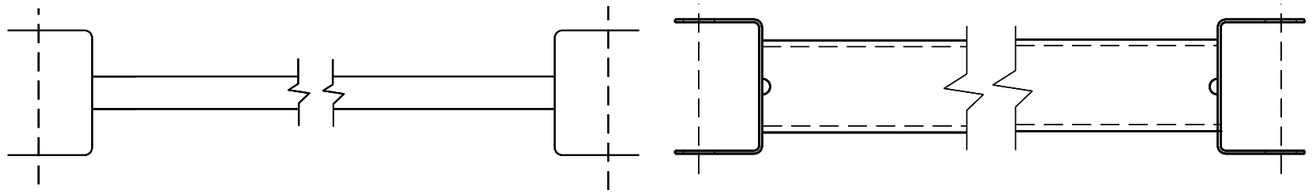


SECTION A-A
TYPICAL AT POST NO. 1*

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

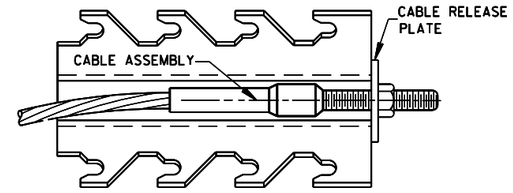
S.D.D. 14 B 44-2a



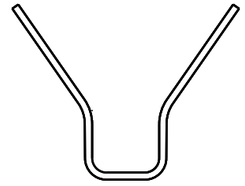
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

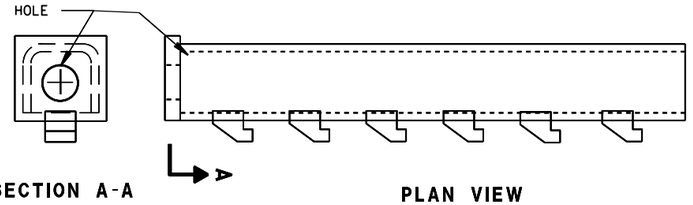
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



FRONT VIEW



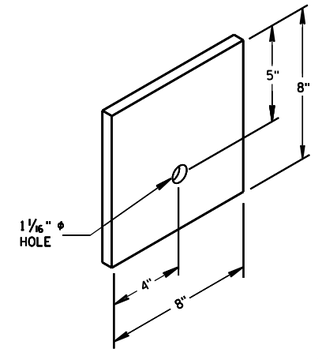
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)



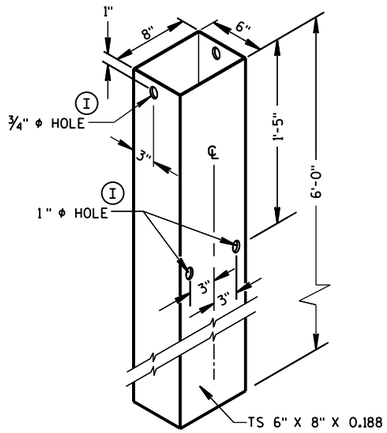
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

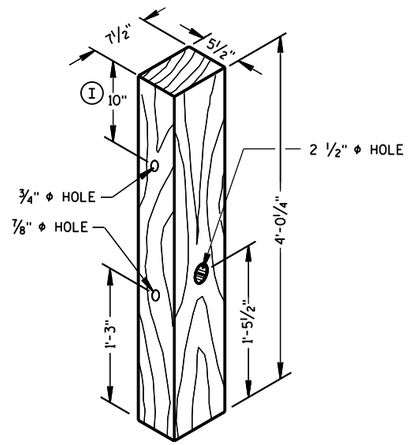
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

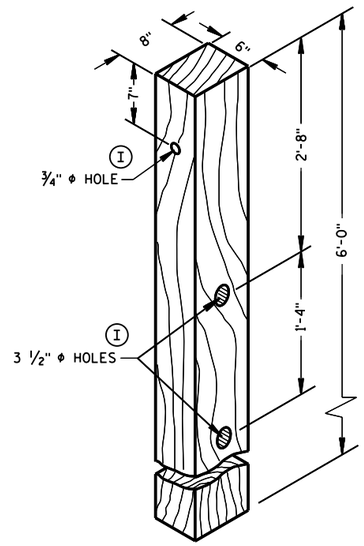


FOUNDATION TUBE (2)



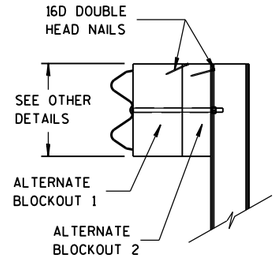
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

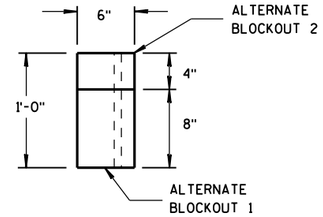


POSTS NUMBER 3-9

WOOD CRT POST (3)

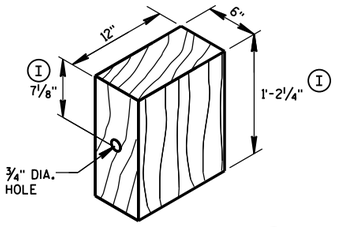


SIDE VIEW



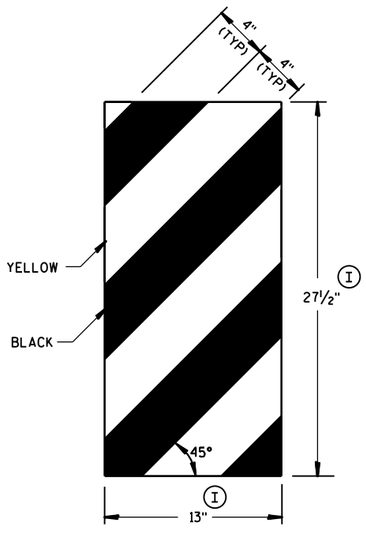
TOP VIEW

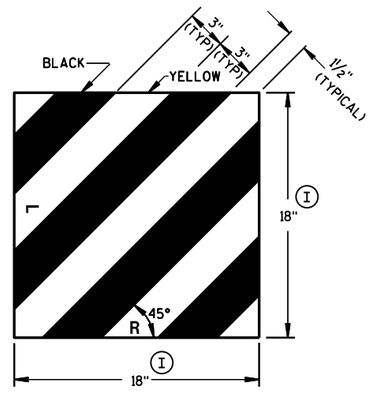
ALTERNATE WOOD BLOCKOUT DETAIL



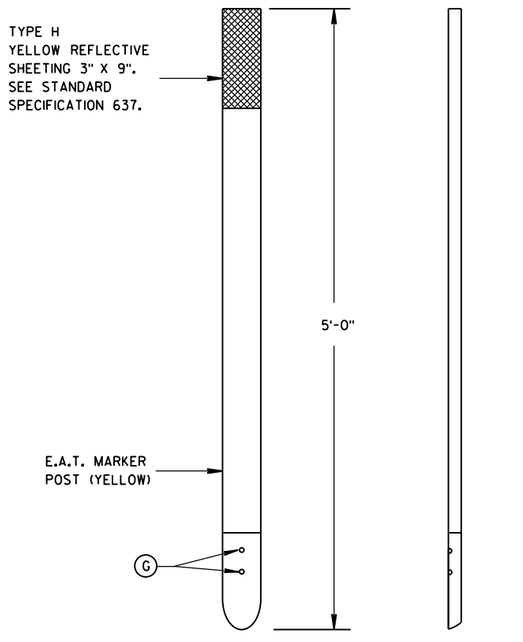
WOOD BLOCKOUT (4)

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





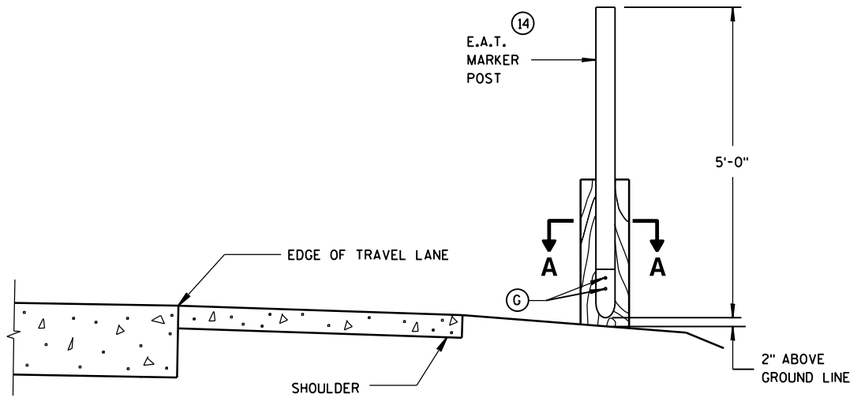
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

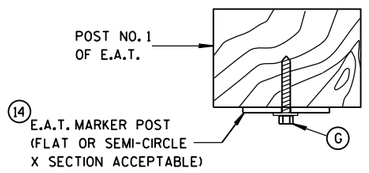
SIDE VIEW

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

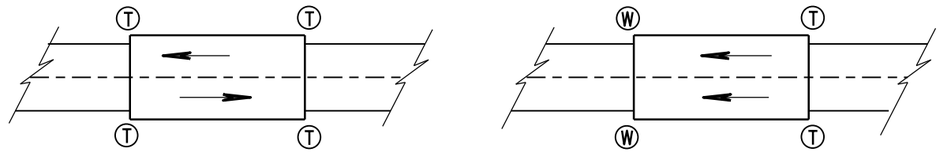
APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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

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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

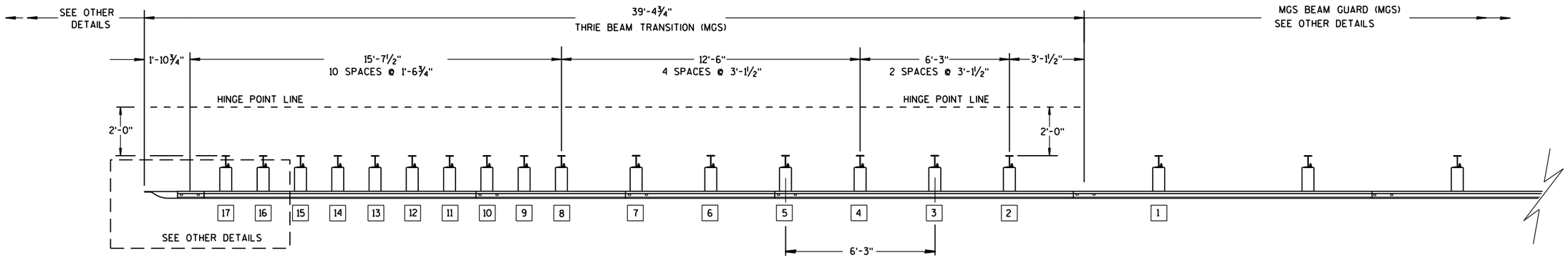
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

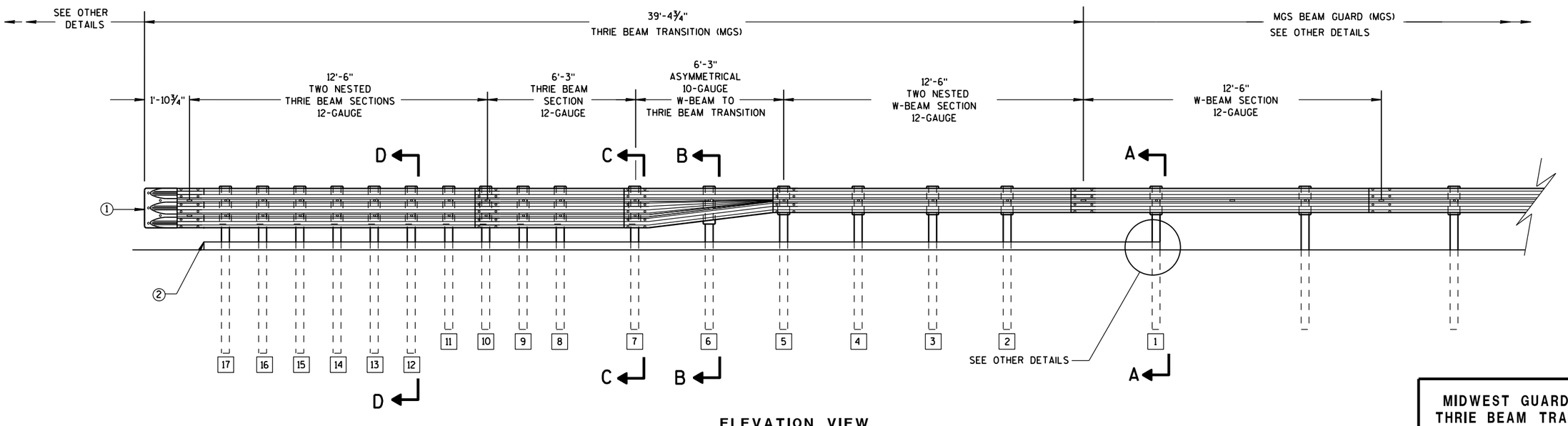
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

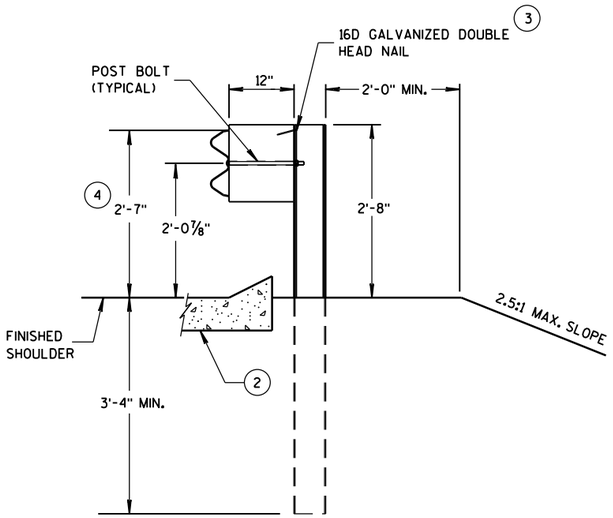
S.D.D. 14 B 45-4a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

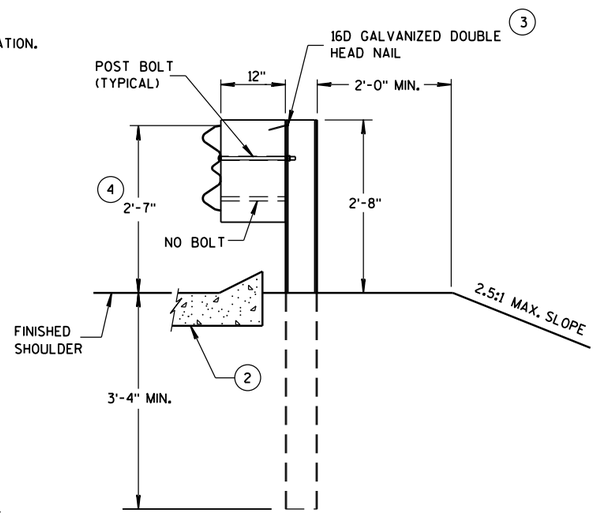
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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



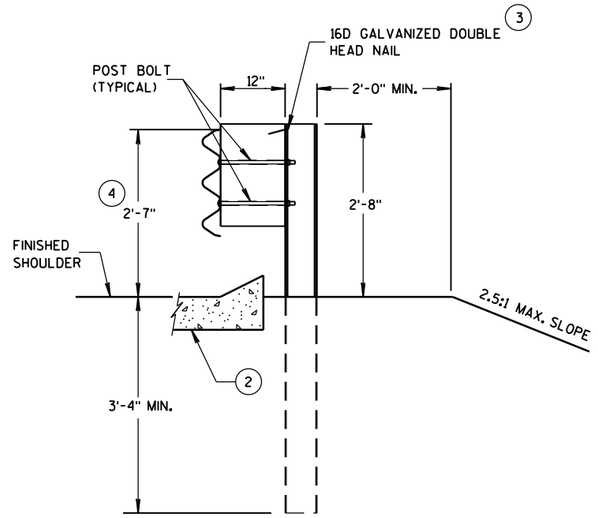
SECTION A-A

POSTS 1-5



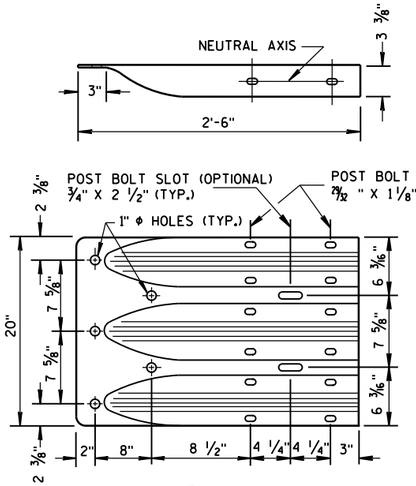
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

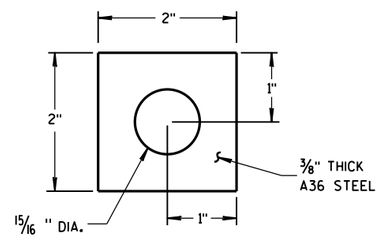
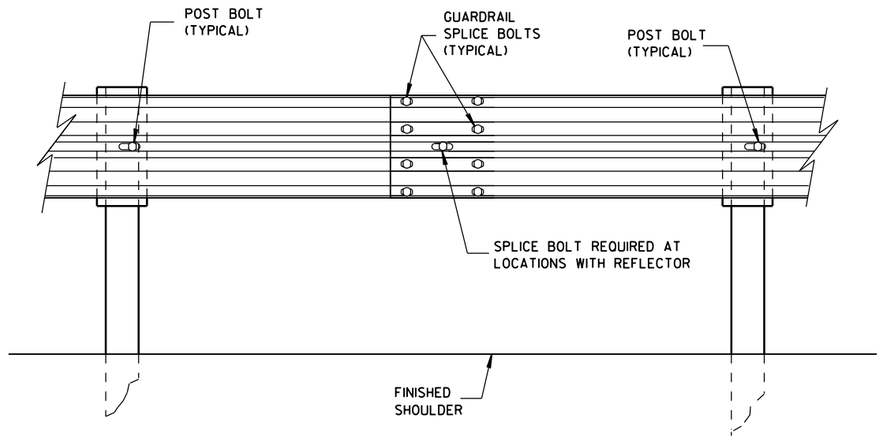
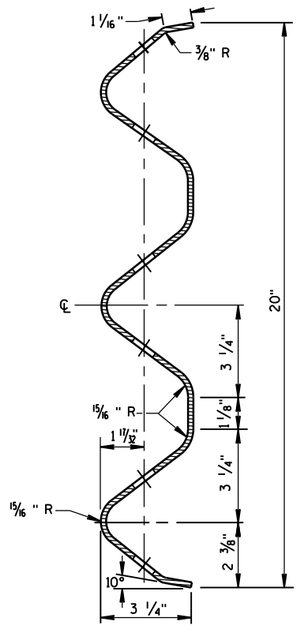


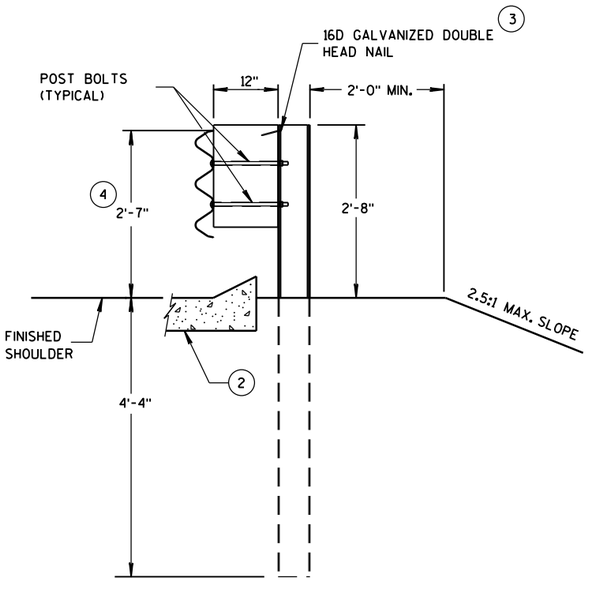
PLATE WASHER DETAIL



SPLICE DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

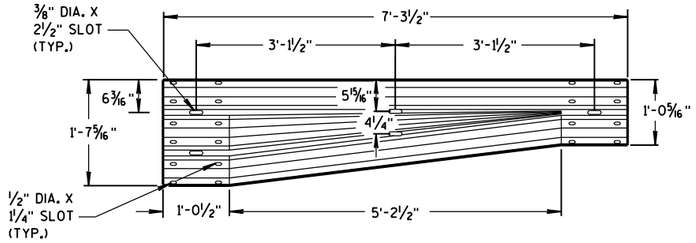
POSTS 12-17

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

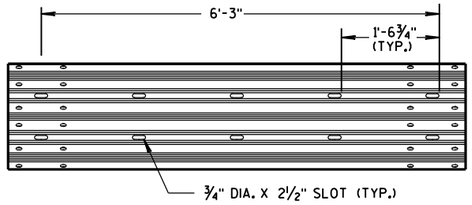
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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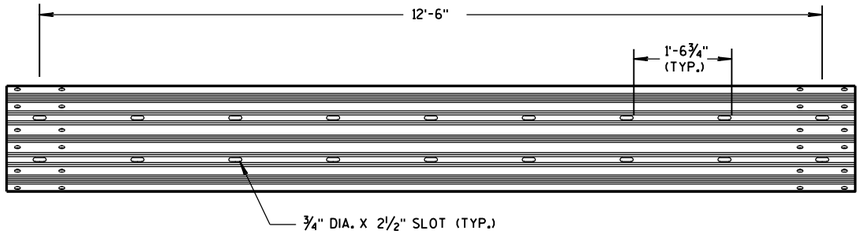
S.D.D. 14 B 45-4b



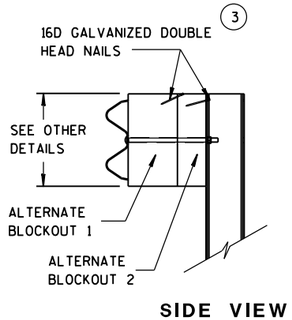
W-BEAM TO THRIE BEAM TRANSITION SECTION



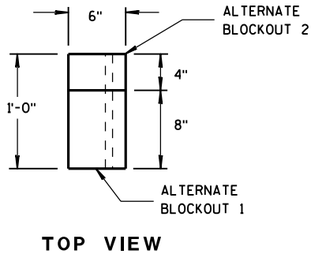
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

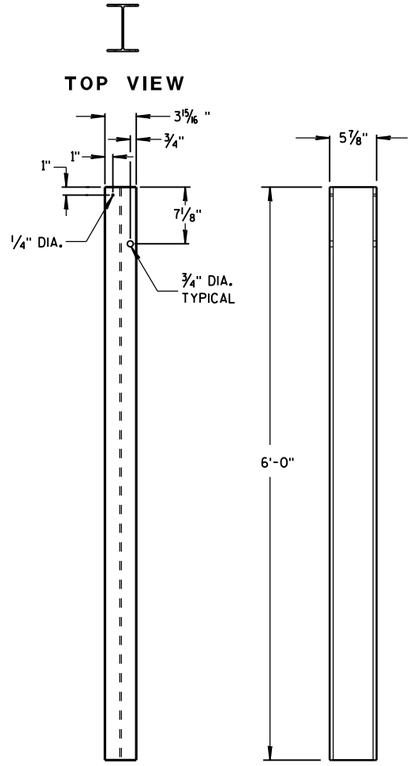


SIDE VIEW

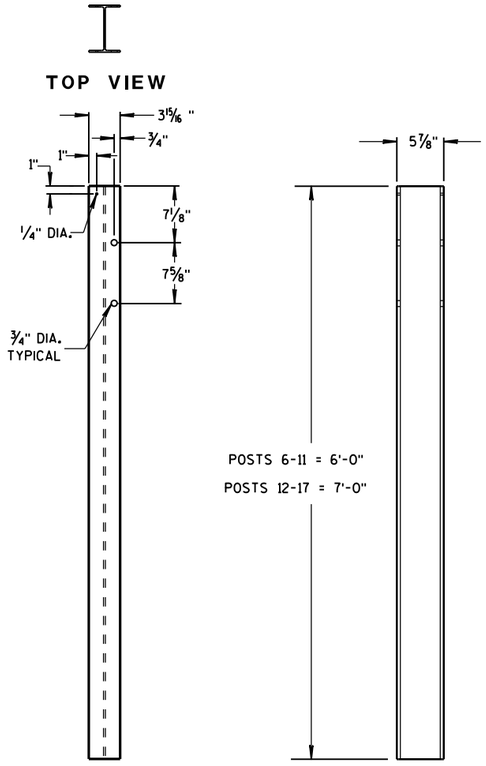


TOP VIEW

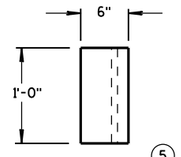
ALTERNATE WOOD BLOCKOUT DETAIL



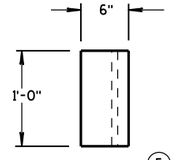
STEEL POSTS 1-5



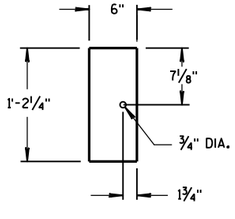
STEEL POSTS 6-17



TOP VIEW (5)

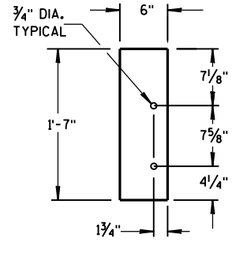


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS 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.

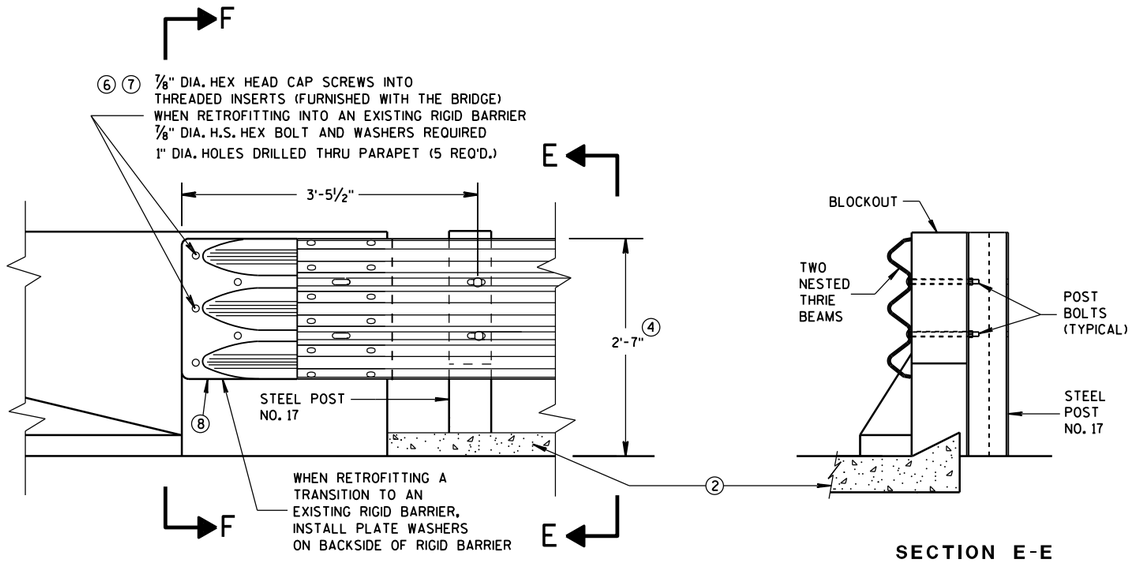
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-4c
S.D.D. 14 B 45-4c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

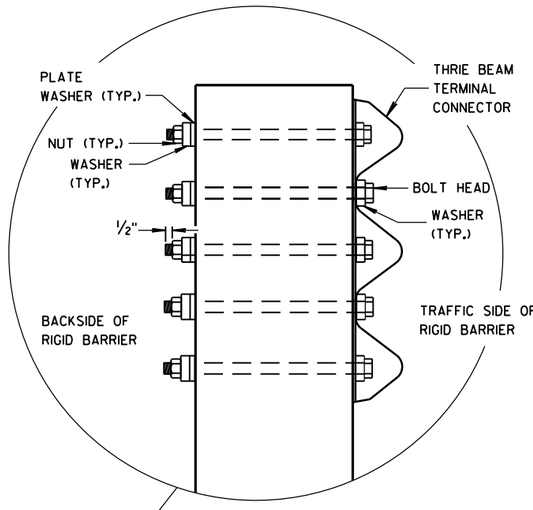
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

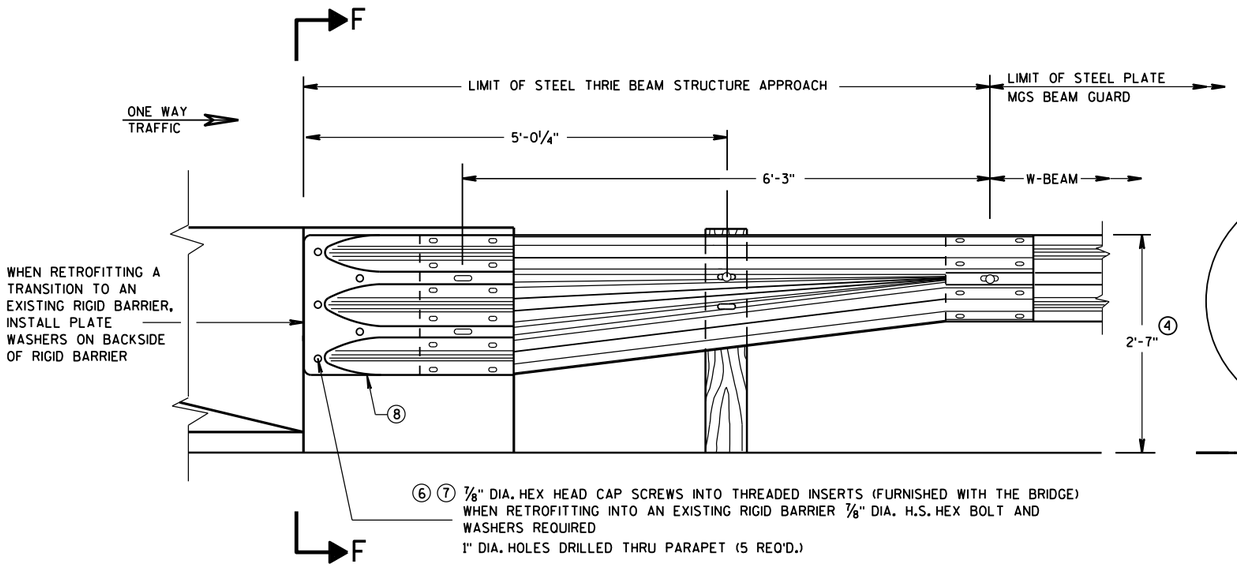
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

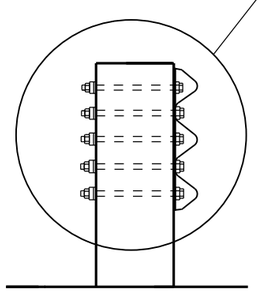
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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.

⑧ 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".

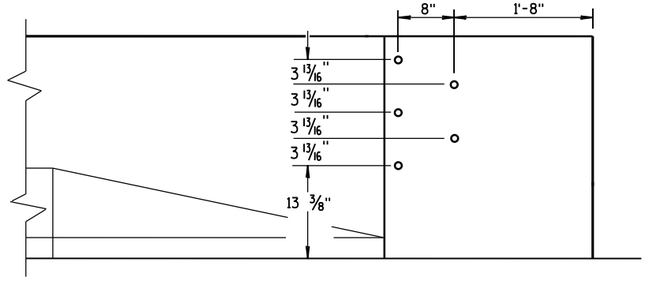




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

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
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 45-4d

6

S.D.D. 14 B 45-4d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

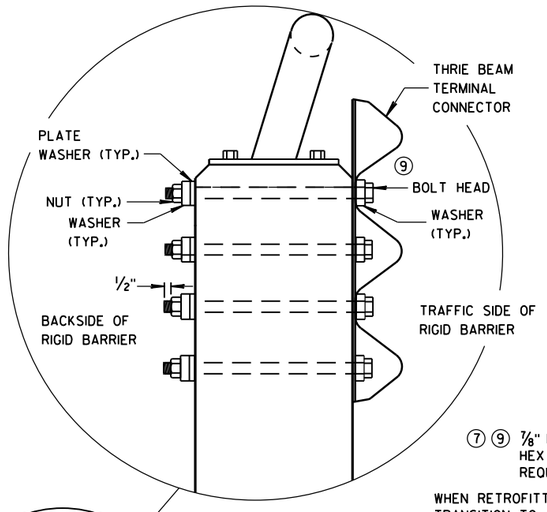
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

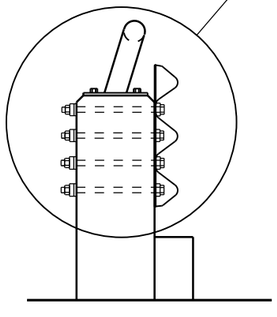
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) 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.

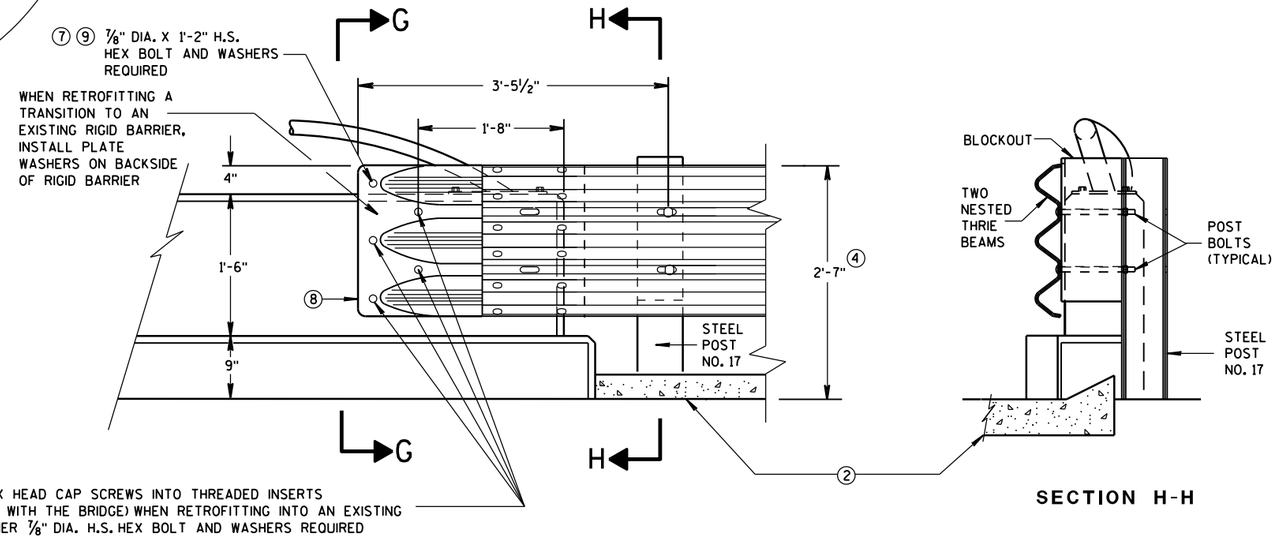
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(9) 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.





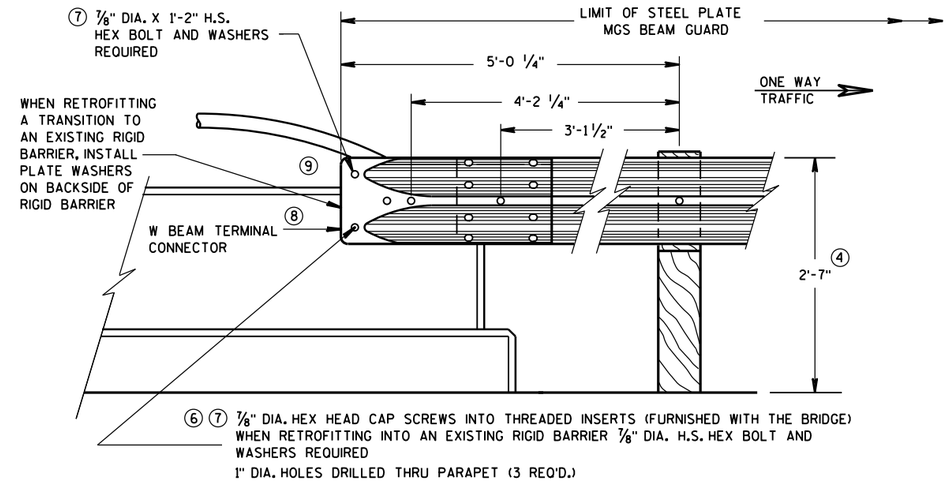
SECTION G-G



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

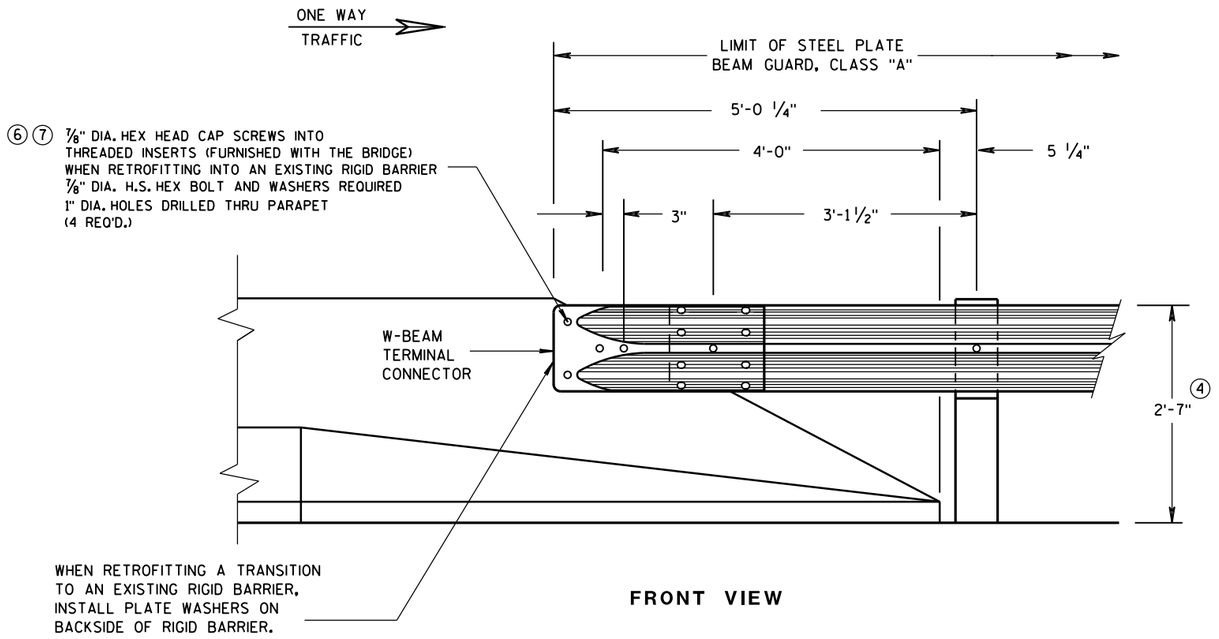
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S.D.D. 14 B 45-4e

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S.D.D. 14 B 45-4e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

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

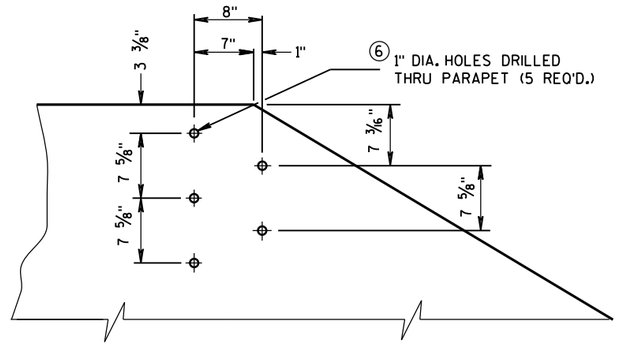
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

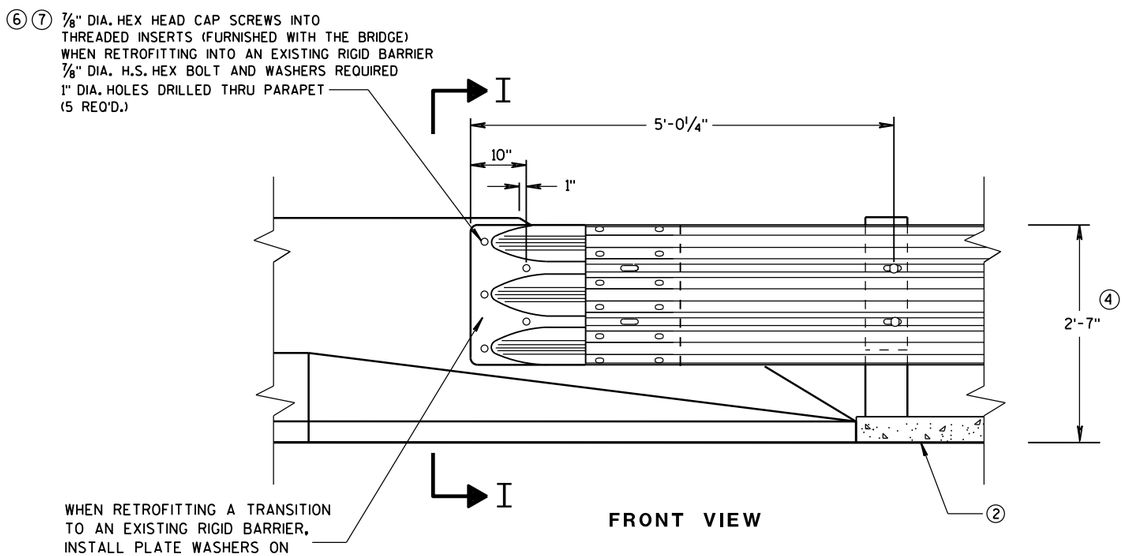
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

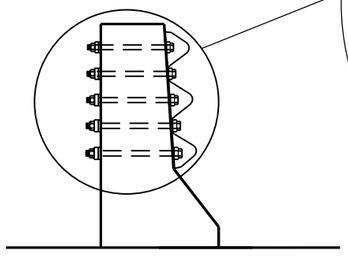
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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.



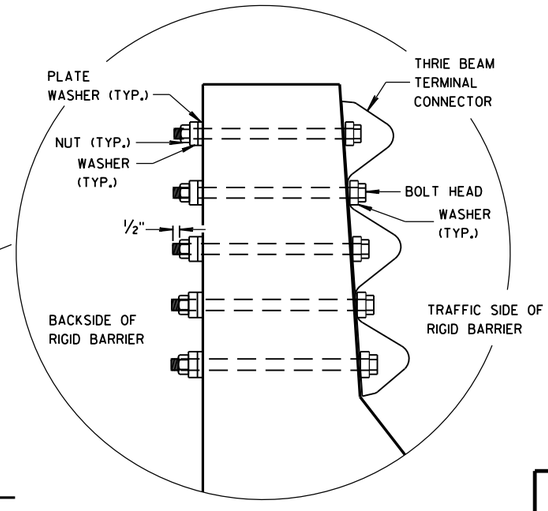
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



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

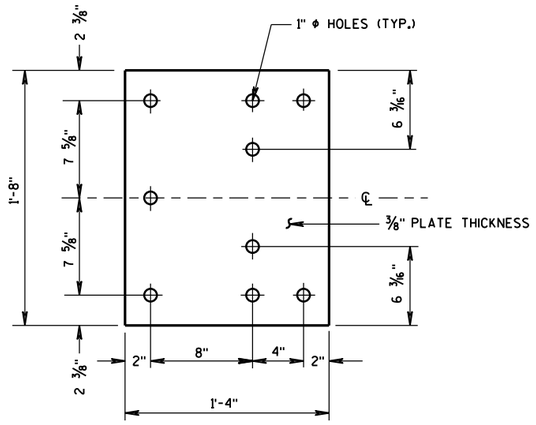
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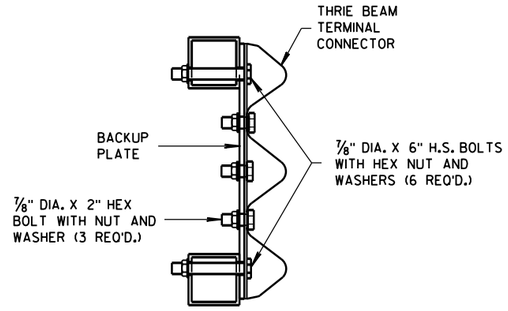
S.D.D. 14 B 45-4f

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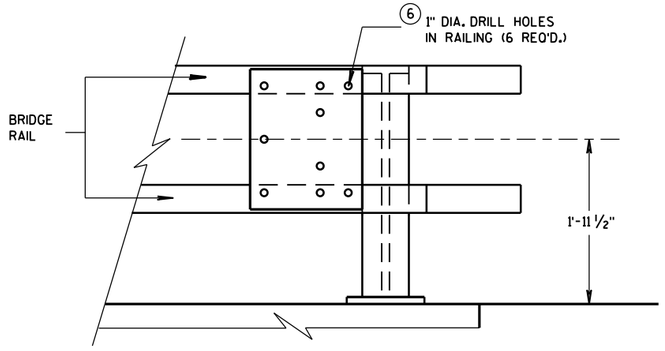
S.D.D. 14 B 45-4f



BACK-UP PLATE DETAIL



SECTION J-J

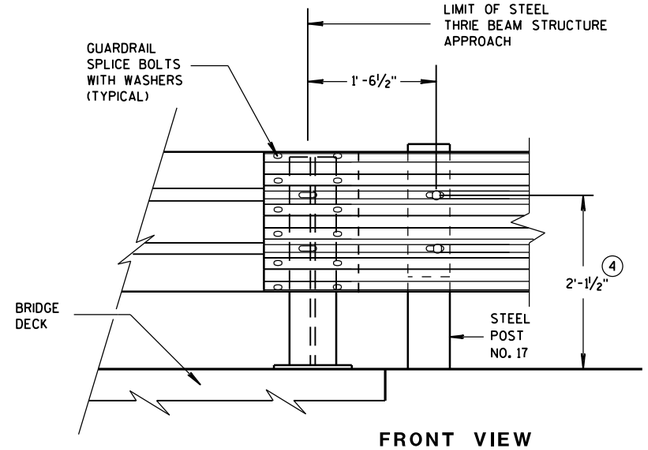


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

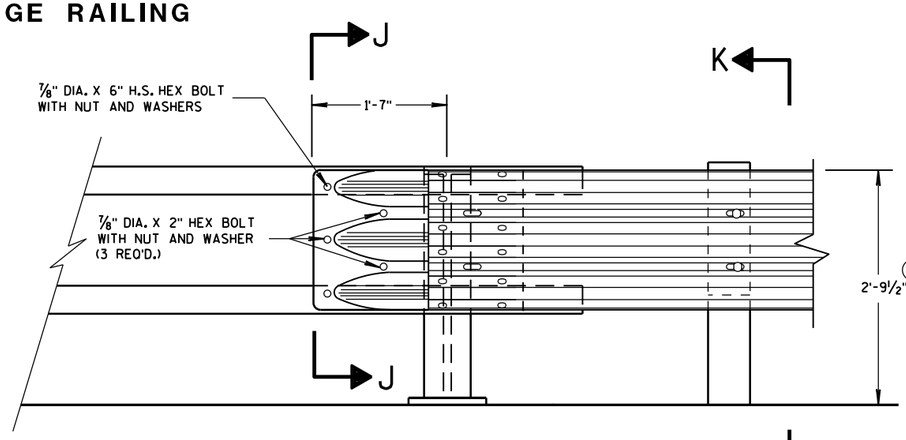
4 TOLERANCE FOR TOP OF BEAM IS ± 1".

6 DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

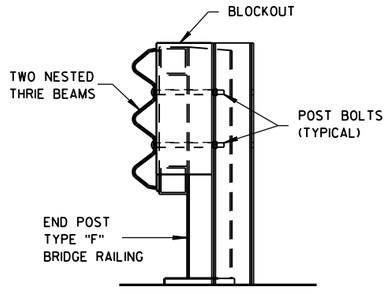


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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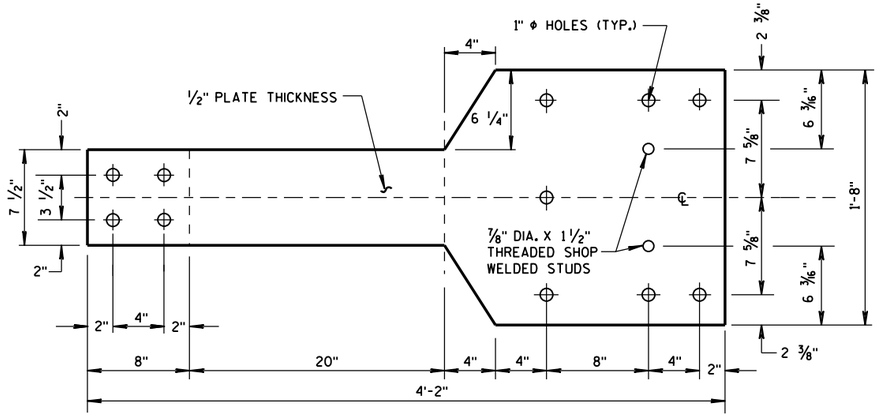
S.D.D. 14 B 45-4g

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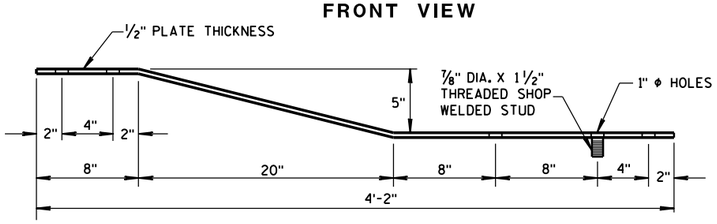
S.D.D. 14 B 45-4g

GENERAL NOTES

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

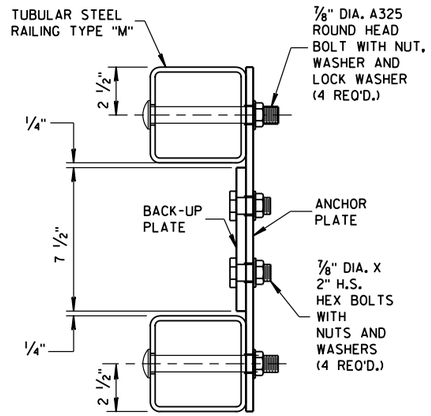


FRONT VIEW

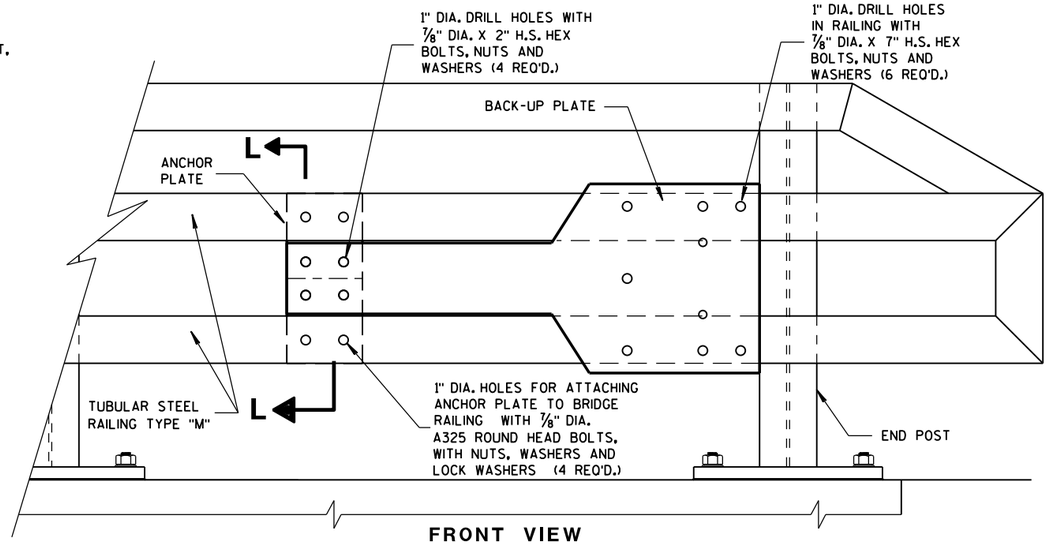


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

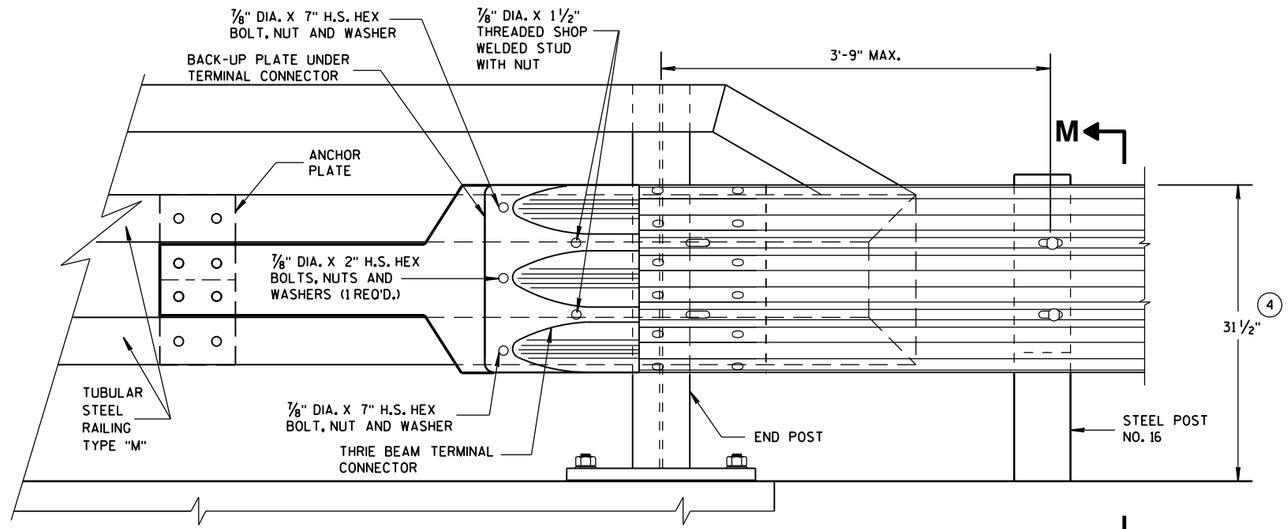


SECTION L-L

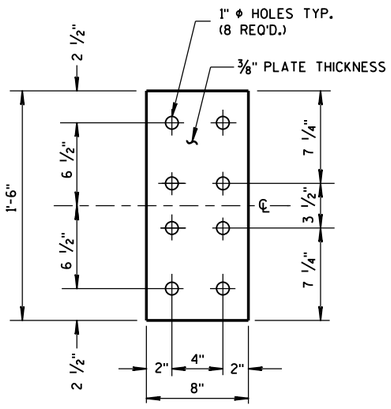


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

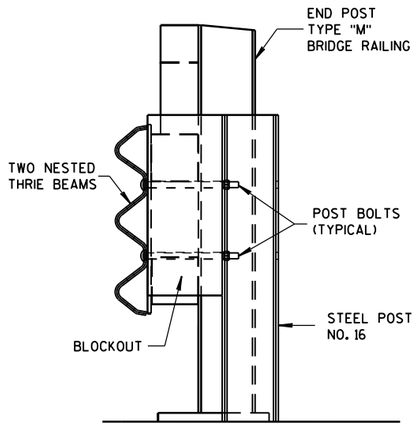


FRONT VIEW

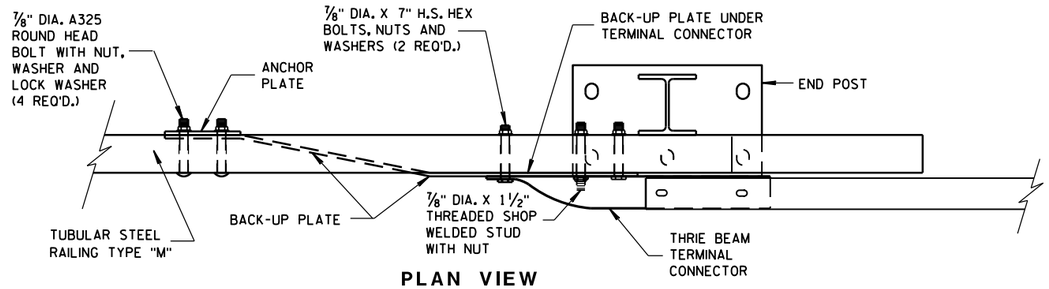


FRONT VIEW

ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



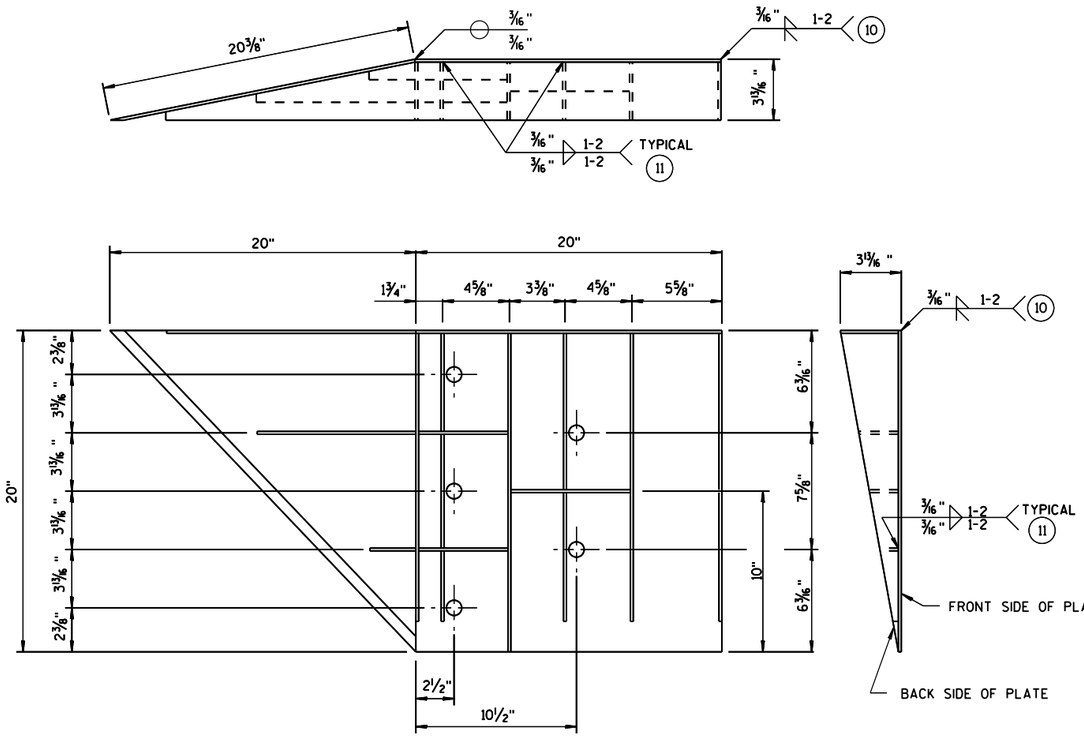
PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June, 2015	/S/ Jerry H. Zogg
DATE	ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

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S.D.D. 14 B 45-4h



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

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

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

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) 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.

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

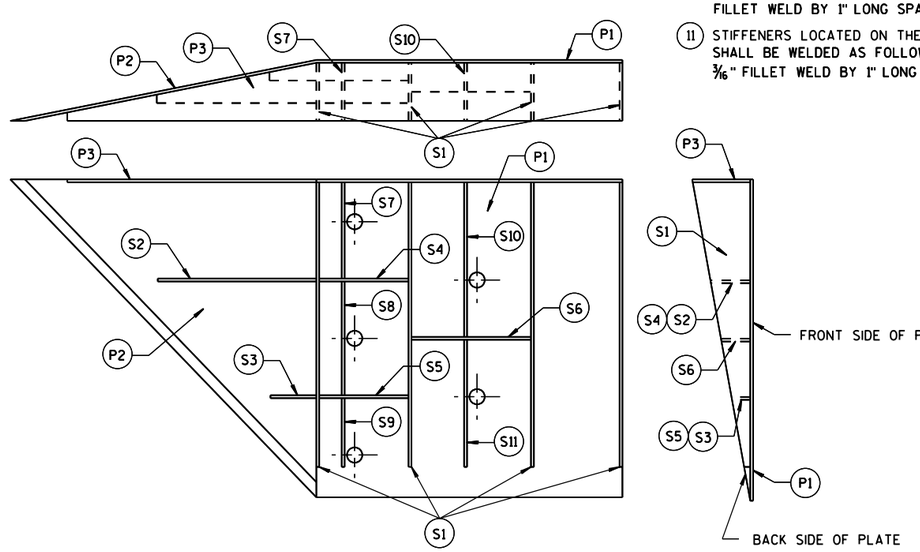


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 3/8" 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 1/32"	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

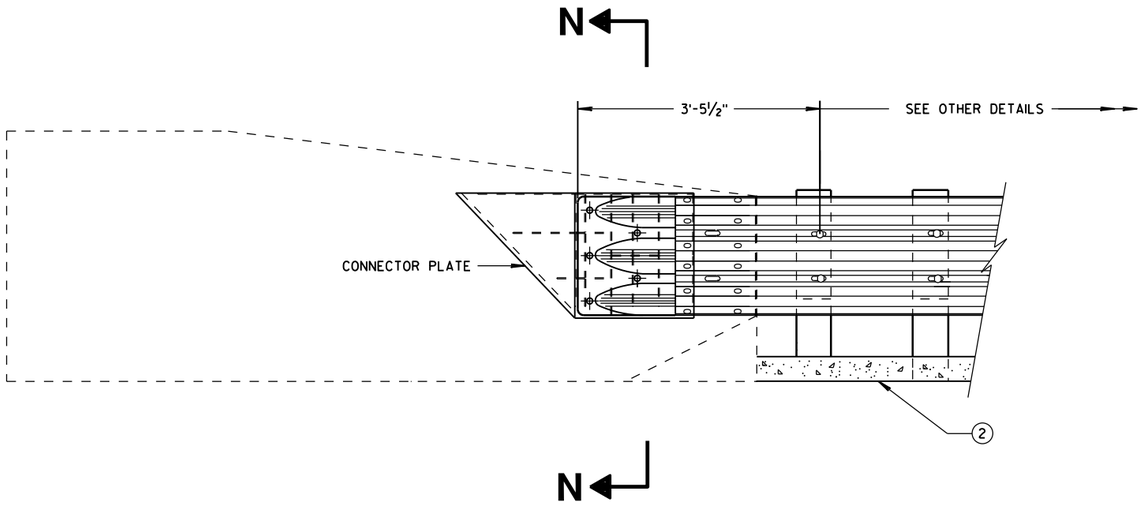
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June, 2015 — DATE
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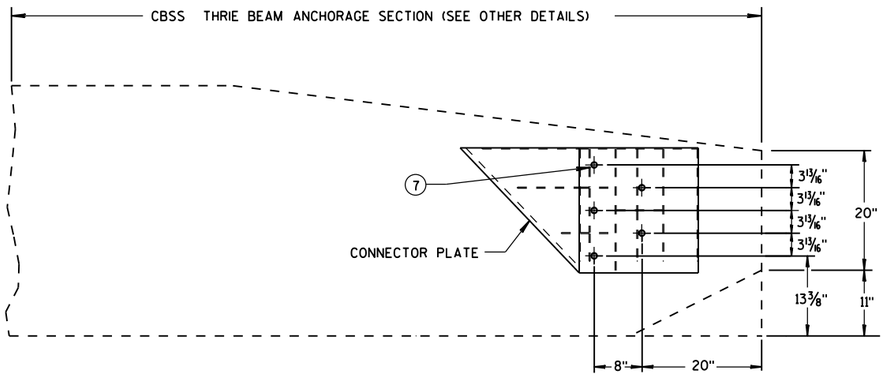
S.D.D. 14 B 45-4i

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S.D.D. 14 B 45-4i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



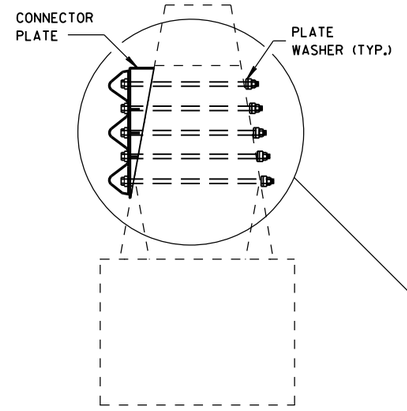
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

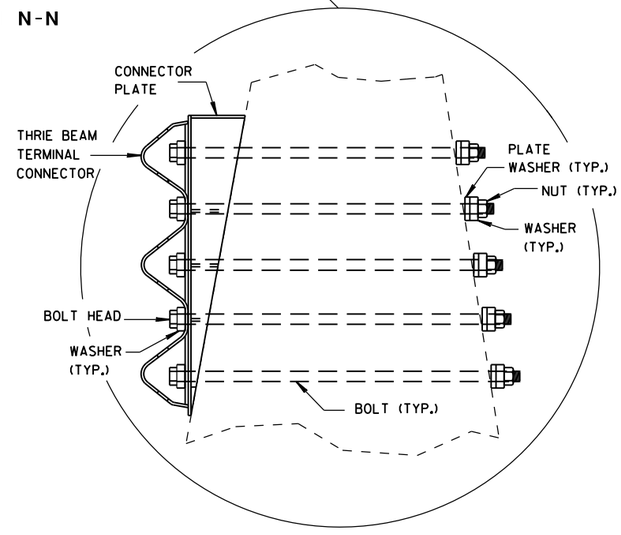
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

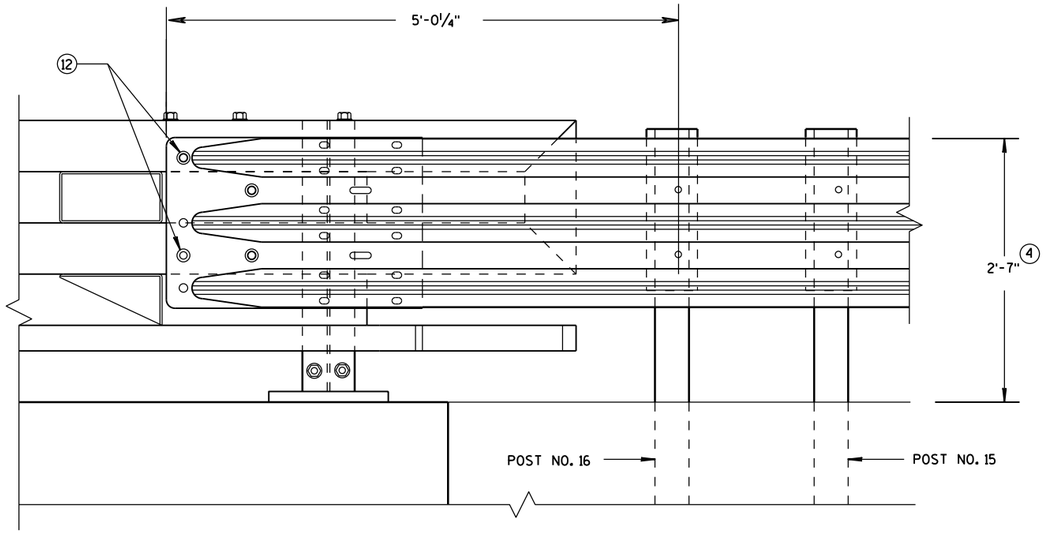
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FHWA
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S.D.D. 14 B 45-4j

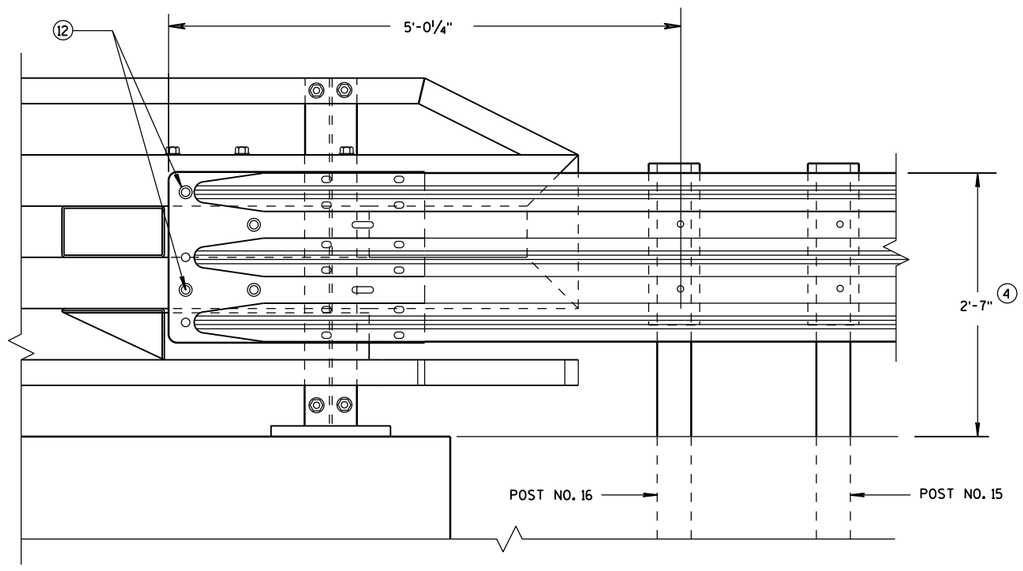
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S.D.D. 14 B 45-4j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

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

(12) 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. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D 592 NT
ENGINEER

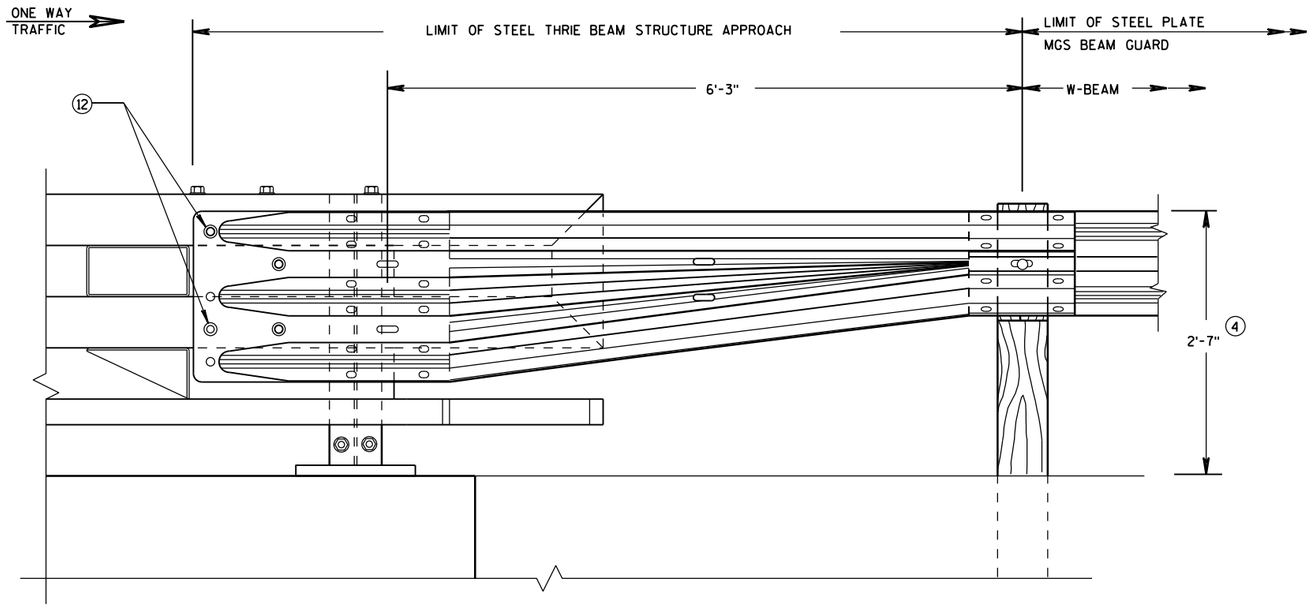
FHWA

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S.D.D. 14 B 45-4k

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S.D.D. 14 B 45-4k



FRONT VIEW

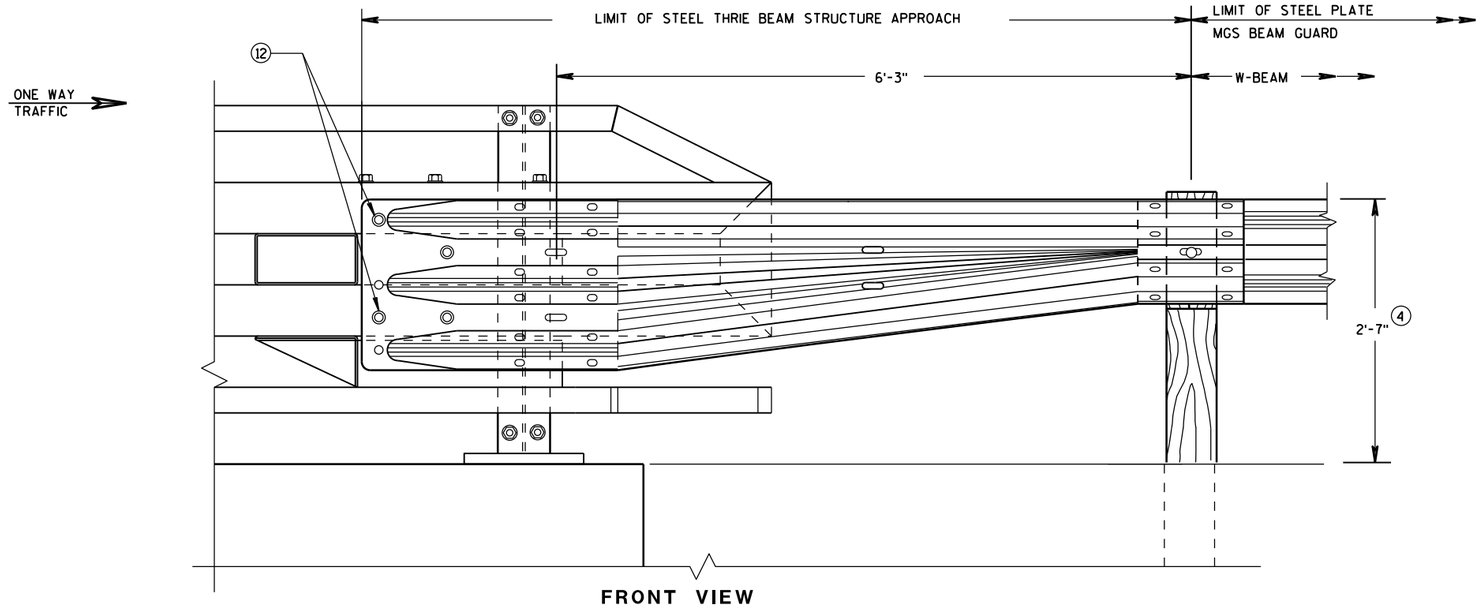
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

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

GENERAL NOTES

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

(12) 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. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

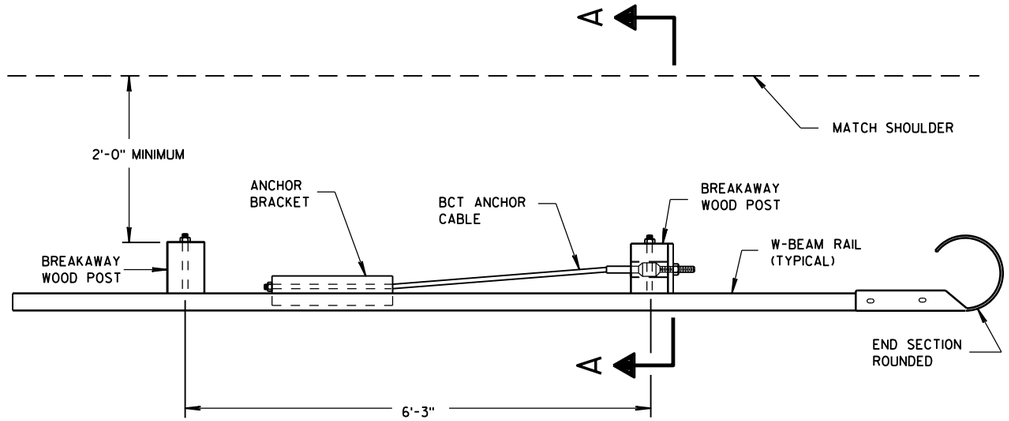
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
D 593 NT
FHWA

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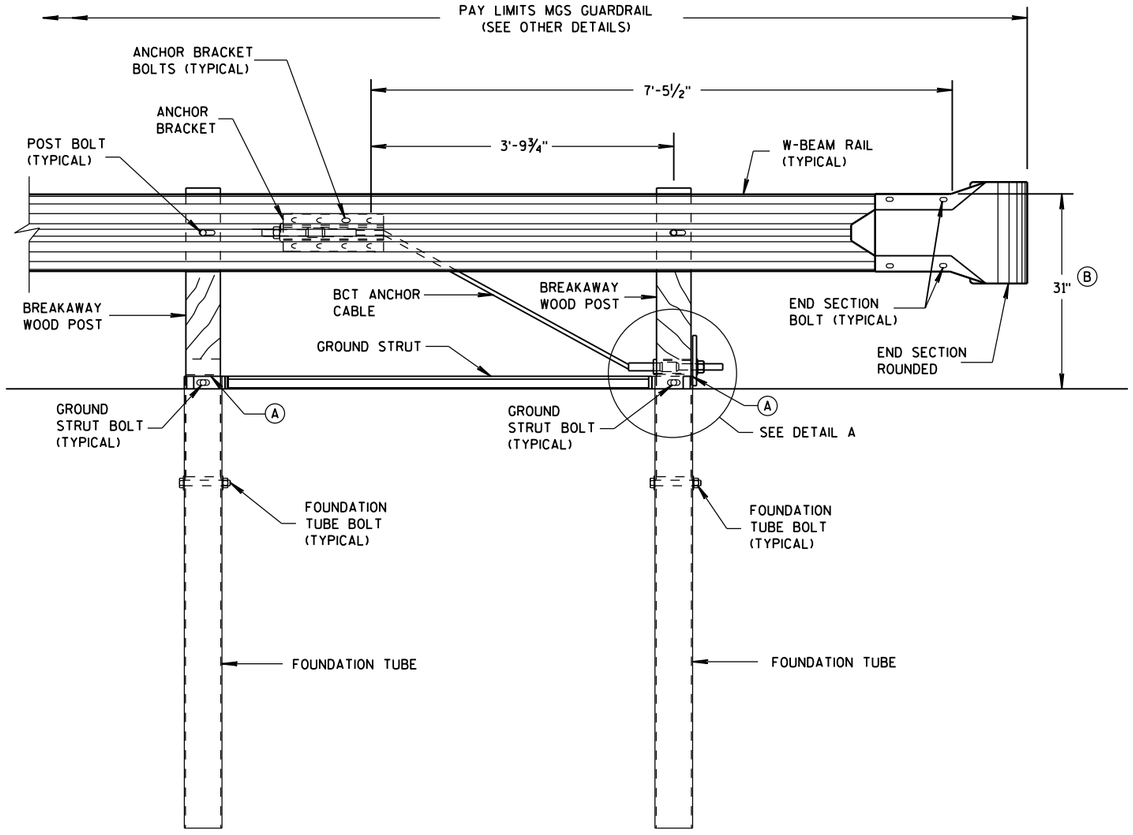
S.D.D. 14 B 45-4L

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S.D.D. 14 B 45-4L

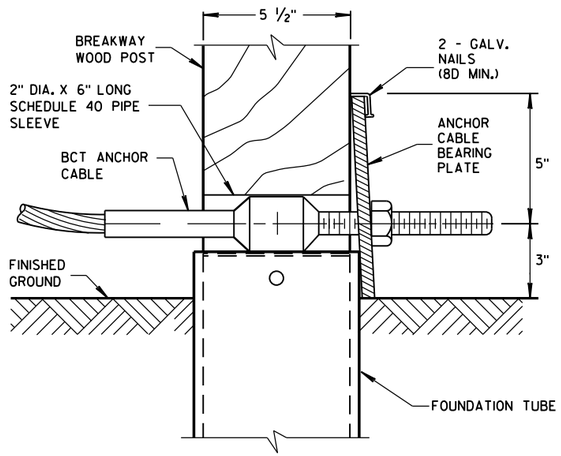


PLAN VIEW



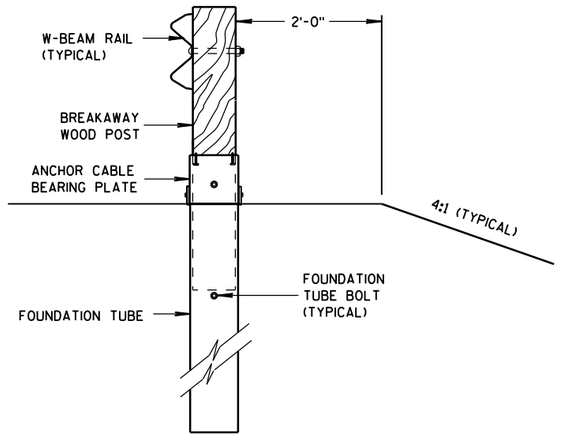
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

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

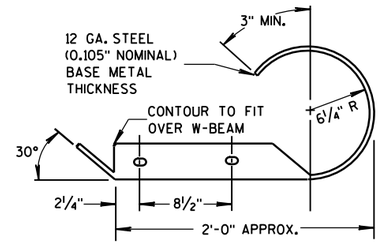
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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

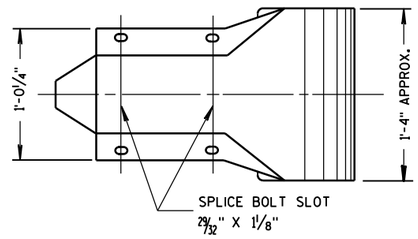
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

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

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



PLAN VIEW



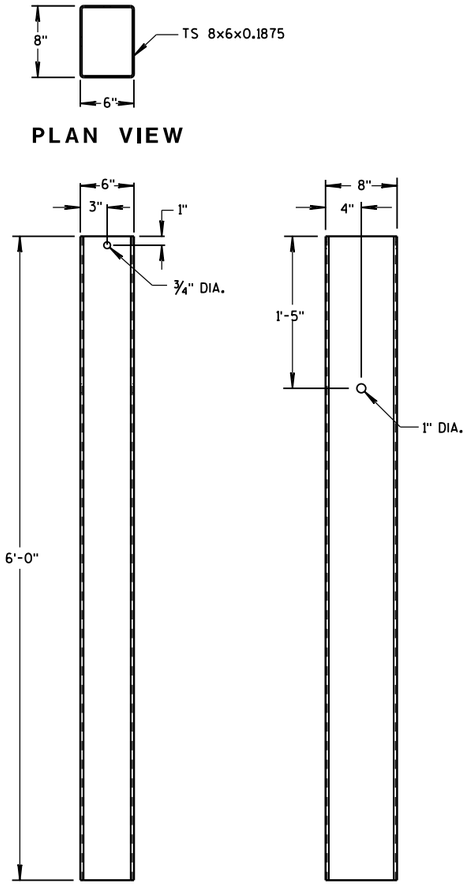
FRONT VIEW

W BEAM END SECTION ROUNDED

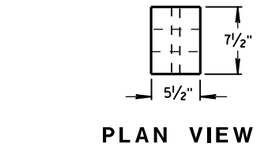
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

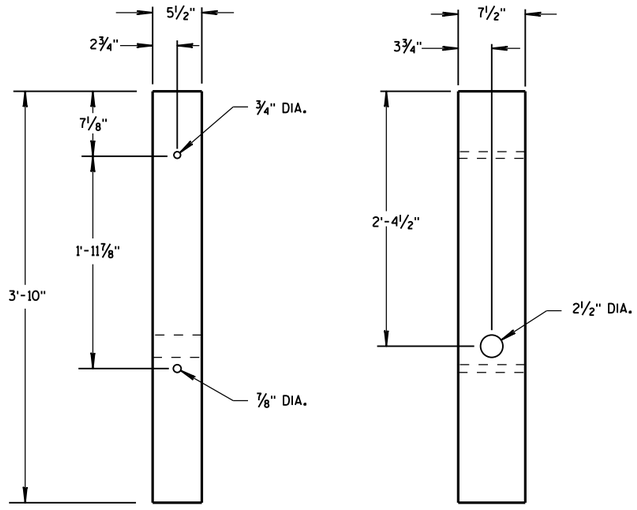
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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



FOUNDATION TUBE



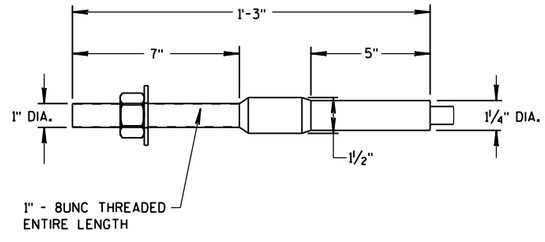


BREAKAWAY WOOD POST

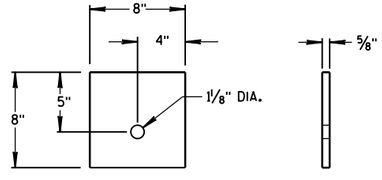
GENERAL NOTES

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



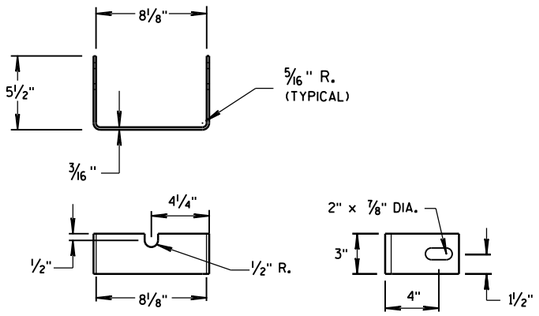
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

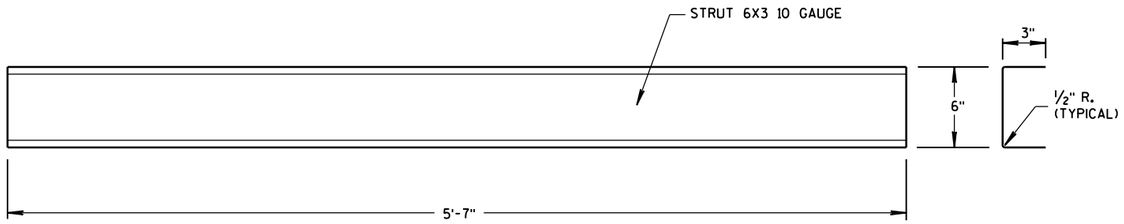
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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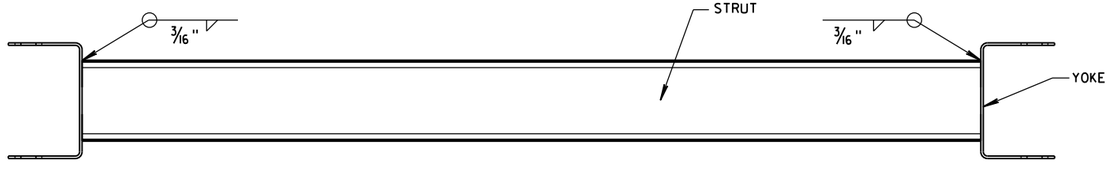
S.D.D. 14 B 47-2b



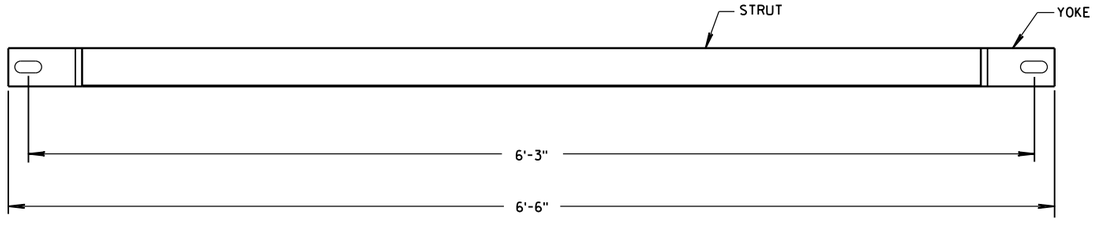
YOKE DETAIL



STRUT DETAIL

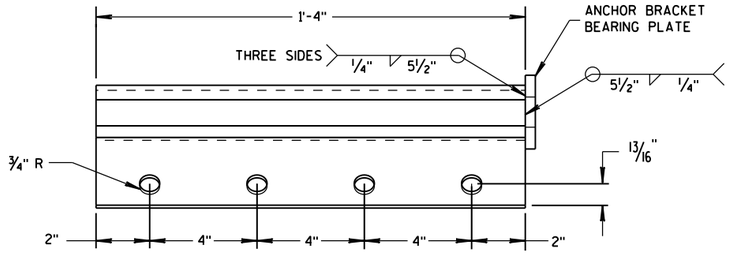


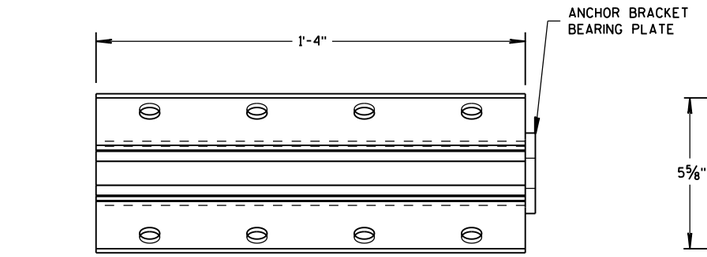
PLAN VIEW

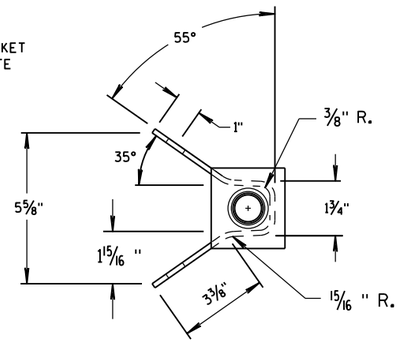


FRONT VIEW

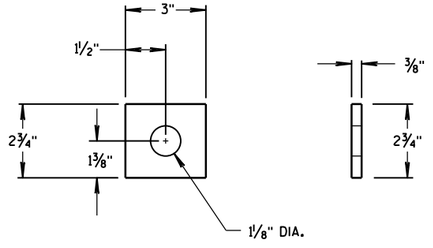
GROUND STRUT DETAIL







ANCHOR BRACKET



ANCHOR BRACKET BEARING PLATE

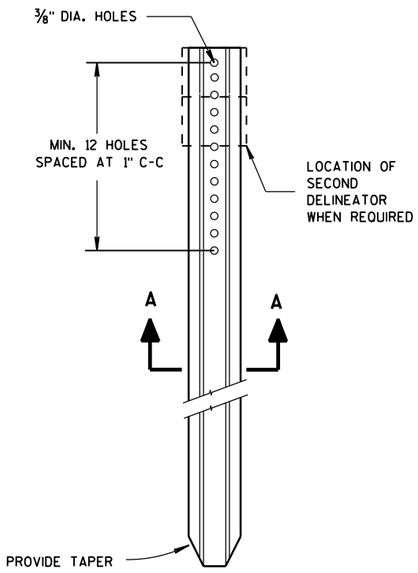
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

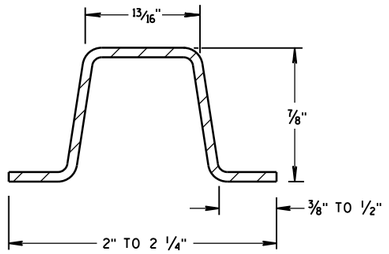
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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

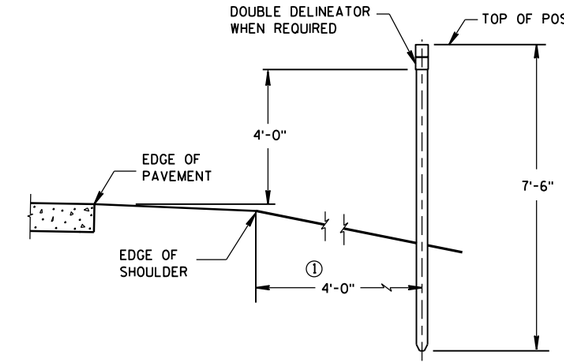


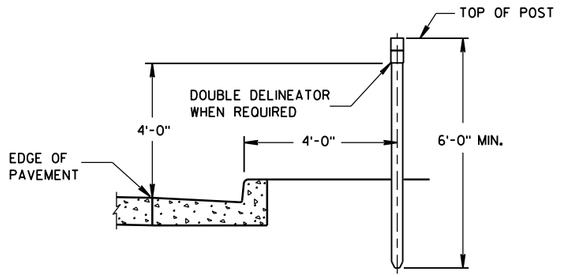
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



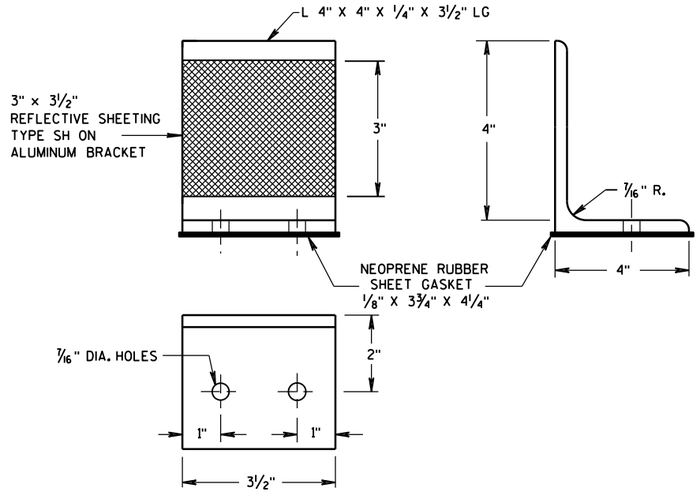


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

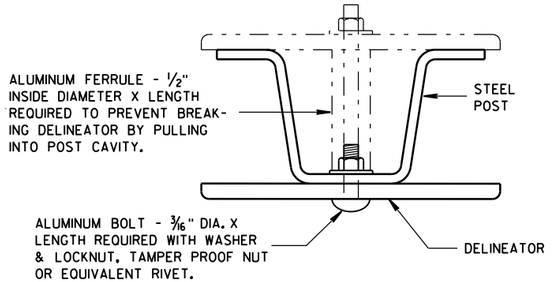
GENERAL NOTES

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

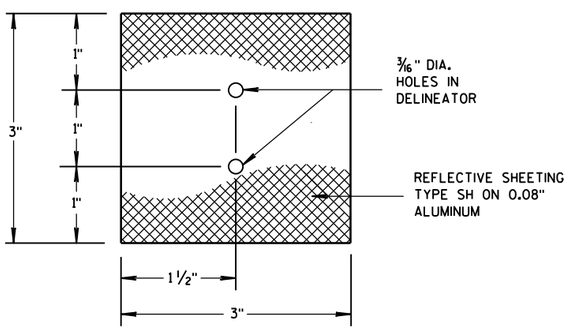
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



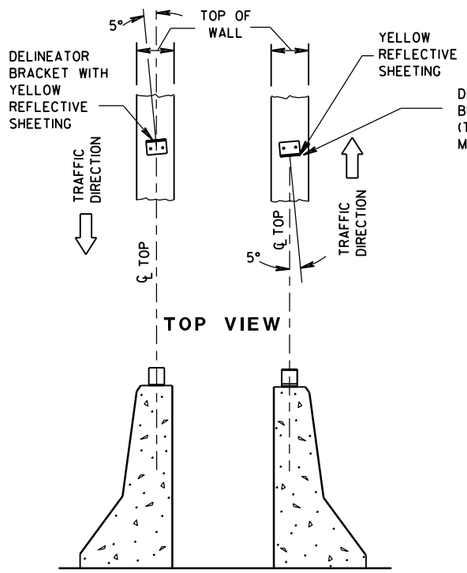
DELINEATOR BRACKET



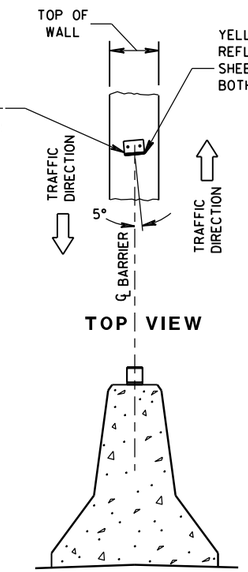
MOUNTING DETAIL FOR DELINEATOR



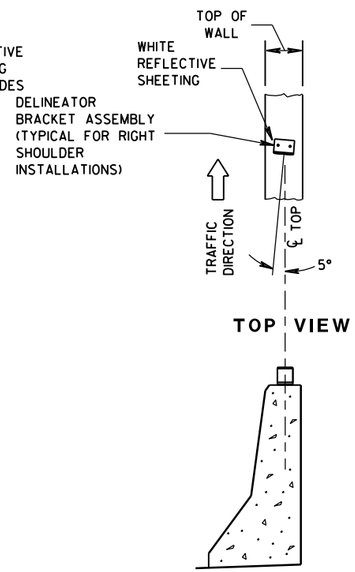
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

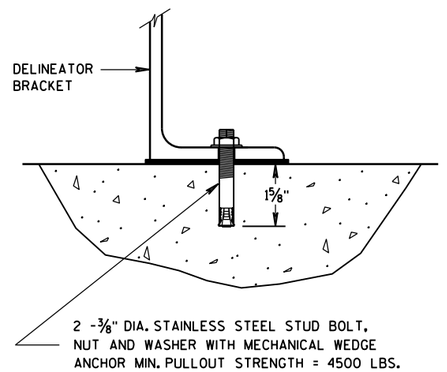


MEDIAN BARRIER



BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

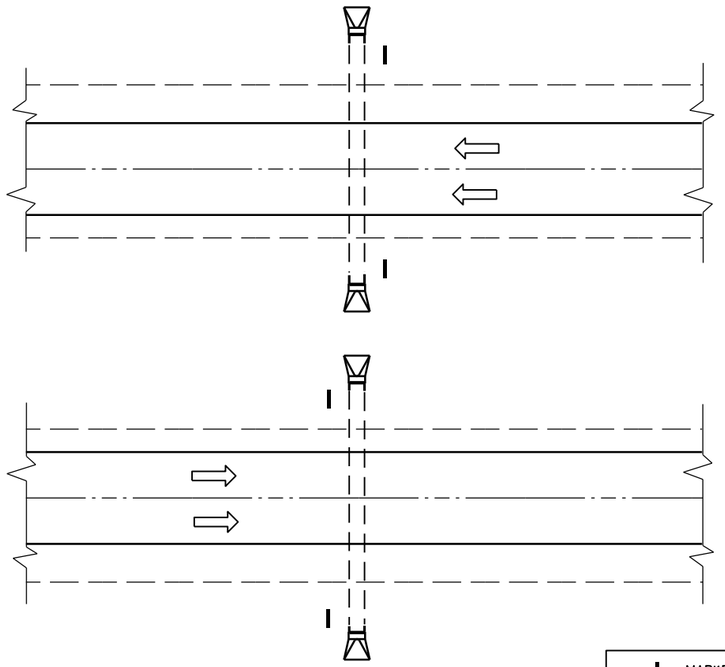
APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

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S.D.D. 15 A 2-8

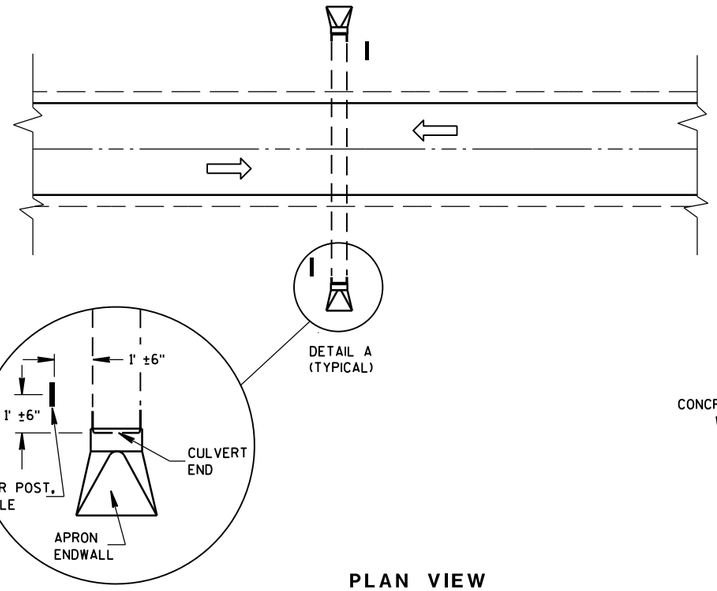
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S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

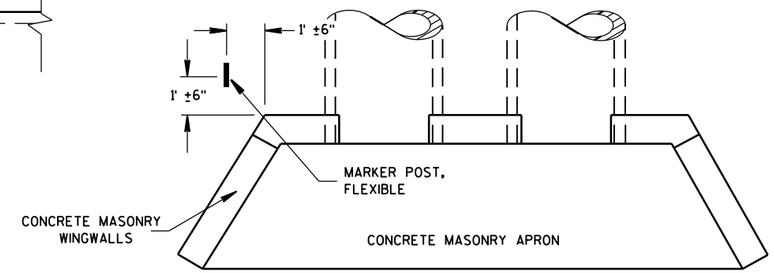
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

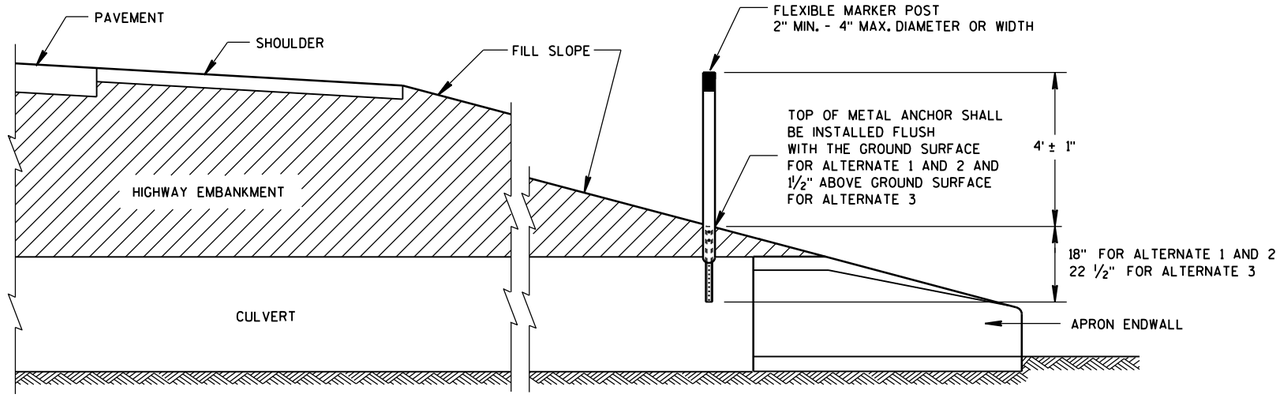
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

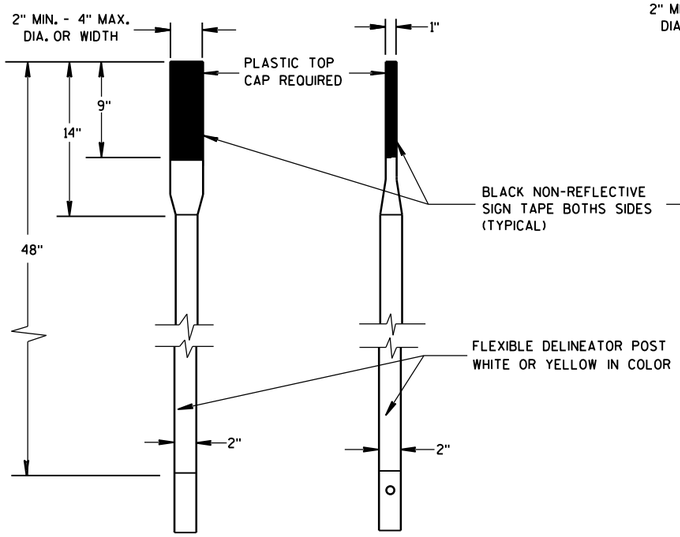
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

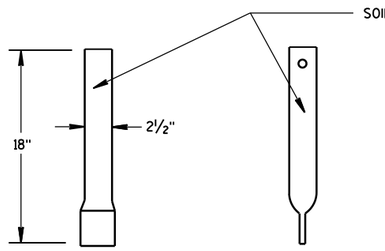
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S.D.D. 15 A 3-2a

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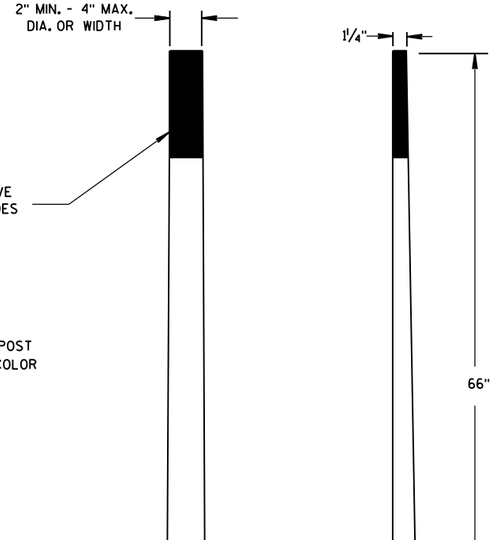
S.D.D. 15 A 3-2a





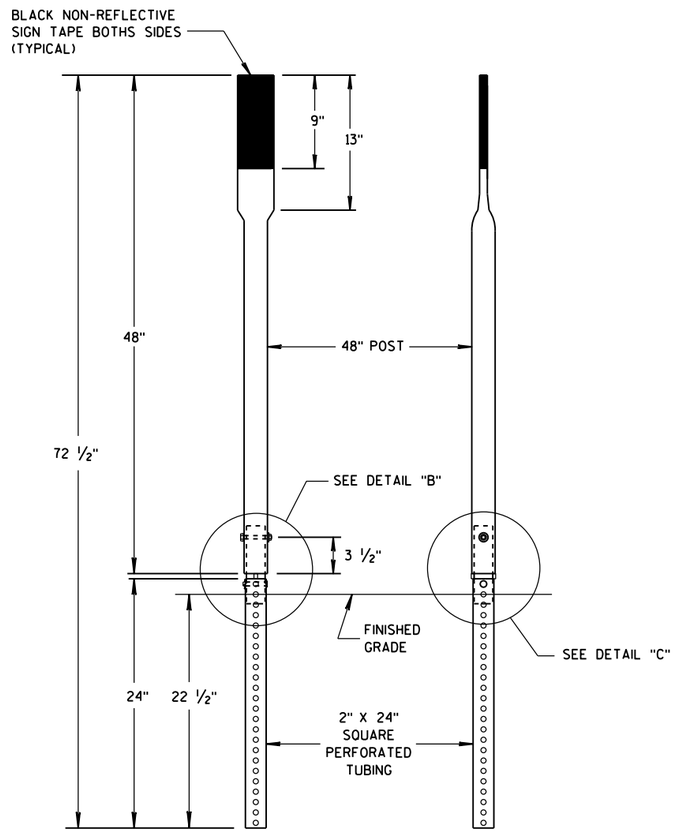
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

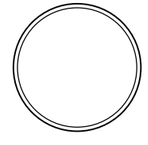
ALTERNATE 2



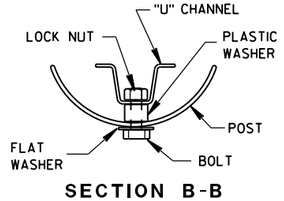
FRONT VIEW SIDE VIEW

ALTERNATE 3

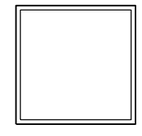
FLEXIBLE MARKER POSTS



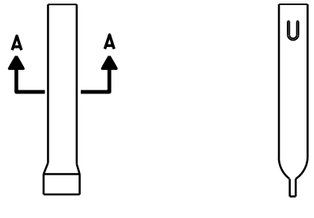
SECTION A-A



SECTION B-B

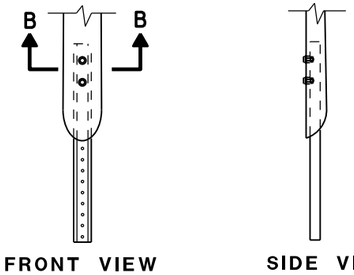


SECTION C-C



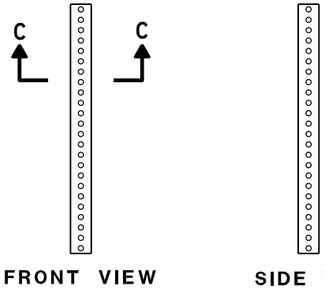
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

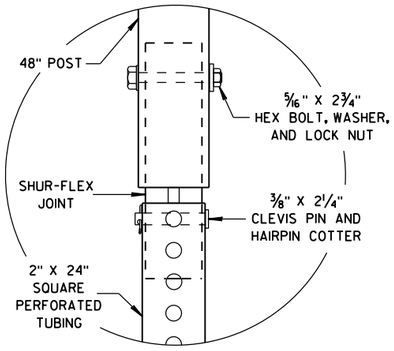
ALTERNATE 2



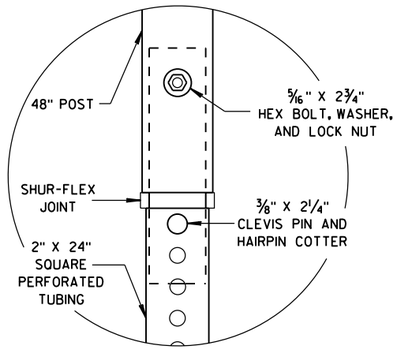
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
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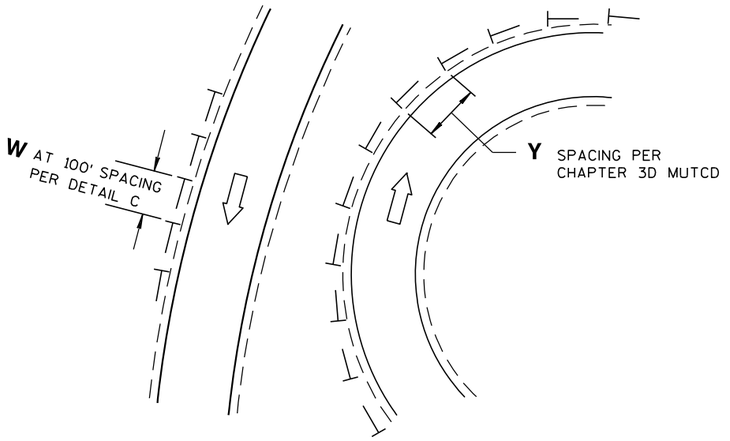
S.D.D. 15 A 3-2b

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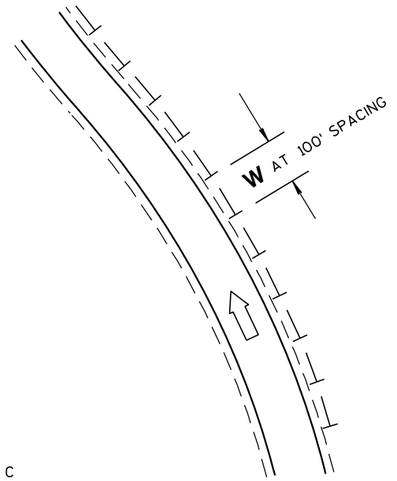
S.D.D. 15 A 3-2b

GENERAL NOTES

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



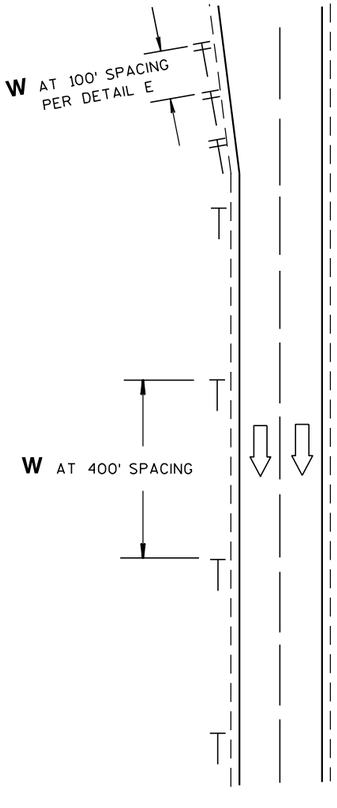
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



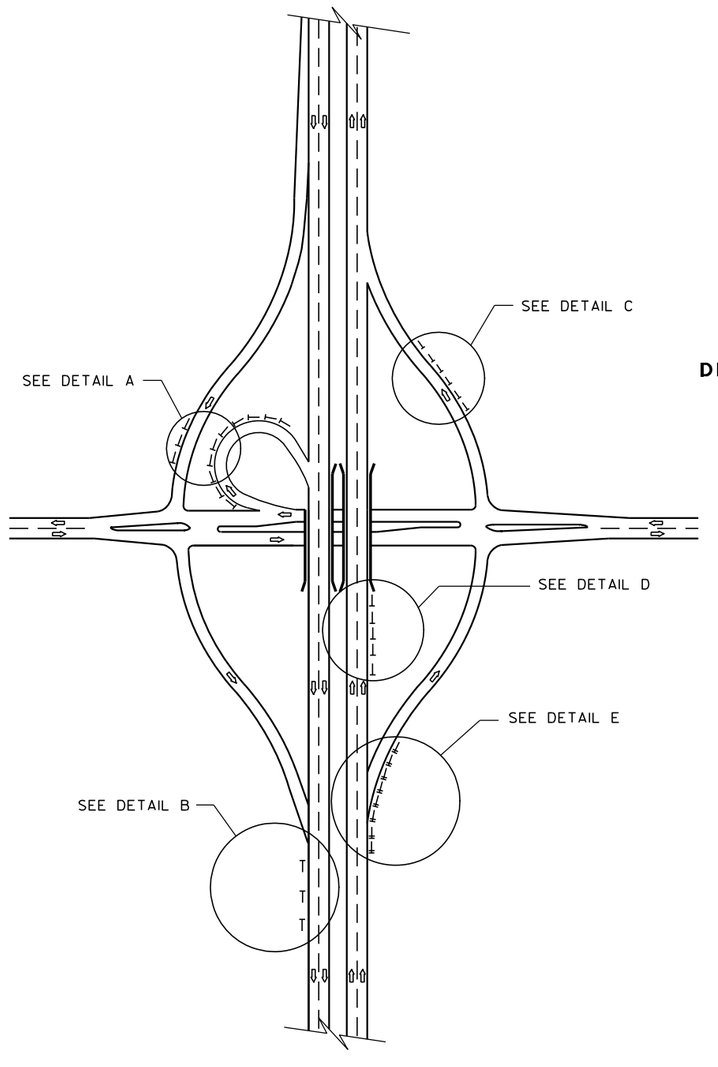
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

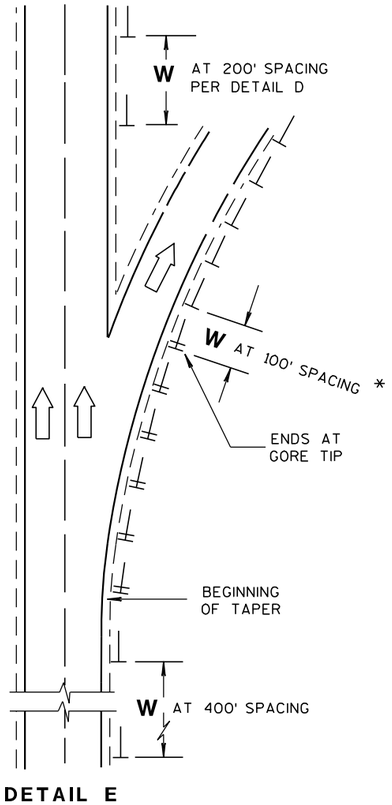
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



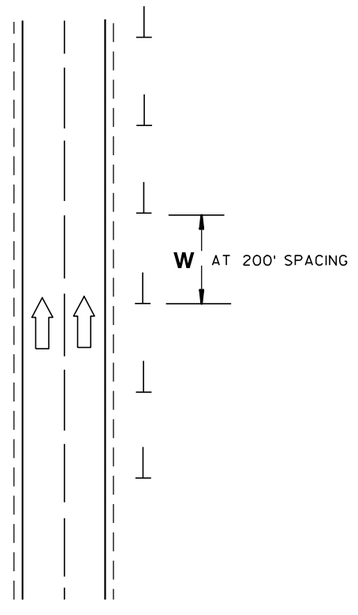
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



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



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

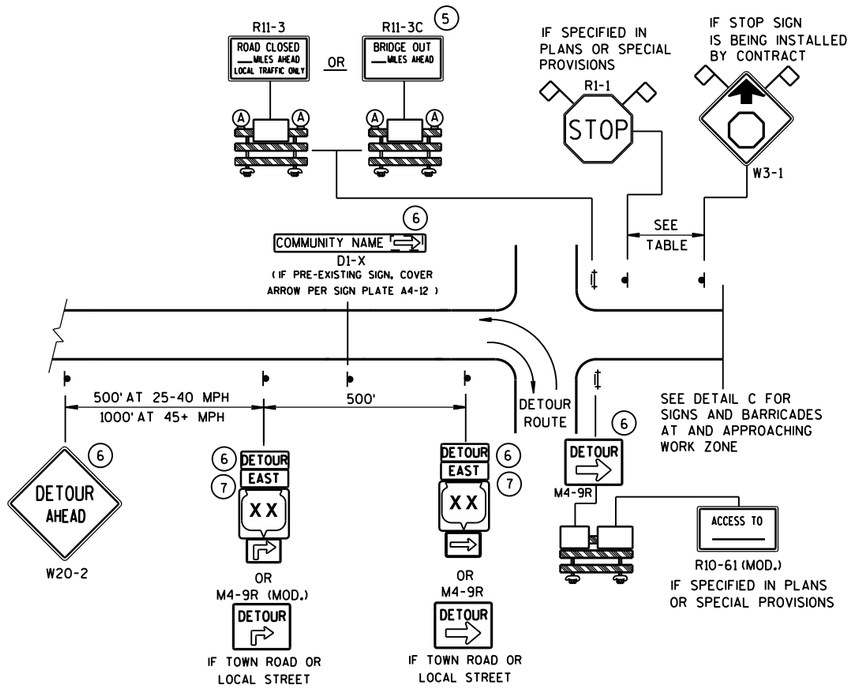
APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 6-2

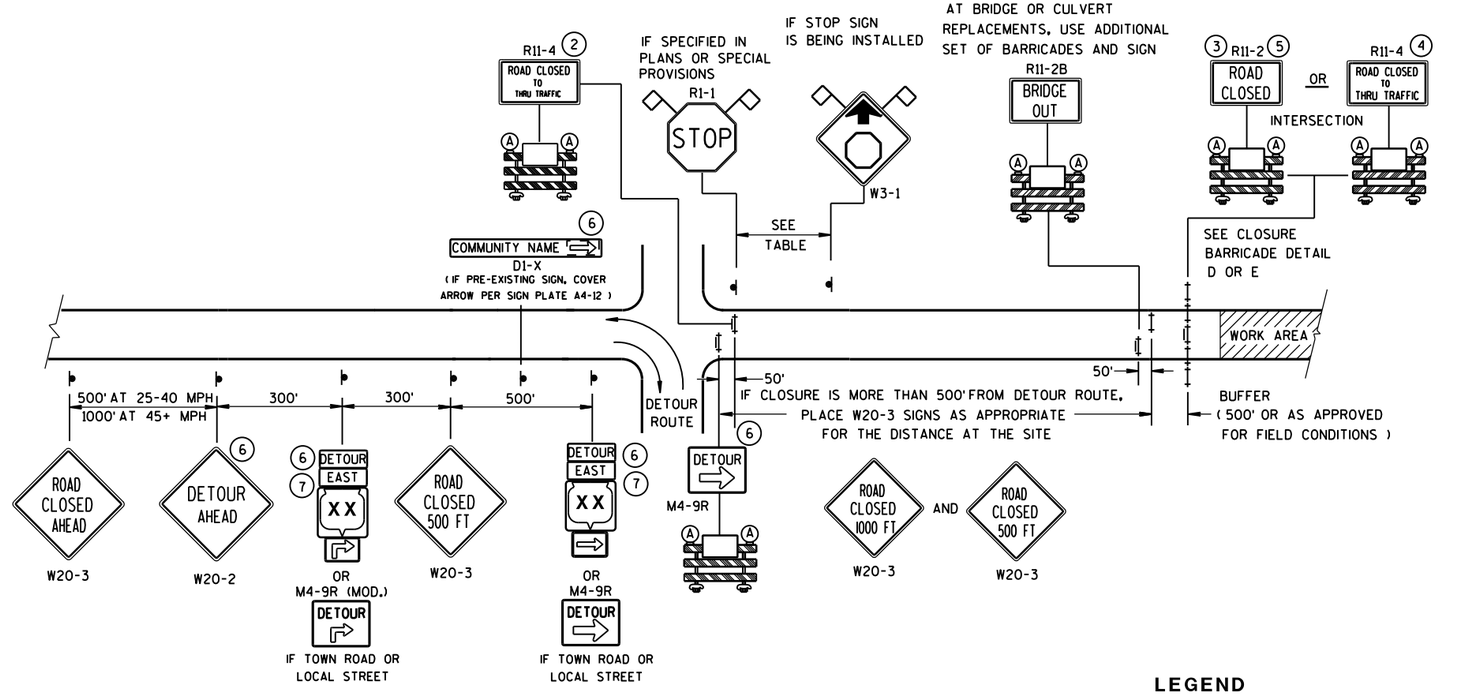
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S.D.D. 15 A 6-2



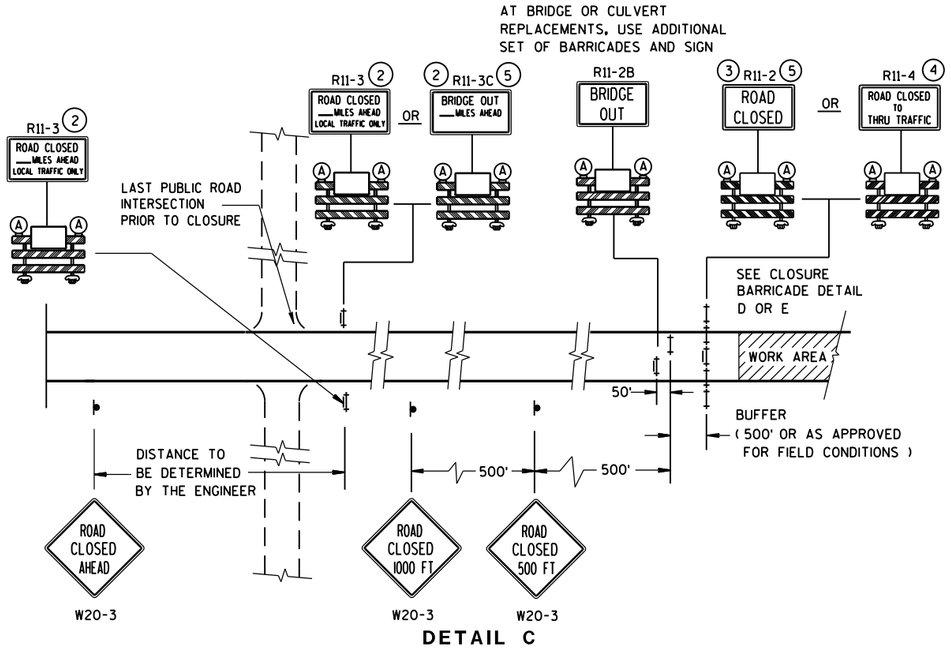
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

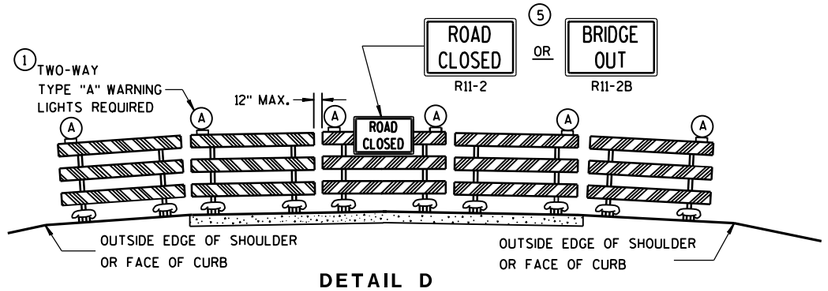
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

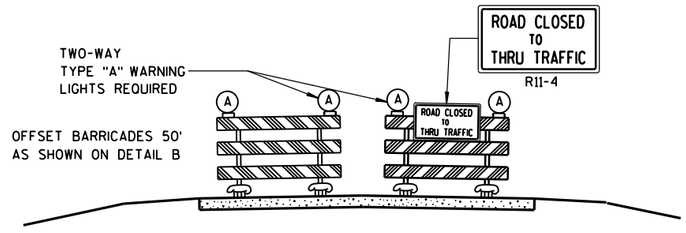
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S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

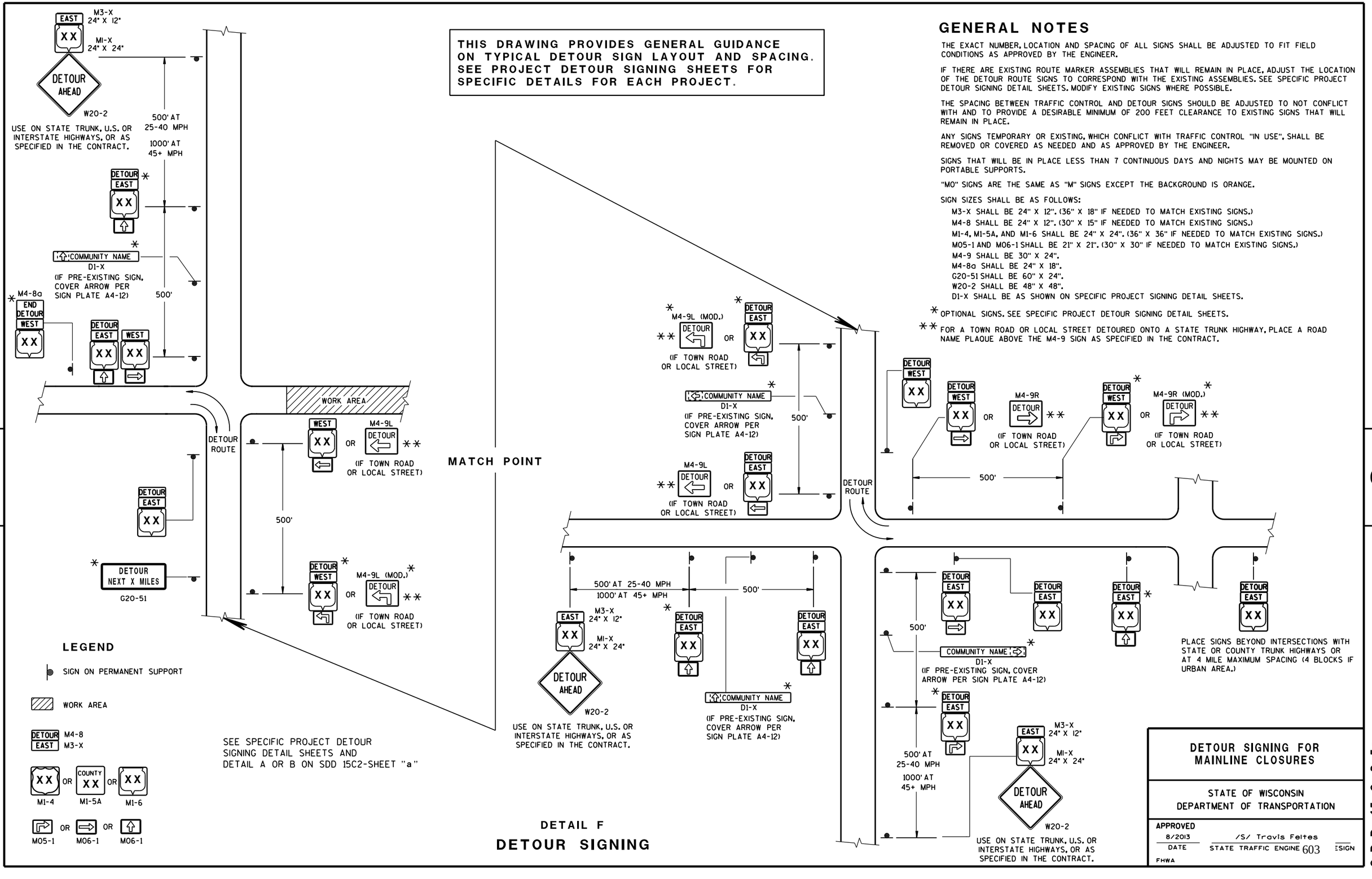
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
603
FHWA

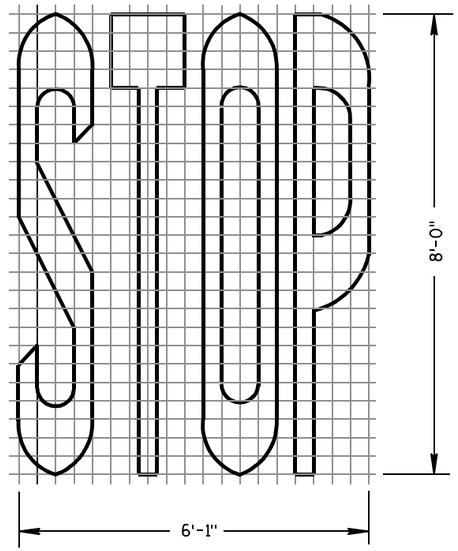
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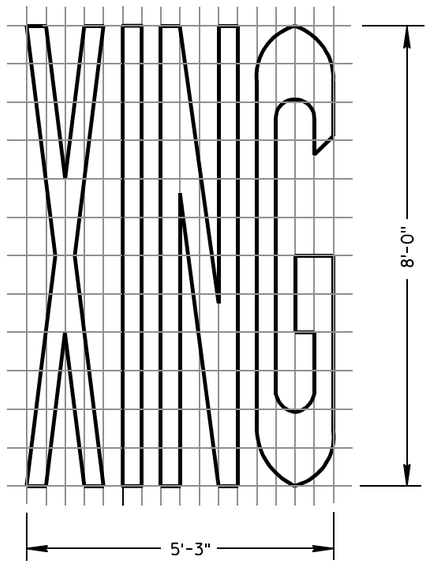
S.D.D. 15 C 2-5c

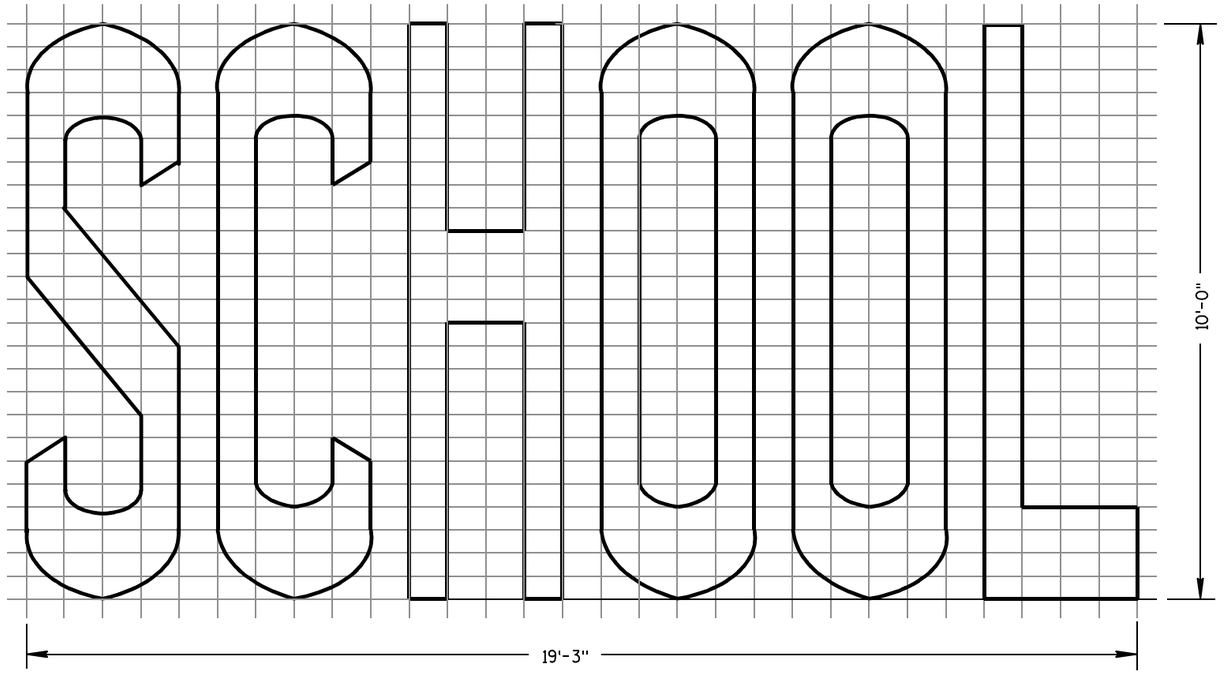
GENERAL NOTES

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

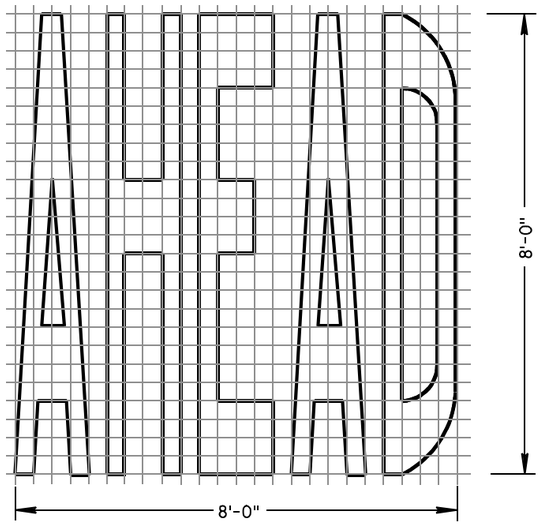
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES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

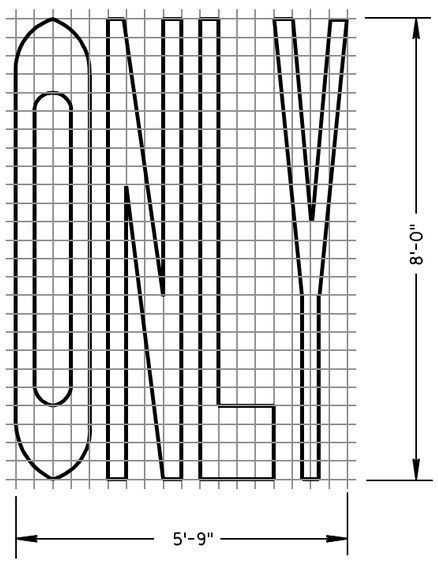


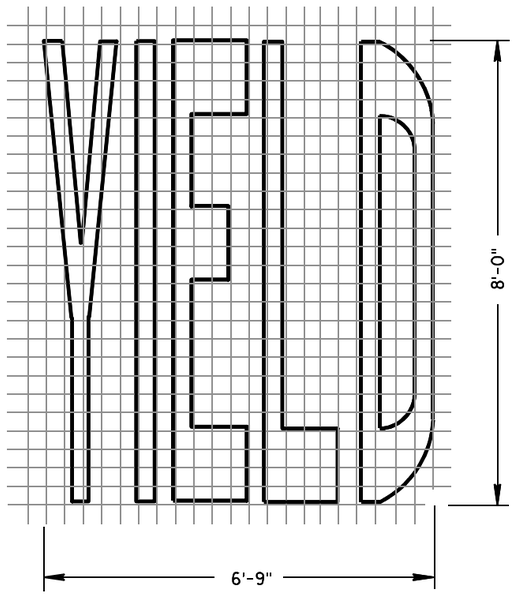


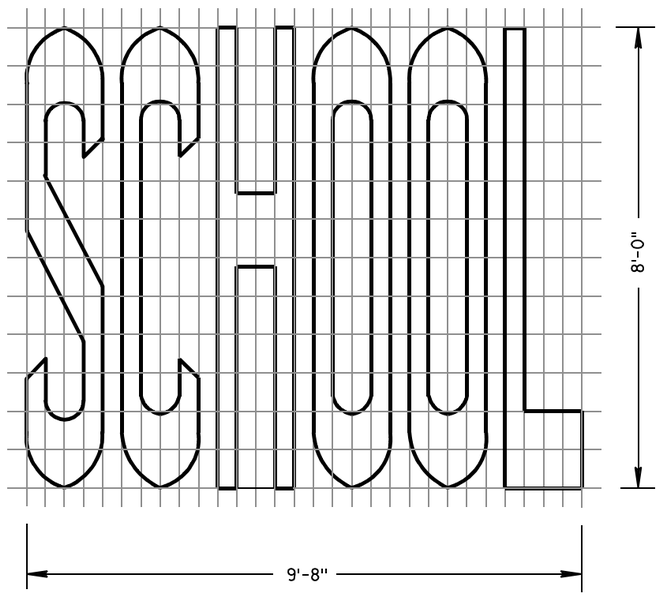


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

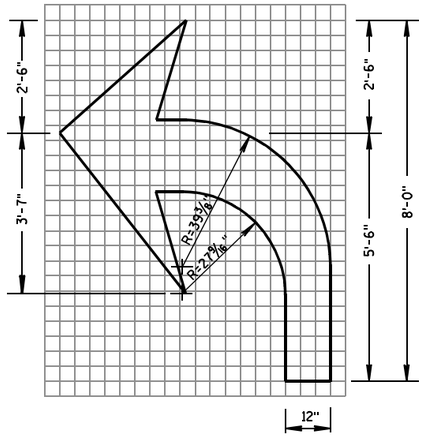
FHWA

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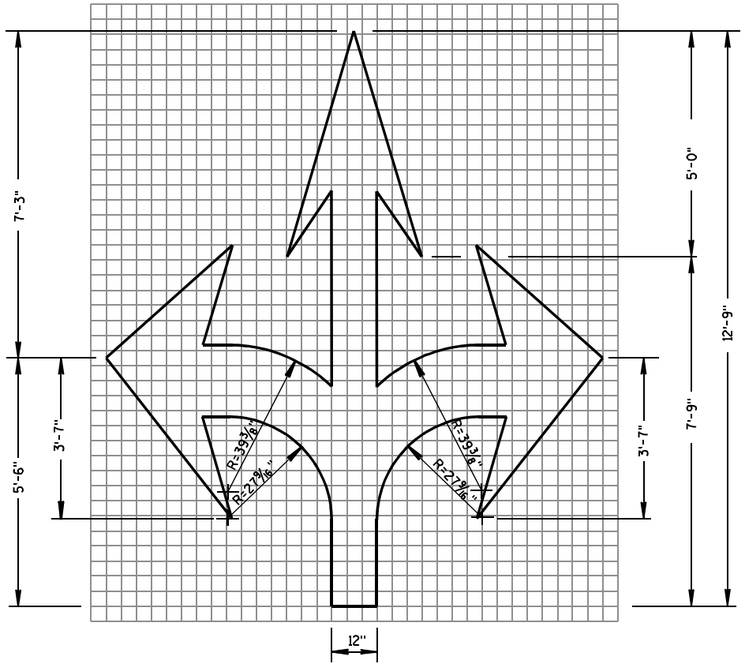
S.D.D. 15 C 7-12b

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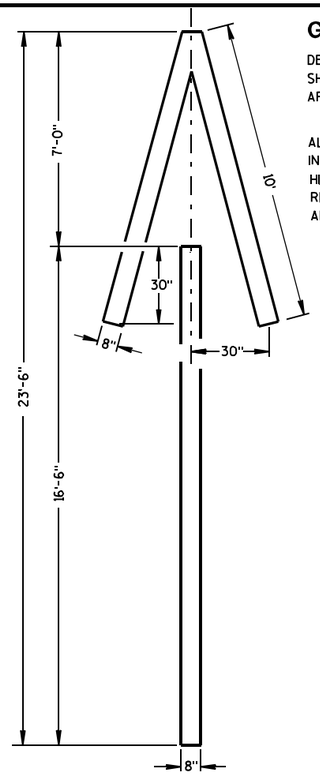
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

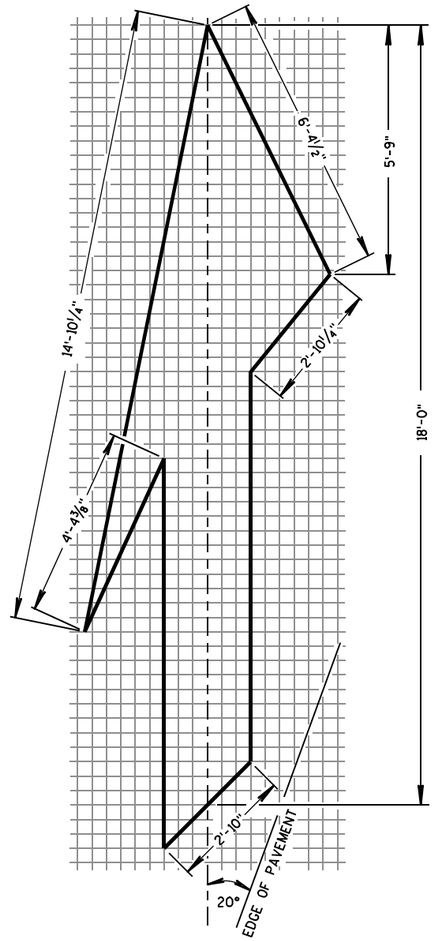


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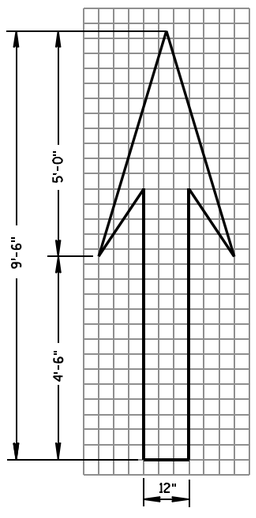
GENERAL NOTES

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.

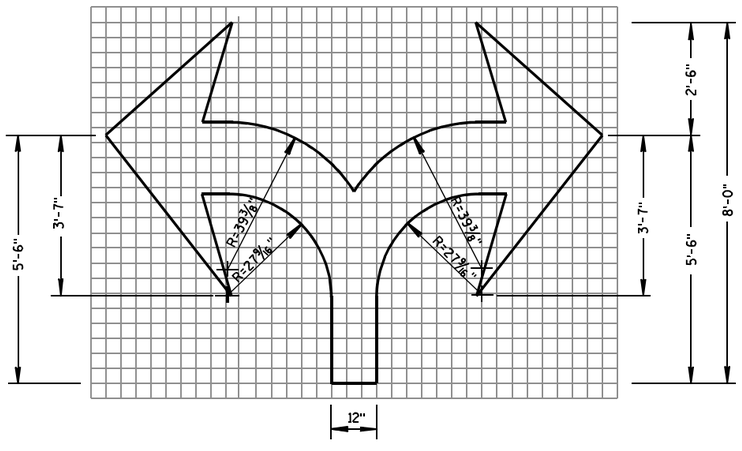
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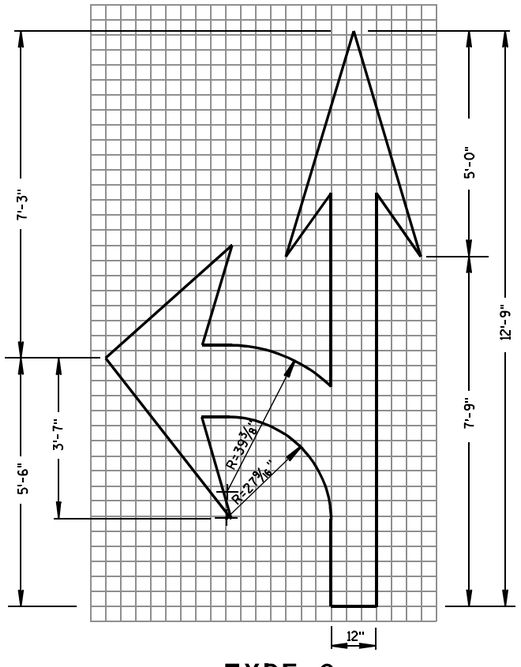
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

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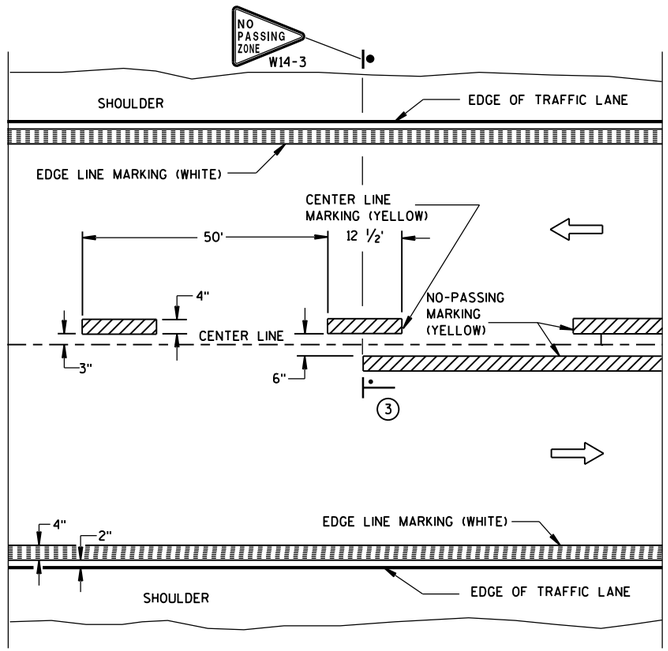
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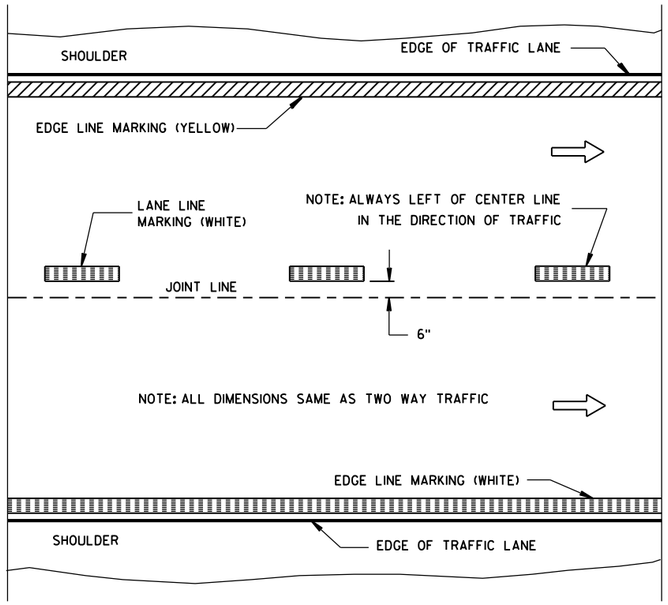
S.D.D. 15 C 7-12c

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

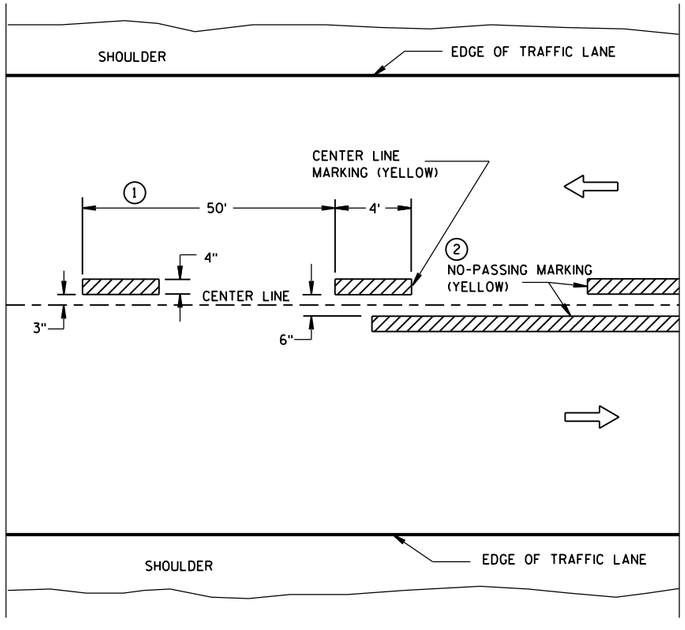


TWO WAY TRAFFIC

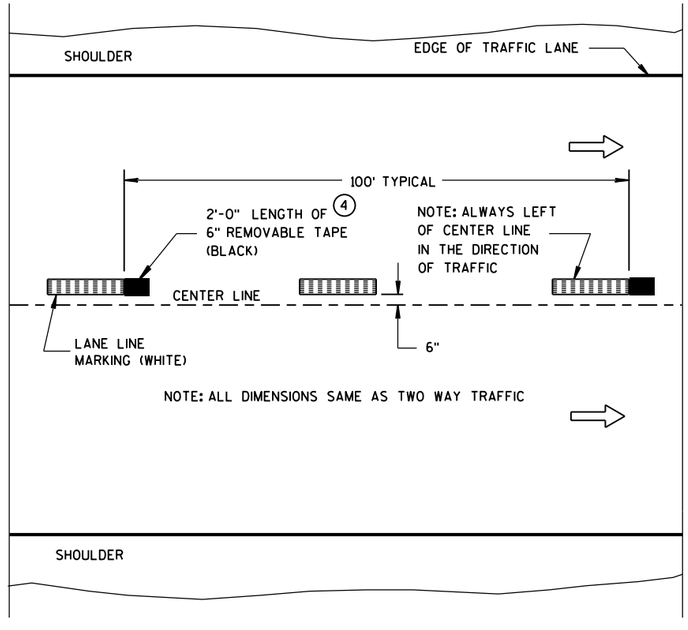


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

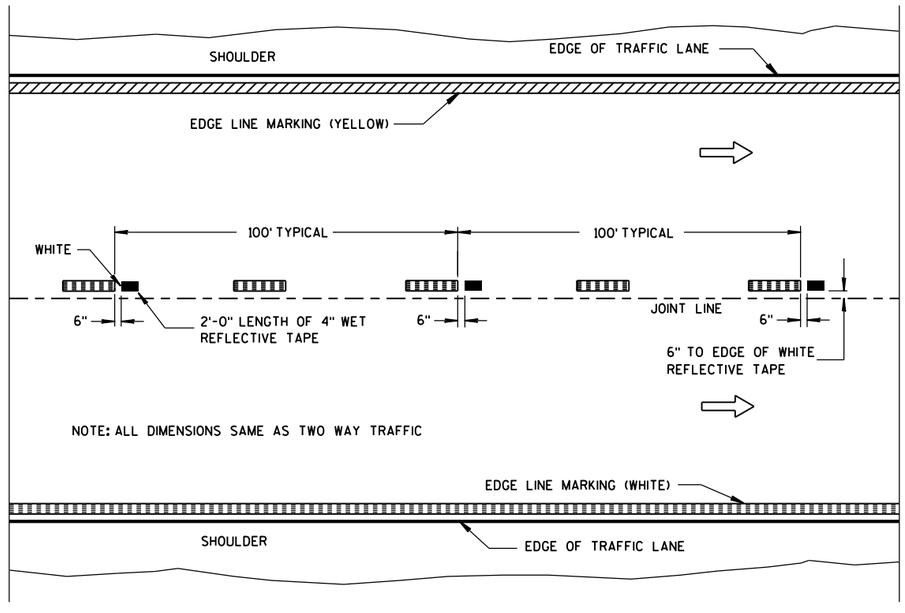
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC E

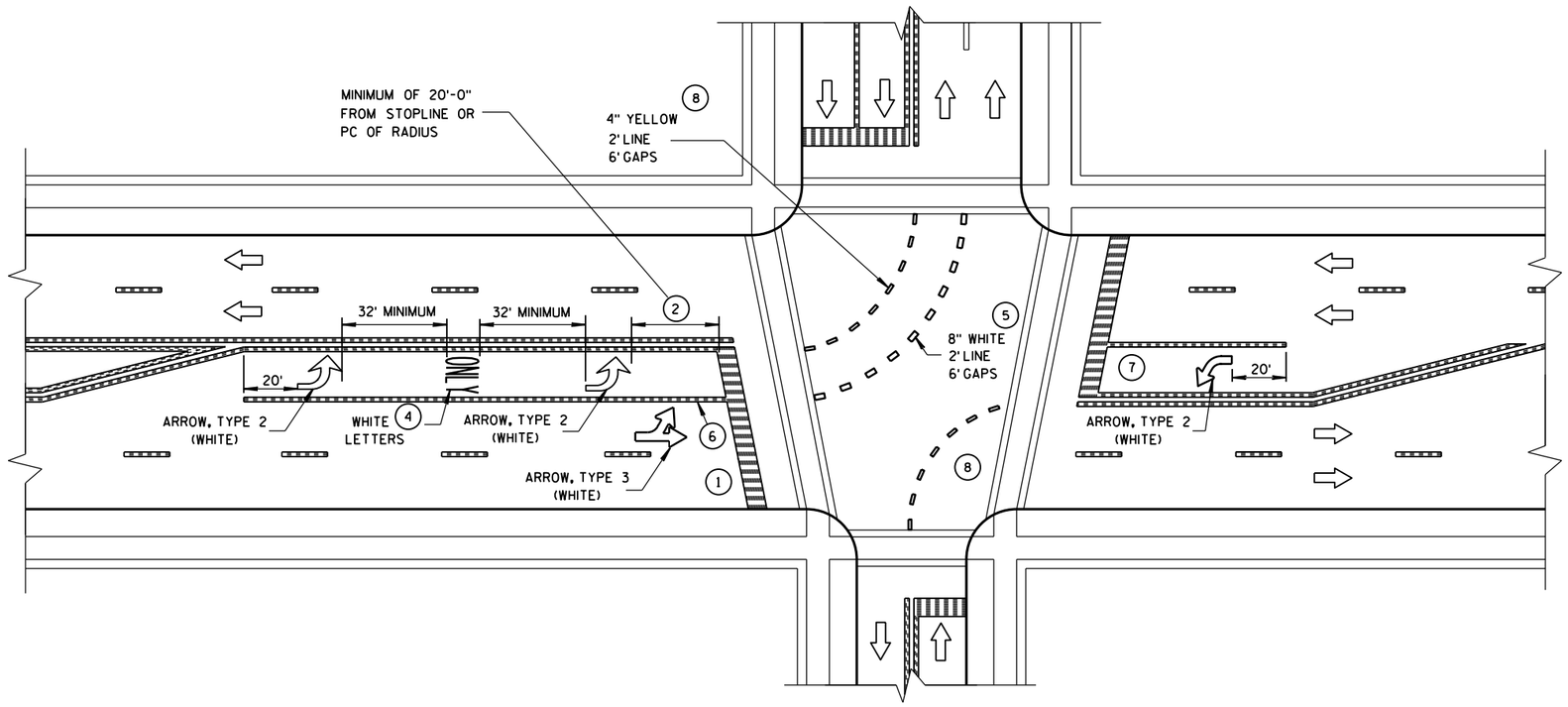
FHWA

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

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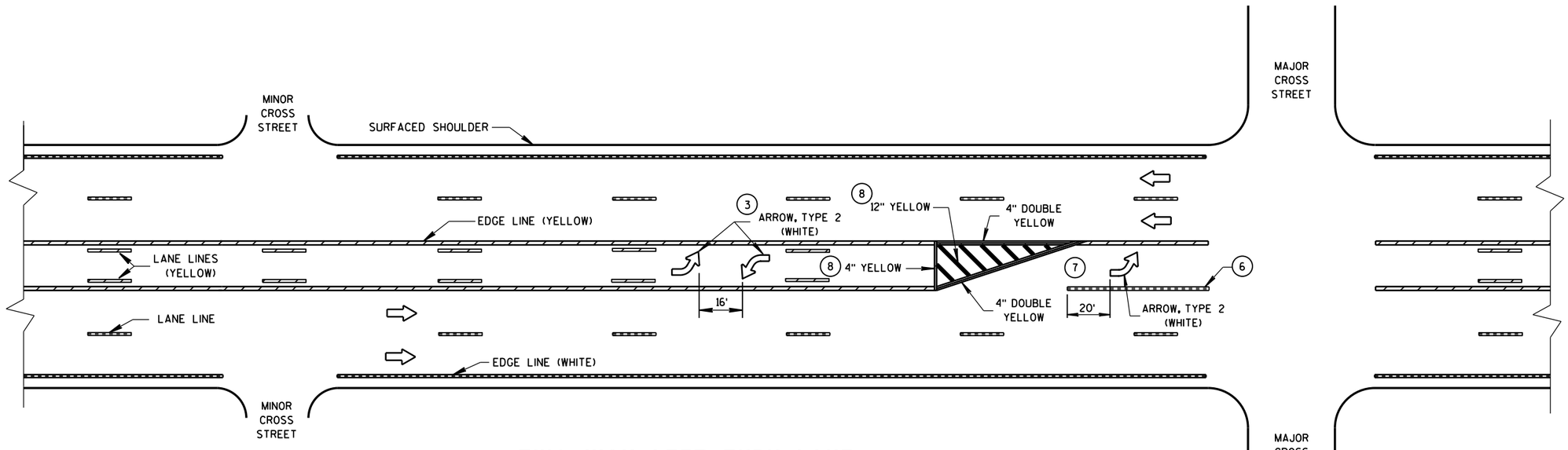
S.D.D. 15 C 8-16a



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

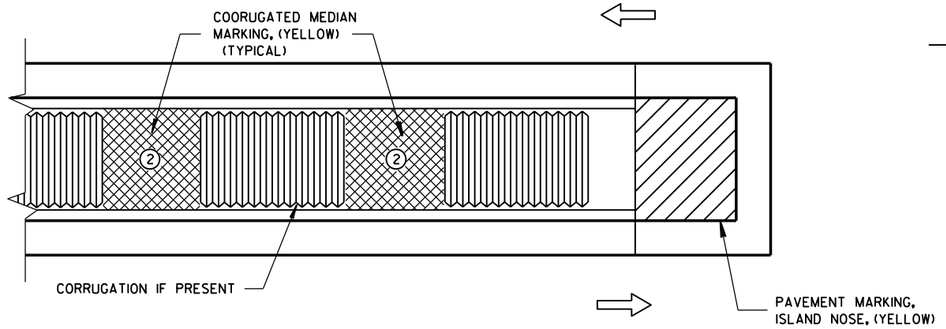
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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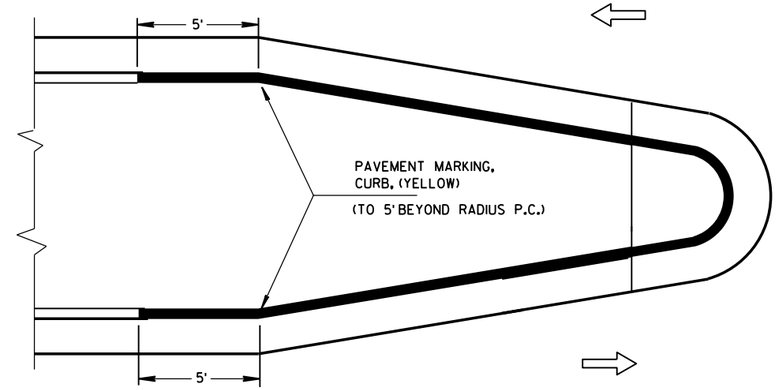
S.D.D. 15 C 8-16e

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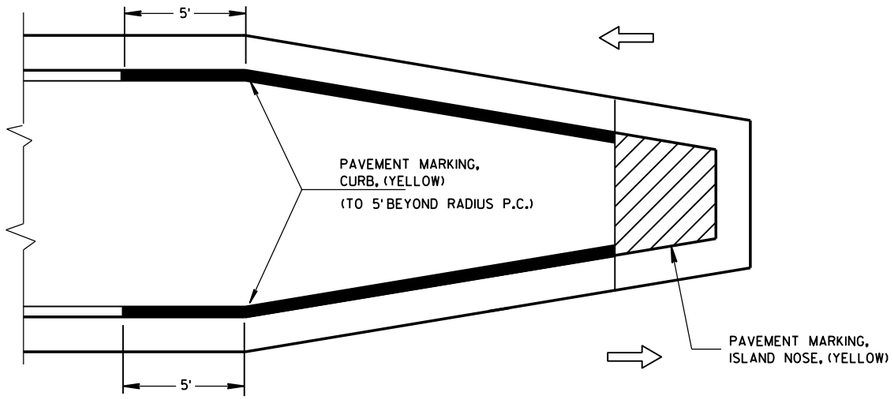
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

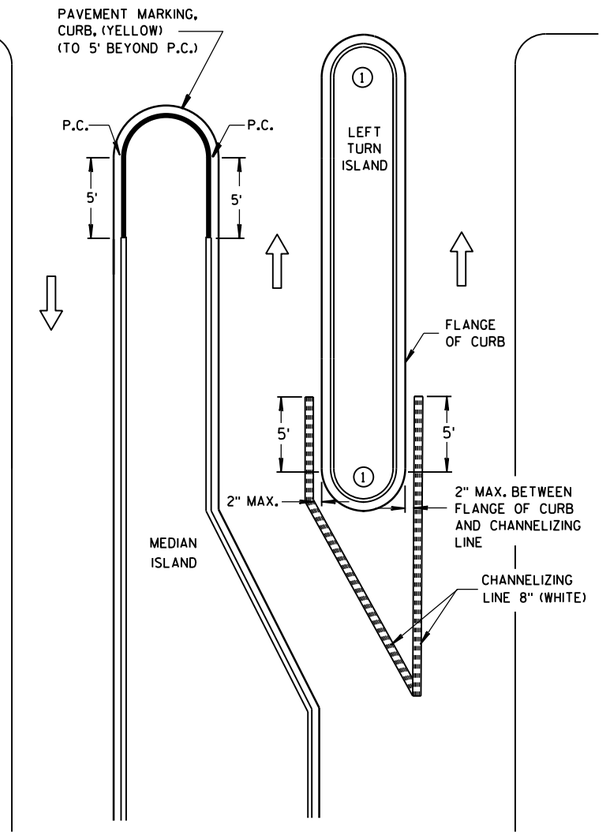


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

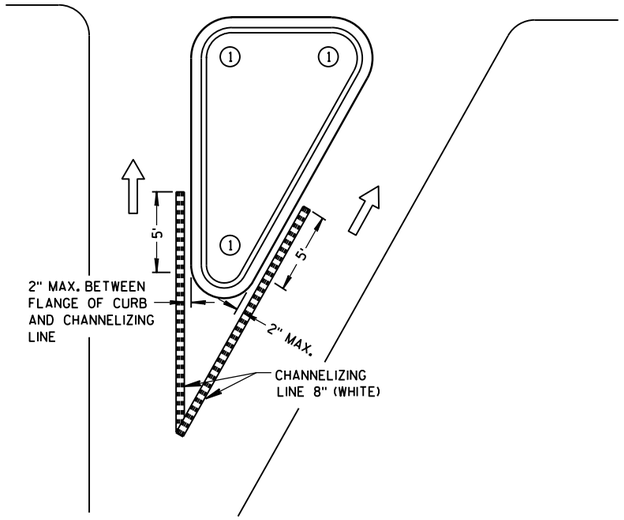


LEFT TURN & MEDIAN ISLAND

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)

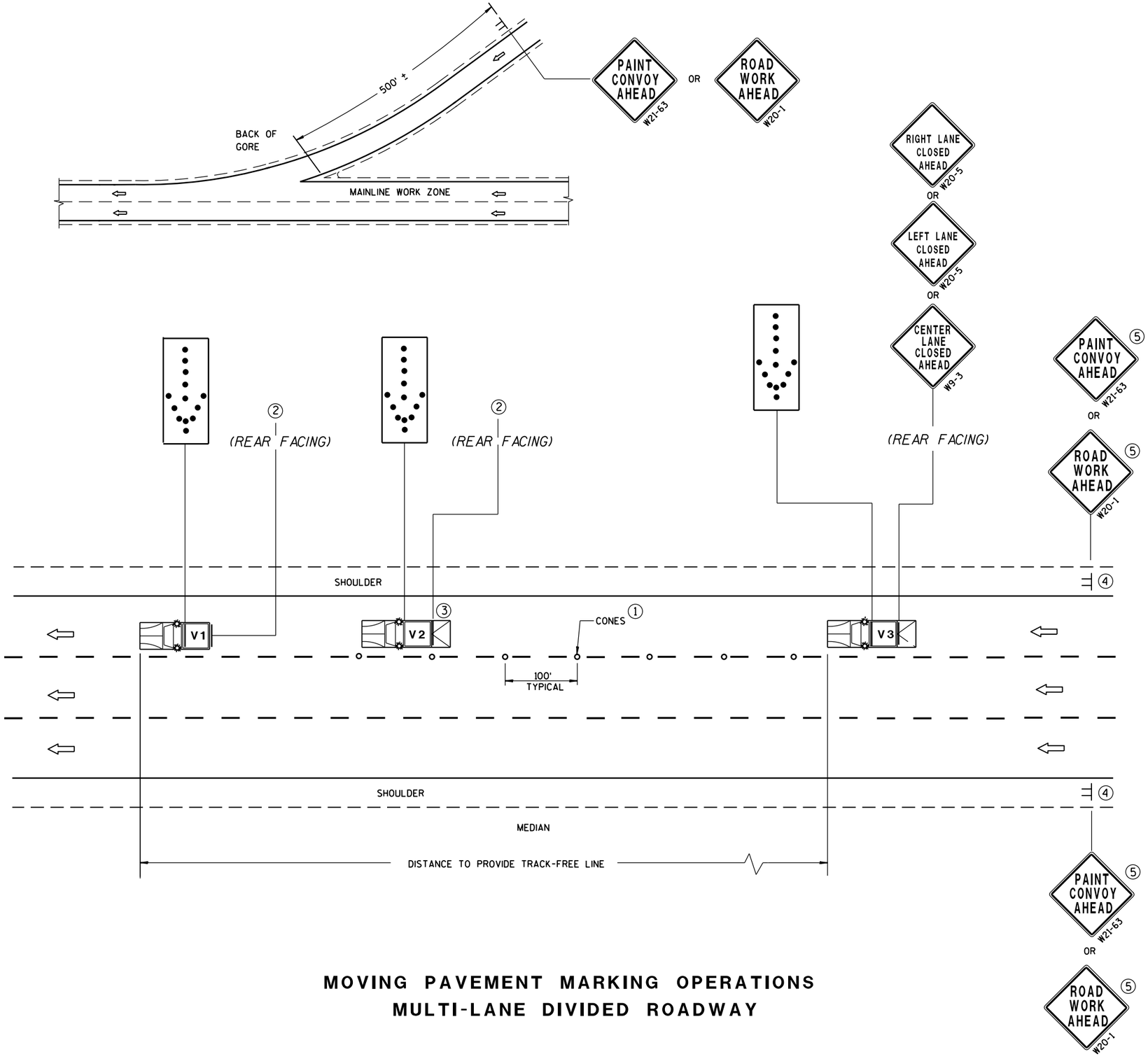
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 608

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

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



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

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S.D.D. 15 C 19-2c

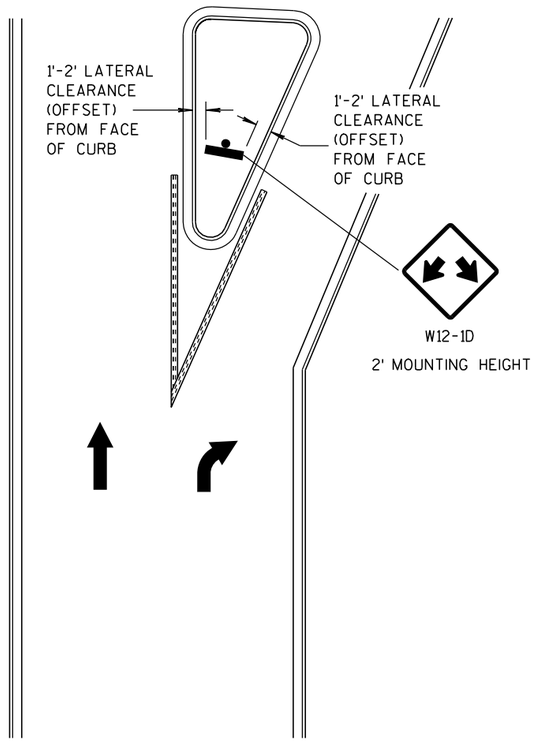
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S.D.D. 15 C 19-2c

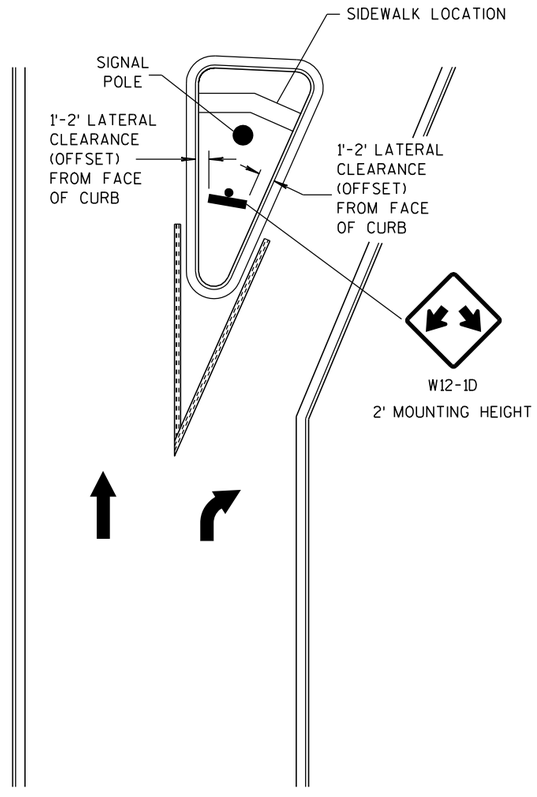
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

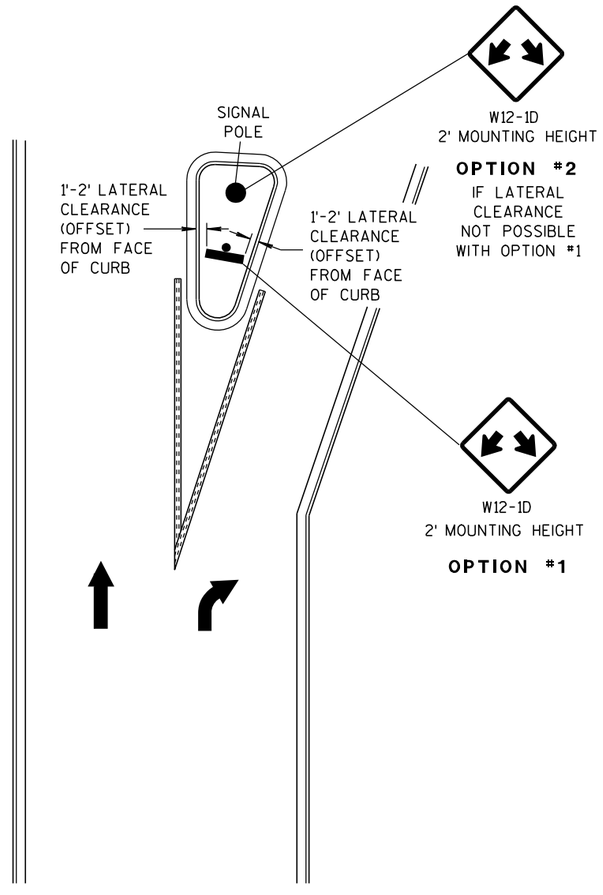
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

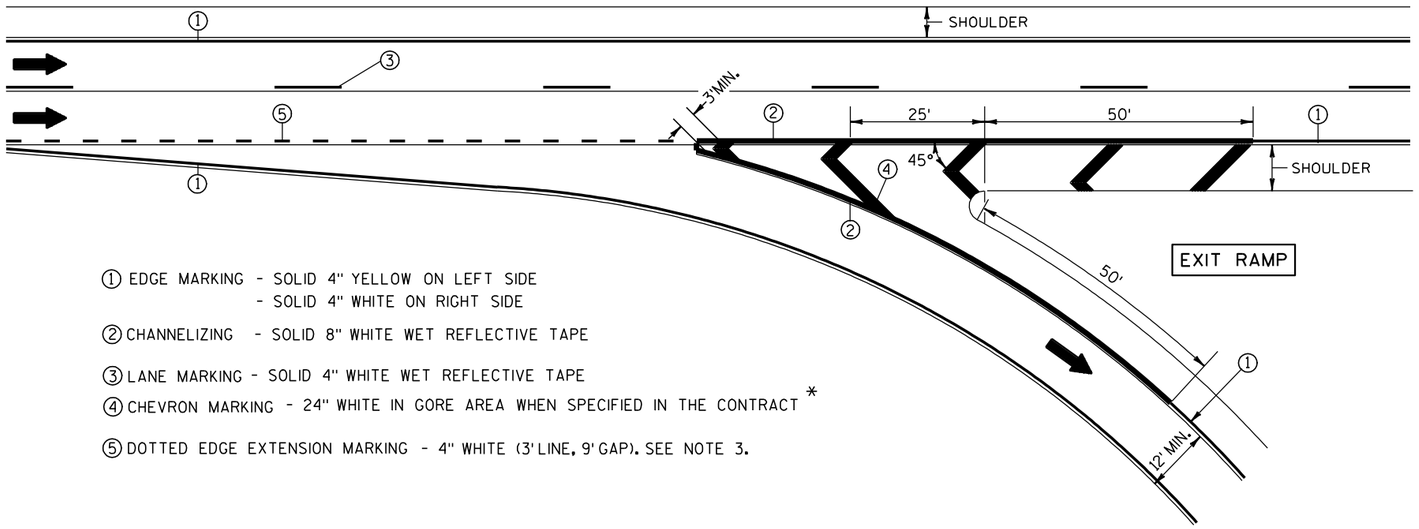
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA	610 IGN

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S.D.D. 15 C 27-1

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S.D.D. 15 C 27-1



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

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

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

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

NOTES:

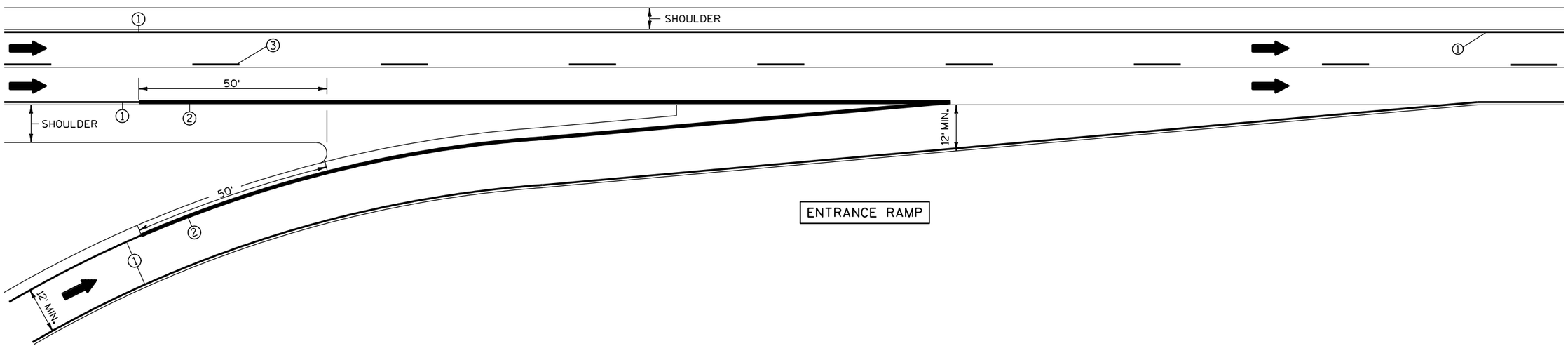
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

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

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

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



6

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

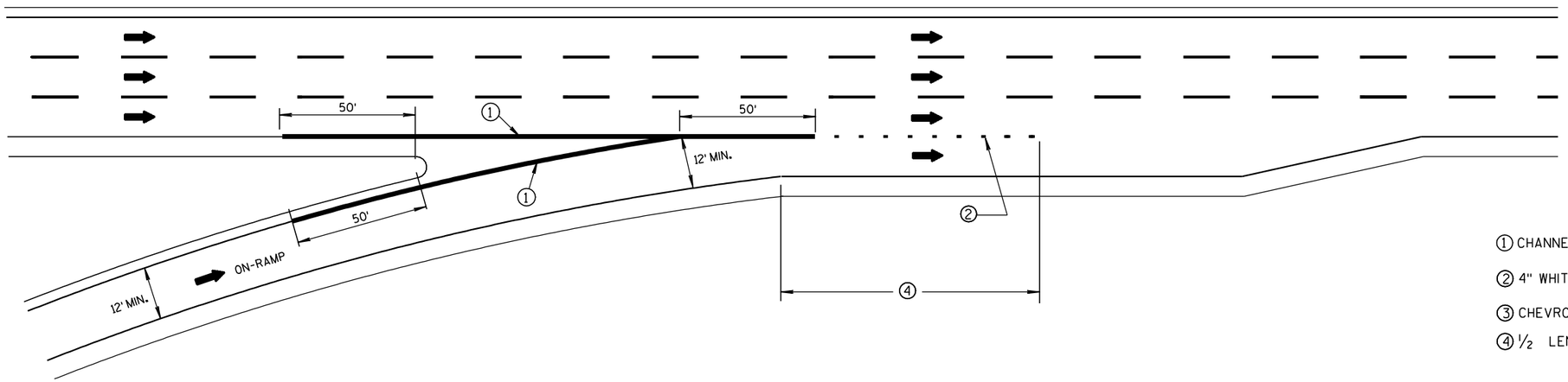
S.D.D. 15 C 31-1a

PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

NOTES:

1. AHEAD ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
3. RETRACE EXISTING DIAGONAL MARKINGS.



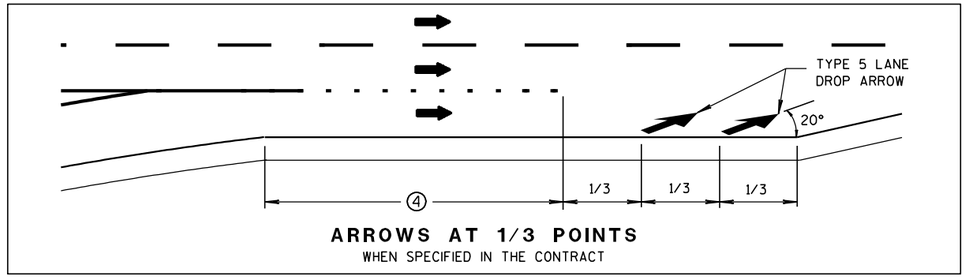
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

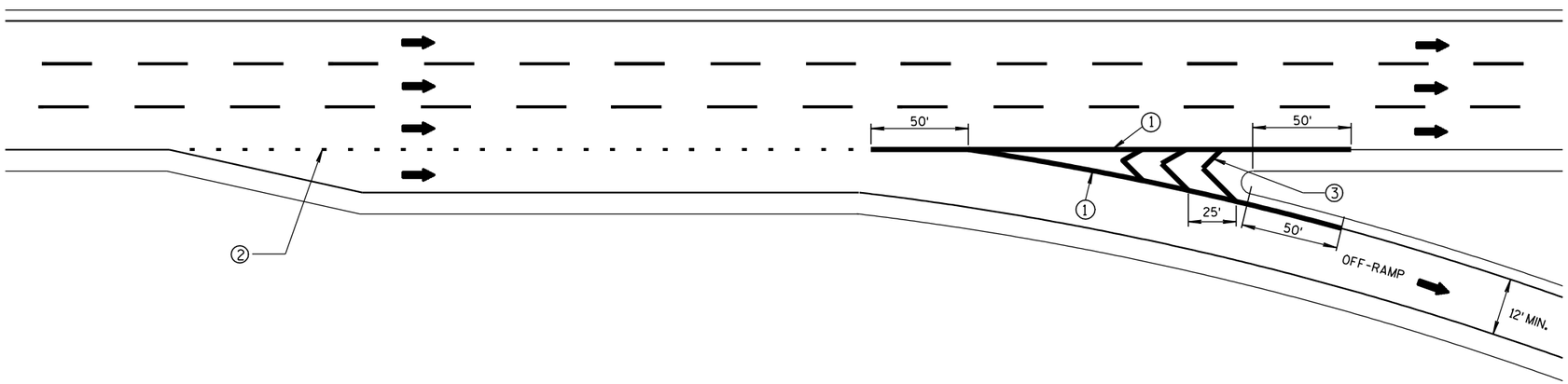
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

④ ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP



ARROWS AT 1/3 POINTS
WHEN SPECIFIED IN THE CONTRACT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

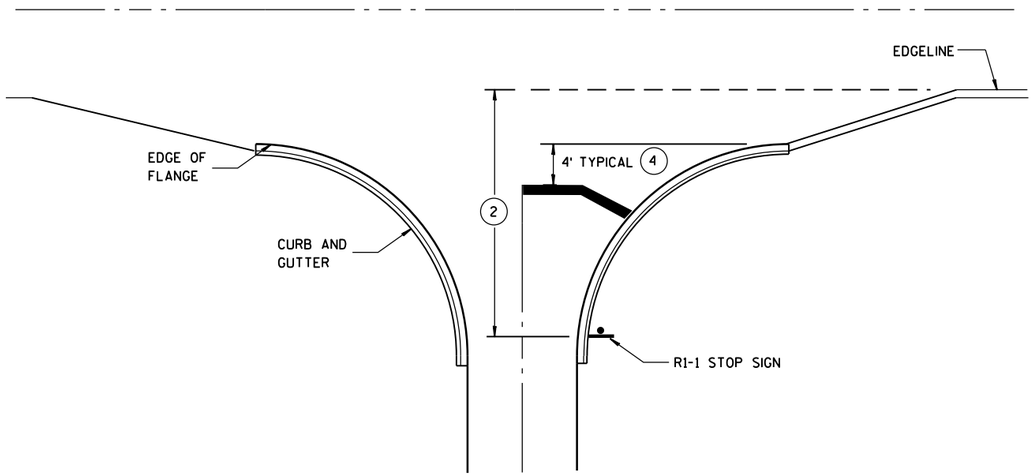
APPROVED
6/23/2011 DATE
/S/ Thomas N. Nothem
STATE TRAFFIC ENGINE 612 SIGN
FHWA

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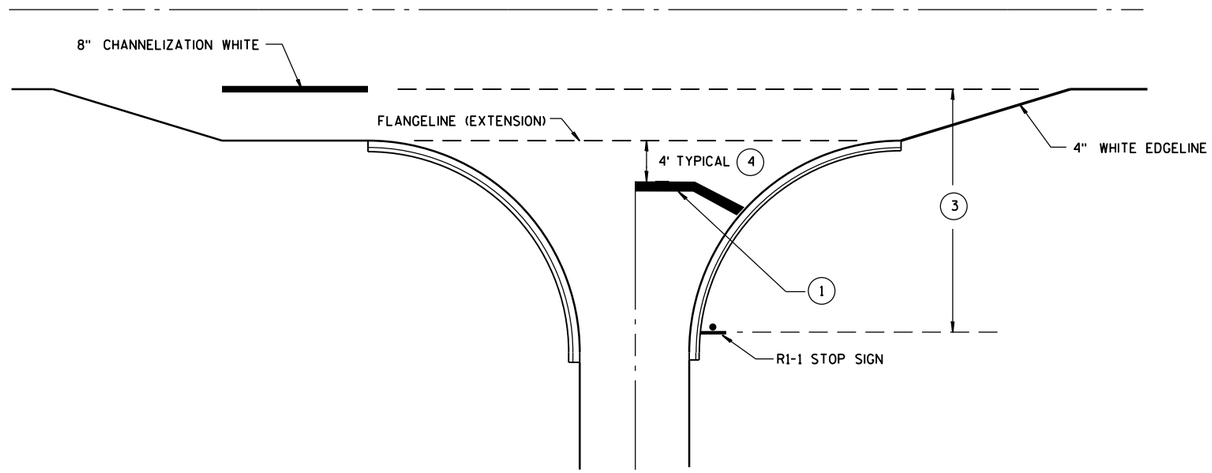
S.D.D. 15 C 31-1d

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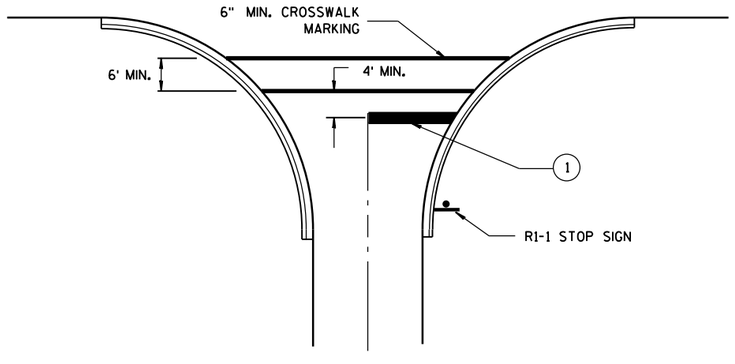
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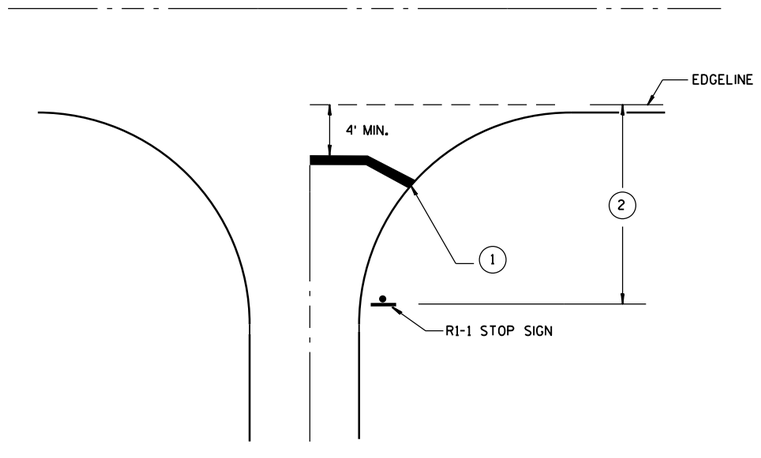
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

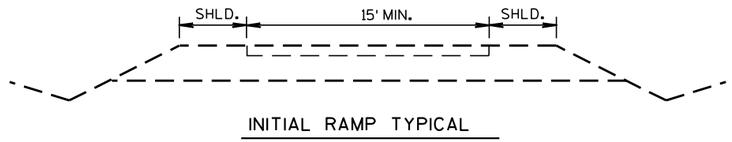
4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

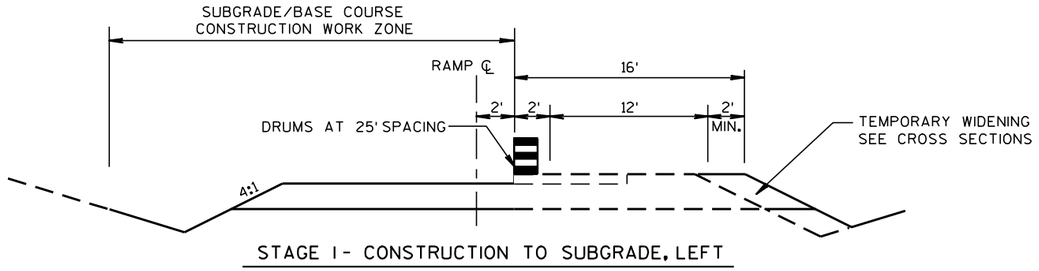
FHWA

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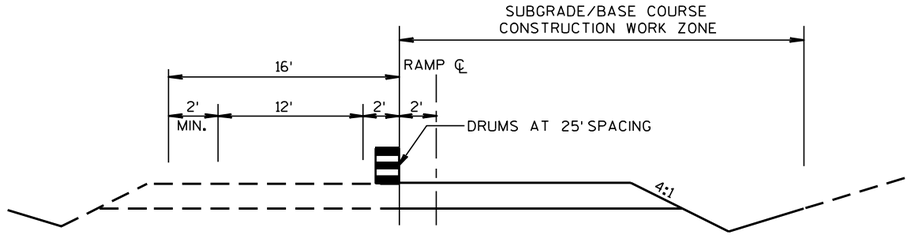
S.D.D. 15 C 33-1



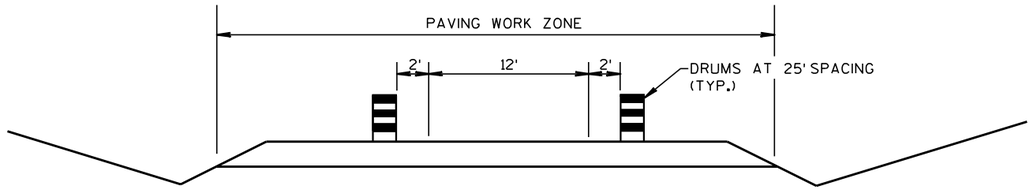
INITIAL RAMP TYPICAL



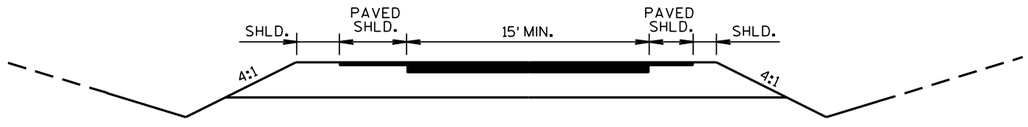
STAGE I - CONSTRUCTION TO SUBGRADE, LEFT



STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT



STAGE III - TRAFFIC ON BASE COURSE



STAGE IV - PAVING

GENERAL NOTES :

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

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

TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

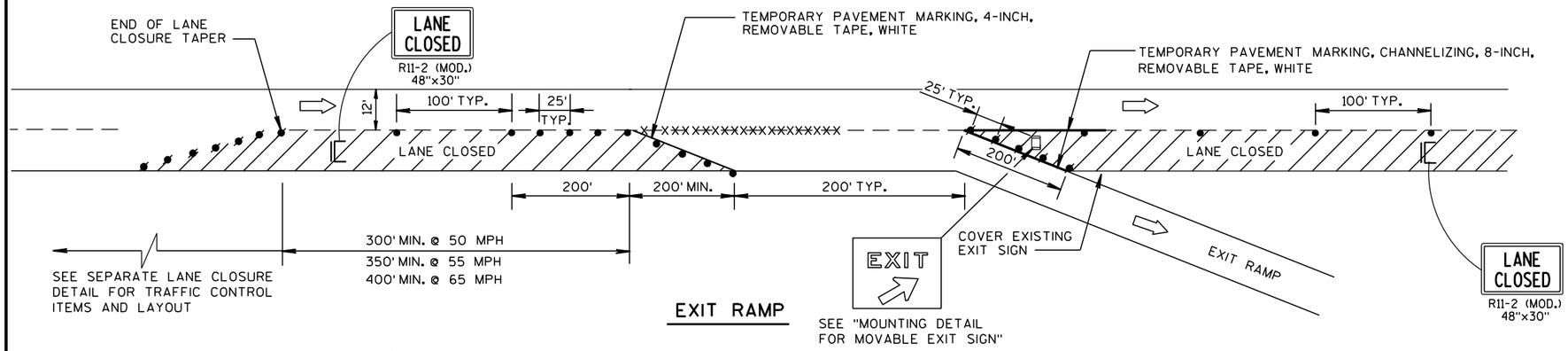
7-14-94
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE [illegible]

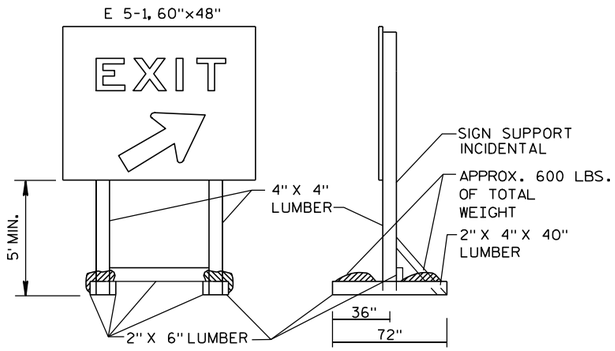
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S.D.D. 15 D 4-1

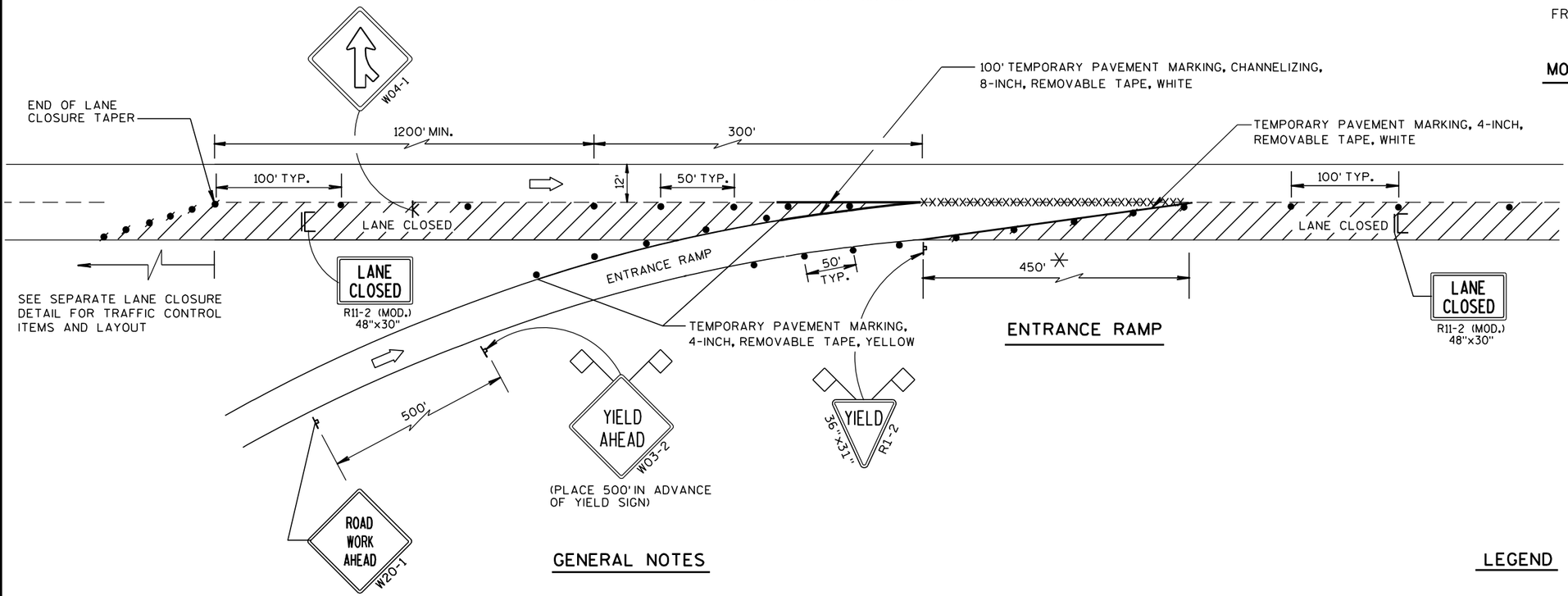


EXIT RAMP



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

6
S.D.D. 15 D 15-1

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

TRAFFIC CONTROL DRUM

SIGN ON PERMANENT SUPPORT

TYPE "A" WARNING LIGHT (FLASHING)

DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

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

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

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

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

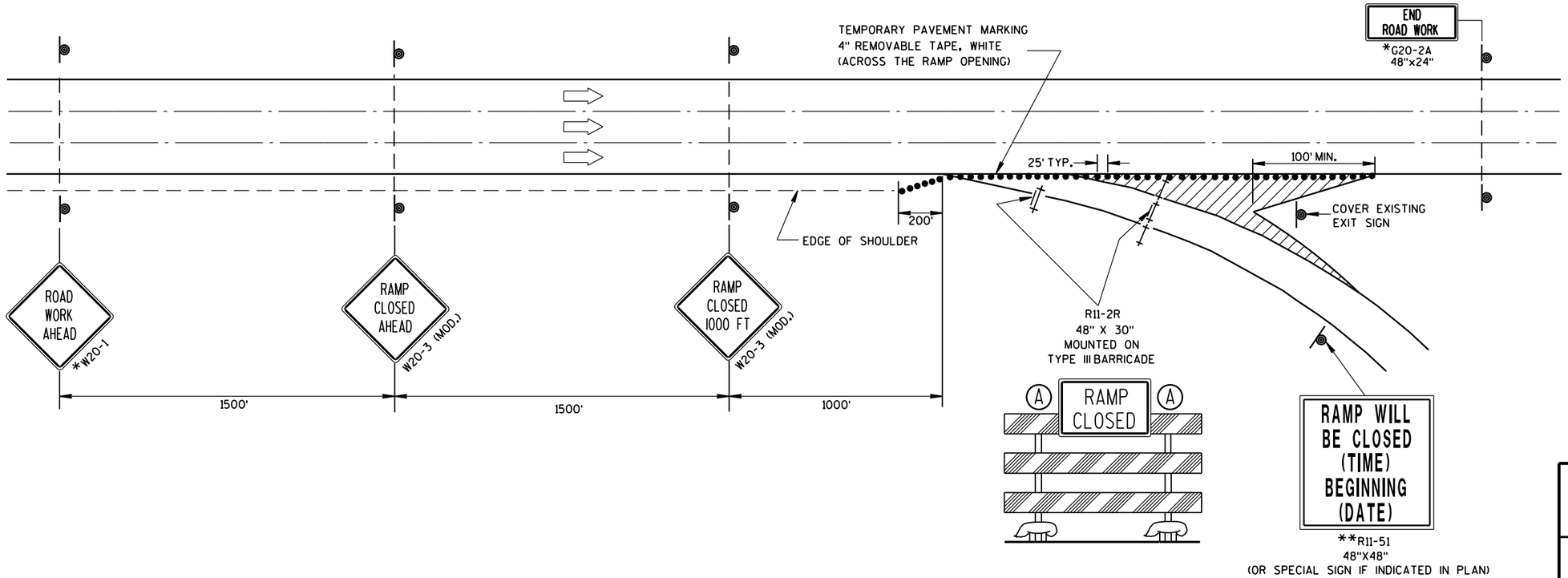
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

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

** PLACE "RAMP WILL BE CLOSED" SIGN 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



TRAFFIC CONTROL,
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

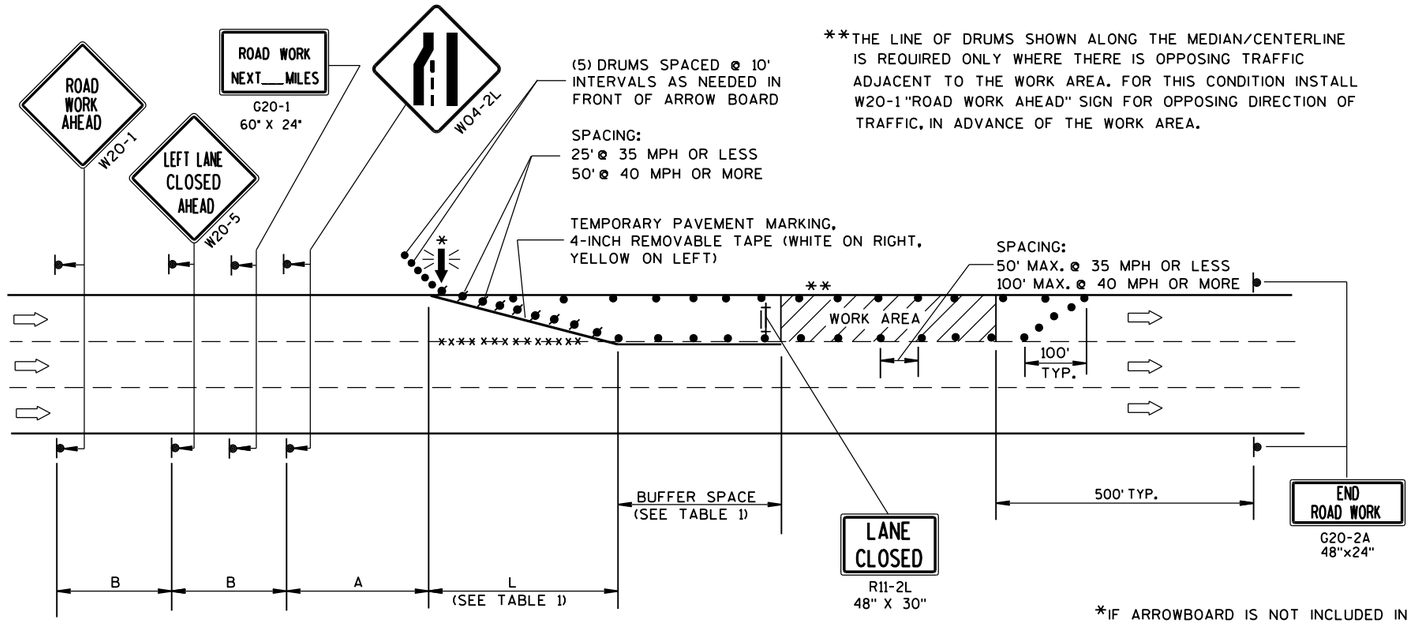
APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
DESIGN
FHWA

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S.D.D. 15 D 16-2

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S.D.D. 15 D 16-2



**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"

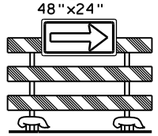


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

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

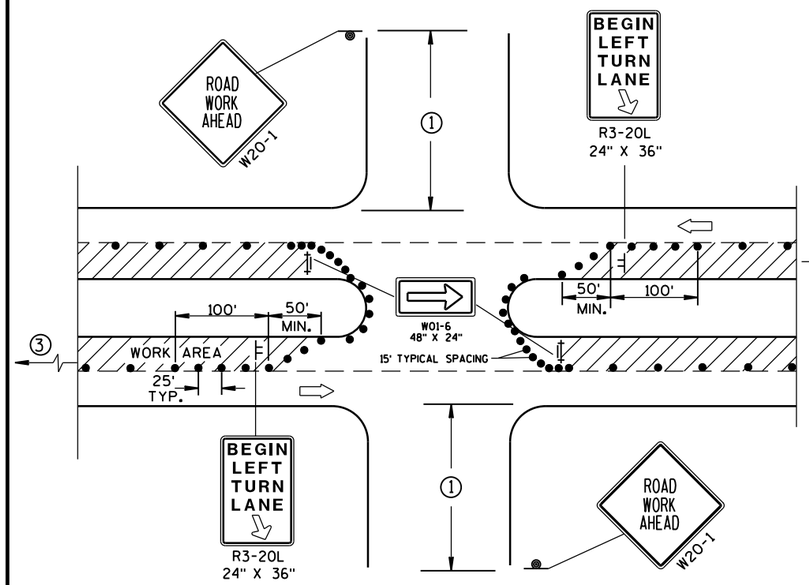
APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 D 20-3

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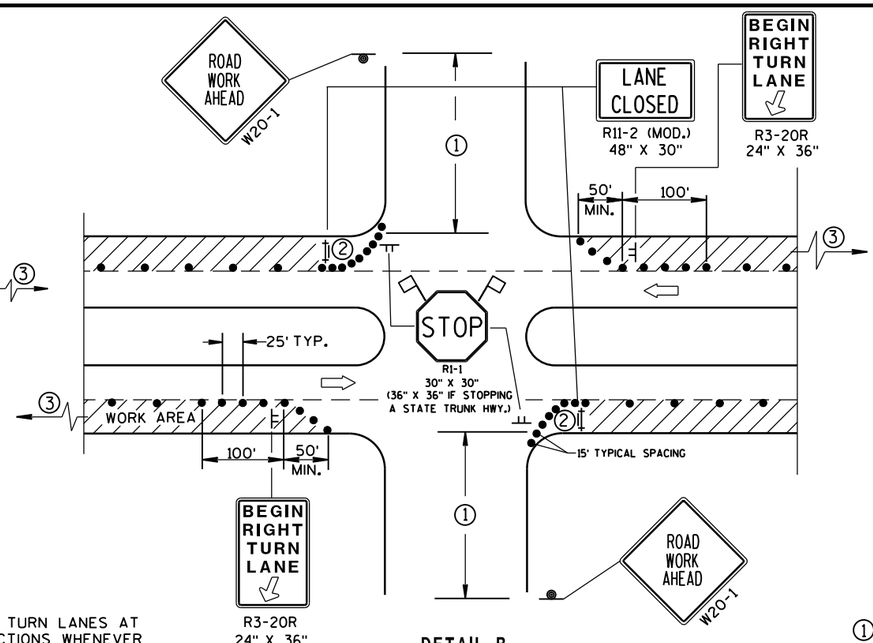
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DETAIL A

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.

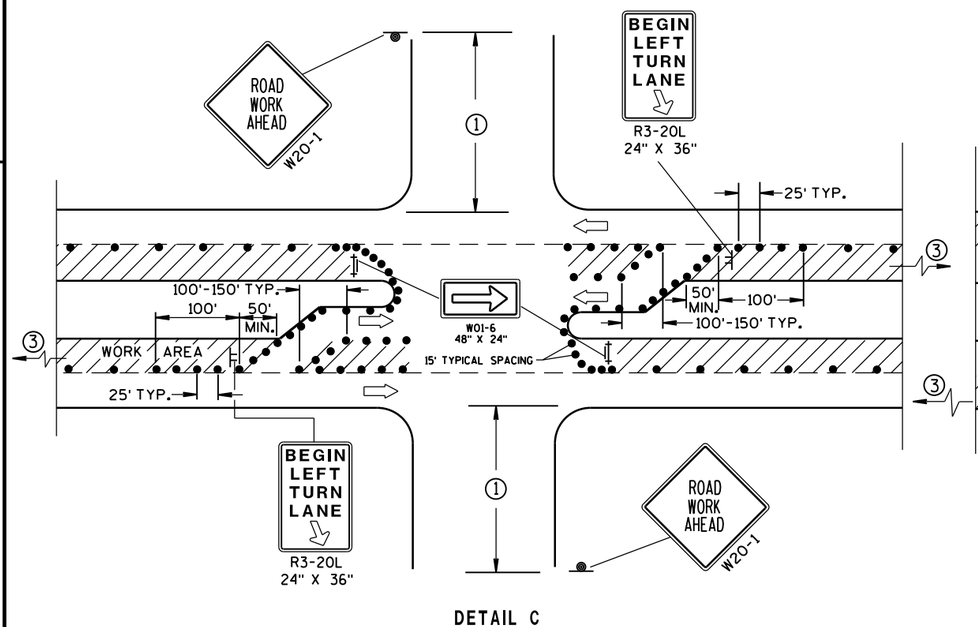
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

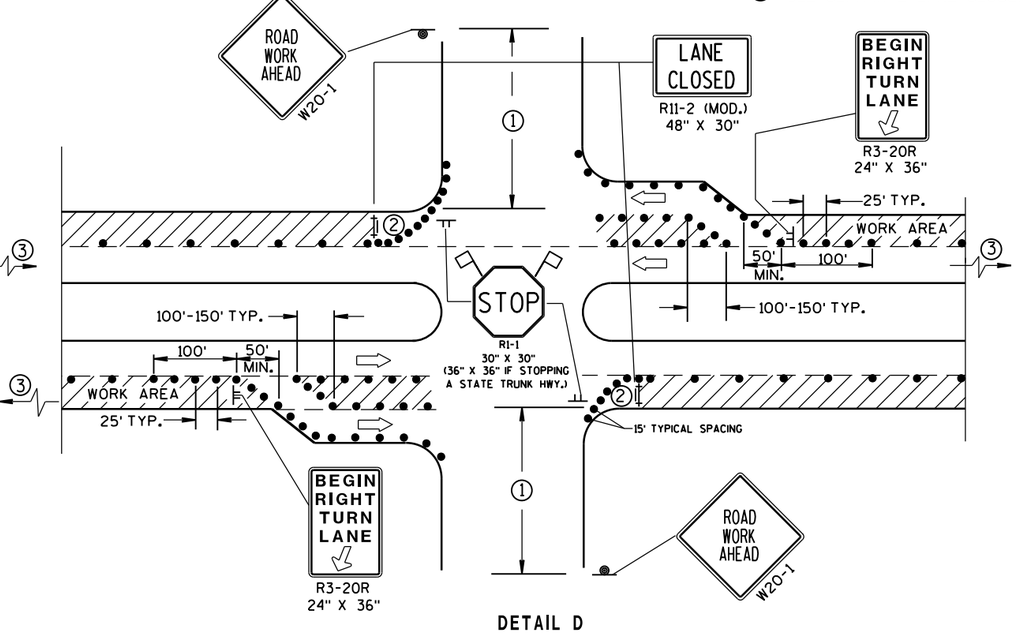
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

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

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S.D.D. 15 D 21-3

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

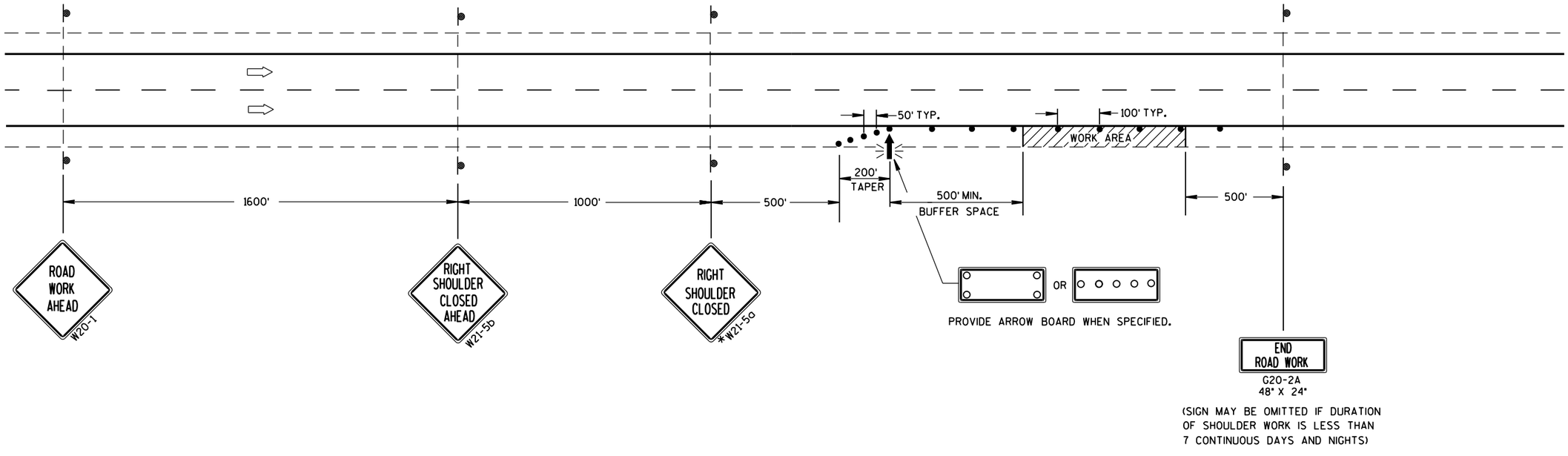
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

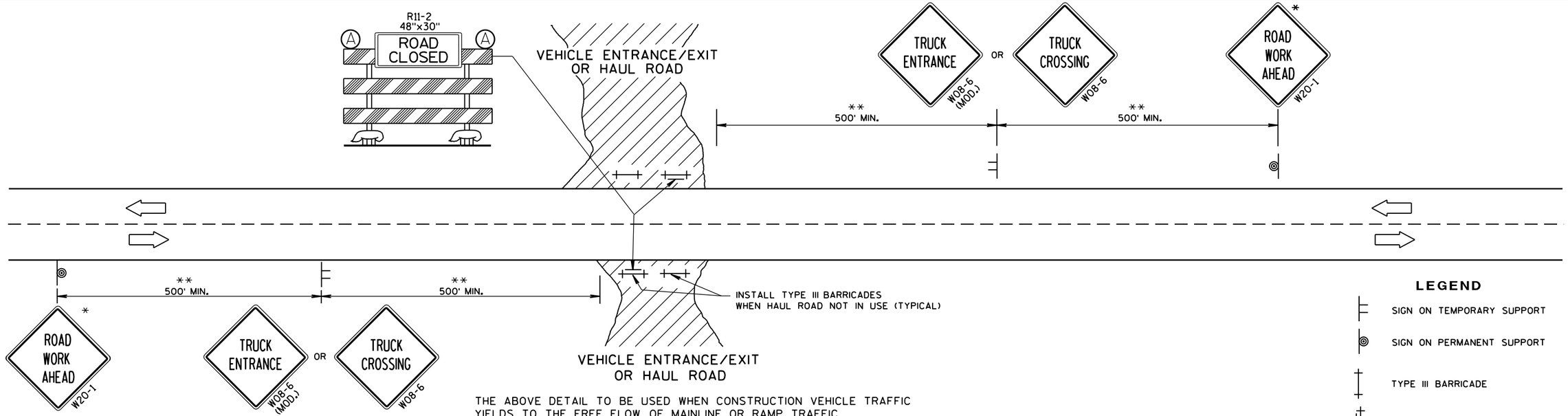
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 D 27-2



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

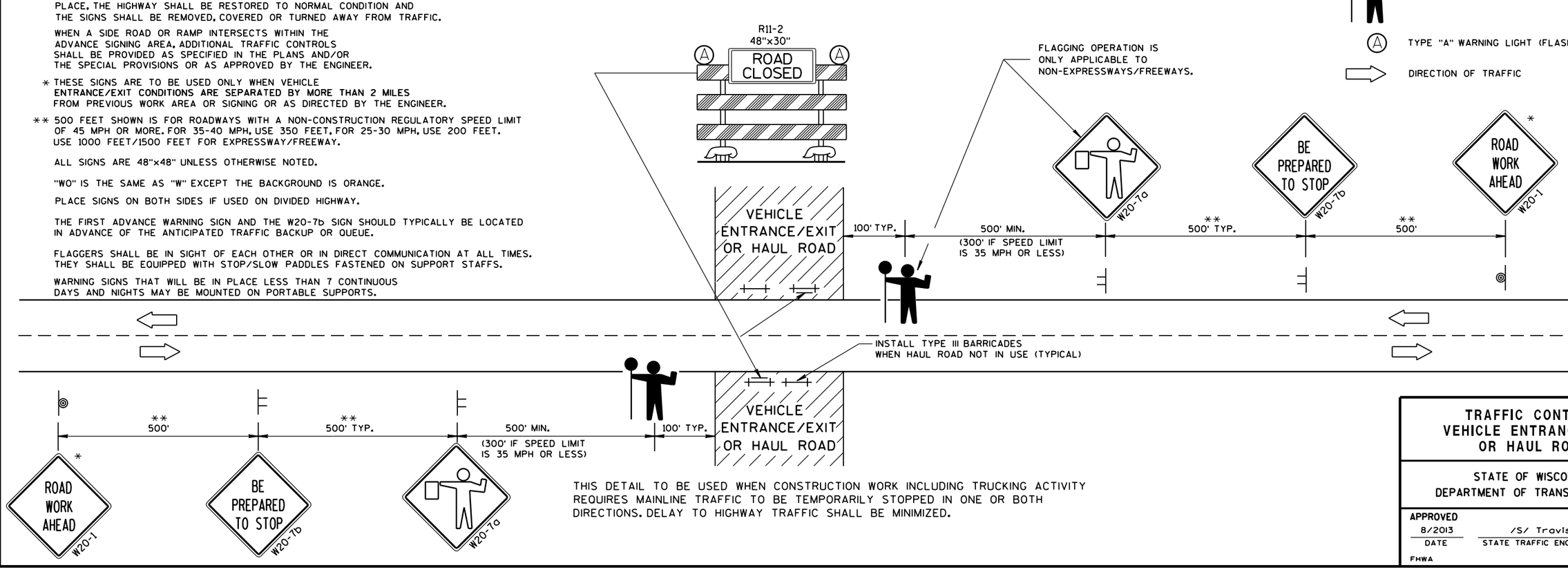
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

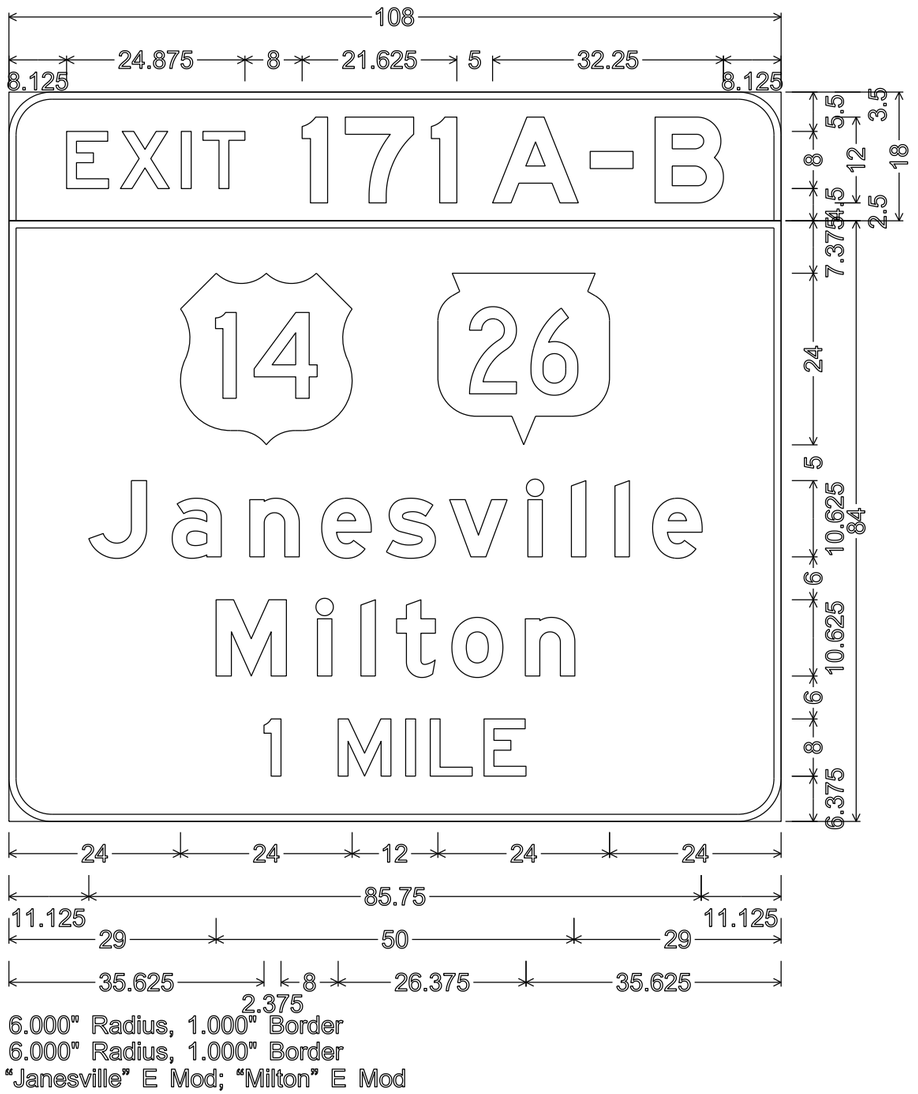
APPROVED

8/2013	/S/ Travis Feltes	
DATE	STATE TRAFFIC ENGINEER	IGN

FHWA

6

S.D.D. 15 D 29-3



NOTES

1. All Signs Type III- Type H Reflective
2. Color:
   Background - Green
   Message - WHITE
3. Message Series - E except as noted

7

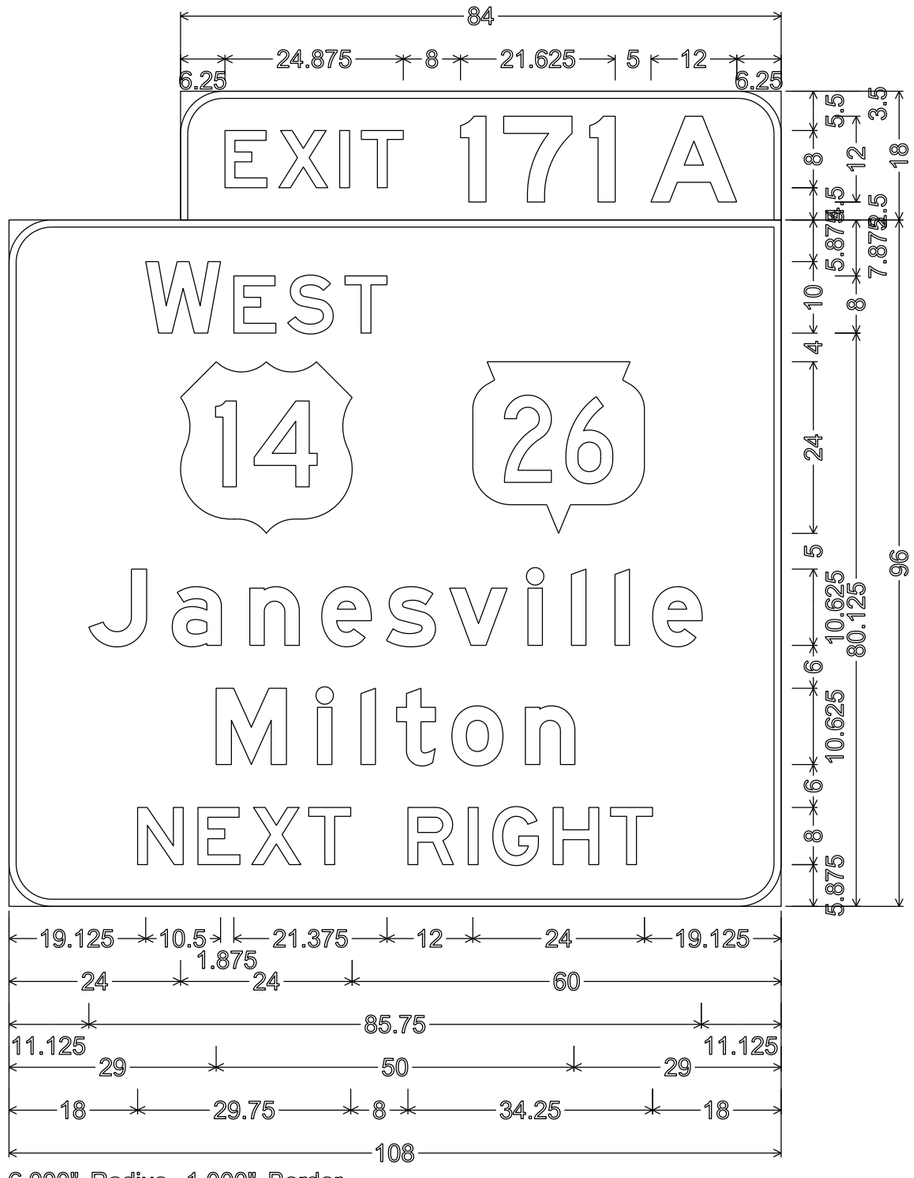
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PROJECT NO: 1005-10-73	HWY: IH 39	COUNTY: ROCK	TEMPORARY	SHEET NO:	E

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WISDOT/CADDS SHEET 42

NOTES

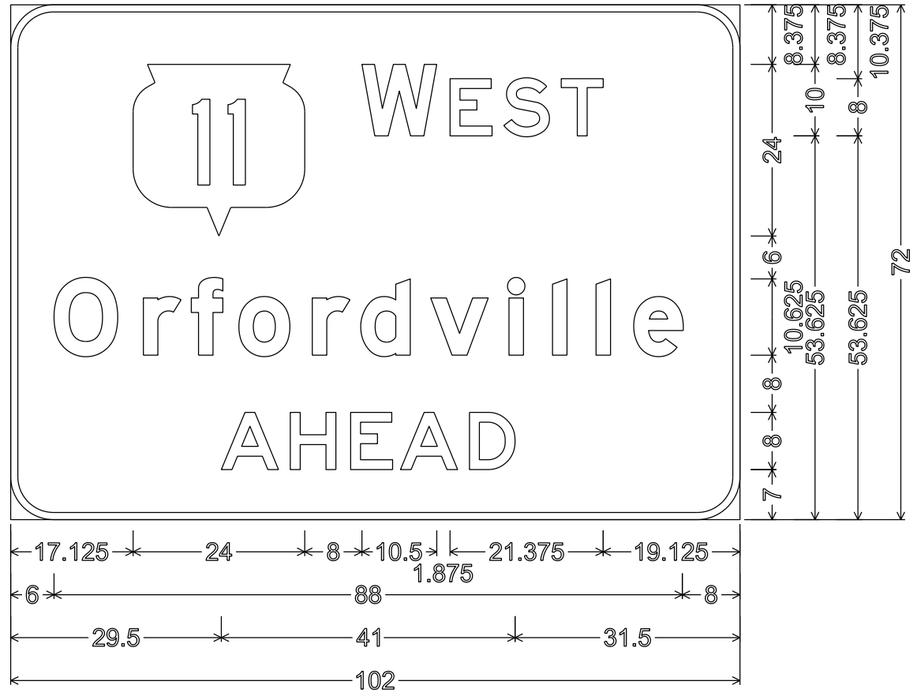
1. All Signs Type III- Type H Reflective
2. Color:
   Background - Green
   Message - WHITE
3. Message Series - E except as noted



6.000" Radius, 1.000" Border

6.000" Radius, 1.000" Border

"Janesville" E Mod; "Milton" E Mod



6.000" Radius, 1.000" Border

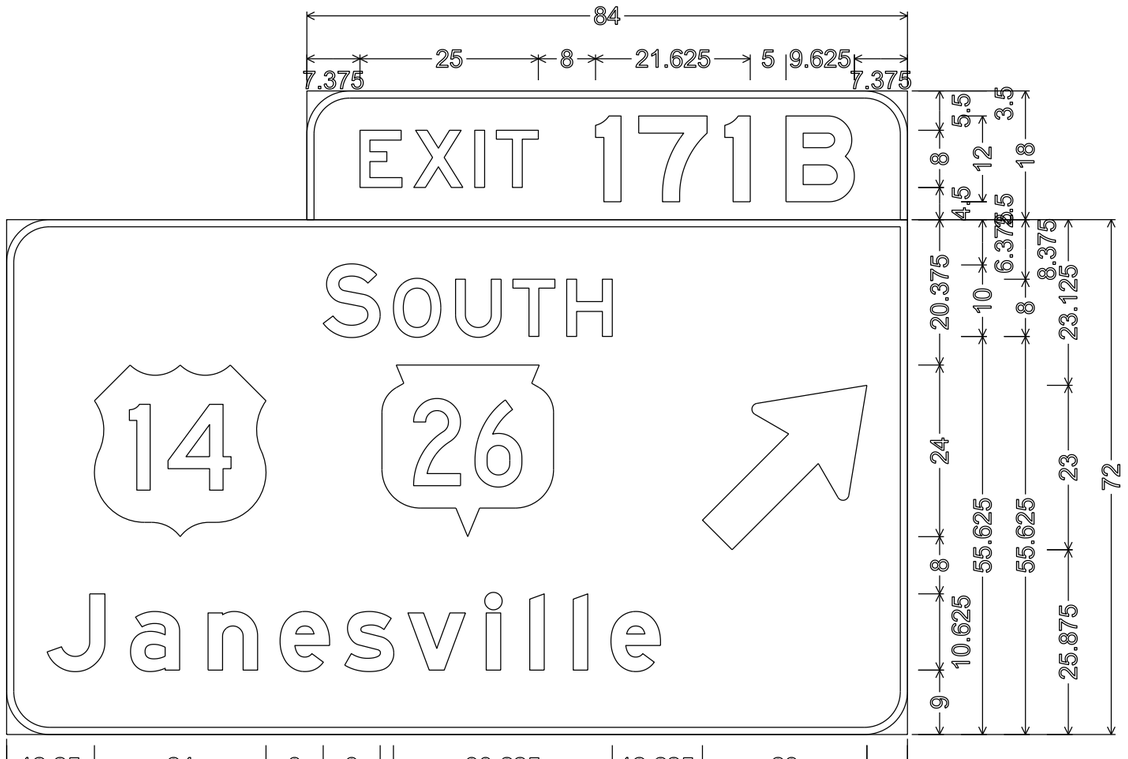
"Orfordville" E Mod;

PROJECT NO: 1005-10-73	HWY: IH 39	COUNTY: ROCK	TEMPORARY	SHEET NO:	E

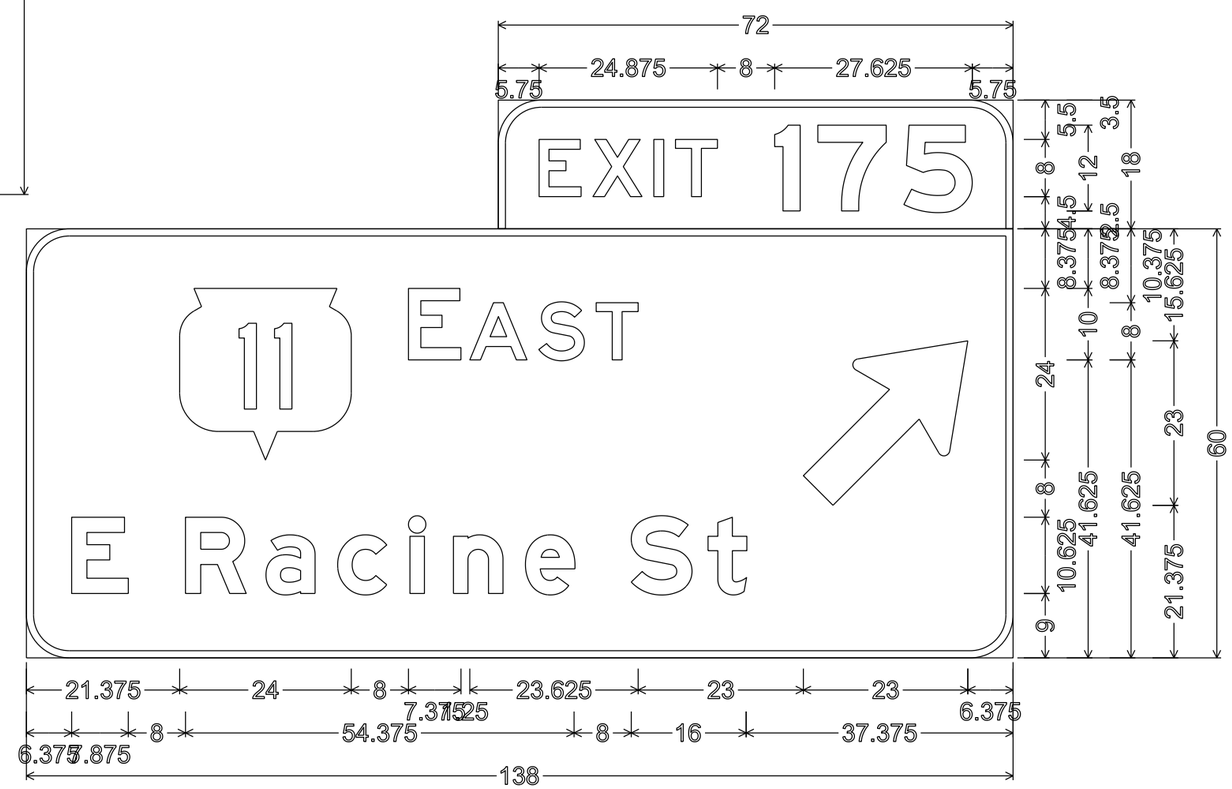
FILE NAME : C:\CAEfiles\Projects\tr_d1\1533a715.DGN PLOT DATE : 16-JUL-2015 08:21 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 21.190218:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. All Signs Type III- Type H Reflective
2. Color:
   Background - Green
   Message - WHITE
3. Message Series - E except as noted



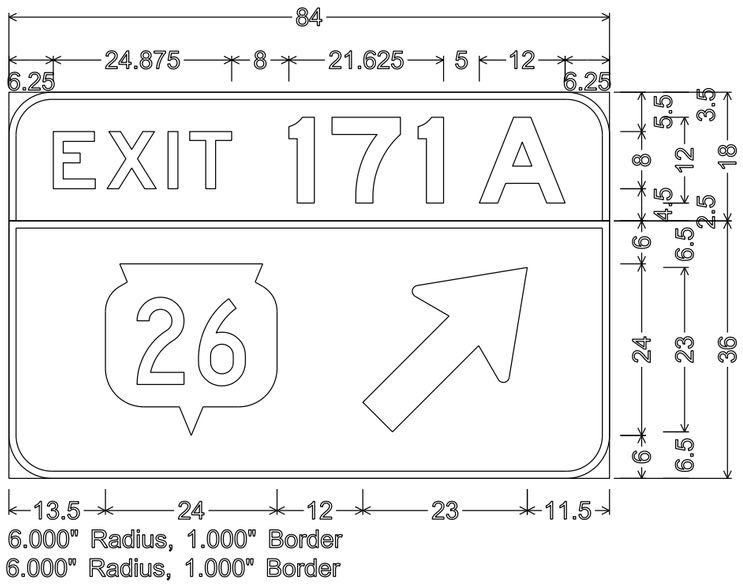
6.000" Radius, 1.000" Border
6.000" Radius, 1.000" Border
"Janesville" E Mod



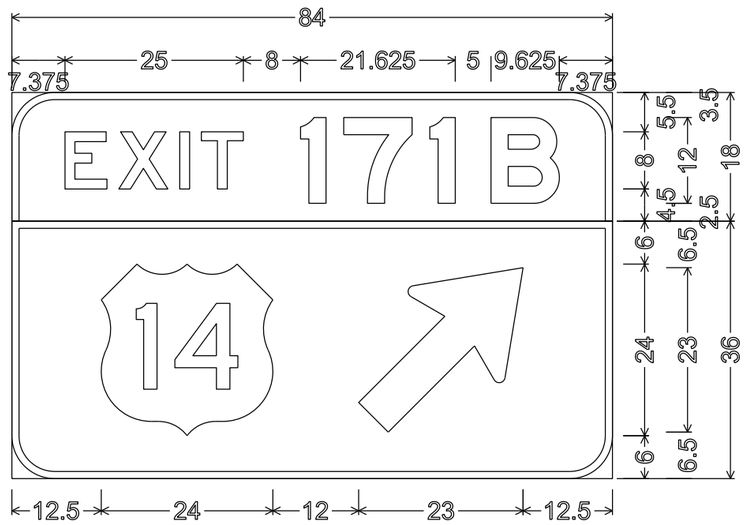
6.000" Radius, 1.000" Border
6.000" Radius, 1.000" Border,
"E" E Mod; "Racine" E Mod; "St" E Mod

PROJECT NO: 1005-10-73	HWY: IH 39	COUNTY: ROCK	TEMPORARY	SHEET NO:	E

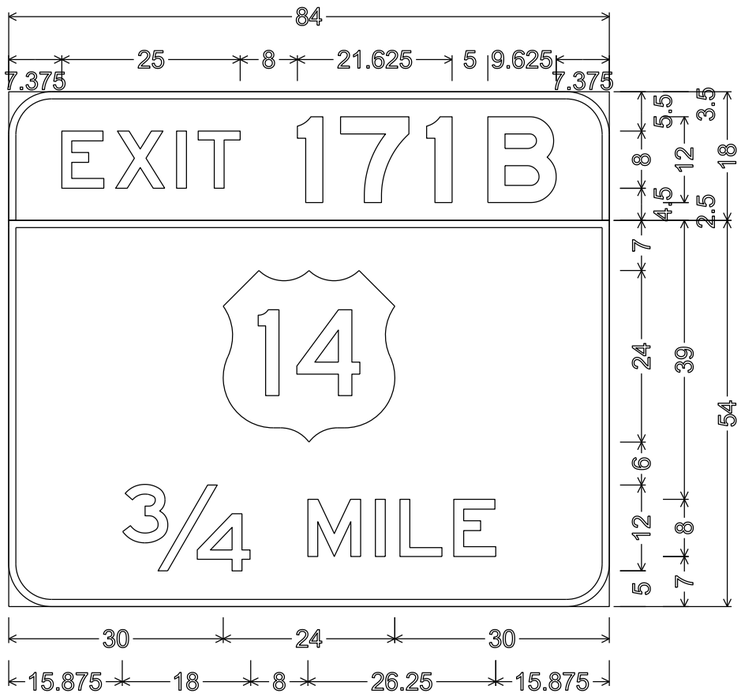
FILE NAME : C:\CAEfiles\Projects\tr_d1\1533a715.DGN PLOT DATE : 16-JUL-2015 08:21 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 21.190218:1.000000
WISDOT/CADDS SHEET 42



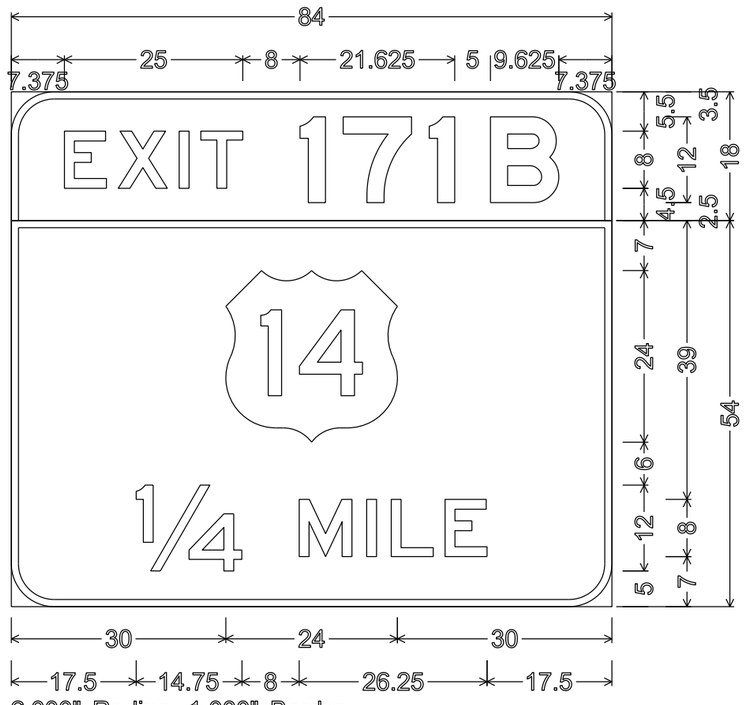
6.000" Radius, 1.000" Border
6.000" Radius, 1.000" Border



6.000" Radius, 1.000" Border
6.000" Radius, 1.000" Border



6.000" Radius, 1.000" Border
6.000" Radius, 1.000" Border



6.000" Radius, 1.000" Border
6.000" Radius, 1.000" Border

NOTES

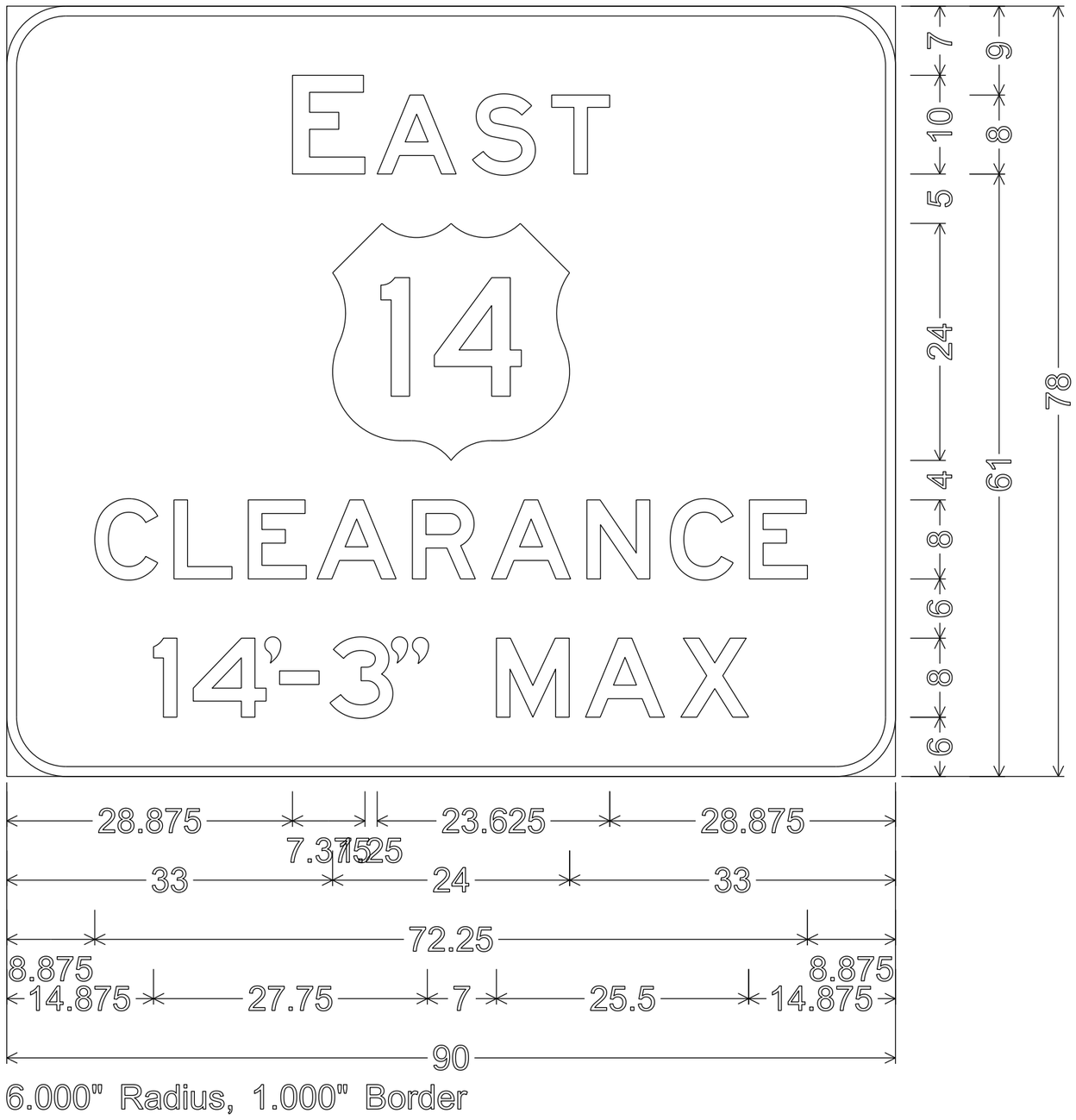
1. All Signs Type III- Type H Reflective
2. Color:
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   Message - WHITE
3. Message Series - E except as noted

7

7

PROJECT NO: 1005-10-73	HWY: IH 39	COUNTY: ROCK	TEMPORARY	SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_d1\1533a715.DGN PLOT DATE : 16-JUL-2015 08:22 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 21.190218:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. All Signs Type II - Type F Reflective
2. Color:
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   Message - Black
3. Message Series - E

7

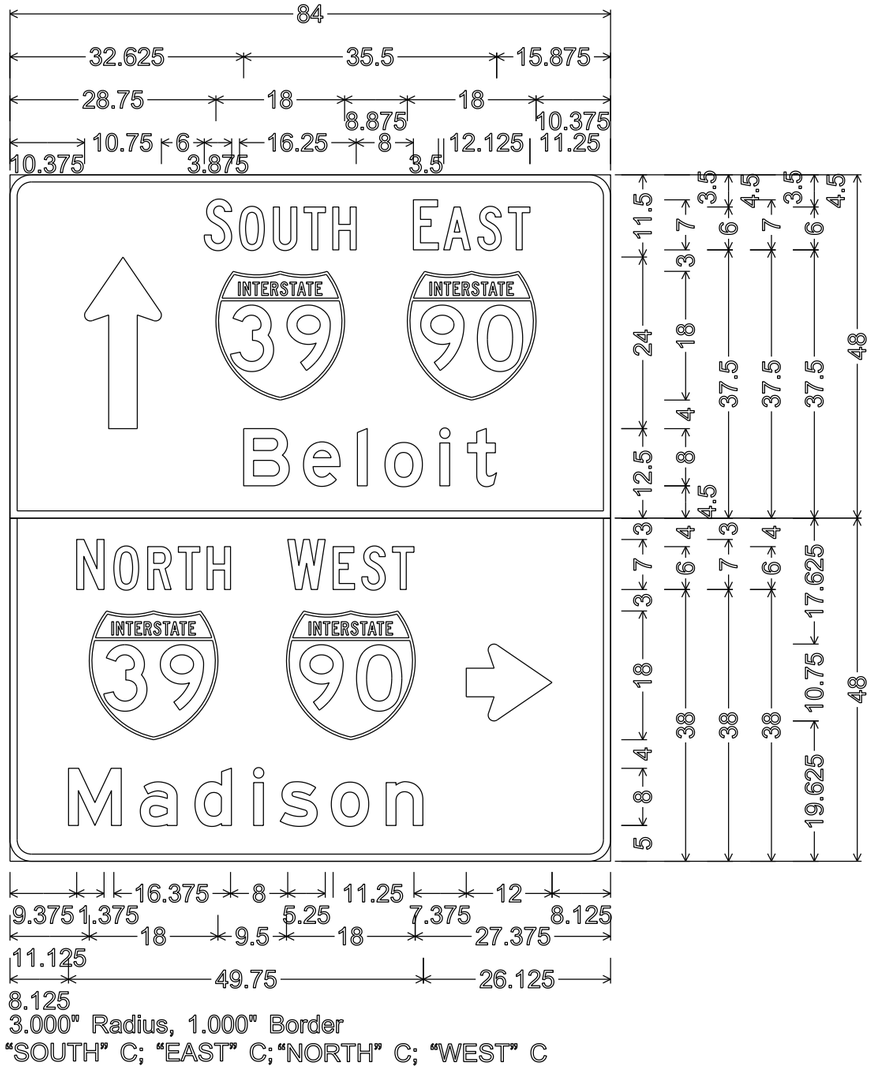
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PROJECT NO: 1005-10-73	HWY: IH 39	COUNTY: ROCK	TEMPORARY	SHEET NO:	E

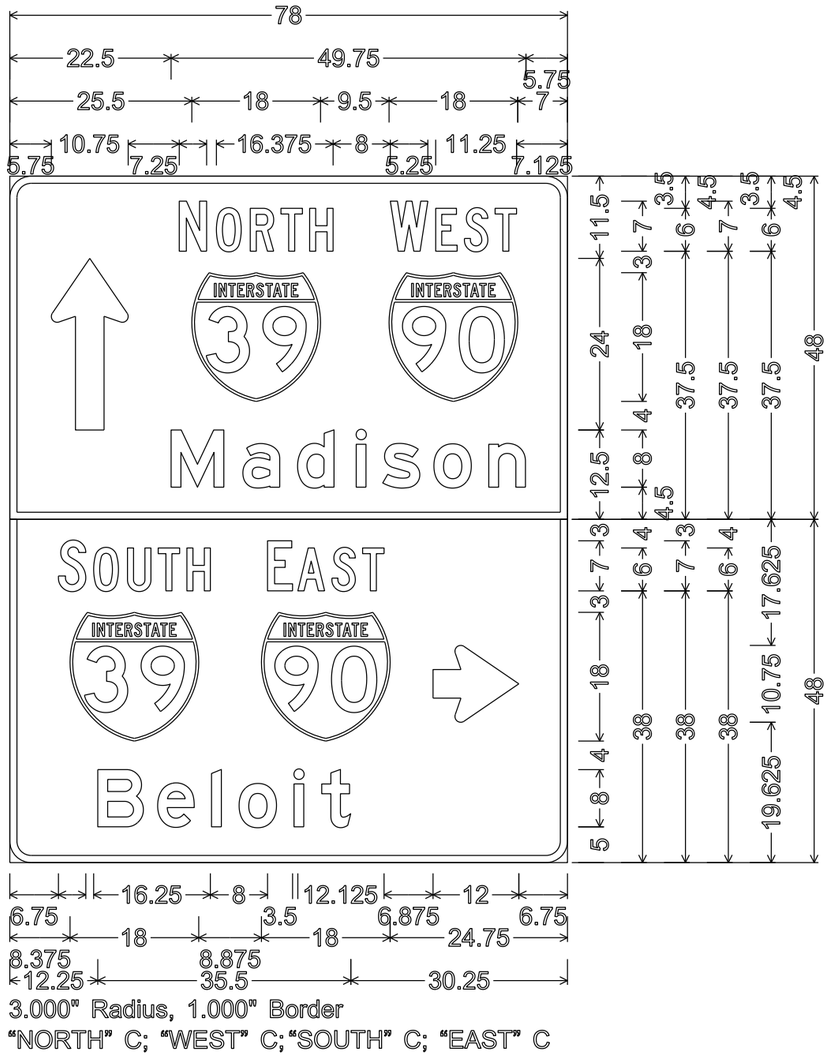
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NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - WHITE
3. Message Series - E except as noted



3.000" Radius, 1.000" Border
"SOUTH" C; "EAST" C; "NORTH" C; "WEST" C



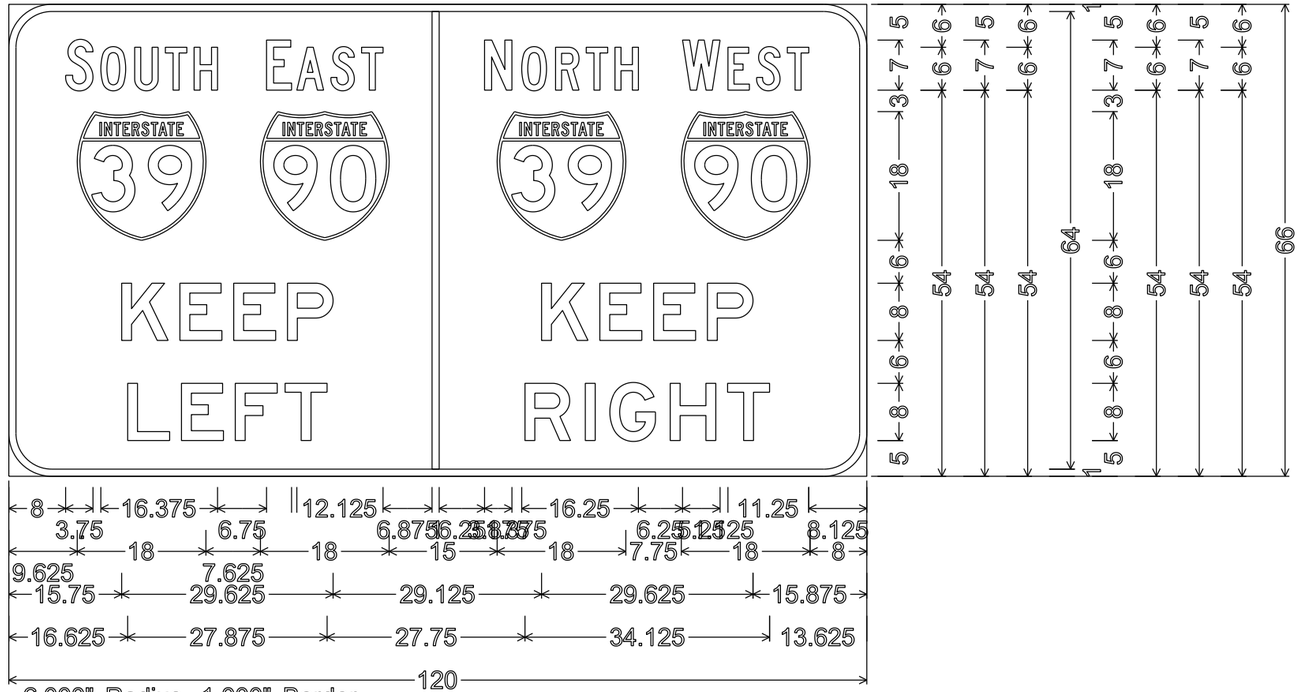
3.000" Radius, 1.000" Border
"NORTH" C; "WEST" C; "SOUTH" C; "EAST" C

7

7

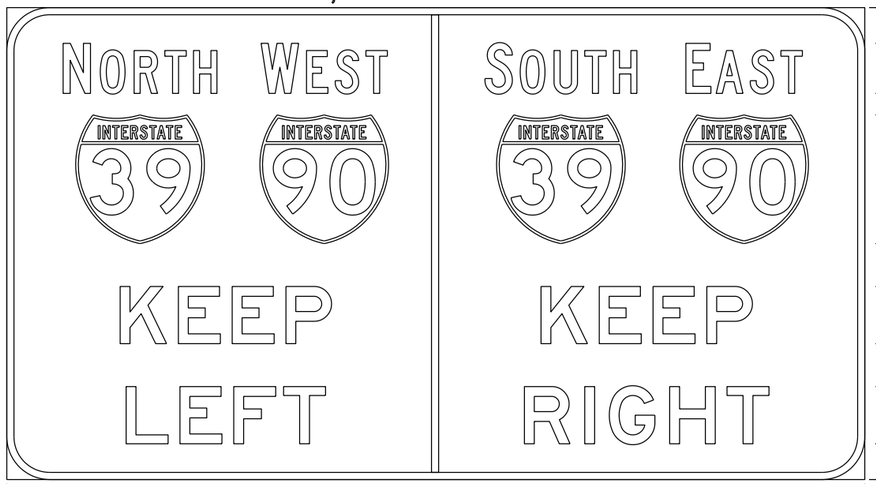
PROJECT NO: 1005-10-73	HWY: IH 39	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_d1\1533a715.DGN PLOT DATE : 16-JUL-2015 08:24 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 21.190218:1.000000



6.000" Radius, 1.000" Border

"SOUTH" C; "EAST" C; "NORTH" C; "WEST" C

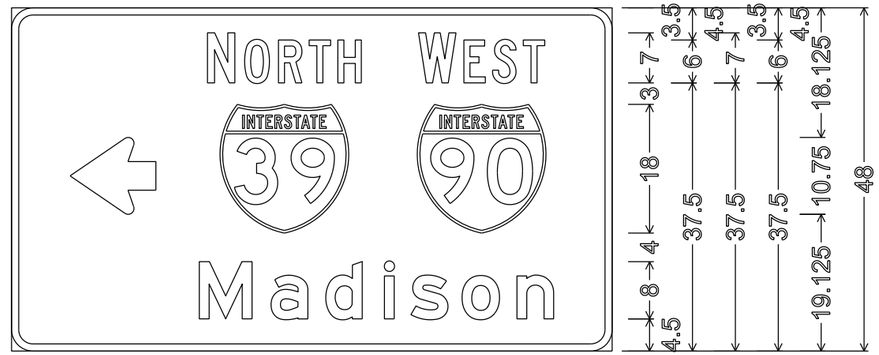


6.000" Radius, 1.000" Border

"NORTH" C; "WEST" C; "SOUTH" C; "EAST" C;

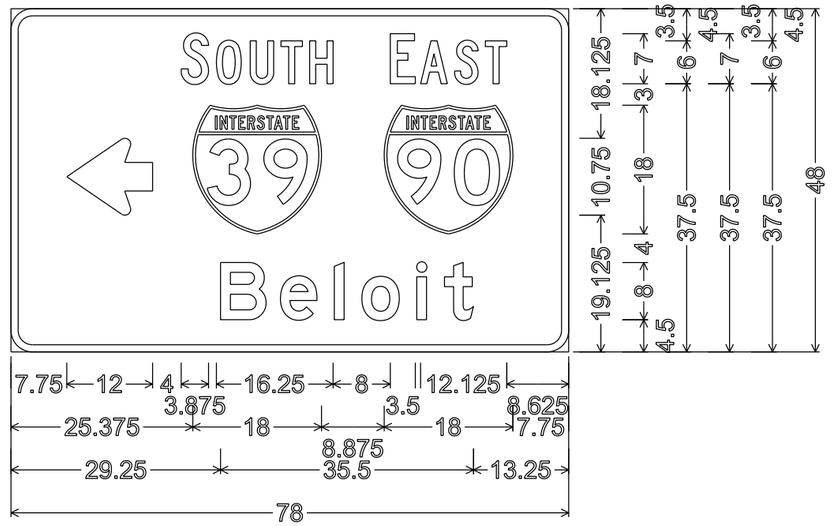
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - WHITE
3. Message Series - E except as noted



3.000" Radius, 1.000" Border

"NORTH" C; "WEST" C



3.000" Radius, 1.000" Border

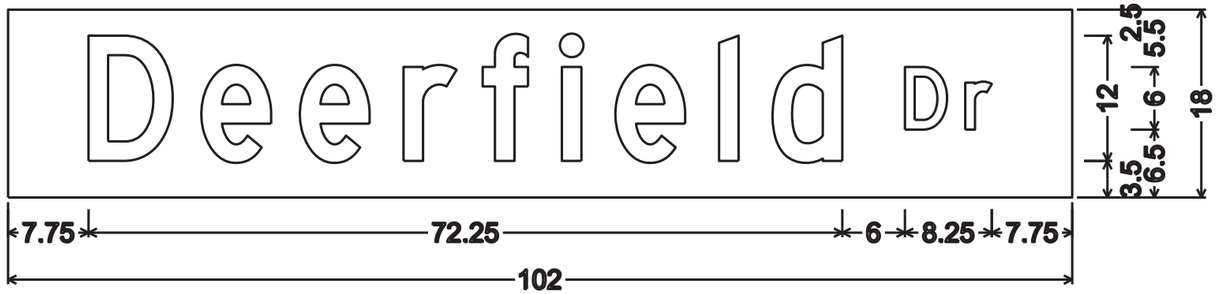
"SOUTH" C; "EAST" C;

PROJECT NO: 1005-10-73	HWY: IH 39	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO:	E

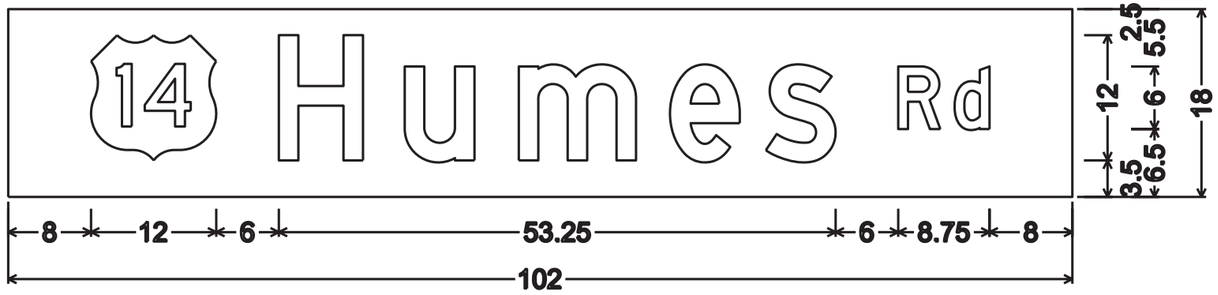
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NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - D



M1-94H



M1-94S

7

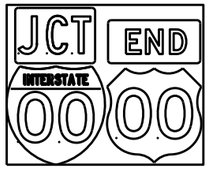
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PROJECT NO: 1005-10-73	HWY: USH 14	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO:	E

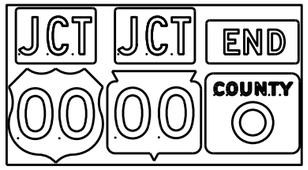
TYPICAL ASSEMBLIES



J1-1



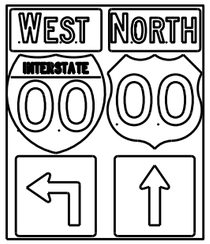
J1-2



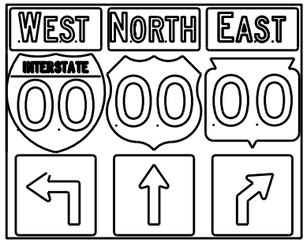
J1-3



J2-1



J2-2

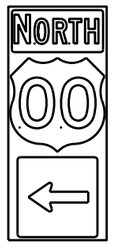


J2-3

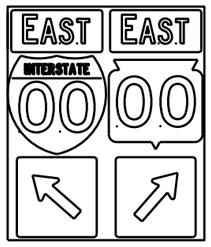


JV

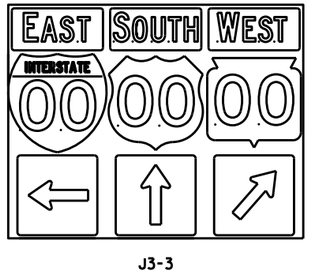
(Typical Vertical J-Assembly
See Note 10 and 11)



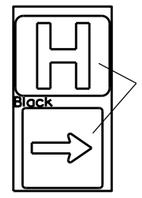
J3-1



J3-2



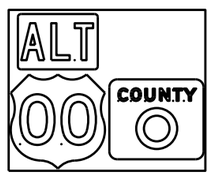
J3-3



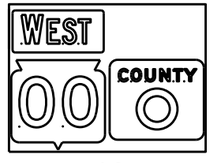
JH-1



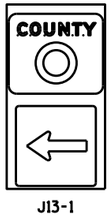
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

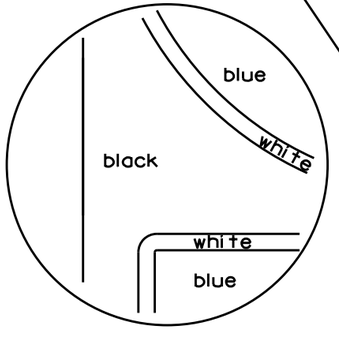


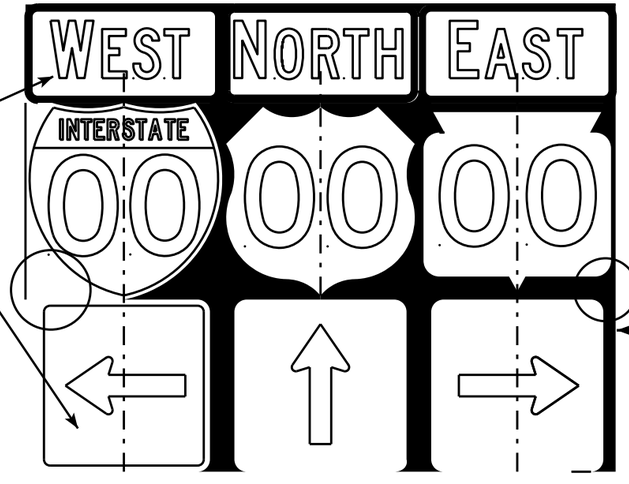
J23-1

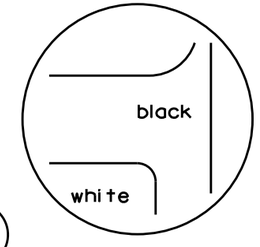


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

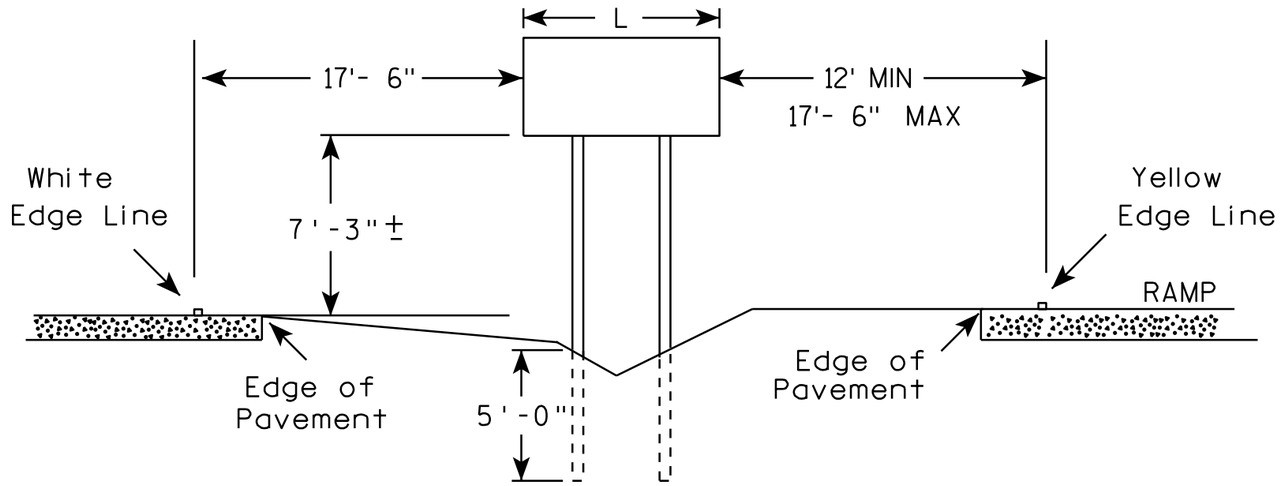
APPROVED Matthew R Rauch
for State Traffic Engineer

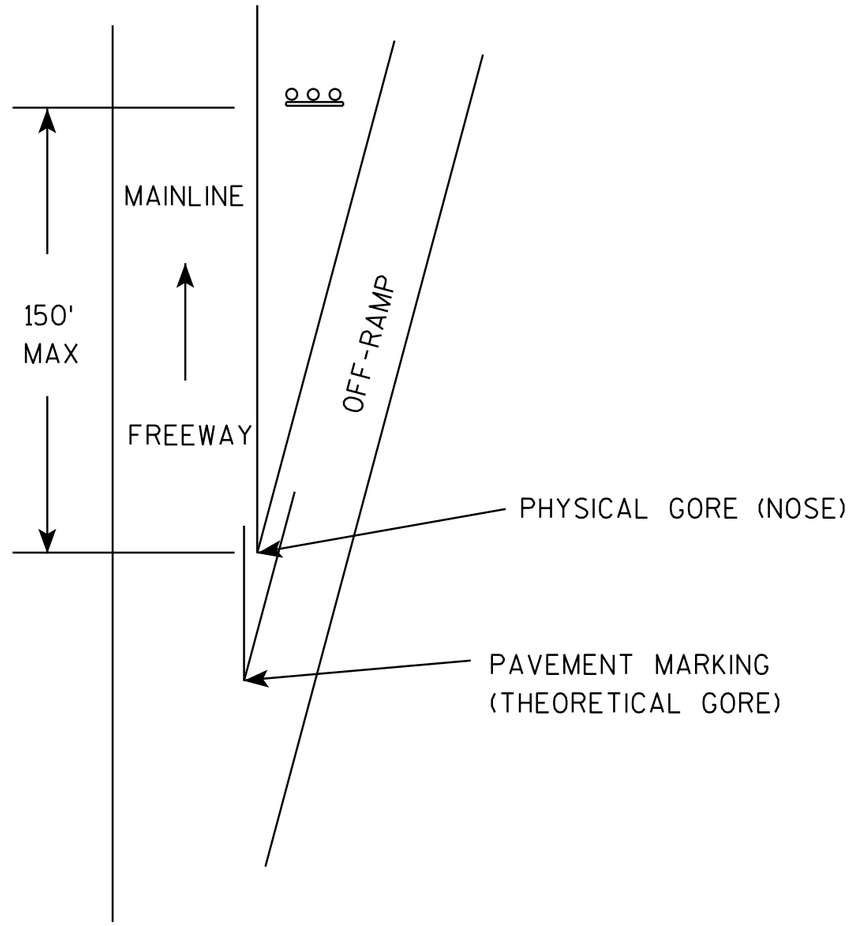
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42





GENERAL NOTES

1. 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.

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 PLATE 630 A4-2.3

7

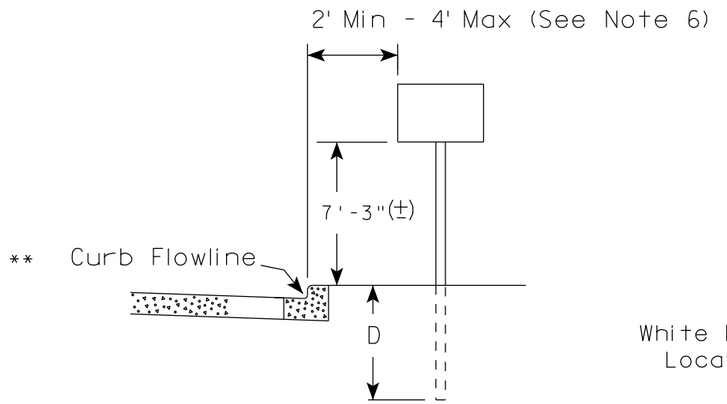
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PROJECT NO: | SHEET NO: E

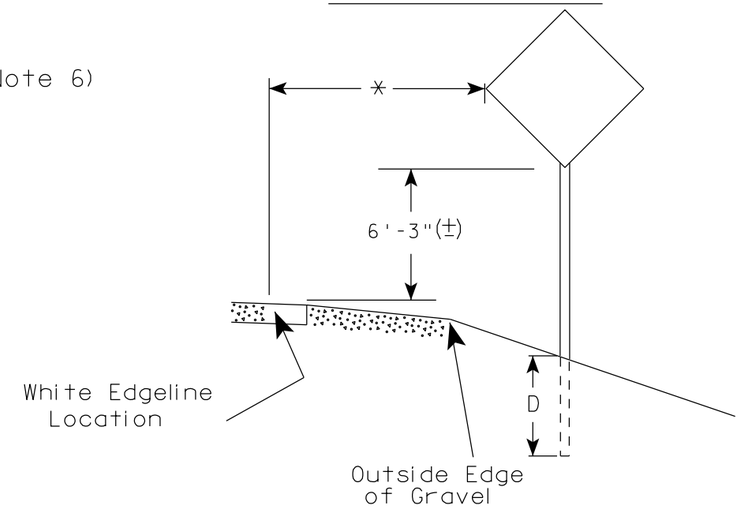
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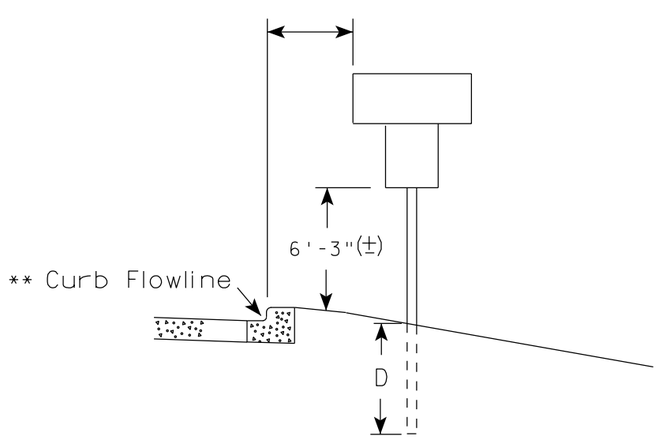
WISDOT/CADDS SHEET 42

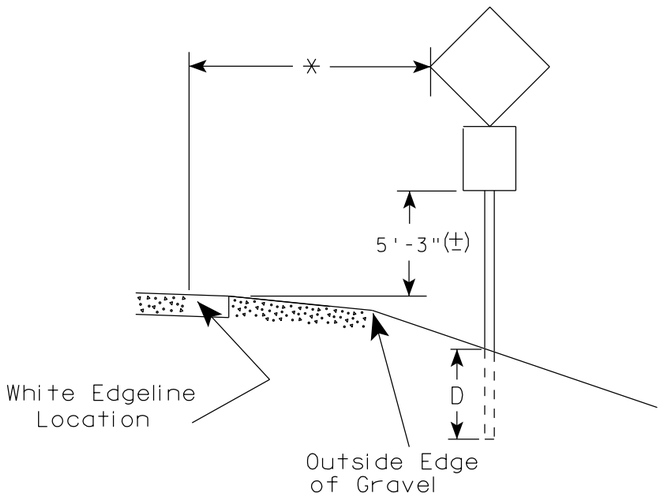
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 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" (±).

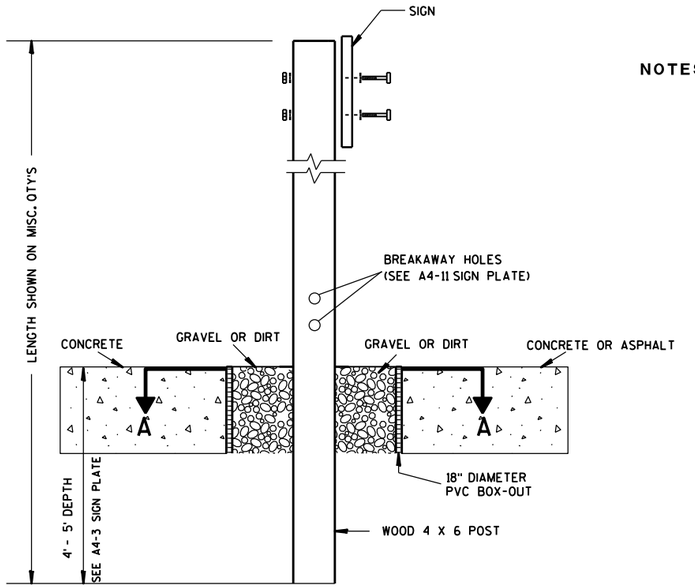
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

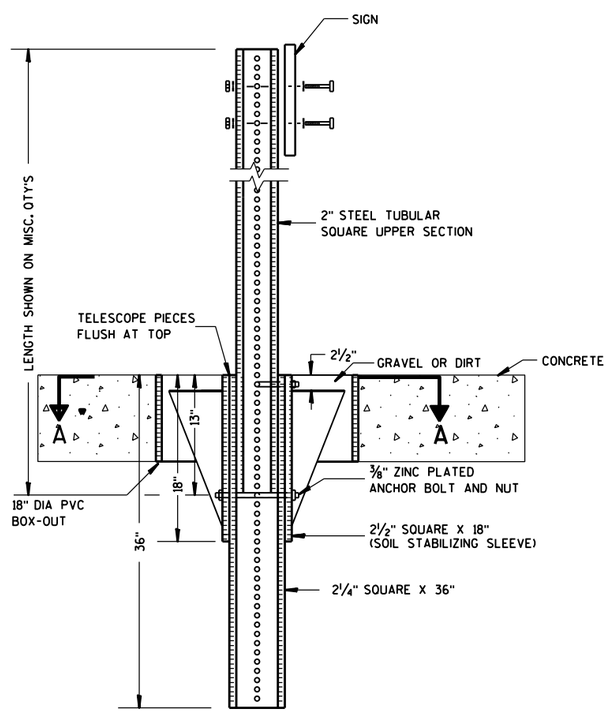
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

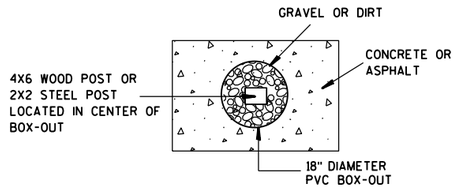
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

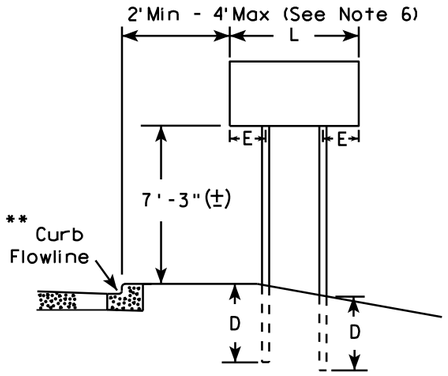
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

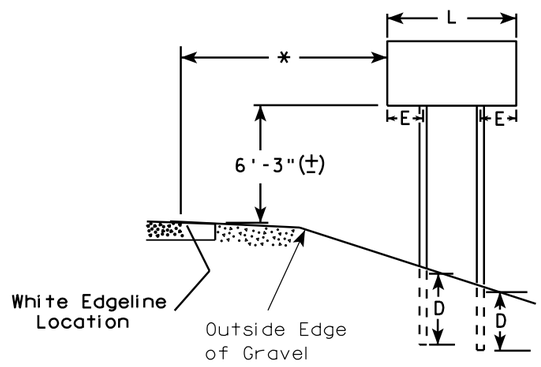
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

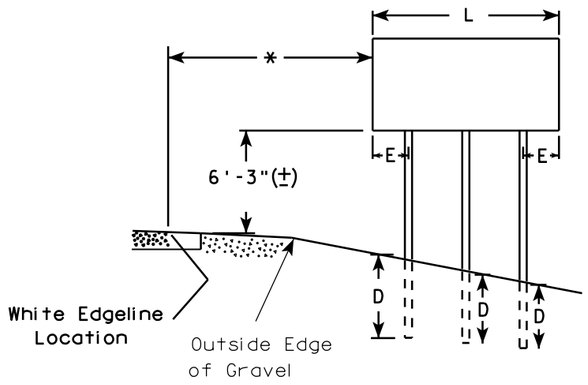
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

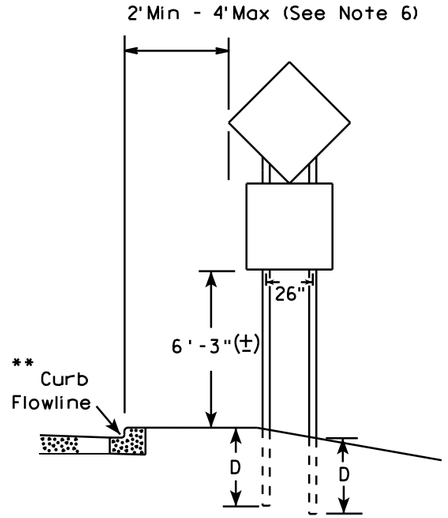
URBAN AREA



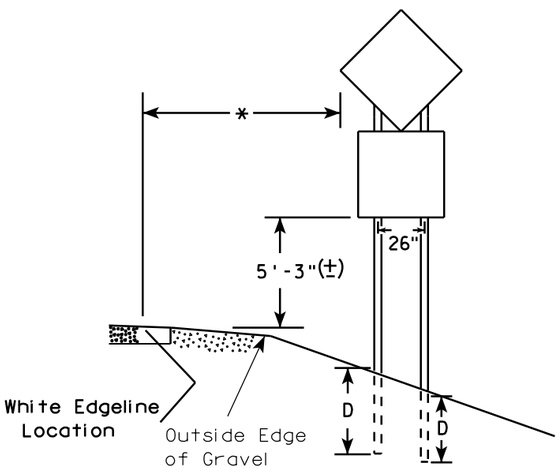
RURAL AREA (See Note 3)







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 and 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'

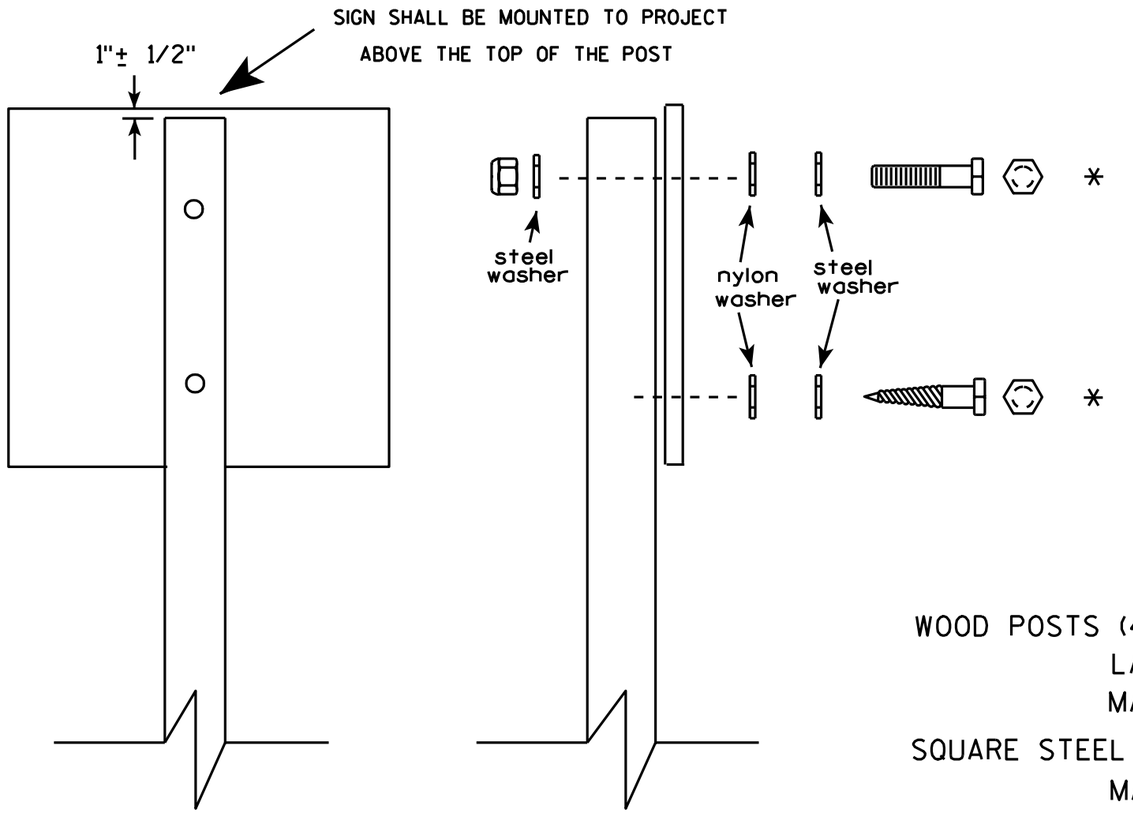
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 633 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

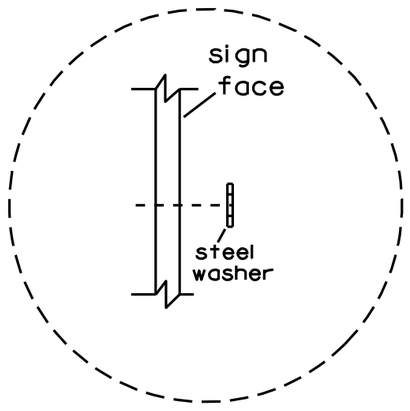
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

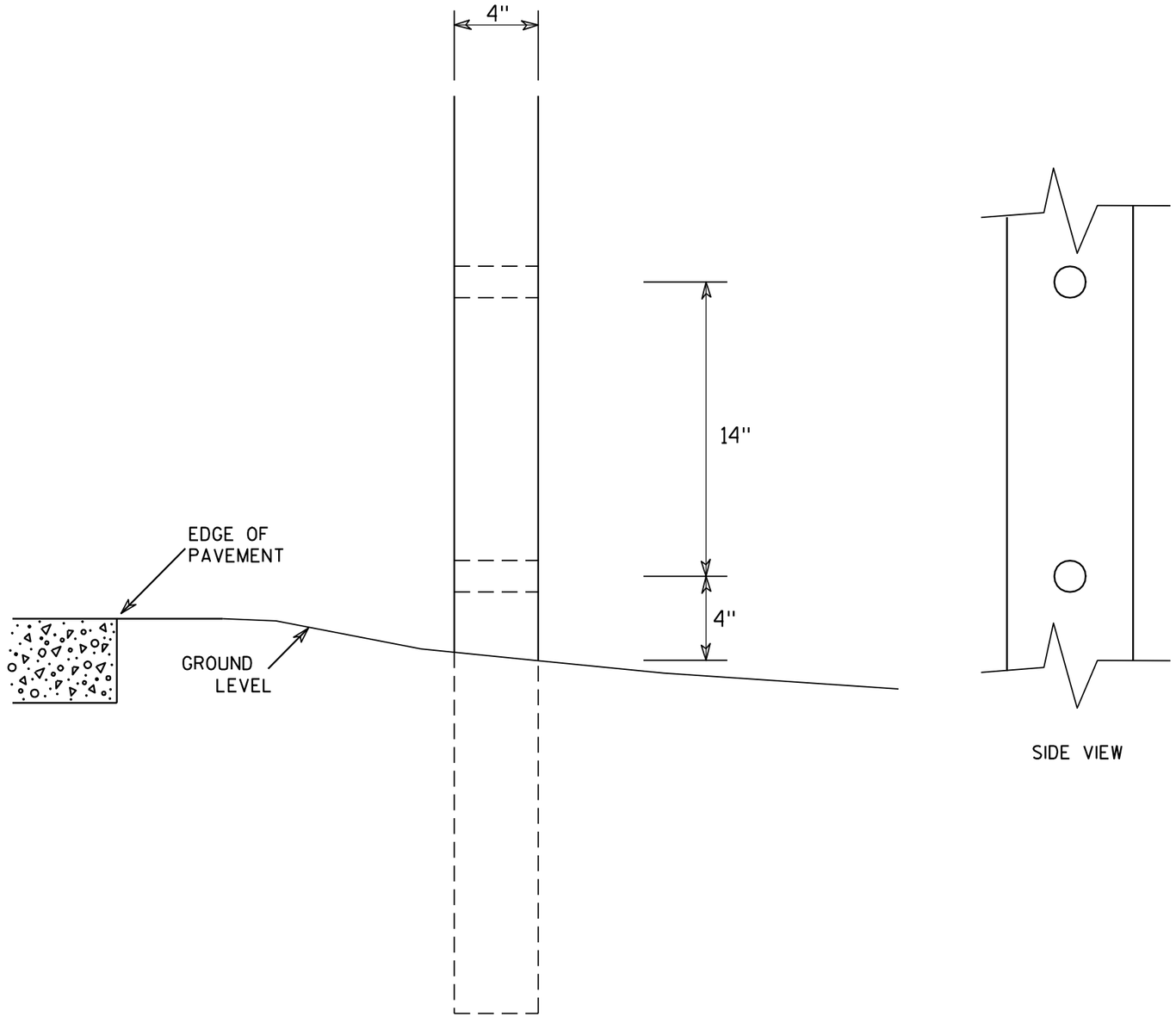
DATE 3/23/10 PLATE NO. A4-8.7

7

7

PROJECT NO:

SHEET NO: 634 E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

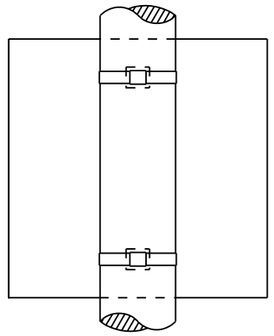
APPROVED Chester J Spang
for State Traffic Engineer

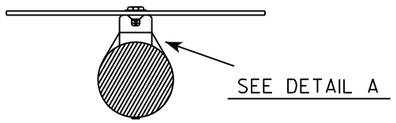
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 635	E

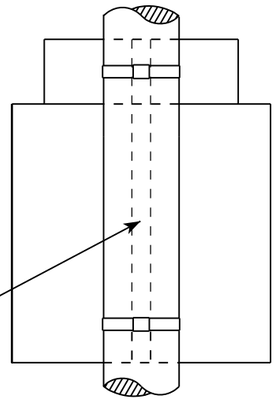
BANDING

SINGLE SIGN



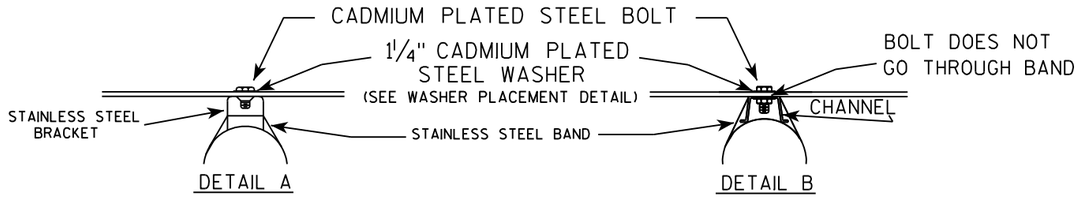


"J" ASSEMBLY

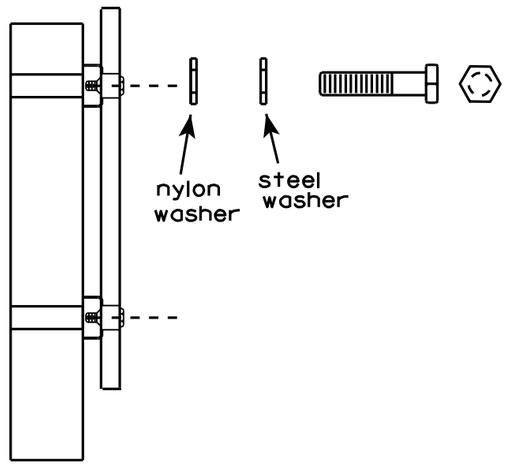


CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET





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 ¾" in width and 0.025" thickness.

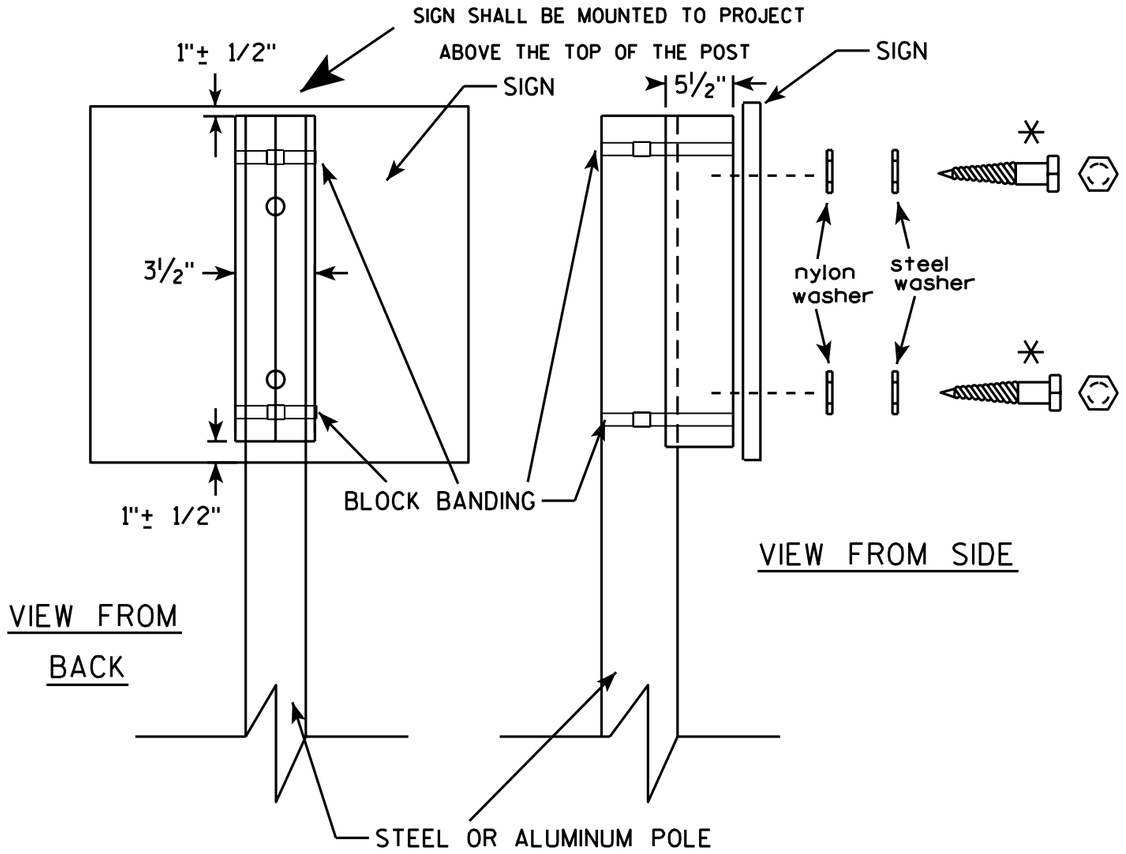
STANDARD SIGN
SIGN BANDING DETAILS

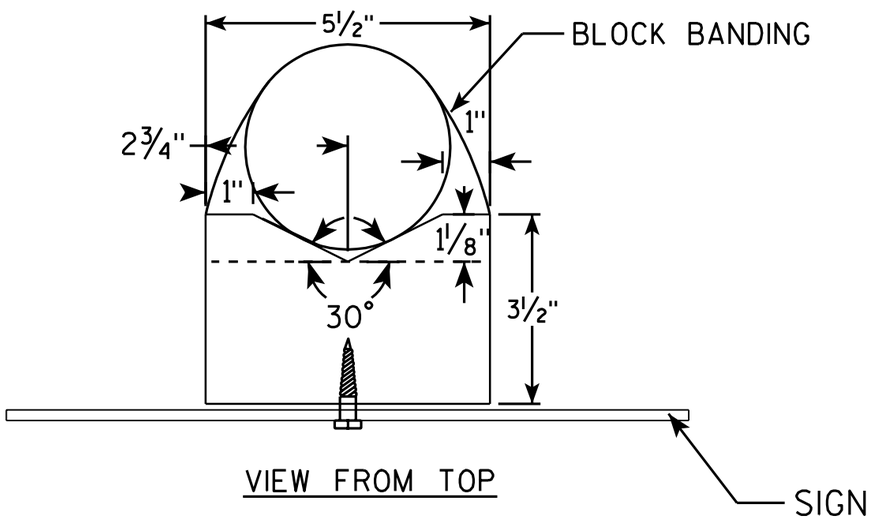
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 636	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)

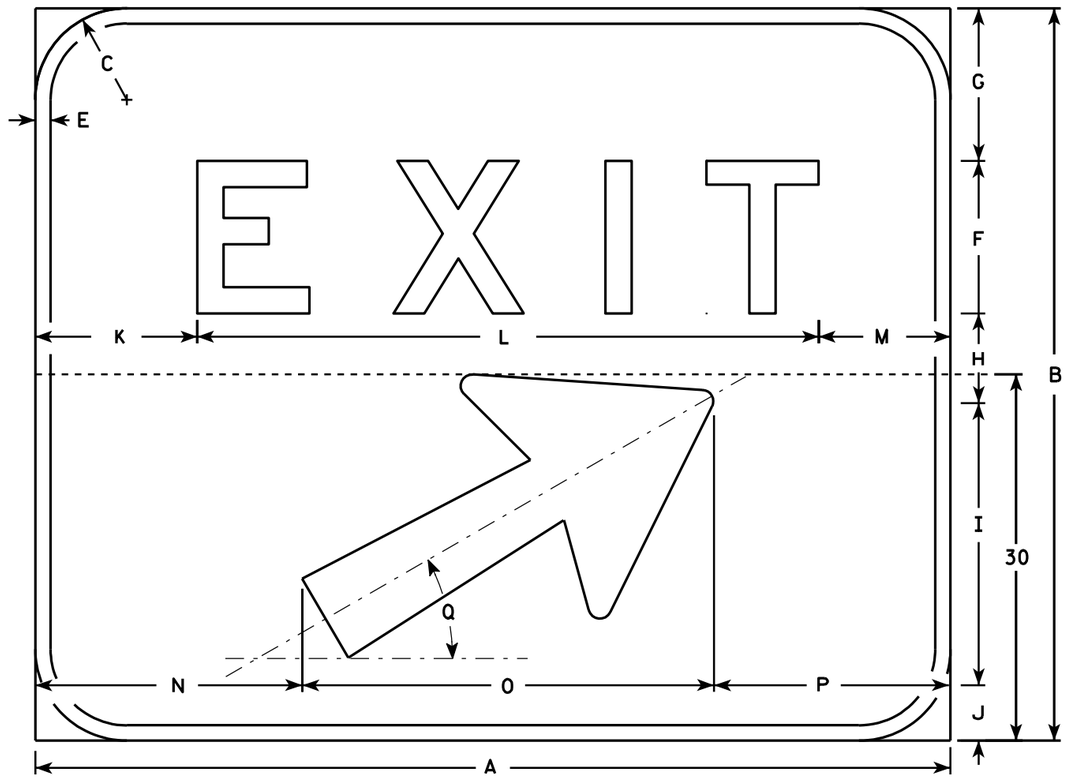
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 637 E



E5-1

NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1200 mm
5	1800 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										20.0	1.80
5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°										30.0	2.70

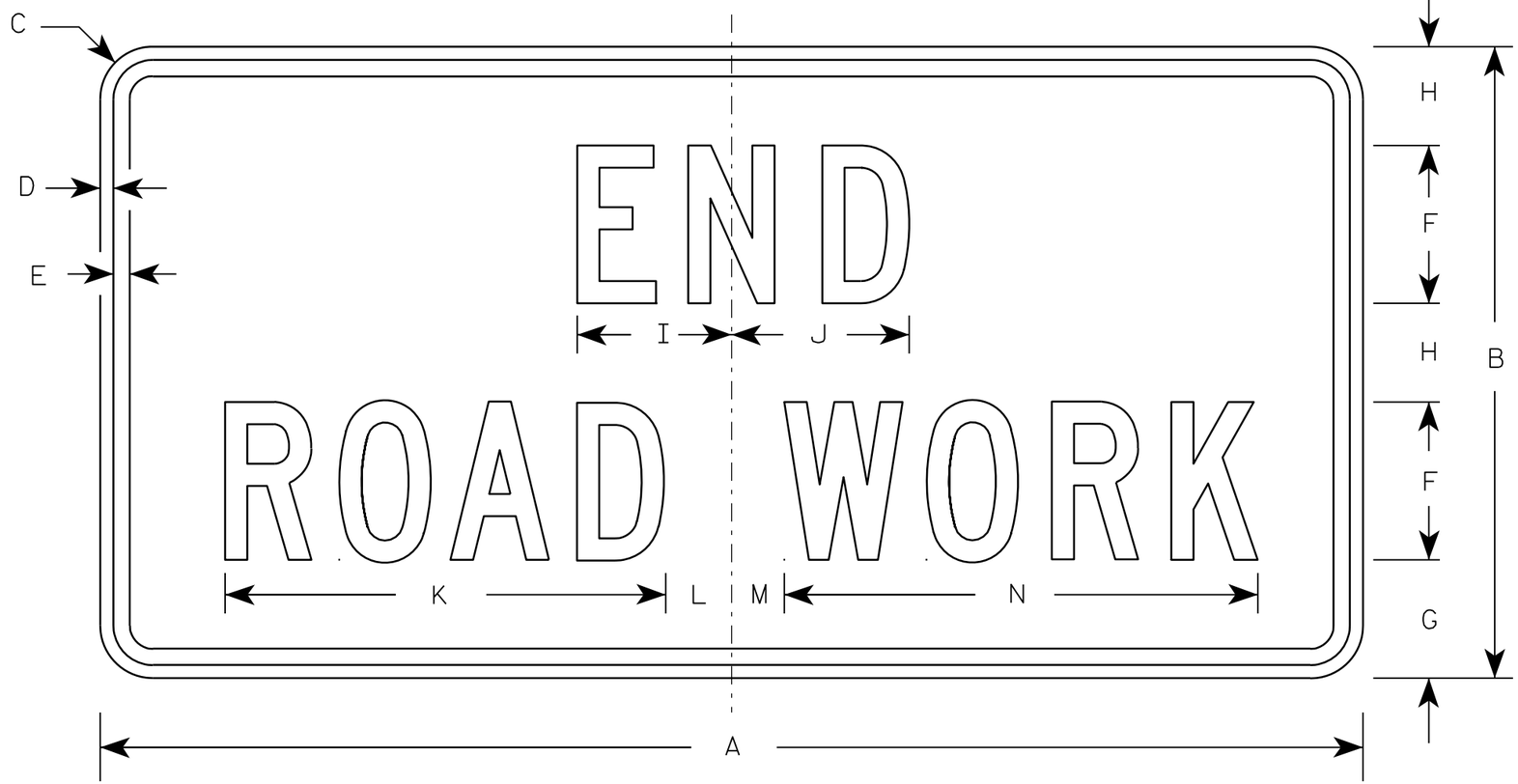
STANDARD SIGN
E5 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 6/22/00 PLATE NO. E5-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 638	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

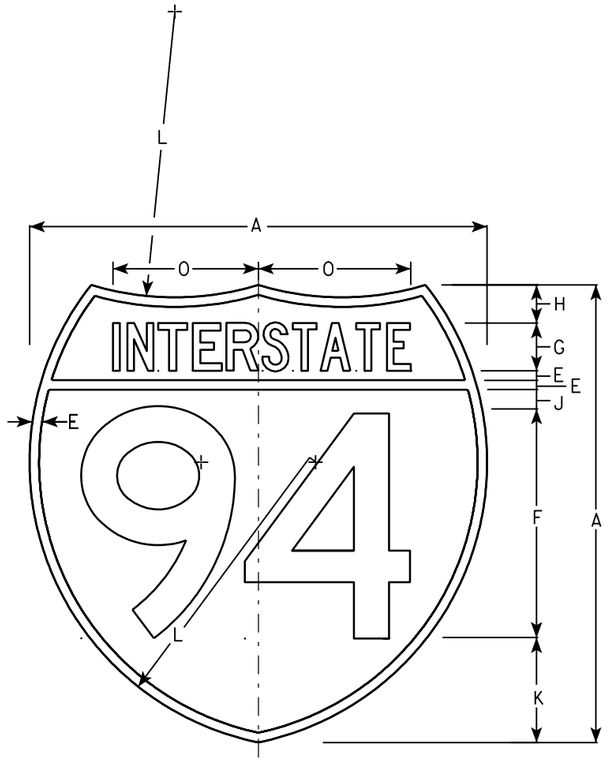
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

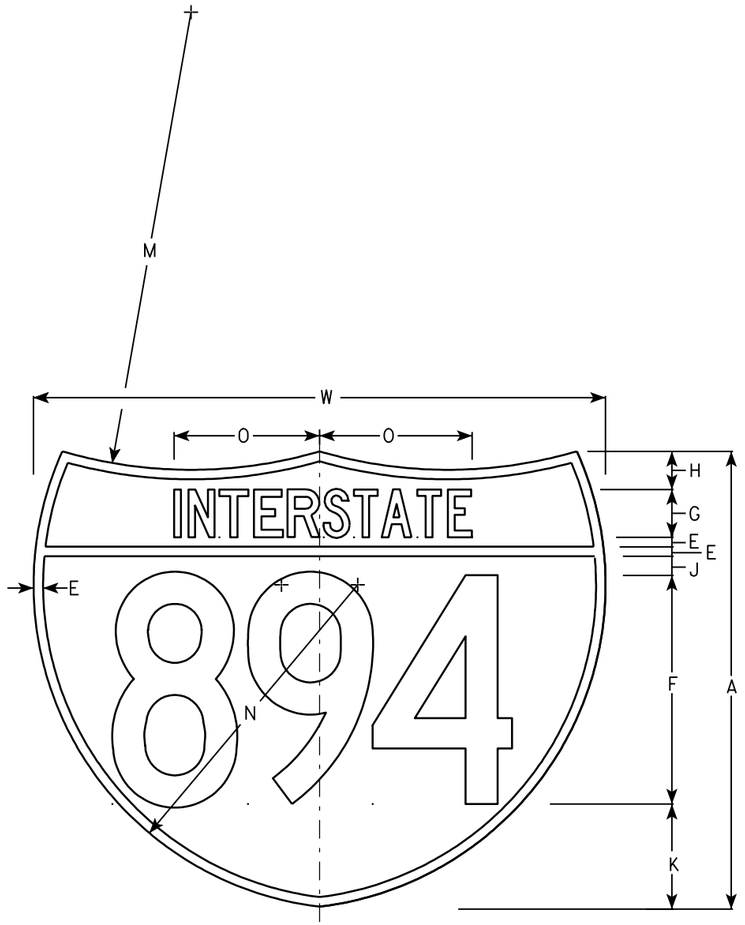
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 639	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

7

7

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

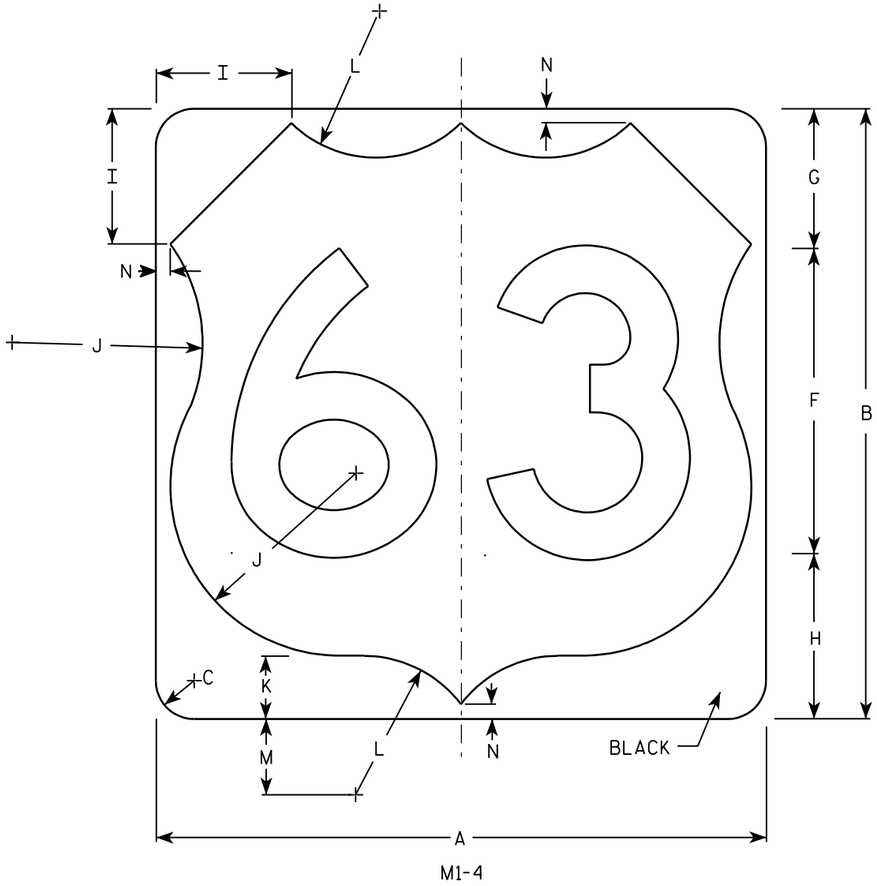
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

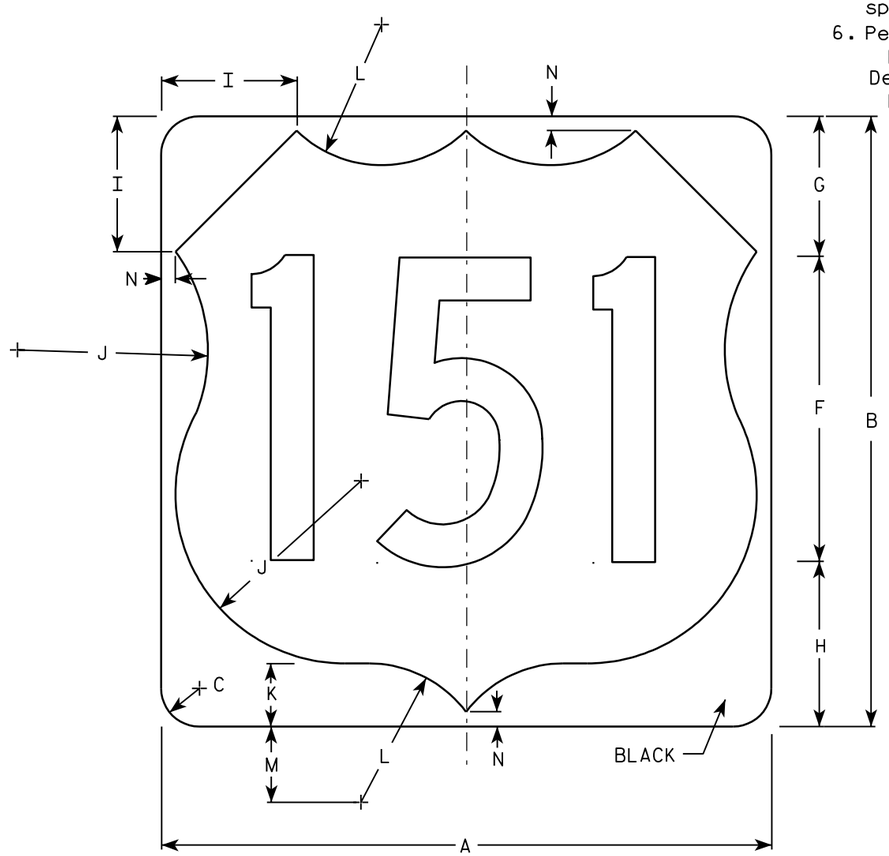
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 640	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

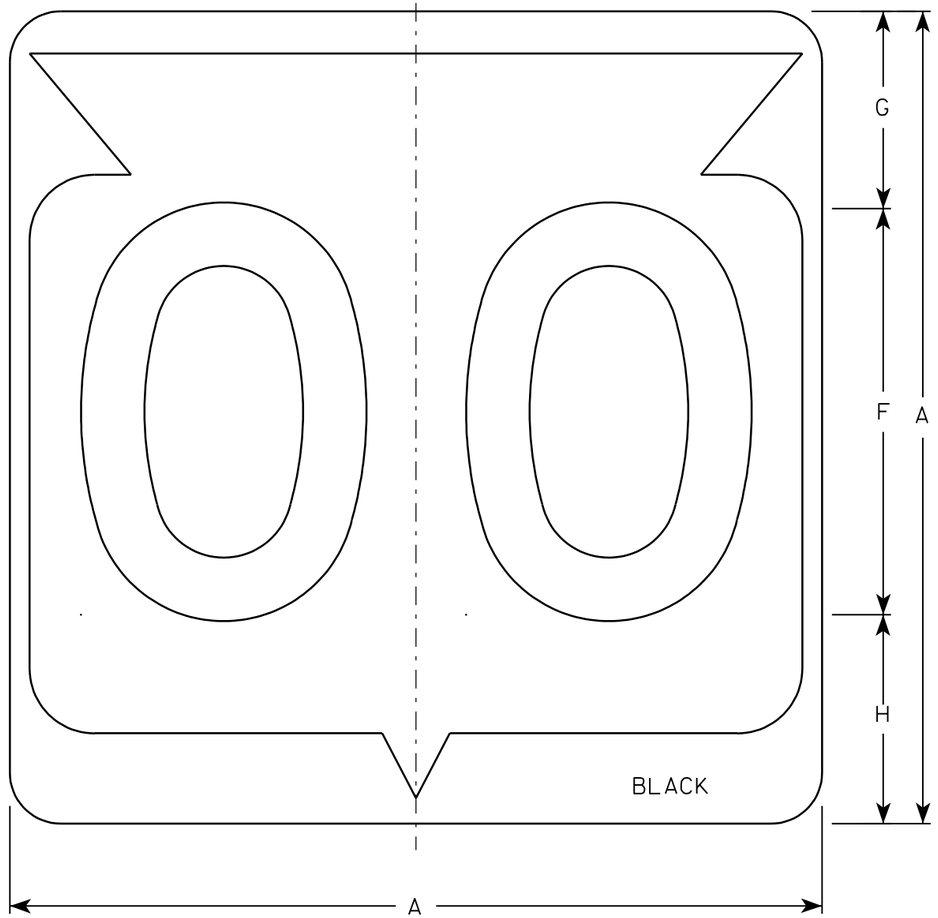
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

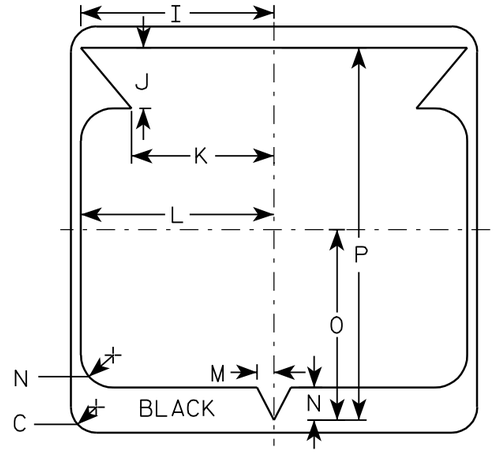
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 641 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

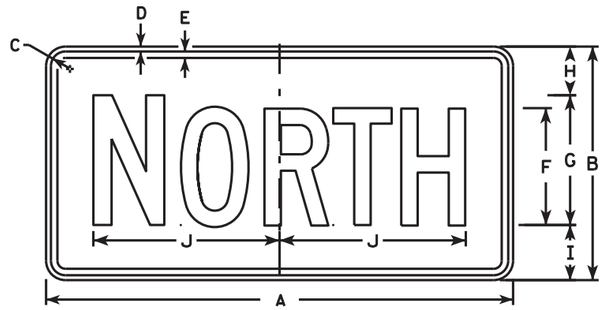
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

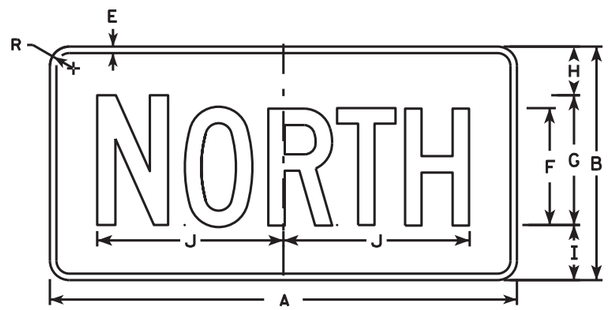
APPROVED *Chester J Spang* for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 642	E



M3-1
MM3-1
MP3-1



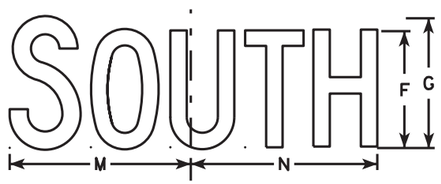
MB3-1
MK3-1
MN3-1



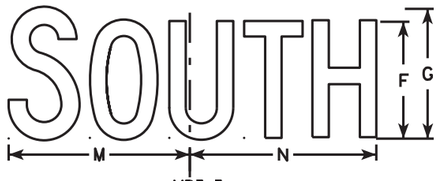
M3-2
MM3-2
MP3-2



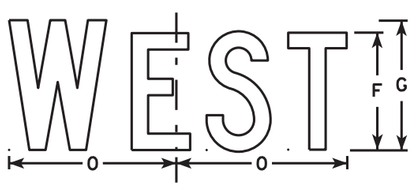
MB3-2
MK3-2
MN3-2



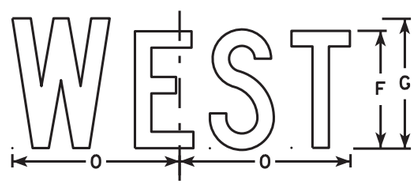
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14

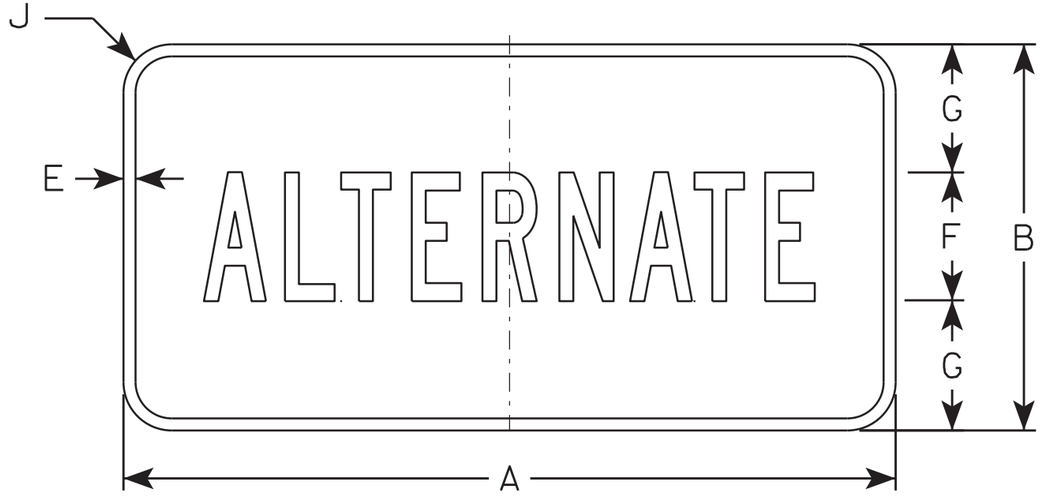
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

7

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 15-OCT-2015 12:16 PLOT BY : ss...plotuser...ss PLOT NAME : PLOT SCALE : 18.607113:1.000000
WISDOT/CADDS SHEET 42



M4-1
M04-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   M04-1 Background - Orange - Type F
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

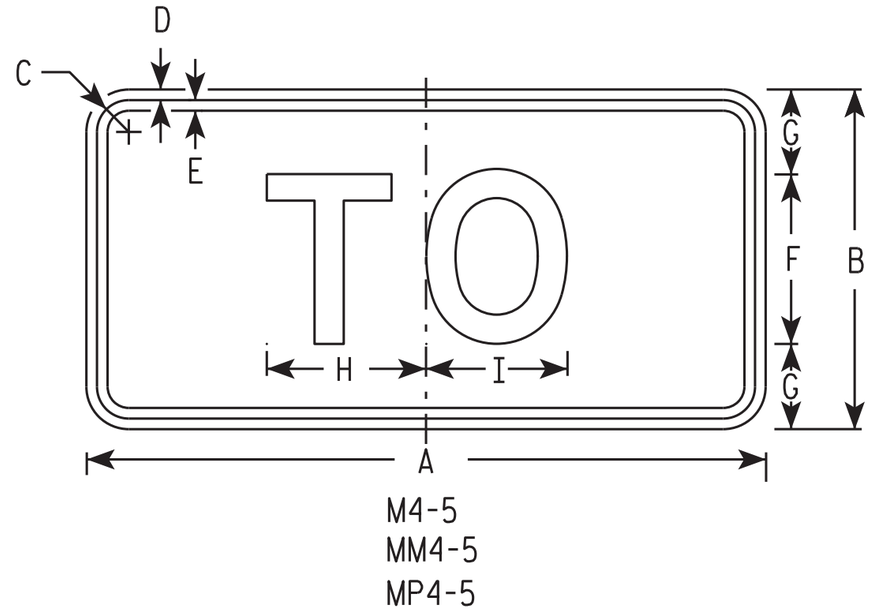
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

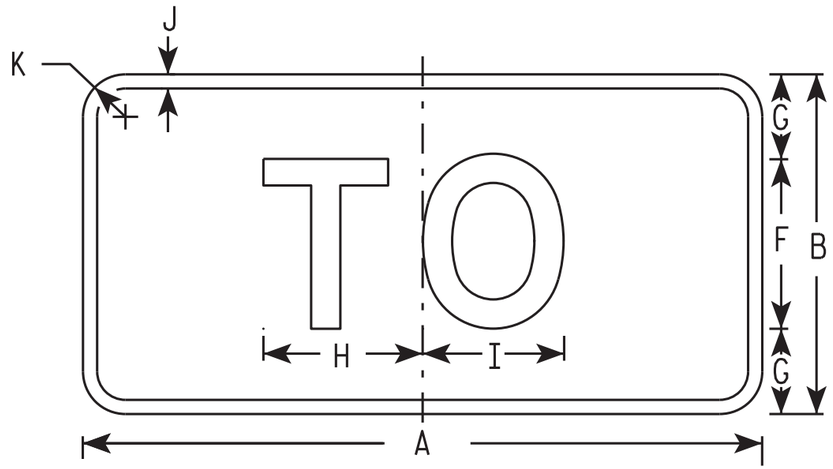
DATE 6/30/14 PLATE 14-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000 WISDOT/CADDS SHEET 42



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

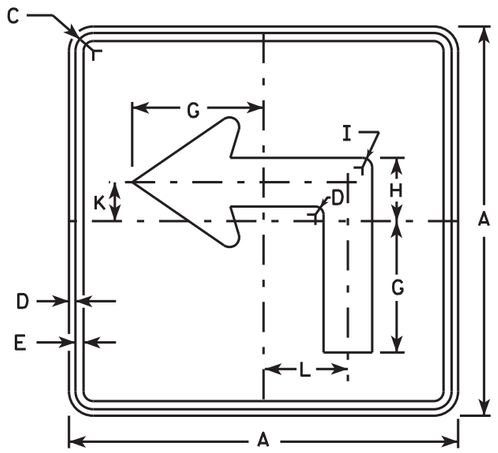
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

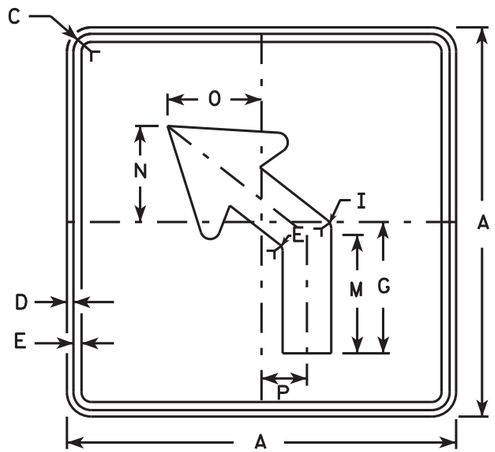
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M4-5.8

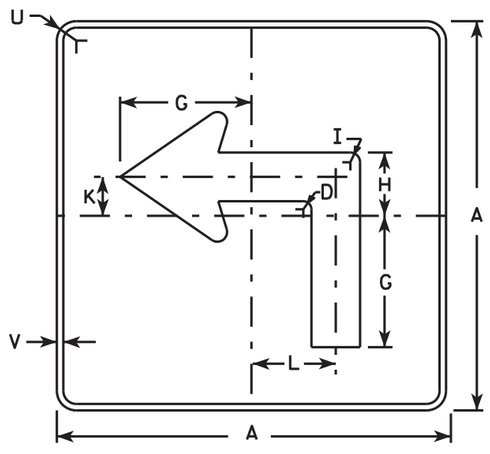
PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E



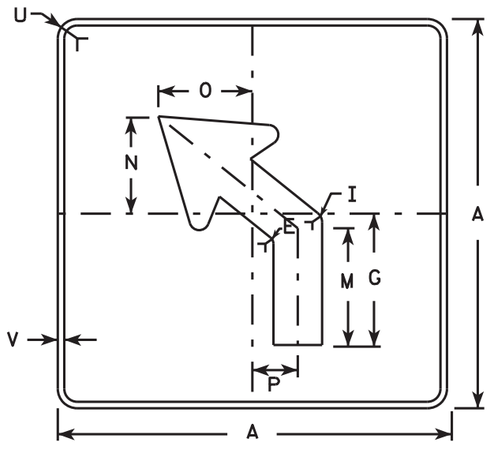
M5-1L
MM5-1L
MO5-1L
MP5-1L



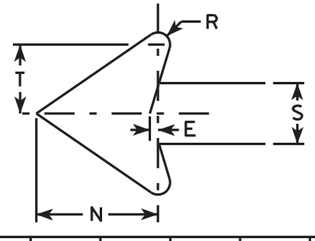
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4.
   M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

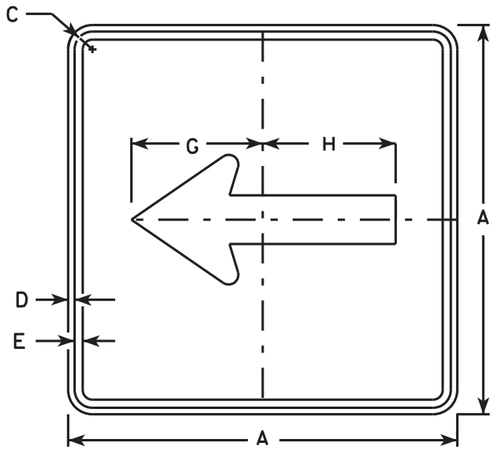
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

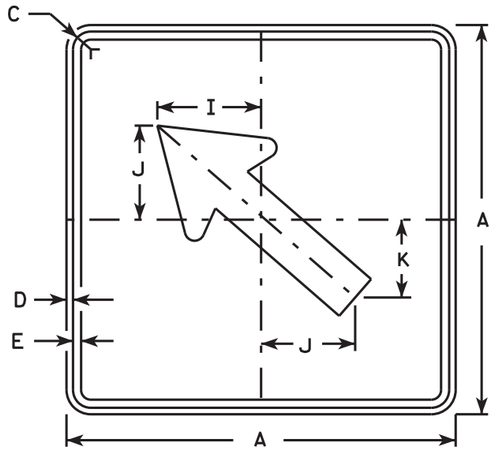
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



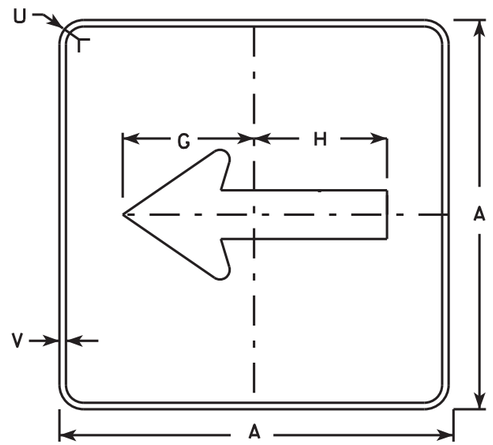
M6-1
MM6-1
MO6-1
MP6-1



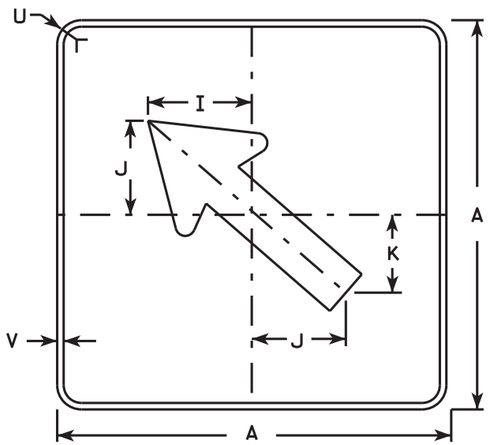
M6-2
MM6-2
MO6-2
MP6-2

NOTES

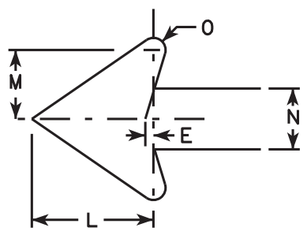
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

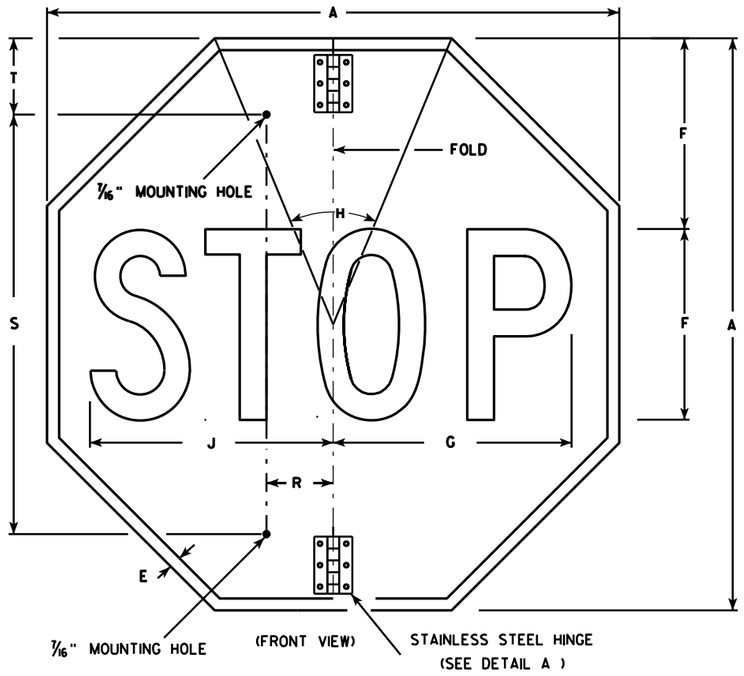
STANDARD SIGN
M6-1 & M6-2
SERIES

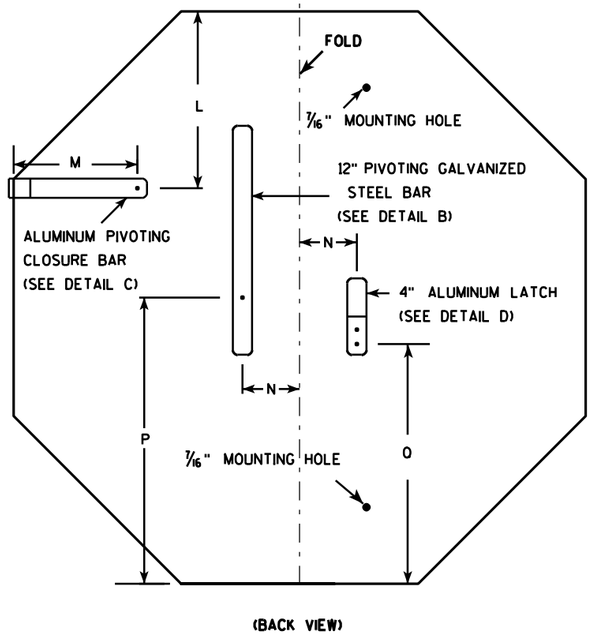
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-1.15

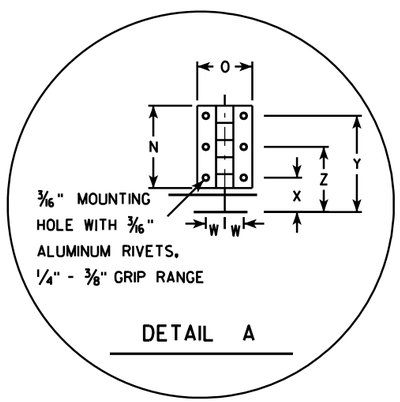
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



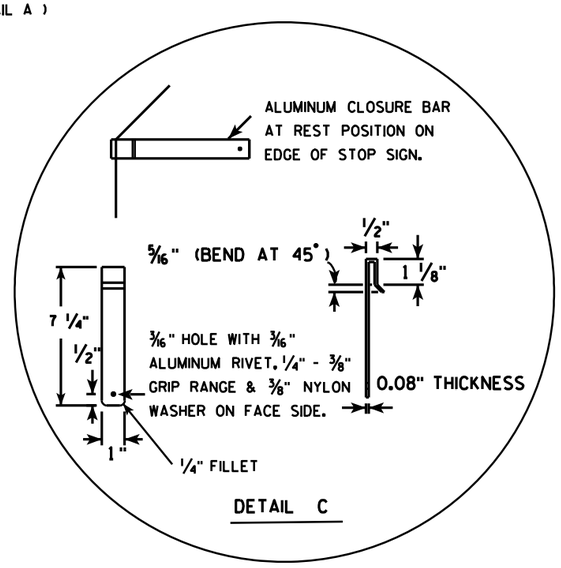


NOTES

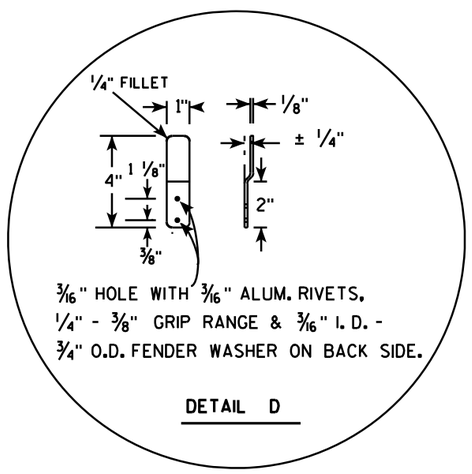
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



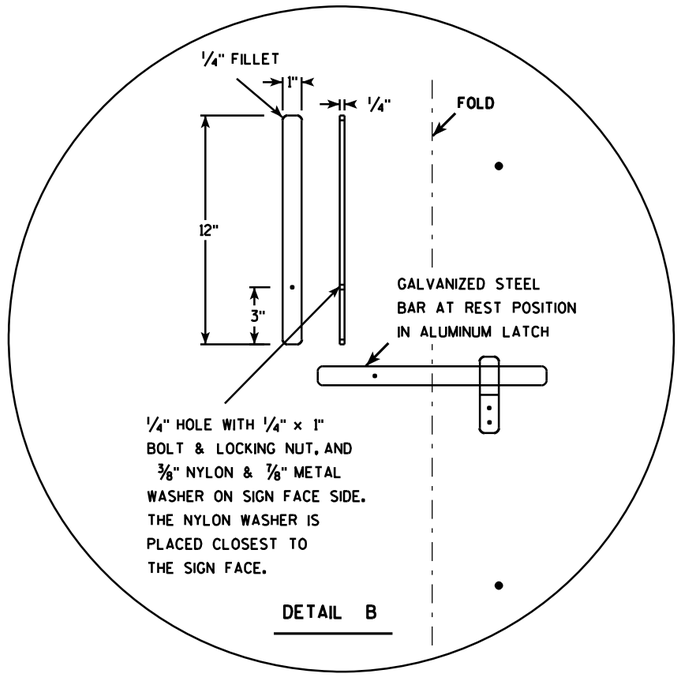
DETAIL A



DETAIL C



DETAIL D



DETAIL 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	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																											

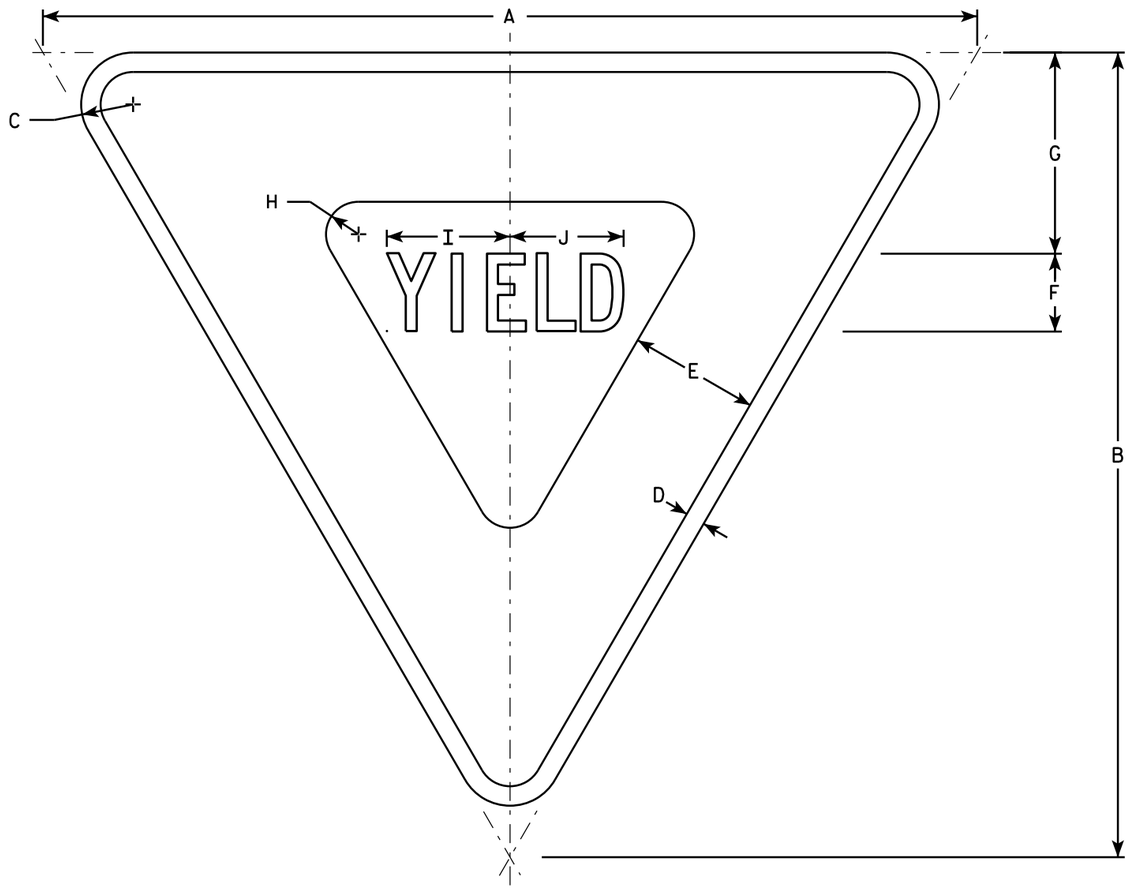
STANDARD SIGN
R1-1F

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: 648	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

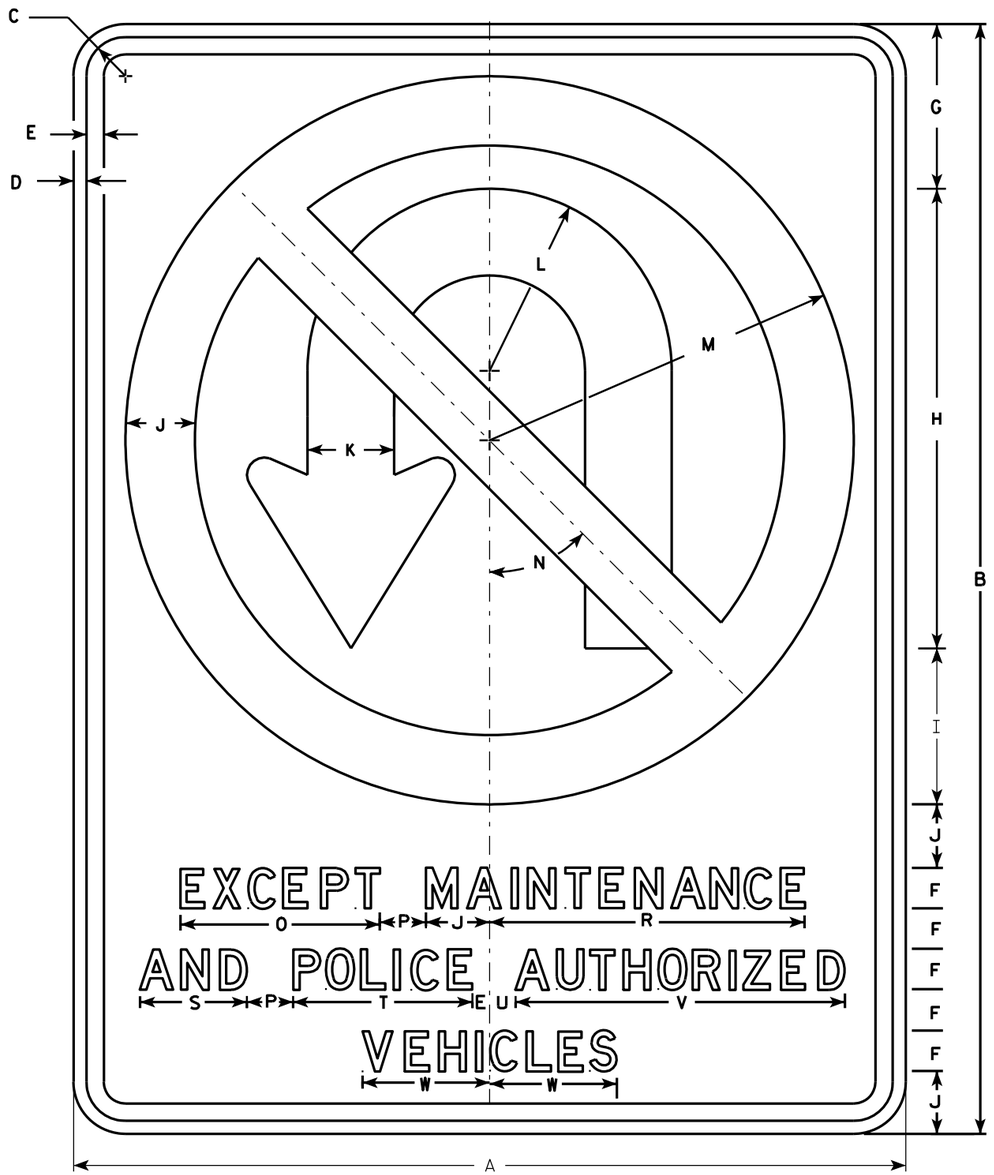
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE P1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

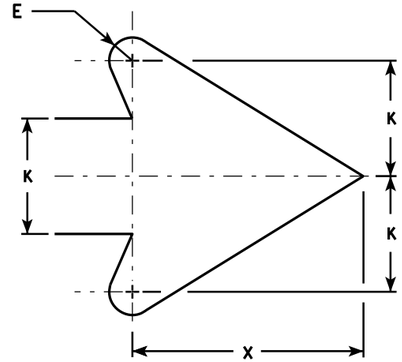
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



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

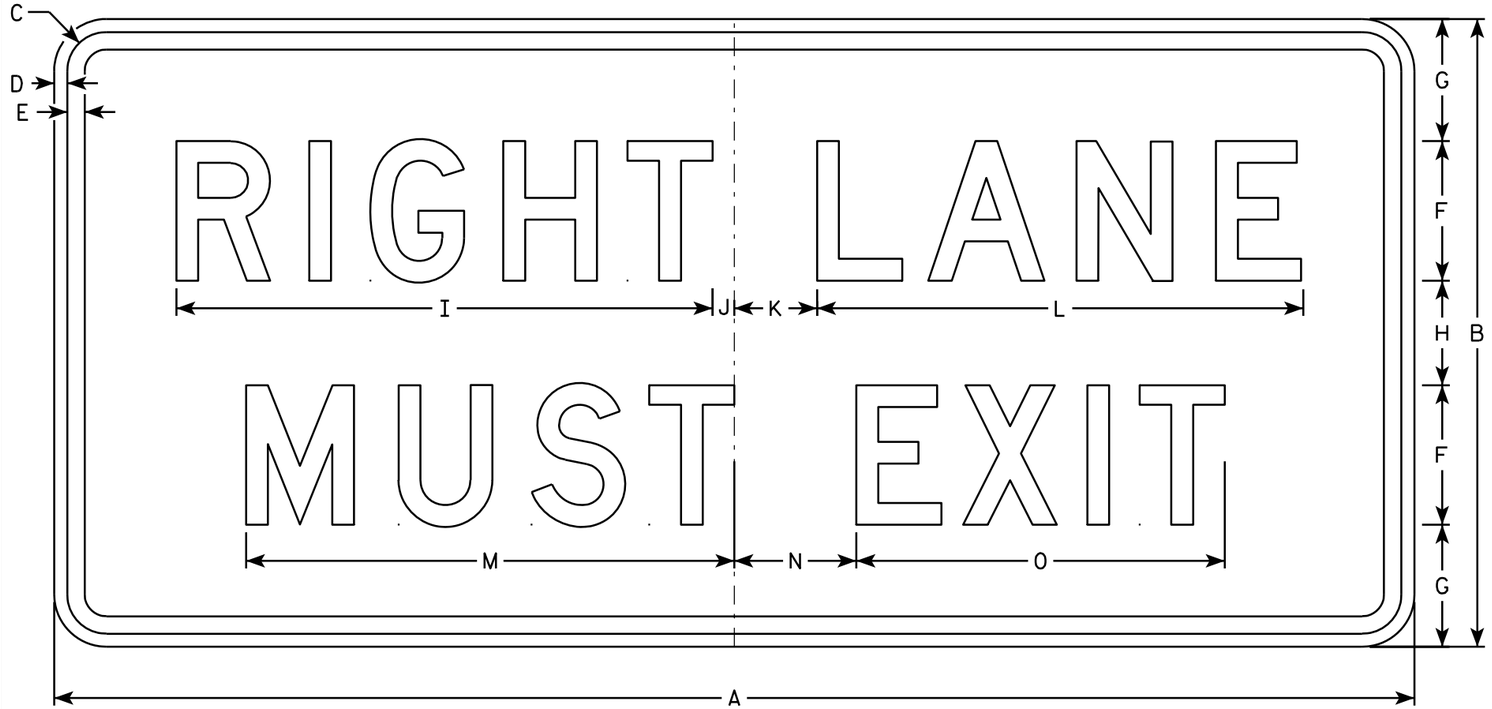
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

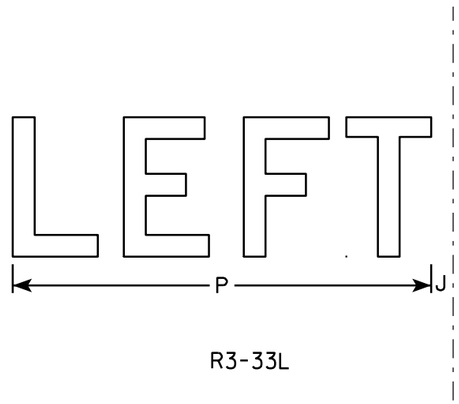
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 650	E



R3-33R



R3-33L

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	78	36	2 1/4	3/4	1	8	7	6	30 3/4	1 1/4	4 3/4	27 7/8	28	7	21 1/8	24											19.5
5	78	36	2 1/4	3/4	1	8	7	6	30 3/4	1 1/4	4 3/4	27 7/8	28	7	21 1/8	24											19.5

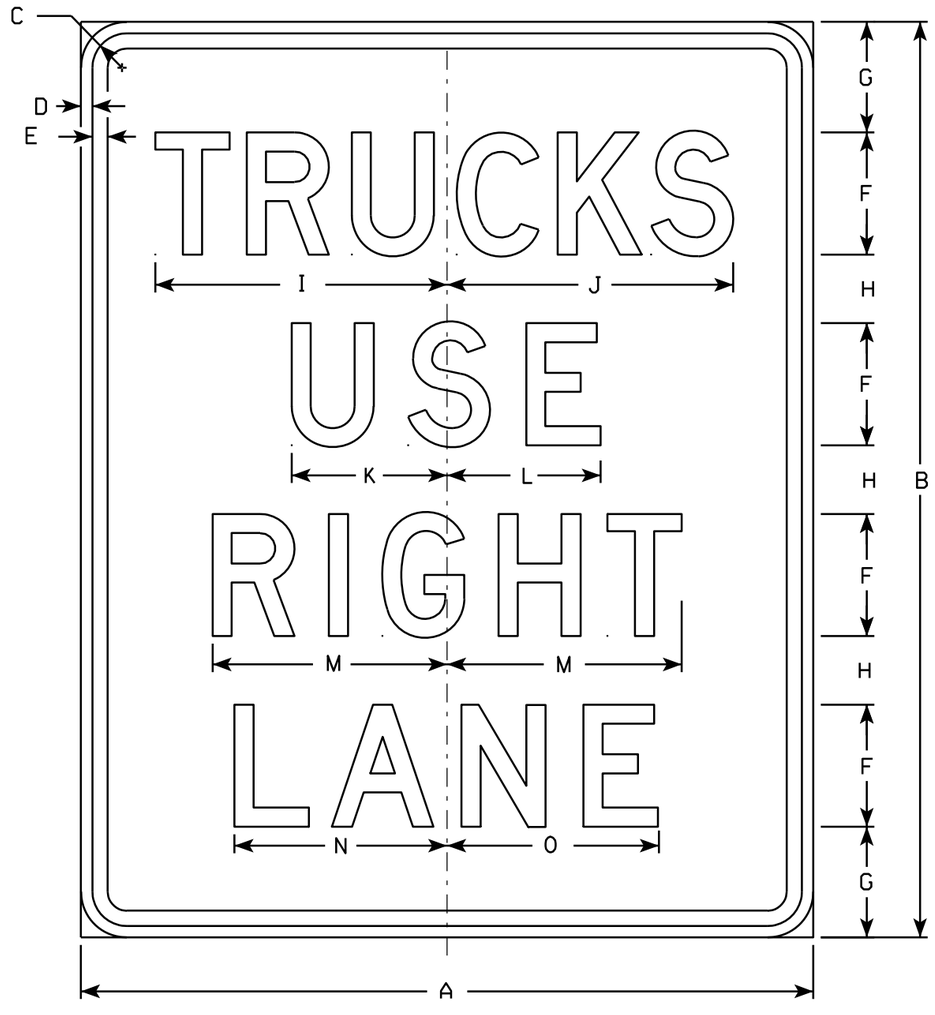
STANDARD SIGN
R3-33

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/7/10 PLATE NO. R3-33.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 651 | E

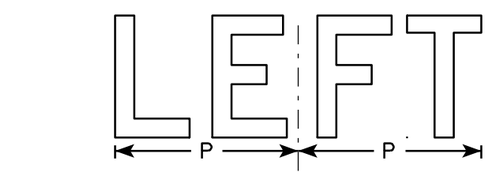


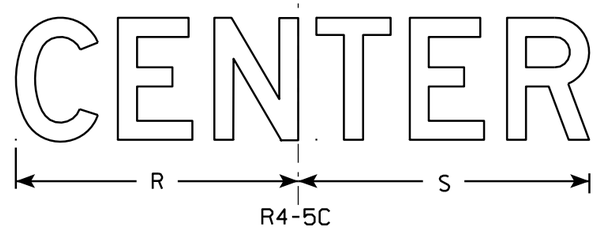
R4-5

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

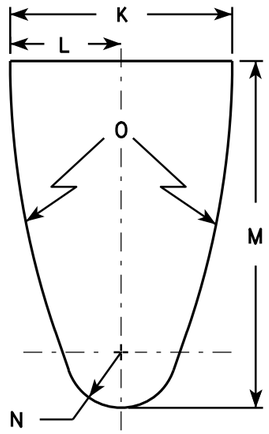
STANDARD SIGN
R4-5

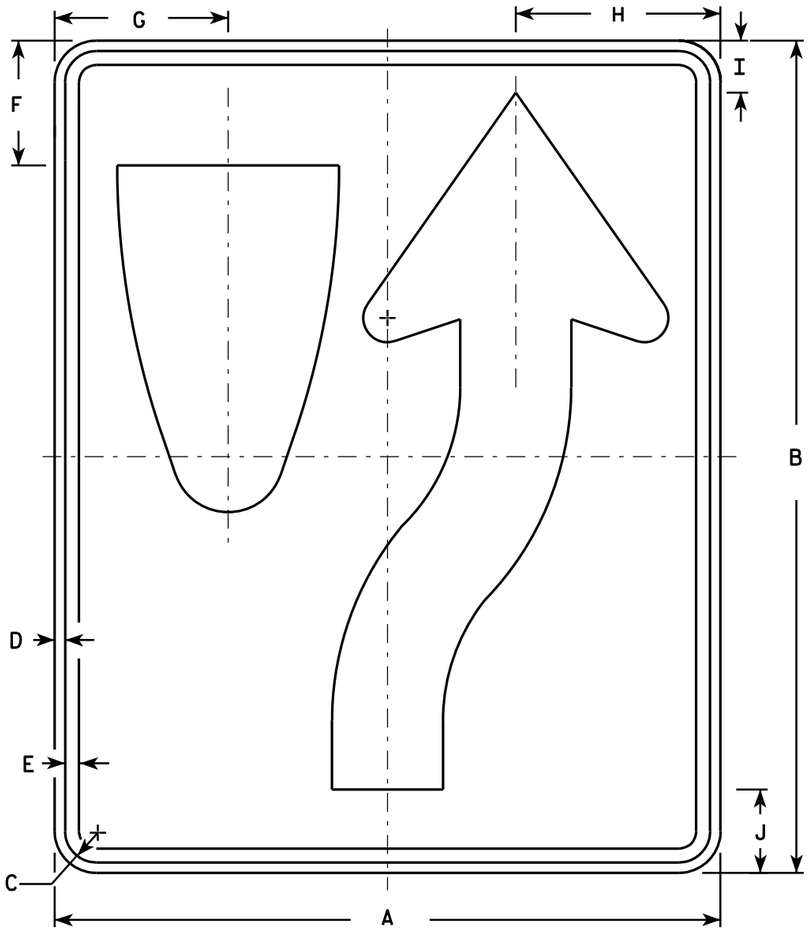
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 652 | E

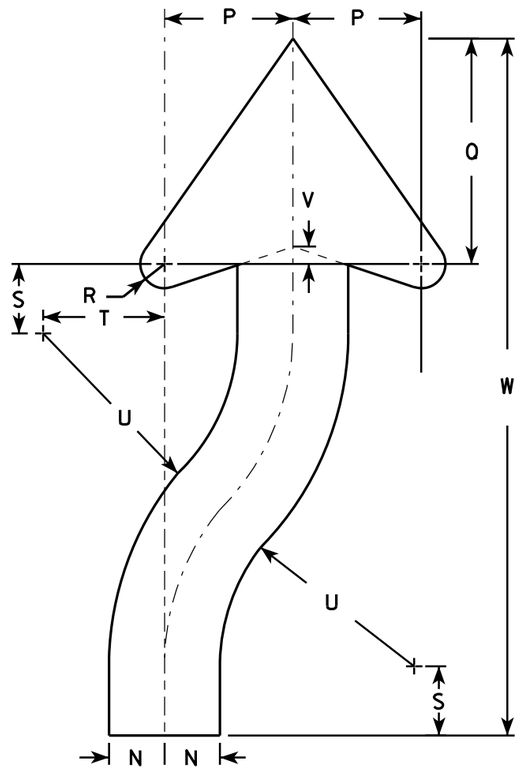




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

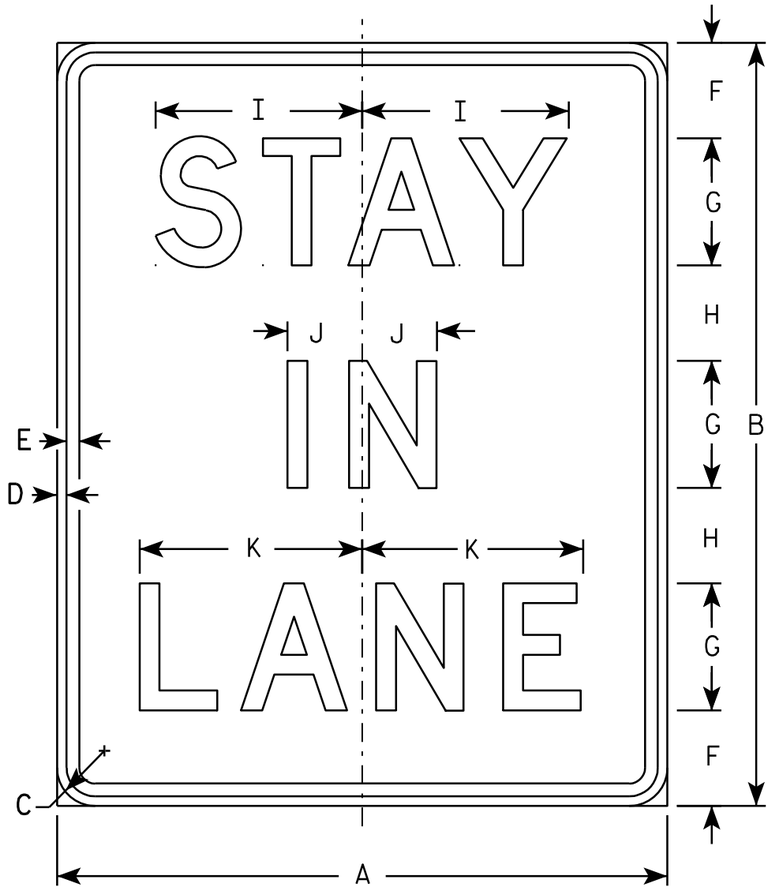
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 653	E



R4-9

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	18	24	1 1/8	3/8	3/8	3	4	3	6 1/2	2 3/8	7																3.0
2S	24	30	1 1/8	3/8	1/2	3 5/8	5	3 7/8	8 1/8	3	8 3/4																5.0
2M	24	30	1 1/8	3/8	1/2	3 5/8	5	3 7/8	8 1/8	3	8 3/4																5.0
3	36	48	1 3/8	1/2	5/8	8 1/4	7	5 1/4	11 3/8	4 1/8	12 1/4																12.0
4	36	48	1 3/8	1/2	5/8	8 1/4	7	5 1/4	11 3/8	4 1/8	12 1/4																12.0
5	48	60	2 1/4	3/4	1	7 1/2	10	7 1/2	16 1/4	5 7/8	17 1/2																20.0

STANDARD SIGN
R4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-9.2

PROJECT NO:

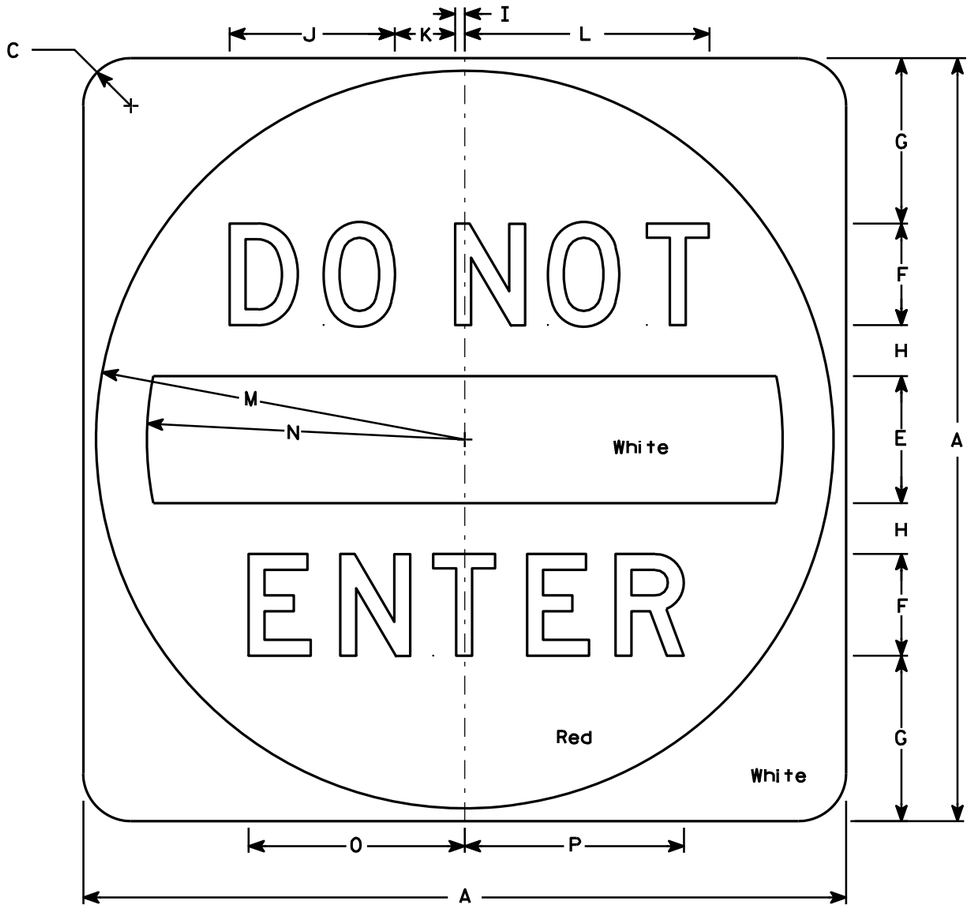
SHEET NO: 654 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R49.DGN PLOT DATE : 25-MAR-2011 14:17 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



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

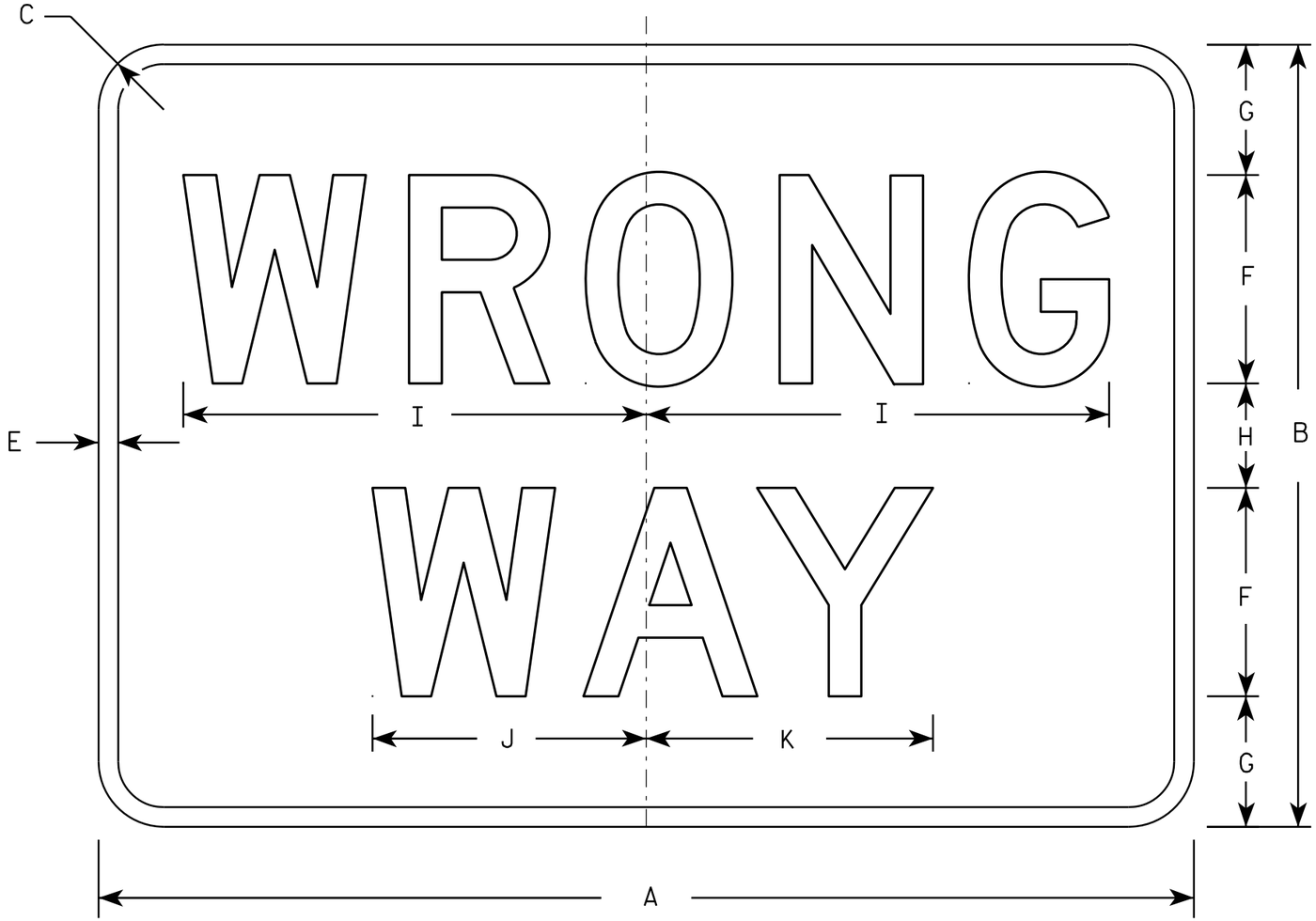
STANDARD SIGN
R5-1

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: 655 | 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

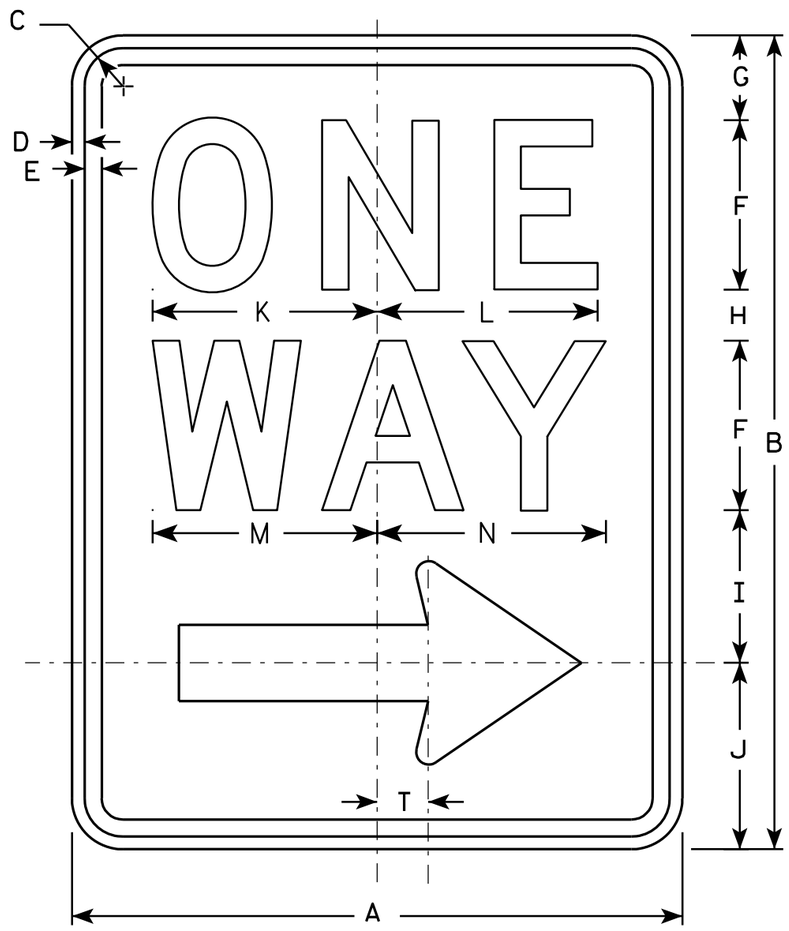
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

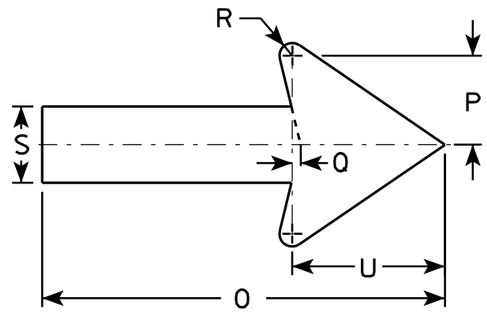
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 656	E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

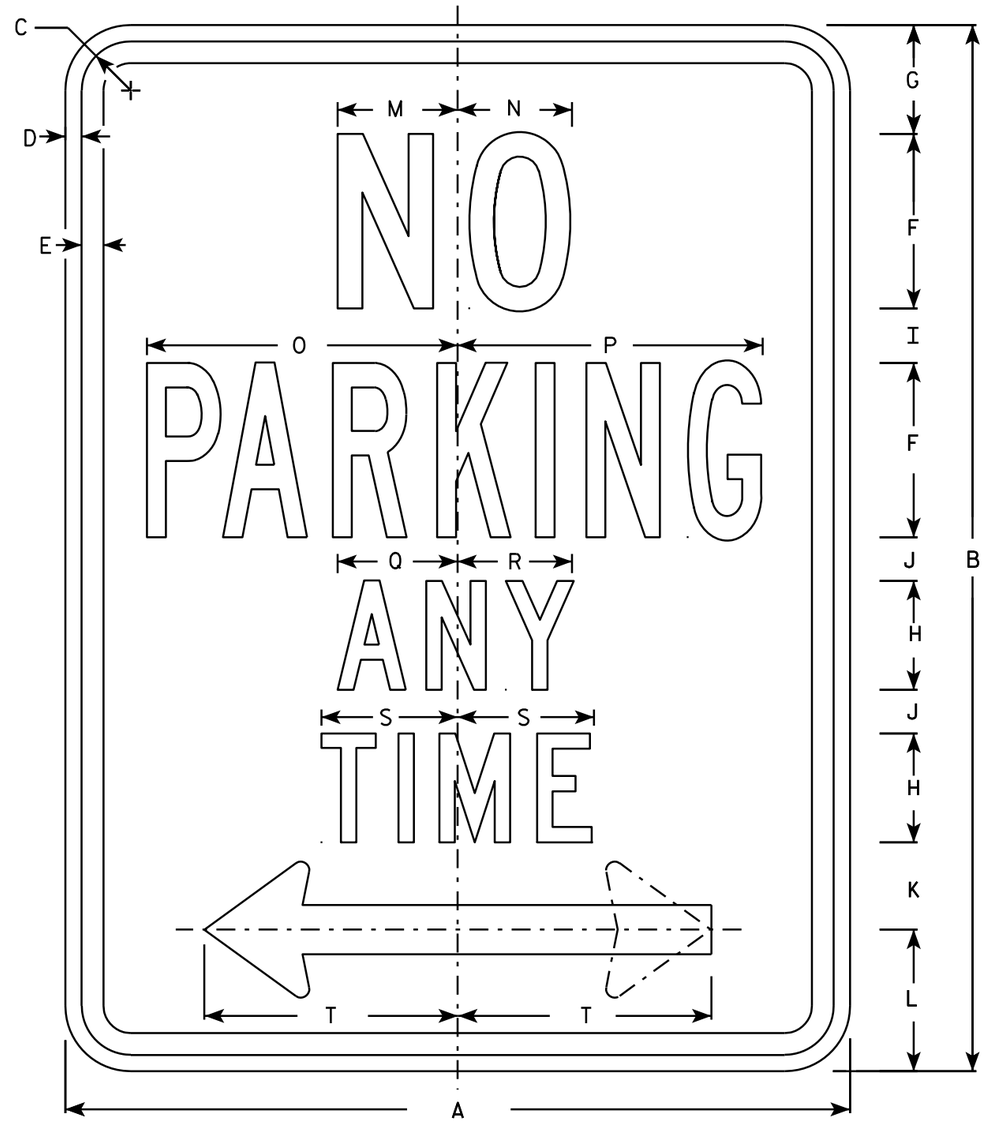
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

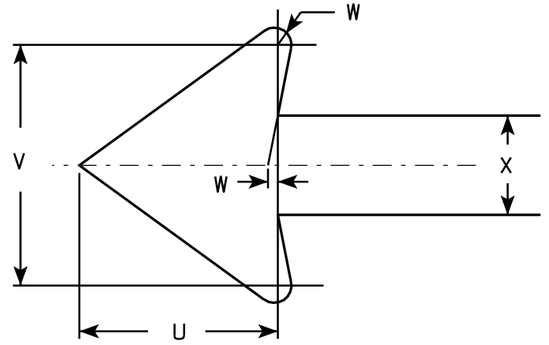
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 657	E



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

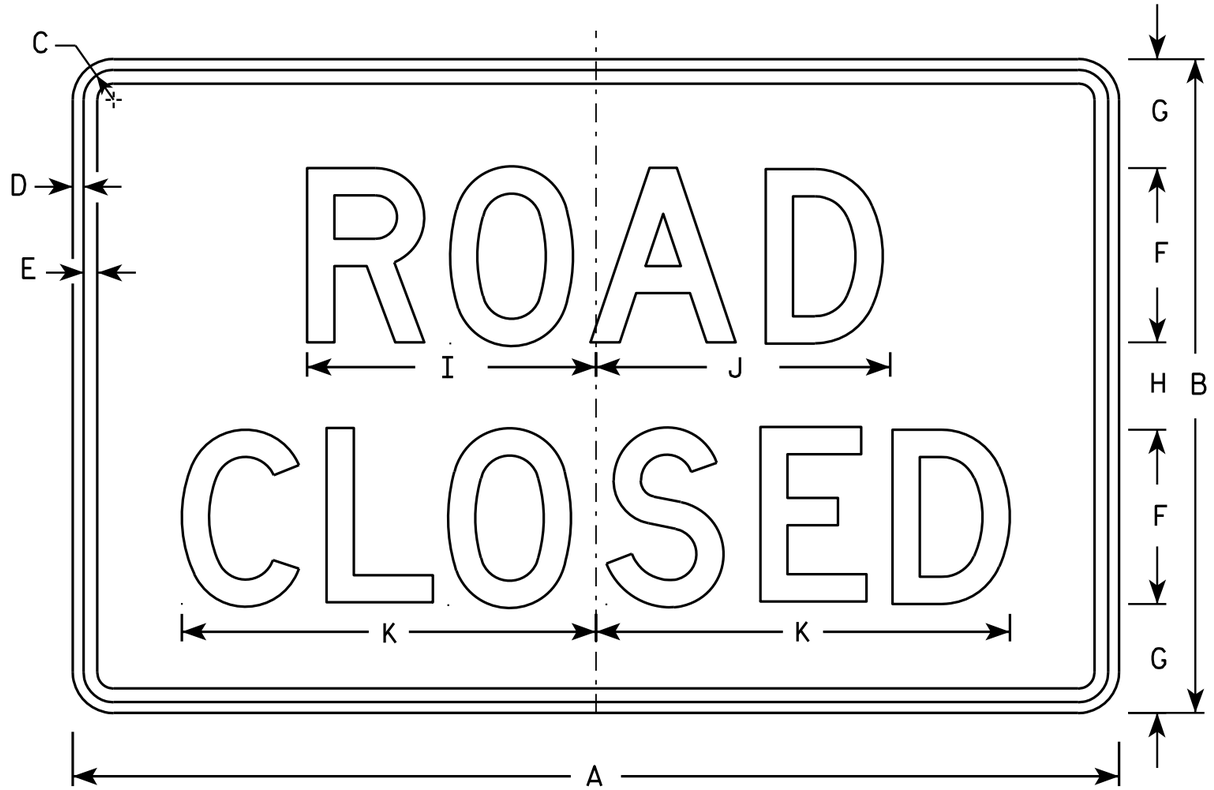
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 658	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

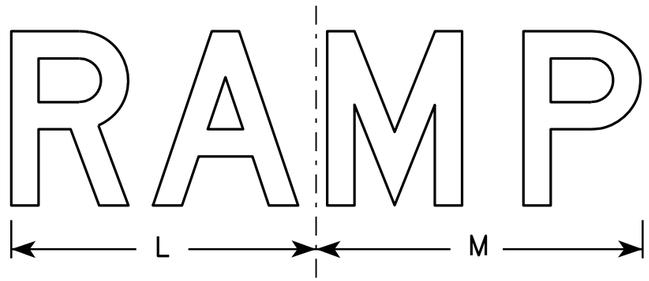
WISDOT/CADDS SHEET 42



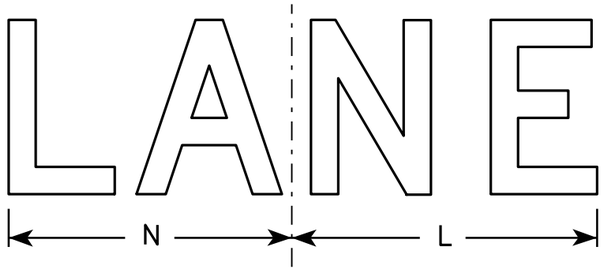
R11-2

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

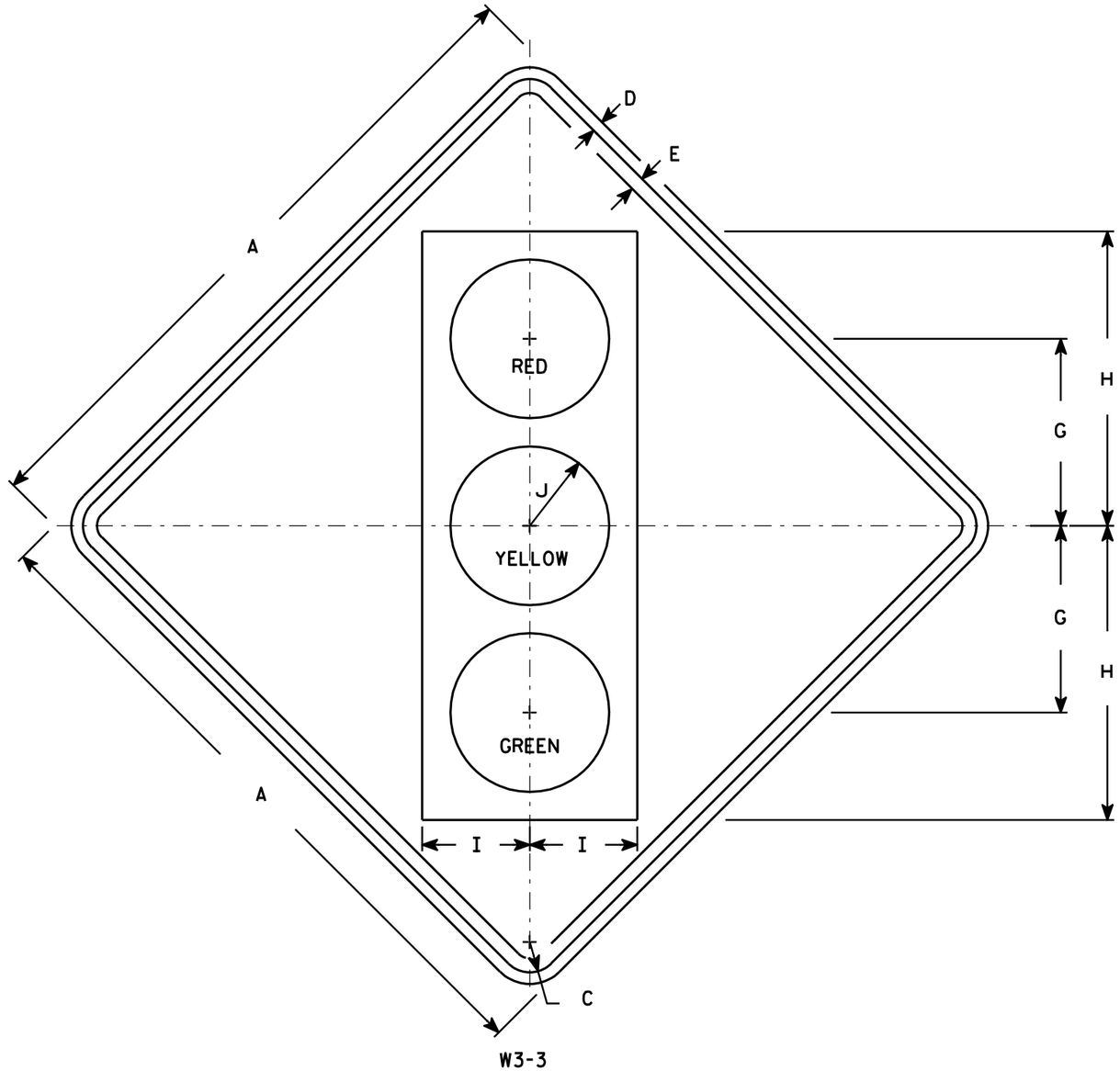
STANDARD SIGN
R11-2

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: 659	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

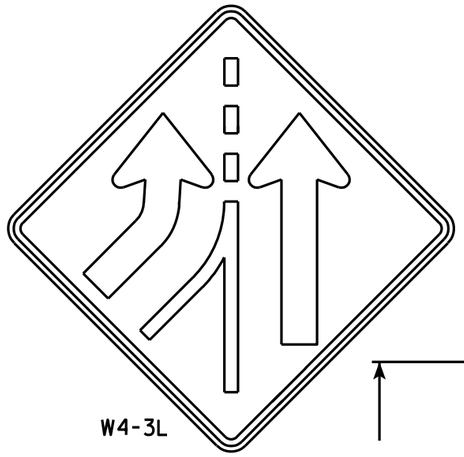
WISCONSIN DEPT OF TRANSPORTATION

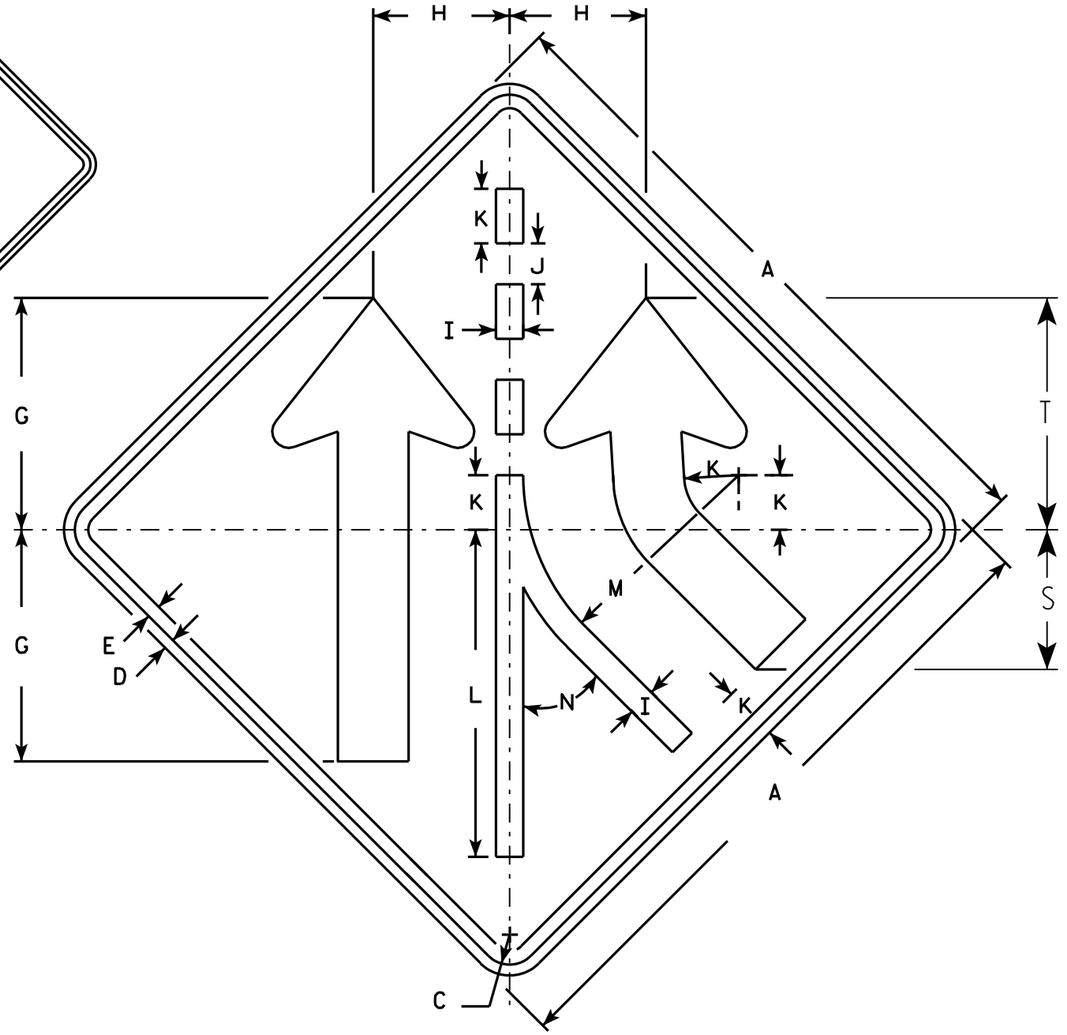
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 660 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000

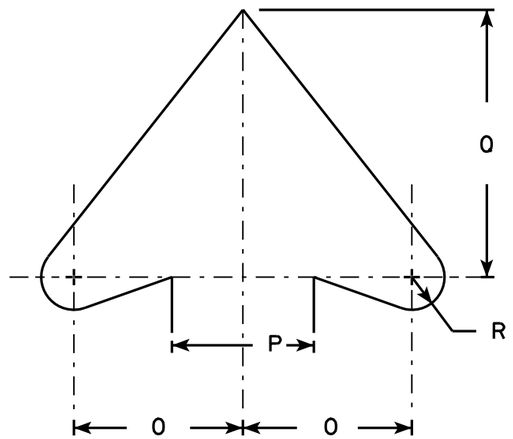




W4-3R

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

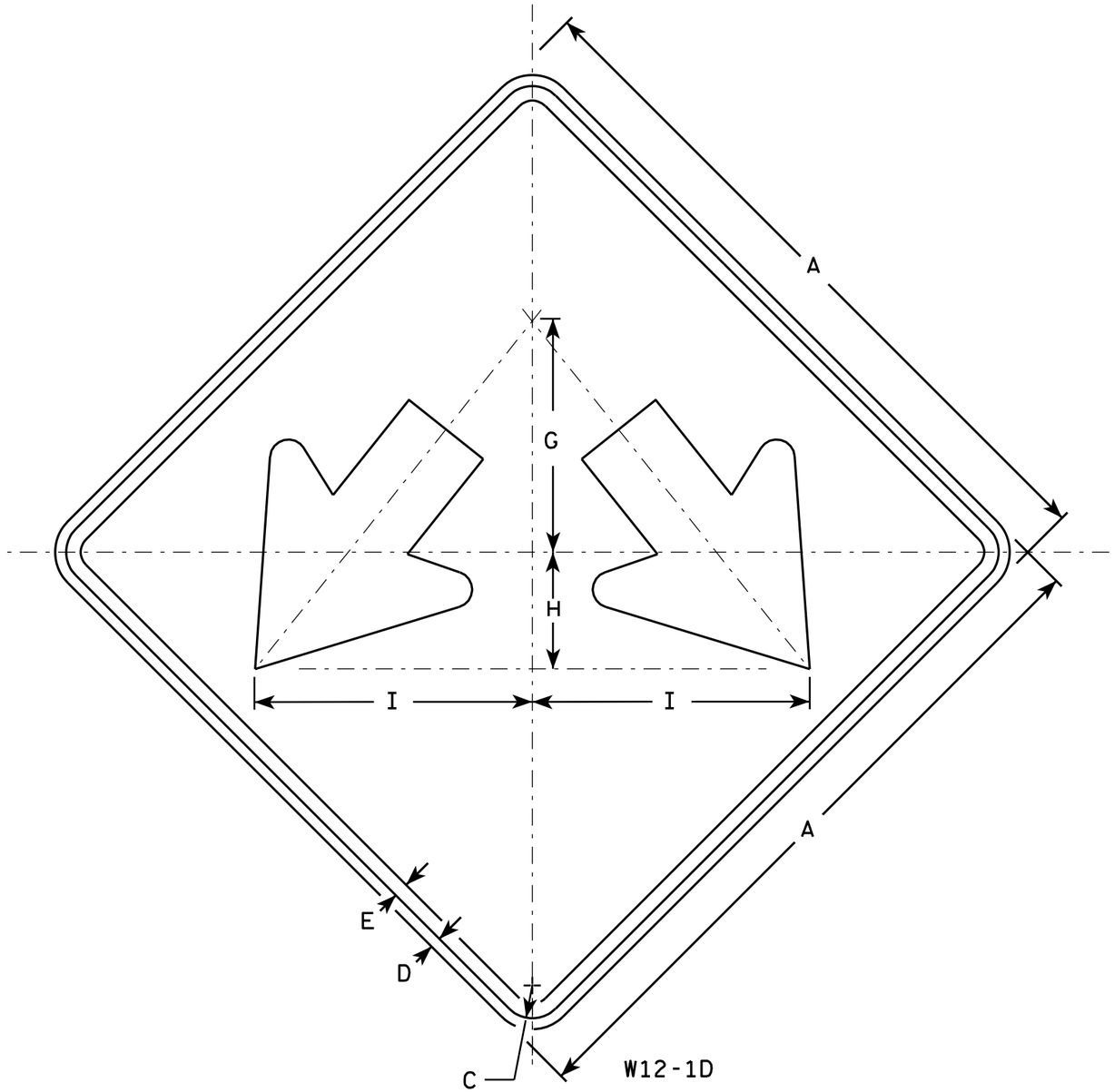
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-3.8

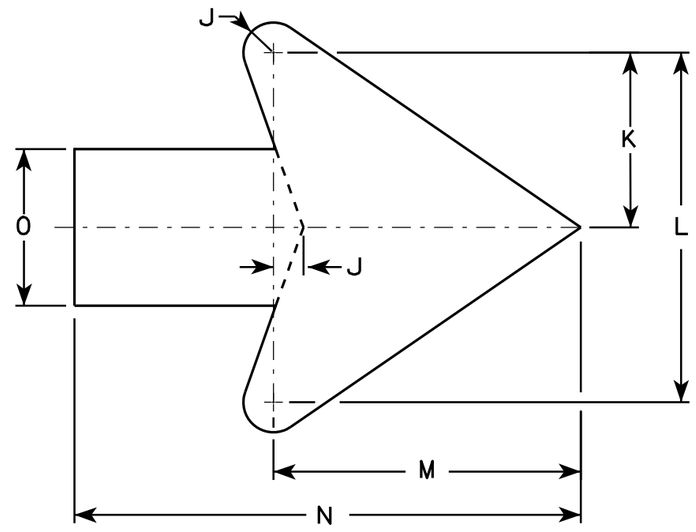
PROJECT NO:

SHEET NO: 661 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

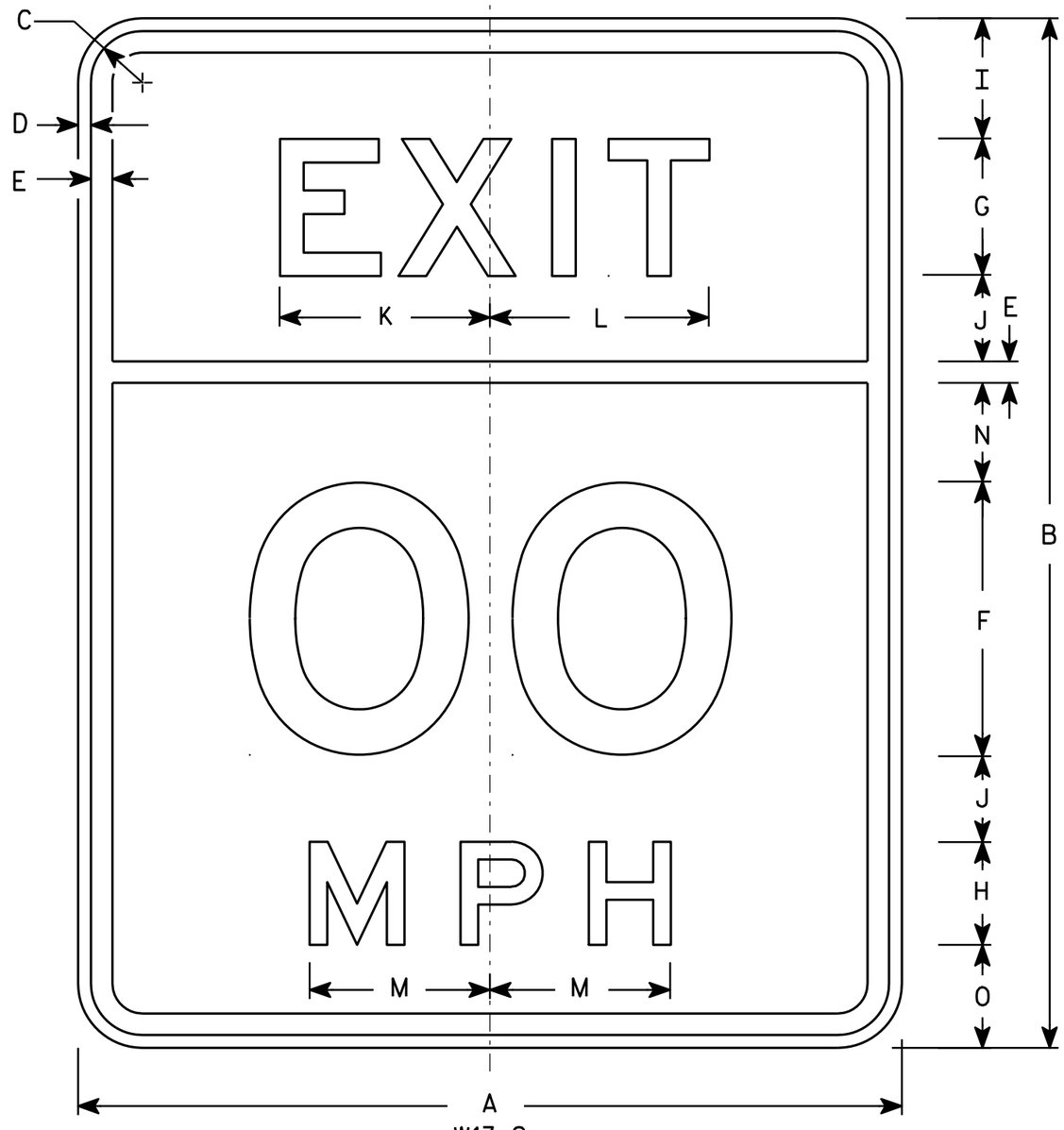
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 662	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

WISDOT/CADDS SHEET 42

7

7



W13-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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 space about centerline 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																											
2S	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
2M	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
3	36	48	2 1/4	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
4	36	48	2 1/4	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
5	48	60	2 1/4	3/4	1	16	8	6	7	5	12 1/4	12 3/4	10 5/8	5 3/4	6												20.0

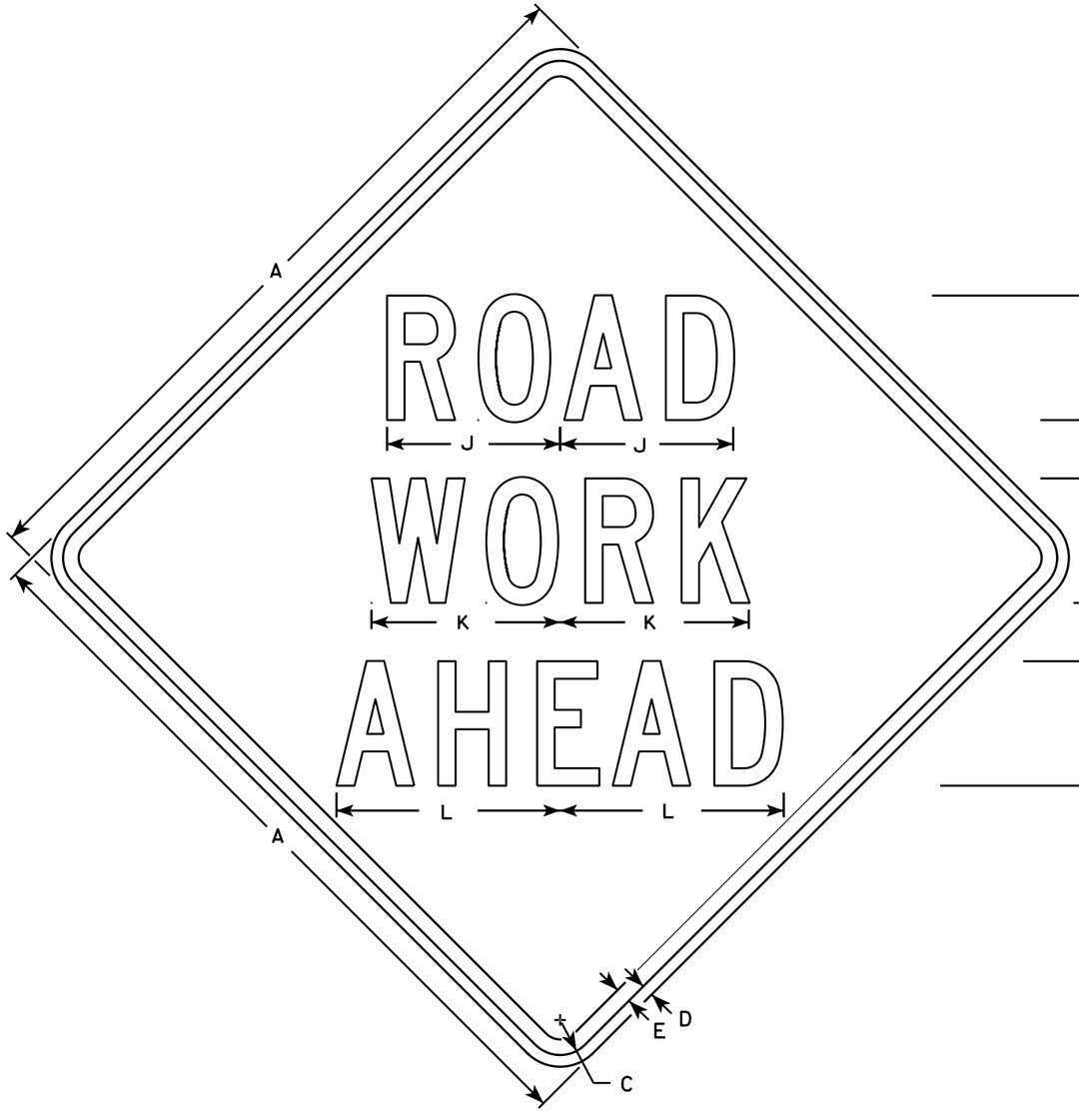
STANDARD SIGN
W13-2

WISCONSIN DEPT OF TRANSPORTATION

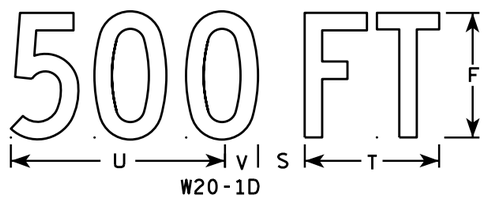
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-2.9

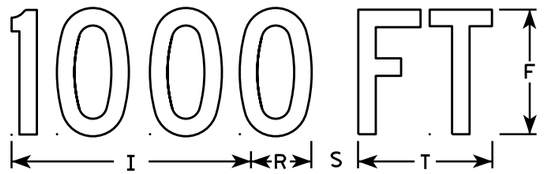
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 663 | E



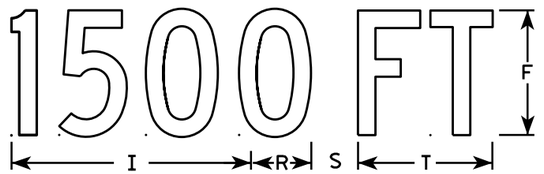
W20-1A



W20-1D



W20-1C



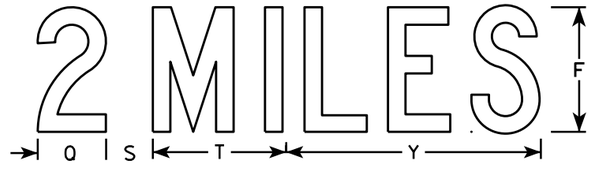
W20-1B



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

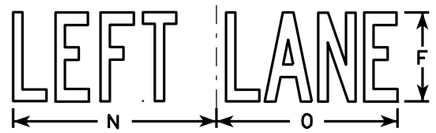
DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

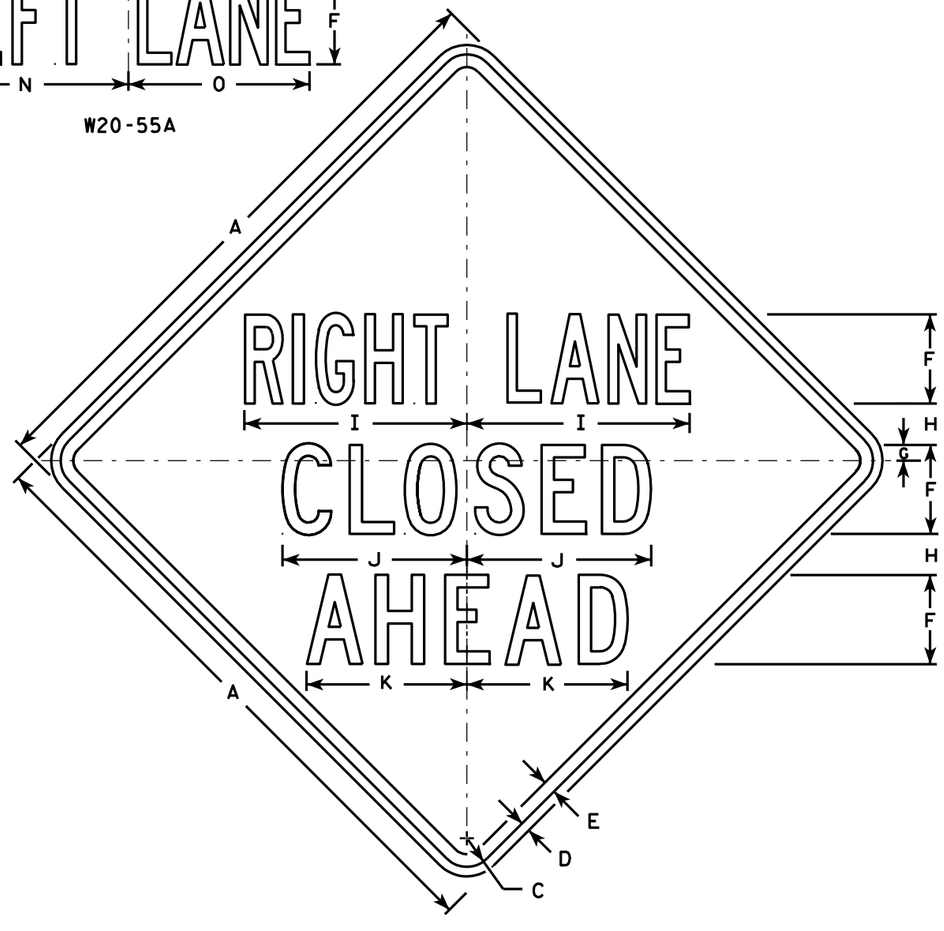
SHEET NO: E



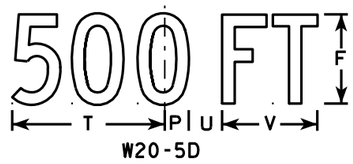
W20-56A



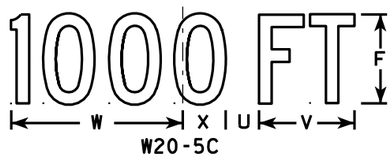
W20-55A



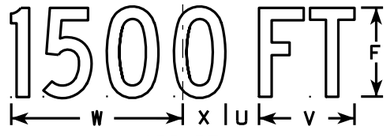
W20-5A



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

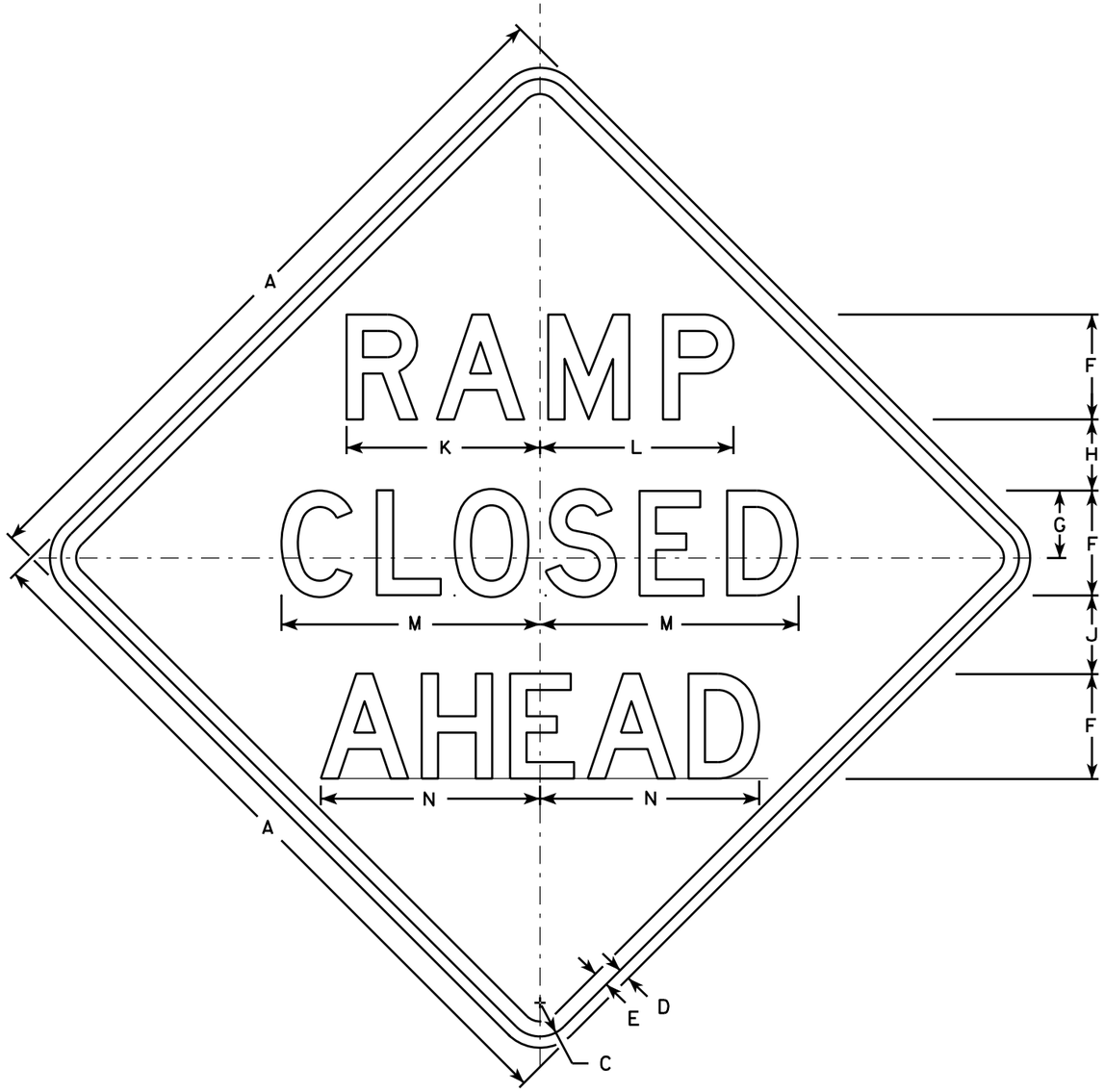
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

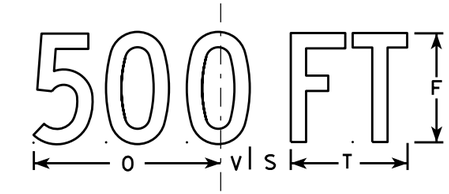
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 665	E

7

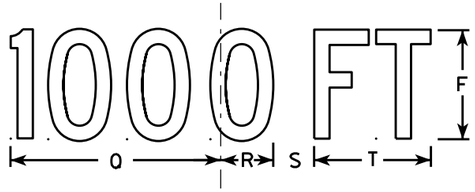
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



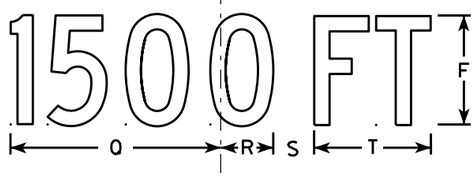
W20-53A



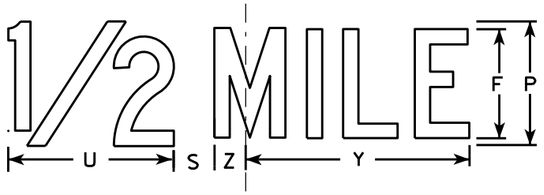
W20-53D



W20-53C



W20-53B



W20-53G



W20-53F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-53A,B,C,D,F,G

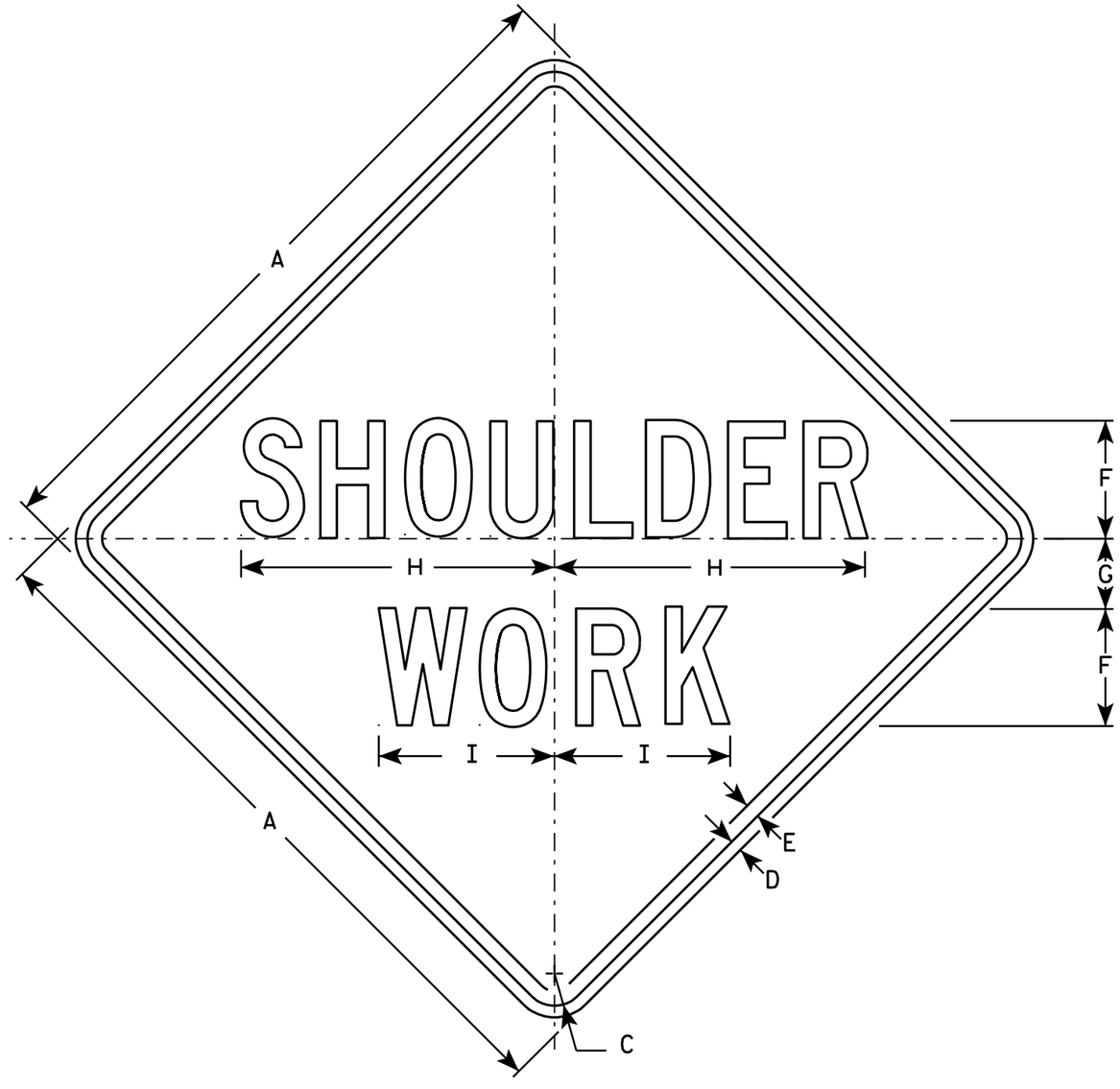
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2053.DGN PLOT DATE : 27-MAY-2015 19:40 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.729210:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

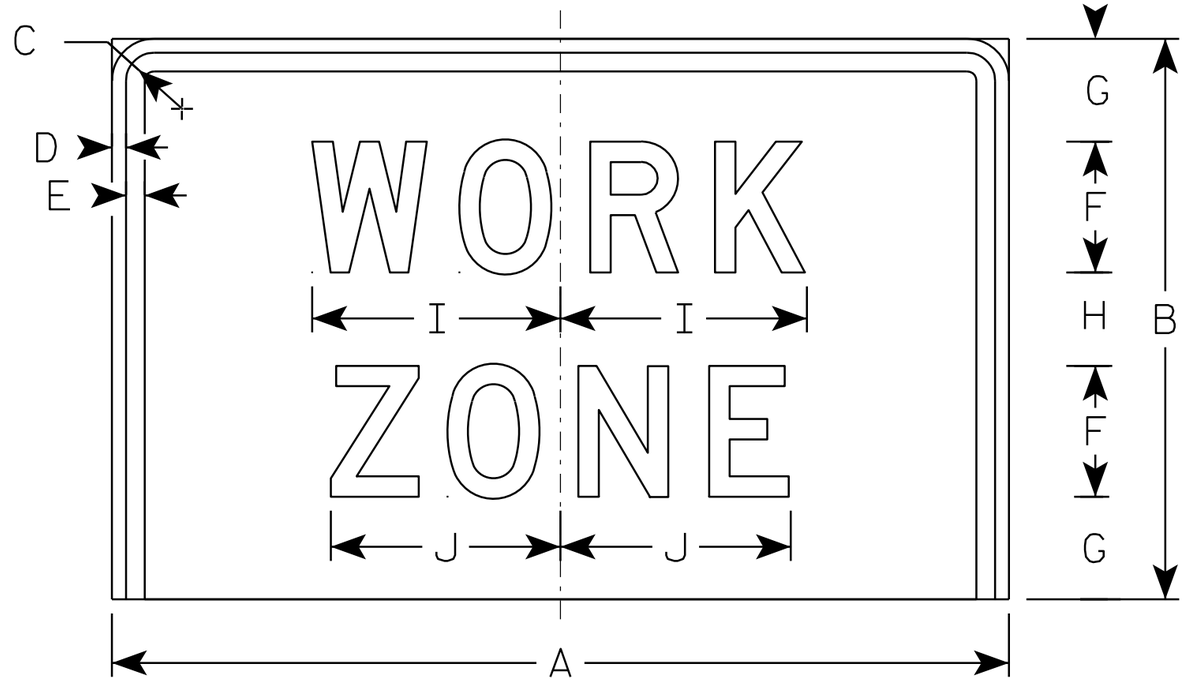
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 667 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215.DGN PLOT DATE : 21-MAR-2011 08:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.207338:1.000000
WISDOT/CADDS SHEET 42



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																											

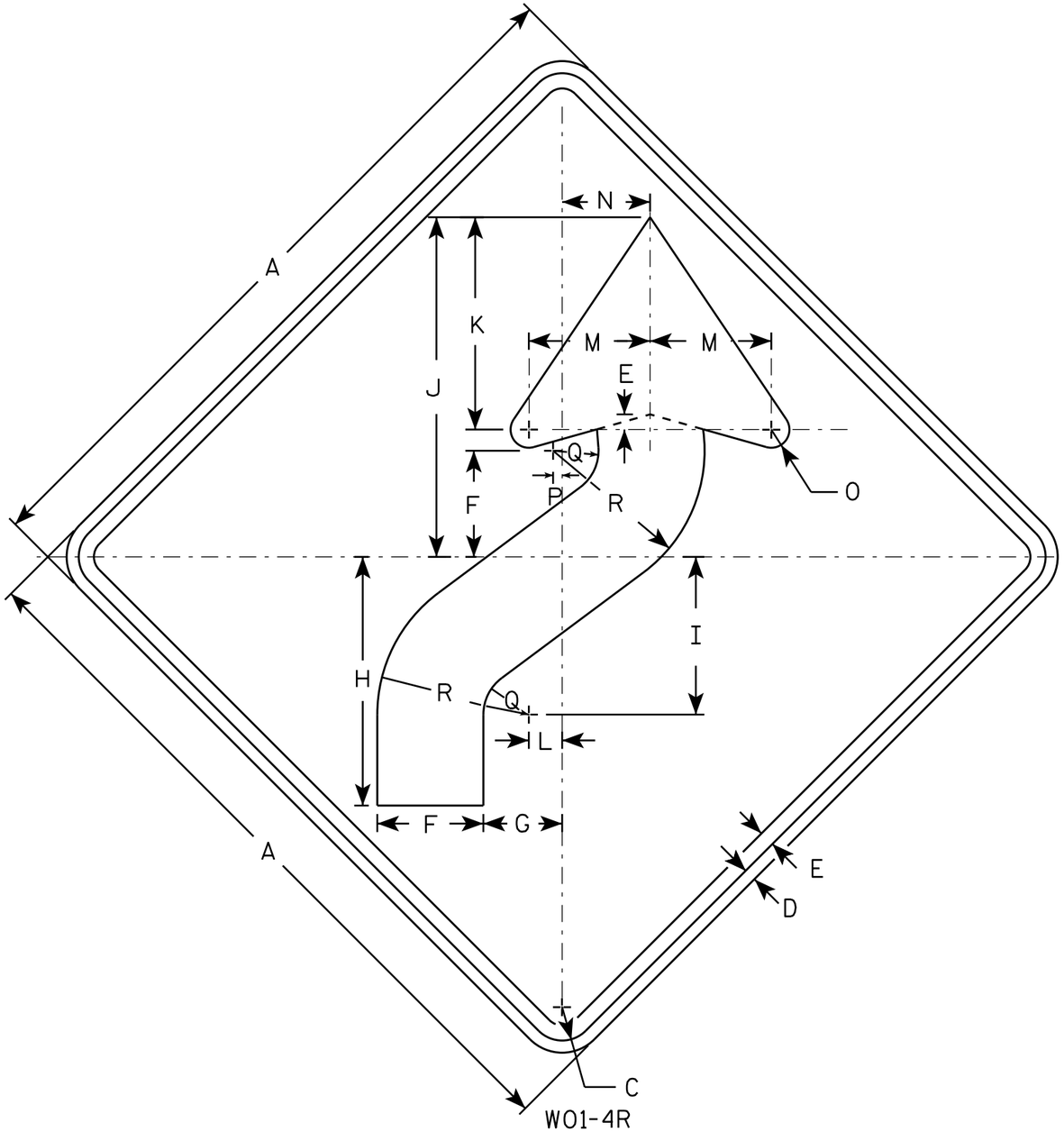
STANDARD SIGN
W21-620

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: 668	E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

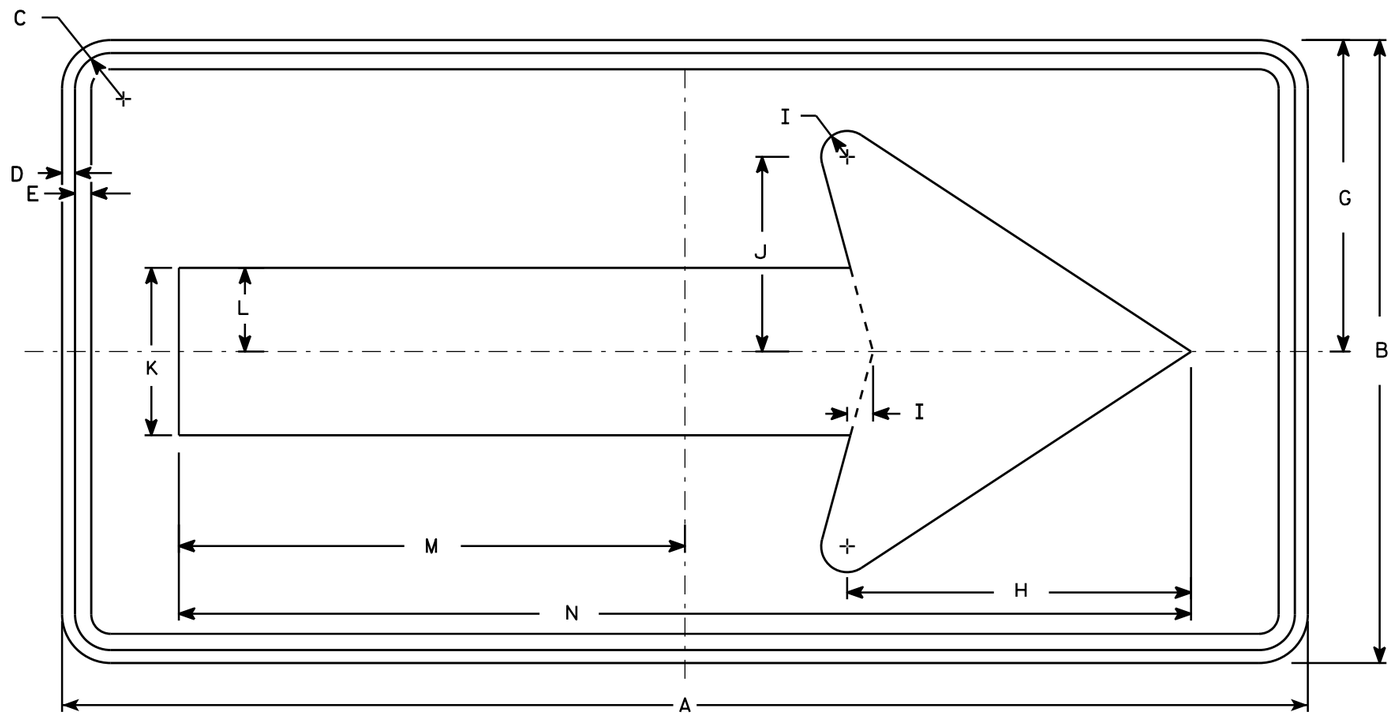
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



WO1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
WO1-6

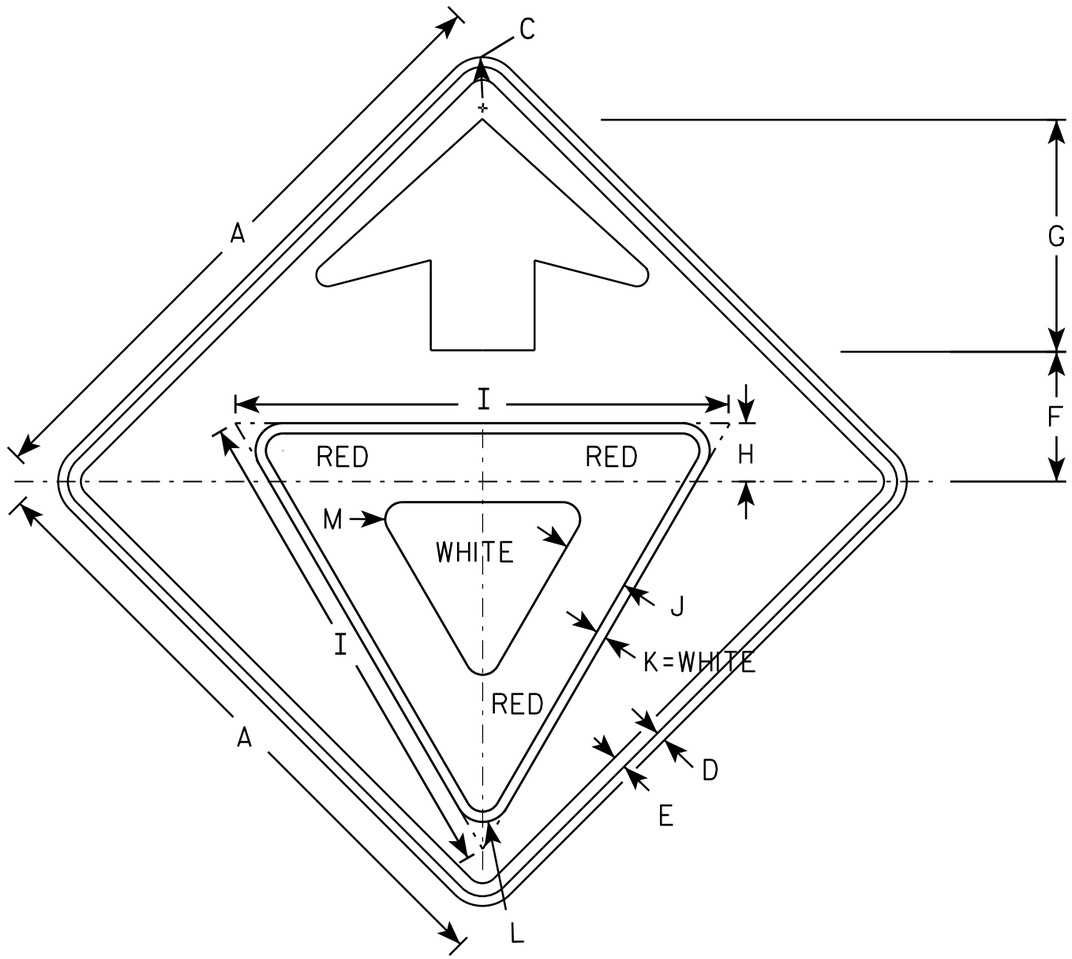
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. WO1-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

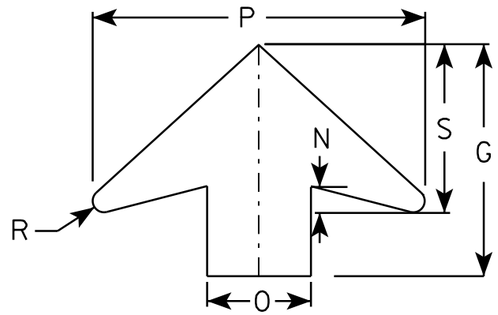
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO16.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

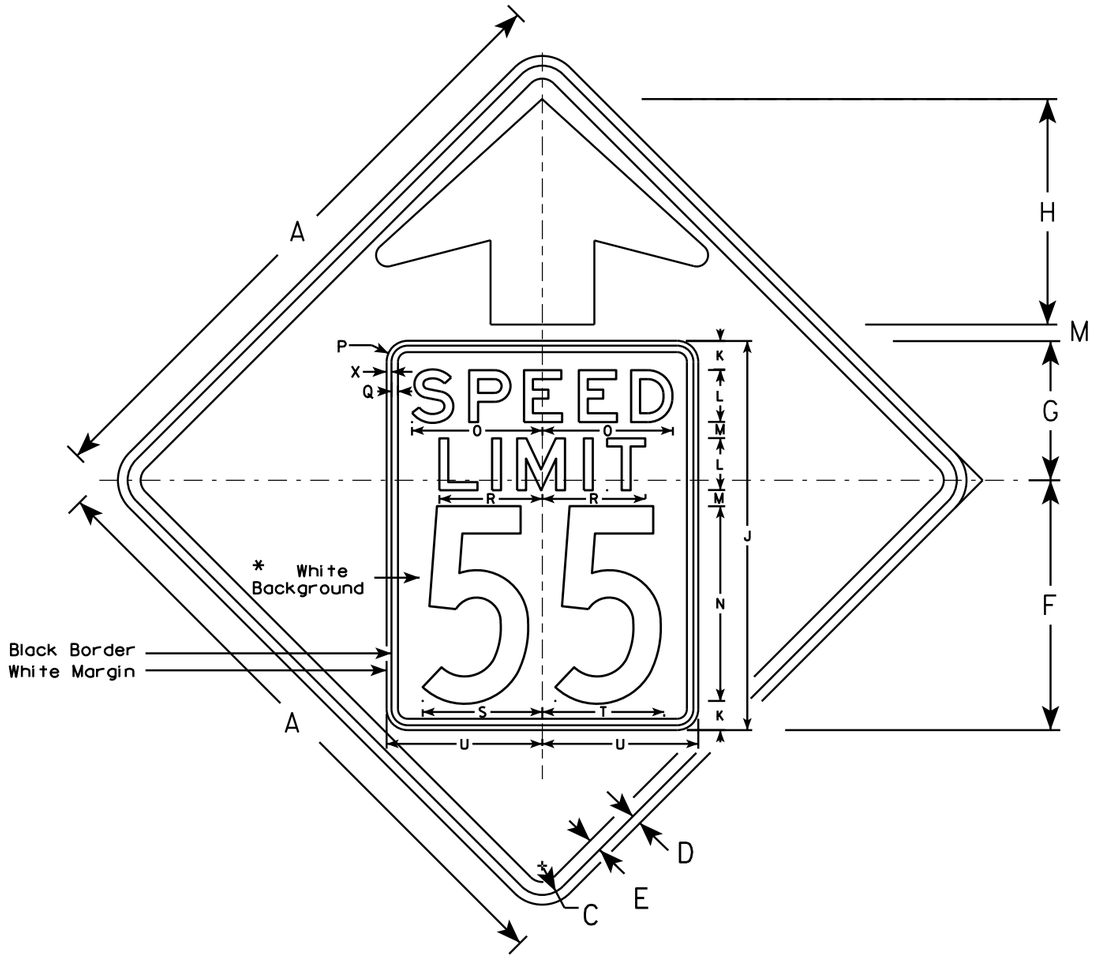
STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO: SHEET NO: E

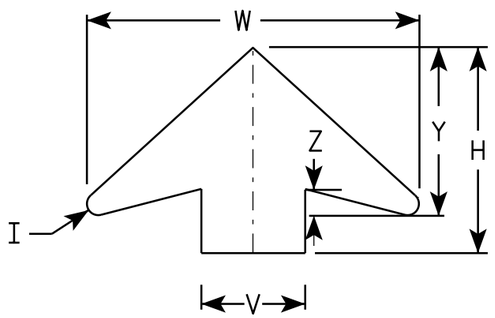


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

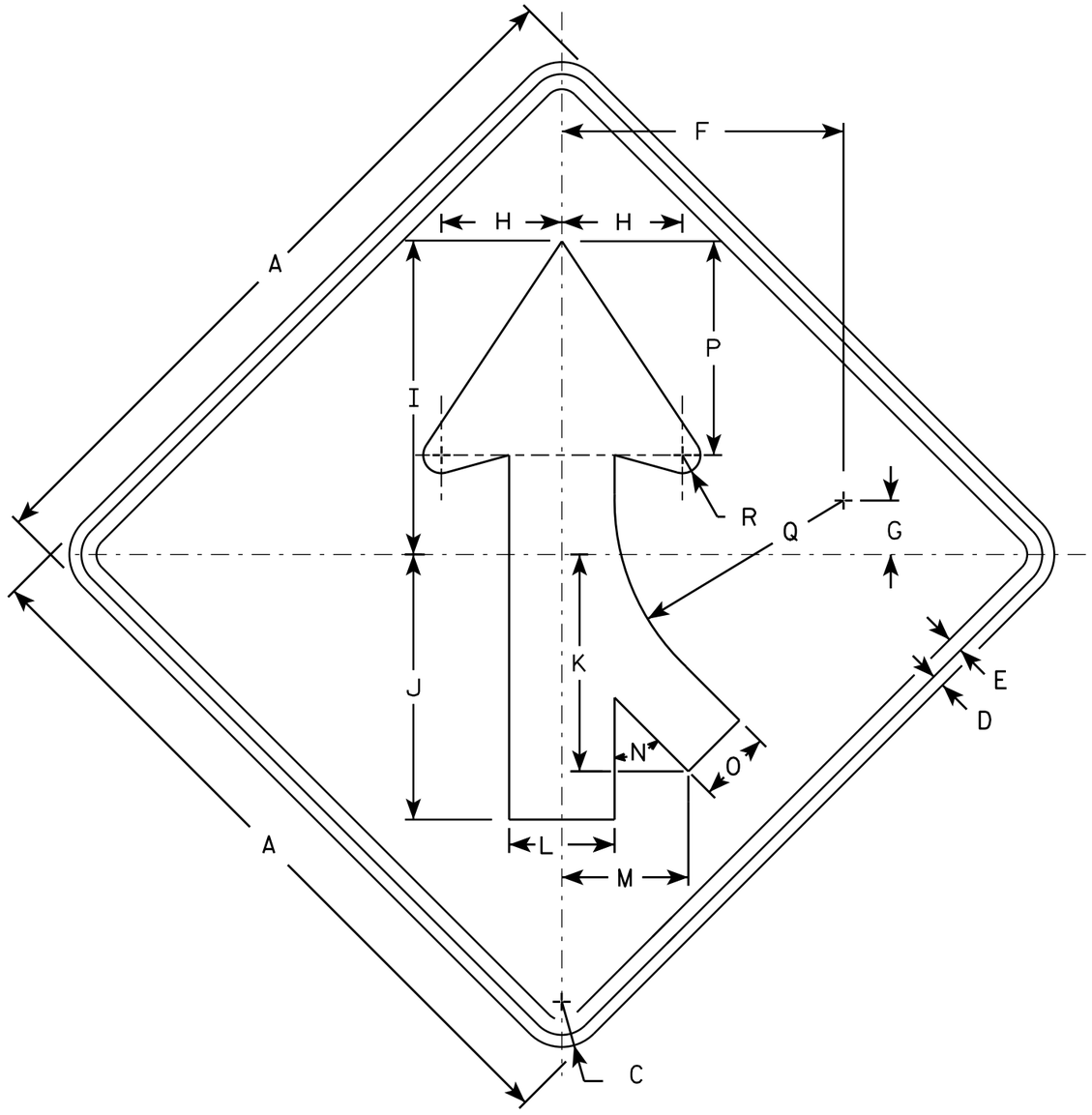
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



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

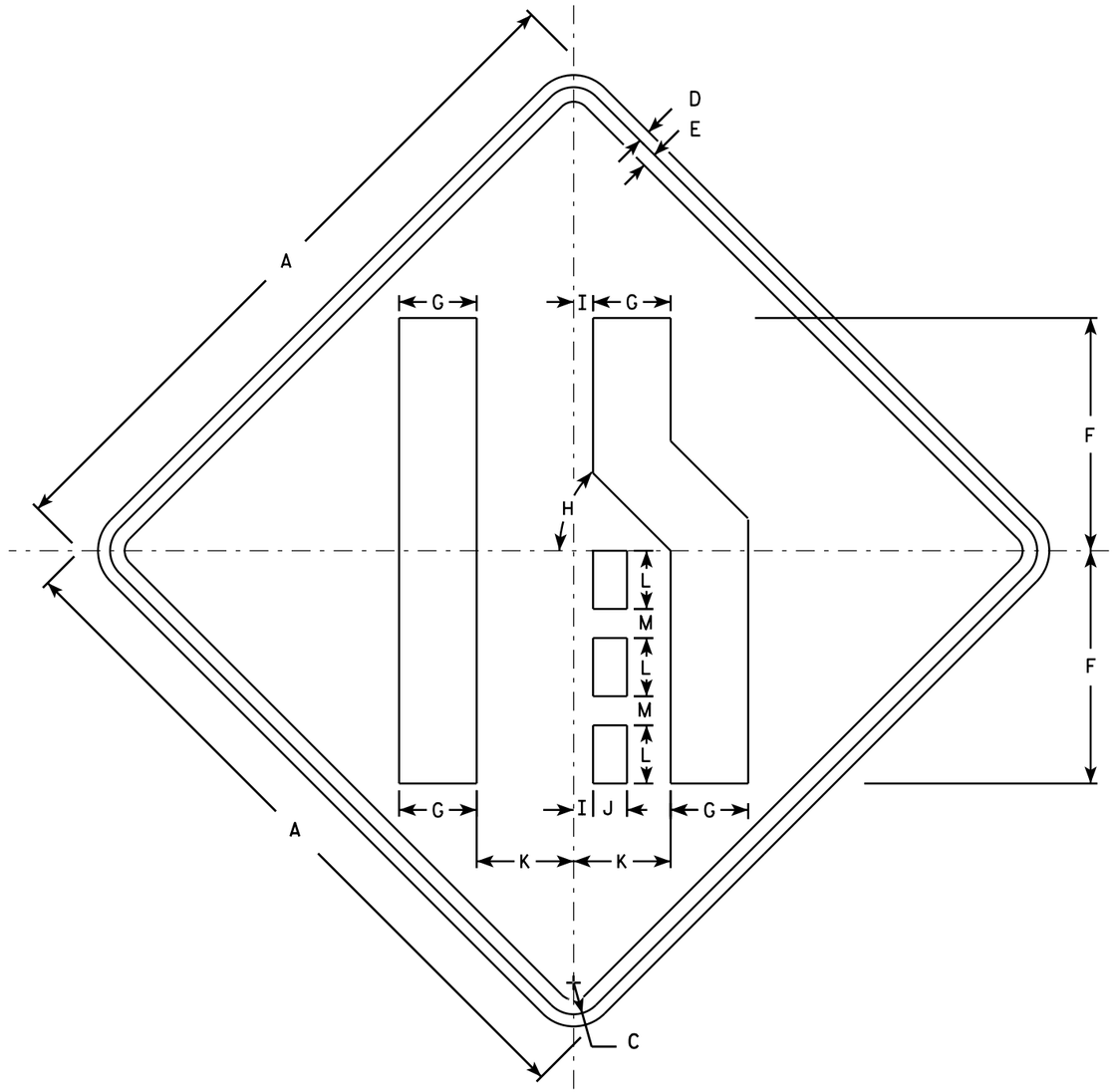
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L 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

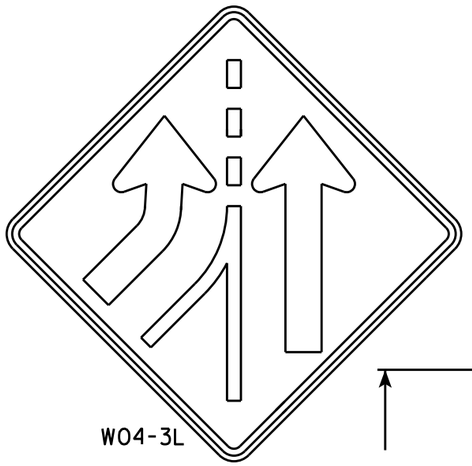
STANDARD SIGN
W04-2

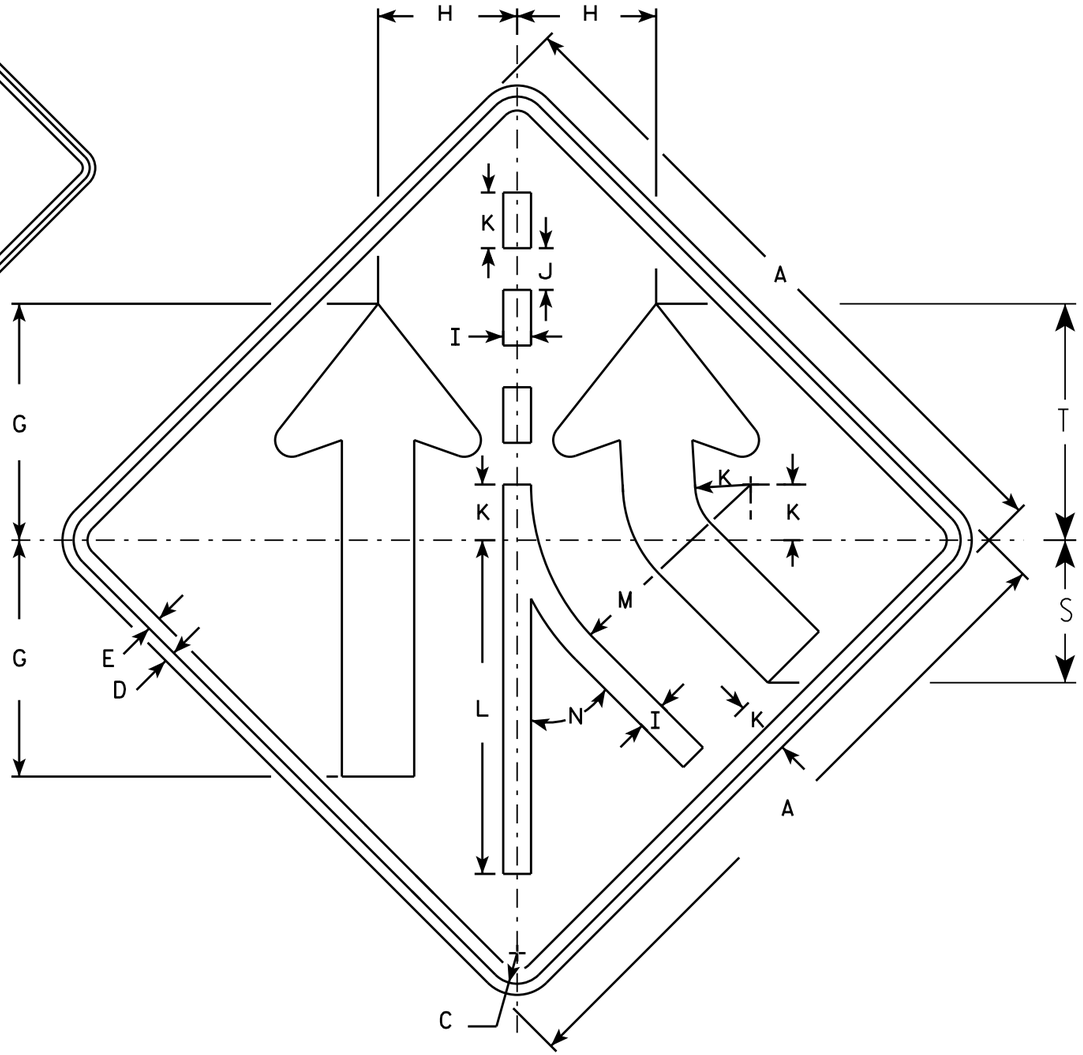
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 674 W04-2.1

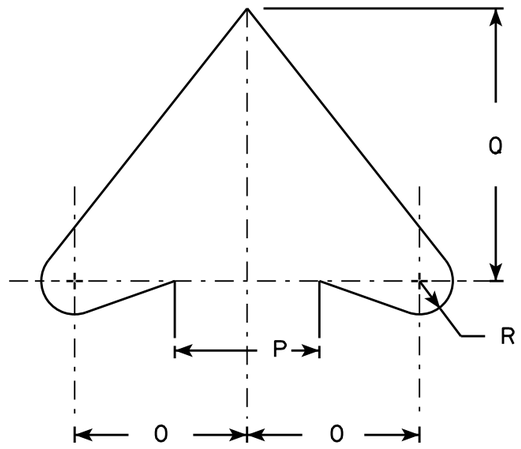
PROJECT NO: | SHEET NO: E





NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-3 L is the same as W04-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2S	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
2M	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
3	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN
W0433

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

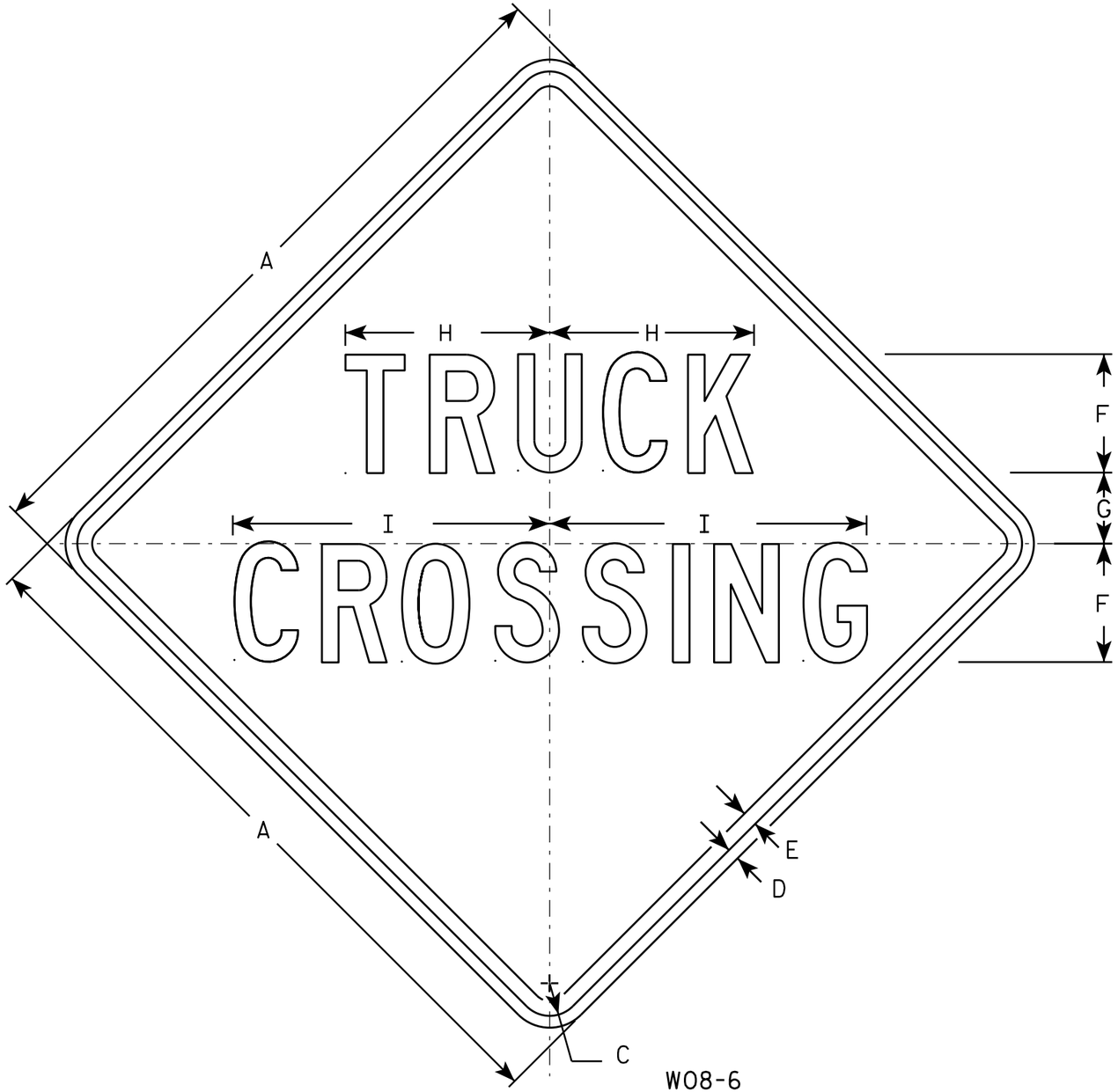
DATE 11/20/13 PLATE NO. W04-3.1

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W043.DGN PLOT DATE : 20-NOV-2013 11:49 PLOT BY : mscsja 6.810449:1.000000

7



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

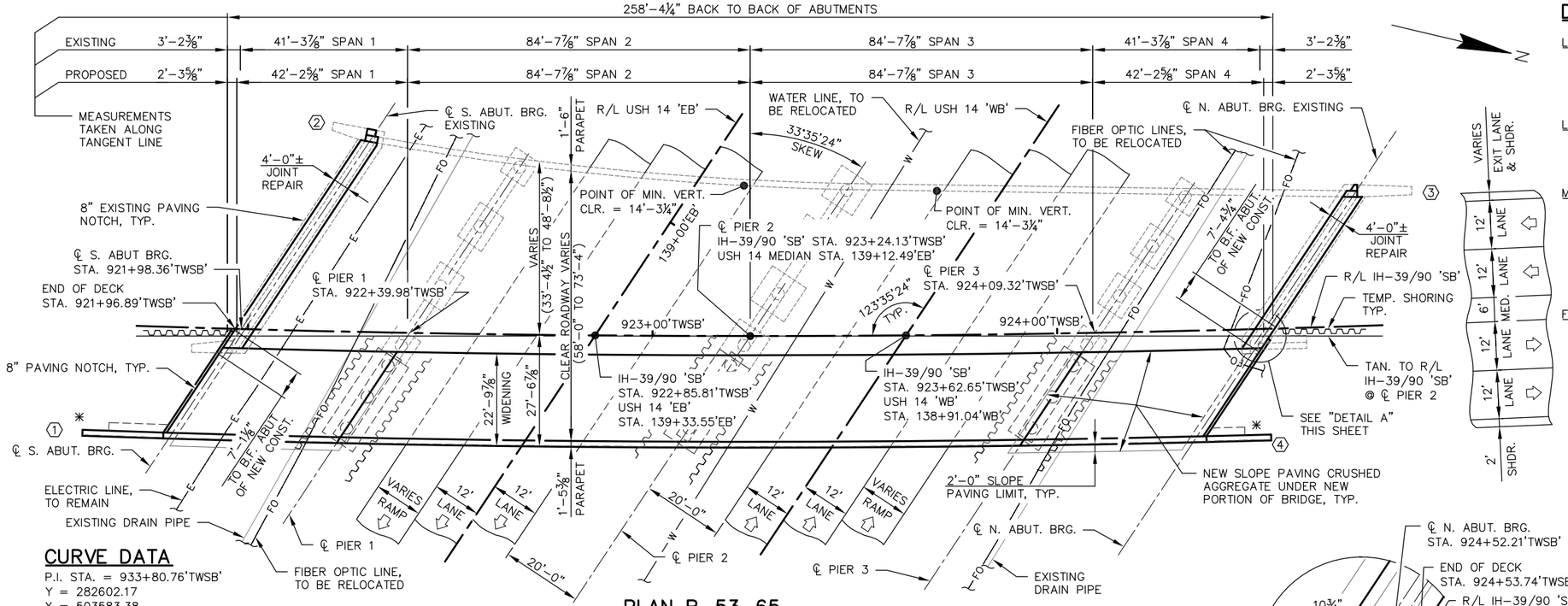
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 676 W08-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

STATE PROJECT NUMBER

1005-10-73



CURVE DATA

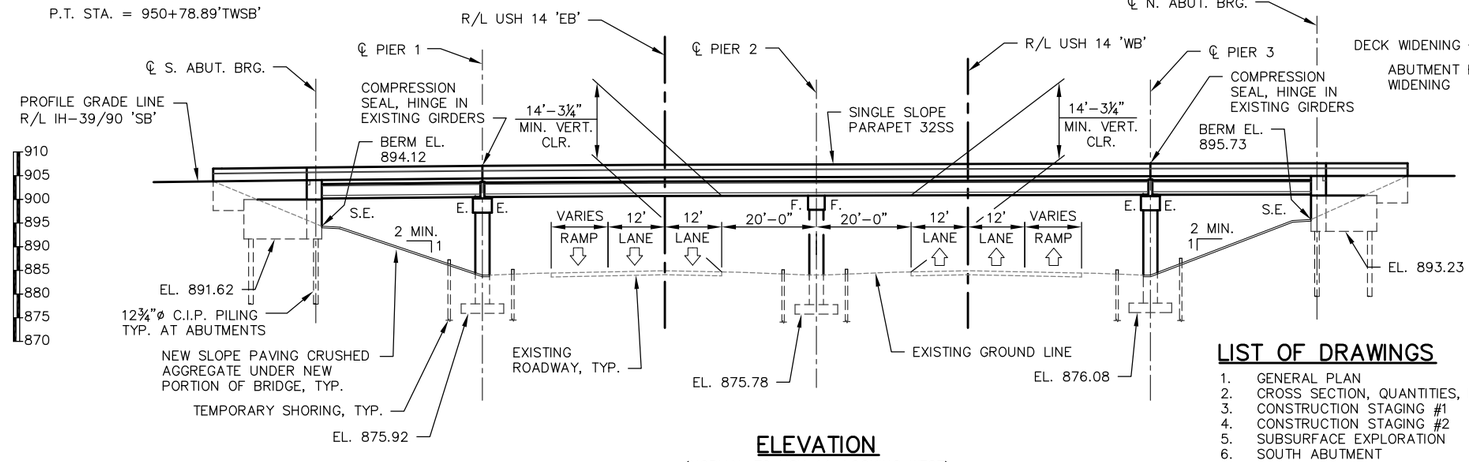
P.I. STA. = 933+80.76'TWSB'
Y = 282602.17
X = 503583.38
Δ = 44°49'52"
D = 1°14'54"
T = 1893.32
L = 3591.45
R = 4590.00
P.C. STA. = 914+87.44'TWSB'
P.T. STA. = 950+78.89'TWSB'

PLAN B-53-65

(WIDENED FOUR SPAN 36W-INCH PRESTRESSED GIRDERS)

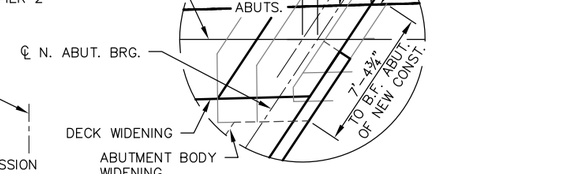
⬡ INDICATES WING NUMBER

✳ ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD



ELEVATION

(NORMAL TO USH 14, LOOKING WEST)



DETAIL A

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
1	921+22.06'TWSB'	WISDOT DISK TOP PARAPET SE QUAD B-53-66, 104.5' RT.	906.28
2	923+74.52'TWSB'	SE BOLT LPM W/2 LIGHTS, 76.2' LT.	885.02
3	924+82.49'TWSB'	WISDOT DISK TOP PARAPET NW QUAD B-53-65, 32.1' LT.	906.28

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS ROCK CO

DESIGN DATA

LIVE LOAD: (WIDENING STRUCTURE)

DESIGN LOADING	HL-93
INVENTORY RATING FACTOR	1.08
OPERATING RATING FACTOR	1.40
WISCONSIN STANDARD PERMIT VEHICLE RATING	230 KIPS

LIVE LOAD: (EXISTING STRUCTURE, TAKEN FROM HSI, 08/05/2013)

INVENTORY RATING	HS-13
OPERATING RATING	HS-22
WISCONSIN STANDARD PERMIT VEHICLE RATING	130 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY, SUPERSTRUCTURE	$f'c$ = 4,000 P.S.I.
ALL OTHER	$f'c$ = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 P.S.I.
36W-INCH PRESTRESSED GIRDERS CONCRETE MASONRY	$f'c$ = 8,000 P.S.I.
STRANDS – 0.6" DIAMETER WITH AN ULTIMATE TENSILE STRENGTH OF	fu = 270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON 12¾" x 0.5" C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATE 35 FT. PILE LENGTHS AT THE SOUTH ABUTMENT AND 55 FT. PILE LENGTHS AT THE NORTH ABUTMENT. PREBORING IS REQUIRED AT BOTH ABUTMENTS TO THE BOTTOM OF EXISTING FILL ELEVATION. THE BOTTOM OF EXISTING FILL ELEVATION IS 883.50'.

THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES DYNAMIC FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,830 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

*** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

TRAFFIC DATA:

USH 14

A.A.D.T. (2014)	27,760
A.A.D.T. (2019)	29,810
DESIGN SPEED	45 M.P.H

IH-39/90

A.A.D.T. (2014)	52,530
A.A.D.T. (2019)	58,020
DESIGN SPEED	70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION, QUANTITIES, NOTES
3. CONSTRUCTION STAGING #1
4. CONSTRUCTION STAGING #2
5. SUBSURFACE EXPLORATION
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT DETAILS
8. SOUTH ABUTMENT REINFORCEMENT
9. NORTH ABUTMENT
10. NORTH ABUTMENT DETAILS
11. NORTH ABUTMENT REINFORCEMENT
12. PIER 1
13. PIER 1 DETAILS
14. PIER 2
15. PIER 2 DETAILS
16. PIER 3
17. PIER 3 DETAILS
18. BEAM SEAT DETAILS
19. ELASTOMERIC BEARING DETAILS
20. 36W-INCH PRESTRESSED GIRDER
21. 36W-INCH PRESTRESSED GIRDER DETAILS
22. INTERMEDIATE STEEL DIAPHRAGM
23. SUPERSTRUCTURE PLAN
24. SUPERSTRUCTURE TYPICAL SECTION
25. SUPERSTRUCTURE LAYOUT
26. DIAPHRAGM REINFORCEMENT AT PIERS 1 AND 3
27. DIAPHRAGM REINFORCEMENT AT PIER 2
28. DIAPHRAGM REINFORCEMENT AT SOUTH ABUTMENT
29. DIAPHRAGM REINFORCEMENT AT NORTH ABUTMENT
30. SUPERSTRUCTURE REINFORCEMENT
31. SOUTH ABUTMENT DIAPHRAGM REPAIR CROSS SECTION
32. SOUTH ABUTMENT DIAPHRAGM REPAIR DETAILS
33. NORTH ABUTMENT DIAPHRAGM REPAIR CROSS SECTION
34. NORTH ABUTMENT DIAPHRAGM REPAIR DETAILS
35. SUPERSTRUCTURE REPAIR REINFORCEMENT
36. SINGLE SLOPE PARAPET 32SS
37. HMA OVERLAY POLYMER-MODIFIED
38. SLOPE PAVING CRUSHED AGGREGATE

BRIDGE OFFICE CONTACT
WILLIAM DREHER, P.E.
(608) 266-8489

CONSULTANT CONTACT
JEFFREY J. KOCH, P.E.
(608) 588-7866

WISCONSIN
JEFFREY J. KOCH
E-28802
PLAIN, WISCONSIN
PROFESSIONAL ENGINEER

7/31/2015

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 08/20/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-65

IH-39/90 'SB' OVER USH 14

COUNTY: ROCK	~~TOWN~~/CITY/~~VILLAGE~~: JANESVILLE
DESIGN SPEC.: REHABILITATION N/A	
DESIGNED BY: JDO	DESIGN CK'D.: CDS
DRAWN BY: JDO	PLANS CK'D.: JJK

GENERAL PLAN

SHEET 1 OF 38

677

FILE: 01-B530065_fsh.dwg
PLOT SCALE:

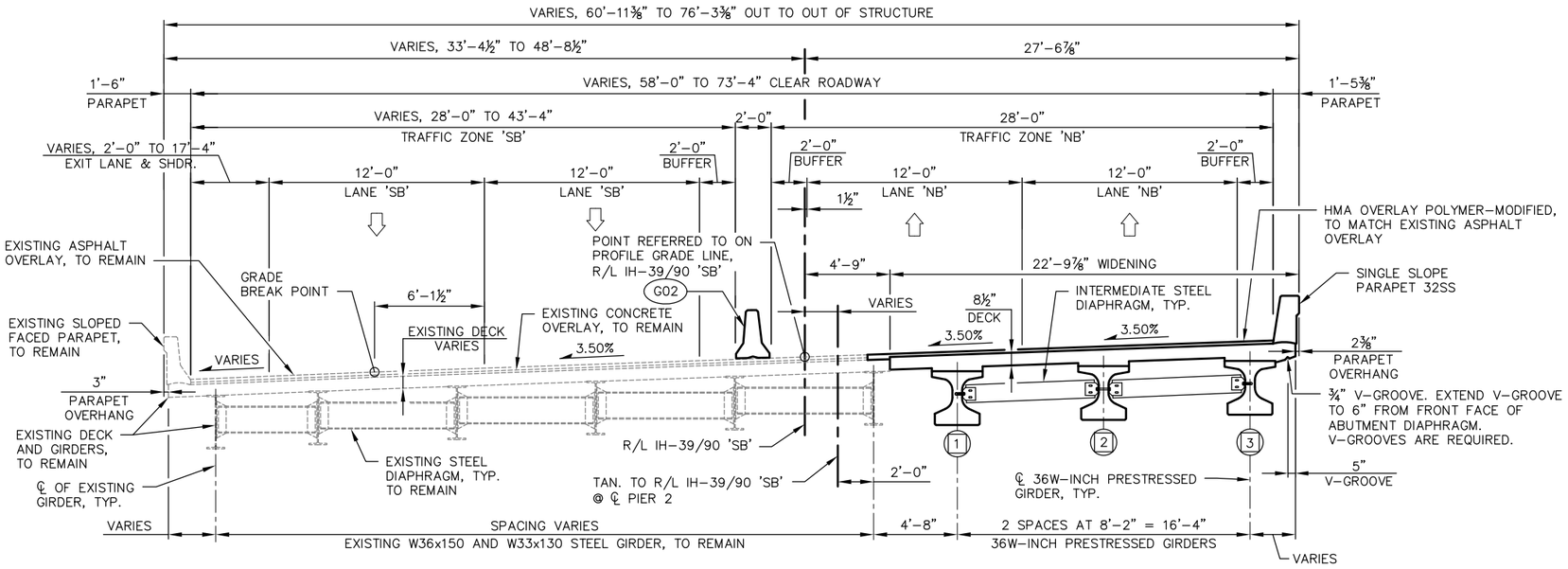
I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

8

8

STATE PROJECT NUMBER
1005-10-73



G02 TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

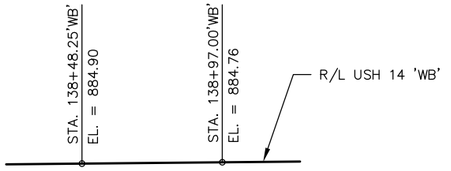
CROSS SECTION THRU ROADWAY IN SPAN

(LOOKING NORTH)

1 GIRDER 1 LINE DESIGNATION

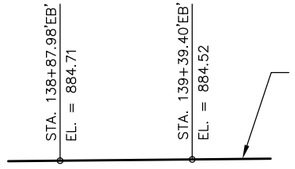
2 GIRDER 2 LINE DESIGNATION

3 GIRDER 3 LINE DESIGNATION



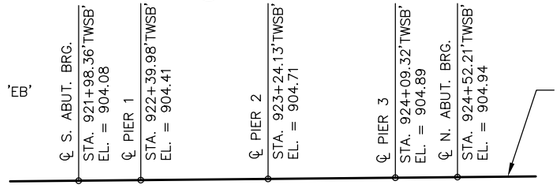
PROFILE GRADE LINE, R/L USH 14 'WB'

(ELEVATIONS BASED ON FIELD SURVEY)



PROFILE GRADE LINE, R/L USH 14 'EB'

(ELEVATIONS BASED ON FIELD SURVEY)



PROFILE GRADE LINE, R/L IH-39/90 'SB'

(ELEVATIONS BASED ON FIELD SURVEY)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	S. ABUT.	PIER 1	PIER 2	PIER 3	N. ABUT.	SUPER.	TOTALS
203.0200.006	REMOVING OLD STRUCTURE STA 923+24.13'TWSB'	LS	–	–	–	–	–	–	1
203.0225.S.001	DEBRIS CONTAINMENT STRUCTURE B-53-65	LS	–	–	–	–	–	–	1
206.1000.001	EXCAVATION FOR STRUCTURES BRIDGES B-53-65	LS	–	–	–	–	–	–	1
210.0100	BACKFILL STRUCTURE	CY	132	–	–	–	130	–	262
502.0100	CONCRETE MASONRY BRIDGES	CY	48	44	43	44	39	286	504
502.2000	COMPRESSION JOINT SEALER PREFORMED ELASTOMERIC 2-INCH	LF	–	28	–	28	–	–	56
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	–	–	–	–	–	759	759
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2,680	3,180	3,180	3,180	2,260	–	14,480
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,280	6,640	6,720	6,690	1,530	56,200	80,060
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	3	–	6	–	3	–	12
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	–	6	–	6	–	–	12
506.4000.001	STEEL DIAPHRAGMS B-53-65	EACH	–	–	–	–	–	12	12
509.3500.S	HMA OVERLAY POLYMER-MODIFIED	TON	–	–	–	–	–	81	81
511.1200.001	TEMPORARY SHORING B-53-65	SF	187	701	759	759	169	–	2,575
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	9	–	–	–	9	–	18
550.0010	PRE-BORING UNCONSOLIDATED MATERIALS	LF	50	–	–	–	59	–	109
550.2128	PILING CIP CONCRETE 12 3/4 X 0.50-INCH	LF	210	–	–	–	330	–	540
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	130	–	–	–	130	–	260
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	65	–	–	–	60	–	125
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1	–	–	–	1	–	2
(NON-BID ITEM)	FILLER	SIZE	---	---	---	---	---	---	½" & ¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS AND EXISTING FIELD SURVEY FROM 2012.

THE EXISTING STRUCTURE (B-53-65) IS A FOUR SPAN STEEL GIRDER CONCRETE DECK STRUCTURE WITH AN OVERALL LENGTH OF 258'-4¼" AND A CLEAR ROADWAY WIDTH THAT VARIES TO BE WIDENED 22'-7½". ORIGINAL CONSTRUCTION YEAR IS 1961.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON "GENERAL PLAN" SHEET AND "SLOPE PAVING CRUSHED AGGREGATE" SHEET. MATCH EXISTING SLOPES. MATCH EXISTING BERM ELEVATIONS.

THE FINISHED GRADED SECTION SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

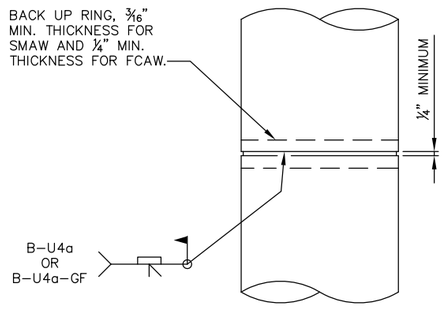
THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "36W-INCH PRESTRESSED GIRDER DETAILS" SHEET.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

CONCRETE FOR ABUTMENT AND PIER DIAPHRAGMS SHALL BE PLACED WITH THE DECK CONCRETE.

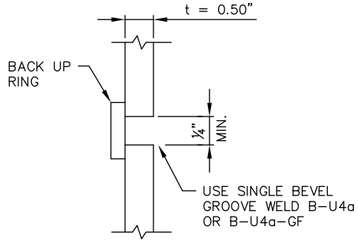
THE GRADATION OF THE STRUCTURAL BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE QUANTITY FOR BACKFILL STRUCTURE, BID ITEM 210.0100, IS CALCULATED BASED ON THE APPLICABLE FIGURES 12.6-1 AND 12.6-2 IN THE WISCONSIN DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL.



CAST-IN-PLACE 'PIPE PILE'

NOTE: CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION.



C.I.P. PILE WELD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

CROSS SECTION, QUANTITIES, NOTES

SHEET 2 OF 38

678

8

8

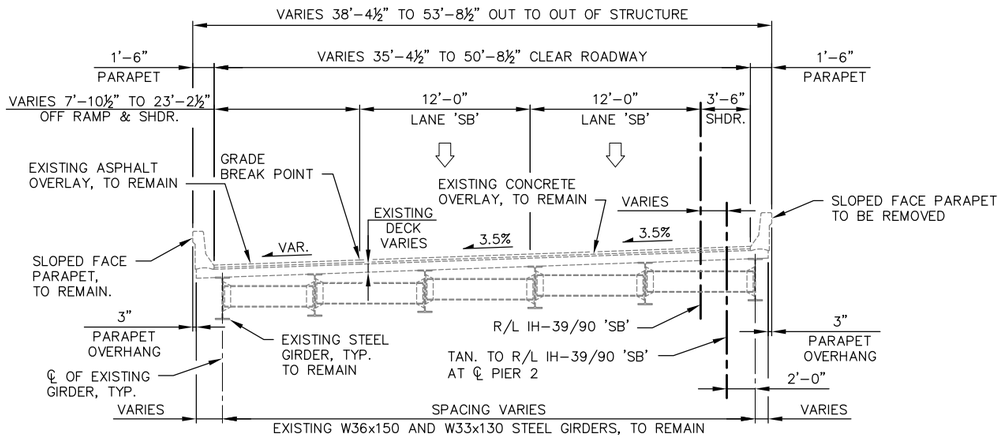
I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

FILE: 02-B530065_qnt.dwg
PLOT SCALE:

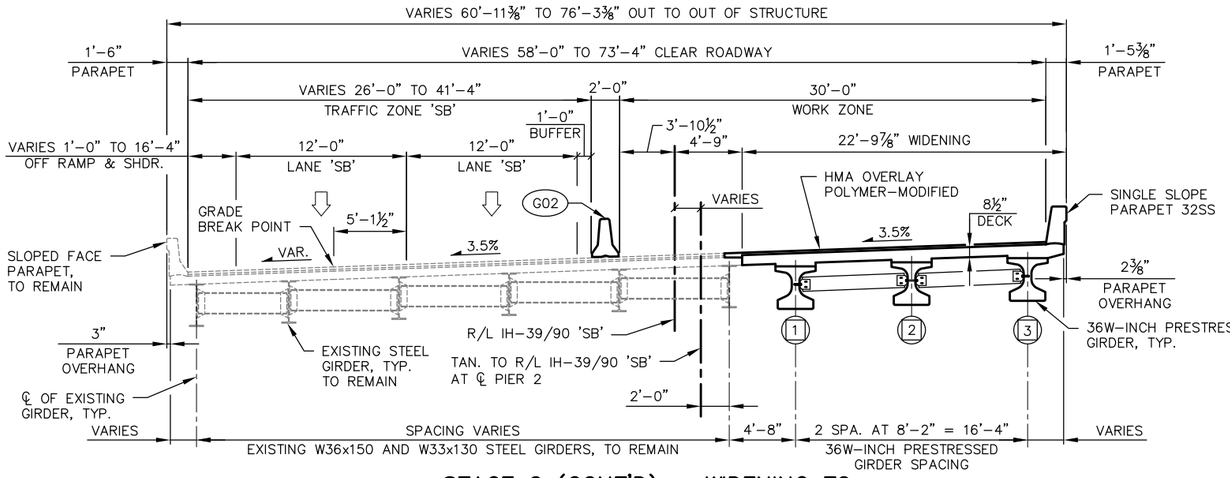
STATE PROJECT NUMBER

1005-10-73



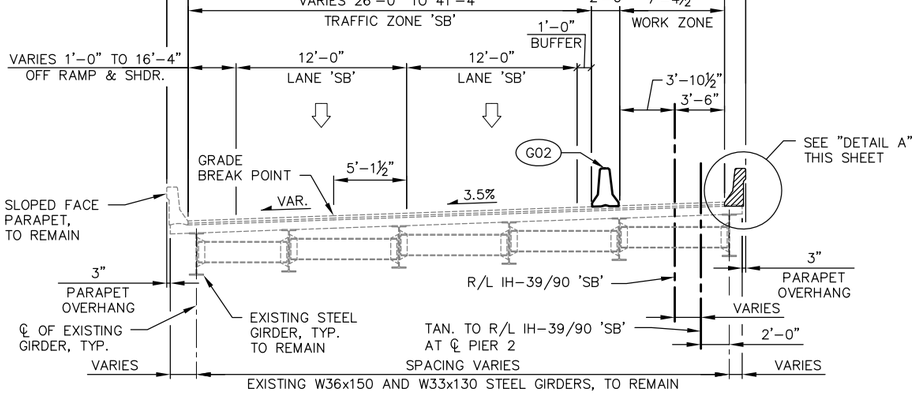
EXISTING CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



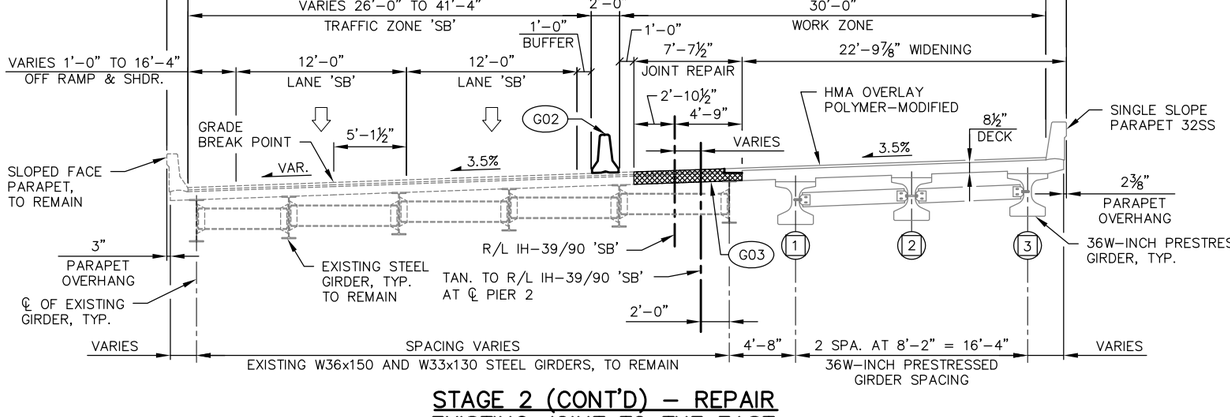
STAGE 2 (CONT'D) – WIDENING TO THE EAST

(LOOKING NORTH)



STAGE 2 – REMOVALS

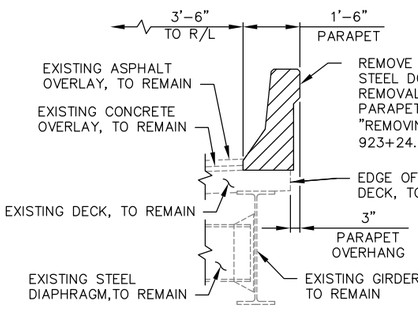
(LOOKING NORTH)



STAGE 2 (CONT'D) – REPAIR EXISTING JOINT TO THE EAST

(LOOKING NORTH)

(1) GIRDER 1 LINE DESIGNATION
(2) GIRDER 2 LINE DESIGNATION
(3) GIRDER 3 LINE DESIGNATION



DETAIL A

(LOOKING NORTH)

NOTE
THE CONTRACTOR SHALL SUBMIT A REMOVAL PLAN TO THE ENGINEER PRIOR TO THE REMOVAL OF THE DETAILED PARAPET. THE REMOVAL PLAN SHALL BE STAMPED BY AN ENGINEER REGISTERED IN WISCONSIN AND FAMILIAR WITH THE OVERALL PROJECT.

NOTES

(G02) TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

(G03) REMOVE EXISTING DECK, STRIP SEALS AND PAVING BLOCK AT ABUTMENTS AND POUR NEW CONCRETE DIAPHRAGM. SEE ABUTMENT SHEETS FOR DETAILS.

REMOVAL LIMITS

REPAIR LIMITS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

CONSTRUCTION STAGING #1

SHEET 3 OF 38

679

8

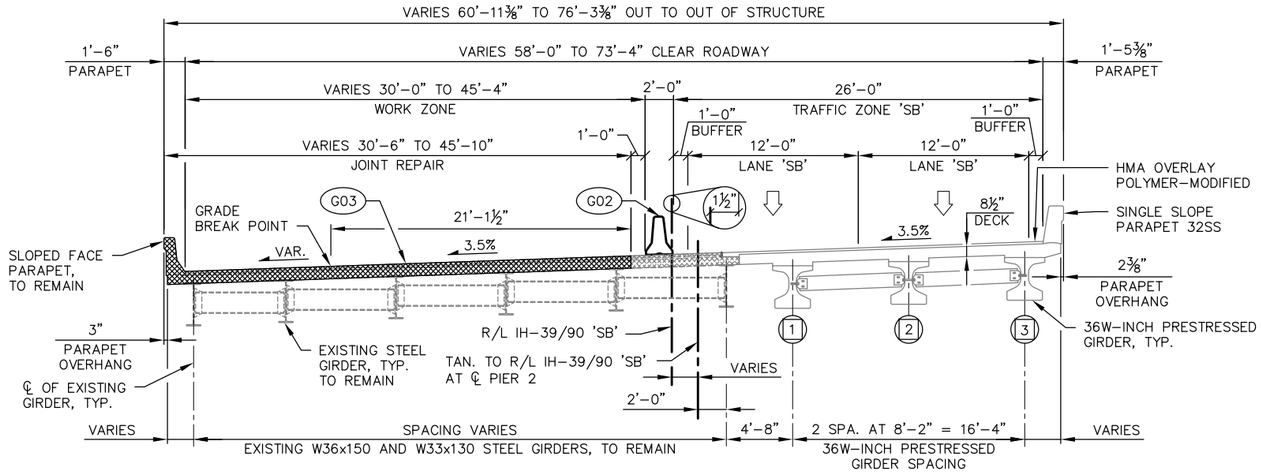
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I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

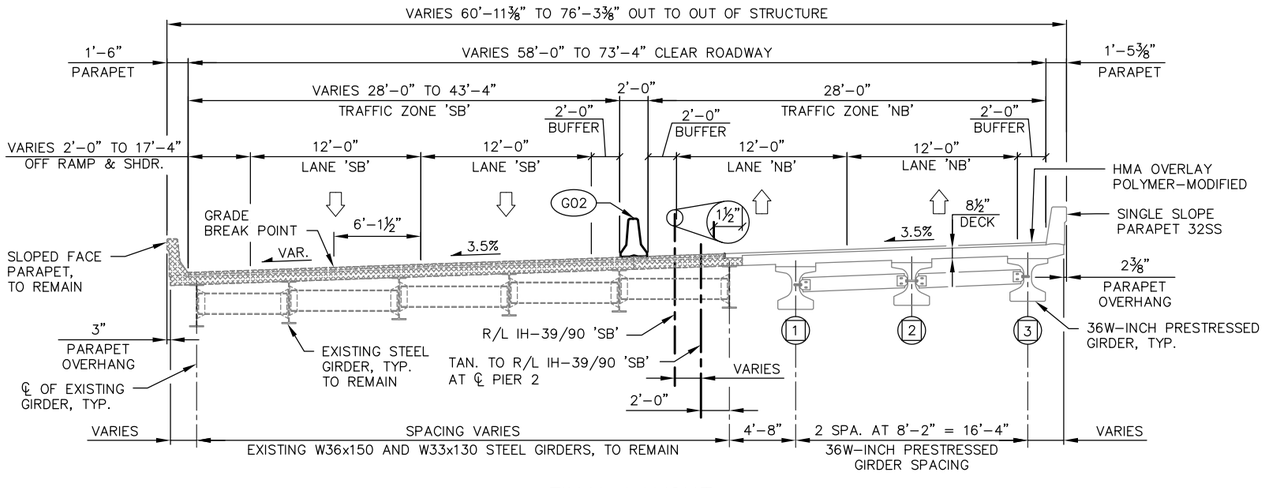
FILE: 03-04-B530065_stage.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–73



STAGE 4B – REPAIR EXISTING JOINT TO THE WEST

(LOOKING NORTH)



FINAL LAYOUT

(LOOKING NORTH)

NOTES

(G02) TEMPORARY PRECAST CONCRETE BARRIER, UN–ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

(G03) REMOVE EXISTING DECK, STRIP SEALS AND PAVING BLOCK AT ABUTMENTS AND POUR NEW CONCRETE DIAPHRAGM. SEE ABUTMENT SHEETS FOR DETAILS.

▩ REPAIR LIMITS

(1) GIRDER 1 LINE DESIGNATION

(2) GIRDER 2 LINE DESIGNATION

(3) GIRDER 3 LINE DESIGNATION

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

CONSTRUCTION STAGING #2

SHEET 4 OF 38

680

I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

FILE: 03–04–B530065_stage.dwg
PLOT SCALE:

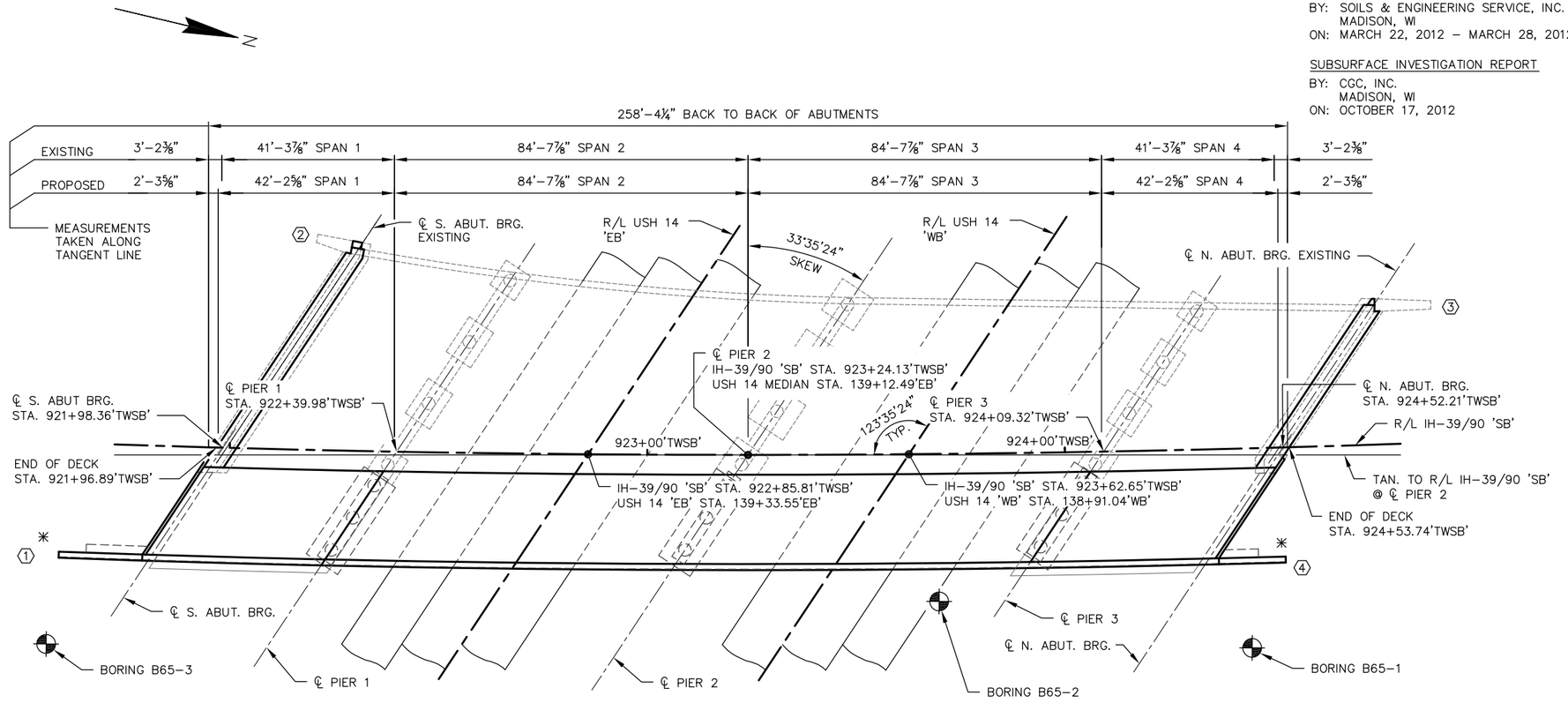
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SOIL BORINGS

BY: SOILS & ENGINEERING SERVICE, INC.
MADISON, WI
ON: MARCH 22, 2012 – MARCH 28, 2012

SUBSURFACE INVESTIGATION REPORT

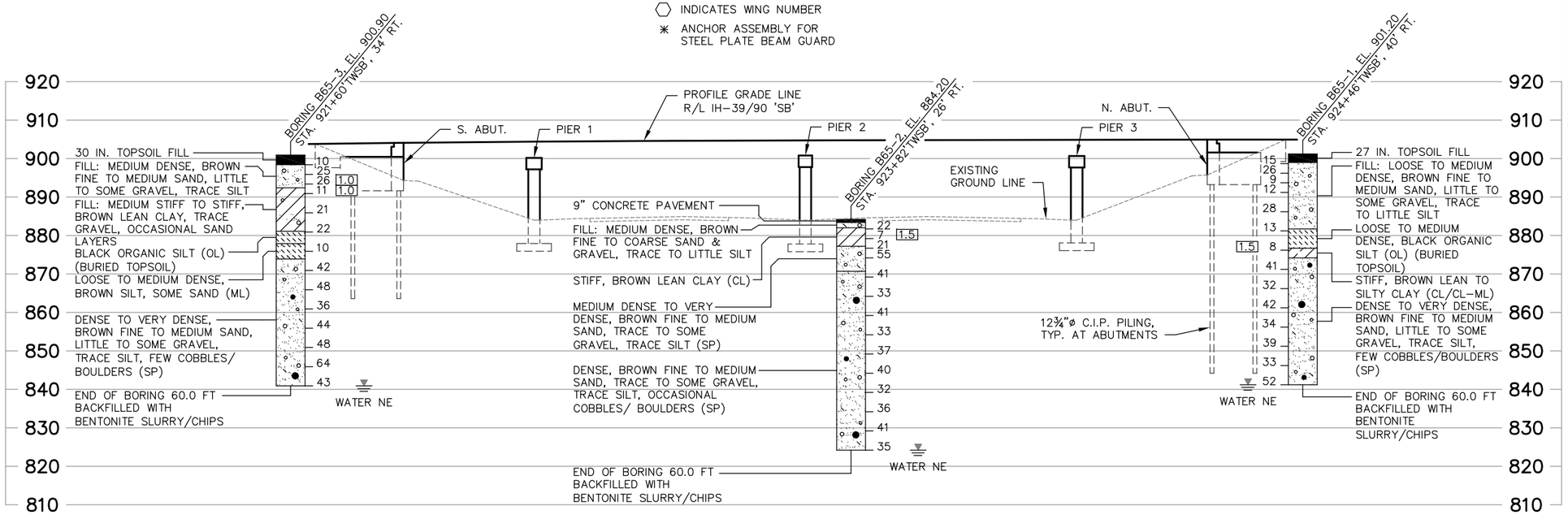
BY: CGC, INC.
MADISON, WI
ON: OCTOBER 17, 2012



PLAN B-53-65

⬡ INDICATES WING NUMBER

✳ ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD



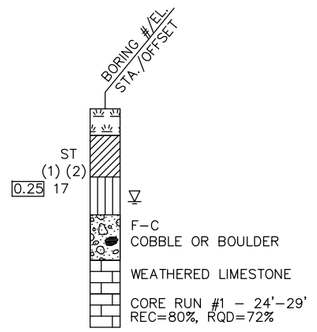
STATE PROJECT NUMBER

1005-10-73

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

SUBSURFACE EXPLORATION

SHEET 5 OF 38

681

8

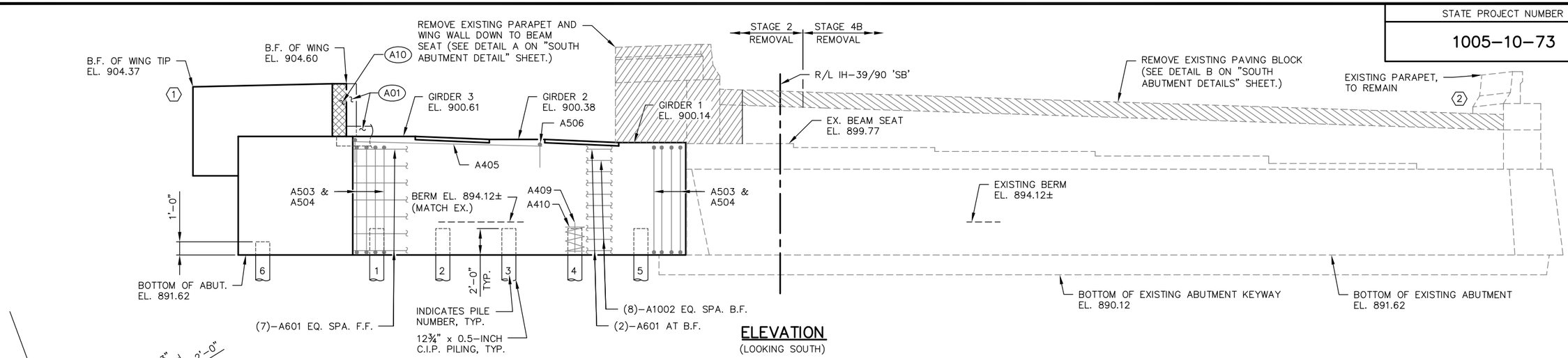
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I.D. 1005-10-73

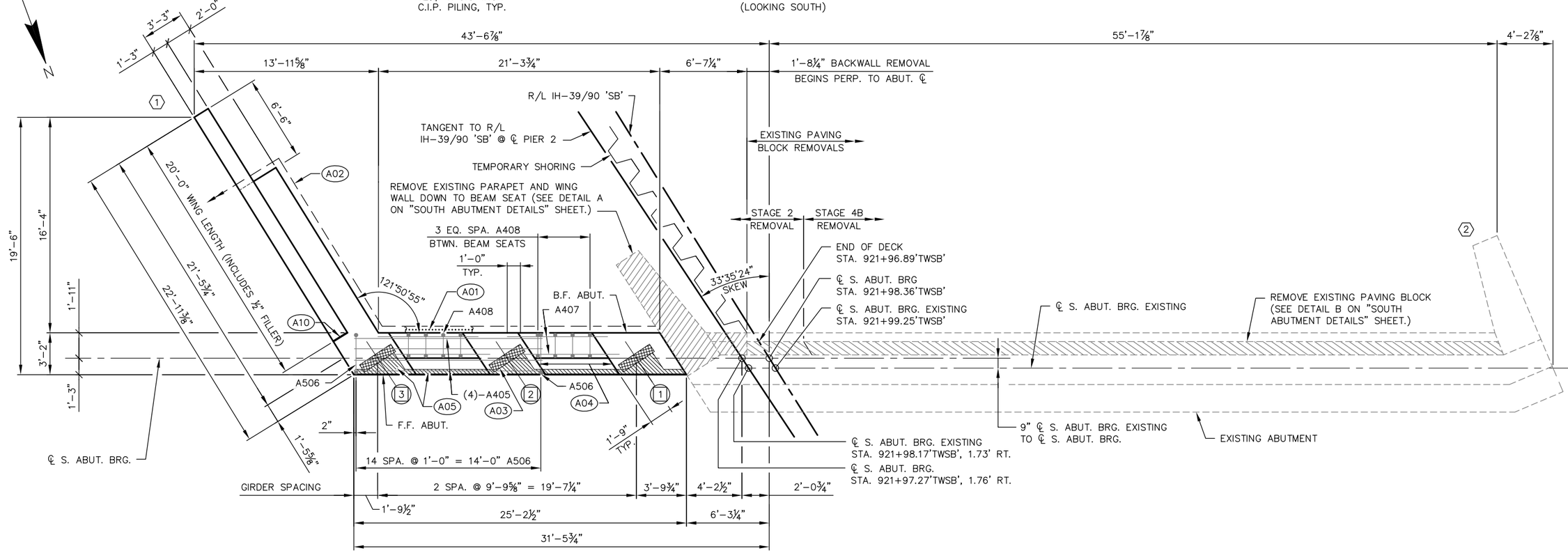
PLOT DATE: Jul 31, 2015

FILE: 05-B530065_bor.dwg
PLOT SCALE: 1/8" = 1'-0"

STATE PROJECT NUMBER
1005–10–73



ELEVATION
(LOOKING SOUTH)



PLAN

NOTES

FOR TYPICAL SECTION THRU ABUTMENT BODY AND PILE LAYOUT SEE "SOUTH ABUTMENT DETAILS" SHEET.

SOUTH ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35 FT PILE LENGTHS AT THE SOUTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES, NOTES" SHEET FOR C.I.P. PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A02) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(A03) ½" X 8 X 2'–10" NON–LAMINATED ELASTOMERIC BEARING PAD, TYP. SEE "BEAM SEAT DETAILS" SHEET.

(A04) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER, TYP.

(A05) ¾" PREFORMED FILLER, TYP. SEE "BEAM SEAT DETAILS" SHEET.

(A10) ½" FILLER–TO EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.

F.F. – FRONT FACE
B.F. – BACK FACE

⬡ INDICATES GIRDER LINE DESIGNATION
⬢ INDICATES WING NUMBER
▨ REMOVAL LIMITS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT

SHEET 6 OF 38

682

I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

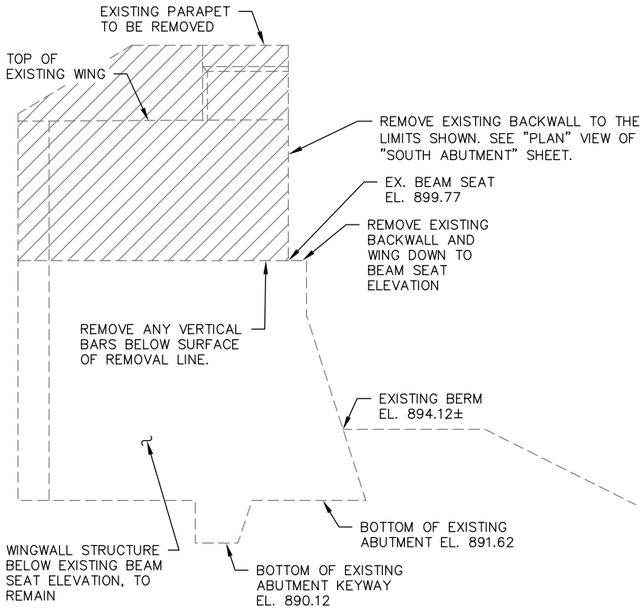
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PLOT SCALE:

8

8

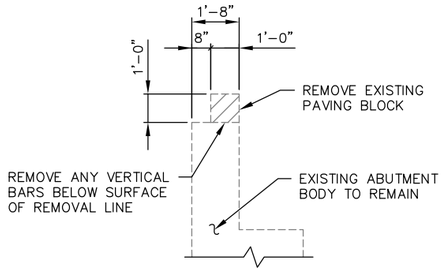
STATE PROJECT NUMBER

1005-10-73



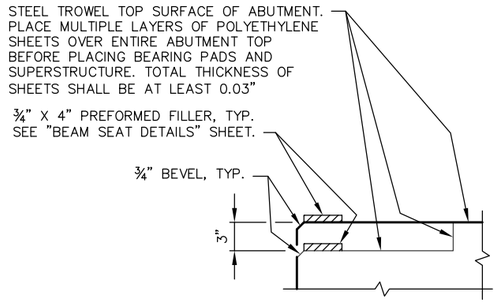
DETAIL A

(OUTSIDE ELEVATION VIEW OF EXISTING EASTERN WINGWALL LOOKING WEST, NORMAL TO ℄ S. ABUT. BRG.)

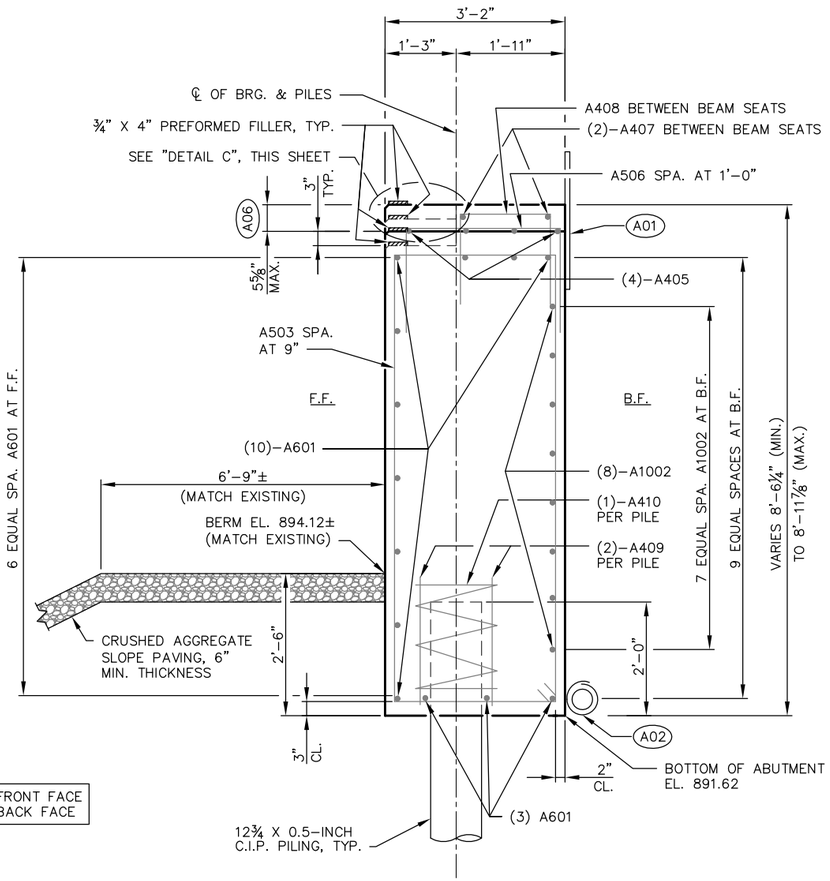


DETAIL B

(PAVING BLOCK REMOVAL, SECTION THRU EXISTING SOUTH ABUTMENT LOOKING WEST)

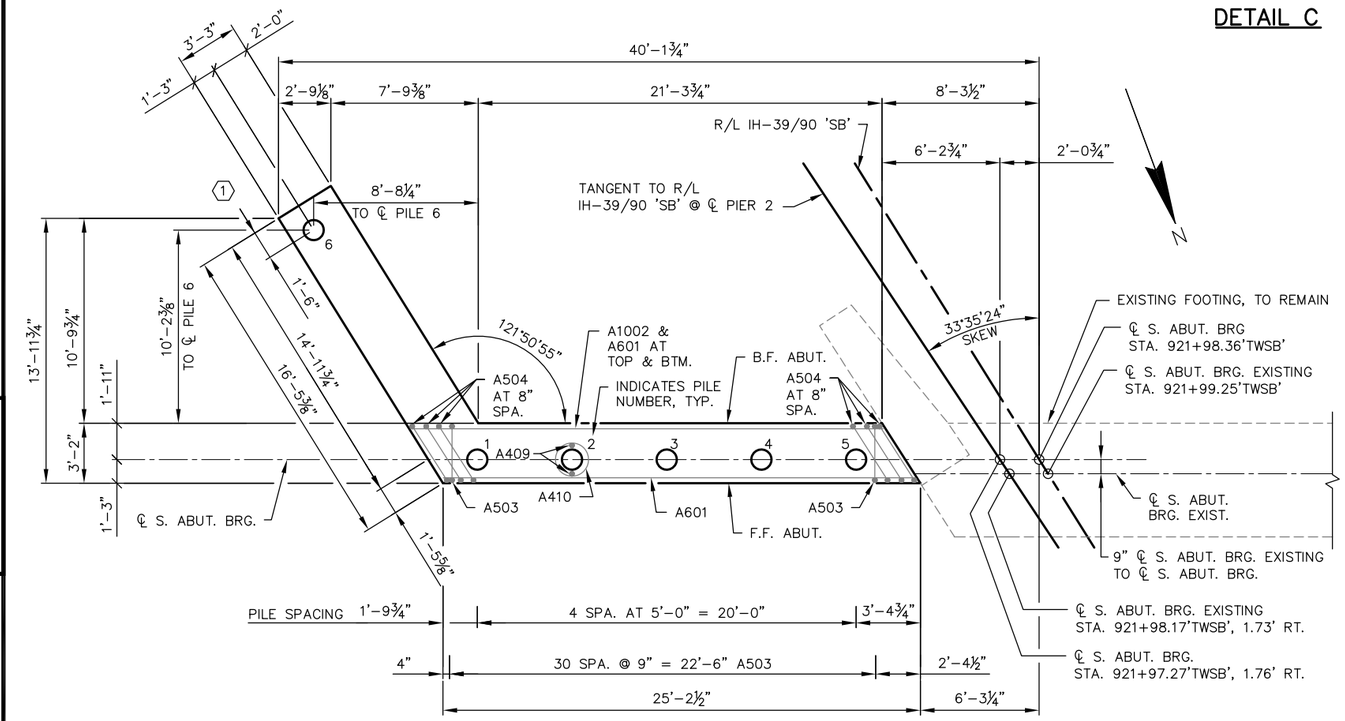


DETAIL C



TYPICAL SECTION THRU ABUTMENT

(LOOKING WEST, NORMAL TO ℄ SOUTH ABUTMENT BEARING)



PILE LAYOUT

NOTES

SOUTH ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35 FT PILE LENGTHS AT THE SOUTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES, NOTES" FOR C.I.P. PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

⬡ INDICATES WING NUMBER

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A02) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A06) A405 & A506 REQUIRED WHERE DIMENSION EXCEEDS 4".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT DETAILS

SHEET 7 OF 38

683

8

8

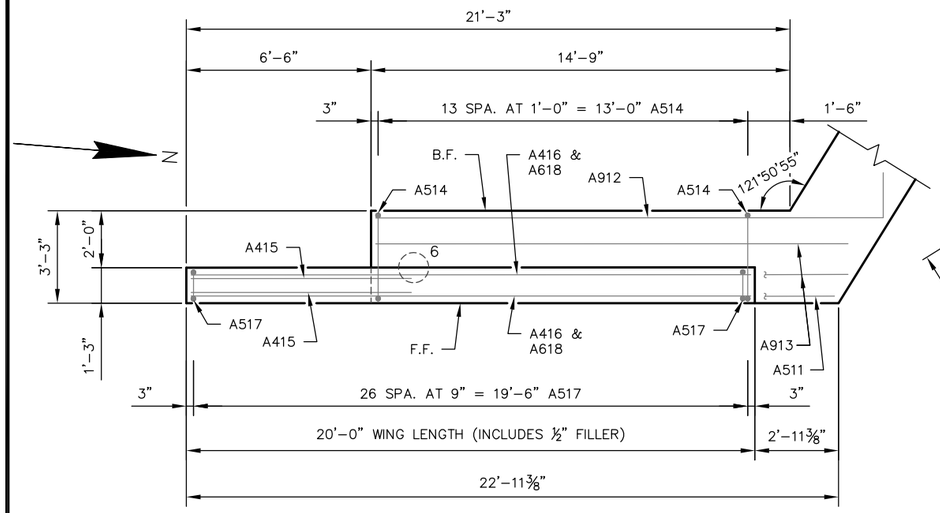
I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

FILE: 06-11-B530065_abut.dwg
PLOT SCALE:

STATE PROJECT NUMBER

1005-10-73

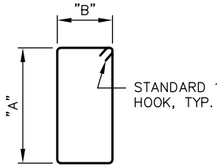


WING 1 PLAN

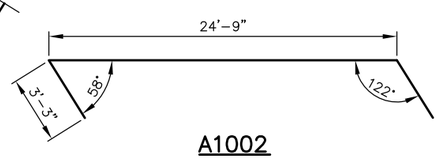
(SELECTED REINFORCEMENT SHOWN FOR CLARITY)

BAR BEND DIM.

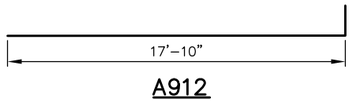
MARK	"A"	"B"
A503	7'-10"	2'-10"
A504	7'-10"	3'-4"
A514	8'-6"	2'-11"



A503, A504 & A514



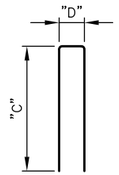
A1002



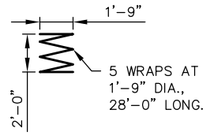
A912

BAR BEND DIM.

MARK	"C"	"D"
A506	1'-7"	2'-10"
A408	1'-10"	1'-7"
A517	6'-3"	0'-11"



A506, A408. A517



A410

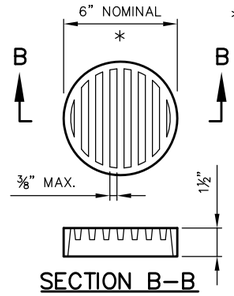
BILL OF BARS
SOUTH ABUTMENT

COATED = 1,740 LBS.
UNCOATED = 2,680 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
A601		13	24-9			BODY - F.F. & TOP & BOTTOM	HORIZ.
A1002		8	30-8	X		BODY - B.F.	HORIZ.
A503		31	22-0	X		BODY - STIRRUP	VERT.
A504		6	23-0	X		BODY - STIRRUP ENDS	VERT.
A405		4	14-4			BODY - TOP	HORIZ.
A506		15	5-9	X		BODY - TOP	VERT.
A407		4	7-8			BODY - TOP BETWEEN BEAM SEATS	HORIZ.
A408		8	5-1	X		BODY - TOP BETWEEN BEAM SEATS	VERT.
A409		10	2-3			BODY - BOTTOM PILES	VERT.
A410		5	28-0	X		BODY - BOTTOM PILES	HORIZ.
A511	10		16-1			WING - F.F.	HORIZ.
A912	8		19-2	X		WING - B.F.	HORIZ.
A913	2		16-7			WING - TOP	HORIZ.
A514	14		23-6	X		WING - STIRRUP	VERT.
A415	8		7-9			WING - F.F. & B.F.	HORIZ.
A416	9		19-7			WING - F.F. & B.F.	HORIZ.
A517	27		13-2	X		WING - STIRRUP	VERT.
A618	2		19-7			WING - TOP F.F & B.F.	HORIZ.

THE FIRST DIGIT OR FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



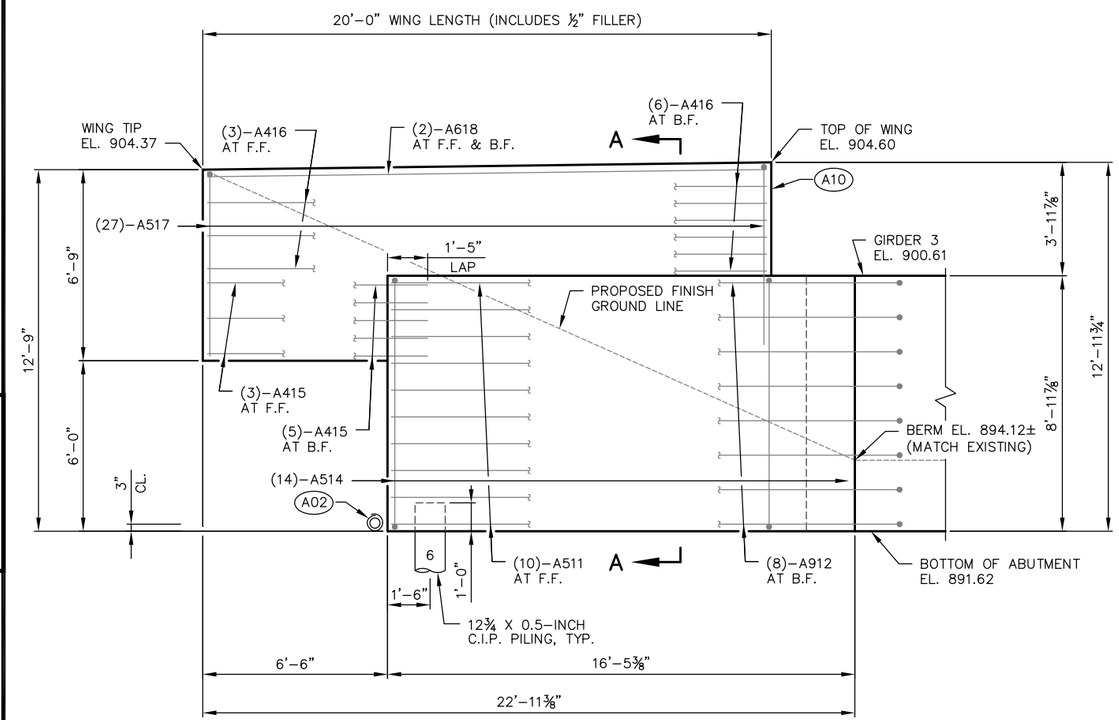
SECTION B-B

* DIMENSIONS ARE APPROXIMATE, THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

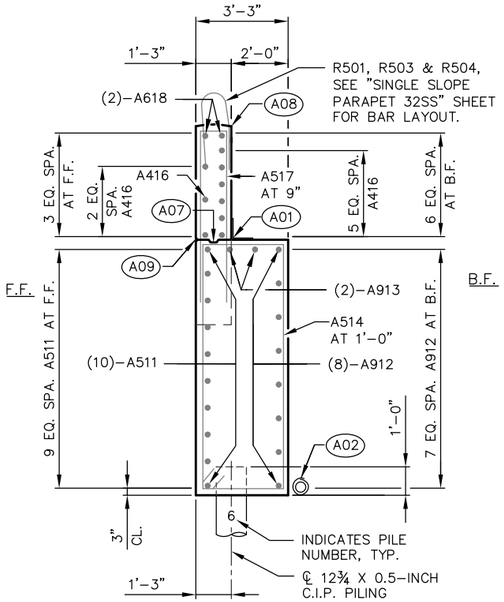
THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

RODENT SHIELD DETAIL



WING 1 ELEVATION

(LOOKING WEST, FRONT FACE OF WING)
(ABUTMENT STEEL NOT SHOWN FOR CLARITY)



SECTION A-A THRU WING

(LOOKING SOUTH, NORMAL TO WING)

F.F. = FRONT FACE
B.F. = BACK FACE

NOTES

SOUTH ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35 FT PILE LENGTHS AT THE SOUTH ABUTMENT.

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A02) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON THIS SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A07) OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" KEYWAY.

(A08) CONSTRUCTION JOINT. STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(A09) ¾" "V" GROOVE ON FRONT FACE OF WINGWALL.

(A10) ½" FILLER-TO EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT REINFORCEMENT

SHEET 8 OF 38

684

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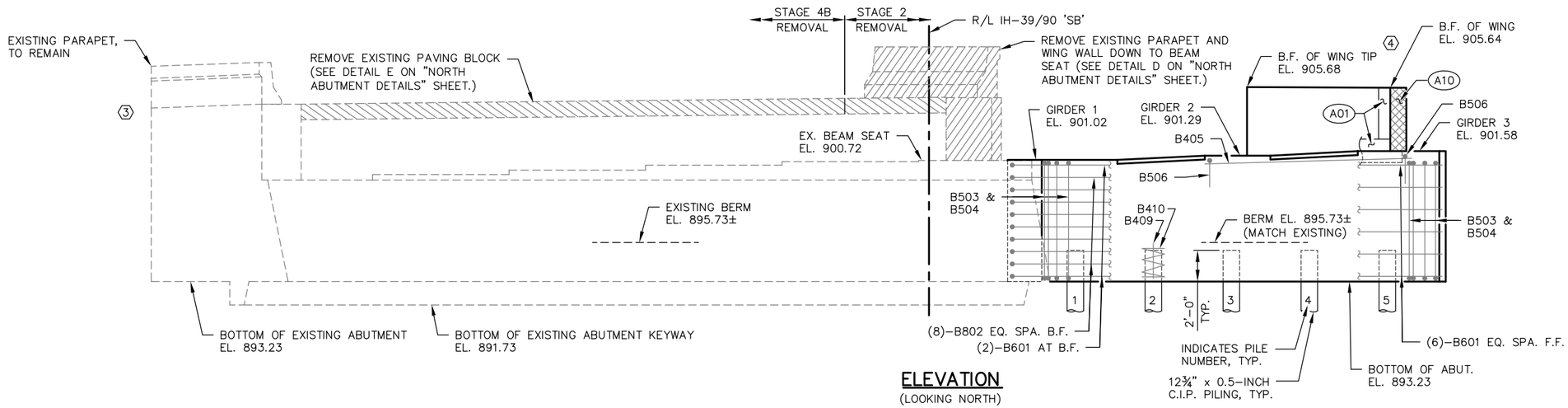
I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

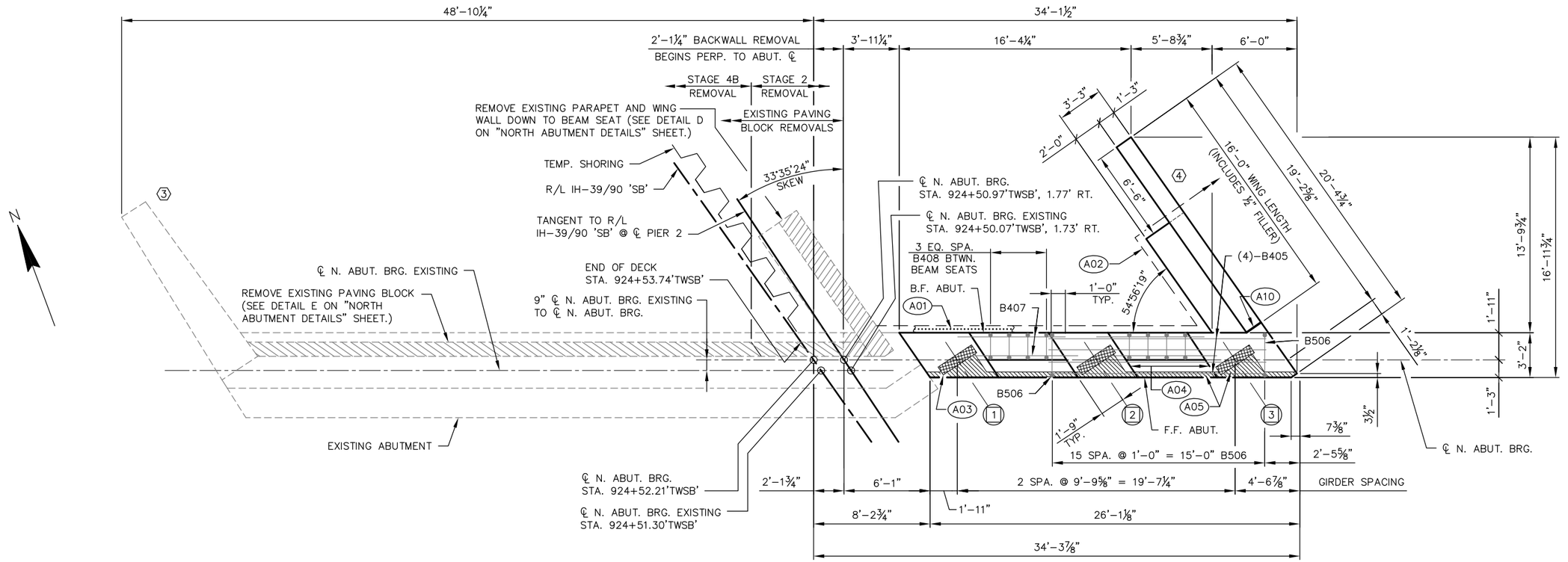
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PLOT SCALE:

STATE PROJECT NUMBER

1005-10-73



ELEVATION
(LOOKING NORTH)



NOTES

FOR TYPICAL SECTION THRU ABUTMENT BODY AND PILE LAYOUT SEE "NORTH ABUTMENT DETAILS" SHEET.

NORTH ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55 FT PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES, NOTES" SHEET FOR C.I.P. PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A02) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A03) ½" X 8 X 2'-10" NON-LAMINATED ELASTOMERIC BEARING PAD, TYP. SEE "BEAM SEAT DETAILS" SHEET.

PLAN

(A04) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER, TYP.

(A05) ¾" PREFORMED FILLER, TYP. SEE "BEAM SEAT DETAILS" SHEET.

(A10) ½" FILLER-TO EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.

F.F. - FRONT FACE
B.F. - BACK FACE

INDICATES GIRDER LINE DESIGNATION

INDICATES WING NUMBER

REMOVAL LIMITS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT

SHEET 9 OF 38

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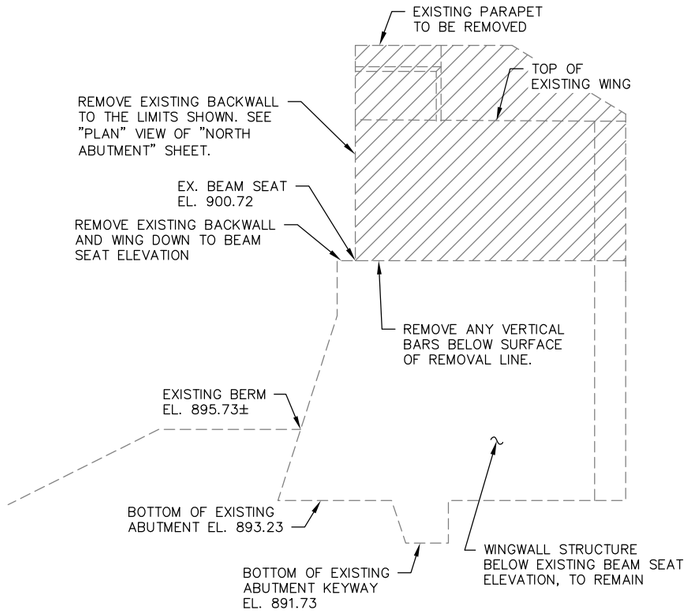
I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

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PLOT SCALE:

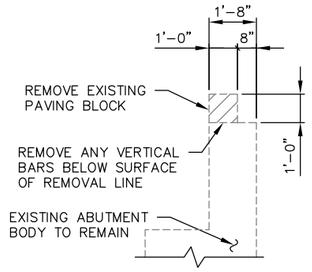
STATE PROJECT NUMBER

1005-10-73



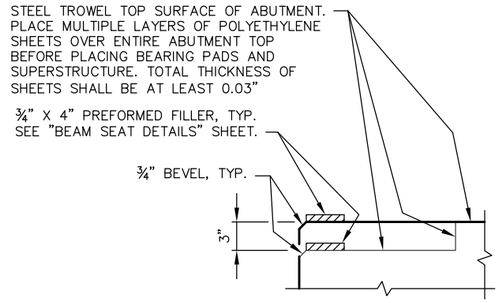
DETAIL D

(OUTSIDE ELEVATION VIEW OF EXISTING EASTERN WINGWALL LOOKING WEST, NORMAL TO ℄ N. ABUT. BRG.)

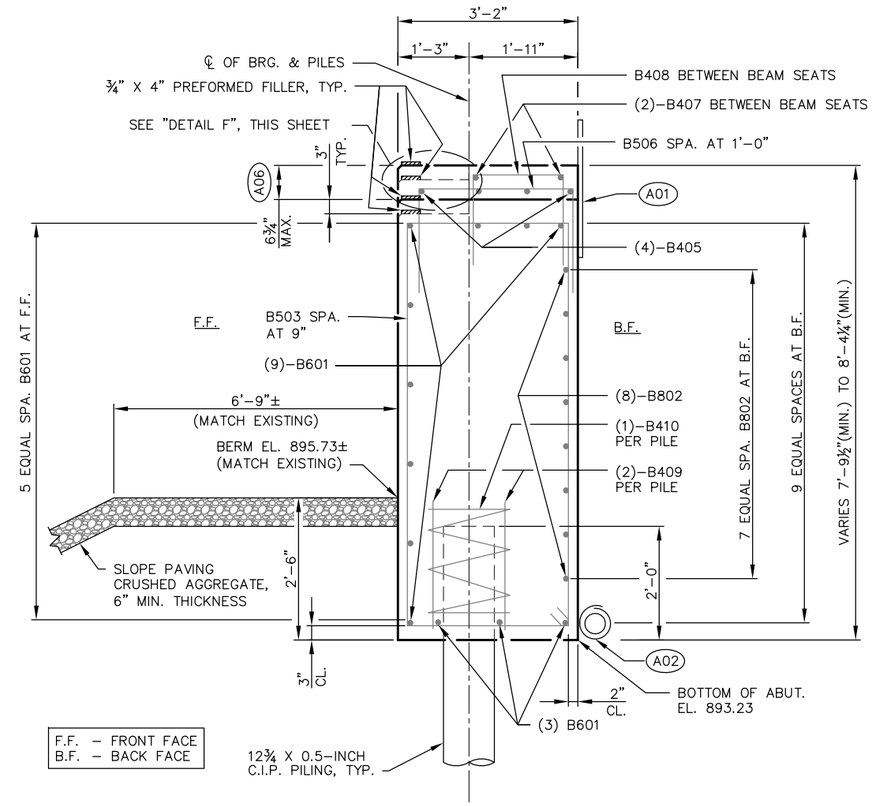


DETAIL E

(PAVING BLOCK REMOVAL, SECTION THRU EXISTING NORTH ABUTMENT LOOKING WEST)

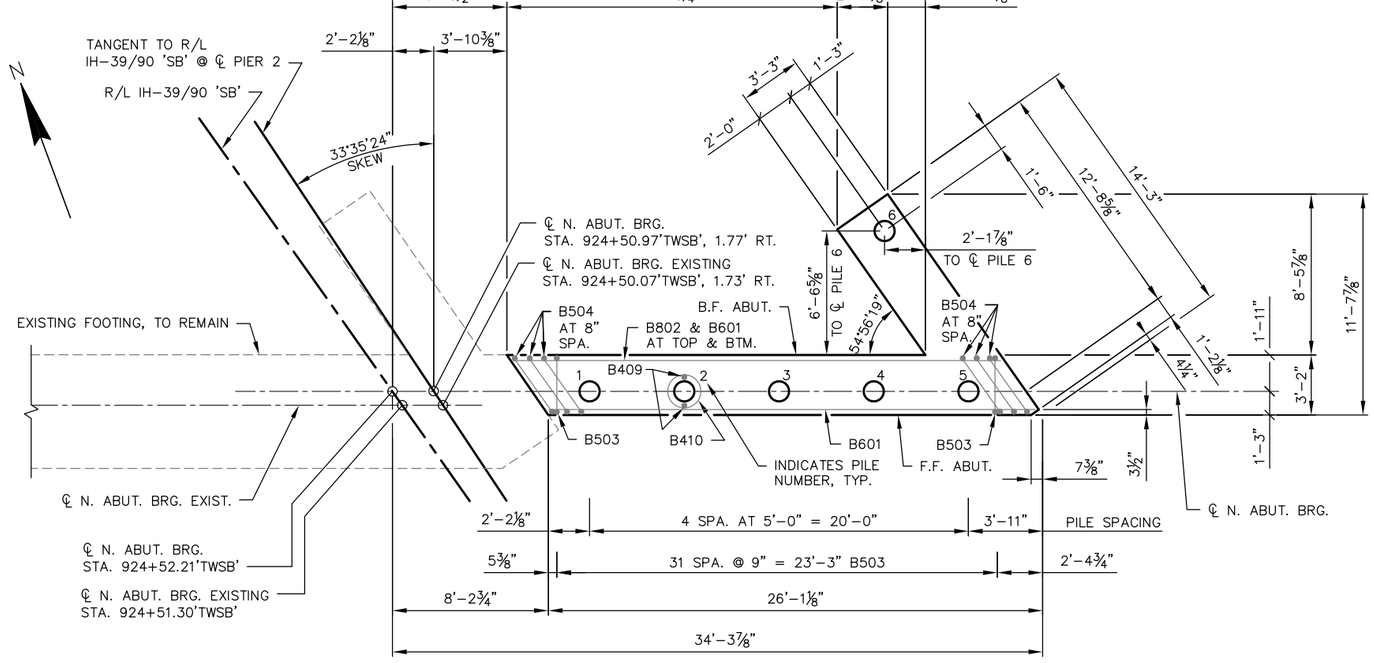


DETAIL F



TYPICAL SECTION THRU ABUTMENT

(LOOKING WEST, NORMAL TO ℄ NORTH ABUTMENT BEARING)



PILE LAYOUT

NOTES

NORTH ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55 FT PILE LENGTHS AT THE NORTH ABUTMENT.

SEE "CROSS SECTION, QUANTITIES, NOTES" FOR C.I.P. PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

⬡ INDICATES WING NUMBER

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A02) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

(A06) B405 & B506 REQUIRED WHERE DIMENSION EXCEEDS 4".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT DETAILS

SHEET 10 OF 38

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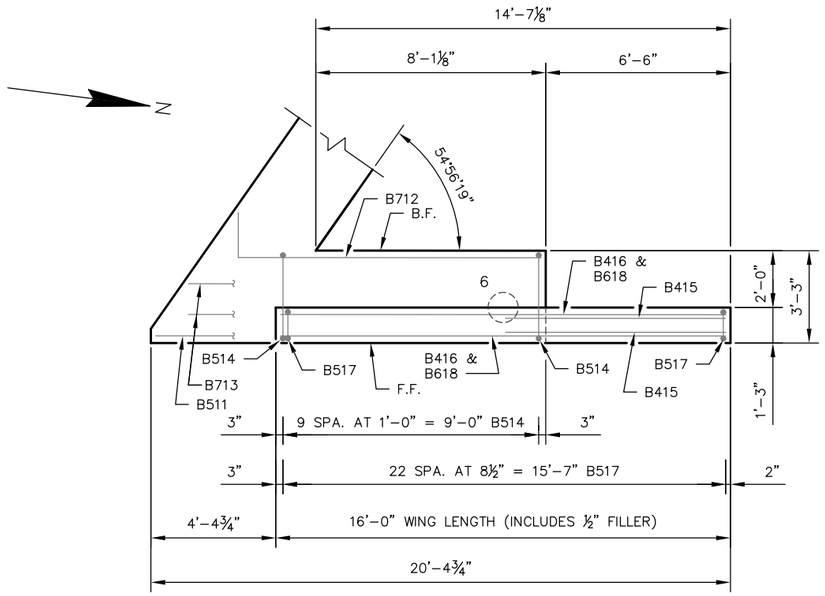
I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

FILE: 06-11-B530065_abut.dwg

PLOT SCALE:

STATE PROJECT NUMBER
1005–10–73

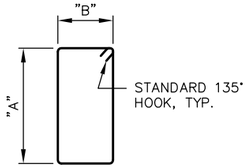


WING 4 PLAN

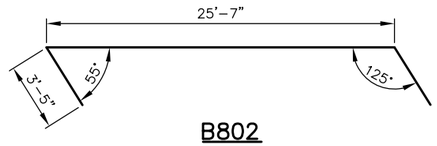
(SELECTED REINFORCEMENT SHOWN FOR CLARITY)

BAR BEND DIM.

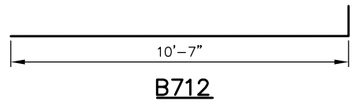
MARK	"A"	"B"
B503	7'–1"	2'–10"
B504	7'–1"	3'–5"
B514	7'–11'	2'–11"



B503, B504 & B514



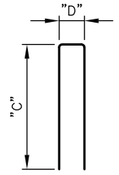
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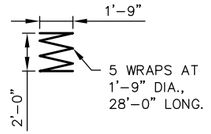
B712

BAR BEND DIM.

MARK	"C"	"D"
B506	1'–7"	2'–10"
B408	1'–10"	1'–7"
B517	6'–0"	0'–11"



B506, B408. B517



B410

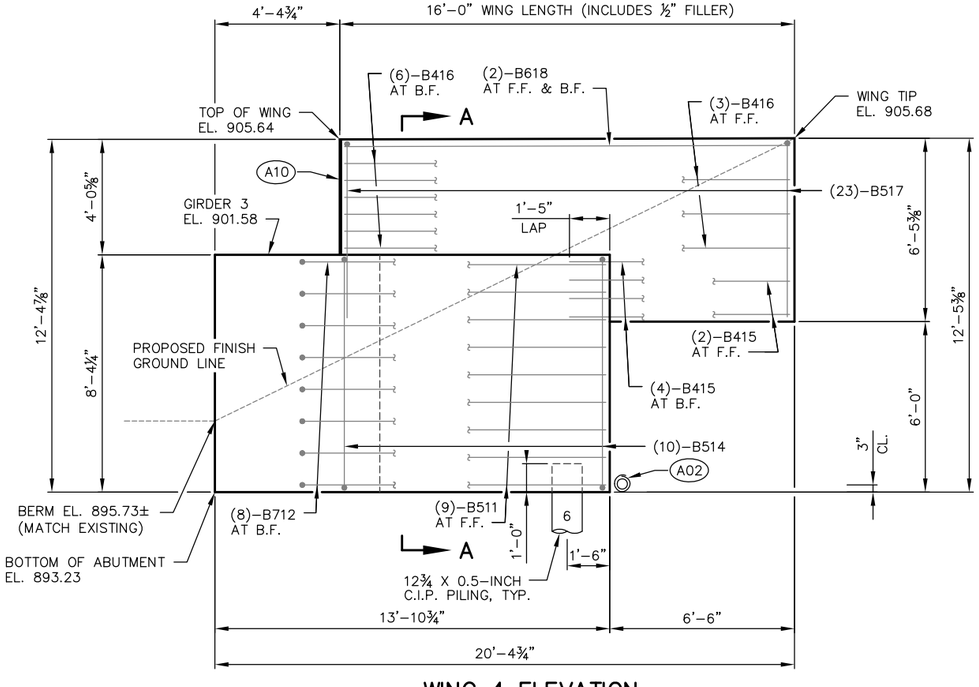
BILL OF BARS NORTH ABUTMENT

COATED = 1,080 LBS.
UNCOATED = 2,260 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
B601		12	25–7			BODY – F.F. & TOP & BOTTOM	HORIZ.
B802		8	31–9	X		BODY – B.F.	HORIZ.
B503		32	20–6	X		BODY – STIRRUP	VERT.
B504		6	21–8	X		BODY – STIRRUP ENDS	VERT.
B405		4	15–4			BODY – TOP	HORIZ.
B506		16	5–9	X		BODY – TOP	VERT.
B407		4	7–8			BODY – TOP BETWEEN BEAM SEATS	HORIZ.
B408		8	5–1	X		BODY – TOP BETWEEN BEAM SEATS	VERT.
B409		10	2–3			BODY – BOTTOM PILES	VERT.
B410		5	28–0	X		BODY – BOTTOM PILES	HORIZ.
B511	9		13–6			WING – F.F.	HORIZ.
B712	8		11–7	X		WING – B.F.	HORIZ.
B713	2		12–4			WING – TOP	HORIZ.
B514	10		22–4	X		WING – STIRRUP	VERT.
B415	6		7–11			WING – F.F. & B.F.	HORIZ.
B416	9		15–7			WING – F.F. & B.F.	HORIZ.
B517	23		12–8	X		WING – STIRRUP	VERT.
B618	2		15–7			WING – TOP F.F & B.F.	HORIZ.

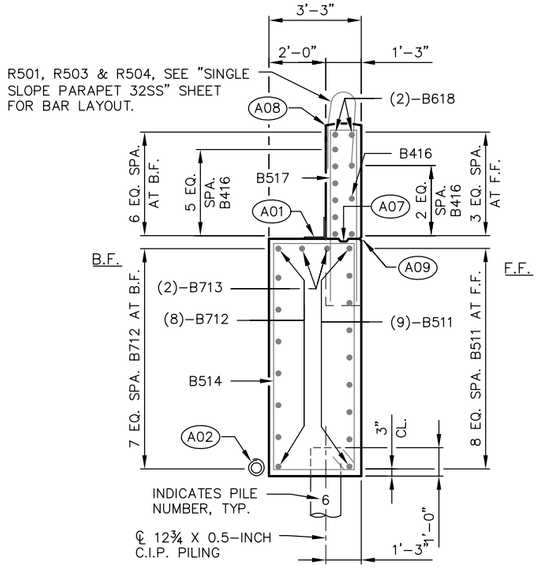
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



WING 4 ELEVATION

(LOOKING WEST, FRONT FACE OF WING)
(ABUTMENT STEEL NOT SHOWN FOR CLARITY)



SECTION A–A THRU WING

(LOOKING NORTH, NORMAL TO WING)

NOTES

NORTH ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 55 FT PILE LENGTHS AT THE NORTH ABUTMENT.

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A02) PIPE UNDERDRAIN WRAPPED 6–INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "SOUTH ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

(A07) OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" KEYWAY.

(A08) CONSTRUCTION JOINT. STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(A09) ¾" "V" GROOVE ON FRONT FACE OF WINGWALL.

(A10) ½" FILLER–TO EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.

F.F. = FRONT FACE
B.F. = BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT REINFORCEMENT

SHEET 11 OF 38

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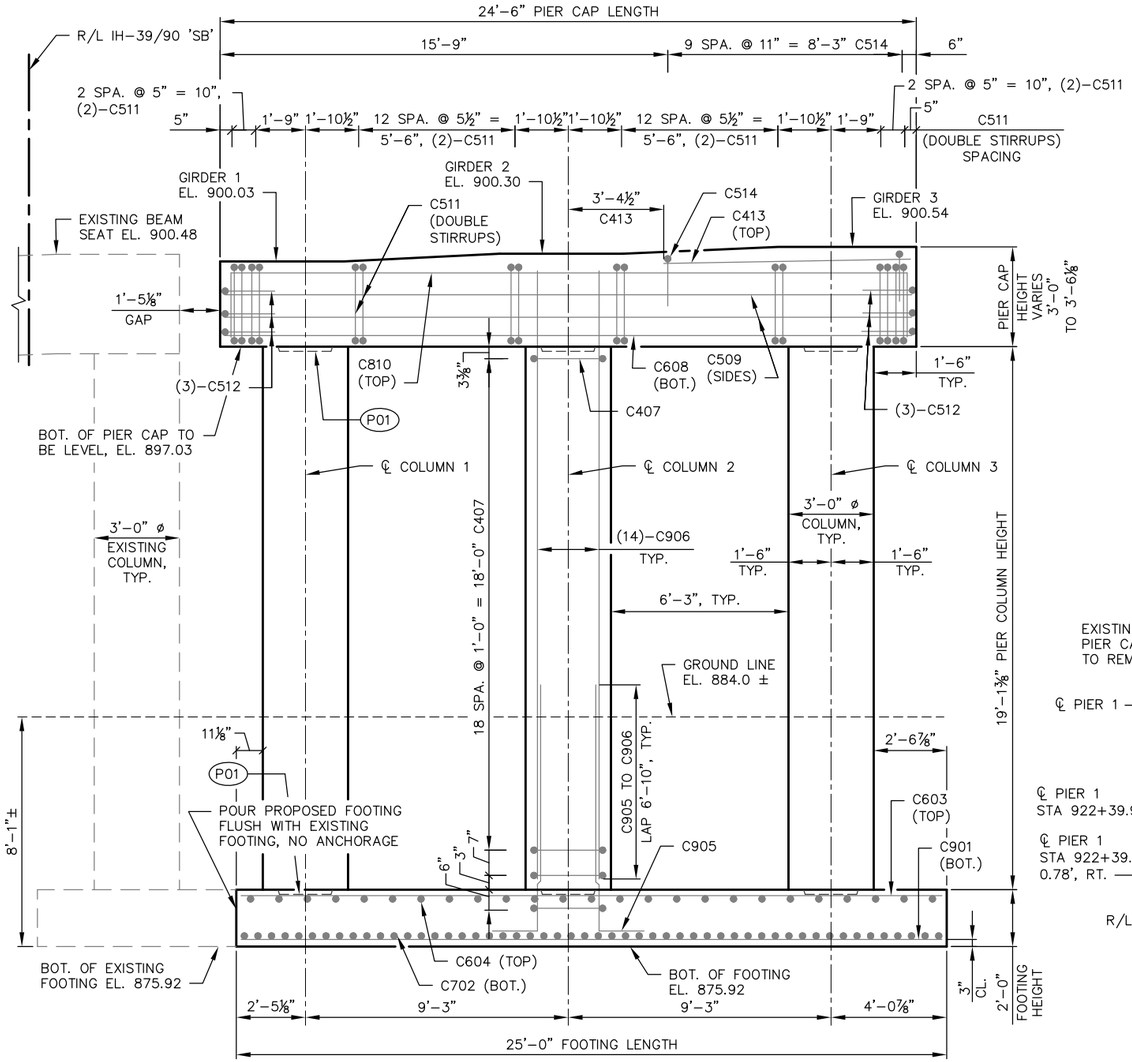
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I.D. 1005–10–73

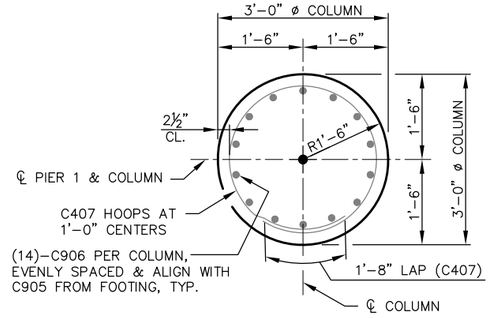
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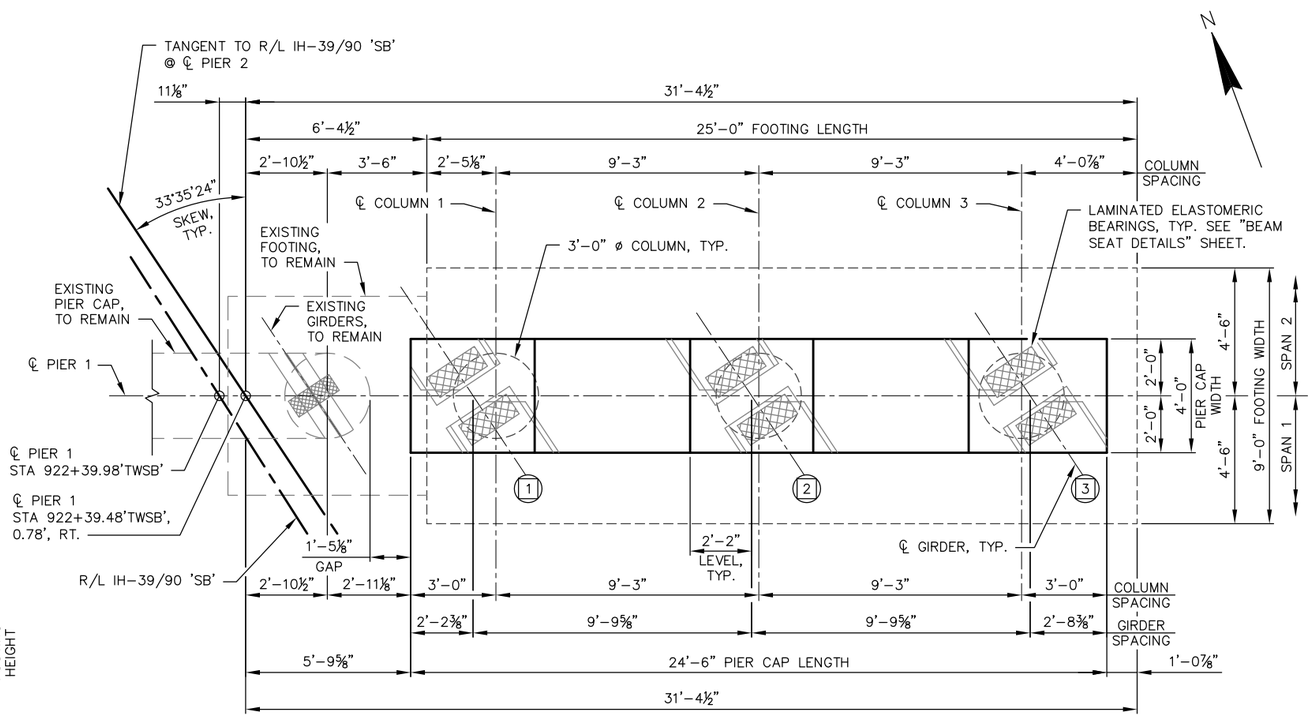
STATE PROJECT NUMBER
1005–10–73



ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 1 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,830 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(◯) INDICATES GIRDER LINE DESIGNATION

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY	PLANS CK'D
JDO	JJK

PIER 1

SHEET 12 OF 38

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I.D. 1005–10–73

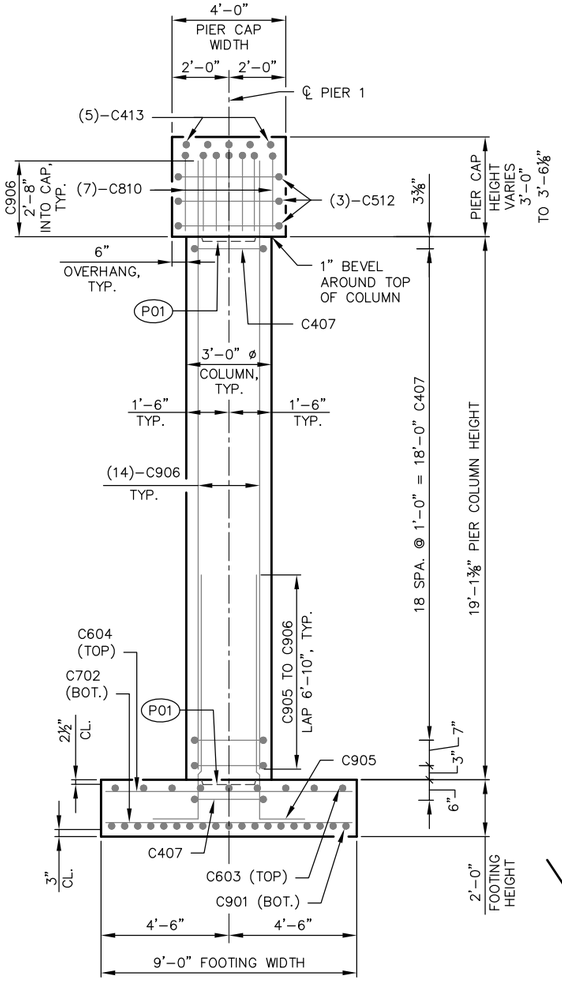
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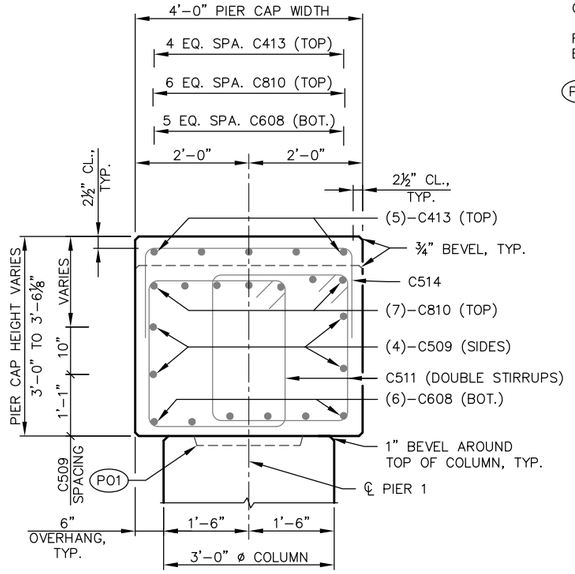
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STATE PROJECT NUMBER
1005–10–73



END VIEW
(LOOKING WEST)



TYPICAL SECTION THRU PIER CAP

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,830 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

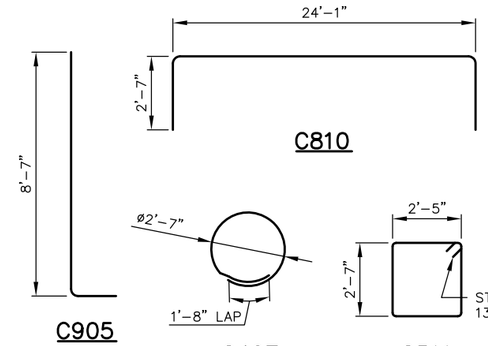
BILL OF BARS
PIER 1

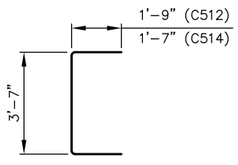
COATED = 6,640 LBS.
UNCOATED = 3,180 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
C901		19	24–8			FOOTING – LONGITUDINAL (BOT.)	HORIZ.
C702		52	8–8			FOOTING – TRANSVERSE (BOT.)	HORIZ.
C603		9	24–8			FOOTING – LONGITUDINAL (TOP)	HORIZ.
C604		25	8–8			FOOTING – TRANSVERSE (TOP)	HORIZ.
C905	42		9–11	X		FOOTING – DOWELS	VERT.
C906	42		21–9			COLUMN	VERT.
C407	63		9–10	X		COLUMN – STIRRUP	HORIZ.
C608	6		24–1			PIER CAP – BOTTOM	HORIZ.
C509	4		24–1			PIER CAP – SIDES	HORIZ.
C810	7		28–10	X		PIER CAP – TOP	HORIZ.
C511	64		10–7	X		PIER CAP – STIRRUP	VERT.
C512	6		6–10	X		PIER CAP – END STIRRUP	HORIZ.
C413	5		8–8			PIER CAP – TOP	HORIZ.
C514	10		6–6	X		PIER CAP – TOP STIRRUP	VERT.

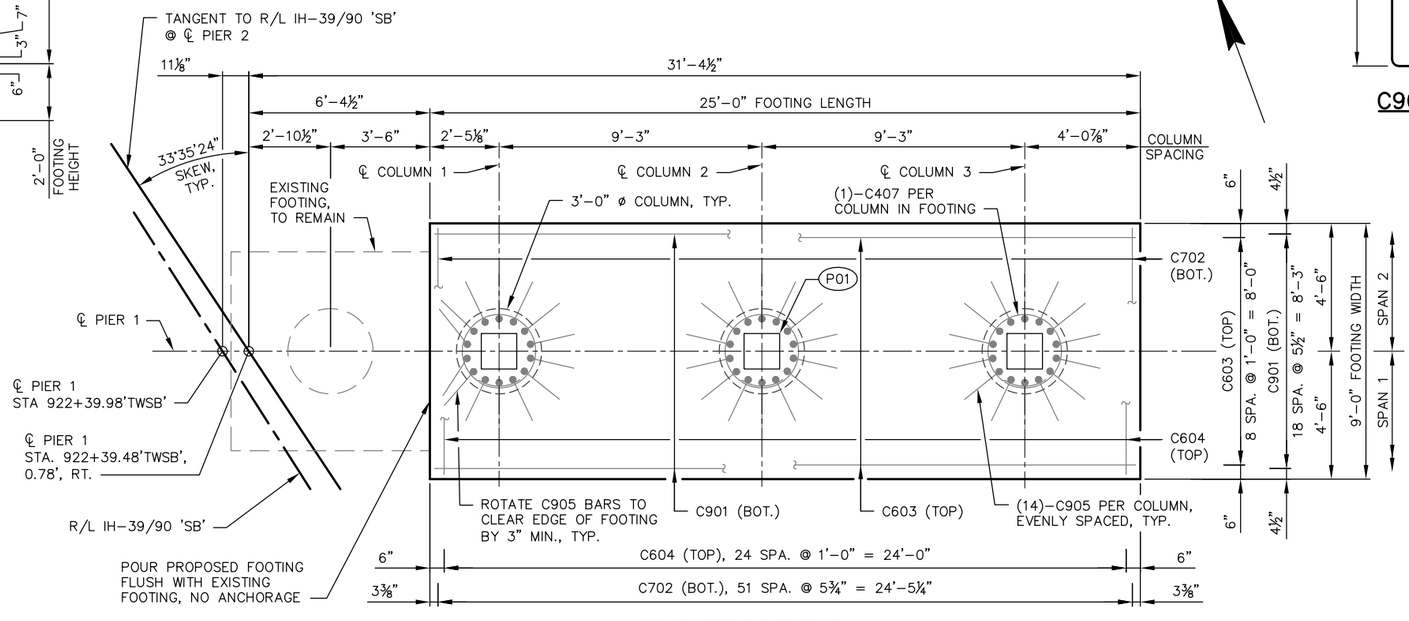
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





C512 & C514



FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

PIER 1 DETAILS

SHEET 13 OF 38

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I.D. 1005–10–73

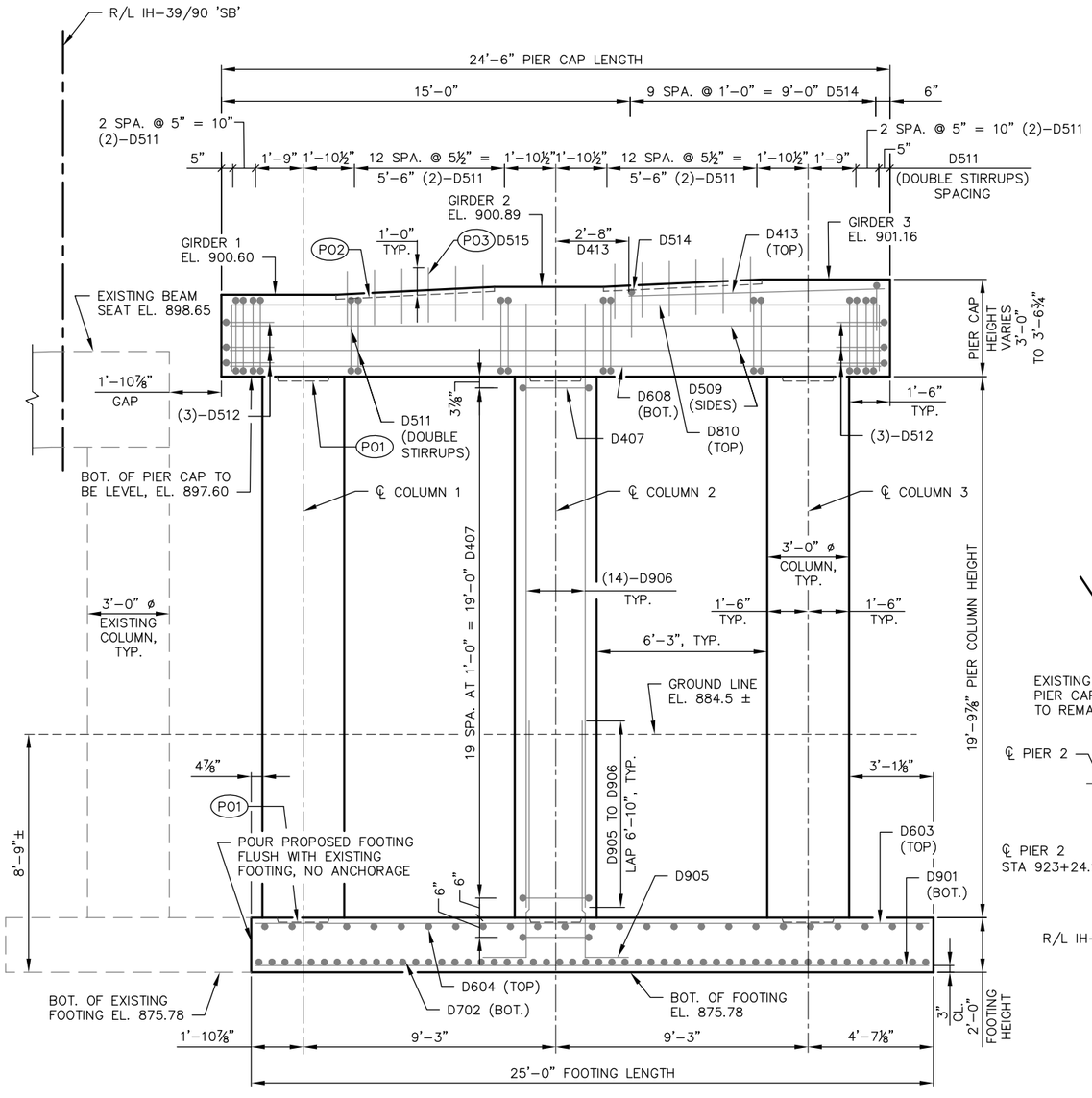
PLOT DATE: Jul 31, 2015

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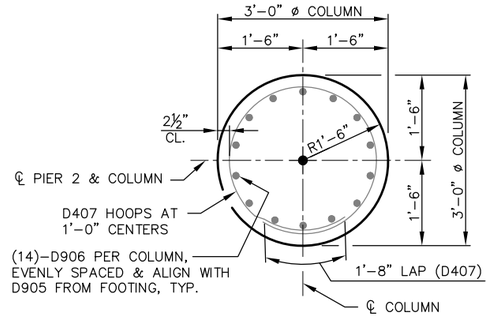
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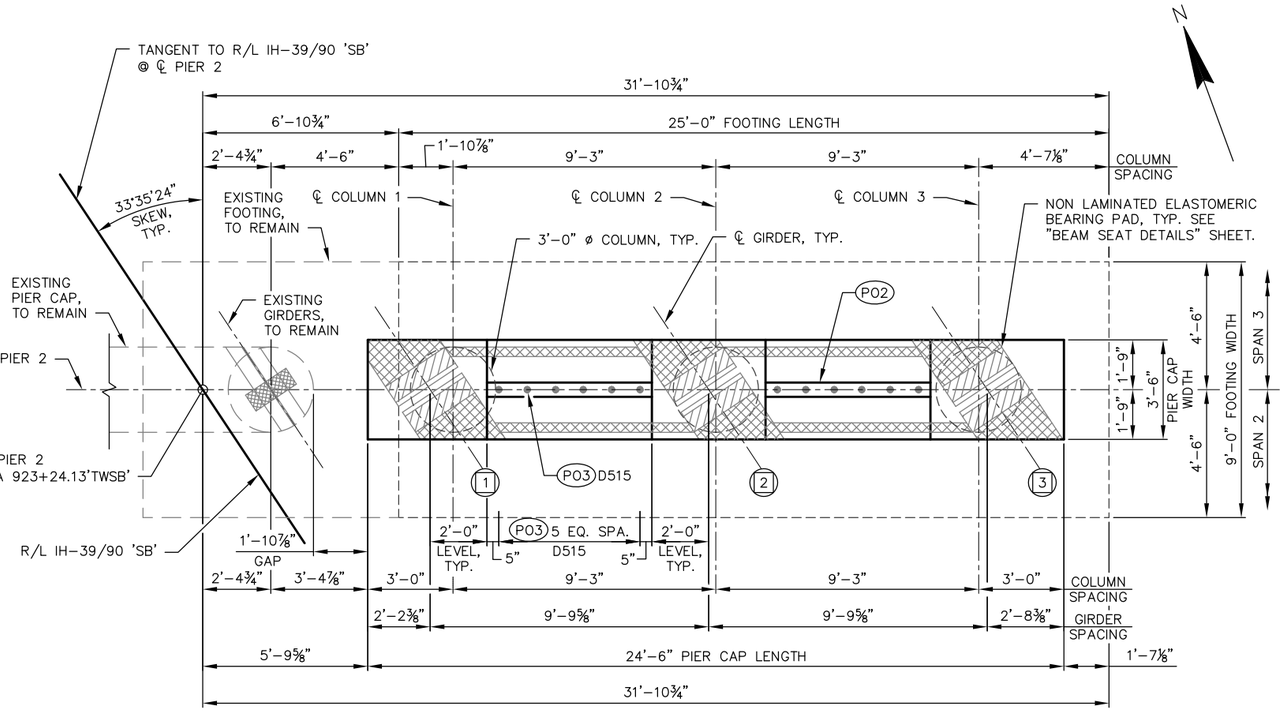
STATE PROJECT NUMBER
1005–10–73



ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 2 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,830 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

◯ INDICATES GIRDER LINE DESIGNATION

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT BETWEEN BEAM SEATS FORMED BY BEVELED 2" X 6".

(P03) D515 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'–0".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

PIER 2

SHEET 14 OF 38

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I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

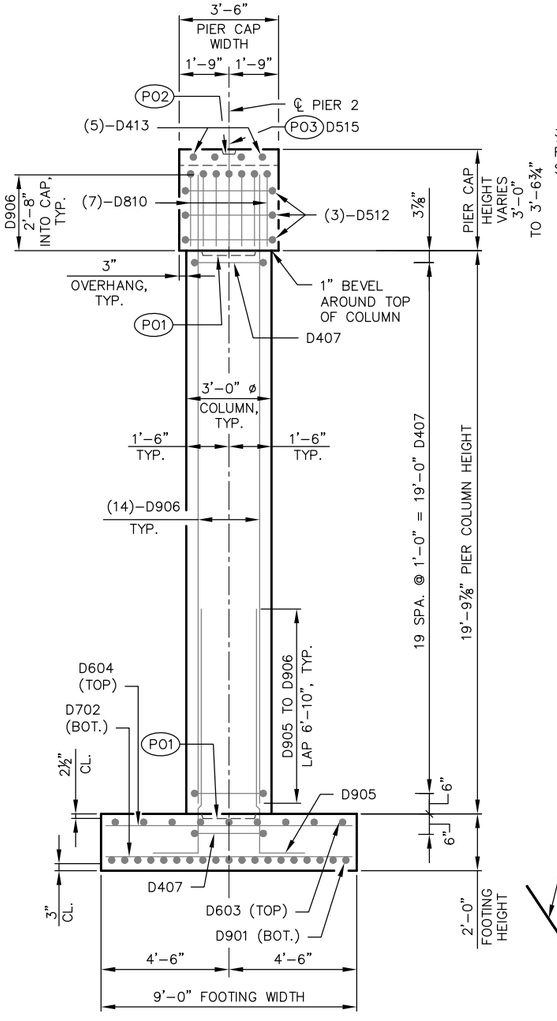
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PLOT SCALE:

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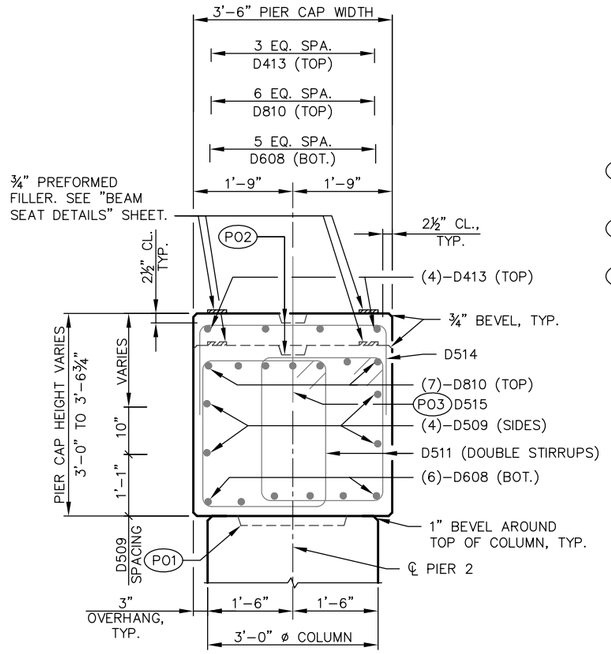
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STATE PROJECT NUMBER

1005-10-73



END VIEW
(LOOKING WEST)



TYPICAL SECTION THRU PIER CAP

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,830 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'-3" X 1'-3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT BETWEEN BEAM SEATS FORMED BY BEVELED 2" X 6".

(P03) D515 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'-0".

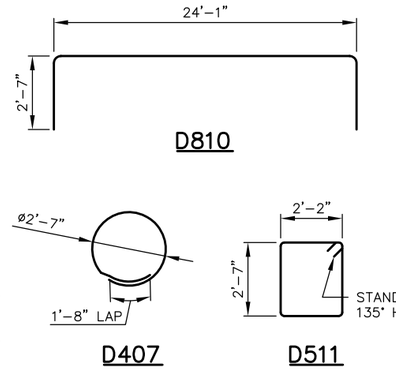
BILL OF BARS
PIER 2

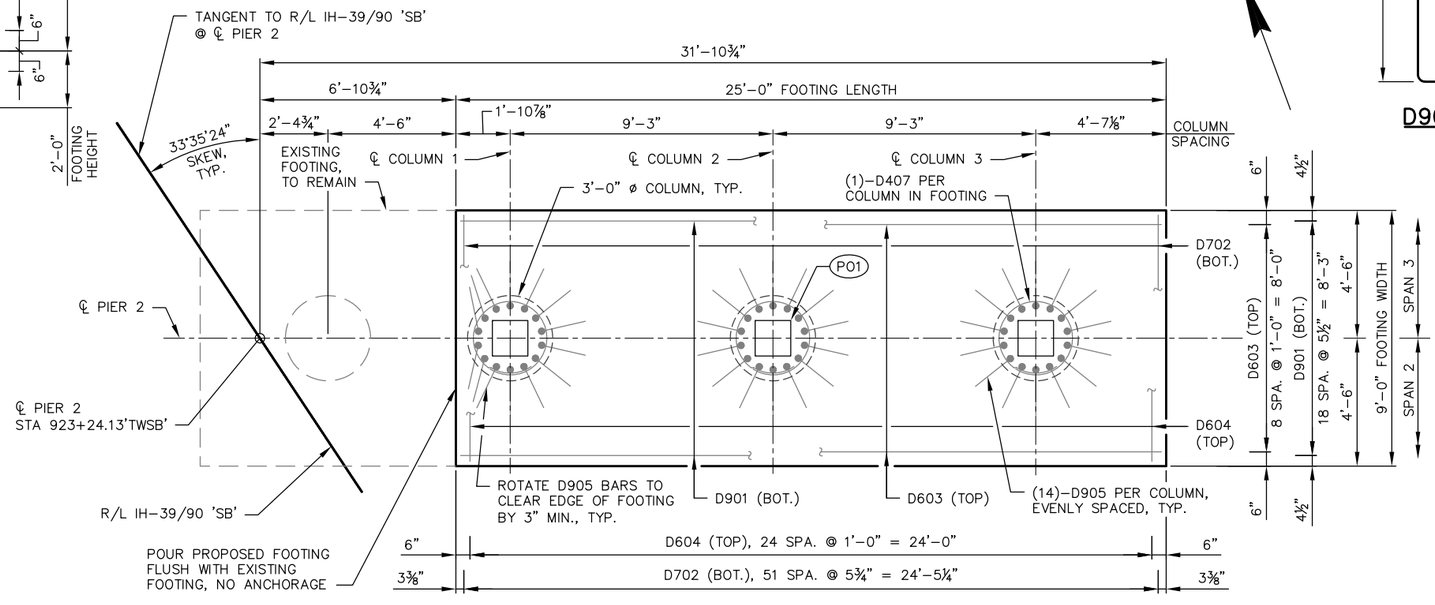
COATED = 6,720 LBS.
UNCOATED = 3,180 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	D901		19	24-8			FOOTING - LONGITUDINAL (BOT.)	HORIZ.
	D702		52	8-8			FOOTING - TRANSVERSE (BOT.)	HORIZ.
	D603		9	24-8			FOOTING - LONGITUDINAL (TOP)	HORIZ.
	D604		25	8-8			FOOTING - TRANSVERSE (TOP)	HORIZ.
	D905	42		9-11	X		FOOTING - DOWELS	VERT.
	D906	42		22-5			COLUMN	VERT.
	D407	63		9-10	X		COLUMN - STIRRUP	HORIZ.
	D608	6		24-1			PIER CAP - BOTTOM	HORIZ.
	D509	4		24-1			PIER CAP - SIDES	HORIZ.
	D810	7		28-10	X		PIER CAP - TOP	HORIZ.
	D511	64		10-1	X		PIER CAP - STIRRUP	VERT.
	D512	6		6-4	X		PIER CAP - END STIRRUP	HORIZ.
	D413	4		9-4			PIER CAP - TOP	HORIZ.
	D514	10		6-0	X		PIER CAP - TOP STIRRUP	VERT.
P03	D515	12		2-0			PIER CAP - DOWELS	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

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PIER 2 DETAILS

SHEET 15 OF 38

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I.D. 1005-10-73

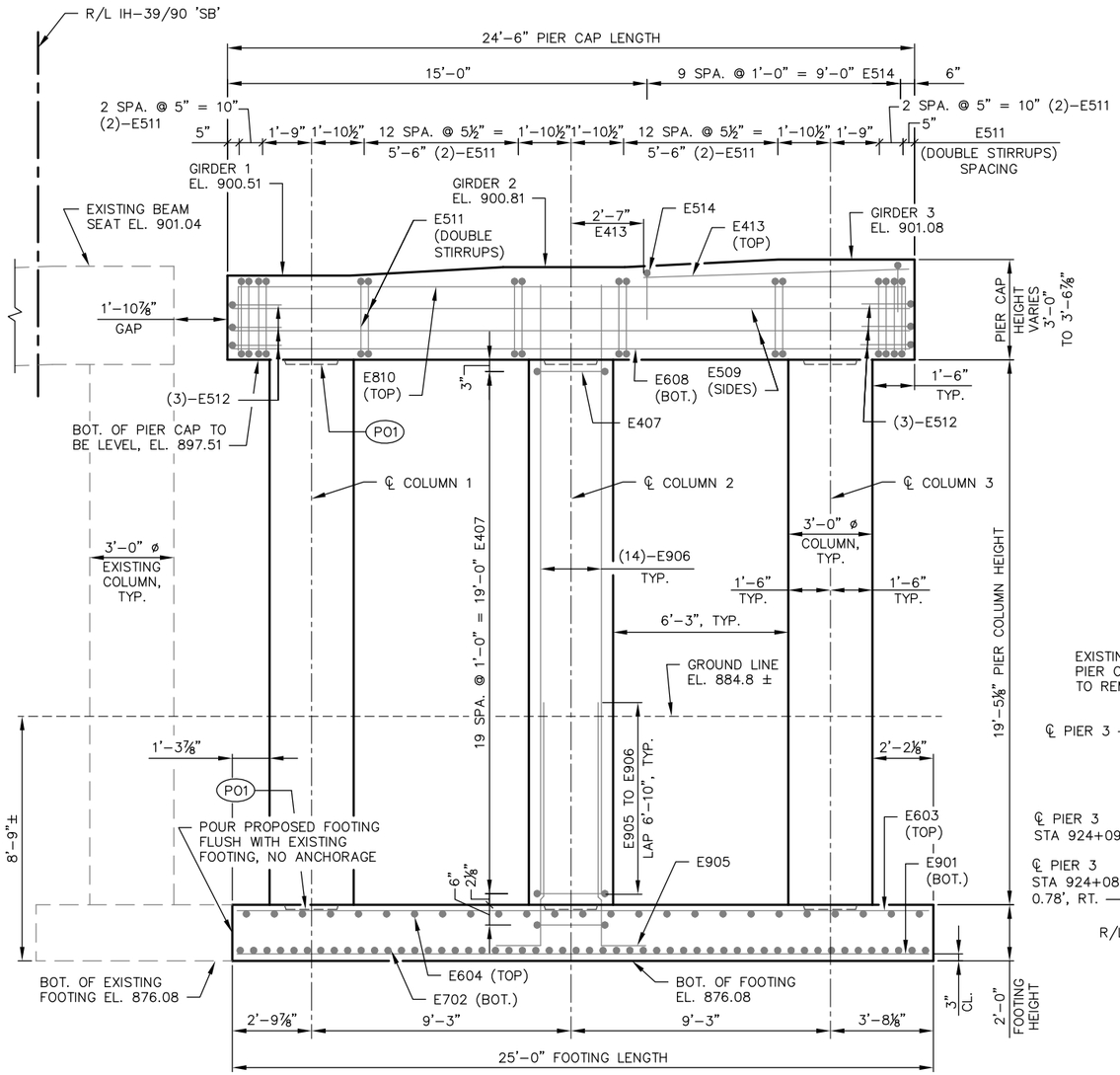
PLOT DATE: Jul 31, 2015

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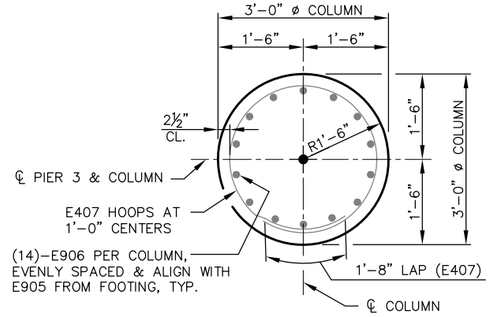
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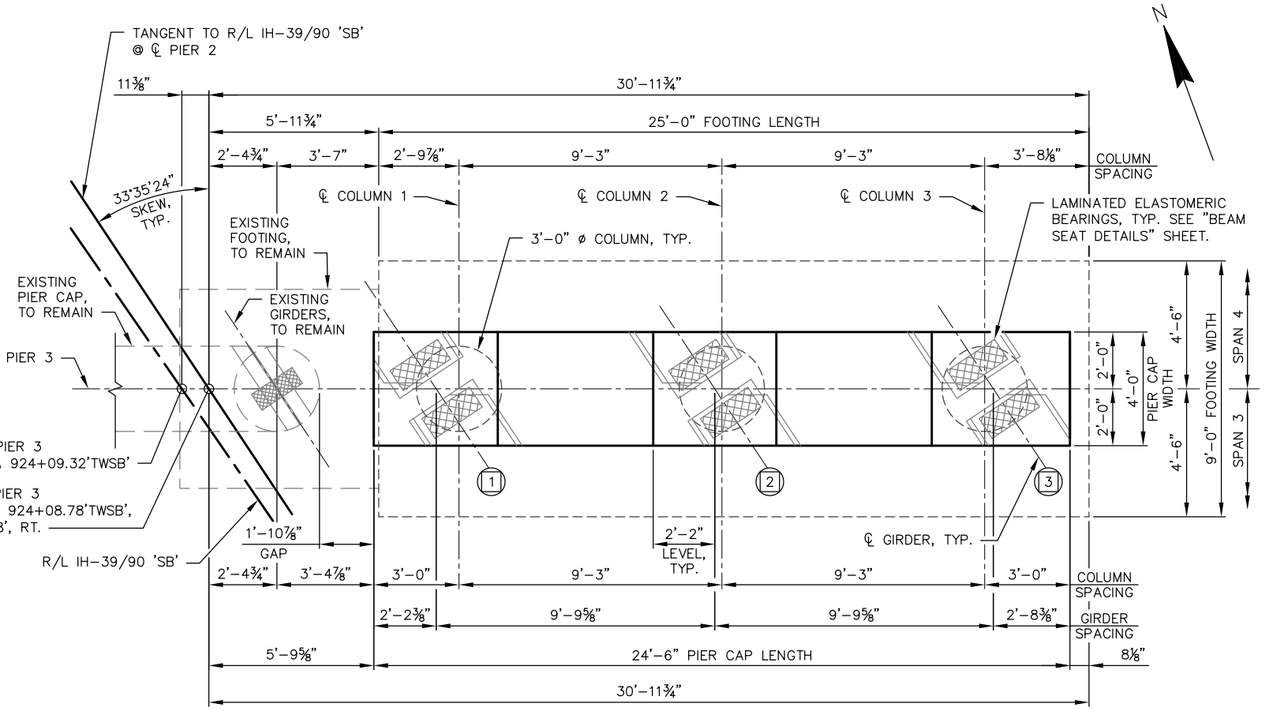
STATE PROJECT NUMBER
1005–10–73



ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 3 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,830 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

◯ INDICATES GIRDER LINE DESIGNATION

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

PIER 3

SHEET 16 OF 38

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I.D. 1005–10–73

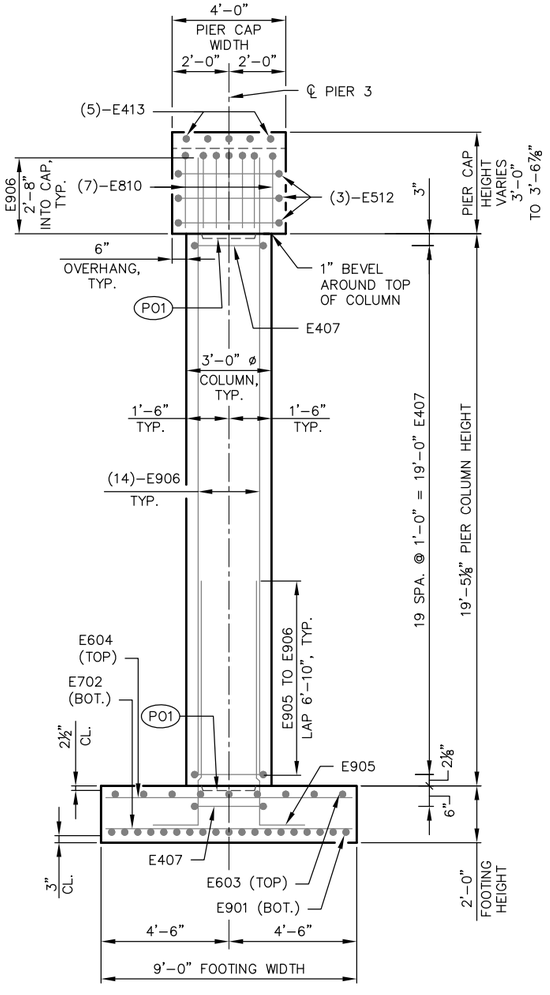
PLOT DATE: Jul 31, 2015

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PLOT SCALE:

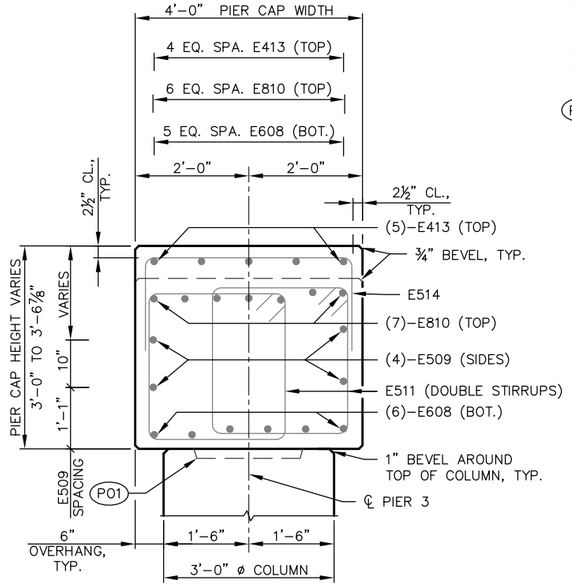
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STATE PROJECT NUMBER
1005–10–73



END VIEW
(LOOKING WEST)



TYPICAL SECTION THRU PIER CAP

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,830 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

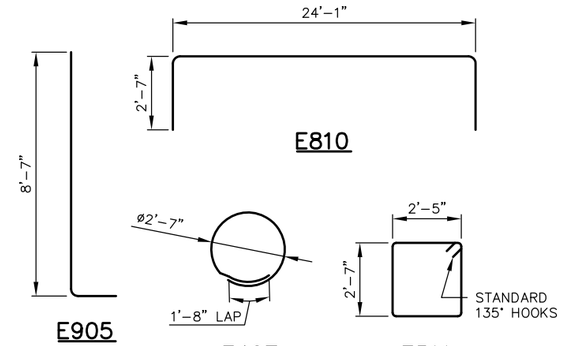
BILL OF BARS
PIER 3

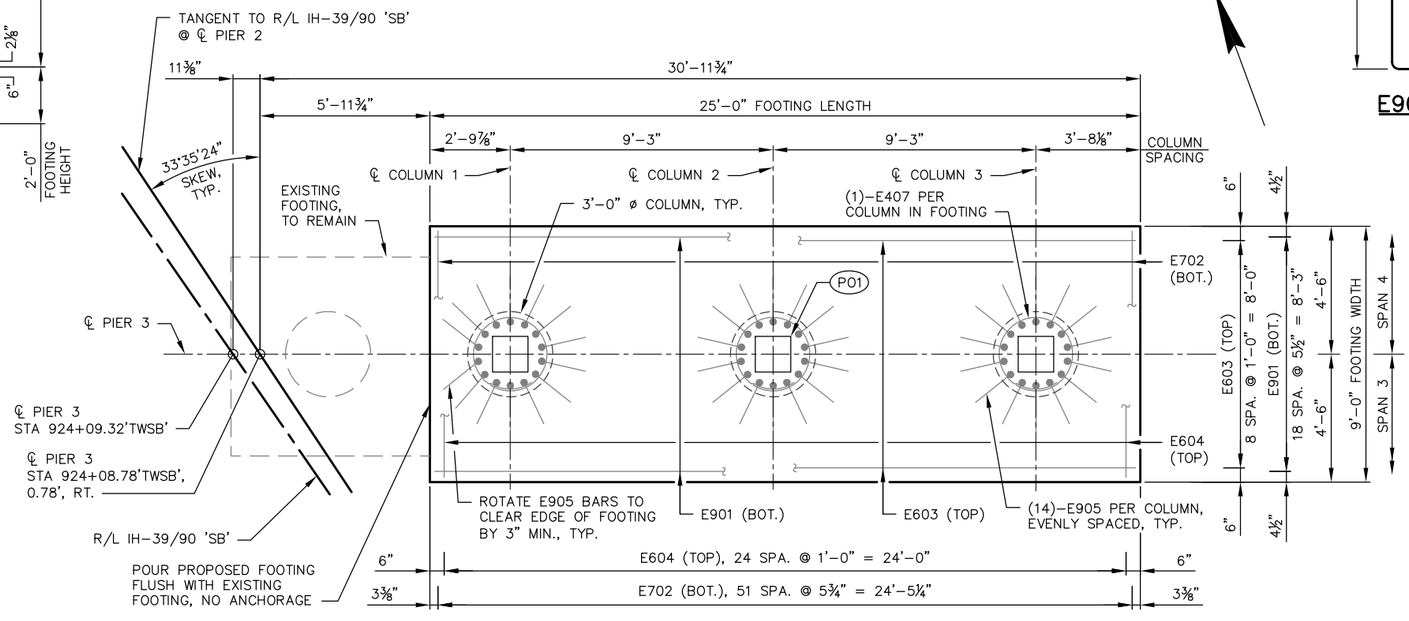
COATED = 6,690 LBS.
UNCOATED = 3,180 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
E901		19	24–8			FOOTING – LONGITUDINAL (BOT.)	HORIZ.
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E603		9	24–8			FOOTING – LONGITUDINAL (TOP)	HORIZ.
E604		25	8–8			FOOTING – TRANSVERSE (TOP)	HORIZ.
E905	42		9–11	X		FOOTING – DOWELS	VERT.
E906	42		22–1			COLUMN	VERT.
E407	63		9–10	X		COLUMN – STIRRUP	HORIZ.
E608	6		24–1			PIER CAP – BOTTOM	HORIZ.
E509	4		24–1			PIER CAP – SIDES	HORIZ.
E810	7		28–10	X		PIER CAP – TOP	HORIZ.
E511	64		10–7	X		PIER CAP – STIRRUP	VERT.
E512	6		6–10	X		PIER CAP – END STIRRUP	HORIZ.
E413	5		9–5			PIER CAP – TOP	HORIZ.
E514	10		6–6	X		PIER CAP – TOP STIRRUP	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

PIER 3 DETAILS

SHEET 17 OF 38

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I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

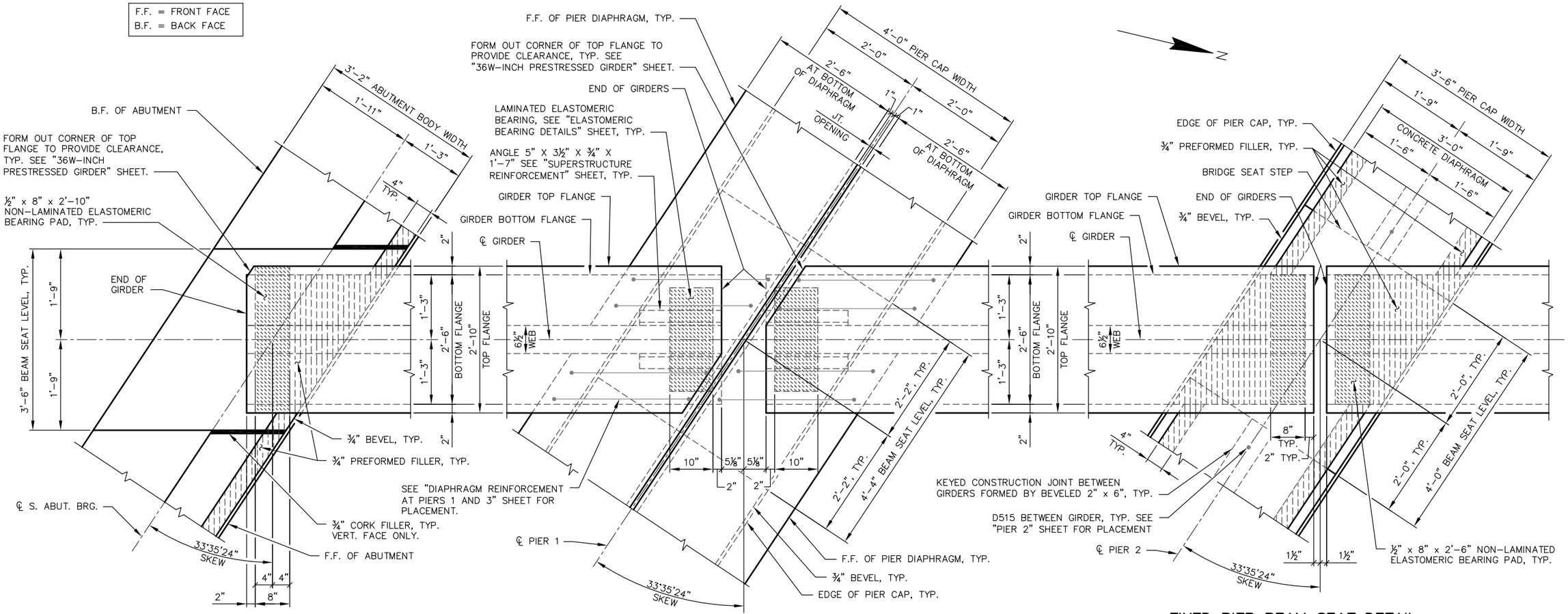
FILE: 12–17–B530065_pier.dwg
PLOT SCALE:

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STATE PROJECT NUMBER
1005–10–73

F.F. = FRONT FACE
B.F. = BACK FACE



ABUTMENT BEAM SEAT DETAIL
(SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR)

EXPANSION PIER BEAM SEAT DETAIL
(PIER 1 SHOWN, PIER 3 SIMILAR)

FIXED PIER BEAM SEAT DETAIL
(PIER 2 ONLY)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

BEAM SEAT DETAILS

SHEET 18 OF 38

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I.D. 1005–10–73

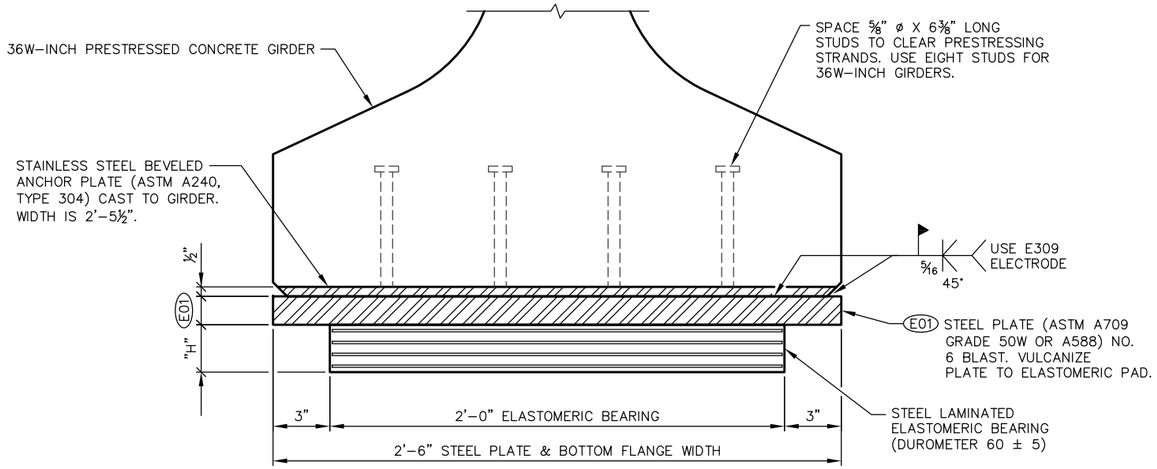
PLOT DATE: Jul 31, 2015

FILE: 18–B530065_beam.dwg
PLOT SCALE:

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1005–10–73

EXPANSION BEARINGS FOR PRESTRESSED CONCRETE GIRDERS

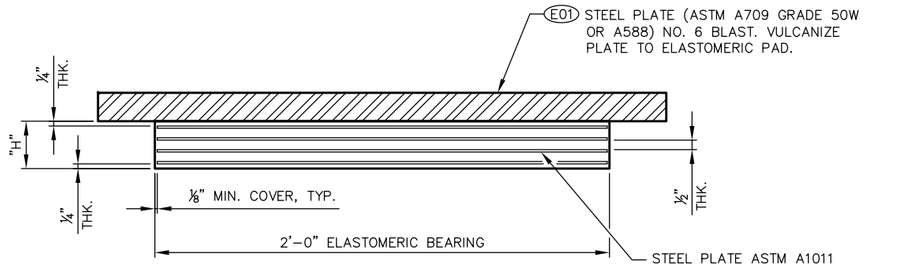
LOCATION	GIRDER	TOTAL BEARING HEIGHT "H"	LONGITUDINAL LENGTH OF BEARING "L"	ELASTOMER THICKNESS, EACH	TOTAL ELASTOMER THICKNESS	STEEL PLATE THICKNESS, EACH	NO. OF STEEL PLATES REQ'D. PER BEARING
SPAN 1 @ PIER 1	1–3	2½"	10"	½"	2"	⅛"	4
SPAN 2 @ PIER 1	1–3	2½"	10"	½"	2"	⅛"	4
SPAN 3 @ PIER 3	1–3	2½"	10"	½"	2"	⅛"	4
SPAN 4 @ PIER 3	1–3	2½"	10"	½"	2"	⅛"	4



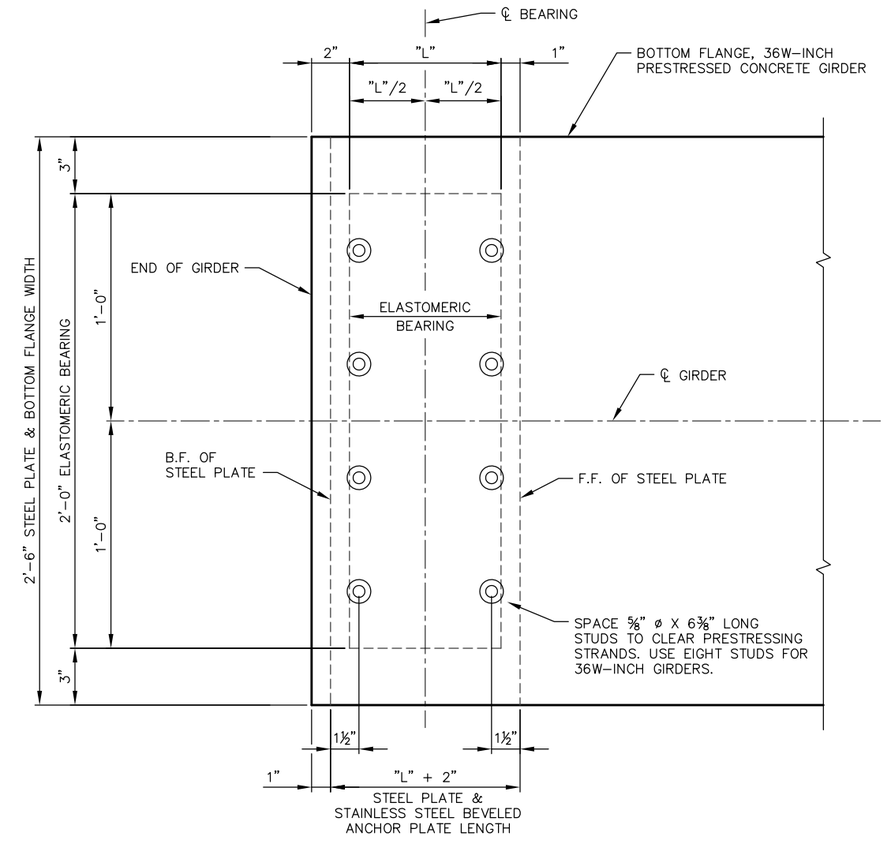
END VIEW

F.F. – FRONT FACE
B.F. – BACK FACE

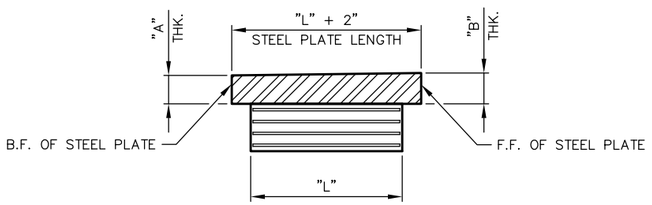
E01 – 1½" THICK FOR GIRDERS IN SPANS 1 & 4, THICKNESS VARIES FOR GIRDERS IN SPANS 2 & 3, SEE "TAPERED STEEL PLATE DETAIL", THIS SHEET.



SECTION THRU ELASTOMERIC BEARING



PLAN VIEW
(BOTTOM FLANGE SHOWN)



TAPERED STEEL PLATE DETAIL
(FOR GIRDERS IN SPANS 2 & 3 ONLY)

LOCATION	GIRDER	"A"	"B"
SPAN 2 @ PIER 1	1–3	1½"	1 1/16"
SPAN 3 @ PIER 3	1–3	1½"	1 1/16"

NOTES

ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED", EACH.

ALL STRUCTURAL STEEL PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

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ELASTOMERIC BEARING DETAILS

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I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

FILE: 19–B530065_brg.dwg
PLOT SCALE:

STATE PROJECT NUMBER
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SPAN	LOCATION	GIRDER	"A"	"B"
1	S. ABUT.	1–3	2½"	1¾"
2	PIER 1	1–3	1'–1¾"	9¼"
4	PIER 3	1–3	1'–1¾"	9¼"

SPAN	LOCATION	GIRDER	"C"	"D"
1	PIER 1	1–3	1'–1¾"	9¼"
3	PIER 3	1–3	1'–1¾"	9¼"
4	N. ABUT.	1–3	2½"	1¾"

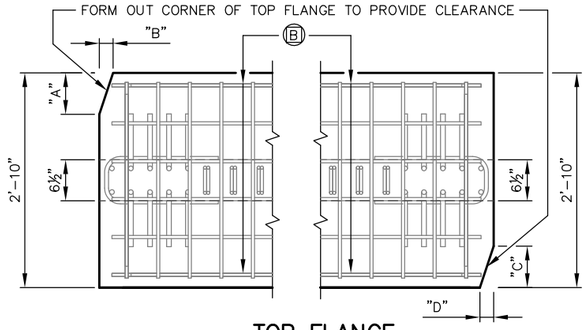
STIRRUP SPACING TABLE

	SPAN	GIRDER	GIRDER LENGTH "L"	"A"	"B"	"C"
1	1	1–3	42'–3½"	2¼"	7 SPA. @ 9" = 5'–3"	11 SPA. @ 1'–6" = 16'–6"
2	2	1–3	84'–1¼"	4⅛"	34 SPA. @ 6" = 17'–0"	23 SPA. @ 1'–6" = 34'–6"
3	3	1–3	84'–1¼"	4⅛"	34 SPA. @ 6" = 17'–0"	23 SPA. @ 1'–6" = 34'–6"
1	4	1–3	42'–3½"	2¼"	7 SPA. @ 9" = 5'–3"	11 SPA. @ 1'–6" = 16'–6"

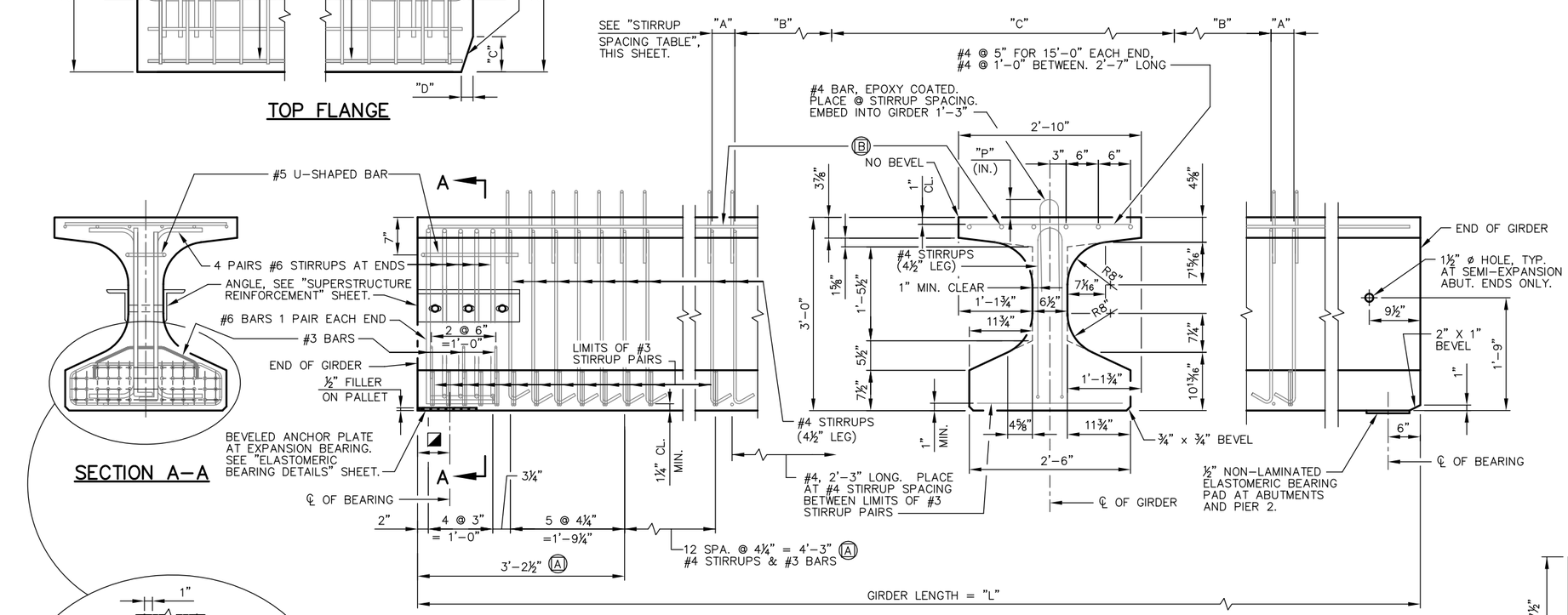
[1] – BEVELED ANCHOR PLATE REQUIRED AT PIER END OF GIRDER AND ½" NON–LAMINATED ELASTOMERIC BEARING PAD ALONG WITH 1½" ø HOLE IN WEB AT ABUTMENT END OF GIRDER.

[2] – BEVELED ANCHOR PLATE REQUIRED AT PIER 1 END OF GIRDER AND ½" NON–LAMINATED ELASTOMERIC BEARING PAD REQUIRED AT PIER 2 END OF GIRDER.

[3] – BEVELED ANCHOR PLATE REQUIRED AT PIER 3 END OF GIRDER AND ½" NON–LAMINATED ELASTOMERIC BEARING PAD REQUIRED AT PIER 2 END OF GIRDER.



TOP FLANGE

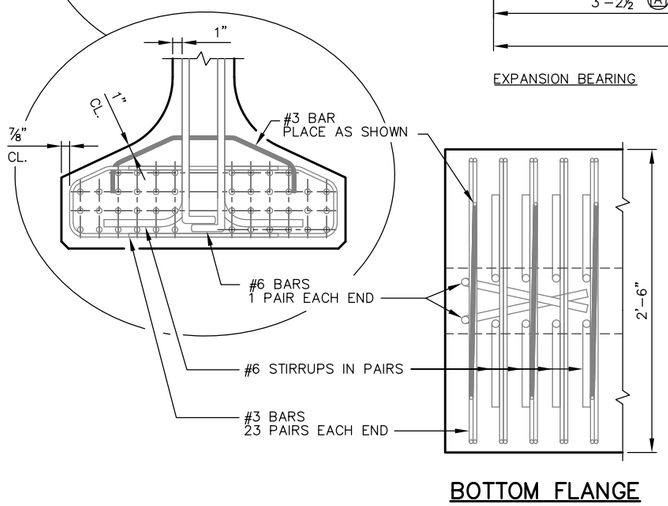


SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ (6) – #6 BARS, FULL LENGTH, MIN. LAP = 2'–11" (SPANS 1 & 4 GIRDERS)
(6) – #4 BARS, FULL LENGTH, MIN. LAP = 1'–11" (SPANS 2 & 3 GIRDERS)

◪ 7" SPAN 1 @ AT PIER 1
7" SPAN 2 @ AT PIER 1
7" SPAN 3 @ AT PIER 3
7" SPAN 4 @ AT PIER 3



BOTTOM FLANGE

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON–BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON–BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON–PIGMENTED EPOXY CONFORMING TO AASHTO M–235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

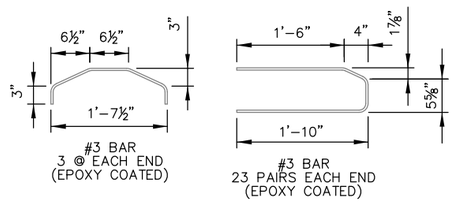
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

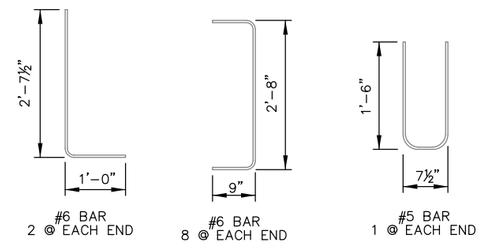
FOR DIAPHRAGM INSERT & CONNECTION DETAILS, SEE "INTERMEDIATE STEEL DIAPHRAGM" SHEET.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. – 7 – WIRE LOW–RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.





*MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFLECTION (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (psi)	"P" 1st ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (psi) *	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (psi) *
1	1–3	42'–3½"	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	8,000	7.5	7.75	8.75	0.6	---	---	--	--	--	--	20	6,800
2	1–3	84'–1¼"	0.6	1.1	1.5	1.8	1.8	1.8	1.5	1.1	0.6	8,000	8.5	7.5	8.5	0.6	34	6,800	31	11.5	14.5	5	---	---
3	1–3	84'–1¼"	0.6	1.1	1.5	1.8	1.8	1.8	1.5	1.1	0.6	8,000	8.5	7.5	8.5	0.6	34	6,800	31	11.5	14.5	5	---	---
4	1–3	42'–3½"	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	8,000	8.75	7.75	7.5	0.6	---	---	--	--	--	--	20	6,800

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

36W–INCH PRESTRESSED GIRDER

SHEET 20 OF 38

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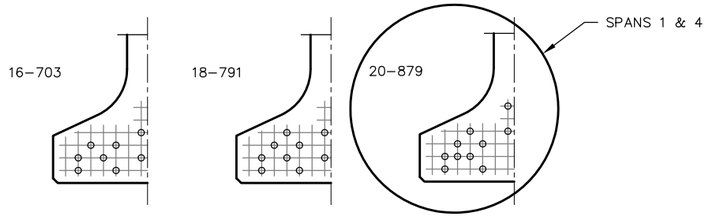
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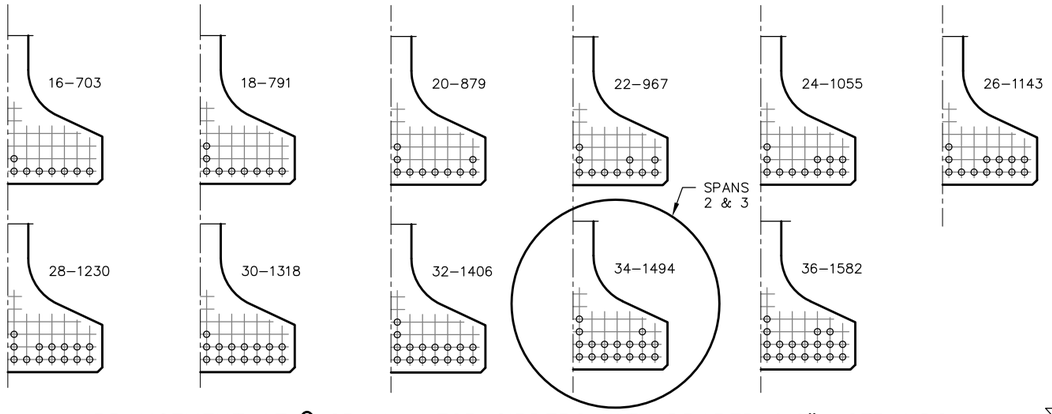
I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

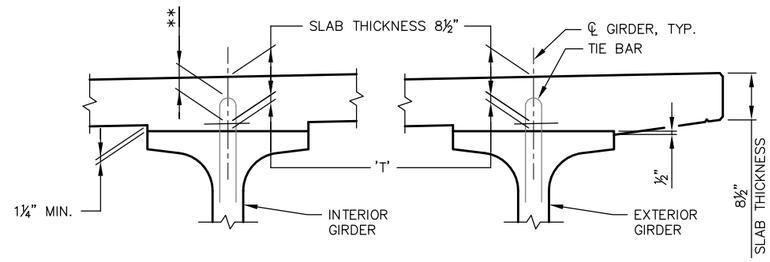
FILE: 20–21–B530065_girder.dwg
PLOT SCALE:



STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF 0.6"ø STRANDS



ARRANGEMENT AT ℄ SPAN – FOR GIRDERS WITH DRAPED 0.6"ø STRANDS



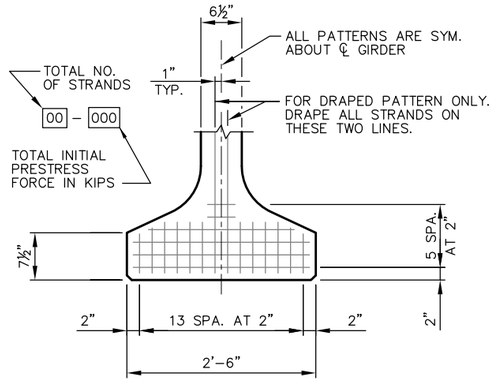
SLAB HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,
** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

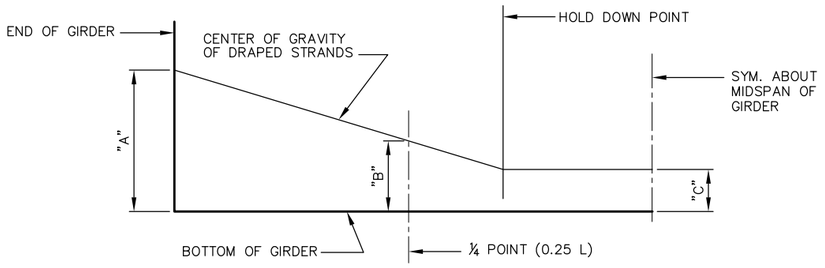
TO DETERMINE 'T', ELEVATIONS OF TOP OF GIRDERS. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEVATION AT FINAL GRADE
– TOP OF GIRDER ELEVATION (SEE "SUPERSTRUCTURE LAYOUT" SHEET)
+ DEAD LOAD DEFLECTION
– SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3.17" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



TYPICAL STRAND PATTERN



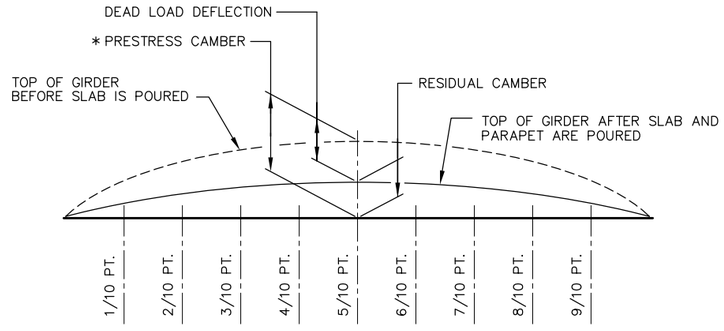
DRAPED STRAND PROFILE

(SEE GIRDER DATA TABLE ON "36W-INCH PRESTRESSED GIRDER" SHEET)

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.)*
1	0.7
2	3.6
3	3.6
4	0.7

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.
THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DEAD LOAD DEFLECTION AND CAMBER DIAGRAM

(SEE GIRDER DATA TABLE ON "36W-INCH PRESTRESSED GIRDER" SHEET)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

36W-INCH PRESTRESSED GIRDER DETAILS

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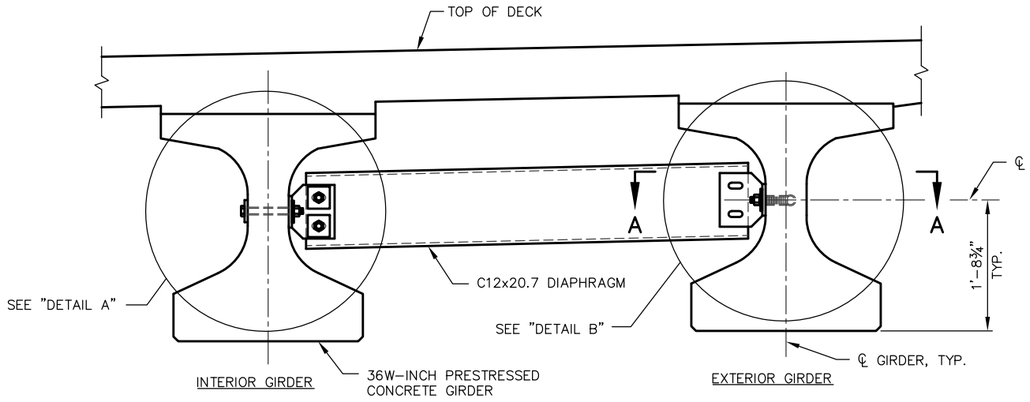
FILE: 20-21-B530065_girder.dwg
PLOT SCALE:

I.D. 1005-10-73

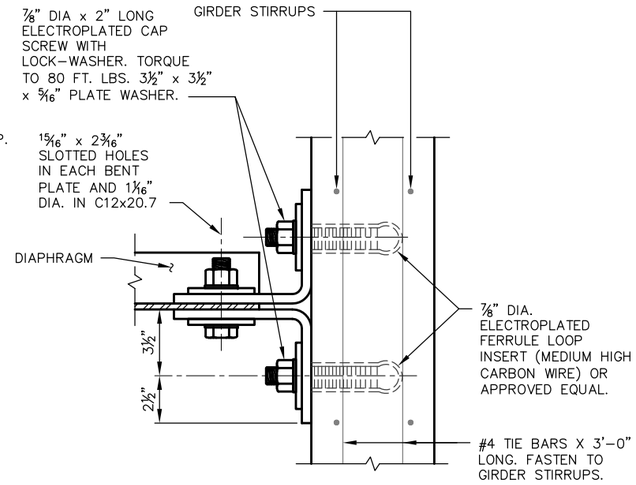
PLOT DATE: Jul 31, 2015

STATE PROJECT NUMBER

1005-10-73



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)

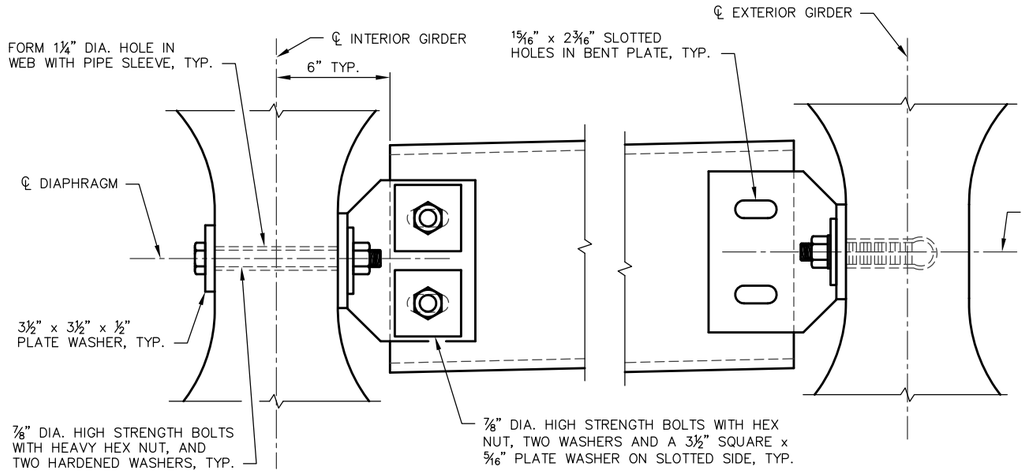
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-53-65", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

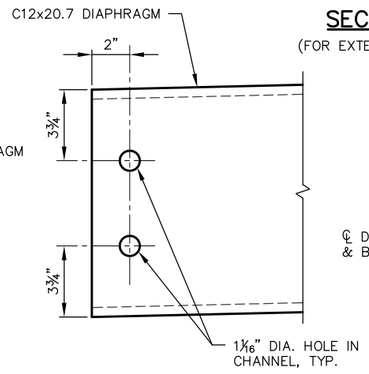
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

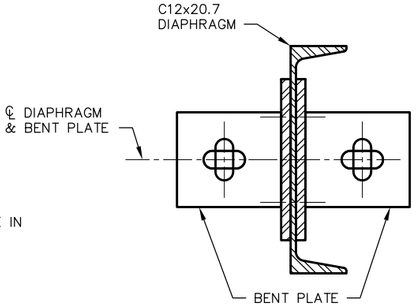


DETAIL A

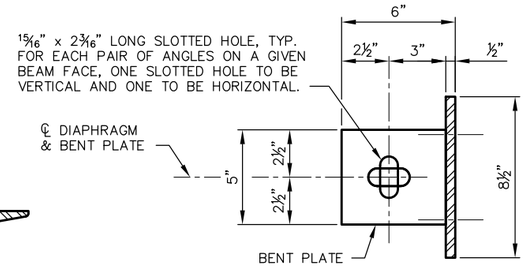
DETAIL B



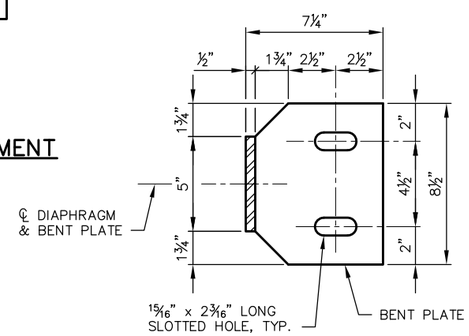
CHANNEL DETAIL



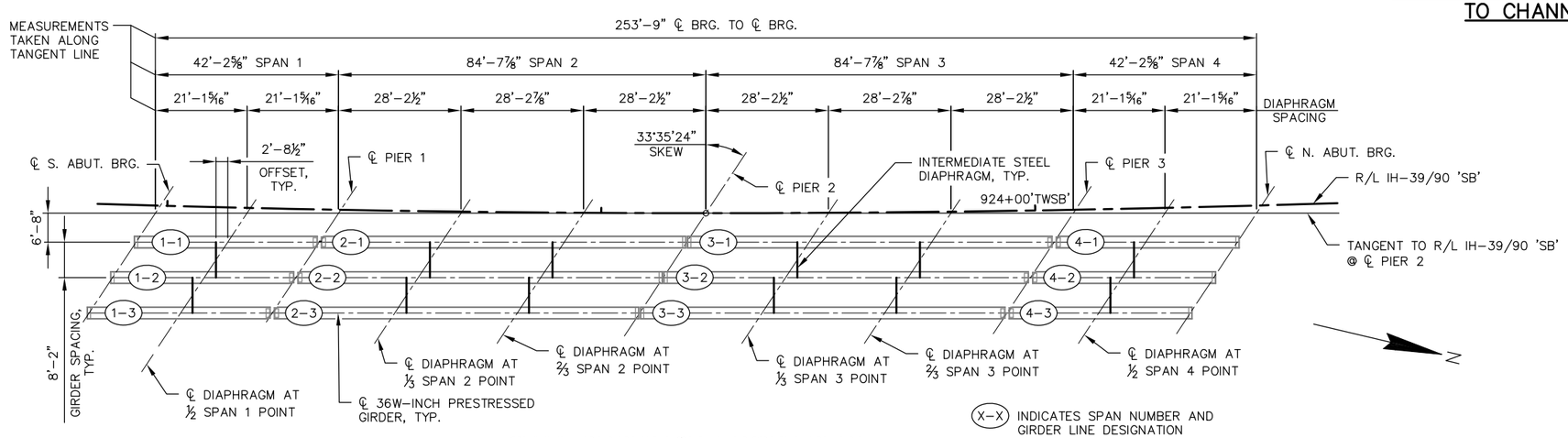
BENT PLATE ATTACHMENT TO CHANNEL



BENT PLATE AT GIRDER FACE



BENT PLATE AT DIAPHRAGM FACE



STEEL DIAPHRAGM LAYOUT PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

INTERMEDIATE STEEL DIAPHRAGM

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I.D. 1005-10-73

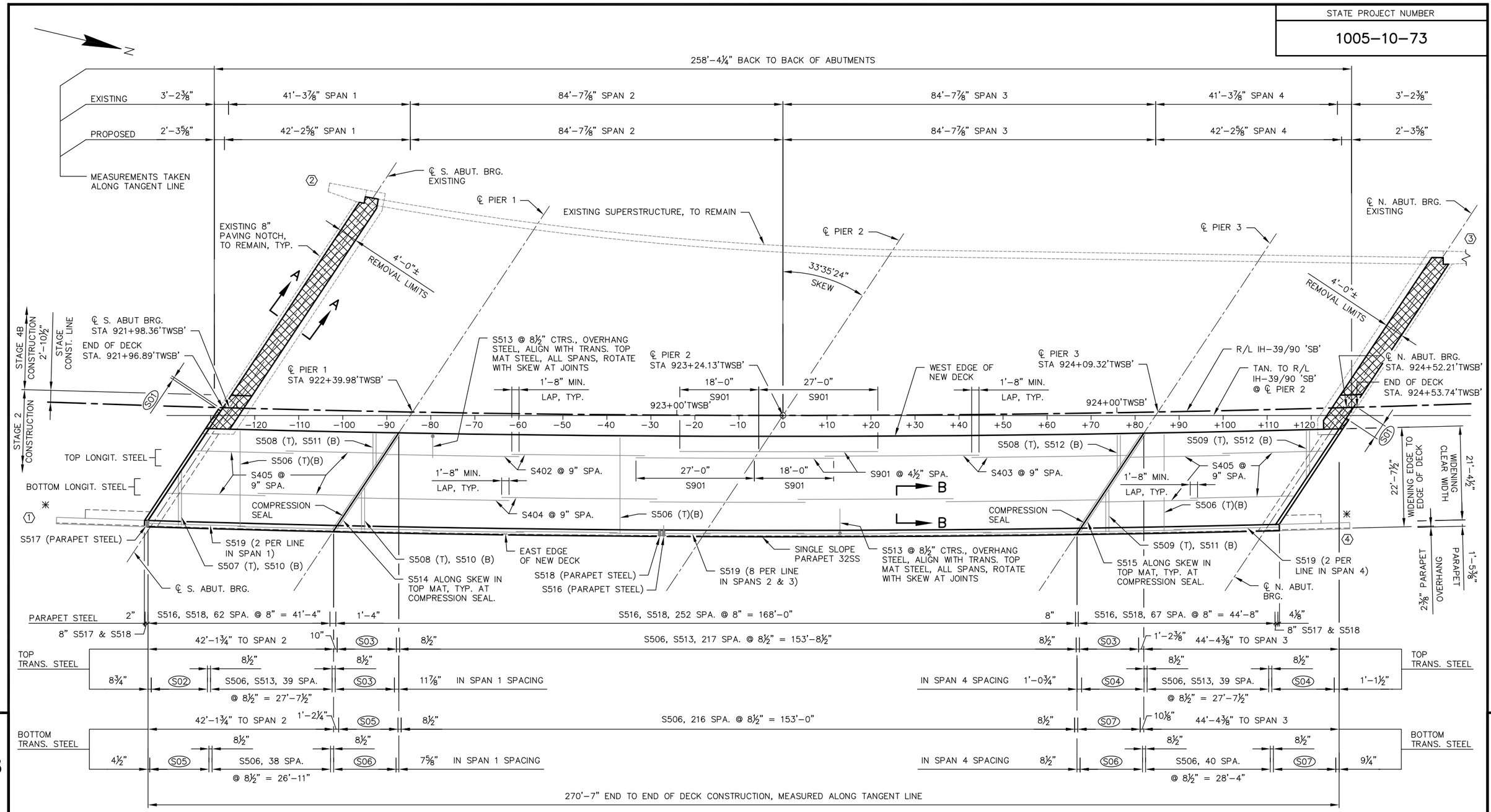
PLOT DATE: Jul 31, 2015

FILE: 22-B530065_dia.dwg
PLOT SCALE:

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STATE PROJECT NUMBER
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NOTES

FOR CROSS-SECTION THRU SUPERSTRUCTURE SEE "SUPERSTRUCTURE TYPICAL SECTION" SHEET.

FOR CONCRETE DIAPHRAGM REINFORCEMENT LAYOUT AT ABUTMENTS AND PIERS SEE "DIAPHRAGM REINFORCEMENT AT PIERS 1 AND 3" SHEET, "DIAPHRAGM REINFORCEMENT AT PIER 2" SHEET, "DIAPHRAGM REINFORCEMENT AT SOUTH ABUTMENT" SHEET AND "DIAPHRAGM REINFORCEMENT AT NORTH ABUTMENT" SHEET.

SECTION A-A & SECTION B-B SHOWN ON "SUPERSTRUCTURE TYPICAL SECTION" SHEET.

DECK PLAN SHOWING BAR REINFORCEMENT

(T) = TOP MAT, (B) = BOTTOM MAT

(S02) S507, S513, 18 SPACES @ 8½" = 12'-9", SPAN 1

(S03) S508, S513, 19 SPACES @ 8½" = 13'-5½", SPAN 1, 2 & 3

(S04) S509, S513, 20 SPACES @ 8½" = 14'-2", SPAN 4

(S05) S510, 19 SPACES @ 8½" = 13'-5½", SPAN 1 & 2

(S06) S511, 20 SPACES @ 8½" = 14'-2", SPAN 1 & 4

(S07) S512, 20 SPACES @ 8½" = 14'-2", SPAN 3 & 4

⬡ INDICATES WING NUMBER

✳ ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD

⊠ DENOTES REMOVAL AND REPLACEMENT LIMITS AT EXISTING ABUTMENTS

(S01) 0'-5⅞" TO BACKWALL REMOVAL LIMIT AT SOUTH ABUTMENT AND 3'-5½" TO BACKWALL REMOVAL LIMIT AT NORTH ABUTMENT, PERPENDICULAR TO ℄ ABUTMENT BEARING.

NO.	DATE	REVISION	BY

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STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE PLAN

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PLOT DATE: Jul 31, 2015

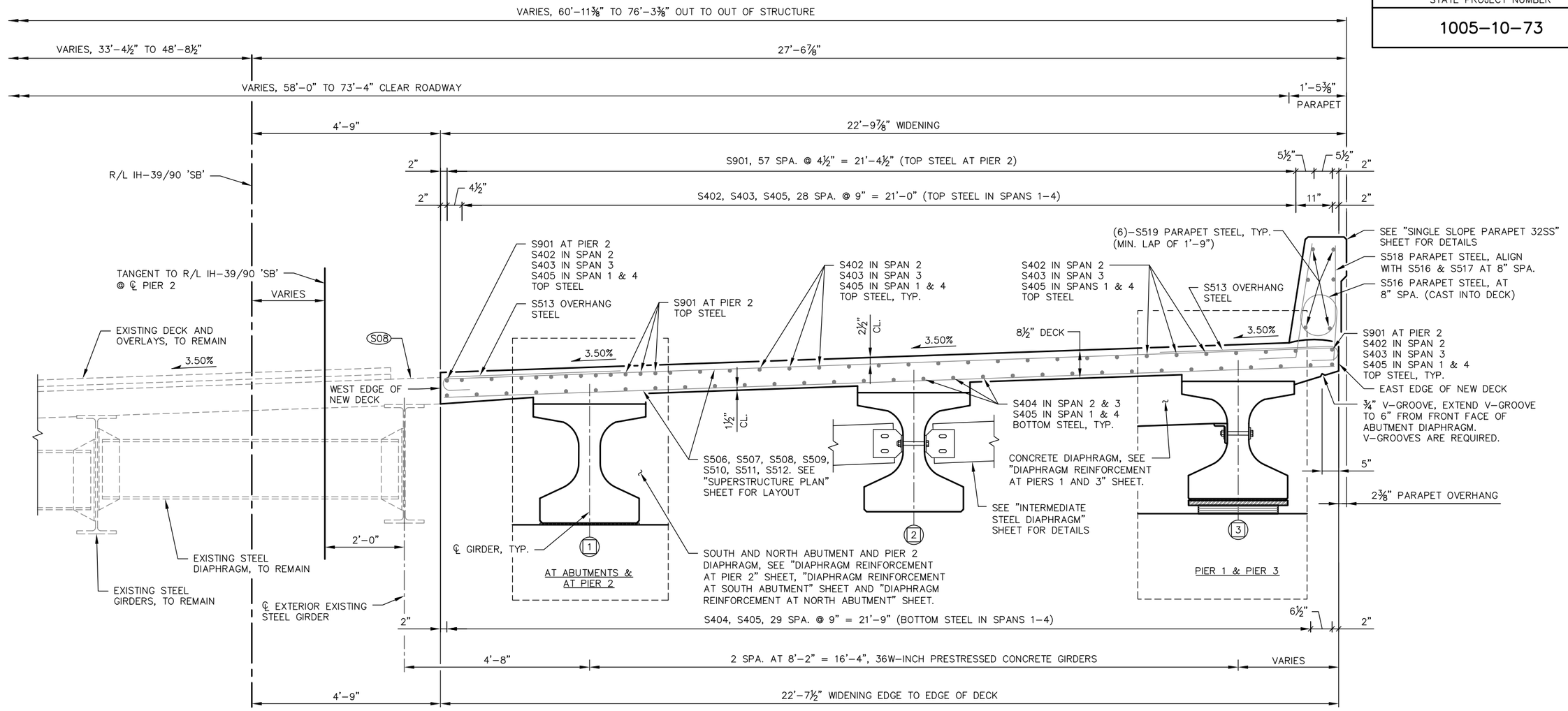
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PLOT SCALE:

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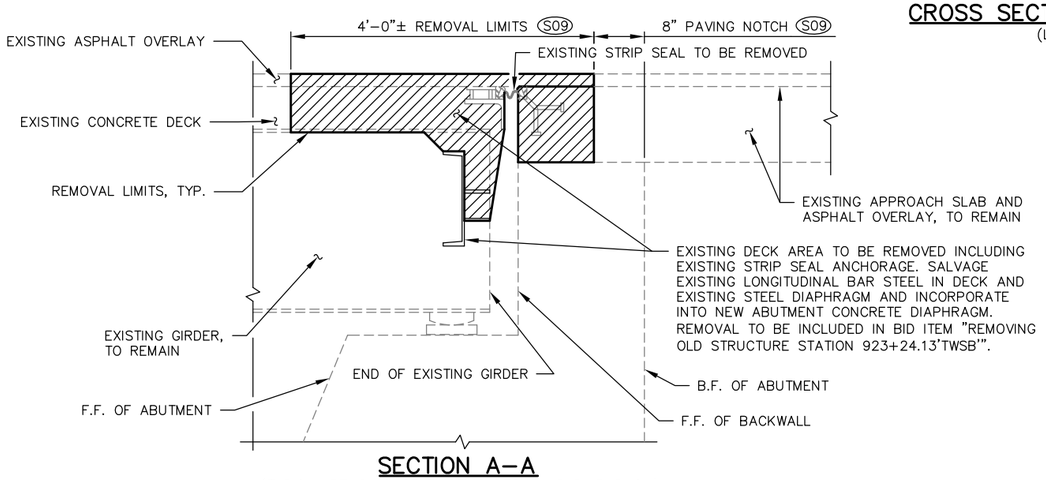
STATE PROJECT NUMBER

1005-10-73



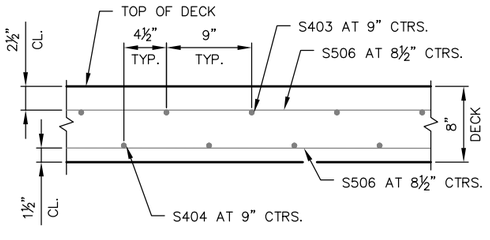
CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



SECTION A-A

(TYPICAL REMOVAL OF EXISTING DECK AND DIAPHRAGM)



SECTION B-B

(SPAN 3 SHOWN, ALL SPANS SIMILAR)

NOTES

1. GIRDER 1 LINE DESIGNATION
2. GIRDER 2 LINE DESIGNATION
3. GIRDER 3 LINE DESIGNATION
- S08 REMOVE EXISTING PARAPET AND PARAPET STEEL DOWN TO TOP OF CONCRETE DECK. REMOVAL OF EXISTING PARAPET AND PARAPET STEEL INCLUDED WITH BID ITEM "REMOVING OLD STRUCTURE STATION 923+24.13'TWSB'".
- S09 DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE TYPICAL SECTION

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FILE: 23-35-B530065_super.dwg
PLOT SCALE:

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PLOT DATE: Jul 31, 2015

STATE PROJECT NUMBER
1005–10–73

TOP OF DECK ELEVATIONS

SPAN 1											
	℄ BRG. S. ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
R/L IH–39/90 'SB'	904.08	904.12	904.15	904.19	904.22	904.26	904.29	904.32	904.35	904.38	904.41
∗ W. EDGE OF DECK	904.05	904.09	904.13	904.16	904.20	904.23	904.27	904.30	904.33	904.36	904.39
∗ GIRDER 1	904.15	904.20	904.23	904.26	904.30	904.33	904.36	904.39	904.42	904.45	904.48
∗ GIRDER 2	904.39	904.43	904.48	904.51	904.55	904.57	904.61	904.64	904.67	904.70	904.73
∗ GIRDER 3	904.61	904.66	904.71	904.75	904.79	904.82	904.85	904.89	904.91	904.95	904.98
∗ E. EDGE OF DECK	904.67	904.73	904.78	904.82	904.87	904.90	904.94	904.98	905.01	905.04	905.08

SPAN 2											
	℄ PIER 1	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	℄ PIER 2
R/L IH–39/90 'SB'	904.41	904.44	904.47	904.50	904.53	904.56	904.59	904.63	904.66	904.69	904.71
∗ W. EDGE OF DECK	904.39	904.43	904.46	904.49	904.51	904.55	904.58	904.61	904.65	904.68	904.70
∗ GIRDER 4	904.48	904.51	904.54	904.56	904.59	904.61	904.64	904.68	904.71	904.74	904.77
∗ GIRDER 5	904.74	904.78	904.81	904.83	904.86	904.88	904.91	904.95	904.98	905.00	905.03
∗ GIRDER 6	904.99	905.04	905.08	905.10	905.13	905.15	905.18	905.20	905.24	905.27	905.31
∗ E. EDGE OF DECK	905.08	905.14	905.20	905.23	905.26	905.29	905.31	905.35	905.38	905.41	905.45

SPAN 3											
	℄ PIER 2	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	℄ PIER 3
R/L IH–39/90 'SB'	904.71	904.74	904.75	904.78	904.80	904.81	904.82	904.82	904.84	904.86	904.89
∗ W. EDGE OF DECK	904.70	904.73	904.75	904.77	904.79	904.80	904.81	904.82	904.83	904.85	904.88
∗ GIRDER 7	904.77	904.80	904.81	904.84	904.86	904.87	904.88	904.90	904.91	904.93	904.96
∗ GIRDER 8	905.04	905.06	905.08	905.10	905.13	905.15	905.17	905.17	905.19	905.20	905.22
∗ GIRDER 9	905.31	905.34	905.36	905.38	905.40	905.42	905.44	905.46	905.47	905.48	905.50
∗ E. EDGE OF DECK	905.45	905.48	905.50	905.52	905.54	905.57	905.59	905.60	905.61	905.61	905.62

SPAN 4											
	℄ PIER 3	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	℄ BRG. N. ABUT.
R/L IH–39/90 'SB'	904.89	904.89	904.90	904.89	904.89	904.88	904.90	904.91	904.91	904.92	904.94
∗ W. EDGE OF DECK	904.88	904.89	904.89	904.90	904.89	904.88	904.89	904.90	904.91	904.91	904.92
∗ GIRDER 10	904.96	904.98	904.99	905.00	905.00	905.00	904.99	905.00	905.03	905.03	905.04
∗ GIRDER 11	905.22	905.24	905.26	905.27	905.28	905.29	905.28	905.27	905.29	905.30	905.31
∗ GIRDER 12	905.50	905.51	905.52	905.54	905.56	905.57	905.57	905.56	905.56	905.57	905.58
∗ E. EDGE OF DECK	905.62	905.63	905.64	905.66	905.67	905.68	905.69	905.69	905.68	905.67	905.68

WEST DECK EDGE

1/10 POINTS	STA. ON R/L IH–39/90 'SB'	DISTANCE ALONG TANGENT LINE	OFFSET ALONG TANGENT LINE	EDGE OF DECK ∗ ELEVATION
℄ S. ABUT.	921+95.41'TWSB'	–128.82	2.94	904.05
0.1	921+99.56'TWSB'	–124.67	3.06	904.09
0.2	922+03.71'TWSB'	–120.51	3.17	904.13
0.3	922+07.87'TWSB'	–116.35	3.28	904.16
0.4	922+12.02'TWSB'	–112.20	3.38	904.20
0.5	922+16.18'TWSB'	–108.04	3.48	904.23
0.6	922+20.33'TWSB'	–103.88	3.58	904.27
0.7	922+24.48'TWSB'	–99.72	3.67	904.30
0.8	922+28.64'TWSB'	–95.57	3.76	904.33
0.9	922+32.79'TWSB'	–91.41	3.84	904.36
℄ PIER 1	922+36.95'TWSB'	–87.25	3.92	904.39
1.1	922+45.34'TWSB'	–78.85	4.07	904.43
1.2	922+53.74'TWSB'	–70.44	4.21	904.46
1.3	922+62.15'TWSB'	–62.03	4.33	904.49
1.4	922+70.55'TWSB'	–53.62	4.44	904.51
1.5	922+78.95'TWSB'	–45.21	4.53	904.55
1.6	922+87.35'TWSB'	–36.80	4.60	904.58
1.7	922+95.76'TWSB'	–28.39	4.66	904.61
1.8	923+04.16'TWSB'	–19.98	4.71	904.65
1.9	923+12.56'TWSB'	–11.56	4.74	904.68
℄ PIER 2	923+20.96'TWSB'	–3.15	4.75	904.70
2.1	923+29.48'TWSB'	+5.36	4.75	904.73
2.2	923+37.99'TWSB'	+13.87	4.73	904.75
2.3	923+46.49'TWSB'	+22.39	4.70	904.77
2.4	923+55.00'TWSB'	+30.90	4.65	904.79
2.5	923+63.51'TWSB'	+39.42	4.58	904.80
2.6	923+72.01'TWSB'	+47.93	4.50	904.81
2.7	923+80.52'TWSB'	+56.45	4.40	904.82
2.8	923+89.03'TWSB'	+64.96	4.29	904.83
2.9	923+97.53'TWSB'	+73.48	4.16	904.85
℄ PIER 3	924+06.03'TWSB'	+81.99	4.02	904.88
3.1	924+10.31'TWSB'	+86.27	3.94	904.89
3.2	924+14.60'TWSB'	+90.56	3.86	904.89
3.3	924+18.88'TWSB'	+94.85	3.77	904.90
3.4	924+23.16'TWSB'	+99.13	3.68	904.89
3.5	924+27.44'TWSB'	+103.42	3.59	904.88
3.6	924+31.73'TWSB'	+107.71	3.49	904.89
3.7	924+36.01'TWSB'	+111.99	3.38	904.90
3.8	924+40.29'TWSB'	+116.28	3.28	904.91
3.9	924+44.58'TWSB'	+120.57	3.17	904.91
℄ N. ABUT.	924+48.86'TWSB'	+124.85	3.05	904.92

EAST DECK EDGE

1/10 POINTS	STA. ON R/L IH–39/90 'SB'	DISTANCE ALONG TANGENT LINE	OFFSET ALONG TANGENT LINE	EDGE OF DECK ∗ ELEVATION
℄ S. ABUT.	921+81.37'TWSB'	–143.58	25.14	904.67
0.1	921+85.50'TWSB'	–139.43	25.27	904.73
0.2	921+89.62'TWSB'	–135.28	25.39	904.78
0.3	921+93.75'TWSB'	–131.13	25.51	904.82
0.4	921+97.88'TWSB'	–126.98	25.63	904.87
0.5	922+02.00'TWSB'	–122.83	25.74	904.90
0.6	922+06.13'TWSB'	–118.68	25.85	904.94
0.7	922+10.25'TWSB'	–114.54	25.95	904.98
0.8	922+14.38'TWSB'	–110.39	26.06	905.01
0.9	922+18.51'TWSB'	–106.24	26.16	905.04
℄ PIER 1	922+22.63'TWSB'	–102.09	26.25	905.08
1.1	922+30.97'TWSB'	–93.70	26.42	905.14
1.2	922+39.31'TWSB'	–85.30	26.59	905.20
1.3	922+47.66'TWSB'	–76.91	26.74	905.23
1.4	922+56.00'TWSB'	–68.52	26.87	905.26
1.5	922+64.34'TWSB'	–60.13	26.98	905.29
1.6	922+72.69'TWSB'	–51.73	27.09	905.31
1.7	922+81.03'TWSB'	–43.34	27.17	905.35
1.8	922+89.38'TWSB'	–34.95	27.24	905.38
1.9	922+97.72'TWSB'	–26.55	27.30	905.41
℄ PIER 2	923+06.07'TWSB'	–18.16	27.34	905.45
2.1	923+14.52'TWSB'	–9.66	27.37	905.48
2.2	923+22.97'TWSB'	–1.17	27.38	905.50
2.3	923+31.42'TWSB'	+7.33	27.37	905.52
2.4	923+39.86'TWSB'	+15.83	27.35	905.54
2.5	923+48.31'TWSB'	+24.32	27.31	905.57
2.6	923+56.75'TWSB'	+32.82	27.26	905.59
2.7	923+65.20'TWSB'	+41.31	27.19	905.60
2.8	923+73.64'TWSB'	+49.81	27.11	905.61
2.9	923+82.09'TWSB'	+58.30	27.01	905.61
℄ PIER 3	923+90.52'TWSB'	+66.80	26.89	905.62
3.1	923+94.78'TWSB'	+71.07	26.83	905.63
3.2	923+99.03'TWSB'	+75.35	26.76	905.64
3.3	924+03.28'TWSB'	+79.63	26.69	905.66
3.4	924+07.53'TWSB'	+83.90	26.61	905.67
3.5	924+11.78'TWSB'	+88.18	26.53	905.68
3.6	924+16.04'TWSB'	+92.46	26.45	905.69
3.7	924+20.29'TWSB'	+96.73	26.36	905.69
3.8	924+24.54'TWSB'	+101.01	26.27	905.68
3.9	924+28.79'TWSB'	+105.29	26.17	905.67
℄ N. ABUT.	924+33.04'TWSB'	+109.56	26.07	905.68

∗ ALL DECK ELEVATIONS ARE BASED ON EXISTING SURVEY INFORMATION FROM 2012 AND ARE CONCRETE DECK ELEVATIONS PRIOR TO THE INSTALLATION OF 2" HMA OVERLAY POLYMER–MODIFIED.

8

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE LAYOUT

SHEET 25 OF 38

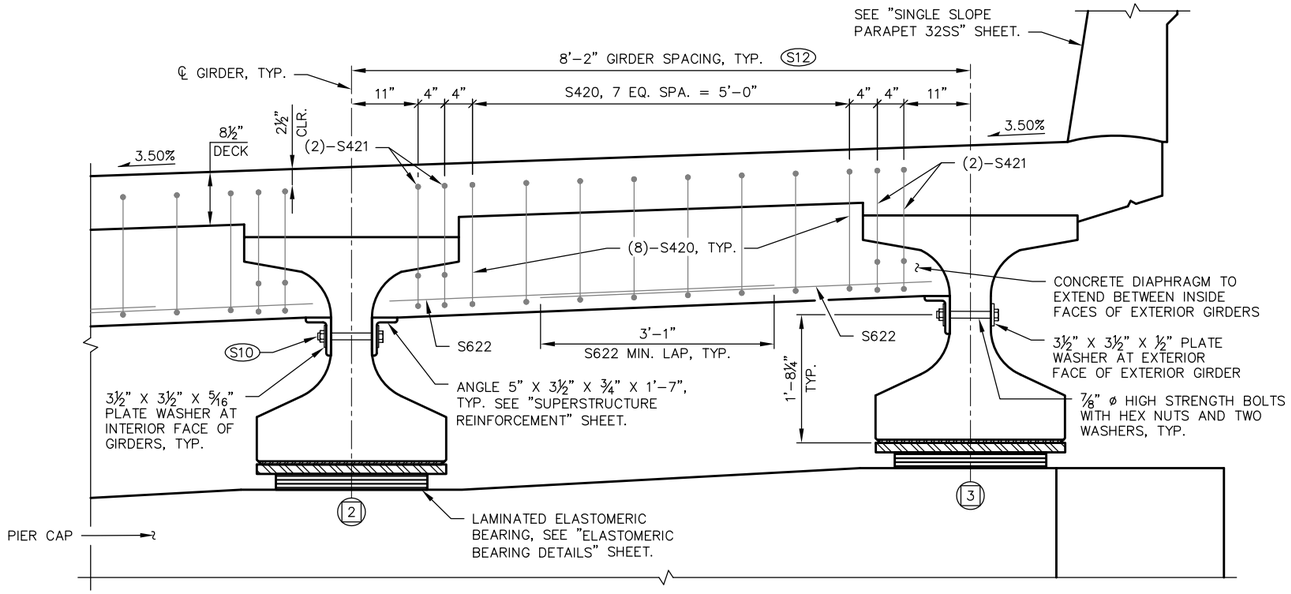
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I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

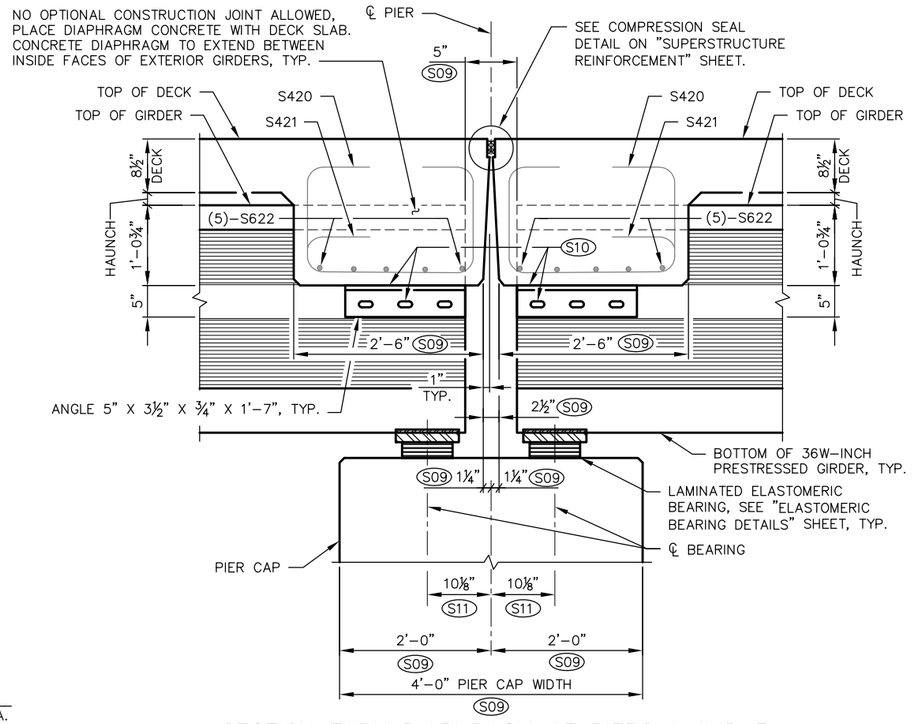
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PLOT SCALE:

STATE PROJECT NUMBER
1005–10–73



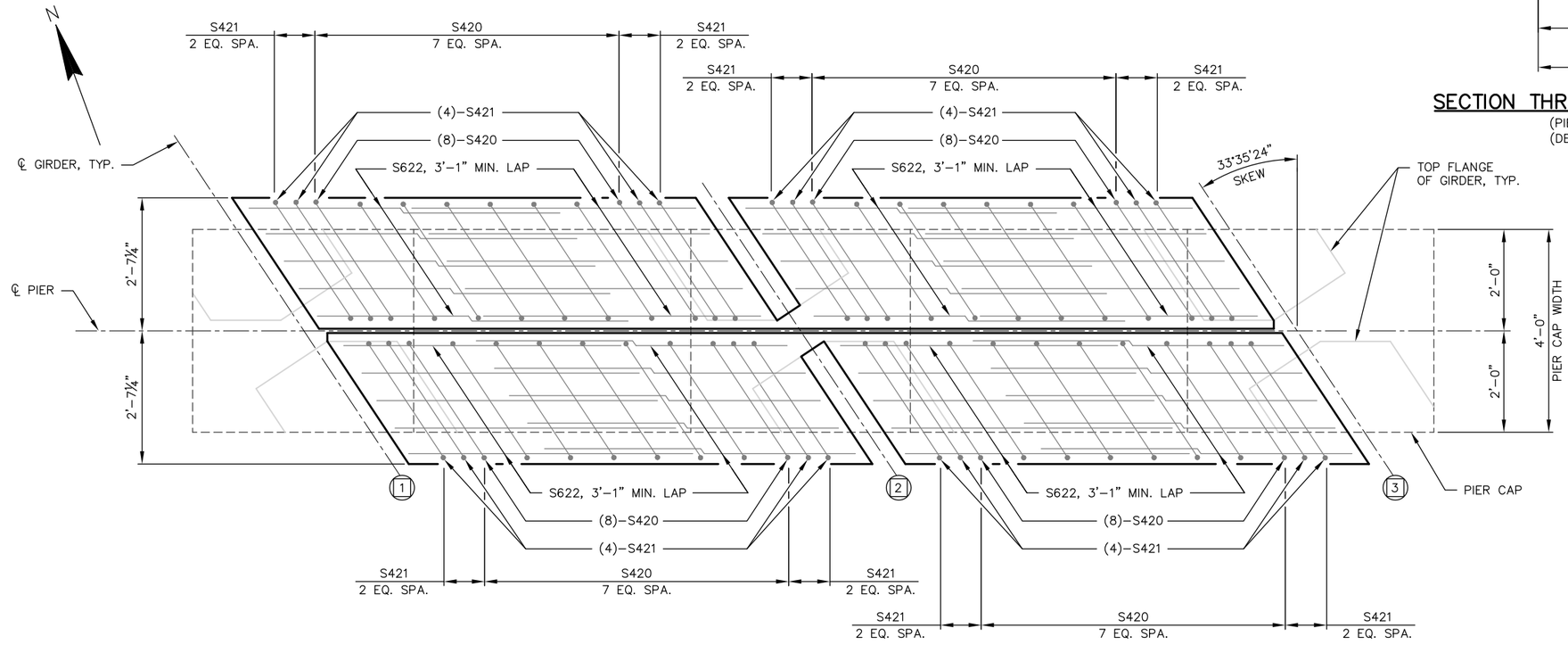
DIAPHRAGM REINFORCEMENT AT PIERS 1 AND 3

(PIER 1 SHOWN, LOOKING NORTH, PIER 3 SIMILAR)
(DECK STEEL NOT SHOWN FOR CLARITY)



SECTION THRU DIAPHRAGM AT PIERS 1 AND 3

(PIER 1 LOOKING WEST, PIER 3 SIMILAR)
(DECK STEEL NOT SHOWN FOR CLARITY)



DIAPHRAGM REINFORCEMENT LAYOUT AT PIERS 1 AND 3

(PIER 1 SHOWN, PIER 3 SIMILAR)

NOTES

1. GIRDER 1 LINE DESIGNATION
2. GIRDER 2 LINE DESIGNATION
3. GIRDER 3 LINE DESIGNATION
- (S09) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT
- (S10) FORM HOLES IN WEB WITH 1¼" SCHEDULE 40 GALVANIZED PIPE. 15⁄16" X 2 3⁄16" LONG SLOTTED HOLE (TYP.) IN ANGLE FOR ⅞" ø BOLTS. TORQUE BOLTS TO SNUG FIT PLUS ¼ TURN.
- (S11) DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.
- (S12) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

DIAPHRAGM REINFORCEMENT AT PIERS 1 AND 3

SHEET 26 OF 38

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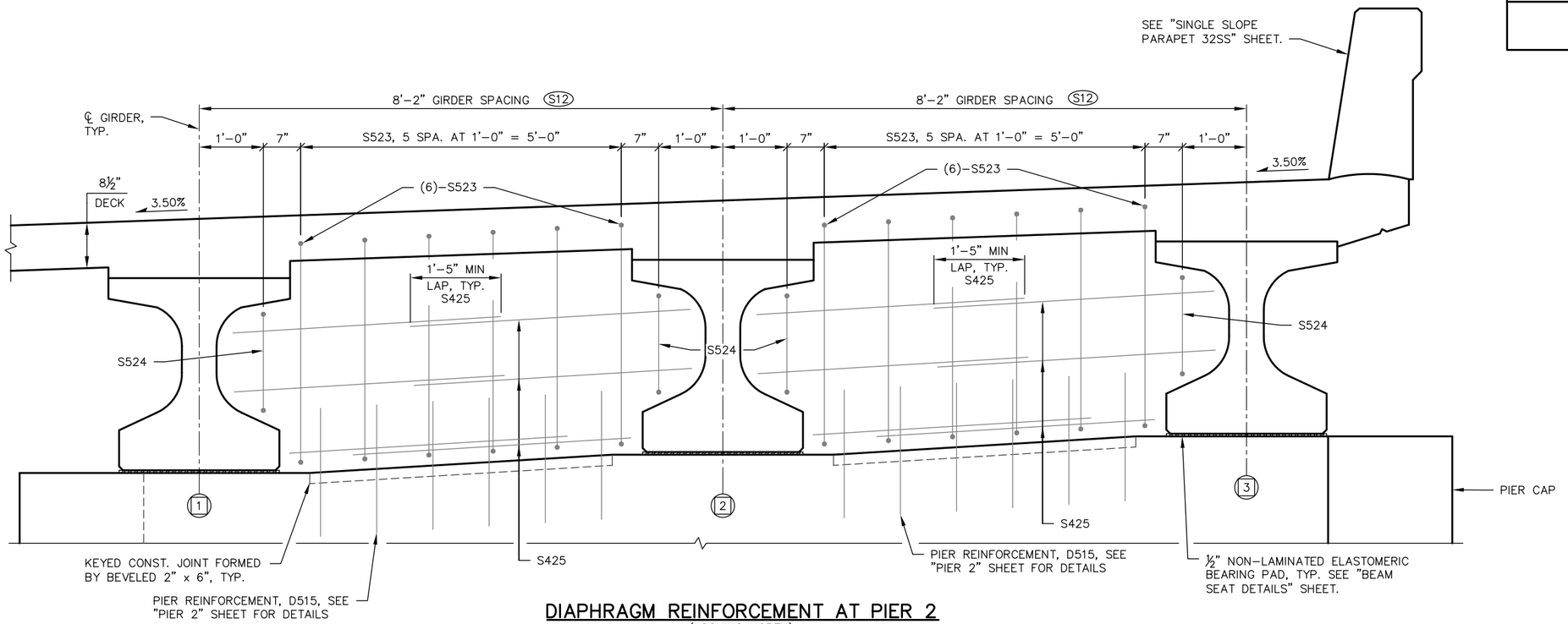
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FILE: 23–35–B530065_super.dwg
PLOT SCALE:

I.D. 1005–10–73 PLOT DATE: Jul 31, 2015

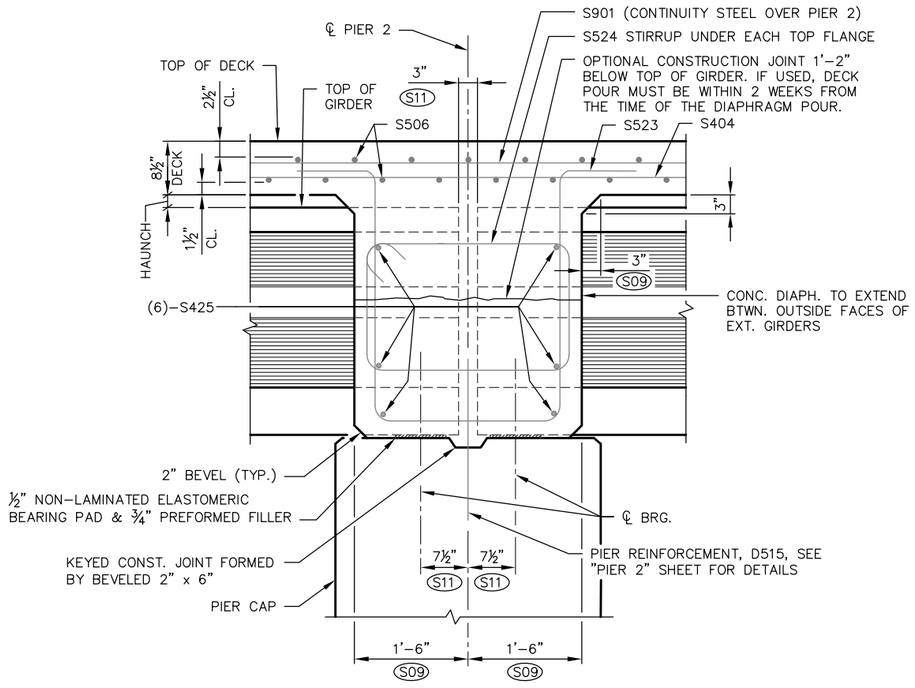
STATE PROJECT NUMBER

1005-10-73



DIAPHRAGM REINFORCEMENT AT PIER 2

(LOOKING NORTH)
(DECK STEEL AND PARAPET STEEL NOT SHOWN FOR CLARITY)



SECTION THRU DIAPHRAGM AT PIER 2

NOTES

1. GIRDER 1 LINE DESIGNATION
2. GIRDER 2 LINE DESIGNATION
3. GIRDER 3 LINE DESIGNATION
- (S09) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT
- (S11) DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.
- (S12) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

DIAPHRAGM REINFORCEMENT AT PIER 2

SHEET 27 OF 38

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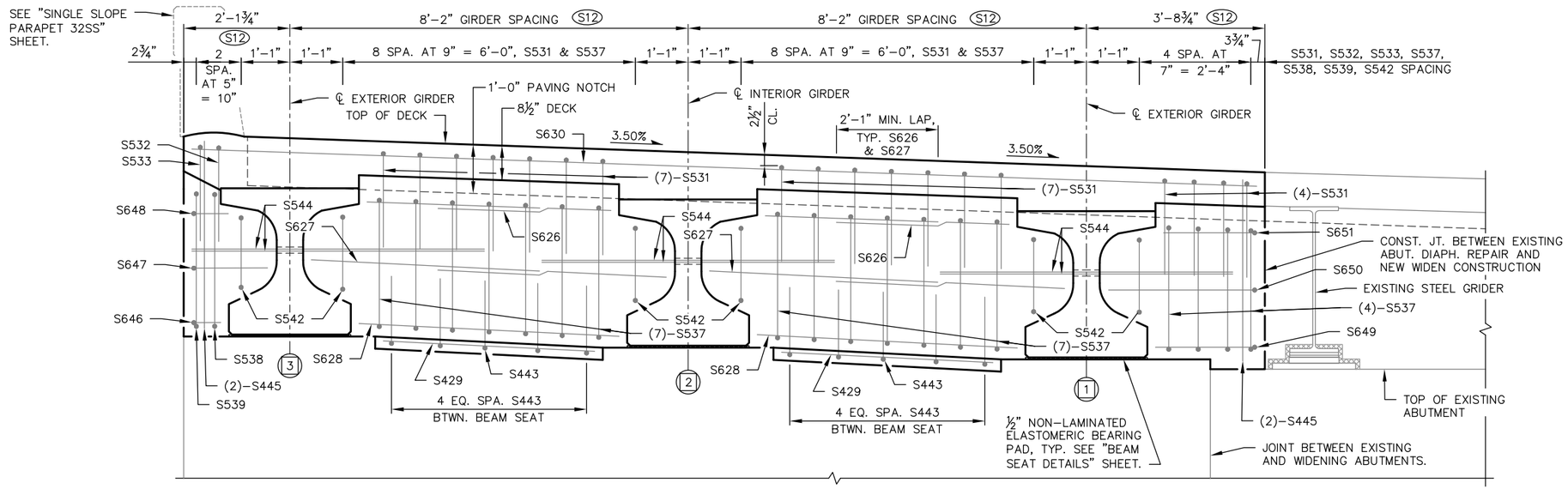
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I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

STATE PROJECT NUMBER

1005-10-73



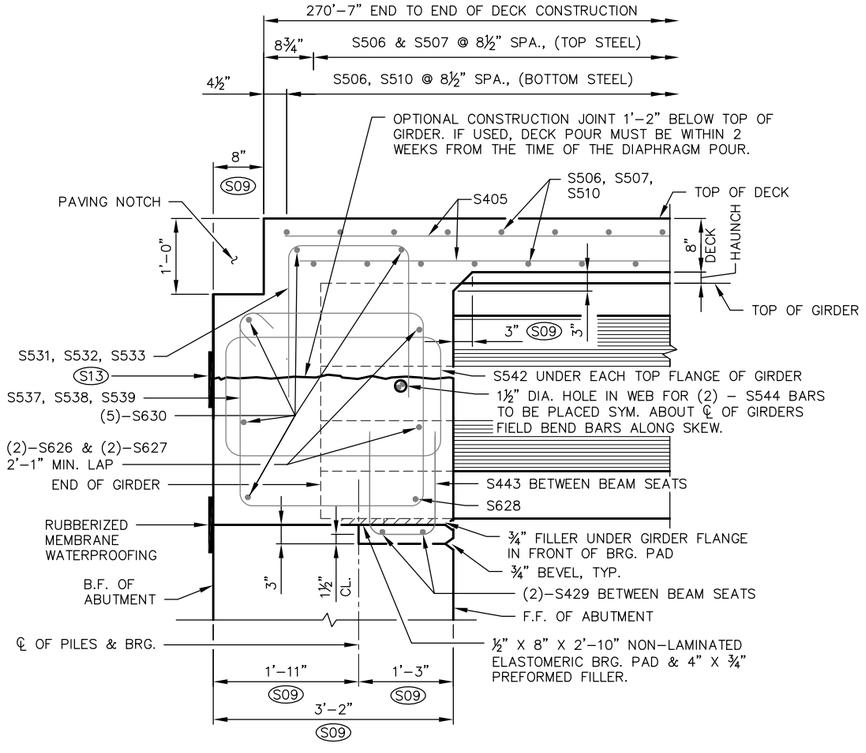
DIAPHRAGM REINFORCEMENT AT SOUTH ABUTMENT

(LOOKING SOUTH)
(DECK STEEL NOT SHOWN FOR CLARITY)

LEGEND

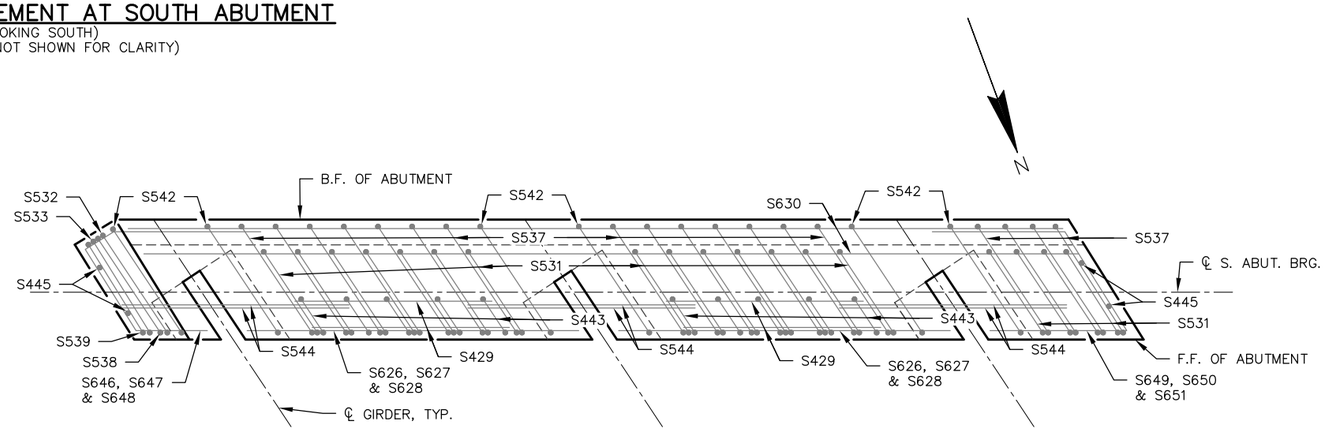
- (1) GIRDER 1 LINE DESIGNATION
- (2) GIRDER 2 LINE DESIGNATION
- (3) GIRDER 3 LINE DESIGNATION
- (S09) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT
- (S12) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.
- (S13) RUBBERIZED MEMBRANE WATERPROOFING IF CONST. JOINT IS USED (COST INCLUDED WITH BID ITEM "CONCRETE MASONRY BRIDGES.")

F.F. – FRONT FACE
B.F. – BACK FACE



SECTION THRU DIAPHRAGM AT SOUTH ABUTMENT

(LOOKING WEST)



SOUTH ABUTMENT DIAPHRAGM PLAN VIEW

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

DIAPHRAGM REINFORCEMENT AT SOUTH ABUTMENT

SHEET 28 OF 38

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8

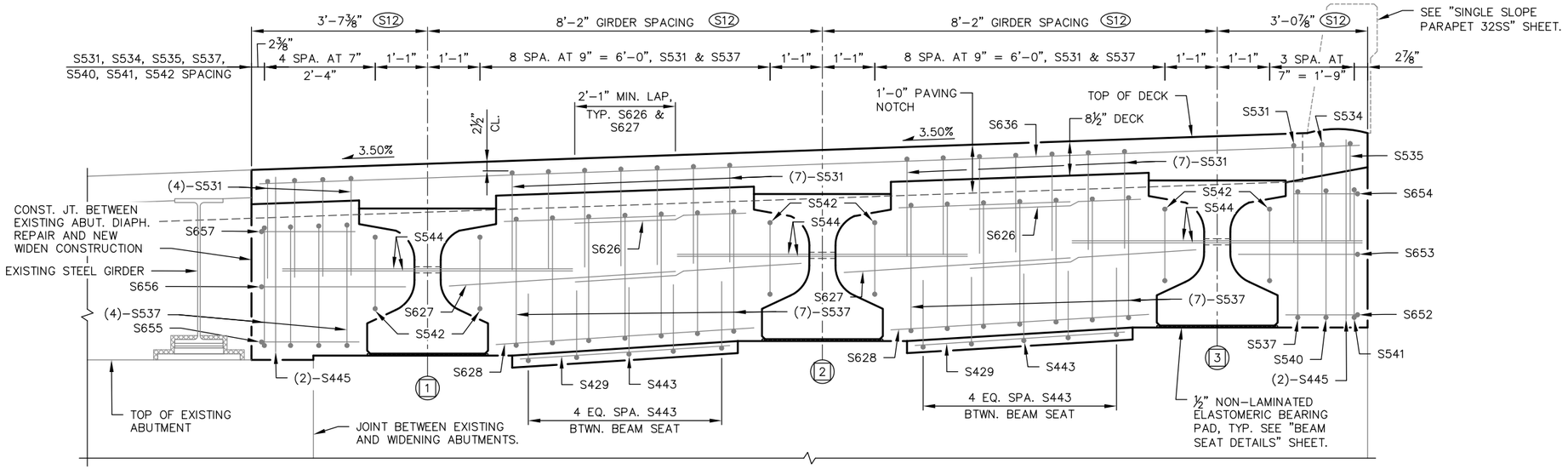
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FILE: 23-35-B530065_super.dwg
PLOT SCALE:

I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

STATE PROJECT NUMBER
1005-10-73



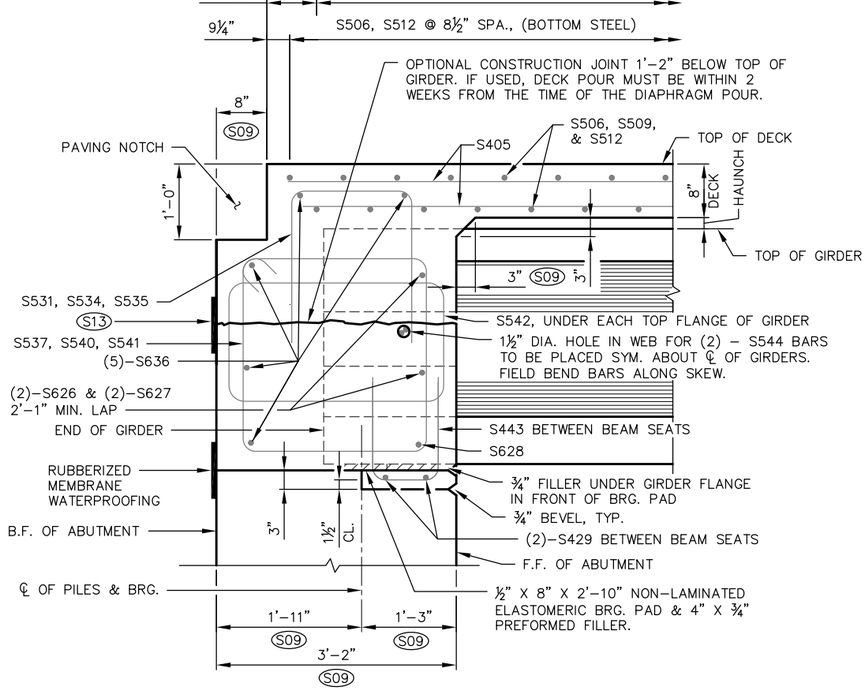
DIAPHRAGM REINFORCEMENT AT NORTH ABUTMENT

(LOOKING NORTH)
(DECK STEEL NOT SHOWN FOR CLARITY)

LEGEND

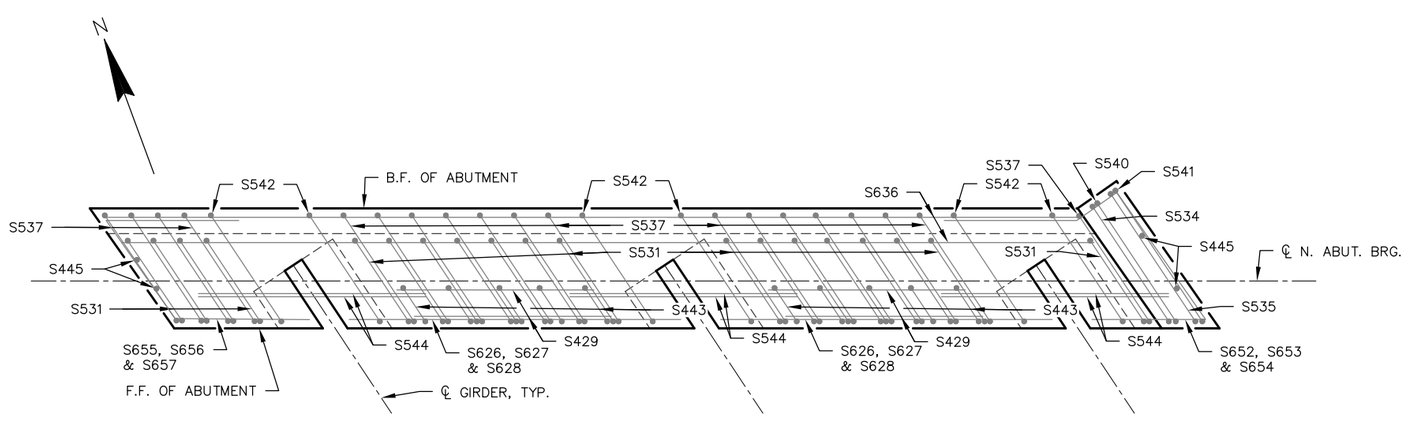
- (1) GIRDER 1 LINE DESIGNATION
- (2) GIRDER 2 LINE DESIGNATION
- (3) GIRDER 3 LINE DESIGNATION
- (S09) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT
- (S12) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.
- (S13) RUBBERIZED MEMBRANE WATERPROOFING IF CONST. JOINT IS USED (COST INCLUDED WITH BID ITEM "CONCRETE MASONRY BRIDGES.")

F.F. – FRONT FACE
B.F. – BACK FACE



SECTION THRU DIAPHRAGM AT NORTH ABUTMENT

(LOOKING EAST)



NORTH ABUTMENT DIAPHRAGM PLAN VIEW

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

DIAPHRAGM REINFORCEMENT AT NORTH ABUTMENT

SHEET 29 OF 38

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8

8

FILE: 23-35-B530065_super.dwg
PLOT SCALE:

I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

BILL OF BARS
SUPERSTRUCTURE

COATED = 49,660 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
S901	60		45'–0"			DECK – TOP – CONTINUITY	LONG.
S402	62		30'–5"			DECK – TOP – SPAN 2	LONG.
S403	62		34'–11"			DECK – TOP – SPAN 3	LONG.
S404	155		35'–2"			DECK – BOTTOM – SPAN 2, 3	LONG.
S405	248		22'–10"			DECK – TOP & BOTTOM – SPAN 1, 4	LONG.
S506	595		22'–3"			DECK – TOP & BOTTOM – SPAN 1, 2, 3, 4	TRANS.
S507	19		11'–8"		⚠	DECK – TOP – SPAN 1	TRANS.
S508	60		11'–1"		⚠	DECK – TOP – SPAN 1, 2 & 3	TRANS.
S509	42		11'–8"		⚠	DECK – TOP – SPAN 4	TRANS.
S510	40		11'–7"		⚠	DECK – BOTTOM – SPAN 1, 2	TRANS.
S511	42		11'–2"		⚠	DECK – BOTTOM – SPAN 1, 4	TRANS.
S512	42		11'–3"		⚠	DECK – BOTTOM – SPAN 3, 4	TRANS.
S513	717		6'–5"	X		DECK – TOP – OVERHANG – SPAN 1, 2, 3, 4	TRANS.
S514	2		26'–4"			DECK – TOP – AT PIER 1 COMPRESSION SEAL	TRANS.
S515	2		27'–0"			DECK – TOP – AT PIER 3 COMPRESSION SEAL	TRANS.
S516	384		4'–5"	X		PARAPET – STIRRUP	VERT.
S517	2		5'–10"	X		PARAPET – STIRRUP – AT DECK ENDS	VERT.
S518	386		5'–0"	X		PARAPET – STIRRUP	VERT.
S519	72		23'–9"			PARAPET – BODY	LONG.
S420	64		6'–7"	X		DIAPH. – PIER 1 & 3 – STIRRUP	VERT.
S421	32		5'–5"	X		DIAPH. – PIER 1 & 3 – STIRRUP	VERT.
S622	80		6'–0"			DIAPH. – PIER 1 & 3 – BODY	HORIZ.
S523	12		11'–2"	X		DIAPH. – PIER 2 – STIRRUP	VERT.
S524	4		10'–0"	X		DIAPH. – PIER 2 – STIRRUP	VERT.
S425	24		5'–1"			DIAPH. – PIER 2 – BODY	HORIZ.
S626	8		4'–1"			ABUT. – DIAPHRAGM @ F.F.	HORIZ.
S627	8		5'–5"			ABUT. – DIAPHRAGM @ F.F.	HORIZ.
S628	4		6'–4"			ABUT. – DIAPHRAGM @ F.F.	HORIZ.
S429	8		5'–2"			ABUT. – DIAPHRAGM – BOTTOM	HORIZ.
S630	5		24'–8"			ABUT. – DIAPHRAGM @ B.F. & TOP (S. ABUT.)	HORIZ.
S531	37		6'–6"	X		ABUT. – DIAPHRAGM – STIRRUP TOP	VERT.
S532	1		6'–11"	X		ABUT. – DIAPHRAGM – STIRRUP (S. ABUT.)	VERT.
S533	1		6'–8"	X		ABUT. – DIAPHRAGM – STIRRUP (S. ABUT.)	VERT.
S534	1		7'–7"	X		ABUT. – DIAPHRAGM – STIRRUP (N. ABUT.)	VERT.
S535	1		8'–0"	X		ABUT. – DIAPHRAGM – STIRRUP (N. ABUT.)	VERT.
S636	5		25'–8"			ABUT. – DIAPHRAGM @ B.F. & TOP (N. ABUT.)	HORIZ.
S537	37		12'–4"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S538	1		11'–8"	X		ABUT. – DIAPHRAGM – STIRRUP (S. ABUT.)	VERT.
S539	1		11'–2"	X		ABUT. – DIAPHRAGM – STIRRUP (S. ABUT.)	VERT.
S540	1		13'–0"	X		ABUT. – DIAPHRAGM – STIRRUP (N. ABUT.)	VERT.
S541	1		13'–10"	X		ABUT. – DIAPHRAGM – STIRRUP (N. ABUT.)	VERT.
S542	12		10'–4"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S443	20		3'–9"	X		ABUT. – DIAPHRAGM – STIRRUP – BOTTOM	VERT.
S544	12		6'–0"			ABUT. – DIAPHRAGM – THRU GIRDER	HORIZ.
S445	8		3'–6"			ABUT. – DIAPHRAGM	VERT.
S646	1		7'–8"	X		ABUT. – DIAPHRAGM EAST SIDE (S. ABUT.)	HORIZ.
S647	1		8'–10"	X		ABUT. – DIAPHRAGM EAST SIDE (S. ABUT.)	HORIZ.
S648	1		7'–6"	X		ABUT. – DIAPHRAGM EAST SIDE (S. ABUT.)	HORIZ.
S649	1		8'–11"	X		ABUT. – DIAPHRAGM WEST SIDE (S. ABUT.)	HORIZ.
S650	1		10'–1"	X		ABUT. – DIAPHRAGM WEST SIDE (S. ABUT.)	HORIZ.
S651	1		8'–8"	X		ABUT. – DIAPHRAGM WEST SIDE (S. ABUT.)	HORIZ.
S652	1		10'–5"	X		ABUT. – DIAPHRAGM EAST SIDE (N. ABUT.)	HORIZ.
S653	1		11'–8"	X		ABUT. – DIAPHRAGM EAST SIDE (N. ABUT.)	HORIZ.
S654	1		10'–3"	X		ABUT. – DIAPHRAGM EAST SIDE (N. ABUT.)	HORIZ.
S655	1		8'–11"	X		ABUT. – DIAPHRAGM WEST SIDE (N. ABUT.)	HORIZ.
S656	1		10'–1"	X		ABUT. – DIAPHRAGM WEST SIDE (N. ABUT.)	HORIZ.
S657	1		8'–9"	X		ABUT. – DIAPHRAGM WEST SIDE (N. ABUT.)	HORIZ.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

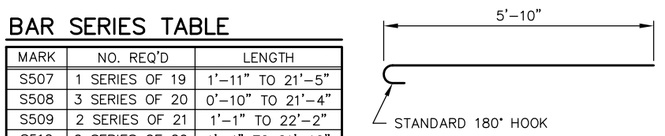
⚠ LENGTH SHOWN FOR BAR SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE "BAR SERIES TABLE" FOR ACTUAL LENGTHS.

F.F. – FRONT FACE
B.F. – BACK FACE

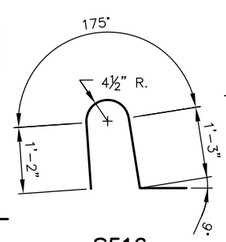
BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
S507	1 SERIES OF 19	1'–11" TO 21'–5"
S508	3 SERIES OF 20	0'–10" TO 21'–4"
S509	2 SERIES OF 21	1'–1" TO 22'–2"
S510	2 SERIES OF 20	1'–4" TO 21'–10"
S511	2 SERIES OF 21	0'–7" TO 21'–8"
S512	2 SERIES OF 21	0'–9" TO 21'–8"

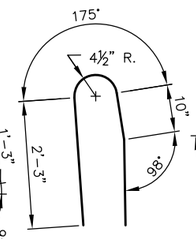
BUNDLE AND TAG EACH SERIES SEPARATELY.



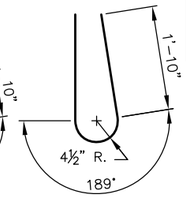
S513



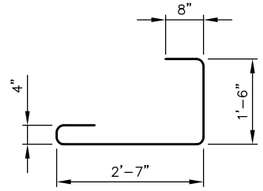
S516



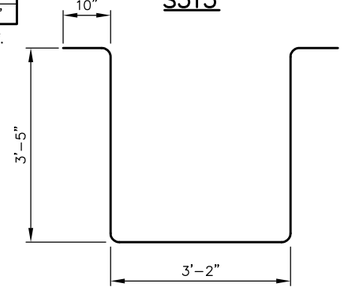
S517



S518



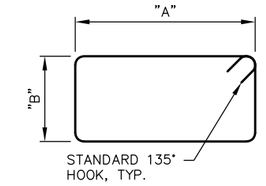
S421



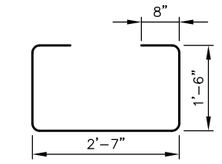
S523

BAR BEND DIM.

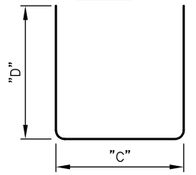
MARK	"A"	"B"
S524	3'–2"	1'–6"
S537	3'–4"	2'–6"
S538	3'–0"	2'–6"
S539	2'–9"	2'–6"
S540	3'–8"	2'–6"
S541	4'–1"	2'–6"
S542	3'–4"	1'–6"



S524, S537, S538, S539, S540, S541, S542



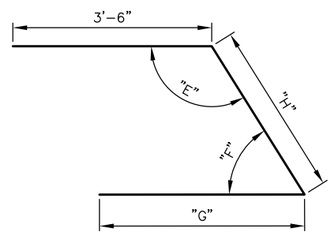
S420



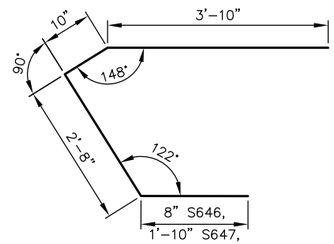
S531, S532, S533, S534, S535, S443

BAR BEND DIM.

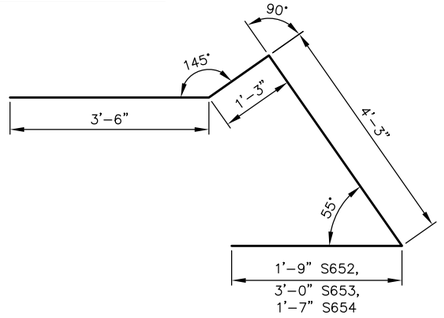
MARK	"C"	"D"
S531	2'–7"	2'–1"
S532	3'–0"	2'–1"
S533	2'–9"	2'–1"
S534	3'–8"	2'–1"
S535	4'–1"	2'–1"
S443	1'–1"	1'–5"



S649, S650, S651, S655, S656, S657



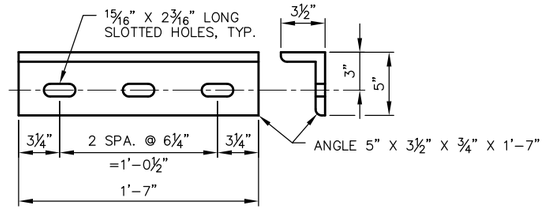
S646, S647, S648



S652, S653, S654

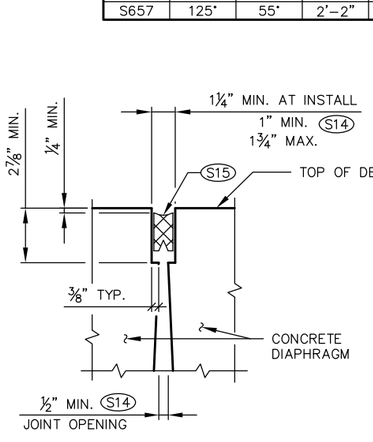
BAR BEND DIM.

MARK	"E"	"F"	"G"	"H"
S649	122°	58°	2'–5"	3'–4"
S650	122°	58°	3'–7"	3'–4"
S651	122°	58°	2'–2"	3'–4"
S655	125°	55°	2'–4"	3'–5"
S656	125°	55°	3'–6"	3'–5"
S657	125°	55°	2'–2"	3'–5"

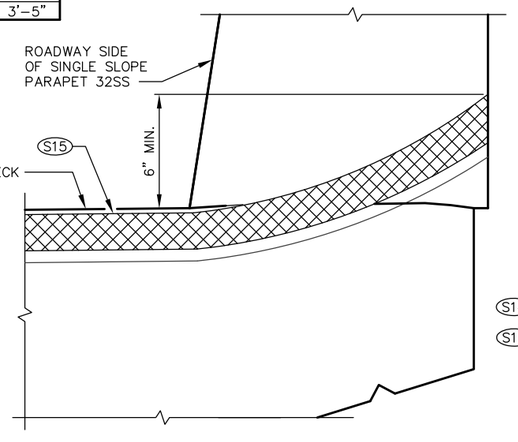


CONCRETE DIAPHRAGM ANGLE

DIAPHRAGM SUPPORT ANGLES SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1. ALL SUPPORT ANGLES SHALL BE HOT–DIPPED GALVANIZED. ALL BOLTS NUTS AND WASHERS SHALL BE HOT–DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS. ALL DIAPHRAGM SUPPORT HARDWARE SHALL BE INCLUDED WITH "CONCRETE MASONRY BRIDGES".



COMPRESSION SEAL DETAIL
(PIER 1 AND PIER 3 ONLY)
(REINFORCEMENT NOT SHOWN FOR CLARITY)



COMPRESSION SEAL AT PARAPET
(LOOKING NORTH)
(REINFORCEMENT NOT SHOWN FOR CLARITY)

(S14) DIMENSION AT TIME OF INSTALLATION

(S15) 2" NEOPRENE COMPRESSION SEAL. NO SPLICING PERMITTED. CAP ENDS OF NEOPRENE SEAL. (VERT. FACES OF JOINT OPENING SHALL BE VERT. AND PARALLEL TO WITHIN 1⁄16" IN EVERY 10'–0") MANUFACTURER TO FURNISH SEAL WITH TOP SURFACE LABELED.

STATE PROJECT NUMBER
1005–10–73

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE REINFORCEMENT

SHEET 30 OF 38

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8

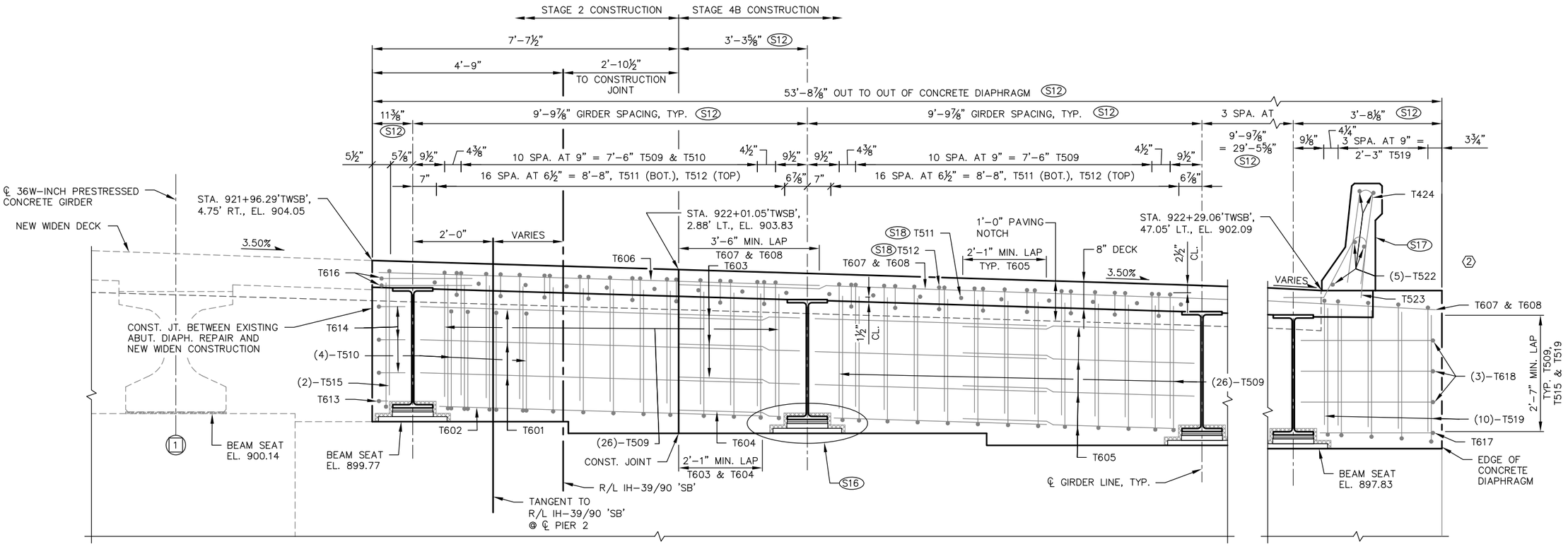
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I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

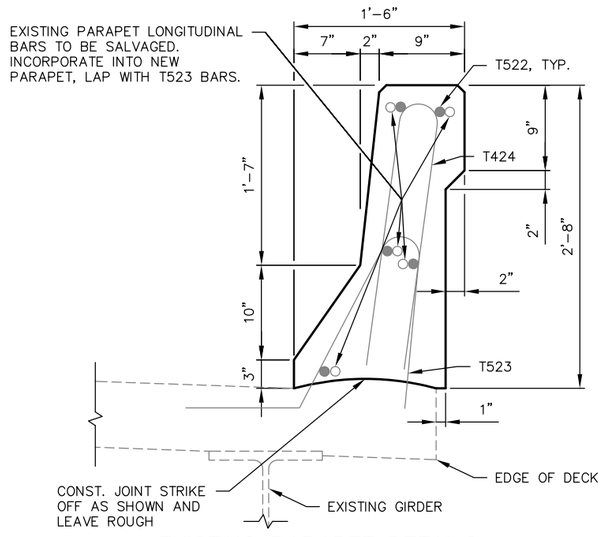
FILE: 23–35–B530065_super.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–73



DIAPHRAGM REINFORCEMENT AT SOUTH ABUTMENT

(LOOKING SOUTH)
(DECK STEEL NOT SHOWN FOR CLARITY)



EXISTING PARAPET DETAILS

(DIMENSIONS SHOWN ARE FROM EXISTING PLANS, MATCH EXISTING PARAPET DIMENSIONS)

NOTES

⬡ INDICATES WING NUMBER

(S12) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

(S16) ISOLATE THE EXISTING BEARINGS FROM THE NEW FULL DEPTH CONCRETE DIAPHRAGM. PLACE RIGID FOAM INSULATION AROUND THE EXISTING BEARINGS AND UNDER THE BOTTOM FLANGES OF THE EXISTING GIRDERS. PROVIDE A MINIMUM THICKNESS OF 1–INCH OF RIGID FOAM INSULATION AROUND ALL BEARING ELEMENTS. SEAL AND SECURE THE RIGID FOAM INSULATION TO PREVENT MOVEMENT AND MORTAR INTRUSION PRIOR TO PLACEMENT OF CONCRETE. THE COST OF MATERIALS AND LABOR FOR ISOLATING THE EXISTING BEARINGS SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY BRIDGES".

(S17) SEE EXISTING PARAPET DETAILS THIS SHEET FOR PARAPET DETAILS.

(S18) SALVAGE EXISTING LONGITUDINAL REBAR AND EXISTING STEEL DIAPHRAGM AND INCORPORATE INTO NEW CONCRETE DIAPHRAGM. LAP T511 WITH EXISTING BOTTOM LONGITUDINAL REBAR & LAP T512 WITH EXISTING TOP LONGITUDINAL REBAR.

(1) GIRDER 1 LINE DESIGNATION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT DIAPHRAGM REPAIR CROSS SECTION

SHEET 31 OF 38

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8

8

FILE: 23–35–B530065_super.dwg
PLOT SCALE:

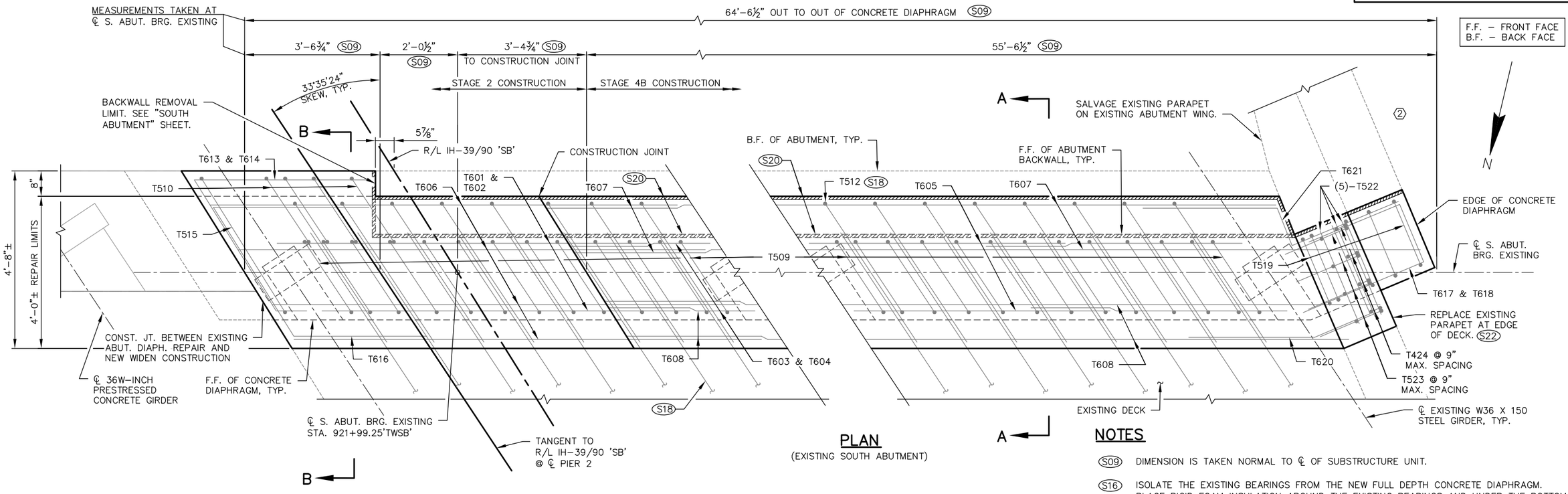
I.D. 1005–10–73

PLOT DATE: Jul 31, 2015

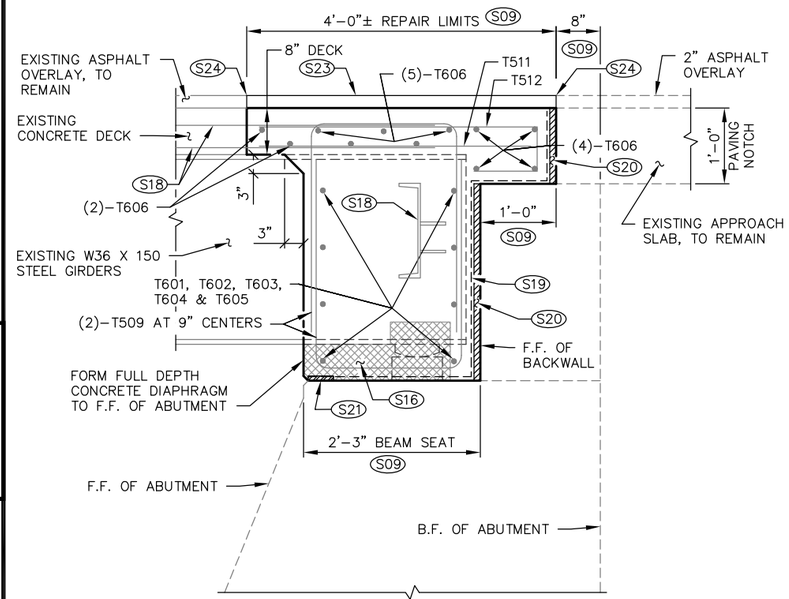
STATE PROJECT NUMBER

1005-10-73

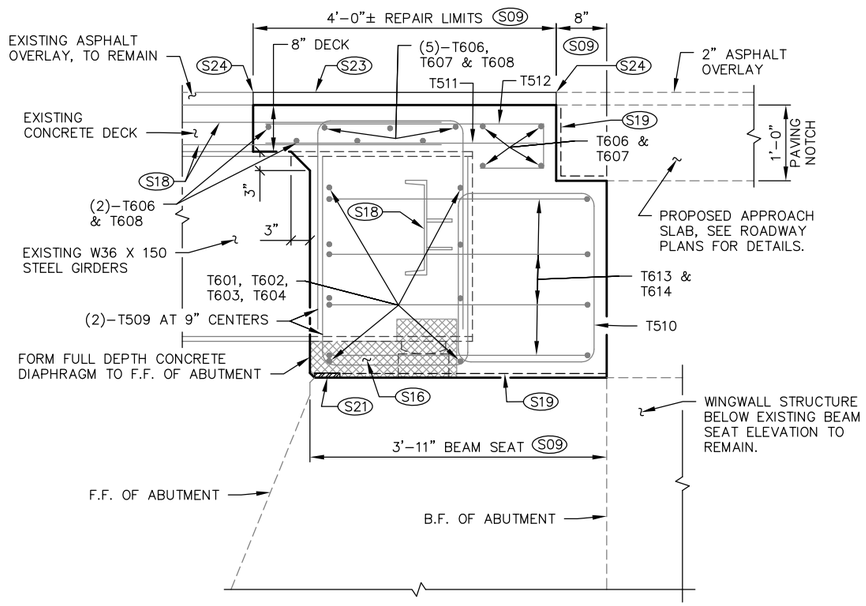
⬡ INDICATES WING NUMBER



PLAN
(EXISTING SOUTH ABUTMENT)



SECTION A-A THRU DIAPHRAGM AT SOUTH ABUTMENT
(LOOKING EAST)



SECTION B-B THRU DIAPHRAGM AT SOUTH ABUTMENT
(LOOKING EAST)
(SECTION ONLY AT BACKWALL REMOVAL LIMITS ON THE EAST SIDE OF SOUTH ABUTMENT)

NOTES

(S09) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

(S16) ISOLATE THE EXISTING BEARINGS FROM THE NEW FULL DEPTH CONCRETE DIAPHRAGM. PLACE RIGID FOAM INSULATION AROUND THE EXISTING BEARINGS AND UNDER THE BOTTOM FLANGES OF THE EXISTING GIRDERS. PROVIDE A MINIMUM THICKNESS OF 1-INCH OF RIGID FOAM INSULATION AROUND ALL BEARING ELEMENTS. SEAL AND SECURE THE RIGID FOAM INSULATION TO PREVENT MOVEMENT AND MORTAR INTRUSION PRIOR TO PLACEMENT OF CONCRETE. THE COST OF MATERIALS AND LABOR FOR ISOLATING THE EXISTING BEARINGS SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY BRIDGES".

(S18) SALVAGE EXISTING LONGITUDINAL REBAR AND EXISTING STEEL DIAPHRAGM AND INCORPORATE INTO NEW CONCRETE DIAPHRAGM. LAP T511 WITH EXISTING BOTTOM LONGITUDINAL REBAR & LAP T512 WITH EXISTING TOP LONGITUDINAL REBAR.

(S19) PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE EXISTING ABUTMENT BEFORE POURING DIAPHRAGM TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03". CLEAN ALL DEBRIS FROM SURFACES SHOWN ALONG ABUTMENT PRIOR TO PLACEMENT OF POLYETHYLENE SHEETS.

(S20) PLACE A 1-INCH THICK COMPRESSIBLE MAT ON THE ENTIRE FRONT FACE OF THE EXISTING ABUTMENT BACKWALL AND AT THE FRONT FACE OF THE EXISTING APPROACH SLAB. THE COMPRESSIBLE MAT SHALL HAVE A COMPRESSIVE STRENGTH BETWEEN 200 PSF AND 1500 PSF AND HAVE A MINIMUM OF 1/2-INCH OF COMPRESSIBILITY. PLACE POLYETHYLENE SHEETS AFTER INSTALLING COMPRESSIBLE MAT. THE COMPRESSIBLE MAT SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY STRUCTURES".

(S21) ¾" X 4" PREFORMED FILLER.

(S22) SEE "SOUTH ABUTMENT DIAPHRAGM REPAIR CROSS SECTION" SHEET FOR PARAPET DETAILS.

(S23) SEE "HMA OVERLAY POLYMER-MODIFIED" SHEET FOR OVERLAY DETAILS.

(S24) SAW CUT HMA OVERLAY CONSTRUCTION JOINT 1/2-INCH WIDE AND FILL TO WITHIN 1/8-INCH OF SURFACE WITH JOINT SEALER. COST INCLUDED IN BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

SOUTH ABUTMENT DIAPHRAGM REPAIR DETAILS

SHEET 32 OF 38

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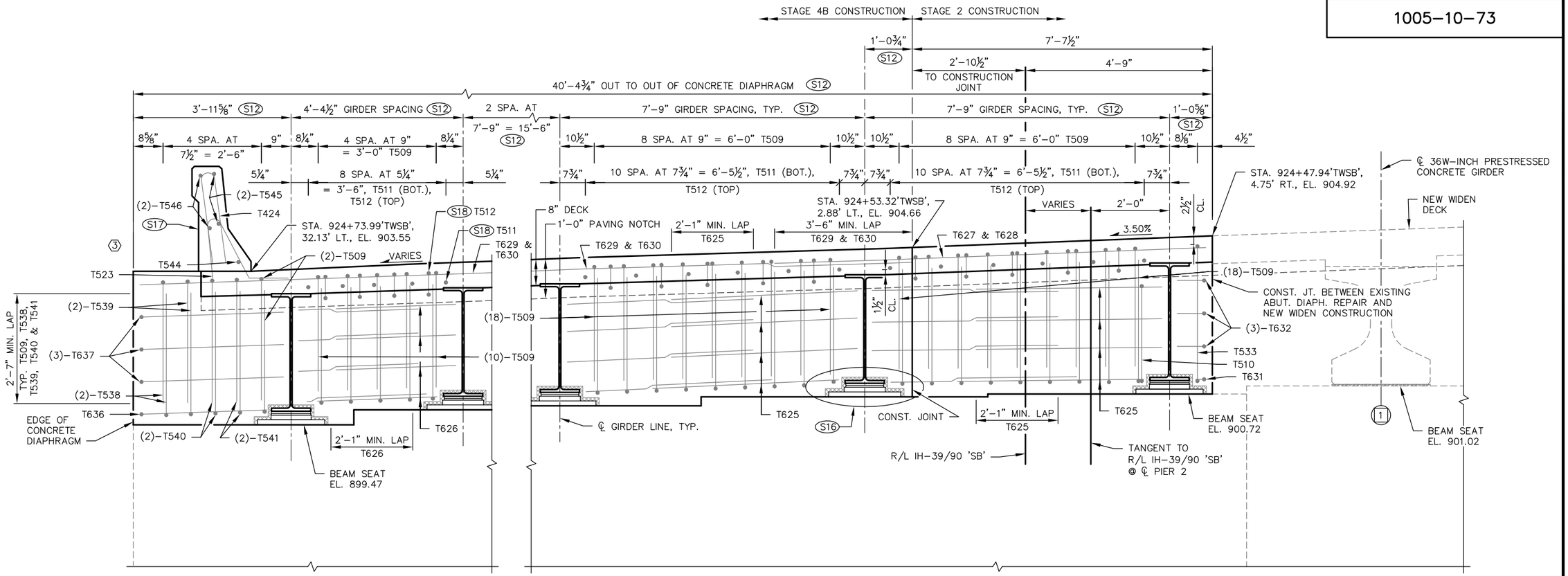
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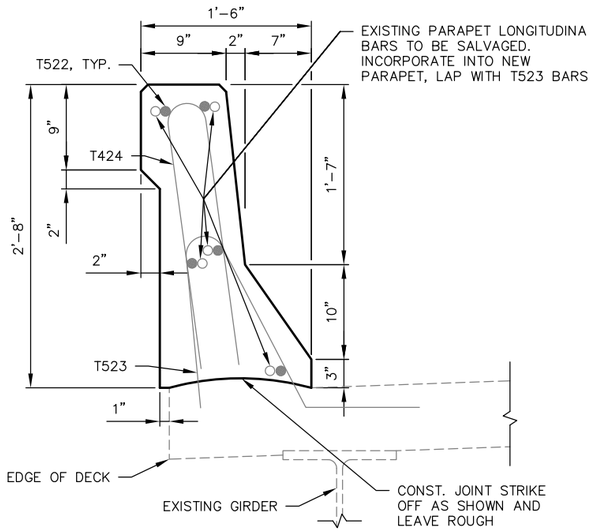
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PLOT SCALE:

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EXISTING PARAPET DETAILS

(DIMENSIONS SHOWN ARE FROM EXISTING PLANS, MATCH EXISTING PARAPET DIMENSIONS)

DIAPHRAGM REINFORCEMENT AT NORTH ABUTMENT

(LOOKING NORTH)
(DECK STEEL NOT SHOWN FOR CLARITY)

NOTES

⬡ INDICATES WING NUMBER

(S12) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

(S16) ISOLATE THE EXISTING BEARINGS FROM THE NEW FULL DEPTH CONCRETE DIAPHRAGM. PLACE RIGID FOAM INSULATION AROUND THE EXISTING BEARINGS AND UNDER THE BOTTOM FLANGES OF THE EXISTING GIRDERS. PROVIDE A MINIMUM THICKNESS OF 1-INCH OF RIGID FOAM INSULATION AROUND ALL BEARING ELEMENTS. SEAL AND SECURE THE RIGID FOAM INSULATION TO PREVENT MOVEMENT AND MORTAR INTRUSION PRIOR TO PLACEMENT OF CONCRETE. THE COST OF MATERIALS AND LABOR FOR ISOLATING THE EXISTING BEARINGS SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY BRIDGES".

(S17) SEE EXISTING PARAPET DETAILS THIS SHEET FOR PARAPET DETAILS.

(S18) SALVAGE EXISTING LONGITUDINAL REBAR AND EXISTING STEEL DIAPHRAGM AND INCORPORATE INTO NEW CONCRETE DIAPHRAGM. LAP T511 WITH EXISTING BOTTOM LONGITUDINAL REBAR & LAP T512 WITH EXISTING TOP LONGITUDINAL REBAR.

(1) GIRDER 1 LINE DESIGNATION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT DIAPHRAGM REPAIR CROSS SECTION

SHEET 33 OF 38

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FILE: 23-35-B530065_super.dwg
PLOT SCALE:

I.D. 1005-10-73

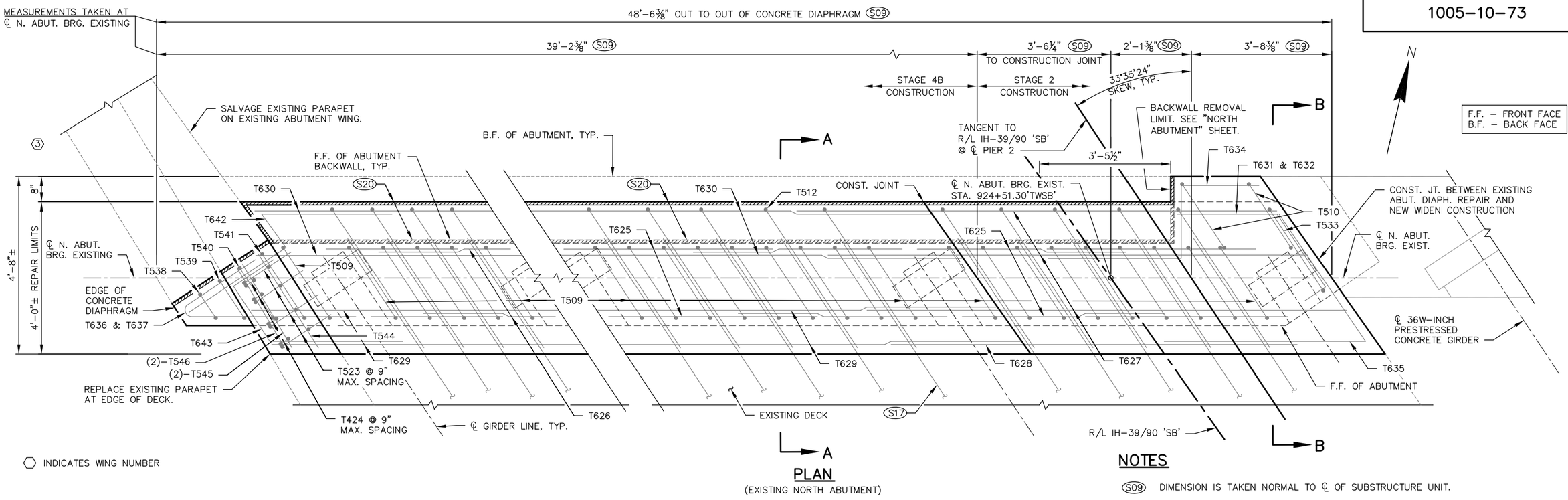
PLOT DATE: Jul 31, 2015

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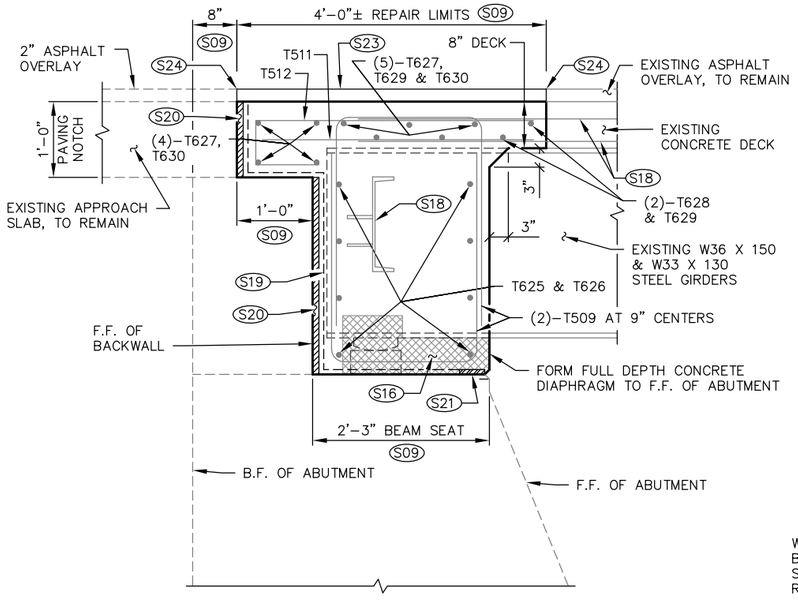
STATE PROJECT NUMBER

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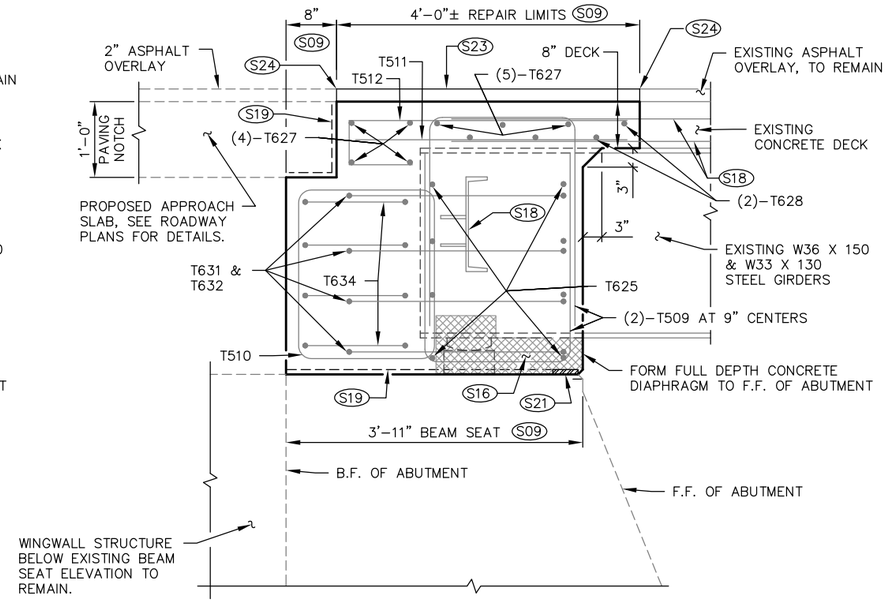


PLAN
(EXISTING NORTH ABUTMENT)

⬡ INDICATES WING NUMBER



SECTION A-A THRU DIAPHRAGM AT NORTH ABUTMENT
(LOOKING EAST)



SECTION B-B THRU DIAPHRAGM AT NORTH ABUTMENT
(LOOKING EAST)
(SECTION ONLY AT BACKWALL REMOVAL LIMITS ON THE EAST SIDE OF NORTH ABUTMENT)

NOTES

(S09) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

(S16) ISOLATE THE EXISTING BEARINGS FROM THE NEW FULL DEPTH CONCRETE DIAPHRAGM. PLACE RIGID FOAM INSULATION AROUND THE EXISTING BEARINGS AND UNDER THE BOTTOM FLANGES OF THE EXISTING GIRDERS. PROVIDE A MINIMUM THICKNESS OF 1-INCH OF RIGID FOAM INSULATION AROUND ALL BEARING ELEMENTS. SEAL AND SECURE THE RIGID FOAM INSULATION TO PREVENT MOVEMENT AND MORTAR INTRUSION PRIOR TO PLACEMENT OF CONCRETE. THE COST OF MATERIALS AND LABOR FOR ISOLATING THE EXISTING BEARINGS SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY BRIDGES".

(S18) SALVAGE EXISTING LONGITUDINAL REBAR AND EXISTING STEEL DIAPHRAGM AND INCORPORATE INTO NEW CONCRETE DIAPHRAGM. LAP T511 WITH EXISTING BOTTOM LONGITUDINAL REBAR & LAP T512 WITH EXISTING TOP LONGITUDINAL REBAR.

(S19) PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT BEFORE POURING DIAPHRAGM TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03". CLEAN ALL DEBRIS FROM SURFACES SHOWN ALONG ABUTMENT PRIOR TO PLACEMENT OF POLYETHYLENE SHEETS.

(S20) PLACE A 1-INCH THICK COMPRESSIBLE MAT ON THE ENTIRE FRONT FACE OF THE EXISTING ABUTMENT BACKWALL AND AT THE FRONT FACE OF THE EXISTING APPROACH SLAB. THE COMPRESSIBLE MAT SHALL HAVE A COMPRESSIVE STRENGTH BETWEEN 200 PSF AND 1500 PSF AND HAVE A MINIMUM OF 1/2-INCH OF COMPRESSIBILITY. PLACE POLYETHYLENE SHEETS AFTER INSTALLING COMPRESSIBLE MAT. THE COMPRESSIBLE MAT SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY STRUCTURES".

(S21) ¾" X 4" PREFORMED FILLER.

(S23) SEE "HMA OVERLAY POLYMER-MODIFIED" SHEET FOR OVERLAY DETAILS.

(S24) SAW CUT HMA OVERLAY CONSTRUCTION JOINT 1/2-INCH WIDE AND FILL TO WITHIN 1/8-INCH OF SURFACE WITH JOINT SEALER. COST INCLUDED IN BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

NORTH ABUTMENT DIAPHRAGM REPAIR DETAILS

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BILL OF BARS
SUPERSTRUCTURE

SOUTH DIAPHRAGM = 3,800 LBS.
NORTH DIAPHRAGM = 2,740 LBS.

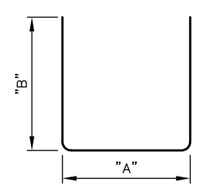
MARK	NUMBER SOUTH ABUT.	NUMBER NORTH ABUT.	LENGTH	COATED	BENT	BAR SERIES	LOCATION	
T601	6		9'-9"	X			S. ABUT. DIAPHRAGM - @ B.F. & F.F. - EAST SIDE JOINT	HORIZ.
T602	2		9'-3"	X			S. ABUT. DIAPHRAGM - @ B.F. & F.F. - EAST SIDE JOINT	HORIZ.
T603	6		3'-9"	X			S. ABUT. DIAPHRAGM - @ B.F. & F.F. - WEST SIDE JOINT	HORIZ.
T604	2		3'-2"	X			S. ABUT. DIAPHRAGM - @ B.F. & F.F. - WEST SIDE JOINT	HORIZ.
T605	64		6'-9"	X			S. ABUT. DIAPHRAGM - @ B.F. & F.F.	HORIZ.
T606	11		12'-4"	X			S. ABUT. DIAPHRAGM - @ B.F. & F.F. TOP	HORIZ.
T607	9		52'-5"	X			S. ABUT. DIAPHRAGM - @ B.F. TOP	HORIZ.
T608	2		51'-4"	X			S. ABUT. DIAPRHAGM - @ F.F. TOP	HORIZ.
T509	130	84	8'-3"	X	X		ABUT. DIAPHRAGM - STIRRUP	VERT.
T510	4	2	9'-8"	X	X		ABUT. DIAPHRAGM - STIRRUP EAST SIDE	VERT.
T511	45	29	4'-4"	X			ABUT. DIAPHRAGM - TOP	HORIZ.
T512	40	24	5'-6"	X	X		ABUT. DIAPHRAGM - TOP	HORIZ.
T613	1		8'-9"	X	X		S. ABUT. DIAPHRAGM - EAST END	HORIZ.
T614	3		9'-2"	X	X		S. ABUT. DIAPHRAGM - EAST END	HORIZ.
T515	2		9'-6"	X	X		S. ABUT. DIAPHRAGM - STIRRUP EAST END	VERT.
T616	2		11'-7"	X	X		S. ABUT. DIAPHRAGM - EAST END TOP	HORIZ.
T617	1		7'-0"	X	X		S. ABUT. DIAPHRAGM - WEST END	HORIZ.
T618	3		7'-5"	X	X		S. ABUT. DIAPHRAGM - WEST END	HORIZ.
T519	10		7'-10"	X	X		S. ABUT. DIAPHRAGM - STIRRUP WEST END	VERT.
T620	2		8'-1"	X	X		S. ABUT. DIAPHRAGM - WEST END TOP	HORIZ.
T621	2		7'-3"	X	X		S. ABUT. DIAPHRAGM - WEST END TOP	HORIZ.
T522	5		2'-7"	X			S. ABUT. PARAPET	HORIZ.
T523	4	3	4'-2"	X	X		ABUT. PARAPET STIRRUP	VERT.
T424	4	3	4'-10"	X	X		ABUT. PARAPET STIRRUP	VERT.
T625		64	5'-6"	X			N. ABUT. DIAPHRAGM - @ B.F. & F.F.	HORIZ.
T626		16	3'-6"	X			N. ABUT. DIAPHRAGM - @ B.F. & F.F. - WEST SIDE	HORIZ.
T627		9	12'-8"	X			N. ABUT. DIAPHRAGM - @ TOP - EAST SIDE JOINT	HORIZ.
T628		2	10'-9"	X			N. ABUT. DIAPHRAGM - @ TOP - EAST SIDE JOINT	HORIZ.
T629		4	37'-4"	X			N. ABUT. DIAPHRAGM - @ TOP - WEST SIDE JOINT	HORIZ.
T630		7	35'-4"	X			N. ABUT. DIAPHRAGM - @ TOP - WEST SIDE JOINT	HORIZ.
T631		1	4'-11"	X	X		N. ABUT. DIAPHRAGM - EAST END	HORIZ.
T632		3	5'-5"	X	X		N. ABUT. DIAPHRAGM - EAST END	HORIZ.
T533		1	12'-2"	X	X		N. ABUT. DIAPHRAGM - STIRRUP EAST END	VERT.
T634		4	6'-11"	X	X		N. ABUT. DIAPHRAGM - EAST END TOP	HORIZ.
T635		2	9'-9"	X	X		N. ABUT. DIAPHRAGM - EAST END TOP	HORIZ.
T636		1	6'-2"	X	X		N. ABUT. DIAPHRAGM - WEST END	HORIZ.
T637		3	6'-10"	X	X		N. ABUT. DIAPHRAGM - WEST END	HORIZ.
T538		2	6'-10"	X	X		N. ABUT. DIAPHRAGM - STIRRUP WEST END	VERT.
T539		2	7'-2"	X	X		N. ABUT. DIAPHRAGM - STIRRUP WEST END	VERT.
T540		2	7'-7"	X	X		N. ABUT. DIAPHRAGM - STIRRUP WEST END	VERT.
T541		2	8'-0"	X	X		N. ABUT. DIAPHRAGM - STIRRUP WEST END	VERT.
T642		4	7'-4"	X	X		N. ABUT. DIAPHRAGM - WEST END TOP	HORIZ.
T643		2	6'-7"	X	X		N. ABUT. DIAPHRAGM - WEST END TOP	HORIZ.
T544		1	1'-9"	X			N. ABUT. PARAPET	HORIZ.
T545		2	1'-5"	X			N. ABUT. PARAPET	HORIZ.
T546		2	1'-4"	X			N. ABUT. PARAPET	HORIZ.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.
ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

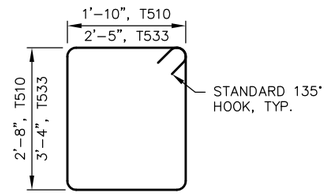
F.F. - FRONT FACE
B.F. - BACK FACE

BAR BEND DIM.

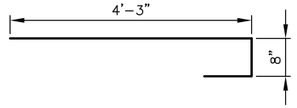
MARK	"A"	"B"
T509	2'-2"	3'-2"
T515	3'-5"	3'-2"
T519	1'-9"	3'-2"
T538	0'-9"	3'-2"
T539	1'-1"	3'-2"
T540	1'-6"	3'-2"
T541	1'-11"	3'-2"



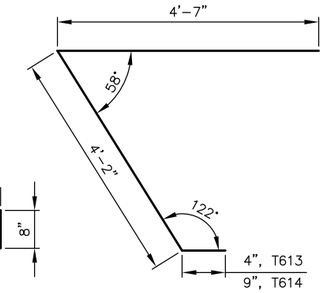
T509, T515, T519, T538, T539, T540, T541



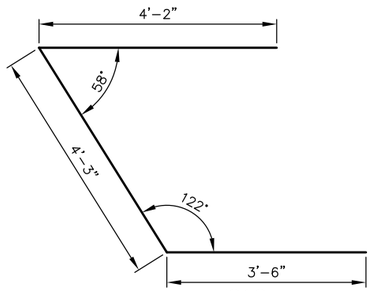
T510, T533



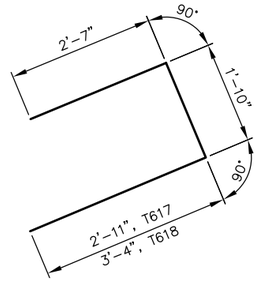
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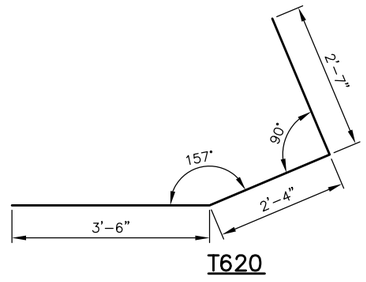
T613 & T614



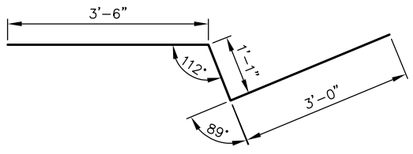
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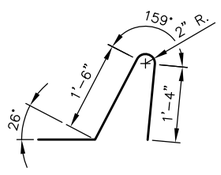
T617 & T618



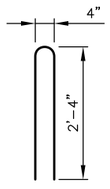
T620



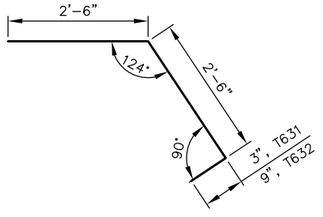
T621



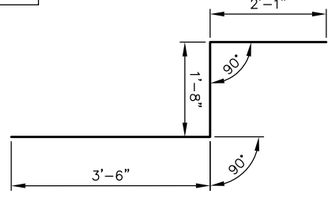
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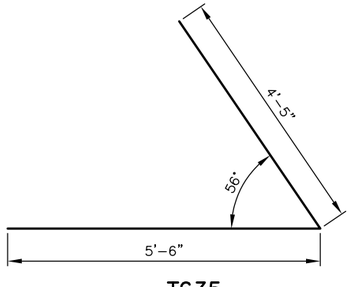
T424



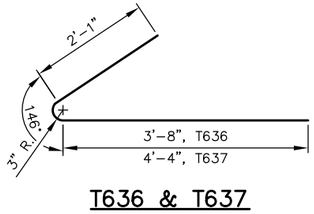
T631 & T632



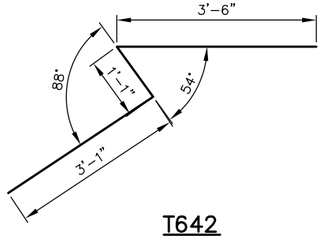
T634



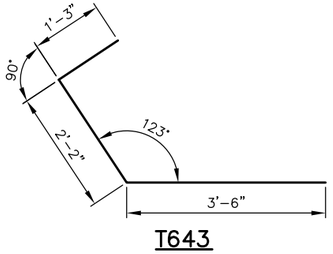
T635



T636 & T637



T642



T643

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE REPAIR REINFORCEMENT

SHEET 35 OF 38

711

I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

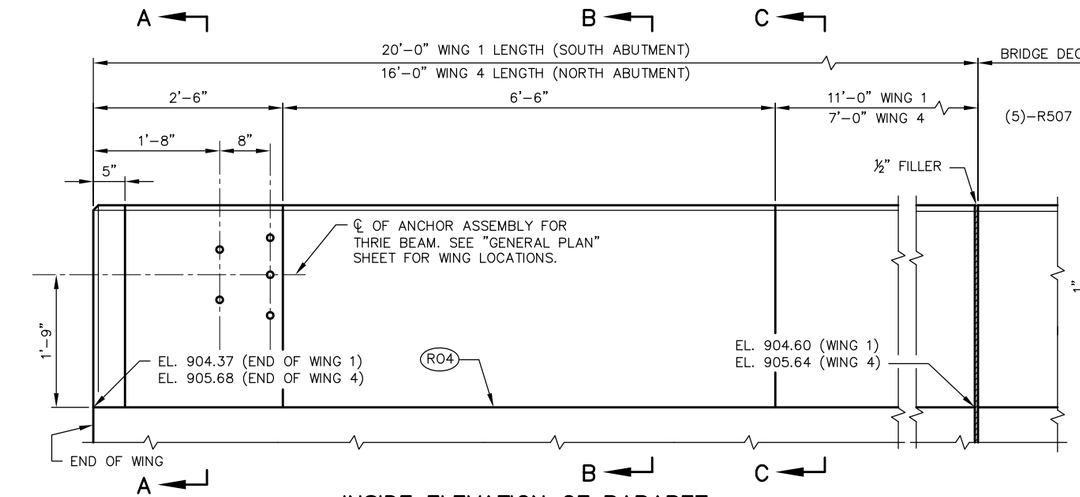
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PLOT SCALE:

8

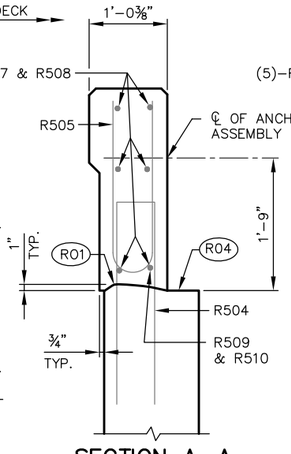
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STATE PROJECT NUMBER

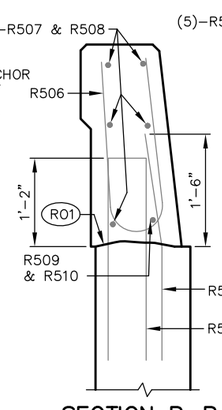
1005-10-73



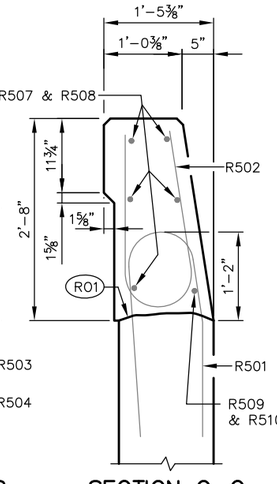
INSIDE ELEVATION OF PARAPET



SECTION A-A



SECTION B-B



SECTION C-C

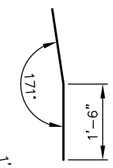
BILL OF BARS
PARAPETS ON WINGS

S. ABUT. = 540 LBS.
N. ABUT. = 450 LBS.

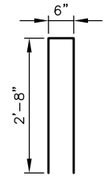
BAR MARK	COAT.	NO. REQ'D. S. ABUT.	NO. REQ'D. N. ABUT.	LENGTH	BENT	LOCATION
R501	X	17	11	5-10	X	PARAPET VERT.
R502	X	17	11	5-0	X	PARAPET VERT.
R503	X	12	12	3-0	X	PARAPET VERT.
R504	X	17	17	5-7	X	PARAPET VERT.
R505	X	11	11	4-9	X	PARAPET VERT.
R506	X	6	6	4-10	X	PARAPET VERT.
R507	X	5	--	19-6		PARAPET - WING 1 HORIZ.
R508	X	--	5	15-6		PARAPET - WING 4 HORIZ.
R509	X	1	--	19-5	X	PARAPET - WING 1 HORIZ.
R510	X	--	1	15-5	X	PARAPET - WING 4 HORIZ.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

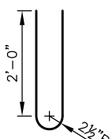
ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



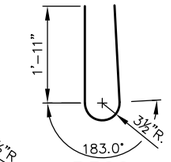
R503



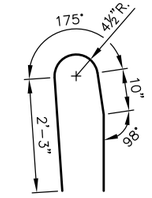
R504



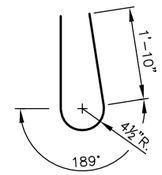
R505



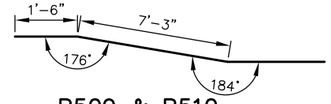
R506



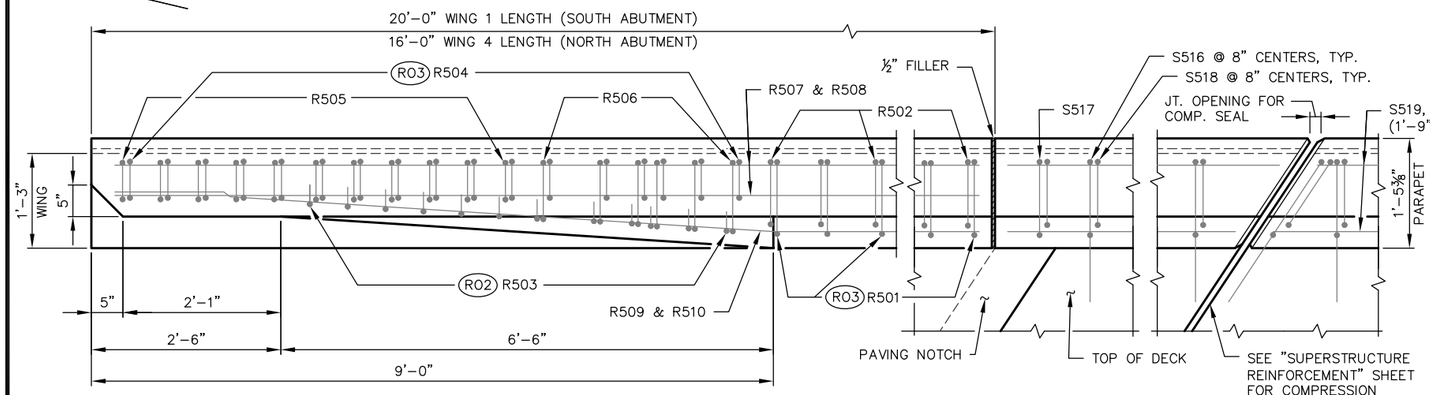
R501



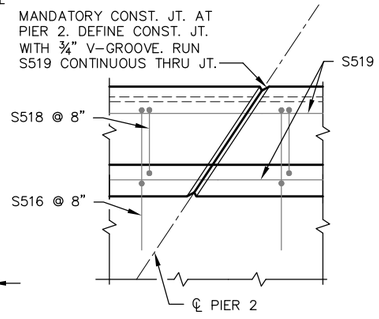
R502



R509 & R510

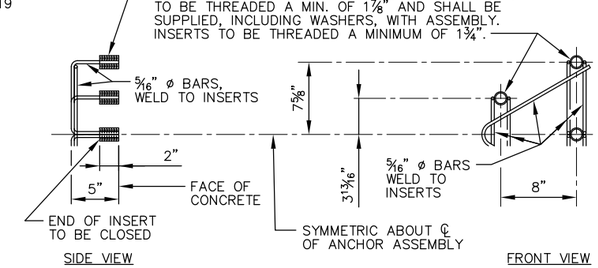


PLAN OF PARAPET
(WING 4 SHOWN, WING 1 SIMILAR)



PLAN AT PIER 2

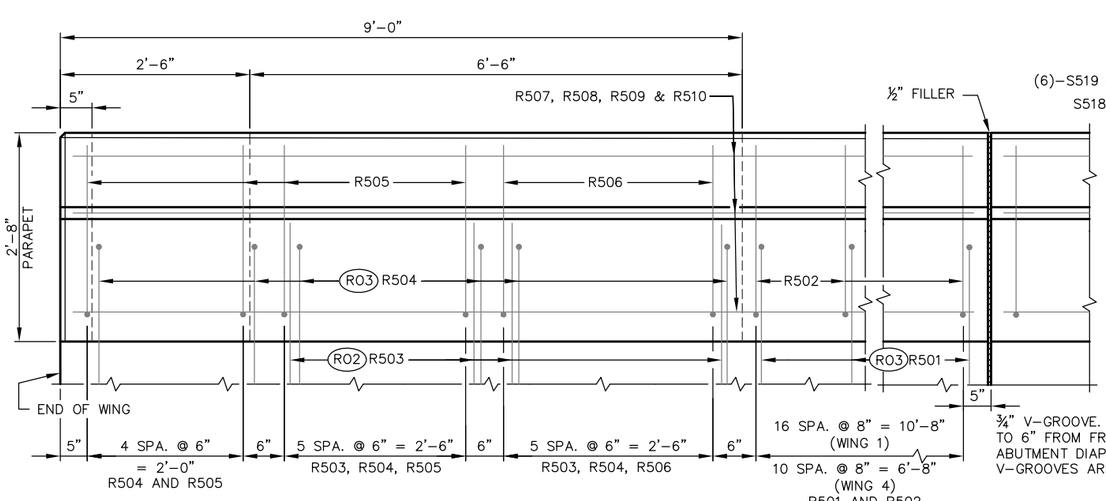
OPTIONAL CONST. JT. SIMILAR. MIN. OPTIONAL JT. SPACING OF 80'-0", DEFINE OPTIONAL JT. WITH A ¾" V-GROOVE.



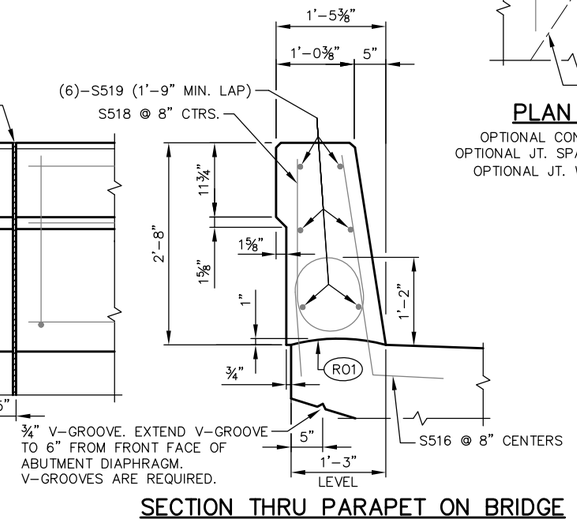
DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY BID ITEM SHALL BE "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



OUTSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET ON BRIDGE
(LOOKING SOUTH, DECK STEEL NOT SHOWN FOR CLARITY)
(S516, S517, S518 & S519 ARE INCLUDED IN SUPERSTR. BAR STEEL QNTY.)

NOTES

STEEL & CONCRETE QUANTITIES FOR PARAPETS ON WINGS INCLUDED IN THE ABUTMENT QUANTITIES ON THE "CROSS SECTION, QUANTITIES, NOTES" SHEET.

(R01) CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(R02) R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

(R03) R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

(R04) FINISH CONCRETE NOT COVERED BY THE PARAPET. MATCH ROADWAY OR APPROACH SLAB CROSS SLOPE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

SINGLE SLOPE PARAPET 32SS

SHEET 36 OF 38

712

8

8

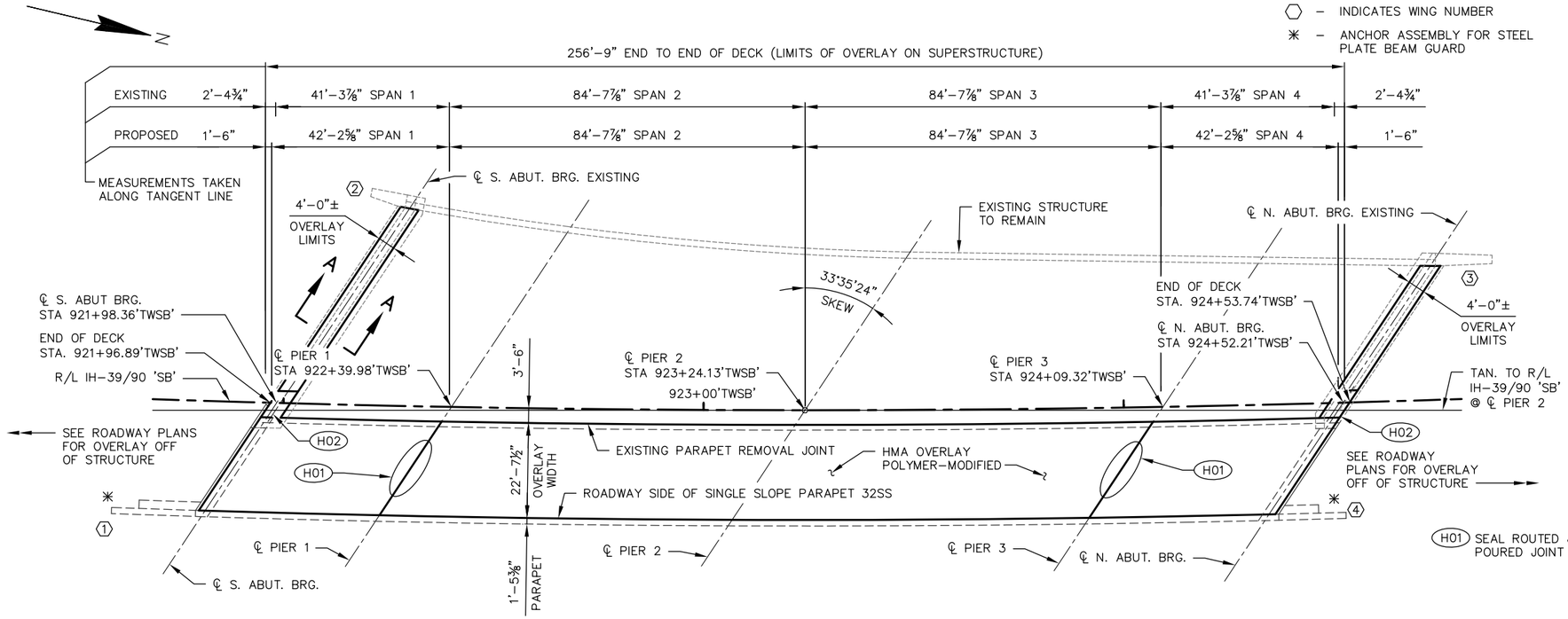
I.D. 1005-10-73

PLOT DATE: Jul 31, 2015

FILE: 36-B530065_32SS.dwg
PLOT SCALE:

STATE PROJECT NUMBER

1005-10-73



HMA OVERLAY POLYMER-MODIFIED PLAN

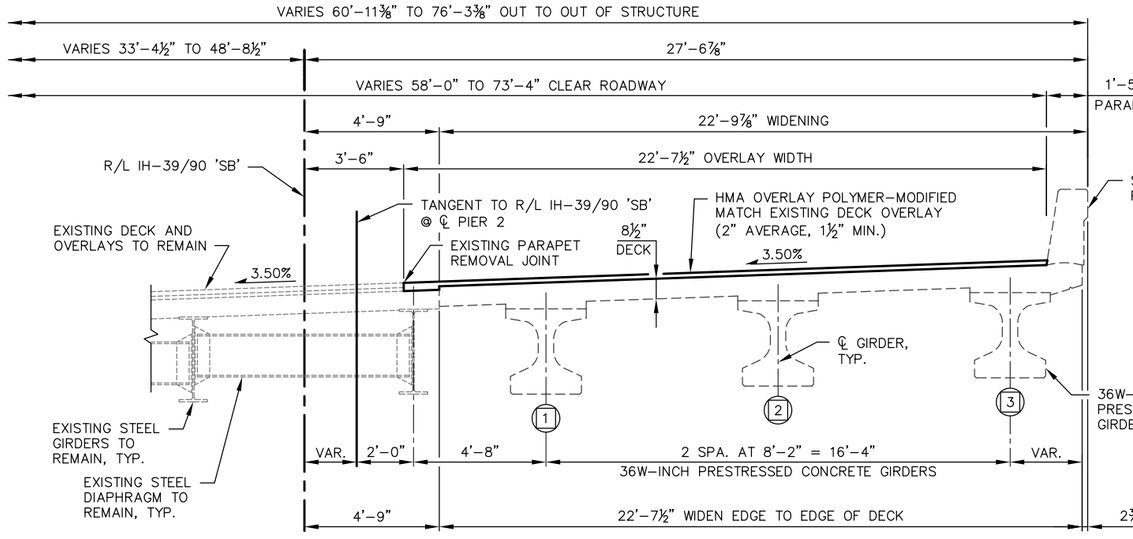
NOTES

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON AN AVERAGE OVERLAY THICKNESS OF 2-INCH PLACED ABOVE THE CONCRETE DECK SURFACE. CONTACT THE BUREAU OF STRUCTURES BEFORE PLACEMENT OF THE OVERLAY IF THE AVERAGE THICKNESS OF THE OVERLAY WILL EXCEED THE AVERAGE THICKNESS SHOWN ON THE PLANS BY MORE THAN ½-INCH.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY SHALL BE INCLUDED IN THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

(H01) PLACE HMA OVERLAY POLYMER-MODIFIED CONTINUOUSLY OVER EXPANSION DEVICES. AT ALL COMPRESSION SEALS, SAW-CUT THROUGH THE FULL DEPTH OF THE HMA OVERLAY POLYMER-MODIFIED. AFTER SAW-CUT, PROVIDE A 1" x ±¾" ROUT AT THE TOP SURFACE OF THE OVERLAY. FILL THE ROUT WITH HOT POURED JOINT SEALANT. SAW-CUT, ROUT, AND HOT POURED JOINT SEALANT SHALL BE INCLUDED IN THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

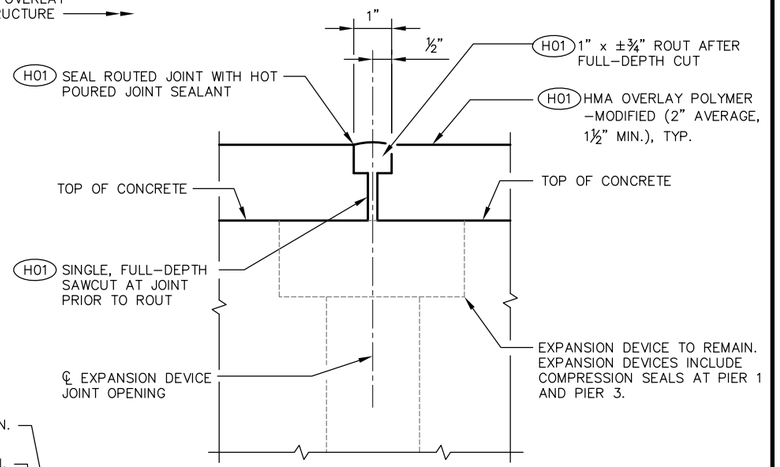
(H02) FOR DECK REMOVAL LIMITS AT END OF DECK LOCATIONS, SEE "SUPERSTRUCTURE TYPICAL SECTION" SHEET.



CROSS SECTION THRU ROADWAY IN SPAN SHOWING HMA OVERLAY POLYMER-MODIFIED

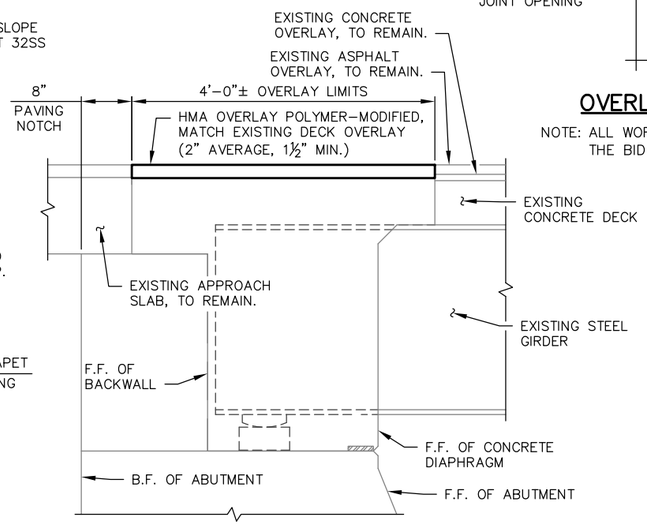
(LOOKING NORTH)

(1) GIRDER 1 LINE DESIGNATION
(2) GIRDER 2 LINE DESIGNATION
(3) GIRDER 3 LINE DESIGNATION



OVERLAY DETAIL AT EXPANSION DEVICE

NOTE: ALL WORK TO COMPLETE JOINT SEALANT AS SHOWN IS INCLUDED IN THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED".



SECTION A-A THRU EXISTING ABUTMENT SHOWING HMA OVERLAY POLYMER-MODIFIED

(EXISTING SOUTH ABUTMENT LOOKING WEST, NORTH ABUTMENT SIMILAR)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-65

DRAWN BY JDO | PLANS CK'D JJK

HMA OVERLAY POLYMER-MODIFIED

SHEET 37 OF 38

713

I.D. 1005-10-73

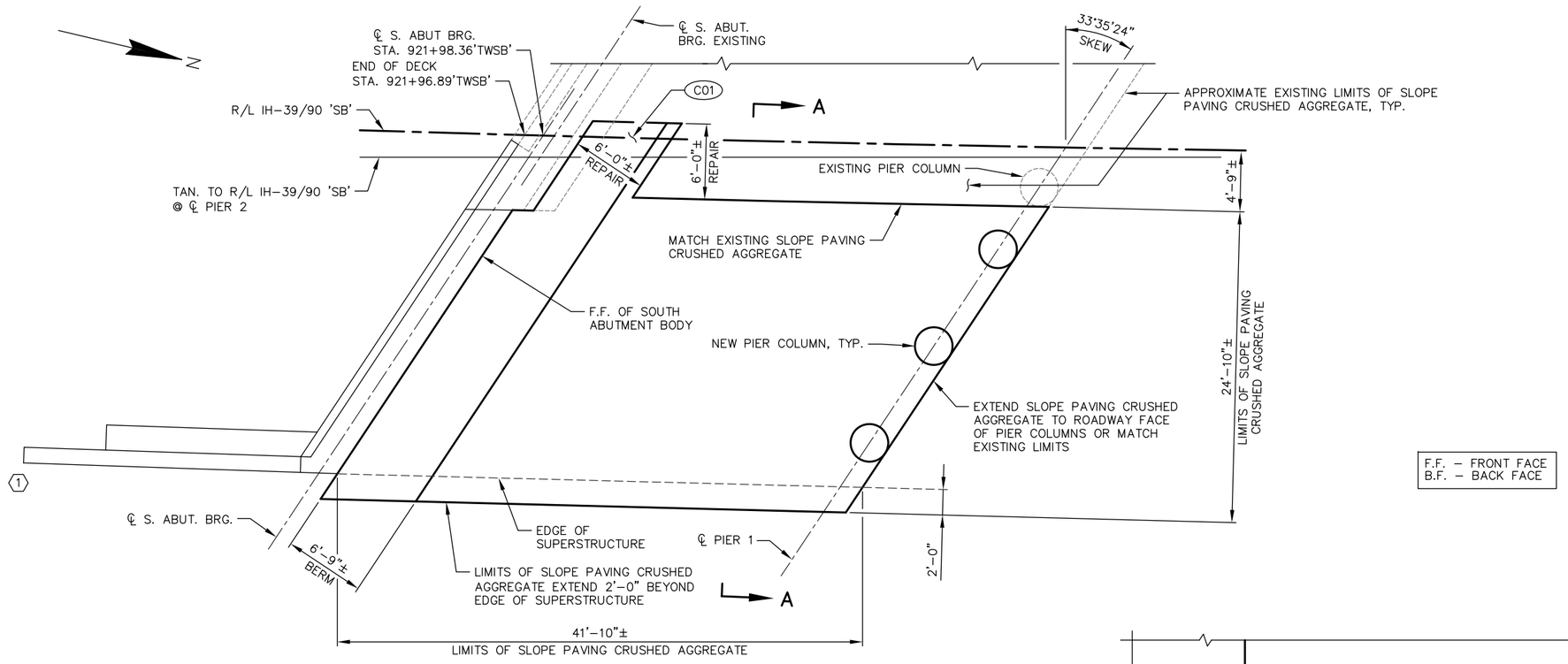
PLOT DATE: Jul 31, 2015

FILE: 37-B530065_overlay.dwg
PLOT SCALE:

8

8

STATE PROJECT NUMBER
1005–10–73



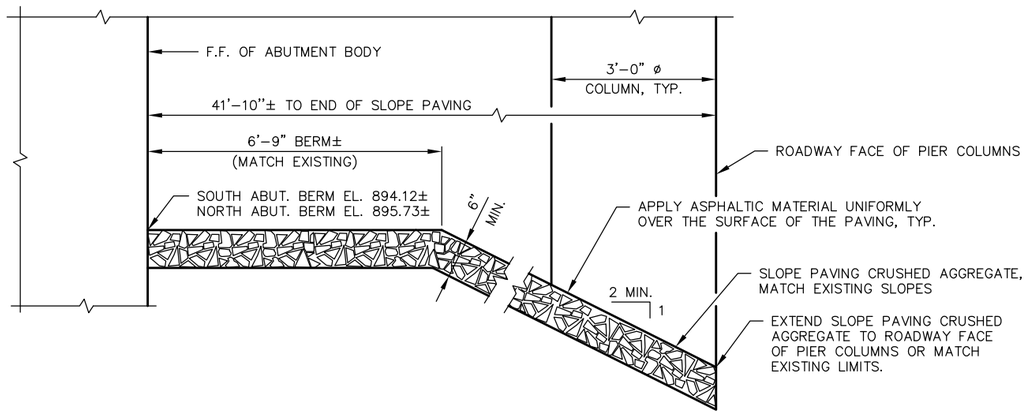
F.F. – FRONT FACE
B.F. – BACK FACE

PLAN VIEW SHOWING LIMITS OF SLOPE PAVING CRUSHED AGGREGATE

(SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR)

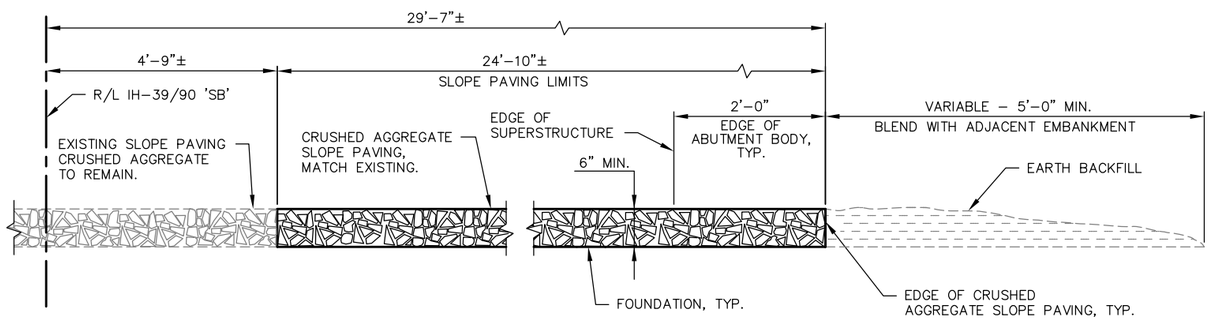
⬡ – INDICATES WING NUMBER

(C01) – REPAIR SLOPE PAVING DISTURBED DURING ABUTMENT EXCAVATION.



TYPICAL SECTION THRU SLOPE PAVING CRUSHED AGGREGATE

(ROUND STONE WILL NOT BE ACCEPTED)



SECTION A–A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–65

DRAWN BY JDO | PLANS CK'D JJK

SLOPE PAVING CRUSHED AGGREGATE

SHEET 38 OF 38

714

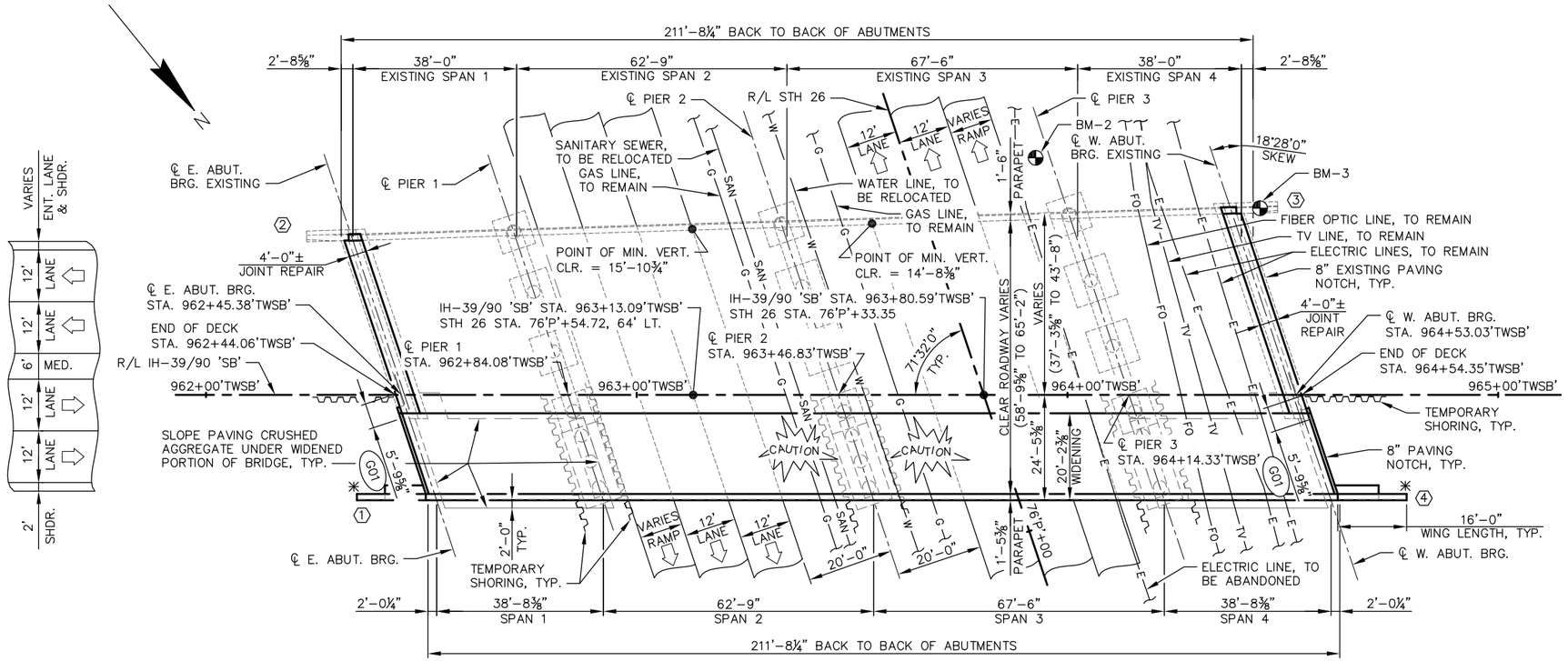
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PLOT SCALE:

I.D. 1005–10–73

PLOT DATE: Jul 31, 2015



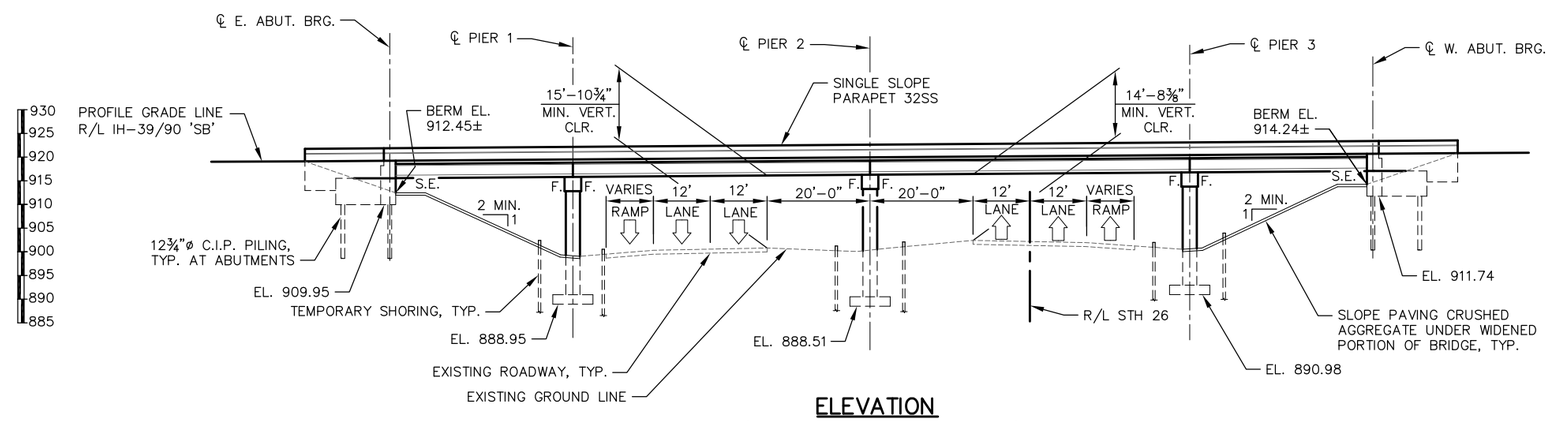
G01 MEASURED ALONG ℄ ABUTMENT BRG. FROM R/L IH-39/90 'SB' TO B.F. ABUT. OF NEW CONSTRUCTION

⬡ INDICATES WING NUMBER

✳ ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD

PLAN B-53-85

(WIDENED FOUR SPAN 36W-INCH PRESTRESSED GIRDERS)



ELEVATION

(NORMAL TO STH 26, LOOKING SOUTH)

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
1	962+77.00'TWSB'	DF9599 1J21, 104.17' RT.	915.52
2	963+92.61'TWSB'	CHIS SQ TOP PARAPET, 55.06' LT.	901.91
3	964+44.69'TWSB'	WISDOT DISK TOP PARAPET NW QUAD B-53-85, 43.36' LT.	923.67

HORIZONTAL DATUM AND ADJUSTMENT: NAD 83 (2007)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)
COORDINATE REFERENCE SYSTEM: WCCS ROCK CO

BRIDGE OFFICE CONTACT
WILLIAM DREHER, P.E.
(608) 266-8489

CONSULTANT CONTACT
JEFFREY J. KOCH, P.E.
(608) 588-7866

TRAFFIC DATA:

IH-39/90
A.A.D.T.(2014) — 52,530
A.A.D.T.(2019) — 58,020
DESIGN SPEED — 70 M.P.H.

STH 26
A.A.D.T.(2014) — 31,610
A.A.D.T.(2019) — 32,840
DESIGN SPEED — 45 M.P.H.

DESIGN DATA

LIVE LOAD: (WIDENING STRUCTURE)

DESIGN LOADING — HL-93
INVENTORY RATING FACTOR — RF=1.29
OPERATING RATING FACTOR — RF=1.67
WISCONSIN STANDARD PERMIT VEHICLE RATING — 250 KIPS

LIVE LOAD: (EXISTING STRUCTURE, TAKEN FROM HSI, 10/28/2014)

INVENTORY RATING — HS-18
OPERATING RATING — HS-40
WISCONSIN STANDARD PERMIT VEHICLE RATING — 250 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY, DECK — $f'c$ = 4,000 P.S.I.
ALL OTHER — $f'c$ = 3,500 P.S.I.
HIGH-STRENGTH BAR STEEL REINFORCEMENT — fy = 60,000 P.S.I.
36W-INCH PRESTRESSED GIRDERS CONCRETE MASONRY — $f'c$ = 8,000 P.S.I.
STRANDS – 0.6" DIA. WITH AN ULTIMATE TENSILE STRENGTH OF — f_u = 270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON 12¾" x 0.5" C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATE 40 FT. PILE LENGTHS AT THE EAST ABUTMENT AND 25 FT. PILE LENGTHS AT THE WEST ABUTMENT. PRE-BORING IS REQUIRED AT BOTH ABUTMENTS TO THE BOTTOM OF EXISTING FILL ELEVATION. THE BOTTOM OF EXISTING FILL ELEVATION IS 899.0'±.

THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES DYNAMIC FORMULA TO DETERMINE DRIVEN PILE CAPACITY.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,660 PSF***. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

*** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION, QUANTITIES, NOTES
3. CONSTRUCTION STAGING #1
4. CONSTRUCTION STAGING #2
5. SUBSURFACE EXPLORATION
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. EAST ABUTMENT REINFORCEMENT
9. WEST ABUTMENT
10. WEST ABUTMENT DETAILS
11. WEST ABUTMENT REINFORCEMENT
12. PIER 1
13. PIER 1 DETAILS
14. PIER 2
15. PIER 2 DETAILS
16. PIER 3
17. PIER 3 DETAILS
18. BEAM SEAT DETAILS
19. 36W-INCH PRESTRESSED GIRDER
20. 36W-INCH PRESTRESSED GIRDER DETAILS
21. INTERMEDIATE STEEL DIAPHRAGM
22. SUPERSTRUCTURE PLAN
23. SUPERSTRUCTURE TYPICAL SECTION
24. DIAPHRAGM REINFORCEMENT AT PIERS
25. DIAPHRAGM REINFORCEMENT AT ABUTMENTS
26. SUPERSTRUCTURE REINFORCEMENT
27. EAST ABUTMENT DIAPHRAGM REPAIR CROSS SECTION
28. EAST ABUTMENT DIAPHRAGM REPAIR DETAILS
29. WEST ABUTMENT DIAPHRAGM REPAIR CROSS SECTION
30. WEST ABUTMENT DIAPHRAGM REPAIR DETAILS
31. SUPERSTRUCTURE REPAIR REINFORCEMENT
32. SINGLE SLOPE PARAPET 32SS
33. HMA OVERLAY POLYMER-MODIFIED
34. SLOPE PAVING CRUSHED AGGREGATE



7/1/2015

STATE PROJECT NUMBER
1005-10-73

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 08/04/15
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-85

IH-39/90 'SB' OVER STH 26

COUNTY	TOWN/CITY/VILLAGE
ROCK	JANESVILLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CDS	MIR	JDO	JJK

GENERAL PLAN

SHEET 1 OF 34

715

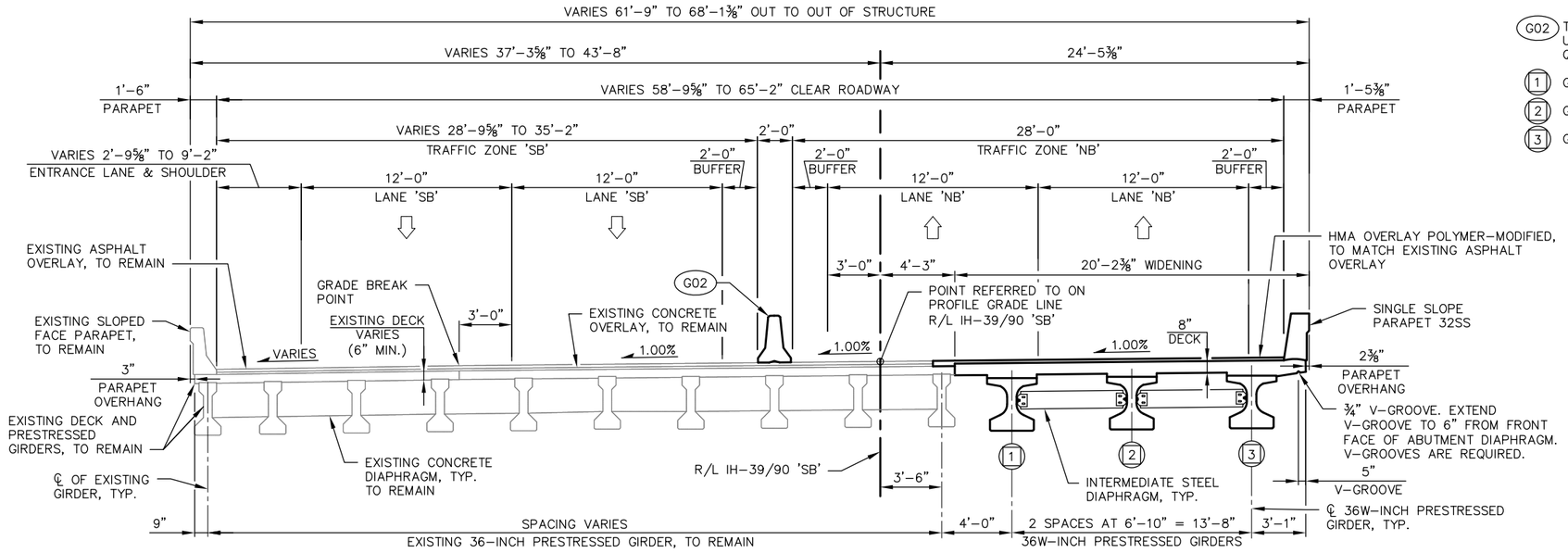
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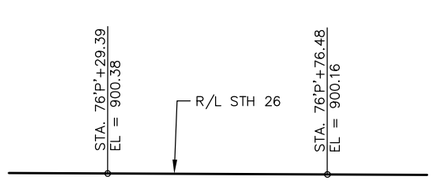
I.D. 1005-10-73

PLOT DATE: Jul 01, 2015



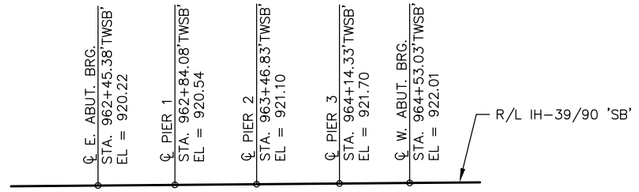
CROSS SECTION THRU ROADWAY IN SPAN

(LOOKING WEST)



PROFILE GRADE LINE, R/L STH 26

(ELEVATIONS BASED ON FIELD SURVEY)

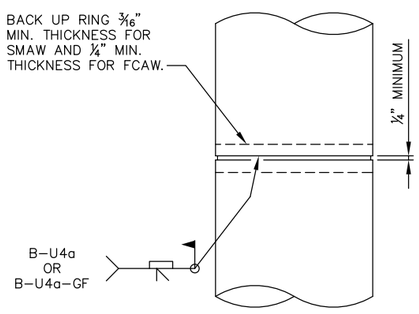


PROFILE GRADE LINE, R/L IH-39/90 'SB'

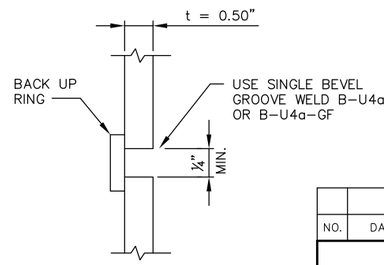
(ELEVATIONS BASED ON FIELD SURVEY)

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	E. ABUT.	PIER 1	PIER 2	PIER 3	W. ABUT.	SUPER.	TOTALS
203.0200.007	REMOVING OLD STRUCTURE STA. 963+49.32'TWSB'	LS	---	---	---	---	---	---	1
203.0225.S.002	DEBRIS CONTAINMENT B-53-85	LS	---	---	---	---	---	---	1
206.1000.002	EXCAVATION FOR STRUCTURES BRIDGES B-53-85	LS	---	---	---	---	---	---	1
210.0100	BACKFILL STRUCTURE	CY	77	---	---	---	78	---	155
502.0100	CONCRETE MASONRY BRIDGES	CY	28	37	38	37	28	202	370
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	---	---	---	---	---	624	624
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1,370	2,030	2,030	2,030	1,370	–	8,830
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,370	5,580	5,710	5,470	1,380	46,430	65,940
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	3	6	6	6	3	---	24
506.4000.002	STEEL DIAPHRAGMS B-53-85	EACH	---	---	---	---	---	8	8
509.3500.S	HMA OVERLAY POLYMER-MODIFIED	TON	---	---	---	---	---	60	60
511.1200.002	TEMPORARY SHORING B-53-85	SF	144	818	883	641	146	---	2,632
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	8	---	---	---	8	---	16
550.0010	PRE-BORING UNCONSOLIDATED MATERIALS	LF	55	---	---	---	64	---	119
550.2128	PILING CIP CONCRETE 12 3/4 X 0.50-INCH	LF	200	---	---	---	125	---	325
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	101	---	---	---	101	---	202
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	49	---	---	---	49	---	98
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1	---	---	---	1	---	2
(NON-BID ITEM)	FILLER	SIZE	---	---	---	---	---	---	½" & ¾"



CAST-IN-PLACE 'PIPE PILE'



C.I.P. PILE WELD DETAIL

NOTE: CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION.

G02 TEMPORARY PRECAST CONCRETE BARRIER, UN-ANCHORED, SEE ROADWAY PLANS FOR QUANTITIES.

1 GIRDER 1 LINE DESIGNATION

2 GIRDER 2 LINE DESIGNATION

3 GIRDER 3 LINE DESIGNATION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS AND EXISTING FIELD SURVEY FROM 2012.

THE EXISTING STRUCTURE (B-53-85) IS A FOUR SPAN 36-INCH PRESTRESSED GIRDER STRUCTURE WITH AN OVERALL LENGTH OF 211'-8¼" AND A CLEAR ROADWAY WIDTH THAT VARIES TO BE WIDENED 20'-0". ORIGINAL CONSTRUCTION YEAR IS 1962.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON "GENERAL PLAN" SHEET AND "SLOPE PAVING CRUSHED AGGREGATE" SHEET. MATCH EXISTING SLOPES AND BERM ELEVATIONS.

THE FINISHED GRADED SECTION SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

AT THE BACKFACE OF THE ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "36W-INCH PRESTRESSED GIRDER DETAILS" SHEET.

CONCRETE FOR ABUTMENT AND PIER DIAPHRAGMS SHALL BE PLACED WITH THE DECK CONCRETE.

THE GRADATION OF THE STRUCTURAL BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

STATE PROJECT NUMBER
1005-10-73

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

CROSS SECTION, QUANTITIES, NOTES

SHEET 2 OF 34

716

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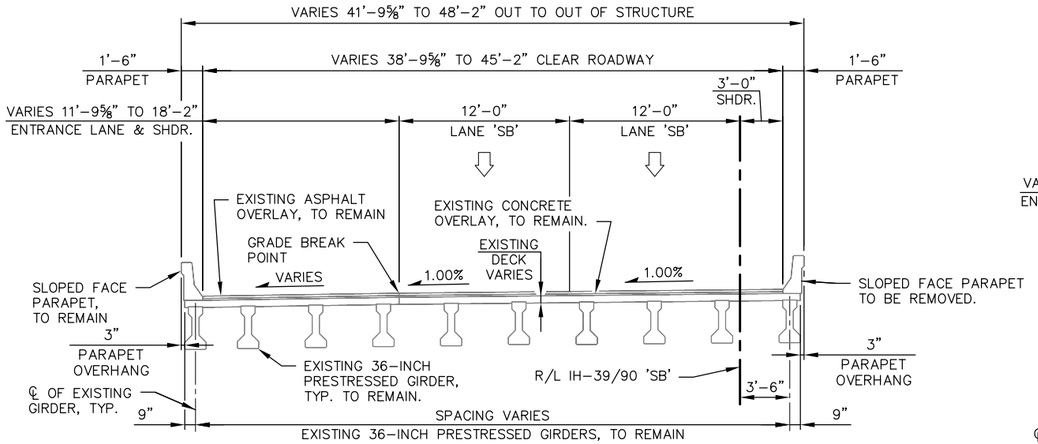
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I.D. 1005-10-73

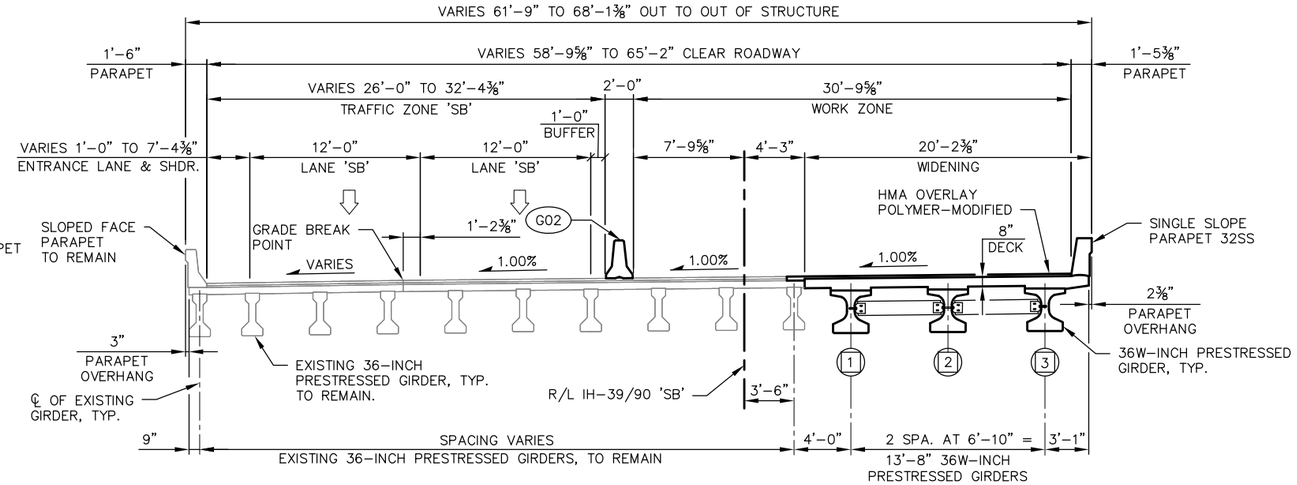
PLOT DATE: Jul 01, 2015

STATE PROJECT NUMBER
1005–10–73



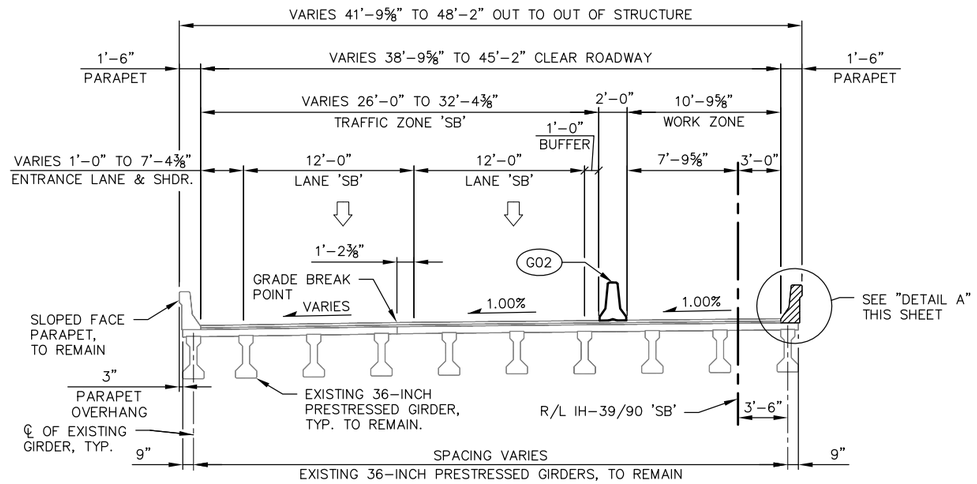
EXISTING CROSS SECTION THRU ROADWAY

(LOOKING WEST)



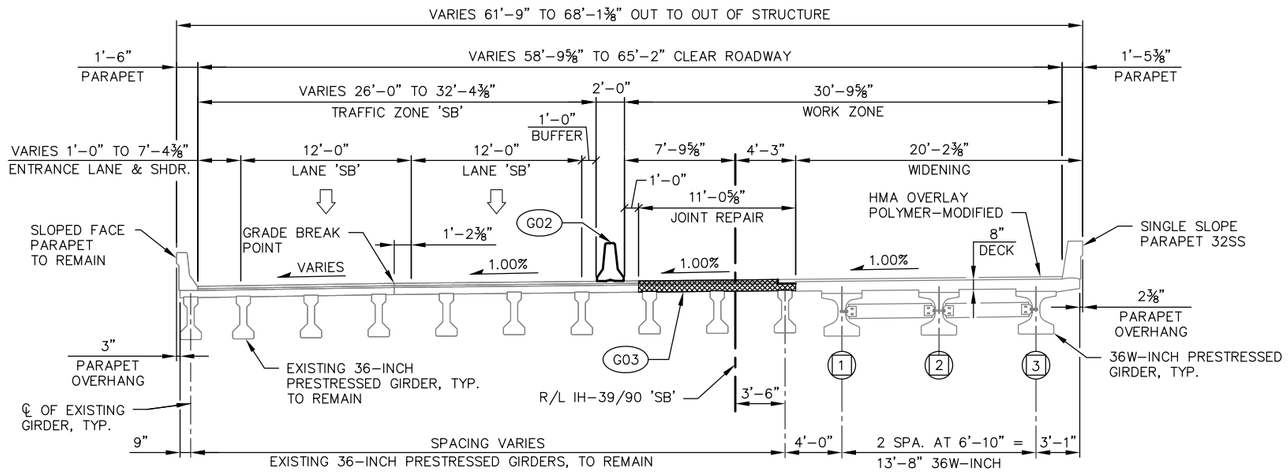
STAGE 2 (CONT'D) – WIDENING TO THE NORTH

(LOOKING WEST)



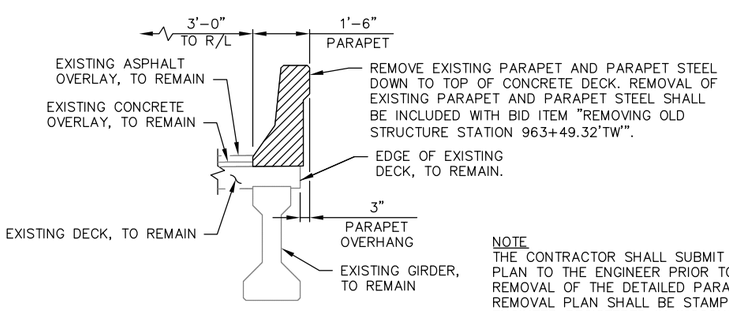
STAGE 2 – REMOVALS

(LOOKING WEST)



STAGE 2 (CONT'D) – REPAIR EXISTING JOINT TO THE NORTH

(LOOKING WEST)



DETAIL A

(LOOKING WEST)

NOTE
THE CONTRACTOR SHALL SUBMIT A REMOVAL PLAN TO THE ENGINEER PRIOR TO THE REMOVAL OF THE DETAILED PARAPET. THE REMOVAL PLAN SHALL BE STAMPED BY AN ENGINEER REGISTERED IN WISCONSIN AND FAMILIAR WITH THE OVERALL PROJECT.

NOTES

- (G02) TEMPORARY PRECAST CONCRETE BARRIER, UN–ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.
- (G03) REMOVE EXISTING DECK, STRIP & COMPRESSION SEALS AND PAVING BLOCK AT ABUTMENTS AND POUR NEW CONCRETE DIAPHRAGM. SEE ABUTMENT SHEETS FOR DETAILS.

- (1) GIRDER 1 LINE DESIGNATION
- (2) GIRDER 2 LINE DESIGNATION
- (3) GIRDER 3 LINE DESIGNATION
- REMOVAL LIMITS
- REPAIR LIMITS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

CONSTRUCTION STAGING #1

SHEET 3 OF 34

717

I.D. 1005–10–73

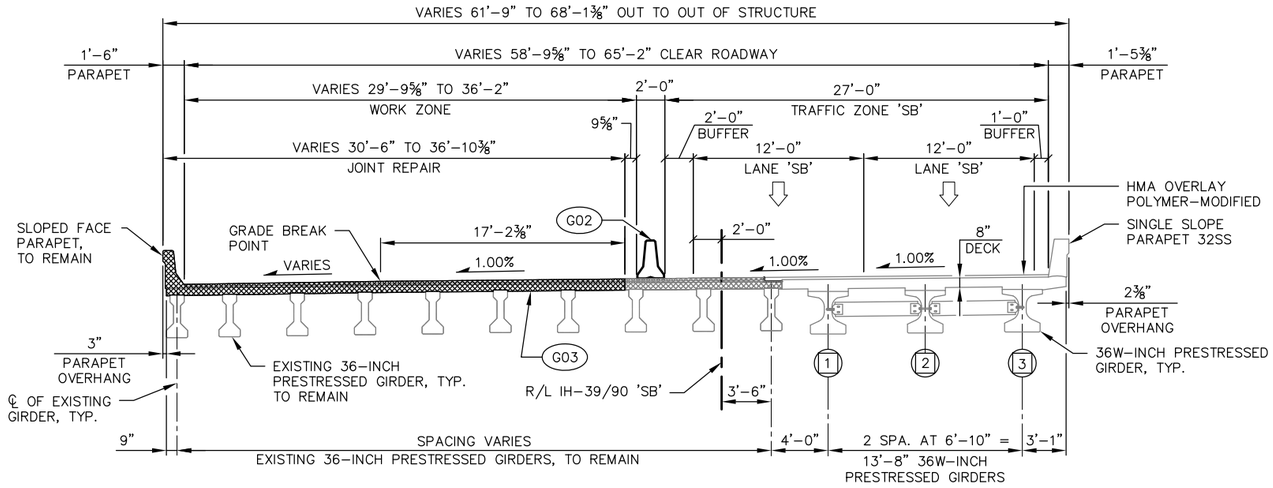
PLOT DATE: Jul 01, 2015

FILE: 03–04–B530085_stage.dwg
PLOT SCALE:

8

8

STATE PROJECT NUMBER
1005–10–73



STAGE 4A – REPAIR EXISTING JOINT TO THE SOUTH

(LOOKING WEST)

NOTES

(G02) TEMPORARY PRECAST CONCRETE BARRIER, UN–ANCHORED. SEE ROADWAY PLANS FOR QUANTITIES.

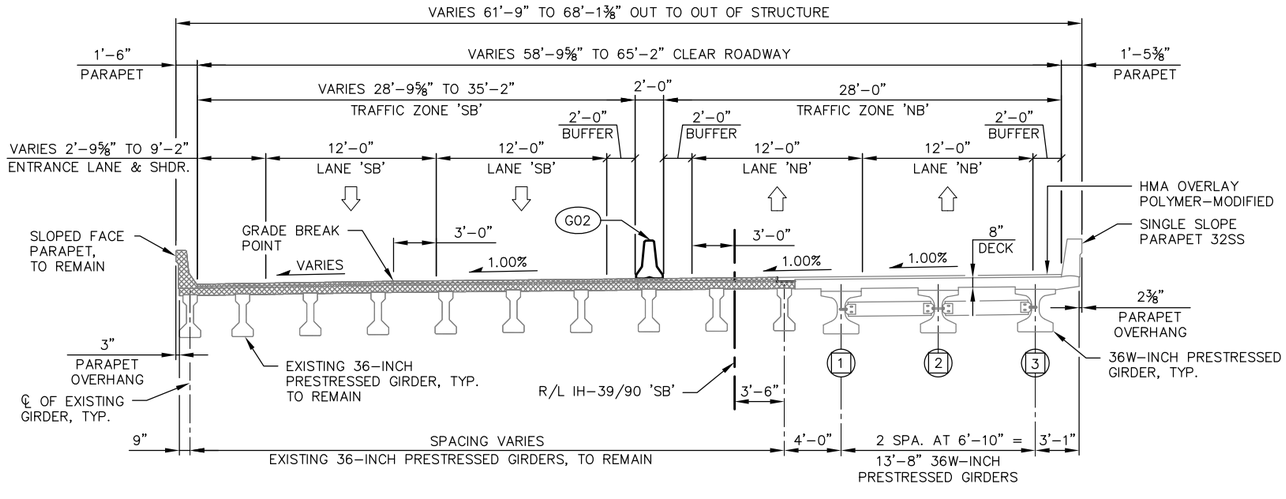
(G03) REMOVE EXISTING DECK, STRIP & COMPRESSION SEALS AND PAVING BLOCK AT ABUTMENTS AND POUR NEW CONCRETE DIAPHRAGM. SEE ABUTMENT SHEETS FOR DETAILS.

(1) GIRDER 1 LINE DESIGNATION

(2) GIRDER 2 LINE DESIGNATION

(3) GIRDER 3 LINE DESIGNATION

REPAIR LIMITS



FINAL LAYOUT

(LOOKING WEST)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

CONSTRUCTION STAGING #2

SHEET 4 OF 34

718

I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

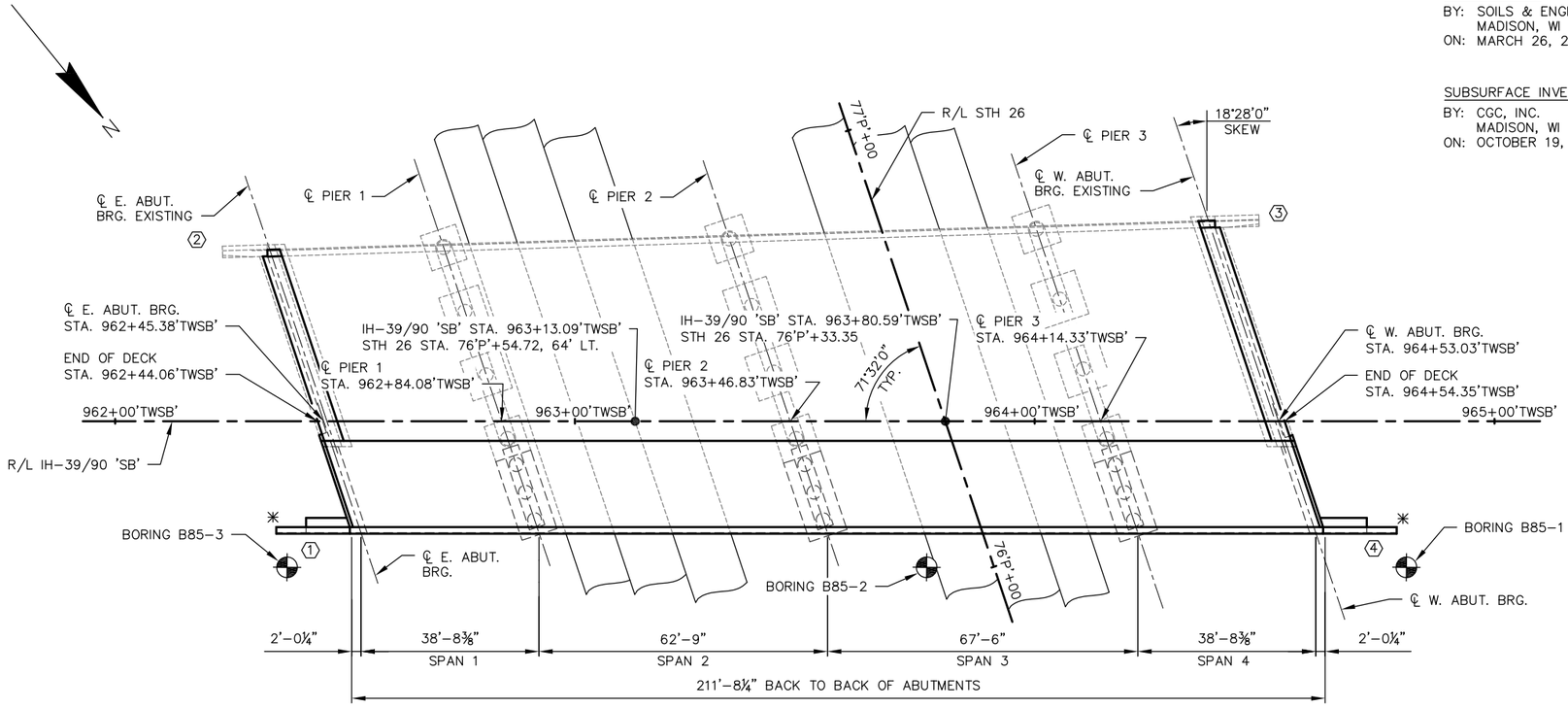
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PLOT SCALE:

SOIL BORINGS

BY: SOILS & ENGINEERING SERVICE, INC.
MADISON, WI
ON: MARCH 26, 2012 – APRIL 9, 2012

SUBSURFACE INVESTIGATION REPORT

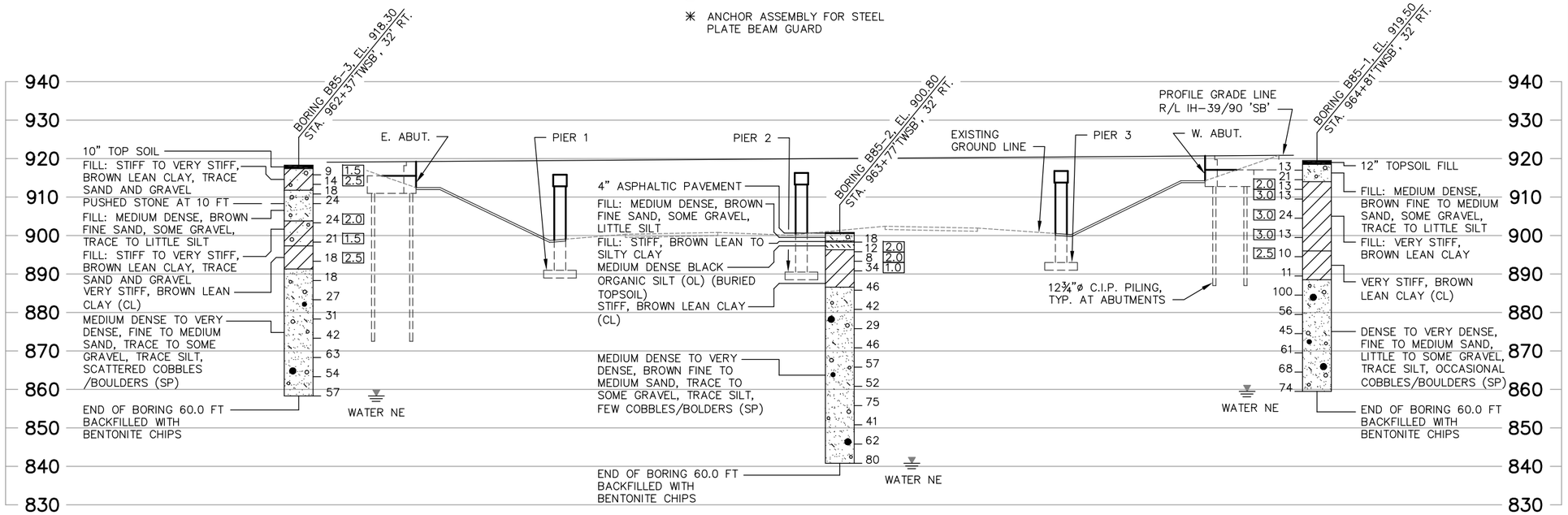
BY: CGC, INC.
MADISON, WI
ON: OCTOBER 19, 2012



PLAN B-53-85

⬡ INDICATES WING NUMBER

✳ ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD



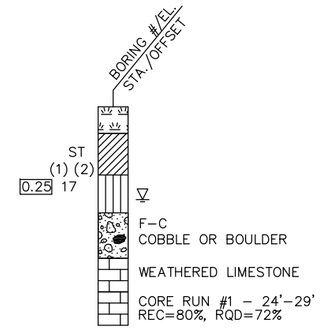
STATE PROJECT NUMBER

1005-10-73

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▼ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

SUBSURFACE EXPLORATION

SHEET 5 OF 34

719

8

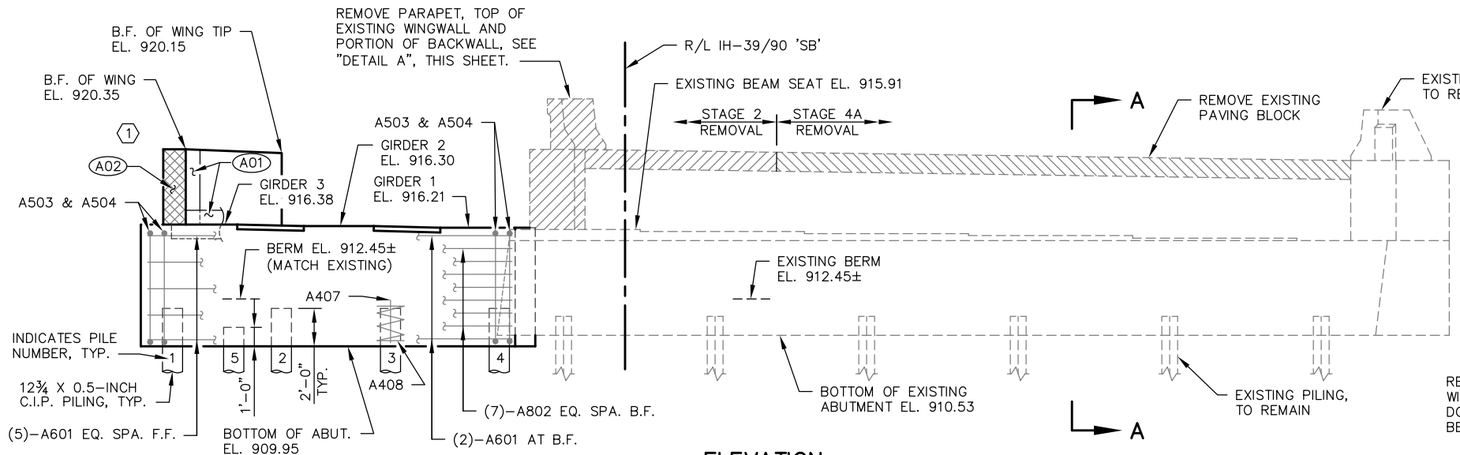
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I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

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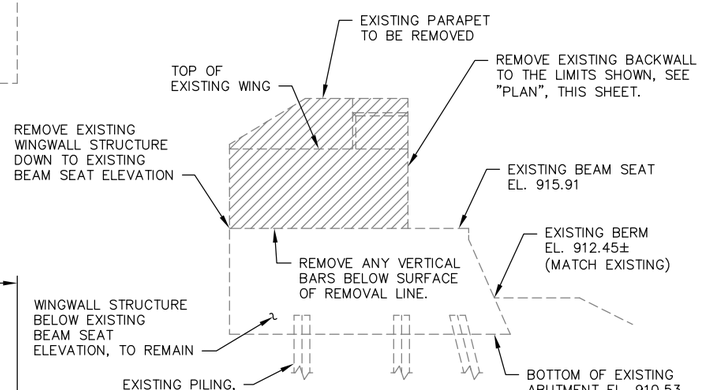
STATE PROJECT NUMBER
1005–10–73



ELEVATION

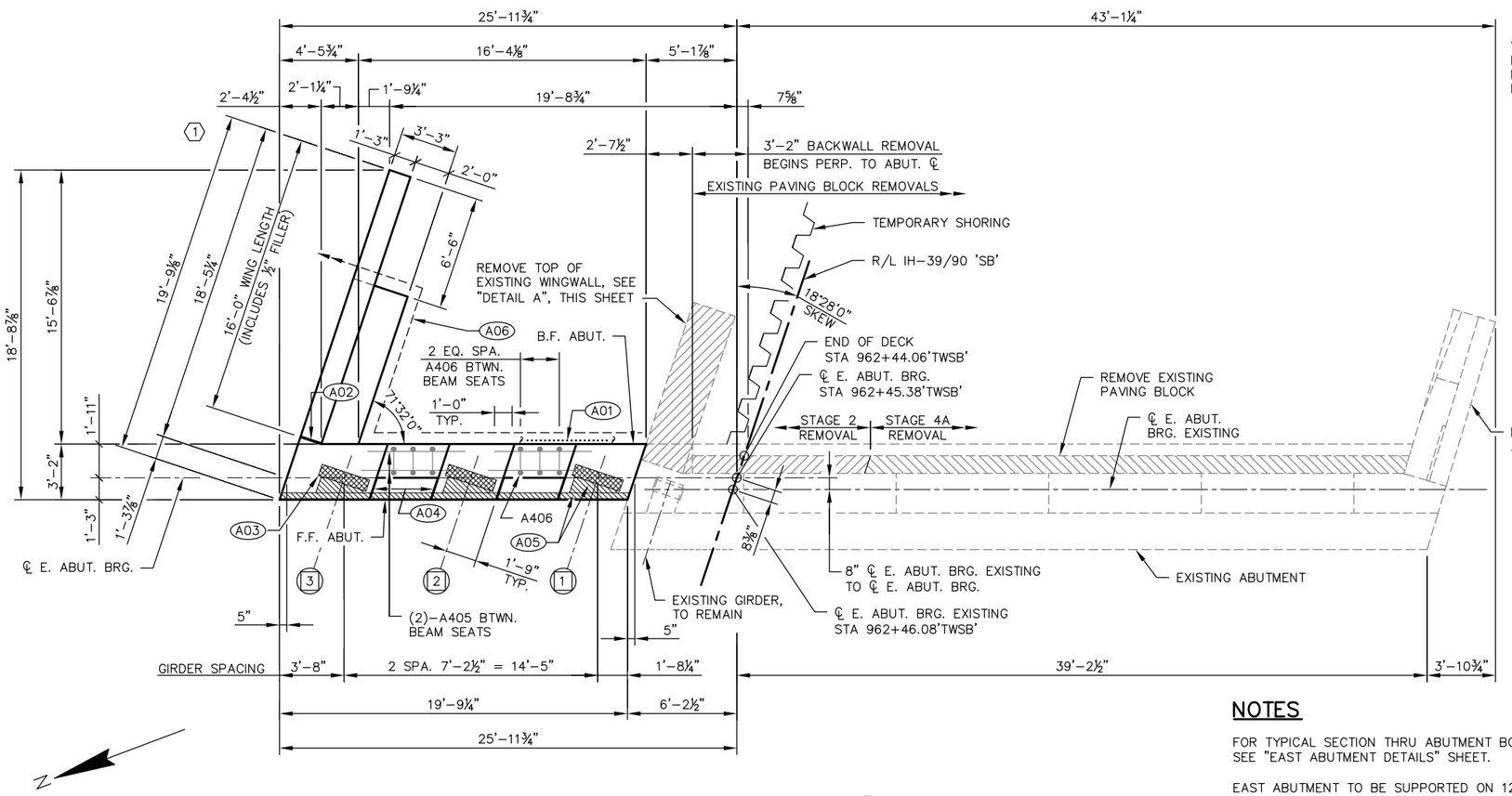
(LOOKING EAST)

F.F. – FRONT FACE
B.F. – BACK FACE



DETAIL A

(OUTSIDE ELEVATION VIEW OF EXISTING EASTERN WINGWALL LOOKING SOUTH)



PLAN

LEGEND

- ⬡ INDICATES WING NUMBER
- ⬭ INDICATES GIRDER LINE DESIGNATION
- ▨ REMOVAL LIMITS
- (A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A02) ½" FILLER–TO EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.
- (A03) ½" X 8 X 2'–10" NON–LAMINATED ELASTOMERIC BEARING PAD, TYP. SEE "BEAM SEAT DETAILS" SHEET.
- (A04) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER, TYP.
- (A05) ¾" PREFORMED FILLER, TYP. SEE "BEAM SEAT DETAILS" SHEET.
- (A06) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "EAST ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

NOTES

FOR TYPICAL SECTION THRU ABUTMENT BODY, FOOTING LAYOUT AND SECTION A–A, SEE "EAST ABUTMENT DETAILS" SHEET.

EAST ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 40 FT PILE LENGTHS AT THE EAST ABUTMENT.

SEE "CROSS SECTION, QUANTITIES, NOTES" SHEET FOR C.I.P. PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

EAST ABUTMENT

SHEET 6 OF 34

720

8

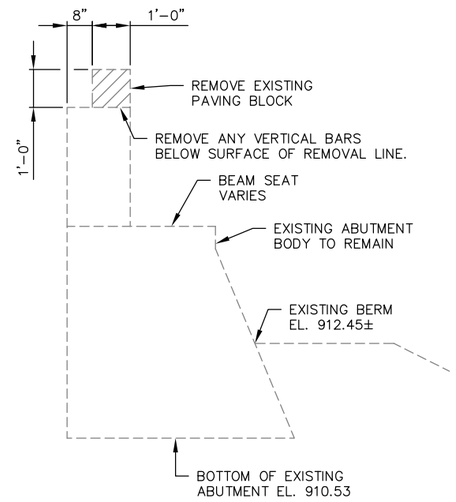
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I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

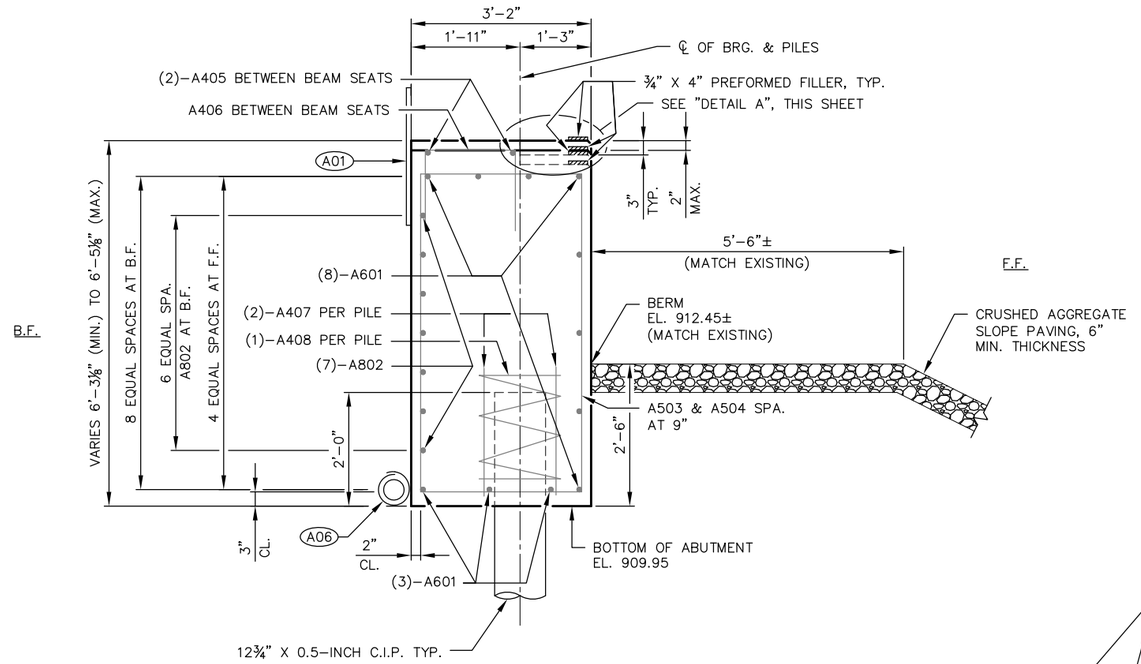
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PLOT SCALE:

STATE PROJECT NUMBER
1005–10–73



SECTION A–A

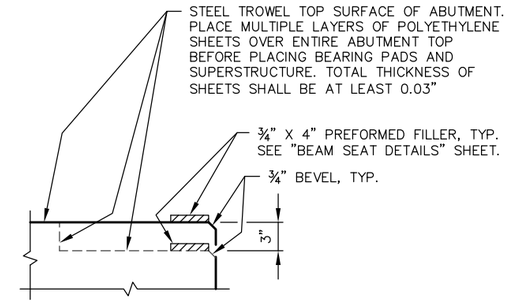
(PAVING BLOCK REMOVAL DETAIL, LOOKING SOUTH)



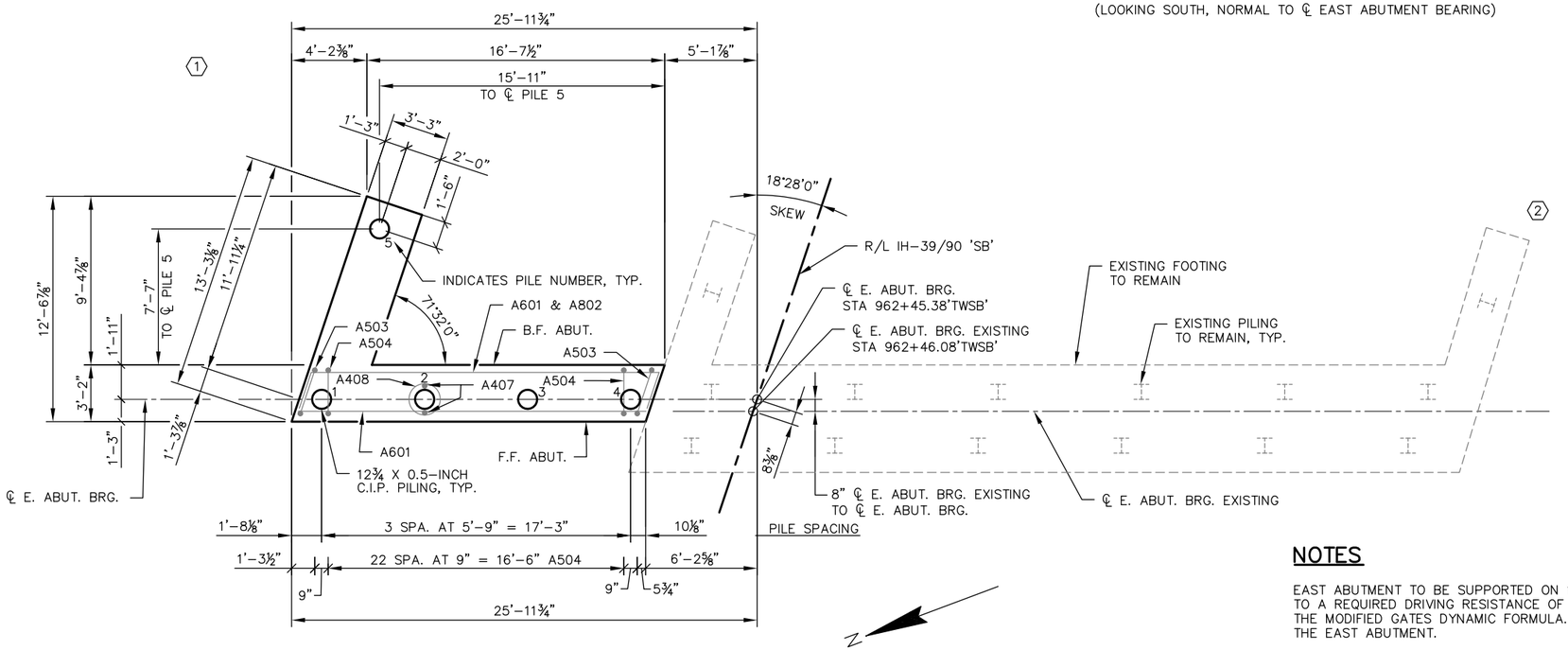
TYPICAL SECTION THRU ABUTMENT

(LOOKING SOUTH, NORMAL TO ℄ EAST ABUTMENT BEARING)

F.F. = FRONT FACE
B.F. = BACK FACE



DETAIL A



PILE LAYOUT

LEGEND

- ⬡ INDICATES WING NUMBER
- (A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A06) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "EAST ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

NOTES

EAST ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 40 FT PILE LENGTHS AT THE EAST ABUTMENT.

SEE "CROSS SECTION, QUANTITIES, NOTES" SHEET FOR C.I.P. PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

EAST ABUTMENT DETAILS

SHEET 7 OF 34

721

I.D. 1005–10–73

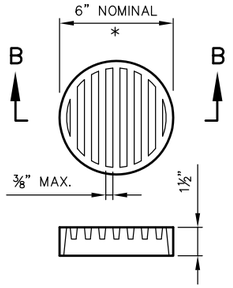
PLOT DATE: Jul 01, 2015

FILE: 06–11–B530085_abut.dwg
PLOT SCALE:

8

8

STATE PROJECT NUMBER
1005–10–73



SECTION B–B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1–INCH STAINLESS STEEL SHEET METAL SCREWS.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

RODENT SHIELD DETAIL

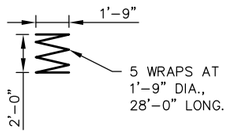
LEGEND

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

(A02) ½" FILLER–TO EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.

(A06) PIPE UNDERDRAIN WRAPPED (6–INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "RODENT SHIELD DETAIL" THIS SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

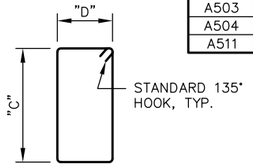
(A07) OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" KEYWAY.



A408

BAR BEND DIM.

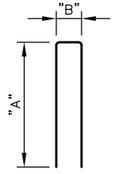
MARK	"C"	"D"
A503	5'–7"	3'–0"
A504	5'–7"	2'–10"
A511	6'–0"	2'–11"



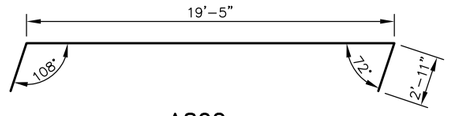
A503, A504 & A511

BAR BEND DIM.

MARK	"A"	"B"
A406	1'–5"	1'–7"
A517	5'–9"	0'–11"



A406, A517



A802

F.F. = FRONT FACE
B.F. = BACK FACE

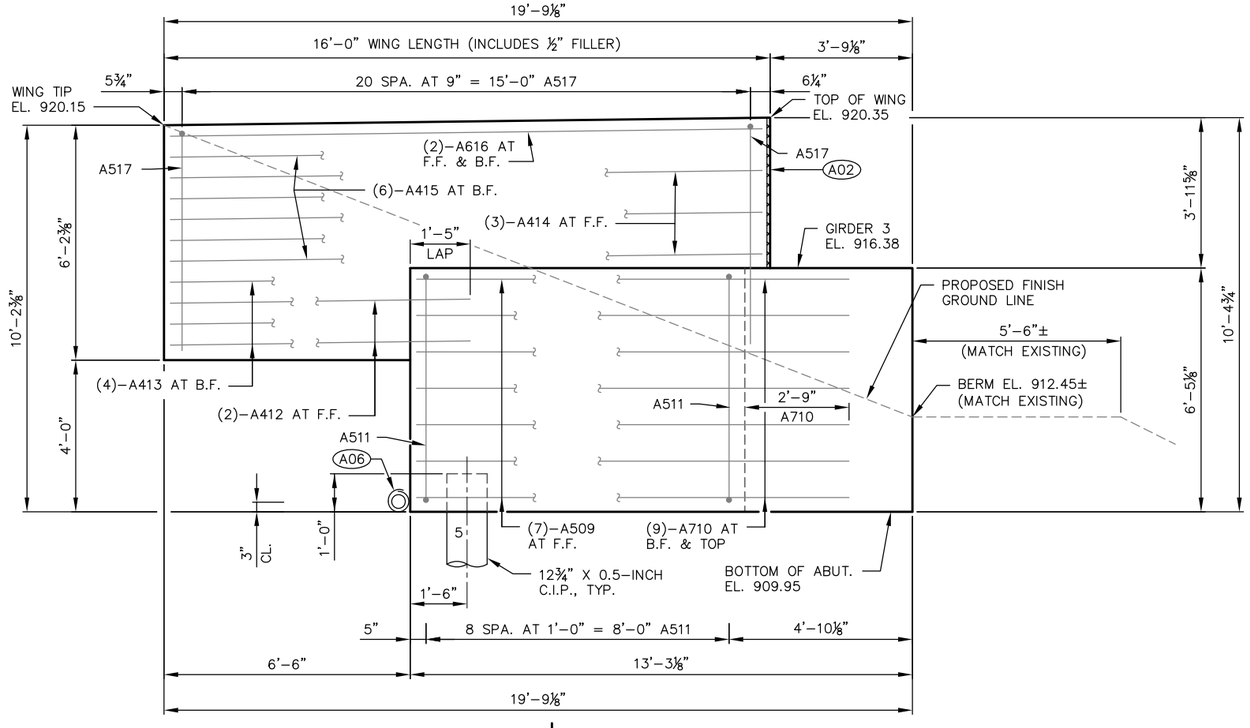
BILL OF BARS
EAST ABUTMENT

COATED = 920 LBS.
UNCOATED = 1370 LBS.

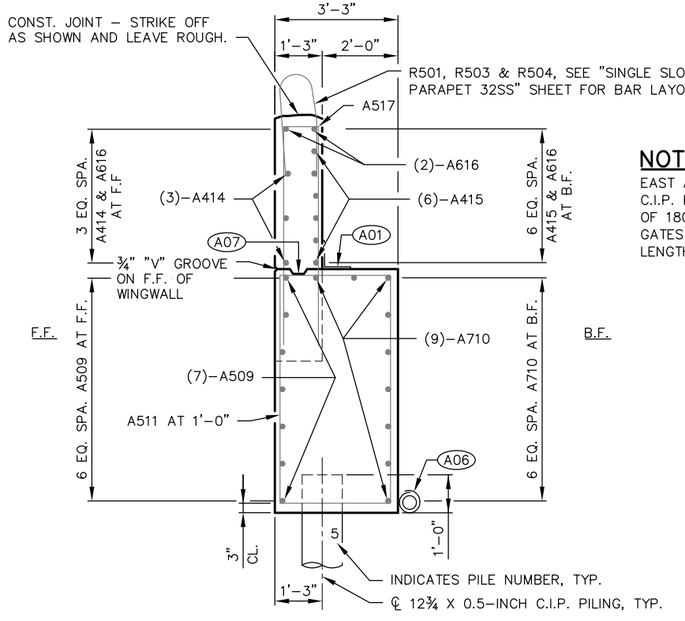
MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
A601		11	19'–5"			BODY – F.F. & TOP & BOTTOM	HORIZ.
A802		7	24'–10"	X		BODY – B.F.	HORIZ.
A503		2	17'–10"	X		BODY – STIRRUP – ENDS	VERT.
A504		23	17'–6"	X		BODY – STIRRUP	VERT.
A405		4	5'–6"			BODY – TOP	HORIZ.
A406		6	4'–3"	X		BODY – TOP	VERT.
A407		8	2'–3"			BODY – BOTTOM PILES	VERT.
A408		4	28'–0"	X		BODY – BOTTOM PILES	HORIZ.
A509	7		12'–11"			WING – F.F.	HORIZ.
A710	9		11'–5"			WING – B.F. & TOP	HORIZ.
A511	9		18'–6"	X		WING – STIRRUP	VERT.
A412	2		7'–9"			WING – F.F.	HORIZ.
A413	4		7'–9"			WING – B.F.	HORIZ.
A414	3		15'–7"			WING – F.F.	HORIZ.
A415	6		15'–7"			WING – B.F.	HORIZ.
A616	2		15'–7"			WING – TOP	HORIZ.
A517	21		12'–2"	X		WING – STIRRUP	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



WING 1 ELEVATION
(LOOKING SOUTH, FRONT FACE OF WING)
(ABUTMENT STEEL NOT SHOWN FOR CLARITY)



SECTION A–A THRU WING
(LOOKING EAST, NORMAL TO WING)

NOTES

EAST ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 40 FT PILE LENGTHS AT THE EAST ABUTMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

EAST ABUTMENT REINFORCEMENT

SHEET 8 OF 34

722

8

8

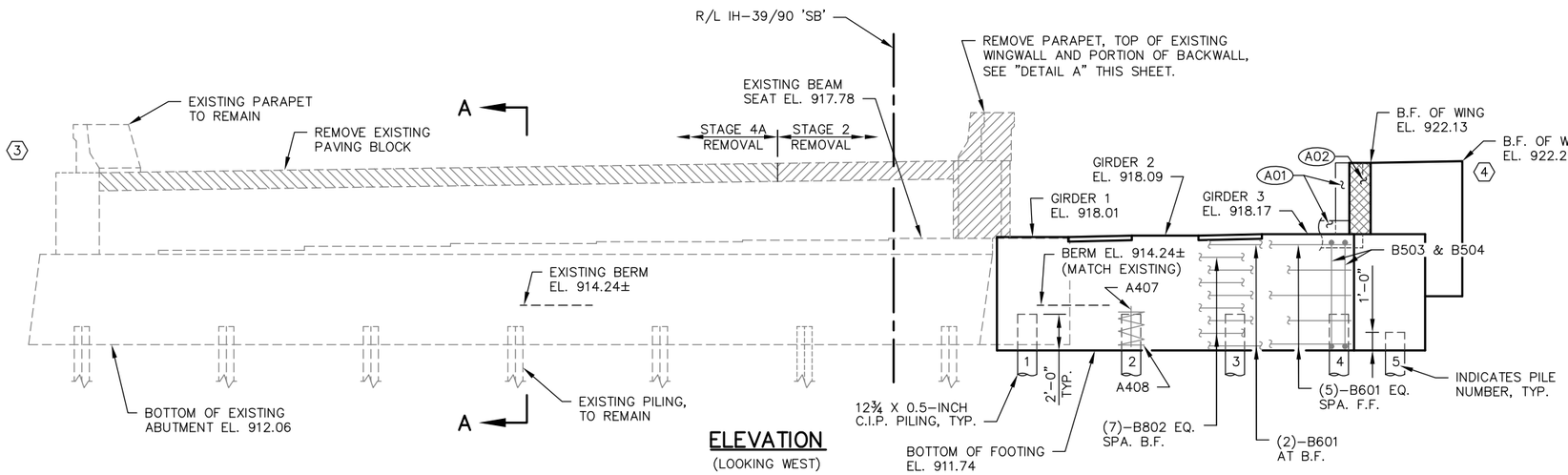
I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

FILE: 06–11–B530085_abut.dwg
PLOT SCALE:

STATE PROJECT NUMBER

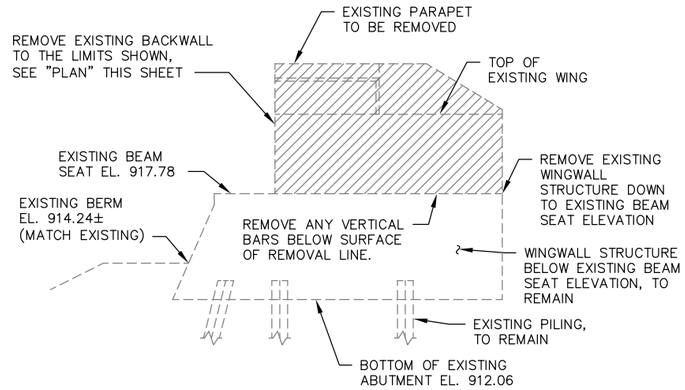
1005-10-73



ELEVATION

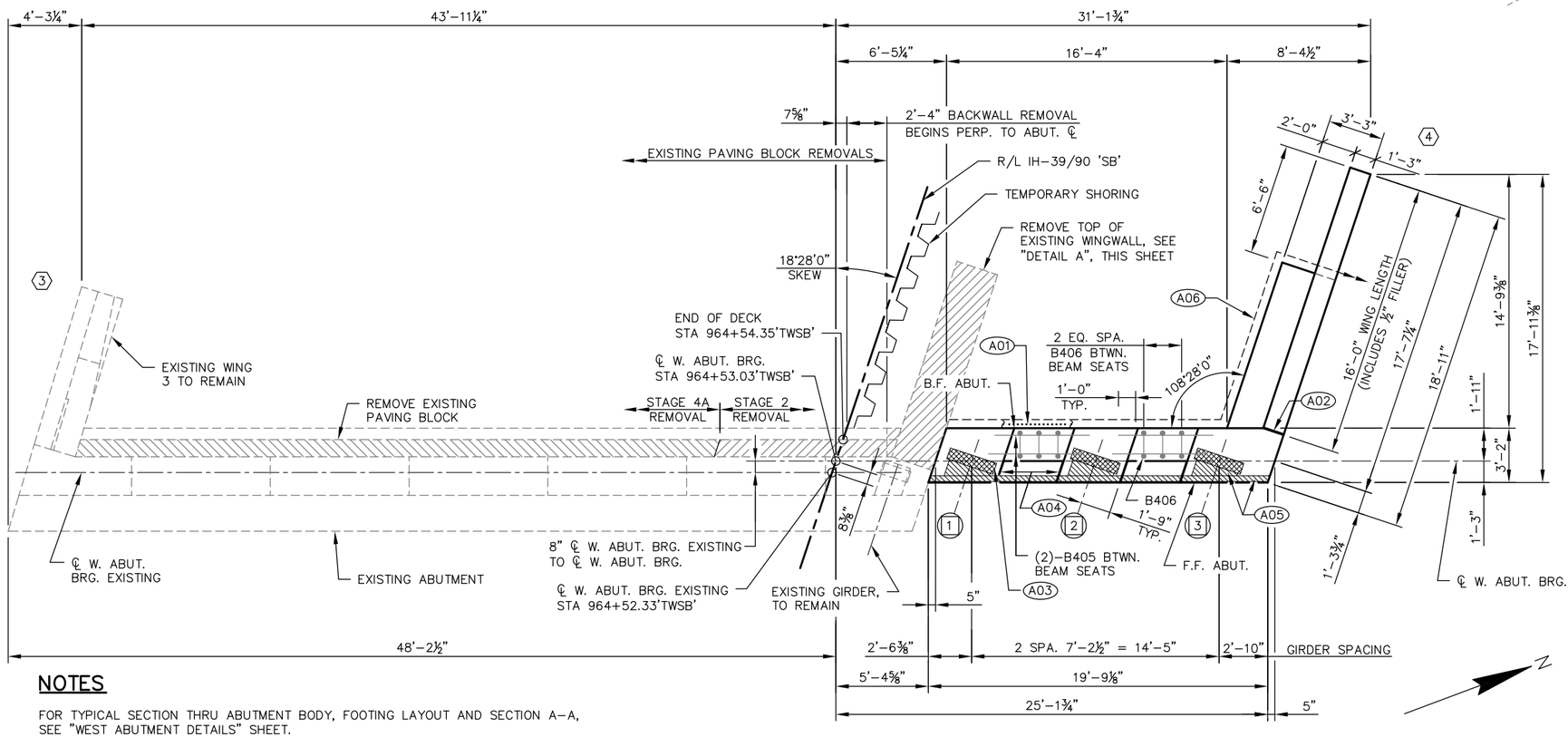
(LOOKING WEST)

F.F. – FRONT FACE
B.F. – BACK FACE



DETAIL A

(OUTSIDE ELEVATION VIEW OF EXISTING EASTERN WINGWALL LOOKING SOUTH)



PLAN

LEGEND

- INDICATES WING NUMBER
- INDICATES GIRDER LINE DESIGNATION
- REMOVAL LIMITS
- (A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A02) ½" FILLER-TO EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.
- (A03) ½" X 8 X 2'-10" NON-LAMINATED ELASTOMERIC BEARING PAD, TYP. SEE "BEAM SEAT DETAILS" SHEET.
- (A04) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER, TYP.
- (A05) ¾" PREFORMED FILLER, TYP. SEE "BEAM SEAT DETAILS" SHEET.
- (A06) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "EAST ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

NOTES

FOR TYPICAL SECTION THRU ABUTMENT BODY, FOOTING LAYOUT AND SECTION A-A, SEE "WEST ABUTMENT DETAILS" SHEET.

WEST ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5-INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 25 FT PILE LENGTHS AT THE WEST ABUTMENT.

SEE "CROSS SECTION, QUANTITIES, NOTES" SHEET FOR C.I.P. PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

WEST ABUTMENT

SHEET 9 OF 34

723

I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

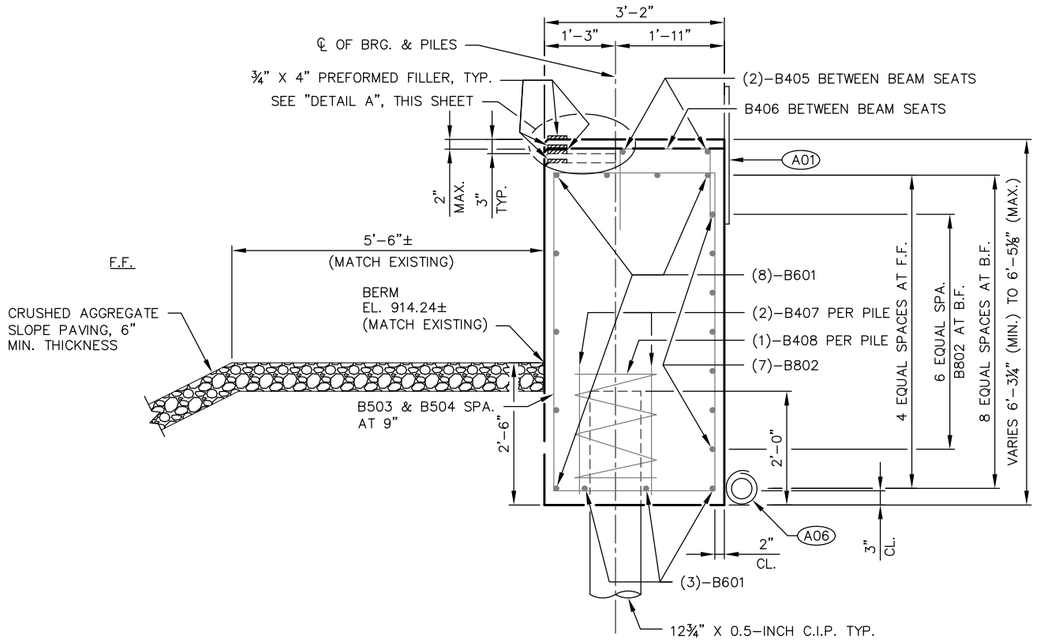
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PLOT SCALE:

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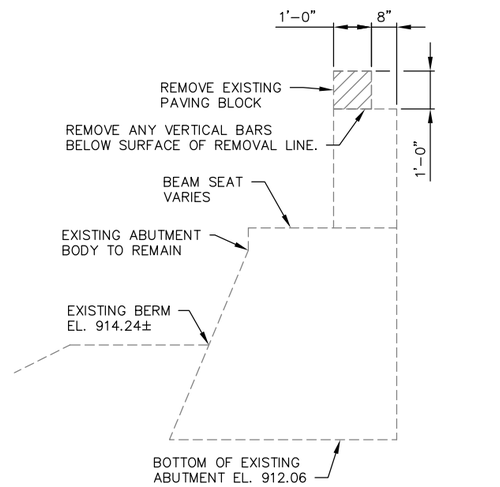
STATE PROJECT NUMBER

1005-10-73



TYPICAL SECTION THRU ABUTMENT

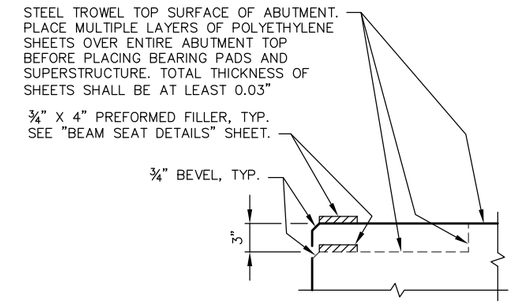
(LOOKING SOUTH, NORMAL TO ℄ WEST ABUTMENT BEARING)



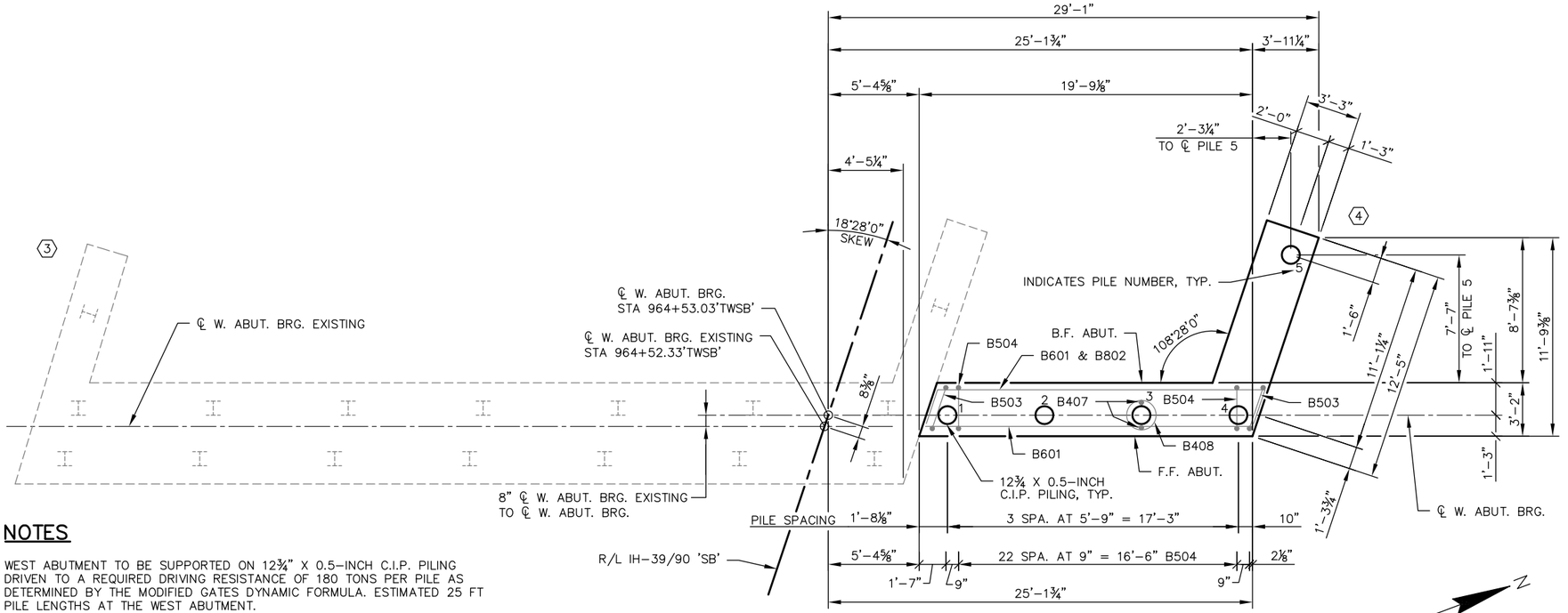
SECTION A-A

(PAVING BLOCK REMOVAL DETAIL, LOOKING SOUTH)

F.F. = FRONT FACE
B.F. = BACK FACE



DETAIL A



PILE LAYOUT

LEGEND

⬡ INDICATES WING NUMBER

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

(A06) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED IN "EAST ABUTMENT REINFORCEMENT" SHEET. RODENT SHIELD IS INCLUDED WITH THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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SEE "CROSS SECTION, QUANTITIES, NOTES" SHEET FOR C.I.P. PILE SPLICE DETAILS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

WEST ABUTMENT DETAILS

SHEET 10 OF 34

724

8

8

I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

FILE: 06-11-B530085_abut.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005-10-73

F.F. = FRONT FACE
B.F. = BACK FACE

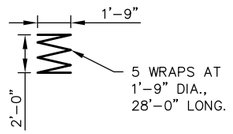
LEGEND

(A01) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

(A02) ½" FILLER–TO EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.

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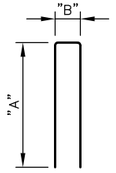
(A07) OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" KEYWAY.



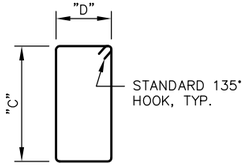
B408

BAR BEND DIM.

MARK	"A"	"B"
B406	1'–5"	1'–7"
B517	6'–0"	0'–11"



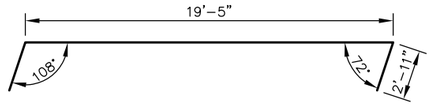
B406, B517



B503, B504 & B511

BAR BEND DIM.

MARK	"C"	"D"
B503	5'–7"	3'–0"
B504	5'–7"	2'–10"
B511	6'–0"	2'–11"



B802

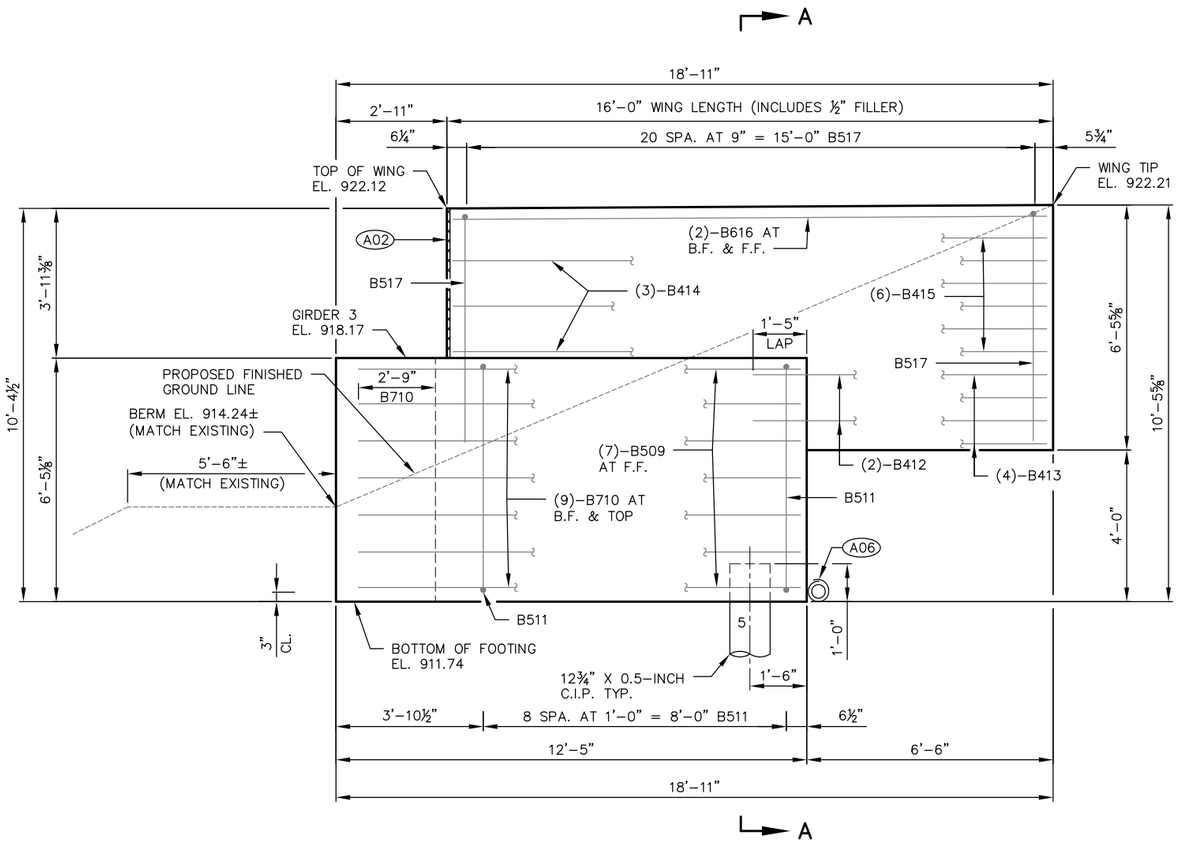
BILL OF BARS
WEST ABUTMENT

COATED = 930 LBS.
UNCOATED = 1370 LBS.

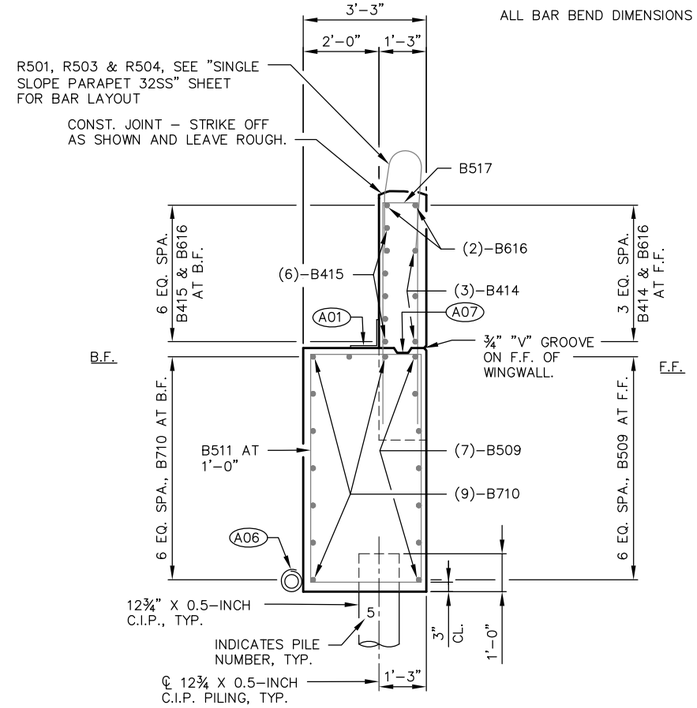
MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
B601		11	19'–5"			BODY – F.F. & TOP & BOTTOM	HORIZ.
B802		7	24'–10"	X		BODY – B.F.	HORIZ.
B503		2	17'–10"	X		BODY – STIRRUP – ENDS	VERT.
B504		23	17'–6"	X		BODY – STIRRUP	VERT.
B405		4	5'–6"			BODY – TOP	HORIZ.
B406		6	4'–3"	X		BODY – TOP	VERT.
B407		8	2'–3"			BODY – BOTTOM PILES	VERT.
B408		4	28'–0"	X		BODY – BOTTOM PILES	HORIZ.
B509	7		12'–1"			WING – F.F.	HORIZ.
B710	9		11'–8"			WING – B.F. & TOP	HORIZ.
B511	9		18'–6"	X		WING – STIRRUP	VERT.
B412	2		7'–9"			WING – F.F.	HORIZ.
B413	4		7'–9"			WING – B.F.	HORIZ.
B414	3		15'–7"			WING – F.F.	HORIZ.
B415	6		15'–7"			WING – B.F.	HORIZ.
B616	2		15'–7"			WING – TOP	HORIZ.
B517	21		12'–8"	X		WING – STIRRUP	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



WING 4 ELEVATION
(LOOKING SOUTH, FRONT FACE OF WING)
(ABUTMENT STEEL NOT SHOWN FOR CLARITY)



SECTION A–A THRU WING
(LOOKING WEST, NORMAL TO WING)

NOTES

WEST ABUTMENT TO BE SUPPORTED ON 12¾" X 0.5–INCH C.I.P. PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 25 FT PILE LENGTHS AT THE WEST ABUTMENT.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

WEST ABUTMENT REINFORCEMENT

SHEET 11 OF 34

725

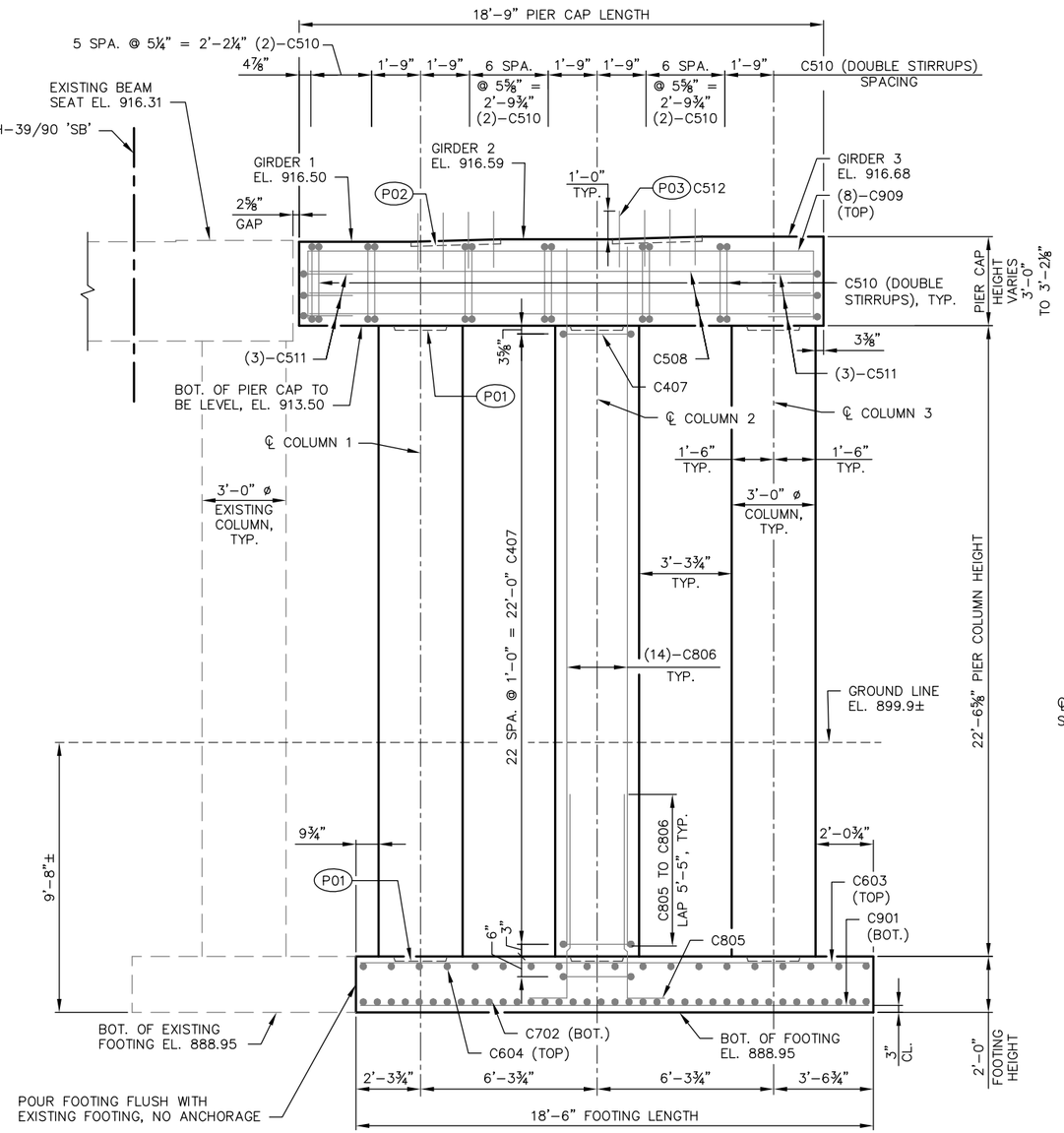
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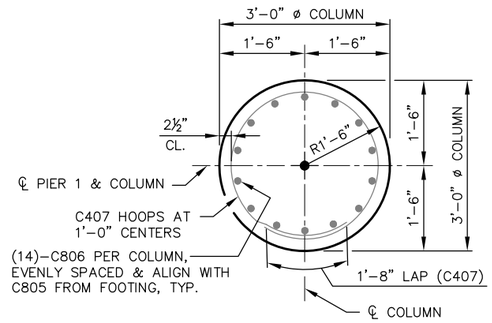
I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

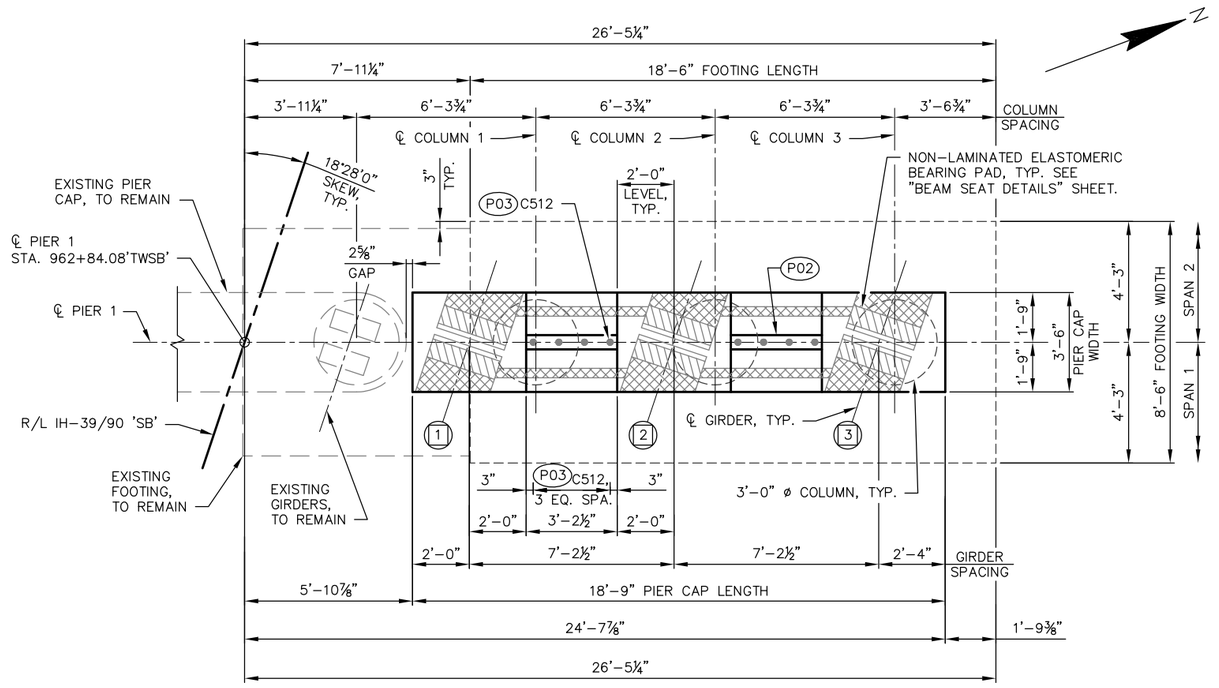
STATE PROJECT NUMBER
1005–10–73



ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 1 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,660 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(1) INDICATES GIRDER LINE DESIGNATION

(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT BETWEEN BEAM SEATS FORMED BY BEVELED 2" X 6".

(P03) C512 BARS MAY BE PLACED AFTER CONCRETE HAS BEEN POURED BUT PRIOR TO ITS INITIAL SET. EMBED BAR 1'–0".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

PIER 1

SHEET 12 OF 34

726

I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

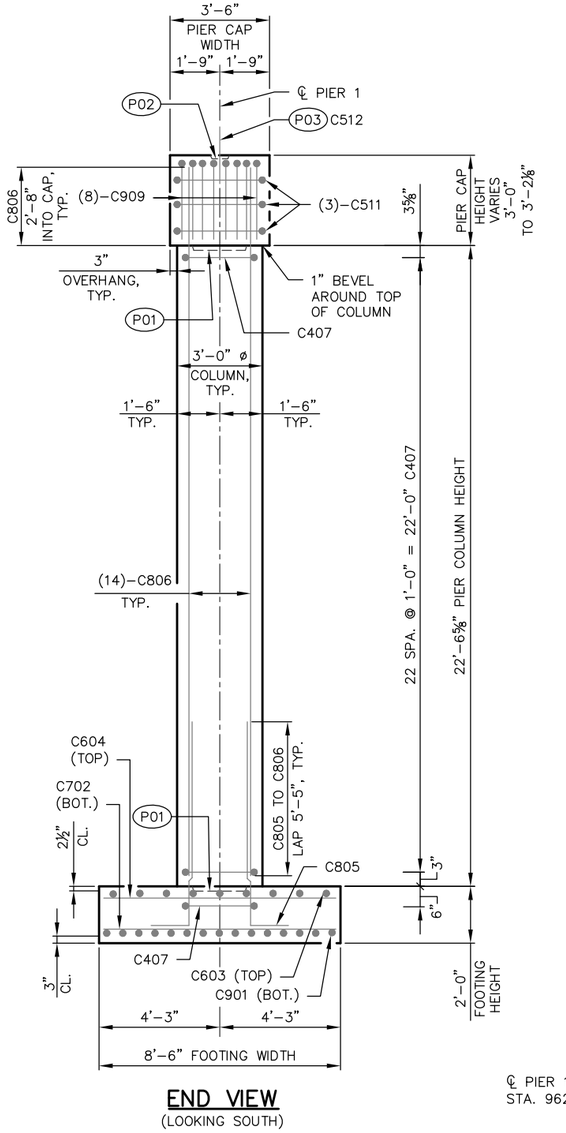
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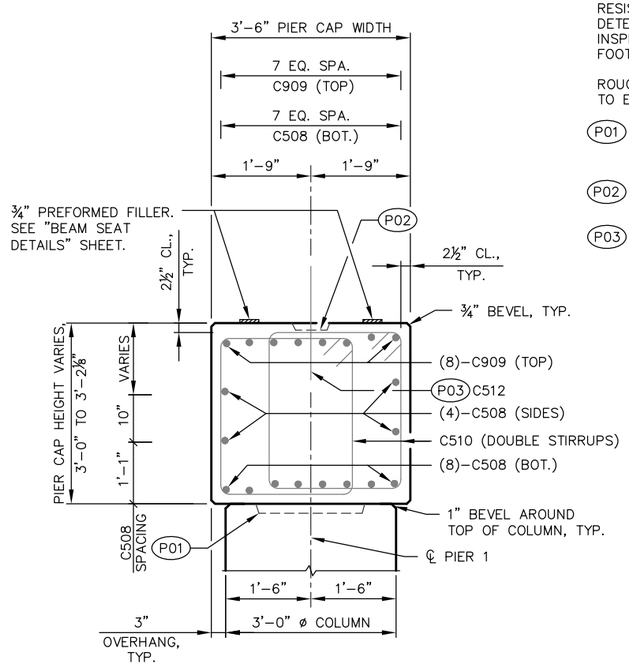
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STATE PROJECT NUMBER

1005–10–73



END VIEW
(LOOKING SOUTH)



TYPICAL SECTION THRU PIER CAP

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,660 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

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(P01) KEYED CONSTRUCTION JOINT FOR ALL COLUMNS AND FOOTING FORMED BY BEVELED 1'–3" X 1'–3" X 2". RUN BAR STEEL THRU JOINT.

(P02) KEYED CONSTRUCTION JOINT BETWEEN BEAM SEATS FORMED BY BEVELED 2" X 6".

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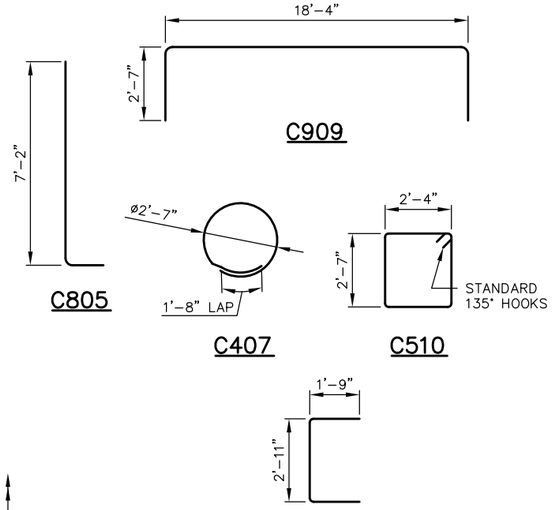
BILL OF BARS
PIER 1

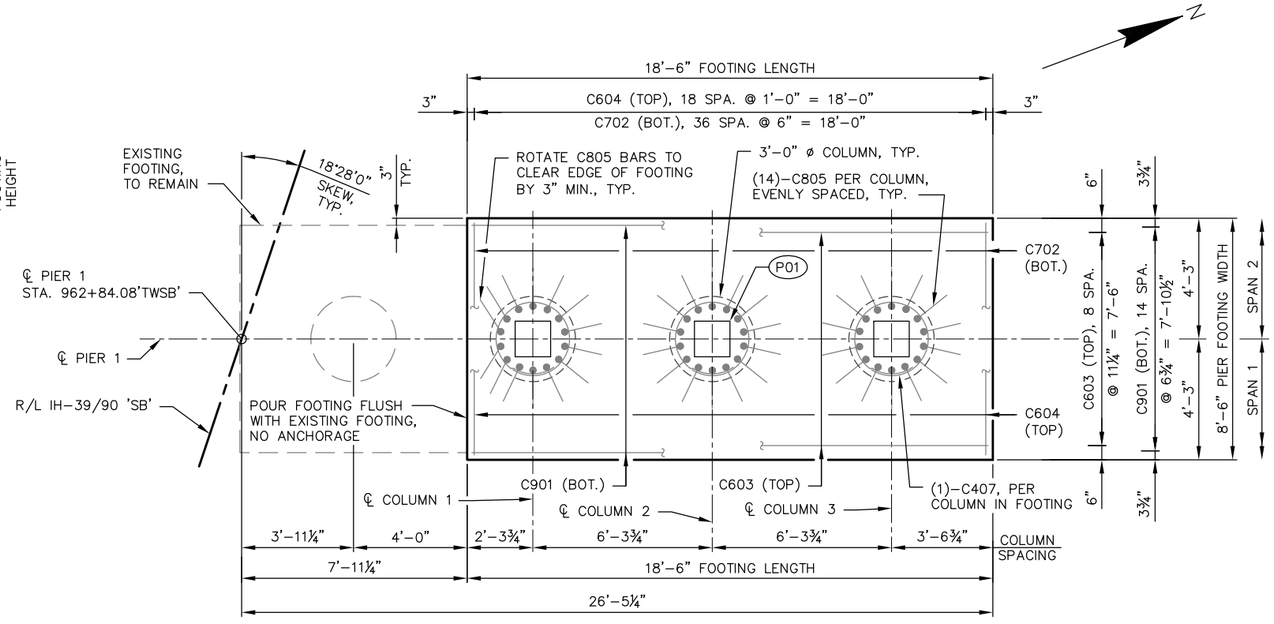
COATED = 5,580 LBS.
UNCOATED = 2,030 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	C901		15	18–2			FOOTING – LONGITUDINAL (BOT.)	HORIZ.
	C702		37	8–2			FOOTING – TRANSVERSE (BOT.)	HORIZ.
	C603		9	18–2			FOOTING – LONGITUDINAL (TOP)	HORIZ.
	C604		19	8–2			FOOTING – TRANSVERSE (TOP)	HORIZ.
	C805	42		8–4	X		FOOTING – DOWELS	VERT.
	C806	42		25–2			COLUMN	VERT.
	C407	72		9–10	X		COLUMN – STIRRUP	HORIZ.
	C508	12		18–4			PIER CAP – BOTTOM & SIDES	HORIZ.
	C909	8		23–0	X		PIER CAP – TOP	HORIZ.
	C510	40		10–6	X		PIER CAP – STIRRUP	VERT.
	C511	6		6–2	X		PIER CAP – END STIRRUP	HORIZ.
P03	C512	8		2–0			PIER CAP – DOWELS	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

PIER 1 DETAILS

SHEET 13 OF 34

727

I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

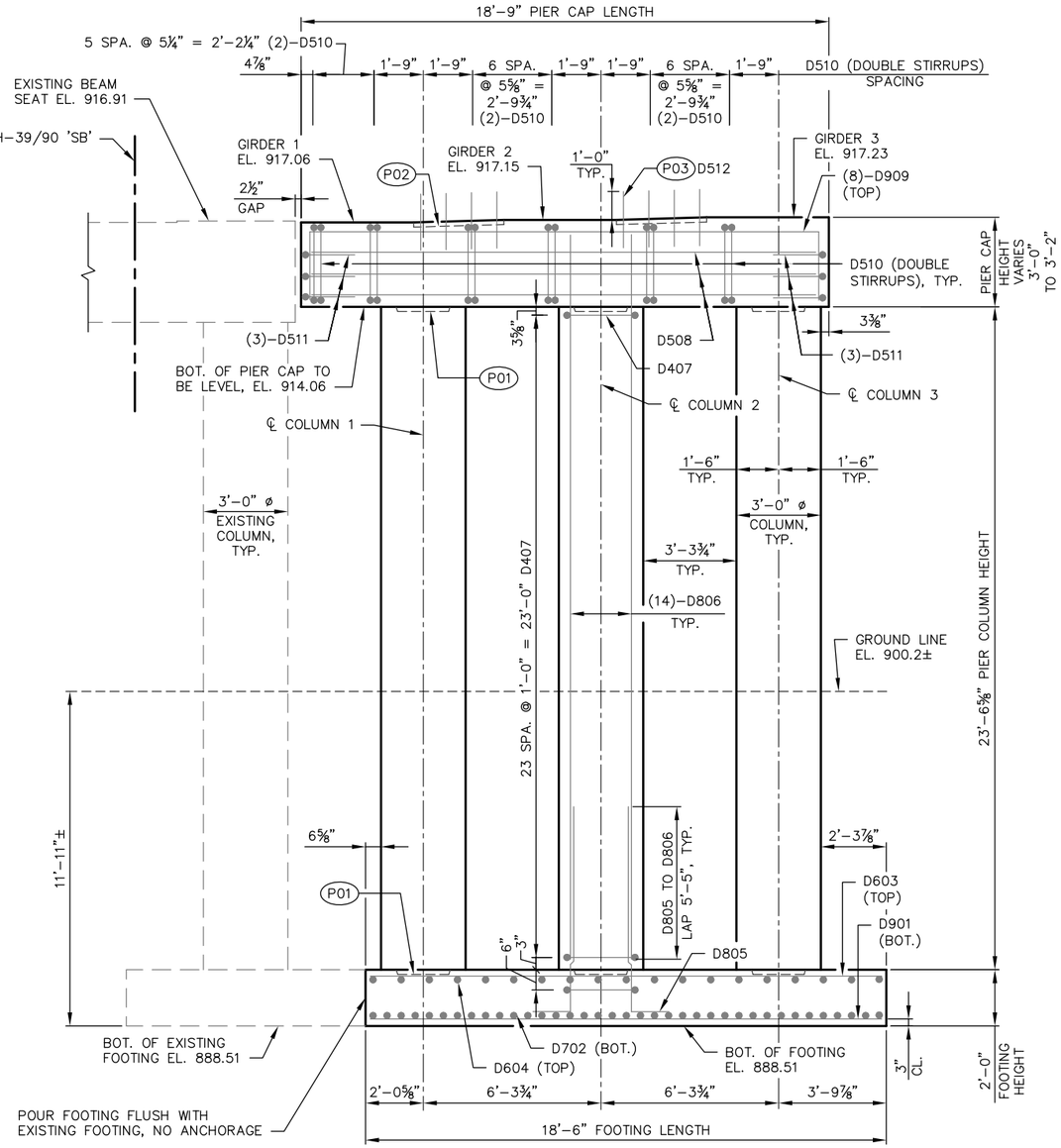
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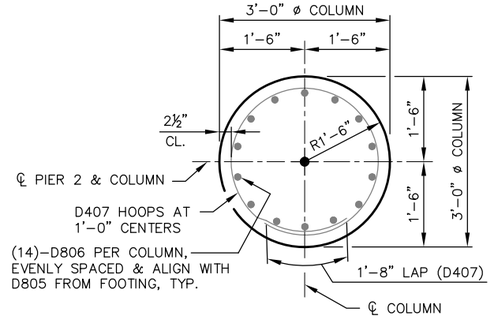
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STATE PROJECT NUMBER

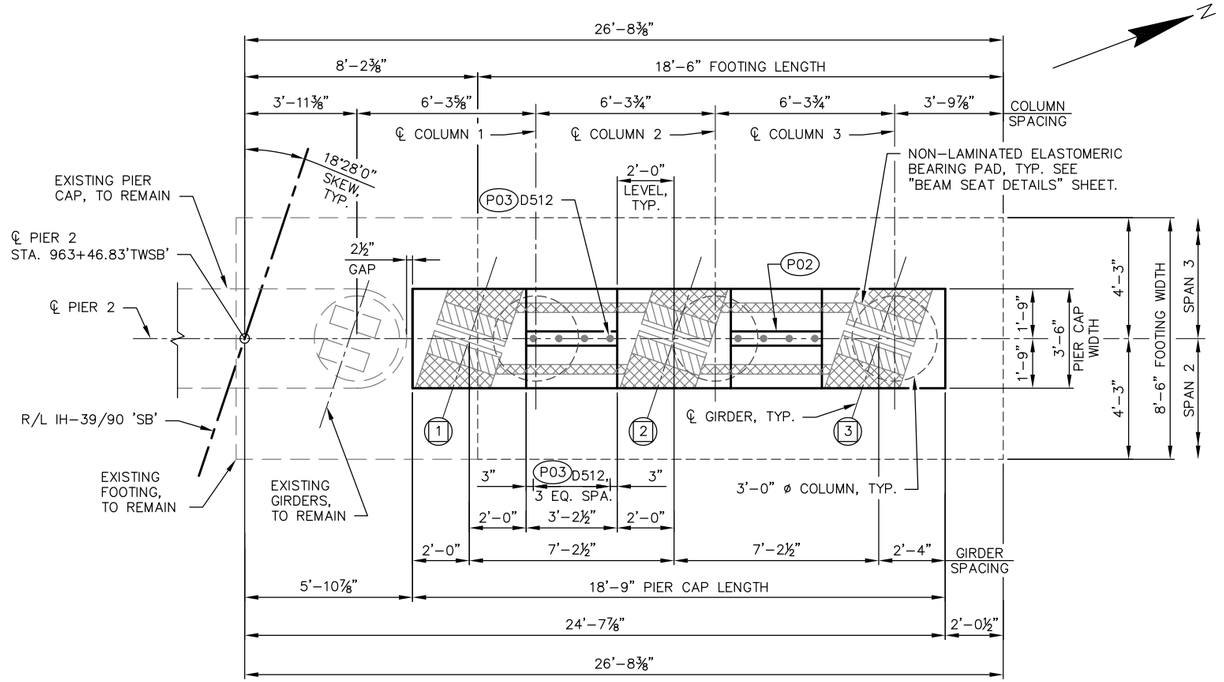
1005-10-73



ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 2 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,660 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

◯ INDICATES GIRDER LINE DESIGNATION

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

PIER 2

SHEET 14 OF 34

728

I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

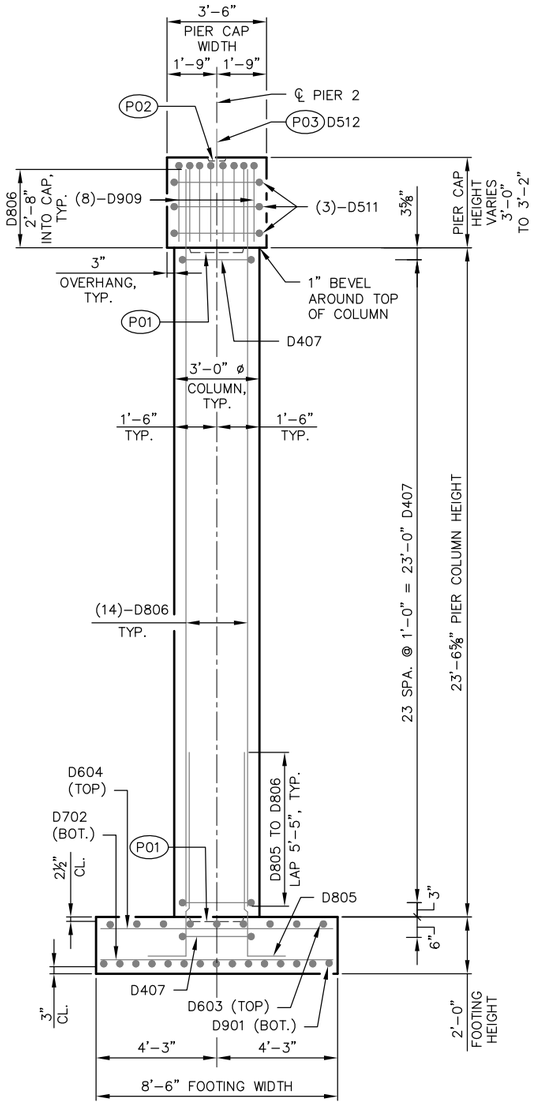
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PLOT SCALE:

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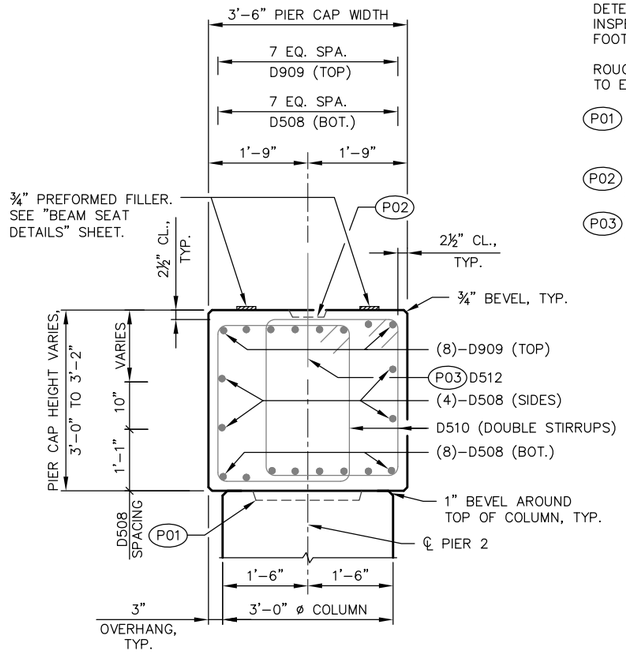
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STATE PROJECT NUMBER

1005-10-73



END VIEW
(LOOKING SOUTH)



TYPICAL SECTION THRU PIER CAP

NOTES

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,660 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

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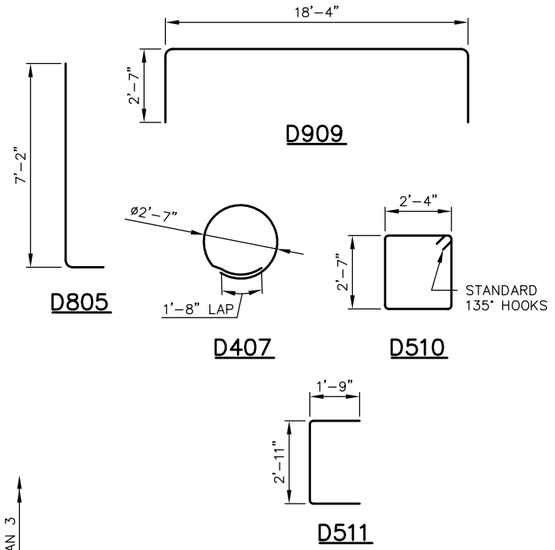
BILL OF BARS
PIER 2

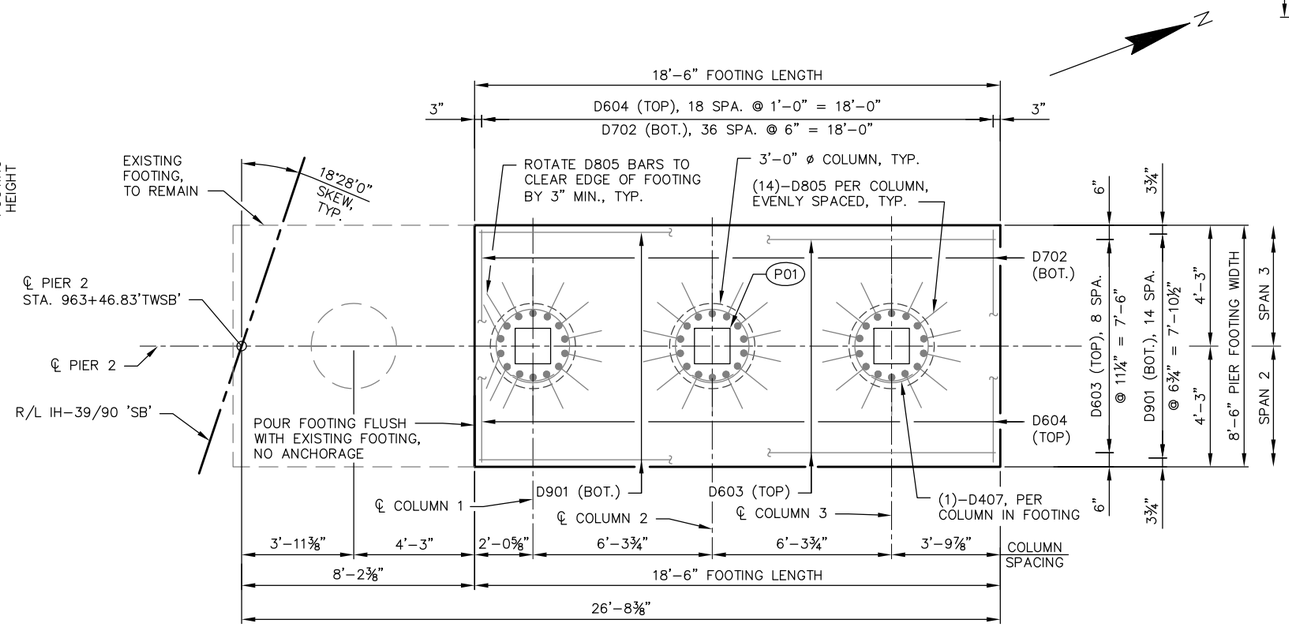
COATED = 5,710 LBS.
UNCOATED = 2,030 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
D901		15	18-2			FOOTING - LONGITUDINAL (BOT.)	HORIZ.
D702		37	8-2			FOOTING - TRANSVERSE (BOT.)	HORIZ.
D603		9	18-2			FOOTING - LONGITUDINAL (TOP)	HORIZ.
D604		19	8-2			FOOTING - TRANSVERSE (TOP)	HORIZ.
D805	42		8-4	X		FOOTING - DOWELS	VERT.
D806	42		26-2			COLUMN	VERT.
D407	75		9-10	X		COLUMN - STIRRUP	HORIZ.
D508	12		18-4			PIER CAP - BOTTOM & SIDES	HORIZ.
D909	8		23-0	X		PIER CAP - TOP	HORIZ.
D510	40		10-6	X		PIER CAP - STIRRUP	VERT.
D511	6		6-2	X		PIER CAP - END STIRRUP	HORIZ.
(P03) D512	8		2-0			PIER CAP - DOWELS	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

PIER 2 DETAILS

SHEET 15 OF 34

729

I.D. 1005-10-73

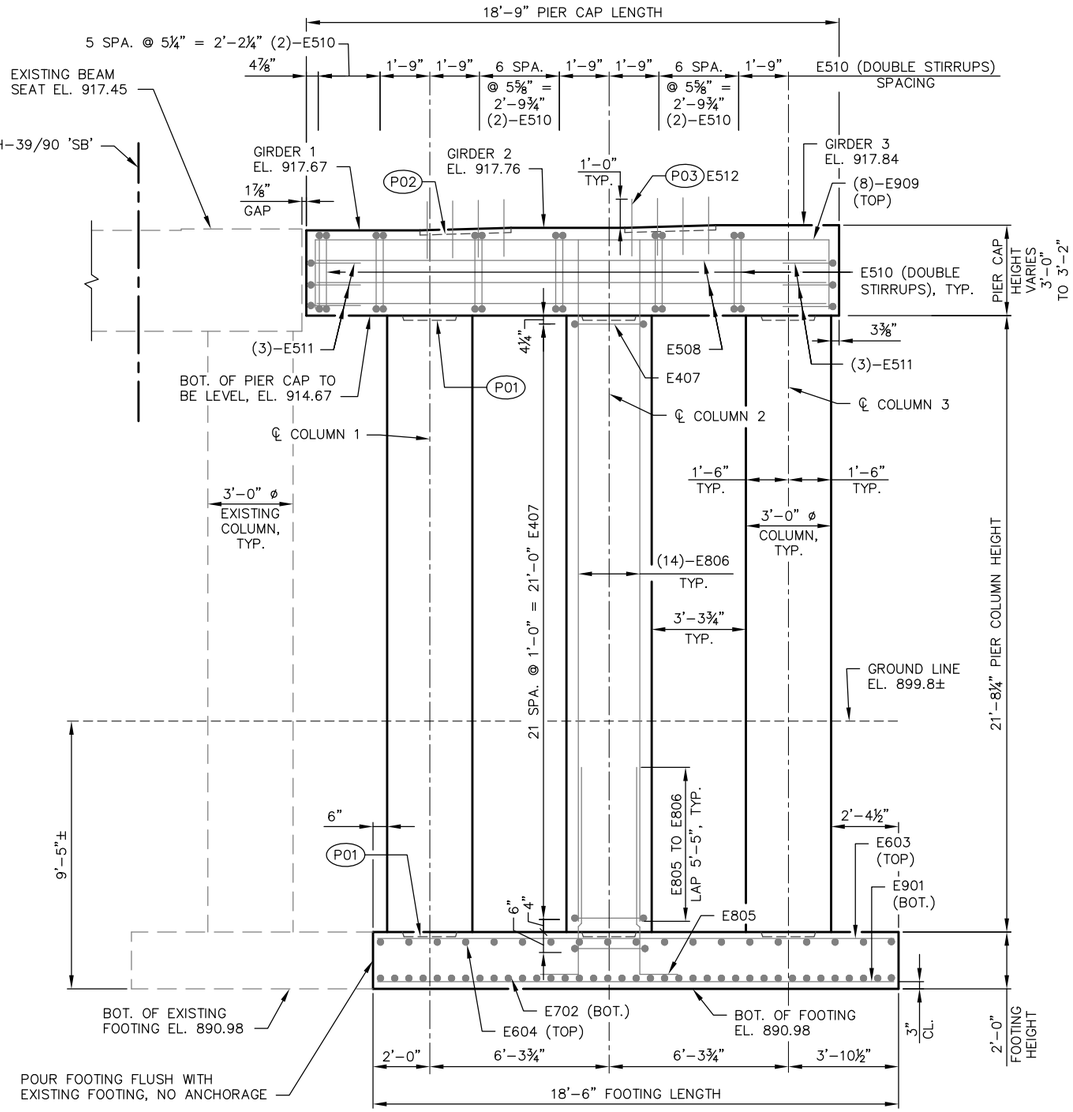
PLOT DATE: Jul 01, 2015

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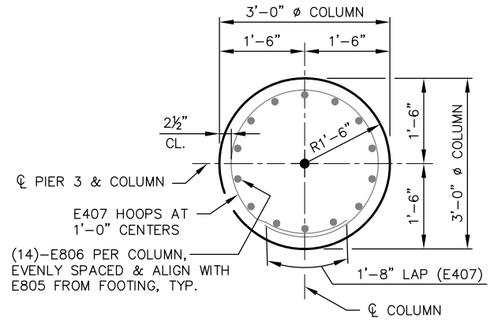
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8

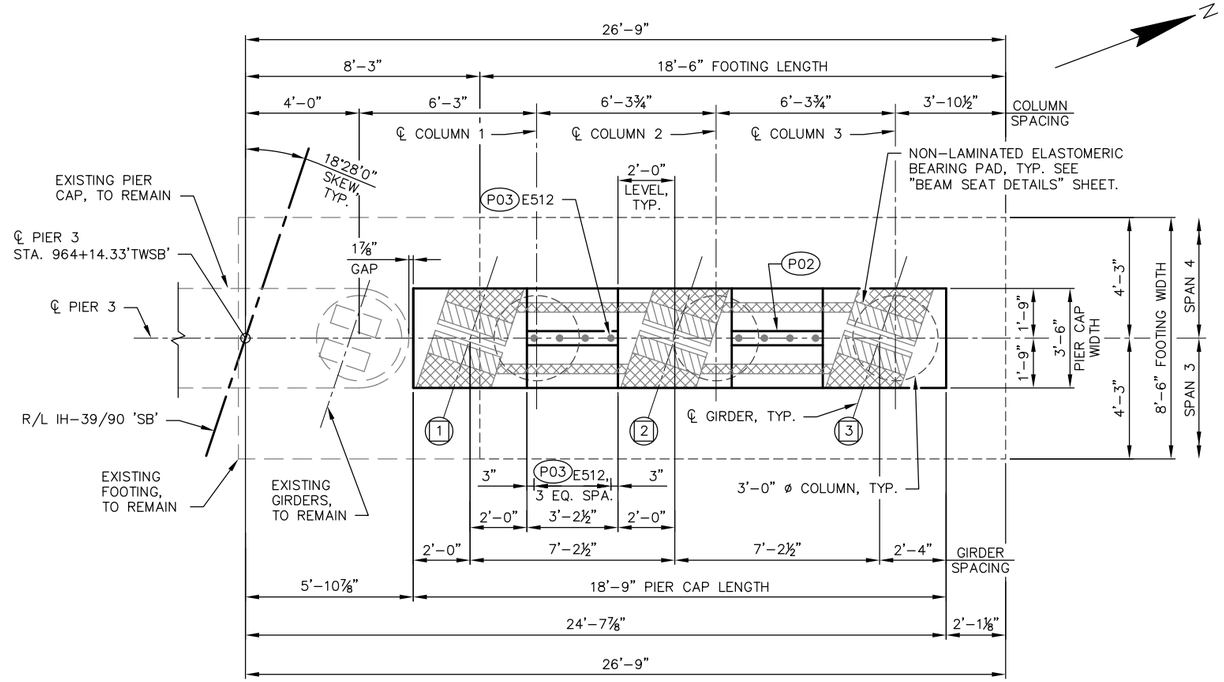
STATE PROJECT NUMBER
1005-10-73



ELEVATION
(LOOKING NORTH)



TYPICAL SECTION THRU COLUMN



PLAN

NOTES

FOR END VIEW, TYPICAL SECTION THRU PIER CAP AND FOOTING LAYOUT, SEE "PIER 3 DETAILS" SHEET.

PIERS WITH SPREAD FOOTINGS TO BE SUPPORTED BY UNDERLYING SOILS WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,660 PSF. A GEOTECHNICAL ENGINEER WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER SPREAD FOOTINGS.

ROUGHEN CONCRETE ¼" DEEP MINIMUM AT ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT.

(□) INDICATES GIRDER LINE DESIGNATION

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

PIER 3

SHEET 16 OF 34

730

I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

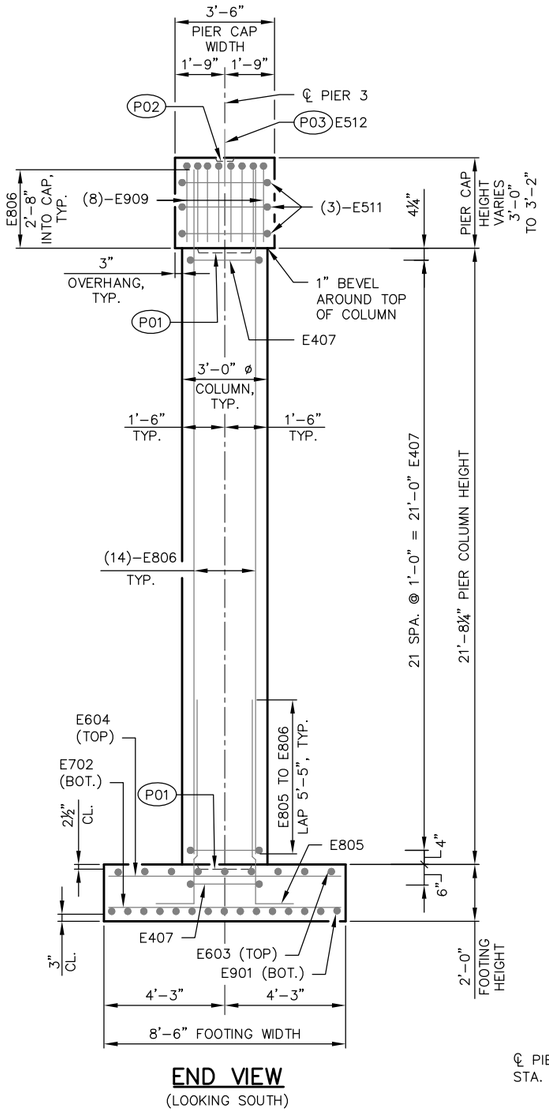
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PLOT SCALE:

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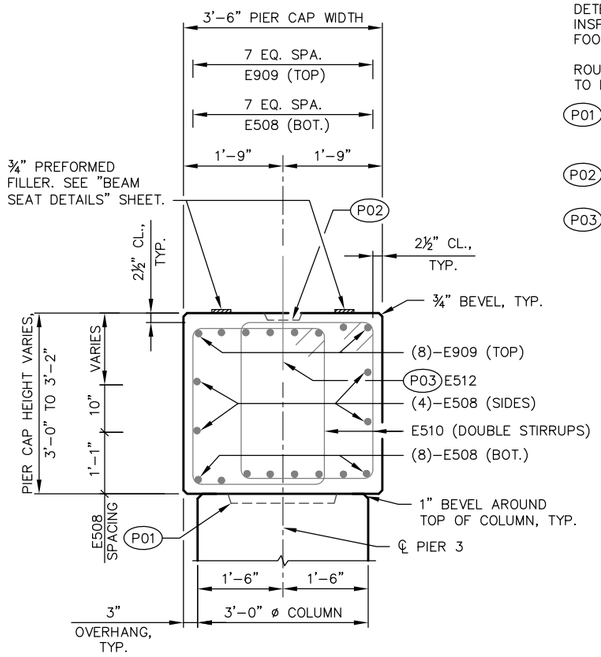
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STATE PROJECT NUMBER

1005–10–73



END VIEW
(LOOKING SOUTH)



TYPICAL SECTION THRU PIER CAP

NOTES

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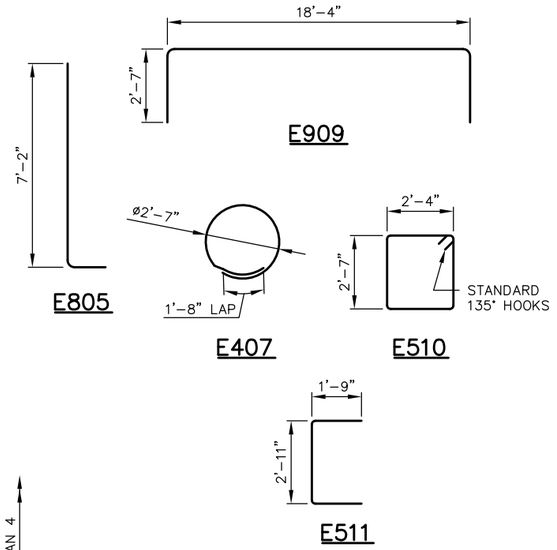
BILL OF BARS
PIER 3

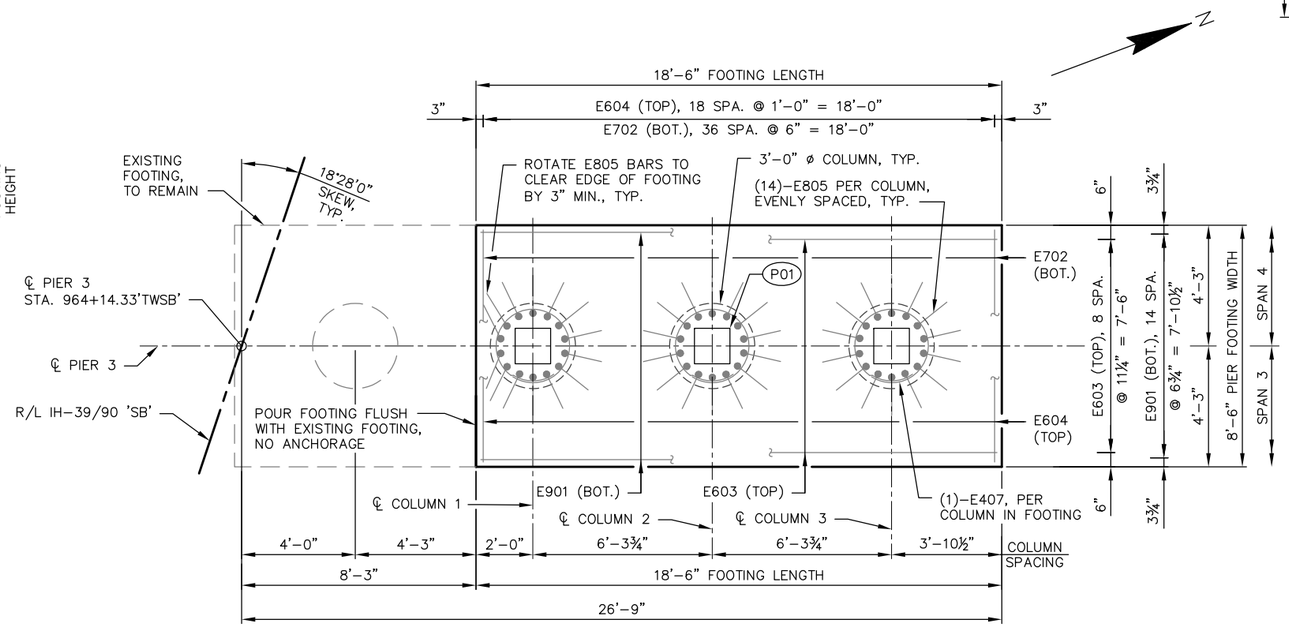
COATED = 5,470 LBS.
UNCOATED = 2,030 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
E901		15	18–2			FOOTING – LONGITUDINAL (BOT.)	HORIZ.
E702		37	8–2			FOOTING – TRANSVERSE (BOT.)	HORIZ.
E603		9	18–2			FOOTING – LONGITUDINAL (TOP)	HORIZ.
E604		19	8–2			FOOTING – TRANSVERSE (TOP)	HORIZ.
E805	42		8–4	X		FOOTING – DOWELS	VERT.
E806	42		24–4			COLUMN	VERT.
E407	69		9–10	X		COLUMN – STIRRUP	HORIZ.
E508	12		18–4			PIER CAP – BOTTOM & SIDES	HORIZ.
E909	8		23–0	X		PIER CAP – TOP	HORIZ.
E510	40		10–6	X		PIER CAP – STIRRUP	VERT.
E511	6		6–2	X		PIER CAP – END STIRRUP	HORIZ.
(P03) E512	8		2–0			PIER CAP – DOWELS	VERT.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.





FOOTING LAYOUT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

PIER 3 DETAILS

SHEET 17 OF 34

731

I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

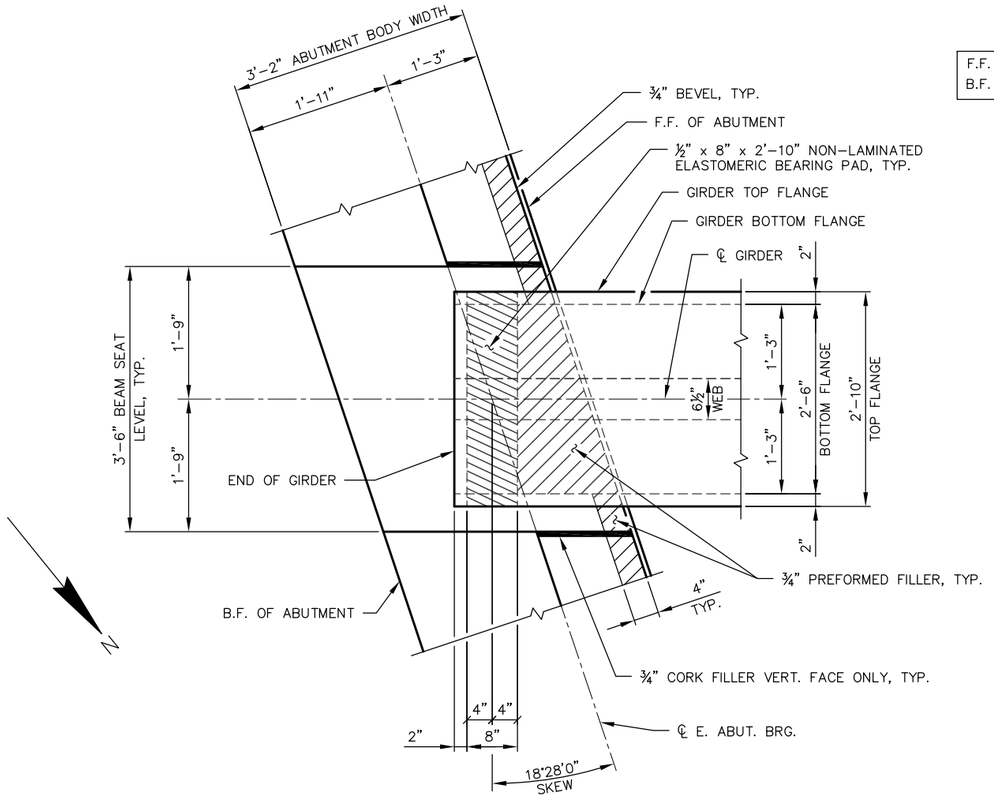
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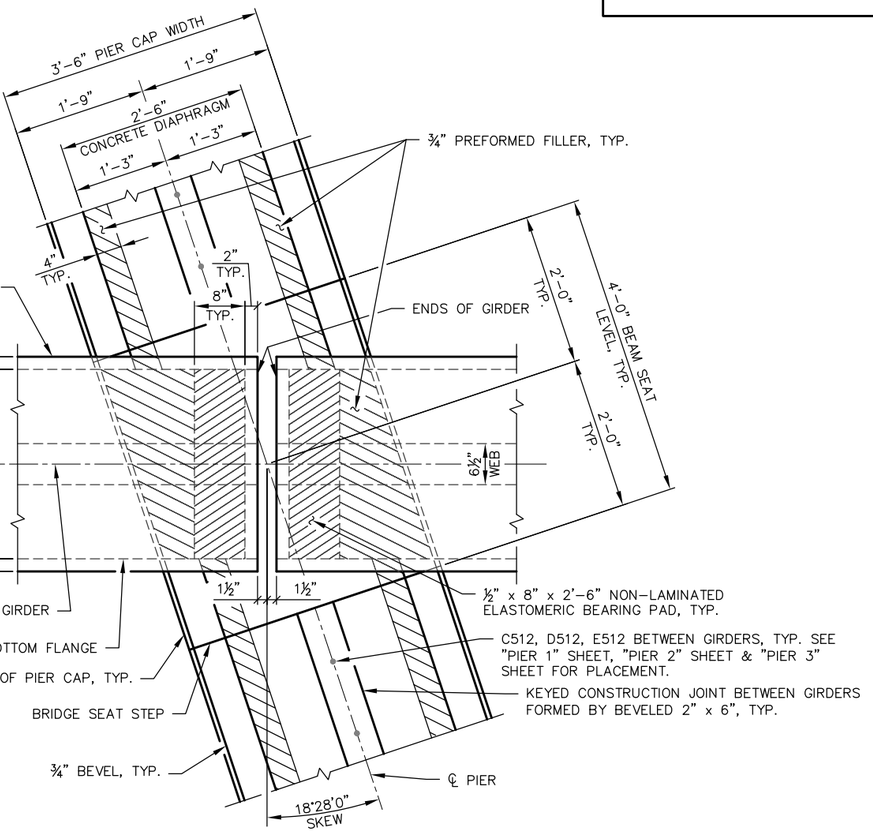
STATE PROJECT NUMBER
1005–10–73

F.F. = FRONT FACE
B.F. = BACK FACE



ABUTMENT BEAM SEAT DETAIL

(EAST ABUTMENT SHOWN, WEST ABUTMENT SIMILAR)



PIER BEAM SEAT DETAIL

(ALL PIERS ARE SIMILAR)

TOP OF DECK ELEVATIONS

SPAN 1											
	℄ E. ABUT. BRG.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
R/L IH–39/90 'SB'	920.20	920.25	920.29	920.33	920.35	920.38	920.41	920.44	920.47	920.50	920.54
*S. EDGE OF DECK	920.09	920.14	920.18	920.21	920.23	920.26	920.29	920.32	920.35	920.39	920.42
* GIRDER 1	920.16	920.20	920.23	920.26	920.28	920.31	920.34	920.37	920.40	920.43	920.47
* GIRDER 2	920.24	920.28	920.31	920.33	920.36	920.39	920.42	920.45	920.48	920.51	920.54
* GIRDER 3	920.33	920.37	920.39	920.42	920.45	920.47	920.50	920.54	920.57	920.60	920.63
*N. EDGE OF DECK	920.35	920.38	920.41	920.44	920.46	920.49	920.52	920.56	920.59	920.63	920.66

SPAN 2											
	℄ PIER 1	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	℄ PIER 2
R/L IH–39/90 'SB'	920.54	920.59	920.64	920.71	920.77	920.82	920.88	920.93	920.99	921.04	921.10
*S. EDGE OF DECK	920.42	920.47	920.53	920.60	920.65	920.71	920.76	920.82	920.87	920.93	920.98
* GIRDER 1	920.47	920.52	920.58	920.64	920.70	920.76	920.81	920.87	920.92	920.98	921.03
* GIRDER 2	920.54	920.60	920.66	920.72	920.78	920.84	920.89	920.95	921.00	921.05	921.11
* GIRDER 3	920.63	920.69	920.76	920.81	920.87	920.93	920.98	921.04	921.09	921.14	921.19
*N. EDGE OF DECK	920.66	920.72	920.78	920.84	920.90	920.95	921.01	921.06	921.12	921.17	921.22

SPAN 3											
	℄ PIER 2	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	℄ PIER 3
R/L IH–39/90 'SB'	921.10	921.15	921.21	921.27	921.34	921.40	921.46	921.52	921.58	921.64	921.70
*S. EDGE OF DECK	920.98	921.04	921.10	921.16	921.22	921.29	921.35	921.40	921.46	921.52	921.58
* GIRDER 1	921.03	921.08	921.14	921.21	921.27	921.34	921.39	921.45	921.51	921.57	921.63
* GIRDER 2	921.11	921.16	921.22	921.29	921.35	921.42	921.47	921.53	921.59	921.65	921.71
* GIRDER 3	921.19	921.25	921.32	921.38	921.44	921.50	921.56	921.62	921.68	921.74	921.80
*N. EDGE OF DECK	921.22	921.28	921.34	921.41	921.47	921.53	921.59	921.64	921.70	921.77	921.83

SPAN 4											
	℄ PIER 3	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	℄ W. ABUT. BRG.
R/L IH–39/90 'SB'	921.70	921.73	921.77	921.80	921.83	921.86	921.89	921.92	921.96	921.99	922.01
*S. EDGE OF DECK	921.58	921.62	921.65	921.68	921.71	921.75	921.78	921.81	921.84	921.87	921.92
* GIRDER 1	921.63	921.66	921.70	921.73	921.76	921.79	921.82	921.86	921.88	921.91	921.96
* GIRDER 2	921.71	921.74	921.78	921.81	921.84	921.87	921.90	921.93	921.96	922.01	922.02
* GIRDER 3	921.80	921.83	921.87	921.90	921.93	921.96	921.99	922.02	922.05	922.09	922.10
*N. EDGE OF DECK	921.83	921.86	921.89	921.92	921.95	921.98	922.02	922.04	922.07	922.11	922.12

* ALL DECK ELEVATIONS ARE BASED ON EXISTING SURVEY INFORMATION FROM 2012 AND ARE CONCRETE DECK ELEVATIONS PRIOR TO THE INSTALLATION OF THE 2" HMA OVERLAY POLYMER–MODIFIED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

BEAM SEAT DETAILS

SHEET 18 OF 34

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8

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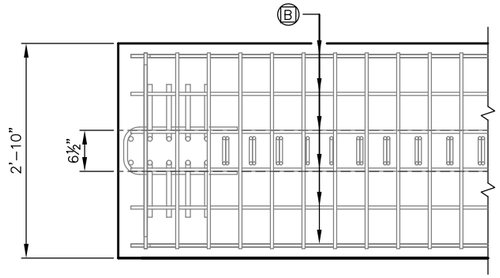
I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

FILE: 18–B530085_beam.dwg
PLOT SCALE:

STATE PROJECT NUMBER

1005-10-73



STIRRUP SPACING TABLE

SPAN	GIRDER	GIRDER LENGTH "L"	"A"	"B"	"C"
1	1-3	39'-0⅞"	6 15/16"	6 SPA. @ 8" = 4'-0"	10 SPA. @ 1'-6" = 15'-0"
2	1-3	62'-6"	6½"	6 SPA. @ 9" = 4'-6"	25 SPA. @ 1'-6" = 37'-6"
3	1-3	67'-3"	8"	7 SPA. @ 9" = 5'-3"	27 SPA. @ 1'-6" = 40'-6"
4	1-3	39'-0⅞"	6 15/16"	6 SPA. @ 8" = 4'-0"	10 SPA. @ 1'-6" = 15'-0"

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

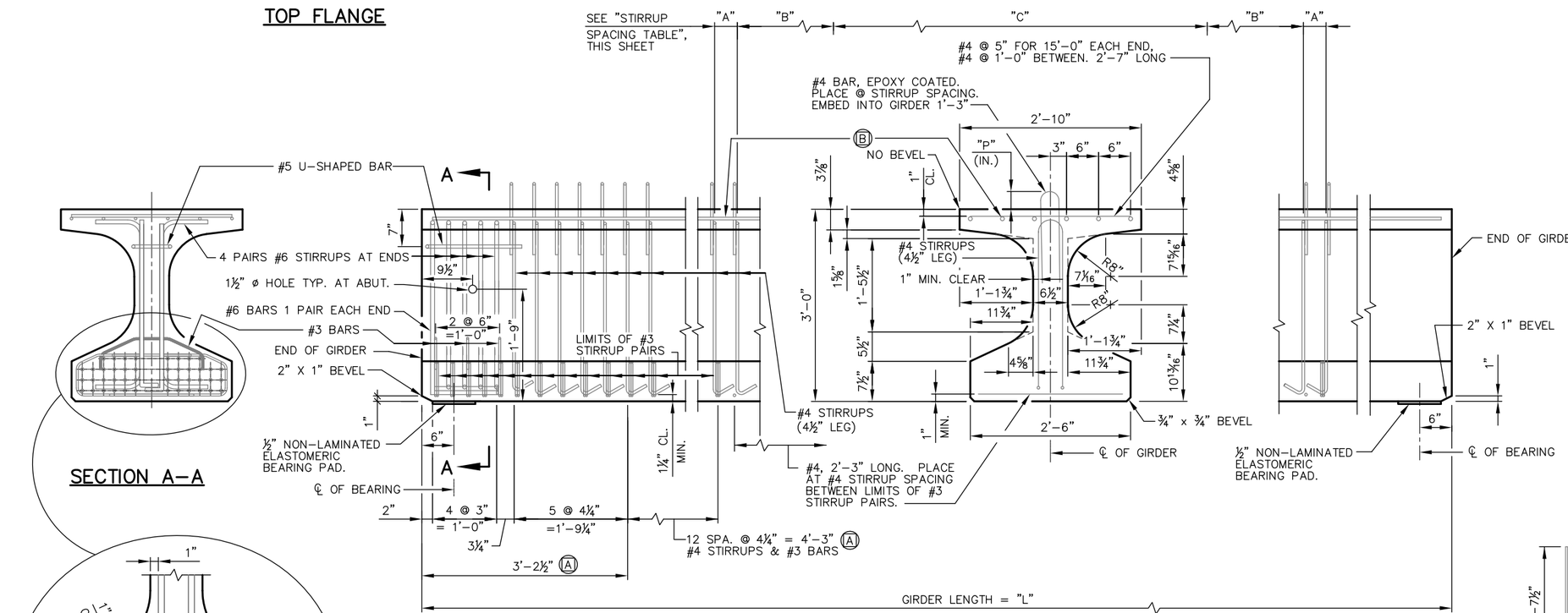
FOR DIAPHRAGM INSERT & CONNECTION DETAILS, SEE "INTERMEDIATE STEEL DIAPHRAGM" SHEET.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

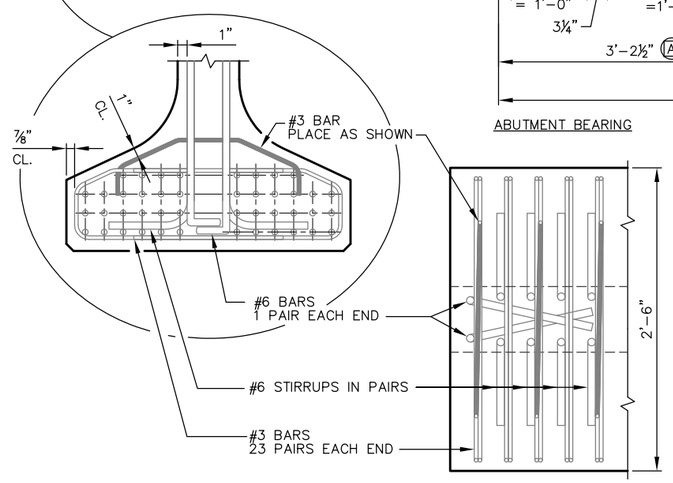
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. – 7 – WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

TOP FLANGE



SECTION A-A

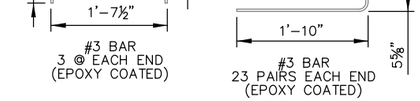


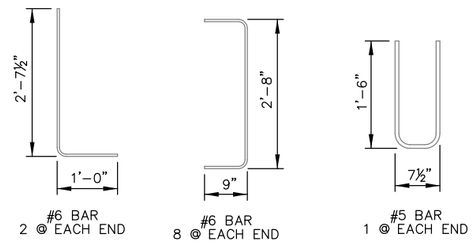
BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

A DETAIL TYP. AT EACH END

B (6) – #6 BARS, FULL LENGTH, MIN. LAP = 2'-11" (SPANS 1 & 4)
(6) – #4 BARS, FULL LENGTH, MIN. LAP = 1'-11" (SPANS 2 & 3)





*MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFLECTION (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (psi)	"P" 1st ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (psi) *	(IN.) "A"	"B" MIN	"B" MAX	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (psi) *
1	1-3	39'-0⅞"	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	8,000	7.0"	6.5"	7.0"	0.6	---	---	--	--	--	--	16	6,800
2	1-3	62'-6"	0.2	0.3	0.4	0.4	0.5	0.4	0.4	0.3	0.2	8,000	7.0"	6.5"	7.0"	0.6	18	6,800	32	11	14	4	---	---
3	1-3	67'-3"	0.2	0.4	0.5	0.6	0.6	0.6	0.5	0.4	0.2	8,000	7.0"	6.5"	7.0"	0.6	18	6,800	32	11	14	4	---	---
4	1-3	39'-0⅞"	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	8,000	7.0"	6.5"	7.0"	0.6	---	---	--	--	--	--	16	6,800

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STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

36W-INCH PRESTRESSED GIRDER

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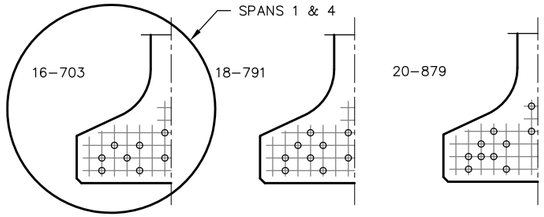
I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

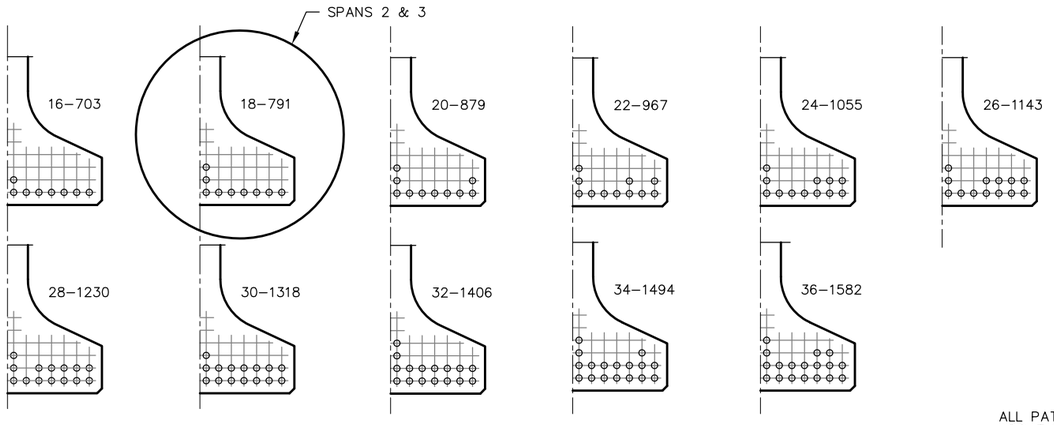
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PLOT SCALE:

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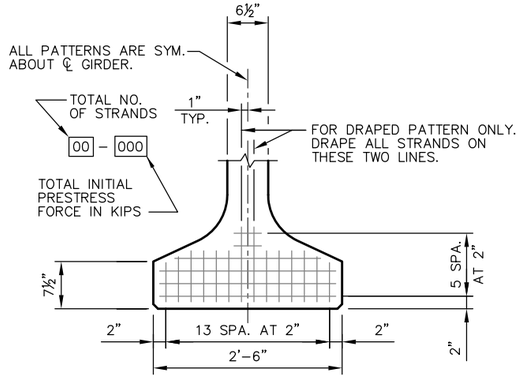
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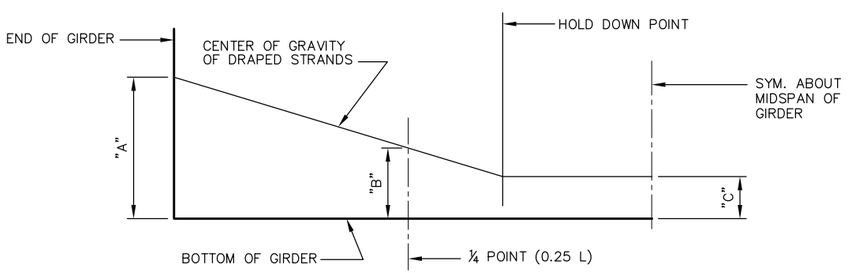
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF 0.6"ø STRANDS



ARRANGEMENT AT ℄ SPAN – FOR GIRDERS WITH DRAPED 0.6"ø STRANDS



TYPICAL STRAND PATTERN



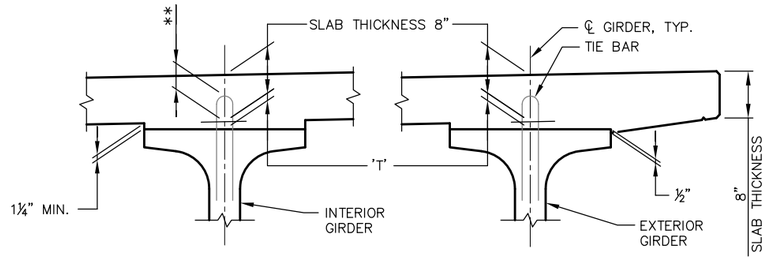
DRAPED STRAND PROFILE

(SEE GIRDER DATA TABLE ON "36W-INCH PRESTRESSED GIRDER" SHEET)

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.)*
1	0.6
2	1.3
3	1.4
4	0.6

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.
THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



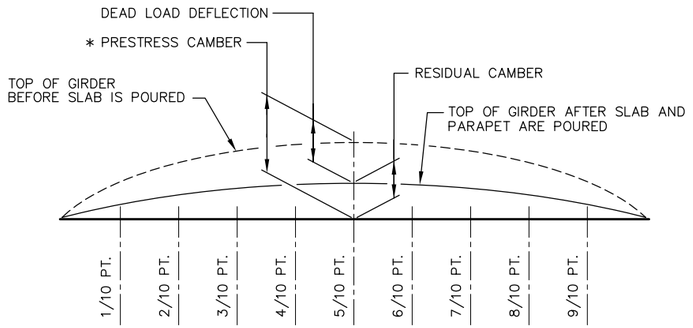
SLAB HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,
** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEVATIONS OF TOP OF GIRDERS AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEVATION AT FINAL GRADE (SEE "BEAM SEAT DETAILS" SHEET)
– TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
– SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2.58" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION AND CAMBER DIAGRAM

(SEE GIRDER DATA TABLE ON "36W-INCH PRESTRESSED GIRDER" SHEET)

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36W-INCH PRESTRESSED GIRDER DETAILS

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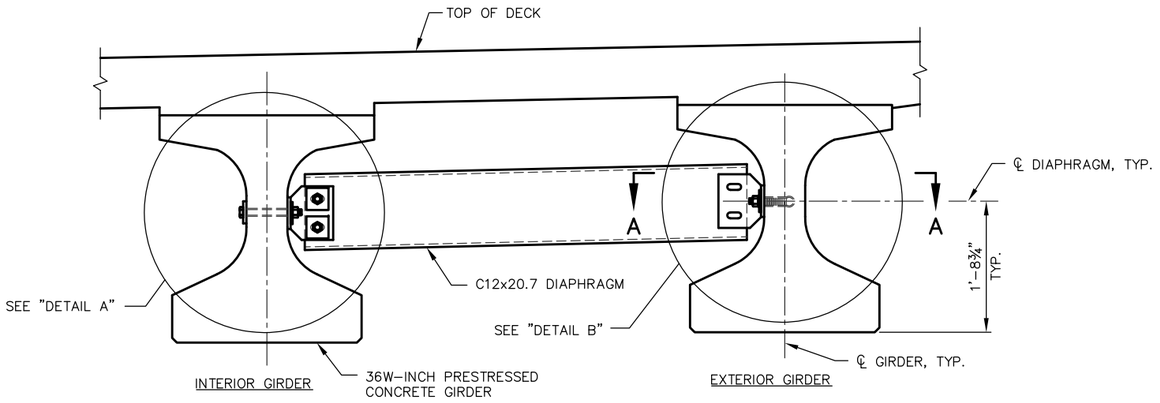
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I.D. 1005-10-73

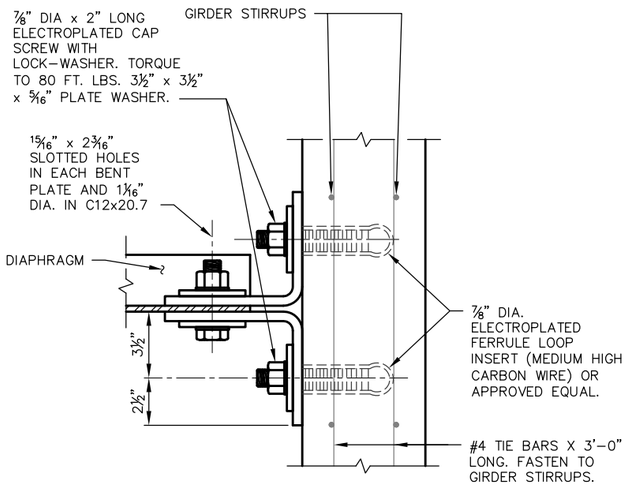
PLOT DATE: Jul 01, 2015

FILE: 19-20-B5330085_girder.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–73



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION A–A

(FOR EXTERIOR ATTACHMENT)

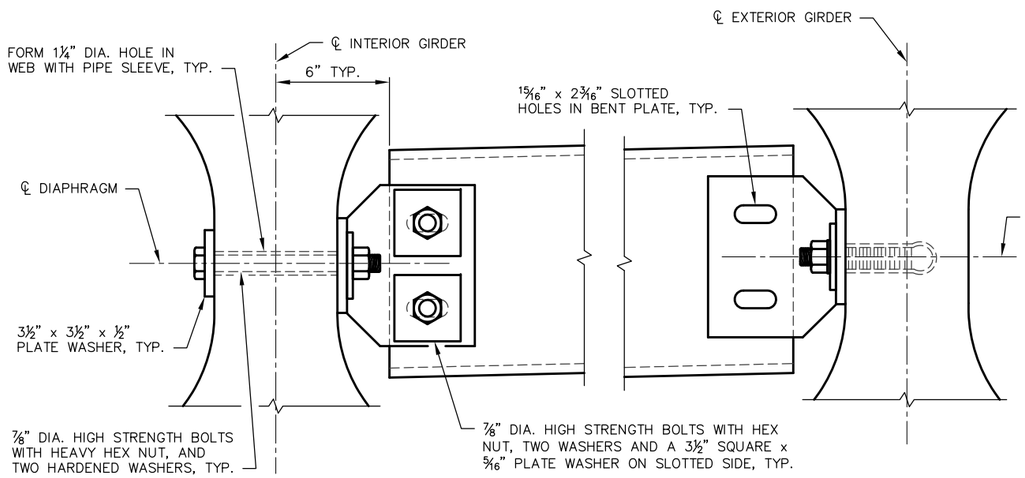
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B–53–85", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

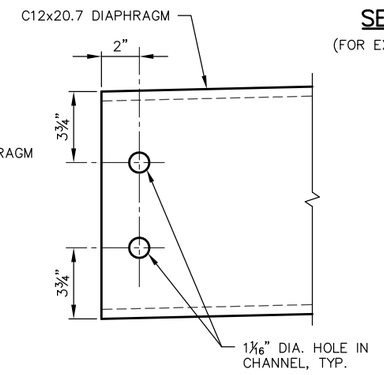
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT–DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT–DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

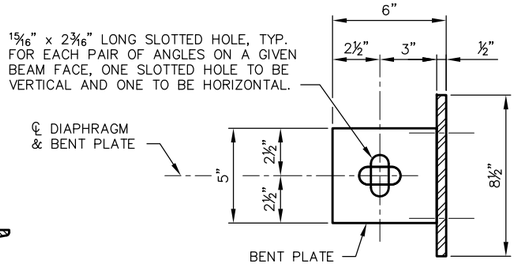


DETAIL A

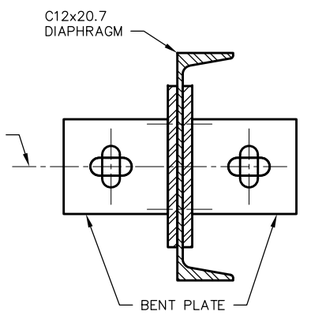
DETAIL B



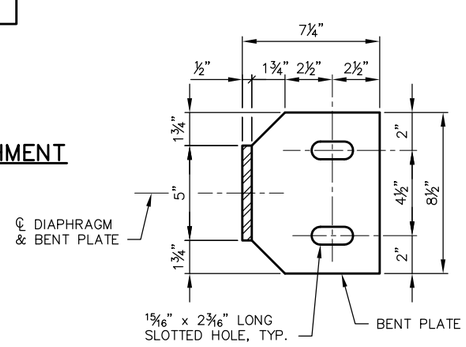
CHANNEL DETAIL



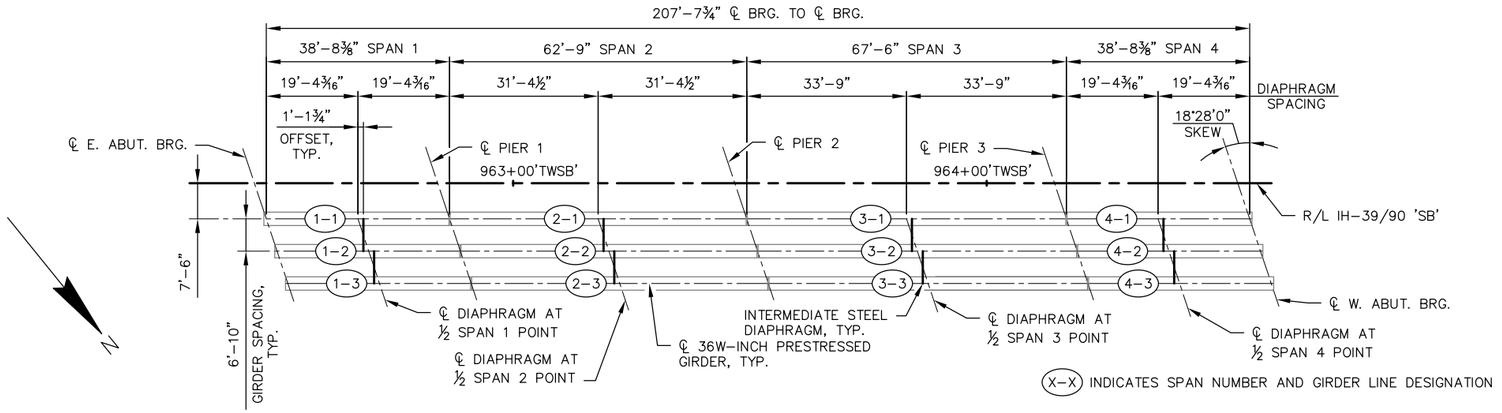
BENT PLATE AT GIRDER FACE



BENT PLATE ATTACHMENT TO CHANNEL



BENT PLATE AT DIAPHRAGM FACE



STEEL DIAPHRAGM LAYOUT PLAN

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STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

INTERMEDIATE STEEL DIAPHRAGM

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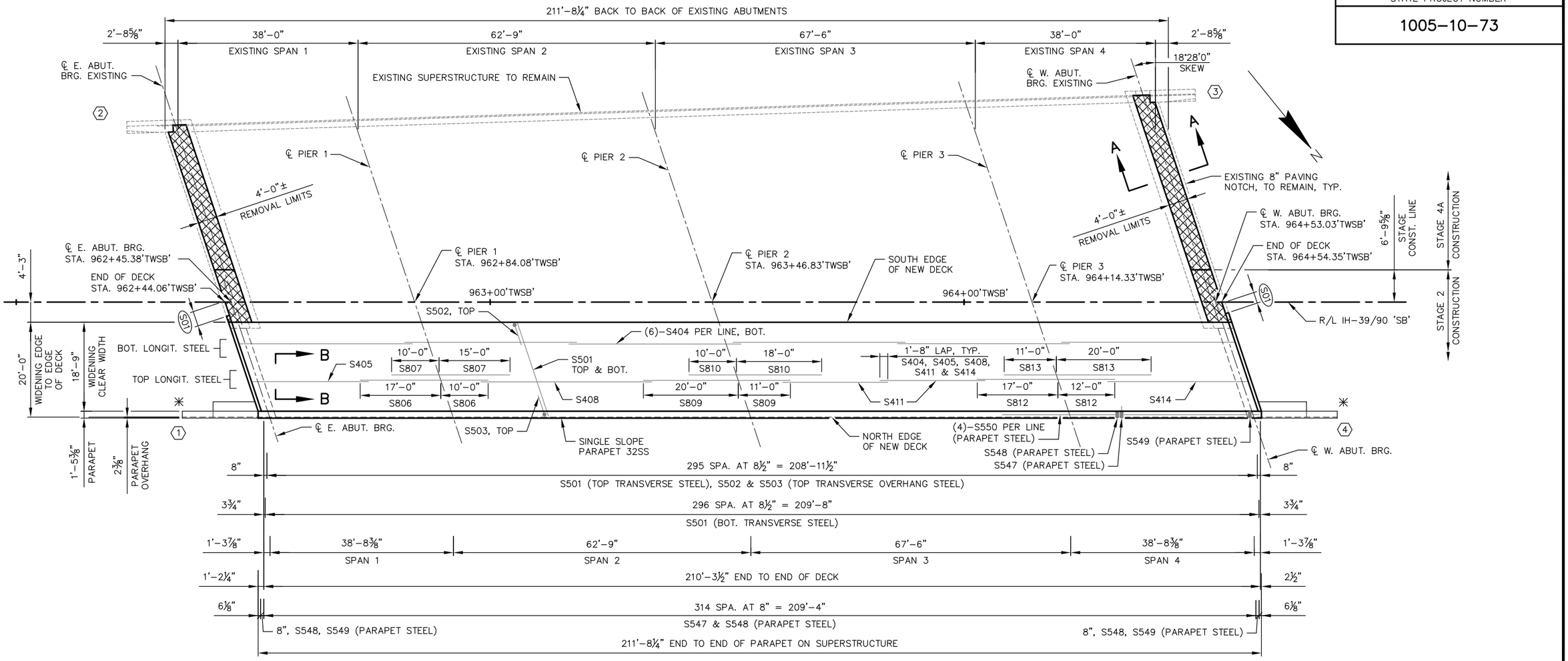
PLOT DATE: Jul 01, 2015

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PLOT SCALE:

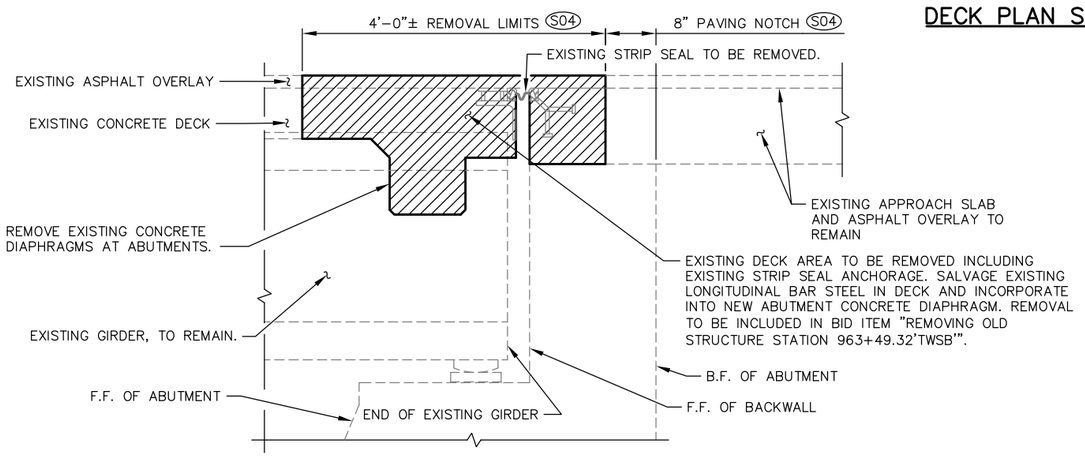
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STATE PROJECT NUMBER
1005–10–73

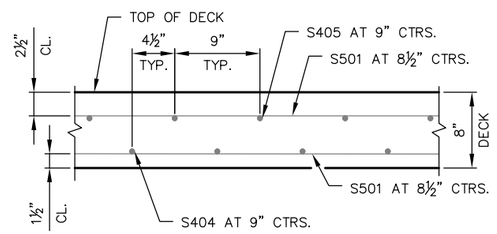


DECK PLAN SHOWING BAR REINFORCEMENT



SECTION A–A
(TYPICAL REMOVAL OF EXISTING DECK AND DIAPHRAGM)
(WEST ABUTMENT SHOWN, EAST ABUTMENT SIMILAR)

F.F. = FRONT FACE
B.F. = BACK FACE



SECTION B–B
(IN SPAN 1 SHOWN, ALL SPANS SIMILAR)

NOTES

FOR CROSS–SECTION THRU SUPERSTRUCTURE SEE "SUPERSTRUCTURE TYPICAL SECTION" SHEET.

FOR CONCRETE DIAPHRAGM REINFORCEMENT LAYOUT AT ABUTMENTS SEE "DIAPHRAGM REINFORCEMENT AT ABUTMENTS" SHEET AND PIERS SEE "DIAPHRAGM REINFORCEMENT AT PIERS" SHEET.

⬡ INDICATES WING NUMBER

✳ ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD

S01 3'–2" TO BACKWALL REMOVAL LIMIT AT EAST ABUTMENT AND 2'–4" TO BACKWALL REMOVAL LIMIT AT WEST ABUTMENT, PERPENDICULAR TO ℄ ABUTMENT BEARING.

S04 DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT

▨ DENOTES REMOVAL AND REPLACEMENT LIMITS AT EXISTING ABUTMENTS

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STRUCTURE B–53–85

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SUPERSTRUCTURE PLAN

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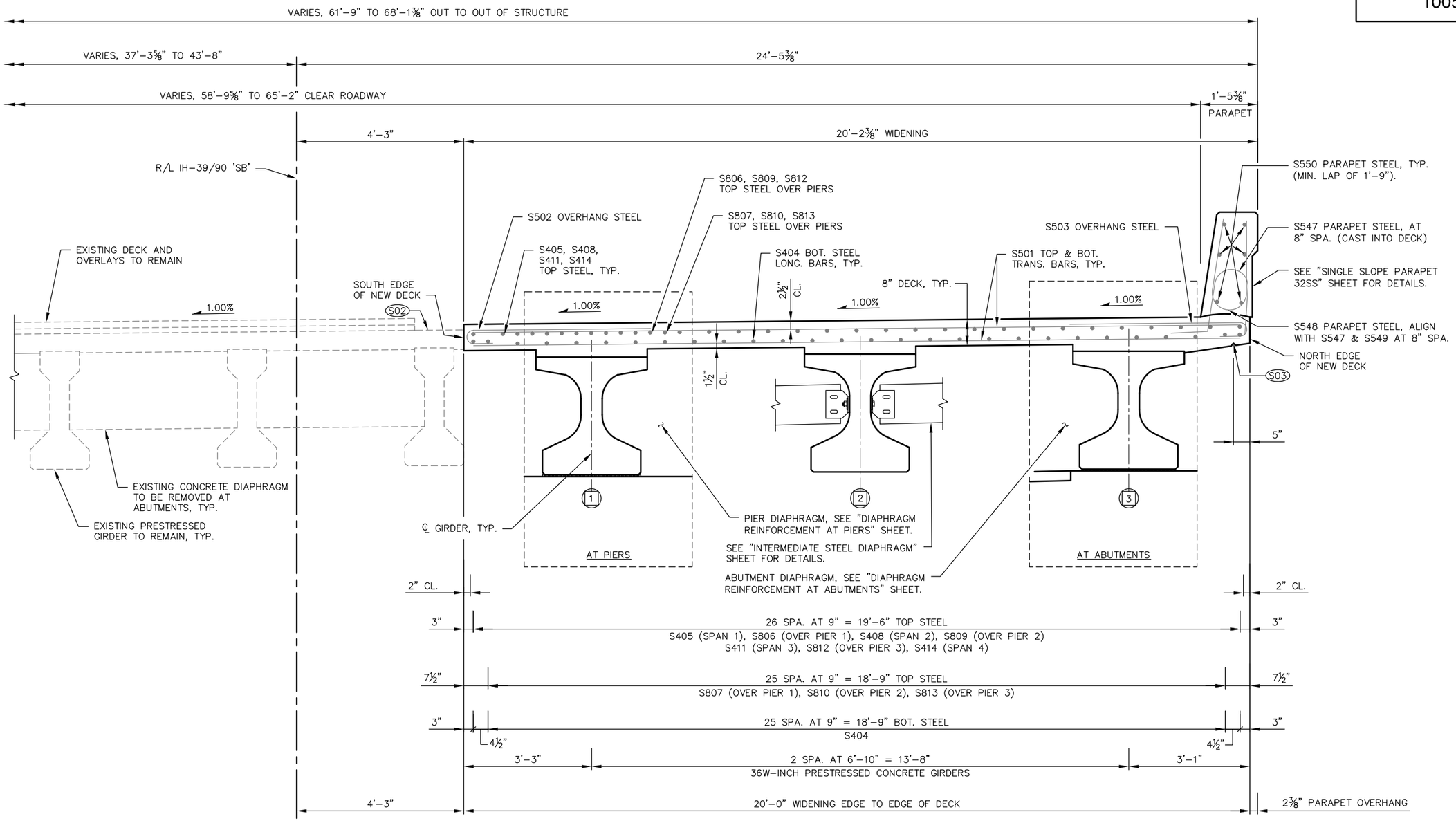
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FILE: 22–31–B530085_super.dwg
PLOT SCALE:

I.D. 1005–10–73

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1005–10–73



CROSS SECTION THRU ROADWAY
(LOOKING WEST)

NOTES

(1) GIRDER 1 LINE DESIGNATION

(2) GIRDER 2 LINE DESIGNATION

(3) GIRDER 3 LINE DESIGNATION

(S02) REMOVE EXISTING PARAPET AND PARAPET STEEL DOWN TO TOP OF CONCRETE DECK. REMOVAL OF EXISTING PARAPET AND PARAPET STEEL TO BE INCLUDED WITH BID ITEM "REMOVING OLD STRUCTURE STATION 963+49.32'TWSB'".

(S03) ¾" V–GROOVE, EXTEND V–GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM. V–GROOVES ARE REQUIRED.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

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SUPERSTRUCTURE TYPICAL SECTION

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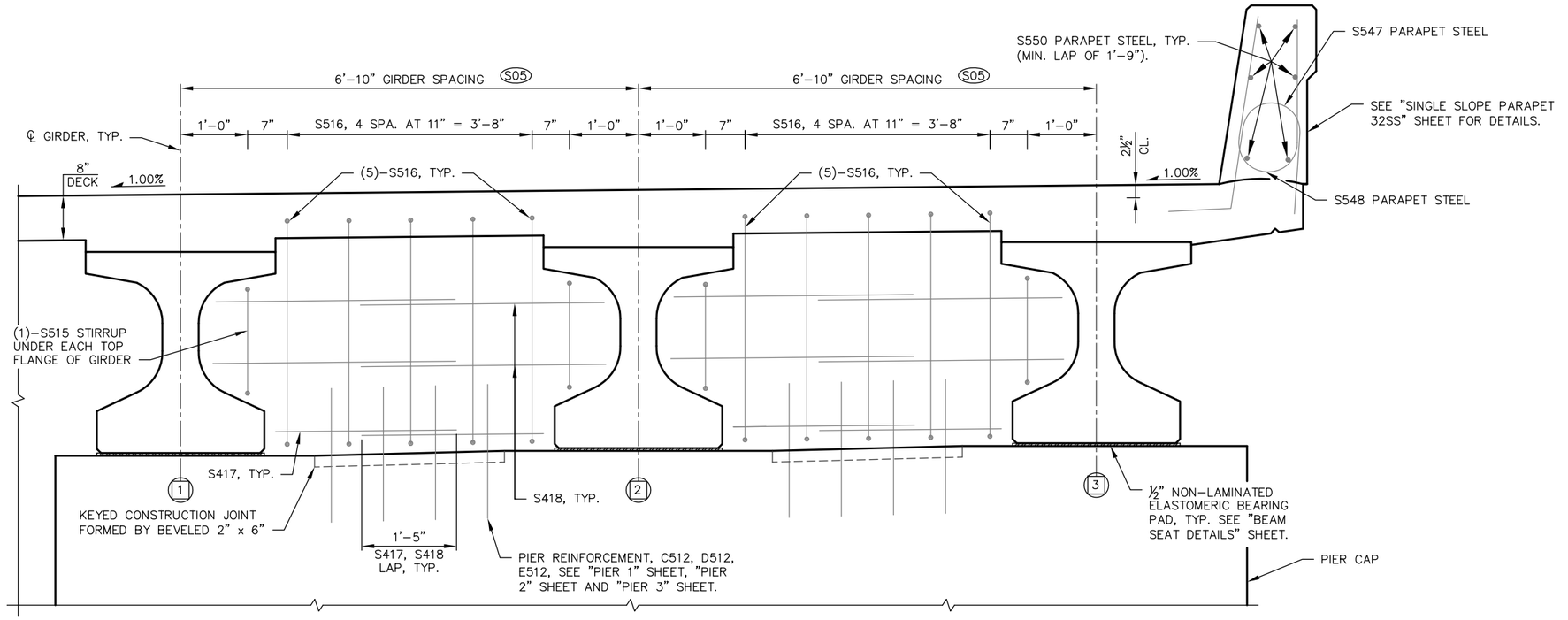
PLOT DATE: Jul 01, 2015

FILE: 22–31–B530085_super.dwg
PLOT SCALE:

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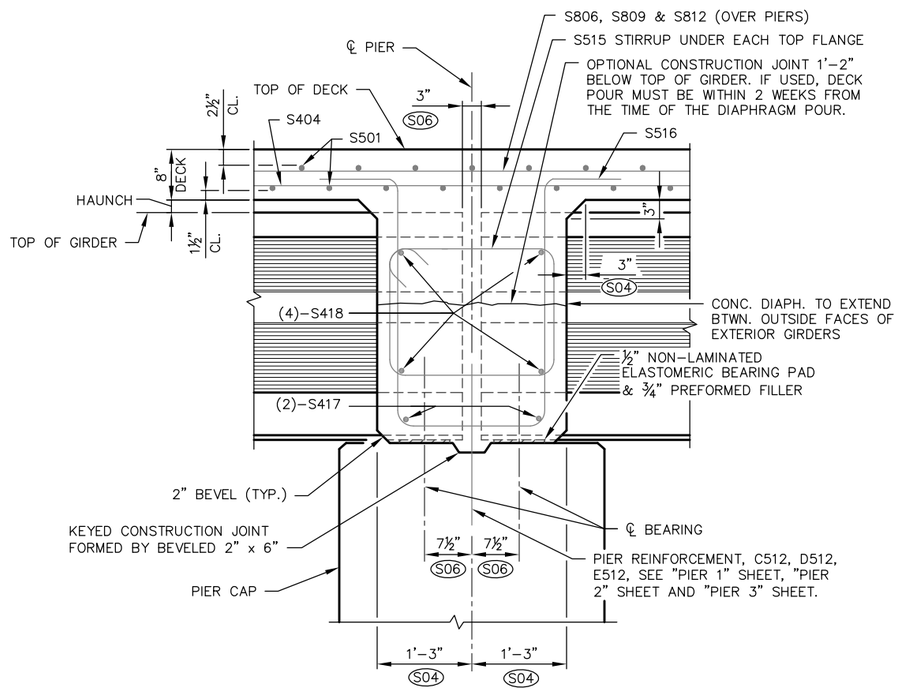
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STATE PROJECT NUMBER
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DIAPHRAGM REINFORCEMENT AT PIER

(LOOKING WEST, ALL PIERS SIMILAR)
(DECK STEEL NOT SHOWN FOR CLARITY)



SECTION THRU DIAPHRAGM AT PIER

NOTES

1. GIRDER 1 LINE DESIGNATION
2. GIRDER 2 LINE DESIGNATION
3. GIRDER 3 LINE DESIGNATION
- (S04) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.
- (S05) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.
- (S06) DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

8

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STRUCTURE B–53–85

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DIAPHRAGM REINFORCEMENT AT PIERS

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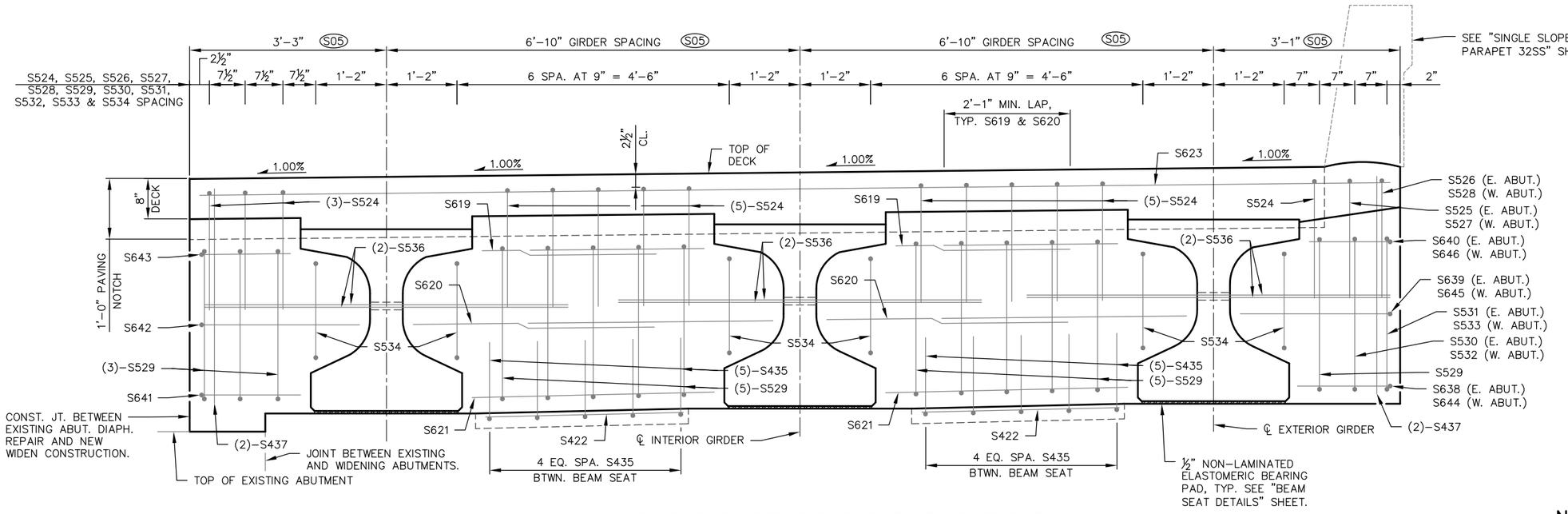
I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

FILE: 22–31–B530085_super.dwg
PLOT SCALE:

STATE PROJECT NUMBER

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DIAPHRAGM REINFORCEMENT AT ABUTMENT

(WEST ABUTMENT LOOKING WEST, EAST ABUTMENT SIMILAR)
(DECK STEEL NOT SHOWN FOR CLARITY)

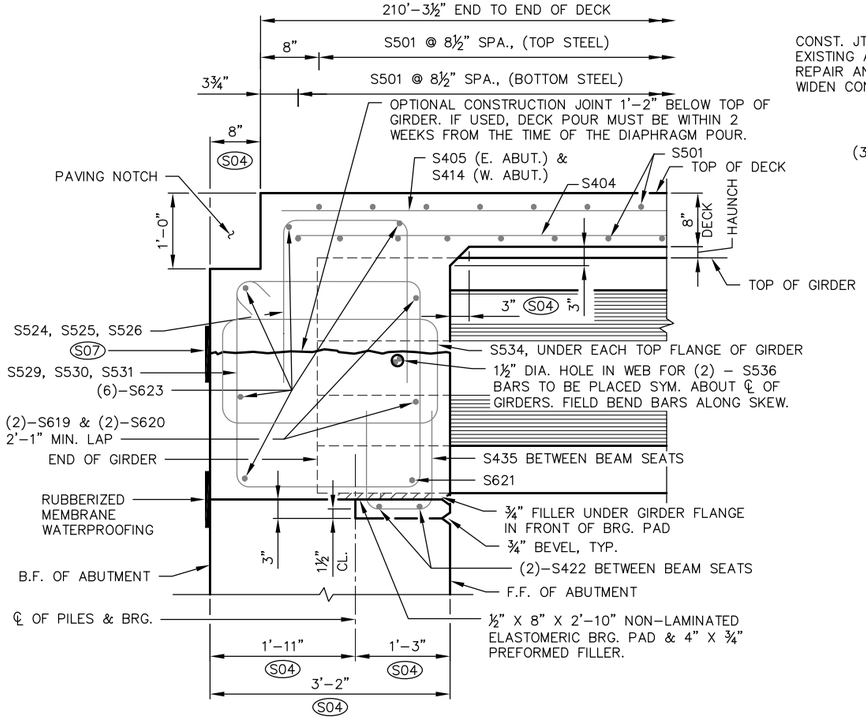
NOTES

(S04) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT

(S05) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

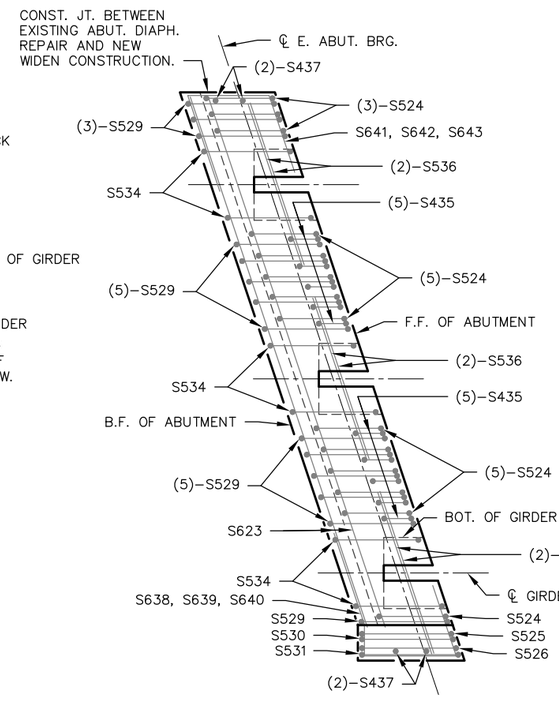
(S07) RUBBERIZED MEMBRANE WATERPROOFING IF CONST. JOINT IS USED (COST INCLUDED WITH BID ITEM "CONCRETE MASONRY BRIDGES.")

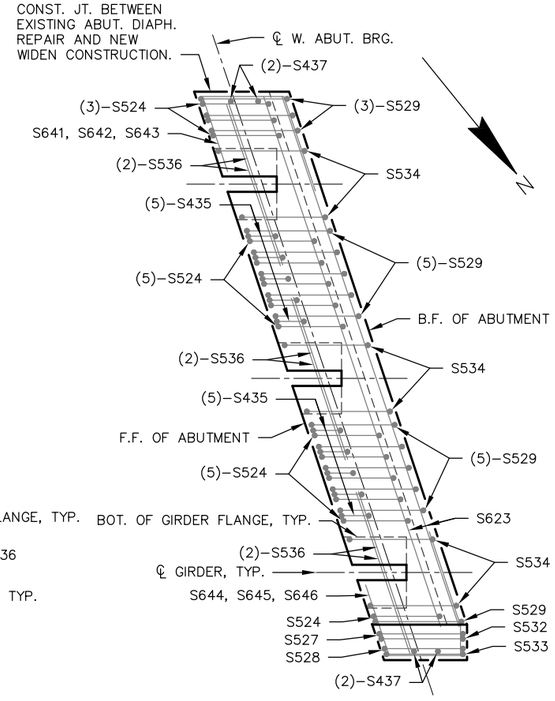
F.F. = FRONT FACE
B.F. = BACK FACE



SECTION THRU DIAPHRAGM AT ABUTMENT

(EAST ABUTMENT LOOKING NORTH, WEST ABUTMENT SIMILAR)





ABUTMENT DIAPHRAGM PLAN VIEW

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

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DIAPHRAGM REINFORCEMENT AT ABUTMENTS

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I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

FILE: 22-31-B530085_super.dwg
PLOT SCALE:

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BILL OF BARS
SUPERSTRUCTURE

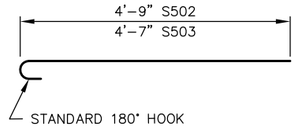
COATED = 41,140 LBS.

MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
S501	593		20'–8"			DECK – TRANSVERSE (TOP & BOT.)	HORIZ.
S502	296		5'–4"	X		DECK – TRANSVERSE – SOUTH OVERHANG	HORIZ.
S503	296		5'–2"	X		DECK – TRANSVERSE – NORTH OVERHANG	HORIZ.
S404	168		36'–5"			DECK – LONGITUDINAL (BOT.)	HORIZ.
S405	27		24'–7"			DECK – LONGITUDINAL (TOP – SPAN 1)	HORIZ.
S806	27		27'–0"			DECK – LONGITUDINAL (TOP – OVER PIER 1)	HORIZ.
S807	26		25'–0"			DECK – LONGITUDINAL (TOP – OVER PIER 1)	HORIZ.
S408	27		36'–2"			DECK – LONGITUDINAL (TOP – SPAN 2)	HORIZ.
S809	27		31'–0"			DECK – LONGITUDINAL (TOP – OVER PIER 2)	HORIZ.
S810	26		28'–0"			DECK – LONGITUDINAL (TOP – OVER PIER 2)	HORIZ.
S411	54		22'–3"			DECK – LONGITUDINAL (TOP – SPAN 3)	HORIZ.
S812	27		29'–0"			DECK – LONGITUDINAL (TOP – OVER PIER 3)	HORIZ.
S813	26		31'–0"			DECK – LONGITUDINAL (TOP – OVER PIER 3)	HORIZ.
S414	27		29'–7"			DECK – LONGITUDINAL (TOP – SPAN 4)	HORIZ.
S515	12		8'–2"	X		PIER DIAPHRAGM – STIRRUP	VERT.
S516	30		10'–1"	X		PIER DIAPHRAGM – STIRRUP	VERT.
S417	24		2'–10"			PIER DIAPHRAGM – TRANSVERSE (BOT.)	HORIZ.
S418	48		3'–10"			PIER DIAPHRAGM – TRANSVERSE	HORIZ.
S619	8		3'–2"			ABUT. – DIAPHRAGM @ F.F.	HORIZ.
S620	8		4'–3"			ABUT. – DIAPHRAGM @ F.F.	HORIZ.
S621	4		4'–2"			ABUT. – DIAPHRAGM @ F.F.	HORIZ.
S422	8		3'–2"			ABUT. – DIAPHRAGM	HORIZ.
S623	10		19'–8"			ABUT. – DIAPHRAGM @ B.F. & TOP	HORIZ.
S524	28		6'–0"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S525	1		6'–10"	X		ABUT. – DIAPHRAGM – STIRRUP (E. ABUT.)	VERT.
S526	1		7'–0"	X		ABUT. – DIAPHRAGM – STIRRUP (E. ABUT.)	VERT.
S527	1		6'–7"	X		ABUT. – DIAPHRAGM – STIRRUP (W. ABUT.)	VERT.
S528	1		6'–5"	X		ABUT. – DIAPHRAGM – STIRRUP (W. ABUT.)	VERT.
S529	28		11'–6"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S530	1		12'–0"	X		ABUT. – DIAPHRAGM – STIRRUP (E. ABUT.)	VERT.
S531	1		12'–4"	X		ABUT. – DIAPHRAGM – STIRRUP (E. ABUT.)	VERT.
S532	1		11'–4"	X		ABUT. – DIAPHRAGM – STIRRUP (W. ABUT.)	VERT.
S533	1		10'–10"	X		ABUT. – DIAPHRAGM – STIRRUP (W. ABUT.)	VERT.
S534	12		9'–8"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S435	20		3'–5"	X		ABUT. – DIAPHRAGM – STIRRUP	VERT.
S536	12		6'–0"			ABUT. – DIAPHRAGM – THRU GIRDER	HORIZ.
S437	8		3'–6"			ABUT. – DIAPHRAGM – ENDS	VERT.
S638	1		9'–1"	X		ABUT. – DIAPHRAGM (E. ABUT.) – ENDS	HORIZ.
S639	1		10'–1"	X		ABUT. – DIAPHRAGM (E. ABUT.) – ENDS	HORIZ.
S640	1		8'–10"	X		ABUT. – DIAPHRAGM (E. ABUT.) – ENDS	HORIZ.
S641	2		7'–9"	X		ABUT. – DIAPHRAGM – ENDS	HORIZ.
S642	2		8'–9"	X		ABUT. – DIAPHRAGM – ENDS	HORIZ.
S643	2		7'–7"	X		ABUT. – DIAPHRAGM – ENDS	HORIZ.
S644	1		8'–4"	X		ABUT. – DIAPHRAGM (W. ABUT.) – ENDS	HORIZ.
S645	1		9'–4"	X		ABUT. – DIAPHRAGM (W. ABUT.) – ENDS	HORIZ.
S646	1		8'–1"	X		ABUT. – DIAPHRAGM (W. ABUT.) – ENDS	HORIZ.
S547	315		4'–5"	X		PARAPET – STIRRUP	VERT.
S548	317		5'–0"	X		PARAPET – STIRRUP	VERT.
S549	2		5'–10"	X		PARAPET – STIRRUP	VERT.
S550	24		54'–2"			PARAPET – LONGITUDINAL	HORIZ.

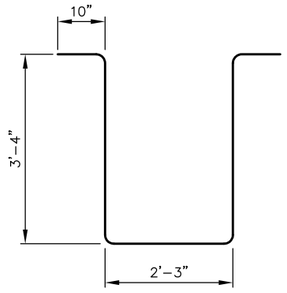
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

F.F. = FRONT FACE
B.F. = BACK FACE



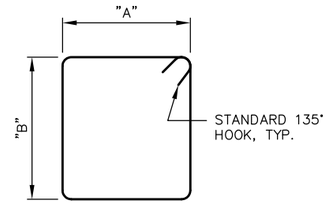
S502 & S503



S516

BAR BEND DIM.

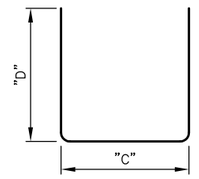
MARK	"A"	"B"
S515	2'–3"	1'–6"
S529	2'–11"	2'–6"
S530	3'–2"	2'–6"
S531	3'–4"	2'–6"
S532	2'–10"	2'–6"
S533	2'–7"	2'–6"
S534	2'–11"	1'–7"



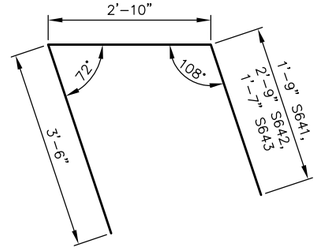
S515, S529, S530, S531, S532, S533 & S534

BAR BEND DIM.

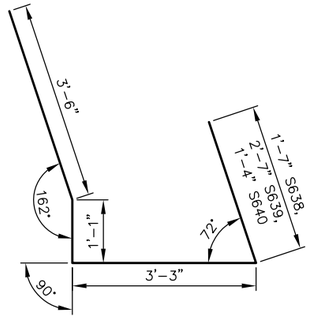
MARK	"C"	"D"
S524	2'–3"	2'–0"
S525	3'–1"	2'–0"
S526	3'–3"	2'–0"
S527	2'–10"	2'–0"
S528	2'–8"	2'–0"
S435	0'–11"	1'–4"



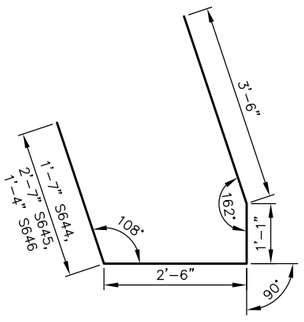
S524, S525, S526, S527, S528 & S435



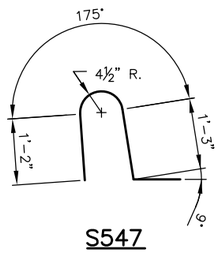
S641, S642 & S643



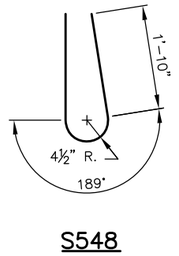
S638, S639 & S640



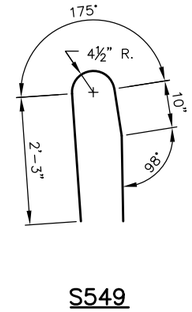
S644, S645 & S646



S547



S548



S549

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

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SUPERSTRUCTURE REINFORCEMENT

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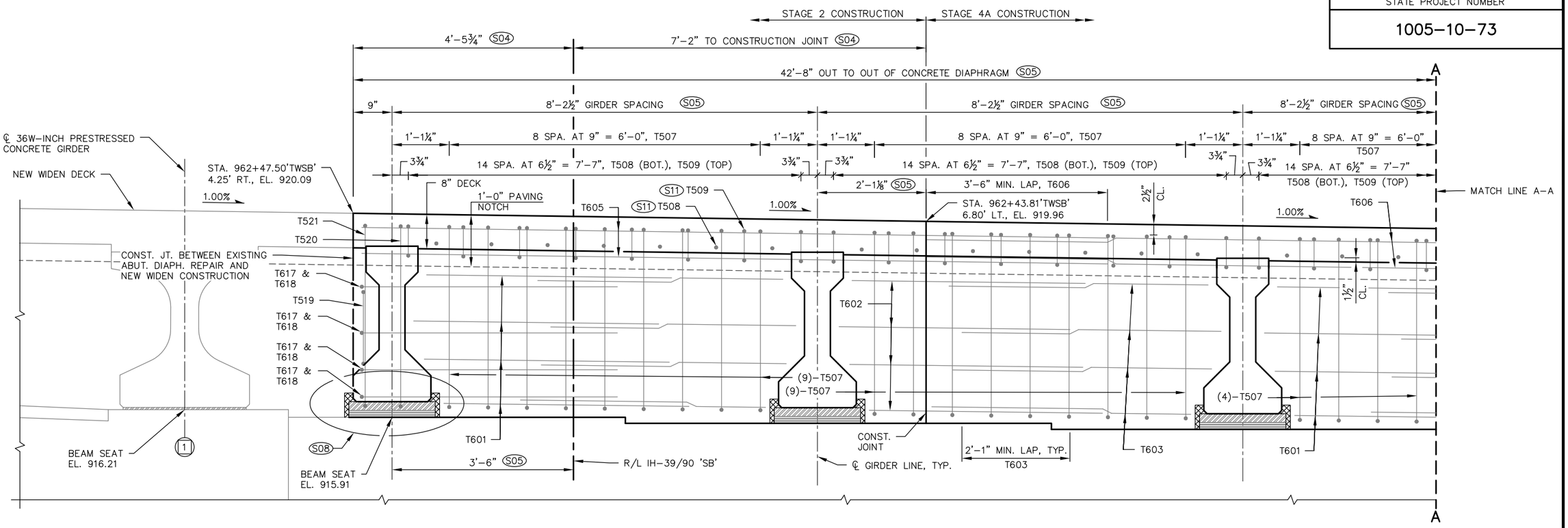
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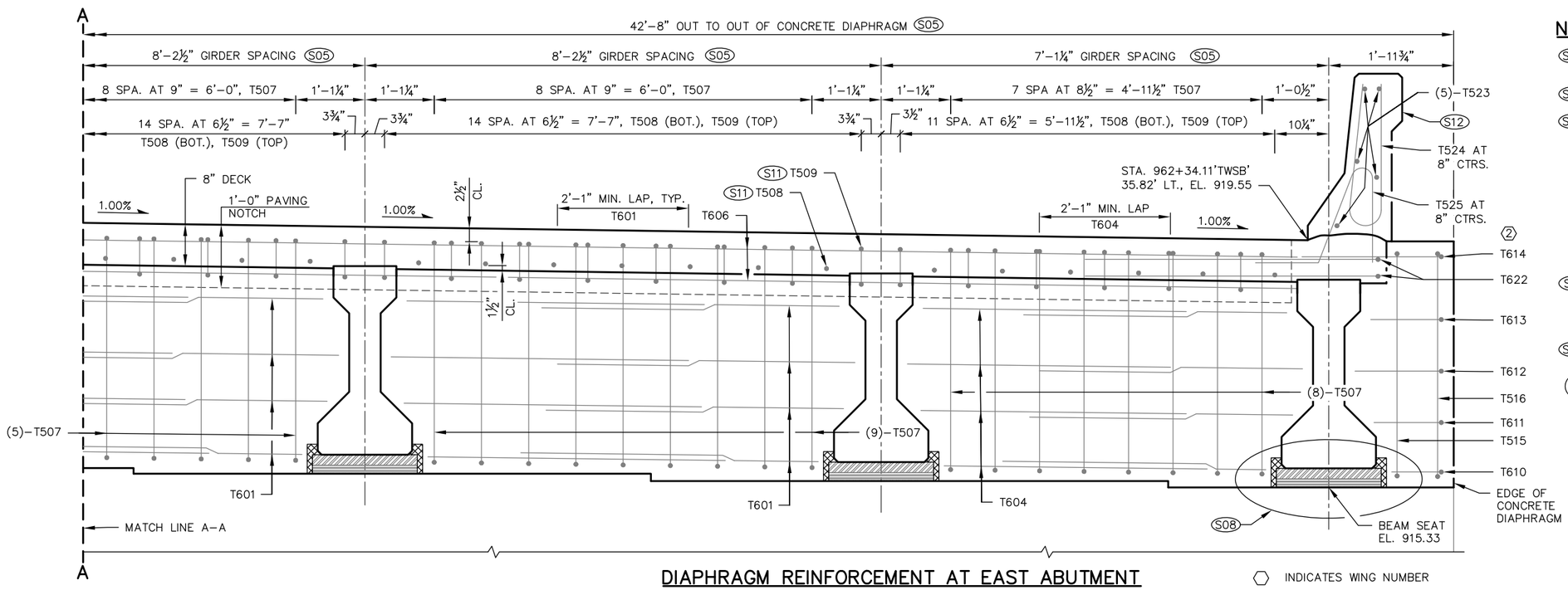
FILE: 22–31–B530085_super.dwg
PLOT SCALE:

I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

STATE PROJECT NUMBER
1005–10–73





DIAPHRAGM REINFORCEMENT AT EAST ABUTMENT

(LOOKING EAST)
(DECK STEEL NOT SHOWN FOR CLARITY)

⬡ INDICATES WING NUMBER

NOTES

S04 DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

S05 DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

S08 ISOLATE THE EXISTING BEARINGS FROM THE NEW FULL DEPTH CONCRETE DIAPHRAGM. PLACE RIGID FOAM INSULATION AROUND THE EXISTING BEARINGS AND UNDER THE BOTTOM FLANGES OF THE EXISTING GIRDERS. PROVIDE A MINIMUM THICKNESS OF 1–INCH OF RIGID FOAM INSULATION AROUND ALL BEARING ELEMENTS. SEAL AND SECURE THE RIGID FOAM INSULATION TO PREVENT MOVEMENT AND MORTAR INTRUSION PRIOR TO PLACEMENT OF CONCRETE. THE COST OF MATERIALS AND LABOR FOR ISOLATING THE EXISTING BEARINGS SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY BRIDGES".

S11 SALVAGE EXISTING LONGITUDINAL REBAR AND INCORPORATE INTO NEW CONCRETE DIAPHRAGM. LAP T508 WITH EXISTING BOTTOM LONGITUDINAL REBAR & LAP T509 WITH EXISTING TOP LONGITUDINAL REBAR.

S12 SEE "SUPERSTRUCTURE REPAIR REINFORCEMENT" SHEET FOR PARAPET DETAILS.

(1) GIRDER 1 LINE DESIGNATION

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STRUCTURE B–53–85

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EAST ABUTMENT DIAPHRAGM REPAIR CROSS SECTION

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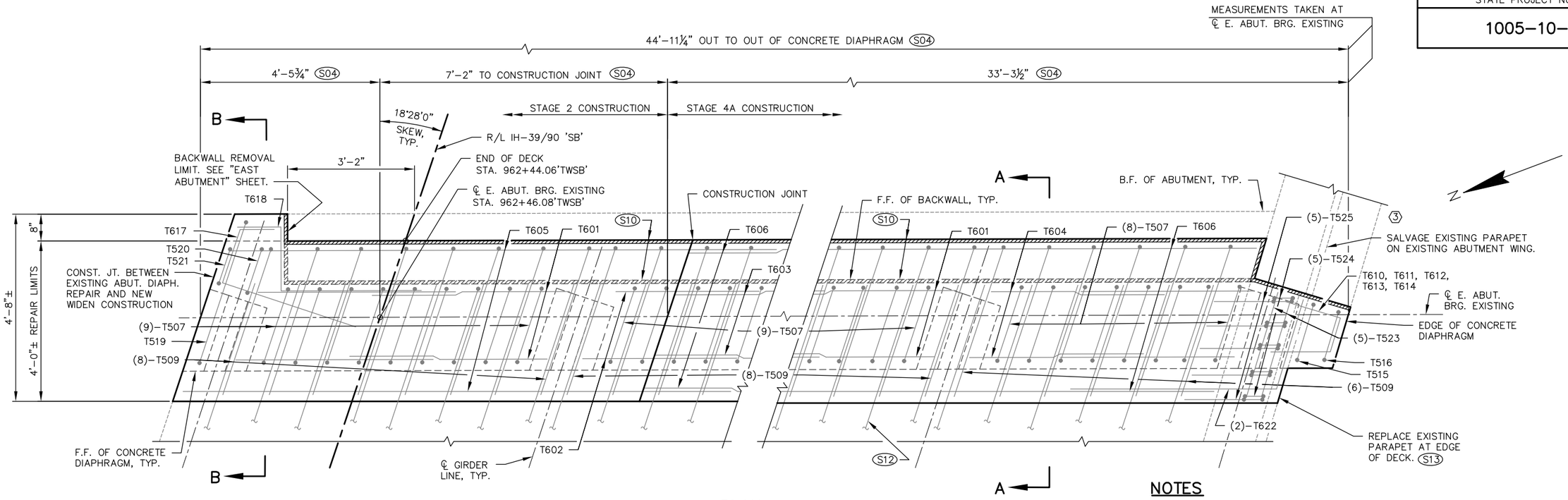
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I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

FILE: 22–31–B530085_super.dwg
PLOT SCALE:

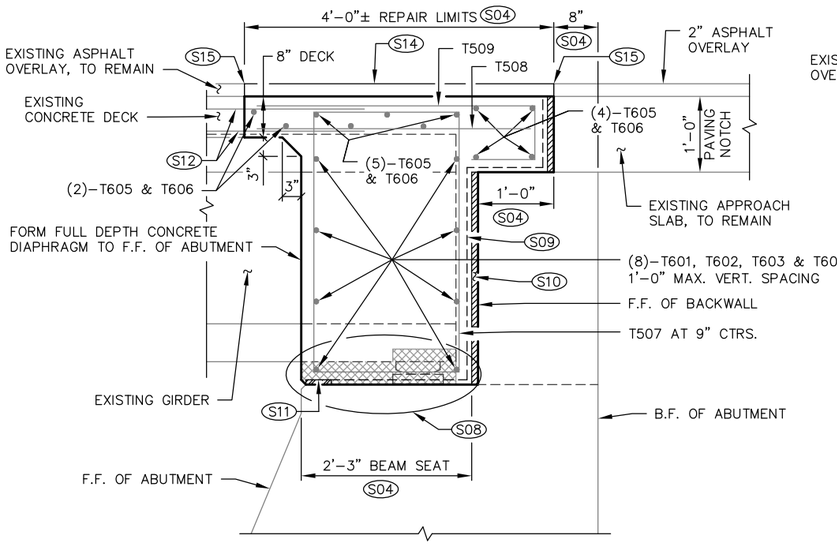
STATE PROJECT NUMBER
1005-10-73



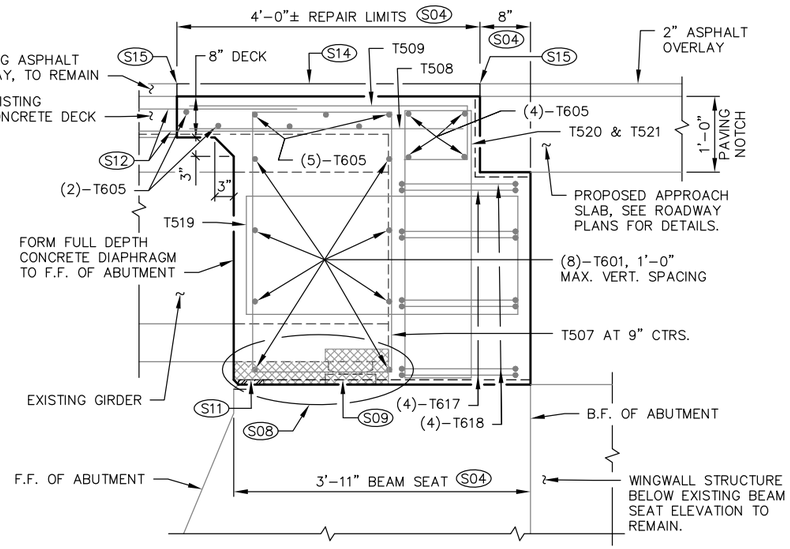
PLAN
(EXISTING EAST ABUTMENT)

⬡ INDICATES WING NUMBER

F.F. = FRONT FACE
B.F. = BACK FACE



SECTION A-A THRU DIAPHRAGM AT EAST ABUTMENT
(LOOKING NORTH)



SECTION B-B THRU DIAPHRAGM AT EAST ABUTMENT
(LOOKING NORTH)
(SECTION SHOWN ONLY AT BACKWALL REMOVAL LIMITS ON THE NORTH SIDE OF EAST ABUTMENT)

NOTES

(S04) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

(S08) ISOLATE THE EXISTING BEARINGS FROM THE NEW FULL DEPTH CONCRETE DIAPHRAGM. PLACE RIGID FOAM INSULATION AROUND THE EXISTING BEARINGS AND UNDER THE BOTTOM FLANGES OF THE EXISTING GIRDERS. PROVIDE A MINIMUM THICKNESS OF 1-INCH OF RIGID FOAM INSULATION AROUND ALL BEARING ELEMENTS. SEAL AND SECURE THE RIGID FOAM INSULATION TO PREVENT MOVEMENT AND MORTAR INTRUSION PRIOR TO PLACEMENT OF CONCRETE. THE COST OF MATERIALS AND LABOR FOR ISOLATING THE EXISTING BEARINGS SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY BRIDGES".

(S09) PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE EXISTING ABUTMENT BEFORE POURING DIAPHRAGM. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03". CLEAN ALL DEBRIS FROM SURFACES SHOWN ALONG ABUTMENT PRIOR TO PLACEMENT OF POLYETHYLENE SHEETS.

(S10) PLACE A 1-INCH THICK COMPRESSIBLE MAT ON THE ENTIRE FRONT FACE OF THE EXISTING ABUTMENT BACKWALL AND AT THE FRONT FACE OF THE EXISTING APPROACH SLAB. THE COMPRESSIBLE MAT SHALL HAVE A COMPRESSIVE STRENGTH BETWEEN 200 PSF AND 1500 PSF AND HAVE A MINIMUM OF 1/2-INCH OF COMPRESSIBILITY. PLACE POLYETHYLENE SHEETS AFTER INSTALLING COMPRESSIBLE MAT. THE COMPRESSIBLE MAT SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY STRUCTURES".

(S11) ¾" X 4" PREFORMED FILLER.

(S12) SALVAGE EXISTING LONGITUDINAL REBAR AND INCORPORATE INTO NEW CONCRETE DIAPHRAGM. LAP T508 WITH EXISTING BOTTOM LONGITUDINAL REBAR & LAP T509 WITH EXISTING TOP LONGITUDINAL REBAR.

(S13) SEE "SUPERSTRUCTURE REPAIR REINFORCEMENT" SHEET FOR PARAPET DETAILS.

(S14) SEE "HMA OVERLAY POLYMER-MODIFIED" SHEET FOR OVERLAY DETAILS.

(S15) SAW CUT HMA OVERLAY CONSTRUCTION JOINT 1/2-INCH WIDE AND FILL TO WITHIN 1/8-INCH OF SURFACE WITH JOINT SEALER. COST INCLUDED IN BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

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EAST ABUTMENT DIAPHRAGM REPAIR DETAILS

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742

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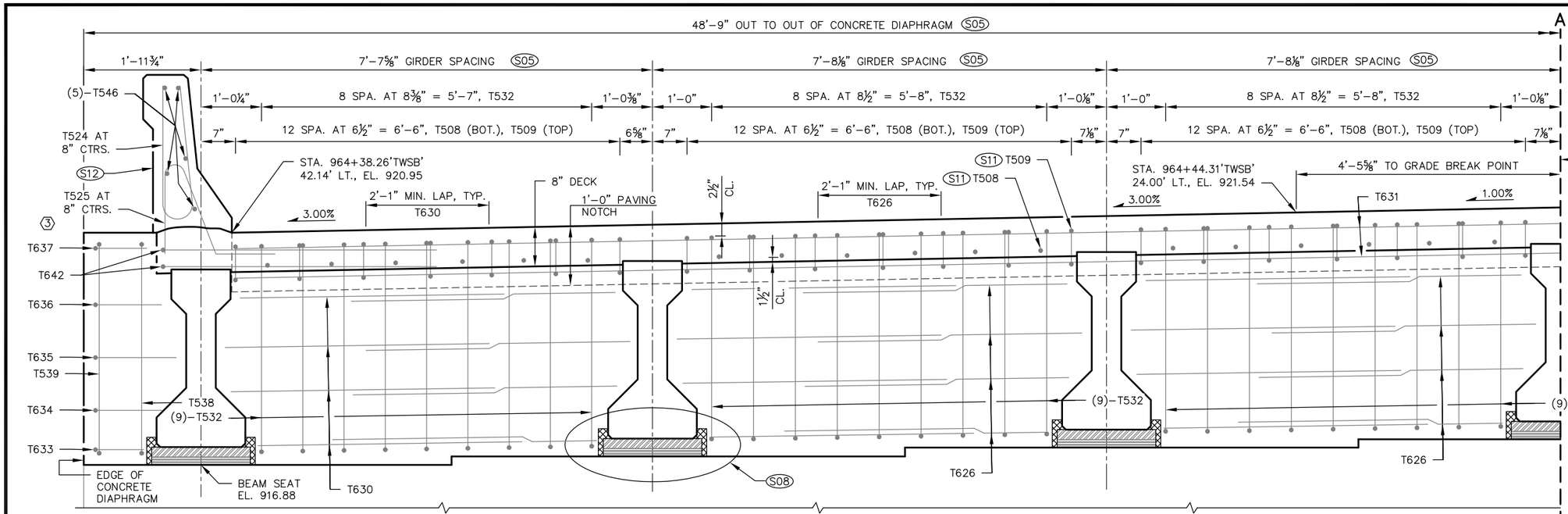
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I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

FILE: 22-31-B530085_super.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–73



DIAPHRAGM REINFORCEMENT AT WEST ABUTMENT

(LOOKING WEST)
(DECK STEEL NOT SHOWN FOR CLARITY)

NOTES

⬡ INDICATES WING NUMBER

(1) GIRDER 1 LINE DESIGNATION

(S04) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

(S05) DIMENSION IS TAKEN NORMAL TO ℄ GIRDERS.

(S08) ISOLATE THE EXISTING BEARINGS FROM THE NEW FULL DEPTH CONCRETE DIAPHRAGM. PLACE RIGID FOAM INSULATION AROUND THE EXISTING BEARINGS AND UNDER THE BOTTOM FLANGES OF THE EXISTING GIRDERS. PROVIDE A MINIMUM THICKNESS OF 1–INCH OF RIGID FOAM INSULATION AROUND ALL BEARING ELEMENTS. SEAL AND SECURE THE RIGID FOAM INSULATION TO PREVENT MOVEMENT AND MORTAR INTRUSION PRIOR TO PLACEMENT OF CONCRETE. THE COST OF MATERIALS AND LABOR FOR ISOLATING THE EXISTING BEARINGS SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY BRIDGES".

(S11) SALVAGE EXISTING LONGITUDINAL REBAR AND INCORPORATE INTO NEW CONCRETE DIAPHRAGM. LAP T508 WITH EXISTING BOTTOM LONGITUDINAL REBAR & LAP T509 WITH EXISTING TOP LONGITUDINAL REBAR.

(S12) SEE "SUPERSTRUCTURE REPAIR REINFORCEMENT" SHEET FOR PARAPET DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

WEST ABUTMENT DIAPHRAGM REPAIR CROSS SECTION

SHEET 29 OF 34

743

I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

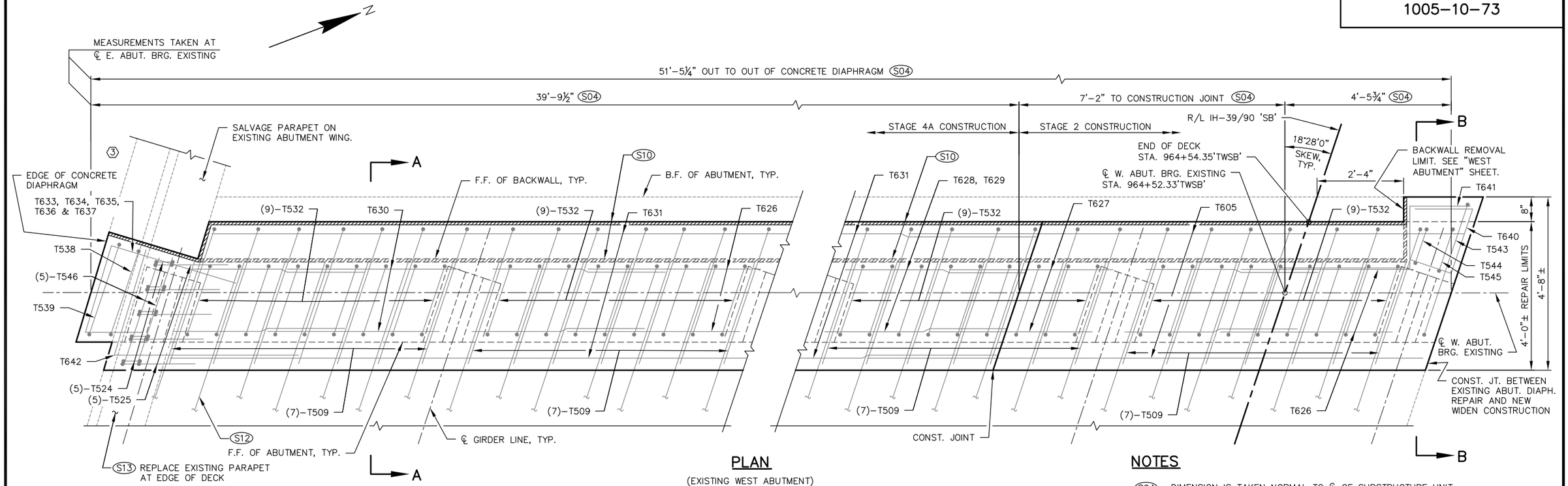
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PLOT SCALE:

8

8

STATE PROJECT NUMBER

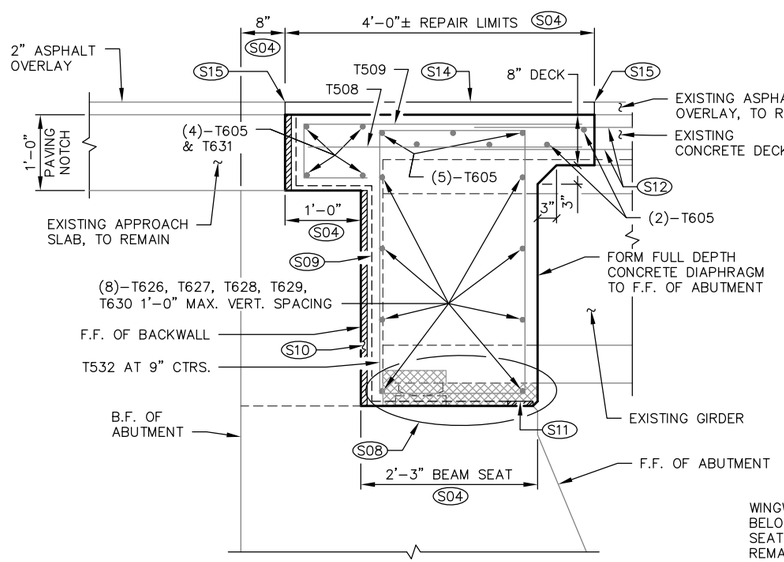
1005-10-73



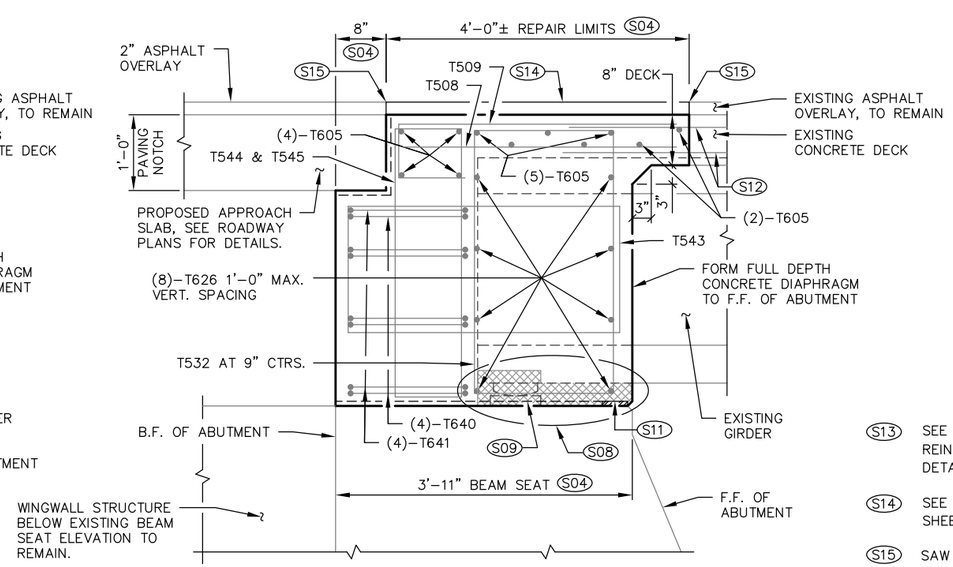
PLAN
(EXISTING WEST ABUTMENT)

⬡ INDICATES WING NUMBER

F.F. = FRONT FACE
B.F. = BACK FACE



SECTION A-A THRU DIAPHRAGM AT WEST ABUTMENT
(LOOKING NORTH)



SECTION B-B THRU DIAPHRAGM AT WEST ABUTMENT
(LOOKING NORTH)
(SECTION SHOWN ONLY AT BACKWALL REMOVAL LIMITS ON THE NORTH SIDE OF WEST ABUTMENT)

NOTES

(S04) DIMENSION IS TAKEN NORMAL TO ℄ OF SUBSTRUCTURE UNIT.

(S08) ISOLATE THE EXISTING BEARINGS FROM THE NEW FULL DEPTH CONCRETE DIAPHRAGM. PLACE RIGID FOAM INSULATION AROUND THE EXISTING BEARINGS AND UNDER THE BOTTOM FLANGES OF THE EXISTING GIRDERS. PROVIDE A MINIMUM THICKNESS OF 1-INCH OF RIGID FOAM INSULATION AROUND ALL BEARING ELEMENTS. SEAL AND SECURE THE RIGID FOAM INSULATION TO PREVENT MOVEMENT AND MORTAR INTRUSION PRIOR TO PLACEMENT OF CONCRETE. THE COST OF MATERIALS AND LABOR FOR ISOLATING THE EXISTING BEARINGS SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY BRIDGES".

(S09) PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE EXISTING ABUTMENT BEFORE POURING DIAPHRAGM. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03". CLEAN ALL DEBRIS FROM SURFACES SHOWN ALONG ABUTMENT PRIOR TO PLACEMENT OF POLYETHYLENE SHEETS.

(S10) PLACE A 1-INCH THICK COMPRESSIBLE MAT ON THE ENTIRE FRONT FACE OF THE EXISTING ABUTMENT BACKWALL AND AT THE FRONT FACE OF THE EXISTING APPROACH SLAB. THE COMPRESSIBLE MAT SHALL HAVE A COMPRESSIVE STRENGTH BETWEEN 200 PSF AND 1500 PSF AND HAVE A MINIMUM OF 1/2-INCH OF COMPRESSIBILITY. PLACE POLYETHYLENE SHEETS AFTER INSTALLING COMPRESSIBLE MAT. THE COMPRESSIBLE MAT SHALL BE INCLUDED WITH THE COST OF THE BID ITEM "CONCRETE MASONRY STRUCTURES".

(S11) ¾" X 4" PREFORMED FILLER.

(S12) SALVAGE EXISTING LONGITUDINAL REBAR AND INCORPORATE INTO NEW CONCRETE DIAPHRAGM. LAP T508 WITH EXISTING BOTTOM LONGITUDINAL REBAR & LAP T509 WITH EXISTING TOP LONGITUDINAL REBAR.

(S13) SEE "SUPERSTRUCTURE REPAIR REINFORCEMENT" SHEET FOR PARAPET DETAILS.

(S14) SEE "HMA OVERLAY POLYMER-MODIFIED" SHEET FOR OVERLAY DETAILS.

(S15) SAW CUT HMA OVERLAY CONSTRUCTION JOINT 1/2-INCH WIDE AND FILL TO WITHIN 1/8-INCH OF SURFACE WITH JOINT SEALER. COST INCLUDED IN BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

WEST ABUTMENT DIAPHRAGM REPAIR DETAILS

SHEET 30 OF 34

744

8

8

FILE: 22-31-B530085_super.dwg
PLOT SCALE:

I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

BILL OF BARS
SUPERSTRUCTURE REPAIR

EAST DIAPHRAGM = 2,470 LBS.
WEST DIAPHRAGM = 2,820 LBS.

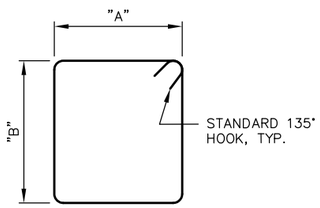
MARK	NUMBER EAST ABUT.	NUMBER WEST ABUT.	LENGTH	COATED	BENT	BAR SERIES	LOCATION	
T601	48		5'–0"	X			E. ABUT. DIAPHRAGM – @ B.F. & F.F.	HORIZ.
T602	8		4'–9"	X			E. ABUT. DIAPHRAGM – @ B.F. & F.F. – NORTH SIDE OF JOINT	HORIZ.
T603	8		5'–4"	X			E. ABUT. DIAPHRAGM – @ B.F. & F.F. – SOUTH SIDE OF JOINT	HORIZ.
T604	16		4'–5"	X			E. ABUT. DIAPHRAGM – @ B.F. & F.F. – SOUTH SIDE	HORIZ.
T605	11	11	15'–0"	X			ABUT. DIAPHRAGM – @ B.F. & F.F. TOP – NORTH SIDE OF JOINT	HORIZ.
T606	11		30'–6"	X			E. ABUT. DIAPHRAGM – @ B.F. & F.F. TOP – SOUTH SIDE OF JOINT	HORIZ.
T507	44		11'–11"	X	X		E. ABUT. DIAPHRAGM – STIRRUP	VERT.
T508	34	36	3'–10"	X			ABUT. DIAPHRAGM – TOP – LONGITUDINAL	HORIZ.
T509	38	42	5'–0"	X	X		ABUT. DIAPHRAGM – TOP – LONGITUDINAL	HORIZ.
T610	1		2'–9"	X	X		E. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T611	1		3'–1"	X	X		E. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T612	1		3'–9"	X	X		E. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T613	1		3'–3"	X	X		E. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T614	1		9'–9"	X	X		E. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T515	1		10'–11"	X	X		E. ABUT. DIAPHRAGM – STIRRUP – SOUTH SIDE	VERT.
T516	1		10'–5"	X	X		E. ABUT. DIAPHRAGM – STIRRUP – SOUTH SIDE	VERT.
T617	4		5'–10"	X	X		E. ABUT. DIAPHRAGM – NORTH SIDE	HORIZ.
T618	4		6'–0"	X	X		E. ABUT. DIAPHRAGM – NORTH SIDE	HORIZ.
T519	1		11'–0"	X	X		E. ABUT. DIAPHRAGM – STIRRUP – NORTH SIDE	VERT.
T520	1		10'–4"	X	X		E. ABUT. DIAPHRAGM – STIRRUP – NORTH SIDE	VERT.
T521	1		9'–10"	X	X		E. ABUT. DIAPHRAGM – STIRRUP – NORTH SIDE	VERT.
T622	2		7'–3"	X	X		E. ABUT. DIAPHRAGM – SOUTH SIDE – PARAPET	HORIZ.
T523	5		2'–6"	X			E. ABUT. DIAPHRAGM – SOUTH SIDE – PARAPET	HORIZ.
T524	5	5	4'–10"	X	X		ABUT. DIAPHRAGM – PARAPET – STIRRUP	VERT.
T525	5	5	4'–2"	X	X		ABUT. DIAPHRAGM – PARAPET – STIRRUP	VERT.
T626		64	4'–8"	X			W. ABUT. DIAPHRAGM – @ B.F. & F.F.	HORIZ.
T627		8	5'–3"	X			W. ABUT. DIAPHRAGM – @ B.F. & F.F. – NORTH SIDE OF JOINT	HORIZ.
T628		6	4'–2"	X			W. ABUT. DIAPHRAGM – @ B.F. & F.F. – SOUTH SIDE OF JOINT	HORIZ.
T629		2	3'–0"	X			W. ABUT. DIAPHRAGM – @ B.F. & F.F. – SOUTH SIDE OF JOINT	HORIZ.
T630		16	4'–8"	X			W. ABUT. DIAPHRAGM – @ B.F. & F.F. – SOUTH SIDE	HORIZ.
T631		11	37'–1"	X			W. ABUT. DIAPHRAGM – @ B.F. & F.F. TOP	HORIZ.
T532		54	11'–7"	X	X		W. ABUT. DIAPHRAGM – STIRRUP	VERT.
T633		1	6'–9"	X	X		W. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T634		1	6'–11"	X	X		W. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T635		1	7'–3"	X	X		W. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T636		1	7'–0"	X	X		W. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T637		1	9'–4"	X	X		W. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T538		1	12'–5"	X	X		W. ABUT. DIAPHRAGM – STIRRUP – SOUTH SIDE	VERT.
T539		1	12'–11"	X	X		W. ABUT. DIAPHRAGM – STIRRUP – SOUTH SIDE	VERT.
T640		4	4'–7"	X	X		W. ABUT. DIAPHRAGM – NORTH SIDE	HORIZ.
T641		4	6'–7"	X	X		W. ABUT. DIAPHRAGM – NORTH SIDE	HORIZ.
T642		2	7'–10"	X	X		W. ABUT. DIAPHRAGM – SOUTH SIDE	HORIZ.
T543		1	10'–6"	X	X		W. ABUT. DIAPHRAGM – STIRRUP – SOUTH SIDE	VERT.
T544		1	9'–10"	X	X		W. ABUT. DIAPHRAGM – STIRRUP – SOUTH SIDE	VERT.
T545		1	10'–2"	X	X		W. ABUT. DIAPHRAGM – STIRRUP – SOUTH SIDE	VERT.
T546		5	3'–0"	X			W. ABUT. DIAPHRAGM – SOUTH SIDE – PARAPET	HORIZ.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

BAR BEND DIM.

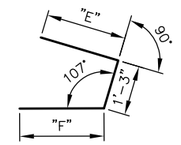
MARK	"A"	"B"
T507	1'–11"	3'–8"
T515	1'–5"	3'–8"
T516	1'–2"	3'–8"
T519	3'–9"	1'–5"
T520	1'–2"	3'–8"
T521	0'–11"	3'–8"
T532	1'–11"	3'–6"
T538	2'–4"	3'–6"
T539	2'–7"	3'–6"
T543	3'–9"	1'–2"
T544	1'–1"	3'–6"
T545	1'–3"	3'–6"



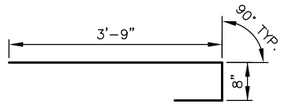
T507, T515, T516, T519, T520, T521, T532, T538, T539, T543, T544, T545

BAR BEND DIM.

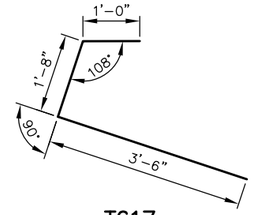
MARK	"E"	"F"
T610	0'–11"	0'–11"
T611	1'–1"	1'–1"
T612	1'–5"	1'–5"
T613	1'–2"	1'–2"
T614	4'–5"	4'–5"



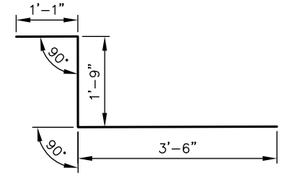
T610, T611, T612, T613, T614



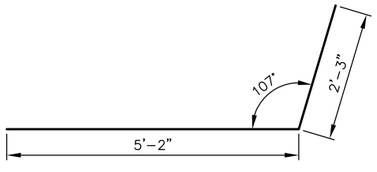
T509



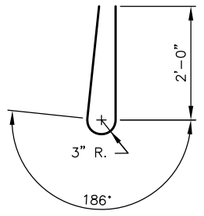
T617



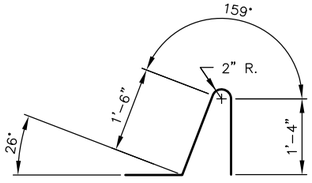
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T622



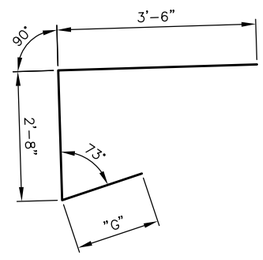
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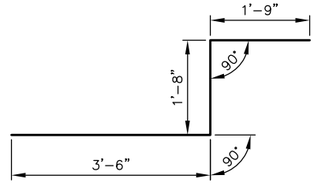
T525

BAR BEND DIM.

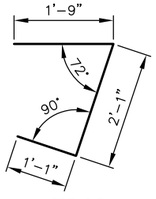
MARK	"G"
T633	0'–11"
T634	1'–1"
T635	1'–5"
T636	1'–2"
T637	3'–6"



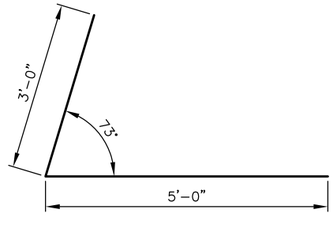
T633, T634, T635, T636 & T637



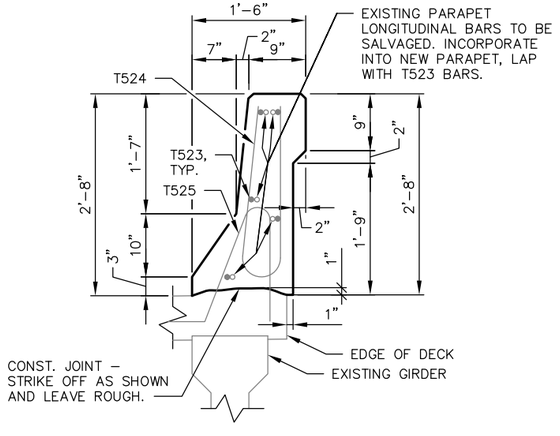
T641



T640



T642



EXISTING PARAPET DETAILS

(DIMENSION SHOWN ARE FROM EXISTING PLANS, MATCH EXISTING PARAPET DIMENSIONS)

STATE PROJECT NUMBER

1005–10–73

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

SUPERSTRUCTURE REPAIR REINFORCEMENT

SHEET 31 OF 34

745

8

8

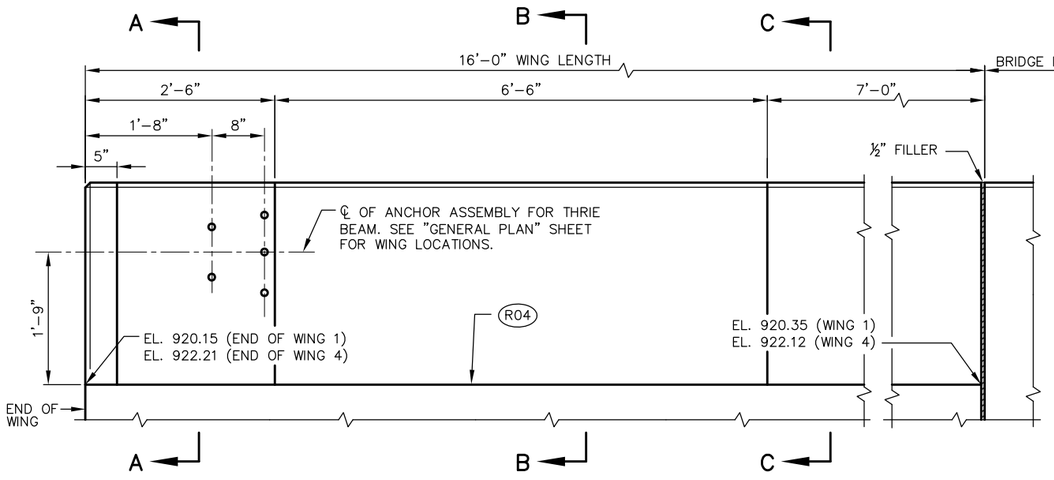
I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

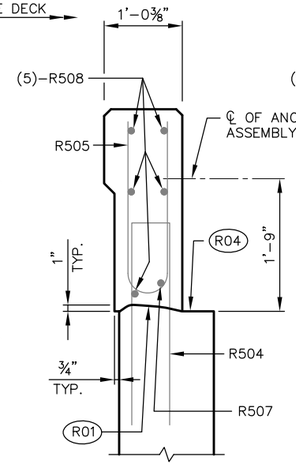
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PLOT SCALE:

STATE PROJECT NUMBER

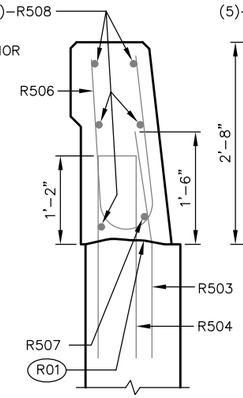
1005-10-73



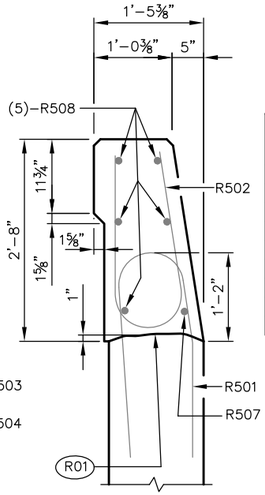
INSIDE ELEVATION OF PARAPET



SECTION A-A



SECTION B-B



SECTION C-C

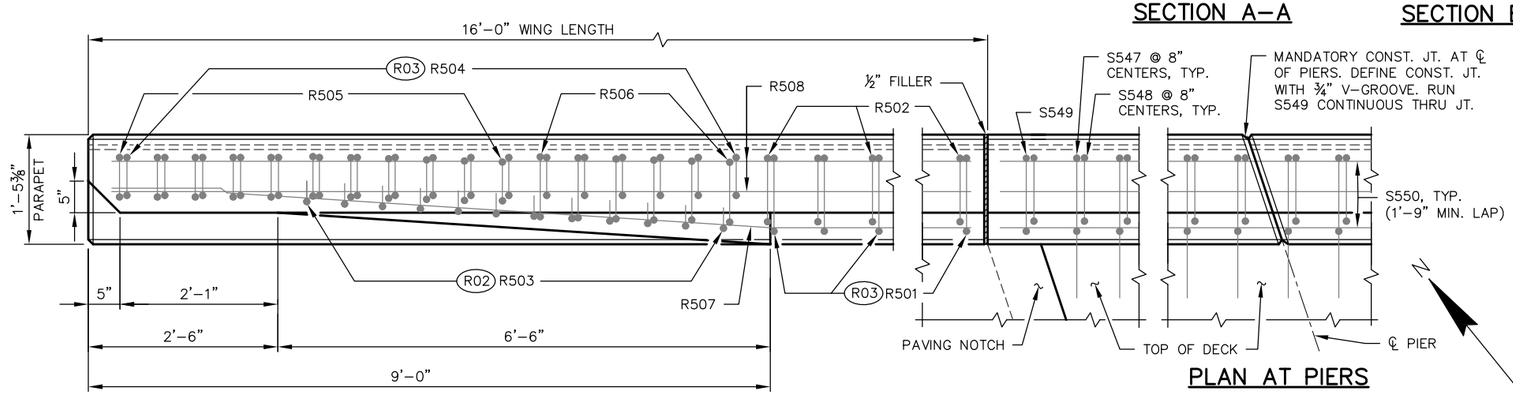
BILL OF BARS
PARAPETS ON WINGS

E. ABUT. = 450 LBS.
W. ABUT. = 450 LBS.

BAR MARK	COAT	NO. REQ'D. E. ABUT.	NO. REQ'D. W. ABUT.	LENGTH	BENT	LOCATION	
R501	X	11	11	5-10	X	PARAPET	VERT.
R502	X	11	11	5-0	X	PARAPET	VERT.
R503	X	12	12	3-0	X	PARAPET	VERT.
R504	X	17	17	5-7	X	PARAPET	VERT.
R505	X	11	11	4-9	X	PARAPET	VERT.
R506	X	6	6	4-10	X	PARAPET	VERT.
R507	X	1	1	15-7	X	PARAPET	HORIZ.
R508	X	5	5	15-8		PARAPET	HORIZ.

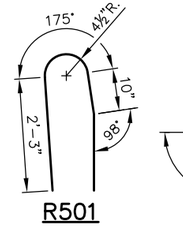
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

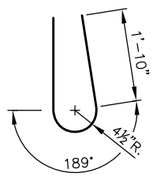


PLAN OF PARAPET
(WING 4 SHOWN, WING 1 SIMILAR)

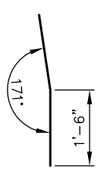
PLAN AT PIERS



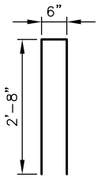
R501



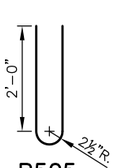
R502



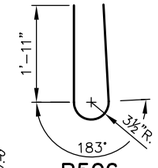
R503



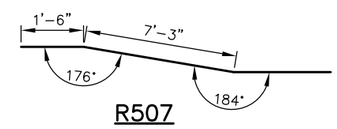
R504



R505



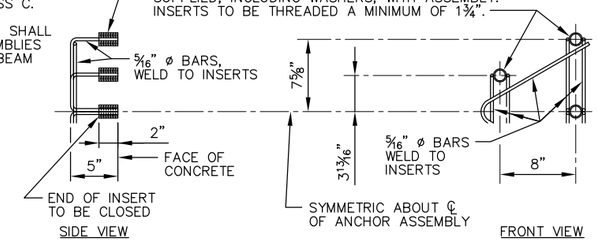
R506



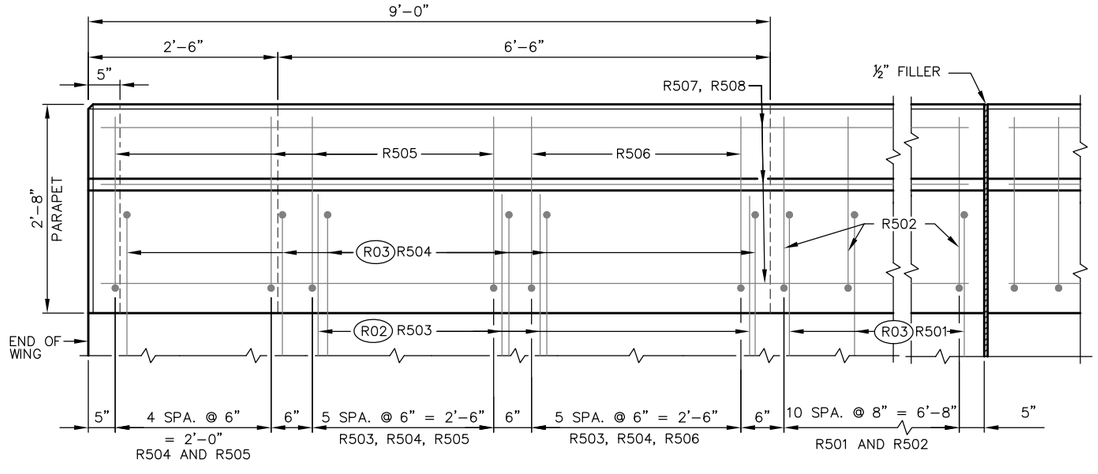
R507

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

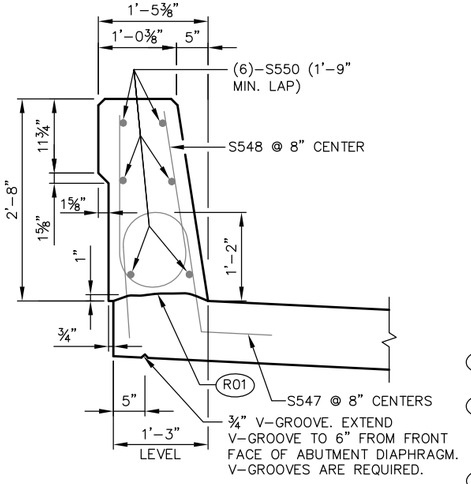
ASSEMBLY BID ITEM SHALL BE "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



DETAIL OF ANCHOR ASSEMBLY



OUTSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET ON BRIDGE
(LOOKING EAST, DECK STEEL NOT SHOWN FOR CLARITY)
(S547, S548 & S550 ARE INCLUDED IN SUPERSTR. BAR STEEL QNTY.)

NOTES

STEEL & CONCRETE QUANTITIES FOR PARAPETS ON WINGS INCLUDED IN ABUTMENT QUANTITIES ON "CROSS SECTION, QUANTITIES, NOTES" SHEET.

(R01) CONST. JOINT – STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(R02) R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 CORRECTLY ALONG TRANSITION OF PARAPET.

(R03) R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

(R04) FINISH CONCRETE NOT COVERED BY THE PARAPET. MATCH ROADWAY OR APPROACH SLAB CROSS SLOPE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-85

DRAWN BY JDO | PLANS CK'D JJK

SINGLE SLOPE PARAPET 32SS

SHEET 32 OF 34

746

8

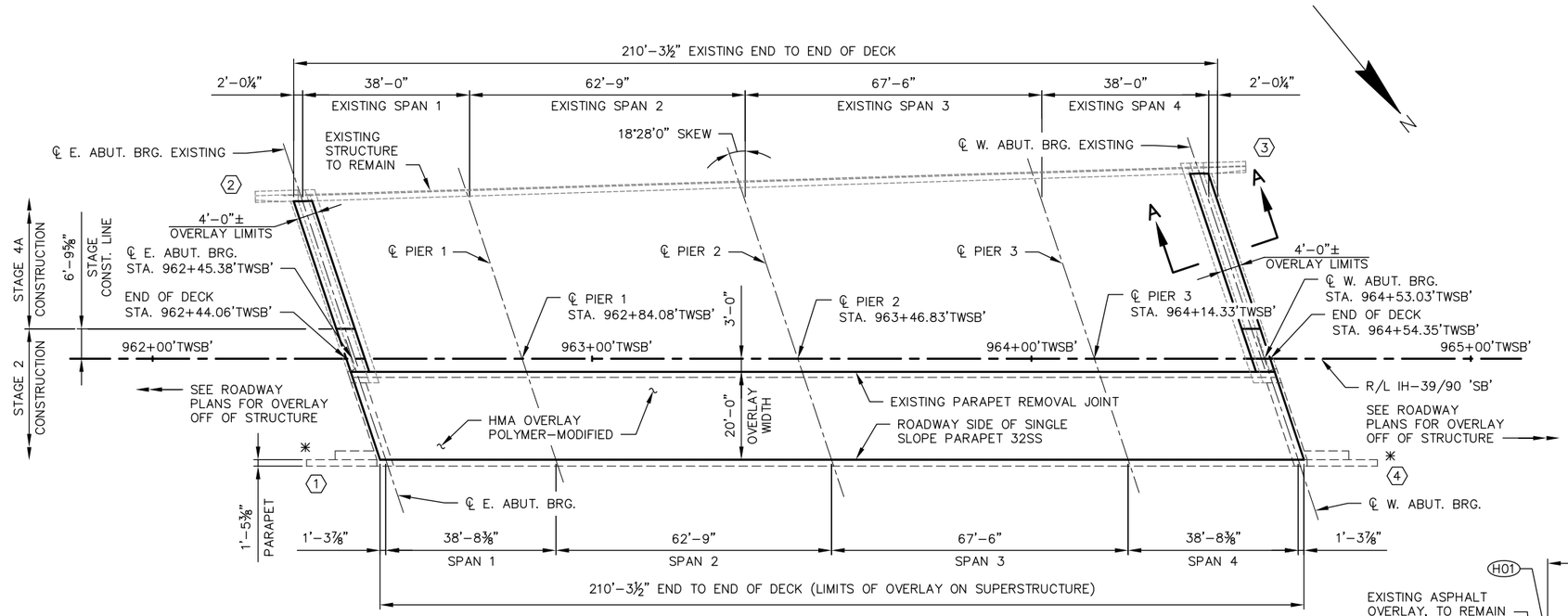
8

I.D. 1005-10-73

PLOT DATE: Jul 01, 2015

FILE: 32-B530085_32SS.dwg
PLOT SCALE:

STATE PROJECT NUMBER
1005–10–73



HMA OVERLAY POLYMER–MODIFIED PLAN

NOTES

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON AN AVERAGE OVERLAY THICKNESS OF 2–INCH PLACED ABOVE THE CONCRETE DECK SURFACE. CONTACT THE BUREAU OF STRUCTURES BEFORE PLACEMENT OF THE OVERLAY IF THE AVERAGE THICKNESS OF THE OVERLAY WILL EXCEED THE AVERAGE THICKNESS SHOWN ON THE PLANS BY MORE THAN ½–INCH.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY SHALL BE INCLUDED IN THE BID ITEM "HMA OVERLAY POLYMER–MODIFIED".

FOR DECK REMOVAL LIMITS AT END OF DECK LOCATION, SEE "SUPERSTRUCTURE PLAN" SHEET.

⬡ INDICATES WING NUMBER

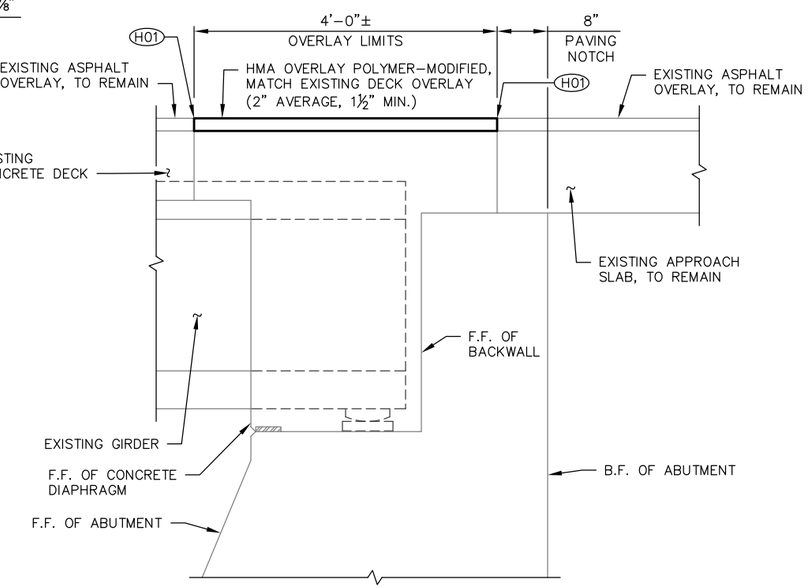
✳ ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD

(H01) SAW CUT HMA OVERLAY CONSTRUCTION JOINT 1/2–INCH WIDE AND FILL TO WITHIN 1/8–INCH OF SURFACE WITH JOINT SEALER. COST INCLUDED IN BID ITEM "HMA OVERLAY POLYMER–MODIFIED".

① GIRDER 1 LINE DESIGNATION
② GIRDER 2 LINE DESIGNATION
③ GIRDER 3 LINE DESIGNATION

CROSS SECTION THRU ROADWAY IN SPAN SHOWING HMA OVERLAY POLYMER–MODIFIED

(LOOKING WEST)



SECTION A–A THRU EXISTING ABUTMENT SHOWING HMA OVERLAY POLYMER–MODIFIED

(EXISTING WEST ABUTMENT LOOKING SOUTH, EAST ABUTMENT SIMILAR)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

HMA OVERLAY POLYMER–MODIFIED

SHEET 33 OF 34

747

I.D. 1005–10–73

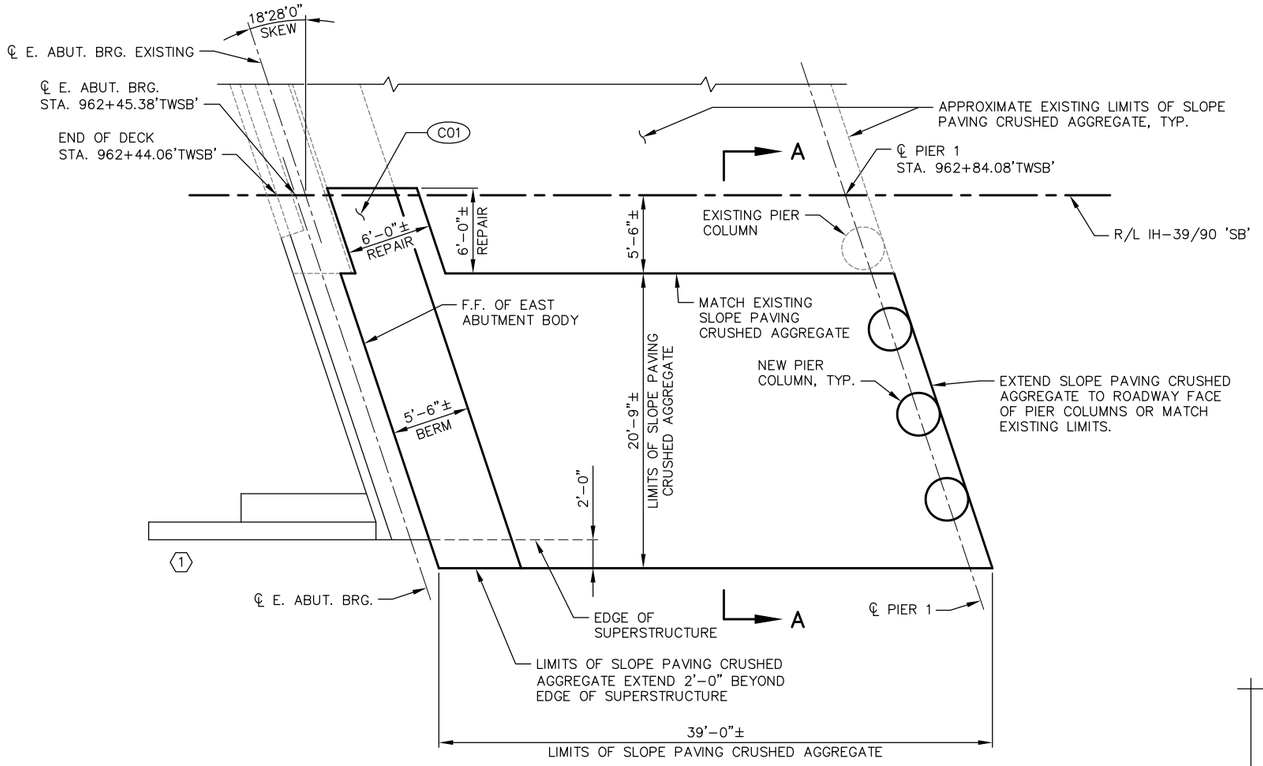
PLOT DATE: Jul 01, 2015

FILE: 33–B530085_overlay.dwg
PLOT SCALE:

8

8

STATE PROJECT NUMBER
1005–10–73



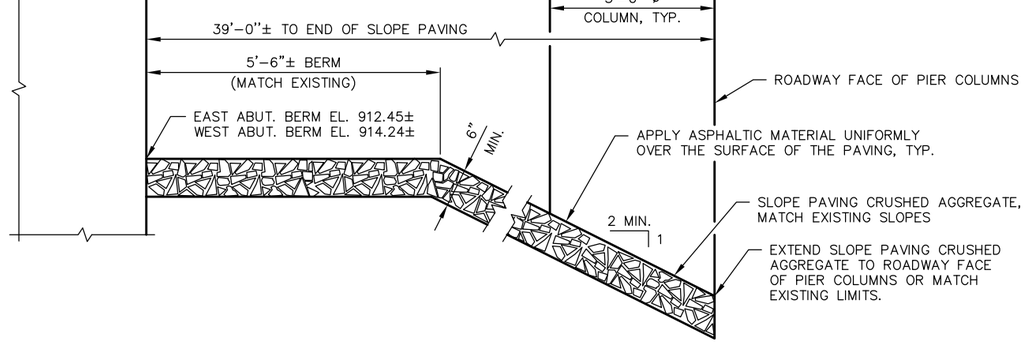
F.F. – FRONT FACE
B.F. – BACK FACE

PLAN VIEW SHOWING LIMITS OF SLOPE PAVING CRUSHED AGGREGATE

(EAST ABUTMENT SHOWN, WEST ABUTMENT SIMILAR)

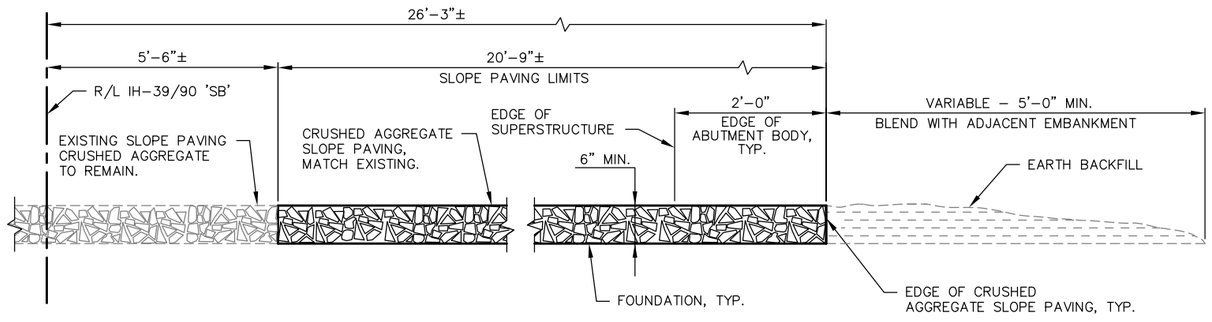
⬡ INDICATES WING NUMBER

C01 REPAIR SLOPE PAVING DISTURBED DURING ABUTMENT EXCAVATION.



TYPICAL SECTION THRU SLOPE PAVING CRUSHED AGGREGATE

(ROUND STONE WILL NOT BE ACCEPTED)



SECTION A–A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B–53–85

DRAWN BY JDO | PLANS CK'D JJK

SLOPE PAVING CRUSHED AGGREGATE

SHEET 34 OF 34

748

8

8

I.D. 1005–10–73

PLOT DATE: Jul 01, 2015

FILE: 34–B530085_slppav.dwg
PLOT SCALE:

DIVISION 2-1/CAT. 1000 (STA 738+00 - STA 1022+99): STAGE 2 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
738+00		51.13	0.29	0	0.00								
739+00	100	49.42	0.29	0	0.00	186	1	0	0	186	0	0	186
739+17	17	67.46	0.29	0	0.00	37	0	0	0	223	0	0	223
740+00	83	56.87	0.29	0	16.00	191	1	0	25	414	0	25	414
741+00	100	58.96	0.29	0	12.80	214	1	0	53	629	0	78	629
742+00	100	39.63	0.29	1.16	24.00	183	1	2	68	811	2	146	809
743+00	100	32.53	0.29	6.5	16.80	134	1	14	76	945	16	222	928
744+00	100	36.50	0.29	8.88	8.40	128	1	28	47	1073	45	268	1028
745+00	100	41.67	0.29	5.92	0.00	145	1	27	16	1217	72	284	1145
746+00	100	29.55	0.29	7.01	8.00	132	1	24	15	1349	96	299	1253
747+00	100	31.18	0.29	4.43	16.00	112	1	21	44	1462	117	343	1344
748+00	100	24.94	0.29	11.98	26.40	104	1	30	79	1566	148	422	1418
749+00	100	22.98	0.29	9.11	46.40	89	1	39	135	1654	187	556	1468
750+00	100	25.48	0.29	12.05	60.00	90	1	39	197	1744	226	753	1518
751+00	100	29.83	0.29	4.86	50.70	102	1	31	205	1847	257	958	1589
752+00	100	29.48	0.29	2.97	43.70	110	1	15	175	1956	272	1133	1685
753+00	100	33.51	0.29	1.25	37.00	117	1	8	149	2073	280	1283	1793
754+00	100	27.04	0.29	1.74	39.60	112	1	6	142	2185	285	1425	1900
754+75	75	29.44	0.29	0	21.00	78	1	2	84	2264	288	1509	1976
755+00	25	29.31	0.29	0	27.20	27	0	0	22	2291	288	1531	2003
755+81	81	38.77	0.29	0	26.40	102	1	0	80	2393	288	1611	2105
756+00	19	39.42	0.29	0	25.60	28	0	0	18	2420	288	1630	2133
757+00	100	50.65	0.29	0	17.05	167	1	0	79	2587	288	1709	2300
758+00	100	55.15	0.29	0	15.00	196	1	0	59	2783	288	1768	2496
759+00	100	41.73	0.29	3.91	30.00	179	1	7	83	2962	295	1851	2668
760+00	100	37.43	0.29	2.45	0.00	147	1	12	56	3109	307	1907	2802
761+00	100	40.33	0.29	1.63	8.00	144	1	8	15	3253	314	1922	2939
762+00	100	42.15	0.29	0.74	15.60	153	1	4	44	3406	319	1966	3087
763+00	100	45.94	0.29	1.51	13.92	163	1	4	55	3569	323	2020	3246
764+00	100	32.49	0.29	5.65	38.50	145	1	13	97	3714	336	2117	3378
765+00	100	34.92	0.29	0.76	53.67	125	1	12	171	3839	348	2288	3491
766+00	100	38.61	0.29	0.74	34.80	136	1	3	164	3975	351	2452	3625
767+00	100	50.47	0.29	0	28.08	165	1	1	116	4140	352	2568	3788
768+00	100	50.38	0.29	0	8.34	187	1	0	67	4327	352	2636	3975
769+00	100	50.50	0.29	0	13.20	187	1	0	40	4514	352	2676	4162
770+00	100	47.50	0.29	0.02	12.00	181	1	0	47	4695	352	2722	4343
771+00	100	60.85	0.29	0	4.00	201	1	0	30	4896	352	2752	4544
772+00	100	52.90	0.29	0	3.00	211	1	0	13	5106	352	2765	4754
773+00	100	46.98	0.29	0.06	3.20	185	1	0	11	5291	352	2776	4939
774+00	100	62.76	0.29	0	1.20	203	1	0	8	5495	352	2784	5142
775+00	100	78.65	0.29	0	0.00	262	1	0	2	5756	352	2787	5404
776+00	100	73.73	0.29	0	0.00	282	1	0	0	6039	352	2787	5686
777+00	100	91.33	0.29	0	0.00	306	1	0	0	6344	352	2787	5992
778+00	100	107.53	0.29	0	0.00	368	1	0	0	6713	352	2787	6360
779+00	100	87.58	0.29	0	0.00	361	1	0	0	7074	352	2787	6722
779+06	6	79.28	0.29	0	0.00	19	0	0	0	7092	352	2787	6740
780+29		43.55	0.29	0	0.00								
781+00	71	51.72	0.29	0	0.00	125	1	0	0	7218	352	2787	6865
781+34	34	64.57	0.29	0	0.00	73	0	0	0	7291	352	2787	6939
782+00	66	62.51	0.29	0	0.00	155	1	0	0	7446	352	2787	7094
783+00	100	46.98	0.29	0	2.80	203	1	0	5	7649	352	2792	7297
784+00	100	35.61	0.29	0	10.34	153	1	0	24	7802	352	2816	7450
785+00	100	33.88	0.29	0	11.67	129	1	0	41	7931	352	2857	7578
786+00	100	25.50	0.29	0.1	14.56	110	1	0	49	8041	352	2905	7688
787+00	100	30.16	0.29	0	6.37	103	1	0	39	8144	353	2944	7791
788+00	100	22.95	0.29	0	3.08	98	1	0	18	8242	353	2962	7889
789+00	100	26.05	0.29	0	2.52	91	1	0	10	8333	353	2972	7980
790+00	100	25.68	0.29	0	2.00	96	1	0	8	8428	353	2980	8076
791+00	100	21.08	0.29	0	1.60	87	1	0	7	8515	353	2987	8162
792+00	100	19.60	0.29	0	1.20	75	1	0	5	8590	353	2992	8238
793+00	100	17.85	0.29	0	0.80	69	1	0	4	8660	353	2996	8307
794+00	100	15.81	0.29	1.43	1.10	62	1	3	4	8722	355	3000	8367
795+00	100	14.16	0.29	2.46	0.00	55	1	7	2	8778	362	3002	8415
796+00	100	13.67	0.29	4.28	0.00	52	1	12	0	8829	375	3002	8454
797+00	100	14.69	0.29	5.86	0.00	53	1	19	0	8882	394	3002	8488
798+00	100	55.98	0.29	2.02	0.00	131	1	15	0	9012	408	3002	8604
799+00	100	82.78	0.29	0	0.00	257	1	4	0	9269	412	3002	8857
799+05	5	78.93	0.29	0	0.00	15	0	0	0	9284	412	3002	8872

DIVISION 2-1/CAT. 1000 (STA 738+00 - STA 1022+99): STAGE 2 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
800+20		74.30	0.29	0	10.00								
801+00	80	76.11	0.29	0	10.00	223	1	0	30	9507	412	3031	9095
801+29	29	65.38	0.29	0	17.50	76	0	0	15	9583	412	3046	9171
802+00	71	75.32	0.29	0	25.00	185	1	0	56	9768	412	3102	9356
803+00	100	75.80	0.29	0	15.04	280	1	0	74	10048	412	3176	9636
804+00	100	66.56	0.29	0.47	9.36	264	1	1	45	10312	413	3221	9899
805+00	100	74.22	0.29	0	3.00	261	1	1	23	10572	414	3244	10158
806+00	100	78.33	0.29	0	0.00	282	1	0	6	10855	414	3250	10441
806+22	22	53.10	0.29	22.42	0.00	54	0	9	0	10908	423	3250	10485
807+43		47.44	0.29	0	0.00								
808+00	57	46.38	0.29	0	0.00	99	1	0	0	11007	423	3250	10584
808+46	46	56.99	0.29	0	12.00	88	0	0	10	11095	423	3260	10672
809+00	54	65.02	0.29	0.04	12.00	122	1	0	24	11217	423	3284	10794
810+00	100	53.64	0.29	0.26	18.00	220	1	1	56	11437	424	3339	11014
811+00	100	42.76	0.29	2.13	24.00	179	1	4	78	11616	428	3417	11188
812+00	100	40.77	0.29	0.78	13.50	155	1	5	69	11770	433	3487	11337
813+00	100	38.21	0.29	0.43	7.20	146	1	2	38	11917	436	3525	11481
814+00	100	54.36	0.29	0	1.50	171	1	1	16	12088	436	3541	11652
815+00	100	50.55	0.29	0	0.00	194	1	0	3	12282	436	3544	11846
816+00	100	42.63	0.29	0.18	3.00	173	1	0	6	12455	437	3549	12018
817+00	100	49.21	0.29	0	3.00	170	1	0	11	12625	437	3561	12188
818+00	100	37.73	0.29	0	7.50	161	1	0	19	12786	437	3580	12349
819+00	100	33.91	0.29	1.34	14.00	133	1	2	40	12919	440	3620	12479
820+00	100	34.14	0.29	2.88	20.00	126	1	8	63	13045	447	3683	12597
821+00	100	29.43	0.29	4.74	30.36	118	1	14	93	13162	461	3776	12701
822+00	100	27.56	0.29	5.73	69.50	106	1	19	185	13268	481	3961	12787
823+00	100	23.24	0.29	8.91	71.54	94	1	27	261	13362	508	4222	12854
824+00	100	27.03	0.29	13.18	45.60	93	1	41	217	13455	549	4439	12906
825+00	100	23.85	0.29	13	47.50	94	1	48	172	13549	597	4611	12952
826+00	100	25.48	0.29	7.76	39.69	91	1	38	161	13641	636	4773	13005
827+00	100	21.60	0.29	9.92	39.44	87	1	33	147	13728	669	4919	13059
828+00	100	27.64	0.29	2.84	27.50	91	1	24	124	13819	692	5043	13127
829+00	100	31.88	0.29	1.15	24.64	110	1	7	97	13929	700	5140	13230
830+00	100	34.39	0.29	1.38	20.00	123	1	5	83	14052	704	5223	13348
831+00	100	23.98	0.29	2.51	24.20	108	1	7	82	14160	711	5305	13448
832+00	100	18.50	0.29	10.1	34.80	79	1	23	109	14239	735	5414	13504
833+00	100	17.50	0.29	11.32	37.70	67	1	40	134	14305	774	5548	13531
834+00	100	26.03	0.29	7.43	42.00	81	1	35	148	14386	809	5696	13577
835+00	100	23.46	0.29	9.32	45.00	92	1	31	161	14478	840	5857	13637
836+00	100	22.69	0.29	10.41	38.74	85	1	37	155	14563	877	6012	13686
837+00	100	22.55	0.29	8.56	39.69	84	1	35	145	14647	912	6157	13735
838+00	100	22.19	0.29	12.02	37.70	83	1	38	143	14730	950	6300	13780
839+00	100	25.70	0.29	6.45	37.18	89	1	34	139	14818	984	6439	13834
840+00	100	23.05	0.29	10.58	36.83	90	1	32	137	14909	1016	6576	13893
841+00	100	16.70	0.29	21.29	37.52	74	1	59	138	14982	1075	6714	13907
842+00	100	20.60	0.29	18.4	39.06	69	1	74	142	15051	1148	6856	13903
843+00	100	22.23	0.29	16.42	36.58	79	1	64	140	15131	1213	6996	13918
844+00	100	25.51	0.29	13.83	31.61	88	1	56	126	15219	1269	7122	13950
845+00	100	24.99	0.29	13.95	0.00	94	1	51	59	15312	1320	7180	13992
846+00	100	35.65	0.29	7.67	0.00	112	1	40	0	15425	1360	7180	14064
847+00	100	41.66	0.29	6.46	0.00	143	1	26	0	15568	1386	7180	14181
848+00	100	50.43	0.29	1.32	0.00	171	1	14	0	15738	1401	7180	14338
848+79	79	61.40	0.29	0	0.00	164	1	2	0	15902	1403	7180	14499
848+94	15	53.31	0.29	0.66	0.00	32	0	0	0	15934	1403	7180	14531
850+54		46.62	0.29	0	0.00								
851+00	46	42.64	0.29	0	10.50	76	0	0	9	16010	1403	7189	14607
851+62	62	57.08	0.29	0	10.50	114	1	0	24	16124	1403	7214	14721
852+00	38	59.26	0.29	0	10.50	82	0	0	15	16206	1403	7228	14803
853+00	100	46.01	0.29	5.83	19.08	195	1	11	55	16401	1414	7283	14987
854+00	100	34.14	0.29	10.55	12.40	148	1	30	58	16550	1444	7341	15106
855+00	100	16.06	0.29	29.29	5.00	93	1	74	32	16643	1518	7374	15125
856+00	100	8.43	0.29	34.7	9.24	45	1	119	26	16688	1636	7400	15052
857+00	100	13.97	0.29	22.18	12.80	41	1	105	41	16729	1742	7441	14988
858+00	100	12.84	0.29	13.99	15.60	50	1	67	53	16779	1809	7493	14970
859+00	100	11.64	0.29	21.82	18.90	45	1	66	64	16824	1875	7557	14949
860+00	100	15.96	0.29	4.31	21.00	51	1	48	74	16875	1923	7631	14952
861+00	100	24.74	0.29	0	18.75	75	1	8	74	16951	1931	7705	15020
862+00	100	63.39	0.29	0	3.75	163	1	0	42	17114	1931	7746	15183
862+07	7	56.03	0.29	1.46	3.75	15	0	0	1	17130	1932	7747	15198

DIVISION 2-1/CAT. 1000 (STA 738+00 - STA 1022+99): STAGE 2 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
863+24		48.24	0.29	0	0.00								
864+00	76	46.99	0.29	0	0.00	134	1	0	0	17264	1932	7747	15332
864+29	29	65.41	0.29	0	0.00	60	0	0	0	17324	1932	7747	15392
865+00	71	45.18	0.29	2.62	10.83	145	1	3	14	17469	1935	7762	15534
866+00	100	41.72	0.29	2.24	7.15	161	1	9	33	17630	1944	7795	15686
867+00	100	33.07	0.29	4.71	9.40	138	1	13	31	17769	1957	7826	15812
868+00	100	21.54	0.29	8.94	6.00	101	1	25	29	17870	1982	7854	15888
869+00	100	20.82	0.29	5.12	3.15	78	1	26	17	17948	2008	7871	15940
870+00	100	24.06	0.29	2.96	0.00	83	1	15	6	18031	2023	7877	16008
871+00	100	29.58	0.29	10.26	2.16	99	1	24	4	18131	2048	7881	16083
872+00	100	18.04	0.29	20.42	5.40	88	1	57	14	18219	2104	7895	16114
873+00	100	19.96	0.29	14.03	7.56	70	1	64	24	18289	2168	7919	16121
874+00	100	8.07	0.29	23.11	11.55	52	1	69	35	18341	2237	7954	16104
875+00	100	17.58	0.29	6.56	12.08	47	1	55	44	18389	2292	7998	16097
876+00	100	18.49	0.29	6.56	15.36	67	1	24	51	18455	2316	8049	16139
877+00	100	25.27	0.29	8.39	20.64	81	1	28	67	18536	2344	8116	16193
878+00	100	20.82	0.29	11.69	32.40	85	1	37	98	18622	2381	8214	16241
879+00	100	25.72	0.29	9.13	37.70	86	1	39	130	18708	2420	8344	16288
880+00	100	30.09	0.29	1.54	36.00	103	1	20	136	18811	2439	8480	16372
881+00	100	57.89	0.29	0	8.28	163	1	3	82	18974	2442	8562	16532
882+00	100	55.72	0.29	0	7.62	210	1	0	29	19185	2442	8592	16742
883+00	100	43.64	0.29	0	11.50	184	1	0	35	19369	2442	8627	16926
884+00	100	48.73	0.29	0	6.24	171	1	0	33	19540	2442	8660	17097
885+00	100	31.34	0.29	5.68	16.50	148	1	11	42	19688	2453	8702	17235
886+00	100	27.44	0.29	5.85	21.84	109	1	21	71	19797	2474	8773	17323
887+00	100	20.96	0.29	10.77	26.45	90	1	31	89	19886	2505	8862	17382
888+00	100	24.99	0.29	6.94	31.75	85	1	33	108	19972	2538	8970	17434
889+00	100	27.40	0.29	1.8	28.98	97	1	16	112	20069	2554	9083	17515
890+00	100	24.24	0.29	5.14	36.00	96	1	13	120	20164	2567	9203	17597
891+00	100	20.76	0.29	12.55	36.40	83	1	33	134	20247	2600	9337	17648
892+00	100	54.61	0.29	0	6.60	140	1	23	80	20387	2623	9417	17764
893+00	100	34.11	0.29	12.74	25.20	164	1	24	59	20551	2646	9475	17905
894+00	100	36.07	0.29	10.86	17.50	130	1	44	79	20681	2690	9555	17991
895+00	100	30.83	0.29	10.2	15.00	124	1	39	60	20805	2729	9615	18076
896+00	100	38.46	0.29	6.01	11.00	128	1	30	48	20933	2759	9663	18174
897+00	100	27.91	0.29	13.62	14.00	123	1	36	46	21056	2795	9709	18261
898+00	100	24.43	0.29	11.77	14.00	97	1	47	52	21153	2842	9761	18311
899+00	100	19.16	0.29	19.26	15.00	81	1	57	54	21234	2900	9815	18334
900+00	100	15.45	0.29	21.38	15.00	64	1	75	56	21298	2975	9870	18323
901+00	100	14.46	0.29	19.37	14.00	55	1	75	54	21353	3051	9924	18303
902+00	100	17.45	0.29	23.27	14.00	59	1	79	52	21413	3130	9976	18283
903+00	100	11.53	0.29	32.27	16.50	54	1	103	56	21466	3232	10032	18234
904+00	100	13.24	0.29	38.21	18.50	46	1	131	65	21512	3363	10097	18149
905+00	100	13.28	0.29	4.23	5.50	49	1	79	44	21561	3442	10142	18120
906+00	100	11.27	0.29	8.67	4.80	45	1	24	19	21607	3465	10161	18141
907+00	100	11.37	0.29	20.09	6.30	42	1	53	21	21649	3519	10181	18130
908+00	100	14.20	0.29	36.44	6.40	47	1	105	24	21696	3623	10205	18073
909+00	100	17.18	0.29	20.52	3.20	58	1	105	18	21754	3729	10223	18025
910+00	100	18.15	0.29	37.48	0.00	65	1	107	6	21819	3836	10228	17983
911+00	100	15.99	0.29	19.73	7.04	63	1	106	13	21883	3942	10241	17940
912+00	100	10.12	0.29	32.2	14.96	48	1	96	41	21931	4038	10282	17893
913+00	100	10.44	0.29	32.98	22.44	38	1	121	69	21969	4159	10351	17810
914+00	100	8.70	0.29	48.5	30.80	35	1	151	99	22005	4310	10450	17695
915+00	100	13.39	0.29	51.12	43.33	41	1	184	137	22045	4494	10587	17551
916+00	100	13.17	0.29	52.25	38.11	49	1	191	151	22095	4686	10738	17409
917+00	100	14.34	0.29	52.14	34.30	51	1	193	134	22146	4879	10872	17266
918+00	100	10.95	0.29	58.81	32.55	47	1	205	124	22192	5085	10996	17108
919+00	100	10.79	0.29	67.18	30.80	40	1	233	117	22233	5318	11113	16915
920+00	100	11.94	0.29	72.93	32.50	42	1	259	117	22275	5577	11231	16697
921+00	100	8.07	0.29	75.42	29.05	37	1	275	114	22312	5852	11345	16460
921+53	53	11.04	0.29	53.17	29.05	19	1	126	57	22331	5978	11402	16352
921+82	29	8.09	0.29	51.92	29.05	10	0	56	31	22341	6035	11433	16306

DIVISION 2-1/CAT. 1000 (STA 738+00 - STA 1022+99): STAGE 2 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
924+88		9.86	0.29	85.13	29.88								
925+00	12	9.93	0.29	87.99	30.00	4	0	38	13	22345	6073	11446	16272
926+00	100	15.37	0.29	85.91	30.26	47	1	322	112	22392	6395	11558	15997
927+00	100	16.66	0.29	83.6	32.30	59	1	314	116	22451	6709	11674	15742
928+00	100	19.77	0.29	79.83	31.31	67	1	303	118	22519	7012	11791	15507
929+00	100	13.27	0.29	74.09	34.24	61	1	285	121	22580	7297	11913	15283
930+00	100	14.11	0.29	51.14	38.50	51	1	232	135	22631	7529	12047	15102
931+00	100	13.72	0.29	42.52	29.10	52	1	173	125	22682	7702	12173	14980
932+00	100	14.54	0.29	33.53	22.33	52	1	141	95	22735	7843	12268	14891
933+00	100	15.97	0.29	27.23	15.96	56	1	113	71	22791	7956	12339	14835
934+00	100	17.80	0.29	17.99	9.25	63	1	84	47	22854	8039	12385	14814
935+00	100	15.93	0.29	7.52	2.67	62	1	47	22	22916	8087	12408	14829
936+00	100	13.59	0.29	13.51	15.12	55	1	39	33	22971	8126	12440	14845
937+00	100	15.00	0.29	0.26	12.08	53	1	26	50	23024	8151	12491	14873
938+00	100	13.25	0.29	1.57	17.44	52	1	3	55	23076	8154	12546	14921
939+00	100	10.46	0.29	133.3	148.20	44	1	250	307	23120	8404	12852	14716
940+00	100	11.49	0.29	124.9	178.50	41	1	478	605	23160	8882	13457	14278
941+00	100	9.98	0.29	133.7	164.73	40	1	479	636	23200	9361	14093	13839
942+00	100	10.58	0.29	133.7	148.00	38	1	495	579	23238	9856	14672	13382
943+00	100	10.33	0.29	133.8	134.50	39	1	495	523	23277	10352	15195	12925
944+00	100	25.16	0.29	28.69	106.48	66	1	301	446	23343	10653	15641	12690
945+00	100	10.76	0.29	120.5	106.17	67	1	276	394	23409	10929	16035	12480
946+00	100	10.18	0.29	117.5	88.32	39	1	441	360	23448	11369	16395	12079
947+00	100	10.13	0.29	99.69	69.46	38	1	402	292	23486	11772	16688	11714
948+00	100	8.28	0.29	96.33	51.92	34	1	363	225	23520	12135	16912	11385
949+00	100	8.39	0.29	96.55	37.40	31	1	357	165	23551	12492	17078	11059
950+00	100	8.82	0.29	73.02	21.50	32	1	314	109	23582	12806	17187	10777
951+00	100	9.08	0.29	50.84	23.52	33	1	229	83	23616	13035	17270	10580
952+00	100	18.96	0.29	28.05	22.32	52	1	146	85	23667	13181	17355	10486
952+46	46	36.34	0.29	8.13	2.04	47	0	31	21	23715	13212	17376	10502
953+00	54	21.45	0.29	0	2.25	58	1	8	4	23772	13220	17380	10552
953+77	77	20.51	0.29	1.7	12.96	60	1	2	22	23832	13223	17402	10610
954+00	23	18.89	0.29	2.45	13.92	17	0	2	11	23849	13224	17413	10625
954+74	74	17.30	0.29	8.33	20.46	50	1	15	47	23899	13239	17460	10659
955+00	26	19.12	0.29	5.9	22.00	18	0	7	20	23916	13246	17481	10670
956+00	100	24.80	0.29	5.3	20.58	81	1	21	79	23997	13267	17560	10731
957+00	100	24.42	0.29	7.57	19.20	91	1	24	74	24089	13291	17633	10798
958+00	100	22.02	0.29	16.37	27.55	86	1	44	87	24175	13335	17720	10840
959+00	100	28.48	0.29	5.42	25.38	94	1	40	98	24268	13375	17818	10893
960+00	100	24.14	0.29	10.45	23.83	97	1	29	91	24366	13405	17909	10961
961+00	100	18.81	0.29	7.96	22.08	80	1	34	85	24445	13439	17994	11006
962+00	100	16.41	0.29	2.64	22.08	65	1	20	82	24510	13458	18076	11052
962+23	23	20.11	0.29	0	22.08	16	0	1	19	24526	13460	18095	11066
962+44	21	1.11	0.29	32.51	22.08	8	0	13	17	24534	13472	18112	11062
964+79		13.45	0.29	3.11	30.42								
965+00	21	12.31	0.29	21.8	30.42	10	0	10	24	24544	13482	18135	11062
966+00	100	13.59	0.29	20.1	31.50	48	1	78	115	24592	13559	18250	11033
967+00	100	11.71	0.29	11.31	28.89	47	1	58	112	24639	13618	18362	11021
968+00	100	13.81	0.29	6.23	25.92	47	1	32	102	24686	13650	18463	11036
969+00	100	17.96	0.29	1.46	21.50	59	1	14	88	24745	13664	18551	11081
970+00	100	17.10	0.29	3.19	16.50	65	1	9	70	24810	13673	18622	11137
971+00	100	22.04	0.29	0.75	16.00	72	1	7	60	24882	13680	18682	11202
972+00	100	17.86	0.29	2.04	17.00	74	1	5	61	24956	13685	18743	11271
973+00	100	32.52	0.29	0.45	14.40	93	1	5	58	25050	13690	18801	11359
974+00	100	35.77	0.29	0.51	15.20	126	1	2	55	25176	13692	18856	11484
975+00	100	31.77	0.29	0.19	14.00	125	1	1	54	25301	13693	18910	11608
976+00	100	42.83	0.29	0	9.60	138	1	0	44	25439	13693	18954	11746
977+00	100	57.65	0.29	0	1.80	186	1	0	21	25625	13693	18975	11932
978+00	100	54.61	0.29	0	2.00	208	1	0	7	25833	13693	18982	12140
979+00	100	73.32	0.29	0	0.00	237	1	0	4	26070	13693	18986	12377
980+00	100	85.03	0.29	0	0.00	293	1	0	0	26363	13693	18986	12670
981+00	100	93.92	0.29	0	0.00	331	1	0	0	26695	13693	18986	13001
981+33	33	99.53	0.29	0	0.00	118	0	0	0	26813	13693	18986	13119

DIVISION 2-1/CAT. 1000 (STA 738+00 - STA 1022+99): STAGE 2 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
983+00		47.38	0.29	0	0.00								
984+00	100	53.79	0.29	0	0.00	187	1	0	0	27000	13693	18986	13307
984+07	7	75.08	0.29	0	0.00	17	0	0	0	27017	13693	18986	13323
985+00	93	66.83	0.29	0	0.00	244	1	0	0	27261	13693	18986	13568
986+00	100	87.84	0.29	0	0.00	286	1	0	0	27548	13693	18986	13854
987+00	100	32.10	0.29	1.63	0.00	222	1	3	0	27770	13696	18986	14073
988+00	100	22.96	0.29	2.38	0.00	102	1	7	0	27872	13704	18986	14168
989+00	100	24.81	0.29	0.14	0.00	88	1	5	0	27960	13709	18986	14252
990+00	100	23.58	0.29	0.41	0.00	90	1	1	0	28050	13710	18986	14340
991+00	100	28.77	0.29	0	0.00	97	1	1	0	28147	13710	18986	14436
992+00	100	27.26	0.29	0.32	0.00	104	1	1	0	28251	13711	18986	14540
993+00	100	41.40	0.29	0	0.00	127	1	1	0	28378	13712	18986	14666
994+00	100	28.43	0.29	0	0.00	129	1	0	0	28507	13712	18986	14795
995+00	100	22.11	0.29	1.51	0.00	94	1	3	0	28601	13714	18986	14886
996+00	100	29.24	0.29	0.5	0.00	95	1	4	0	28696	13718	18986	14978
997+00	100	26.43	0.29	0.61	0.00	103	1	2	0	28799	13720	18986	15079
998+00	100	17.17	0.29	8.54	0.00	81	1	17	0	28879	13737	18986	15142
999+00	100	21.89	0.29	3	0.00	72	1	21	0	28952	13758	18986	15193
1000+00	100	21.68	0.29	1.3	0.00	81	1	8	0	29033	13766	18986	15266
1001+00	100	23.87	0.29	0.59	1.50	84	1	4	3	29117	13770	18988	15347
1002+00	100	20.30	0.29	1.27	4.00	82	1	3	10	29199	13773	18999	15425
1003+00	100	16.24	0.29	8.78	6.90	68	1	19	20	29266	13792	19019	15474
1004+00	100	17.35	0.29	11.55	9.20	62	1	38	30	29328	13830	19049	15499
1004+80	80	14.69	0.29	17.08	11.04	47	1	42	30	29376	13872	19078	15504
1005+00	20	14.60	0.29	10.62	11.50	11	0	10	8	29387	13882	19087	15505
1006+00	100	17.64	0.29	6.34	9.20	60	1	31	38	29447	13914	19125	15533
1007+00	100	20.96	0.29	9.08	6.90	71	1	29	30	29518	13942	19155	15576
1008+00	100	19.03	0.29	15.34	4.60	74	1	45	21	29592	13987	19176	15605
1009+00	100	17.88	0.29	21.72	2.30	68	1	69	13	29660	14056	19189	15604
1010+00	100	18.62	0.29	20.04	0.00	68	1	77	4	29728	14133	19193	15595
1011+00	100	19.38	0.29	14.67	11.75	70	1	64	22	29798	14198	19215	15601
1012+00	100	21.21	0.29	9.73	26.32	75	1	45	71	29873	14243	19286	15631
1013+00	100	60.00	0.29	0	14.10	150	1	18	75	30024	14261	19360	15763
1014+00	100	85.37	0.29	0	11.28	269	1	0	47	30293	14261	19407	16032
1014+06	6	85.49	0.29	0	14.00	19	0	0	3	30312	14261	19410	16051
1017+62		55.75	0.29	0	0.00								
1018+00	38	53.08	0.29	0	0.00	77	0	0	0	30389	14261	19410	16128
1018+70	70	80.47	0.29	0	28.30	173	1	0	37	30562	14261	19447	16301
1019+00	30	85.01	0.29	0	28.30	92	0	0	31	30654	14261	19478	16393
1020+00	100	75.07	0.29	0	48.17	296	1	0	142	30950	14261	19620	16689
1021+00	100	79.45	0.29	0	42.45	286	1	0	168	31236	14261	19788	16975
1022+00	100	80.35	0.29	0.21	50.94	296	1	0	173	31532	14261	19961	17271
1022+99	99	64.92	0.29	2.71	70.75	266	1	5	223	31799	14267	20184	17532
					Column totals	31,799	289	14,267	20,184				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 4' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 3-1/CAT. 1000 (STA 745+22 - STA 1036+71): STAGE 3 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
745+22		7.84	0.00	0	0.00								
746+00	78	9.95	0.00	7	26.00	26	0	10	38	26	10	38	16
746+08	8	10.39	0.00	10.03	26.00	3	0	3	8	29	13	45	16
747+00	92	8.79	0.00	28.55	26.00	30	0	97	89	59	110	134	-51
748+00	100	7.91	0.00	71.44	42.00	31	0	185	126	90	295	260	-206
749+00	100	6.82	0.00	45.08	41.00	27	0	216	154	117	511	413	-394
750+00	100	7.81	0.00	20.67	27.00	27	0	122	126	144	633	539	-489
751+00	100	6.86	0.00	16.54	24.00	27	0	69	94	171	702	634	-530
752+00	100	6.65	0.00	11.59	19.00	25	0	52	80	196	754	713	-558
753+00	100	25.22	0.00	0	6.00	59	0	21	46	255	775	760	-520
754+00	100	4.33	0.00	0.31	2.00	55	0	1	15	310	776	775	-466
755+00	100	6.74	0.00	0.01	2.00	20	0	1	7	330	776	782	-446
756+00	100	9.69	0.00	0	4.00	30	0	0	11	361	776	793	-416
757+00	100	11.82	0.00	0	15.00	40	0	0	35	400	776	828	-376
758+00	100	30.53	0.00	0	7.00	78	0	0	41	479	776	869	-297
759+00	100	28.12	0.00	0	7.00	109	0	0	26	588	776	895	-189
760+00	100	36.80	0.00	0	6.00	120	0	0	24	708	776	919	-69
761+00	100	18.71	0.00	0	10.00	103	0	0	30	811	776	949	34
762+00	100	16.45	0.00	0	12.00	65	0	0	41	876	776	989	99
763+00	100	17.43	0.00	0	11.00	63	0	0	43	938	776	1032	162
764+00	100	10.93	0.00	0.04	5.00	53	0	0	30	991	776	1062	214
765+00	100	10.37	0.00	0.19	8.00	39	0	0	24	1030	777	1086	254
766+00	100	7.87	0.00	3.74	16.00	34	0	7	44	1064	784	1130	280
767+00	100	13.35	0.00	0	10.00	39	0	7	48	1103	791	1178	312
768+00	100	15.78	0.00	1.06	15.00	54	0	2	46	1157	793	1225	364
768+30	30	22.31	0.00	0.05	15.00	21	0	1	17	1178	794	1241	385
771+64		10.74	0.00	3.7	36.00								
772+00	36	7.93	0.00	6.33	36.00	12	0	7	48	1191	800	1289	391
773+00	100	8.59	0.00	9.49	33.00	31	0	29	128	1221	830	1417	392
774+00	100	7.41	0.00	12.46	33.00	30	0	41	122	1251	870	1539	381
775+00	100	6.99	0.00	8.68	28.50	27	0	39	114	1278	909	1653	368
776+00	100	7.69	0.00	5.12	22.50	27	0	26	94	1305	935	1748	370
777+00	100	8.03	0.00	2.75	18.00	29	0	15	75	1334	949	1823	385
778+00	100	8.34	0.00	6.19	25.50	30	0	17	81	1364	966	1903	398
779+00	100	7.70	0.00	8.81	27.00	30	0	28	97	1394	994	2000	400
779+15	15	6.80	0.00	0.75	27.00	4	0	3	15	1398	996	2015	402
780+35		0.07	0.00	0	0.00								
781+00	65	0.00	0.00	0	0.00	0	0	0	0	1398	996	2015	402
782+00	100	0.30	0.00	0	0.00	1	0	0	0	1399	996	2015	402
783+00	100	1.75	0.00	0	0.00	4	0	0	0	1402	996	2015	406
783+14	14	11.87	0.00	61.77	0.00	4	0	16	0	1406	1012	2015	394
784+00	86	8.81	0.00	105.59	85.50	33	0	267	136	1439	1279	2152	160
785+00	100	7.09	0.00	84.11	78.00	29	0	351	303	1468	1630	2454	-162
786+00	100	8.08	0.00	55.67	73.50	28	0	259	281	1496	1889	2735	-393
787+00	100	8.05	0.00	28.69	67.50	30	0	156	261	1526	2045	2996	-519
788+00	100	7.72	0.00	41.63	61.50	29	0	130	239	1555	2176	3235	-620
789+00	100	5.81	0.00	35.91	61.50	25	0	144	228	1581	2319	3463	-739
790+00	100	4.42	0.00	43.31	72.00	19	0	147	247	1599	2466	3710	-866
791+00	100	7.85	0.00	19.08	63.00	23	0	116	250	1622	2581	3960	-959
792+00	100	11.07	0.00	9.46	49.50	35	0	53	208	1657	2634	4168	-977
793+00	100	11.30	0.00	5.12	40.50	41	0	27	167	1699	2661	4335	-963
794+00	100	9.59	0.00	7.16	40.50	39	0	23	150	1737	2684	4485	-947
795+00	100	7.73	0.00	7.74	40.50	32	0	28	150	1769	2712	4635	-942
796+00	100	9.22	0.00	11.58	45.00	31	0	36	158	1801	2747	4793	-947
797+00	100	10.19	0.00	35.92	66.00	36	0	88	206	1837	2835	4999	-999
798+00	100	7.61	0.00	55.9	69.00	33	0	170	250	1870	3005	5249	-1136
799+00	100	4.52	0.00	94.18	67.50	22	0	278	253	1892	3283	5502	-1391
799+05	5	7.21	0.00	154.33	67.50	1	0	23	13	1893	3306	5514	-1413

DIVISION 3-1/CAT. 1000 (STA 742+27 - STA 1036+71): STAGE 3 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
800+20		0.06	0.00	0	0.00								
801+00	80	0.10	0.00	0	0.00	0	0	0	0	1893	3306	5514	-1413
802+00	100	0.01	0.00	0	0.00	0	0	0	0	1893	3306	5514	-1413
803+00	100	0.19	0.00	0	0.00	0	0	0	0	1894	3306	5514	-1413
804+00	100	0.09	0.00	0	0.00	1	0	0	0	1894	3306	5514	-1412
805+00	100	0.29	0.00	0	0.00	1	0	0	0	1895	3306	5514	-1411
806+00	100	0.60	0.00	0	0.00	2	0	0	0	1897	3306	5514	-1410
806+34	34	0.07	0.00	0.13	0.00	0	0	0	0	1897	3306	5514	-1409
807+52		0.09	0.00	0	0.00								
808+00	48	0.00	0.00	0	0.00	0	0	0	0	1897	3306	5514	-1409
809+00	100	0.19	0.00	0	0.00	0	0	0	0	1897	3306	5514	-1409
810+00	100	0.05	0.00	0	0.00	0	0	0	0	1898	3306	5514	-1408
810+40	40	14.65	0.00	0.05	0.00	11	0	0	0	1909	3306	5514	-1398
811+00	60	7.32	0.00	35.55	43.29	24	0	40	48	1933	3346	5562	-1413
812+00	100	7.66	0.00	6.74	22.40	28	0	78	122	1961	3424	5684	-1463
813+00	100	9.20	0.00	2.05	14.84	31	0	16	69	1992	3441	5753	-1448
814+00	100	7.66	0.00	3.21	15.30	31	0	10	56	2023	3450	5809	-1427
815+00	100	9.34	0.00	4.4	14.70	31	0	14	56	2055	3464	5864	-1410
816+00	100	9.40	0.00	3.99	15.98	35	0	16	57	2090	3480	5921	-1390
817+00	100	7.50	0.00	6.44	16.20	31	0	19	60	2121	3499	5981	-1378
818+00	100	7.55	0.00	11.02	17.20	28	0	32	62	2149	3532	6042	-1383
819+00	100	9.42	0.00	4.33	15.58	31	0	28	61	2180	3560	6103	-1380
820+00	100	11.87	0.00	0.63	8.58	39	0	9	45	2219	3569	6148	-1350
821+00	100	9.33	0.00	2.7	10.36	39	0	6	35	2259	3575	6183	-1317
822+00	100	8.84	0.00	6.14	16.80	34	0	16	50	2292	3592	6233	-1299
823+00	100	6.53	0.00	4.88	12.54	28	0	20	54	2321	3612	6288	-1291
824+00	100	10.78	0.00	3.87	11.16	32	0	16	44	2353	3628	6331	-1276
825+00	100	9.07	0.00	13.32	16.24	37	0	32	51	2390	3660	6382	-1271
826+00	100	10.34	0.00	3.97	14.58	36	0	32	57	2426	3692	6439	-1267
827+00	100	7.54	0.00	20.26	16.00	33	0	45	57	2459	3737	6496	-1278
828+00	100	8.56	0.00	10.95	15.96	30	0	58	59	2488	3795	6555	-1306
829+00	100	12.42	0.00	0.76	9.10	39	0	22	46	2527	3817	6601	-1289
830+00	100	11.78	0.00	1.66	10.08	45	0	4	36	2572	3821	6637	-1249
831+00	100	6.96	0.00	7.52	12.80	35	0	17	42	2607	3838	6679	-1231
832+00	100	8.71	0.00	2.51	10.44	29	0	19	43	2636	3857	6722	-1221
833+00	100	7.72	0.00	3.05	12.35	30	0	10	42	2666	3867	6765	-1201
834+00	100	7.22	0.00	2.9	13.26	28	0	11	47	2694	3878	6812	-1184
835+00	100	5.36	0.00	6.51	15.40	23	0	17	53	2717	3895	6865	-1178
836+00	100	5.02	0.00	4.3	16.38	19	0	20	59	2736	3915	6924	-1179
837+00	100	8.43	0.00	2.25	16.25	25	0	12	60	2761	3928	6984	-1166
838+00	100	8.48	0.00	1.15	13.20	31	0	6	55	2793	3934	7039	-1141
839+00	100	9.28	0.00	0.36	11.20	33	0	3	45	2825	3937	7084	-1111
840+00	100	11.43	0.00	0.19	10.29	38	0	1	40	2864	3938	7124	-1074
841+00	100	7.79	0.00	3.36	20.15	36	0	7	56	2899	3944	7180	-1045
842+00	100	8.69	0.00	3.94	25.92	31	0	14	85	2930	3958	7266	-1028
843+00	100	12.00	0.00	2.3	27.20	38	0	12	98	2968	3969	7364	-1001
844+00	100	10.90	0.00	7.84	49.56	42	0	19	142	3011	3988	7506	-978
845+00	100	12.60	0.00	14.23	75.85	44	0	41	232	3054	4029	7738	-975
846+00	100	12.17	0.00	3.36	34.56	46	0	33	204	3100	4061	7943	-962
847+00	100	1.79	0.00	26.15	102.00	26	0	55	253	3126	4116	8196	-990
848+00	100	3.63	0.00	34.74	74.00	10	0	113	326	3136	4229	8522	-1093
848+79	79	3.27	0.00	102.23	74.00	10	0	200	217	3146	4429	8738	-1283

DIVISION 3-1/CAT. 1000 (STA 742+27 - STA 1036+71): STAGE 3 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
850+31		0.19	0.00	0	0.00								
851+00	69	0.11	0.00	0	0.00	0	0	0	0	3146	4429	8738	-1283
852+00	100	0.19	0.00	0	0.00	1	0	0	0	3147	4429	8738	-1282
853+00	100	1.69	0.00	0	0.00	3	0	0	0	3150	4429	8738	-1279
853+30	30	16.95	0.00	0	0.00	10	0	0	0	3161	4429	8738	-1269
854+00	70	6.92	0.00	13.51	36.00	31	0	18	47	3192	4447	8785	-1255
855+00	100	7.86	0.00	1.75	21.00	27	0	28	106	3219	4475	8890	-1256
856+00	100	11.00	0.00	0	12.00	35	0	3	61	3254	4478	8951	-1224
857+00	100	12.42	0.00	0	10.50	43	0	0	42	3297	4478	8993	-1181
858+00	100	11.05	0.00	0	10.50	43	0	0	39	3341	4478	9032	-1138
859+00	100	14.19	0.00	0	19.50	47	0	0	56	3387	4478	9088	-1091
860+00	100	12.89	0.00	0	18.00	50	0	0	69	3437	4478	9157	-1041
861+00	100	12.27	0.00	0	12.00	47	0	0	56	3484	4478	9213	-994
862+00	100	17.51	0.00	0	12.00	55	0	0	44	3539	4478	9257	-939
862+07	7	12.86	0.00	4.94	12.00	4	0	1	3	3543	4479	9260	-936
863+24		2.92	0.00	4.86	15.00								
864+00	76	20.53	0.00	0	15.00	33	0	7	42	3576	4486	9302	-910
865+00	100	9.68	0.00	0	6.00	56	0	0	39	3632	4486	9341	-854
866+00	100	17.20	0.00	0	6.00	50	0	0	22	3682	4486	9363	-804
867+00	100	8.95	0.00	0	6.00	48	0	0	22	3730	4486	9386	-756
868+00	100	7.92	0.00	0.02	6.00	31	0	0	22	3761	4486	9408	-724
869+00	100	6.25	0.00	16.1	61.50	26	0	30	125	3788	4516	9533	-728
870+00	100	4.28	0.00	0.04	6.00	19	0	30	125	3807	4546	9658	-738
871+00	100	4.54	0.00	0	6.00	16	0	0	22	3824	4546	9680	-722
872+00	100	9.56	0.00	2.08	19.50	26	0	4	47	3850	4549	9727	-700
873+00	100	10.58	0.00	0	12.00	37	0	4	58	3887	4553	9786	-666
874+00	100	6.86	0.00	1.85	16.50	32	0	3	53	3919	4557	9838	-638
875+00	100	10.94	0.00	0.06	12.00	33	0	4	53	3952	4560	9891	-608
876+00	100	11.15	0.00	0.43	13.50	41	0	1	47	3993	4561	9938	-568
877+00	100	8.48	0.00	0.96	15.00	36	0	3	53	4029	4564	9991	-534
878+00	100	12.01	0.00	0.04	10.50	38	0	2	47	4067	4566	10038	-498
879+00	100	10.82	0.00	0.03	10.50	42	0	0	39	4110	4566	10077	-456
880+00	100	10.88	0.00	0	12.00	40	0	0	42	4150	4566	10119	-416
881+00	100	15.73	0.00	0	12.00	49	0	0	44	4199	4566	10163	-367
882+00	100	14.68	0.00	0	13.50	56	0	0	47	4255	4566	10211	-311
883+00	100	14.04	0.00	0	18.00	53	0	0	58	4308	4566	10269	-257
884+00	100	7.99	0.00	0.54	10.50	41	0	1	53	4349	4567	10322	-218
885+00	100	4.98	0.00	8.53	30.00	24	0	17	75	4373	4584	10397	-210
886+00	100	6.14	0.00	2.47	22.50	21	0	20	97	4394	4604	10494	-210
887+00	100	7.71	0.00	0.64	18.00	26	0	6	75	4419	4610	10569	-190
888+00	100	7.72	0.00	0.13	13.50	29	0	1	58	4448	4611	10627	-163
889+00	100	9.24	0.00	0	12.00	31	0	0	47	4479	4611	10675	-132
890+00	100	8.73	0.00	0	10.50	33	0	0	42	4513	4611	10716	-99
891+00	100	14.32	0.00	0	12.00	43	0	0	42	4555	4611	10758	-56
892+00	100	7.18	0.00	1.85	15.00	40	0	3	50	4595	4615	10808	-20
893+00	100	8.43	0.00	3.64	18.00	29	0	10	61	4624	4625	10869	-1
894+00	100	5.87	0.00	4.78	19.50	26	0	16	69	4651	4641	10938	10
895+00	100	6.27	0.00	3.32	18.00	22	0	15	69	4673	4656	11008	17
896+00	100	6.44	0.00	2.36	18.00	24	0	11	67	4697	4666	11075	30
897+00	100	7.16	0.00	2.13	18.00	25	0	8	67	4722	4674	11141	47
898+00	100	6.41	0.00	2.97	19.50	25	0	9	69	4747	4684	11211	63
899+00	100	7.52	0.00	3.37	19.50	26	0	12	72	4773	4696	11283	77
900+00	100	5.61	0.00	7.46	22.50	24	0	20	78	4797	4716	11361	81
901+00	100	7.86	0.00	3.7	21.00	25	0	21	81	4822	4736	11441	86
902+00	100	6.93	0.00	4.85	21.00	27	0	16	78	4849	4752	11519	97
903+00	100	7.66	0.00	4.34	22.50	27	0	17	81	4876	4769	11600	107
904+00	100	9.05	0.00	6.47	24.00	31	0	20	86	4907	4789	11686	118
905+00	100	8.28	0.00	2.51	21.00	32	0	17	83	4939	4806	11769	133
906+00	100	11.68	0.00	1.1	19.50	37	0	7	75	4976	4813	11844	164
907+00	100	15.13	0.00	0	9.00	50	0	2	53	5026	4815	11897	211
908+00	100	11.41	0.00	0	9.00	49	0	0	33	5075	4815	11930	260
909+00	100	9.73	0.00	0	9.00	39	0	0	33	5114	4815	11963	300
910+00	100	5.47	0.00	0	6.00	28	0	0	28	5142	4815	11991	328
910+93	93	2.59	0.00	0	0.00	14	0	0	10	5156	4815	12002	342

DIVISION 3-1/CAT. 1000 (STA 742+27 - STA 1036+71): STAGE 3 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
912+81		0.09	0.00	0	0.00								
913+00	19	0.04	0.00	0	0.00	0	0	0	0	5156	4815	12002	342
914+00	100	0.04	0.00	0	0.00	0	0	0	0	5156	4815	12002	342
915+00	100	6.93	0.00	1.85	7.00	13	0	3	13	5169	4818	12015	351
915+40	40	11.85	0.00	0.89	7.00	14	0	2	10	5183	4820	12025	363
916+00	60	8.17	0.00	2.43	8.00	22	0	4	17	5205	4824	12042	382
917+00	100	10.13	0.00	24.86	22.50	34	0	51	56	5239	4874	12098	365
918+00	100	7.44	0.00	51.2	25.50	33	0	141	89	5272	5015	12187	257
919+00	100	10.54	0.00	90.04	25.50	33	0	262	94	5305	5277	12281	28
920+00	100	10.23	0.00	8.03	11.00	38	0	182	68	5343	5458	12349	-115
920+60	60	15.16	0.00	0.7	7.00	28	0	10	20	5372	5468	12369	-96
921+00	40	7.71	0.00	1.3	7.00	17	0	1	10	5389	5469	12379	-81
921+82	82	0.02	0.00	0	7.00	12	0	2	21	5400	5471	12401	-71
924+88		49.04	0.00	50.29	5.32								
925+00	12	6.40	0.00	0	5.32	12	0	11	2	5413	5483	12403	-70
926+00	100	12.47	0.00	2.33	23.94	35	0	4	54	5448	5487	12457	-39
927+00	100	17.10	0.00	108	77.14	55	0	204	187	5502	5691	12644	-189
928+00	100	12.49	0.00	134.35	72.50	55	0	449	277	5557	6140	12921	-583
929+00	100	8.01	0.00	28.27	34.80	38	0	301	199	5595	6441	13120	-846
930+00	100	9.60	0.00	56.93	46.01	33	0	158	150	5628	6599	13270	-971
931+00	100	12.17	0.00	29.24	31.36	40	0	160	143	5668	6759	13413	-1091
932+00	100	12.09	0.00	13.53	19.58	45	0	79	94	5713	6838	13507	-1125
933+00	100	11.93	0.00	11.32	13.77	44	0	46	62	5757	6884	13569	-1126
934+00	100	16.69	0.00	2.5	5.04	53	0	26	35	5810	6909	13604	-1099
935+00	100	17.82	0.00	0	0.00	64	0	5	9	5874	6914	13613	-1040
935+90	90	32.41	0.00	0	3.24	84	0	0	5	5958	6914	13619	-956
936+00	10	32.27	0.00	0	2.70	12	0	0	1	5970	6914	13620	-944
937+00	100	29.66	0.00	0	2.16	115	0	0	9	6085	6914	13629	-829
937+25	25	22.58	0.00	0	1.62	24	0	0	2	6109	6914	13631	-805
938+00	75	14.19	0.00	0.87	1.08	51	0	1	4	6160	6915	13634	-755
939+00	100	15.42	0.00	2.25	0.72	55	0	6	3	6215	6921	13638	-706
940+00	100	10.26	0.00	5.85	0.00	48	0	15	1	6262	6936	13639	-674
941+00	100	11.32	0.00	2.73	0.00	40	0	16	0	6302	6952	13639	-650
942+00	100	10.24	0.00	5.55	0.00	40	0	15	0	6342	6967	13639	-625
943+00	100	12.24	0.00	5.37	0.00	42	0	20	0	6384	6987	13639	-604
944+00	100	13.30	0.00	3.53	0.00	47	0	16	0	6431	7004	13639	-573
945+00	100	11.57	0.00	5.61	0.00	46	0	17	0	6477	7021	13639	-544
946+00	100	14.66	0.00	3.1	0.00	49	0	16	0	6526	7037	13639	-511
947+00	100	12.68	0.00	2.78	0.00	51	0	11	0	6576	7048	13639	-472
948+00	100	15.57	0.00	2.19	0.00	52	0	9	0	6629	7057	13639	-429
949+00	100	17.04	0.00	0	0.00	60	0	4	0	6689	7061	13639	-372
950+00	100	11.61	0.00	0.14	0.20	53	0	0	0	6742	7061	13639	-319
951+00	100	13.27	0.00	0	0.60	46	0	0	1	6788	7062	13641	-274
951+48	48	12.87	0.00	0.01	0.90	23	0	0	1	6811	7062	13642	-250
952+00	52	15.41	0.00	0	0.76	27	0	0	2	6838	7062	13644	-223
953+00	100	17.58	0.00	0	1.20	61	0	0	4	6900	7062	13647	-162
954+00	100	26.08	0.00	0	1.45	81	0	0	5	6980	7062	13652	-81
954+16	16	29.54	0.00	0	1.70	16	0	0	1	6997	7062	13653	-65
955+00	84	16.56	0.00	0.83	2.34	72	0	1	6	7069	7063	13660	6
955+59	59	15.79	0.00	7.4	2.58	35	0	9	5	7104	7072	13665	32
956+00	41	8.86	0.00	10.48	8.64	19	0	14	9	7123	7085	13673	37
957+00	100	11.27	0.00	138.32	22.26	37	0	276	57	7160	7361	13731	-201
958+00	100	9.19	0.00	263.42	39.33	38	0	744	114	7198	8105	13845	-907
959+00	100	8.45	0.00	315.45	43.40	33	0	1072	153	7230	9177	13998	-1947
960+00	100	12.12	0.00	303.6	48.24	38	0	1146	170	7268	10323	14168	-3055
961+00	100	15.53	0.00	254.25	52.26	51	0	1033	186	7320	11356	14354	-4037
962+00	100	19.71	0.00	115.98	52.26	65	0	686	194	7385	12042	14547	-4657
962+23	23	14.62	0.00	94.32	52.26	14	0	132	45	7399	12174	14592	-4775

DIVISION 3-1/CAT. 1000 (STA 742+27 - STA 1036+71): STAGE 3 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
965+17		0.08	0.00	0	0.00								
966+00	83	0.14	0.00	0	0.00	0	0	0	0	7399	12174	14592	-4775
967+00	100	7.43	0.00	8.35	27.00	14	0	15	50	7413	12189	14642	-4776
968+00	100	3.92	0.00	118.87	69.00	21	0	236	178	7434	12425	14820	-4991
969+00	100	3.73	0.00	259.69	114.00	14	0	701	339	7449	13126	15158	-5677
970+00	100	5.79	0.00	312.15	120.00	18	0	1059	433	7466	14185	15592	-6719
971+00	100	3.31	0.00	202.08	85.40	17	0	952	380	7483	15137	15972	-7654
972+00	100	6.73	0.00	36.21	39.00	19	0	441	230	7502	15579	16203	-8077
973+00	100	11.81	0.00	2.76	12.00	34	0	72	94	7536	15651	16297	-8115
974+00	100	0.01	0.00	0	0.00	22	0	5	22	7558	15656	16319	-8098
974+54	54	0.07	0.00	0	0.00	0	0	0	0	7558	15656	16319	-8098
975+00	46	1.66	0.00	0	2.70	1	0	0	2	7559	15656	16322	-8096
975+25	25	0.17	0.00	61.18	2.40	1	0	28	2	7560	15684	16324	-8124
976+00	75	6.17	0.00	96	49.00	9	0	218	71	7569	15902	16395	-8333
977+00	100	11.22	0.00	92.95	44.40	32	0	350	173	7601	16252	16568	-8651
978+00	100	13.85	0.00	109.73	40.00	46	0	375	156	7648	16628	16725	-8980
979+00	100	13.52	0.00	111.76	38.50	51	0	410	145	7698	17038	16870	-9340
980+00	100	10.16	0.00	78.62	38.00	44	0	353	142	7742	17390	17012	-9648
981+00	100	9.03	0.00	2.34	13.50	36	0	150	95	7778	17540	17107	-9763
981+34	34	10.20	0.00	31.01	13.50	12	0	47	27	7790	17587	17134	-9797
983+00		12.85	0.00	0	3.51								
983+75	75	9.17	0.00	1.98	35.10	31	0	3	54	7821	17590	17188	-9770
984+00	25	9.62	0.00	24.48	77.22	9	0	12	52	7829	17602	17240	-9773
985+00	100	18.88	0.00	118.24	88.92	53	0	264	308	7882	17867	17548	-9985
986+00	100	6.87	0.00	294.66	104.13	48	0	765	358	7930	18631	17905	-10702
987+00	100	4.79	0.00	308.85	100.62	22	0	1118	379	7951	19749	18284	-11798
988+00	100	7.15	0.00	232.88	94.77	22	0	1003	362	7973	20752	18646	-12779
989+00	100	3.41	0.00	279.6	88.92	20	0	949	340	7993	21701	18986	-13708
990+00	100	6.91	0.00	234.63	75.90	19	0	952	305	8012	22653	19291	-14641
991+00	100	9.29	0.00	168.1	58.85	30	0	746	250	8042	23399	19541	-15357
992+00	100	6.04	0.00	144.08	50.47	28	0	578	202	8070	23977	19743	-15907
993+00	100	8.46	0.00	111.41	40.00	27	0	473	168	8097	24450	19911	-16353
994+00	100	6.00	0.00	82.13	34.92	27	0	358	139	8124	24809	20050	-16685
995+00	100	5.08	0.00	57.69	28.83	21	0	259	118	8144	25068	20168	-16923
996+00	100	5.68	0.00	47.58	24.30	20	0	195	98	8164	25263	20266	-17098
997+00	100	8.61	0.00	47.54	25.80	26	0	176	93	8191	25439	20359	-17248
998+00	100	7.99	0.00	30.86	21.58	31	0	145	88	8222	25584	20447	-17362
999+00	100	8.61	0.00	19.54	19.09	31	0	93	75	8252	25677	20522	-17425
1000+00	100	7.14	0.00	25.88	20.75	29	0	84	74	8281	25761	20596	-17480
1001+00	100	9.86	0.00	29.12	21.58	31	0	102	78	8313	25863	20674	-17550
1002+00	100	6.11	0.00	55.1	30.71	30	0	156	97	8342	26019	20771	-17677
1003+00	100	11.27	0.00	61.3	38.18	32	0	216	128	8375	26235	20899	-17860
1004+00	100	8.29	0.00	130.94	47.31	36	0	356	158	8411	26591	21057	-18180
1005+00	100	7.20	0.00	149.92	46.48	29	0	520	174	8440	27111	21231	-18671
1006+00	100	7.94	0.00	217.25	53.12	28	0	680	184	8468	27791	21415	-19323
1007+00	100	7.40	0.00	232.24	58.10	28	0	832	206	8496	28623	21621	-20127
1008+00	100	7.16	0.00	265.96	62.25	27	0	923	223	8523	29546	21844	-21023
1009+00	100	7.62	0.00	394.51	71.38	27	0	1223	247	8550	30769	22091	-22219
1010+00	100	5.76	0.00	234.77	63.91	25	0	1165	251	8575	31934	22342	-23359
1011+00	100	5.54	0.00	197.96	67.23	21	0	801	243	8596	32736	22585	-24140
1012+00	100	6.99	0.00	138.53	69.72	23	0	623	254	8619	33359	22838	-24740
1012+50	50	7.23	0.00	48.74	37.35	13	0	173	99	8632	33532	22937	-24900
1013+00	50	8.05	0.00	0.69	4.98	14	0	46	39	8646	33578	22977	-24932
1013+50	50	2.12	0.00	137.27	4.98	9	0	128	9	8656	33706	22986	-25050
1013+60	10	1.58	0.00	247.82	0.00	1	0	71	1	8657	33777	22987	-25120

DIVISION 3-1/CAT. 1000 (STA 742+27 - STA 1036+71): STAGE 3 CONSTRUCTION - SB IH 39/90 TEMPORARY WIDENING 'TWSB' (CONT'D)

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
1016+79		3.81	0.00	3.06	3.32								
1017+00	21	6.68	0.00	0.88	3.32	4	0	2	3	8661	33779	22989	-25118
1017+25	25	5.23	0.00	58.46	3.32	6	0	27	3	8666	33806	22992	-25140
1018+00	75	3.66	0.00	176.97	58.10	12	0	327	85	8678	34133	23078	-25455
1019+00	100	4.40	0.00	153.66	53.95	15	0	612	208	8693	34745	23285	-26052
1020+00	100	3.24	0.00	129.62	48.97	14	0	525	191	8708	35270	23476	-26562
1021+00	100	5.13	0.00	85.6	42.33	15	0	399	169	8723	35668	23645	-26945
1022+00	100	3.89	0.00	94.37	36.52	17	0	333	146	8740	36002	23791	-27262
1023+00	100	9.17	0.00	146.96	38.18	24	0	447	138	8764	36449	23929	-27685
1024+00	100	6.93	0.00	90.17	34.03	30	0	439	134	8794	36888	24063	-28094
1025+00	100	7.17	0.00	42.73	29.05	26	0	246	117	8820	37134	24180	-28314
1026+00	100	7.93	0.00	26.31	25.73	28	0	128	101	8848	37262	24281	-28414
1027+00	100	6.35	0.00	22.73	21.58	26	0	91	88	8874	37353	24369	-28478
1028+00	100	10.42	0.00	5.79	14.11	31	0	53	66	8905	37405	24435	-28500
1029+00	100	8.60	0.00	4.36	11.62	35	0	19	48	8940	37424	24483	-28484
1030+00	100	6.49	0.00	17.77	17.43	28	0	41	54	8968	37465	24536	-28497
1031+00	100	7.88	0.00	49.78	24.07	27	0	125	77	8995	37590	24613	-28595
1032+00	100	1.16	0.00	49.26	24.90	17	0	183	91	9012	37774	24704	-28762
1033+00	100	3.82	0.00	29.14	26.56	9	0	145	95	9021	37919	24799	-28898
1034+00	100	7.96	0.00	0.21	5.81	23	0	245	112	9044	38164	24911	-29120
1035+00	100	8.57	0.00	0	3.32	31	0	207	17	9074	38371	24928	-29296
1036+00	100	9.58	0.00	0	3.32	34	0	173	12	9108	38544	24940	-29436
1036+71	71	6.97	0.00	0	3.32	22	0	103	9	9130	38647	24949	-29517
					Column totals	9,130	0	38,647	24,949				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 10' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-2/CAT. 1000 (STA 781+49 - STA 797+84): STAGE 2 CONSTRUCTION - PALMER DRIVE CROSSOVER 'COP'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
781+49		24.58	0.29	2.64	1.41								
782+00	51	23.83	0.29	3.68	2.82	46	1	6	4	46	6	4	40
783+00	100	25.08	0.29	4.44	4.20	91	1	15	13	136	21	17	115
784+00	100	29.84	0.29	5.75	5.64	102	1	19	18	238	40	35	198
785+00	100	32.71	0.29	5.33	8.17	116	1	21	26	354	60	61	293
786+00	100	36.49	0.29	7.77	5.20	128	1	24	25	482	85	86	397
787+00	100	49.51	0.29	3.2	2.73	159	1	20	15	641	105	100	536
788+00	100	48.39	0.29	13.86	5.39	181	1	32	15	822	137	115	686
789+00	100	53.67	0.29	0	1.89	189	1	26	13	1011	162	129	849
790+00	100	61.96	0.29	0	0.00	214	1	0	4	1226	162	132	1063
791+00	100	72.72	0.29	0	1.20	249	1	0	2	1475	162	134	1313
792+00	100	54.05	0.29	0	0.90	235	1	0	4	1710	162	138	1548
793+00	100	40.28	0.29	0	0.40	175	1	0	2	1884	162	141	1722
794+00	100	34.76	0.29	0.1	0.50	139	1	0	2	2023	162	142	1861
795+00	100	20.18	0.29	0.9	0.00	102	1	2	1	2125	164	143	1961
796+00	100	30.56	0.29	0.18	0.00	94	1	2	0	2219	166	143	2053
797+00	100	34.56	0.29	0	0.00	121	1	0	0	2340	167	143	2173
797+84	84	31.10	0.29	0	0.00	102	1	0	0	2442	167	143	2275
					Column totals	2,442	18	167	143				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 4' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-3/CAT. 1000 (STA 904+59 - STA 909+05): STAGE 2 CONSTRUCTION - USH 14 TEMPORARY NB OFF RAMP 'HBT'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
904+59		0.08	0.00	26.31	17.00								
905+00	41	0.00	0.00	26.83	17.00	0	0	40	26	0	40	26	-40
906+00	100	4.21	0.29	22.45	9.60	8	1	91	49	8	132	75	-124
907+00	100	11.44	0.29	3.13	3.00	29	1	47	23	37	179	98	-142
907+33	33	13.11	0.29	14.76	2.75	15	0	11	4	52	190	102	-138
908+00	67	13.65	0.29	8.29	1.80	33	1	29	6	85	219	108	-133
909+00	100	0.66	0.29	0.03	0.00	26	1	15	3	112	234	111	-122
909+05	5	0.05	0.29	0.02	0.00	0	0	0	0	112	234	111	-122
					Column totals	112	4	234	111				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 4' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-4/CAT. 1000 (STA 933+66 - STA 939+00): STAGE 2 CONSTRUCTION - USH 14 TEMPORARY NB ON RAMP 'HAT'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
933+66		7.80	0.29	2.37	9.69								
934+00	34	11.41	0.29	2.56	3.33	12	0	3	8	12	3	8	9
935+00	100	27.69	0.29	3.26	0.50	72	1	11	7	84	14	15	71
936+00	100	7.87	0.29	25.03	19.32	66	1	52	37	150	66	52	84
937+00	100	0.00	0.00	50.8	54.36	15	1	140	136	165	207	188	-42
938+00	100	0.00	0.00	105.4	85.02	0	0	289	258	165	496	447	-331
939+00	100	0.00	0.00	135.03	116.85	0	0	445	374	165	941	820	-776
					Column totals	165	3	941	820				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 4' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-5/CAT. 1000 (STA 955+50 - STA 957+96): STAGE 1 CONSTRUCTION - STH 26 TEMPORARY NB OFF RAMP 'CBTT'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
955+50		0.00	0.00	0	0.00								
956+00	50	4.17	0.00	1.07	4.00	4	0	1	4	4	1	4	3
957+00	100	0.00	0.00	433	55.00	8	0	804	109	12	805	113	-793
957+96	96	0.00	0.00	643.08	76.00	0	0	1913	233	12	2718	346	-2706
					Column totals	12	0	2,718	346				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 10' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-5/CAT. 1000 (STA 952+46 - STA 955+44): STAGE 2 CONSTRUCTION - STH 26 TEMPORARY NB OFF RAMP 'CBTT'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
952+46		0.30	0.00	5.22	10.20								
953+00	54	2.14	0.29	3.28	12.75	2	0	9	23	2	9	23	-6
954+00	100	14.86	0.29	3.62	21.75	31	1	13	64	34	21	87	13
955+00	100	22.18	0.29	0.77	8.00	69	1	8	55	102	29	142	73
955+44	44	15.80	0.29	0	0.00	31	0	1	7	133	30	148	103
					Column totals	133	3	30	148				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 4' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 2-6/CAT. 1000 (STA 2+50 - STA 17+97): STAGE 2 CONSTRUCTION - KENNEDY CROSSOVER 'COK'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
2+50		44.98	0.29	2.88	3.75								
3+00	50	42.66	0.29	1.97	3.75	81	1	4	7	81	4	7	77
4+00	100	40.27	0.29	3.48	4.50	154	1	10	15	235	15	22	220
5+00	100	38.52	0.29	4.78	5.25	146	1	15	18	381	30	40	351
6+00	100	38.11	0.29	2.09	3.75	142	1	13	17	523	43	57	480
7+00	100	43.98	0.29	0.53	2.50	152	1	5	12	675	47	69	627
8+00	100	24.34	0.29	4.18	4.00	127	1	9	12	801	56	81	745
9+00	100	20.59	0.29	7.25	5.75	83	1	21	18	884	77	99	807
10+00	100	21.64	0.29	15.3	6.25	78	1	42	22	962	119	121	843
11+00	100	25.89	0.29	26.32	7.50	88	1	77	25	1050	196	146	854
12+00	100	25.00	0.29	34.2	6.50	94	1	112	26	1145	308	172	836
13+00	100	26.49	0.29	19.58	5.50	95	1	100	22	1240	408	194	832
14+00	100	23.03	0.29	16.43	4.50	92	1	67	19	1332	475	213	857
15+00	100	29.26	0.29	0.02	0.25	97	1	30	9	1429	505	222	924
16+00	100	23.40	0.29	0.07	1.00	98	1	0	2	1526	505	224	1021
17+00	100	25.72	0.29	0	0.50	91	1	0	3	1617	505	227	1112
17+97	97	28.83	0.29	0	0.00	98	1	0	1	1715	505	228	1210
					Column totals	1,715	17	505	228				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 4' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-8/CAT. 1000 (STA 952+70 - STA 965+03): STAGE 1 CONSTRUCTION - STH 26 NB OFF RAMP 'CBT'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
952+70		19.92	0.00	3.74	2.00								
953+00	30	25.05	0.00	0	2.00	25	0	2	2	25	2	2	23
954+00	100	58.06	0.00	0	2.00	154	0	0	7	179	2	10	177
955+00	100	20.64	0.00	30.85	30.00	146	0	57	59	325	59	69	265
955+39	39	5.55	0.00	128.24	51.00	19	0	115	59	344	174	127	169
956+00	61	0.00	0.00	430.86	64.00	6	0	632	130	350	806	257	-456
957+00	100	0.00	0.00	441.25	70.00	0	0	1615	248	350	2421	505	-2071
957+79	79	0.00	0.00	365.09	75.00	0	0	1180	212	350	3600	718	-3251
957+80	1	0.00	0.00	1007.96	140.00	0	0	25	4	350	3626	722	-3276
958+00	20	0.00	0.00	992.52	140.00	0	0	741	104	350	4367	825	-4017
959+00	100	1109.39	3.75	0	0.00	2054	7	1838	259	2404	6205	1085	-3800
960+00	100	79.79	0.00	212.15	73.00	2202	7	393	135	4606	6598	1220	-1991
961+00	100	122.40	0.00	277.26	77.00	374	0	906	278	4981	7504	1497	-2523
962+00	100	0.00	0.00	474	110.00	227	0	1391	346	5207	8895	1844	-3688
963+00	100	0.00	0.00	209.32	94.00	0	0	1265	378	5207	10161	2222	-4953
964+00	100	-18.12	5.00	72.16	75.00	-34	9	521	313	5174	10682	2535	-5508
964+45	45	56.31	0.00	14.29	50.00	32	4	72	104	5206	10754	2639	-5548
964+73	28	7.92	0.00	19.01	40.00	33	0	17	47	5239	10771	2685	-5532
965+03	30	129.37	0.00	0	0.00	76	0	11	22	5315	10782	2708	-5466
					Column totals	5,315	27	10,782	2,708				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS:
- Assumed that EBS excavation starts 10' from the outside edge of existing driving lanes since existing base is to remain in place.
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-9/CAT. 1000 (STA 958+63 - STA 962+11): STAGE 1 CONSTRUCTION - STH 26 SB ON RAMP 'CCT'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
958+63		61.63	2.50	0	10.00								
959+00	37	76.32	2.50	0	10.00	95	3	0	14	95	0	14	95
960+00	100	160.93	2.50	0	10.00	439	9	0	37	534	0	51	534
960+75	75	323.85	2.50	0.06	6.00	673	7	0	22	1207	0	73	1207
961+00	25	250.57	2.50	0	6.00	266	2	0	6	1473	0	79	1473
961+25	25	215.10	2.50	1.81	30.00	216	2	1	17	1689	1	95	1688
962+00	75	5.69	0.00	98.57	75.00	307	3	139	146	1995	140	241	1855
962+11	11	1.07	0.00	85.69	75.00	1	0	38	31	1997	178	272	1819
					Column totals	1,997	28	178	272				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS: Depth of EBS assumed to be 1.5' below existing ground (or 1' below the 6" depth of assumed topsoil)
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-10/CAT. 1000 (STA 105+46 - STA 119+68): STAGE 1 CONSTRUCTION - STH 26 NB TEMPORARY WIDENING 'CET'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
105+46		23.27	2.00	0.11	5.00								
106+00	54	26.56	2.00	0	4.00	50	4	0	9	50	0	9	50
107+00	100	54.68	2.75	0	4.00	150	9	0	15	200	0	24	200
107+91	91	22.78	2.00	18.54	37.00	131	8	31	69	331	31	93	299
108+00	9	19.49	2.00	29.54	37.00	7	1	8	12	338	39	105	298
108+06	6	23.01	2.75	29.28	37.00	5	1	7	8	343	46	113	297
108+26	20	46.75	2.75	16.65	37.00	26	2	17	27	368	63	141	305
108+75	49	44.86	2.75	12.4	9.00	83	5	26	42	452	89	183	362
109+00	25	28.61	2.75	3.47	9.00	34	3	7	8	486	97	191	389
109+71	71	3.07	2.75	0	4.00	42	7	5	17	527	101	208	426
110+00	29	3.30	0.75	0	0.00	3	2	0	2	531	101	210	429
111+00	100	3.55	0.75	0	0.00	13	3	0	0	543	101	210	442
112+00	100	10.83	0.75	0.06	0.00	27	3	0	0	570	101	210	469
113+00	100	15.47	0.75	1.33	0.00	49	3	3	0	619	104	210	515
114+00	100	17.33	0.75	0.73	0.00	61	3	4	0	679	108	210	572
115+00	100	15.88	0.75	1.3	0.00	62	3	4	0	741	111	210	629
116+00	100	17.16	0.75	0.73	0.00	61	3	4	0	802	115	210	687
116+76	76	14.17	0.75	0.37	0.00	44	2	2	0	846	117	210	729
116+91	15	14.30	0.75	0.22	0.00	8	0	0	0	854	117	210	737
117+00	9	14.14	0.75	0.14	0.00	5	0	0	0	859	117	210	742
117+29	29	6.49	0.75	7.94	0.00	11	1	4	0	870	121	210	749
117+49	20	2.10	0.75	10.26	0.00	3	1	7	0	873	128	210	745
117+63	14	20.04	2.00	23.24	0.00	6	1	9	0	879	137	210	742
118+00	37	20.21	2.00	9.93	54.00	28	3	23	37	906	159	247	747
118+96	96	37.01	2.75	0	5.00	102	8	18	105	1008	177	352	831
119+00	4	36.71	2.75	0	5.00	5	0	0	1	1014	177	353	836
119+68	68	36.02	0.75	0	5.00	92	4	0	13	1105	177	365	928
					Column totals	1,105	78	177	365				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS: Depth of EBS assumed to be 1.5' below existing ground (or 1' below the 6" depth of assumed topsoil)
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-11/CAT. 1000 (STA 108+07 - STA 121+76): STAGE 1 CONSTRUCTION - STH 26 SB TEMPORARY WIDENING 'CWT'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
108+07		7.60	0.75	0.13	0.00								
108+27	20	14.31	0.75	0	0.00	8	1	0	0	8	0	0	8
109+00	73	17.68	0.75	0.59	10.00	43	2	1	14	51	1	14	51
110+00	100	13.23	0.75	13.37	22.00	57	3	26	59	109	27	73	82
111+00	100	10.82	0.75	13.59	25.00	45	3	50	87	153	77	160	77
112+00	100	16.99	0.75	9.07	14.00	52	3	42	72	205	119	232	86
113+00	100	16.66	0.75	11.18	8.00	62	3	38	41	267	156	273	111
114+00	100	20.10	0.75	8.6	5.00	68	3	37	24	335	193	297	142
115+00	100	13.28	0.75	16.26	14.00	62	3	46	35	397	239	332	158
116+00	100	8.79	0.75	21.32	17.00	41	3	70	57	438	308	389	129
116+23	23	14.29	2.75	20.15	8.00	10	1	18	11	448	326	400	122
116+89	66	36.33	2.75	4.94	0.00	62	7	31	10	509	357	410	153
117+00	11	17.39	0.75	0.15	0.00	11	1	1	0	520	358	410	163
117+30	30	16.10	0.75	0.17	0.00	19	1	0	0	539	358	410	181
117+92	62	33.19	2.75	15.52	0.00	57	4	18	0	596	376	410	220
118+00	8	33.75	2.75	16.34	52.00	10	1	5	8	605	381	418	225
118+97	97	59.58	2.75	9.79	44.00	168	10	47	172	773	428	590	346
119+00	3	56.17	2.75	12.37	44.00	6	0	1	5	780	429	595	351
119+69	69	77.51	2.75	0	10.00	171	7	16	69	950	445	664	506
120+00	31	55.13	2.75	0	10.00	76	3	0	11	1027	445	675	582
121+00	100	23.54	2.00	0	5.00	146	9	0	28	1172	445	703	728
121+76	76	21.19	2.00	2.21	15.00	63	6	3	28	1235	448	731	787
					Column totals	1,235	71	448	731				

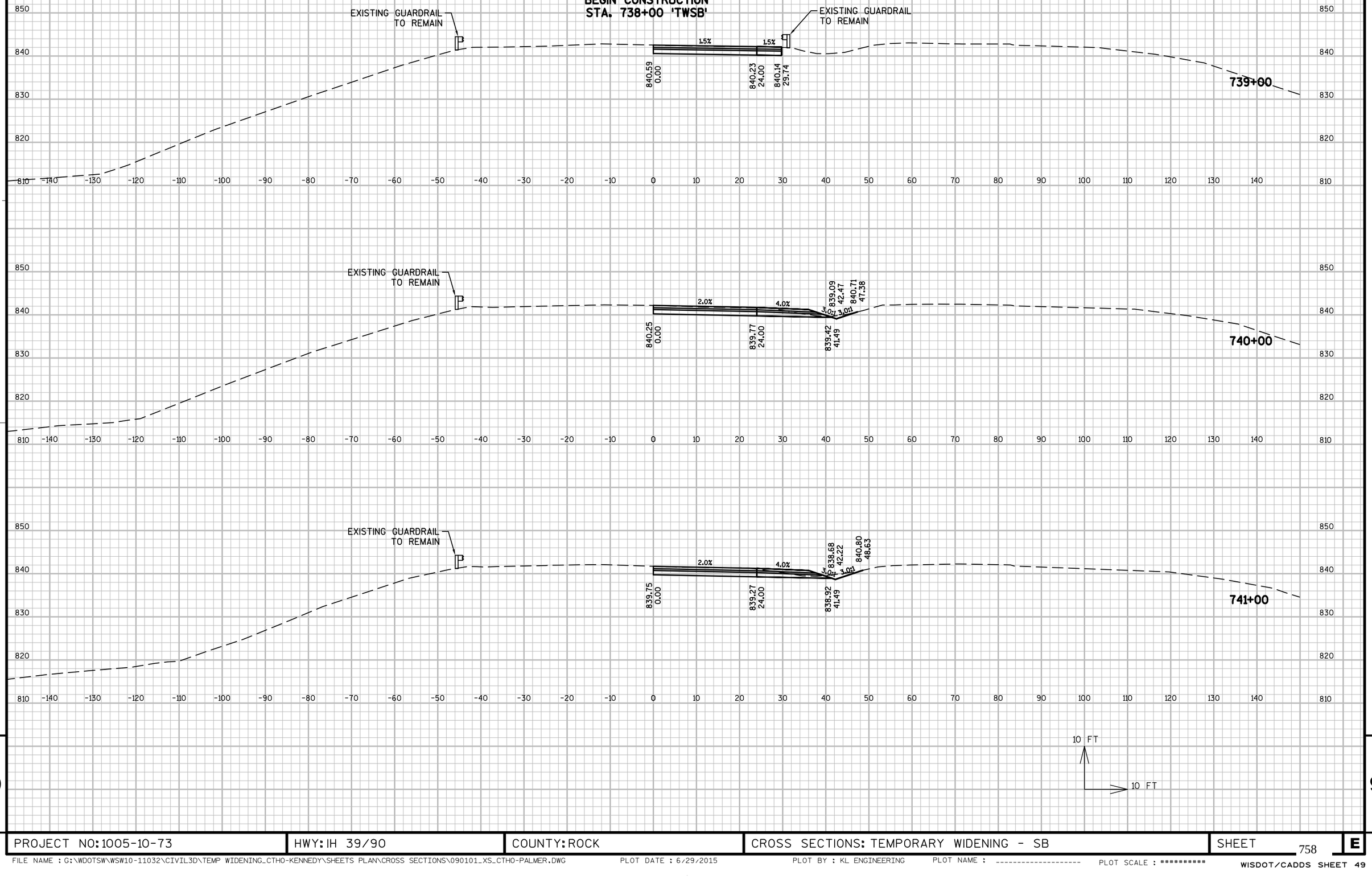
Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS: Depth of EBS assumed to be 1.5' below existing ground (or 1' below the 6" depth of assumed topsoil)
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

DIVISION 1-12/CAT. 1000 (STA 964+74 - STA 970+24): STAGE 1 CONSTRUCTION - STH 26 NB ON RAMP 'CAT'

STATION	Distance	Area				Incremental Volume (Unadjusted)				Cumulative Vol (CY)			Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	EBS Note 4 (CY)	Cut 1.00 Note 5	Fill 1.00 Note 6	EBS 1.00	Note 7
964+74		73.83	0.75	0	81.00								
965+00	26	1.20	0.00	35.15	81.00	36	0	17	78	36	17	78	19
965+25	25	5.39	0.00	70.27	81.00	3	0	49	75	39	66	153	-27
966+00	75	2.83	0.00	65.93	65.00	11	0	189	203	51	255	356	-204
967+00	100	38.46	0.00	170.07	68.00	76	0	437	246	127	692	602	-565
968+00	100	113.69	2.50	96.2	45.00	282	5	493	209	409	1185	811	-776
969+00	100	82.09	2.50	50.17	41.00	363	9	271	159	771	1456	971	-685
970+00	100	72.55	2.50	145.85	59.00	286	9	363	185	1058	1819	1156	-761
970+24	24	60.84	2.50	153.29	59.00	59	2	133	52	1117	1952	1208	-835
					Column totals	1,117	26	1,952	1,208				

Notes:
1 - Cut: Cut includes Salvaged/Unusable Pavement Material
2 - Salvaged/Unusable Pavement Material: This does not show up in cross sections
3 - Fill: Does not include Unusable Pavement Excavation volume
4 - EBS: Depth of EBS assumed to be 1.5' below existing ground (or 1' below the 6" depth of assumed topsoil)
- Assumed that EBS excavation starts at 6" (depth of topsoil) below existing ground.
- No EBS can be used for backfill since the fill material will be used in future Project.
5 - Cut: Cut includes Salvaged/Unusable Pavement Material
6 - Fill: Does not include Unusable Pavement Excavation volume
7 - Mass Ordinate: [Cut - Fill] (Not Fill Factor Adjusted)

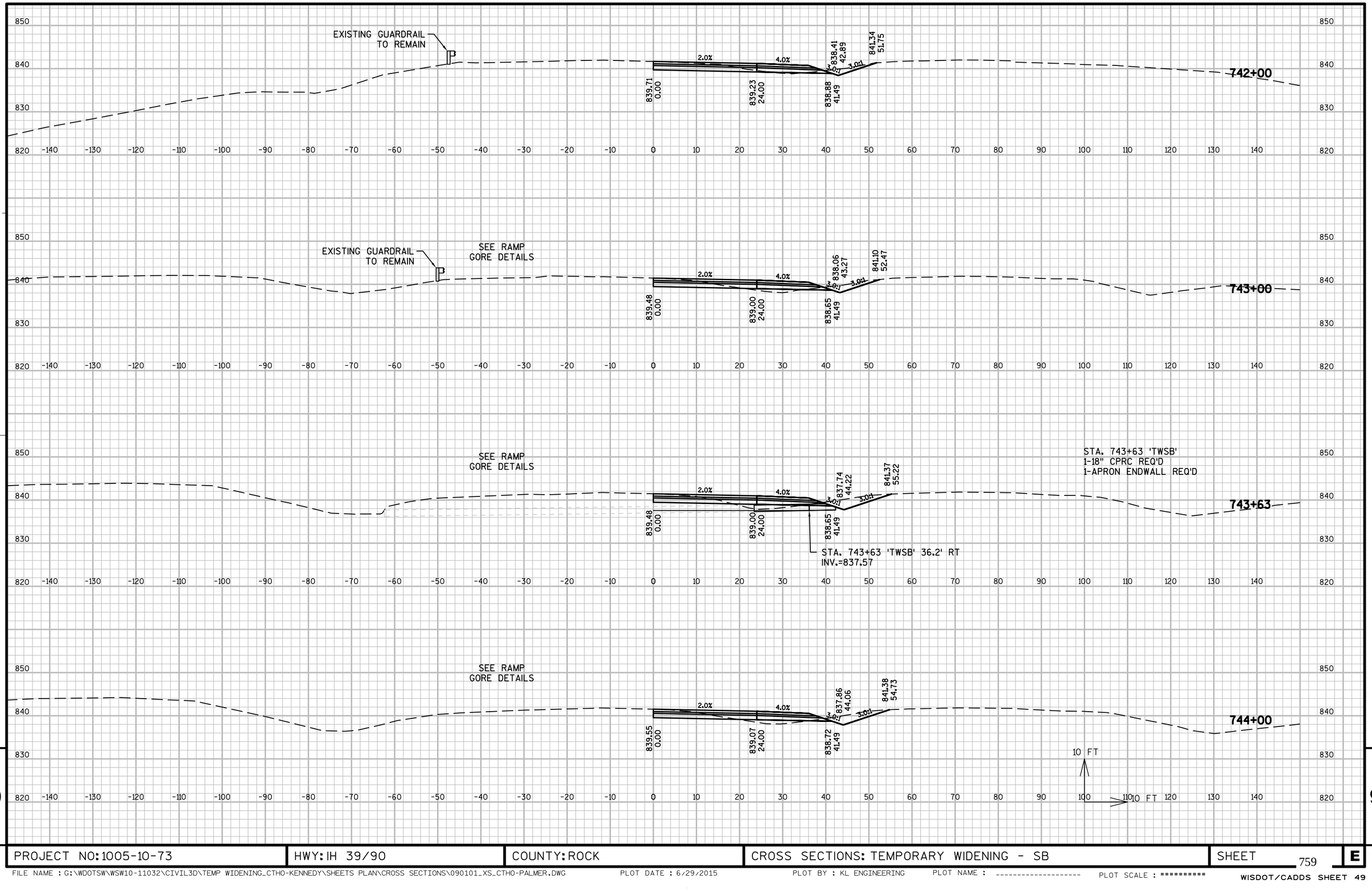
BEGIN CONSTRUCTION
STA. 738+00 'TWSB'



9 9

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 758 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090101_XS_CTHO-PALMER.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 49



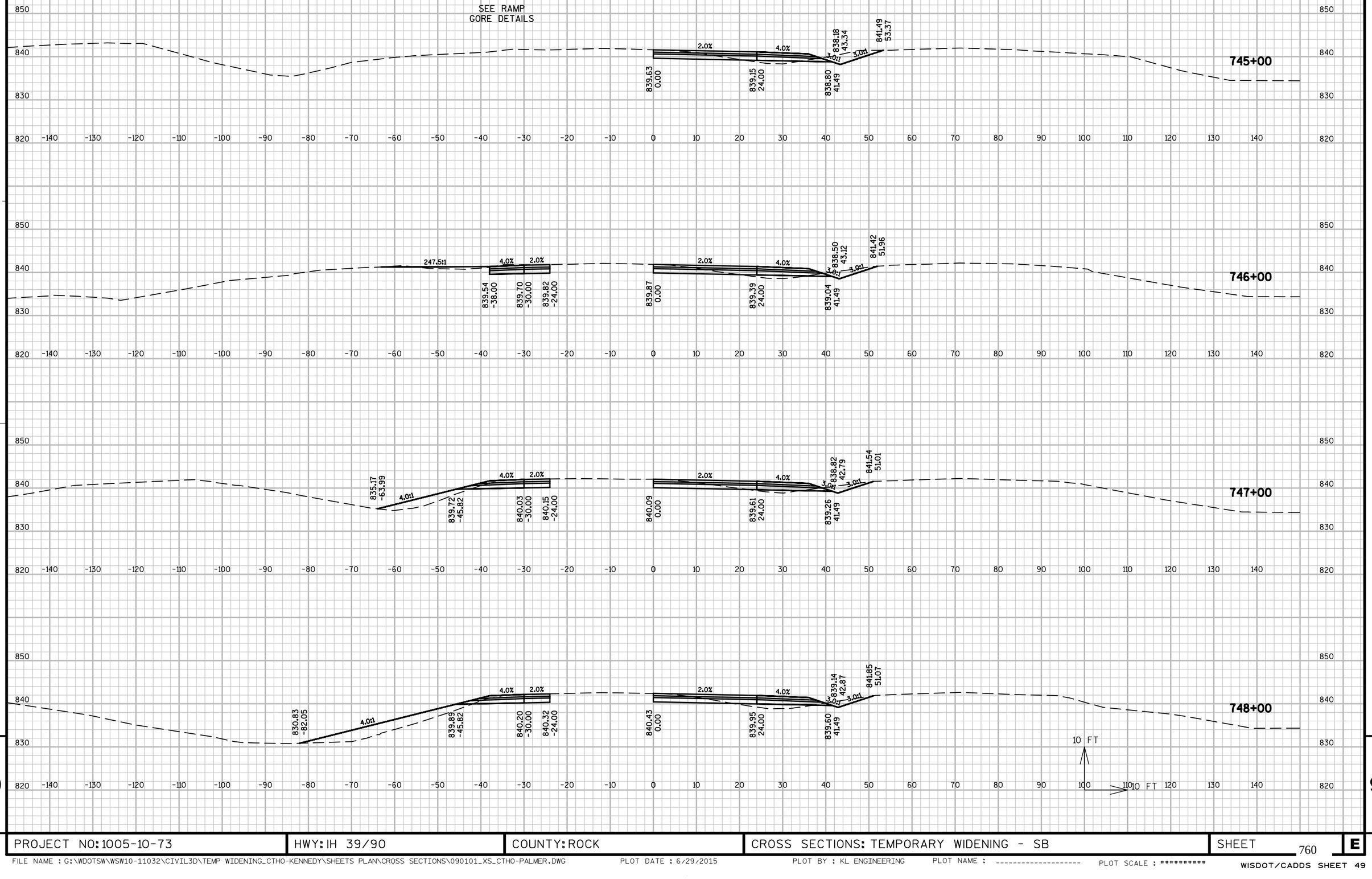
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 759	E

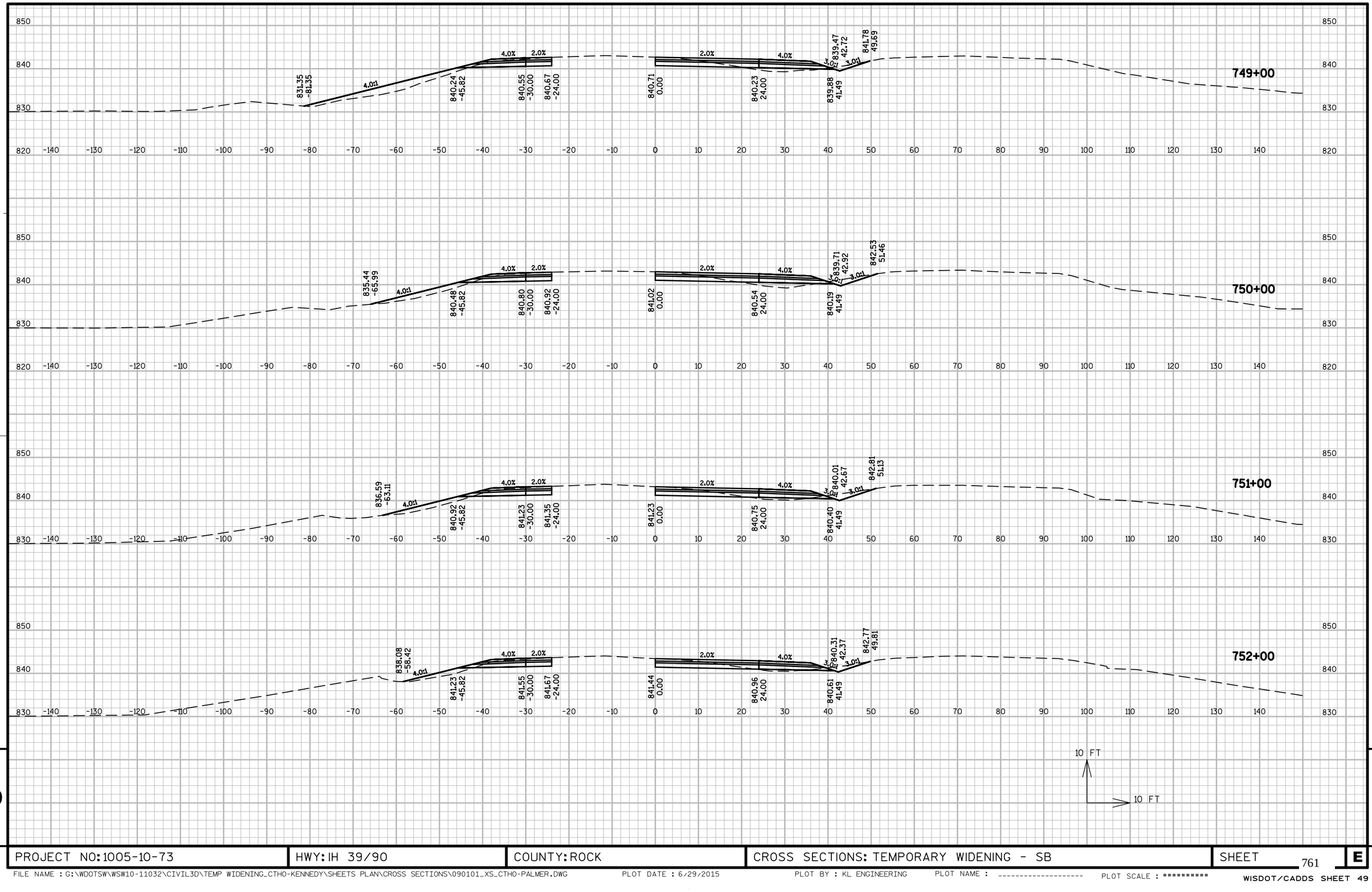
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090101_XS_CTHO-PALMER.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

SEE RAMP
GORE DETAILS

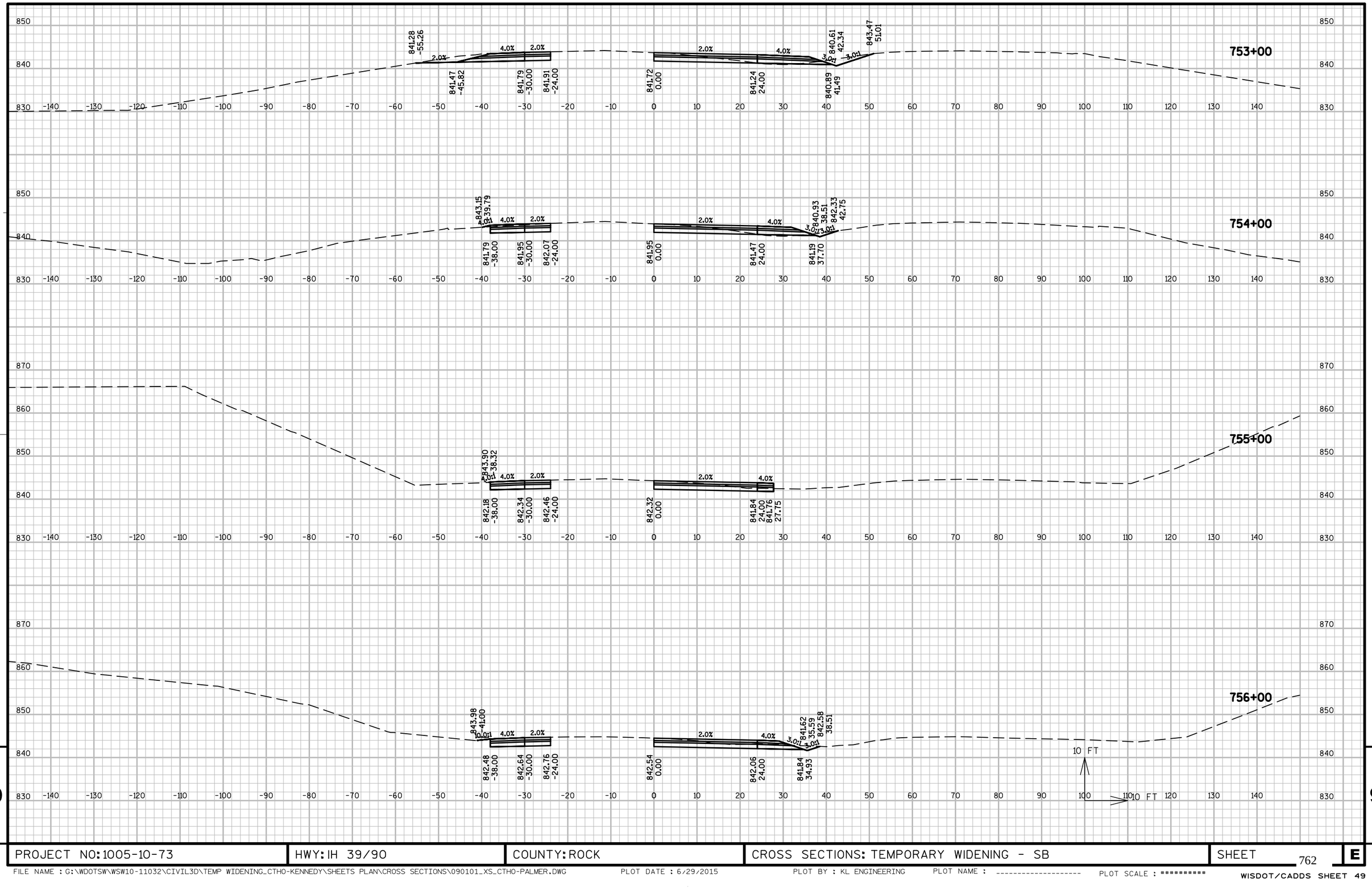


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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 760 E



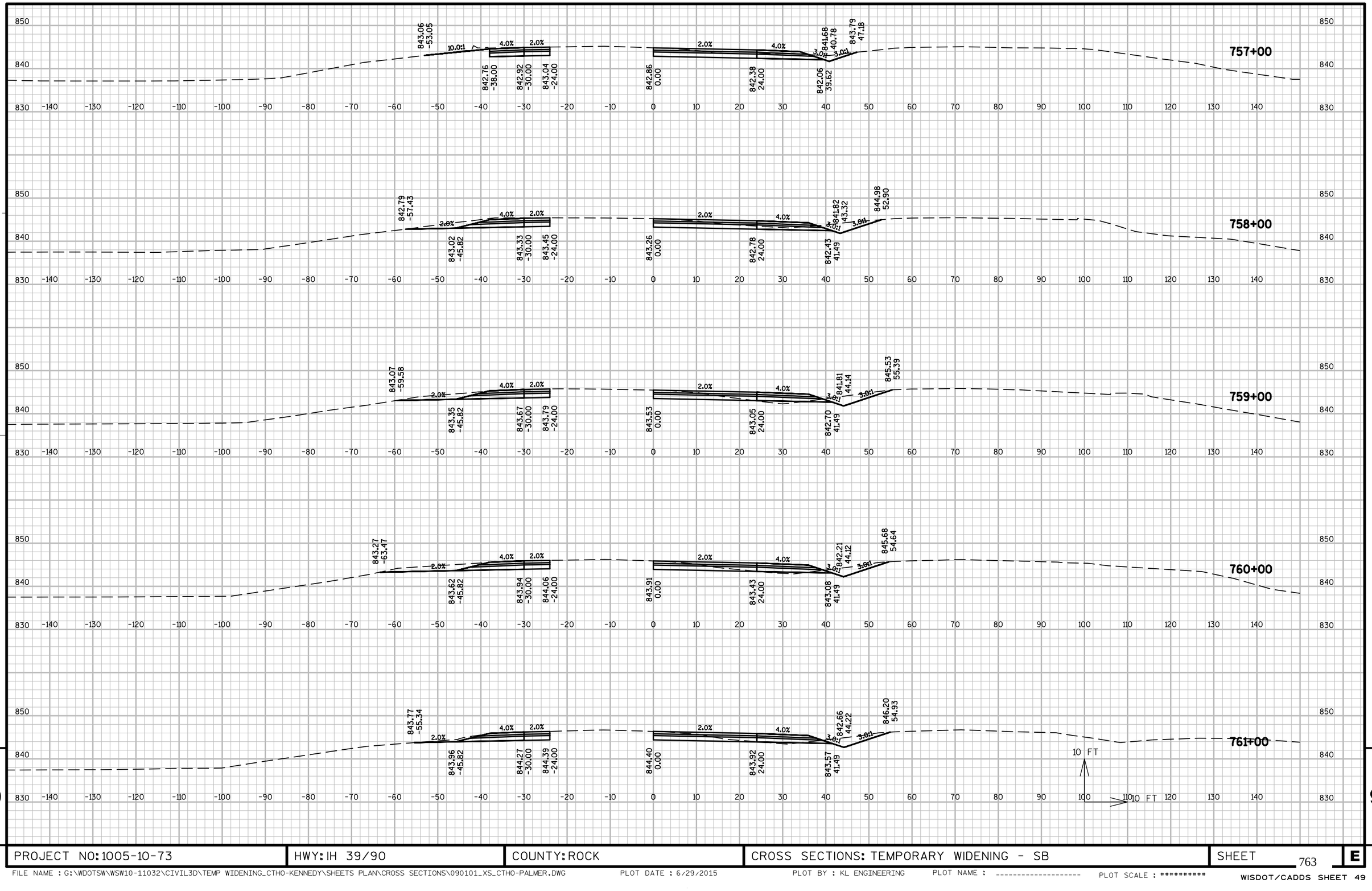
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 761 E



9

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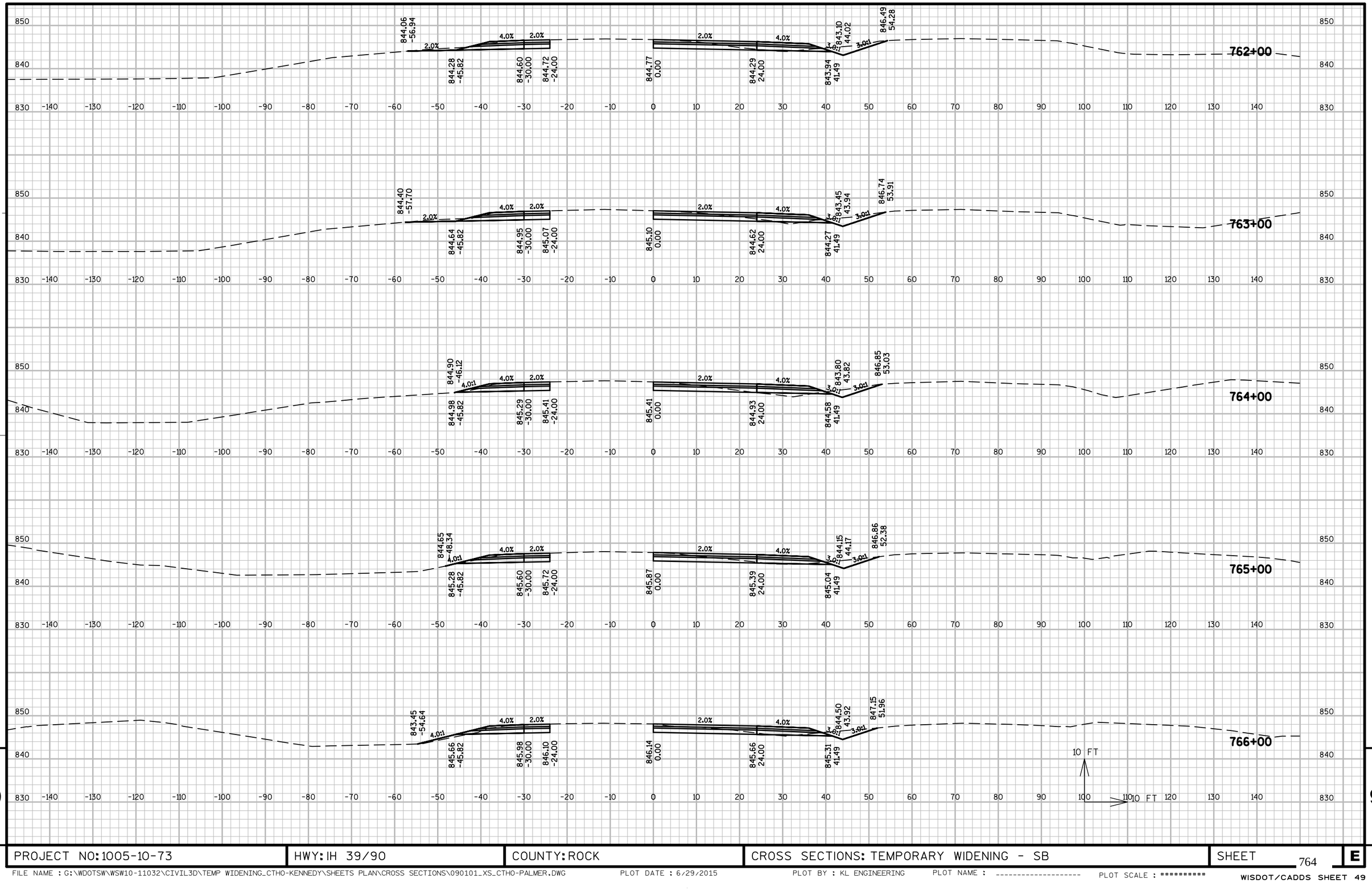
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 762 E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 763	E

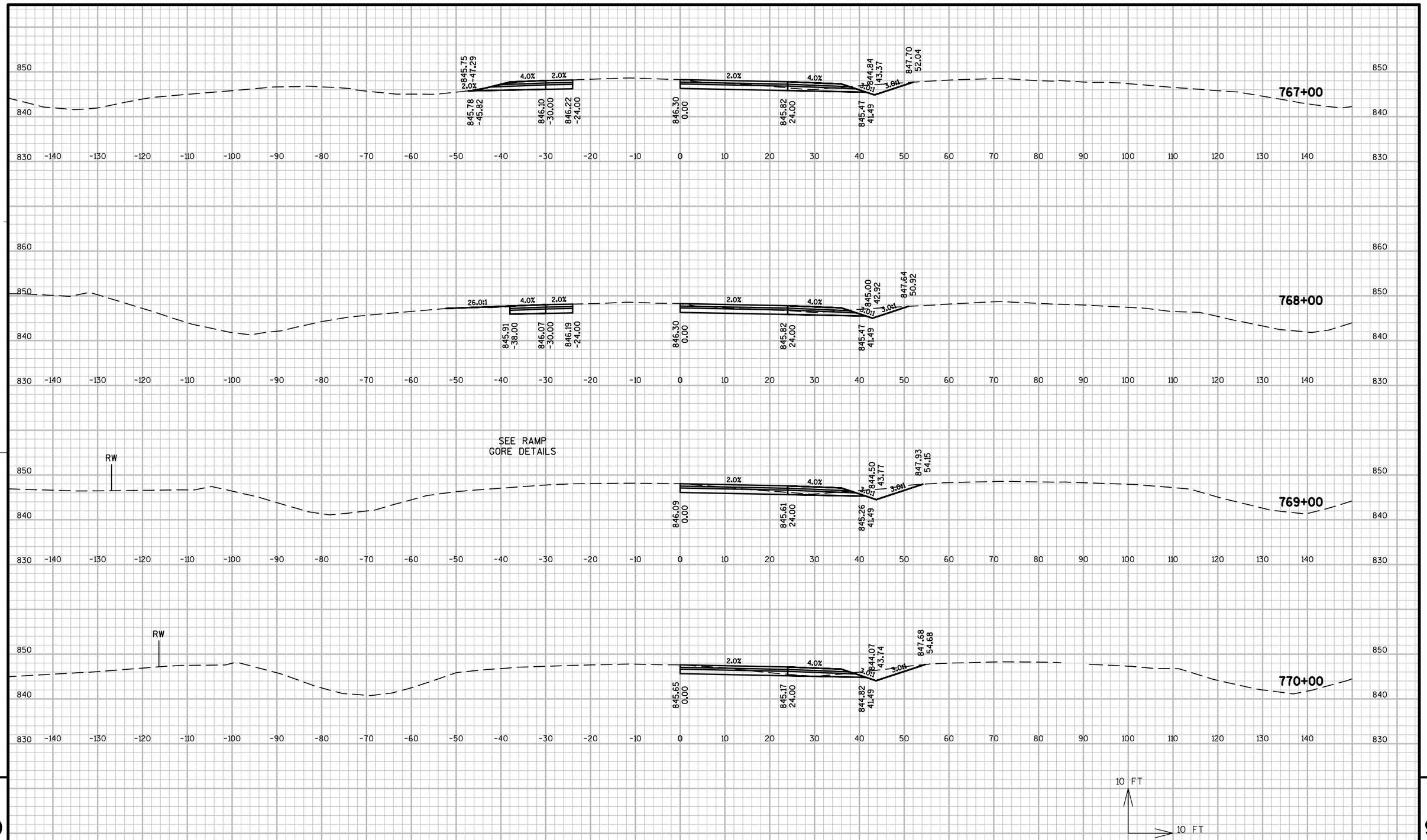
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090101_XS_CTHO-PALMER.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 764 E

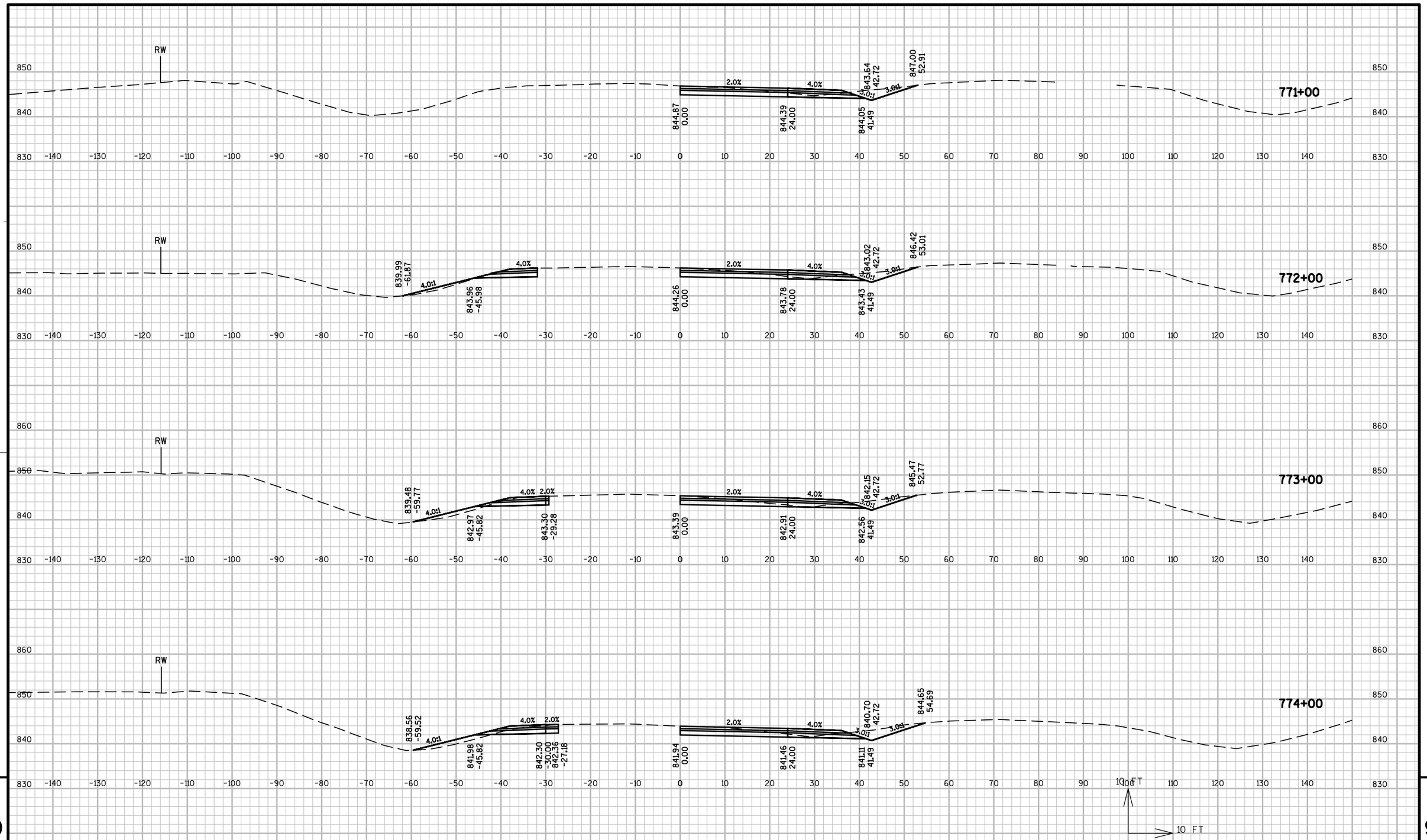
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090101_XS_CTHO-PALMER.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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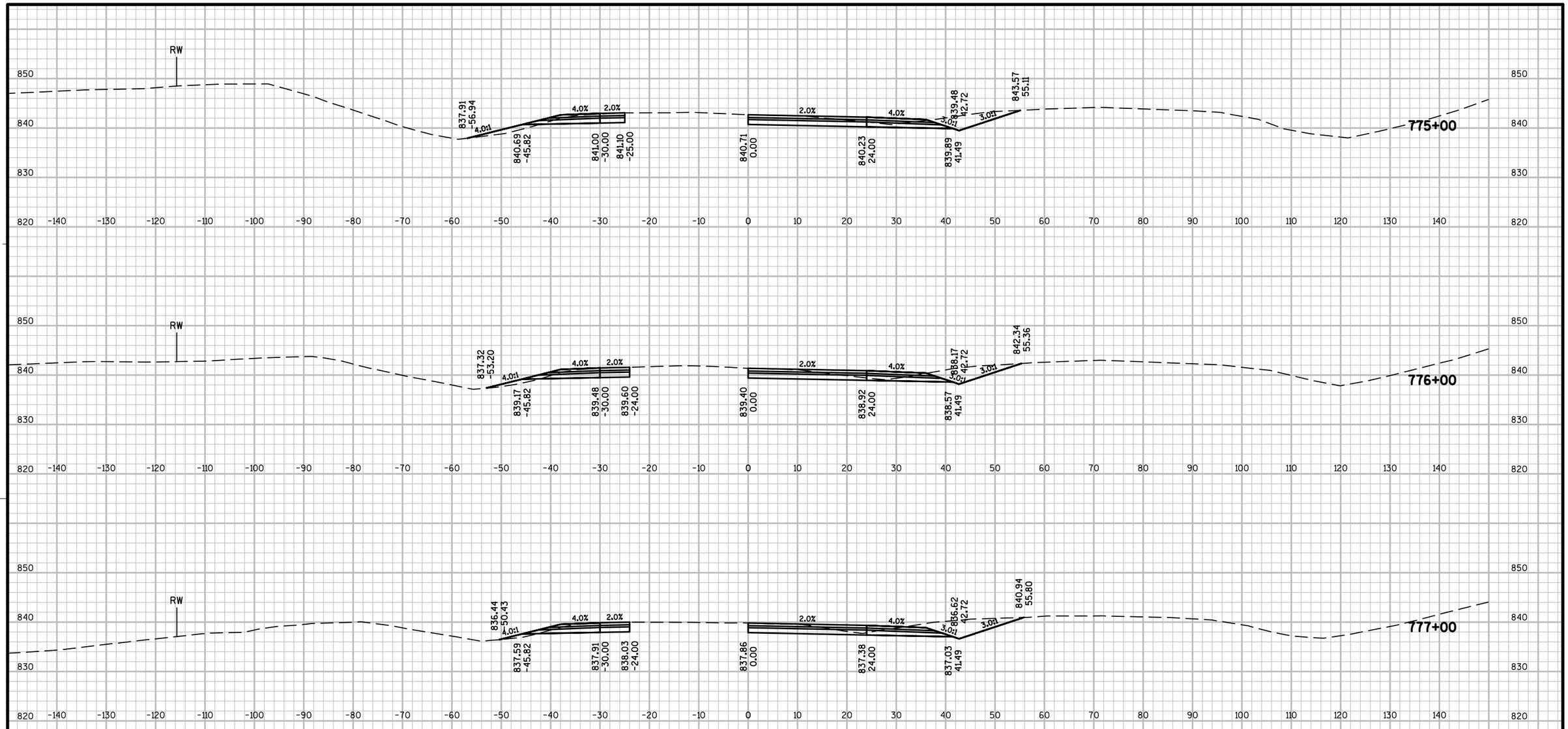
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 765	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090101_XS_CTHO-PALMER.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

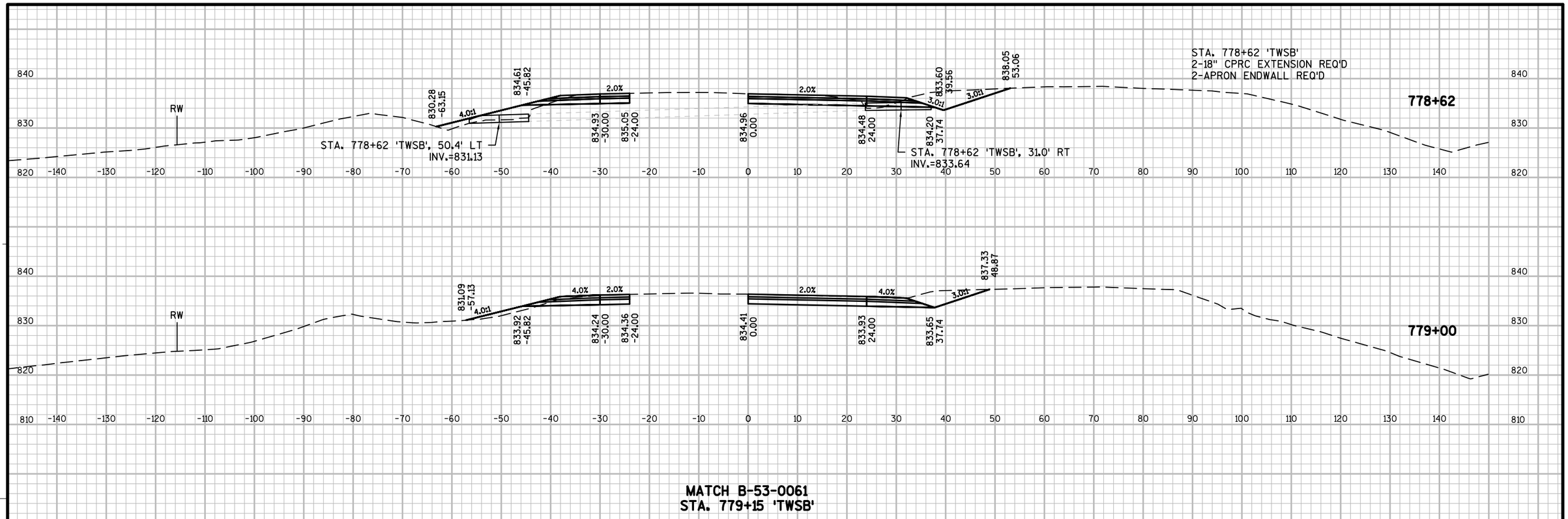


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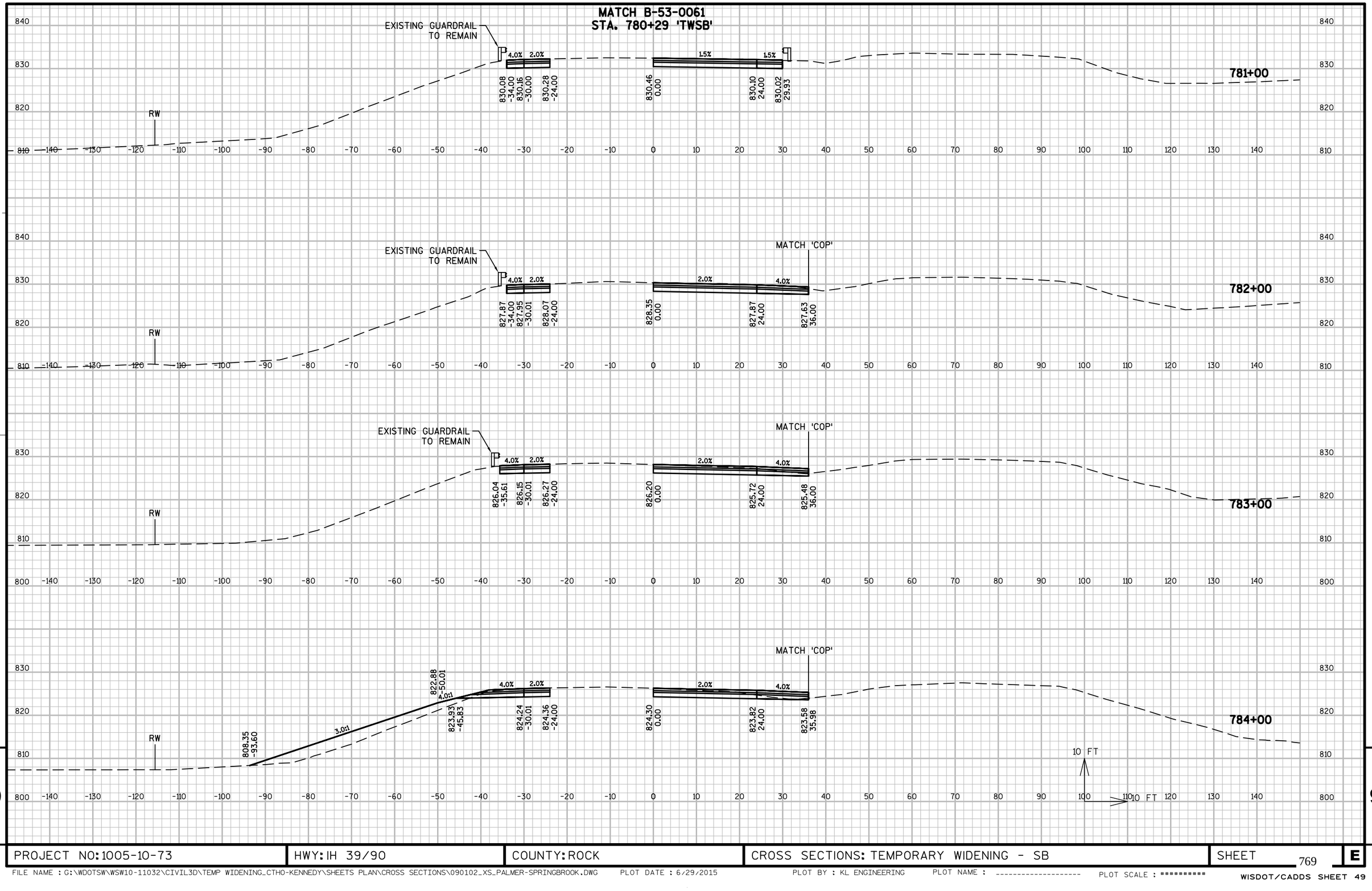
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 767	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090101_XS_CTHO-PALMER.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 768	E

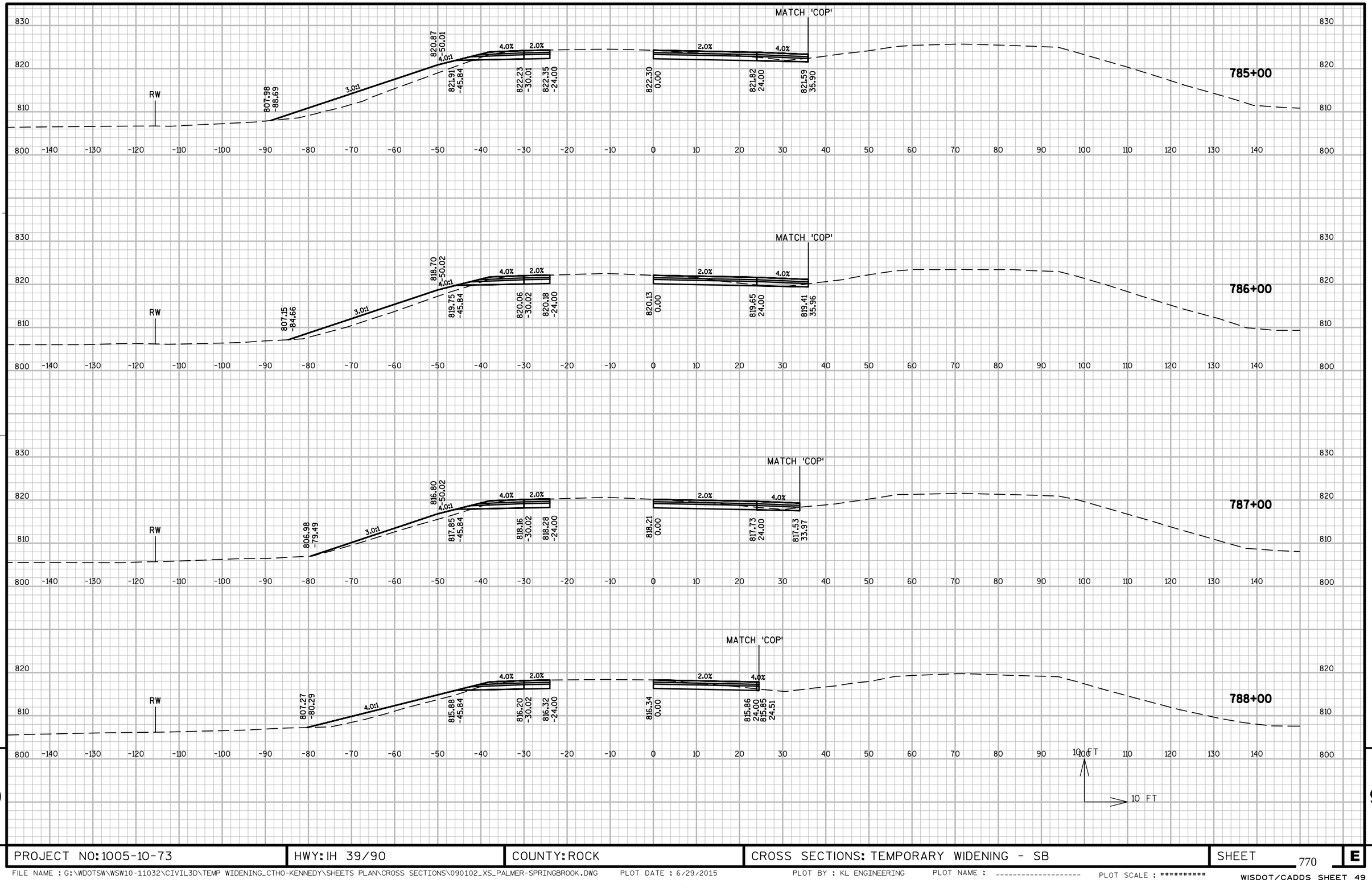


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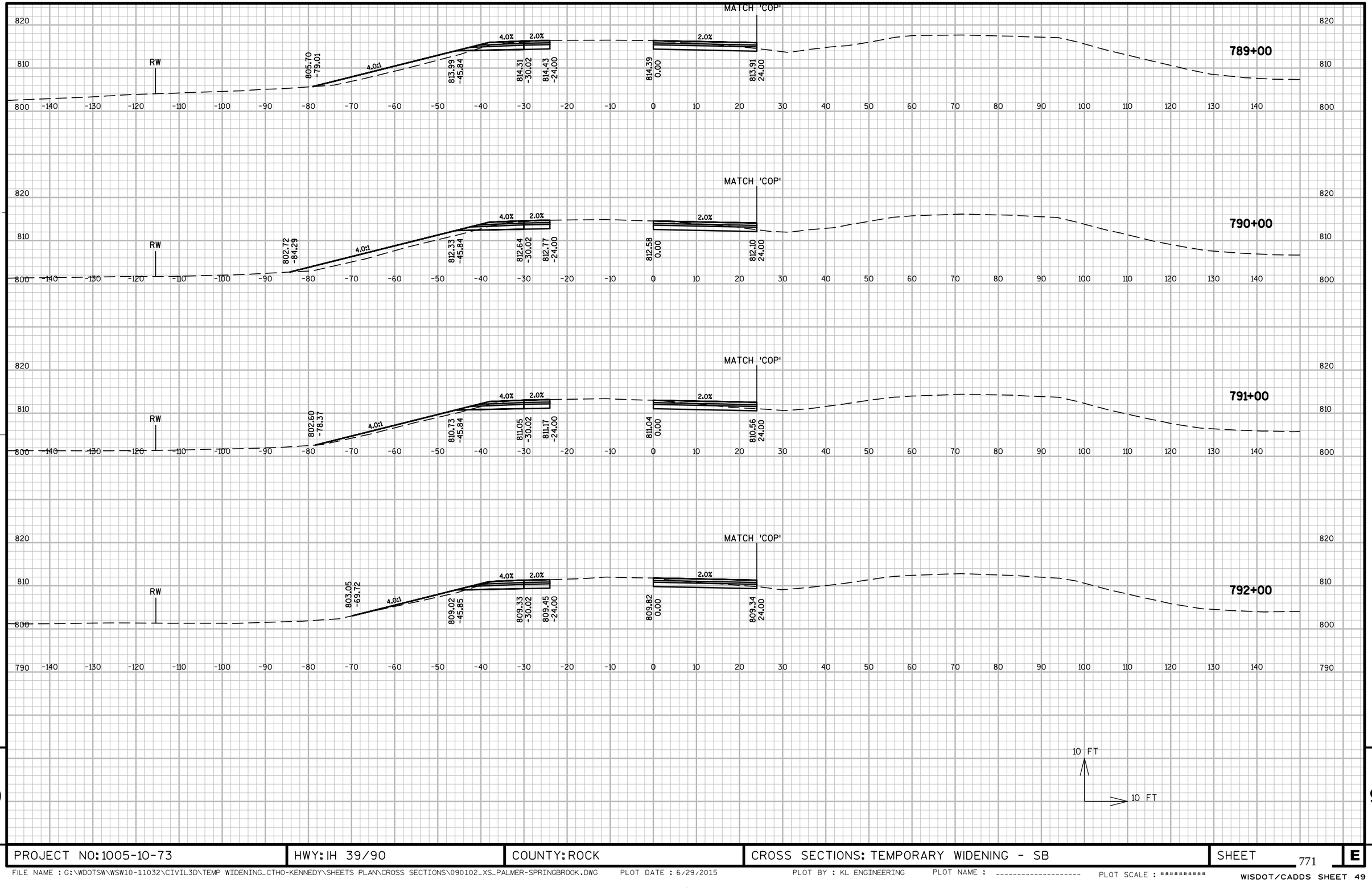
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 769 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090102_XS_PALMER-SPRINGBROOK.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 49

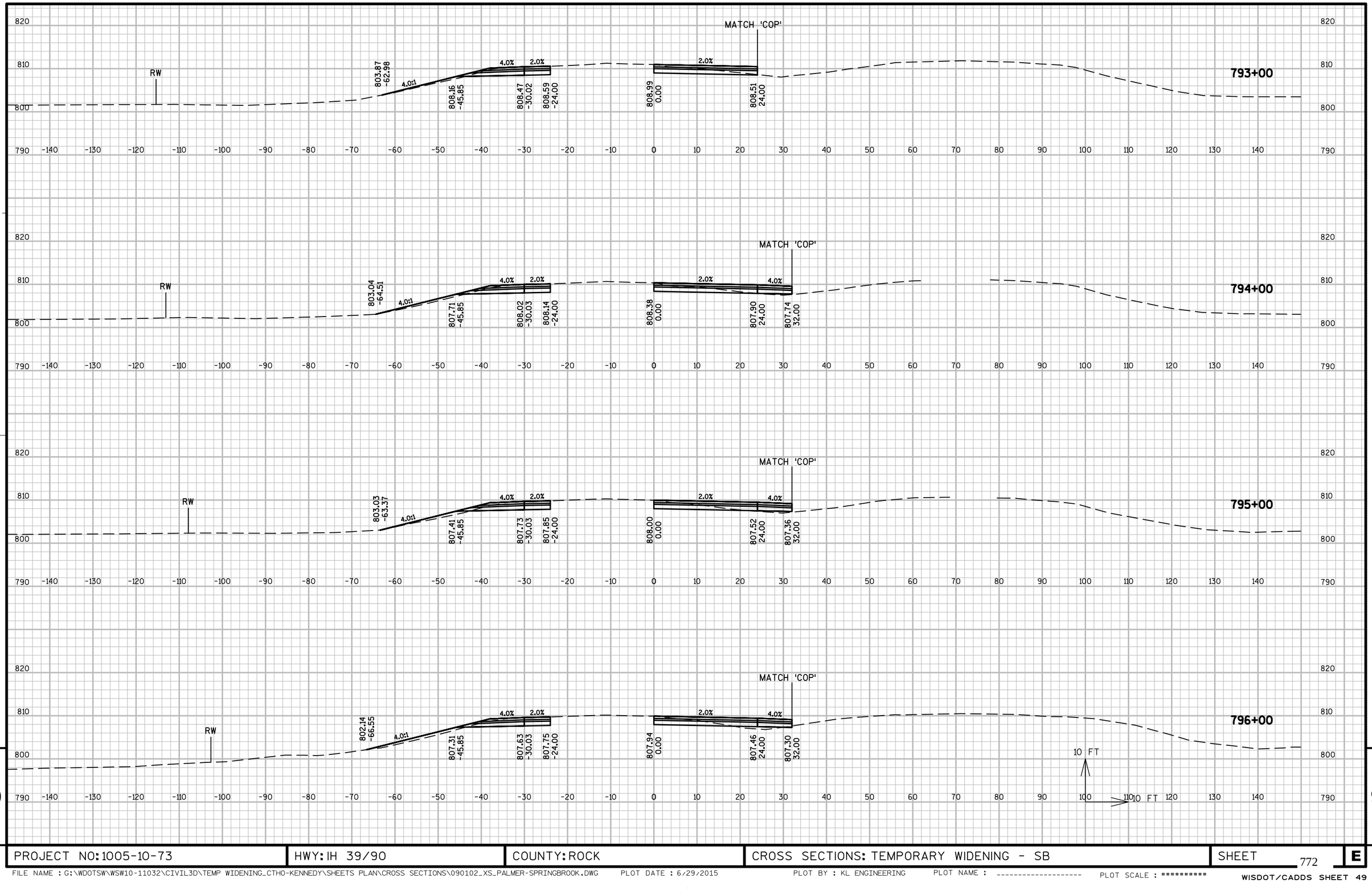


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 770 E



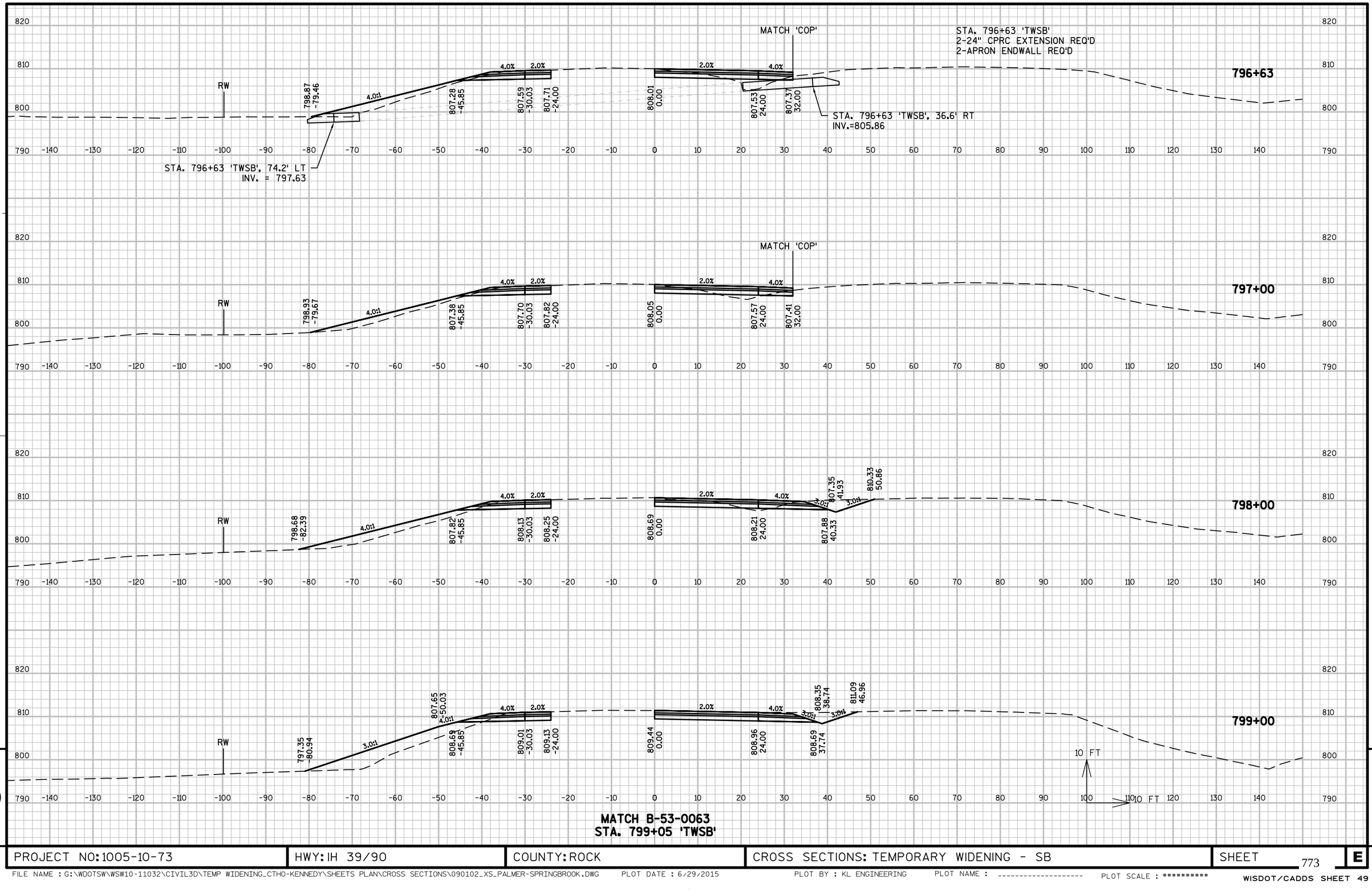
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 771	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090102_XS_PALMER-SPRINGBROOK.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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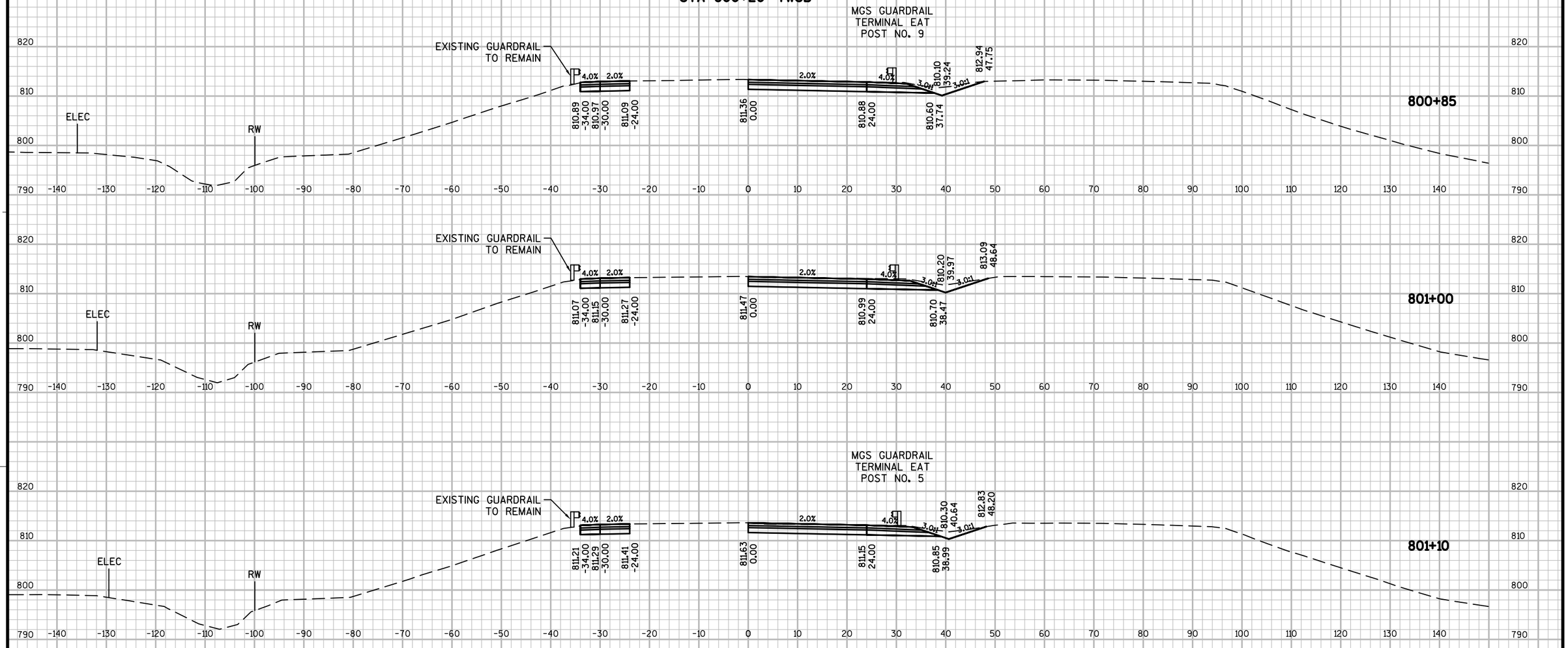
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 772 E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 773 E

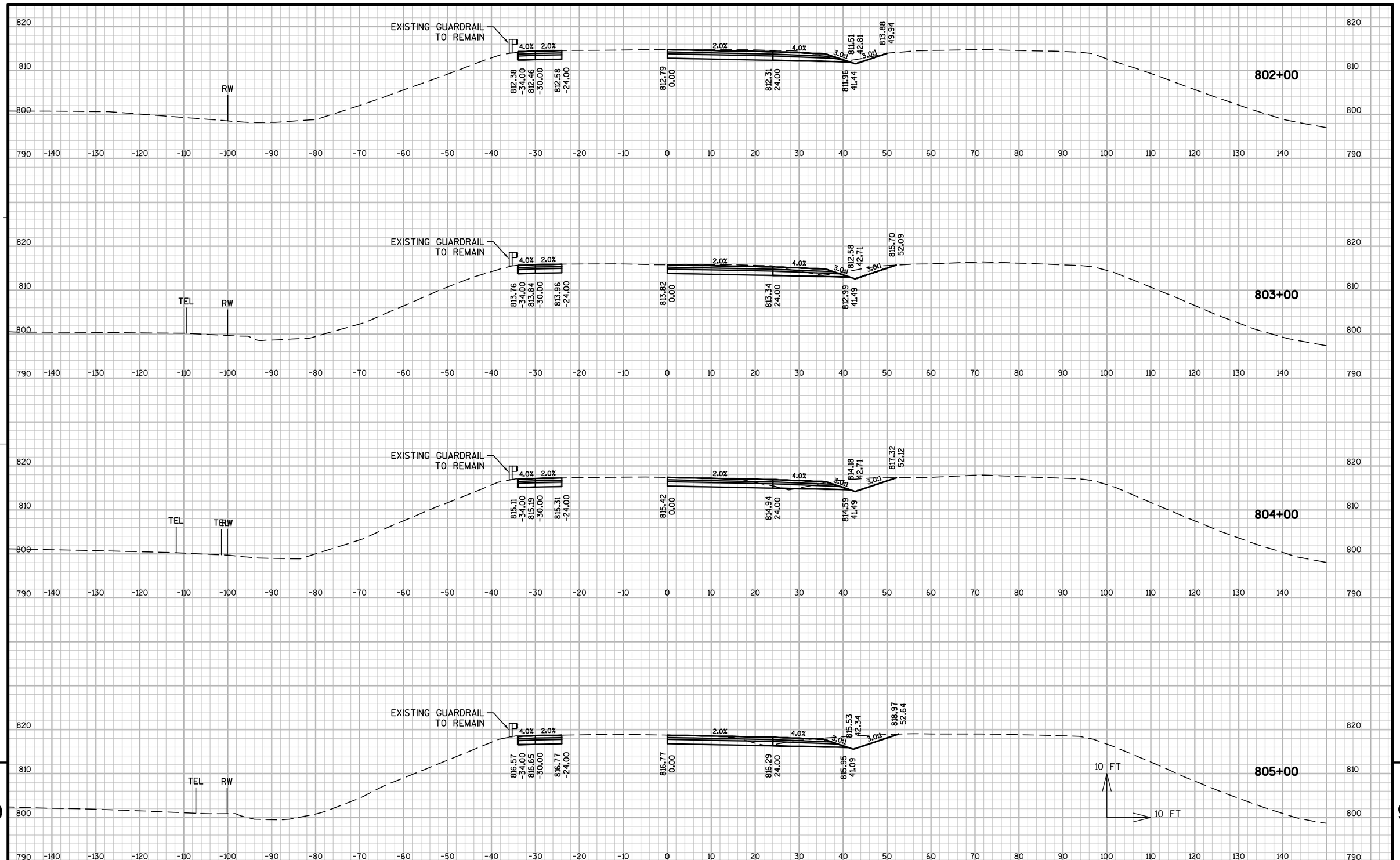
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WISDOT/CADDS SHEET 49

MATCH B-53-0063
STA 800+20 'TWSB'



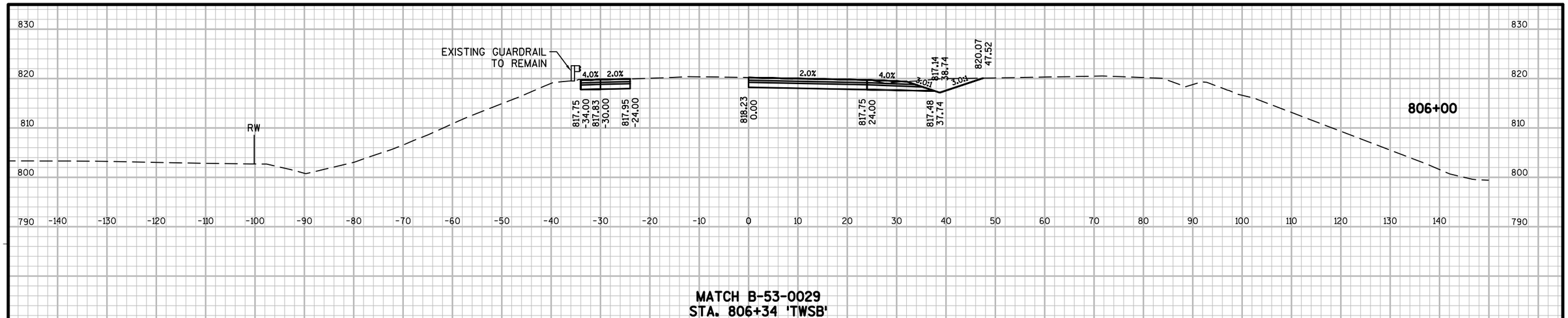
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 774	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 775	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090103_XS_SPRINGBROOK-RUGER.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

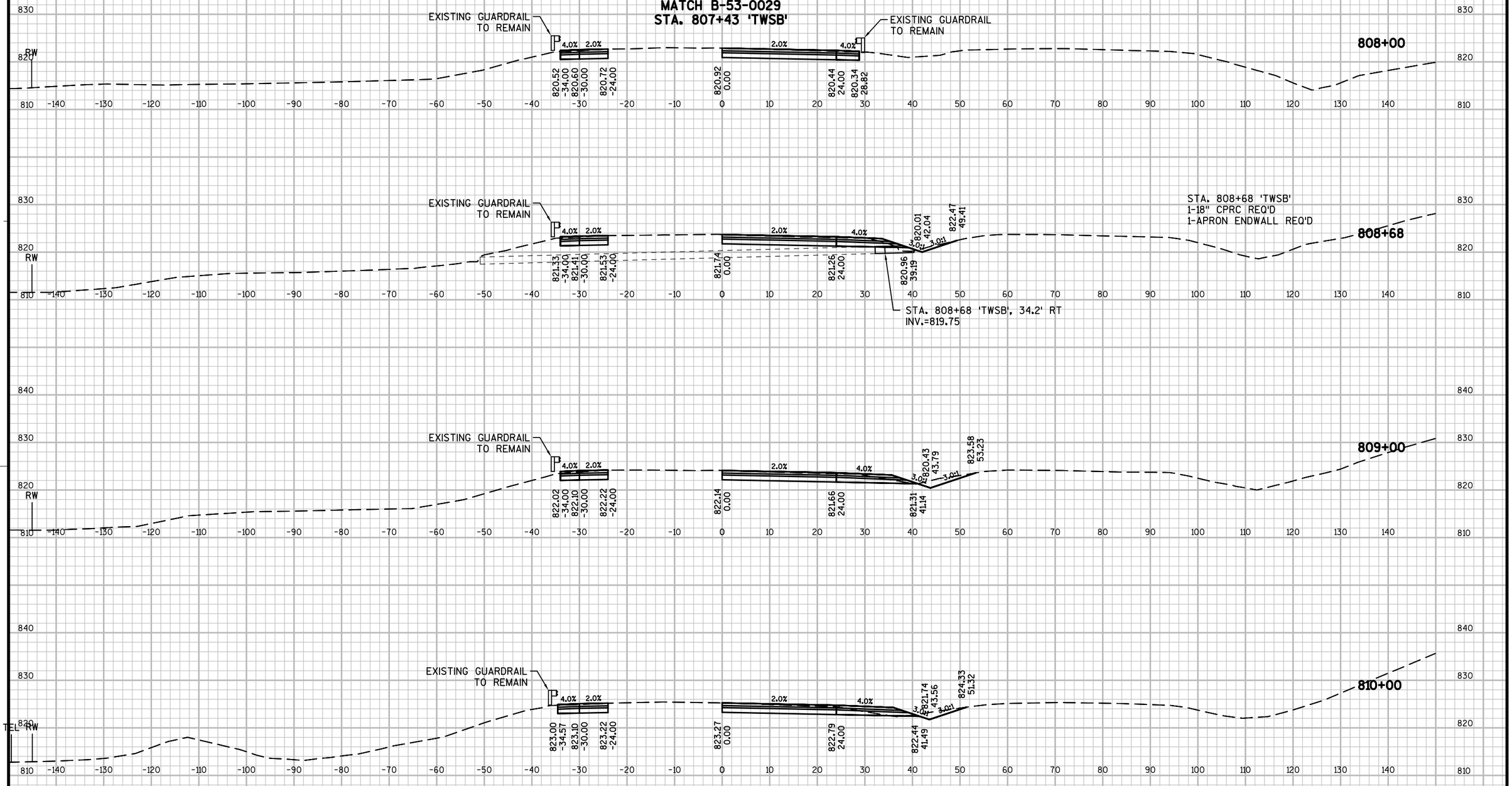


MATCH B-53-0029
STA. 806+34 'TWSB'

10 FT
10 FT

9 9

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 776	E

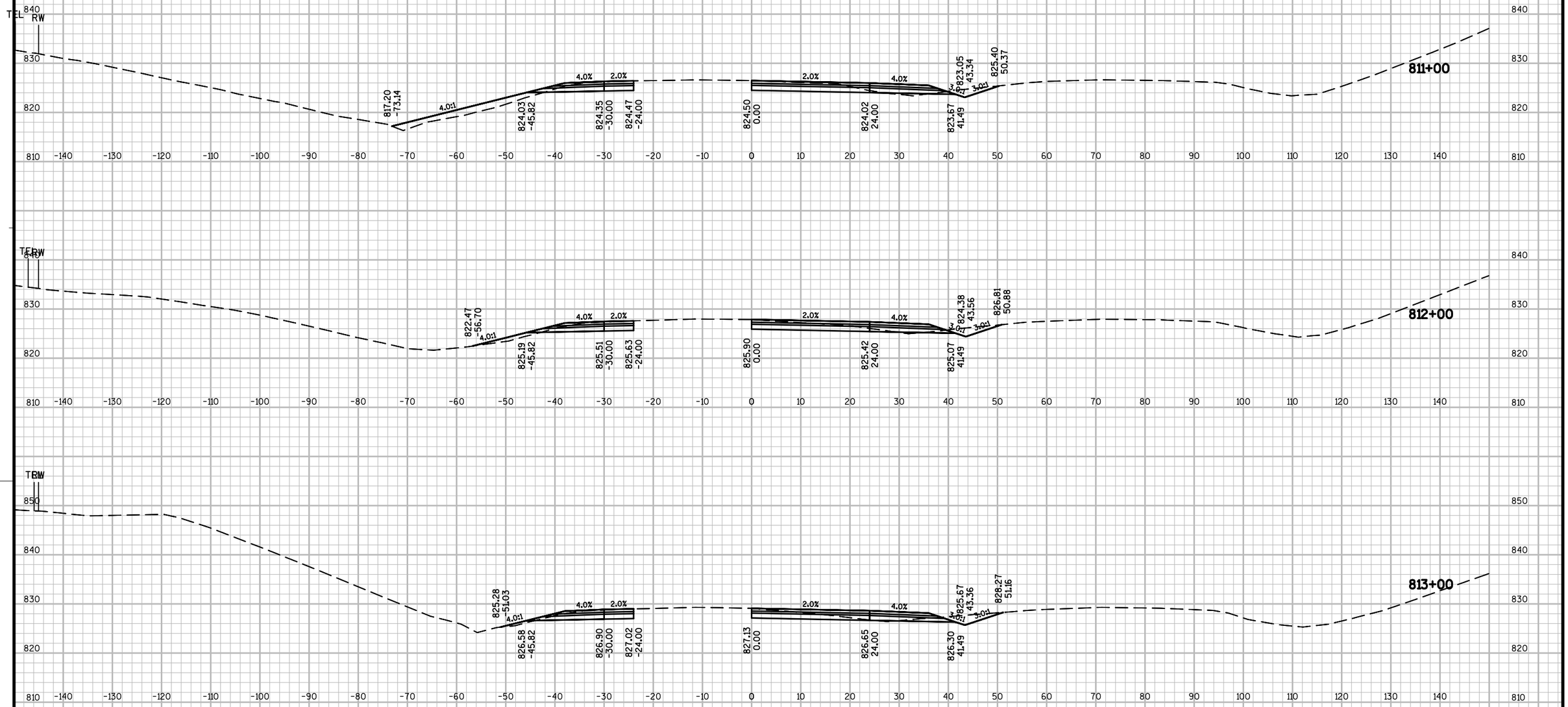


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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 777	E

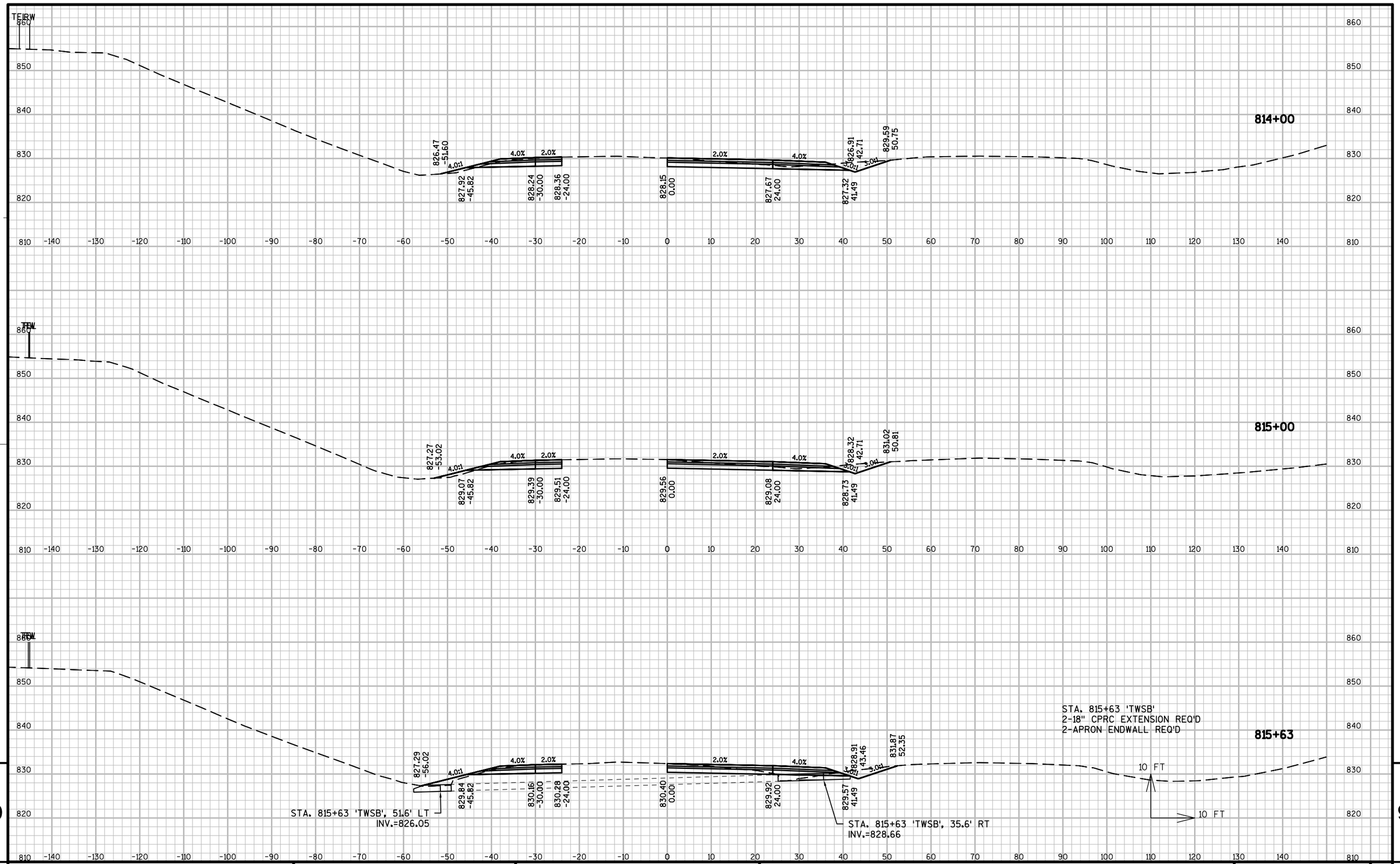
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090104_XS_RUGER-MILWAUKEE.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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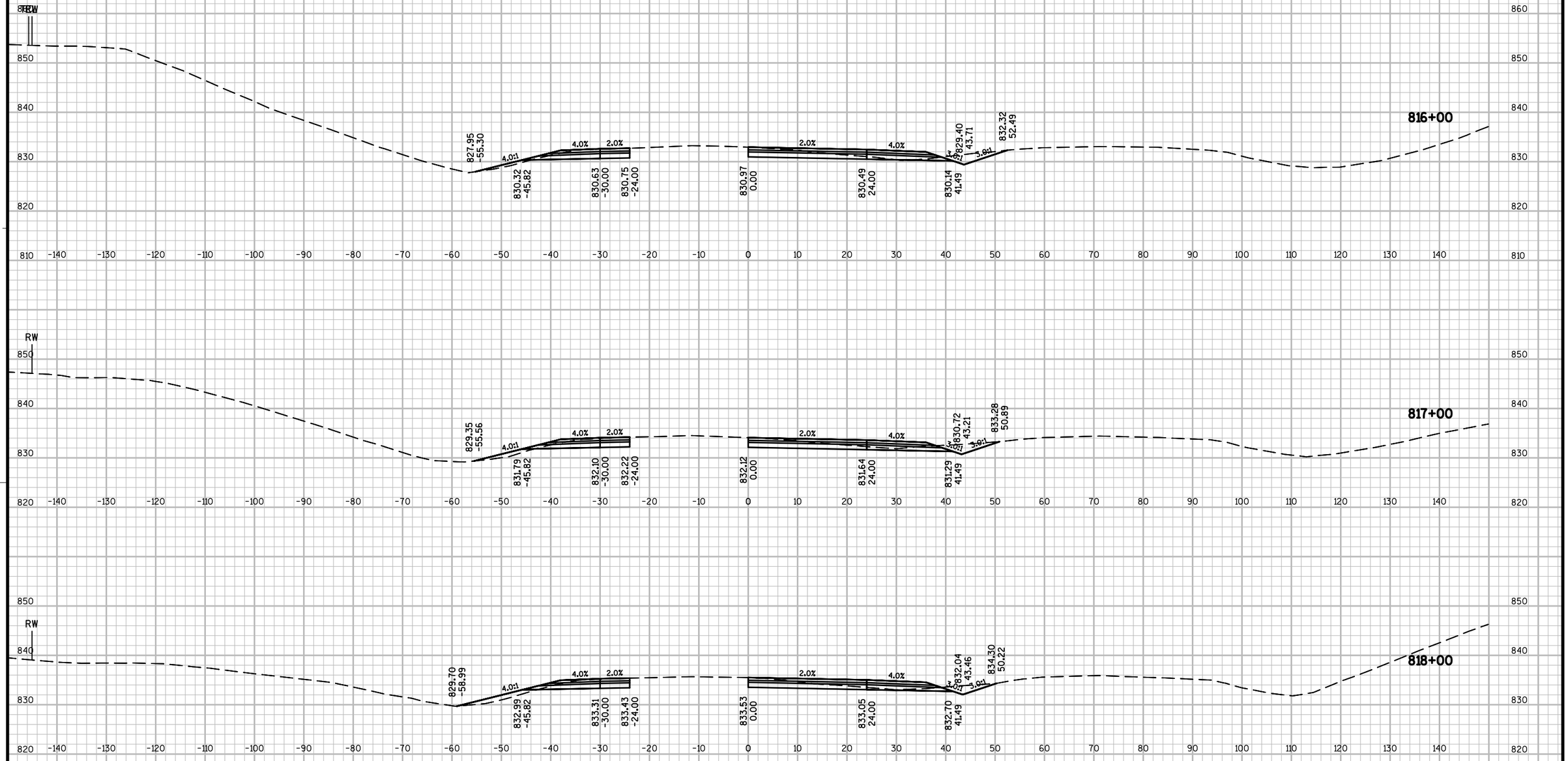
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 778 E



9

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 779 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090104_XS_RUGER-MILWAUKEE.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

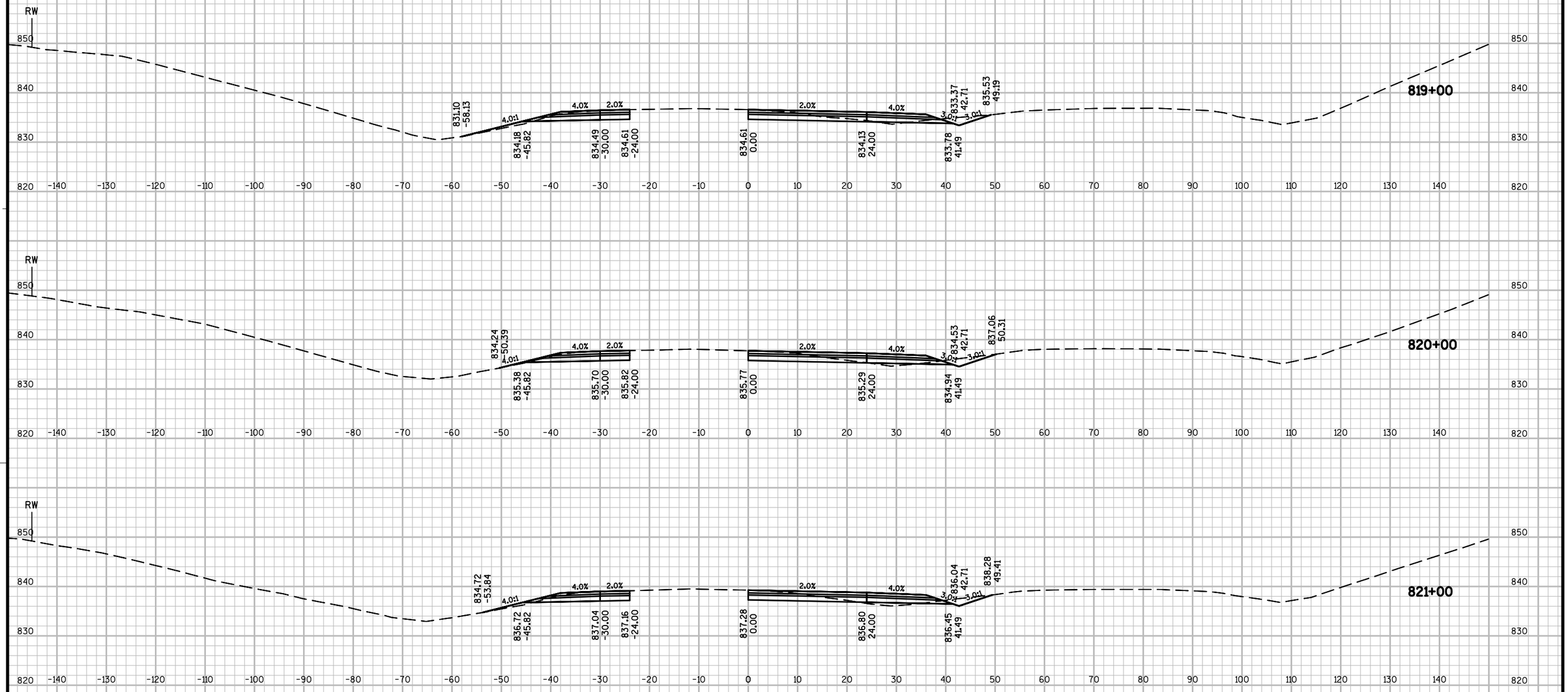


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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 780	E

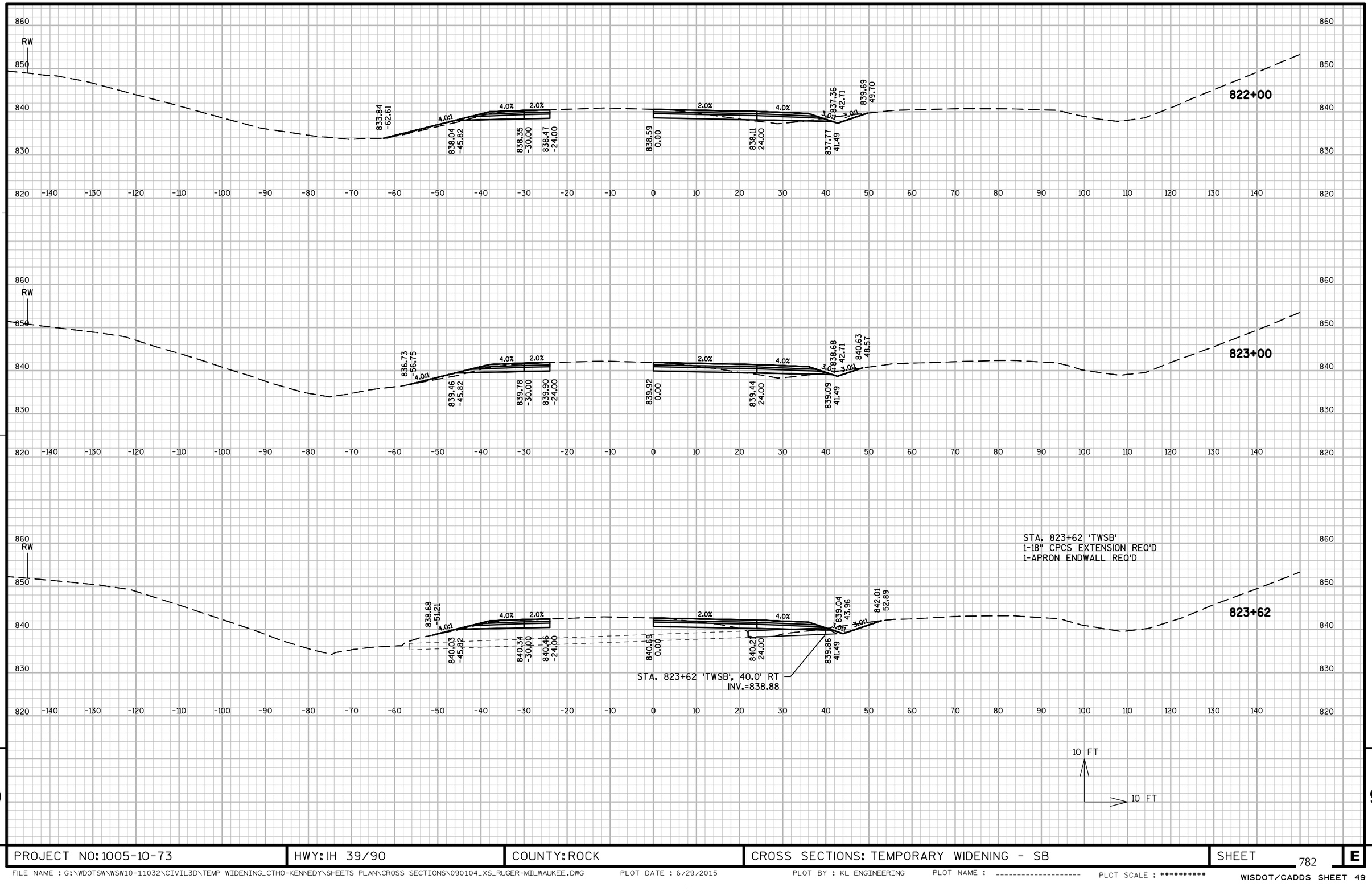
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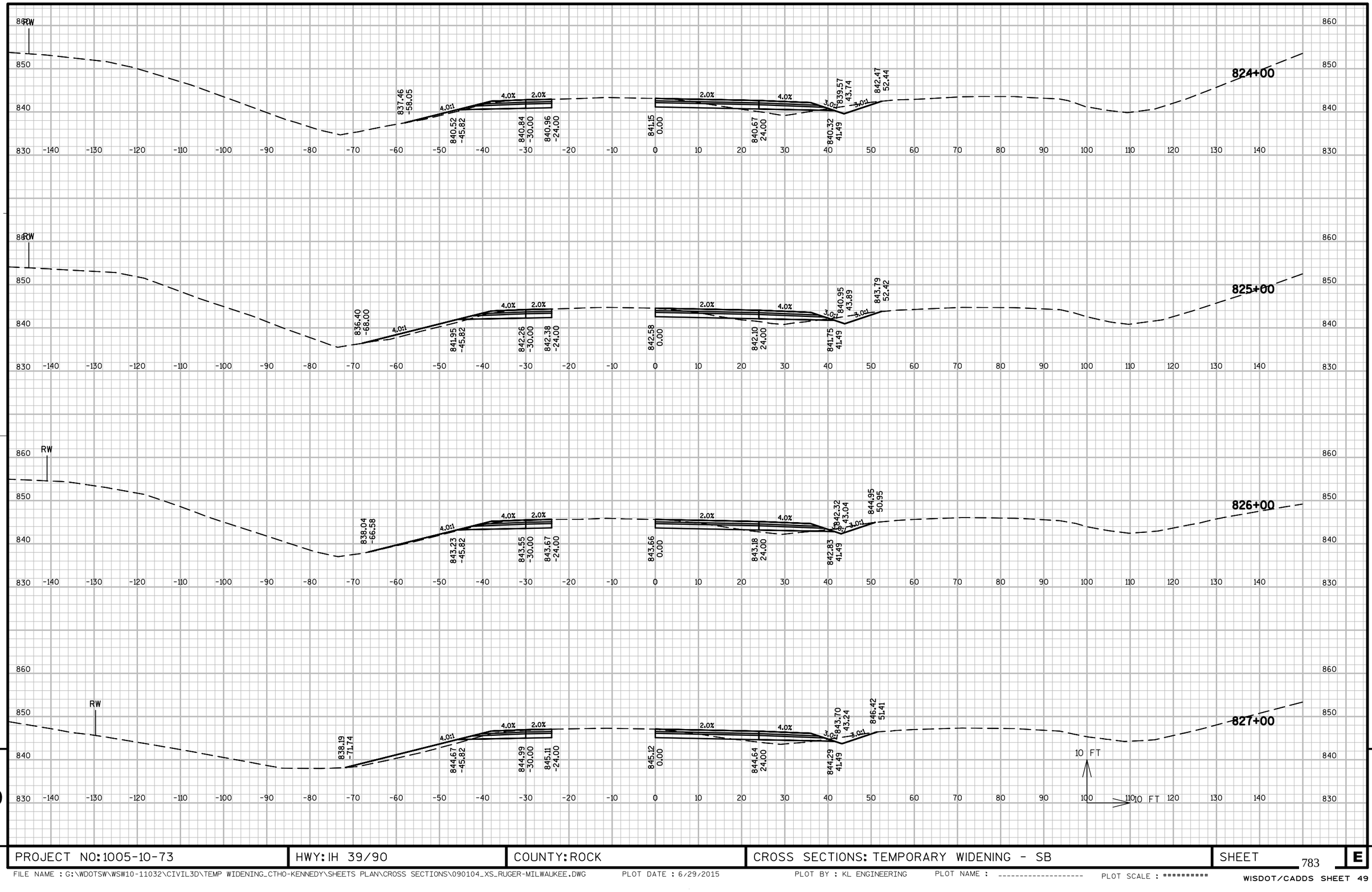
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 781	E

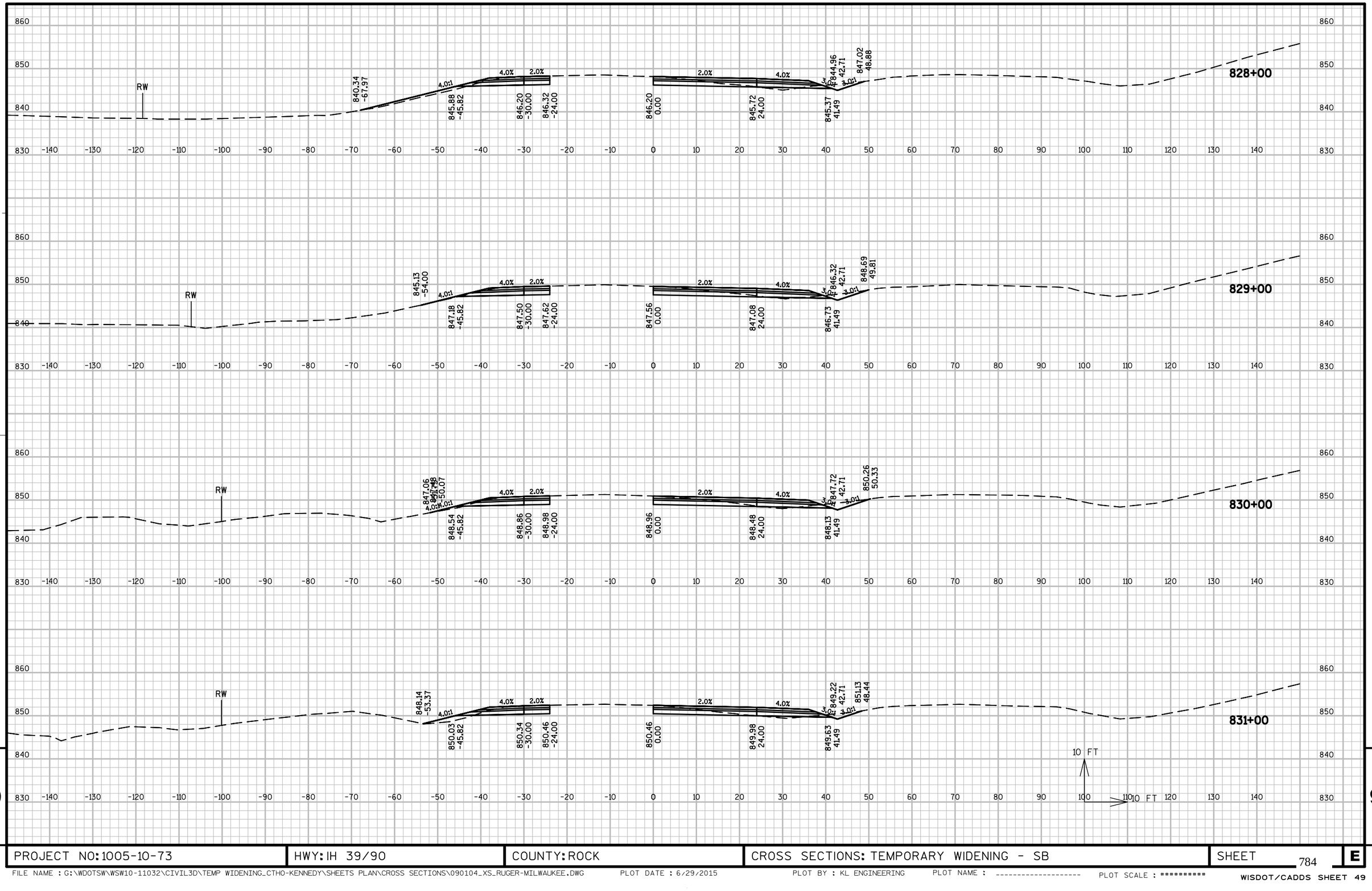


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 782 E

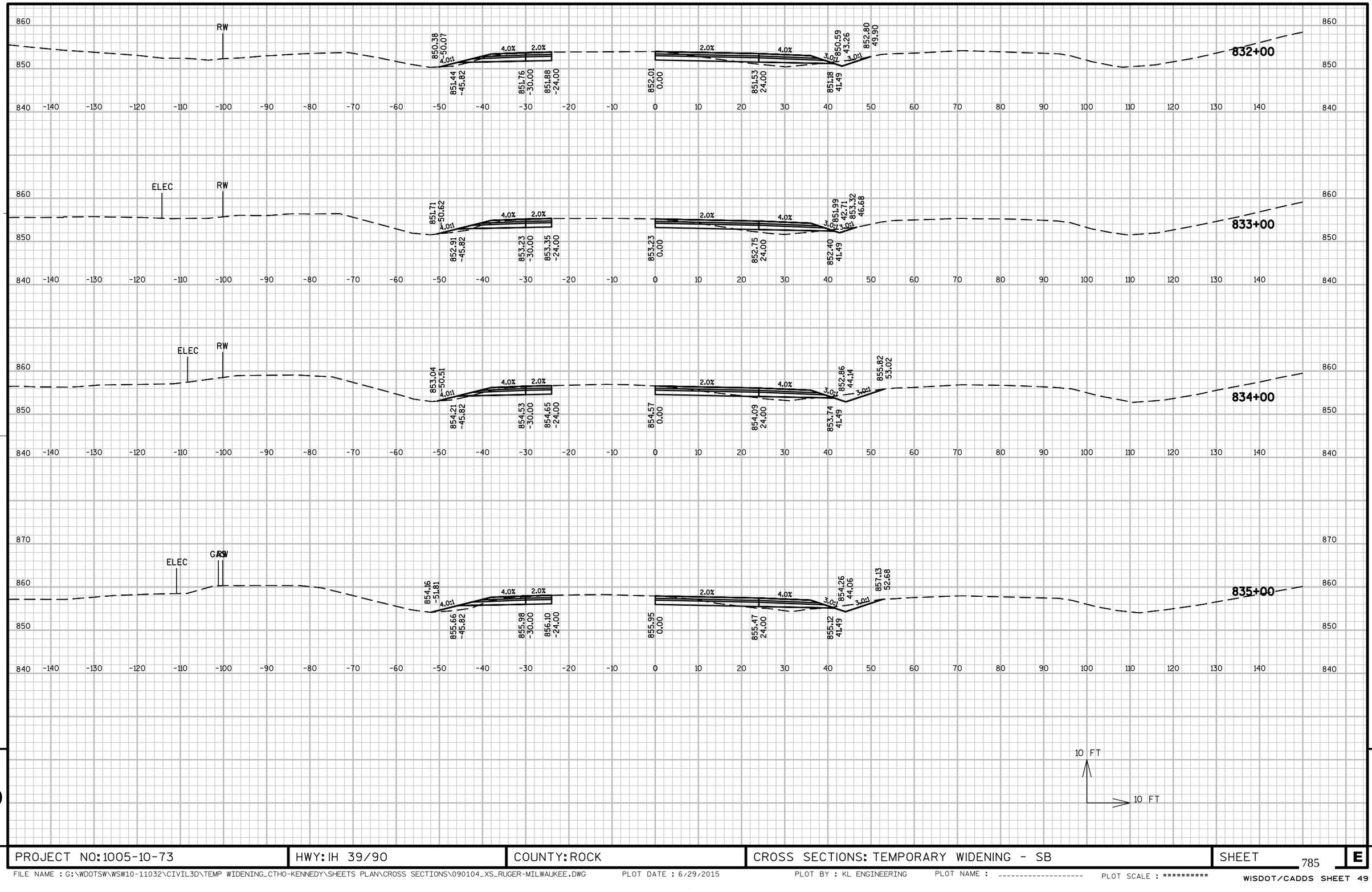


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 783 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090104_XS_RUGER-MILWAUKEE.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 784 E

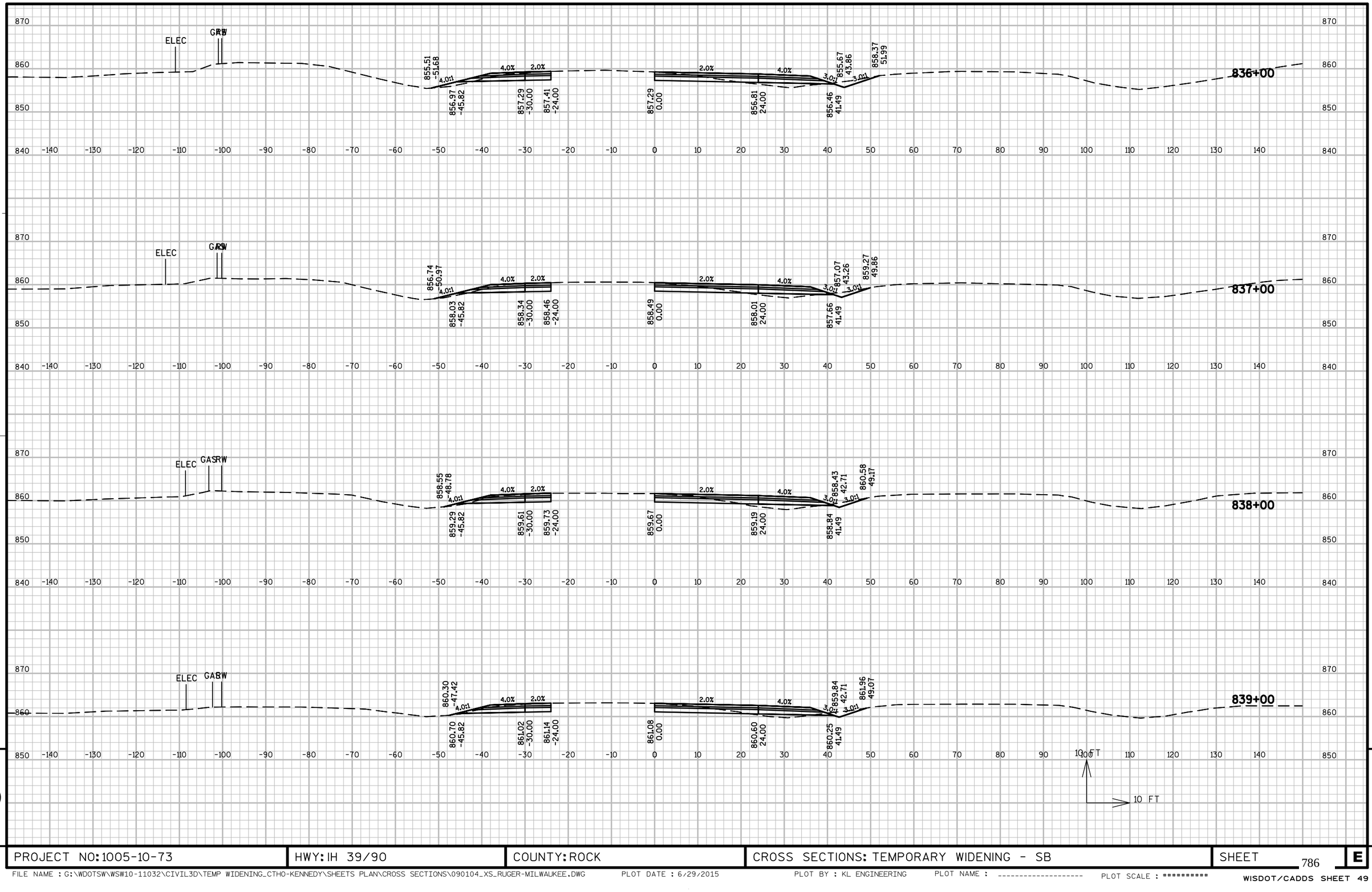


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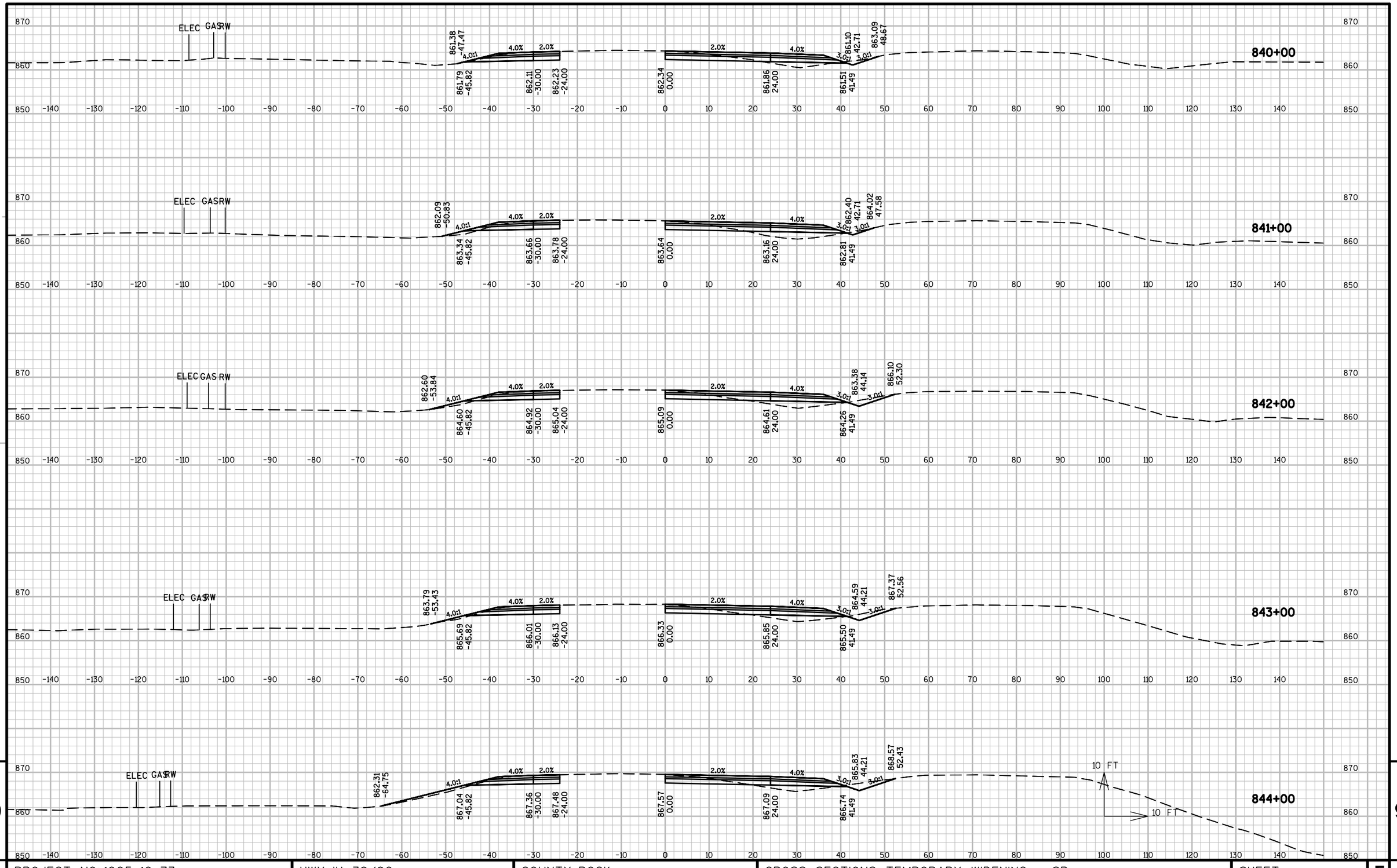
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 785	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090104_XS_RUGER-MILWAUKEE.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



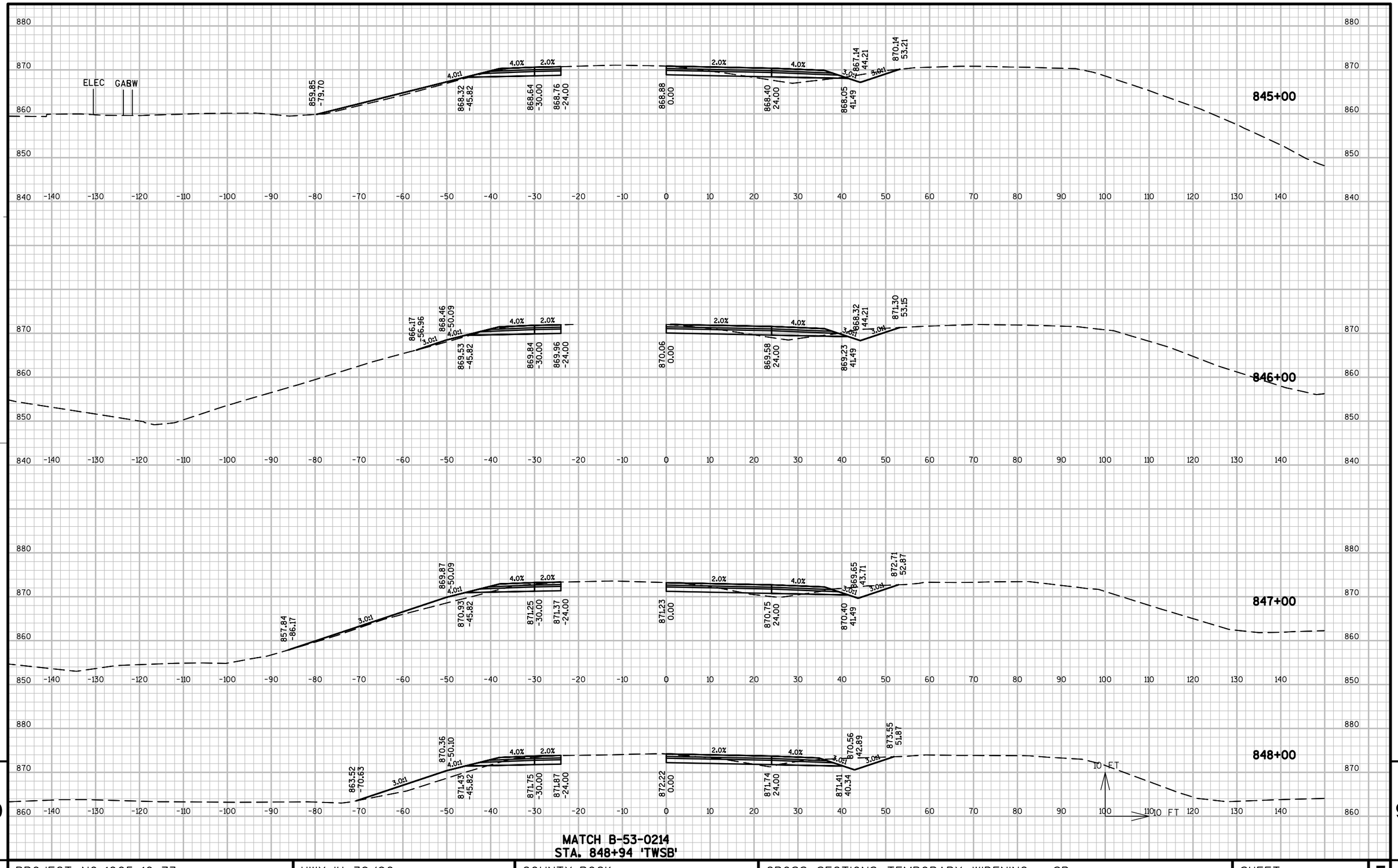
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FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090104_XS_RUGER-MILWAUKEE.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 787 E

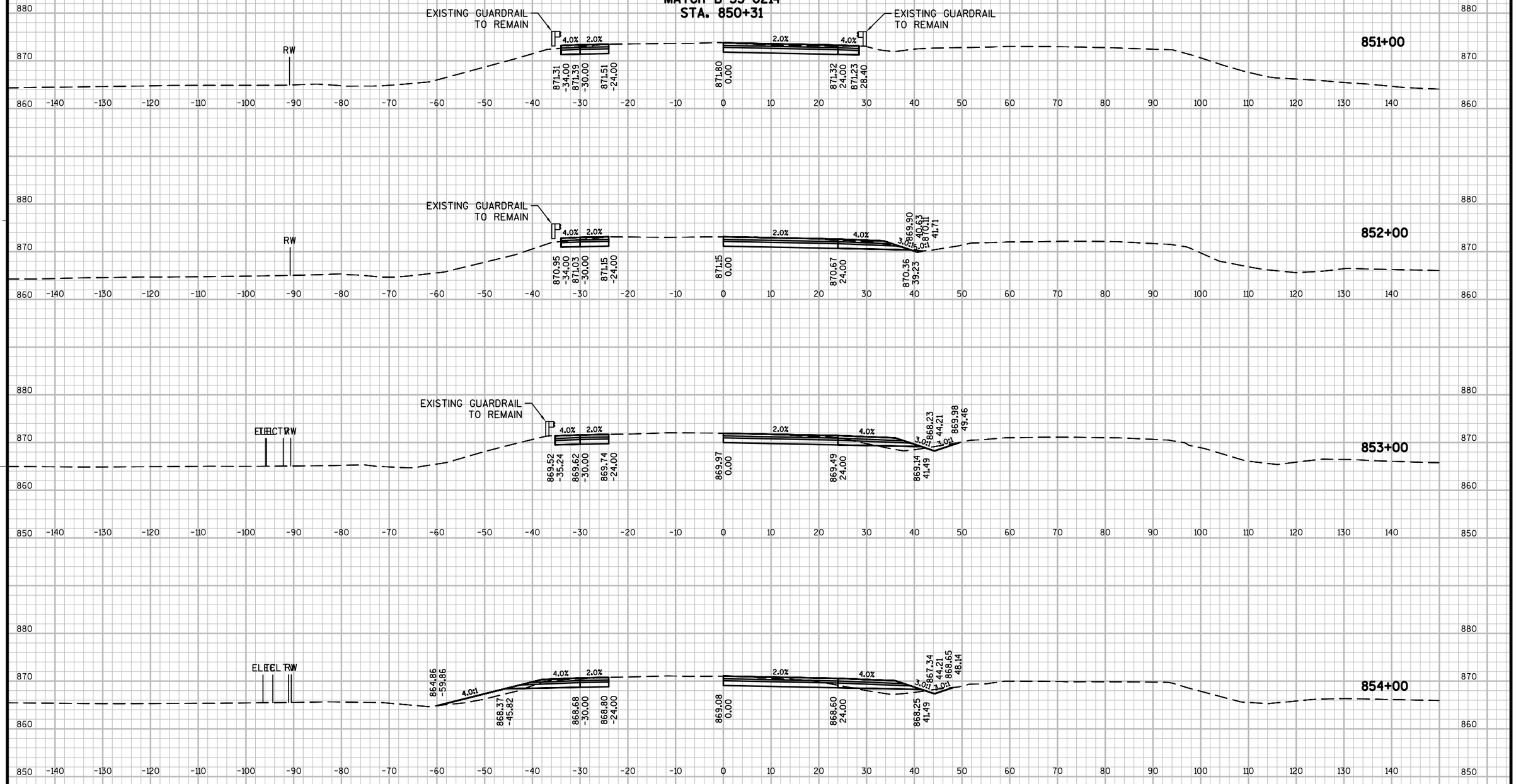


MATCH B-53-0214
STA. 848+94 'TWSB'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 788 E

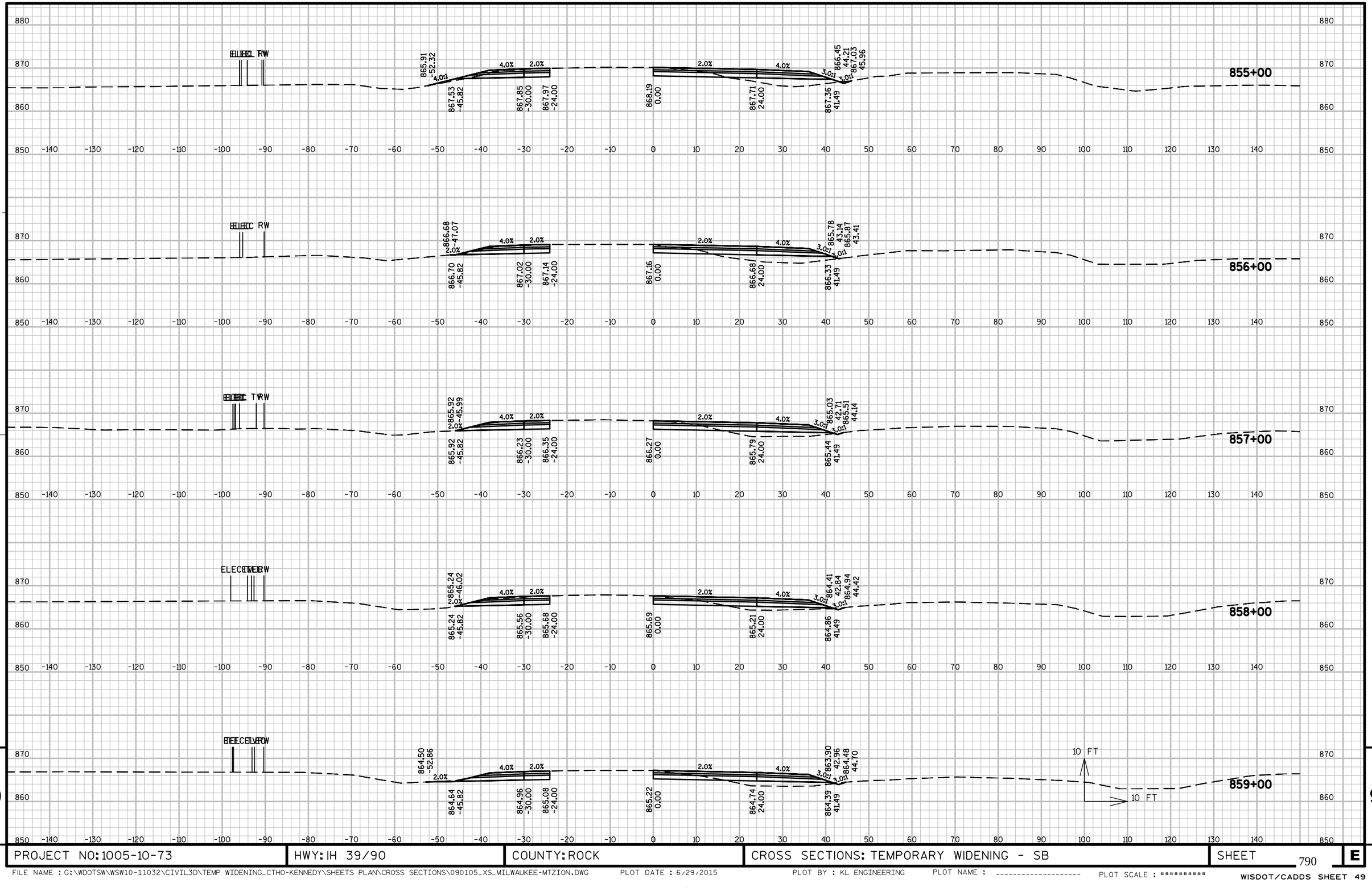
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MATCH B-53-0214
STA. 850+31

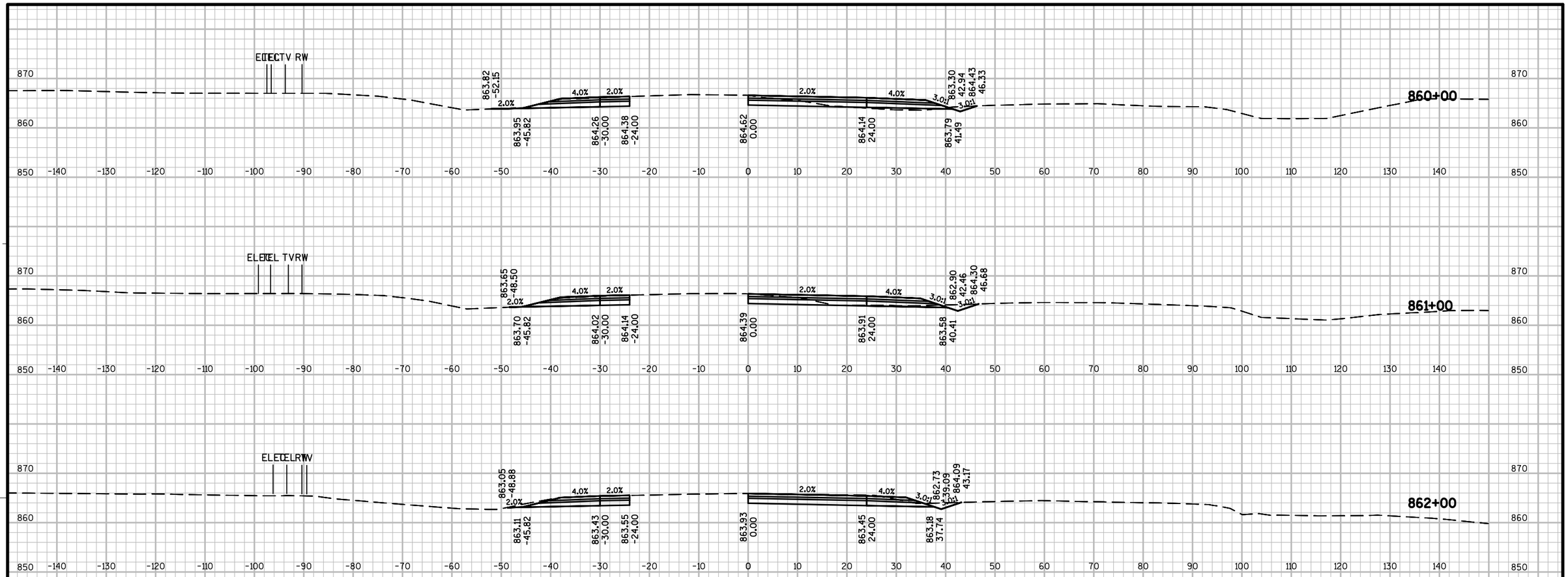


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 789 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090105_XS_MILWAUKEE-MTZION.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 790 E

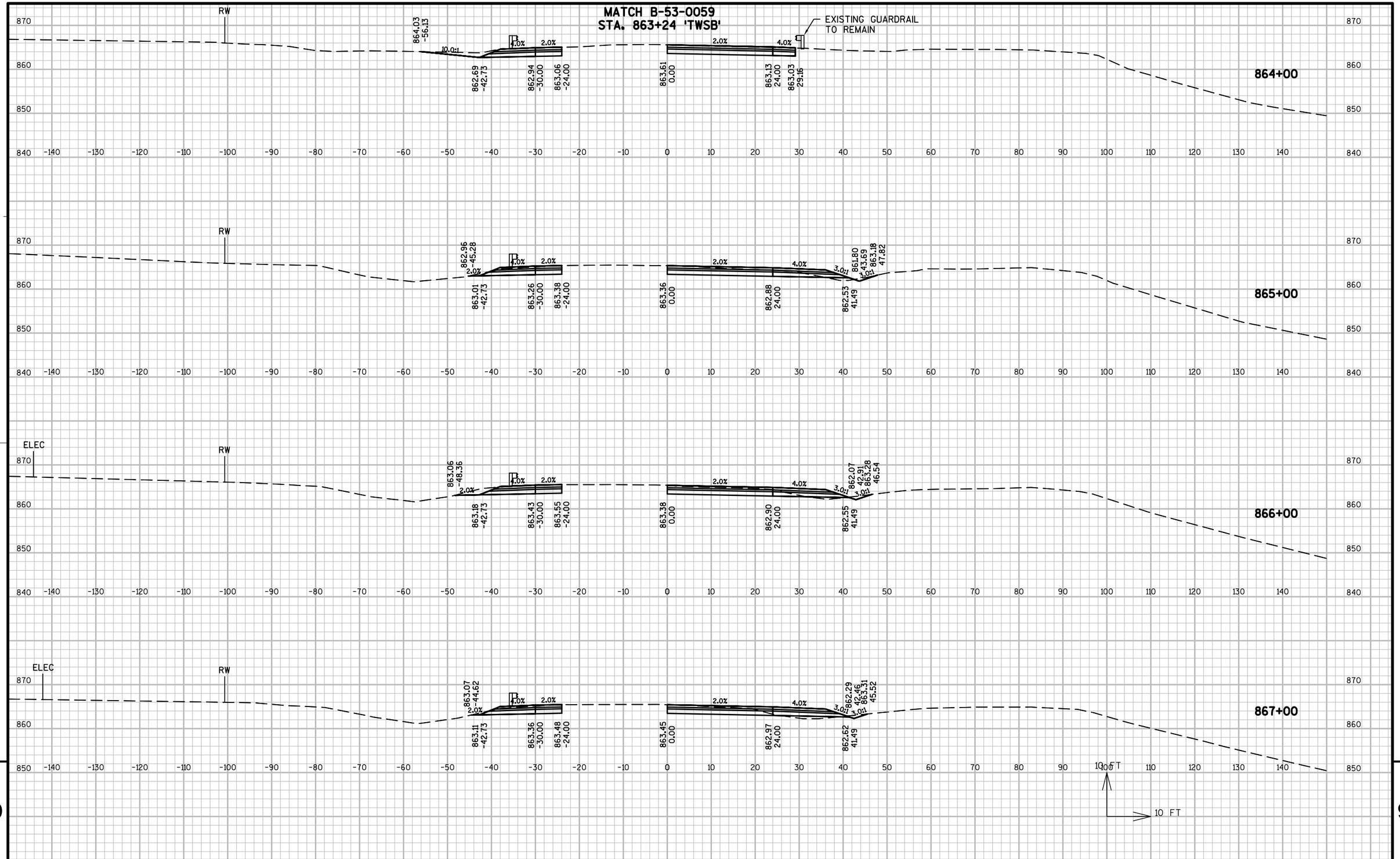


MATCH B-53-0059
STA. 862+07

10 FT
10 FT

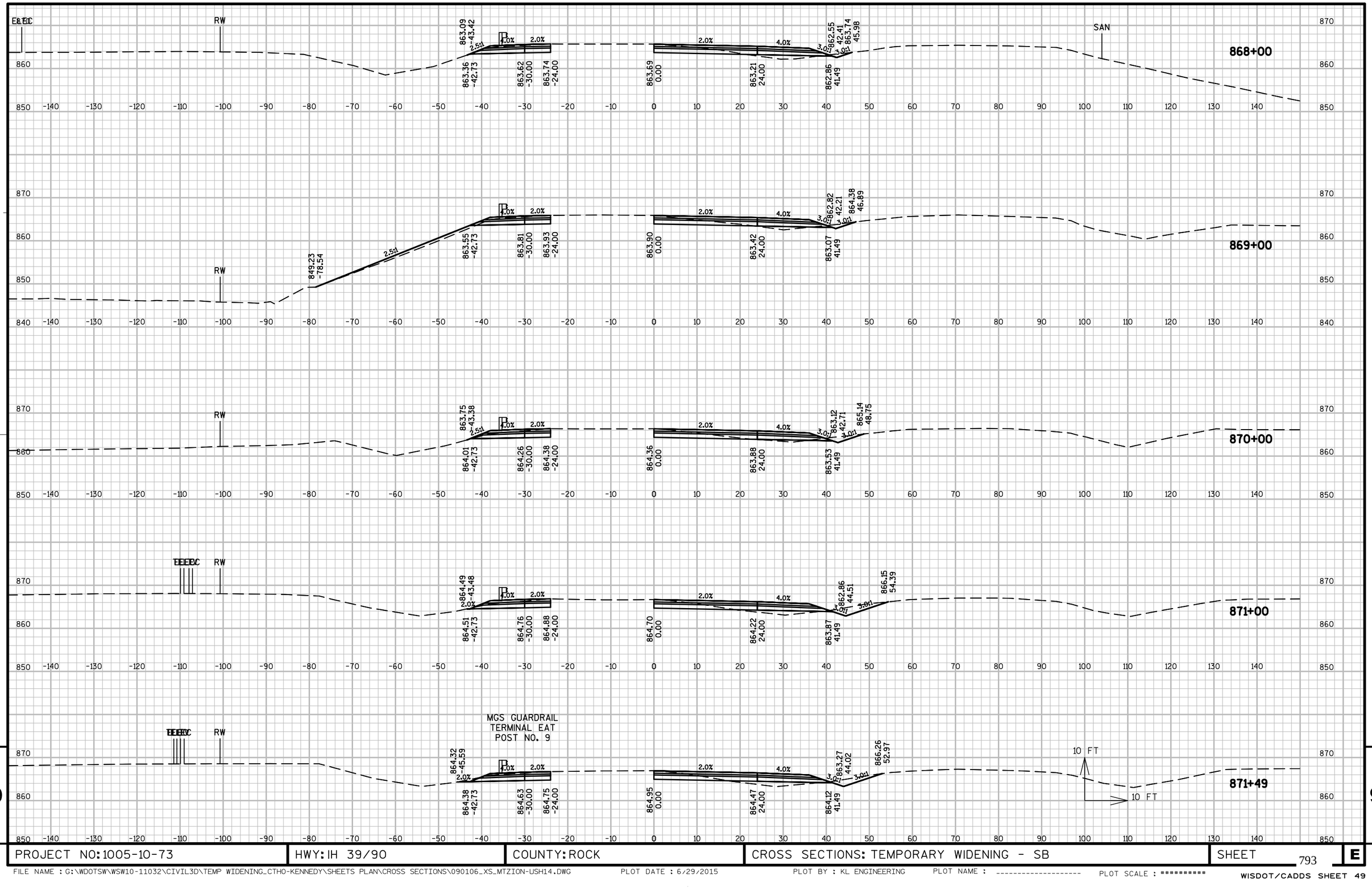
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 791 E



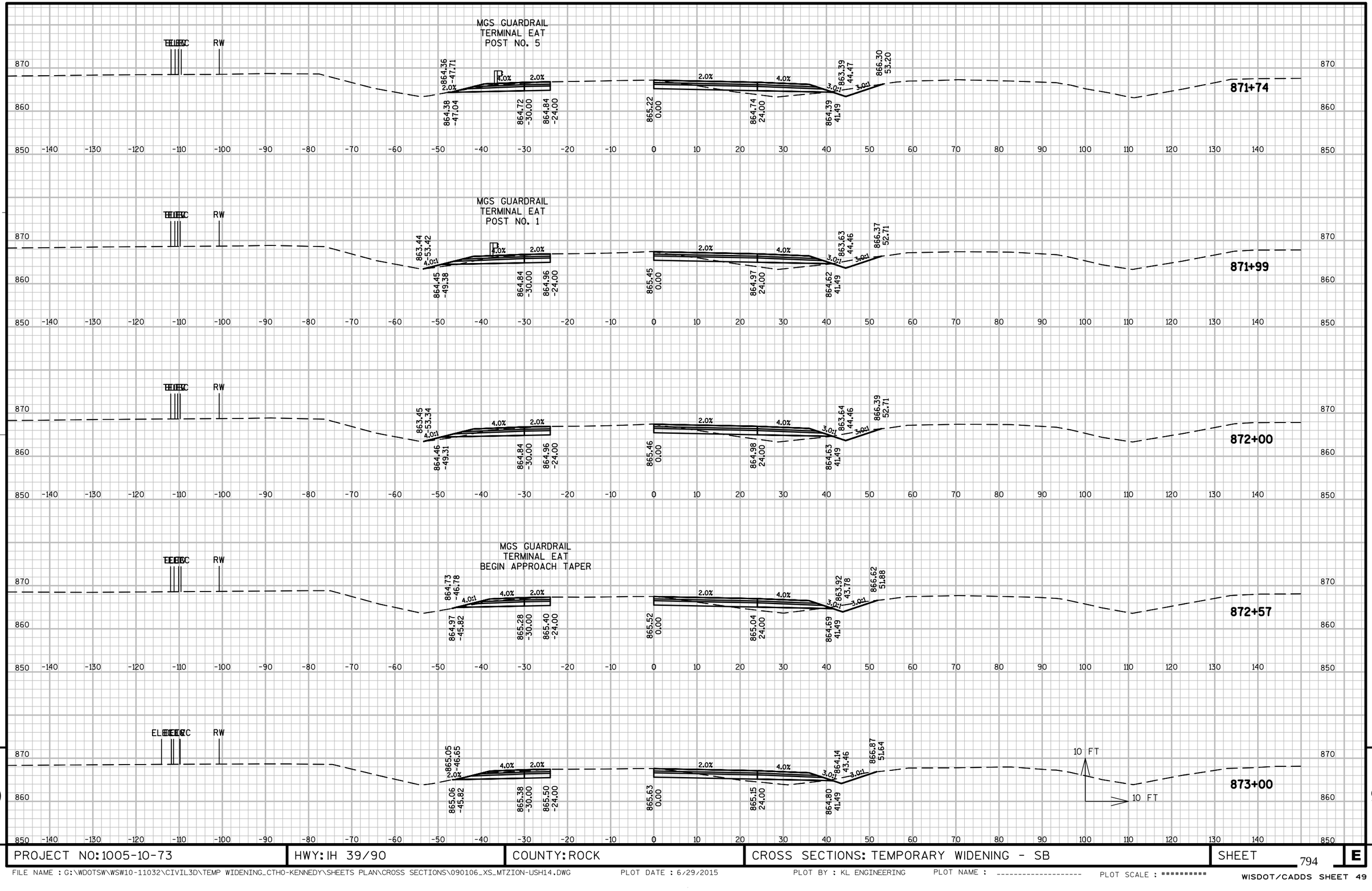
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 792 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090106_XS_MTZION-USH14.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

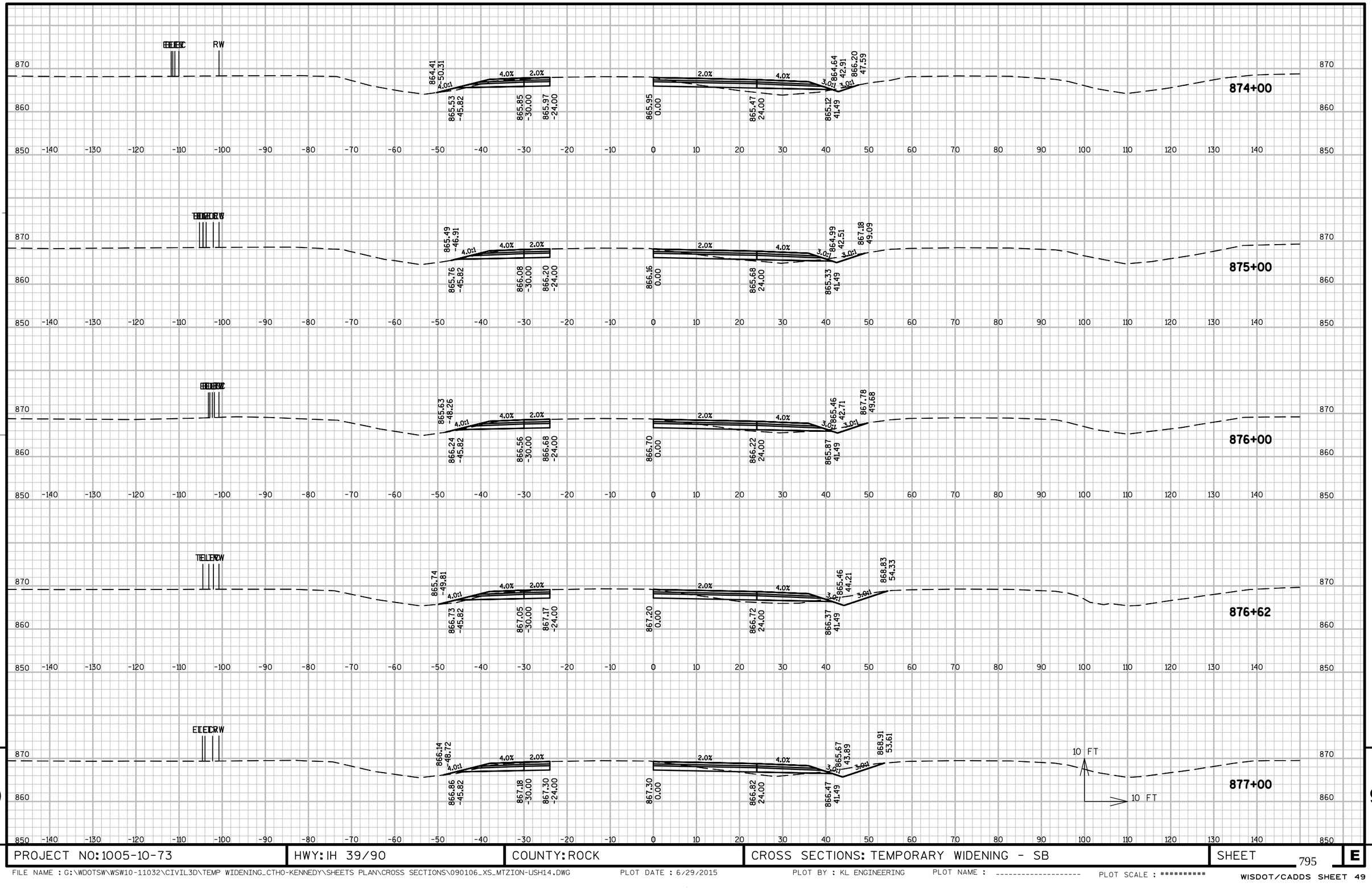


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 793 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090106_XS_MTZION-USH14.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 794 E

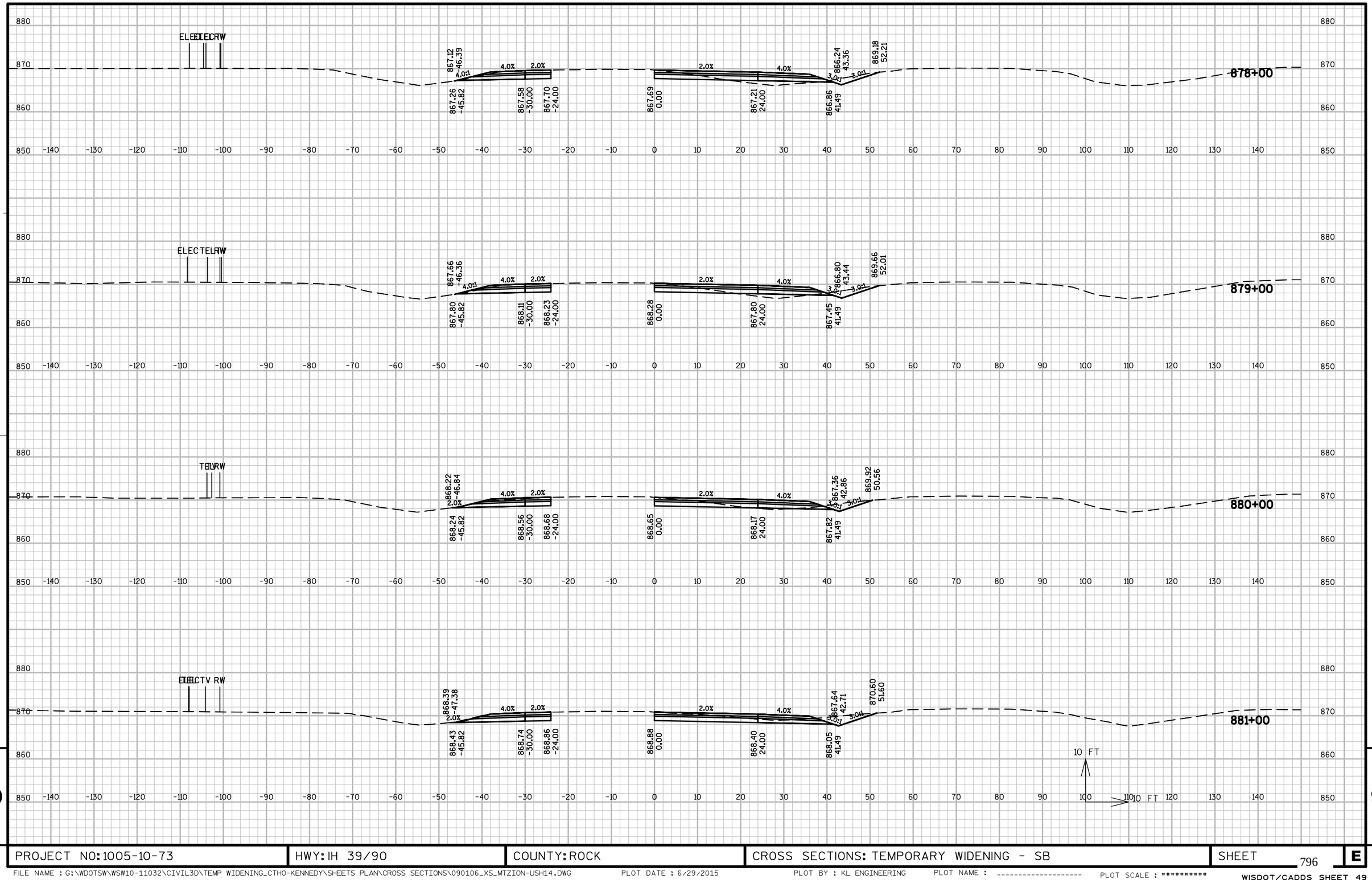


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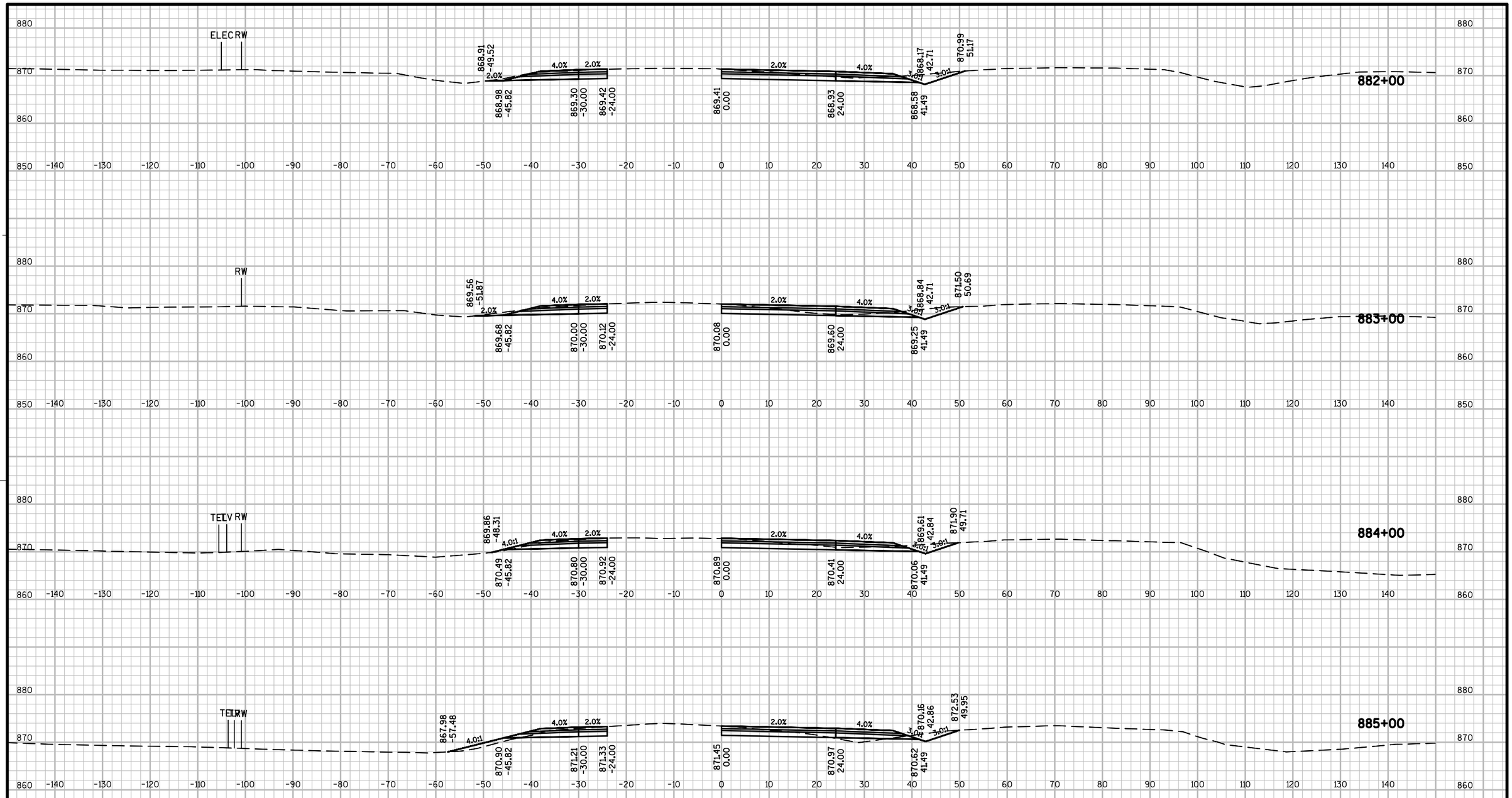
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FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090106_XS_MTZION-USH14.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 796 E

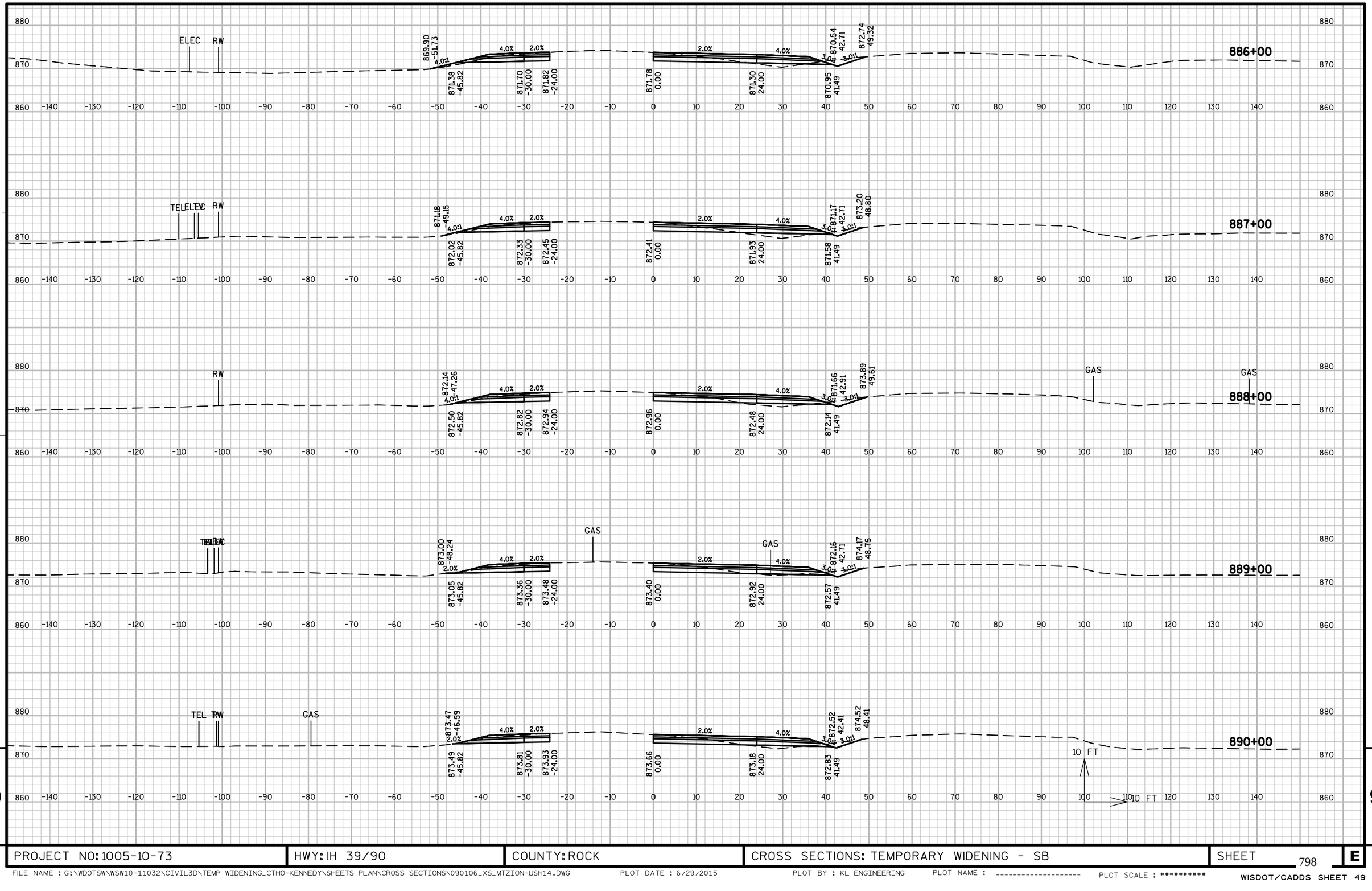


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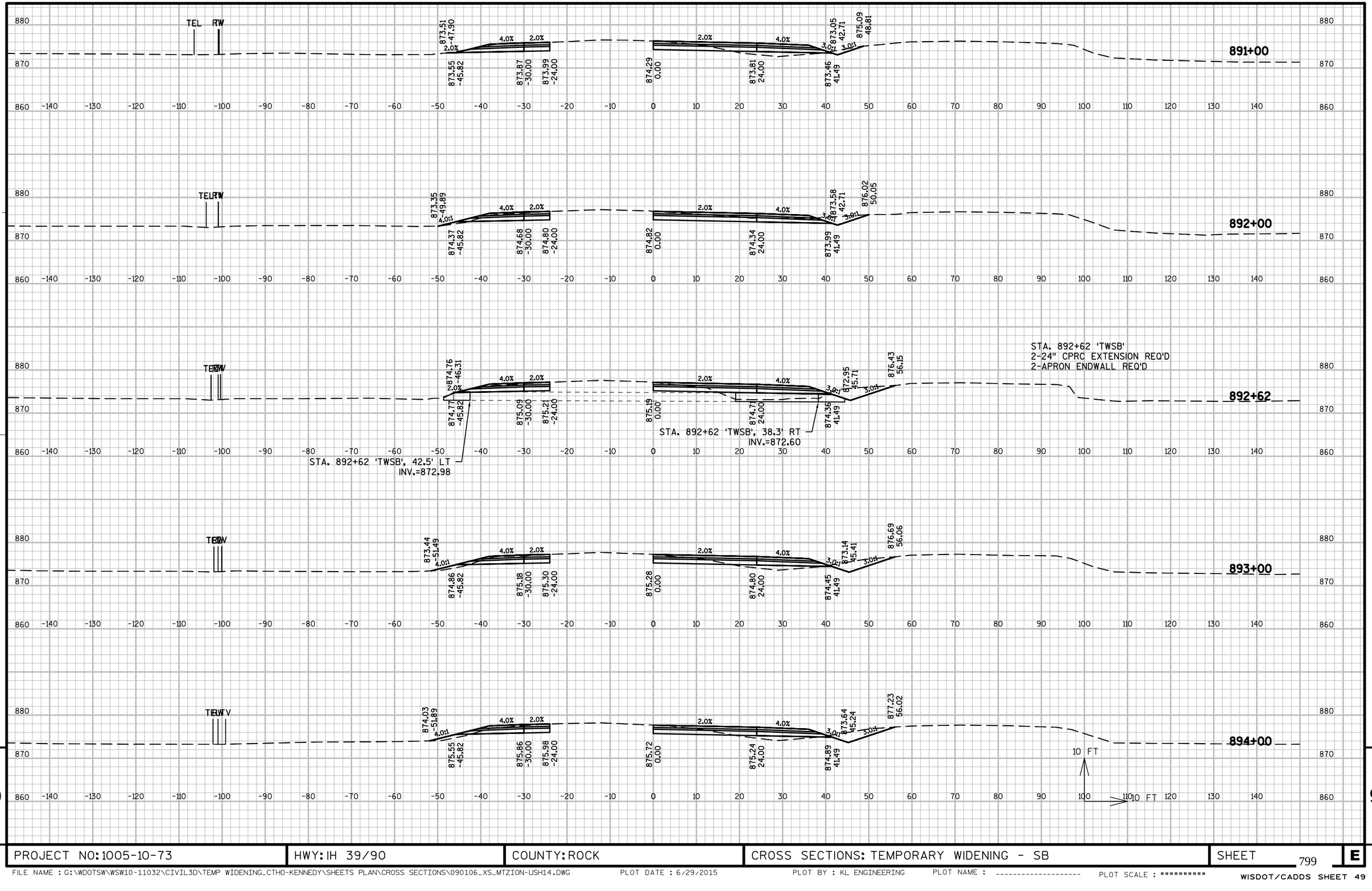
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FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090106_XS_MTZION-USH14.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

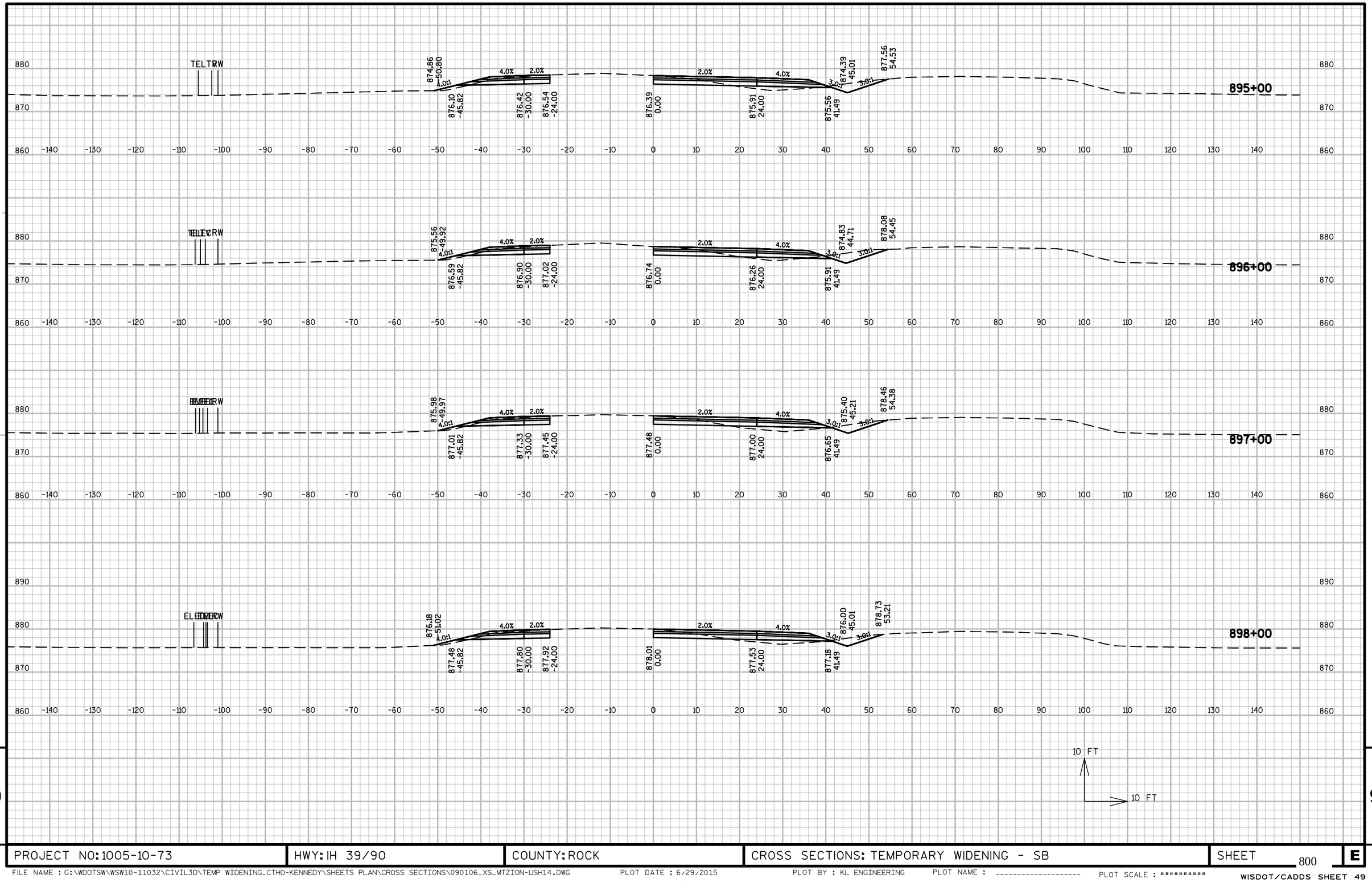


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 798 E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 799	E

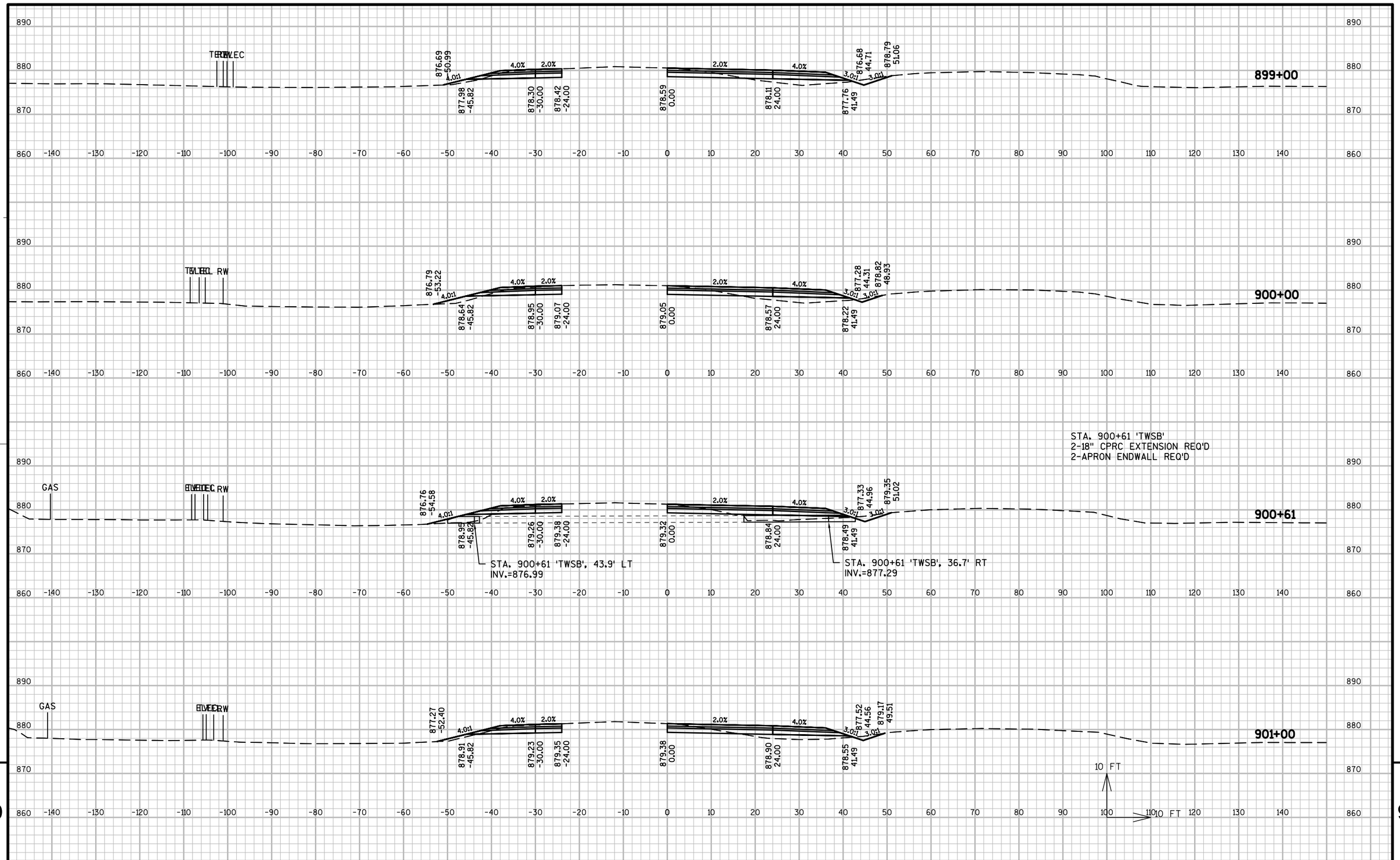
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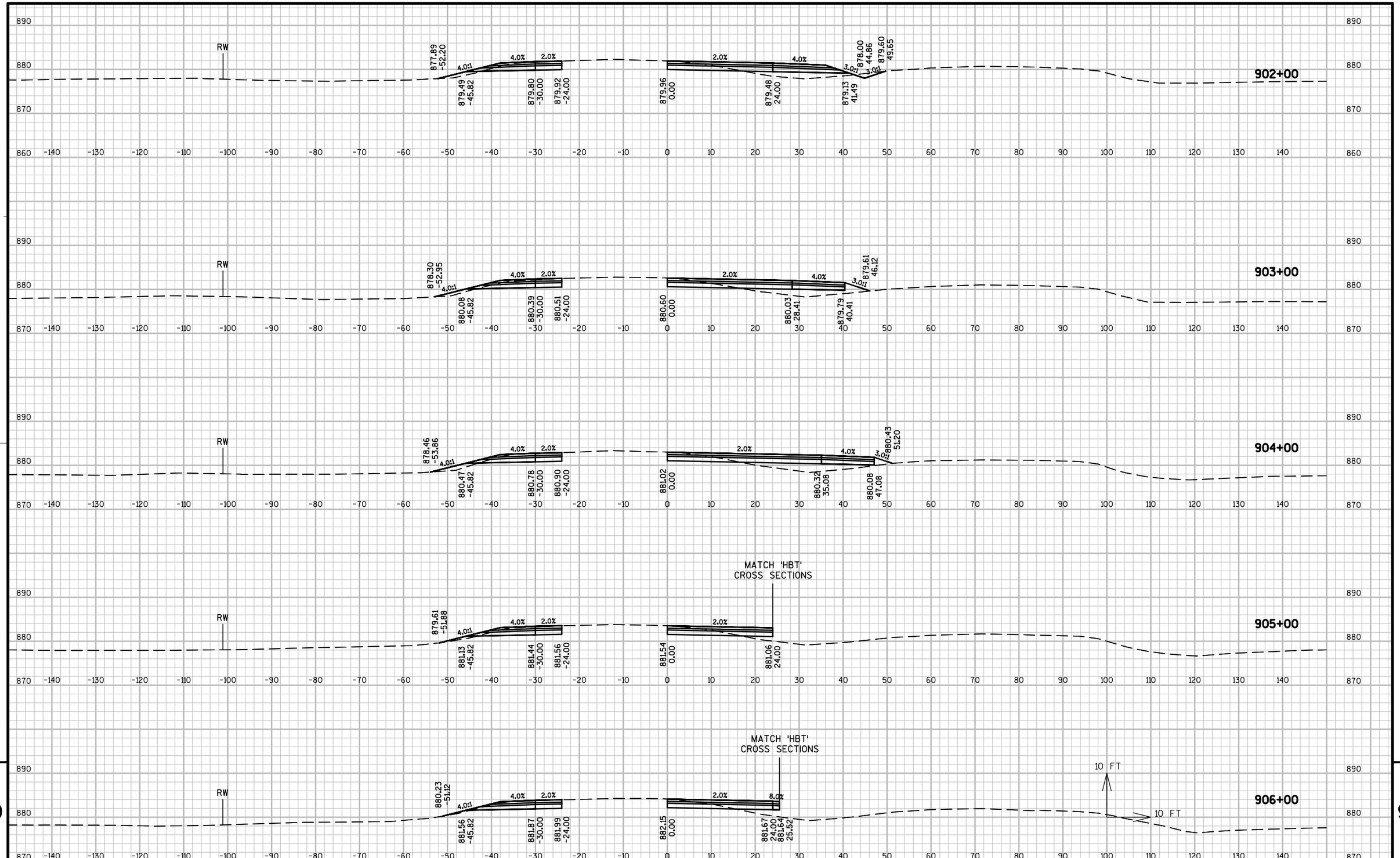
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 800	E

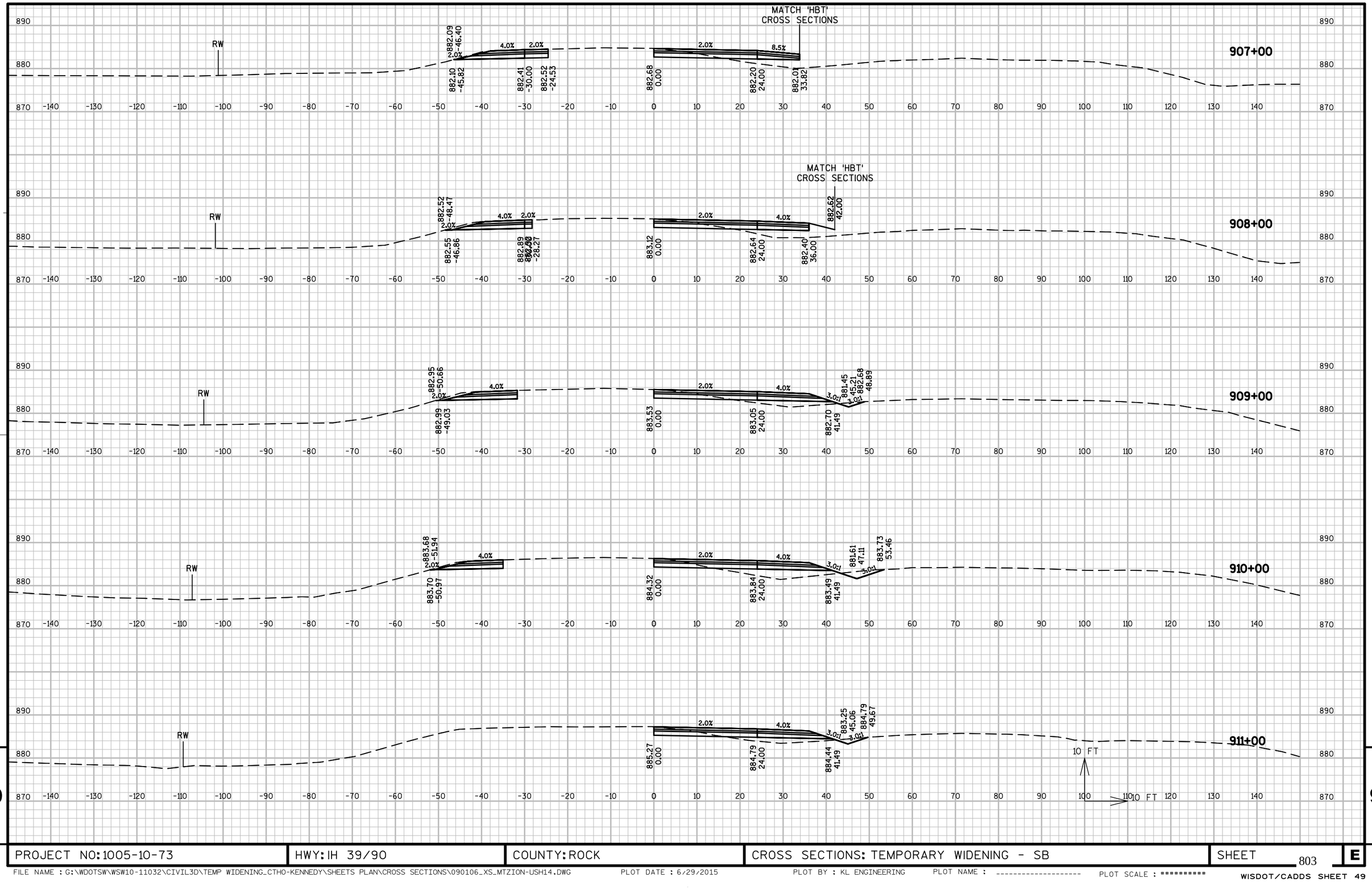


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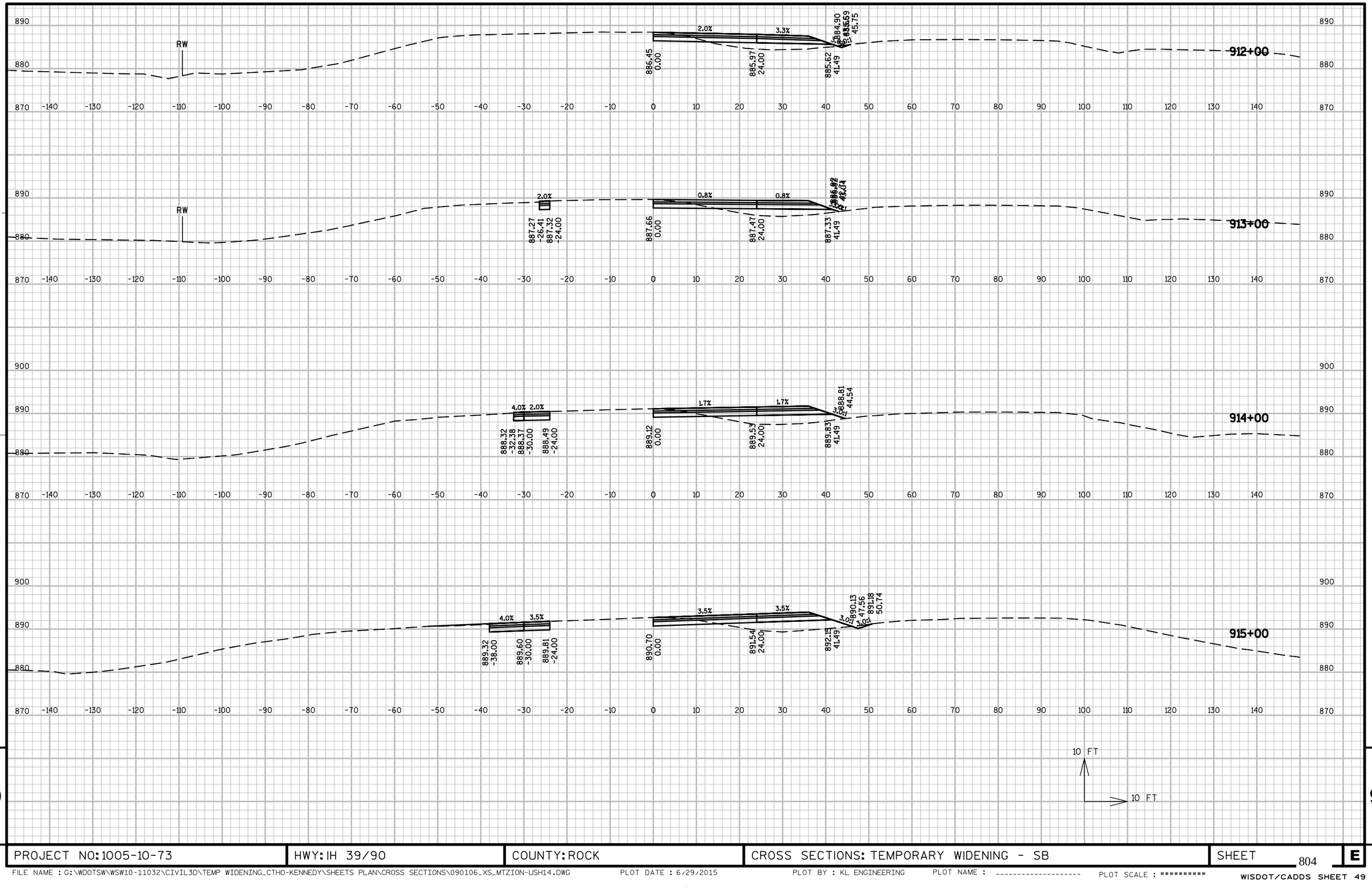


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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 802	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 803 E

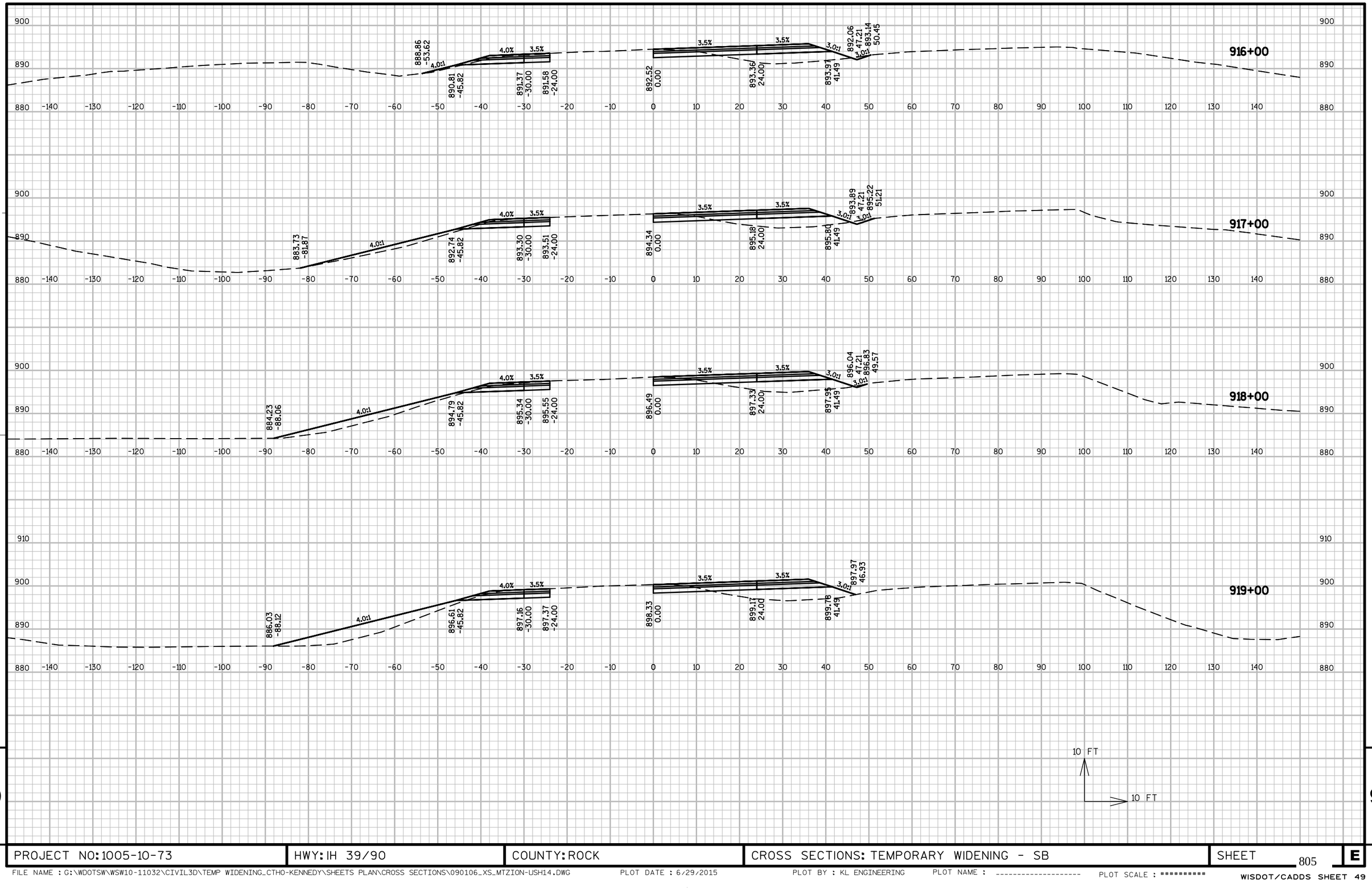


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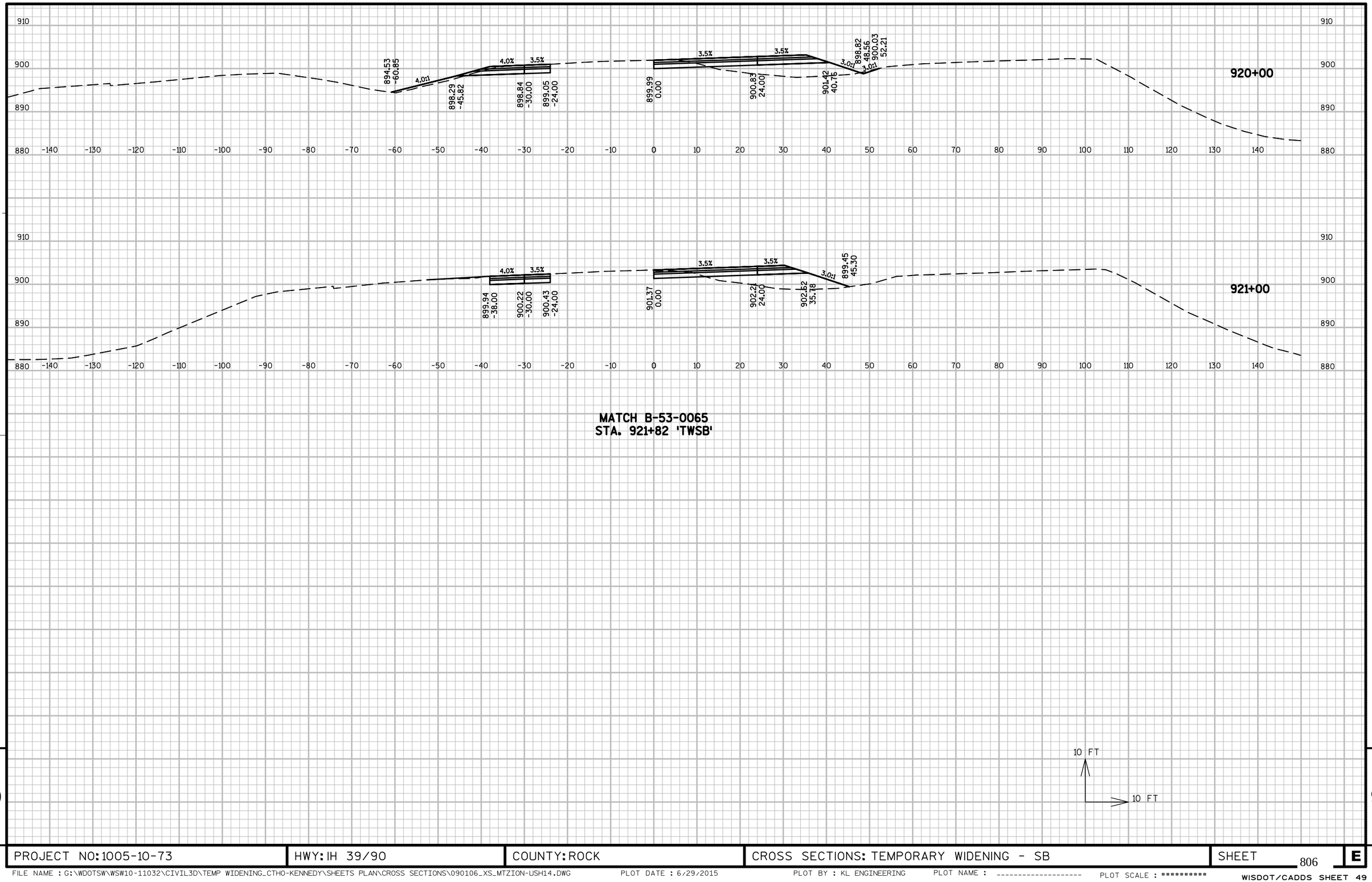
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FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090106_XS_MTZION-USH14.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 805	E



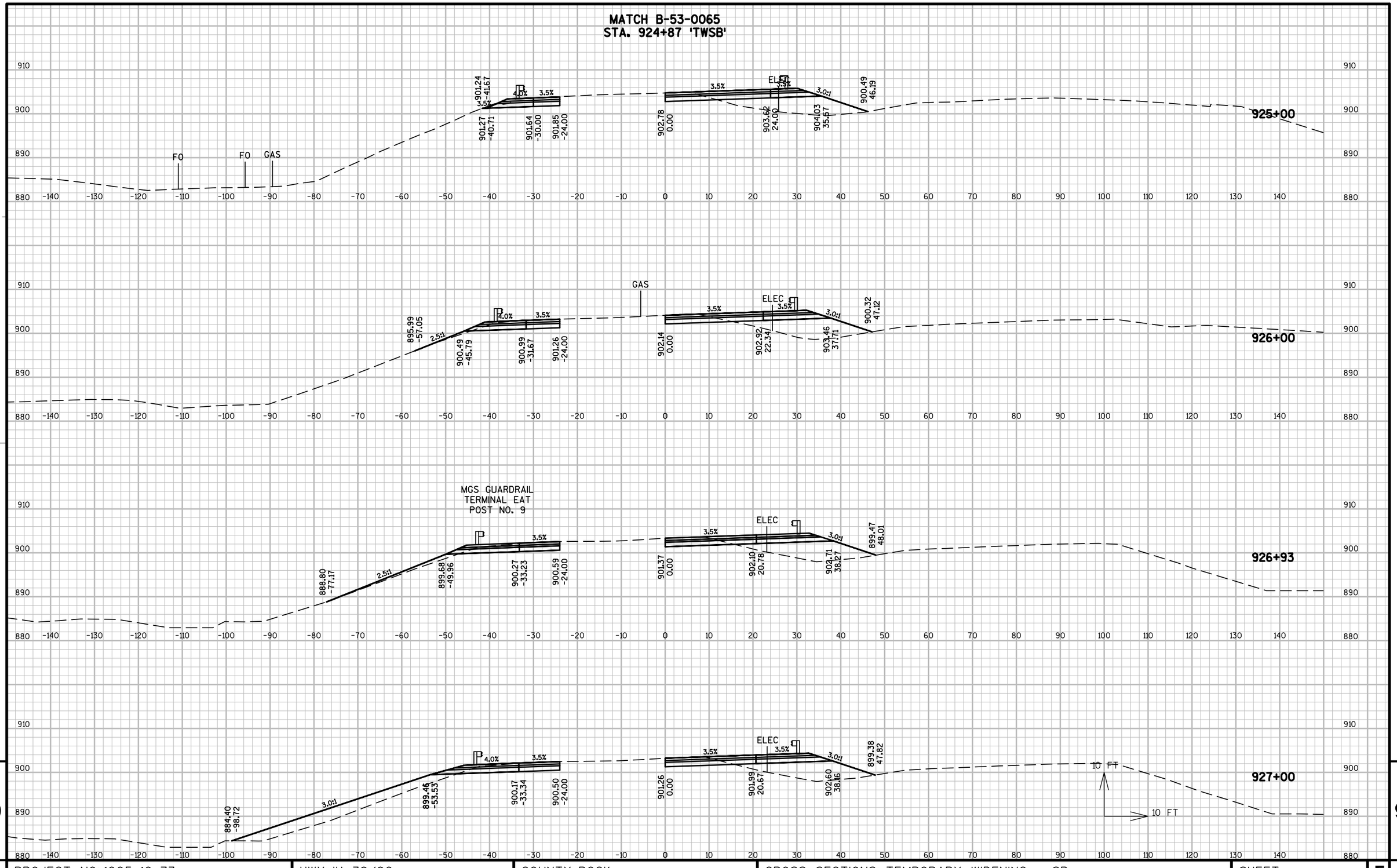
MATCH B-53-0065
STA. 921+82 'TWSB'

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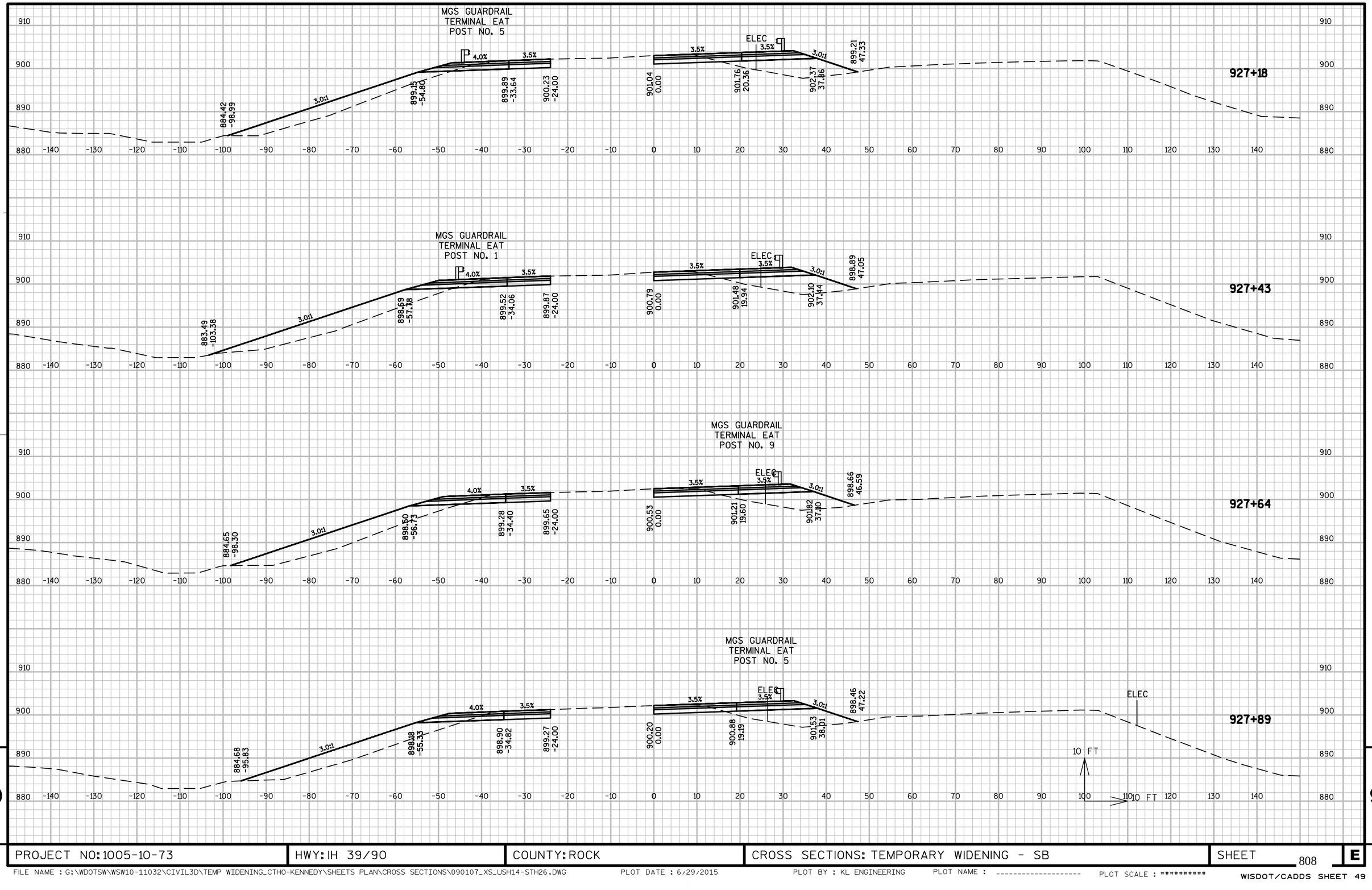
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FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090106_XS_MTZION-USH14.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

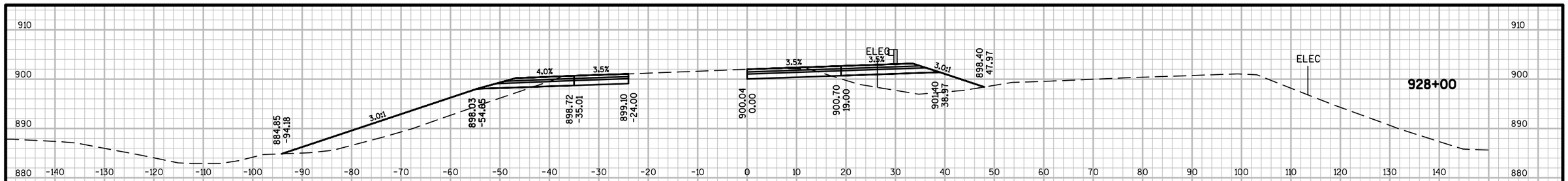


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 807 E

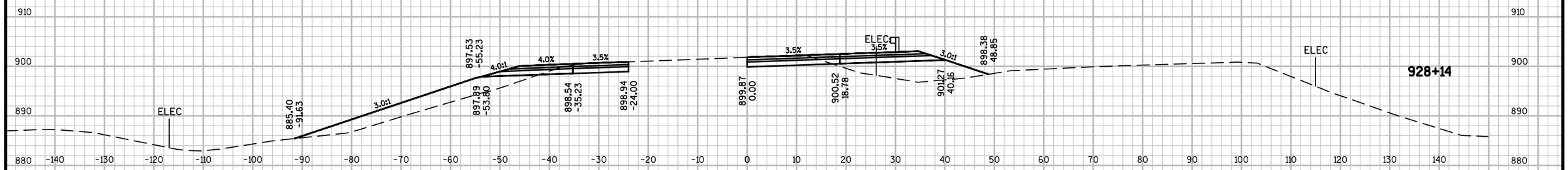
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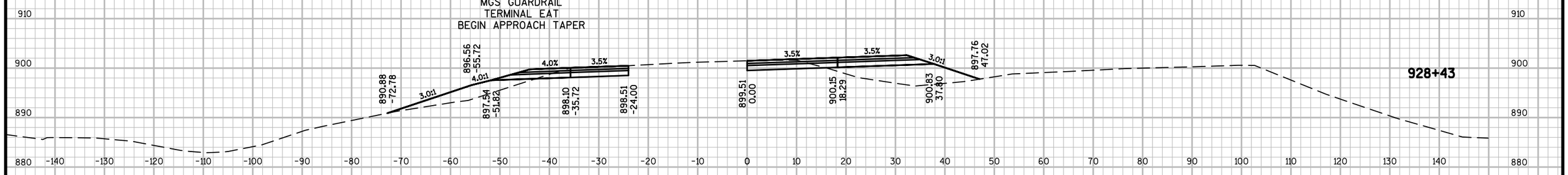
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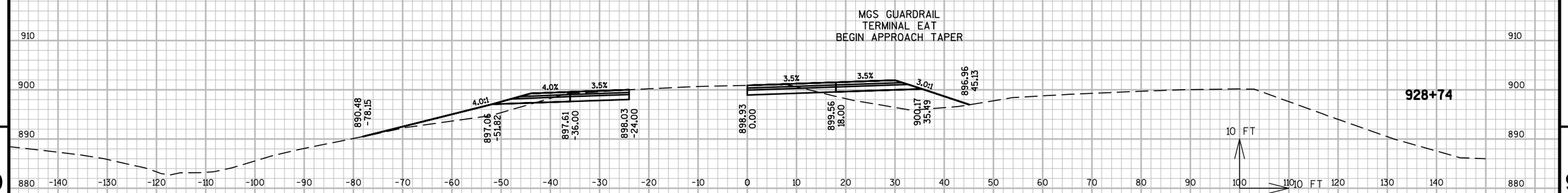
MGS GUARDRAIL
TERMINAL EAT
POST NO. 1



MGS GUARDRAIL
TERMINAL EAT
BEGIN APPROACH TAPER

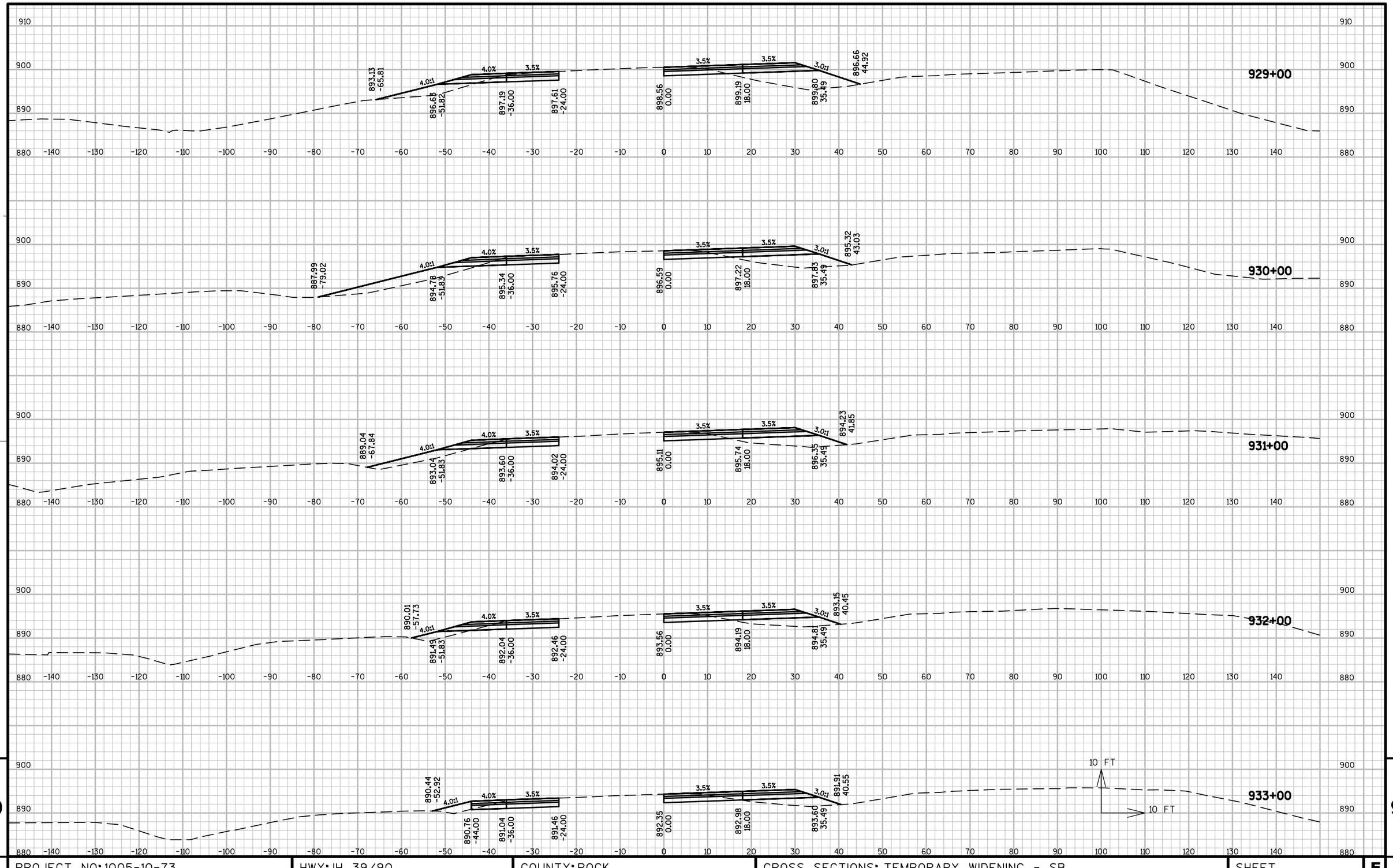


MGS GUARDRAIL
TERMINAL EAT
BEGIN APPROACH TAPER



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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 809 E

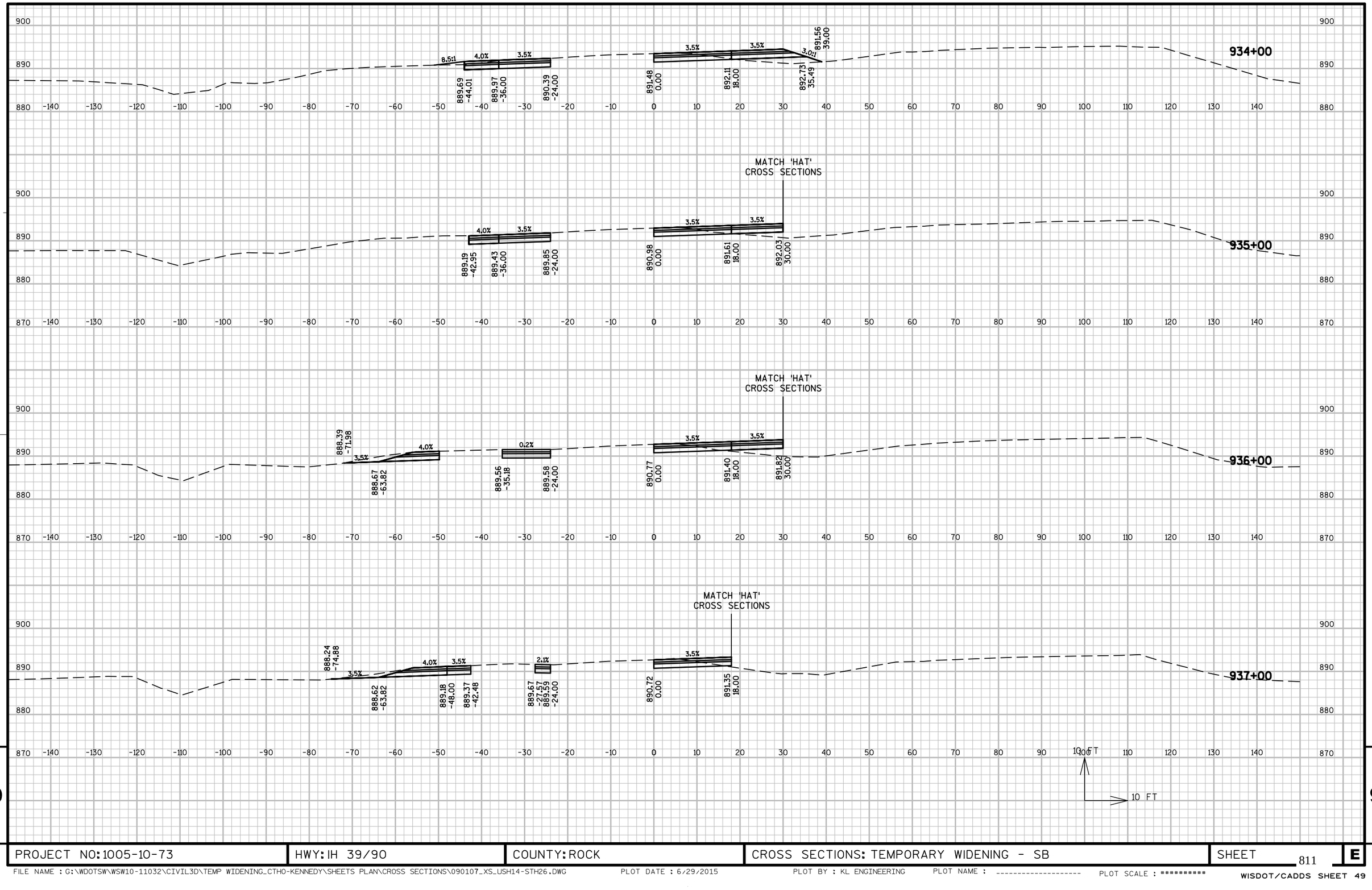


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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 810	E

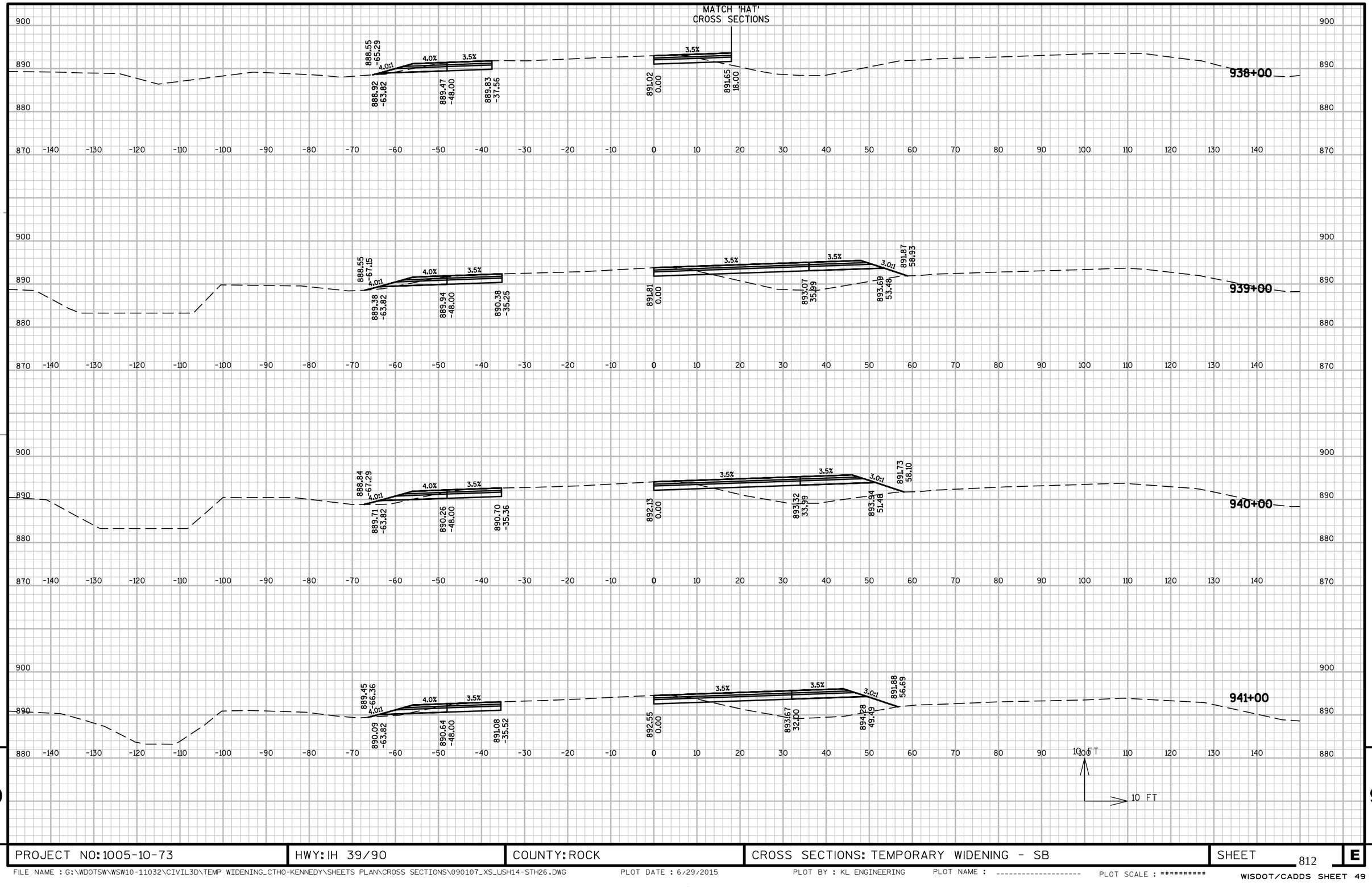
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WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 811 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090107_XS_USH14-STH26.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

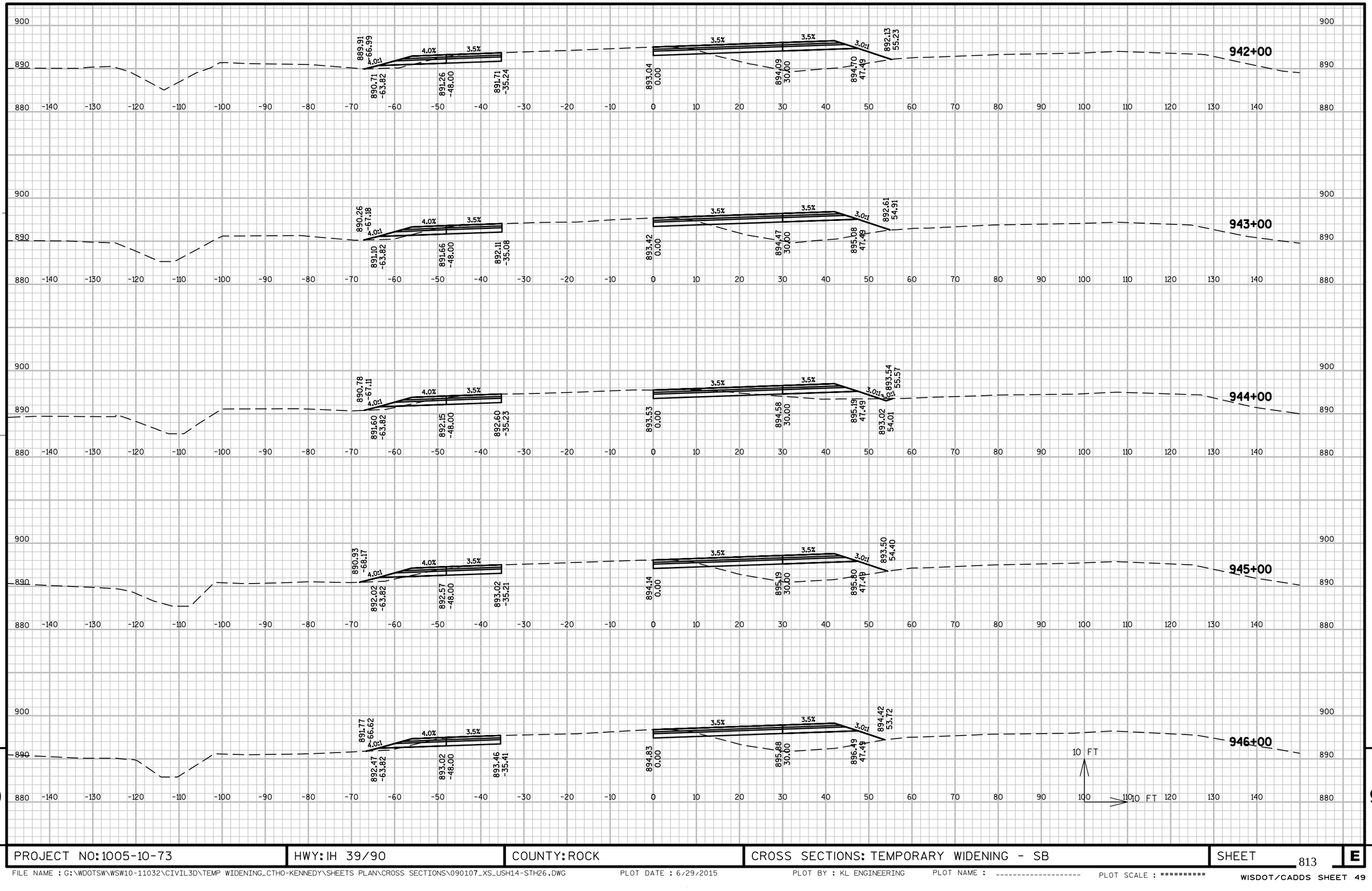


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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 812 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090107_XS_USH14-STH26.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

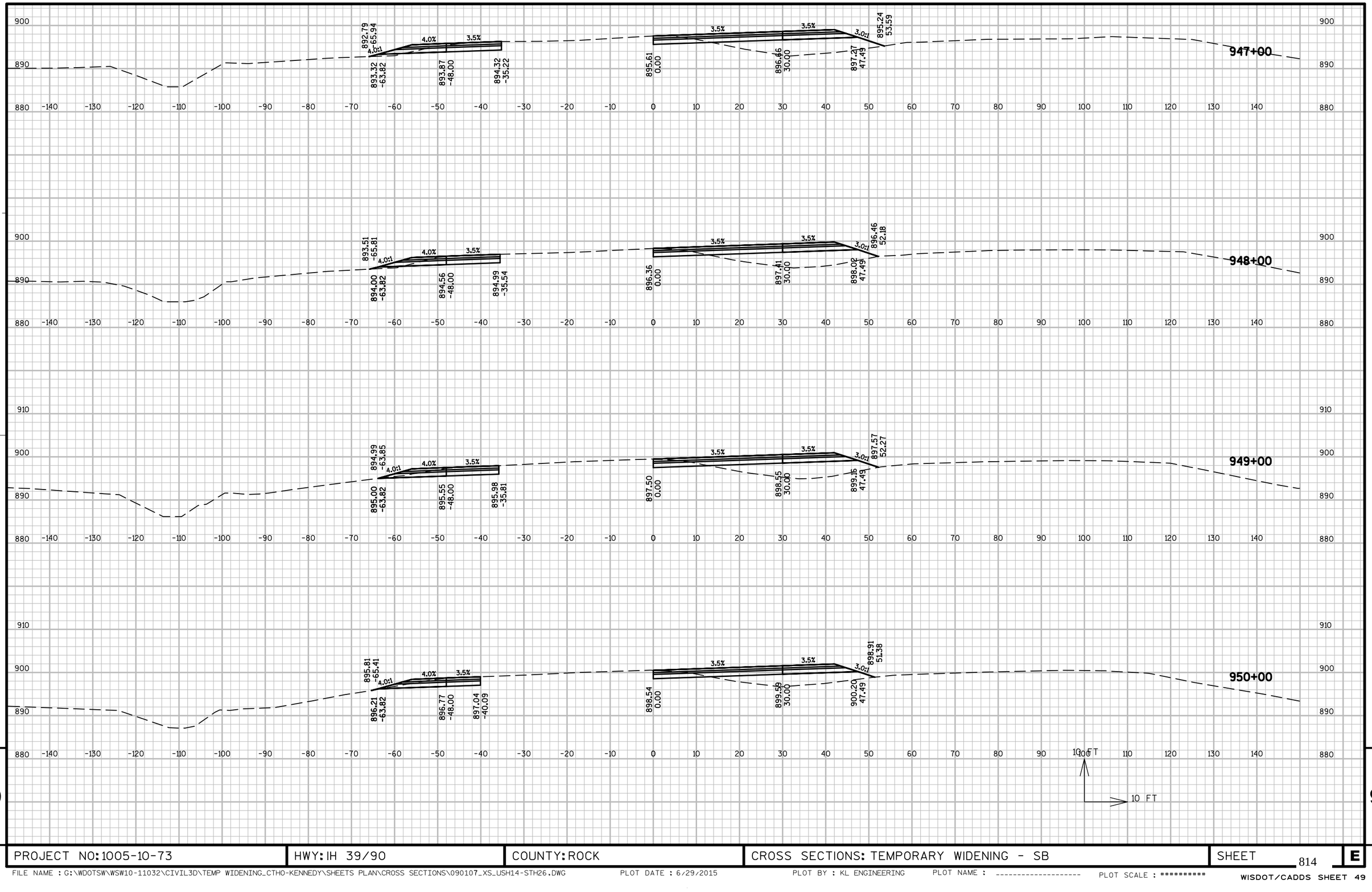


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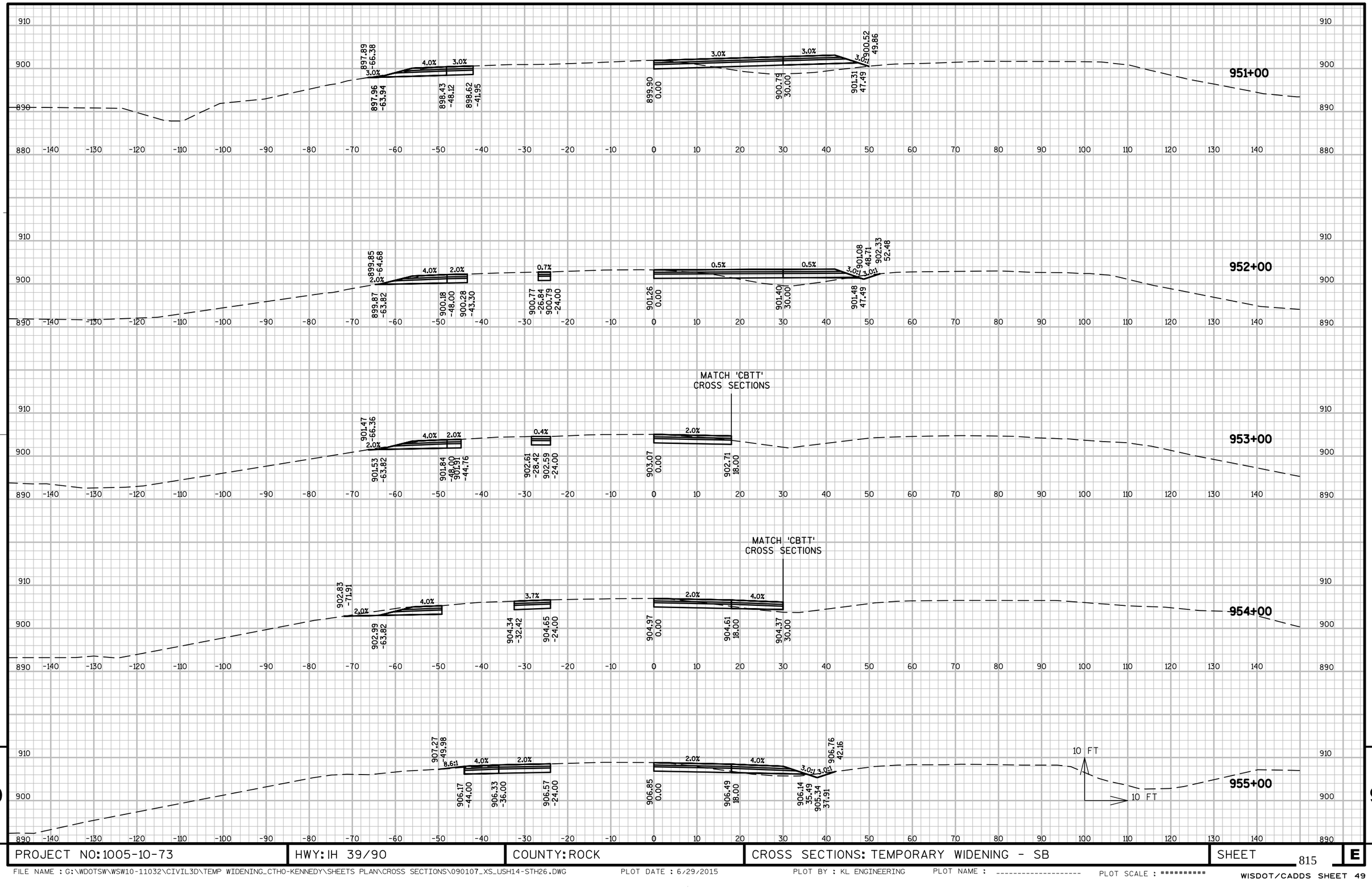
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FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTH0-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090107_XS_USH14-STH26.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



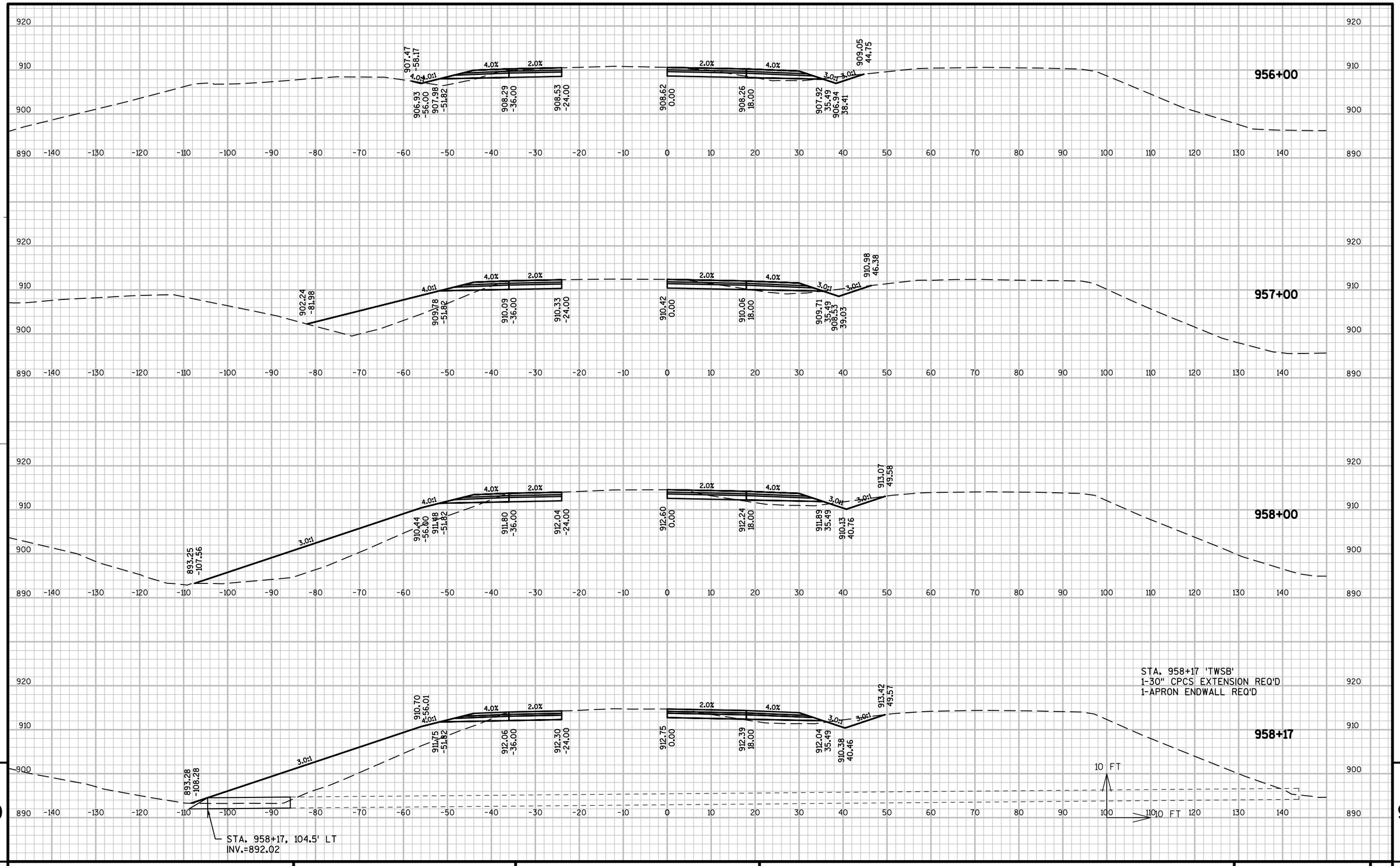
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 814 E



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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 815	E

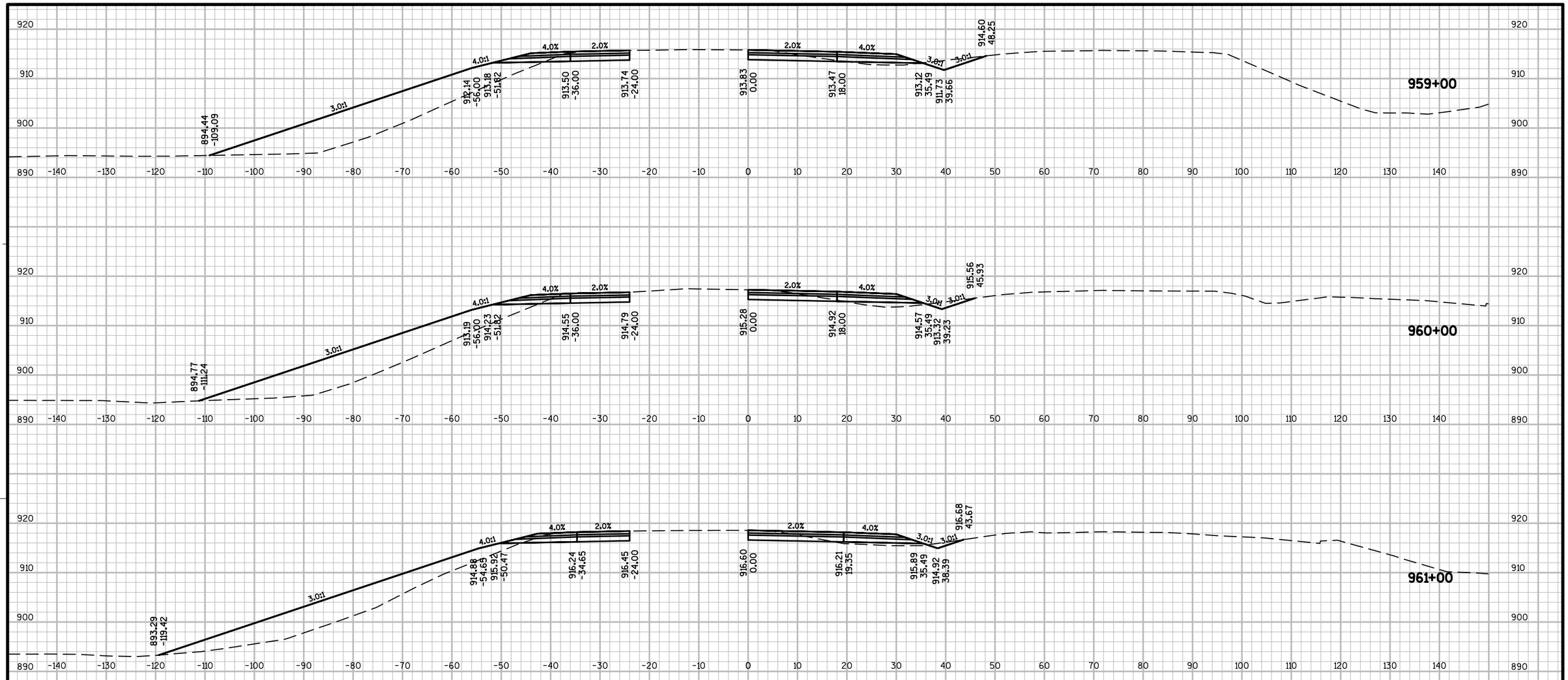


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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 816 E

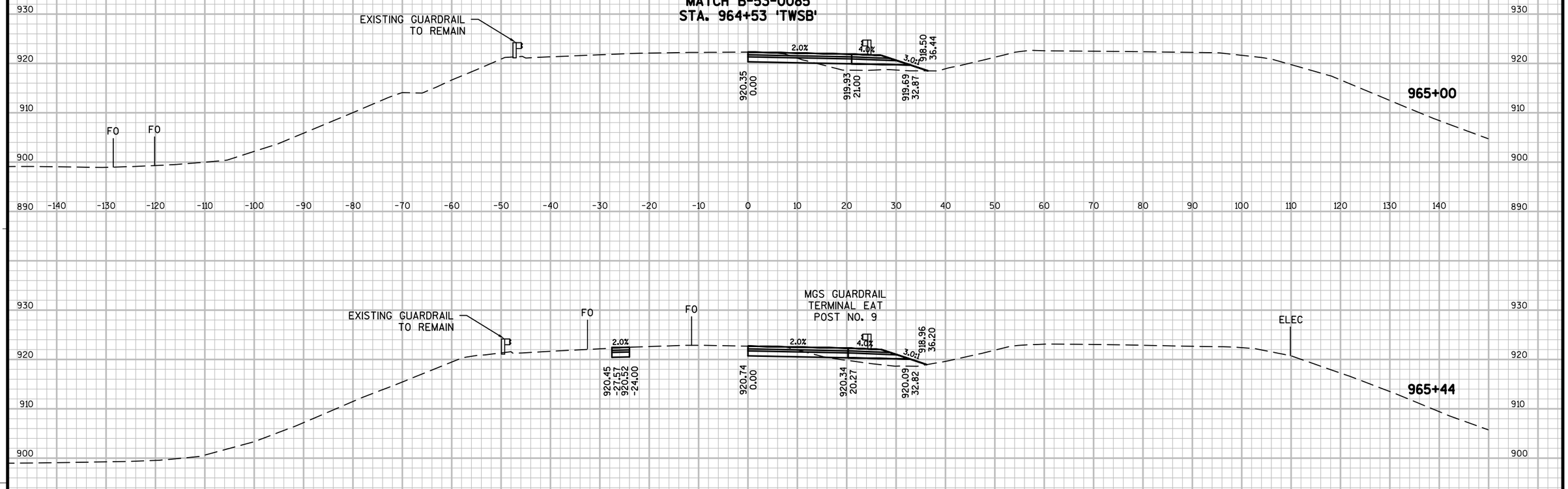
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090107_XS_USH14-STH26.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

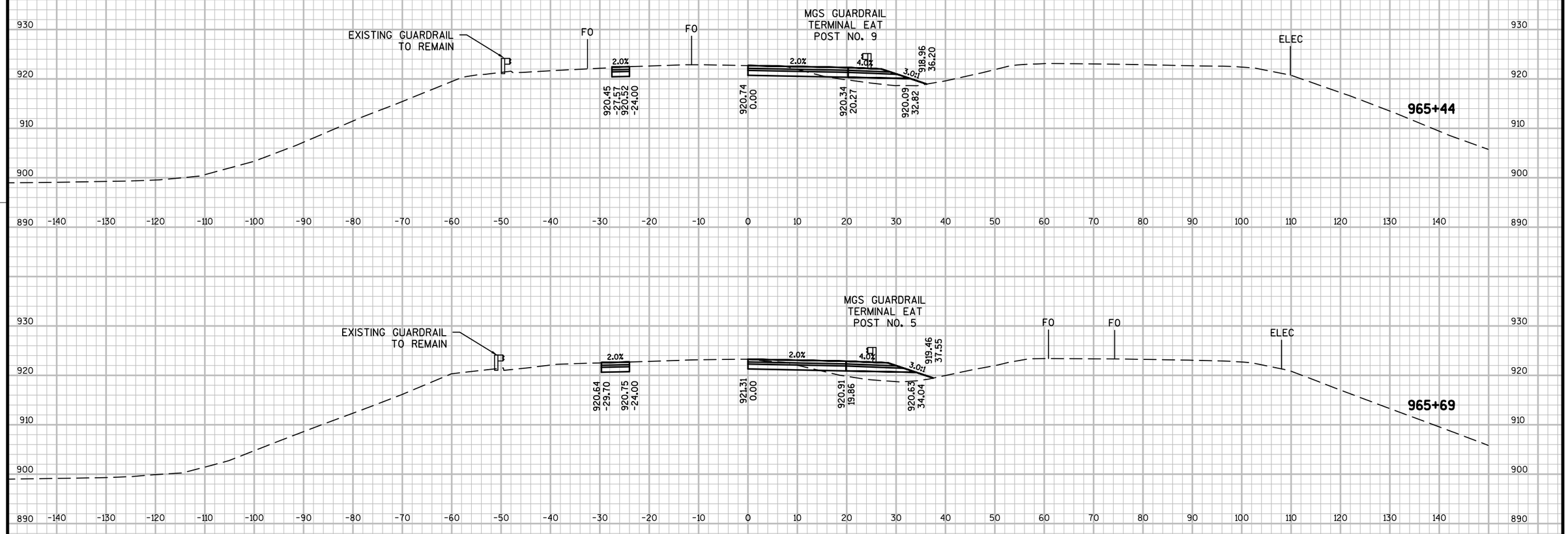


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 817 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090107_XS_USH14-STH26.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

MATCH B-53-0085
STA. 964+53 'TWSB'



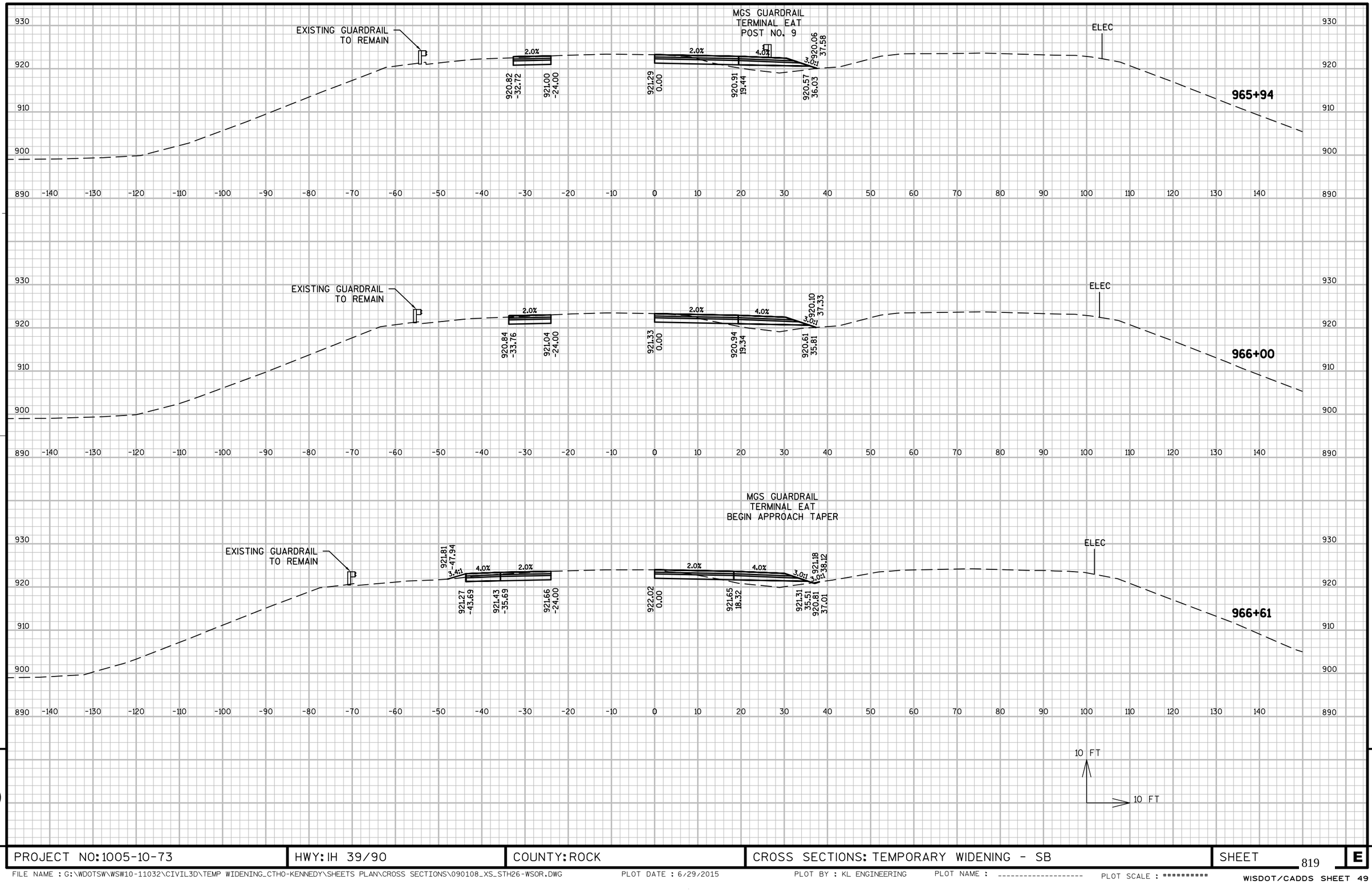


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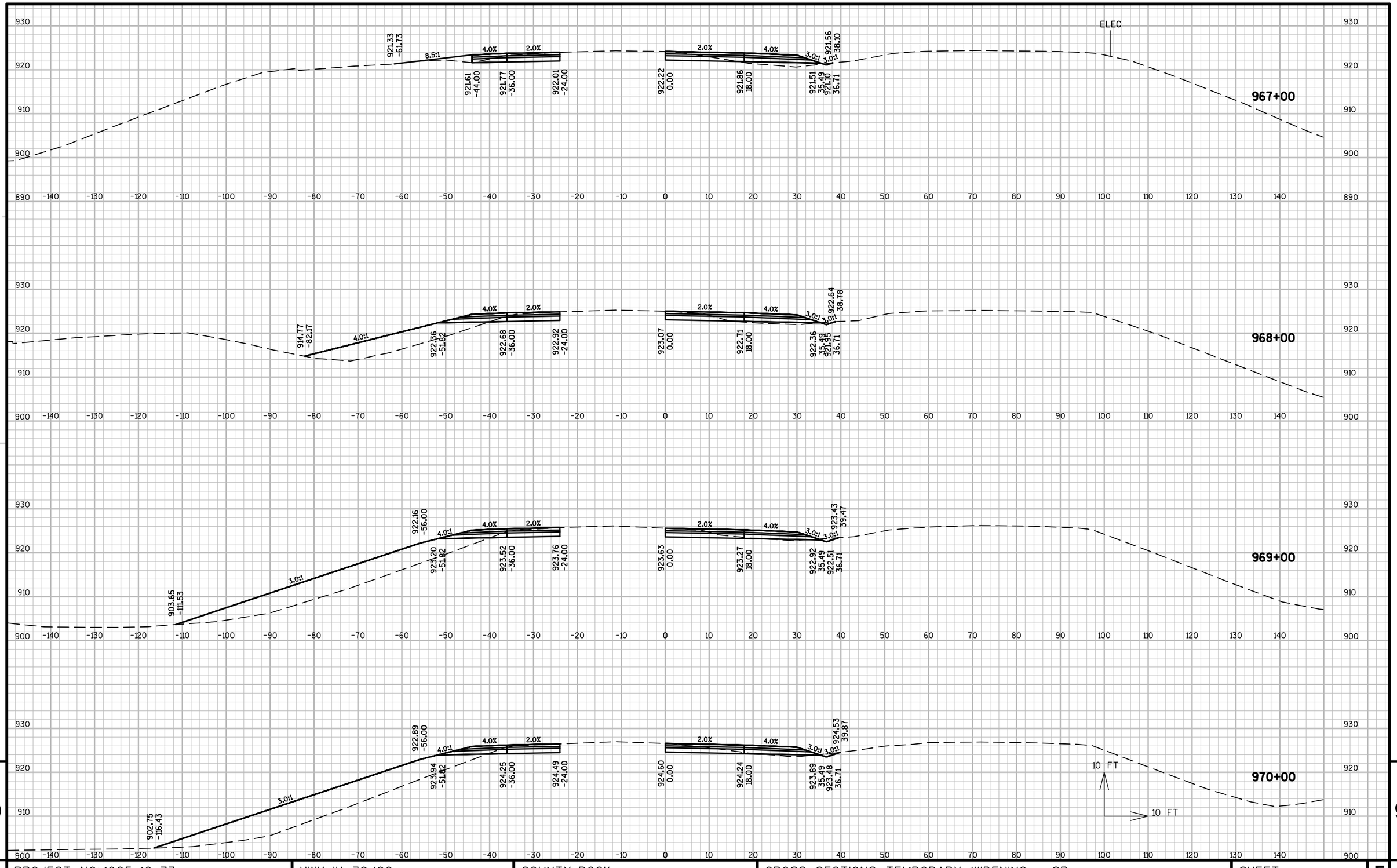
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 818	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090108_XS_STH26-WSOR.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 819 E

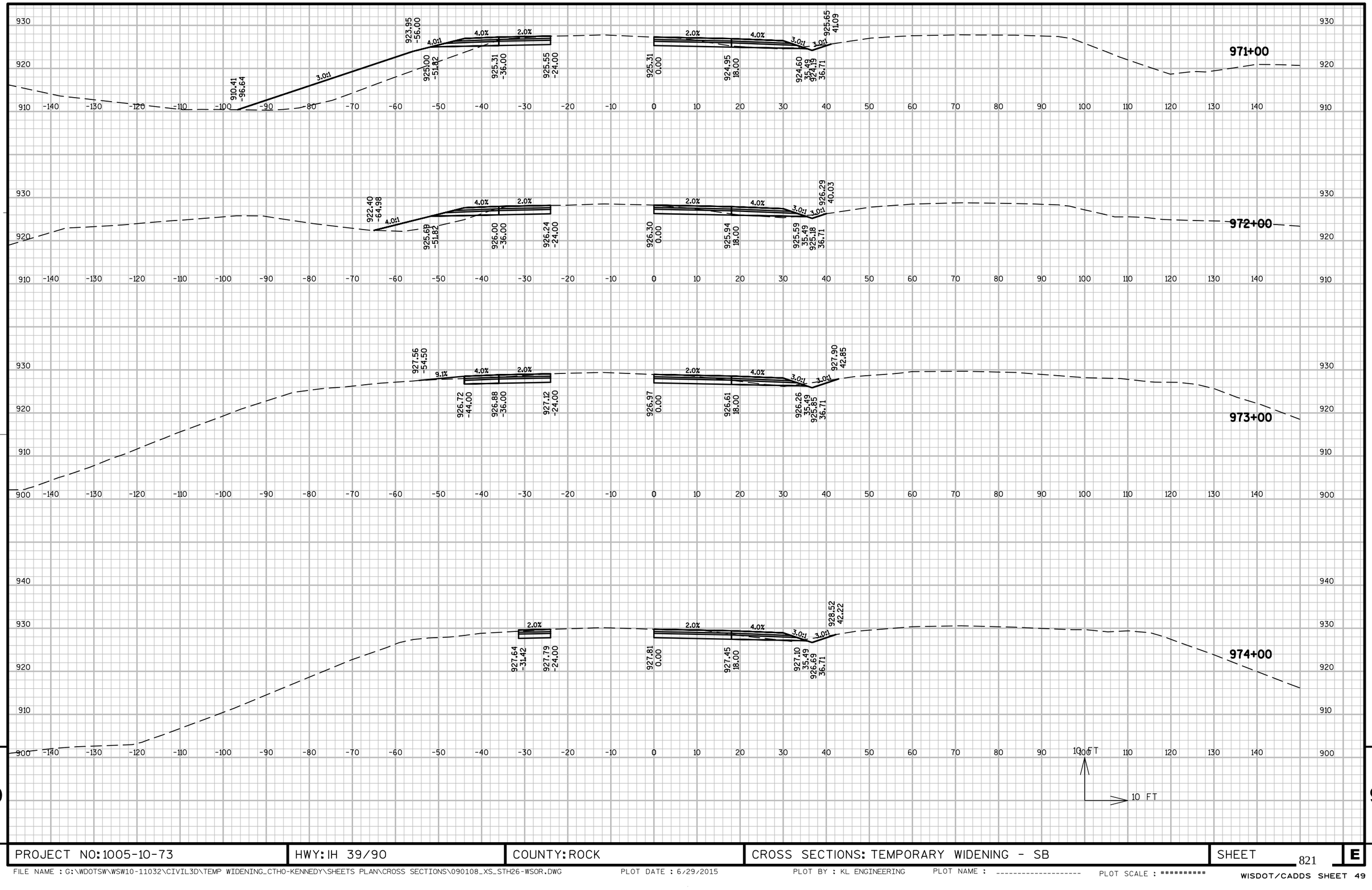
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090108_XS_STH26-WSOR.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 820 E

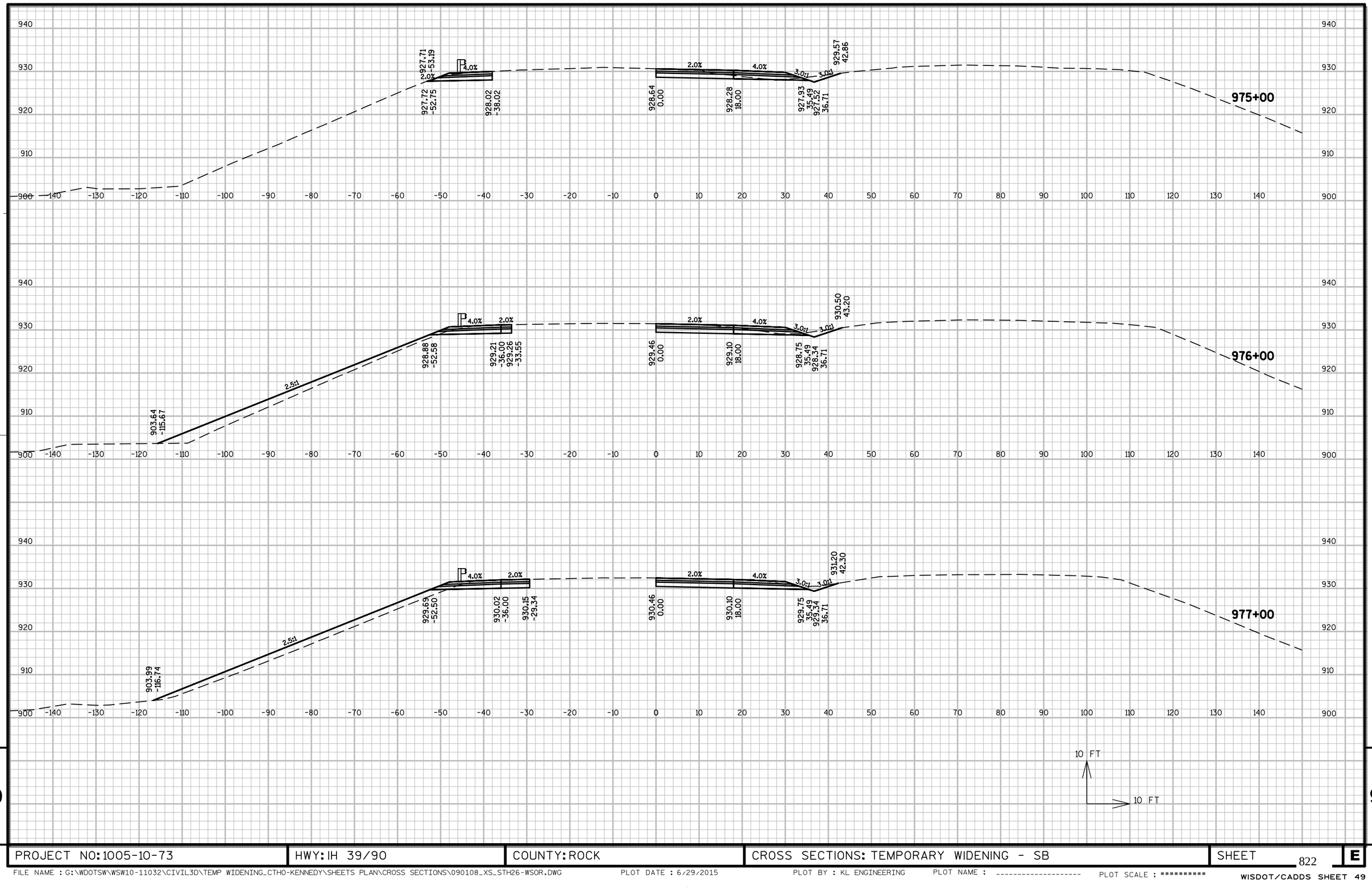
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090108_XS_STH26-WSOR.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



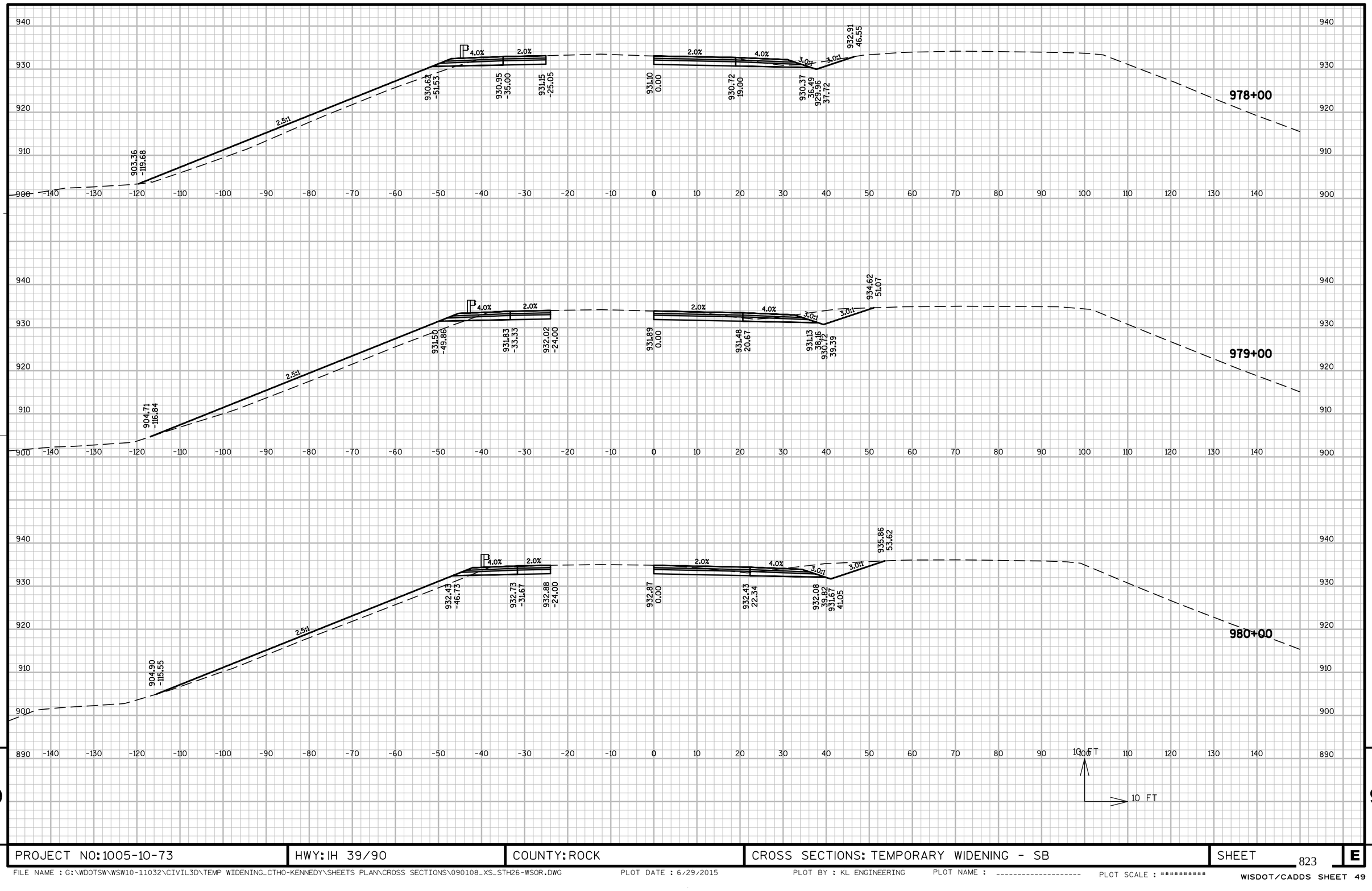
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 821	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTH0-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090108_XS_STH26-WSOR.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

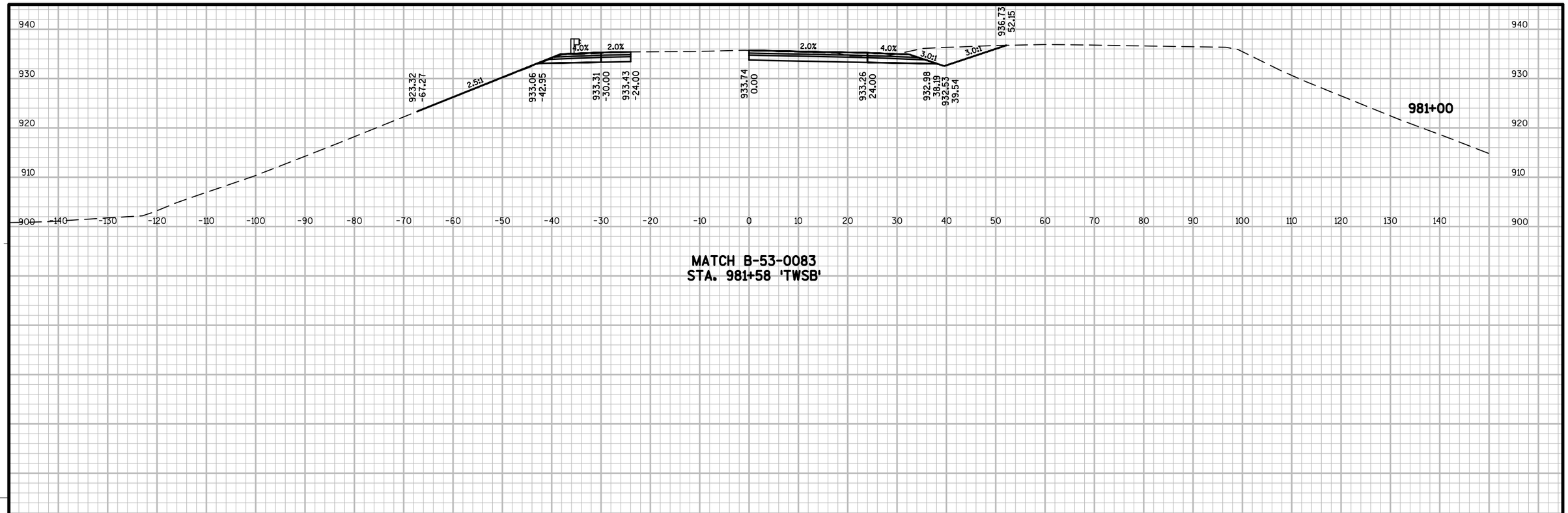


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 822 E

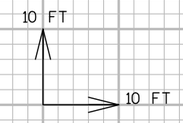
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090108_XS_STH26-WSOR.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 823 E



MATCH B-53-0083
STA. 981+58 'TWSB'



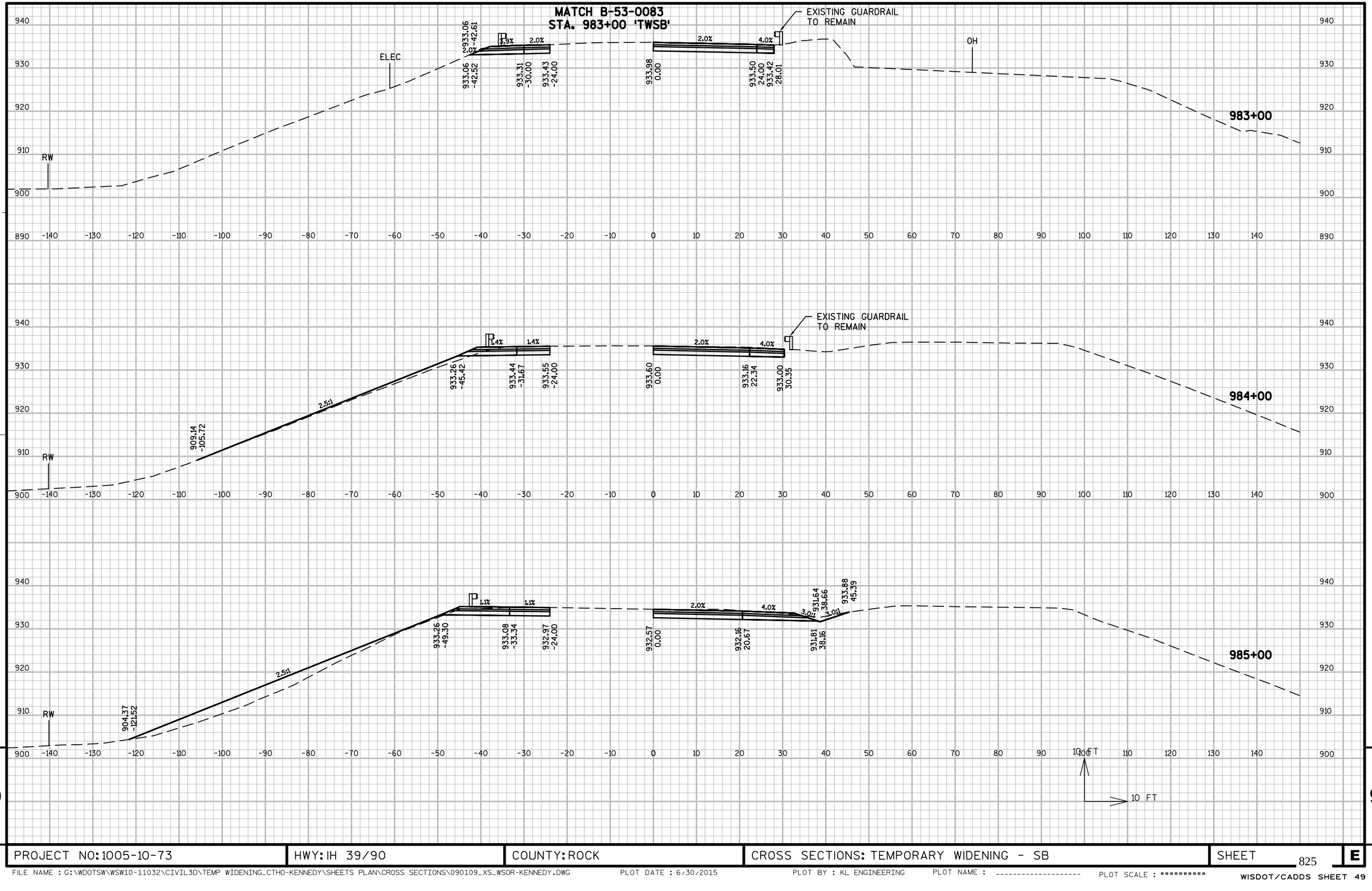
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 824	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090108_XS_STH26-WSOR.DWG PLOT DATE : 6/29/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

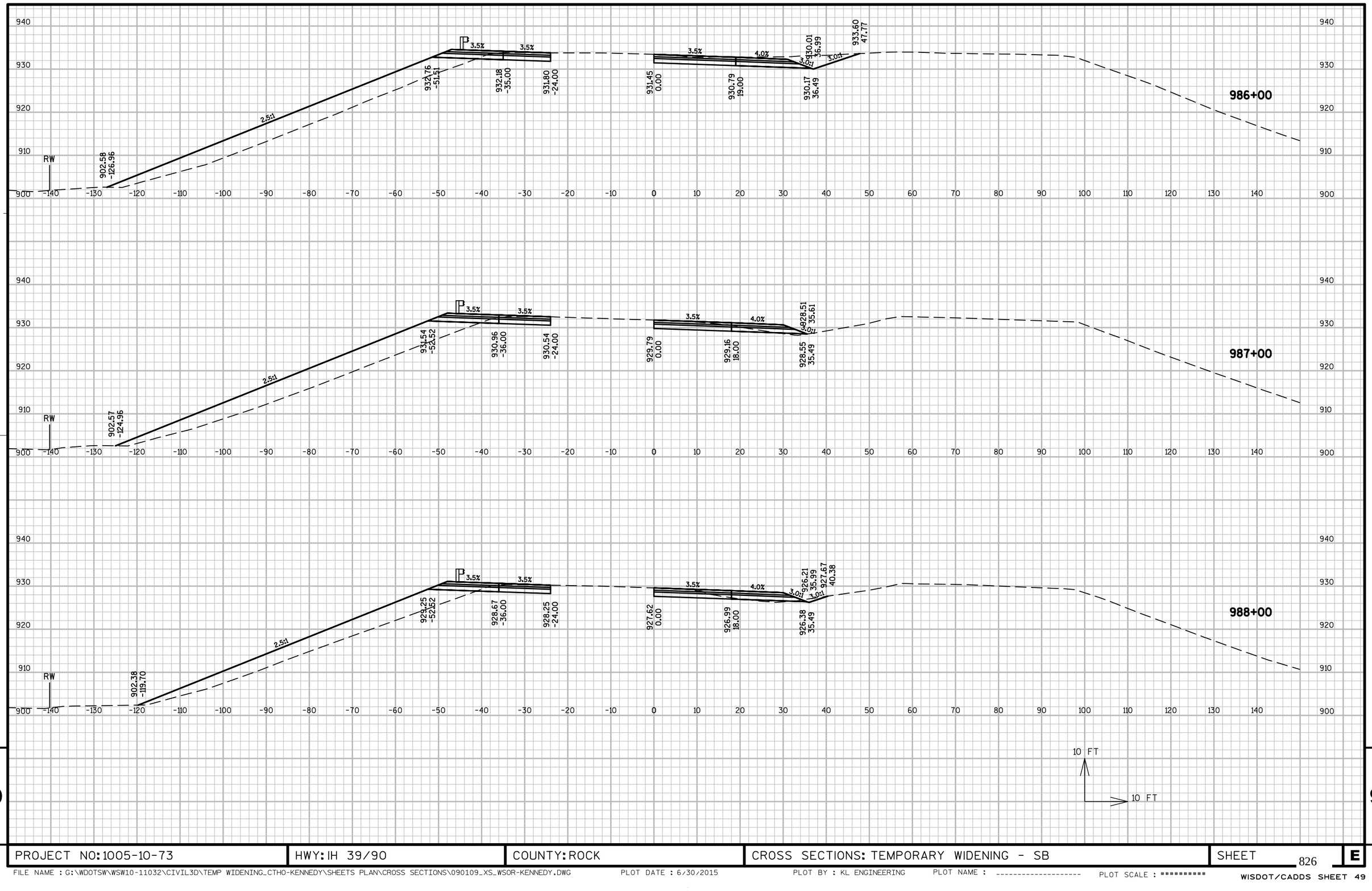
MATCH B-53-0083
STA. 983+00 'TWSB'



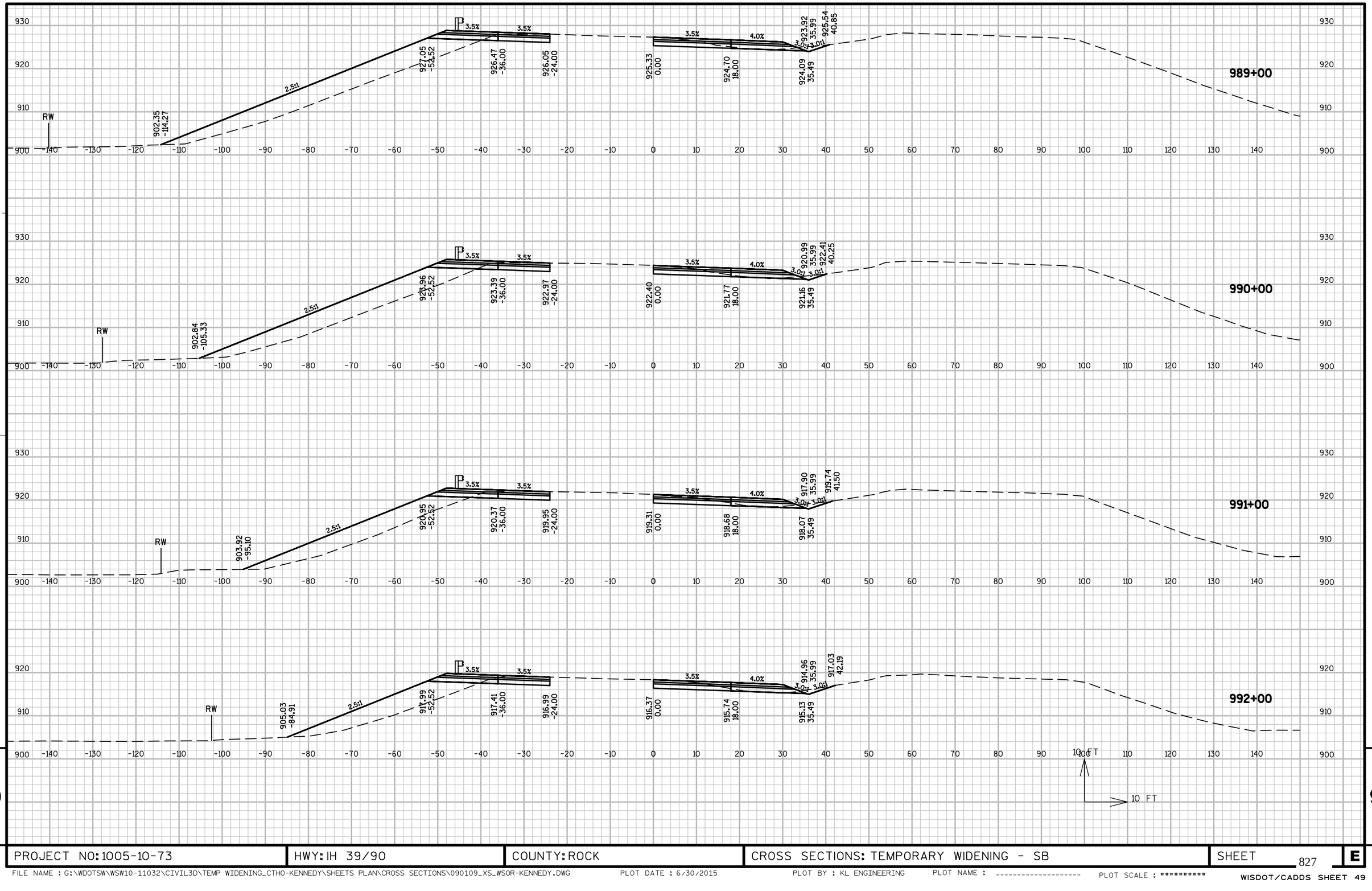
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 825 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090109_XS_WSOR-KENNEDY.DWG PLOT DATE : 6/30/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

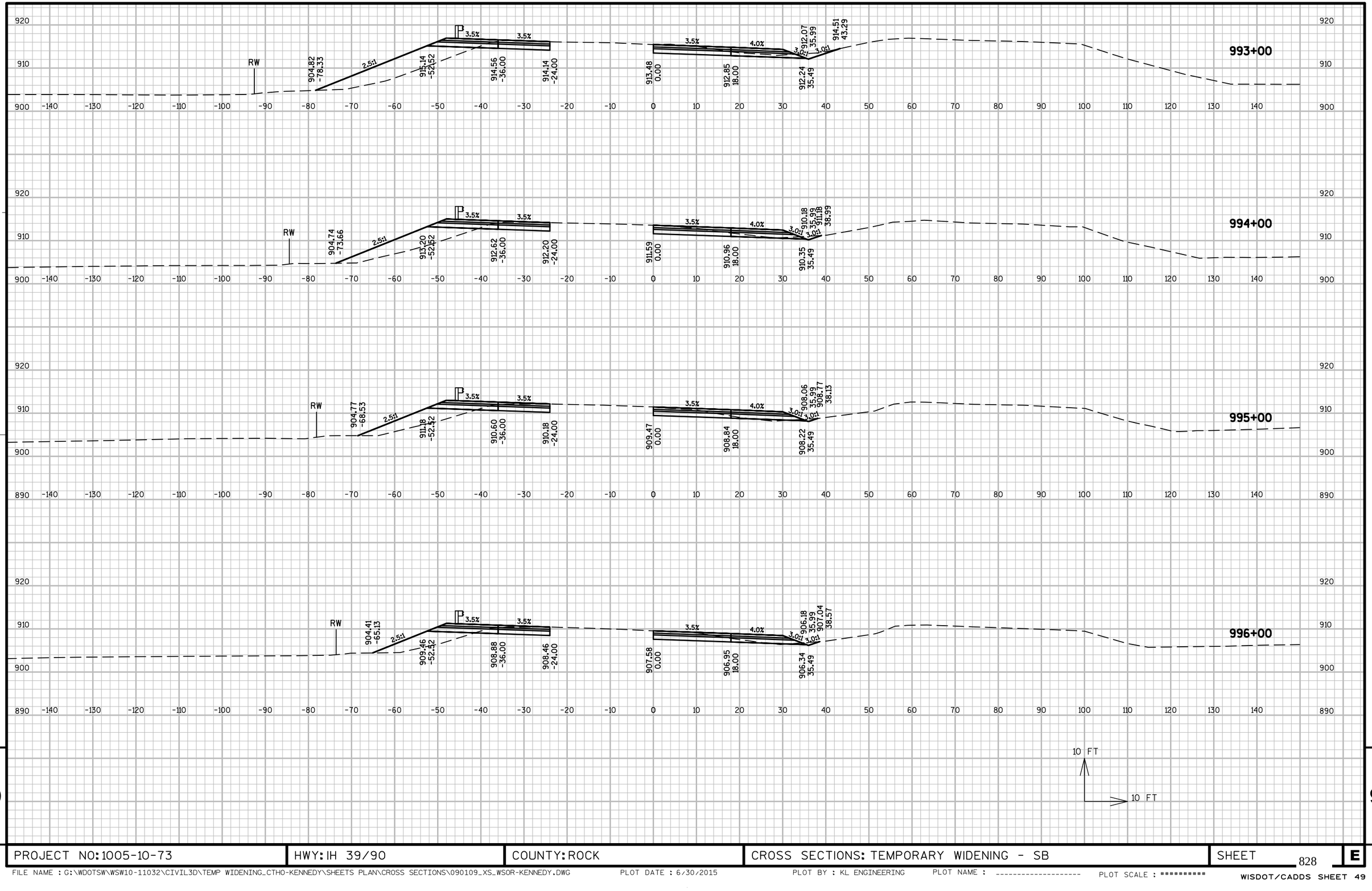


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 826 E



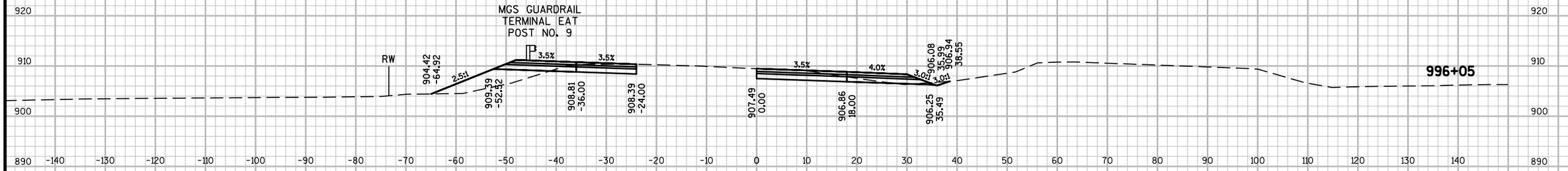
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 827 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090109_XS_WSOR-KENNEDY.DWG PLOT DATE : 6/30/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

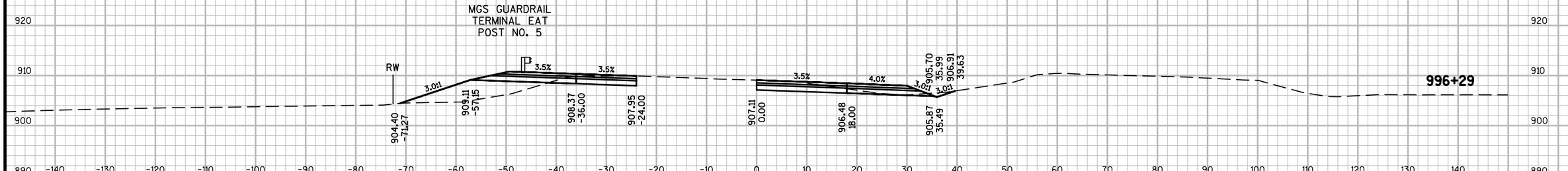


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 828 E

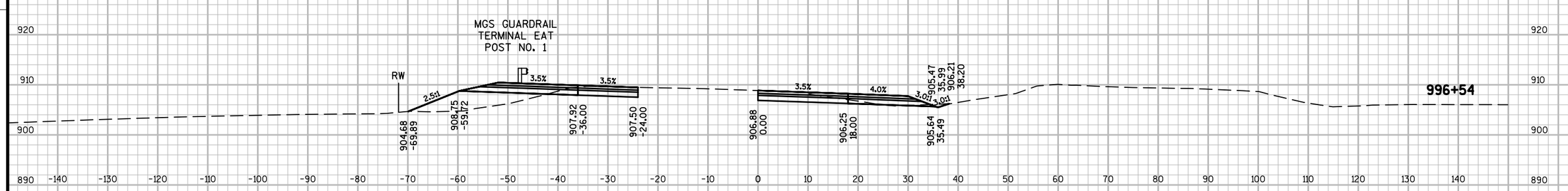
MGS GUARDRAIL
TERMINAL EAT
POST NO. 9

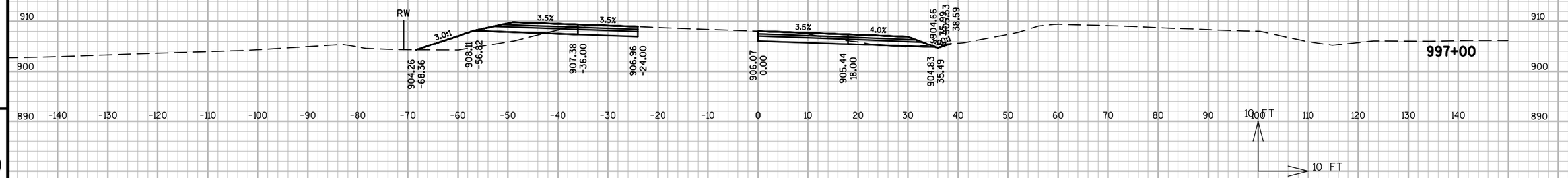


MGS GUARDRAIL
TERMINAL EAT
POST NO. 5



MGS GUARDRAIL
TERMINAL EAT
POST NO. 1





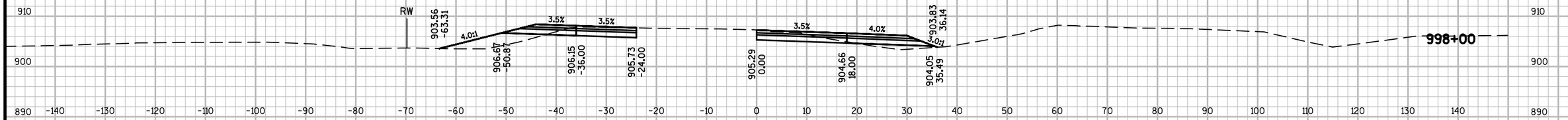
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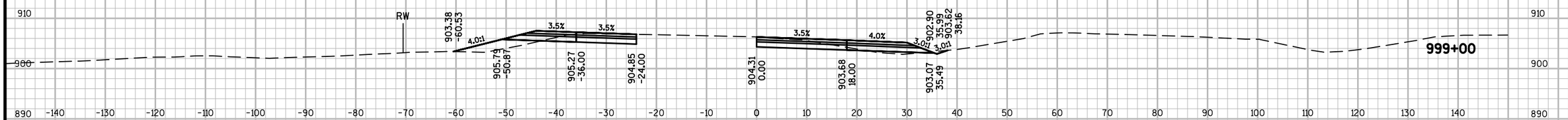
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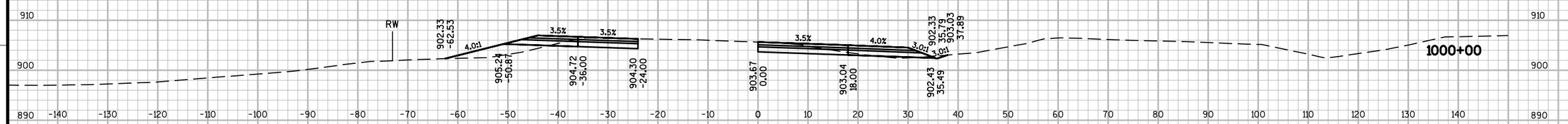
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 829 E

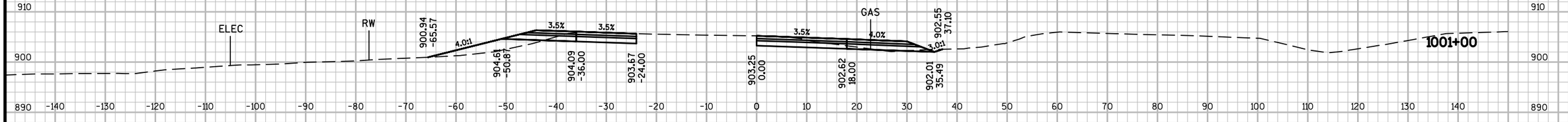
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090109_XS_WSOR-KENNEDY.DWG PLOT DATE : 6/30/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

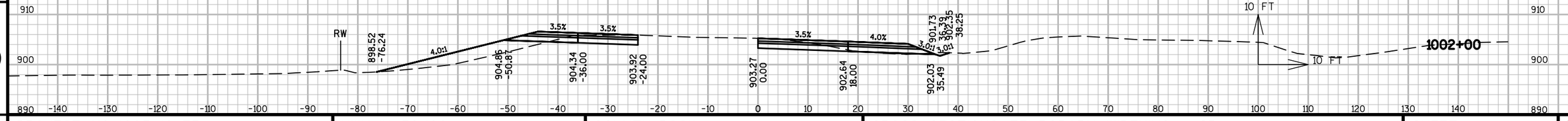
MGS GUARDRAIL
TERMINAL EAT
BEGIN APPROACH TAPER





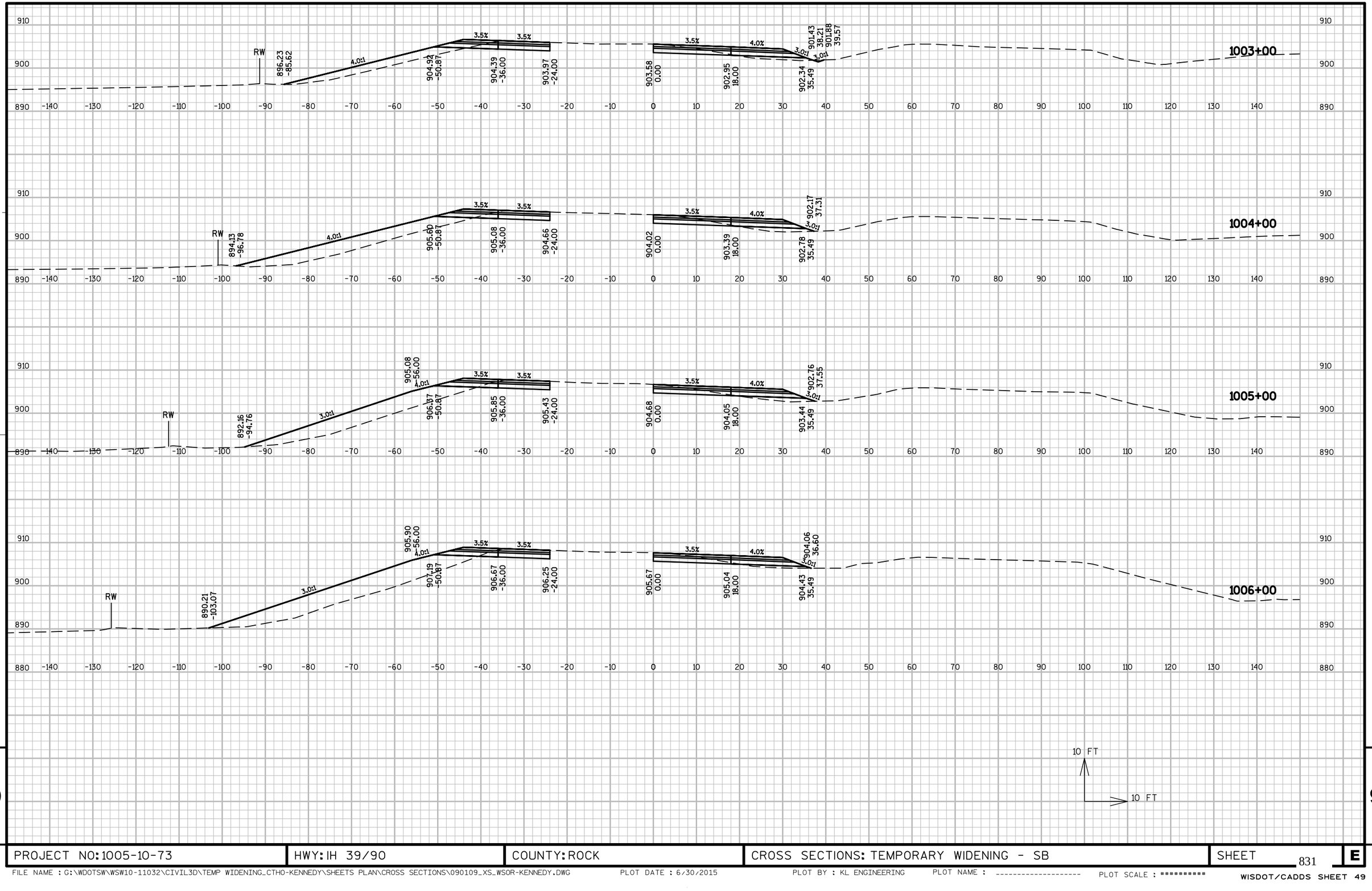






PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 830	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090109_XS_WSOR-KENNEDY.DWG PLOT DATE : 6/30/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 49

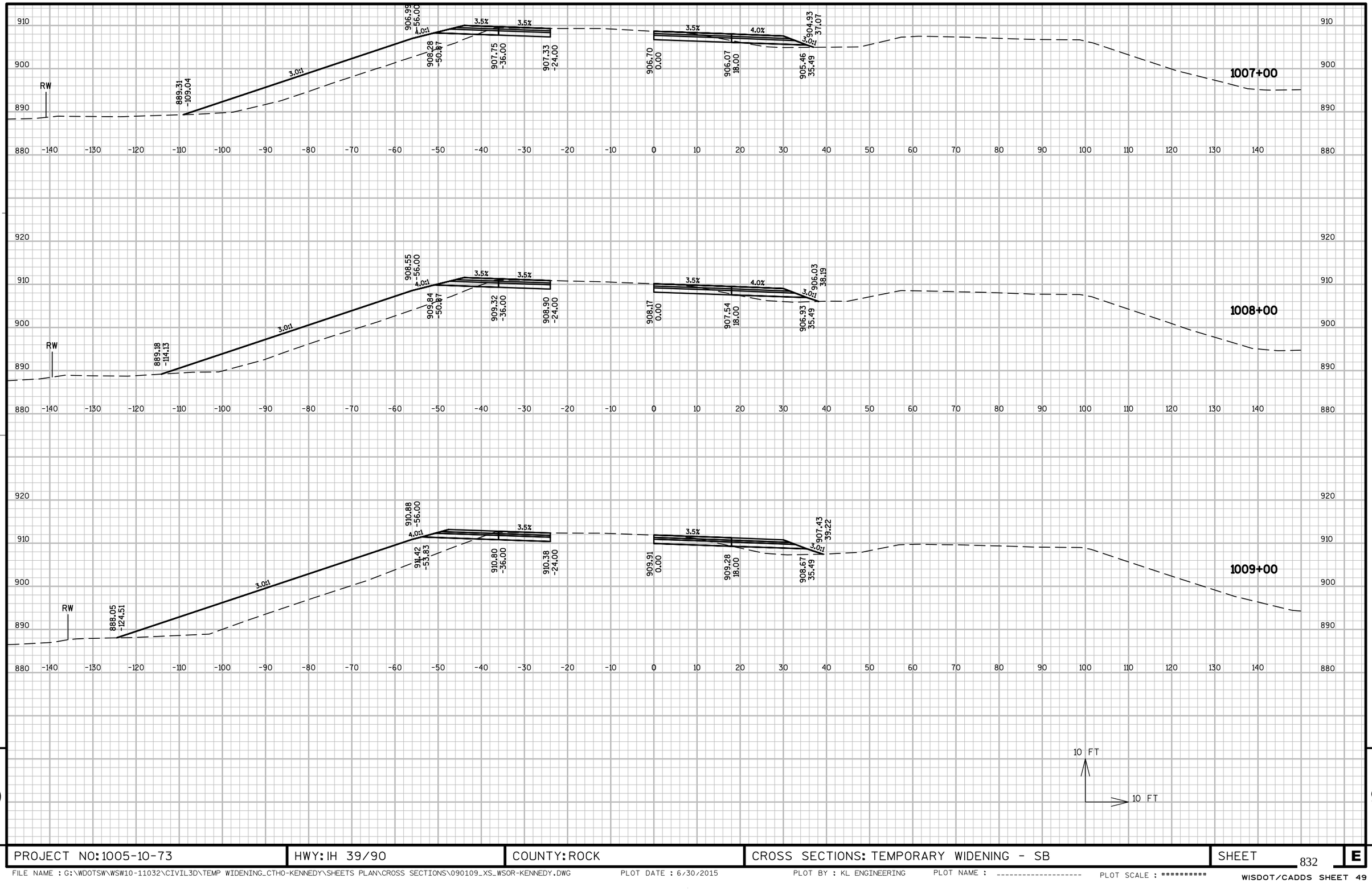


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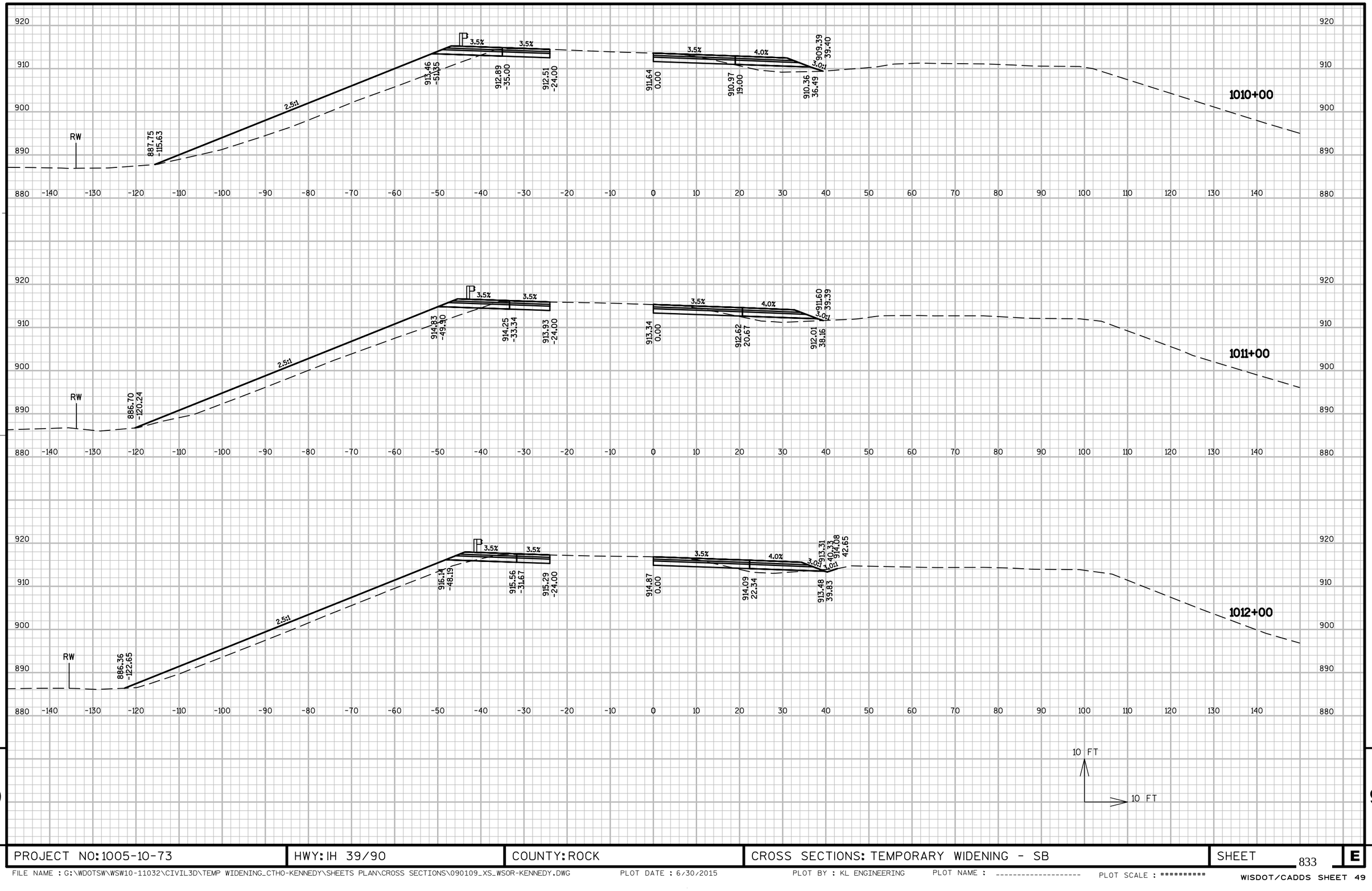
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 831	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090109_XS_WSOR-KENNEDY.DWG PLOT DATE : 6/30/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



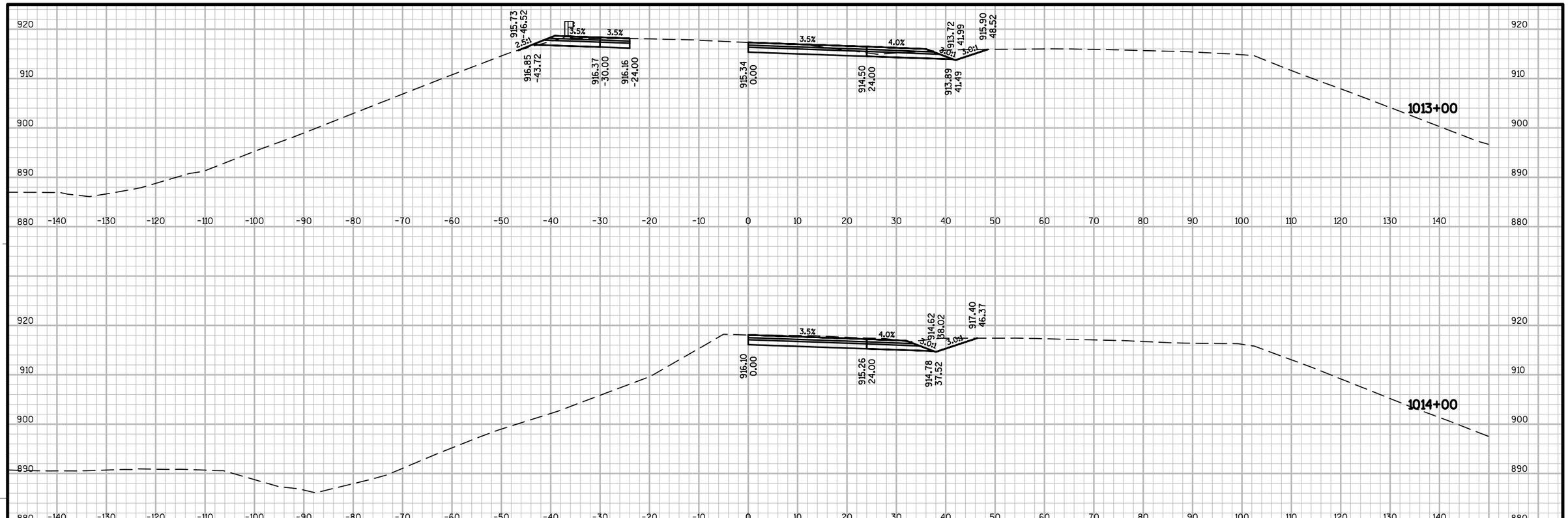
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 832 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090109_XS_WSOR-KENNEDY.DWG PLOT DATE : 6/30/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 49

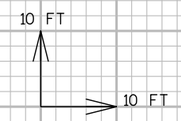


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 833 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090109_XS_WSOR-KENNEDY.DWG PLOT DATE : 6/30/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



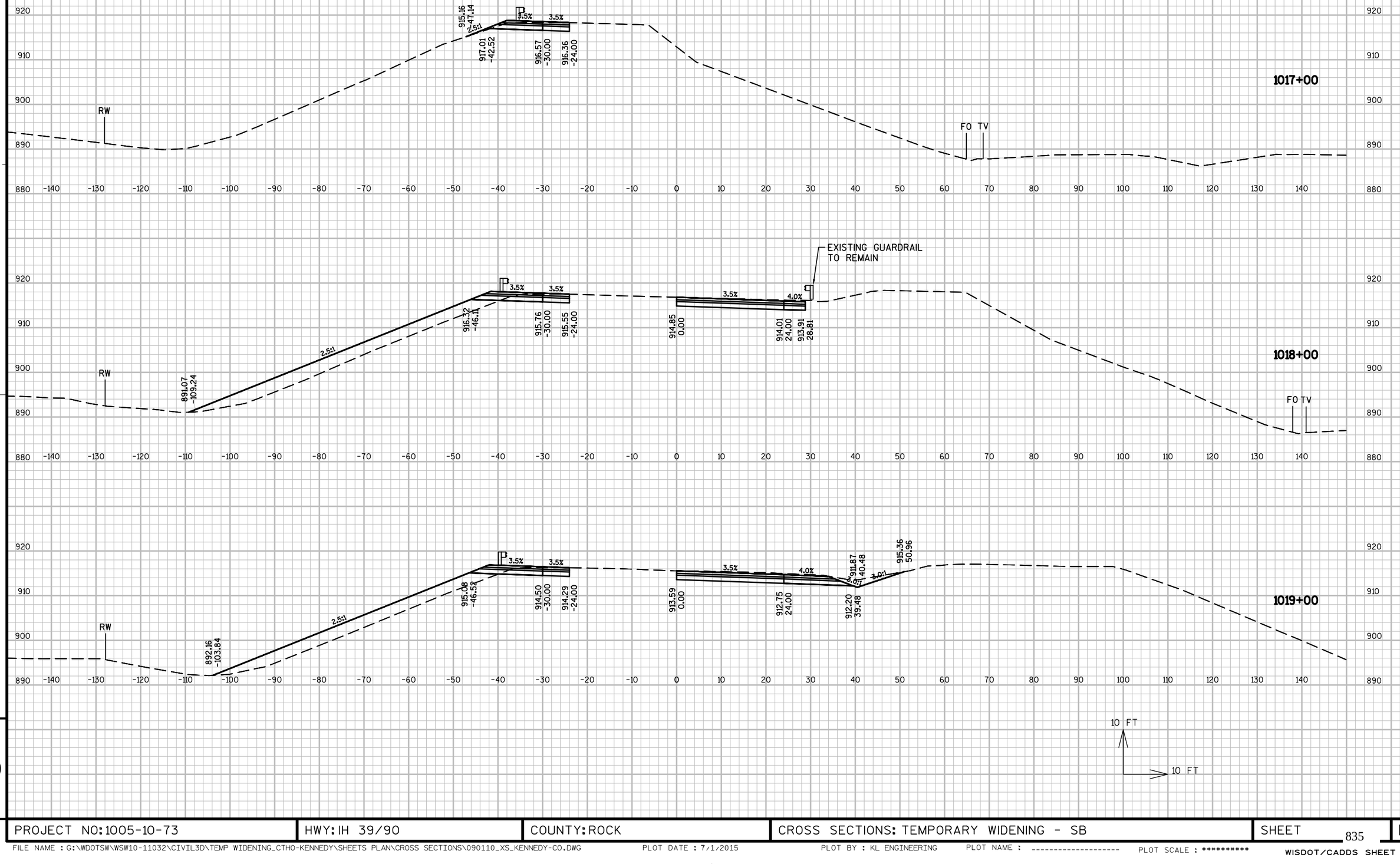
MATCH B-53-0081
STA. 1014+05 'TWSB'



9 9

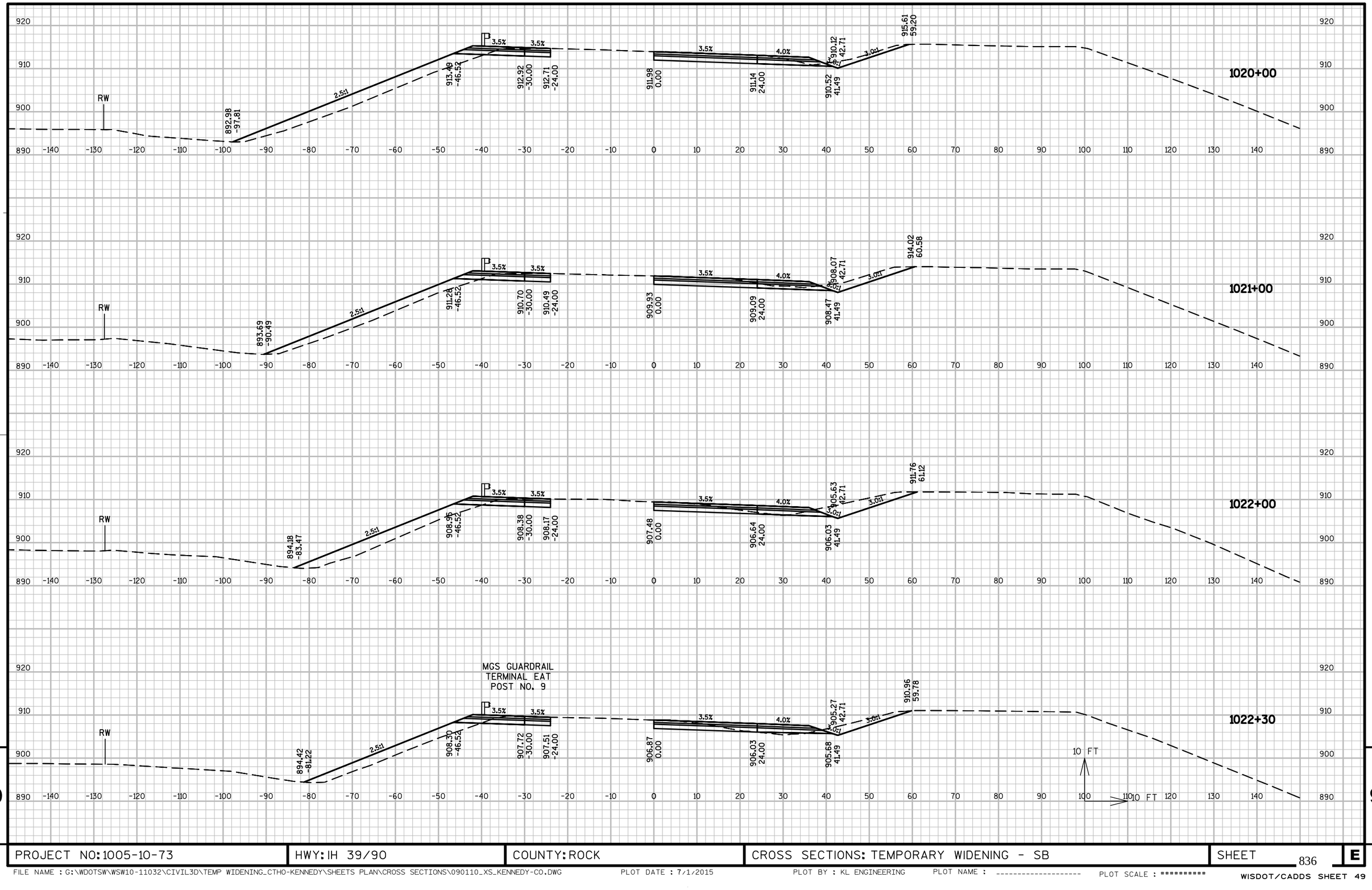
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 834	E

MATCH B-53-0081
STA. 1016+79 'TWSB'



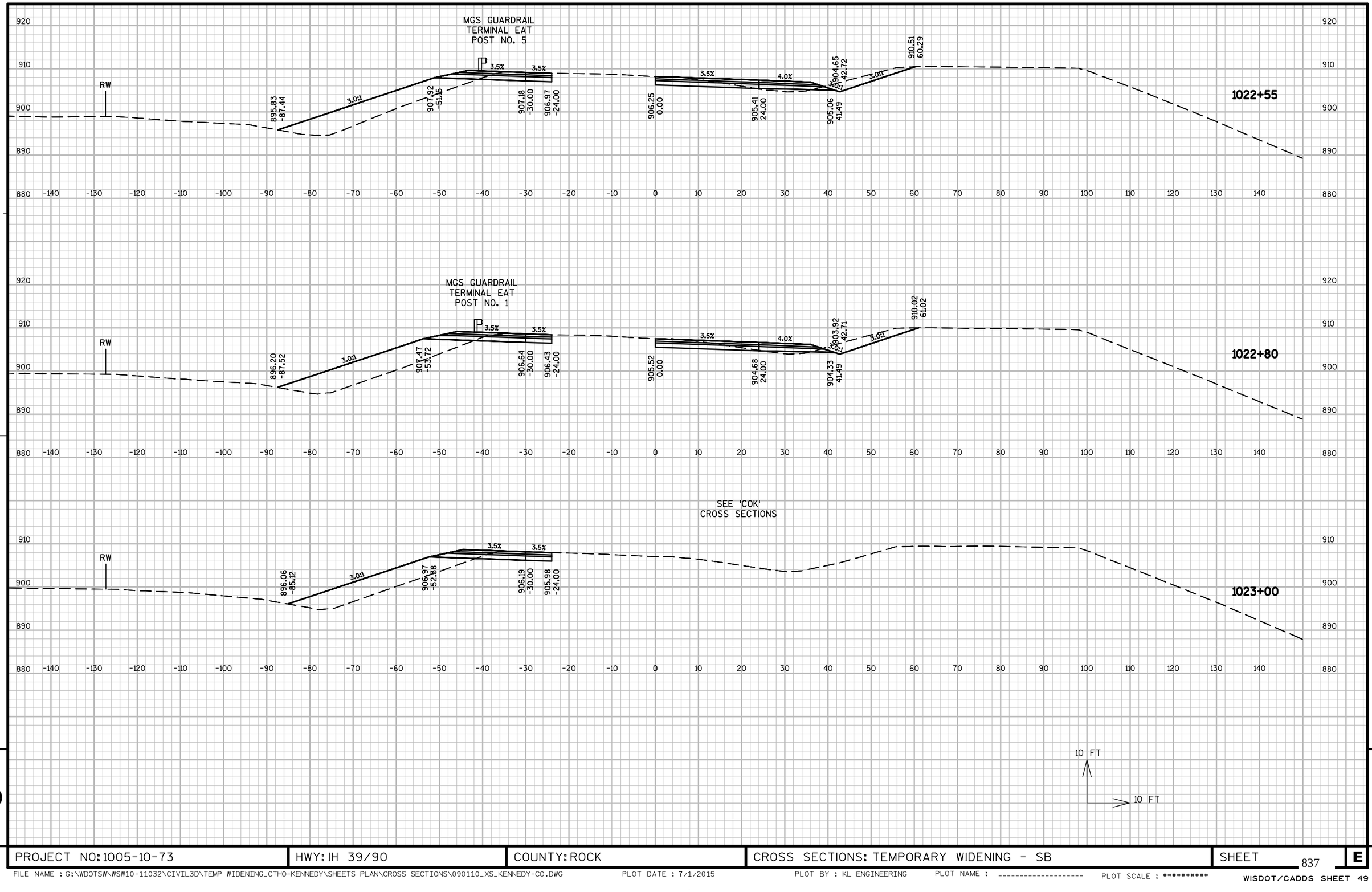
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 835 E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 836 E

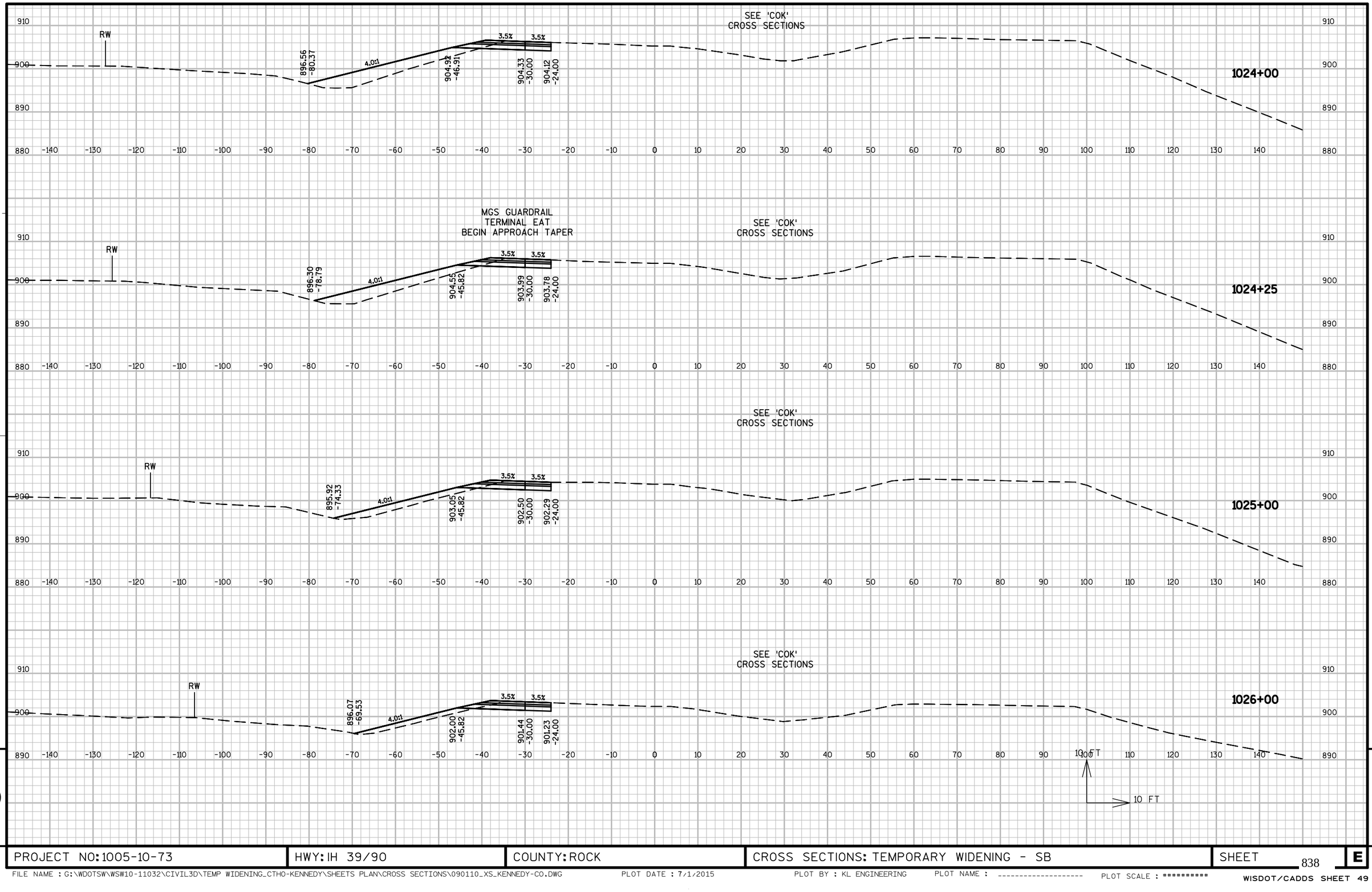
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTH0-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090110_XS_KENNEDY-CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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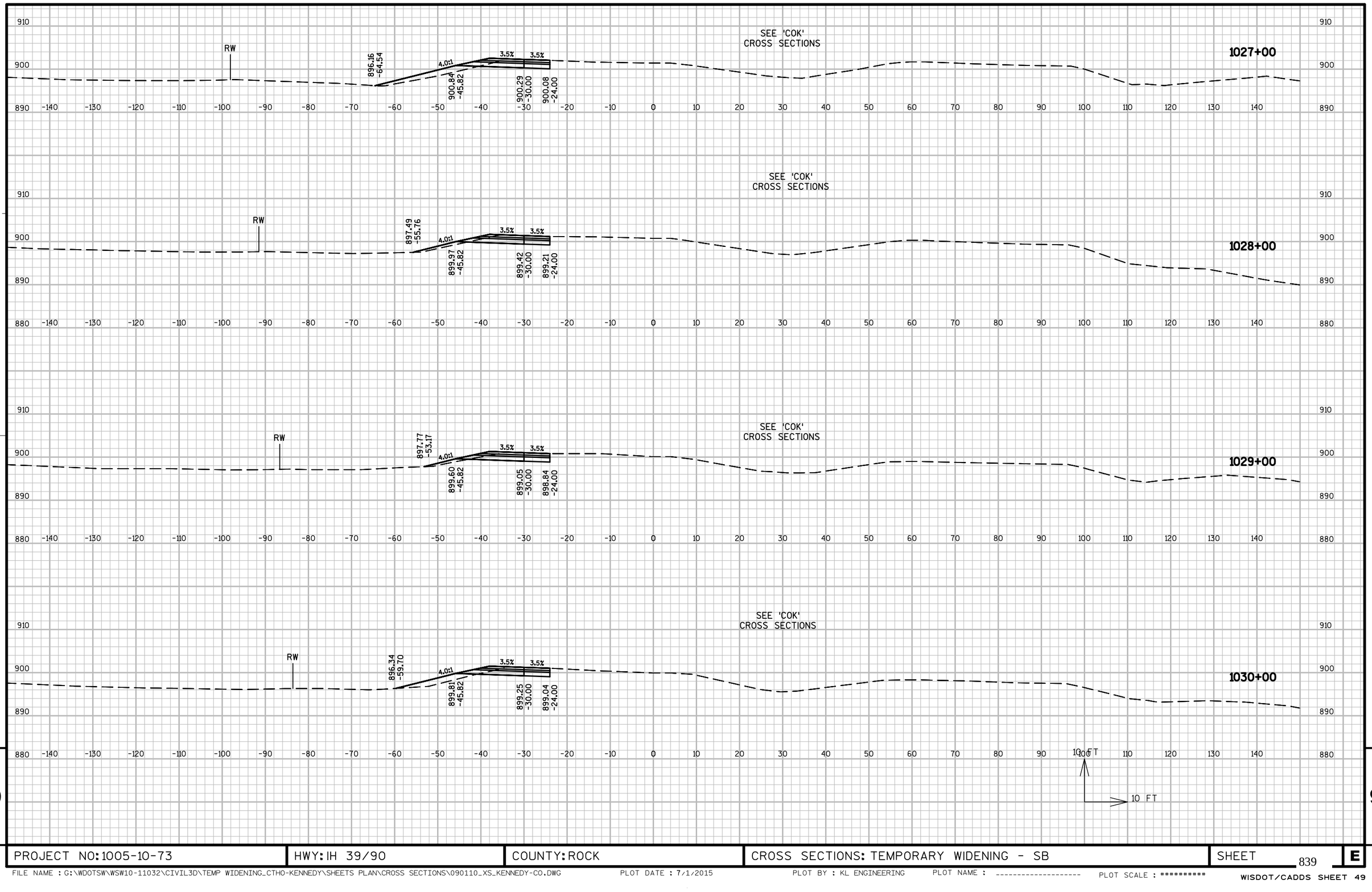
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 837	E



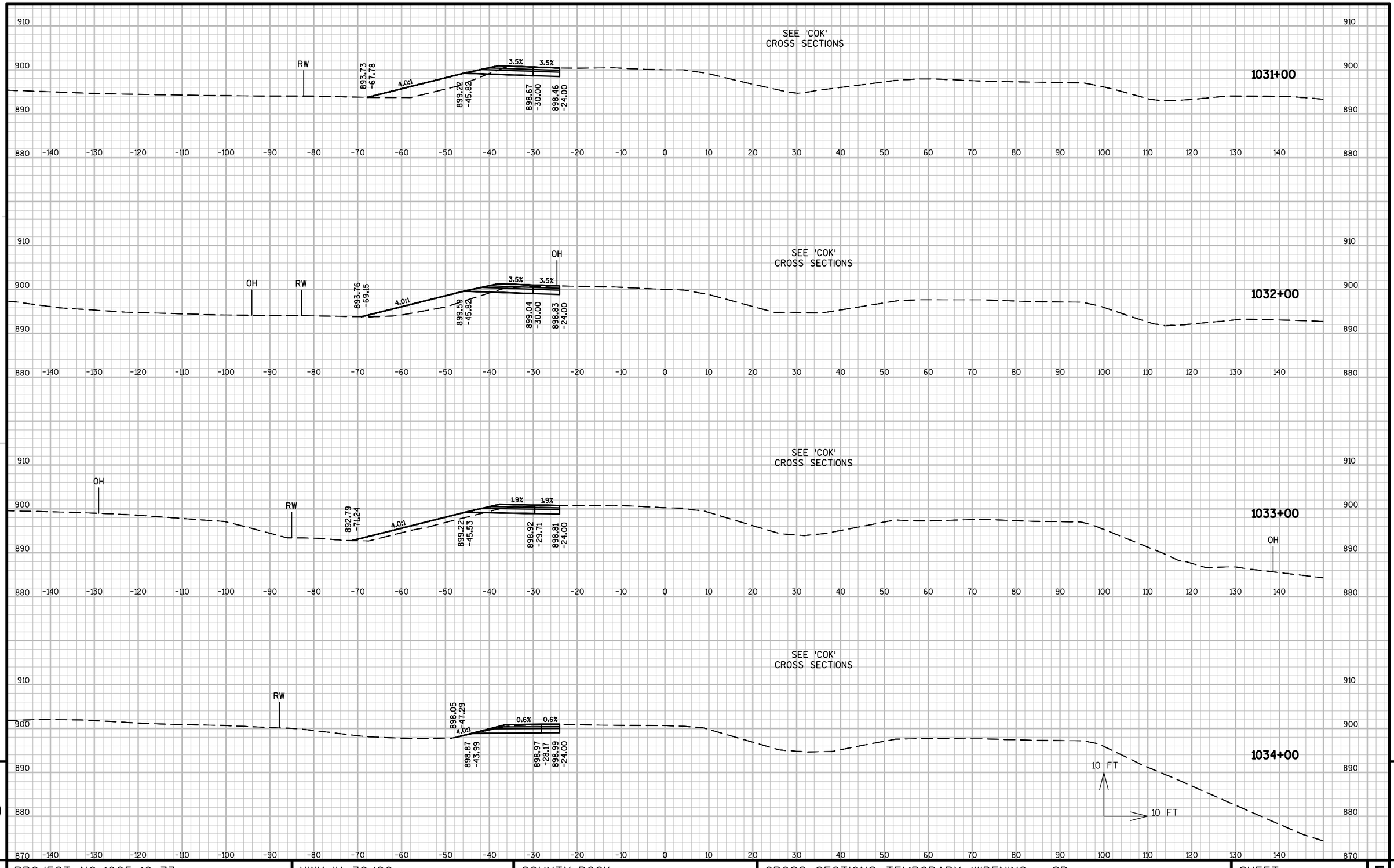
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 838 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090110_XS_KENNEDY-CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 839 E

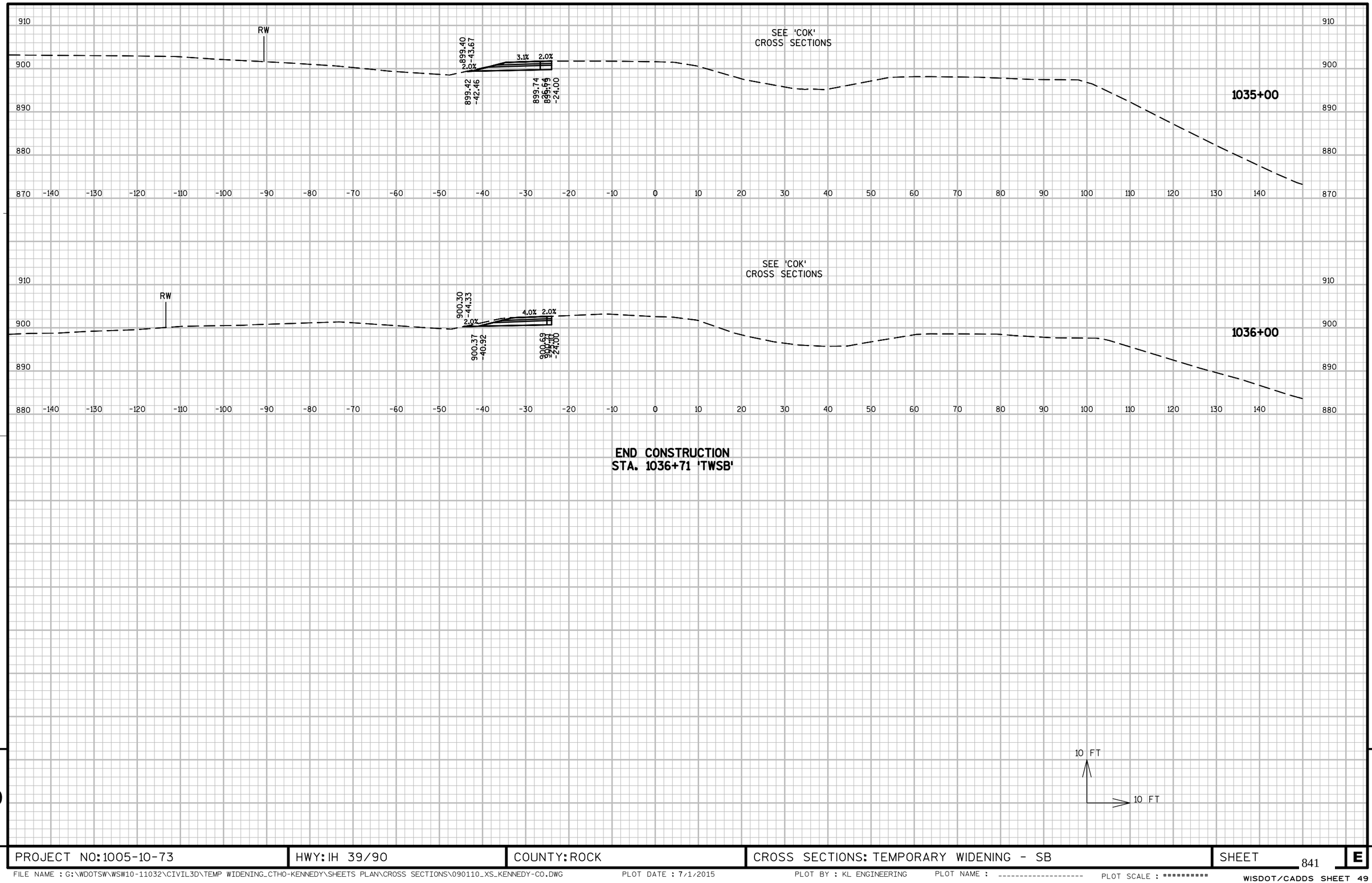
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090110_XS_KENNEDY-CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 840 E



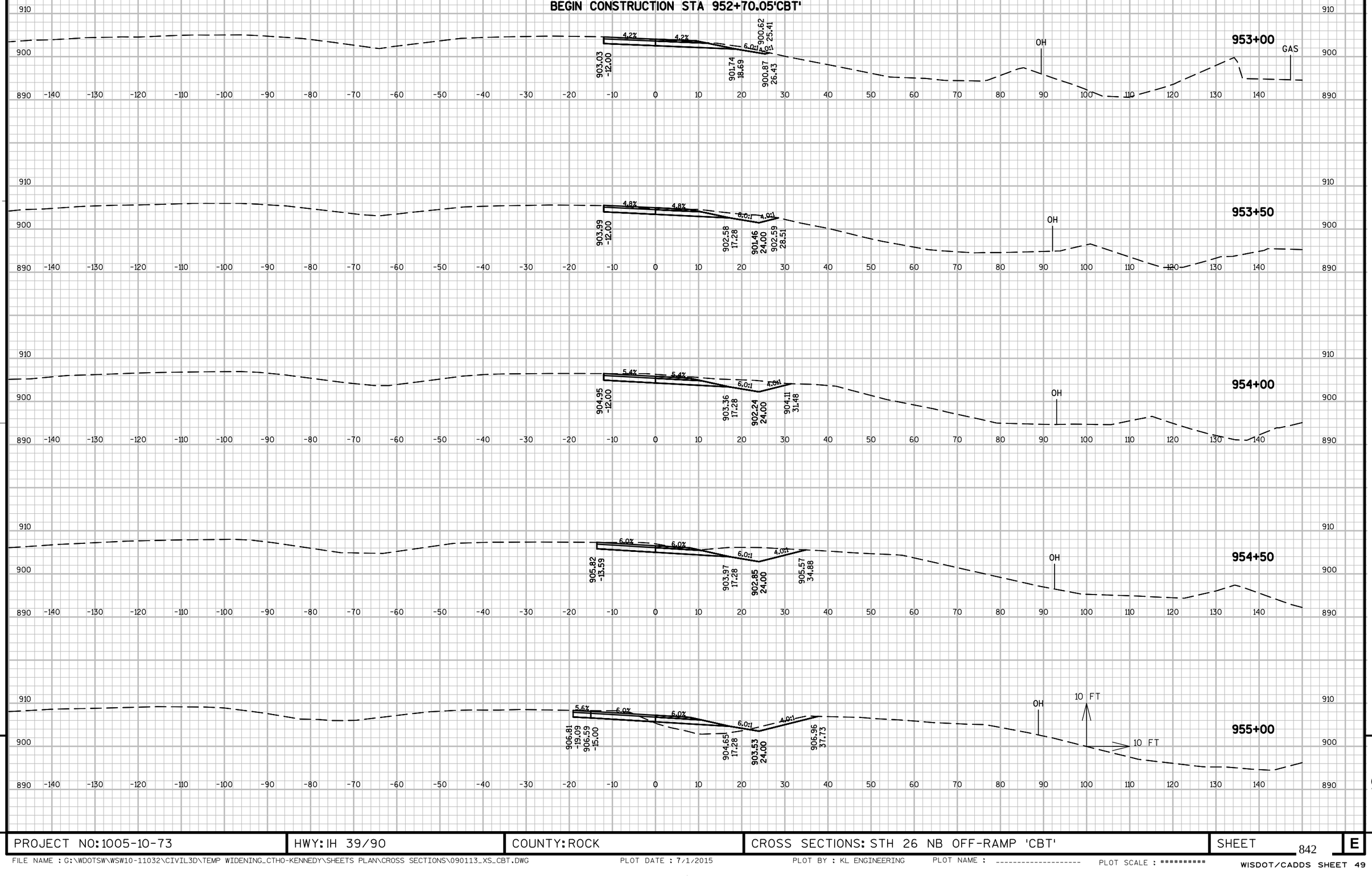
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: TEMPORARY WIDENING - SB	SHEET 841	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090110_XS_KENNEDY-CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

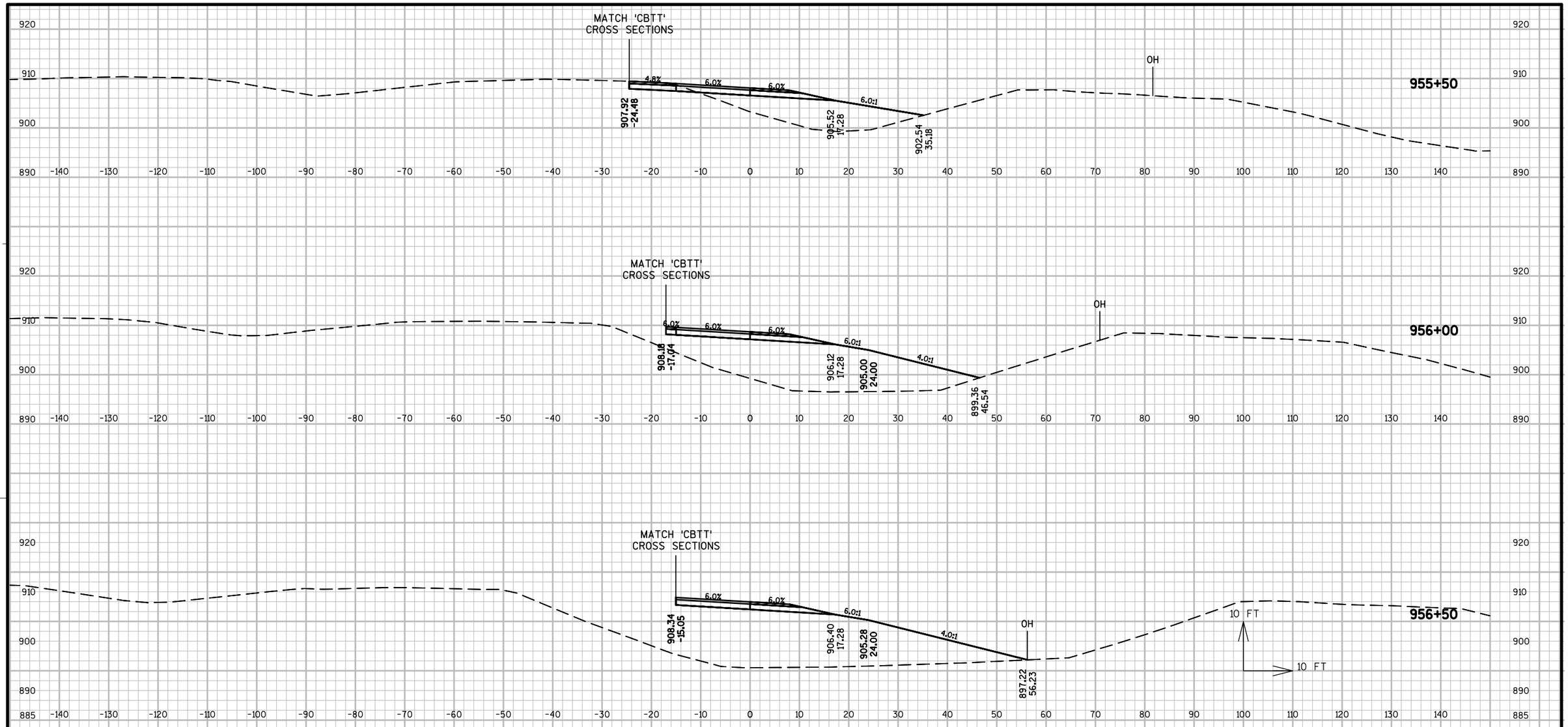
BEGIN CONSTRUCTION STA 952+70.05'CBT'



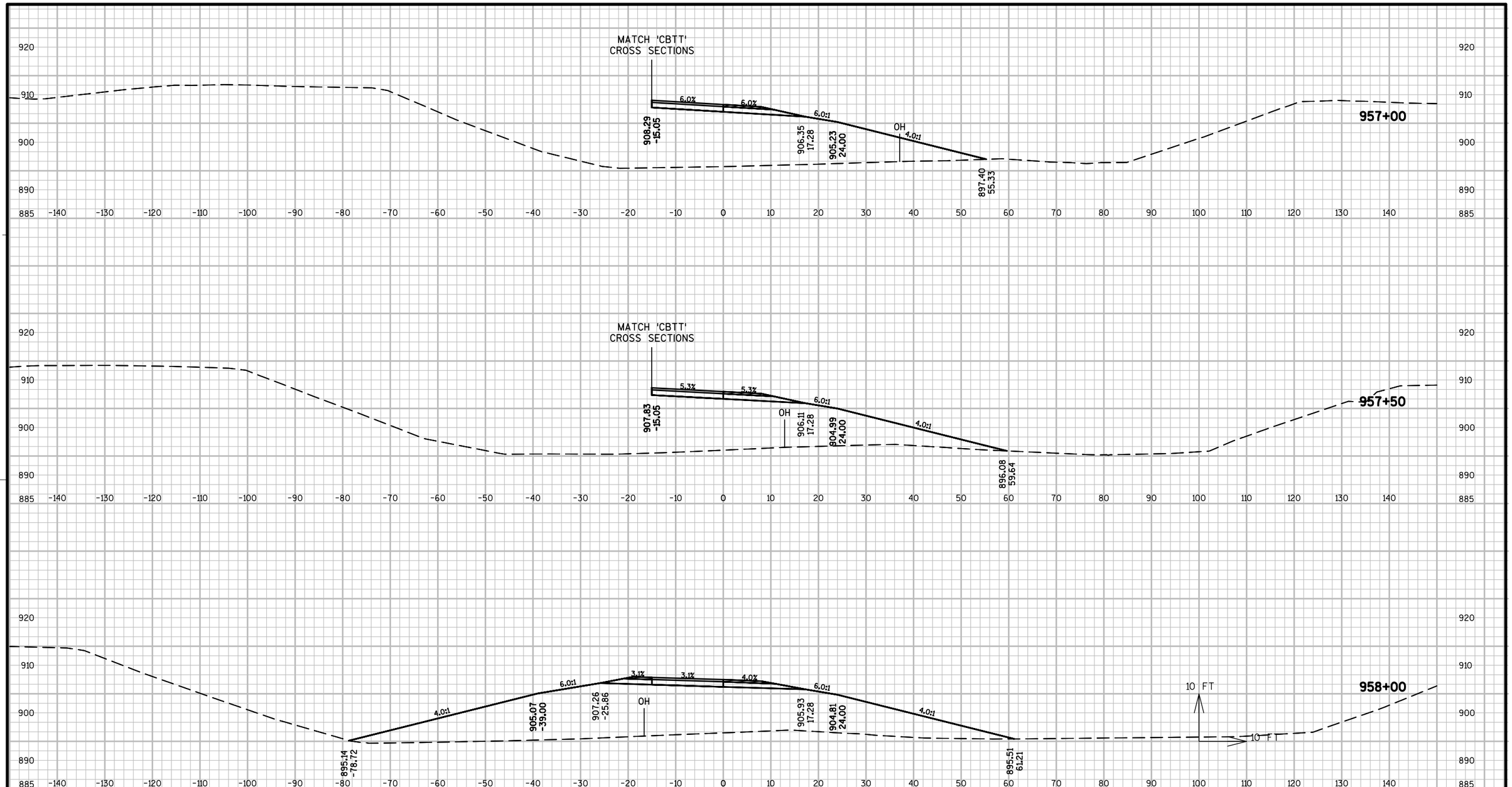
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB OFF-RAMP 'CBT'	SHEET 842 E

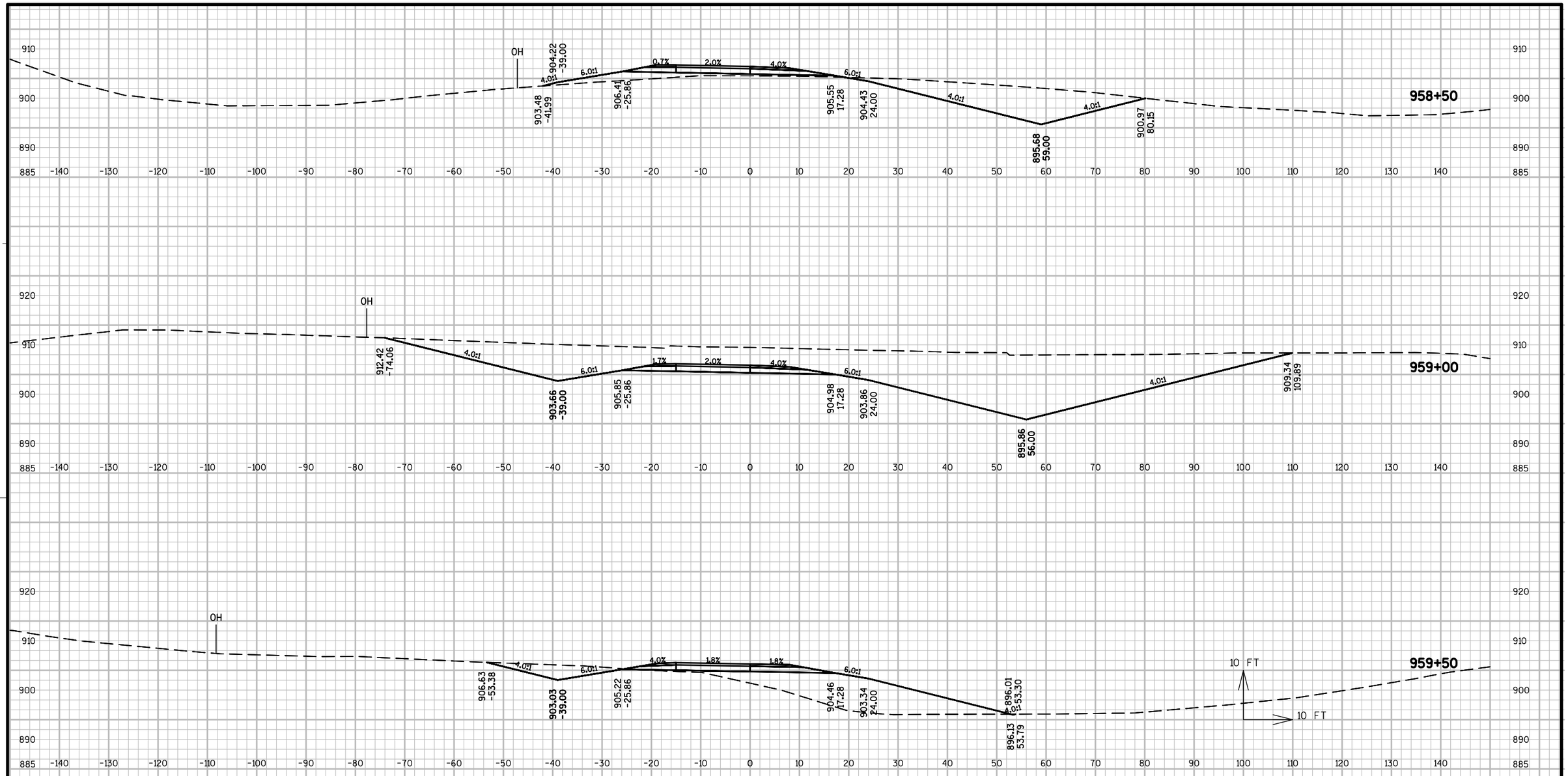


PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB OFF-RAMP 'CBT'	SHEET 843 E



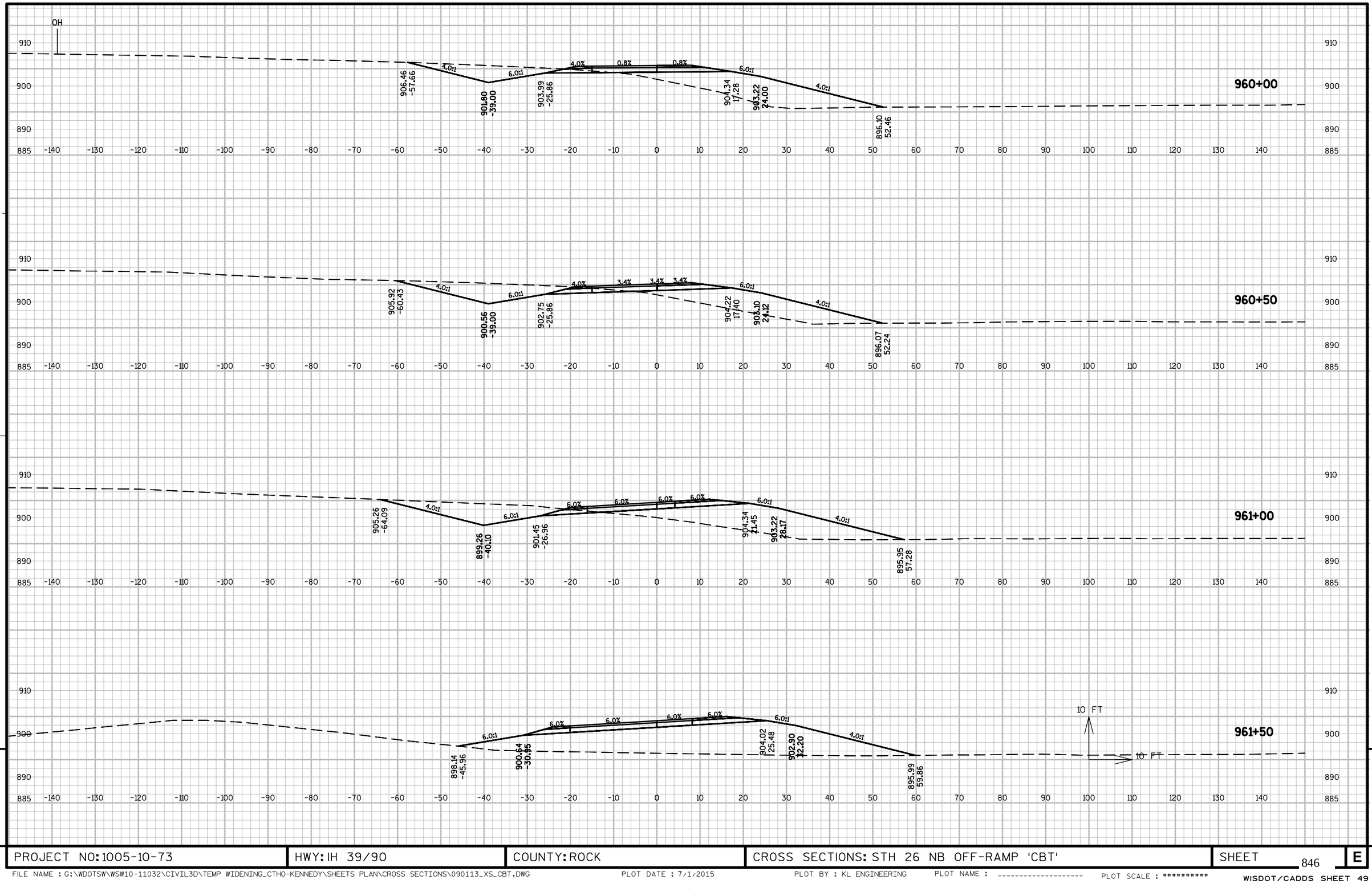
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB OFF-RAMP 'CBT'	SHEET 844	E



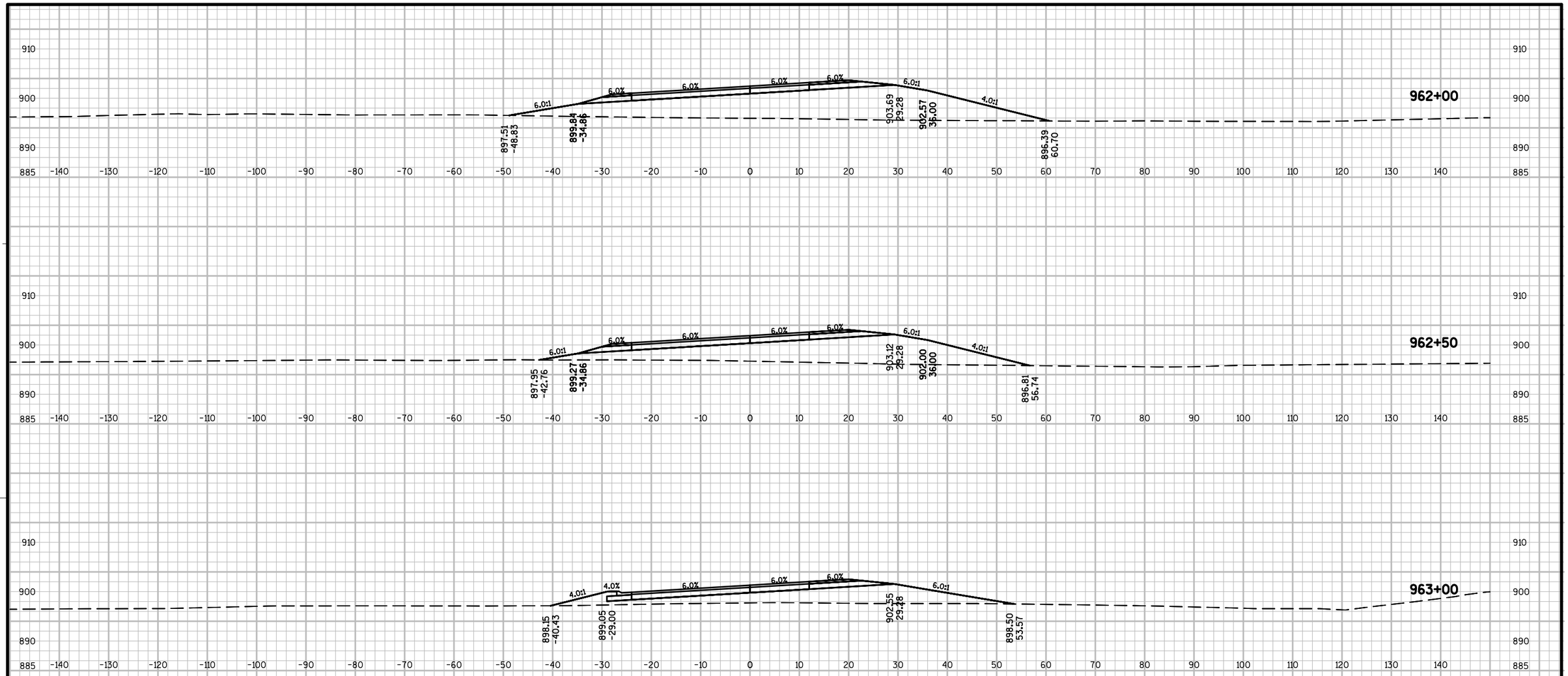
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB OFF-RAMP 'CBT'	SHEET 845 E

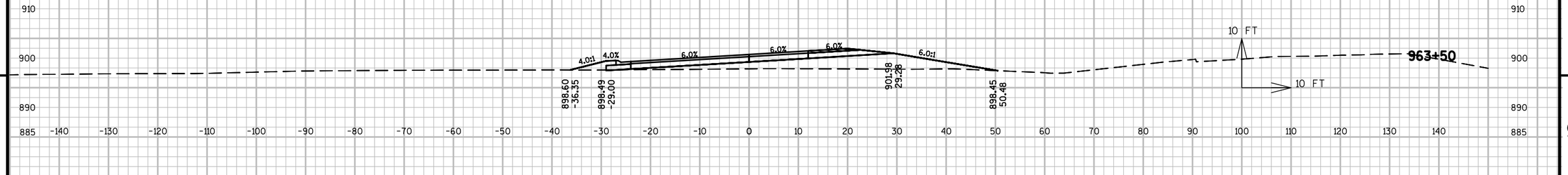
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090113_XS_CBT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB OFF-RAMP 'CBT'	SHEET 846 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090113_XS_CBT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



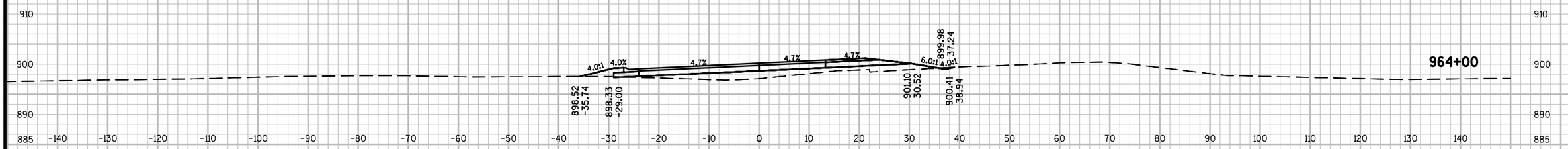


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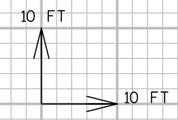
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB OFF-RAMP 'CBT'	SHEET 847	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090113_XS_CBT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



END CONSTRUCTION STA 965+02.79'CBT'

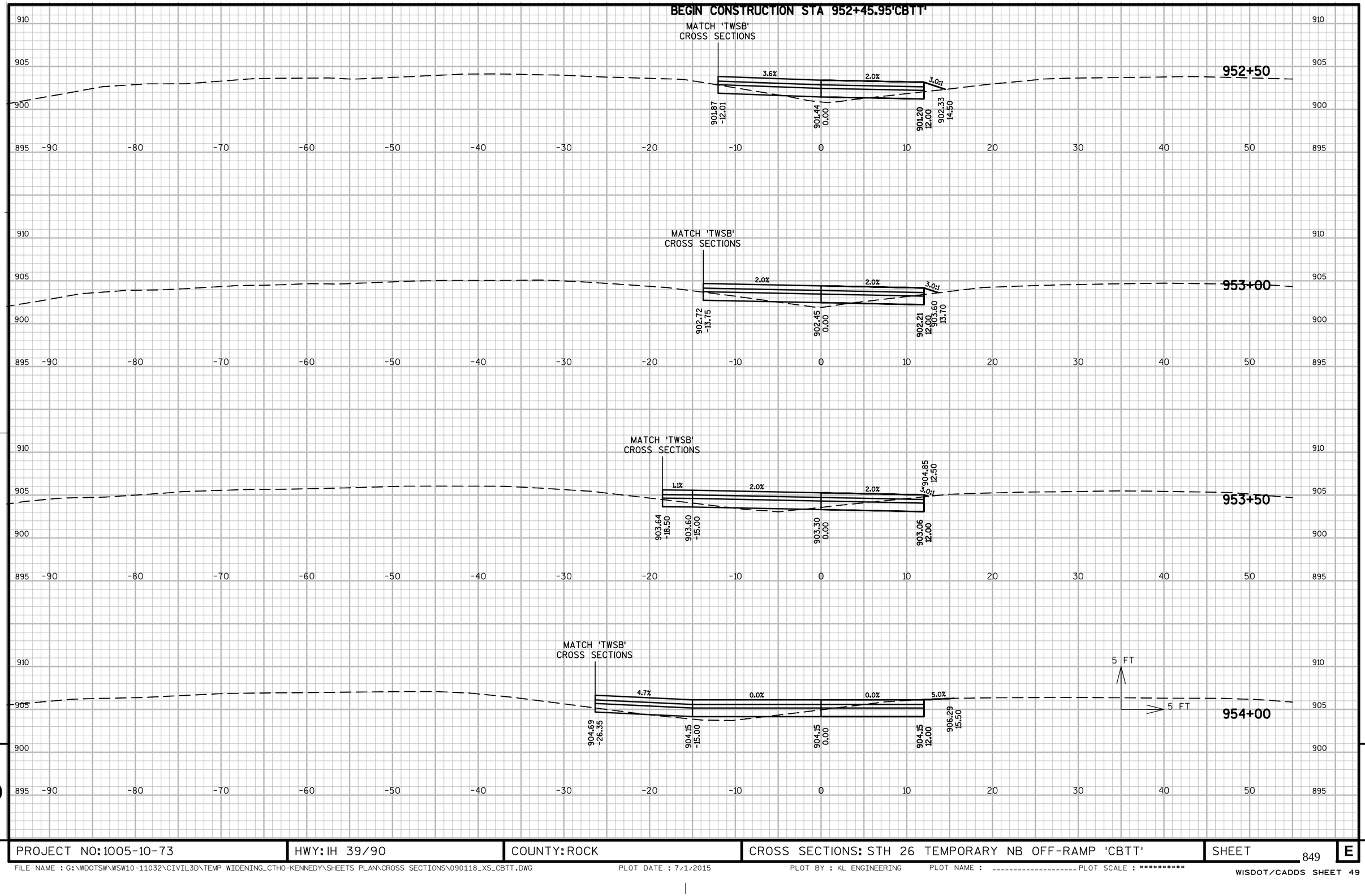


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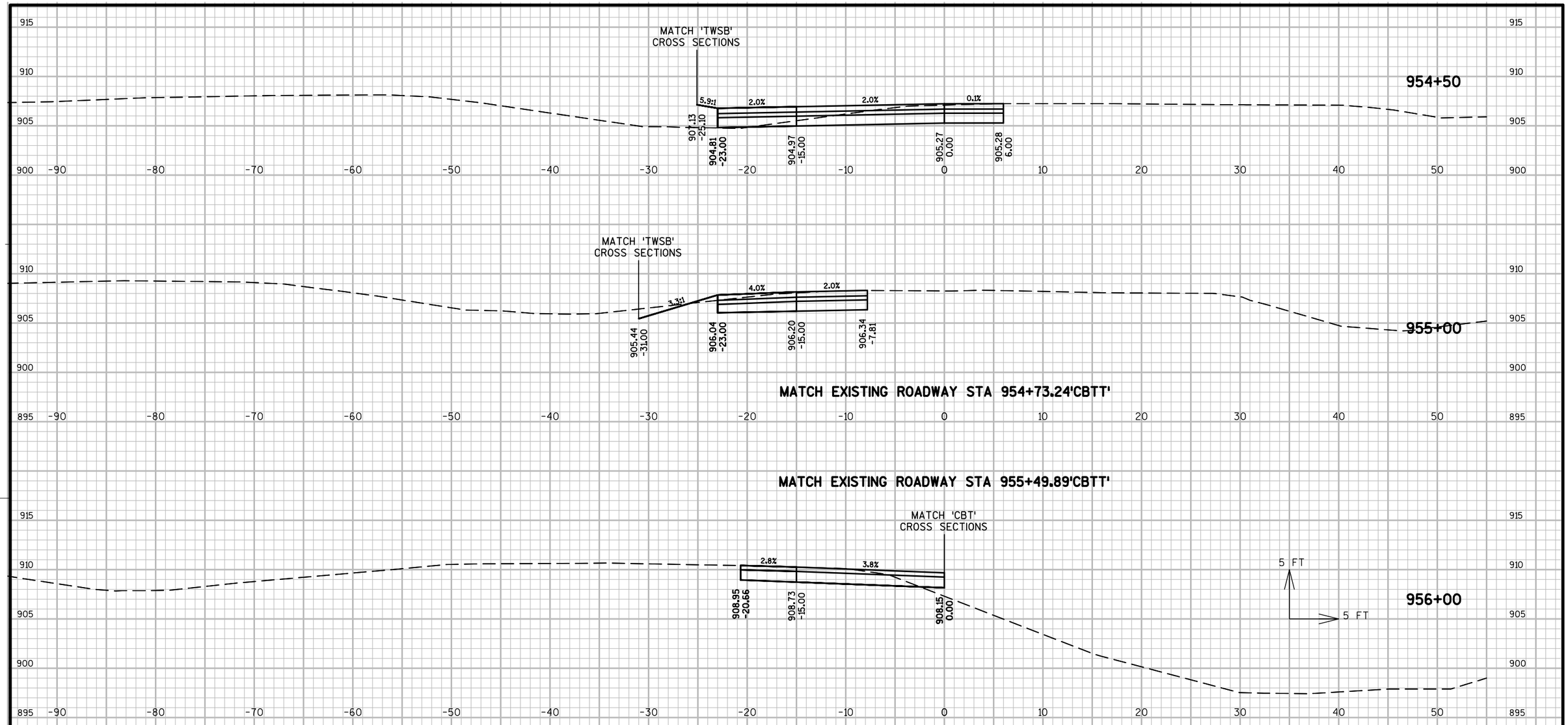
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB OFF-RAMP 'CBT'	SHEET 848	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTH0-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090113_XS_CBT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 TEMPORARY NB OFF-RAMP 'CBTT'	SHEET 849	E

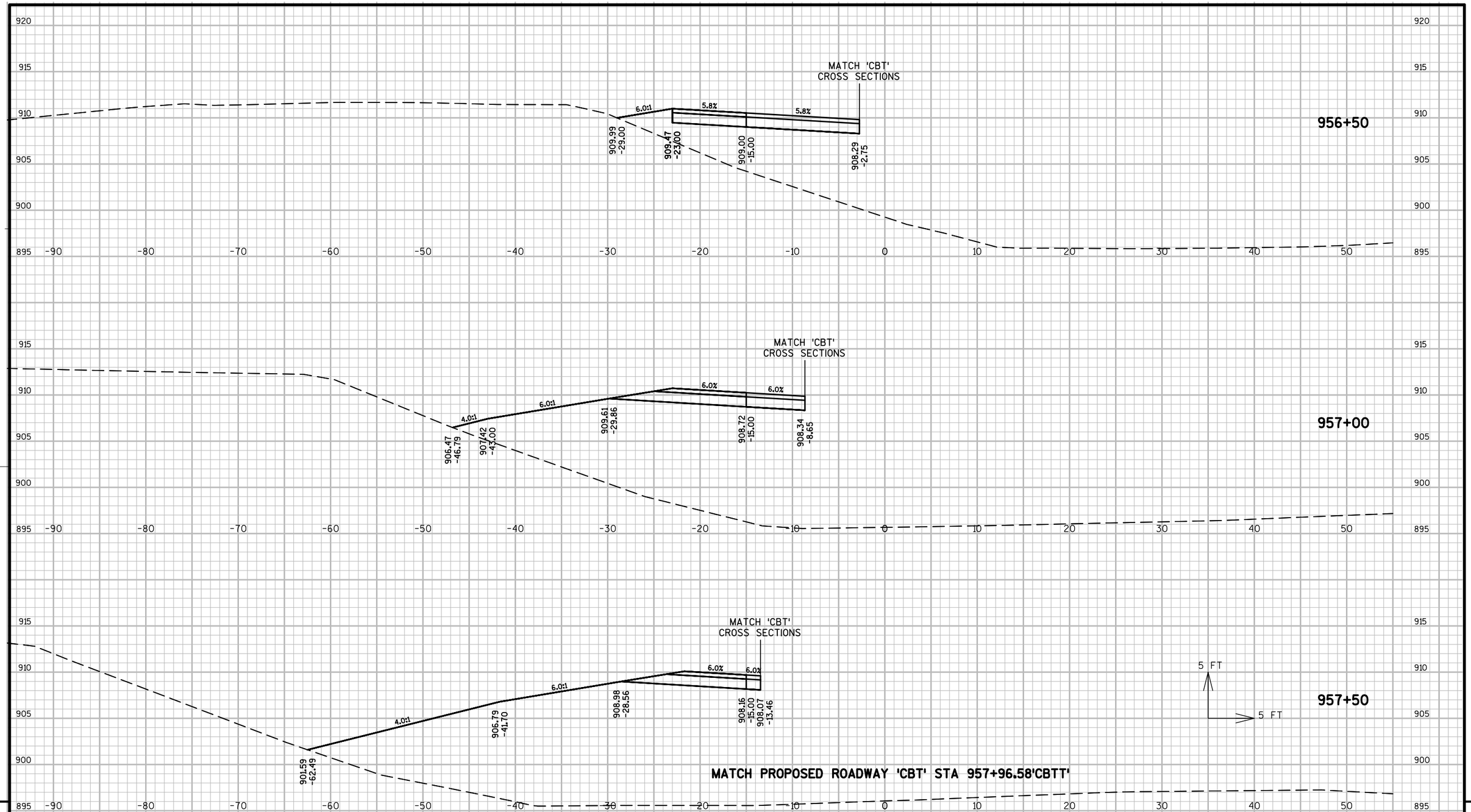
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090118_XS_CBTT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********



MATCH EXISTING ROADWAY STA 954+73.24'CBTT'

MATCH EXISTING ROADWAY STA 955+49.89'CBTT'

PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 TEMPORARY NB OFF-RAMP 'CBTT'	SHEET 850	E



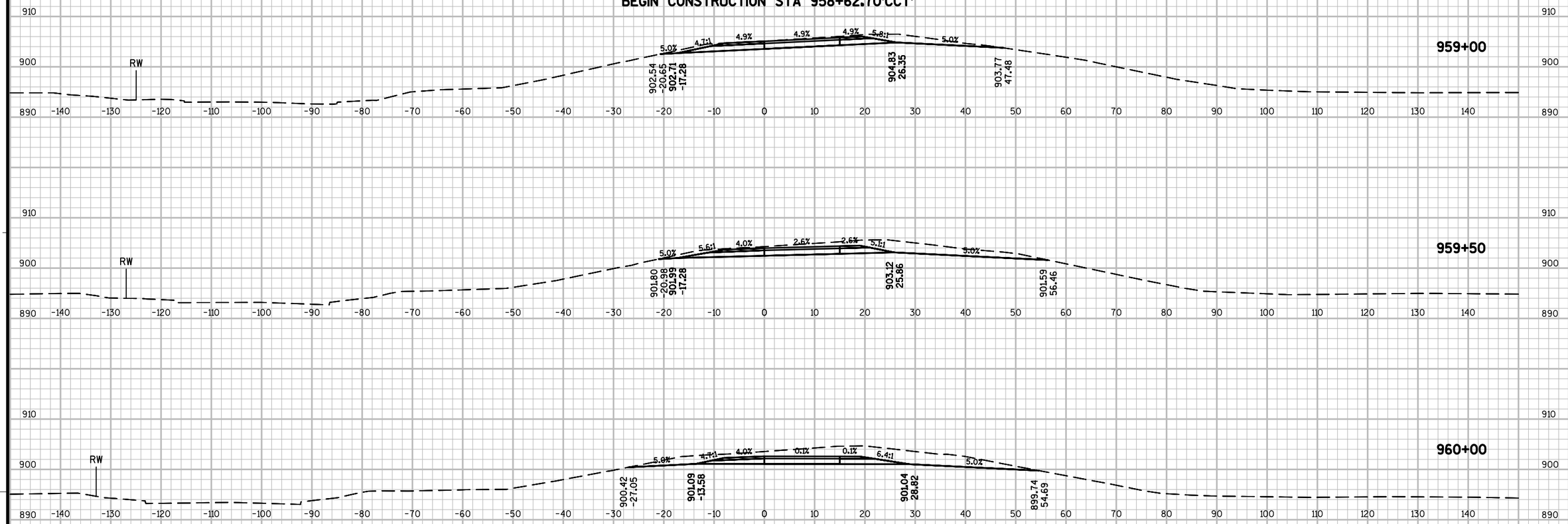
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 TEMPORARY NB OFF-RAMP 'CBTT'	SHEET 851	E

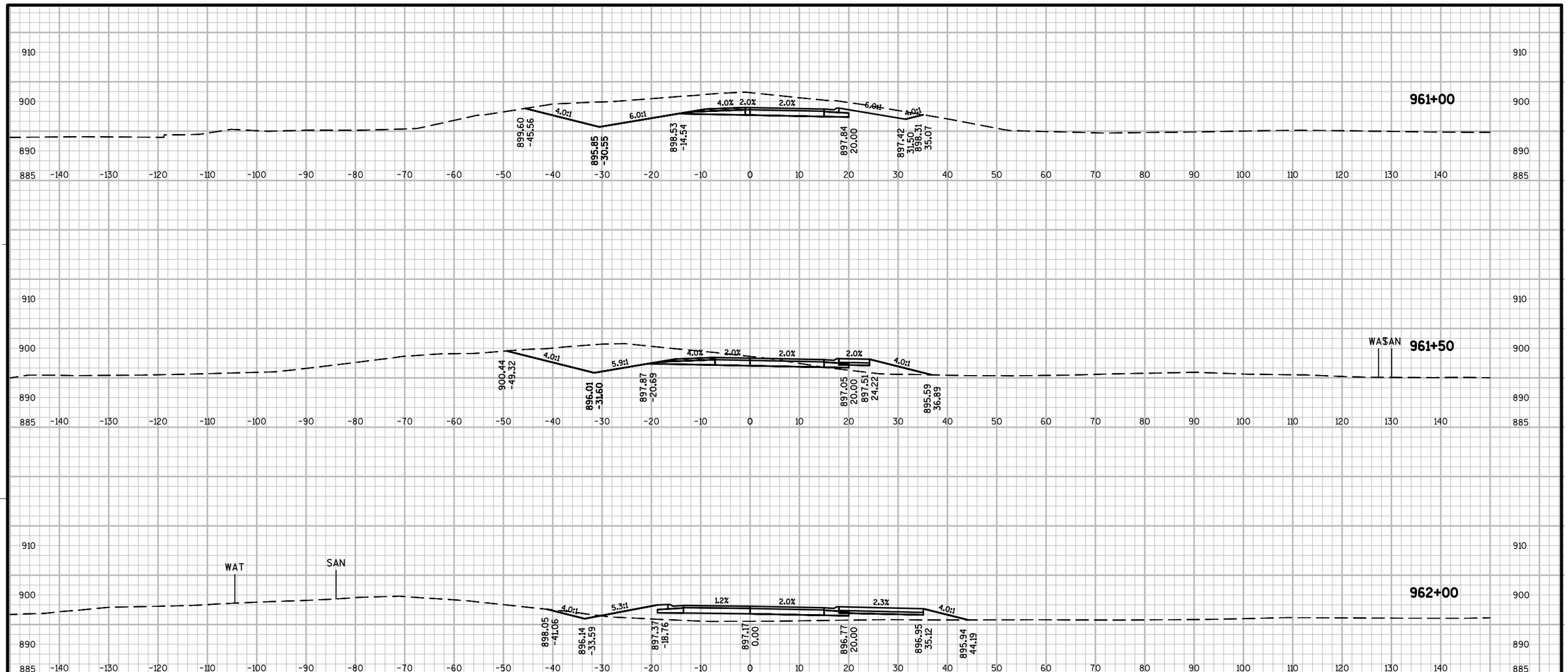
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090118_XS_CBTT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

BEGIN CONSTRUCTION STA 958+62.70'CCT'



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB ON-RAMP 'CCT'	SHEET 852 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090114_XS_CCT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



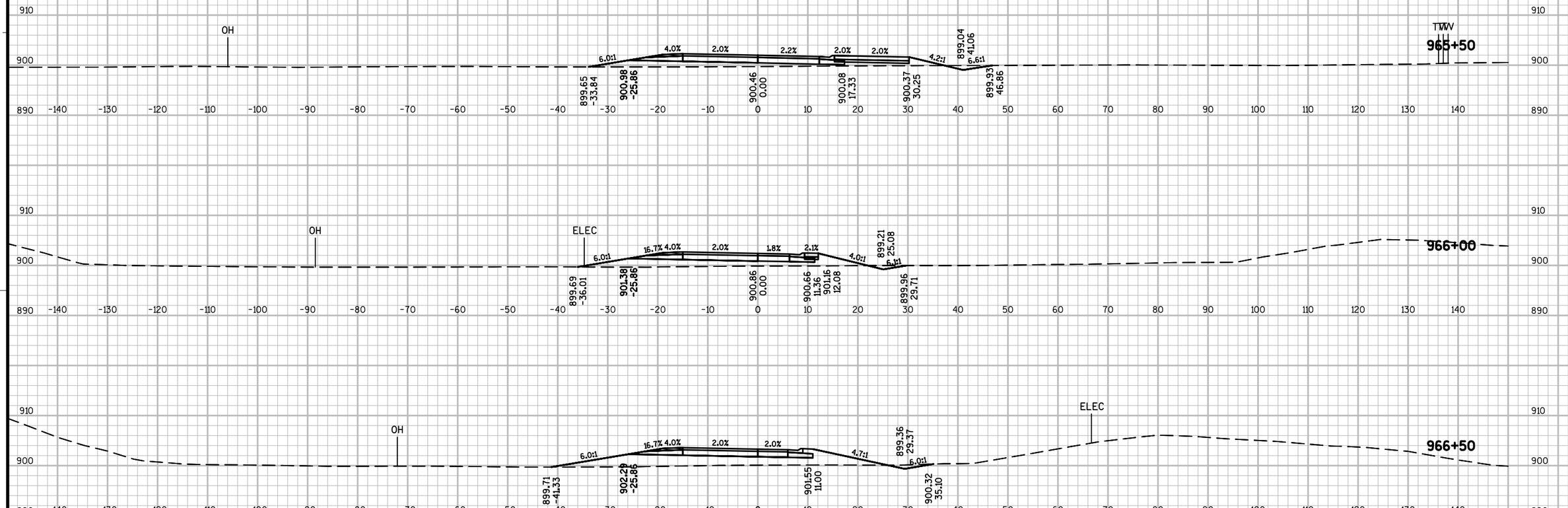
END CONSTRUCTION STA 962+56.06'CCT'

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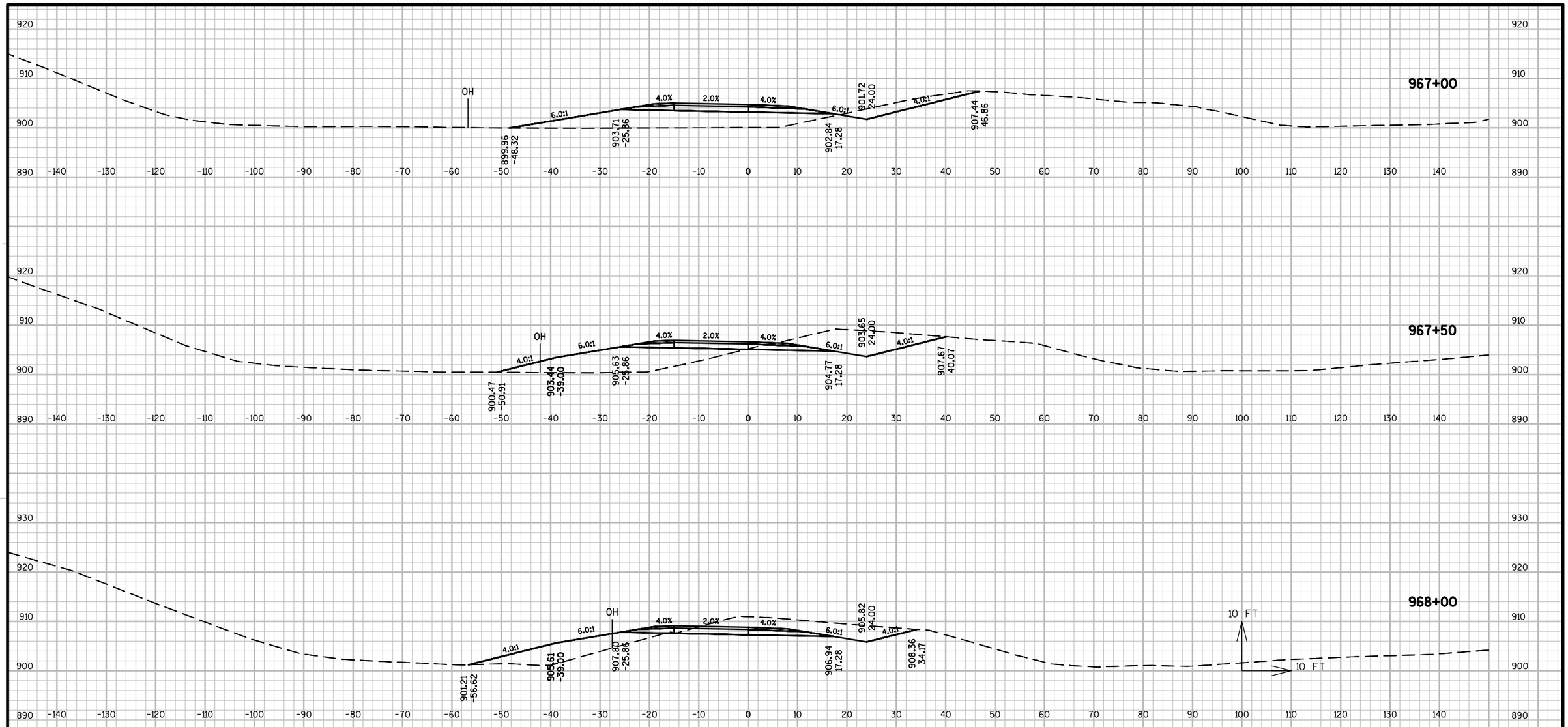
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB ON-RAMP 'CCT'	SHEET 853	E

BEGIN CONSTRUCTION
STA 964+76.12'CAT'



9 9

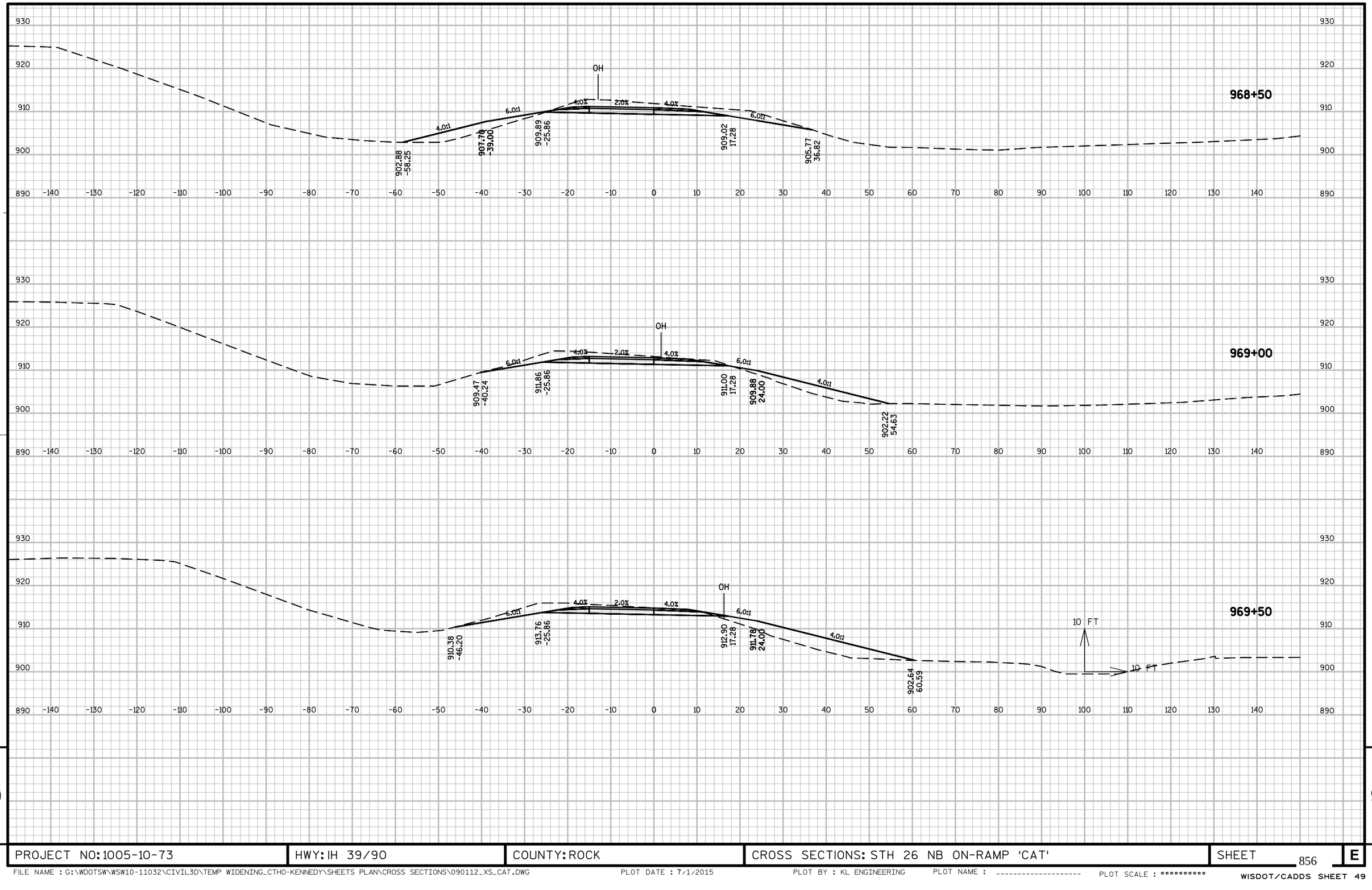
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB ON-RAMP 'CAT'	SHEET 854 E



9

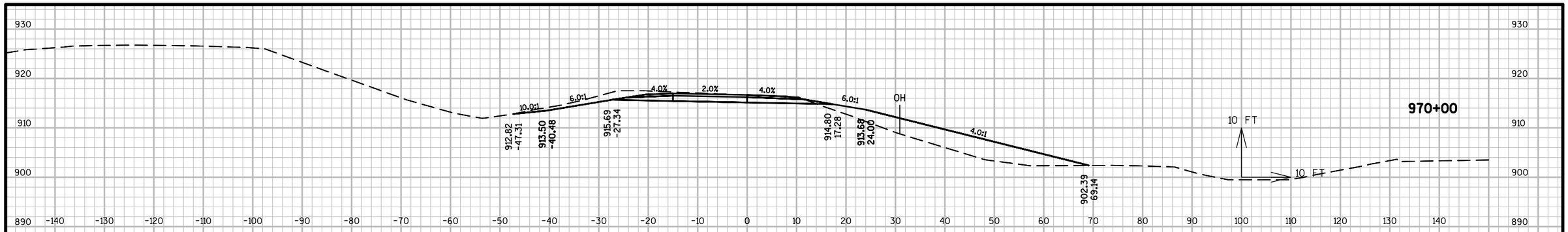
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB ON-RAMP 'CAT'	SHEET 855	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB ON-RAMP 'CAT'	SHEET 856 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090112_XS_CAT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



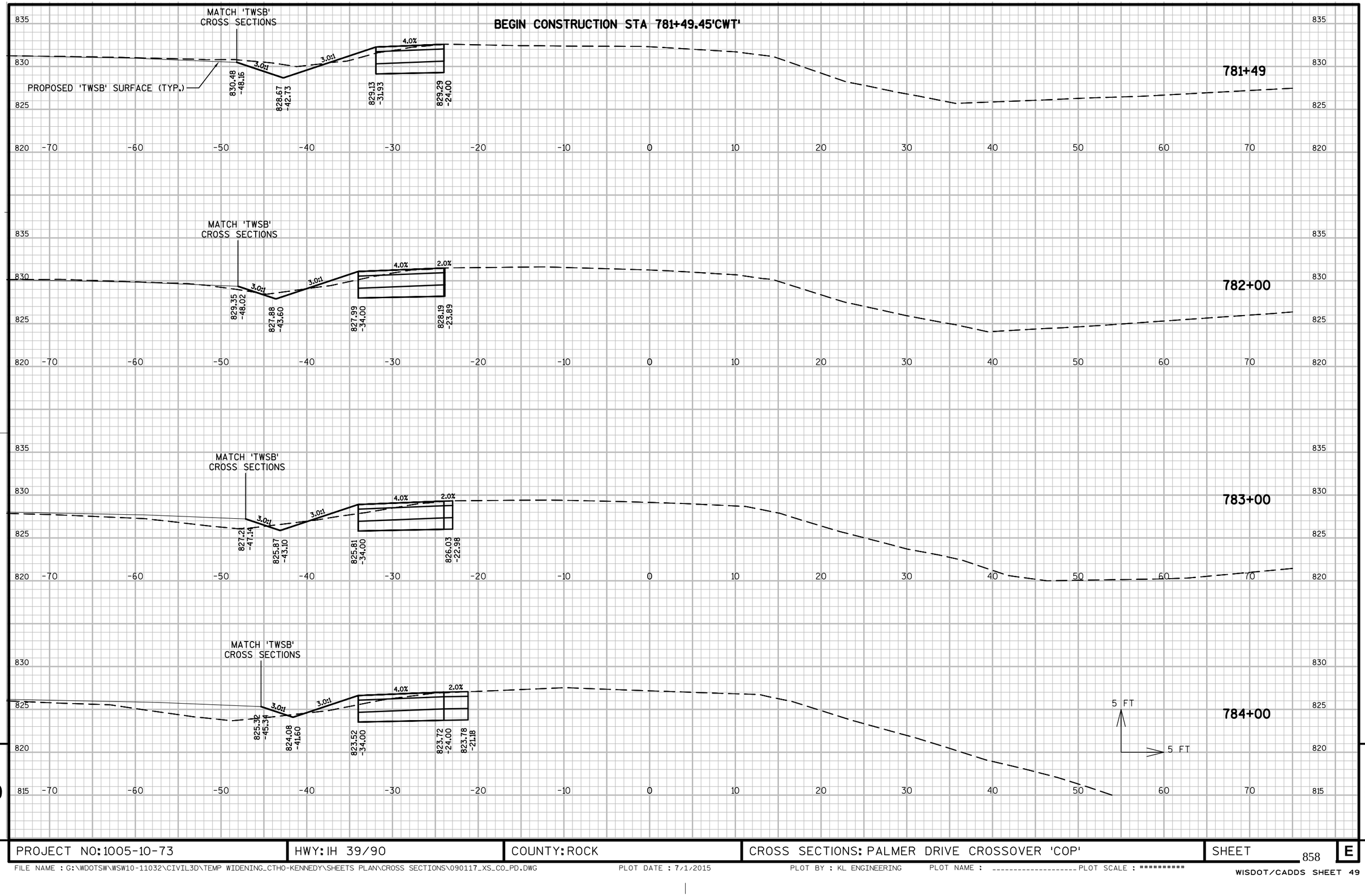
END CONSTRUCTION
STA 970+23.85'CAT'

9

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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB ON-RAMP 'CAT'	SHEET 857	E

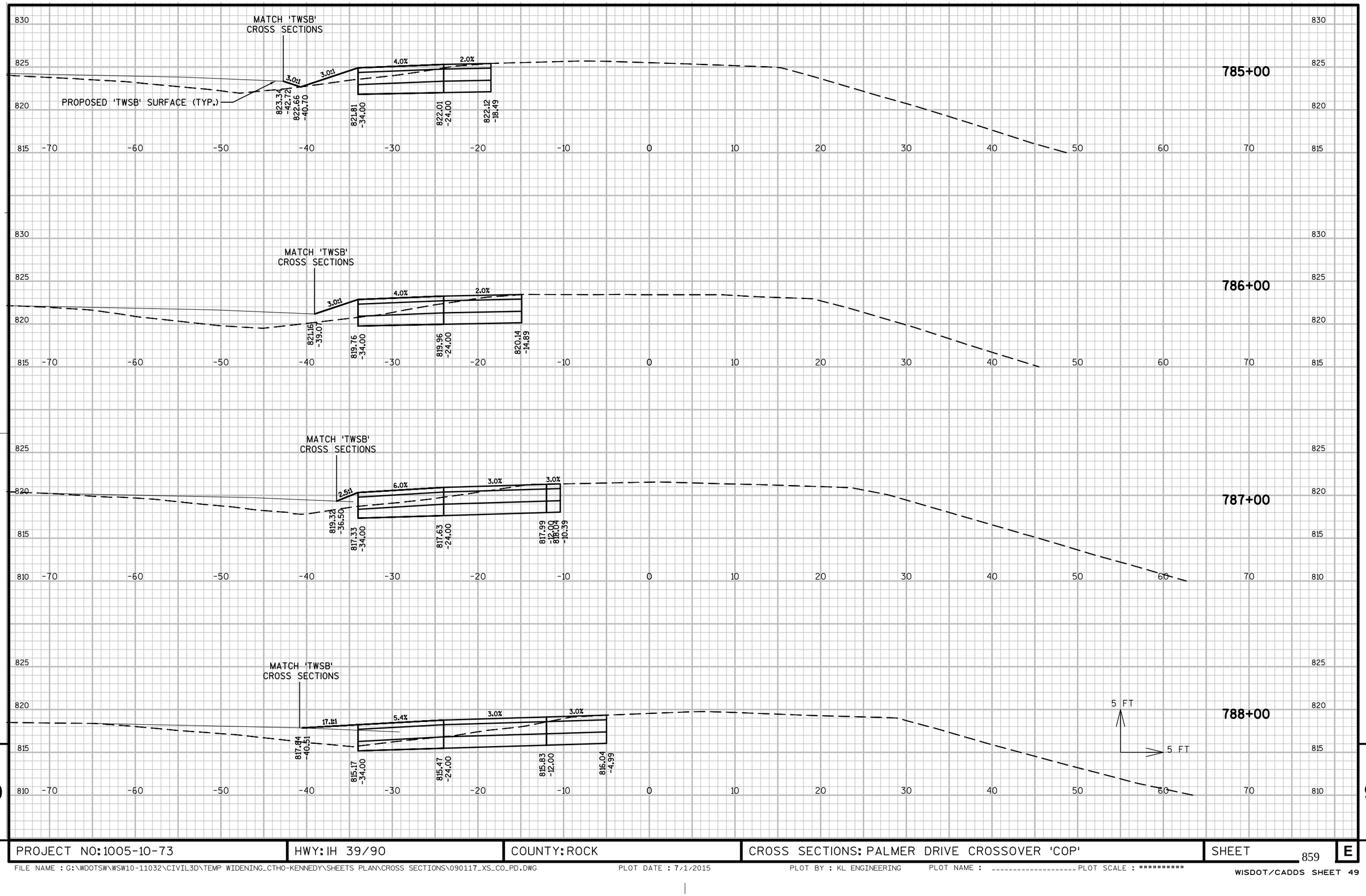
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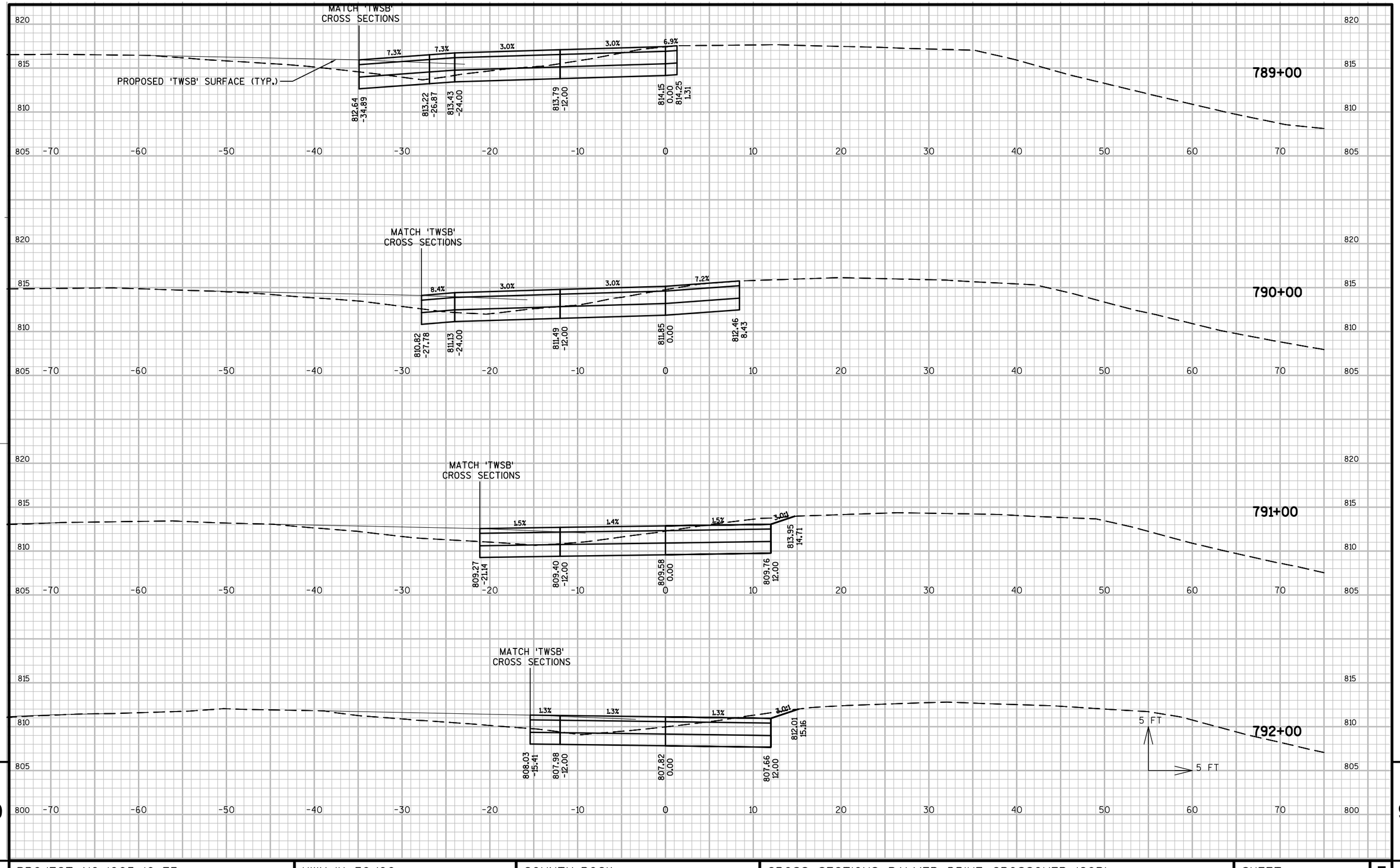
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: PALMER DRIVE CROSSOVER 'COP'	SHEET 858	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: PALMER DRIVE CROSSOVER 'COP'	SHEET 859	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090117_XS_CO_PD.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

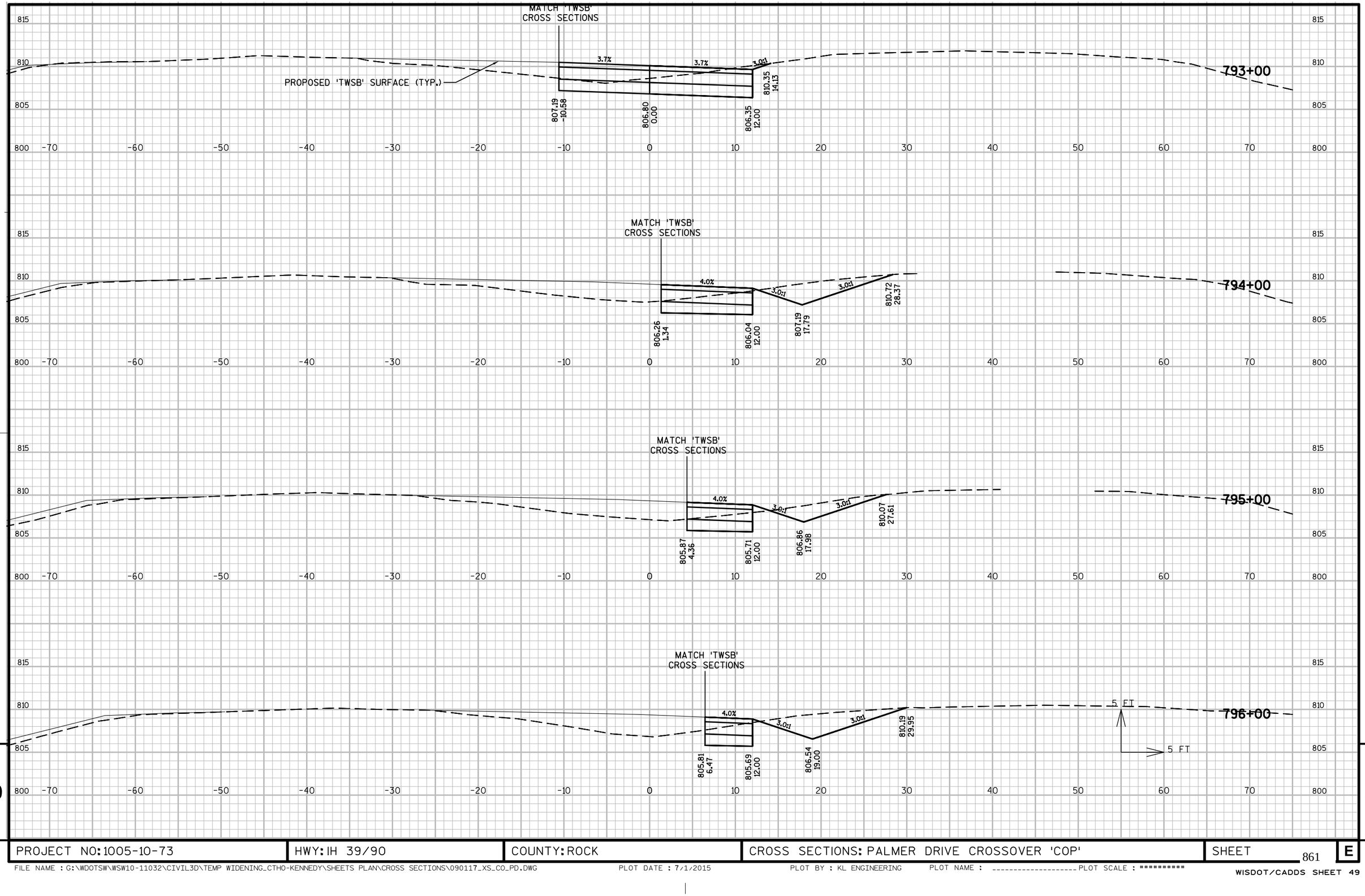
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: PALMER DRIVE CROSSOVER 'COP'	SHEET 860	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090117_XS_CO_PD.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

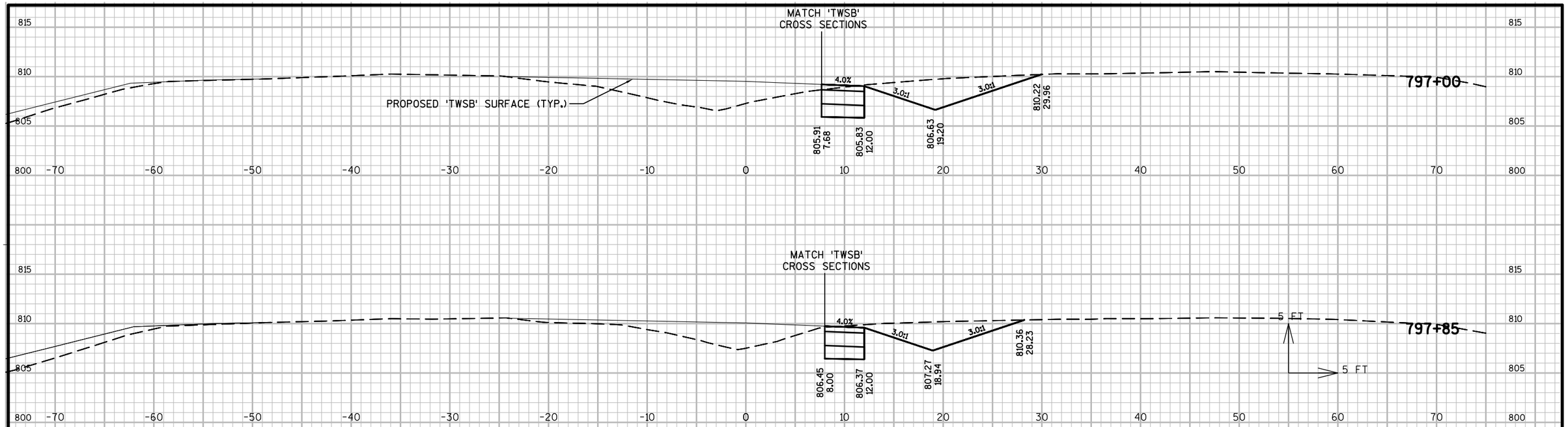
WISDOT/CADDS SHEET 49



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: PALMER DRIVE CROSSOVER 'COP'	SHEET 861	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090117_XS_CO_PD.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



END CONSTRUCTION STA 797+84.50'COP'

9

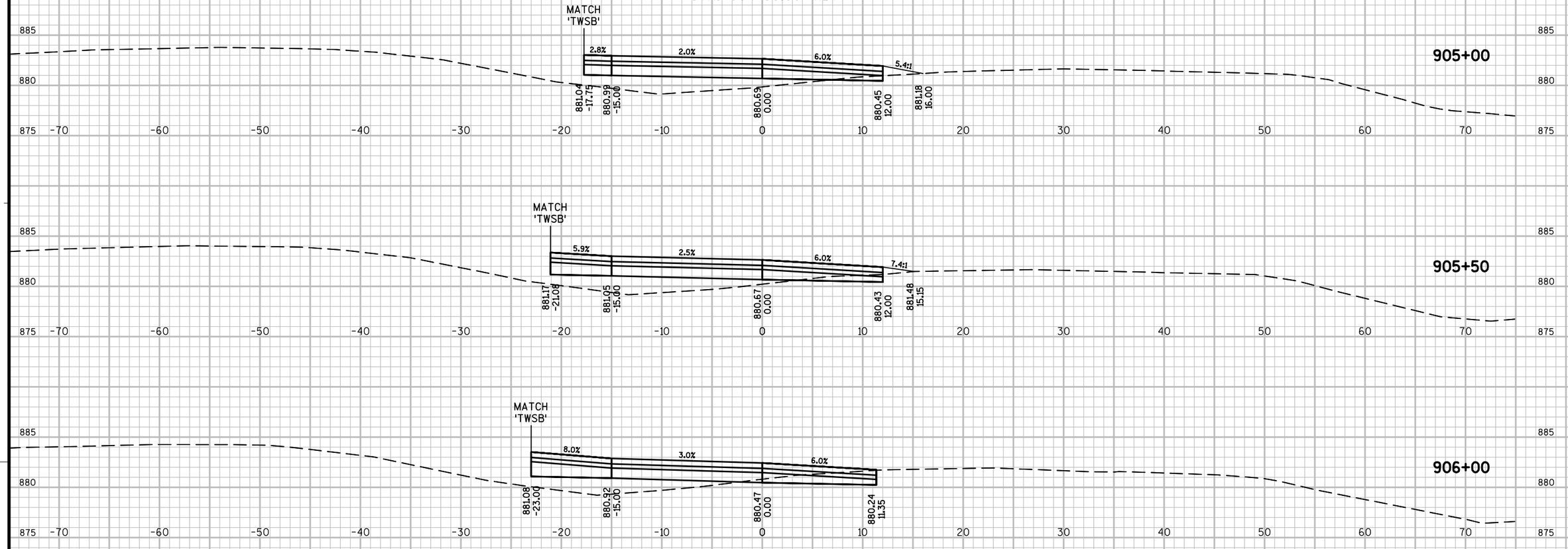
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: PALMER DRIVE CROSSOVER 'COP'	SHEET 862	E

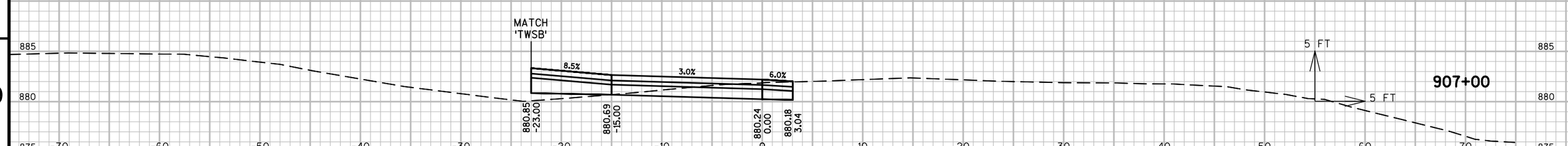
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090117_XS_CO_PD.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA. 904+58.80 'HBT'







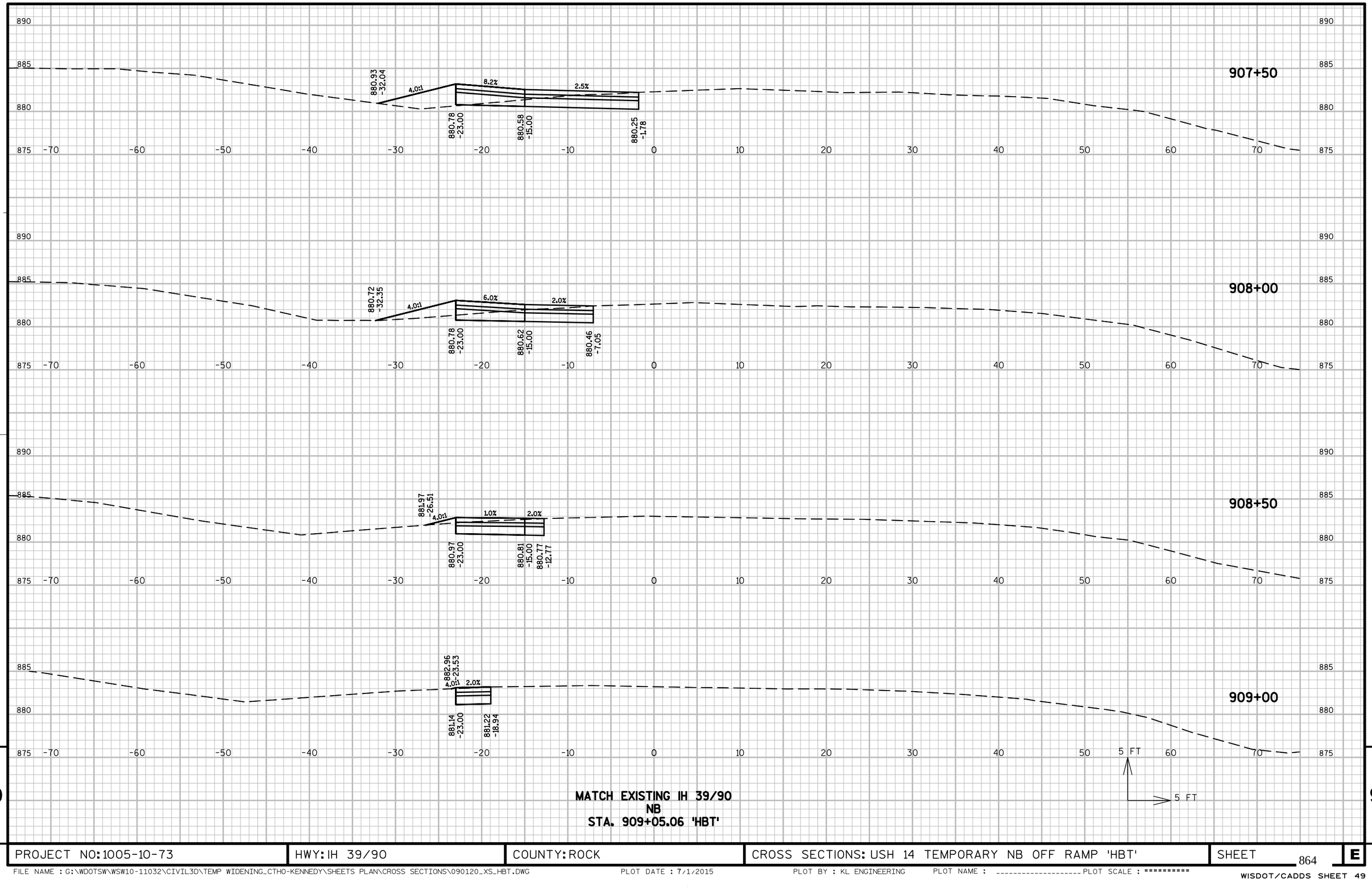
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: USH 14 TEMPORARY NB OFF RAMP 'HBT'	SHEET 863	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090120_XS_HBT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



MATCH EXISTING IH 39/90
NB
STA. 909+05.06 'HBT'

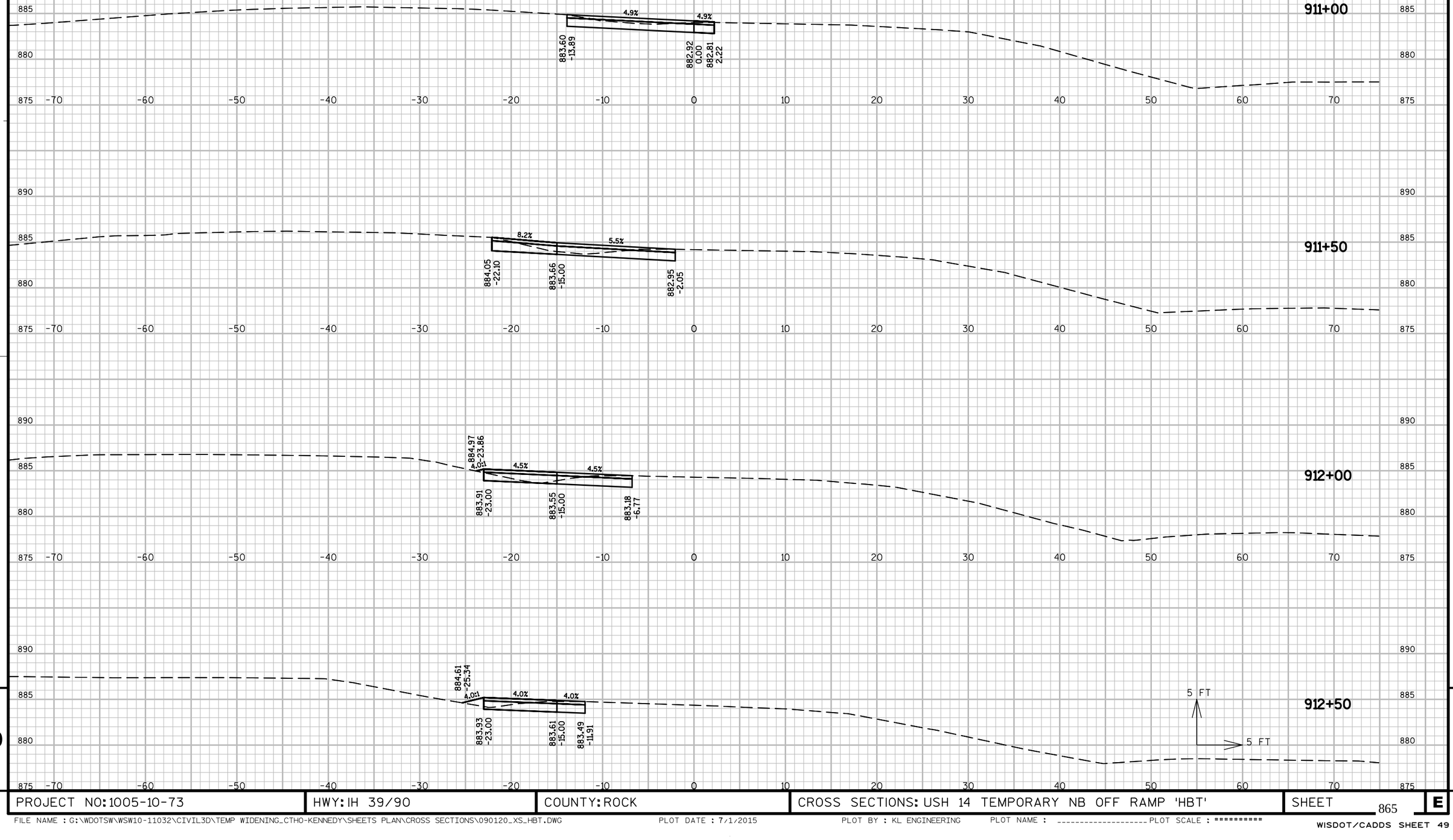
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: USH 14 TEMPORARY NB OFF RAMP 'HBT'	SHEET 864 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090120_XS_HBT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

MATCH EXISTING IH 39/90
NB
STA. 910+69.88 'HBT'



9

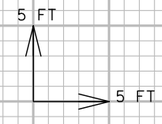
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: USH 14 TEMPORARY NB OFF RAMP 'HBT'	SHEET 865	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090120_XS_HBT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



END CONSTRUCTION
STA. 913+30.50 'HBT'



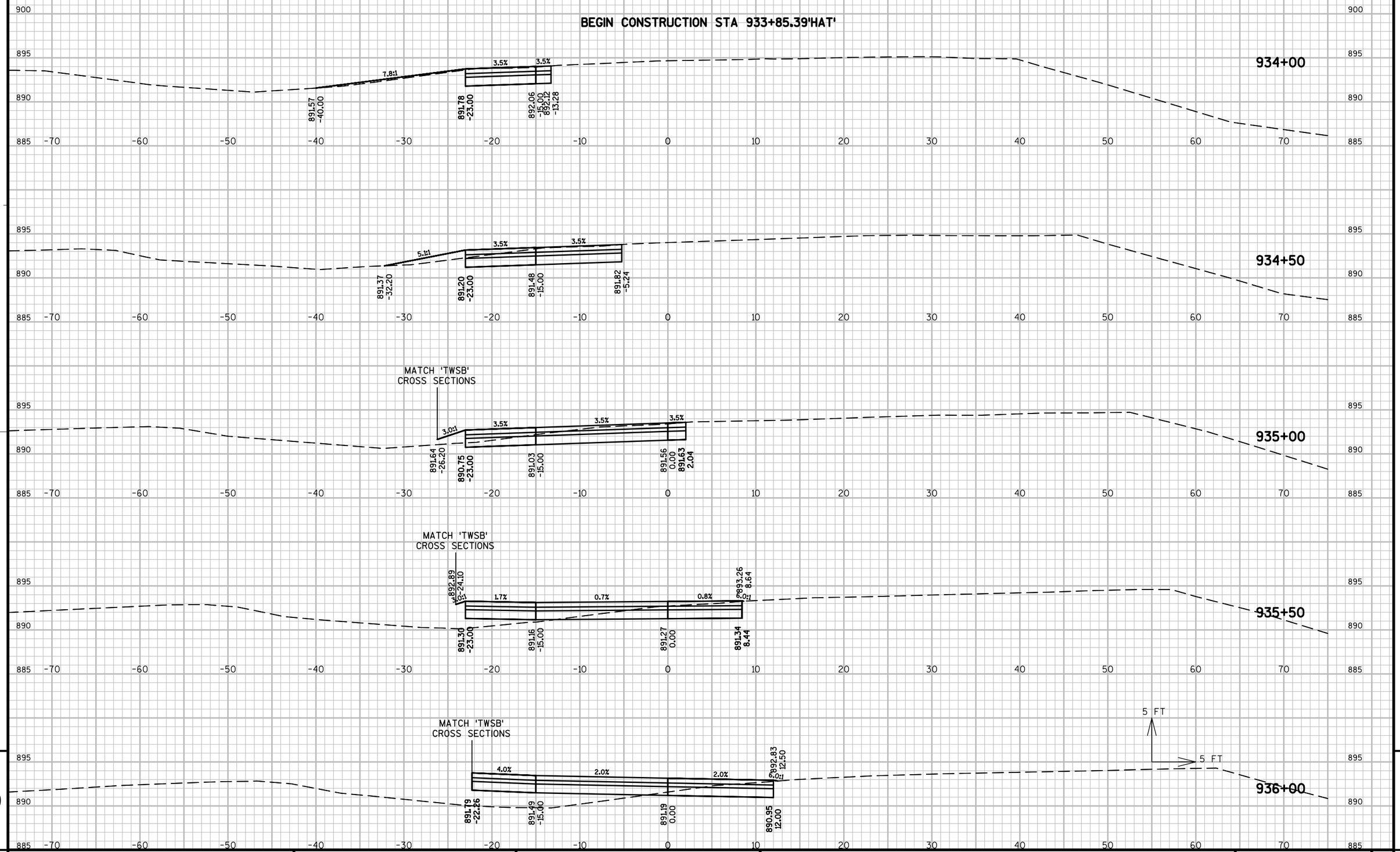
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: USH 14 TEMPORARY NB OFF RAMP 'HBT'	SHEET	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090120_XS_HBT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

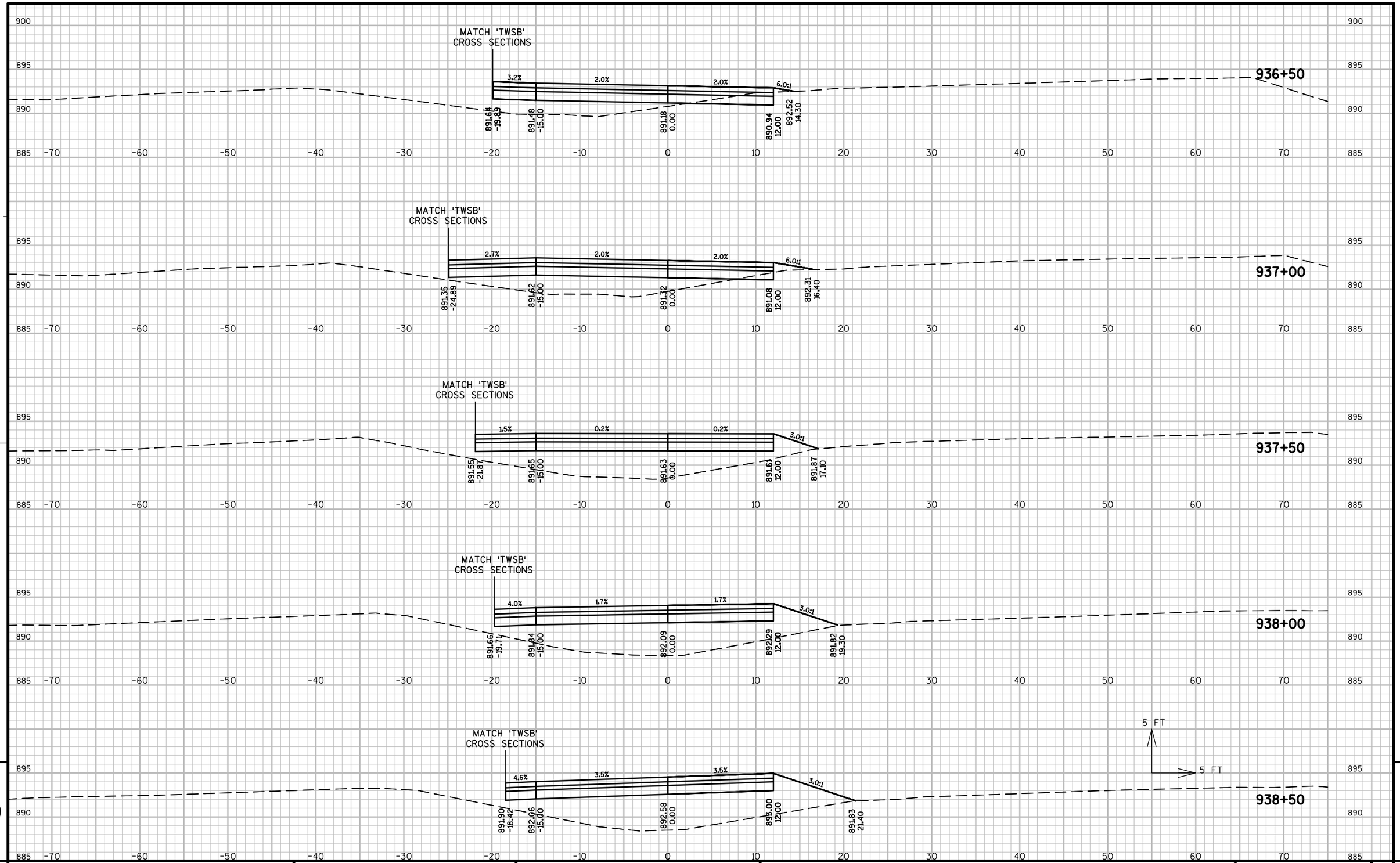
BEGIN CONSTRUCTION STA 933+85.39'HAT'



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: USH 14 TEMPORARY NB ON-RAMP 'HAT'	SHEET 867	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090119_XS_HAT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



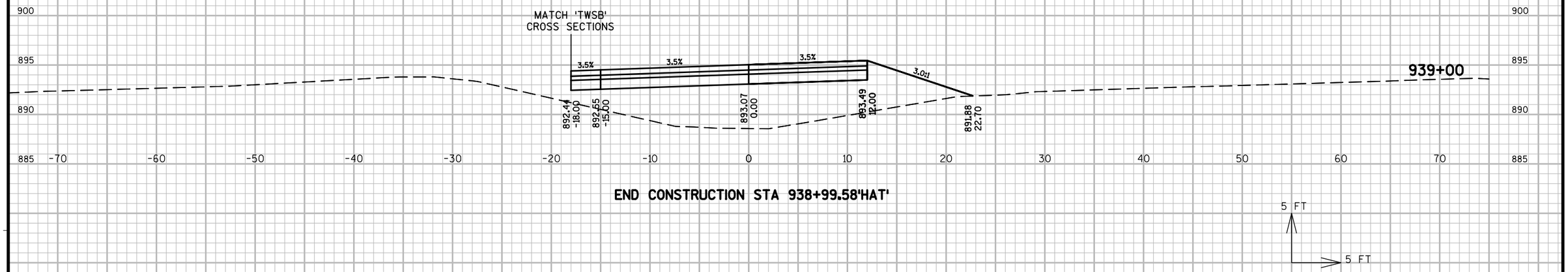
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: USH 14 TEMPORARY NB ON-RAMP 'HAT'	SHEET 868	E

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FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090119_XS_HAT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49



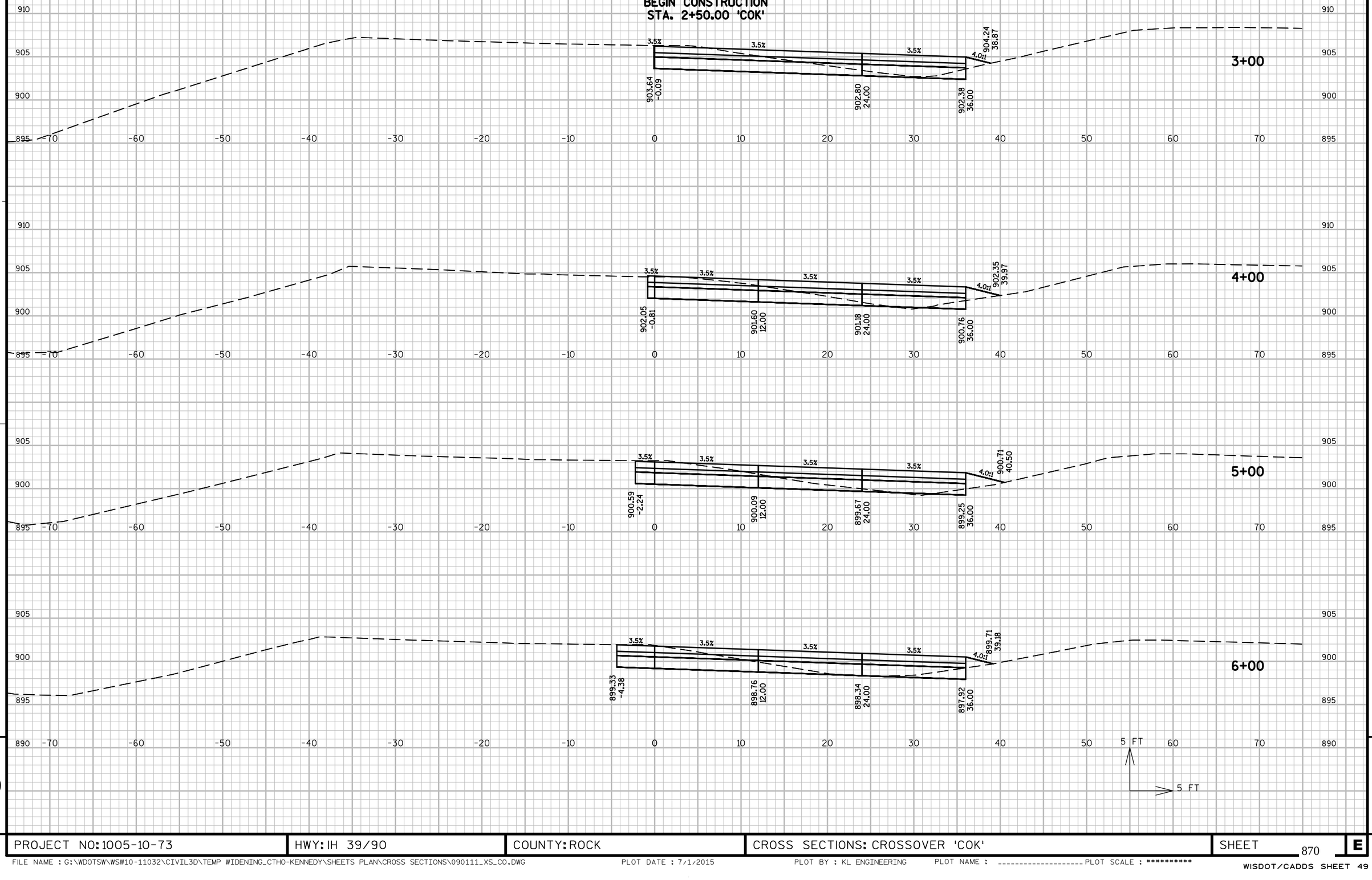
END CONSTRUCTION STA 938+99.58'HAT'

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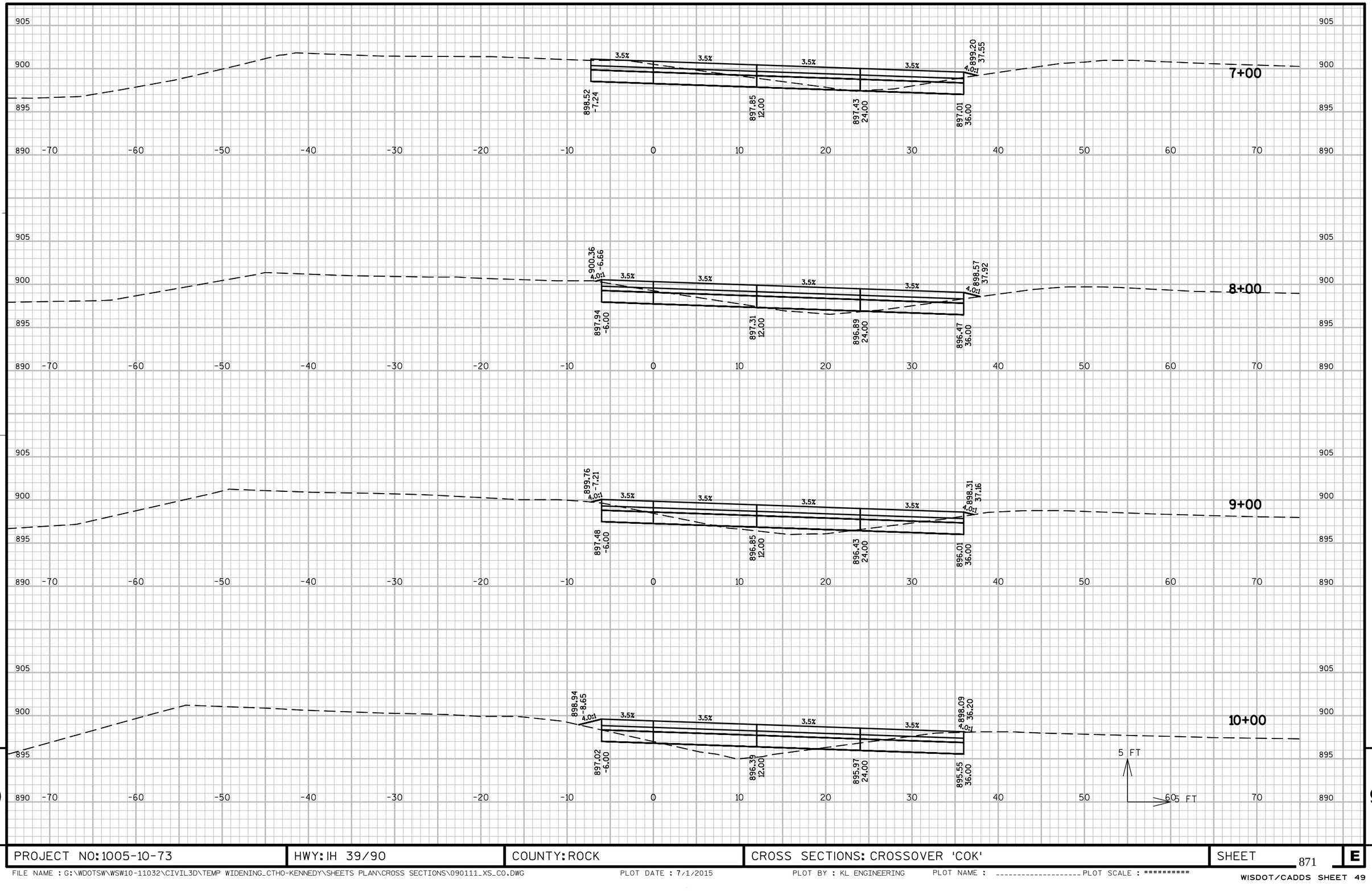
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: USH 14 TEMPORARY NB ON-RAMP 'HAT'	SHEET 869	E

BEGIN CONSTRUCTION
STA. 2+50.00 'COK'



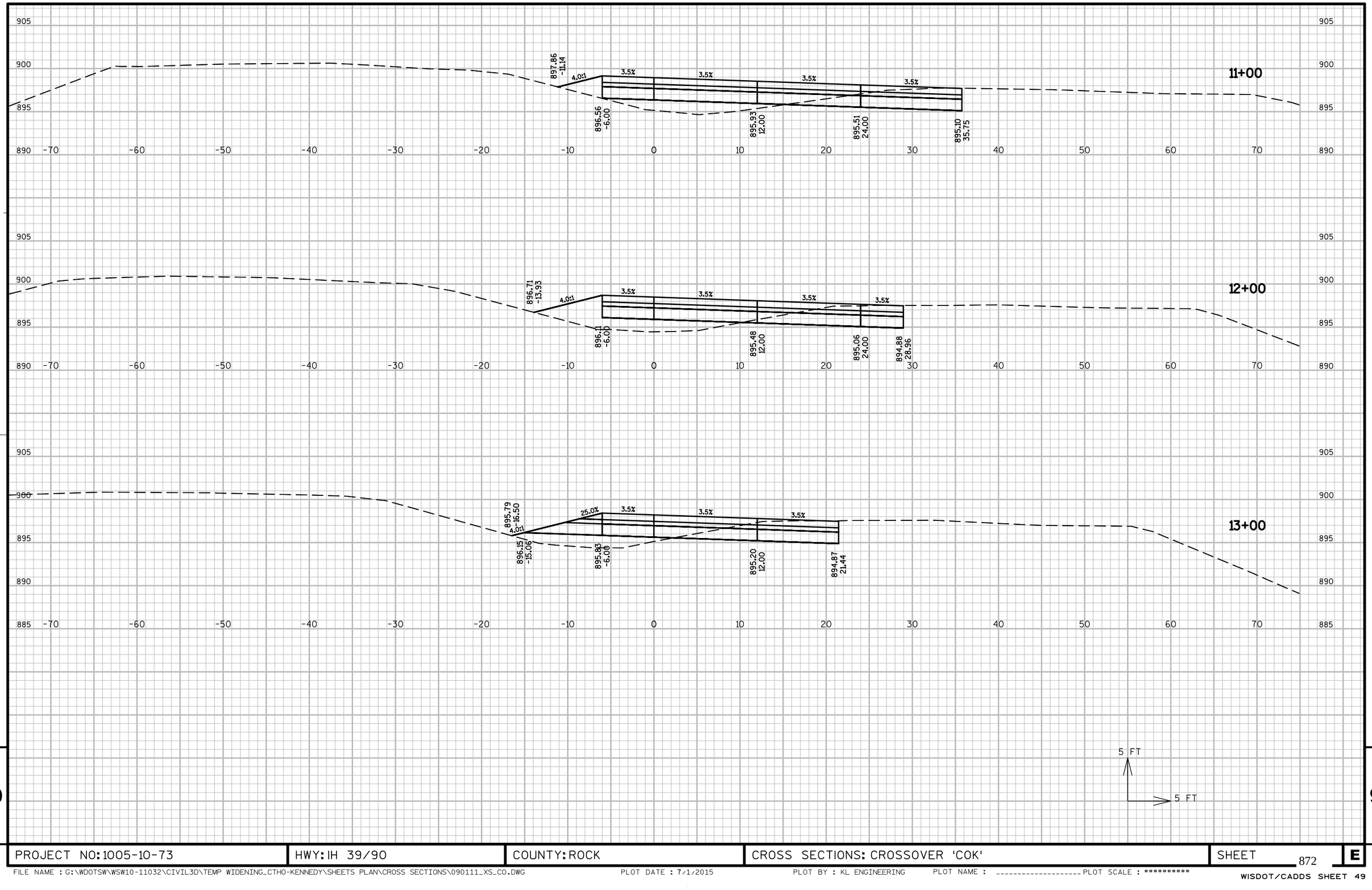
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'COK'	SHEET 870	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090111_XS_CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'COK'	SHEET 871 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090111_XS_CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

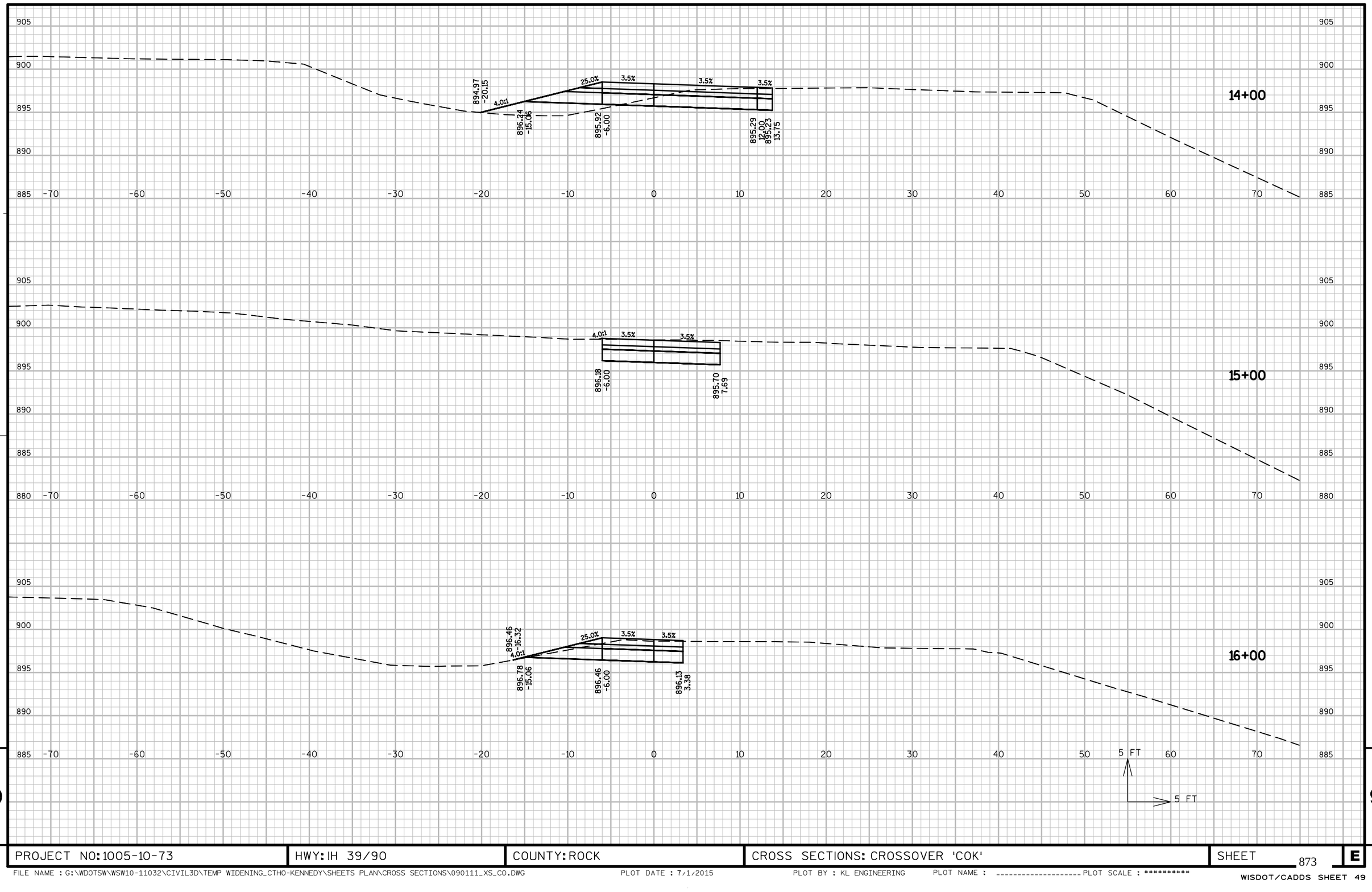


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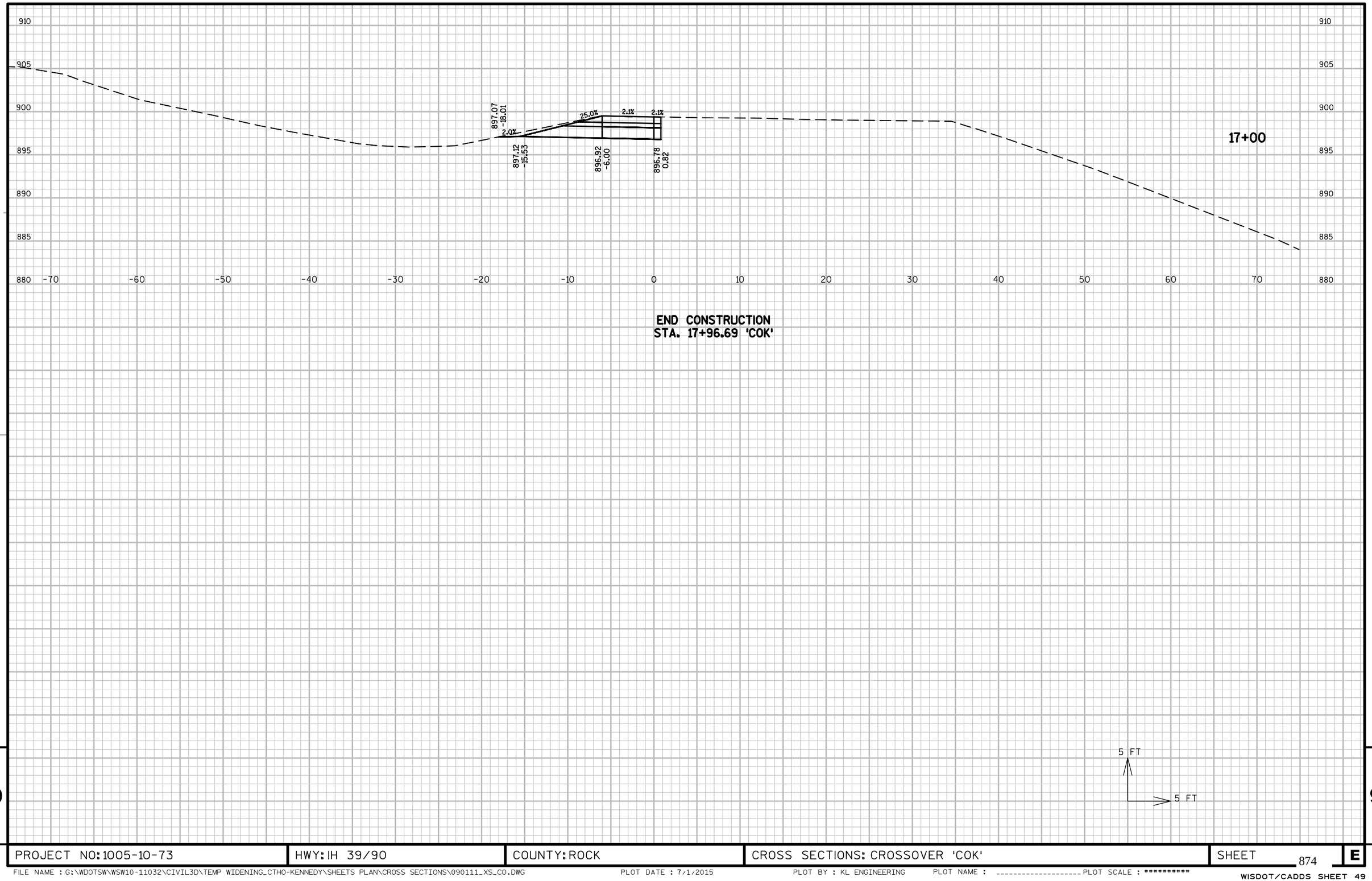
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'COK'	SHEET 872	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090111_XS_CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'COK'	SHEET 873 E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090111_XS_CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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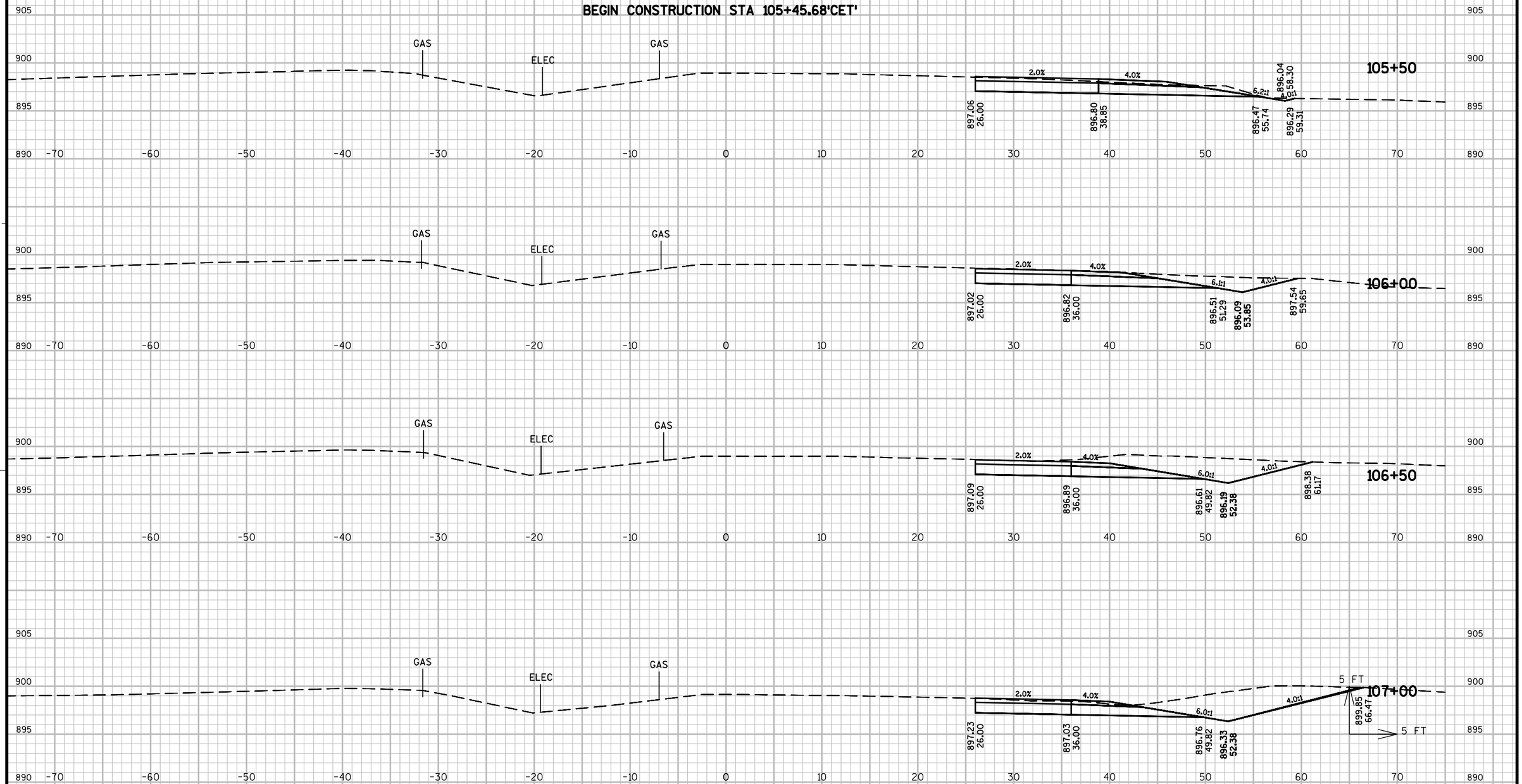
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'COK'	SHEET 874	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090111_XS_CO.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

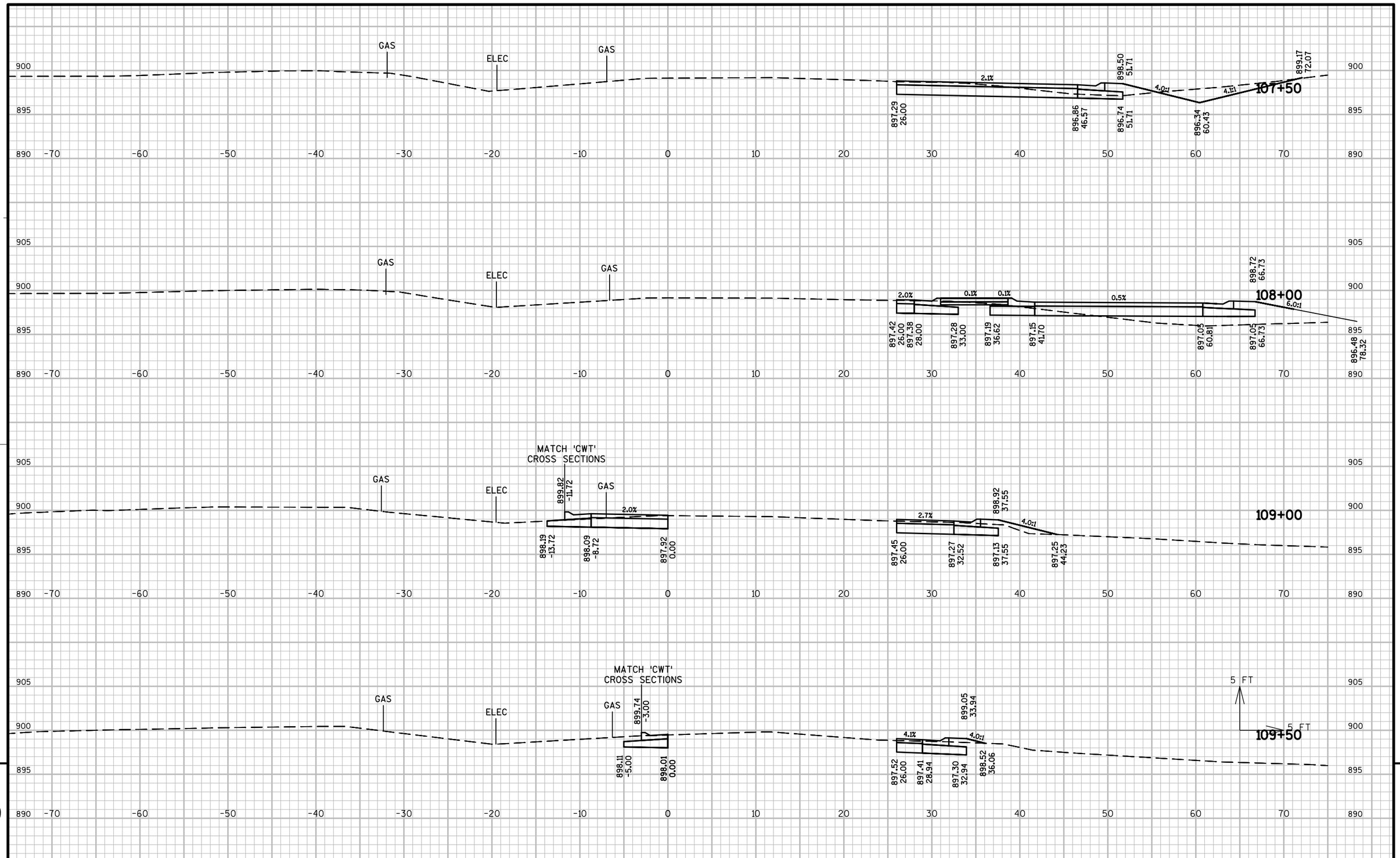
WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION STA 105+45.68'CET'



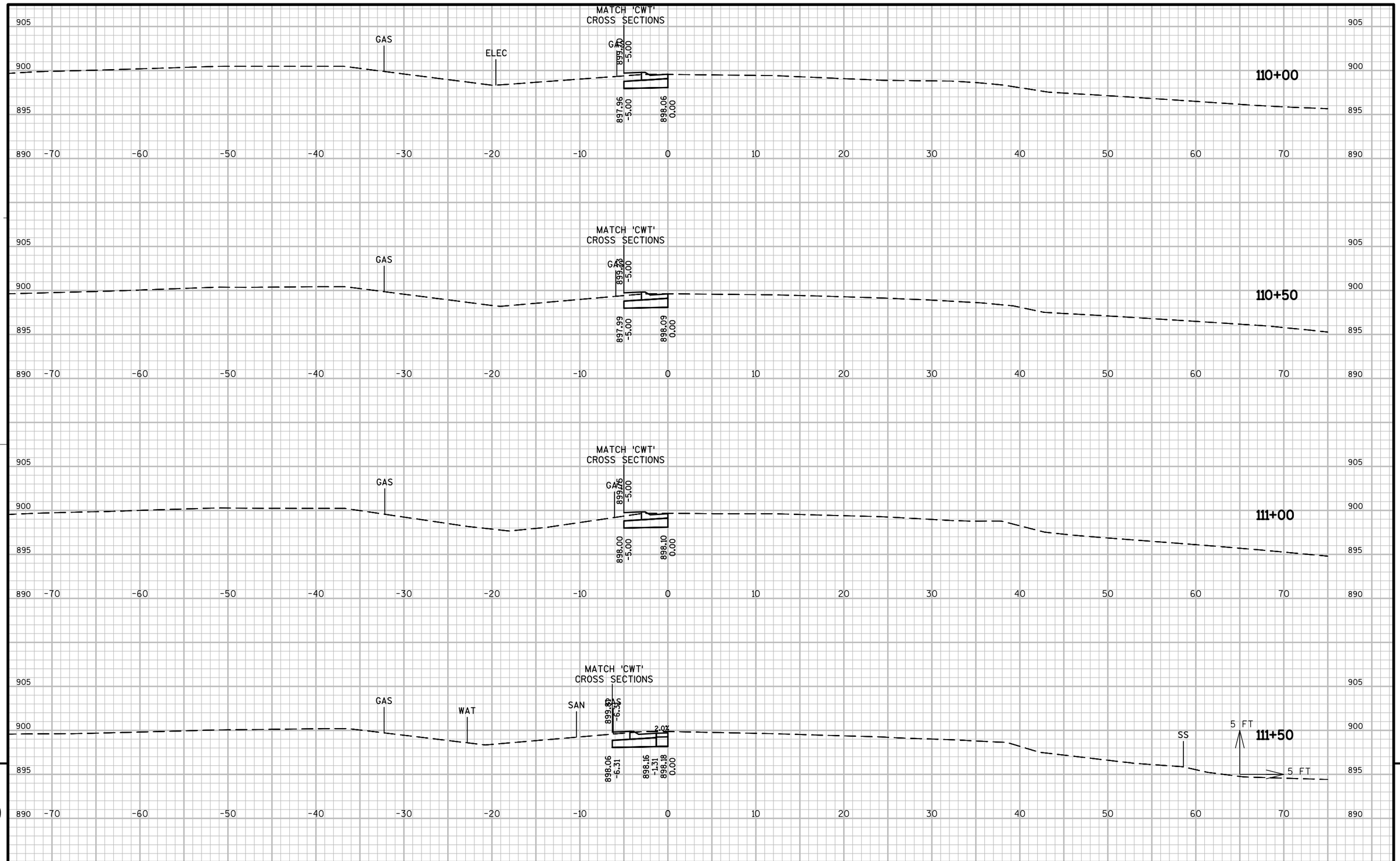
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB TEMPORARY WIDENING 'CET'	SHEET 875	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090115_XS_CET.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB TEMPORARY WIDENING 'CET'	SHEET 876	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090115_XS_CET.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

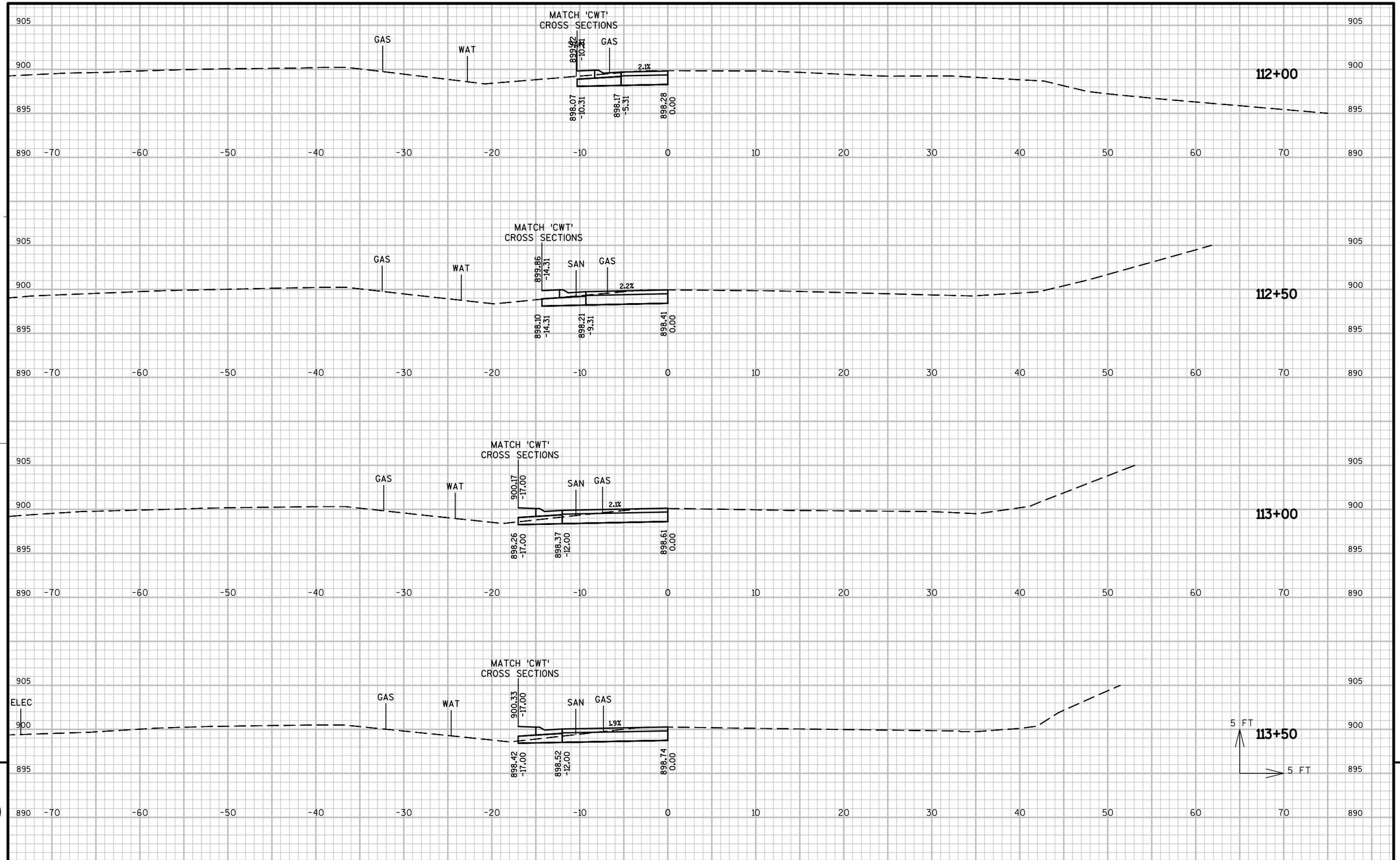


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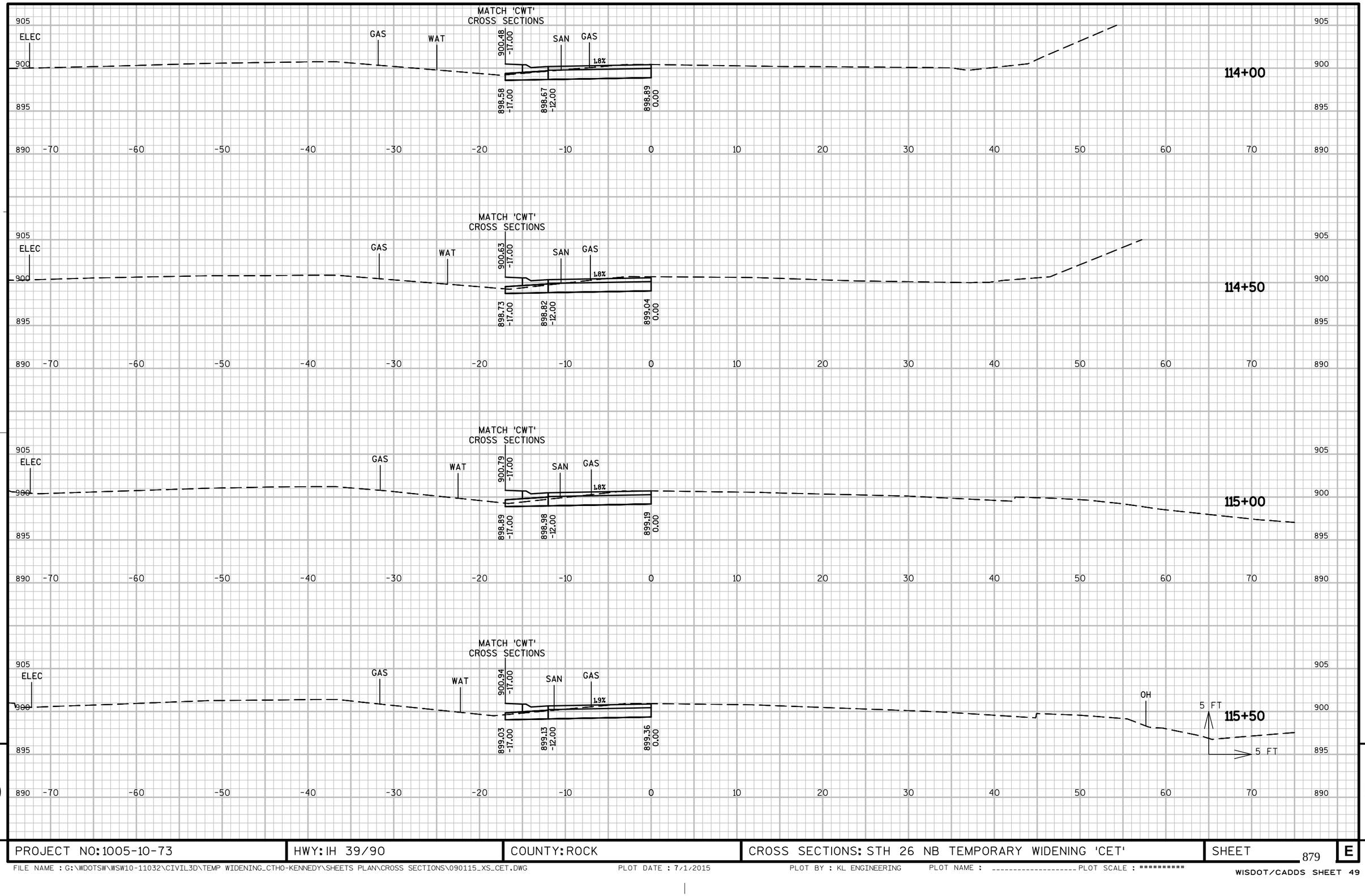
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB TEMPORARY WIDENING 'CET'	SHEET 877	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090115_XS_CET.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB TEMPORARY WIDENING 'CET'	SHEET 878	E

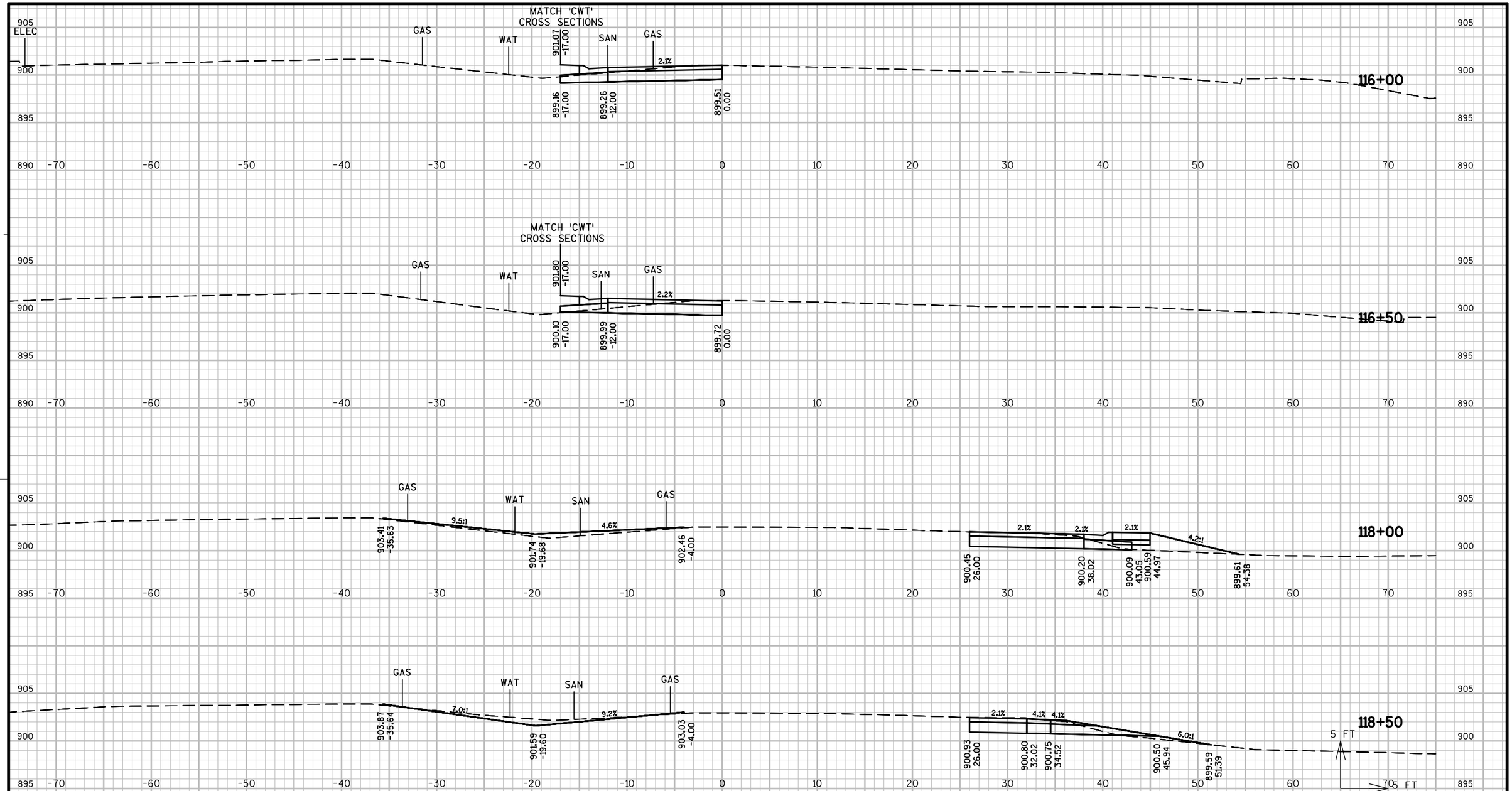


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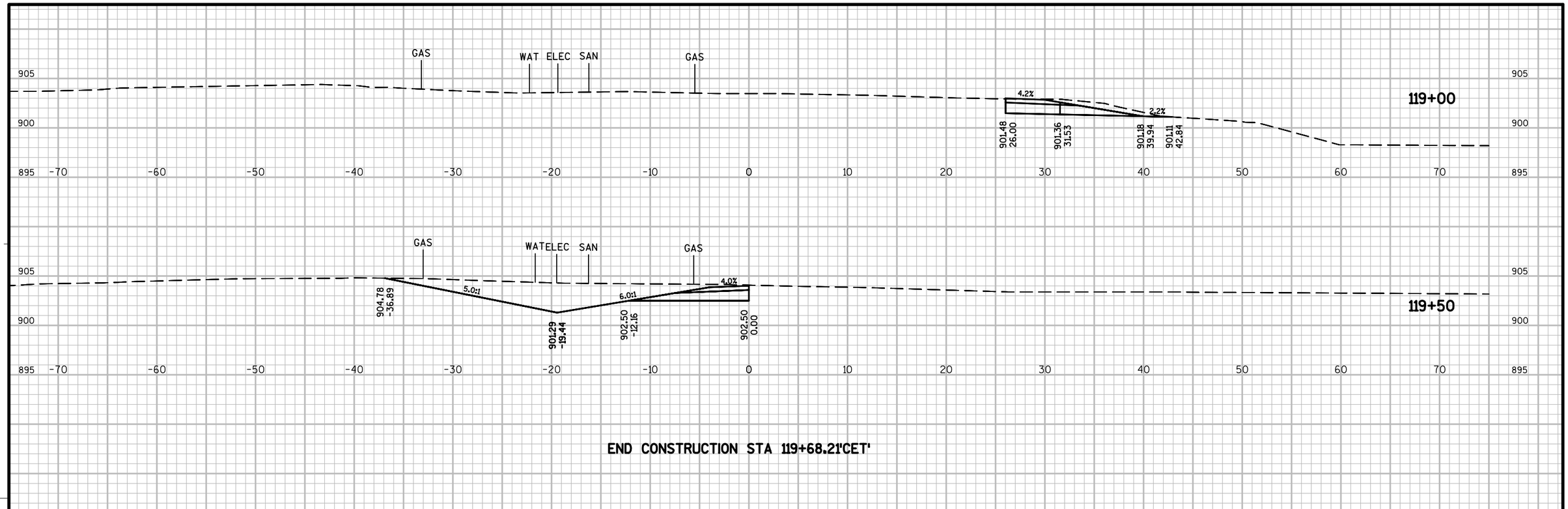
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB TEMPORARY WIDENING 'CET'	SHEET 879	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090115_XS_CET.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB TEMPORARY WIDENING 'CET'	SHEET 880	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090115_XS_CET.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



END CONSTRUCTION STA 119+68.21'CET'



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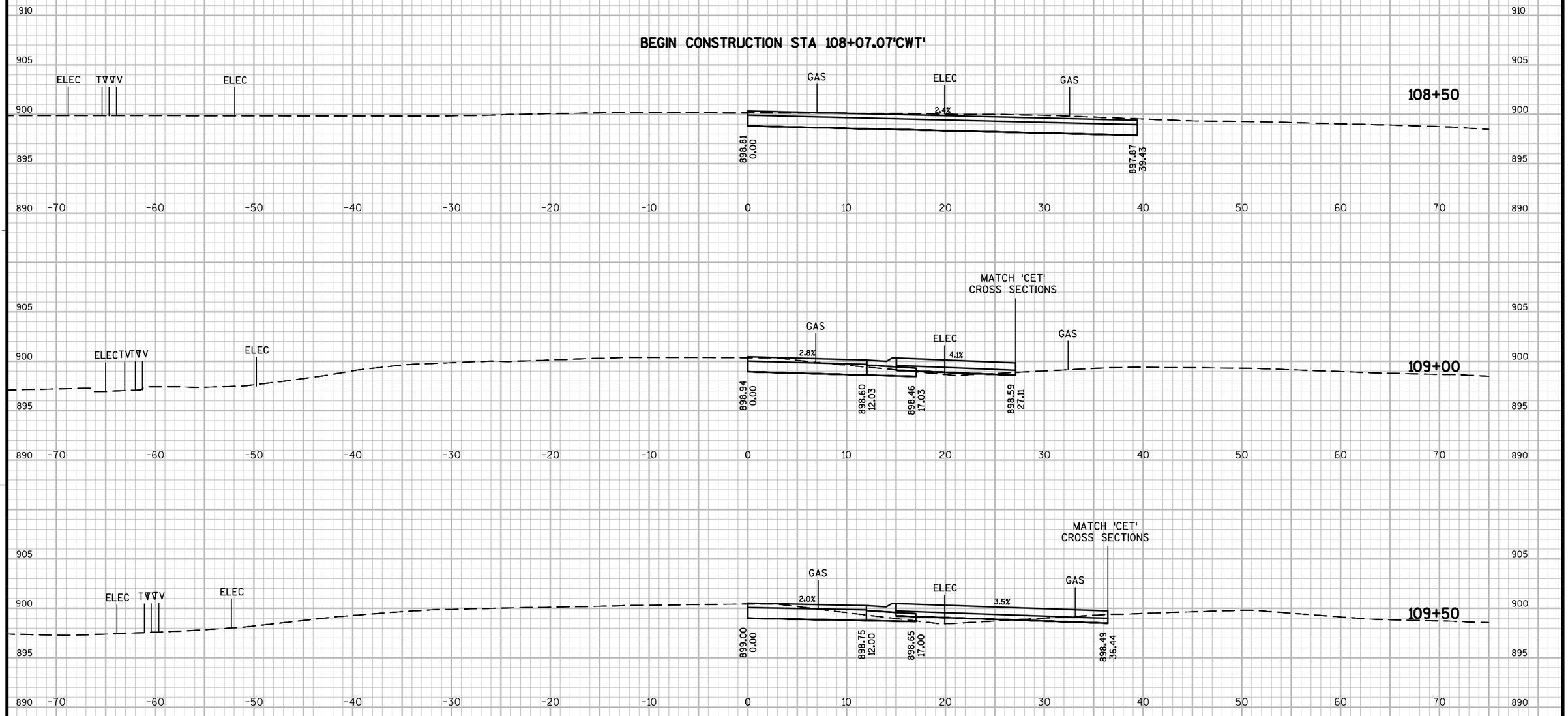
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 NB TEMPORARY WIDENING 'CET'	SHEET 881	E

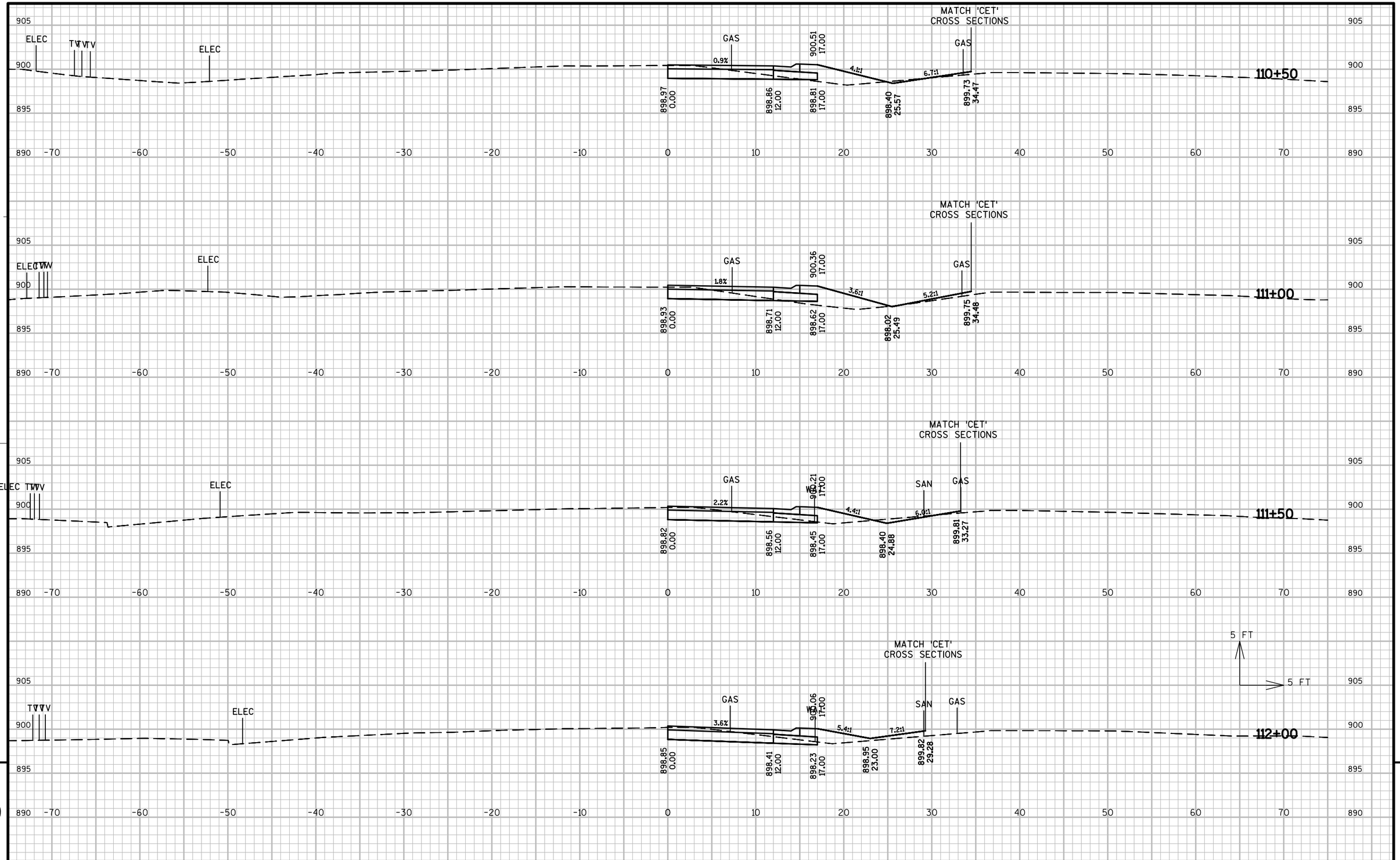
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090115_XS_CET.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

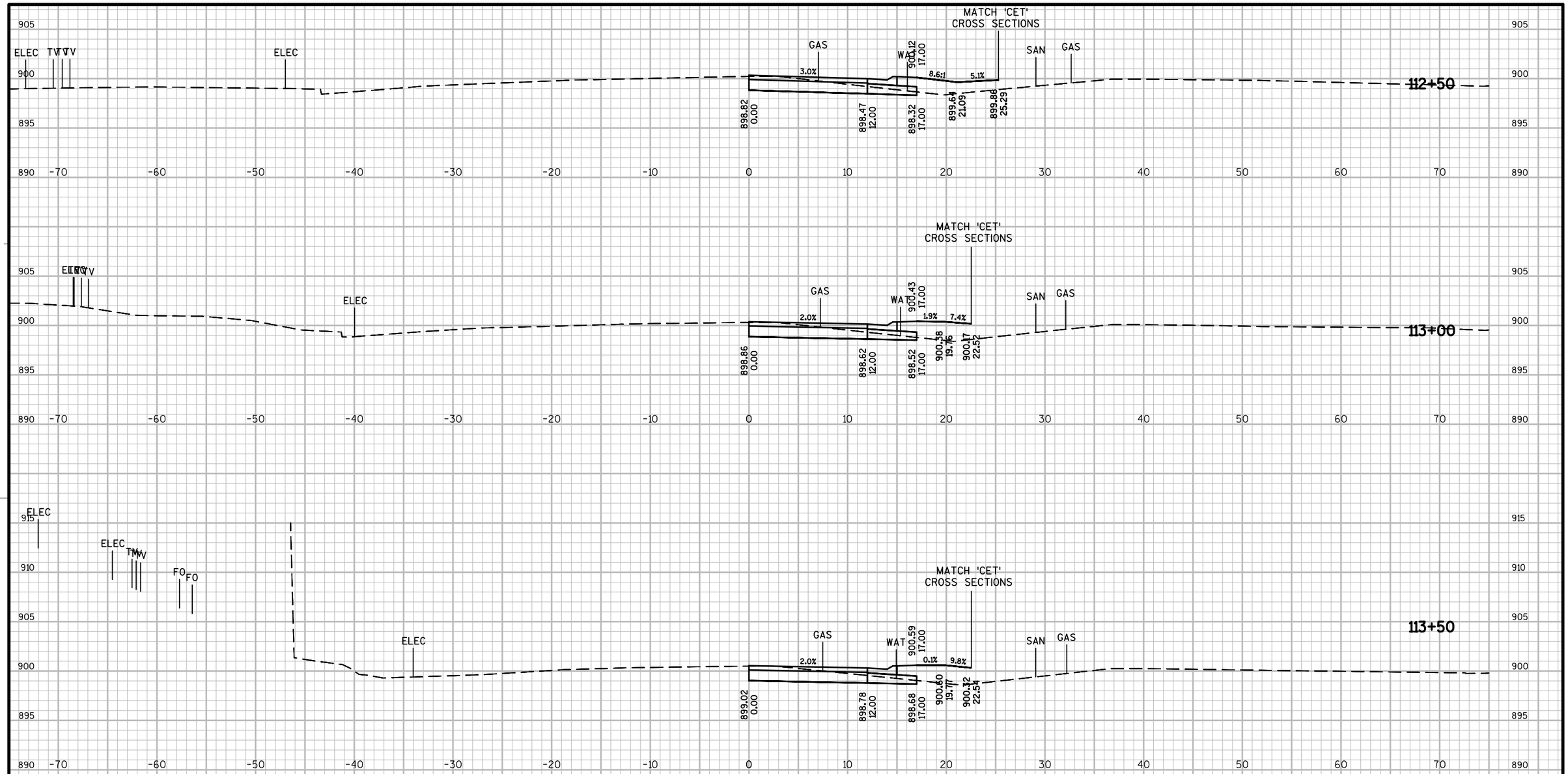
BEGIN CONSTRUCTION STA 108+07.07'CWT'



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB TEMPORARY WIDENING 'CWT'	SHEET 882	E



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB TEMPORARY WIDENING 'CWT'	SHEET 883	E

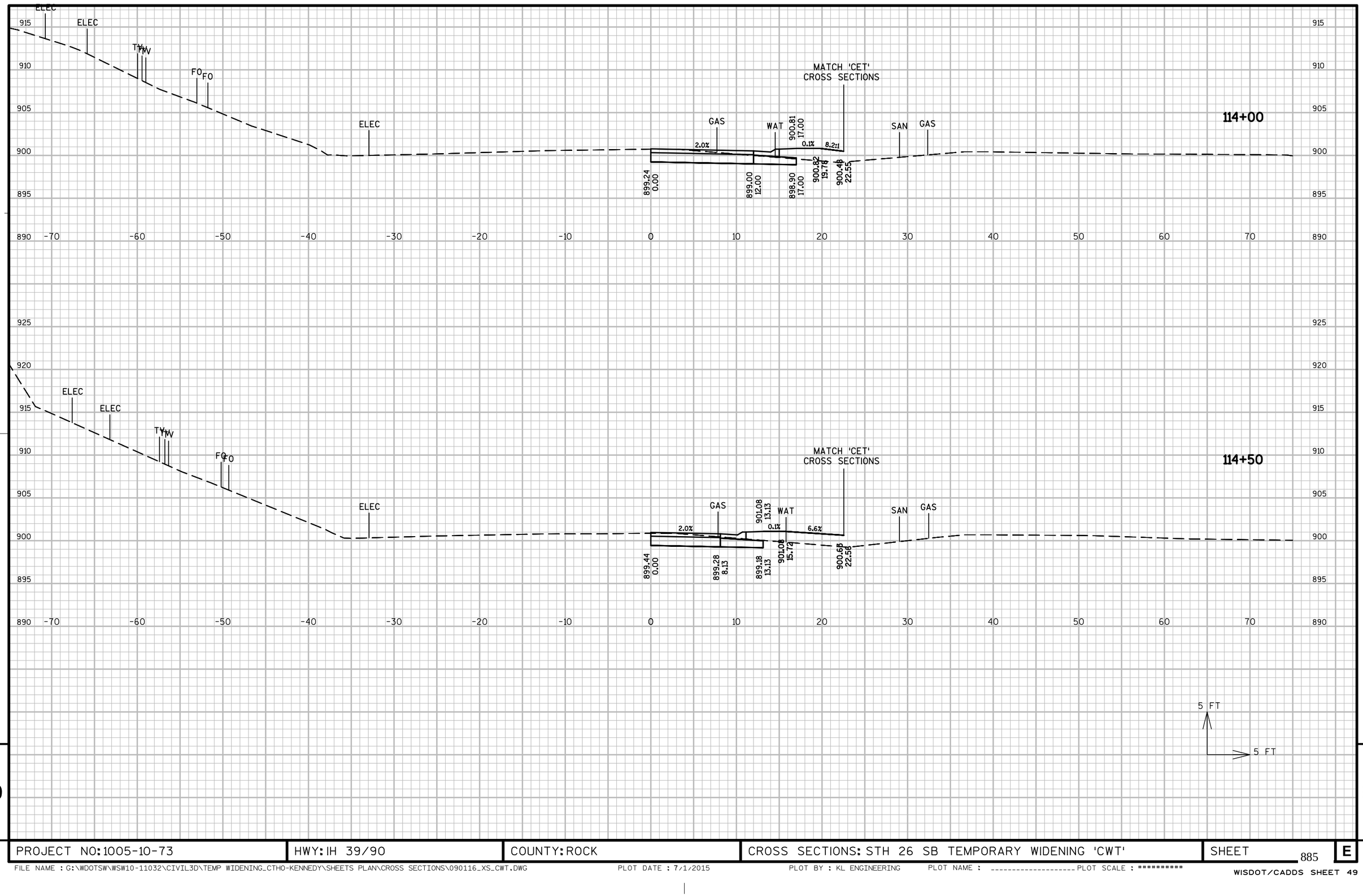


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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB TEMPORARY WIDENING 'CWT'	SHEET 884	E

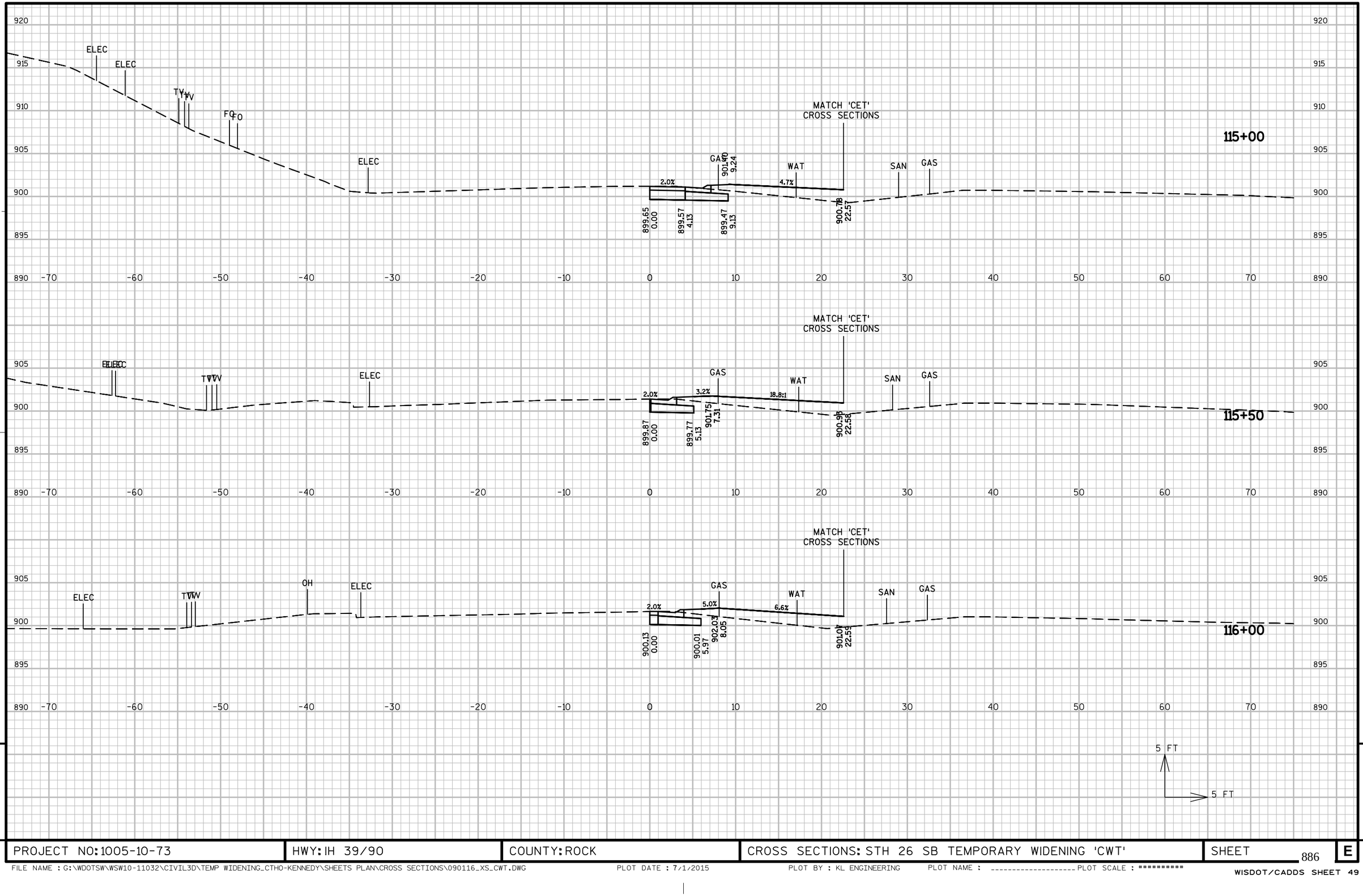
FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090116_XS_CWT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB TEMPORARY WIDENING 'CWT'	SHEET 885	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090116_XS_CWT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49



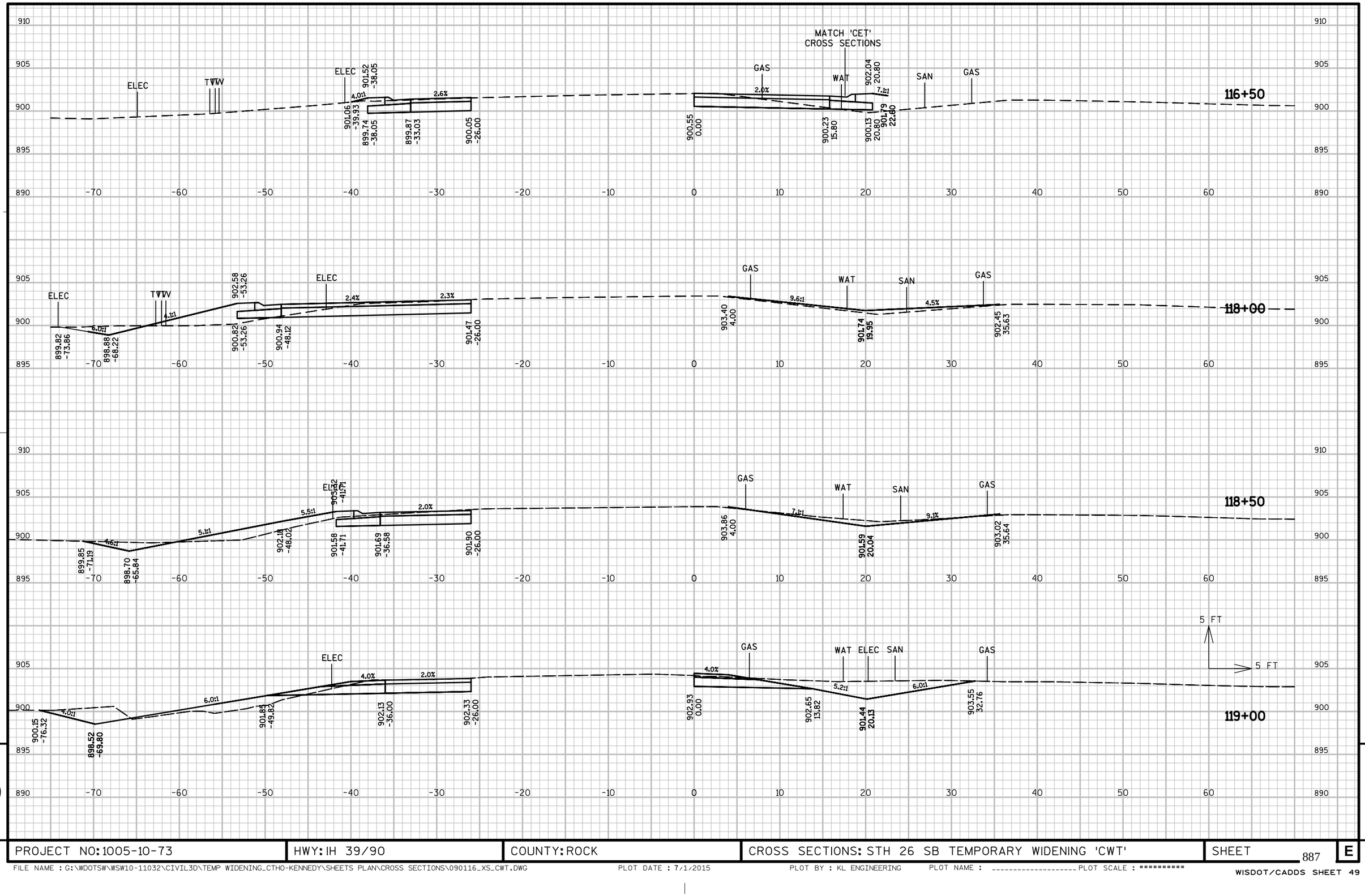
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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB TEMPORARY WIDENING 'CWT'	SHEET 886	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090116_XS_CWT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

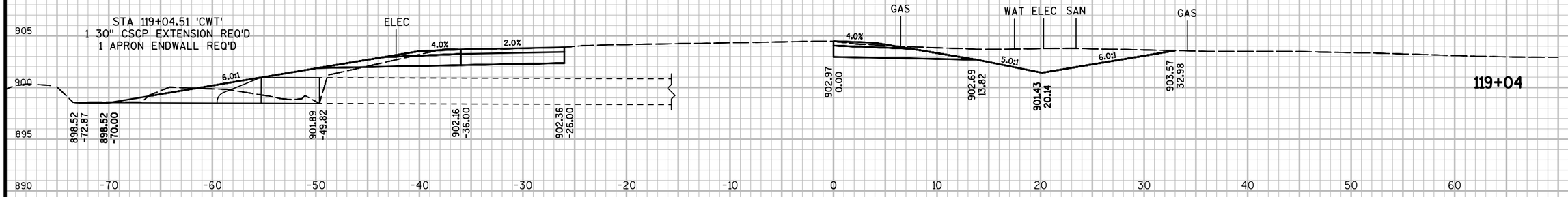
WISDOT/CADDS SHEET 49

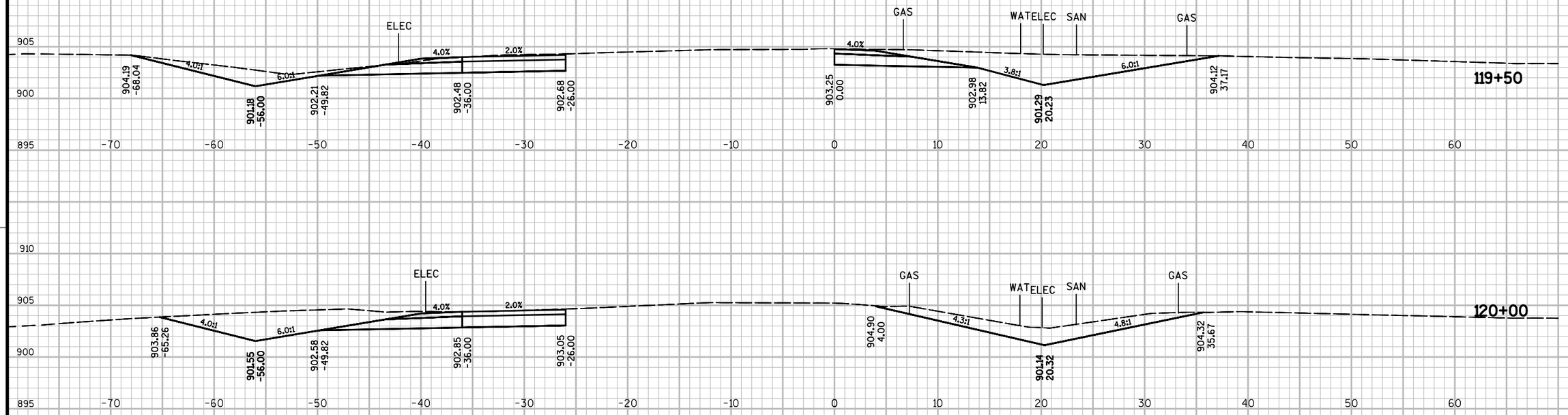


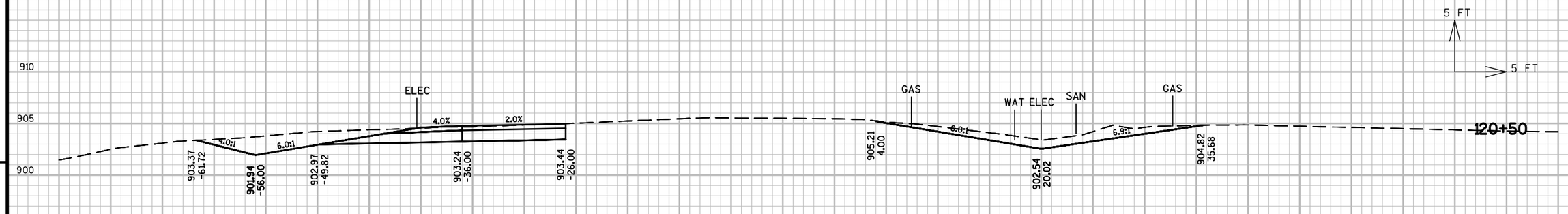
PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB TEMPORARY WIDENING 'CWT'	SHEET 887	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090116_XS_CWT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 49

STA 119+04.51 'CWT'
1 30" CSCP EXTENSION REQ'D
1 APRON ENDWALL REQ'D

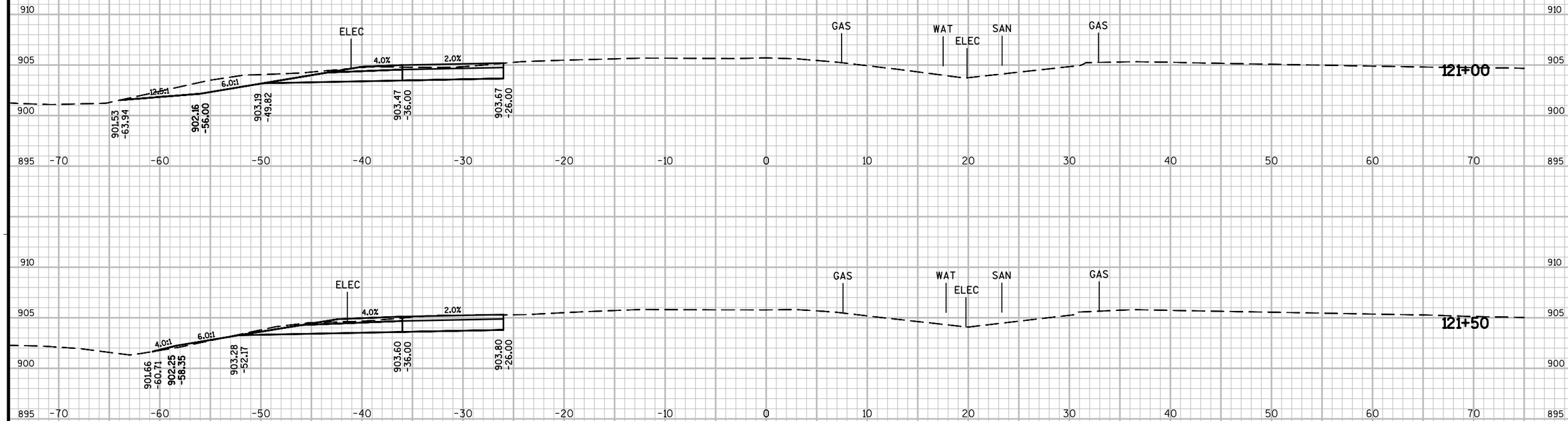






PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB TEMPORARY WIDENING 'CWT'	SHEET 888	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090116_XS_CWT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



END CONSTRUCTION STA 121+76.37'CWT'

5 FT

5 FT

9

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PROJECT NO: 1005-10-73	HWY: IH 39/90	COUNTY: ROCK	CROSS SECTIONS: STH 26 SB TEMPORARY WIDENING 'CWT'	SHEET 889	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\TEMP WIDENING_CTHO-KENNEDY\SHEETS PLAN\CROSS SECTIONS\090116_XS_CWT.DWG PLOT DATE : 7/1/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

Wisconsin Department of Transportation

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